

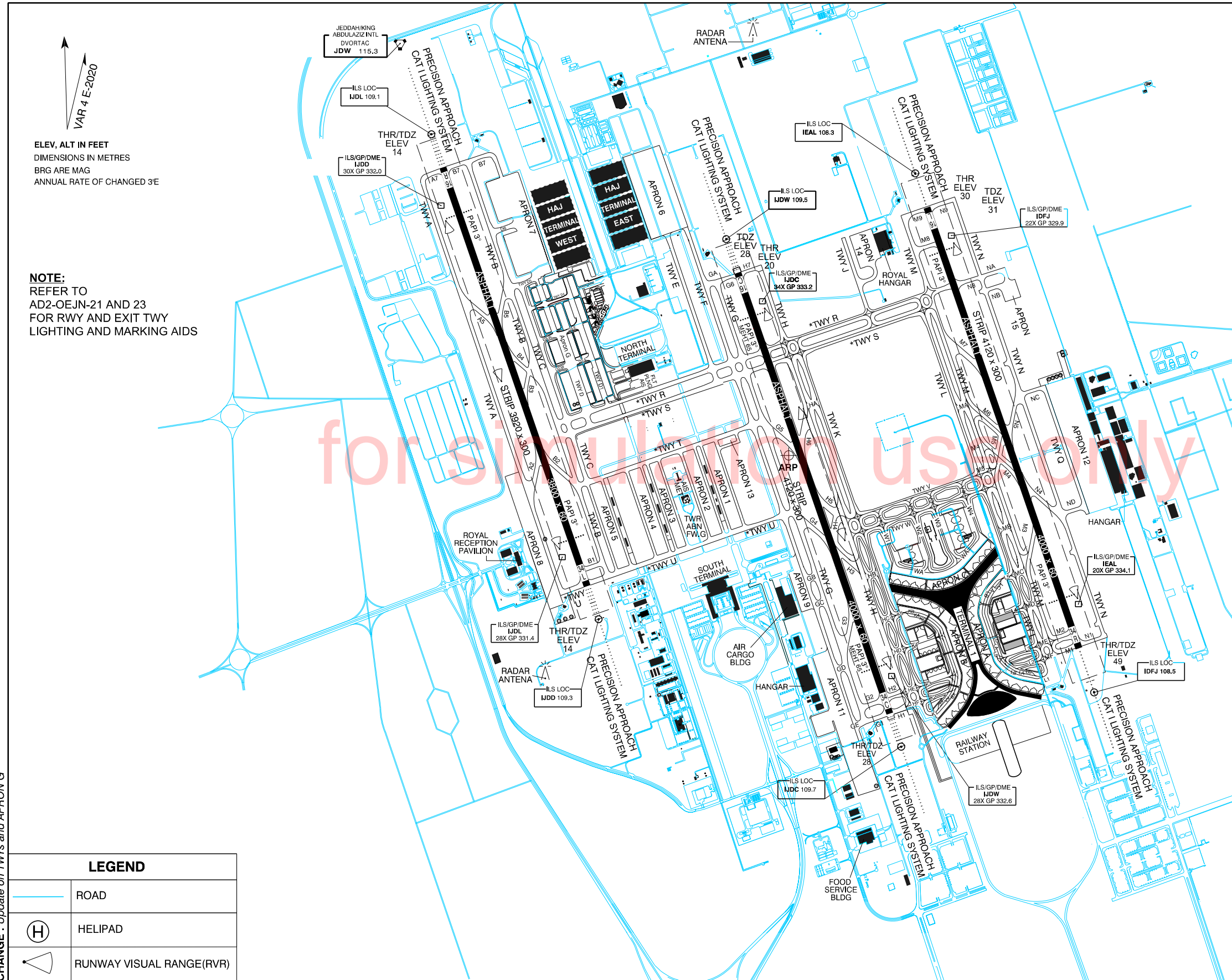
AERODROME CHART - ICAO

21°40'52"N
039°09'22"E

ELEV 49

TWR: 118.2(W) 118.3(W) 118.5(E) 124.3(E) 343.7 (UHF)
GND: 121.6 (W) 121.9 (C) 121.7 (E) 355.7 (UHF)
APN: 121.975 (E APN) 121.750 (APN 6)
ATIS: 126.2 ARR 128.7 DEP
CLEARANCE DELIVERY: 121.8

JEDDAH / KING ABDULAZIZ INTERNATIONAL



ELEV, ALT IN FEET
DIMENSIONS IN METRES
BRG ARE MAG
ANNUAL RATE OF CHANGED 3E

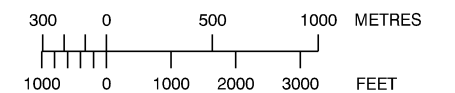
NOTE:
REFER TO
AD2-OEJN-21 AND 23
FOR RWY AND EXIT TWY
LIGHTING AND MARKING AIDS

RWY	DIRECTION	THR	THR GUND	BEARING STRENGTH
16C	156°	21°41'42"N 039°09'06"E	16	PCN 72/F/A/W/T Unlimited traffic ASPHALT
34C	336°	21°39'40"N 039°09'54"E	16	
16L	156°	21°42'02"N 039°10'02"E	16	PCN 78/F/A/W/T ASPHALT
34R	336°	21°40'00"N 039°10'50"E	16	
16R	156°	21°42'10"N 039°07'37"E	16	PCN 77/F/A/W/T ASPHALT
34L	336°	21°40'14"N 039°08'23"E	16	

TAXIWAY DESIGNATOR	Width	BEARING STRENGTH (PCN)	Surface
TWY A	30	71/F/C/W/T	Asphalt
TWY A2	30	93/F/A/W/T	Asphalt
TWY A5	30	34/F/C/W/T	Asphalt
TWY A7	30	32/F/C/W/T	Asphalt
TWY B	30	39/F/B/W/T	Asphalt
TWY B1	30	50/F/B/W/T	Asphalt
TWY B2	30	81/F/A/W/T	Asphalt
TWY B3	30	47/F/C/W/T	Asphalt
TWY B4	30	54/F/B/W/T	Asphalt
TWY B5	30	71/F/C/W/T	Asphalt
TWY B7	30	33/F/C/W/T	Asphalt
TWY C	30	84/F/A/W/T	Asphalt
TWY D	85	80/F/A/X/T	Asphalt
TWY D1	49	50/F/A/X/T	Asphalt
TWY D2 West	29	80/F/A/X/T	Asphalt
TWY D2 East	18	50/F/A/X/T	Asphalt
TWY D3 West	26	80/F/A/X/T	Asphalt
TWY D3 East	23	50/F/A/X/T	Asphalt
TWY D4	18	60/F/A/X/T	Asphalt
TWY D5	38	36/F/A/X/T	Asphalt
TWY D6	33	50/F/A/X/T	Asphalt
TWY E	30	100/F/A/W/T	Asphalt
TWY F	30	49/F/A/W/T	Asphalt
TWY G	30	63/F/A/W/T	Asphalt
TWYs G1, G2, G3, G4, G5, G6	30	74/F/A/W/T	Asphalt
TWYs H1, H2, H3, H4, H5, H6	30	100/F/A/W/T	Asphalt
TWY M	26	57/F/A/W/T	Asphalt
M1, M2, M3, M4, M5, M6, M7, M8, M9	30	100/F/A/W/T	Asphalt
TWYs N1, N4, N5, N8	30	100/F/A/W/T	Asphalt
TWY T	30	41/F/A/W/T	Asphalt
TWY U	30	52/F/A/W/T	Asphalt
TWY R	30	60/F/B/W/T	Asphalt
TWY S	30	45/F/C/W/T	Asphalt
L, K, H, V, W, W1, W2, W3, W4, KA, K1, K2, K3, K4, K5	25	80/F/B/W/T	Asphalt
WA	30	80/F/B/W/T	Asphalt
TWYs V1, V2, V3, V4	50	80/F/B/W/T	Asphalt
KB, KC	18	80/F/B/W/T	Asphalt

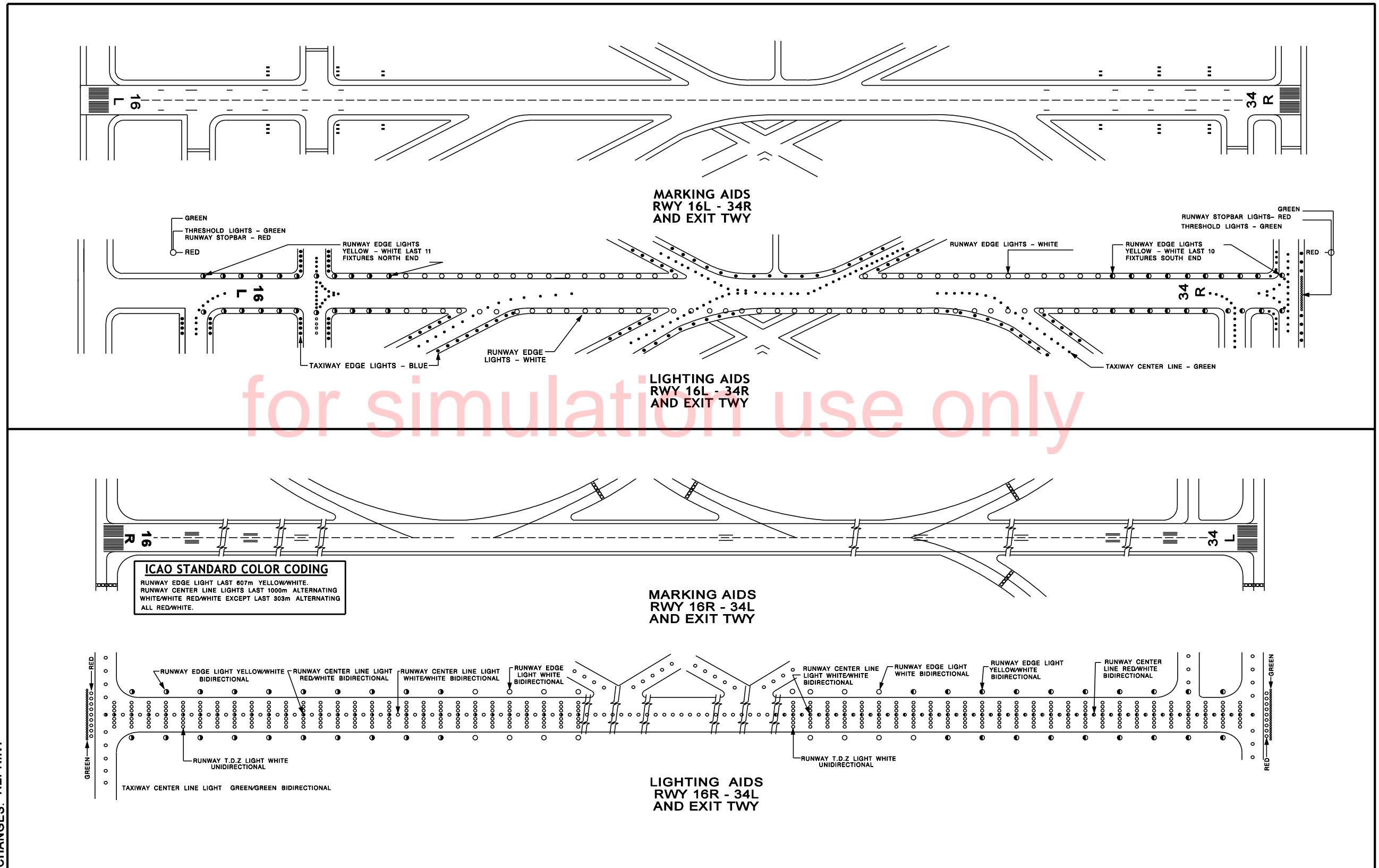
CHANGE : Update on TWYs and APRON G

LEGEND	
	ROAD
	HELIPAD
	RUNWAY VISUAL RANGE (RVR)



RWY AND EXIT TWY LIGHTING AND MARKING AIDS (RWYs 16L/34R AND 16R/34L)

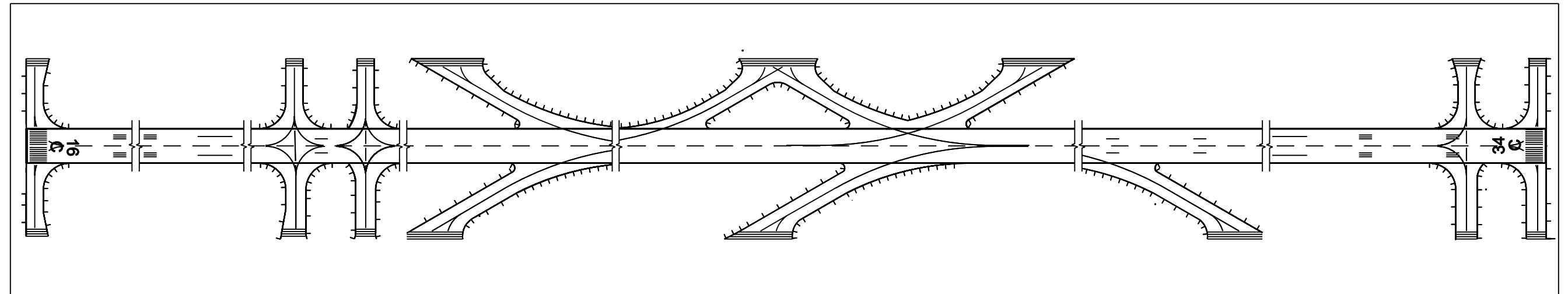
JEDDAH/King Abdulaziz Intl



RWY AND EXIT TWY LIGHTING AND MARKING AIDS (RWY 16C/34C)

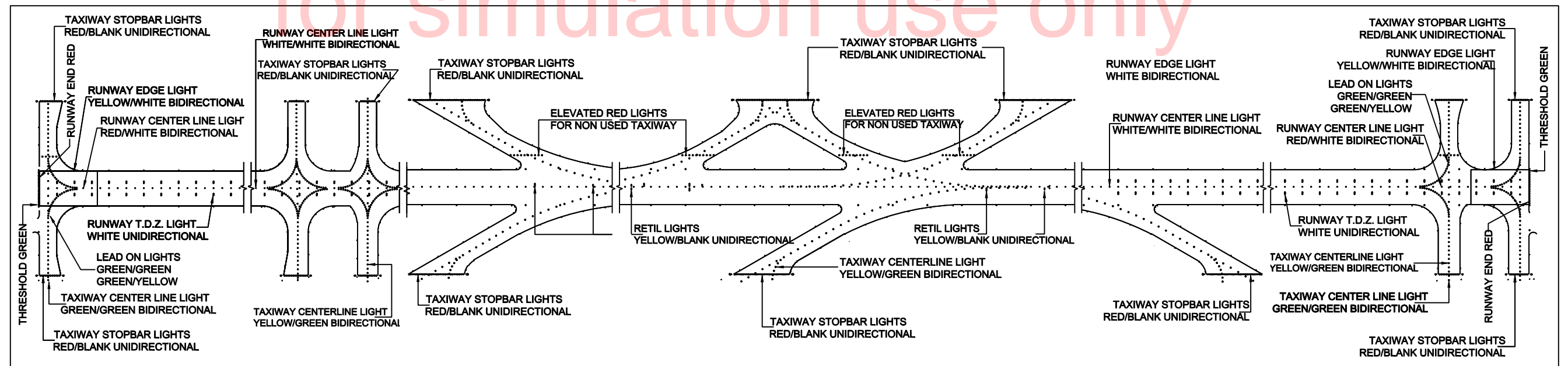
JEDDAH/King Abdulaziz Intl

RUNWAY 16C/34C



**MARKING AIDS
RWY 16C - 34C
AND EXIT TWY**

for simulation use only



**LIGHTING AIDS
RWY 16C - 34C
AND EXIT TWY**




CHANGE: RWY 16C/34C OPEN

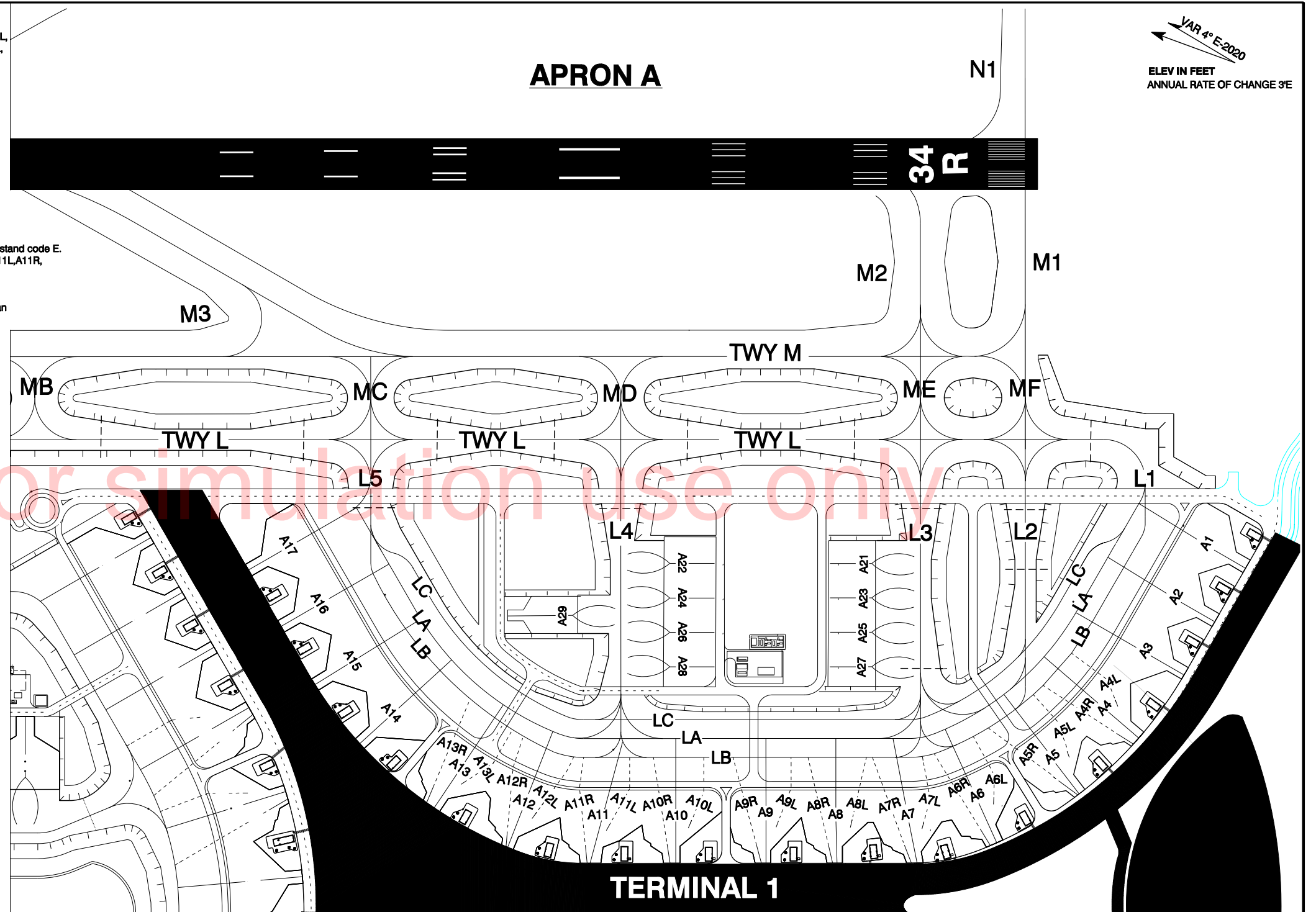
AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV
34 FT

TWR: 118.2(W) 118.3(W) 118.5(E) 124.3(E) 343.7 (UHF)
GND: 121.6 (W) 121.9 (C) 121.7 (E) 355.7 (UHF)
APN: 121.975 (E APN) 121.750 (APN 6)
ATIS: 126.2 ARR 128.7 DEP
CLEARANCE DELIVERY: 121.8

JEDDAH/KING ABDULAZIZ INTERNATIONAL

- NOTES:**
1- Aircraft stands:
A1,A2,A3,A4,A5,A6,A4L,A4R,A5L,A5R,A6L,A6R,A7,A7R,A7L,A8,A8R,A8L,A9,A9L,A9R,A10,A10L,A10R,A11,A11L,A11R,A12,A12L,A12R,A13,A13L,A13R,A14,A15,A16,A17,A21,A22,A23,A24,A25,A26,A27,A28,A29:
- Surface: concrete
- PCN: 85/R/B/W/T
- Marking:
a) Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions.
b) Guides lines.
c) Nose-in guidance at aircraft stands.
d) Color: yellow.
- Lighting:
a) Guides lines. b) Holding position. c) Apron edge. d) Stands.
- Single lead in line. Which can accommodate either one code E or one Code D aircraft type restriction:
- A28: code C
- A1, A2, A3,A14,A15,A16,A17: code E.
- A11: MARS, Code F.
- A4,A5,A6,A7,A8,A9,A10,A12,A13: Multi Aircraft Ramp System (MARS) stand code E.
- A4L,A4R, A5L,A5R,A6L,A6R,A7L,A7R,A8L,A8R,A9L,A9R,A10L,A10R,A11L,A11R, A12L,A12R,A13L,A13R: MARS stand code C.
- A1,A2,A3,A14,A15,A16,A17: Single lead in line.
Which can accommodate either one code E or one Code D aircraft.
- A4,A5,A6,A7,A8,A9,A10,A12,A13 :MARS stand,3 lead-in lines,which can accommodate either one code E or one code D aircraft on the main central lead-in line.
- A4L, A4R, A5L,A5R,A6L,A6R,A7L,A7R,A8L,A8R,A9L,A9R,A10L,A10R, A11L,A11R,A12L,A12R,A13L,A13R: MARS stand, 3 lead-in lines, which can accommodate 2 code C aircrafts on the secondary lead-in line.
- A11: MARS stand,3 lead-in lines,which can accommodate either one code F or one code E or one code D aircraft on the main central lead-in line.
- A4,A7,A12,A13: single parking only
2- TWYs & Taxiways :
TWY L & Taxiways & L1, L2, L3, L4, L5, LA, LB, LC:
- Surface Asphalt
- PCN: 80/F/B/W/T
- Marking:
a) Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions.
b) TWY edge.
c) TWY centre line.
d) holding positions at all TWY/RWY intersections.
- Lighting:
a) TWY edge. b) Stop bars. c) TWY centre line.
d) holding positions at all TWY/RWY intersections.
Maximum Aircraft size:
- TWY L & Taxiways L1, L2, L3, L4, L5, LA : Code F.
- Taxiways, LB, LC : Code C (maximum wing span 36m)
- TWY L & Taxiways L1, L2, L3, L4, L5, LA :
- width 25m
- TWY L: shoulder width 17.5m
- Taxiways LB, LC
- width 18m
- Marking color of Taxiway LA centerline is Yellow - 
- Marking color of Taxiway LB centerline is Blue - 
- Marking color of Taxiway LC centerline is Orange - 



INS COORDINATES FOR ACFT STANDS ON APRON A

A1	21°39'46.78"N	039°10'37.20"E
A2	21°39'47.18"N	039°10'34.71"E
A3	21°39'47.58"N	039°10'32.23"E
A4	21°39'48.36"N	039°10'29.17"E
A4L	21°39'49.51"N	039°10'30.80"E
A4R	21°39'48.47"N	039°10'28.86"E
A5	21°39'49.75"N	039°10'26.18"E
A5L	21°39'50.58"N	039°10'27.44"E
A5R	21°39'49.79"N	039°10'26.12"E
A6	21°39'52.06"N	039°10'23.14"E
A6L	21°39'52.68"N	039°10'24.56"E
A6R	21°39'52.25"N	039°10'22.94"E
A7	21°39'54.65"N	039°10'21.24"E
A7L	21°39'54.92"N	039°10'22.61"E
A7R	21°39'54.85"N	039°10'21.15"E
A8	21°39'57.52"N	039°10'20.10"E
A8L	21°39'57.51"N	039°10'21.65"E
A8R	21°39'57.68"N	039°10'20.04"E
A9	21°40'00.07"N	039°10'19.09"E
A9L	21°40'00.18"N	039°10'20.61"E
A9R	21°40'00.24"N	039°10'19.03"E
A10	21°40'03.31"N	039°10'17.82"E
A10L	21°40'03.32"N	039°10'19.33"E
A10R	21°40'03.51"N	039°10'17.73"E
A11	21°40'06.38"N	039°10'16.60"E
A11L	21°40'06.23"N	039°10'18.08"E
A11R	21°40'06.49"N	039°10'16.56"E

INS COORDINATES FOR ACFT STANDS ON APRON A

A12	21°40'09.43"N	039°10'16.09"E
A12L	21°40'08.94"N	039°10'17.53"E
A12R	21°40'09.49"N	039°10'16.08"E
A13	21°40'12.57"N	039°10'16.55"E
A13L	21°40'11.91"N	039°10'17.84"E
A13R	21°40'12.90"N	039°10'16.84"E

INS COORDINATES FOR ACFT REMOTE STANDS ON APRON A

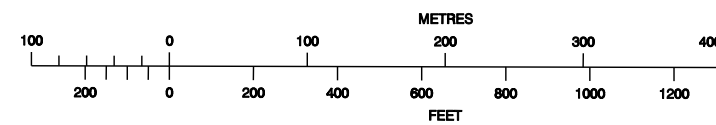
A14	21°40'16.06"N	039°10'17.98"E
A15	21°40'18.42"N	039°10'19.59"E
A16	21°40'20.39"N	039°10'21.34"E
A17	21°40'22.29"N	039°10'23.03"E



INS COORDINATES FOR ACFT REMOTE STANDS ON APRON A

A21	21°40'01.73"N	039°10'31.50"E
A22	21°40'05.88"N	039°10'29.87"E
A23	21°40'01.28"N	039°10'30.18"E
A24	21°40'05.42"N	039°10'28.54"E
A25	21°40'00.82"N	039°10'28.86"E

INS COORDINATES FOR ACFT REMOTE STANDS ON APRON A

A26	21°40'04.97"N	039°10'27.22"E
A27	21°40'00.37"N	039°10'27.53"E
A28	21°40'04.51"N	039°10'25.90"E
A29	21°40'12.80"N	039°10'24.93"E



LEGEND	
AIRCRAFT STAND	A1
SERVICE ROAD	
INTERMEDIATE HOLDING POSITION	

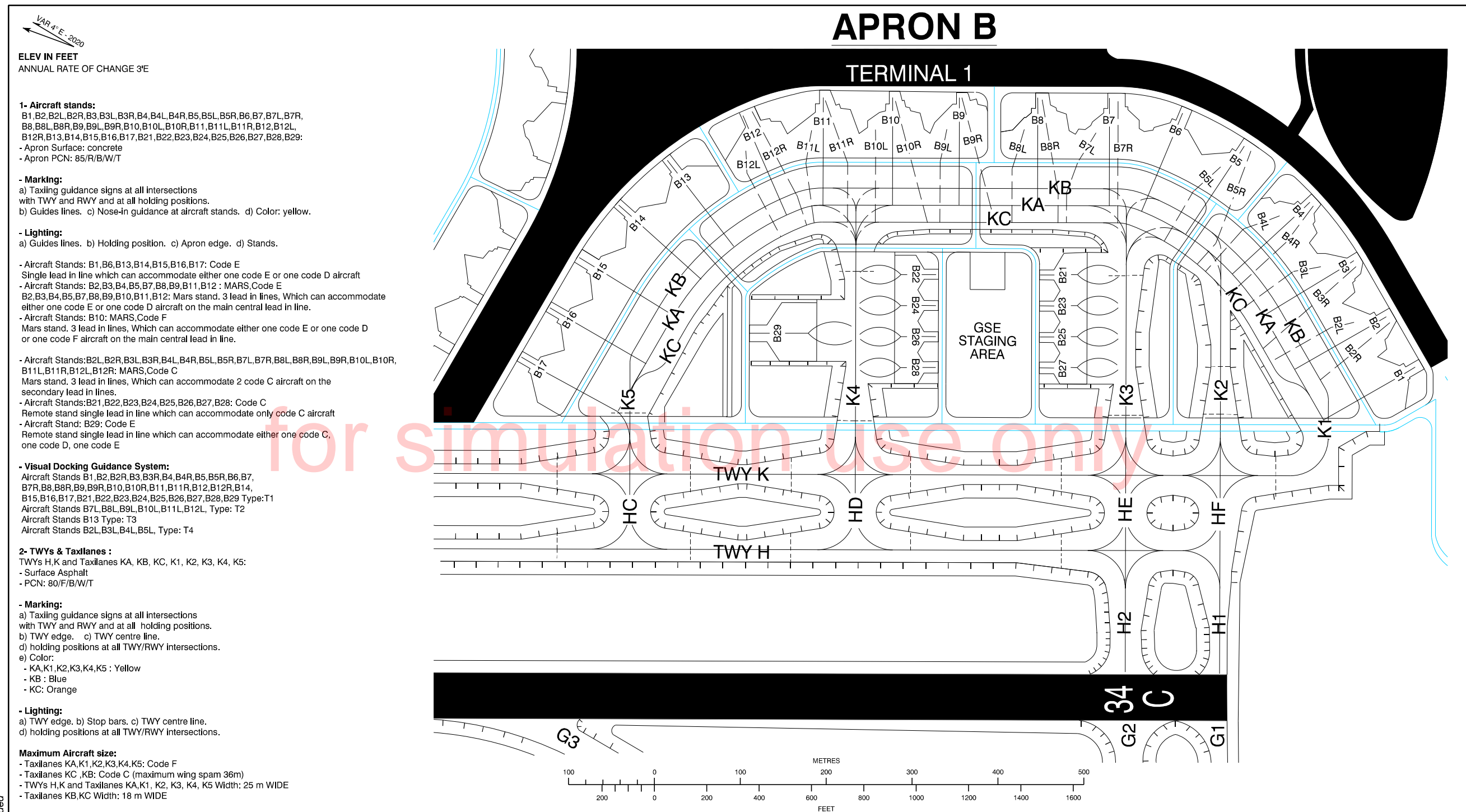
CHANGE: MAG VAR and TWR Freq updated

AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV
30 FT

TWR: 118.2(W) 118.3(W) 118.5(E) 124.3(E) 343.7 (UHF)
GND: 121.6 (W) 121.9 (C) 121.7 (E) 355.7 (UHF)
APN: 121.975 (E APN) 121.750 (APN 6)
ATIS: 126.2 ARR 128.7 DEP
CLEARANCE DELIVERY: 121.8

JEDDAH / KING ABDULAZIZ INTERNATIONAL



ELEV IN FEET
ANNUAL RATE OF CHANGE 3"E

- 1- Aircraft stands:**
B1, B2, B2L, B2R, B3, B3L, B3R, B4, B4L, B4R, B5, B5L, B5R, B6, B7, B7L, B7R, B8, B8L, B8R, B9, B9L, B9R, B10, B10L, B10R, B11, B11L, B11R, B12, B12L, B12R, B13, B14, B15, B16, B17, B21, B22, B23, B24, B25, B26, B27, B28, B29:
- Apron Surface: concrete
- Apron PCN: 85/R/B/W/T
- Marking:**
a) Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions.
b) Guides lines. c) Nose-in guidance at aircraft stands. d) Color: yellow.
- Lighting:**
a) Guides lines. b) Holding position. c) Apron edge. d) Stands.
- Aircraft Stands: B1, B6, B13, B14, B15, B16, B17: Code E
Single lead in line which can accommodate either one code E or one code D aircraft
- Aircraft Stands: B2, B3, B4, B5, B7, B8, B9, B11, B12: MARS, Code E
B2, B3, B4, B5, B7, B8, B9, B10, B11, B12: Mars stand. 3 lead in lines, Which can accommodate either one code E or one code D aircraft on the main central lead in line.
- Aircraft Stands: B10: MARS, Code F
Mars stand. 3 lead in lines, Which can accommodate either one code E or one code D or one code F aircraft on the main central lead in line.
- Aircraft Stands: B2L, B2R, B3L, B3R, B4L, B4R, B5L, B5R, B7L, B7R, B8L, B8R, B9L, B9R, B10L, B10R, B11L, B11R, B12L, B12R: MARS, Code C
Mars stand. 3 lead in lines, Which can accommodate 2 code C aircraft on the secondary lead in lines.
- Aircraft Stands: B21, B22, B23, B24, B25, B26, B27, B28: Code C
Remote stand single lead in line which can accommodate only code C aircraft
- Aircraft Stand: B29: Code E
Remote stand single lead in line which can accommodate either one code C, one code D, one code E
- Visual Docking Guidance System:**
Aircraft Stands B1, B2, B2R, B3, B3R, B4, B4R, B5, B5R, B6, B7, B7R, B8, B8R, B9, B9R, B10, B10R, B11, B11R, B12, B12R, B14, B15, B16, B17, B21, B22, B23, B24, B25, B26, B27, B28, B29 Type: T1
Aircraft Stands B7L, B8L, B9L, B10L, B11L, B12L, Type: T2
Aircraft Stands B13 Type: T3
Aircraft Stands B2L, B3L, B4L, B5L, Type: T4
- 2- TWYs & Taxiways :**
TWYs H, K and Taxiways KA, KB, KC, K1, K2, K3, K4, K5:
- Surface Asphalt
- PCN: 80/F/B/W/T
- Marking:**
a) Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions.
b) TWY edge. c) TWY centre line.
d) holding positions at all TWY/RWY intersections.
e) Color:
- KA, K1, K2, K3, K4, K5: Yellow
- KB: Blue
- KC: Orange
- Lighting:**
a) TWY edge. b) Stop bars. c) TWY centre line.
d) holding positions at all TWY/RWY intersections.
- Maximum Aircraft size:**
- Taxiways KA, K1, K2, K3, K4, K5: Code F
- Taxiways KC, KB: Code C (maximum wing span 36m)
- TWYs H, K and Taxiways KA, K1, K2, K3, K4, K5 Width: 25 m WIDE
- Taxiways KB, KC Width: 18 m WIDE

CHANGE: ACFT STANDS added

INS COORDINATES FOR ACFT STANDS ON APRON B			INS COORDINATES FOR ACFT STANDS ON APRON B			INS COORDINATES FOR ACFT STANDS ON APRON B			INS COORDINATES FOR ACFT STANDS ON APRON B			INS COORDINATES FOR ACFT STANDS ON APRON B			INS COORDINATES FOR ACFT STANDS ON APRON B					
B1	21°39'37.62"N	039°10'10.75"E	B4	21°39'44.24"N	039°10'16.10"E	B7	21°39'53.75"N	039°10'17.36"E	B9L	21°39'59.75"N	039°10'13.46"E	B11R	21°40'05.10"N	039°10'12.88"E	B16	21°40'12.89"N	039°09'59.59"E	B26	21°39'57.12"N	039°10'04.47"E
B2	21°39'39.51"N	039°10'12.44"E	B4L	21°39'45.24"N	039°10'15.04"E	B7L	21°39'53.77"N	039°10'15.67"E	B9R	21°39'59.62"N	039°10'15.04"E	B12	21°40'08.06"N	039°10'10.82"E	B17	21°40'13.29"N	039°09'57.04"E	B27	21°39'52.53"N	039°10'04.78"E
B2L	21°39'40.71"N	039°10'11.69"E	B4R	21°39'44.05"N	039°10'15.99"E	B7R	21°39'53.40"N	039°10'17.49"E	B10	21°40'02.37"N	039°10'13.96"E	B12L	21°40'07.42"N	039°10'09.37"E	B21	21°39'53.89"N	039°10'08.74"E	B28	21°39'56.67"N	039°10'03.15"E
B2R	21°39'39.28"N	039°10'12.24"E	B5	21°39'47.68"N	039°10'17.45"E	B8	21°39'56.60"N	039°10'16.24"E	B10L	21°40'02.58"N	039°10'12.32"E	B12R	21°40'07.75"N	039°10'11.14"E	B22	21°39'58.03"N	039°10'07.11"E	B29	21°40'04.58"N	039°10'01.66"E
B3	21°39'41.63"N	039°10'14.31"E	B5L	21°39'48.31"N	039°10'16.19"E	B8L	21°39'56.67"N	039°10'14.68"E	B10R	21°40'02.30"N	039°10'13.99"E	B13	21°40'10.40"N	039°10'07.72"E	B23	21°39'53.44"N	039°10'07.42"E			
B3L	21°39'42.85"N	039°10'13.53"E	B5R	21°39'47.34"N	039°10'17.35"E	B8R	21°39'56.44"N	039°10'16.30"E	B11	21°40'05.13"N	039°10'12.86"E	B14	21°40'11.67"N	039°10'05.05"E	B24	21°39'57.58"N	039°10'05.79"E			
B3R	21°39'41.43"N	039°10'14.14"E	B6	21°39'50.62"N	039°10'17.88"E	B9	21°39'59.72"N	039°10'15.00"E	B11L	21°40'05.11"N	039°10'11.28"E	B15	21°40'12.46"N	039°10'02.19"E	B25	21°39'52.98"N	039°10'06.10"E			

LEGEND	
AIRCRAFT STAND	B1
SERVICE ROAD	— — — — —
INTERMEDIATE HOLDING POSITION	— — — — —

AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV

TWR: 118.2(W) 118.3(W) 118.5(E) 124.3(E) 343.7 (UHF)
GND: 121.6 (W) 121.9 (C) 121.7 (E) 355.7 (UHF)
APN: 121.975 (E APN) 121.750 (APN 6)
ATIS: 126.2 ARR 128.7 DEP
CLEARANCE DELIVERY: 121.8

JEDDAH / King Abdulaziz International

NOTES:

1-Aircraft Stands :

C1,C2,C3,C4,C4L,C4R,C5,C5L,C5R,C6,C7,C8,C8L,C8R,C9,C9L,C9R,C10,C11,C12,C21,C22,C23,C24,C25,C26,C27,C28,C29,C30:

Surface: CONCRETE

PCN:85/R/B/W/T

- Marking:

- a) Taxiing guidance signs at all intersections with TWY and RWY and at all holding position.
- b) Guides lines.
- c) Nose-In guidance at aircraft stands.
- d) Color: Yellow.

- Lighting :

- a) Guides lines.
- b) Holding position.
- c) Apron edge.
- d) stands.

- Stands C8,C9 MARS, Code E
- Stands C8L,C8R,C9L,C9R MARS, Code C
- Stands C1,C2,C3,C4,C5,C10,C11,C12,C21,C22,C23,C24,C25,C26,C27,C28,C29 Code E
- Stands C6,C7,C30 Code F
- Stands C4L,C4R,C5L,C5R:Code C
- Stands C8,C9 MARS stand, 3 lead-in lines, which can accommodate either one code E or one code D aircraft on the main central lead in line
- Stands C8L,C8R,C9L,C9R MARS stand, 3 lead-in lines, which can accommodate 2 code C aircraft on the secondary lead-in lines
- Stands C10,C11,C12 Single lead in line, which can accommodate either one code E or one code D aircraft
- Stands C21,C22,C23,C24,C25,C26,C27 Remote stand Single lead In line can accommodate either for one code E or code D aircraft

2- TWYs and TAXILANES :

TWYs V,V1,V2,V3,V4,W and Taxilanes W1,W2,W3,W4,WA

- Surface : Asphalt.

- PCN : 80/F/B/W/T

- Marking:

- a) Taxiing guidance signs at all intersections with TWYs and RWYs at all holding positions.
- b) TWYs edge.
- c) TWYs center line
- d) Holding position at all TWY/RWY intersections.
- e) Color: Yellow.

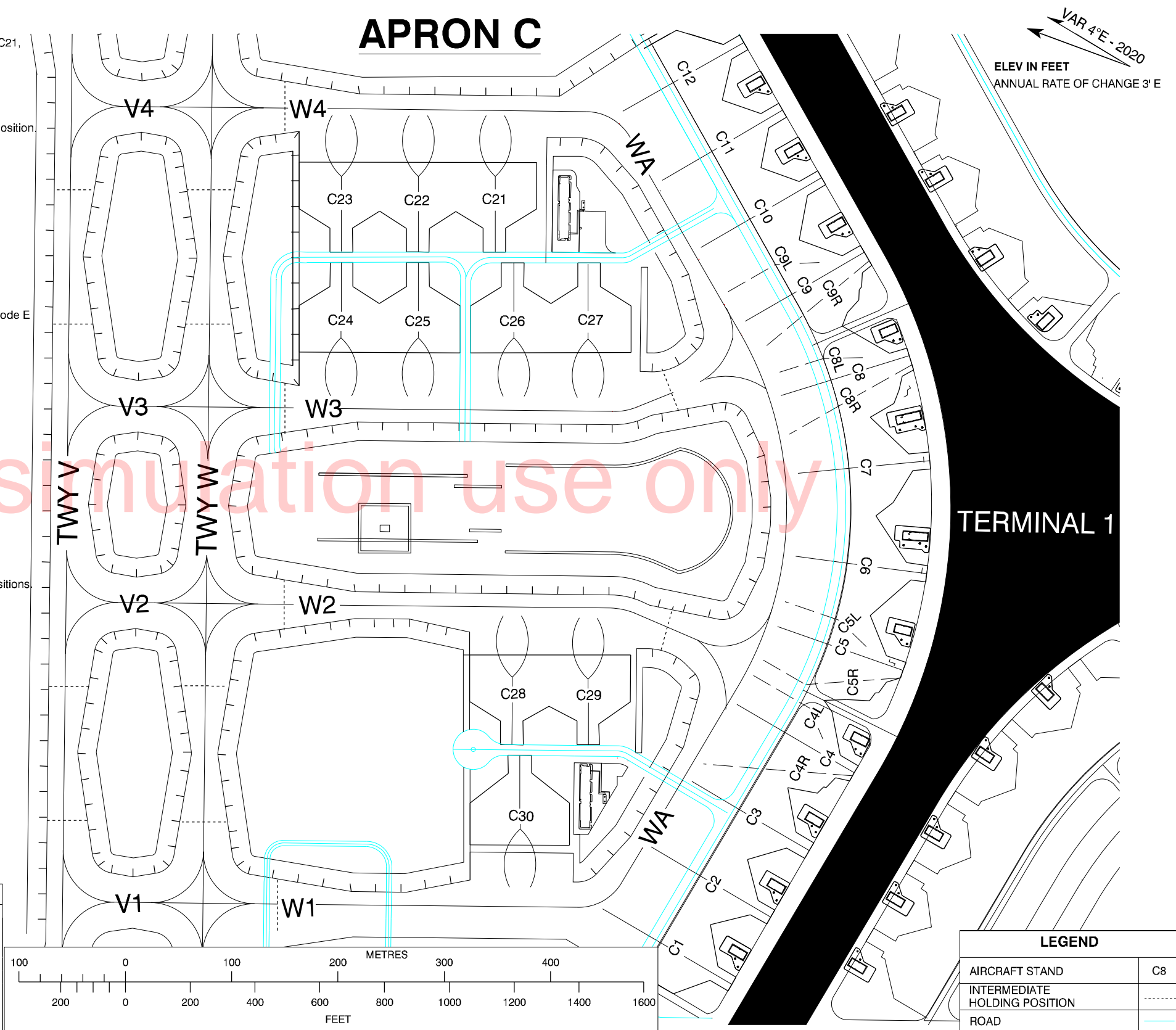
- Lighting :

- a) TWYs edge .
- b) Stop bars.
- c) TWYs center line.
- d) Holding positions at all TWY/RWY intersections.

