

**GENERAL****Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 10**Fuel:** JP1 and JP4**PCN:** RWY 16R/34L, RWY 16L/34R, RWY 16C/34C: 80/F/A/W/T**Operation****Preferential RWY**

Wind COND less than 6KT expect:

LDG: RWY 34C / DEP: RWY 34L

**TWY Restriction**

Taxilane LB, LC width 18m / 59ft.

TWY D, D1, D2, Taxilane LB, LC MAX code letter C ACFT (MAX wingspan 36m / 118ft).

TWY L, Taxilane L1, L2, L3, L4, L5, LA MAX code letter F ACFT.

TWY D north of TWY R CLSD.

ACFT vacating RWY 34L via TWY B3, do not turn right south bound via TWY B.

**Taxi/Parking**

Follow TWY CL at all times, exceptions with marshaller guidance only.

VDGS AVBL on APN 7 at stands 1-20.

APN 7 MAX code letter F ACFT.

APN 1, 2, 4, 6 MAX code letter E ACFT.

APN 3, 16 MAX code letter C ACFT.

APN 2

- Code letter E ACFT is not authorized to dock or push-back from stands 2-5 and 2-6 with ENG running to avoid jet blasting of buildings behind.

APN 6

- Enter APN via TWY F and exit via E. If traffic permits, ACFT may also exit via TWY F.

APN 9

- Entering to stands with marshaller only.
- ACFT must be pushed-back onto TWY F, then start ENG.

APN 11

- ACFT must be pushed-back onto TWY F, then start ENG.

APN 13

- Entering ACFT must stop on TWY T and shut down all ENG before being pushed-back into APN.
- Exiting ACFT must be towed onto TWY T, then start ENG.

Use MNM PWR on manoeuvring area.

**Noise Abatement Procedure**

Overflying city of Jeddah prohibited below 5000ft, except for LDG/TKOF.

**Engine Run-up Areas**

APN 15 isolated area AVBL for run-ups.

ACFT can carry out ENG test on APN 12 upon request and approval from ADNC and RSAF OPS.

**GENERAL****Warnings**

Birds in vicinity of AD.

**ARRIVAL****Arrival Procedure**

**VFR Traffic Pattern:** RWY 34C, 34R, 34L right-hand circuit.

**Communication****COM Failure**

RWY 34L/C/R in use: Follow STAR, hold over PASUR, land within 30min from ETA.

RWY 16L/C/R in use: Follow STAR, hold over MITAV, land within 30min from ETA.

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

RWY		16L/34R, 16C/34C, 16R/34L	
1+2 ENG	ft - m/km	0 - 1.6V	Lower MIN by state permission
3+4 ENG		0 - 800V	

Additionally see CRAR.

**Communication****COM Failure****RADAR SID**

RWY 34L/C/R in use:

- If exiting via ISLAM, EGREP, DATAP, MIGDA, BOMOX fly RWY HDG for 15NM, turn left/right via D15 Arc to join on course radial when established on course. Climb to FLT planned LVL.
- If exiting via KAROX, RIBAM, EGPOB, follow conventional SID when established on course, climb to FLT planned LVL.

RWY 16L/C/R in use:

- Follow conventional SID when established on course, climb to FLT planned LVL.
- If COM failure occurs 10min or more after TKOF, follow PROCs for IFR COM failure enroute.

**Non-RADAR SID**

RWY 34L/C/R in use:

- If exiting via ISLAM, EGREP, DATAP, MIGDA, BOMOX, when established on course and 33NM climb to flight planned LVL.
- If exiting via KAROX, RIBAM, EGPOB when established on course and 41NM climb to flight planned LVL.

RWY 16L/C/R in use:

- If exiting via ISLAM, EGREP, DATAP, MIGDA, BOMOX, KAROX, when established on course and 33NM climb to flight planned LVL.
- If exiting via RIBAM, EGPOB, when established on course and 41NM climb to flight planned LVL.

**DEPARTURE****Departure Procedure****Start-up/Push-back**

Call GND CTL when ready to start ENG. If expected delay is less than 15min CLR will be given, otherwise pilots will be informed about expected delay.

When ENG have not been started within 10min ACFT may be subject to a modified CLR.

REQ push-back only when immediately ready. Inform ATC about any delay in the start of push-back.

**Noise Abatement Procedure**

TKOF RWY 34L, do not turn further left than R310 JDW until 5NM N of JDW VOR/DME unless required by ATC.

**Special Note****Migat Al-Ihram (Ihram Zone) Instructions:**

All carriers operating flights in-bound to Jeddah are requested to announce passengers wishing to perform HAJ or OMRAH "we will pass abeam Migat Al-Ihram (Ihram Zone) after 30min from now" and they are requested to repeat the same announcement 5min before passing Migat Al-Ihram.

All carriers departing from airports less than 30min from above points e.g. (PMIA, Port Sudan, Taif, Yenbo) are to advise their passengers to change into their Ihram before departure.

Effective 19-JUL-2018

12-JUL-2018

JED-OEJN

Saudi Arabia Jeddah King Abdulaziz Intl

AGC  
AFC

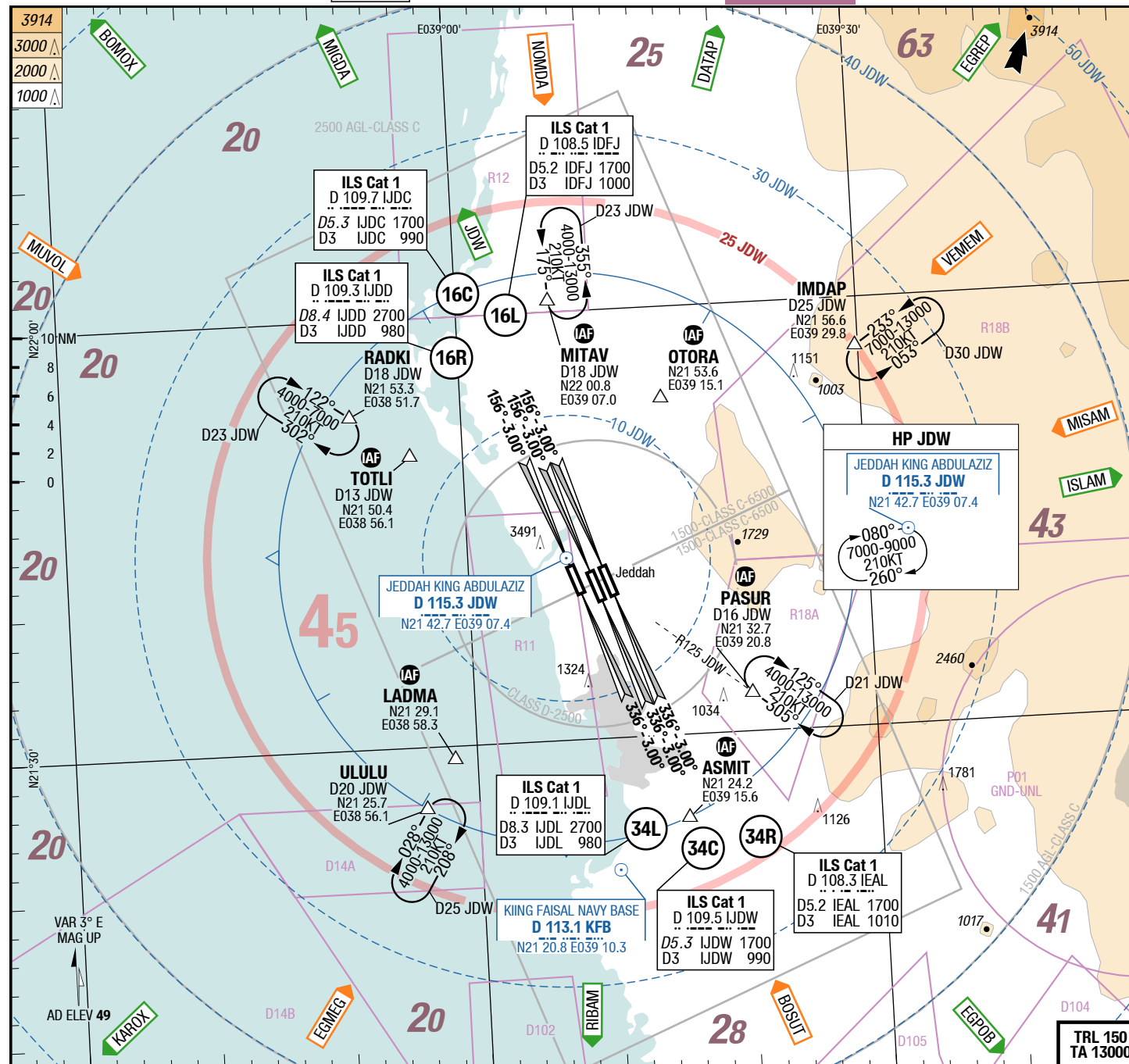
AFC

AFC

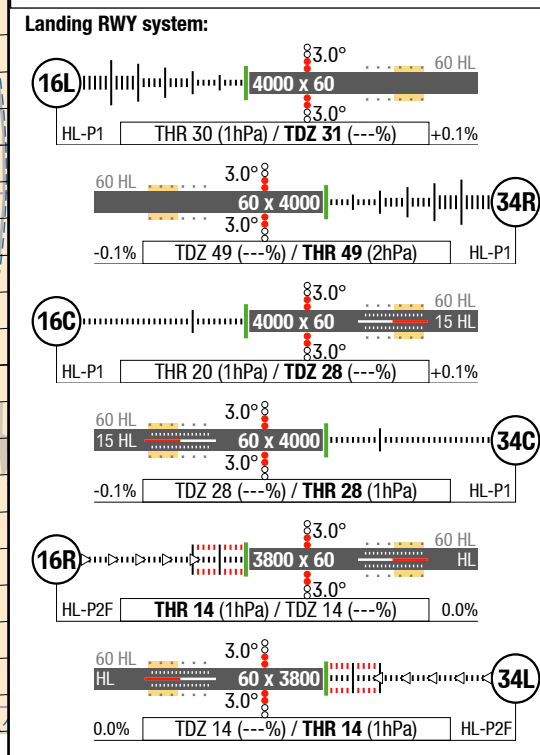
King Abdulaziz Intl Jeddah Saudi Arabia

AGC  
AFC

2-10



D-ATIS	126.200 ARR 128.700 DEP	115.300 JDW
CTL	120.950 N 132.900 N 128.750 N 134.300 E 133.800 NE 134.500 SE 132.100 S 125.350 S 132.400 S 126.500 S 132.300 W 134.000 W	133.300 N 128.100 N 134.400 E 118.950 NE 120.550 SE 134.800 SE 132.700 S 133.100 S 133.900 S 132.600 W 133.700 W
APP	124.000 DEP/ARR 119.100 CTL	123.800 Final 125.450 CTL
TWR	118.200	124.300
GND	121.600 WEST 121.700 EAST	121.900 CENTER
APN	121.750 APN 6	121.975 APN EAST
DLV	121.800 GND STBY	



Changes: Nil

Effective 19-JUL-2018

12-JUL-2018

JED-OEJN

Saudi Arabia Jeddah King Abdulaziz Intl

AGC

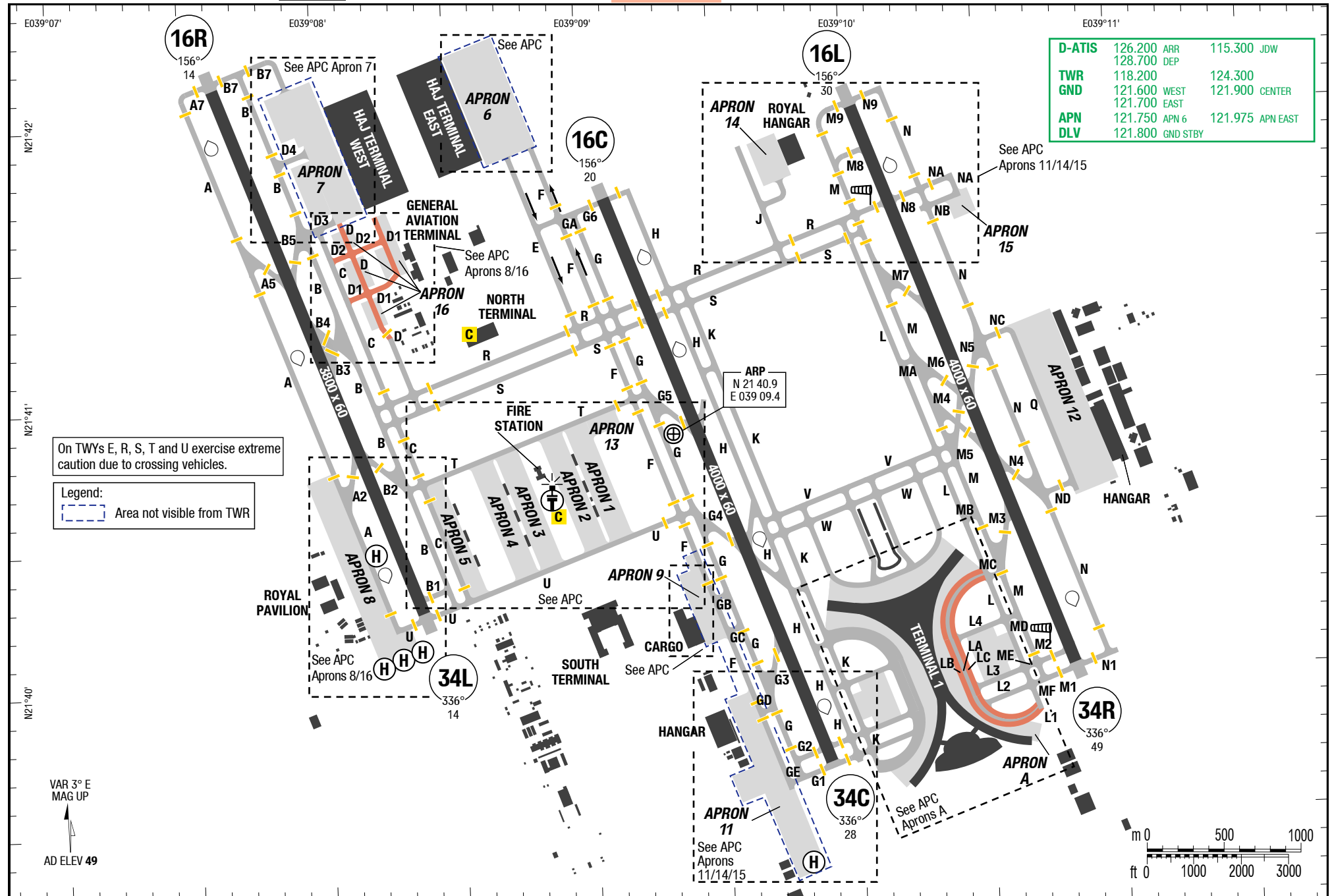
AGC

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King Abdulaziz Intl Jeddah Saudi Arabia

