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JEPPESEN
JeppView for Windows

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General Information

Location: JEDDAH SAU
ICAO/IATA: OEJN / JED
Lat/Long: N21° 40.87', E039° 09.37'
Elevation: 49 ft

Airport Use: Joint-Use
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 4.0° E

Fuel Types: Jet 4
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: Yes
Beacon: Yes

Sunrise: 0330 Z
Sunset: 1444 Z

Runway Information

Runway: 16C
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 28 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 16L
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 31 ft
Lighting: Edge, ALS

Runway: 16R
Length x Width: 12467 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 14 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 34C
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 28 ft
Lighting: Edge, ALS, Centerline, TDZ

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Runway: 34L
Length x Width: 12467 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 14 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 34R
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 49 ft
Lighting: Edge, ALS

Communication Information

ATIS: 128.700 Departure Service
ATIS: 126.200 Arrival Service
Jeddah Tower: 124.300 Secondary
Jeddah Tower: 118.500
Jeddah Tower: 118.300 Secondary
Jeddah Tower: 118.200
Jeddah Tower: 34.370 Military
Jeddah Ground: 35.570 Military
Jeddah Ground: 121.700
Jeddah Ground: 121.900
Jeddah Ground: 121.600
Jeddah Apron Ramp/Taxi: 121.975
Jeddah Apron Ramp/Taxi: 121.750
Jeddah Clearance Delivery: 121.800
Jeddah Approach: 34.560 Military
Jeddah Approach: 35.870 Military
Jeddah Approach: 124.000
Jeddah Approach: 123.800

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1. GENERAL

1.1. ATIS

D-ATIS Arrival 126.2
D-ATIS Departure 128.7

1.2. NOISE ABATEMENT PROCEDURES

Overflight of the city of Jeddah is prohibited below 5000' except for purposes of take-off and landing in accordance with ATC instructions.

1.3. TAXI PROCEDURES

Pilots are to use caution and apply minimum power when maneuvering near stands.

All traffic movement on TWY M must give way to traffic vacating RWY 16L/34R.

All traffic movement on TWY B must give way to traffic vacating RWY 16R/34L.

Apron 6: All traffic to use minimum engine power for taxiing in and out.

CAUTION on apron 1 (stands 1 and 8), apron 2 (stands 1 and 9), apron 3 (stands 1 and 17), apron 4 (stands 1 and 8) and apron 5 (stands 1 and 8): No ACFT permitted to dock or to push-back from stands when there is parallel traffic on TWYs T or U.

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 ACFT handler.

Prior permission is required at apron 8.

Operations on Apron 11 and TWY F south of TWY GD during hours of darkness must be conducted with a follow-me vehicle escort.

1.4. PARKING INFORMATION

ACFT code E not authorized to dock or push-back from stands 5 and 6 on apron 2 with engines running to avoid jet blasting of buildings behind.
On all stands of apron 6 push-back required.

Apron 7: Stands 2, 3, 4, 5, 6, are only assigned parking for MAX ACFT code F and can be double stands for ACFT code C named as 2A, 2B, 3A, 3B etc.

Apron 8: Stands 8-1 thru 8-4, 8-7, R1, R2 ACFT code F only.
Apron 8 is reserved for Royal and VIP ACFT.
Apron 11: Stands 11-05, 11-06 ACFT code F only.
Apron 11: Stands 11-07, 11-08, 11-09, 11-10, 11-11 ACFT code E only.
Apron 11: Stands 11-05L, 11-05R, 11-06L, 11-06R, 11-07L, 11-07R, 11-08L, 11-08R, 11-09L, 11-09R, 11-10L, 11-10R, 11-11L, 11-11R ACFT code C only.
Apron 12 is assigned for Royal Saudi Air Force (RSAF) ACFT only.
Non RSAF ACFT must be approved by ADNC or RSAF operations.
RSAF engine test area located on Apron 12 for RSAF use only.
Apron 14 assigned for Royal ACFT maintenance.
Apron 15 is an isolated area and run-up area.
ACFT utilising Apron 13 may only do so under tow with Airport Operation guidance.

1.5. INDEPENDENT PARALLEL INSTRUMENT APPROACHES (MODE 1)

Simultaneous Independent Parallel Approaches are in use at OEJN.

To ensure safe operations between aircraft on the parallel approaches, Normal Operating Zones (NOZ) are established for each extended runway centerline and a No Transgression Zone (NTZ) is established between the NOZs.

The applicable instrument approach procedures for Simultaneous Independent Parallel Approaches at Jeddah King Abdulaziz International Airport are as follows:
- (11-1) ILS Z or LOC Rwy 16L,
- (11-5) ILS Z or LOC Rwy 16R,
- (11-7) ILS or LOC Rwy 34L,
- (11-10) ILS Z or LOC Rwy 34R.

ATC will vector arriving flights into Jeddah King Abdulaziz International Airport from any waypoint of the respective STARs to the respective NOZs.

Within the NOZ, ATC shall provide a minimum vertical separation of 1000' or 5 NM surveillance separation between pairs of aircraft until both aircraft are established on the ILS localizer course.

All approaches will be monitored by a Flight Monitoring Controller (FMC) to ensure that, when 1000' separation and 5 NM surveillance separation are reduced.

Arriving aircraft do not penetrate NTZ towards another aircraft on the adjacent ILS localizer course.

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1. GENERAL

All arrival traffic within 20 NM from JDW VOR, shall monitor Flight Monitoring Controller (FMC) frequency 125.850 MHz until touch down.

Each pair of parallel approaches has a ''high side'' and a ''low side'' to provide vertical separation until the aircraft are both established inbound on their respective instrument approach procedures. The flights need to be established at the ''high side''/''low side'' altitude before receiving vectors for the ILS localizer course.

Operations of Simultaneous Independent Parallel Approaches to parallel runways and expected instrument approach procedures will be broadcast on Arrival ATIS (126.2 MHz) during an active period.

Aircraft can expect the following radiotelephony phraseologies:
- RNAV STAR to follow ILS localizer course:
CONTINUE FOLLOWING (STAR) OVER (Point), REPORT ESTABLISHED ON THE LOCALIZER (or FINAL APPROACH COURSE) RUNWAY (number);
- Radar vector to intercept and follow the ILS localizer course:
TURN LEFT (or RIGHT) HEADING (three digits), DESCEND AND MAINTAIN (altitude), REPORT ESTABLISHED ON THE LOCALIZER (or FINAL APPROACH COURSE) RUNWAY (number).

The suspension could be subject to operational needs, or any other conditions that affect the safe conduct of Simultaneous Independent Parallel Approaches to parallel runways or Simultaneous Independent Parallel Departures from parallel runways.

1.5.1. BREAK-OUT MANEUVER

When an aircraft is observed to deviate from the ILS localizer course towards the NTZ and remains in NOZ, FMC on 125.850 MHz will instruct the aircraft to return immediately to the correct ILS localizer course with the following phraseology: ''OBSERVING YOU ARE LEFT (or RIGHT) OF THE LOCALIZER (or FINAL APPROACH COURSE), TURN RIGHT (or LEFT) IMMEDIATELY AND REJOIN THE LOCALIZER''.

When ATC observed an aircraft to be penetrating or will penetrate the NTZ:
Firstly, ATC will instruct the aircraft on the adjacent ILS localizer course to alter the course to avoid deviating aircraft with the following phraseology:
''Break-Out Alert, (callsign), turn (Left or Right), Immediately Heading (3 digits), Climb (or descend) to (altitude)''.

No heading instruction will be issued when aircraft is below 400'.

1.6. INDEPENDENT INSTRUMENT DEPARTURES FOR PARALLEL RUNWAYS (MODE 3)

Simultaneous Independent Parallel Departures are in use at OEJN.

The design of RNAV SIDs permits Simultaneous Independent Parallel Departures in compliance with DOC 9613 requirements.

Simultaneous Independent Parallel Departures will be conducted from runways 34R & 34C,or 34R & 34L, or 16R & 16L. Pilots must adhere strictly to the published initial climb segments.

Operations of Simultaneous Independent Parallel Departures from parallel runways will be broadcast on Departure ATIS (128.7 MHz) during an active period.

The suspension could be subject to operational needs, or any other conditions that affect the safe conduct of Simultaneous Independent Parallel Approaches to parallel runways or Simultaneous Independent Parallel Departures from parallel runways.

1.7. OTHER INFORMATION

Birds in vicinity of APT.
RWYs 34L, 34C and 34R right-hand circuit.
Use of Apron 13 for long term storage of ACFT and engineering services only.
Helicopter operations limited to RWYs upon arrival and departure except for Military helicopters operating from Apron 12.

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1. GENERAL

1.8. MIGAT AL-IHRAM (IHRAM ZONE) INSTRUCTIONS

All carriers operating flights inbound to Jeddah are requested to announce passengers wishing to perform Hajj or Omrah "we will pass abeam Migat AL-Ihram (Ihram Zone) after 30 minutes from now", and they are requested to repeat the same announcement 5 minutes before passing Migat AL-Ihram:

V172 : ABM Dhu AL Holifah
B544 : ABM Dhu AL Holifah
V44 : ABM Dhu AL Holifah
G782 : ABM That Erg
V42 : ABM Qarn AL Manazil
Q11/L425 : ABM Yalamlam
M999 South : ABM Yalamlam
G660 : ABM Yalamlam
M999 North : ABM AL Johfah

All carriers departing from APTs less than 30 minutes from above points (e.g. Madinah) are to advise their passengers to change into their Ihram before departure.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

Within Jeddah TMA (airspace class C) the speed is limited to MAX 250 KT below 10000 except with explicit clearance by ATC.
For ACFT which cannot maintain MAX 250 KT for technical reasons or flight quality, a higher speed is possible after ATC clearance.

Pilot should expect to be given the following speed restrictions:

- 220 KT on downwind and base leg until intercepting the LOC;
- 180-200 KT by capturing the GS.

When establish on final, unless otherwise instructed by ATC, pilot shall maintain speed 160 KT until 4 NM final. If unable, advise APP ATCO on first contact.
Speed instructions during approach are issued by ATC for safety and efficiency purposes and are to be flown accurately. Pilots should advice immediately if circumstances necessitate change of speed for ACFT performance reasons.
If speed restrictions are not necessary ATC will announce clearly:
"No speed restriction".

2.2. COMMUNICATION FAILURE PROCEDURE

Set transponder to Mode A/C code 7600 as soon as practicable.

2.2.1. FOR RNAV STARs

When arrival clearance has been received, follow the corresponding RCF procedure as given in tables below. When arrival clearance has not been received, follow the appropriate RNAV STAR corresponding to that route thereafter follow the respective RCF procedure as given in tables below.

2.2.1.1. ARRIVAL ROUTE-SPECIFIC RCF PROCEDURES FOR RWY 34L/34C/34R

At the end of the STAR, pilot shall intercept ILS or LOC approach procedure:

ATS Route	STAR Designator	RCF Procedure
B544, L425, M999, Q11	BOUST 2L/2M/2N	Follow BOUST 2L/2M/2N Arrival with all restrictions.
G660, T513	EGMEG 2L/2M/2N	Follow EGMEG 2L/2M/2N Arrival with all restrictions.
M999	MUVOL 2L/1A/2M/1B/2N/1C	Follow MUVOL 2L/1A/2M/1B/2N/1C Arrival with all restrictions.
B544, V172	NOMDA 2L/1A/2M/1B/2N/1C	Follow NOMDA 2L/1A/2M/1B/2N/1C Arrival with all restrictions.
V42	MISAM 2L/1A/2M/1B/2N/1C	Follow MISAM 2L/1A/2M/1B/2N/1C Arrival with all restrictions.
G782, M309, Y121, Z331	VEMEM 2L/1A/2M/1B/2N/1C	Follow VEMEM 2L/1A/2M/1B/2N/1C Arrival with all restrictions.

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2. ARRIVAL

2.2.1.2. ARRIVAL ROUTE-SPECIFIC RCF PROCEDURES FOR RWY 16L/16C/16R

At the end of the STAR, pilot shall intercept ILS or LOC approach procedure:

ATS Route	STAR Designator	RCF Procedure
B544, L425, M999, Q11	BOUST 2S/2T/2R	Follow BOUST 2S/2T/2R Arrival with all restrictions.
G660, T513	EGMEG 2S/2T/2R	Follow EGMEG 2S/2T/2R Arrival with all restrictions.
M999	MUVOL 2S/1D/2T/1E/2R/1F	Follow MUVOL 2S/1D/2T/1E/2R/1F Arrival with all restrictions.
B544, V172	NOMDA 2S/1D/2T/1E/2R/1F	Follow NOMDA 2S/1D/2T/1E/2R/ 1F Arrival with all restrictions.
V42	MISAM 2S/1D/2T/1E/2R/1F	Follow MISAM 2S/1D/2T/1E/2R/1F Arrival with all restrictions.
G782, M309, Y121, Z331	VEMEM 2S/1D/2T/1E/2R/1F	Follow VEMEM 2S/1D/2T/1E/2R/1F Arrival with all restrictions.

2.2.2. ARRIVING ACFT - RADAR VECTORED

ACFT being radar vectored for approach, on experiencing RCF, shall select MODE A/C 7600 and/or maintain last assigned level and heading for 3 minutes after detecting RCF. Then if traffic West of OEJN take a convenient turn to proceed to ULULU Hold. If traffic East of OEJN take a convenient turn to proceed to IMDAP Hold maintaining last assigned level or 7000' whichever is higher.

In the hold, if the last assigned level is higher, descend to 7000' and then leave hold at 7000' to carry out the following:

RWY 34L/34C/34R

- RWY 34L: Follow IMDAP 2L or ULULU 2L with all restrictions.
- RWY 34C: Follow IMDAP 2M or ULULU 2M with all restrictions.
- RWY 34R: Follow IMDAP 2N or ULULU 2N with all restrictions.

RWY 16L/16C/16R

- RWY 16L: Follow IMDAP 2S or ULULU 2S with all restrictions.
- RWY 16C: Follow IMDAP 2T or ULULU 2T with all restrictions.
- RWY 16R: Follow IMDAP 2R or ULULU 2R with all restrictions.

2.2.3. ARRIVING ACFT WITHIN AERODROME TRAFFIC

After landing, pilots are requested to vacate the RWY from RWY end and join the parallel TWY of the vacated RWY and hold position on the nearest intersection TWY and to follow the described procedure in section b. below.
Pilots are requested to contact OEJN TWR supervisor and inform him of the situation to provide a Follow-me vehicle on telephone numbers:
+966 12 685 3805, or +966 12 685 5226.

2.3. RWY OPERATIONS

RWY 34R is preferential arrival RWY in conditions of slack wind (less than 6 KT).

2.4. MINIMUM RWY OCCUPANCY PROCEDURES

Unless otherwise advised by ATC, expect to vacate the RWY via a Rapid Exit TWY (RET).

ATC may advise pilots on final approach of the expected RWY exit point, otherwise pilots can vacate at the closest suitable exit.

This will normally be a RET and pilots must advise ATC as soon as practicable if unable to comply with their instructions.

Pilots are expected to vacate the RWY expeditiously.

Notes:

1. ATC may assign a RWY exit point upon first contact.
2. If an exit is assigned by ATC, pilots are expected to vacate the RWY at the assigned exit point.
3. Pilots must advise ATC if unable to comply for performance reasons.

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2. ARRIVAL

4. ATC may assign a RWY exit point based on the following:
   - ACFT type and performance;
   - Surface wind direction and speed;
   - RWY surface conditions;
   - RWY demand;
   - TWY restrictions;
   - RWY closures;
   - Location of parking stand;
   - Ground flow and complexity;
   - Any other operational requirements.

2.5. TAXI PROCEDURES

Under no circumstances may ACFT enter a stand without guidance from marshallers.
Nose-in guidance at aircraft stands. Color: yellow.
Entering aircraft shall first stop on TWY F and shut down all engines before towed into the non-standard stands.
Parking stands on apron 9 numbering (from North to South): 1, 2, 3, 4, 5, 6 wait for parking instructions and marshaller before entering stand.
Entry to stands 11-06L and 11-06 from TWY GE is not permitted. All ACFT must utilize TWY F to access stands 11-06L and 11-06.

2.6. OTHER INFORMATION

Exercise extreme care in selecting correct ILS for assigned RWY as more than one ILS will be OPR simultaneously.

3. DEPARTURE

3.1. COMMUNICATION FAILURE PROCEDURE

Set transponder to Mode A/C code 7600 as soon as practicable.

3.1.1. FOR RNAV SID

Continue on assigned SID climbing to/or maintaining cleared level, or 6000', whichever is higher.

After 3 minutes from setting Mode A/C code 7600 or reaching 6000' or cleared flight level (if higher than 6000') whichever is later, follow SID with all restrictions.

Following SID at exit point, when established on ATS route, climb to flight planned level.

3.1.2. DEPARTURES INTENDING TO LAND BACK AT OEJN

Any departing ACFT experiencing RCF after departure and intending to land back at OEJN/King Abdulaziz International APT:

- Continue assigned SID or heading, climbing to/or maintaining cleared level or 7000' or minimum flight altitude, whichever is higher.
- If required to burn fuel remain in the hold.
- After 3 minutes from setting Mode A/C code 7600 or reaching 7000' or cleared flight level (if higher than 7000') or minimum flight altitude, whichever is later, then follow procedure described in 2.2.2.

3.1.3. DEPARTING ACFT WITHIN AERODROME TRAFFIC

While on a TWY, pilots are requested to hold position on the nearest intersection and to follow the described procedure in section c below.

While on a RWY, pilots are requested to vacate the RWY from RWY end and join the parallel TWY of the vacated RWY and hold position on the nearest intersection TWY and to follow the described procedure in section c below.

Pilots are requested to contact OEJN TWR supervisor and inform him of the situation to provide a Follow-me vehicle on telephone numbers:
+966 12 685 3805, or +966 12 685 5226.

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3. DEPARTURE

3.2. START-UP AND PUSH-BACK PROCEDURES

3.2.1. START-UP

In the non-standard parking, engine start up and running of engine at idle power for maintenance purposes are prohibited.

ACFT parked at any of the stands from 6-11 thru 6-26 on apron 6 are permitted to start up engines.

ACFT with inoperative APU may start one engine at idle power.

The ACFT operator shall guard the service road behind the ACFT until push back is completed.

ACFT parked at any of the stands from 6-1 thru 6-10 on apron 6 not to start engine until been pushed back.

Engine start and run-up not permitted except:

On apron 9 - Saudia MD-11 engine No.2 only.

On apron 6 and 9 - ACFT with inoperative APU will start up with one engine at idle power, and the ACFT operator shall guard the service road behind the ACFT until push-back is completed.

No start-up or running of engine allowed on apron 13.

Regarding apron operations at OEJN, an Acft engine shall not be started on Acft stands unless the Acft has a faulty APU and requires an air start or for maintenance purposes, except where noted otherwise. In such cases the Acft is permitted to start one engine only, Acft are not permitted to start engine 2 via cross bleed until pushed back on the Twy. All engine start-up are the responsibility of the Acft operator and require prior approval from ATC and the Acft operator has to inform Apt operations.

3.2.2. PUSH-BACK AND TOWING

Flight crew shall request push-back approval only when immediately ready.

Any delay in the commencement of push-back shall be notified to ATC.

Pushback procedure for 11-11 and 11-11L: the Acft will be pushed back and towed to 11-10L, after which the engine can be started.

The pushback of Code F Acft from stands 11-05 and 11-06 must be performed facing south in order to clear Twy GE.

3.3. NOISE ABATEMENT PROCEDURES

Departure from RWY 34L.

Jet ACFT shall normally not be allowed to turn further left than JDW R-310 until at least D5 JDW unless:

- ATC requirements necessitate such a turn or
- ACFT are making VFR circuits.

3.4. TAXI PROCEDURES

ACFT parked on apron 9 must first push-back onto TWY F, then start up engines.

ACFT parked on apron 11 must first push-back onto TWY F, then start up engines.

3.5. RWY OPERATIONS

RWY 34C is the preferential departure RWY in conditions of slack wind (less than 6 KT).

3.6. MINIMUM RWY OCCUPANCY PROCEDURES

On receipt of the line-up clearance, pilots shall taxi into position expeditiously.

If pilots require more separation that the WTS time-based standard or extra time for any other reason, advise ATC early PRIOR to entering RWY, NOT when on the RWY. When informed, ATC may be able to make changes in the departure sequence, if necessary, to minimize delays to other succeeding departures.

Cockpit checks shall be completed prior to line-up, any checks requiring completion whilst on the RWY should be kept to the minimum required. Pilots should ensure that they are able to commence the take-off roll immediately when take-off clearance is issued.

Once ATC issues a take-off clearance, if there is any unreasonable delay in the ACFT commencing the take-off roll, ATC may cancel the take-off clearance and reposition the ACFT in the departure sequence.

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3. DEPARTURE

When cleared for take-off, ATC will expect and will have planned on seeing movement within 8 to 10 seconds of the take-off clearance being issued.

Note: Pilots that cannot comply with these requirements are to notify ATC as soon as possible.

Conditional Line-up Clearance

On receipt of a line-up clearance pilots shall ensure, complying with safety and standard operating procedures, that they are able to line-up on the RWY as soon as the preceding ACFT has commenced take-off roll. Pilots must be aware that there may be a blast hazard as the ACFT on the RWY applies power.

Pilots in receipt of a conditional clearance shall not cross an illuminated stop bar until it has been switched-off by ATC

Pilots are to fully comply with assigned speeds, particularly on final approach, and to minimize RWY occupancy time. When crews are unable to maintain any assigned speeds, they must inform ATC as soon as possible.

3.7. SPEED RESTRICTION

Within Jeddah TMA (airspace class C) the speed is limited to MAX 250 KT below 10000' except with explicit clearance by ATC.

For ACFT which cannot maintain MAX 250 KT for technical reasons or flight quality, a higher speed is possible after ATC clearance.

3.8. CONTINUOUS CLIMB & CONTINUOUS DESCENT OPERATIONS

Continuous climb operations (CCO) are authorized for SID RNAV RWY 34C BOMOX 2W and SID RNAV RWY 34C MIGDA 2W, all level restrictions on the previous SIDs maybe conserve between 00:00 and 06:00 UTC. Subject to ATC decision.

Continuous descent operations (CDO) are authorized for STAR RNAV RWY 34R BOSUT 2N and STAR RNAV RWY 34L EGMEG 2L, the previous STARs maybe applied between 00:00 and 06:00 UTC. Subject to ATC decision.

3.9. OTHER INFORMATION

If unable to comply with the SID, expect to maintain RWY heading to 5000' AMSL, RADAR vector will be provided passing 2500'; pilot shall maintain a climb gradient of 4.87% until 1100'.

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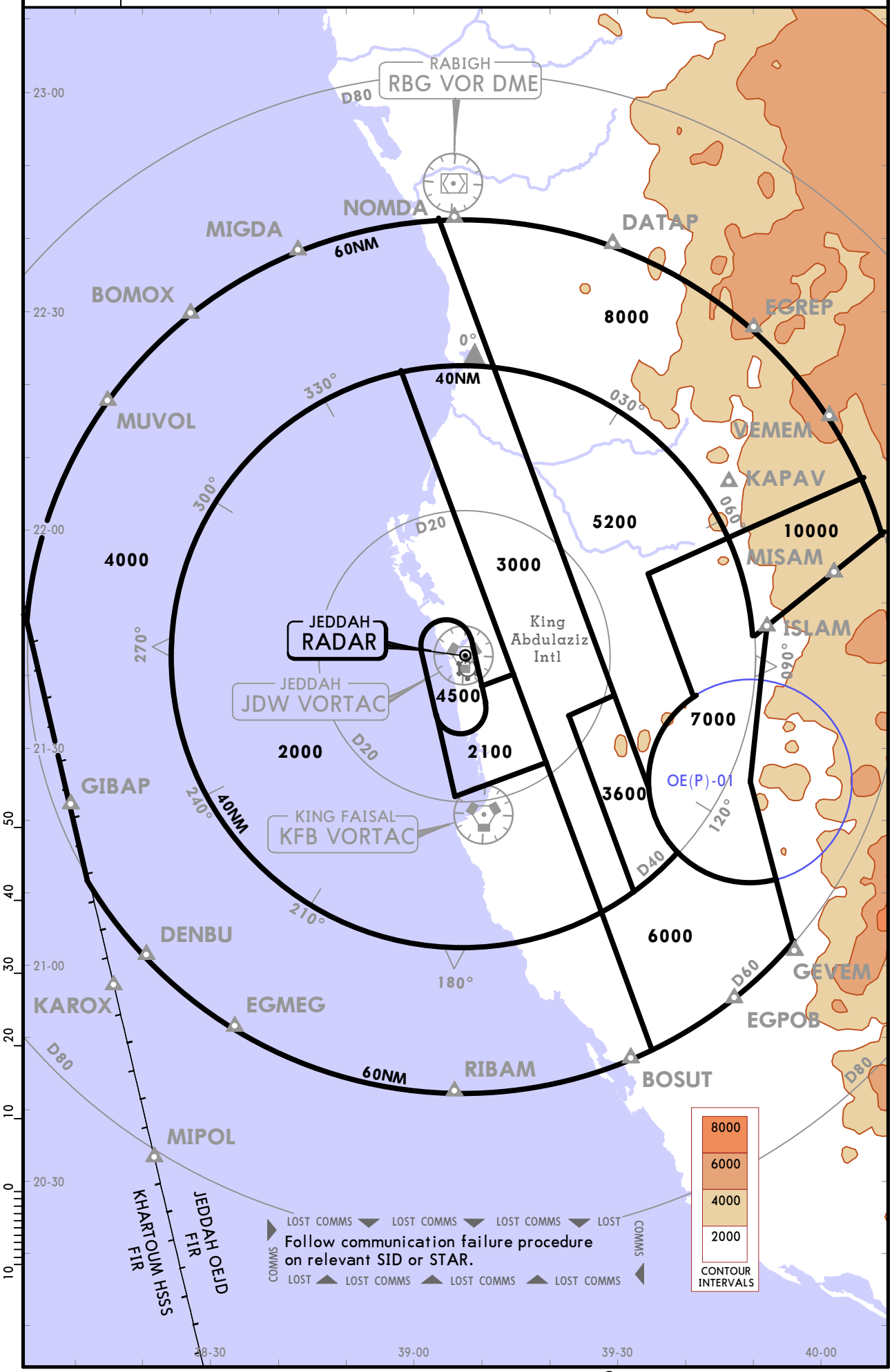
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OEJN/JED
KING ABDULAZIZ INTL

JEPPESEN
19 DEC 25 10-1R Eff 25 Dec

JEDDAH, SAUDI ~~ARABIA~~
RADAR MINIMUM ALTITUDES

Apt Elev	
50	Alt Set: hPa Trans level: FL150 Trans alt: 13000 This chart may only be used for cross-checking of altitudes assigned while under radar control.



CHANGES: Radar minimum sectors revised.

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JEDDAH, SAUDI ARABIA

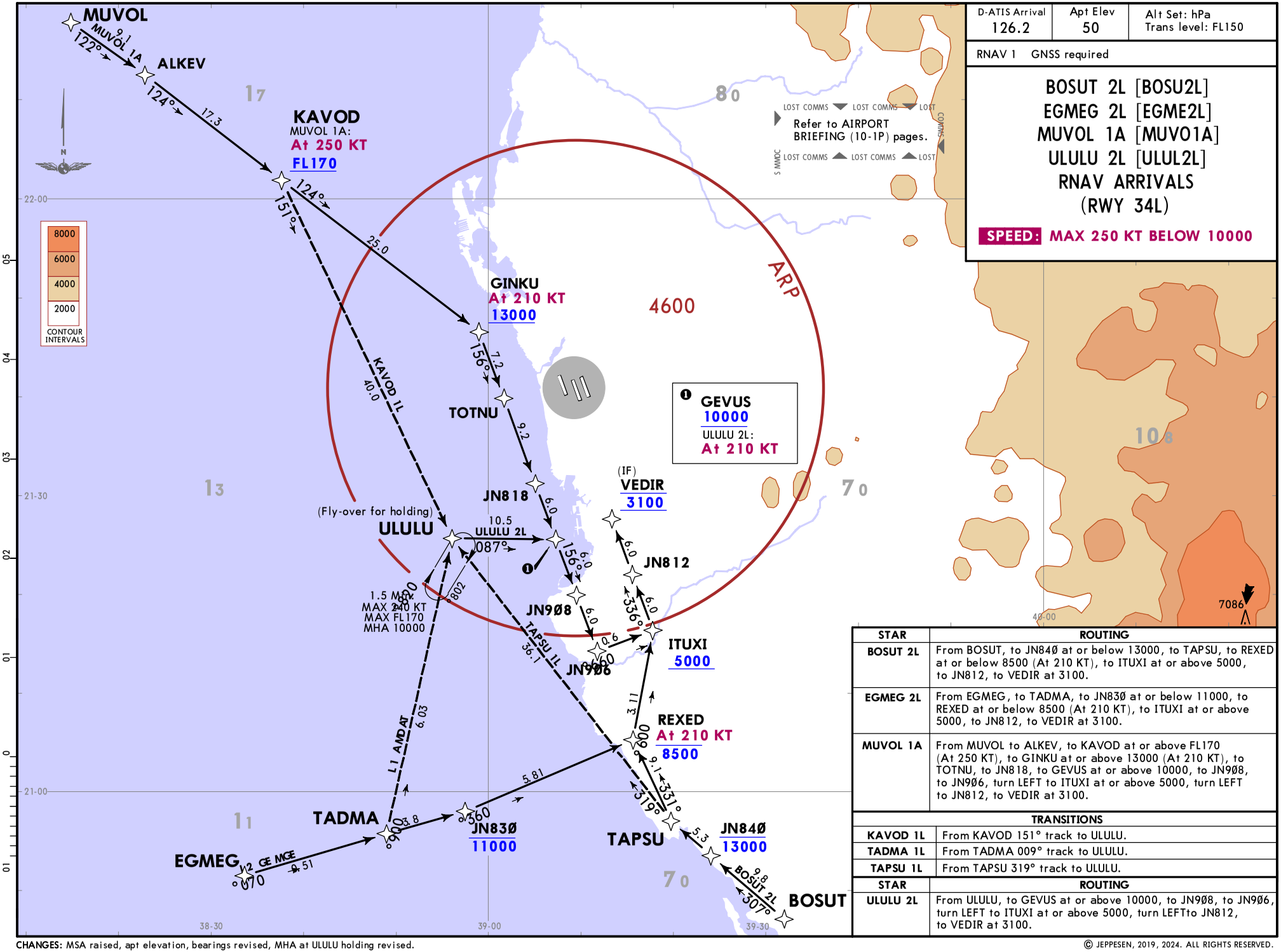
RNAV STAR

D-ATIS Arrival	Apt Elev	Alt Set: hPa
126.2	50	Trans level: FL150

RNAV 1 GNSS required

BOSUT 2L [BOSU2L]
EGMEG 2L [EGME2L]
MUVOL 1A [MUVO1A]
ULULU 2L [ULUL2L]
RNAV ARRIVALS
(RWY 34L)

SPEED: MAX 250 KT BELOW 10000



STAR	ROUTING
BOSUT 2L	From BOSUT, to JN84Ø at or below 13000, to TAPSU, to REXED at or below 8500 (At 210 KT), to ITUXI at or above 5000, to JN812, to VEDIR at 3100.
EGMEG 2L	From EGMEG, to TADMA, to JN83Ø at or below 11000, to REXED at or below 8500 (At 210 KT), to ITUXI at or above 5000, to JN812, to VEDIR at 3100.
MUVOL 1A	From MUVOL to ALKEV, to KAVOD at or above FL170 (At 250 KT), to GINKU at or above 13000 (At 210 KT), to TOTNU, to JN818, to GEVUS at or above 10000, to JN9Ø8, to JN9Ø6, turn LEFT to ITUXI at or above 5000, turn LEFT to JN812, to VEDIR at 3100.

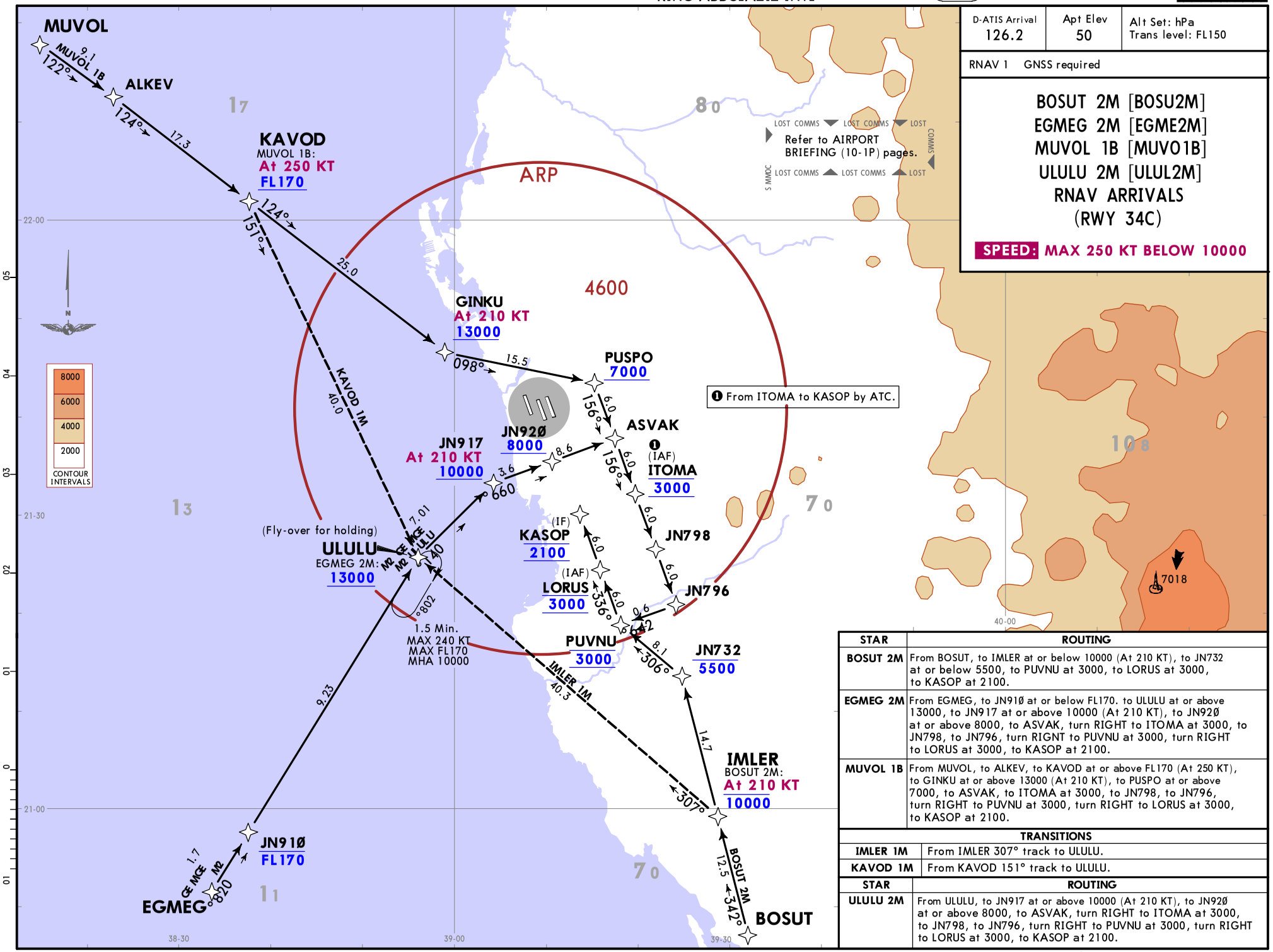
TRANSITIONS	
KAVOD 1L	From KAVOD 151° track to ULULU.
TADMA 1L	From TADMA 009° track to ULULU.
TAPSU 1L	From TAPSU 319° track to ULULU.

STAR	ROUTING
ULULU 2L	From ULULU, to GEVUS at or above 10000, to JN9Ø8, to JN9Ø6, turn LEFT to ITUXI at or above 5000, turn LEFTto JN812, to VEDIR at 3100.

CHANGES: MSA raised, apt elevation, bearings revised, MHA at ULULU holding revised.

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D-ATIS Arrival	Apt Elev	Alt Set: hPa
126.2	50	Trans level: FL150

RNAV 1 GNSS required

BOSUT 2M [BOSU2M]
EGMEG 2M [EGME2M]
MUVOL 1B [MUVO1B]
ULULU 2M [ULUL2M]
RNAV ARRIVALS
(RWY 34C)

SPEED: MAX 250 KT BELOW 10000

STAR	ROUTING
BOSUT 2M	From BOSUT, to IMLER at or below 10000 (At 210 KT), to JN732 at or below 5500, to PUVNU at 3000, to LORUS at 3000, to KASOP at 2100.
EGMEG 2M	From EGMEG, to JN910 at or below FL170. to ULULU at or above 13000, to JN917 at or above 10000 (At 210 KT), to JN920 at or above 8000, to ASVAK, turn RIGHT to ITOMA at 3000, to JN798, to JN796, turn RIGNT to PUVNU at 3000, turn RIGHT to LORUS at 3000, to KASOP at 2100.
MUVOL 1B	From MUVOL, to ALKEV, to KAVOD at or above FL170 (At 250 KT), to GINKU at or above 13000 (At 210 KT), to PUSPO at or above 7000, to ASVAK, to ITOMA at 3000, to JN798, to JN796, turn RIGHT to PUVNU at 3000, turn RIGHT to LORUS at 3000, to KASOP at 2100.

TRANSITIONS	
IMLER 1M	From IMLER 307° track to ULULU.
KAVOD 1M	From KAVOD 151° track to ULULU.

STAR	ROUTING
ULULU 2M	From ULULU, to JN917 at or above 10000 (At 210 KT), to JN920 at or above 8000, to ASVAK, turn RIGHT to ITOMA at 3000, to JN798, to JN796, turn RIGHT to PUVNU at 3000, turn RIGHT to LORUS at 3000, to KASOP at 2100.

CHANGES: MSA raised, apt elevation, bearing revised, waypoint renamed LORUS, MHA at ULULU holding revised.

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JEDDAH, SAUDI ARABIA

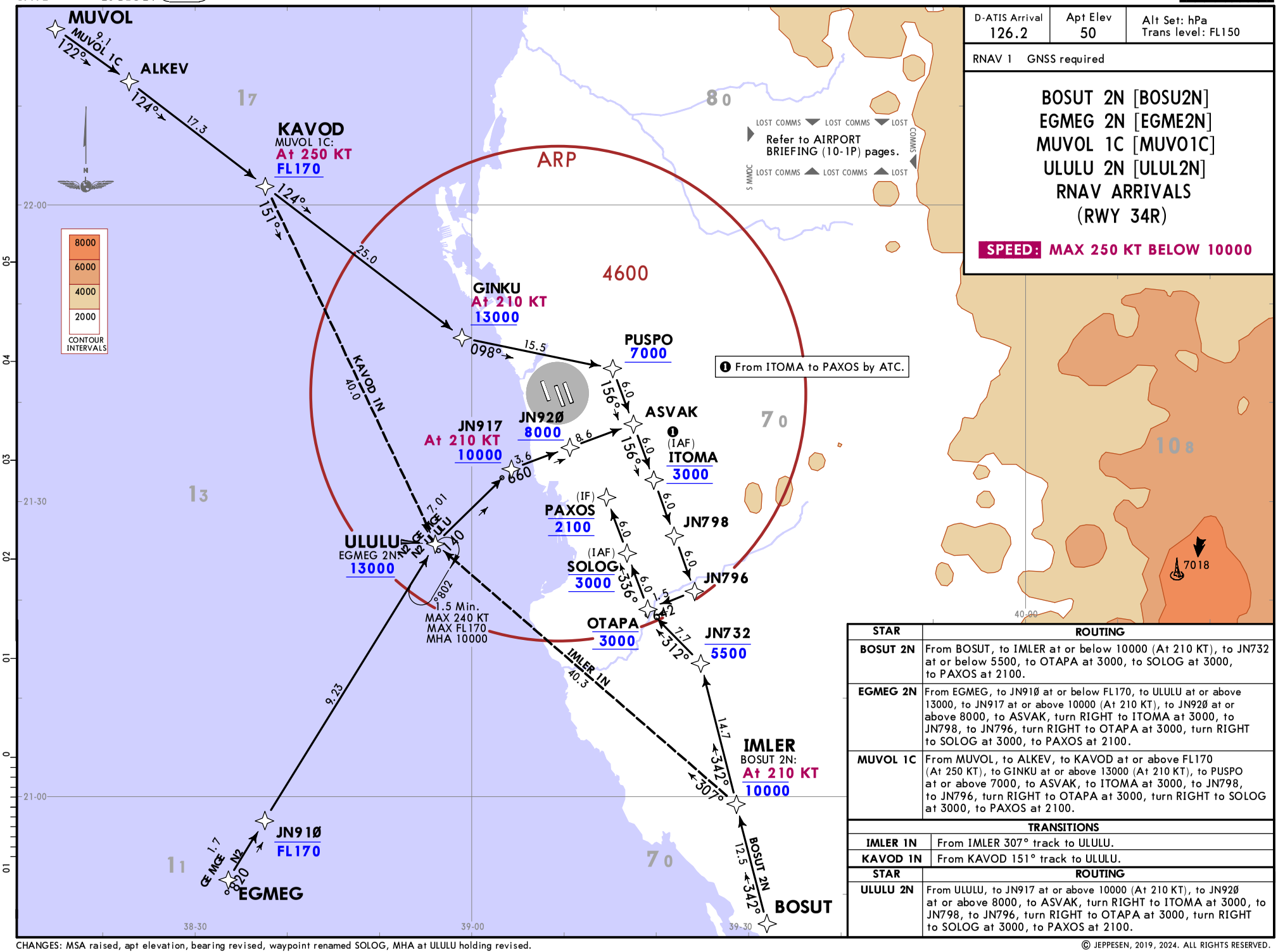
RNAV STAR

D-ATIS Arrival	Apt Elev	Alt Set: hPa Trans level: FL150
126.2	50	

RNAV 1 GNSS required

BOSUT 2N [BOSU2N]
EGMEG 2N [EGME2N]
MUVOL 1C [MUVO1C]
ULULU 2N [ULUL2N]
RNAV ARRIVALS
(RWY 34R)

SPEED: MAX 250 KT BELOW 10000



STAR	ROUTING
BOSUT 2N	From BOSUT, to IMLER at or below 10000 (At 210 KT), to JN732 at or below 5500, to OTAPA at 3000, to SOLOG at 3000, to PAXOS at 2100.
EGMEG 2N	From EGMEG, to JN910 at or below FL170, to ULULU at or above 13000, to JN917 at or above 10000 (At 210 KT), to JN920 at or above 8000, to ASVAK, turn RIGHT to ITOMA at 3000, to JN798, to JN796, turn RIGHT to OTAPA at 3000, turn RIGHT to SOLOG at 3000, to PAXOS at 2100.
MUVOL 1C	From MUVOL, to ALKEV, to KAVOD at or above FL170 (At 250 KT), to GINKU at or above 13000 (At 210 KT), to PUSPO at or above 7000, to ASVAK, to ITOMA at 3000, to JN798, to JN796, turn RIGHT to OTAPA at 3000, turn RIGHT to SOLOG at 3000, to PAXOS at 2100.

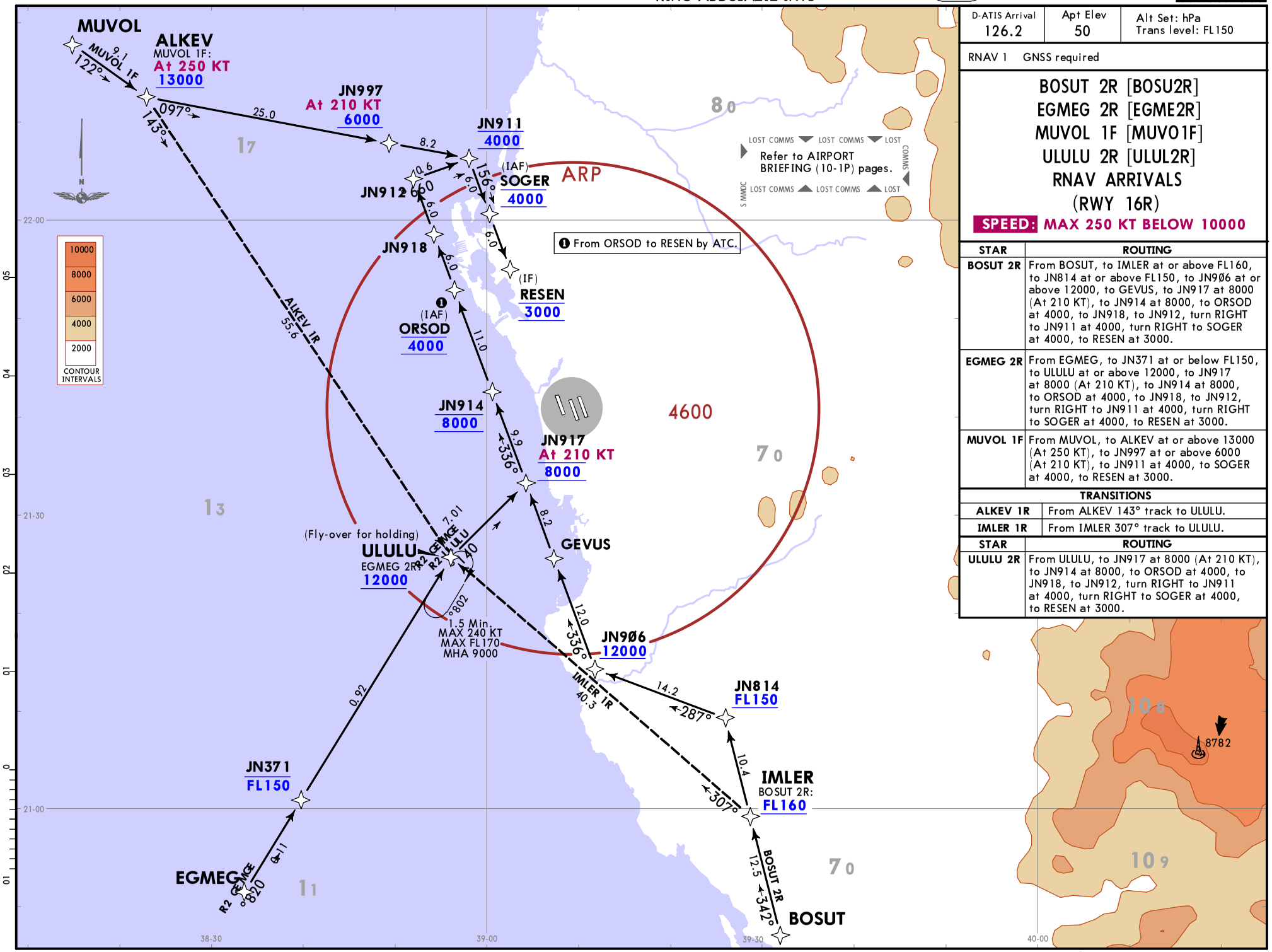
TRANSITIONS	
IMLER 1N	From IMLER 307° track to ULULU.
KAVOD 1N	From KAVOD 151° track to ULULU.

STAR	ROUTING
ULULU 2N	From ULULU, to JN917 at or above 10000 (At 210 KT), to JN920 at or above 8000, to ASVAK, turn RIGHT to ITOMA at 3000, to JN798, to JN796, turn RIGHT to OTAPA at 3000, turn RIGHT to SOLOG at 3000, to PAXOS at 2100.

CHANGES: MSA raised, apt elevation, bearing revised, waypoint renamed SOLOG, MHA at ULULU holding revised.

