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Revision Letter For Cycle 07-2013

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Notebook

General Information

Location: Muscat Omn
IATA Code: MCT
Lat/Long: N23° 35.6' E058° 16.9'
Elevation: 49 ft

Airport Use: Public
Magnetic Variation: 1.2°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: 0146 Z
Sunset: 1428 Z,

Runway Information

Runway: 08R
Length x Width: 11759 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 49 ft
Lighting: Edge, ALS, REIL
Displaced Threshold: 1375 ft

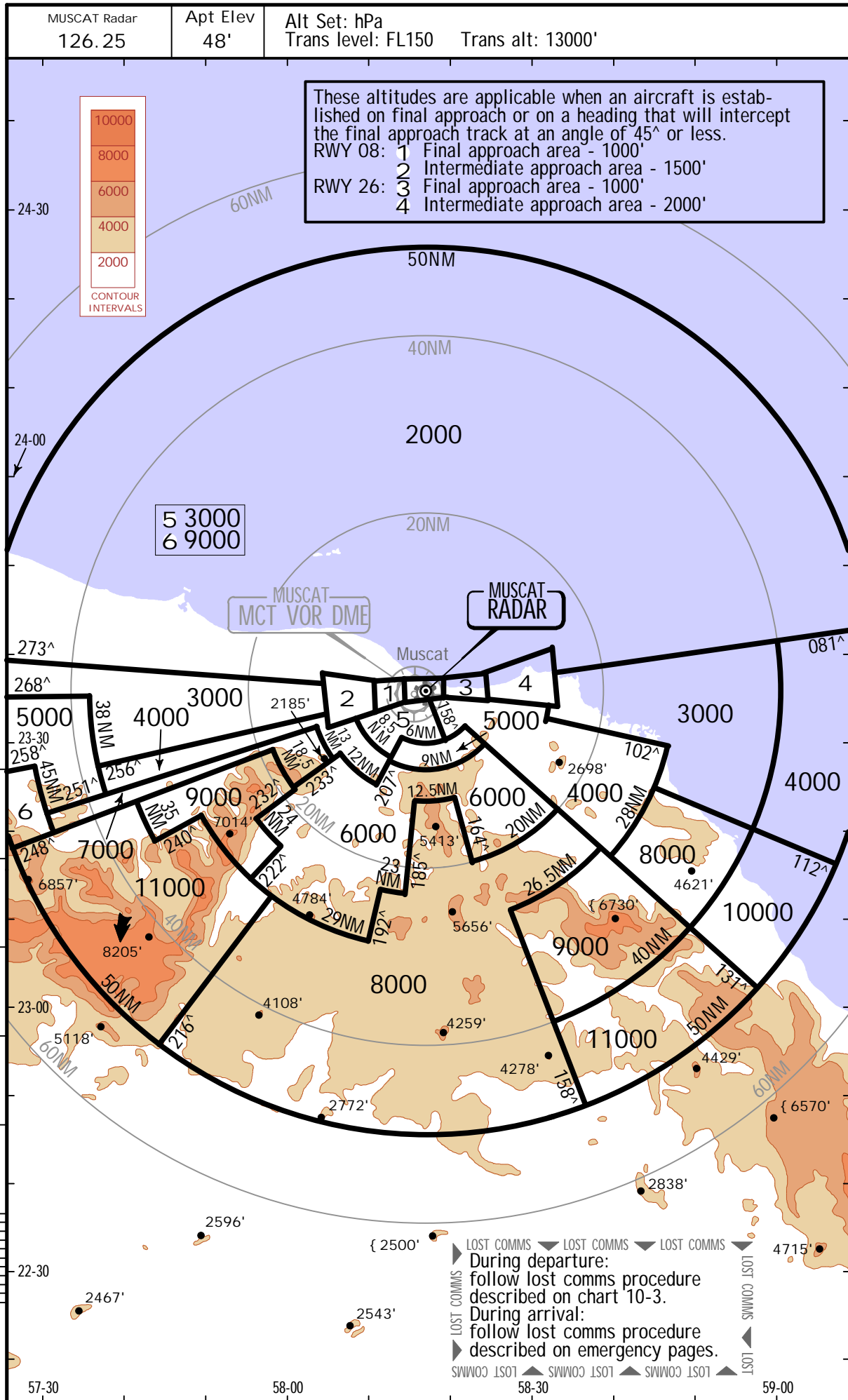
Runway: 26L
Length x Width: 11759 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 32 ft
Lighting: Edge, ALS, REIL

Communication Information

ATIS 126.8
Muscat Tower 118.4
Muscat Ground Control 121.8
Airport Fire Ground Control 121.6
Muscat Approach Control 121.2

