

EJH-OEWJ

1-10

A01

**GENERAL****Operational Hours****ATS Hours:** Not AVBL**AD OPS Hours:** H24**AD ADMIN Hours:** SUN-THU 0500-1300**Airport Information****RFF:** CAT 7**Fuel:** HO**PCN:** RWY 15/33: 56/F/A/X/T**Customs:** Not AVBL**Operation****Traffic Notes**

Uncontrolled AD. 3HR PPR PN for non SKED FLTs.

Traffic Information Broadcast by ACFT (TIBA) must be followed and strictly applied..

**Warnings**

LOC false course at 45° either side of the final APCH course.

**ARRIVAL****Communication**

Contact Fire and Rescue Service (FRS) on 133.500 15min before LDG. Refer to CRAR Saudi Arabia.

**Arrival Procedure****Non-standard GP intercept position on RWY 33**

GP intercepts RWY 33 at 343m / 1126ft after landing threshold.

Remaining LDG DIST beyond GP is 2707m / 8881ft.

**DEPARTURE****Take-off Minima**

RWY		15	
1+2 ENG	ft - m/km	0 - 1.6V	Lower MIN by state permission
3+4 ENG		0 - 800V	
RWY		33	
1+2 ENG	ft - m/km	0 - 1.6V	Lower MIN by state permission, MNM climb gradient 4.3% up to 500
3+4 ENG		0 - 800V	
All ACFT		c400 - 1600V	-

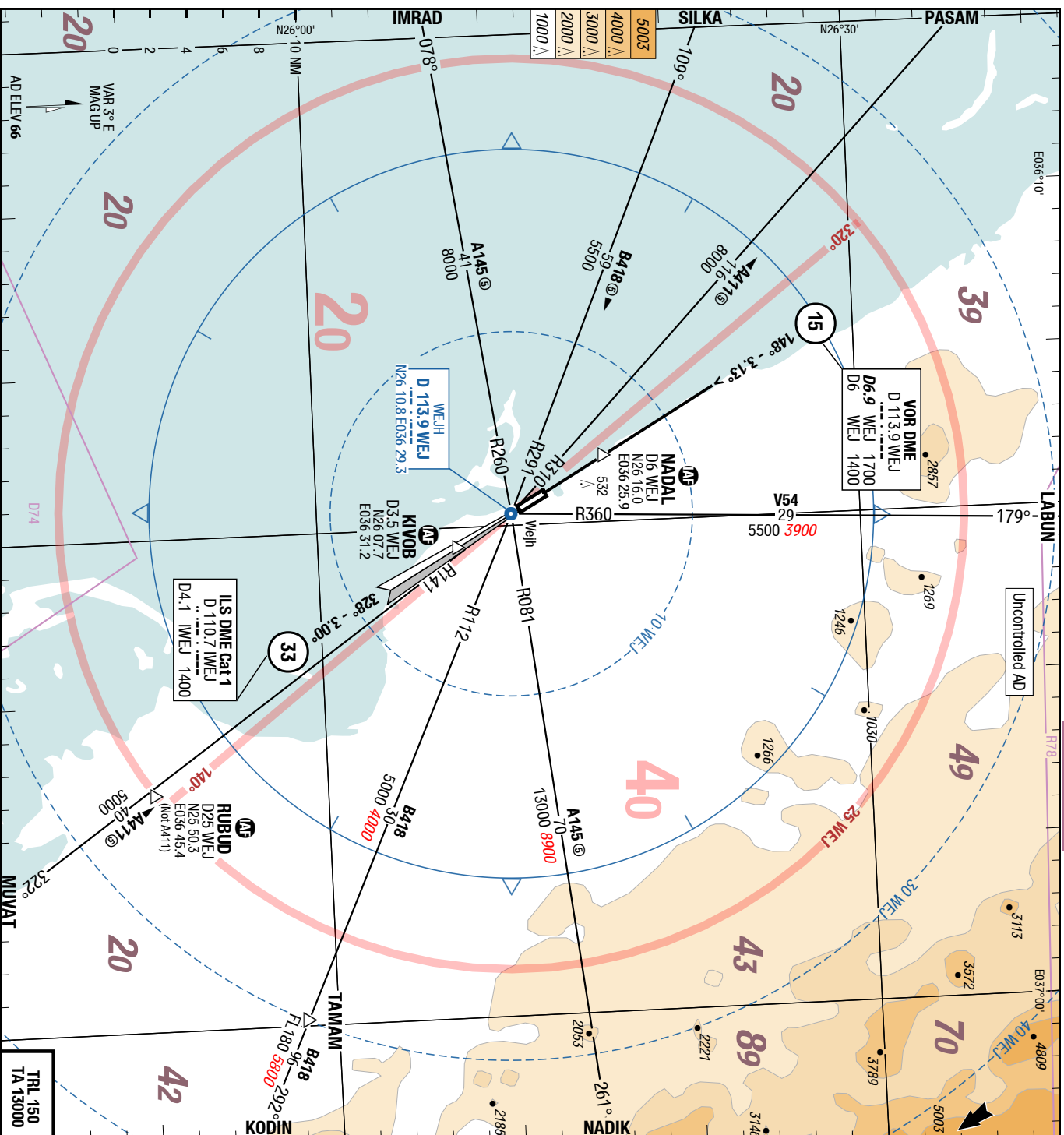
Additionally see CRAR Saudi Arabia.

