

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

EGYPT

ATS ROUTE SYSTEM (HIGH/LOW) revised within Cairo FIR; for details refer to SUPPL A HL-2A. **ME HI-1.**

KENYA

FRA (Free Route Airspace) estbld within the Nairobi FIR, above FL245. **ME HL-13, ME HL-14.**

MYANMAR

IATA In-Flight Broadcast Procedure (IFBP) withdrawn within Yangon FIR (VYYP).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

NEPAL

UPPER LIMIT of ATS routes within Kathmandu FIR chgd to MAA FL460. **ME HI-2.**

PAKISTAN

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

SOUTH AFRICAN REP

ATS ROUTE SYSTEM (HIGH) revised within Cape Town and Johannesburg FIR. For details refer to SUPPL A HI-4A. **ME HL-14.**

TURKIYE

ATS ROUTE SYSTEM (HIGH/LOW) revised within Ankara and Istanbul FIRs; for details refer to CCN 309 (N38 E027). **ME HI-1.**
 FREE ROUTE AIRSPACE (FRA) estbld within Ankara and Istanbul FIRs, FL305 - FL660, 20:00 - 02:00 UTC. **ME HI-1, CCN 309.**

UZBEKISTAN

ATS ROUTE SYSTEM (HIGH/LOW) revised within Samarkand and Tashkent FIRs; for details refer to SUPPL EA HL-4A. **ME HI-1.**

AFGHANISTAN

AHR VOR DME, HRT NDB, in need of flight check.

ARMENIA

FRA waypoints estbld within Yerevan FIR: ISNUC at N4009.5 E04346.4 and LODAC at N4023.1 E04343.8. **ME HI-1.**

BAHRAIN

ATS ROUTES changed:

- T308, DAROR (N2702.7 E04958.3) to DASUT, redesignated M708. **ME HI-1.**
- T319, DAROR (N2702.7 E04958.3) to OBTAR, redesignated P319. **ME HI-1.**
- T430, SIMBU (N2605.7 E05157.1) to RAGAS, redesignated P550. **ME HI-1.**
- T444, TULUB (N2606.7 E05100.7) to ROTOX, redesignated P700. **ME HI-1.**
- T557, TUMAK (N2550.5 E05311.1) to RAGAS, redesignated L557. **ME HI-1.**
- T602, TUMAK (N2550.5 E05311.1) to ROTOX, redesignated N702. **ME HI-1.**
- T872, ROTEL (N2640.3 E05021.8) to DASUT, redesignated N572. **ME HI-1.**
- T934, LUBET (N2614.7 E05103.8) to ROTOX, redesignated P713. **ME HI-1.**
- Y604, LONOS (N2830.5 E04914.2) to KARUG, redesignated L704. **ME HI-1.**
- Y856, OBROS (N2619.1 E05139.7) to NARMI, redesignated M556. **ME HI-1.**
- Z622, NARMI (N2618.0 E05019.7) to IMKOM, redesignated M722. **ME HI-1.**

BANGLADESH

ATS ROUTES changed:

- G463, TANAP (N2156.5 E09206.6) - AVLED, 21NM. **ME HL-10.**
- R598, DOSKI CRP estbld at N2600.5 E08909.7; Saidpur VORDME (SDP) - DOSKI, 20NM, MEA FL95; DOSKI - VANTU, 7NM, MEA FL75; Saidpur VORDME to VANTU MOCAs 2000T. **ME HL-9.**
- COX'S BAZAR NDB (CB) decmsnd (N21 E091). **ME HL-13.**

CAMBODIA

ATS ROUTES changed:

- M753 Techo (TIA) VOR - AKPUP CRP (N10 42.5 E104 23.4) 219°/039°, 49NM; AKPUP - OSOTA 219°/039°, 12NM. **ME HI-2.**
- M755 Techo (TIA) VOR - KISAN 196°/016°, 50NM. **ME HI-2.**
- N506 AKNAT - VELVA RNAV CRP (N11 53.7 E104 16.1) 122°, 38NM; VELVA - UDOPI RNAV CRP (N11 32.6 E104 50.6) 40NM; UDOPI - ELMOP 112°, 70NM. **ME HI-2.**
- P629 KAKAD - Techo (TIA) VOR 289°/(109°), 49NM; 'TIA' VOR - PUKIP RNAV CRP (N11 46.9 E104 11.3) 302°, 50NM; PUKIP - ATVOP RNAV CRP (N11 54.4 E103 58.9) 14NM; ATVOP - VAPVU, 100NM. VINAS, EGELA withdrawn. **ME HI-2.**

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R468 BOKAK - Techo (TIA) VOR 125°/305°, 171NM; 'TIA' VOR - VISIM CRP (N11 09.4 E105 44.7) 103°/283°, 51NM; VISIM - ELMOP 13NM.

ME HI-2.

R588 GONLY - SUSEL CRP (N11 55.5 E105 32.9) 228°/048°, 155NM; SUSEL - Techo (TIA) VOR 228°/048°, 52NM; 'TIA' VOR - NIMIB CRP (N10 56.1 E104 13.1) 240°/060°, 47NM; NIMIB - Sihanouk (KOS) VOR 240°/060°, 40NM. ATNAB withdrawn (N11 E104). **ME HI-2.**

W3 redesig Y3. Battambang (BB) NDB replaced by RIMSO (N12 E102). **VTBD.**

Y3 redesig 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.**

Y16 Techo (TIA) VOR - IPGIP 279°/099°, 72NM; IPGIP - LIKBU 17NM; LIKBU - SAKDA 277°/097°, 24NM (N11 E103). **ME HI-2.**

TECHO VORDME comsnd. Ident 'TIA', freq 111.0, coords at N11 20.6 E104 54.2. **ME HI-2.**

EGYPT**ATS ROUTES changed:**

L560, LAKTO (N3238.0 E03205.0) to SILKA, MEA FL370 (until 06 Aug 2026). **ME HL-3, ME HL-2.**

INDIA**ATS ROUTES changed:**

A589, TASIB (N2910.1 E07545.0) withdrawn; Delhi VORDME (DPN) - OROTI, 94NM. **ME HI-1, ME HI-2.**

TASIB (N2910.1 E07545.0) replaced by Hisar VORDME (HIS) CRP at N2911.9 E07543.4 (R218, J25, J77, V99). **ME HI-1, ME HI-2.**

V10 estbld; Kolhapur VORDME (KLP) CRP - PEGBO CRP, 213°/033°, 32NM, MOCA 6400T, MEA FL85 (N16 E074). **ME HL-8, ME HL-11.**

V18, Jewar VORDME (JWR) CRP at N2810.6 E07738.3; Delhi VORDME (DPN) CRP - Jewar VORDME - 128°/309°, 37NM, MOCA 3100T; Jewar VORDME - Aligarh VORDME (ALI) CRP, 125°/(305°), 35NM, MOCA 2800T, one-way SE-bound; Delhi VORDME to Aligarh VORDME, MEA FL75, MAA FL460. **ME HI-1, ME HI-2.**

Z13, IRPAX CRP (N2615.6 E08352.2) estbld; Lucknow VORDME (LKN) - IRPAX - UNRUW, 163/65NM. **ME HL-9.**

CHENNAI CTR upper limit chgd to FL55 (N12 E080). **ME HL-11.**

JEWAR VORDME (JWR) 117.5 cmsnd at N2810.6 E07738.3. **ME HI-1, ME HI-2.**

KUSHINAGAR CTR estbld; Class 'D', GND-FL150 (N26 E083). **ME HL-9.**

MUMBAI CTA withdrawn (N19 E072). **ME HL-13, ME HI-1, ME HI-2.**

SARSAWA NDB (SP) coords chgd to N2959.4 E07726.3. **ME HI-1, ME HI-2.**

IRAN**ATS ROUTES changed:**

A416, RIBUX (N3601.2 E05826.8) - Mashhad VORDME (MSD), MEA FL200, MOCA 11700T. **ME HI-1.**

A418, SOKEV (N2728.9 E05337.8) - PURNA at N2650.9 E05350.8 - Kish Island VORDME (KIS), MOCA 7000T; Kish Island VORDME - VEKEL at N2619.5 E05357.4 - ORSAR, MOCA 4000T.

ME HI-1.

