

MIDDLE EAST - SOUTH ASIA

Jeppesen CHART CHANGE NOTICES highlight only **significant** changes affecting Jeppesen Charts, also regularly updated at www.jeppesen.com.
IMPORTANT: CHECK FOR NOTAMS AND OTHER PERTINENT INFORMATION PRIOR TO FLIGHT.

ENROUTE CHARTS

GENERAL

CRUISE TABLE FOR BANGKOK AND YANGON FIRs modified as follows:
 360° - 179°: FL290-FL310- FL330, etc
 180° - 359°: FL300-FL320-FL240, etc

MYANMAR

IATA In-Flight Broadcast Procedure (IFBP) withdrawn within Yangon FIR (VYYF).
 YANGON ACC Sectors vertical limits chgd as follows:
 Sector 1: FL170 - FL560
 Sector 2: FL170 - FL560
 Sector 3: FL170 - FL260
 Sector 4: FL170 - FL560

PAKISTAN

UPPER LIMIT of ATS routes within Karachi FIR is FL400 unless otherwise specified; until 30 Jun 25.
ME HL-5, ME HL-6, ME HL-7, ME HL-8, ME HI-1, ME HI-2.

AFGHANISTAN

ATS ROUTES changed:
 G206 extended, GADER (N2941.0 E06128.0) - BUDBO, 031°/211°, 36NM, MEA FL170, MAA FL290. **ME HL-5, ME HL-6.**

AUSTRALIA

ATS ROUTES changed:
 V403 estbld one-way N-bnd Learmonth, WA (LM) VOR - SEKRU NCRP (S22 05.0 E113 52.0) 305°, 16NM, MOCA 2600; SEKRU - ITBAP NCRP (S20 59.4 E113 25.9) 339°, 70NM, MOCA 2200; ITBAP - VISEP NCRP (S20 20.5 E113 10.6) 41NM, MOCA 1500; VISEP - BEMVU NCRP (S19 52.3 E113 06.4) 352°, 28NM. **ME H/L-14.**
 V404 estbld one-way S-bnd BEMVU, WA NCRP (S19 52.3 E113 06.4) - BORPU NCRP (S20 16.9 E113 24.6) 145°, 30NM, MOCA 1500; BORPU - ORILI NCRP (S20 47.3 E113 34.2) 163°, 32NM; ORILI - IPRIS NCRP (S21 44.4E113 52.2) 59NM; IPRIS - Learmonth (LM) VOR 157°/(337°) 32NM, MOCA 2600. **ME H/L-14.**

BANGLADESH

DELEGATED AIRSPACE Dhaka FIR to Kolkata ACC/FIC, lower limit FL50 (N21 E090). **ME HL-13.**

CAMBODIA

ATS ROUTES changed:
 W3 redesign Y3. Battambang (BB) NDB replaced by RIMSO (N12 E102). **VTBD.**

Y3 redesign bi-directional BOKAK - RIMSO; RIMSO to TAREG realigned; RIMSO - Siem Reap (REP) VOR 075°/255°, 60 NM, MEA 4000; Siem Reap (REP) VOR - TAREG 085°/265°, 105 NM, MEA 6000 (N13 E104). **VTBD.**

CYPRUS

ATS ROUTES changed:
 P68, AZANA NCRP estbld at N3314.6 E03330.2; APLON - AZANA - MERVA, 81/59NM. **LLBG 10-1.**

EGYPT

ATS ROUTES changed:
 L560, LAKTO (N3238.0 E03205.0) to SILKA, MEA FL370 (until 06 May 2025). **ME HL-3, ME HL-2.**

INDIA

ATS ROUTES changed:
 G472, BOLUS (N2006.8 E08610.3) and BIXON chgd to CRP. **ME HL-13.**
 M300, RUNOT (N0929.7 E07907.4), Madurai VORDME (MDI) and DOLPI chgd to CRP. **ME HL-13.**
 M641, all NCRPs chgd to CRPs (N09 E078). **ME HL-13.**
 R461, GUTNA CRP estbld at N1619.2 E07314.8; AGAXI - GUTNA - OKILA, 29/18NM, 2800T/2900T. **ME HL-13.**
 SUSMA (N1755.4 E07730.1) replaced by Bidar VORDME (BDR) (J42, J97, Q27, Q28, W19, W27). Eff 20 Mar 25. **ME HL-8, ME HL-10, ME HL-11.**

PORT BLAIR VORDME (PPB) renamed Sri Vijaya Puram (N11 E092). **ME HL-13.**
 RAMNAD MCTR estbld, GND-FL100, Class 'D' (N09 E078). Eff 20 Mar 25. **ME HL-8, ME HL-12.**

INDONESIA

BANDAR LAMPUNG (TKG) VORDME renamed Lampung Selatan (S05 E105). **ME HL-14.**
 JAKARTA FIR extended approx 350NM to the North to cover Natuna, Tanjungpinang, Pontianak, and Pangkalpinang UTAs (N01 E107). **ME H/L-13, ME H/L-14.**
 PANGKALPINANG UTA extended approx 150NM NW (N00 E103). **ME H/L-14.**
 PEKANBARU UTA extended NE to 90NM radius centered on N01 13.4 E103 51.4. **ME H/L-13, ME H/L-14.**
 PONTIANAK UTA extended NW approx 82NM from Pontianak (PNK) VOR (N00 E108). **ME H/L-14.**
 SINGAPORE ACC DELEGATED AIRSPACE within Jakarta FIR estbld as follows:
 N01 34.5 E102 23.9 then eastwards along Singapore-Jakarta FIR boundary to
 N03 17.5 E105 30.0

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N01 24.8 E106 16.8
 N00 10.5E104 56.9
 N00 00.0 E105 03.7
 N00 00.0 E104 43.5

then around the arc of a circle radius 90 NM centered on N01 13.4 E103 51.4. Altitudes GND - FL370. **ME HL-13, ME HL-14.**

TANJUNG PINANG TMA NORTH estbld. An irregular-shaped area approx 240NM S-N by 220NM W-E N from N01 parallel. Altitudes 10000 MSL - FL245. Class 'B'. Times of operation H24 (N01 E107). **ME HL-14.**

TANJUNG PINANG TMA SOUTH estbld. An irregular-shaped area approx 110NM S-N by 210NM W-E S from N01 parallel. Altitudes 10000 MSL - FL245. Class 'B'. Times of operation H24 (N00 E106). **ME HL-14.**

TANJUNGPINANG UTA estbld. An irregular-shaped area approx 230NM S-N by 290NM W-E E of Tanjungpinang (TPG) VOR. Altitudes FL245 - FL600. Class 'A'. Hours of operation H24 (N01 E106). **ME HL-14.**

ISRAEL

ATS ROUTES changed:

N11, RENVO (N3156.1 E03407.5) - SUVAS, withdrawn. **LLBG 10-1.**

BET-MEIR DME (LOT) CH57X cmsnd at N3147.6 E03502.5. **LLBG 10-1.**

EILOT HOLDING (N2936.5 E03458.6) withdrawn. **LLBG 10-1.**

LL(P)-04 estbld; GND-3000' (N32 E035). **LLBG 10-1.**

SHAYO HOLDING estbld (N3019.7 E03507.1), inbound track 185°, RIGHT turns, MHA 10000'. **LLBG 10-1.**

JORDAN

ATS ROUTES changed:

G662, BUSRA (N3220.0 E03637.0) to ALKOT, suspended until 31 Jul 25. **ME HL-2.**

R652, KULDI (N3118.8 E03632.2) - KIPAS, suspended until 31 Jul 25. **ME HL-2.**

MALAYSIA

BATU ARANG (VBA) VORDME coords chgd to N03 19.5 E101 27.7. **ME HL-13.**

OMAN

ATS ROUTES changed:

M303, Muscat VORDME (MCT) to KIPOL, redesignated Q250 (N23 E058). **ME HL-13.**

Q620, AMBOS - PARAR, redesignated M700 (N23 E060). **ME HL-13.**

UL425, GOBRO to BOVOS, redesignated L425 (N19 E053). **ME HL-13.**

PAKISTAN

ATS ROUTES changed:

Dera Ismail Khan NDB (DI) replaced by Dera Ismail Khan VORDME (DI) (J141, J153) (N31 E070). Eff 20 Mar 25. **ME HL-5, ME HL-6.**

J120 realigned; HUDAH CRP estbld at N2511.0 E06209.2, GOVBU CRP at N2518.3 E06231.5 and ZAIFI CRP at N2517.9 E06252.0; BIVIN - HUDAH - GOVBU, 068°/248°, 21/22NM, MEA 4200'; GOVBU - ZAIFI - Pasni NDB (PI), 089°/270°, 19/26NM, MEA 4300'. Eff 20 Mar 25. **ME HL-6, ME HL-7.**