Wejh Domestic **Wejh** Saudi Arabia

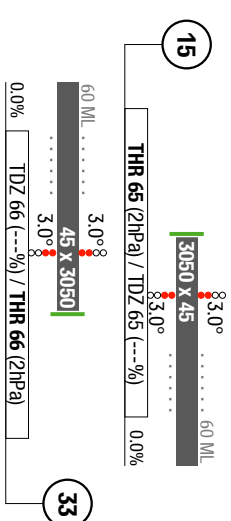
**EJH-OEWJ**

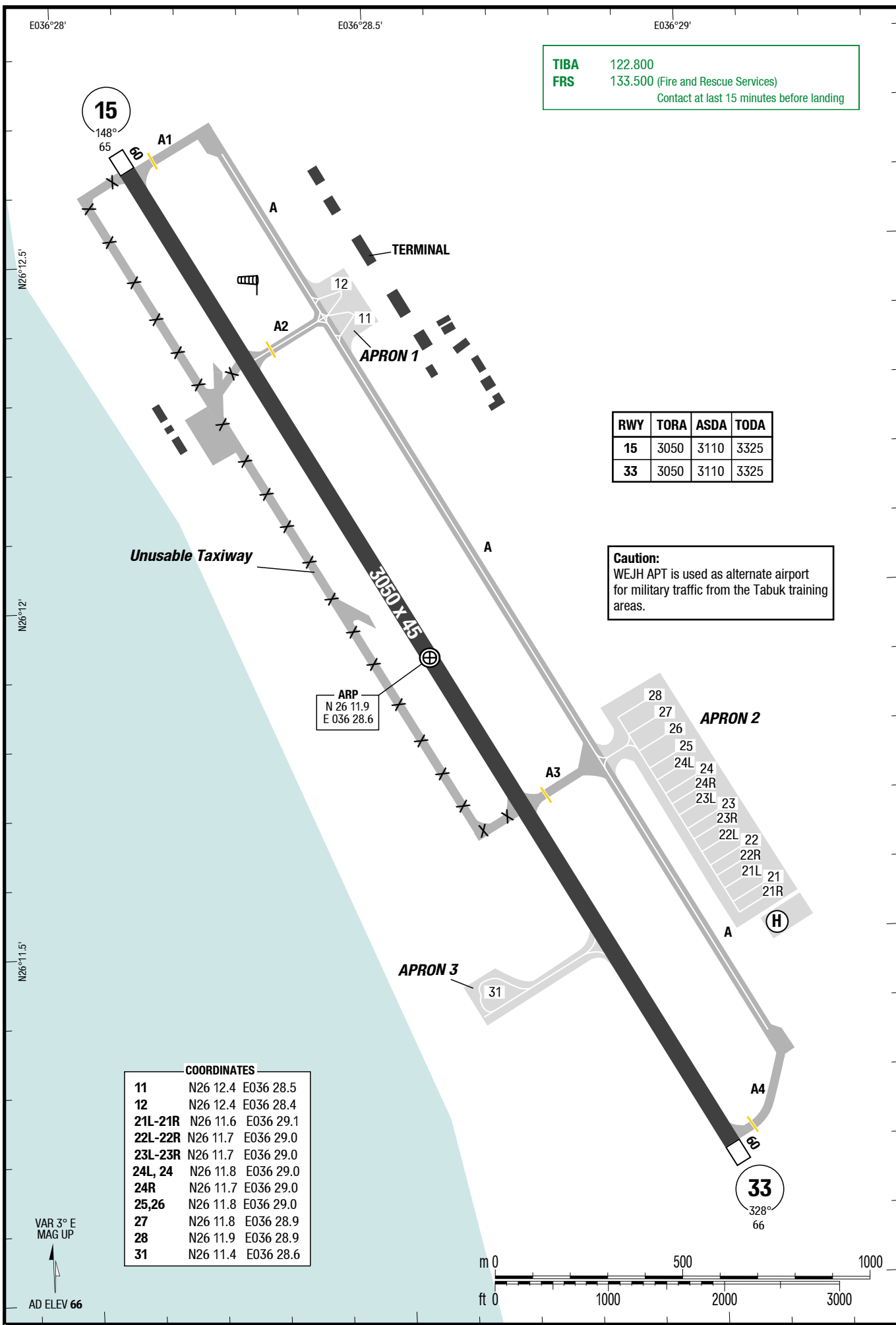
**AGC**  
**AFC**

**AFC**



<b>TIBA</b>	122.800	
<b>FRS</b>	133.500	(Fire and Rescue Services) Contact at least 15 minutes before loading