A647, NAZAR (N3639.5 E06019.4) - Mashhad VORDME (MSD), MOCA 8400T; Mashhad VORDME - ORDOB, MEA FL190, MOCA 12900T. **ME HI-1.**

B411, RIBUX (N3601.2 E05826.8) - Mashhad VORDME (MSD), MEA FL200, MOCA 12900T; Mashhad VORDME - TANBU - PAMTU, MOCAs 9400T/8900T. **ME HI-1.**

B541, NABEX (N2712.0 E05413.6) - DELBU at N2650.6 E05404.9 - Kish Island VORDME (KIS), MOCA 9600T; Kish Island VORDME - VEKEL at N2619.5 E05357.4 - ORSAR, MOCA 2500T; Kish Island VORDME to Lar VORDME, EVEN levels NE-bound. **ME HI-1.**

G202, NODLA (N3253.5 E05458.8) to IMSOG and ROSOS to KAMAR, MOCA withdrawn; VEGUN CRP estbld at N3257.6 E05740.1, IMSOG - VEGUN, 45NM, MOCA 11500T; VEGUN - ROSOS, 57NM, MOCA 10500T. **ME HI-1.**

G775, Mashhad VORDME (MSD) - NOTSO, MEA FL170 (N35 E059). **ME HI-1.**

L223, Kish Island VORDME (KIS) to Sirri Island VORDME (SIR), MOCA 2500T (N26 E023). **ME HI-1, ME HL-2.**

N717, LEVNA (N2619.0 E05333.2) to UKVUP, MOCA 3000T; DASUT - LEVNA and UKVUP - MIRIT, MOCA withdrawn. **ME HI-1.**

T800, LEVNA (N2619.0 E05333.2) to UKVUP, MOCA 3000T; DASUT - LEVNA and UKVUP - MIRIT, MOCA withdrawn. **ME HI-1.**

KISH ISLAND VORDME (KIS) coords chgd to N2631.7 E05357.2. **ME HI-1.**

SOUTH CTA estbld; Class 'D', FL195-FL200; Class 'A', FL200 and above (N27 E053). **ME HI-1.**

IRAQ**ATS ROUTES changed:**

G202, SIMRO CRP estbld at N3326.7 E04000.7; MODIK - SIMRO - RAPLU, 50/88NM. **ME HI-1.**

P975, SIDNA (N3634.0 E04141.0) to MUTAG, former UP975, MAA FL460. **ME HI-1.**

UL602 redesignated L602, TASMI (N3001.3 E04755.1) to DELMI; TASMI to LOVEK, MEA FL160, MAA FL460; LOVEK - DELMI, MEA FL270, MAA FL460. **ME HI-1.**

UM688, RATVO (N3714.4 E04356.1) to SIDAD, redesignated M688. **ME HI-1.**

UM860, GADSI (N3034.0 E04171.3) to NINVA, redesignated M860. **ME HI-1.**

UP975, SIDNA (N3634.0 E04141.0) to SIDAD, withdrawn. **ME HI-1.**

SULAIMANIYAH VORDME (SUL) renamed Jalal Talabani (N35 E045). **ME HL-1.**

ISRAEL

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

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JORDAN

ATS ROUTES changed:

- G662, BUSRA (N3220.0 E03637.0) to ALKOT, suspended UFN. **ME HL-2.**
R652, KULDI (N3118.8 E03632.2) - KIPAS, suspended UFN. **ME HL-2.**
AMMAN TMA, lower limit 5500' (N32 E035). **ME HL-2.**

MALAYSIA

ATS ROUTES changed:

- P628 AKRAB NCRP estbld (N06 30.0 E099 21.3). Langkawi (VPL) VOR - AKRAB - GIVAL 25/86NM. **ME HL-13, ME HI-2.**
W531 SOTRO NCRP estbld (N04 55.9 E100 49.4). VILAT - SOTRO - Ipoh (VIH) VOR 72/27NM. **ME HI-2.**
W545 DUDAD CRP estbld (N04 07.1 E101 03.6). Ipoh (VIH) VOR - DUDAD - SUKAT 27/32NM. **ME HI-2.**
Y514 DUBMU RNAV NCRP estbld (N05 29.8 E102 20.7). EMPUR - DUBMU - LERKA 16/22NM. **ME H/L-13.**

MALDIVES

ATS ROUTES changed:

- Z652, VRMG (S0041.6 E07309.3) to VRMM, cruising levels chgd to NON-standard, EVEN levels N-bound. **ME HL-13.**

MYANMAR

- DAWEI (DWI) NDB decmsnd (N14 E098). **VTBD.**
RESTRICTED AREA VY(R)-16 upper limit chgd to UNL (W of Naypyitaw International [NPT] VOR) (N19 E095). **ME HI-2.**
RESTRICTED AREA VY(R)-19 withdrawn.
RESTRICTED AREA(S) VY(R)-19 A,B,C,D estbld. 4 rectangular shaped areas approx 29 NM S-N by 36 NM E-W beginning approx 18 NM NE of Taungoo (TGU) VOR. Altitudes: FL090 - FL150 (N19 E096). **ME HI-2.**
RESTRICTED AREA VY(R)-20 chgd:
Sectors 1-3 Altitudes: GND - FL90;
Sectors 4-5 extended approx 20 NM to the S. Altitudes: FL80 - FL130;
Sectors 6-7 extended approx 20 NM to the W. Altitudes: GND - FL90;
Sector 8 extended approx 20 NM to the N. Altitudes: GND - FL90 (N12 E098). **VTBD.**
RESTRICTED AREA VY(R)-41 estbld. A rectangular shape area approx 95 NM SE-NW by approx 22 NM NE-SW beginning approx 35 NM NE of Pathein (PTN) VOR. Altitudes FL90 - FL360 (N17 E094). **ME HI-2.**
RESTRICTED AREA VY(R)-44 estbld. A fan-shaped area comprised between arcs of 20 NM and 40 NM and radials of 205° and 300° of Magway apt VYMW. Altitudes 3300 - FL230 (N20 E094). **ME HI-2.**
RESTRICTED AREA VY(R)-45A estbld. A fan-shaped area comprised between arcs of 20 NM and 50 NM and radials of 300° and 320° of Magway apt VYMW. Altitudes 3300 - FL330 (N20 E094). **ME HI-2.**

- RESTRICTED AREA VY(R)-45B estbld. A fan-shaped area comprised between arcs of 20 NM and 50 NM and radials of 320° and 343° of Magway apt VYMW. Altitudes 3300 - FL230 (N20 E094). **ME HI-2.**
RESTRICTED AREA VY(R)-46B estbld. A rectangular-shaped area approx 59 NM S-N by approx 17 NM E-W beginning approx 38 NM SW of Mae Hong Son (MHS) VOR. Altitudes: FL220 - FL660 (N19 E097). **ME HI-2.**
RESTRICTED AREA VY(R)-52 estbld. A rectangular-shaped area approx 98 NM S-N by approx 20 NM E-W beginning approx 61 NM NE of Bago (BGO) VOR. Altitudes: FL090 - FL330 (N18 E097). **ME HI-2.**
RESTRICTED AREA VY(R)-53 estbld. A rectangular shape area approx 82 NM SW-NE by approx 21 NM NW-SE beginning approx 19 NM W of Pathein (PTN) VOR. Altitudes FL150 - FL360 (N17 E094). **ME HI-2.**

OMAN

ATS ROUTES changed:

- AMBOS NCRP (N2303.4 E05954.1) chgd to CRP (L631, N881). **ME HI-13, ME HI-1.**
ELIGO NCRP (N2325.0 E05908.8) chgd to CRP (L631, N767). **ME HL-13, ME HI-1.**
M628, KUNGO NCRP (N2300.6 E05658.8) chgd to CRP. **ME HL-13, ME HI-1.**
OBTIN NCRP (N2302.3 E05859.3) chgd to CRP (A775, N881). **ME HL-13, ME HI-1.**
P574, PAROK NCRP (N2310.5 E05902.8) chgd to CRP. **ME HI-1.**

QATAR

ATS ROUTES changed:

- T308, ASROK (N2642.4 E05143.6) to DASUT, redesignated M708. **ME HI-1.**
T430, ALVEN (N2554.3 E05153.3) to RAGAS, redesignated P550. **ME HI-1.**
T444, TULUB (N2606.7 E05100.7) - KINID, redesignated P700. **ME HI-1.**
T872, ASROK (N2642.4 E05143.6) to DASUT, redesignated N572. **ME HI-1.**
T934, PATOM (N2558.4 E05118.6) to IMLAD, redesignated P713. **ME HI-1.**
Y604, KARUG (N2610.6 E05146.2) to TOSNA, redesignated L704. **ME HI-1.**
Y856, ORMID (N2533.9 E05254.6) to OBROS, redesignated M556. **ME HI-1.**
Z622, IMKOM (N2613.5 E05139.7) to TOSNA, redesignated M721. **ME HI-1.**

REUNION

- DZAOUDZI VORDME (DZP) renamed Mayotte-Marcel Henry (S12 E045). **ME HL-14.**

SAUDI ARABIA

ATS ROUTES changed:

- G662, Riyadh VORTAC (KIA) replaced by Riyadh VORDME (KSA) CRP at N2458.8 E04640.1; KUNEK - Riyadh VORDME, 111°, 53NM. **ME HI-1.**

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G782, ESRAT (N2551.3 E04702.8) to DURMA realigned; ESRAT - Riyadh VORDME (KSA) CRP at N2458.8 E04640.1, 198°, 56NM; Riyadh VORDME - DURMA, 234°, 58NM. **ME HI-1.**

H976, Riyadh VORTAC (KIA) to MUSRI realigned; Riyadh VORDME (KSA) CRP at N2458.8 E04640.1 - ORNIP CRP at N2546.1 E04717.2 - ORLOK CRP at N2558.0 E04726.6 - MUSRI, 032°, 58/15/23NM, MEAs 6000/13000/13000, MOCAs 4100T/2900T/2800T. **ME HI-1.**

