

List of pages in this Trip Kit

Trip Kit Index

Airport Information For OOMS

Terminal Charts For OOMS

Revision Letter For Cycle 22-2020

Change Notices

Notebook

General Information

Location: MUSCAT OMN
ICAO/IATA: OOMS / MCT
Lat/Long: N23° 36.0', E058° 17.0'
Elevation: 25 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -4:00 = UTC
Magnetic Variation: 1.0° E

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0213 Z
Sunset: 1328 Z

Runway Information

Runway: 08L
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 25 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 26R
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 19 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 525 ft

Communication Information

ATIS: 126.800
Muscat Tower: 118.825
Muscat Tower: 129.575 Secondary
Muscat Ground: 121.800
Muscat Ground: 127.875 Secondary
Muscat Clearance Delivery: 125.575
Muscat Approach: 121.200
Muscat Approach: 119.500 Secondary

OOMS/MCT
MUSCAT INTL

JEPPESEN

19 APR 19

10-1P

Eff 25 Apr

MUSCAT, OMAN
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 126.8

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. COMPLIANCE

Compliance with noise abatement procedures is not required when:

- RWY not clear and dry, i.e. affected by water, mud, rubber, oil or other substances;
- CEILING lower than 500', VIS less than 1900m (1NM);
- Crosswind, including gusts, exceeds 28 km/h (15 KT);
- Tailwind, including gusts, exceeds 9 km/h (5 KT);
- When wind shear has been reported or forecasted, or when adverse weather conditions, e.g. thunderstorms, are expected to affect the approach.

1.2.2. REVERSE THRUST

Thrust reverse and reverse pitch may only be used beyond idle for technical or safety reasons (e.g. tailwind, RWY surface conditions).

1.3. VISUAL DOCKING GUIDANCE SYSTEM (VDGS)

VDGS is installed and operational on contact and remote stands at North apron.

1.4. OTHER INFORMATION

Large solitary predatory birds.

RWY 26R right-hand circuit.

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

At or above 9000' QNH:

- if in VMC, continue flight in VMC.
- if in IMC, proceed direct to MUSCAT DVOR/DME at last assigned level. If unable to land, climb in DVOR/DME holding pattern and depart controlled airspace at applicable minimum enroute level, proceed to alternate.

Below 9000' QNH:

- if in VMC, continue flight in VMC.
- if in IMC, when on a heading to intercept RWY 08L/26R extended centerline and a failure is experienced or suspected, make the shortest turn onto a heading of 020° MAG, climb to 5000' QNH, proceed to MUSCAT DVOR/DME. If unable to land, climb in the DVOR/DME holding and depart controlled airspace at the applicable minimum enroute level, proceed to alternate.

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

2.2. NOISE ABATEMENT PROCEDURES

To reduce ACFT noise disturbance around the APT, it is recommended that ACFT avoid exceeding idle reverse thrust when using engine reverse upon landing on RWY 08L between 1600 and 0200 UTC.

Unless it is necessary for operational or safety reasons, when using engine reverse, arrivals on RWY 08L between 1600 and 0200 UTC may not exceed idle reverse thrust.

OOMS/MCT
MUSCAT INTL

JEPPESEN

19 APR 19

10-1P1

Eff 25 Apr

MUSCAT, OMAN
AIRPORT BRIEFING

2. ARRIVAL

2.2.1. ILS APPROACH

For ILS approaches, maintain assigned altitude until GS intercept, do not fly below GS thereafter.

2.2.2. VISUAL APPROACH

ACFT must be aligned on RCL at minimum 7NM from the RWY.

2.3. CAT II OPERATIONS

RWYs 08L/26R approved for CAT II operations, special aircrew and ACFT certification required.

2.4. OTHER INFORMATION

WARNING: Unless otherwise notified by ATC, pilots should only land on the RWY in use that is indicated by the flashing white REIL. Closed RWY will be marked by an illuminated white X and should not be used for landing under any circumstances.

ACFT on final may be subjected to unauthorized targeting by laser pointing devices. Pilots experiencing targeting must immediately advise ATC.

3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURE

3.1.1. TAKE-OFF PROCEDURES

Reach 3000' QFE according flight manual as soon as possible.

3.1.2. TURBOJETS

Apply NADP 1.

3.1.3. OPERATIONAL LIMITATIONS

Additional to above, published climb gradient has to be observed.

When engine failure or other loss of performance occurs, power settings are at discretion of pilot in command and noise abatement considerations no longer apply.

Departures to NW are required to avoid overflying OO(R)-7. Approach/Radar will issue headings to help avoid this area.

3.1.4. ENGINE TEST-RUNS

'Engine test-run' means any operations carried out on stationary ACFT with engines at idle for more than 5 minutes or at power more than used for starting and taxiing.

Needed before testing: Prior agreement from MUSCAT Ground 121.8 MHz and assignment of test area.

3.2. START-UP, PUSH-BACK AND TAXI CLEARANCE

Prior to requesting start-up, push-back and taxi clearance from Ground Control.

All ACFTs are instructed to contact the MUSCAT Delivery on 125.575 MHz prior to start-up and obtain an ATC clearance.

OOMS/MCT MUSCAT INTL

JEPPESEN

MUSCAT, OMAN

10 JUL 15 (10-1R)

Eff 23 Jul

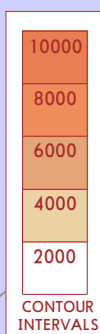
RADAR MINIMUM ALTITUDES

Apt Elev
49'

Alt Set: hPa

Trans level: FL150

Trans alt: 13000'



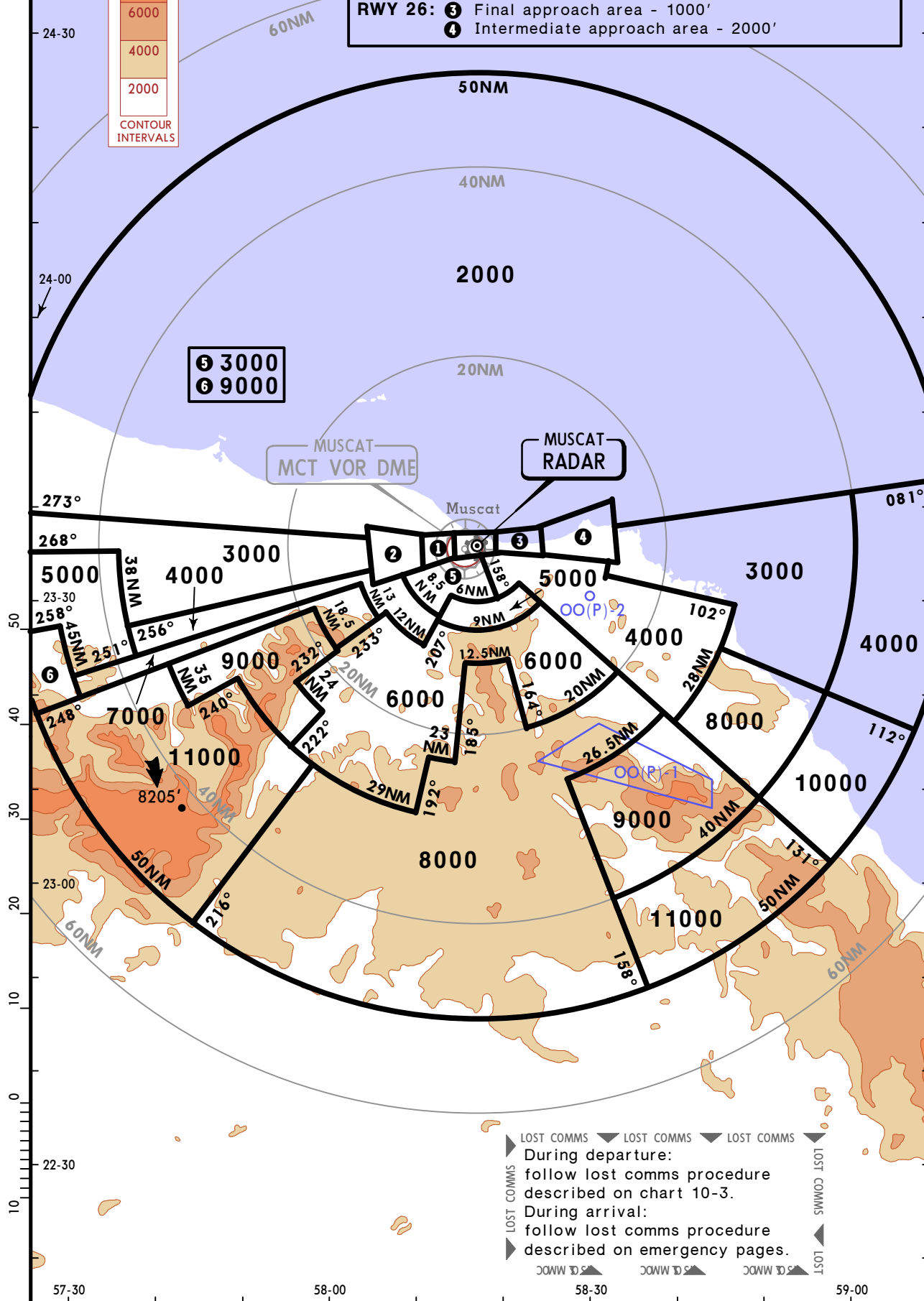
These altitudes are applicable when an aircraft is established on final approach or on a heading that will intercept the final approach track at an angle of 45° or less.

RWY 08: ① Final approach area - 1000'

② Intermediate approach area - 1500'

RWY 26: ③ Final approach area - 1000'

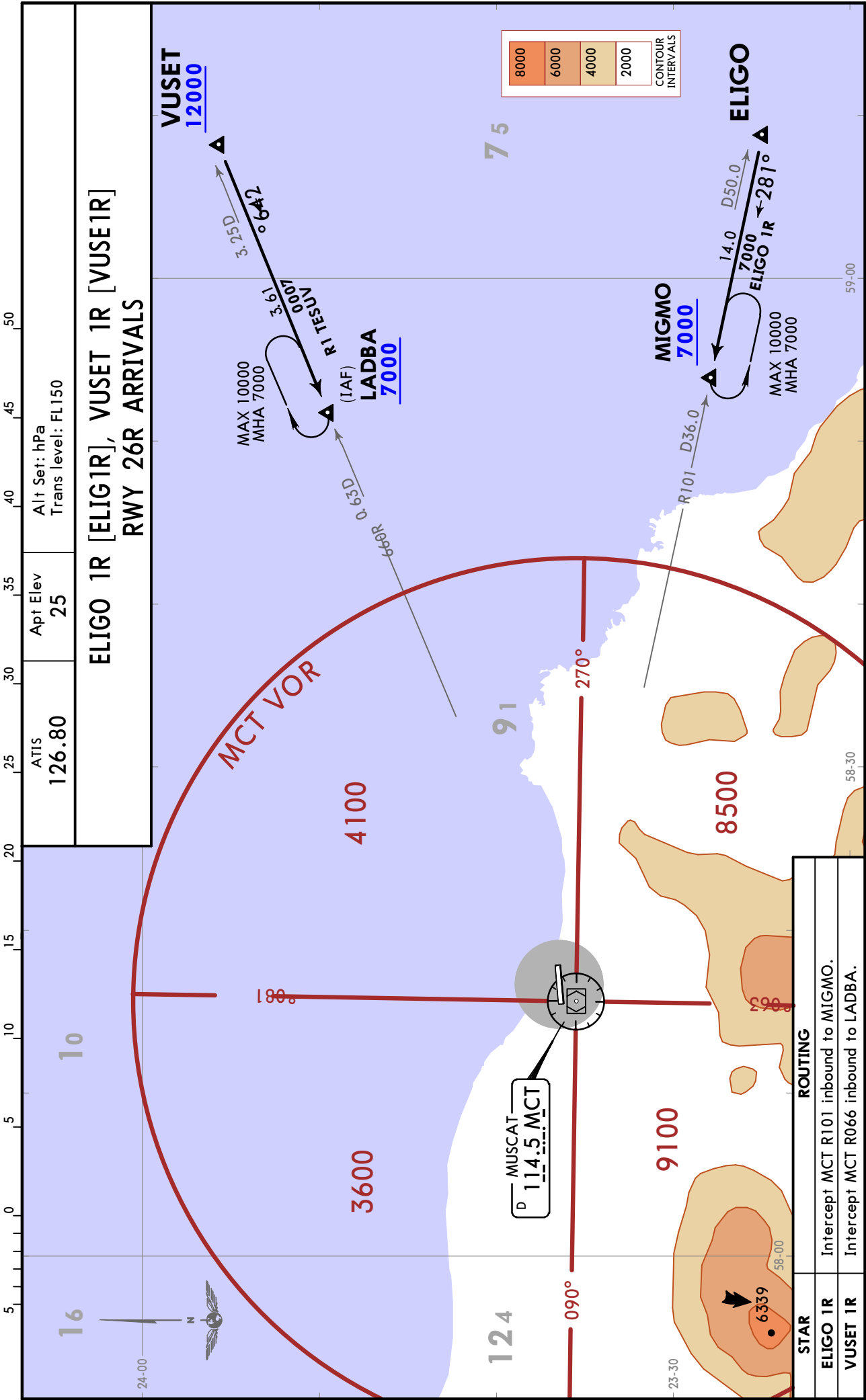
④ Intermediate approach area - 2000'