Maximum Aircraft size:

TWYs V,W and Taxilane W1,W2,W3,W4,WA: CODE F
TWYs V, TWY W and Taxilane W1,W2,W3,W4 width : 25 m WIDE
Taxilane WA width: 30 m WIDE
TWYs V1,V2,V3,V4 Width : 50 m WIDE

INS COORDINATES FOR ACFT STANDS ON APRON C		INS COORDINATES FOR ACFT STANDS ON APRON C		INS COORDINATES FOR ACFT STANDS ON APRON C	
C1	21°40'16.49"N 039°09'53.63"E	C7	21°40'16.36"N 039°10'12.09"E	C21	21°40'31.19"N 039°10'13.55"E
C2	21°40'16.08"N 039°09'56.15"E	C8	21°40'18.07"N 039°10'15.10"E	C22	21°40'33.40"N 039°10'12.68"E
C3	21°40'15.68"N 039°09'58.65"E	C8L	21°40'19.40"N 039°10'14.51"E	C23	21°40'35.61"N 039°10'11.81"E
C4	21°40'15.21"N 039°10'01.57"E	C8R	21°40'17.90"N 039°10'14.85"E	C24	21°40'35.50"N 039°10'11.47"E
C4L	21°40'16.48"N 039°10'02.25"E	C9	21°40'20.48"N 039°10'17.78"E	C25	21°40'33.28"N 039°10'12.34"E
C4R	21°40'15.23"N 039°10'01.45"E	C9L	21°40'21.68"N 039°10'16.95"E	C26	21°40'30.54"N 039°10'13.43"E
C5	21°40'14.89"N 039°10'05.30"E	C9R	21°40'20.25"N 039°10'17.57"E	C27	21°40'28.33"N 039°10'14.30"E
C5L	21°40'16.21"N 039°10'05.61"E	C10	21°40'22.52"N 039°10'19.59"E	C28	21°40'25.41"N 039°09'58.52"E
C5R	21°40'14.88"N 039°10'05.04"E	C11	21°40'24.36"N 039°10'21.24"E	C29	21°40'23.20"N 039°09'59.39"E
C6	21°40'15.24"N 039°10'08.55"E	C12	21°40'26.21"N 039°10'22.88"E	C30	21°40'25.07"N 039°09'58.27"E



LEGEND

AIRCRAFT STAND	C8
INTERMEDIATE HOLDING POSITION
ROAD	———

CHANGE :NEW ACFT STANDS, TWYs V1,V2,V3,V4 added, MAG VAR and TWR freq updated

for simulation use only

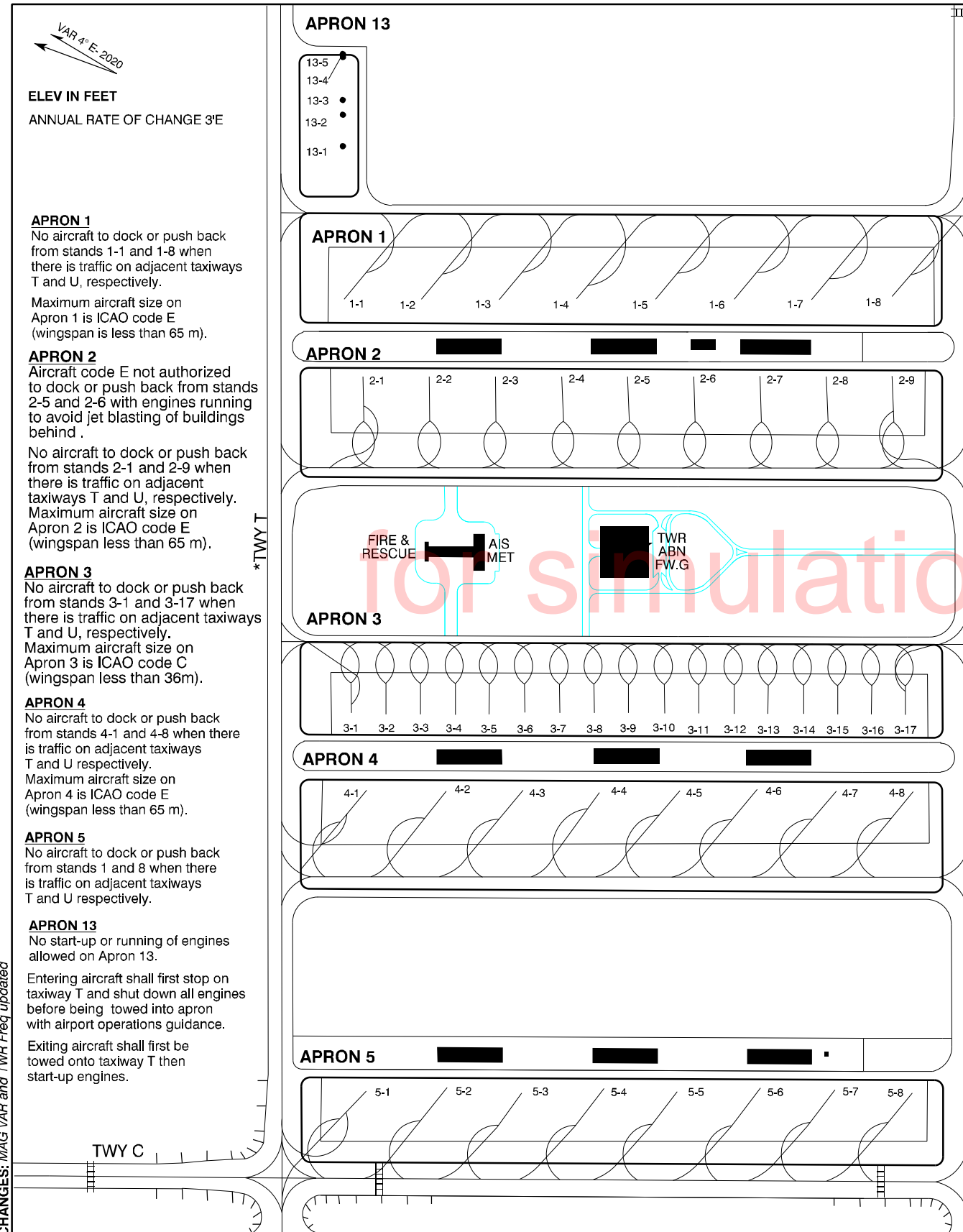
AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV

APRON ELEV	
APRON 1: 14	APRON 4: 15
APRON 2: 15	APRON 5: 13
APRON 3: 18	APRON 13: 13

TWR: 118.2(W) 118.3(W) 118.5(E) 124.3(E) 343.7 (UHF)
GND: 121.6 (W) 121.9 (C) 121.7 (E) 355.7 (UHF)
APN: 121.975 (E APN) 121.750 (APN 6)
ATIS: 126.2 ARR 128.7 DEP
CLEARANCE DELIVERY: 121.8

JEDDAH / KING ABDULAZIZ INTERNATIONAL



APRONS 1, 2, 3, 4, 5 & 13

INS COORDINATES FOR ACFT STANDS ON APRON 1

1-1	21°40'52.42"N	039°08'57.20"E
1-2	21°40'49.60"N	039°08'58.24"E
1-3	21°40'46.77"N	039°08'59.36"E
1-4	21°40'43.93"N	039°09'00.48"E
1-5	21°40'41.09"N	039°09'01.60"E
1-6	21°40'38.26"N	039°09'02.72"E
1-7	21°40'35.43"N	039°09'03.81"E
1-8	21°40'32.56"N	039°09'05.03"E

TWYs C, T & U width : 30 m WIDE
APRON: CONCRETE STRENGTH B747
TWYs C, T & U surface: ASPHALT.
TWYs C, T & U PCN:
- TWY C: 84/F/A/W/T.
- TWY T: 41/F/A/W/T.
- TWY U: 52/F/A/W/T

NOTE:
*TAXIWAYS T & U
PILOTS EXERCISE EXTREME CAUTION DUE TO CROSSING VEHICLES.

INS COORDINATES FOR ACFT STANDS ON APRON 3

3-1	21°40'46.56"N	039°08'41.13"E
3-2	21°40'45.30"N	039°08'41.63"E
3-3	21°40'44.04"N	039°08'42.13"E
3-4	21°40'42.78"N	039°08'42.62"E
3-5	21°40'41.53"N	039°08'43.12"E
3-6	21°40'40.27"N	039°08'43.62"E
3-7	21°40'39.01"N	039°08'44.11"E
3-8	21°40'37.75"N	039°08'44.61"E
3-9	21°40'36.49"N	039°08'45.11"E
3-10	21°40'35.23"N	039°08'45.60"E
3-11	21°40'33.97"N	039°08'46.10"E
3-12	21°40'32.66"N	039°08'46.62"E
3-13	21°40'31.41"N	039°08'47.11"E
3-14	21°40'30.15"N	039°08'47.61"E
3-15	21°40'28.89"N	039°08'48.11"E
3-16	21°40'27.63"N	039°08'48.60"E
3-17	21°40'26.37"N	039°08'49.10"E

INS COORDINATES FOR ACFT STAND ON APRON 2

2-1	21°40'50.71"N	039°08'54.47"E
2-2	21°40'48.30"N	039°08'55.42"E
2-3	21°40'45.90"N	039°08'56.37"E
2-4	21°40'43.50"N	039°08'57.32"E
2-5	21°40'41.10"N	039°08'58.26"E
2-6	21°40'38.70"N	039°08'59.21"E
2-7	21°40'36.30"N	039°09'00.16"E
2-8	21°40'33.89"N	039°09'01.11"E
2-9	21°40'31.49"N	039°09'02.06"E

INS COORDINATES FOR ACFT STANDS ON APRON 4

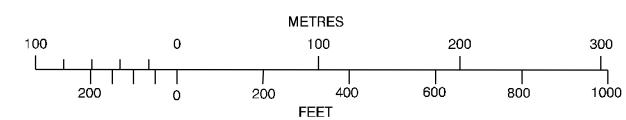
4-1	21°40'45.01"N	039°08'38.35"E
4-2	21°40'42.12"N	039°08'39.62"E
4-3	21°40'39.34"N	039°08'40.59"E
4-4	21°40'36.45"N	039°08'41.87"E
4-5	21°40'33.67"N	039°08'42.83"E
4-6	21°40'30.82"N	039°08'44.13"E
4-7	21°40'27.99"N	039°08'45.07"E
4-8	21°40'25.16"N	039°08'46.19"E

INS COORDINATES FOR ACFT STANDS ON APRON 5

5-1	21°40'41.03"N	039°08'26.81"E
5-2	21°40'38.14"N	039°08'28.09"E
5-3	21°40'35.36"N	039°08'29.04"E
5-4	21°40'32.47"N	039°08'30.33"E
5-5	21°40'29.69"N	039°08'31.28"E
5-6	21°40'26.80"N	039°08'32.57"E
5-7	21°40'24.02"N	039°08'33.52"E
5-8	21°40'21.18"N	039°08'34.64"E

INS COORDINATES FOR ACFT STANDS ON APRON 13

13-1	21°40'54.52"N	039°09'03.13"E
13-2	21°40'54.94"N	039°09'04.35"E
13-3	21°40'55.14"N	039°09'04.92"E
13-4	21°40'55.71"N	039°09'06.59"E
13-5	21°40'55.75"N	039°09'06.71"E



LEGEND

TAXI-HOLDING POSITION (TYPE A)	≡≡≡≡
TAXI-HOLDING POSITION (TYPE B)	
AIRCRAFT STAND	● 13-1
SERVICE ROAD	—

TWR: 118.2(W) 118.3(W) 118.5(E) 124.3(E) 343.7 (UHF)
GND: 121.6 (W) 121.9 (C) 121.7 (E) 355.7 (UHF)
APN: 121.975 (E APN) 121.750 (APN 6)
ATIS: 128.2 ARR 128.7 DEP
CLEARANCE DELIVERY: 121.8

**AIRCRAFT PARKING /
DOCKING CHART - ICAO**

APRON ELEV
13 FT

JEDDAH / KING ABDULAZIZ INTERNATIONAL

VAR 4°E - 2020

APRON 6

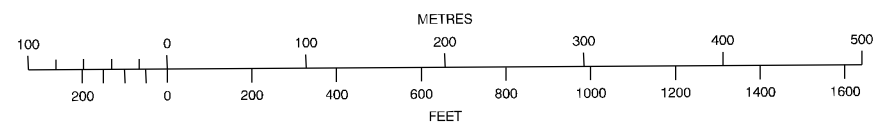
ELEV IN FEET
ANNUAL RATE OF CHANGE 3"E

1. Aircraft parked at any of the stands from 6-11 to 6-26 are permitted to start-up engines.
2. Aircraft parked at any of the stands from 6-1 to 6-10 have to first push back then start-up engines. Aircraft with inoperative APU may start one engine at idle power. The aircraft operator shall guard the service road behind the aircraft until push back is complete.
3. At any of the stands from 6-1 to 6-10, engine start-up and running of engine at idle power for maintenance purposes requires prior permission from airport operations.
4. Aircraft must enter apron 6 via taxiway F and exit via taxiway E. If traffic permits, aircraft may also exit via taxiway F.
5. Push-back required from all aircraft stands.
6. Passenger boarding bridge are available at stands from 6-1 to 6-10.
7. Apron surface is white concrete.
8. Maximum aircraft size on apron 6 is ICAO code E (wingspan less than 65m).
9. Push-back clearance must not be given to aircraft at the same time from the stands 6-1, 6-2, 6-3, and 6-4 with aircraft from 6-11, 6-12, 6-13, and 6-14.
10. ACFT stands from 6-1 to 6-10 are ICAO Code E aircraft.
11. ACFT stands from 6-11 to 6-14 are ICAO Code C aircraft.
12. ACFT stands from 6-15 to 6-26 are ICAO Code D and below aircraft.
13. All TFC at Apron 6 to use minimum PWR for Tax in and out.

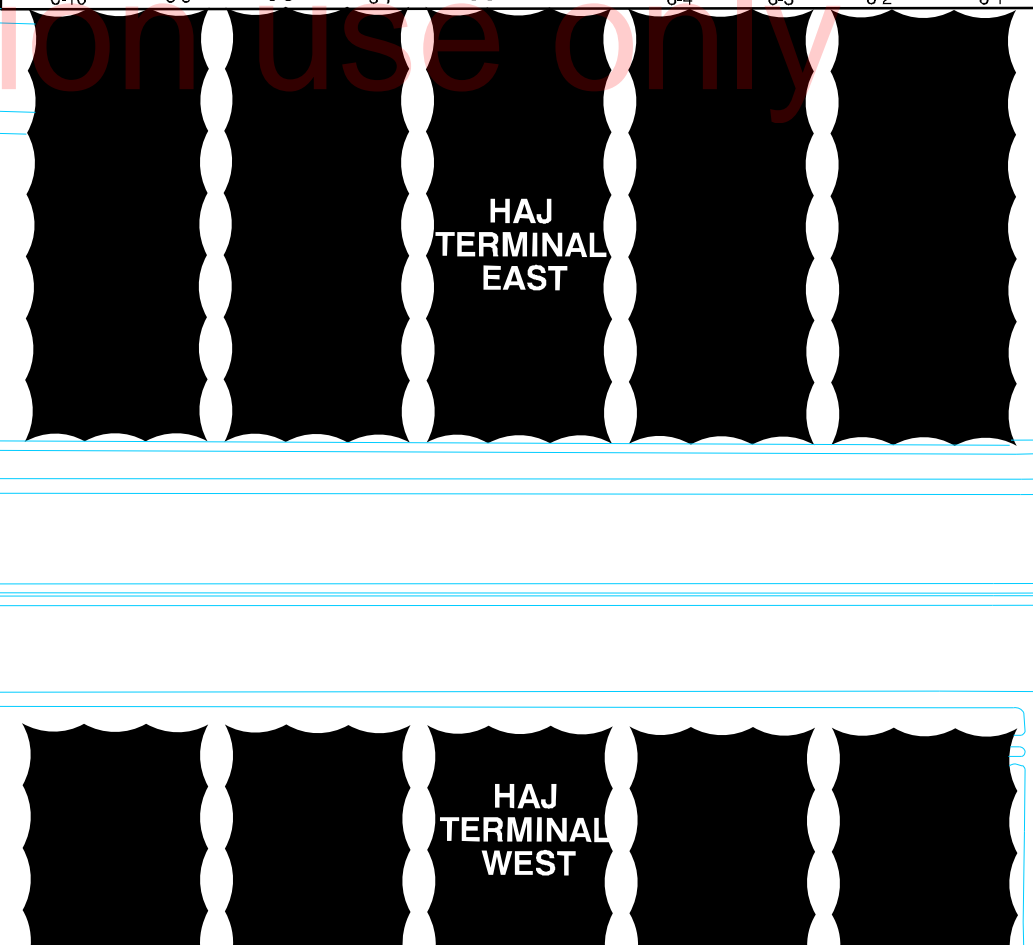
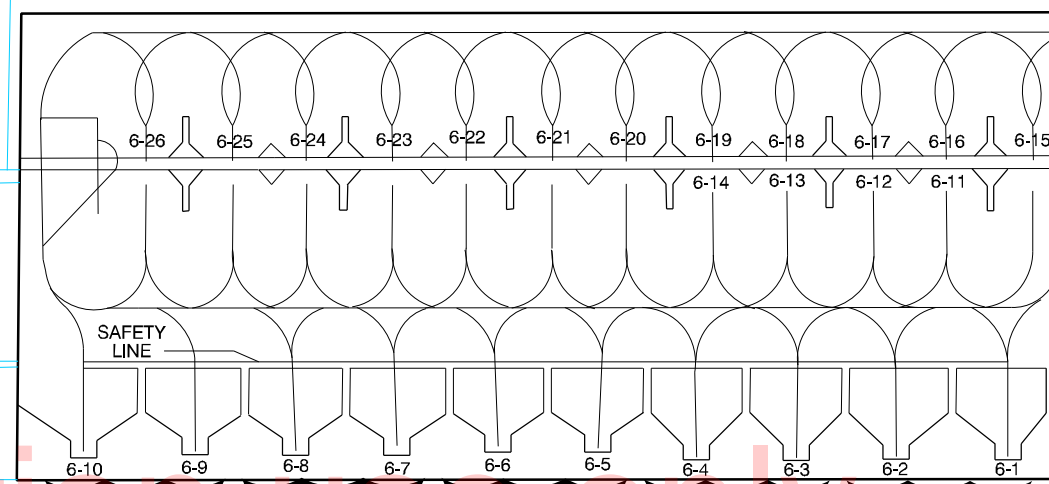
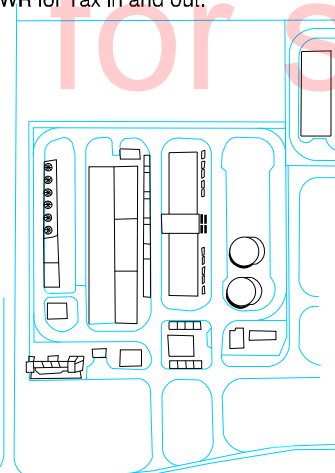
- TWY F & E 30m width
- TWY F & E Surface: Asphalt.
- TWY F PCN: 49/F/A/W/T
- TWY E PCN: 100/F/A/W/T
- Apron Bearing Strength - B747
- Apron Surface: Concrete

**INS COORDINATES FOR
ACFT STANDS ON APRON 6**

6-1	21°41'52.02"N	039°08'39.14"E
6-2	21°41'54.49"N	039°08'38.17"E
6-3	21°41'56.70"N	039°08'37.29"E
6-4	21°41'58.91"N	039°08'36.42"E
6-5	21°42'01.18"N	039°08'35.80"E
6-6	21°42'03.40"N	039°08'34.93"E
6-7	21°42'05.63"N	039°08'34.05"E
6-8	21°42'07.84"N	039°08'33.08"E
6-9	21°42'10.07"N	039°08'32.22"E
6-10	21°42'12.52"N	039°08'31.18"E
6-11	21°41'55.56"N	039°08'44.92"E
6-12	21°41'57.19"N	039°08'44.28"E
6-13	21°41'59.10"N	039°08'43.52"E
6-14	21°42'00.73"N	039°08'42.88"E
6-15	21°41'53.88"N	039°08'46.36"E
6-16	21°41'55.79"N	039°08'45.60"E
6-17	21°41'57.43"N	039°08'44.96"E
6-18	21°41'59.33"N	039°08'44.20"E
6-19	21°42'00.97"N	039°08'43.56"E
6-20	21°42'02.87"N	039°08'42.81"E
6-21	21°42'04.51"N	039°08'42.16"E
6-22	21°42'06.42"N	039°08'41.41"E
6-23	21°42'08.05"N	039°08'40.76"E
6-24	21°42'09.96"N	039°08'40.01"E
6-25	21°42'11.59"N	039°08'39.37"E
6-26	21°42'13.51"N	039°08'38.61"E



For simulation use only



LEGEND

AIRCRAFT STAND	6-1
SERVICE ROAD	

CHANGES: MAG VAR and TWR Freq updated

AIRCRAFT PARKING /
DOCKING CHART - ICAO

APRON ELEV
14 FT

TWR: 118.2(W) 118.3(W) 118.5(E) 124.3(E) 343.7 (UHF)
GND: 121.6 (W) 121.9 (C) 121.7 (E) 355.7 (UHF)
APN: 121.975 (E APN) 121.750 (APN 6)
ATIS: 126.2 ARR 128.7 DEP
CLEARANCE DELIVERY: 121.8

JEDDAH / KING ABDULAZIZ INTERNATIONAL

APRON 7

STAND ENTRY GUIDANCE SYSTEM (STAND 01 TO 20)

GENERAL

Visual docking guidance system (VDGS) is aligned for use from the left hand pilot's seat. It consists of three (3) elements.

1. ALPHA NUMERIC TEXT ROW

- The stand number and Aircraft type are displayed on alternative mode. The text appears in **YELLOW** fluorescent dot matrix with **BLACK** background.
- At approximately 10m from the Aircraft stop position, the display will switch from Aircraft type to **DISTANCE TO STOP** in meters.
- Once Aircraft reaches its stop position, the display will indicate **"STOP"** and **"OK"** in alternating mode to confirm proper parking.

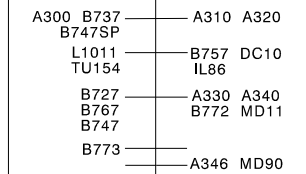
2. AZIMUTH GUIDANCE PANEL

- Azimuth displays the directional arrow to guide the pilot. A left or right pointing arrow indicates the direction to steer to in order to align the aircraft. A straight vertical line indicates a proper aircraft alignment with the center line.

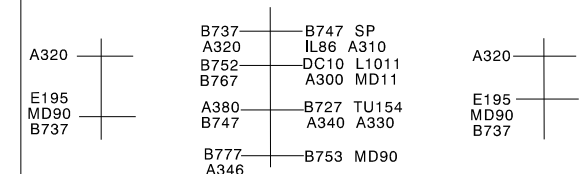
3. A CLOSING RATE THERMOMETER

- A **YELLOW VERTICAL** line of dots that appears **FULL** initially and begins **DECREASING** in size as the Aircraft reaches to about 10M from the Aircraft stop position.

AIRCRAFT STANDS 1,7 TO 20 PARK NOSE-IN



AIRCRAFT STANDS 7-2, 7-3, 7-4, 7-5 & 7-6 PARK NOSE-IN

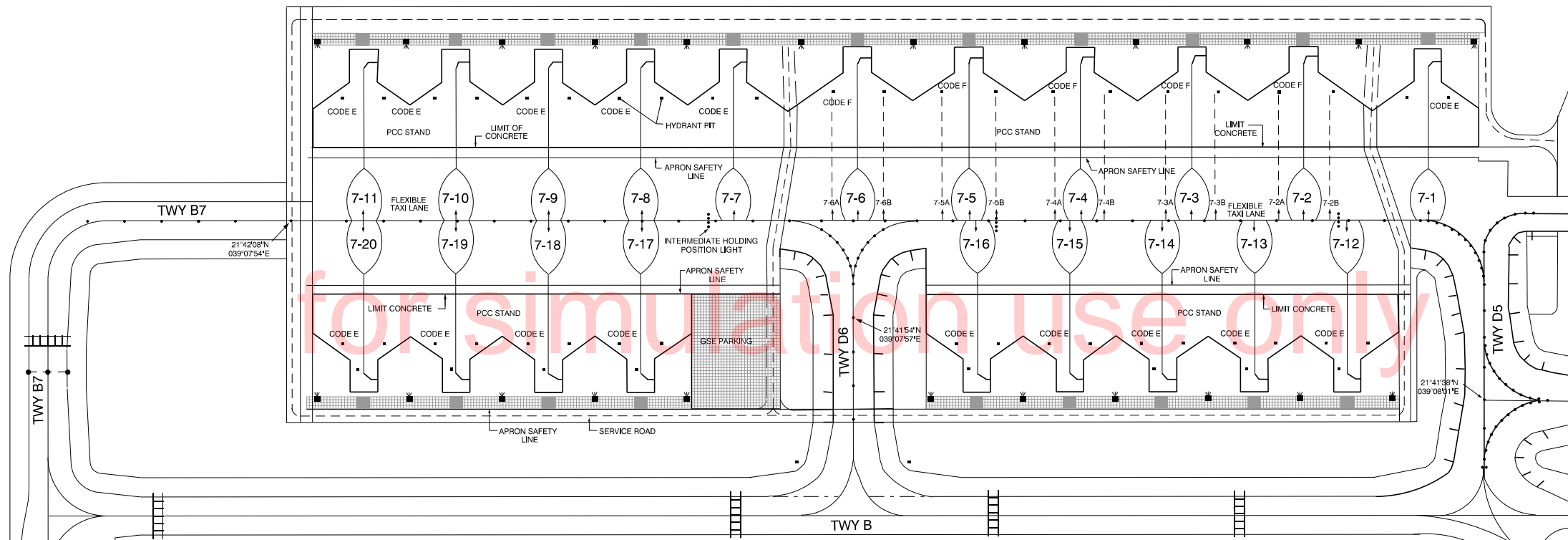


ELEV IN FFET
ANNUAL RATE OF CHANGE 3"E



INS COORDINATES FOR ACFT STANDS ON APRON 7

7-1	21°41'42.13"N	039°08'08.59"E
7-2	21°41'45.14"N	039°08'07.50"E
7-2A	21°41'45.47"N	039°08'06.43"E
7-2B	21°41'44.24"N	039°08'06.91"E
7-3	21°41'47.81"N	039°08'06.45"E
7-3A	21°41'48.13"N	039°08'05.38"E
7-3B	21°41'46.91"N	039°08'05.86"E
7-4	21°41'50.48"N	039°08'05.39"E
7-4A	21°41'50.81"N	039°08'04.32"E
7-4B	21°41'49.59"N	039°08'04.80"E
7-5	21°41'53.14"N	039°08'04.34"E
7-5A	21°41'53.47"N	039°08'03.27"E
7-5B	21°41'52.24"N	039°08'03.75"E
7-6	21°41'55.81"N	039°08'03.29"E
7-6A	21°41'56.14"N	039°08'02.21"E
7-6B	21°41'54.92"N	039°08'02.69"E
7-7	21°41'58.75"N	039°08'02.03"E
7-8	21°42'00.97"N	039°08'01.15"E
7-9	21°42'03.18"N	039°08'00.28"E
7-10	21°42'05.39"N	039°07'59.41"E
7-11	21°42'07.60"N	039°07'58.53"E
7-12	21°41'41.37"N	039°08'00.02"E
7-13	21°41'43.59"N	039°07'59.14"E
7-14	21°41'45.80"N	039°07'58.27"E
7-15	21°41'48.01"N	039°07'57.40"E
7-16	21°41'50.22"N	039°07'56.52"E
7-17	21°41'58.28"N	039°07'53.34"E
7-18	21°42'00.48"N	039°07'52.47"E
7-19	21°42'02.70"N	039°07'51.60"E
7-20	21°42'04.90"N	039°07'50.72"E



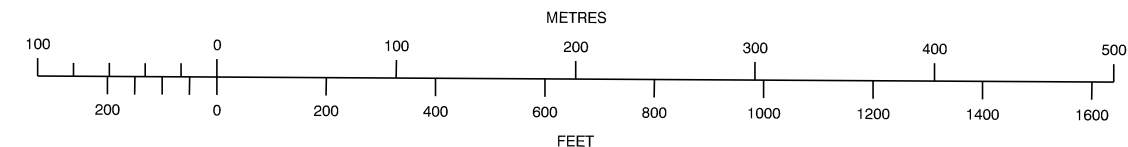
NOTES:

- STANDS 7-2, 7-3, 7-4, 7-5 AND 7-6 ARE THE ONLY AVAILABLE PARKING STANDS FOR ICAO CODE F AIRCRAFT (WINGSPAN LESS THAN 80 M). THESE STANDS CAN ALSO BE USED AS DOUBLE STANDS FOR ICAO CODE C AIRCRAFT (WINGSPAN LESS THAN 36 M) IN WHICH CASE THE INDIVIDUAL STANDS ARE NAMES 7-2A, 7-2B, 7-3A, 7-3B, ETC.
- MAXIMUM AIRCRAFT SIZE ON APRON 7 IS ICAO CODE F.

- TAXIWAYS 30m WIDE
- TWY D5 38 m WIDE
- TWY D6 33 m WIDE
- SHOULDERS 15m wide.
- TWYs B, B5, B7, D5, D6 Surface: Asphalt.
- TWYs PCN:
- TWY B: 39/F/B/W/T
- TWY B5: 71/F/C/W/T
- TWY B7: 33/F/C/W/T
- TWY D5: 36/F/A/X/T
- TWY D6: 50/F/A/X/T
- APRON PCN: 85/R/B/W/T FOR UNLIMITED TRAFFIC.

CHANGE: TWYs D3 & D4 Renamed

16



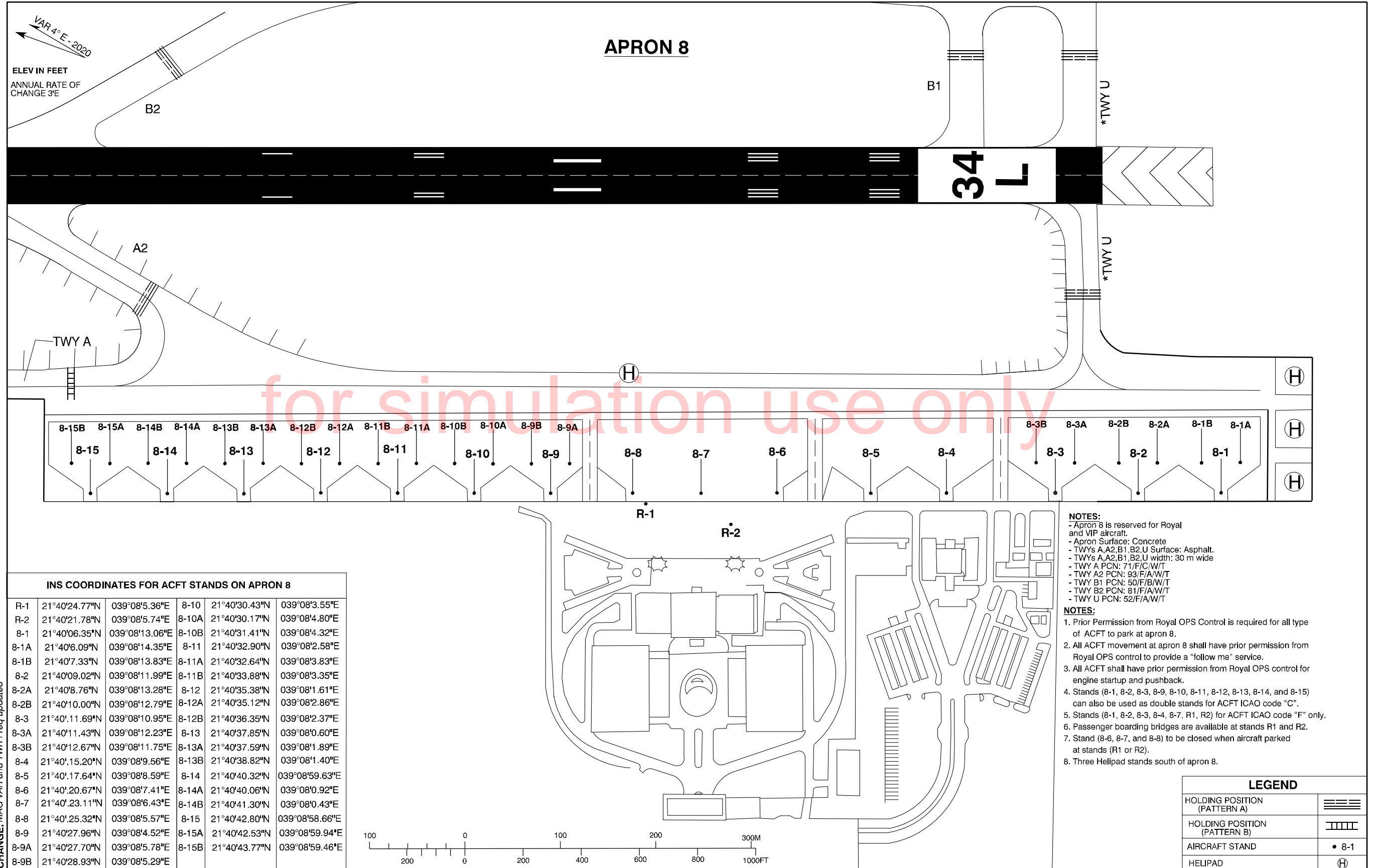
LEGEND:	
AIRCRAFT STAND	7-1
TAXI-HOLDING POSITION (TYPE A)	≡≡≡≡
TAXI-HOLDING POSITION (TYPE B)	
GSE STAND & UTILITY CORRIDORS IN BLOCK PAVEMENT	▒▒▒▒
FLOOD LIGHTING MAST	■
LIGHT	●

AIRCRAFT PARKING /
DOCKING CHART - ICAO

APRON ELEV
14 FT

TWR: 118.2(W) 118.3(W) 118.5(E) 124.3(E) 343.7 (UHF)
GND: 121.6 (W) 121.9 (C) 121.7 (E) 355.7 (UHF)
APN: 121.975 (E APN) 121.750 (APN 6)
ATIS: 126.2 ARR 128.7 DEP
CLEARANCE DELIVERY: 121.8

JEDDAH / KING ABDULAZIZ INTERNATIONAL



INS COORDINATES FOR ACFT STANDS ON APRON 8

R-1	21°40'24.77"N	039°08'5.36"E	8-10	21°40'30.43"N	039°08'3.55"E
R-2	21°40'21.78"N	039°08'5.74"E	8-10A	21°40'30.17"N	039°08'4.80"E
8-1	21°40'06.35"N	039°08'13.06"E	8-10B	21°40'31.41"N	039°08'4.32"E
8-1A	21°40'6.09"N	039°08'14.35"E	8-11	21°40'32.90"N	039°08'2.58"E
8-1B	21°40'7.33"N	039°08'13.83"E	8-11A	21°40'32.64"N	039°08'3.83"E
8-2	21°40'09.02"N	039°08'11.99"E	8-11B	21°40'33.88"N	039°08'3.35"E
8-2A	21°40'8.76"N	039°08'13.28"E	8-12	21°40'35.38"N	039°08'1.61"E
8-2B	21°40'10.00"N	039°08'12.79"E	8-12A	21°40'35.12"N	039°08'2.86"E
8-3	21°40'11.69"N	039°08'10.95"E	8-12B	21°40'36.35"N	039°08'2.37"E
8-3A	21°40'11.43"N	039°08'12.23"E	8-13	21°40'37.85"N	039°08'0.60"E
8-3B	21°40'12.67"N	039°08'11.75"E	8-13A	21°40'37.59"N	039°08'1.89"E
8-4	21°40'15.20"N	039°08'9.56"E	8-13B	21°40'38.82"N	039°08'1.40"E
8-5	21°40'17.64"N	039°08'8.59"E	8-14	21°40'40.32"N	039°08'59.63"E
8-6	21°40'20.67"N	039°08'7.41"E	8-14A	21°40'40.06"N	039°08'0.92"E
8-7	21°40'23.11"N	039°08'6.43"E	8-14B	21°40'41.30"N	039°08'0.43"E
8-8	21°40'25.32"N	039°08'5.57"E	8-15	21°40'42.80"N	039°08'58.66"E
8-9	21°40'27.96"N	039°08'4.52"E	8-15A	21°40'42.53"N	039°08'59.94"E
8-9A	21°40'27.70"N	039°08'5.78"E	8-15B	21°40'43.77"N	039°08'59.46"E
8-9B	21°40'28.93"N	039°08'5.29"E			

NOTES:
 - Apron 8 is reserved for Royal and VIP aircraft.
 - Apron Surface: Concrete
 - TWYs A, A2, B1, B2, U Surface: Asphalt
 - TWYs A, A2, B1, B2, U width: 30 m wide
 - TWY A PCN: 71/F/C/W/T
 - TWY A2 PCN: 93/F/A/W/T
 - TWY B1 PCN: 50/F/B/W/T
 - TWY B2 PCN: 81/F/A/W/T
 - TWY U PCN: 52/F/A/W/T

- NOTES:**
1. Prior Permission from Royal OPS Control is required for all type of ACFT to park at apron 8.
 2. All ACFT movement at apron 8 shall have prior permission from Royal OPS control to provide a "follow me" service.
 3. All ACFT shall have prior permission from Royal OPS control for engine startup and pushback.
 4. Stands (8-1, 8-2, 8-3, 8-9, 8-10, 8-11, 8-12, 8-13, 8-14, and 8-15) can also be used as double stands for ACFT ICAO code "C".
 5. Stands (8-1, 8-2, 8-3, 8-4, 8-7, R1, R2) for ACFT ICAO code "F" only.
 6. Passenger boarding bridges are available at stands R1 and R2.
 7. Stand (8-6, 8-7, and 8-8) to be closed when aircraft parked at stands (R1 or R2).
 8. Three Helipad stands south of apron 8.

LEGEND

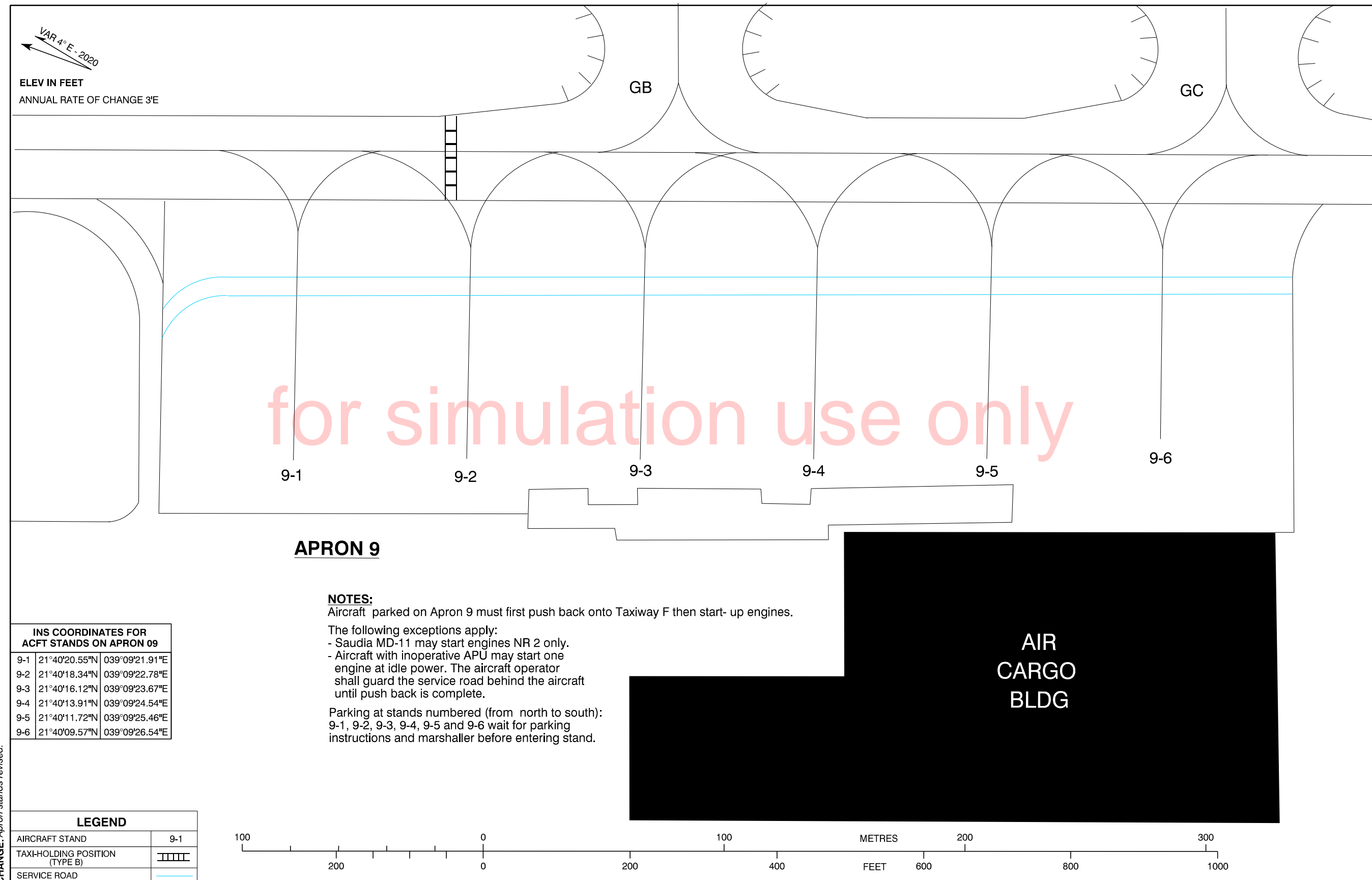
HOLDING POSITION (PATTERN A)	≡≡≡
HOLDING POSITION (PATTERN B)	≡≡≡≡
AIRCRAFT STAND	• 8-1
HELIPAD	⊕

**AIRCRAFT PARKING /
DOCKING CHART - ICAO**

**APRON ELEV
26 FT**

TWR: 118.2(W) 118.3(W) 118.5(E) 124.3(E) 343.7 (UHF)
GND: 121.6 (W) 121.9 (C) 121.7 (E) 355.7 (UHF)
APN: 121.975 (E APN) 121.750 (APN 6)
ATIS: 126.2 ARR 128.7 DEP
CLEARANCE DELIVERY: 121.8

JEDDAH / KING ABDULAZIZ INTERNATIONAL



VAR 4° E - 2020
ELEV IN FEET
ANNUAL RATE OF CHANGE 3'E

for simulation use only

APRON 9

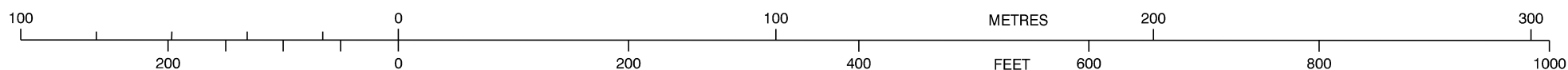
NOTES:
Aircraft parked on Apron 9 must first push back onto Taxiway F then start-up engines.

The following exceptions apply:
- Saudia MD-11 may start engines NR 2 only.
- Aircraft with inoperative APU may start one engine at idle power. The aircraft operator shall guard the service road behind the aircraft until push back is complete.