M309, Riyadh VORTAC (KIA) replaced by Riyadh VORDME (KSA) CRP at N2458.8 E04640.1; Riyadh VORDME - DURMA, 234°, 58NM. **ME HI-1.**

M321, Riyadh VORTAC (KIA) replaced by Riyadh VORDME (KSA) CRP at N2458.8 E04640.1; RESAL - Riyadh VORDME, 334°/153°, 56NM; Riyadh VORDME - IVONU, 272°, 54NM. **ME HI-1.**

M430, KOBOX to Riyadh VORTAC (KIA) realigned; KOBOX - NOSGI CRP at N2504.4 E04725.9, 259°, 22NM; NOSGI - Riyadh VORDME (KSA) CRP at N2458.8 E04640.1, 259°/(079°), 42NM. **ME HI-1.**

M440, Riyadh VORTAC (KIA) replaced by Riyadh VORDME (KSA) CRP at N2458.8 E04640.1; Riyadh VORDME - OTALI, 109°/290°, 67NM. **ME HI-1.**

M872, Riyadh VORTAC (KIA) replaced by Riyadh VORDME (KSA) CRP at N2458.8 E04640.1; KAVUR - Riyadh VORDME, 070°/(250°), 57NM. **ME HI-1.**

N687, Riyadh VORTAC (KIA) to KINIB realigned; Riyadh VORDME (KSA) CRP at N2458.8 E04640.1 - EGPIN CRP at N2524.4 E04742.1, 062°/243°, 62NM; EGPIN - ITUNI CRP at N2531.0 E04758.1 - KINIB, 063°/243°, 16/25NM. **ME HI-1.**

Q212, GETOT to Riyadh VORTAC (KIA) realigned; GETOT - SIVAG CRP at N2551.2 E04749.5 - MEMGO CRP at N2542.3 E04737.6 - REXOVR CRP at N2537.2 E04730.7, 227°, 24/14/8NM; REXOVR - Riyadh VORDME (KSA) CRP at N2458.8 E04640.1, 227°/(047°), 60NM. **ME HI-1.**

T503, Riyadh VORTAC (KIA) to LABIS realigned; Riyadh VORDME (KSA) CRP at N2458.8 E04640.1 - LOTER NCRP at N2537.3 E04600.6, 314°/133°, 53NM; LOTER - RARSU CRP at N2552.0 E04545.4 - LONIB CRP at N2610.2 E04526.3 - LABIS, 313°/133°, 20/25/11NM. **ME HI-1.**

T532, Riyadh VORTAC (KIA) replaced by Riyadh VORDME (KSA) CRP at N2458.8 E04640.1; KAVUR NCRP chgd to CRP; KAVUR - Riyadh VORDME, 070°/(250°), 57NM. **ME HI-1.**

Y214, ORDUX replaced by MOBAG CRP at N2338.2 E04537.9. **ME HI-1.**

CPDLC avbl within Jeddah FIR from FL290 and above.

For JEDDAH ACC, Data Link ADS is OEJN;

For RIYADH ACC, Data Link ADS is OERK.

OEJN 10-1, ME HL-13, ME HI-1.

KING SAUD AB VORTAC (KMC) ident changed to 'KSB' (N27 E045). **ME HI-1.**

RIYADH VORDME (KSA) 115.0 cmsnd at N2458.8 E04640.1. **ME HI-1.**

RIYADH VORDME (KSA) name chgd to KING KHALED INTL (N24 E046). **ME HI-1.**

RIYADH VORTAC (KIA) decmsnd (N24 E046). **ME HI-1.**

TANZANIA

DAR ES SALAAM TMA chgd to 1500'AGL-FL145 Class 'D'; FL145-FL245 Class 'A' (S05 E038). **ME HL-14.**

DAR ES SALAAM UTA withdrawn (S06 E039). **ME HL-14.**

THAILAND
ATS ROUTES changed:

A1 PASAT - VENPO CRP (N15 06.7 W104 22.0) - Ubon (UBL) VOR 35/30NM; (UBL) VOR - POTEV CRP (N15 21.9 E105 22.1) - BUTRA 30/14 NM. BAMBO withdrawn. **ME HI-2.**

A1 ROBKA - SELKA 29NM; SELKA - TOPER CRP (N14 38.1 E102 45.6) 071°/251°, 54NM, MEA 8000; TOPER - SANOT NCRP (N14 51.6 E103 25.8) 41NM; SANOT - PASAT CRP (N14 57.5 E103 47.4) 075°/255°, 22NM; PASAT - Ubon (UBL) VOR 65NM. **ME HI-2.**

B202 PAKSE NCRP withdrawn. Ubon (UBL) VOR - Pakse (PAK) VOR 51NM (N15 E105). **ME HI-2.**

G473 VESUD (N15 21.1 E104 38.9), OBKIB (N15 19.2 E104 42.8) and SAGAL (N15 18.0 E104 45.4) CRPs estbltd. Chum Phae (CMP) VOR - VESUD - OBKIB - SAGAL - Ubon (UBL) VOR 172/4/37NM. **ME HI-2.**

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

W9/Y7/Y28 Takhli (TL) NDB replaced by BLAFF CRP (N15 16.6 E100 17.9). **VTBD.**

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

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 estbltd 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 estbltd (N16 50.0 E099 47.1). KEXIL - IGPOP - PAKMO 54/31NM. **VTBD.**

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

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

Y26 estbltd 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 21.1 E099 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.**

MIDDLE EAST - SOUTH ASIA

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.**

DANGER AREA VT(D)-2 estbld. An irregular-shaped area approx 30 NM S-N by approx 55 NM E-W beginning approx 43 NM N of Bangkok (BKK) VOR. Altitudes Gnd - 6000 MSL (N15 E100). **VTBD.**

DANGER AREA VT(D)-8G estbld. A triangular area approx 10 NM S-N by approx 9 NM E-W beginning approx 70 NM NE of Bangkok (BKK) VOR. Altitudes Gnd - 8000 MSL (N14 E099). **VTBD.**

DANGER AREA VT(D)-31 withdrawn (N of Bangkok [BKK] VOR) (N15 E100). **VTBD.**

DANGER AREA VT(D)-35 withdrawn (E of Hua Hin [HHN] VOR) (N11 E099). **VTBD.**

DANGER AREA VT(D)-40 withdrawn (NE of Rayong [RYN] VOR) (N13 E102). **VTBD.**

DANGER AREA VT(D)-53 withdrawn (E of Phitsanulok [PSL] VOR) (N15 E100). **VTBD.**

DANGER AREA VT(D)-461 estbld. An irregular-shaped area approx 90 NM S-N by approx 31 NM E-W beginning approx 19 NM E of Phitsanulok (PSL) VOR. Altitudes Gnd - 6500 MSL (N15 E100). **VTBD.**

DANGER AREAS estbld:
VT(D)-3A - an irregular-shaped area approx 24 NM S-N by approx 24 NM E-W.

VT(D)-3B - a rectangular area approx 29 NM S-N by approx 25 NM E-W.
Beginning approx 45 NM NE of Rayong (RYN) VOR. Altitudes Gnd - FL140 (N13 E102). **VTBD.**

DANGER AREAS estbld:
VT(D)-5A - an irregular-shaped area approx 21 NM S-N by approx 30 NM E-W.

VT(D)-5B - an irregular-shaped area approx 21 NM S-N by approx 24 NM E-W.
Beginning approx 29 NM S of Hua Hin (HHN) VOR. Altitudes Gnd - 6500 MSL (N11 E099). **VTBD.**

DANGER AREAS VT(D)-16-1/16-2 redesign VT(D)-8B/A (E of Bangkok [BKK] VOR). Altitudes: GND - 12000 MSL and GND - FL460 (N13 E099). **VTBD.**

DANGER AREAS VT(D)-17-1/17-2 redesign VT(D)-8D/C (E of Bangkok [BKK] VOR) (N13 E099). **VTBD.**

DANGER AREAS VT(D)-18-1/18-2 redesign VT(D)-8F/E (NE of Bangkok [BKK] VOR) (N14 E099). **VTBD.**

DANGER AREAS VT(D)-72-1/72-2 redesign VT(D)-6A/B (E of Bangkok [BKK] VOR) (N14 E100). **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 HI-2.**

TEMPORARY RESERVED AREA VT(TRA)-2 estbld. A rectangular area approx 10 NM S-N by approx 10 NM E-W beginning approx 47 NM NE of Bangkok (BKK) VOR. Altitudes Gnd - 5000 (N14 E101). **VTBD.**

TEMPORARY RESERVED AREAS estbld:
VT(TRA)-3A - a rectangular area approx 29 NM S-N by approx 19 NM E-W beginning approx 56 NM E of Bangkok (BKK) VOR. Altitudes Gnd - 10000 (N13 E101).