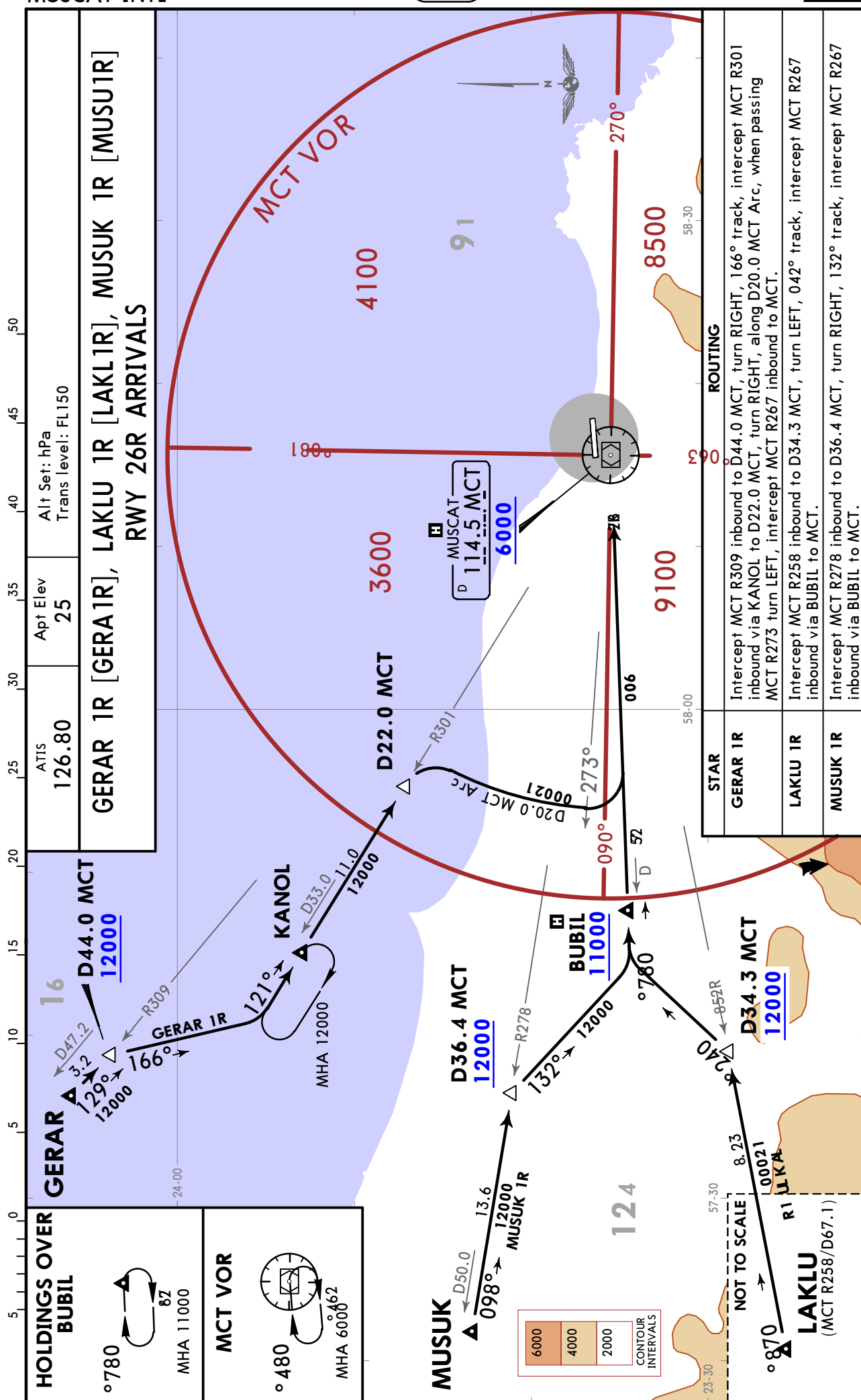
OOMS/MCT
MUSCAT INTL

4 JAN 19 10-2

MUSCAT, OMAN
STAR



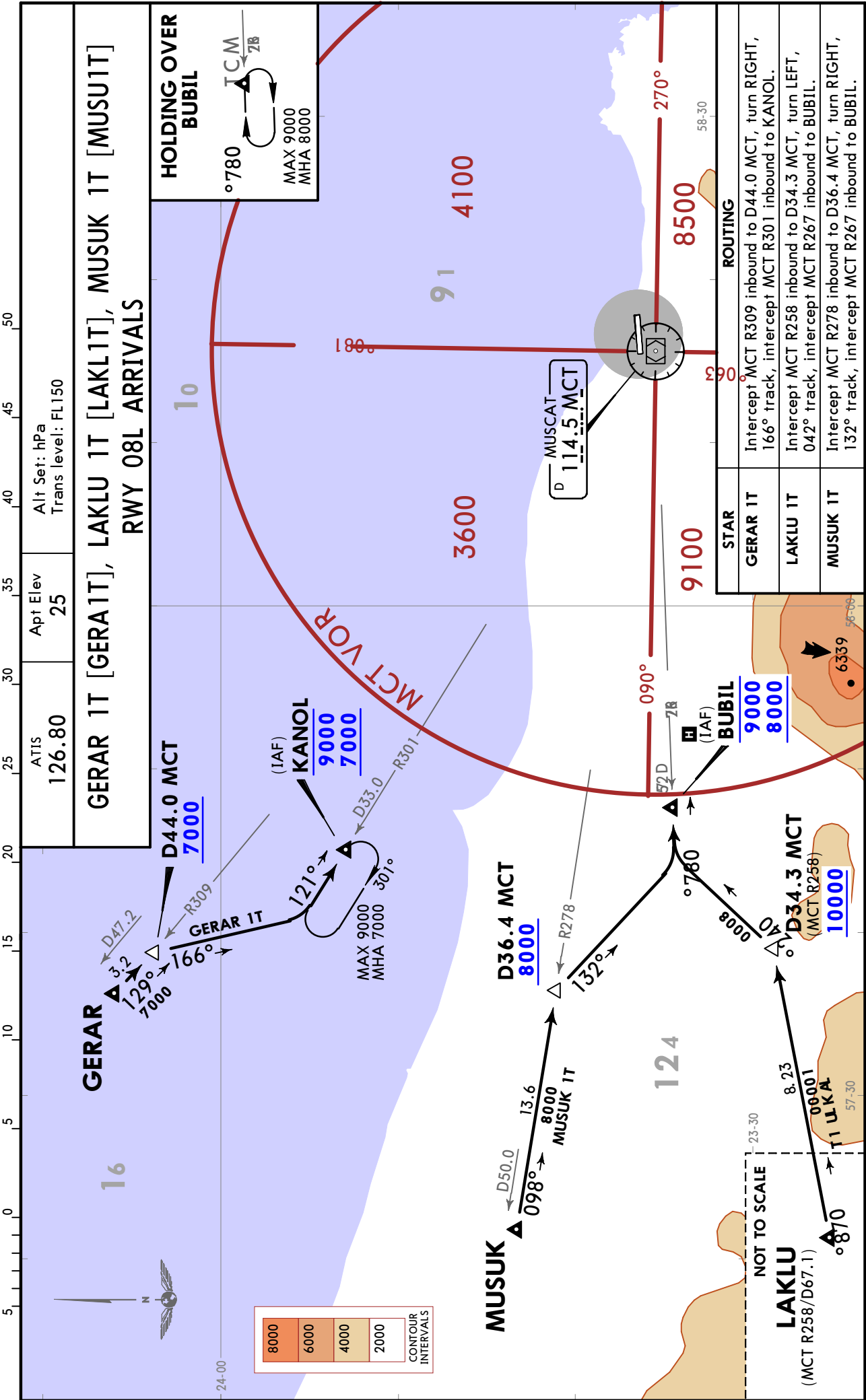




OOMS/MCT
MUSCAT INTL

JEPPESSEN
4 JAN 19 10-2C

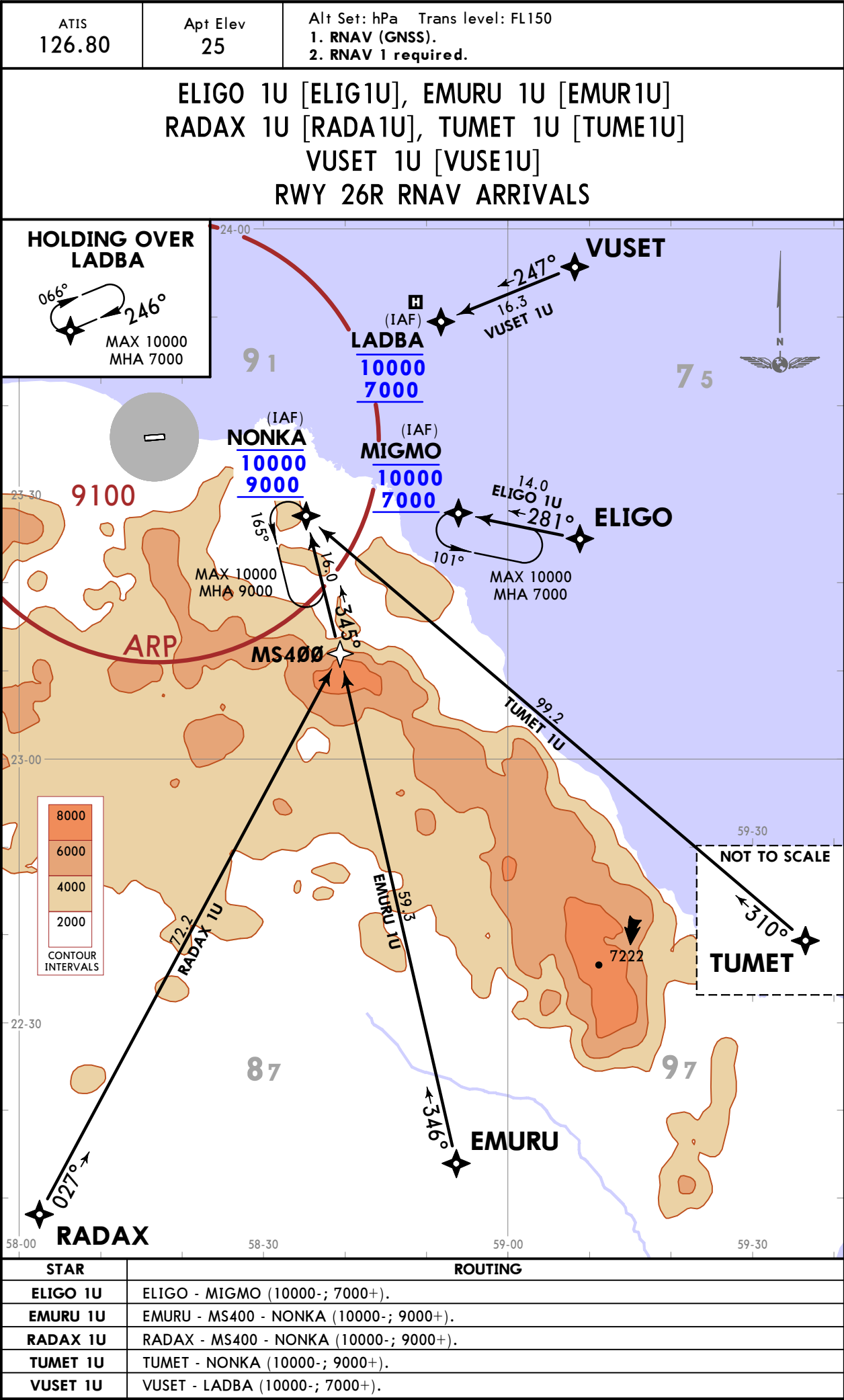
MUSCAT, OMAN
STAR



OOMS/MCT
MUSCAT INTL

JEPPESSEN
4 JAN 19 10-2D

MUSCAT, OMAN
RNAV STAR



Alt Set: hPa Trans level: FL150
1. RNAV (GNSS).
2. RNAV 1 required.

066°
246°
MHA 12000

H
(IAF)
LADBA
12000

VUSET

16.3
VUSET 1V

NONKA
12000

MIGMO
12000

ELIGO

MHA 12000

MS400

99.2
TUMET

NOT TO SCALE

TUMET

8000
6000
4000
2000

CONTOUR INTERVALS

RADAX

ROUTING

ELIGO 1V	ELIGO - MIGMO (12000+).
EMURU 1V	EMURU - MS400 - NONKA (12000+).
RADAX 1V	RADAX - MS400 - NONKA (12000+).
TUMET 1V	TUMET - NONKA (12000+).
VUSET 1V	VUSET - LADBA (12000+).

© JEPPESEN, 2019. ALL RIGHTS RESERVED.

