

List of pages in this Trip Kit

Trip Kit Index

Airport Information For HSSK

Terminal Charts For HSSK

Revision Letter For Cycle 16-2023

Change Notices

Notebook

General Information

Location: KHARTOUM SDN
ICAO/IATA: HSSK / KRT
Lat/Long: N15° 35.42', E032° 33.18'
Elevation: 1271 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -2:00 = UTC
Magnetic Variation: 3.0° E

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

Sunrise: 0353 Z
Sunset: 1517 Z

Runway Information

Runway: 18
Length x Width: 9774 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1264 ft
Lighting: Edge, ALS
Stopway: 394 ft

Runway: 36
Length x Width: 9774 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1260 ft
Lighting: Edge, ALS
Stopway: 394 ft

Communication Information

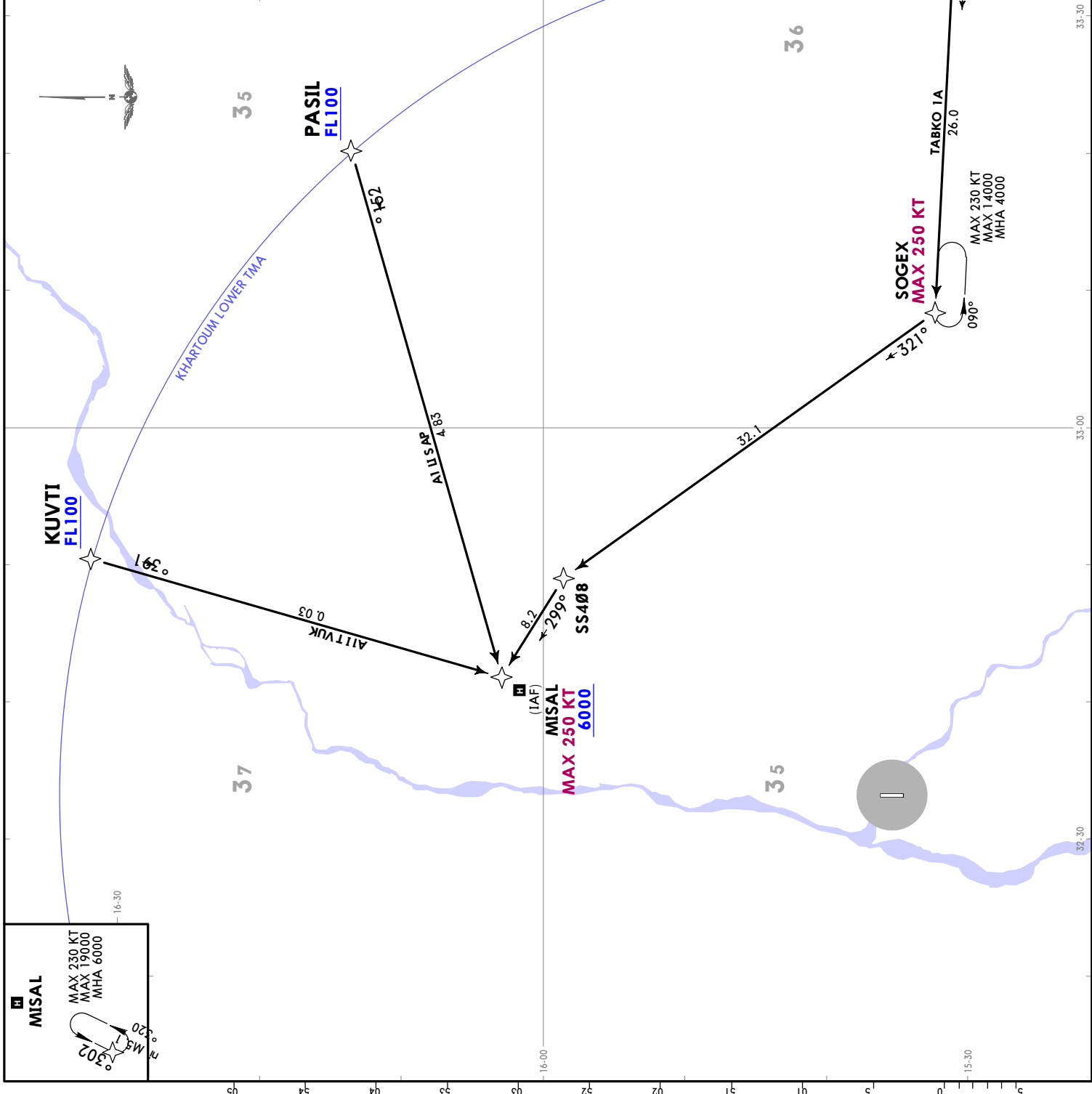
Khartoum Tower: 119.200
Khartoum Approach: 124.700
Khartoum Fire Fighting Emergency: 121.900

JEPPESEN KHARTOUM, SUDAN
 17 MAR 23 (10-2) Eff 23 Mar RNAV STAR

Alt Set: hPa Trans level: By ATC
 RNAV 1 required GNSS only
 Minimum safe altitude in Khartoum
 LOWER TMA: 3100.

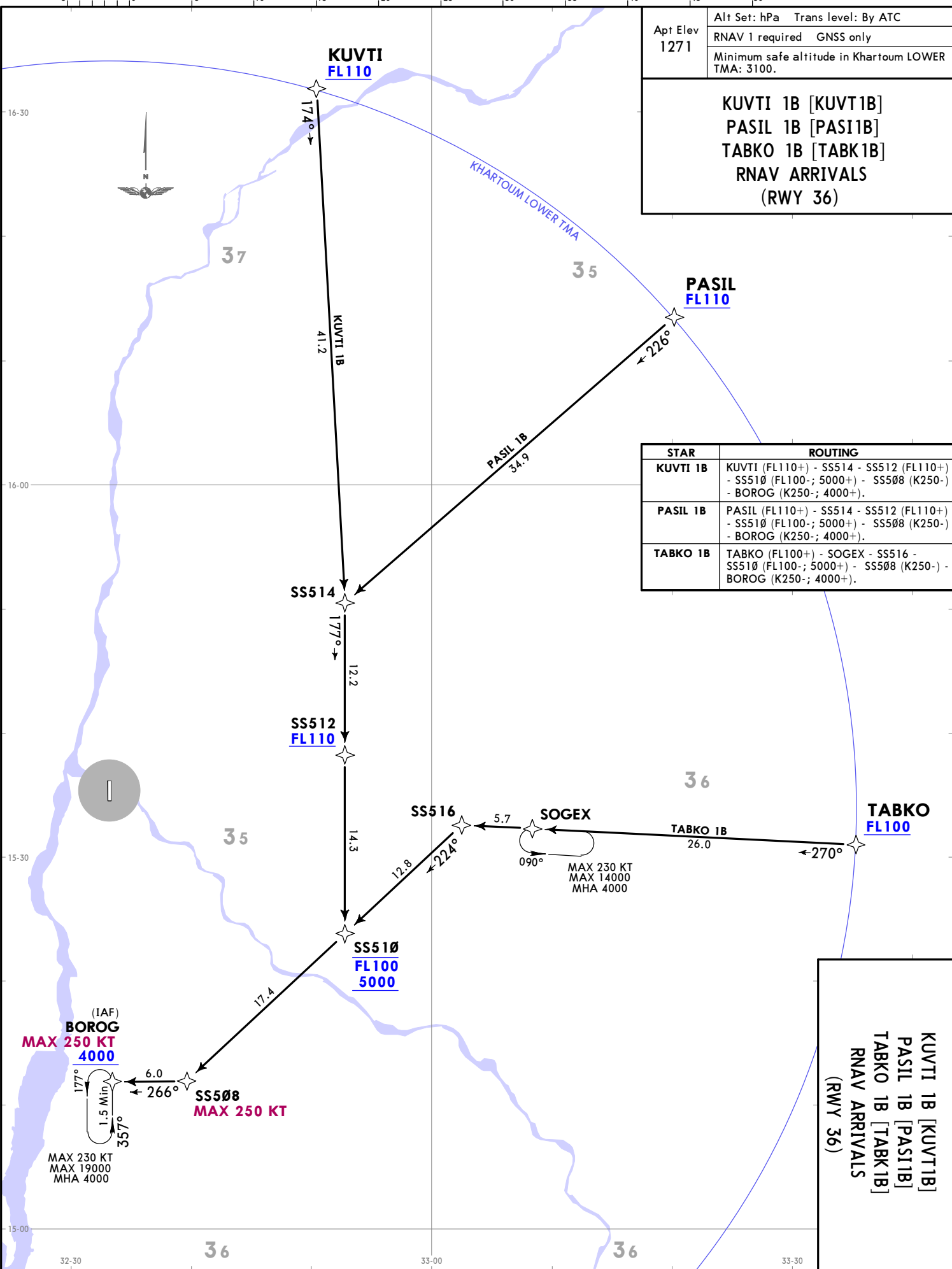
KUVTI 1A [KUVTI1A]
PASIL 1A [PASI1A]
TABKO 1A [TABK1A]
RNAV ARRIVALS
(RWY 18)

STAR	ROUTING
KUVTI 1A	KUVTI (FL100+) - MISAL (K250-; 6000+).
PASIL 1A	PASIL (FL100+) - MISAL (K250-; 6000+).
TABKO 1A	TABKO (FL100+) - SOGEX (K250-; 6000+) SS408 - MISAL (K250-; 6000+).



HSSK/KRT
KHARTOUM

CHANGES: RNAV requirements, SOGEX MHA lowered, track update.



Apt Elev 1271	Alt Set: hPa Trans level: By ATC
	RNAV 1 required GNSS only
	Minimum safe altitude in Khartoum LOWER TMA: 3100.

**KUVTI 1B [KUVTI1B]
PASIL 1B [PASI1B]
TABKO 1B [TABK1B]
RNAV ARRIVALS
(RWY 36)**

STAR	ROUTING
KUVTI 1B	KUVTI (FL110+) - SS514 - SS512 (FL110+) - SS510 (FL100-; 5000+) - SS508 (K250-; 4000+).
PASIL 1B	PASIL (FL110+) - SS514 - SS512 (FL110+) - SS510 (FL100-; 5000+) - SS508 (K250-; 4000+).
TABKO 1B	TABKO (FL100+) - SOGEX - SS516 - SS510 (FL100-; 5000+) - SS508 (K250-; 4000+).

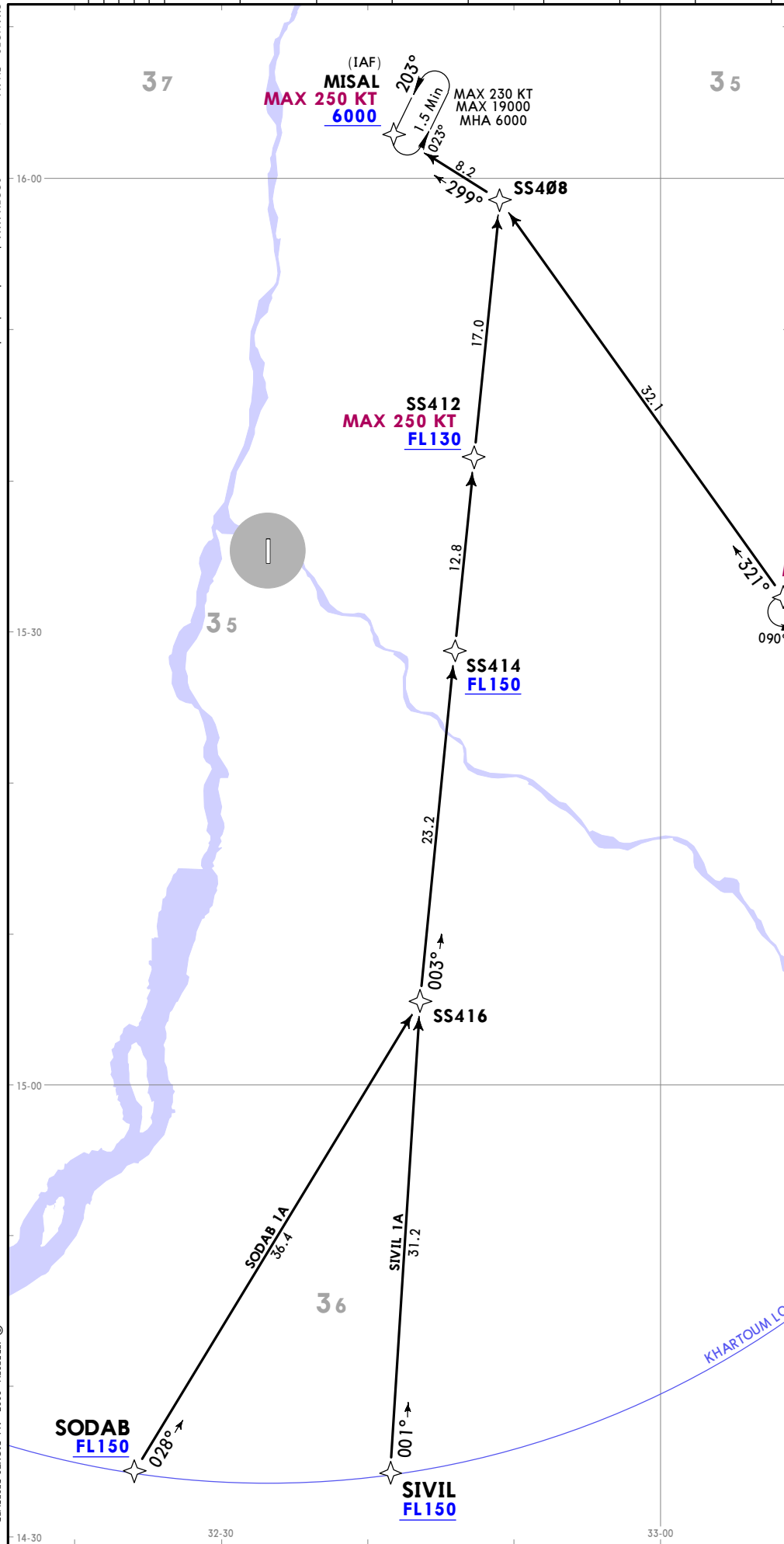
**KUVTI 1B [KUVTI1B]
PASIL 1B [PASI1B]
TABKO 1B [TABK1B]
RNAV ARRIVALS
(RWY 36)**

HSSK/KRT
KHARTOUM
17 MAR 23
JEPPESSEN
10-2A
EFF 23 Mar
KHARTOUM, SUDAN
RNAV STAR

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HSSK/KRT
KHARTOUM

Apt Elev 1271	Alt Set: hPa Trans level: By ATC
	RNAV 1 required GNSS only
Minimum safe altitude in Khartoum LOWER TMA: 3100.	
GERAP 1A [GERA1A] SIVIL 1A [SIVI1A] SODAB 1A [SODA1A] RNAV ARRIVALS (RWY 18)	
STAR	ROUTING
GERAP 1A	GERAP (FL100+) - SOGEX (K250-) - SS408 - MISAL (K250-; 6000+).
SIVIL 1A	SIVIL (FL150+) - SS416 - SS414 (FL150+) - SS412 (K250-; FL130+) - SS408 - MISAL (K250-; 6000+).
SODAB 1A	SODAB (FL150+) - SS416 - SS414 (FL150+) - SS412 (K250-; FL130+) - SS408 - MISAL (K250-; 6000+).