VT(TRA)-3B - an irregular shaped area approx 17 NM S-N by approx 45 NM E-W beginning approx 60 NM SE of Bangkok (BKK) VOR. Altitudes Gnd - FL140 (N13 E102). **VTBD.**

TURKIYE

ATS ROUTES changed:

IZMAL (N4012.0 E02730.7) renamed VUTZO (Y/UJ213, Y/UJ371). **ME HI-1.**

P/UP146, ALVUH NCRP estbld at N3948.7 E04247.0; YAVUZ - ALVUH - Agri VORDME (ARI), 21/15NM. **ME HI-1.**

UL718, MEDQE NCRP estbld at N3726.2 E04220.2; KABAN - MEDQE - ESOTA, 19/34NM. **ME HI-1.**

UZREB CRP estbld at N3943.6 E04234.6; TAVUS - UZREB - INBAT, 40/6NM, MEA FL135/FL115 (W/UW94, L/UL851). **ME HI-1.**

VOSWO CRP estbld at N3935.2 E04313.7; Agri VORDME (ARI) - VOSWO - AGINA, 10/43NM (L/UL851, UP146). **ME HI-1.**

W105, Tuzkoy VORDME (TZK) to AZBUL, MEA FL135 (N38 E034). **CCN 309.**

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.**

VIETNAM

The following GRID MORAs raised in Vietnam:

- N07-08 E102-103 to 1700;
- N08-09 E102-103 to 1900;
- N08-09 E109-110 to 1700;

MIDDLE EAST - SOUTH ASIA

N10-11 E103-104 to 7400;
 N10-11 E104-105 to 7300;
 N10-11 E105-106 to 7300;
 N10-11 E106-107 to 7700;
 N10-11 E107-108 to 6400;
 N10-11 E108-109 to 5300;
 N11-12 E106-107 to 5600;
 N11-12 E107-108 to 8900;
 N11-12 E109-110 to 7100;
 N12-13 E106-107 to 3700;
 N12-13 E108-109 to 11700;
 N12-13 E109-110 to 8900;
 N13-14 E107-108 to 5600;
 N13-14 E109-110 to 6100;
 N14-15 E107-108 to 10900;
 N14-15 E108-109 to 10900;
 N15-16 E108-109 to 10900;
 N16-17 E108-109 to 7300;
 N18-19 E106-107 to 5800;
 N19-20 E106-107 to 2000;
 N20-21 E103-104 to 9800;
 N20-21 E106-107 to 3000;
 N21-22 E108-109 to 6800;
 N22-23 E106-107 to 6800. **ME HI-2.**

YEMEN

DME TAZ CH83X unserviceable.
 KRA VOR/DME 112.5MHz/CH72X unserviceable.
 SAA VOR/DME Freq 116.1 MHz/CH108X destroyed.
 SYN NDB freq 385 KHz unserviceable.

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 DMMCAAYA, GASSIM TOWER is ELQBAYA, ABHA TOWER is AHBAAYA.

Based on AIP AIRAC SUP 13/25 item S23, 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 046/2022 FATO operation on TWY T suspended. Helicopters to operate from the RWY.

Based on AIP SUP 52/2025, minimums change as follows: (22-1) RNP Rwy 13 LNAV/VNAV DA(H) CAT A 520' (505'), CAT B 530' (515'), CAT C 550' (535'), CAT D 580' (565'), without lights CAT A & B R1500m, CAT C & D R2400m; LNAV DA/MDA(H) 650' (632'), without lights CAT A & B R1500m, CAT C & D R2400m.

(23-1) VOR Rwy 13 with SDF DA/MDA(H) 630' (612'), without lights CAT A & B R1500m, CAT C & D R2400m.

Based on AIP SUP 52/2025, temporary MOCA on (22-1) RNP Rwy 13 procedure, between 5.0 NM to RWY13 (LNAV only) and 2.5 NM to RWY13 (LNAV only), changed from 770' to 830'.

Vertiport and eVTOL operations established on APRON C. Stands 4 and 5 allocated to eVTOL. TLOF operations conducted on TWY T next TXL C4 and additional markings added. Daytime and VMC operations only. Taxi restrictions in place during TLOF operations.

Abu Dhabi, United Arab Emirates, (Zayed Intl), 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.

Based on AIP SUP 56/2025 the following instrument approach procedures are suspended: (11-2) ILS RWY 13R LOC (GS out) only (with or without D5.0 IAE), (11-3) ILS RWY 31L LOC (GS out) only (with D2.0 IAW), (12-1) RNP Z RWY 13L LNAV only, (13-1) VOR RWY 13R.

Based on SUP 036/25 following RNAV SIDs are temporarily suspended:
 (10-3F) ATUDO 4K, KANIP 2U & ORNEL 2K,
 (10-3G1) KANIP 3P.

MIDDLE EAST - SOUTH ASIA

(PT 1 OF 2) Based on AIP SUP 08/2026, minimums changed as follows:

(12-2) RNP Z Rwy 13R, LNAV/VNAV, DA(H) CAT A 460' (382'), CAT B 470' (392'), CAT C 490' (412'), CAT D/DL 520' (442'), with lights CAT A & B RVR 1100m, CAT C RVR 1200m, CAT D/DL RVR 1400m, ALS out CAT A & B RVR 1500m, CAT C RVR 1900m, CAT D/DL RVR 2100m;

(12-3) RNP Z Rwy 31L, LNAV/VNAV, DA(H) CAT A 480' (397'), CAT B 490' (407'), CAT C 500' (417'), CAT D/DL 510' (427'), with lights CAT A RVR 1100m, CAT B & C RVR 1200m, CAT D/DL RVR 1300m, ALS out CAT A & B RVR 1500m, CAT C RVR 1900m, CAT D/DL RVR 2000m; LNAV, DA/MDA(H) 590' (507'), with lights CAT A & B RVR 1500m, CAT C & D/DL RVR 1600m, ALS out CAT A & B RVR 1500m, CAT C & D/DL RVR 2400m.

(12-22) RNP Y Rwy 31L (AR), DA(H) CAT A 480' (397'), CAT B 490' (407'), CAT C 500' (417'), CAT D/DL 510' (427'), with lights CAT A RVR 1100m, CAT B & C RVR 1200m, CAT D/DL RVR 1300m, ALS out CAT A & B RVR 1500m, CAT C RVR 1900m, CAT D/DL RVR 2000m.

(PT 2 OF 2) Based on AIP SUP 08/2026, minimums changed as follows:

(13-2) VOR Rwy 31L, with D3.0 ADV and w/o D3.0 ADV, DA/MDA(H) 590' (507'), with lights CAT A & B RVR 1500m, CAT C & D RVR 1600m, ALS out CAT A & B RVR 1500m, CAT C & D RVR 2400m.

SMA between RADSO and D3.0 changed from 580' to 590'.

Aden, Yemen, (Aden Intl), Based on AIP AIRAC SUP 02/25, 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 01/25, VOR/DME KRA 112.5 MHz/CH72X unserviceable.

Based on AIP SUP 02/25, ILS KRL 110.3 MHz unserviceable.

Based on AIP SUP 03/25, 50% of approach light Rwy 08 out of service due to maintenance.

Based on AIP SUP 04/25, 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.

Ahmedabad, India, (Sardar Vallabhbhai Patel Intl), (12-1) RNP PWY 05, (13-1) VOR RWY 05 - approach lights to read SALS instead of HIALS. (12-2) RNP RWY 23, (13-2) VOR RWY 23 - approach lights to read PALS CAT I instead of HIALS.

Al Ahsa, Saudi Arabia, Based on AIP AIRAC SUP 13/25 item S19, DME RWY 34 caution advised due to no remote monitoring at Tower.

Al Ain, United Arab Emirates, (Al Ain Intl), (11-1) ILS Z Rwy 01, (11-2) ILS Y Rwy 01, (12-1) RNP Rwy 01, (12-2) RNP Rwy 19, (13-1) VOR Z Rwy 01, (13-2) VOR Y Rwy 01, (13-3) VOR Z Rwy 19, (13-4) VOR Y Rwy 19 following note withdrawn: Flying over city of Al Ain and other built up areas

prohibited below 3000' except ACFT/helicopters landing or taking-off at downtown RWY and helipads.

Based on AIP SUP 44/2025, Twy N and helicopter landing area (located on Twy N) closed. All helicopter operations to be conducted from Rwy 01/19 in accordance with ATC instructions.

Al Baha, Saudi Arabia, (King Saud Bin Abdulaziz), Based on AIP AIRAC SUP 13/2025 item S06, ILS DME Rwy 25 operational on independent ident.

Based on AIP AIRAC SUP 13/2025 item S09, DVORTAC BHA 113.5 MHz CH 82X operational but caution advised due to no remote monitoring.

Al Dawadmi, Saudi Arabia, (11-1) ILS Z OR LOC RWY 15, (11-2) ILS Y RWY 15, (13-1) VOR Z RWY 15, (13-2) VOR Y RWY 15, (13-3) VOR X RWY 15, Approach lighting system configuration changed to CALVERT.

Al Jouf, Saudi Arabia, Based on SUP 013-25 AIRAC item S34, RWY 10/28 limited to ACFT Code C and below.