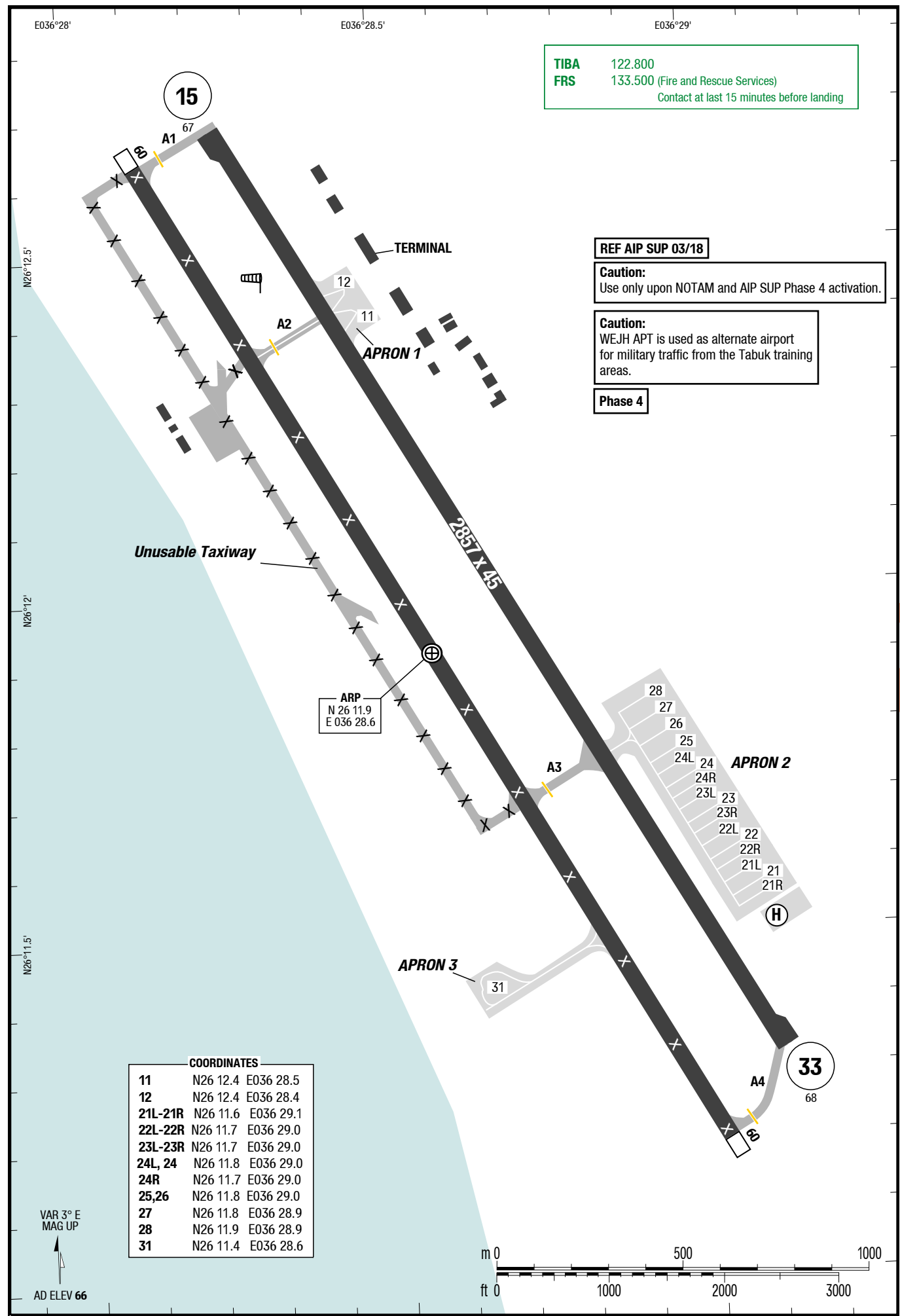
TIBA 122.800  
FRS 133.500 (Fire and Rescue Services)  
Contact at last 15 minutes before landing

REF AIP SUP 03/18

Caution:  
Use only upon NOTAM and AIP SUP Phase 4 activation.

