28 JAN 11

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 1thru 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 manoeuvering 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. Futhermore 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 immediatly 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:

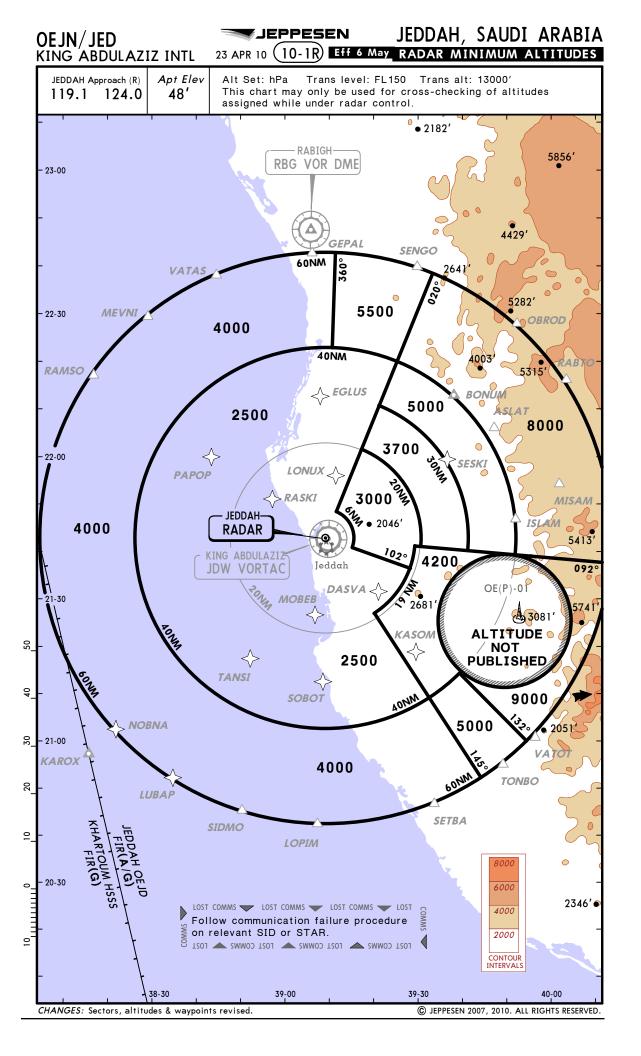
- ATC requirements necessitate such a turn or
- ACFT are making VFR circuits.

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).

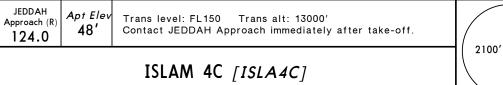


10-3 Eff 11 Mar

3100

MSA JDW VOR

←— 270° 3800'

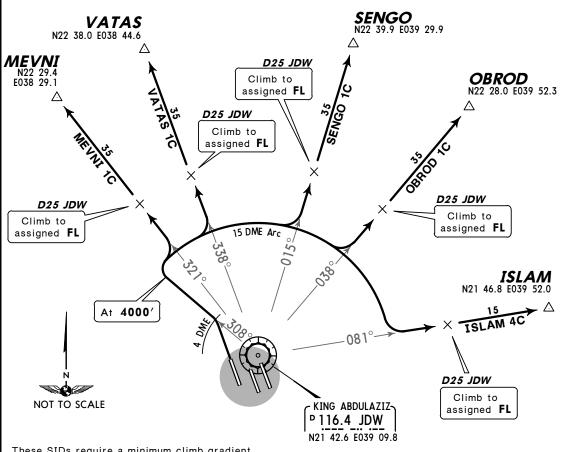


MEVNI 1C [MEVN1C] OBROD 1C [OBRO1C] SENGO 1C [SENG1C] VATAS 1C /VATA1C/

5 MAR 10

RWY 34L DEPARTURES

TO NORTHWEST, NORTHEAST & EAST



These SIDs require a minimum climb gradient

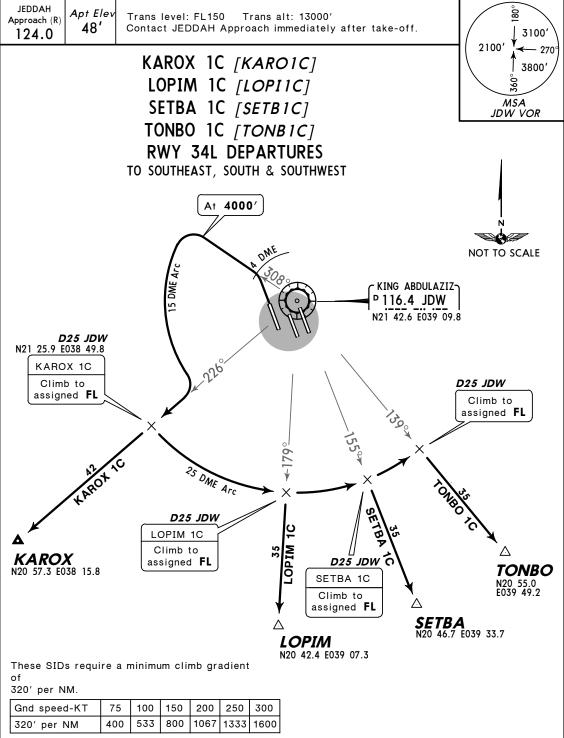
320' per NM.