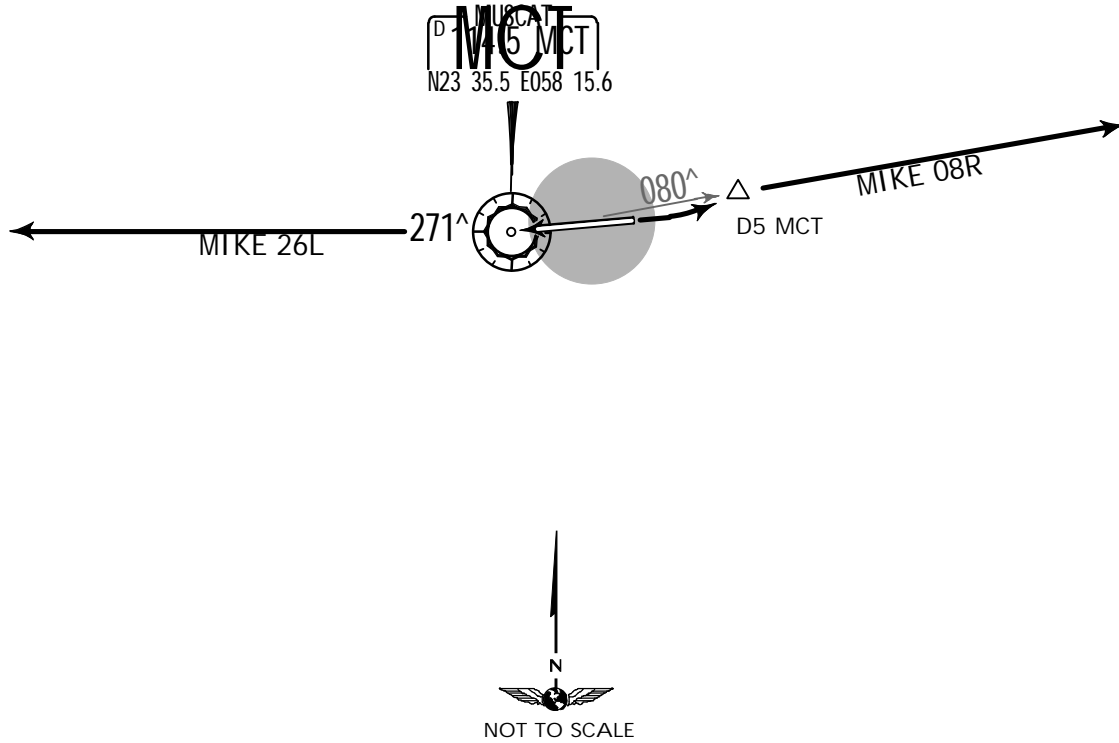
Muscat Radar 134.75 Secondary

Muscat Radar 126.25



MUSCAT Radar 126.25	Apt Elev 49'	Trans level: FL150 Trans alt: 13000'
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MIKE 08R, MIKE 26L RWYS 08R, 26L DEPARTURES



MIKE 08R

Follow SID, maintain 3000' or last assigned Radar instructions to D20 MCT. Then

- R-462 track T-500 direct to VUSET;
- G-216 track direct to ITILA, then G-216;
- Traffic entering MUMBAI FIR via RASKI, PARAR and TOTOX continue on MCT R-080 until passing 5000', then track direct MUSRU planned route;

all routes climb to FL230 or planned level, if lower, or last assigned level, if higher, enroute destination.

Other routes turn LEFT to MCT, cross at 12000', then climb to FL200 or planned level. If lower (westbound) or FL230 or planned level, if lower (eastbound) or last assigned level, if higher, enroute destination.

MIKE 26L

Follow SID, maintain 3000' or last assigned Radar instructions to D20 MCT. Then

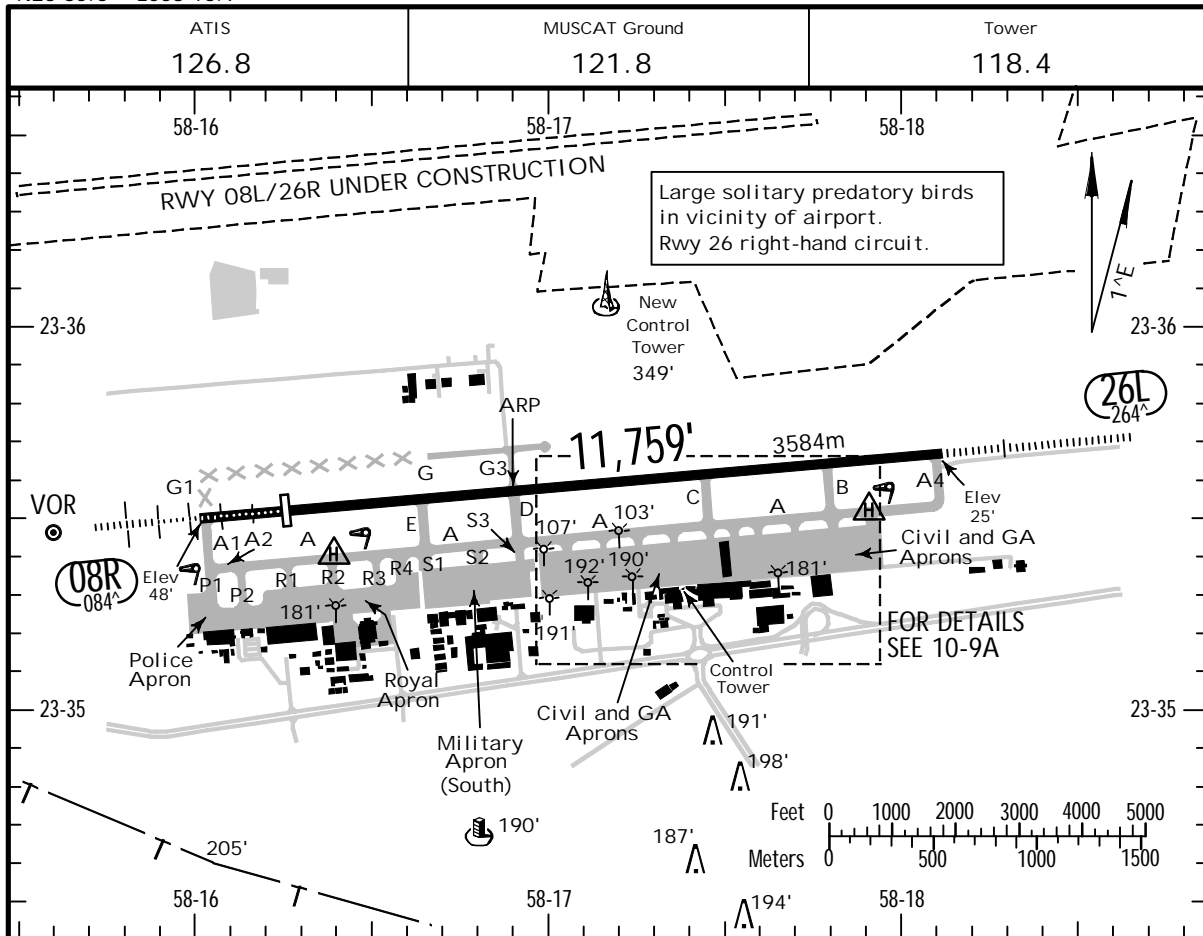
- P-899 (westbound) traffic - track via L-764 to IVETO, then PAXIM to ITRAX;
- P-574, M-762 or B-540 traffic via T-508;