AGC

3-20



Changes: TWY

24-MAY-2018  
JED-OEJN

Saudi Arabia **Jeddah** King Abdulaziz Intl

APC Apron 7

APC

APC

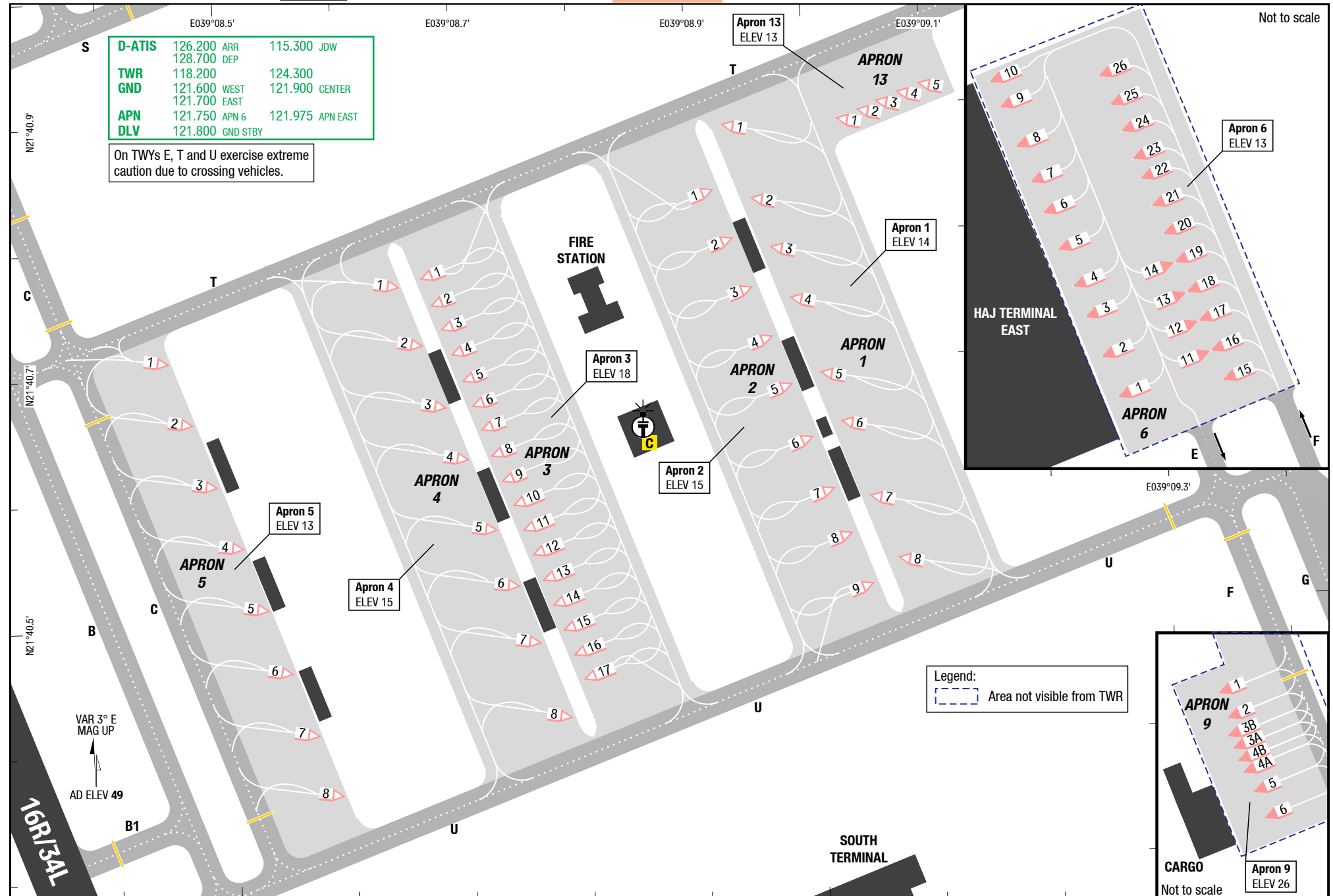
APC

King Abdulaziz Intl **Jeddah** Saudi Arabia

APC Apron 7

APC

3-30



24-MAY-2018  
JED-OEJN

Saudi Arabia **Jeddah** King Abdulaziz Intl

3-40

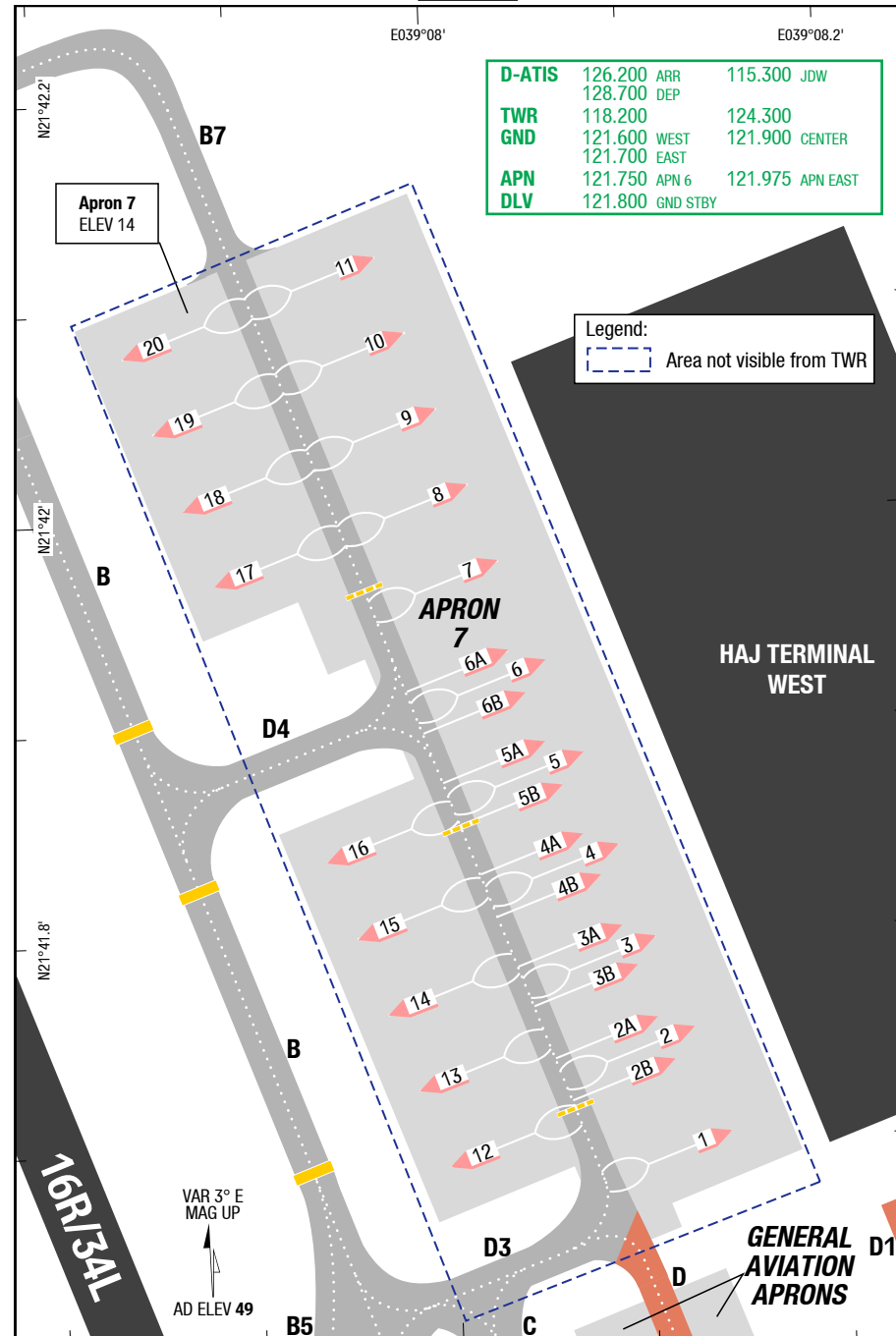
APC Apron 7

APC

APC

King Abdulaziz Intl **Jeddah** Saudi Arabia

APC Apron 7





Effective 19-JUL-2018

12-JUL-2018

JED-OEJN

Saudi Arabia Jeddah King Abdulaziz Intl

APC Aprons 8 / 16

3-50

APC Aprons 11 / 14 / 15

APC

APC

King Abdulaziz Intl Jeddah Saudi Arabia

APC Aprons 8 / 16

APC Aprons 11 / 14 / 15

APRON 11

D-ATIS	126.200	ARR	115.300	JDW
	128.700	DEP		
TWR	118.200		124.300	
GND	121.600	WEST	121.900	CENTER
	121.700	EAST		
APN	121.750	APN 6	121.975	APN EAST
DLV	121.800	GND STBY		

HANGAR

Apron 11  
ELEV 26

Legend:  
Area not visible from TWR

APRON 11

(H)

Not to scale

APRON 14/15

On TWYs R and S exercise extreme caution due to crossing vehicles.

Apron 14  
ELEV 25

ROYAL HANGAR

APRON 14

Apron 15  
ELEV 30

APRON 15

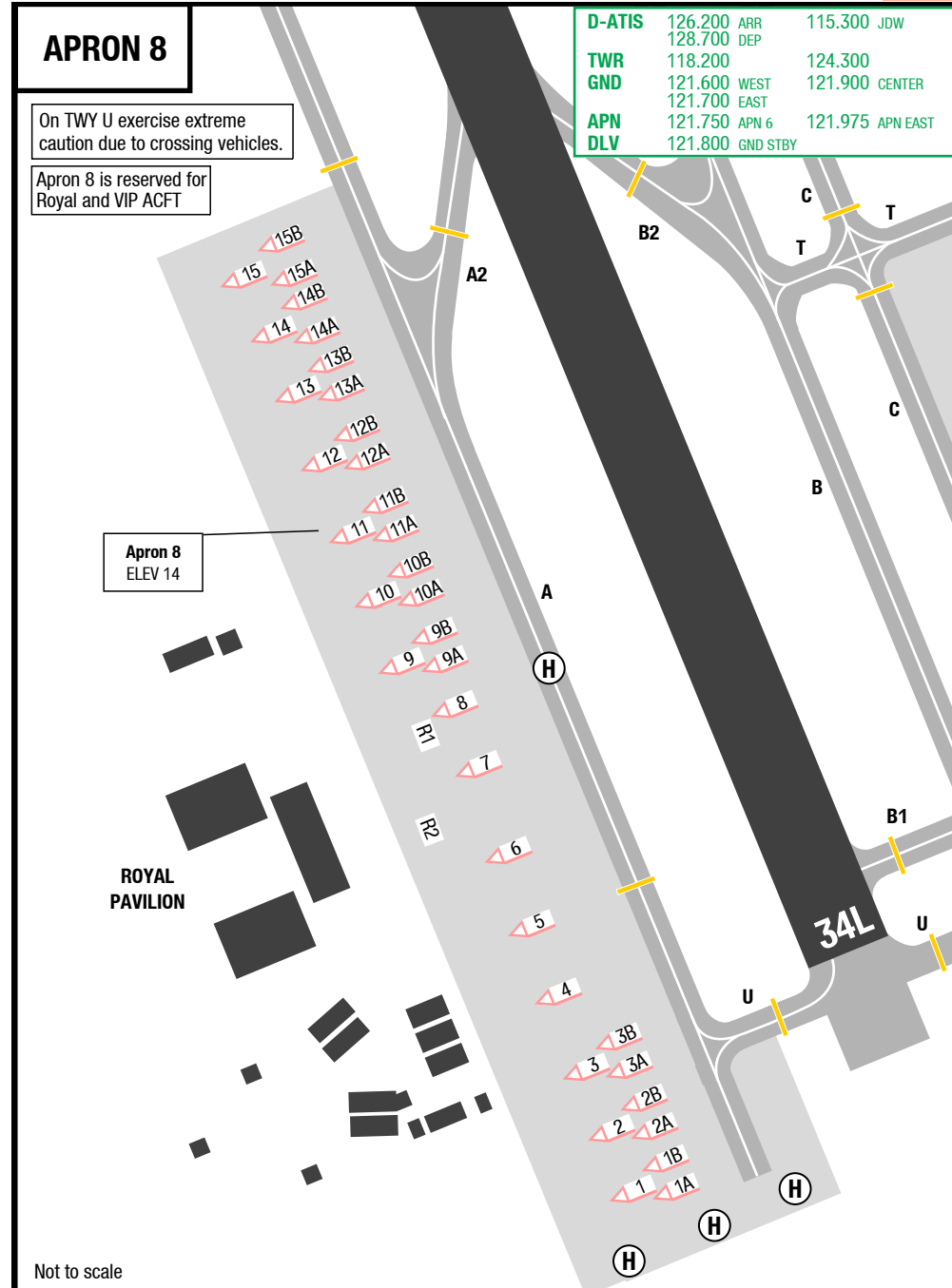
Not to scale

JED-OEJN

3-60

APC Aprons 8 / 16

APC Aprons 8 / 16



Effective 19-JUL-2018

12-JUL-2018

JED-OEJN

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Stand Coordinates 1, Stand Coordinates 2

APC Apron A

3-70

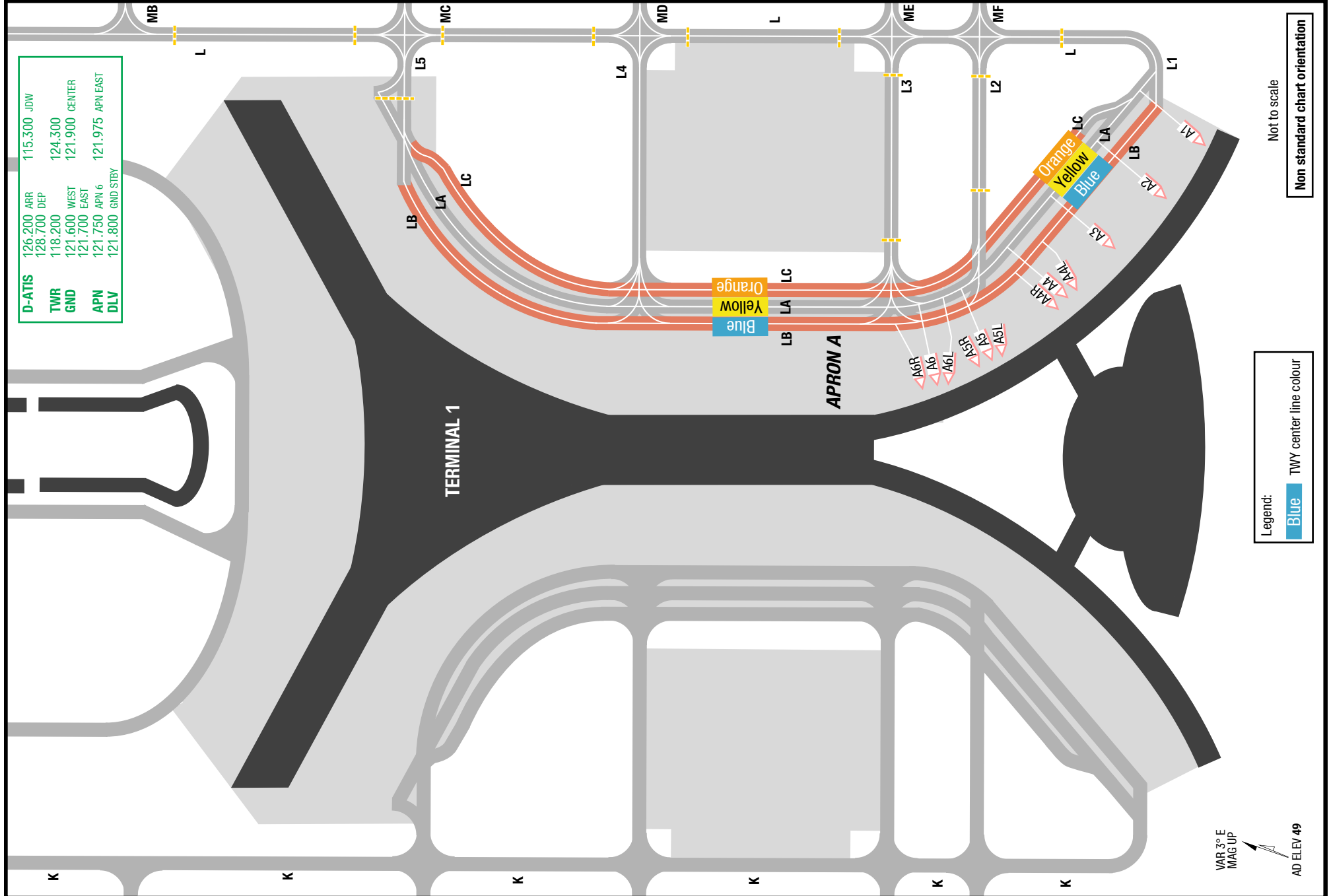
APC

APC

King Abdulaziz Intl Jeddah Saudi Arabia

Stand Coordinates 1, Stand Coordinates 2

APC Apron A



Changes: Note, TWY

Stand Coordinates

APRON 1

- 1 N21 40.9 E039 09.0
- 2,3 N21 40.8 E039 09.0
- 4,5 N21 40.7 E039 09.0
- 6 N21 40.6 E039 09.0
- 7 N21 40.6 E039 09.1

- 8 N21 40.5 E039 09.1

APRON 2

- 1-3 N21 40.8 E039 08.9
- 4,5 N21 40.7 E039 09.0
- 6-8 N21 40.6 E039 09.0
- 9 N21 40.5 E039 09.0

APRON 3

- 1,2 N21 40.8 E039 08.7
- 3-7 N21 40.7 E039 08.7
- 8 N21 40.6 E039 08.7
- 9-11 N21 40.6 E039 08.8
- 12-16 N21 40.5 E039 08.8