						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 SENGO.	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



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.

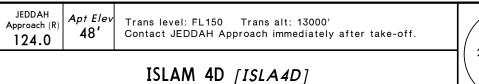
(10-3B) Eff 11 Mar

SID

3100

<− 270 3800′ /

MSA JDW VOR

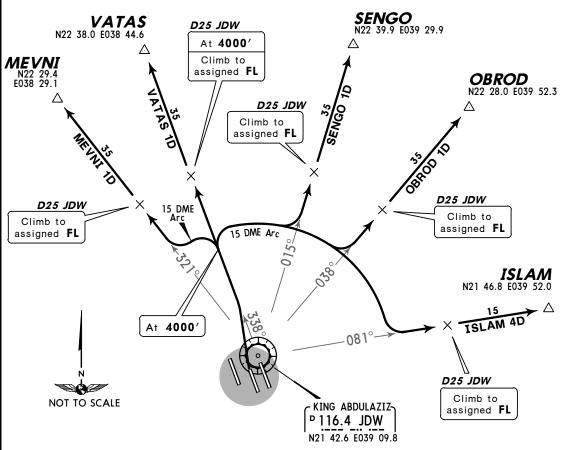


5 MAR 10

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

o f

320' per NM.

Gnd speed-KT						300
320' per NM	400	533	800	1067	1333	1600

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

Apt Elev

48'

JEDDAH

Approach (R)

124.0

3100'

<− 270 3800′ /

MSA

JDW VOR

2100'

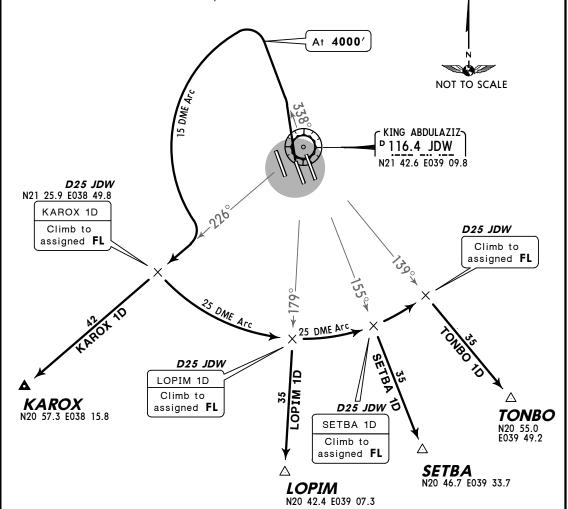
5 MAR 10 (10-3C) Eff 11 Mar

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

320' per NM.

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

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.

3100

MSA JDW VOR

<− 270 3800′ /



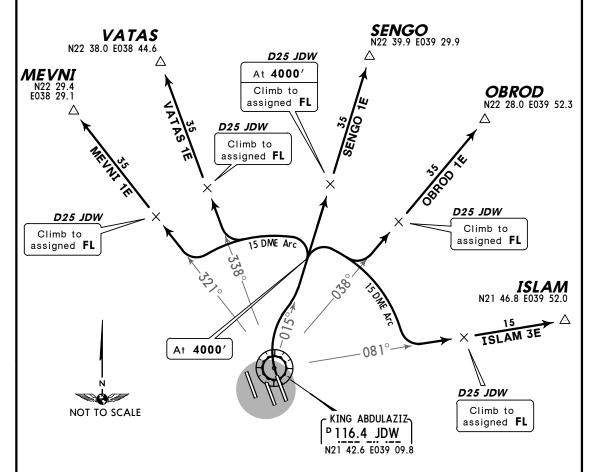
5 MAR 10

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

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

Apt Elev

48'

JEDDAH

 ${\sf Approach}\;({\sf R})$

124.0

3100

<− 270 3800′ /

MSA

JDW VOR

2100'