J215 realigned; ANRUV CRP estbld at N2534.0 E06243.0, GOVBU CRP at N2518.3 E06231.5 and ZAIFI CRP at N2517.9 E06252.0; Turbat NDB (TU) - ANRUV - GOVBU, 213°/032°, 31/19NM, MEA 5200°/5200'; GOVBU - ZAIFI - Pasni NDB (PI), 089°/270°, 19/26NM, MEA 4300°/4300'. Eff 20 Mar 25. **ME HL-6, ME HL-7.** Muzaffarabad NDB (MF) replaced by MONRY CRP at same position (J147, J148, J151) (N34 E073). Eff 20 Mar 25. **ME HL-5.**

Parachinar NDB (PC) replaced by PAVDU CRP at N3354.3 E07004.4 (J174, J176). Eff 20 Mar 25. **ME HL-5.**

Ravalakot NDB (RT) replaced by ORIVU CRP at N3350.9 E07348.0 (J149, J150, J151). Eff 20 Mar 25. **ME HL-5.**

SAUDI ARABIA

ATS ROUTES changed:

L425, AMBIT CRP estbld at N2013.4 E04822.8; DENKU - AMBIT - EGREN, 20/93NM. **ME HL-13.**

Y121, DATUV CRP estbld at N2145.7 E04739.4; ORBRU - DATUV - VEKUR, 62/63NM. **ME HL-13.**

Y511, ITRUX CRP estbld at N2245.7 E04710.6; BOSOB - ITRUX - KITUB, 48/44NM. **ME HL-13.**

SRI LANKA

ATS ROUTES changed:

L896, BUPRO CRP estbld at N0333.1 E09124.5; SULEN - BUPRO - NISOK, 79/47NM. **ME HL-13.**

M300, AVDEL CRP estbld at N0911.6 E08001.5; ESPAP - AVDEL - ATETA, 178/24NM. **ME HL-13.**

M641, ADLIG CRP estbld at N0112.5 E08709.4; KALOX - ADLIG - DOGAR, 71/63NM. **ME HL-13, ME HL-14.**

N628, ADLIG CRP estbld at S0112.5 E08709.4; BASEV - ADLIG - DABAP, 108/137NM. **ME HL-13, ME HL-14.**

N640, PIMOG CRP estbld at N0027.8 E08723.1; EKASU - PIMOG - BASEV, 101/129NM. **ME HL-13, ME HL-14.**

P627, BUPRO CRP estbld at N0333.1 E09124.5, VIPIG CRP at N0307.3 E09051.0 and PIMOG CRP at N0027.8 E08723.1; NIXUL - BUPRO - VIPIG - GUTOX, 45/42/82NM; MATLU - PIMOG - KALOX; 97/77NM. **ME HL-13, ME HL-14.**

P756, VIPIG CRP estbld at N0307.3 E09051.0; NISOK - VIPIG - OBDAL, 69/187NM. **ME HL-13.**

THAILAND

ATS ROUTES changed:

W6 EMRUT CRP (N16 00.3 E102 35.6) and AKRET CRP (N16 40.3 E103 08.9) estbld. Khorat (KRT) VOR - ENRUT - Khon Kaen (KKN) VOR 70/30 NM; (KKN) VOR - AKRET - Sakon Nakhon (SKN) VOR 24/65 NM. **VTBD.**

Y2 NEMTE CRP (N16 03.7 E102 29.2) estbld. Khon Kaen (KKN) VOR - NEMTE - UBL0D 30/105 NM. **VTBD.**

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Y6 withdrawn Bangkok (BKK) VOR to Chiang Mai (CMA) VOR (N18 E098), RINKA, DUKEN RNAV NCRPs, SANAL NCRP, BORNO and TANGO RNAV CRPs withdrawn. **VTBD.**

Y7 estbld one-way S-bnd Chiang Mai (CMA) VOR - PANTA 148°/(328°), 38NM, MEA 7000; Takhli (TL) NDB - Bangkok (BKK) VOR 169°/(349°), 84NM, MEA 7000; IGPOP NCRP estbld (N16 50.0 E099 47.1). KEXIL - IGPOP - PAKMO 54/31NM. **VTBD.**

Y20 estbld along W1 Bangkok (BKK) VOR - Ubon (UBL) VOR (N14 E102). **VTBD.**

Y23 estbld along W6 Khorat (KRT) VOR - Nakhon Phanom (NKP) VOR (N16 E102). **VTBD.**

Y26 estbld one-way N-bnd Bangkok (BKK) VOR - OLVUK RNAV CRP (N14 39.5 E100 12.7) 335°/(155°), 51NM, MEA FL130; OLVUK - UPMUT RNAV CRP (N15 00.7 E100 05.6) 343°, 22NM; UPMUT - ELDAL RNAV CRP (N16 21.1E099 38.7) 84NM, MEA FL250; ELDAL - NUVLU RNAV CRP (N16 41.8 E099 31.7) 22NM; NUVLU - BEBUV RNAV CRP (N17 27.2 E099 16.2) 48NM; BEBUV - MARNI 348°, 42NM, MEA 7000; MARNI - Chiang Mai (CMA) VOR 38NM. **VTBD.**

Y27 estbld one-way N-bnd Bangkok (BKK) VOR - RIVDU RNAV CRP (N14 42.6 E100 20.3) 344°/(164°), 51NM, MEA FL130; RIVDU - UGUVO RNAV CRP (N15 08.6 E100 11.7) 27NM; UGUVO - OVLEN RNAV CRP (N15 58.1 E099 55.2) 52NM; OVLEN - PAKMO 005°, 22NM; PAKMO - PIBAN CRP (N16 23.2 E099 57.3) 008°, 3NM, MEA 7000; PIBAN - POLOB 50NM; POLOB - IBUBU CRP (N17 51.5 E100 03.6) 001°, 38NM; IBUBU - IKISU NCRP (N18 47.7 E100 03.8) 56NM, cruising levels NON-standard, EVEN levels OVLEN to IKISU; IKISU - DUBEN 011°, 45NM; bidirectional DUBEN - PONUK 014°/194°, 47NM. **VTBD.**

Y28 estbld one-way S-bnd DUBEN - BENDY NCRP (N18 47.9 E100 13.6) 179°, 45NM, MEA 9000, cruising levels NON-standard, EVEN levels; BENDY - Phitsanulok (PSL) VOR 121NM; 'PSL' - PEBLI 30NM, MEA 7000; PEBLI - Takhli (TL) NDB 59NM; 'TL' - Bangkok (BKK) VOR 169°/(349°), 84 NM. **VTBD.**

SURAT THANI (STN) VOR/DME OTS from 0001 UTC 11 JUL 24 until 0001 UTC 9 MAY 26. Temporary waypoint SAPUD estbld at same position (N09 07.8 E099 08.1) awys G458, W17, W24, W28, W32 and Y8. A portion of G458 between (STN) and MENEX will be suspended until STN normal operation resume. **ME HL-11, ME HL-12, ME HL-13, ME HI-2.**

SUVARNABHUMI (SVB) VORDME decmsnd (N13 E100). **VTBD.**

TURKIYE**ATS ROUTES changed:**

T243 estbld; Haymana VORDME (HAY) to Gemerek VORDME (GEM), for route details see W/UW705; MEA FL195 (N39 E032). **LTAC 10-1.**

UT243 extended; Gemerek VORDME (GEM) to Haymana VORDME (HAY), for route details see W/UW705; Gemerek VORDME (GEM) to Haymana VORDME (HAY), MEA FL195 (N39 E032). **LTAC 10-1.**

ATS ROUTES (undesigned) changed:

ESTBLD; Van VORDME (VAN) CRP - RUPOM CRP at N3750.3 E04357.4 - Yuksekova VORDME (YKV) CRP, 137°/317°, 48/22NM; Van VORDME - RUPOM, MEA FL220 only; RUPOM - Yuksekova VORDME, MEA FL180, ufn. **ME HL-1.**

UNITED ARAB EMIRATES**ATS ROUTES changed:**

P574, TOVIV (N2533.0 E05519.7) - KUMUN, closed ufn. **ME HL-7A, ME HL-7B.**
T665, DAPER (N2545.4 E05457.5) to OVONA, closed ufn. **ME HL-7A, ME HL-7B.**

YEMEN**ATS ROUTES changed:**

N764, IMPAG (N1406.6 E05039.4) renamed ULALI. **ME HL-13.**
P751, IMPAG (N1406.6 E05039.4) renamed ULALI. **ME HL-13.**

TERMINAL CHARTS**GENERAL****SYRIA**

WARNING: The Syrian source information used for Jeppesen's products and/or services (including but not limited to NavData and Charting) may be outdated and/or incomplete. Until further notice air carriers/pilots operating in Syria are strongly advised not to rely on Jeppesen's products and/or services for Syria.

