

## General Information

Location: SHARJAH ARE  
ICAO/IATA: OMSJ / SHJ  
Lat/Long: N25° 19.75', E055° 30.97'  
Elevation: 118 ft

Airport Use: Public  
Daylight Savings: Not Observed  
UTC Conversion: -4:00 = UTC  
Magnetic Variation: 2.0° E

Fuel Types: 100 Octane (LL), 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: No

Sunrise: 0253 Z  
Sunset: 1329 Z

## Runway Information

Runway: 12  
Length x Width: 13320 ft x 197 ft  
Surface Type: asphalt  
TDZ-Elev: 84 ft  
Lighting: Edge, ALS, Centerline, REIL, TDZ  
Displaced Threshold: 984 ft

Runway: 30  
Length x Width: 13320 ft x 197 ft  
Surface Type: asphalt  
TDZ-Elev: 105 ft  
Lighting: Edge, ALS, Centerline, REIL, TDZ  
Displaced Threshold: 984 ft

## Communication Information

ATIS: 122.400  
Sharjah Tower: 118.600  
Sharjah Ground: 121.875  
Dubai Arrival: 120.250 Secondary  
Dubai Arrival: 124.450  
Dubai Arrival: 124.900  
Dubai Departure: 121.025  
Dubai Departure: 126.025 Secondary

Dubai Departure: 120.250 Secondary

Dubai Departure: 126.200

Dubai Direct (Approach Control Radar): 127.900

OMSJ/SHJ  
SHARJAH INTL

JEPPESEN

28 JUL 17

10-1P

SHARJAH, UAE

AIRPORT BRIEFING

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## 1. GENERAL

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### 1.1. ATIS

ATIS 122.4

### 1.2. LOW VISIBILITY PROCEDURES (LVP)

#### 1.2.1. GENERAL

LVP are in force, when RVR is 1500m or less and/or ceiling is 500' or less.

Intersection departures during low visibility operations are not permitted.

When LVP are in force, ACFT vacating the RWY shall report RWY vacated.

#### 1.2.2. ARRIVAL - STANDARD TAXI ROUTES

After vacating the RWY, ACFT shall taxi via the published Standard LVP Taxi routes or as cleared by ATC.

#### 1.2.3. DEPARTURE - STANDARD TAXI ROUTES

Taxi via the appropriate linking TWY (TWY Z2 to TWY Z15) or directly on to TWY A, then proceed direct to the CAT I/II holding points as cleared by ATC.

### 1.3. TAXI PROCEDURES

Code F ACFT movement on rapid exit TWYs B7 and B11 is prohibited.

Code F ACFT will be allocated designated code-F-compliant parking stands.

ACFT A380 using stands No. 50 or 51 to hold short of TWY Z8.

ACFT type AN-225 are prohibited from turning from TWY Z2 to TWY A or from TWY A to TWY Z2 due to TWY radius.

### 1.4. PARKING INFORMATION

ACFT arriving on stands 3 thru 8 should shutdown all engines before connecting to the fixed electrical ground power.

In case of APU failure, ACFT should shutdown LEFT side engines and contact SAS Operations on 129.6 (callsign: SHARJAH OPERATIONS) for further instructions.

ACFT parked on the Maintenance Apron, Maintenance/Service Areas to contact 129.6 for repositioning to relevant holding points prior to engine start.

Stand 50 is tow in/push out.

### 1.5. OTHER INFORMATION

Helipads as directed by ATC.

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28 JUL 17

10-1P1

SHARJAH, UAE  
AIRPORT BRIEFING

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## 2. ARRIVAL

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### 2.1. GENERAL

Landing ACFT shall contact SAS Operations on 129.6 (callsign: SHARJAH OPERATIONS) prior to landing to confirm parking stand allocation or special request.

### 2.2. TAXI PROCEDURES

ACFT arriving at Maintenance/Service Areas shall hold at holding points Z3A, Z4A or Z2/ZULU as directed by ATC, and will be towed to parking stand.

No left turn from TWY B7 on to TWY B.

### 2.3. MINIMUM RUNWAY OCCUPANCY TIME

Rapid exit from the RWY enables the achievement of maximum RWY utilization.

On exiting the RWY, pilots are reminded not to stop until the entire ACFT is clear of the RWY.

ACFT that cannot comply with these requirements are to notify ATC as soon as possible.

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## 3. DEPARTURE

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### 3.1. START-UP AND TAXI PROCEDURES

Contact SHARJAH Ground 10 MIN prior to start-up for ATC clearance and pass the following information:

- ACFT callsign;
- ACFT type;
- Parking stand;
- Destination;
- Requested flight level;
- ATIS letter & QNH.

If requesting an intersection departure, advise ATC at engine start.

ACFT leaving Maintenance/Service Areas shall be towed to holding point Z4A before engine start.

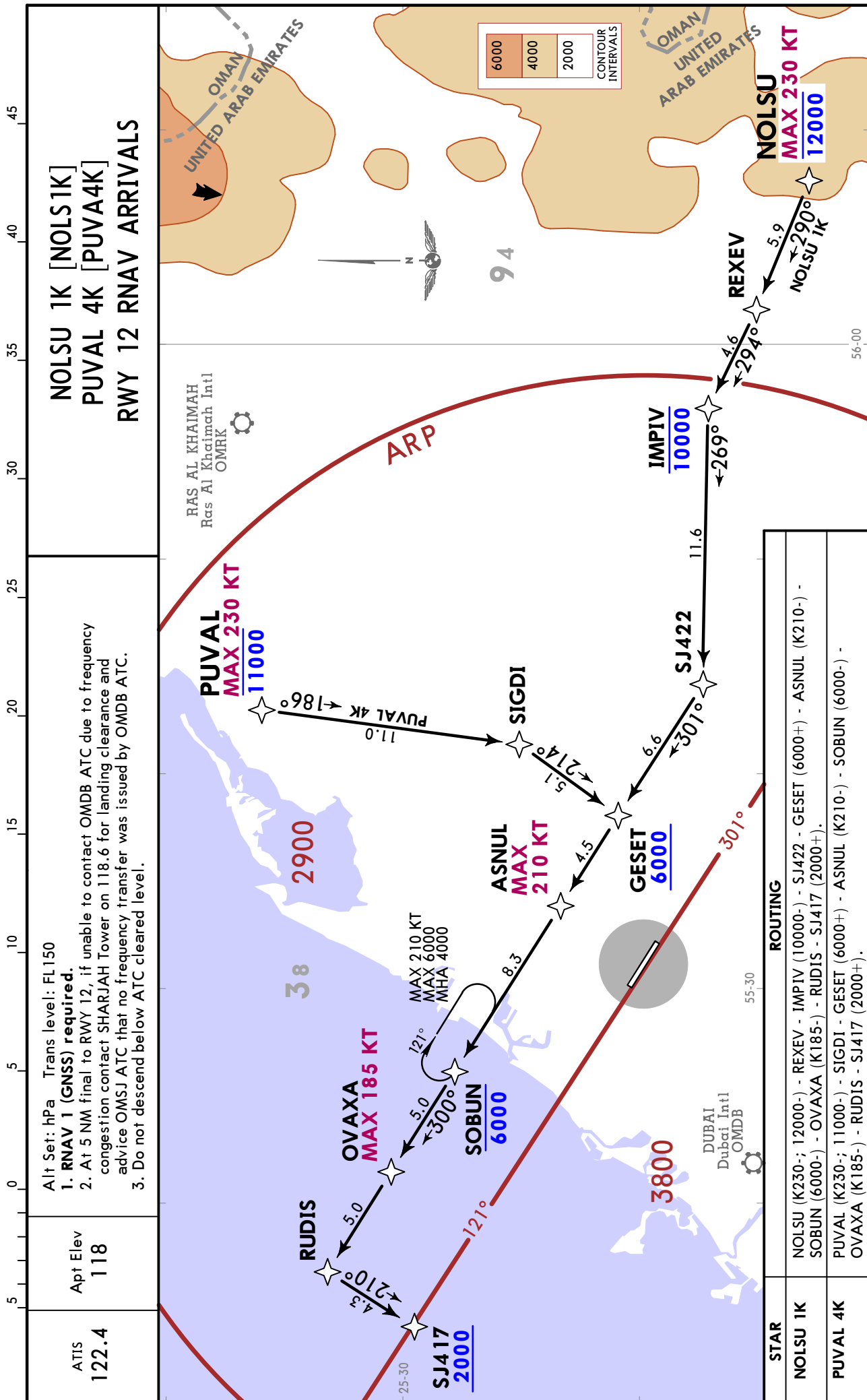
On receipt of line-up clearance, ACFT shall taxi to the correct position as soon as the preceding ACFT has commenced its take-off roll or landing run. Where possible, cockpit checks shall be completed prior to line-up. ACFT shall commence take-off roll immediately after take-off clearance is issued.

ACFT that cannot comply with these requirements are to notify ATC as soon as possible.

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SHARJAH INTL

**JEPPESSEN**  
24 NOV 17 **10-2** Eff 7 Dec

**SHARJAH, UAE**  
**RNAV STAR**

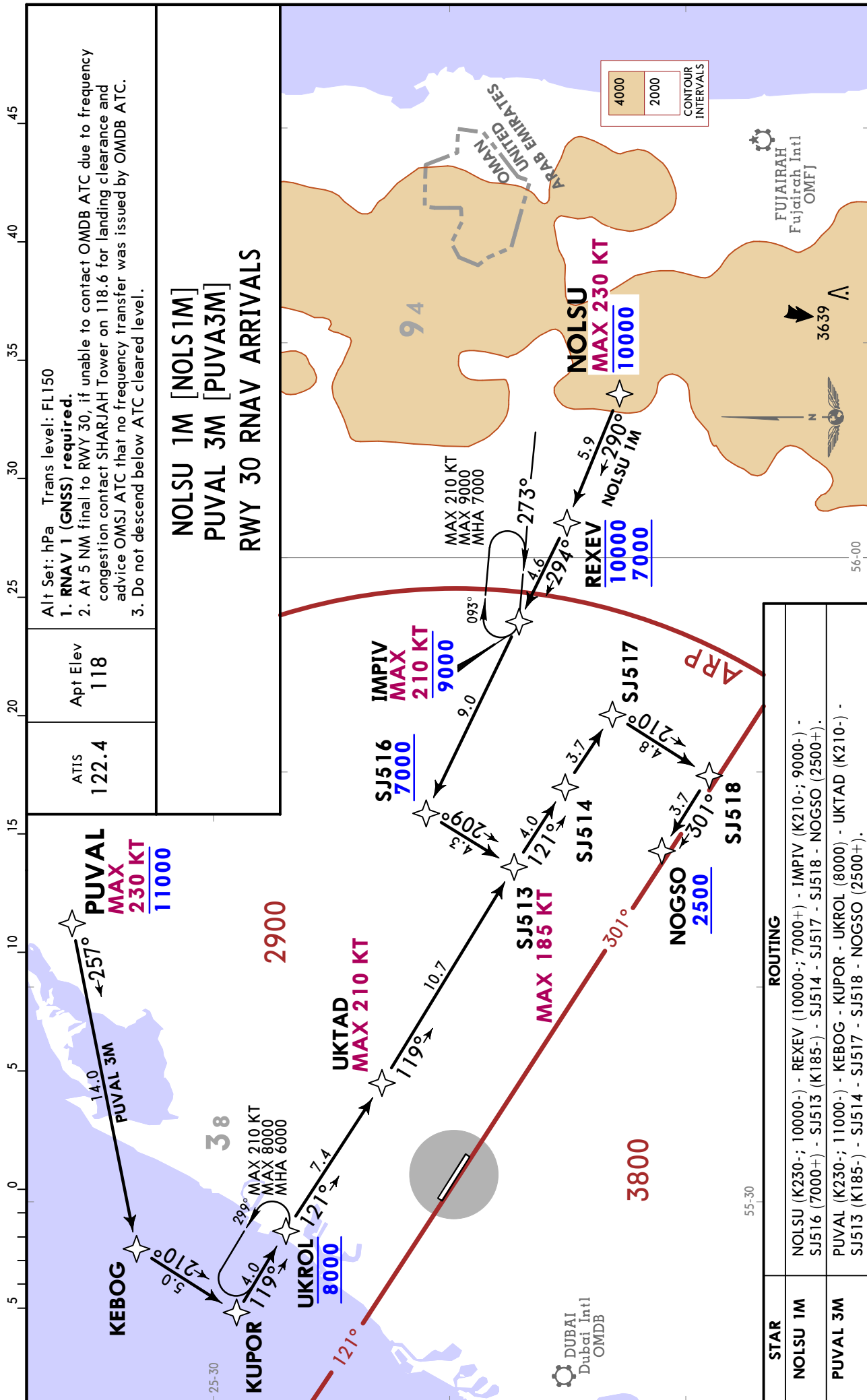


CHANGES: Chart completely revised; new format.

**OMSJ/SHJ**  
SHARJAH INTL

**JEPPESSEN**  
24 NOV 17 **(10-2A)** Eff 7 Dec

**SHARJAH, UAE**  
**RNAV STAR**

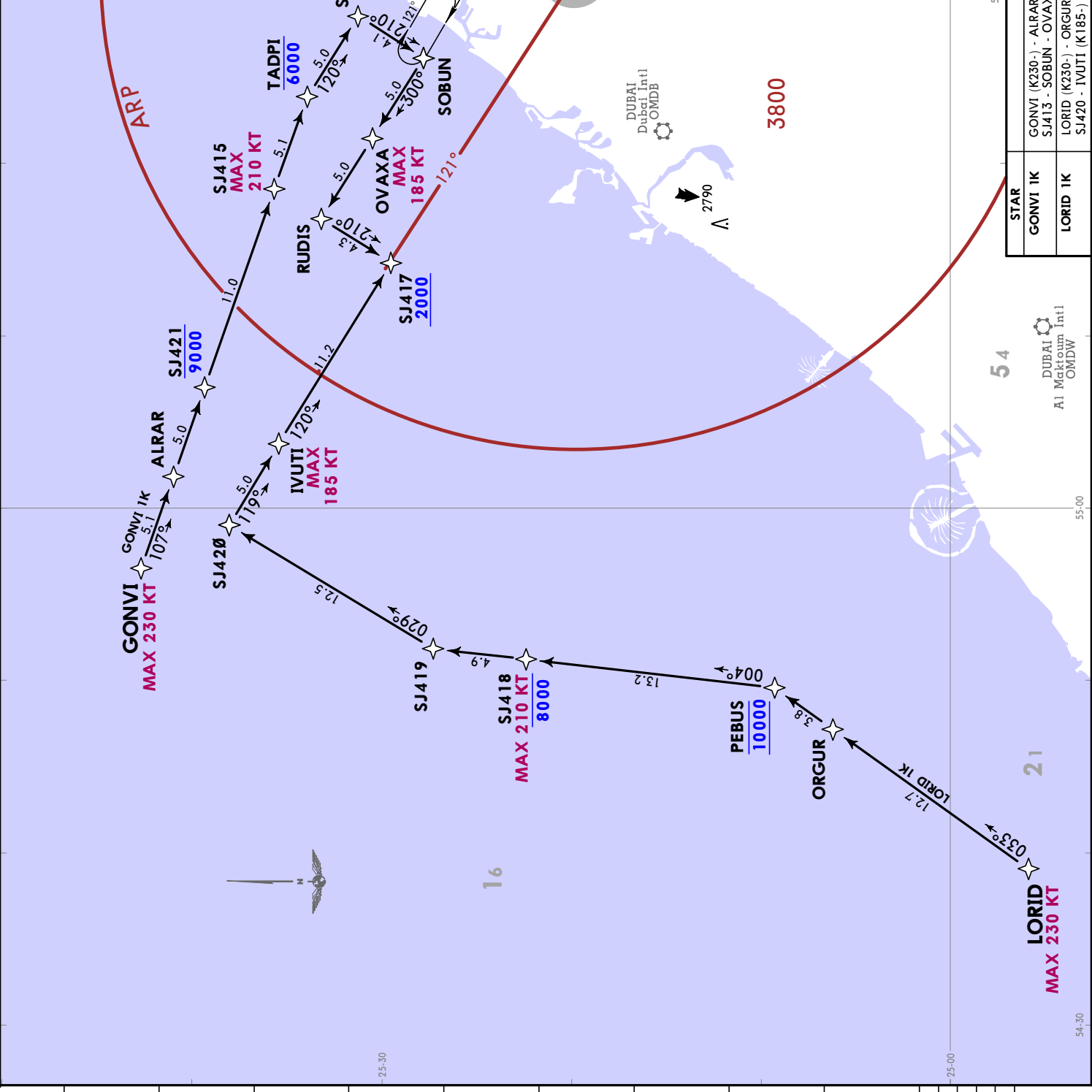


CHANGES: Chart completely revised; new format.

