
1. GENERAL

1.1. ATIS

D-ATIS 116.4 126.2

1.2. NOISE ABATEMENT PROCEDURES

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

1.3. TAXI PROCEDURES

180° turns on RWY 16L/34R prohibited, except when WIP on RWY with displaced threshold or when instructed by ATC.

GA apron MAX wingspan 118'/36m.

CAUTION on Apron 1, 4 and 5 stands 1 and 8 and on Apron 2 stands 1 and 9:

No ACFT permitted to dock to or push back from stands when there is parallel traffic on TWYs T or U.

CAUTION: Crossing vehicles on TWYs R, S, T, U and V.

1.4. PARKING INFORMATION

On all stands of Aprons 6 and 7 and GA apron push-back required.

Stand entry guidance system available at stands A1 thru A6 and Apron 7 stands 1 thru 20.

1.5. OTHER INFORMATION

Birds in vicinity of APT.

RWYs 16R, 34C and 34R right-hand circuit.

2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWYs 16C, 16R, 34L and 34C are approved for CAT II operations, special aircrew and ACFT certification required.

2.2. RWY OPERATIONS

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

2.3. TAXI PROCEDURES

General aviation ACFT shall be guided by marshaller to the general aviation parking area.

Pilots should exercise caution and use idle power when manoeuvring to park on apron 2.

Enter Apron 6 from TWY F and Apron 7 from TWY B7, D4 or D3.

3. DEPARTURE

3.1. START-UP & PUSH-BACK PROCEDURES

3.1.1. START-UP

ACFT parked on Apron 6 not to start engine until been pushed back.

Engine start and run-up not permitted on apron 9 except:

- Saudia MD-11 engine No.2 only.
- ACFT other than MD-11 with inoperative APU will start-up with one engine at idle power. Furthermore the operator of ACFT shall guard the roadway behind the ACFT until the push-back is completed.

3.1.2. PUSH-BACK

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

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

3.2. NOISE ABATEMENT PROCEDURES

Departure from RWY 34L.

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

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

3.3. TAXI PROCEDURES

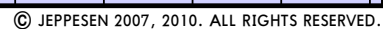
Exit Apron 6 on TWY E and Apron 7 on TWY B7, D4 or D3.

3.4. RWY OPERATIONS

RWY 34L is preferential departure RWY in conditions of slack wind (less than 6KTs).

RADAR MINIMUM ALTITUDES

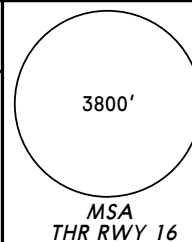
Alt Set: hPa Trans level: FL150 Trans alt: 13000'
This chart may only be used for cross-checking of altitudes
assigned while under radar control.



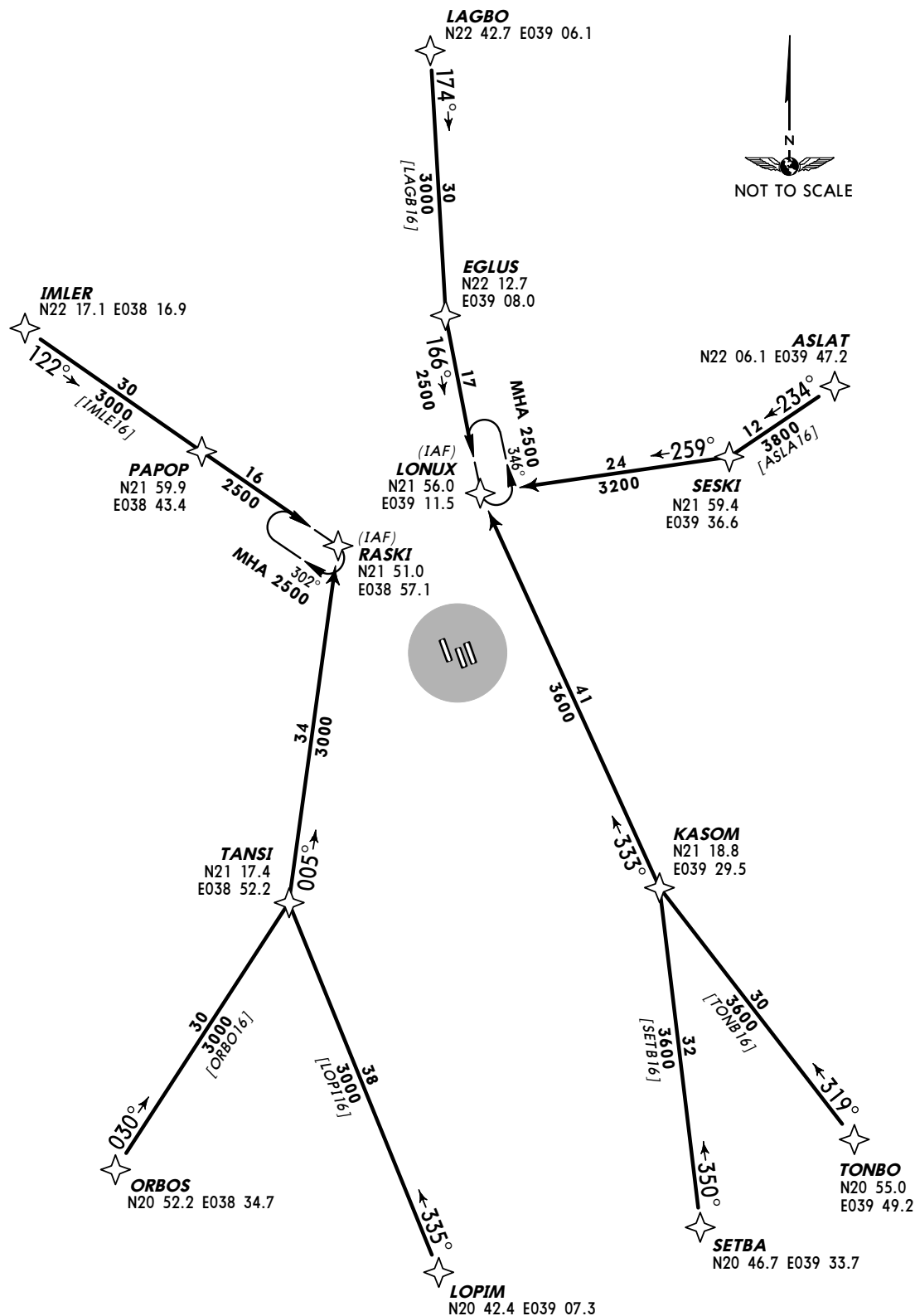
D-ATIS
116.4 126.2

Apt Elev
48'

Alt Set: hPa
Trans level: FL150 Trans alt: 13000'



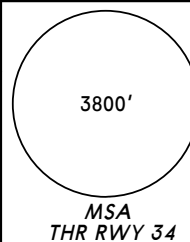
RWYS 16L/C/R RNAV ARRIVALS BY ATC



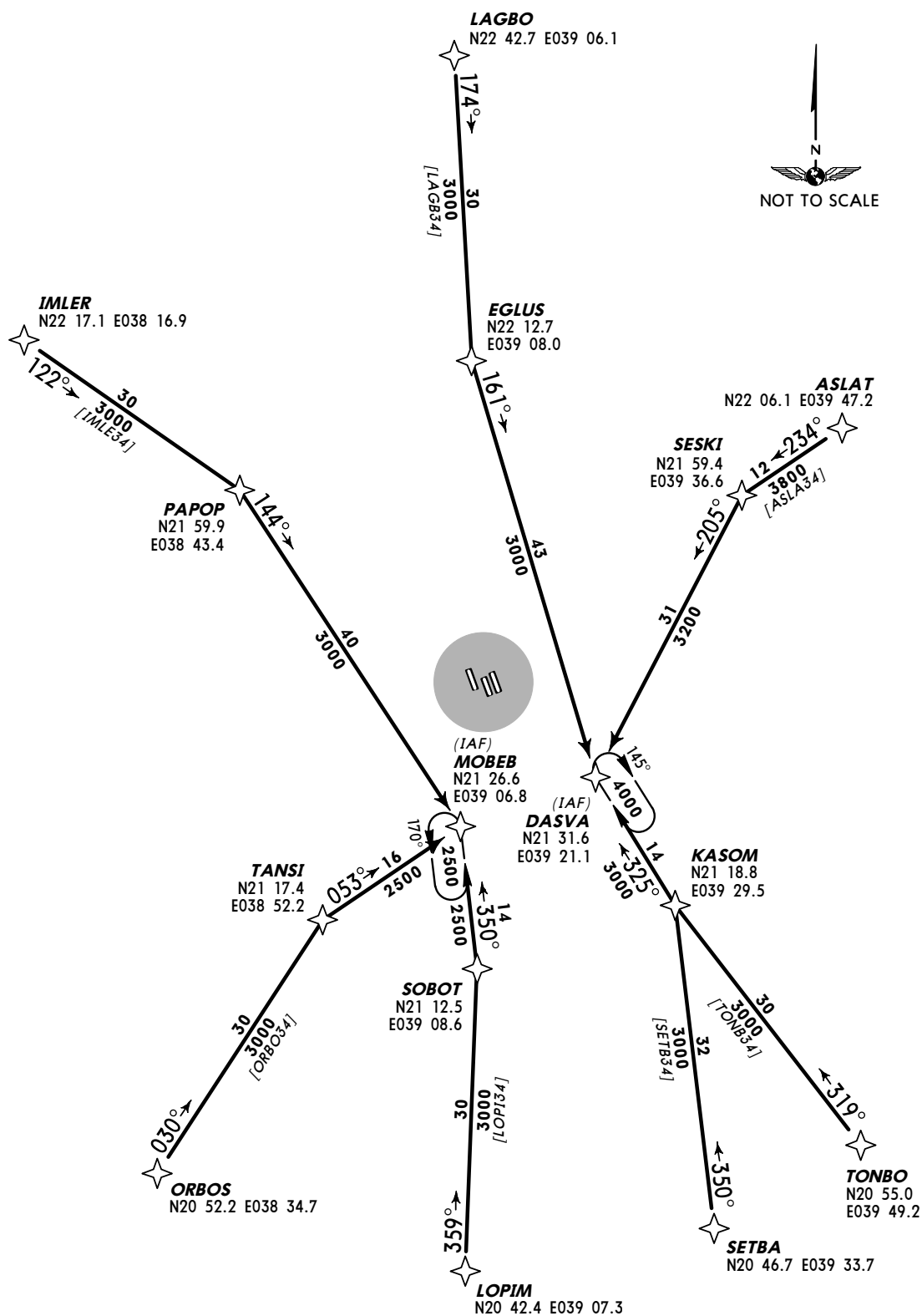
D-ATIS
116.4 126.2

Apt Elev
48'

Alt Set: hPa
Trans level: FL150 Trans alt: 13000'



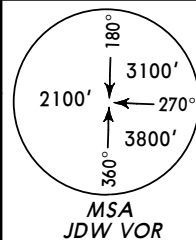
RWYS 34L/C/R RNAV ARRIVALS BY ATC



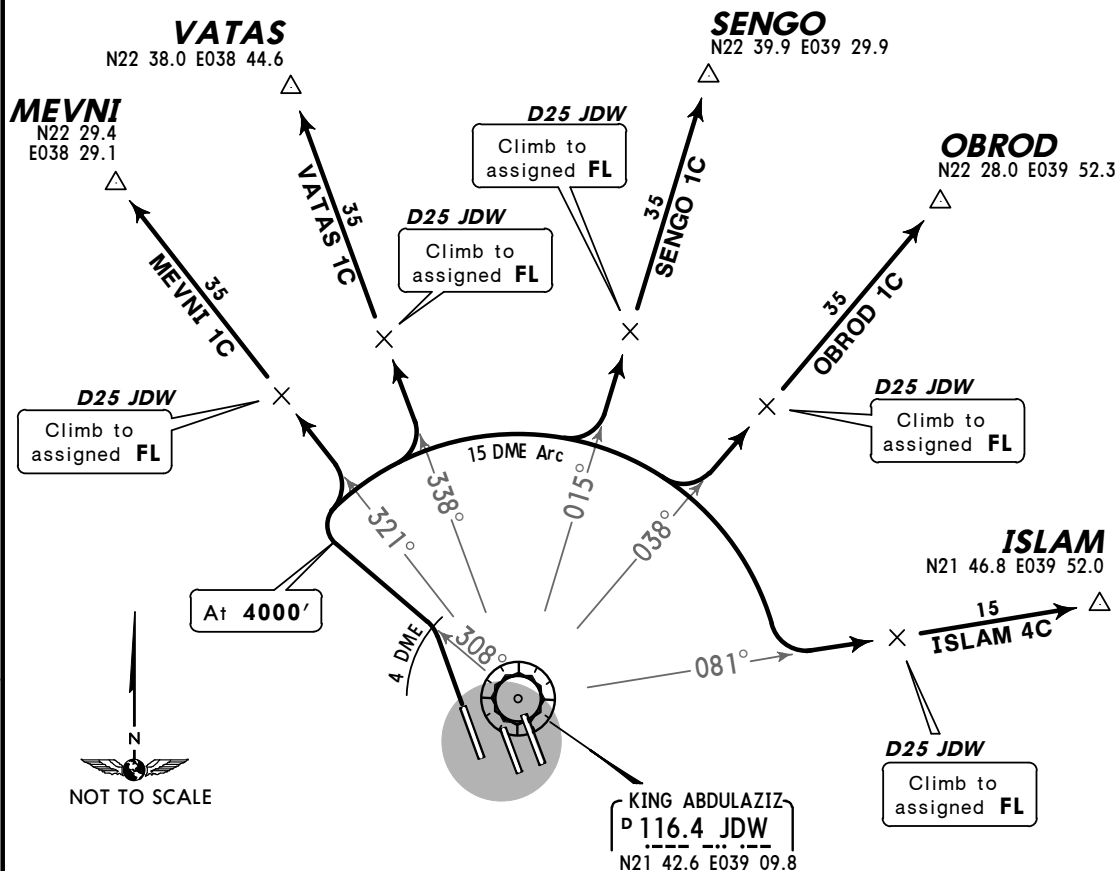
JEDDAH
Approach (R)
124.0

Apt Elev
48'

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



ISLAM 4C [ISLA4C]
MEVNI 1C [MEVN1C]
OBROD 1C [OBRO1C]
SENGO 1C [SENG1C]
VATAS 1C [VATA1C]
RWY 34L DEPARTURES
TO NORTHWEST, NORTHEAST & EAST

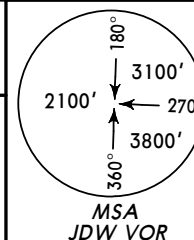


These SIDs require a minimum climb gradient
of
320' per NM.

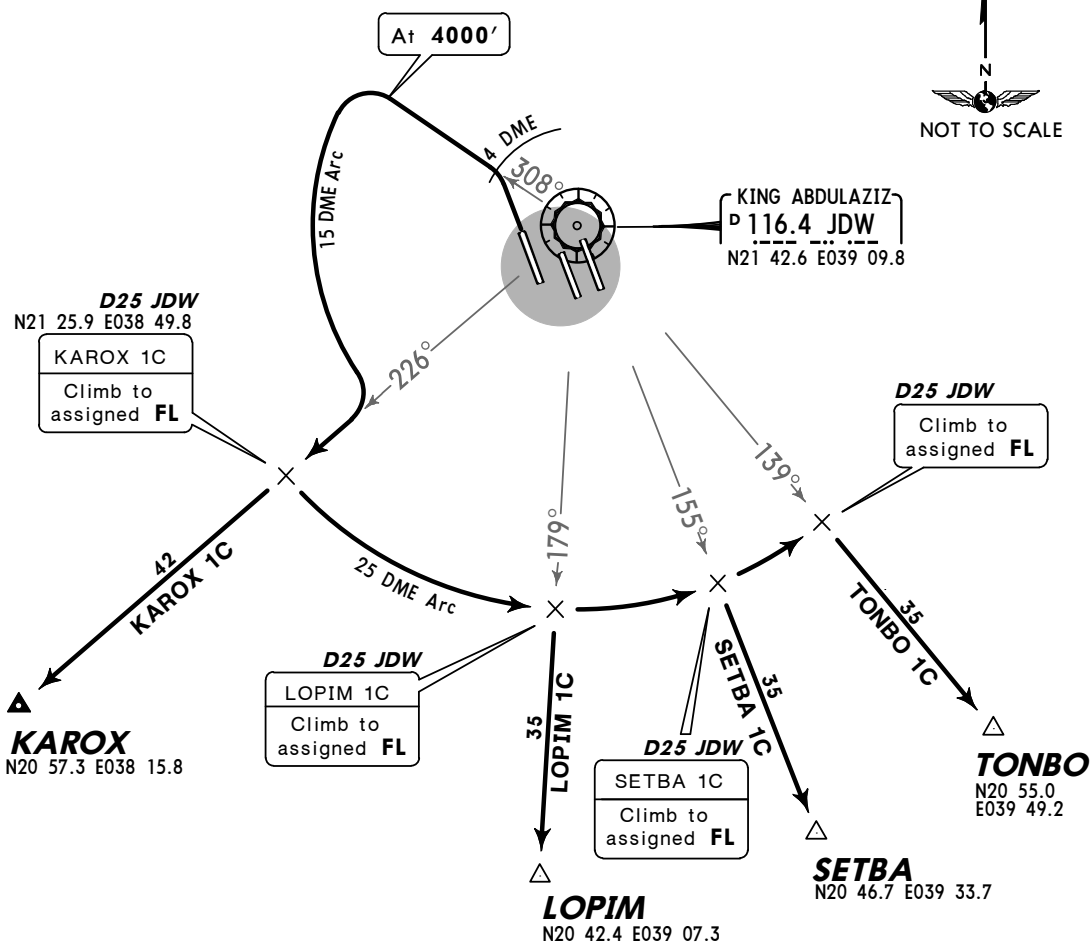
Gnd speed-KT	75	100	150	200	250	300
320' per NM	400	533	800	1067	1333	1600

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

SID	ROUTING
ISLAM 4C	Climb on runway heading to JDW 4 DME, intercept JDW R-308 to RIGHT, along JDW 15 DME arc, intercept JDW R-081 to ISLAM. 4000', turn
MEVNI 1C	Climb on runway heading to JDW 4 DME, intercept JDW R-308 to RIGHT, along JDW 15 DME arc, intercept JDW R-321 to MEVNI. 4000', turn
OBROD 1C	Climb on runway heading to JDW 4 DME, intercept JDW R-308 to RIGHT, along JDW 15 DME arc, intercept JDW R-038 to OBROD. 4000', turn
SENGO 1C	Climb on runway heading to JDW 4 DME, intercept JDW R-308 to RIGHT, along JDW 15 DME arc, intercept JDW R-015 to SENG. 4000', turn
VATAS 1C	Climb on runway heading to JDW 4 DME, intercept JDW R-308 to RIGHT, along JDW 15 DME arc, intercept JDW R-338 to VATAS. 4000', turn

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

**KAROX 1C [KARO1C]
LOPIM 1C [LOPI1C]
SETBA 1C [SETB1C]
TONBO 1C [TONB1C]
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

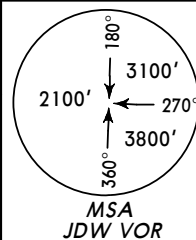
If unable to comply with SID advise ATC
prior to take-off.

SID	ROUTING
KAROX 1C	Climb on runway heading to JDW 4 DME, intercept JDW R-308 to 4000', turn LEFT, along JDW 15 DME arc, intercept JDW R-226 to KAROX.
LOPIM 1C	Climb on runway heading to JDW 4 DME, intercept JDW R-308 to 4000', turn LEFT, along JDW 15 DME arc, intercept JDW R-226, turn LEFT, along JDW 25 DME arc, intercept JDW R-179 to LOPIM.
SETBA 1C	Climb on runway heading to JDW 4 DME, intercept JDW R-308 to 4000', turn LEFT, along JDW 15 DME arc, intercept JDW R-226, turn LEFT, along JDW 25 DME arc, intercept JDW R-155 to SETBA.
TONBO 1C	Climb on runway heading to JDW 4 DME, intercept JDW R-308 to 4000', turn LEFT, along JDW 15 DME arc, intercept JDW R-226, turn LEFT, along JDW 25 DME arc, intercept JDW R-139 to TONBO.