TERMINAL

Abha, Saudi Arabia, Based on AIC 08/23, the operational trials of Departure Clearance (DCL) were started. These trials will remain for 60 days starting from 29 SEP 2023 allowing Air Traffic Controllers and Pilots to be familiar with the DCL service and features and identify any site specific issues. The DCL service will be available from the moment the datalink communication is established (LOGON) for clearance delivery until the time the ACFT starts taxiing. When the ACFT is taxiing, ATC clearance revision will be using only VHF communication. The DCL service will be initiated on Pilot DCL request, preferably before the Estimated off block time (EOBT). To access DCL service, the following AFTN LOGON address should be used: JEDDAH TOWER is JEDDAYA, RIYADH TOWER is RUHDAYA, MADINA TOWER is MEDDAYA, DAMMAM TOWER is DMMCAYA, GASSIM TOWER is ELQBAYA, ABHA TOWER is AHBAAYA.

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Based on AIP AIRAC SUP 13/24 item S06, Rwy 13/31 closed daily between 0600-0800 excluding Monday and Friday between 0615-0800.

Abu Dhabi, United Arab Emirates, (Al Bateen Executive), Based on AIP SUP 05/2025 REIL for Rwy 13 unserviceable.

Based on AIP SUP 27/2024, (22-2) RNP Rwy 31 LNAV only suspended.

Based on AIP SUP 046/2022 FATO operation on TWY T suspended. Helicopters to operate from the RWY.

Based on AIP SUP 61/2024, Apron E closed.

Abu Dhabi, United Arab Emirates, (Zayed Intl), (10-3F) Based on SUP 013/24: RNAV SIDs ATUDO 4K, KANIP 2U & ORNEL 2K are temporarily suspended.

Based on AIP SUP 03/2025, (10-1P) AIRPORT BRIEFING (GEN), section 1.2.2. Taxiing Guidance System, the opening sentences should read as follows: Zayed Intl APT is provided with A-SMGCS Level 4. Taxiing guidance is provided by means of Follow the Greens with Floating Spacing between ACFT during: NIGHT-TIME operations, DAY-TIME between SUNRISE and 0600 UTC, Low Visibility operations below 1500m.

Pilots should not exceed taxi speeds of 50 KT on a rapid exit TWY, 30 KT on a straight section of TWY, and 10 KT on curves or complex TWYs.

Based on AIP SUP 06/2025 REIL for Rwy 13R unserviceable.

Based on AIP SUP 06/2025, sequence flashing lights for Rwy 13R unserviceable.

Based on AIP SUP 07/2025 the following instrument approach procedures are suspended: (12-1) RNP Z RWY 13L LNAV only, (13-1) VOR RWY 13R, (13-2) VOR RWY 31L.

Based on AIP SUP 10/2025, (10-1P2) AIRPORT BRIEFING (GEN CONTD 2) section 1.4.2. SCHEDULED CLOSURE OF RWYs should read: RWY 13R/31L closed for preventative maintenance every Tuesday 0300-0900 UTC and RWY 13L/31R closed for preventative maintenance every Wednesday 0300-0900 UTC and 1130-1430 UTC.

Based on AIP SUP 011/24: TWY S and TWY T are not in use. Apron 3 and Apron 2 are used in ATC clearance.

Based on AIP SUP 13/2025, following TWYs are closed: TWY E between TWY E4 and TWY E6 excluding the intersections; TWY F6 (2 hours prior notice is required to access); TXL E4S.

Based on AIP SUP 55/2024, aircraft stands 201 and 202 on Apron 2 are closed.

Aden, Yemen, (Aden Intl), Based on AIP AIRAC SUP 02/24, main Rwy redesignated from Rwy 08/26 to Rwy 08L/26R. Rwy 08L/26R will be closed temporarily and all the related charts, procedures and data are suspended. Main Twy A redesignated to Rwy 08R/26L and used as main Rwy. Refer to temporary charts 10-8/10-8A and latest NOTAMs.

Based on AIP SUP 01/24, VOR/DME KRA 112.5 MHz/CH72X unserviceable.

Based on AIP SUP 02/24, ILS KRL 110.3 MHz unserviceable.

Based on AIP SUP 03/24, 50% of approach light Rwy 08 out of service due to maintenance.

Based on AIP SUP 04/24, due to potential birds hazard existing in the vicinity of Aden International Apt. Pilots are advised to look out for birds and exercise caution while taking-off and landing Rwy 08.

AI Ain, United Arab Emirates, (AI Ain Intl), Based on AIP SUP 04/2025 helicopter landing area on Twy N closed. All helicopter operations to be conducted from Rwy 01/19 in accordance with ATC instructions.

Based on AIP SUP 04/2025, Twy N closed due to maintenance.

Based on AIP SUP 36/2024, Rwy 01/19 slippery when wet. Pilots to exercise caution.

AI Baha, Saudi Arabia, (King Saud Bin Abdulaziz), Based on AIP AIRAC SUP 13/24 item S27, ILS DME RWY 25 operating on independent ident.

Based on AIP AIRAC SUP 13/24 item S30, DVORTAC BHA 113.5 MHz operational but caution advised due to no remote monitoring.

AI Kharj, Saudi Arabia, (Prince Sultan AB), (10-9) For OMNIDIRECTIONAL DEPARTURES (All RWYs) refer to 10-3 page.

AI Qaisumah, Saudi Arabia, (AI Qaisumah Intl), Based on AIP AIRAC SUP 07/23 item S01, when stand 2 and stand 3 are occupied at the same time, push-back is mandatory.

Based on AIP AIRAC SUP 07/23 item S02, stand 4 is not lighted during night.

Based on AIP AIRAC SUP 12/24 item S01, LOC/DME ILS Rwy 34 identification not synchronized.

Alula, Saudi Arabia, (Alula Intl), Based on AIP AIRAC SUP 03/25 item S11, hot air balloons activity will take place, from surface to 4100' AMSL, daily between 0230-0600 and 1230-1500 north of OEAO airport within following coordinates: N26 48.4 E037 50.2, N26 48.1 E037 51.3, N26 52.6 E038 01.5 then arc clockwise 7NM radius centered on N26 46.3 E037 57.8 from N26 46.3 E037 57.8 to N26 48.4 E037 50.2. Pilot to exercise CAUTION advised for instrument approach procedures Rwy 12 during activity. Arriving traffic Rwy 12 via airway V15 shall not fly left hand circuit via 15 DME ARC, MEDKA or RADEV. Arriving traffic Rwy 12 via airway V15 shall fly overhead AUA VOR then join right hand circuit via instrument approach procedure Rwy 12. Eff 20 Mar 25.

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Remote AFIS at OEAO from Remote Twr Center (RTC) established. RTC is located at King Abdulaziz Intl (OEJN). Use following: AFIS Alula Twr 118.0 and 350.0 (Call Alula Twr 15 min before arrival. In case of comm failure AFIS, contact RFFS on 133.5 at least 15 min before arrival), ATIS 126.275, TIBA 122.8 (TIBA procedure to be applied outside Alula ATZ). During transition, trials will be organized from 15 DEC 2024 to 19 MAR 2025. During trials, provision of AFIS at OEAO will be alternatively provided from physical/conventional Twr and RTC, AFIS Officers will coordinate with pilots/drivers through R/T to check accuracy of visual displays, and all functions/features of remote digital Twr systems. Subject to satisfactory trials and issuance of regulatory approvals by GACA, provision of remote aerodrome flight information service at Alula(OEAO) will be operational by 20 MAR 2025. For further information contact Jeddah Twr Ops: Jedtwr@sans.com.sa/+966580088998.

Amman, Jordan, (Marka Intl), Based on SUP 005/2024 following SID is not available:

[10-3] KINUR 5D.

All traffic to follow ATC instructions.

Based on SUP 005/2024 following STARs are not available:

[10-2] KULDI 4A,

[10-2A] KULDI 5A.

Following RNAV STARs are also not available:

[10-2E] KULDI 1K,

[10-2G] KULDI 1L.

All traffic to follow ATC instructions.

Amman, Jordan, (Queen Alia Intl), (26-1) NDB Rwy 08R suspended. All ACFTs are expected to operate either VISUAL APP or RNP APP for Rwy 08R.

Based on SUP 005/2024 following RNAV SIDs are not available:

[20-3] GENEX 6T,

[20-3A] KIPAS 6D, KIPAS 6T.

Following SIDs are also not available:

[20-3P] GENEX 6E,

[20-3Q] KINUR 3D, KULDI 3D,

[20-3S] KIPAS 6E, KIPAS 6W,

[20-3U] LOSAR 3D,

[20-3X] LUDAN 3D,

[20-3X3] MUVIN 3D,

[20-3X5] QTR 3D,

[20-3X6] RALNA 3D.