**JEPPESEN SHARJAH, UAE**  
**RNAV STAR**  
 24 NOV 17  
 EFT 7 Dec  
 10-2B

Alt Set: hPa Trans level: FL150  
 ATIS 122.4  
 Apt Elev 118

**GONVI 1K [GONV1K]  
 LORID 1K [LOR11K]  
 RWY 12 RNAV ARRIVALS**



STAR	ROUTING
GONVI 1K	GONVI (K230-) - ALRAR - SJ421 (9000-) - SJ415 (K210-) - TADPI (6000-) - SJ413 - SOBUN - OVAXA (K185-) - RUDIS - SJ417 (2000+).
LORID 1K	LORID (K230-) - ORGUR - PEBUS (10000) - SJ418 (K210-; 8000-) - SJ419 - SJ420 - IVUTI (K185-) - SJ417 (2000+).

54  
 DUBAI Maktoom Intl  
 OMDW

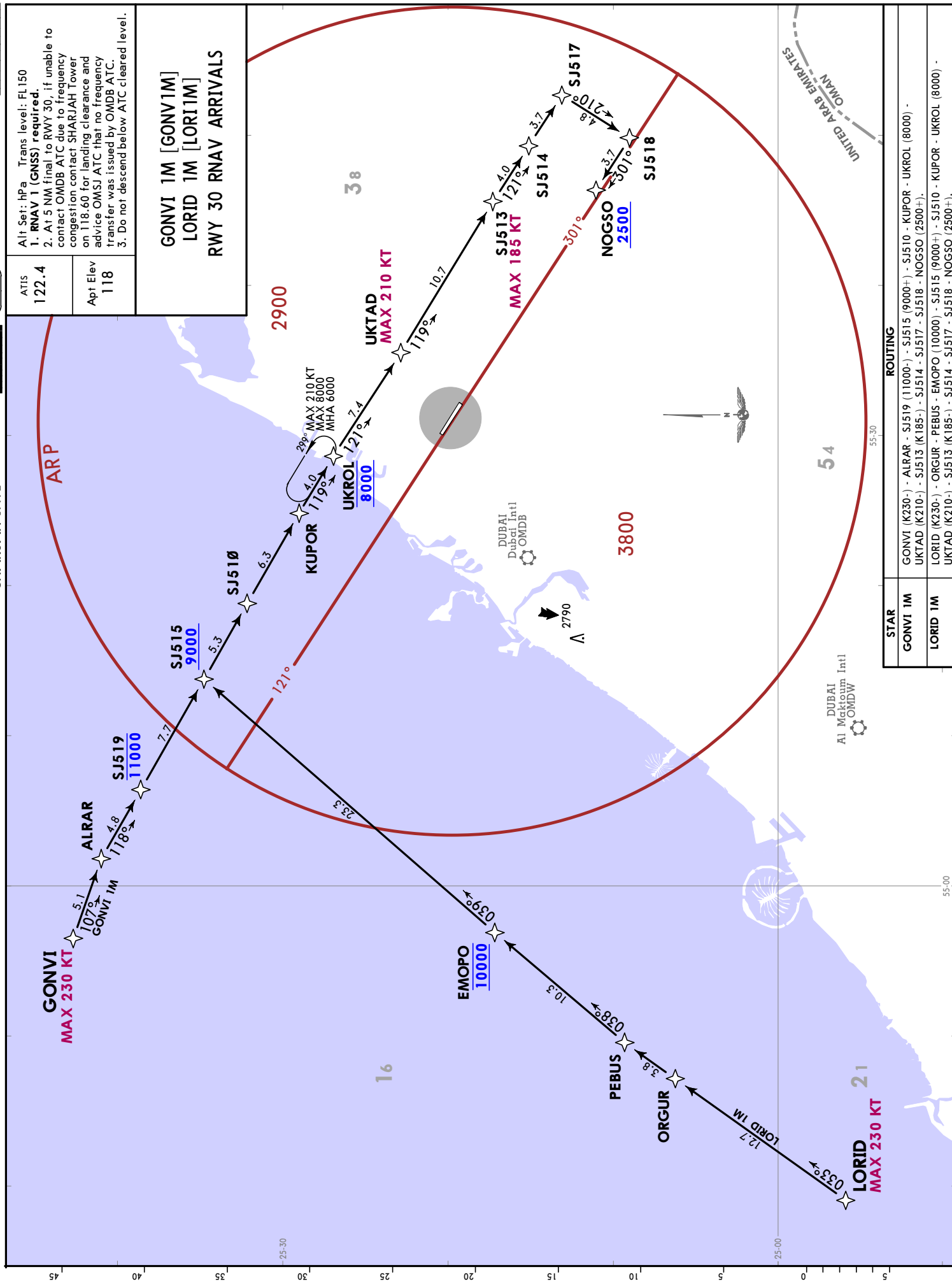
55-30  
 55-00  
 54-30

**OMSJ/SHJ  
 SHARJAH INTL**

**SHARJAH, UAE**  
**RNAV STAR**

**JEPPESEN**  
 24 NOV 17  
**Eff 7 Dec**  
**10-2C**

**OMSJ/SHJ**  
**SHARJAH INTL**



Alt Set: hPa Trans level: FL150  
 1. **RNAV 1 (GNSS) required.**  
 2. At 5 NM final to RWY 30, if unable to contact OMDB ATC due to frequency congestion contact SHARJAH Tower on 118.60 for landing clearance and advice OMSJ ATC that no frequency transfer was issued by OMDB ATC.  
 3. Do not descend below ATC cleared level.

**GONVI 1M [GONV1M]  
 LORID 1M [LORI1M]  
 RWY 30 RNAV ARRIVALS**

ATIS  
 122.4  
 Apt Elev  
 118

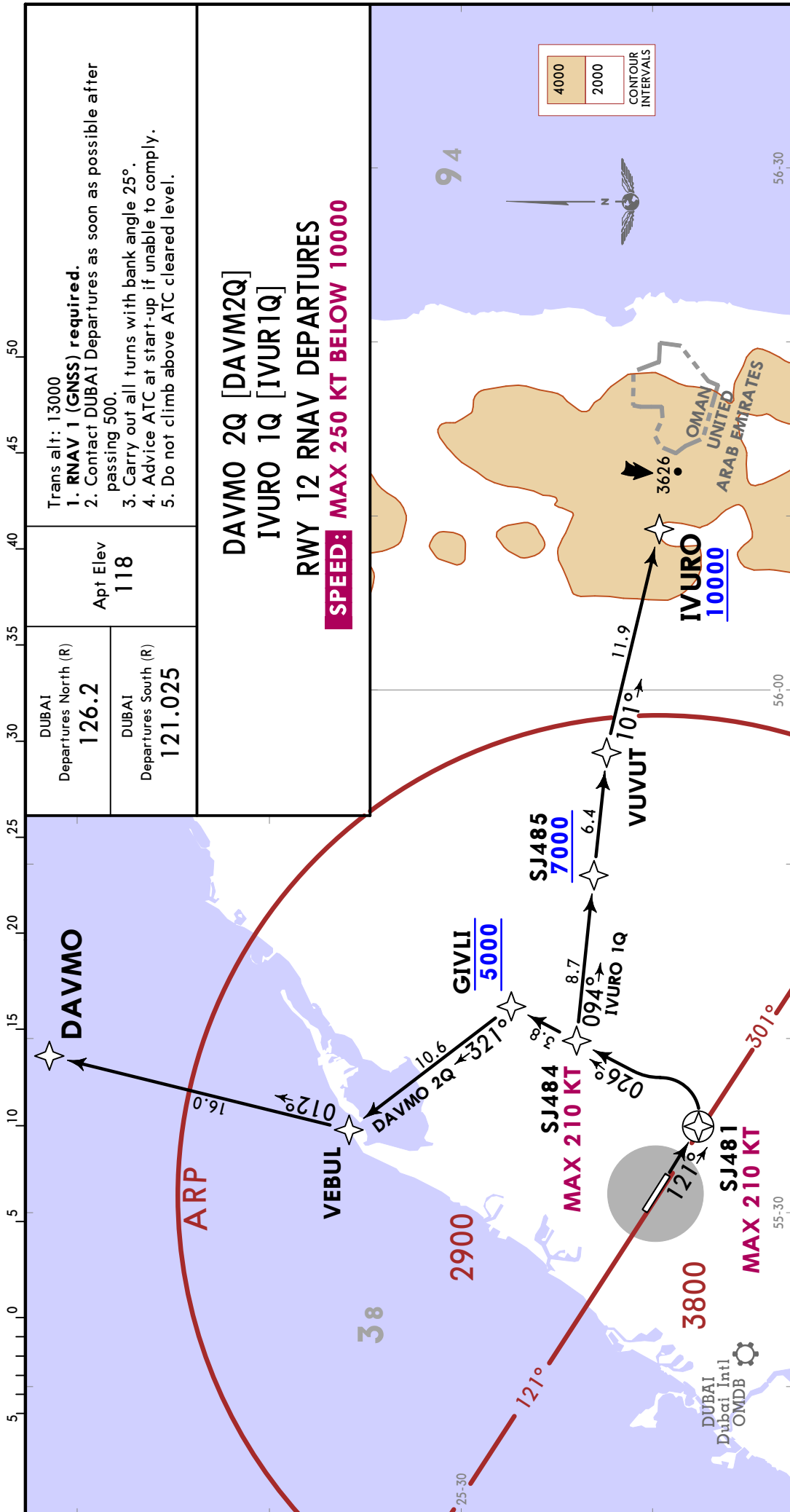
STAR	ROUTING
GONVI 1M	GONVI (K230-) - ALRAR - SJ519 (11000+) - SJ515 (9000+) - SJ510 - KUPOR - UKROL (8000) - UKTAD (K210-) - SJ513 (K185-) - SJ514 - SJ517 - SJ518 - NOGSO (2500+).
LORID 1M	LORID (K230-) - ORGUR - PEBUS - EMOPO (10000) - SJ515 (9000+) - SJ510 - KUPOR - UKROL (8000) - UKTAD (K210-) - SJ513 (K185-) - SJ514 - SJ517 - SJ518 - NOGSO (2500+).



**OMSJ/SHJ**  
**SHARJAH INTL**

**JEPPesen**  
24 NOV 17 **10-3** Eff 7 Dec

**SHARJAH, UAE**  
**RNAV SID**



Trans alt: 13000  
**1. RNAV 1 (GNSS) required.**  
 2. Contact DUBAI Departures as soon as possible after passing 500.  
 3. Carry out all turns with bank angle 25°.  
 4. Advice ATC at start-up if unable to comply.  
 5. Do not climb above ATC cleared level.

DUBAI Departures North (R) **126.2**  
 DUBAI Departures South (R) **121.025**  
 Apt Elev **118**

**DAVMO 2Q [DAVM2Q]**  
**IVURO 1Q [IVUR1Q]**  
**RWY 12 RNAV DEPARTURES**  
**SPEED: MAX 250 KT BELOW 10000**

These SIDs require a minimum climb gradient of 300 per NM (5%) up to 8000.

Grnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

Initial climb clearance **3000**, further climb as instructed by DUBAI Departures

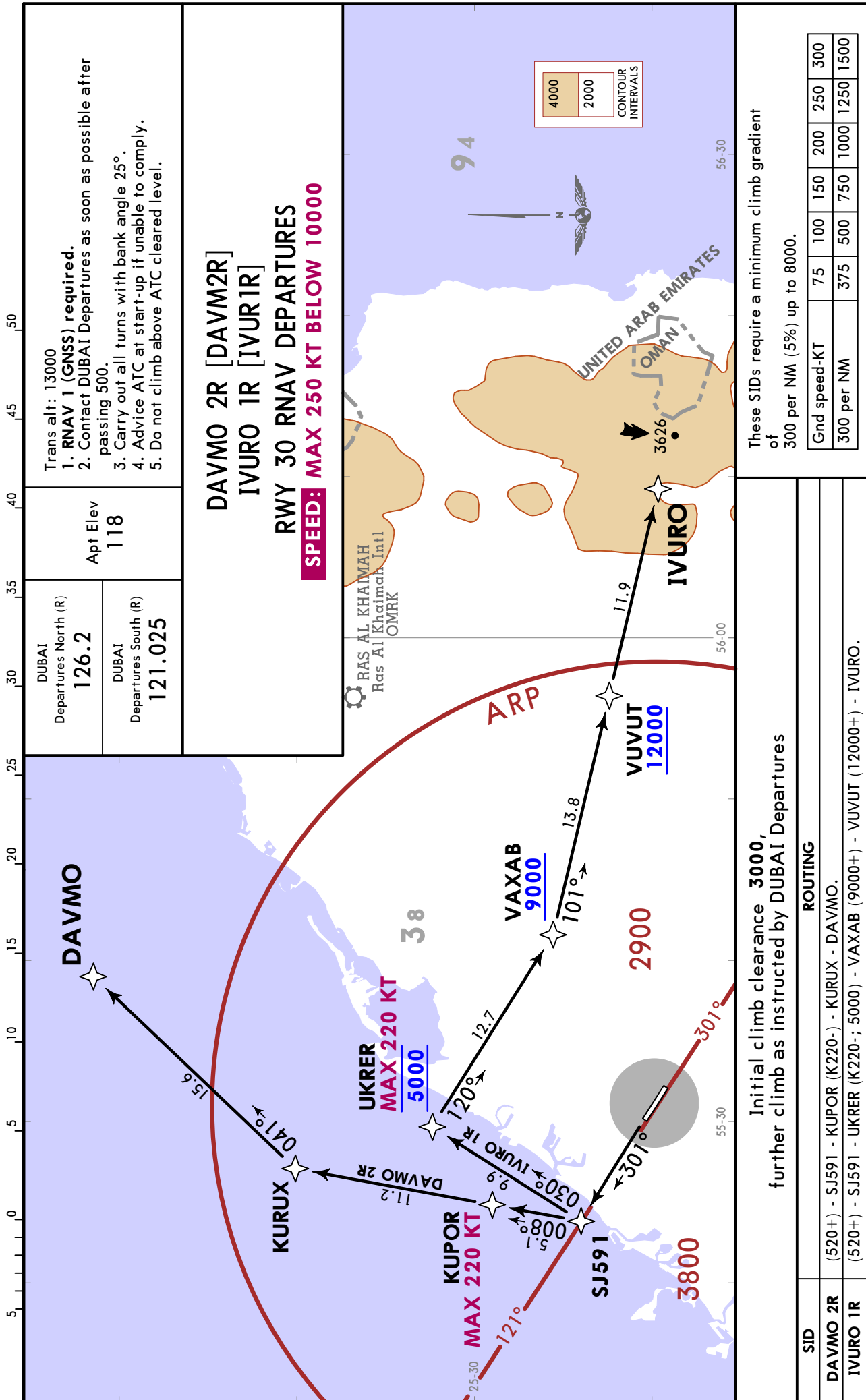
**ROUTING**

SID	ROUTING
<b>DAVMO 2Q</b>	(520+) - SJ481 (K210-) - SJ484 (K210-) - GIVLI (5000) - VEBUL - DAVMO.
<b>IVURO 1Q</b>	(520+) - SJ481 (K210-) - SJ484 (K210-) - SJ485 (7000+) - VUVUT - IVURO (10000+).