- 17 N21 40.4 E039 08.8

APRON 4

- 1 N21 40.8 E039 08.6
- 2,3 N21 40.7 E039 08.7
- 4,5 N21 40.6 E039 08.7
- 6 N21 40.5 E039 08.7
- 7 N21 40.5 E039 08.8

- 8 N21 40.4 E039 08.8

APRON 5

- 1 N21 40.7 E039 08.4
- 2,3 N21 40.6 E039 08.5
- 4,5 N21 40.5 E039 08.5
- 6 N21 40.4 E039 08.5
- 7,8 N21 40.4 E039 08.6

APRON 6

- 1 N21 41.9 E039 08.7
- 2,3 N21 41.9 E039 08.6
- 4,5 N21 42.0 E039 08.6
- 6-8 N21 42.1 E039 08.6
- 9,10 N21 42.2 E039 08.5

APRON 11

- 1 N21 39.6 E039 09.7
- 2 N21 39.5 E039 09.7
- 3,4 N21 39.8 E039 09.6
- 5-11 N21 39.7 E039 09.6
- 12 N21 39.7 E039 09.7

- 13 N21 39.6 E039 09.6

- 14 N21 39.7 E039 09.6

- 15,16 N21 39.7 E039 09.7

- 18-20 N21 39.6 E039 09.6

- 21-23 N21 39.6 E039 09.7

- 24,25 N21 39.6 E039 09.6
- 26-29 N21 39.6 E039 09.7
- 30 N21 39.6 E039 09.6
- 31-38 N21 39.6 E039 09.7
- 65 N21 39.8 E039 09.6

APRON 13

- 1-5 N21 40.9 E039 09.1

APRON 14

- 1 N21 41.9 E039 09.7
- 2-4 N21 41.8 E039 09.7

APRON 15

- 1,2 N21 41.6 E039 10.5
- 3 N21 41.6 E039 10.4

APRON 16

- 1 N21 41.7 E039 08.3
- 2,3 N21 41.6 E039 08.3
- 4-6 N21 41.6 E039 08.3
- 7-11 N21 41.5 E039 08.3
- 12-14 N21 41.5 E039 08.2

- 20,21 N21 41.6 E039 08.1
- 22,23 N21 41.6 E039 08.2
- 24-29 N21 41.5 E039 08.2
- 30 N21 41.4 E039 08.2
- 40-42 N21 41.6 E039 08.1

- 43-45 N21 41.5 E039 08.1
- 46,47 N21 41.4 E039 08.1
- 50-53 N21 41.4 E039 08.2
- 54-57 N21 41.3 E039 08.2
- 58,59 N21 41.3 E039 08.3

- 60 N21 41.4 E039 08.2

- 61-66 N21 41.3 E039 08.2

Stand Coordinates

APRON A

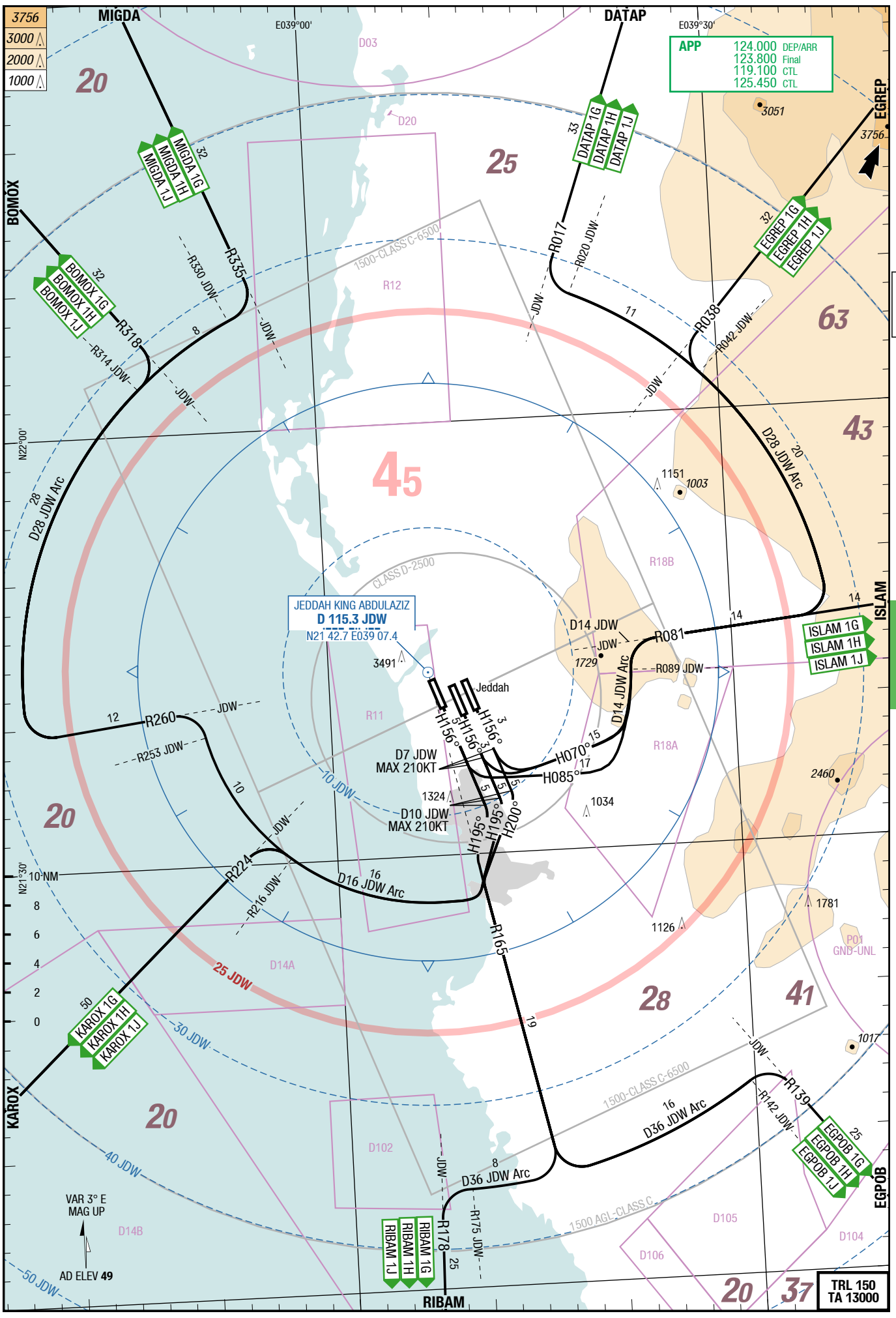
- A1, A2 N21 39.8 E039 10.6
- A3-A4R N21 39.8 E039 10.5
- A5, A5R N21 39.8 E039 10.4
- A5L N21 39.8 E039 10.5
- A6-A6R N21 39.9 E039 10.4

07-SEP-2017  
JED-OEJN

Saudi Arabia Jeddah King Abdulaziz Intl  
SIDS RWYs 34L/C/R  
4-10  
SIDS RWYs 16L/C/R

SID  
SID

King Abdulaziz Intl Jeddah Saudi Arabia  
SIDS RWYs 34L/C/R  
SIDS RWYs 16L/C/R



Changes: ASP

**JED-OEJN**

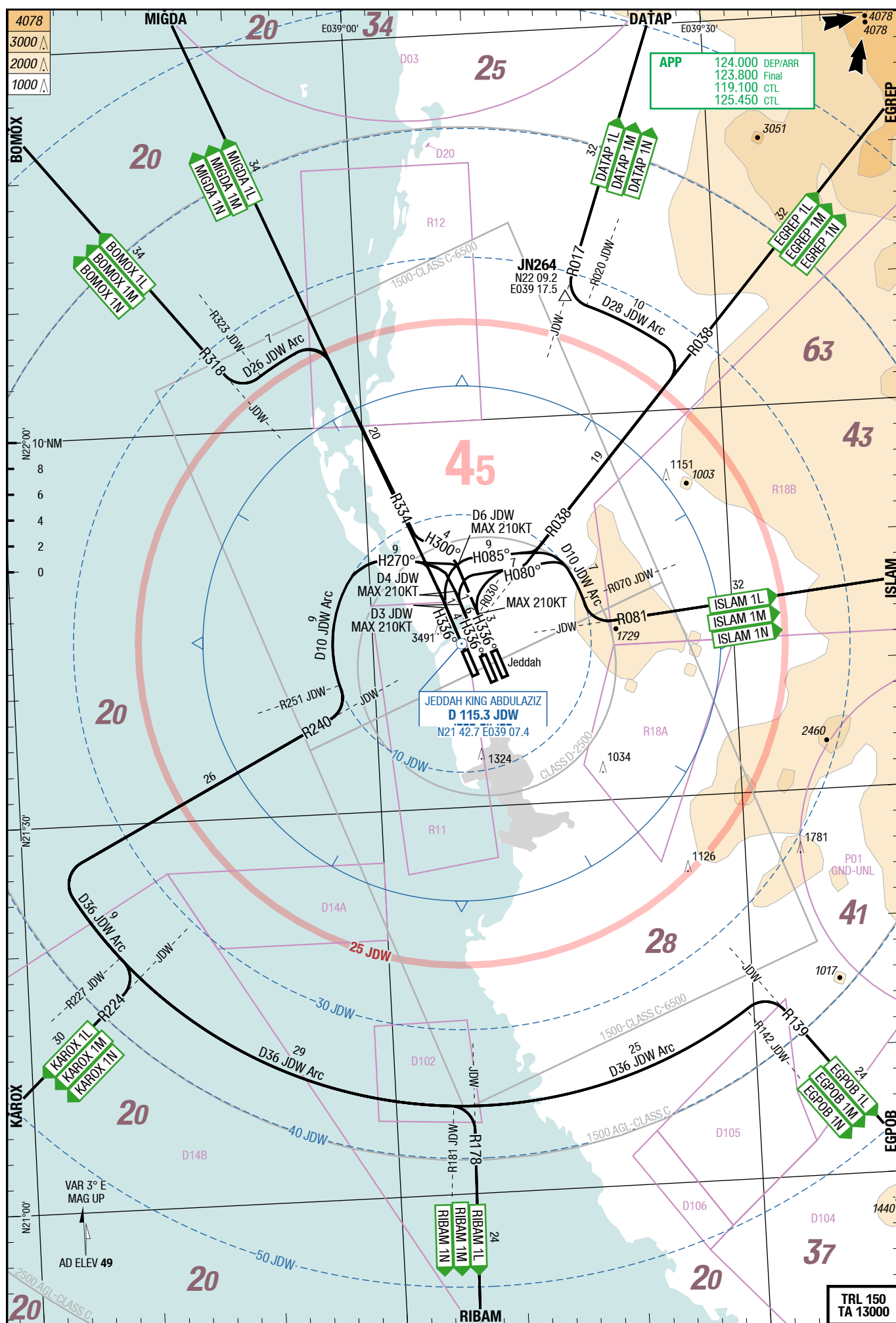
4-20

**SIDS RWYS 34L/C/R**

# SID

## SID

# SIDS RWYS 34L/C/R





**JED-OEJN**



4-30

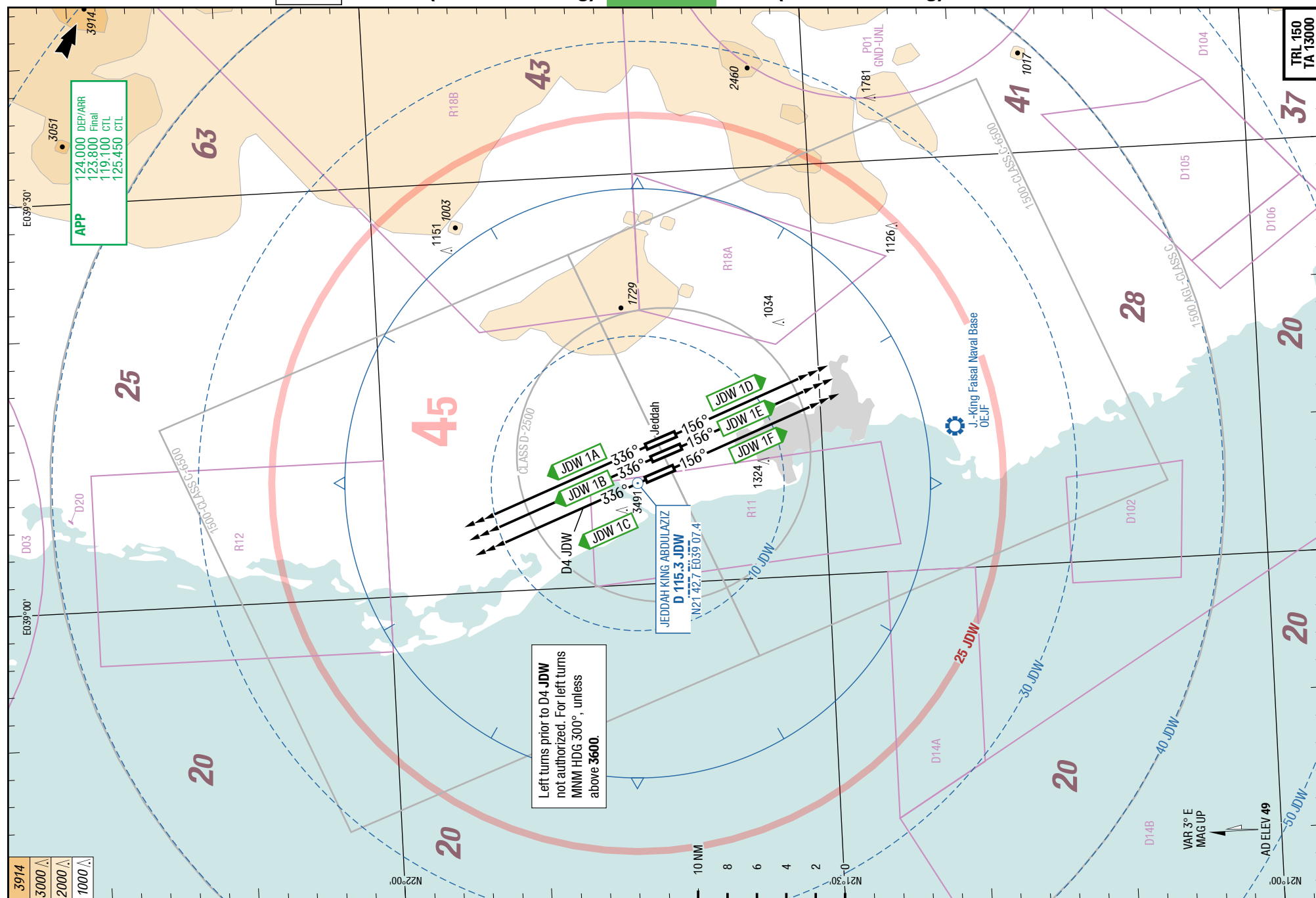
### SIDs (Radar vectoring)