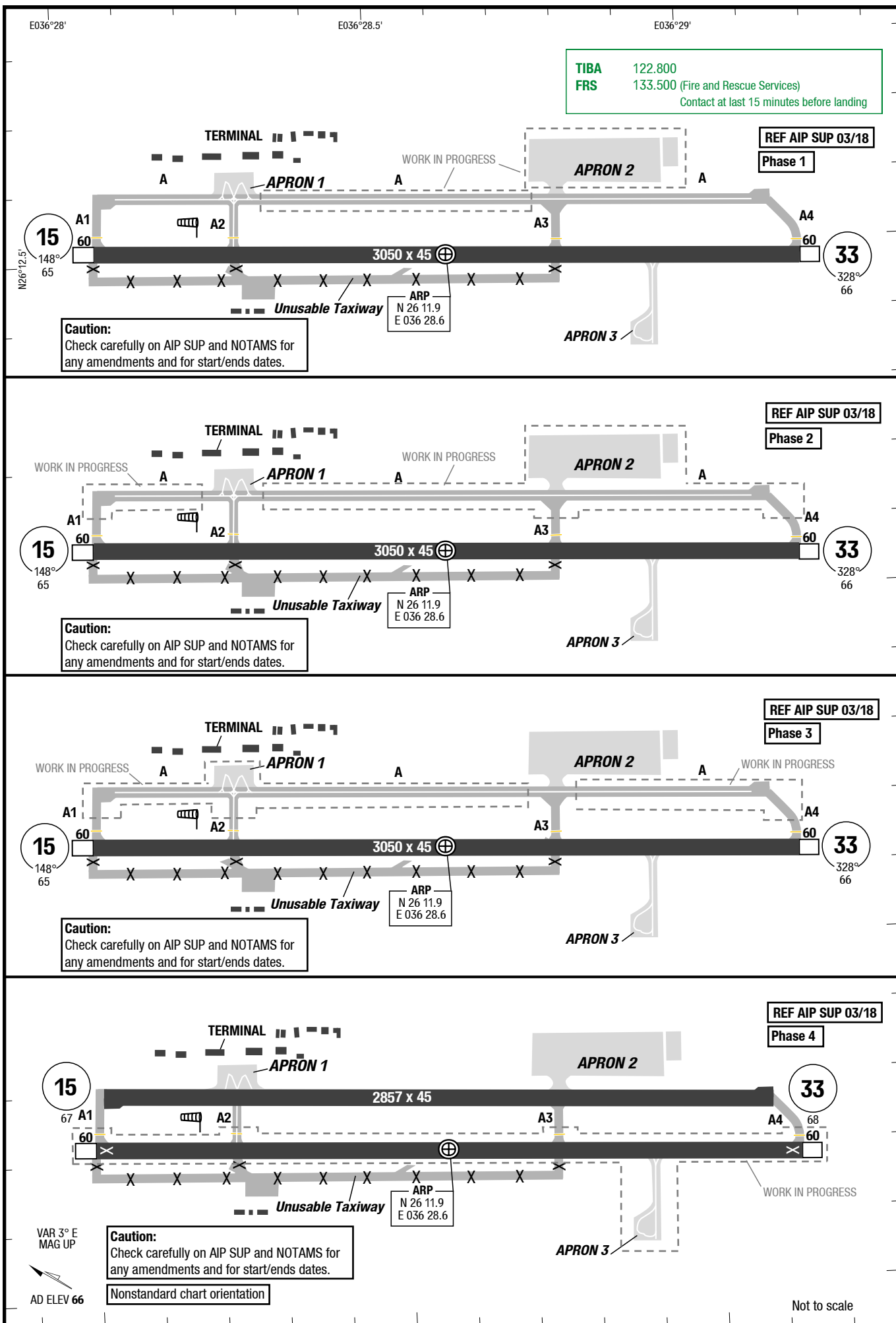
Caution:  
WEJH APT is used as alternate airport  
for military traffic from the Tabuk training  
areas.

Phase 4



COORDINATES		
11	N26 12.4	E036 28.5
12	N26 12.4	E036 28.4
21L-21R	N26 11.6	E036 29.1
22L-22R	N26 11.7	E036 29.0
23L-23R	N26 11.7	E036 29.0
24L, 24	N26 11.8	E036 29.0
24R	N26 11.7	E036 29.0
25,26	N26 11.8	E036 29.0
27	N26 11.8	E036 28.9
28	N26 11.9	E036 28.9
31	N26 11.4	E036 28.6

