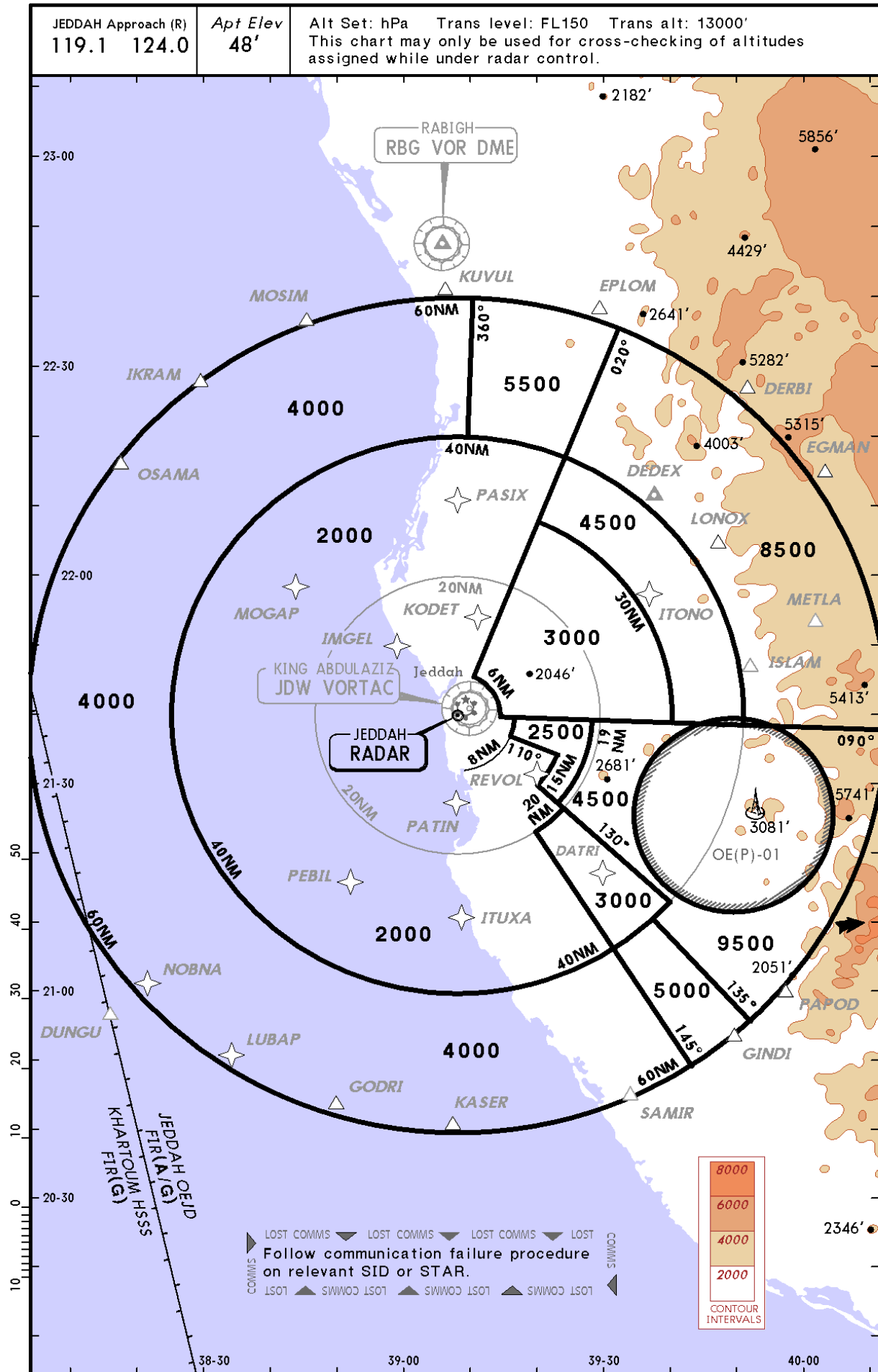


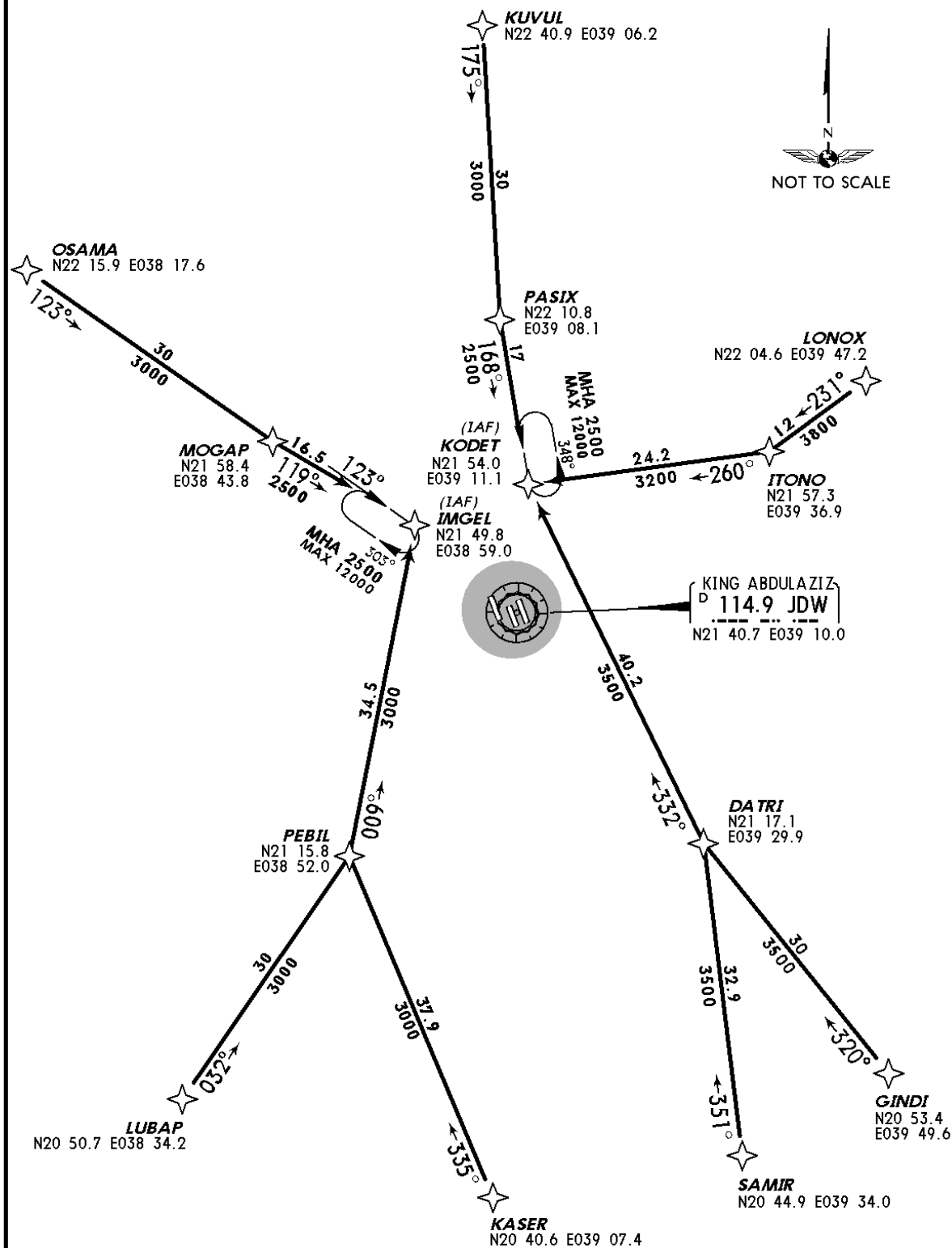
OEJN/JED
KING ABDULAZIZ INTL

JEPPESEN
7 DEC 07 10-1R

JEDDAH, SAUDI ARABIA
RADAR MINIMUM ALTITUDES



RNAV ARRIVAL



OEJN/JED
KING ABDULAZIZ INTL

14 MAR 08

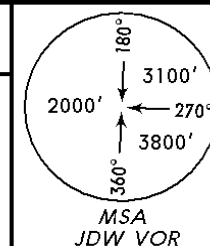
JEPPESEN

JEDDAH, SAUDI ARABIA

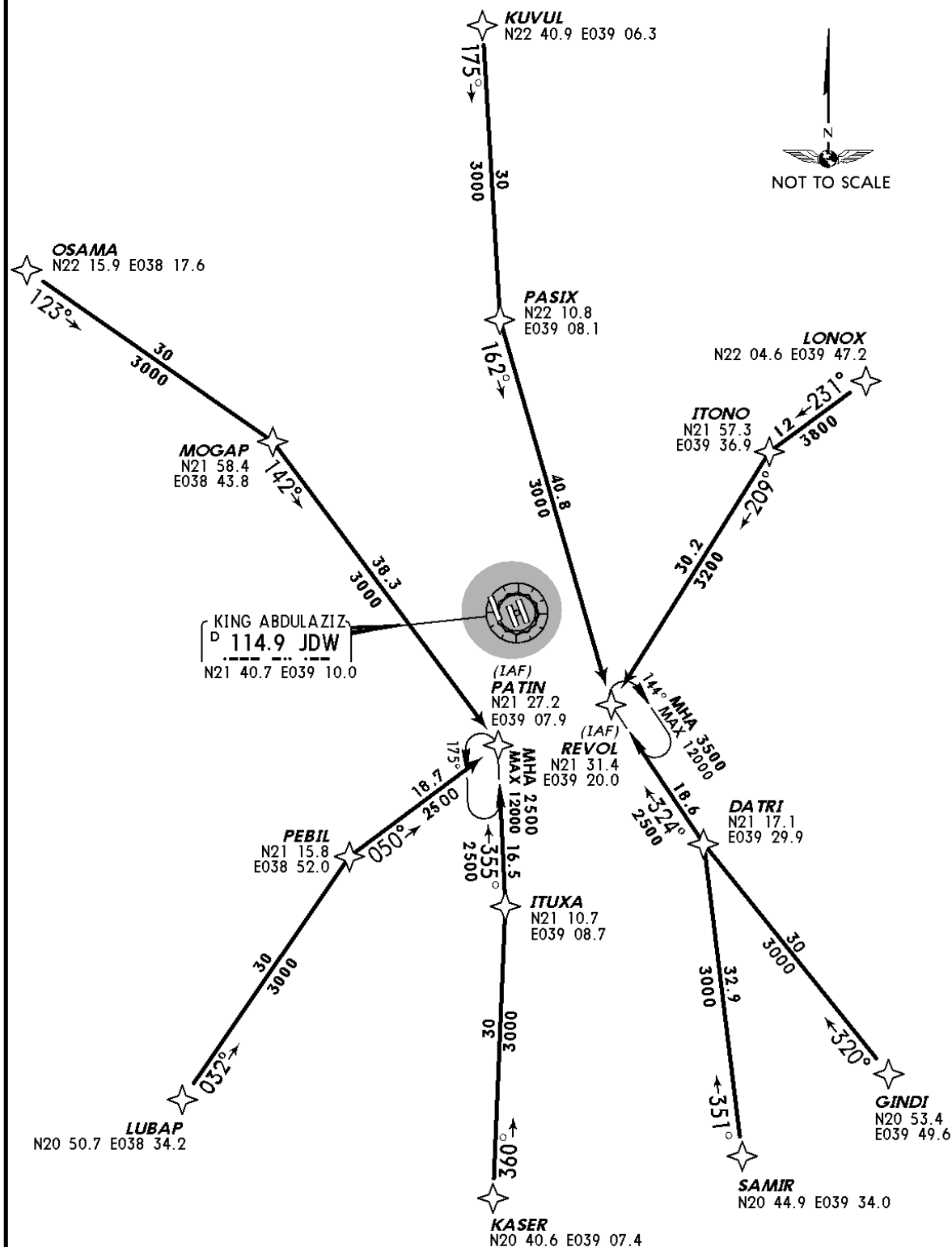
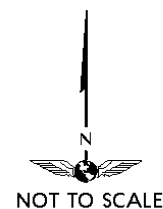
(10-2A)

RNAV ARRIVAL

ATIS 114.9 *126.2	Apt Elev 48'	Alt Set: hPa Trans level: FL150 Trans alt: 13000'
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RWYS 34L/C/R
RNAV ARRIVAL PROCEDURES
BY ATC



OEJN/JED
KING ABDULAZIZ INTL

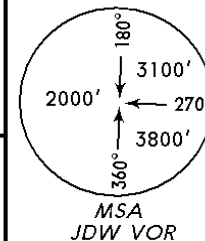
JEPPESEN
17 MAR 06 10-3

JEDDAH, SAUDI ARABIA
RADAR DEPARTURE

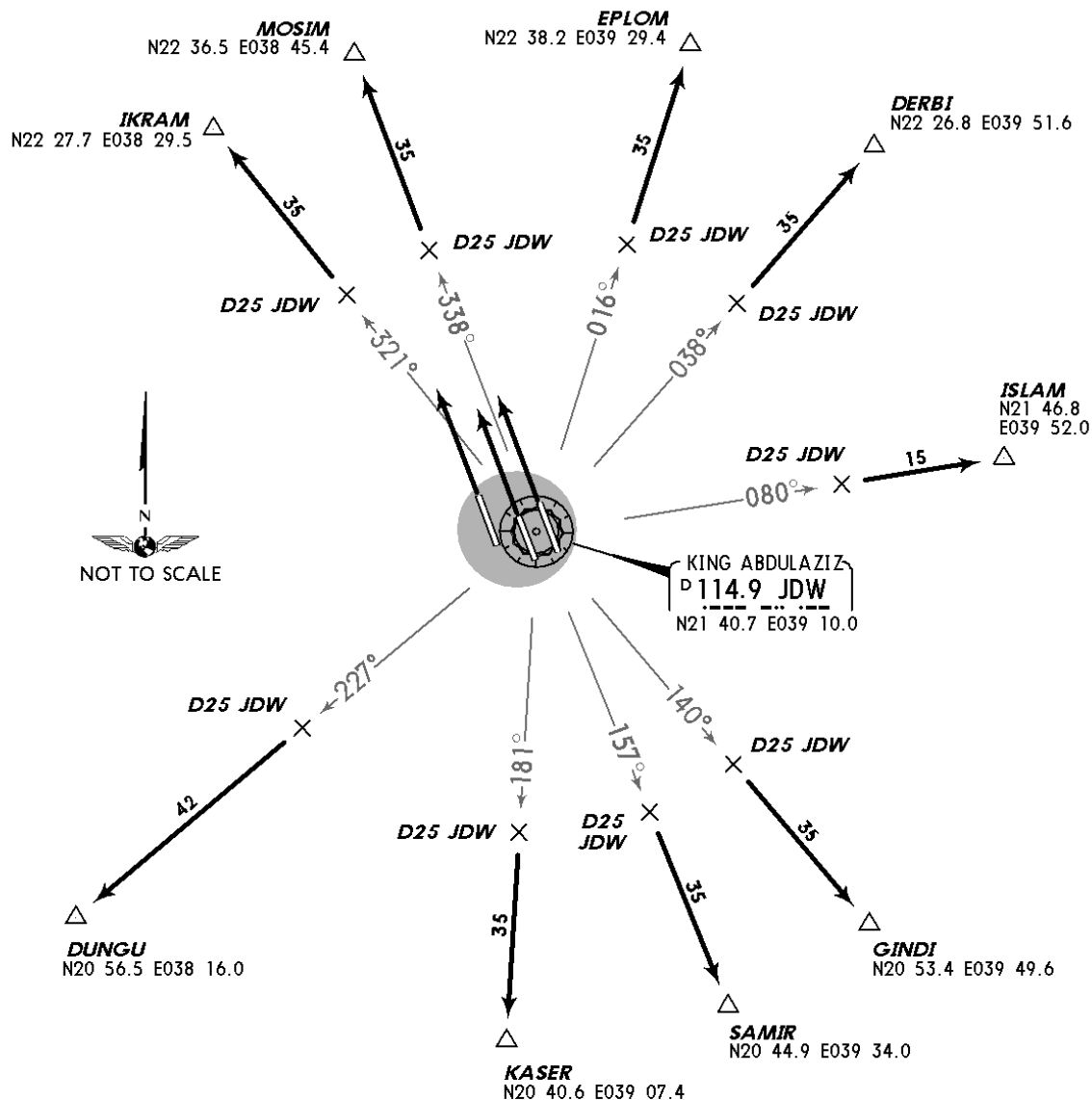
JEDDAH
Approach (R)
124.0

Apt Elev
48'

Trans level: FL150 Trans alt: 13000'
1. Contact JEDDAH Approach immediately after take-off.
2. ATC may issue a revised initial heading and/or altitude as a part of the SID procedure. The revised SID remains in effect unless specifically cancelled by ATC.



ALFA ONE (ALFA 1) RWYS 34L/C/R RADAR DEPARTURE



COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

(when occurring within less than ten minutes after take-off)
If on-course radial is less than 105° from runway heading, fly runway heading for 5 minutes, turn LEFT/RIGHT, fly a 30° intercept heading to the on-course radial. When established on course, climb to the flight-planned altitude. If the on-course radial is more than 105° from runway heading, turn LEFT, along 15 DME arc; intercept JDW R-227, turn LEFT, along 25 DME arc. Intercept on-course radial. When established on course, climb to the flight-planned altitude.
Procedure not authorized for Departures south of JDW VORTAC when JDW DME inoperative.

(when occurring ten minutes or more after take-off)
Follow enroute communications failure procedure.

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

ROUTING

Climb on runway heading, maintain 5000', expect radar vectors.

OEJN/JED
KING ABDULAZIZ INTL

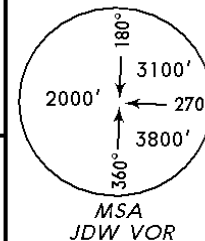
JEPPESEN
17 MAR 06 (10-3A)

JEDDAH, SAUDI ARABIA
RADAR DEPARTURE

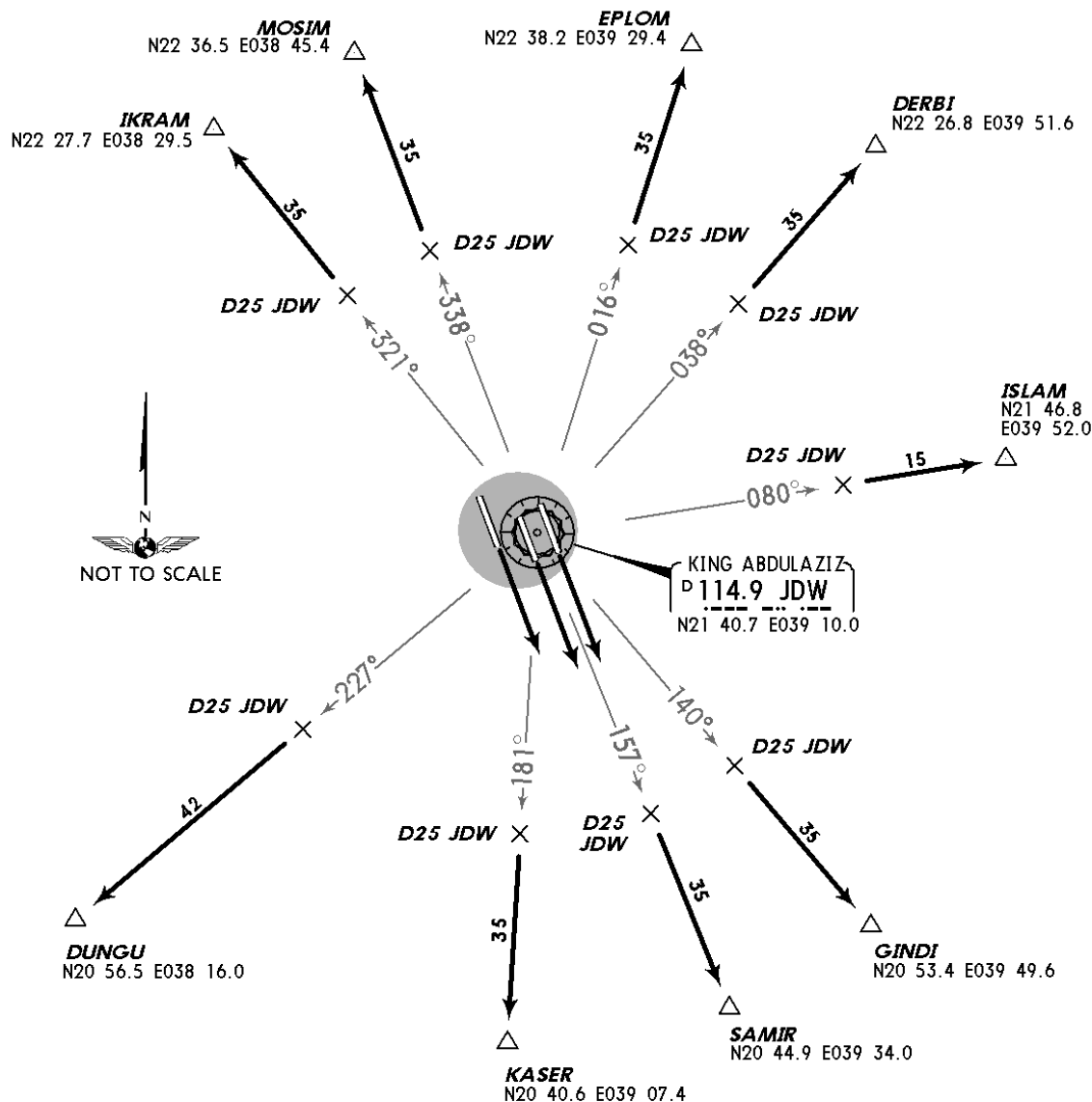
JEDDAH
Approach (R)
124.0

Apt Elev
48'

Trans level: FL150 Trans alt: 13000'
1. Contact JEDDAH Approach immediately after take-off.
2. ATC may issue a revised initial heading and/or altitude as a part of the SID procedure. The revised SID remains in effect unless specifically cancelled by ATC.



BRAVO ONE (BRAVO 1) RWYS 16L/C/R RADAR DEPARTURE



COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

(when occurring within less than ten minutes after take-off)
If on-course radial is less than 70° from runway heading, continue on runway heading until JDW 25 DME, turn LEFT/RIGHT, along 25 DME arc to intercept the on-course radial. When established on course, climb to the flight-planned altitude.
If on-course radial is more than 70° from runway heading, continue on runway heading to JDW 20 DME, turn RIGHT, along 20 DME arc, intercept JDW R-212 inbound to JDW VORTAC. After passing JDW VORTAC, intercept on-course radial. When established on course, climb to the flight-planned altitude.
Procedure not authorized when JDW DME inoperative.

(when occurring ten minutes or more after take-off)

Follow enroute communications failure procedure.

▲ SIMWOC LOST COMMS ▲ SIMWOC LOST COMMS ▲ SIMWOC LOST COMMS ▲ SIMWOC LOST COMMS ▲ SIMWOC LOST COMMS ▲ SIMWOC LOST COMMS ▲ SIMWOC LOST COMMS ▲ SIMWOC LOST COMMS ▲ SIMWOC LOST COMMS ▲ SIMWOC LOST COMMS

ROUTING

Climb on runway heading, maintain 5000', expect radar vectors.

OEJN/JED
KING ABDULAZIZ INTL

JEPPESEN

JEDDAH, SAUDI ARABIA

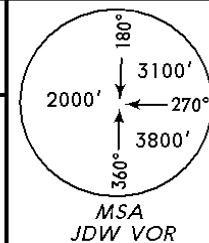
17 MAR 06 10-3B

SID

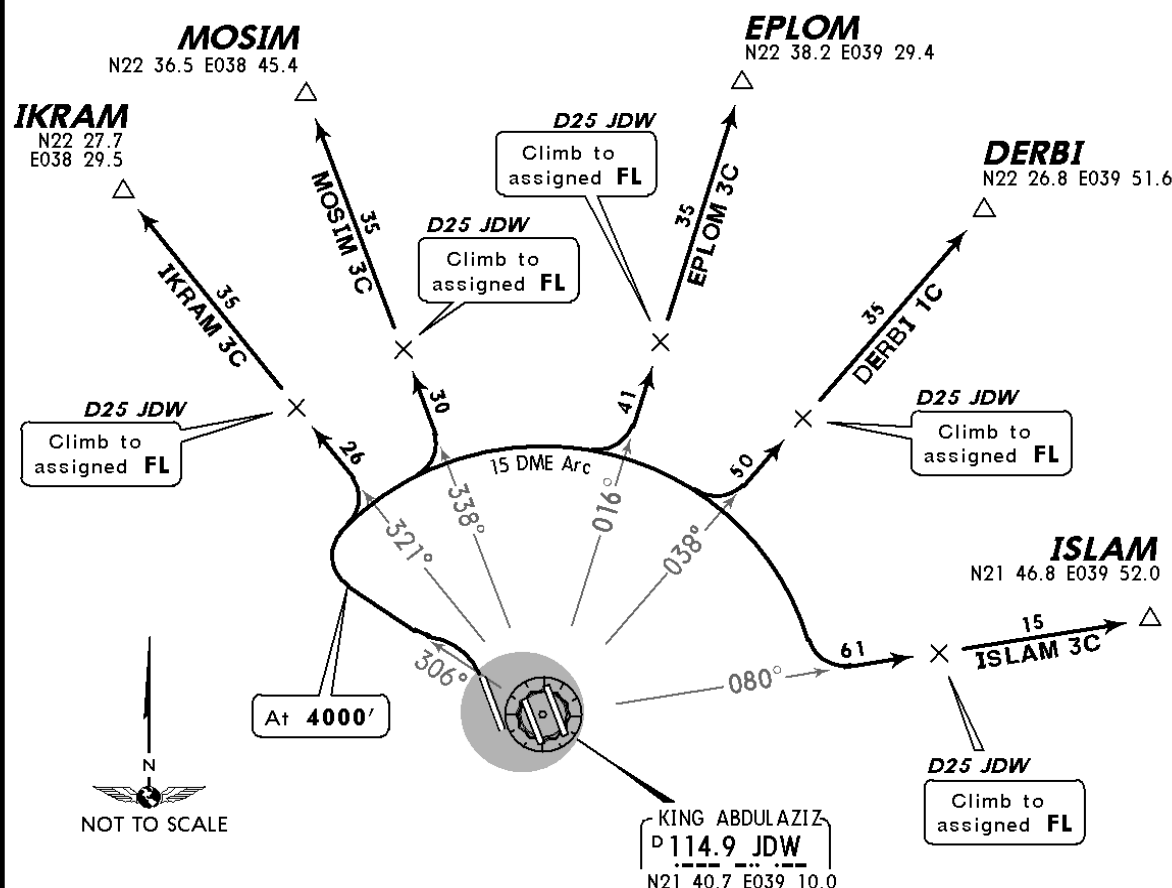
JEDDAH
Approach (R)
124.0

Apt Elev
48'

Trans level: FL150 Trans alt: 13000'
Contact JEDDAH Approach immediately after take-off.