17 MAR 23 10-28 EFF 23 Mar
JEPPESSEN KHARTOUM, SUDAN
RNAV STAR

JEPPesen
 17 MAR 23 10-2C Eff: 23 Mar
RNAV STAR

HSSK/KRT
 KHARTOUM

KHARTOUM, SUDAN
RNAV STAR

Alt Set: hPa Trans level: By ATC
 RNAV 1 required GNS5 only
 Minimum safe altitude in Khartoum LOWER TMA: 3100.

Apt Elev
 1271

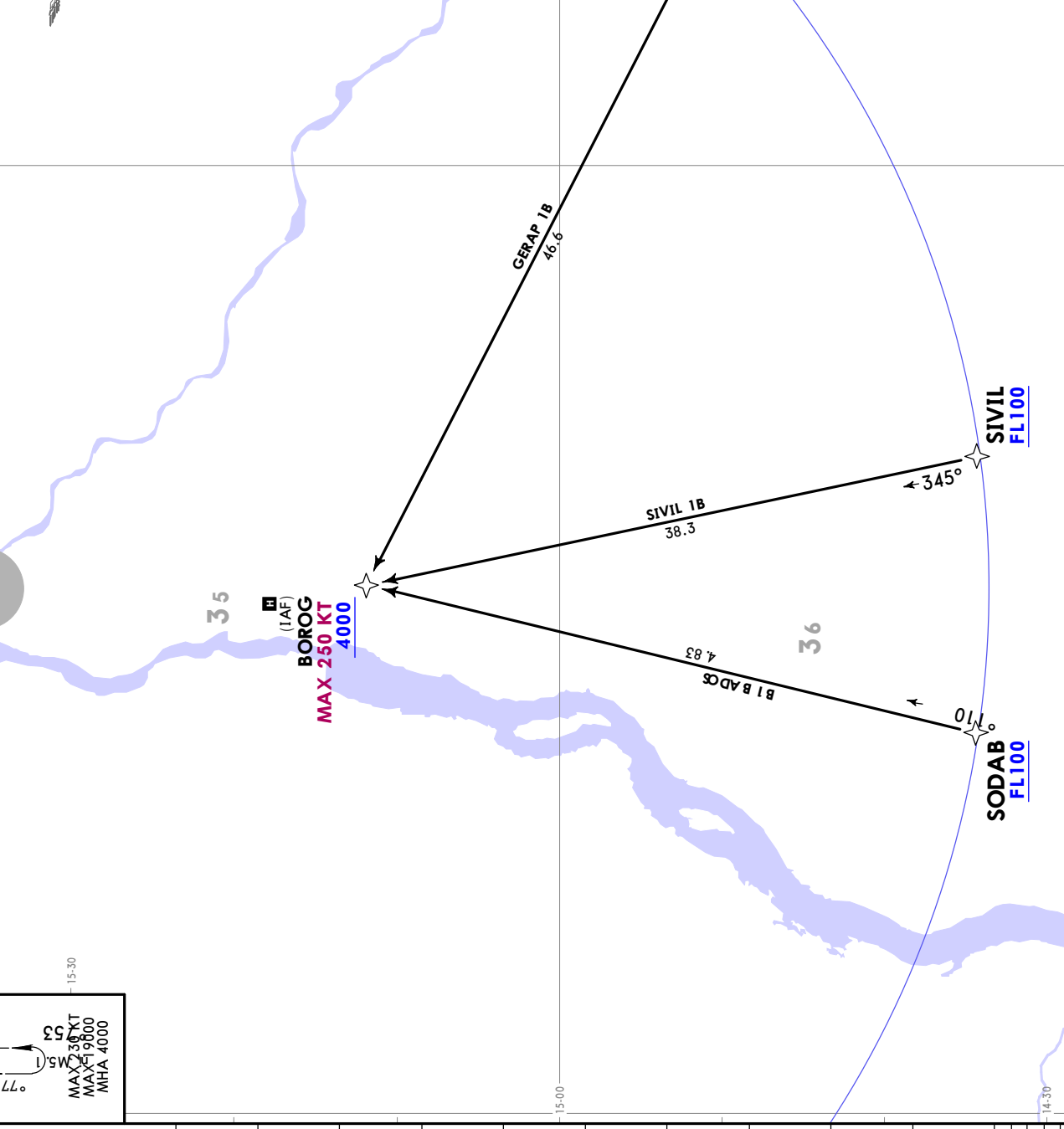
GERAP 1B [GERA 1B]
SIVIL 1B [SIVI 1B]
SODAB 1B [SODA 1B]
RNAV ARRIVALS
(RWY 36)

STAR	ROUTING
GERAP 1B	GERAP (FL100+) - BOROG (K250-; 4000+).
SIVIL 1B	SIVIL (FL100+) - BOROG (K250-; 4000+).
SODAB 1B	SODAB (FL100+) - BOROG (K250-; 4000+).

BOROG

BOROG (LAF)
MAX 250 KT
MAX 1900
MHA 4000

MSL
 771
 53



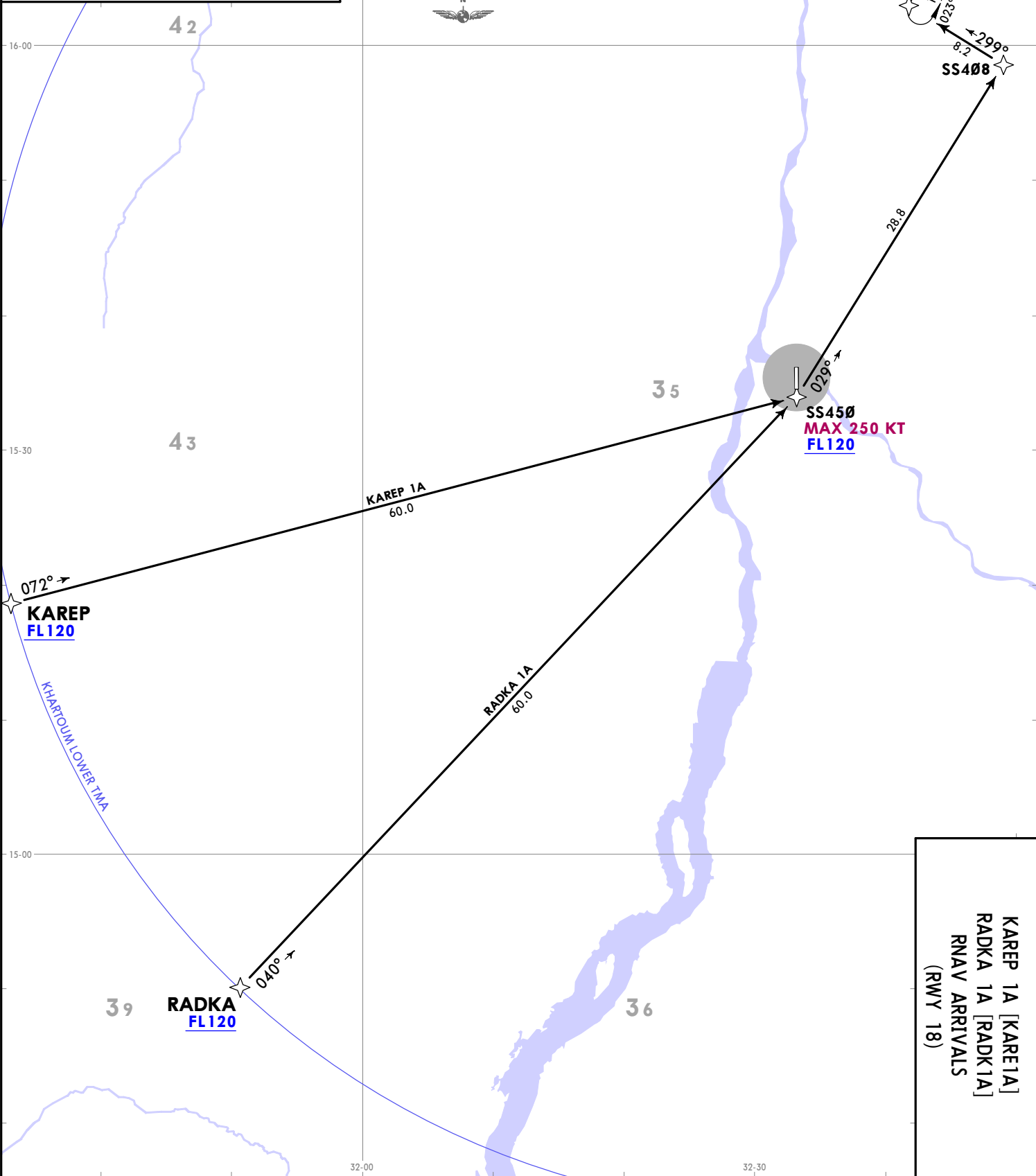
HSSK/KRT
KHARTOUM

Apt Elev
1271

Alt Set: hPa Trans level: By ATC
RNAV 1 required GNSS only
Minimum safe altitude in Khartoum LOWER
TMA: 3100.

**KAREP 1A [KARE1A]
RADKA 1A [RADK1A]
RNAV ARRIVALS
(RWY 18)**

STAR	ROUTING
KAREP 1A	KAREP (FL120+) - SS450 (K250-; FL120+) - SS408 - MISAL (K250-; 6000+).
RADKA 1A	RADKA (FL120+) - SS450 (K250-; FL120+) - SS408 - MISAL (K250-; 6000+).



**KAREP 1A [KARE1A]
RADKA 1A [RADK1A]
RNAV ARRIVALS
(RWY 18)**

17 MAR 23 (10-2D) EFF 23 Mar
JEPPESSEN KHARTOUM, SUDAN
RNAV STAR

JEPPESEN
17 MAR 23 10-2E Eff: 23 Mar

HSSK/KRT
KHARTOUM

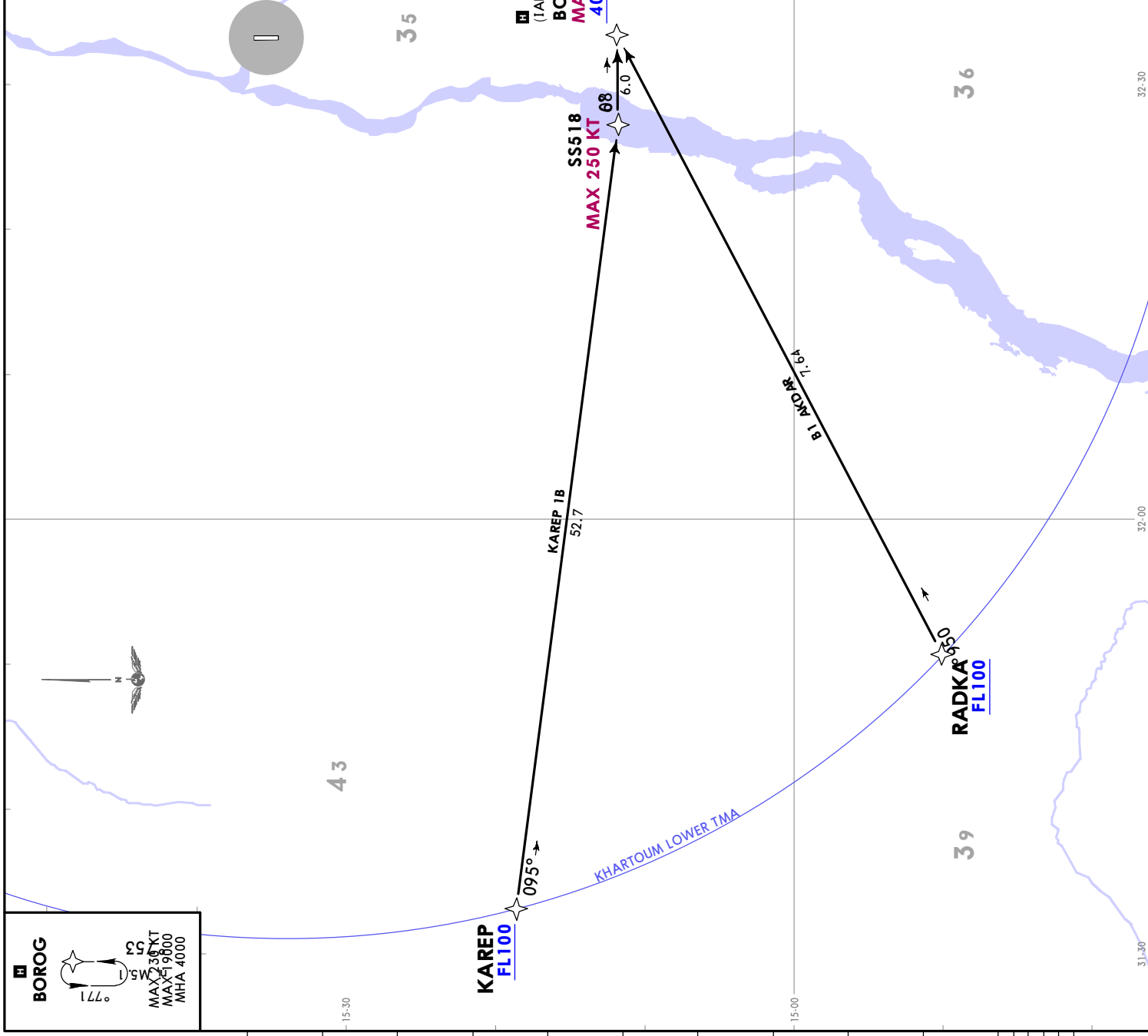
KHARTOUM, SUDAN
RNAV STAR

Alt Set: hPa Trans level: By ATC
RNAV 1 required GNS5 only
Minimum safe altitude in Khartoum LOWER TMA: 3100.