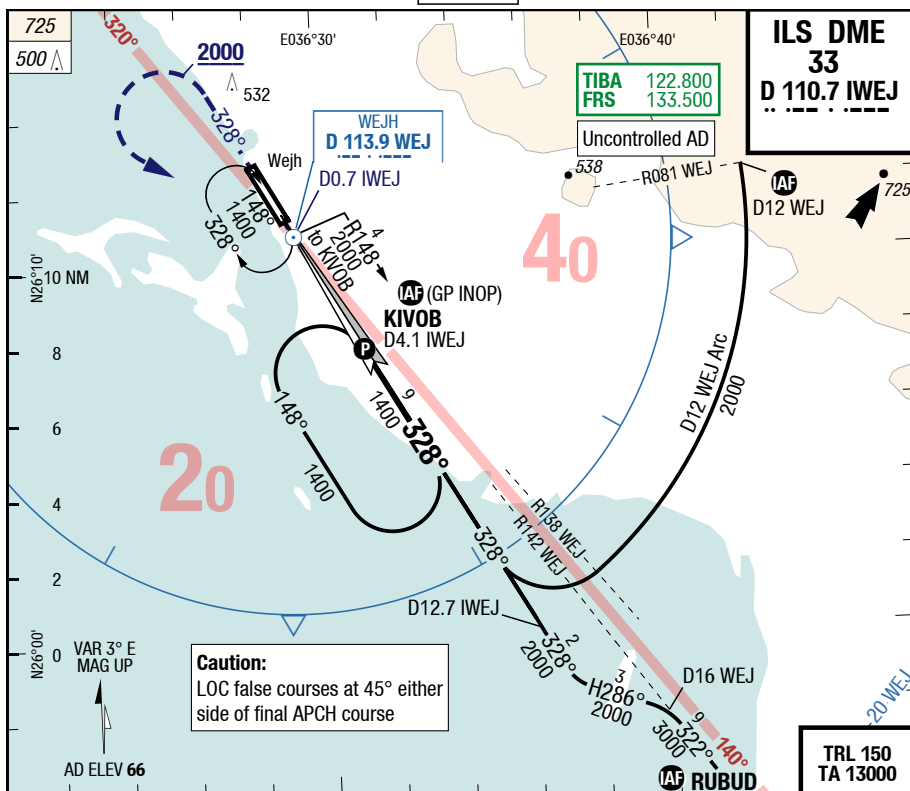
Changes: APN, Parking Stands



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7-10

ILS DME 33



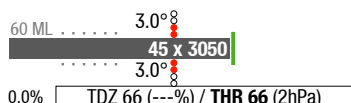
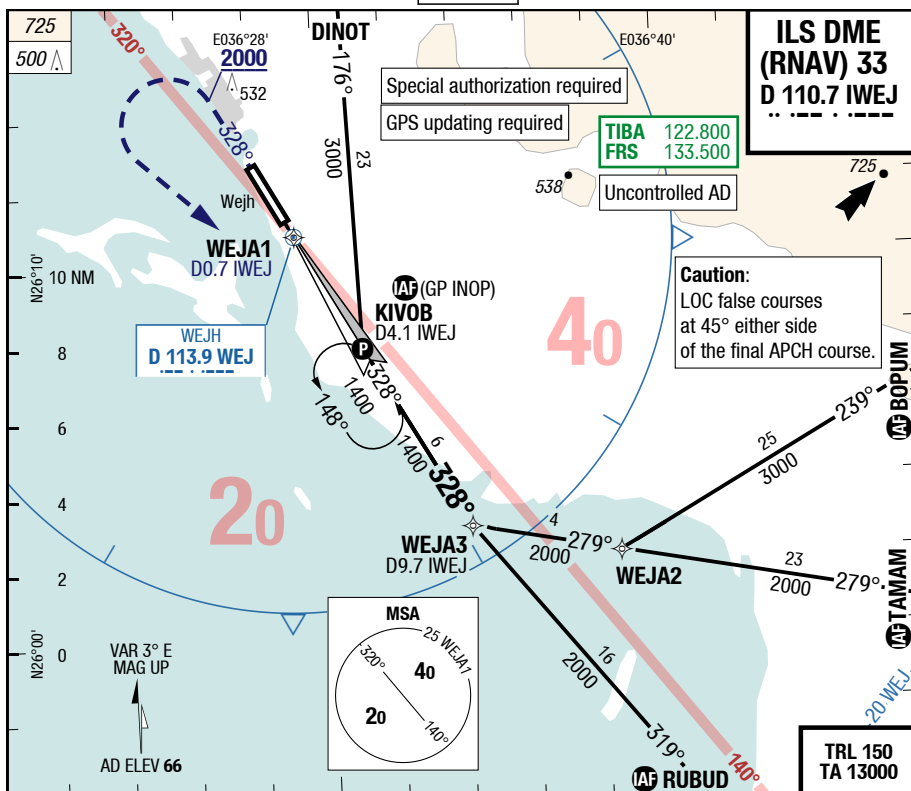
<b>33</b>		<b>Cat 1 DME</b> 1) 2)	<b>LOC DME</b> 2)			<b>Circling</b> 2)
<b>C</b>	ft - m/km ft	200 - 1.2V <b>270</b>	420 - 2.0V <b>480</b>			740 - 3.2V <b>800</b>
<b>D</b>	ft - m/km ft	200 - 1.2V <b>270</b>	420 - 2.0V <b>480</b>			880 - 4.4V <b>940</b>