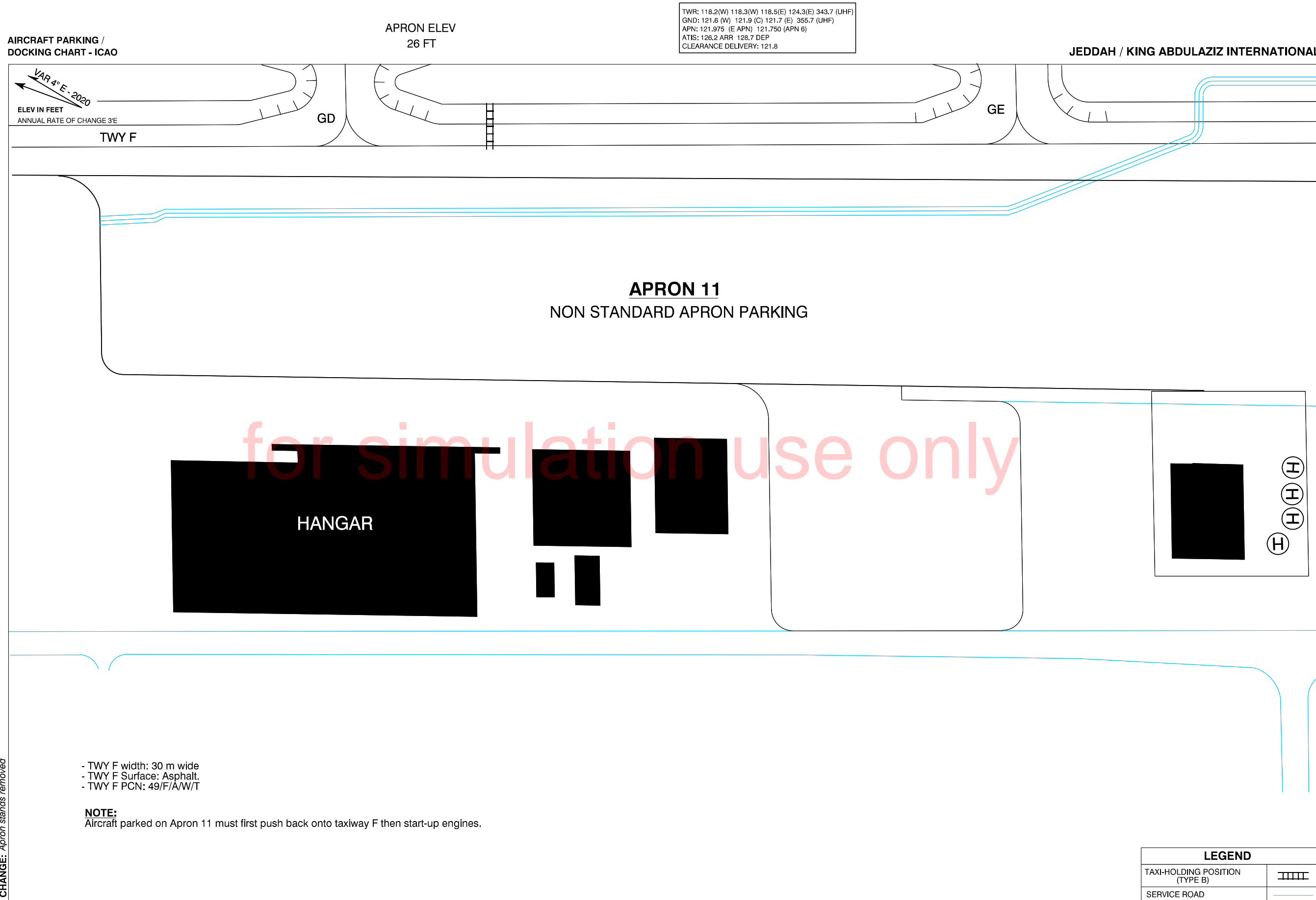
Parking at stands numbered (from north to south):
9-1, 9-2, 9-3, 9-4, 9-5 and 9-6 wait for parking instructions and marshaller before entering stand.

INS COORDINATES FOR ACFT STANDS ON APRON 09		
9-1	21°40'20.55"N	039°09'21.91"E
9-2	21°40'18.34"N	039°09'22.78"E
9-3	21°40'16.12"N	039°09'23.67"E
9-4	21°40'13.91"N	039°09'24.54"E
9-5	21°40'11.72"N	039°09'25.46"E
9-6	21°40'09.57"N	039°09'26.54"E

LEGEND	
AIRCRAFT STAND	9-1
TAXI-HOLDING POSITION (TYPE B)	
SERVICE ROAD	—



CHANGE: Apron stands revised.



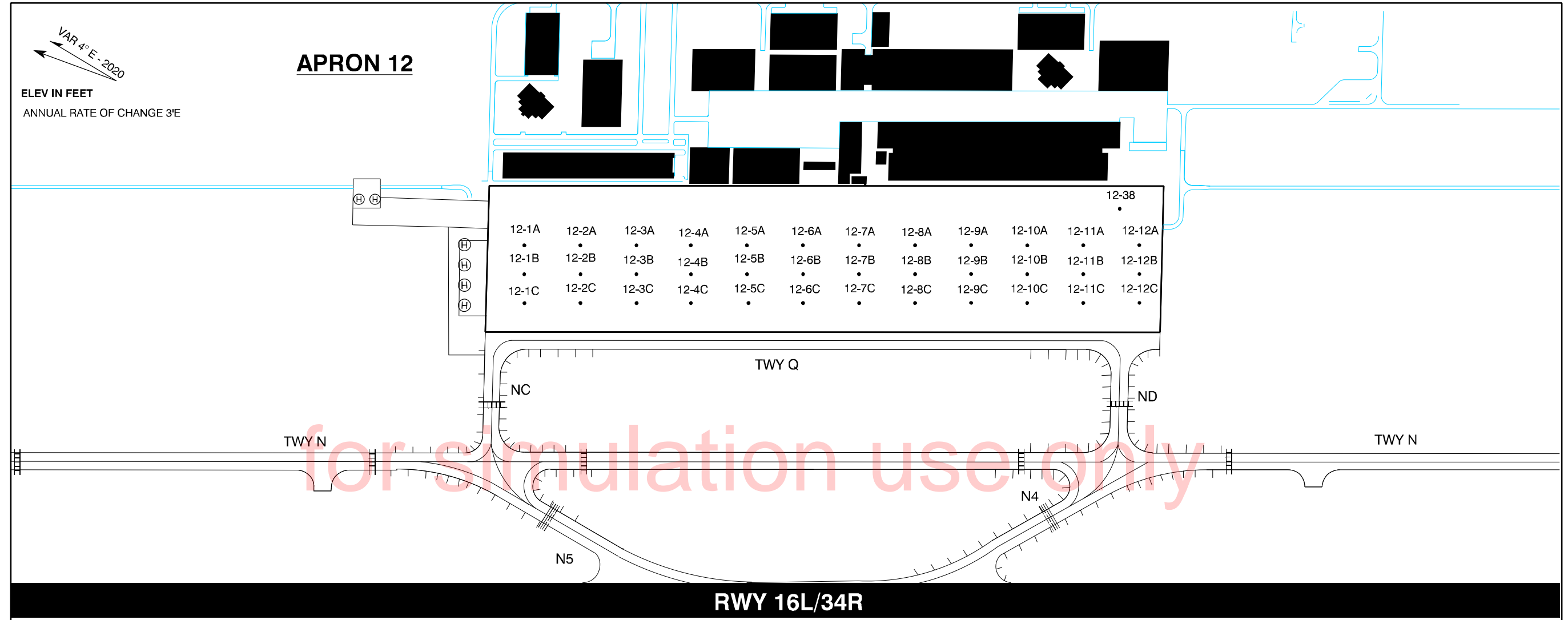
TWR: 118.2(W) 118.3(W) 118.5(E) 124.3(E) 343.7 (UHF)
GND: 121.6 (W) 121.9 (C) 121.7 (E) 355.7 (UHF)
APN: 121.975 (E APN) 121.750 (APN 6)
ATIS: 126.2 ARR 128.7 DEP
CLEARANCE DELIVERY: 121.8

AIRCRAFT PARKING /
DOCKING CHART - ICAO

APRON ELEV
42 FT

TWR: 118.2(W) 118.3(W) 118.5(E) 124.3(E) 343.7 (UHF)
GND: 121.6 (W) 121.9 (C) 121.7 (E) 355.7 (UHF)
APN: 121.975 (E APN) 121.750 (APN 6)
ATIS: 126.2 ARR 128.7 DEP
CLEARANCE DELIVERY: 121.8

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INS COORDINATES FOR ACFT STANDS ON APRON 12

12-1A	21°41'12.44"N	039°10'43.79"E
12-1B	21°41'11.88"N	039°10'42.15"E
12-1C	21°41'11.31"N	039°10'40.52"E
12-2A	21°41'09.48"N	039°10'44.95"E
12-2B	21°41'08.91"N	039°10'43.32"E
12-2C	21°41'08.35"N	039°10'41.69"E
12-3A	21°41'06.52"N	039°10'46.12"E
12-3B	21°41'05.96"N	039°10'44.49"E
12-3C	21°41'05.39"N	039°10'42.86"E
12-4A	21°41'03.65"N	039°10'47.25"E
12-4B	21°41'03.08"N	039°10'45.62"E
12-4C	21°41'02.52"N	039°10'43.99"E
12-5A	21°41'00.69"N	039°10'48.42"E
12-5B	21°41'00.12"N	039°10'46.79"E
12-5C	21°40'59.48"N	039°10'45.19"E
12-6A	21°40'57.73"N	039°10'49.59"E
12-6B	21°40'57.16"N	039°10'47.96"E
12-6C	21°40'56.60"N	039°10'46.32"E
12-7A	21°40'54.77"N	039°10'50.75"E
12-7B	21°40'54.21"N	039°10'49.12"E

INS COORDINATES FOR ACFT STANDS ON APRON 12

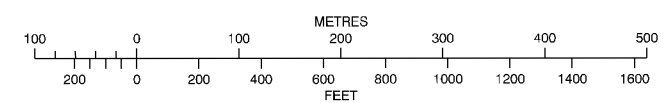
12-7C	21°40'53.64"N	039°10'47.49"E
12-8A	21°40'51.81"N	039°10'51.92"E
12-8B	21°40'51.25"N	039°10'50.29"E
12-8C	21°40'50.69"N	039°10'48.66"E
12-9A	21°40'48.85"N	039°10'53.09"E
12-9B	21°40'48.29"N	039°10'51.46"E
12-9C	21°40'47.73"N	039°10'49.83"E
12-10A	21°40'45.89"N	039°10'54.25"E
12-10B	21°40'45.33"N	039°10'52.62"E
12-10C	21°40'44.77"N	039°10'50.99"E
12-11A	21°40'42.93"N	039°10'55.42"E
12-11B	21°40'42.37"N	039°10'53.79"E
12-11C	21°40'41.81"N	039°10'52.16"E
12-12A	21°40'39.98"N	039°10'56.59"E
12-12B	21°40'39.41"N	039°10'54.96"E
12-12C	21°40'38.85"N	039°10'53.33"E
12-38	21°40'41.72"N	039°10'58.23"E

- TWYs N,N4,N5 width: 30 m wide.
- TWYs N,N4,N5 Surface: Asphalt.
- TWY N,N4,N5 PCN: 100/F/A/W/T.

NOTE:

- Apron 12 is assigned for Royal Saudi Air Force (RSAF) aircraft only.
- Non RSAF aircraft must be approved by ADNC or RSAF operations.
- The RSAF have an engine test area on apron 12.
- Other Aircraft may carry out engine tests on apron 12 upon request and approval by ADNC & RSAF operation.

LEGEND	
HELIPAD	(H)
ROAD	—
TAXI-HOLDING POSITION (TYPE A)	≡≡≡
TAXI-HOLDING POSITION (TYPE B)	
AIRCRAFT STAND	• 12-1A



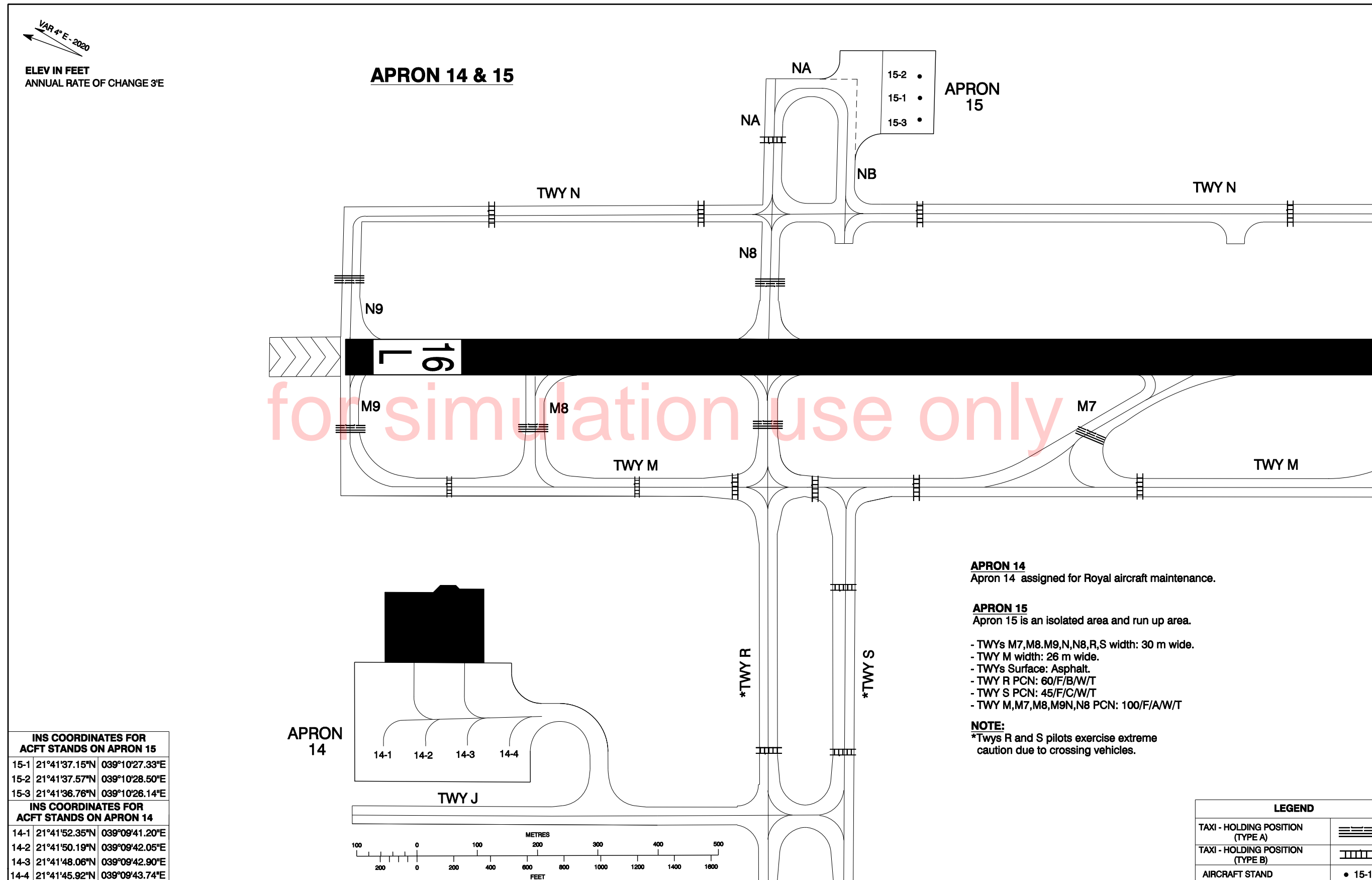
CHANGES: MAG VAR and TWR Freq updated

**AIRCRAFT PARKING /
DOCKING CHART - ICAO**

**APRON ELEV
30 FT**

TWR: 118.2(W) 118.3(W) 118.5(E) 124.3(E) 343.7 (UHF)
GND: 121.6 (W) 121.9 (C) 121.7 (E) 355.7 (UHF)
APN: 121.975 (E APN) 121.750 (APN 6)
ATIS: 128.2 ARR 128.7 DEP
CLEARANCE DELIVERY: 121.8

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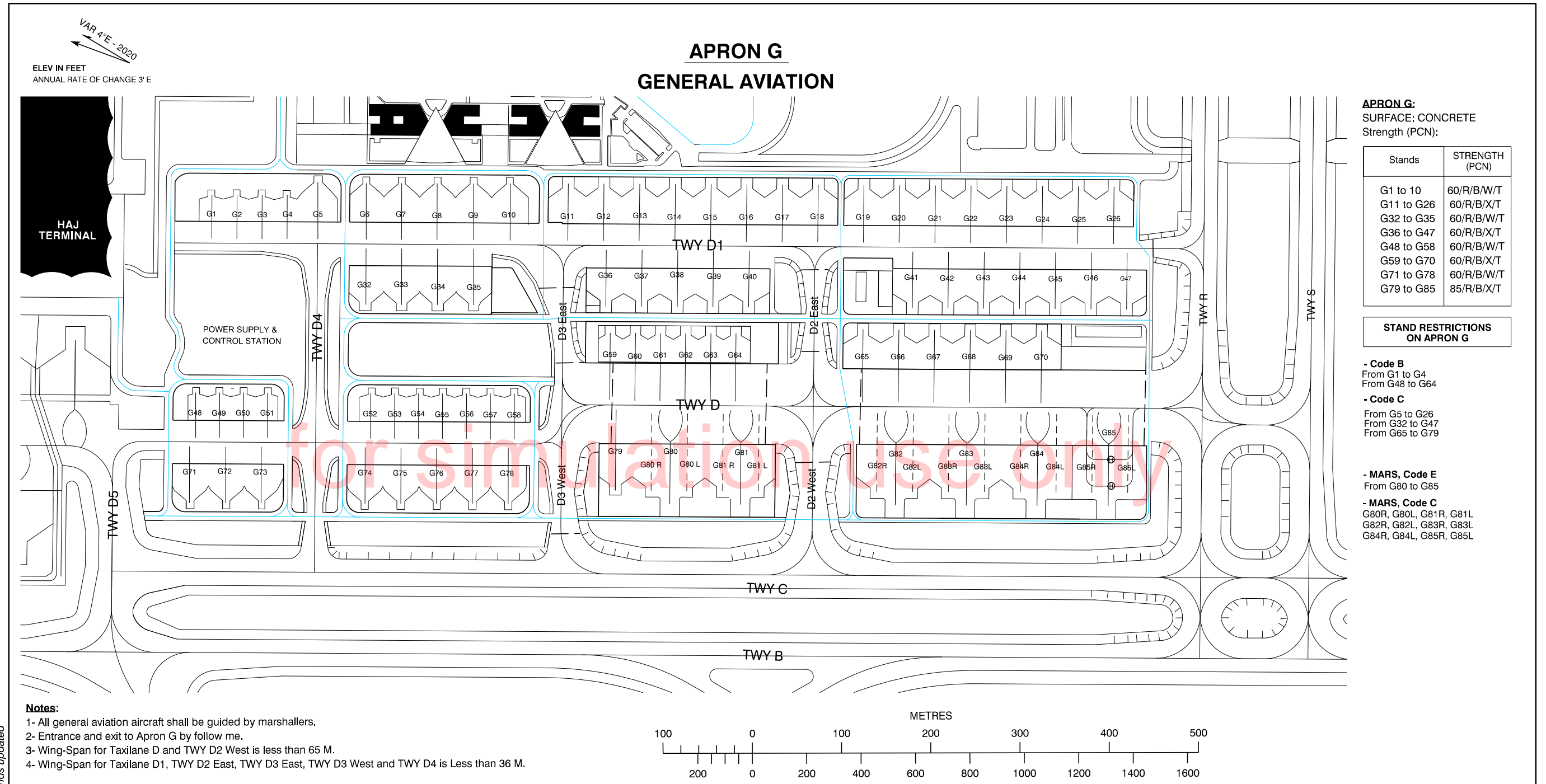


AIRCRAFT PARKING /
DOCKING CHART - ICAO

APRON ELEV
14 FT

TWR: 118.2(W) 118.3(W) 118.5(E) 124.3(E) 343.7 (UHF)
GND: 121.6 (W) 121.9 (C) 121.7 (E) 355.7 (UHF)
APN: 121.975 (E APN) 121.750 (APN 6)
ATIS: 126.2 ARR 128.7 DEP
CLEARANCE DELIVERY: 121.8

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APRON G:
SURFACE: CONCRETE
Strength (PCN):

Stands	STRENGTH (PCN)
G1 to 10	60/R/B/W/T
G11 to G26	60/R/B/X/T
G32 to G35	60/R/B/W/T
G36 to G47	60/R/B/X/T
G48 to G58	60/R/B/W/T
G59 to G70	60/R/B/X/T
G71 to G78	60/R/B/W/T
G79 to G85	85/R/B/X/T

STAND RESTRICTIONS ON APRON G

- Code B
From G1 to G4
From G48 to G64

- Code C
From G5 to G26
From G32 to G47
From G65 to G79

- MARS, Code E
From G80 to G85

- MARS, Code C
G80R, G80L, G81R, G81L
G82R, G82L, G83R, G83L
G84R, G84L, G85R, G85L

Notes:

- All general aviation aircraft shall be guided by marshalls.
- Entrance and exit to Apron G by follow me.
- Wing-Span for Taxilane D and TWY D2 West is less than 65 M.
- Wing-Span for Taxilane D1, TWY D2 East, TWY D3 East, TWY D3 West and TWY D4 is Less than 36 M.

CHANGES: Apron, TWYs and ACFT Stands updated

INS COORDINATES FOR ACFT STANDS ON APRON G	INS COORDINATES FOR ACFT STANDS ON APRON G	INS COORDINATES FOR ACFT STANDS ON APRON G	INS COORDINATES FOR ACFT STANDS ON APRON G	INS COORDINATES FOR ACFT STANDS ON APRON G	INS COORDINATES FOR ACFT STANDS ON APRON G	INS COORDINATES FOR ACFT STANDS ON APRON G
G1 21°41'39.20"N 039°08'15.87"E	G15 21°41'22.20"N 039°08'23.10"E	G34 21°41'30.01"N 039°08'14.92"E	G48 21°41'37.21"N 039°08'08.37"E	G62 21°41'21.14"N 039°08'17.28"E	G76 21°41'27.47"N 039°08'07.59"E	G83L 21°41'08.79"N 039°08'15.56"E
G2 21°41'38.34"N 039°08'16.21"E	G16 21°41'20.97"N 039°08'23.59"E	G35 21°41'28.77"N 039°08'15.41"E	G49 21°41'36.38"N 039°08'08.70"E	G63 21°41'20.27"N 039°08'17.62"E	G77 21°41'26.24"N 039°08'08.08"E	G83R 21°41'10.03"N 039°08'15.07"E
G3 21°41'37.46"N 039°08'16.57"E	G17 21°41'19.73"N 039°08'24.08"E	G36 21°41'24.25"N 039°08'17.15"E	G50 21°41'35.56"N 039°08'09.02"E	G64 21°41'19.40"N 039°08'17.97"E	G78 21°41'25.01"N 039°08'08.57"E	G84 21°41'06.80"N 039°08'15.79"E
G4 21°41'36.60"N 039°08'16.90"E	G18 21°41'18.49"N 039°08'24.57"E	G37 21°41'23.01"N 039°08'17.64"E	G51 21°41'34.74"N 039°08'09.35"E	G65 21°41'15.06"N 039°08'19.88"E	G79 21°41'21.51"N 039°08'10.54"E	G84L 21°41'06.32"N 039°08'16.54"E
G5 21°41'35.70"N 039°08'17.77"E	G19 21°41'16.91"N 039°08'25.19"E	G38 21°41'21.77"N 039°08'18.13"E	G52 21°41'31.17"N 039°08'10.76"E	G66 21°41'13.82"N 039°08'20.37"E	G80 21°41'19.46"N 039°08'10.79"E	G84R 21°41'07.55"N 039°08'16.05"E
G6 21°41'34.02"N 039°08'18.43"E	G20 21°41'15.68"N 039°08'25.68"E	G39 21°41'20.54"N 039°08'18.62"E	G53 21°41'30.34"N 039°08'11.08"E	G67 21°41'12.59"N 039°08'20.86"E	G80L 21°41'19.04"N 039°08'11.51"E	G85 21°41'04.35"N 039°08'16.75"E
G7 21°41'32.79"N 039°08'18.92"E	G21 21°41'14.44"N 039°08'26.17"E	G40 21°41'19.30"N 039°08'19.11"E	G54 21°41'29.52"N 039°08'11.41"E	G68 21°41'11.35"N 039°08'21.34"E	G80R 21°41'20.28"N 039°08'11.03"E	G85L 21°41'03.85"N 039°08'17.51"E
G8 21°41'31.55"N 039°08'19.40"E	G22 21°41'13.21"N 039°08'26.65"E	G41 21°41'13.64"N 039°08'21.34"E	G55 21°41'28.70"N 039°08'11.73"E	G69 21°41'10.12"N 039°08'21.83"E	G81 21°41'17.02"N 039°08'11.75"E	G85R 21°41'05.08"N 039°08'17.02"E
G9 21°41'30.32"N 039°08'19.89"E	G23 21°41'11.97"N 039°08'27.14"E	G42 21°41'12.40"N 039°08'21.83"E	G56 21°41'27.87"N 039°08'12.06"E	G70 21°41'08.88"N 039°08'22.32"E	G81L 21°41'16.57"N 039°08'12.49"E	
G10 21°41'29.08"N 039°08'20.38"E	G24 21°41'10.73"N 039°08'27.63"E	G43 21°41'11.17"N 039°08'22.32"E	G57 21°41'27.05"N 039°08'12.38"E	G71 21°41'35.98"N 039°08'04.23"E	G81R 21°41'17.81"N 039°08'12.00"E	
G11 21°41'27.15"N 039°08'21.15"E	G25 21°41'09.50"N 039°08'28.12"E	G44 21°41'09.93"N 039°08'22.80"E	G58 21°41'26.23"N 039°08'12.71"E	G72 21°41'34.75"N 039°08'04.72"E	G82 21°41'11.68"N 039°08'13.86"E	
G12 21°41'25.91"N 039°08'21.64"E	G26 21°41'08.26"N 039°08'28.60"E	G45 21°41'08.70"N 039°08'23.29"E	G59 21°41'23.75"N 039°08'16.25"E	G73 21°41'33.51"N 039°08'05.21"E	G82L 21°41'11.26"N 039°08'14.59"E	
G13 21°41'24.67"N 039°08'22.13"E	G27 21°41'07.46"N 039°08'29.78"E	G46 21°41'07.46"N 039°08'29.78"E	G60 21°41'22.88"N 039°08'16.59"E	G74 21°41'29.95"N 039°08'06.61"E	G82R 21°41'12.50"N 039°08'14.10"E	
G14 21°41'23.44"N 039°08'22.62"E	G28 21°41'06.23"N 039°08'24.27"E	G47 21°41'06.23"N 039°08'24.27"E	G61 21°41'22.01"N 039°08'16.94"E	G75 21°41'28.71"N 039°08'07.10"E	G83 21°41'09.24"N 039°08'14.82"E	

TWY	WIDTH	BEARING STRENGTH	SURFACE	TWY	WIDTH	BEARING STRENGTH	SURFACE
B	30	39/F/B/W/T	ASPH	D3 W	26	80/F/A/X/T	ASPH
C	30	84/F/A/W/T	ASPH	D4	18	60/F/A/X/T	ASPH
D	85	80/F/A/X/T	ASPH	D5	38	36/F/A/X/T	ASPH
D1	49	50/F/A/X/T	ASPH	D6	33	50/F/A/X/T	ASPH
D2 E	18	50/F/A/X/T	ASPH	R	30	60/F/B/W/T	ASPH
D2 W	29	80/F/A/X/T	ASPH	S	30	45/F/C/W/T	ASPH
D3 E	23	50/F/A/X/T	ASPH				

LEGEND

AIRCRAFT STAND	G85
INTERMEDIATE HOLDING POSITION	---
SERVICE ROAD	---
HELIPAD	⊙

**AERODROME GROUND
MOVEMENT CHART - ICAO**

APRON ELEV

TWR: 118.2(W) 118.3(W) 118.5(E) 124.3(E) 343.7 (UHF)
GND: 121.6 (W) 121.9 (C) 121.7 (E) 355.7 (UHF)
APN: 121.975 (E APN) 121.750 (APN 6)
ATIS: 126.2 ARR 128.7 DEP
CLEARANCE DELIVERY: 121.8

JEDDAH / KING ABDULAZIZ INTERNATIONAL

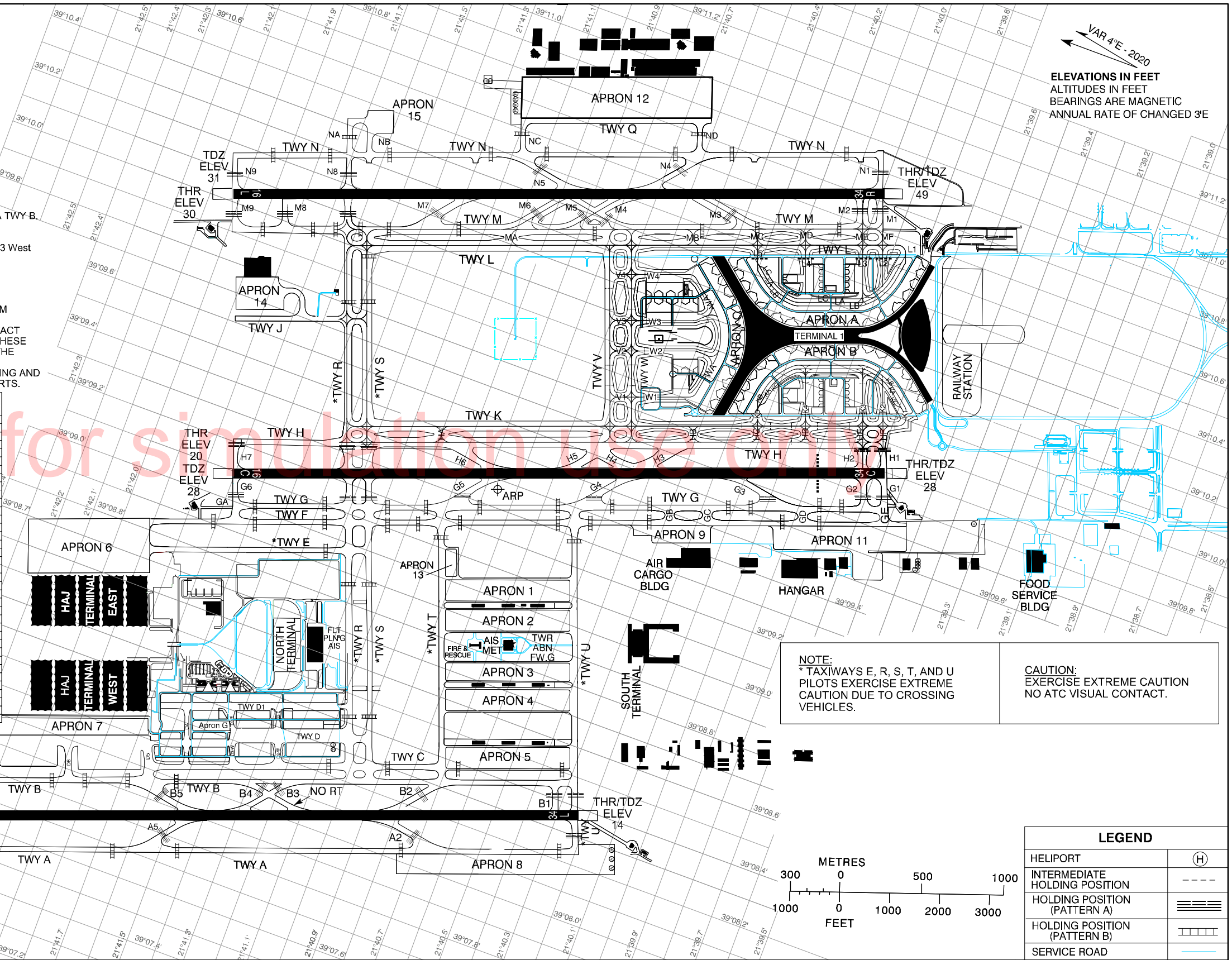
APRON: CONCRETE STRENGTH B747
TWY: CONCRETE AND ASPHALT STRENGTH B747

NOTES:

- CENTRELINE LIGHTING : ALL TWY
TWY EDGE LIGHTS ON NORTH END OF
RESERVATION BETWEEN TWY H, F AND T
AT EXIT OF TWY H5. TWY EDGE LIGHTS IN
RWY/TWY AND TWY/TWY INT ASSOCIATED
WITH RWY 16L/34R.
- FLIGHT CREW SHALL REQUEST
FOR PUSH BACK APPROVAL ONLY
WHEN IMMEDIATELY READY. ANY
DELAY IN THE COMMENCEMENT OF THE
PUSH BACK SHALL BE NOTIFIED TO ATC.
- ALL ACFT VACATING RWY 34L FROM TWY B3
NOT ALLOWED TO TURN RIGHT SOUTH BOUND VIA TWY B.
- MAXIMUM AIRCRAFT SIZE ON TAXIWAY:
Wing-span for D and TWY D2 West is less than 65M
Wing-span for D1, TWY D2 East, TWY D3 East, TWY D3 West
and TWY D4 is less than 36M.
- AIRCRAFT ARE TO FOLLOW YELLOW TAXIWAY
CENTRE LINE AT ALL TIMES. EXCEPTIONS FROM
THIS WITH GUIDANCE FROM MARSHALLER ONLY.
- PILOTS ARE TO USE CAUTION AND APPLY MINIMUM
POWER WHEN MANEUVERING NEAR STANDS.
- APRONS 6,7,9 AND 11 DO NOT HAVE VISUAL CONTACT
WITH ATC TOWER. ALL GROUND MOVEMENT ON THESE
APRONS FALLS UNDER THE RESPONSIBILITY OF THE
AIRCRAFT HANDLER.
- FOR ADDITIONAL INFORMATION REGARDING TAXIING AND
PARKING, SEE AIRCRAFT PARKING/DOCKING CHARTS.

VAR 4°E - 2020
ELEVATIONS IN FEET
ALTITUDES IN FEET
BEARINGS ARE MAGNETIC
ANNUAL RATE OF CHANGED 3"E

TAXIWAY DESIGNATOR	Width	BEARING STRENGTH (PCN)	Surface
TWY A	30	21/F/C/W/T	Asphalt
TWY A2	30	32/F/A/W/T	Asphalt
TWY A5	30	34/F/C/W/T	Asphalt
TWY A7	30	32/F/C/W/T	Asphalt
TWY B	30	39/F/B/W/T	Asphalt
TWY B1	30	50/F/B/W/T	Asphalt
TWY B2	30	81/F/A/W/T	Asphalt
TWY B3	30	47/F/C/W/T	Asphalt
TWY B4	30	54/F/B/W/T	Asphalt
TWY B5	30	21/F/C/W/T	Asphalt
TWY B7	30	33/F/C/W/T	Asphalt
TWY C	30	82/F/A/W/T	Asphalt
TWY D	85	80/F/A/X/T	Asphalt
TWY D1	49	50/F/A/X/T	Asphalt
TWY D2 West	29	80/F/A/X/T	Asphalt
TWY D2 East	18	50/F/A/X/T	Asphalt
TWY D3 West	26	80/F/A/X/T	Asphalt
TWY D3 East	23	50/F/A/X/T	Asphalt
TWY D4	18	80/F/A/X/T	Asphalt
TWY D5	38	36/F/A/X/T	Asphalt
TWY D6	33	50/F/A/X/T	Asphalt
TWY E	30	100/F/A/W/T	Asphalt
TWY F	30	49/F/A/W/T	Asphalt
TWY G	30	63/F/A/W/T	Asphalt
TWYs G1, G2, G3, G4, G5, G6	30	72/F/A/W/T	Asphalt
TWYs H1, H2, H3, H4, H5, H6	30	100/F/A/W/T	Asphalt
TWY I	28	57/F/A/W/T	Asphalt
M1, M2, M3, M4, M5, M6, M7, M8, M9	30	100/F/A/W/T	Asphalt
TWYs N1, N2, N3, N4, N5, N6	30	100/F/A/W/T	Asphalt
TWY T	30	41/F/A/W/T	Asphalt
TWY U	30	52/F/A/W/T	Asphalt
TWY R	30	60/F/B/W/T	Asphalt
TWY S	30	45/F/C/W/T	Asphalt
L, K, H, V, W, W1, W2, W3, W4, KA, K1, K2, K3, K4, K5	25	80/F/B/W/T	Asphalt
VIA	30	80/F/B/W/T	Asphalt
TWYs V1, V2, V3, V4	50	80/F/B/W/T	Asphalt
KB, KC	18	80/F/B/W/T	Asphalt



NOTE:
* TAXIWAYS E, R, S, T, AND U
PILOTS EXERCISE EXTREME
CAUTION DUE TO CROSSING
VEHICLES.

CAUTION:
EXERCISE EXTREME CAUTION
NO ATC VISUAL CONTACT.

LEGEND	
HELIPORT	(H)
INTERMEDIATE HOLDING POSITION	---
HOLDING POSITION (PATTERN A)	
HOLDING POSITION (PATTERN B)	
SERVICE ROAD	---

CHANGE: Notes Updated

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

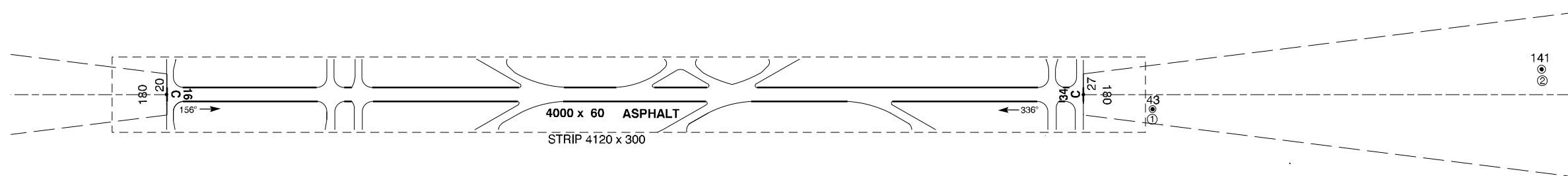
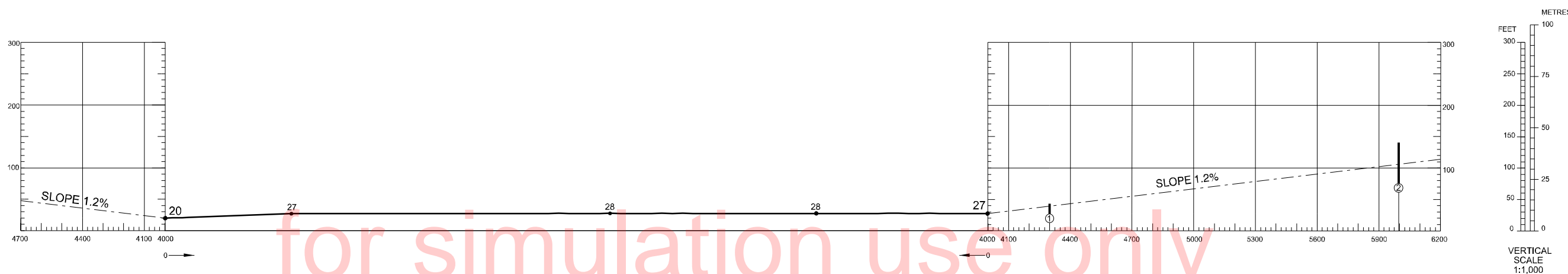
JEDDAH / KING ABDULAZIZ INTERNATIONAL
RWY 16C/34C

DIMENSIONS IN METRES
ELEVATIONS IN FEET
MAGNETIC VARIATION 4°E - 2020

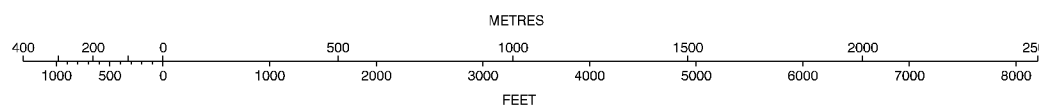
RWY 16C/34C
DECLARED DISTANCES

RWY 16C		RWY 34C	
4000 M	TAKE-OFF RUN AVAILABLE	4000 M	
4000 M	TAKE-OFF DISTANCE AVAILABLE	4000 M	
4000 M	ACCELERATE STOP DISTANCE AVAILABLE	4000 M	
4000 M	LANDING DISTANCE AVAILABLE	4000 M	

OVERALL RUNWAY GRADIENT 1:17



HORIZONTAL SCALE 1 : 10000



ORDER OF ACCURACY
HORIZONTAL: 3m
VERTICAL: 1ft

Based on survey dated JUNE 2013

LEGEND	
IDENTIFICATION NUMBER	①
POLE, TOWER, SPIRE, ANTENA, ETC.	⊙

AMENDMENT RECORD		
No.	DATE	ENTERED BY
01	26/06/2014	

CHANGE : MAG V/AF updated

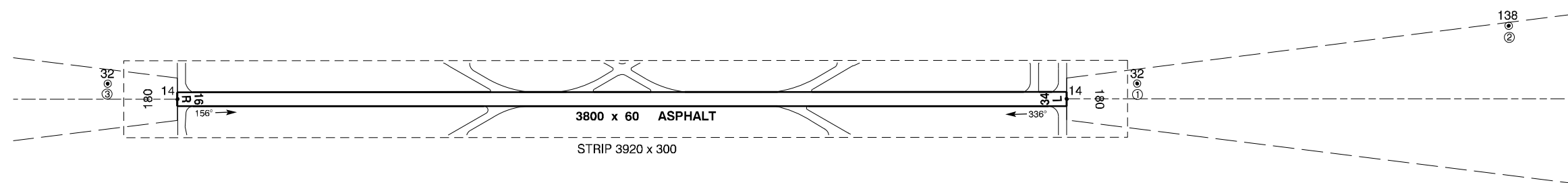
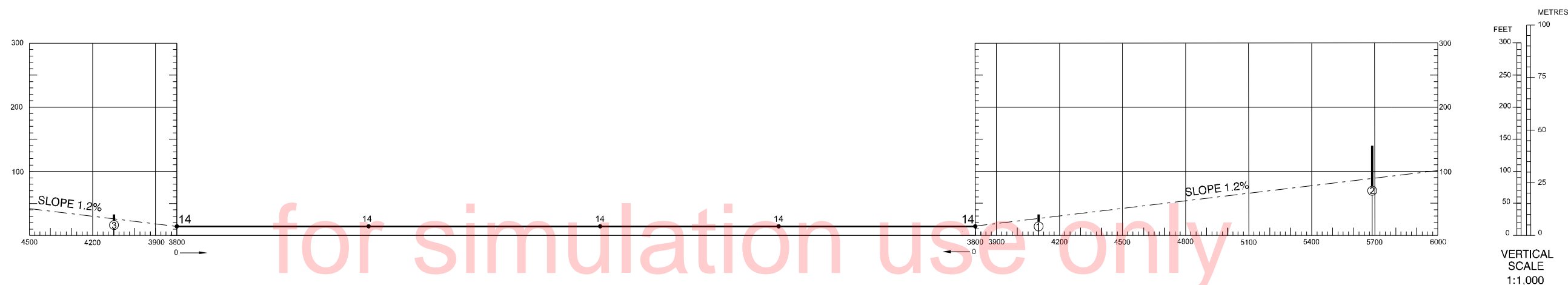
AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

JEDDAH / KING ABDULAZIZ INTERNATIONAL
RWY 16R/34L

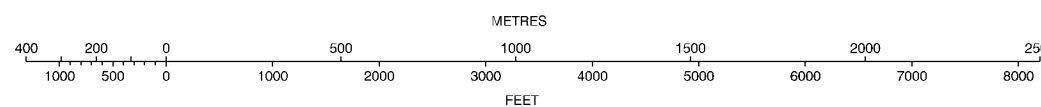
DIMENSIONS IN METRES
ELEVATIONS IN FEET
MAGNETIC VARIATION 4° E - 2020

RWY 16R/34L		
DECLARED DISTANCES		
RWY 16R		RWY 34L
3800 M	TAKE-OFF RUN AVAILABLE	3800 M
3800 M	TAKE-OFF DISTANCE AVAILABLE	3800 M
3800 M	ACCELERATE STOP DISTANCE AVAILABLE	3800 M
3800 M	LANDING DISTANCE AVAILABLE	3800 M