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D-ATIS Arrival	Apt Elev	Alt Set: hPa
126.2	50	Trans level: FL150

RNAV 1 GNSS required

BOSUT 2R [BOSU2R]
EGMEG 2R [EGME2R]
MUVOL 1F [MUVO1F]
ULULU 2R [ULUL2R]
RNAV ARRIVALS
(RWY 16R)

SPEED: MAX 250 KT BELOW 10000

STAR	ROUTING
BOSUT 2R	From BOSUT, to IMLER at or above FL160, to JN814 at or above FL150, to JN906 at or above 12000, to GEVUS, to JN917 at 8000 (At 210 KT), to JN914 at 8000, to ORSOD at 4000, to JN918, to JN912, turn RIGHT to JN911 at 4000, turn RIGHT to SOGER at 4000, to RESEN at 3000.
EGMEG 2R	From EGMEG, to JN371 at or below FL150, to ULULU at or above 12000, to JN917 at 8000 (At 210 KT), to JN914 at 8000, to ORSOD at 4000, to JN918, to JN912, turn RIGHT to JN911 at 4000, turn RIGHT to SOGER at 4000, to RESEN at 3000.
MUVOL 1F	From MUVOL, to ALKEV at or above 13000 (At 250 KT), to JN997 at or above 6000 (At 210 KT), to JN911 at 4000, to SOGER at 4000, to RESEN at 3000.

TRANSITIONS	
ALKEV 1R	From ALKEV 143° track to ULULU.
IMLER 1R	From IMLER 307° track to ULULU.

STAR	ROUTING
ULULU 2R	From ULULU, to JN917 at 8000 (At 210 KT), to JN914 at 8000, to ORSOD at 4000, to JN918, to JN912, turn RIGHT to JN911 at 4000, turn RIGHT to SOGER at 4000, to RESEN at 3000.

CHANGES: MSA raised, apt elevation, bearing revised, waypoints renamed ORSOD & SOGER, MHA at ULULU holding revised.

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JEDDAH, SAUDI ARABIA

RNAV STAR

D-ATIS Arrival	Apt Elev	Alt Set: hPa Trans level: FL150
126.2	50	

RNAV 1 GNSS required

BOSUT 2S [BOSU2S]
EGMEG 2S [EGME2S]
MUVOL 1D [MUVO1D]
ULULU 2S [ULUL2S]
RNAV ARRIVALS
(RWY 16L)

SPEED: MAX 250 KT BELOW 10000

STAR	ROUTING
BOSUT 2S	From BOSUT, to IMLER at or above FL160 (At 250 KT), to JN814 at or above FL150, to JN9Ø4 at or above 11000, to ITOMA at or above 8000 (At 210 KT), to PUSPO at 8000, to UMADU at 3000, to JN8Ø1, to NIVGO, turn LEFT to ORMIX at 3000, turn LEFT to LOXON at 3000 to ORKOK at 2000.
EGMEG 2S	From EGMEG, to JN371 at or below FL150 (At 250 KT), to ULULU at or above 12000, to JN917 at or above 9000 (At 210 KT), to PUSPO at 8000, to UMADU at 3000, to JN8Ø1, to NIVGO, turn LEFT to ORMIX at 3000, turn LEFT to LOXON at 3000, to ORKOK at 2000.
MUVOL 1D	From MUVOL, to ALKEV at or above 13000 (At 250 KT), to JN997 at or below 5000 (At 210 KT), to ORMIX at 3000, to LOXON at 3000, to ORKOK at 2000.

TRANSITIONS	
ALKEV 1S	From ALKEV 143° track to ULULU.
IMLER 1S	From IMLER 307° track to ULULU.

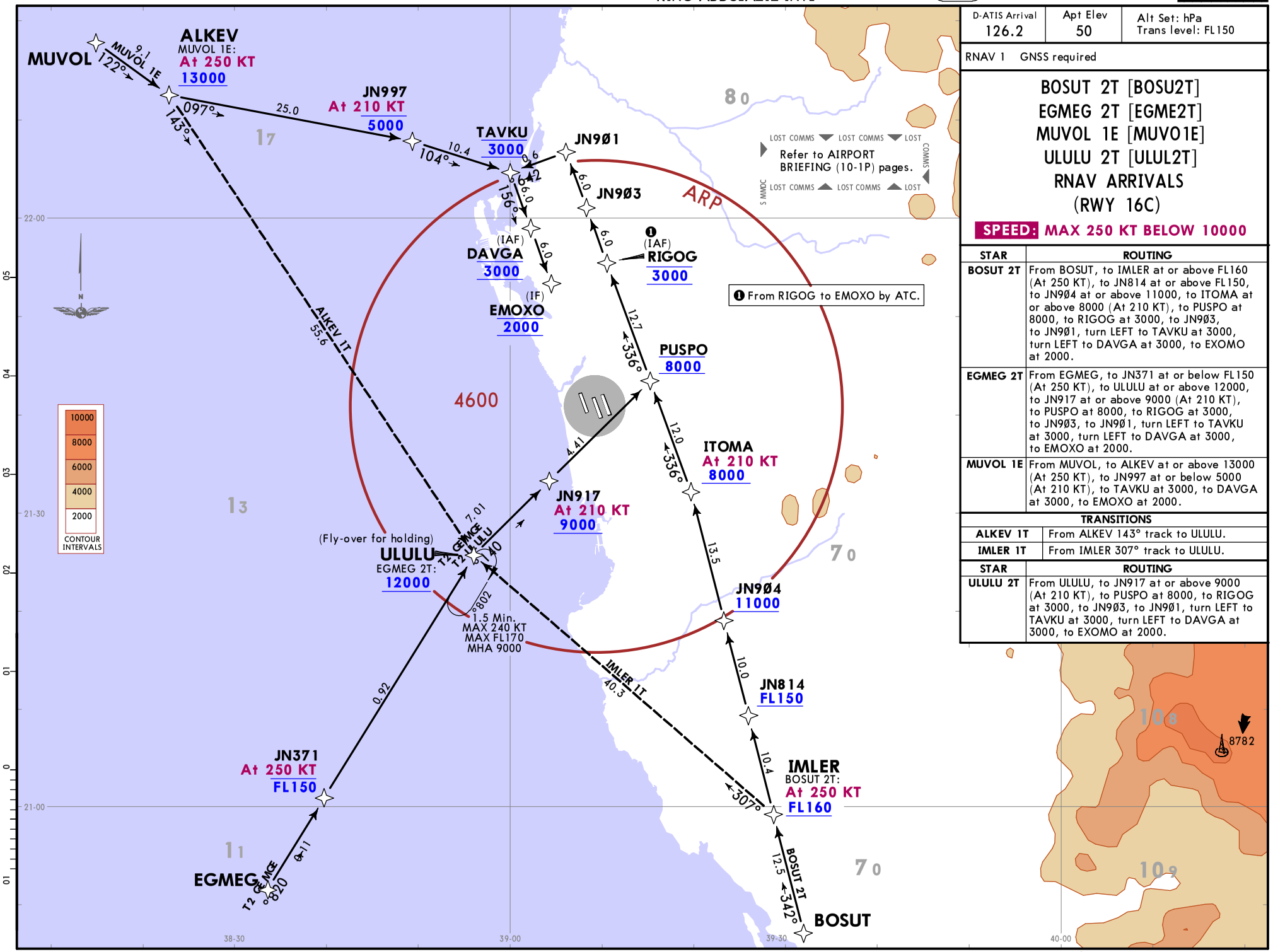
STAR	ROUTING
ULULU 2S	From ULULU, to JN917 at or above 9000 (At 210 KT), to PUSPO at 8000, to UMADU at 3000, to JN8Ø1, to NIVGO, turn LEFT to ORMIX at 3000, turn LEFT to LOXON at 3000, to ORKOK at 2000.

MUVOL
MUVOL 1D 9.1 122°
ALKEV
MUVOL 1D:
At 250 KT
13000
097° 25.0
143°
JN997
At 210 KT
5000
105° 11.8
ORMIX
3000
NIVGO
156° 6.0
JN8Ø1
6.0
(IAF)
LOXON
3000
6.0
(IF)
ORKOK
2000
(IAF)
UMADU
3000
6.0
11.7
336°
PUSPO
8000
12.0
336°
ITOMA
At 210 KT
8000
13.5
JN9Ø4
11000
10.0
JN814
FL150
10.4
IMLER
BOSUT 2S:
At 250 KT
FL160
307°
BOSUT
12.5 342°
BOSUT 2S
40.3
IMLER 1S
ALKEV 1S
55.6
4.41
JN917
At 210 KT
9000
7.01
S2 EGMEGULULU
140
(Fly-over for holding)
ULULU
EGMEG 2S:
12000
802°
1.5 Min.
MAX 240 KT
MAX FL170
MHA 9000
0.92
JN371
At 250 KT
FL150
S2 EGMEGULULU
820°
6.11
EGMEG
ARP
From UMADU to ORKOK by ATC.
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS
S MMOC
10000
8000
6000
4000
2000
CONTOUR INTERVALS
8782'
22-00
21-30
21-00
38-30
39-00
39-30
40-00

CHANGES: MSA raised, apt elevation, bearings revised, waypoint renamed LOXON, MHA at ULULU holding revised.

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D-ATIS Arrival	Apt Elev	Alt Set: hPa Trans level: FL150
126.2	50	

RNAV 1 GNSS required

BOSUT 2T [BOSU2T]
EGMEG 2T [EGME2T]
MUVOL 1E [MUVO1E]
ULULU 2T [ULUL2T]
RNAV ARRIVALS
(RWY 16C)

SPEED: MAX 250 KT BELOW 10000

STAR	ROUTING
BOSUT 2T	From BOSUT, to IMLER at or above FL160 (At 250 KT), to JN814 at or above FL150, to JN904 at or above 11000, to ITOMA at or above 8000 (At 210 KT), to PUSPO at 8000, to RIGOG at 3000, to JN903, to JN901, turn LEFT to TAVKU at 3000, turn LEFT to DAVGA at 3000, to EXOMO at 2000.
EGMEG 2T	From EGMEG, to JN371 at or below FL150 (At 250 KT), to ULULU at or above 12000, to JN917 at or above 9000 (At 210 KT), to PUSPO at 8000, to RIGOG at 3000, to JN903, to JN901, turn LEFT to TAVKU at 3000, turn LEFT to DAVGA at 3000, to EMOXO at 2000.
MUVOL 1E	From MUVOL, to ALKEV at or above 13000 (At 250 KT), to JN997 at or below 5000 (At 210 KT), to TAVKU at 3000, to DAVGA at 3000, to EMOXO at 2000.

TRANSITIONS	
ALKEV 1T	From ALKEV 143° track to ULULU.
IMLER 1T	From IMLER 307° track to ULULU.

STAR	ROUTING
ULULU 2T	From ULULU, to JN917 at or above 9000 (At 210 KT), to PUSPO at 8000, to RIGOG at 3000, to JN903, to JN901, turn LEFT to TAVKU at 3000, turn LEFT to DAVGA at 3000, to EXOMO at 2000.

CHANGES: MSA raised, apt elevation, bearings revised, waypoint renamed DAVGA, MHA at ULULU holding revised.

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D-ATIS Arrival	Apt Elev	Alt Set: hPa
126.2	50	Trans level: FL150

RNAV 1 GNSS required

IMDAP 2L [IMDA2L]
MISAM 1A [MISA1A]
NOMDA 1A [NOMD1A]
VEMEM 1A [VEME1A]
RNAV ARRIVALS
(RWY 34L)

SPEED: MAX 250 KT BELOW 10000

CHANGES: MSA raised, apt elevation, bearings revised, MHA at IMDAP holding revised.

NOMDA
174°
12.1
NOMDA 1A
LOPAV
NOMDA 1A:
At 250 KT
FL170
176°
144°
25.0
LOPAV 1L
40.5
NIVGO
FL150
196°
20.3
LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.
(Fly-over for holding)
IMDAP
MISAM 1A:
FL150
VEMEM 1A:
FL150
MAX 240 KT
MAX FL170
MHA 13000
IMDAP 2L
MISAM 1A
VEMEM 1A
17.3
241°
053°
25.0
RABTU
At 250 KT
FL170
VEMEM 1A
10.0
233°
VEMEM
6000
4000
2000
CONTOUR INTERVALS
274°
5.2
MISAM 1A
253°
MISAM
RABEP
At 230 KT
FL150
5752
GINKU
At 210 KT
13000
225°
14.0
OBTUG
At 210 KT
13000
156°
7.2
TOTNU
156°
9.2
4600
JN818
6.0
GEVUS
10000
6.0
JN9Ø8
6.0
ARP
6.0
JN9Ø6
066°
6.0
ITUXI
5000
(IF)
VEDIR
3100
6.0
JN812
336°
6.0

TRANSITION	
LOPAV 1L	From LOPAV 144° track to IMDAP.
STAR	**ROUTING**
IMDAP 2L	From IMDAP, to OBTUG at or above 13000 (At 210 KT), to TOTNU, to JN818, to GEVUS at or above 10000, to JN9Ø8, to JN9Ø6, turn LEFT to ITUXI at or above 5000, turn LEFT to JN812, to VEDIR at 3100.
MISAM 1A	From MISAM, to RABEP at FL150 (At 230 KT), to IMDAP at FL150, to OBTUG at or above 13000 (At 210 KT), to TOTNU, to JN818, to GEVUS at or above 10000, to JN9Ø8, to JN9Ø6, turn LEFT to ITUXI at or above 5000, turn LEFT to JN812, to VEDIR at 3100.
NOMDA 1A	From NOMDA, to LOPAV at or above FL170 (At 250 KT), to NIVGO at or above FL150, to GINKU at or above 13000 (At 210 KT), to TOTNU, to JN818, to GEVUS at or above 10000, to JN9Ø8, to JN9Ø6, turn LEFT to ITUXI at or above 5000, turn LEFT to JN812, to VEDIR at 3100.
VEMEM 1A	From VEMEM, to RABTU at or above FL170 (At 250 KT), to IMDAP at or above FL150, to OBTUG at or above 13000 (At 210 KT), to TOTNU, to JN818, to GEVUS at or above 10000, to JN9Ø8, to JN9Ø6, turn LEFT to ITUXI at or above 5000, turn LEFT to JN812, to VEDIR at 3100.

SPEED: MAX 250 KT BELOW 10000

IMDAP 2L [IMDA2L]
MISAM 1A [MISA1A]
NOMDA 1A [NOMD1A]
VEMEM 1A [VEME1A]
RNAV ARRIVALS
(RWY 34L)

JEDDAH, SAUDI ARABIA
RNAV STAR

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CHANGES: MSA raised, apt elevation, bearings revised, waypoint renamed LORUS, MHA at IMDAP holding revised.

D-ATIS Arrival	Apt Elev	Alt Set: hPa
126.2	50	Trans level: FL150

RNAV 1 GNSS required

IMDAP 2M [IMDA2M]
MISAM 1B [MISA1B]
NOMDA 1B [NOMD1B]
VEMEM 1B [VEME1B]
RNAV ARRIVALS
(RWY 34C)

SPEED: MAX 250 KT BELOW 10000

NOMDA

174° 12.1 NOMDA 1B

LOPAV
NOMDA 1B:
At 250 KT
FL170

144° 76° 25.0

LOPAV 1M 40.5

LOST COMMS Refer to AIRPORT BRIEFING (10-1P) pages. LOST COMMS

NIVGO
FL150

156° 17.7

(Fly-over for holding)
IMDAP
MISAM 1B:
FL150
VEMEM 1B:
FL150

MAX 240 KT
MAX FL170
MHA 9000

IMDAP 2M
MISAM 1B
VEMEM 1B
17.3

241° 053°

25.0

RABTU
At 250 KT
FL170

VEMEM 1B 233° 10.0

VEMEM

25.0

274° 5.2 MISAM 1B 253°

MISAM

RABEP
At 230 KT
FL150

OBTUG
At 210 KT
9000

156° 6.0

From ITOMA to KASOP by ATC.

PUSPO
7000

6.0

ASVAK

6.0

(IAF)
ITOMA
3000

6.0

JN798

6.0

JN796

6.0 246°

PUVNU
3000

6.0 336°

(IF)
KASOP
2100

6.0

(IAF)
LORUS
3000

6.0

ARP

4600

5752

TRANSITION	
LOPAV 1M	From LOPAV 144° track to IMDAP.

STAR	ROUTING
IMDAP 2M	From IMDAP, to OBTUG at or above 9000 (At 210 KT), turn LEFT to PUSPO at or above 7000, to ASVAK, to ITOMA at 3000, to JN798, to JN796, turn RIGHT to PUVNU at 3000, turn RIGHT to LORUS at 3000, to KASOP at 2100.
MISAM 1B	From MISAM, to RABEP at FL150 (At 230 KT), to IMDAP at FL150, to OBTUG at or above 9000 (At 210 KT), turn LEFT to PUSPO at or above 7000, to ASVAK, to ITOMA at 3000 to JN798, to JN796, turn RIGHT to PUVNU at 3000, turn RIGHT to LORUS at 3000, to KASOP at 2100.
NOMDA 1B	From NOMDA, to LOPAV at or above FL170 (At 250 KT), to NIVGO at or above FL150, to OBTUG at or above 9000 (At 210 KT), to PUSPO at or above 7000, to ASVAK, to ITOMA at 3000 to JN798, to JN796, turn RIGHT to PUVNU at 3000, turn RIGHT to LORUS at 3000, to KASOP at 2100.
VEMEM 1B	From VEMEM, to RABTU at or above FL170 (At 250 KT), to IMDAP at or above FL150, to OBTUG at or above 9000 (At 210 KT), turn LEFT to PUSPO at or above 7000, to ASVAK, to ITOMA at 3000 to JN798, to JN796, turn RIGHT to PUVNU at 3000, turn RIGHT to LORUS at 3000, to KASOP at 2100.

IMDAP 2M [IMDA2M]
MISAM 1B [MISA1B]
NOMDA 1B [NOMD1B]
VEMEM 1B [VEME1B]
RNAV ARRIVALS
(RWY 34C)

SPEED: MAX 250 KT BELOW 10000

OEJN/JED
KING ABDULAZIZ INTL
JEDDAH, SAUDI ARABIA

20 DEC 24 (10-2E2) Eff 26 Dec

JEPPESEN
RNAV STAR

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D-ATIS Arrival	Apt Elev	Alt Set: hPa
126.2	50	Trans level: FL150

RNAV 1 GNSS required

IMDAP 2N [IMDA2N]
MISAM 1C [MISA1C]
NOMDA 1C [NOMD1C]
VEMEM 1C [VEME1C]
RNAV ARRIVALS
(RWY 34R)

SPEED: MAX 250 KT BELOW 10000

NOMDA
174°
12.1
NOMDA 1C
LOPAV
NOMDA 1C:
At 250 KT
FL170
144°
176°
25.0
LOPAV 1N
40.5
NIVGO
FL150
156°
17.7
LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.
VEMEM
VEMEM 1C
233°
10.0
RABTU
At 250 KT
FL170
(Fly-over for holding)
IMDAP
MISAM 1C:
FL150
VEMEM 1C:
FL150
25.0
MAX 240 KT
MAX FL170
MHA 9000
IMDAP 2N
MISAM 1C
VEMEM 1C
17.3
241°
053°
25.0
274°
5.2
MISAM 1C
253°
MISAM
RABEP
At 230 KT
FL150
OBTUG
At 210 KT
9000
156°
6.0
PUSPO
7000
6.0
ASVAK
6.0
(IAF)
ITOMA
3000
6.0
JN798
6.0
JN796
5.1
246°
(IAF)
SOLOG
3000
6.0
336°
(IF)
PAXOS
2100
6.0
OTAPA
3000
4600
ARP
5752
6000
4000
2000
CONTOUR INTERVALS

TRANSITION	
LOPAV 1N	From LOPAV 144° track to IMDAP.

STAR	ROUTING
IMDAP 2N	From IMDAP, to OBTUG at or above 9000 (At 210 KT), turn LEFT to PUSPO at or above 7000, to ASVAK, to ITOMA at 3000, to JN798, to JN796, turn RIGHT to OTAPA at 3000, turn RIGHT to SOLOG at 3000, to PAXOS at 2100.
MISAM 1C	From MISAM, to RABEP at FL150 (At 230 KT), to IMDAP at FL150, to OBTUG at or above 9000 (At 210 KT), turn LEFT to PUSPO at or above 7000, to ASVAK, to ITOMA at 3000, to JN798, to JN796, turn RIGHT to OTAPA at 3000, turn RIGHT to SOLOG at 3000, to PAXOS at 2100.
NOMDA 1C	From NOMDA, to LOPAV at or above FL170 (At 250 KT), to NIVGO at or above FL150, to OBTUG at or above 9000 (At 210 KT), to PUSPO at or above 7000, to ASVAK, to ITOMA at 3000 to JN798, to JN796, turn RIGHT to OTAPA at 3000, turn RIGHT to SOLOG at 3000, to PAXOS at 2100.
VEMEM 1C	From VEMEM, to RABTU at or above FL170 (At 250 KT), to IMDAP at or above FL150, to OBTUG at or above 9000 (At 210 KT), turn LEFT to PUSPO at or above 7000, to ASVAK, to ITOMA at 3000 to JN798, to JN796, turn RIGHT to OTAPA at 3000, turn RIGHT to SOLOG at 3000, to PAXOS at 2100.

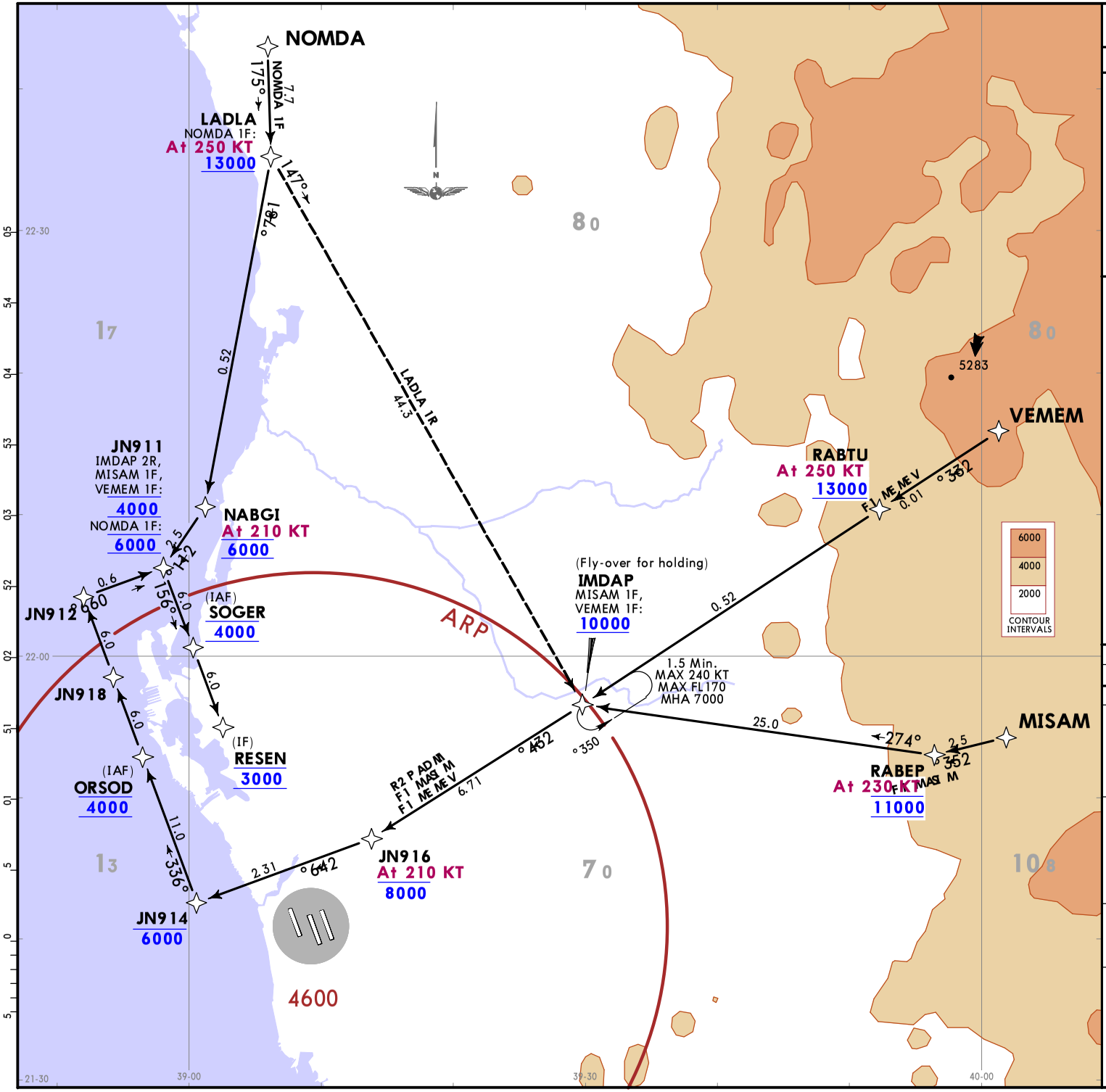
SPEED: MAX 250 KT BELOW 10000

IMDAP 2N [IMDA2N]
MISAM 1C [MISA1C]
NOMDA 1C [NOMD1C]
VEMEM 1C [VEME1C]
RNAV ARRIVALS
(RWY 34R)

JEDDAH, SAUDI ARABIA
RNAV STAR

CHANGES: MSA raised, apt elevation, bearings revised, waypoint renamed SOLOG, MHA at IMDAP holding revised.

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D-ATIS Arrival	Apt Elev	Alt Set: hPa
126.2	50	Trans level: FL150

RNAV 1 GNSS required

IMDAP 2R [IMDA2R]
MISAM 1F [MISA1F]
NOMDA 1F [NOMD1F]
VEMEM 1F [VEME1F]
RNAV ARRIVALS
(RWY 16R)

SPEED: MAX 250 KT BELOW 10000

TRANSITION	
LADLA 1R	From LADLA 147° track to IMDAP.

STAR	ROUTING
IMDAP 2R	From IMDAP, to JN916 at or below 8000 (At 210 KT), to JN914 at or below 6000, turn RIGHT to ORSOD at 4000, to JN918, to JN912, turn RIGHT to JN911 at 4000, turn RIGHT to SOGER at 4000, to RESEN at 3000.
MISAM 1F	From MISAM, to RABEP at 11000 (At 230 KT), to IMDAP at or above 10000, to JN916 at or below 8000 (At 210 KT), to JN914 at or below 6000, turn RIGHT to ORSOD at 4000, to JN918, to JN912, turn RIGHT to JN911 at 4000, turn RIGHT to SOGER at 4000, to RESEN at 3000.
NOMDA 1F	From NOMDA, to LADLA at or above 13000 (At 250 KT), to NABGI at 6000 (At 210 KT), to JN911 at 6000, to SOGER at 4000, to RESEN at 3000.
VEMEM 1F	From VEMEM, to RABTU at or above 13000 (At 250 KT), to IMDAP at or above 10000, to JN916 at or below 8000 (At 210 KT), to JN914 at or below 6000, turn RIGHT to ORSOD at 4000, to JN918, to JN912, turn RIGHT to JN911 at 4000, turn RIGHT to SOGER at 4000, to RESEN at 3000.

CHANGES: MSA raised, apt elevation, bearing revised, waypoints renamed ORSOD & SOGER, MHA at IMDAP holding revised.

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JEDDAH, SAUDI ARABIA

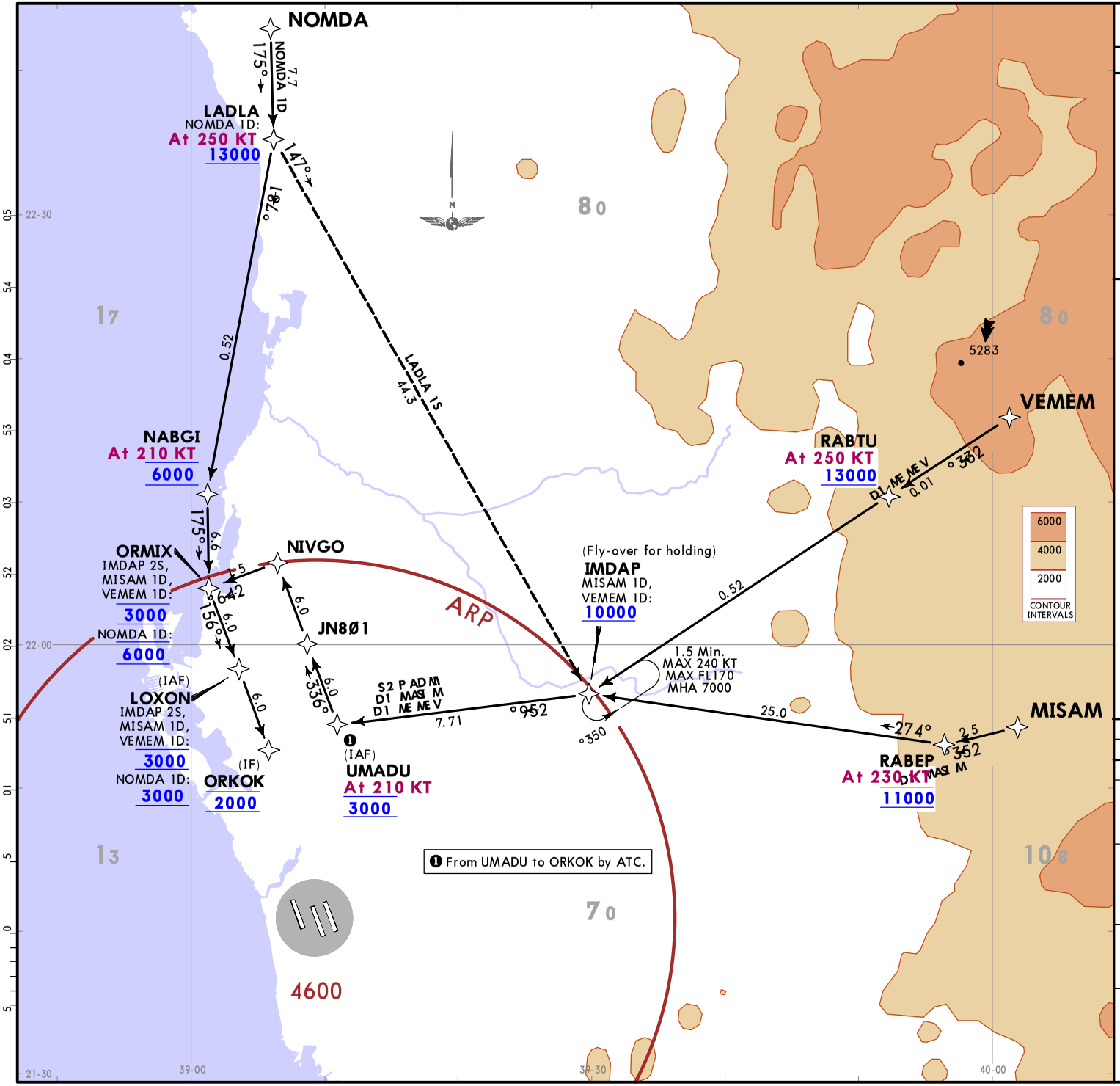
RNAV STAR

D-ATIS Arrival	Apt Elev	Alt Set: hPa
126.2	50	Trans level: FL150

RNAV 1 GNSS required

IMDAP 2S [IMDA2S]
MISAM 1D [MISA1D]
NOMDA 1D [NOMD1D]
VEMEM 1D [VEME1D]
RNAV ARRIVALS
(RWY 16L)

SPEED: MAX 250 KT BELOW 10000



LOST COMMS LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS LOST COMMS
TSS MWC

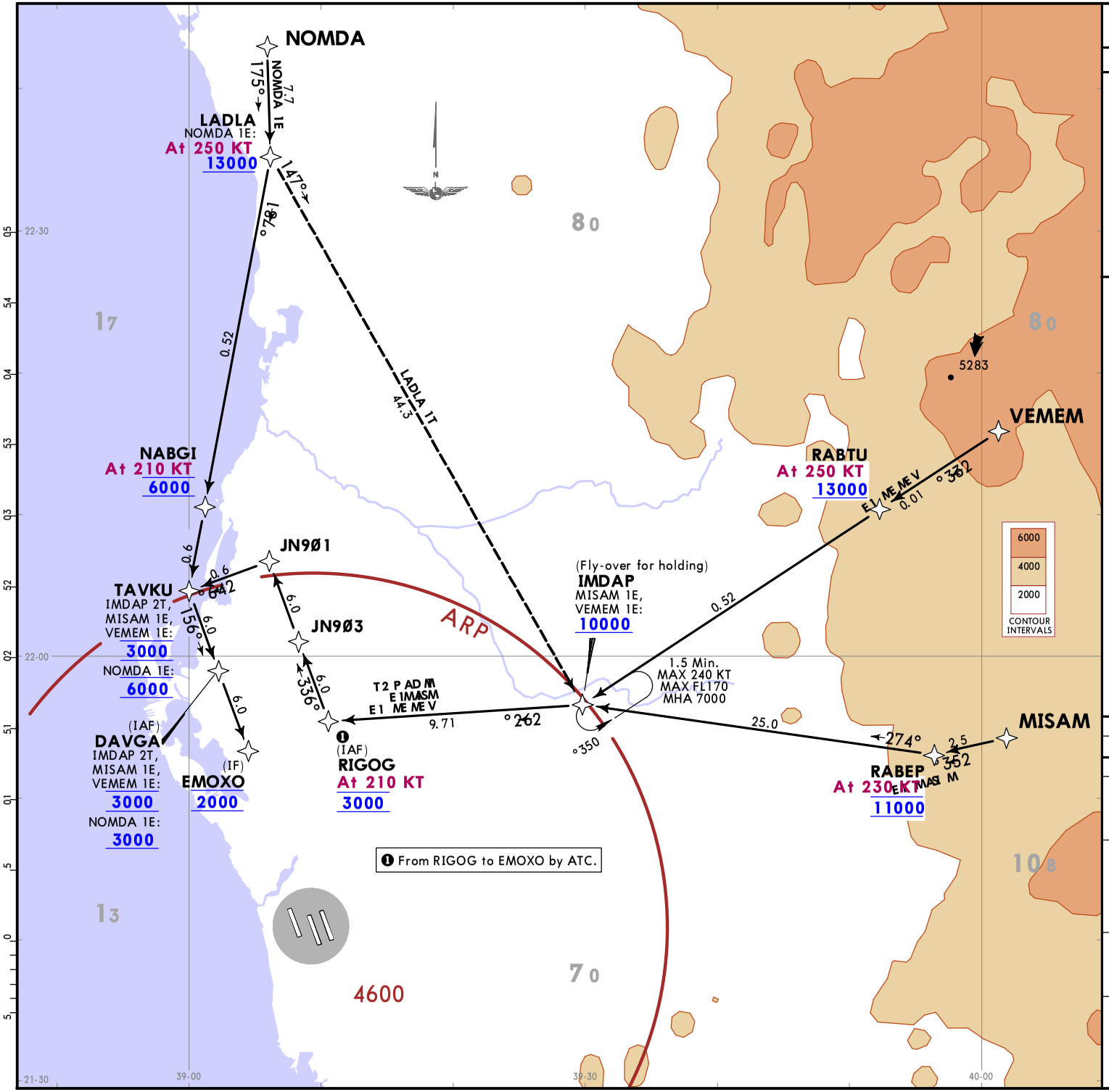
TRANSITION	
LADLA 1S	From LADLA 147° track to IMDAP.

STAR	ROUTING
IMDAP 2S	From IMDAP, to UMADU at 3000 (At 210 KT), to JN801, to NIVGO, turn LEFT to ORMIX at 3000, turn LEFT to LOXON at 3000, to ORKOK at 2000.
MISAM 1D	From MISAM, to RABEP at 11000 (At 230 KT), to IMDAP at or above 10000, to UMADU at 3000 (At 210 KT), to JN801, to NIVGO, turn LEFT to ORMIX at 3000, turn LEFT to LOXON at 3000, to ORKOK at 2000.
NOMDA 1D	From NOMDA, to LADLA at or above 13000 (At 250 KT), to NABGI at 6000 (At 210 KT), to ORMIX at 6000, to LOXON at or above 3000, to ORKOK at 2000.
VEMEM 1D	From VEMEM, to RABTU at or above 13000 (At 250 KT), to IMDAP at or above 10000, to UMADU at 3000 (At 210 KT), to JN801, to NIVGO, turn LEFT to ORMIX at 3000, turn LEFT to LOXON at 3000, to ORKOK at 2000.

CHANGES: MSA raised, apt elevation, bearings revised, waypoint renamed LOXON, MHA at IMDAP holding revised.

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D-ATIS Arrival	Apt Elev	Alt Set: hPa
126.2	50	Trans level: FL150

RNAV 1 GNSS required

IMDAP 2T [IMDA2T]
MISAM 1E [MISA1E]
NOMDA 1E [NOMD1E]
VEMEM 1E [VEME1E]
RNAV ARRIVALS
(RWY 16C)

SPEED: MAX 250 KT BELOW 10000

TRANSITION	
LADLA 1T	From LADLA 147° track to IMDAP.

STAR	ROUTING
IMDAP 2T	From IMDAP, to RIGOG at 3000 (At 210 KT), to JN9Ø3, to JN9Ø1, turn LEFT to TAVKU at 3000, turn LEFT to DAVGA at 3000, to EMOXO at 2000.
MISAM 1E	From MISAM, to RABEP at 11000 (At 230 KT), to IMDAP at or above 10000, to RIGOG at 3000 (At 210 KT), to JN9Ø3, to JN9Ø1, turn LEFT to TAVKU at 3000, turn LEFT to DAVGA at 3000, to EMOXO at 2000.
NOMDA 1E	From NOMDA, to LADLA at or above 13000 (At 250 KT), to NABGI at 6000 (At 210 KT), to TAVKU at 6000, to DAVGA at or above 3000, to EMOXO at 2000.
VEMEM 1E	From VEMEM, to RABTU at or above 13000 (At 250 KT), to IMDAP at or above 10000, to RIGOG at 3000 (At 210 KT), to JN9Ø3, to JN9Ø1, turn LEFT to TAVKU at 3000, turn LEFT to DAVGA at 3000, to EMOXO at 2000.

CHANGES: MSA raised, apt elevation, bearings revised, waypoint renamed DAVGA, MHA at IMDAP holding revised.

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CHANGES: By ATC note withdrawn.

OEJN/JED
KING ABDULAZIZ INTL
14 FEB 25 (10-2F)
JEPPESEN
Eff 20 Feb

D-ATIS Arrival	Apt Elev	Alt Set: hPa
126.2	50	Trans level: FL150

RNAV 1 GNSS required

MISAM 2L [MISA2L]
NOMDA 2L [NOMD2L]
RNAV ARRIVALS
(RWY 34L)

SPEED: MAX 250 KT BELOW 10000

LOST COMMS LOST COMMS LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS LOST COMMS LOST COMMS

6000
4000
2000
CONTOUR INTERVALS

NOMDA
174°
12.1
NOMDA 2L
LOPAV
At 250 KT
FL170
6.0
093°
JN793
6.0
107°
JN791
6.0
121°
JN789
At 250 KT
FL170
217°
25.0
NIVGO
FL150
196°
20.3
GINKU
At
210 KT
13000
156°
7.2
TOTNU
156°
9.2
JN818
6.0
GEVUS
10000
6.0
JN9Ø8
6.0
JN9Ø6
6.0
066°
ITUXI
5000
(IF)
VEDIR
3100
6.0
JN812
6.0
336°
OBTUG
At 210 KT
13000
14.0
225°
17.3
241°
IMDAP
FL150
RABTU
At 230 KT
FL150
233°
6.0
330°
JN799
25.0
6.0
344°
JN797
35
6.1
MISAM
5.2
253°
MISAM 2L
RABEP
At 230 KT
FL150
ARP
4600
5752

STAR	ROUTING
MISAM 2L	From MISAM to RABEP at FL150 (At 230 KT), turn RIGHT to JN797, to JN799, to RABTU at FL150 (At 230 KT), turn LEFT to IMDAP at FL150, to OBTUG at or above 13000 (At 210 KT), to TOTNU, to JN818, to GEVUS at or above 10000, to JN9Ø8, to JN9Ø6, turn LEFT to ITUXI at or above 5000, turn LEFT to JN812, to VEDIR at 3100.
NOMDA 2L	From NOMDA to LOPAV at or above FL170 (At 250 KT), turn LEFT to JN793, to JN791, to JN789 at or above FL170 (At 250 KT), turn RIGHT to NIVGO at or above FL150, to GINKU at or above 13000 (At 210 KT), to TOTNU, to JN818, to GEVUS at or above 10000, to JN9Ø8, to JN9Ø6, turn LEFT to ITUXI at or above 5000, turn LEFT to JN812, to VEDIR at 3100.

MISAM 2L [MISA2L]
NOMDA 2L [NOMD2L]
RNAV ARRIVALS
(RWY 34L)

JEDDAH, SAUDI ARABIA
RNAV STAR

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CHANGES: By ATC note withdrawn.

D-ATIS Arrival	Apt Elev	Alt Set: hPa
126.2	50	Trans level: FL150

RNAV 1 GNSS required

MISAM 2M [MISA2M]
NOMDA 2M [NOMD2M]
RNAV ARRIVALS
(RWY 34C)

SPEED: MAX 250 KT BELOW 10000

LOST COMMS LOST COMMS LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS LOST COMMS LOST COMMS

6000 4000 2000 CONTOUR INTERVALS

NOMDA
174° NOMDA 2M 12.1
LOPAV At 250 KT FL170
6.0 093° JN793
6.0 107° JN791
6.0 121° JN789 At 250 KT FL170
217° 25.0 NIVGO FL150
156° 17.7
17.3 241° IMDAP FL150
RABTU At 230 KT FL150
233° 6.0 330° JN799
6.0 344° JN797
35 6.1 5.2 253° MISAM
MISAM 2M
RABEP At 230 KT FL150
25.0
OBTUG At 210 KT 9000
156° 6.0 PUSPO 7000
6.0 ASVAK
6.0 (IAF) ITOMA 3000
6.0 JN798
6.0 JN796
246° 6.0 PUVNU 3000
336° 6.0 (IAF) LORUS 3000
6.0 (IF) KASOP 2100
From ITOMA to KASOP by ATC.
ARP
4600
5752

STAR	ROUTING
MISAM 2M	From MISAM to RABEP at FL150 (At 230 KT), turn RIGHT to JN797, to JN799, to RABTU at FL150 (At 230 KT), turn LEFT to IMDAP at FL150, to OBTUG at or above 9000 (At 210 KT), turn LEFT to PUSPO at or above 7000, to ASVAK, to ITOMA at 3000 to JN798, to JN796, turn RIGHT to PUVNU at 3000, turn RIGHT to LORUS at 3000, to KASOP at 2100.
NOMDA 2M	From NOMDA to LOPAV at or above FL170 (At 250 KT), turn LEFT to JN793, to JN791, to JN789 at or above FL170 (At 250 KT), turn RIGHT to NIVGO at or above FL150, to OBTUG at or above 9000 (At 210 KT), to PUSPO at or above 7000, to ASVAK, to ITOMA at 3000 to JN798, to JN796, turn RIGHT to PUVNU at 3000, turn RIGHT to LORUS at 3000, to KASOP at 2100.

MISAM 2M [MISA2M]
NOMDA 2M [NOMD2M]
RNAV ARRIVALS
(RWY 34C)

OEJN/JED
KING ABDULAZIZ INTL
JEDDAH, SAUDI ARABIA
JEPPESEN 14 FEB 25 (10-2G) Eff 20 Feb
RNAV STAR

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CHANGES: By ATC note withdrawn.

OEJN/JED
KING ABDULAZIZ INTL
14 FEB 25 (10-2H)
JEPPESEN
Eff 20 Feb

D-ATIS Arrival	Apt Elev	Alt Set: hPa
126.2	50	Trans level: FL150

RNAV 1 GNSS required

MISAM 2N [MISA2N]
NOMDA 2N [NOMD2N]
RNAV ARRIVALS
(RWY 34R)

SPEED: MAX 250 KT BELOW 10000

Refer to AIRPORT BRIEFING (10-1P) pages.

LOST COMMS

CONTOUR INTERVALS: 6000, 4000, 2000

NOMDA
174°
12.1
NOMDA 2N
LOPAV
At 250 KT
FL170
6.0
093°
JN793
6.0
107°
JN791
6.0
121°
JN789
At 250 KT
FL170
217°
25.0
NIVGO
FL150
156°
17.7
17.3
241°
IMDAP
FL150
RABTU
At 230 KT
FL150
233°
6.0
330°
JN799
6.0
344°
JN797
6.1
35
MISAM
5.2
253°
MISAM 2N
RABEP
At 230 KT
FL150
25.0
OBTUG
At 210 KT
9000
156°
6.0
PUSPO
7000
6.0
ASVAK
(IAF)
ITOMA
3000
6.0
JN798
6.0
JN796
5.1
246°
OTAPA
3000
6.0
336°
SOLOG
(IAF)
3000
6.0
PAXOS
(IF)
2100
From ITOMA to PAXOS by ATC.
ARP
4600
5752

STAR	ROUTING
MISAM 2N	From MISAM to RABEP at FL150 (At 230 KT), turn RIGHT to JN797, to JN799, to RABTU at FL150 (At 230 KT), turn LEFT to IMDAP at FL150, to OBTUG at or above 9000 (At 210 KT), turn LEFT to PUSPO at or above 7000, to ASVAK, to ITOMA at 3000 to JN798, to JN796, turn RIGHT to OTAPA at 3000, turn RIGHT to SOLOG at 3000, to PAXOS at 2100.
NOMDA 2N	From NOMDA to LOPAV at or above FL170 (At 250 KT), turn LEFT to JN793, to JN791, to JN789 at or above FL170 (At 250 KT), turn RIGHT to NIVGO at or above FL150, to OBTUG at or above 9000 (At 210 KT), to PUSPO at or above 7000, to ASVAK, to ITOMA at 3000, to JN798, to JN796, turn RIGHT to OTAPA at 3000, turn RIGHT to SOLOG at 3000, to PAXOS at 2100.

MISAM 2N [MISA2N]
NOMDA 2N [NOMD2N]
RNAV ARRIVALS
(RWY 34R)

JEDDAH, SAUDI ARABIA
RNAV STAR

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D-ATIS Arrival	Apt Elev	Alt Set: hPa
126.2	50	Trans level: FL150

RNAV 1 GNSS required

MISAM 2R [MISA2R]
NOMDA 2R [NOMD2R]
RNAV ARRIVALS
(RWY 16R)

SPEED: MAX 250 KT BELOW 10000

STAR	ROUTING
MISAM 2R	From MISAM to RABEP at 11000 (At 230 KT), turn RIGHT to JN797, to JN799, to RABTU at 11000 (At 230 KT), turn LEFT to IMDAP at or above 10000, to JN916 at or below 8000 (At 210 KT), to JN914 at or below 6000, turn RIGHT to ORSOD at 4000, to JN918, to JN912, turn RIGHT to JN911 at 4000, turn RIGHT to SOGER at 4000, to RESEN at 3000.
NOMDA 2R	From NOMDA to LADLA at or above 13000 (At 250 KT), turn LEFT to JN931, to JN932, to JN933 at or above 13000 (At 250 KT), turn RIGHT to NABGI at 6000 (At 210 KT), to JN911 at 6000, to SOGER at 4000, to RESEN at 3000.

Refer to AIRPORT BRIEFING (10-1P) pages.