1) With EVS VIS 800m  
2) Use with OEWJ (Wejh) QNH only

Changes: APL, QFU, HLDG, OBST, MISAP text

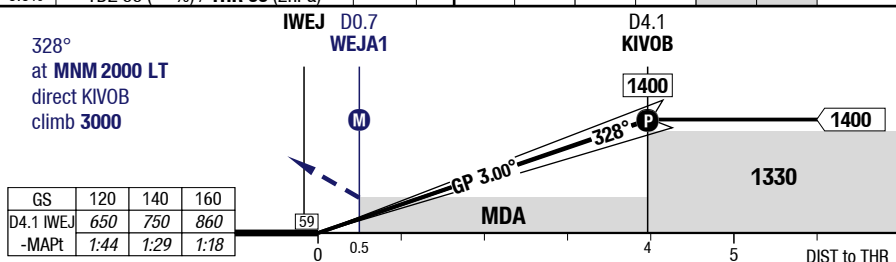
7-20

## ILS DME (RNAV) 33



2	3	4	4.1			LOC 3.04° D IWEJ 328°
720	1040	1360	1400			

328°  
at MNM 2000 LT  
direct KIOB  
climb 3000



<b>33</b>		<b>Cat 1 DME</b> RNAV <sup>1) 2)</sup>	<b>LOC DME</b> RNAV <sup>2)</sup>			<b>Circling</b> <sup>2)</sup>
C	ft - m/km ft	200 - 1.2V <b>270</b>	420 - 2.0V <b>480</b>			740 - 3.2V <b>800</b>
D	ft - m/km ft	200 - 1.2V <b>270</b>	420 - 2.0V <b>480</b>			880 - 4.4V <b>940</b>

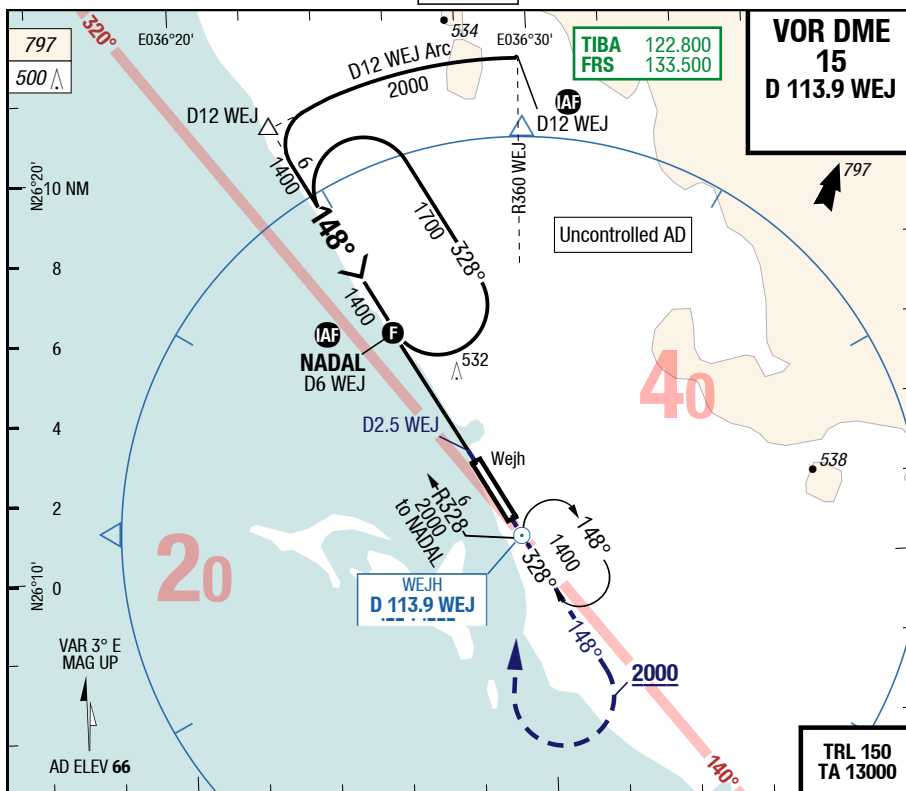
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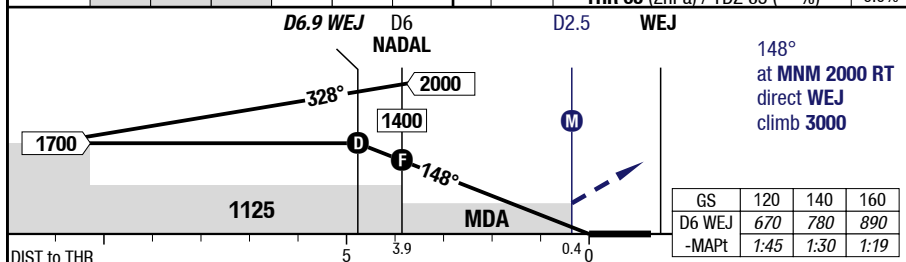
Changes: APL, QFU, OBST, MISAP text