both routes climb to FL200 or planned level, if lower, or last assigned level, if higher, enroute destination.

Other routes turn RIGHT to MCT, cross at 12000', then climb to FL200 or planned level. If lower (westbound) or FL230 or planned level, if lower (eastbound) or last assigned level, if higher, enroute destination.

Lost Comms aircraft observed on Radar to be flying other than this procedure will be assumed to be in an emergency situation and will have priority for landing at Muscat.

SID	RWY	ROUTING
MIKE 08R	08R	Turn LEFT before D5 MCT, intercept MCT R-080, climb to 3000'. Further climb and vectoring by MUSCAT Radar.
MIKE 26L	26L	Climb to MCT, turn RIGHT, MCT R-271, climb to 3000'. Further climb and vectoring by MUSCAT Radar.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond		
08R 26L	HIRL (60m) HIALS REIL PAPI-L (angle 3.0°)	10,384' 3165m	9290' 2832m		148' 45m
08L 26R	UNDER CONSTRUCTION		10,726' 3269m		

1 WARNING: Rwy under construction and not to be used for landing under any circumstances, marked by elevated illuminated "X".

NOISE ABATEMENT PROCEDURE

All aircraft departing to the Northwest are required to avoid overflying OO(R)-7. Approach/Radar will issue appropriate headings to avoid this area.