**OMSJ/SHJ**  
**SHARJAH INTL**

**JEPPESSEN**  
24 NOV 17 **10-3A** Eff 7 Dec

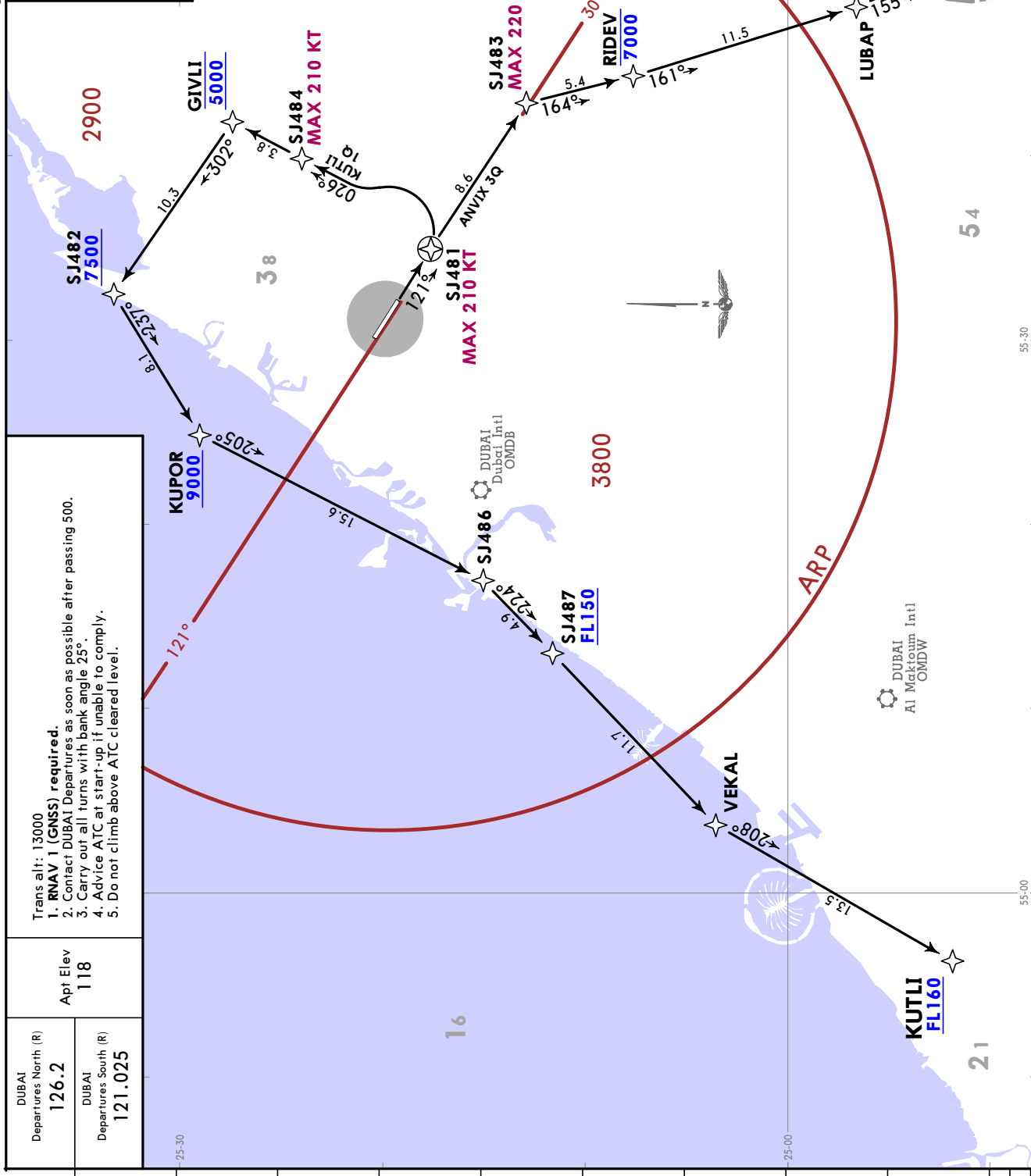
**SHARJAH, UAE**  
**RNAV SID**



CHANGES: Chart completely revised; new format.

24 NOV 17  
**JEJPESEN SHARJAH, UAE**  
 (10-3B)  
**RNAV SID**

**ANVIX 3Q [ANV13Q]**  
**KUTLI 1Q [KUTL1Q]**  
**RWY 12 RNAV DEPARTURES**  
**SPEED: MAX 250 KT BELOW 10000**



Trans alt: 13000  
 1. **RNAV 1 (GNSS) required.**  
 2. Contact DUBAI Departures as soon as possible after passing 500.  
 3. Carry out all turns with bank angle 25°.  
 4. Advise ATC at start-up if unable to comply.  
 5. Do not climb above ATC cleared level.

DUBAI Departures North (R)  
**126.2**  
 DUBAI Departures South (R)  
**121.025**  
 Apt Elev  
**118**

These SIDs require a minimum climb gradient of 300 per NM (5% up to 8000).

Grnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

**ROUTING**

**ANVIX 3Q:** Initial climb clearance 2000, KUTLI 1Q: Initial climb clearance 3000, further climb as instructed by DUBAI Departures

SID	(520+) - SJ481 (K210-) - SJ483 (K220-) - RIDEV (7000-) - LUBAP - LOPUV - ANVIX (10000+).
<b>ANVIX 3Q</b>	(520+) - SJ481 (K210-) - SJ483 (K220-) - RIDEV (7000-) - LUBAP - LOPUV - ANVIX (10000+).
<b>KUTLI 1Q</b>	(520+) - SJ481 (K210-) - SJ484 (K210-) - GIVLI (5000) - SJ482 (7500+) - KUPOR (9000+) - SJ486 - SJ487 (FL150+) - VEKAL - KUTLI (FL160+).

**OMSJ/SHJ SHARJAH INTL**

SHARJAH, UAE

JEYPESEN  
24 NOV 17  
EFF 7 Dec  
(10-3C)

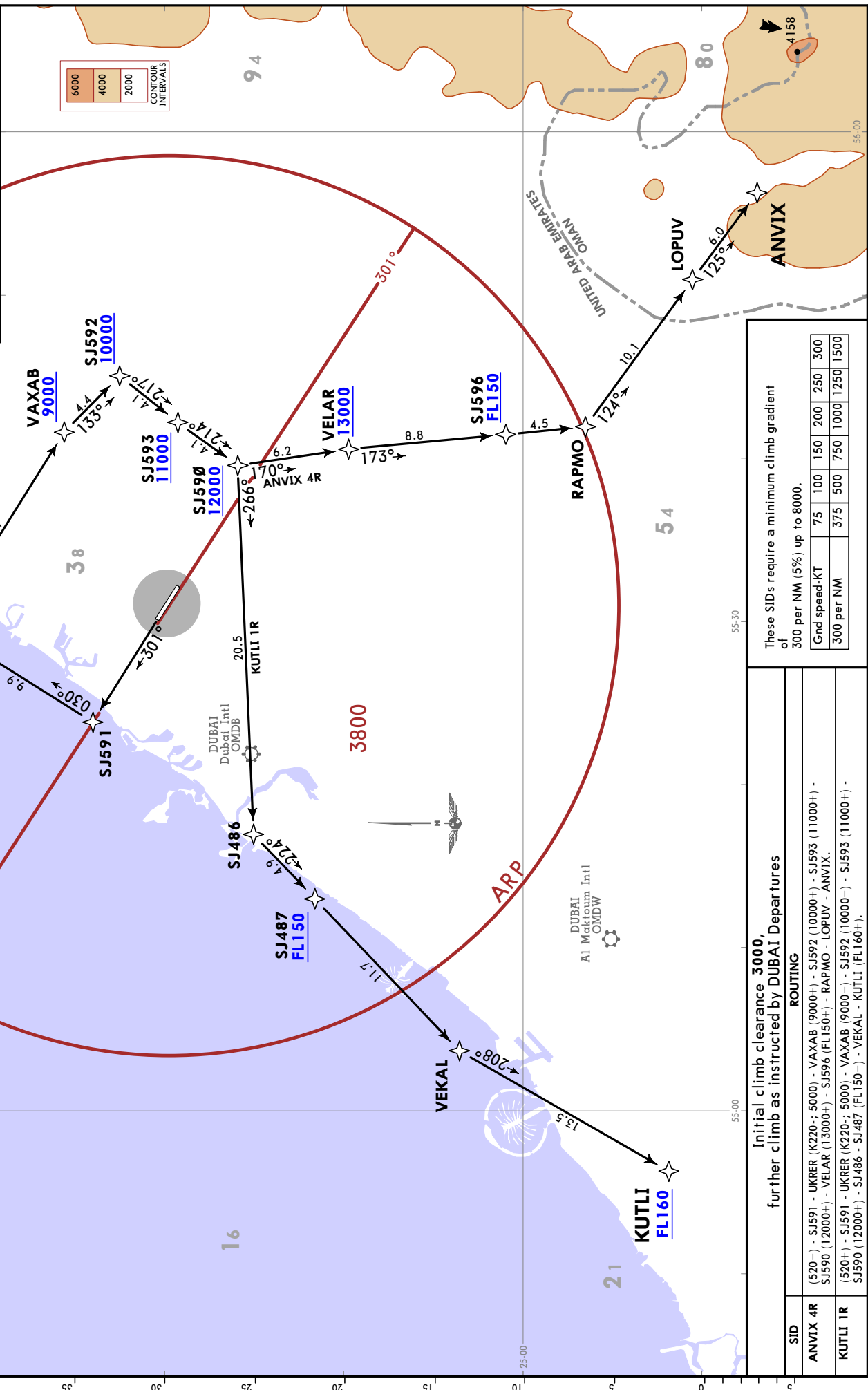
OMSJ/SHJ  
SHARJAH INTL

RNAV SID

ANVIX 4R [ANV14R]  
KUTLI 1R [KUTL1R]  
RWY 30 RNAV DEPARTURES  
**SPEED: MAX 250 KT BELOW 10000**

Trans alt: 13000  
1. RNAV 1 (GNSS) required.  
2. Contact DUBAI Departures as soon as possible after passing 500.  
3. Carry out all turns with bank angle 25°.  
4. Advise ATC at start-up if unable to comply.  
5. Do not climb above ATC cleared level.

DUBAI Departures North (R) 126.2  
DUBAI Departures South (R) 121.025  
Apt Elev 118



These SIDs require a minimum climb gradient of 300 per NM (5%) up to 8000.

Ground speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

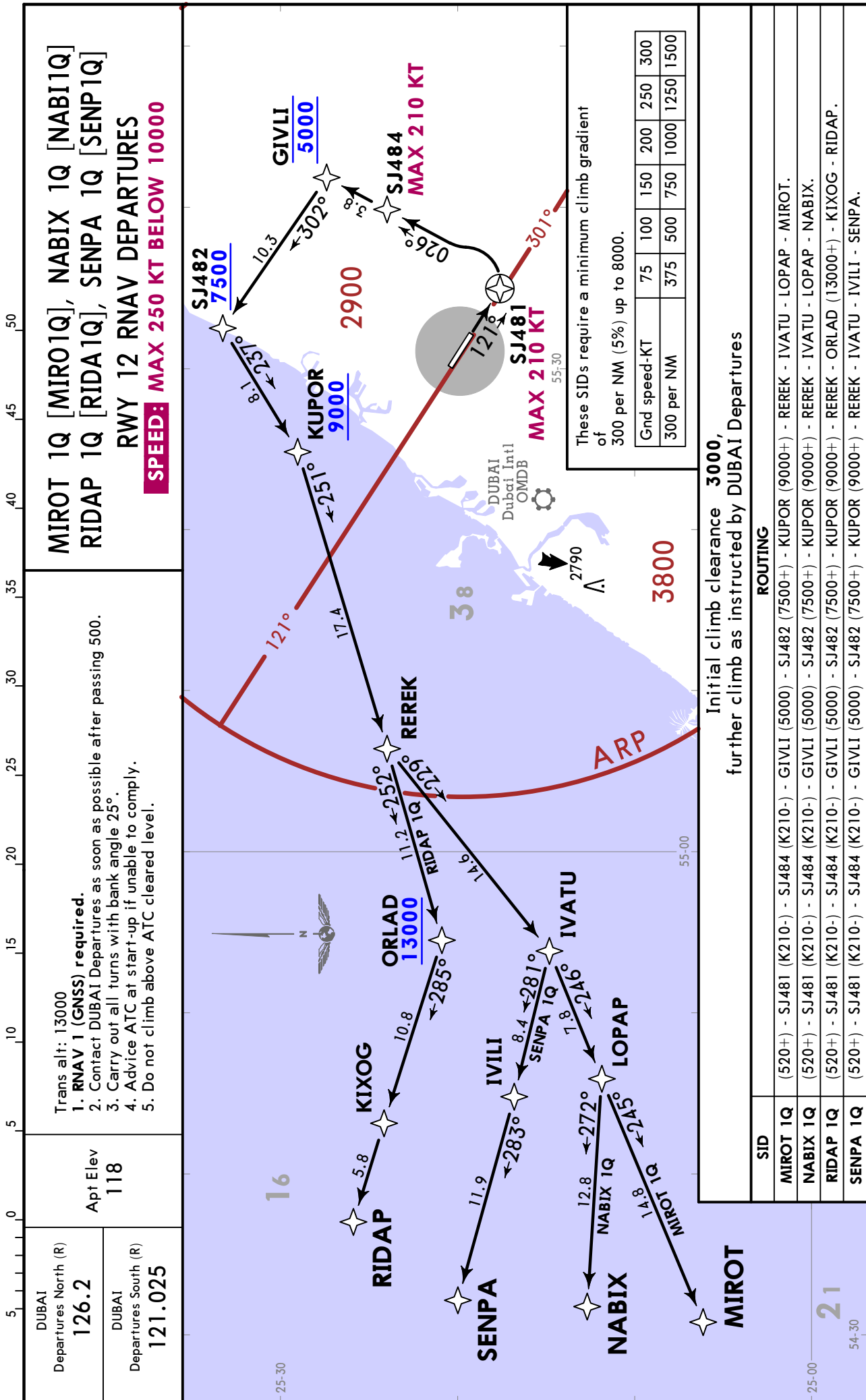
Initial climb clearance 3000, further climb as instructed by DUBAI Departures

SID	ROUTING
ANVIX 4R	(520+) - SJ591 - UKRER (K220+; 5000) - VAXAB (9000+) - SJ592 (10000+) - SJ593 (11000+) - SJ590 (12000+) - VELAR (13000+) - SJ596 (FL150+) - RAPMO - LOPIUV - ANVIX.
KUTLI 1R	(520+) - SJ591 - UKRER (K220+; 5000) - VAXAB (9000+) - SJ592 (10000+) - SJ593 (11000+) - SJ590 (12000+) - SJ486 - SJ487 (FL150+) - VEKAL - KUTLI (FL160+).