7-30

## VOR DME 15



3.13°				6.9	5	4	15	83.0°	60 ML
D WEJ 148°				1700	1070	740		3050 x 45	83.0°
								THR 65 (2hPa) / TDZ 65 (---%)	0.0%

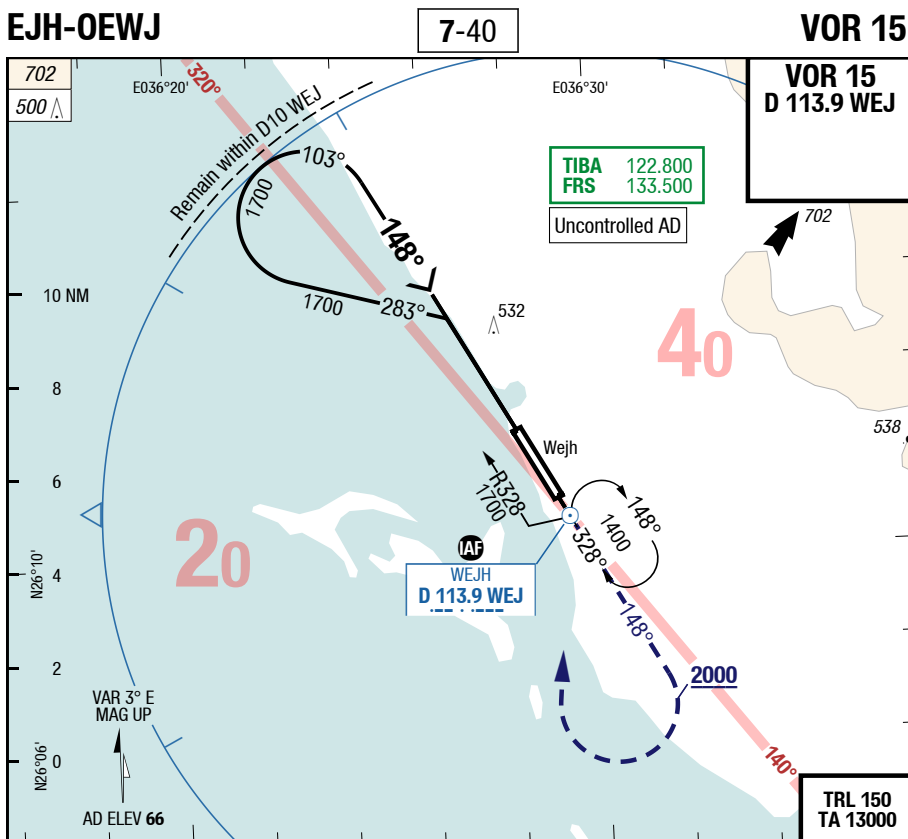


<b>15</b>		<b>VOR DME <sup>1)</sup></b>				<b>Circling <sup>1)</sup></b>
C	ft - m/km ft	560 - 2.4V <b>620</b>				740 - 3.2V <b>800</b>
D	ft - m/km ft	560 - 2.8V <b>620</b>				880 - 4.4V <b>940</b>