All traffic to follow ATC instructions.

Based on SUP 005/2024 following RNAV STARs are not available:

[20-2] KULDI 1C.

[20-2A] KULDI 1G.

[20-2E] KIPAS 6L.

[20-2H] KIPAS 6A.

Following STARs are also not available:

[20-2K] KULDI 2A.

[20-2L] KULDI 3A.

All traffic to follow ATC instructions.

Antalya, Turkiye, (Antalya Intl), (11-8) ILS Z or LOC Z Rwy 36R, (11-9) ILS X or LOC X Rwy 36R, (11-10) ILS V or LOC V Rwy 36R & (11-11) ILS S or LOC S Rwy 36R minimums read as follows: ILS DA(H) 409' (250'), with full lights R550m, TDZ

or CL out R550 (R750m when a Flight Director or Autopilot or HUD to DA is not used), ALS out R1300m.

(11-8A) CAT II ILS Y Rwy 36R, (11-9A) CAT II ILS W Rwy 36R, (11-10AA) CAT II ILS T Rwy 36R & (11-11AA) CAT II ILS R Rwy 36R minimums read as follows: CAT II ILS RA 182', DA(H) 334' (175'), R450m.

Aqaba, Jordan, (King Hussein Intl), Based on AIP SUP 2/23, NDB AQC is unserviceable, (11-2) procedure ILS RWY 19 suspended, all ACFT expect to operate either visual approach or RNAV.

Based on AIP SUP 4/24 the following procedures are enforced within Aqaba Control Area (CTA) as follows:

- (10-2) LONOL 1H, LOXUS 1H, METSA 1H & TAMIM 1H arrivals TFC will maintain A8000' until LOXAL,

- Aqaba Approach Sector radio-telephony changed to Aqaba Sector,

- Radar control service provided at FL150 or above within Aqaba Sector,

- Non-radar control service provided below FL150,

- Aqaba Sector operates on freq 132.425 MHz,

- Aqaba Control TWR operates on freq 119.2 MHz and standby freq 118.1 MHz.

Aradah, Saudi Arabia, Charted 1600m take-off minimums are visibilities.

Bandar Abbas, Iran, (Bandar Abbas Intl), (10-9) Sequenced Flashing Lights System (SFL) for RWY 21L installed.

Bangkok, Thailand, (Suvarnabhumi Intl), (22-4)

RNP Rwy 19 altitude at LOTMU is 2500'. (22-5)

RNP Rwy 20L altitude at REVMO is 3500'. (22-6)

RNP Rwy 20R altitude at OSEVA is 3500'.

Suvarnabhumi DVOR/DME (SVB) 111.4 MHz CH51X not available due to relocation from 28 November 2024 at 0001 UTC to 02 October 2026 at 0949 UTC.

Basrah, Iraq, (Basrah Intl), (11-1) ILS or LOC Rwy 32, (13-1) VOR DME Rwy 14 and (13-2) VOR DME Rwy 32, MISE approach procedure temporarily changed, pilot expected to maintain runway track and climb 5000'.

Bhairahawa, Nepal, (10-9) RWY 10/28 RL intensity changed from RL to HIRL. Sequenced Flashing Lights (SFL) for RWY 28 installed (based on Amdt 05-23).

Bisha, Saudi Arabia, Based on AIP AIRAC SUP 09/24 item S07, sequenced flashing lights Rwy 36 unserviceable.

Bursa, Turkiye, (Yenisehir), (10-9) AIRPORT, AIRPORT INFO, TAKE-OFF MNMS, Sequenced Flashing Lights System (SFL) for RWY 25R withdrawn.

Dalbandin, Pakistan, RWY 13/31 not available for operations, based on SUP 46-24.

Damascus, Syria, (Damascus Intl), (11-4/11-4A, 16-1) NDB ILS 1 Rwy 23R and NDB Rwy 05R timing for reversal procedures not available.

Holdings for approach procedures under clarification, confirm with ATC.

Dammam, Saudi Arabia, (King Fahd Intl), Based on AIC 08/23, the operational trials of Departure Clearance (DCL) were started. These trials will remain for 60 days starting from 29 SEP 2023

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allowing Air Traffic Controllers and Pilots to be familiar with the DCL service and features and identify any site specific issues. The DCL service will be available from the moment the datalink communication is established (LOGON) for clearance delivery until the time the ACFT starts taxiing. When the ACFT is taxiing, ATC clearance revision will be using only VHF communication. The DCL service will be initiated on Pilot DCL request, preferably before the Estimated off block time (EOBT). To access DCL service, the following AFTN LOGON address should be used: JEDDAH TOWER is JEDDAYA, RIYADH TOWER is RUHDAYA, MADINA TOWER is MEDDAYA, DAMMAM TOWER is DMMCAYA, GASSIM TOWER is ELQBAYA, ABHA TOWER is AHBAAYA.

Based on AIP AIRAC SUP 02/24, item S05, mid-point RVR Rwy 34R unserviceable.

Based on AIP SUP 15/24, replacement of two ILS/DME systems serving Rwy 16R/34L will take place at OEDF. Activation of AIP SUP 15/24 will be done by trigger NOTAM. Period of replacement activities is up to 6 months and divided into 5 phases. All phases would be announced by NOTAM. During the work in progress in phases 1 & 2 and the working hours identified in the NOTAMs Rwy 34L/16R will be temporarily closed. During closure of Rwy 16R/34L, cranes with a maximum height of 82/25m might be used and the crane's boom might be extended. Construction works close to Rwy 16R/34L - persons and vehicles must comply with all instructions and clearance distances must be observed during runway in use. Procedures (11-2) ILS or LOC Rwy 16R and (11-3) ILS or LOC Rwy 34L are impacted by the replacement of ILS/DME and will be suspended (phase 1 thru 4). The aircraft operators must consult all valid NOTAMs prior to conducting any flight from/to OEDF.

Dera Ismail Khan, Pakistan, Rwy 12/30 is not available for operation (based on SUP 001-25).

Dhahran, Saudi Arabia, (King Abdulaziz AB), Based on AIP AIRAC SUP 11/24 item S06, Twy 4 closed. Based on AIP AIRAC SUP 13/24 item S29, DVORTAC DHA 117.2 MHz operational but caution advised due to no remote monitoring.

Dibrugarh, India, ATIS changed to D-ATIS.

Doha, Qatar, (Doha Intl), Based on AIRAC AIP SUP 05/2025, Touchdown and lift-off area (TLOF) and FATO established centered on coordinates N25 16.7 E051 33.6. Eff 20 Mar 25.

Doha, Qatar, (Hamad Intl), (21-1) ILS Rwy 16L, LOC (GS out) minimums changed as follows: DA/MDA(H) 490' (477'), with lights R1500m, TDZ or CL out R1500m, ALS out CAT A & B R1500m, CAT C & D R2200m.

(21-2) ILS Rwy 16R, LOC (GS out) minimums changed as follows: DA/MDA(H) 490' (477'), with lights R1500m, TDZ or CL out R1500m, ALS out CAT A & B R1500m, CAT C & D R2200m.

(22-1) RNP Rwy 16L, LNAV/VNAV minimums changed as follows: DA(H) CAT A 367' (354'), CAT B 380' (367'), CAT C 388' (375'), CAT D 398' (385'), with lights CAT A R900m, CAT B & C R1000m, CAT D R1100m, TDZ or CL out CAT A R900m, CAT B & C R1000m, CAT D R1100m, ALS out CAT A & B R1500m, CAT C R1700m, CAT D R1800m.

LNAV minimums changed as follows: DA/MDA(H) 490' (477'), with lights R1500m, TDZ or CL out R1500m, ALS out CAT A & B R1500m, CAT C & D R2200m.

(22-2) RNP Rwy 16R, LNAV/VNAV minimums changed as follows: DA(H) CAT A 367' (354'), CAT B 380' (367'), CAT C 388' (375'), CAT D 398' (385'), with lights CAT A R900m, CAT B & C R1000m, CAT D R1100m, TDZ or CL out CAT A R900m, CAT B & C R1000m, CAT D R1100m, ALS out CAT A & B R1500m, CAT C R1700m, CAT D R1800m.

LNAV minimums changed as follows: DA/MDA(H) 490' (477'), with lights R1500m, TDZ or CL out R1500m, ALS out CAT A & B R1500m, CAT C & D R2200m.

Dubai, United Arab Emirates, (Al Maktoum Intl), Based on AIP SUP 38/2024, (21-3) ILS Rwy 31 (EFTA): ILS should read CAT A DA(H) 373' (218'), CAT B DA(H) 385' (230'), with lights RVR 800m, ALS out RVR 1200m.