Al Kharj, Saudi Arabia, (Prince Sultan AB), (10-9) AIRPORT, AIRPORT INFO, TAKE-OFF MNMS: Rwy 35L Approach Light System changed from HIALS to CALVERT.

Based on AIP AIRAC SUP 02/26 item S06, portion Twy S1 between Twy W and Twy D is closed.

Based on AIP AIRAC SUP 02/26 item S07, ILS Rwy 35R unserviceable.

Based on AIP AIRAC SUP 02/26 item S08, Glide Path ILS Rwy 17L unserviceable.

Al Qaisumah, Saudi Arabia, (Al Qaisumah Intl), Based on AIP AIRAC SUP 07/2025 item S17, when stand 2 and stand 3 are occupied at the same time, push-back is mandatory.

Based on AIP AIRAC SUP 07/2025 item S18, stand 4 is not lighted during night.

Alula, Saudi Arabia, (Alula Intl), Based on AIP AIRAC SUP 06/2025 item S06, RVR Rwy 30 unserviceable.

Based on AIP AIRAC SUP 06/2025 item S07, RVR Rwy 12 unserviceable.

Based on AIP AIRAC SUP 12/2025 item S05, between 0230-0600 and 1230-1500, arrival traffic RWY 12 via ATS route V15 shall fly overhead AUA VOR then join right-hand circuit.

MIDDLE EAST - SOUTH ASIA

Based on AIP AIRAC SUP 12/2025 item S06, between 0230-0600 and 1230-1500, hot air balloons activity will take place North of airport within following coordinates: N26 48.4 E037 50.2, N26 48.1 E037 51.3, N26 52.6 E038 01.5, then 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, SFC/4100' AMSL.

Ankara, Türkiye, (Esenboga Intl), Based on NOTAM J0943/26 following STARs are suspended:

- (10-2H) ASTAL 1N, GURBU 1N, ILHAN 1N, KUBER 1N, YUCEL 1N,
- (10-2L) BAKIR 1N, HALIL 1M, HALIL 1N, HAY 1M, HAY 1N, TELVO 1N
- (10-2P) KIZIK 1N, NASIM 1N, PETAR 1N, SALGO 1N,
- (10-2Q) ASTAL 1C, GURBU 1C, ILHAN 1C, KUBER 1C, YUCEL 1C,
- (10-2S) BAKIR 1C, HALIL 1C, HAY 1C, TELVO 1C,
- (10-2T) KIZIK 1C, NASIM 1C, PETAR 1C, SALGO 1C,
- (10-2U) ASTAL 1K, GURBU 1K, ILHAN 1K, KUBER 1K, YUCEL 1K,
- (10-2V) BAKIR 1K, HALIL 1K, HAY 1K, TELVO 1K,
- (10-2W) KIZIK 1K, NASIM 1K, PETAR 1K, SALGO 1K.

Ankara, Türkiye, (Etimesgut), (21-1) ILS or LOC Z Rwy 11L, (21-2) ILS or LOC Y Rwy 11L & (22-1) RNP Rwy 11L procedures not usable due to construction works.

Aqaba, Jordan, (King Hussein Intl), Based on AIP SUP 3/25 the following procedures are enforced within Aqaba Control Area (CTA) as follows:

- 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.

Baghdad, Iraq, (Baghdad Intl), Based on SUP 02-25, the instrument landing system ILS 15L I-YDB 110.7MHZ of Baghdad International Airport (ORBI) is out of service due to maintenance.

Bangkok, Thailand, (Suvarnabhumi Intl), From 0000 UTC 7 March 2025 Visual Docking Guidance System (VDGS) of aircraft stands 101 thru 114 is unserviceable. The aircraft are strongly advised to strictly follow the marshaller's signal.

Rapid Exit Taxiway Indicator Lights (RETILS) for Rwy 01/19 rapid exit Twy B3, B5, B7, B8, B10 and B11 and for Rwy 02R/20L rapid exit Twy E5, E7, E9, E12, E13 and E15 are unserviceable from 25 DEC 2025 until further notice. Refer also to the latest NOTAM.

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.

Bengaluru, India, (Kempegowda Intl), Construction works on apt (based on SUP 168-25). Refer to temporary charts 10-8/10-8A and latest NOTAMs.

Bhairahawa, Nepal, (Gautam Buddha Intl), (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).

(10-9): Parallel TWY E closed between TWYs B and C due to construction works on Domestic Apron and near Approach lights RWY 28. Caution during Take-off and Landing advised. TWYs B and C will be available for landing and departing aircrafts (based on SUP 02-26).

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

Dalbandin, Pakistan, RWY 13/31 not available for operations, based on SUP 43-25.

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 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 01/2025 item S07, Acft stand 10 at Apron 8 is closed.

Delhi, India, (Indira Gandhi Intl), (10-3D to 10-3G) LKN SIDS, AWY continuation under clarification.

Deoghar, India, (12-1) RNP Y Rwy 09, LNAV minimums changed as follows: MDA(H) 1440' (681'), CAT A & B with lights R1500m & ALS out R1500m, CAT C with lights R2400m & ALS out R2400m.

Dera Ghazi Khan, Pakistan, (Farooq Ahmad Khan Leghari Intl), Based on AIP SUP 20/26: Rwy 18 PAPI lights unserviceable due to technical reasons.

Dera Ismail Khan, Pakistan, Rwy 12/30 is not available for operation (based on SUP 08/26).

Dhahran, Saudi Arabia, (King Abdulaziz AB), Based on AIP AIRAC SUP 08/2025 item S11, (10-9) AIRPORT, (10-9B) PARKING STANDS & COORDS - CIVIL APRON closed.

Based on AIP AIRAC SUP 13/2025 item S08, DVORTAC DHA 117.2 MHz CH 119X operational but caution advised due to no remote monitoring. Based on AIP AIRAC SUP 13/2025 item S24, Rwy 16L/34R closed.

Based on AIP AIRAC SUP 13/2025 item S25, Twy 1 closed.

MIDDLE EAST - SOUTH ASIA

Based on AIP AIRAC SUP 13/2025 item S26, Twy 4 closed.

Based on AIP AIRAC SUP 13/2025 item S53, temporary runway arresting gear installed on Twy 3 between Twy K and Twy P, position N26 15.7 E050 08.2.

Dhaka, Bangladesh, (Hazrat Shahjalal Intl), (10-9/10-9A) The outline of the new apron including the connection to the main apron is under clarification, caution advised (based on SUP 07-25).

Dharavandhoo, Maldives, AFIS will be provided at times in place of ATC. Pilots will be informed via radio on initial contact of the service being provided (based on SUP 29-25).

Dibrugarh, India, ATIS changed to D-ATIS.

Procedures (11-1) ILS Z RWY 05 & (11-2) ILS Y RWY 05 unusable.

Doha, Qatar, (Doha Intl), (12-1) RNP Rwy 15, minimums changes as follows: DA/MDA(H) 700' (663'), with lights and ALS out CAT A & B R1500m, CAT C&D R2400m.

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

(21-2) ILS Rwy 16R, ILS minimums changed as follows: DA(H) CAT A & B 213' (200'), CAT C 220' (207'), CAT D 262' (249'), with lights CAT A, B, C & D R550m, TDZ or CL out CAT A, B, C & D R550m (R750m when a Flight Director or Autopilot or HUDLS to DA is not used), ALS out CAT A, B & C R1200m, CAT D R1300m. LOC (GS out) minimums changed as follows: DA/MDA(H) 490' (477'), with lights CAT A, B, C & D R1500m, TDZ or CL out CAT A, B, C & D R1500m, ALS out CAT A & B R1500m, CAT C & D R2200m.

The revised chart will be published in revision 27 MAR 26.

(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 CAT A, B, C & D R1500m, TDZ or CL out CAT A, B, C & D 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 CAT A, B, C & D R1500m, TDZ or CL out CAT A, B, C & D R1500m, ALS out CAT A & B R1500m, CAT C & D R2200m.

The revised chart will be published in revision 27 MAR 26.

Dubai, United Arab Emirates, (Al Maktoum Intl), (22-3) RNP Rwy 13 (EFTA) LNAV/VNAV DA(H) changed for cat A: 490'(335'), cat B: 510'(355'), RVR not changed, LNAV DA/MDA(H) changed to 610'(455'), RVR not changed. (22-4) RNP Rwy 31 (EFTA) LNAV/VNAV DA(H) changed for cat A: 440'(285'), cat B: 450'(295'), RVR not changed, LNAV DA/MDA(H) changed to 580'(425'), RVR not changed.

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), (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.

Based on AIP SUP 23/2025, (11-1) ILS Rwy 12L, due to crane activities in the vicinity of OMDB aerodrome, LOC (GS out) minimums changed as follows:

DA/MDA(H) 530'(518'), CAT A&B with lights R1500m, ALS out R1500m, CAT C&D with lights R1600m, ALS out R2400m.

Elazig, Turkiye, ATIS, ELAZIG Approach, ELAZIG Tower, and ELAZIG Ground ops hours are H24.