SID

SID

NIL

### SIDs (Radar vectoring)



Changes: ASP

## JED-OEJN

5-10

## SIDs RWYs 16L/C/R

**BOMOX 1H / DATAP 1H / EGPOB 1H / EGREP 1H / ISLAM 1H / KAROX 1H / MIGDA 1H**  
RWY 16L (156°)

**After take-off, contact Jeddah APP.**

	GS	120	150	180	210	240	270
3.7%	ft/MIN	500	600	700	800	900	1100
5.3%	ft/MIN	700	900	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 16L</b>	
<b>BOMOX 1H</b> 5.3% to 10000 <b>124.000</b> ①②	HDG 156° - at D10 <b>JDW RT</b> HDG 200° - <b>RT</b> follow D16 <b>JDW Arc</b> - <b>LT</b> intercept R260 <b>JDW</b> - <b>RT</b> follow D28 <b>JDW Arc</b> - <b>LT</b> intercept R318 <b>JDW</b> to BOMOX	<b>initial climb 6000</b>
<b>DATAP 1H</b> 3.7% to 500 5.3% to 10000 <b>124.000</b> ①③④	HDG 156° - at D7 <b>JDW LT</b> HDG 070° - <b>LT</b> follow D14 <b>JDW Arc</b> - <b>RT</b> intercept R081 <b>JDW</b> - <b>LT</b> follow D28 <b>JDW Arc</b> - <b>RT</b> intercept R017 <b>JDW</b> to DATAP	<b>initial climb 6000</b>
<b>EGPOB 1H</b> 5.3% to 10000 <b>124.000</b> ①②	HDG 156° - at D10 <b>JDW RT</b> HDG 200° - <b>LT</b> intercept R165 <b>JDW</b> - <b>LT</b> follow D36 <b>JDW Arc</b> - <b>RT</b> intercept R139 <b>JDW</b> to EGPOB	<b>initial climb 6000</b>
<b>EGREP 1H</b> 3.7% to 500 5.3% to 10000 <b>124.000</b> ①③④	HDG 156° - at D7 <b>JDW LT</b> HDG 070° - <b>LT</b> follow D14 <b>JDW Arc</b> - <b>RT</b> intercept R081 <b>JDW</b> - <b>LT</b> follow D28 <b>JDW Arc</b> - <b>RT</b> intercept R038 <b>JDW</b> to EGREP	<b>initial climb 6000</b>
<b>ISLAM 1H</b> 3.7% to 500 5.3% to 10000 <b>124.000</b> ①③④	HDG 156° - at D7 <b>JDW LT</b> HDG 070° - <b>LT</b> follow D14 <b>JDW Arc</b> - <b>RT</b> intercept R081 <b>JDW</b> to ISLAM	<b>initial climb 6000</b>
<b>KAROX 1H</b> 5.3% to 10000 <b>124.000</b> ①②	HDG 156° - at D10 <b>JDW RT</b> HDG 200° - <b>RT</b> follow D16 <b>JDW Arc</b> - <b>LT</b> intercept R224 <b>JDW</b> to KAROX	<b>initial climb 6000</b>
<b>MIGDA 1H</b> 5.3% to 10000 <b>124.000</b> ①②	HDG 156° - at D10 <b>JDW RT</b> HDG 200° - <b>RT</b> follow D16 <b>JDW Arc</b> - <b>LT</b> intercept R260 <b>JDW</b> - <b>RT</b> follow D28 <b>JDW Arc</b> - <b>LT</b> intercept R335 <b>JDW</b> to MIGDA	<b>initial climb 6000</b>

- ① Advise ATC prior to take-off if unable to comply with SID.  
 ② MAX 210KT until established on HDG 200°.  
 ③ MAX 210KT until established on HDG 070°.  
 ④ If unable to maintain climb gradient of 3.7% to 500 or VMC climb to 500, SID not authorized.



**RIBAM 1H / BOMOX 1J / DATAP 1J / EGPOB 1J / EGREP 1J / ISLAM 1J**  
RWYs 16L/C (156°)

**After take-off, contact Jeddah APP.**

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
5.3%	ft/MIN	700	900	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 16L</b>	
<b>RIBAM 1H</b> 3.5% to 10000 <b>124.000</b> ①②	HDG 156° - at D10 <b>JDW RT</b> HDG 200° - <b>LT</b> intercept R165 <b>JDW - RT</b> follow D36 <b>JDW Arc - LT</b> intercept R178 <b>JDW</b> to RIBAM	<b>initial climb 6000</b>
	<b>Runway 16C</b>	
<b>BOMOX 1J</b> 3.5% to 1100 5.3% to 10000 <b>124.000</b> ①④⑤	HDG 156° - at D10 <b>JDW RT</b> HDG 195° - <b>RT</b> follow D16 <b>JDW Arc - LT</b> intercept R260 <b>JDW - RT</b> follow D28 <b>JDW Arc - LT</b> intercept R318 <b>JDW</b> to BOMOX	<b>initial climb 6000</b>
<b>DATAP 1J</b> 3.5% to 1100 5.3% to 10000 <b>124.000</b> ①③⑤	HDG 156° - at D7 <b>JDW LT</b> HDG 070° - <b>LT</b> follow D14 <b>JDW Arc - RT</b> intercept R081 <b>JDW - LT</b> follow D28 <b>JDW Arc - RT</b> intercept R017 <b>JDW</b> to DATAP	<b>initial climb 6000</b>
<b>EGPOB 1J</b> 3.5% to 1100 5.3% to 10000 <b>124.000</b> ①④⑤	HDG 156° - at D10 <b>JDW RT</b> HDG 195° - <b>LT</b> intercept R165 <b>JDW - LT</b> follow D36 <b>JDW Arc - RT</b> intercept R139 <b>JDW</b> to EGPOB	<b>initial climb 6000</b>
<b>EGREP 1J</b> 3.5% to 1100 5.3% to 10000 <b>124.000</b> ①③⑤	HDG 156° - at D7 <b>JDW LT</b> HDG 070° - <b>LT</b> follow D14 <b>JDW Arc - RT</b> intercept R081 <b>JDW - LT</b> follow D28 <b>JDW Arc - RT</b> intercept R038 <b>JDW</b> to EGREP	<b>initial climb 6000</b>
<b>ISLAM 1J</b> 3.5% to 1100 5.3% to 10000 <b>124.000</b> ①③⑤	HDG 156° - at D7 <b>JDW LT</b> HDG 070° - <b>LT</b> follow D14 <b>JDW Arc - RT</b> intercept R081 <b>JDW</b> to ISLAM	<b>initial climb 6000</b>

- ① Advise ATC prior to take-off if unable to comply with SID.  
 ② MAX 210KT until established on HDG 200°.  
 ③ MAX 210KT until established on HDG 070°.  
 ④ MAX 210KT until established on HDG 195°.  
 ⑤ If unable to maintain climb gradient of 3.5% to 1100 or VMC climb to 1100, SID not authorized.

## JED-OEJN

5-30

## SIDs RWYs 16L/C/R

## KAROX 1J / MIGDA 1J / RIBAM 1J / BOMOX 1G / DATAP 1G

RWYs 16C/R (156°)

After take-off, contact Jeddah APP.

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
4.1%	ft/MIN	500	700	800	900	1000	1200
5.3%	ft/MIN	700	900	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 16C</b>	
<b>KAROX 1J</b> 3.5% to 1100 5.3% to 10000 <b>124.000</b> ①②③	HDG 156° - at D10 <b>JDW RT</b> HDG 195° - <b>RT</b> follow D16 <b>JDW Arc</b> - <b>LT</b> intercept R224 <b>JDW</b> to KAROX	<b>initial climb 6000</b>
<b>MIGDA 1J</b> 3.5% to 1100 5.3% to 10000 <b>124.000</b> ①②③	HDG 156° - at D10 <b>JDW RT</b> HDG 195° - <b>RT</b> follow D16 <b>JDW Arc</b> - <b>LT</b> intercept R260 <b>JDW</b> - <b>RT</b> follow D28 <b>JDW Arc</b> - <b>LT</b> intercept R335 <b>JDW</b> to MIGDA	<b>initial climb 6000</b>
<b>RIBAM 1J</b> 3.5% to 1100 5.3% to 10000 <b>124.000</b> ①②③	HDG 156° - at D10 <b>JDW RT</b> HDG 195° - <b>LT</b> intercept R165 <b>JDW</b> - <b>RT</b> follow D36 <b>JDW Arc</b> - <b>LT</b> intercept R178 <b>JDW</b> to RIBAM	<b>initial climb 6000</b>
	<b>Runway 16R</b>	
<b>BOMOX 1G</b> 4.1% to 1100 5.3% to 10000 <b>124.000</b> ①②④	HDG 156° - at D10 <b>JDW RT</b> HDG 195° - <b>RT</b> follow D16 <b>JDW Arc</b> - <b>LT</b> intercept R260 <b>JDW</b> - <b>RT</b> follow D28 <b>JDW Arc</b> - <b>LT</b> intercept R318 <b>JDW</b> to BOMOX	<b>initial climb 6000</b>
<b>DATAP 1G</b> 4.1% to 1100 5.3% to 10000 <b>124.000</b> ①④⑤	HDG 156° - at D7 <b>JDW LT</b> HDG 085° - <b>LT</b> follow D14 <b>JDW Arc</b> - <b>RT</b> intercept R081 <b>JDW</b> - <b>LT</b> follow D28 <b>JDW Arc</b> - <b>RT</b> intercept R017 <b>JDW</b> to DATAP	<b>initial climb 6000</b>

- ① Advise ATC prior to take-off if unable to comply with SID.  
 ② MAX 210KT until established on HDG 195°.  
 ③ If unable to maintain climb gradient of 3.5% to 1100 or VMC climb to 1100, SID not authorized.  
 ④ If unable to maintain climb gradient of 4.1% to 1100 or VMC climb to 1100, SID not authorized.  
 ⑤ MAX 210KT until established on HDG 085°.

## JED-OEJN

5-40

## SIDs RWYs 16L/C/R

EGPOB 1G / EGREP 1G / ISLAM 1G / KAROX 1G / MIGDA 1G / RIBAM 1G

RWY 16R (156°)

After take-off, contact Jeddah APP.

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200
5.3%	ft/MIN	700	900	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 16R</b>	
<b>EGPOB 1G</b> 4.1% to 1100 5.3% to 10000 <b>124.000</b> ①②③	HDG 156° - at D10 <b>JDW RT</b> HDG 195° - <b>LT</b> intercept R165 <b>JDW</b> - <b>LT</b> follow D36 <b>JDW</b> Arc - <b>RT</b> intercept R139 <b>JDW</b> to EGPOB	<b>initial climb 6000</b>
<b>EGREP 1G</b> 4.1% to 1100 5.3% to 10000 <b>124.000</b> ①③④	HDG 156° - at D7 <b>JDW LT</b> HDG 085° - <b>LT</b> follow D14 <b>JDW</b> Arc - <b>RT</b> intercept R081 <b>JDW</b> - <b>LT</b> follow D28 <b>JDW</b> Arc - <b>RT</b> intercept R038 <b>JDW</b> to EGREP	<b>initial climb 6000</b>
<b>ISLAM 1G</b> 4.1% to 500 5.3% to 10000 <b>124.000</b> ①③④	HDG 156° - at D7 <b>JDW LT</b> HDG 085° - <b>LT</b> follow D14 <b>JDW</b> Arc - <b>RT</b> intercept R081 <b>JDW</b> to ISLAM	<b>initial climb 6000</b>
<b>KAROX 1G</b> 4.1% to 1100 5.3% to 10000 <b>124.000</b> ①②③	HDG 156° - at D10 <b>JDW RT</b> HDG 195° - <b>RT</b> follow D16 <b>JDW</b> Arc - <b>LT</b> intercept R224 <b>JDW</b> to KAROX	<b>initial climb 6000</b>
<b>MIGDA 1G</b> 4.1% to 1100 5.3% to 10000 <b>124.000</b> ①②③	HDG 156° - at D10 <b>JDW RT</b> HDG 195° - <b>RT</b> follow D16 <b>JDW</b> Arc - <b>LT</b> intercept R260 <b>JDW</b> - <b>RT</b> follow D28 <b>JDW</b> Arc - <b>LT</b> intercept R335 <b>JDW</b> to MIGDA	<b>initial climb 6000</b>
<b>RIBAM 1G</b> 4.1% to 1100 5.3% to 10000 <b>124.000</b> ①②③	HDG 156° - at D10 <b>JDW RT</b> HDG 195° - <b>LT</b> intercept R165 <b>JDW</b> - <b>RT</b> follow D36 <b>JDW</b> Arc - <b>LT</b> intercept R178 <b>JDW</b> to RIBAM	<b>initial climb 6000</b>

- ① Advise ATC prior to take-off if unable to comply with SID.  
 ② MAX 210KT until established on HDG 195°.  
 ③ If unable to maintain climb gradient of 4.1% to 1100 or VMC climb to 1100, SID not authorized.  
 ④ MAX 210KT until established on HDG 085°.