DERBI ONE CHARLIE (DERBI 1C) [DERB1C]
EPLOM THREE CHARLIE (EPLOM 3C) [EPLO3C]
IKRAM THREE CHARLIE (IKRAM 3C) [IKRA3C]
ISLAM THREE CHARLIE (ISLAM 3C) [ISLA3C]
MOSIM THREE CHARLIE (MOSIM 3C) [MOSI3C]
RWY 34L DEPARTURES
TO NORTHWEST, NORTHEAST & EAST



These SIDs require a minimum climb gradient of 320' per NM.

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

If unable to comply with SID advise ATC prior to take-off.

SID	ROUTING
DERBI 1C	Climb on JDW R-306 to 4000', turn RIGHT, along JDW 15 DME arc, intercept JDW R-038 to DERBI.
EPLOM 3C	Climb on JDW R-306 to 4000', turn RIGHT, along JDW 15 DME arc, intercept JDW R-016 to EPLOM.
IKRAM 3C	Climb on JDW R-306 to 4000', turn RIGHT, intercept JDW R-321 to IKRAM.
ISLAM 3C	Climb on JDW R-306 to 4000', turn RIGHT, along JDW 15 DME arc, intercept JDW R-080 to ISLAM.
MOSIM 3C	Climb on JDW R-306 to 4000', turn RIGHT, along JDW 15 DME arc, intercept JDW R-338 to MOSIM.

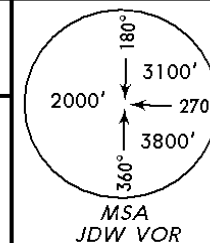
OEJN/JED
KING ABDULAZIZ INTL

JEPPESEN JEDDAH, SAUDI ARABIA
 17 MAR 06 **(10-3C)** **SID**

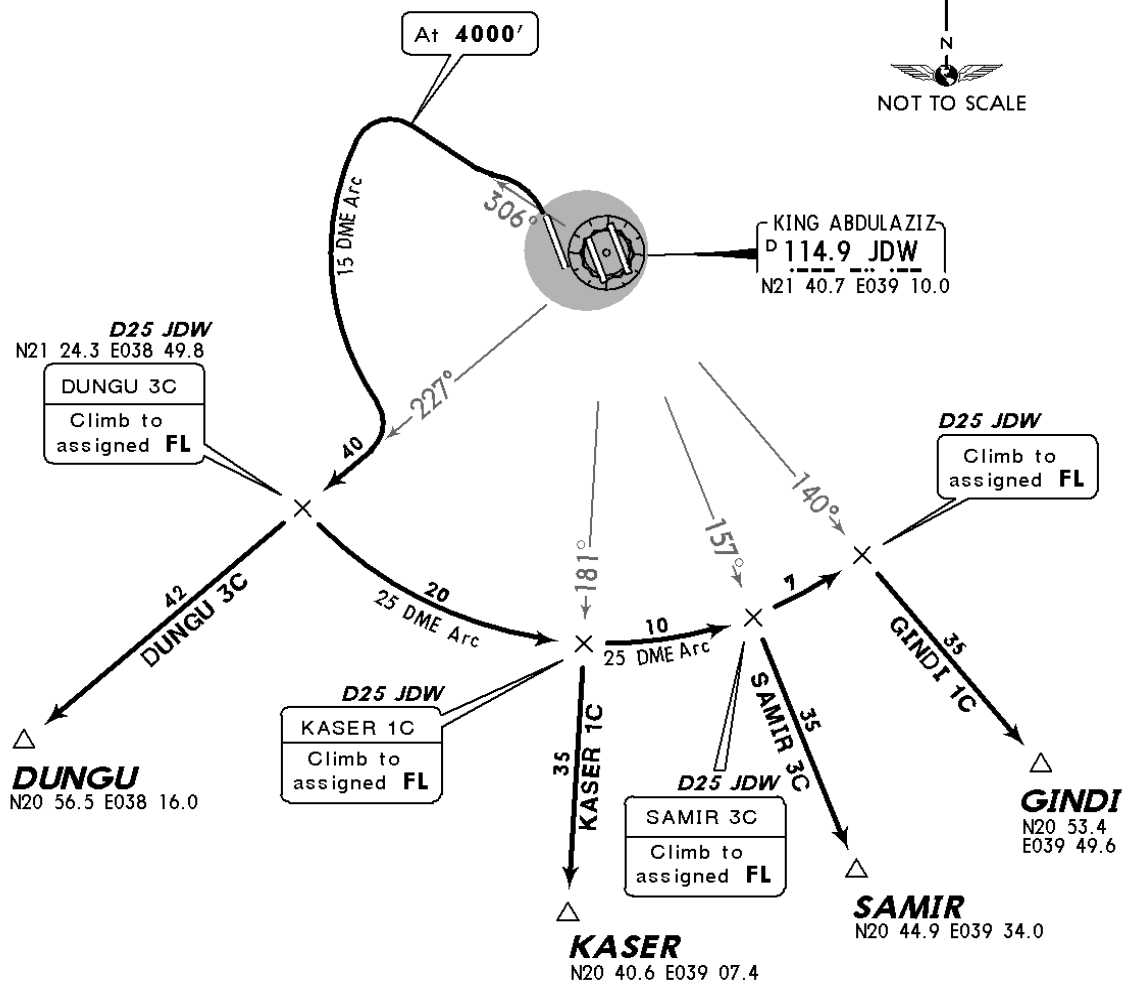
JEDDAH
 Approach (R)
 124.0

Apt Elev
 48'

Trans level: FL150 Trans alt: 13000'
 Contact JEDDAH Approach immediately after take-off.



DUNGU THREE CHARLIE (DUNGU 3C) [DUNG3C]
GINDI ONE CHARLIE (GINDI 1C) [GIND1C]
KASER ONE CHARLIE (KASER 1C) [KASE1C]
SAMIR THREE CHARLIE (SAMIR 3C) [SAMI3C]
RWY 34L DEPARTURES
TO SOUTHEAST, SOUTH & SOUTHWEST



These SIDs require a minimum climb gradient
 of
 320' per NM.

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

If unable to comply with SID advise ATC
 prior to take-off.

SID	ROUTING
DUNGU 3C	Climb on JDW R-306 to 4000' , turn LEFT, along JDW 15 DME arc, intercept JDW R-227 to DUNGU.
GINDI 1C	Climb on JDW R-306 to 4000' , turn LEFT, along JDW 15 DME arc, intercept JDW R-227, turn LEFT, along JDW 25 DME arc, intercept JDW R-140 to GINDI.
KASER 1C	Climb on JDW R-306 to 4000' , turn LEFT, along JDW 15 DME arc, intercept JDW R-227, turn LEFT, along JDW 25 DME arc, intercept JDW R-181 to KASER.
SAMIR 3C	Climb on JDW R-306 to 4000' , turn LEFT, along JDW 15 DME arc, intercept JDW R-227, turn LEFT, along JDW 25 DME arc, intercept JDW R-157 to SAMIR.

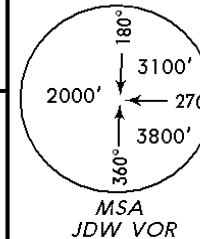
OEJN/JED
KING ABDULAZIZ INTL

JEPPESEN JEDDAH, SAUDI ARABIA
17 MAR 06 **(10-3D)** **SID**

JEDDAH
Approach (R)
124.0

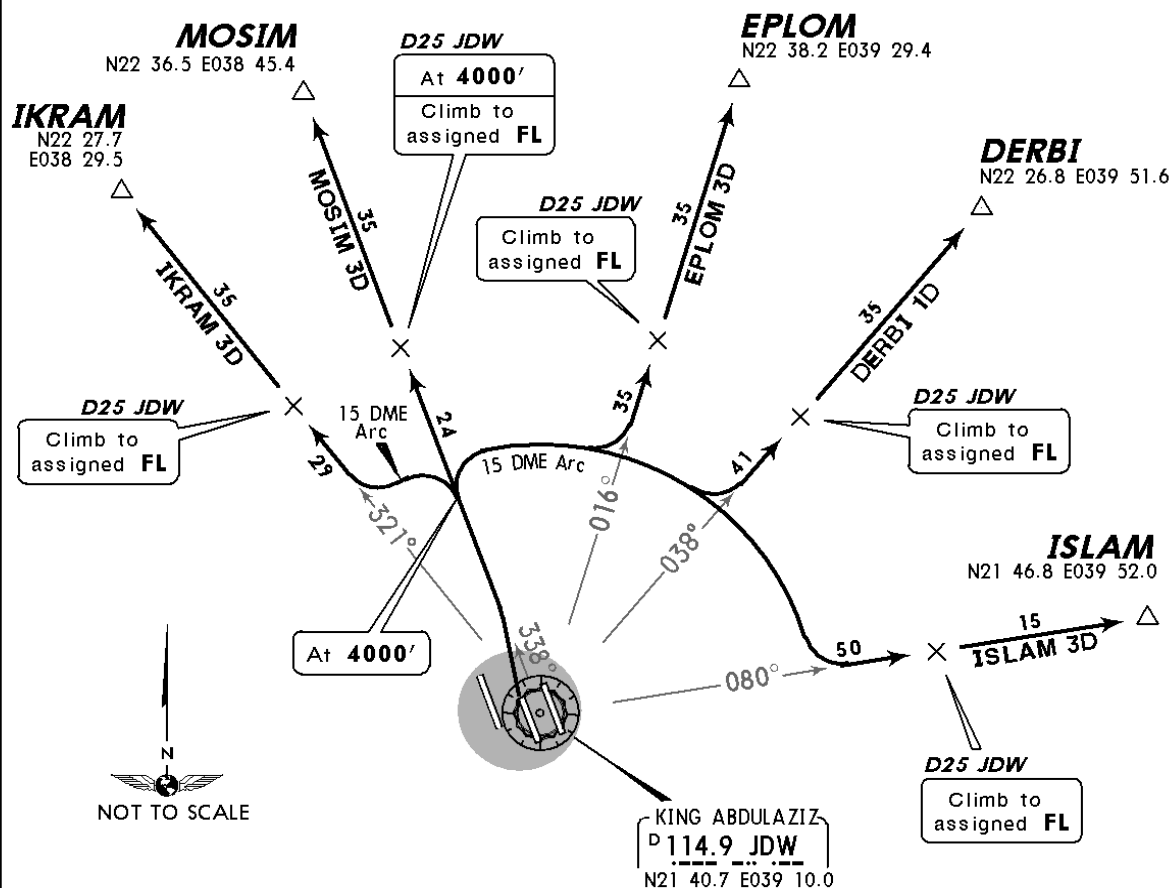
Apt Elev
48'

Trans level: FL150 Trans alt: 13000'
Contact JEDDAH Approach immediately after take-off.



DERBI ONE DELTA (DERBI 1D) [DERB 1D]
EPLOM THREE DELTA (EPLOM 3D) [EPLO3D]
IKRAM THREE DELTA (IKRAM 3D) [IKRA3D]
ISLAM THREE DELTA (ISLAM 3D) [ISLA3D]
MOSIM THREE DELTA (MOSIM 3D) [MOSI3D]

RWY 34C DEPARTURES
TO NORTHWEST, NORTHEAST & EAST



These SIDs require a minimum climb gradient
of
320' per NM.

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

If unable to comply with SID advise ATC
prior to take-off.

SID	ROUTING
DERBI 1D	Climb on JDW R-338 to 4000' , turn RIGHT, along JDW 15 DME arc, intercept JDW R-038 to DERBI.
EPLOM 3D	Climb on JDW R-338 to 4000' , turn RIGHT, along JDW 15 DME arc, intercept JDW R-016 to EPLOM.
IKRAM 3D	Climb on JDW R-338 to 4000' , turn LEFT, along JDW 15 DME arc, intercept JDW R-321 to IKRAM.
ISLAM 3D	Climb on JDW R-338 to 4000' , turn RIGHT, along JDW 15 DME arc, intercept JDW R-080 to ISLAM.
MOSIM 3D	Climb on JDW R-338 to 4000' , maintain 4000' to D25 JDW, then to MOSIM.

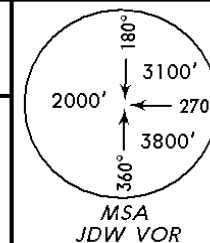
OEJN/JED
KING ABDULAZIZ INTL

JEPPesen JEDDAH, SAUDI ARABIA
 17 MAR 06 **(10-3E)** **SID**

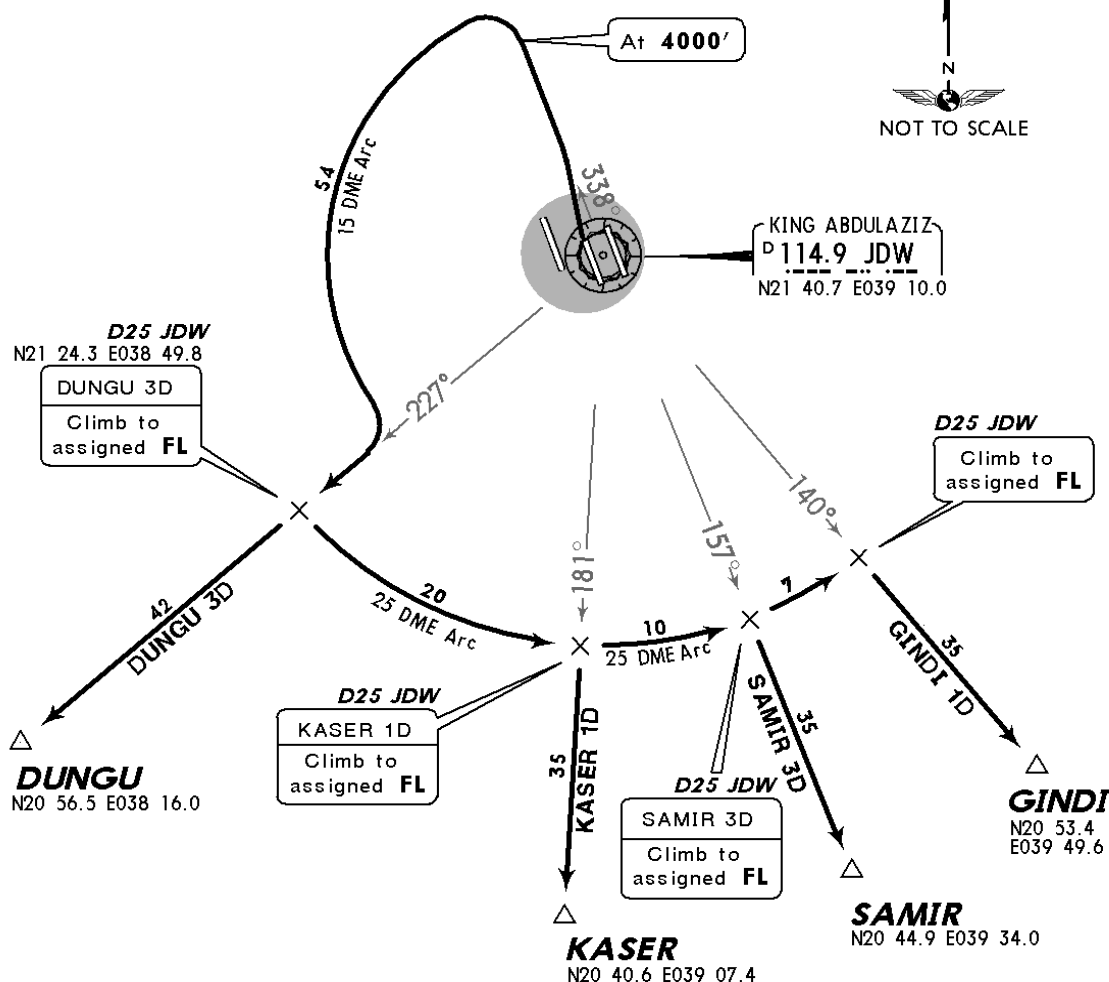
JEDDAH
 Approach (R)
 124.0

Apt Elev
 48'

Trans level: FL150 Trans alt: 13000'
 Contact JEDDAH Approach immediately after take-off.



DUNGU THREE DELTA (DUNGU 3D) [DUNG3D]
GINDI ONE DELTA (GINDI 1D) [GIND1D]
KASER ONE DELTA (KASER 1D) [KASE1D]
SAMIR THREE DELTA (SAMIR 3D) [SAMI3D]
RWY 34C DEPARTURES
TO SOUTHEAST, SOUTH & SOUTHWEST



These SIDs require a minimum climb gradient
 of
 320' per NM.

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

If unable to comply with SID advise ATC
 prior to take-off.

SID	ROUTING
DUNGU 3D	Climb on JDW R-338 to 4000' , turn LEFT, along JDW 15 DME arc, intercept JDW R-227 to DUNGU.
GINDI 1D	Climb on JDW R-338 to 4000' , turn LEFT, along JDW 15 DME arc, intercept JDW R-227, turn LEFT, along JDW 25 DME arc, intercept JDW R-140 to GINDI.
KASER 1D	Climb on JDW R-338 to 4000' , turn LEFT, along JDW 15 DME arc, intercept JDW R-227, turn LEFT, along JDW 25 DME arc, intercept JDW R-181 to KASER.
SAMIR 3D	Climb on JDW R-338 to 4000' , turn LEFT, along JDW 15 DME arc, intercept JDW R-227, turn LEFT, along JDW 25 DME arc, intercept JDW R-157 to SAMIR.

OEJN/JED
KING ABDULAZIZ INTL

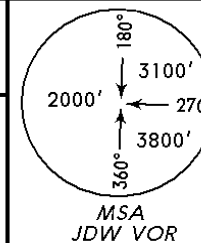
JEPPESEN
17 MAR 06 **(10-3F)**

JEDDAH, SAUDI ARABIA
SID

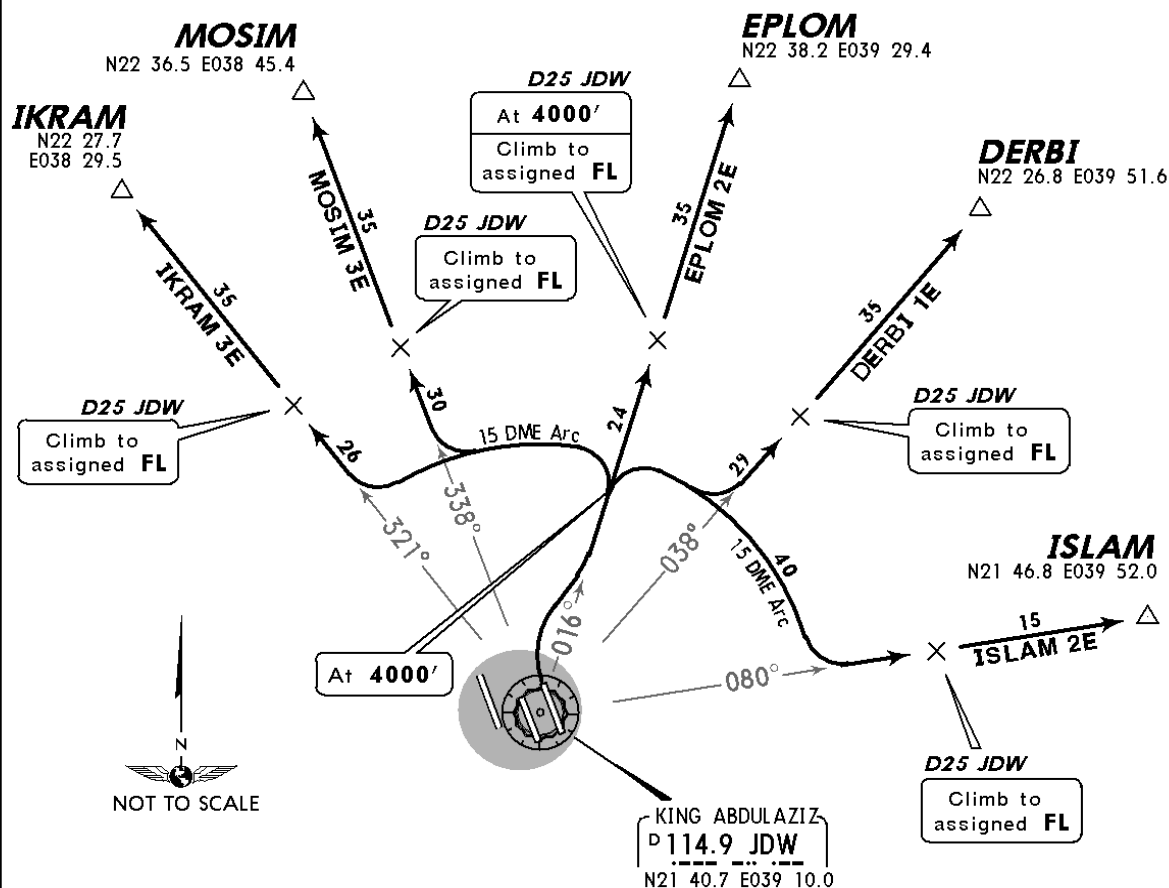
JEDDAH
Approach (R)
124.0

Apt Elev
48'

Trans level: FL150 Trans alt: 13000'
Contact JEDDAH Approach immediately after take-off.



DERBI ONE ECHO (DERBI 1E) [DERB1E]
EPLOM TWO ECHO (EPLOM 2E) [EPLO2E]
IKRAM THREE ECHO (IKRAM 3E) [IKRA3E]
ISLAM TWO ECHO (ISLAM 2E) [ISLA2E]
MOSIM THREE ECHO (MOSIM 3E) [MOSI3E]
RWY 34R DEPARTURES
TO NORTHWEST, NORTHEAST & EAST



These SIDs require a minimum climb gradient
of
286' per NM.

Gnd speed-KT	75	100	150	200	250	300
286' per NM	357	478	715	953	1192	1430

If unable to comply with SID advise ATC
prior to take-off.

SID	ROUTING
DERBI 1E	Climb on JDW R-016 to 4000' , turn RIGHT , along JDW 15 DME arc, intercept JDW R-038 to DERBI.
EPLOM 2E	Climb on JDW R-016 to 4000' , maintain 4000' to D25 JDW, then to EPLOM.
IKRAM 3E	Climb on JDW R-016 to 4000' , turn LEFT , along JDW 15 DME arc, intercept JDW R-321 to IKRAM.
ISLAM 2E	Climb on JDW R-016 to 4000' , turn RIGHT , along JDW 15 DME arc, intercept JDW R-080 to ISLAM.
MOSIM 3E	Climb on JDW R-016 to 4000' , turn LEFT , along JDW 15 DME arc, intercept JDW R-338 to MOSIM.

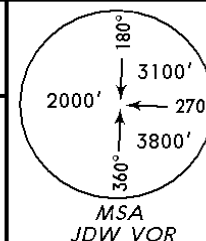
OEJN/JED
KING ABDULAZIZ INTL

JEPPESEN JEDDAH, SAUDI ARABIA
 17 MAR 06 **(10-3G)** **SID**

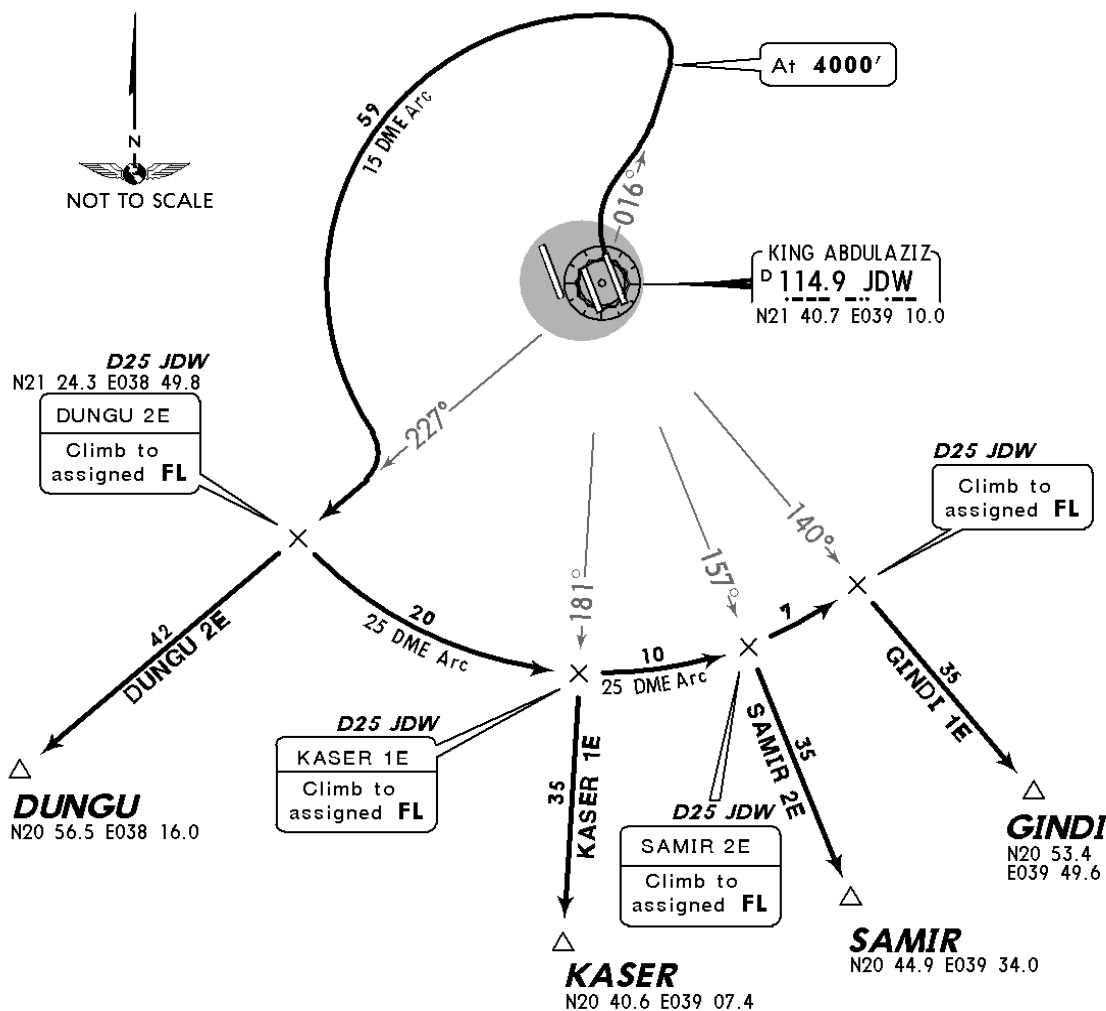
JEDDAH
 Approach (R)
 124.0

Apt Elev
 48'

Trans level: FL150 Trans alt: 13000'
 Contact JEDDAH Approach immediately after take-off.