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

Faisalabad, Pakistan, (Faisalabad Intl), Based on SUP 34-25, ACFT arresting barriers net assembly installed at 30ft/09m before THR RWY 03R and 279ft/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 turnpads RWY 03R/21L.

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Based on SUP 35-25, 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 forfighter 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.

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 12/2023, VOR FJV frequency 113.800 Mhz is out of calibration and false indication is possible.

Based on AIP SUP 48/2025, (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 SUP 48/2025 all SIDs for RWY 11/29 are not available.

Based on SUP 48/2025 all STARs for RWY 29 are not available.

Rescue and fire fighting services (RFFS) CAT 10 operation not available.

Fuvahmulah Island, Maldives, (Fuvahmulah), AFIS will be provided at times in place of ATC. Pilots will be informed via radio on initial contact of the service being provided (based on SUP 33-25).

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 DMMCAYA, GASSIM TOWER is ELQBAYA, ABHA TOWER is AHBAAYA.

Gondia, India, (10-9) AIRPORT, AIRPORT INFO, TAKE-OFF MNMS, (13-2) VOR RWY 22: Approach light RWY 22 should read SALS (LIH) instead of SAPL (LIH).

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

Guriat, Saudi Arabia, Based on AIP AIRAC SUP 13/2025 item S18, TACAN GRY CH 94X operates on DME only.

Guwahati, India, (Lokpriya Gopinath Bordoloi Intl), (11-1) ILS or LOC Rwy 02, LOC (GS out) straight-in landing minimums changed as follows:

with D3.0 IGHT, CDFA, MDA(H) 580' (417'), with lights CAT A & B R1500m, CAT C & D R1900m, ALS out CAT A & B R1500m, CAT C & D R1900m;

with D5.0 IGHT, CDFA, MDA(H) 1200' (1037'), with lights CAT A & B R1500m, CAT C & D R2400m, ALS out CAT A & B R1500m, CAT C & D R2400m;

without D3.0 IGHT or D5.0 IGHT, CDFA, MDA(H) 1800' (1637'), with lights CAT A, B, C & D R5000m, ALS out CAT A, B, C & D R5000m.

(13-1) VOR Rwy 02, straight-in landing minimums changed as follows: CDFA, MDA(H) 1800' (1637'), with lights CAT A, B & C R5000m, CAT D NOT APPLICABLE, ALS out CAT A, B & C R5000m, CAT D NOT APPLICABLE.

(13-1) VOR Rwy 02, straight-in landing minimums changed as follows: CDFA, MDA(H) 1800' (1637'), with lights CAT A, B & C R5000m, CAT D NOT APPLICABLE, ALS out CAT A, B & C R5000m, CAT D NOT APPLICABLE.

(13-2) VOR Rwy 20 straight-in landing minimums changed as follows:

with D3.0, CDFA, MDA(H) 660' (497'), CAT A & B R1500m, CAT C & D R2300m;

without D3.0, CDFA, MDA(H) 1310' (1147'), CAT A & B R1500m, CAT C & D R2400m.

Gwadar, Pakistan, (New Gwadar Intl), IATA code is GWD.

Hafr Al Batin, Saudi Arabia, (King Saud AB), Based on AIP AIRAC SUP 01/26 item S01, ILS RWY 31 Unserviceable.

Based on AIP AIRAC SUP 10/25 item S15, apron 1 and apron 3 closed.

Hanak, Saudi Arabia, (Red Sea Intl), (11-1) ILS Z OR LOC RWY 15L, (11-2) ILS Y RWY 15L, (11-3) ILS Z OR LOC RWY 33R, (11-4) ILS Y RWY 33R, (13-1) VOR RWY 15L and (13-2) VOR RWY 33R, RED SEA Tower note changed from "When AFIS is active, call 15 min before ARR time" to "Call 15 min before ARR time".

Based on AIP AIRAC SUP 03/26 item S01, portion Twy E from Twy E3 to north end Twy E closed.

Herat, Afghanistan, (Khawaja Abdullah Ansari Intl), (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.

Only communication service is HERAT Information 123.350 (AFIS), available 0030-1630UTC.

Types of traffic permitted: VFR.

VOR/DME: TX1 unserviceable. TX2 in bypass with abnormal parameters and warnings. Signal unreliable. Flight inspection required. Not available for operational use.

NDB: Operating on TX2 only (TX1 unserviceable). Subject to flight check. Not available for operational use.

MIDDLE EAST - SOUTH ASIA

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

ATIS changed to D-ATIS.

Indore, India, (Devi Ahilya Bai Holkar), (11-1) ILS or LOC Rwy 25, LOC (GS out) with D3.6 IIDR minimums changed as follows: CDFA MDA(H) 2260'(421') CAT A & B with lights R1500m ALS out R1500m, CAT C & D with lights R1600m ALS out R2000m. Note: VNAV DA(H) in lieu of MDA(H) requires height loss adjustment.

(13-2) VOR Rwy 25 minimums changed as follows: with D5.0 CDFA MDA(H) CAT A & B 2280'(441'), CAT C & D 2290'(451'), CAT A & B with lights R1500m ALS out R1500m, CAT C & D with lights R1700m ALS out R2100m. Without D5.0 CDFA MDA(H) 2320'(481'), CAT A & B with lights R1500m ALS out R1500m, CAT C & D with lights R1800m ALS out R2300m. Note: VNAV DA(H) in lieu of MDA(H) requires height loss adjustment.

Islamabad, Pakistan, (Islamabad Intl), 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.

Jalgaon, India, (10-9) Isolation Bay alternate position is turn pad RWY 27 (based on AIRAC SUP 147-25).

(13-2) VOR Rwy 27, in recommended altitudes table altitude for D5.0 JLG should read 2450' instead of 2540'. The revised chart will be published in revision 27 FEB 26.

IATA code is JLG.

Jazan, Saudi Arabia, (King Abdullah Bin Abdulaziz), Based on AIP AIRAC SUP 01/26 item S03, Taxilane 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 08/25 item S07, (0600 - 0800) Rwy 15/33 closed except military flight, VVIP, VIP, state flight, emergency, medical evacuation flight, divert flight, authorized flight by airport director and delayed flight due to holding traffic by ABHA Approach control.

Based on AIP AIRAC SUP 08/25 item S13, Rwy 15/33 limited for Acft Code C and below only.

Jeddah, Saudi Arabia, (King Abdulaziz Intl), (10-9A) AIRPORT INFO, TAKE-OFF MNMS: Rwy 16C/34C and Rwy 16R/34L Approach Light System changed from ALSF-II to PALS CAT II.

(10-9A) AIRPORT INFO, TAKE-OFF MNMS: Rwy 16L/34R Approach Light System changed from ALSF-I to CALVERT.

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 01/26 item S07, aircraft stands: 8-H11, 8-H12, 8-H13, 8-1, 8-1A, 8-1B are closed.

Based on AIP AIRAC SUP 02/26 item S10, portion of TWY K between TWY S and TWY R including intersection with TWY R limited to aircraft code E and below.

Based on AIP AIRAC SUP 13/2025 item S35, portion TWY D1 between TWY R and Acft stand G18 closed.

Based on AIP AIRAC SUP 13/2025 item S37, Acft stand B29 used for Acft code C only.

Based on AIP AIRAC SUP 13/2025 item S38, portion of Twy C between Twy U and Twy T only for Acft code E and below.

Based on AIP AIRAC SUP 13/2025 item S39, Acft stand G1 closed

Based on AIP AIRAC SUP 13/2025 item S40, 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 13/2025 item S41, 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 13/2025 item S42, Twy NA closed.

Based on AIP AIRAC SUP 13/2025 item S43, Twy N9 closed.

Based on AIP AIRAC SUP 13/2025 item S45, Acft stand C5 used for single parking only.

Based on AIP AIRAC SUP 13/2025 item S46, Twy K4 used only for Acft code C.

Based on AIP AIRAC SUP 13/2025 items S36, ACFT stand 8-R2 closed.

Based on SUP 013-25 AIRAC item S47, portion TWY R between TWY K and TWY J closed.

Based on SUP 013-25 AIRAC item S48, ACFT stands 11-11L thru 11-11R closed.

Based on SUP 013-25 AIRAC item S49, Apron 9 closed.

Jharsuguda, India, (Veer Surendra Sai), NDB RWY 24 (16-1): Add IATA code JRG.

MIDDLE EAST - SOUTH ASIA

Kaadedhdhoo Island, Maldives, (Kaadedhdhoo), AFIS will be provided at times in place of ATC. Pilots will be informed via radio on initial contact of the service being provided (based on SUP 31-25).

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.

Kadhhdhoo Island, Maldives, (Kadhhdhoo), AFIS will be provided at times in place of ATC. Pilots will be informed via radio on initial contact of the service being provided (based on SUP 30-25).
Transition level is FL 130.

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

Kannur, India, (Kannur Intl), (11-1) ILS Rwy 25, LOC (GS out) with D3.0 IKAN minimums changed as follows: MDA(H) 860'(543') with lights CAT A&B R1500m, CAT C&D R2100m, ALS out CAT A&B R1500m, CAT C&D R2400m.