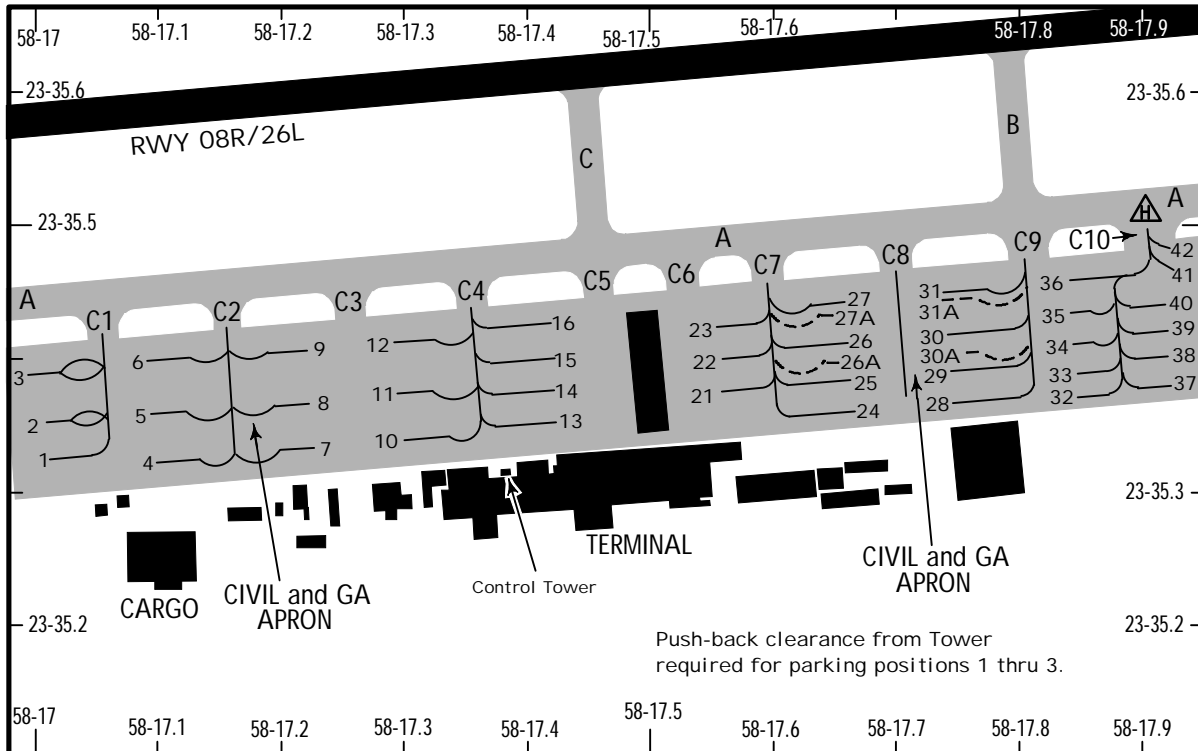
TAKE-OFF

AIR CARRIER (JAA)
 Rwys 08R/26L

RCLM (DAY only)
 or RL

A
 B
 C
 D

RVR 800m



INS COORDINATES

STAND No.	COORDINATES	Elev.	STAND No.	COORDINATES	Elev.
1	N23 35.3 E058 17.0	51	26	N23 35.4 E058 17.7	37
2	N23 35.4 E058 17.0	50	26A	N23 35.4 E058 17.7	38
3	N23 35.4 E058 17.0	49	27, 27A	N23 35.5 E058 17.7	36
4	N23 35.3 E058 17.1	50	28	N23 35.4 E058 17.8	38
5	N23 35.4 E058 17.1	49	29	N23 35.4 E058 17.8	37
6	N23 35.4 E058 17.1	47	30	N23 35.4 E058 17.8	35
7	N23 35.3 E058 17.2	48	30A	N23 35.4 E058 17.8	36
8	N23 35.4 E058 17.2	47	31	N23 35.5 E058 17.8	33
9	N23 35.4 E058 17.2	45	31A	N23 35.5 E058 17.8	34
10	N23 35.4 E058 17.3	46	32	N23 35.4 E058 17.9	37
11	N23 35.4 E058 17.3	45	33	N23 35.4 E058 17.9	36
12	N23 35.4 E058 17.3	43	34	N23 35.4 E058 17.9	35
13	N23 35.4 E058 17.4	43	35	N23 35.5 E058 17.9	33
14, 15	N23 35.4 E058 17.4	42	36	N23 35.5 E058 17.9	32
16	N23 35.4 E058 17.4	41	37 thru 40	N23 35.4 E058 17.9	
21	N23 35.4 E058 17.6	40	41, 42	N23 35.5 E058 17.9	
22	N23 35.4 E058 17.6	39			
23	N23 35.4 E058 17.6	38			
24	N23 35.4 E058 17.7	40			
25	N23 35.4 E058 17.7	39			

STRAIGHT-IN RWY		A	B	C	D
08R	ILS	278' (229')	278' (229')	278' (229')	278' (229')
	FULL	R800m	R800m	R800m	R800m
	Limited	R800m	R800m	R800m	R800m
	ALS out	R1200m	R1200m	R1200m	R1200m
LOC 1		570' (521')	570' (521')	570' (521')	570' (521')
		R1500m	R1500m	R1700m	R1700m
	ALS out	R1500m	R1500m	C2400m	C2400m
VOR 1		580' (531')	580' (531')	580' (531')	580' (531')
		R1500m	R1500m	R1700m	R1700m
	ALS out	R1500m	R1500m	C2400m	C2400m
26L	ILS	440' (413')	440' (413')	440' (413')	440' (413')
		R1200m	R1200m	R1200m	R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	LOC 1	570' (543')	570' (543')	570' (543')	570' (543')
ALS out		R1500m	R1500m	R1800m	R1800m
		R1500m	R1500m	C2400m	C2400m
VOR 1		570' (543')	570' (543')	570' (543')	570' (543')
		R1500m	R1500m	R1800m	R1800m
	ALS out	R1500m	R1500m	C2400m	C2400m

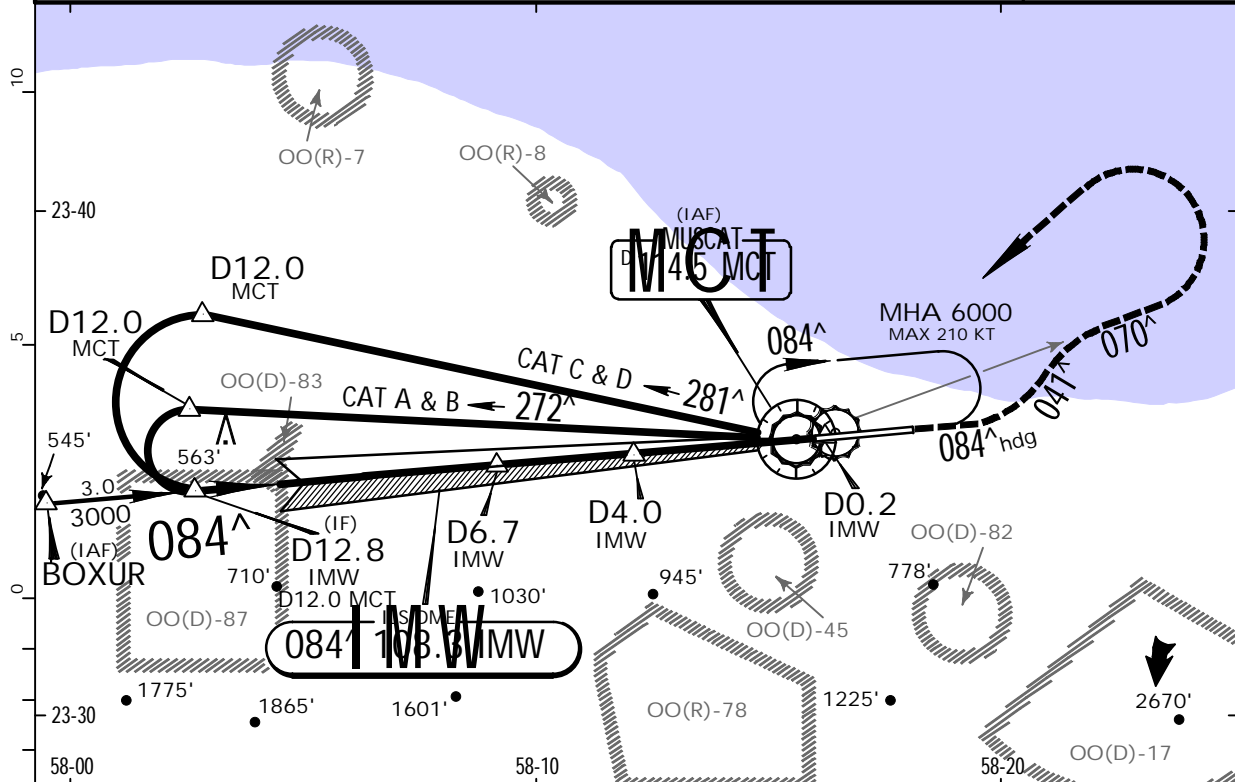
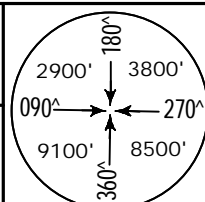
1 Continuous Descent Final Approach.