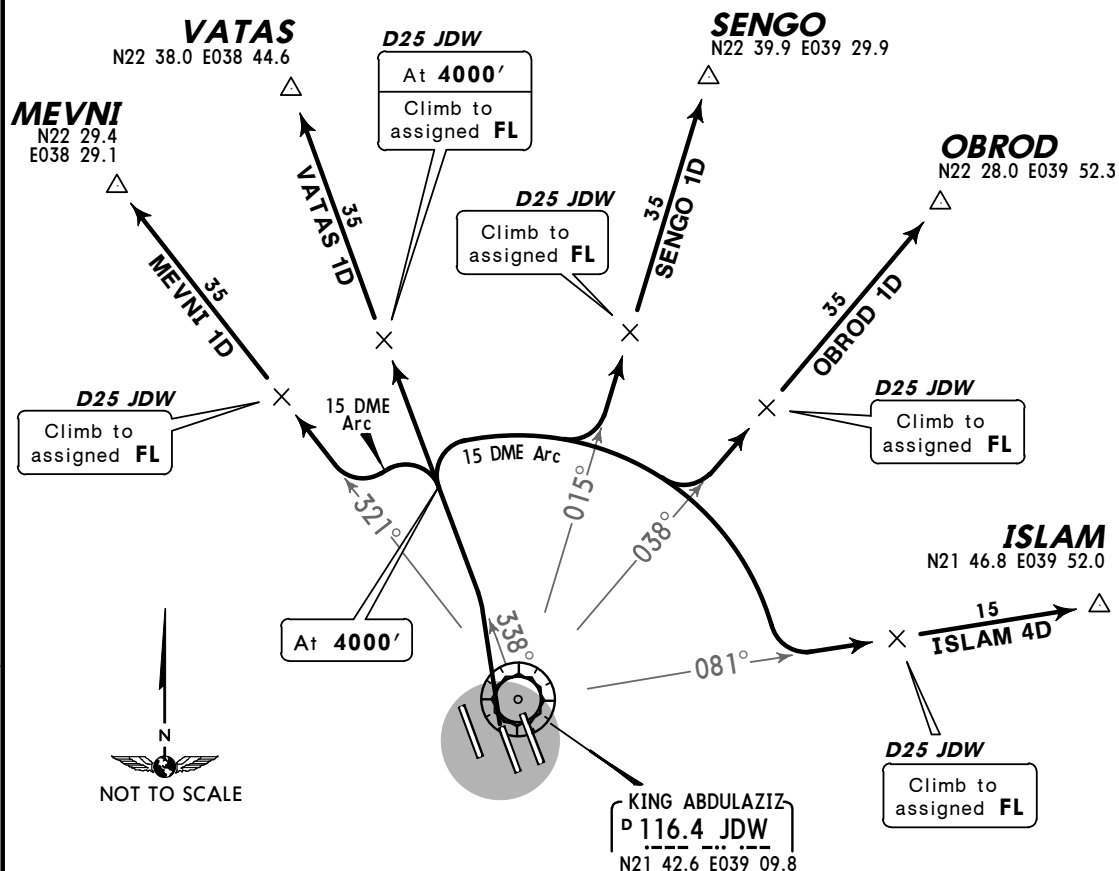
JEDDAH
Approach (R)
124.0

Apt Elev
48'

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



ISLAM 4D [ISLA4D]
MEVNI 1D [MEVN1D]
OBROD 1D [OBRO1D]
SENGO 1D [SENG1D]
VATAS 1D [VATA1D]
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

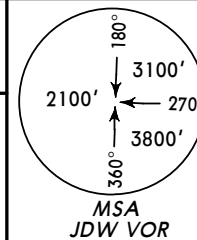
If unable to comply with SID advise ATC
prior to take-off.

SID	ROUTING
ISLAM 4D	Climb on JDW R-338 to 4000', turn RIGHT, along JDW 15 DME arc, intercept JDW R-081 to ISLAM.
MEVNI 1D	Climb on JDW R-338 to 4000', turn LEFT, along JDW 15 DME arc, intercept JDW R-321 to MEVNI.
OBROD 1D	Climb on JDW R-338 to 4000', turn RIGHT, along JDW 15 DME arc, intercept JDW R-038 to OBROD.
SENGO 1D	Climb on JDW R-338 to 4000', turn RIGHT, along JDW 15 DME arc, intercept JDW R-015 to SENGO.
VATAS 1D	Climb on JDW R-338 to 4000', maintain 4000' to D25 JDW, then to VATAS.

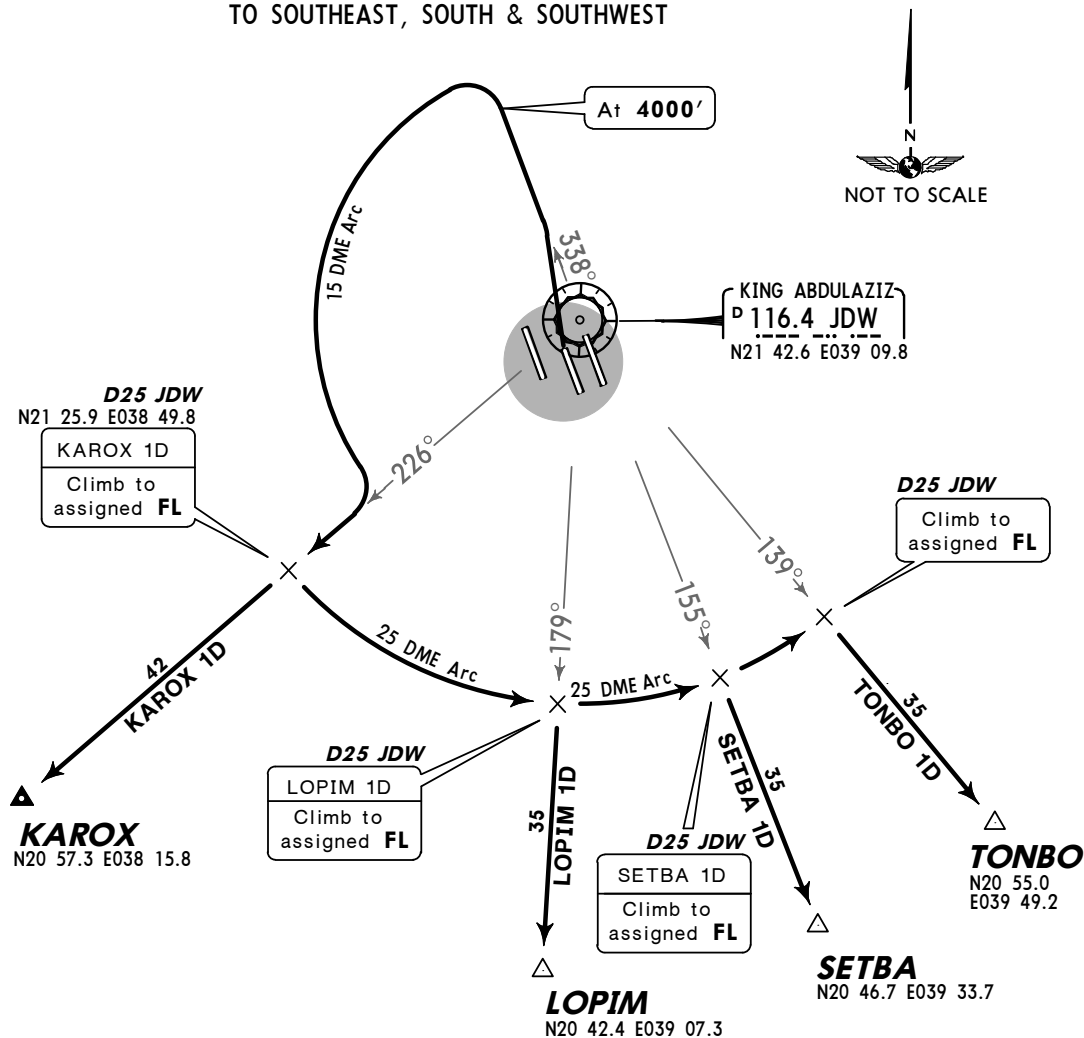
JEDDAH
Approach (R)
124.0

Apt Elev
48'

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



KAROX 1D [KARO1D]
LOPIM 1D [LOPI1D]
SETBA 1D [SETB1D]
TONBO 1D [TONB1D]
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

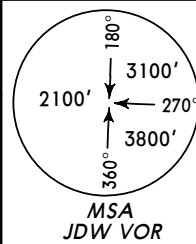
If unable to comply with SID advise ATC prior to take-off.

SID	ROUTING
KAROX 1D	Climb on JDW R-338 to 4000' , turn LEFT, along JDW 15 DME arc, intercept JDW R-226 to KAROX.
LOPIM 1D	Climb on JDW R-338 to 4000' , turn LEFT, along JDW 15 DME arc, intercept JDW R-226, turn LEFT, along JDW 25 DME arc, intercept JDW R-179 to LOPIM.
SETBA 1D	Climb on JDW R-338 to 4000' , turn LEFT, along JDW 15 DME arc, intercept JDW R-226, turn LEFT, along JDW 25 DME arc, intercept JDW R-155 to SETBA.
TONBO 1D	Climb on JDW R-338 to 4000' , turn LEFT, along JDW 15 DME arc, intercept JDW R-226, turn LEFT, along JDW 25 DME arc, intercept JDW R-139 to TONBO.

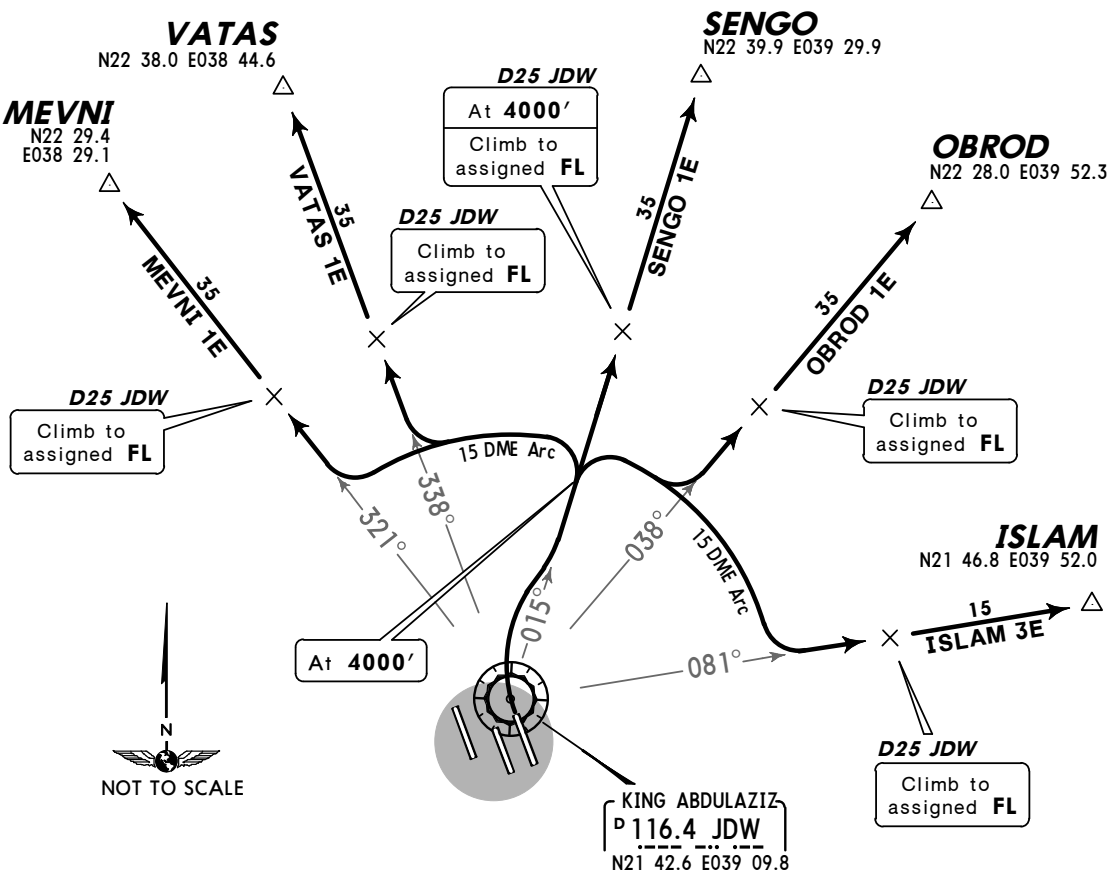
JEDDAH
Approach (R)
124.0

Apt Elev
48'

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



ISLAM 3E [ISLA3E]
MEVNI 1E [MEVN1E]
OBROD 1E [OBRO1E]
SENGO 1E [SENG1E]
VATAS 1E [VATA1E]
RWY 34R DEPARTURES
TO NORTHWEST, NORTHEAST & EAST

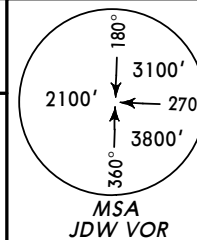


These SIDs require a minimum climb gradient
of
286' per NM.

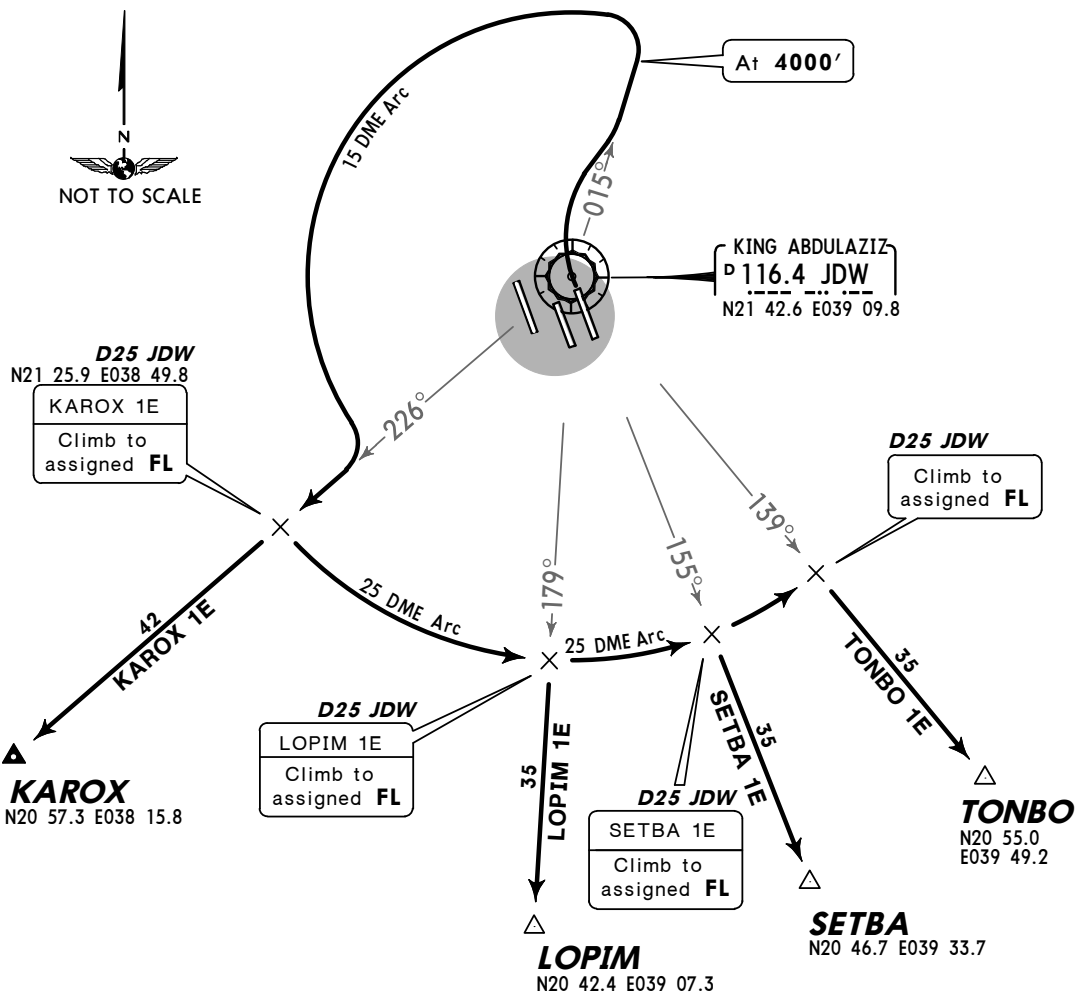
Gnd speed-KT	75	100	150	200	250	300
286' per NM	357	477	715	953	1192	1430

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

SID	ROUTING
ISLAM 3E	Climb on JDW R-015 to 4000', turn RIGHT, along JDW 15 DME arc, intercept JDW R-081 to ISLAM.
MEVNI 1E	Climb on JDW R-015 to 4000', turn LEFT, along JDW 15 DME arc, intercept JDW R-321 to MEVNI.
OBROD 1E	Climb on JDW R-015 to 4000', turn RIGHT, along JDW 15 DME arc, intercept JDW R-038 to OBROD.
SENGO 1E	Climb on JDW R-015 to 4000', maintain 4000' to D25 JDW, then to SENG.
VATAS 1E	Climb on JDW R-015 to 4000', turn LEFT, along JDW 15 DME arc, intercept JDW R-338 to VATAS.

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

KAROX 1E [KARO1E]
LOPIM 1E [LOPI1E]
SETBA 1E [SETB1E]
TONBO 1E [TONB1E]
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	477	715	953	1192	1430

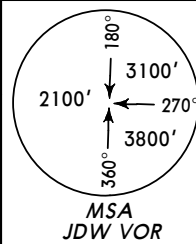
If unable to comply with SID advise ATC
prior to take-off.

SID	ROUTING
KAROX 1E	Climb on JDW R-015 to 4000', turn LEFT, along JDW 15 DME arc, intercept JDW R-226 to KAROX.
LOPIM 1E	Climb on JDW R-015 to 4000', turn LEFT, along JDW 15 DME arc, intercept JDW R-226, turn LEFT, along JDW 25 DME arc, intercept JDW R-179 to LOPIM.
SETBA 1E	Climb on JDW R-015 to 4000', turn LEFT, along JDW 15 DME arc, intercept JDW R-226, turn LEFT, along JDW 25 DME arc, intercept JDW R-155 to SETBA.
TONBO 1E	Climb on JDW R-015 to 4000', turn LEFT, along JDW 15 DME arc, intercept JDW R-226, turn LEFT, along JDW 25 DME arc, intercept JDW R-139 to TONBO.

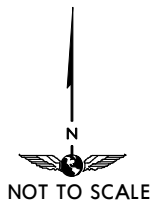
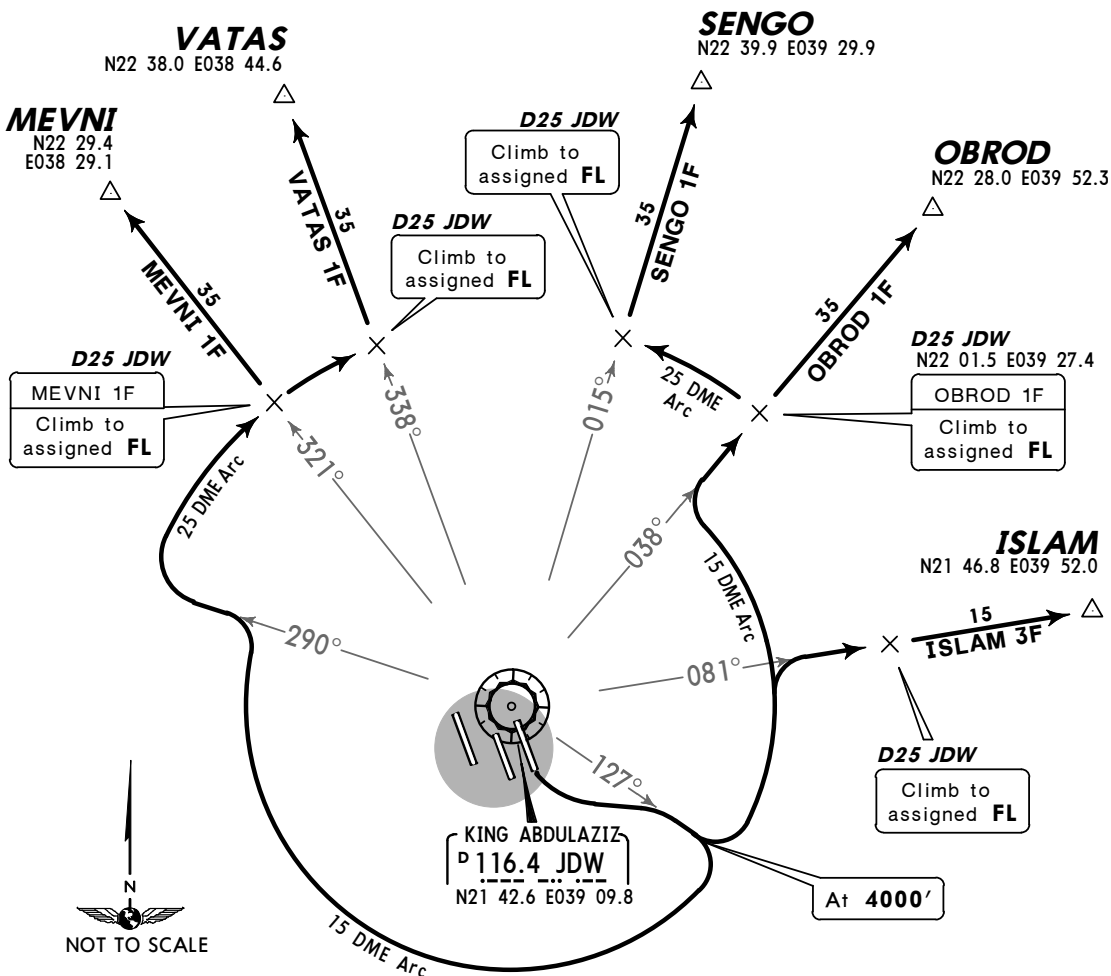
JEDDAH
Approach (R)
124.0

Apt Elev
48'

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



ISLAM 3F [ISLA3F]
MEVNI 1F [MEVN1F]
OBROD 1F [OBRO1F]
SENGO 1F [SENG1F]
VATAS 1F [VATA1F]
RWY 16L DEPARTURES
TO NORTHWEST, NORTHEAST & EAST



Gnd speed-KT	75	100	150	200	250	300
286' per NM	357	477	715	953	1192	1430

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

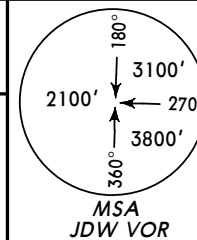
If unable to comply with SID advise ATC prior to take-off.