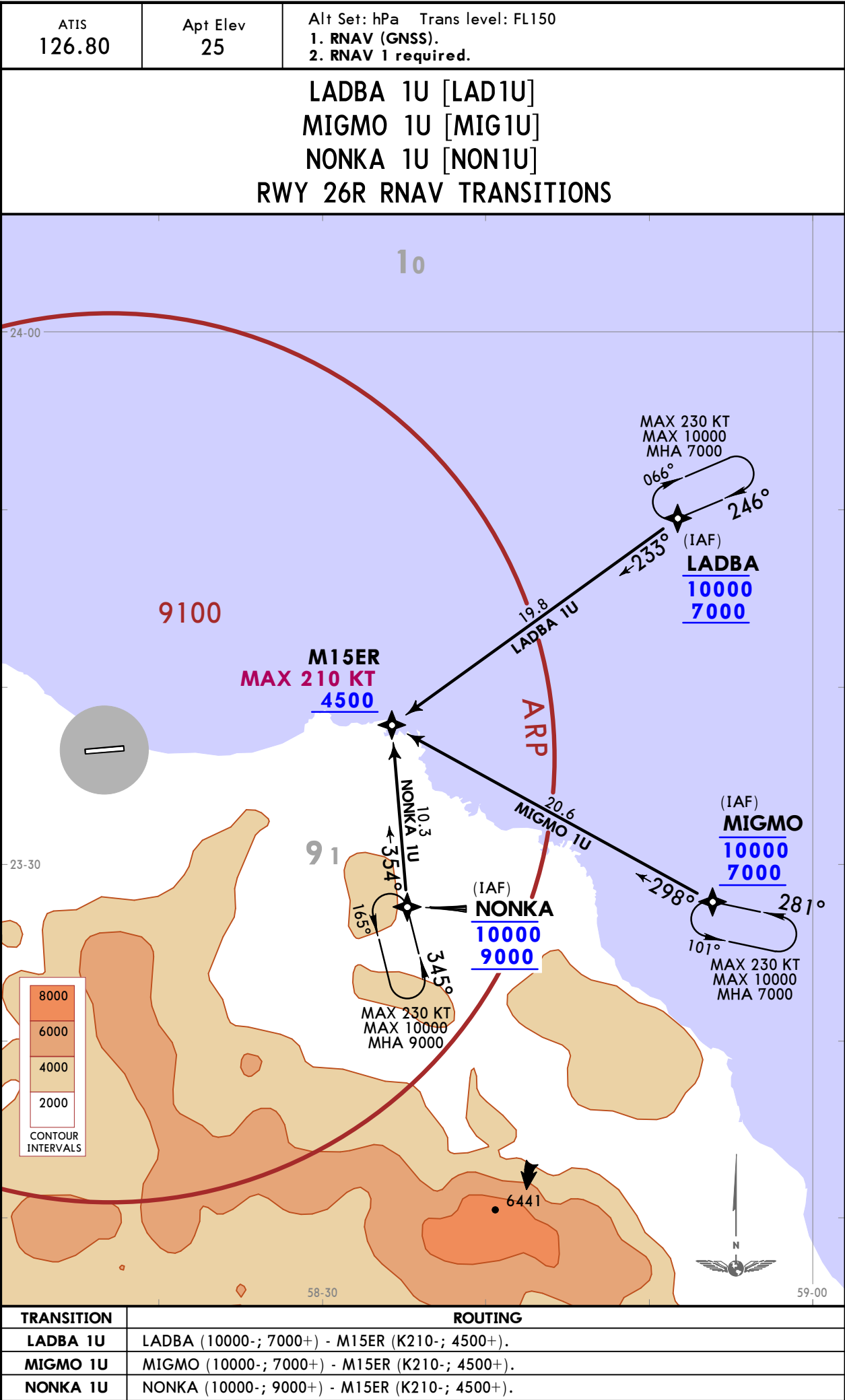




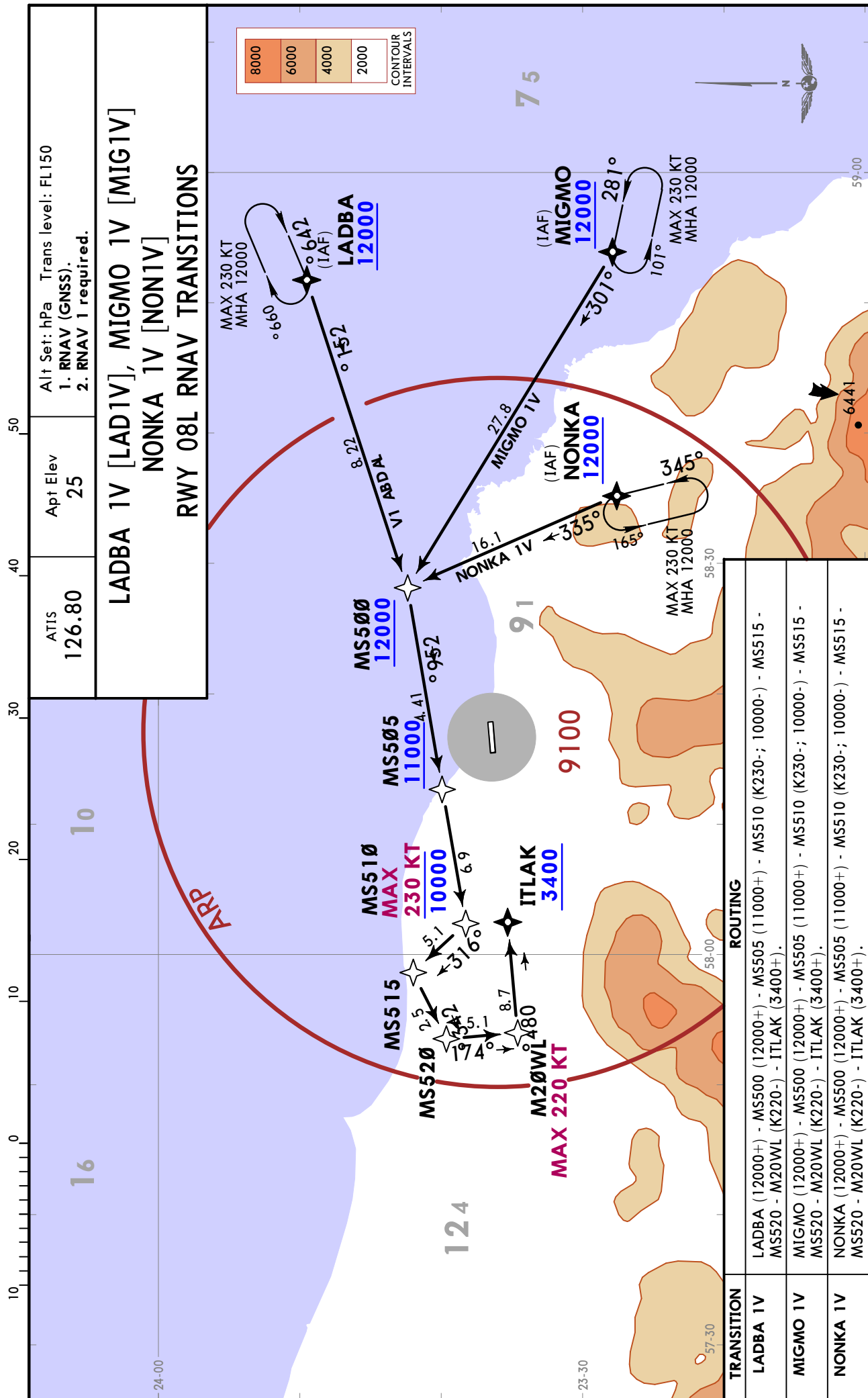
OOMS/MCT
MUSCAT INTL

JEPPESEN
26 APR 19 10-2H

MUSCAT, OMAN
RNAV TRANSITION



MUSCAT, OMAN





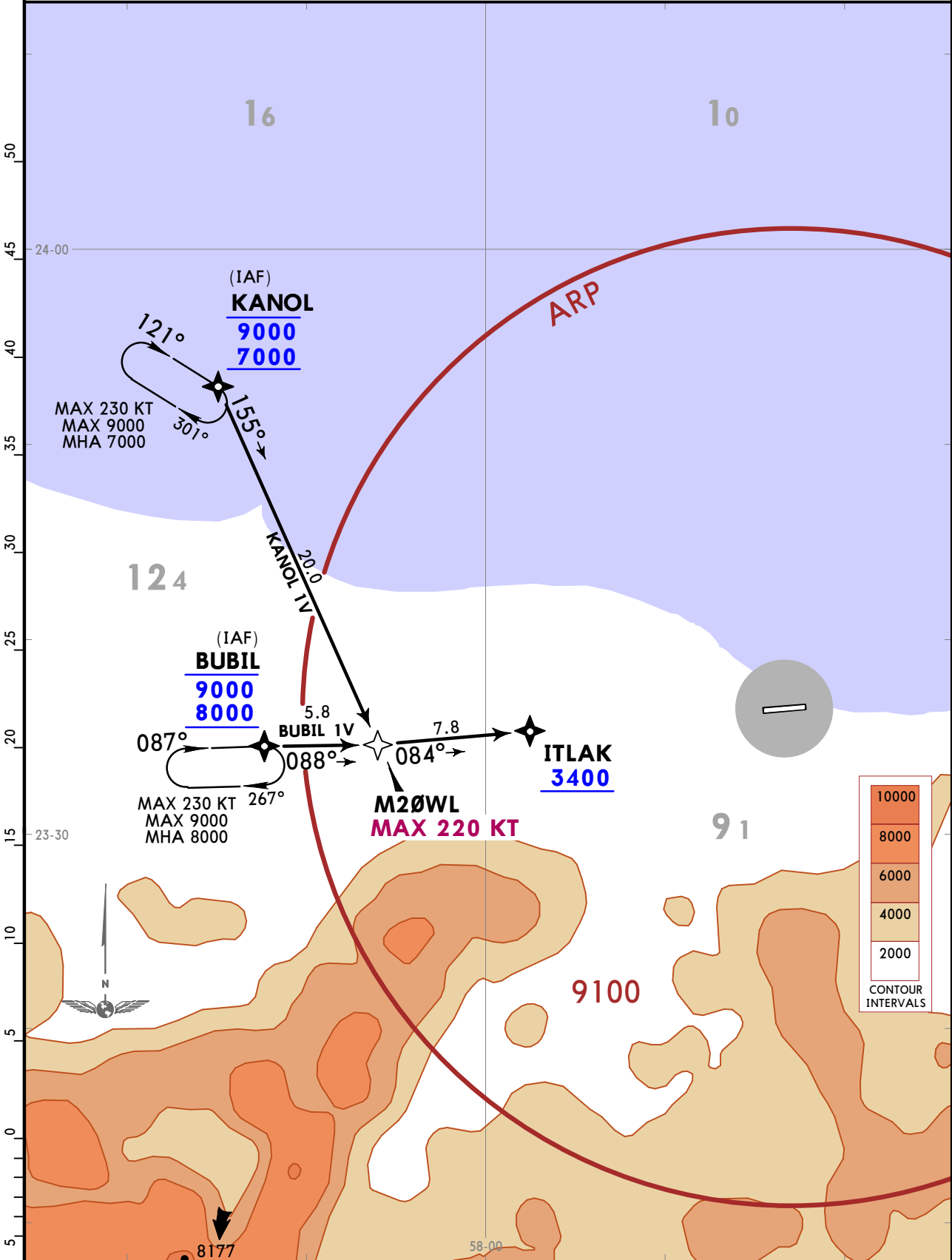
OOMS/MCT
MUSCAT INTL

JEPPESEN
26 APR 19 **(10-2L)**

MUSCAT, OMAN
RNAV TRANSITION

ATIS 126.80	Apt Elev 25	Alt Set: hPa Trans level: FL150 1. RNAV (GNSS). 2. RNAV 1 required.
----------------	----------------	--

BUBIL 1V [BUB1V]
KANOL 1V [KAN1V]
RWY 08L RNAV TRANSITIONS



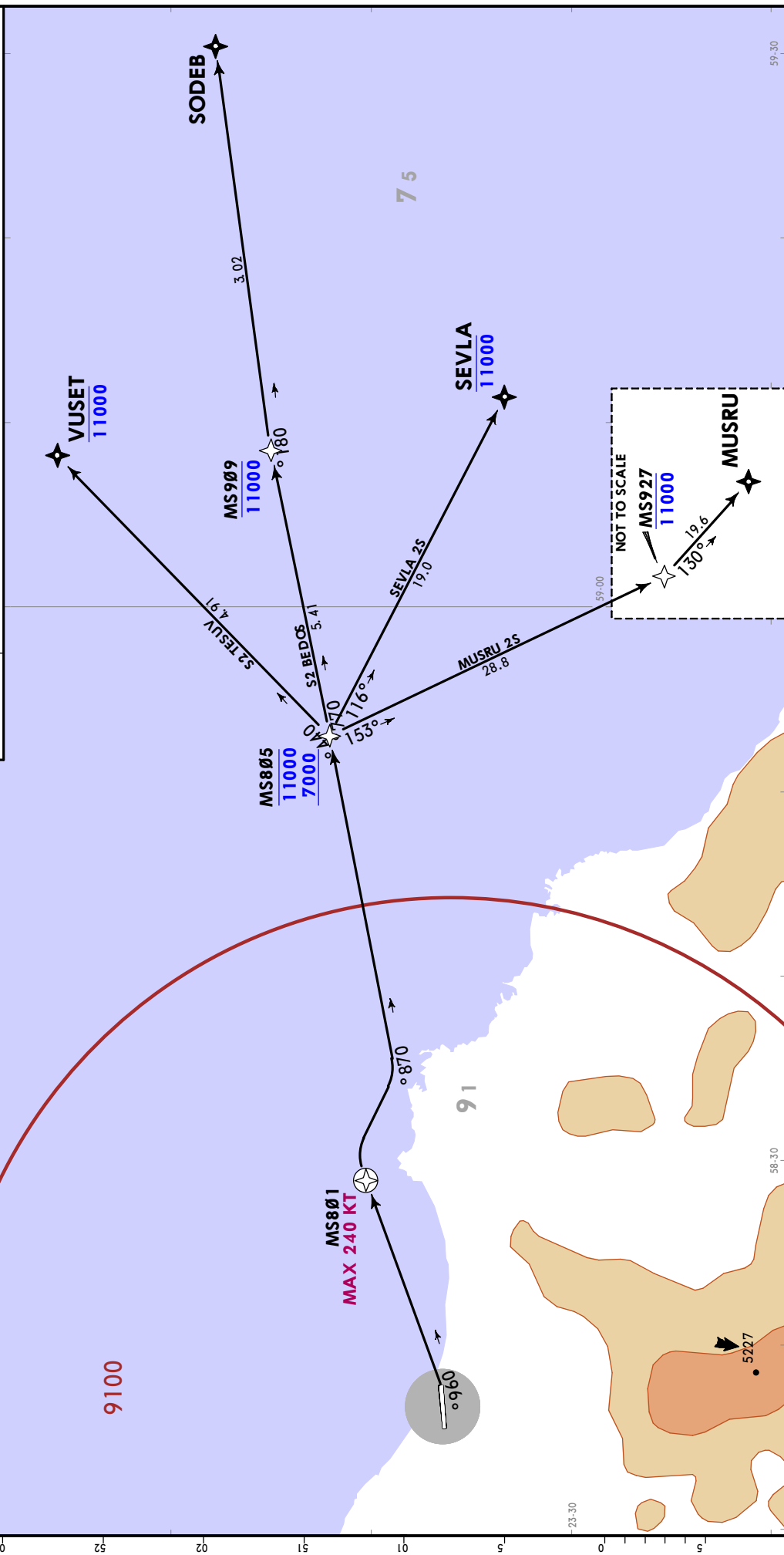
TRANSITION	ROUTING
BUBIL 1V	BUBIL (9000-; 8000+) - M20WL (K220-) - ITLAK (3400+).
KANOL 1V	KANOL (9000-; 7000+) - M20WL (K220-) - ITLAK (3400+).