14-JUL-2016

JED-OEJN

5-50

SIDs RWYs 34L/C/R

SIDPT

**BOMOX 1M / DATAP 1M / EGPOB 1M / EGREP 1M / ISLAM 1M / KAROX 1M / MIGDA 1M**  
RWY 34L (336°)

**After take-off, contact Jeddah APP.**

	GS	120	150	180	210	240	270
5.3%	ft/MIN	700	900	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 34L</b>	
<b>BOMOX 1M</b> 5.3% to 10000 <b>124.000</b> ①②	HDG 336° - at D4 <b>JDW LT</b> intercept R334 <b>JDW - LT</b> follow D26 <b>JDW Arc - RT</b> intercept R318 <b>JDW</b> to BOMOX	<b>initial climb 6000</b>
<b>DATAP 1M</b> 5.3% to 10000 <b>124.000</b> ①③	HDG 336° - at D3 <b>JDW RT</b> HDG 085° - <b>LT</b> intercept R038 <b>JDW - LT</b> follow D28 <b>JDW Arc - RT</b> intercept R017 <b>JDW</b> to DATAP	<b>initial climb 6000</b>
<b>EGPOB 1M</b> 5.3% to 10000 <b>124.000</b> ①④	HDG 336° - at D4 <b>JDW LT</b> HDG 270° - <b>LT</b> follow D10 <b>JDW Arc - RT</b> intercept R240 <b>JDW - LT</b> follow D36 <b>JDW Arc - RT</b> intercept R139 <b>JDW</b> to EGPOB	<b>initial climb 6000</b>
<b>EGREP 1M</b> 5.3% to 10000 <b>124.000</b> ①③	HDG 336° - at D3 <b>JDW RT</b> HDG 085° - <b>LT</b> intercept R038 <b>JDW</b> to EGREP	<b>initial climb 6000</b>
<b>ISLAM 1M</b> 5.3% to 10000 <b>124.000</b> ①③	HDG 336° - at D3 <b>JDW RT</b> HDG 085° - <b>RT</b> follow D10 <b>JDW Arc - LT</b> intercept R081 <b>JDW</b> to ISLAM	<b>initial climb 6000</b>
<b>KAROX 1M</b> 5.3% to 10000 <b>124.000</b> ①④	HDG 336° - at D4 <b>JDW LT</b> HDG 270° - <b>LT</b> follow D10 <b>JDW Arc - RT</b> intercept R240 <b>JDW - LT</b> follow D36 <b>JDW Arc - RT</b> intercept R224 <b>JDW</b> to KAROX	<b>initial climb 6000</b>
<b>MIGDA 1M</b> 5.3% to 10000 <b>124.000</b> ①②	HDG 336° - at D4 <b>JDW LT</b> intercept R334 <b>JDW</b> to MIGDA	<b>initial climb 6000</b>

- ① Advise ATC prior to take-off if unable to comply with SID.  
 ② MAX 210KT until established on R334 JDW.  
 ③ MAX 210KT until established on HDG 085°.  
 ④ MAX 210KT until established on HDG 270°.

Changes: Completely revised

14-JUL-2016

JED-OEJN

5-60

SIDs RWYs 34L/C/R

SIDPT

RIBAM 1M / BOMOX 1L / DATAP 1L / EGPOB 1L / EGREP 1L / ISLAM 1L / KAROX 1L  
RWYs 34L/C (336°)

After take-off, contact Jeddah APP.

	GS	120	150	180	210	240	270
5.3%	ft/MIN	700	900	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 34L</b>	
<b>RIBAM 1M</b> 5.3% to 10000 <b>124.000</b> ①③	HDG 336° - at D4 <b>JDW LT</b> HDG 270° - <b>LT</b> follow D10 <b>JDW Arc</b> - <b>RT</b> intercept R240 <b>JDW</b> - <b>LT</b> follow D36 <b>JDW Arc</b> - <b>RT</b> intercept R178 <b>JDW</b> to RIBAM	<b>initial climb 6000</b>
	<b>Runway 34C</b>	
<b>BOMOX 1L</b> 5.3% to 10000 <b>124.000</b> ①②	HDG 336° - at D4 <b>JDW LT</b> intercept R334 <b>JDW</b> - <b>LT</b> follow D26 <b>JDW Arc</b> - <b>RT</b> intercept R318 <b>JDW</b> to BOMOX	<b>initial climb 6000</b>
<b>DATAP 1L</b> 5.3% to 10000 <b>124.000</b> ①④	HDG 336° - at D3 <b>JDW RT</b> HDG 080 - <b>LT</b> intercept R038 <b>JDW</b> - <b>LT</b> follow D28 <b>JDW Arc</b> - <b>RT</b> intercept R017 <b>JDW</b> to DATAP	<b>initial climb 6000</b>
<b>EGPOB 1L</b> 5.3% to 10000 <b>124.000</b> ①③	HDG 336° - at D4 <b>JDW LT</b> HDG 270° - <b>LT</b> follow D10 <b>JDW Arc</b> - <b>RT</b> intercept R240 <b>JDW</b> - <b>LT</b> follow D36 <b>JDW Arc</b> - <b>RT</b> intercept R139 <b>JDW</b> to EGPOB	<b>initial climb 6000</b>
<b>EGREP 1L</b> 5.3% to 10000 <b>124.000</b> ①④	HDG 336° - at D3 <b>JDW RT</b> HDG 080 - <b>LT</b> intercept R038 <b>JDW</b> to EGREP	<b>initial climb 6000</b>
<b>ISLAM 1L</b> 5.3% to 10000 <b>124.000</b> ①④	HDG 336° - at D3 <b>JDW RT</b> HDG 080 - <b>RT</b> follow D10 <b>JDW Arc</b> - <b>LT</b> intercept R081 <b>JDW</b> to ISLAM	<b>initial climb 6000</b>
<b>KAROX 1L</b> 5.3% to 10000 <b>124.000</b> ①③	HDG 336° - at D4 <b>JDW LT</b> HDG 270° - <b>LT</b> follow D10 <b>JDW Arc</b> - <b>RT</b> intercept R240 <b>JDW</b> - <b>LT</b> follow D36 <b>JDW Arc</b> - <b>RT</b> intercept R224 <b>JDW</b> to KAROX	<b>initial climb 6000</b>

- ① Advise ATC prior to take-off if unable to comply with SID.  
 ② MAX 210KT until established on R334 JDW.  
 ③ MAX 210KT until established on HDG 270°.  
 ④ MAX 210KT until established on HDG 080°.

Changes: Completely revised

## JED-OEJN

5-70

## SIDs RWYs 34L/C/R

MIGDA 1L / RIBAM 1L / BOMOX 1N / DATAP 1N / EGPOB 1N / EGREP 1N

RWYs 34C/R (336°)

After take-off, contact Jeddah APP.

	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100
5.3%	ft/MIN	700	900	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 34C</b>	
<b>MIGDA 1L</b> 5.3% to 10000 <b>124.000</b> ①②	HDG 336° - at D4 <b>JDW LT</b> intercept R334 <b>JDW</b> to MIGDA	<b>initial climb 6000</b>
<b>RIBAM 1L</b> 5.3% to 10000 <b>124.000</b> ①③	HDG 336° - at D4 <b>JDW LT</b> HDG 270° - <b>LT</b> follow D10 <b>JDW</b> Arc - <b>RT</b> intercept R240 <b>JDW</b> - <b>LT</b> follow D36 <b>JDW</b> Arc - <b>RT</b> intercept R178 <b>JDW</b> to RIBAM	<b>initial climb 6000</b>
	<b>Runway 34R</b>	
<b>BOMOX 1N</b> 5.3% to 10000 <b>124.000</b> ①②	HDG 336° - at D6 <b>JDW LT</b> HDG 300° - <b>RT</b> intercept R334 <b>JDW</b> - <b>LT</b> follow D26 <b>JDW</b> Arc - <b>RT</b> intercept R318 <b>JDW</b> to BOMOX	<b>initial climb 6000</b>
<b>DATAP 1N</b> 3.8% to 600 5.3% to 10000 <b>124.000</b> ①④⑤	HDG 336° - crossing R030 <b>JDW</b> - <b>RT</b> HDG 080° - <b>LT</b> intercept R038 <b>JDW</b> - <b>LT</b> follow D28 <b>JDW</b> Arc - <b>RT</b> intercept R017 <b>JDW</b> to DATAP	<b>initial climb 6000</b>
<b>EGPOB 1N</b> 5.3% to 10000 <b>124.000</b> ①③	HDG 336° - at D6 <b>JDW LT</b> HDG 270° - <b>LT</b> follow D10 <b>JDW</b> Arc - <b>RT</b> intercept R240 <b>JDW</b> - <b>LT</b> follow D36 <b>JDW</b> Arc - <b>RT</b> intercept R139 <b>JDW</b> to EGPOB	<b>initial climb 6000</b>
<b>EGREP 1N</b> 3.8% to 600 5.3% to 10000 <b>124.000</b> ①④⑤	HDG 336° - crossing R030 <b>JDW</b> - <b>RT</b> HDG 080° - <b>LT</b> intercept R038 <b>JDW</b> to EGREP	<b>initial climb 6000</b>

- ① Advise ATC prior to take-off if unable to comply with SID.  
 ② MAX 210KT until established on R334 JDW.  
 ③ MAX 210KT until established on HDG 270°.  
 ④ MAX 210KT until established on HDG 080°.  
 ⑤ If unable to maintain climb gradient of 3.8% to 600 or VMC climb to 600, SID not authorized.

**ISLAM 1N / KAROX 1N / MIGDA 1N / RIBAM 1N**

RWY 34R (336°)

**After take-off, contact Jeddah APP.**

	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100
5.3%	ft/MIN	700	900	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 34R</b>	
<b>ISLAM 1N</b> 3.8% to 600 5.3% to 10000 <b>124.000</b> ①④⑤	HDG 336° - crossing R030 <b>JDW</b> - <b>RT</b> HDG 080° - <b>RT</b> follow D10 <b>JDW</b> Arc - <b>LT</b> intercept R081 <b>JDW</b> to ISLAM	<b>initial climb 6000</b>
<b>KAROX 1N</b> 5.3% to 10000 <b>124.000</b> ①③	HDG 336° - at D6 <b>JDW</b> <b>LT</b> HDG 270° - <b>LT</b> follow D10 <b>JDW</b> Arc - <b>RT</b> intercept R240 <b>JDW</b> - <b>LT</b> follow D36 <b>JDW</b> Arc - <b>RT</b> intercept R224 <b>JDW</b> to KAROX	<b>initial climb 6000</b>
<b>MIGDA 1N</b> 5.3% to 10000 <b>124.000</b> ①②	HDG 336° - at D6 <b>JDW</b> <b>LT</b> HDG 300° - <b>RT</b> intercept R334 <b>JDW</b> to MIGDA	<b>initial climb 6000</b>
<b>RIBAM 1N</b> 5.3% to 10000 <b>124.000</b> ①③	HDG 336° - at D6 <b>JDW</b> <b>LT</b> HDG 270° - <b>LT</b> follow D10 <b>JDW</b> Arc - <b>RT</b> intercept R240 <b>JDW</b> - <b>LT</b> follow D36 <b>JDW</b> Arc - <b>RT</b> intercept R178 <b>JDW</b> to RIBAM	<b>initial climb 6000</b>

- ① Advise ATC prior to take-off if unable to comply with SID.  
 ② MAX 210KT until established on R334 JDW.  
 ③ MAX 210KT until established on HDG 270°.  
 ④ MAX 210KT until established on HDG 080°.  
 ⑤ If unable to maintain climb gradient of 3.8% to 600 or VMC climb to 600, SID not authorized.

**JEDDAH 1D / JEDDAH 1E / JEDDAH 1F**

RWYs 16L/C/R (156°)

**After take-off, contact Jeddah APP.**

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200
4.5%	ft/MIN	600	700	900	1000	1100	1300
4.9%	ft/MIN	600	800	900	1100	1200	1400
5.3%	ft/MIN	700	900	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 16L</b>	
<b>JEDDAH 1D</b> <b>JDW 1D</b> 4.1% to 1100 5.3% to 10000 <b>124.000</b> ①②	expect vectors at <b>2500</b>	<b>initial climb 6000</b>
	<b>Runway 16C</b>	
<b>JEDDAH 1E</b> <b>JDW 1E</b> 4.5% to 1100 5.3% to 10000 <b>124.000</b> ①③	expect vectors at <b>2500</b>	<b>initial climb 6000</b>
	<b>Runway 16R</b>	
<b>JEDDAH 1F</b> <b>JDW 1F</b> 4.9% to 1100 5.3% to 10000 <b>124.000</b> ①④	expect vectors at <b>2500</b>	<b>initial climb 6000</b>

① Advise ATC prior to take-off if unable to comply with SID.

② If unable to maintain climb gradient of 4.1% to 1100 or VMC climb to 1100, SID not authorized.

③ If unable to maintain climb gradient of 4.5% to 1100 or VMC climb to 1100, SID not authorized.

④ If unable to maintain climb gradient of 4.9% to 1100 or VMC climb to 1100, SID not authorized.



**JED-OEJN****5-100****SIDs (Radar vectoring)****JEDDAH 1C / JEDDAH 1B / JEDDAH 1A**

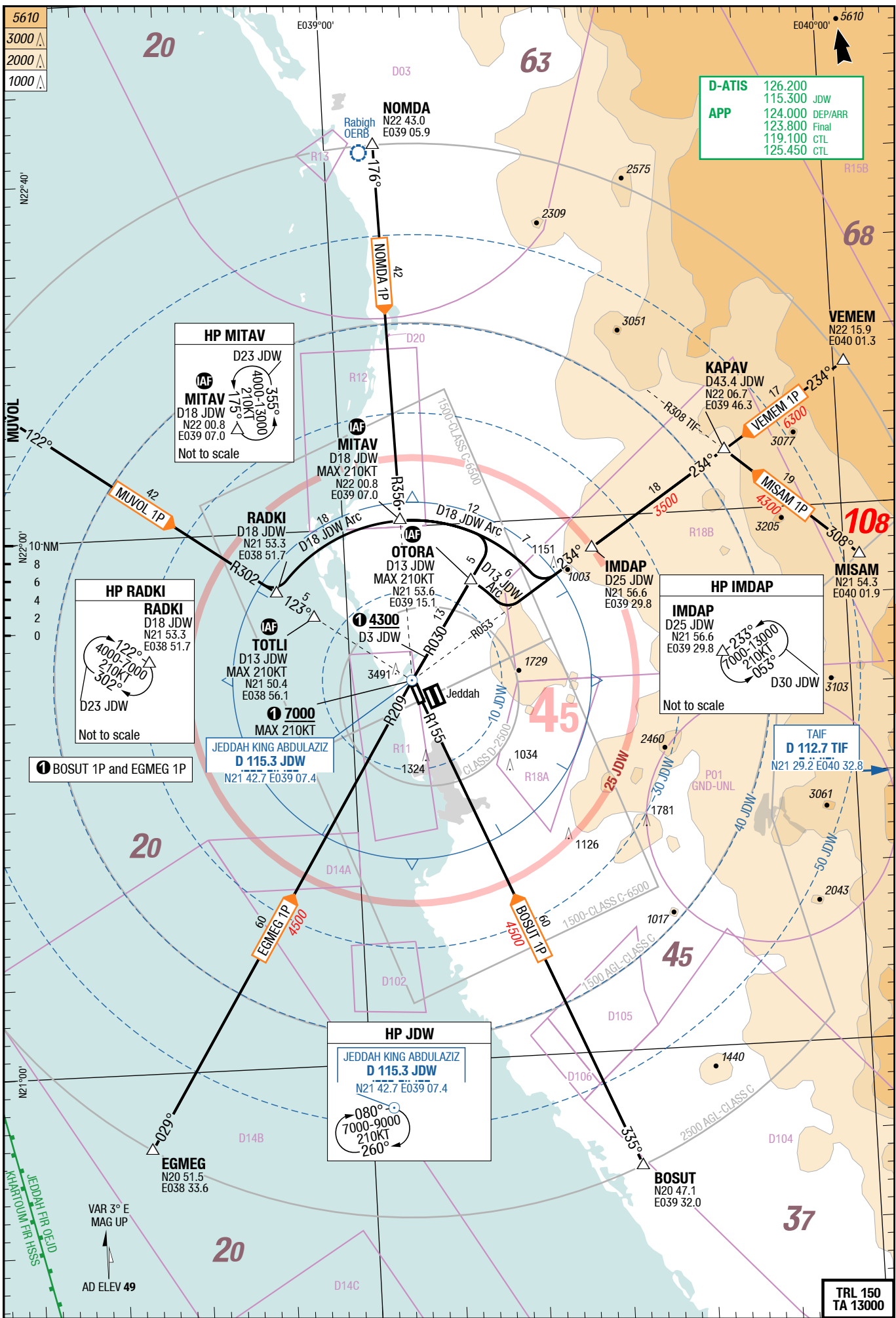
RWYs 34L/C/R (336°)