SID	ROUTING
ISLAM 3F	Climb on JDW R-127 to 4000', turn LEFT, along JDW 15 DME arc, intercept JDW R-081 to ISLAM.
MEVNI 1F	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 MEVNI.
OBROD 1F	Climb on JDW R-127 to 4000', turn LEFT, along JDW 15 DME arc, intercept JDW R-038 to OBROD.
SENGO 1F	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-015 to SENG.
VATAS 1F	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 VATAS.

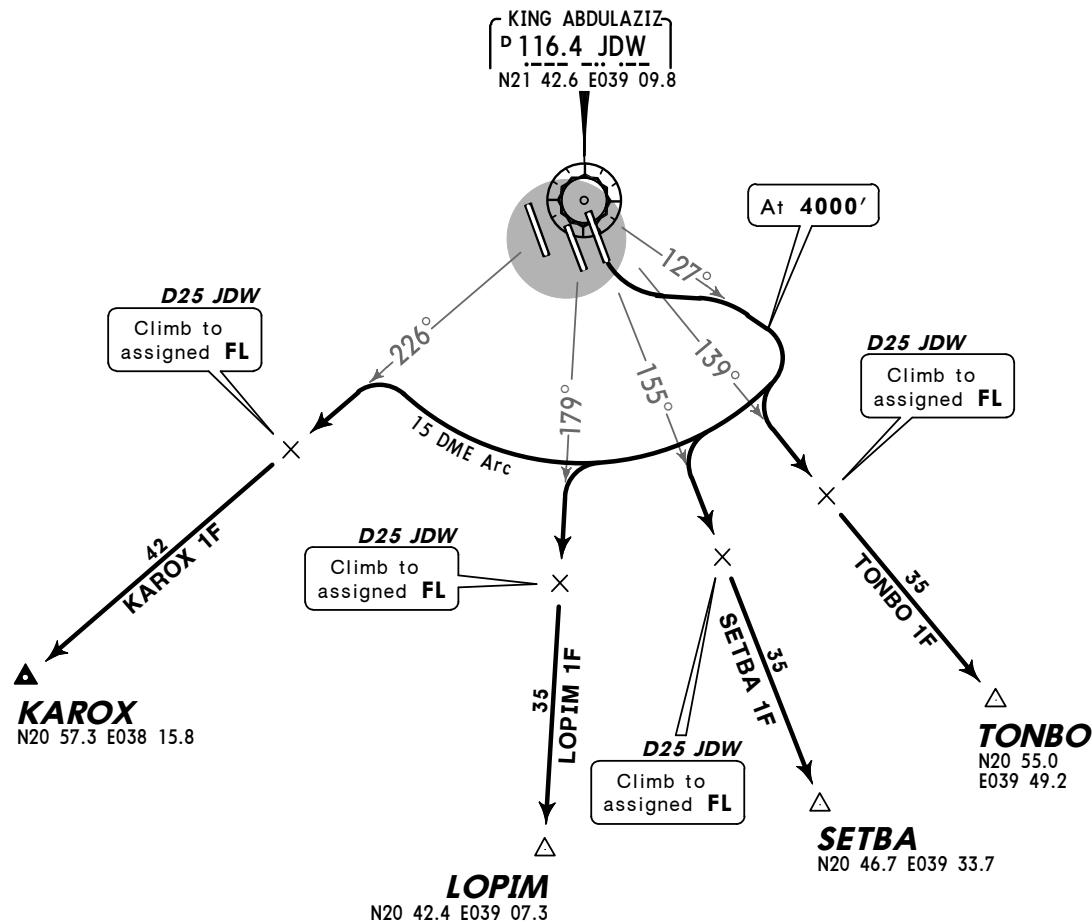
JEDDAH
Approach (R)
124.0

Apt Elev
48'

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



KAROX 1F [KARO1F]
LOPIM 1F [LOPI1F]
SETBA 1F [SETB1F]
TONBO 1F [TONB1F]
RWY 16L DEPARTURES
TO SOUTHEAST, SOUTH & SOUTHWEST



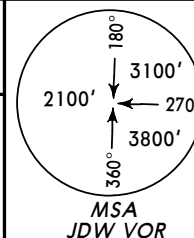
These SIDs require a minimum climb gradient
of
286' per NM.

Gnd speed-KT	75	100	150	200	250	300
286' per NM	357	477	715	953	1192	1430

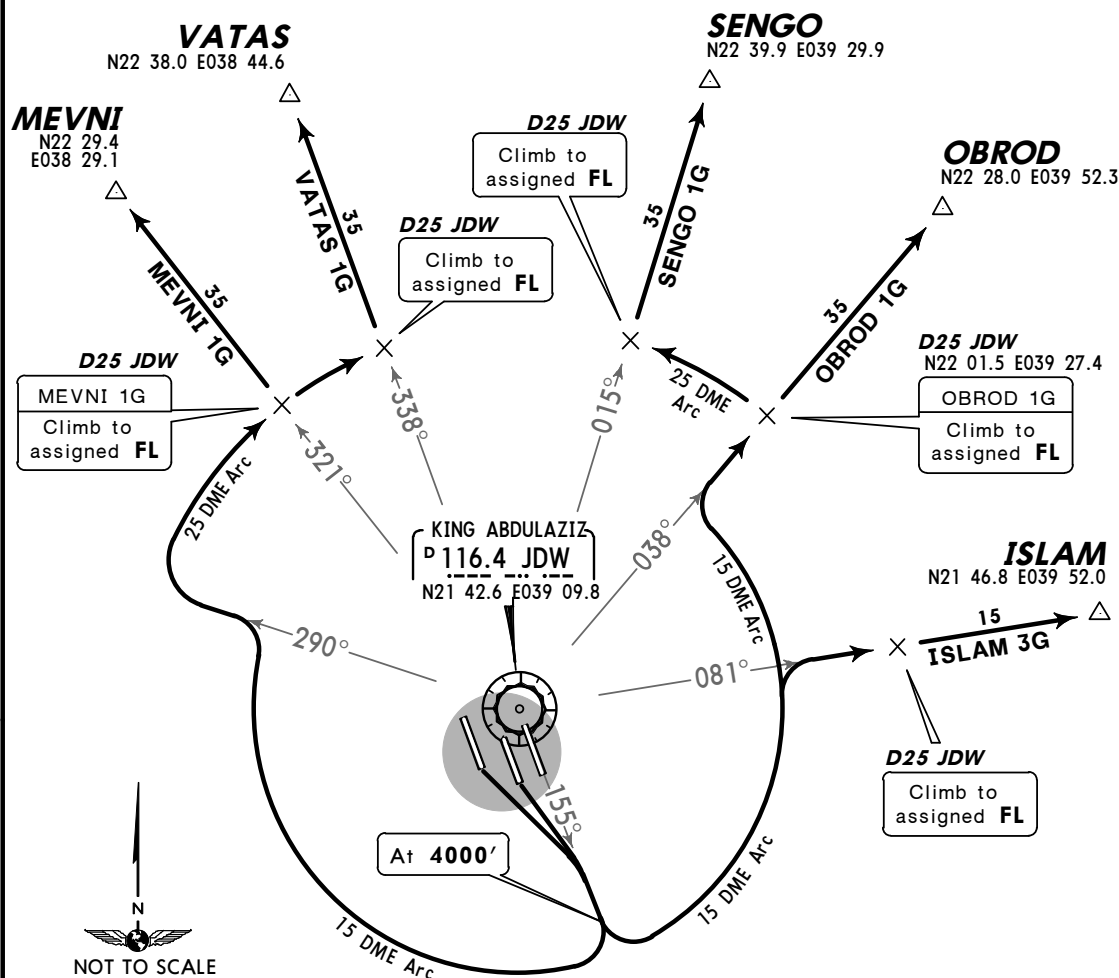
If unable to comply with SID advise ATC
prior to take-off.



SID	ROUTING
KAROX 1F	Climb on JDW R-127 to 4000', turn RIGHT, along JDW 15 DME arc, intercept JDW R-226 to KAROX.
LOPIM 1F	Climb on JDW R-127 to 4000', turn RIGHT, along JDW 15 DME arc, intercept JDW R-179 to LOPIM.
SETBA 1F	Climb on JDW R-127 to 4000', turn RIGHT, along JDW 15 DME arc, intercept JDW R-155 to SETBA.
TONBO 1F	Climb on JDW R-127 to 4000', turn RIGHT, along JDW 15 DME arc, intercept JDW R-139 to TONBO.

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

ISLAM 3G [ISLA3G]
MEVNI 1G [MEVN1G]
OBROD 1G [OBRO1G]
SENGO 1G [SENG1G]
VATAS 1G [VATA1G]
RWYS 16C/R DEPARTURES
TO NORTHWEST, NORTHEAST & EAST



These SIDs require a minimum climb gradient
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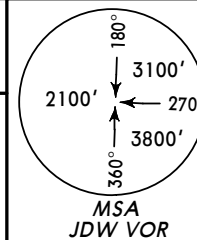
If unable to comply with SID advise ATC
prior to take-off.

SID	ROUTING
ISLAM 3G	Climb on JDW R-155 to 4000', turn LEFT, along JDW 15 DME arc, intercept JDW R-081 to ISLAM.
MEVNI 1G	Climb on JDW R-155 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 MEVNI.
OBROD 1G	Climb on JDW R-155 to 4000', turn LEFT, along JDW 15 DME arc, intercept JDW R-038 to OBROD.
SENGO 1G	Climb on JDW R-155 to 4000', turn LEFT, along JDW 15 DME arc, intercept JDW R-038, turn LEFT, along JDW 25 DME arc, intercept JDW R-015 to SENGO.
VATAS 1G	Climb on JDW R-155 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 VATAS.

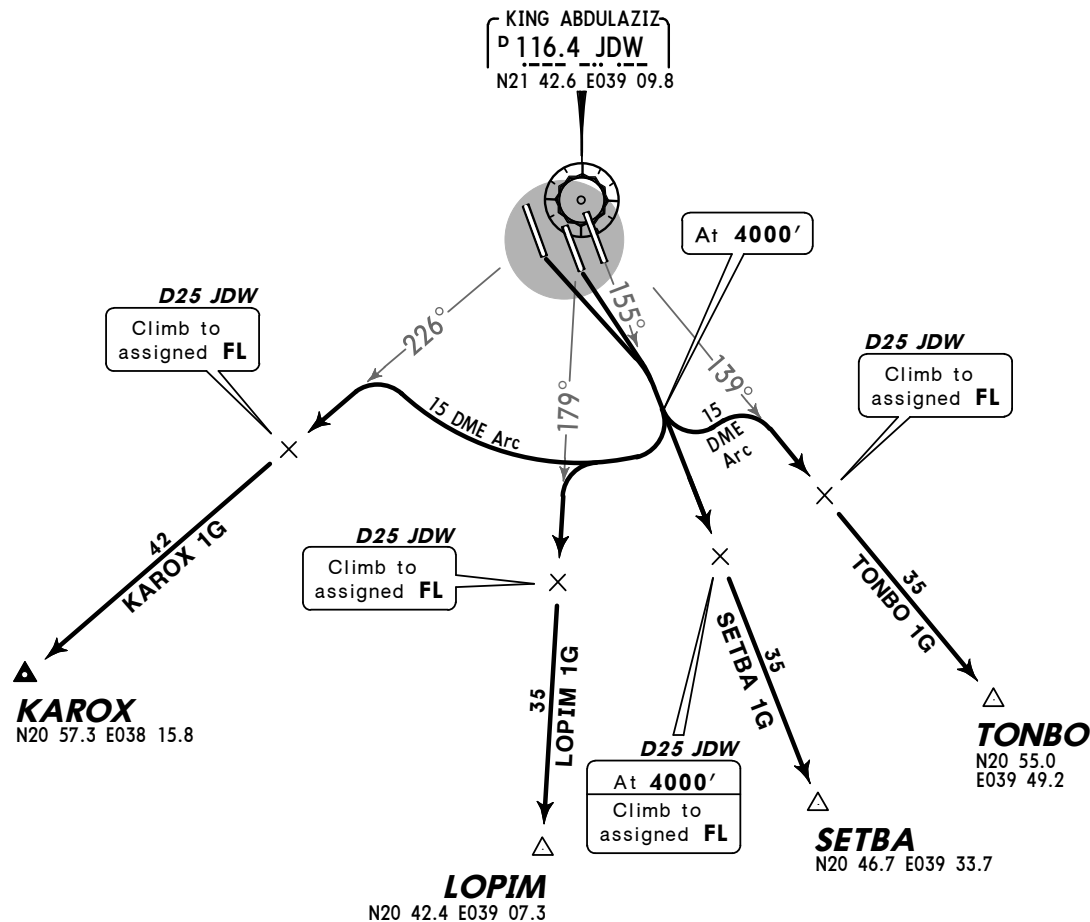
JEDDAH
Approach (R)
124.0

Apt Elev
48'

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



KAROX 1G [KARO1G]
LOPIM 1G [LOPI1G]
SETBA 1G [SETB1G]
TONBO 1G [TONB1G]
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	477	715	953	1192	1430

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

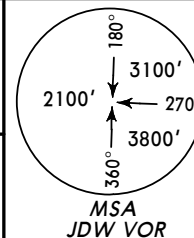


SID	ROUTING
KAROX 1G	Climb on JDW R-155 to 4000', turn RIGHT, along JDW 15 DME arc, intercept JDW R-226 to KAROX.
LOPIM 1G	Climb on JDW R-155 to 4000', turn RIGHT, along JDW 15 DME arc, intercept JDW R-179 to LOPIM.
SETBA 1G	Climb on JDW R-155 to 4000', maintain 4000' to D25 JDW, then to SETBA.
TONBO 1G	Climb on JDW R-155 to 4000', turn LEFT, along JDW 15 DME arc, intercept JDW R-139 to TONBO.

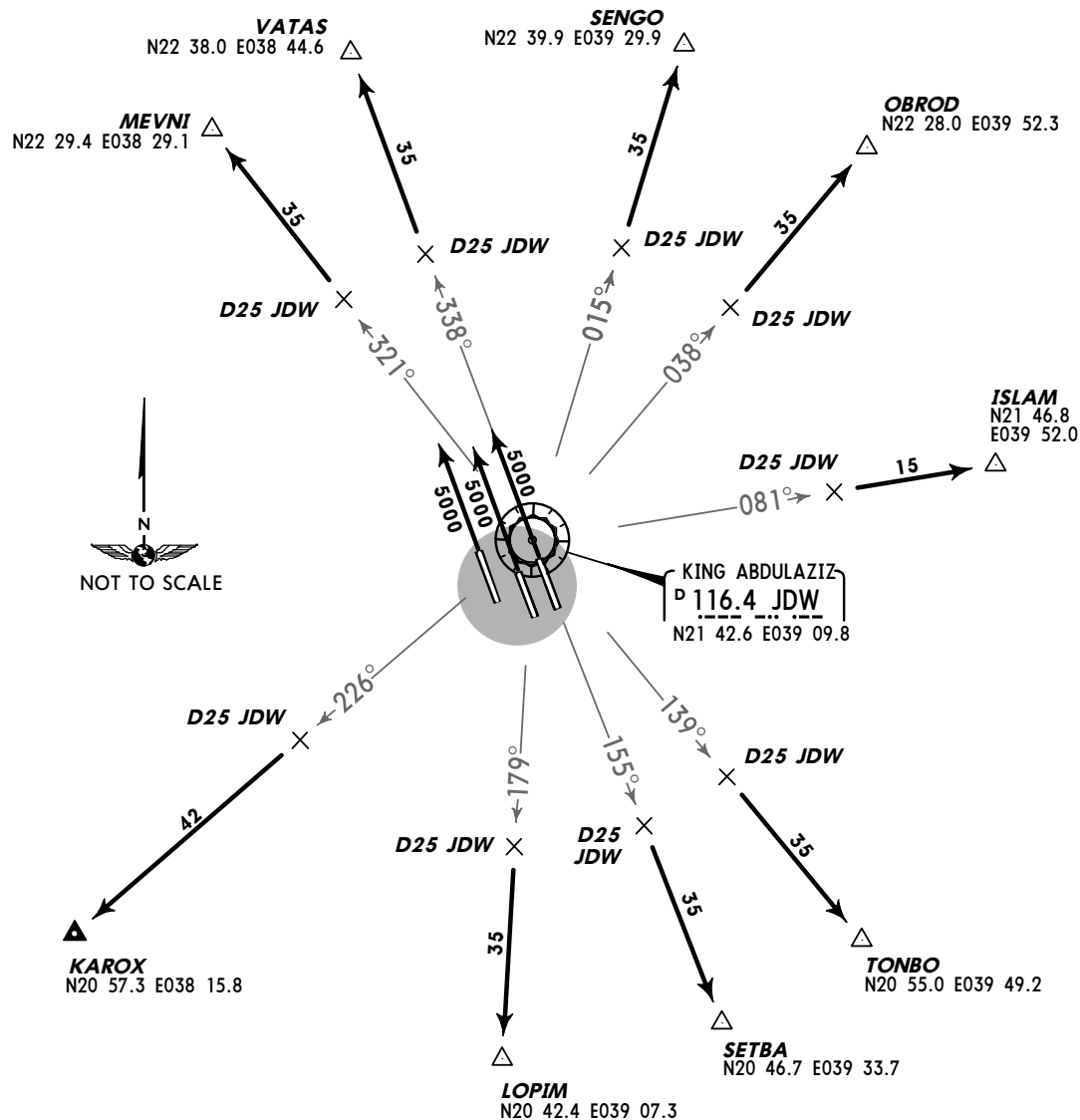
JEDDAH
Approach (R)
124.0

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 RWYS 34L/C/R RADAR DEPARTURE



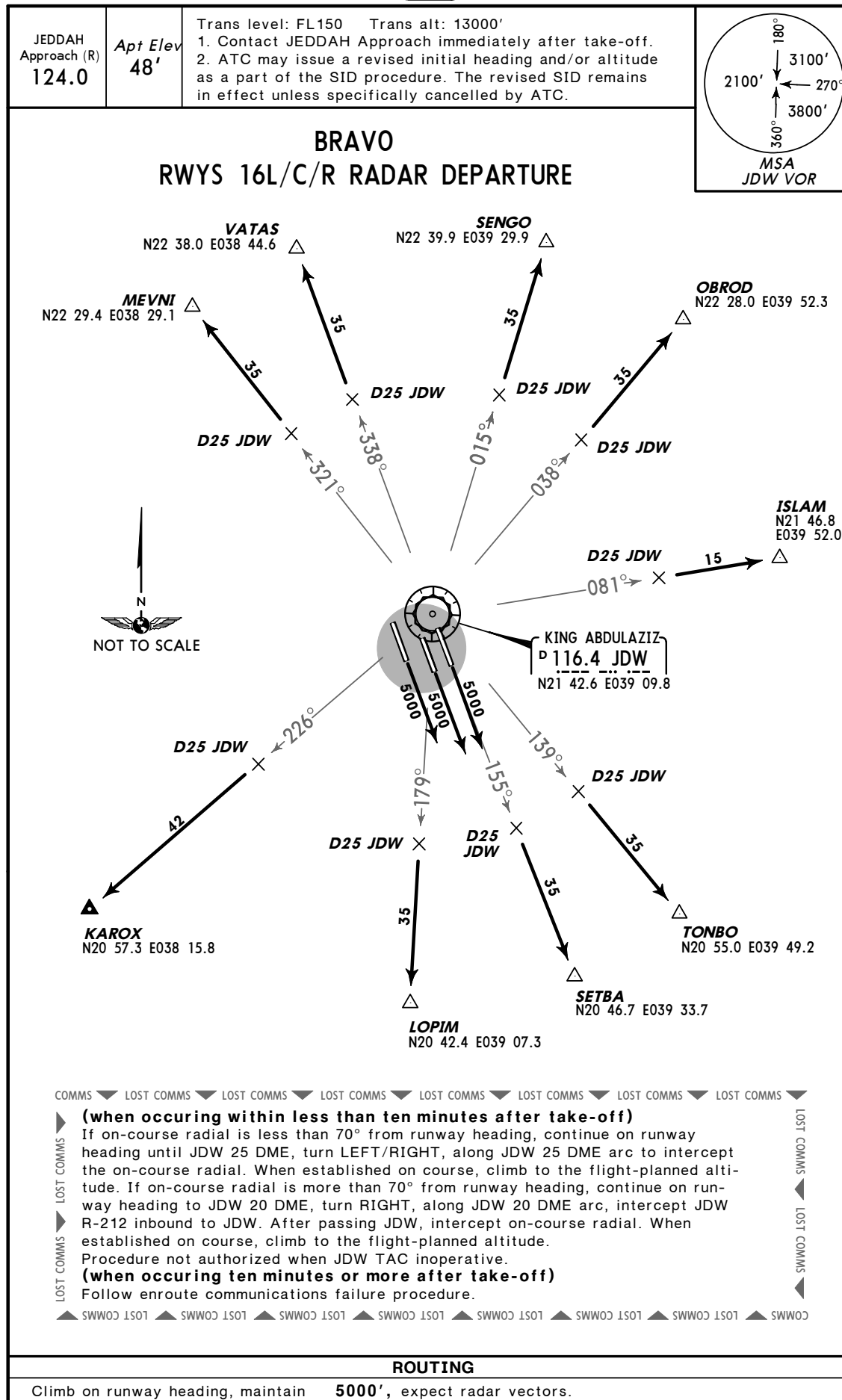
COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

(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 JDW 15 DME arc; intercept JDW R-226, turn LEFT, along JDW 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 when JDW TAC inoperative.
(when occurring ten minutes or more after take-off)
Follow enroute communications failure procedure.