NOMDA
NOMDA 2R 175° 7.7
LADLA
At 250 KT
13000
6.0 104°
JN931
6.0 117°
JN932
6.0 131°
JN933
At 250 KT
13000
082° 0.52
JN911
MISAM 2R:
4000
NOMDA 2R:
6000
NABGI
At 210 KT
6000
2.5 142°
0.6 160°
JN912
156° 6.0
(IAF)
SOGER
4000
ARP
6.0
JN918
6.0
(IF)
RESEN
3000
From ORSOD to RESEN by ATC.
(IAF)
ORSOD
4000
11.0 336°
JN914
6000
2.31 064°
JN916
At 210 KT
8000
6.71 045°
IMDAP
10000
0.52 082°
RABTU
At 230 KT
11000
6.0 330°
JN799
6.0 344°
JN797
6.1 357°
RABEP
At 230 KT
11000
2.5 352°
MISAM
6000
4000
2000
CONTOUR INTERVALS
5752
4600

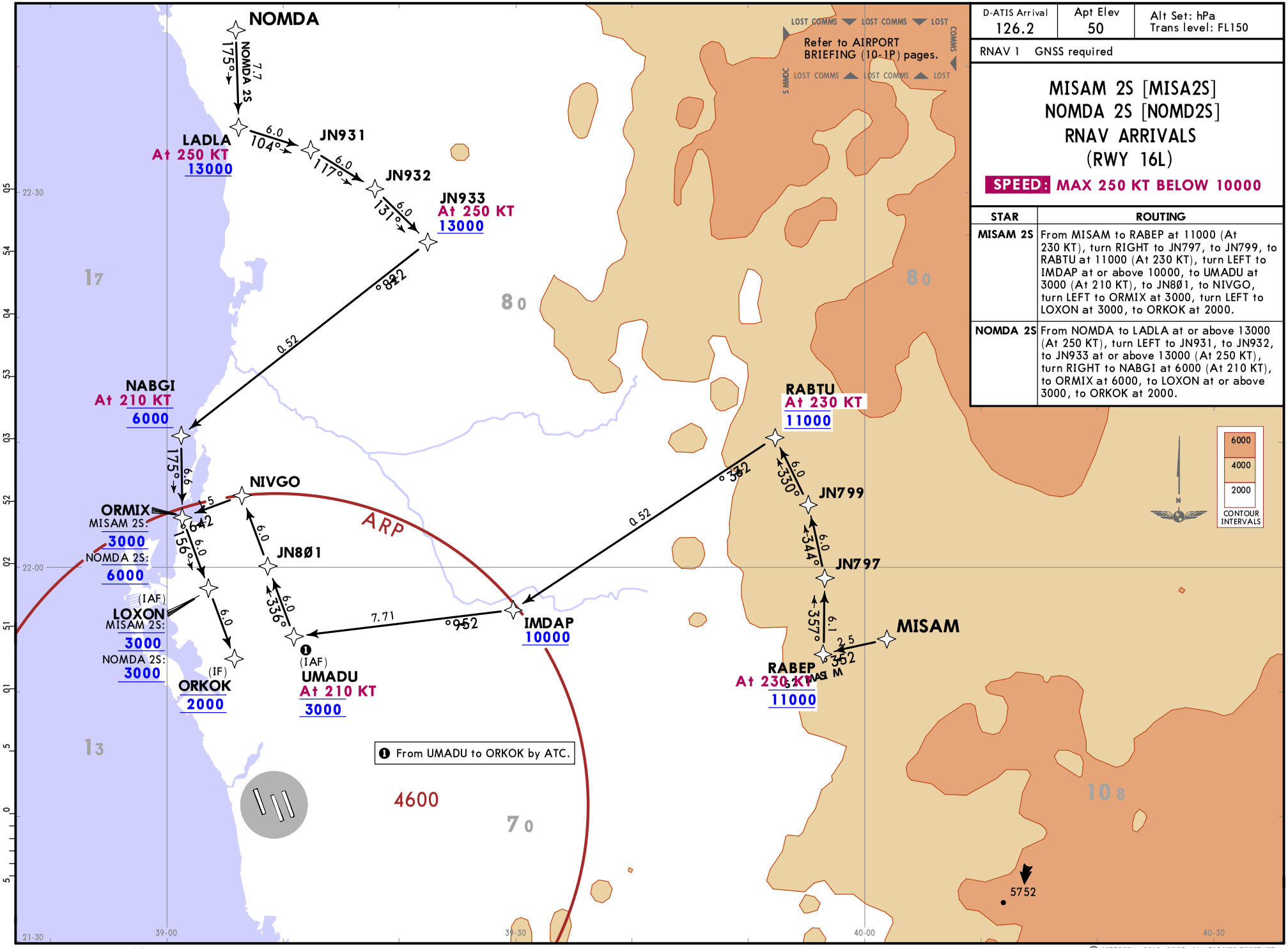
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JEDDAH, SAUDI ARABIA

RNAV STAR



D-ATIS Arrival	Apt Elev	Alt Set: hPa
126.2	50	Trans level: FL150

RNAV 1 GNSS required

MISAM 2S [MISA2S]
NOMDA 2S [NOMD2S]
RNAV ARRIVALS
(RWY 16L)

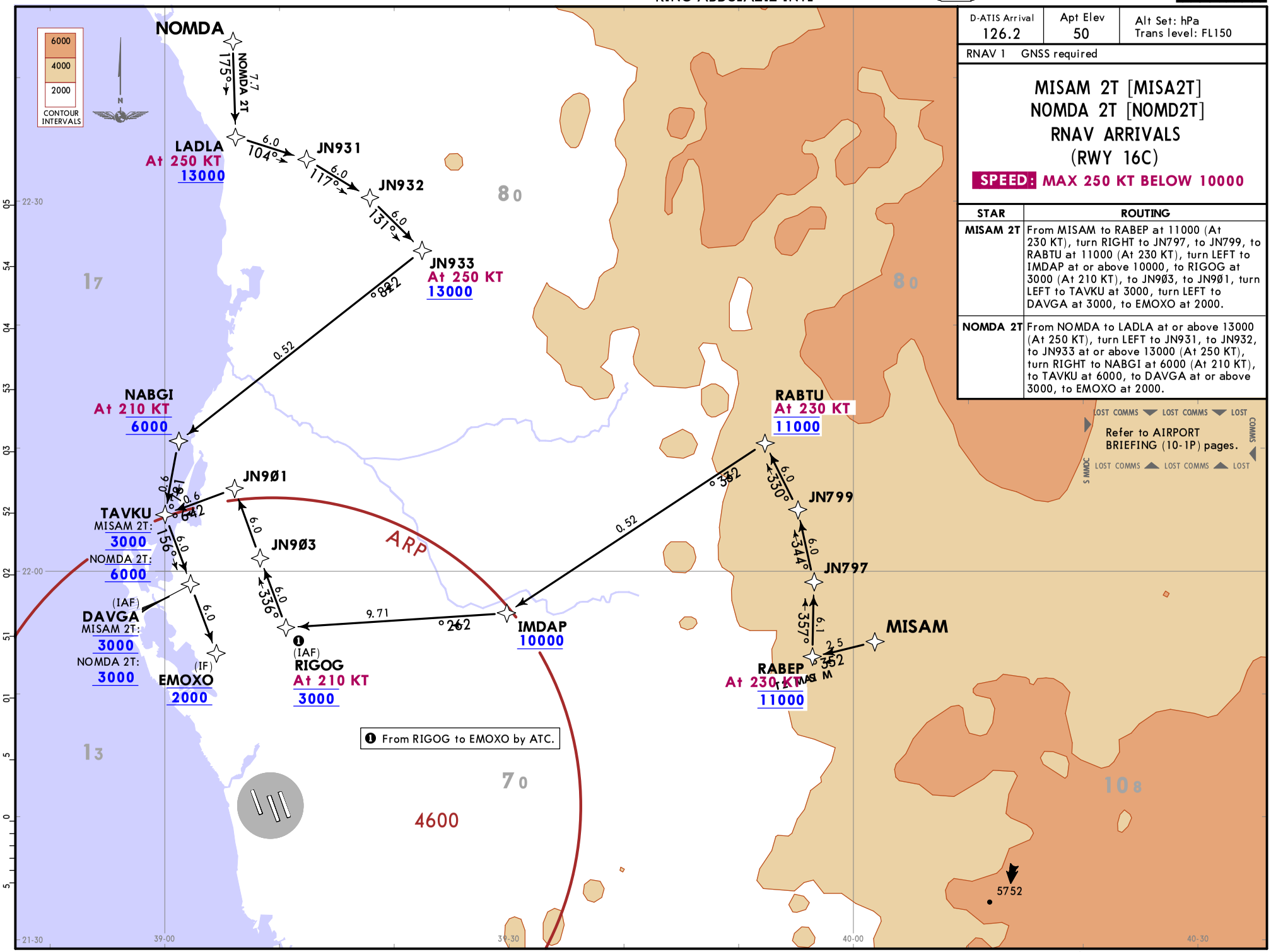
SPEED: MAX 250 KT BELOW 10000

STAR	ROUTING
MISAM 2S	From MISAM to RABEP at 11000 (At 230 KT), turn RIGHT to JN797, to JN799, to RABTU at 11000 (At 230 KT), turn LEFT to IMDAP at or above 10000, to UMADU at 3000 (At 210 KT), to JN8Ø1, to NIVGO, turn LEFT to ORMIX at 3000, turn LEFT to LOXON at 3000, to ORKOK at 2000.
NOMDA 2S	From NOMDA to LADLA at or above 13000 (At 250 KT), turn LEFT to JN931, to JN932, to JN933 at or above 13000 (At 250 KT), turn RIGHT to NABGI at 6000 (At 210 KT), to ORMIX at 6000, to LOXON at or above 3000, to ORKOK at 2000.

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D-ATIS Arrival	Apt Elev	Alt Set: hPa
126.2	50	Trans level: FL150

RNAV 1 GNSS required

MISAM 2T [MISA2T]
NOMDA 2T [NOMD2T]
RNAV ARRIVALS
(RWY 16C)

SPEED: MAX 250 KT BELOW 10000

STAR	ROUTING
MISAM 2T	From MISAM to RABEP at 11000 (At 230 KT), turn RIGHT to JN797, to JN799, to RABTU at 11000 (At 230 KT), turn LEFT to IMDAP at or above 10000, to RIGOG at 3000 (At 210 KT), to JN903, to JN901, turn LEFT to TAVKU at 3000, turn LEFT to DAVGA at 3000, to EMOXO at 2000.
NOMDA 2T	From NOMDA to LADLA at or above 13000 (At 250 KT), turn LEFT to JN931, to JN932, to JN933 at or above 13000 (At 250 KT), turn RIGHT to NABGI at 6000 (At 210 KT), to TAVKU at 6000, to DAVGA at or above 3000, to EMOXO at 2000.

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CHANGES: By ATC note withdrawn.

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JEDDAH, SAUDI ARABIA

RNAV STAR

D-ATIS Arrival	Apt Elev	Alt Set: hPa
126.2	50	Trans level: FL150

RNAV 1 GNSS required

MUVOL 2L [MUVO2L]
VEMEM 2L [VEME2L]
RNAV ARRIVAL
(RWY 34L)

SPEED: MAX 250 KT BELOW 10000

LOST COMMS ▼ LOST COMMS ▼ LOST
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS ▲ LOST COMMS ▲ LOST
S MNM COMMS

10000 8000 6000 4000 2000 CONTOUR INTERVALS

MUVOL
122° 9.1 MUVOL 2L
ALKEV
124° 17.3
KAVOD
At 250 KT
FL170
JN792
JN788
JN786
At 250 KT
FL170

ARP

GINKU
At 210 KT
13000
OBTUG
At 210 KT
13000
IMDAP
FL150
TOTNU
4600

(IF)
VEDIR
3100
JN818
GEVUS
10000
JN9Ø8
JN812
ITUXI
5000
JN9Ø8

RABTU
At 250 KT
FL170
VEMEM
JN799
JN797
RABEP
At 250 KT
FL170
25.0 274°

STAR	ROUTING
MUVOL 2L	From MUVOL to ALKEV, to KAVOD at or above FL170 (At 250 KT), turn RIGHT to JN792, to JN788, to JN786 at or above FL170 (At 250 KT), turn LEFT to GINKU at or above 13000 (At 210 KT), to TOTNU, to JN818, to GEVUS at or above 10000, to JN9Ø8, to JN9Ø6, turn LEFT to ITUXI at or above 5000, turn LEFT to JN812, to VEDIR at 3100.
VEMEM 2L	From VEMEM to RABTU at or above FL170 (At 250 KT), turn LEFT to JN799, to JN797, to RABEP at or above FL170 (At 250 KT), turn RIGHT to IMDAP at or above FL150, to OBTUG at or above 13000 (At 210 KT), to TOTNU, to JN818, to GEVUS at or above 10000, to JN9Ø8, to JN9Ø6, turn LEFT to ITUXI at or above 5000, turn LEFT to JN812, to VEDIR at 3100.

CHANGES: By ATC note withdrawn.

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D-ATIS Arrival	Apt Elev	Alt Set: hPa
126.2	50	Trans level: FL150

RNAV 1 GNSS required

MUVOL 2M [MUVO2M], VEMEM 2M [VEME2M] RNAV ARRIVAL (RWY 34C)

SPEED: MAX 250 KT BELOW 10000

LOST COMMS ▼ LOST COMMS ▼ LOST
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS ▲ LOST COMMS ▲ LOST
COMMS

10000 8000 6000 4000 2000
CONTOUR INTERVALS

MUVOL
122° 9.1 MUVOL 2M
ALKEV
124° 17.3
KAVOD
At 250 KT
FL170
JN792
JN788
JN786
At 250 KT
FL170

ARP
4600

GINKU
At 210 KT
13000
098° 15.5
OBTUG
At 210 KT
9000
PUSPO
7000
ASVAK
(IF)
KASOP
2100
(IAF)
ITOMA
3000
JN798
(IAF)
LORUS
3000
JN796
PUVNU
3000

IMDAP
FL150
25.0
274°
RABEP
At 250 KT
FL170

VEMEM
RABTU
At 250 KT
FL170
JN799
JN797

1 From ITOMA to KASOP by ATC.

STAR	ROUTING
MUVOL 2M	From MUVOL to ALKEV, to KAVOD at or above FL170 (At 250 KT), turn RIGHT to JN792, to JN788, to JN786 at or above FL170 (At 250 KT), turn LEFT to GINKU at or above 13000 (At 210 KT), to PUSPO at or above 7000, to ASVAK, to ITOMA at 3000 to JN798, to JN796, turn RIGHT to PUVNU at 3000, turn RIGHT to LORUS at 3000, to KASOP at 2100.
VEMEM 2M	From VEMEM to RABTU at or above FL170 (At 250 KT), turn LEFT to JN799, to JN797, to RABEP at or above FL170 (At 250 KT), turn RIGHT to IMDAP at or above FL150, to OBTUG at or above 9000 (At 210 KT), turn LEFT to PUSPO at or above 7000, to ASVAK, to ITOMA at 3000 to JN798, to JN796, turn RIGHT to PUVNU at 3000, turn RIGHT to LORUS at 3000, to KASOP at 2100.

CHANGES: By ATC note withdrawn.

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JEDDAH, SAUDI ARABIA

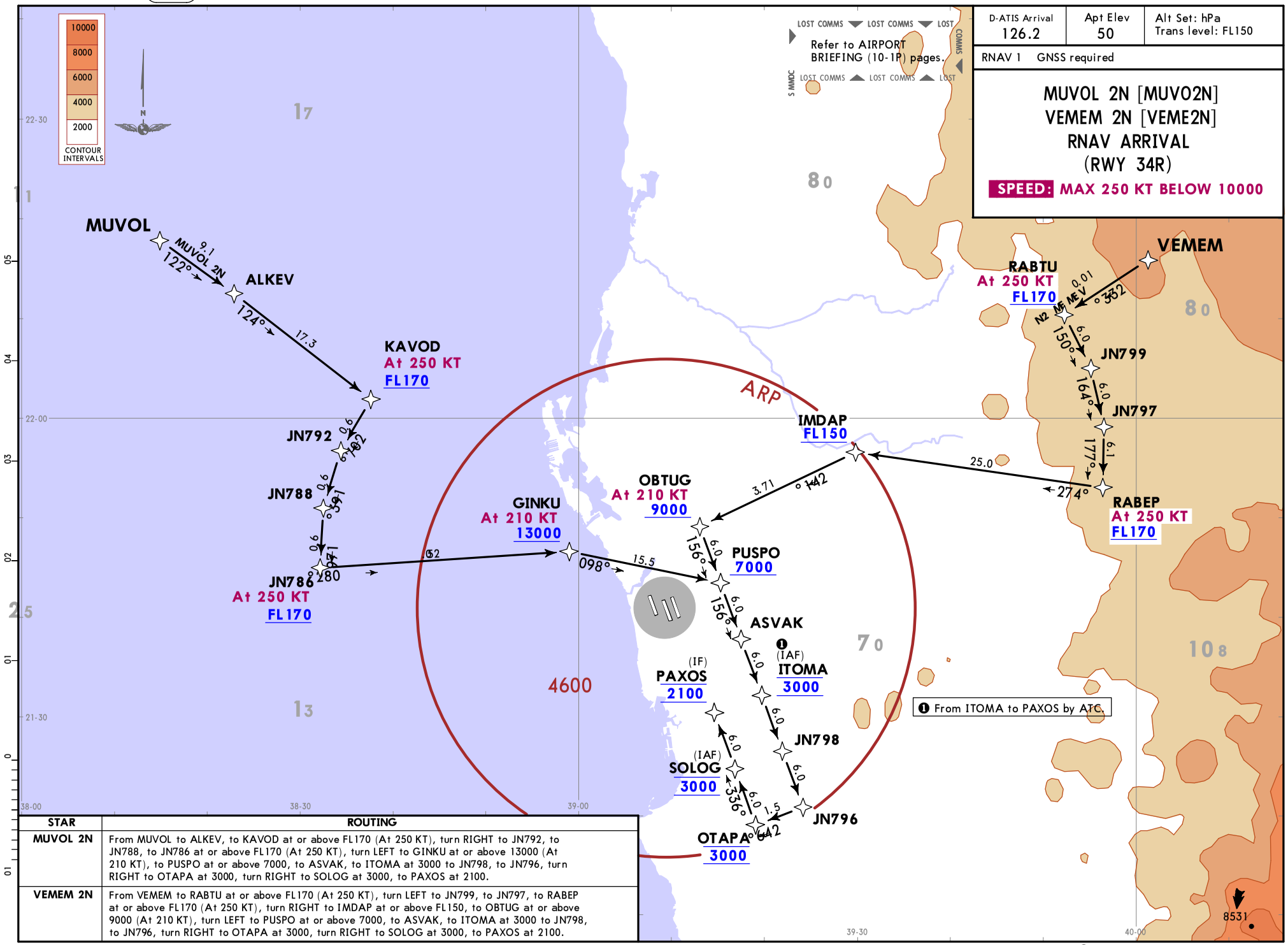
RNAV STAR

D-ATIS Arrival	Apt Elev	Alt Set: hPa
126.2	50	Trans level: FL150

RNAV 1 GNSS required

MUVOL 2N [MUVO2N]
VEMEM 2N [VEME2N]
RNAV ARRIVAL
(RWY 34R)

SPEED: MAX 250 KT BELOW 10000



STAR	ROUTING
MUVOL 2N	From MUVOL to ALKEV, to KAVOD at or above FL170 (At 250 KT), turn RIGHT to JN792, to JN788, to JN786 at or above FL170 (At 250 KT), turn LEFT to GINKU at or above 13000 (At 210 KT), to PUSPO at or above 7000, to ASVAK, to ITOMA at 3000 to JN798, to JN796, turn RIGHT to OTAPA at 3000, turn RIGHT to SOLOG at 3000, to PAXOS at 2100.
VEMEM 2N	From VEMEM to RABTU at or above FL170 (At 250 KT), turn LEFT to JN799, to JN797, to RABEP at or above FL170 (At 250 KT), turn RIGHT to IMDAP at or above FL150, to OBTUG at or above 9000 (At 210 KT), turn LEFT to PUSPO at or above 7000, to ASVAK, to ITOMA at 3000 to JN798, to JN796, turn RIGHT to OTAPA at 3000, turn RIGHT to SOLOG at 3000, to PAXOS at 2100.

CHANGES: By ATC note withdrawn.

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OEJN/JED
KING ABDULAZIZ INTL
JEPPESEN
14 FEB 25 10-2Q Eff 20 Feb

JEDDAH, SAUDI ARABIA

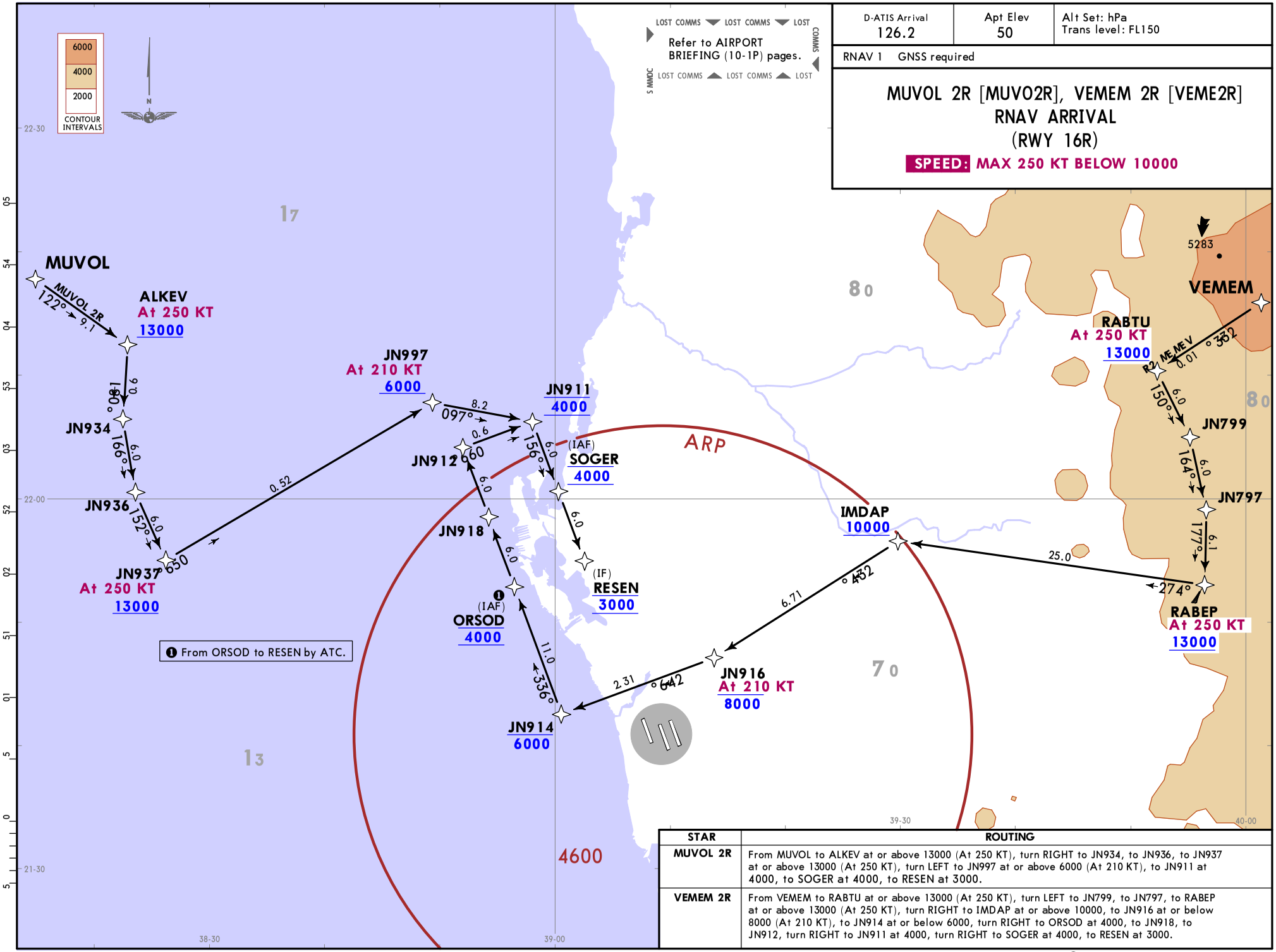
RNAV STAR

D-ATIS Arrival	Apt Elev	Alt Set: hPa
126.2	50	Trans level: FL150

RNAV 1 GNSS required

MUVOL 2R [MUVO2R], VEMEM 2R [VEME2R] RNAV ARRIVAL (RWY 16R)

SPEED: MAX 250 KT BELOW 10000



STAR	ROUTING
MUVOL 2R	From MUVOL to ALKEV at or above 13000 (At 250 KT), turn RIGHT to JN934, to JN936, to JN937 at or above 13000 (At 250 KT), turn LEFT to JN997 at or above 6000 (At 210 KT), to JN911 at 4000, to SOGER at 4000, to RESEN at 3000.
VEMEM 2R	From VEMEM to RABTU at or above 13000 (At 250 KT), turn LEFT to JN799, to JN797, to RABEP at or above 13000 (At 250 KT), turn RIGHT to IMDAP at or above 10000, to JN916 at or below 8000 (At 210 KT), to JN914 at or below 6000, turn RIGHT to ORSOD at 4000, to JN918, to JN912, turn RIGHT to JN911 at 4000, turn RIGHT to SOGER at 4000, to RESEN at 3000.

CHANGES: By ATC note withdrawn.

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JEDDAH, SAUDI ARABIA

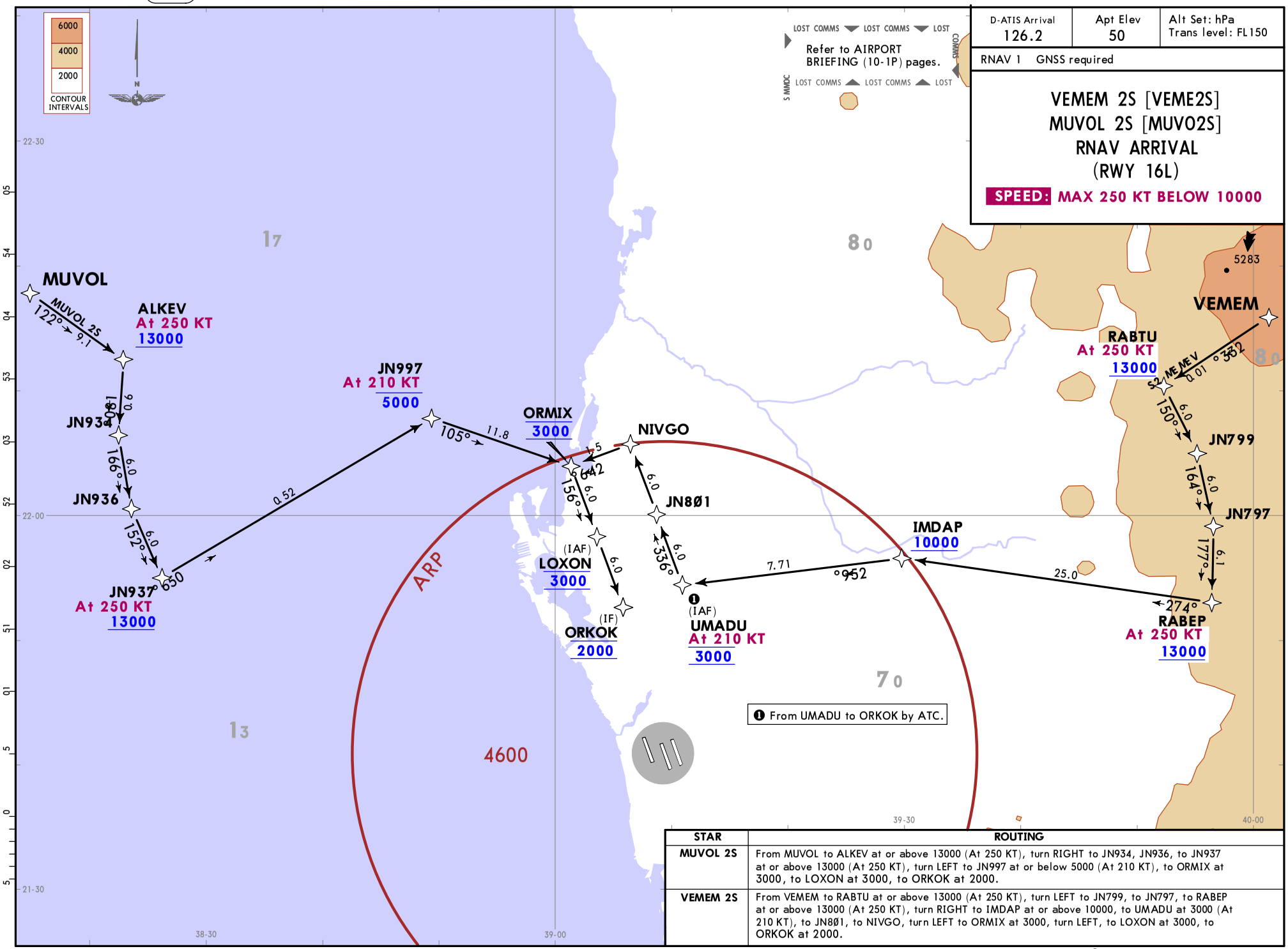
RNAV STAR

D-ATIS Arrival	Apt Elev	Alt Set: hPa
126.2	50	Trans level: FL150

RNAV 1 GNSS required

VEMEM 2S [VEME2S]
MUVOL 2S [MUVO2S]
RNAV ARRIVAL
(RWY 16L)

SPEED: MAX 250 KT BELOW 10000

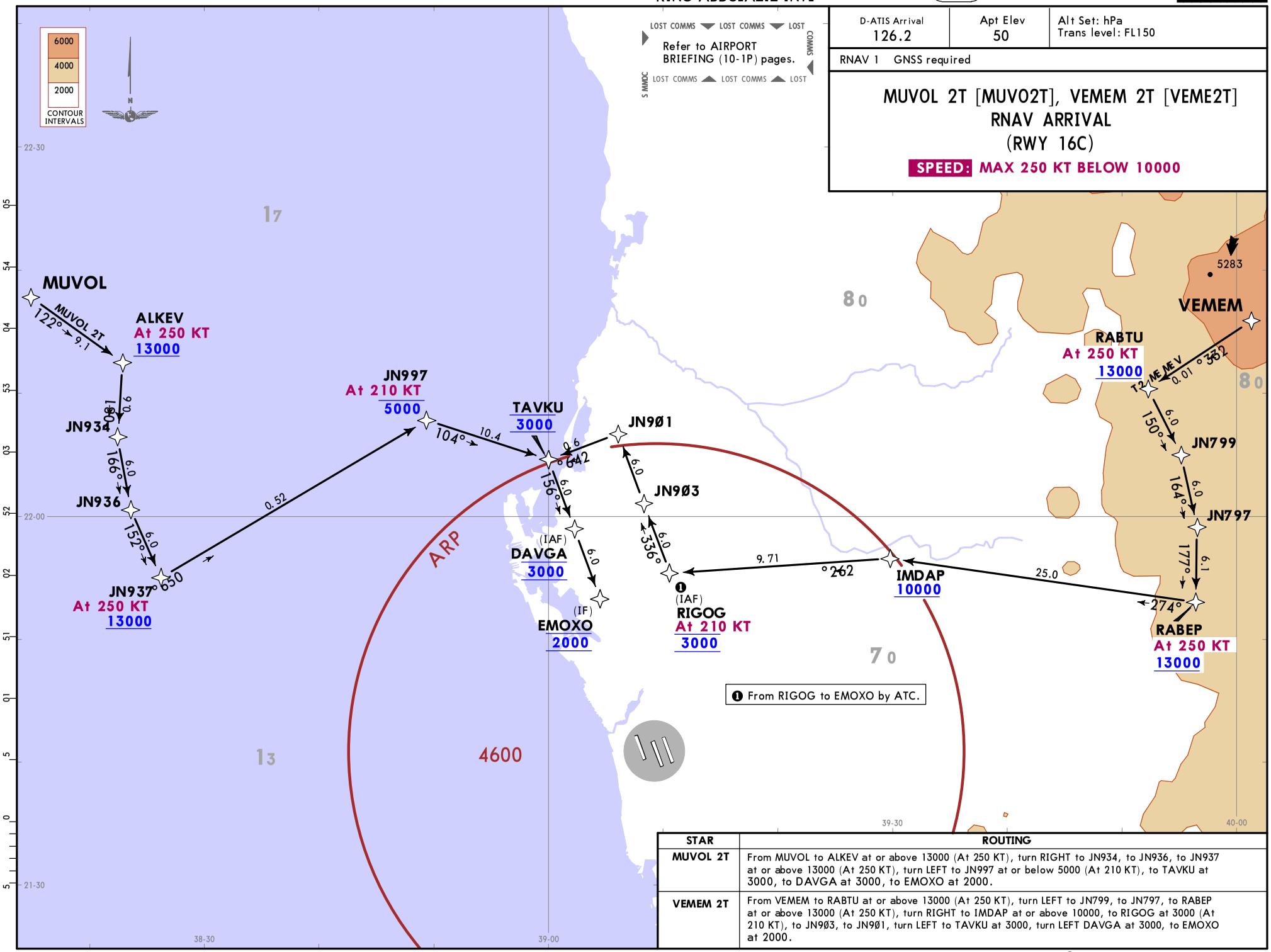


STAR	ROUTING
MUVOL 2S	From MUVOL to ALKEV at or above 13000 (At 250 KT), turn RIGHT to JN934, JN936, to JN937 at or above 13000 (At 250 KT), turn LEFT to JN997 at or below 5000 (At 210 KT), to ORMIX at 3000, to LOXON at 3000, to ORKOK at 2000.
VEMEM 2S	From VEMEM to RABTU at or above 13000 (At 250 KT), turn LEFT to JN799, to JN797, to RABEP at or above 13000 (At 250 KT), turn RIGHT to IMDAP at or above 10000, to UMADU at 3000 (At 210 KT), to JN8Ø1, to NIVGO, turn LEFT to ORMIX at 3000, turn LEFT, to LOXON at 3000, to ORKOK at 2000.

CHANGES: By ATC note withdrawn.

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D-ATIS Arrival	Apt Elev	Alt Set: hPa
126.2	50	Trans level: FL150

RNAV 1 GNSS required

MUVOL 2T [MUVO2T], VEMEM 2T [VEME2T] RNAV ARRIVAL (RWY 16C)

SPEED: MAX 250 KT BELOW 10000

STAR	ROUTING
MUVOL 2T	From MUVOL to ALKEV at or above 13000 (At 250 KT), turn RIGHT to JN934, to JN936, to JN937 at or above 13000 (At 250 KT), turn LEFT to JN997 at or below 5000 (At 210 KT), to TAVKU at 3000, to DAVGA at 3000, to EMOXO at 2000.
VEMEM 2T	From VEMEM to RABTU at or above 13000 (At 250 KT), turn LEFT to JN799, to JN797, to RABEP at or above 13000 (At 250 KT), turn RIGHT to IMDAP at or above 10000, to RIGOG at 3000 (At 210 KT), to JN9Ø3, to JN9Ø1, turn LEFT to TAVKU at 3000, turn LEFT DAVGA at 3000, to EMOXO at 2000.

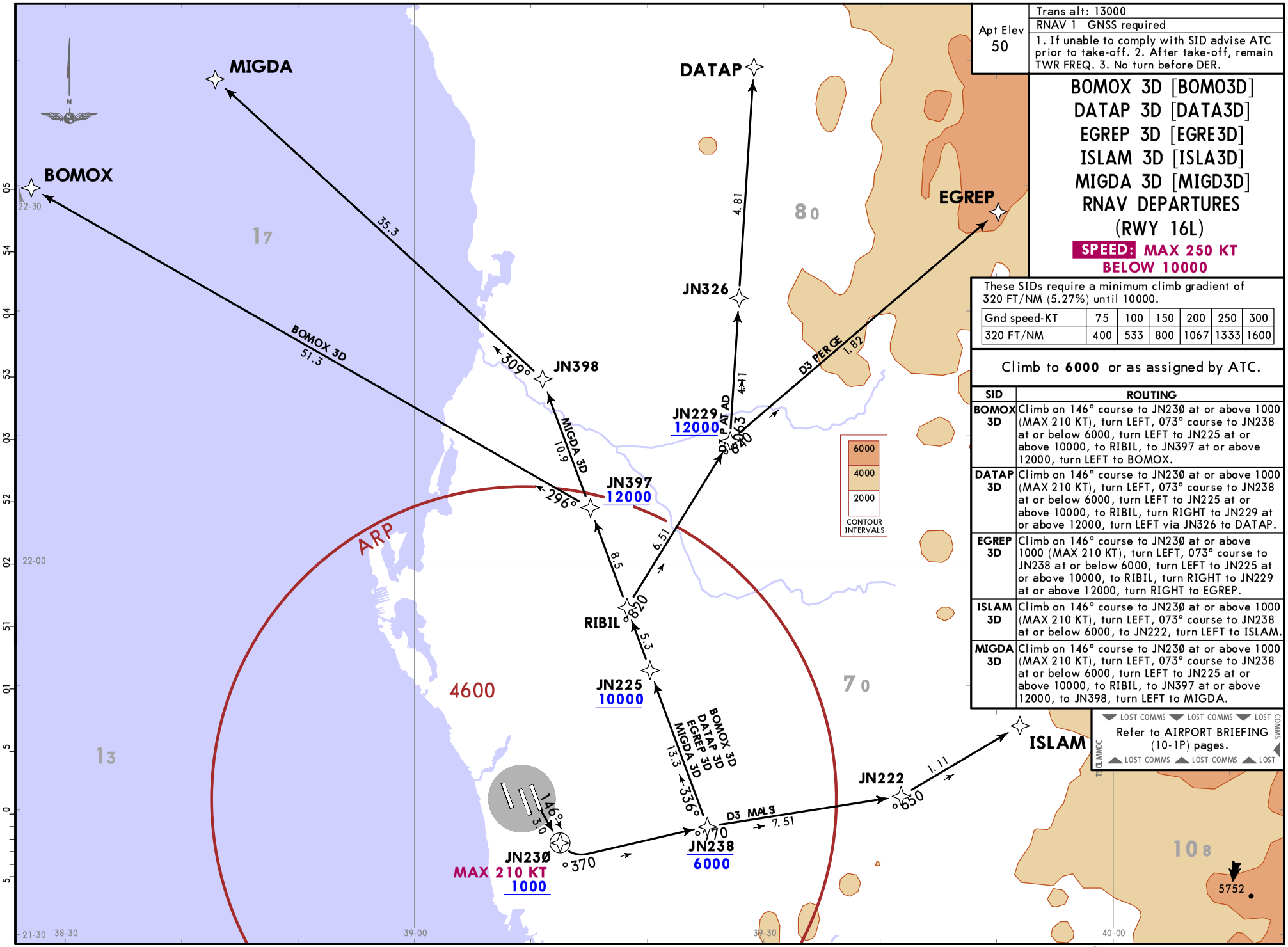
CHANGES: By ATC note withdrawn.

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JEDDAH, SAUDI ARABIA

RNAV SID



Apt Elev
50

Trans alt: 13000

RNAV 1 GNSS required

1. If unable to comply with SID advise ATC prior to take-off. 2. After take-off, remain TWR FREQ. 3. No turn before DER.

BOMOX 3D [BOMO3D]
DATAP 3D [DATA3D]
EGREP 3D [EGRE3D]
ISLAM 3D [ISLA3D]
MIGDA 3D [MIGD3D]
RNAV DEPARTURES
(RWY 16L)

SPEED: MAX 250 KT BELOW 10000

These SIDs require a minimum climb gradient of 320 FT/NM (5.27%) until 10000.

Gnd speed-KT	75	100	150	200	250	300
320 FT/NM	400	533	800	1067	1333	1600

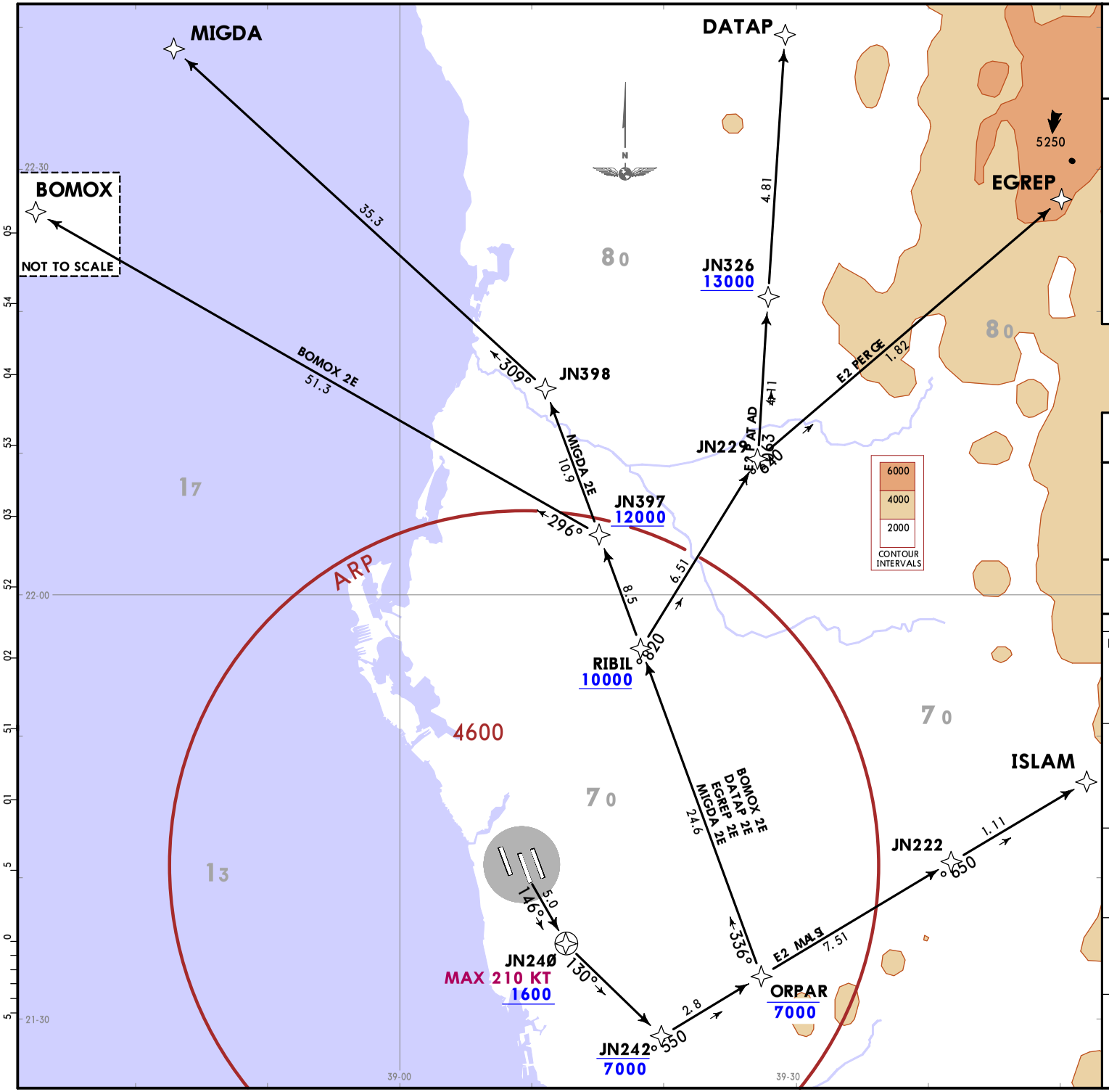
Climb to **6000** or as assigned by ATC.

SID	ROUTING
BOMOX 3D	Climb on 146° course to JN230 at or above 1000 (MAX 210 KT), turn LEFT, 073° course to JN238 at or below 6000, turn LEFT to JN225 at or above 10000, to RIBIL, to JN397 at or above 12000, turn LEFT to BOMOX.
DATAP 3D	Climb on 146° course to JN230 at or above 1000 (MAX 210 KT), turn LEFT, 073° course to JN238 at or below 6000, turn LEFT to JN225 at or above 10000, to RIBIL, turn RIGHT to JN229 at or above 12000, turn LEFT via JN326 to DATAP.
EGREP 3D	Climb on 146° course to JN230 at or above 1000 (MAX 210 KT), turn LEFT, 073° course to JN238 at or below 6000, turn LEFT to JN225 at or above 10000, to RIBIL, turn RIGHT to JN229 at or above 12000, turn RIGHT to EGREP.
ISLAM 3D	Climb on 146° course to JN230 at or above 1000 (MAX 210 KT), turn LEFT, 073° course to JN238 at or below 6000, to JN222, turn LEFT to ISLAM.
MIGDA 3D	Climb on 146° course to JN230 at or above 1000 (MAX 210 KT), turn LEFT, 073° course to JN238 at or below 6000, turn LEFT to JN225 at or above 10000, to RIBIL, to JN397 at or above 12000, to JN398, turn LEFT to MIGDA.

CHANGES: WPT JN221 replaced by JN230, MSA & routing revised, SIDs renumbered, note established.

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Apt Elev	
50	Trans alt: 13000
	RNAV 1 GNSS required
	1. If unable to comply with SID advise ATC prior to take-off.
	2. After take-off, remain TWR FREQ.
	3. No turn before DER.

BOMOX 2E [BOMO2E]
DATAP 2E [DATA2E]
EGREP 2E [EGRE2E]
ISLAM 2E [ISLA2E]
MIGDA 2E [MIGD2E]
RNAV DEPARTURES
(RWY 16C)

SPEED: MAX 250 KT BELOW 10000

COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS LOST COMMS LOST COMMS LOST COMMS

These SIDs require a minimum climb gradient of 320 FT/NM (5.27%) until 10000.

Gnd speed-KT	75	100	150	200	250	300
320 FT/NM	400	533	800	1067	1333	1600

Climb to **6000** or as assigned by ATC.

SID	ROUTING
BOMOX 2E	Climb on 146° course to JN240 at or above 1600 (MAX 210 KT), turn LEFT, 130° course to JN242 at or below 7000, turn LEFT to ORPAR at or below 7000, turn LEFT to RIBIL at or above 10000, to JN397 at or above 12000, turn LEFT to BOMOX.
DATAP 2E	Climb on 146° course to JN240 at or above 1600 (MAX 210 KT), turn LEFT, 130° course to JN242 at or below 7000, turn LEFT to ORPAR at or below 7000, turn LEFT to RIBIL at or above 10000, turn RIGHT to JN229, turn LEFT to JN326 at or above 13000, to DATAP.
EGREP 2E	Climb on 146° course to JN240 at or above 1600 (MAX 210 KT), turn LEFT, 130° course to JN242 at or below 7000, turn LEFT to ORPAR at or below 7000, turn LEFT to RIBIL at or above 10000, turn RIGHT to JN229, turn RIGHT to EGREP.
ISLAM 2E	Climb on 146° course to JN240 at or above 1600 (MAX 210 KT), turn LEFT, 130° course to JN242 at or below 7000, turn LEFT to ORPAR at or below 7000, via JN222 to ISLAM.
MIGDA 2E	Climb on 146° course to JN240 at or above 1600 (MAX 210 KT), turn LEFT, 130° course to JN242 at or below 7000, turn LEFT to ORPAR at or below 7000, turn LEFT to RIBIL at or above 10000, to JN397 at or above 12000, to JN398, turn LEFT to MIGDA.