OMSJ/SHJ  
SHARJAH INTL

JEPPESSEN  
24 NOV 17 10-3D Eff 7 Dec

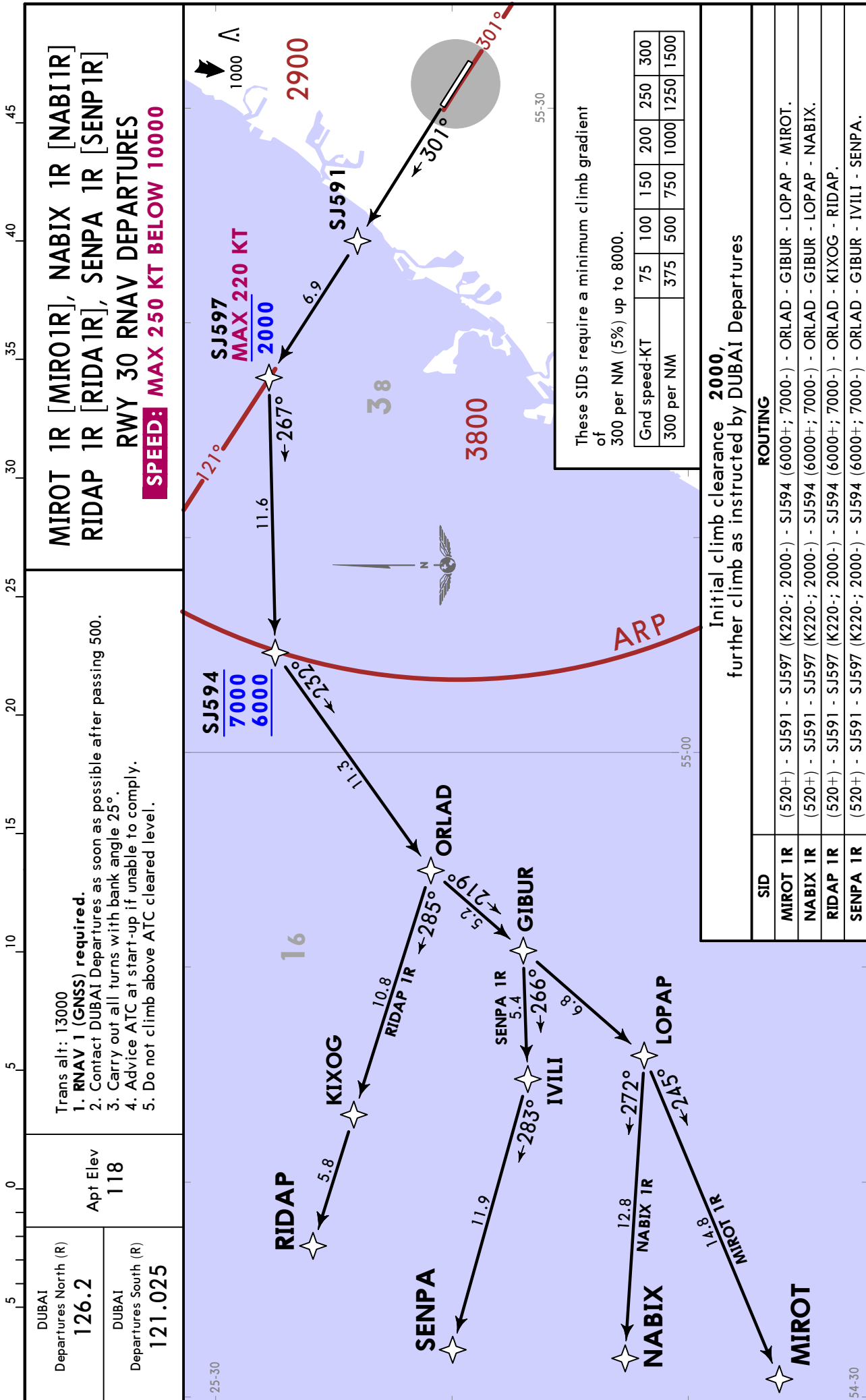
SHARJAH, UAE  
RNAV SID



**OMSJ/SHJ**  
SHARJAH INTL

**JEPPESSEN**  
24 NOV 17 **10-3E** Eff 7 Dec

**SHARJAH, UAE**  
**RNAV SID**



**MIROT 1R [MIRO1R], NABIX 1R [NABI1R]  
RIDAP 1R [RIDA1R], SENPA 1R [SENP1R]  
RWY 30 RNAV DEPARTURES**  
**SPEED: MAX 250 KT BELOW 10000**

- Trans alt: 13000
1. RNAV 1 (GNSS) required.
  2. Contact DUBAI Departures as soon as possible after passing 500.
  3. Carry out all turns with bank angle 25°.
  4. Advice ATC at start-up if unable to comply.
  5. Do not climb above ATC cleared level.

DUBAI Departures North (R)  
**126.2**  
Apt Elev  
**118**  
DUBAI Departures South (R)  
**121.025**

These SIDs require a minimum climb gradient of 300 per NM (5%) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

Initial climb clearance **2000**, further climb as instructed by DUBAI Departures

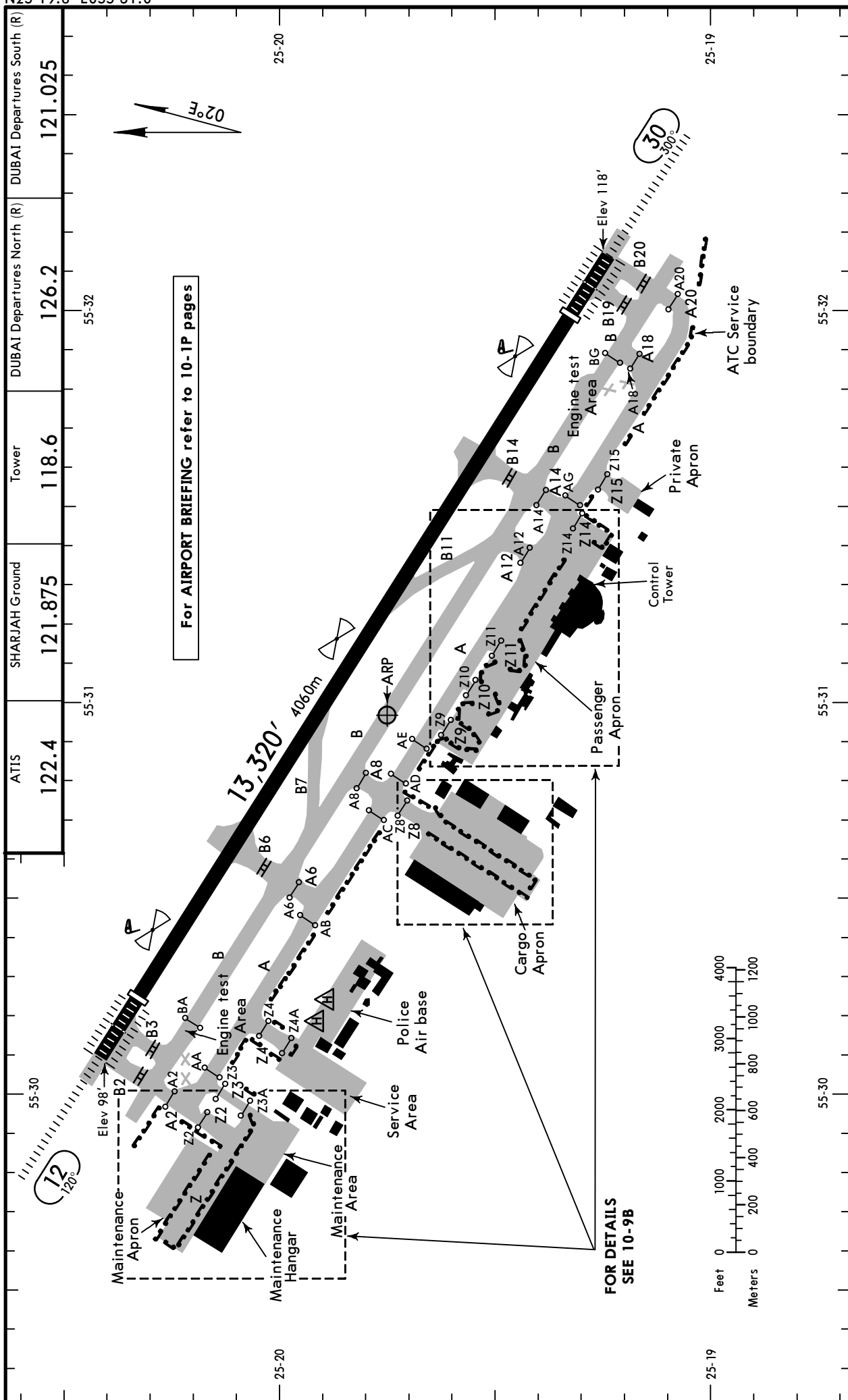
**ROUTING**

SID	ROUTING
MIROT 1R	(520+) - SJ591 - SJ597 (K220+; 2000-) - SJ594 (6000+; 7000-) - ORLAD - GIBUR - LOPAP - MIROT.
NABIX 1R	(520+) - SJ591 - SJ597 (K220+; 2000-) - SJ594 (6000+; 7000-) - ORLAD - GIBUR - LOPAP - NABIX.
RIDAP 1R	(520+) - SJ591 - SJ597 (K220+; 2000-) - SJ594 (6000+; 7000-) - ORLAD - KIXOG - RIDAP.
SENPA 1R	(520+) - SJ591 - SJ597 (K220+; 2000-) - SJ594 (6000+; 7000-) - ORLAD - GIBUR - IVILI - SENPA.

OMSJ/SHJ  
Apt Elev 118'  
N25 19.8 E055 31.0

**JEPPESSEN**  
14 APR 17 **10-9** Eff 27 Apr

**SHARJAH, UAE**  
SHARJAH INTL



OMSJ/SHJ

**JEPPESEN**  
14 APR 17 **(10-9A)** Eff 27 Apr

**SHARJAH, UAE**  
SHARJAH INTL

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			TAKE-OFF	WIDTH
		LANDING BEYOND				
		Threshold	Glide Slope			
12 30	HIRL(60m) CL(15m) HIALS-II REIL TDZ PAPI(3.0°) RVR	12,326' 3757m	11,172' 3405m	①	197'	
		12,336' 3760m	11,242' 3427m			

① TAKE-OFF RUN AVAILABLE

RWY 12:

From rwy head 13,310' (4057m)  
 twy B3 int 12,867' (3922m)  
 twy B6 int 9879' (3011m)

RWY 30:

From rwy head 13,320' (4060m)  
 twy B19 int 12,923' (3939m)  
 twy B14 int 10,013' (3052m)

**Standard**

TAKE-OFF

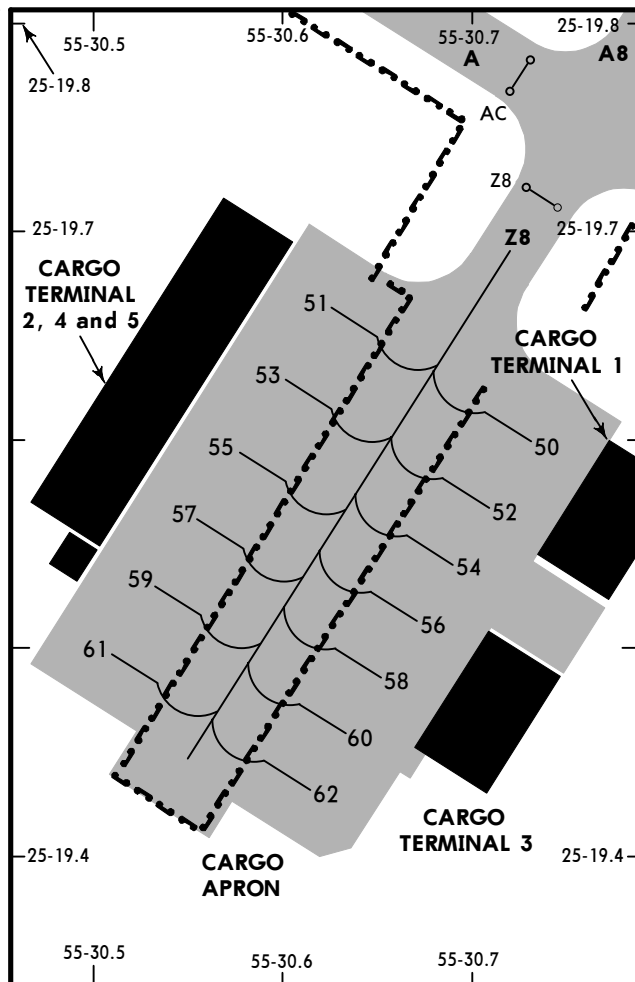
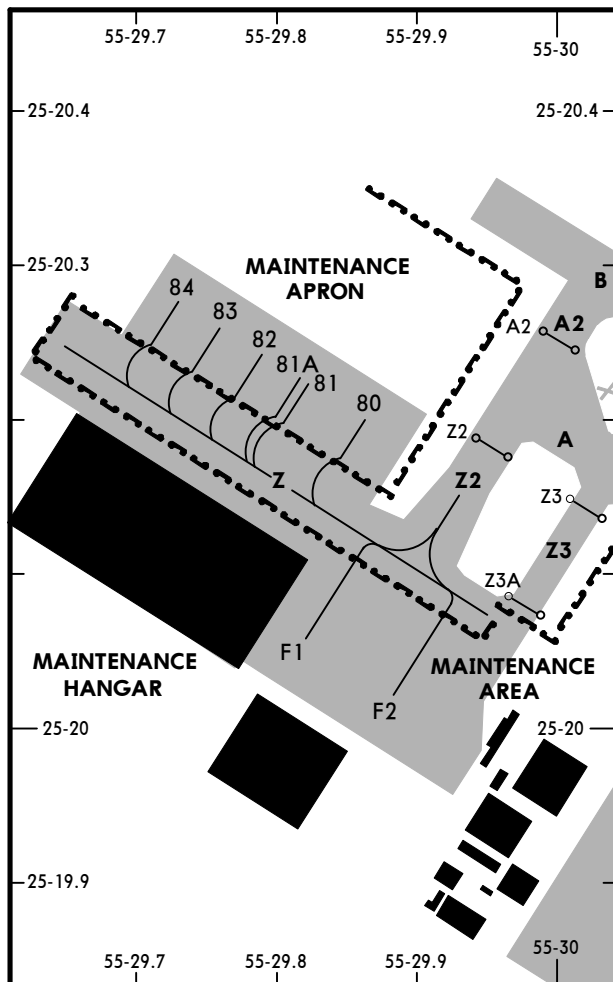
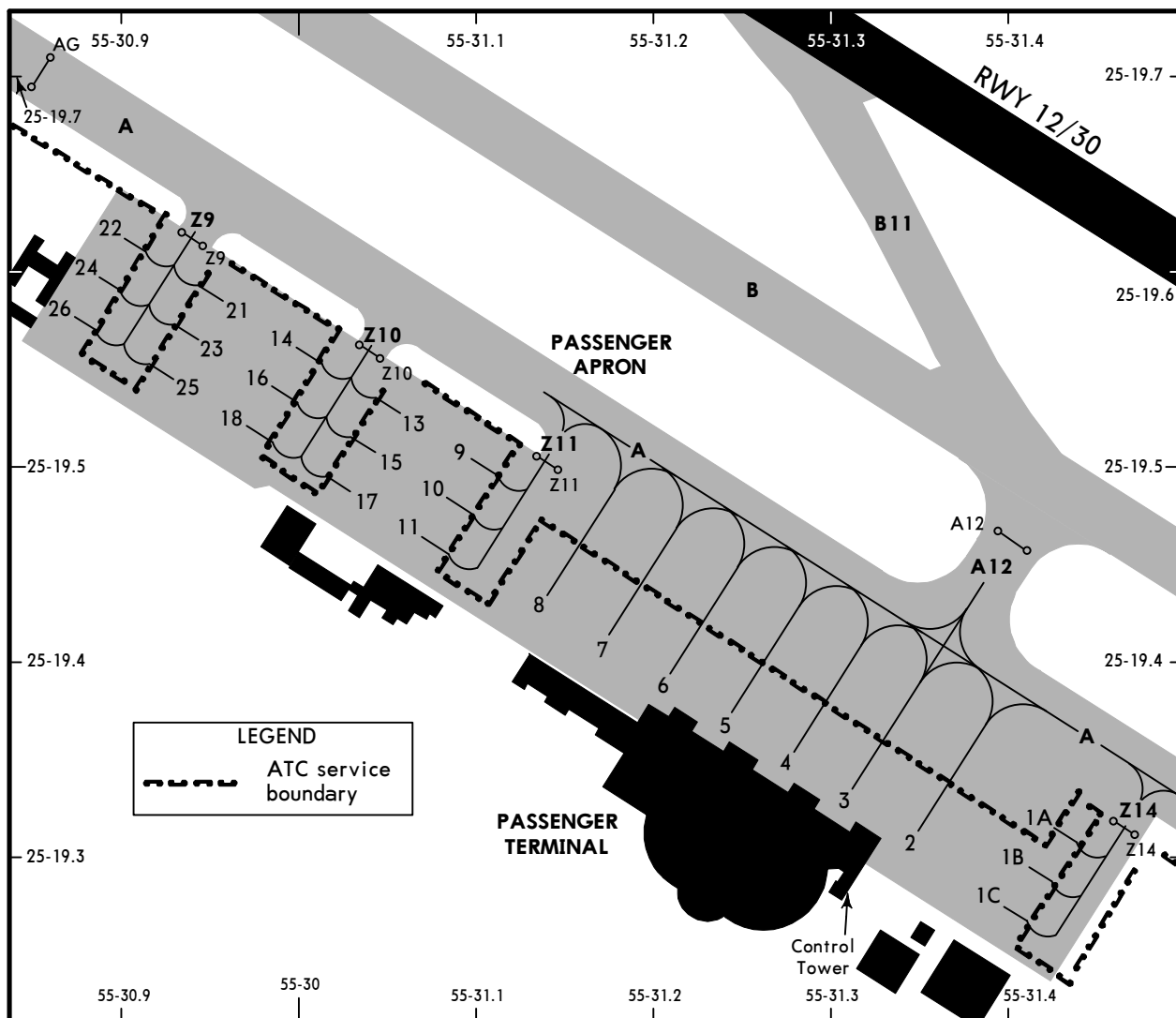
	Low Visibility Take-off			Day: RL or RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
	HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL			
A	350m	400m	500m			
B						
C						
D						