TAKE-OFF RWY 08R, 26L

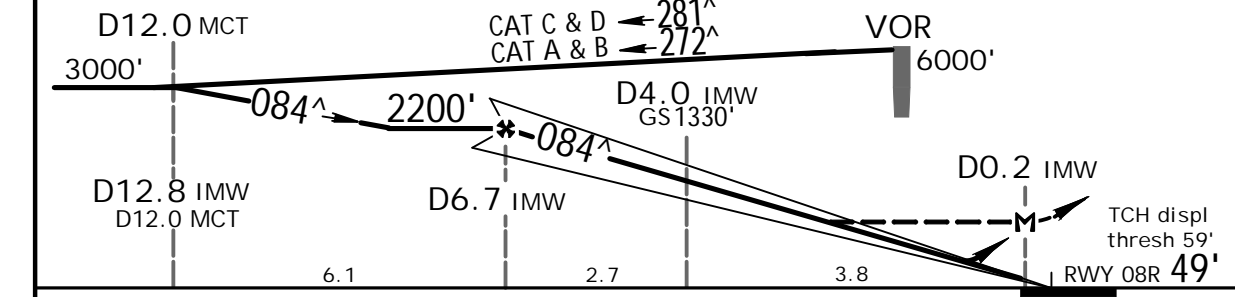
RCLM (DAY only)
or RL

A	RVR 800m
B	
C	
D	

ATIS 126.8	MUSCAT Approach 121.2	MUSCAT RADAR 126.25	MUSCAT Tower 118.4	Ground 121.8
LOC IMW 108.3	Final Apch Crs 084 [^]	GS D4.0 IMW 1330' (1281')	ILS DA(H) 278' (229')	Apt Elev 49' RWY 49'
MISSED APCH: Climb STRAIGHT AHEAD on hdg 084 [^] to 1000', then turn LEFT to 041 [^] , intercept R-070 climbing to 3000', then turn LEFT returning to VOR at 6000' and hold, or as directed.				
Alt Set: hPa		Rwy Elev: 2 hPa	Trans level: FL 150	Trans alt: 13000'
1. VOR and DME or RADAR required.		2. Initial apch restricted to MAX 210 KT.		



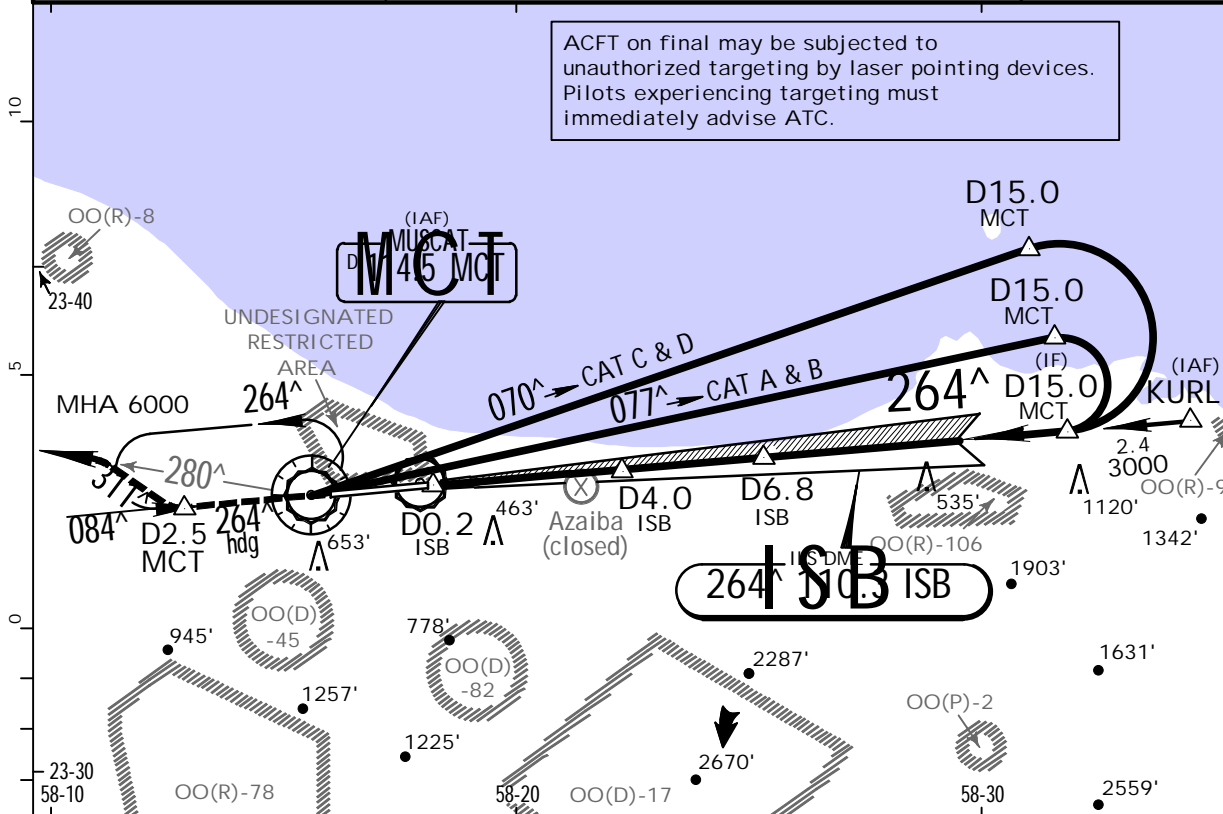
LOC (GS out)	IMW DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	1960'	1641'	1323'	1004'	685'