OVERALL RUNWAY GRADIENT 1:19



HORIZONTAL SCALE 1 : 10000



ORDER OF ACCURACY
HORIZONTAL: 3m
VERTICAL: 1ft

Based on survey dated JUNE 2013

CHANGE : MAG VAR updated

LEGEND	
IDENTIFICATION NUMBER	①
POLE, TOWER, SPIRE, ANTENA, ETC.	⊙

AMENDMENT RECORD		
No.	DATE	ENTERED BY
01	26/06/2014	

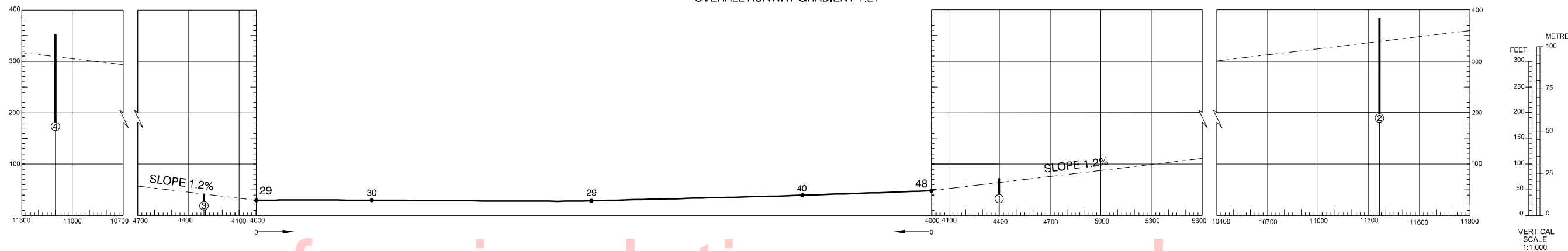
AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

JEDDAH / KING ABDULAZIZ INTERNATIONAL
RWY 16L/34R

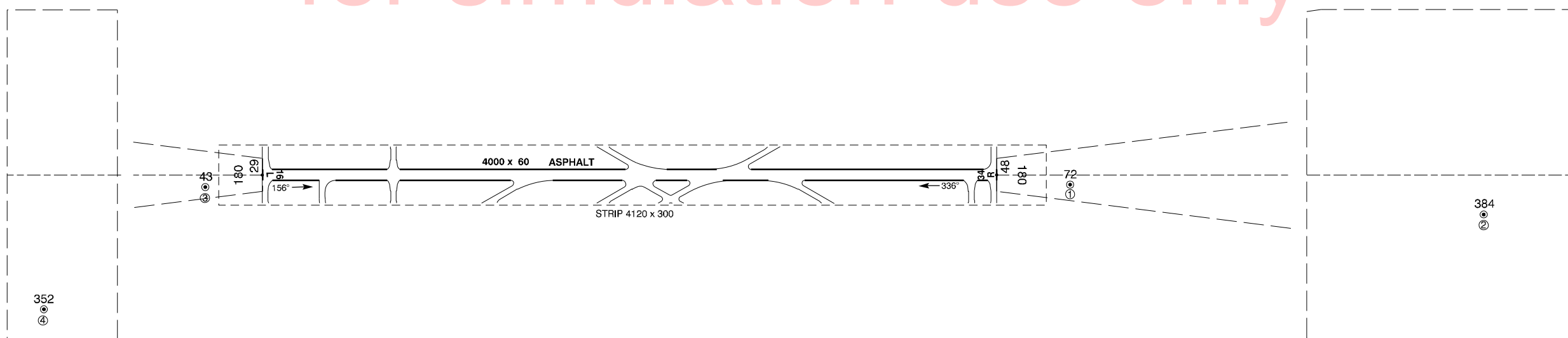
DIMENSIONS IN METRES
ELEVATIONS IN FEET
MAGNETIC VARIATION 4°E - 2020

RWY 16L/34R DECLARED DISTANCES		
RWY 16L		RWY 34R
4000 M	TAKE-OFF RUN AVAILABLE	4000 M
4000 M	TAKE-OFF DISTANCE AVAILABLE	4000 M
4000 M	ACCELERATE STOP DISTANCE AVAILABLE	4000 M
4000 M	LANDING DISTANCE AVAILABLE	4000 M

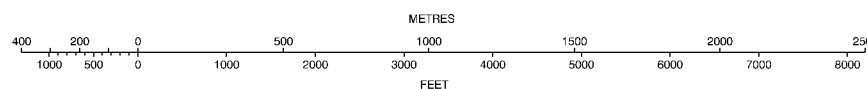
OVERALL RUNWAY GRADIENT 1:21



for simulation use only



HORIZONTAL SCALE 1 : 10000



ORDER OF ACCURACY
HORIZONTAL: 3m
VERTICAL: 1ft

Based on survey dated JUNE 2013

AMENDMENT RECORD		
No.	DATE	ENTERED BY
01	26/06/2014	

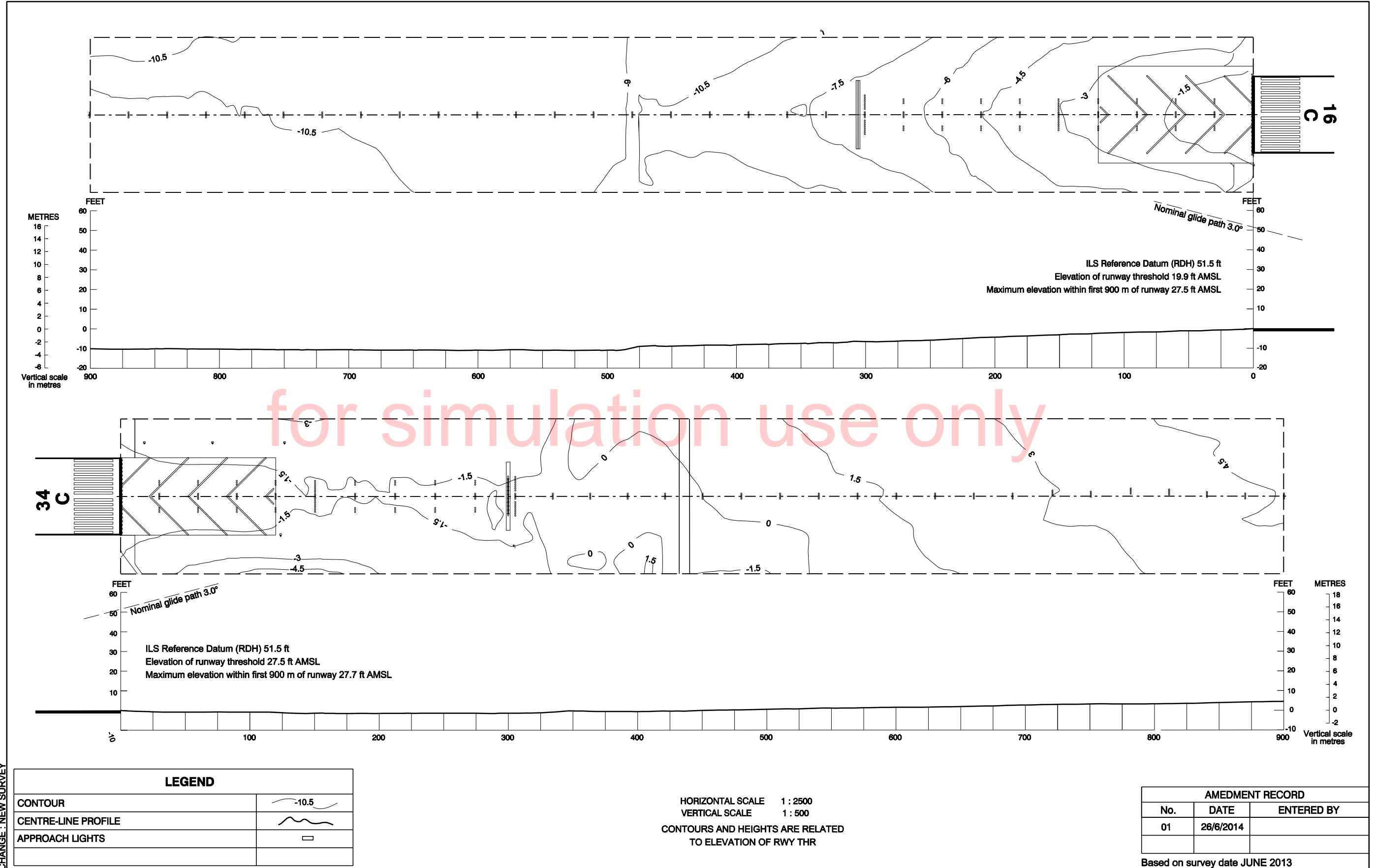
CHANGE : MAG VAR updated

LEGEND	
IDENTIFICATION NUMBER	①
POLE, TOWER, SPIRE, ANTENNA, ETC.	⊙

PRECISION APPROACH TERRAIN CHART - ICAO

JEDDAH / KING ABDULAZIZ INTERNATIONAL
RUNWAY 16C/34C

DIST IN METRES
ELEV IN FEET



for simulation use only

CHANGE: NEW SURVEY

LEGEND	
CONTOUR	
CENTRE-LINE PROFILE	
APPROACH LIGHTS	

HORIZONTAL SCALE 1 : 2500
VERTICAL SCALE 1 : 500
CONTOURS AND HEIGHTS ARE RELATED
TO ELEVATION OF RWY THR

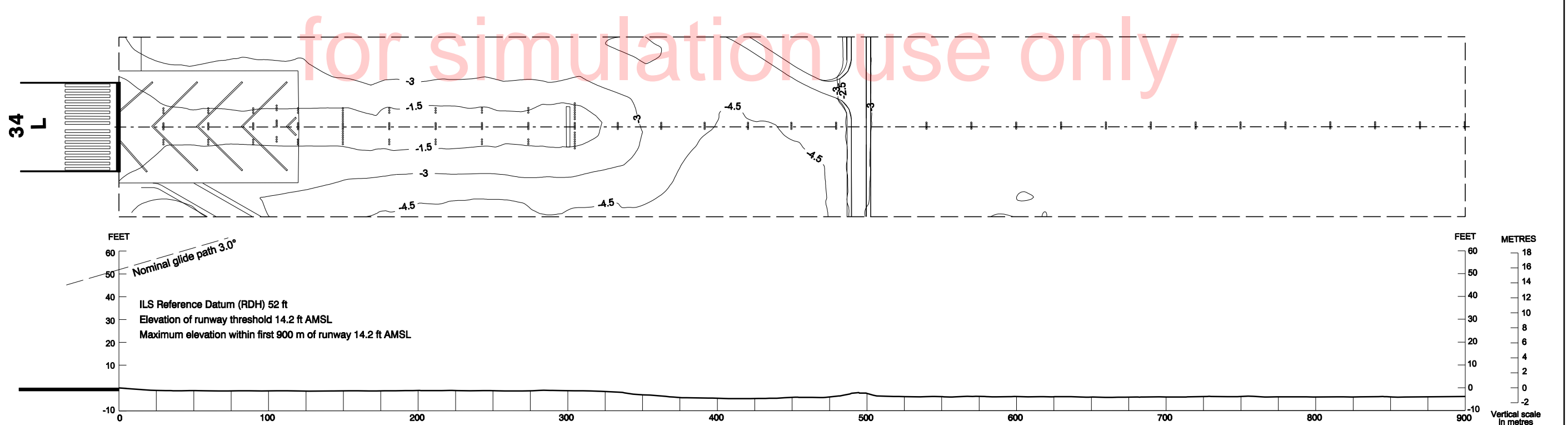
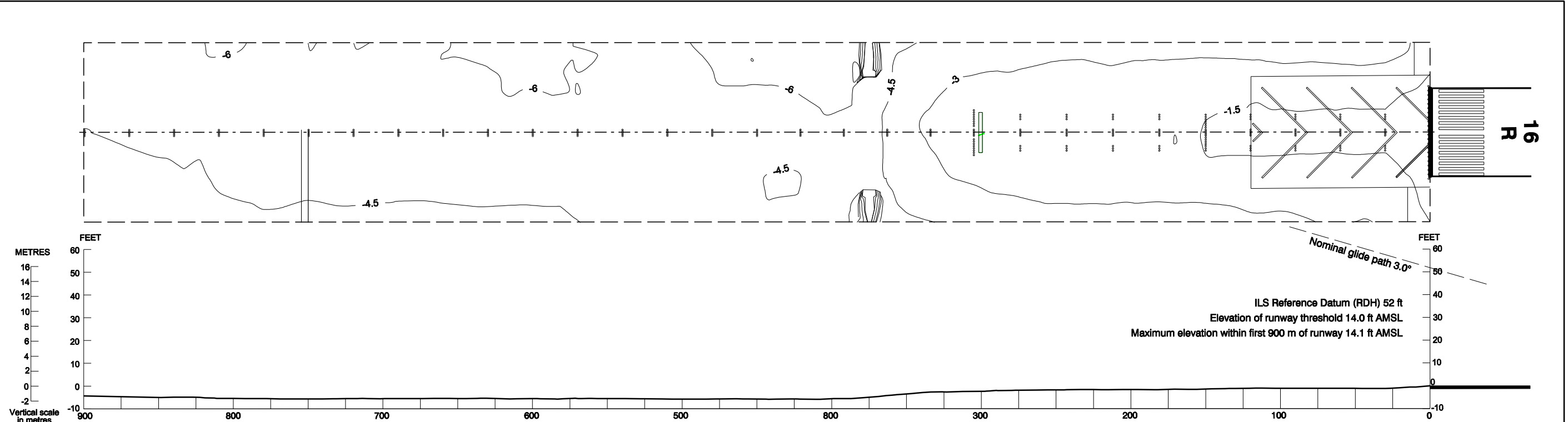
AMENDMENT RECORD		
No.	DATE	ENTERED BY
01	26/6/2014	

Based on survey date JUNE 2013

PRECISION APPROACH TERRAIN CHART - ICAO

JEDDAH / KING ABDULAZIZ INTERNATIONAL
RUNWAY 16R/34L

DIST IN METRES
ELEV IN FEET



for simulation use only

CHANGE : New Survey

LEGEND	
CONTOUR	
CENTRE-LINE PROFILE	
APPROACH LIGHTS	

HORIZONTAL SCALE 1 : 2500
VERTICAL SCALE 1 : 500
CONTOURS AND HEIGHTS ARE RELATED
TO ELEVATION OF RWY THR

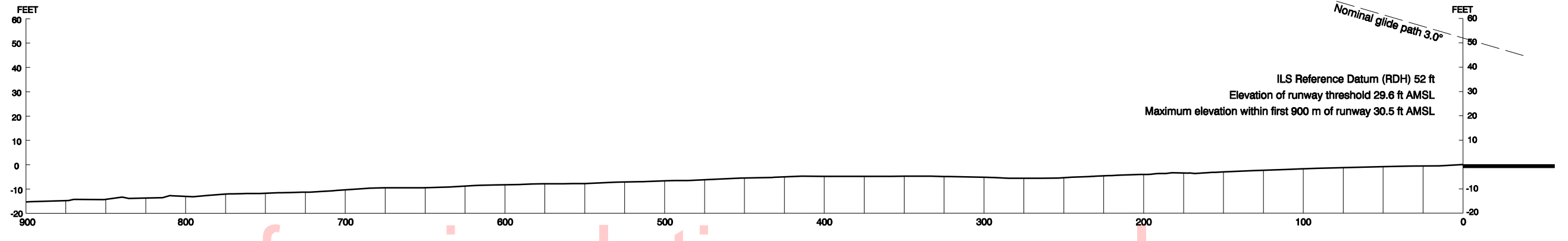
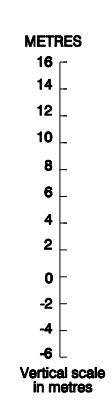
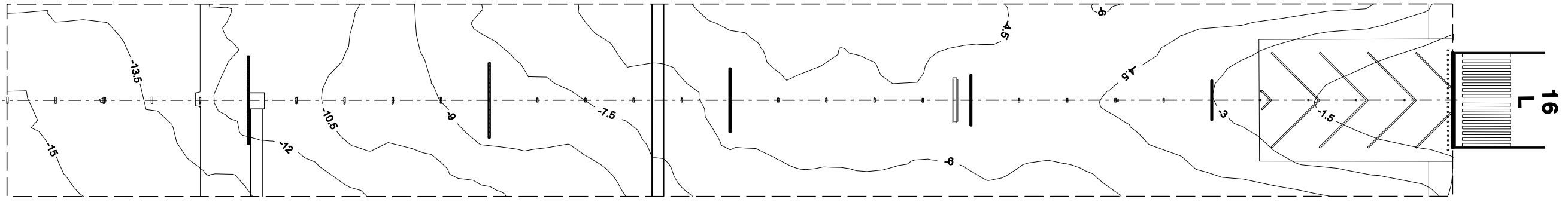
AMENDMENT RECORD		
No.	DATE	ENTERED BY
01	26/6/2014	

Based on survey date JUNE 2013

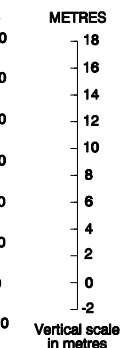
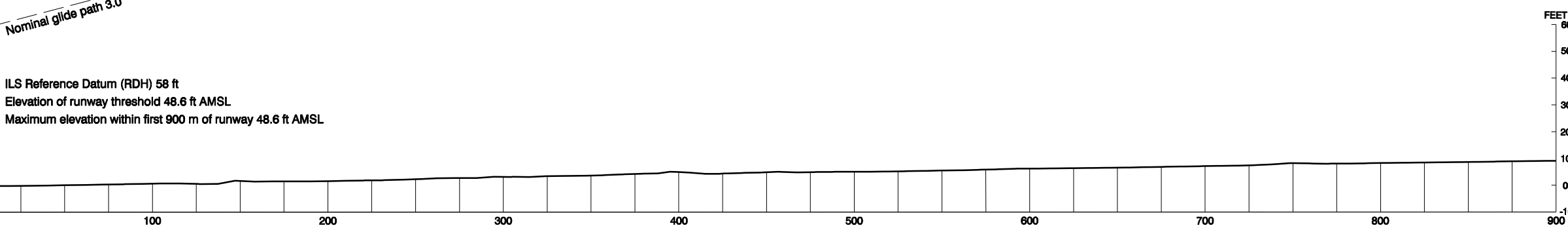
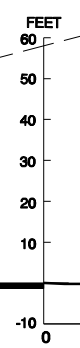
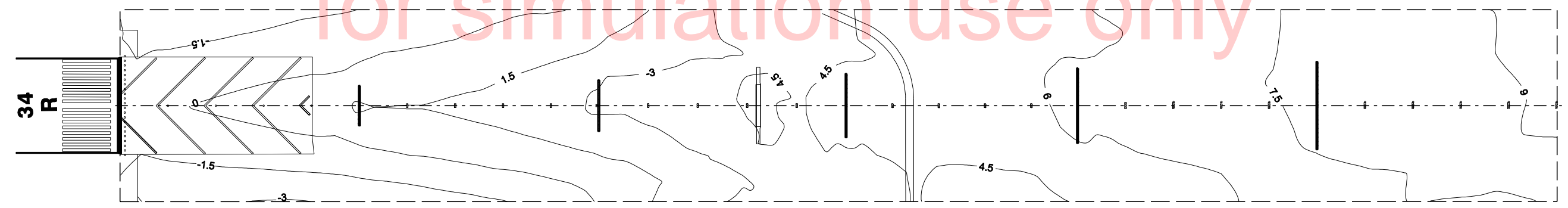
PRECISION APPROACH TERRAIN CHART - ICAO

JEDDAH / KING ABDULAZIZ INTERNATIONAL
RUNWAY 16L/34R

DIST IN METRES
ELEV IN FEET



for simulation use only



CHANGE - NEW SURVEY

LEGEND	
CONTOUR	
CENTRE-LINE PROFILE	
APPROACH LIGHTS	

HORIZONTAL SCALE 1 : 2500
VERTICAL SCALE 1 : 500
CONTOURS AND HEIGHTS ARE RELATED
TO ELEVATION OF RWY THR

AMENDMENT RECORD		
No.	DATE	ENTERED BY
01	26/6/2014	

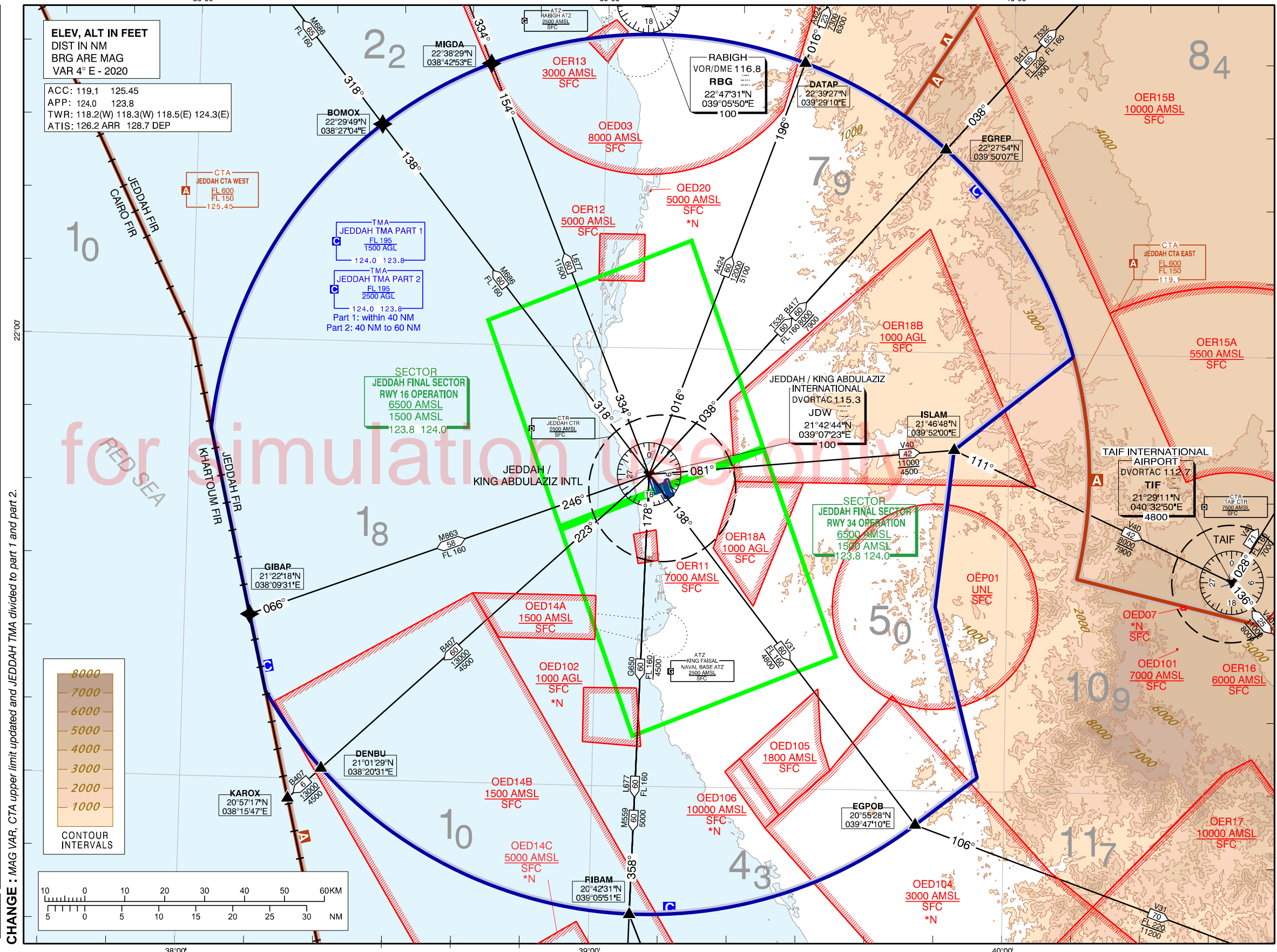
Based on survey dated JUNE 2013

AREA CHART - ICAO

DEPARTURE AND TRANSIT ROUTES

TMA JEDDAH

LEGEND	
BOUNDARIES	
FLIGHT INFORMATION REGION (FIR)	
SECTOR	
CONTROL AREA (CTA)	
TERMINAL CONTROL AREA (TMA)	
CONTROL ZONE (CTR)	
AERODROME TRAFFIC ZONE (ATZ)	
AIRWAY (AWY)	
AIR TRAFFIC SERVICES	
CLASS OF AIRSPACE	AIRSPACE TYPE/NAME
JEDDAH TMA	JEDDAH TMA
LOWER LIMIT	FL 195 124.0-123.8
UPPER LIMIT	1500 AGL
RADIO FREQUENCY	
NAVIGATION WARNINGS	
IDENTIFICATION OF AREA	OED107
VERTICAL LIMITS	500 AGL SFC
*N : ACTIVITY NOTIFIED BY NOTAM	
RADIO NAVIGATION AIDS (NAVAID)	
NAVAID TYPE & FREQUENCY	JEDDAH / KING ABDULAZIZ INTL - NAME
IDENTIFICATION	DVORTAC 115.3
GEOGRAPHICAL COORDINATES	JDW
ELEVATION OF DME ANTENNA	
100	
ATS ROUTE	
ROUTE DESIGNATOR	V31
MAGNETIC TRACK	270°
MINIMUM OBSTACLE CLEARANCE ALTITUDE	12000
DIRECTION OF TRAFFIC FLOW	
RNAV(5) ROUTE	
CHANGE OVER POINT (COP)	
DISTANCE IN NM FROM ASSOCIATED VOR	
50	
SIGNIFICANT POINT FUNCTIONALITY	
AREA MINIMUM ALTITUDE (AMA)	
INDICATES THOUSANDS	
79 = 7900 FT AMSL	
INDICATES HUNDRED	
HOLDING PATTERN	
HOLDING PATTERN OUTBOUND / INBOUND MAGNETIC TRACK	
COM FAILURE	
squawk 7600 mode A/3 and follow COM failure procedure on relevant SID or STAR	



CHANGE : MAG VAR, CTA upper limit updated and JEDDAH TMA divided to part 1 and part 2.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

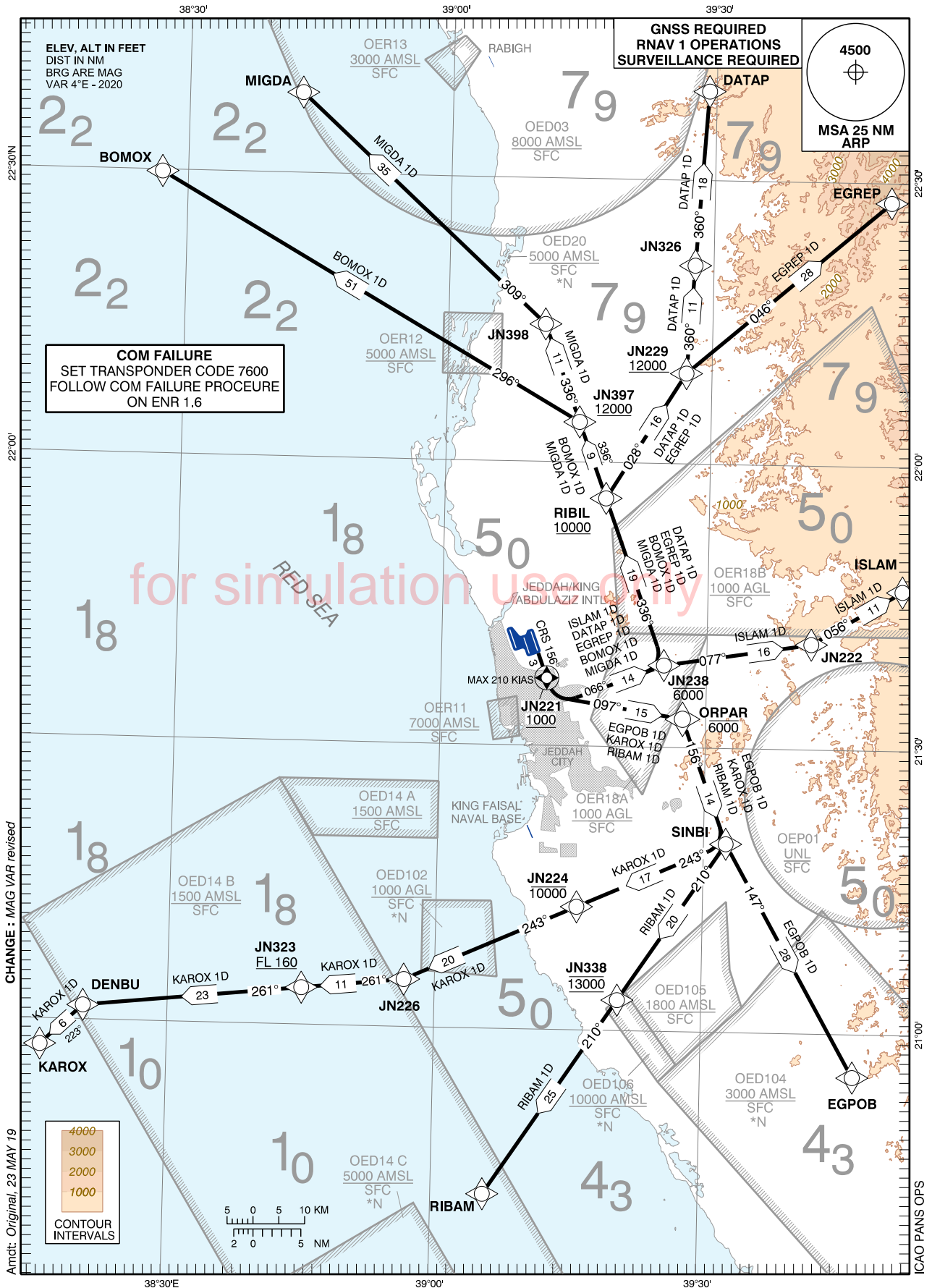
TRANSITION ALTITUDE
13000 FT

TWR: 118.2(W) 118.3(W)
118.5(E) 124.3(E)
APP: 124.0 123.8
UHF: 345.6
ATIS: 126.2 ARR 128.7 DEP

JEDDAH/King Abdulaziz Intl (OEJN)

SID RNAV RWY 16L

BOMOX 1D MIGDA 1D DATAP 1D EGREP 1D
ISLAM 1D EGPOB 1D RIBAM 1D KAROX 1D



STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

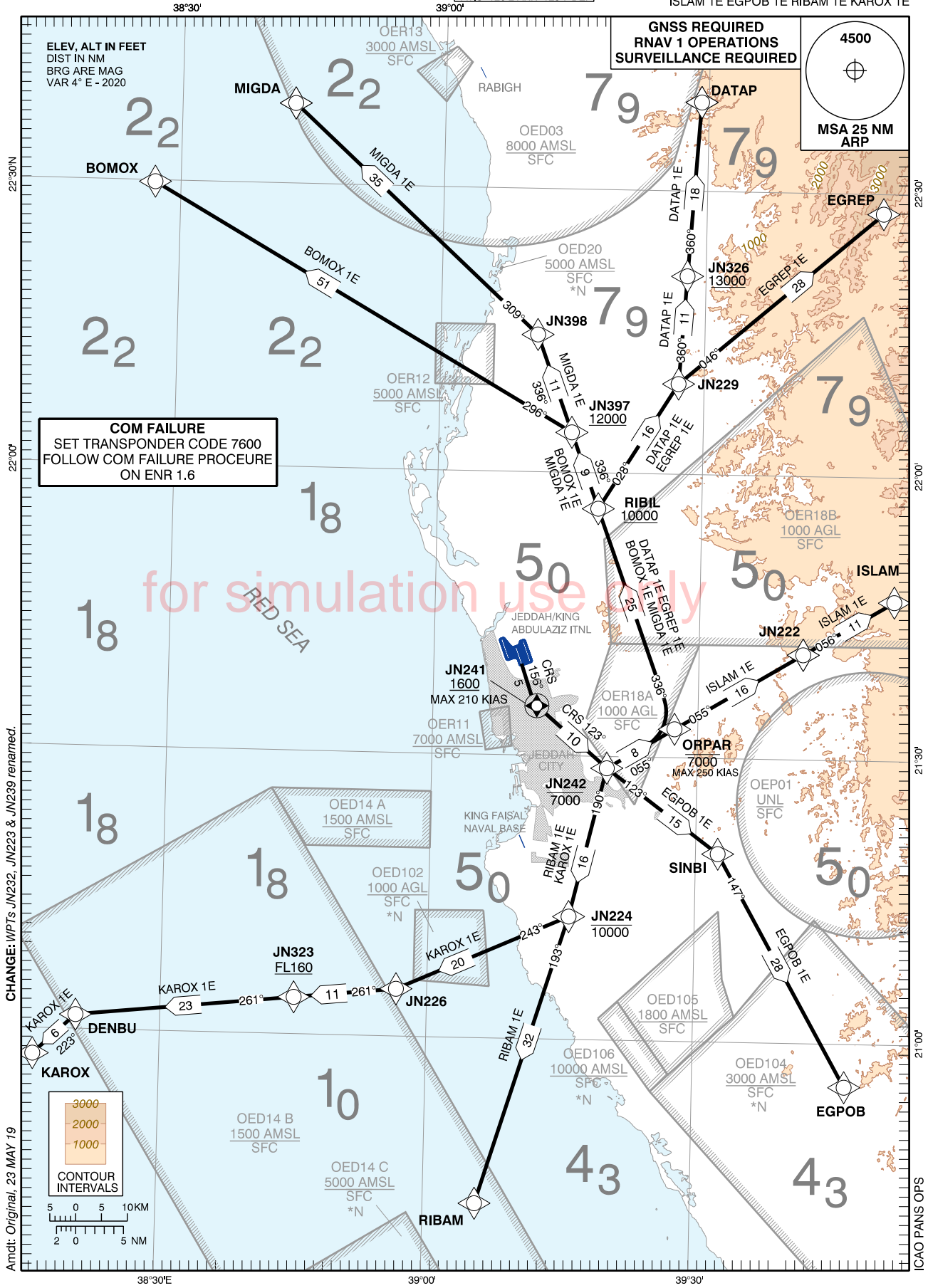
TRANSITION ALTITUDE
13000 FT

TWR: 118.2(W) 118.3(W)
118.5(E) 124.3(E)
APP: 124.0 123.8
UHF: 345.6
ATIS: 126.2 ARR 128.7 DEP

JEDDAH/King Abdulaziz Intl (OEJN)

SID RNAV RWY 16C

BOMOX 1E MIGDA 1E DATAP 1E EGREP 1E
ISLAM 1E EGPOB 1E RIBAM 1E KAROX 1E



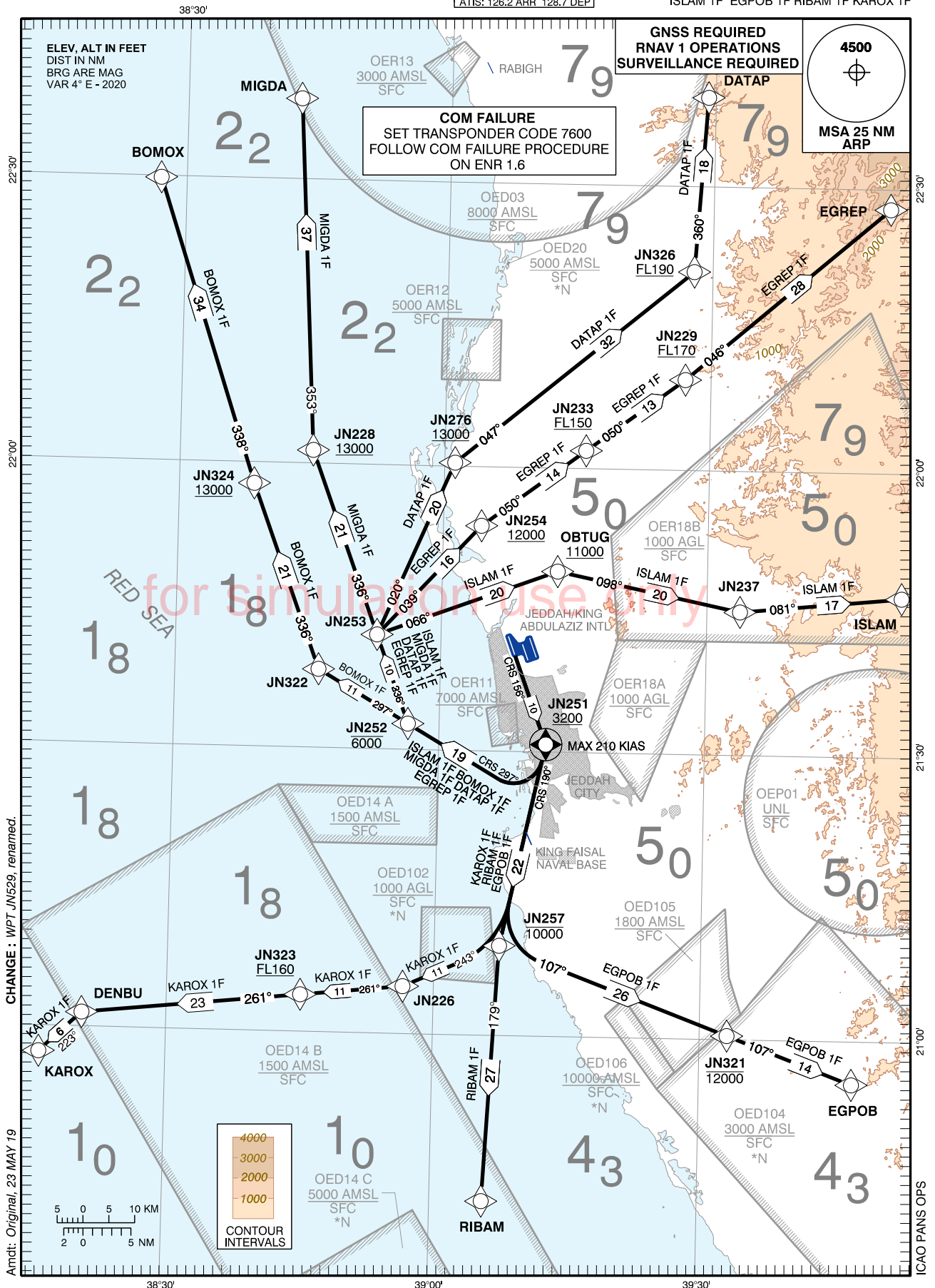
STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
13000 FT

TWR: 118.2(W) 118.3(W)
118.5(E) 124.3(E)
APP: 124.0 123.8
UHF: 345.6
ATIS: 126.2 ARR 128.7 DEP

JEDDAH/King Abdulaziz Intl (OEJN)
SID RNAV RWY 16R

BOMOX 1F MIGDA 1F DATAP 1F EGREP 1F
ISLAM 1F EGPOB 1F RIBAM 1F KAROX 1F



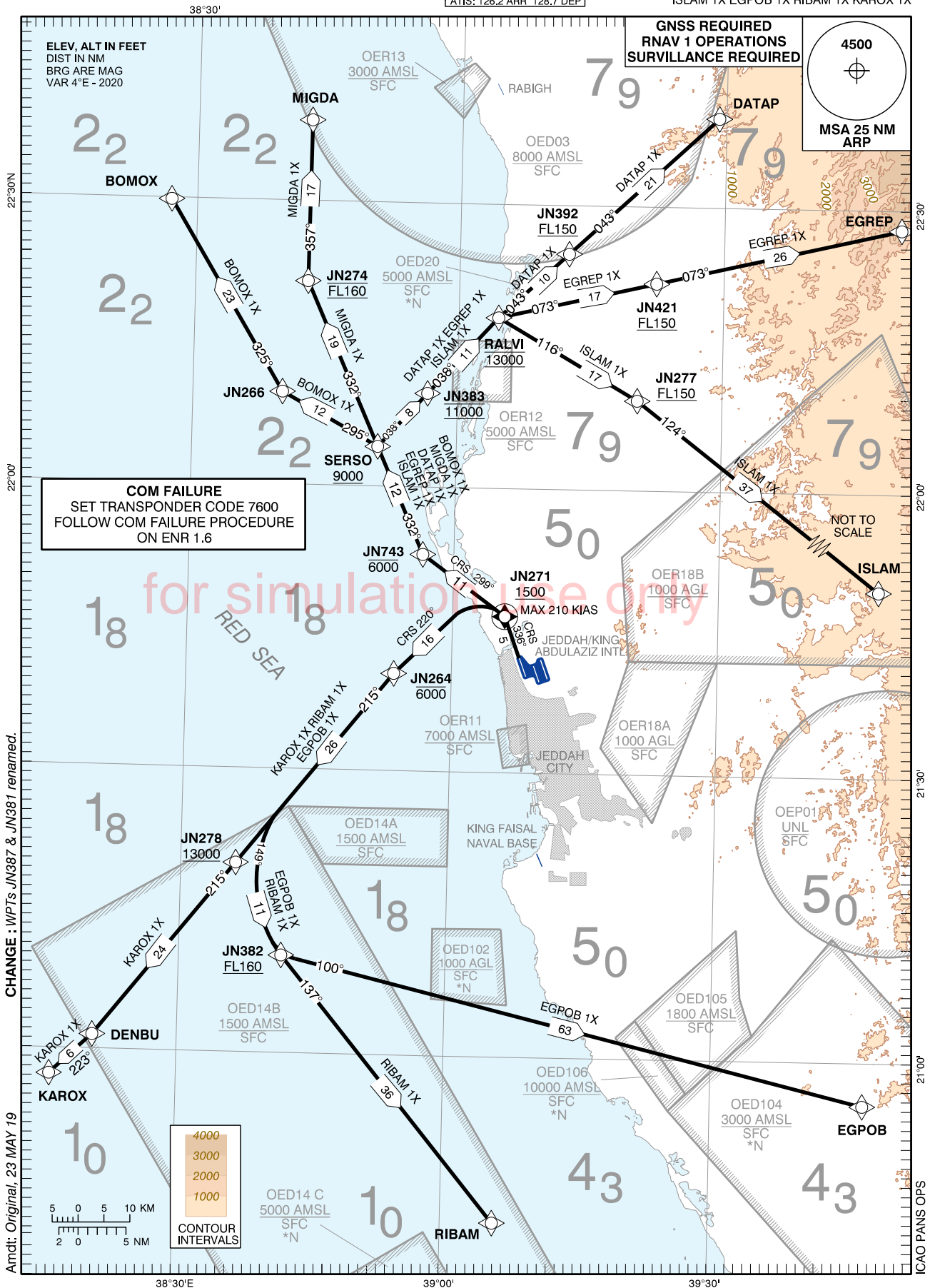
**STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE
13000 FT