OMSJ/SHJ

**JEPPesen**  
20 MAR 15 (10-9B) Eff 2 Apr

**SHARJAH, UAE**  
SHARJAH INTL



OMSJ/SHJ

 **JEPPESSEN**  
20 MAR 15 (10-9C) Eff 2 Apr

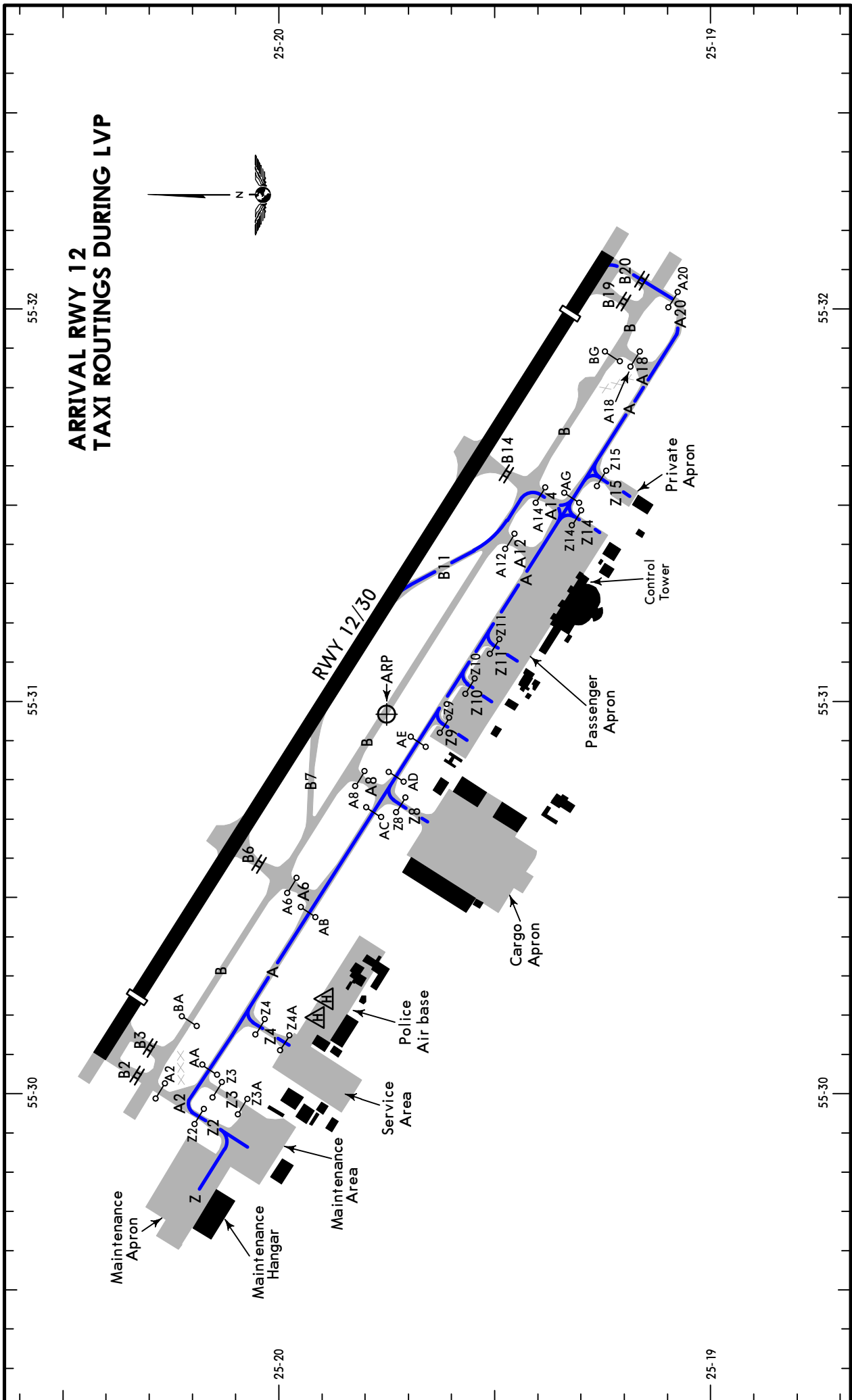
**SHARJAH, UAE**  
SHARJAH INTL

INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
1A thru 1C	N25 19.3 E055 31.4	56	N25 19.5 E055 30.7
2 thru 4	N25 19.3 E055 31.3	57	N25 19.6 E055 30.6
5 thru 7	N25 19.4 E055 31.2	58	N25 19.5 E055 30.6
8	N25 19.4 E055 31.1	59	N25 19.5 E055 30.5
9 thru 13	N25 19.5 E055 31.1	60	N25 19.5 E055 30.6
14	N25 19.6 E055 31.0	61	N25 19.5 E055 30.5
15	N25 19.5 E055 31.1	62	N25 19.4 E055 30.6
16 thru 18	N25 19.5 E055 31.0	80	N25 20.2 E055 29.9
21	N25 19.6 E055 31.0	81 thru 82	N25 20.2 E055 29.8
22	N25 19.6 E055 30.9	83	N25 20.3 E055 29.8
23	N25 19.6 E055 31.0	84	N25 20.3 E055 29.7
24	N25 19.6 E055 30.9	F1	N25 20.0 E055 29.8
25	N25 19.5 E055 30.9	F2	N25 20.0 E055 29.9
26	N25 19.6 E055 30.9		
50	N25 19.6 E055 30.7		
51	N25 19.7 E055 30.6		
52	N25 19.6 E055 30.7		
53	N25 19.6 E055 30.6		
54	N25 19.5 E055 30.7		
55	N25 19.6 E055 30.6		

OMSJ/SHJ

18 AUG 17 **10-9D**

**SHARJAH, UAE**  
SHARJAH INTL

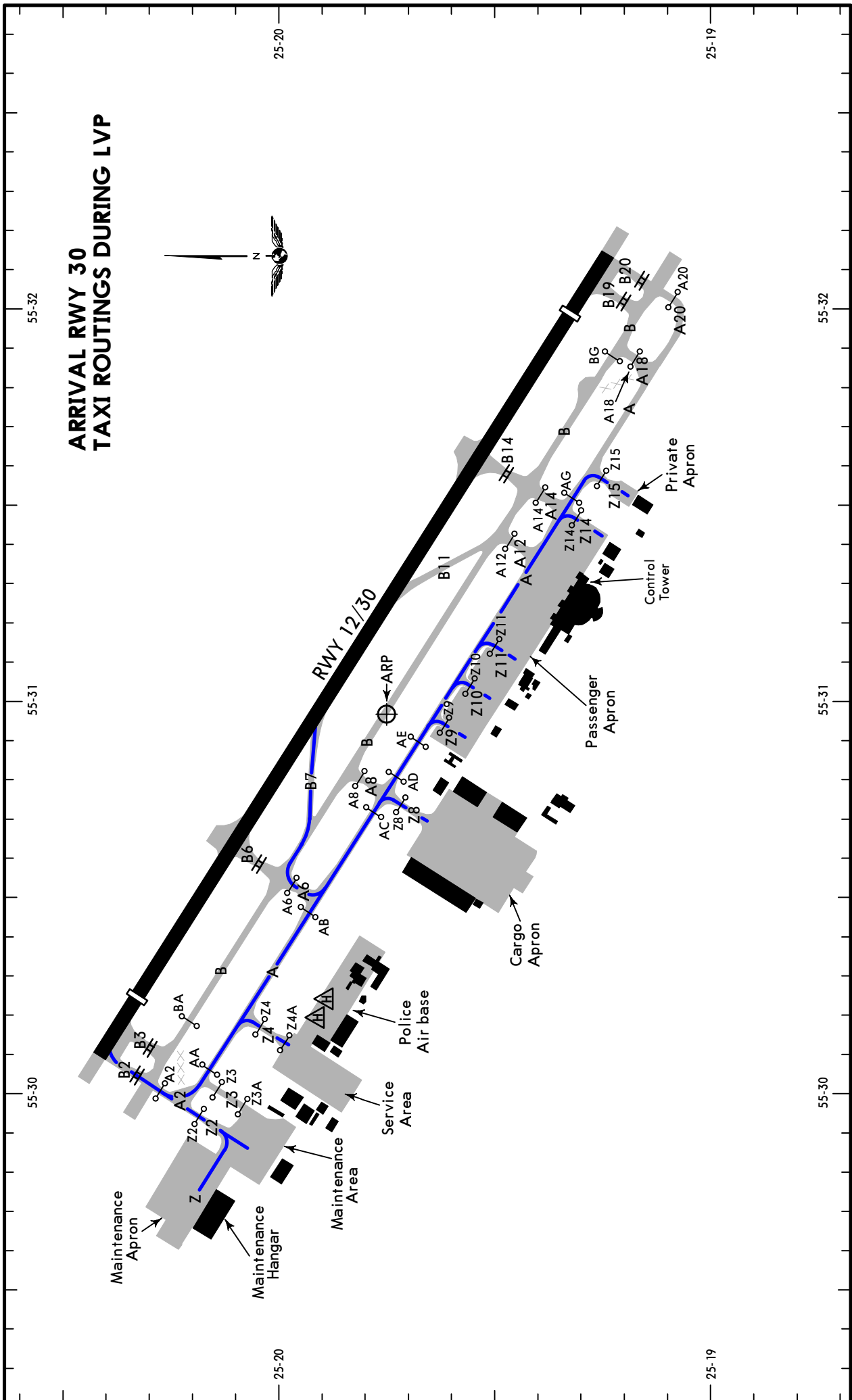


OMSJ/SHJ

18 AUG 17 10-9E

SHARJAH, UAE  
SHARJAH INTL

**ARRIVAL RWY 30  
TAXI ROUTINGS DURING LVP**



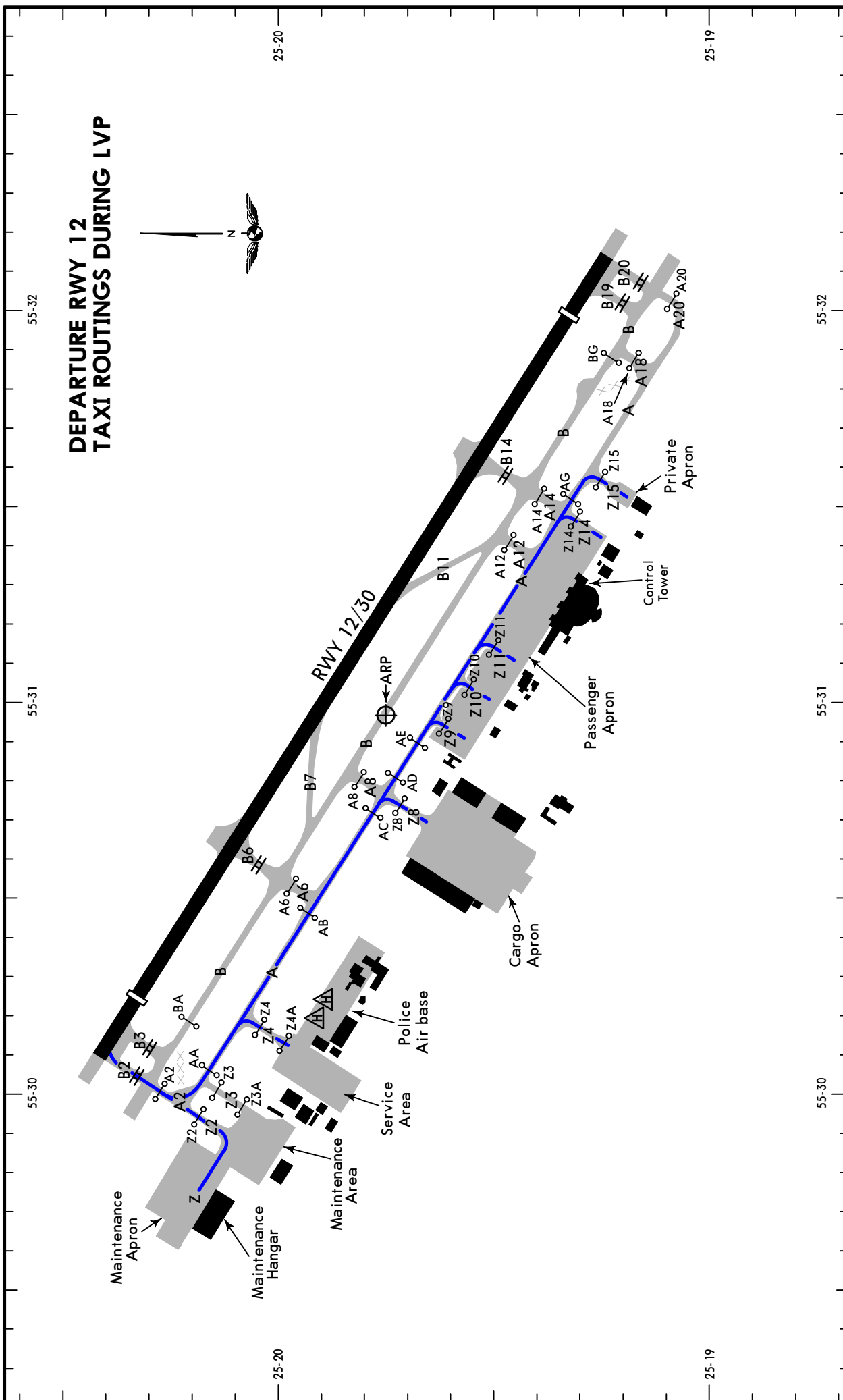
CHANGES: Enhanced accuracy.