SWWOC LSOT SWWOC LSOT SWWOC LSOT SWWOC LSOT SWWOC LSOT SWWOC LSOT SWWOC LSOT SWWOC LSOT SWWOC LSOT

ROUTING

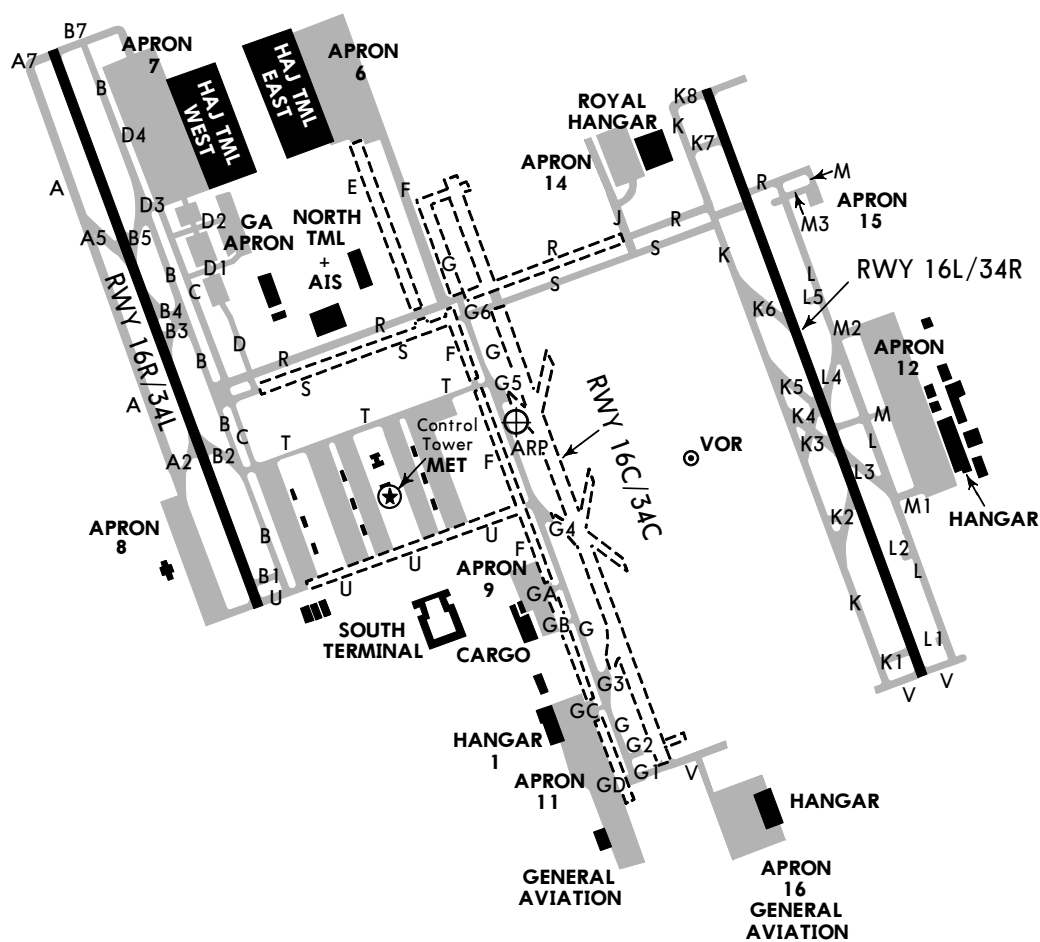
Climb on runway heading, maintain 5000', expect radar vectors.



CONSTRUCTION WORKS RWY 16C/34C AND TWYS

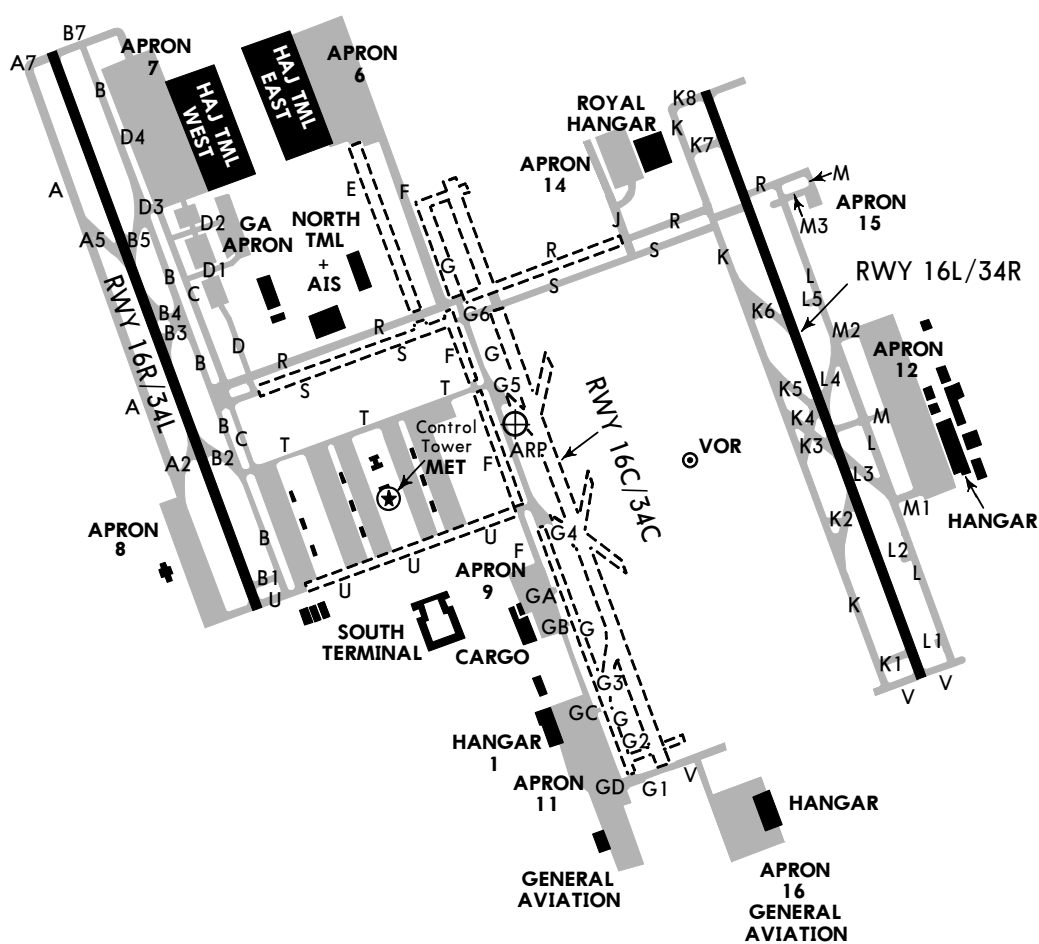
REFER ALSO TO LATEST NOTAMS

Phase III (C2)



CONSTRUCTION WORKS RWY 16C/34C AND TWYS

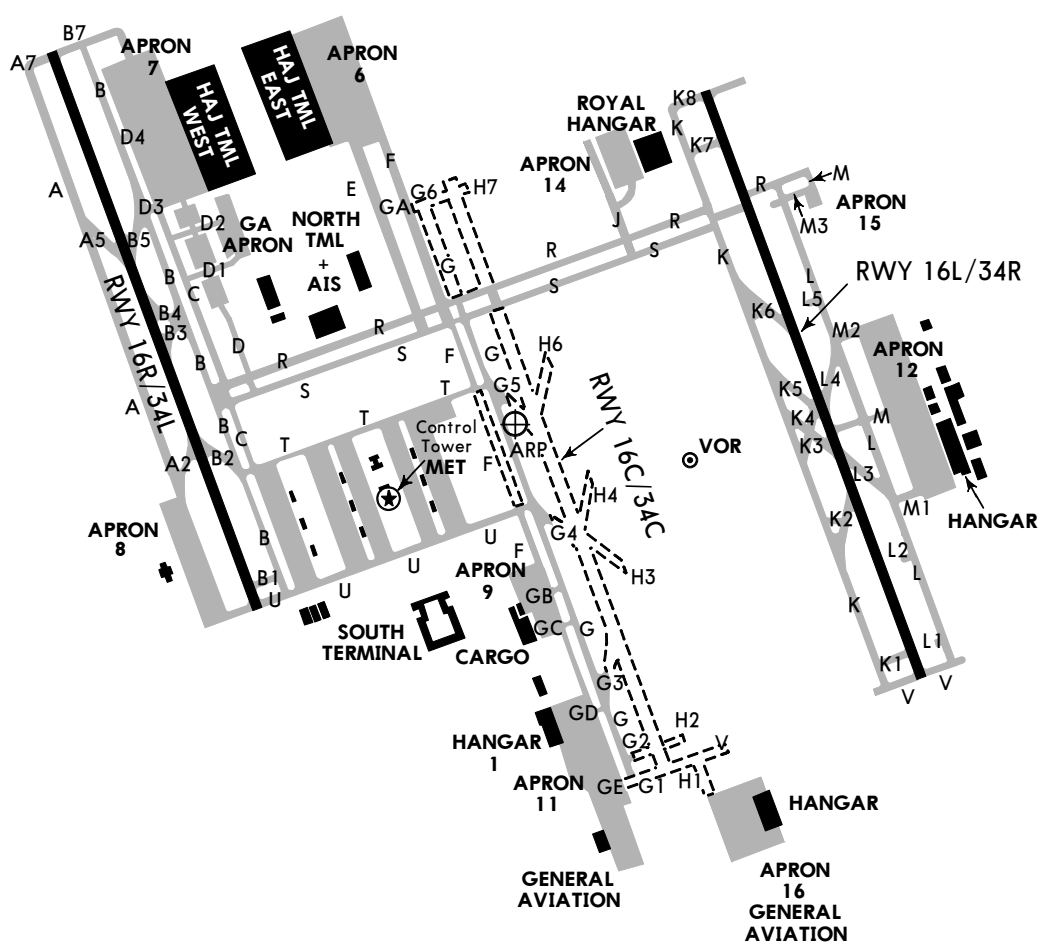
REFER ALSO TO LATEST NOTAMS

Phase III (C3)

CONSTRUCTION WORKS RWY 16C/34C AND TWYS

REFER ALSO TO LATEST NOTAMS

Phase III (C4)



OEJN/JED

Apt Elev 48'

N21 40.9 E039 09.3



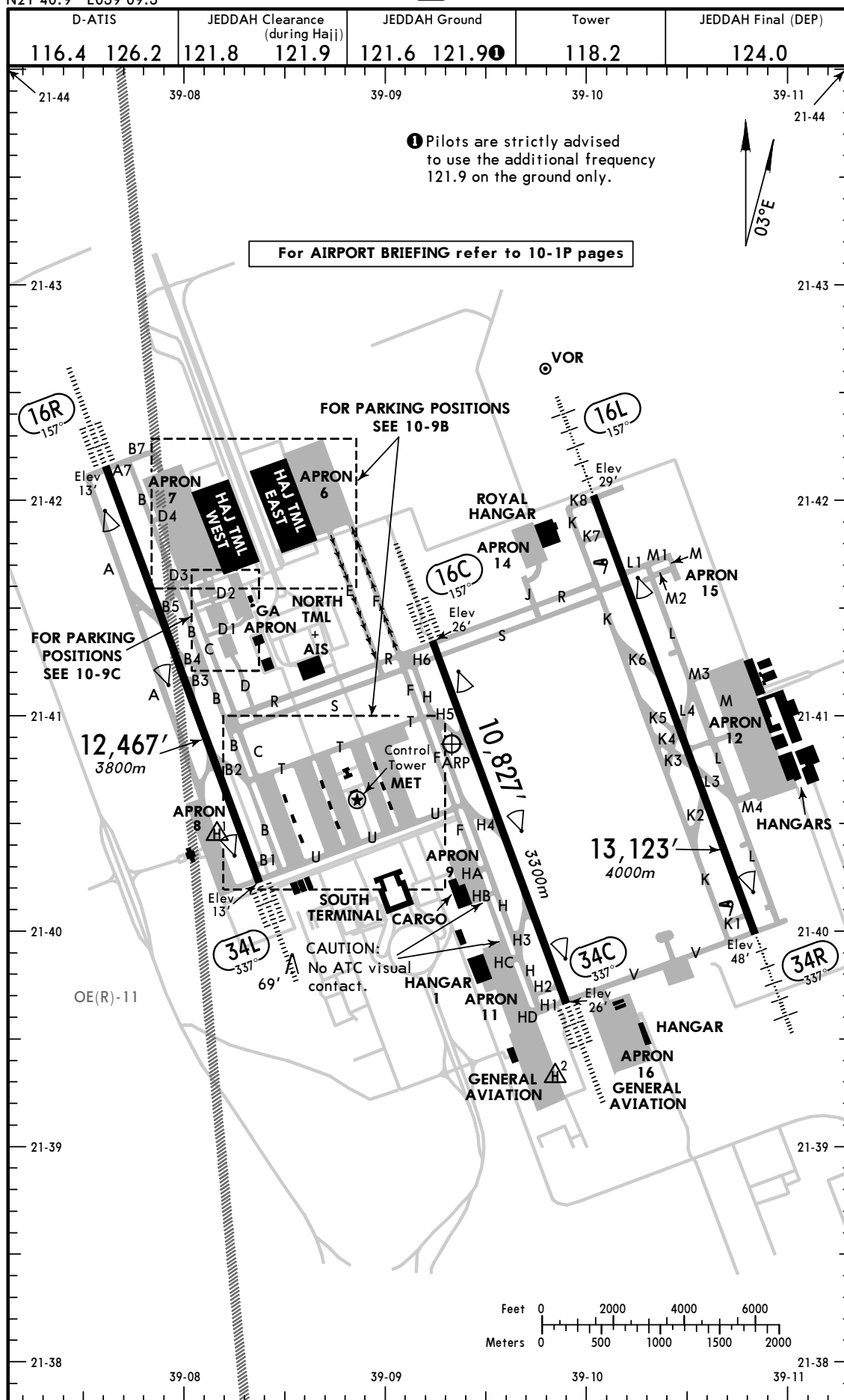
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28 JAN 11

(10-9)

Eff 10 Feb

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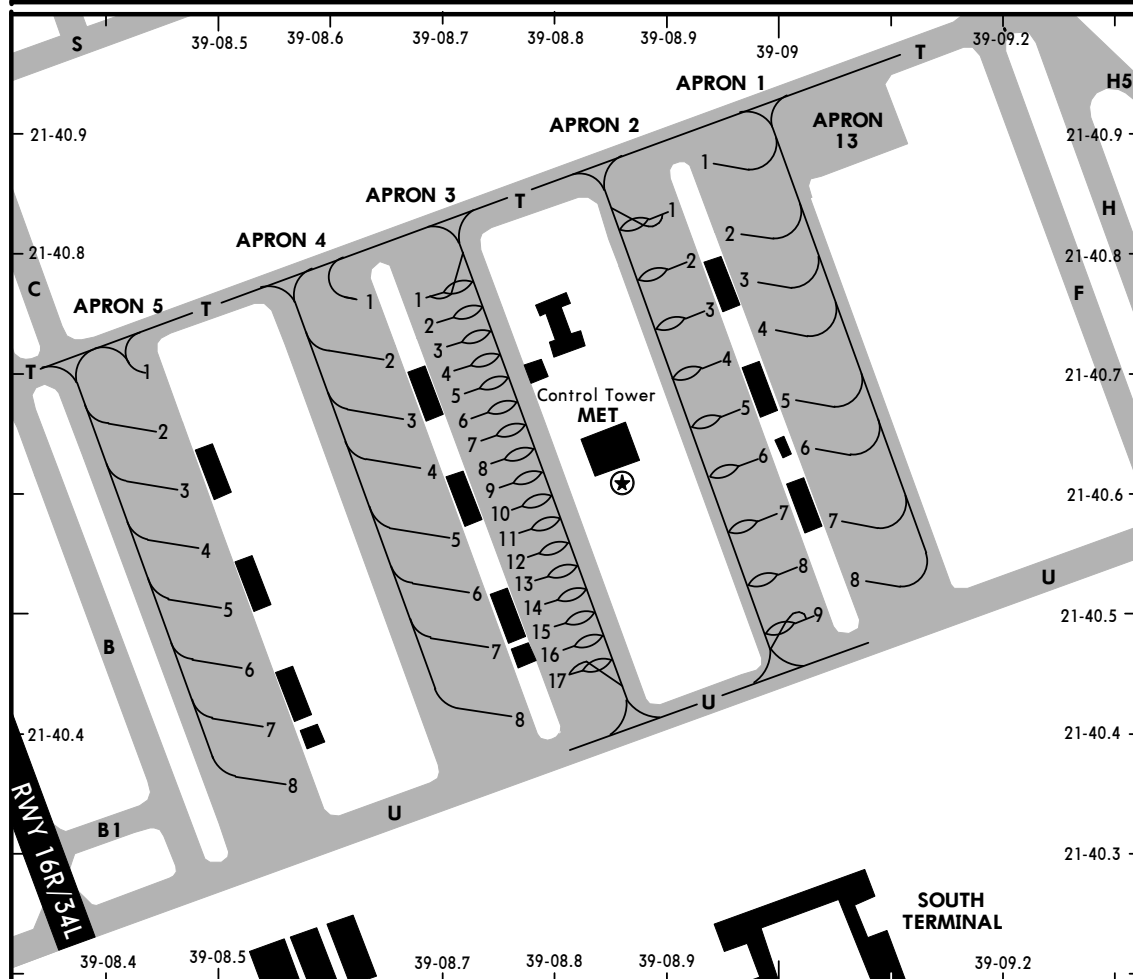
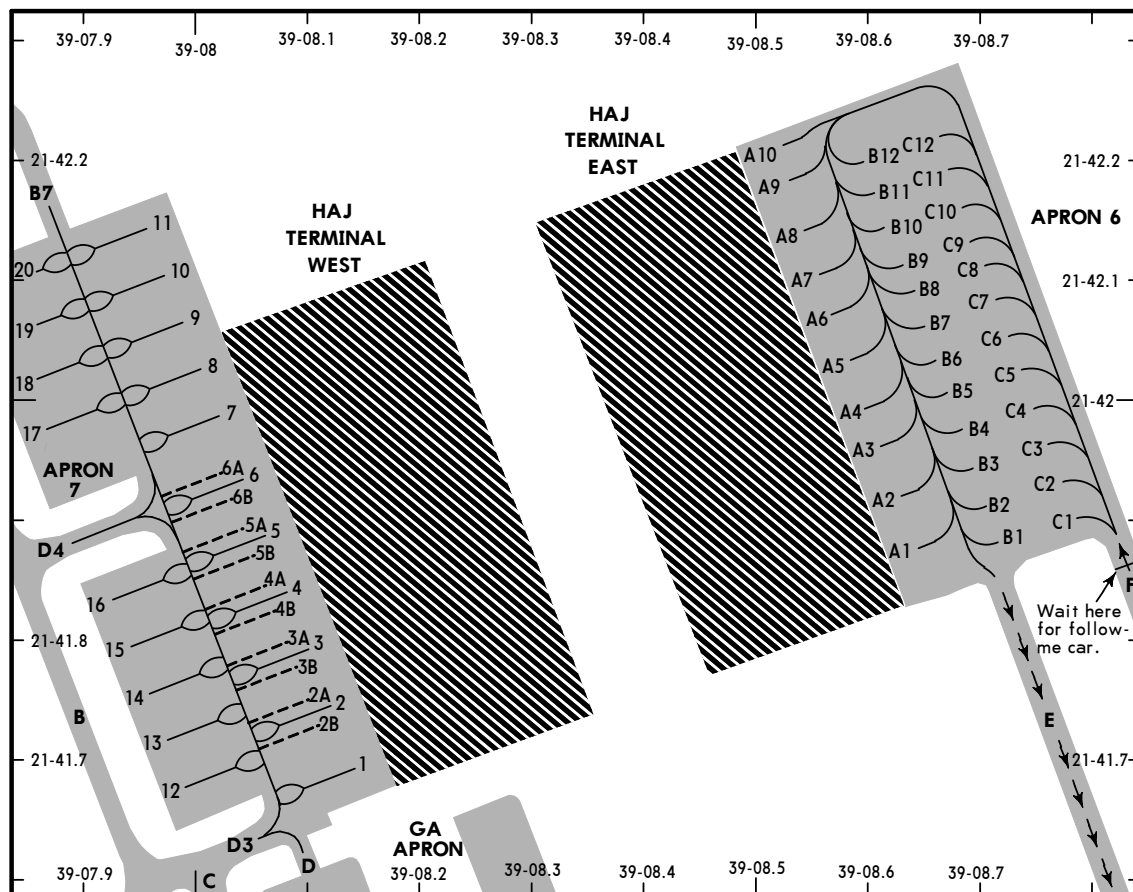


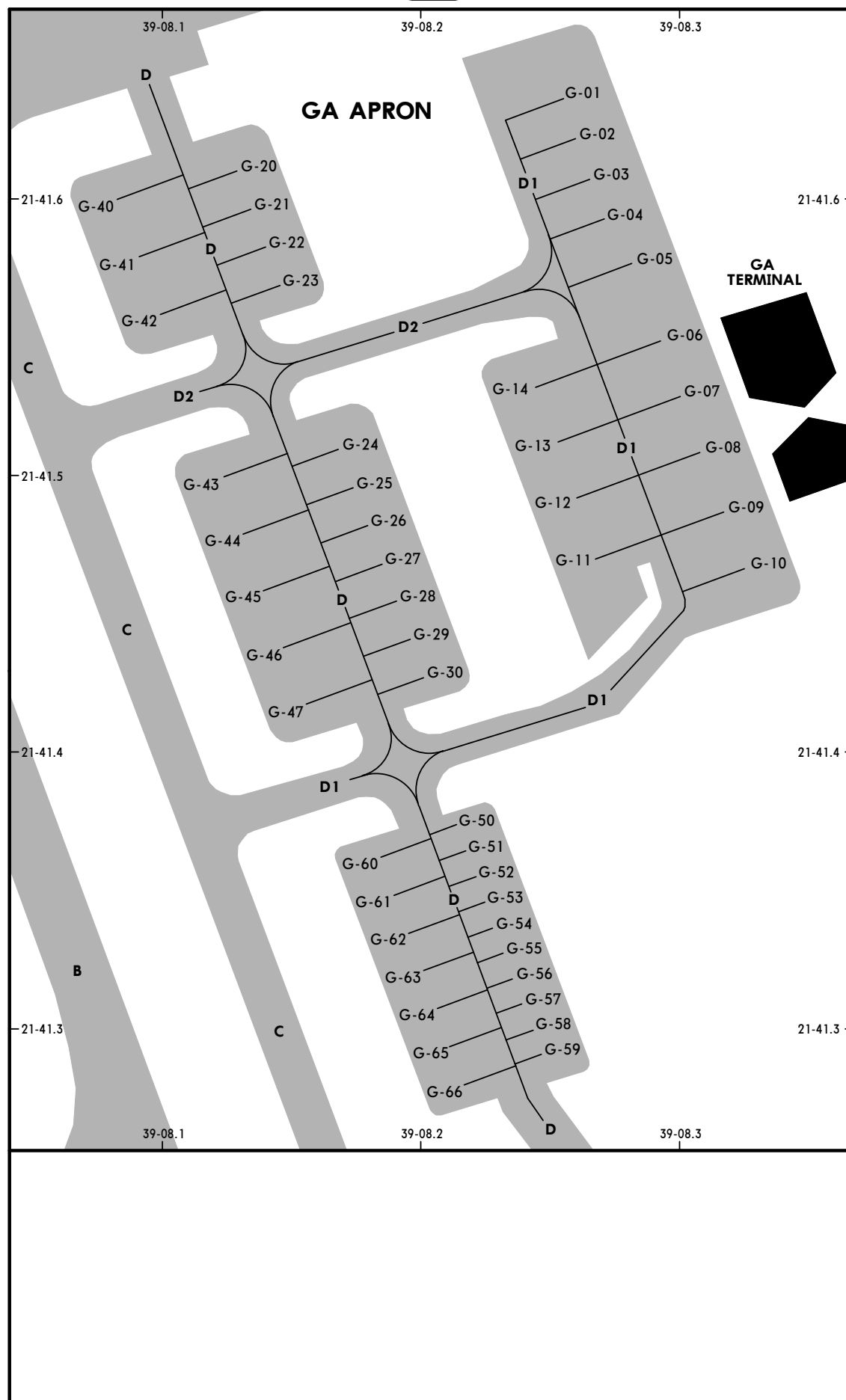
CHANGES: GA apron established.