TWR: 118.2(W) 118.3(W)
118.5(E) 124.3(E)
APP: 124.0 123.8
UHF: 345.6
ATIS: 126.2 ARR 128.7 DEP

**JEDDAH/King Abdulaziz Intl (OEJN)
SID RNAV RWY 34L**

BOMOX 1X MIGDA 1X DATAP 1X EGREP 1X
ISLAM 1X EGPOB 1X RIBAM 1X KAROX 1X



CHANGE : WPTs JN387 & JN381 renamed.
Amdt: Original, 23 MAY 19

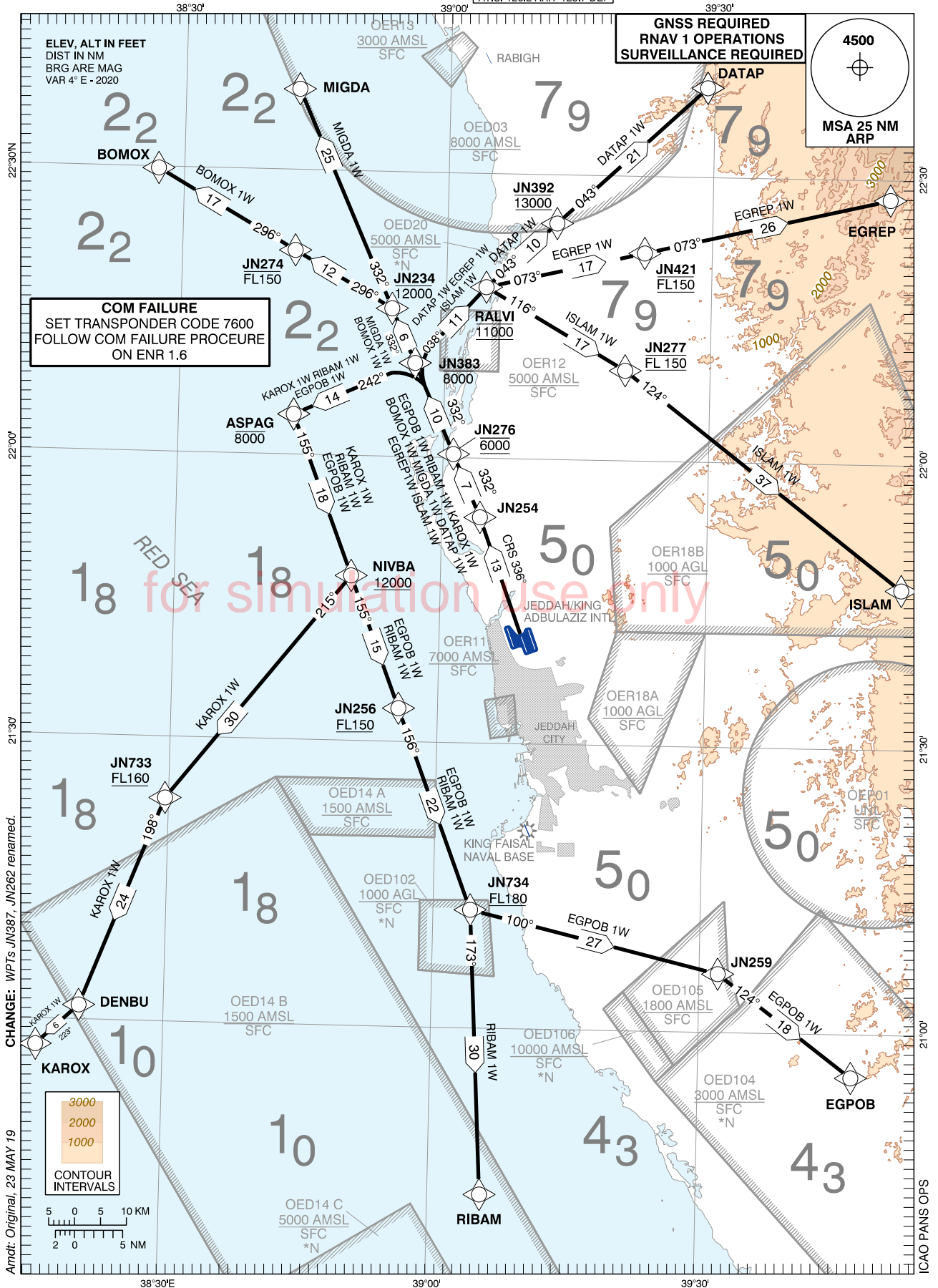
STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
13000 FT

TWR: 118.2(W) 118.3(W)
118.5(E) 124.3(E)
APP: 124.0 123.8
UHF: 345.6
ATIS: 126.2 ARR 128.7 DEP

JEDDAH/King Abdulaziz Intl (OEJN)
SID RNAV RWY 34C

BOMOX 1W MIGDA 1W DATAP 1W EGREP 1W
ISLAM 1W EGPOB 1W RIBAM 1W KAROX 1W



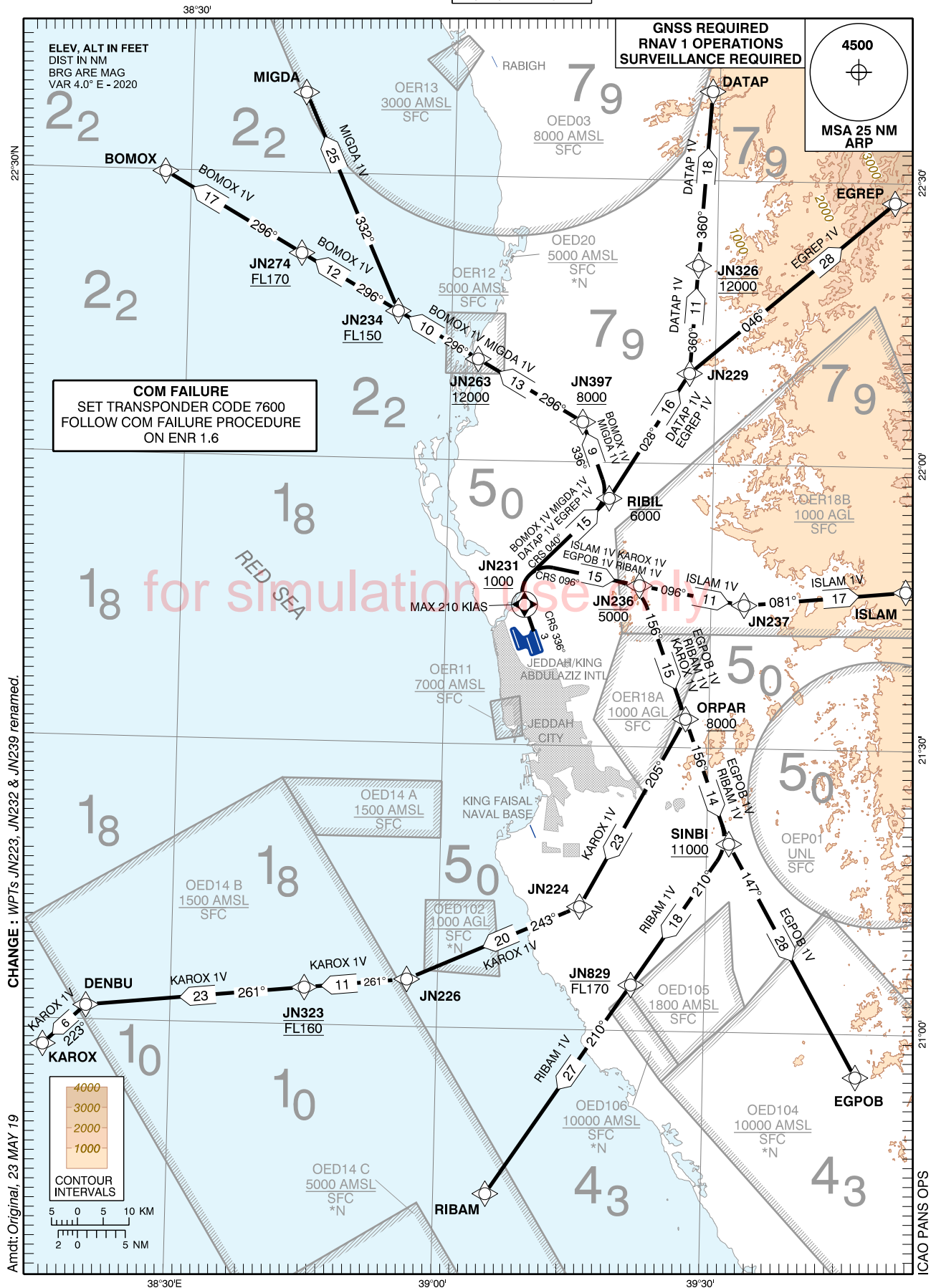
STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
13000 FT

TWR: 118.2(W) 118.3(W)
118.5(E) 124.3(E)
APP: 124.0 123.8
UHF: 345.6
ATIS: 126.2 ARR 128.7 DEP

JEDDAH/King Abdulaziz Intl (OEJN)
SID RNAV RWY 34R

BOMOX 1V MIGDA 1V DATAP 1V EGREP 1V
ISLAM 1V EGPOB 1V RIBAM 1V KAROX 1V



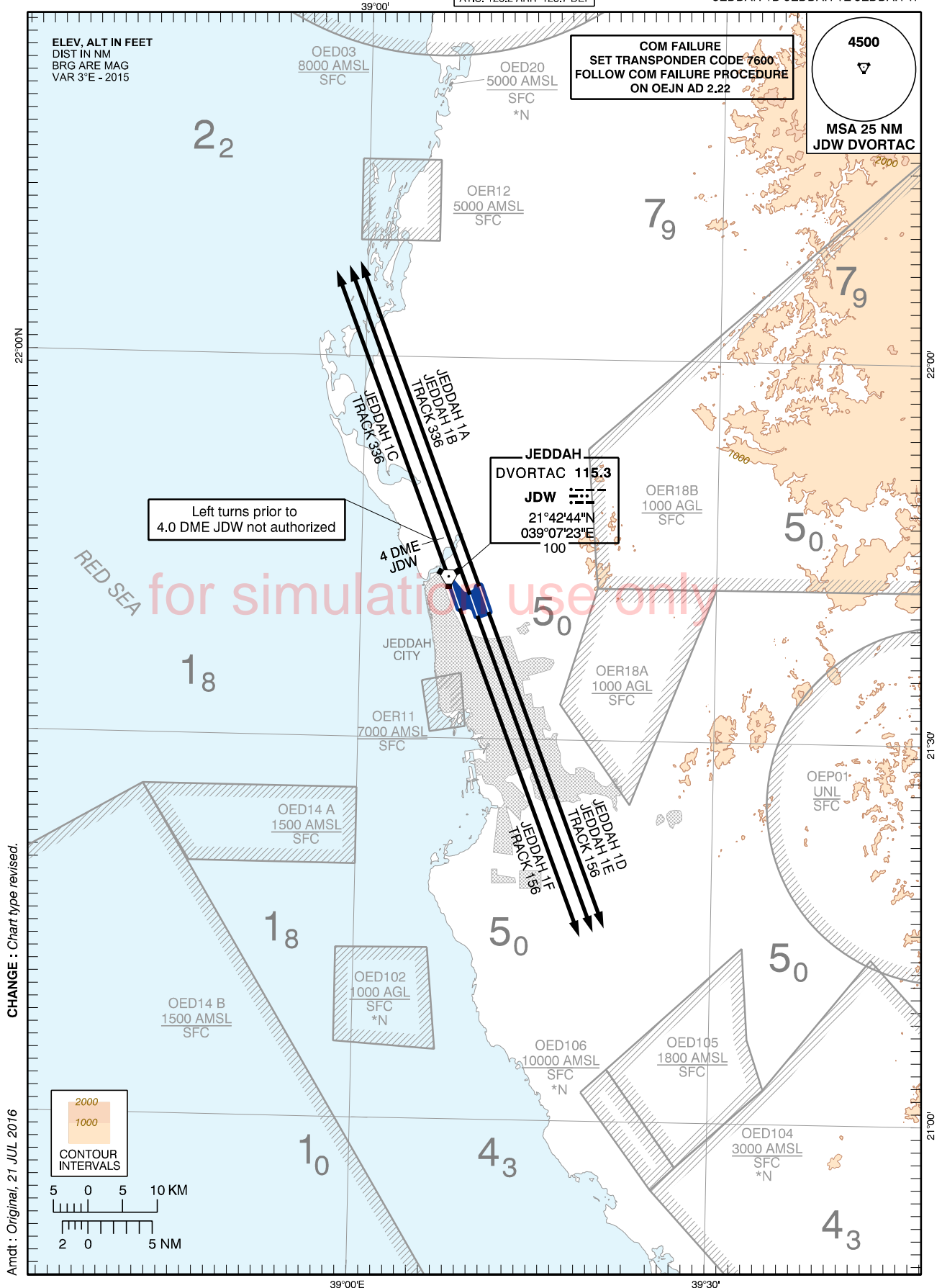
**STANDARD DEPARTURE CHART -
INSTRUMENT (SID)**

TRANSITION ALTITUDE
13000 FT

TWR: 118.2(W) 118.3(W)
118.5(E) 124.3(E)
APP: 124.0 123.8
UHF: 345.6
ATIS: 126.2 ARR 128.7 DEP

**JEDDAH/King Abdulaziz Intl (OEJN)
RADAR VECTOR SID ALL RUNWAYS**

JEDDAH 1A JEDDAH 1B JEDDAH 1C
JEDDAH 1D JEDDAH 1E JEDDAH 1F



**STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO**

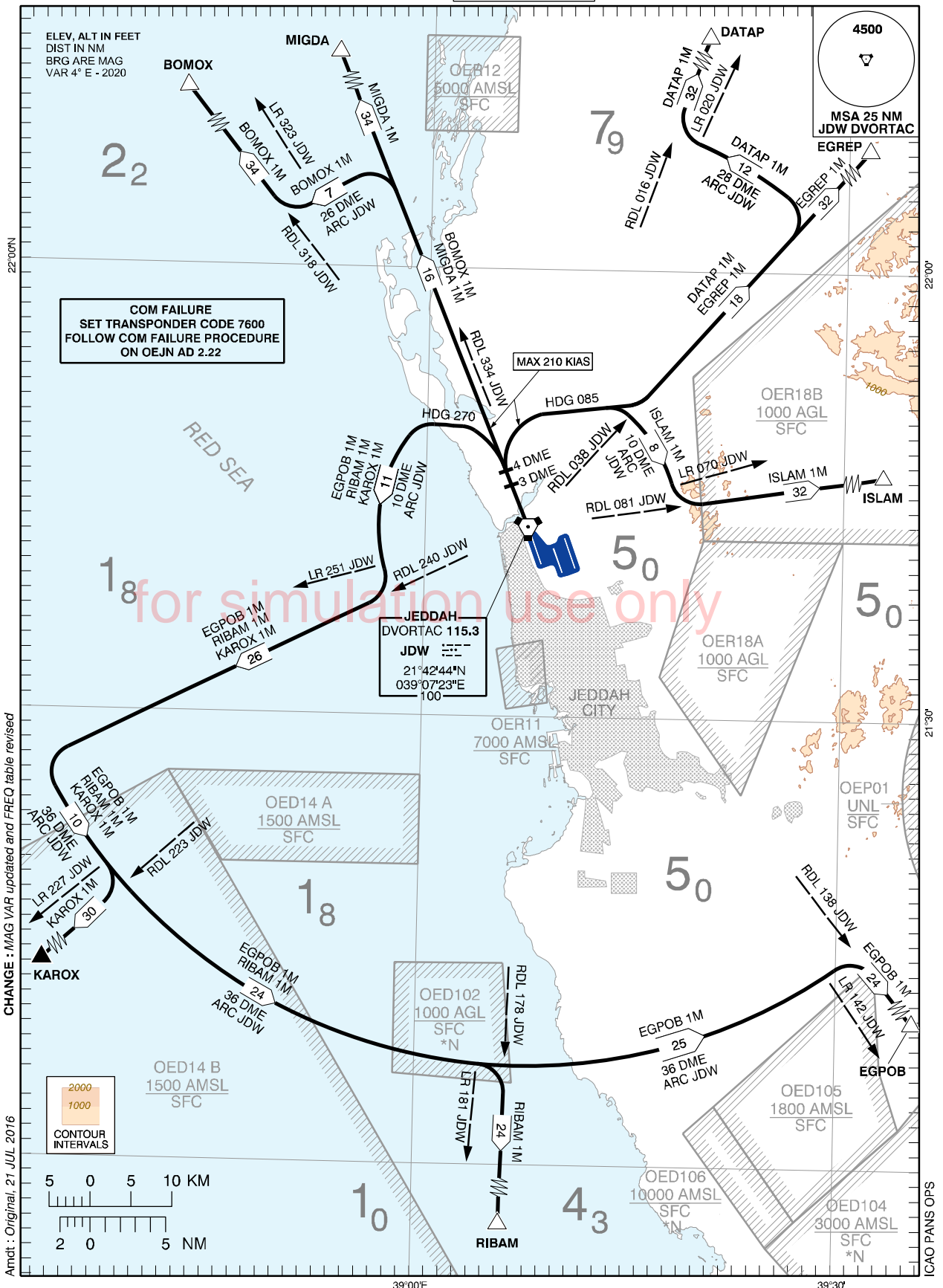
TRANSITION ALTITUDE
13000 FT

TWR:118.2(W) 118.3(W)
118.5(E) 124.3(E)
APP: 124.0 123.8
UHF: 345.6
ATIS: 126.2 ARR 128.7 DEP

JEDDAH/King Abdulaziz Intl (OEJN)

SID RWY 34L

BOMOX 1M MIGDA 1M DATAP 1M EGREP 1M
ISLAM 1M EGPOB 1M RIBAM 1M KAROX 1M



STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

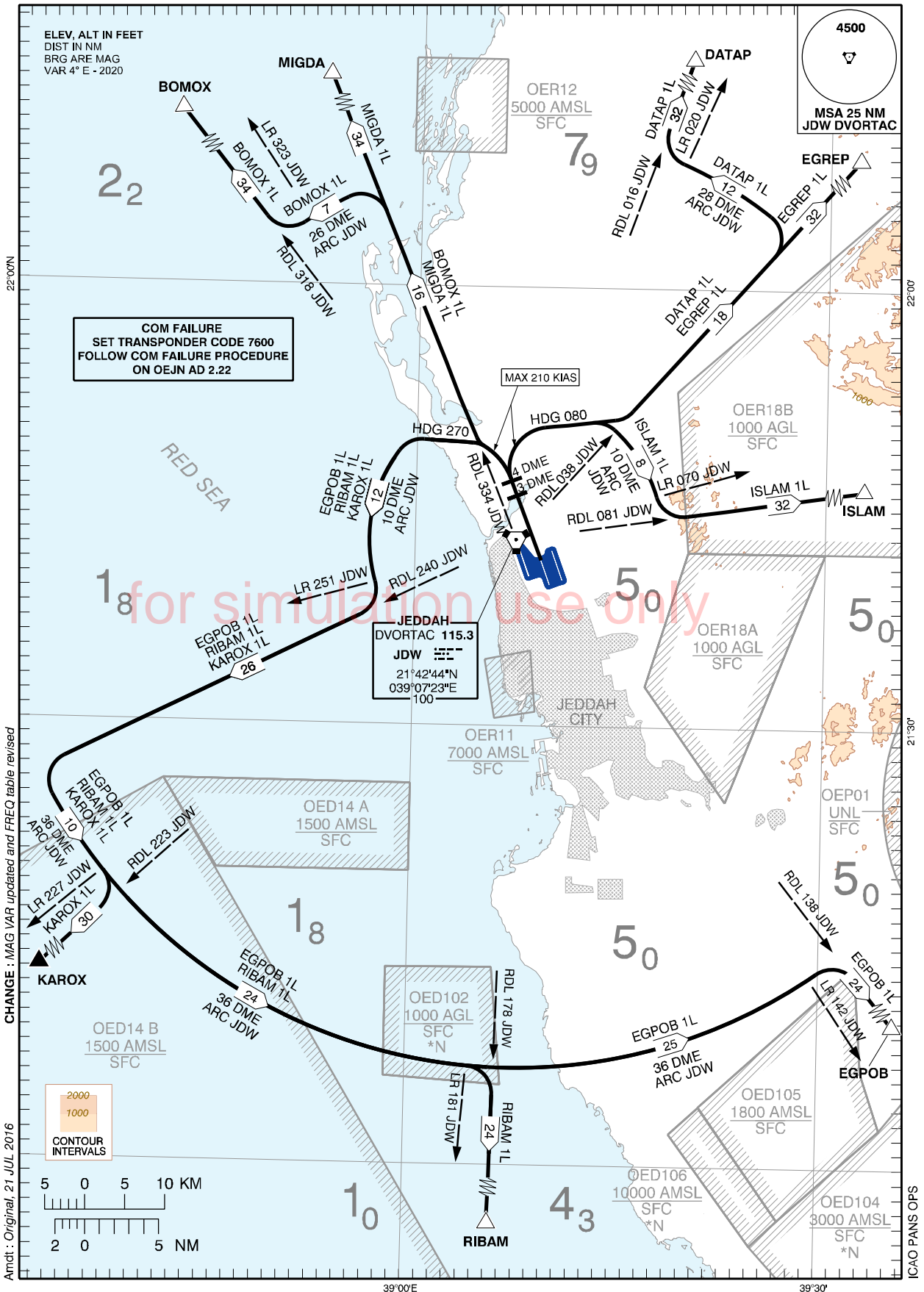
TRANSITION ALTITUDE
13000 FT

TWR: 118.2(W) 118.3(W)
118.5(E) 124.3(E)
APP: 124.0 123.8
UHF: 345.6
ATIS: 126.2 ARR 129.7 DEP

JEDDAH/King Abdulaziz Intl (OEJN)

SID RWY 34C

BOMOX 1L MIGDA 1L DATAP 1L EGREP 1L
ISLAM 1L EGPOB 1L RIBAM 1L KAROX 1L



**STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO**

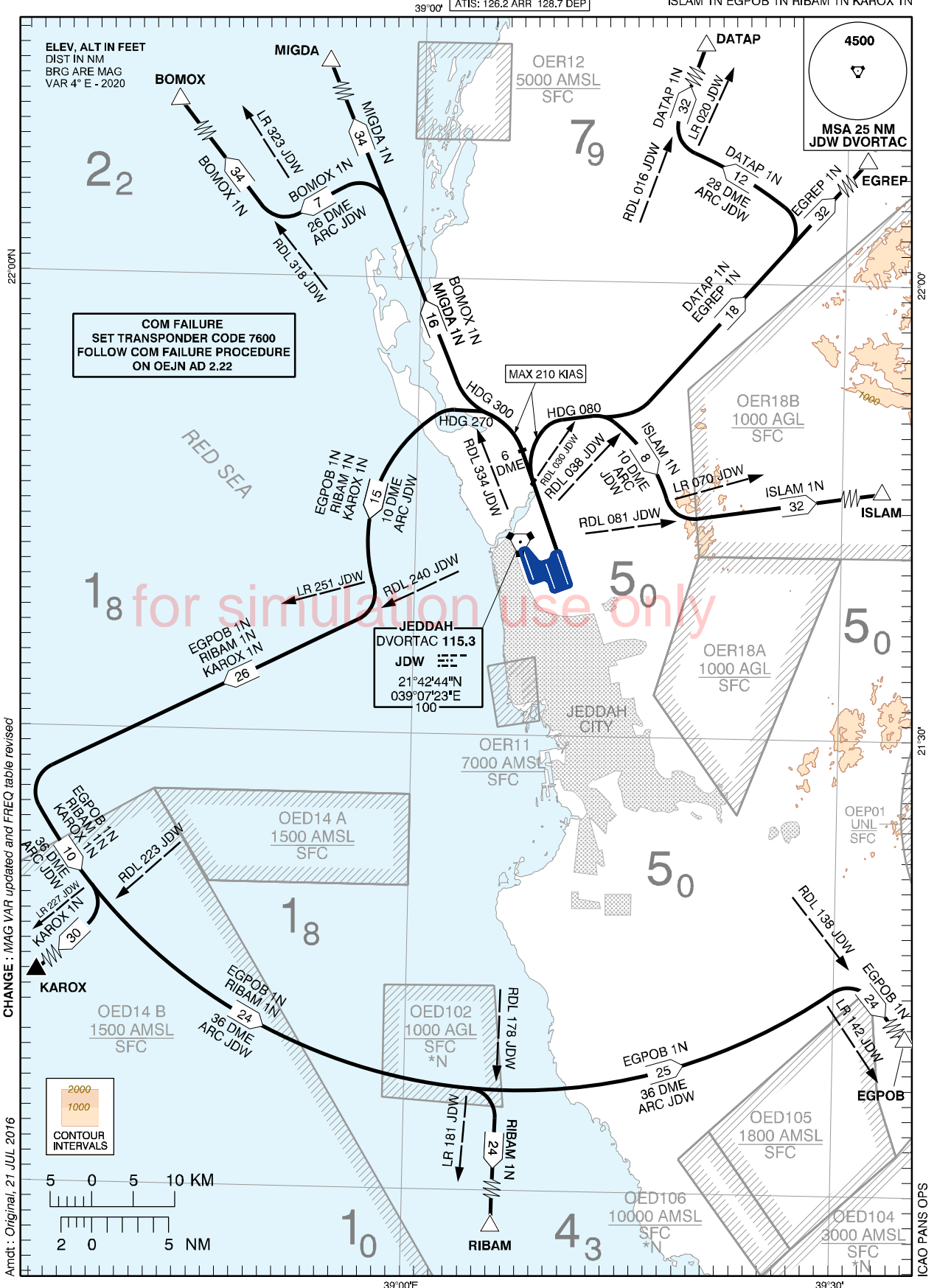
TRANSITION ALTITUDE
13000 FT

TWR: 118.2(W) 118.3(W)
118.5(E) 124.3(E)
APP: 124.0 123.8
UHF: 345.6
ATIS: 126.2 ARR 128.7 DEP

JEDDAH/King Abdulaziz Intl (OEJN)

SID RWY 34R

BOMOX 1N MIGDA 1N DATAP 1N EGREP 1N
ISLAM 1N EGPOB 1N RIBAM 1N KAROX 1N

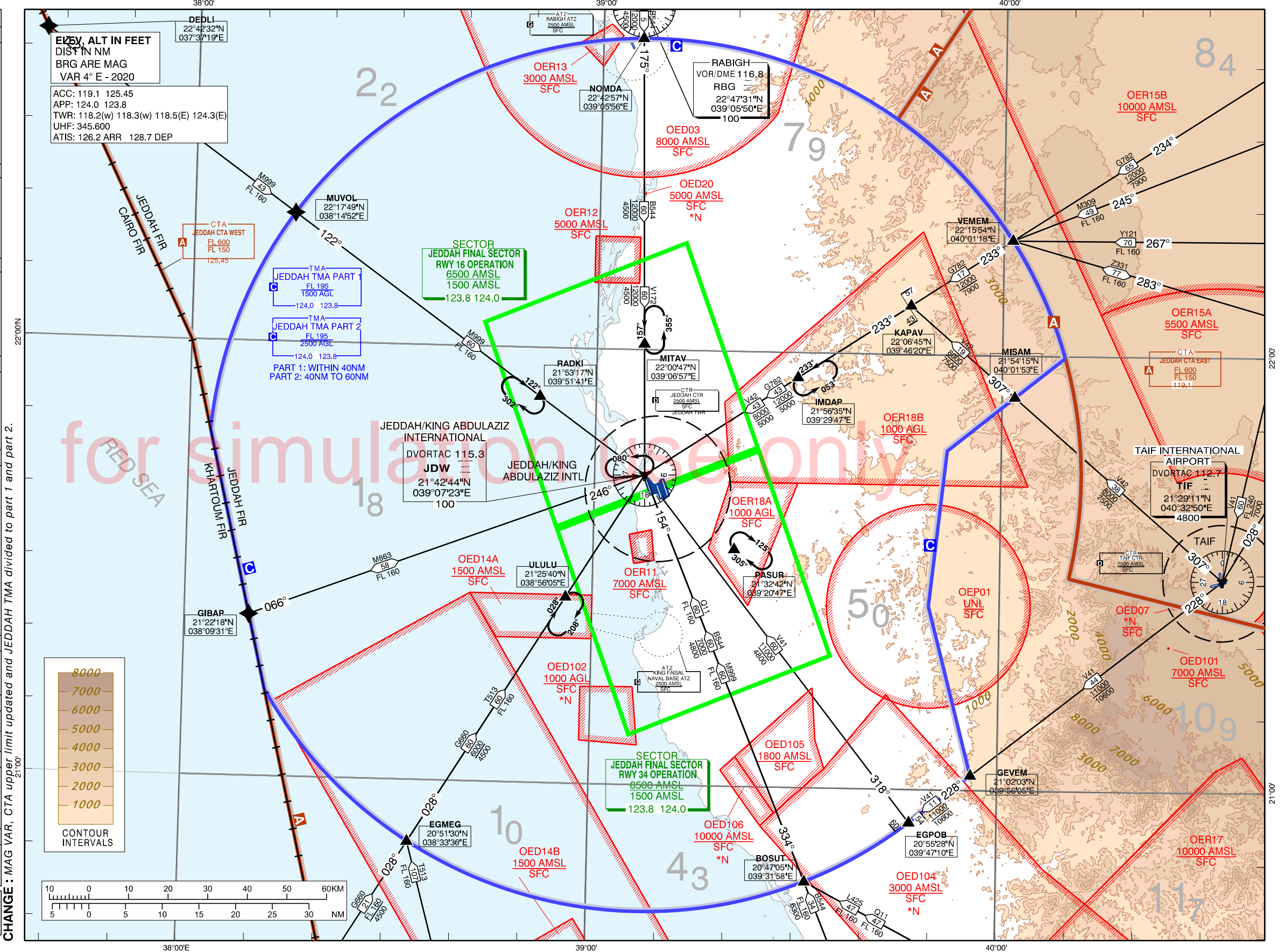


AREA CHART - ICAO

ARRIVAL AND TRANSIT ROUTES

JEDDAH TMA

LEGEND	
BOUNDARIES	
FLIGHT INFORMATION REGION (FIR)	
SECTOR	
CONTROL AREA (CTA)	
TERMINAL CONTROL AREA (TMA)	
CONTROL ZONE (CTR)	
AERODROME TRAFFIC ZONE (ATZ)	
AIRWAY (AWY)	
AIR TRAFFIC SERVICES	
CLASS OF AIRSPACE	AIRSPACE TYPE/NAME
LOWER LIMIT	UPPER LIMIT
RADIO FREQUENCY	
NAVIGATION WARNINGS	
IDENTIFICATION OF AREA	P: PROHIBITED R: RESTRICTED D: DANGER
*N: ACTIVITY NOTIFIED BY NOTAM	
RADIO NAVIGATION AIDS (NAVAID)	
NAVAID TYPE & FREQUENCY	KING ABDULAZIZ INTL - NAME
IDENTIFICATION	DVORTAC 115.3
GEOGRAPHICAL COORDINATES	MORSE CODE
	ELEVATION OF DME ANTENNA
ATS ROUTE	
ROUTE DESIGNATOR	DISTANCE IN NM
MAGNETIC TRACK	MINIMUM ENROUTE CLEARANCE ALTITUDE
DIRECTION OF TRAFFIC FLOW	
RNAV(S) ROUTE	
CHANGE OVER POINT (COP)	
DISTANCE IN NM FROM ASSOCIATED VOR	
SIGNIFICANT POINT FUNCTIONALITY	
AREA MINIMUM ALTITUDE (AMA)	
INDICATES THOUSANDS	
INDICATES HUNDRED	
HOLDING PATTERN	
HOLDING PATTERN OUTBOUND / INBOUND MAGNETIC TRACK	
COM FAILURE	
squawk 7600 mode A/3 and follow COM failure procedure on relevant SID or STAR	



CHANGE : MAG VAR, CTA upper limit updated and JEDDAH TMA divided to part 1 and part 2.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

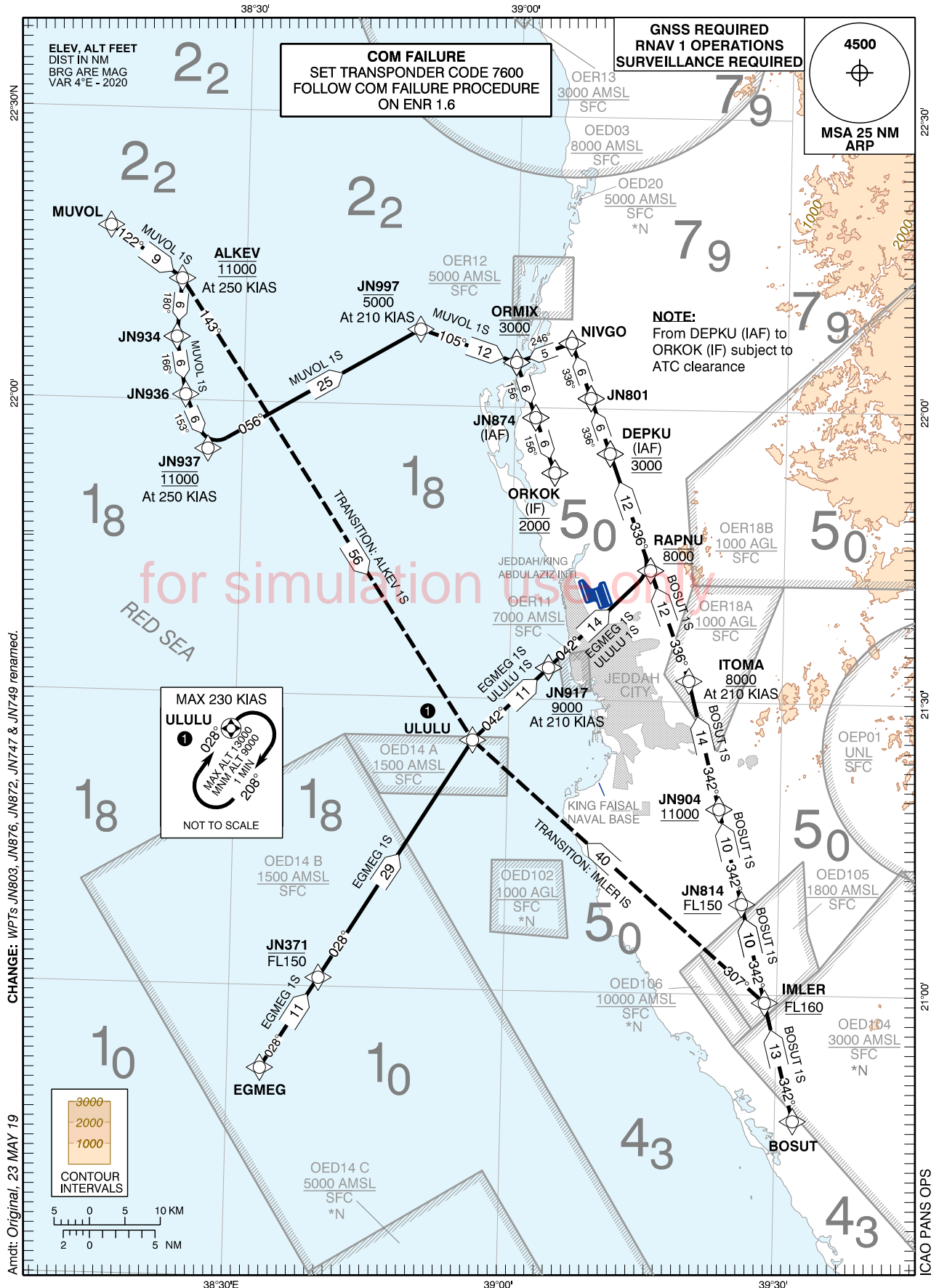
TRANSITION ALTITUDE 13000 FT

TWR: 118.2(W) 118.3(W) 118.5(E) 124.3(E) APP: 124.0 123.8 UHF: 345.6 ATIS: 126.2 ARR 128.7 DEP

JEDDAH/King Abdulaziz Intl (OEJN)

STAR RNAV RWY 16L

BOSUT 1S EGMEG 1S MUVOL 1S ULULU 1S



**STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

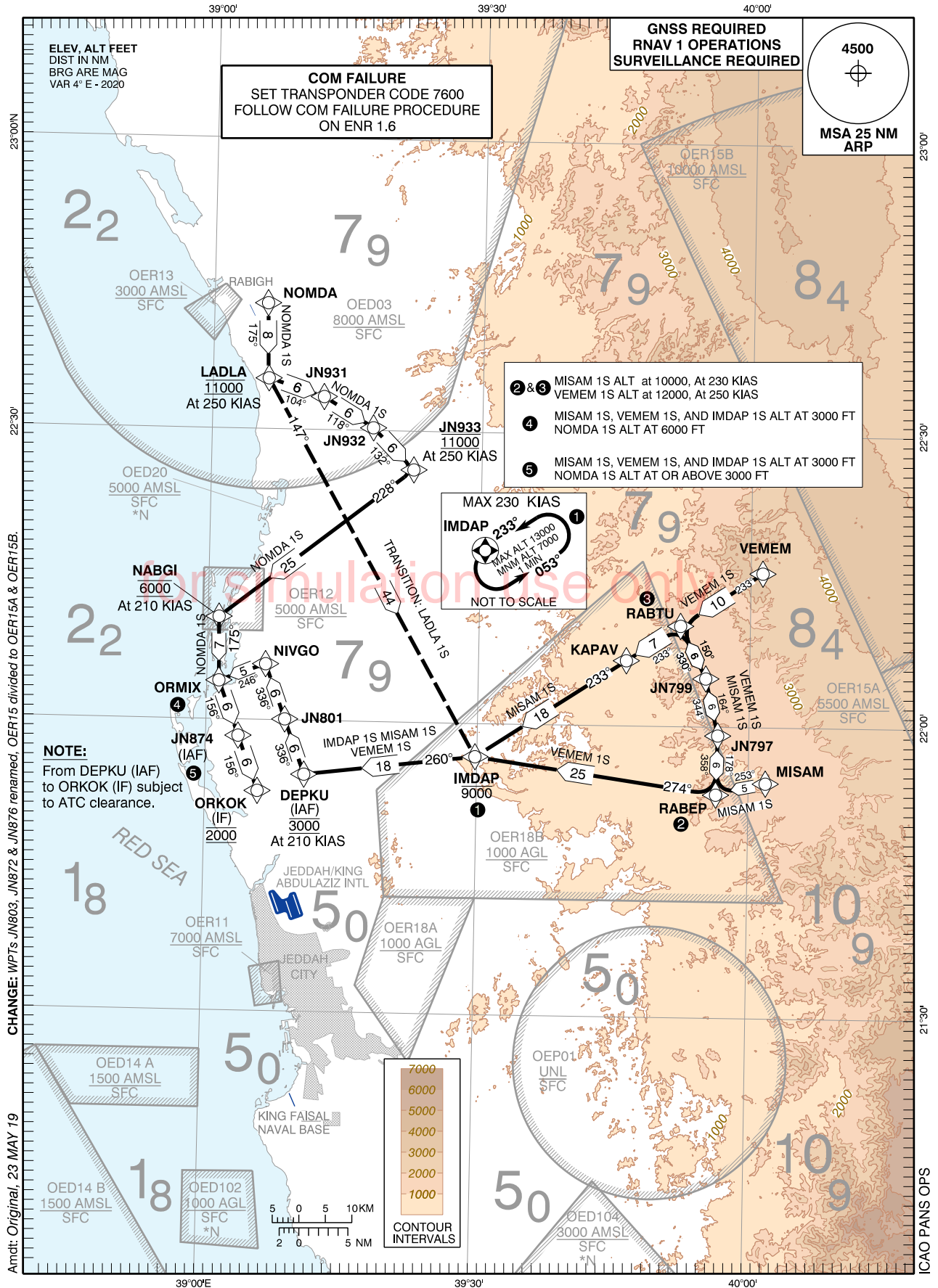
TRANSITION ALTITUDE
13000 FT

TWR: 118.2(W) 118.3(W)
118.5(E) 124.3(E)
APP: 124.0 123.8
UHF: 345.6
ATIS: 126.2 ARR 128.7 DEP

JEDDAH/King Abdulaziz Intl (OEJN)

STAR RNAV RWY 16L

IMDAP 1S NOMDA 1S MISAM 1S VEMEM 1S



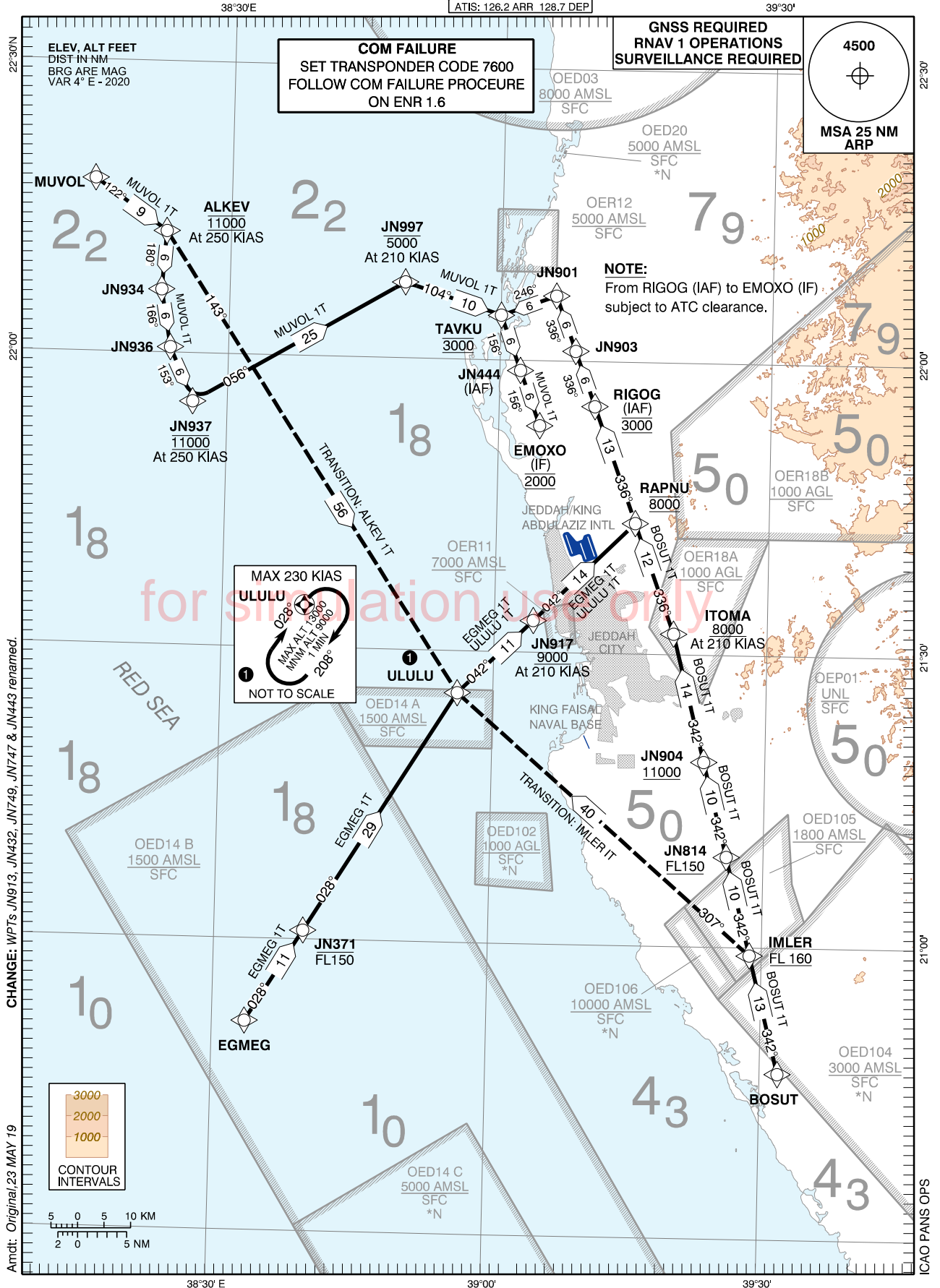
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
13000 FT