Apt Elev
1271

KAREP 1B [KARE1B]
RADKA 1B [RADK1B]
RNAV ARRIVALS
(RWY 36)

STAR	ROUTING
KAREP 1B	KAREP (FL100+) - SS518 (K250-) - BOROG (K250-; 4000+);
RADKA 1B	RADKA (FL100+) - BOROG (K250-; 4000+);



BOROG
MAX 250 KT
MAX 1900
MHA 4000
771
MSL
53

17 MAR 23 10-3 Eff 23 Mar

JEPPESEN KHARTOUM, SUDAN
RNAV SID

HSSK/KRT
KHARTOUM

Trans alt: 7000

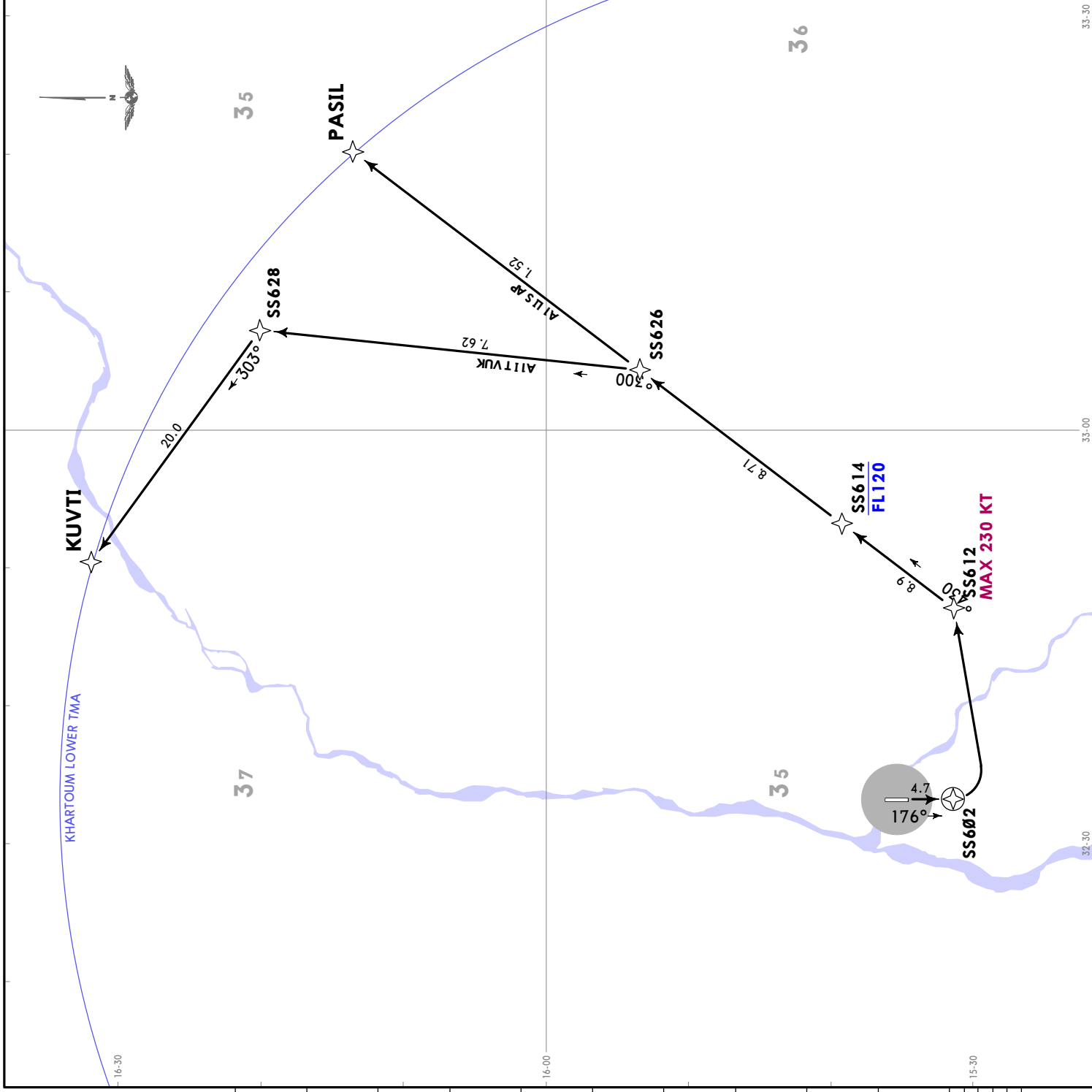
Apt Elev
1271

RNAV 1 required GNSS only

Minimum safe altitude in Khartoum LOWER TMA: 3100.

KUVTI 1A [KUVTI1A]
PASIL 1A [PASII1A]
RNAV DEPARTURES
(RWY 18)

SPEED: MAX 230 KT AT FIRST TURN



These SIDs require minimum climb gradients of 5.5% until 1500, then 3.3%.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
5.5% V/V (fpm)	418	557	835	1114	1392	1671

SID	ROUTING
KUVTI 1A	Climb on 176° track to SS602, turn LEFT direct to SS612, via SS614 to SS626, then to SS628, then to KUVTI.
PASIL 1A	Climb on 176° track to SS602, turn LEFT direct to SS612, via SS614 and SS626 to PASIL.

JEPPESEN
 17 MAR 23 (10-3A) Eff. 23 Mar.
HSSK/KRT
KHARTOUM

KHARTOUM, SUDAN
RNAV SID

Trans alt: 7000

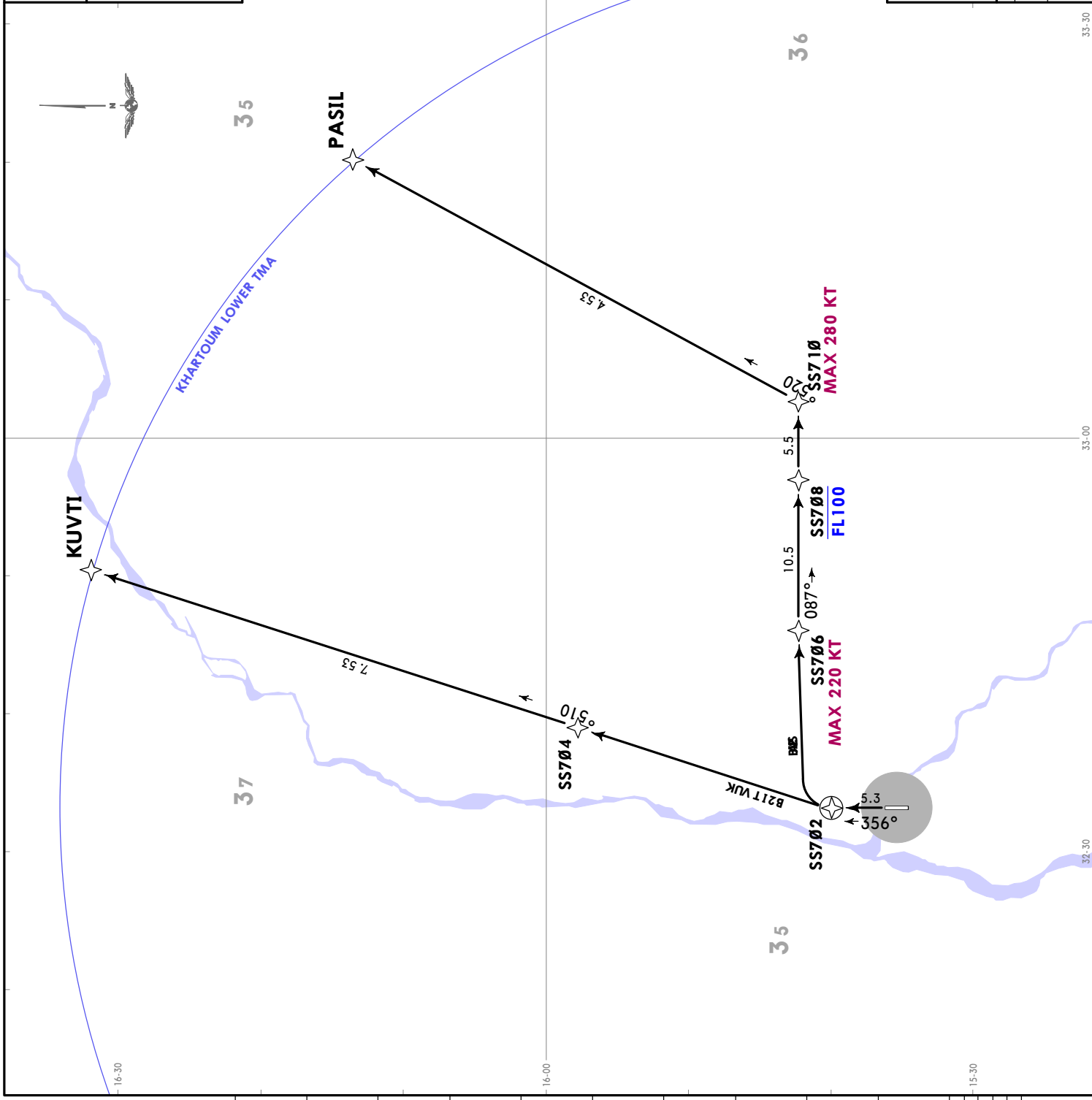
Apt Elev
1271

RNAV 1 required GNS5 only

Minimum safe altitude in Khartoum LOWER TMA: 3100.

KUVTI 2B [KUVT2B]
PASIL 2B [PASI2B]
RNAV DEPARTURES
(RWY 36)

SPEED: MAX 220 KT AT FIRST TURN



These SIDs require minimum climb gradients of 4.2% until 1400, then 3.3%.

Grnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.2% V/V (fpm)	319	425	638	851	1063	1276

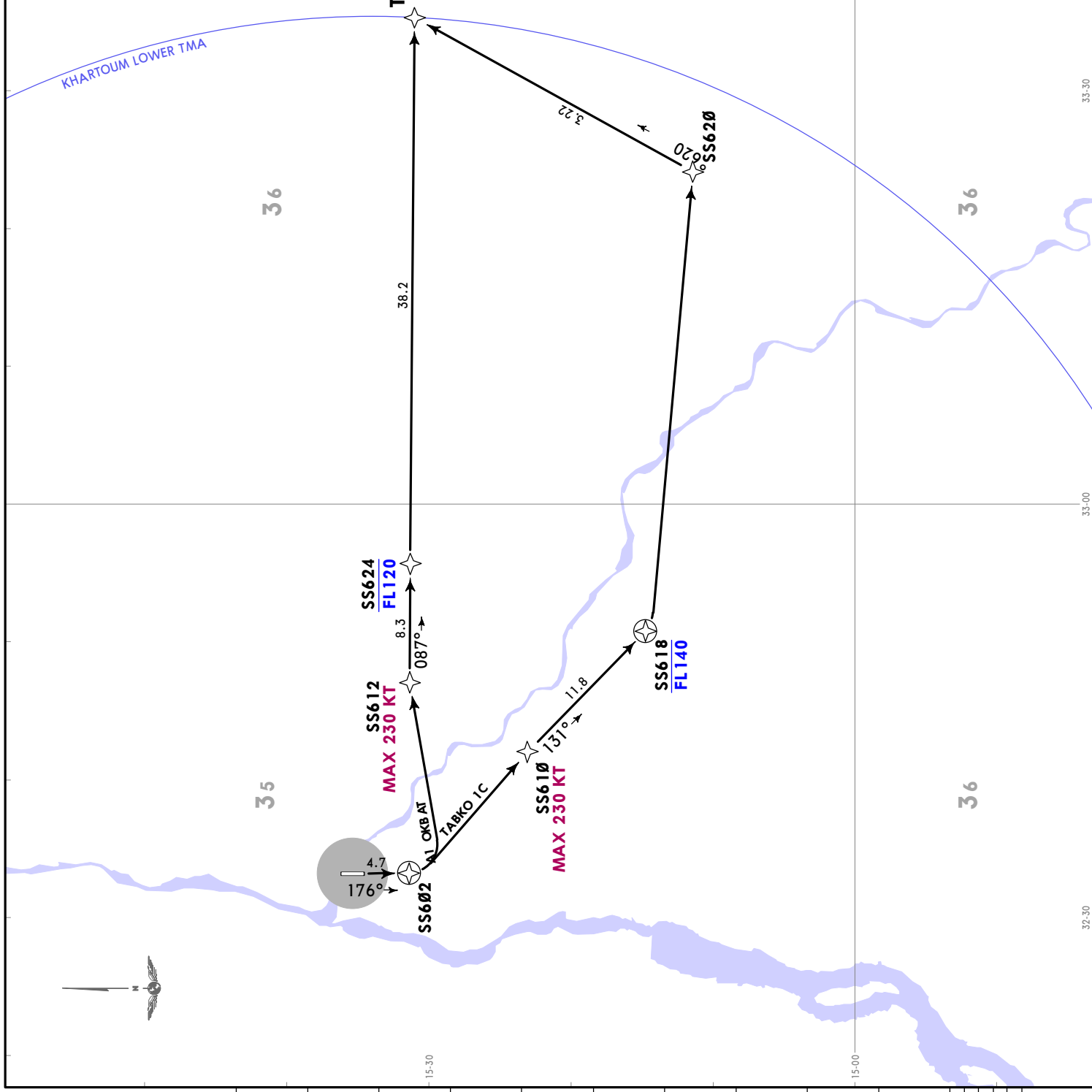
SID	ROUTING
KUVTI 2B	Climb on 356° track to SS702, turn RIGHT direct to SS704, then to KUVTI.
PASIL 2B	Climb on 356° track to SS702, turn RIGHT direct to SS706, via SS708 to SS710, then to PASIL.

Trans alt: 7000

Apt Elev 1271
 RNAV 1 required GNS5 only
 Minimum safe altitude in Khartoum LOWER TMA: 3100.

TABKO 1A [TABK1A]
TABKO 1C [TABK1C]
RNAV DEPARTURES
(RWY 18)

SPEED: MAX 230 KT AT FIRST TURN



These SIDs require minimum climb gradients of 5.5% until 1500, then 3.3%.

Grnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
5.5% V/V (fpm)	418	557	835	1114	1392	1671

SID	ROUTING
TABKO 1A	Climb on 176° track to SS602, turn LEFT direct to SS612, via SS624 to TABKO.
TABKO 1C	Climb on 176° track to SS602, turn LEFT direct to SS610, then to SS618, then direct to SS620, then to TABKO.