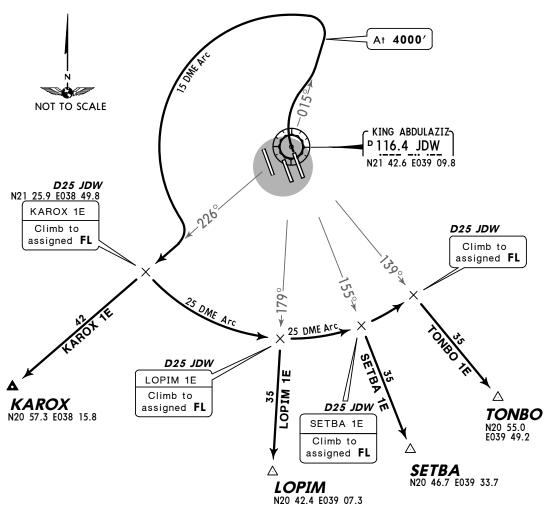
5 MAR 10 (10-3E) Eff 11 Mar

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

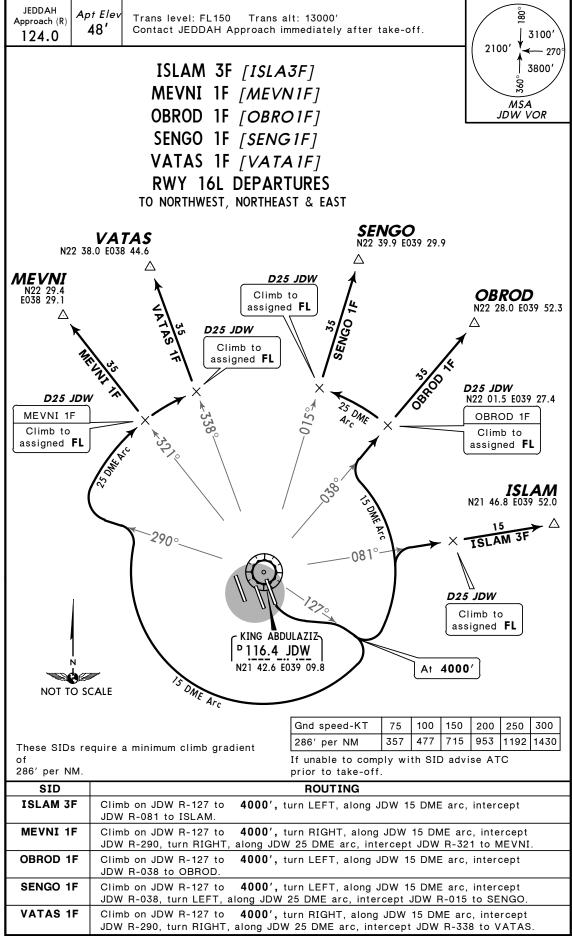


These SIDs require a minimum climb gradient

286' per NM.

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

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.



OEJN/JED KING ABDULAZIZ INTL

Apt Elev

48'

JEDDAH

Approach (R)

124.0

JEPPESEN JEDDAH, SAUDI ARABIA
5 MAR 10 (10-3G) Eff 11 Mar SID

3100'

← 270

3800'

MSA

JDW VOR

2100'

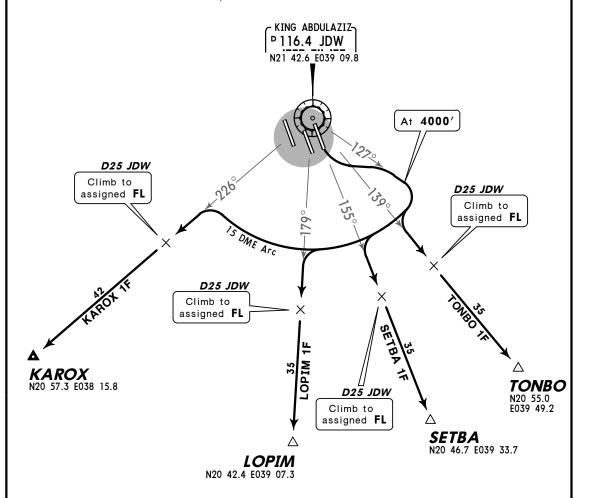
Trans level: FL150 Trans alt: 13000'
Contact JEDDAH Approach immediately after take-off.

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

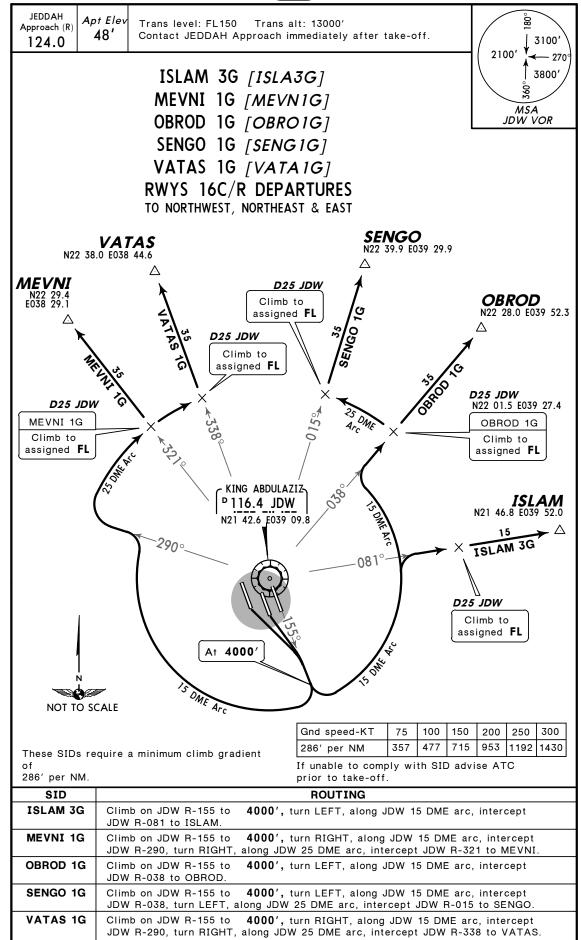
286' per NM.