CHANGES: M12WL replaced by ITLAK.

© JEPPESEN, 2019. ALL RIGHTS RESERVED.



Trans alt: 13000 1. RNAV (GNSS). 2. RNAV 1 required.	
Apt Elev 25	
MUSRU 2S [MUSR2S], SEVLA 2S [SEVL2S] SODEB 2S [SODE2S], VUSET 2S [VUSE2S] RWY 08L RNAV DEPARTURES	
These SIDs require a minimum climb gradient of 4.5% up to 3000.	
Gnd speed-KT 4.5% V/V (fpm)	
ROUTING	
SID	
MUSRU 2S	Climb to MS801 on 069° course, turn RIGHT on 078° course to MS805, turn RIGHT to MS927, then turn LEFT to MUSRU.
SEVLA 2S	Climb to MS801 on 069° course, turn RIGHT on 078° course to MS805, then turn RIGHT to SEVLA.
SODEB 2S	Climb to MS801 on 069° course, turn RIGHT on 078° course to MS805, then to MS909, then to SODEB.
VUSET 2S	Climb to MS801 on 069° course, turn RIGHT on 078° course to MS805, then turn LEFT to VUSET.



Trans alt: 13000
1. RNAV (GNSS).
2. RNAV 1 required.

Apt Elev
25

EMURU 2P [EMUR2]
IZK 2P [IZK2P]
TULBU 2P [TULB2P]
RWY 26R RNAV DEPARTURES

These SIDs require a minimum climb gradient of

EMURU 2P: 5.8% up to 6000.
IZK 2P: 5.0% up to 10000.
TULBU 2P: 4.5% up to 10000.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.8% V/V (fpm)	441	587	881	1175	1468	1762

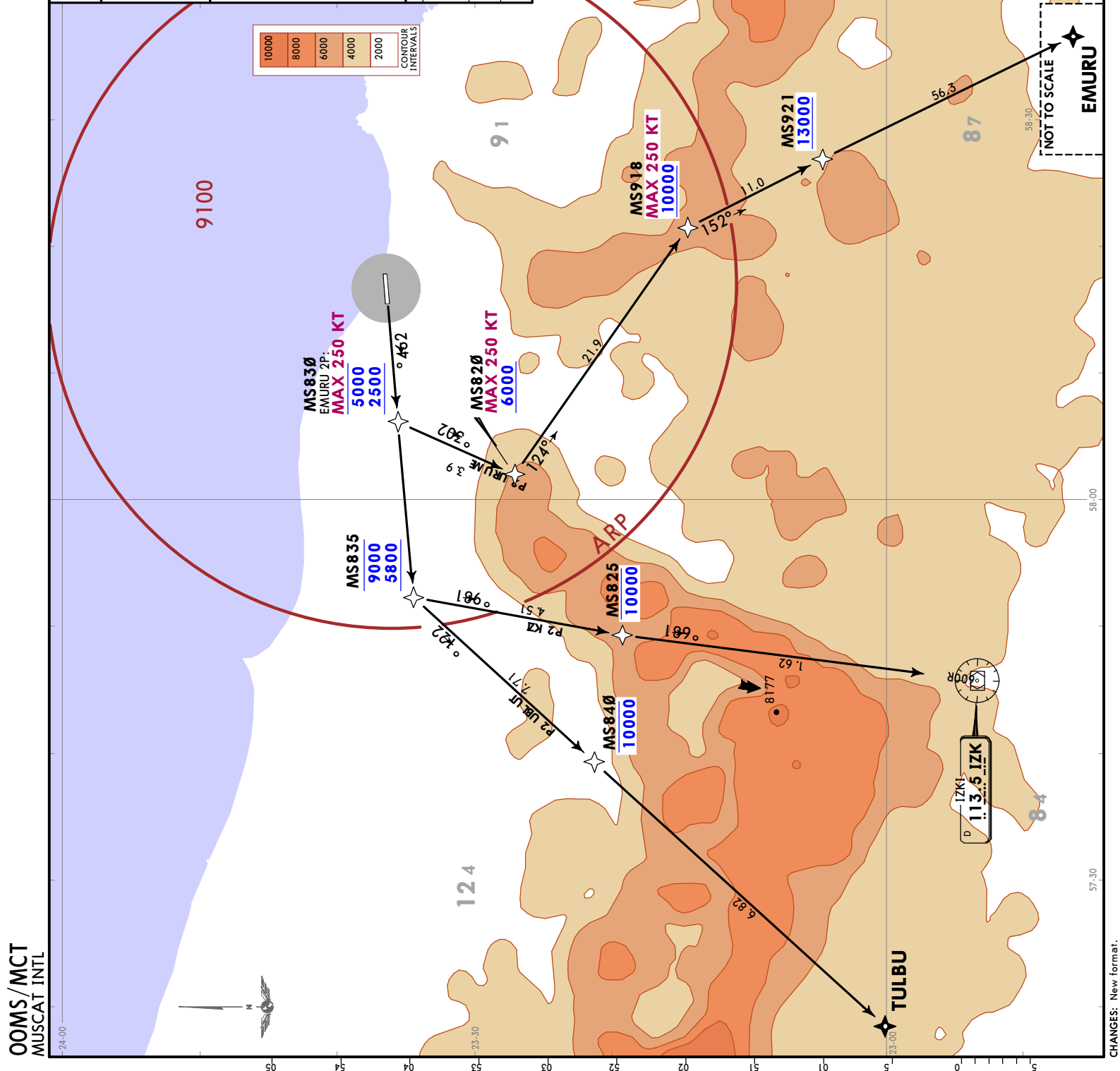
SID

ROUTING

EMURU 2P
Climb on 264° course to MS830, turn LEFT to MS820, turn LEFT to MS918, turn RIGHT to MS921, then EMURU.

IZK 2P
Climb on 264° course to MS835, turn LEFT to MS825, then to IZK VOR.

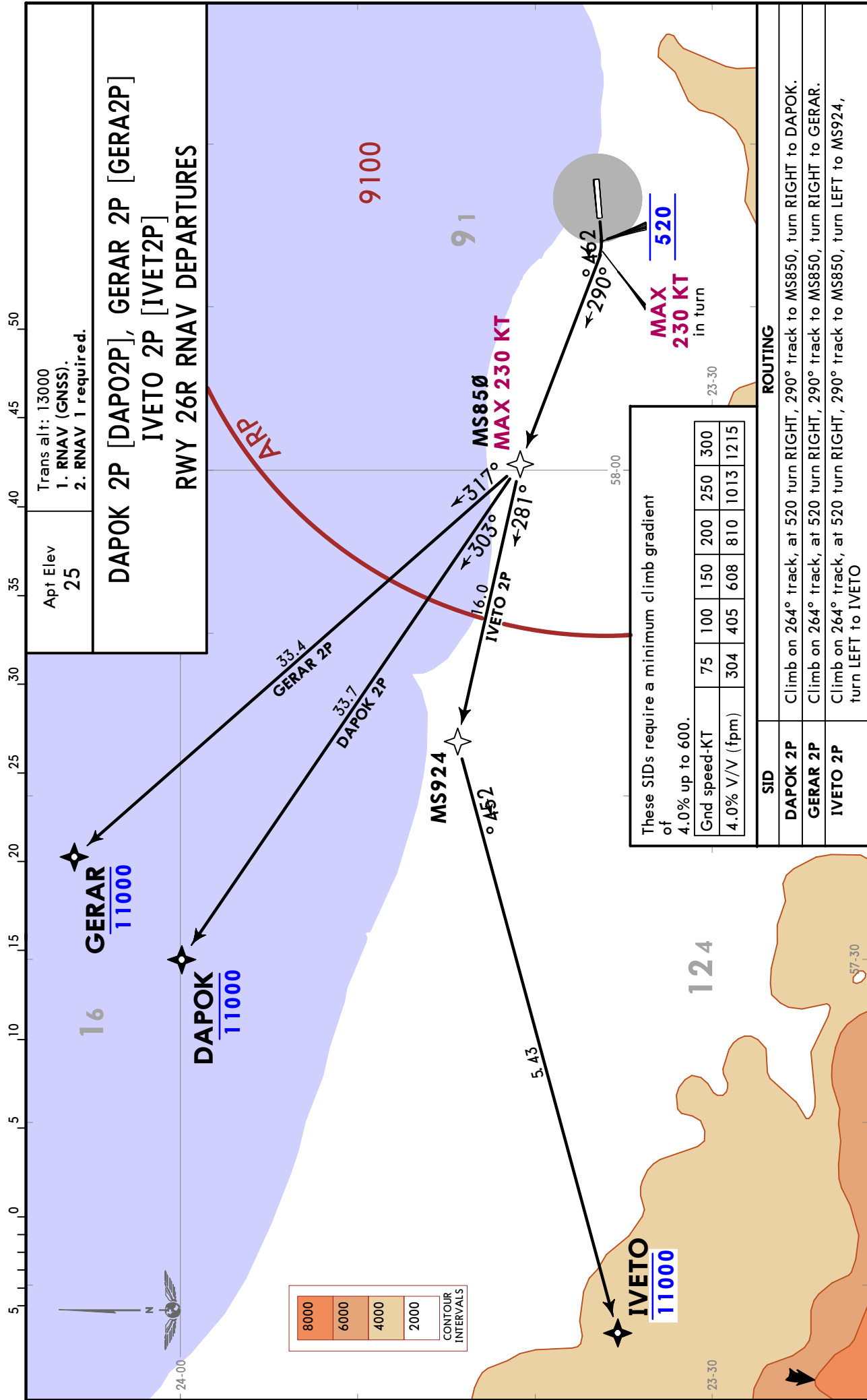
TULBU 2P
Climb on 264° course to MS835, turn LEFT to MS840, then to TULBU.