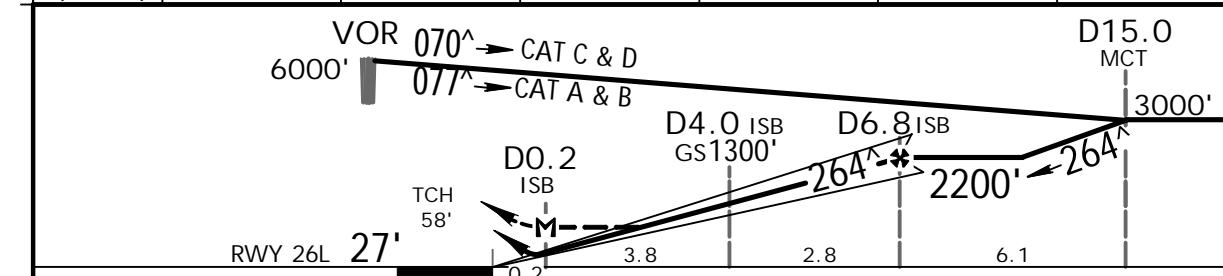
Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI 1000' 084 [^] 041 [^] ↑ on hdg LT ↓
ILS GS or LOC Descent Angle	3.00 [^]	372	478	531	637	743	
MAP at D0.2 IMW							

ILS STRAIGHT-IN LANDING RWY 08R				CIRCLE-TO-LAND			
DA(H) 278' (229')		LOC (GS out)		MDA(H) 570' (521')			
FULL	ALS out		ALS out				
A				A	NOT AUTHORIZED		
B		800m	1600m	B			
C	800m	1200m	1600m	C			
D		2000m	2800m	D			

ATIS 126.8		MUSCAT Approach 121.2		MUSCAT Tower 118.4		Ground 121.8	
LOC ISB 110.3	Final Apch Crs 264 [^]	GS D4.0 ISB 1300'(1273')	ILS DA(H) 440'(413')	Apt Elev 49' RWY 27'			
MISSED APCH: Climb STRAIGHT AHEAD on hdg 264 [^] , at D2.5 MCT (after passing VOR) turn RIGHT to 311 [^] , intercept R-280 climbing to 4500', then turn RIGHT and return to VOR at 6000' and hold, or as directed.							MSA MCT VOR
Alt Set: hPa Rwy Elev: 1hPa Trans level: FL 150 Trans alt: 13000' 1. VOR and DME or RADAR required. 2. Initial apch restricted to MAX 210 KT.							



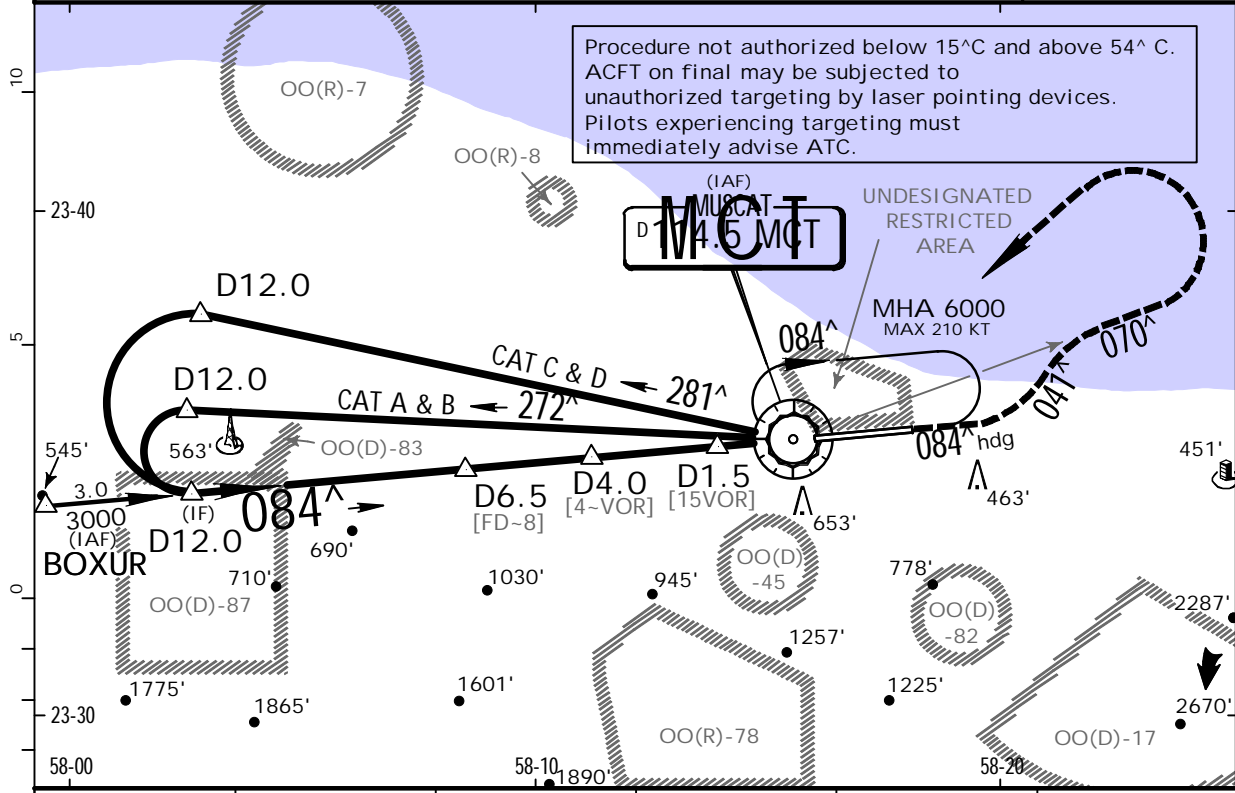
LOC (GS out)	ISB DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	670'	980'	1300'	1620'	1940'