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

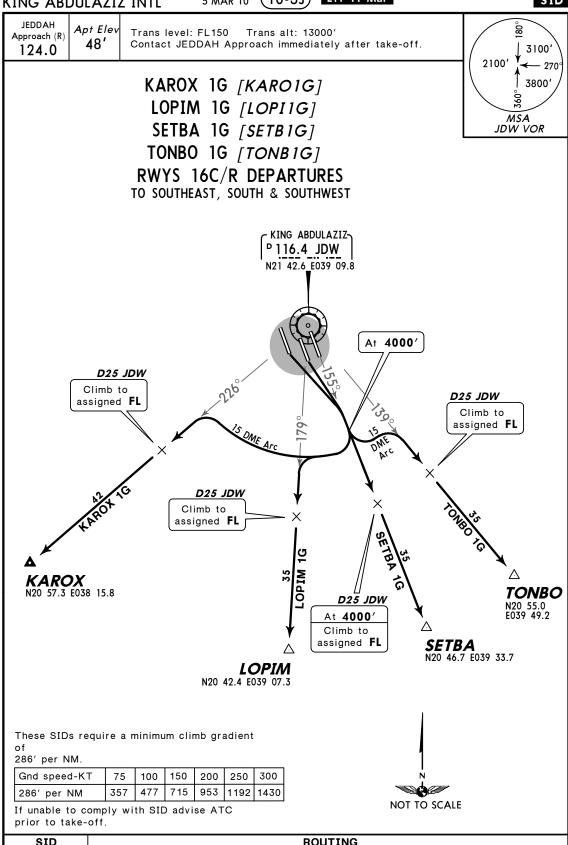
If unable to comply with SID advise ATC prior to take-off.

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

NOT TO SCALE



OEJN/JED KING ABDULAZIZ INTL JEPPESEN JEDDAH, SAUDI ARABIA
5 MAR 10 (10-3J) Eff 11 Mar SID



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

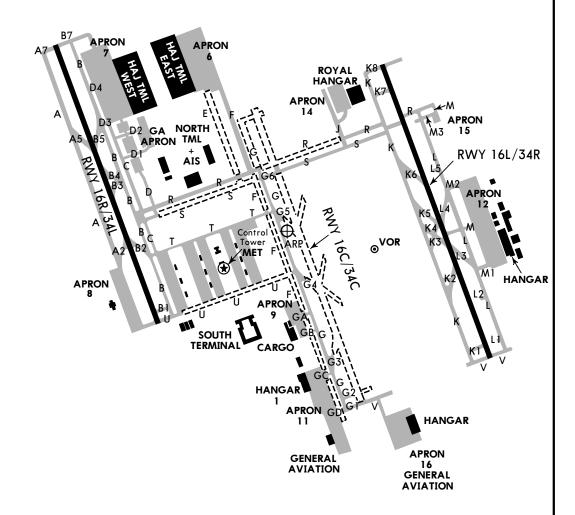
ROUTING 5000', expect radar vectors.

Climb on runway heading, maintain

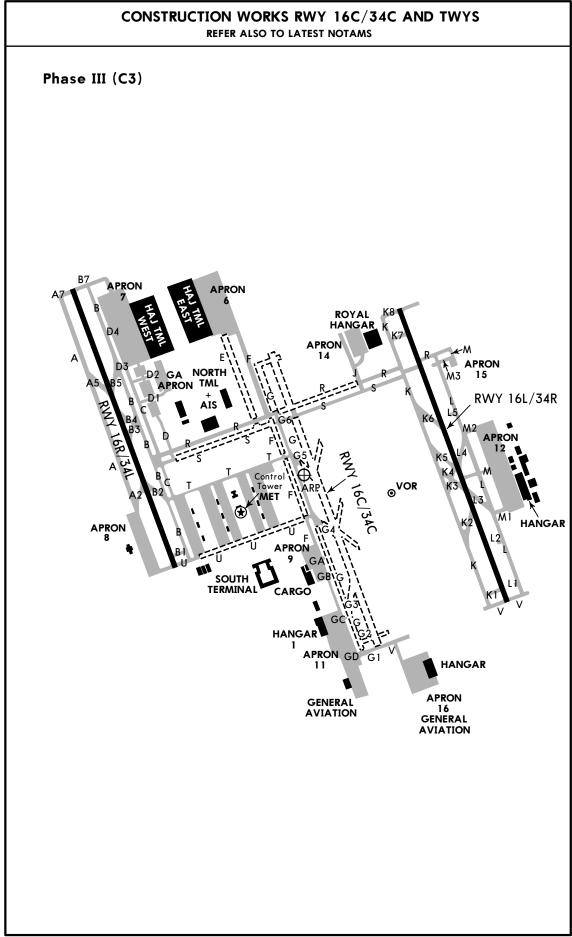
25 MAR 11 (10-8) Eff 7 Apr

CONSTRUCTION WORKS RWY 16C/34C AND TWYS **REFER ALSO TO LATEST NOTAMS**

Phase III (C2)