(22-3) RNP Rwy 13 (EFTA): LNAV/VNAV should read CAT A DA(H) 420' (265'), CAT B DA(H) 432' (277'), with lights RVR 900m, ALS out 1300m; LNAV should read DA/MDA(H) 540' (385'), with lights RVR 1400m, ALS out RVR 1500m.

Vicinity charts based on AIP ENR 6-4.1, AIP ENR 6-4.2 available. Refer to OMDB Vicinity charts 19-10 and 19-11.

Dubai, United Arab Emirates, (Dubai Intl), (11-1) ILS Rwy 12L, (11-1A) CAT II/III ILS Rwy 12L, (12-1) RNP Rwy 12L, holding at TALTU should read: MAX 230 KT, MANDATORY 3000; TALTU waypoint should read: MANDATORY 3000.

(11-2) ILS Rwy 12R, (11-2A) CAT II/III ILS Rwy 12R, (12-2) RNP Rwy 12R, holding at TALTU should read: MAX 230 KT, MANDATORY 4000; TALTU waypoint should read: MANDATORY 4000.

(12-3) RNP Rwy 30L, holding at EGNOT should read: MAX 230 KT, MANDATORY 3000; EGNOT waypoint should read: MANDATORY 3000.

(12-4) RNP Rwy 30R, holding at EGNOT should read: MAX 230 KT, MANDATORY 4000; EGNOT waypoint should read: MANDATORY 4000.

Erbil, Iraq, (Erbil Intl), Erbil Arrival/Departure freq 126.5 MHz suspended.

Faisalabad, Pakistan, Based on SUP 6-24 (from Eff 20 JUN 2024: SUP 34-24), ACFT arresting barriers net assembly installed at 164ft/50m before THR Rwy 03L and 21R. Barrier will remain in down position for all traffic during landing and take-off except for fighter ACFT. No ACFT is permitted to roll over the barrier while lining up for take-off or landing unless in emergency. ACFT to use minimum power while turning around on turn pads RWY 03L/21R.

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Based on SUP 111-23 (from Eff 20 JUN 2024: SUP 33-24), ACFT arresting barriers huts net assembly installed at 09m before THR RWY 03R and 85m before THR RWY 21L. Barrier will remain in down position for all traffic during landing and take-off except for fighter ACFT. No ACFT is permitted to roll over the barrier while lining up for take-off or landing unless in emergency. ACFT to use minimum power while turning around on turn pads RWY 03R/21L.

Falam, Myanmar, (Surbung), Aerodrome Beacon (ABN) withdrawn.

Simple Approach Light System (SALS) installed on Rwy 18.

Fujairah, United Arab Emirates, (Fujairah Intl), Based on AIP SUP 08/25, (11-1) ILS X or ILS W Rwy 29, (12-3/12-3A) RNP Z Rwy 29, (12-4) RNP Y Rwy 29, (13-1) VOR X or VOR W Rwy 29 approach procedures are not available.

Based on AIP SUP 12/2023, VOR FJV frequency 113.800 MHz is out of calibration and false indication is possible.

Based on AIP SUP 53/2024, all Twys are limited to low power taxiing due to soil erosion on Twy strips.

Based on SUP 08/2025 all SIDs for RWY 11/29 are not available.

Based on SUP 08/2025 all STARs for RWY 11/29 are not available.

Gassim, Saudi Arabia, (Prince Naif Bin Abdulaziz), Based on AIC 08/23, the operational trials of Departure Clearance (DCL) were started. These trials will remain for 60 days starting from 29 SEP 2023 allowing Air Traffic Controllers and Pilots to be familiar with the DCL service and features and identify any site specific issues. The DCL service will be available from the moment the datalink communication is established (LOGON) for clearance delivery until the time the ACFT starts taxiing. When the ACFT is taxiing, ATC clearance revision will be using only VHF communication. The DCL service will be initiated on Pilot DCL request, preferably before the Estimated off block time (EOBT). To access DCL service, the following AFTN LOGON address should be used: JEDDAH TOWER is JEDDAYA, RIYADH TOWER is RUHDAYA, MADINA TOWER is MEDDAYA, DAMMAM TOWER is DMMCCAYA, GASSIM TOWER is ELQBAYA, ABHA TOWER is AHBAAYA.

Gorgan, Iran, (10-9) Sequenced Flashing Lights System (SFLS) for Rwy 13 installed.

Guwahati, India, Construction works (based on SUP 138-24). Refer to temp chart 10-8 and latest NOTAMs.

Hafr Al Batin, Saudi Arabia, (King Saud AB), Based on AIP AIRAC SUP 11/24 item S14, Apron 1 and Apron 3 closed.

Based on AIP AIRAC SUP 11/24 item S15, frequency 381.4 MHz and 121.6 MHz unserviceable. Frequency 237.6 MHz and 120.7 MHz will be used for information and control.

Hanak, Saudi Arabia, (Red Sea Intl), Based on AIP AIRAC SUP 01/2025 item S04, portion Twy E from taxiway E3 to north end Twy E closed.

Herat, Afghanistan, (10-3F) Crossing SIERRA and ALPHA at or above FL160 under clarification, follow ATC instructions.

Arrivals are to expect to be cleared by KABUL Center from the TCP to IAF to execute selected IAP and to be handed over to OAHN TWR when approaching IAF.

Departures shall execute selected SID to TCP and shall be handed over from OAHN Tower to KABUL Center prior leaving OAHN CTR.

Design criteria of procedures may differ between airports. Use procedures subject to own risk assessment, and always refer to current NOTAMs.

HRT NDB, AHR VORDME and PAPI in need of flight check.

Only communication service is HERAT Information 123.350, available 0030-1730 UTC.

Types of traffic permitted: ONLY VFR.

Imphal, India, (10-3D to 10-3G) All conventional SIDs under clarification due to IIM VORDME relocation, CAUTION advised.

ATIS changed to D-ATIS.

Islamabad, Pakistan, (Islamabad Intl), Approach Control Procedural services will include training of Air Traffic Controllers; RADAR monitoring services will remain available, pilots are requested to extend cooperation.

Occasional GPS interference within 100 NM around Lahore and other parts of Karachi and Lahore FIRs. Report to ATC and take measures for safe navigation.

Jazan, Saudi Arabia, (King Abdullah Bin Abdulaziz), Based on AIP AIRAC SUP 02/2025 item S04, taxiway between Acft stand 42 and Acft stand 44 closed. Entrance and exit Acft stand 45 via Twy B and Acft stand 41 via Twy C.

Based on AIP AIRAC SUP 03/2025 item S12, runway 15/33 closed between 0600-0800 except military flights, VVIP, VIP, state flights, emergency, medical evacuation flights, diverted flights, authorized flights by airport director and delayed flights due to holding traffic by ABHA Approach. Eff 20 Mar 25.

Based on AIP AIRAC SUP 08/2024 item S01, runway 15/33 closed between 0600-0800 except military flight, VVIP, VIP, state flight, emergency, medical evacuation flight, diverted flight, authorized flight by airport director and daily flight due to holding traffic by ABHA Approach.

Jeddah, Saudi Arabia, (King Abdulaziz Intl), All conventional SIDs and STARs are suspended. Based on SUP 007-24, items S10 and S11.

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Based on AIC 08/23, the operational trials of Departure Clearance (DCL) were started. These trials will remain for 60 days starting from 29 SEP 2023 allowing Air Traffic Controllers and Pilots to be familiar with the DCL service and features and identify any site specific issues. The DCL service will be available from the moment the datalink communication is established (LOGON) for clearance delivery until the time the ACFT starts taxiing. When the ACFT is taxiing, ATC clearance revision will be using only VHF communication. The DCL service will be initiated on Pilot DCL request, preferably before the Estimated off block time (EOBT). To access DCL service, the following AFTN LOGON address should be used: JEDDAH TOWER is JEDDAYA, RIYADH TOWER is RUHDAYA, MADINA TOWER is MEDDAYA, DAMMAM TOWER is DMMCAYA, GASSIM TOWER is ELQBAYA, ABHA TOWER is AHBAAYA.

Based on AIP AIRAC SUP 02/2025 item S05, portion Twy G between Twy G4 and Twy GB closed.

Based on AIP AIRAC SUP 02/2025 item S06, Acft stand C5 used for single parking only.

Based on AIP AIRAC SUP 02/2025 item S07, Twy K4 used only for Acft code C.

Based on AIP AIRAC SUP 13/24 item S19, Acft stand B29 used for Acft code C only.

Based on AIP AIRAC SUP 13/24 item S20, portion of Twy C between Twy U and Twy T only for Acft code E and below.

Based on AIP AIRAC SUP 13/24 item S21, Acft stand G1 closed.

Based on AIP AIRAC SUP 13/24 item S22, portion of Taxilane W1 between Twy W and Acft stand C30 closed. Entrance and exit to Acft stand C30 via Taxilane WA.