OOMS/MCT
MUSCAT INTL

JEPPESEN
4 JAN 19 10-3D

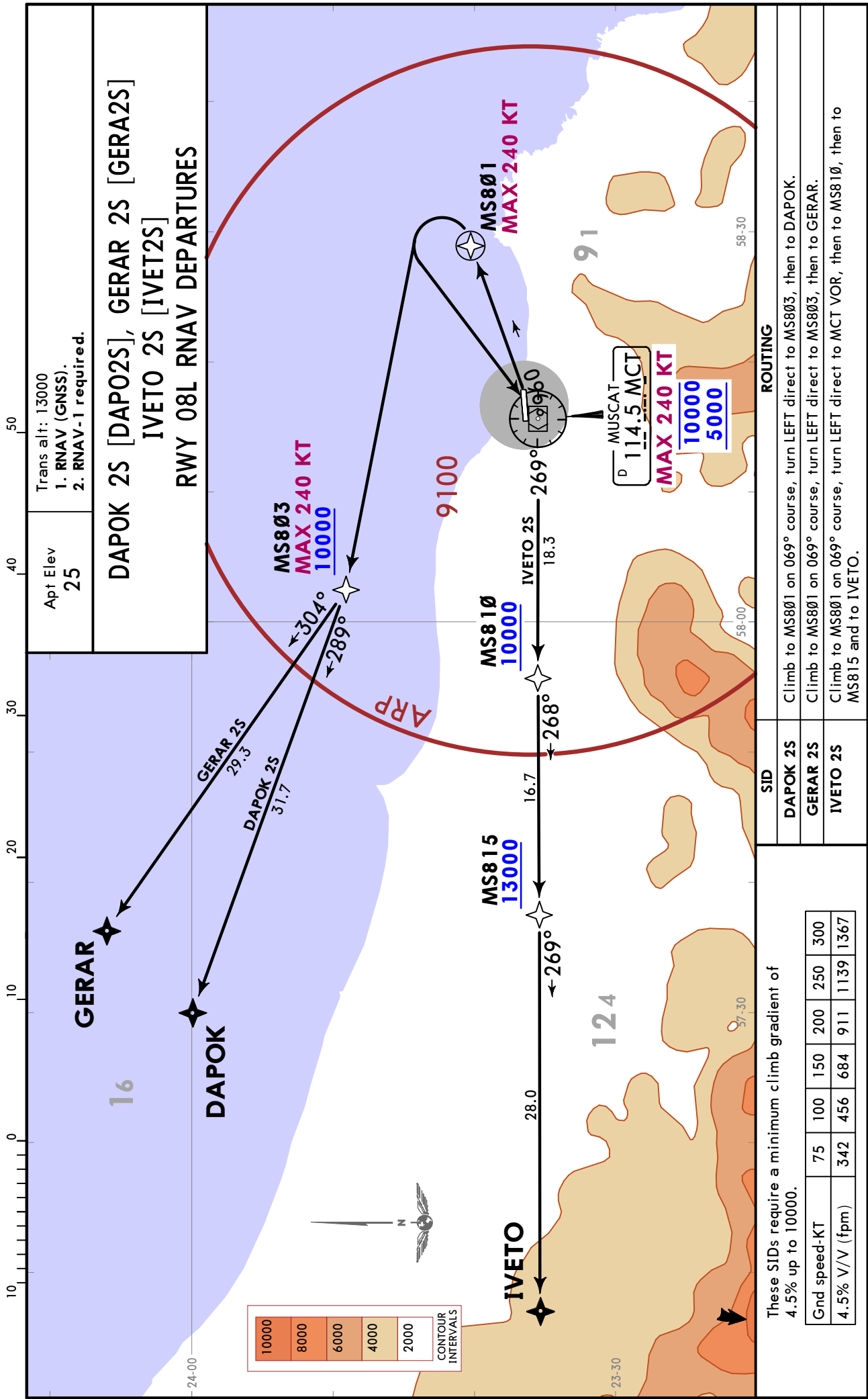
MUSCAT, OMAN
RNAV SID



OOMS/MCT
MUSCAT INTL

JEPPESSEN
4 JAN 19 10-3E

MUSCAT, OMAN
RNAV SID

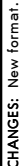


These SIDs require a minimum climb gradient of 4.5% up to 10000.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

ROUTING

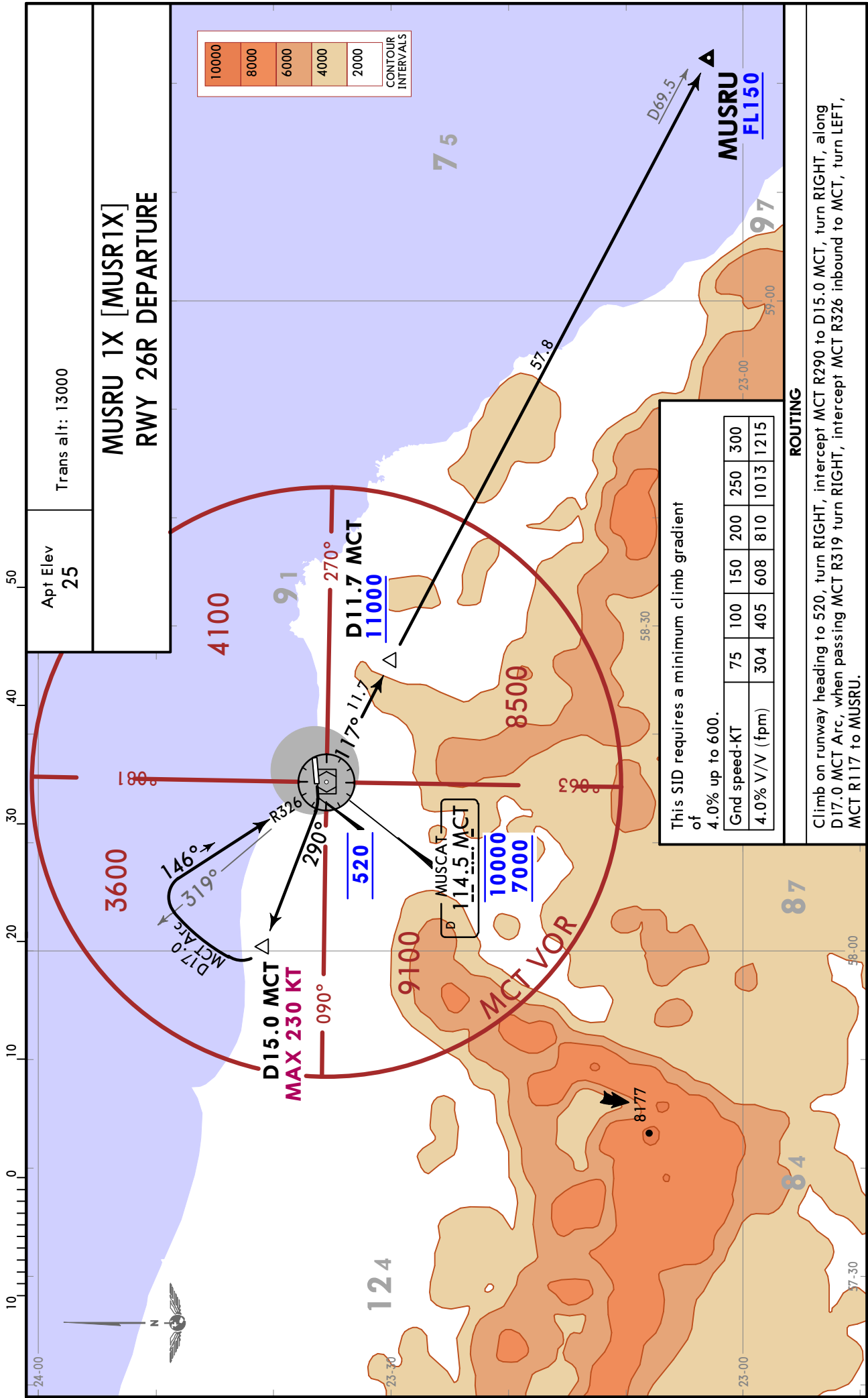
SID	ROUTING
DAPOK 2S	Climb to MS801 on 069° course, turn LEFT direct to MS803, then to DAPOK.
GERAR 2S	Climb to MS801 on 069° course, turn LEFT direct to MS803, then to GERAR.
IVETO 2S	Climb to MS801 on 069° course, turn LEFT direct to MCT VOR, then to MS810, then to MS815 and to IVETO.



OOMS/MCT
MUSCAT INTL

JEPPESSEN
4 JAN 19 10-3G

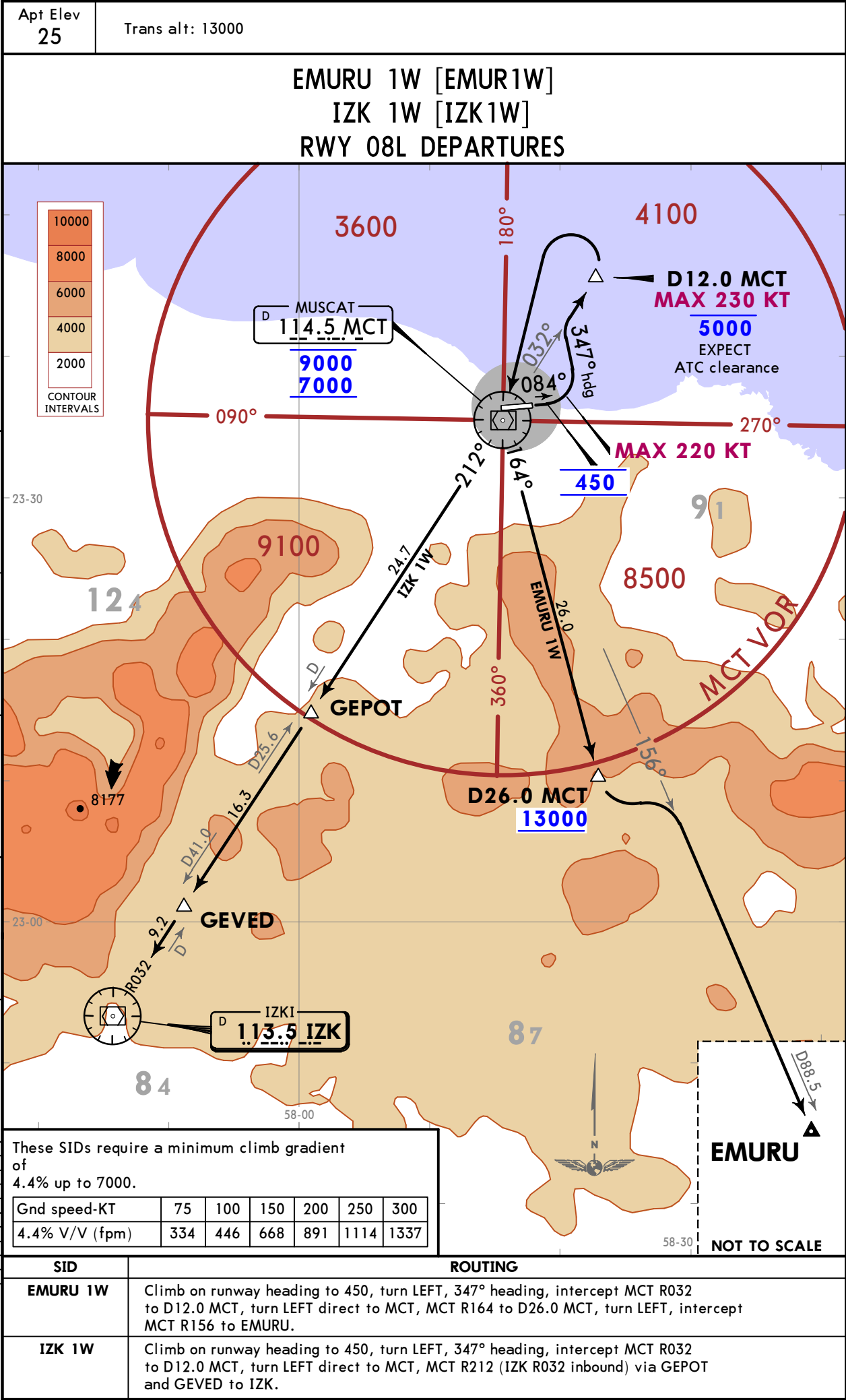
MUSCAT, OMAN
SID



OOMS/MCT
MUSCAT INTL

JEPPESEN
4 JAN 19 10-3H

MUSCAT, OMAN
SID



Trans alt: 13000

10000
8000
6000
4000
2000
CONTOUR INTERVALS

D15.0 MCT
MAX 230 KT

D17.0 MCT Arc
319°
146°

MUSCAT
D 114.5 MCT
10000
7000

090°
180°
270°
360°

520
212°
24.7
IZK 1X

EMURU 1X
26.0
164°
D26.0 MCT
13000

9100
8500
91
87
84
124

GEPOT
D
D25.6
16.3
D41.0
9.2
GEVED
R032
IZKI
D 113.5 IZK

EMURU
D88.5
NOT TO SCALE

These SID's require a minimum climb gradient of 4.0% up to 600.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

These SIDs require a minimum climb gradient of 4.0% up to 600.

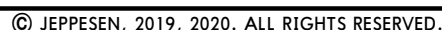
Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

EMURU

NOT TO SCALE

SID	ROUTING
EMURU 1X	Climb on runway heading to 520, turn RIGHT, intercept MCT R290 to D15.0 MCT, turn RIGHT, along D17.0 MCT Arc, when passing MCT R319 turn RIGHT, intercept MCT R326 inbound to MCT, turn RIGHT, MCT R164 to D26.0 MCT, turn LEFT, intercept MCT R156 to EMURU.
IZK 1X	Climb on runway heading to 520, turn RIGHT, intercept MCT R290 to D15.0 MCT, turn RIGHT, along D17.0 MCT Arc, when passing MCT R319 turn RIGHT, intercept MCT R326 inbound to MCT, turn RIGHT, MCT R212 (IZK R032 inbound) via GEPOT and GEVED to IZK.