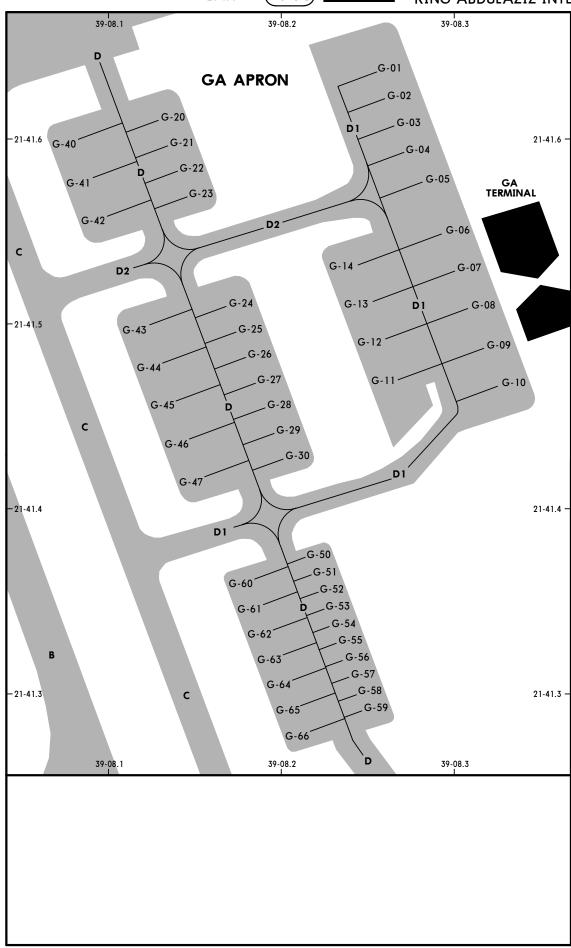


25 MAR 11 (10-8A) Eff 7 Apr KING ABDULAZIZ INTL



CONSTRUCTION WORKS RWY 16C/34C AND TWYS **REFER ALSO TO LATEST NOTAMS** Phase III (C4) **B**7 **APRON** ROYAL HANGAR APRON M3 A **APRON** D2 GA NORTH APRON TML 15 RWY 16L/34R o^{VOR} HANGAR APRON 8 SOUTH **TERMINAL** CARGO HANGAR APRON GE HANGAR **APRON** GENERAL 16 GENERAL AVIATION **AVIATION**

	ADDITIONAL RUNWAY INFORMATION USABLE LENGTHS										
						<u> </u>	ا LANDING —	JSABLE I	LENGTHS ID ——	5	
RW'	Υ						Threshold	Glide	Slope	TAKE-OFF	WIDTH
16L	HIRL H	IALS SFL	PAPI (3.0°)	0	R∨R		12,151'			197′ 60m
	34R TT-K2, K3, K4,	13911	•	•				11,969	3648m		OUIII
Опа	01-N2, NJ, N4,	LJ & L4.									
146											
16C	MIRL CL	ALSF-II	TDZ VASI (3 bar)	0	R∨R		9855'	3004m		197' 60m
	ST-H3, H4 & H	5.									
16R											197′
	34L HIRL CL	ALSF-II	TDZ PAP	I (3.0°)	•	R∨R		11,495	3504m		60m
❸ HS	ST-A, B2, B3,	B4 & B5.									
Ι,	TAKE-OFF FOR FILING AS ALTERNAT						RNATE				
	Rwy	ys 16C/34C	i, 16R/34L			Rwy 1	16L/34R				
		<u> </u>					<u> </u>	\dashv			
	CL, RCLM &	Adequat		.D		dequate	STD				
	two RVR operating	Vis Ref	31	-	\	/is Ref			Precision	Non-Precision	n RNAV
1 Eng		THORIZED	1//	10	NOT A	UTHORIZE	D 1/00		. , 50131011		
2 Eng		RVR 500		00m		R <i>500m</i>	1600m	ᆜ╚	600'-	800'- 3200m	NA
3 & 4 Eng	R∨R 200m	VIS 400		0m		400m	800m	C	3200m	3200m	','
┢╧	<u> </u>	1	<u> </u>					1121		1	<u> </u>