DUNGU TWO ECHO (DUNGU 2E) [DUNG2E]
GINDI ONE ECHO (GINDI 1E) [GIND1E]
KASER ONE ECHO (KASER 1E) [KASE1E]
SAMIR TWO ECHO (SAMIR 2E) [SAMI2E]
RWY 34R DEPARTURES
TO SOUTHEAST, SOUTH & SOUTHWEST



These SIDs require a minimum climb gradient of 286' per NM.

Gnd speed-KT	75	100	150	200	250	300
286' per NM	357	478	715	953	1192	1430

If unable to comply with SID advise ATC prior to take-off.

SID	ROUTING
DUNGU 2E	Climb on JDW R-016 to 4000', turn LEFT, along JDW 15 DME arc, intercept JDW R-227 to DUNGU.
GINDI 1E	Climb on JDW R-016 to 4000', turn LEFT, along JDW 15 DME arc, intercept JDW R-227, turn LEFT, along JDW 25 DME arc, intercept JDW R-140 to GINDI.
KASER 1E	Climb on JDW R-016 to 4000', turn LEFT, along JDW 15 DME arc, intercept JDW R-227, turn LEFT, along JDW 25 DME arc, intercept JDW R-181 to KASER.
SAMIR 2E	Climb on JDW R-016 to 4000', turn LEFT, along JDW 15 DME arc, intercept JDW R-227, turn LEFT, along JDW 25 DME arc, intercept JDW R-157 to SAMIR.

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JEPPESEN

JEDDAH, SAUDI ARABIA

17 MAR 06

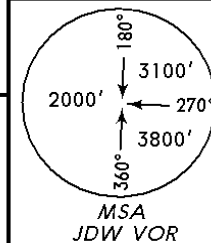
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SID

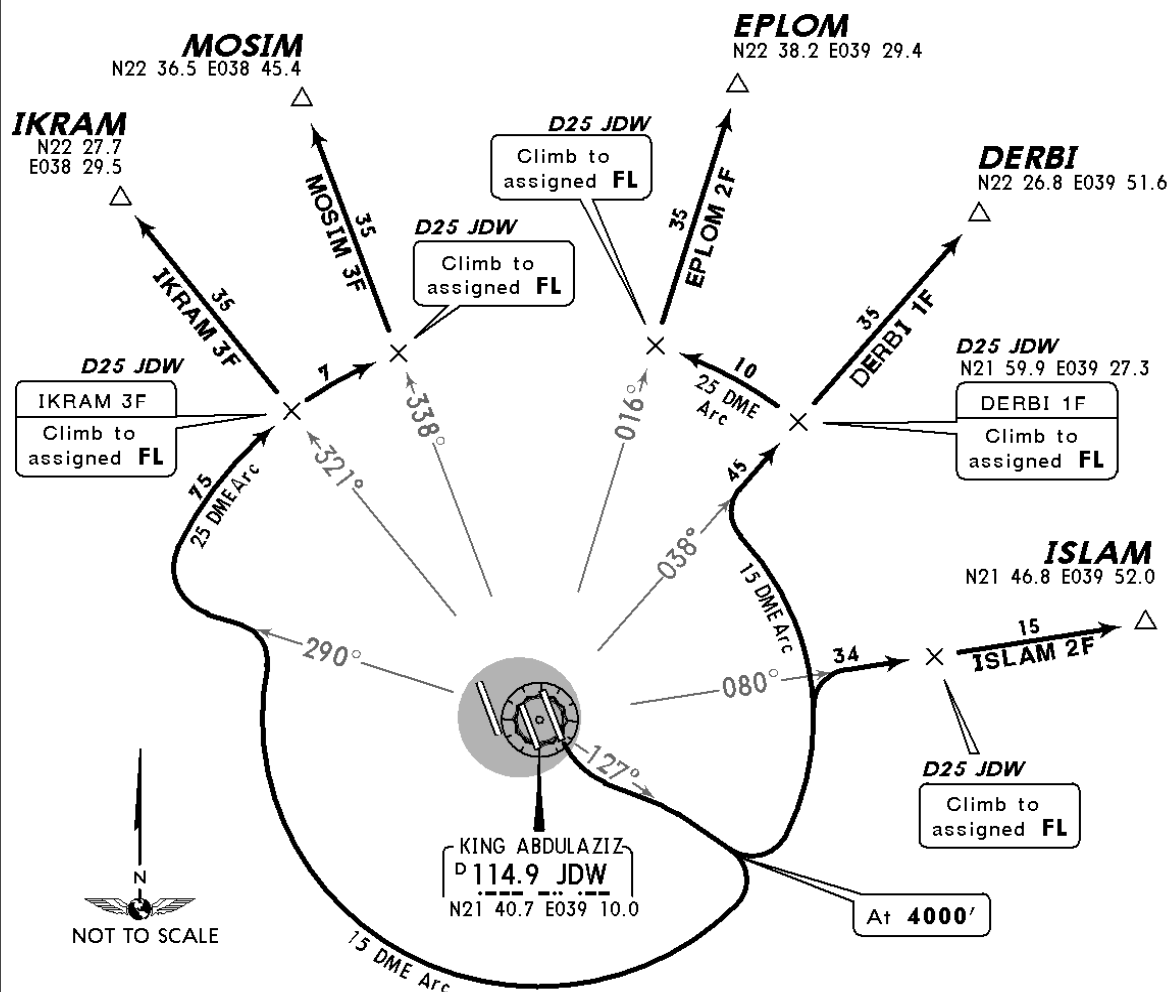
JEDDAH
Approach (R)
124.0

Apt Elev
48'

Trans level: FL150 Trans alt: 13000'
Contact JEDDAH Approach immediately after take-off.



DERBI ONE FOXTROT (DERBI 1F) [DERB1F]
EPLOM TWO FOXTROT (EPLOM 2F) [EPLO2F]
IKRAM THREE FOXTROT (IKRAM 3F) [IKRA3F]
ISLAM TWO FOXTROT (ISLAM 2F) [ISLA2F]
MOSIM THREE FOXTROT (MOSIM 3F) [MOSI3F]
RWY 16L DEPARTURES
TO NORTHWEST, NORTHEAST & EAST



These SIDs require a minimum climb gradient of 286' per NM.

Gnd speed-KT	75	100	150	200	250	300
286' per NM	357	478	715	953	1192	1430

If unable to comply with SID advise ATC prior to take-off.

SID	ROUTING
DERBI 1F	Climb on JDW R-127 to 4000', turn LEFT, along JDW 15 DME arc, intercept JDW R-038 to DERBI.
EPLOM 2F	Climb on JDW R-127 to 4000', turn LEFT, along JDW 15 DME arc, intercept JDW R-038, turn LEFT, along JDW 25 DME arc, intercept JDW R-016 to EPLOM.
IKRAM 3F	Climb on JDW R-127 to 4000', turn RIGHT, along JDW 15 DME arc, intercept JDW R-290, turn RIGHT, along JDW 25 DME arc, intercept JDW R-321 to IKRAM.
ISLAM 2F	Climb on JDW R-127 to 4000', turn LEFT, along JDW 15 DME arc, intercept JDW R-080 to ISLAM.
MOSIM 3F	Climb on JDW R-127 to 4000', turn RIGHT, along JDW 15 DME arc, intercept JDW R-290, turn RIGHT, along JDW 25 DME arc, intercept JDW R-338 to MOSIM.

CHANGES: SID GAMAR 2F replaced by DERBI 1F.

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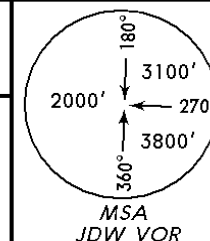
OEJN/JED
KING ABDULAZIZ INTL

JEPPESEN JEDDAH, SAUDI ARABIA
 17 MAR 06 **(10-3J)** **SID**

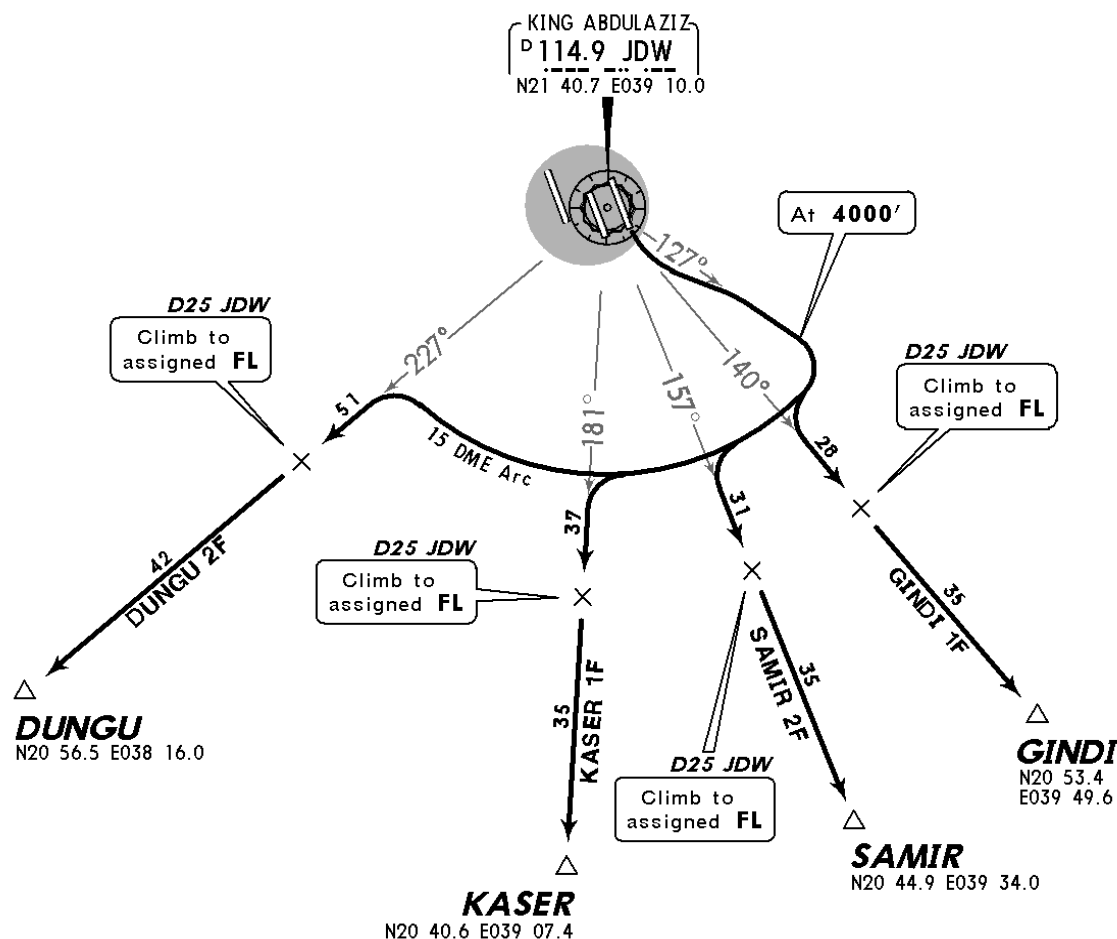
JEDDAH
 Approach (R)
 124.0

Apt Elev
48'

Trans level: FL150 Trans alt: 13000'
 Contact JEDDAH Approach immediately after take-off.



DUNGU TWO FOXTROT (DUNGU 2F) [DUNG2F]
GINDI ONE FOXTROT (GINDI 1F) [GIND1F]
KASER ONE FOXTROT (KASER 1F) [KASE1F]
SAMIR TWO FOXTROT (SAMIR 2F) [SAMI2F]
RWY 16L DEPARTURES
TO SOUTHEAST, SOUTH & SOUTHWEST



These SIDs require a minimum climb gradient
 of
 286' per NM.

Gnd speed-KT	75	100	150	200	250	300
286' per NM	357	478	715	953	1192	1430

If unable to comply with SID advise ATC
 prior to take-off.

SID	ROUTING
DUNGU 2F	Climb on JDW R-127 to 4000' , turn RIGHT, along JDW 15 DME arc, intercept JDW R-227 to DUNGU.
GINDI 1F	Climb on JDW R-127 to 4000' , turn RIGHT, along JDW 15 DME arc, intercept JDW R-140 to GINDI.
KASER 1F	Climb on JDW R-127 to 4000' , turn RIGHT, along JDW 15 DME arc, intercept JDW R-181 to KASER.
SAMIR 2F	Climb on JDW R-127 to 4000' , turn RIGHT, along JDW 15 DME arc, intercept JDW R-157 to SAMIR.

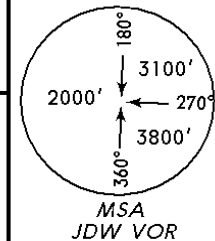
OEJN/JED
KING ABDULAZIZ INTL

JEPPesen **JEDDAH, SAUDI ARABIA**
17 MAR 06 **(10-3K)** **SID**

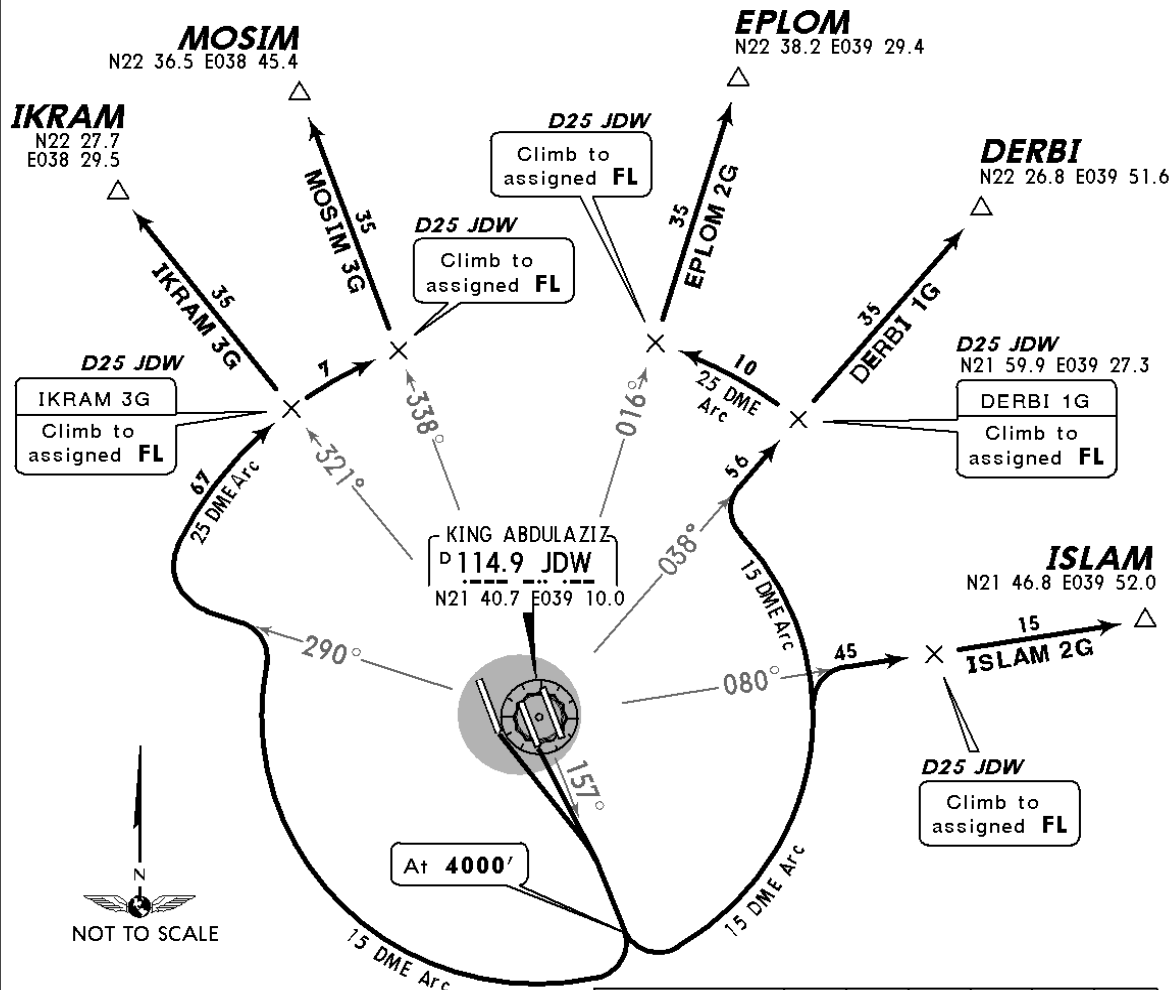
JEDDAH
Approach (R)
124.0

Apt Elev
48'

Trans level: FL150 Trans alt: 13000'
Contact JEDDAH Approach immediately after take-off.



DERBI ONE GOLF (DERBI 1G) [DERB1G]
EPLOM TWO GOLF (EPLOM 2G) [EPLO2G]
IKRAM THREE GOLF (IKRAM 3G) [IKRA3G]
ISLAM TWO GOLF (ISLAM 2G) [ISLA2G]
MOSIM THREE GOLF (MOSIM 3G) [MOSI3G]
RWYS 16C/R DEPARTURES
TO NORTHWEST, NORTHEAST & EAST



These SIDs require a minimum climb gradient of 286' per NM.

Gnd speed-KT	75	100	150	200	250	300
286' per NM	357	478	715	953	1192	1430

If unable to comply with SID advise ATC prior to take-off.

SID	ROUTING
DERBI 1G	Climb on JDW R-157 to 4000' , turn LEFT, along JDW 15 DME arc, intercept JDW R-038 to DERBI.
EPLOM 2G	Climb on JDW R-157 to 4000' , turn LEFT, along JDW 15 DME arc, intercept JDW R-038, turn LEFT, along JDW 25 DME arc, intercept JDW R-016 to EPLOM.
IKRAM 3G	Climb on JDW R-157 to 4000' , turn RIGHT, along JDW 15 DME arc, intercept JDW R-290, turn RIGHT, along JDW 25 DME arc, intercept JDW R-321 to IKRAM.
ISLAM 2G	Climb on JDW R-157 to 4000' , turn LEFT, along JDW 15 DME arc, intercept JDW R-080 to ISLAM.
MOSIM 3G	Climb on JDW R-157 to 4000' , turn RIGHT, along JDW 15 DME arc, intercept JDW R-290, turn RIGHT, along JDW 25 DME arc, intercept JDW R-338 to MOSIM.

CHANGES: SID GAMAR 2G replaced by DERBI 1G.

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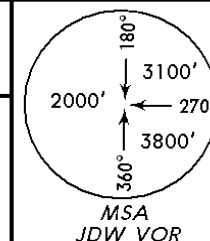
OEJN/JED
KING ABDULAZIZ INTL

17 MAR 06

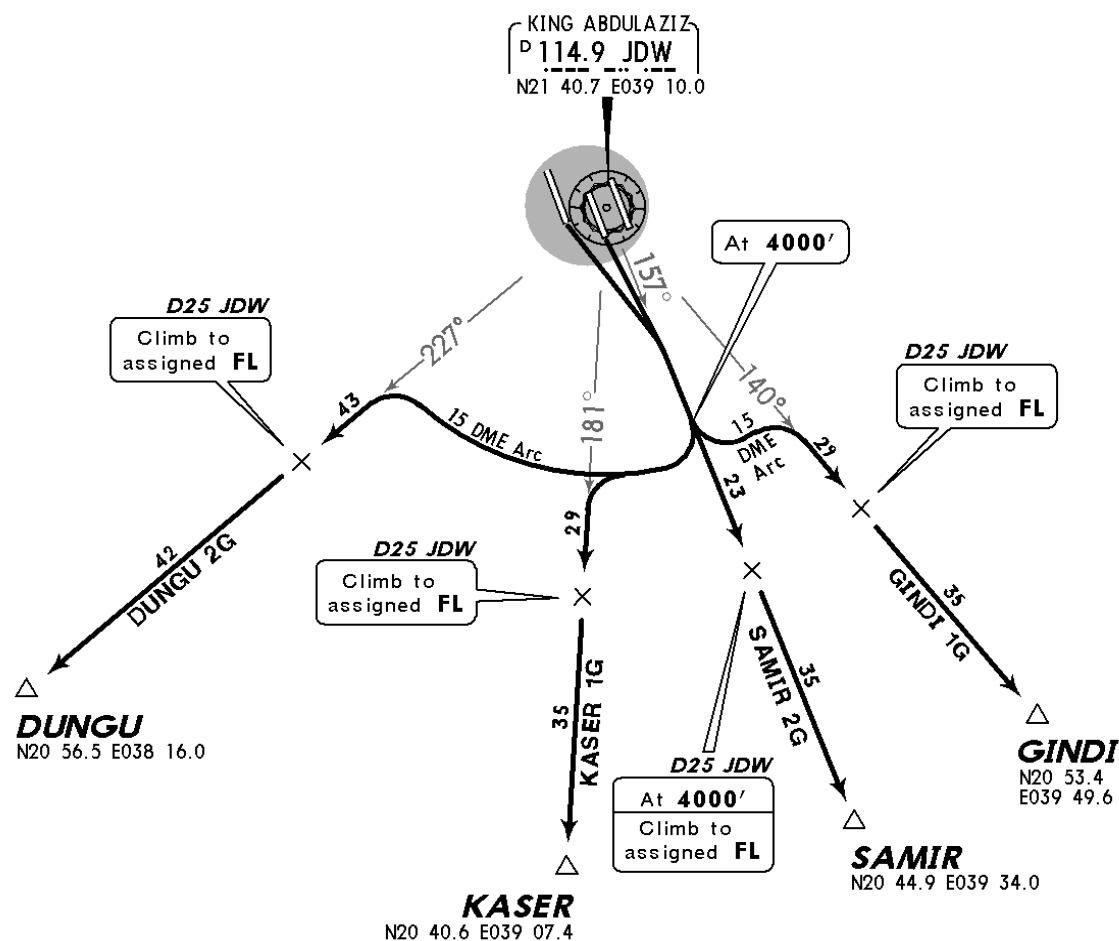
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JEDDAH, SAUDI ARABIA

SID

JEDDAH
Approach (R)
124.0Apt Elev
48'Trans level: FL150 Trans alt: 13000'
Contact JEDDAH Approach immediately after take-off.

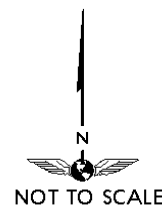
DUNGU TWO GOLF (DUNGU 2G) [DUNG2G]
 GINDI ONE GOLF (GINDI 1G) [GIND1G]
 KASER ONE GOLF (KASER 1G) [KASE1G]
 SAMIR TWO GOLF (SAMIR 2G) [SAMI2G]
 RWYS 16C/R DEPARTURES
 TO SOUTHEAST, SOUTH & SOUTHWEST



These SIDs require a minimum climb gradient
of
286' per NM.

Gnd speed-KT	75	100	150	200	250	300
286' per NM	357	478	715	953	1192	1430

If unable to comply with SID advise ATC
prior to take-off.



SID	ROUTING
DUNGU 2G	Climb on JDW R-157 to 4000', turn RIGHT, along JDW 15 DME arc, intercept JDW R-227 to DUNGU.
GINDI 1G	Climb on JDW R-157 to 4000', turn LEFT, along JDW 15 DME arc, intercept JDW R-140 to GINDI.
KASER 1G	Climb on JDW R-157 to 4000', turn RIGHT, along JDW 15 DME arc, intercept JDW R-181 to KASER.
SAMIR 2G	Climb on JDW R-157 to 4000', maintain 4000' to D25 JDW, then to SAMIR.