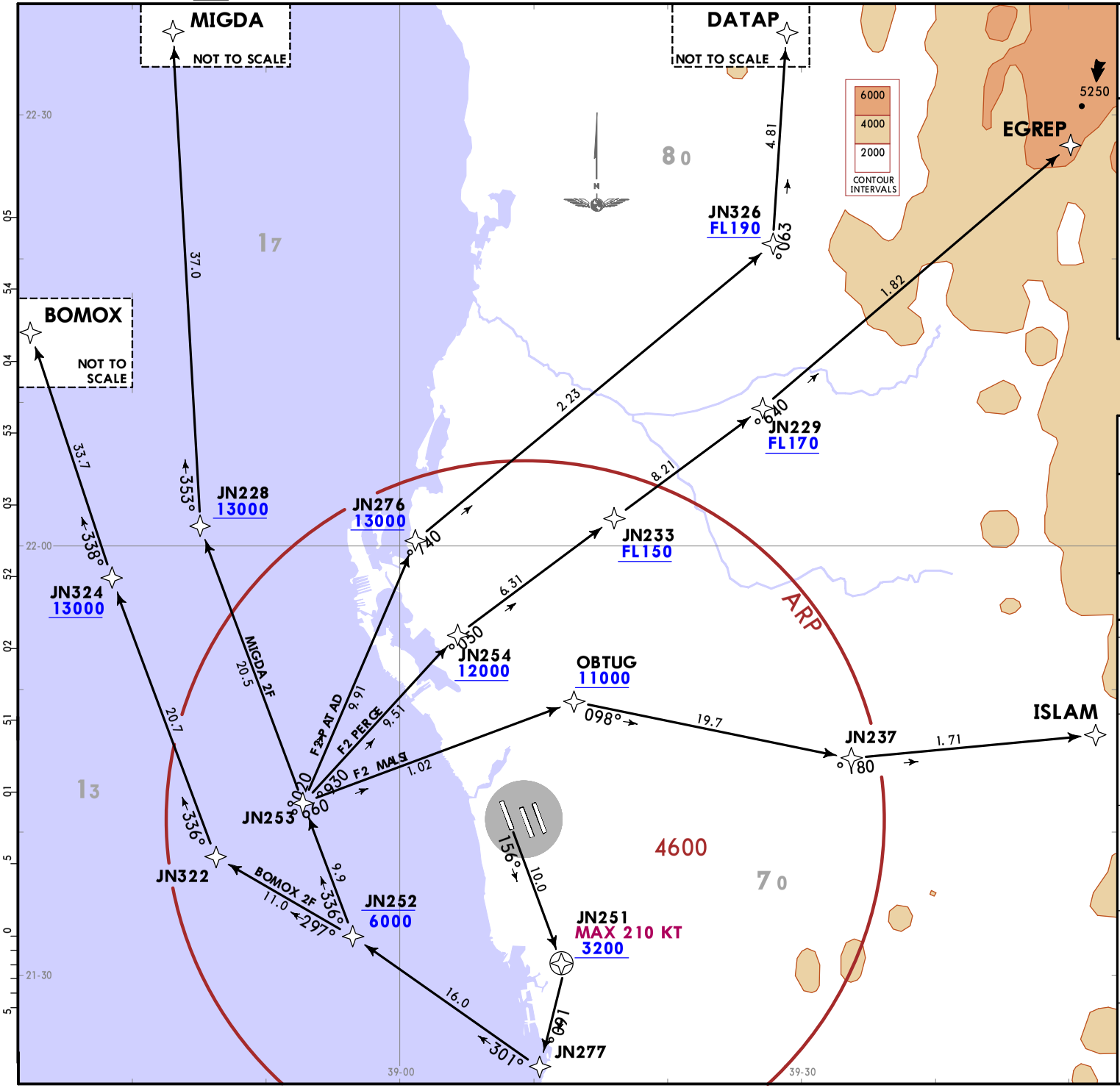
CHANGES: WPT JN241 replaced by JN240, MSA & routing revised, SIDs renumbered, note established.

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JEDDAH, SAUDI ARABIA

RNAV SID



Apt Elev	Trans alt: 13000
50	RNAV 1 GNSS required
	1. If unable to comply with SID advise ATC prior to take-off. 2. After take-off, remain TWR FREQ.

BOMOX 2F [BOMO2F]
DATAP 2F [DATA2F]
EGREP 2F [EGRE2F]
ISLAM 2F [ISLA2F]
MIGDA 2F [MIGD2F]
RNAV DEPARTURES
(RWY 16R)

SPEED: MAX 250 KT BELOW 10000

COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.
TCAS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

These SIDs require a minimum climb gradient of 320 FT/NM (5.27%) until 10000.

Gnd speed-KT	75	100	150	200	250	300
320 FT/NM	400	533	800	1067	1333	1600

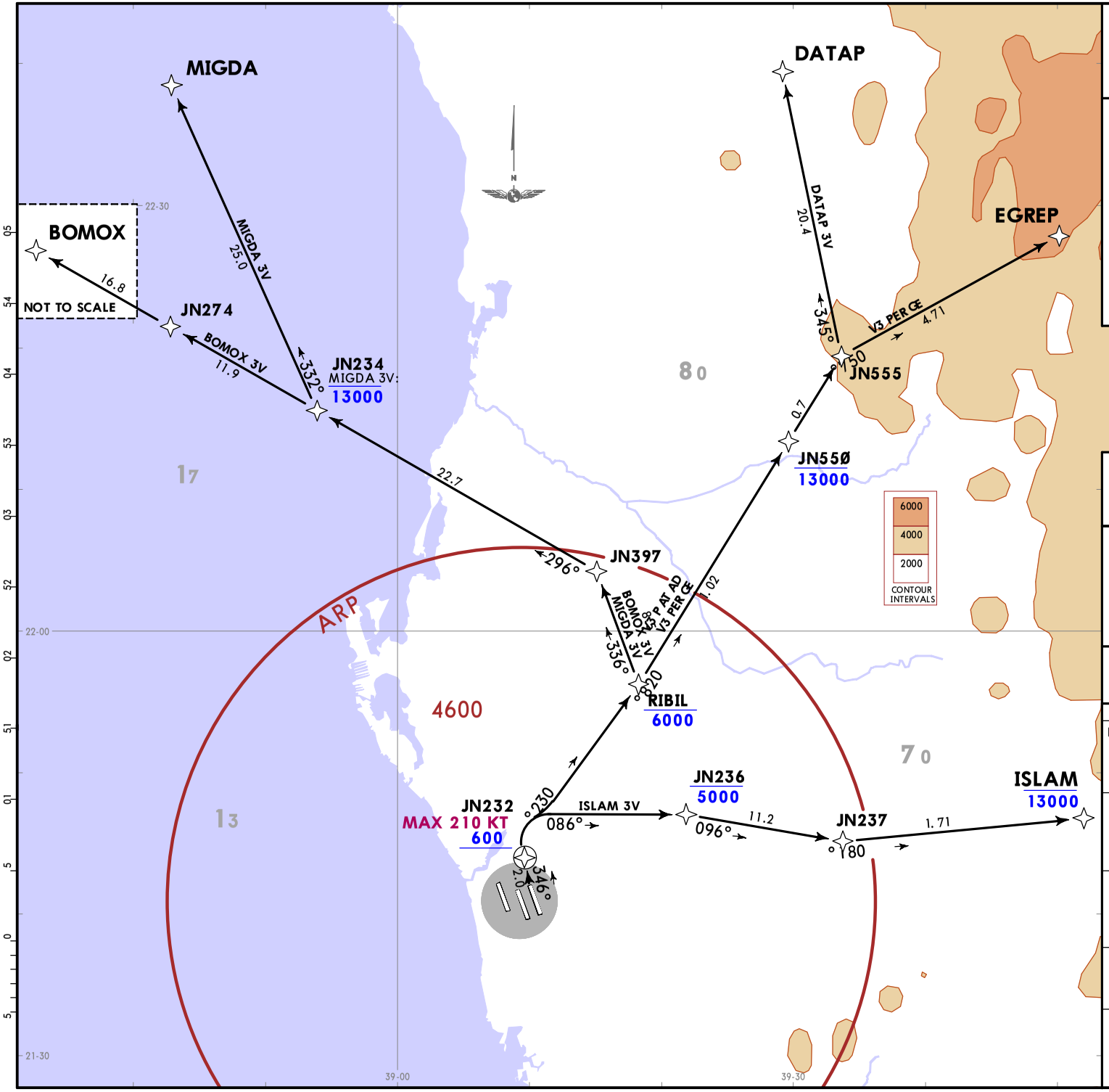
Climb to **6000** or as assigned by ATC.

SID	ROUTING
BOMOX 2F	Climb on 156° course to JN251 at or above 3200 (MAX 210 KT), 190° course to JN277, turn RIGHT, to JN252 at or below 6000, to JN322, turn RIGHT to JN324 at or above 13000, to BOMOX.
DATAP 2F	Climb on 156° course to JN251 at or above 3200 (MAX 210 KT), 190° course to JN277, turn RIGHT, to JN252 at or below 6000, turn RIGHT to JN253, turn RIGHT to JN276 at or above 13000, turn RIGHT to JN326 at or above FL190, turn LEFT to DATAP.
EGREP 2F	Climb on 156° course to JN251 at or above 3200 (MAX 210 KT), 190° course to JN277, turn RIGHT, to JN252 at or below 6000, turn RIGHT to JN253, turn RIGHT to JN254 at or above 12000, to JN233 at or above FL150, to JN229 at or above FL170, to EGREP.
ISLAM 2F	Climb on 156° course to JN251 at or above 3200 (MAX 210 KT), 190° course to JN277, turn RIGHT, to JN252 at or below 6000, turn RIGHT to JN253, turn RIGHT to OBTUG at or above 11000, turn RIGHT to JN237, turn LEFT to ISLAM.
MIGDA 2F	Climb on 156° course to JN251 at or above 3200 (MAX 210 KT), 190° course to JN277, turn RIGHT, to JN252 at or below 6000, turn RIGHT to JN253, to JN228 at or above 13000, turn RIGHT to MIGDA.

CHANGES: Initial climb & climb gradient established.

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Apt Elev 50	Trans alt: 13000 RNAV 1 GNSS required 1. If unable to comply with SID advise ATC prior to take-off. 2. After take-off, remain TWR FREQ. 3. No turn before DER.

BOMOX 3V [BOMO3V]
DATAP 3V [DATA3V]
EGREP 3V [EGRE3V]
ISLAM 3V [ISLA3V]
MIGDA 3V [MIGD3V]
RNAV DEPARTURES
(RWY 34R)

SPEED: MAX 250 KT BELOW 10000

COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.
TSL LOST COMMS LOST COMMS LOST COMMS LOST COMMS COMMS

These SIDs require a minimum climb gradient of 320 FT/NM (5.27%) until 10000.

Gnd speed-KT	75	100	150	200	250	300
320 per FT/NM	400	533	800	1067	1333	1600

Climb to **6000** or as assigned by ATC.

SID	ROUTING
BOMOX 3V	Climb on 346° course to JN232 at or above 600 (MAX 210 KT), turn RIGHT, 032° course to RIBIL at or below 6000, turn LEFT to JN397, turn LEFT via JN234 and JN274 to BOMOX.
DATAP 3V	Climb on 346° course to JN232 at or above 600 (MAX 210 KT), turn RIGHT, 032° course to RIBIL at or below 6000, to JN55Ø at or below 13000, to JN555, turn LEFT to DATAP.
EGREP 3V	Climb on 346° course to JN232 at or above 600 (MAX 210 KT), turn RIGHT, 032° course to RIBIL at or below 6000, to JN55Ø at or below 13000, to JN555, turn RIGHT to EGREP.
ISLAM 3V	Climb on 346° course to JN232 at or above 600 (MAX 210 KT), turn RIGHT, 086° course to JN236 at or below 5000, to JN237, to ISLAM at or below 13000.
MIGDA 3V	Climb on 346° course to JN232 at or above 600 (MAX 210 KT), turn RIGHT, 032° course to RIBIL at or below 6000, turn LEFT to JN397, turn LEFT to JN234 at or below 13000, turn RIGHT to MIGDA.

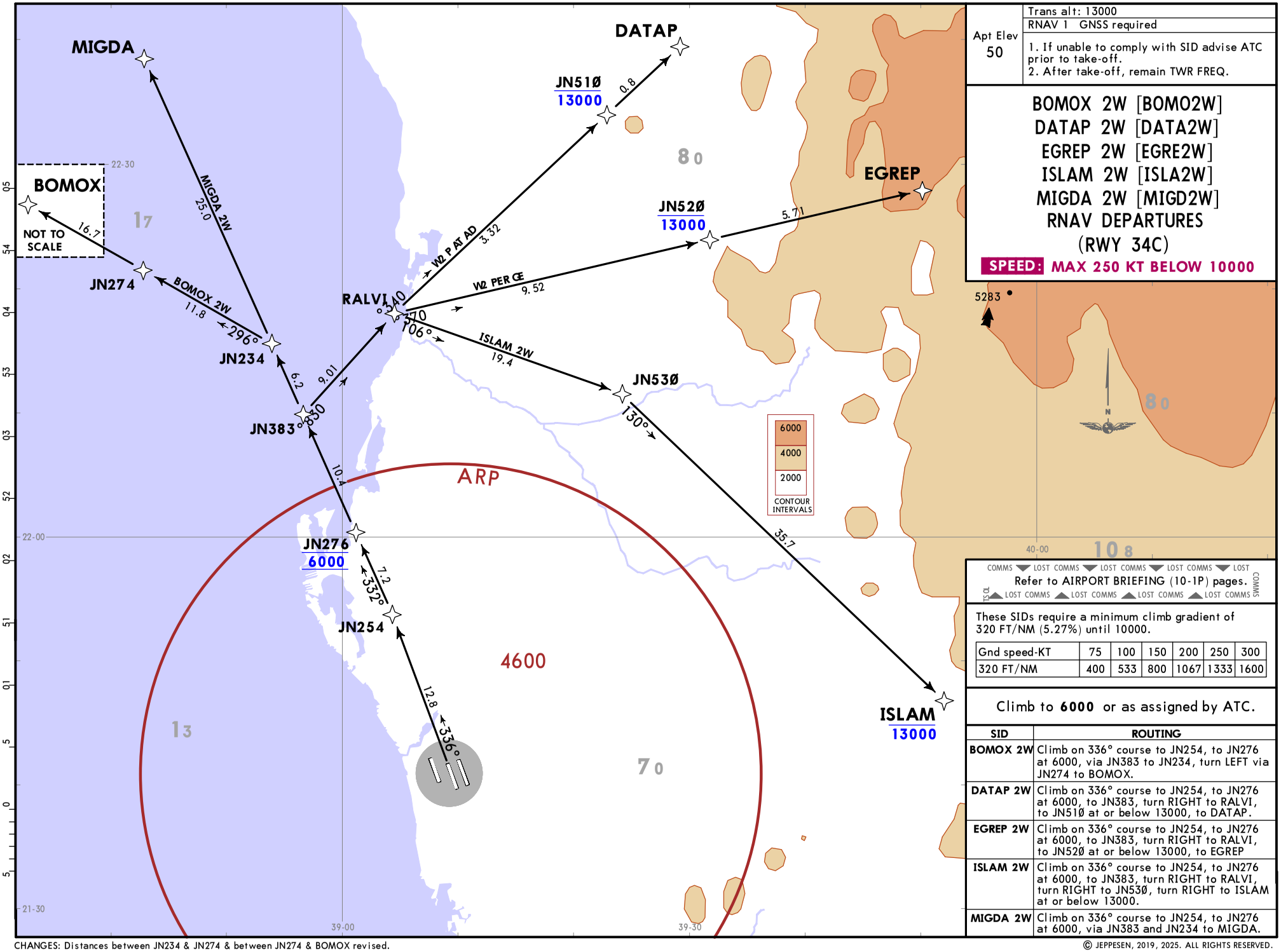
CHANGES: None.

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JEDDAH, SAUDI ARABIA

RNAV SID



Apt Elev	
50	Trans alt: 13000
	RNAV 1 GNSS required
	1. If unable to comply with SID advise ATC prior to take-off. 2. After take-off, remain TWR FREQ.

BOMOX 2W [BOMO2W]
DATAP 2W [DATA2W]
EGREP 2W [EGRE2W]
ISLAM 2W [ISLA2W]
MIGDA 2W [MIGD2W]
RNAV DEPARTURES
(RWY 34C)

SPEED: MAX 250 KT BELOW 10000

COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

These SIDs require a minimum climb gradient of 320 FT/NM (5.27%) until 10000.

Gnd speed-KT	75	100	150	200	250	300
320 FT/NM	400	533	800	1067	1333	1600

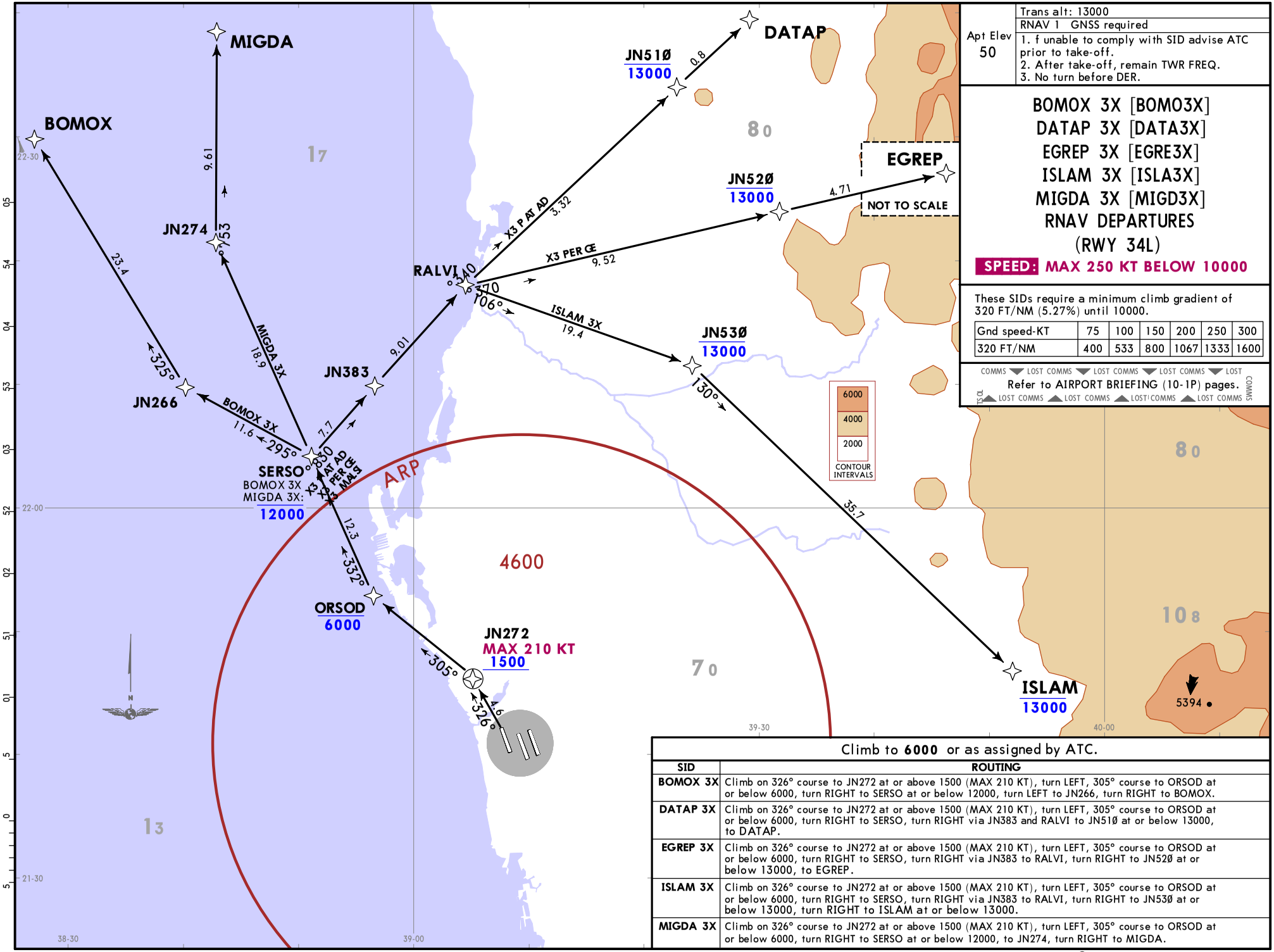
Climb to **6000** or as assigned by ATC.

SID	ROUTING
BOMOX 2W	Climb on 336° course to JN254, to JN276 at 6000, via JN383 to JN234, turn LEFT via JN274 to BOMOX.
DATAP 2W	Climb on 336° course to JN254, to JN276 at 6000, to JN383, turn RIGHT to RALVI, to JN51Ø at or below 13000, to DATAP.
EGREP 2W	Climb on 336° course to JN254, to JN276 at 6000, to JN383, turn RIGHT to RALVI, to JN52Ø at or below 13000, to EGREP
ISLAM 2W	Climb on 336° course to JN254, to JN276 at 6000, to JN383, turn RIGHT to RALVI, turn RIGHT to JN53Ø, turn RIGHT to ISLAM at or below 13000.
MIGDA 2W	Climb on 336° course to JN254, to JN276 at 6000, via JN383 and JN234 to MIGDA.

CHANGES: Distances between JN234 & JN274 & between JN274 & BOMOX revised.

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Apt Elev 50	Trans alt: 13000
	RNAV 1 GNSS required
	1. f unable to comply with SID advise ATC prior to take-off. 2. After take-off, remain TWR FREQ. 3. No turn before DER.

BOMOX 3X [BOMO3X]
DATAP 3X [DATA3X]
EGREP 3X [EGRE3X]
ISLAM 3X [ISLA3X]
MIGDA 3X [MIGD3X]
RNAV DEPARTURES
(RWY 34L)

SPEED: MAX 250 KT BELOW 10000

These SIDs require a minimum climb gradient of 320 FT/NM (5.27%) until 10000.

Gnd speed-KT	75	100	150	200	250	300
320 FT/NM	400	533	800	1067	1333	1600

COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS LOST COMMS LOST COMMS LOST COMMS

Climb to **6000** or as assigned by ATC.

SID	ROUTING
BOMOX 3X	Climb on 326° course to JN272 at or above 1500 (MAX 210 KT), turn LEFT, 305° course to ORSOD at or below 6000, turn RIGHT to SERSO at or below 12000, turn LEFT to JN266, turn RIGHT to BOMOX.
DATAP 3X	Climb on 326° course to JN272 at or above 1500 (MAX 210 KT), turn LEFT, 305° course to ORSOD at or below 6000, turn RIGHT to SERSO, turn RIGHT via JN383 and RALVI to JN510 at or below 13000, to DATAP.
EGREP 3X	Climb on 326° course to JN272 at or above 1500 (MAX 210 KT), turn LEFT, 305° course to ORSOD at or below 6000, turn RIGHT to SERSO, turn RIGHT via JN383 to RALVI, turn RIGHT to JN520 at or below 13000, to EGREP.
ISLAM 3X	Climb on 326° course to JN272 at or above 1500 (MAX 210 KT), turn LEFT, 305° course to ORSOD at or below 6000, turn RIGHT to SERSO, turn RIGHT via JN383 to RALVI, turn RIGHT to JN530 at or below 13000, turn RIGHT to ISLAM at or below 13000.
MIGDA 3X	Climb on 326° course to JN272 at or above 1500 (MAX 210 KT), turn LEFT, 305° course to ORSOD at or below 6000, turn RIGHT to SERSO at or below 12000, to JN274, turn RIGHT to MIGDA.

CHANGES: Waypoint JN743 renamed to ORSOD.

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JEDDAH, SAUDI ARABIA

RNAV SID

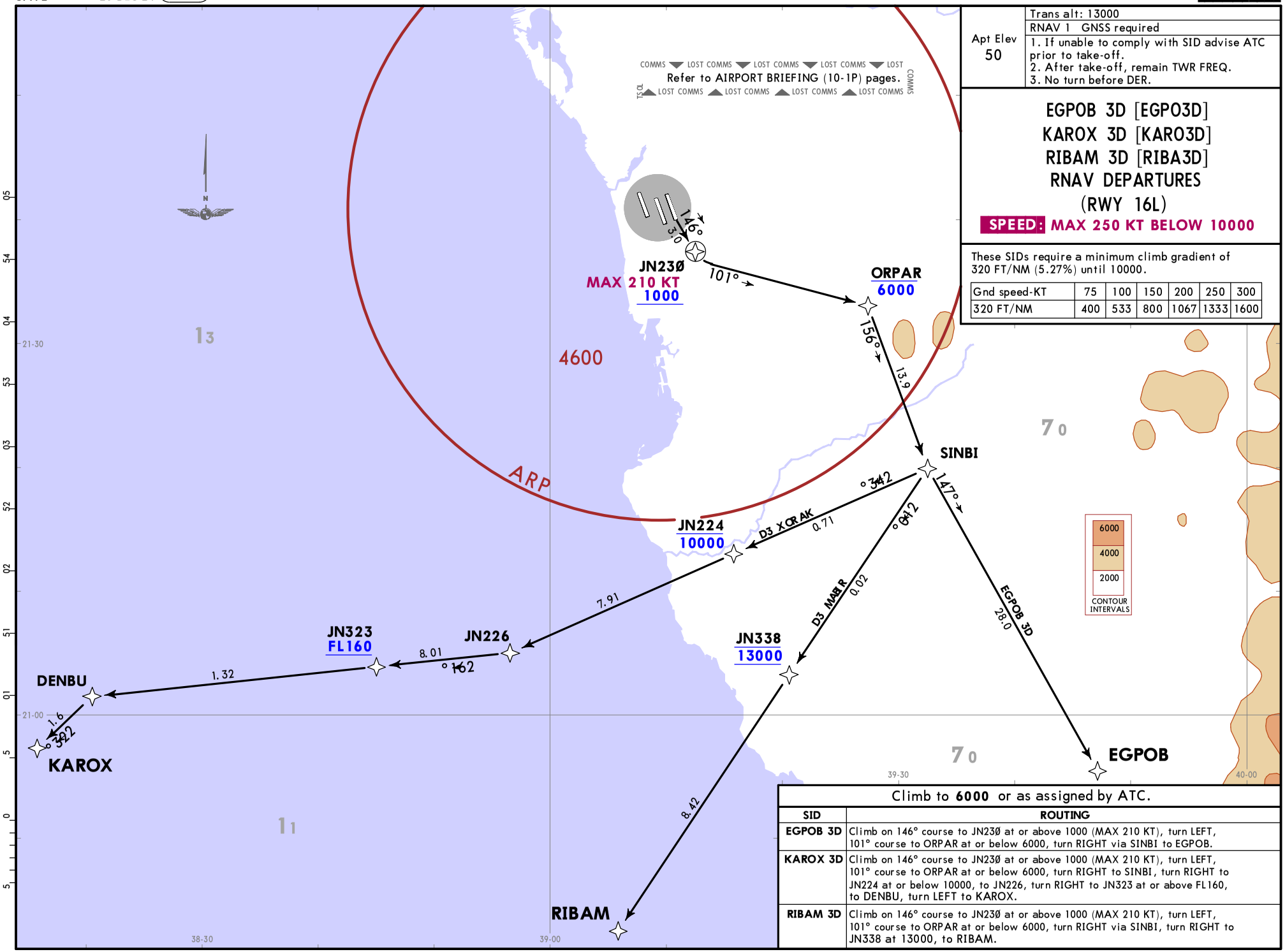
Apt Elev	Trans alt: 13000
50	RNAV 1 GNSS required
	1. If unable to comply with SID advise ATC prior to take-off. 2. After take-off, remain TWR FREQ. 3. No turn before DER.

EGPOB 3D [EGPO3D]
KAROX 3D [KARO3D]
RIBAM 3D [RIBA3D]
RNAV DEPARTURES
(RWY 16L)

SPEED: MAX 250 KT BELOW 10000

These SIDs require a minimum climb gradient of 320 FT/NM (5.27%) until 10000.

Gnd speed-KT	75	100	150	200	250	300
320 FT/NM	400	533	800	1067	1333	1600



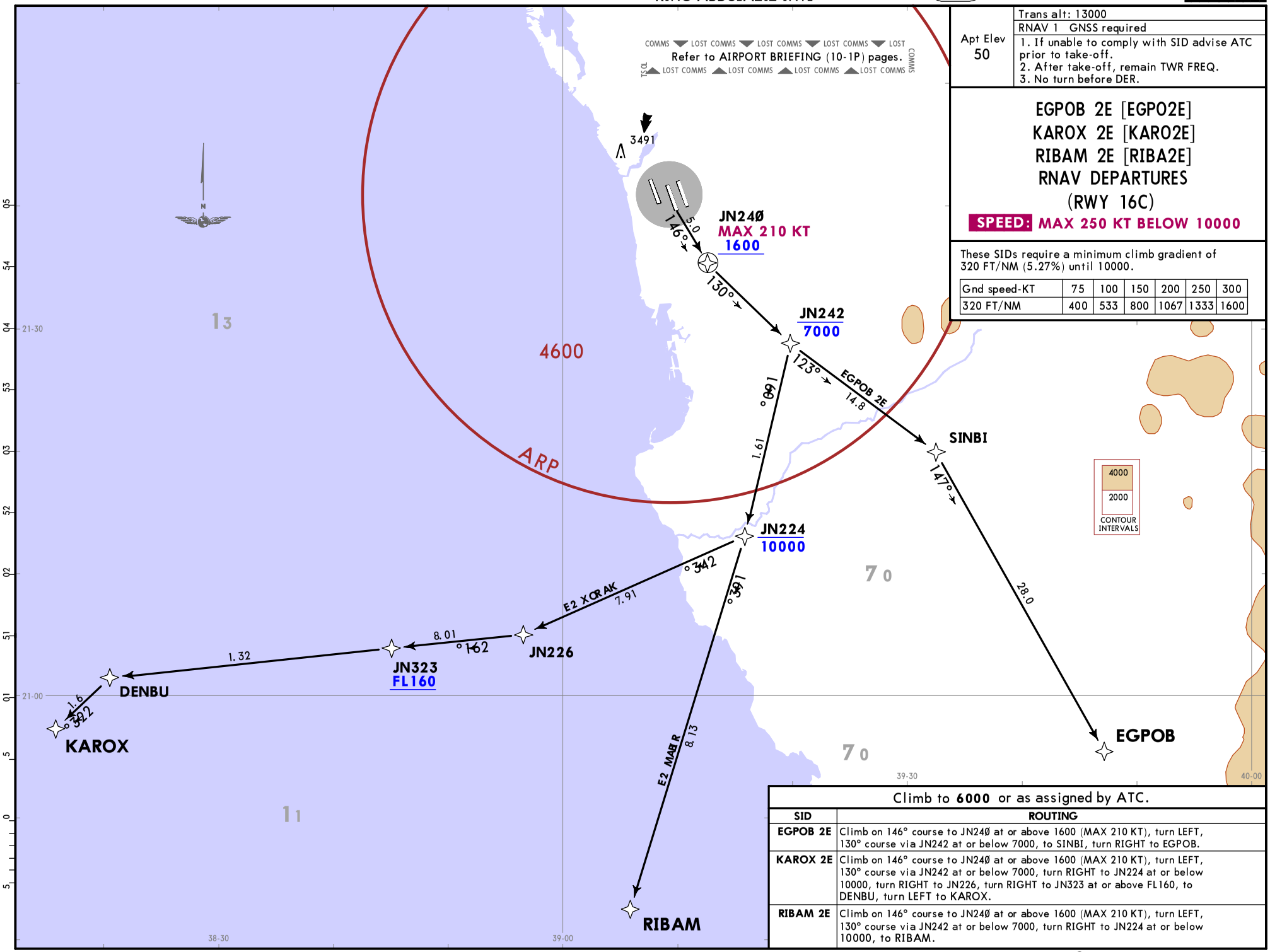
Climb to **6000** or as assigned by ATC.

SID	ROUTING
EGPOB 3D	Climb on 146° course to JN230 at or above 1000 (MAX 210 KT), turn LEFT, 101° course to ORPAR at or below 6000, turn RIGHT via SINBI to EGPOB.
KAROX 3D	Climb on 146° course to JN230 at or above 1000 (MAX 210 KT), turn LEFT, 101° course to ORPAR at or below 6000, turn RIGHT to SINBI, turn RIGHT to JN224 at or below 10000, to JN226, turn RIGHT to JN323 at or above FL160, to DENBU, turn LEFT to KAROX.
RIBAM 3D	Climb on 146° course to JN230 at or above 1000 (MAX 210 KT), turn LEFT, 101° course to ORPAR at or below 6000, turn RIGHT via SINBI, turn RIGHT to JN338 at 13000, to RIBAM.

CHANGES: WPT JN221 replaced by JN230, SIDs designators renumbered, routing & MSA revised.

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Apt Elev
50

Trans alt: 13000

RNAV 1 GNSS required

1. If unable to comply with SID advise ATC prior to take-off.
2. After take-off, remain TWR FREQ.
3. No turn before DER.

EGPOB 2E [EGPO2E]
KAROX 2E [KARO2E]
RIBAM 2E [RIBA2E]
RNAV DEPARTURES
(RWY 16C)

SPEED: MAX 250 KT BELOW 10000

These SIDs require a minimum climb gradient of 320 FT/NM (5.27%) until 10000.

Gnd speed-KT	75	100	150	200	250	300
320 FT/NM	400	533	800	1067	1333	1600

Climb to **6000** or as assigned by ATC.

SID	ROUTING
EGPOB 2E	Climb on 146° course to JN240 at or above 1600 (MAX 210 KT), turn LEFT, 130° course via JN242 at or below 7000, to SINBI, turn RIGHT to EGPOB.
KAROX 2E	Climb on 146° course to JN240 at or above 1600 (MAX 210 KT), turn LEFT, 130° course via JN242 at or below 7000, turn RIGHT to JN224 at or below 10000, turn RIGHT to JN226, turn RIGHT to JN323 at or above FL160, to DENBU, turn LEFT to KAROX.
RIBAM 2E	Climb on 146° course to JN240 at or above 1600 (MAX 210 KT), turn LEFT, 130° course via JN242 at or below 7000, turn RIGHT to JN224 at or below 10000, to RIBAM.

CHANGES: WPT JN241 replaced by JN240, SIDs designators renumbered, routing & MSA revised.

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JEDDAH, SAUDI ARABIA

RNAV SID

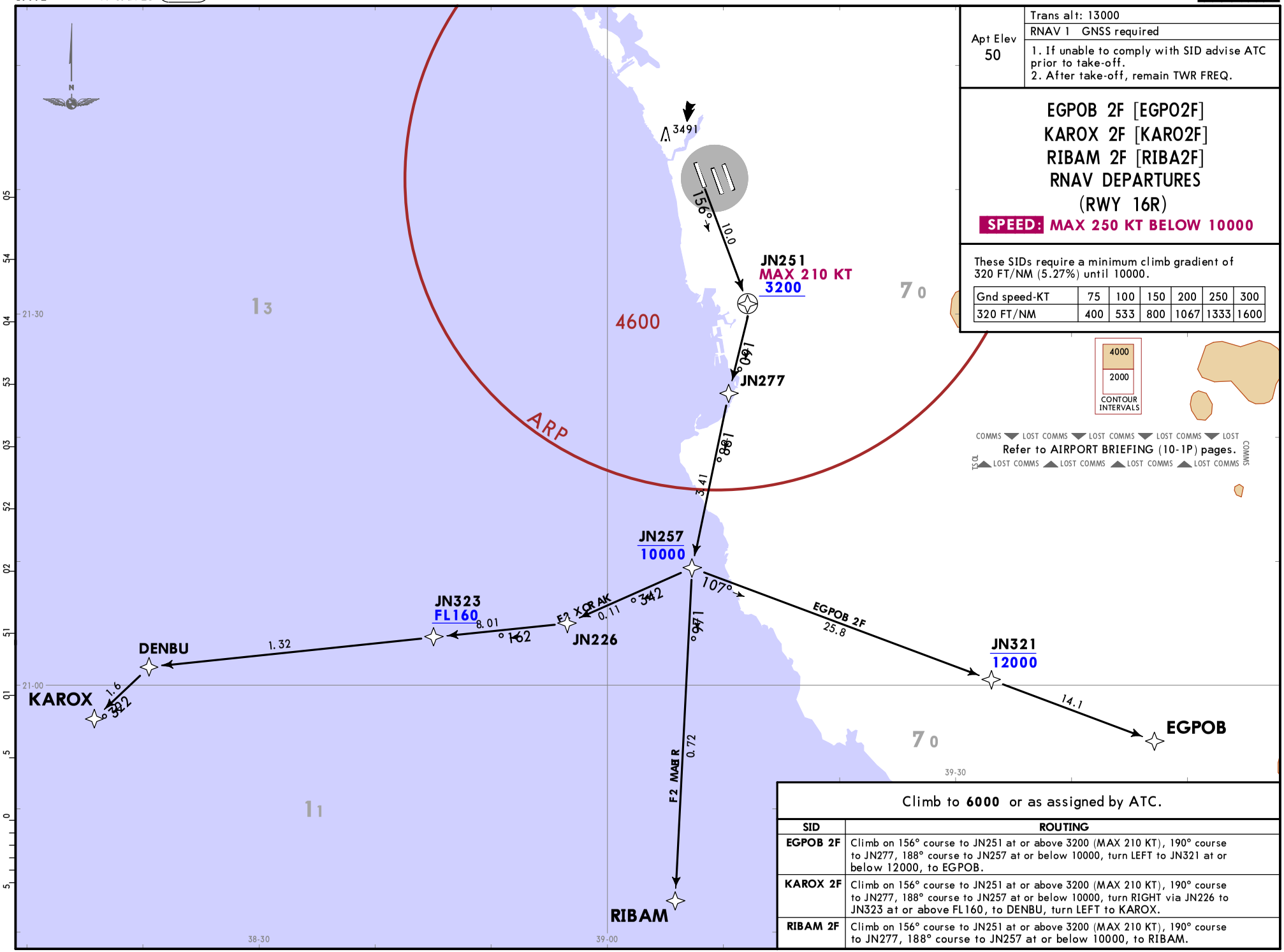
Apt Elev 50	Trans alt: 13000
	RNAV 1 GNSS required
	1. If unable to comply with SID advise ATC prior to take-off. 2. After take-off, remain TWR FREQ.

EGPOB 2F [EGPO2F]
KAROX 2F [KARO2F]
RIBAM 2F [RIBA2F]
RNAV DEPARTURES
(RWY 16R)

SPEED: MAX 250 KT BELOW 10000

These SIDs require a minimum climb gradient of 320 FT/NM (5.27%) until 10000.

Gnd speed-KT	75	100	150	200	250	300
320 FT/NM	400	533	800	1067	1333	1600



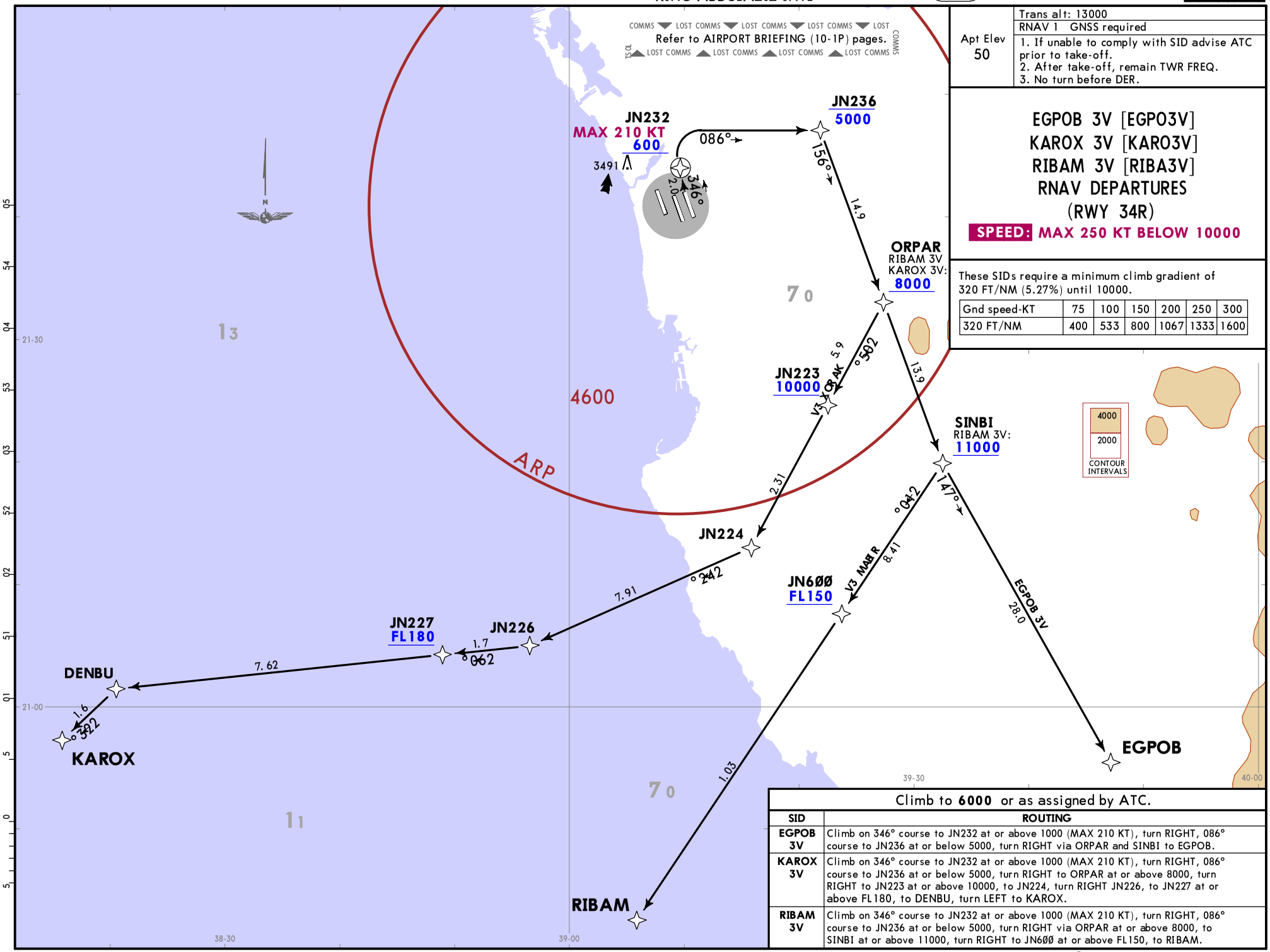
Climb to **6000** or as assigned by ATC.

SID	ROUTING
EGPOB 2F	Climb on 156° course to JN251 at or above 3200 (MAX 210 KT), 190° course to JN277, 188° course to JN257 at or below 10000, turn LEFT to JN321 at or below 12000, to EGPOB.
KAROX 2F	Climb on 156° course to JN251 at or above 3200 (MAX 210 KT), 190° course to JN277, 188° course to JN257 at or below 10000, turn RIGHT via JN226 to JN323 at or above FL160, to DENBU, turn LEFT to KAROX.
RIBAM 2F	Climb on 156° course to JN251 at or above 3200 (MAX 210 KT), 190° course to JN277, 188° course to JN257 at or below 10000, to RIBAM.

CHANGES: Initial climb & climb gradient established.

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Apt Elev
50

Trans alt: 13000

RNAV 1 GNSS required

1. If unable to comply with SID advise ATC prior to take-off.
2. After take-off, remain TWR FREQ.
3. No turn before DER.

EGPOB 3V [EGPO3V]
KAROX 3V [KARO3V]
RIBAM 3V [RIBA3V]
RNAV DEPARTURES
(RWY 34R)

SPEED: MAX 250 KT BELOW 10000

These SIDs require a minimum climb gradient of 320 FT/NM (5.27%) until 10000.

Gnd speed-KT	75	100	150	200	250	300
320 FT/NM	400	533	800	1067	1333	1600

Climb to **6000** or as assigned by ATC.

SID	ROUTING
EGPOB 3V	Climb on 346° course to JN232 at or above 1000 (MAX 210 KT), turn RIGHT, 086° course to JN236 at or below 5000, turn RIGHT via ORPAR and SINBI to EGPOB.
KAROX 3V	Climb on 346° course to JN232 at or above 1000 (MAX 210 KT), turn RIGHT, 086° course to JN236 at or below 5000, turn RIGHT to ORPAR at or above 8000, turn RIGHT to JN223 at or above 10000, to JN224, turn RIGHT JN226, to JN227 at or above FL180, to DENBU, turn LEFT to KAROX.
RIBAM 3V	Climb on 346° course to JN232 at or above 1000 (MAX 210 KT), turn RIGHT, 086° course to JN236 at or below 5000, turn RIGHT via ORPAR at or above 8000, to SINBI at or above 11000, turn RIGHT to JN6ØØ at or above FL150, to RIBAM.

CHANGES: None.

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JEDDAH, SAUDI ARABIA

RNAV SID

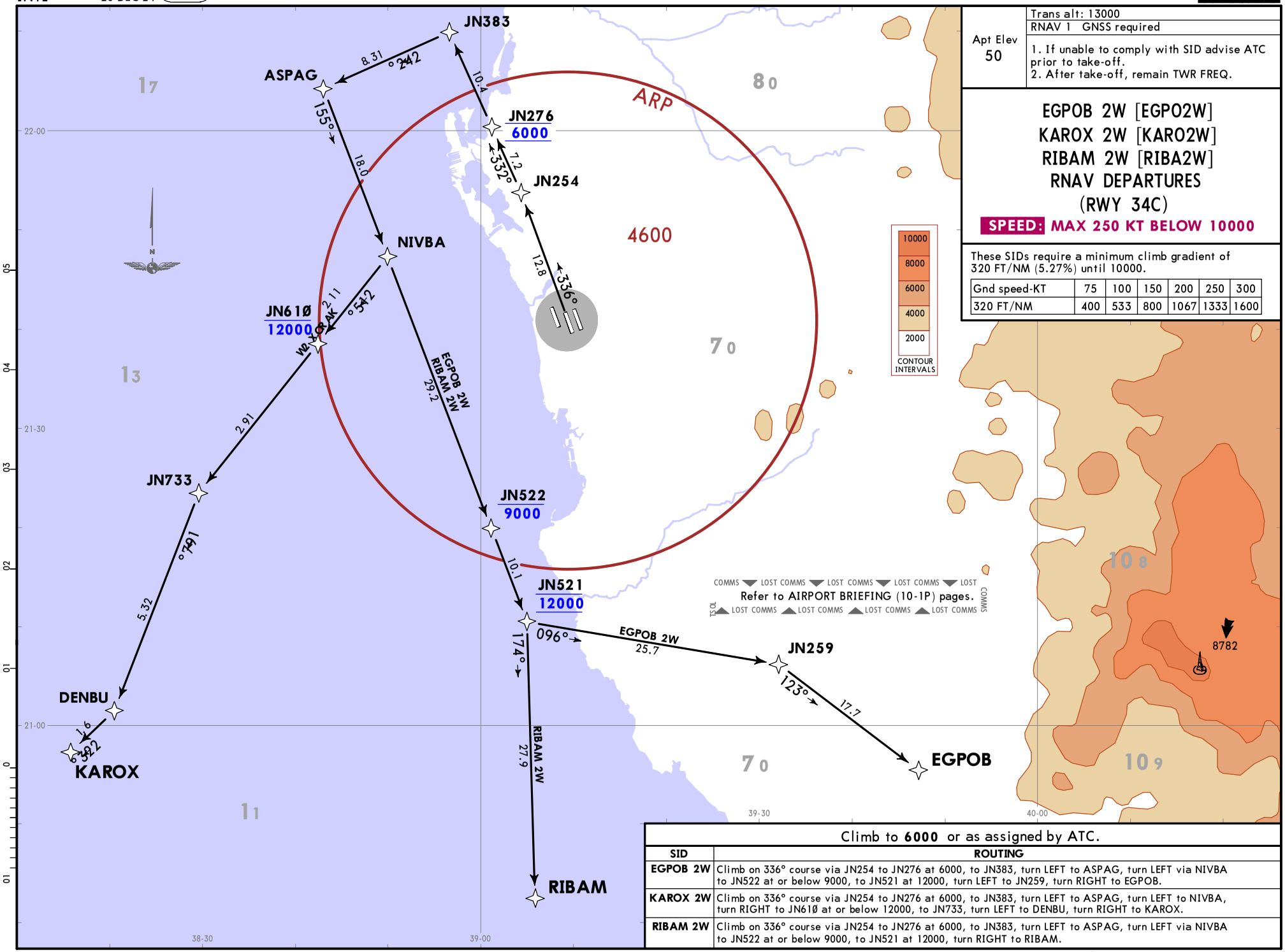
Apt Elev	Trans alt: 13000
50	RNAV 1 GNSS required
	1. If unable to comply with SID advise ATC prior to take-off. 2. After take-off, remain TWR FREQ.

EGPOB 2W [EGPO2W]
KAROX 2W [KARO2W]
RIBAM 2W [RIBA2W]
RNAV DEPARTURES
(RWY 34C)

SPEED: MAX 250 KT BELOW 10000

These SIDs require a minimum climb gradient of 320 FT/NM (5.27%) until 10000.