Karachi, Pakistan, (Jinnah Intl), (10-9) AIRPORT, AIRPORT INFO, TAKE-OFF MNMS, (10-9A) PARKING STANDS & COORDS, portion of Twy A between Rwy 07L/25R and Rwy 07R/25L not available. Charts will be published with 20 MAR 26 revision date.

Arriving traffic from LAKIV: cross BEGIM at or above FL50 and KA at or above FL50 as specified by ATC.

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.

Kathmandu, Nepal, (Tribhuvan Intl), Construction works on apt (based on SUP 16-25). 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.

Katunayake, Sri Lanka, (Bandaranaike Intl Colombo), (11-1/11-2) Instrument Approach Procedures related to ILS/DME RWY 04 not available (based on AIRAC SUP 04-25)

Khajuraho, India, Low Visibility procedures established. (10-9) APT, APT INFO, PARKING, TAKE-OFF MNMS, DEP PROC chart will be revised and (10-1P) AIRPORT BRIEFING (GEN) will be added with revision date 20 MAR 26. Please refer to chart alert on www.jeppesen.com.

Khamis Mushait, Saudi Arabia, (King Khaled AB), Based on AIP AIRAC SUP 01/26 item S02, pilot exercise caution due to temporary hook trailer assembly located 1700' (518m) toward Rwy 06.

Based on AIP AIRAC SUP 07/2025 item S16, TWYs 3B, 4B and 5B closed.

Based on AIP AIRAC SUP 11/2025 item S03, portion Twy A between Twy 1A and Twy 2A closed.

Based on AIP AIRAC SUP 11/2025 item S04, Rwy 14/32 closed.

Based on AIP AIRAC SUP 11/2025 item S05, (11-1) ILS DME Rwy 14 suspended.

Based on AIP AIRAC SUP 11/2025 item S06: (13-2) VOR DME or TACAN Rwy 14 and (13-4) VOR DME or TACAN Rwy 32 suspended.

Based on SUP 013-25 AIRAC item S13, ILS RWY 24 operational but caution advised due to no remote monitoring.

Based on SUP 013-25 AIRAC item S20, ILS RWY 14 unserviceable.

Kirkuk, Iraq, (Kirkuk Intl), Procedures (11-1) ILS Z or LOC Rwy 31, (11-2) ILS Y or LOC Rwy 31, (11-3) ILS X or LOC Rwy 31, (11-4) ILS W or LOC Rwy 31, (13-1) VOR Z Rwy 13, (13-2) VOR Y Rwy 13, (13-3) VOR Z Rwy 31, (13-4) VOR Y Rwy 31, (13-5) VOR X Rwy 31 and (13-6) VOR W Rwy 31 not available.

Kishangarh, India, (12-3) RNP Y RWY 05, final approach segment SDF 3.7 NM to RW05 is withdrawn temporary and LNAV minimums changed temporary as follows: MDA(H) 2450' (978'), CAT A & B with lights R1500m & ALS out R1500m, CAT C with lights R2400m & ALS out R2400m.

(12-4) RNP Y RWY 23, final approach segment SDF 3.0 NM to RW23 is withdrawn temporary and LNAV minimums changed temporary as follows: MDA(H) 2300' (823') CAT A & B with lights R1500m & ALS out R1500m, CAT C with lights R2400m & ALS out R2400m.

Kolkata, India, (Netaji Subhash Chandra Bose Intl), (13-1) VOR Rwy 01L with D5.0 minimums changed as follows: MDA(H) 450'(432') with lights CAT A&B R1500m, CAT C R1600m, CAT D NOT APPLICABLE, ALS out CAT A&B R1500m, CAT C R2000m, CAT D NOT APPLICABLE.

Kooddoo Island, Maldives, (Kooddoo Airport), AFIS will be provided at times in place of ATC. Pilots will be informed via radio on initial contact of the service being provided (based on SUP 32-25).

Kuwait, Kuwait, (Kuwait Intl), Based on AIP SUP 14/25, 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.

Based on SUP 01/26, as a result of runway closure and ILS removal, the following procedures are hereby withdrawn until 22 FEB 2027: (11-1) ILS Z RWY 15L, (11-1A) CAT II ILS Z RWY 15L, (11-5) ILS Z RWY 33R & (11-5A) CAT II ILS Z RWY 33R.

Based on SUP 01/26, temporary closure of RWY 15L/33R at Kuwait Intl Airport due to rehabilitation and development works. As a consequence of the runway closure, the following taxiways and stands will also be closed: Twy E2 (affected portions), RWY 15L Loops (Main Loop 1 and Loop 2), RWY 33R Loops (Main Loop 1 and Loop 2), stands number 44, 45 and 46. Following ILS and DME will be withdrawn for the duration of works: RWY 15L ILS/DME IKIC (110.1 MHz), RWY 33R ILS/DME IKID (110.5 MHz). Aircraft ground movements shall be conducted in accordance with ATC instructions. Pilots shall comply with all related NOTAMs. Alternative runways, navigation aids and taxi routes will be instructed by ATC.

MIDDLE EAST - SOUTH ASIA

(PT 1 of 3) Based on AIP SUP 13/25, implementation of Departure Clearance via data link (DCL) at Kuwait INTL (OKKK) will be available on trial basis from 14 DEC 2025 0700 UTC. During the trial period initial the use of DCL will be optional for eligible aircraft. Voice delivery of departure clearance will remain available for all flight. DCL may be used by eligible ACFT equipped with CPDLC/ACARS and indicated in Item 10 and Item 18 of the ICAO flight plan. During the trial period, aircraft not equipped or choosing not to use DCL shall obtain ATC clearance by voice on Kuwait Delivery - 126.775 Mhz. DCL at OKKK is provided via ACARS (SITA) and integrated with the Tower Electronic Flight Strip (TEFS) system. The service will operate on a trial period, during which system performance and operational procedure will be evaluated. Standard DCL message sequence: RCD - Request for Departure Clearance, CLD - Departure Clearance, CDA - Clearance Acknowledgment.

(PT 2 of 3) Pilots shall request departure clearance (via DCL or voice) between TOBT minus 20 min and TOBT minus 10 min. RCD messages must include the aircraft parking stand number. When using DCL, pilots must send CDA within 5 min of CLD. In case of error or time-out revert to voice. If no CDA response is received within system-defined time limits, the system will generate a (REVERT TO VOICE) message. Pilots shall maintain continuous communication watch on the appropriate frequency (voice or DCL) until the clearance process is completed. Used of DCL is OPTIONAL during this trial period. Aircraft not using DCL shall obtain ATC clearance via DCL or via voice on Kuwait Delivery - 126.775 Mhz. A departure clearance issued via DCL becomes INVALID if the ACFT does not commence push-back or start-up within 15 minutes after sending the CDA (Clearance Acknowledgement). In such cases, the pilot shall request a NEW departure clearance via DCL or by voice on Kuwait Delivery 126.775 MHz.

(PT 3 of 3) During the trial period, DCL may not be issued when: Flight plan contains errors or missing CPDLC/DAT codes, RCD is sent too early/late, Datalink system is unavailable, ATC requires voice coordination. ATC shall: Validate CLD prior to sending, Monitor DCL timers and system performance during the trial period, Apply revert-to-voice when required. Pilot shall: Ensure correct FPL codes, Include parking stand in RCD, Verify all clearance elements, Revert to voice immediately when instructed.

Lahore, Pakistan, (Allama Iqbal Intl), Based on AIP SUP 14/26, HF RT and SELCAL facility unserviceable.

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.

Larnaca, Cyprus, (Larnaca Intl), (12-1) RNP Rwy 04 straight-in landing minimums changed as follows: LNAV/VNAV DA(H) CAT A 290' (279'), CAT B 300' (289'), CAT C 310' (299'), CAT D 320' (309'), with lights CAT A,B&C R900m, CAT D R1000m, ALS out CAT A R1300m, CAT B,C&D R1400m;

LNAV DA/MDA(H) 410' (399'), with lights R1400m, ALS out CAT A&B R1500m, CAT C&D R1800m.

(12-2) RNP Rwy 22 LNAV minimums changed as follows: DA/MDA(H) 390' (379'), with lights CAT A, B, C & D R1500m, ALS out CAT A & B R1500m, CAT C & D R1700m. (13-4) VOR DME Y Rwy 22, (13-5) VOR DME X Rwy 22 and (13-6) VOR DME S Rwy 22 minimums changed as follows: DA/MDA(H) 390' (379'), with lights CAT A, B, C & D R1500m, ALS out CAT A & B R1500m, CAT C & D R1700m.

(12-2) RNP Rwy 22 LNAV minimums changed as follows: DA/MDA(H) 390' (379'), with lights R1500m, ALS out CAT A, B R1500m, CAT C, D R1700m.

(13-4) VOR DME Y Rwy 22, (13-5) VOR DME X Rwy 22 and (13-6) VOR DME S Rwy 22 minimums changed as follows: DA/MDA(H) 390' (379'), with lights R1500m, ALS out CAT A, B R1500m, CAT C, D R1700m.