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OMSJ/SHJ

18 AUG 17 10-9F

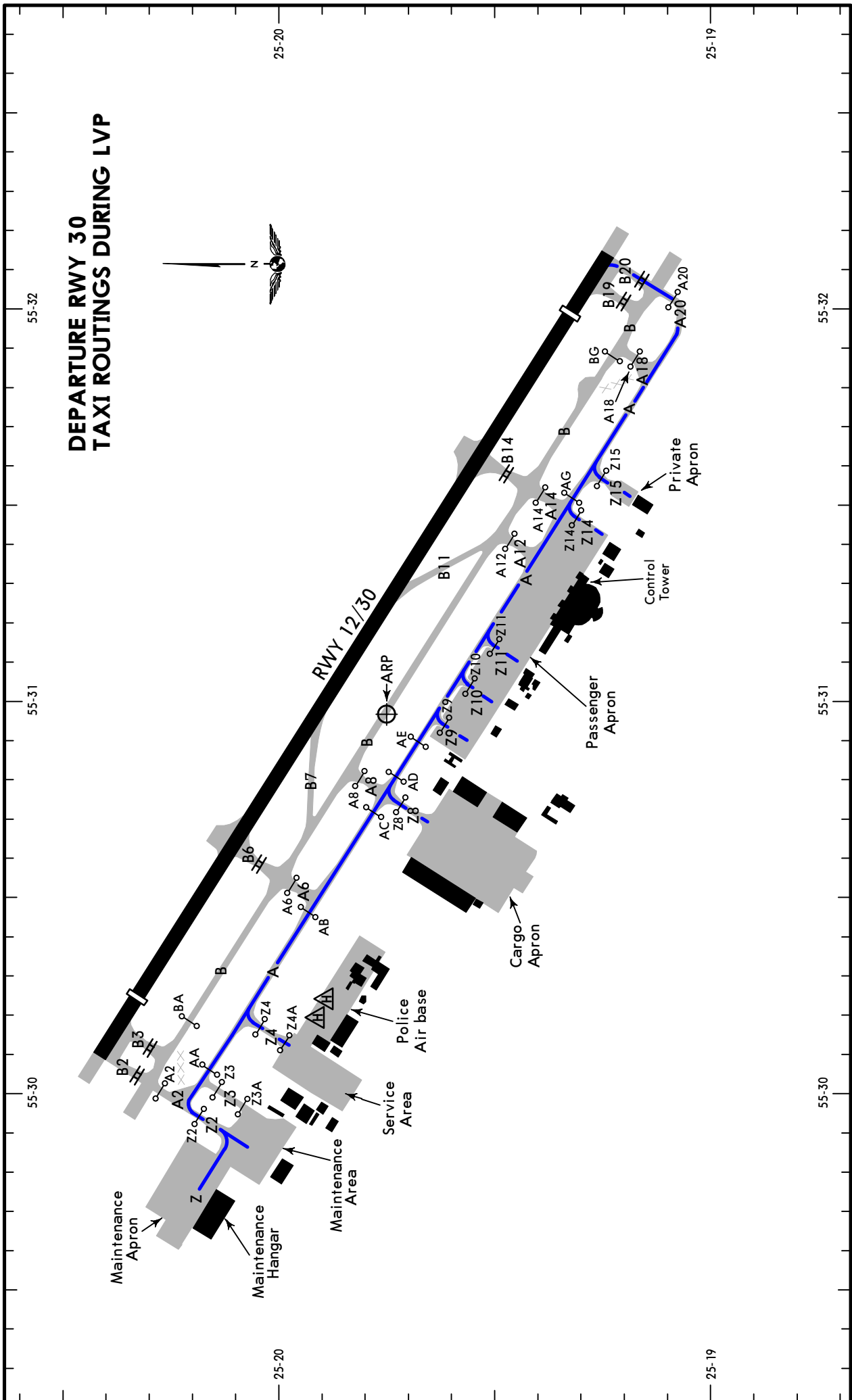
SHARJAH, UAE  
SHARJAH INTL



OMSJ/SHJ

18 AUG 17 **10-9G**

**SHARJAH, UAE**  
SHARJAH INTL

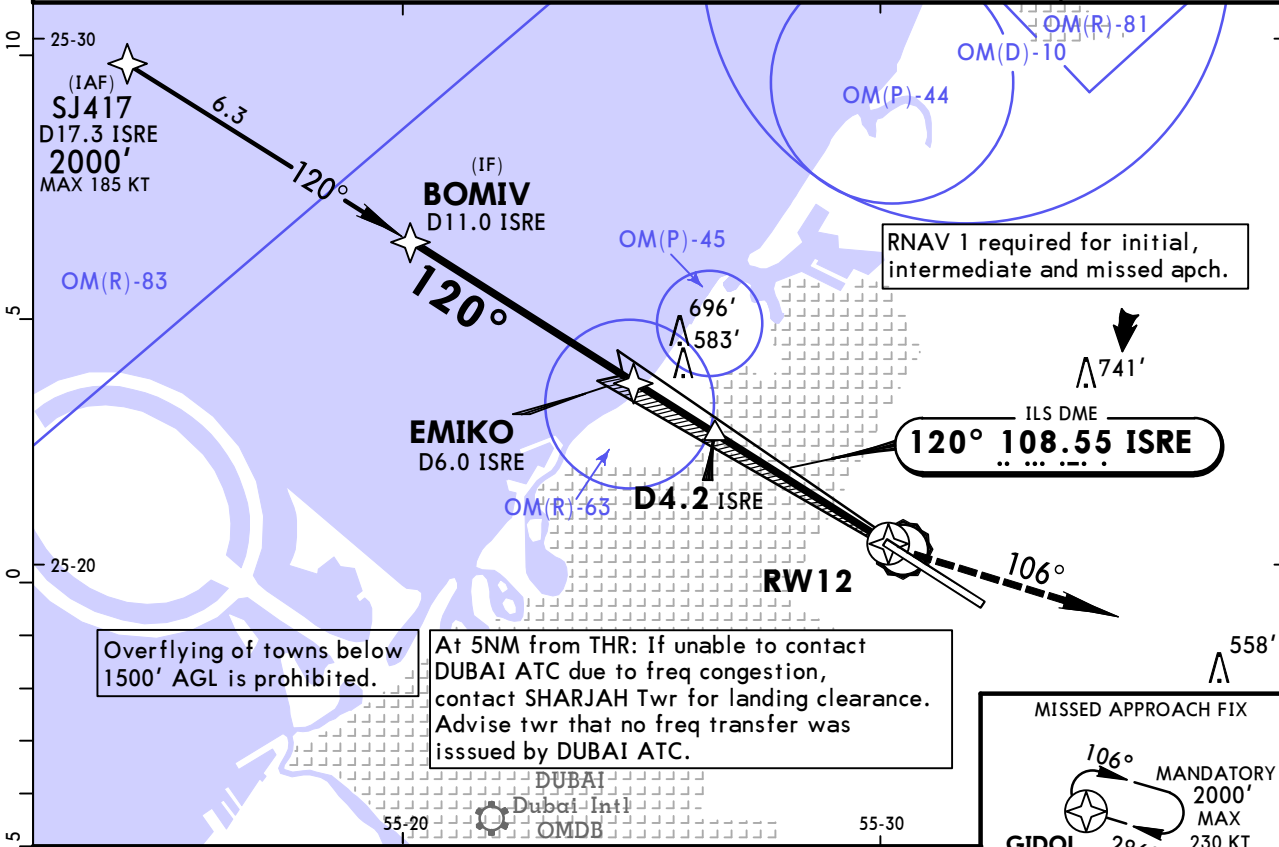
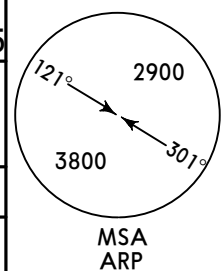


# OMSJ/SHJ SHARJAH INTL

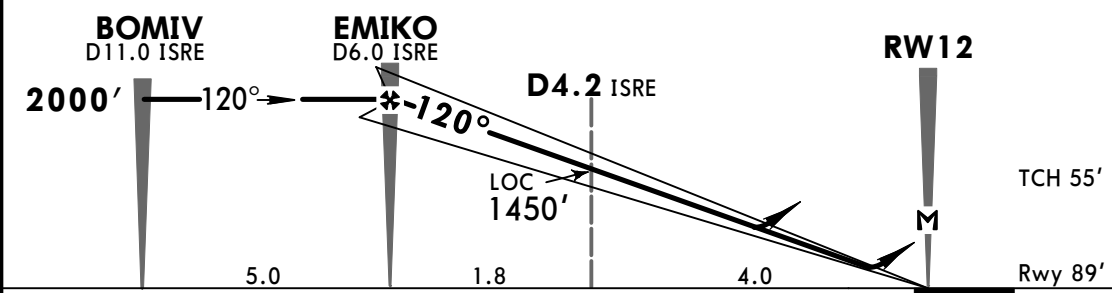
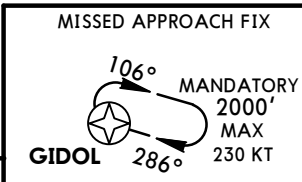
**JEPPESEN**  
1 DEC 17 **(11-1) Eff 7 Dec**

# SHARJAH, UAE ILS Rwy 12

ATIS <b>122.4</b>	DUBAI Arrivals North (APP/R) <b>124.450</b>	DUBAI Arrivals South (APP/R) <b>124.9</b>	DUBAI Director (APP/R) <b>127.9X</b>	SHARJAH Tower <b>118.6</b>	Ground <b>121.875</b>
LOC ISRE <b>108.55</b>	Final Apch Crs <b>120°</b>	GS <b>EMIKO</b> 2000' (1911')	ILS DA(H) <b>289'</b> (200')	Apt Elev 118' Rwy 89'	
<b>MISSED APCH: Climb direct to GIDOL and hold at 2000'.</b>					
Alt Set: hPa		Rwy Elev: 3 hPa	Trans level: FL 150	Trans alt: 13000'	
<b>1. DME required. 2. ILS DME reads zero at TDZ.</b>					



LOC (GS out)	ISRE DME	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1990'	1670'	1350'	1030'	710'	390'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI PAPI 2000' LT GIDOL	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		849
MAP at RW12								

STRAIGHT-IN LANDING RWY 12			
ILS DA(H) <b>289'</b> (200')		LOC (GS out) CDFA DA/MDA(H) <b>400'</b> (311')	
FULL	TDZ or CL out	ALS out	ALS out

PANS OPS	A	B	C	D
			RVR 550m	RVR 1400m
			RVR 550m <b>I</b>	RVR 750m
			RVR 1200m	RVR 1400m
			RVR 750m	RVR 1400m

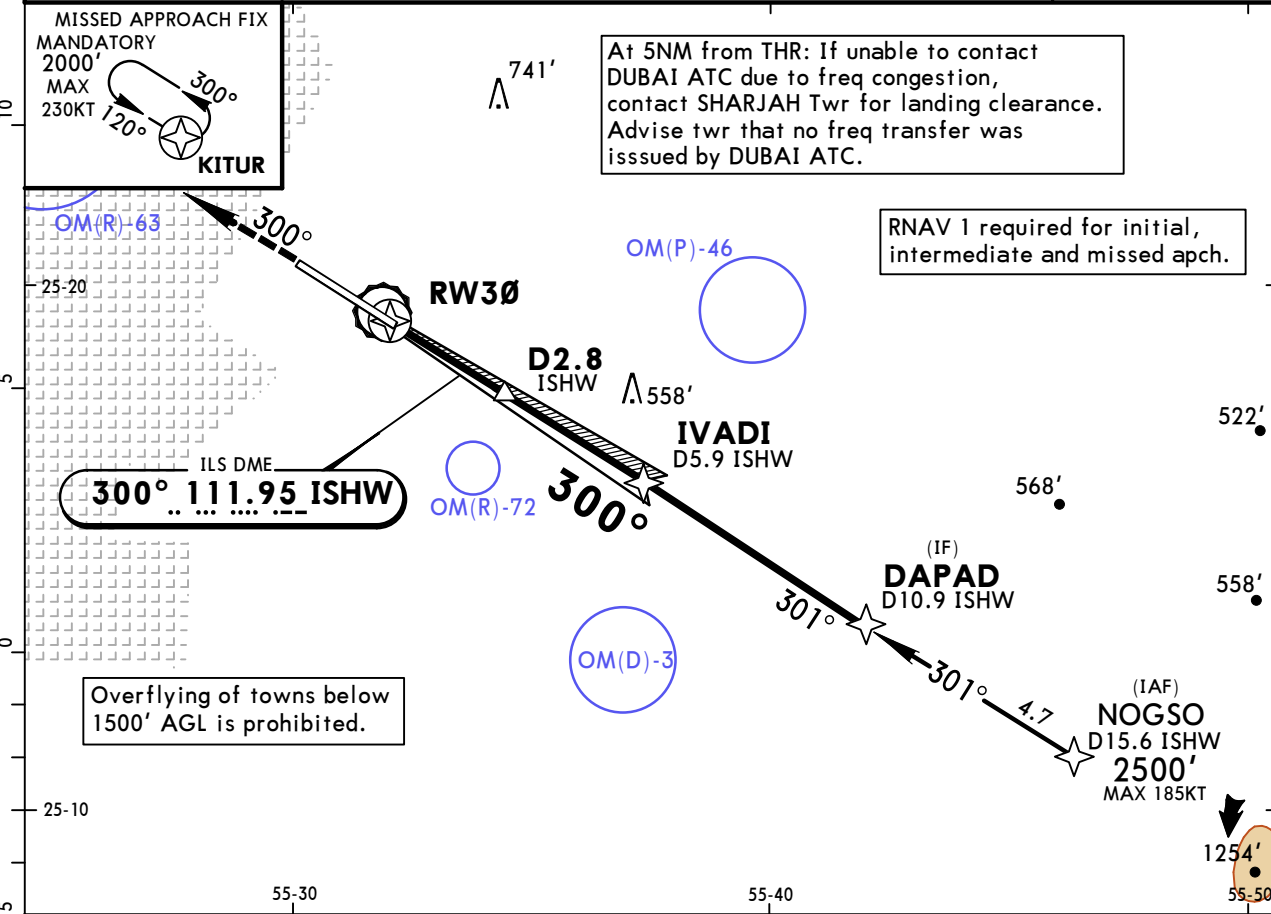
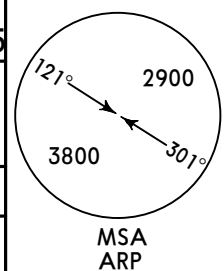
**I** W/o HUD/AP/FD: RVR 750m