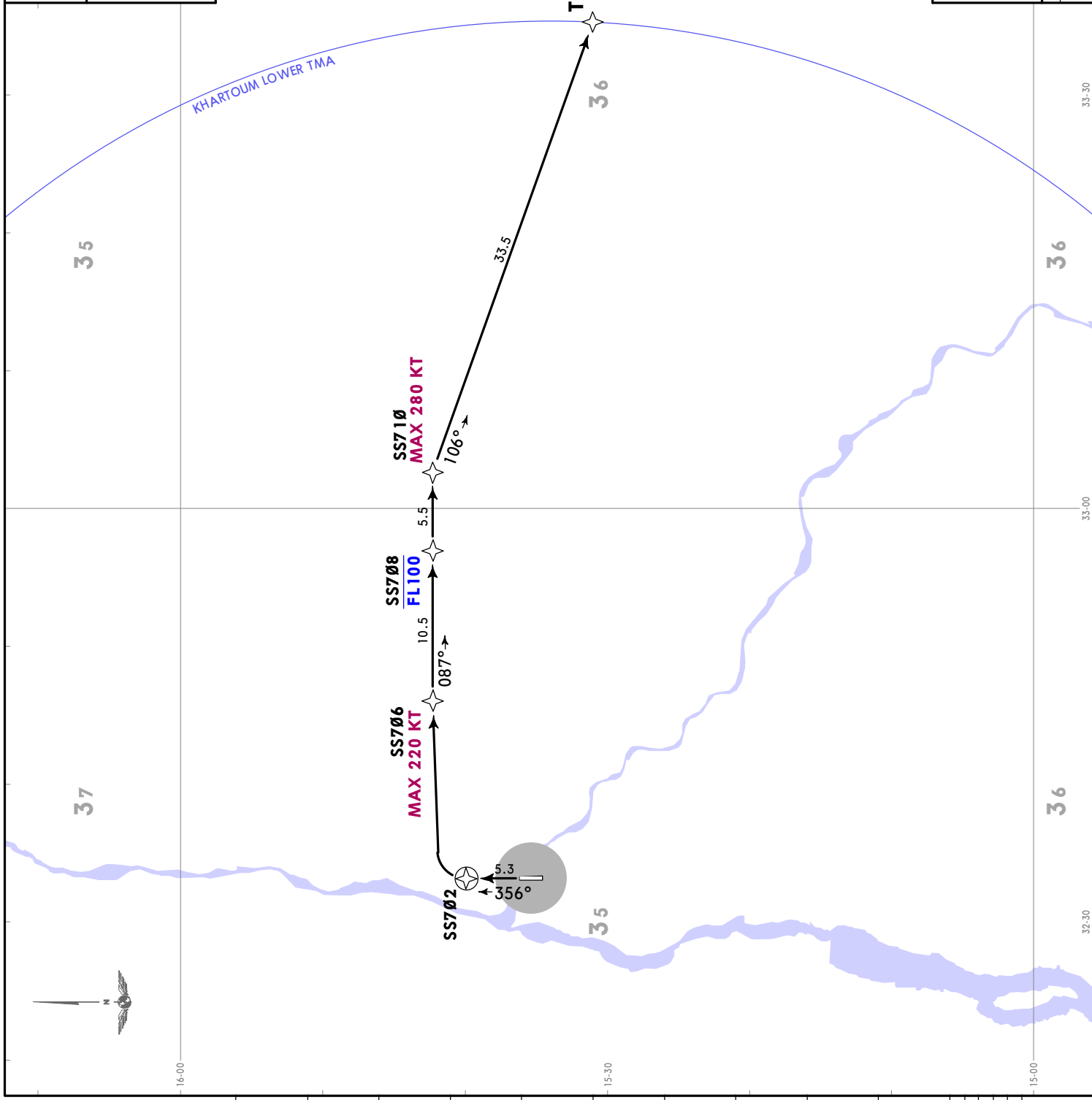
JEPPESEN
17 MAR 23 10-3C Eff. 23 Mar. **RNAV SID**

HSSK/KRT
KHARTOUM

KHARTOUM, SUDAN

Trans alt: 7000
Apt Elev 1271
RNAV 1 required GNS5 only
Minimum safe altitude in Khartoum LOWER TMA: 3100.

TABKO 2B [TABK2B]
RNAV DEPARTURE
(RWY 36)
SPEED: MAX 220 KT AT FIRST TURN



These SIDs require minimum climb gradients of 4.2% until 1400, then 3.3%.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.2% V/V (fpm)	319	425	638	851	1063	1276

ROUTING
Climb on 356° track to SS702, turn RIGHT direct to SS706, via SS708 to SS710, then to TABKO.



JEPPESEN
 17 MAR 23 (10-3D) Eff 23 Mar
RNAV SID

HSSK/KRT
 KHARTOUM

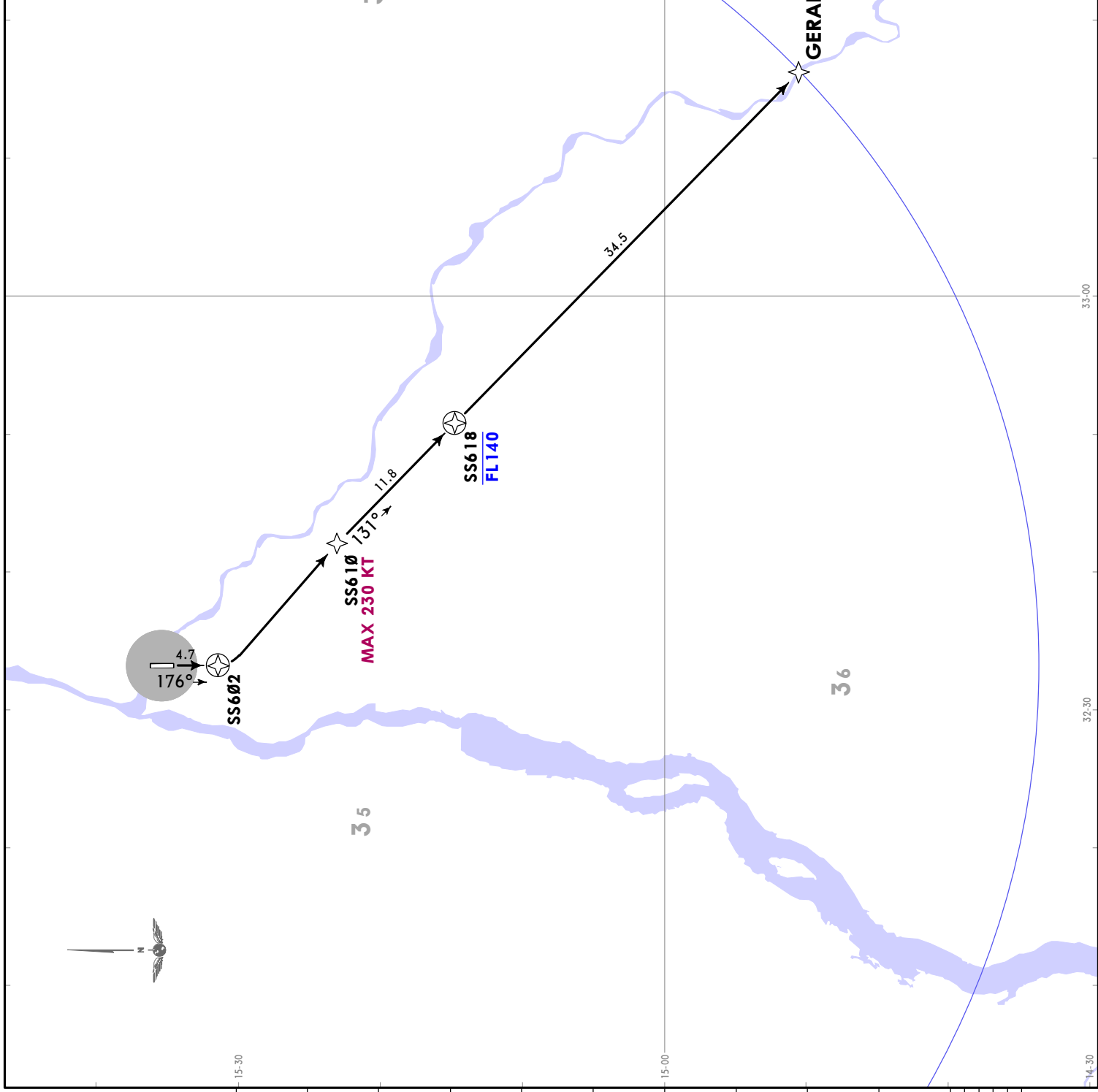
Trans alt: 7000
 RNAV 1 required GNS5 only
 Minimum safe altitude in Khartoum LOWER TMA: 3100.

GERAP 1A [GERA 1A]
RNAV DEPARTURE
 (RWY 18)
SPEED: MAX 230 KT AT FIRST TURN

These SIDs require minimum climb gradients of 5.5% until 1500, then 3.3%.

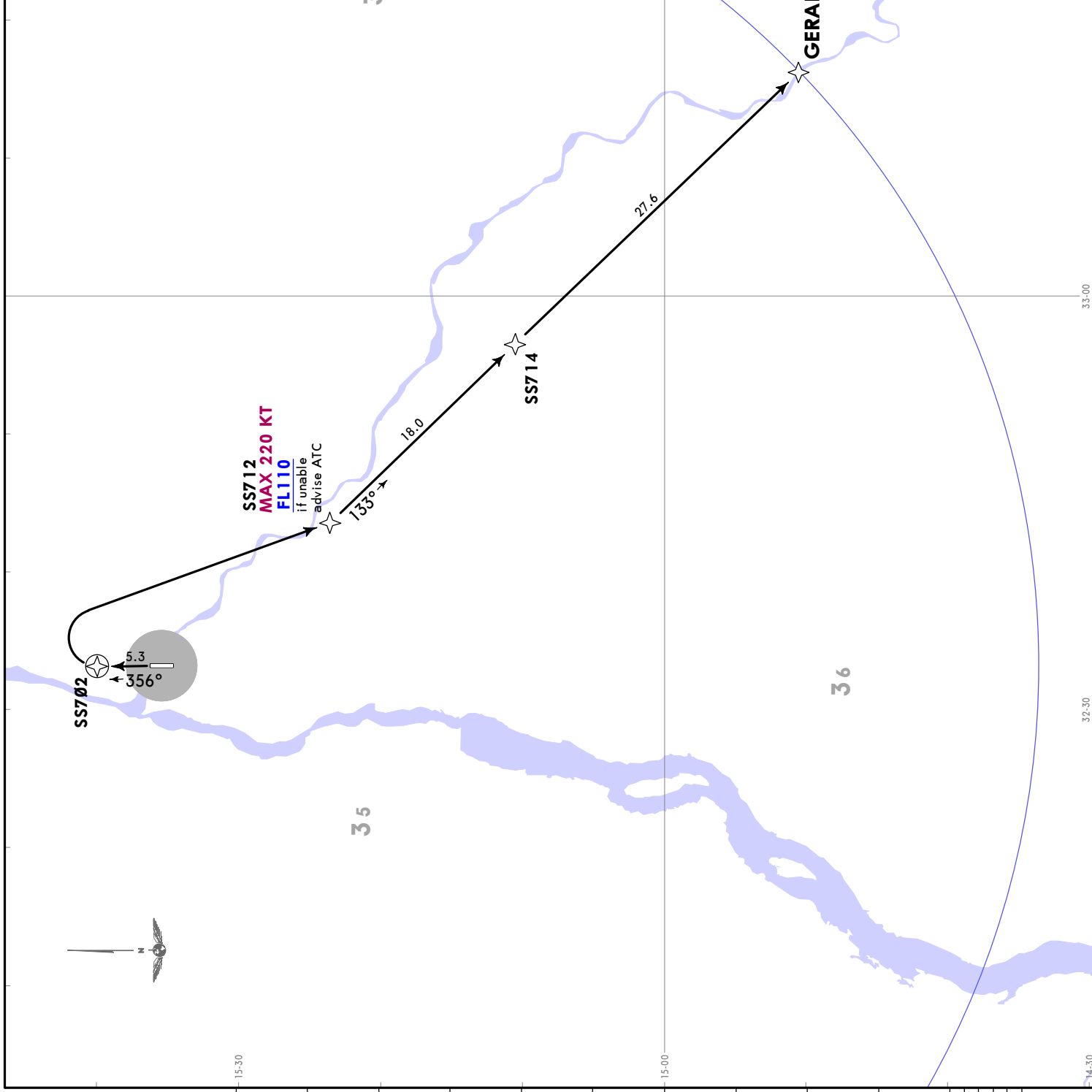
Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
5.5% V/V (fpm)	418	557	835	1114	1392	1671

ROUTING
 Climb on 176° track to SS602, turn LEFT direct to SS610, via SS618 to GERAP.



Trans alt: 7000
 RNAV 1 required GNSS only
 Minimum safe altitude in Khartoum LOWER TMA: 3100.

GERAP 2B [GERA2B]
RNAV DEPARTURE
(RWY 36)
SPEED: MAX 220 KT AT FIRST TURN



These SIDs require minimum climb gradients of 4.2% until 1400, then 3.3%.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.2% V/V (fpm)	319	425	638	851	1063	1276

ROUTING
 Climb on 356° track to SS702, turn RIGHT direct to SS712, via to SS714 to GERAP.