INS COORDINATES				
STAND No.	COORDINATES	STAND No.	COORDINATES	
Apron 1 2, 3 4, 5 6 7 8 Apron 2 1, 2 3 4, 5 6 thru 8 9 Apron 3 1, 2 3 thru 7 8, 9 10, 11	N21 40.9 E039 09.0 N21 40.8 E039 09.0 N21 40.7 E039 09.0 N21 40.6 E039 09.1 N21 40.6 E039 09.1 N21 40.5 E039 09.1 N21 40.8 E039 09.0 N21 40.8 E039 09.0 N21 40.7 E039 09.0 N21 40.6 E039 09.0 N21 40.6 E039 09.0 N21 40.6 E039 09.0 N21 40.7 E039 09.0 N21 40.6 E039 08.7 N21 40.6 E039 08.7 N21 40.6 E039 08.7 N21 40.6 E039 08.7 N21 40.6 E039 08.8 N21 40.5 E039 08.8 N21 40.4 E039 08.8	Apr A1, A2 A3 thru A5 A6, A7 A8 A9, A10 B1 B2 B3 thru B6 B7 thru B9 B10 B11, B12 C1, C2 C3 thru C6 C7 thru C9 C10, C11	N21 41.9 E039 08.6 N21 42.1 E039 08.6 N21 42.1 E039 08.6 N21 42.1 E039 08.5 N21 42.2 E039 08.5 N21 41.9 E039 08.7 N21 41.9 E039 08.7 N21 42.0 E039 08.7 N21 42.1 E039 08.7 N21 42.2 E039 08.7 N21 42.1 E039 08.7 N21 42.2 E039 08.7 N21 42.2 E039 08.7 N21 42.1 E039 08.7 N21 42.2 E039 08.7 N21 42.2 E039 08.7 N21 42.2 E039 08.6 N21 41.7 E039 08.1 N21 41.8 E039 08.1 N21 41.9 E039 08.0 N21 42.1 E039 08.0 N21 42.1 E039 08.0	
7 8 Apron 5 1 2, 3 4, 5 6 7, 8	N21 40.5 E039 08.8 N21 40.4 E039 08.8	12, 13 14, 15 16 17 thru 19 20	N21 41.7 E039 08.0 N21 41.8 E039 08.0 N21 41.8 E039 07.9 N21 42.0 E039 07.9 N21 42.1 E039 07.8	
STAND No.	COORDINATES	ELEV		
GA G-01 G-02 thru G-06 G-07 thru G-11 G-12 thru G-14 G-20, G-21	Apron N21 41.7 E039 08.3 N21 41.6 E039 08.3 N21 41.5 E039 08.3 N21 41.5 E039 08.2 N21 41.6 E039 08.2	4 4 4 4 4		
G-22, G-23 G-24 thru G-29 G-30 G-40 thru G-42 G-43 thru G-45	N21 41.6 E039 08.1 N21 41.5 E039 08.2 N21 41.4 E039 08.2 N21 41.6 E039 08.1 N21 41.5 E039 08.1	4 4 4 4 4		
G-46 G-47 G-50 thru G-53 G-54 thru G-57 G-58, G-59	N21 41.4 E039 08.1 N21 41.4 E039 08.1 N21 41.4 E039 08.2 N21 41.3 E039 08.2 N21 41.3 E039 08.3	3 4 4 4 4 4		
G-60 G-61, G-62 G-63, G-64 G-65 G-66	N21 41.4 E039 08.2 N21 41.3 E039 08.2 N21 41.3 E039 08.2 N21 41.3 E039 08.2 N21 41.3 E039 08.2	4 4 3 4 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.

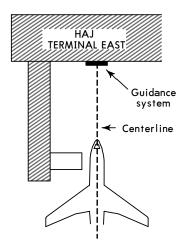
- RED pair : Stop.

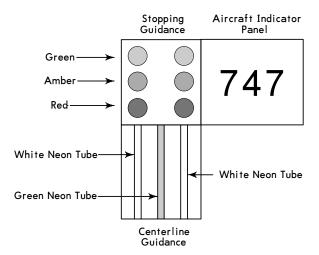
D. CENTERLINE GUIDANCE SYSTEM

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:
 Vertical white bar right of green bar visible:
 ACFT LEFT OF CENTERLINE
 ACFT RIGHT OF CENTERLINE





	KING ABDULAZIZ II						
	HT-IN RWY	A	В	С	D		
16C	CAT 2 ILS	126 ′(100 ′)					
		RA 101′ R350m					
	ILS	226 ′(200′)	226 ′(200 ′)	226 ′(200′)	226 ′(200′)		
		R550m V800m		R550m V800m	R550m V800m		
	TDZ or CL out	R720m V800m		R720m V800m	R720m V800m		
	ALS out	1200m	1200m	1200m	1200m		
	LOC	420 ′(394 ′)					
		900m	1000m	1000m	1400m		
	ALS out	R1500m V1600m		1800m	2000m		
	RNAV	420 ′(394 ′)					
		900m	1000m	1000m	R1500m V1600m		
	ALS out	R1500m V1600m	R1500m V1600m	1800m	2000m		
16L	ILS	230 ′(200′)	230 ′(200 ′)	230 ′(200′)	230 ′(200′)		
		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		
	VOR	440 ′(410 ′)	440 ′(410 ′)	440 ′(410 ′)	440 ′(410′)		
		900m	1000m	1200m	R1500m V1600m		
	ALS out	R1500m	R1500m	R1800m	R2000m		
16R	CAT 2 ILS	113 ′(100 ′)					
		RA 103′ R350m	RA103′ 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		
	LOC	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		
34C	CAT 2 ILS	126 ′(100 ′)					
		RA98' R350m	RA98' R350m	RA98' R350m	RA98' 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′)		
		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		
	### ##################################						
CHANGES: \	VOR 16L & 34C.			© JEPPESEN, 1997, 2010). ALL RIGHTS RESERVED.		