Gnd speed-KT	75	100	150	200	250	300
320 FT/NM	400	533	800	1067	1333	1600



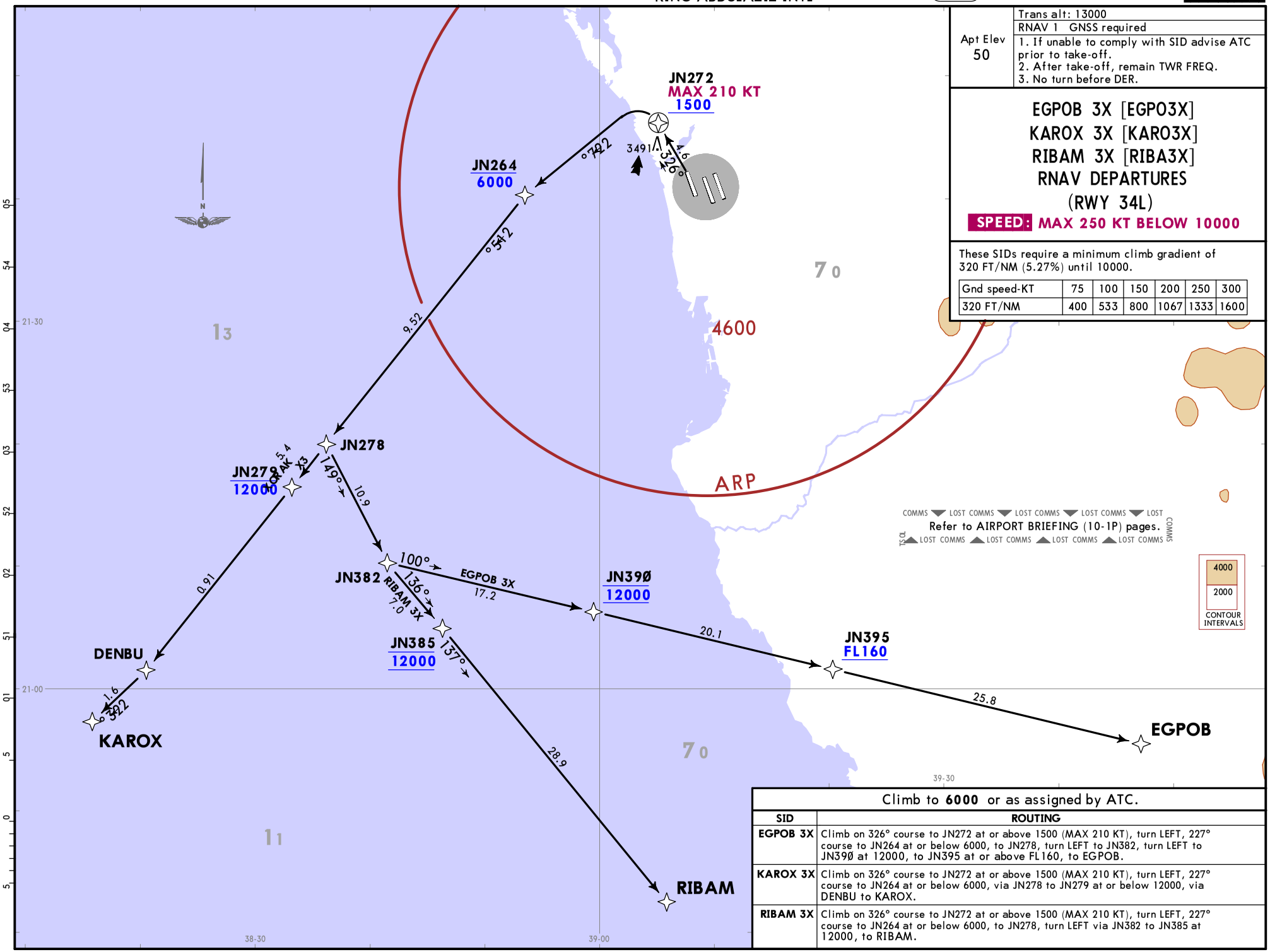
Climb to **6000** or as assigned by ATC.

SID	ROUTING
EGPOB 2W	Climb on 336° course via JN254 to JN276 at 6000, to JN383, turn LEFT to ASPAG, turn LEFT via NIVBA to JN522 at or below 9000, to JN521 at 12000, turn LEFT to JN259, turn RIGHT to EGPOB.
KAROX 2W	Climb on 336° course via JN254 to JN276 at 6000, to JN383, turn LEFT to ASPAG, turn LEFT to NIVBA, turn RIGHT to JN610 at or below 12000, to JN733, turn LEFT to DENBU, turn RIGHT to KAROX.
RIBAM 2W	Climb on 336° course via JN254 to JN276 at 6000, to JN383, turn LEFT to ASPAG, turn LEFT via NIVBA to JN522 at or below 9000, to JN521 at 12000, turn RIGHT to RIBAM.

CHANGES: Bearings & MSA revised.

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Apt Elev
50

Trans alt: 13000

RNAV 1 GNSS required

1. If unable to comply with SID advise ATC prior to take-off.
2. After take-off, remain TWR FREQ.
3. No turn before DER.

EGPOB 3X [EGPO3X]
KAROX 3X [KARO3X]
RIBAM 3X [RIBA3X]
RNAV DEPARTURES
(RWY 34L)

SPEED: MAX 250 KT BELOW 10000

These SIDs require a minimum climb gradient of 320 FT/NM (5.27%) until 10000.

Gnd speed-KT	75	100	150	200	250	300
320 FT/NM	400	533	800	1067	1333	1600

Climb to **6000** or as assigned by ATC.

SID	ROUTING
EGPOB 3X	Climb on 326° course to JN272 at or above 1500 (MAX 210 KT), turn LEFT, 227° course to JN264 at or below 6000, to JN278, turn LEFT to JN382, turn LEFT to JN390 at 12000, to JN395 at or above FL160, to EGPOB.
KAROX 3X	Climb on 326° course to JN272 at or above 1500 (MAX 210 KT), turn LEFT, 227° course to JN264 at or below 6000, via JN278 to JN279 at or below 12000, via DENBU to KAROX.
RIBAM 3X	Climb on 326° course to JN272 at or above 1500 (MAX 210 KT), turn LEFT, 227° course to JN264 at or below 6000, to JN278, turn LEFT via JN382 to JN385 at 12000, to RIBAM.

CHANGES: WPT JN271 replaced by JN272, SIDs designators renumbered, routing & MSA revised.

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NEW ACFT STAND PROJECT (SUP 22/25)

REFER ALSO TO LATEST NOTAMS

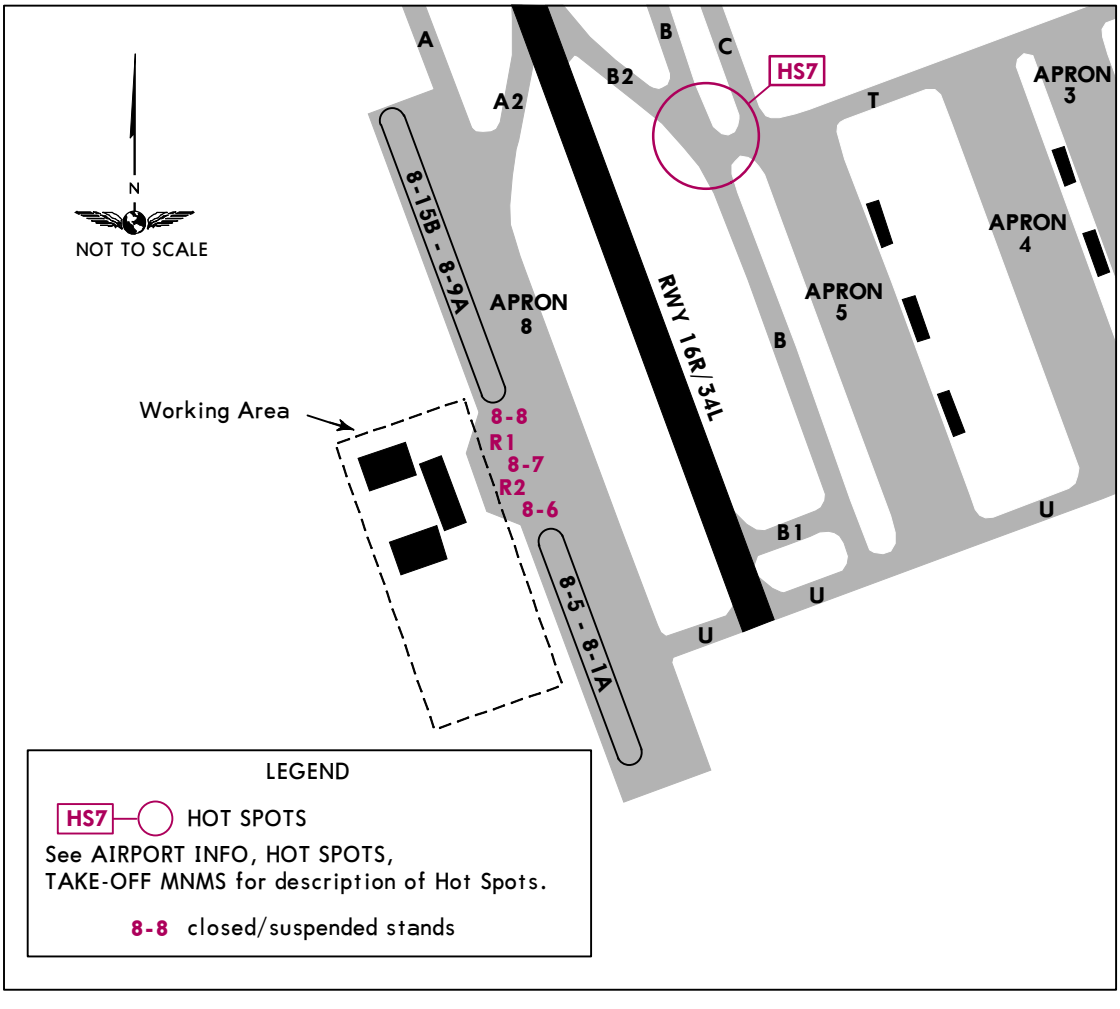
1. INTRODUCTION

The purpose of this temporary chart is to notify Acft operators regarding the new project of replacing the current South jetway on Apron 8 and introducing a new Acft stand (Stand: R4) on Apron 8 at King Abdulaziz Intl Airport.

2. TIMEFRAME FOR THE INSTALLATION ACTIVITIES

The period of the installation activities of the replacing the current South jetway on Apron 8 and introducing a new Acft stand (Name: R4) on Apron 8. These activities are divided as follows:

Project Phases	Activity	Duration	Consequence	Remark
Phase 1	Installation of new marking for the temporary parking stand R4	+1 week	- Stand R1 and R2 will be closed throughout the project duration via a NOTAM. - Docking to stand R4 will be via follow me, and suspension of stand 8-6, 8-7, and 8-8 from operations.	All phases would be announced by NOTAM
Phase 2	Civil Work and removal of current jetway	+2 weeks		
Phase 3	Civil Work for preparation for the installation of the new jetway	+2 weeks		
Phase 4	Civil Work for installation of the new jetway	+2 weeks		
Phase 5	Test commissioning	+1 week		



CHANGES: Hot spots.

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NEW ACFT STAND PROJECT (SUP 08/26)

REFER ALSO TO LATEST NOTAMS

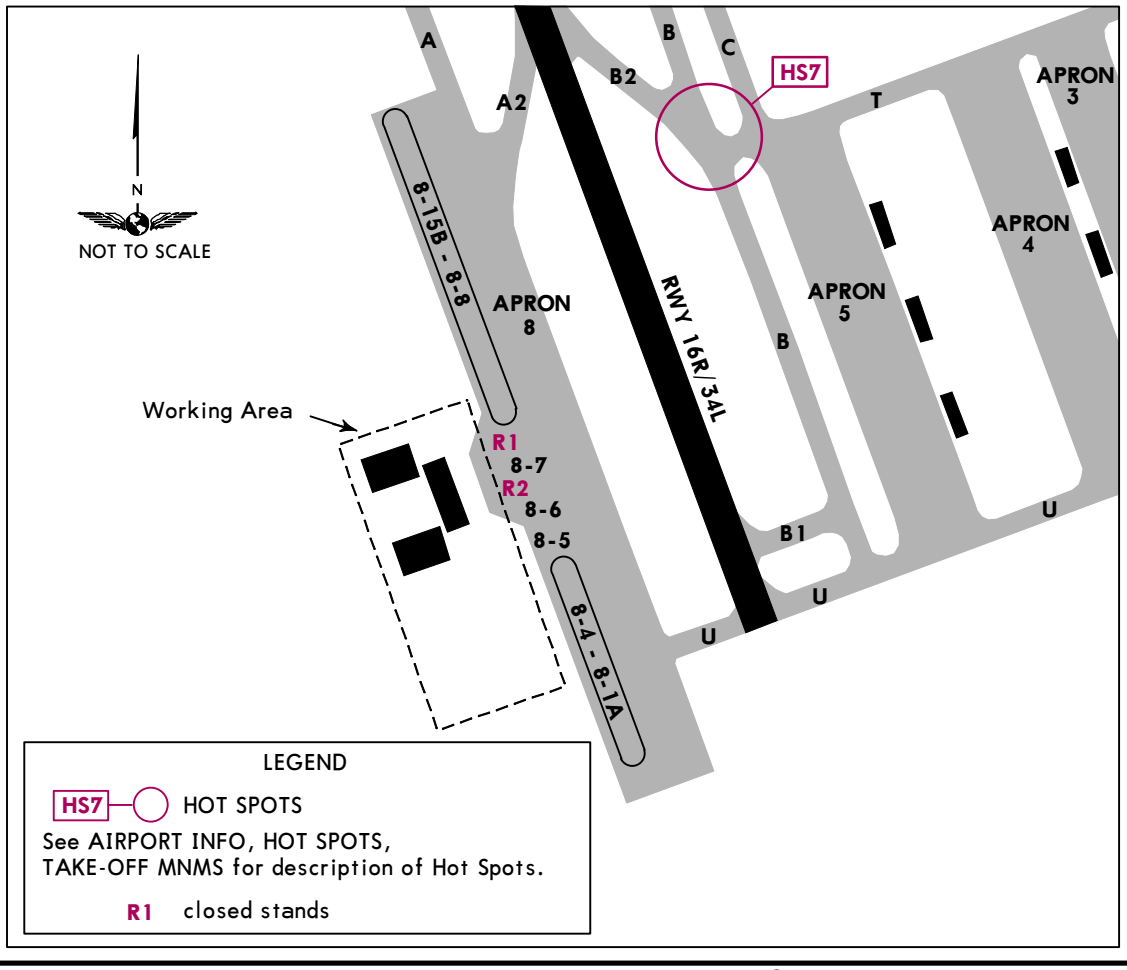
1. INTRODUCTION

The purpose of this temporary chart is to notify Acft operators regarding the new project of replacing the current North jetway on Apron 8 and introducing a new Acft stand (Stand: R5) on Apron 8 at King Abdulaziz Intl Airport to operate South jetway during the project of replacement of the North jetway at Apron 8.

2. TIMEFRAME FOR THE INSTALLATION ACTIVITIES

The period of the installation activities of the replacing the current North jetway on Apron 8 and introducing a new Acft stand (Name: R5) on Apron 8 to operate the South jetway. These activities are divided as follows:

Project Phases	Activity	Duration	Consequence
Phase 1	Installation new marking for the temporary parking stand R5 and Removal of temporary Acft leading line R4	+8 months	- R2 is closed by SUP - R1 will only be closed during the start of phase 2 - Docking to stand R5 will be via follow me and marshalling and R5 will remain active until the end of the project.
Phase 2	Civil Work and removal of current jetway	+4 weeks	
Phase 3	Civil Work for preparation for the installation of the new jetway	+4 weeks	
Phase 4	Civil Work for installation of the new jetway	+4 weeks	
Phase 5	Test commissioning	+8 weeks	



CHANGES: Hot spots.

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NEW VOR DME INSTALLATION PROJECT (AIP SUP 11/25)

REFER ALSO TO LATEST NOTAMS

1. INTRODUCTION

The purpose of these temporary charts is to notify aircraft operators and airspace users regarding the installation of the new VOR DME system at King Abdulaziz Intl Airport and to provide information on the impact of the installation activities on the air navigation from/to OEJN.

2. NAVIGATION AND VISUAL AIDS IMPACTED

All navigation and visual aids will be available during the work in progress and will not be impacted.

3. TIMEFRAME FOR THE INSTALLATION ACTIVITIES

The period of the installation activities of the new VOR DME system serving OEJN is up to fourteen (14) months. These activities are divided as follows:

Project Phases	Activity	Duration	Consequence	Remark
Phase 1	Civil Works and site preparation	+3 Months	- There is no infringement of the Obstacle Limitation Surfaces (OLS) by cranes and equipment with a height up to 20 meters above ground level. - Cranes and equipment used in the installation are restricted to a maximum height of 20 meters above ground level. A specific NOTAM will be issued during the cranes activities. - Construction works close to the runway 16R/34L strip. Persons and vehicles must comply with all instructions and clearance distances must be observed during the runway operations.	All phases will be announced by NOTAM
Phase 2	New system's hardware installation	+2 Months		
Phase 3	New system set up and alignment	+1 Month		
Phase 4	Test commissioning for the new system	+0.5 Month		
Phase 5	New VOR DME aeronautical information Publication and Operation	+7.5 Months	- AIP will be updated with the new VOR DME and revision of Instrument Flight Procedures. - The new VOR DME system will be published and introduced into operation. - New Instrument Flight Procedures will be designed and published.	

Note: Check chart 10-8C for location of area affected during work in progress.

4. INSTRUMENT FLIGHT PROCEDURES AND APPROACHES AVAILABLE FROM/TO OEJN

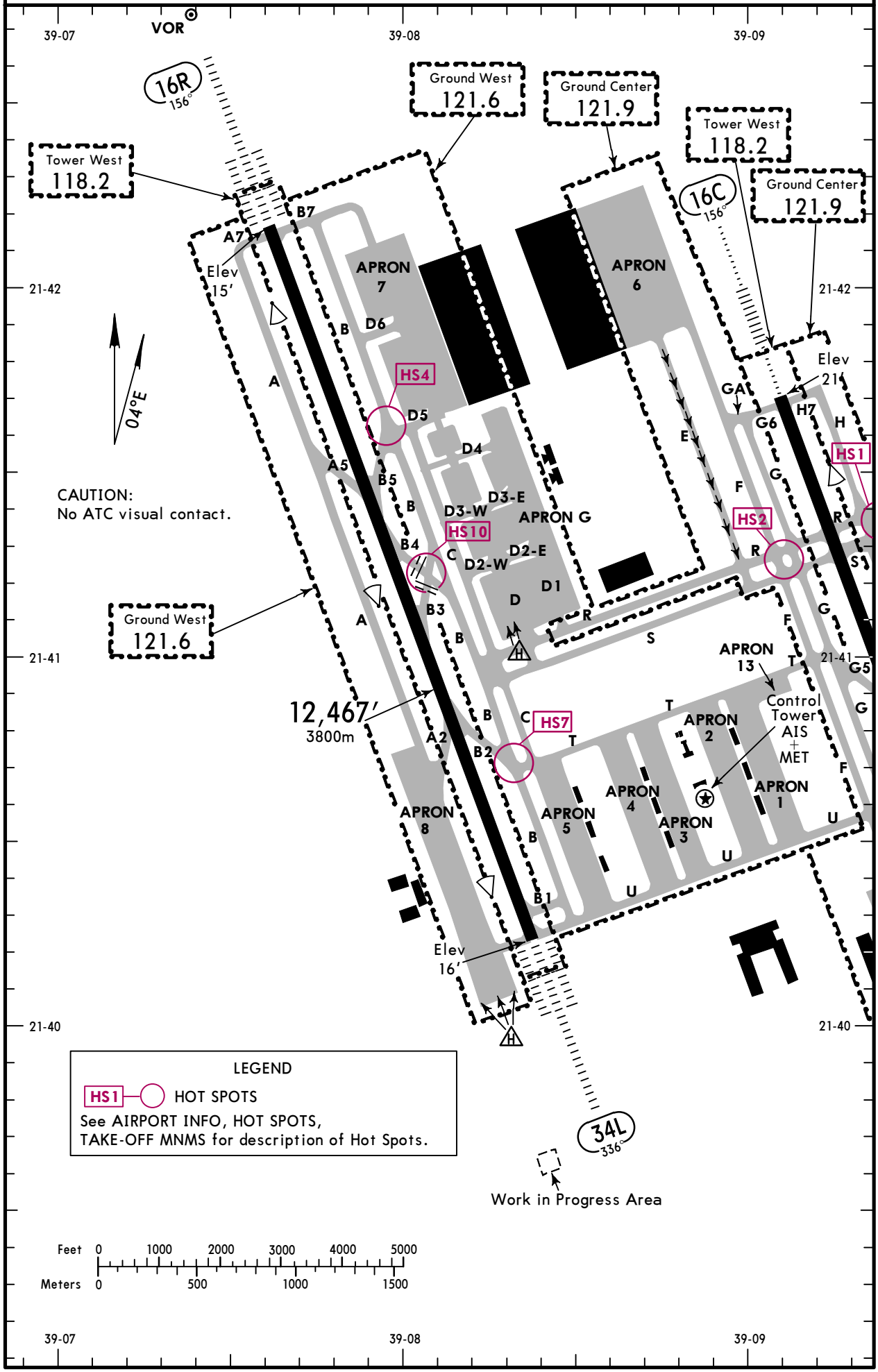
All current Instrument Flight Procedures will be available during the work in progress for the new VOR DME installation.

The aircraft operators must consult all valid NOTAMs prior to conducting any flight from/to OEJN.

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NEW VOR DME INSTALLATION PROJECT (CONTD)
(AIP SUP 11/25)
REFER ALSO TO LATEST NOTAMS



CHANGES: Hot spots.

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NEW FUEL RACK STATION CONSTRUCTION PROJECT (AIP SUP 31/25)

REFER ALSO TO LATEST NOTAMS

1. INTRODUCTION

The purpose of this AIP Supplement is to notify aircraft operators and airspace users regarding the construction of the new Fuel Rack station at King Abdulaziz Intl Airport and to provide information on the impact of the installation activities on the air navigation from/to OEJN.

2. NAVIGATION AND VISUAL AIDS IMPACTED

All navigation and visual aids will be available during the work in progress and will not be impacted.

3. TIMEFRAME FOR THE INSTALLATION ACTIVITIES

The period of construction of the new Fuel Rack station at OEJN is up to fourteen (14) months. These activities are divided as follows:

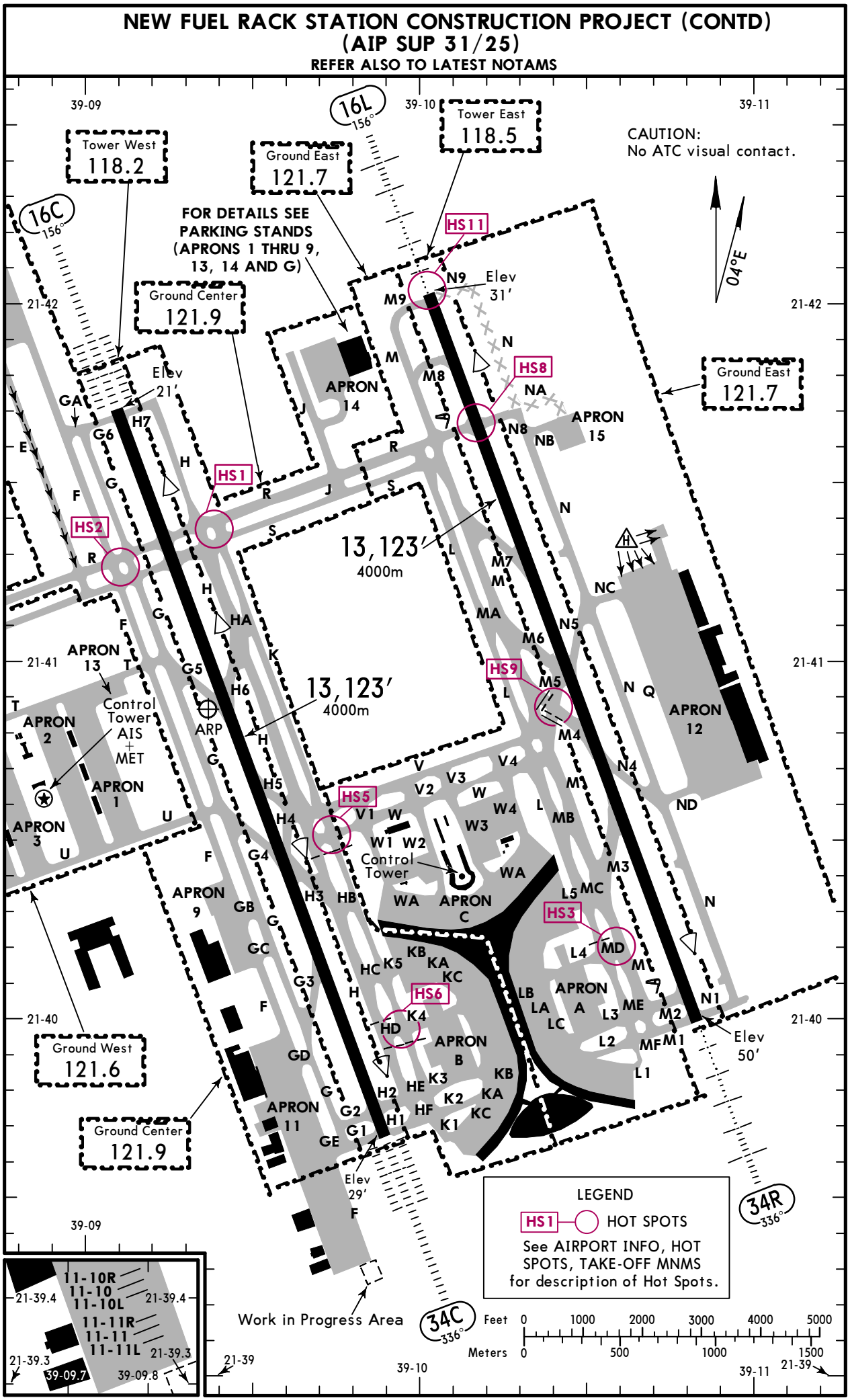
Project Phases	Activity	Duration	Consequence	Remark
Phase 1	Mobilization / site set up	+ 3 Months	- There is no infringement of the Obstacle Limitation Surfaces (OLS) by cranes and equipment with a height up to 66'/20m above ground level. - The construction site is close to Apron 11 and taxiway F, persons and vehicles must comply with all instructions, and clearance distances must be observed during the taxiway operations. - Cranes and equipment used in the installation are restricted to a maximum height of 49'/15m above ground level; a specific NOTAM will be issued during the crane's activities. - Pushback procedure for stands 11-11 and 11-11L: the aircraft will be pushed back and towed to stand 11-10L, after which the engine can be started.	All phases will be announced by NOTAM
Phase 2	Construction	+ 8 Months		
Phase 3	Testing, Commissioning, Hand Over	+ 3 Months		

Note: Check chart 10-8E for location of area affected during work in progress.

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NEW FUEL RACK STATION CONSTRUCTION PROJECT (CONTD)
(AIP SUP 31/25)
REFER ALSO TO LATEST NOTAMS



CHANGES: Hot spots.

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REPAINTING PROJECT FOR APRON 6
(SUP 44/25)

REFER ALSO TO LATEST NOTAMS

1. INTRODUCTION

The purpose of this AIP Supplement is to notify aircraft operators regarding the new project of repainting Apron 6, which will involve implementing new approved design for the whole apron. The project will be broken down into three phases.

2. TIMEFRAME FOR THE INSTALLATION ACTIVITIES

The period of the implementation activities of the repainting and implementing new design on Apron 6. These activities are divided as follows:

Project Phases	Activity	Duration	Consequence	Remark
Phase 1	Portion of Taxiway E between Taxiway R and stand 6-7 closed	+8 week	Each phase will be activated by NOTAM.	-
Phase 2	Portion of Taxiway E between stand 6-4 to North end closed	+8 weeks		
Phase 3	Portion of Taxiway F between Taxiway GA to North end closed	+8 weeks		

3. APRON REDESIGN PHASES

a) Phase 1
- The existing markings for stands 6-1, 6-2, 6-3, 6-4, 6-5, 6-11, 6-12, 6-13 and 6-14 will be fully removed. A new stand marking layout will be implemented for stands 6-1 through 6-5.
- Aircraft movements for stands 6-15 to 6-26 will enter and exit via Taxiway F.
- Similarly, aircraft movements for stands 6-7 to 6-10 will also use Taxiway F for entry and exit.
- Stand 6-6 will be closed to mitigate the jet blast issue.

b) Phase 2
- The existing markings for stands 6-6, 6-7, 6-8, 6-9, and 6-10 will be completely removed. A new stand marking layout will be implemented. The final configuration for Phase 2 will consist of five stands 6-6, 6-7, 6-8, 6- 9 and 6-10.
- Aircraft movements at stands 6-15 to 6-26 will enter and exit via Taxiway F.
- Aircraft movements at stands 6-1 to 6-4 will enter and exit via Taxiway E.
- Stand 6-5 will be closed to mitigate the jet blast issue.

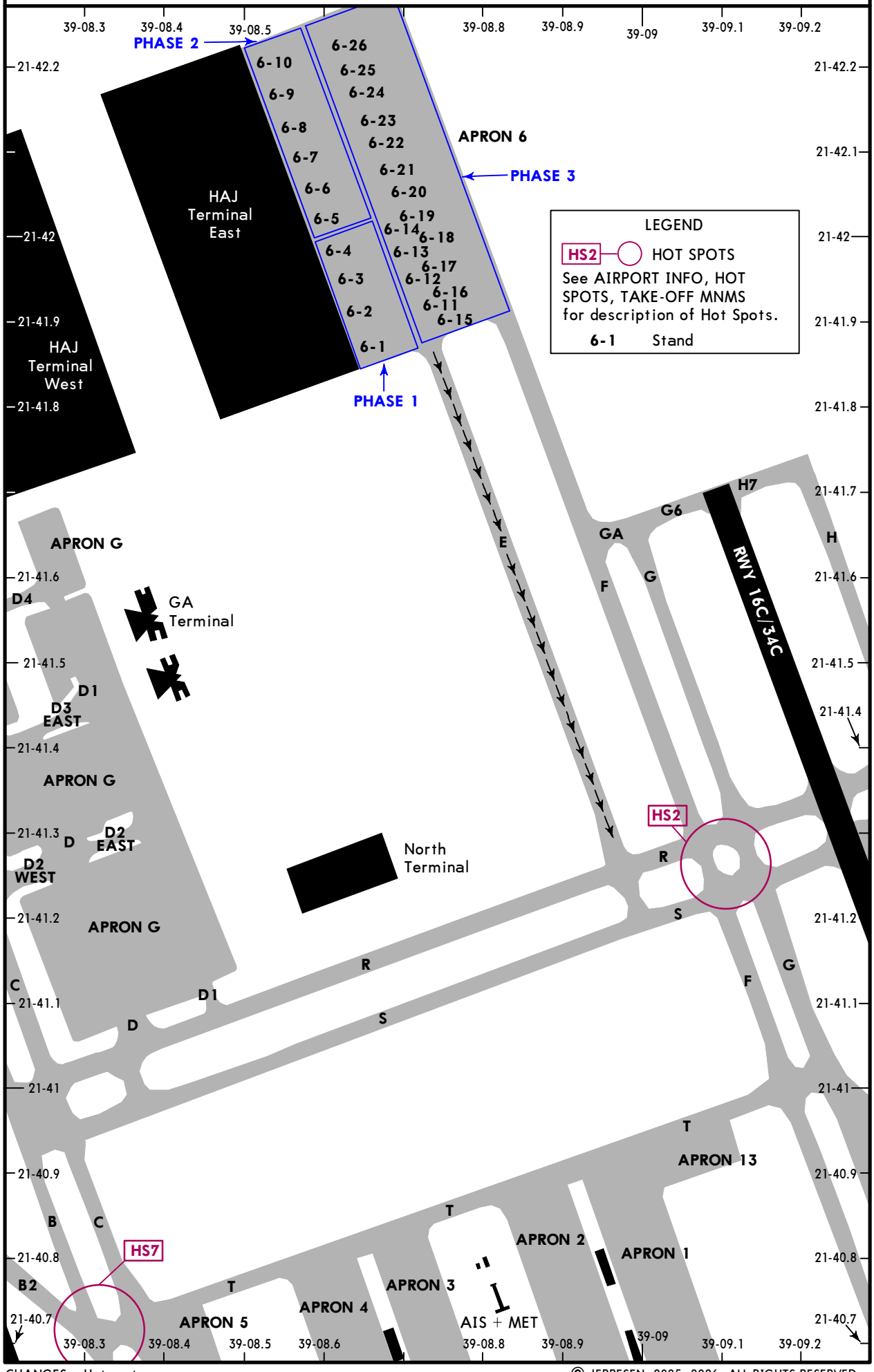
c) Phase 3
- The existing markings for stands 6-15 through 6-26 will be completely removed. A new stand marking layout will be implemented. The final configuration for Phase Three will consist of twelve stands 6-11, 6-12, 6-13, 6-14, 6-15, 6-16, 6-17, 6-18, 6-19, 6-20, 6-21 and 6-22.
- Aircraft movements at stands 6-1 to 6-10 will enter and exit via Taxiway E.

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REPAINTING PROJECT FOR APRON 6 (CONTD) (SUP 44/25)

REFER ALSO TO LATEST NOTAMS



CHANGES: Hot spots.

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ROYAL HELIPADS REHABILITATION PROJECT - APRON 8 (AIP SUP 52/25)

REFER ALSO TO LATEST NOTAMS

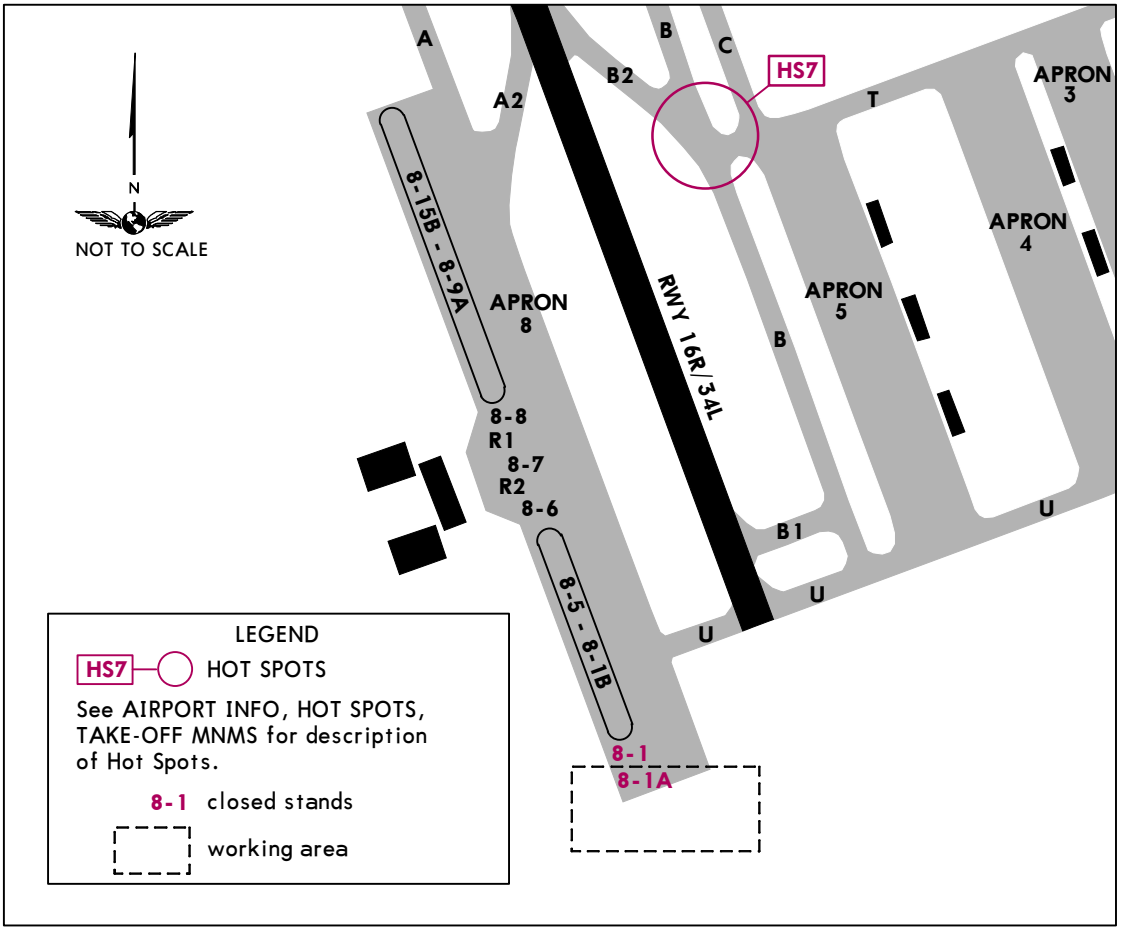
1. INTRODUCTION

The purpose of this temporary chart is to provide information regarding the phased rehabilitation works for Royal Helipads at Apron 8 at King Abdulaziz International Airport. The project includes upgrading helipad pavement, markings, lighting system and safety area to enhance operational safety.

2. TIMEFRAME FOR THE INSTALLATION ACTIVITIES

The installation activities of Royal Terminal Helipads rehabilitation works will be carried out in multiple phases to complete civil and electrical works. These activities are divided as follows:

Project Phases	Activity	Duration	Consequence	Remark
Phase 1	Electrical room construction (Civil and structural works, MEP & finishes)	+12 weeks	Helipads (H1, H2 & H3) and stands (8-1 and 8-1A) will be closed throughout the project duration via NOTAM.	Construction works area will be isolated from airside (Apron 8) operations.
Phase 2	Duct bank works from electrical room to manhole 03 (Excavate, install ducts, concrete cover and backfill)	+10 weeks		
Phase 3	Manhole 03 to helipads (Excavate, install ducts, concrete cover, backfill and level)	+7 weeks		
Phase 4	Lighting system installation (Install lights, run cables and connect to electrical room)	+9 weeks		
Phase 5	Helipads surface & markings (Repainting, leveling and cleaning)	+3 weeks		
Phase 6	Test commissioning	+2 weeks	-	-



CHANGES: Hot spots.

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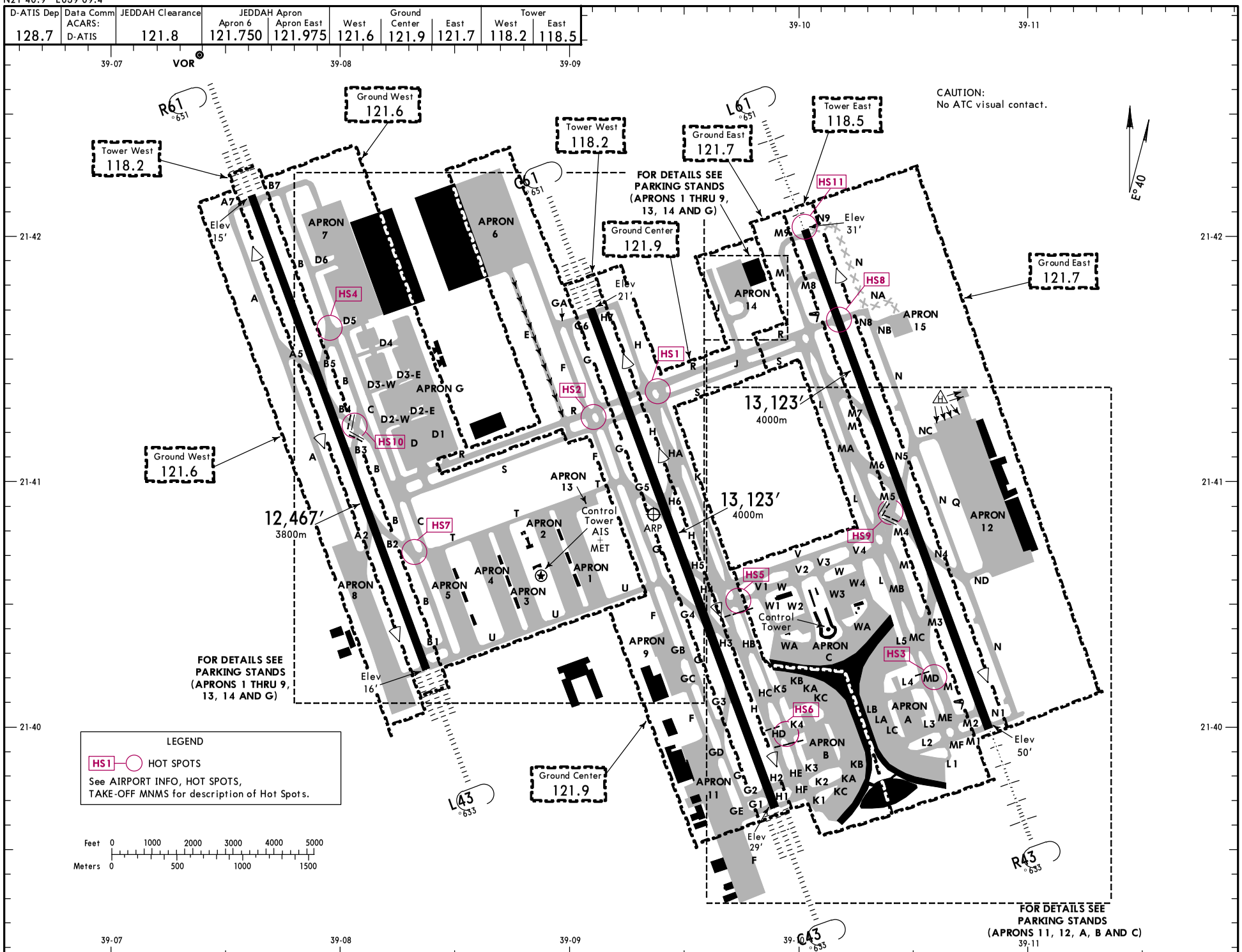
OEJN/JED

Apt Elev 50′
N21 40.9 E039 09.4

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10 APR 26 (10-9) Eff 16 Apr

JEDDAH, SAUDI ARABIA
KING ABDULAZIZ INTL

D-ATIS Dep	Data Comm ACARS:	JEDDAH Clearance	JEDDAH Apron Apron 6	JEDDAH Apron Apron East	Ground West	Ground Center	Ground East	Tower West	Tower East
128.7	D-ATIS	121.8	121.750	121.975	121.6	121.9	121.7	118.2	118.5



CHANGES: Hot spots.

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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
16L 34R	HIRL (60m) ❶CALVERT PAPI (angle 3.0°) RVR		12,151′ 3704m 11,969′ 3648m		197′ 60m
16C 34C	HIRL (60m) CL (15m) ❶PALS CAT II TDZ PAPI (angle 3.0°) RVR		12,151′ 3704m		197′ 60m
16R 34L	HIRL (60m) CL (15m) ❶PALS CAT II TDZ PAPI (angle 3.0°) RVR		11,495′ 3504m		197′ 60m

❶ length 900m

HOT SPOTS



(For information only, not to be construed as ATC instructions.)

HS1 Multi-directional runway crossing area pilots and vehicle operators to exercise extreme caution.

HS2 Multi-directional runway crossing area pilots and vehicle operators to exercise extreme caution.

HS3 Multi-crossing taxiways, exercise caution and adhere to ATC instructions.

HS4 Crossing taxiways, taxing traffic shall give way for traffic vacating the runway via B5.

HS5 Multi-crossing taxiways, exercise caution and adhere to ATC instructions.

HS6 Multi-crossing taxiways, exercise caution and adhere to ATC instructions.

HS7 Crossing taxiways, taxing traffic shall give way for traffic vacating the runway via B2.

HS8 Multi-directional runway crossing area pilots and vehicle operators to exercise extreme caution.

HS9 Crossing rapid exits:
- Pilot shall exercise extreme caution not to turn left from M5 into M4.
- Pilot shall exercise extreme caution not to turn right from M4 into M5.

HS10 Crossing rapid exits:
- Pilot shall exercise extreme caution not to turn left from B3 into B4.
- Pilot shall exercise extreme caution not to turn right from B4 into B3.

HS11 Aircraft and vehicle operators shall exercise extreme caution due to frequent vehicle crossings between the western airside and eastern. Vehicle operators must strictly follow escort and crossing procedures as instructed by ATC/Airport Operations.

State ❶ TAKE-OFF

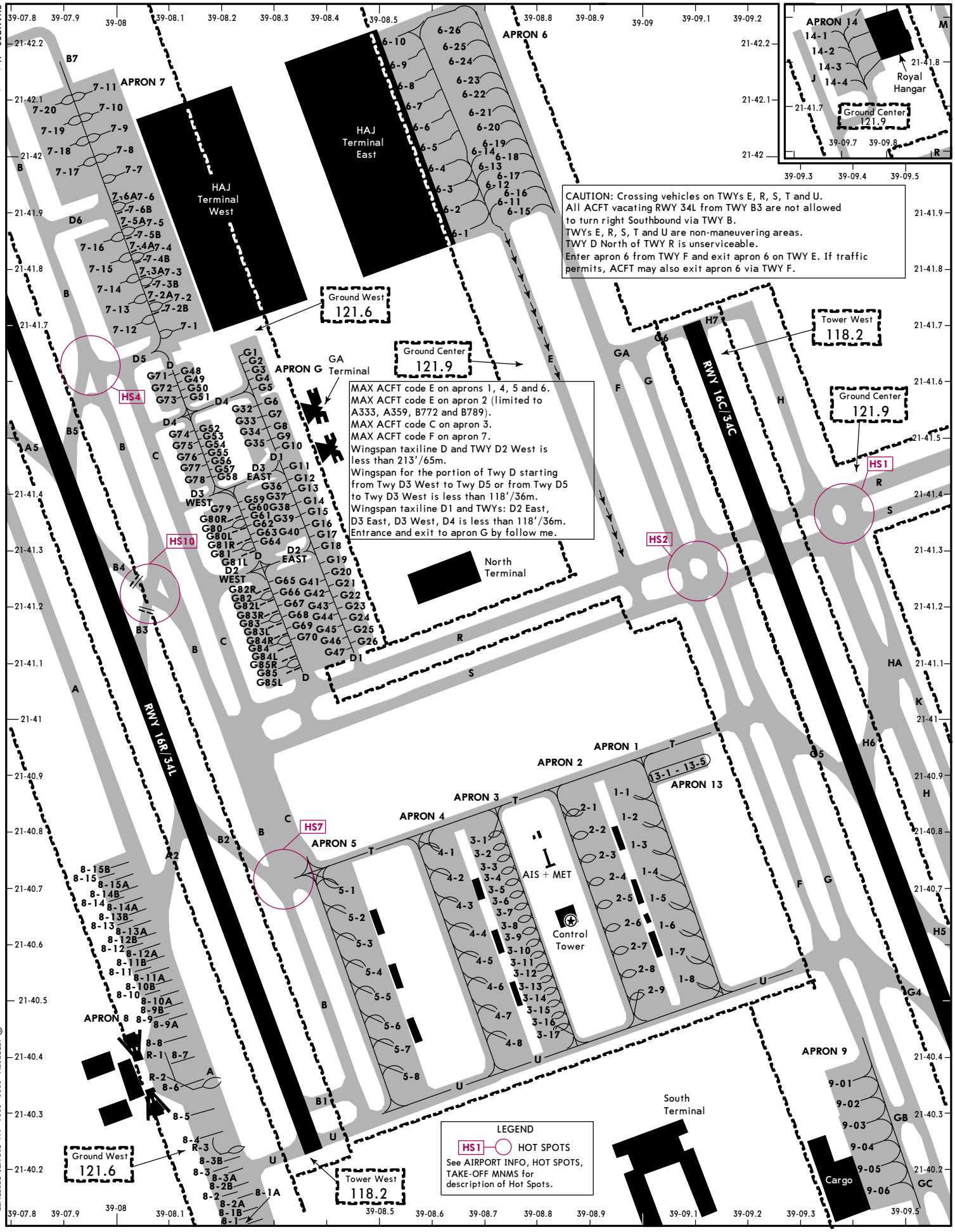
STD

1 & 2 Eng	3 & 4 Eng
V1600m	V800m

❶ Lower than Standard take-off minimums are permissible only for operators which have been approved by GACA.