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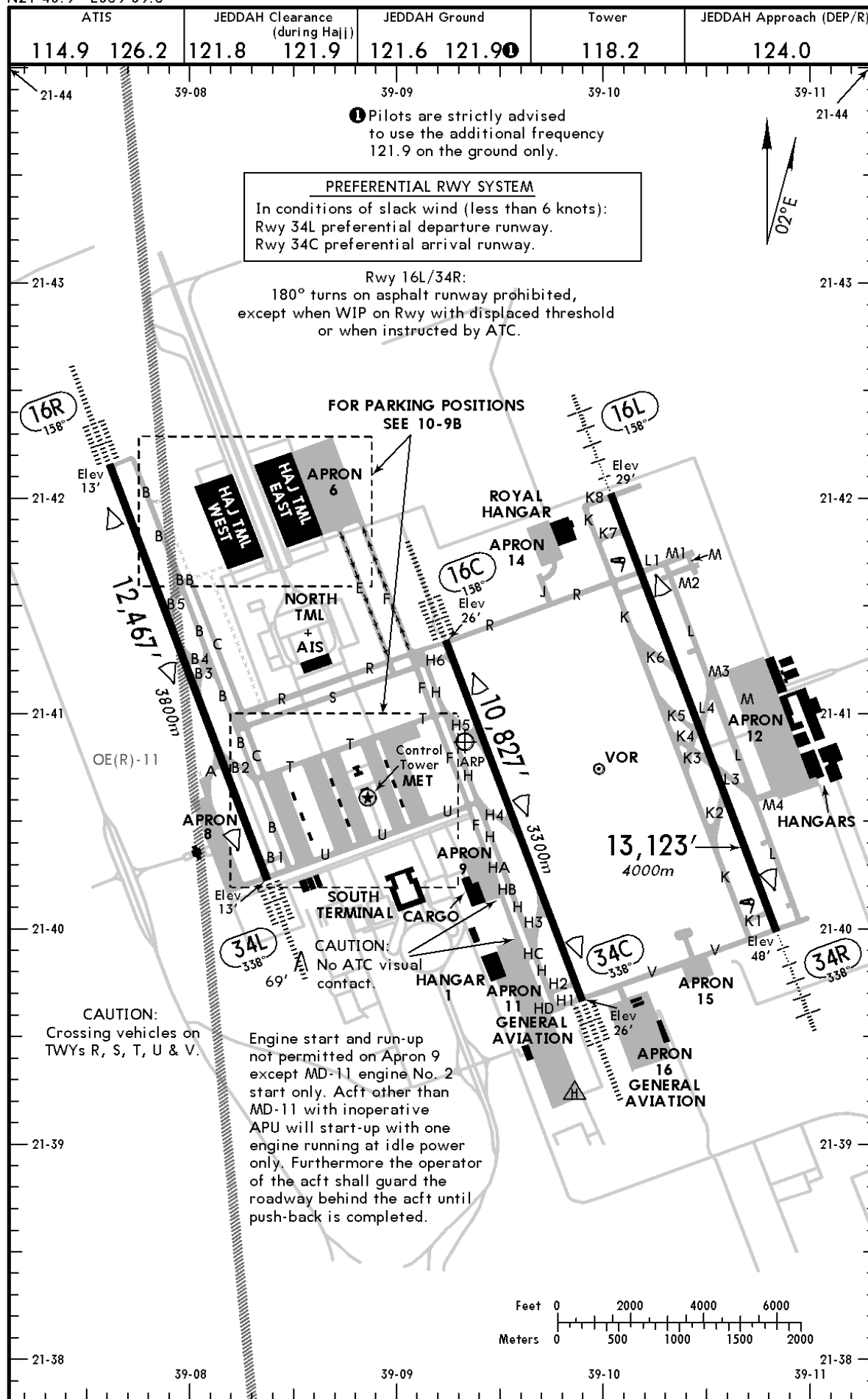
Apt Elev **48'**
N21 40.9 E039 09.3

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JEDDAH, SAUDI ARABIA

25 APR 08 **(10-9)** Eff 8 May

KING ABDULAZIZ INTL



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JEPPESEN JEDDAH, SAUDI ARABIA
 25 APR 08 **10-9A** Eff 8 May KING ABDULAZIZ INTL

GENERAL

Rwys 16R, 16C, 34L & 34C are approved for CAT II operations, special aircrew and acft certification required.
 CAUTION: Birds in vicinity of airport.
 Rwys 16R, 34L, 34C & 34R right-hand circuit.

ADDITIONAL RUNWAY INFORMATION

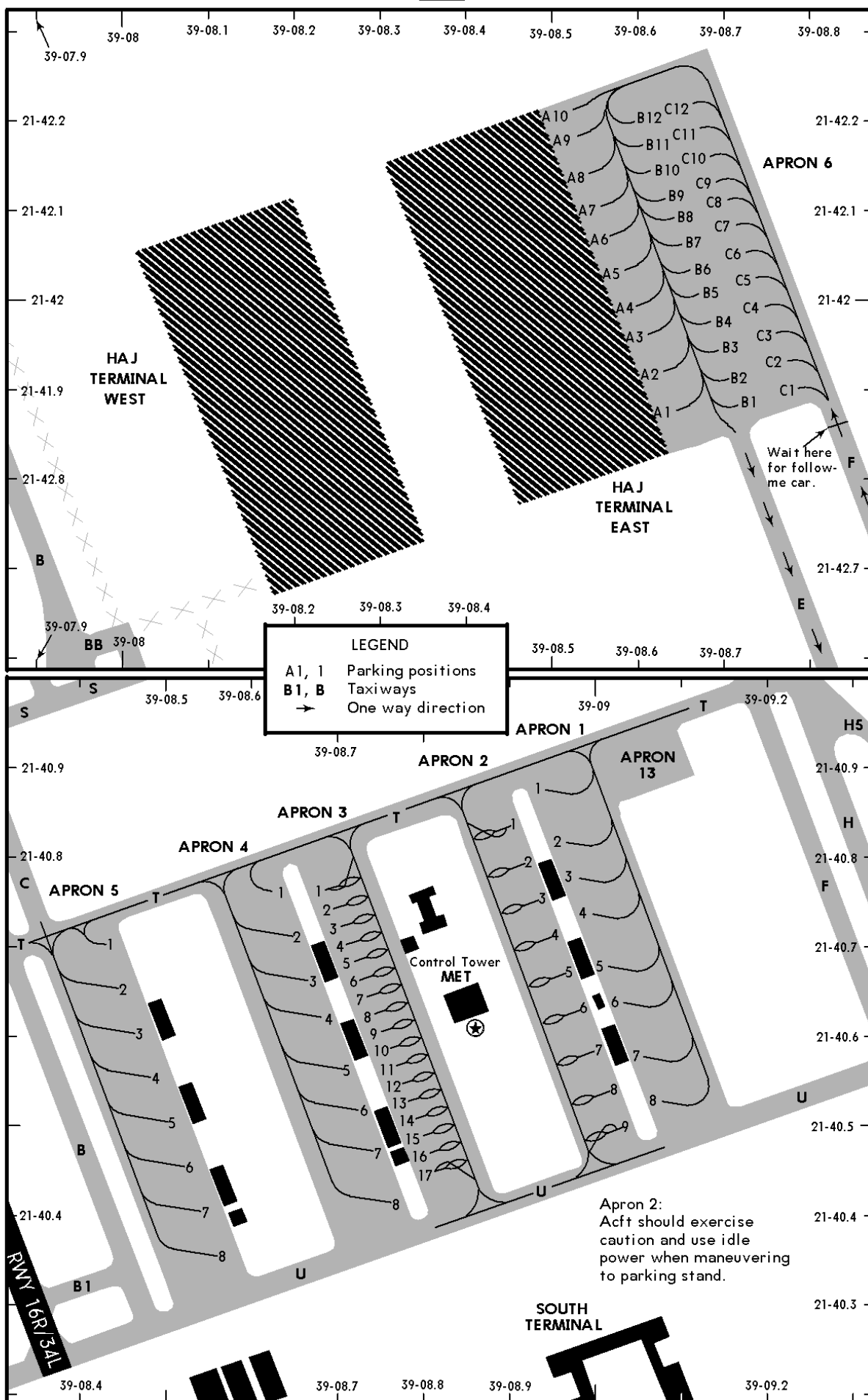
RWY			RVR	USABLE LENGTHS		TAKE-OFF	WIDTH
				Threshold	Glide Slope		
16L 34R	HIRL HIALS SFL PAPI-R (3.0°) ❶		RVR		12,090' 3685m 11,969' 3648m		197' 60m
❶ HST-K2, K3, K4, L3, L4.							
16C 34C	HIRL CL ALSF-II TDZ VASI (3 bar) ❷		RVR		9825' 2995m		197' 60m
❷ HST-H3, H4, H5.							
16R 34L	HIRL CL ALSF-II TDZ REIL VASI (3 bar) ❸		RVR		11,467' 3495m		197' 60m
❸ HST-A, B2, B3, B4, B5.							

TAKE-OFF						FOR FILING AS ALTERNATE		
Rwys 16C/34C, 16R/34L			Rwy 16L/34R					
CL, RCLM & two RVR operating	Adequate Vis Ref	STD	Adequate Vis Ref	STD		Precision	Non-Precision	RNAV
1 Eng	NOT AUTHORIZED		NOT AUTHORIZED		A			
2 Eng					B	600'-	800'-	NA
3 & 4 Eng	RVR 200m	RVR 500m VIS 400m	800m	RVR 500m VIS 400m	800m	C	3200m	
						D		

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JEPPESEN
 24 FEB 06 **10-9B**

JEDDAH, SAUDI ARABIA
KING ABDULAZIZ INTL



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JEPPESEN
 24 FEB 06 (10-9C)

JEDDAH, SAUDI ARABIA
 KING ABDULAZIZ INTL

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
Apron 1		Apron 5	
1	N21 40.9 E039 09.0	1	N21 40.7 E039 08.4
2, 3	N21 40.8 E039 09.0	2, 3	N21 40.6 E039 08.5
4, 5	N21 40.7 E039 09.0	4, 5	N21 40.5 E039 08.5
6	N21 40.6 E039 09.0	6	N21 40.4 E039 08.5
7	N21 40.6 E039 09.1	7, 8	N21 40.4 E039 08.6
8	N21 40.5 E039 09.1	Apron 6	
Apron 2		A1, A2	N21 41.9 E039 08.6
1 thru 3	N21 40.8 E039 08.9	A3 thru A5	N21 42.0 E039 08.6
4, 5	N21 40.7 E039 09.0	A6, A7	N21 42.1 E039 08.6
6 thru 8	N21 40.6 E039 09.0	A8	N21 42.1 E039 08.5
9	N21 40.5 E039 09.0	A9, A10	N21 42.2 E039 08.5
Apron 3		B1	N21 41.9 E039 08.8
1, 2	N21 40.8 E039 08.7	B2	N21 41.9 E039 08.7
3 thru 7	N21 40.7 E039 08.7	B3 thru B6	N21 42.0 E039 08.7
8, 9	N21 40.6 E039 08.7	B7 thru B9	N21 42.1 E039 08.7
10, 11	N21 40.6 E039 08.8	B10	N21 42.2 E039 08.7
12 thru 16	N21 40.5 E039 08.8	B11, B12	N21 42.2 E039 08.6
17	N21 40.4 E039 08.8	C1, C2	N21 41.9 E039 08.8
Apron 4		C3 thru C6	N21 42.0 E039 08.7
1	N21 40.7 E039 08.6	C7 thru C9	N21 42.1 E039 08.7
2, 3	N21 40.7 E039 08.7	C10, C11	N21 42.2 E039 08.7
4, 5	N21 40.6 E039 08.7	C12	N21 42.2 E039 08.6
6	N21 40.5 E039 08.7		
7	N21 40.5 E039 08.8		
8	N21 40.4 E039 08.8		

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JEPPESEN
 24 FEB 06 (10-9D)

JEDDAH, SAUDI ARABIA
 KING ABDULAZIZ INTL

STAND ENTRY GUIDANCE SYSTEM POSITIONS A1 TO A6 ONLY

A. GENERAL

The pilot interpreted guidance system which is aligned to the left hand pilot's seat consists of three elements:

1. Aircraft type indicator panel.
2. Stopping guidance system.
3. Centerline guidance system.

B. AIRCRAFT TYPE PANEL

The aircraft type appears in red fluorescent light through a black glass screen.

C. STOPPING GUIDANCE SYSTEM

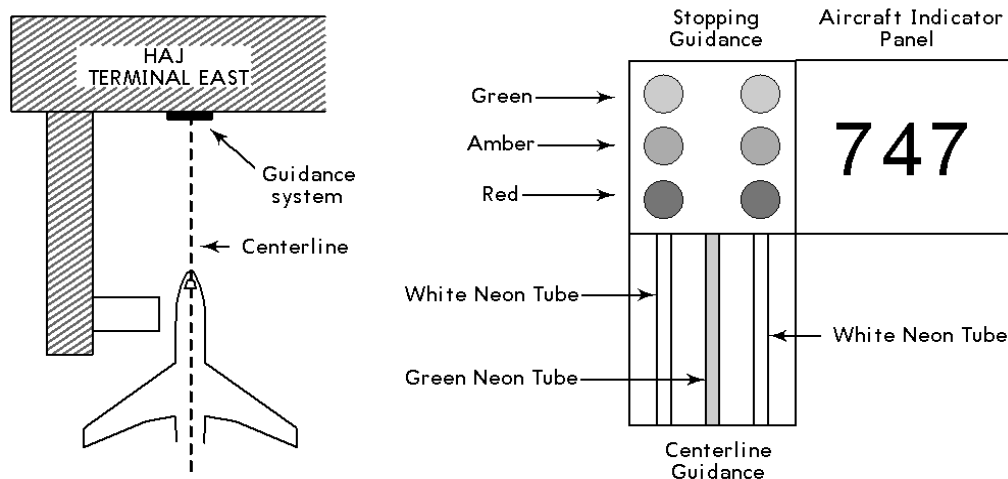
Three pairs of lights set vertically and functioning in sequence as the nose wheel passes over sensors set in the apron surface.

- GREEN pair : Taxi slowly in.
- AMBER pair : Prepare to stop.
- RED pair : Stop.

D. CENTERLINE GUIDANCE SYSTEM

A parallax light system mounted directly below the stopping guidance lights.

- Only vertical green light bar visible: ON CENTERLINE
- Vertical white bar left of green bar visible: ACFT LEFT OF CENTERLINE
- Vertical white bar right of green bar visible: ACFT RIGHT OF CENTERLINE



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JAA MINIMUMS

18 AUG 06

10-9X

Eff 31 Aug

JEDDAH, SAUDI ARABIA

KING ABDULAZIZ INTL

STRAIGHT-IN RWY		A	B	C	D
16C	CAT 2 ILS DME	126'(100')	126'(100')	126'(100')	126'(100')
		RA101' R350m	RA101' R350m	RA101' R350m	RA101' R350m
	ILS DME	226'(200')	226'(200')	226'(200')	226'(200')
		R550m V800m	R550m V800m	R550m V800m	R550m V800m
	TDZ or CL out	R720m V800m	R720m V800m	R720m V800m	R720m V800m
	ALS out	1200m	1200m	1200m	1200m
	LOC	420'(394')	420'(394')	420'(394')	420'(394')
		900m	1000m	1000m	1400m
	ALS out	R1500m V1600m	R1500m V1600m	1800m	2000m
	RNAV	420'(394')	420'(394')	420'(394')	420'(394')
		900m	1000m	1000m	R1500m V1600m
	ALS out	R1500m V1600m	R1500m V1600m	1800m	2000m
16L	VOR DME	420'(394')	420'(394')	420'(394')	420'(394')
		900m	1000m	1000m	R1500m V1600m
	ALS out	R1500m V1600m	R1500m V1600m	1800m	2000m
	ILS DME	230'(200')	230'(200')	230'(200')	230'(200')
		R720m V800m	R720m V800m	R720m V800m	R720m V800m
	ALS out	1200m	1200m	1200m	1200m
	LOC	420'(390')	420'(390')	420'(390')	420'(390')
		900m	1000m	1000m	1400m
	ALS out	R1500m V1600m	R1500m V1600m	1800m	2000m
	RNAV	420'(390')	420'(390')	420'(390')	420'(390')
		900m	1000m	1000m	R1500m V1600m
	ALS out	R1500m V1600m	R1500m V1600m	1800m	2000m
16R	VOR DME	440'(410')	440'(410')	440'(410')	440'(410')
		900m	1000m	1200m	R1500m V1600m
	ALS out	R1500m V1600m	R1500m V1600m	R1800m V2000m	2000m
	CAT 2 ILS DME	113'(100')	113'(100')	113'(100')	113'(100')
		RA103' R350m	RA103' R350m	RA103' R350m	RA103' R350m
	ILS DME	213'(200')	213'(200')	213'(200')	213'(200')
		R550m V800m	R550m V800m	R550m V800m	R550m V800m
	TDZ or CL out	R720m V800m	R720m V800m	R720m V800m	R720m V800m
	ALS out	1200m	1200m	1200m	1200m
	LOC	420'(407')	420'(407')	420'(407')	420'(407')
		900m	1000m	1200m	1400m
	ALS out	R1500m V1600m	R1500m V1600m	R1800m V2000m	2000m
	RNAV	420'(407')	420'(407')	420'(407')	420'(407')
		900m	1000m	1200m	1500m
	ALS out	R1500m V1600m	R1500m V1600m	R1800m V2000m	2000m

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JAA MINIMUMS

18 AUG 06

10-9X1

Eff 31 Aug

JEDDAH, SAUDI ARABIA

KING ABDULAZIZ INTL

STRAIGHT-IN RWY		A	B	C	D
34C	CAT 2 ILS DME	126'(100') RA98' R350m	126'(100') RA98' R350m	126'(100') RA98' R350m	126'(100') RA98' R350m
	ILS DME	226'(200') R550m V800m	226'(200') R550m V800m	226'(200') R550m V800m	226'(200') R550m V800m
	TDZ or CL out	R720m V800m	R720m V800m	R720m V800m	R720m V800m
	ALS out	1200m	1200m	1200m	1200m
	LOC	420'(394') 900m	420'(394') 1000m	420'(394') 1000m	420'(394') 1400m
	ALS out	R1500m V1600m	R1500m V1600m	1800m	2000m
	RNAV	420'(394') 900m	420'(394') 1000m	420'(394') 1000m	420'(394') R1500m V1600m
	ALS out	R1500m V1600m	R1500m V1600m	1800m	2000m
	VOR DME	420'(394') 900m	420'(394') 1000m	420'(394') 1000m	420'(394') R1500m V1600m
	ALS out	R1500m V1600m	R1500m V1600m	1800m	2000m
	CAT 2 ILS DME	113'(100') RA102' R350m	113'(100') RA102' R350m	113'(100') RA102' R350m	113'(100') RA102' R350m
	ILS DME	213'(200') R550m V800m	213'(200') R550m V800m	213'(200') R550m V800m	213'(200') R550m V800m
34L	TDZ or CL out	R720m V800m	R720m V800m	R720m V800m	R720m V800m
	ALS out	1200m	1200m	1200m	1200m
	LOC	420'(407') 900m	420'(407') 1000m	420'(407') 1200m	420'(407') 1400m
	ALS out	R1500m V1600m	R1500m V1600m	R1800m V2000m	2000m
	RNAV	420'(407') 900m	420'(407') 1000m	420'(407') 1200m	420'(407') R1500m V1600m
	ALS out	R1500m V1600m	R1500m V1600m	R1800m V2000m	2000m
	ILS DME	248'(200') R720m V800m	248'(200') R720m V800m	248'(200') R720m V800m	248'(200') R720m V800m
	ALS out	1200m	1200m	1200m	1200m
	LOC	420'(372') 900m	420'(372') 1000m	420'(372') 1000m	420'(372') 1400m
	ALS out	R1500m V1600m	R1500m V1600m	1800m	2000m
	RNAV	500'(452') 1000m	500'(452') 1200m	500'(452') 1200m	500'(452') 1600m
	ALS out	1600m	1600m	2000m	2400m
34R	VOR DME	500'(452') 1000m	500'(452') 1200m	500'(452') 1200m	500'(452') 1600m
	ALS out	1500m	1500m	2000m	2400m

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	NOT AUTHORIZED			

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18 AUG 06 **10-9X2**
 Eff 31 Aug

JAA MINIMUMS

JEDDAH, SAUDI ARABIA
 KING ABDULAZIZ INTL

TAKE-OFF RWY 16C/R, 34C/R

LVP must be in Force			
RL, CL & mult. RVR req.		RL	Adequate Vis Ref (DAY only)
1 Eng	NOT AUTHORIZED		STD
2 Eng			1600m
3 or more Eng	200m	400m	500m
			800m

TAKE-OFF RWY 16L, 34R

		Adequate Vis Ref (DAY only)	STD
1 Eng	NOT AUTHORIZED		
2 Eng			1600m
3 or more Eng	400m	500m	800m

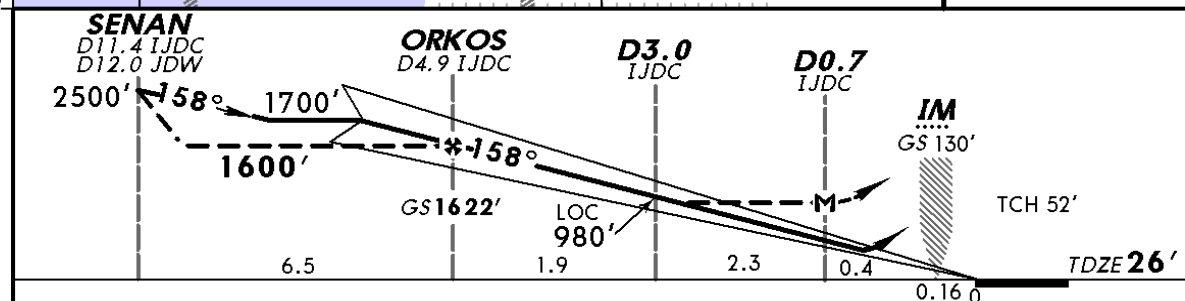
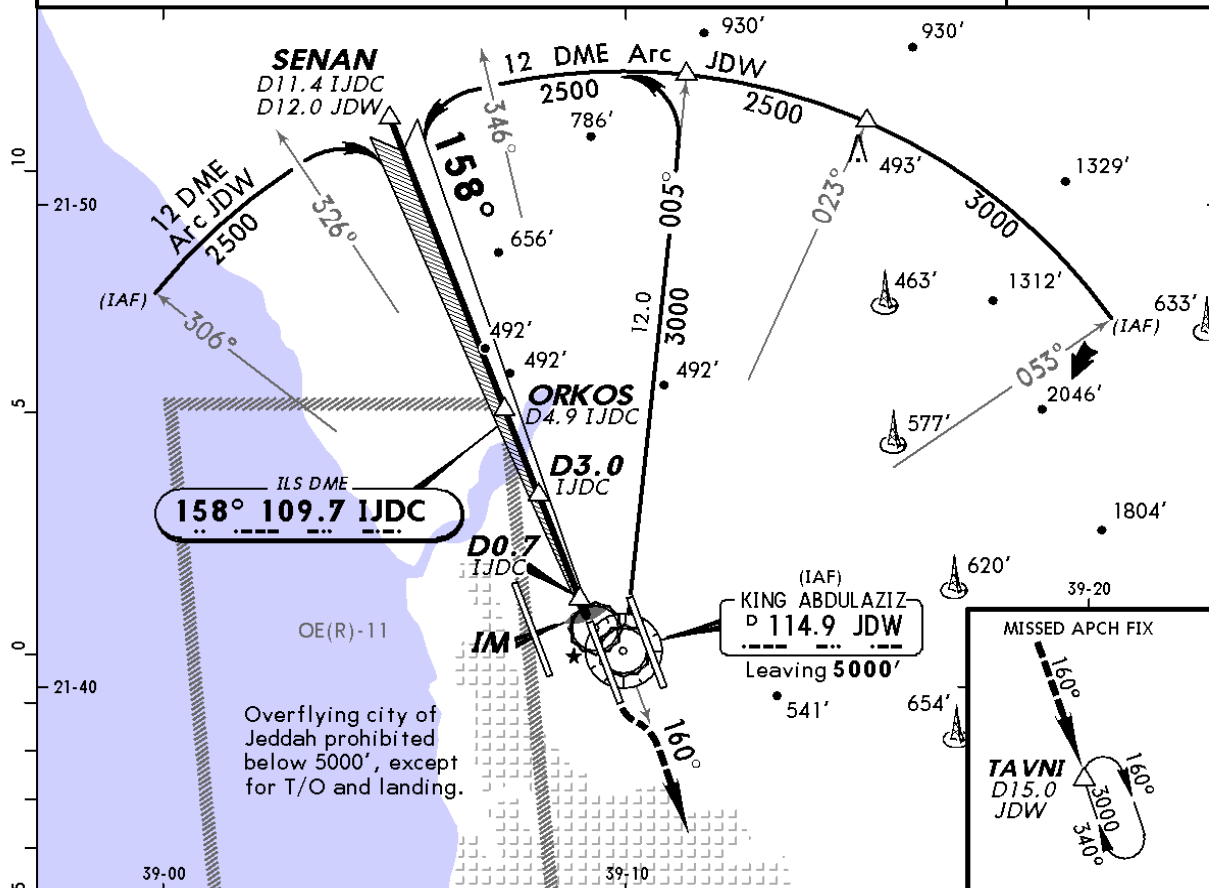
For SAUDI ARABIA State Alternate minimums which are always higher than JAR-OPS 1 refer to apt chart.

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KING ABDULAZIZ INTL

JEPPESEN
14 MAR 08 11-1

JEDDAH, SAUDI ARABIA
ILS DME Rwy 16C

ATIS	(Initial contact)	JEDDAH Approach(R) (APP)	(Final apch)	JEDDAH Tower	Ground
114.9 126.2	119.1	124.0	123.8	118.2	121.6
LOC IJDC	Final Apch Crs	GS ORKOS	ILS DA(H)	Apt Elev 48'	
109.7	158°	1622' (1596')	226' (200')	TDZE 26'	
MISSED APCH: Climb via R-160 JDW to 3000' to TAVNI/D15.0 JDW and hold, or as directed.					
Alt Set: hPa	TDZ Elev: 1 hPa	Trans level: FL 150	Trans alt: 13000'	MSA JDW VOR	



Gnd speed-Kts	70	90	100	120	140	160	
ILS GS 3.00° or							
LOC Descent Gradient 5.2%	377	485	539	647	755	862	
MAP at D0.7 LDG							

STRAIGHT-IN LANDING RWY 16C					CIRCLE-TO-LAND	
ILS DA(H) 226' (200')			LOC (GS out) MDA(H) 420' (394')			
FULL		TDZ or CL out	ALS out	ALS out		
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	A
B						B
C						C
D				1200m	RVR 1800m VIS 2000m	D
						NOT AUTHORIZED

CHANGES: Communications.