**After take-off, contact Jeddah APP.**

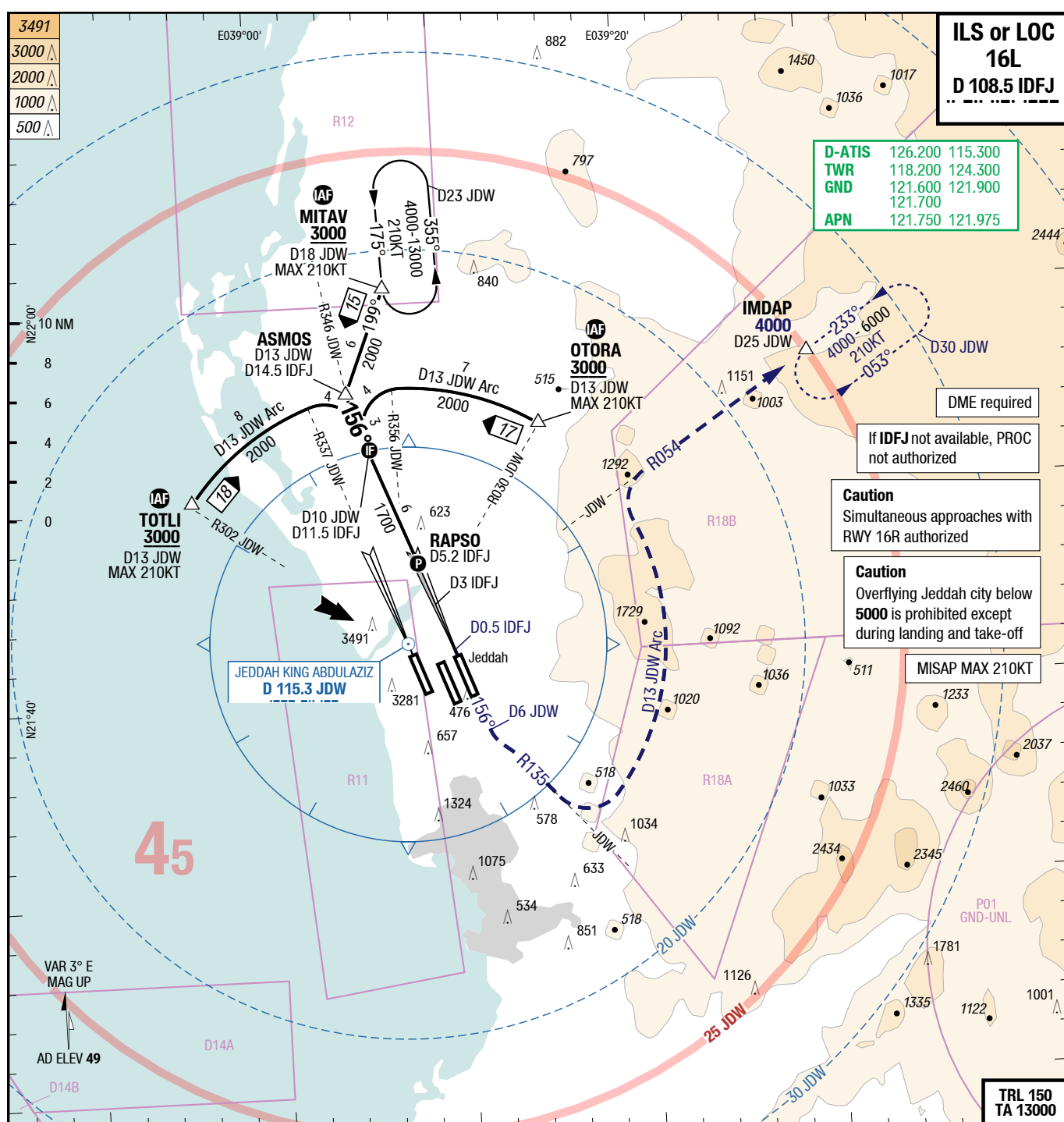
	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100
4.5%	ft/MIN	600	700	900	1000	1100	1300
5.3%	ft/MIN	700	900	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 34L</b>	
<b>JEDDAH 1C</b> <b>JDW 1C</b> 4.5% to 700 5.3% to 10000 <b>124.000</b> ①③④	expect vectors at <b>2500</b>	<b>initial climb 6000</b>
	<b>Runway 34C</b>	
<b>JEDDAH 1B</b> <b>JDW 1B</b> 5.3% to 10000 <b>124.000</b> ①	expect vectors at <b>2500</b>	<b>initial climb 6000</b>
	<b>Runway 34R</b>	
<b>JEDDAH 1A</b> <b>JDW 1A</b> 3.8% to 500 5.3% to 10000 <b>124.000</b> ①②	expect vectors at <b>2500</b>	<b>initial climb 6000</b>

- ① Advise ATC prior to take-off if unable to comply with SID.  
 ② If unable to maintain climb gradient of 3.8% to 500 or VMC climb to 500, SID not authorized.  
 ③ If unable to maintain climb gradient of 4.5% to 700 or VMC climb to 700, SID not authorized.  
 ④ Left turns prior to D4 JDW not authorized. For left turns MNM HDG 300°, unless above 3600.







**LOC 3.03° D IDFJ**

**16L** 1600 x 60

THR 30 (1hPa) / **TDZ 31** (---) +0.1%

D4.1 JDW  
D5.2 IDFJ  
**RAPSO**  
1700

D2.5 D3

D2.4 JDW  
D0.5 IDFJ

156°  
at D6 **JDW** LT intercept R135 **JDW**  
LT follow D13 **JDW** Arc  
RT intercept R054 **JDW** to IMDAP  
climb **4000**  
(MISAP MAX 210KT)

GS	120	140	160
D5.2 IDFJ	640	750	860
-MAPt	NA	NA	NA

DIST to THR

5.15 2.8 0.3 0

1200 720 MDA 52

	Cat 1 DME ACFT MAX 65/7 <sup>1)</sup>	Cat 1 DME <sup>1)</sup>	LOC DME			Circling
C	ft - m/km ft 200 - 550R <b>240</b>	210 - 550R <b>240</b>	430 - 1.3R <b>460</b>			Not authorized
D	ft - m/km ft 210 - 550R <b>240</b>	210 - 550R <b>240</b>	450 - 1.4R <b>480</b>			Not authorized

<sup>1)</sup> FD, AP or HGS required, else RVR 750m

Changes: FREQ

24-MAY-2018

JED-OEJN

Saudi Arabia Jeddah King Abdulaziz Intl

7-20

ILS or LOC 16C

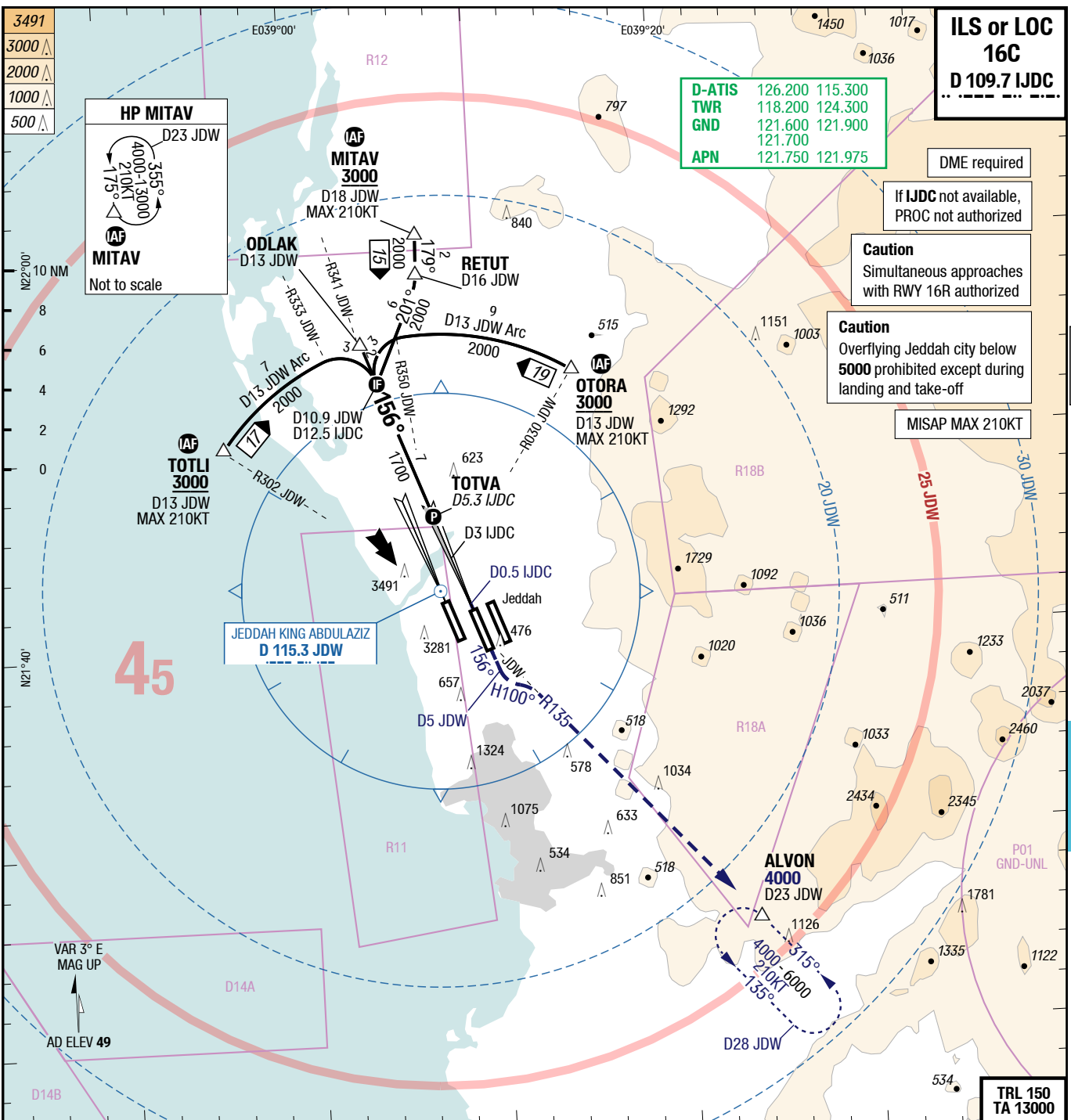
IAC

IAC

ILS or LOC 16C

King Abdulaziz Intl Jeddah Saudi Arabia

Changes: FREQ



<b>LOC 3.03°</b> <b>D IJDC</b>		5.3	5	4	2
		1700	1630	1310	670
		<div><div>1700</div><div>1100</div><div>710</div><div>520</div><div>150</div></div>			
		<div><div>1700</div><div>1100</div><div>710</div><div>520</div><div>150</div></div>			
		<div><div>1700</div><div>1100</div><div>710</div><div>520</div><div>150</div></div>			
		<div><div>1700</div><div>1100</div><div>710</div><div>520</div><div>150</div></div>			
		<div><div>1700</div><div>1100</div><div>710</div><div>520</div><div>150</div></div>			
		<div><div>1700</div><div>1100</div><div>710</div><div>520</div><div>150</div></div>			
		<div><div>1700</div><div>1100</div><div>710</div><div>520</div><div>150</div></div>			
		<div><div>1700</div><div>1100</div><div>710</div><div>520</div><div>150</div></div>			
		<div><div>1700</div><div>1100</div><div>710</div><div>520</div><div>150</div></div>			
		<div><div>1700</div><div>1100</div><div>710</div><div>520</div><div>150</div></div>			
		<div><div>1700</div><div>1100</div><div>710</div><div>520</div><div>150</div></div>			
		<div><div>1700</div><div>1100</div><div>710</div><div>520</div><div>150</div></div>			
		<div><div>1700</div><div>1100</div><div>710</div><div>520</div><div>150</div></div>			
		<div><div>1700</div><div>1100</div><div>710</div><div>520</div><div>150</div></div>			
		<div><div>1700</div><div>1100</div><div>710</div><div>520</div><div>150</div></div>			
		<div><div>1700</div><div>1100</div><div>710</div><div>520</div><div>150</div></div>			
		<div><div>1700</div><div>1100</div><div>710</div><div>520</div><div>150</div></div>			
		<div><div>1700</div><div>1100</div><div>710</div><div>520</div><div>150</div></div>			
		<div><div>1700</div><div>1100</div><div>710</div><div>520</div><div>150</div></div>			
		<div><div>1700</div><div>1100</div><div>710</div><div>520</div><div>150</div></div>			
		<div><div>1700</div><div>1100</div><div>710</div><div>520</div><div>150</div></div>			
		<div><div>1700</div><div>1100</div><div>710</div><div>520</div><div>150</div></div>			
		<div><div>1700</div><div>1100</div><div>710</div><div>520</div><div>150</div></div>			
		<div><div>1700</div><div>1100</div><div>710</div><div>520</div><div>150</div></div>			
		<div><div>1700</div><div>1100</div><div>710</div><div>520</div><div>150</div></div>			
		<div><div>1700</div><div>1100</div><div>710</div><div>520</div><div>150</div></div>			
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		<div><div>1700</div><div>1100</div><div>710</div><div>520</div><div>150</div></div>			
		<div><div>1700</div><div>1100</div><div>710</div><div>520</div><div>150</div></div>			
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		<div><div>1700</div></div>			