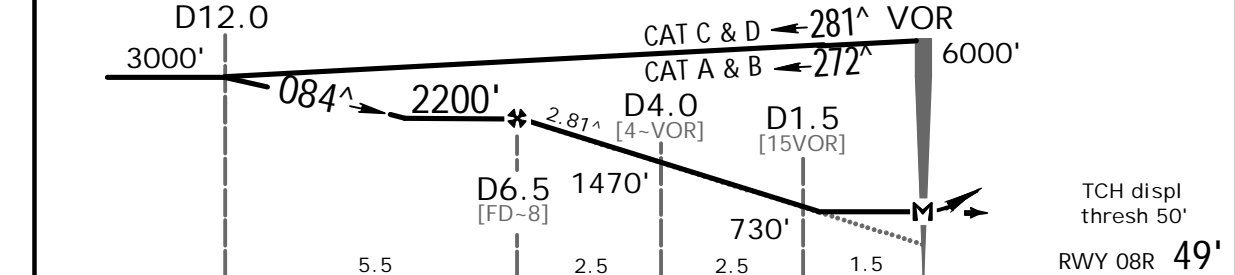
Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI D2.5 MCT after VOR
ILS GS or	374	481	534	641	748	855	
LOC Descent Angle	3.02 [^]						
MAP at D0.2 ISB							

ILS STRAIGHT-IN LANDING RWY 26L				CIRCLE-TO-LAND			
DA(H) 440'(413')		LOC (GS out)		MDA(H) 570'(543')			
FULL	ALS out		ALS out				
A				Max Kts			
B		800m	1600m	A			
C	1300m	2100m	1600m	2400m	C	NOT AUTHORIZED	
D		2000m	2800m	2800m	D		

ATIS 126.8	MUSCAT Approach 121.2	MUSCAT RADAR 126.25	MUSCAT Tower 118.4	Ground 121.8
VOR MCT 114.5	Final Apch Crs 084 [^]	Minimum Alt D6.5 2200' (2151')	MDA(H) 580' (531')	Apt Elev 49' RWY 49'
MISSED APCH: Climb STRAIGHT AHEAD on hdg 084 [^] to 1000', then turn LEFT to 041 [^] , intercept R-070 climbing to 3000', then turn LEFT returning to VOR at 6000' and hold, or as directed. Do not turn before MAP.				
Alt Set: hPa		Rwy Elev: 2 hPa	Trans level: FL 150	Trans alt: 13000'
Initial apch restricted to MAX 210 KT.				MSA MCT VOR