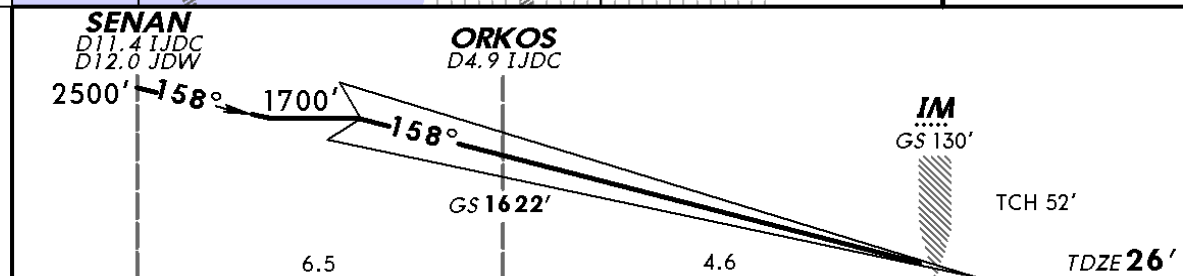
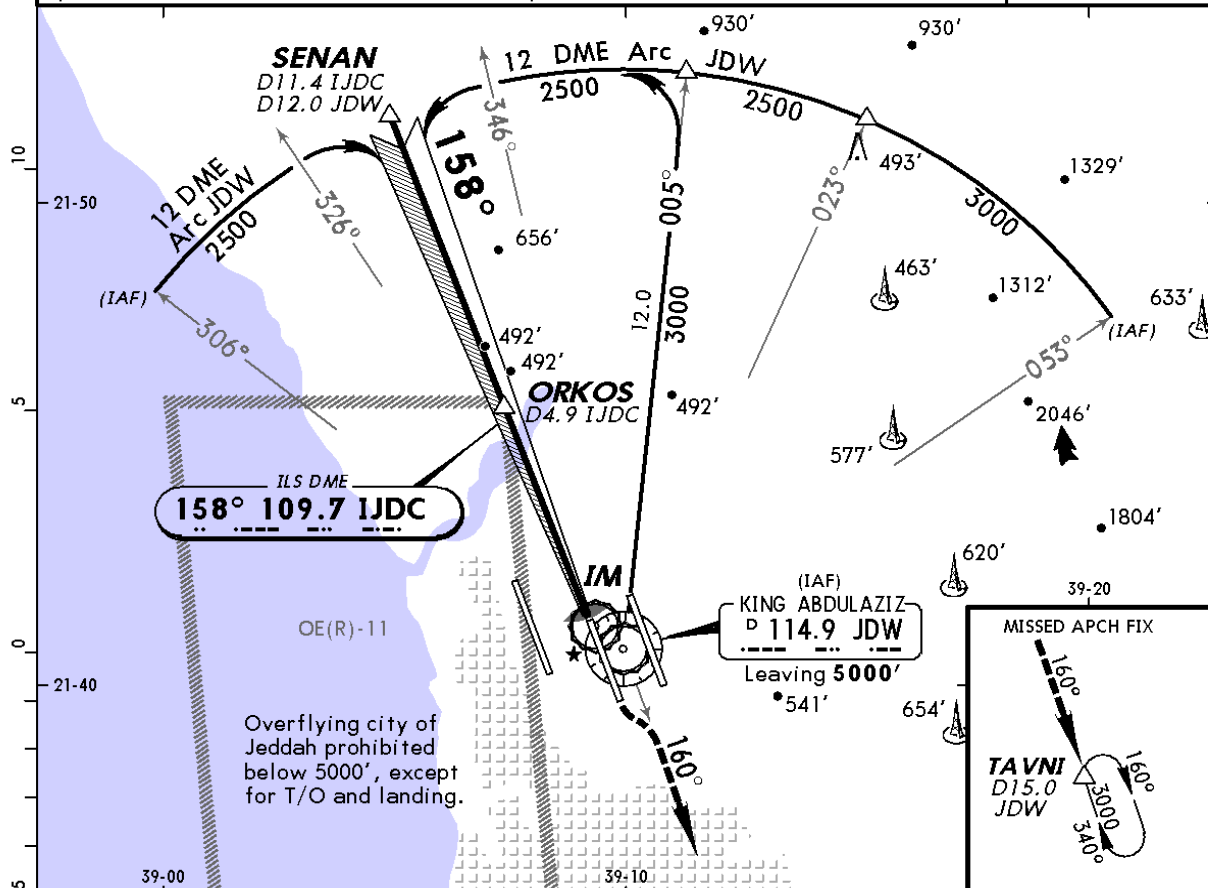
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KING ABDULAZIZ INTL

JEPPESEN
14 MAR 08 (11-1A)

JEDDAH, SAUDI ARABIA
CAT II ILS DME Rwy 16C

BRIEFING STRIP™	ATIS		JEDDAH Approach(R) (APP)		JEDDAH Tower	Ground	
	114.9 126.2		(Initial contact) 119.1	(Final apch) 124.0	123.8	118.2	121.6
	LOC IJDC 109.7	Final Apch Crs 158°	GS ORKOS 1622' (1596')	CAT II ILS RA 101' DA(H) 126' (100')	Apt Elev 48' TDZE 26'	 MSA JDW VOR	
	MISSED APCH: Climb via R-160 JDW to 3000' to TAVNI/D15.0 JDW and hold, or as directed.						
	Alt Set: hPa TDZ Elev: 1 hPa Trans level: FL 150 Trans alt: 13000' Special Aircrew & Aircraft Certification Required.						



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II VASI VASI		3000' JDW via 114.9 LT R-160	
Gs	3.00°	377	485	539	647	755				

STRAIGHT-IN LANDING RWY 16C CAT II ILS	
RA 101' DA(H) 126' (100')	RA 166' DA(H) 176' (150')
RVR 350m	RVR 500m

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KING ABDULAZIZ INTL

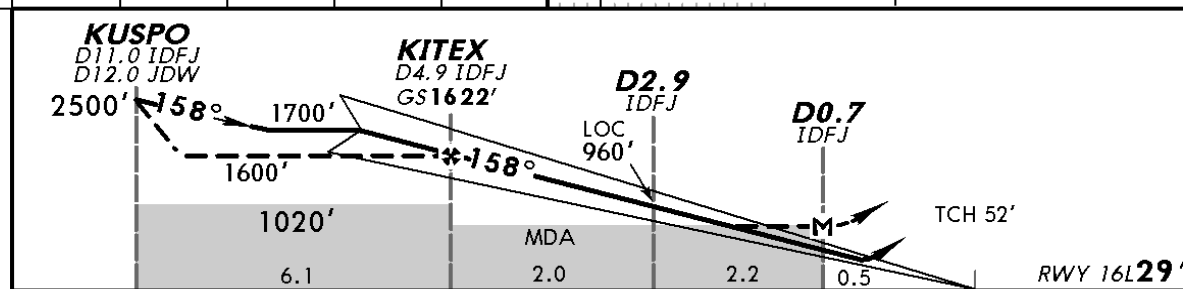
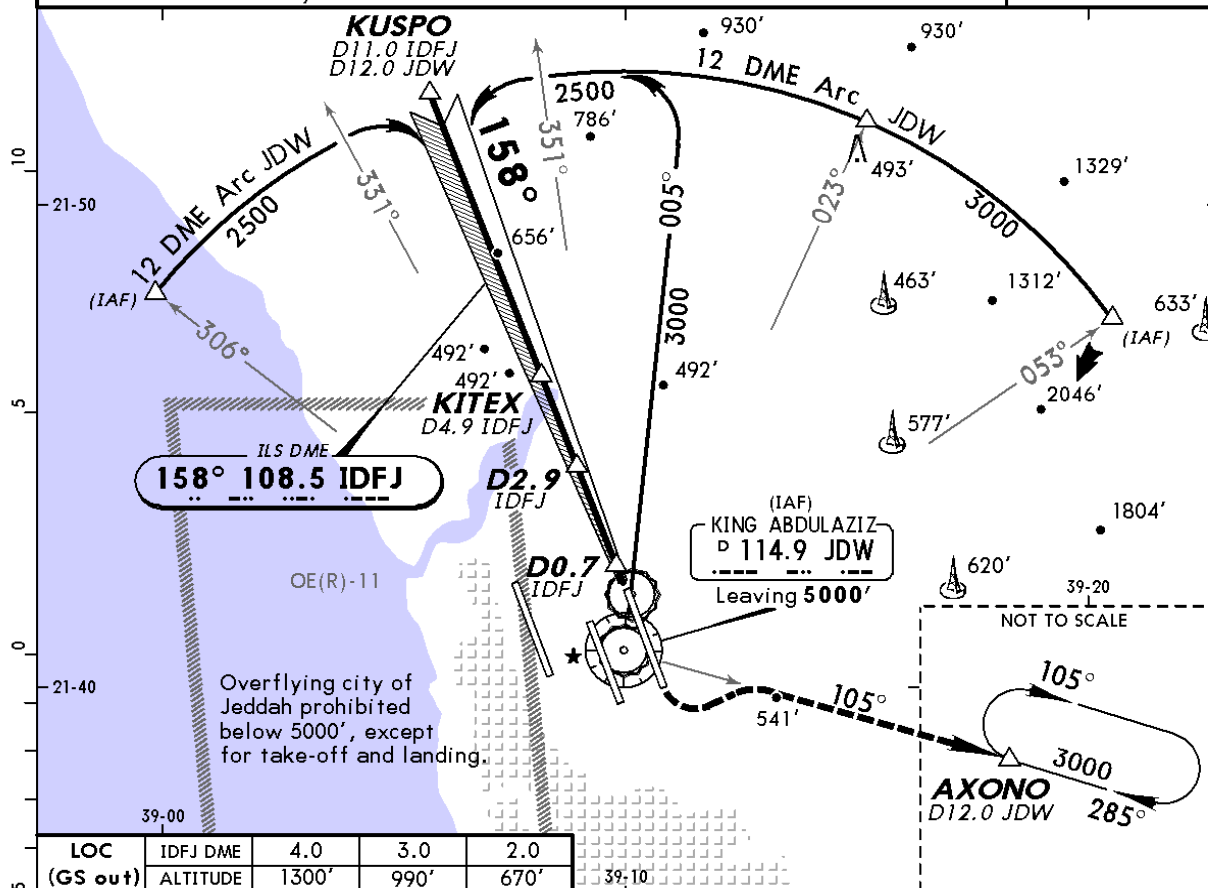
JEPPESEN JEDDAH, SAUDI ARABIA
25 APR 08 11-2 Eff 8 May

ILS DME Rwy 16L

ATIS	(Initial contact)	JEDDAH Approach(R) (APP)	(Final apch)	JEDDAH Tower	Ground
114.9 126.2	119.1	124.0	123.8	118.2	121.6
LOC IDFJ 108.5	Final Apch Crs 158°	GS KITEK 1622' (1593')	ILS DA(H) 229' (200')	Apt Elev 48' RWY 29'	

MISSED APCH: Climb to 500', then climbing turn LEFT to 3000' via R-105 to AXONO and hold, or as directed.

Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 150	Trans alt: 13000'	MSA JDW VOR
--------------	-----------------	---------------------	-------------------	-------------



Gnd speed-Kts	70	90	100	120	140	160	HTALS	500'	3000'	JDW
ILS GS 3.00° or	377	485	539	647	755	862				
LOC Descent Gradient 5.2%										
MAP at D0.7 IDFJ										

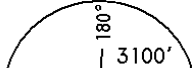
STRAIGHT-IN LANDING RWY 16L				CIRCLE-TO-LAND	
ILS		LOC (GS out)			
DA(H) 229' (200')		MDA(H) 420' (391')			
FULL	ALS out	FULL	ALS out		
A				A	
B				B	
C	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	C	NOT AUTHORIZED
D			1200m	D	

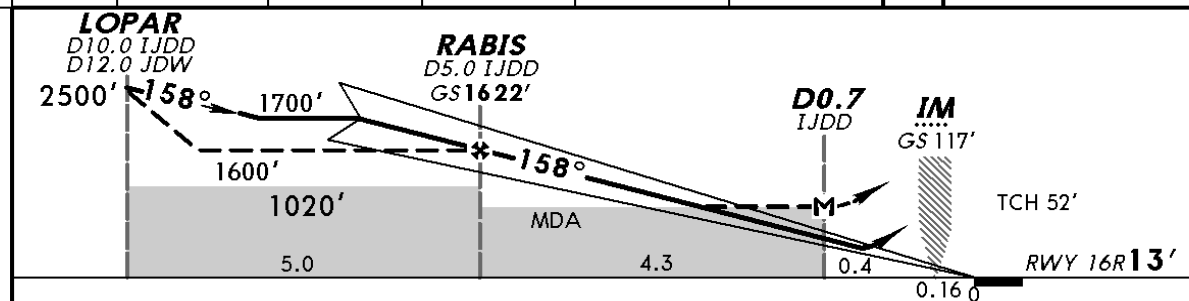
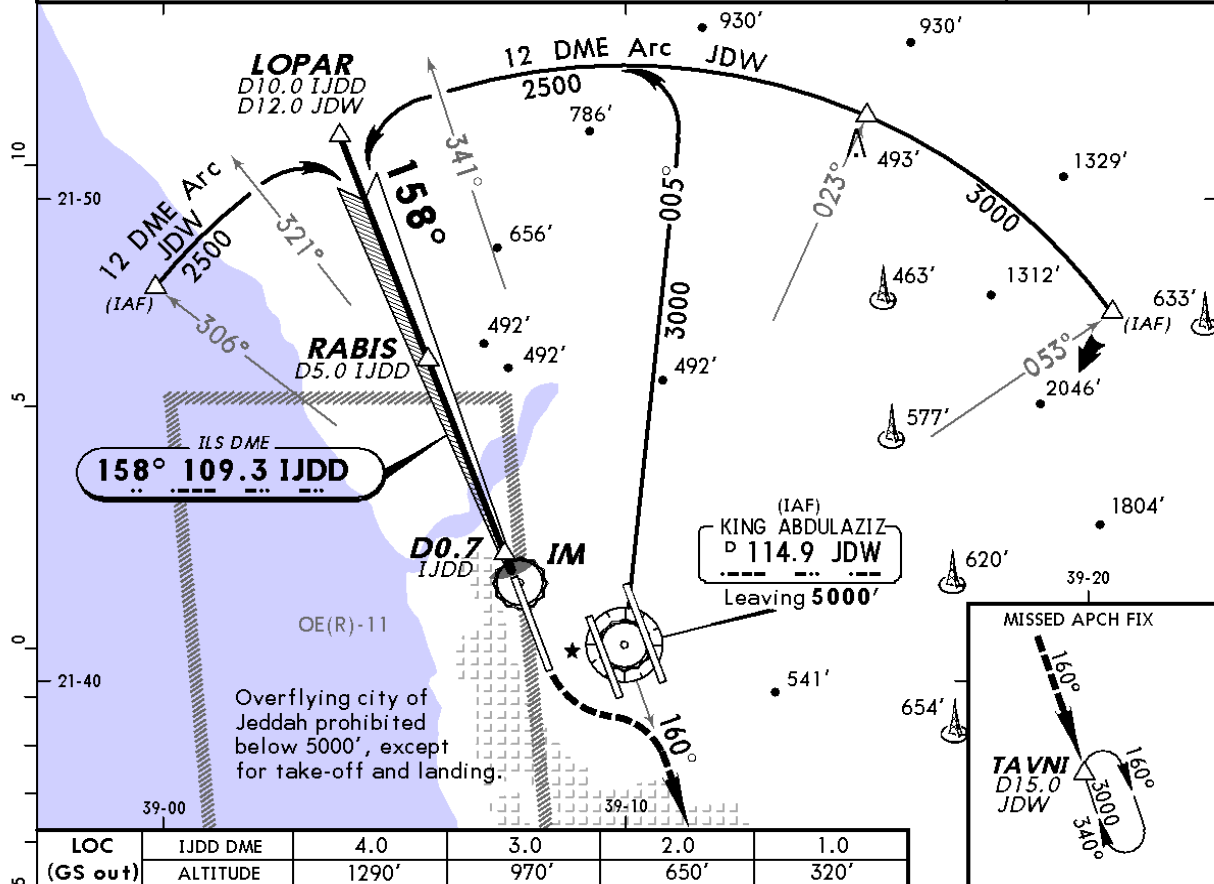
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KING ABDULAZIZ INTL

JEPPESEN JEDDAH, SAUDI ARABIA
25 APR 08 11-3 Eff 8 May

ILS DME Rwy 16R

BRIEFING STRIP™

ATIS		JEDDAH Approach(R) (APP)		JEDDAH Tower	Ground
114.9 126.2		(Initial contact) 119.1	(Final apch) 124.0	123.8	118.2
LOC IJDD 109.3	Final Apch Crs 158°	GS RABIS 1622' (1609')	ILS DA(H) 213' (200')	Apt Elev 48' RWY 13'	 MSA JDW VOR
MISSED APCH: Climbing turn LEFT to 3000' via R-160 to TAVNI and hold, or as directed.					
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 150	
LOC unusable beyond rwy 16R threshold.		Trans alt: 13000'			



Gnd speed-Kts	70	90	100	120	140	160	ALS-II	3000'	JDW	TAVNI
ILS GS 3.00° or	377	485	539	647	755	862	REIL VASI	LT	via 114.9	
LOC Descent Gradient 5.2%									R-160	
MAP at D0.7 IJDD										

STRAIGHT-IN LANDING RWY 16R			LOC (GS out)		CIRCLE-TO-LAND	
ILS			DA(H) 213' (200')			
			MDA(H) 420' (407')			
			FULL		ALS out	
			TDZ or CL out		ALS out	
			RVR 550m		RVR 1500m	
			VIS 800m		VIS 1600m	
			1200m		1200m	
			RVR 720m		RVR 1800m	
			VIS 800m		VIS 2000m	
			NOT AUTHORIZED			

OEJN/JED
KING ABDULAZIZ INTL

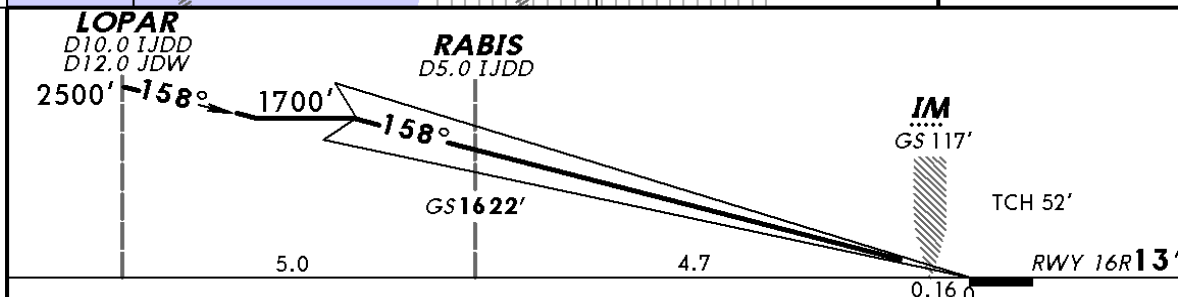
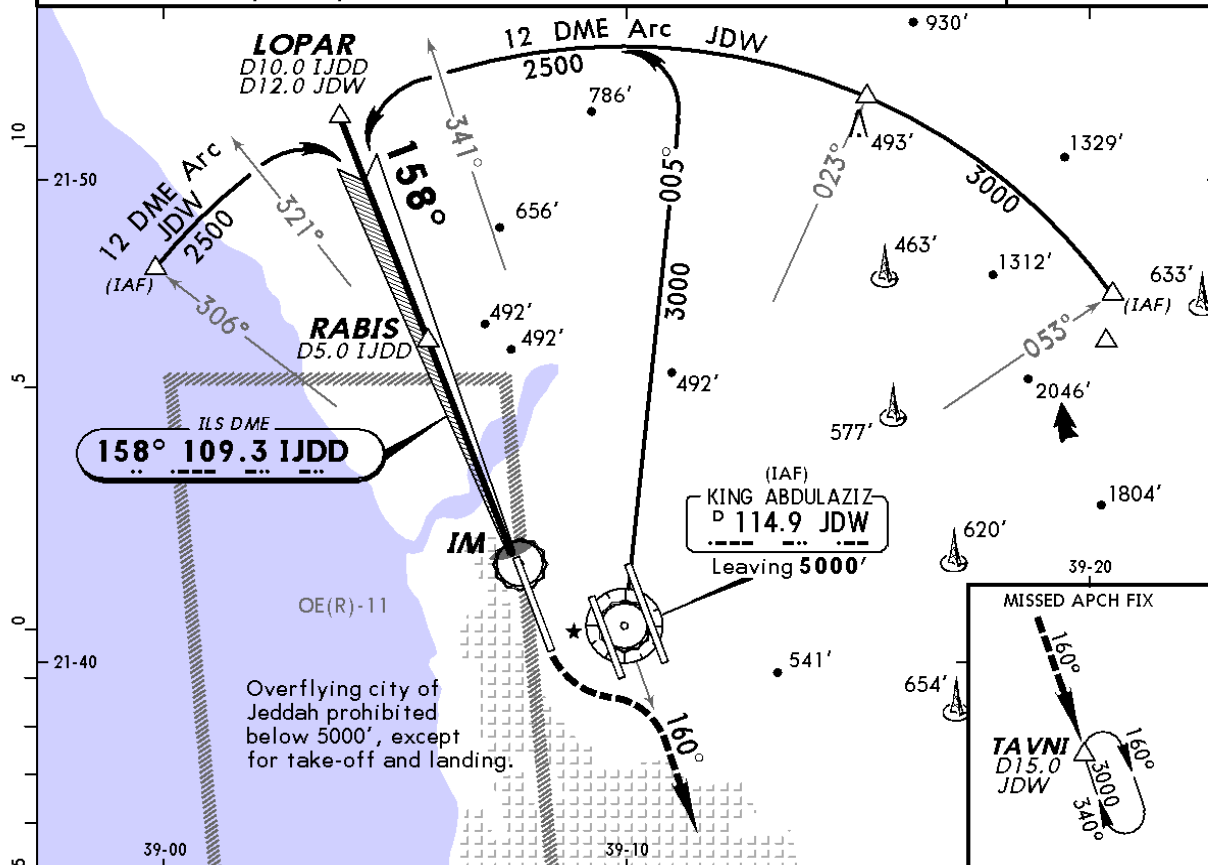
25 APR 08
Eff 8 May

JEPPesen
11-3A

JEDDAH, SAUDI ARABIA
CAT II ILS DME Rwy 16R

BRIEFING STRIP

ATIS	(Initial contact)	JEDDAH Approach(R) (APP)	(Final apch)	JEDDAH Tower	Ground
114.9 126.2	119.1	124.0	123.8	118.2	121.6
LOC IJDD 109.3	Final Apch Crs 158°	GS RABIS 1622' (1609')	CAT II ILS RA 103' DA(H) 113' (100')	Apt Elev 48' RWY 13'	
MISSED APCH: Climbing turn LEFT to 3000' via R-160 to TAVNI and hold, or as directed.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 150 Trans alt: 13000' 1. Special Aircrew & Aircraft Certification Required. 2. LOC unusable beyond rwy 16R threshold.					