JEPPESEN KHARTOUM, SUDAN
 17 MAR 23 (10-3F) Eff 23 Mar 2023 **RNAV SID**

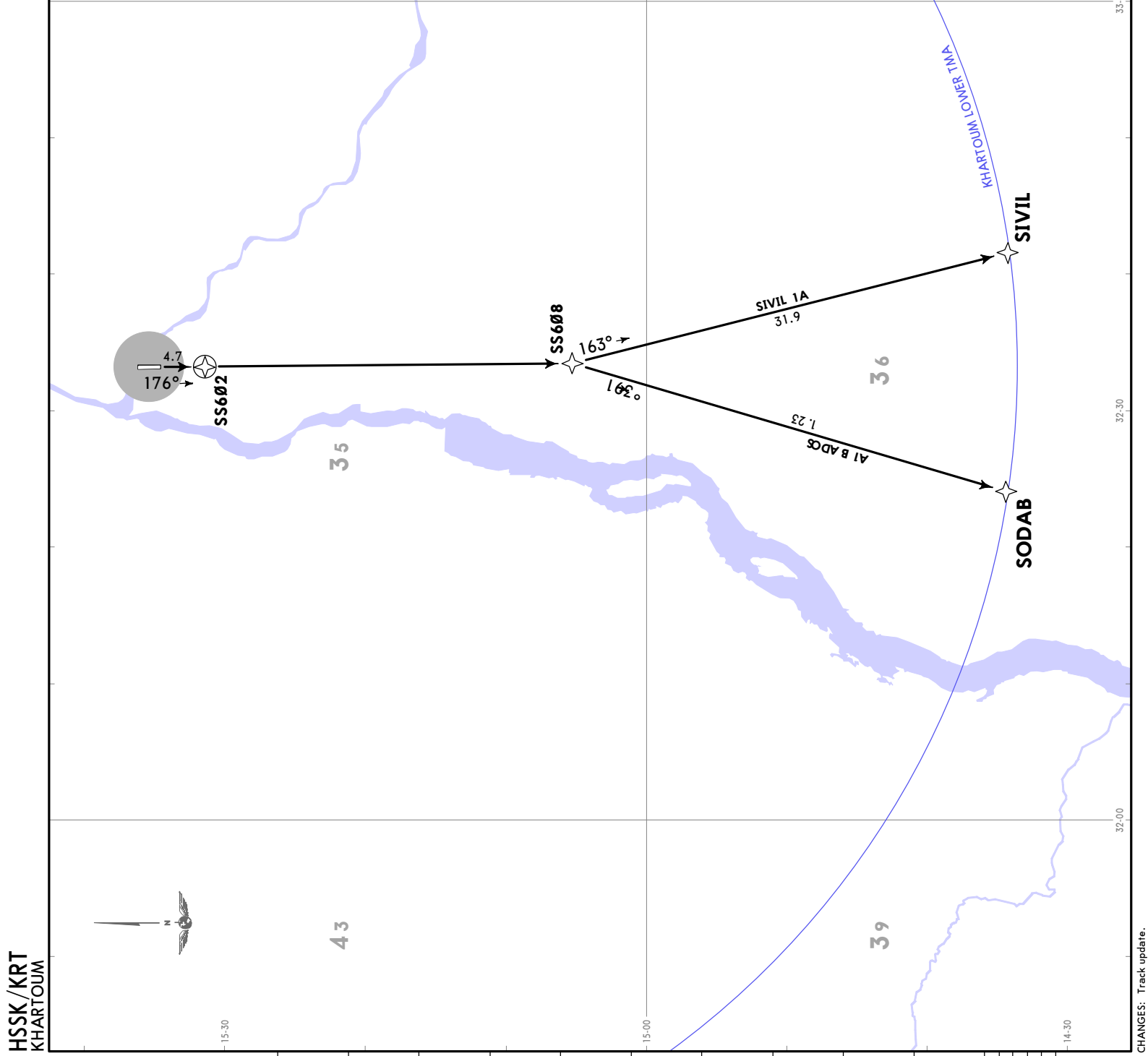
Trans alt: 7000
 RNAV 1 required GNSS only
 Minimum safe altitude in Khartoum LOWER TMA: 3100.

**SIVIL 1A [SIV11A]
 SODAB 1A [SODA1A]
 RNAV DEPARTURES
 (RWY 18)**

These SIDs require minimum climb gradients of 5.5% until 1500, then 3.3%.

Grnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
5.5% V/V (fpm)	418	557	835	1114	1392	1671

SID	ROUTING
SIVIL 1A	Climb on 176° track to SS602, then to SS608, then to SIVIL.
SODAB 1A	Climb on 176° track to SS602, then to SS608, then to SODAB.



Trans alt: 7000

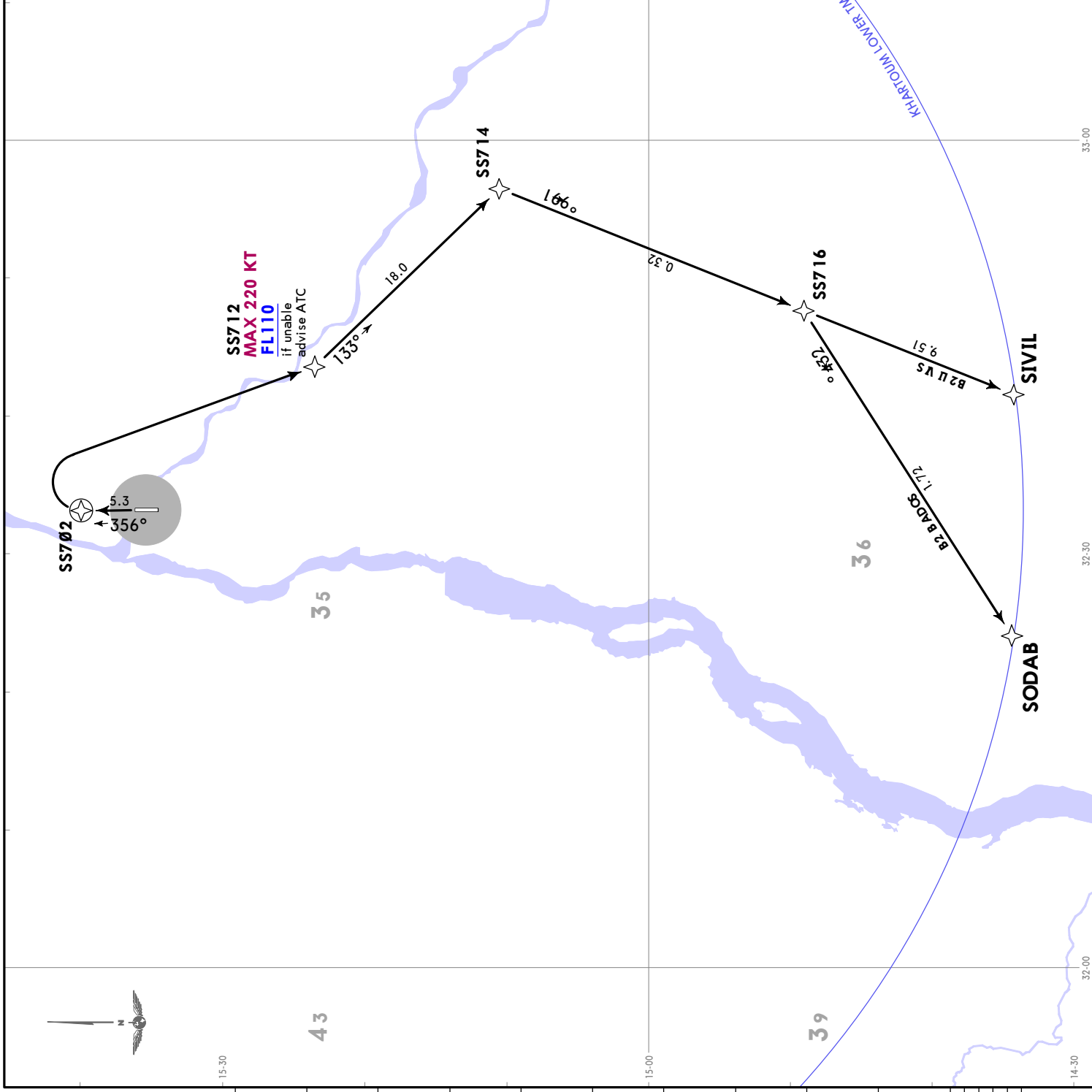
Apt Elev 1271

RNAV 1 required GNSS only

Minimum safe altitude in Khartoum LOWER TMA: 3100.

SIVIL 2B [SIVI2B]
SODAB 2B [SODA2B]
RNAV DEPARTURES
(RWY 36)

SPEED: MAX 220 KT AT FIRST TURN



These SIDs require minimum climb gradients of 4.2% until 1400, then 3.3%.

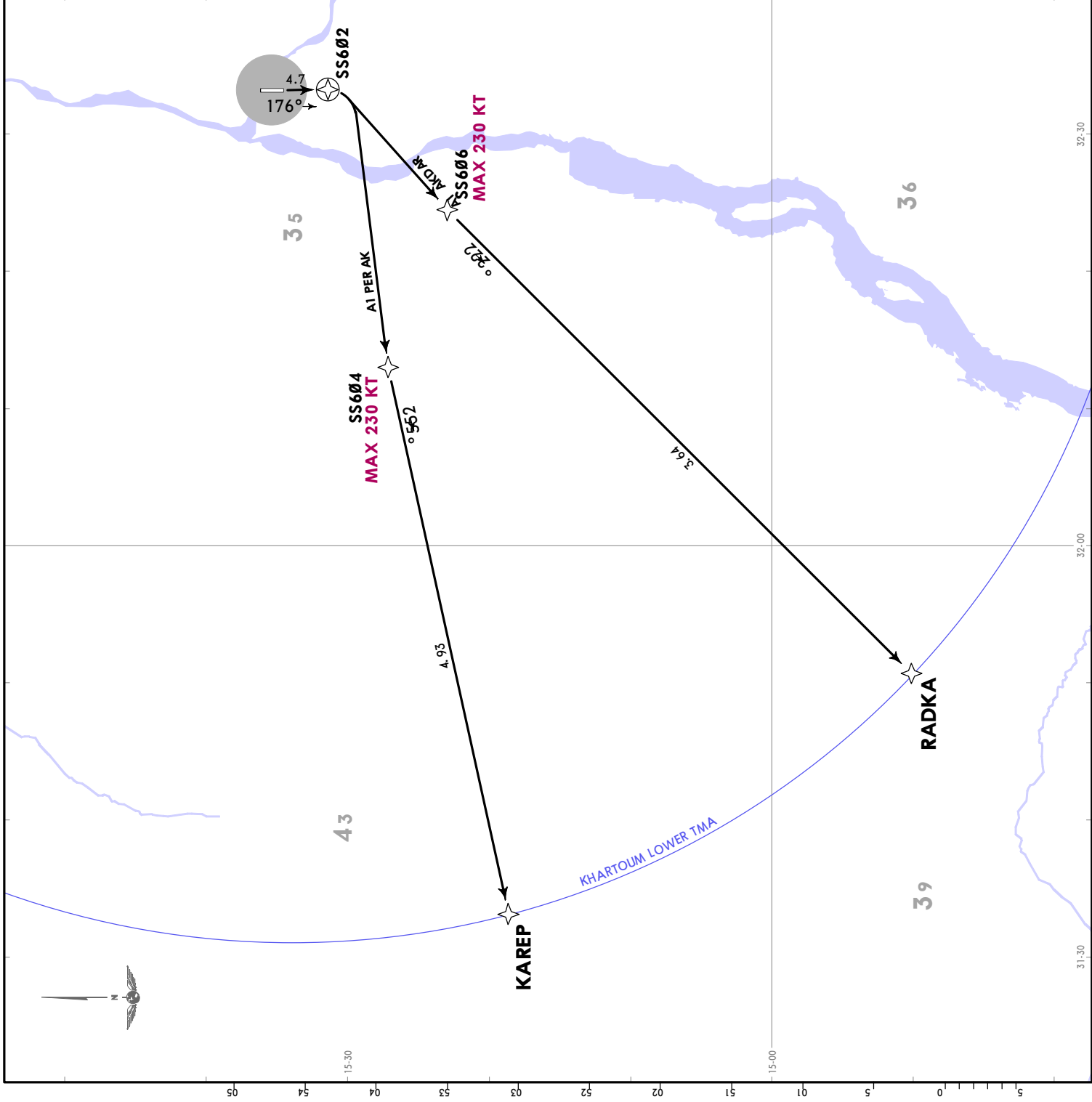
Grd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.2% V/V (fpm)	319	425	638	851	1063	1276

SID	ROUTING
SIVIL 2B	Climb on 356° track to SS702, turn RIGHT direct to SS712, then to SS714, via SS716 to SIVIL.
SODAB 2B	Climb on 356° track to SS702, turn RIGHT direct to SS712, then to SS714, then to SS716, then to SODAB.

JEPPESEN KHARTOUM, SUDAN
 17 MAR 23 (10-3H) Eff 23 Mar
RNAV SID

Trans alt: 7000
 Apt Elev 1271
 RNAV 1 required GNSs only
 Minimum safe altitude in Khartoum LOWER TMA: 3100.

KAREP 1A [KARE1A]
RADKA 1A [RADK1A]
RNAV DEPARTURES
(RWY 18)
SPEED: MAX 230 KT AT FIRST TURN

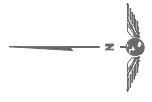


These SIDs require minimum climb gradients of 5.5% until 1500, then 3.3%.

Grnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
5.5% V/V (fpm)	418	557	835	1114	1392	1671

SID	ROUTING
KAREP 1A	Climb on 176° track to SS602, turn RIGHT direct to SS604, then to KAREP.
RADKA 1A	Climb on 176° track to SS602, turn RIGHT direct to SS606, then to RADKA.