# OMSJ/SHJ SHARJAH INTL

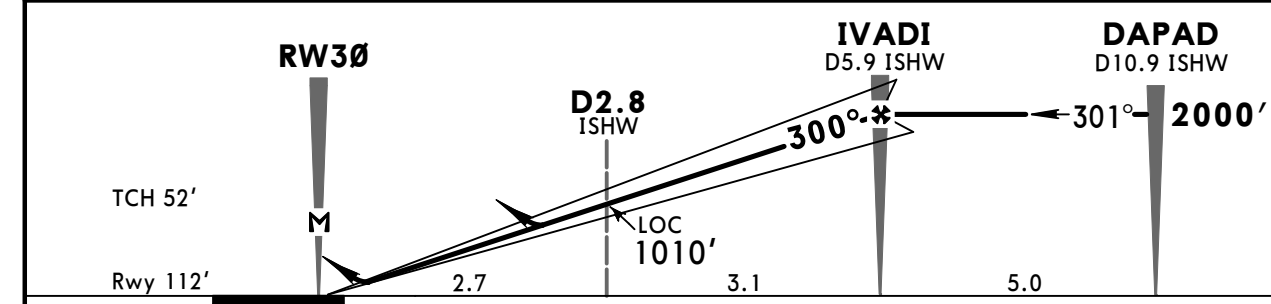
**JEPPESSEN**  
1 DEC 17 **11-2** Eff 7 Dec

# SHARJAH, UAE ILS Rwy 30

ATIS <b>122.4</b>	DUBAI Arrivals North (APP/R) <b>124.450</b>	DUBAI Arrivals South (APP/R) <b>124.9</b>	DUBAI Director (APP/R) <b>127.9X</b>	SHARJAH Tower <b>118.6</b>	Ground <b>121.875</b>
LOC ISHW <b>111.95</b>	Final Apch Crs <b>300°</b>	GS IVADI <b>2000'</b> (1888')	ILS DA(H) <b>312'</b> (200')	Apt Elev 118' Rwy 112'	
<b>MISSED APCH: Climb direct to KITUR and hold at 2000'.</b>					
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: FL 150	
<b>1. DME required.</b>		<b>2. ILS DME reads zero at TDZ.</b>		Trans alt: 13000'	



LOC (GS out)	ISHW DME	0.9	1.9	2.9	3.9	4.9	5.9
	ALTITUDE	400'	710'	1020'	1340'	1650'	1970'



Gnd speed-Kts	70	90	100	120	140	160	HI ALS-II REIL PAPI PAPI 2000' KITUR
ILS GS or	3.00°	372	478	531	637	743	
LOC Descent Angle	3.00°	372	478	531	637	743	

<b>Standard</b>				<b>ILS</b>		<b>LOC (GS out)</b>	
				DA(H) <b>312'</b> (200')		CDFA	
				FULL		DA/MDA(H) <b>460'</b> (348')	
				TDZ or CL out		ALS out	
A	RVR 550m		RVR 550m <b>I</b>		RVR 1200m		RVR 1500m
B	RVR 550m		RVR 1200m		RVR 900m		RVR 1600m
C	RVR 550m		RVR 1200m		RVR 900m		RVR 1600m
D	RVR 550m		RVR 1200m		RVR 900m		RVR 1600m

**I** W/o HUD/AP/FD: RVR 750m  
 CHANGES: MSA. Bearing. Waypoint ident. Altitude.  
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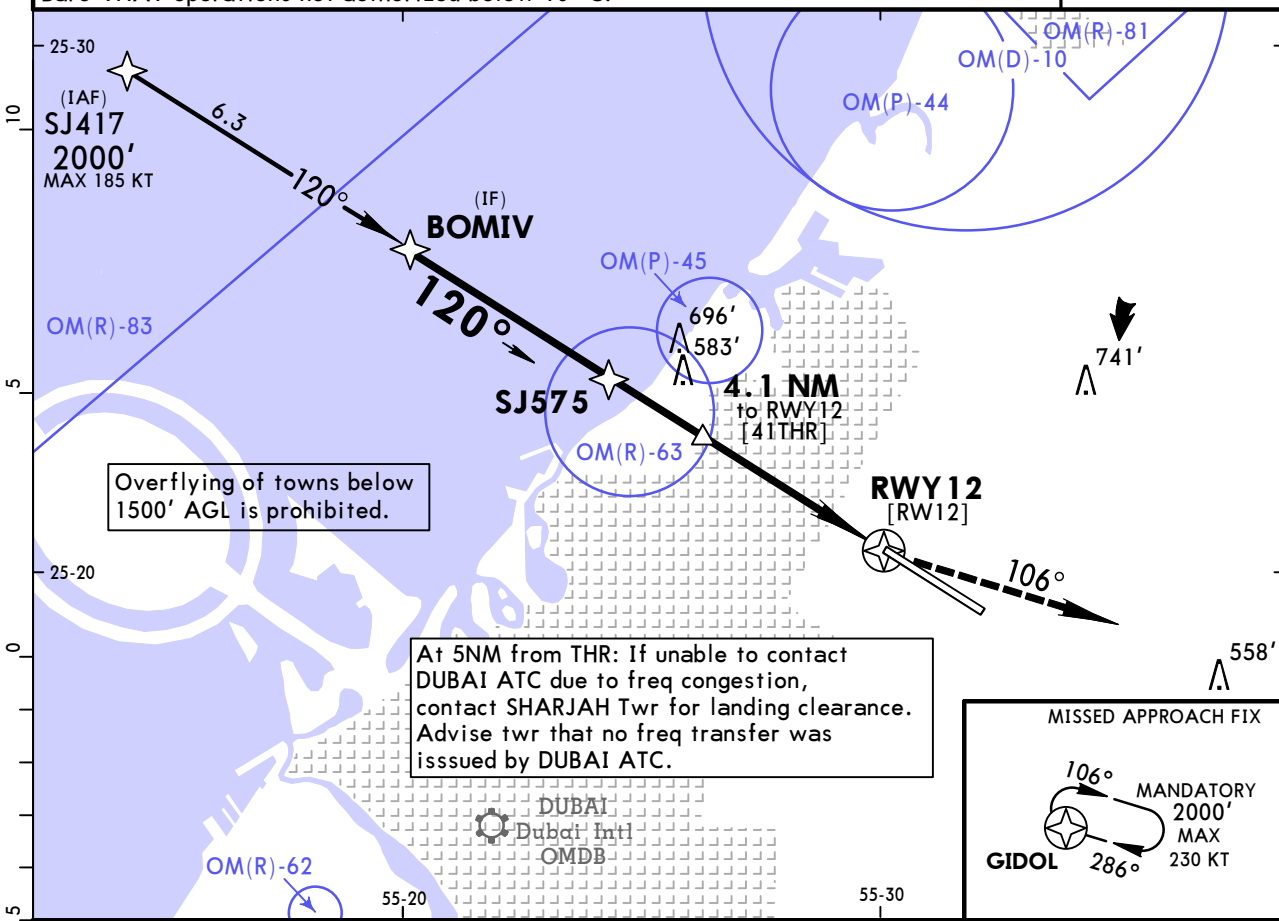
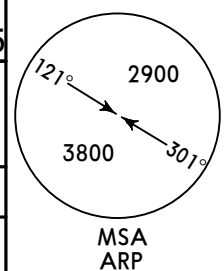


# OMSJ/SHJ SHARJAH INTL

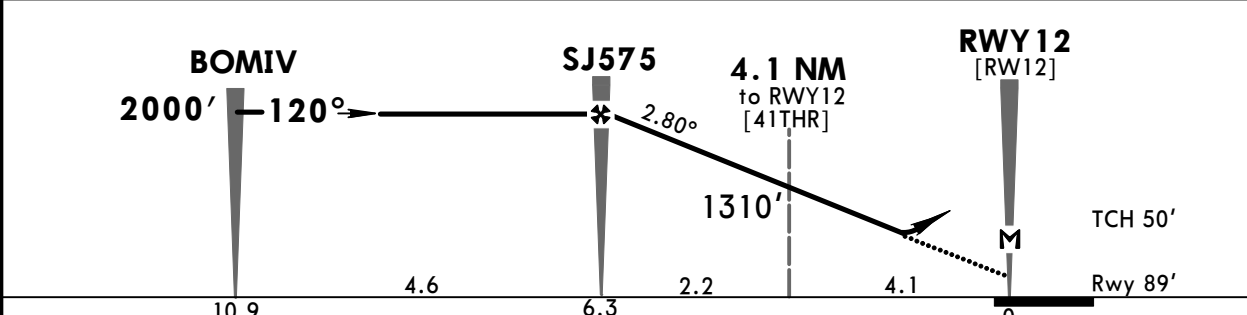
**JEPPESEN**  
1 DEC 17  
Eff 7 Dec 12-1

# SHARJAH, UAE RNAV (GNSS) Z Rwy 12

ATIS <b>122.4</b>	DUBAI Arrivals North (APP/R) <b>124.450</b>	DUBAI Arrivals South (APP/R) <b>124.9</b>	DUBAI Director (APP/R) <b>127.9X</b>	SHARJAH Tower <b>118.6</b>	Ground <b>121.875</b>
RNAV	Final Apch Crs <b>120°</b>	Minimum Alt <b>SJ575</b> <b>2000'</b> (1911')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 118' Rwy 89'	
<b>MISSED APCH: Climb direct to GIDOL and hold at 2000'.</b>					
Alt Set: hPa		Rwy Elev: 3 hPa	Trans level: FL 150	Trans alt: 13000'	
Baro-VNAV operations not authorized below 10° C.					



DIST to RWY12	6.2	5.2	4.2	3.2	2.2	1.2	0.2
ALTITUDE	1980'	1680'	1380'	1090'	790'	490'	190'



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle	2.80°	347	446	495	594	792	
LNAV/VNAV MAP at DA							
LNAV MAP at RWY12							

<b>Standard</b>				STRAIGHT-IN LANDING RWY 12			
LNAV/VNAV				LNAV CDFA			
DA(H) ABC: <b>339'</b> (250') D: <b>343'</b> (254')				DA/MDA(H) <b>460'</b> (371')			
ALS out				ALS out			

PANS OPS	A				RVR 1500m
	B				RVR 1500m
	C	RVR 750m <b>■</b>	RVR 1300m	RVR 1000m	RVR 1700m
	D				RVR 1700m

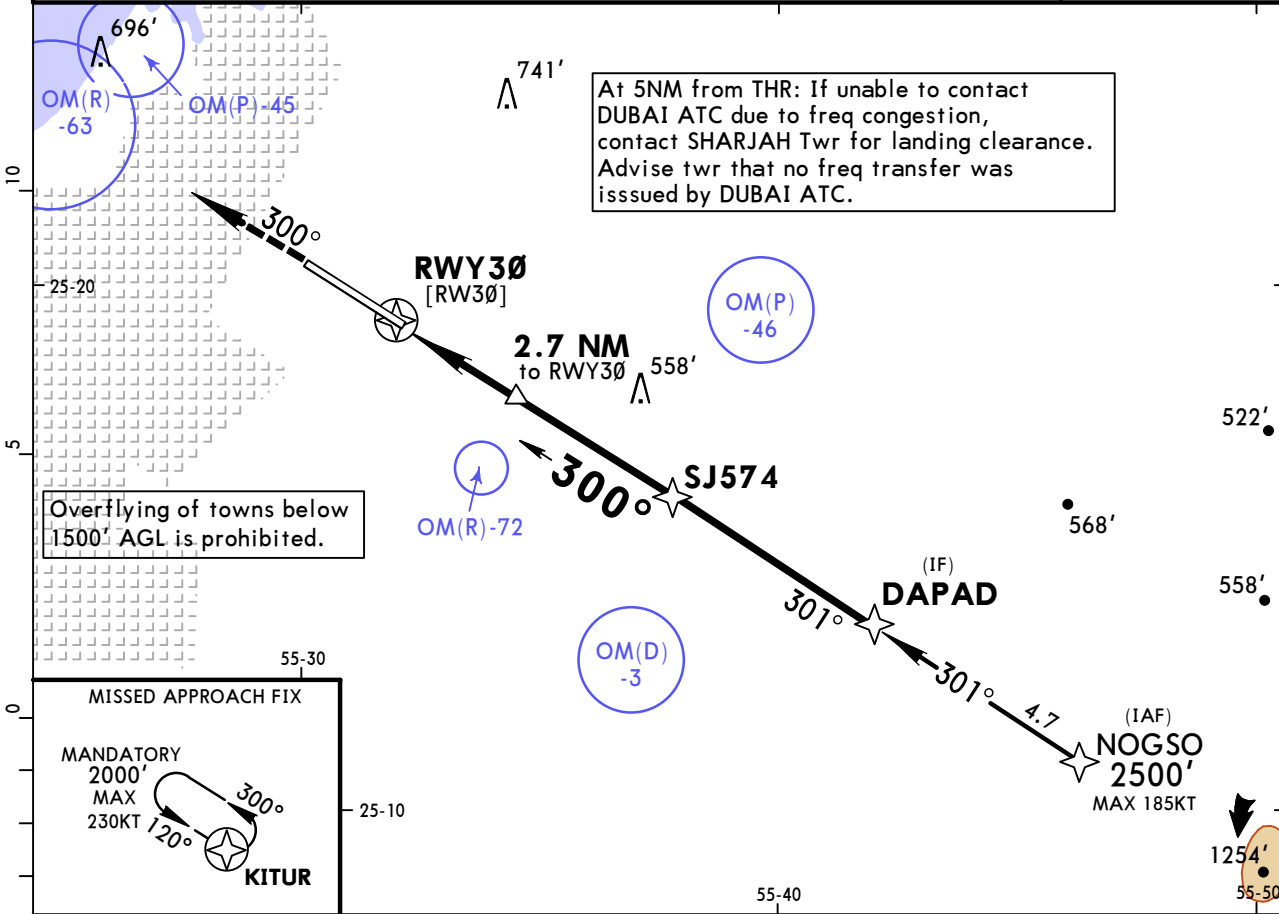
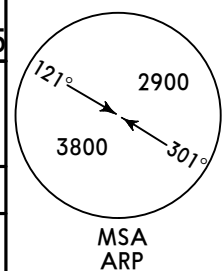
**■** With TDZ & CL & HUD: RVR 600m.