TWR: 118.2(W) 118.3(W)
118.5(E) 124.3(E)
APP: 124.0 123.8
UHF: 345.6
ATIS: 126.2 ARR 128.7 DEP

JEDDAH/King Abdulaziz Intl (OEJN)
STAR RNAV RWY 16C

BOSUT 1T EGMEG 1T MUVOL 1T ULULU 1T



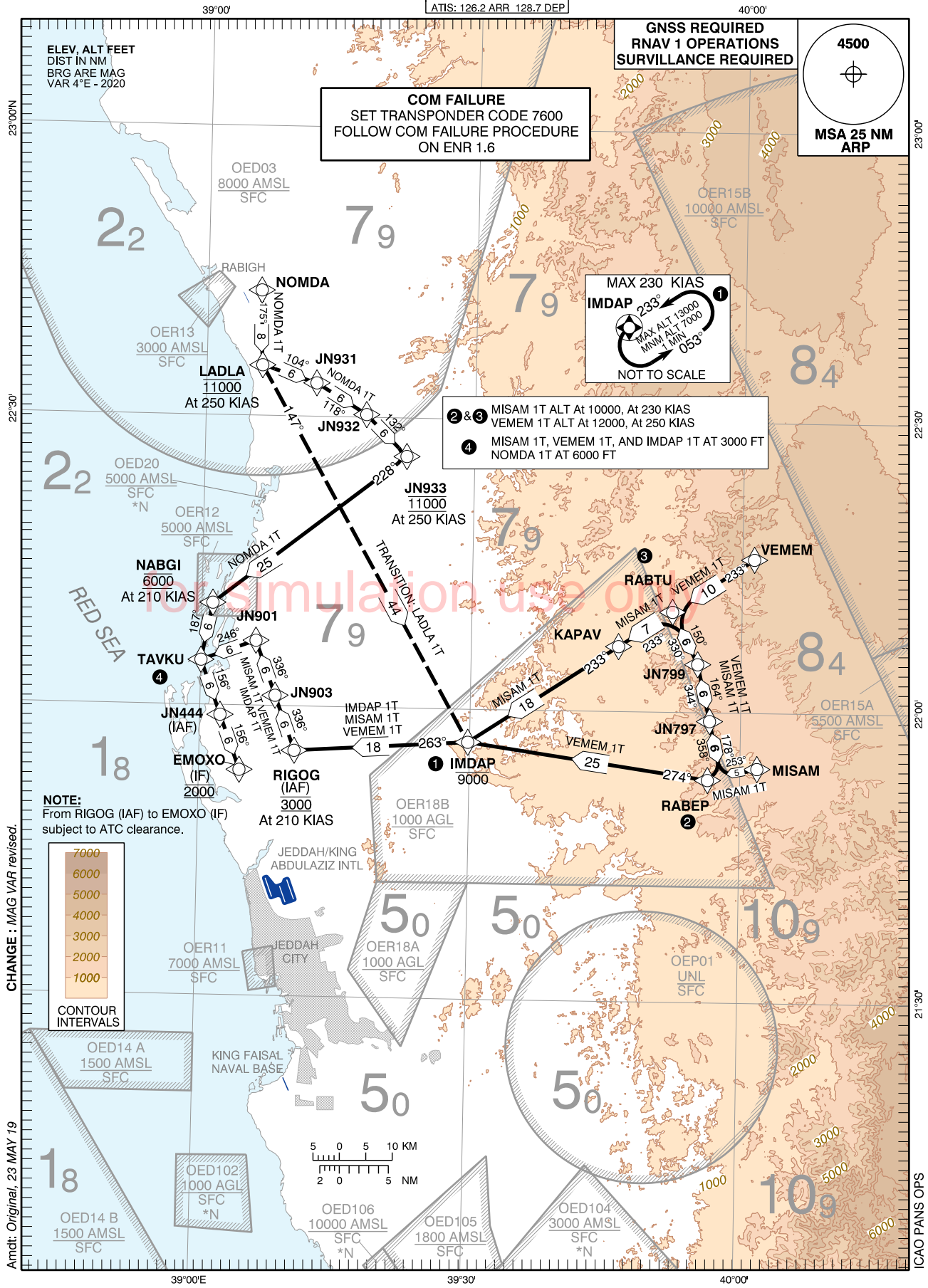
**STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

TRANSITION ALTITUDE
13000 FT

TWR: 118.2(W) 118.3(W)
118.5(E) 124.3(E)
APP: 124.0 123.8
UHF: 345.6
ATIS: 126.2 ARR 128.7 DEP

**JEDDAH/King Abdulaziz Intl (OEJN)
STAR RNAV RWY 16C**

IMDAP 1T NOMDA 1T MISAM 1T VEMEM 1T



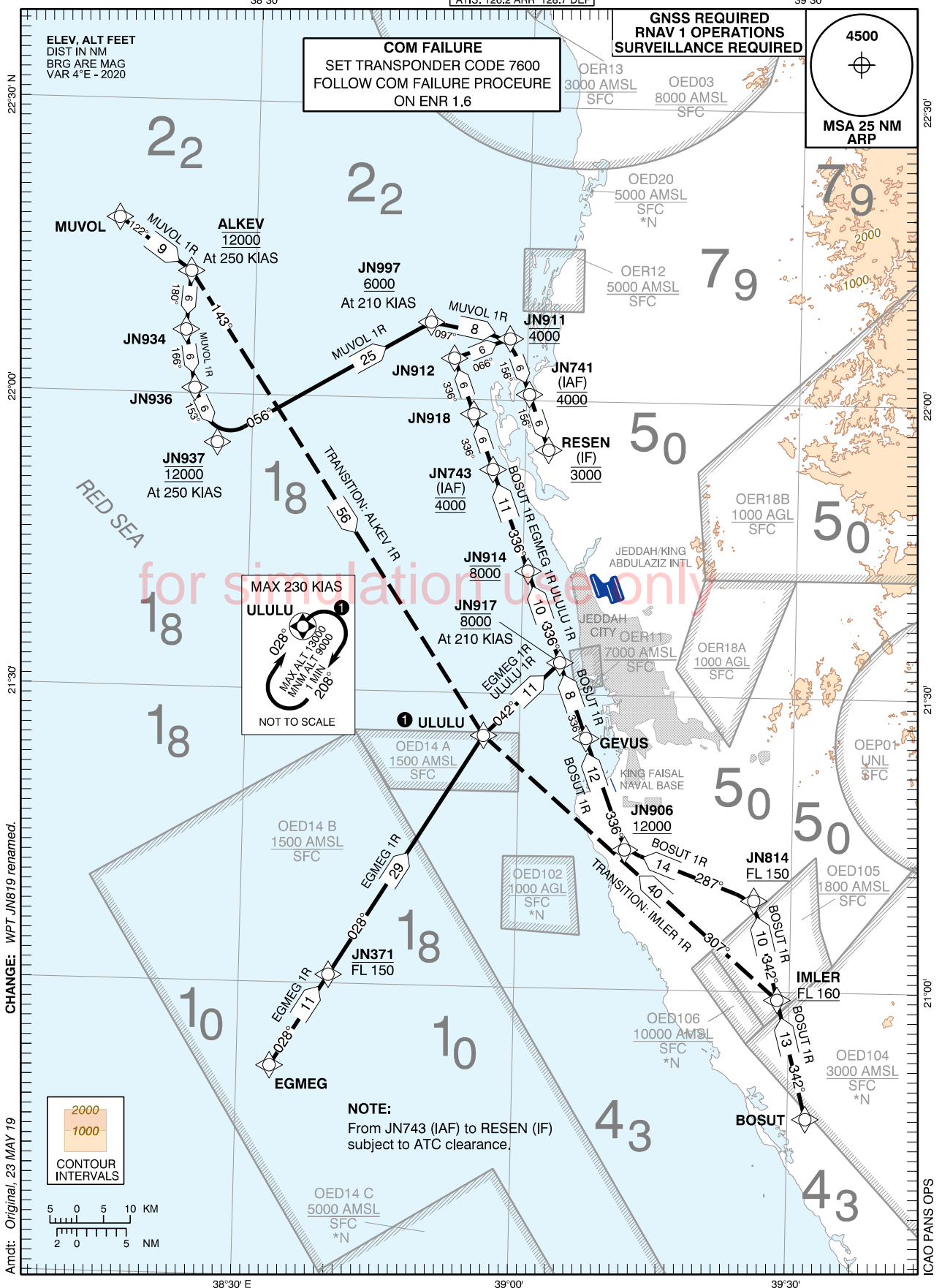
**STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

TRANSITION ALTITUDE
13000 FT

TWR: 118.2(W) 118.3(W)
118.5(E) 124.3(E)
APP: 124.0 123.8
UHF: 345.6
ATIS: 126.2 ARR 128.7 DEP

**JEDDAH/King Abdulaziz Intl (OEJN)
STAR RNAV RWY 16R**

BOSUT 1R EGMEG 1R MUVOL 1R ULULU 1R



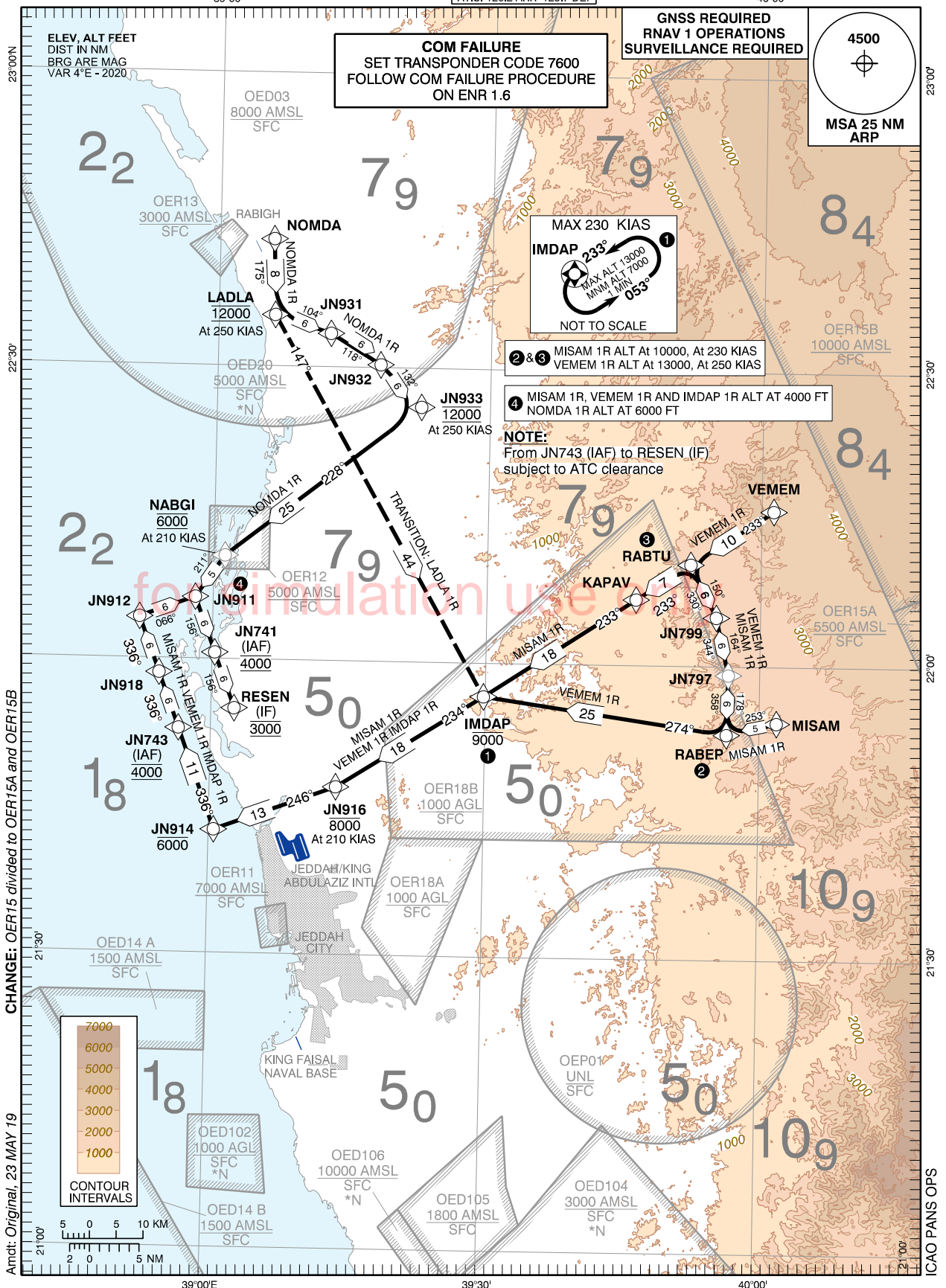
**STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

TRANSITION ALTITUDE
13000 FT

TWR: 118.2(W) 118.3(W)
118.5(E) 124.3(E)
APP: 124.0 123.8
UHF: 345.6
ATIS: 126.2 ARR 128.7 DEP

**JEDDAH/King Abdulaziz Intl (OEJN)
STAR RNAV RWY 16R**

IMDAP 1R NOMDA 1R MISAM 1R VEMEM 1R



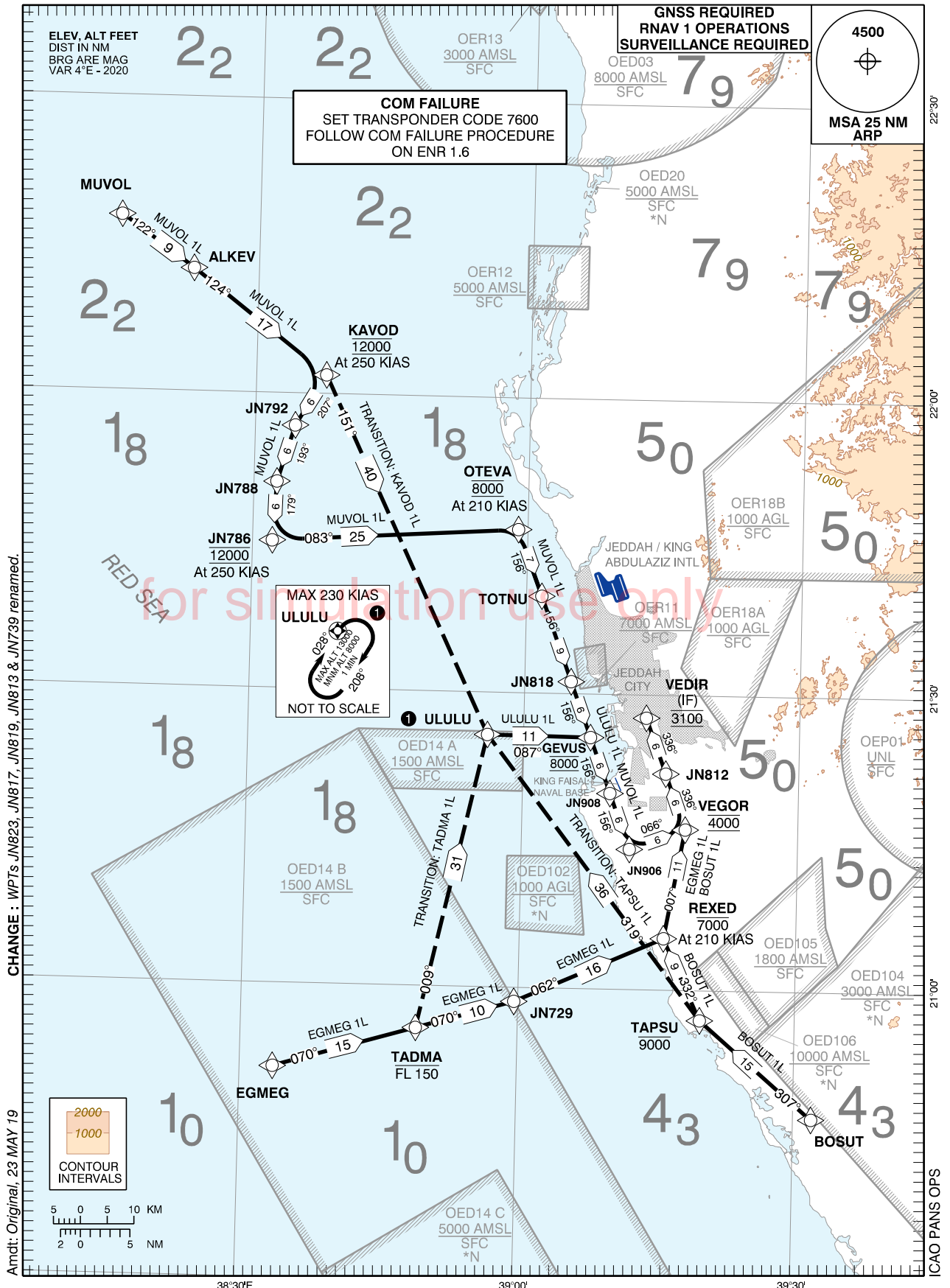
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
13000 FT

TWR: 118.2(W) 118.3(W)
118.5(E) 124.3(E)
APP: 124.0 123.8
UHF: 345.6
ATIS: 126.2 ARR 128.7 DEP

JEDDAH/King Abdulaziz Intl (OEJN)
STAR RNAV RWY 34L

BOSUT 1L EGMEG 1L MUVOL 1L ULULU 1L



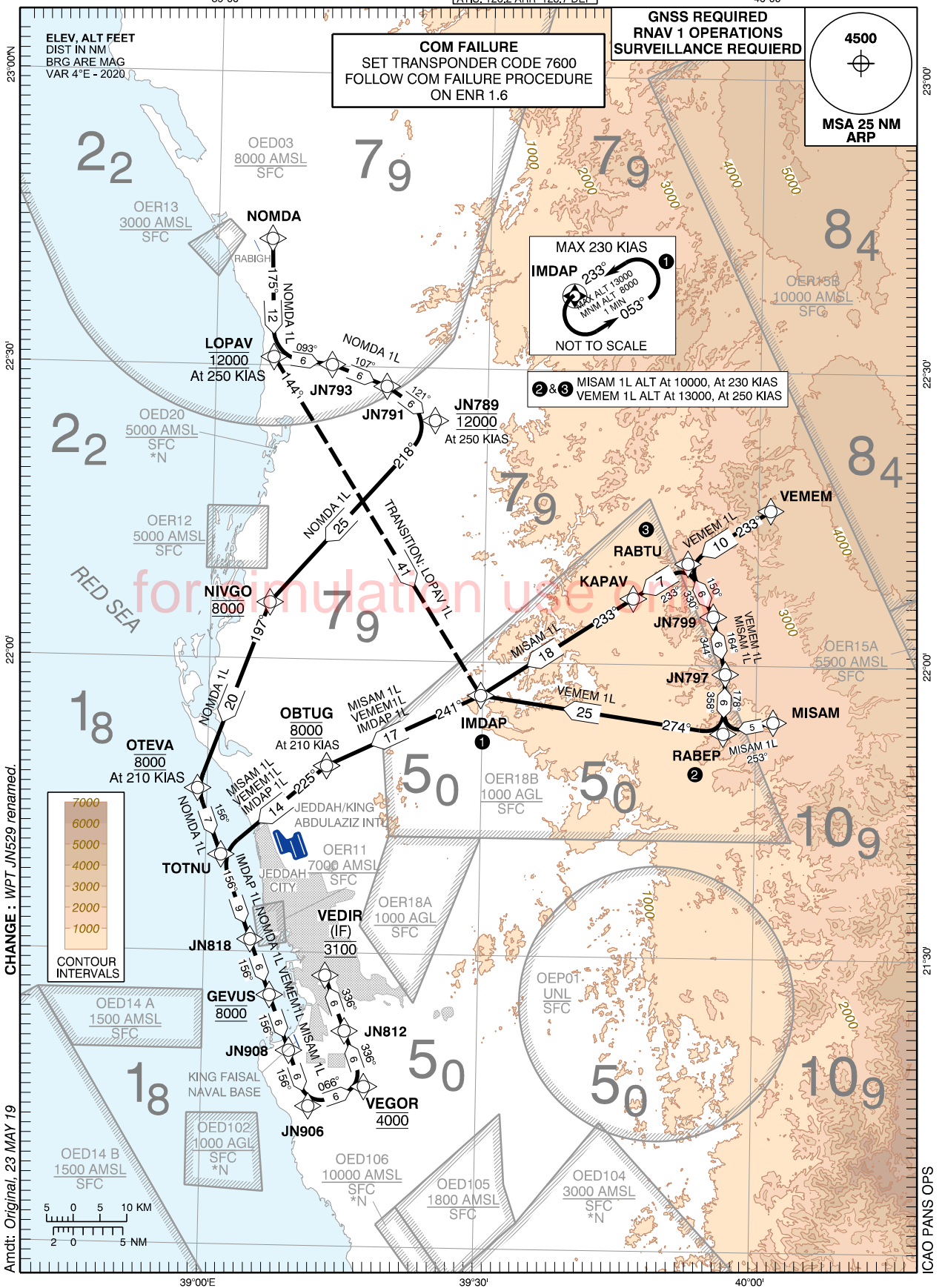
**STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

TRANSITION ALTITUDE
13000 FT

TWR: 118.2(W) 118.3(W)
118.5(E) 124.3(E)
APP: 124.0 123.8
UHF: 345.6
ATIS: 126.2 ARR 128.7 DEP

**JEDDAH/King Abdulaziz Intl (OEJN)
STAR RNAV RWY 34L**

IMDAP 1L NOMDA 1L MISAM 1L VEMEM 1L



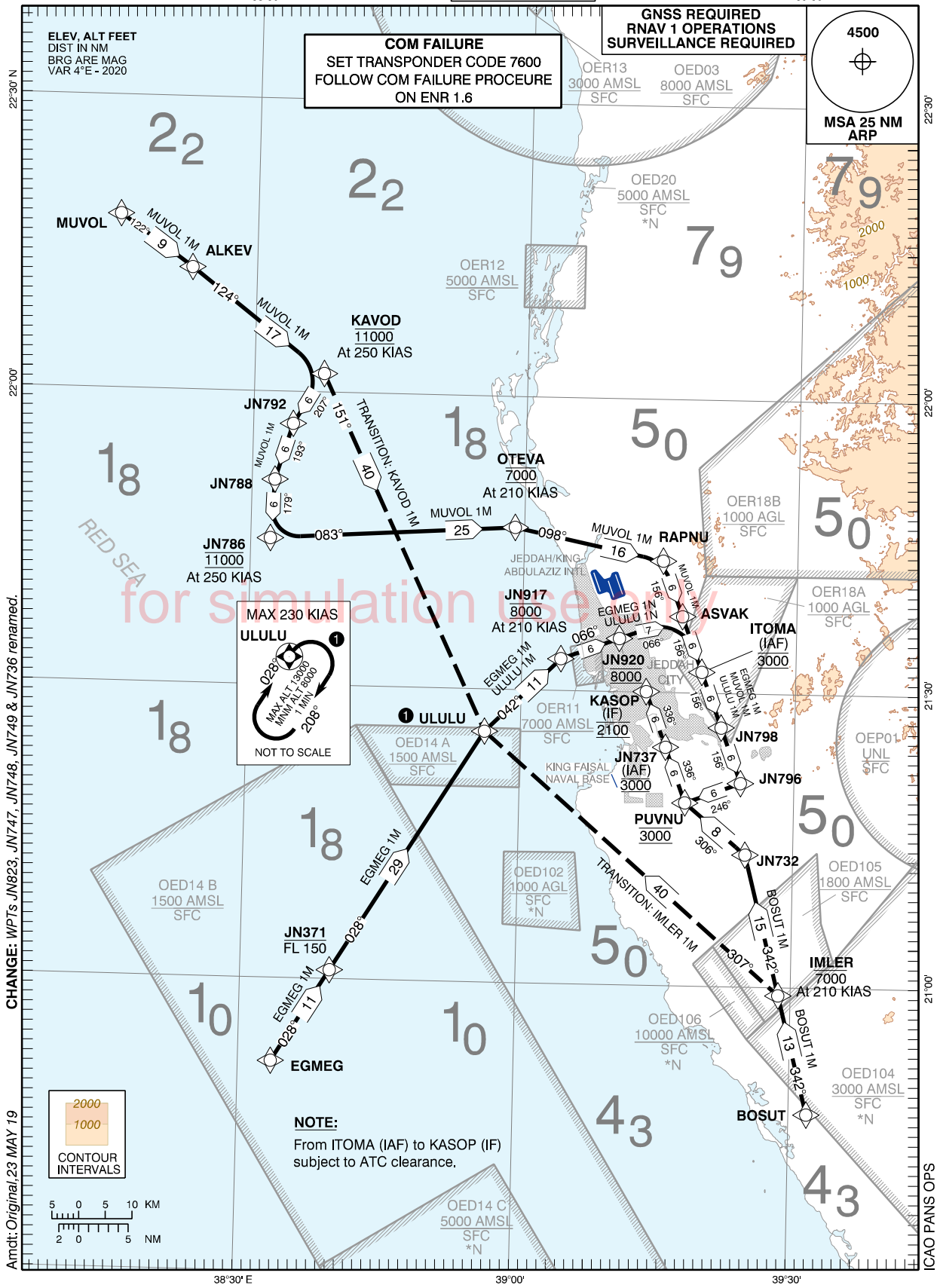
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
13000 FT

TWR: 118.2(W) 118.3(W)
118.5(E) 124.3(E)
APP: 124.0 123.8
UHF: 345.6
ATIS: 126.2 ARR 128.7 DEP

JEDDAH/King Abdulaziz Intl (OEJN)
STAR RNAV RWY 34C

BOSUT 1M EGMEG 1M MUVOL 1M ULULU 1M



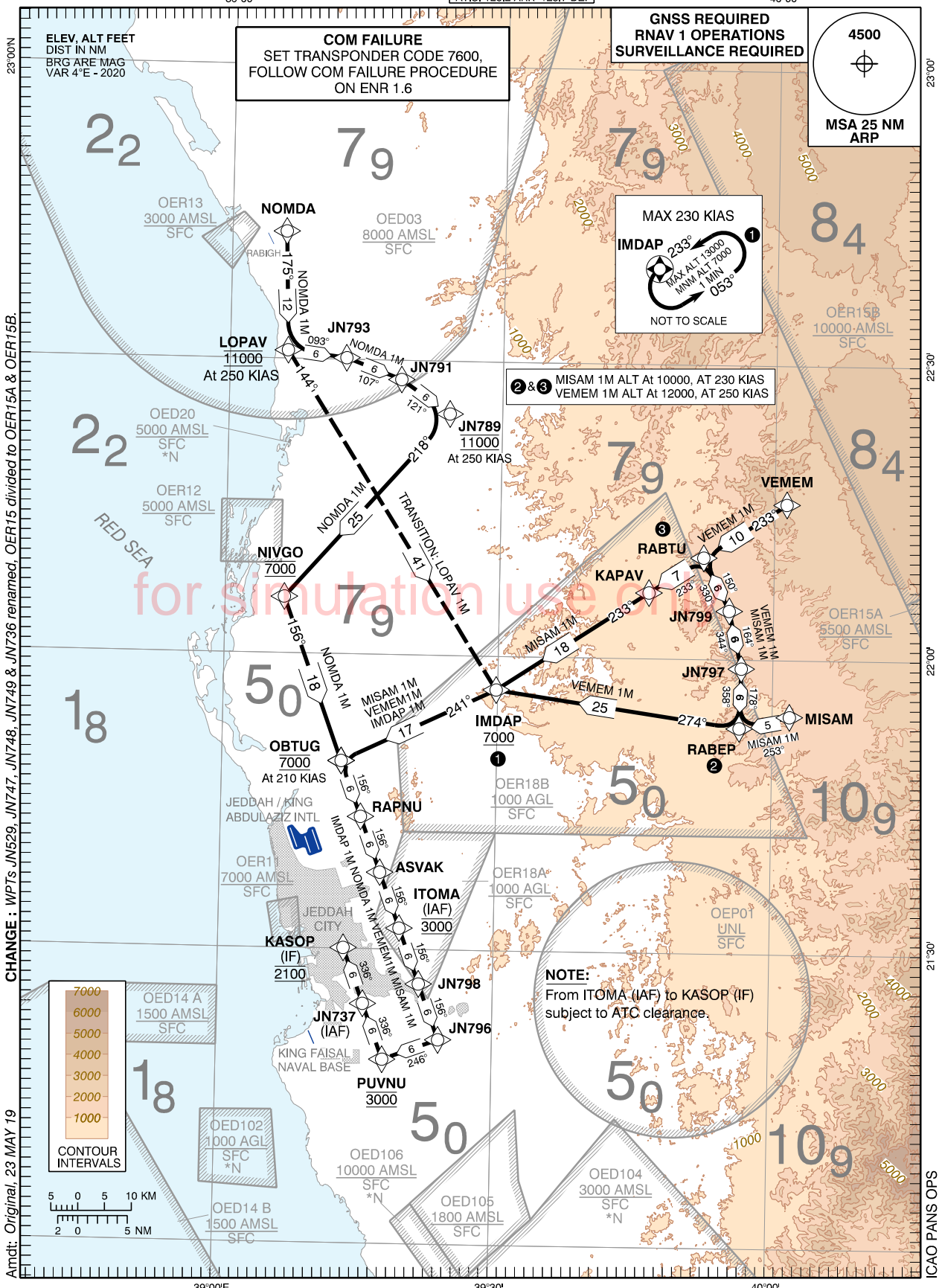
**STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

TRANSITION ALTITUDE
13000 FT

TWR: 118.2(W) 118.3(W)
118.5(E) 124.3(E)
APP: 124.0 123.8
UHF: 345.6
ATIS: 126.2 ARR 128.7 DEP

**JEDDAH/King Abdulaziz Intl (OEJN)
STAR RNAV RWY 34C**

IMDAP 1M NOMDA 1M MISAM 1M VEMEM 1M



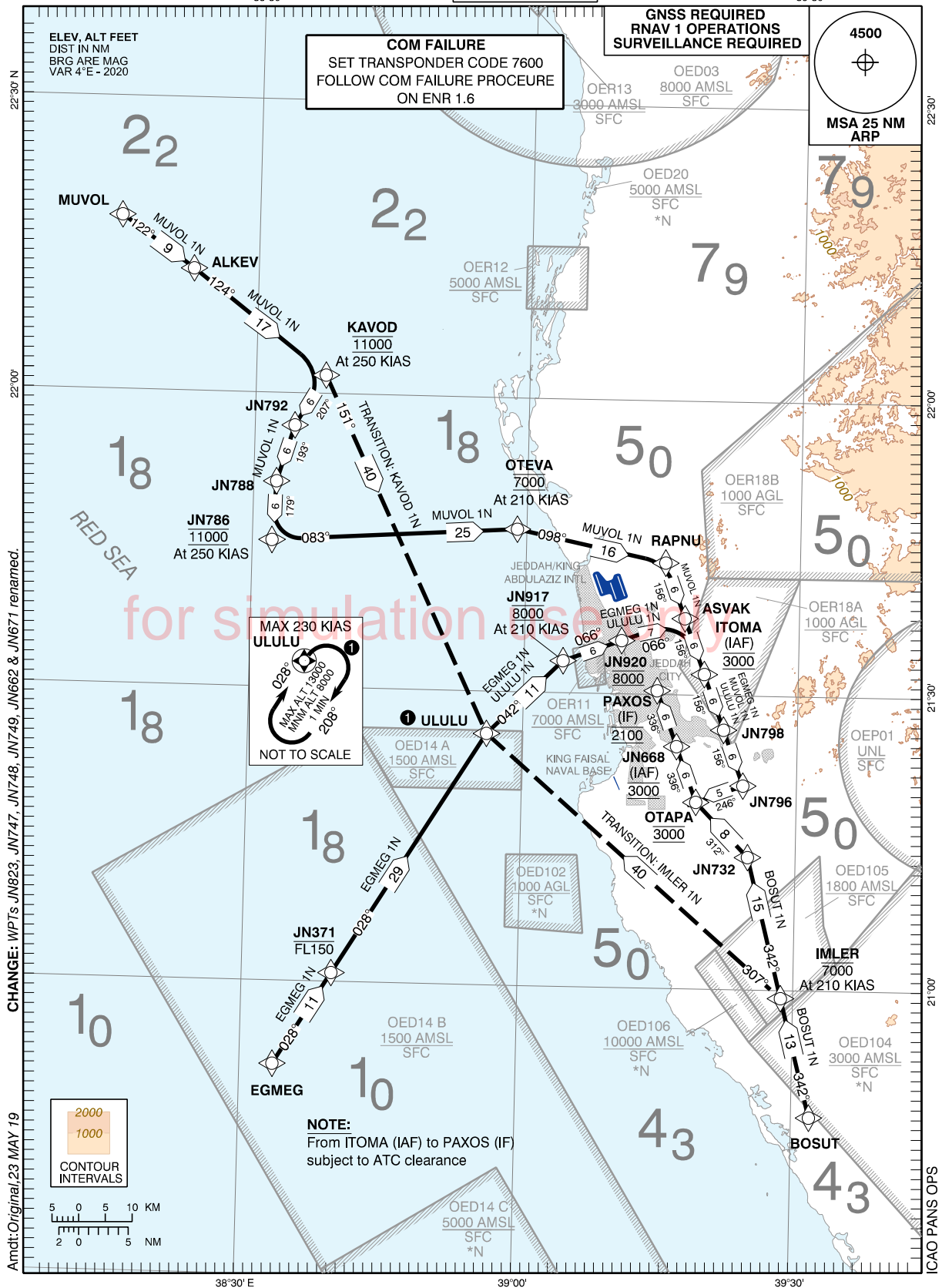
**STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

TRANSITION ALTITUDE
13000 FT

TWR: 118.2(W) 118.3(W)
118.5(E) 124.3(E)
APP: 124.0 123.8
UHF: 345.6
ATIS: 126.2 ARR 128.7 DEP

**JEDDAH/King Abdulaziz Intl (OEJN)
STAR RNAV RWY 34R**

BOSUT 1N EGMEG 1N MUVOL 1N ULULU 1N



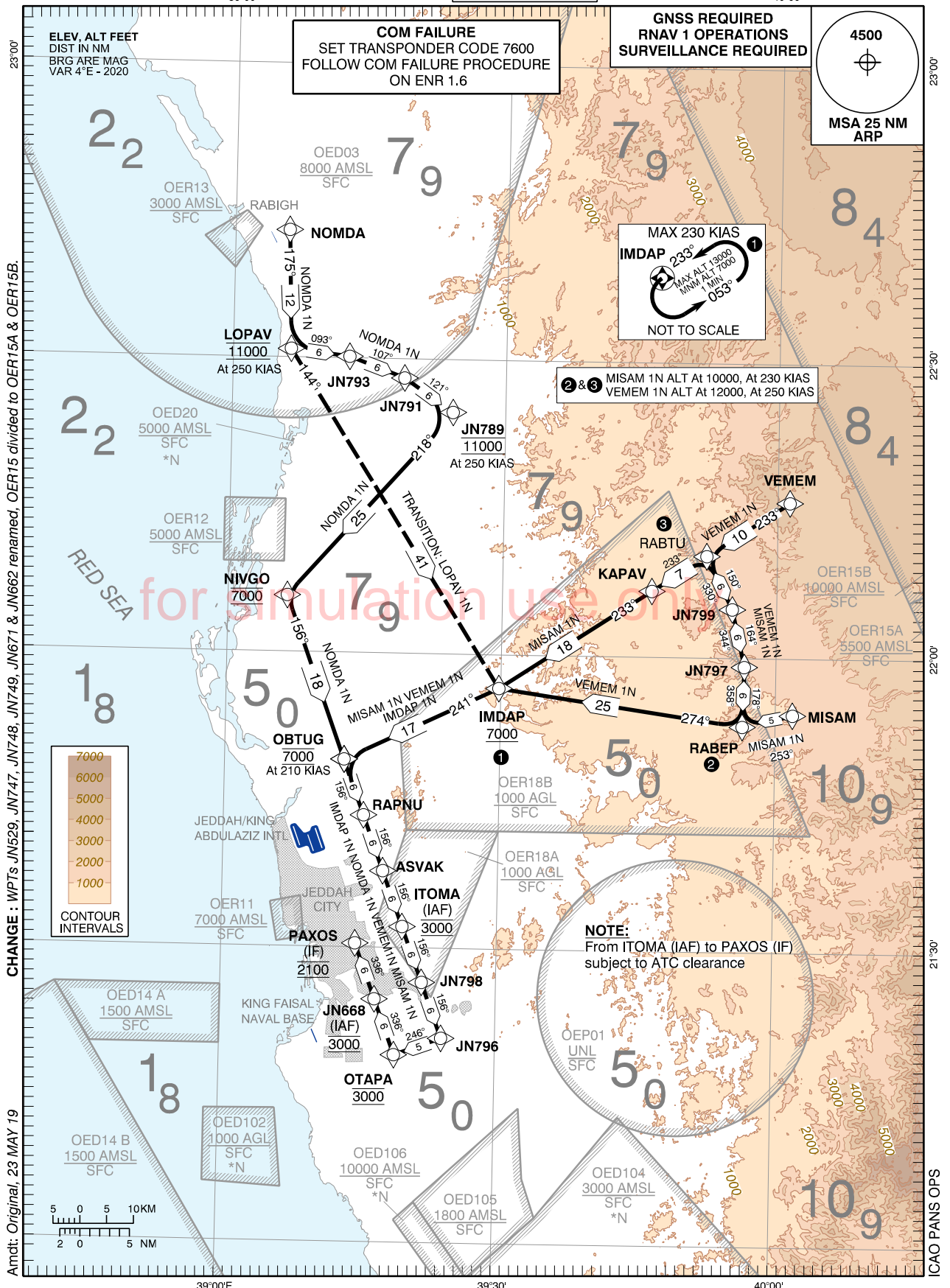
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 13000 FT

TWR: 118.2(W) 118.3(W) 118.5(E) 124.3(E) APP: 124.0 123.8 UHF: 345.6 ATIS: 126.2 ARR 128.7 DEP

JEDDAH/King Abdulaziz Intl (OEJN) STAR RNAV RWY 34R

IMDAP 1N NOMDA 1N MISAM 1N VEMEM 1N



STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

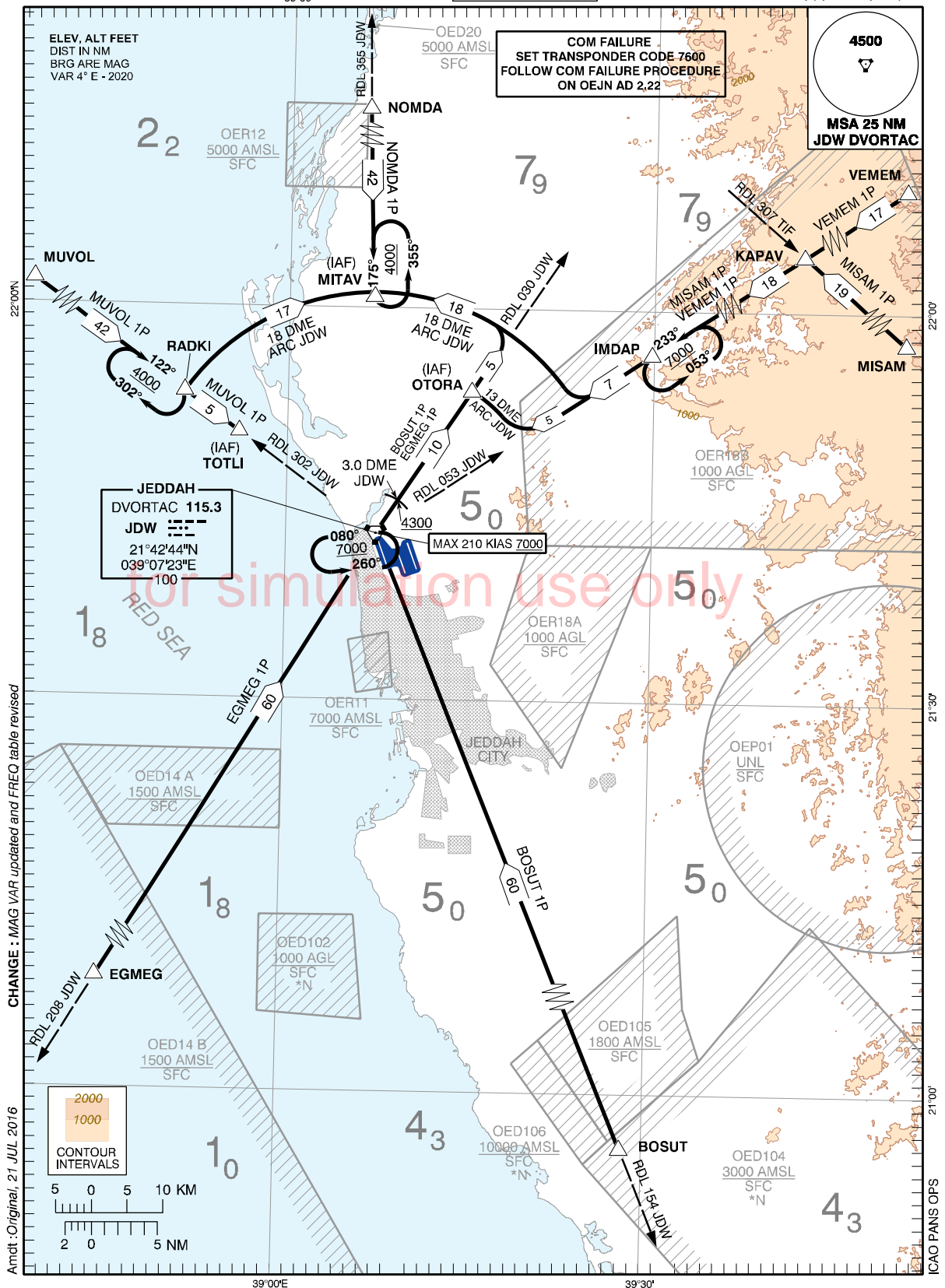
TRANSITION ALTITUDE
13000 FT

TWR: 118.2(W) 118.3(W)
118.5(E) 124.3(E)
APP: 124.0 123.8
UHF: 345.6
ATIS: 126.2 ARR 128.7 DEP

JEDDAH/King Abdulaziz Intl (OEJN)