HSSK/KRT
KHARTOUM



JEPPESEN
17 MAR 23 (10-3J) Eff: 23 Mar

HSSK/KRT
KHARTOUM

KHARTOUM, SUDAN
RNAV SID

Trans alt: 7000

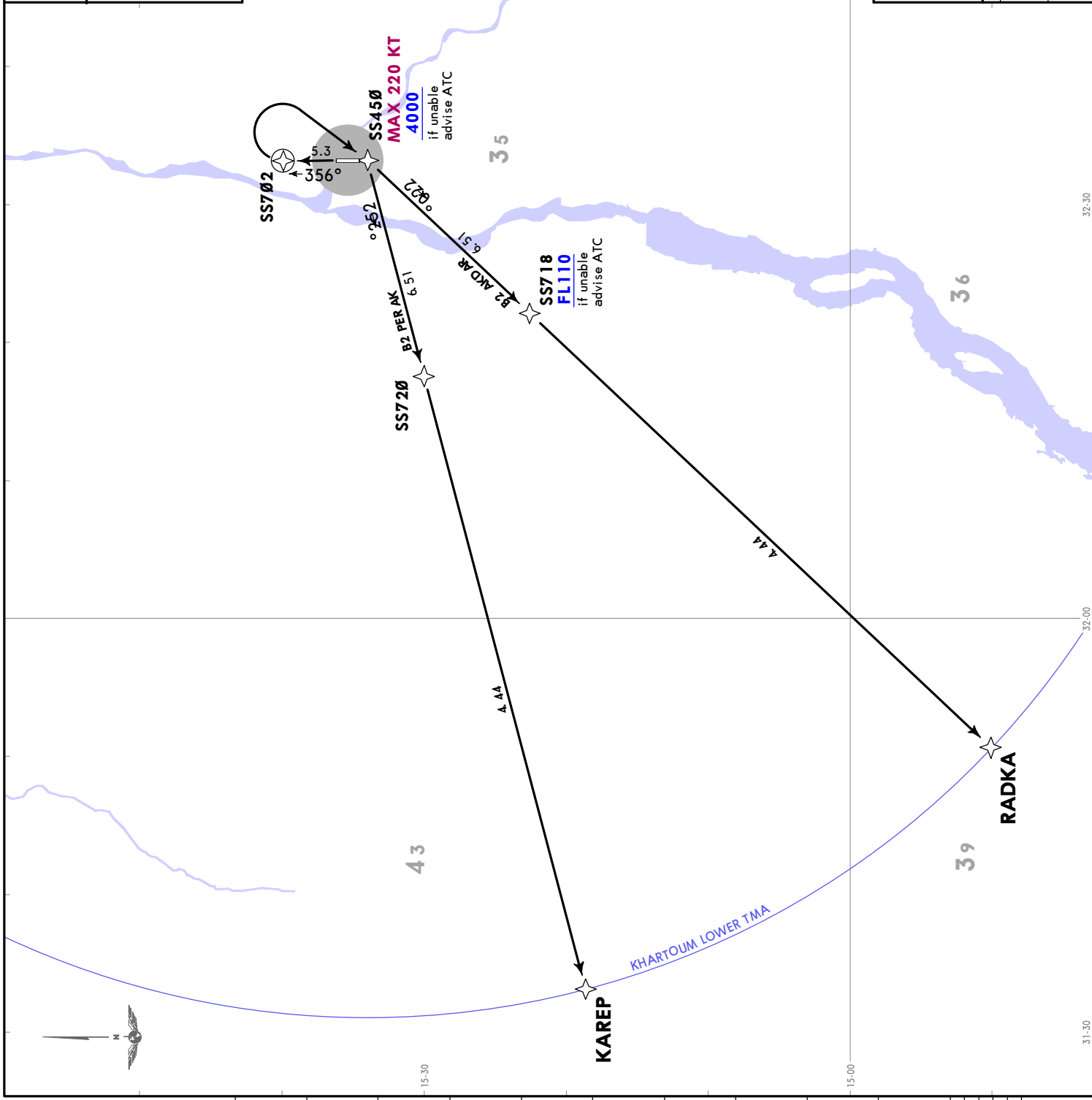
Apt Elev
1271

RNAV 1 required GNSs only

Minimum safe altitude in Khartoum LOWER TMA: 3100.

KAREP 2B [KARE2B]
RADKA 2B [RADK2B]
RNAV DEPARTURES
(RWY 36)

SPEED: MAX 220 KT AT FIRST TURN



These SIDs require minimum climb gradients of 4.2% until 1400, then 3.3%.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.2% V/V (fpm)	319	425	638	851	1063	1276

SID	ROUTING
KAREP 2B	Climb on 356° track to SS702, turn RIGHT direct to SS450, then via SS720 to KAREP.
RADKA 2B	Climb on 356° track to SS702, turn RIGHT direct to SS450, then via SS718 to RADKA.

HSSK/KRT
KHARTOUM

JEPPESEN

19 FEB 21

10-4

Eff 25 Feb

KHARTOUM, SUDAN

NOISE

NOISE ABATEMENT**GENERAL**

The following noise abatement procedures shall apply for FAN JET ACFT.

RWY USAGE

RWY 18/36 will be used for departures and arrivals.

ARRIVALS**LOW-POWER/LOW-DRAG APPROACH**

ACFT should maintain 250 KT \pm 10 KT below FL 100. Speed should be reduced continuously so as to reach 160 KT \pm 10 KT shortly prior to 5NM from RWY THR, except when ceiling is below 500' and/or ground visibility is less than 2.6km.

Pilots unable to comply should advise ATC.

DEPARTURES

- | | |
|-------------------|---|
| Take-off to 2760' | - Take-off power;
- Take-off flaps; |
| 2760' - 4260' | - Climb at $V_2 + 10$ KT to 20 KT (or as limited by body angle);
- Reduce thrust to not less than climb power; |
| At 4260' | - Climb at $V_2 + 10$ KT to 20 KT (or as limited by body angle);
Accelerate with flap retraction on schedule to en-route climb at 250 KT below FL 100. |

REVERSE THRUST

Idle reverse thrust is recommended whenever possible.

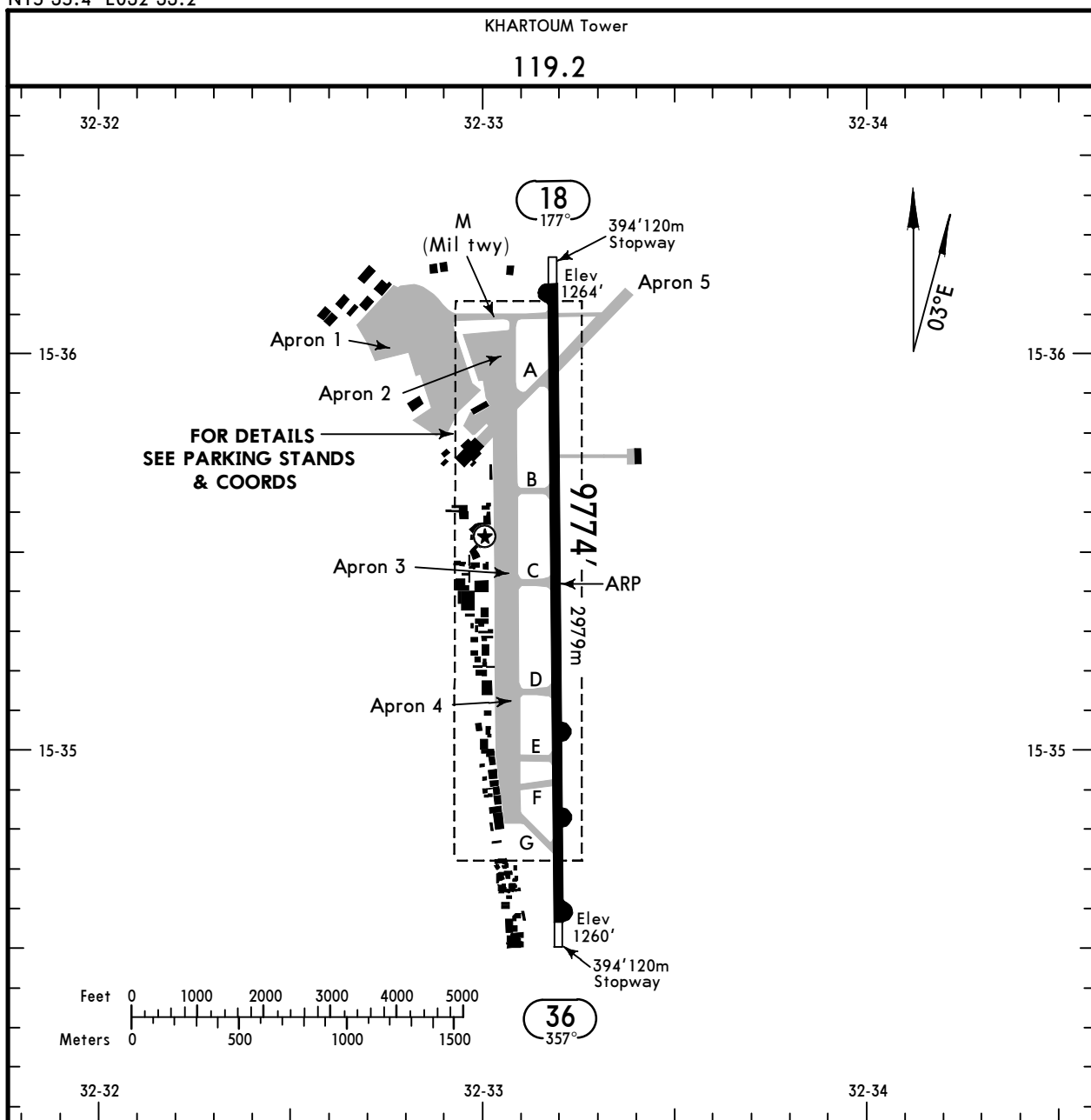
RUN-UP TESTS

Run-up tests will be done on runway before take-off for one minute. If more time is needed, it has to be requested from ATC.

HSSK/KRT
 Apt Elev **1271'**
 N15 35.4 E032 33.2

JEPPESSEN
 17 MAR 23 **(10-9)** Eff 23 Mar

KHARTOUM, SUDAN
KHARTOUM



ADDITIONAL RUNWAY INFORMATION					
RWY	LANDING BEYOND	USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
18 36	HIRL (60m) CL HIALS ① PAPI-L (angle 3.00°)		8620' 2627m		148' 45m
			8741' 2664m		

① Configuration unknown.

LOW VISIBILITY PROCEDURES (LVP)

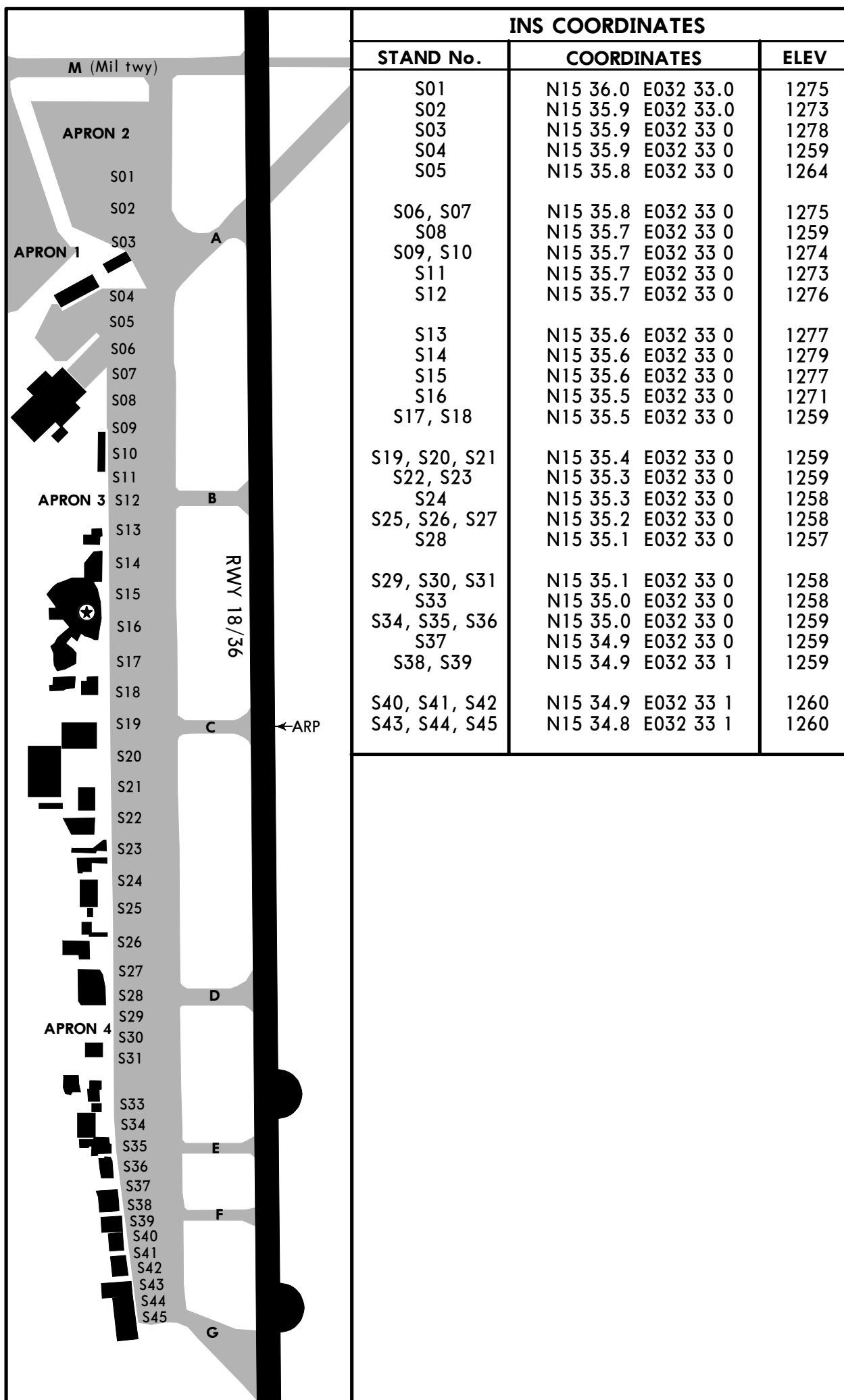
LVP will be implemented when RVR is below 800m and when ceiling is 200' or below.
 One ACFT at a time is allowed on the movement area, and no ACFT is allowed on the taxi once an inbound ACFT has passed the final approach fix inbound.
 All ACFT on the movement area shall be escorted by the follow me car.