Based on AIP AIRAC SUP 13/24 item S23, Apron 11 non-standard parking: Acft parked on Apron 11 must first push-back into Twy F then start-up engines. Acft taxiing in Apron 11 must adhere by requesting follow-me service.

Based on AIP AIRAC SUP 13/24 item S24, Twy NA closed.

Based on AIP AIRAC SUP 13/24 item S25, Twy N9 closed.

Based on AIP AIRAC SUP 13/24 item S26, portion of Twy V between Twy V1 and Twy K closed.

Based on AIP SUP 11/25, the installation of the new VOR DME system at OEJN airport is maintained. The period of the installation activities of the new VOR DME system serving OEJN is up to 14 months. These activities are divided into 5 phases.

Phase 1 (Civil Works and site preparation), duration 3 months, consequences: There is no infringement of the Obstacle Limitation Surfaces (OLS) by cranes and equipment with a height up to 66'/20m above ground level. Cranes and equipment used in the installation are restricted to a maximum height of 66'/20m above ground level; a specific NOTAM will be issued during the crane's activities. Construction works close to the Runway 34L/16R strip: Persons and vehicles must comply with all instructions, and clearance distances must be observed during the RWY operations.

All current Instrument Flight Procedures will be available during the work in progress for the new VOR DME installation. A NOTAM will be issued to activate each phase.

Jubail, Saudi Arabia, Based on AIP AIRAC SUP 13/24 item S03, OE(D)-55 active daily between 0300-0845 and 1115-2100. VOR Rwy 17 not authorized when OE(D)-55 is active.

Kabul, Afghanistan, (Kabul Intl), Design criteria of procedures may differ between airports. Use procedures subject to own risk assessment, and always refer to current NOTAMs.

Kadhdhoo, Maldives, Transition level is FL 130.

Kamishly, Syria, (13-1) Confirm MDA(H) VOR DME Rwy 03 with ATC.

Karachi, Pakistan, (Jinnah Intl), Arriving traffic from LAKVI: cross BEGIM at or above FL50 and KA at or above FL50 as specified by ATC.

Based on SUP 068-24, RWY 07L/25R not available due to reconstruction.

HF RTF and SELCAL unavailable.

Occasional GPS interference within 100 NM around Lahore and other parts of Karachi and Lahore FIRs. Report to ATC and take measures for safe navigation.

RWY 07L/25R not avbl from dusk to dawn. Approach lights and associated RWY lights U/S ufn. (Based on AMDT 001-23)

Karaj, Iran, (Payam), (10-3B, 10-3C) On SID charts IATA code should read PYK.

Kathmandu, Nepal, (Tribhuvan Intl), Construction works on apt (based on SUP 05-24, effective 1 FEB 25 on SUP 17-24). Refer to temporary chart 10-8 and latest NOTAMs.

Construction works on link G (based on SUP 04-25). Refer to temporary chart 10-8A and latest NOTAMs.

Kermanshah, Iran, (Shahid Ashrafi Esfahani), Based on AIP SUP 1/25, ATIS and Tower (APP service is provided by TWR) hours of operation changed to HJ.

Khamis Mushait, Saudi Arabia, (King Khaled AB), Based on AIP AIRAC SUP 01/2025 item S01, Twy 3B, Twy 4B and Twy 5B closed.

Based on AIP AIRAC SUP 12/24 item S04, pilot exercises caution due to temporary hook trailer assembly position 1700' (518 m) toward Rwy 06.

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Based on AIP AIRAC SUP 13/24 item S34, ILS Rwy 24 operational but caution advised due to no remote monitoring.

Kolkata, India, (Netaji Subhash Chandra Bose Intl), Aerodrome name spelling changed to Netaji Subhash Chandra Bose Intl (based on AIRAC AMDT 001/22).

Kuwait, Kuwait, (Kuwait Intl), Based on AIP SUP 18/24, stop bar control switch lights on Twy M15 and M14 out of service, all Acft shall follow ATC instructions to enter or cross Rwy 33L/15R.

Based on AIP SUP 19/24, aircrafts code F are not allowed to use Kuwait Intl airport as alternative aerodrome.

Based on AIP SUP 20/24, (11-1) ILS Z Rwy 15L & (11-2) ILS Y Rwy 15L minimums read as follows: ILS DA(H) 431' (271'), with full lights R600m/V1200m, TDZ or CL out R600m/V1200m (R750m/V1200m when a Flight Director or Autopilot or HUD to DA in not used), ALS out R/V1300m.

Based on AIP SUP 21/24, procedures (11-1A) CAT II ILS Z Rwy 15L & (11-2A) CAT II ILS Y Rwy 15L are suspended.

Based on AIP SUP 22/24, due to work in progress in new Terminal 2 localizer signal Rwy 15L might experience signal fluctuation pilot shall take extra caution and report any signal fluctuation to ATC.

Lahore, Pakistan, HF RT and SELCAL facility unserviceable (per SUP 13-25).

Occasional GPS interference within 100 NM around Lahore and other parts of Karachi and Lahore FIRs. Report to ATC and take measures for safe navigation.

Per SUP 007-25 parking stand 9 not available. Stands 10 and 11 are available on request in emergency situations. Exercise caution for heavy machinery.

Larnaca, Cyprus, (Larnaca Intl), (11-1) VOR ILS Y Rwy 22 minimums changed as follows: LOC (GS out), DA/MDA(H) 340' (333'), with lights R1300m, ALS out R1500m.

(11-2) VOR ILS X Rwy 22 minimums changed as follows: LOC (GS out), DA/MDA(H) 340' (333'), with lights R1300m, ALS out R1500m.

(11-3) VOR ILS S Rwy 22 minimums changed as follows: LOC (GS out), DA/MDA(H) 340' (333'), with lights R1300m, ALS out R1500m.

(11-4) BOSIS 1P RNP TO ILS Rwy 22 minimums changed as follows: LOC (GS out), DA/MDA(H) 340' (333'), with lights R1300m, ALS out R1500m.

(11-5) SOBOS 1P RNP TO ILS Rwy 22 minimums changed as follows: LOC (GS out), DA/MDA(H) 340' (333'), with lights R1300m, ALS out R1500m.

(11-2) VOR ILS X Rwy 22, (13-5) VOR DME X Rwy 22, to remain within controlled airspace pilots should not exceed D10.0 LCA during turn.

Loikaw, Myanmar, (16-1) NDB Rwy 19: VASI Rwy 19 decommissioned

Lucknow, India, (Chaudhary Charan Singh), Construction works on RWY 09/27 (based on SUP 028-25). Refer to temporary charts 10-8, 10-8A and latest NOTAMs.

Madinah, Saudi Arabia, (Prince Mohammad Bin Abdulaziz Intl), Based on AIC 08/23, the operational trials of Departure Clearance (DCL) were started. These trials will remain for 60 days starting from 29 SEP 2023 allowing Air Traffic

Controllers and Pilots to be familiar with the DCL service and features and identify any site specific issues. The DCL service will be available from the moment the datalink communication is established (LOGON) for clearance delivery until the time the ACFT starts taxiing. When the ACFT is taxiing, ATC clearance revision will be using only VHF communication. The DCL service will be initiated on Pilot DCL request, preferably before the Estimated off block time (EOBT). To access DCL service, the following AFTN LOGON address should be used: JEDDAH TOWER is JEDDAYA, RIYADH TOWER is RUHDAYA, MADINA TOWER is MEDDAYA, DAMMAM TOWER is DMMCAYA, GASSIM TOWER is ELQBAYA, ABHA TOWER is AHBAAYA.

Based on AIP AIRAC SUP 03/25 item S01, ILS Rwy 36 is unserviceable. Eff 20 Mar 25.

Based on AIP AIRAC SUP 11/24 item S11, Rwy 18/36 closed. Taxiing via Rwy 18/36 available by ATC instructions.

Magway, Myanmar, SALS installed on Rwy 19, no affect on minimums.

Male, Maldives, (Male Intl), (10-9 and 10-9A) All ACFT are advised to taxi at minimum speed when utilizing TWY C. Pilots are requested to maintain heightened awareness and follow ground crew instructions (based on SUP 27-24).

Closure of Rwy 18/36 daily between 2100 till 2345 due to construction works (based on SUP 007-25).

Mangaluru, India, (Mangaluru Intl), Closure of Rwy 06/24 between 1800 till 2230 due to construction works (based on SUP 225-24). Refer to temporary chart 10-8 and latest NOTAMs.

Mawlamyine, Myanmar, Runway End Identifier Lights (REIL) installed for Rwy 04/22.

Mazar-e Sharif, Afghanistan, (Mawlana Jalaludin Muhammad Balkhi), Departures shall execute selected SID to TCP and shall be handed over from OAMS Tower to KABUL Center prior leaving OAMS CTR.