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ADDITIONAL RUNWAY INFORMATION									
RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						LANDING	BEYOND		
	Threshold	Glide Slope							
16L								12,151' 3704m	197'
34R	HIRL	HIALS	SFL	PAPI (3.0°)	❶	RVR		11,969' 3648m	60m
❶ HST-K2, K3, K4, L3 & L4.									
16C									197'
34C	HIRL	CL	ALSF-II	TDZ	VASI (3 bar)	❷	RVR	9855' 3004m	60m
❷ HST-H3, H4 & H5.									
16R									197'
34L	HIRL	CL	ALSF-II	TDZ	PAPI (3.0°)	❸	RVR	11,495' 3504m	60m
❸ HST-A, B2, B3, B4 & B5.									
</									





INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
Apron 1		Apron 6	
1	N21 40.9 E039 09.0	A1, A2	N21 41.9 E039 08.6
2, 3	N21 40.8 E039 09.0	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	N21 40.6 E039 09.0	A8	N21 42.1 E039 08.5
7	N21 40.6 E039 09.1	A9, A10	N21 42.2 E039 08.5
8	N21 40.5 E039 09.1		
Apron 2		B1	N21 41.9 E039 08.8
1, 2	N21 40.8 E039 08.9	B2	N21 41.9 E039 08.7
3	N21 40.8 E039 09.0	B3 thru B6	N21 42.0 E039 08.7
4, 5	N21 40.7 E039 09.0	B7 thru B9	N21 42.1 E039 08.7
6 thru 8	N21 40.6 E039 09.0	B10	N21 42.2 E039 08.7
9	N21 40.5 E039 09.0		
Apron 3		B11, B12	N21 42.2 E039 08.6
1, 2	N21 40.8 E039 08.7	C1, C2	N21 41.9 E039 08.8
3 thru 7	N21 40.7 E039 08.7	C3 thru C6	N21 42.0 E039 08.7
8, 9	N21 40.6 E039 08.7	C7 thru C9	N21 42.1 E039 08.7
10, 11	N21 40.6 E039 08.8	C10, C11	N21 42.2 E039 08.7
12 thru 16	N21 40.5 E039 08.8		
17	N21 40.4 E039 08.8	C12	N21 42.2 E039 08.6
Apron 4		Apron 7	
1	N21 40.7 E039 08.6	1	N21 41.7 E039 08.1
2, 3	N21 40.7 E039 08.7	2 thru 4B	N21 41.8 E039 08.1
4, 5	N21 40.6 E039 08.7	5, 6B	N21 41.9 E039 08.1
6	N21 40.5 E039 08.7	7, 8	N21 42.0 E039 08.0
7	N21 40.5 E039 08.8	9 thru 11	N21 42.1 E039 08.0
8	N21 40.4 E039 08.8		
Apron 5		12, 13	N21 41.7 E039 08.0
1	N21 40.7 E039 08.4	14, 15	N21 41.8 E039 08.0
2, 3	N21 40.6 E039 08.5	16	N21 41.8 E039 07.9
4, 5	N21 40.5 E039 08.5	17 thru 19	N21 42.0 E039 07.9
6	N21 40.4 E039 08.5	20	N21 42.1 E039 07.8
7, 8	N21 40.4 E039 08.6		
STAND No.	COORDINATES	ELEV	
GA Apron			
G-01	N21 41.7 E039 08.3	4	
G-02 thru G-06	N21 41.6 E039 08.3	4	
G-07 thru G-11	N21 41.5 E039 08.3	4	
G-12 thru G-14	N21 41.5 E039 08.2	4	
G-20, G-21	N21 41.6 E039 08.2	4	
G-22, G-23	N21 41.6 E039 08.1	4	
G-24 thru G-29	N21 41.5 E039 08.2	4	
G-30	N21 41.4 E039 08.2	4	
G-40 thru G-42	N21 41.6 E039 08.1	4	
G-43 thru G-45	N21 41.5 E039 08.1	4	
G-46	N21 41.4 E039 08.1	3	
G-47	N21 41.4 E039 08.1	4	
G-50 thru G-53	N21 41.4 E039 08.2	4	
G-54 thru G-57	N21 41.3 E039 08.2	4	
G-58, G-59	N21 41.3 E039 08.3	4	
G-60	N21 41.4 E039 08.2	4	
G-61, G-62	N21 41.3 E039 08.2	4	
G-63, G-64	N21 41.3 E039 08.2	3	
G-65	N21 41.3 E039 08.2	4	
G-66	N21 41.3 E039 08.2	3	

STAND ENTRY GUIDANCE SYSTEM

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

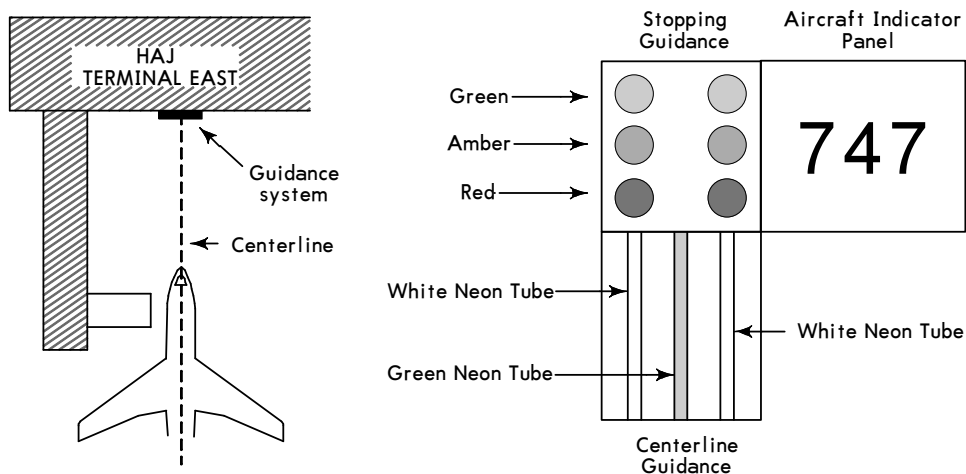
Three pairs of lights set vertically and functioning in sequence as the nose wheel passes over sensors set in the apron surface.

- 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



STRAIGHT-IN RWY		A	B	C	D
16C	CAT 2 ILS	126' (100')	126' (100')	126' (100')	126' (100')
		RA 101' R350m	RA 101' R350m	RA 101' R350m	RA 101' R350m
	ILS	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')
16L		900m	1000m	1000m	R1500m V1600m
	ALS out	R1500m V1600m	R1500m V1600m	1800m	2000m
	ILS	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
16R		ALS out	R1500m V1600m	1800m	2000m
	VOR	440' (410')	440' (410')	440' (410')	440' (410')
		900m	1000m	1200m	R1500m V1600m
	ALS out	R1500m	R1500m	R1800m	R2000m
	CAT 2 ILS	113' (100')	113' (100')	113' (100')	113' (100')
		RA 103' R350m	RA 103' R350m	RA 103' R350m	RA 103' R350m
	ILS	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
34C	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	R1500m V1600m
	ALS out	R1500m V1600m	R1500m V1600m	R1800m V2000m	2000m
	CAT 2 ILS	126' (100')	126' (100')	126' (100')	126' (100')
		RA 98' R350m	RA 98' R350m	RA 98' R350m	RA 98' R350m
	ILS	226' (200')	226' (200')	226' (200')	226' (200')
		R550m V800m	R550m V800m	R550m V800m	R550m V800m
34C		R720m V800m	R720m V800m	R720m V800m	R720m V800m
	TDZ or CL out	1200m	1200m	1200m	1200m
	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
	VOR	420' (394')	420' (394')	420' (394')	420' (394')
		900m	1000m	1000m	R1500m V1600m
	ALS out	R1500m	R1500m	R1800m	R2000m

STRAIGHT-IN RWY		A	B	C	D
34L	CAT 2 ILS	113'(100')	113'(100')	113'(100')	113'(100')
		RA 102' R350m	RA 102' R350m	RA 102' R350m	RA 102' R350m
	ILS	213'(200')	213'(200')	213'(200')	213'(200')
		R550m V800m	R550m V800m	R550m V800m	R550m V800m
	TDZ or CL out ALS out	R720m V800m	R720m V800m	R720m V800m	R720m V800m
		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
34R	ILS	248'(200')	248'(200')	248'(200')	248'(200')
		R720m V800m	R720m V800m	R720m V800m	R720m V800m
	ALS out	1200m	1200m	1200m	1200m
	LOC	420'(372')	420'(372')	420'(372')	420'(372')
		900m	1000m	1000m	1400m
	ALS out	R1500m V1600m	R1500m V1600m	1800m	2000m
	RNAV	500'(452')	500'(452')	500'(452')	500'(452')
		1000m	1200m	1200m	1600m
	ALS out	1600m	1600m	2000m	2400m
	VOR	500'(452')	500'(452')	500'(452')	500'(452')
		1000m	1200m	1200m	1600m
	ALS out	R1500m	R1500m	R2000m	2400m

CIRCLE-TO-LAND	A	B	C	D
	NOT AUTHORIZED			

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

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

TAKE-OFF RWY 16L, 34R

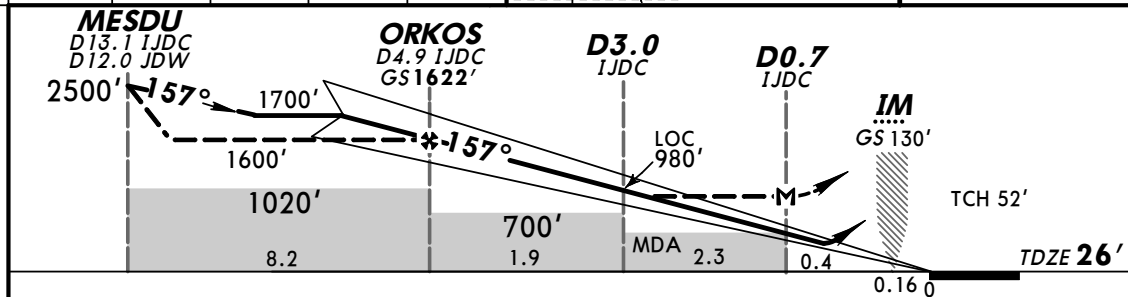
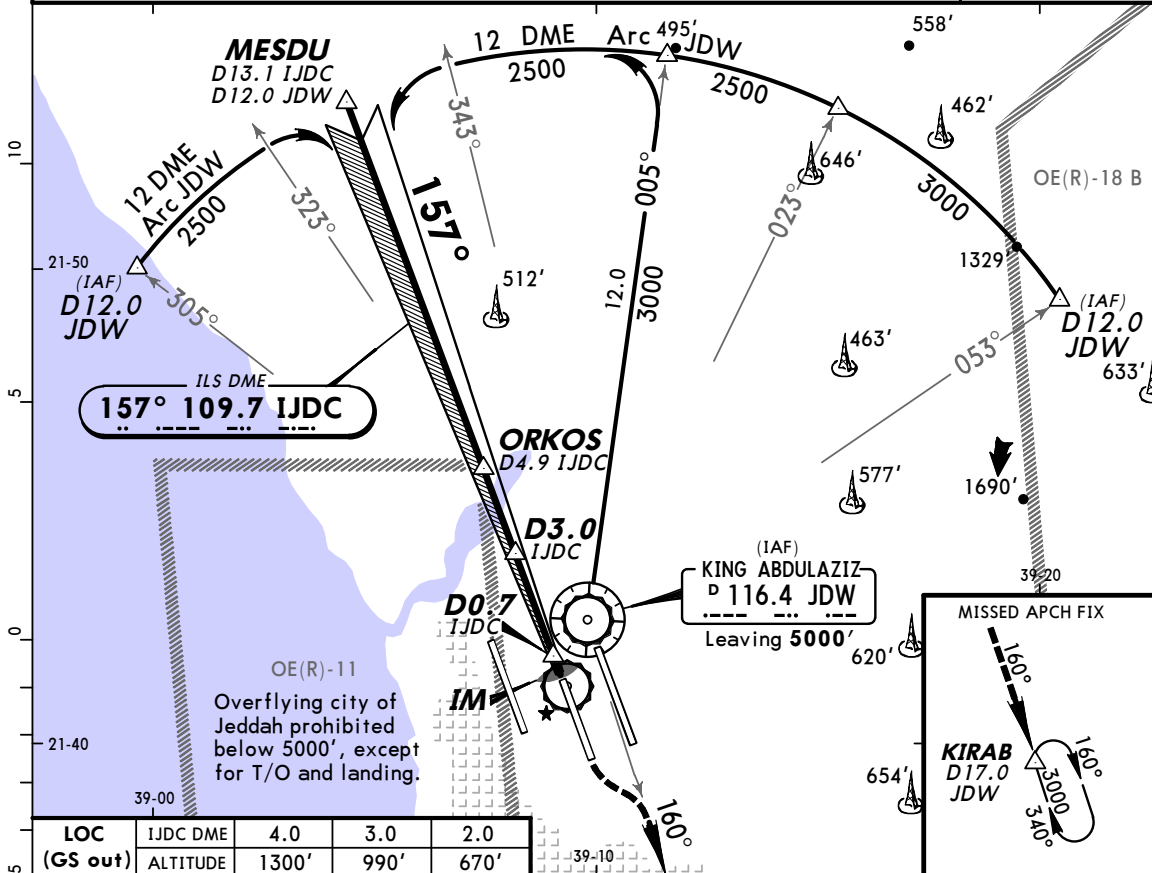
RCLM (DAY only) or RL		Adequate Vis Ref (DAY only)	STD
1 Eng	NOT AUTHORIZED		1600m
2 Eng	400m	500m	800m
3 or more Eng			

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KING ABDULAZIZ INTL

JEPPESEN
5 MAR 10 (11-1) Eff 11 Mar

JEDDAH, SAUDI ARABIA
ILS DME Rwy 16C

ATIS 116.4 126.2	(Initial contact) 119.1	JEDDAH Approach (R) (APP) 124.0	(Final apch) 123.8	JEDDAH Tower 118.2	Ground 121.6
LOC IJDC 109.7	Final Apch Crs 157°	GS ORKOS 1622' (1596')	ILS DA(H) 226' (200')	Apt Elev 48' TDZE 26'	
MISSED APCH: Climb via R-160 JDW to 3000' to KIRAB/D17.0 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 or	377	485	539	647	755	862
LOC Descent Angle	3.00°					
MAP at D0.7 IJDC						

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

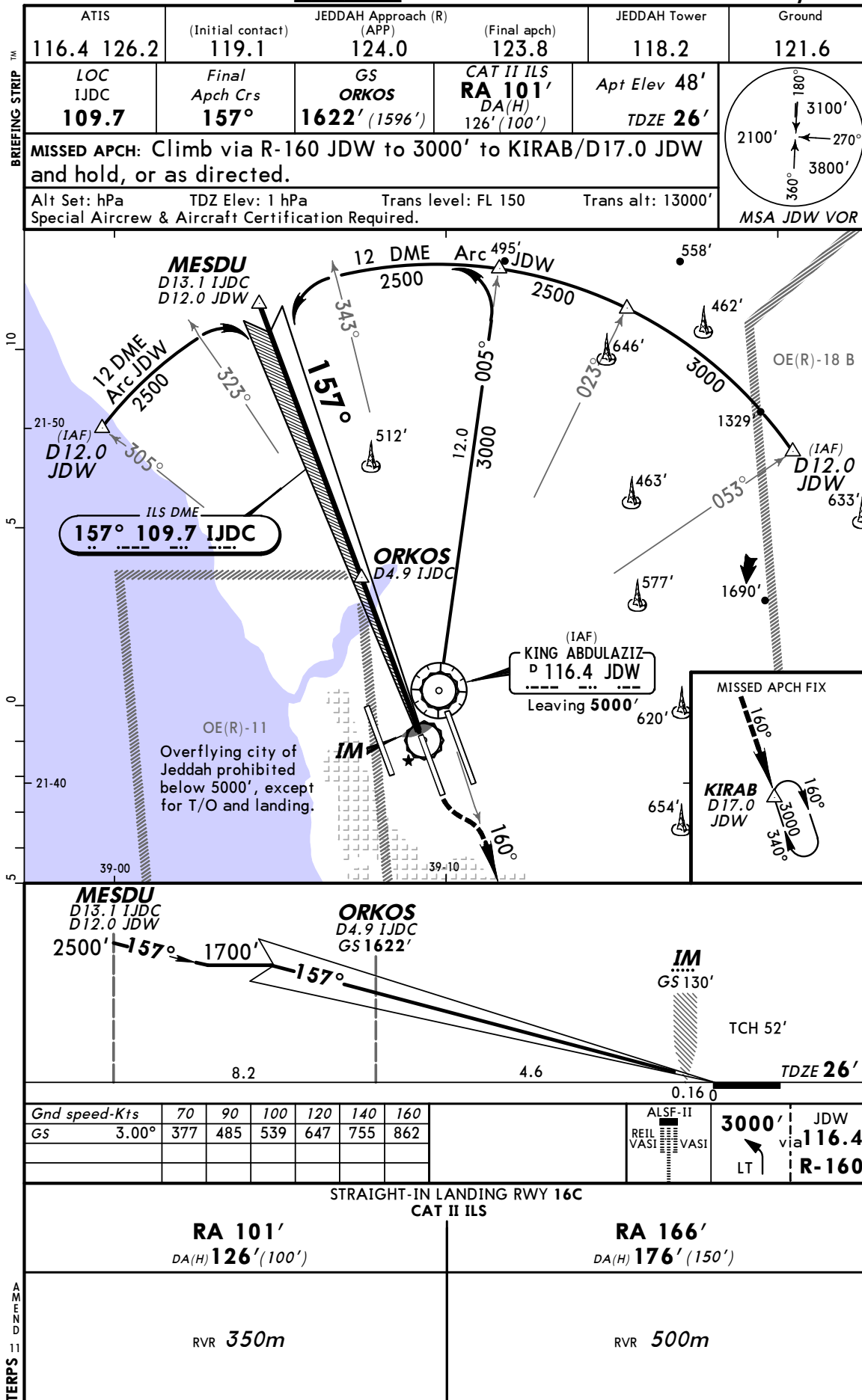
CHANGES: ATIS. MSA. Procedure.