STAR RWY 16R/16C/16L

MUVOL 1P NOMDA 1P MISAM 1P
VEMEM 1P BOSUT 1P EGMEG 1P



**STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

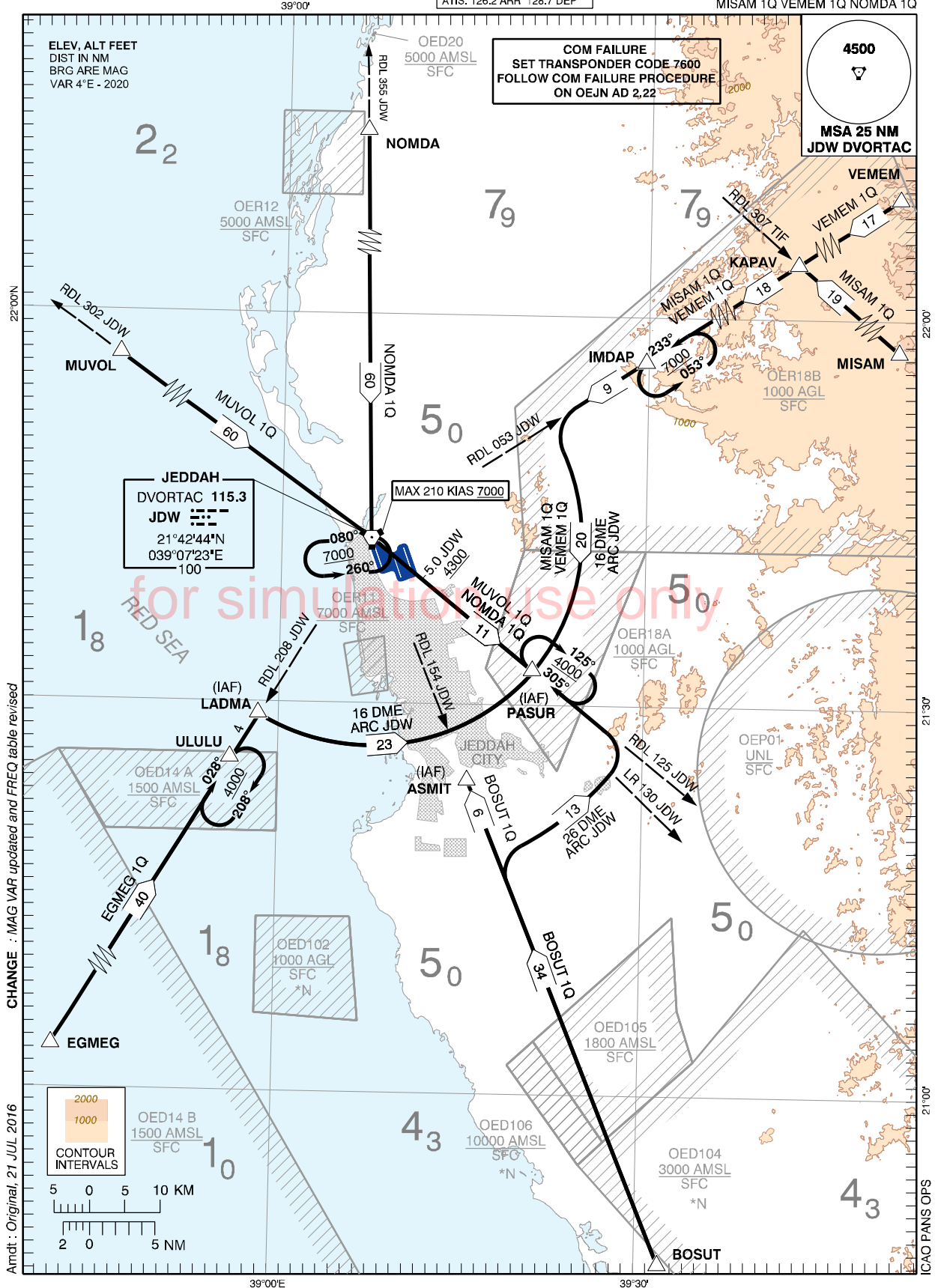
TRANSITION ALTITUDE
13000 FT

TWR: 118.2(W) 118.3(W)
118.5(E) 124.3(E)
APP: 124.0 123.8
UHF: 345.6
ATIS: 126.2 ARR 128.7 DEP

JEDDAH/King Abdulaziz Intl (OEJN)

STAR RWY 34R/34C/34L

MUVOL 1Q EGMEG 1Q BOSUT 1Q
MISAM 1Q VEMEM 1Q NOMDA 1Q



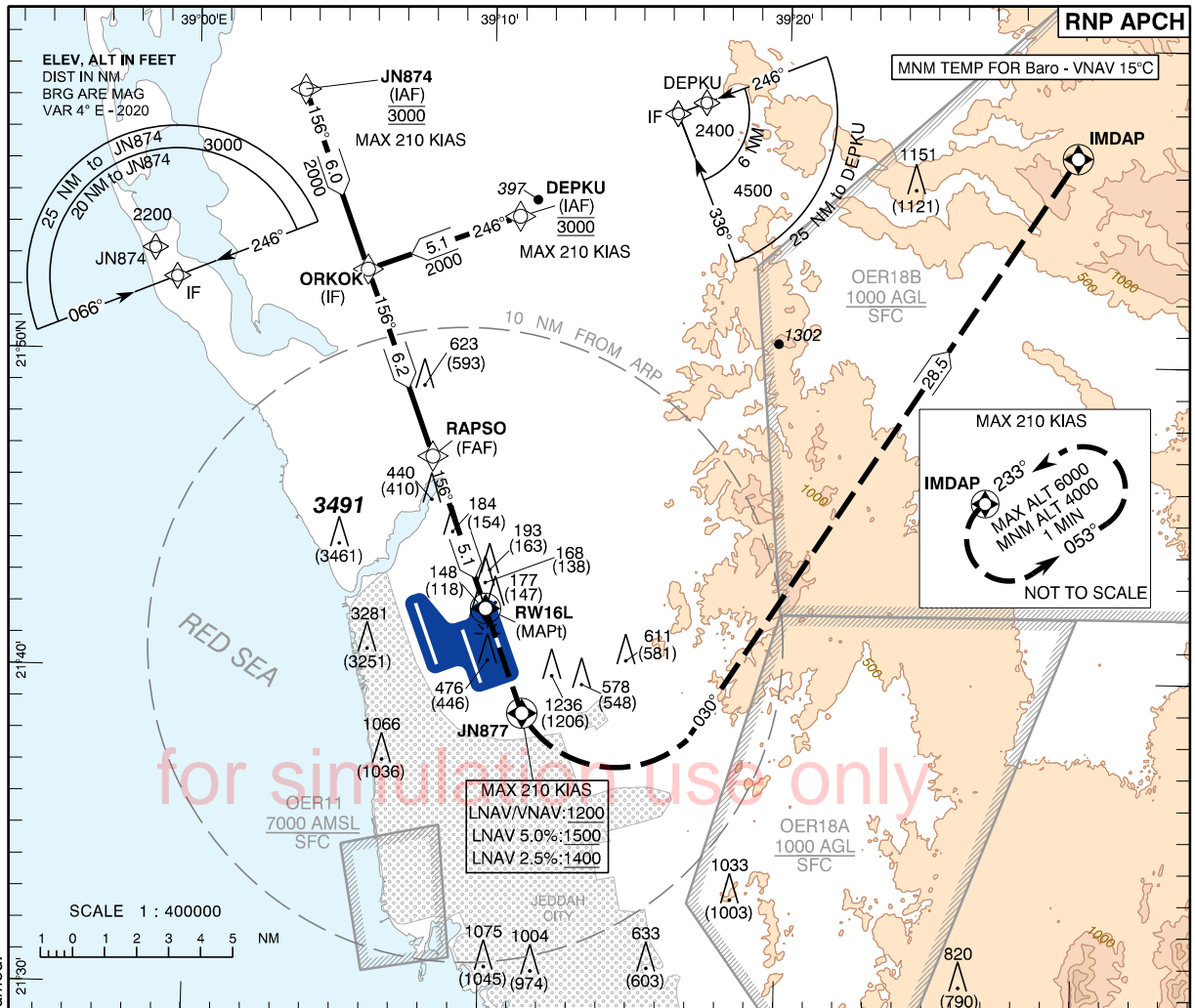
**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 49 ft
HEIGHTS RELATED TO
THR RWY 16L - ELEV 30 ft

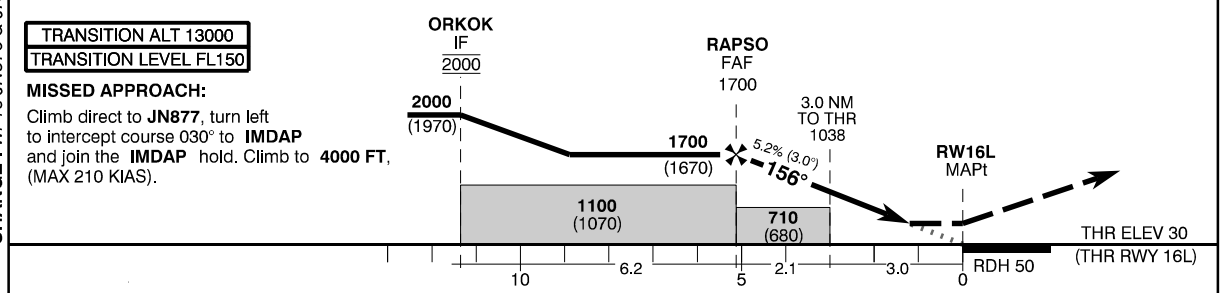
TWR: 118.2(W) 118.3(W)
118.5(E) 124.3(E)
APP: 124.0 123.8
UHF: 345.6
ATIS: 126.2 ARR 128.7 DEP

JEDDAH/King Abdulaziz Intl (OEJN)

RNP RWY 16L



5	4	3	2	RW16L	DISTANCE FROM THR
1676(1646)	1357(1327)	1038(1008)	719(689)		ALTITUDE (HEIGHT)



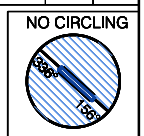
ACFT CAT		A	B	C	D/DL
		LNAV/VNAV *(MACG 5.0%)	OCA(H) 400(370)	410(380)	430(400)
	RVR(m)	1000	1200	1300	
LNAV/VNAV *(MACG 2.5%)	OCA(H)	720(690)	740(710)	760(730)	
	RVR(m)	2500	2600	2700	
LNAV *(MACG 5.0%)	OCA(H)	760(730)	810(780)	860(830)	900(870)
	RVR(m)	2700	2900	3100	3300
LNAV *(MACG 2.5%)	OCA(H)	1040(1010)	1070(1040)	1100(1070)	1120(1090)
	RVR(m)	4100			
Circling	OCA(H)	N/A			
	VIS(m)	N/A			

NOTE:
NM to/from THR RWY 16L

Ground Speed	Knots	70	90	110	130	150	170	190
Rate of Descent FAF-MAPt 3.0°(5.2%)	ft/min	372	478	585	691	797	904	1010

*MACG: Missed approach climb gradient

- CIRCLING NOT AUTHORIZED
- RVR/VIS RELATED TO MDA (H) = OCA (H)



CHANGE : WPTs JN876 & JN872 renamed.

Amdt: Original, 23 MAY 19

ICAO PANS OPS

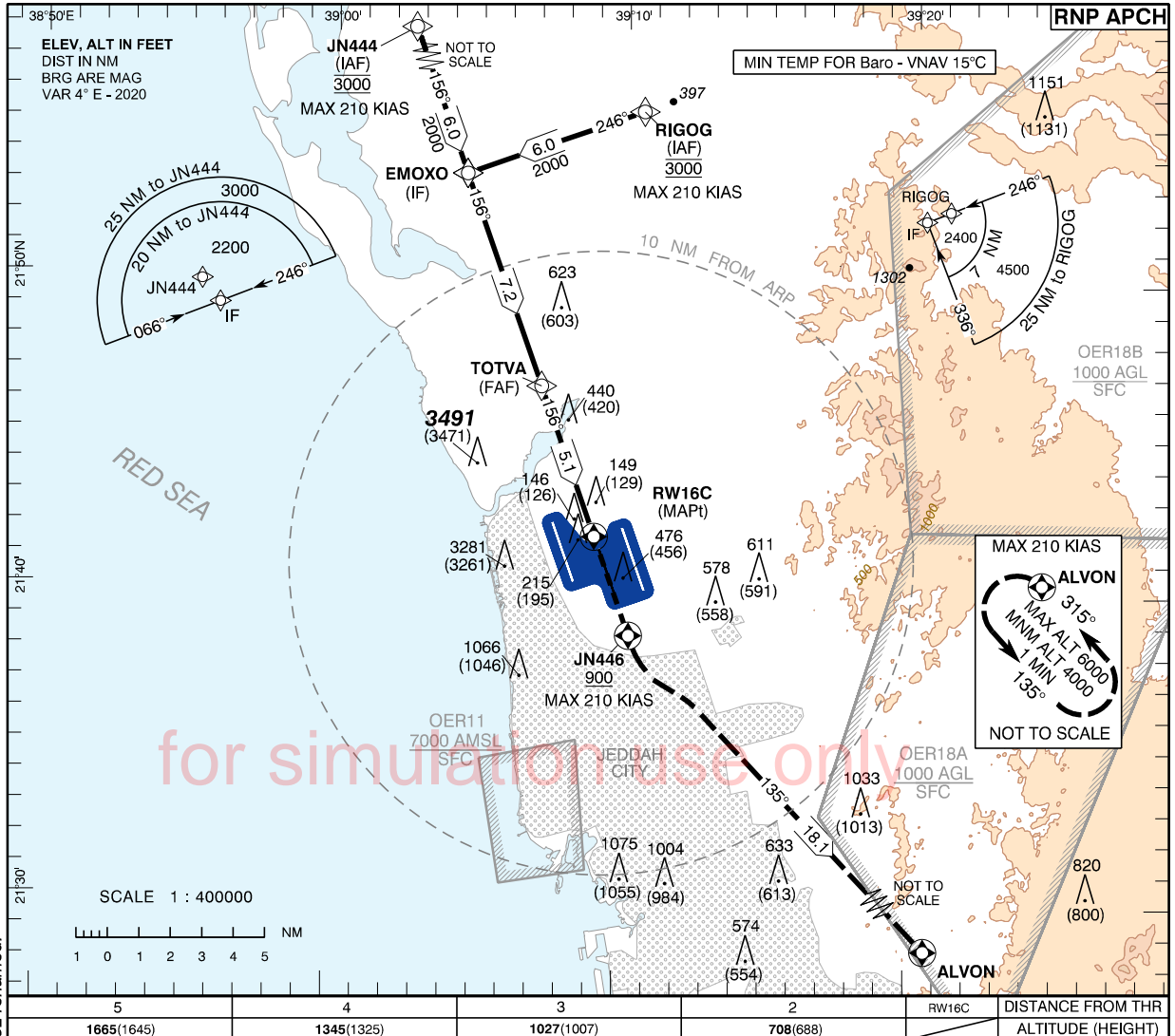
**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 49 ft
HEIGHTS RELATED TO
THR RWY 16C - ELEV 20 ft**

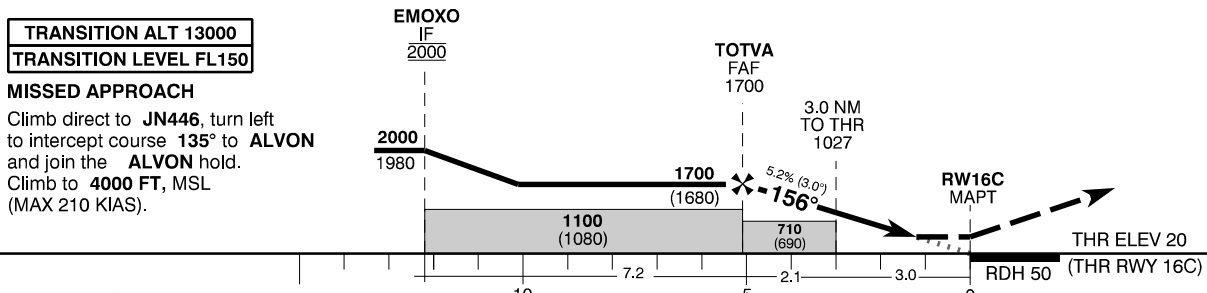
TWR: 118.2(W) 118.3(W)
118.5(E) 124.3(E)
APP: 124.0 123.8
UHF: 345.6
ATIS: 126.2 ARR 128.7 DEP

JEDDAH/King Abdulaziz Intl (OEJN)

RNP RWY 16C



CHANGE : WPTs JN443 & JN432 renamed.
Amdt : Original, 23 MAY 19

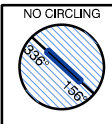


ACFT CAT	A	B	C	D/DL
RVR(m)	800	900	1000	1100
OCA(H)	470(450)	490(470)	520(500)	540(520)
RVR(m)	1400	1500	1600	
OCA(H)	NA			
VIS(m)	NA			

NOTE:
NM to/from THR RWY 16C

Ground Speed	Knots	70	90	110	130	150	170	190
Rate of Descent	ft/min	372	478	585	691	797	904	1010

- CIRCLING NOT AUTHORIZED
- RVR/VIS RELATED TO MDA (H) = OCA (H)



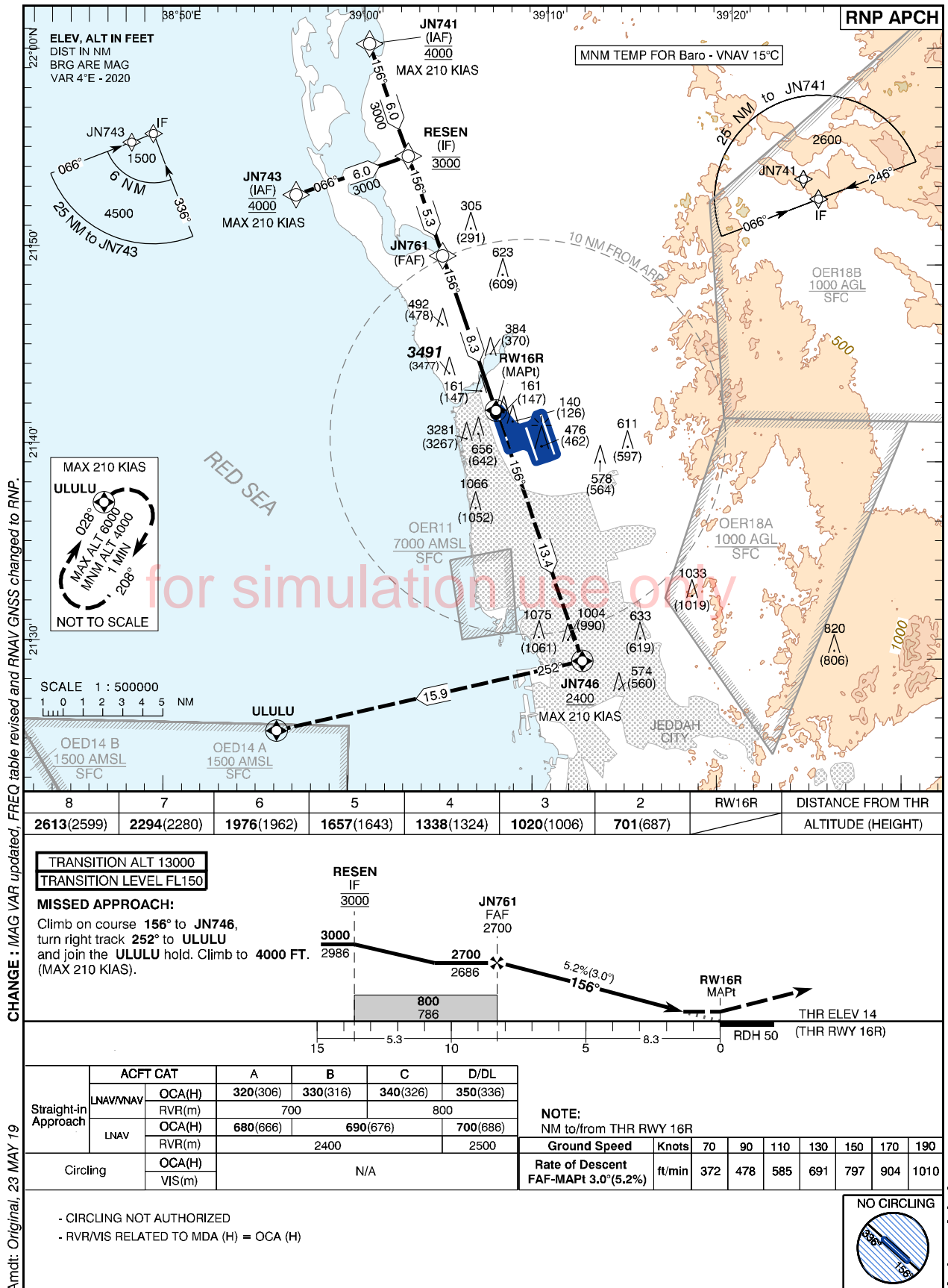
**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 49 ft
HEIGHTS RELATED TO
THR RWY 16R - ELEV 14 ft

TWR:118.2(W) 118.3(W)
118.5(E) 124.3(E)
APP: 124.0 123.8
UHF: 345.6
ATIS: 126.2 ARR 128.7 DEP

JEDDAH/King Abdulaziz Intl (OEJN)

RNP RWY 16R



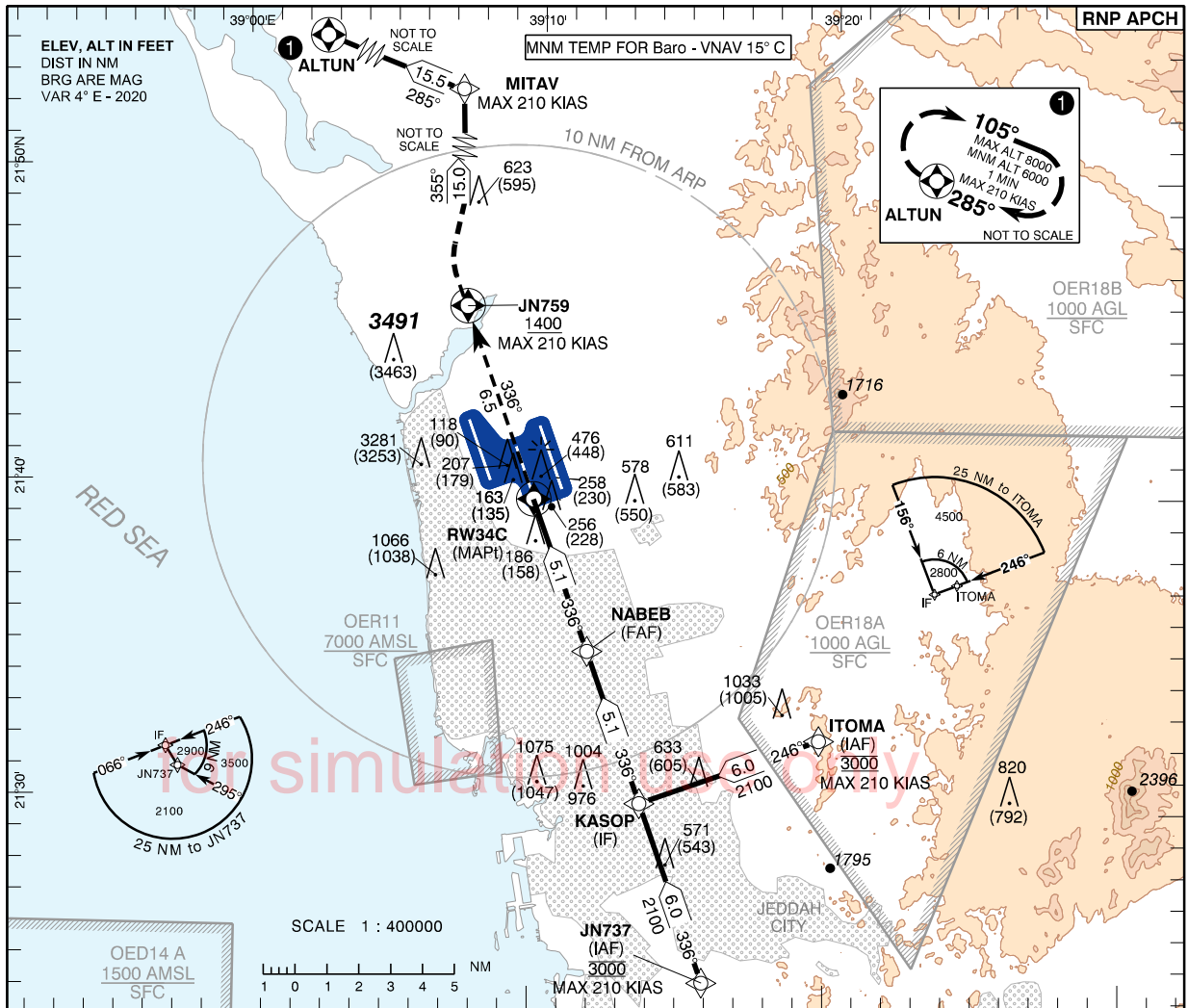
**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 49 ft
HEIGHTS RELATED TO
THR RWY 34C - ELEV 28 ft**

TWR: 118.2(W) 118.3(W)
118.5(E) 124.3(E)
APP: 124.0 123.8
UHF: 345.6
ATIS: 126.2 ARR 128.7 DEP

JEDDAH/King Abdulaziz Intl (OEJN)

RNP RWY 34C

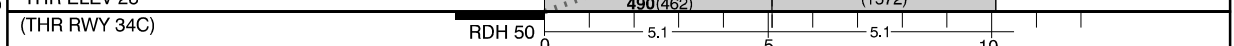


DISTANCE FROM THR	RW34C	2	3	4	5
ALTITUDE (HEIGHT)		710(682)	1026(998)	1342(1314)	1658(1630)

TRANSITION ALT 13000
TRANSITION LEVEL FL150

MISSED APPROACH
Climb direct to **JN759**, turn right to track **355°** to **MITAV**, turn left to track **285°** to **ALTUN** and join the **ALTUN** hold. Climb to **6000 FT**, (MAX 210 KIAS).

THR ELEV 28
(THR RWY 34C)



Straight-in Approach	ACFT CAT	A				B				C				D/DL			
		LNAV/VNAV		LNAV		LNAV/VNAV		LNAV		LNAV/VNAV		LNAV		LNAV/VNAV		LNAV	
	OCA(H)	460(432)		470(442)		490(462)		520(492)									
	RVR(m)	1300		1400		1500											
Circling	OCA(H)	610(582)		640(612)		660(632)		680(652)									
	RVR(m)	2000		2100		2200		2300									
	VIS(m)	NA															

NOTE:
NM to/from THR RWY 34C

Ground Speed	Knots	70	90	110	130	150	170	190
Rate of Descent	ft/mIn	369	474	579	685	790	896	1001

- CIRCLING NOT AUTHORIZED
- RVR/VIS RELATED TO MDA (H) = OCA (H)

NO CIRCLING

ICAO PANS OPS

CHANGE : WPT JN749 renamed.
Amdt : Original, 23 MAY 19

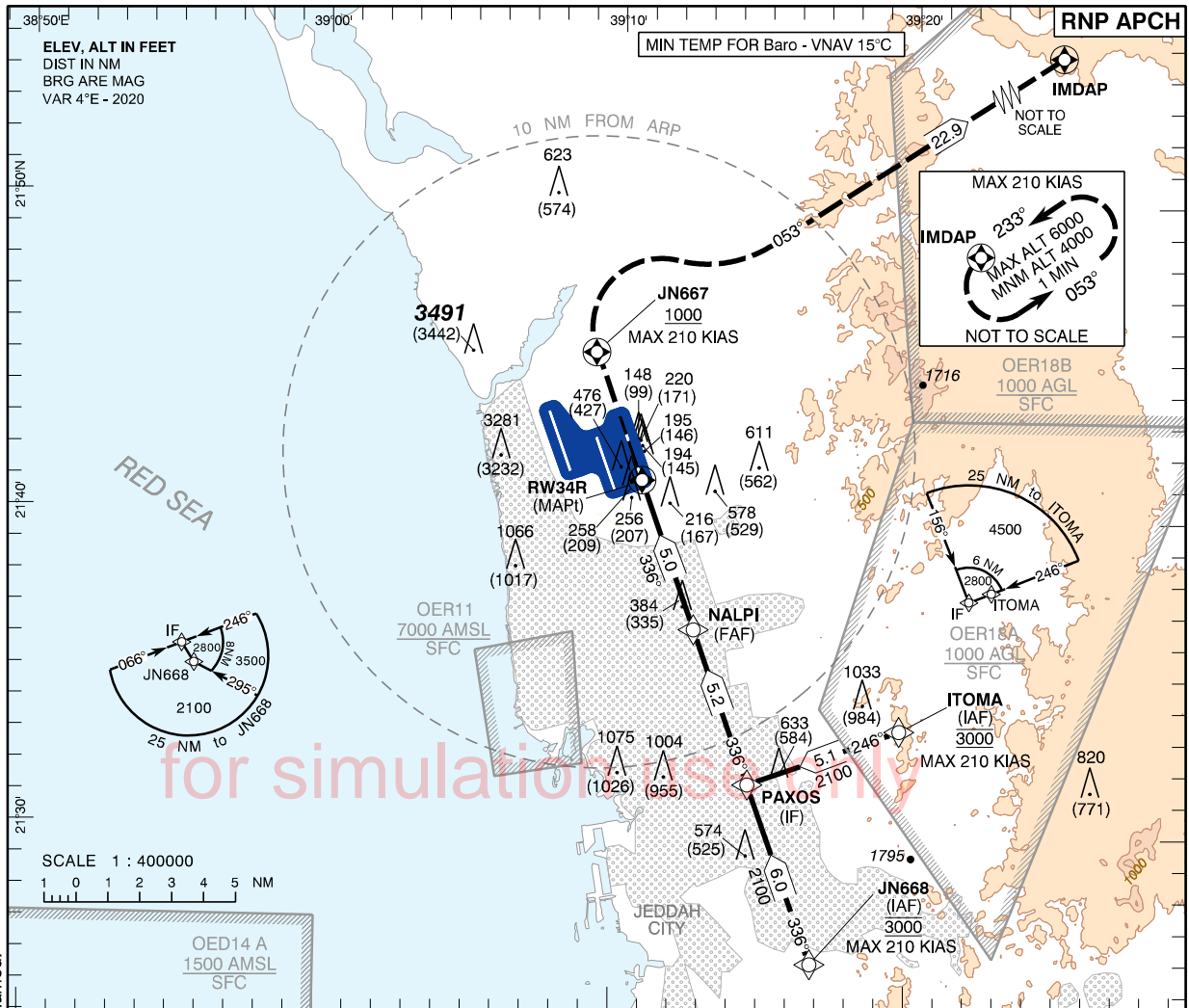
**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 49 ft
HEIGHTS RELATED TO
THR RWY 34R - ELEV 49 ft**

TWR: 118.2(W) 118.3(W)
118.5(E) 124.3(E)
APP: 124.0 123.8
UHF : 345.6
ATIS: 126.2 ARR 128.7 DEP

JEDDAH/King Abdulaziz Intl (OEJN)

RNP RWY 34R

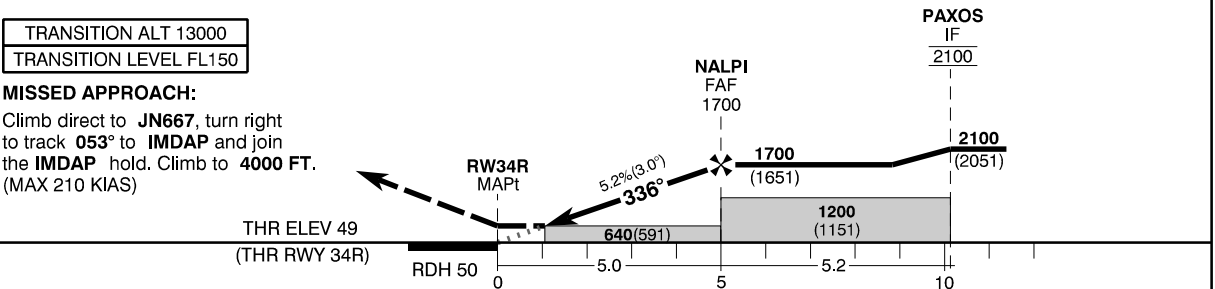


DISTANCE FROM THR	RW34R	2	3	4	5
ALTITUDE (HEIGHT)		739(690)	1060(1011)	1380(1331)	1700(1651)

TRANSITION ALT 13000
TRANSITION LEVEL FL150

MISSED APPROACH:

Climb direct to **JN667**, turn right to track **053°** to **IMDAP** and join the **IMDAP** hold. Climb to **4000 FT.** (MAX 210 KIAS)



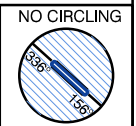
ACFT CAT	A	B	C	D/DL	
					LNVA/VNAV
Straight-in Approach	RVR(m)	1200	1300	1400	1500
	OCA(H)	640(591)		660(611)	680(631)
Circling	RVR(m)	2000		2100	2200
	OCA(H)	N/A			
	VIS(m)	N/A			

NOTE:

NM to/from THR RWY 34R

Ground Speed	Knots	70	90	110	130	150	170	190
Rate of Descent FAF-MAPt 3.0°(5.2%)	ft/min	374	480	587	694	800	907	1014

- CIRCLING NOT AUTHORIZED
- RVR/VIS RELATED TO MDA (H) = OCA (H)



Amdt:Original, 23, MAY 19
CHANGE : WPTs JN749 & JN662 renamed.

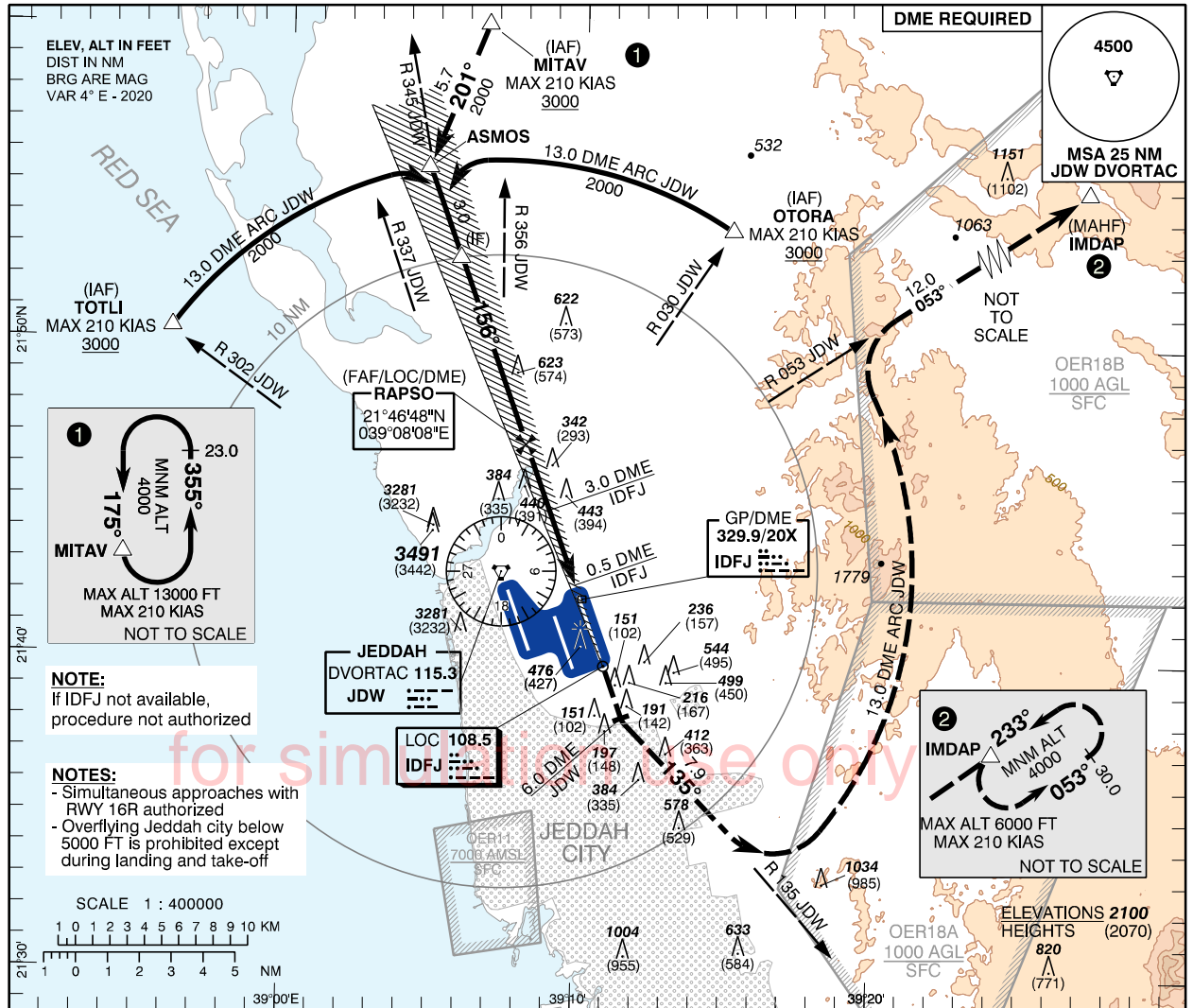
**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 49 ft
**HEIGHTS RELATED TO
THR RWY 16L - ELEV 30 ft**

TWR: 118.2(W) 118.3(W)
118.5(E) 124.3(E)
APP: 124.0 123.8
UHF: 345.6
ATIS: 126.2 ARR 128.7 DEP

JEDDAH/King Abdulaziz Intl (OEJN)

ILS or LOC RWY 16L



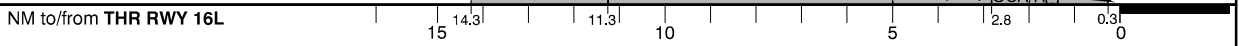
TRANSITION ALT 13000
TRANSITION LEVEL FL150

MISSED APPROACH

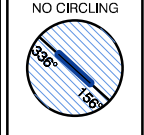
Climb on course 156°, at 6.0 DME JDW turn left to intercept the RDL 135 JDW, turn left and arc on the JDW 13.0 NM turn right to intercept the RDL 053 JDW to IMDAP and hold. Climb to 4000 FT MSL. (MAX 210 KIAS)

ILS RDH 52

THR ELEV 30



Straight-in Approach	CAT I	ACFT CAT	OCA(H)					GND SPEED				
			A	B	C	D	DL	Knots	70	90	110	130
Straight-in Approach	LOC/DME		204 (174)	214 (184)	224 (194)	234(204)		Rate of Descent (5.24%) ft/min				
			450 (420)	460 (430)	480 (450)							
Circling			N/A					LOC/DME : Timing not authorised				
			N/A					DME IDFJ NM				
								ALT (HGT) 5.24% APCH				
								663 (633) 981 (951) 1300 (1270) 1618 (1588)				



- ILS CAT I MNM DH 200 FT
- RVR/VIS RELATED TO CAT I MNM DH
- CIRCLING NOT AUTHORISED

CHANGE : GP FREQ revised.
Amdt : Original, 27 JUL 2016

ICAO PANS OPS

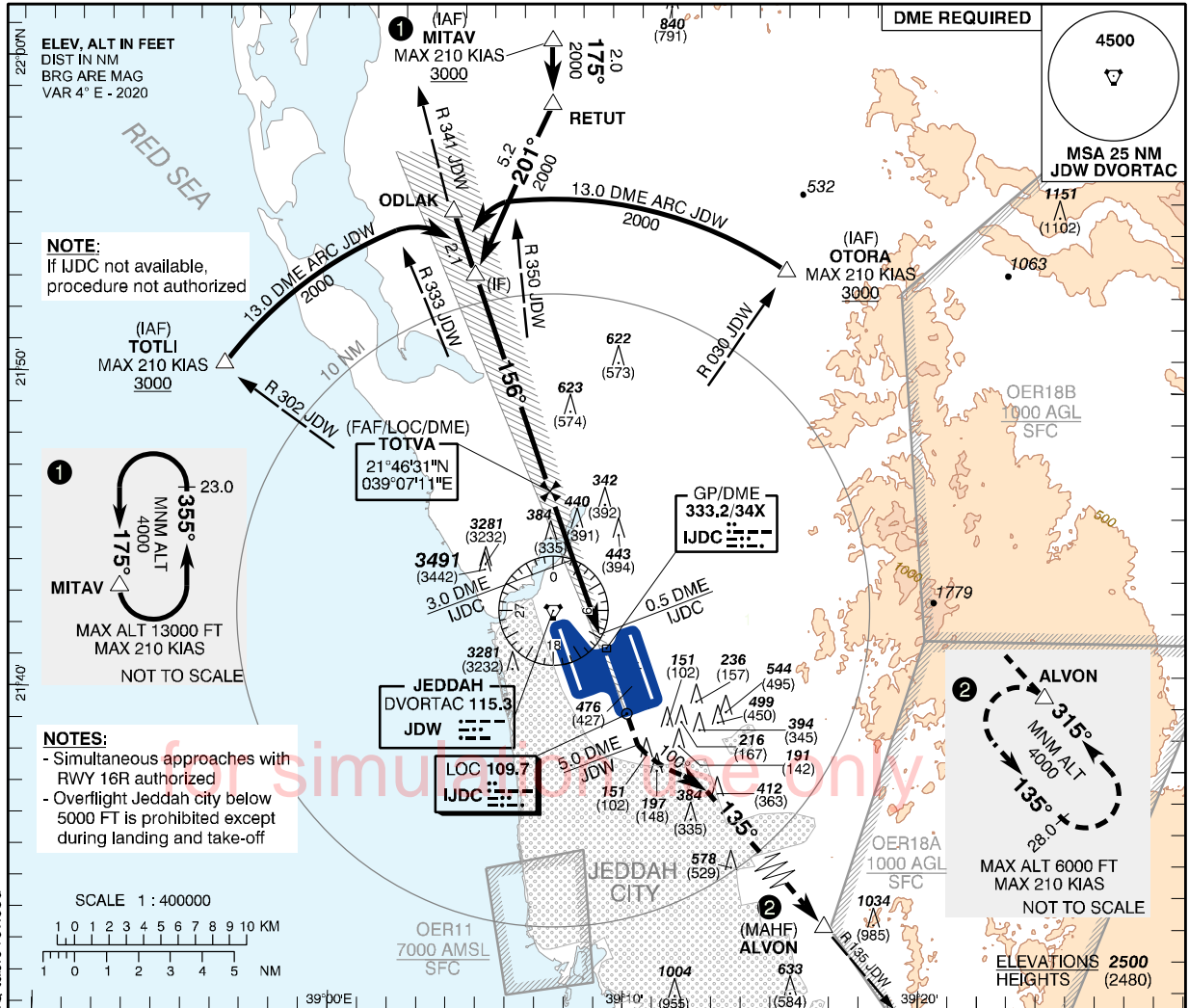
**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 49 ft
**HEIGHTS RELATED TO
THR RWY 16C - ELEV 20 ft**

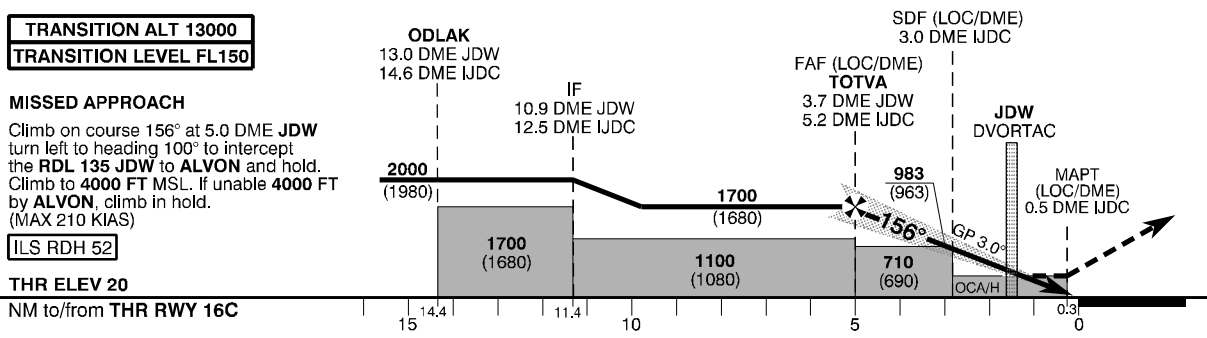
TWR: 118.2 118.5E 124.3E 118.3W
APP: 124.0 123.8
UHF: 345.6
ATIS: 126.2 ARR 128.7 DEP

JEDDAH/King Abdulaziz Intl (OEJN)