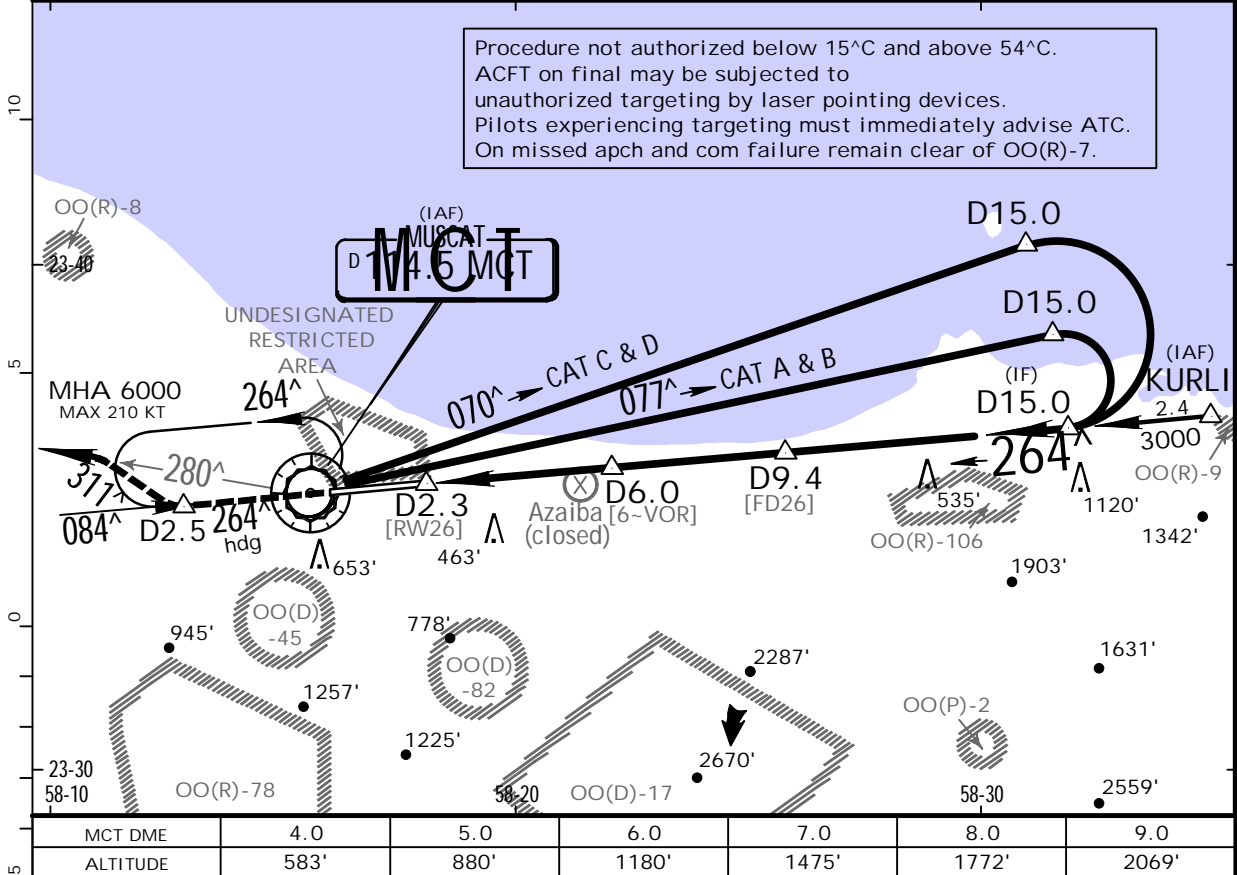
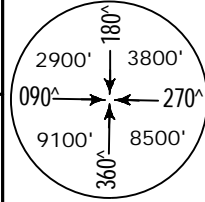
MCT DME	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2051'	1754'	1470'	1160'	863'



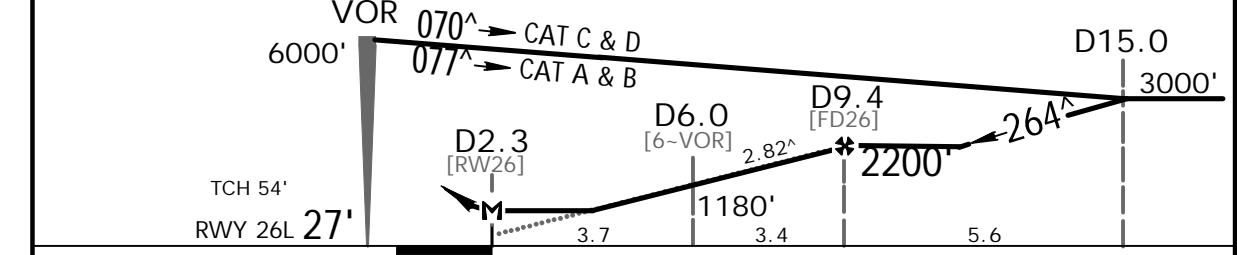
TO DISPLACED THRESHOLD							0.6	0			
Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	1000'	084 [^]	041 [^]	
Descent Angle	2.81 [^]	348	447	497	596	795		↑	on	hdg	LT
MAP at VOR											

STRAIGHT-IN LANDING RWY 08R				CIRCLE-TO-LAND			
MDA(H) 580' (531')							
ALS out							
A	800m			1600m			A
B							B
C	1600m			2400m			C
D	2000m			2800m			D
				NOT AUTHORIZED			

ATIS 126.8	MUSCAT Approach 121.2	MUSCAT RADAR 126.25	MUSCAT Tower 118.4	Ground 121.8
VOR MCT 114.5	Final Apch Crs 264 [^]	Minimum Alt D9.4 2200' (2173')	MDA(H) 570' (543')	Apt Elev 49' RWY 27'
MISSED APCH: Climb STRAIGHT AHEAD on hdg 264 [^] , at D2.5 (after passing VOR) turn RIGHT to 311 [^] , intercept R-280 climbing to 4500', then turn RIGHT and return to VOR at 6000' and hold, or as directed.				
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 150 Trans alt: 13000' Initial apch restricted to MAX 210 KT.				



MCT DME	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	583'	880'	1180'	1475'	1772'	2069'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI D2.5 after VOR on 264 [^] hdg
Descent Angle 2.82 [^]	349	449	499	599	698	798	
MAP at D2.3							

STRAIGHT-IN LANDING RWY 26L				CIRCLE-TO-LAND			
MDA(H) 570' (543')							
ALS out							
A	800m			1600m			A
B	1600m			2400m			B
C	2000m			2800m			C
D							D
NOT AUTHORIZED							

Chart changes since cycle 06-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
MUSCAT, (MUSCAT INTL - OOMS)				
DEL	CONSTRUCTION WORK (TEMP)	10-8	29 Mar 2013	

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport OOMS