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JEPPESSEN
5 MAR 10
Eff 11 Mar

JEDDAH, SAUDI ARABIA
CAT II ILS DME Rwy 16C



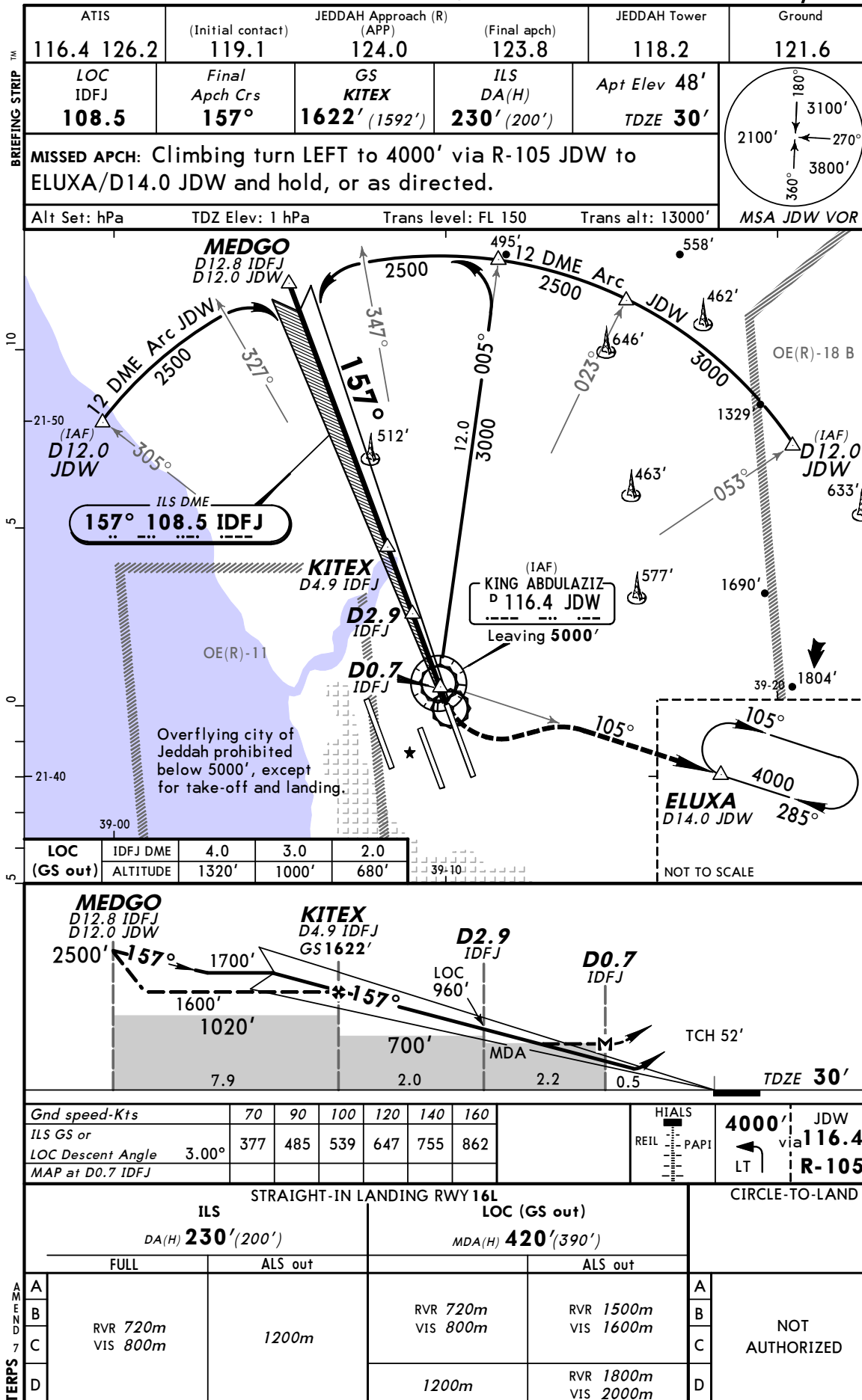
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5 MAR 10 (11-2) Eff 11 Mar

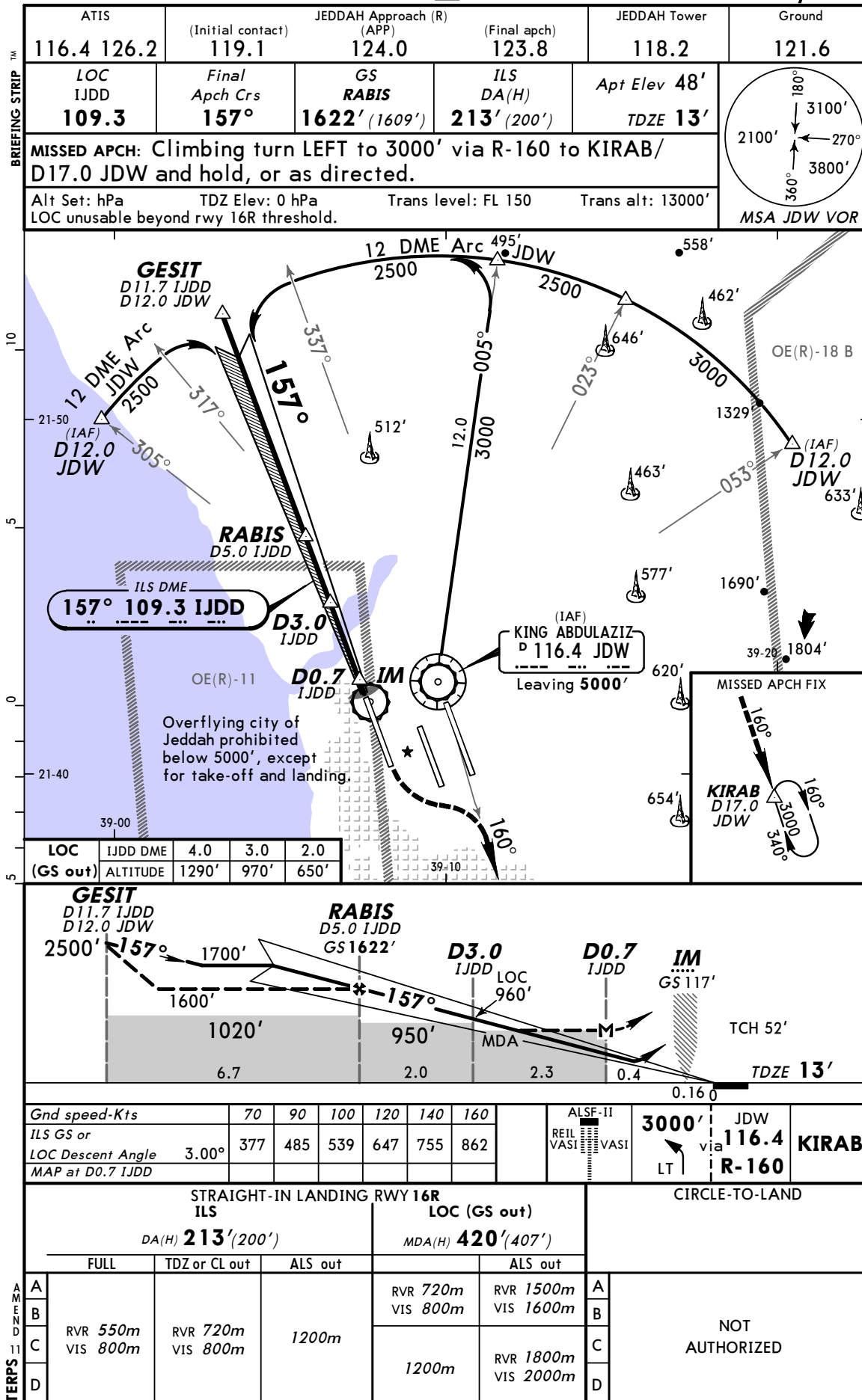
JEDDAH, SAUDI ARABIA
ILS DME Rwy 16L



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JEPPESEN
5 MAR 10 (11-3) Eff 11 Mar

JEDDAH, SAUDI ARABIA
ILS DME Rwy 16R



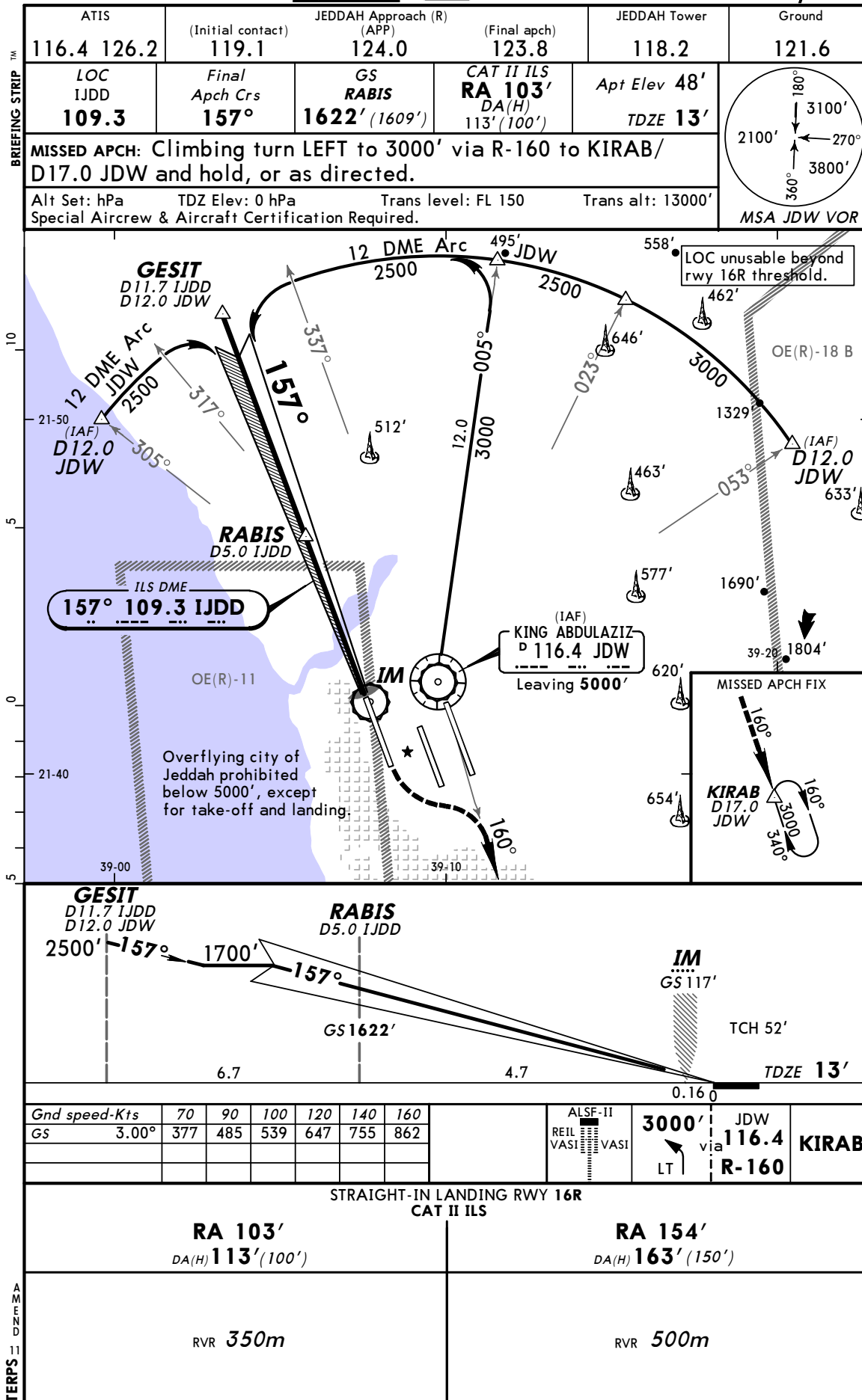
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JEPPESSEN
5 MAR 10
Eff 11 Mar (11-3A)

JEDDAH, SAUDI ARABIA
CAT II ILS DME Rwy 16R



JEDDAH, SAUDI ARABIA
Mar ILS DME Rwy 34C

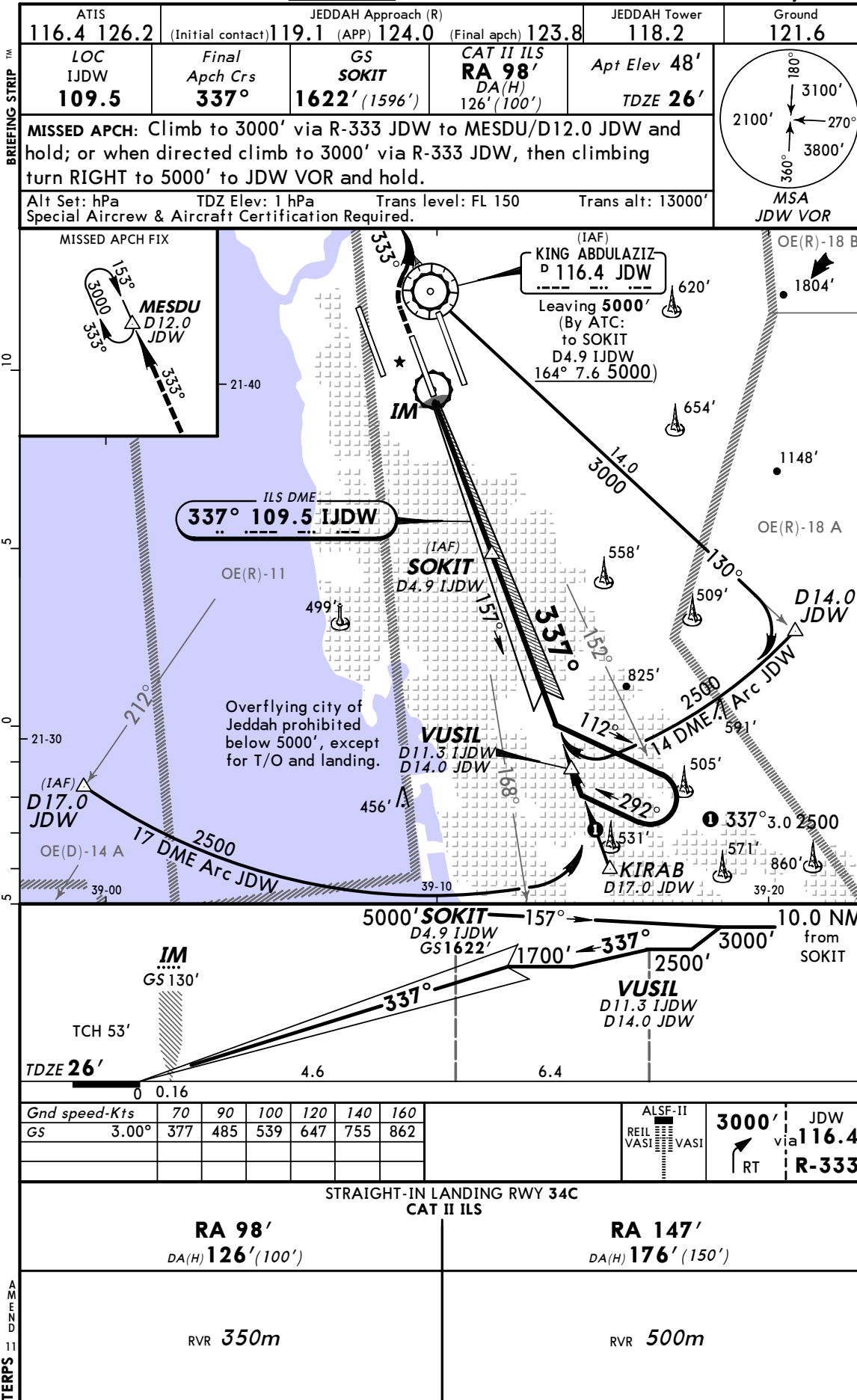
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5 MAR 10
Eff 11 Mar

JEPPESEN
11-4A

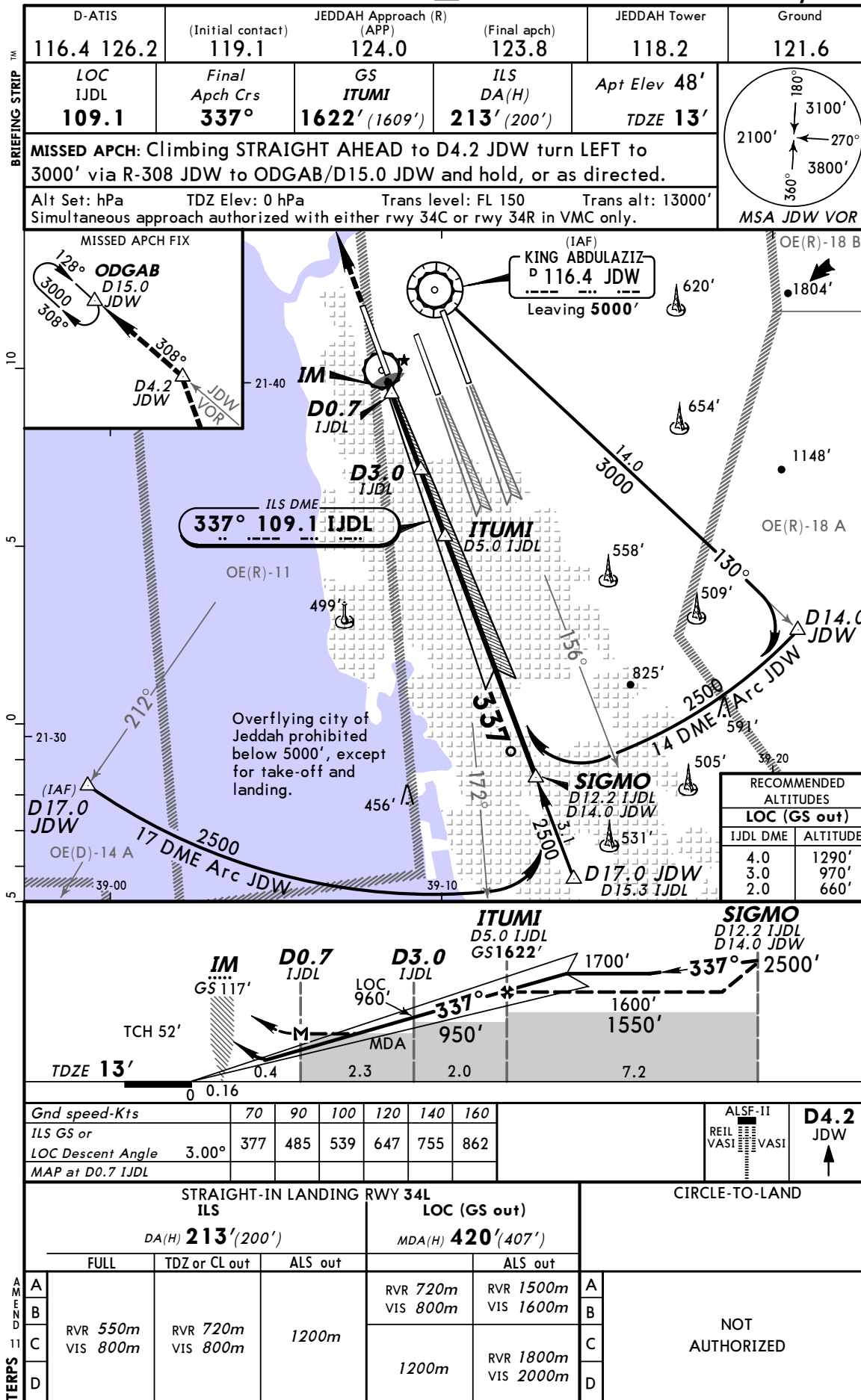
JEDDAH, SAUDI ARABIA
CAT II ILS DME Rwy 34C



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JEPPESEN
2 JUL 10 (11-5)

JEDDAH, SAUDI ARABIA
ILS DME Rwy 34L



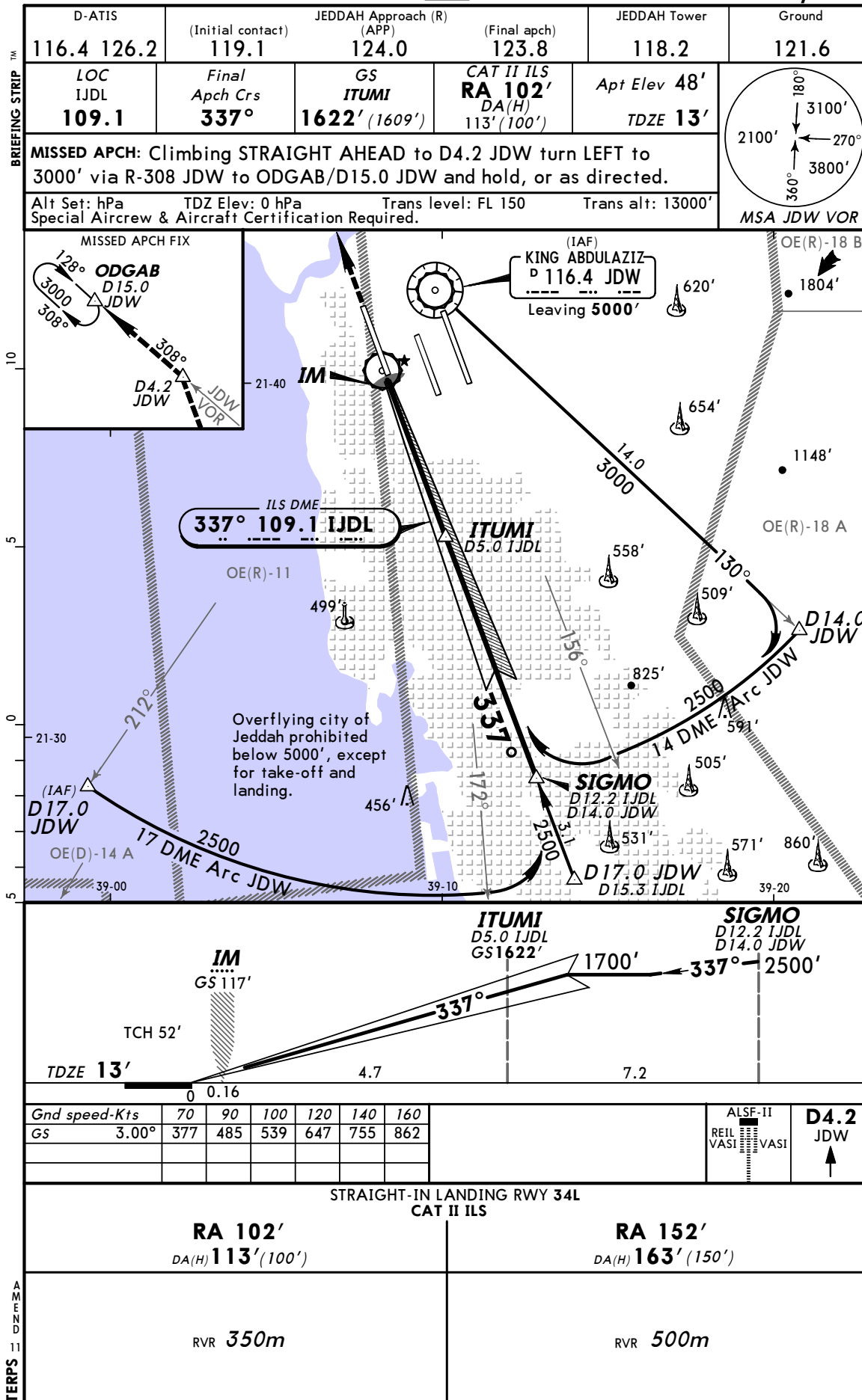
CHANGES: D-ATIS. Waypoint BOSOS renamed SIGMO.