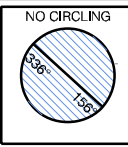
ILS or LOC RWY 16C



CHANGE : MAG VAR updated and FREQ table revised
Amdt : Original, 21 JUL 2016



		ACFT CAT	A	B	C	D	DL									
Straight-in Approach	CAT I	OCA(H)	165 (145)	174 (154)	184 (164)	194 (174)	253 (233)	GND SPEED	Knots	70	90	110	130	150	170	190
	LOC/DME	RVR(m)			550				Rate of Descent (5.24%)	ft/min	371	477	583	689	794	901
Circling		OCA(H)	420 (400)	440 (420)	460 (440)	480 (460)		LOC/DME : Timing not authorised .								
		RVR(m)	1100	1200	1300	1400		DME IJDC NM	2	3	4	5				
		VIS(m)	N/A					ALT (HGT) 5.24% APCH	657 (637)	975 (955)	1293 (1273)	1612 (1592)				



- ILS CAT I MNM DH 200 FT
- RVR/VIS RELATED TO CAT I MNM DH
- CIRCLING NOT AUTHORISED

ICAO PANS OPS

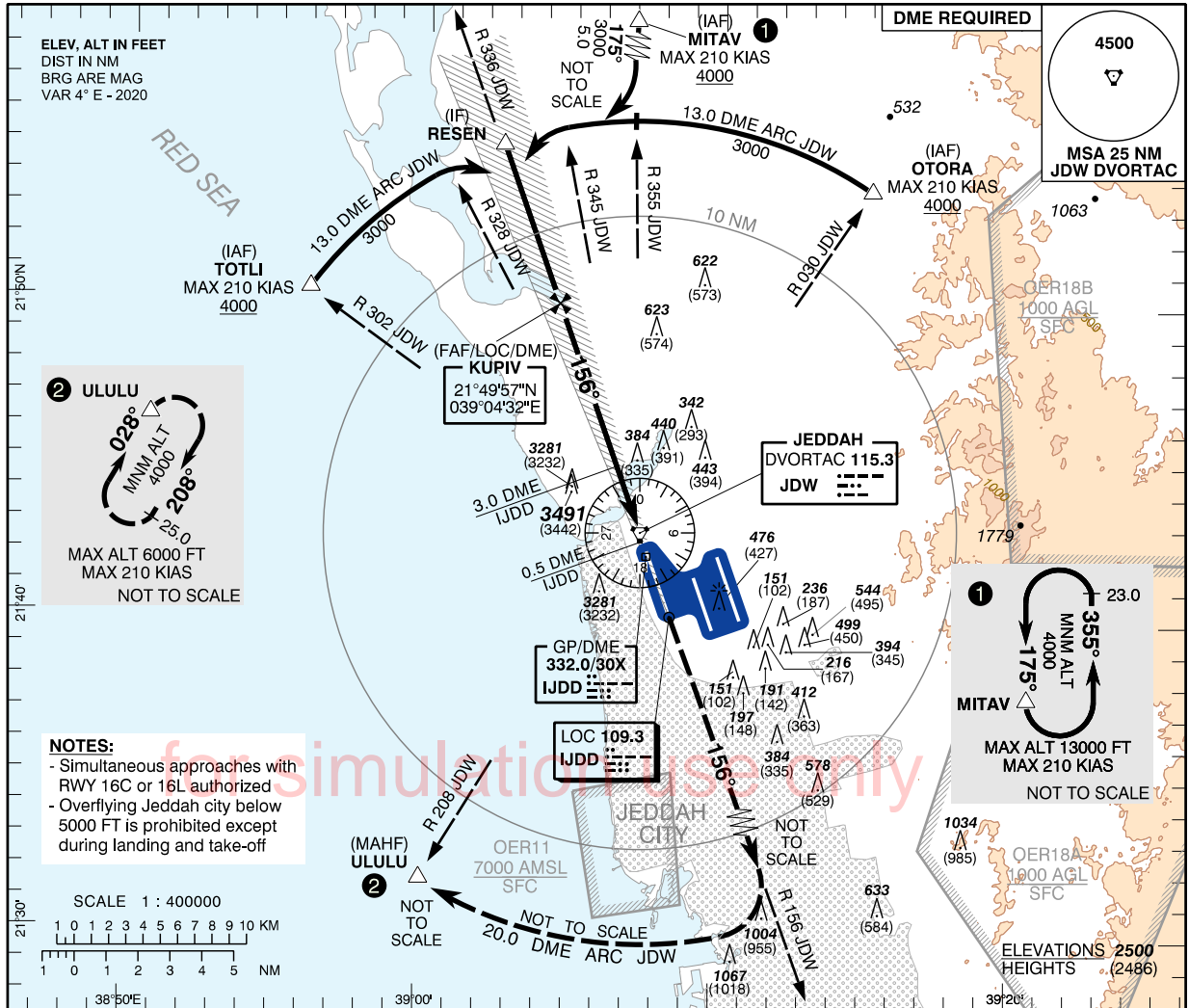
**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 49 ft
**HEIGHTS RELATED TO
THR RWY 16R - ELEV 14 ft**

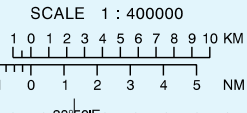
TWR:118.2(W) 118.3(W)
118.5(E) 124.3(E)
APP: 124.0 123.8
UHF: 345.6
ATIS: 126.2 ARR 128.7 DEP

JEDDAH/King Abdulaziz intl (OEJN)

ILS or LOC RWY 16R



NOTES:
- Simultaneous approaches with RWY 16C or 16L authorized
- Overflying Jeddah city below 5000 FT is prohibited except during landing and take-off



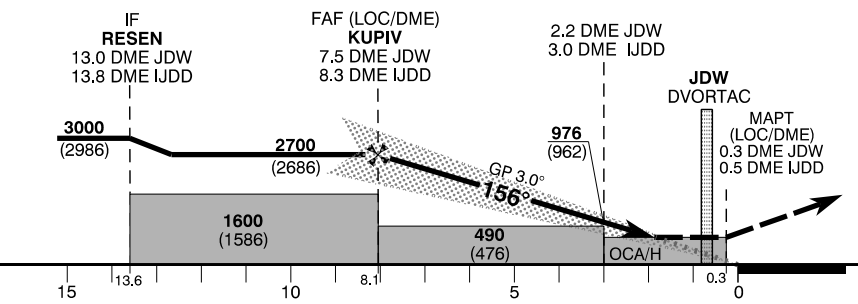
CHANGE : MISSED APCH revised
Amdt : Original, 21 JUL 2016

TRANSITION ALT 13000
TRANSITION LEVEL FL150

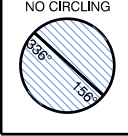
MISSED APPROACH
Climb on **RDL 156 JDW** then turn right via arc **20.0 DME JDW** to **ULULU** and hold. Climb to **4000 FT** (MAX 210 KIAS) or as instructed by ATC

ILS RDH 52
THR ELEV 14

NM to/from **THR RWY 16R**



ACFT CAT	A					B					C					D					DL					GND SPEED	Knots	70	90	110	130	150	170	190
	OCA(H)	158 (144)	165 (151)	175 (161)	188 (174)	191 (177)	OCA(H)	158 (144)	165 (151)	175 (161)	188 (174)	191 (177)	OCA(H)	158 (144)	165 (151)	175 (161)	188 (174)	191 (177)	OCA(H)	158 (144)	165 (151)	175 (161)	188 (174)	191 (177)	OCA(H)									
Straight-in Approach	CAT I	RVR(m)																Rate of Descent (5.24%) ft/min	371	477	583	689	794	901	1007									
	LOC/DME	OCA(H)																LOC/DME : Timing not authorised																
Circling	OCA(H)																DME IJDD NM	2	3	4	5	6	7	8										
	VIS(m)																ALT (HGT) 5.24% APCH	650 (636)	968 (954)	1286 (1272)	1605 (1591)	1923 (1909)	2242 (2228)	2560 (2546)										



- ILS CAT I MNM DH 200 FT
- RVR/VIS RELATED TO CAT I MNM DH
- CIRCLING NOT AUTHORISED

ICAO PANS OPS

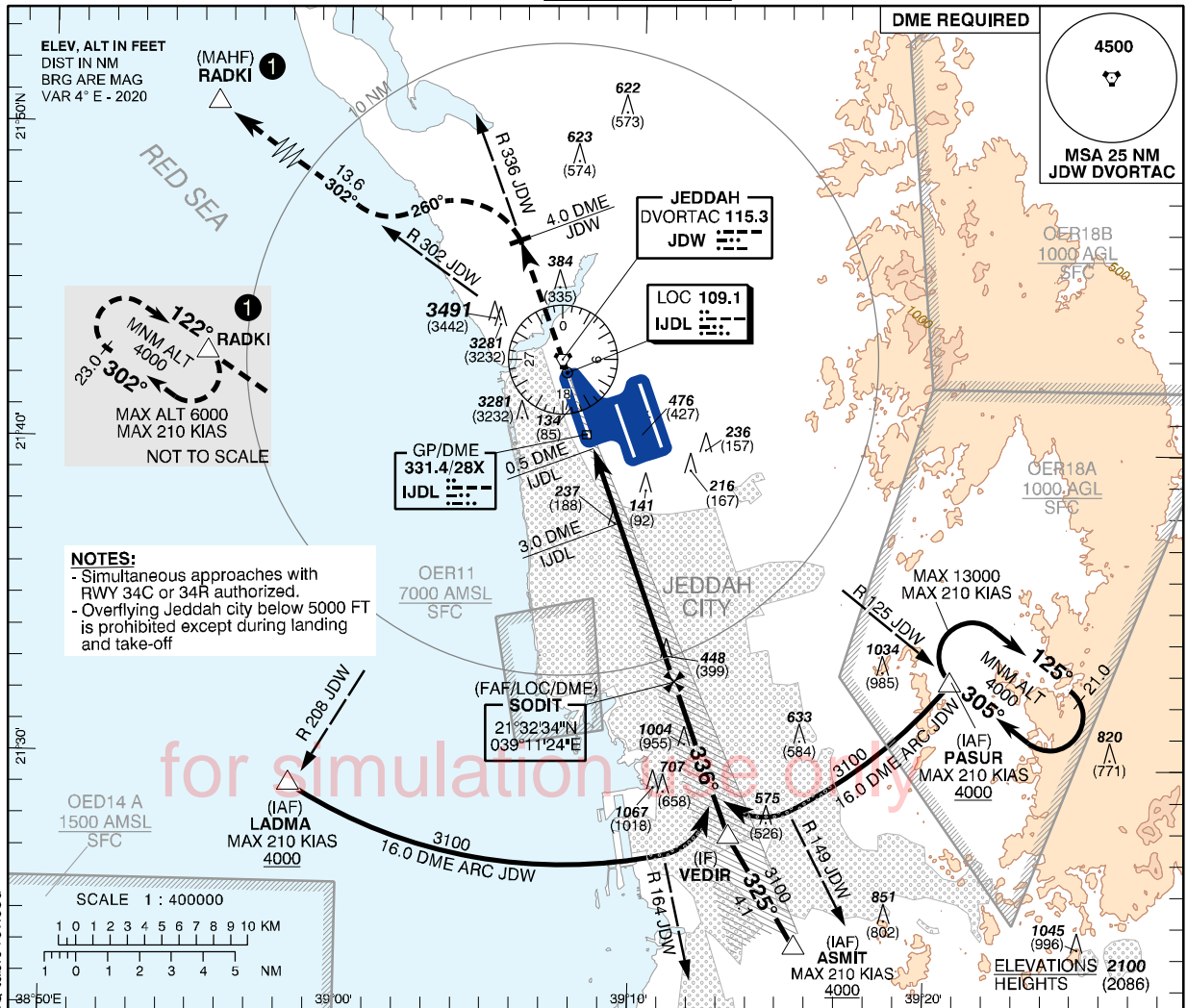
**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 49 ft
HEIGHTS RELATED TO
THR RWY 34L - ELEV 14 ft**

TWR:118.2(W) 118.3(W)
118.5(E) 124.3(E)
APP: 124.0 123.8
UHF: 345.6
ATIS: 126.2 ARR 128.7 DEP

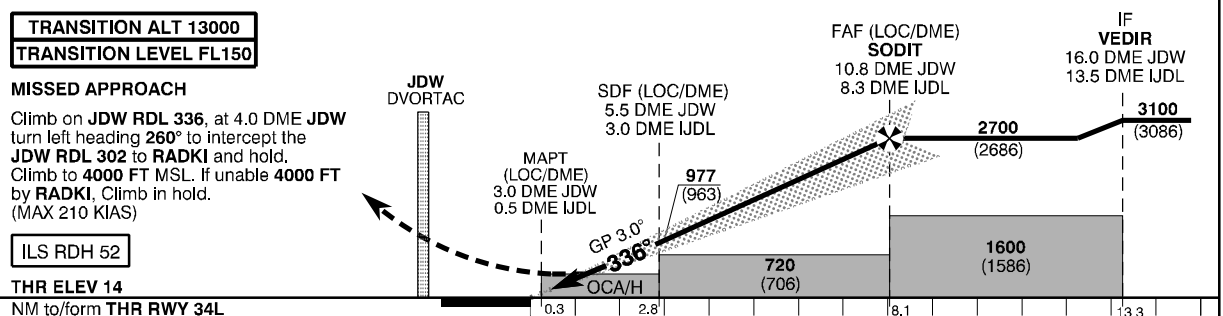
JEDDAH/King Abdulaziz Intl (OEJN)

ILS or LOC RWY 34L

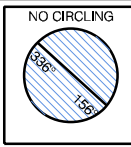


CHANGE : MAG VAR updated and FREQ table revised

Amdt : Original, 21 JUL 2016



		ACFT CAT	A	B	C	D	DL										
Straight-in Approach	CAT I	OCA(H)	158 (144)	165 (151)	175 (161)	188 (174)	191 (177)	GND SPEED	Knots	70	90	110	130	150	170	190	
	LOC/DME	RVR(m)	550					Rate of Descent (5.24%)	ft/min	371	477	583	689	794	901	1007	
Circling		OCA(H)	1500					LOC/DME : Timing not authorised									
		RVR(m)	N/A					DME IJDL NM	2	3	4	5	6	7	8		
		VIS(m)	N/A					ALT (HGT) 5.24% APCH	650 (636)	968 (954)	1267 (1273)	1605 (1591)	1923 (1909)	2242 (2226)	2560 (2546)		



- ILS CAT I MNM DH 200 FT
- RVR/VIS RELATED TO CAT I MNM DH
- CIRCLING NOT AUTHORISED

ICAO PANS OPS

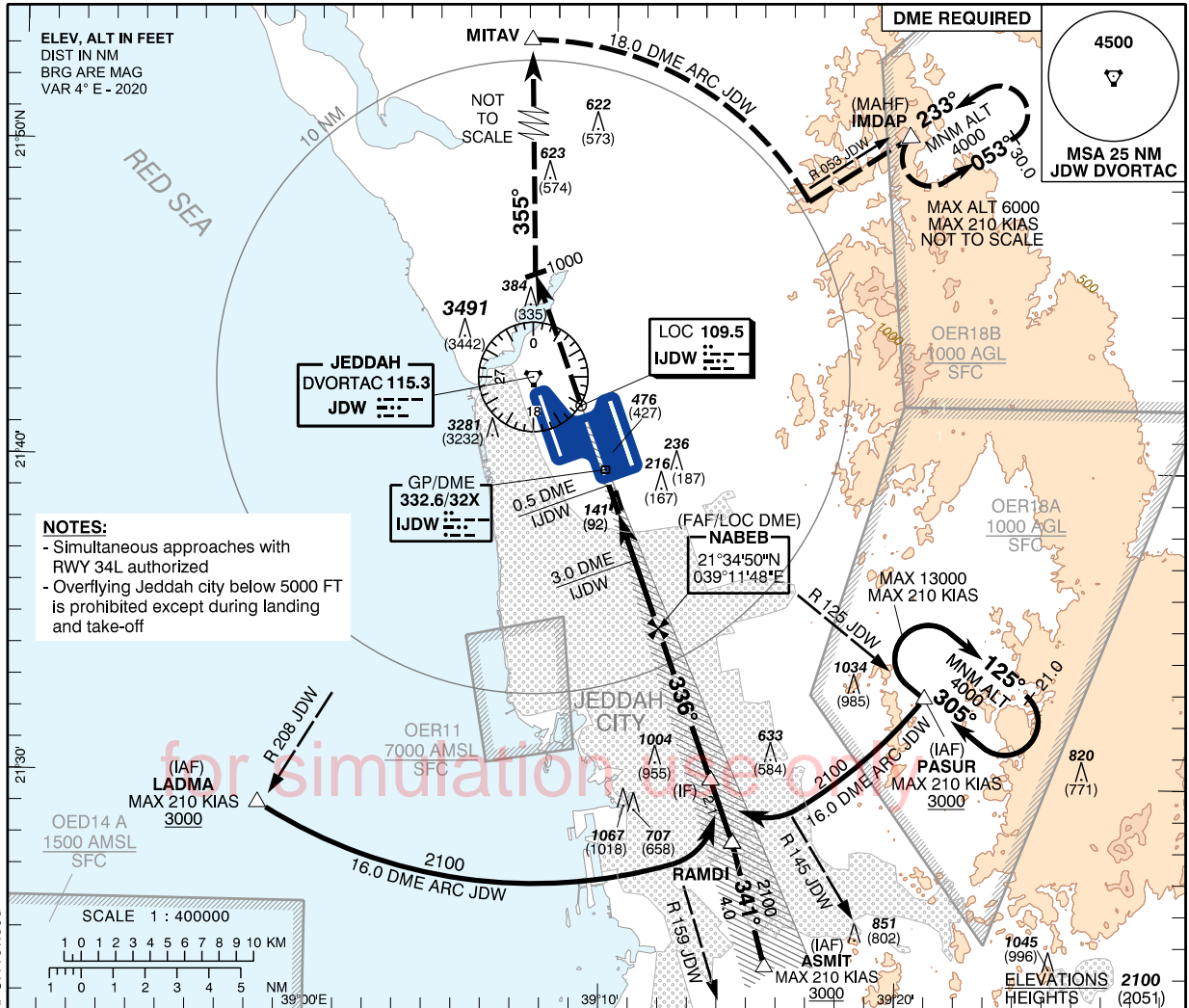
**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 49 ft
HEIGHTS RELATED TO
THR RWY 34C - ELEV 28 ft**

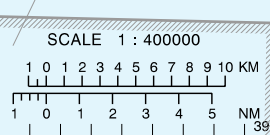
TWR: 118.2(W) 118.3(W)
118.5(E) 124.3(E)
APP: 124.0 123.8
UHF: 345.6
ATIS: 126.2 ARR 128.7 DEP

JEDDAH/King Abdulaziz Intl (OEJN)

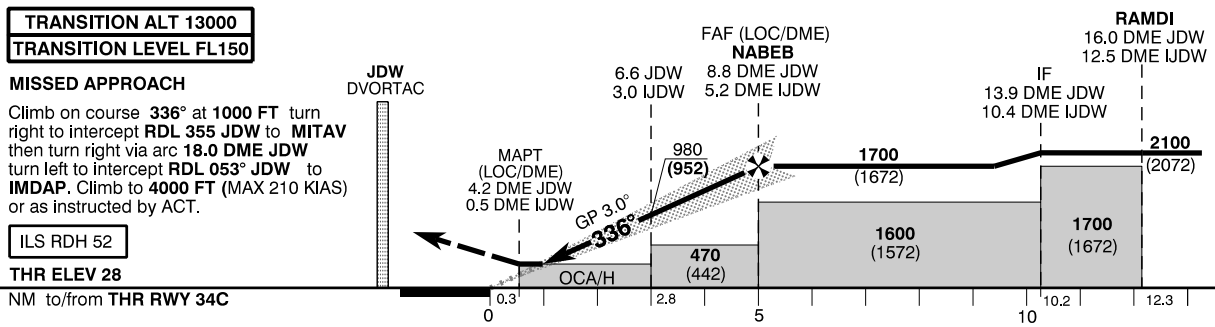
ILS or LOC RWY 34C



NOTES:
 - Simultaneous approaches with RWY 34L authorized
 - Overflying Jeddah city below 5000 FT is prohibited except during landing and take-off



CHANGE : IMDAP added and missed APCH revised



ACFT CAT	A				B				C				D/DL				GND SPEED	Knots	70	90	110	130	150	170	190																															
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4																																								
Straight-in Approach	OCA(H)				163 (135)				172 (144)				182 (154)				189 (161)				Rate of Descent (5.24%)				371				477				583				689				794				901				1007							
	RVR(m)				550												LOC/DME : Timing not authorised .																																							
Circling	OCA(H)				1600				1700				1800				DME IJDW NM				2				3				4				5				ALT (HGT) 5.24% APCH				661 (633)				980 (952)				1298 (1270)				1617 (1589)			
	RVR(m)				N/A																																																			

NO CIRCLING

- ILS CAT I MNM DH 200 FT
 - RVR/VIS RELATED TO CAT I MNM DH
 - CIRCLING NOT AUTHORISED

Amdt : Original, 21 JUL 2016

ICAO PANS OPS

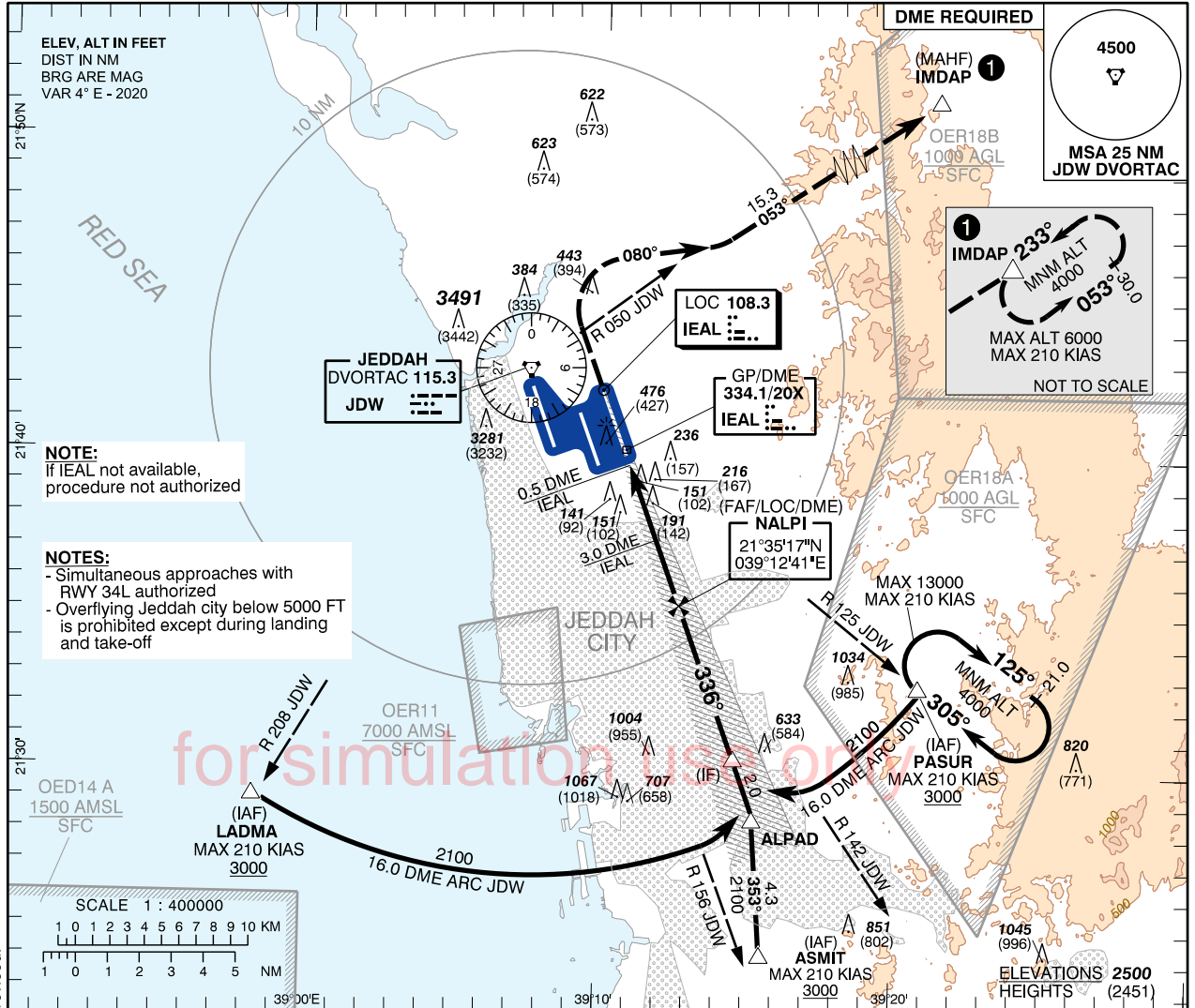
**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 49 ft
HEIGHTS RELATED TO
THR RWY 34R - ELEV 49 ft**

TWR: 118.2(W) 118.3(W)
118.5(E) 124.3(E)
APP: 124.0 123.8
UHF: 345.6
ATIS: 126.2 ARR 128.7 DEP

JEDDAH/King Abdulaziz Intl (OEJN)

ILS or LOC RWY 34R



**TRANSITION ALT 13000
TRANSITION LEVEL FL150**

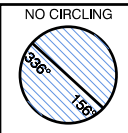
MISSED APPROACH
Climb on track of 336°, at RDL 050 JDW
turn right to heading 080° to intercept
the RDL 053 JDW to IMDAP and hold.
Climb to 4000 FT MSL.
(MAX 210 KIAS)

ILS RDH 58

THR ELEV 49

NM to/from THR RWY 34R

		ACFT CAT	A	B	C	D	DL								
Straight-in Approach	CAT I	OCA(H)	190 (141)	196 (147)	206 (157)	213 (164)	219 (170)	GND SPEED Knots	70	90	110	130	150	170	190
		RVR(m)	550				Rate of Descent (5.24%) ft/min								
Circling	LOC/DME	OCA(H)	540 (491)	550 (501)	560 (511)	570 (521)	LOC/DME : Timing not authorised								
		RVR(m)	1500	1600	1700	DME IEAL NM									
		OCA(H)	N/A				ALT (HGT) 5.24% APCH								
		VIS(m)	N/A				2 3 4 5								
			N/A				682 (633) 1000 (951) 1318 (1269) 1637 (1588)								



- ILS CAT I MNM DH 200 FT
- RVR/VIS RELATED TO CAT I MNM DH
- CIRCLING NOT AUTHORISED

CHANGE : TR BTN ASMIT and ALPAD revised.
Amdt : Original, 21 JUL 2016

ICAO PANS OPS

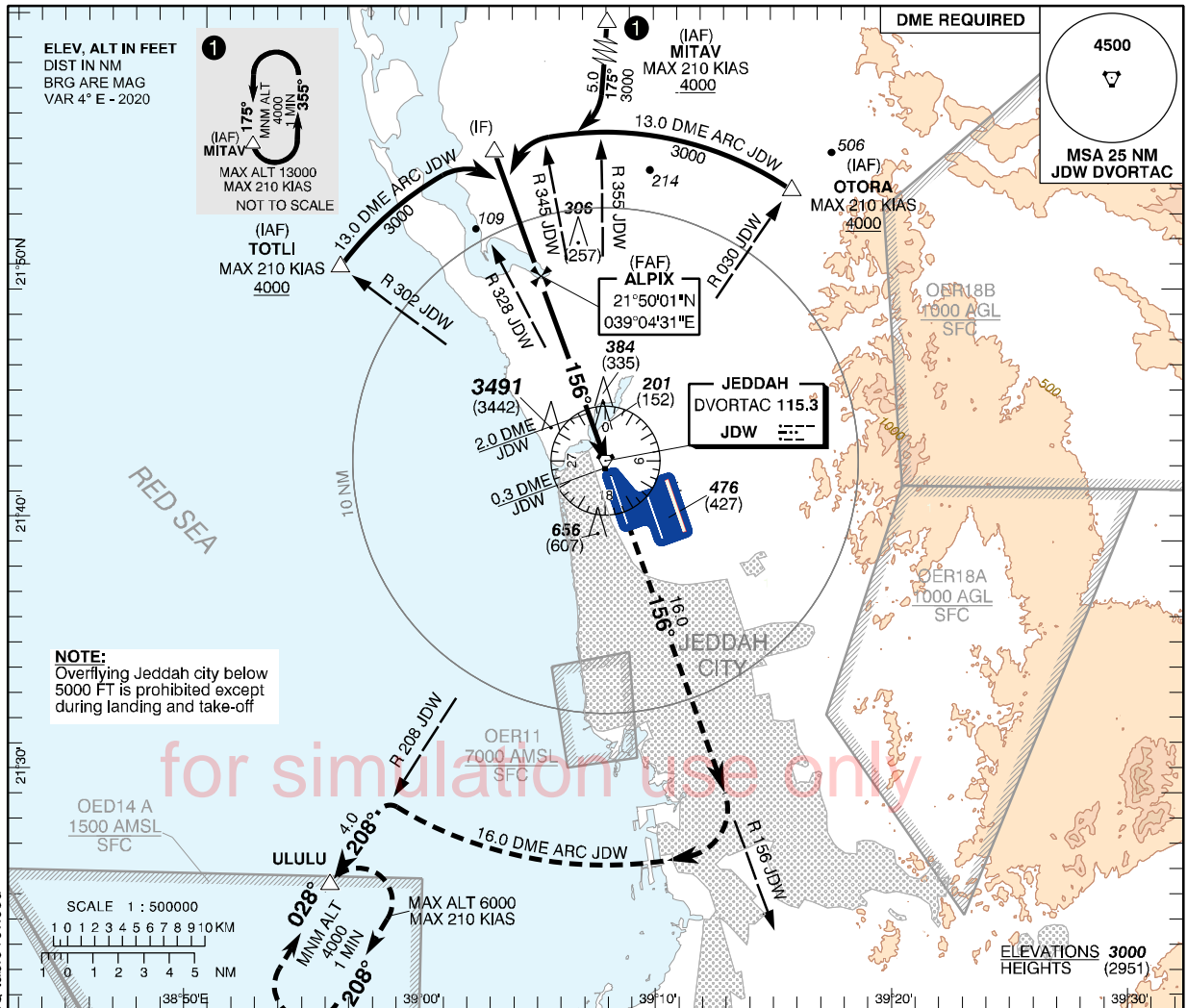
**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 49 ft
HEIGHTS RELATED TO
THR RWY 16R - ELEV 14 ft**

TWR: 118.2(W) 118.3(W)
118.5(E) 124.3(E)
APP: 124.0 123.8
UHF: 345.6
ATIS: 126.2 ARR 128.7 DEP

JEDDAH/King Abdulaziz Intl (OEJN)

VOR RWY 16R



CHANGE : MAG VAR updated and FREQ table revised

**TRANSITION ALT 13000
TRANSITION LEVEL FL150**

MISSED APPROACH
Climb on RDL 156 JDW then
turn right via arc 16.0 DME JDW
then turn left to intercept RDL 208 JDW
to ULULU and hold. Climb to 4000 FT MSL,
(MAX 210 KIAS)

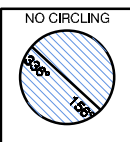
THR ELEV 14

NM to/from THR RWY 16R

ACFT CAT	A	B	C	D	DL	
						OCA(H)
Straight-in Approach	VOR	560 (546)				1800
		NA				

GND SPEED	Knots	70	90	110	130	150	170	190
		min:s	6:51	5:20	4:22	3:42	3:12	2:49
Rate of Descent	ft/min	369	474	579	685	790	895	1000

DME JDW NM	7	6	5
DME JDW NM	4	3	2
ALT (HGT) 5.2% APCH	1521 (1507)	1205 (1191)	889 (875)



- CIRCLING NOT AUTHORISED
- RVR RELATED TO MDA(H) = OCA(H)

Amdt : Original, 21 JUL 2016

ICAO PANS OPS

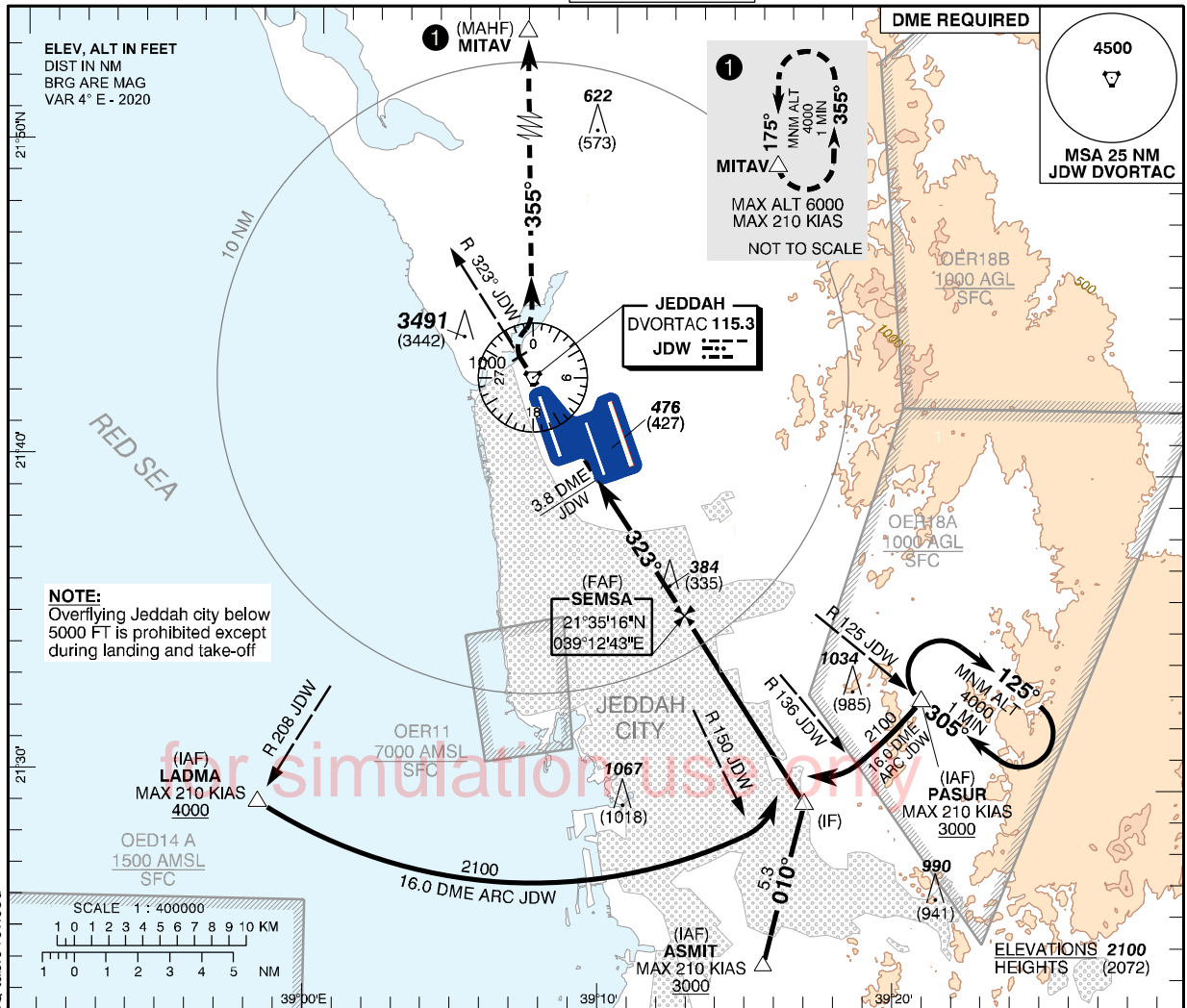
**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 49 ft
**HEIGHTS RELATED TO
THR RWY 34C - ELEV 28 ft**

TWR: 118.2(W) 118.3(W)
118.5(E) 124.3(E)
APP: 124.0 123.8
UHF: 345.6
ATIS: 126.2 ARR 128.7 DEP

JEDDAH/King Abdulaziz Intl (OEJN)

VOR RWY 34C

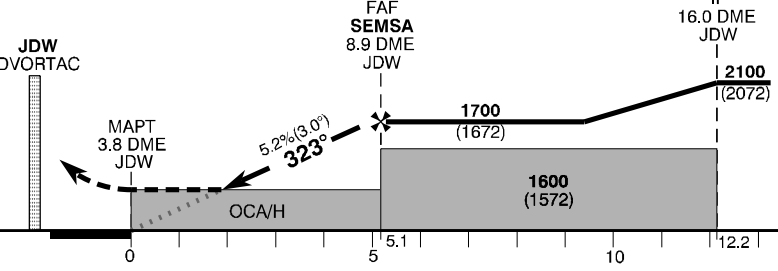


CHANGE : MAG VAR updated and FREQ table revised

TRANSITION ALT 13000
TRANSITION LEVEL FL150

MISSED APPROACH
Climb on RDL 323 JDW, at 1000 FT turn right intercept RDL 355 JDW to MITAV and hold. Climb to 4000 FT MSL. If 4000 FT not achieved by MITAV, Climb in hold. (MAX 210 KIAS)

THR ELEV 28
NM to/from THR RWY 34C



Straight-in Approach	VOR	ACFT CAT	A	B	C	D	DL	
		OCA(H)	700 (672)					
		RVR(m)	2400					
Circling		OCA(H)	NA					
		VIS(m)						

GND SPEED	Knots	70	90	110	130	150	170	190
		FAF-MAPT 5.1 NM	min:s	4:24	3:25	2:48	2:22	2:03
Rate of Descent	ft/min	369	474	579	685	790	895	1000
DME JDW NM		8	7	6				
ALT (HGT) 5.2% APCH		1402 (1374)	1086 (1058)	770 (742)				

NO CIRCLING
- CIRCLING NOT AUTHORISED
- RVR RELATED TO MDA(H) = OCA(H)

Amdt : Original, 21 JUL 2016

ICAO PANS OPS

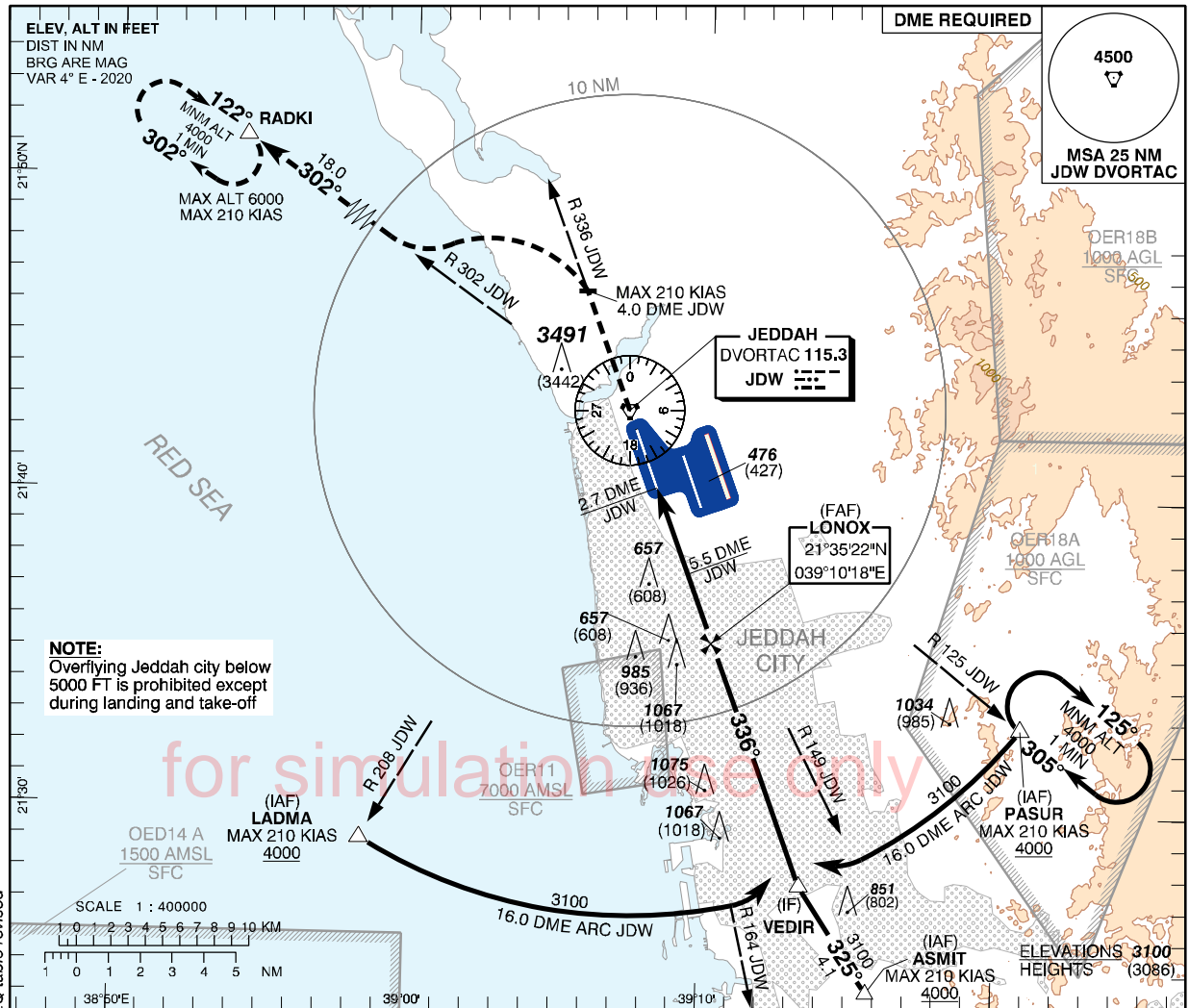
**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 49 ft
HEIGHTS RELATED TO
THR RWY 34L - ELEV 14 ft

TWR: 118.2(W) 118.3(W)
118.5(E) 124.3(E)
APP: 124.0 123.8
UHF: 345.6
ATIS: 126.2 ARR 128.7 DEP

JEDDAH/King Abdulaziz Intl (OEJN)

VOR RWY 34L



CHANGE : MAG VAR updated and FREQ table revised

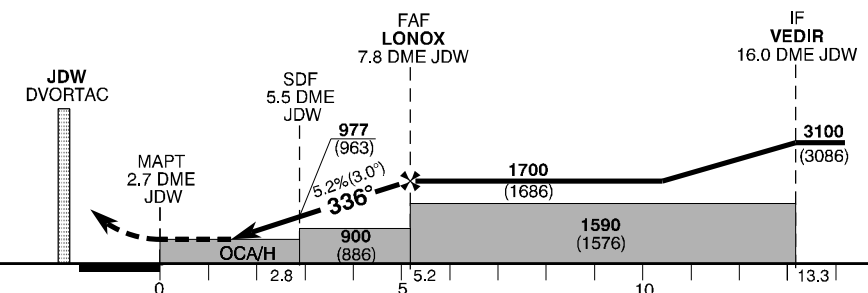
TRANSITION ALT 13000
TRANSITION LEVEL FL150

MISSED APPROACH

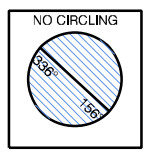
Climb on RDL 336 JDW, at 4.0 DME JDW, turn left to intercept RDL 302 JDW to RADKI and hold. Climb to 4000 FT MSL. If 4000 FT not achieved by RADKI, climb in hold. (MAX 210 KIAS)

THR ELEV 14

NM to/from THR RWY 34L



Straight-in Approach	VOR	ACFT CAT					GND SPEED							
		A	B	C	D	DL	Knots	70	90	110	130	150	170	190
Circling	OCA(H)	830 (816)					Rate of Descent							
	RVR(m)	3100					ft/min							
		NA					DME JDW NM		7				6	
							ALT (HGT) 5.2% APCH		1436 (1422)				1120 (1106)	



- CIRCLING NOT AUTHORISED
- RVR RELATED TO MDA(H) = OCA(H)

Amdt : Original, 21 JUL 2016

ICAO PANS OPS