OOMS/MCT


JEPPesen
5 OCT 18 **(10-9C)** **Eff 11 Oct**
MUSCAT, OMAN

MUSCAT INTL

INS COORDINATES						
STAND No.	COORDINATES	Elev.	STAND No.	COORDINATES	Elev.	
1	N23 35.3 E058 17.0	52	311R	N23 36.1 E058 16.7	25	
2	N23 35.4 E058 17.0	51	312L	N23 36.1 E058 16.7	23	
3	N23 35.4 E058 17.0	49	312	N23 36.1 E058 16.6	24	
4	N23 35.3 E058 17.1	50	312R	N23 36.1 E058 16.6	25	
5	N23 35.4 E058 17.1	49	313L	N23 36.2 E058 16.6	23	
6	N23 35.4 E058 17.1	47	313	N23 36.2 E058 16.6	24	
7	N23 35.3 E058 17.2	47	313R	N23 36.2 E058 16.6	24	
8	N23 35.4 E058 17.2	46	401L	N23 36.0 E058 17.1	24	
9	N23 35.4 E058 17.2	44	401, 401R	N23 36.0 E058 17.2	25	
10	N23 35.4 E058 17.3	45	402, 403	N23 36.0 E058 17.1	24	
10A	N23 35.4 E058 17.3	46	404	N23 36.0 E058 17.0	23	
11	N23 35.4 E058 17.3	44	405	N23 36.0 E058 17.0	24	
12	N23 35.4 E058 17.3	42	406, 407	N23 36.0 E058 16.9	24	
14	N23 35.4 E058 17.4	42	408	N23 36.0 E058 16.8	24	
15, 16	N23 35.4 E058 17.4	41	409	N23 36.0 E058 16.8	23	
21	N23 35.4 E058 17.6	39	410	N23 36.0 E058 16.8	24	
22	N23 35.4 E058 17.6	38	411	N23 36.0 E058 16.8	23	
23	N23 35.4 E058 17.6	37	412L	N23 35.9 E058 16.7	25	
24	N23 35.4 E058 17.7	39	412	N23 35.9 E058 16.7	26	
25	N23 35.4 E058 17.7	38	412R	N23 36.0 E058 16.7	26	
26	N23 35.4 E058 17.7	36	413L	N23 35.9 E058 16.7	25	
26A	N23 35.4 E058 17.7	37	413, 413R	N23 35.9 E058 16.7	26	
27, 27A	N23 35.5 E058 17.7	35	414L	N23 35.8 E058 16.6	25	
29	N23 35.4 E058 17.8	36	414, 414R	N23 35.9 E058 16.6	26	
30	N23 35.4 E058 17.8	35	415	N23 35.8 E058 16.6	26	
30A	N23 35.4 E058 17.8	36	416	N23 35.8 E058 16.6	25	
31	N23 35.5 E058 17.8	33	501 thru 503	N23 35.9 E058 17.2	24	
31A	N23 35.5 E058 17.8	34	504	N23 35.8 E058 17.2	23	
101	N23 36.2 E058 17.3	22	601, 602	N23 36.0 E058 17.3	23	
102	N23 36.2 E058 17.3	23	603	N23 35.9 E058 17.3	23	
103	N23 36.2 E058 17.3	22	604	N23 35.9 E058 17.3	24	
104	N23 36.2 E058 17.3	23	605	N23 35.9 E058 17.3	23	
105	N23 36.2 E058 17.2	24	606	N23 35.8 E058 17.3	24	
106	N23 36.3 E058 17.2	24	651	N23 35.9 E058 17.4	23	
151, 152	N23 36.3 E058 17.4	24	652	N23 35.8 E058 17.4	23	
201 thru 203	N23 36.2 E058 17.2	24	901L	N23 35.9 E058 18.0	20	
301L	N23 36.1 E058 17.1	24	901	N23 35.9 E058 18.0	21	
301	N23 36.1 E058 17.2	24	901R	N23 35.9 E058 18.0	20	
301R	N23 36.1 E058 17.1	25	902L	N23 35.9 E058 18.1	20	
302	N23 36.1 E058 17.1	24	902	N23 35.9 E058 18.1	21	
303 thru 305	N23 36.1 E058 17.0	24	902R, 903L	N23 35.9 E058 18.1	20	
306, 307	N23 36.1 E058 16.9	24	903	N23 35.9 E058 18.1	21	
308, thru 310	N23 36.1 E058 16.8	24	903R	N23 35.9 E058 18.2	20	
311L	N23 36.1 E058 16.7	23				
311	N23 36.1 E058 16.7	24				

OOMS/MCT MUSCAT INTL

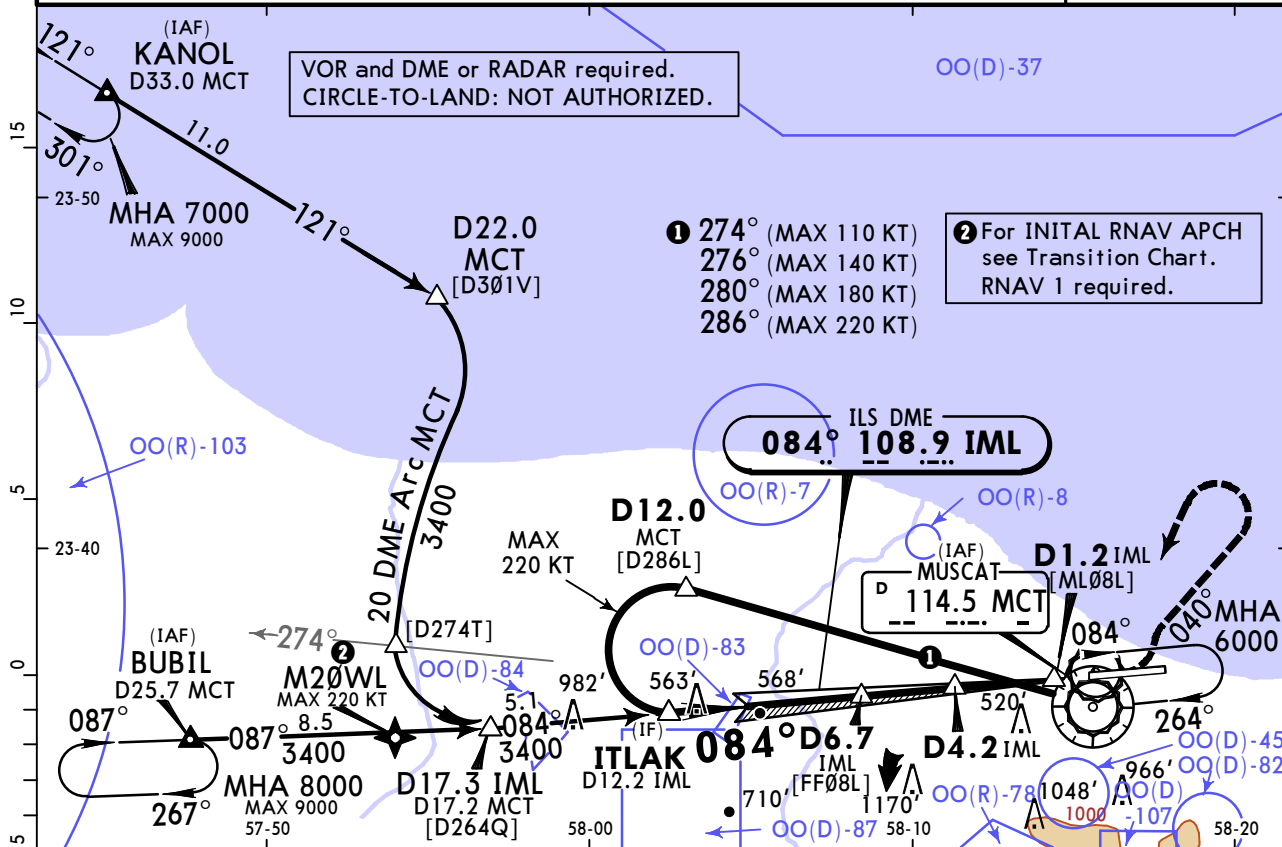
4 OCT 19
Eff 10 Oct

11-1

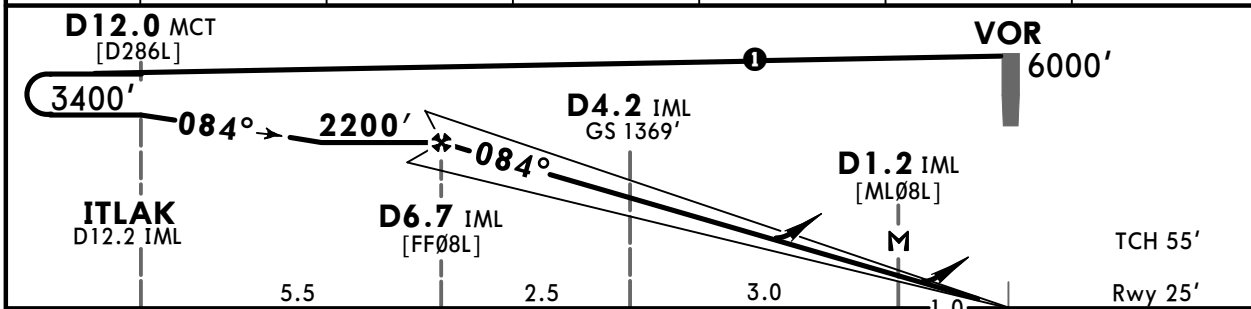
JEPPESSEN

MUSCAT, OMAN ILS or LOC Rwy 08L

ATIS	MUSCAT Approach (R)	MUSCAT Tower	Ground
126.8	121.2	118.825	121.8 127.875
LOC IML 108.9	Final Apch Crs 084°	GS D6.7 IML 2200' (2175')	ILS DA(H) Refer to Minimums
		Apt Elev 25'	Rwy 25'
MISSED APCH: Climb on rwy hdg to 510', then turn LEFT (MAX 210 KT) to follow R-040 MCT climbing to 2800'. Then turn LEFT (MAX 220 KT) to VOR at 6000' and hold. Turns before MAP prohibited.			
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 150	Trans alt: 13000'
			MSA MCT VOR



LOC (GS out)	IML DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	1980'	1650'	1320'	990'	650'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI	Refer to Missed Apch above
ILS GS	3.00°	372	478	531	637	743		
LOC Descent Angle	3.12°	386	497	552	662	773		
MAP at D1.2 IML								

Standard STRAIGHT-IN LANDING RWY 08L				LOC (GS out) CDFA	
ILS A: 235' (210') C: 255' (230') DA(H) B: 245' (220') D: 265' (240')				DA/MDA(H) 530' (505')	
FULL	TDZ or CL out	ALS out		ALS out	
A				RVR 1500m	
B					
C	RVR 750m	RVR 750m	RVR 1200m		
D				RVR 1600m	RVR 2400m