State		TAKE-OFF		
	LVP must be in force			
	RCLM (DAY only) or RL	RCLM (DAY only)		NIL
A				
B	R250m	R/V400m		R/V500m
C				
D	R300m			

HSSK/KRT

JEPPESEN
17 MAR 23 (10-9A) Eff 23 Mar

KHARTOUM, SUDAN
KHARTOUM



INS COORDINATES		
STAND No.	COORDINATES	ELEV
S01	N15 36.0 E032 33.0	1275
S02	N15 35.9 E032 33.0	1273
S03	N15 35.9 E032 33 0	1278
S04	N15 35.9 E032 33 0	1259
S05	N15 35.8 E032 33 0	1264
S06, S07	N15 35.8 E032 33 0	1275
S08	N15 35.7 E032 33 0	1259
S09, S10	N15 35.7 E032 33 0	1274
S11	N15 35.7 E032 33 0	1273
S12	N15 35.7 E032 33 0	1276
S13	N15 35.6 E032 33 0	1277
S14	N15 35.6 E032 33 0	1279
S15	N15 35.6 E032 33 0	1277
S16	N15 35.5 E032 33 0	1271
S17, S18	N15 35.5 E032 33 0	1259
S19, S20, S21	N15 35.4 E032 33 0	1259
S22, S23	N15 35.3 E032 33 0	1259
S24	N15 35.3 E032 33 0	1258
S25, S26, S27	N15 35.2 E032 33 0	1258
S28	N15 35.1 E032 33 0	1257
S29, S30, S31	N15 35.1 E032 33 0	1258
S33	N15 35.0 E032 33 0	1258
S34, S35, S36	N15 35.0 E032 33 0	1259
S37	N15 34.9 E032 33 0	1259
S38, S39	N15 34.9 E032 33 1	1259
S40, S41, S42	N15 34.9 E032 33 1	1260
S43, S44, S45	N15 34.8 E032 33 1	1260

HSSK/KRT

JEPPesen

EASA AIR OPS

17 MAR 23

10-9S

Eff 23 Mar

KHARTOUM, SUDAN
KHARTOUM

STRAIGHT-IN RWY		A	B	C	D
18	ILS	1464' (200')	1464' (200')	1464' (200')	1464' (200')
		R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	① LOC	1700' (436')	1700' (436')	1700' (436')	1700' (436')
		R1500m	R1500m	R1600m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	RNP	1570' (306')	1580' (316')	1590' (326')	1600' (336')
	LNAV/VNAV	R1000m	R1000m	R1100m	R1400m
	ALS out	R1400m	R1400m	R1500m	R1500m
	RNP	1680' (416')	1680' (416')	1680' (416')	1680' (416')
	① LNAV	R1500m	R1500m	R1500m	R1500m
	ALS out	R1500m	R1500m	R1900m	R1900m
36	ILS	1460' (200')	1460' (200')	1460' (200')	1460' (200')
		② R550m	② R550m	② R550m	② R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	① LOC	1670' (410')	1670' (410')	1670' (410')	1670' (410')
		R1200m	R1200m	R1200m	R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	RNP	1590' (330')	1600' (340')	1610' (350')	1620' (360')
	LNAV/VNAV	R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R1600m	R1800m
	RNP	1700' (440')	1700' (440')	1700' (440')	1700' (440')
	① LNAV	R1300m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m

① Continuous Descent Final Approach.

② R750m when a Flight Director or Autopilot or HUD to DA is not used.

CIRCLE-TO-LAND ③	100 KT	135 KT	180 KT	205 KT
After ILS or LOC apch	1780' (509')	2000' (729')	2090' (819')	2090' (819')
After RNP apch	1790' (519')	2000' (729')	2090' (819')	2090' (819')
	V1900m	V2800m	V3700m	V4600m

③ Not authorized West of airport.

TAKE-OFF

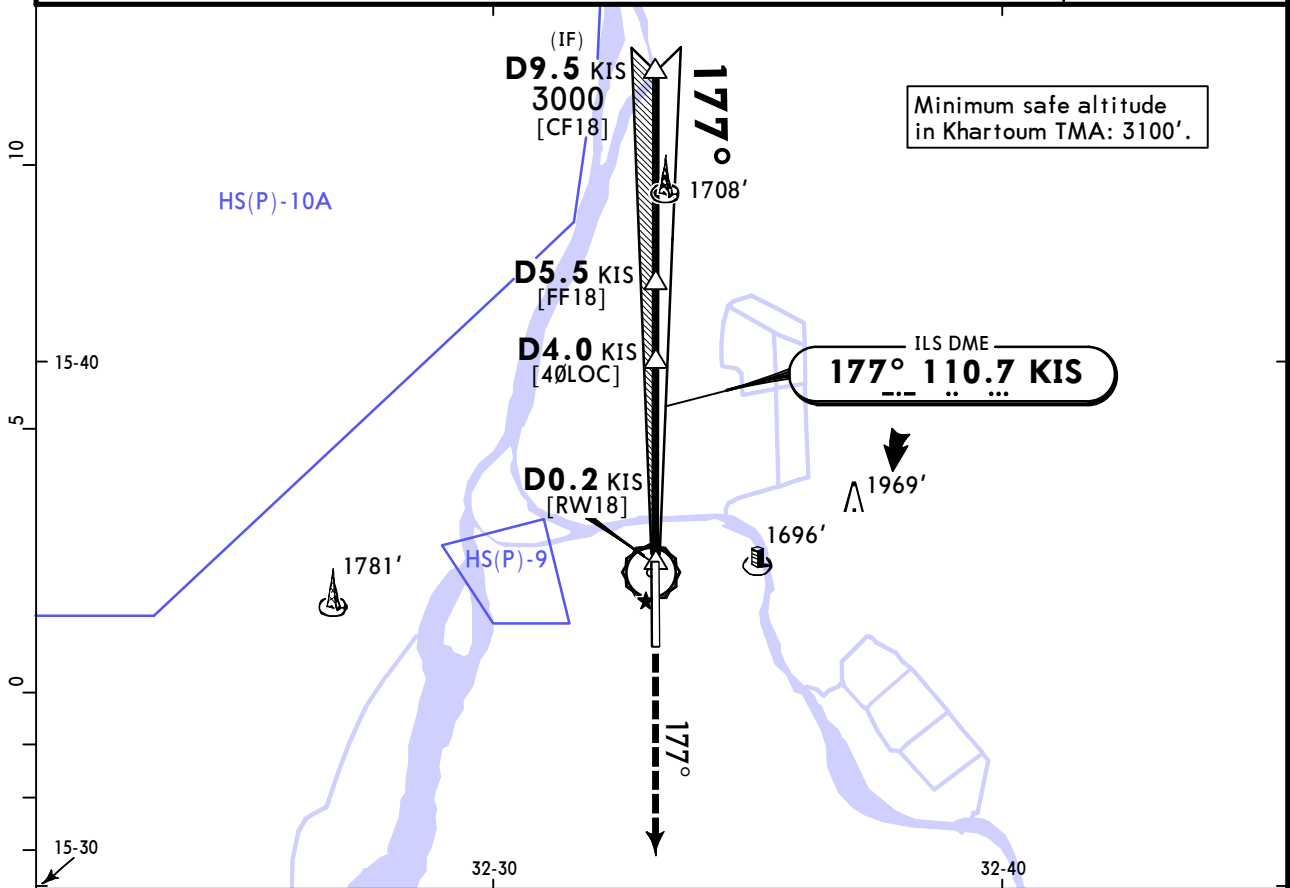
	LVP must be in force		
	RCLM (DAY only) or RL	RCLM (DAY only)	NIL
A	R250m	R/V400m	R/V500m
B			
C			
D			
	R300m		

HSSK/KRT
KHARTOUM

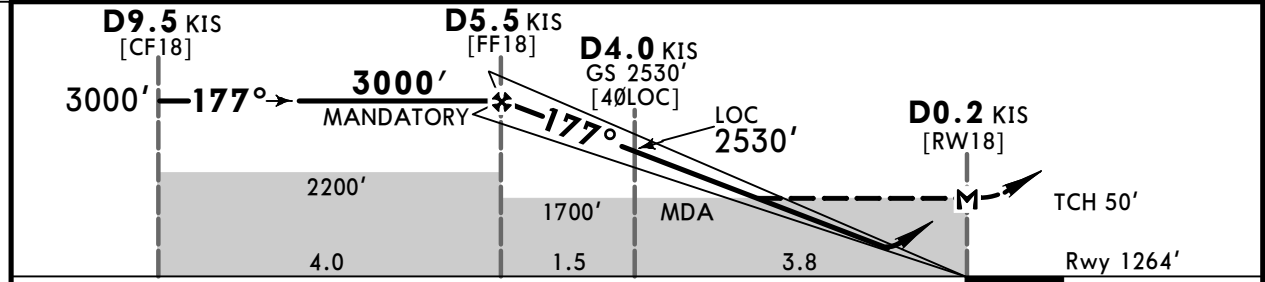
JEPPESEN
17 MAR 23 **(11-1)** Eff 23 Mar

KHARTOUM, SUDAN
ILS or LOC Rwy 18

KHARTOUM Approach				KHARTOUM Tower	
124.7				119.2	
LOC KIS 110.7	Final Apch Crs 177°	D5.5 KIS MANDATORY 3000' (1736')	ILS DA(H) 1464' (200')	Apt Elev 1271'	No MSA published
Rwy 1264'					
MISSED APCH: Climb up to 4000' on rwy heading 177° for radar vectoring.					
Alt Set: hPa		Rwy Elev: 45 hPa	Trans level: By ATC		
Vectoring required.					



KIS DME	5.0	4.0	3.0	2.0
ALTITUDE	2850'	2530'	2210'	1890'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI-L	4000' on	RWY hdg 177°
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			
MAP at D0.2 KIS									

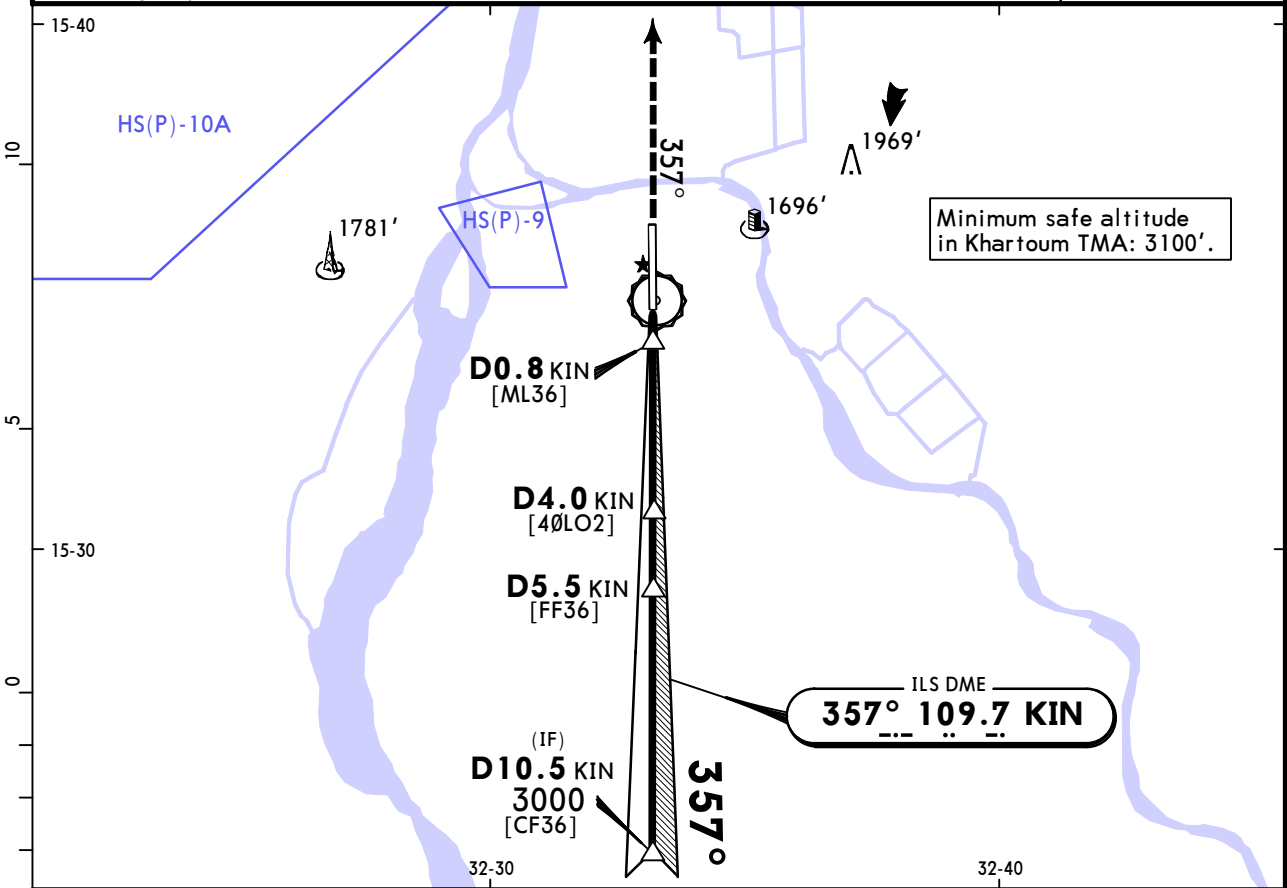
State	ILS		STRAIGHT-IN LANDING LOC (GS out) with DME CDFA		CIRCLE-TO-LAND	
	DA(H) 1464' (200')		DA/MDA(H) 1700' (436')		Not authorized West of airport	
	FULL	ALS out		ALS out	Max Kts	MDA(H)
A			R1500m		100	1780' (509')
B					135	2000' (729')
C	R750m	R1200m	R1600m	R2000m	180	2090' (819')
D					205	2090' (819')
VNAV DA(H) in lieu of MDA(H) depends on operator policy.						

HSSK/KRT KHARTOUM

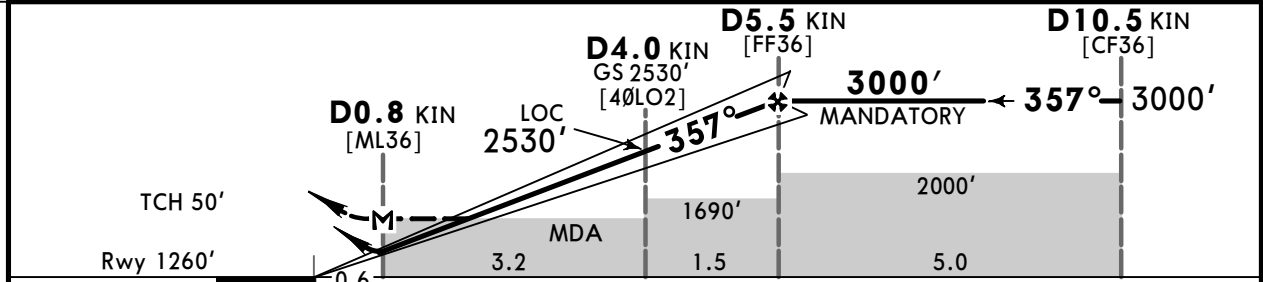
JEPPESSEN
17 MAR 23 **(11-2)** Eff 23 Mar

KHARTOUM, SUDAN ILS or LOC Rwy 36

KHARTOUM Approach				KHARTOUM Tower	
124.7				119.2	
LOC KIN 109.7	Final Apch Crs 357°	D5.5 KIN MANDATORY 3000' (1740')	ILS DA(H) 1460' (200')	Apt Elev 1271'	No MSA published
Rwy 1260'					
MISSED APCH: Climb up to 4000' on rwy heading 357° for radar vectoring.					
Alt Set: hPa		Rwy Elev: 45 hPa	Trans level: By ATC		
Vectoring required.					