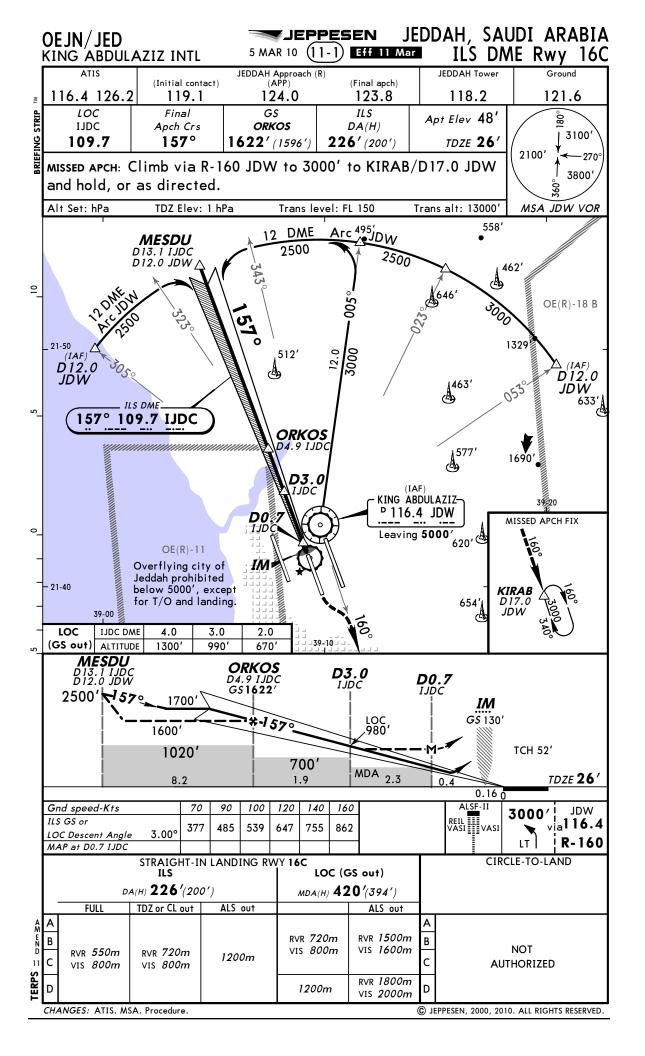
				KING AD	DULAZIZ INTL
STRAIG	HT-IN RWY	Α	В	С	D
34L	CAT 2 ILS	113 ′(100 ′)	113 ′(100 ′)	113 ′(100 ′)	113 ′(100 ′)
_		RA 102′ R350m	RA 102′ R350m	RA 102′ R350m	RA 102′ R350m
	ILS	213 ′(200′)	213 ′(200′)	213 ′(200′)	213 ′(200′)
		R550m V800m	R550m V800m	R550m V800m	R550m V800m
	TDZ or CL out	R720m V800m	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	R1500m V1600m
	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 ′(4 52 ′)	500 ′(4 52 ′)	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