1) Use with OEJ (Wejh) QNH only

Changes: APL, QFU, OBST

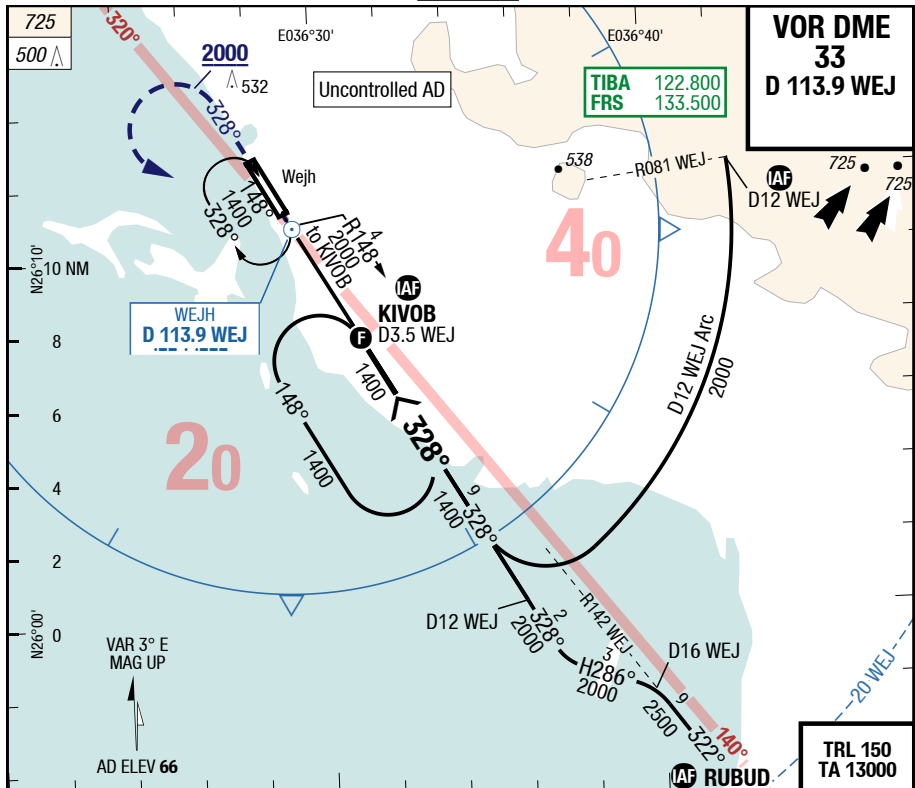


[illegible]

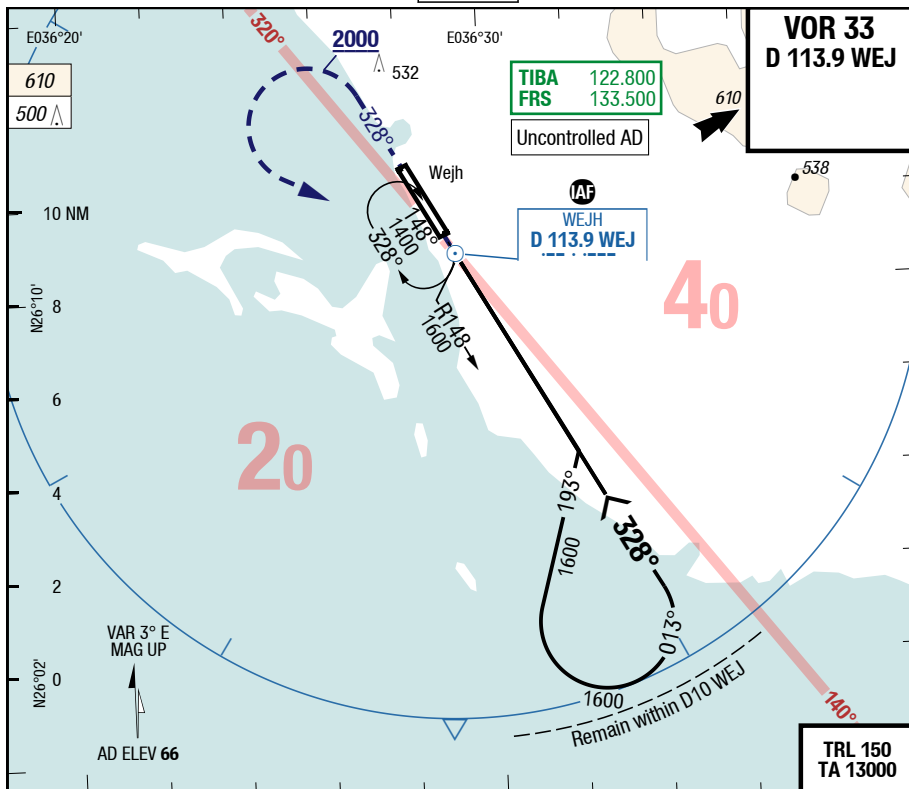
EJH-OEWJ

7-50

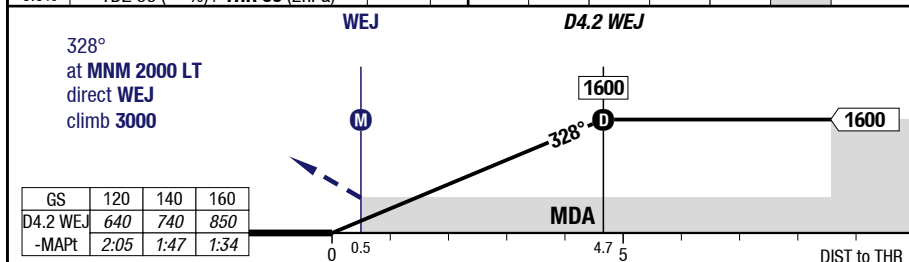
VOR DME 33



1) Use with OEWJ (Wejh) QNH only



60 ML	3.0°	1	2	3	4	4.2	3.00°
45 x 3050	3.0°	600	910	1230	1550	1600	D WEJ
0.0%	TDZ 66 (---%) / THR 66 (2hPa)						328°



33	VOR 1)						Circling 1)
C	ft - m/km ft	480 - 2.2V 540					740 - 3.2V 800
D	ft - m/km ft	480 - 2.4V 540					880 - 4.4V 940

1) Use with OEWJ (Wejh) QNH only