KIN DME	2.0	3.0	4.0	5.0
ALTITUDE	1890'	2210'	2530'	2850'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI-L	4000' on RWY hdg 357°	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			849
MAP at D0.8 KIN									

PANS OPS	STRAIGHT-IN LANDING			CIRCLE-TO-LAND
	ILS	LOC (GS out) with DME CDFA		
	DA(H) 1460' (200')	DA/MDA(H) 1670' (410')		Not authorized West of airport
	FULL	ALS out	ALS out	Max Kts
A			R1500m	100
B	1 R550m	R1200m	R1200m	135
C			R1900m	180
D				205
				MDA(H)
				1780' (509')
				2000' (729')
				2090' (819')
				2090' (819')

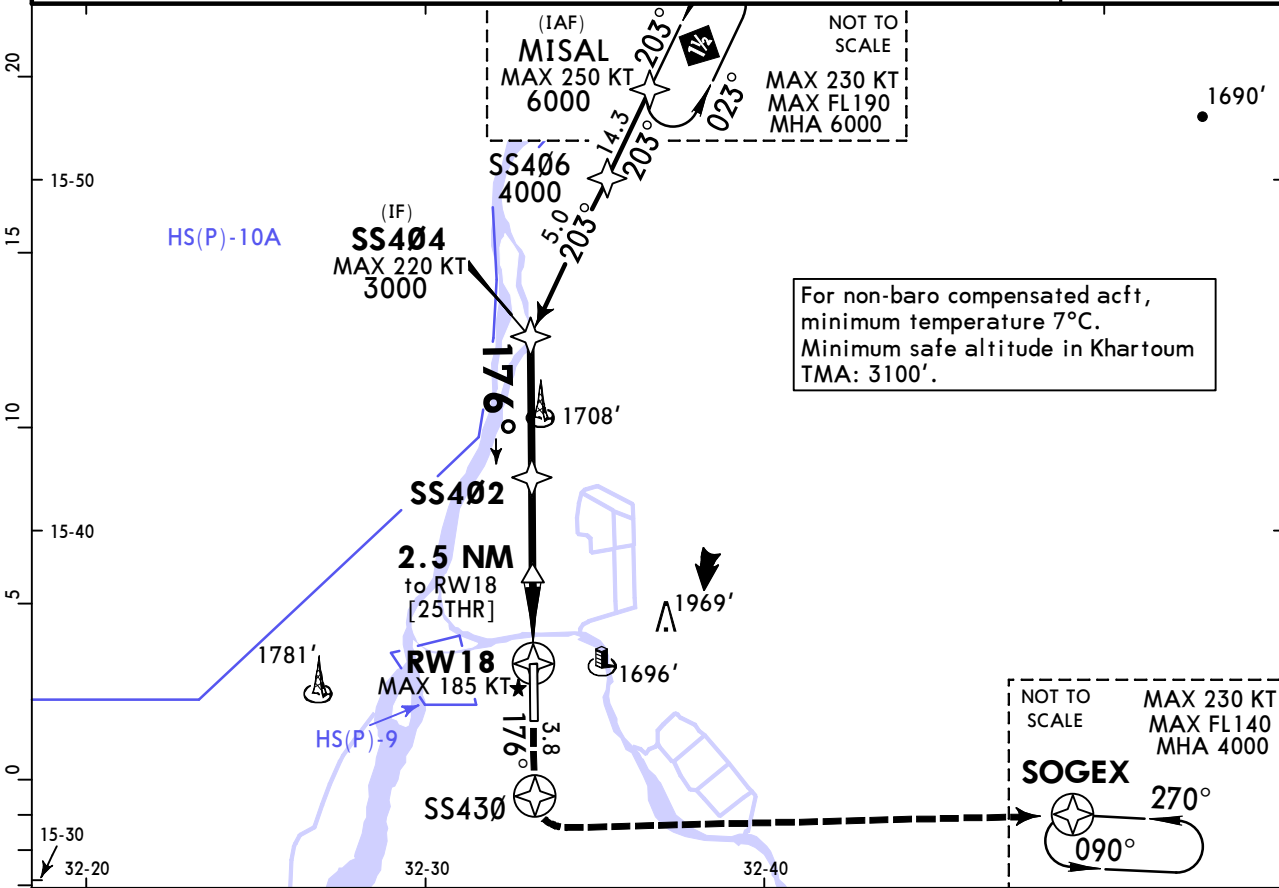
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
 CHANGES: Minimums. © JEPPESSEN, 2017, 2023. ALL RIGHTS RESERVED.

HSSK/KRT KHARTOUM

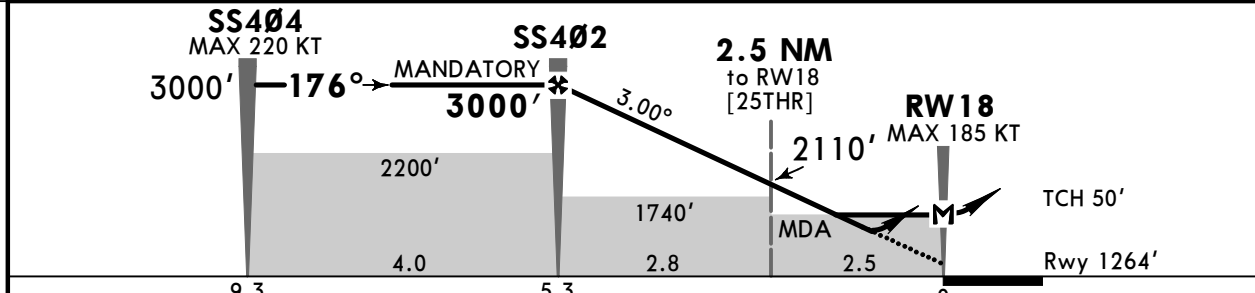
JEPPESEN
17 MAR 23 (12-1) Eff 23 Mar

KHARTOUM, SUDAN RNP Rwy 18

KHARTOUM Approach			KHARTOUM Tower		
124.7			119.2		
RNAV	Final Apch Crs 176°	SS402 MANDATORY 3000' (1736')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 1271'	No MSA published
MISSED APCH: Climb to 4000' to SS430 on course 176°, then turn LEFT direct to SOGEX and join the holding, or as directed. MAX 230 KT.					
Alt Set: hPa	Rwy Elev: 45 hPa	Trans level: By ATC	Trans alt: 7000'		



DIST to RW18	5.0	4.0	3.0	2.0
ALTITUDE	2910'	2590'	2270'	1950'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI-L	230 KT MAX	SS430 on 176°
Glide Path Angle	3.00°	372	478	531	637	743			

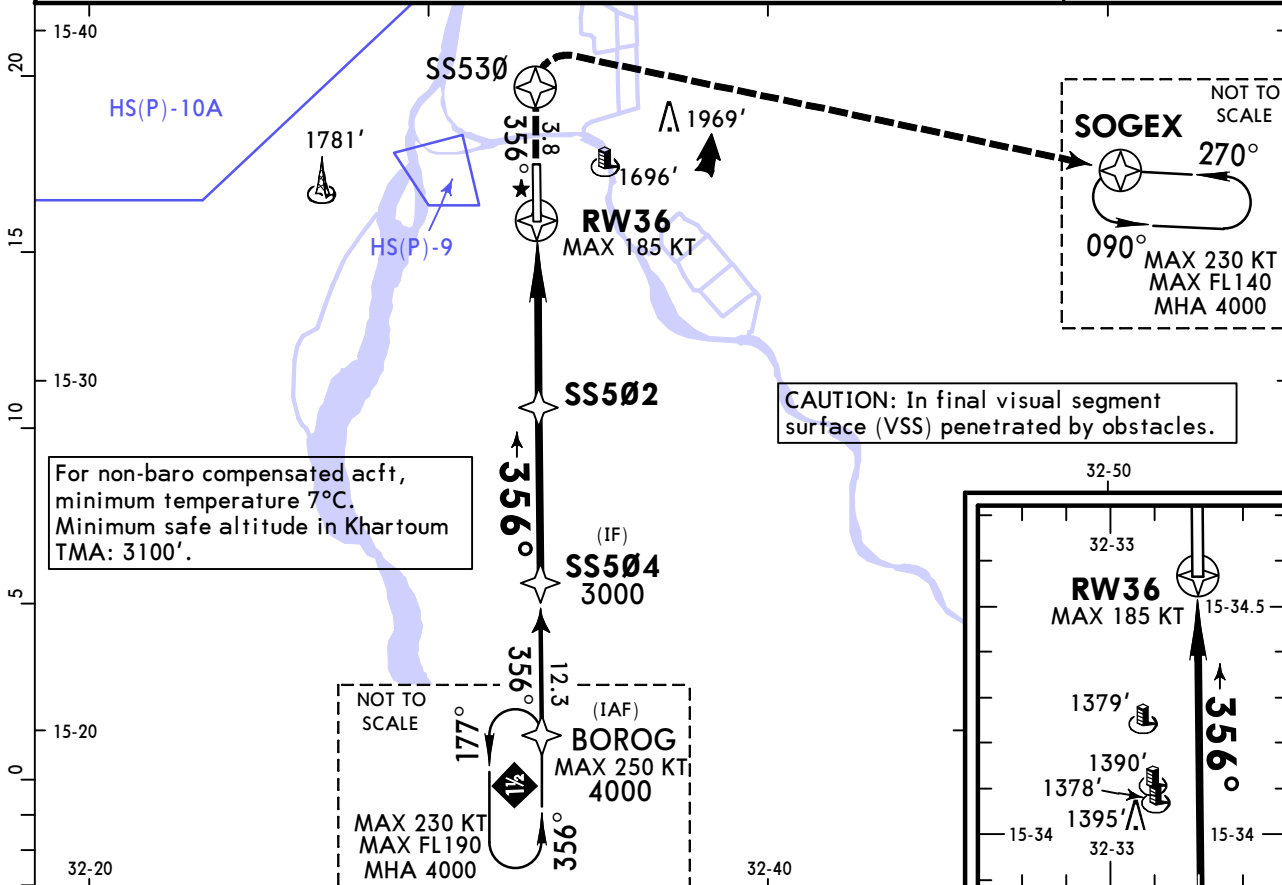
PANS OPS	State				STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	LNAV/VNAV		LNAV		CDFA		Not authorized West of airport	
	DA(H) A: 1570' (306') C: 1590' (326') B: 1580' (316') D: 1600' (336')		DA/MDA(H) 1680' (416')					
	ALS out		ALS out		Max Kts		MDA(H)	
A	R1000m	R1400m	R1500m		100	1790' (519')	V1900m	
B	R1000m	R1400m	R1500m		135	2000' (729')	V2800m	
C	R1100m	R1500m	R1500m	R1900m	180	2090' (819')	V3700m	
D	R1400m	R1500m	R1500m	R1900m	205	2090' (819')	V4600m	

HSSK/KRT
KHARTOUM

JEPPESEN
17 MAR 23 **(12-2)** Eff 23 Mar

KHARTOUM, SUDAN
RNP Rwy 36

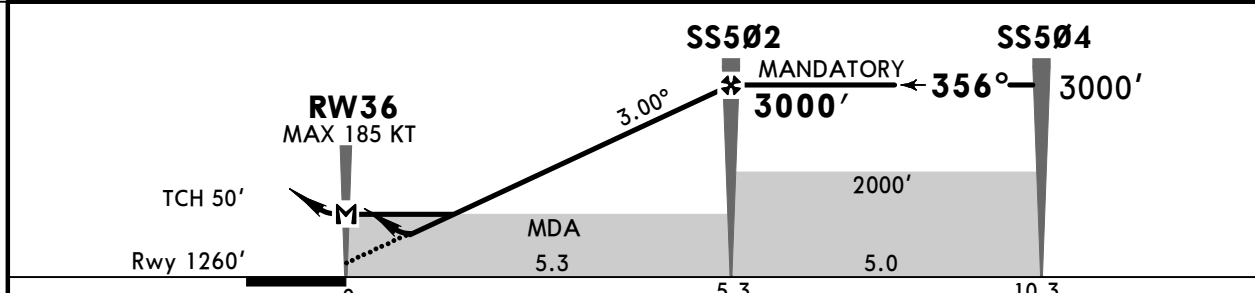
KHARTOUM Approach				KHARTOUM Tower	
124.7				119.2	
RNAV	Final Apch Crs 356°	SS502 MANDATORY 3000' (1740')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 1271'	No MSA published
MISSED APCH: Climb to 4000' to SS530 on course 356°, then turn RIGHT direct to SOGEX and join the holding, or as directed. MAX 230 KT.					
Alt Set: hPa	Rwy Elev: 45 hPa	Trans level: By ATC	Trans alt: 7000'		



For non-baro compensated acft,
minimum temperature 7°C.
Minimum safe altitude in Khartoum
TMA: 3100'.

CAUTION: In final visual segment
surface (VSS) penetrated by obstacles.

DIST to RW36	2.0	3.0	4.0	5.0
ALTITUDE	1950'	2260'	2580'	2900'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI-L	230 KT MAX	SS530 on 356°
Glide Path Angle	3.00°	372	478	531	637	743			

PANS OPS	State				STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	LNAV/VNAV		LNAV CDFA		Not authorized		West of airport	
	DA(H) A: 1590' (330') C: 1610' (350') B: 1600' (340') D: 1620' (360')		DA/MDA(H) 1700' (440')					
	ALS out		ALS out		Max Kts		MDA(H)	
	A	R1200m	R1500m	R1300m	R1500m	100	1790' (519')	V1900m
B	R1400m	R1600m	R1400m	R2000m	135	2000' (729')	V2800m	
C			180		2090' (819')	V3700m		
D	R1800m	R1800m	R1800m	R2000m	205	2090' (819')	V4600m	

Chart changes since cycle 15-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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KHARTOUM, (KHARTOUM - HSSK)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport HSSK

Type: Terminal

Effectivity: Temporary

Begin Date: 20230323

End Date: Until Further Notice

(10-2A) STARs KUVTI & PASIL 1B, (10-2B) SIVIL & SODAB 1A, (10-2D) KAREP & RADKA 1A, use with caution altitudes under clarification.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

VOR DME KTM 112.1 MHZ unserviceable.

Type: Terminal

Effectivity: Temporary

Begin Date: 20230323

End Date: Until Further Notice

(10-3J) RNAV SID KAREP 2B use with caution, altitude for Wpt SS720 under clarification.