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

Maamigili Island, Maldives, (Villa Intl), AFIS will be provided at times in place of ATC. Pilots will be informed via radio on initial contact of the service being provided (based on SUP 34-25).

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 DMCCAYA, GASSIM TOWER is ELQBAYA, ABHA TOWER is AHBAAYA.

Based on SUP 013-25 AIRAC item S01, ACFT stands 18 thru 24 closed.

Based on SUP 013-25 AIRAC item S16, DME RWY 35 ident not synchronized with LOC.

Based on SUP 013-25 AIRAC item S17, ILS RWY 36 unserviceable.

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

Male, Maldives, (Velana 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 01-26).

MIDDLE EAST - SOUTH ASIA

Due to the ongoing TWY C rebuilding project, aircraft may be required to re-enter the runway in order to access the allocated stands. All airlines are advised to strictly adhere to the cleared slots. Coordination with ATC is essential to minimize delays and ensure safe operations (based on AIC 04-25).

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

Mazar-e Sharif, Afghanistan, (Mawlana Jalaluddin 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 Maharaj Intl), (12-3) RNP Y Rwy 32, LNAV minimums changed as follows: MDA(H) 1270' (1245'), with lights R5000m, ALS out R5000m.

Muscat, Oman, (Muscat Intl), Based on AIP SUP 28/25, taxiway Y3 is closed.

Nagpur, India, (Dr. Babasaheb Ambedkar Intl), (13-1) VOR Rwy 14, straight-in minimums changed as follows: with SDF D4.5 MDA(H) 1590' (553'), CAT A & B with lights R1500m ALS out R1500m, CAT C & D with lights R2100m ALS out R2400m. Straight-in minimums with SDF D3.3 temporarily withdrawn.

Naypyitaw, Myanmar, (Naypyitaw Intl), (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 I.

Paro, Bhutan, (Paro Intl), (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.

Construction works near Twy T and in close proximity to the Cargo Terminal Area. Exercise caution due to presence of personnel and machinery (based on SUP 01-26). Refer to latest NOTAMS.

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

Pune, India, (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, (Quetta Intl), Based on SUP 33-25, 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.

(Based on SUP 58-25) 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.

Eff 25 DEC 25, based on AMDT 4-25 AIRAC, the ABN is withdrawn.

Rafha, Saudi Arabia, Based on SUP 013-25 AIRAC item S05, ILS RWY 29 unserviceable. Procedure (11-1) ILS or LOC RWY 29 suspended.

Ras Mishab, Saudi Arabia, Based on SUP 013-25 AIRAC item S14, VORTAC RAS 116.4 MHz unserviceable.

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 01/26 item S04, RVR Rwy 15R unserviceable.

Based on AIP AIRAC SUP 01/26 item S05, MID RVR Rwy 15R/33L unserviceable.

Based on AIP AIRAC SUP 01/26 item S06, RVR Rwy 33L unserviceable.

Based on AIP AIRAC SUP 02/26 item S09, aircraft stand 505R closed.

Based on AIP AIRAC SUP 02/26 item S12, from Sunday to Thursday between 0300 - 2100, Airspace reservation will take place within following coordinates: N24 23.2 E046 16.6, N24 00.8 E045 47.7, N23 48.7 E045 47.7, N23 48.8 E046 13.1, N24 07.5 E046 13.0, N24 12.5 E046 16.9, N24 23.2 E046 16.6.
SFC - 5500' AMSL.

Based on AIP AIRAC SUP 02/26 item S13, from Sunday to Thursday between 0300 - 2100, Airspace reservation will take place within following coordinates: N24 31.9 E046 39.1, N24 32.0 E046 26.6, N24 22.6 E046 21.5, N24 22.1 E046 19.9, N24 22.1 E046 18.2, N24 23.2 E046 16.6, N24 12.5 E046 16.9, N24 12.4 E046 39.2, N24 31.9 E046 39.1.
SFC - 4000' AMSL.

MIDDLE EAST - SOUTH ASIA

Based on AIP AIRAC SUP 02/26 item S14, from Sunday to Thursday between 0200 - 2100, Airspace reservation will take place within following coordinates: N24 53.6 E047 12.0, N25 02.9 E047 37.7, N24 37.7 E048 11.0, N24 30.8 E047 50.5, N24 32.4 E047 26.0, N24 39.9 E047 24.4, N24 38.1 E047 18.8, N24 32.9 E047 19.8, N24 33.9 E047 02.4, N24 37.0 E047 01.9, N24 43.8 E047 12.0, N24 53.6 E047 12.0.
SFC - 7000' AMSL.

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 12/2025 item S02, portion of TWY F between TWY P and TWY R is closed.

Based on AIP AIRAC SUP 12/2025 item S03, ACFT stand 52 limited to code B and below.

Based on AIP AIRAC SUP 13/2025 item S22, follow-me assistance mandatory for inbound traffic to Apron GA.

Salalah, Oman, (10-2/10-2A, 10-2B/10-2C, 10-3/10-3A, 10-3B/10-3C) All RNAV SIDs and STARs are not to be used until further notice. (Based on SUP 005-26)

Based on AIP SUP 31/25, 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 05/25, 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 06/25, ILS LLZ ISAN 110.9 MHz Rwy 18 unserviceable.

Based on AIP SUP 07/25, 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.

Santiurfa, Turkiye, (Gap Intl), Based on AIP SUP 20/25, while executing Rwy 04 ILS approach, Glide Path oscillation is reported by pilots sometimes. It is recommended to be cautious in between 10NM-1NM on Rwy 04 ISUR 331.1 MHz Glide Path approaches due to in-tolerance oscillations.

Sharjah, United Arab Emirates, (Sharjah Intl), Based on AIP SUP 33/2025, Aircraft stands 9, 10, 11, 13, 15, 17 and 18 are closed. Taxiway Z11 is closed. Aircraft stand 8 downgraded from aircraft code D to aircraft code C.

Based on AIP SUP 054-25, work in progress being carried out between 0300-1400 UTC daily at portions of the North and South strips of Twy A. Pilots are advised to exercise caution when taxiing in the vicinity of the work area.

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.

Silchar, India, (Kumbhirgram), New AD established. Following charts will be available with revision date 20 MAR 26: (10-9) AIRPORT, AIRPORT INFO, TAKE-OFF MNMS, (11-1) ILS Z RWY 06, (11-1A) CAT II ILS RWY 06, (11-2) ILS Y RWY 06, (13-1) VOR Z RWY 06, (13-2) VOR Y RWY 06, (16-1) NDB RWY 06. Please refer to chart alert on www.jepesen.com

Suhar, Oman, Based on AIP SUP 40/25: (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 40/25: (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.

Tachileik, Myanmar, SALS removed from Rwy 22, no affect on minimums. PAPI-L removed from Rwy 04.

Taif, Saudi Arabia, (Taif Intl), Based on AIP AIRAC SUP 01/26 item S11, daily between 0900 - 0930 Military Air Show exercises will take place over aerodrome (SFC - FL190).

Based on AIP AIRAC SUP 05/2024 item S04, Aircraft stand 13 closed.

Based on AIP AIRAC SUP 06/2025 item S05, exit signs Rwy 17/35 for Twy M1 & Twy M3 not available.

Tehran, Iran, (Mehrabad Intl), (20-9) AIRPORT, Rwy Guard Lights installed on Twy B6.

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.

Tirupati, India, (12-1) RNP Rwy 08, LNAV minimums changed as follows: MDA(H) 910'(544') CAT A & B with lights R1500m ALS out R1500m, CAT C & D with lights R2300m ALS out R2400m.

Turaif, Saudi Arabia, Based on SUP 013-25 AIRAC item S12, ILS RWY 28 unserviceable.

Turbat, Pakistan, (Turbat Intl), (Based on SUP 049-25) RWY 08L/26R not available for operation due to up-grade construction work in progress.

MIDDLE EAST - SOUTH ASIA

(Based on SUP 050-25) Work in progress on apron taxiway and terminal building. Heavy machineries deployed on airside. All pilots to exercise caution.

(Based on SUP 051-25) Night landing not available.

(Based on SUP 052-25) Apron and TWY A not available.

(Based on SUP 053-25) AD not available as alternate for any domestic or international flights due to parking constraints and upgradation construction work.

(Based on SUP 054-25) AD not available for military flights due to upgradation work in progress airside.

Visakhapatnam, India, (12-1-0A) RNP Y Rwy 28 (TEMP), MAP waypoint ident should read RW28 and NavData identifier should read DT28. Updated chart will be available with 6 MAR 26 revision date.

Threshold RWY 28 temporarily displaced. Please refer to TEMP charts 10-8, (12-1-0A) RNP Y RWY 28, (13-1-0A) VOR RWY 28 (INITIAL APCH), (13-1A-0A) VOR RWY 28 (FINAL APCH) and latest NOTAMs.

Wejh, Saudi Arabia, Based on SUP 013-25 AIRAC item S55, aerodrome closed.

Yazd, Iran, (Shahid Sadooghi Intl), 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.