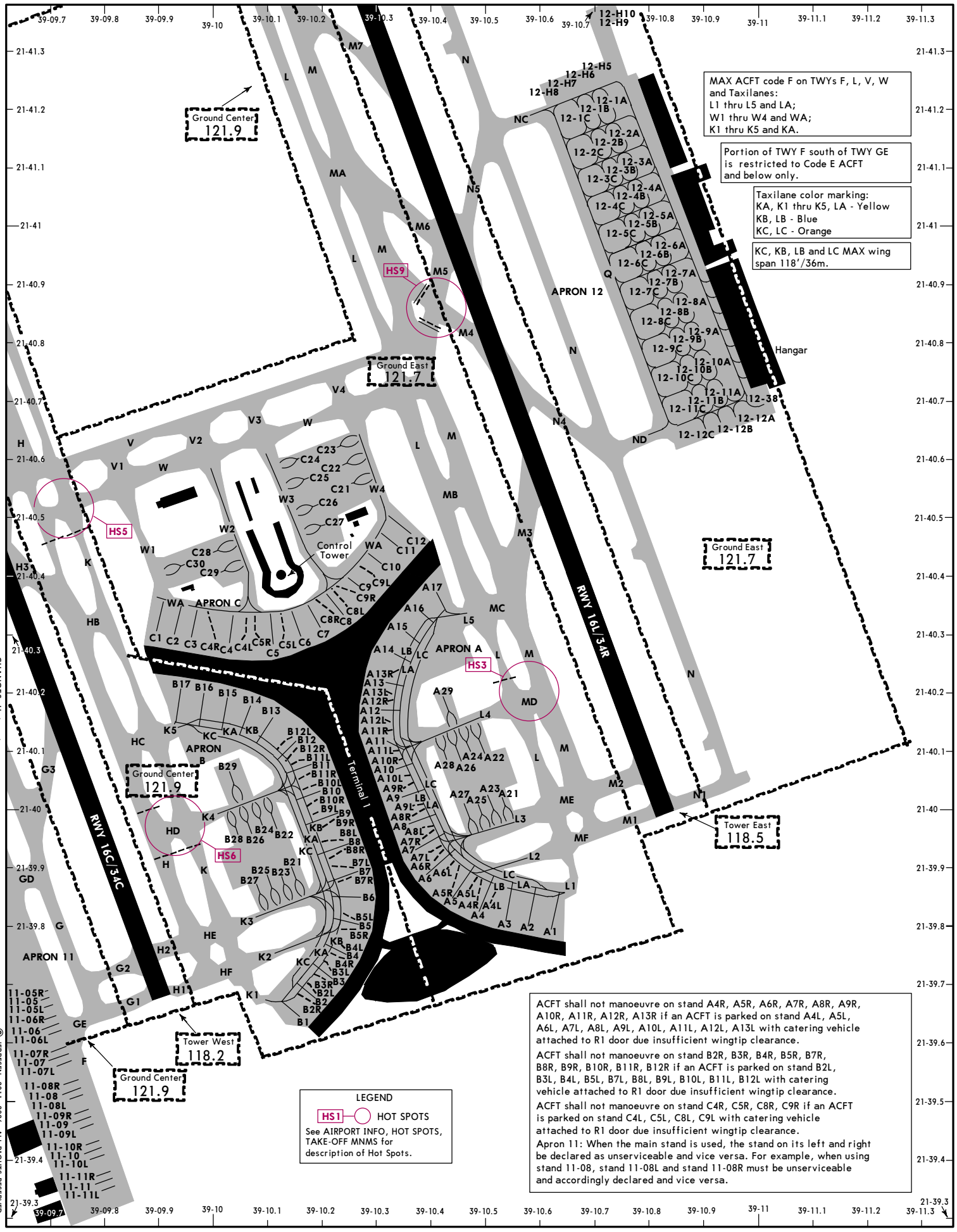
CHANGES: Hot spots description added.

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CHANGES: Hot spots.
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INS COORDINATES

APRON 1

STAND No.	COORDINATES
1-1	N21 40.9 E039 09.0
1-2, 1-3	N21 40.8 E039 09.0
1-4, 1-5	N21 40.7 E039 09.0
1-6	N21 40.6 E039 09.0
1-7	N21 40.6 E039 09.1
1-8	N21 40.5 E039 09.1

APRON 2

STAND No.	COORDINATES
2-1 thru 2-3	N21 40.8 E039 08.9
2-4, 2-5	N21 40.7 E039 09.0
2-6 thru 2-8	N21 40.6 E039 09.0
2-9	N21 40.5 E039 09.0

APRON 3

STAND No.	COORDINATES
3-1, 3-2	N21 40.8 E039 08.7
3-3 thru 3-7	N21 40.7 E039 08.7
3-8	N21 40.6 E039 08.7
3-9 thru 3-11	N21 40.6 E039 08.8
3-12 thru 3-16	N21 40.5 E039 08.8
3-17	N21 40.4 E039 08.8

APRON 4

STAND No.	COORDINATES
4-1	N21 40.8 E039 08.6
4-2, 4-3	N21 40.7 E039 08.7
4-4, 4-5	N21 40.6 E039 08.7
4-6	N21 40.5 E039 08.7
4-7	N21 40.5 E039 08.8
4-8	N21 40.4 E039 08.8

APRON 5

STAND No.	COORDINATES
5-1	N21 40.7 E039 08.4
5-2, 5-3	N21 40.6 E039 08.5
5-4, 5-5	N21 40.5 E039 08.5
5-6	N21 40.4 E039 08.5
5-7, 5-8	N21 40.4 E039 08.6

APRON 6

STAND No.	COORDINATES
6-1	N21 41.9 E039 08.7
6-2, 6-3	N21 41.9 E039 08.6
6-4, 6-5	N21 42.0 E039 08.6
6-6 thru 6-8	N21 42.1 E039 08.6
6-9, 6-10	N21 42.2 E039 08.5
6-11	N21 41.9 E039 08.8
6-12 thru 6-14	N21 42.0 E039 08.7
6-15, 6-16	N21 41.9 E039 08.8
6-17 thru 6-20	N21 42.0 E039 08.7
6-21 thru 6-23	N21 42.1 E039 08.7
6-24, 6-25	N21 42.2 E039 08.7
6-26	N21 42.2 E039 08.6

APRON 7

STAND No.	COORDINATES
7-1	N21 41.7 E039 08.1
7-2, 7-2A	N21 41.8 E039 08.1
7-2B	N21 41.7 E039 08.1
7-3 thru 7-4B	N21 41.8 E039 08.1
7-5 thru 7-6	N21 41.9 E039 08.1
7-6A, 7-6B	N21 41.9 E039 08.0
7-7, 7-8	N21 42.0 E039 08.0
7-9 thru 7-11	N21 42.1 E039 08.0
7-12, 7-13	N21 41.7 E039 08.0
7-14, 7-15	N21 41.8 E039 08.0
7-16	N21 41.8 E039 07.9
7-17 thru 7-19	N21 42.0 E039 07.9
7-20	N21 42.1 E039 07.8

APRON 8

STAND No.	COORDINATES
8-1 thru 8-1B	N21 40.1 E039 08.2
8-2	N21 40.2 E039 08.2
8-2A	N21 40.1 E039 08.2
8-2B thru 8-3B	N21 40.2 E039 08.2
8-4	N21 40.3 E039 08.2
8-5, 8-6	N21 40.3 E039 08.1
8-7, 8-8	N21 40.4 E039 08.1
8-9 thru 8-10B	N21 40.5 E039 08.1
8-11	N21 40.6 E039 08.0
8-11A	N21 40.5 E039 08.1
8-11B	N21 40.6 E039 08.1
8-12 thru 8-13B	N21 40.6 E039 08.0
8-14 thru 8-15B	N21 40.7 E039 08.0
R1, R2	N21 40.4 E039 08.1
R3	N21 40.3 E039 08.2

APRON 9

STAND No.	COORDINATES
9-01 thru 9-03	N21 40.3 E039 09.4
9-04 thru 9-05	N21 40.2 E039 09.4
9-06	N21 40.1 E039 09.4

APRON 11

STAND No.	COORDINATES
11-05L thru 11-05R	N21 39.7 E039 09.6
11-06L	N21 39.6 E039 09.7
11-06, 11-06R	N21 39.6 E039 09.6
11-07L	N21 39.5 E039 09.7
11-07, 11-07R	N21 39.6 E039 09.7
11-08L thru 11-08R	N21 39.5 E039 09.7
11-09L, 11-09	N21 39.4 E039 09.7
11-09R	N21 39.5 E039 09.7
11-10L thru 11-10R	N21 39.4 E039 09.7
11-11L	N21 39.3 E039 09.8
11-11	N21 39.3 E039 09.7
11-11R	N21 39.4 E039 09.7

APRON 12

STAND No.	COORDINATES
12-1A thru 12-2A	N21 41.2 E039 10.7
12-2B, 12-2C	N21 41.1 E039 10.7
12-3A	N21 41.1 E039 10.8
12-3B, 12-3C	N21 41.1 E039 10.7
12-4A, 12-4B	N21 41.1 E039 10.8
12-4C	N21 41.0 E039 10.7
12-5A thru 12-6B	N21 41.0 E039 10.8
12-6C thru 12-7C	N21 40.9 E039 10.8
12-8A	N21 40.9 E039 10.9
12-8B	N21 40.9 E039 10.8
12-8C	N21 40.8 E039 10.8
12-9A, 12-9B	N21 40.8 E039 10.9
12-9C	N21 40.8 E039 10.8
12-10A, 12-10B	N21 40.8 E039 10.9
12-10C thru 12-12B	N21 40.7 E039 10.9
12-12C	N21 40.6 E039 10.9
12-38	N21 40.7 E039 11.0
12-H5, 12-H6	N21 41.3 E039 10.7
12-H7, 12-H8	N21 41.2 E039 10.7
12-H9, 12-H10	N21 41.4 E039 10.7

APRON 13

STAND No.	COORDINATES
13-1 thru 13-5	N21 40.9 E039 09.1

APRON 14

STAND No.	COORDINATES
14-1	N21 41.9 E039 09.7
14-2 thru 14-4	N21 41.8 E039 09.7

APRON A

STAND No.	COORDINATES
A1, A2	N21 39.8 E039 10.6
A3 thru A5L	N21 39.8 E039 10.5
A5 thru A6R	N21 39.8 E039 10.4
A7L thru A7R	N21 39.9 E039 10.4
A8L	N21 40.0 E039 10.4
A8 thru A9R	N21 40.0 E039 10.3
A10L thru A12L	N21 40.1 E039 10.3
A12 thru A13R	N21 40.2 E039 10.3
A14, A15	N21 40.3 E039 10.3
A16	N21 40.3 E039 10.4
A17	N21 40.4 E039 10.4
A21	N21 40.0 E039 10.5
A22	N21 40.1 E039 10.5
A23	N21 40.0 E039 10.5
A24	N21 40.1 E039 10.5
A25	N21 40.0 E039 10.5
A26	N21 40.1 E039 10.5
A27	N21 40.0 E039 10.5
A28	N21 40.1 E039 10.4
A29	N21 40.2 E039 10.4

APRON B

STAND No.	COORDINATES
B1	N21 39.6 E039 10.2
B2L thru B3R	N21 39.7 E039 10.2
B4L	N21 39.8 E039 10.3
B4, B4R	N21 39.7 E039 10.3
B5L thru B6	N21 39.8 E039 10.3
B7L thru B7R	N21 39.9 E039 10.3
B8L	N21 39.9 E039 10.2
B8, B8R	N21 39.9 E039 10.3
B9L thru B10R	N21 40.0 E039 10.2
B11L thru B12R	N21 40.1 E039 10.2
B13, B14	N21 40.2 E039 10.1
B15 thru B16	N21 40.2 E039 10.0
B17	N21 40.2 E039 09.9
B21	N21 39.9 E039 10.1
B22	N21 40.0 E039 10.1
B23	N21 39.9 E039 10.1
B24	N21 40.0 E039 10.1
B25	N21 39.9 E039 10.1
B26	N21 40.0 E039 10.1
B27, B28	N21 39.9 E039 10.1
B29	N21 40.1 E039 10.0

APRON C

STAND No.	COORDINATES
C1, C2	N21 40.3 E039 09.9
C3 thru C4R	N21 40.3 E039 10.0
C5L thru C6	N21 40.3 E039 10.1
C7 thru C8R	N21 40.3 E039 10.2
C9L	N21 40.4 E039 10.3
C9, C9R	N21 40.3 E039 10.3
C10, C11	N21 40.4 E039 10.3
C12	N21 40.4 E039 10.4
C21	N21 40.5 E039 10.2
C22 thru C25	N21 40.6 E039 10.2
C26, C27	N21 40.5 E039 10.2
C28 thru C30	N21 40.4 E039 10.0

APRON G

STAND No.	COORDINATES
G1	N21 41.7 E039 08.3
G2 thru G6	N21 41.6 E039 08.3
G7 thru G10	N21 41.5 E039 08.3
G11	N21 41.5 E039 08.4
G12 thru G16	N21 41.4 E039 08.4
G17 thru G20	N21 41.3 E039 08.4
G21, G22	N21 41.2 E039 08.4
G23 thru G25	N21 41.2 E039 08.5
G26	N21 41.1 E039 08.5
G32 thru G34	N21 41.5 E039 08.2
G35	N21 41.5 E039 08.3
G36 thru G38	N21 41.4 E039 08.3
G39, G40	N21 41.3 E039 08.3
G41 thru G44	N21 41.2 E039 08.4
G45 thru G47	N21 41.1 E039 08.4

CHANGES: Helipads 8-H11 thru 8-H13 withdrawn.

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INS COORDINATES

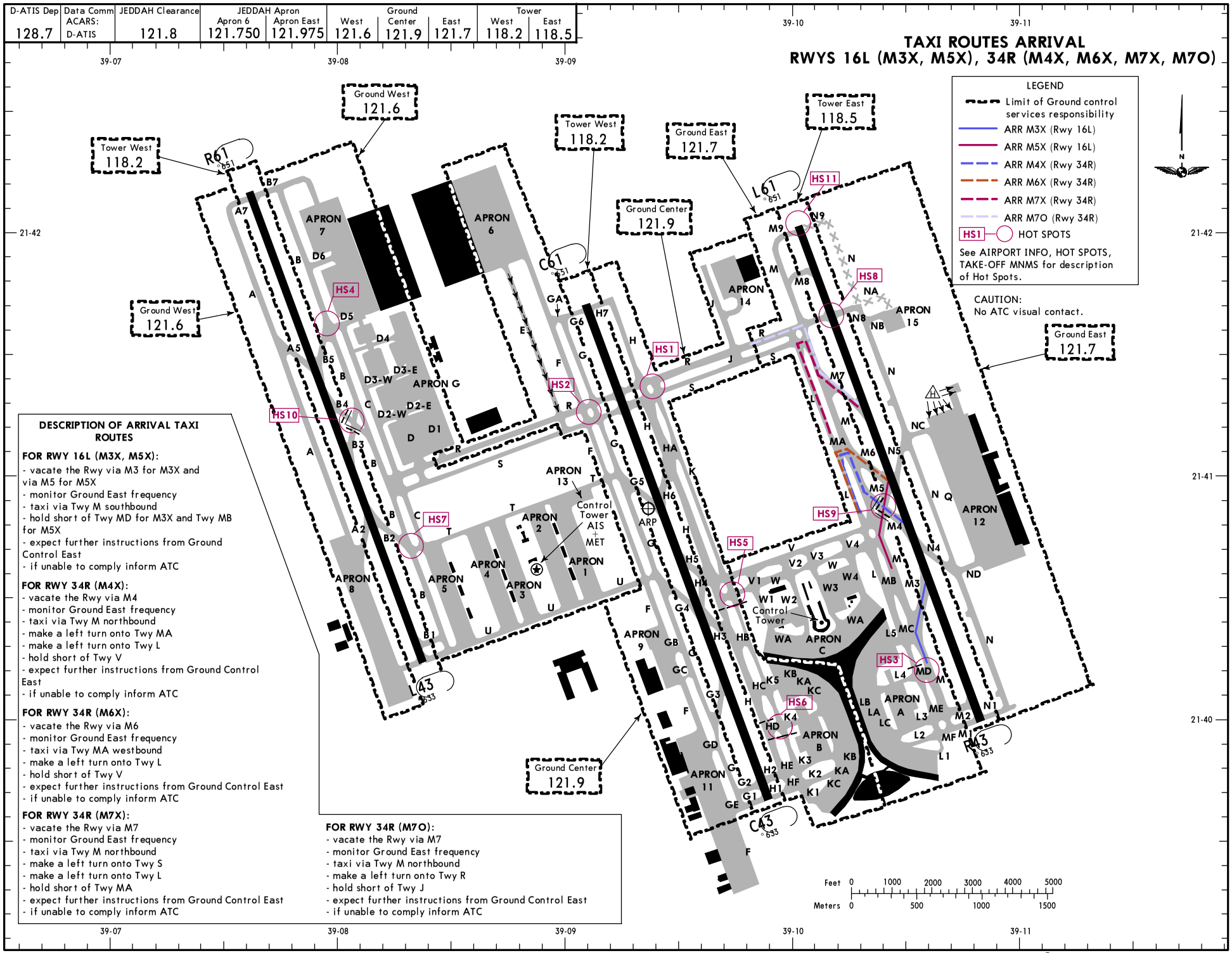
STAND No.	COORDINATES	STAND No.	COORDINATES
G48, G49	N21 41.6 E039 08.1		
G50, G51	N21 41.6 E039 08.2		
G52 thru G57	N21 41.5 E039 08.2		
G58	N21 41.4 E039 08.2		
G59 thru G62	N21 41.4 E039 08.3		
G63 thru G65	N21 41.3 E039 08.3		
G66, G67	N21 41.2 E039 08.3		
G68, G69	N21 41.2 E039 08.4		
G70	N21 41.1 E039 08.4		
G71 thru G73	N21 41.6 E039 08.1		
G74 thru G76	N21 41.5 E039 08.1		
G77, G78	N21 41.4 E039 08.1		
G79	N21 41.4 E039 08.2		
G80 thru G81	N21 41.3 E039 08.2		
G82 thru G83	N21 41.2 E039 08.2		
G83L	N21 41.1 E039 08.3		
G83R	N21 41.2 E039 08.3		
G84 thru G85	N21 41.1 E039 08.3		

CHANGES: Helipads G-H1 and G-H2 withdrawn.

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D-ATIS Dep	Data Comm ACARS:	JEDDAH Clearance	JEDDAH Apron		Ground			Tower	
			Apron 6	Apron East	West	Center	East	West	East
128.7	D-ATIS	121.8	121.750	121.975	121.6	121.9	121.7	118.2	118.5

TAXI ROUTES ARRIVAL
RWYS 16L (M3X, M5X), 34R (M4X, M6X, M7X, M7O)



DESCRIPTION OF ARRIVAL TAXI ROUTES

FOR RWY 16L (M3X, M5X):
- vacate the Rwy via M3 for M3X and via M5 for M5X
- monitor Ground East frequency
- taxi via Twy M southbound
- hold short of Twy MD for M3X and Twy MB for M5X
- expect further instructions from Ground Control East
- if unable to comply inform ATC

FOR RWY 34R (M4X):
- vacate the Rwy via M4
- monitor Ground East frequency
- taxi via Twy M northbound
- make a left turn onto Twy MA
- make a left turn onto Twy L
- hold short of Twy V
- expect further instructions from Ground Control East
- if unable to comply inform ATC

FOR RWY 34R (M6X):
- vacate the Rwy via M6
- monitor Ground East frequency
- taxi via Twy MA westbound
- make a left turn onto Twy L
- hold short of Twy V
- expect further instructions from Ground Control East
- if unable to comply inform ATC

FOR RWY 34R (M7X):
- vacate the Rwy via M7
- monitor Ground East frequency
- taxi via Twy M northbound
- make a left turn onto Twy S
- make a left turn onto Twy L
- hold short of Twy MA
- expect further instructions from Ground Control East
- if unable to comply inform ATC

FOR RWY 34R (M7O):
- vacate the Rwy via M7
- monitor Ground East frequency
- taxi via Twy M northbound
- make a left turn onto Twy R
- hold short of Twy J
- expect further instructions from Ground Control East
- if unable to comply inform ATC

CHANGES: Hot spots.

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D-ATIS Dep	Data Comm ACARS: D-ATIS	JEDDAH Clearance	JEDDAH Apron Apron 6	JEDDAH Apron Apron East	Ground West	Ground Center	Ground East	Tower West	Tower East
128.7		121.8	121.750	121.975	121.6	121.9	121.7	118.2	118.5

TAXI ROUTES ARRIVAL
RWYS 16R (B2X, B2O, B4X), 34L (B3X, B5X, B5O)

LEGEND
- Limit of Ground control services responsibility
- ARR B2X (Rwy 16R)
- ARR B2O (Rwy 16R)
- ARR B4X (Rwy 16R)
- ARR B3X (Rwy 34L)
- ARR B5X (Rwy 34L)
- ARR B5O (Rwy 34L)
- HS1 HOT SPOTS

See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot Spots.

CAUTION:
No ATC visual contact.

DESCRIPTION OF ARRIVAL TAXI ROUTES

FOR RWY 16R (B2X, B4X):
- vacate the Rwy via B2 for B2X and via B4 for B4X
- monitor Ground West frequency
- taxi via Twy B southbound
- hold short of Twy B1 for B2X and Twy R for B4X
- expect further instructions from Ground Control West
- if unable to comply inform ATC

FOR RWY 16R (B2O):
- vacate the Rwy via B2
- monitor Ground West frequency
- taxi via Twy T eastbound
- make a left turn onto Twy C
- hold short of Twy S
- expect further instructions from Ground Control West
- ACFT following B2O has right of way on Twy T
- if unable to comply inform ATC

FOR RWY 34L (B3X, B5O):
- vacate the Rwy via B3 for B3X and via B5 for B5O
- monitor Ground West frequency
- taxi via Twy B northbound
- hold short of Twy B5 for B3X and D6 for B5O
- expect further instructions from Ground Control West
- if unable to comply inform ATC

FOR RWY 34L (B5X):
- vacate the Rwy via B5
- monitor Ground West frequency
- taxi via Twy D5 eastbound
- make a right turn onto Twy C
- hold short of Twy D3-W
- expect further instructions from Ground Control West
- ACFT following B5X has right of way on Twy D5
- if unable to comply inform ATC

Feet 0 1000 2000 3000 4000 5000
Meters 0 500 1000 1500

CHANGES: Hot spots.

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JEDDAH, SAUDI ARABIA
KING ABDULAZIZ INTL

D-ATIS Dep	Data Comm ACARS:	JEDDAH Clearance	JEDDAH Apron		Ground			Tower	
			Apron 6	Apron East	West	Center	East	West	East
128.7	D-ATIS	121.8	121.750	121.975	121.6	121.9	121.7	118.2	118.5

GROUND MOVEMENT RWYS 16L, 16C, 16R

LEGEND
- Limit of Ground control services responsibility
- ARR STANDARD TAXI ROUTES
- DEP STANDARD TAXI ROUTES
- HS1 HOT SPOTS

See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot Spots.

CAUTION:
No ATC visual contact.

Tower West 118.2
Ground West 121.6
Ground Center 121.9
Ground East 121.7
Tower East 118.5

APRON 7
APRON 6
APRON 14
APRON 15
APRON 13
APRON 2
APRON 1
APRON 4
APRON 3
APRON 5
APRON 8
APRON 9
APRON 11
APRON C
APRON B
APRON A
APRON 12
Control Tower AIS MET
Control Tower
ARP

HS1 HS2 HS3 HS4 HS5 HS6 HS7 HS8 HS9 HS10 HS11

R61 L61 C61 R43 L43 C43

39-07 39-08 39-09 39-10 39-11
21-42 21-41 21-40

Feet 0 1000 2000 3000 4000 5000
Meters 0 500 1000 1500

CHANGES: Hot spots.

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JEPPESEN JEDDAH, SAUDI ARABIA
10 APR 26 (10-9G1) Eff 16 Apr KING ABDULAZIZ INTL

D-ATIS Dep	Data Comm ACARS:	JEDDAH Clearance	JEDDAH Apron		Ground			Tower	
			Apron 6	Apron East	West	Center	East	West	East
128.7	D-ATIS	121.8	121.750	121.975	121.6	121.9	121.7	118.2	118.5

GROUND MOVEMENT RWYS 34L, 34C, 34R

LEGEND
- Limit of Ground control services responsibility
- ARR STANDARD TAXI ROUTES
- DEP STANDARD TAXI ROUTES
- HS1 HOT SPOTS

See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot Spots.

CAUTION:
No ATC visual contact.

Tower West 118.2
Ground West 121.6
Ground Center 121.9
Ground East 121.7
Tower East 118.5

APRON 7, APRON 6, APRON 14, APRON 15, APRON 12, APRON 13, APRON 2, APRON 1, APRON 4, APRON 3, APRON 5, APRON 8, APRON G, APRON 9, APRON C, APRON A, APRON B, APRON 11

Control Tower AIS + MET
Control Tower
ARP

HS1, HS2, HS3, HS4, HS5, HS6, HS7, HS8, HS9, HS10, HS11

R61 651, L61 651, C61 651, L43 653, R43 653, C43 653

Feet 0 1000 2000 3000 4000 5000
Meters 0 500 1000 1500

39-07 39-08 39-09 39-10 39-11
21-42 21-41 21-40

CHANGES: Hot spots.

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JEDDAH, SAUDI ARABIA

KING ABDULAZIZ INTL

STRAIGHT-IN RWY		A	B	C	D
16L	ILS Z	**240**′(209′)	**240**′(209′)	**240**′(209′)	**240**′(209′)
		❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❸❾ ILS Y	**240**′(209′)	**240**′(209′)	**240**′(209′)	**240**′(209′)
		❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❹❿ ILS Y	**470**′(439′)	**470**′(439′)	**470**′(439′)	**470**′(439′)
		R1300m	R1300m	R1300m	R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
	❷❺ LOC	**510**′(479′)	**510**′(479′)	**510**′(479′)	**510**′(479′)
		R1500m	R1500m	R1500m	R1500m
	ALS out	R1500m	R1500m	R2200m	R2200m
	❷❻ LOC	**730**′(699′)	**730**′(699′)	**730**′(699′)	**730**′(699′)
		R2500m	R2500m	R2500m	R2500m
	ALS out	R2500m	R2500m	R2500m	R2500m
	RNP ⓫ LNAV/VNAV	**510**′(479′)	**510**′(479′)	**510**′(479′)	**510**′(479′)
		R1500m	R1500m	R1500m	R1500m
	ALS out	R1500m	R1500m	R2200m	R2200m
	RNP ❷⓬ LNAV	**730**′(699′)	**730**′(699′)	**730**′(699′)	**730**′(699′)
		R2500m	R2500m	R2500m	R2500m
	ALS out	R2500m	R2500m	R2500m	R2500m
16C	ILS Z	**230**′(209′)	**230**′(209′)	**230**′(209′)	**230**′(209′)
		R550m	R550m	R550m	R550m
	TDZ or CL out	❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❸⓭ ILS Y	**270**′(249′)	**270**′(249′)	**270**′(249′)	**270**′(249′)
		R550m	R550m	R550m	R550m
	TDZ or CL out	❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1300m	R1300m	R1300m	R1300m
	❹⓮ ILS Y	**430**′(409′)	**430**′(409′)	**430**′(409′)	**430**′(409′)
		R1200m	R1200m	R1200m	R1200m
	TDZ or CL out	R1200m	R1200m	R1200m	R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	❷❼LOC	**540**′(519′)	**540**′(519′)	**540**′(519′)	**540**′(519′)
		R1600m	R1600m	R1600m	R1600m
	TDZ or CL out	R1600m	R1600m	R1600m	R1600m
	ALS out	R1600m	R1600m	R2400m	R2400m
	❷❽LOC	**720**′(699′)	**720**′(699′)	**720**′(699′)	**720**′(699′)
		R2500m	R2500m	R2500m	R2500m
	TDZ or CL out	R2500m	R2500m	R2500m	R2500m
	ALS out	R2500m	R2500m	R2500m	R2500m
	RNP ⓯ LNAV/VNAV	**440**′(419′)	**440**′(419′)	**440**′(419′)	**440**′(419′)
		R1200m	R1200m	R1200m	R1200m
	TDZ or CL out	R1200m	R1200m	R1200m	R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	RNP ❷⓰ LNAV	**570**′(549′)	**570**′(549′)	**570**′(549′)	**570**′(549′)
		R1800m	R1800m	R1800m	R1800m
	TDZ or CL out	R1800m	R1800m	R1800m	R1800m
	ALS out	R1800m	R1800m	R2400m	R2400m

❶ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❷ Continuous Descent Final Approach.
❸ Missed apch climb gradient MIN 5.0% (304′/NM).
❹ Missed apch climb gradient MIN 2.5% (152′/NM).
❺ with D3.0 IDFJ. ❻ w/o D3.0 IDFJ. ❼ with D3.0 IJDC. ❽ w/o D3.0 IJDC.
❾ D_L:DA(H)240′(209′) ❿ D_L:DA(H)470′(439′) ⓫ D_L:DA(H)510′(479′)
⓬ D_L:MDA(H)730′(699′) ⓭ D_L:DA(H)270′(249′) ⓮ D_L:DA(H)430′(409′)
⓯ D_L:DA(H)440′(419′) ⓰ D_L:MDA(H)570′(549′)

CHANGES: Mnms revised, ILS Y procedures added.

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JEDDAH, SAUDI ARABIA

KING ABDULAZIZ INTL

STRAIGHT-IN RWY		A	B	C	D
16R	❸ ILS Z	**220**′(205′)	**220**′(205′)	**220**′(205′)	**220**′(205′)
		R550m	R550m	R550m	R550m
	TDZ or CL out	❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	ILS Y	**250**′(235′)	**250**′(235′)	**250**′(235′)	**250**′(235′)
		R550m	R550m	R550m	R550m
	TDZ or CL out	❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❷❹ LOC	**460**′(445′)	**460**′(445′)	**460**′(445′)	**460**′(445′)
		R1400m	R1400m	R1400m	R1400m
	TDZ or CL out	R1400m	R1400m	R1400m	R1400m
	ALS out	R1500m	R1500m	R2100m	R2100m
	❺RNP LNAV/VNAV	**560**′(545′)	**560**′(545′)	**560**′(545′)	**560**′(545′)
		R1800m	R1800m	R1800m	R1800m
	TDZ or CL out	R1800m	R1800m	R1800m	R1800m
	ALS out	R1800m	R1800m	R2400m	R2400m
	❻RNP ❷LNAV	**700**′(685′)	**700**′(685′)	**700**′(685′)	**700**′(685′)
		R2500m	R2500m	R2500m	R2500m
	TDZ or CL out	R2500m	R2500m	R2500m	R2500m
	ALS out	R2500m	R2500m	R2500m	R2500m
34L	❼ILS	**216**′(200′)	**216**′(200′)	**216**′(200′)	**216**′(200′)
		R550m	R550m	R550m	R550m
	TDZ or CL out	❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❷❽LOC	**570**′(554′)	**570**′(554′)	**570**′(554′)	**570**′(554′)
		R1800m	R1800m	R1800m	R1800m
	TDZ or CL out	R1800m	R1800m	R1800m	R1800m
	ALS out	R1800m	R1800m	R2400m	R2400m
34C	❾ ILS Z	**229**′(200′)	**229**′(200′)	**229**′(200′)	**229**′(200′)
		R550m	R550m	R550m	R550m
	TDZ or CL out	❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❿ ILS Y	**230**′(201′)	**230**′(201′)	**230**′(201′)	**230**′(201′)
		R550m	R550m	R550m	R550m
	TDZ or CL out	❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❷⓫LOC	**670**′(641′)	**670**′(641′)	**670**′(641′)	**670**′(641′)
		R2300m	R2300m	R2300m	R2300m
	TDZ or CL out	R2300m	R2300m	R2300m	R2300m
	ALS out	R2300m	R2300m	R2400m	R2400m
	RNP ⓬ LNAV/VNAV	**540**′(511′)	**540**′(511′)	**540**′(511′)	**540**′(511′)
		R1600m	R1600m	R1600m	R1600m
	TDZ or CL out	R1600m	R1600m	R1600m	R1600m
	ALS out	R1600m	R1600m	R2400m	R2400m
	RNP ❷⓭LNAV	**710**′(681′)	**710**′(681′)	**710**′(681′)	**710**′(681′)
		R2500m	R2500m	R2500m	R2500m
	TDZ or CL out	R2500m	R2500m	R2500m	R2500m
	ALS out	R2500m	R2500m	R2500m	R2500m

❶ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

❷ Continuous Descent Final Approach.

❸ D_L:DA(H)220′(205′) ❹ D_L:MDA(H)460′(445′) ❺ D_L:DA(H)560′(545′)

❻ D_L:MDA(H)700′(685′) ❼ D_L:DA(H)216′(200′) ❽ D_L:MDA(H)570′(554′)

❾ D_L:DA(H)229′(200′) ❿ D_L:DA(H)230′(201′) ⓫ D_L:MDA(H)670′(641′)

⓬ D_L:DA(H)540′(511′) ⓭ D_L:MDA(H)710′(681′)

CHANGES: Mnms revised, ILS Y procedures added, VOR procedures withdrawn.

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JEDDAH, SAUDI ARABIA
KING ABDULAZIZ INTL

STRAIGHT-IN RWY		A	B	C	D
34R	❸ ILS Z or Y	**250**′(200′)	**250**′(200′)	**250**′(200′)	**250**′(200′)
		❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❷❹LOC	**650**′(600′)	**650**′(600′)	**650**′(600′)	**650**′(600′)
		R2000m	R2000m	R2000m	R2000m
	ALS out	R2000m	R2000m	R2400m	R2400m
	RNP LNAV/VNAV	**540**′(490′)	**540**′(490′)	**540**′(490′)	**540**′(490′)
		R1500m	R1500m	R1500m	R1500m
	ALS out	R1500m	R1500m	R2300m	R2300m
	RNP ❷ LNAV	**710**′(660′)	**710**′(660′)	**710**′(660′)	**710**′(660′)
		R2300m	R2300m	R2300m	R2300m
	ALS out	R2300m	R2300m	R2400m	R2400m

❶ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❷ Continuous Descent Final Approach.
❸ D_L:DA(H)250′(200′)
❹ D_L:MDA(H)650′(600′)

CIRCLE-TO-LAND	A	B	C	D
	NA			

TAKE-OFF ❺

STD	
1 & 2 Eng	3 & 4 Eng
V1600m	V800m

❺ Lower than Standard take-off minimums are permissible only for operators which have been approved by GACA.

CHANGES: Lower than standard take-off minimums note.

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OEJN/JED
KING ABDULAZIZ INTL

JEPPESEN 29 AUG 25 (11-1) Eff 4 Sep

JEDDAH, SAUDI ~~ARABIA~~
ILS Z or LOC Rwy 16L

BRIEFING STRIP

D-ATIS Arrival	JEDDAH Approach	JEDDAH Final (APP) West	JEDDAH Final (APP) East	Monitor Control	JEDDAH Tower West	JEDDAH Tower East	Ground West	Ground Center	Ground East
126.2	124.0	124.675	123.8	125.850	118.2	118.5	121.6	121.9	121.7

LOC IDFJ	Final Apch Crs	RAPSO	ILS DA(H)	Apt Elev 50′
108.5	156°	1700′ (1669′)	240′ (209′)	Rwy 31′

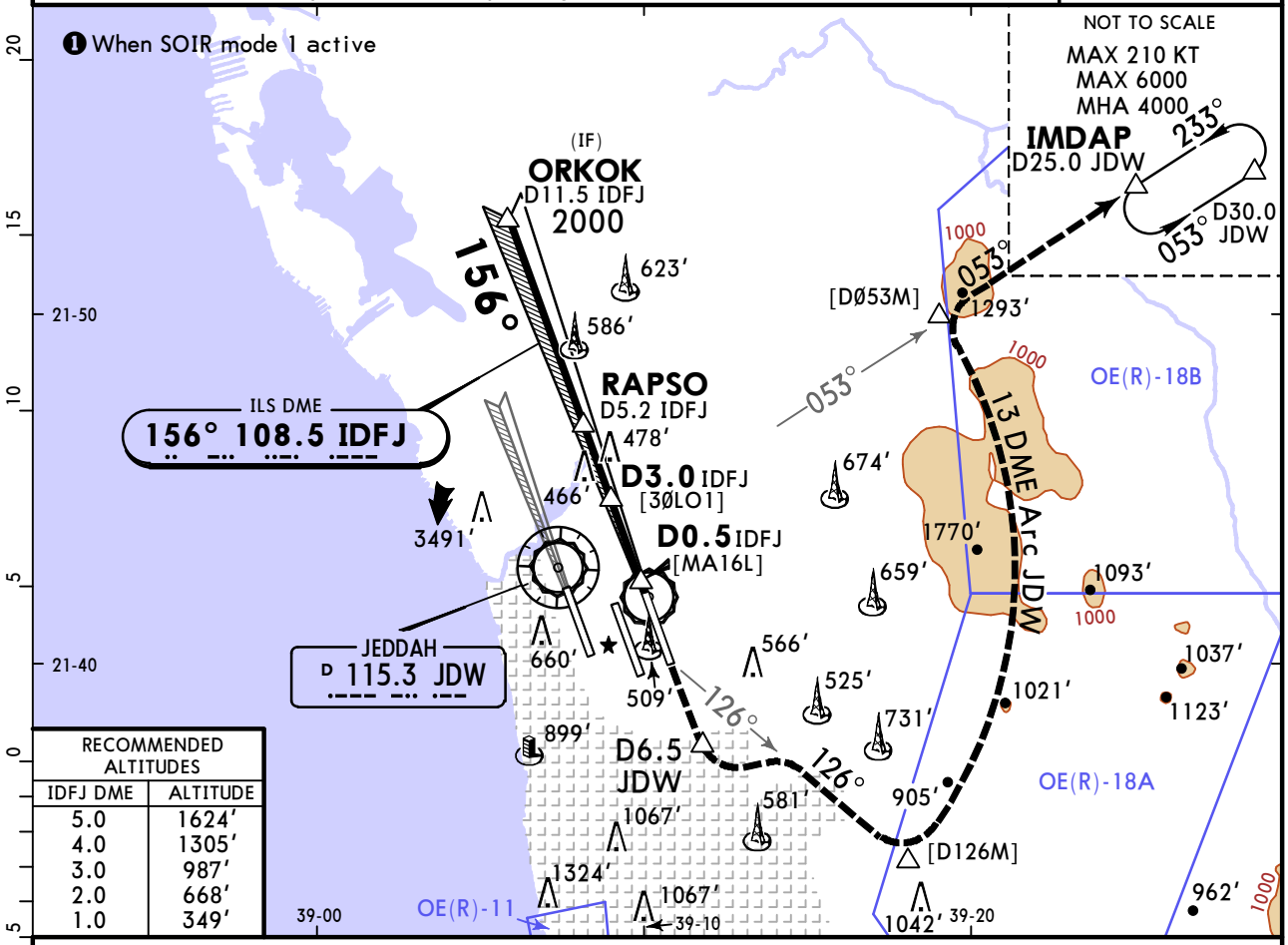
MISSED APCH: Climb on rwy heading, at D6.5 JDW turn LEFT to intercept R-126 JDW, turn LEFT and follow 13 DME Arc JDW, turn RIGHT to intercept the R-053 JDW to IMDAP and hold. Climb to 4000′. MAX 210 KT.

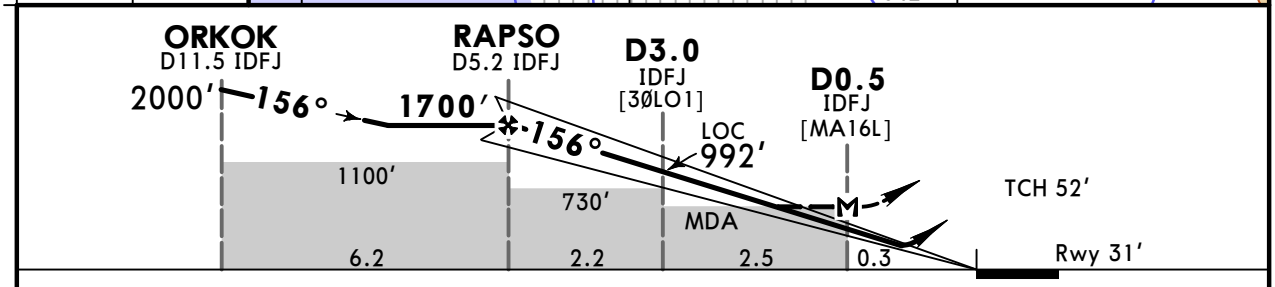
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL150 | Trans alt: 13000′

1. DME required. 2. VOR required. 3. Simultaneous approaches with Rwy 16R authorized. 4. Circling not authorized. 5. For ILS approach, descent on GS below the FAF altitude, is not permitted until passing the FAF.

4600

MSA JDW VOR





Gnd speed-KT		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.5 IDFJ							
RAPSO to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46

CALVERT PAPI PAPI

210 KT MAX

on **RWY** hdg

D6.5 JDW

State STRAIGHT-IN LANDING

PANS OPS

	ILS DA(H) 240′ (209′)		LOC (GS out) with D3.0 IDFJ MDA(H) 510′ (479′)		LOC (GS out) w/o D3.0 IDFJ MDA(H) 730′ (699′)	
		ALS out		ALS out		ALS out
A B C D	R550m	R1200m	R1500m	R2200m	R2500m	R3200m

CHANGES: Approach comms, simultaneous approach added.

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OEJN/JED
KING ABDULAZIZ INTL

JEPPESEN 29 AUG 25 (11-2) Eff 4 Sep

JEDDAH, SAUDI ~~ARABIA~~
ILS Y Rwy 16L

D-ATIS Arrival	JEDDAH Approach	JEDDAH Final (APP) West	JEDDAH Final (APP) East	JEDDAH Tower West	JEDDAH Tower East	Ground West	Ground Center	Ground East
126.2	124.0	124.675	123.8	118.2	118.5	121.6	121.9	121.7

BRIEFING STRIP

LOC IDFJ	Final Apch Crs	RAPSO MANDATORY	DA(H) Refer to Minimums	Apt Elev 50′ Rwy 31′
108.5	156°	1700′ (1669′)		

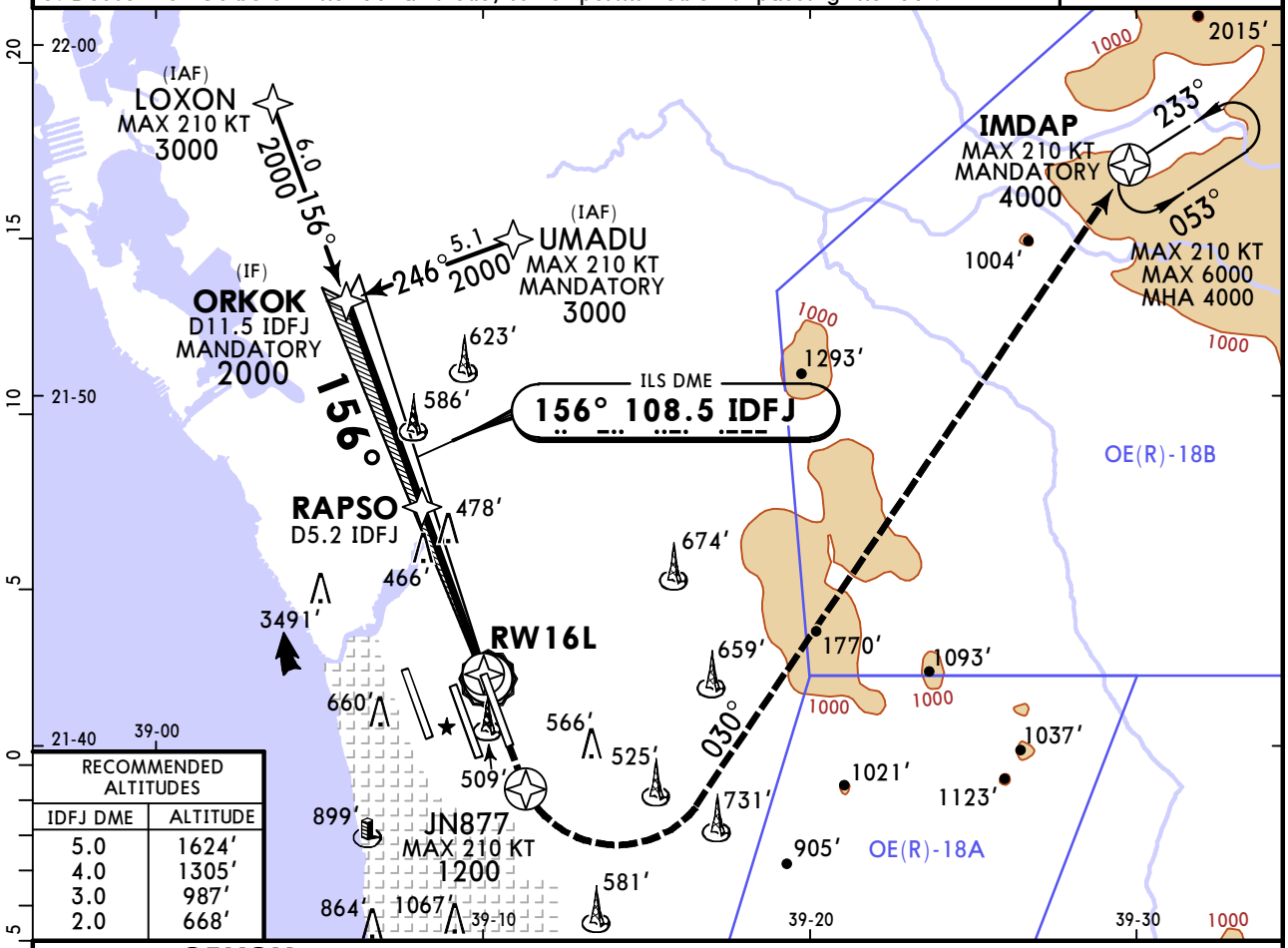
MISSED APCH: Climb direct to JN877, turn LEFT to intercept course 030° to IMDAP and join the IMDAP hold. Climb to 4000′. MAX 210 KT.
Refer to minimums for missed apch climb gradients.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL150 | Trans alt: 13000′

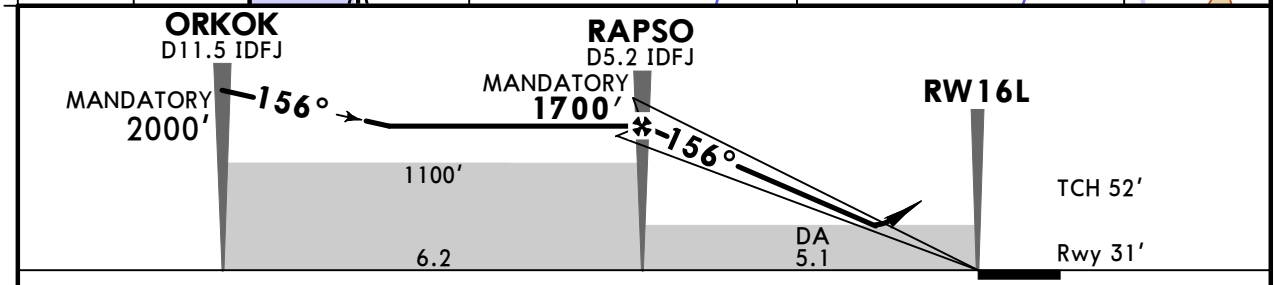
RNP Apch. RNAV 1.