Design criteria of procedures may differ between airports. Use procedures subject to own risk assessment, and always refer to current NOTAMs.

ILS Rwys 06/24 unserviceable.

Mumbai, India, (Chhatrapati Shivaji Intl), Construction of new twy M extension and closure of rwy 14/32 (based on SUP 227-24). Refer to temp chart 10-8 and latest NOTAMs.

Muscat, Oman, (Muscat Intl), (10-1P AIRPORT BRIEFING) Based on SUP 008/25

Please amend paragraph 2.1. COMMUNICATION FAILURE PROCEDURES, section Below 9000 QNH to read:

If in VMC, continue flight in VMC. If in IMC, when on a heading to intercept RWY 08L/26R or 08R/26L extended centerline and a failure is experienced or suspected, make the shortest turn onto a heading of 020° MAG, climb to 6000ft QNH, proceed to MUSCAT DVOR/DME and comply with ICAO procedure to land on RWY 08L/26R. If unable to land, climb in the DVOR/DME holding pattern and depart TMA at applicable minimum enroute level, proceed to alternate.

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Due to terrain south of RWY 08L/26R or 08R/26L extended centerline, pilots must monitor position on DVOR/DME or LOC when on intercepting heading. Pilots must ensure that they do not proceed through the extended centerline unless positively instructed to by ATC.

Based on SUP 27/24:

Implementation and use of published SIDs and STARs Rwy 08L/26R are delayed.

Inbound ACFT can expect radar vectoring to an appropriate instrument approach procedure or visual approach for the relevant runway.

For temporary departures refer to ITLAK & MURMA 1N DEPS (10-3M).

Rwy 08R/26L PCN 91/F/A/W/T

Myitkyina, Myanmar, (Pamti), 10-9, 16-1: Runway 04 PAPI available.

Rwy 22 VASI-L deleted.

Nawabshah, Pakistan, (Nawabshah Intl), Based on SUP 53/24 night operations not available due to renovation work of airfield lighting system.

Naypyitaw, Myanmar, (12-2) RNP Rwy 34, (13-2) D VOR DME Rwy 34, (16-2) NDB DME Rwy 34: Approach light type on Rwy 34 should read PALS CAT 1.

Neom Bay, Saudi Arabia, (Part 1 of 2) Based on AIP SUP 13/25, (10-8) VOR DME RELOCATION PROJECT (TEMP), (10-8A) VOR DME RELOCATION PROJECT (TEMP) (CONTD):

(10-8) Text changed as follows:

3. TIMEFRAME FOR THE REPLACEMENT ACTIVITIES should read:

"The period of the relocation activities of the VOR DME system serving OENN is up to seven (7) months. Consequently, the ILS (LOC/GP) and its associated DMEs will be shut down as the conventional instrument flight procedures are not valid to support the landing operations. These activities are divided as follows:"

Activity column text amended:

Phase 1 "Shutdown and dismantling the current VOR DME system"

Phase 2 "Civil Work and system's hardware installation in the new location"

Phase 3 "New set up and alignment for VOR DME system"

Phase 4 "Test commissioning for the VOR DME system"

Duration column should read: Phase 1: 60 days, Phase 2: 30 days, Phase 3: 15 days, Phase 4: 15 days, Phase 5: 90 days.

(Part 2 of 2) Consequence column for phases 1- 4 should read:

- The ILS DME systems would be unserviceable until new instrument approach procedures are published for OENN.

- Suspension of ILS DME instrument approach procedures available for 33/15.

- For any reason that caused a RWY 33/15 temporary closure (if required), the temporary closure will be notified by NOTAM, and the aircraft operators must coordinate with the aerodrome operator prior to the planned flights.

- During the temporary closure of the RWY 33/15 (if required), cranes with a maximum height of 82/25m might be used, and the crane's boom might be extended up to 82/25m.

- When the construction works are close to runway strip 33/15, persons and vehicles must comply with all instructions, and clearance distances from the RWY centerline must be observed during the use of RWY 15/33.

Consequence column for phase 5 should read:

- Operation of new VOR DME and restoration of ILS/DME systems.

- Publication of the new conventional instrument approach procedures.

Paro, Bhutan, (10-9) Per AIP SUP 001 thru 003/20, RWY, RESA and TWY A reconstruction in progress during non-operational hours, exercise caution due to equipment and vehicles within obstacle limitation surface. Exercise caution during landing on wet surface due to excessive rubber deposit in both touchdown zones.

Pasni, Pakistan, Stand number 2 not available (based on SUP 42-24).

Pokhara, Nepal, (Pokhara Intl), (All charts) Add IATA code: PHH.

Pune, India, (Pune AB), (11-1, 11-1A, 13-2, 13-3) Caution: Do not cross South of R-271 PPN on missed approach (based on AMDT 09-22). VA(D)-19 refined, area under clarification.

(13-1) Caution: Do not cross South of R-271 PPN on final approach until crossing D3.0 (based on AMDT 09-22). VA(D)-19 refined, area under clarification.

Putao, Myanmar, SALS length for Rwy 35 decreased from 420m to 300m.

Quetta, Pakistan, (Samungli), (Based on SUP 2-24) Water twister barrier installed in the middle of RWY13L/31R on RWY shoulders on both sides at a distance of 6.24 feet from RWY edge. MAX height of assembly is 2 feet.

All pilots to exercise CAUTION while landing and take-off on RWY 13L/31R.

Based on SUP 104-23 (from Eff 20 JUN 24: SUP 032-24), TORA and LDA for RWY 13L/31R both changed to 11,962/3646m due to the installation of arresting barriers at 250' distance from RWY 31R THR and 262' distance from RWY 13L THR. All pilots to exercise caution while landing and take-off RWY 13L/31R.

Rafha, Saudi Arabia, Based on AIP AIRAC SUP 13/24 item S36, (11-1) ILS or LOC Rwy 29 suspended due to ILS Rwy 29 unserviceable.

Ras Mishab, Saudi Arabia, Based on AIP AIRAC SUP 07/24 item S01, approach lights Rwy 16/34 unserviceable.

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Based on AIP AIRAC SUP 07/24 item S02, edge lights Rwy 16/34 unserviceable.

Based on AIP AIRAC SUP 13/24 item S12, aerodrome operations hours from sunrise to sunset.

Based on AIP AIRAC SUP 13/24 item S35, VORTAC RAS 116.4 MHz unserviceable.

Rayong, Thailand, (U-Taphao Intl), Airport name updated to U-TAPAO RAYONG PATTAYA INTL AIRPORT.

Riyadh, Saudi Arabia, (King Khaled Intl), Based on AIC 08/23, the operational trials of Departure Clearance (DCL) were started. These trials will remain for 60 days starting from 29 SEP 2023 allowing Air Traffic Controllers and Pilots to be familiar with the DCL service and features and identify any site specific issues. The DCL service will be available from the moment the datalink communication is established (LOGON) for clearance delivery until the time the ACFT starts taxiing. When the ACFT is taxiing, ATC clearance revision will be using only VHF communication. The DCL service will be initiated on Pilot DCL request, preferably before the Estimated off block time (EOBT). To access DCL service, the following AFTN LOGON address should be used: JEDDAH TOWER is JEDDAYA, RIYADH TOWER is RUHDAYA, MADINA TOWER is MEDDAYA, DAMMAM TOWER is DMMCAYA, GASSIM TOWER is ELQBAYA, ABHA TOWER is AHBAAYA.

Based on AIP AIRAC AMDT 13/24, (20-9G) STAND ENTRY GUIDANCE SYSTEMS suspended.

Based on AIP AIRAC SUP 02/2025 item S08, (20-1P) AIRPORT BRIEFING (GEN), A-SMGCS (Advanced Surface Movement Guidance and Control System) under Operational trial.

Based on AIP AIRAC SUP 03/25 item S08, portion of Twy H between Twy H2 and Twy H3 is closed. Eff 20 Mar 25.

Based on AIP AIRAC SUP 06/24 item S05, RVR RWY 15R/33L unserviceable.

Based on AIP AIRAC SUP 07/24 item S16, all Twy center line light beyond Rwy 15L/33R and Rwy 15R/33L holding position uninterlocked with stop bar light.

Based on AIP AIRAC SUP 09/24 item S01, follow-me assistance mandatory for inbound traffic to General Aviation Apron.

Based on AIP AIRAC SUP 11/24 item S04, Twy K closed except intersection with Twy G1 and Twy G2.

Based on AIP AIRAC SUP 12/24 item S02, Acft stand 52 limited to Code B and below.

Based on AIP AIRAC SUP 12/24 item S03, APRON 5 Acft stands 5E, 6E and 7E closed.

Based on AIP AIRAC SUP 13/24 item S08, Acft stand 407 closed.