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II REIL VASI	3000' JDW via 114.9 R-160 LT	TAVNI
Gs	3.00°	377	485	539	647	755	862		

STRAIGHT-IN LANDING RWY 16R CAT II ILS	
RA 103' DA(H) 113' (100')	RA 154' DA(H) 163' (150')
RVR 350m	RVR 500m

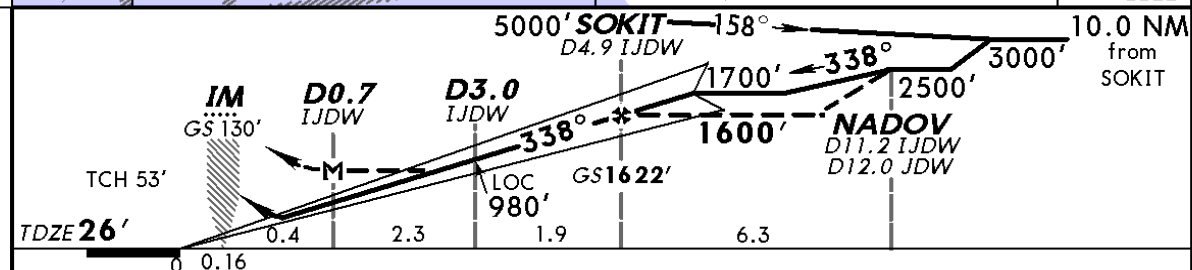
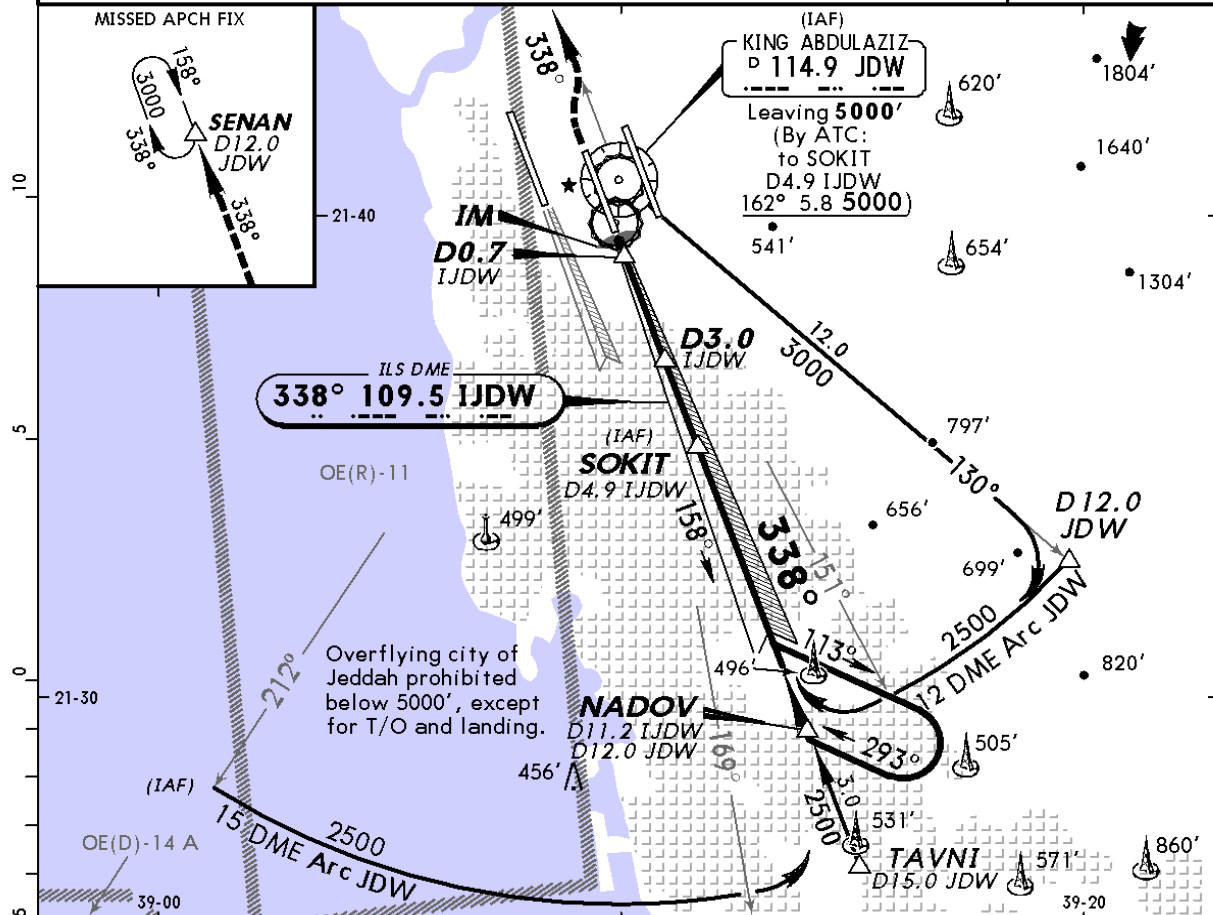
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KING ABDULAZIZ INTL

14 MAR 08

JEPPESEN

JEDDAH, SAUDI ARABIA
ILS DME Rwy 34C

ATIS 114.9 126.2		JEDDAH Approach(R) (Initial contact) 119.1 (APP) 124.0 (Final apch) 123.8		JEDDAH Tower 118.2		Ground 121.6	
LOC 1JDW 109.5		Final Apch Crs 338°		GS SOKIT 1622' (1596')		ILS DA(H) 226' (200')	
Apt Elev 48' TDZE 26'							
MISSED APCH: Climb to 3000' via R-338 JDW to SENAN/D12.0 JDW and hold; or when directed climb to 3000' via R-338 JDW, then climbing turn RIGHT to 5000' to JDW VOR and hold.							
Alt Set: hPa		TDZ Elev: 1 hPa		Trans level: FL 150		Trans alt: 13000'	
Simultaneous approach authorized with rwy 34L in VMC only.							



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	
<i>ILS GS 3.00° or</i>							
<i>LOC Descent Gradient 5.2%</i>	377	485	539	647	755	862	
<i>MAP at D0.7 JDW</i>							

STRAIGHT-IN LANDING RWY 34C					CIRCLE-TO-LAND	
ILS DA(H) 226' (200')			LOC (GS out) MDA(H) 420' (394')			
FULL		TDZ or CL out	ALS out	ALS out		
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	A
B						B
C						C
D				1200m	RVR 1800m VIS 2000m	D
						NOT AUTHORIZED

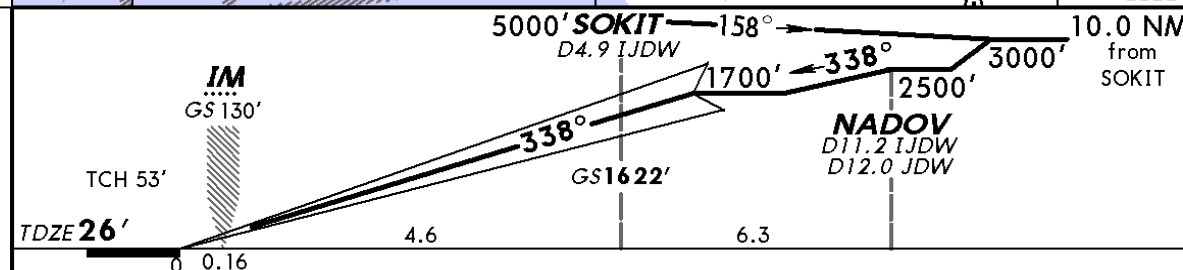
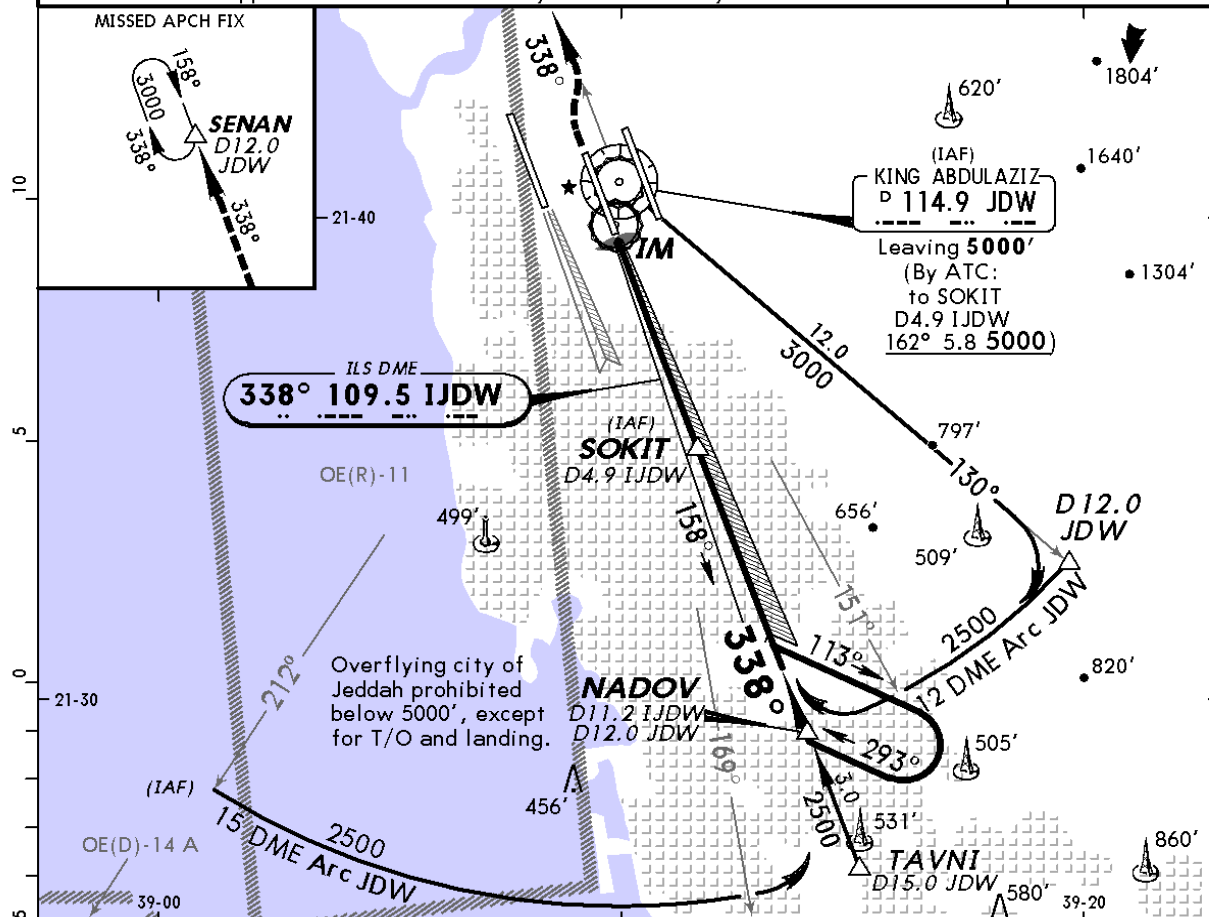
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14 MAR 08 11-4A

JEDDAH, SAUDI ARABIA
CAT II ILS DME Rwy 34C

ATIS 114.9 126.2	JEDDAH Approach(R) (Initial contact) 119.1 (APP) 124.0 (Final apch) 123.8		JEDDAH Tower 118.2	Ground 121.6
LOC 1JDW 109.5	Final Apch Crs 338°	GS SOKIT 1622' (1596')	CAT II ILS RA 98' DA(H) 126' (100')	Apt Elev 48' TDZE 26'
<p>MISSED APCH: Climb to 3000' via R-338 JDW to SENAN/D12.0 JDW and hold; or when directed climb to 3000' via R-338 JDW, then climbing turn RIGHT to 5000' to JDW VOR and hold.</p> <p>Alt Set: hPa TDZ Elev: 1 hPa Trans level: FL 150 Trans alt: 13000'</p> <p>1. Special Aircrew & Aircraft Certification Required.</p> <p>2. Simultaneous approach authorized with rwy 34L in VMC only.</p>				

MSA
JDW VOR



<i>Gnd speed-Kts</i>	70	90	100	120	140	160		
<i>Gs</i>	3.00°	377	485	539	647	755		862

STRAIGHT-IN LANDING RWY 34C
CAT II ILS

RA 98'
DA(H) **126'(100')**

RA 147'
DA(H) 176' (150')

RVR 350m

RVR 500m

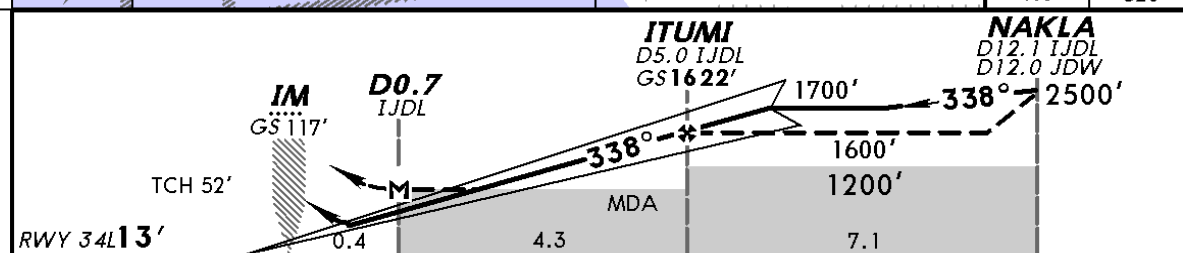
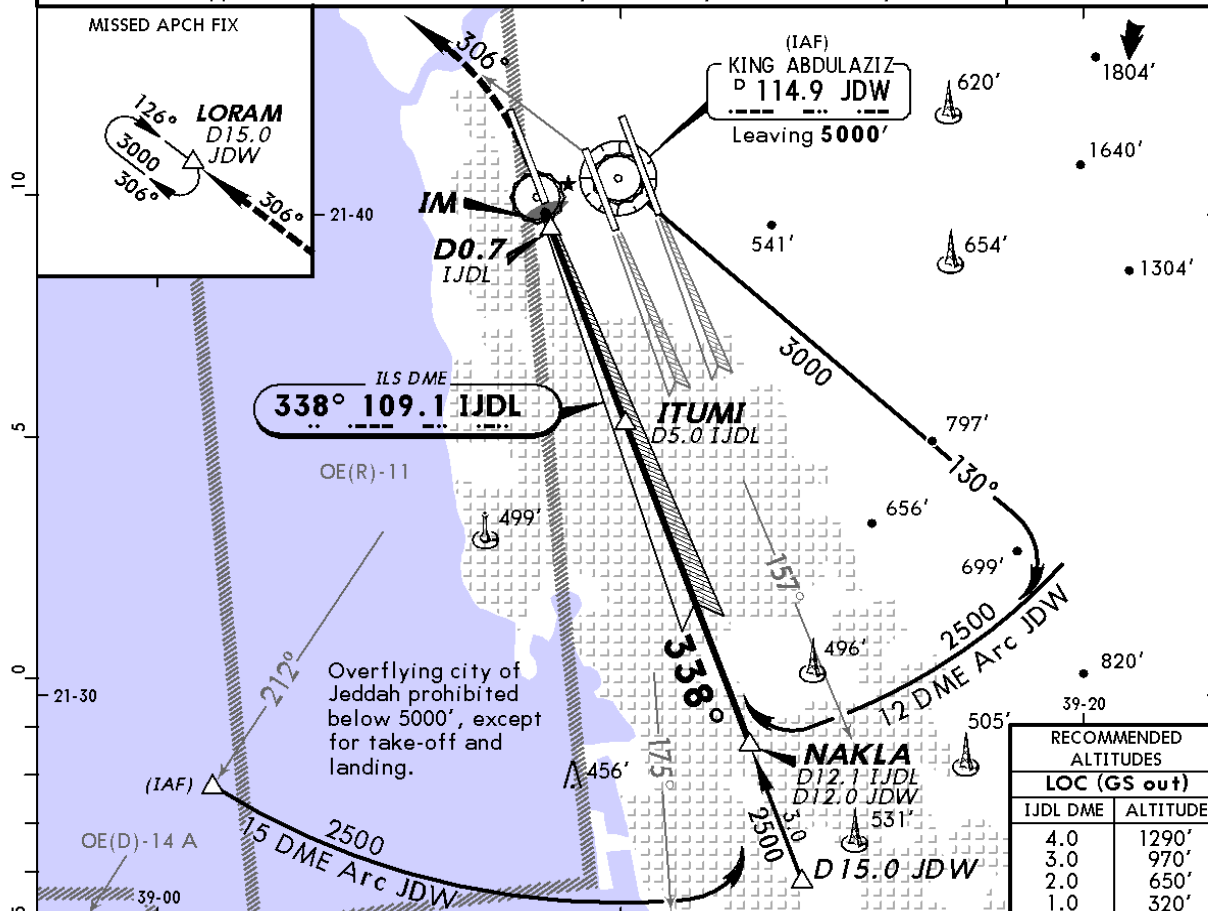
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KING ABDULAZIZ INTL

JEPPESEN JEDDAH, SAUDI ARABIA
25 APR 08 11-5 Eff 8 May

ILS DME Rwy 34L

ATIS	(Initial contact)	JEDDAH Approach(R) (APP)	(Final apch)	JEDDAH Tower	Ground
114.9 126.2	119.1	124.0	123.8	118.2	121.6
LOC IJDL	Final Apch Crs	GS ITUMI	ILS DA(H)	Apt Elev 48'	
109.1	338°	1622' (1609')	213' (200')	RWY 13'	
MISSED APCH: Climbing turn LEFT to 3000' via R-306 to LORAM and hold, or as directed.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 150 Trans alt: 13000'					
Simultaneous approach authorized with either rwy 34C or rwy 34R in VMC only.					MSA JDW VOR



Gnd speed-Kts	70	90	100	120	140	160	ALS-II	3000' JDW	114.9 LORAM
ILS GS 3.00° or	377	485	539	647	755	862	REIL VASI	LT	R-306
LOC Descent Gradient 5.2%									
MAP at D0.7 IJDL									

STRAIGHT-IN LANDING RWY 34L				LOC (GS out)		CIRCLE-TO-LAND	
ILS				DA(H) 213' (200')		MDA(H) 420' (407')	
FULL		TDZ or CL out	ALS out	ALS out			
A				RVR 720m	RVR 1500m	NOT AUTHORIZED	
B				VIS 800m	VIS 1600m		
C	RVR 550m	RVR 720m	1200m	1200m	RVR 1800m		
D	VIS 800m	VIS 800m			VIS 2000m		

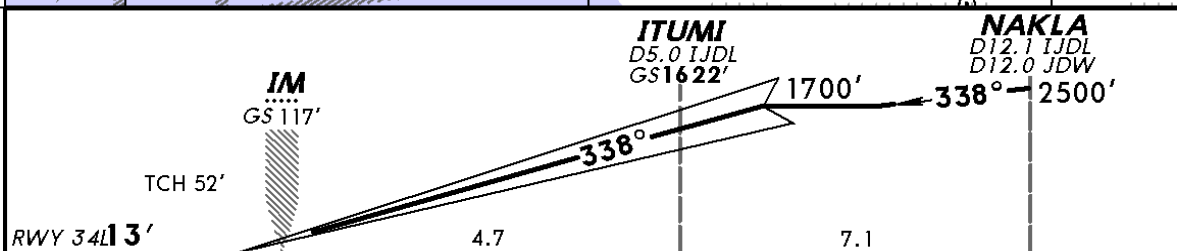
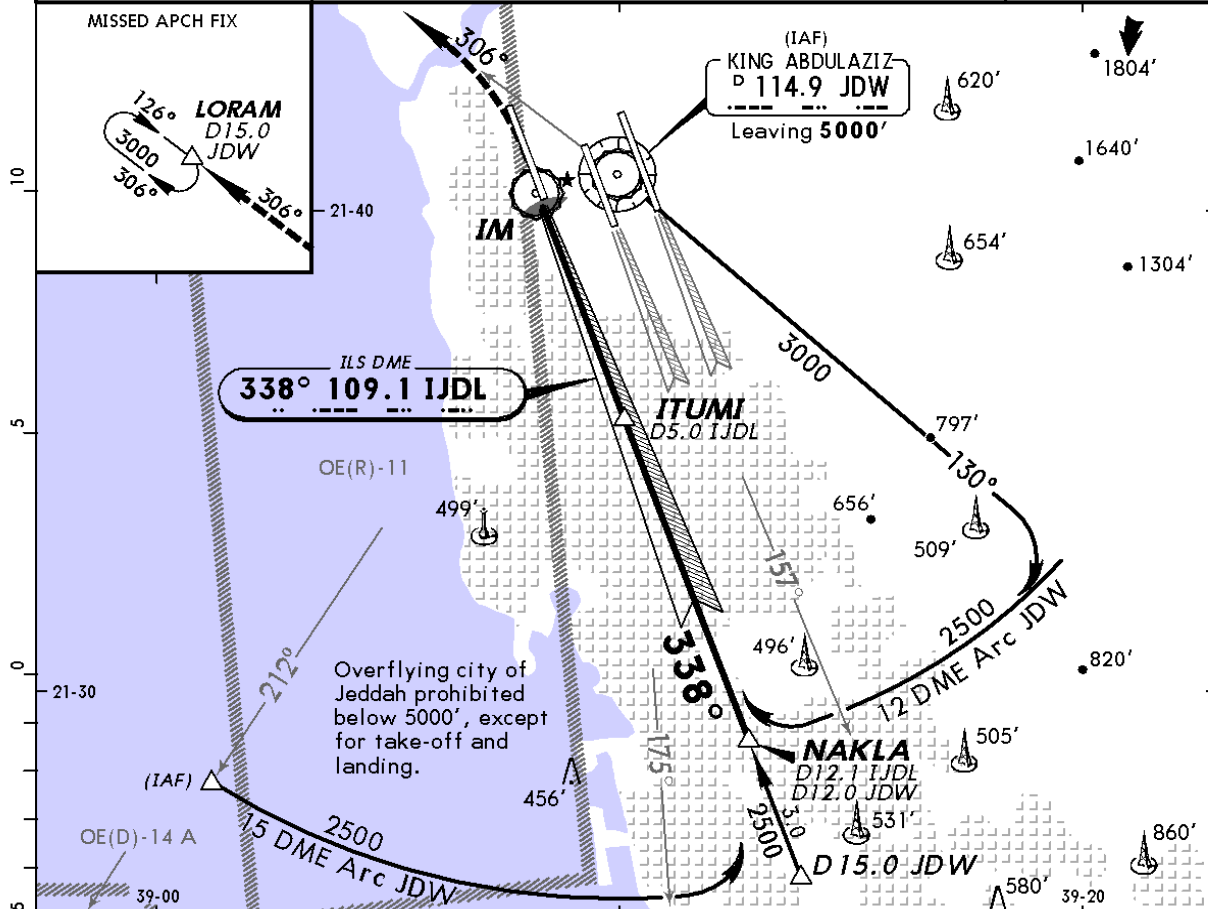
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KING ABDULAZIZ INTL

25 APR 08
Eff 8 May

JEPPESSEN
11-5A

JEDDAH, SAUDI ARABIA
CAT II ILS DME Rwy 34L

BRIEFING STRIP™	ATIS		JEDDAH Approach(R) (Initial contact) (APP)		JEDDAH Tower	Ground
	114.9 126.2		119.1 124.0		123.8	118.2 121.6
	LOC IJDL	Final Apch Crs	GS ITUMI	CAT II ILS RA 102' DA(H) 113'(100')	Apt Elev 48' RWY 13'	
	109.1	338°	1622' (1609')			
	MISSED APCH: Climbing turn LEFT to 3000' via R-306 to LORAM and hold, or as directed.					
	Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 150 Trans alt: 13000' 1. Special Aircraft & Aircraft Certification Required. 2. Simultaneous approach authorized with either rwy 34C or rwy 34R in VMC only.					
					MSA JDW VOR	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL VASI	3000' JDW via 114.9 R-306 LT	LORAM
GS	3.00°	377	485	539	647	755			

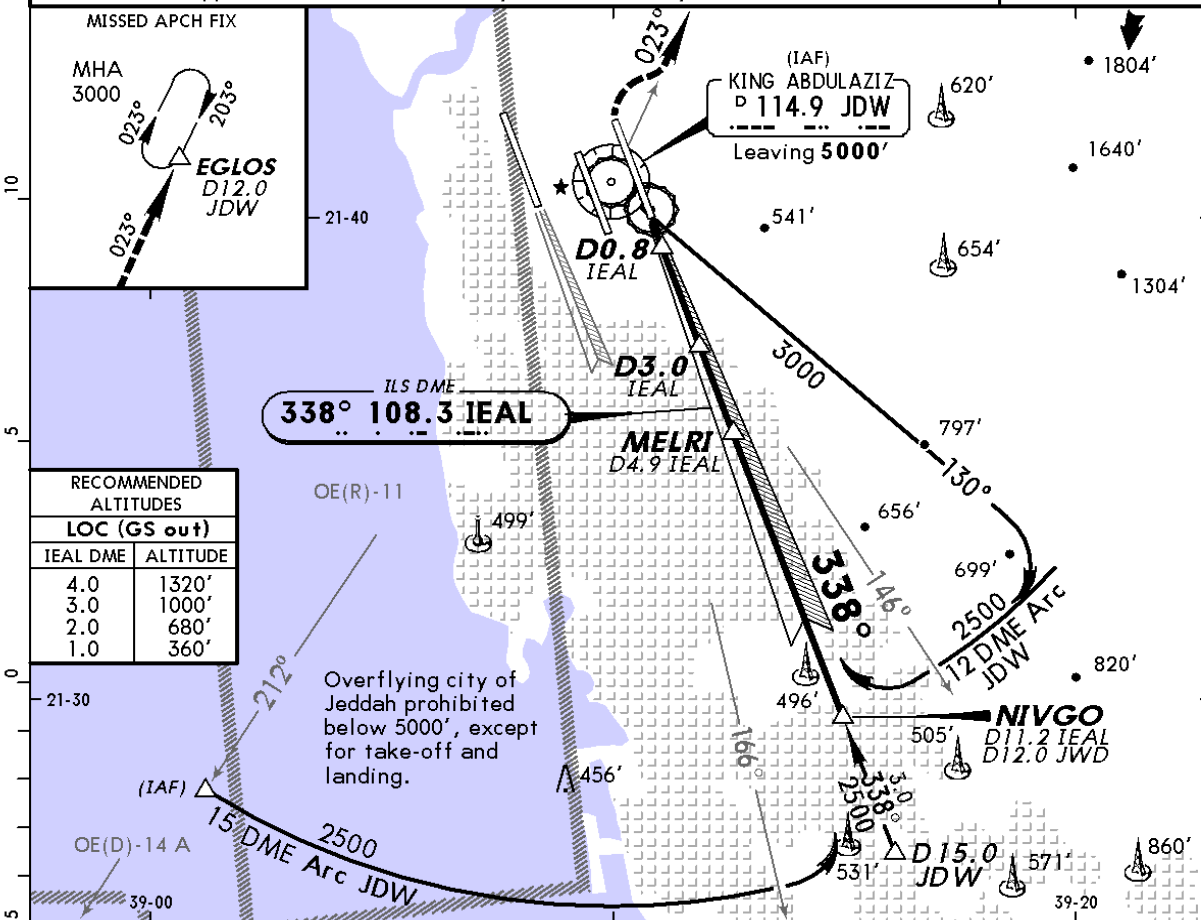
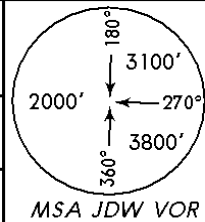
STRAIGHT-IN LANDING RWY 34L		CAT II ILS	
RA 102' DA(H) 113'(100')		RA 152' DA(H) 163'(150')	
RVR 350m		RVR 500m	

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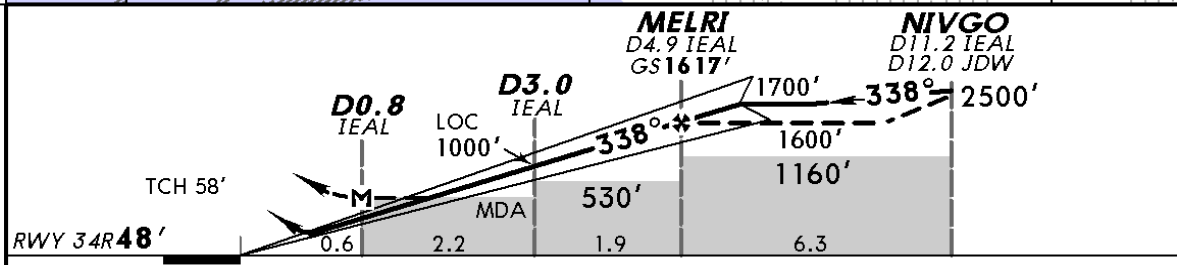
JEPPESEN JEDDAH, SAUDI ARABIA
25 APR 08 11-6 Eff 8 May

ILS DME Rwy 34R

ATIS	(Initial contact)	JEDDAH Approach(R) (APP)	(Final apch)	JEDDAH Tower	Ground
114.9 126.2	119.1	124.0	123.8	118.2	121.6
LOC IEAL 108.3	Final Apch Crs 338°	GS MELRI 1617' (1569')	ILS DA(H) 248' (200')	Apt Elev 48' RWY 48'	
MISSED APCH: Climb to 500', then climbing turn RIGHT to 3000' via R-023 to EGLOS and hold, or as directed.					
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 150 Trans alt: 13000'					
Simultaneous approach authorized with rwy 34L in VMC only.					