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JEPPESSEN
2 JUL 10 **(11-5A)**

JEDDAH, SAUDI ARABIA
CAT II ILS DME Rwy 34L



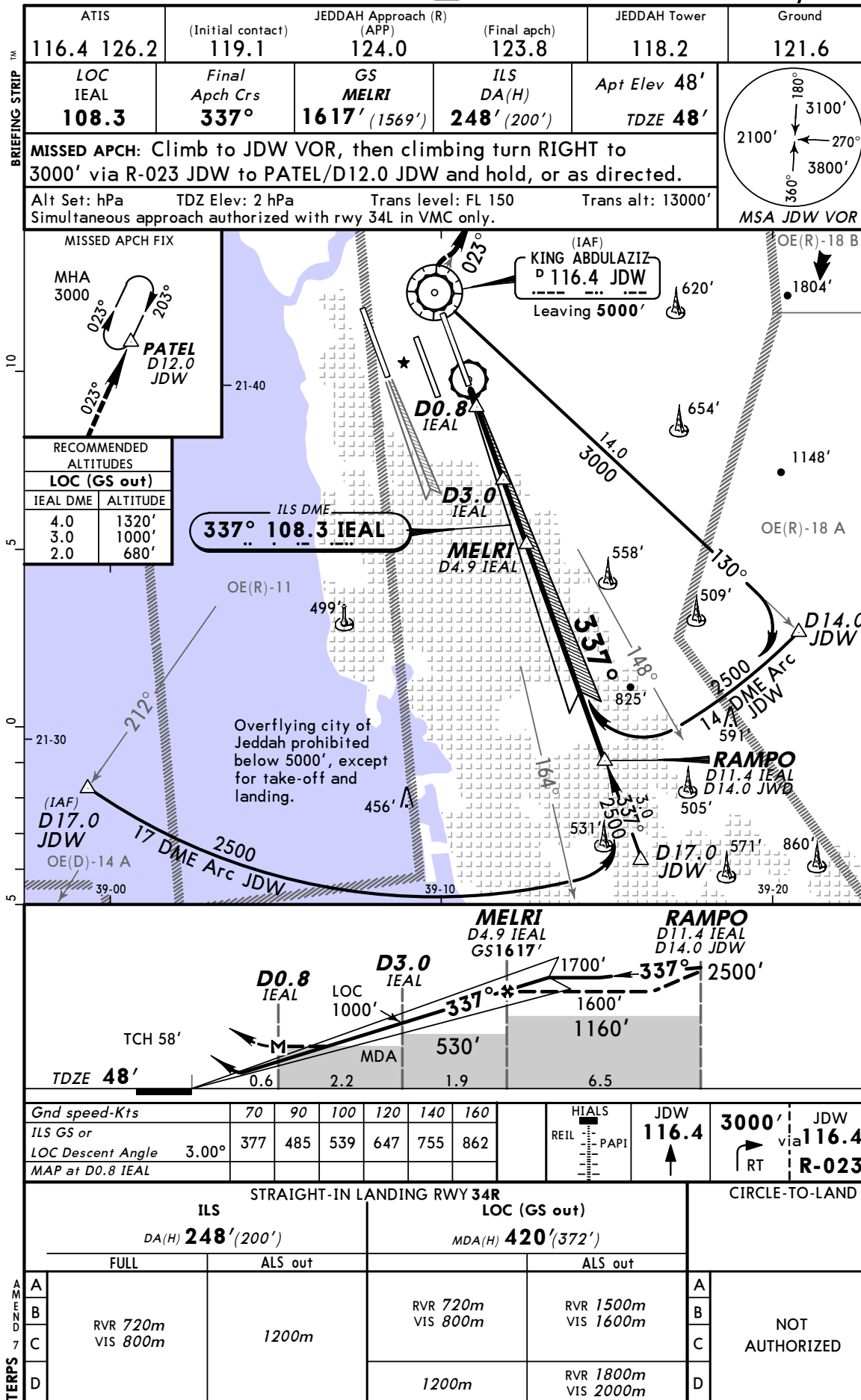
CHANGES: D-ATIS. Waypoint BOSOS renamed SIGMO.

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JEPPESEN
5 MAR 10 11-6 Eff 11 Mar

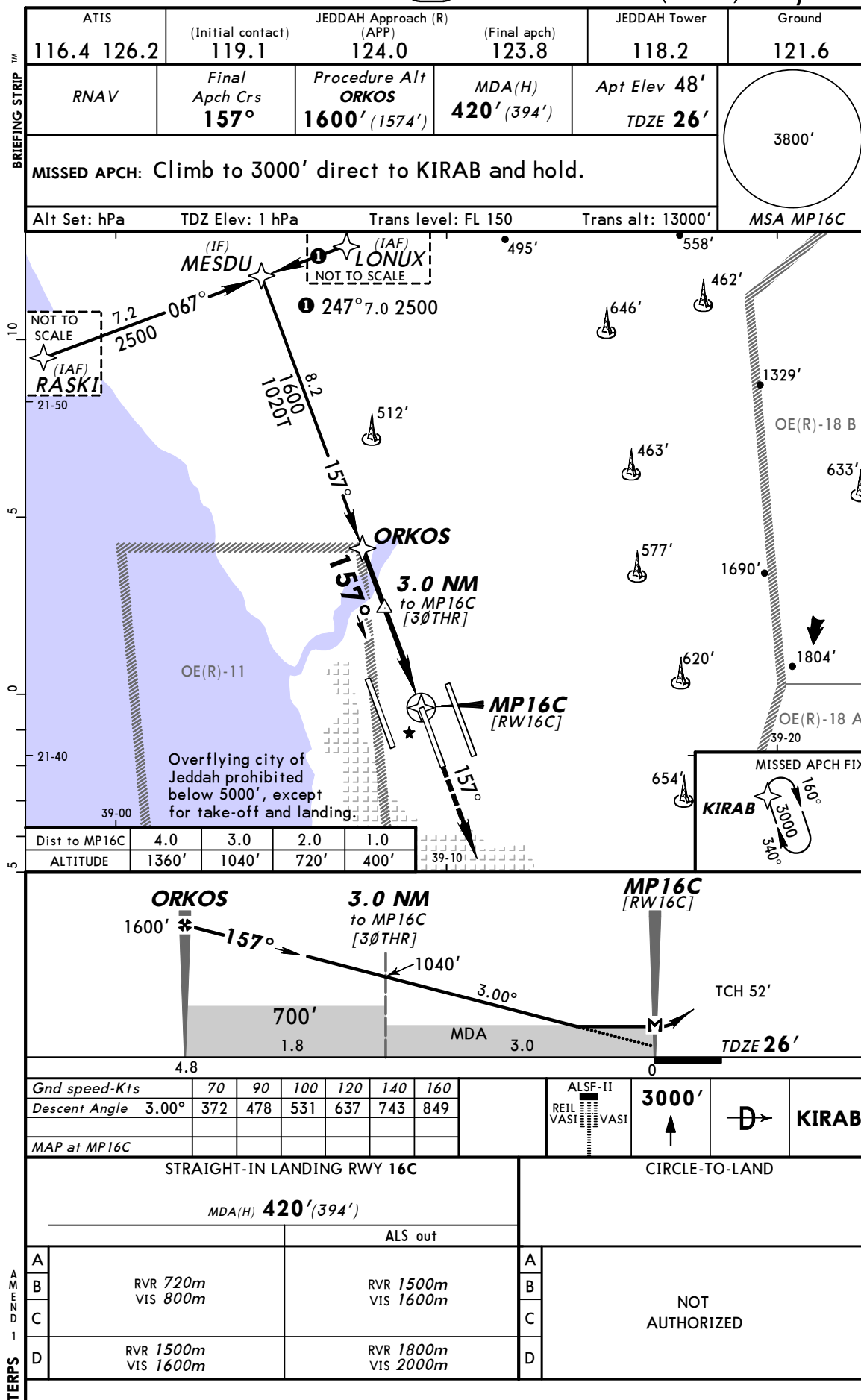
JEDDAH, SAUDI ARABIA
ILS DME Rwy 34R



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JEPPESEN
5 MAR 10 (12-1) Eff 11 Mar

JEDDAH, SAUDI ARABIA
RNAV (GNSS) Rwy 16C



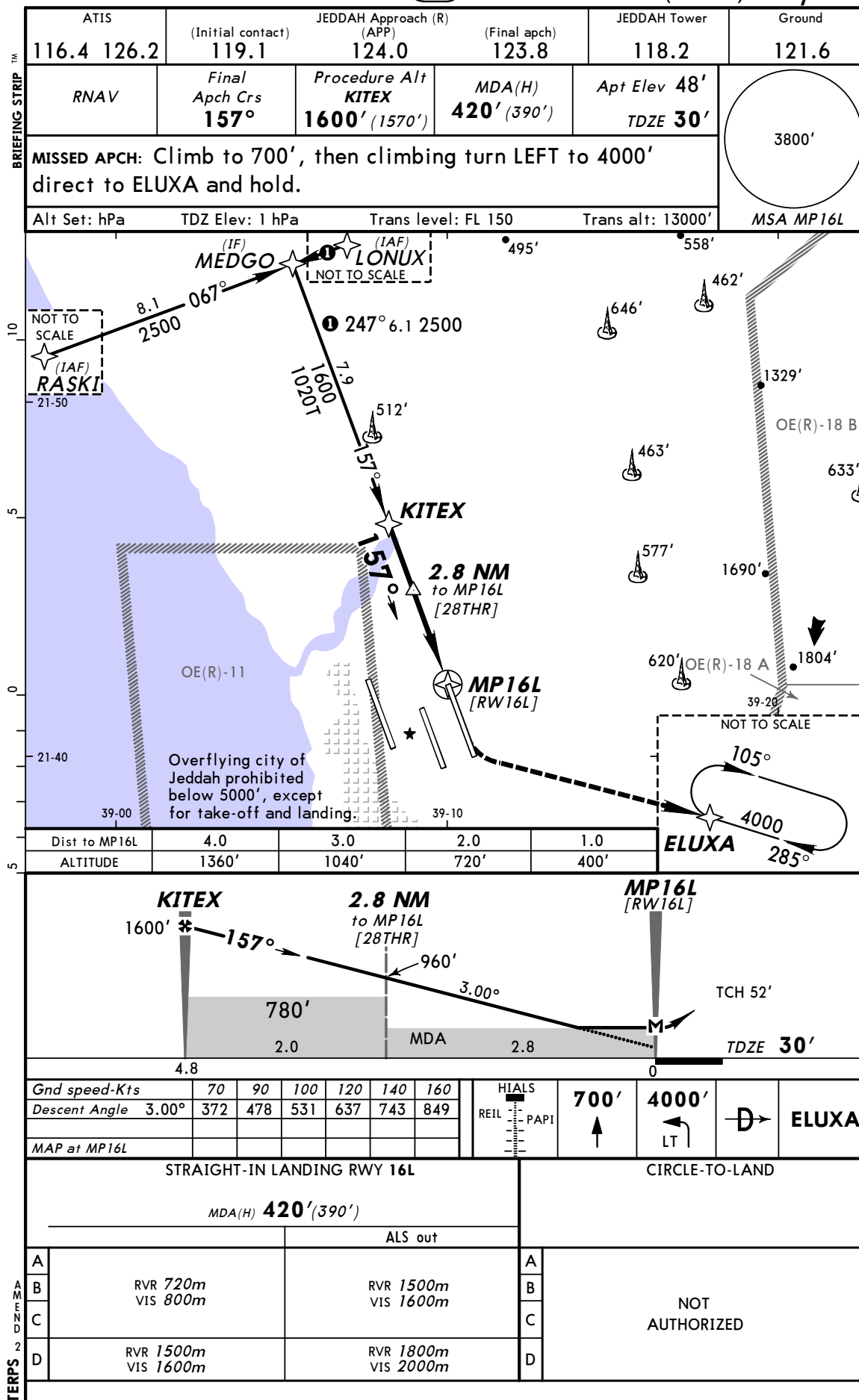
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JEPPESEN
5 MAR 10 (12-2) Eff 11 Mar

JEDDAH, SAUDI ARABIA
RNAV (GNSS) Rwy 16L



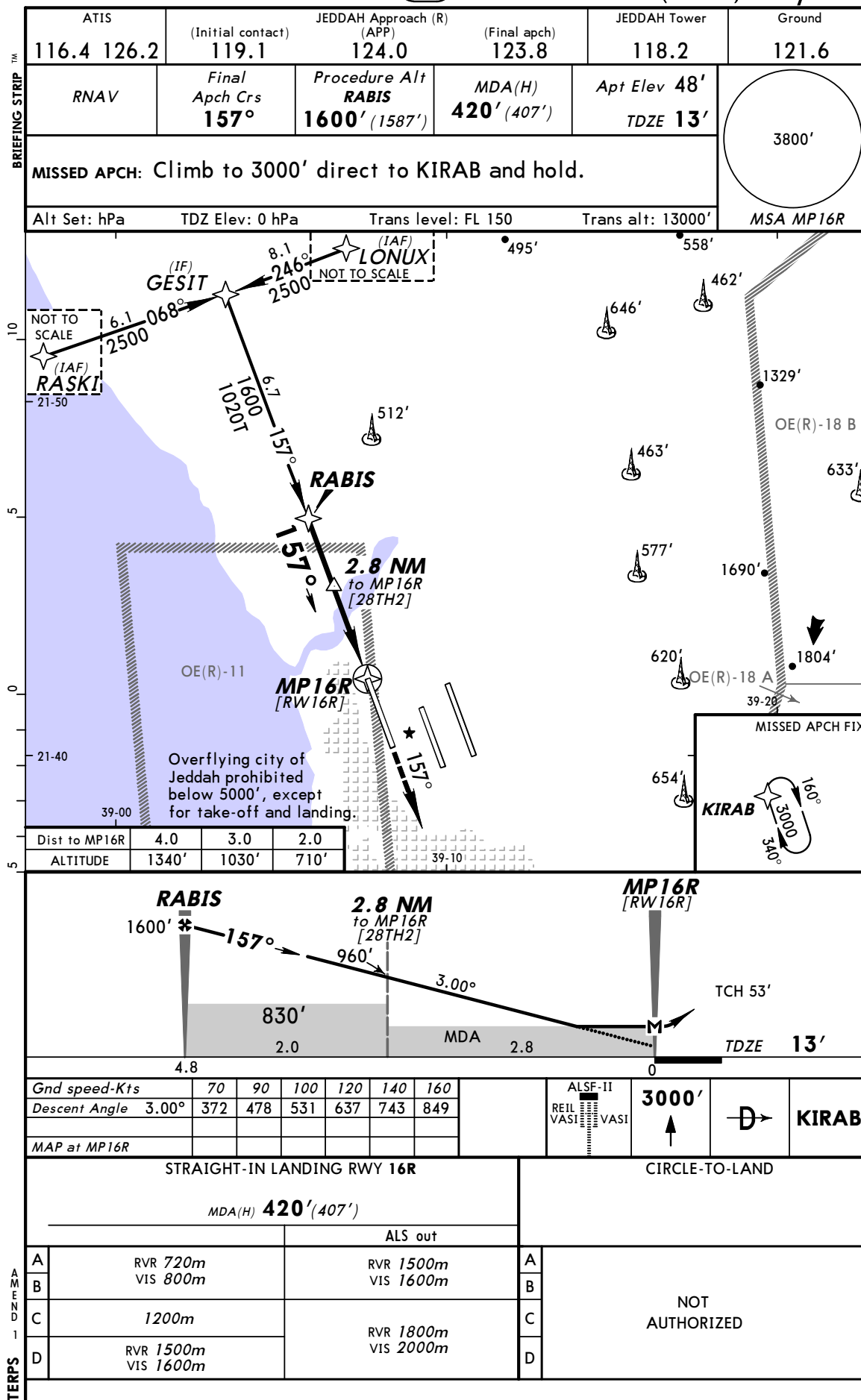
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JEPPESSEN
5 MAR 10 (12-3) Eff 11 Mar

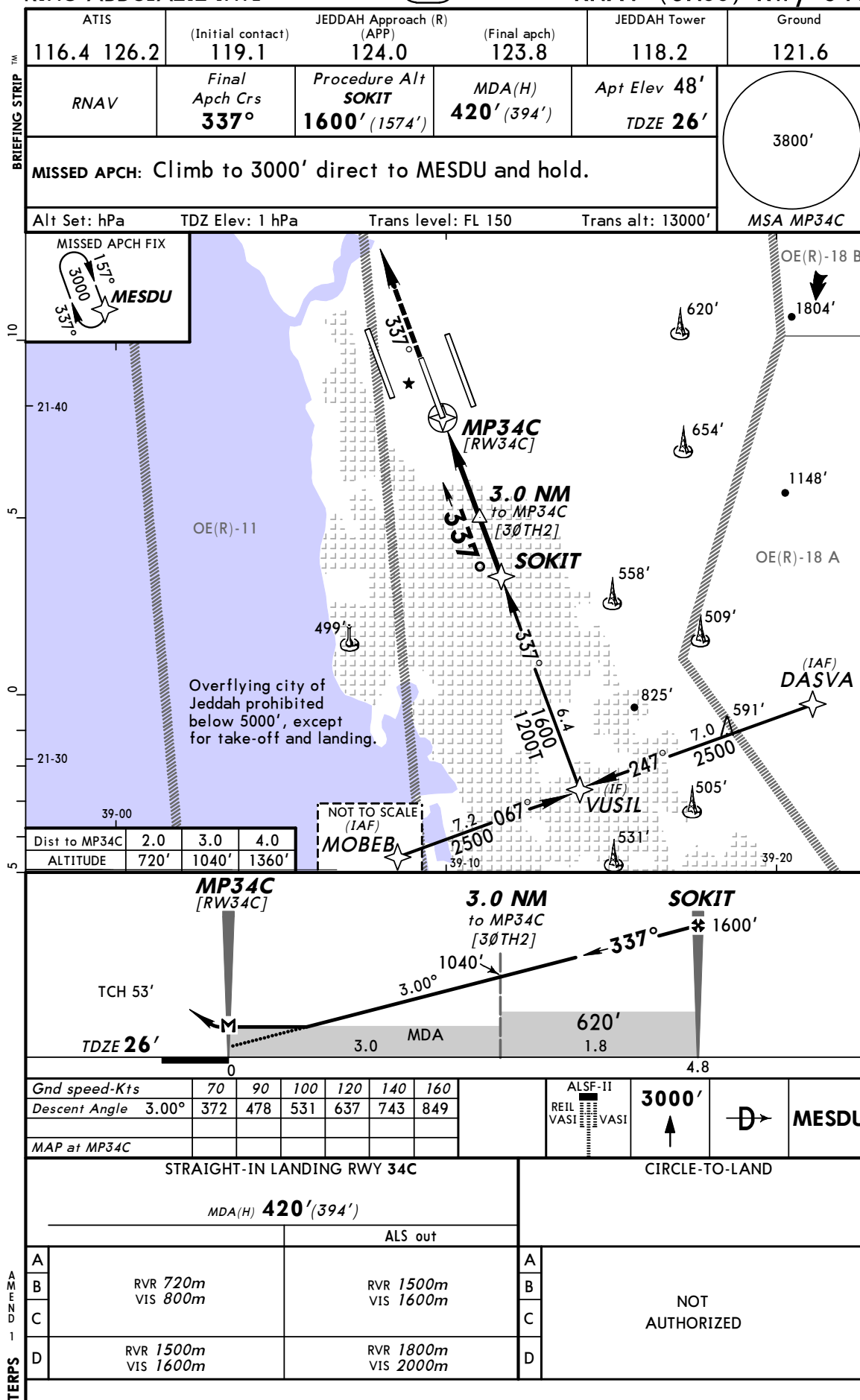
JEDDAH, SAUDI ARABIA
RNAV (GNSS) Rwy 16R



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KING ABDULAZIZ INTL

JEPPESSEN
5 MAR 10 (12-4)