**JED-OEJN**

7-30

**ILS or LOC 16R**

1

1

## ILS or LC

**ILS or LOC 16R**



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24-MAY-2018

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7-40

ILS or LOC 34L

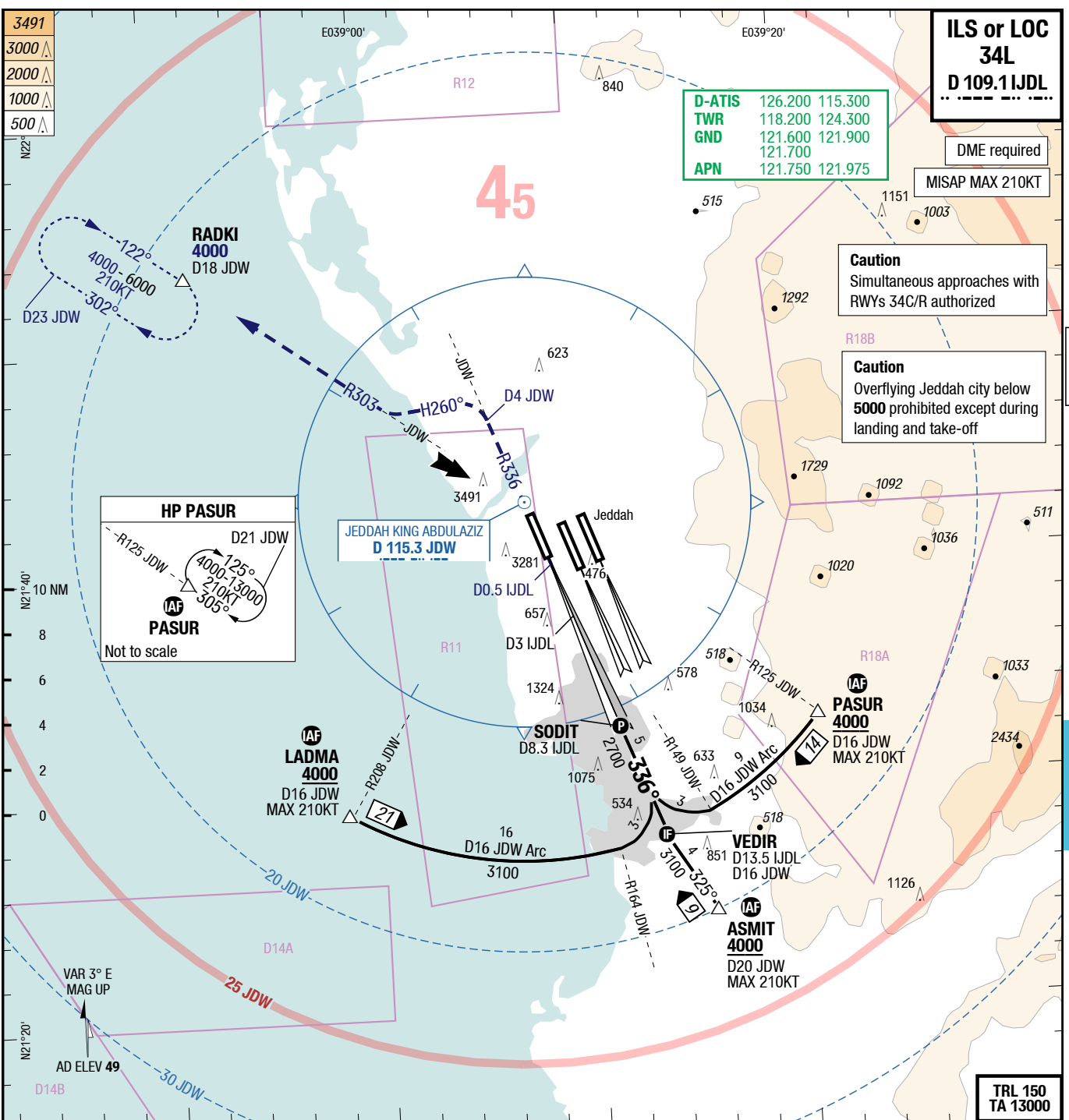
IAC

IAC

King Abdulaziz Intl Jeddah Saudi Arabia

ILS or LOC 34L

Changes: FREQ



<div>60 HL HL</div> <div>3.0° 3.0°</div> <div>60 x 3800</div> <div>34L</div>					2	4	5	6	7	8.3	LOC 3.05° D IJDL
<div>0.0%</div> <div>TDZ 14 (---%) / THR 14 (1hPa)</div> <div>HL-P2F</div>					660	1310	1640	1960	2280	2700	
<div>R336 JDW</div> <div>at D4 JDW LT HDG 260°</div> <div>RT intercept R303 JDW to RADKI</div> <div>climb 4000</div> <div>if unable 4000 by RADKI,</div> <div>climb in hold</div> <div>(MISAP MAX 210KT)</div>											
<div><div>GS</div><div>D8.3 IJDL</div><div>-MAPt</div></div> <div><div>120</div><div>650</div><div>NA</div></div> <div><div>140</div><div>760</div><div>NA</div></div> <div><div>160</div><div>860</div><div>NA</div></div>											
<div><div>0.3</div><div>2.8</div><div>5</div><div>8.1</div><div>DIST to THR</div></div> <div><div>52</div><div>980</div><div>720</div><div>1600</div></div> <div><div>M</div><div>MDA</div><div>GP 3.00°</div><div>336°</div><div>SODIT 2700</div><div>2700</div></div>											
34L		Cat 1 DME	LOC DME								Circling
C	ft - m/km ft	200 - 550R 220	480 - 1.5R 490								Not authorized
D	ft - m/km ft	200 - 550R 220	480 - 1.5R 490								Not authorized

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7-50

ILS or LOC 34C

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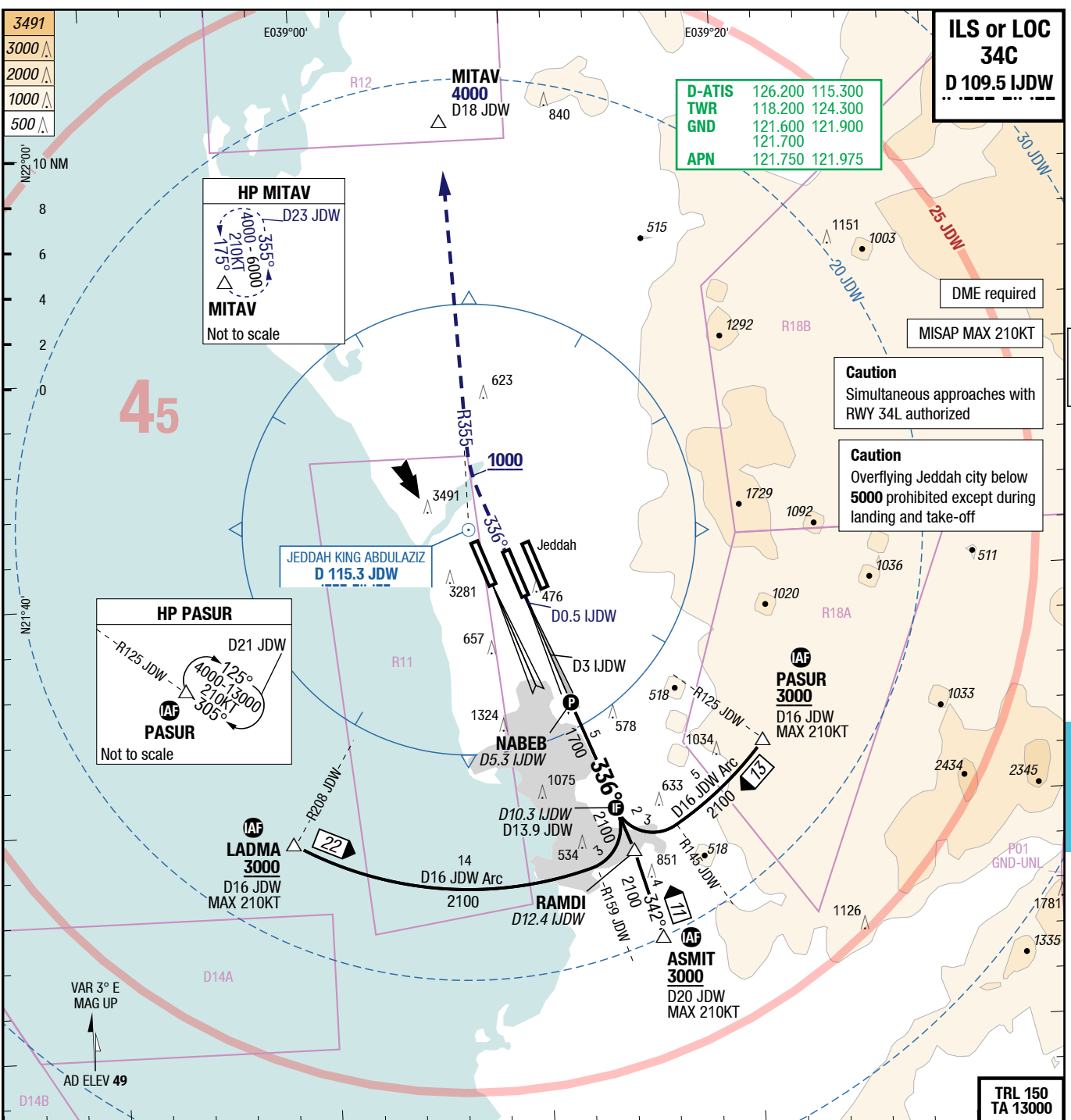
IAC

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ILS or LOC 34R

ILS or LOC 34C

Changes: FREQ





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Saudi Arabia Jeddah King Abdulaziz Intl

7-60

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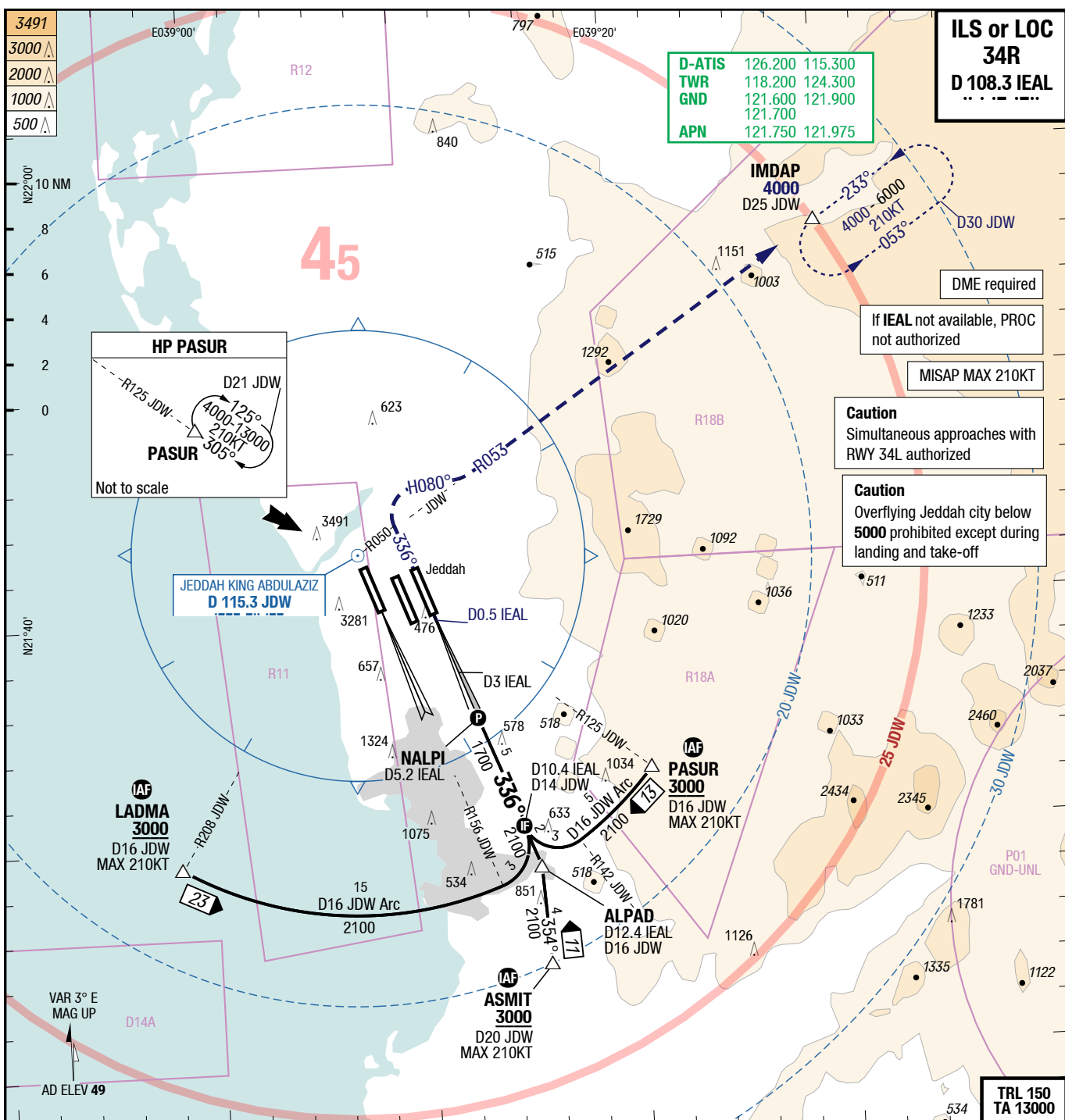
IAC

IAC

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ILS or LOC 34R

Changes: FREQ



60 HL 3.0° 8 60 x 4000 3.0° 8		2 4 5 5.2		LOC 3.05° D IAL	
-0.1% TDZ 49 (---%) / THR 49 (2hPa) HL-P1		690 1340 1660 1700			
JDW D4.5 IAL D0.5		D6.8 D3		D8.9 JDW D5.2 IAL NALPI 1700	
336° at R050 JDW RT HDG 080° LT intercept R053 JDW to IMDAP climb 4000 (MISAP MAX 210KT)		1010		1700	
GS 120 140 160 D5.2 IAL 650 760 860 -MAPt NA NA NA		MDA 640		1500	
34R Cat 1 DME 1) LOC DME				Circling	
C ft - m/km ft 200 - 550R 250		520 - 1.6R 560		Not authorized	
D ft - m/km ft 200 - 550R 250		530 - 1.7 570		Not authorized	

1) FD, AP or HGS required, else RVR 750m

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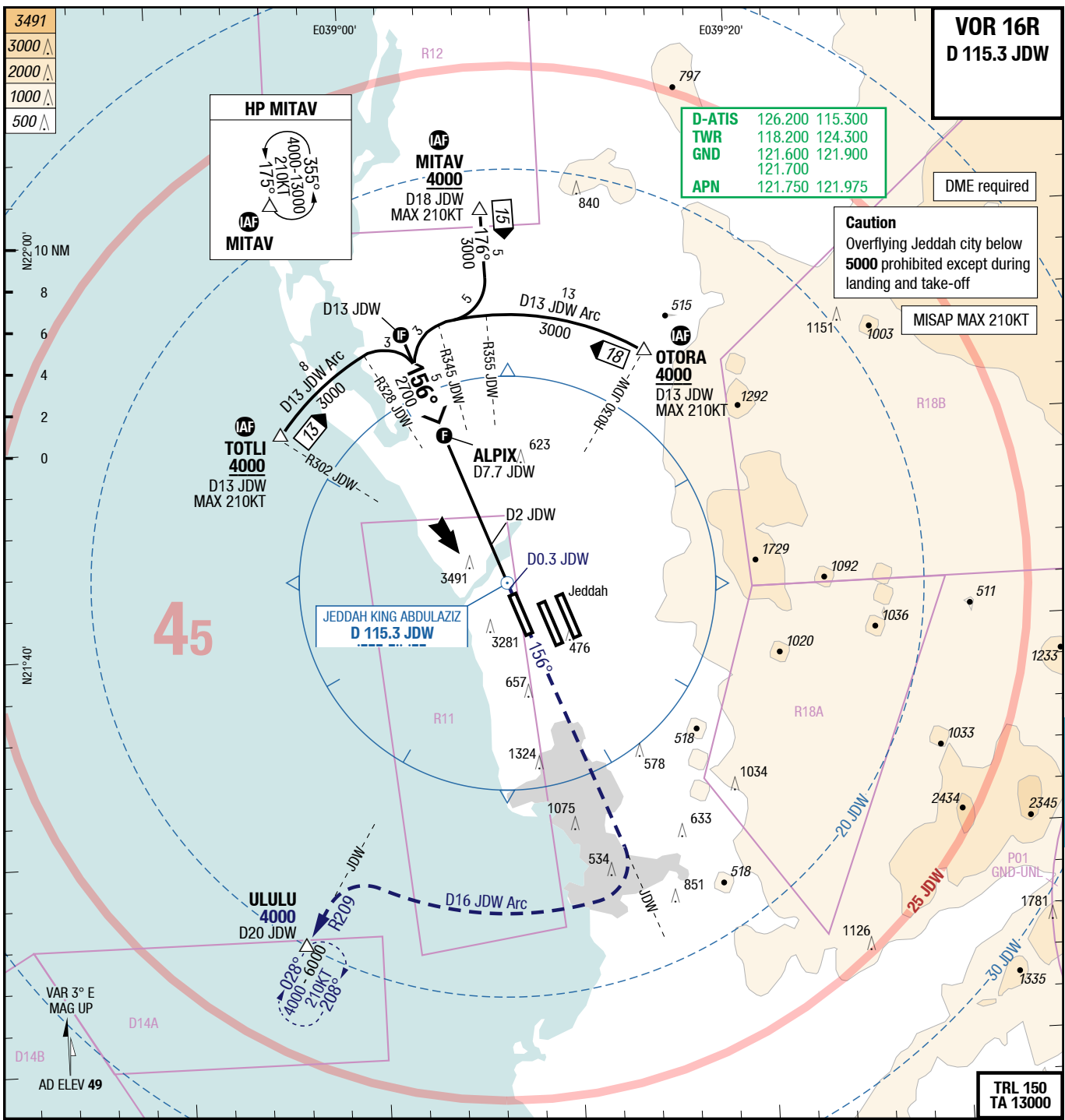
Saudi Arabia Jeddah King Abdulaziz Intl