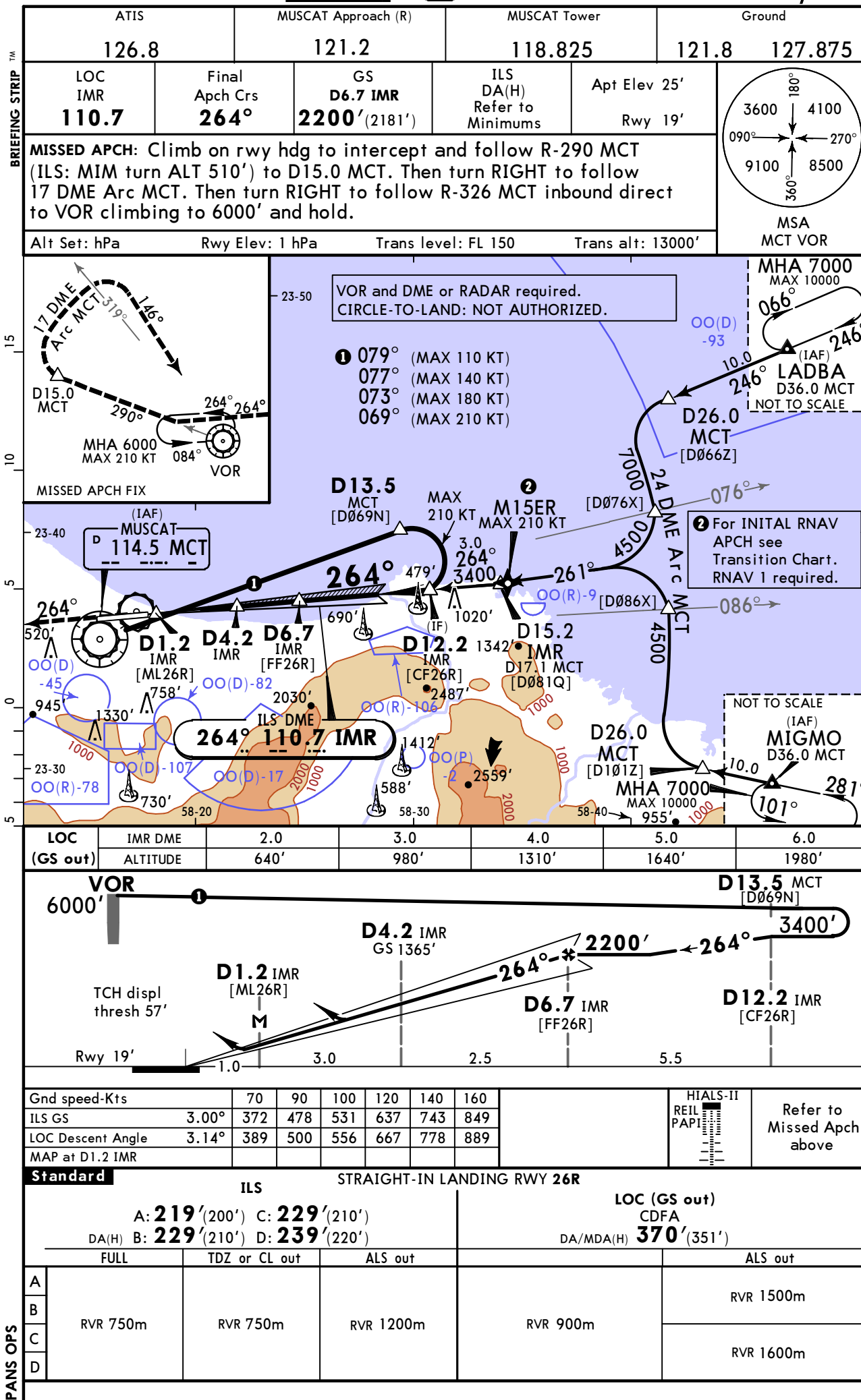
OOMS/MCT MUSCAT INTL

4 OCT 19
Eff 10 Oct

11-2

JEPPESSEN

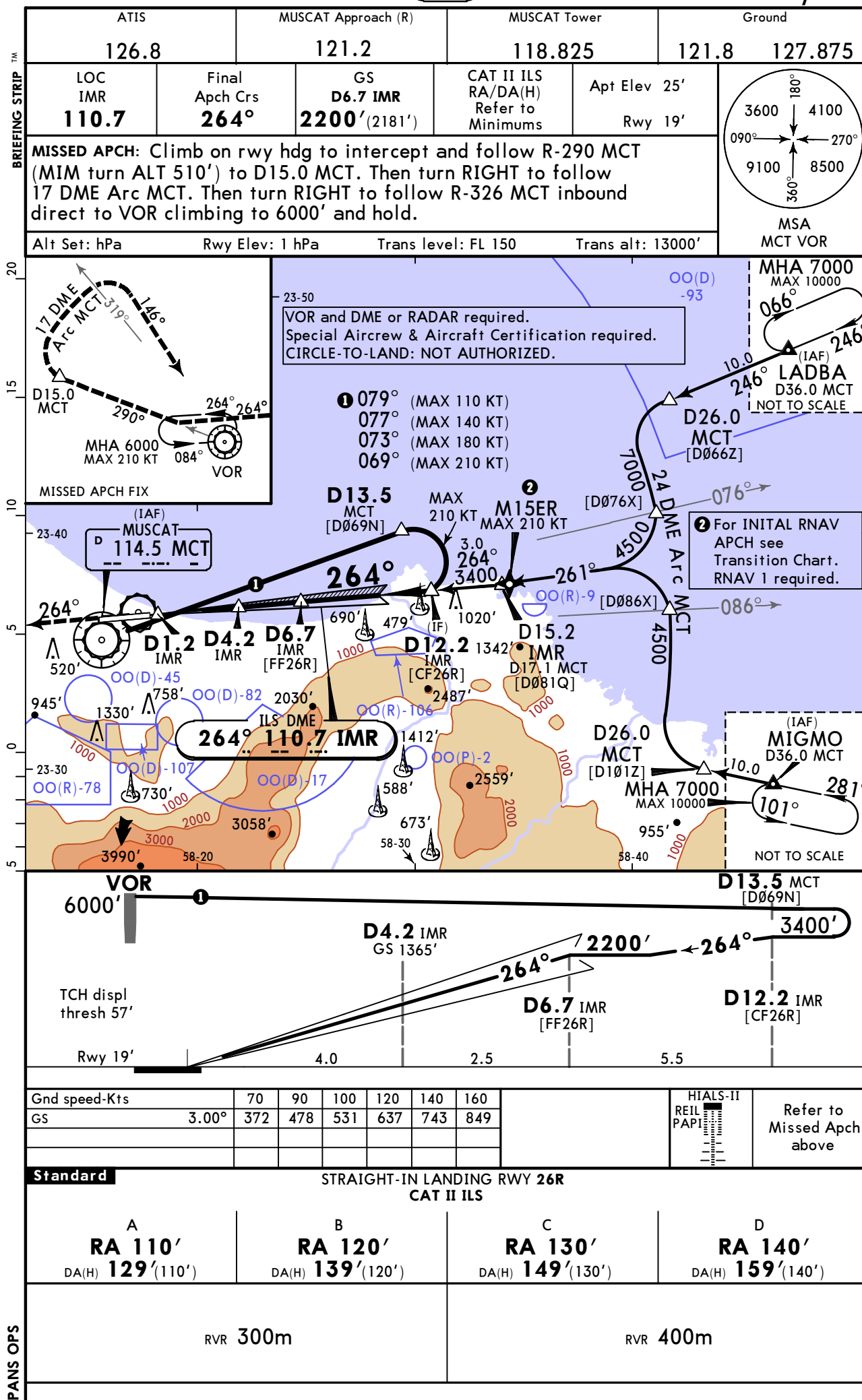
MUSCAT, OMAN ILS or LOC Rwy 26R



OOMS/MCT MUSCAT INTL

4 OCT 19 **11-2A** Eff 10 Oct

MUSCAT, OMAN CAT II ILS Rwy 26R



OOMS/MCT
MUSCAT INTL

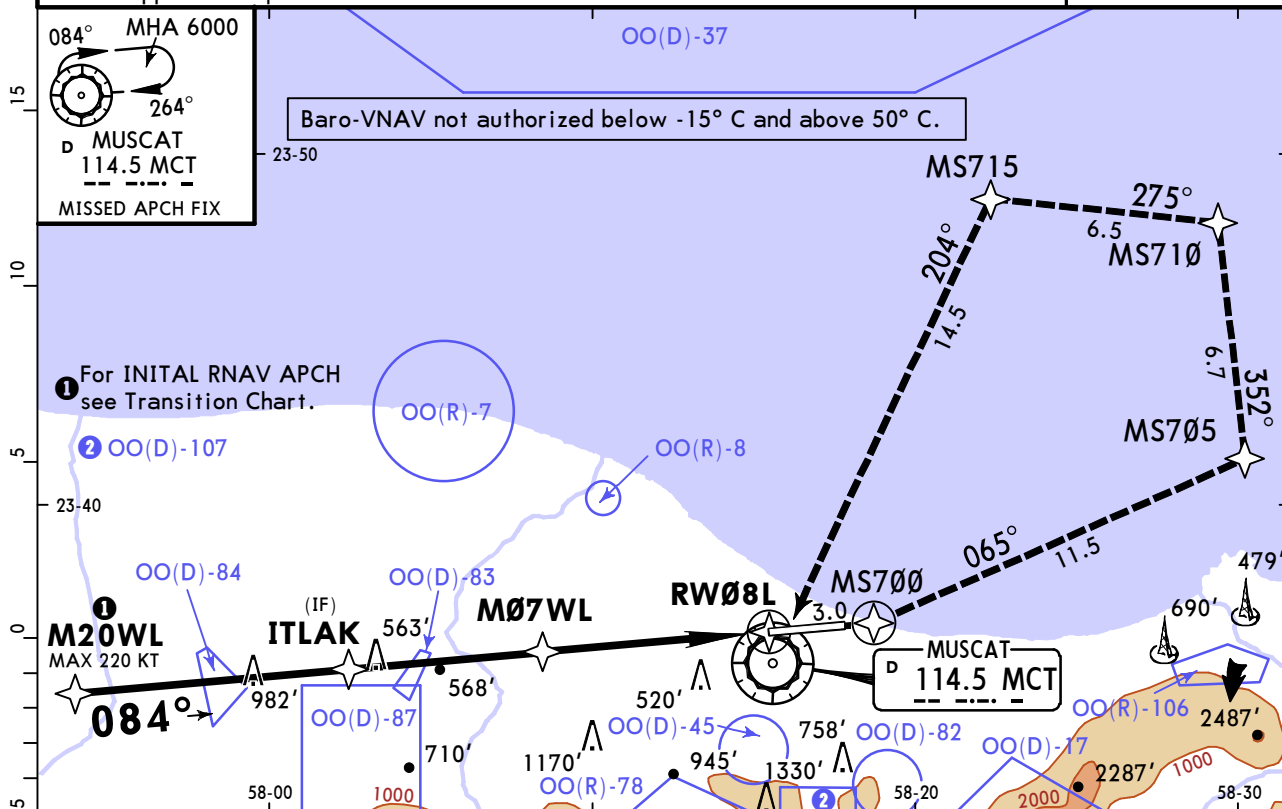
JEPPESSEN
26 APR 19 **(12-1)**

MUSCAT, OMAN
RNP Rwy 08L

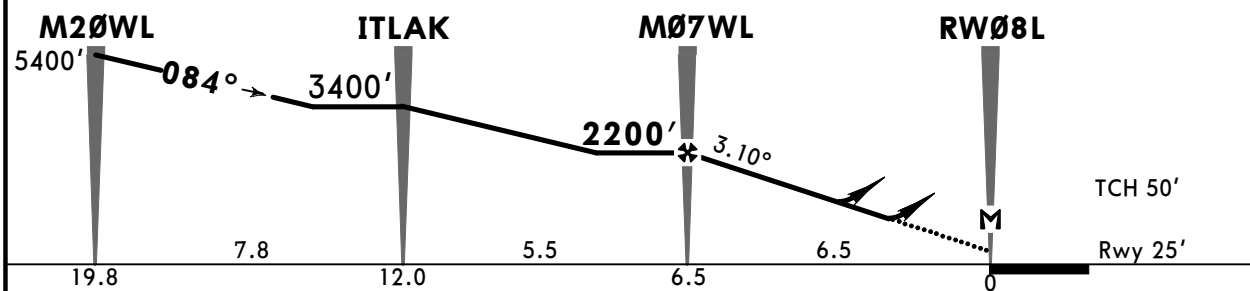
TM

BRIEFING STRIP

ATIS 126.8		MUSCAT Approach (R) 121.2		MUSCAT Tower 118.825		Ground 121.8 127.875	
RNAV	Final Apch Crs 084°	Minimum Alt M07WL 2200' (2175')	LNAV/VNAV Refer to Minimums	Apt Elev 25' Rwy 25'		9100 MSA ARP	
MISSED APCH: Climb on runway heading to MS700, turn LEFT to MS705, turn LEFT to MS710, turn LEFT to MS715, turn LEFT to MCT VOR, hold and wait for ATC instructions. MAX 220 KT.							
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: FL 150		Trans alt: 13000'		
1. RNP approach required. 2. CIRCLE-TO-LAND: NOT AUTHORIZED.							



DIST to RW08L	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2050'	1720'	1390'	1070'	740'	410'

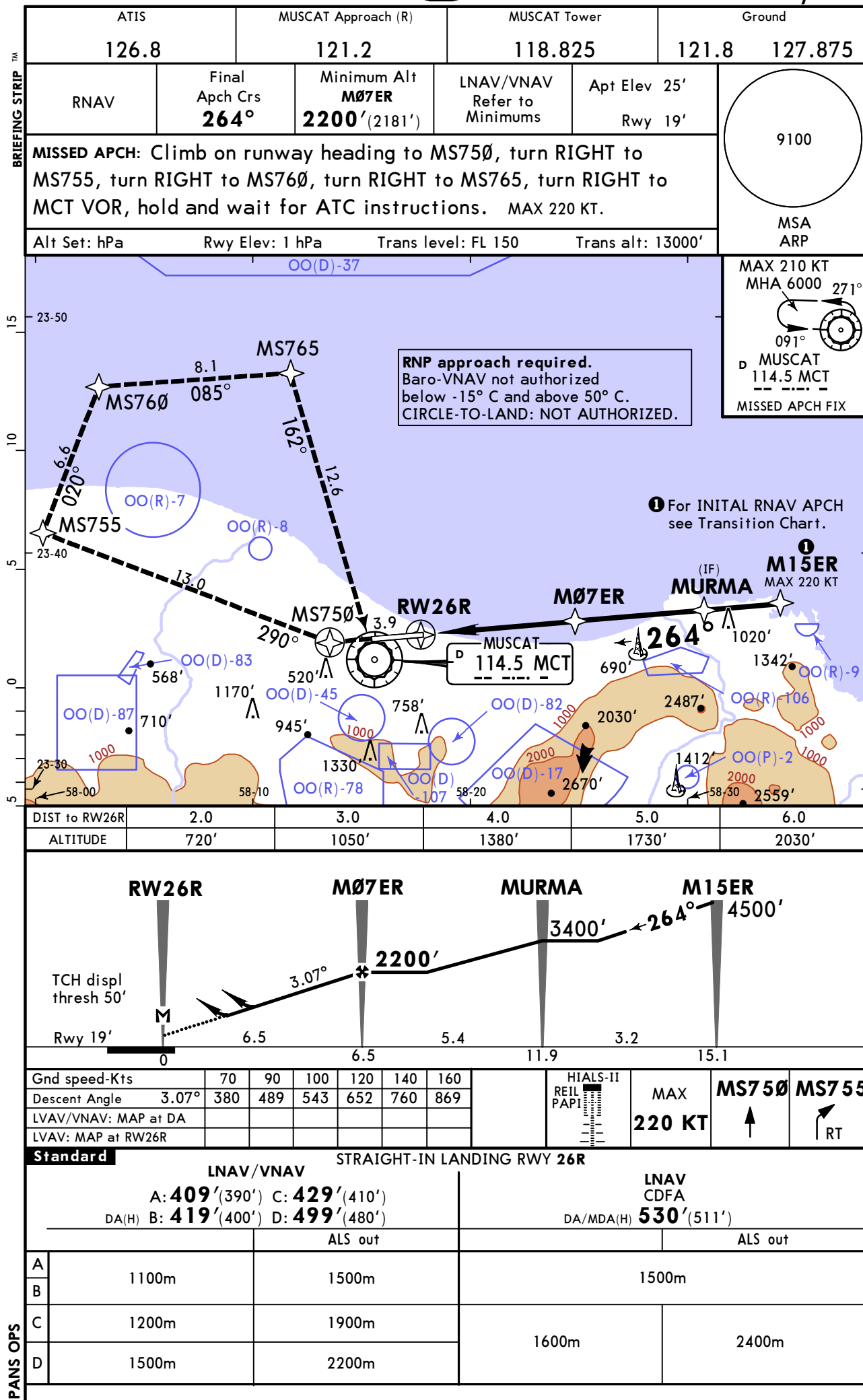


Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.10°	384	494	548	658	768	878
LNAV/VNAV: MAP at DA						
LNAV: MAP at RW08L						