JEDDAH, SAUDI ARABIA
RNAV (GNSS) Rwy 34C



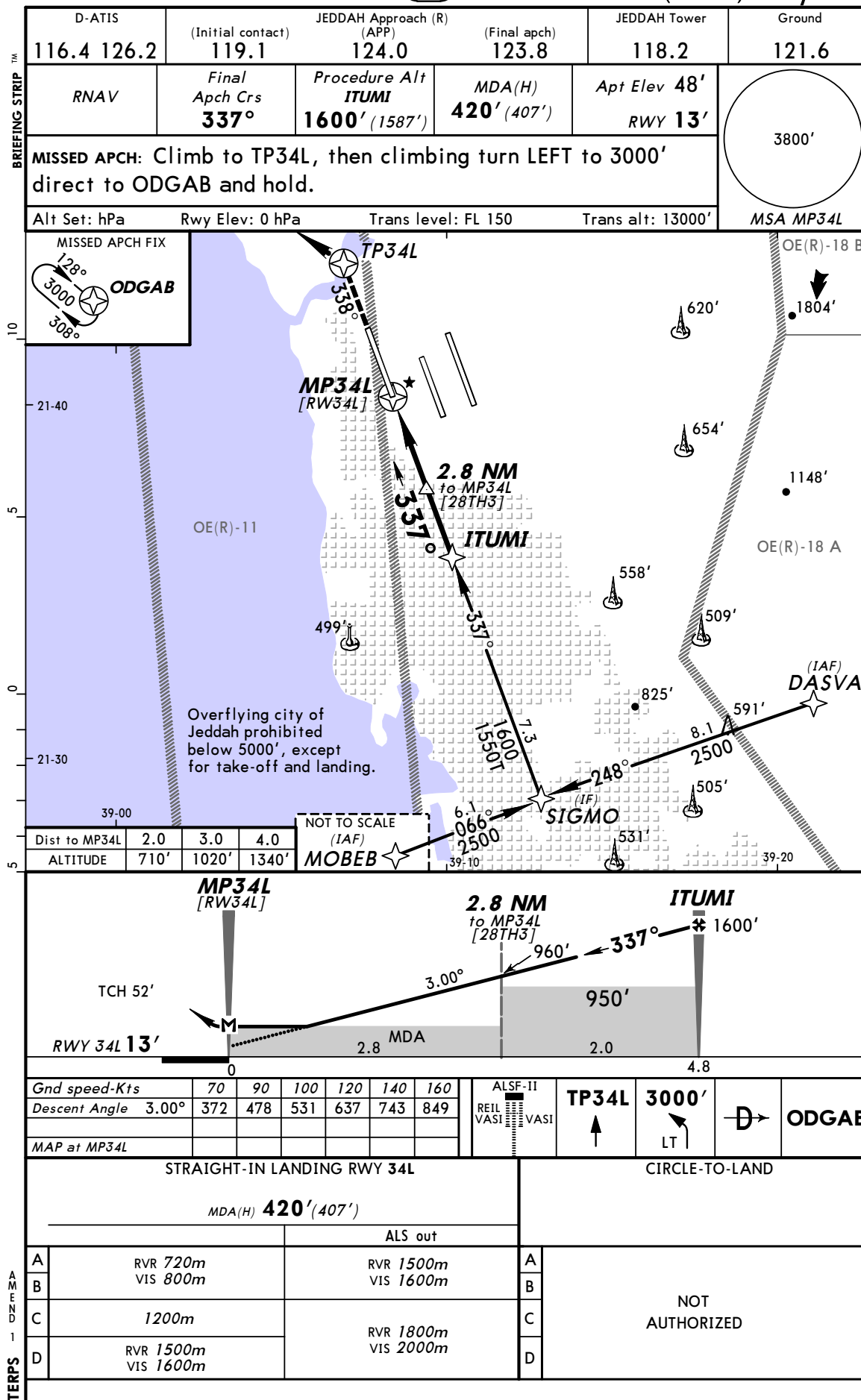
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JEPPESEN
2 JUL 10 (12-5)

JEDDAH, SAUDI ARABIA
RNAV (GNSS) Rwy 34L



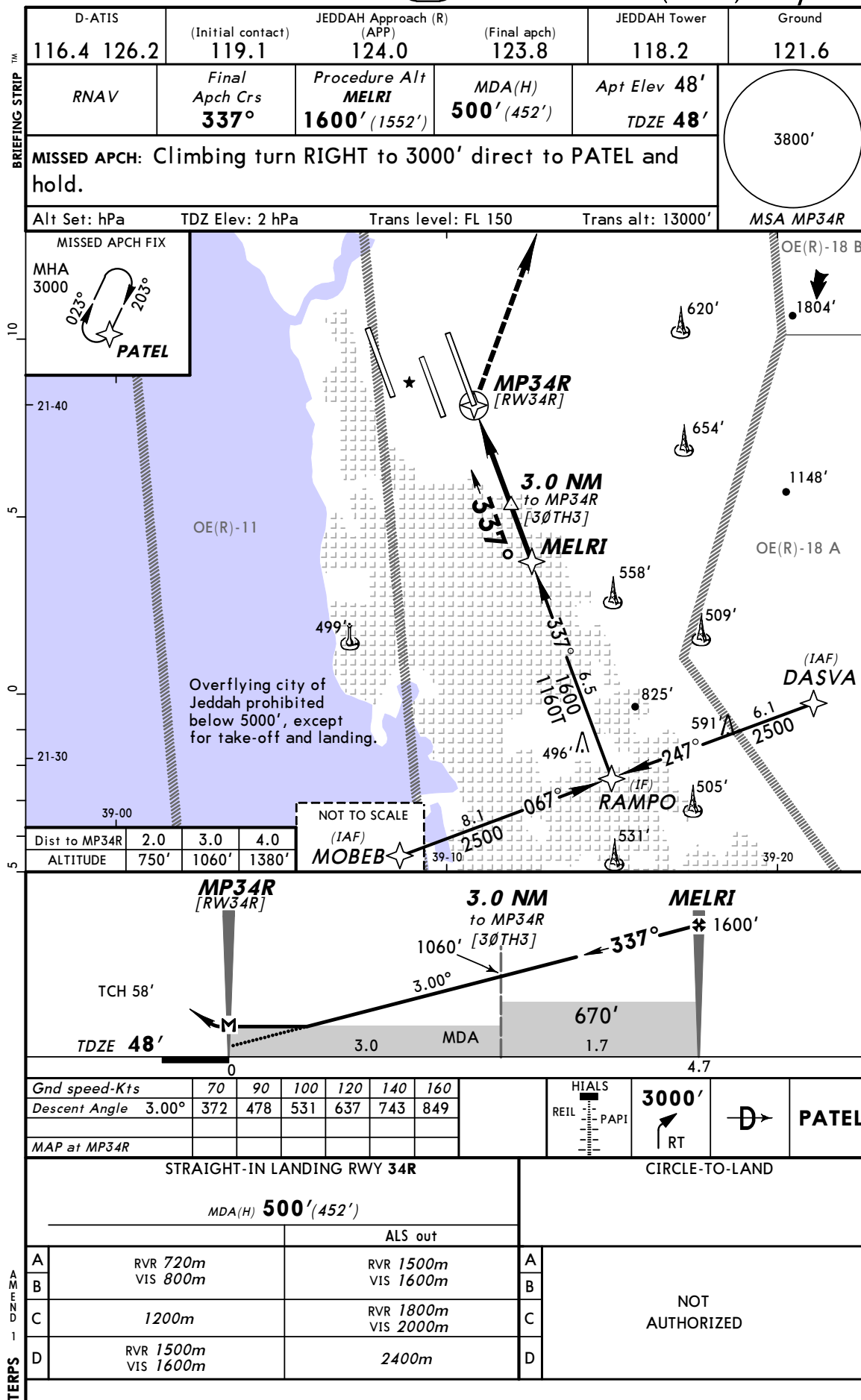
CHANGES: D-ATIS. Waypoint BOSOS renamed SIGMO.

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JEPPESSEN
2 JUL 10 (12-6)

JEDDAH, SAUDI ARABIA
RNAV (GNSS) Rwy 34R



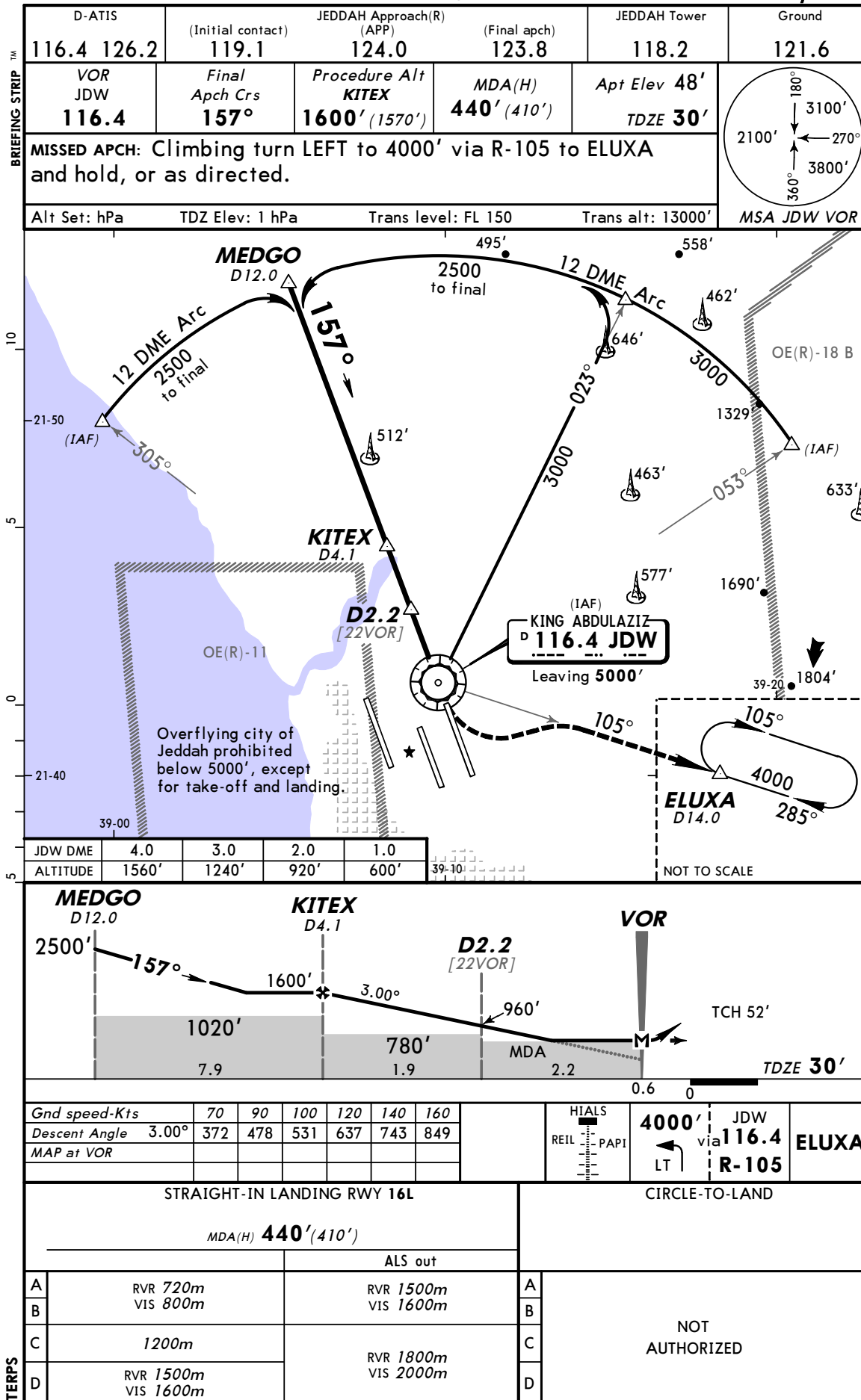
CHANGES: D-ATIS.

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OEJN/JED
KING ABDULAZIZ INTL

JEPPesen 23 APR 10 (13-1) Eff 6 May

JEDDAH, SAUDI ARABIA
VOR DME Rwy 16L



CHANGES: New procedure.

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OEJN/JED
KING ABDULAZIZ INTL

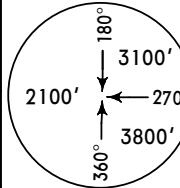
JEPPESEN
23 APR 10 (13-2) Eff 6 May

JEDDAH, SAUDI ARABIA
VOR DME Rwy 34C

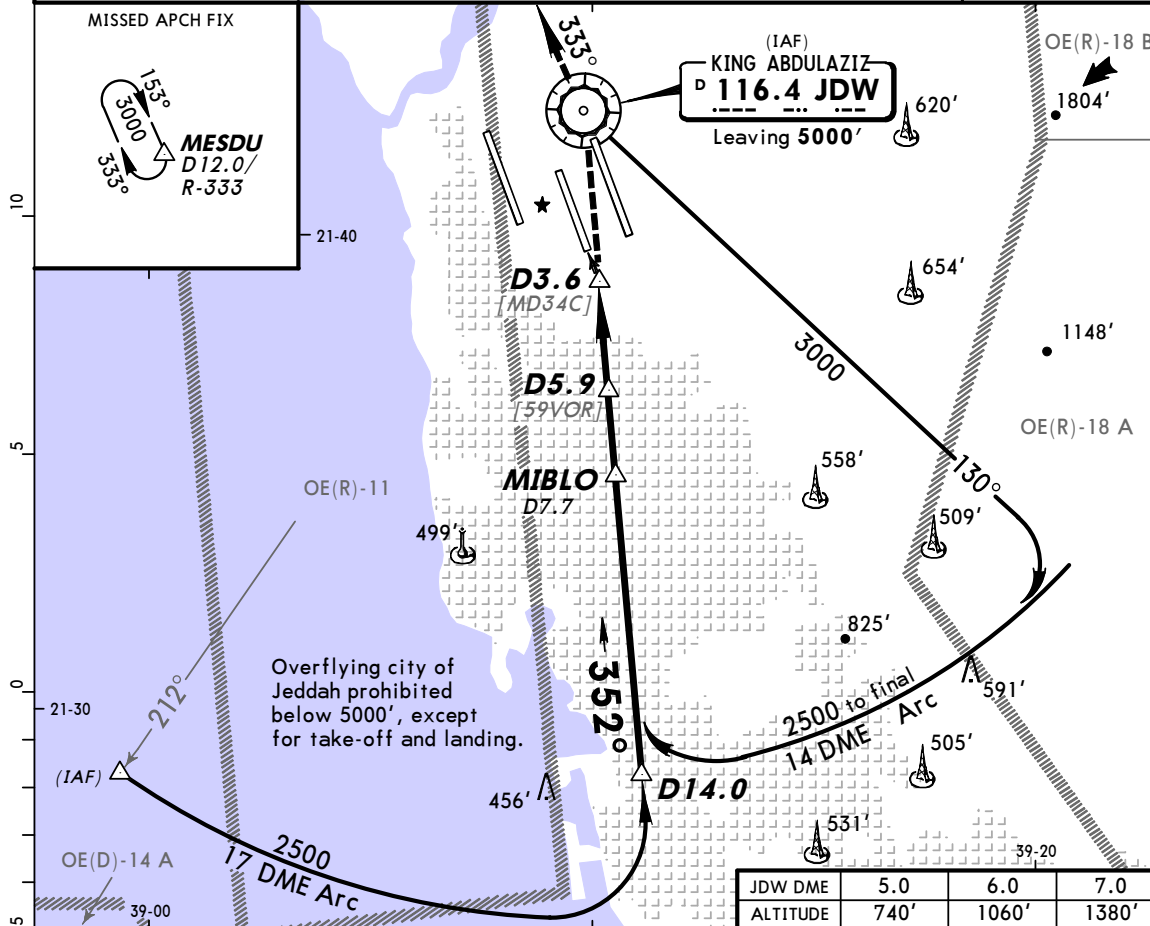
D-ATIS 116.4 126.2	JEDDAH Approach (R) (Initial contact) 119.1 (APP) 124.0 (Final apch) 123.8	JEDDAH Tower 118.2	Ground 121.6
VOR JDW 116.4	Final Apch Crs 352°	Procedure Alt MIBLO 1600' (1574')	MDA(H) 420' (394')
		Apt Elev 48'	TDZE 26'

MISSED APCH: Climb direct to VOR, then climbing turn LEFT via R-333 to 3000' to MESDU and hold, or as directed.

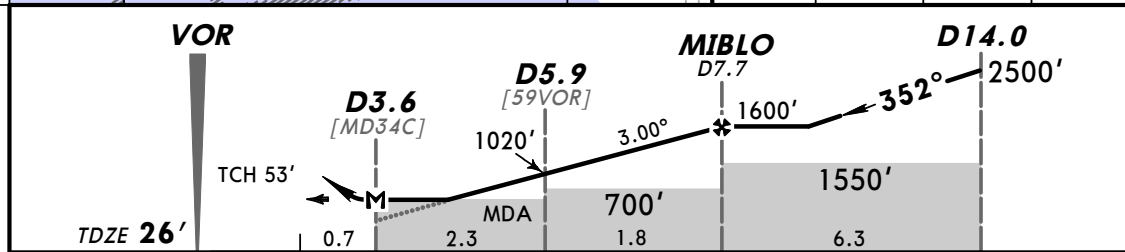
Alt Set: hPa TDZ Elev: 1 hPa Trans level: FL 150 Trans alt: 13000'



MSA JDW VOR



JDW DME	5.0	6.0	7.0
ALTITUDE	740'	1060'	1380'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	JDW	3000'	JDW	MESDU
Descent Angle 3.00°	372	478	531	637	743	849	REIL VASI	116.4	via 116.4	116.4	
MAP at D3.6							VASI	LT	R-333		

STRAIGHT-IN LANDING RWY 34C

CIRCLE-TO-LAND

MDA(H) **420'** (394')

ALS out

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

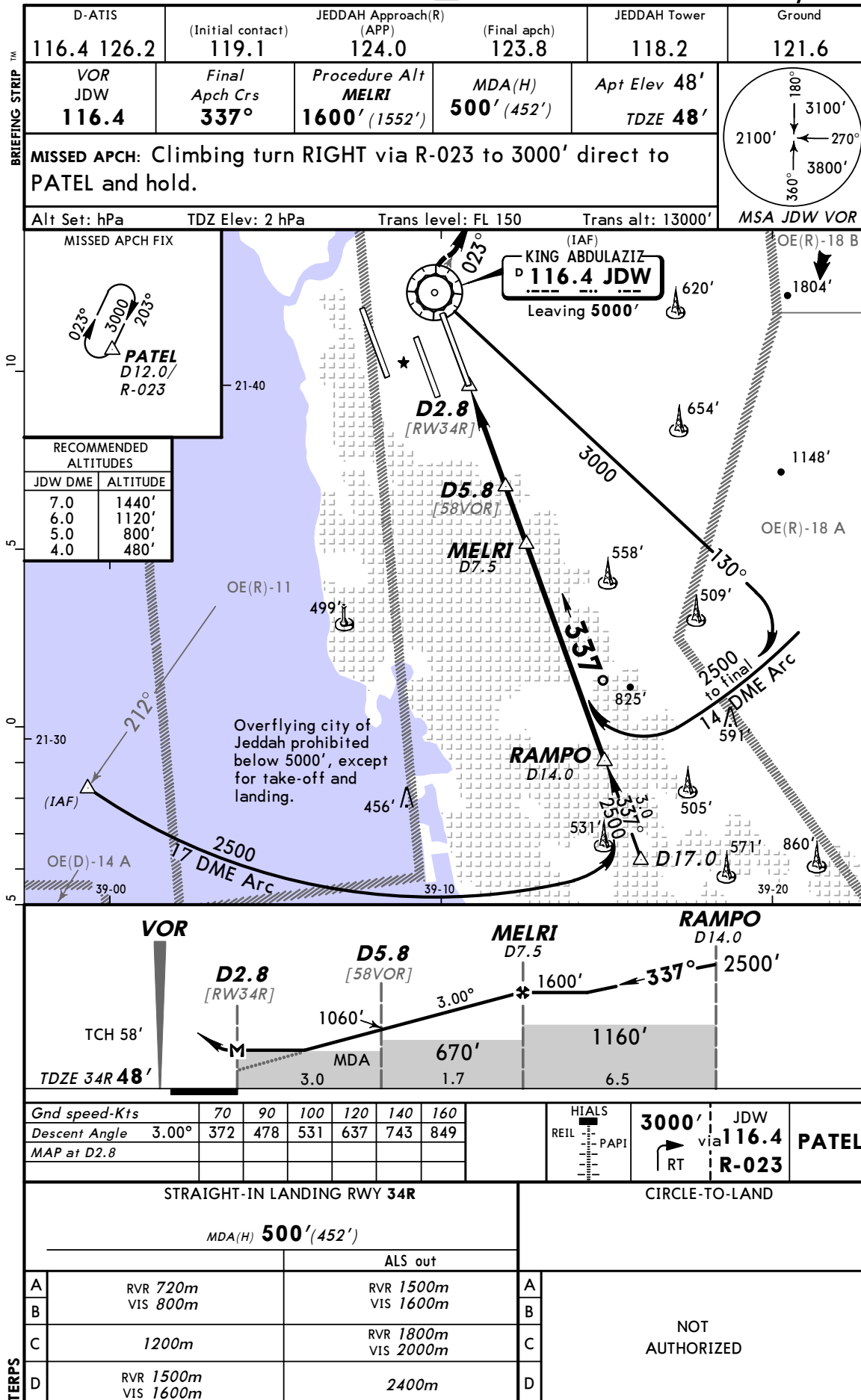
CHANGES: New procedure.

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CHANGES: New procedure.

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