(Part 1 of 2) Based on AIP SUP 14/25, enabling works and infrastructure modifications at OERK airport necessary to support the construction for future development projects are maintained. These changes will temporarily alter airside access, introduce temporary fencing, and reroute certain operations to ensure safety and regulatory compliance. The enabling works impact four designated areas, converting them temporarily from airside to landside to support construction needs. In addition to that, one designated area will remain an airside area.

During the enabling works, access and clearances for aircraft will be adjusted as follows: Taxi Routes for ACFT Code D and below: entering General Aviation (GA) from RWY 33R/15L, the taxi route will be H1-H-H2-GA or through TWY H3-GA, with reverse routing for departure; Taxi Routes for ACFT Code E is limited to: entering GA from RWY 33R/15L, the taxi route will be H3-GA, with reverse routing for departure; TWY H4 and portion TWY H (between TWY H3 and TWY H4) are closed.

(Part 2 of 2) The impact of the proposed fence installation and cranes activities will be limited to the following: A-SMGCS system component MLAT 12, which requires to be relocated. As stated above, it will be relocated to a new location with no anticipated impact. Although the system operates as N-1, meaning it can continue functioning if one station is affected, the relocation should not disrupt operations. A-SMGCS system optimization and tuning will take place, if necessary for any MLAT station, to overcome the impact of the installation of the fence and cranes activities. No impact is expected on Instrument Flight Procedures, Communication systems, NAVAIDS, and other Surveillance systems.

Salalah, Oman, (10-2/10-2A, 10-2B/10-2C, 10-3/10-3A, 10-3B/10-3C) RNAV SIDs and STARs are not to be used until further notice. (Based on SUP 007-24)

Based on AIP SUP 07/24, (12-1) RNP Rwy 07 and (12-2) RNP Rwy 25 procedures are not to be used until further notice.

Based on AIP SUP 37/24, Due to cracks on the intersection between Twys E8, H8 with Twy G pilots going to South Apron to be instructed to follow:

The entrance and exit from South Apron shall be via Twy G, E7 & H7.

If the aircraft landing from Rwy 07, it shall be vacated from Twy E7 crossing Twy G to Twy H7 then to South Apron.

If the aircraft landing from Rwy 25, it shall be vacated from Twy E2 taxiing via Twy G to Twy H7 then to South Apron.

Sanaa, Yemen, (Sanaa Intl), Based on AIP SUP 05/24, Sanaa VOR/DME SAA frequency 116.1 MHz/CH108X unserviceable, due to total destruction of the VOR/DME by coalition forces.

Based on AIP SUP 06/24, ILS LLZ ISAN 110.9 MHz Rwy 18 unserviceable.

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Based on AIP SUP 07/24, as result of SAA VOR/DME total destruction VOR/DME Rwy 36 and VOR/DME Rwy 18 not available. RNP equipped Acft intended to land Sanaa International Apt shall use RNAV GNSS procedures or visual.

Sayun, Yemen, (Sayun Intl), Based on AIP SUP 08/24, Sayun NDB SYN 385 KHz unserviceable.

Sharjah, United Arab Emirates, (Sharjah Intl), Based on AIP SUP 02/2022, ACFT stand 2 is temporarily closed due to work in progress.

Based on AIP SUP 48/2022, TWY B14 closed due to maintenance.

Vicinity charts based on AIP ENR 6-4.1, AIP ENR 6-4.2 available. Refer to OMDB Vicinity charts 19-10 and 19-11.

Sirjan, Iran, (13-1) VOR Z Rwy 13 and (13-2) VOR Y Rwy 13, straight-in minimums suspended. Only circle-to-land available.

Sirnak, Turkiye, (Serafettin Elci), (10-9) RWY guard lights are available at TWY A.

Sequenced Flashing Lights (SFL) for RWY 11 installed.

Suham, Oman, Based on AIP SUP 35/24: (12-1) RNP Rwy 15 landing minimums changed as follows - LNAV/VNAV DA(H) CAT A 515'(410'), CAT B 525'(420'), CAT C 535'(430'), CAT D 545'(440'), with lights and ALS out 5000m; LNAV DA/MDA(H) 650'(545'), with lights and ALS out 5000m; CIRCLING MDA(H) CAT A 730'(586'), CAT B 920'(776'), CAT C 1150'(1006'), CAT D 1650'(1506'), VIS all categories 5000m.

Based on AIP SUP 35/24: (12-2) RNP Rwy 33 landing minimums changed as follows - LNAV/VNAV DA(H) CAT A 514'(370'), CAT B 524'(380'), CAT C 534'(390'), CAT D 544'(400'), with lights and ALS out 5000m; LNAV DA/MDA(H) 670'(526'), with lights and ALS out 5000m; CIRCLING MDA(H) CAT A 730'(586'), CAT B 920'(776'), CAT C 1150'(1006'), CAT D 1650'(1506'), VIS all categories 5000m.

Sylhet, Bangladesh, (Osmani), Communication service SYLHET Tower used for aerodrome and approach control service.

Tachilek, Myanmar, SALS removed from Rwy 22, no effect on minimums. PAPI-L removed from Rwy 04.

Taif, Saudi Arabia, (Taif Intl), Based on AIP AIRAC SUP 05/2024 item S04, Aircraft stand 13 closed.

Taiz, Yemen, (Taiz Intl), Based on AIP SUP 09/24, Taiz DME TAZ CH83X unserviceable.

Tehran, Iran, (Mehrabad Intl), New aprons (Beheshti Apron, Flight Check Apron & Shahid Razavi Apron) established. New Twy E10 & intermediate holding positions (ARMAN on Twy E10 West of Twy A8 & YALDA on Twy E10 West of Twy A9) established. All locations under clarification.

Thandwe, Myanmar, (Mazin), Runway 02 and Runway 20 PAPI changed to PAPI-L.

Thiruvananthapuram, India, (10-2) STAR MADUT, (10-2C) STAR HIBUS, (10-3) SID AMESI, (10-3F) SID RAMPU, (10-3G) Lost comm procedures, for airway connection to W147 TU NDB (N08 43.6 E078 01.6) is replaced by TCN VORDME (N08 43.2 E078 02.8) transition titles remain the same and are under clarification.

(11-1) MDA(H) for LOC (GS out) with D2.7 ITDM raised to 570ft (553ft).

Closure of RWY 14/32, refer to temporary charts 10-8 thru 10-8C and latest NOTAMS (based on SUP 270-24).

Due to upgradation of ground lights, Rwy 14/32 will not be available for landing and take-off. Rwy 14/32 shall not be available for emergency landings and diversions during the closure (based on SUP 292-24).

Turaif, Saudi Arabia, Based on AIP AIRAC SUP 13/24 item S33, ILS Rwy 28 unserviceable.

Turbat, Pakistan, (Based on SUP 017-24, eff 1 October 2024 based on SUP 054-24) RWY 08L/26R not available for operation due to up-gradation construction work in progress.

(Based on SUP 018-24, eff 1 October 2024 based on SUP 055-24) Upgradation work in progress on apron taxiway and terminal building. Heavy machineries deployed on airside. All pilots to exercise caution.

(Based on SUP 019-24, eff 1 October 2024 based on SUP 056-24) Night landing not available.

(Based on SUP 020-24, eff 1 October 2024 based on SUP 057-24) Apron and TWY A not available.

(Based on SUP 021-24, eff 1 October 2024 based on SUP 058-24) AD not available as alternate for any domestic or international flights due to parking constraints and upgradation construction work.

(Based on SUP 022-24, eff 1 October 2024 based on SUP 059-24) AD not available for military flights operations due to upgradation construction work in progress on Airside.

Udon Thani, Thailand, (13-1) VOR Rwy 12. Approach transition POKIR, ATMOB, MULVA: waypoint ident UD123 charted as D2830.

Wejeh, Saudi Arabia, Based on AIP AIRAC SUP 03/25 item S09, Apron 1 closed. Eff 20 Mar 25.

Yazd, Iran, (Shahid Sadooghi), Based on AIP AIRAC SUP 10/24, (10-9) AIRPORT, AIRPORT INFO, TAKE-OFF MNMS, take-off minimums for Rwy 13 is V1000m.

Based on AIP AIRAC SUP 10/24, (11-1) ILS or LOC Rwy 31 minimums should read: ILS DA(H) 4317' (263'), with ALS R/V1000m, ALS out R/V1300m, LOC (GS out) DA/MDA(H) 4630' (576'), CAT A & B with ALS & ALSout R/V1500m, CAT C & D with ALS R/V1900m, ALS out R/V2400m, circle-to-land minimums as on chart.

Based on SUP 005/24 a minimum climb gradient of 220FT/NM is established for following SIDs from RWY 13:

- (10-3) BOMIT 1B, BOMUN 3B,
- (10-3D) BONEG 5B, BONOL 3B, TOVTA 2B,
- (10-3E) BONEG 3D.