VOR 16R  
D 115.3 J

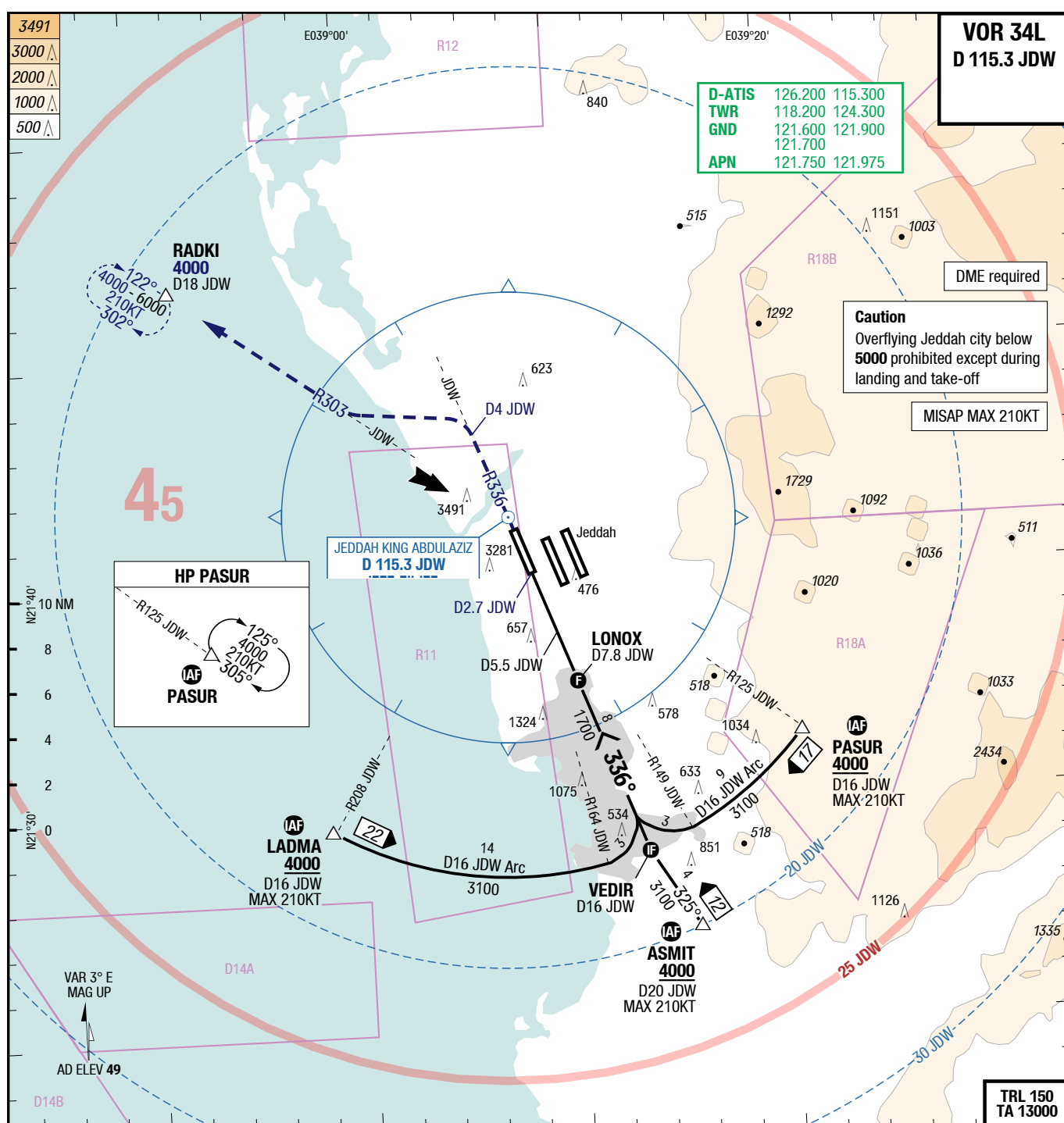
IAC  
IAC

King Abdulaziz Intl Jeddah Saudi Arabia  
VOR 16R  
D 115.3 J

Changes: FREQ



3.00° D JDW		7.7	6	5	4	3	1	16R		83.0°	60 HL
		2700	2170	1850	1540	1220	580	THR 14 (1hPa) / TDZ 14 (---%)		83.0°	HL
		D7.7 JDW ALPIX							D2 JDW D0.3		
		2700							R156 JDW RT follow D16 JDW Arc LT intercept R209 JDW to ULULU climb 4000 (MISAP MAX 210KT)		
		700							GS 120 140 160 D7.7 JDW 640 740 850 -MAPt 4:00 3:26 3:00		
DIST to THR		8.3 5 2.6 0.3									
16R		VOR DME							Circling		
C		ft - m/km	550 - 1.8 560							Not authorized	
D		ft - m/km	550 - 1.8 560							Not authorized	



<div>60 HL<div><div><div>3.00°</div><div>60 x 3800</div><div>3.00°</div></div><div>0.0% TDZ 14 (---) / THR 14 (1hPa) HL-P2F</div></div></div>				<div>34L</div>		<div>678</div>		<div>3.00° D JDW</div>	
R336 JDW at D4 JDW LT intercept R303 JDW to RADKI climb 4000 if unable 4000 by RADKI, climb in hold (MISAP MAX 210KT)				JDW D2.7		D5.5		D7.8 JDW LONOX	
<div><div><div>GS120140160</div><div>D7.8 JDW640740850</div><div>-MAPt2:352:131:56</div></div></div>									
34L		VOR DME						Circling	
C	ft - m/km ft	820 - 3.1 830						Not authorized	
D	ft - m/km ft	820 - 3.1 830						Not authorized	

**JED-OEJN**

NIL

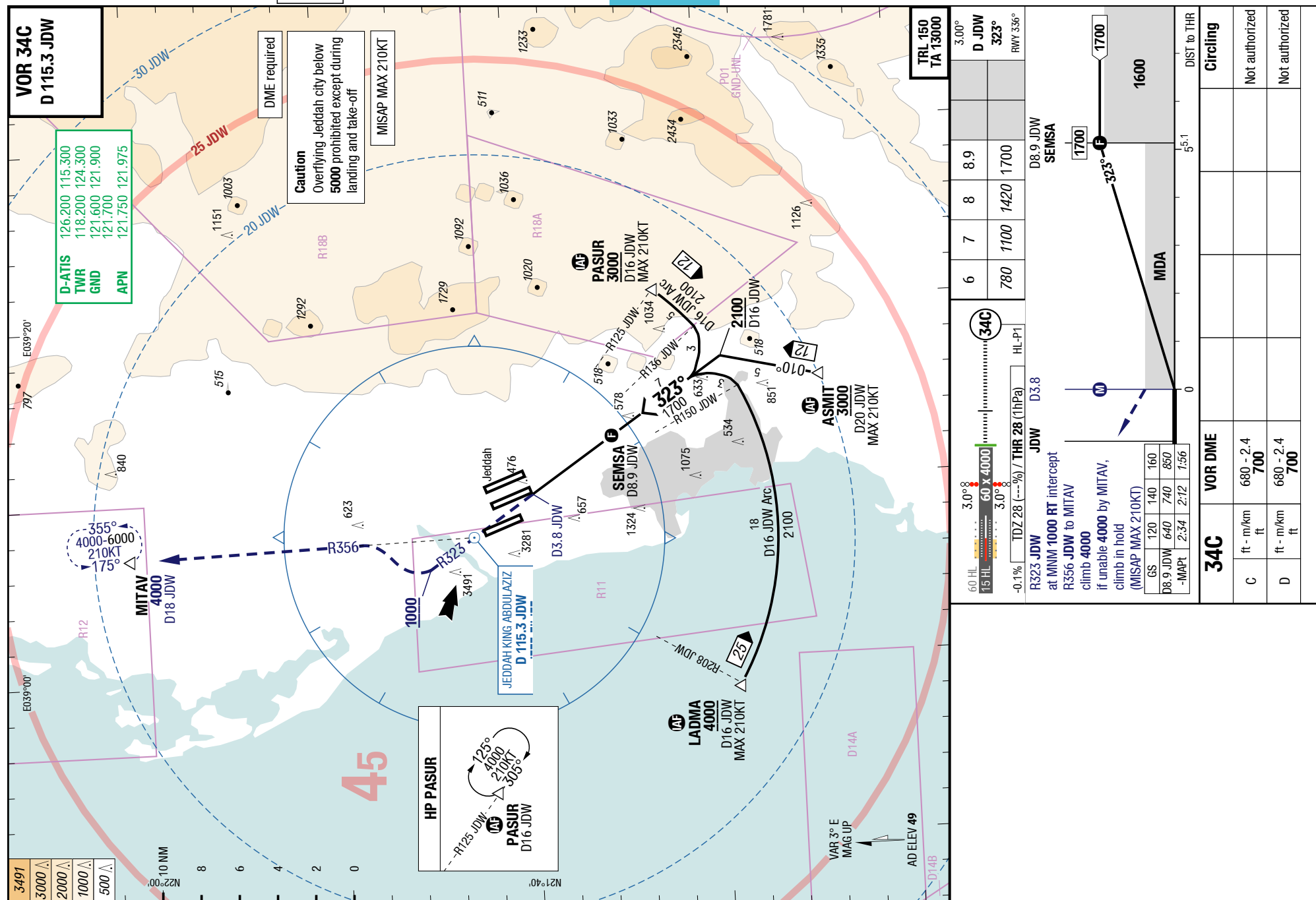
**VOR 34C**

IAC

IAC

NIL

**VOR 34C**



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07-SEP-2017  
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Saudi Arabia **Jeddah** King Abdulaziz Intl

NIL  
MRC

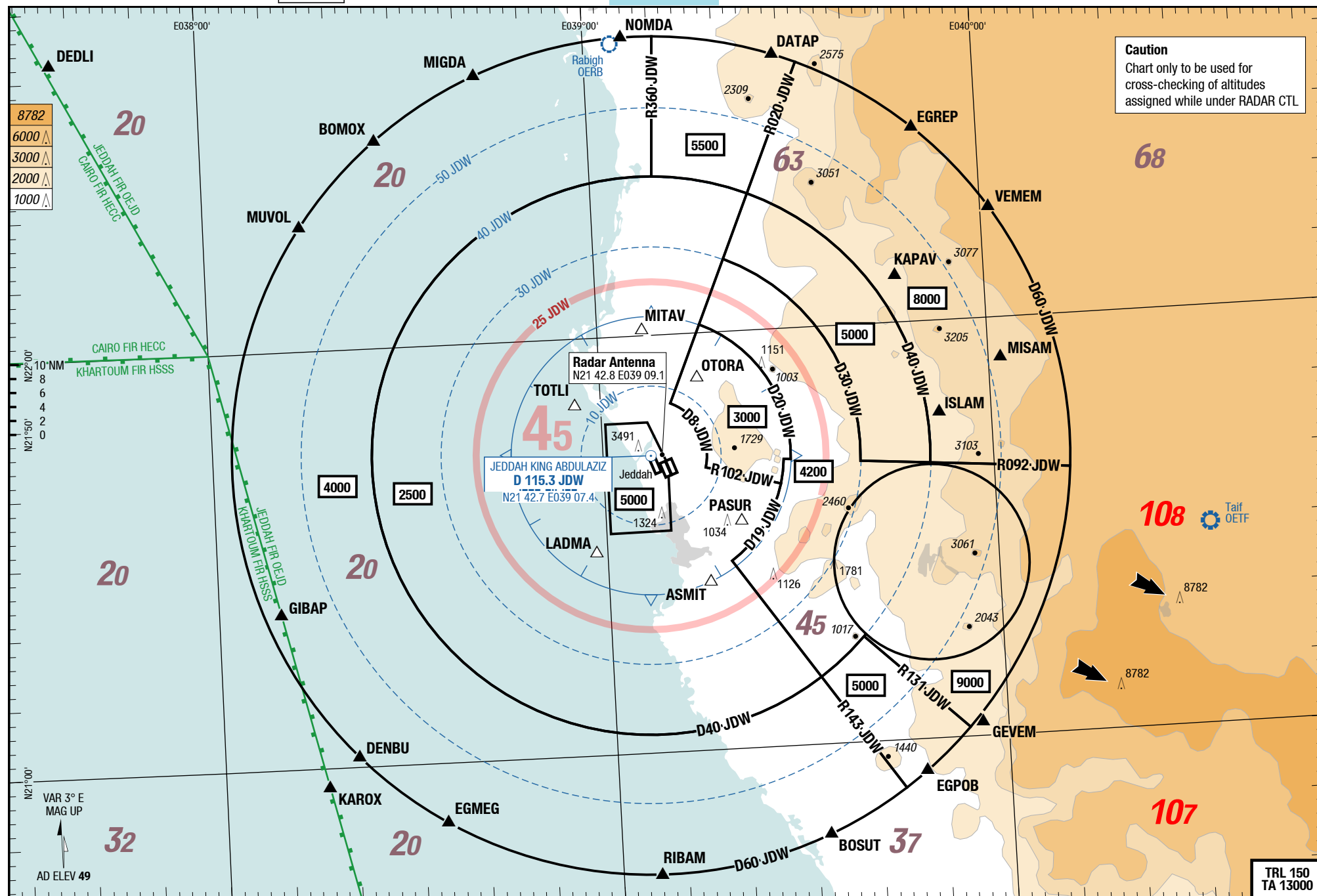
MRC

MRC

King Abdulaziz Intl **Jeddah** Saudi Arabia

NIL  
MRC

8-10



Changes: OBST