RECOMMENDED ALTITUDES	
LOC (GS out)	
IEAL DME	ALTITUDE
4.0	1320'
3.0	1000'
2.0	680'
1.0	360'



Gnd speed-Kts	70	90	100	120	140	160	HTALS	500'	3000'	JDW
ILS GS 3.00° or	377	485	539	647	755	862	PAPI			
LOC Descent Gradient 5.2%										
MAP at D0.8 IEAL										

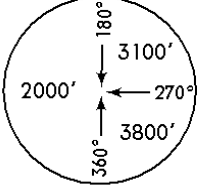
STRAIGHT-IN LANDING RWY 34R				CIRCLE-TO-LAND	
ILS		LOC (GS out)			
DA(H) 248' (200')		MDA(H) 420' (372')			
FULL	ALS out	ALS out			
A				A	
B	RVR 720m VIS 800m	1200m		B	
C				C	
D				D	
		RVR 720m VIS 800m	RVR 1500m VIS 1600m		
		1200m	RVR 1800m VIS 2000m		
					NOT AUTHORIZED

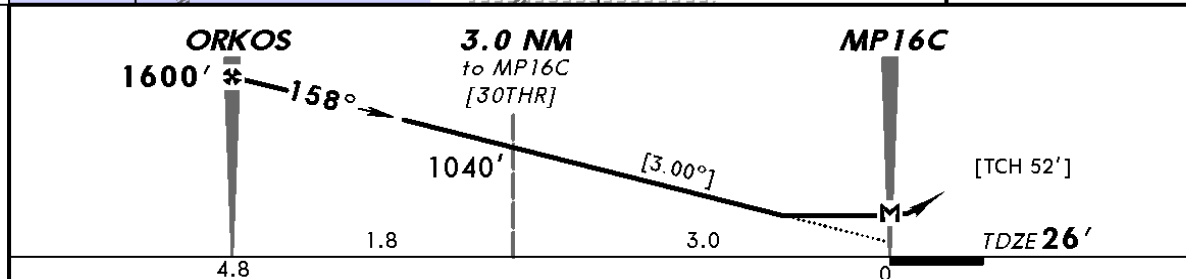
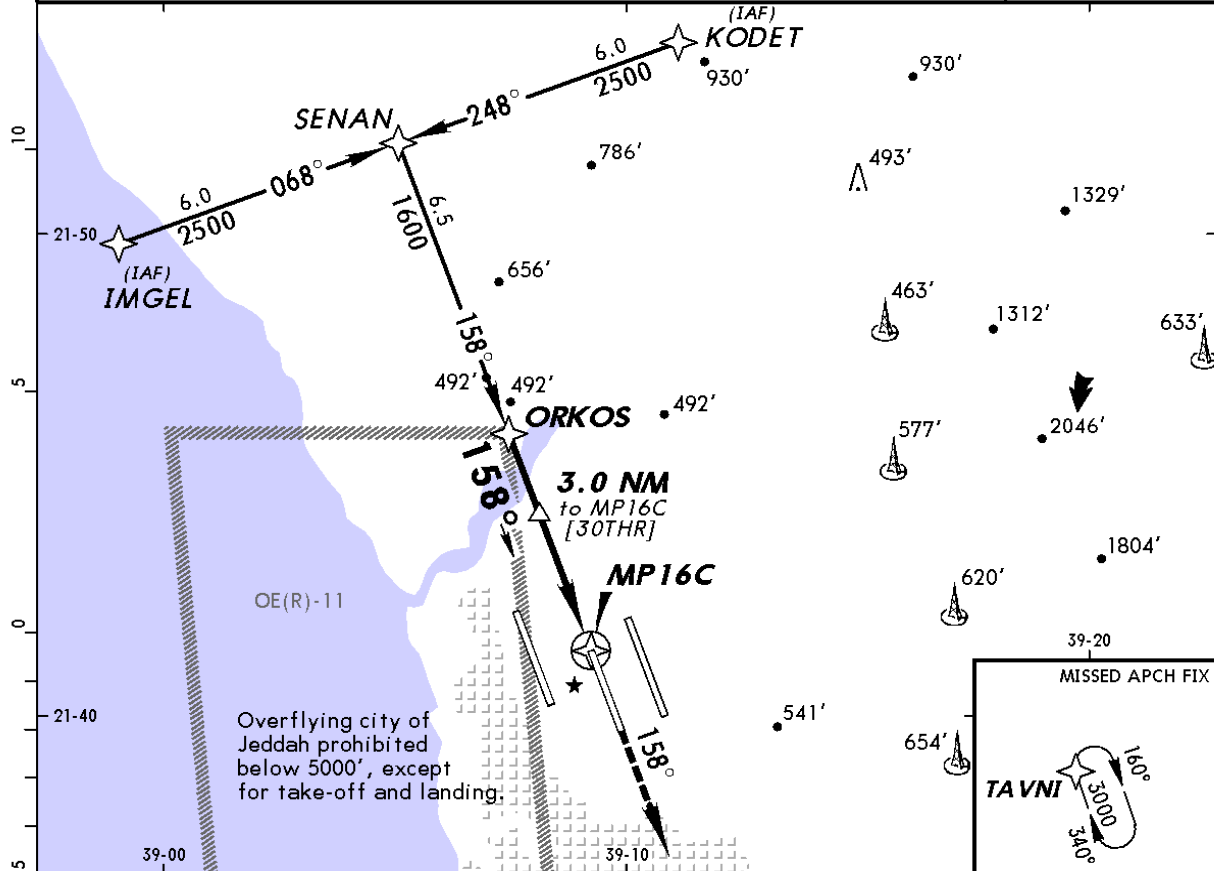
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JEPPESEN **JEDDAH, SAUDI ARABIA**
25 APR 08 **(12-1)** **Eff 8 May**

RNAV Rwy 16C

BRIEFING STRIP

ATIS 114.9 126.2	(Initial contact) 119.1	JEDDAH Approach(R) (APP) 124.0	(Final apch) 123.8	JEDDAH Tower 118.2	Ground 121.6
RNAV	Final Apch Crs 158°	Minimum Alt ORKOS 1600' (1574')	MDA(H) 420' (394')	Apt Elev 48' TDZE 26'	
MISSED APCH: Climb to 3000' direct to TAVNI and hold.					
Alt Set: hPa	TDZ Elev: 1 hPa	Trans level: FL 150	Trans alt: 13000'	MSA MP16C	



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	3000'	TAVNI
Descent angle [3.00°]	372	478	531	637	743	849	VASI		
MAP at MP16C									

STRAIGHT-IN LANDING RWY 16C				CIRCLE-TO-LAND			
RNP 0.3							
MDA(H) 420' (394')							
ALS out							
A				A			
B	RVR 720m VIS 800m			B	NOT AUTHORIZED		
C				C			
D	RVR 1500m VIS 1600m			D			
					RVR 1500m VIS 2000m		

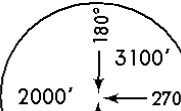
TERPS AMDT Original 31 AUG 06

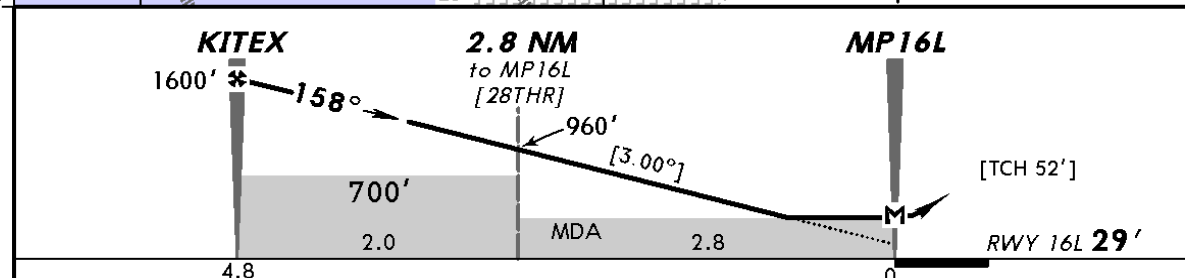
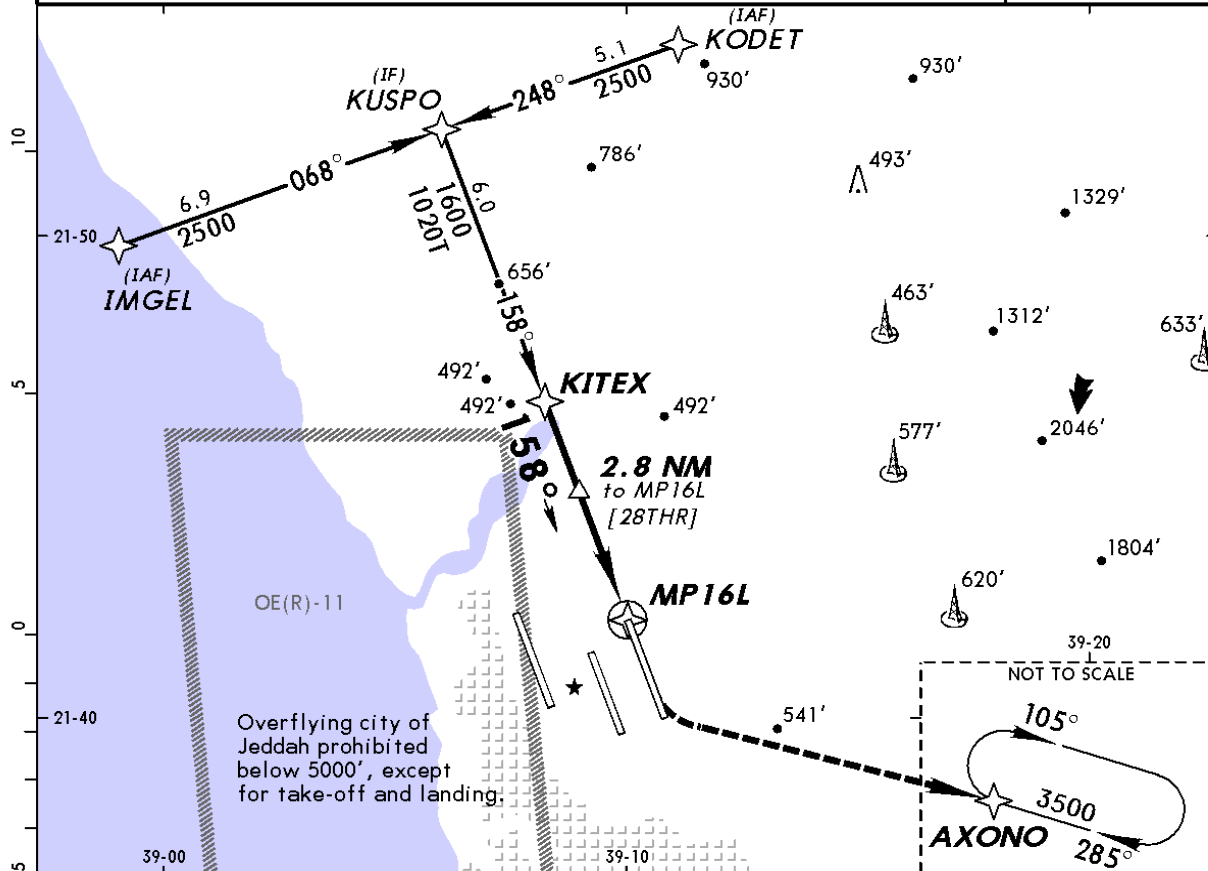
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KING ABDULAZIZ INTL

JEPPESEN **JEDDAH, SAUDI ARABIA**
25 APR 08 **(12-2)** **Eff 8 May**

RNAV Rwy 16L

BRIEFING STRIP™

ATIS		JEDDAH Approach(R) (APP)		JEDDAH Tower	Ground
114.9 126.2		(Initial contact) 119.1	(Final apch) 124.0 123.8	118.2	121.6
RNAV	Final Apch Crs 158°	Procedure Alt KITEX 1600' (1571')	MDA(H) 420' (391')	Apt Elev 48' RWY 29'	
MISSED APCH: Climb to 700', then climbing turn LEFT to 3500' direct to AXONO and hold.					
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: FL 150	Trans alt: 13000'	
					MSA MP16L



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at MP16L						

STRAIGHT-IN LANDING RWY 16L			CIRCLE-TO-LAND		
RNP 0.3					
MDA(H) 420' (391')					
ALS out					

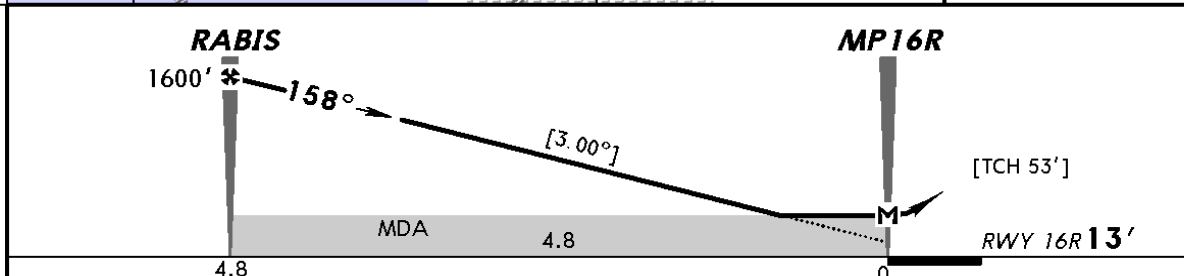
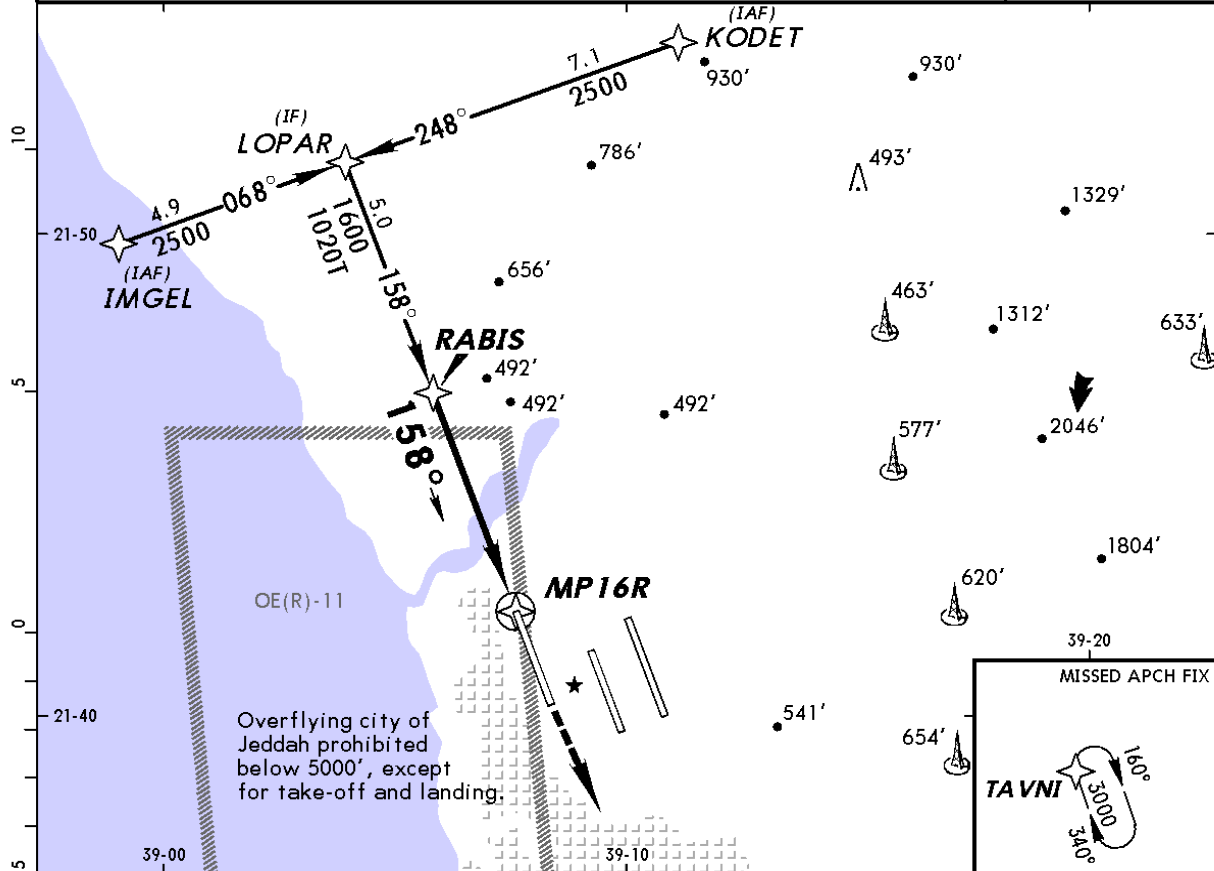
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	A	NOT AUTHORIZED
B			B	
C			C	
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	D	

OEJN/JED
KING ABDULAZIZ INTL

JEPPESEN **JEDDAH, SAUDI ARABIA**
25 APR 08 **(12-3)** **Eff 8 May**

RNAV Rwy 16R

ATIS	JEDDAH Approach(R) (APP)	JEDDAH Tower	Ground
114.9 126.2	(Initial contact) 119.1	(Final apch) 123.8	121.6
RNAV	Final Apch Crs 158°	Procedure Alt RABIS 1600' (1587')	MDA(H) 420' (407')
		Apt Elev 48'	RWY 13'
MISSED APCH: Climb to 3000' direct to TAVNI and hold.			
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: FL 150	Trans alt: 13000'
			MSA MP16R



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at MP16R						

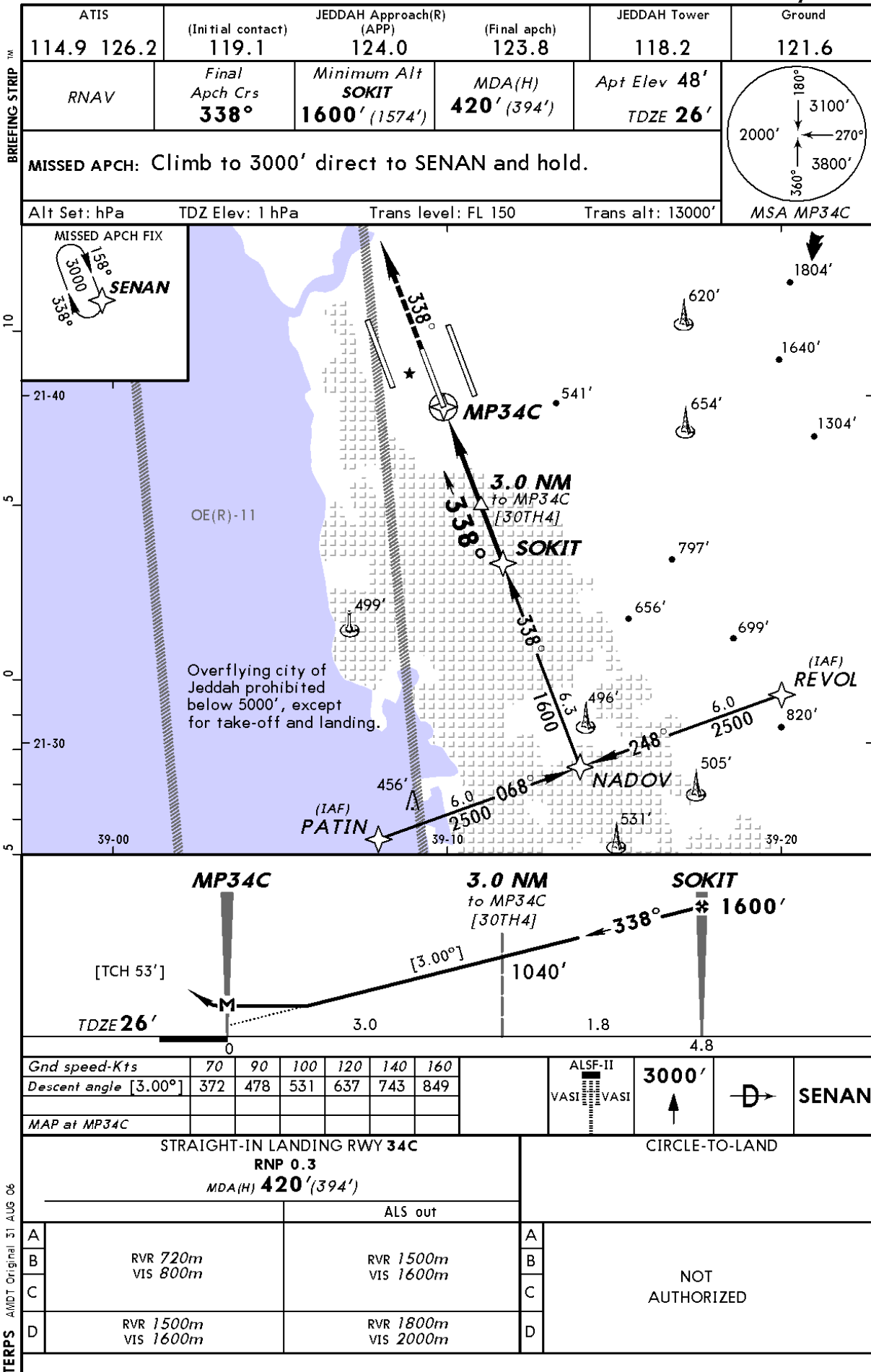
STRAIGHT-IN LANDING RWY 16R RNP 0.3 MDA(H) 420' (407')			CIRCLE-TO-LAND		
ALS out			3000'		
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	A	NOT AUTHORIZED	
B			B		
C	1200m	RVR 1800m VIS 2000m	C		
D	RVR 1500m VIS 1600m		D		

TERPS AMDT Original 31 AUG 06

OEJN/JED
KING ABDULAZIZ INTL

JEPPESEN JEDDAH, SAUDI ARABIA
25 APR 08 12-4 Eff 8 May

JEDDAH, SAUDI ARABIA
RNAV Rwy 34C

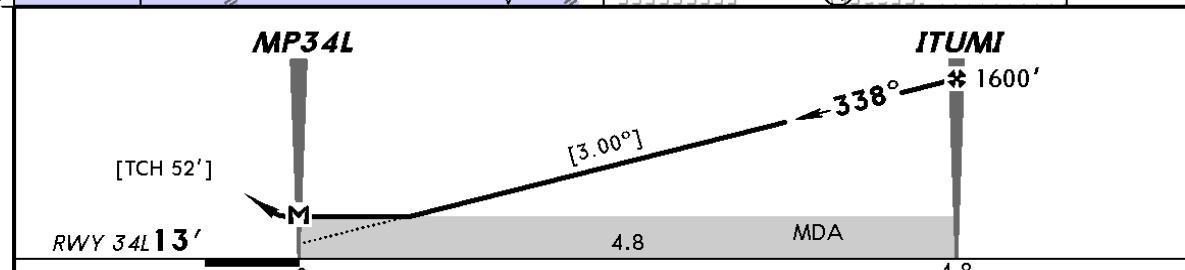
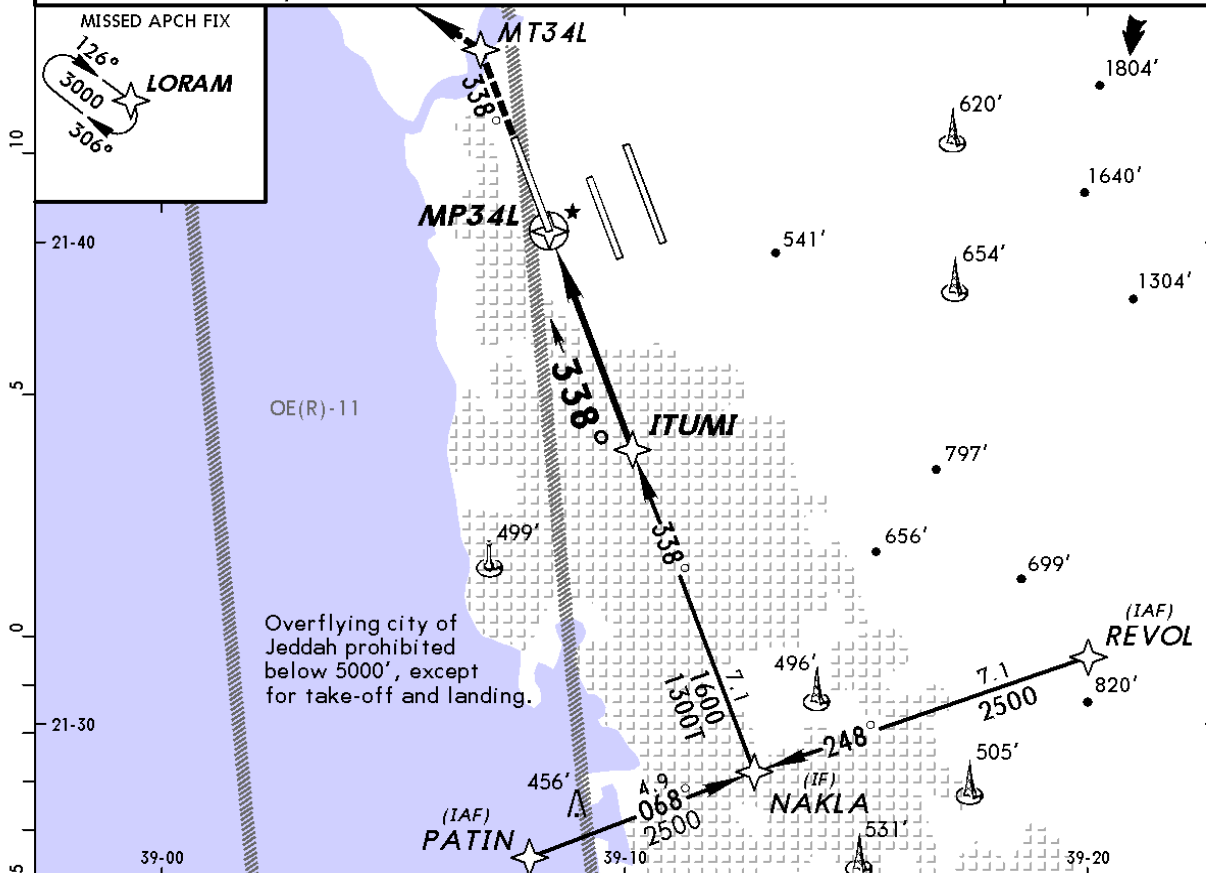