1. DME required. 2. Circling not authorized.
3. Descent on GS below the FAF altitude, is not permitted until passing the FAF.

4600
MSA ARP



RECOMMENDED ALTITUDES	
IDFJ DME	ALTITUDE
5.0	1624′
4.0	1305′
3.0	987′
2.0	668′



Gnd speed-KT		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

CALVERT
PAPI PAPI
210 KT MAX
JN877 D

State STRAIGHT-IN LANDING

ILS

	Missed apch climb gradient MIN 5.0% (304′/NM) DA(H) 240′ (209′)		Missed apch climb gradient MIN 2.5% (152′/NM) DA(H) 470′ (439′)	
		ALS out		ALS out
A	R550m	R1200m	R1300m	R2000m
B				
C				
D				
DL				

PANS OPS

CHANGES: Approach comms.

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OEJN/JED
KING ABDULAZIZ INTL

JEPPESEN
29 AUG 25
Eff 4 Sep
11-3

JEDDAH, SAUDI ~~ARABIA~~
ILS Z or LOC Rwy 16C

D-ATIS Arrival	JEDDAH Approach	JEDDAH Final (APP) West	JEDDAH Final (APP) East	JEDDAH Tower West	JEDDAH Tower East	Ground West	Ground Center	Ground East
126.2	124.0	124.675	123.8	118.2	118.5	121.6	121.9	121.7

BRIEFING STRIP

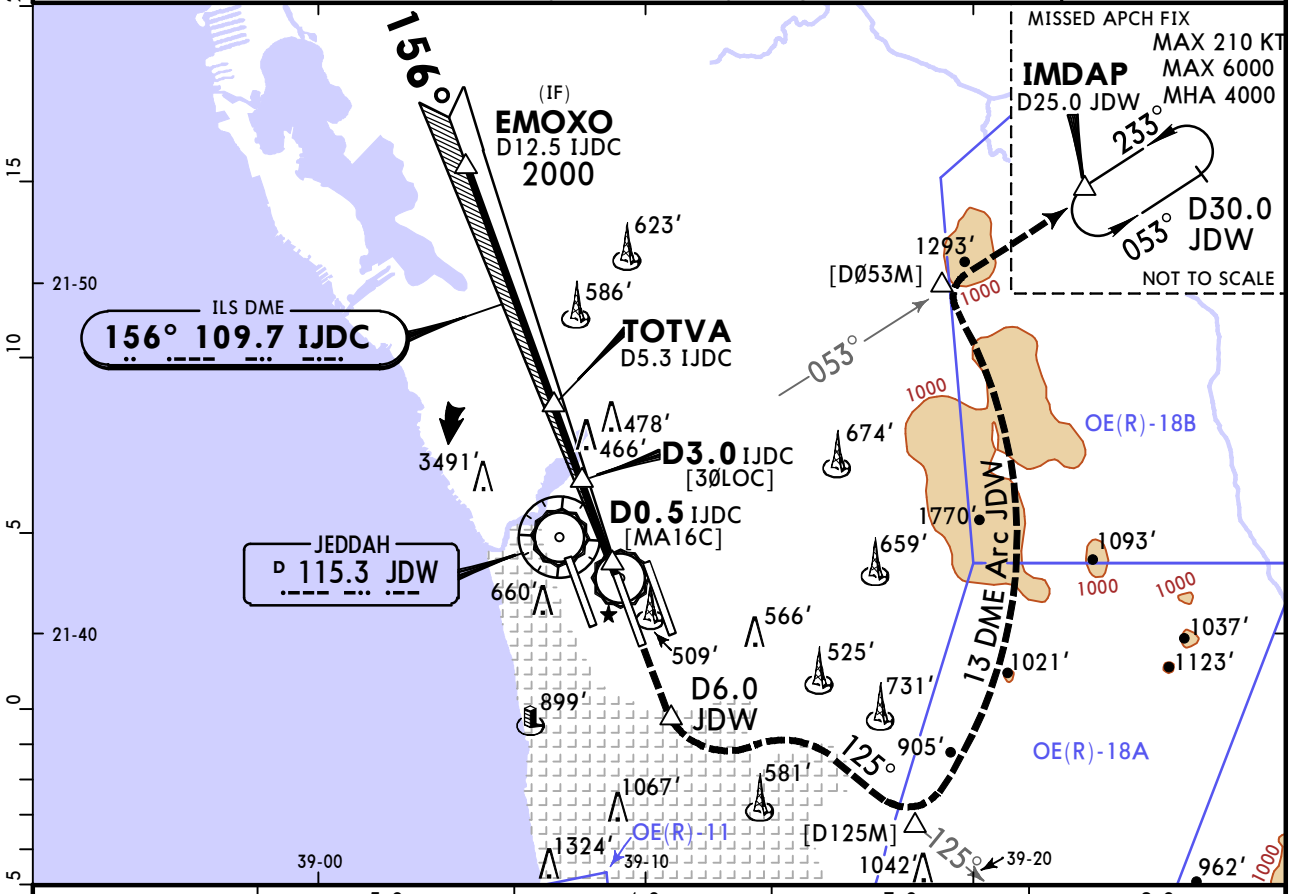
LOC IJDC	Final Apch Crs	TOTVA	ILS DA(H)	Apt Elev 50′ / Rwy 21′
109.7	156°	1700′ (1679′)	230′ (209′)	

MISSED APCH: Climb on Rwy heading at D6.0 JDW, turn LEFT to intercept R-125 JDW, turn LEFT and follow 13 DME Arc JDW, turn RIGHT to intercept R-053 JDW to IMDAP and hold. Climb to 4000′. MAX 210 KT.

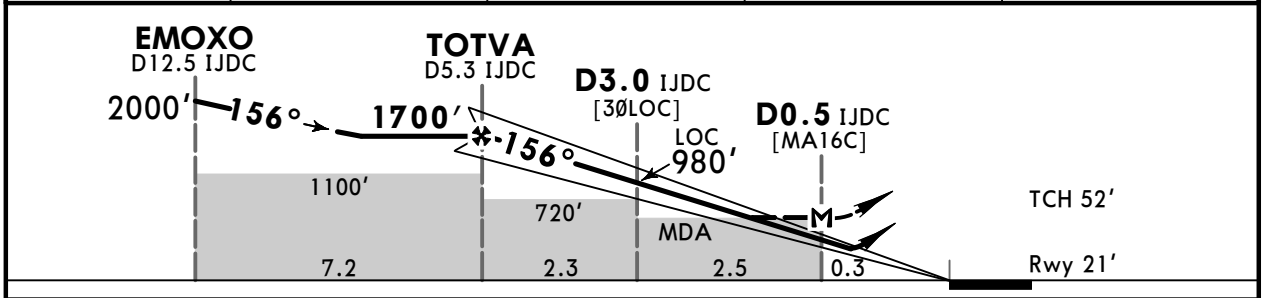
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL150 | Trans alt: 13000′

1. DME required. 2. VOR required. 3. Circling not authorized. 4. For ILS approach, descent on GS below the FAF altitude, is not permitted until passing the FAF.

4600
MSA JDW VOR



IJDC DME	5.0	4.0	3.0	2.0
ALTITUDE	1613′	1295′	976′	658′



Gnd speed-KT		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.5 IJDC							
TOTVA to MAP	4.8	4:07	3:12	2:53	2:24	2:03	1:48

PALS CAT II
PAPI PAPI

210 KT MAX

on **RWY** hdg

D6.0 JDW

State — STRAIGHT-IN LANDING

	ILS	LOC (GS out) with D3.0 IJDC	LOC (GS out) w/o D3.0 IJDC
	DA(H) 230′ (209′)	MDA(H) 540′ (519′)	MDA(H) 720′ (699′)
	ALS out	ALS out	ALS out
A	R550m	R1200m	R1600m	R2400m	R2500m	R3200m
B						
C						
D						

PANS OPS

CHANGES: Approach comms.

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OEJN/JED
KING ABDULAZIZ INTL

JEPPESEN 29 AUG 25 (11-4) Eff 4 Sep

JEDDAH, SAUDI ~~ARABIA~~
ILS Y Rwy 16C

D-ATIS Arrival	JEDDAH Approach	JEDDAH Final (APP) West	JEDDAH Final (APP) East	JEDDAH Tower West	JEDDAH Tower East	Ground West	Ground Center	Ground East
126.2	124.0	124.675	123.8	118.2	118.5	121.6	121.9	121.7

BRIEFING STRIP

LOC IJDC	Final Apch Crs	TOTVA MANDATORY	DA(H) Refer to Minimums	Apt Elev 50′ Rwy 21′
109.7	**156°**	**1700′** (1679′)		

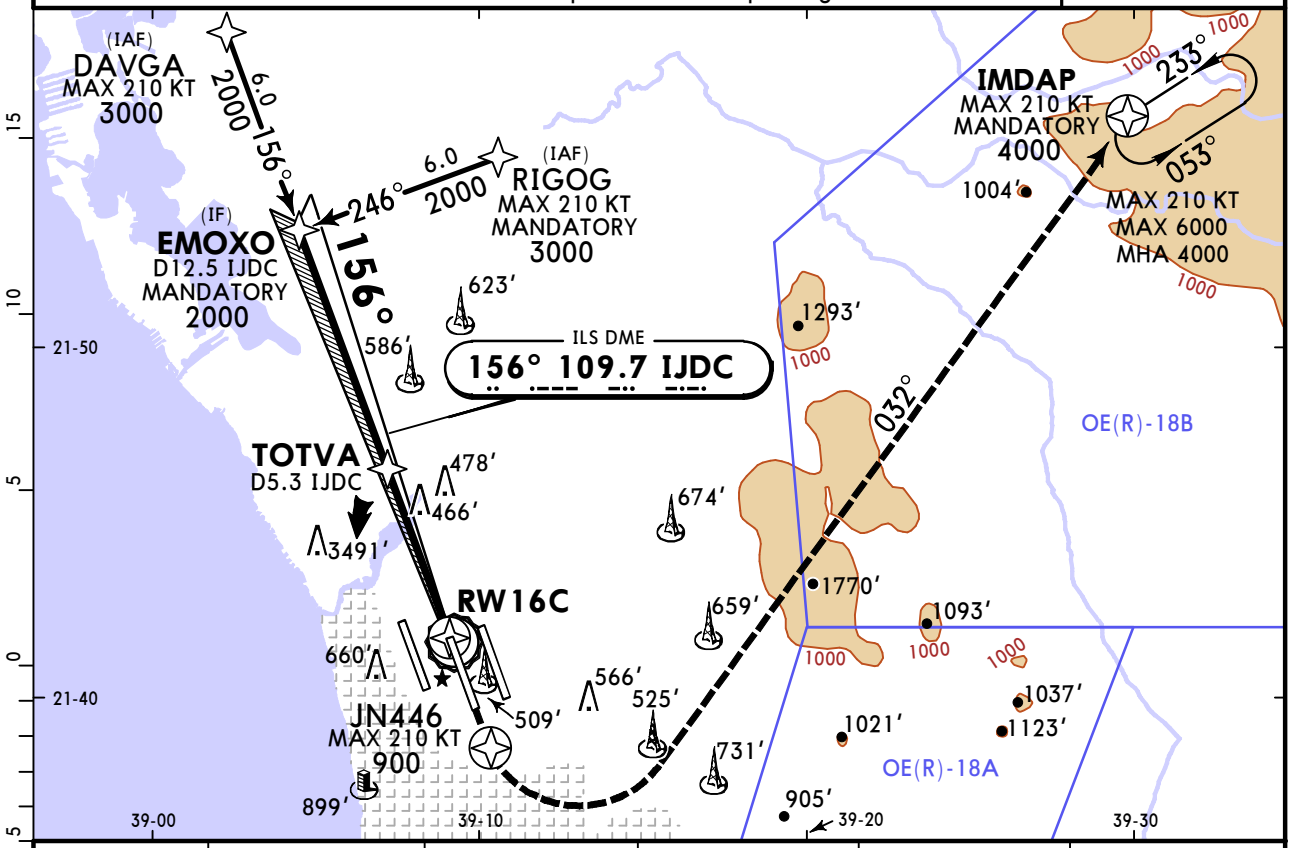
MISSED APCH: Climb direct to JN446, turn LEFT to intercept course 032° to IMDAP and join the IMDAP hold. MAX 210 KT.
Refer to minimums for missed apch climb gradients.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL150 | Trans alt: 13000′

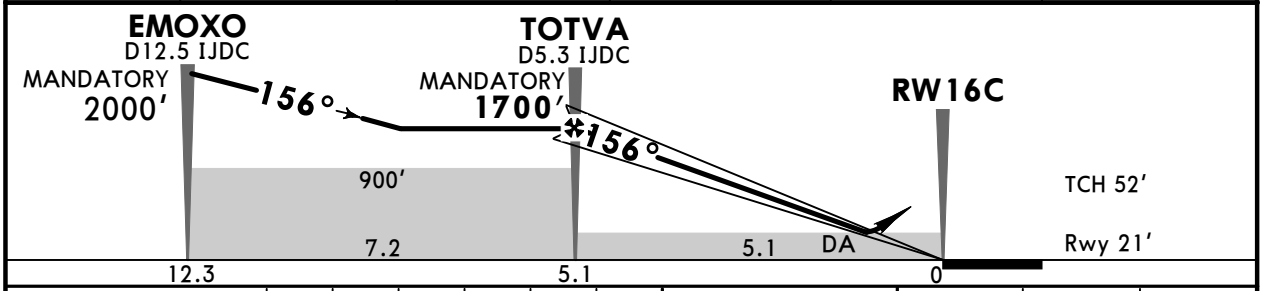
RNP Apch. RNAV 1.

1. DME required. 2. Circling not authorized.
3. Descent on GS below the FAF altitude is not permitted until passing the FAF.

4600
MSA ARP



IJDC DME	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1613′	1295′	976′	658′	339′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

PALS CAT II
PAPI PAPI

210 KT MAX

JN446

State

STRAIGHT-IN LANDING
ILS

	MACG MIN 5.0% (304′/NM) DA(H) **270′** (249′)		MACG MIN 2.5% (152′/NM) DA(H) **430′** (409′)	
		ALS out		ALS out
A	R550m	R1300m	R1200m	R1900m
B				
C				
D				
DL				

PANS OPS

CHANGES: Approach comms.

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OEJN/JED
KING ABDULAZIZ INTL

29 AUG 25
Eff 4 Sep

JEPPESEN
11-5

JEDDAH, SAUDI ~~ARABIA~~
ILS Z or LOC Rwy 16R

BRIEFING STRIP ™

D-ATIS Arrival	JEDDAH Approach	JEDDAH Final (APP) West	JEDDAH Final (APP) East	Monitor Control ❶	JEDDAH Tower West	JEDDAH Tower East	Ground West	Ground Center	Ground East
126.2	124.0	124.675	123.8	125.850	118.2	118.5	121.6	121.9	121.7

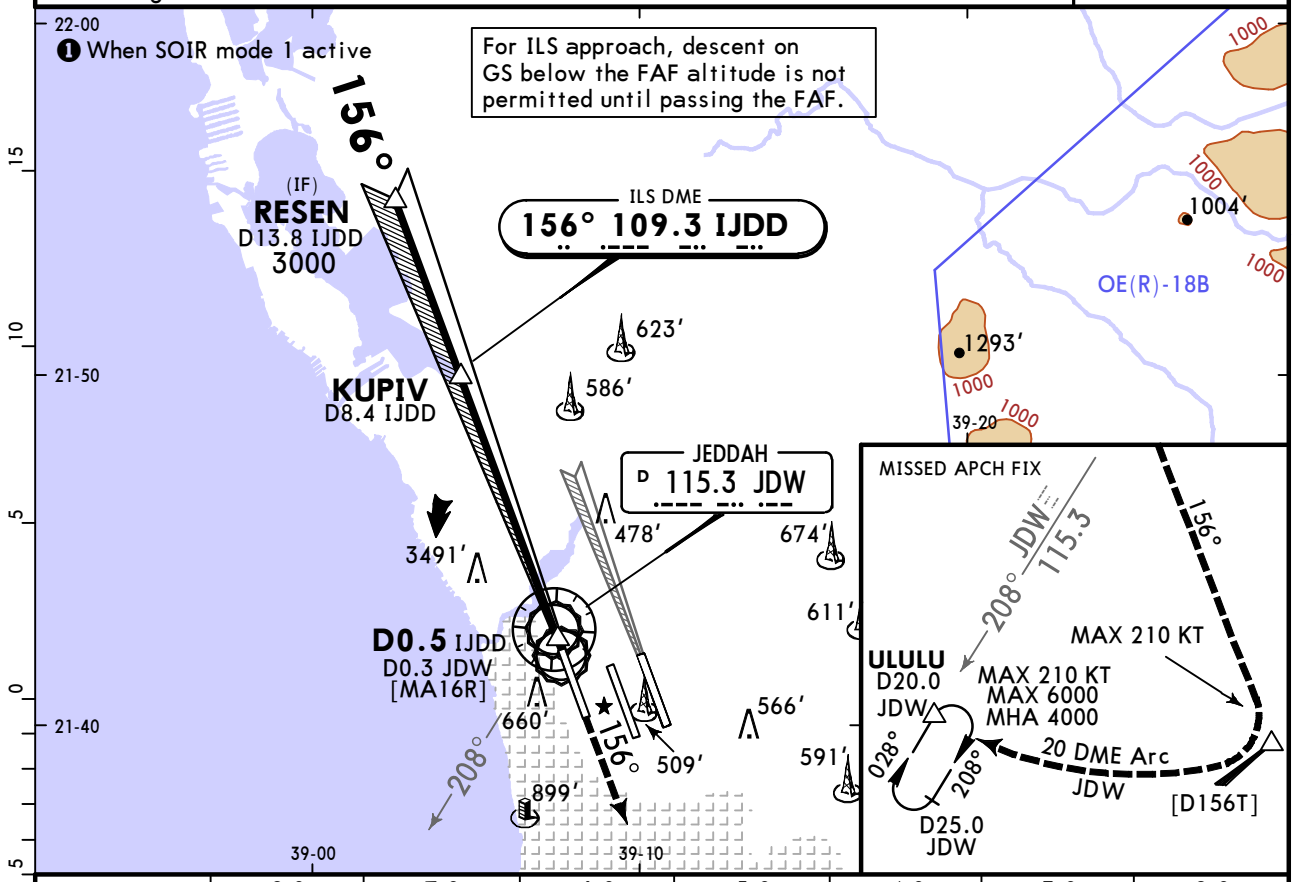
LOC IJDD	Final Apch Crs	KUPIV	ILS DA(H)	Apt Elev 50′
109.3	156°	2700′ (2685′)	220′ (205′)	Rwy 15′

MISSED APCH: Climb on R-156 JDW, then turn RIGHT via 20 DME Arc JDW to ULULU and hold. Climb to 4000′ MAX 210 KT or as instructed by ATC.

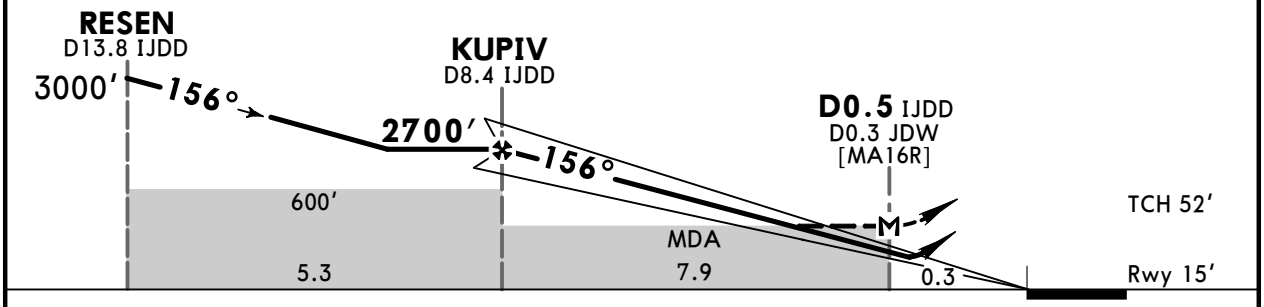
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL150 | Trans alt: 13000′

1. DME required. 2. VOR required. 3. Simultaneous approaches with Rwy 16L authorized. 4. Circling not authorized.

4600
MSA JDW VOR



IJDD DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2563′	2244′	1926′	1607′	1289′	970′	652′



Gnd speed-KT		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.5 IJDD/D0.3 JDW							
KUPIV to MAP	7.9	6:46	5:16	4:44	3:57	3:23	2:58

PALS CAT II
PAPI PAPI

JDW 115.3 on R-156

State — STRAIGHT-IN LANDING

	ILS		LOC (GS out)	
	DA(H) 220′ (205′)		MDA(H) 460′ (445′)	
		ALS out		ALS out
A	R550m	R1200m	R1200m	R2100m
B				
C				
D				
DL				

PANS OPS

CHANGES: Approach comms, simultaneous approach added.

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OEJN/JED
KING ABDULAZIZ INTL

JEPPESEN 29 AUG 25 (11-6) Eff 4 Sep

JEDDAH, SAUDI ~~ARABIA~~
ILS Y Rwy 16R

D-ATIS Arrival	JEDDAH Approach	JEDDAH Final (APP) West	JEDDAH Final (APP) East	JEDDAH Tower West	JEDDAH Tower East	Ground West	Ground Center	Ground East
126.2	124.0	124.675	123.8	118.2	118.5	121.6	121.9	121.7

BRIEFING STRIP™

LOC IJDD	Final Apch Crs	KUPIV MANDATORY	DA(H)	Apt Elev 50′
109.3	156°	2700′ (2685′)	250′ (235′)	Rwy 15′

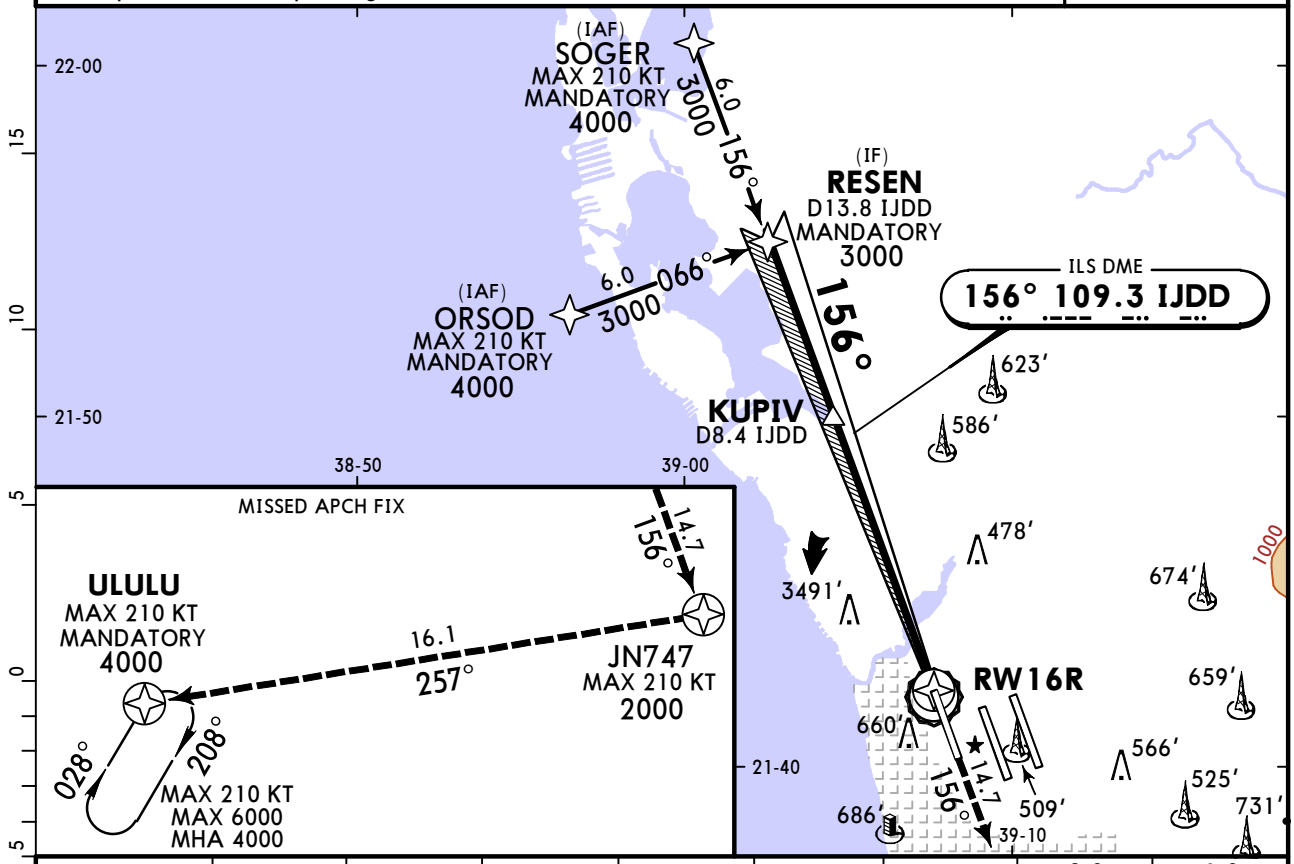
MISSED APCH: Climb on course 156° to JN747, turn RIGHT on track 257° to ULULU and join the ULULU hold. Climb to 4000′. MAX 210 KT.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL150 | Trans alt: 13000′

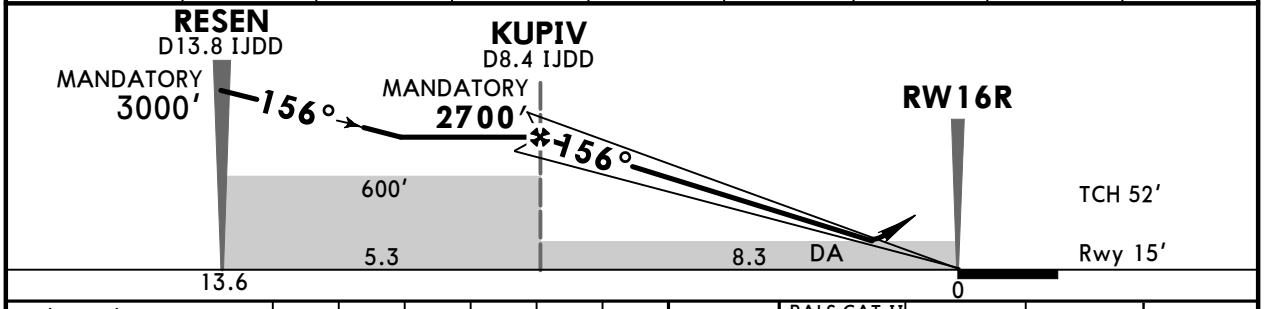
RNP Apch. RNAV 1.

1. DME required. 2. Circling not authorized. 3. Descent on GS below the FAF altitude, is not permitted until passing the FAF.

4600
MSA ARP



IJDD DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2615′	2296′	1978′	1660′	1341′	1023′	704′	386′



Gnd speed-KT		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

PALS CAT II
PAPI PAPI

210 KT MAX

JN747 on 156°

State

STRAIGHT-IN LANDING

ILS

DA(H) **250′** (235′)

PANS OPS	ALS out
A	R550m
B	
C	
D	R1200m

CHANGES: Approach comms.

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OEJN/JED
KING ABDULAZIZ INTL

JEPPESEN 29 AUG 25 (11-7) Eff 4 Sep

JEDDAH, SAUDI ~~ARABIA~~
ILS or LOC Rwy 34L

D-ATIS Arrival	JEDDAH Approach	JEDDAH Final (APP) West	JEDDAH Final (APP) East	Monitor Control ❶	JEDDAH Tower West	JEDDAH Tower East	Ground West	Ground Center	Ground East
126.2	124.0	124.675	123.8	125.850	118.2	118.5	121.6	121.9	121.7

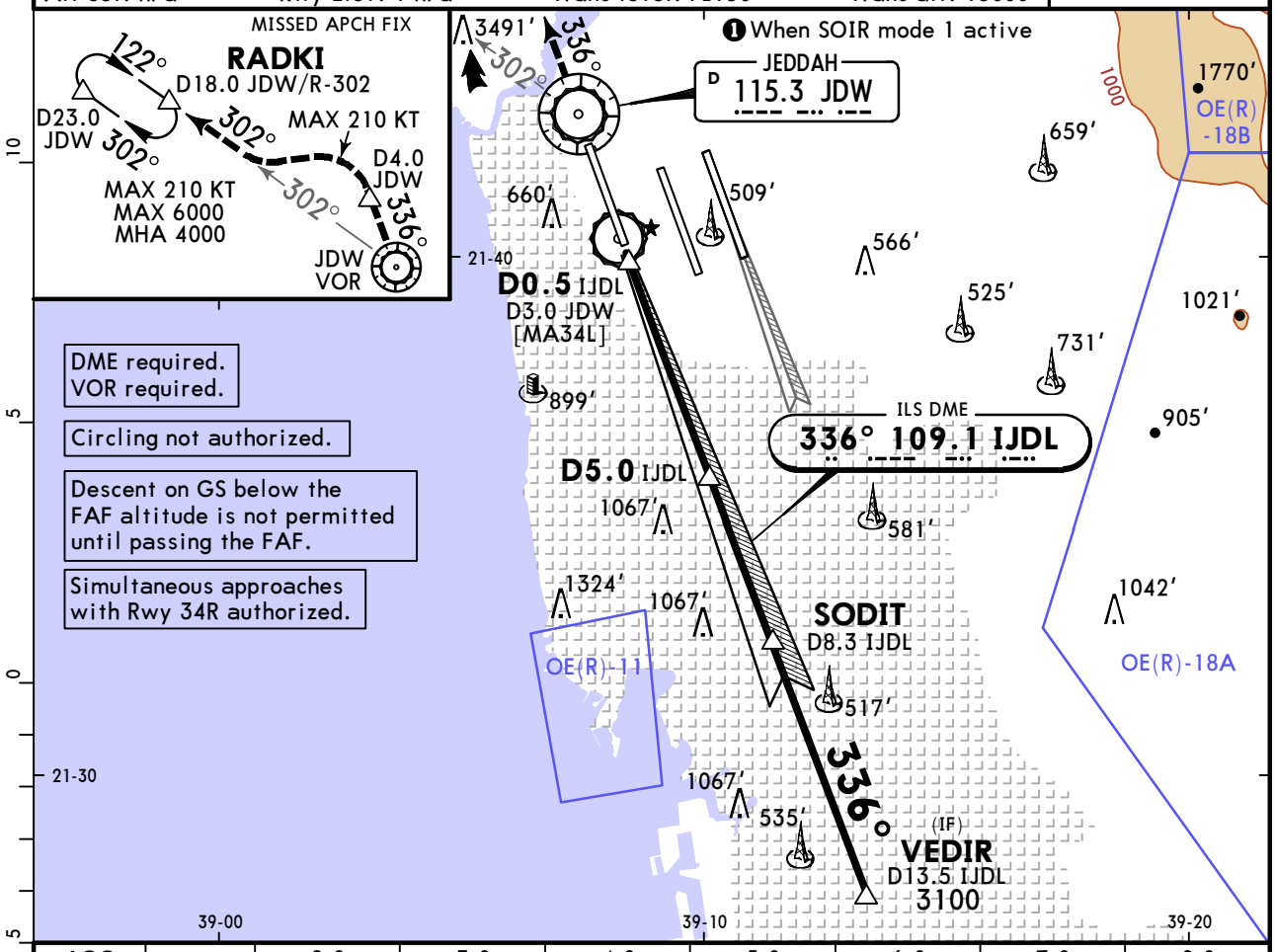
BRIEFING STRIP ™

LOC IJDL	Final Apch Crs	SODIT	ILS DA(H)	Apt Elev 50′
109.1	336°	2700′ (2684′)	216′ (200′)	Rwy 16′

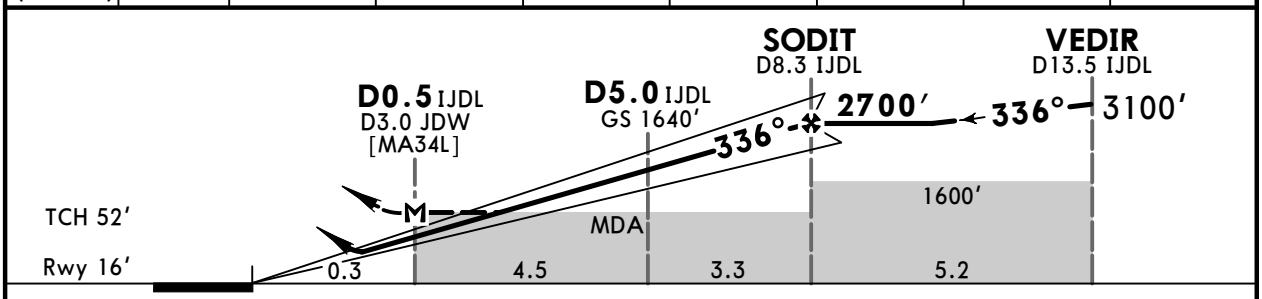
MISSED APCH: Climb on R-336 JDW, at D4.0 JDW turn LEFT to intercept the R-302 JDW to RADKI and hold. Climb to 4000′. If unable to reach 4000′ by RADKI, climb in hold. MAX 210 KT

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL150 | Trans alt: 13000′

4600
MSA JDW VOR



LOC (GS out)	IJDL DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	661′	985′	1308′	1632′	1956′	2279′	2603′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.5 IJDL/D3.0 JDW							
SODIT to MAP	7.8	6:41	5:12	4:41	3:54	3:21	2:56

PALS CAT II
PAPI PAPI

210 KT MAX

D4.0 JDW on **115.3** JDW **R-336**

State

STRAIGHT-IN LANDING

	ILS DA(H) 216′ (200′)		LOC (GS out) MDA(H) 570′ (554′)	
		ALS out		ALS out
A	R550m	R1200m	R1800m	R2500m
B				
C				
D				
D_L				

PANS OPS

CHANGES: Approach comms, simultaneous approach added.

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OEJN/JED
KING ABDULAZIZ INTL

JEPPESEN
29 AUG 25 (11-8) Eff 4 Sep

JEDDAH, SAUDI ~~ARABIA~~
ILS Z or LOC Rwy 34C

D-ATIS Arrival	JEDDAH Approach	JEDDAH Final (APP) West	JEDDAH Final (APP) East	JEDDAH Tower West	JEDDAH Tower East	Ground West	Ground Center	Ground East
126.2	124.0	124.675	123.8	118.2	118.5	121.6	121.9	121.7

BRIEFING STRIP

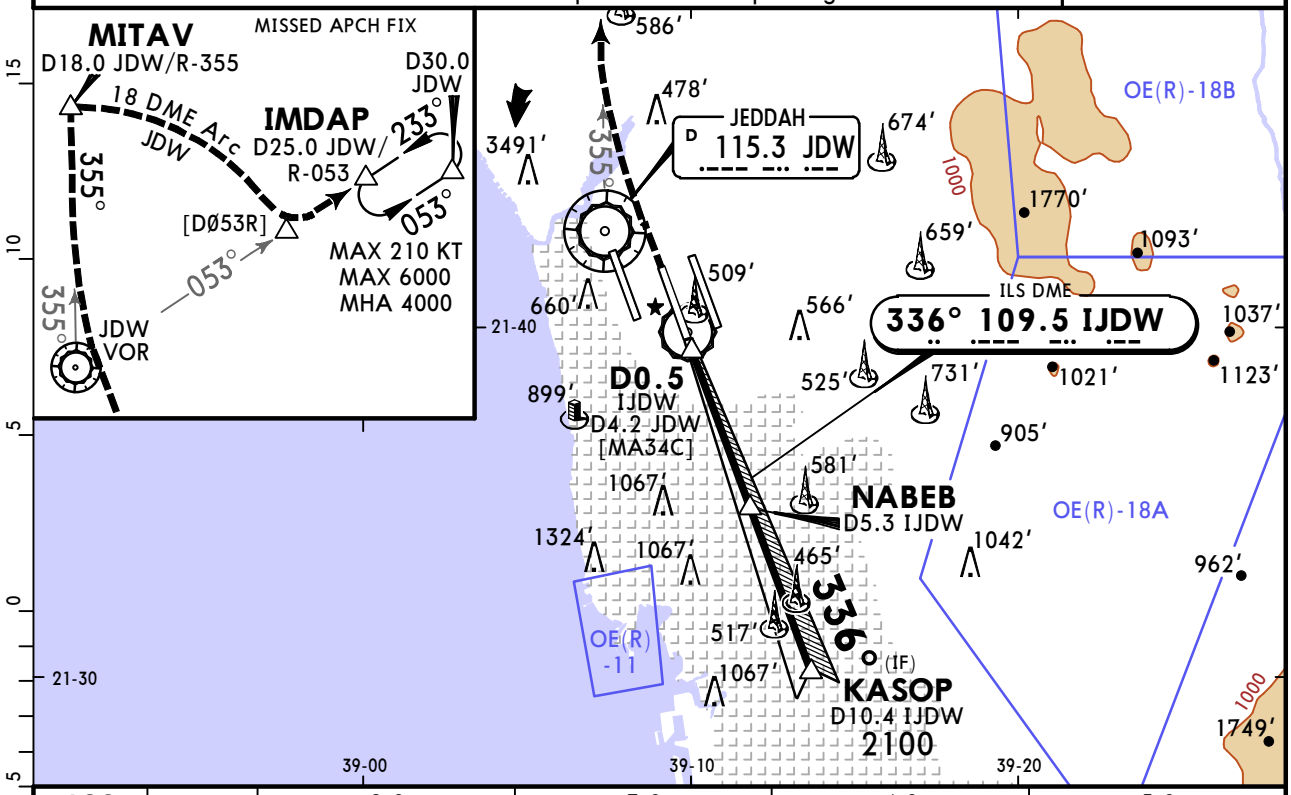
LOC IJDW	Final Apch Crs	NABEB	ILS DA(H)	Apt Elev 50′
109.5	336°	1700′ (1671′)	229′ (200′)	Rwy 29′

MISSED APCH: Climb on Rwy heading, at or above 1000′, turn RIGHT to intercept R-355 JDW to MITAV. Then turn RIGHT via 18 DME Arc JDW, turn LEFT to intercept R-053 JDW to IMDAP. Climb to 4000′. MAX 210 KT

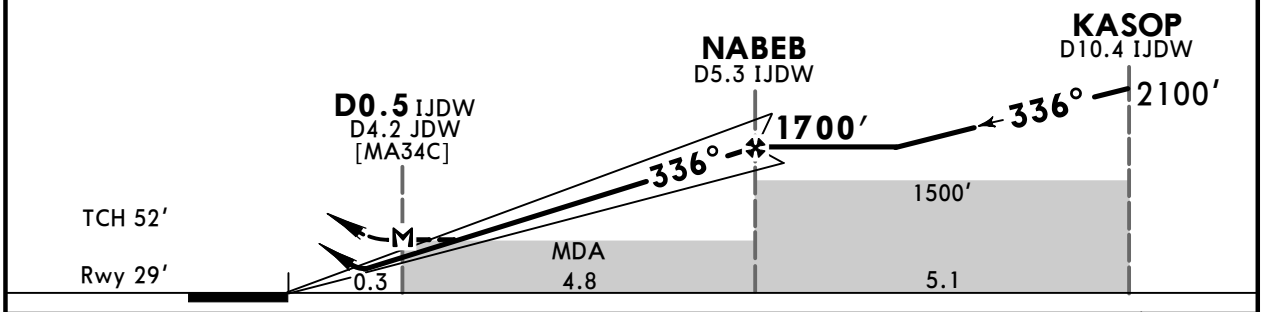
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL150	Trans alt: 13000′

1. DME required. 2. VOR required. 3. Circling not authorized.
4. Descent on GS below the FAF altitude is not permitted until passing the FAF.

4600
MSA JDW VOR



LOC (GS out)	IJDW DME	2.0	3.0	4.0	5.0
	ALTITUDE	664′	982′	1300′	1617′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.5 IJDW/D4.2 JDW							
NABEB to MAP	4.8	4:07	3:12	2:53	2:24	2:03	1:48

PALS CAT II
PAPI PAPI

210 KT MAX

1000′ on RWY hdg

State STRAIGHT-IN LANDING

	ILS DA(H) 229′ (200′)		LOC (GS out) MDA(H) 670′ (641′)	
		ALS out		ALS out
A	R550m	R1200m	R2300m	R3000m
B				
C				
D				
DL				

PANS OPS

CHANGES: Apprach comms.

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OEJN/JED
KING ABDULAZIZ INTL

JEPPESEN 29 AUG 25 (11-9) Eff 4 Sep

JEDDAH, SAUDI ~~ARABIA~~
ILS Y Rwy 34C

D-ATIS Arrival	JEDDAH Approach	JEDDAH Final (APP) West	JEDDAH Final (APP) East	JEDDAH Tower West	JEDDAH Tower East	Ground West	Ground Center	Ground East
126.2	124.0	124.675	123.8	118.2	118.5	121.6	121.9	121.7

BRIEFING STRIP

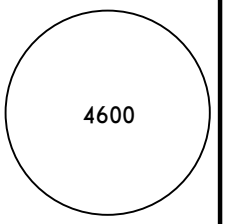
LOC IJDW	Final Apch Crs	NABEB MANDATORY	DA(H)	Apt Elev 50′
109.5	336°	1700′ (1671′)	230′ (201′)	Rwy 29′

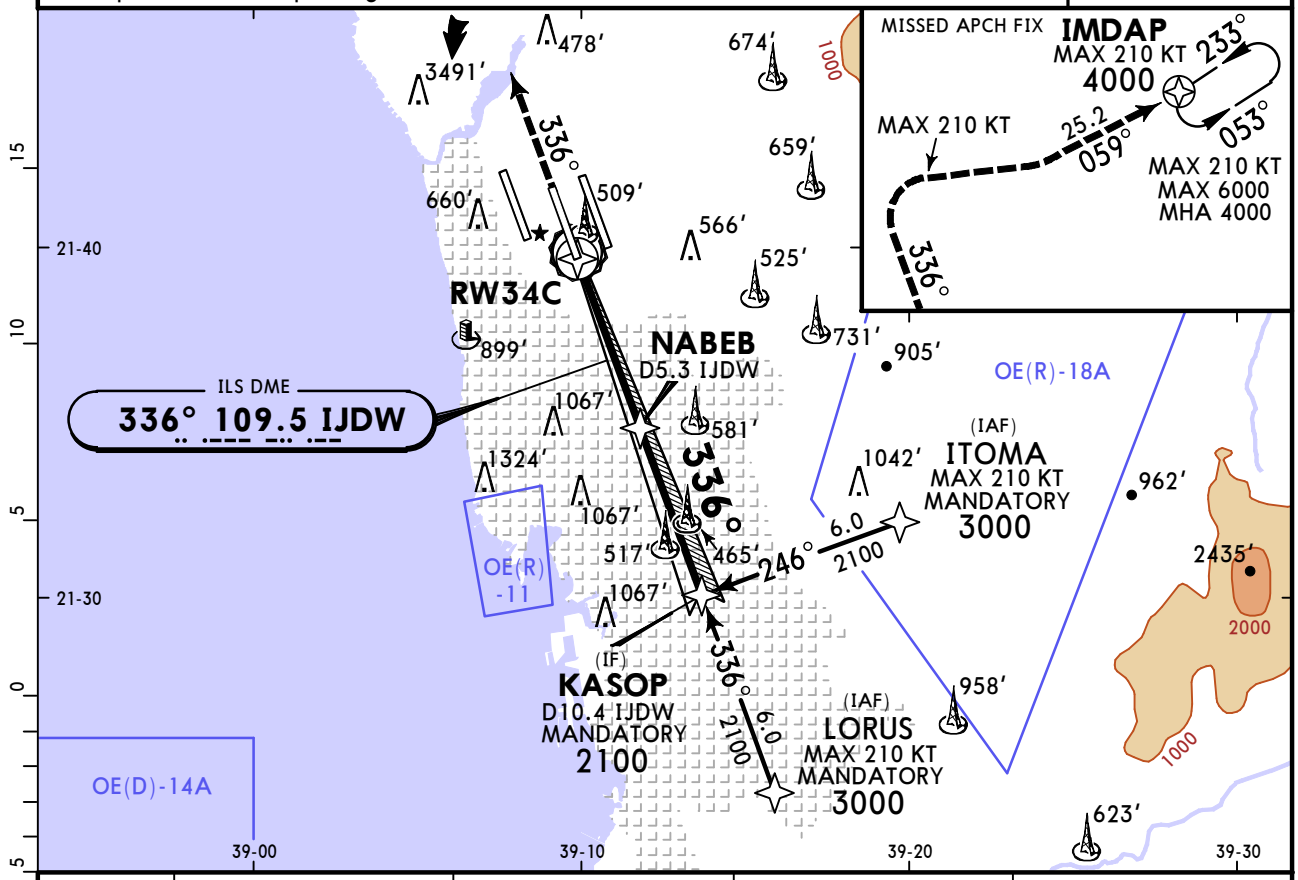
MISSED APCH: Climb on course 336° to 1000′, turn RIGHT to intercept course 059° to IMDAP and hold. Climb to 4000′. MAX 210 KT

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL150 | Trans alt: 13000′

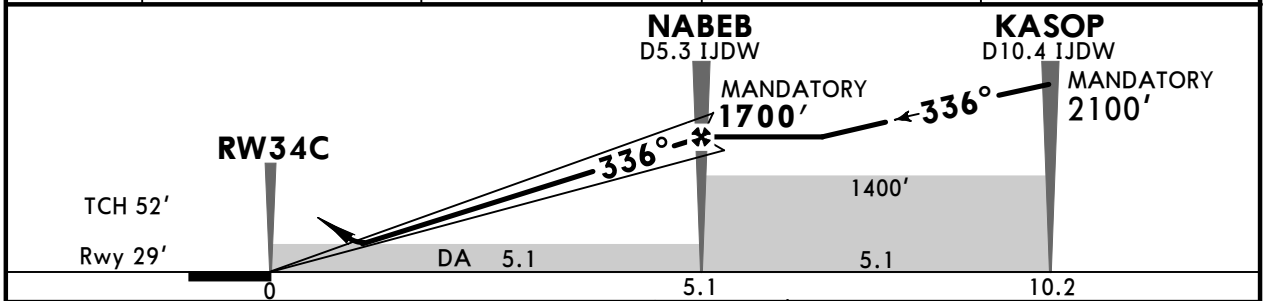
RNP Apch. RNAV 1.

1. DME required. 2. Circling not authorized. 3. Descent on GS below the FAF altitude is not permitted until passing the FAF.





IJDW DME	2.0	3.0	4.0	5.0
ALTITUDE	665′	984′	1302′	1621′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

PALS CAT II: PAPI PAPI

210 KT MAX

1000′ on 336°

State

STRAIGHT-IN LANDING

ILS

DA(H) **230′** (201′)

PANS OPS

	ALS out
A	R550m
B	
C	
D	
DL	R1200m

CHANGES: Approach comms.