# OMSJ/SHJ SHARJAH INTL

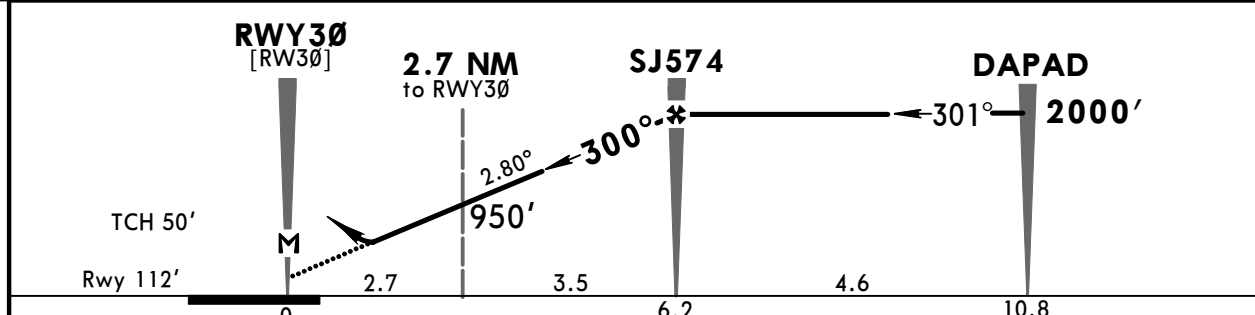
**JEPPESSEN**  
1 DEC 17  
Eff 7 Dec (12-2)

# SHARJAH, UAE RNAV (GNSS) Z Rwy 30

ATIS <b>122.4</b>	DUBAI Arrivals North (APP/R) <b>124.450</b>	DUBAI Arrivals South (APP/R) <b>124.9</b>	DUBAI Director (APP/R) <b>127.9X</b>	SHARJAH Tower <b>118.6</b>	Ground <b>121.875</b>
RNAV	Final Apch Crs <b>300°</b>	Minimum Alt <b>SJ574</b> <b>2000'</b> (1888')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 118' Rwy 112'	
<b>MISSED APCH: Climb direct to KITUR and hold at 2000'.</b>					
Alt Set: hPa			Rwy Elev: 4 hPa		Trans level: FL 150
Baro-VNAV operations not authorized below 10° C.			Trans alt: 13000'		



DIST to RWY30	1.1	2.1	3.1	4.1	5.1	6.1
ALTITUDE	480'	780'	1080'	1380'	1670'	1970'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II 2000'	KITUR
Descent Angle	2.80°	347	446	495	594	693		
LNAV/VNAV MAP at DA							REIL PAPI	
LNAV MAP at RWY30								

<b>Standard</b>				<b>STRAIGHT-IN LANDING RWY 30</b>			
LNAV/VNAV		LNAV		CDFA		ALS out	
A: 366'(254')		A: 366'(254')		DA/MDA(H) 490'(378')			
C: 387'(275')		C: 387'(275')					
DA(H) B: 379'(267')		DA(H) B: 379'(267')					
D: 397'(285')		D: 397'(285')					
A							RVR 1500m
B		RVR 1300m					
C	RVR 750m		RVR 1000m				RVR 1700m
D		RVR 1400m					

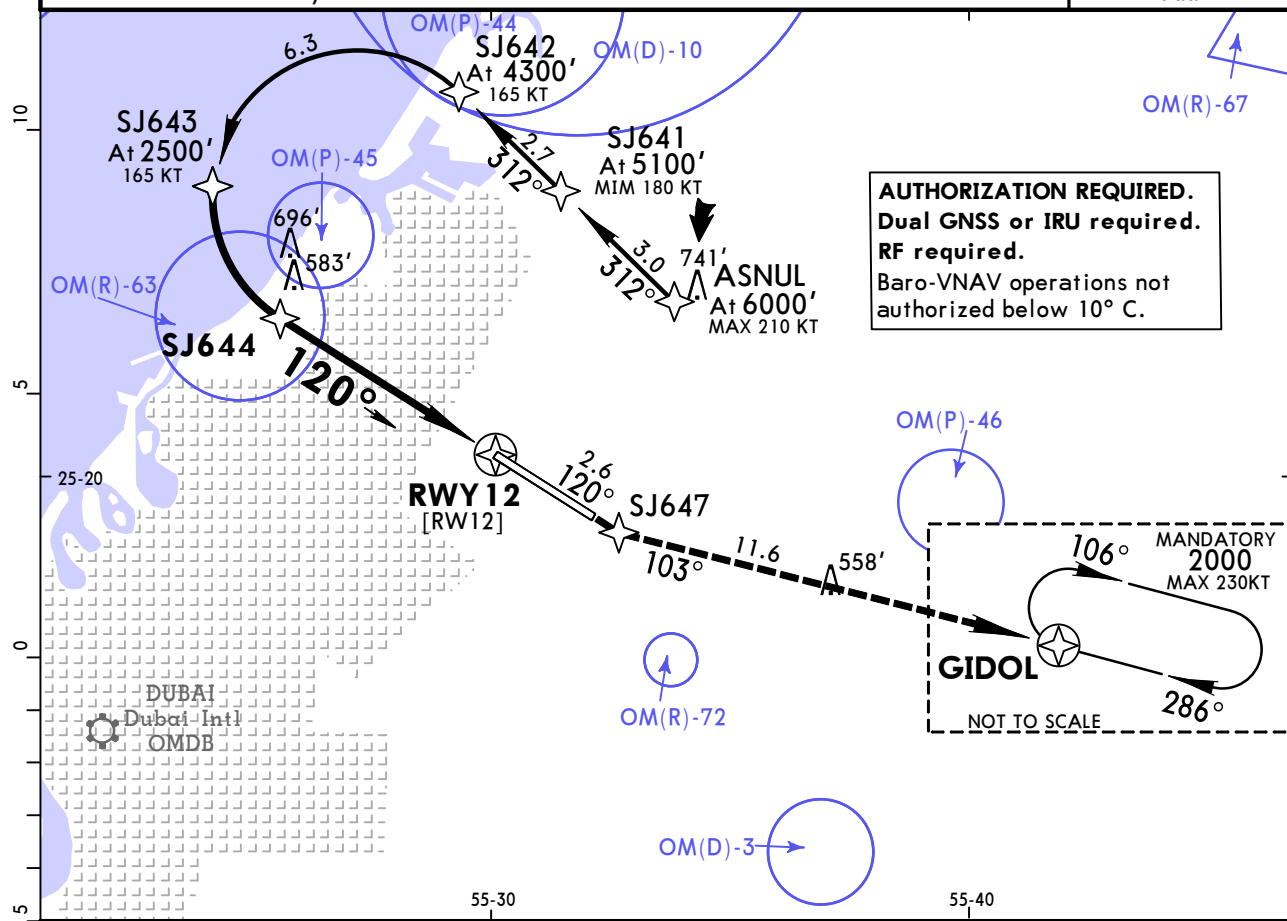
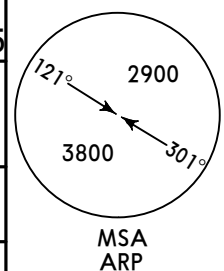
With TDZ & CL & HUD: CAT ABC RVR 600m, CAT D RVR 650m.

# OMSJ/SHJ SHARJAH INTL

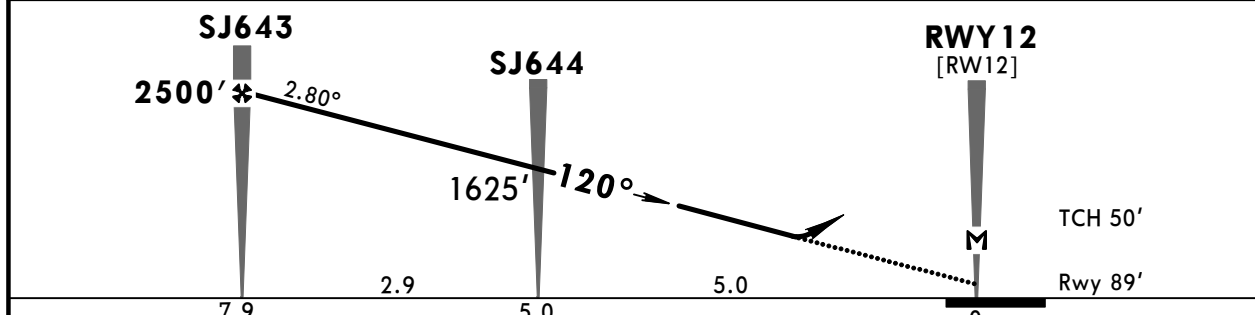
**JEPPESEN**  
1 DEC 17  
Eff 7 Dec (12-21)

# SHARJAH, UAE RNAV (RNP) Y Rwy 12

ATIS 122.4	DUBAI Arrivals North (APP/R) 124.450	DUBAI Arrivals South (APP/R) 124.9	DUBAI Director (APP/R) 127.9X	SHARJAH Tower 118.6	Ground 121.875
RNAV	Final Apch Crs <b>120°</b>	Minimum Alt <b>SJ643</b> 2500' (2411')	RNP 0.30 DA(H) Refer to Minimums	Apt Elev 118' Rwy 89'	
<b>MISSED APCH:</b> Climb direct to SJ647, then turn LEFT on 103° to GIDOL and hold at 2000'.					
Alt Set: hPa		Rwy Elev: 3 hPa	Trans level: FL 150	Trans alt: 13000'	



DIST to RWY12	7.5	6.5	5.5	4.5	3.5	2.5	1.5	0.5
ALTITUDE	2360'	2070'	1770'	1470'	1180'	880'	580'	290'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI PAPI SJ647 ↑
Descent Angle	2.80°	347	446	495	594	693	

<b>Standard</b>		STRAIGHT-IN LANDING RWY 12			
		RNP 0.30 CDFA			
DA(H)		A: 402' (313')	B: 423' (334')	C: 441' (352')	D: 460' (371')
		ALS out			
A	RVR 750m	RVR 1400m			
B	RVR 800m	RVR 1500m			
C	RVR 900m	RVR 1600m			
D	RVR 1000m	RVR 1700m			

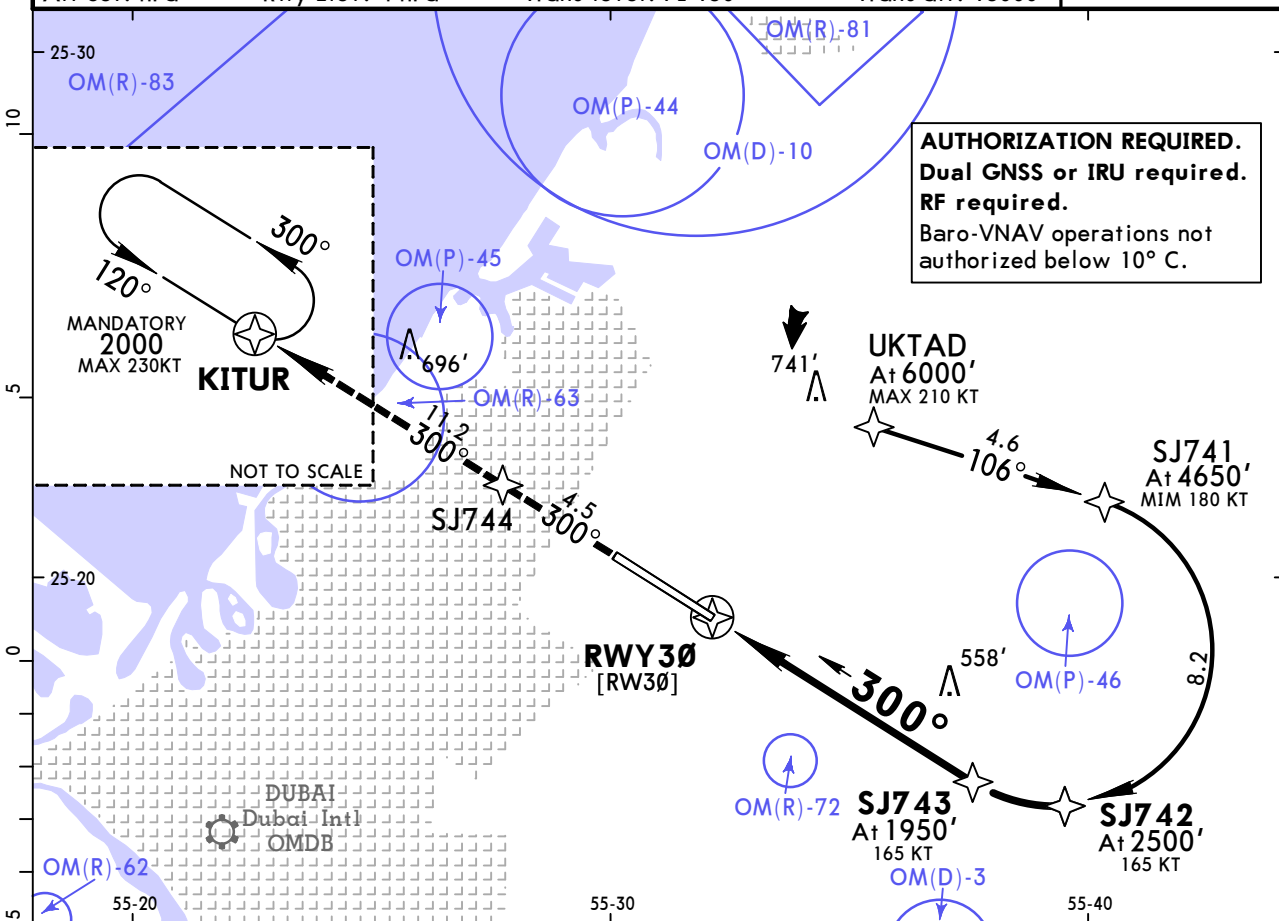
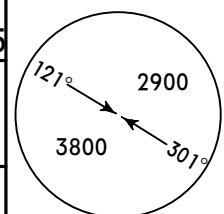
With TDZ & CL & HUD: RVR 700m.

# OMSJ/SHJ SHARJAH INTL

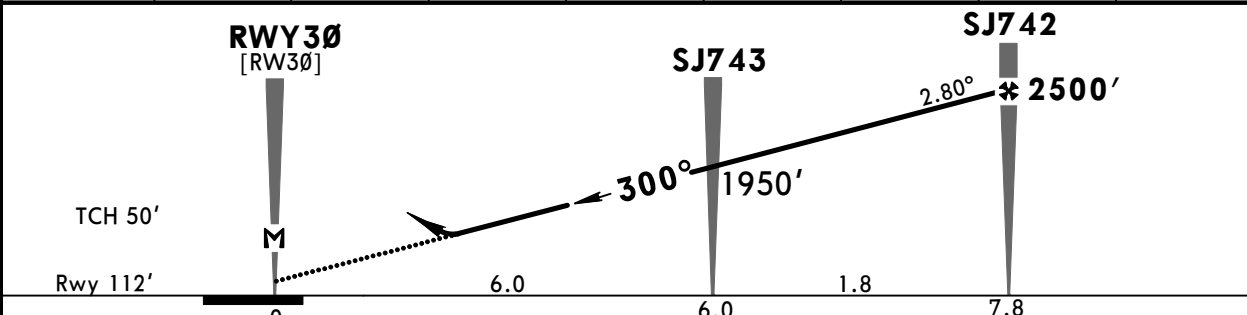
**JEPPESSEN**  
1 DEC 17  
Eff 7 Dec 12-22

# SHARJAH, UAE RNAV (RNP) Y Rwy 30

ATIS <b>122.4</b>	DUBAI Arrivals North (APP/R) <b>124.450</b>	DUBAI Arrivals South (APP/R) <b>124.9</b>	DUBAI Director (APP/R) <b>127.9X</b>	SHARJAH Tower <b>118.6</b>	Ground <b>121.875</b>
RNAV	Final Apch Crs <b>300°</b>	Procedure Alt <b>SJ742</b> <b>2500'</b> (2388')	RNP 0.30 DA(H) Refer to Minimums	Apt Elev 118' Rwy 112'	
<b>MISSED APCH: Climb to 1500' direct to SJ744, then to KITUR and hold at 2000'.</b>					
Alt Set: hPa	Rwy Elev: 4 hPa	Trans level: FL 150	Trans alt: 13000'		MSA ARP



DIST to RWY30	0.7	1.7	2.7	3.7	4.7	5.7	6.7	7.7
ALTITUDE	370'	660'	960'	1260'	1560'	1860'	2160'	2450'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI PAPI 1500' SJ744
Descent Angle	2.80°	347	446	495	594	792	

**Standard** STRAIGHT-IN LANDING RWY 30  
RNP 0.30  
CDFA  
DA(H) A: **393'** (281') B: **405'** (293') C: **413'** (301') D: **424'** (312')  
ALS out

A	RVR 750m <b>I</b>	RVR 1400m
B		
C		
D		

**I** With TDZ & CL & HUD: CAT AB RVR 650m, CAT CD RVR 700m.