Standard STRAIGHT-IN LANDING RWY 08L

LNAV/VNAV		LNAV CDFA	
A: 295' (270') C: 325' (300')		DA/MDA(H) 580' (555')	
DA(H) B: 305' (280') D: 345' (320')		ALS out	

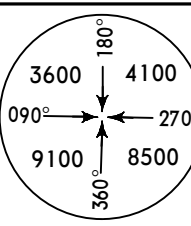
PANS OPS	A	RVR 750m		RVR 1300m		RVR 1500m	
	B						
	C			RVR 1400m		RVR 1800m	
	D					RVR 2400m	

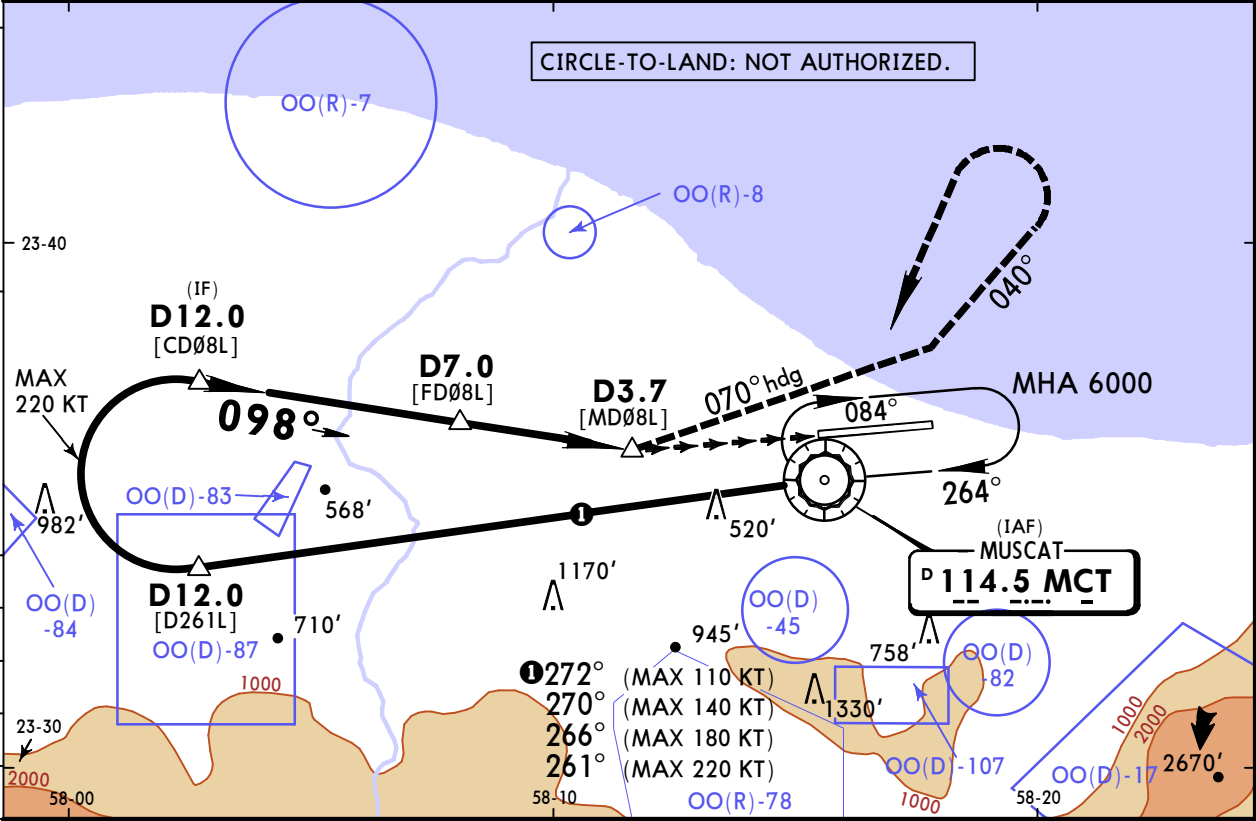
OOMS/MCT
MUSCAT INTL
JEPPESEN
 26 APR 19 **(12-2)**
MUSCAT, OMAN
RNP Rwy 26R


OOMS/MCT
MUSCAT INTL

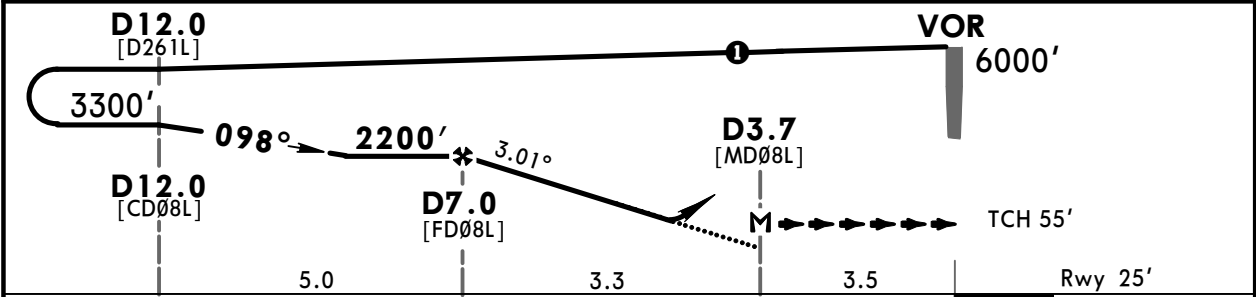
JEPPESSEN
31 MAY 19 (13-1)

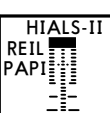
MUSCAT, OMAN
VOR Rwy 08L

ATIS		MUSCAT Approach (R)		MUSCAT Tower		Ground	
126.8		121.2		118.825		121.8	127.875
VOR MCT 114.5	Final Apch Crs 098°	Minimum Alt D7.0 2200' (2175')	DA/MDA(H) 1160' (1135')	Apt Elev 25' Rwy 25'			
MISSED APCH: Turn LEFT on hdg 070° to intercept and follow R-040 (MAX 210 KT). Climb to 2800, then turn LEFT (MAX 220 KT) direct to VOR, climb to 6000' and hold. Turns before MAP prohibited.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 150			
1. DME or RADAR required. 2. Final track 14° offset of RCL.							



MCT DME	6.0	5.0	4.0
ALTITUDE	1940'	1620'	1300'



Gnd speed-Kts	70	90	100	120	140	160		070° hdg LT
Descent Angle 3.01°	373	479	532	639	745	852		
MAP at D3.7								

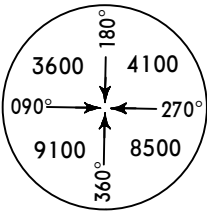
Standard		STRAIGHT-IN LANDING RWY 08L	
CDFA		DA/MDA(H) 1160' (1135')	
		ALS out	

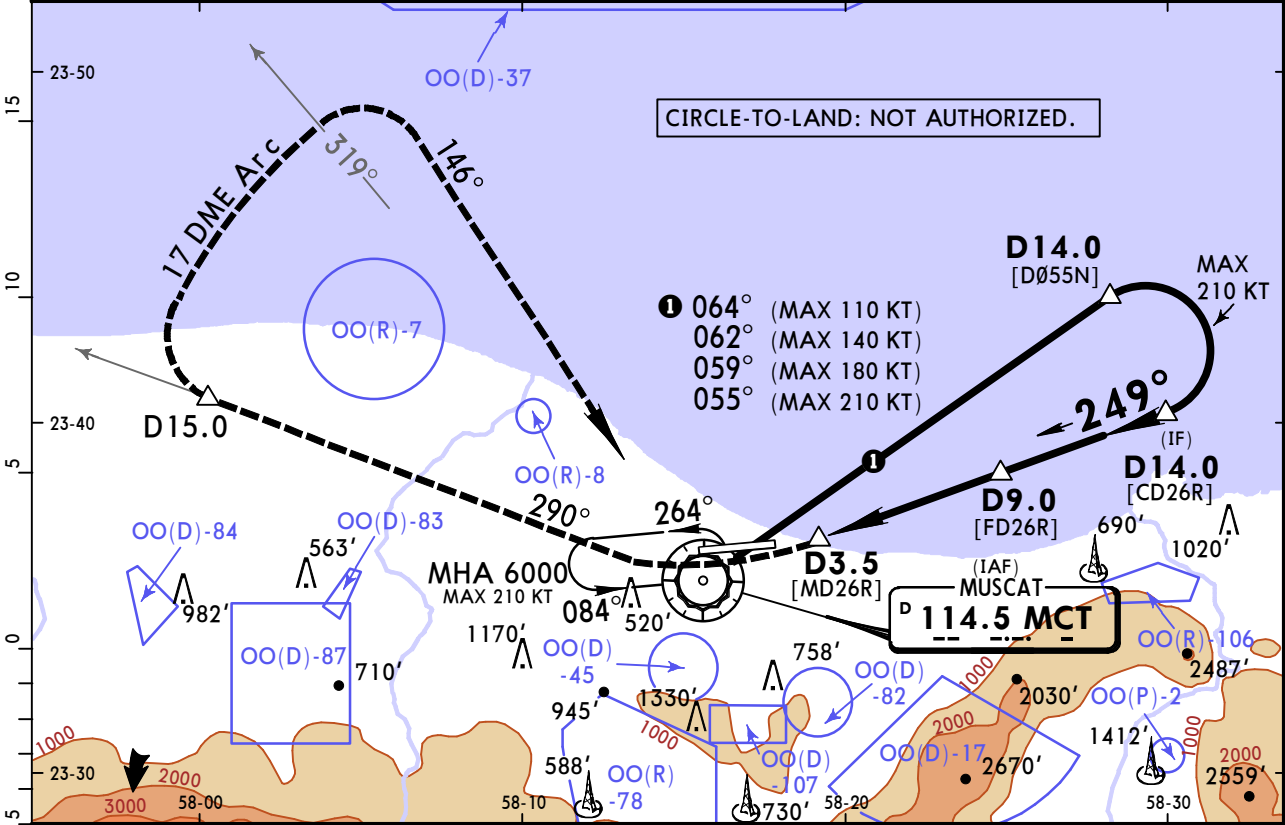
A	1500m	
B		
C	4600m	5000m
D		

OOMS/MCT
MUSCAT INTL

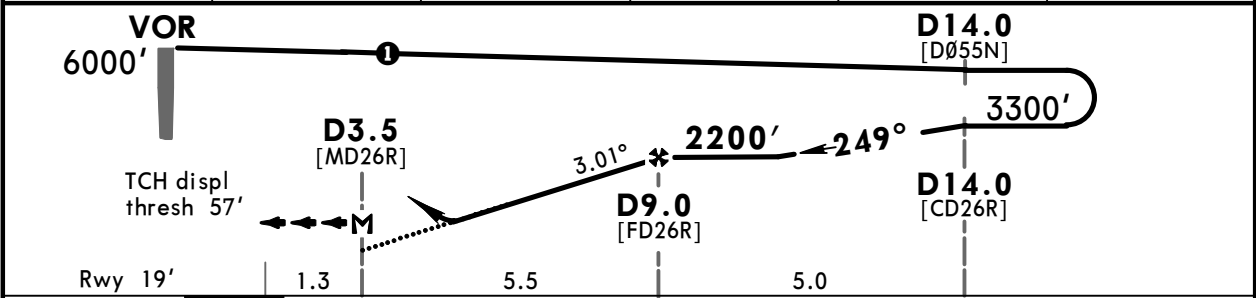
JEPPESSEN
31 MAY 19 13-2

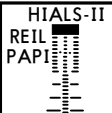
MUSCAT, OMAN
VOR Rwy 26R

ATIS 126.8		MUSCAT Approach (R) 121.2		MUSCAT Tower 118.825		Ground 121.8 127.875	
VOR MCT 114.5	Final Apch Crs 249°	Minimum Alt D9.0 2200'(2181')	DA/MDA(H) 530'(511')	Apt Elev 25' Rwy 19'			
MISSED APCH: Turn RIGHT to follow R-290. At D15.0 turn RIGHT and follow 17 DME Arc (MAX 220 KT). Turn RIGHT to follow R-326 inbound direct to VOR climbing to 6000' and hold.							
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: FL 150		Trans alt: 13000'		
1. DME or RADAR required.						2. Final track 15° offset of RCL.	



MCT DME	4.0	5.0	6.0	7.0	8.0
ALTITUDE	660'	980'	1300'	1620'	1940'



Gnd speed-Kts	70	90	100	120	140	160		MCT on 114.5 R-290
Descent Angle	373	479	532	639	745	852		
MAP at D3.5								

STRAIGHT-IN LANDING RWY 26R	
CDFA DA/MDA(H) 530' (511')	
ALS out	

PANS OPS	A	1500m	
	B		
	C	1600m	2400m
	D		

MUSCAT, (MUSCAT INTL - OOMS)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport OOMS

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: 20210107

Based on SUP 50/20 implementation and use of published SIDs and STARs RWY 08L/26R are delayed - refer to temporary SIDs (10-3M). Inbound aircraft can expect radar vectoring to an appropriate instrument approach procedure or visual approach for the relevant runway.

Type: Terminal

Effectivity: Temporary

Begin Date: 20200707

End Date: 20210107

Based on AIP SUP 42/20, East of TWY H from TWY M to Cargo Apron active with checker follow-me.