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JEPPESEN JEDDAH, SAUDI ARABIA
25 APR 08 **12-5** Eff 8 May

RNAV Rwy 34L

ATIS 114.9 126.2	(Initial contact) 119.1	JEDDAH Approach(R) (APP) 124.0	(Final apch) 123.8	JEDDAH Tower 118.2	Ground 121.6
RNAV	Final Apch Crs 338°	Procedure Alt ITUMI 1600' (1587')	MDA(H) 420' (407')	Apt Elev 48' RWY 13'	
MISSED APCH: Climb to MT34L, then climbing turn LEFT to 3000' direct to LORAM and hold.					
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: FL 150	Trans alt: 13000'	MSA MP34L	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	MT34L	3000'	LORAM
Descent angle [3.00°]	372	478	531	637	743	849	REIL VASI	↑	LT	→
MAP at MP34L										

STRAIGHT-IN LANDING RWY 34L RNP 0.3 MDA(H) 420' (407')				CIRCLE-TO-LAND			
ALS out							
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m		A	NOT AUTHORIZED		
B				B			
C	1200m			C			
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m		D			

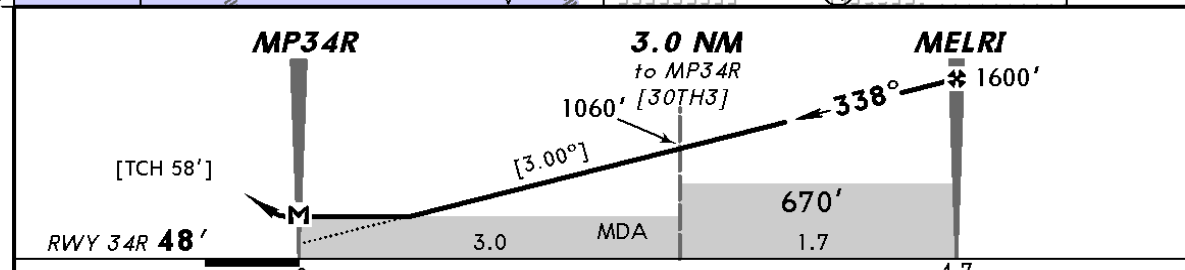
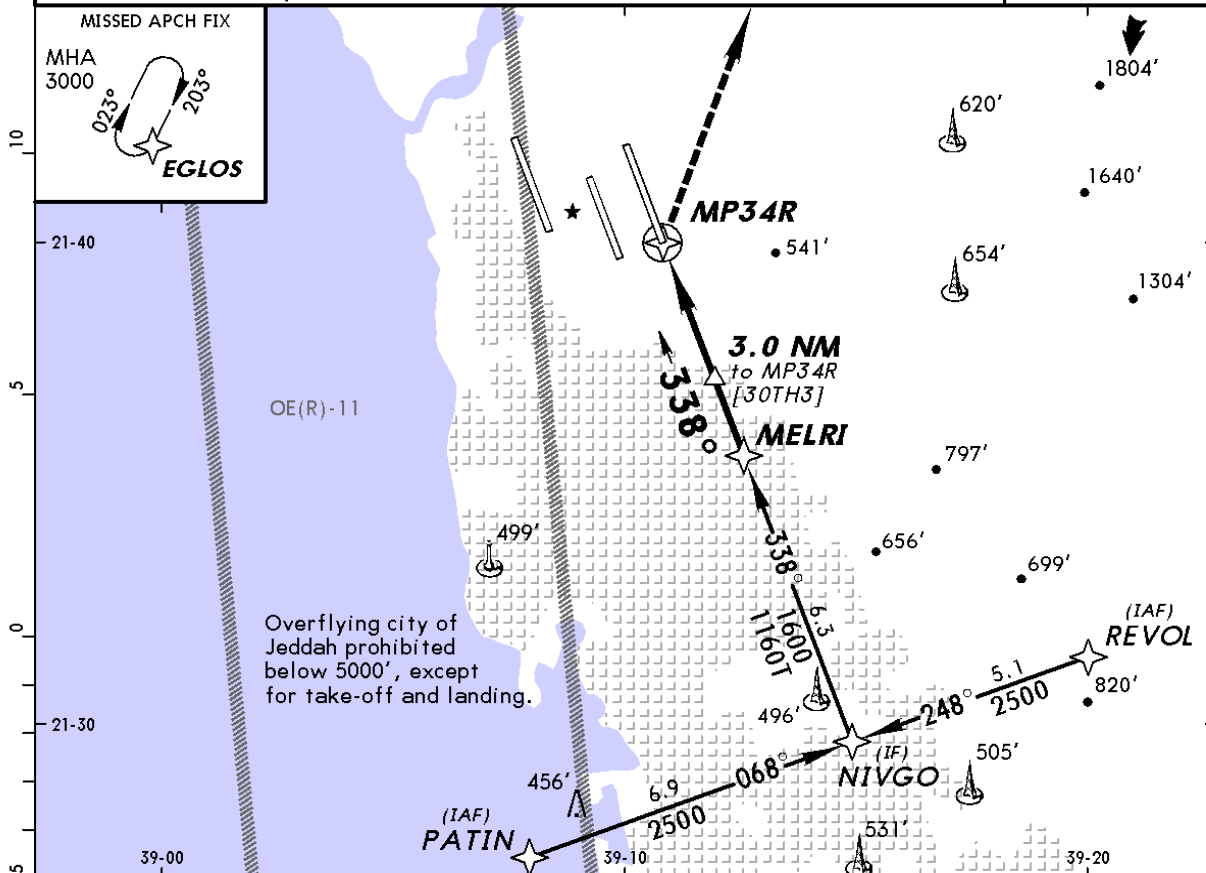
TERPS AMDT Original 31 AUG 06

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KING ABDULAZIZ INTL

JEPPESEN JEDDAH, SAUDI ARABIA
25 APR 08 12-6 Eff 8 May

RNAV Rwy 34R

ATIS	JEDDAH Approach(R) (APP)	JEDDAH Tower	Ground
114.9 126.2	(Initial contact) 119.1	(Final apch) 123.8	121.6
RNAV	Procedure Alt MELRI 1600' (1552')	Apt Elev 48' RWY 48'	
MISSED APCH: Climbing turn RIGHT to 3000' direct to EGLOS and hold.			
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 150	Trans alt: 13000'
			MSA MP34R



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at MP34R						

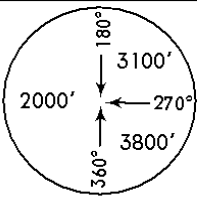
STRAIGHT-IN LANDING RWY 34R RNP 0.3 MDA(H) 500' (452')				CIRCLE-TO-LAND			
ALS out							
A	RVR 720m VIS 800m		RVR 1500m VIS 1600m	A	NOT AUTHORIZED		
B				B			
C	1200m		RVR 1800m VIS 2000m	C			
D	RVR 1500m VIS 1600m		2400m	D			

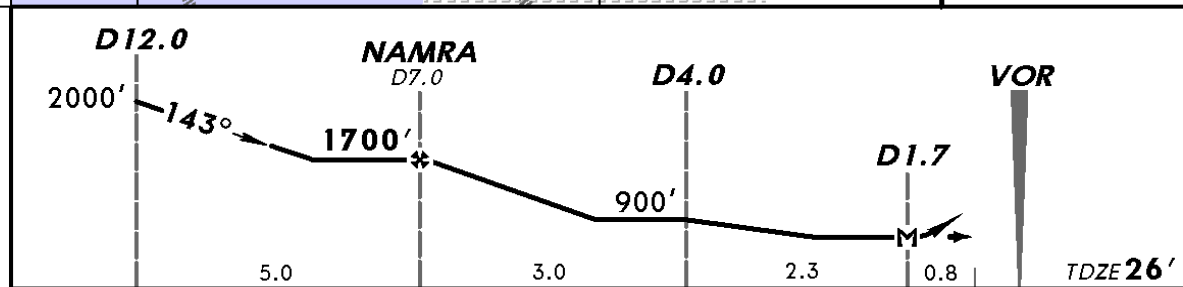
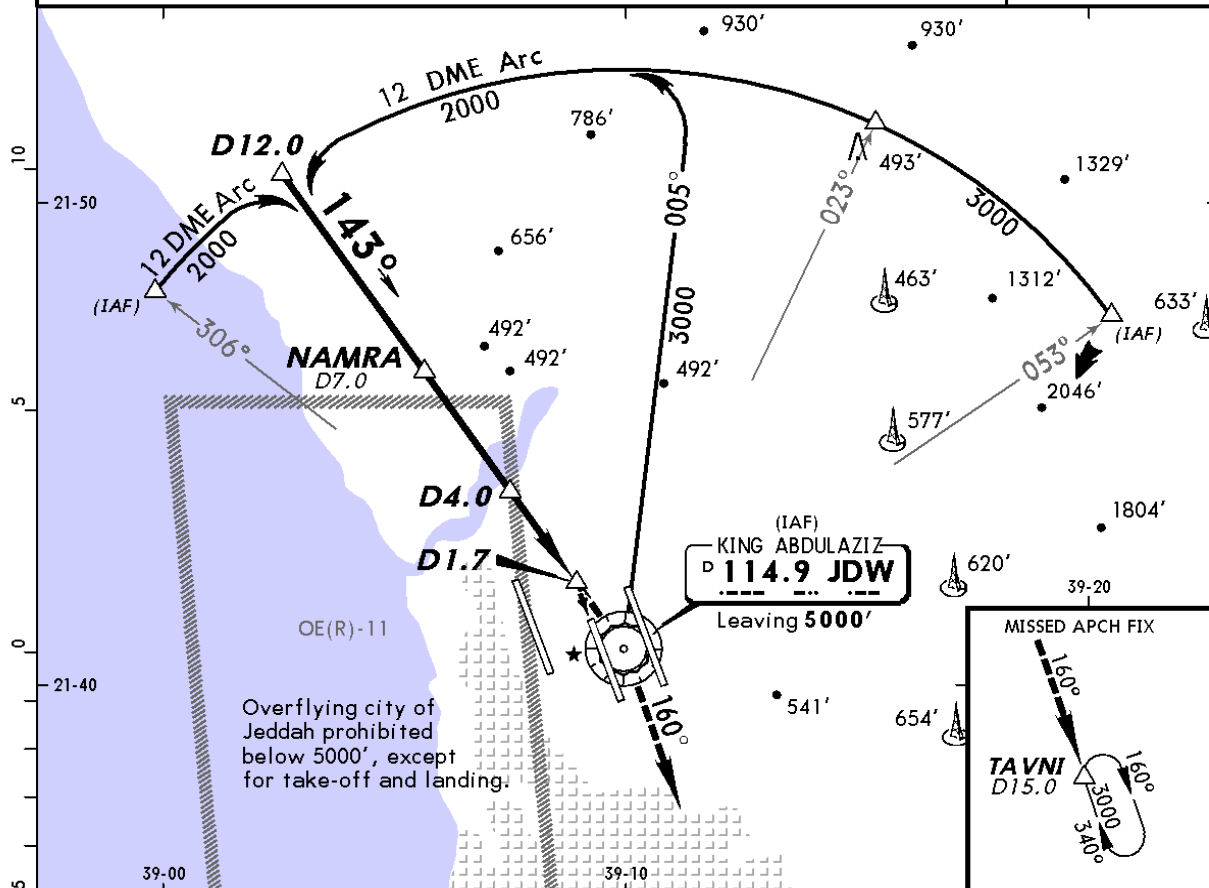
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JEPPESEN 25 APR 08 **(13-1)** **Eff 8 May**

JEDDAH, SAUDI ARABIA
VOR DME Rwy 16C

ATIS 114.9 126.2	(Initial contact) 119.1	JEDDAH Approach(R) (APP) 124.0	(Final apch) 123.8	JEDDAH Tower 118.2	Ground 121.6
VOR JDW 114.9	Final Apch Crs 143°	Minimum Alt NAMRA 1700' (1674')	MDA(H) 420' (394')	Apt Elev 48' TDZE 26'	
MISSED APCH: Climb direct to VOR, then via R-160 to 3000' to TAVNI and hold, or as directed.					
Alt Set: hPa	TDZ Elev: 1 hPa	Trans level: FL 150	Trans alt: 13000'	MSA JDW VOR	



MAP at D1.7	ALS-II VASI	JDW 114.9	3000' via 114.9 RT R-160
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STRAIGHT-IN LANDING RWY 16C		CIRCLE-TO-LAND	
MDA(H) 420' (394')		ALS out	

TERPS	A			A	
	B	RVR 720m VIS 800m	RVR 1500m VIS 1600m	B	NOT AUTHORIZED
	C			C	
	D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	D	

OEJN/JED
KING ABDULAZIZ INTL

JEPPESEN **JEDDAH, SAUDI ARABIA**
25 APR 08 **13-2** **Eff 8 May**

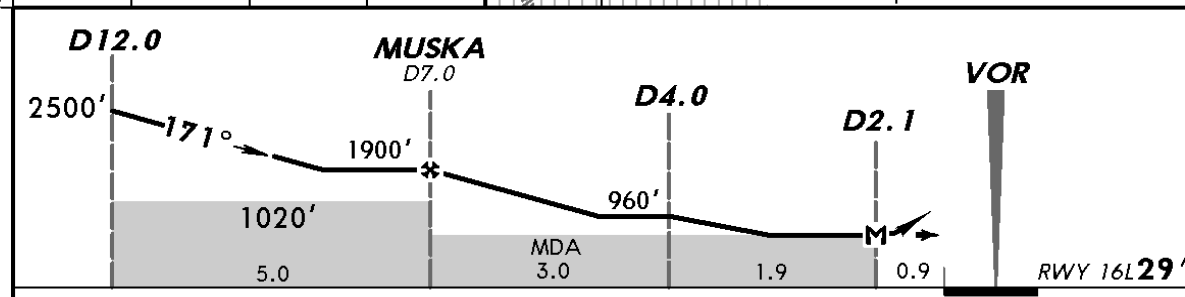
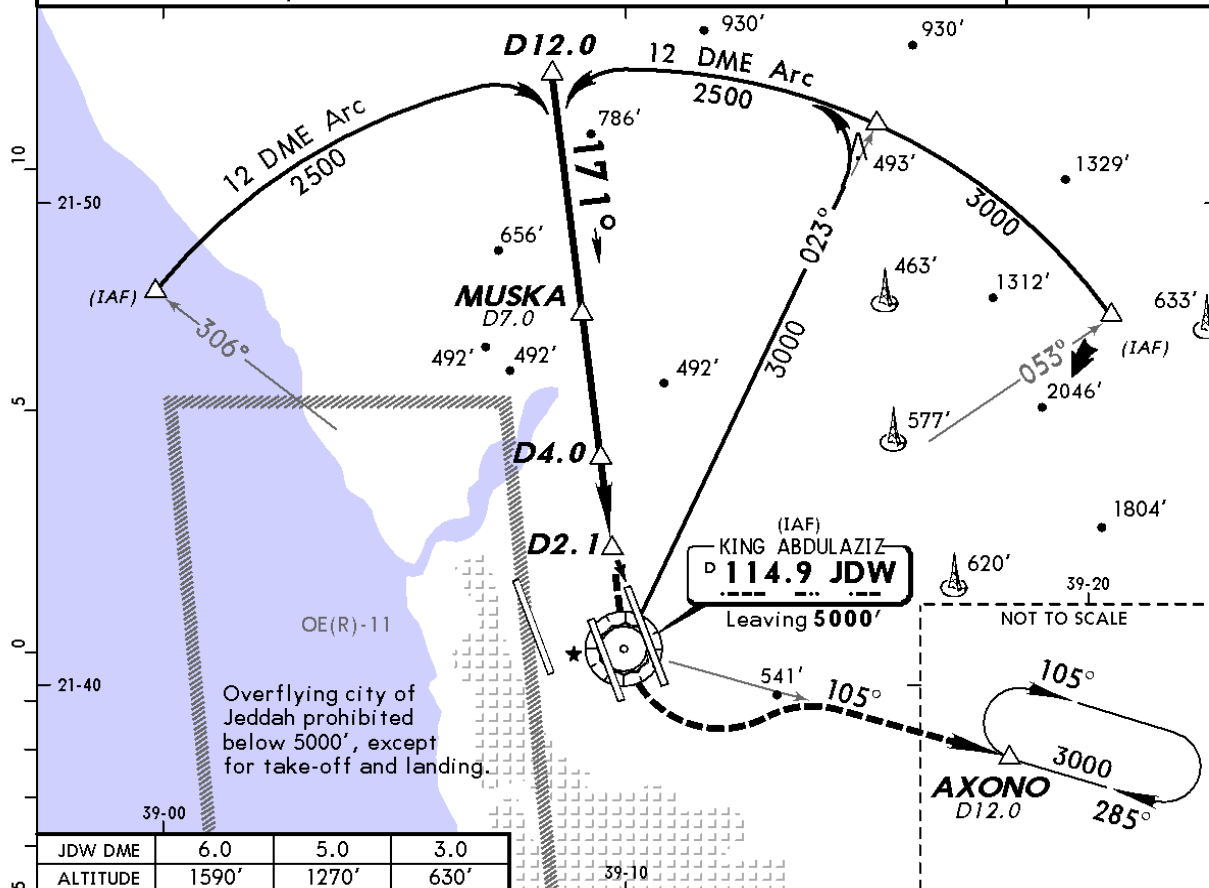
VOR DME Rwy 16L

BRIEFING STRIP™

ATIS		JEDDAH Approach(R) (APP)		JEDDAH Tower	Ground
114.9 126.2		(Initial contact) 119.1	(Final apch) 124.0	123.8	118.2
VOR JDW 114.9		Final Apch Crs 171°	Procedure Alt MUSKA 1900' (1871')	MDA(H) 440' (411')	Apt Elev 48' RWY 29'
MISSED APCH: Climbing turn LEFT to 3000' via R-105 to AXONO and hold, or as directed.					
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: FL 150		Trans alt: 13000'

180°
3100'
2000'
270°
3800'
360°

MSA JDW VOR



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843
MAP at D2.1						

STRAIGHT-IN LANDING RWY 16L			CIRCLE-TO-LAND		
MDA(H) 440' (411')					
ALS out					
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	A	NOT AUTHORIZED	
B			B		
C	1200m		C		
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	D		

CHANGES: Procedure. Rwy elev.

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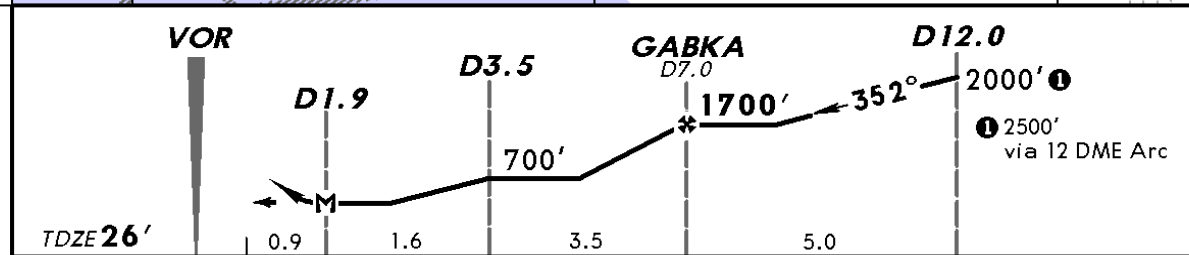
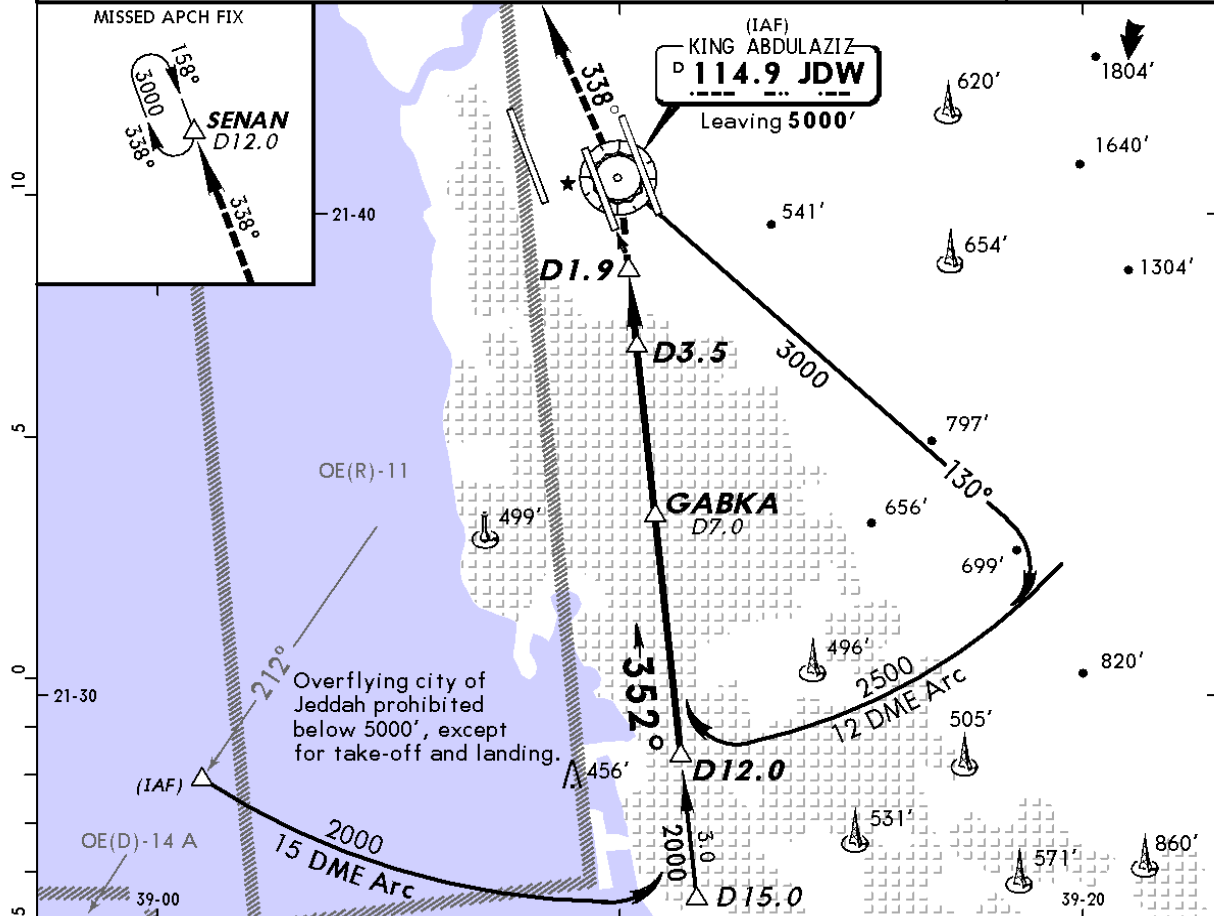
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JEPPESEN 25 APR 08 **13-3** **Eff 8 May**

JEDDAH, SAUDI ARABIA
VOR DME Rwy 34C

BRIEFING STRIP

ATIS		JEDDAH Approach(R) (APP)		JEDDAH Tower	Ground
114.9 126.2		(Initial contact) 119.1	(Final apch) 124.0	123.8	118.2
VOR JDW 114.9	Final Apch Crs 352°	Minimum Alt GABKA 1700' (1674')	MDA(H) 420' (394')	Apt Elev 48' TDZE 26'	 MSA JDW VOR
MISSED APCH: Climb direct to VOR, then climbing turn LEFT via R-338 to 3000' to SENAN and hold, or as directed.					
Alt Set: hPa		TDZ Elev: 1 hPa	Trans level: FL 150	Trans alt: 13000'	



MAP at D1.9	ALS-II VASI	JDW 114.9	3000' via 114.9	JDW 114.9
		LT	R-338	

STRAIGHT-IN LANDING RWY 34C		CIRCLE-TO-LAND	
MDA(H) 420' (394')			
ALS out			
A	RVR 720m VIS 800m	A	NOT AUTHORIZED
B	RVR 1500m VIS 1600m	B	
C	RVR 1500m VIS 1600m	C	
D	RVR 1800m VIS 2000m	D	

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JEPPESEN JEDDAH, SAUDI ARABIA
25 APR 08 13-4 Eff 8 May VOR DME Rwy 34R