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OEJN/JED
KING ABDULAZIZ INTL

JEPPESEN 29 AUG 25 (11-10) Eff 4 Sep

JEDDAH, SAUDI ~~ARABIA~~
ILS Z or LOC Rwy 34R

BRIEFING STRIP TM

D-ATIS Arrival	JEDDAH Approach	JEDDAH Final (APP) West	JEDDAH Final (APP) East	Monitor Control	JEDDAH Tower West	JEDDAH Tower East	Ground West	Ground Center	Ground East
126.2	124.0	124.675	123.8	125.850 (1)	118.2	118.5	121.6	121.9	121.7

LOC IEAL	Final Apch Crs	NALPI	ILS DA(H)	Apt Elev 50′ / Rwy 50′
108.3	336°	1700′ (1650′)	250′ (200′)	

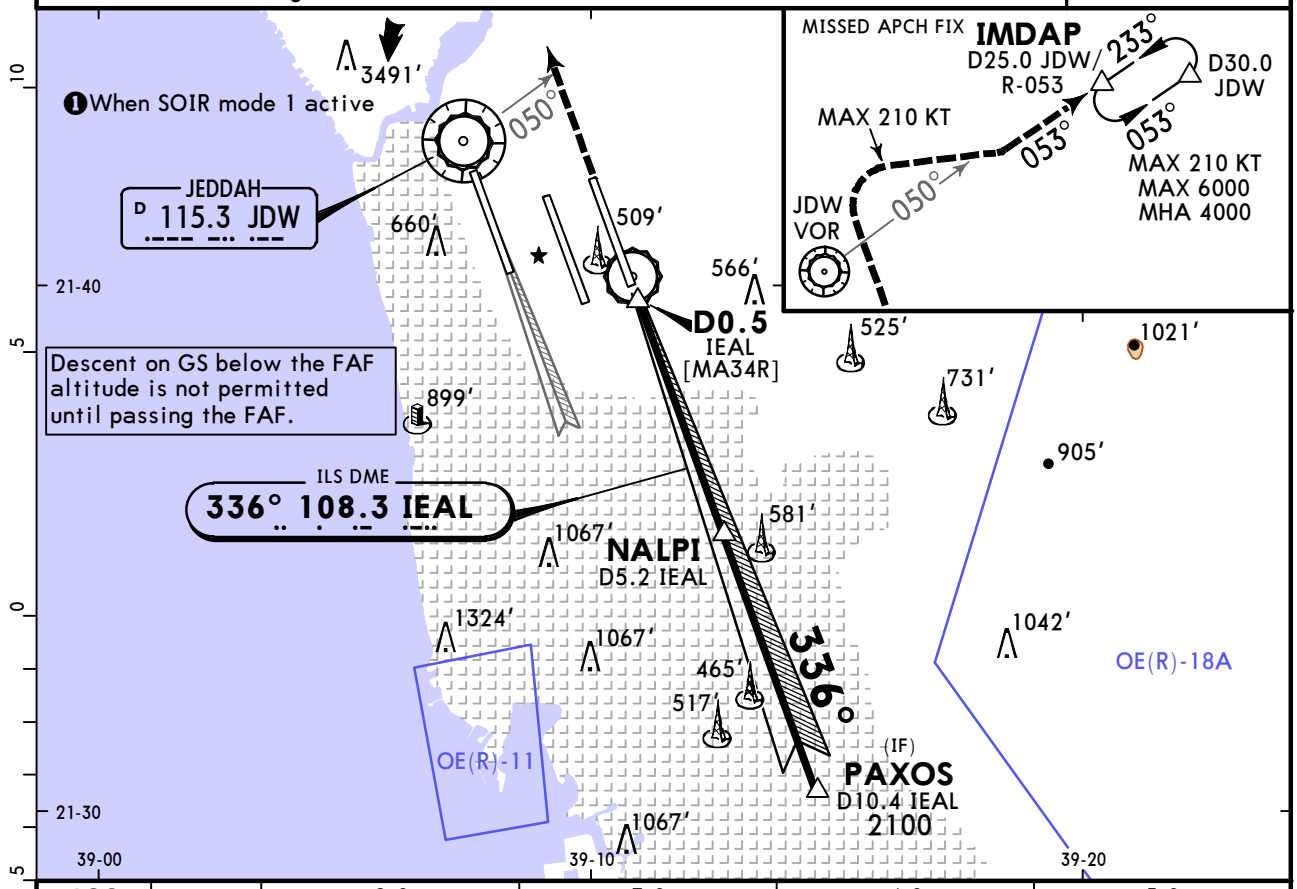
MISSED APCH: Climb on Rwy heading, at R-050 JDW turn RIGHT to intercept the R-053 JDW to IMDAP and hold. Climb to 4000′. MAX 210 KT

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL150 | Trans alt: 13000′

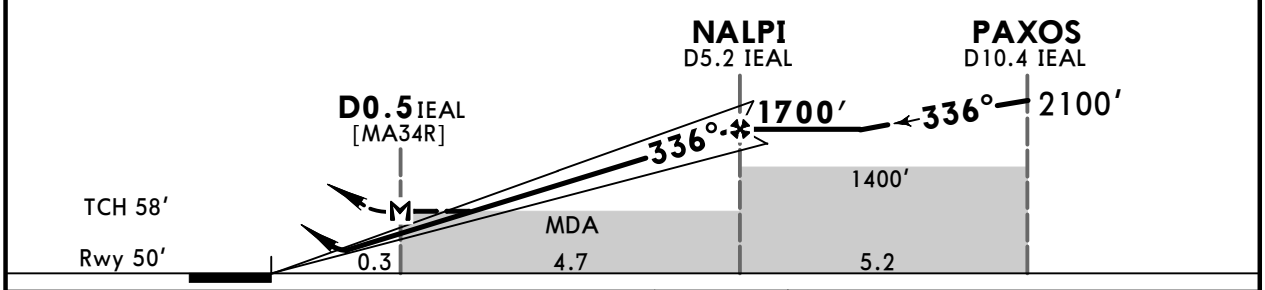
1. DME required. 2. VOR required. 3. Simultaneous approaches with Rwy 34L authorized. 4. Circling not authorized.

4600

MSA JDW VOR



LOC (GS out)	IEAL DME	2.0	3.0	4.0	5.0
	ALTITUDE	674′	991′	1307′	1624′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.5 IEAL							
NALPI to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46

CALVERT
PAPI PAPI

210 KT MAX

on **RWY** hdg

State STRAIGHT-IN LANDING

PANS OPS

	ILS DA(H) 250′ (200′)		LOC (GS out) MDA(H) 650′ (600′)	
		ALS out		ALS out
A	R550m	R1200m	R2000m	R2700m
B				
C				
D				
D_L				

CHANGES: Approach comms, simultaneous apporach added.

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OEJN/JED
KING ABDULAZIZ INTL

JEPPESEN 29 AUG 25 (11-11) Eff 4 Sep

JEDDAH, SAUDI ~~ARABIA~~
ILS Y Rwy 34R

D-ATIS Arrival	JEDDAH Approach	JEDDAH Final (APP) West	JEDDAH Final (APP) East	JEDDAH Tower West	JEDDAH Tower East	Ground West	Ground Center	Ground East
126.2	124.0	124.675	123.8	118.2	118.5	121.6	121.9	121.7

BRIEFING STRIP™

LOC IEAL	Final Apch Crs	NALPI MANDATORY	DA(H)	Apt Elev 50′
108.3	336°	1700′ (1650′)	250′ (200′)	Rwy 50′

MISSED APCH: Climb direct to JN667, turn RIGHT on track 053° to IMDAP and hold. Climb to 4000′. MAX 210 KT

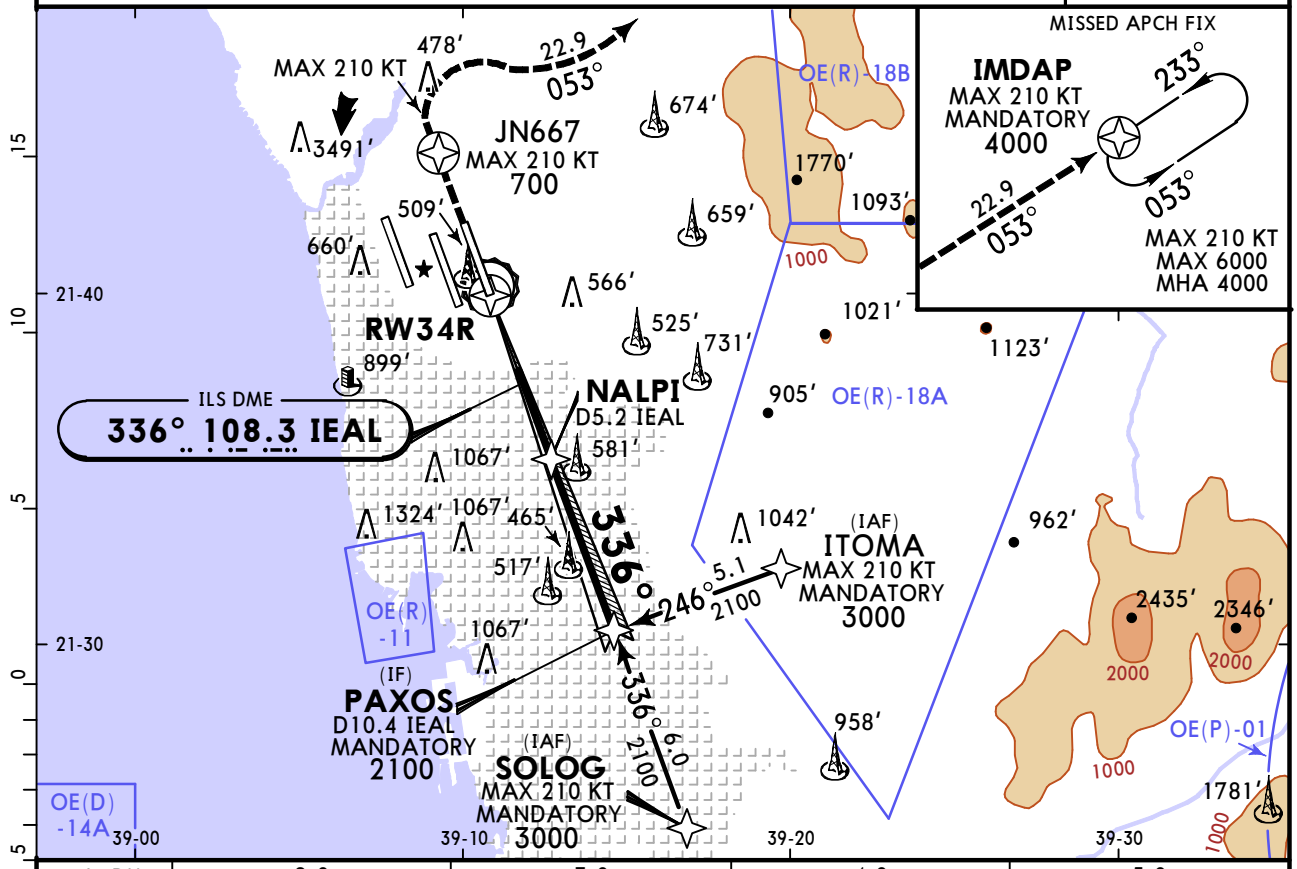
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL150 | Trans alt: 13000′

RNP Apch. RNAV 1.

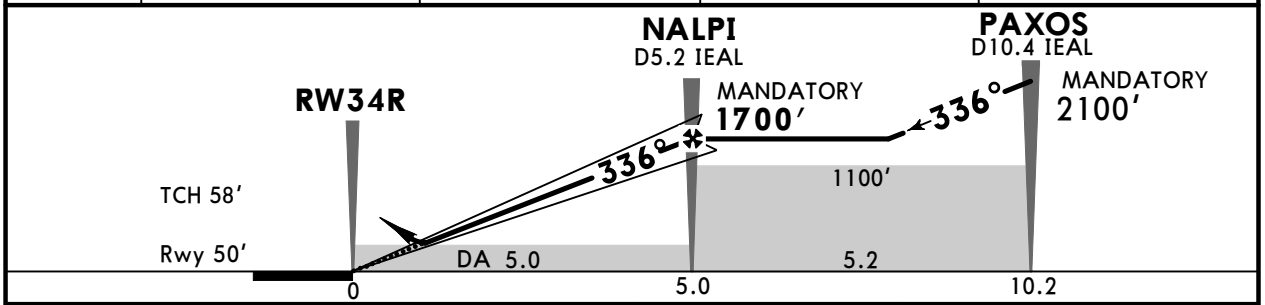
1. DME required. 2. Circling not authorized. 3. Descent on GS below the FAF altitude is not permitted until passing the FAF.

4600

MSA ARP



IEAL DME	2.0	3.0	4.0	5.0
ALTITUDE	682′	1001′	1319′	1638′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

CALVERT
PAPI PAPI
210 KT MAX
JN667 D

State STRAIGHT-IN LANDING

ILS

DA(H) **250′** (200′)

PANS OPS

	ALS out
A	R550m
B	
C	
D	
D_L	R1200m

CHANGES: Approach comms.

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OEJN/JED
KING ABDULAZIZ INTL

JEPPESEN 29 AUG 25 (12-1) Eff 4 Sep

JEDDAH, SAUDI ~~ARABIA~~
RNP Rwy 16L

BRIEFING STRIP TM

D-ATIS Arrival	JEDDAH Approach	JEDDAH Final (APP) West	JEDDAH Final (APP) East	JEDDAH Tower West	JEDDAH Tower East	Ground West	Ground Center	Ground East
126.2	124.0	124.675	123.8	118.2	118.5	121.6	121.9	121.7

RNAV	Final Apch Crs	RAPSO MANDATORY	LNAV/VNAV DA(H)	Apt Elev 50′
	156°	1700′ (1669′)	510′ (479′)	Rwy 31′

MISSED APCH: Climb direct to JN877, turn LEFT to intercept course 030° to IMDAP and hold. Climb to 4000′. MAX 210 KT.

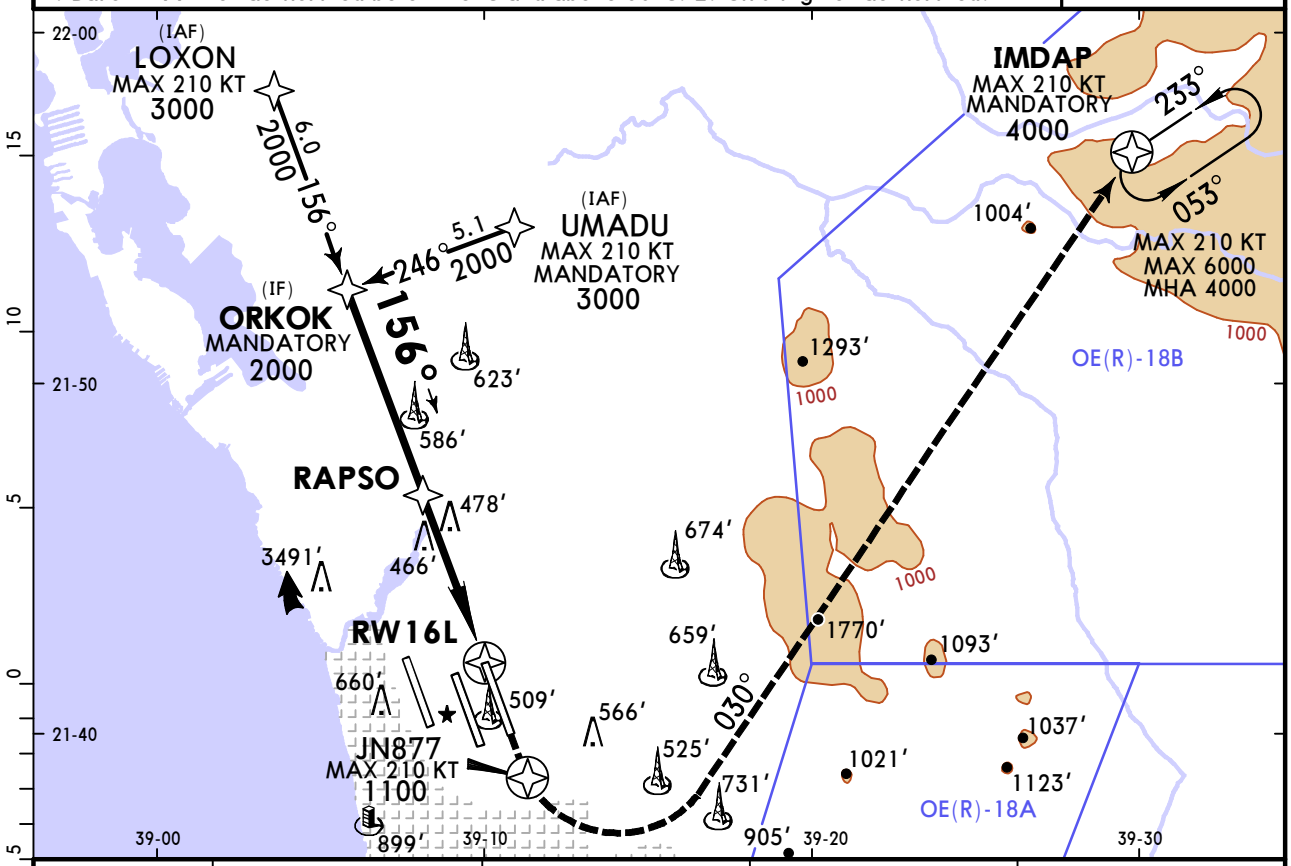
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL150 | Trans alt: 13000′

RNP Apch. RNAV 1.

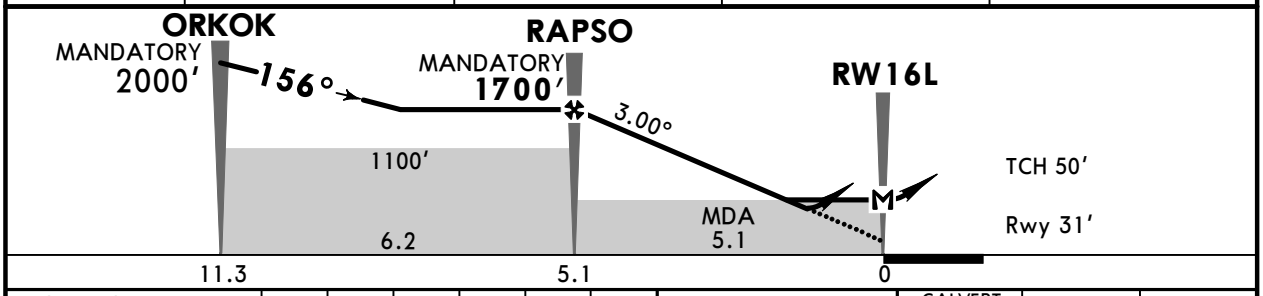
1. Baro-VNAV not authorized below 15°C and above 60°C. 2. Circling not authorized.

4600

MSA ARP



DIST to RW16L	5.0	4.0	3.0	2.0
ALTITUDE	1676′	1357′	1038′	719′



Gnd speed-KT		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW16L							

CALVERT
PAPI PAPI
210 KT MAX
JN877

State STRAIGHT-IN LANDING

	LNAV/VNAV		LNAV	
	DA(H) 510′ (479′)		MDA(H) 730′ (699′)	
		ALS out		ALS out
A	R1500m	R2200m	R2500m	R3200m
B				
C				
D				
DL				

PANS OPS

CHANGES: Approach communications.

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OEJN/JED
KING ABDULAZIZ INTL

JEPPESEN 29 AUG 25 (12-2) Eff 4 Sep

JEDDAH, SAUDI ~~ARABIA~~
RNP Rwy 16C

D-ATIS Arrival	JEDDAH Approach	JEDDAH Final (APP) West	JEDDAH Final (APP) East	JEDDAH Tower West	JEDDAH Tower East	Ground West	Ground Center	Ground East
126.2	124.0	124.675	123.8	118.2	118.5	121.6	121.9	121.7

BRIEFING STRIP

RNAV	Final Apch Crs	TOTVA MANDATORY	LNAV/VNAV DA(H)	Apt Elev 50′
	156°	1700′ (1679′)	440′ (419′)	Rwy 21′

MISSED APCH: Climb direct to JN446, turn LEFT to intercept 032° to IMDAP and hold. Climb to 4000′. MAX 210 KT.

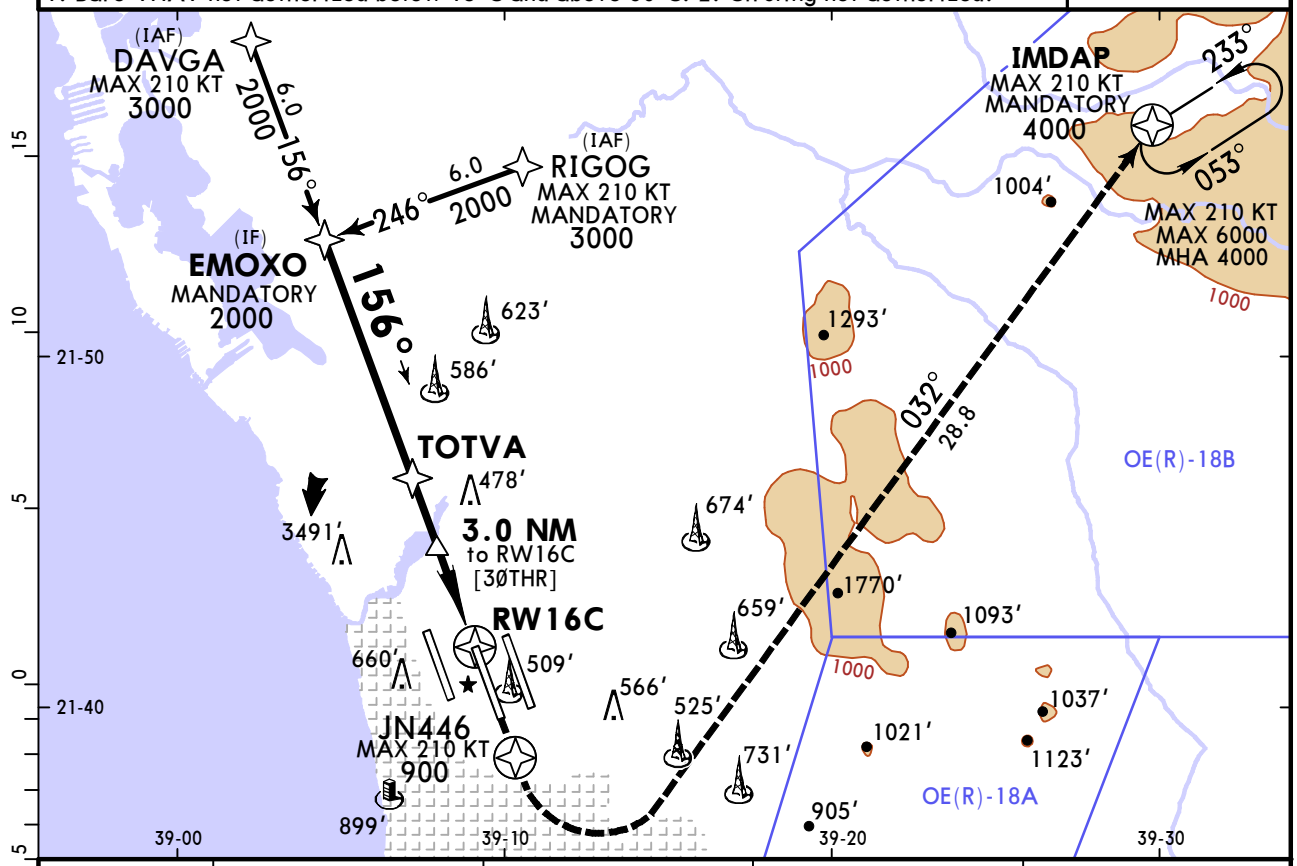
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL150 | Trans alt: 13000′

RNP Apch. RNAV 1.

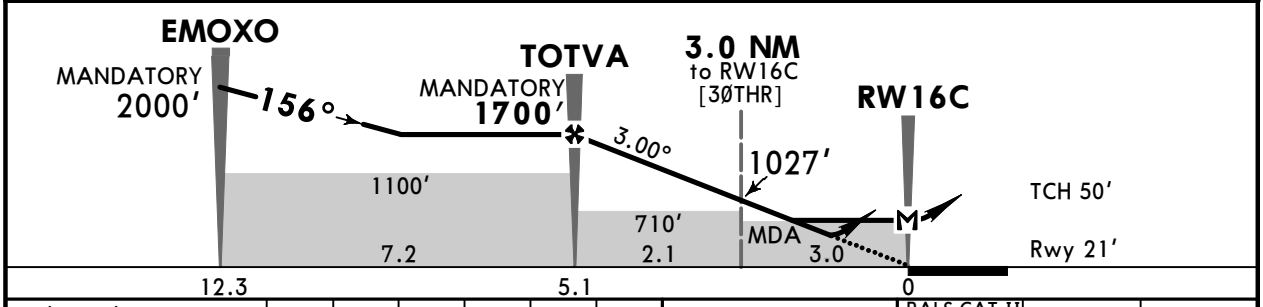
1. Baro-VNAV not authorized below 15°C and above 60°C. 2. Circling not authorized.

4600

MSA ARP



DIST to RW16C	5.0	4.0	3.0	2.0
ALTITUDE	1665′	1346′	1027′	708′



Gnd speed-KT		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW16C							

PALS CAT II
PAPI PAPI

210 KT MAX

JN446

State

STRAIGHT-IN LANDING

	LNAV/VNAV		LNAV	
	DA(H) 440′ (419′)		MDA(H) 570′ (549′)	
		ALS out		ALS out
A	R1200m	R1900m	R1800m	R2500m
B				
C				
D				
DL				

PANS OPS

CHANGES: Approach communications.

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OEJN/JED
KING ABDULAZIZ INTL

JEPPESEN 29 AUG 25 (12-3) Eff 4 Sep

JEDDAH, SAUDI ~~ARABIA~~
RNP Rwy 16R

BRIEFING STRIP ™

D-ATIS Arrival	JEDDAH Approach	JEDDAH Final (APP) West	JEDDAH Final (APP) East	JEDDAH Tower West	JEDDAH Tower East	Ground West	Ground Center	Ground East
126.2	124.0	124.675	123.8	118.2	118.5	121.6	121.9	121.7

RNAV	Final Apch Crs	KUPIV MANDATORY	LNAV/VNAV DA(H)	Apt Elev 50′
	156°	2700′ (2685′)	560′ (545′)	Rwy 15′

MISSED APCH: Climb on course 156° to JN747, turn RIGHT track 257° to ULULU and hold. Climb to 4000′. MAX 210 KT.

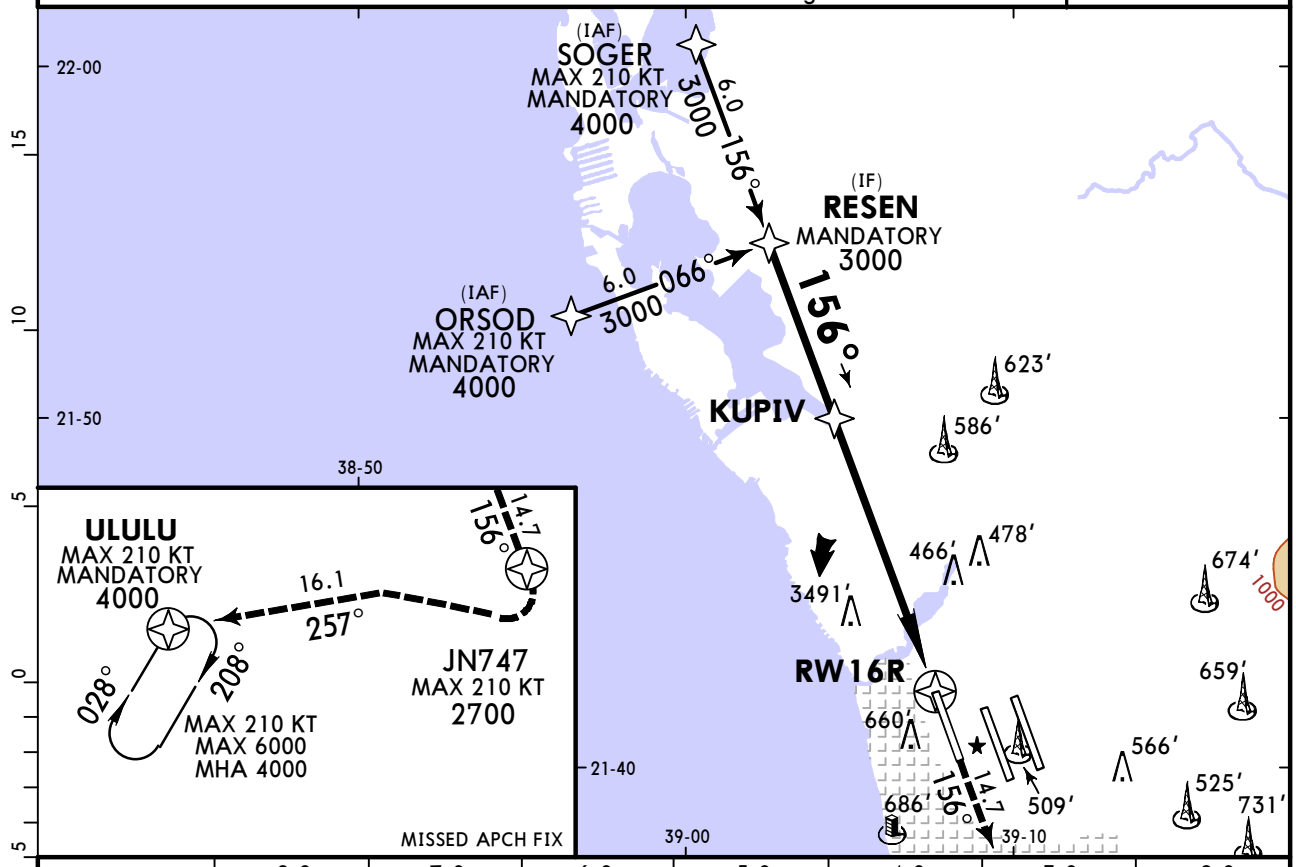
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL150 | Trans alt: 13000′

RNP Apch. RNAV 1.

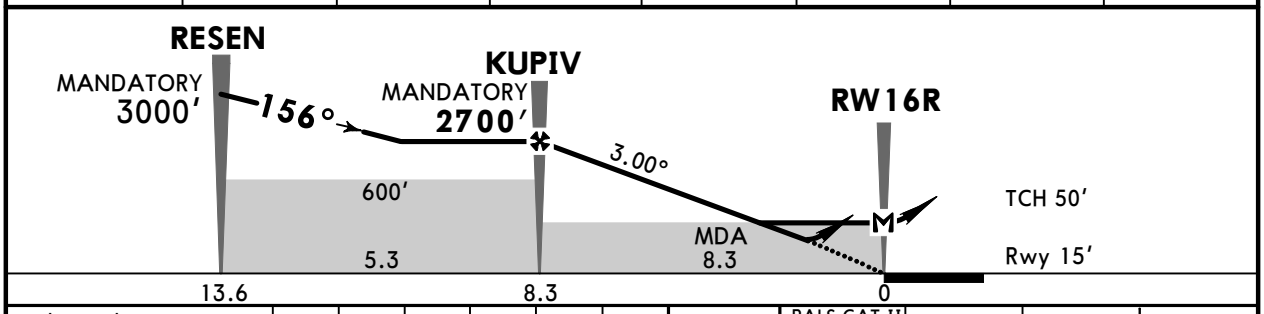
1. Baro-VNAV not authorized below 15°C and above 60°C. 2. Circling not authorized.

4600

MSA ARP



DIST to RW16R	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2613′	2294′	1976′	1657′	1339′	1021′	702′



Gnd speed-KT		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW16R							

PALS CAT II PAPI PAPI

210 KT MAX

JN747 on 156°

State STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 560′ (545′)		LNAV MDA(H) 700′ (685′)	
		ALS out		ALS out
A	R1800m	R2500m	R2500m	R3200m
B				
C				
D				
DL				

PANS OPS

CHANGES: Approach communications.

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OEJN/JED
KING ABDULAZIZ INTL

JEPPESEN 29 AUG 25 (12-4) Eff 4 Sep

JEDDAH, SAUDI ~~ARABIA~~
RNP Rwy 34C

D-ATIS Arrival	JEDDAH Approach	JEDDAH Final (APP) West	JEDDAH Final (APP) East	JEDDAH Tower West	JEDDAH Tower East	Ground West	Ground Center	Ground East
126.2	124.0	124.675	123.8	118.2	118.5	121.6	121.9	121.7

RNAV	Final Apch Crs	NABEB MANDATORY	LNAV/VNAV DA(H)	Apt Elev 50′
	336°	1700′ (1671′)	540′ (511′)	Rwy 29′

MISSED APCH: Climb direct to JN759, turn RIGHT to track 059° to IMDAP and join 4000′ holding. Climb to IMDAP. MAX 210 KT.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL150 | Trans alt: 13000′

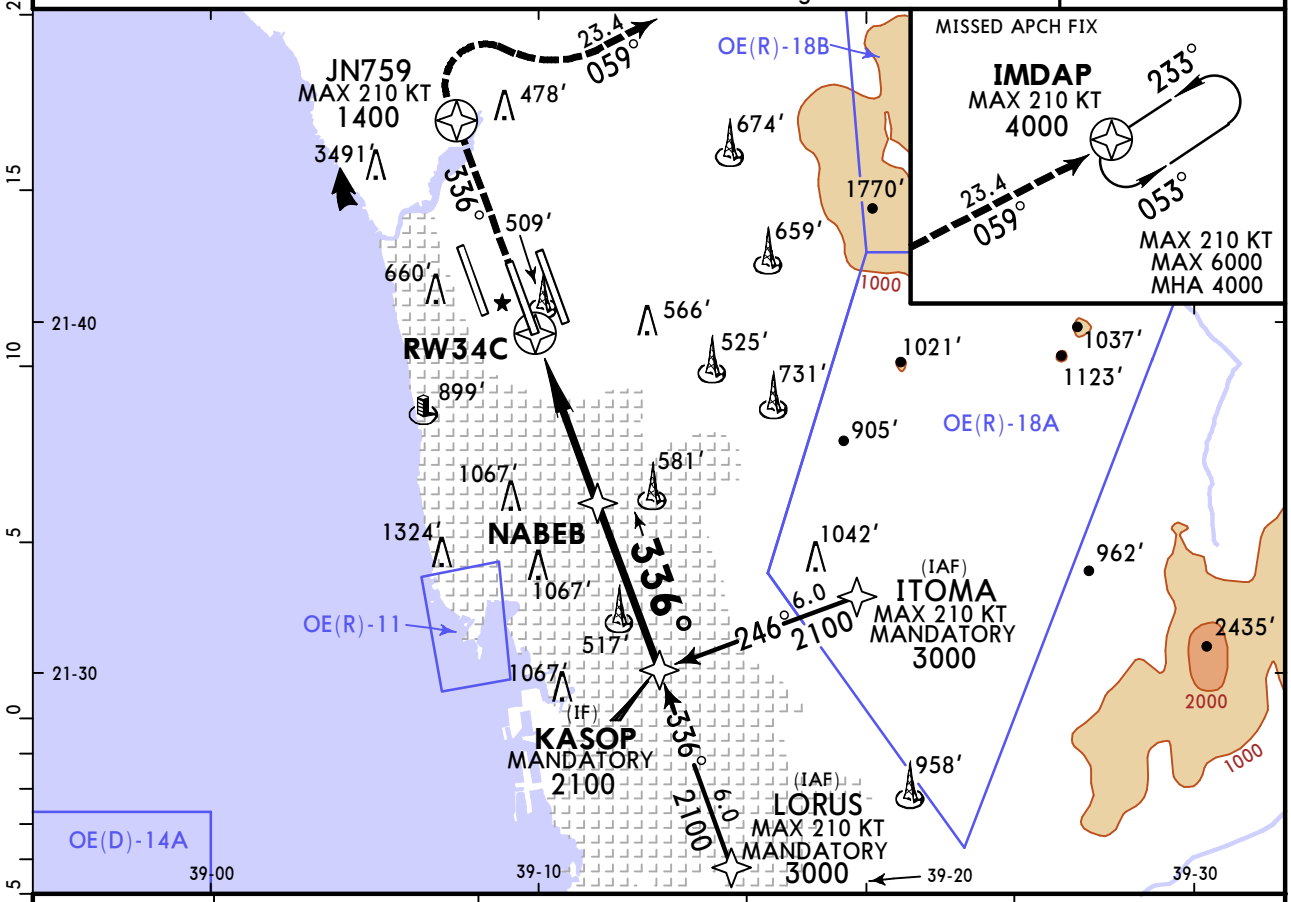
RNP Apch. RNAV 1.

1. Baro-VNAV not authorized below 15°C and above 60°C. 2. Circling not authorized.

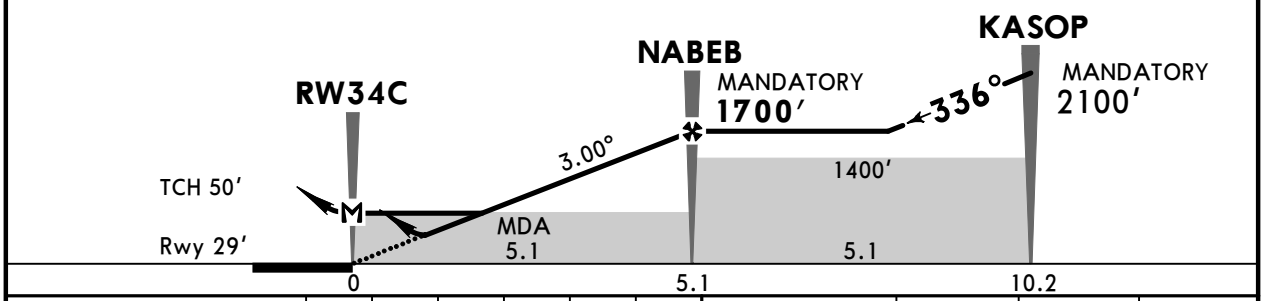
4600

MSA ARP

BRIEFING STRIP ™



DIST to RW34C	2.0	3.0	4.0	5.0
ALTITUDE	714′	1032′	1350′	1668′



Gnd speed-KT		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW34C							

PALS CAT II PAPI PAPI

210 KT MAX

JN759

State

STRAIGHT-IN LANDING

	LNAV/VNAV		LNAV	
	DA(H) 540′ (511′)		MDA(H) 710′ (681′)	
		ALS out		ALS out
A	R1600m	R2400m	R2500m	R3200m
B				
C				
D				
D_L				

PANS OPS

CHANGES: Approach communications.

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OEJN/JED
KING ABDULAZIZ INTL

JEPPESEN 29 AUG 25 (12-5) Eff 4 Sep

JEDDAH, SAUDI ~~ARABIA~~
RNP Rwy 34R

BRIEFING STRIP™

D-ATIS Arrival	JEDDAH Approach	JEDDAH Final (APP) West	JEDDAH Final (APP) East	JEDDAH Tower West	JEDDAH Tower East	Ground West	Ground Center	Ground East
126.2	124.0	124.675	123.8	118.2	118.5	121.6	121.9	121.7

RNAV	Final Apch Crs	NALPI MANDATORY	LNAV/VNAV DA(H)	Apt Elev 50′ / Rwy 50′
	336°	1700′ (1650′)	540′ (490′)	

MISSED APCH: Climb direct to JN667, turn RIGHT to track 053° to IMDAP and join the IMDAP hold. Climb to 4000′. MAX 210 KT.

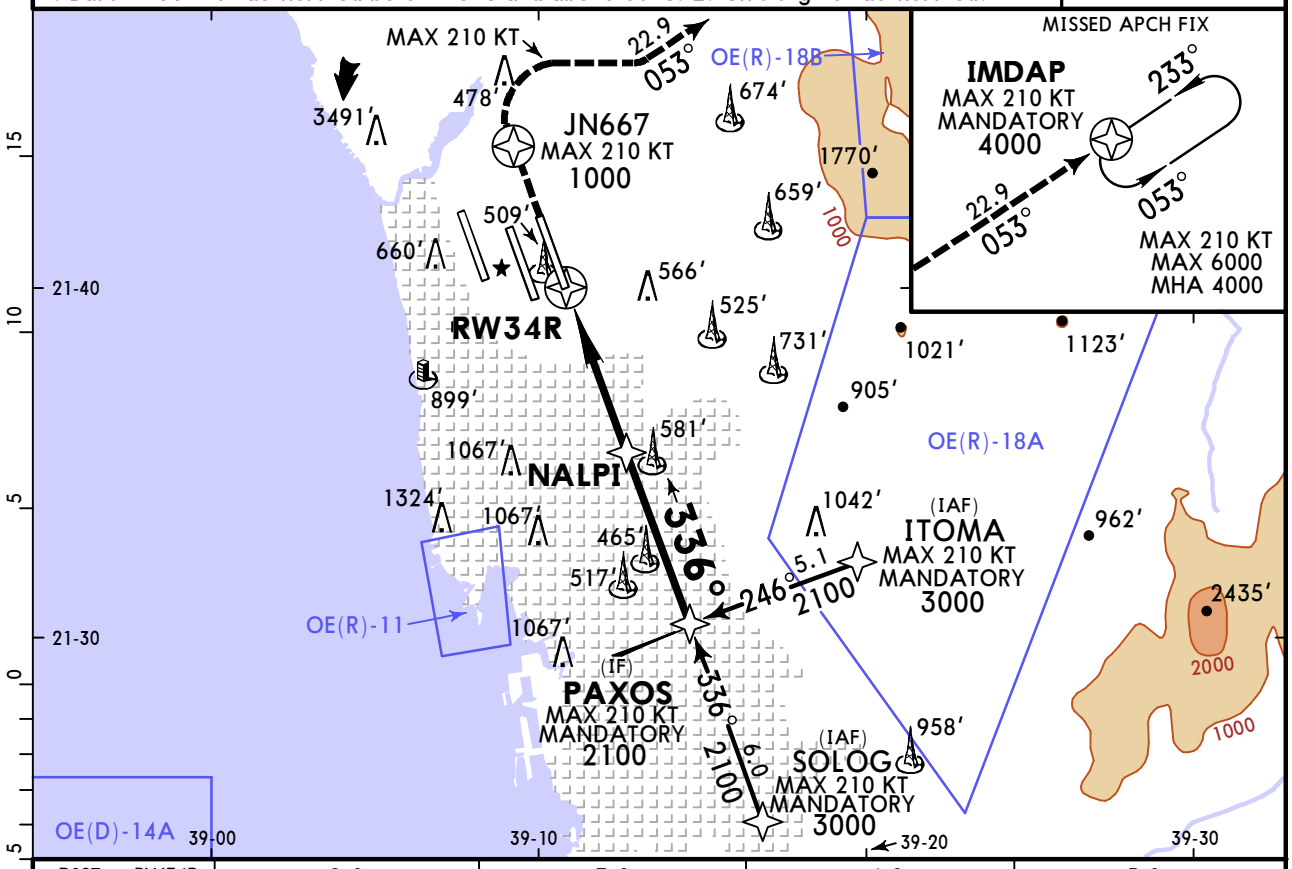
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL150 | Trans alt: 13000′

RNP Apch. RNAV 1.

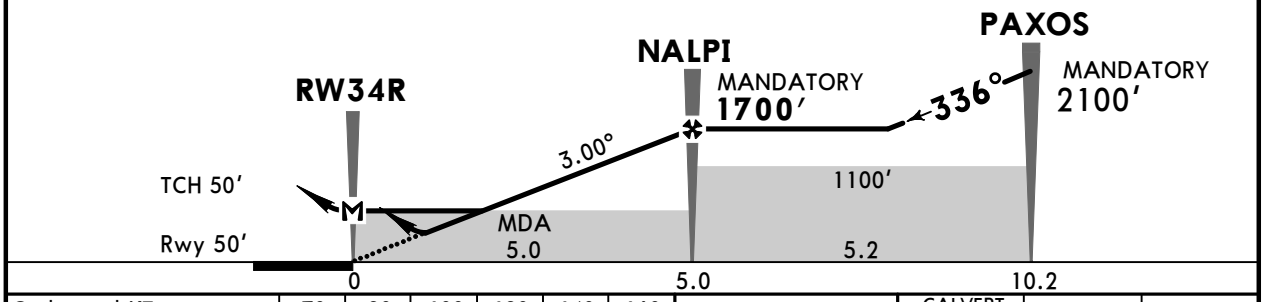
1. Baro-VNAV not authorized below 15°C and above 60°C. 2. Circling not authorized.

4600

MSA ARP



DIST to RW34R	2.0	3.0	4.0	5.0
ALTITUDE	741′	1060′	1380′	1700′



Gnd speed-KT		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW34R							

CALVERT
PAPI PAPI

210 KT MAX

JN667

State STRAIGHT-IN LANDING

	LNAV/VNAV		LNAV	
	DA(H) 540′ (490′)		MDA(H) 710′ (660′)	
		ALS out		ALS out
A	R1500m	R2300m	R2300m	R3000m
B				
C				
D				

PANS OPS

CHANGES: Approach communications.

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Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
JEDDAH, (KING ABDULAZIZ INTL - OEJN)				
REV	NEW ACFT STAND PROJECT (T...	10-8	10 Apr 2026	16 Apr 2026
REV	NEW R5 ACFT STAND PROJECT...	10-8A	10 Apr 2026	16 Apr 2026
REV	NEW VOR DME INSTALLATION ...	10-8B	10 Apr 2026	16 Apr 2026
REV	NEW VOR DME INSTALLATION ...	10-8C	10 Apr 2026	16 Apr 2026
REV	NEW FUEL RACK STATION PRO...	10-8D	10 Apr 2026	16 Apr 2026
REV	NEW FUEL RACK STATION PRO...	10-8E	10 Apr 2026	16 Apr 2026
REV	APRON 6 REPAINTING PROJEC...	10-8F	10 Apr 2026	16 Apr 2026
REV	APRON 6 REPAINTING PROJEC...	10-8G	10 Apr 2026	16 Apr 2026
REV	ROYAL HELIPAD REHABILITAT...	10-8H	10 Apr 2026	16 Apr 2026
REV	AIRPORT	10-9	10 Apr 2026	16 Apr 2026
ADD	AIRPORT INFO, HOT SPOTS, ...	10-9A	10 Apr 2026	16 Apr 2026
DEL	AIRPORT INFO, TAKE-OFF MN...	10-9A	10 Apr 2026	16 Apr 2026
REV	PARKING STANDS (APRONS 1 ...	10-9B	10 Apr 2026	16 Apr 2026
REV	PARKING STANDS (APRONS 11...	10-9C	10 Apr 2026	16 Apr 2026
REV	TAXI ROUTES ARR RWY 16L/3...	10-9F	10 Apr 2026	16 Apr 2026
REV	TAXI ROUTES ARR RWY 16R/3...	10-9F1	10 Apr 2026	16 Apr 2026
REV	GROUND MOVEMENT RWYS 16L/...	10-9G	10 Apr 2026	16 Apr 2026
REV	GROUND MOVEMENT RWYS 34L/...	10-9G1	10 Apr 2026	16 Apr 2026

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport OEJN

Type: Terminal
Effectivity: Temporary
Begin Date: 20260219
End Date: 20261223

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.

Type: Terminal
Effectivity: Temporary
Begin Date: 20260122
End Date: 20261223

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.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20261223

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

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20261223

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

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20260423

(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.

Type: Terminal
Effectivity: Temporary
Begin Date: 20250710
End Date: 20260423

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

Type: Terminal
Effectivity: Temporary
Begin Date: 20251225
End Date: 20261223

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

Type: Terminal
Effectivity: Temporary
Begin Date: 20251225
End Date: 20261223

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

Type: Terminal
Effectivity: Temporary

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Begin Date: 20251225
End Date: 20261223

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

Type: Terminal
Effectivity: Temporary
Begin Date: 20251225
End Date: 20261223

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.

Type: Terminal
Effectivity: Temporary
Begin Date: 20251225
End Date: 20261223

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

Type: Terminal
Effectivity: Temporary
Begin Date: 20251225
End Date: 20261223

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

Type: Terminal
Effectivity: Temporary
Begin Date: 20251225
End Date: 20261223

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

Type: Terminal
Effectivity: Temporary
Begin Date: 20251225
End Date: 20261223

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

Type: Terminal
Effectivity: Temporary
Begin Date: 20251225
End Date: 20261223

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

Type: Terminal
Effectivity: Temporary
Begin Date: 20251225
End Date: 20261223

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.

Type: Terminal
Effectivity: Temporary
Begin Date: 20251225
End Date: 20261223

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

Type: Terminal
Effectivity: Temporary
Begin Date: 20251225
End Date: 20261223

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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.