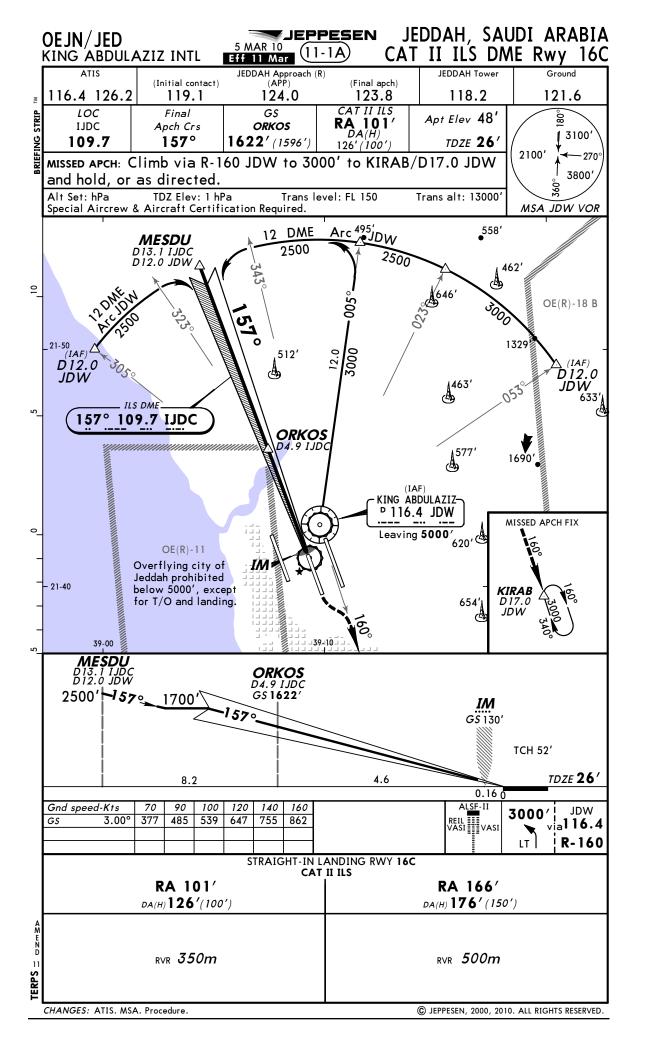
CIRCLE-TO-LAND	Α	В	С	D
	NOT			
	AUTHORIZED			

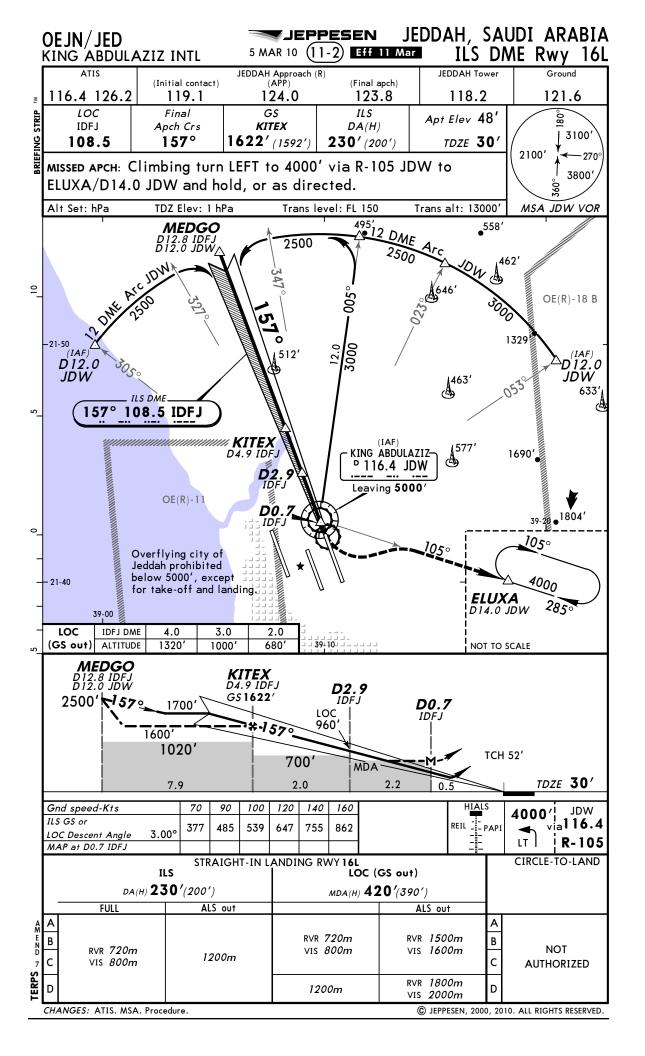
TAK	TAKE-OFF RWY 16C/R, 34L/C					
	LVP must be in Force					
	RL, CL & mult. RVR req.	RCLM (DAY only) or RL	Adequate Vis Ref (DAY only)	STD		
1 Eng		NOT AUTHORIZED		1600m		
2 Eng 3 or				1000111		
3 or more Eng	200m	400m	500m	800m		

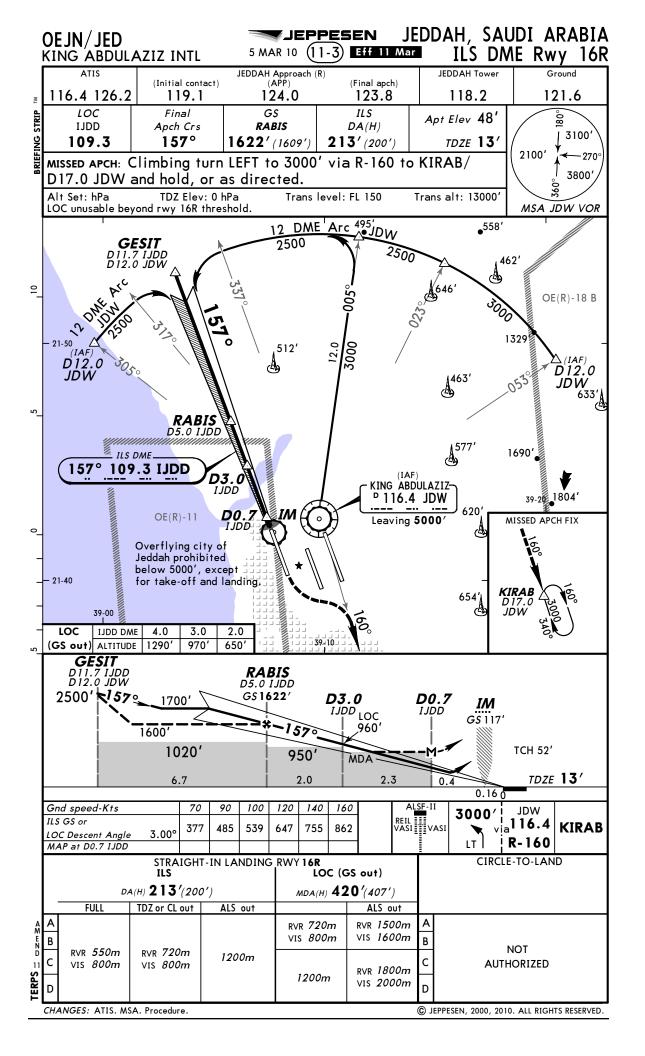
TAKE-OFF RWY 16L, 34R

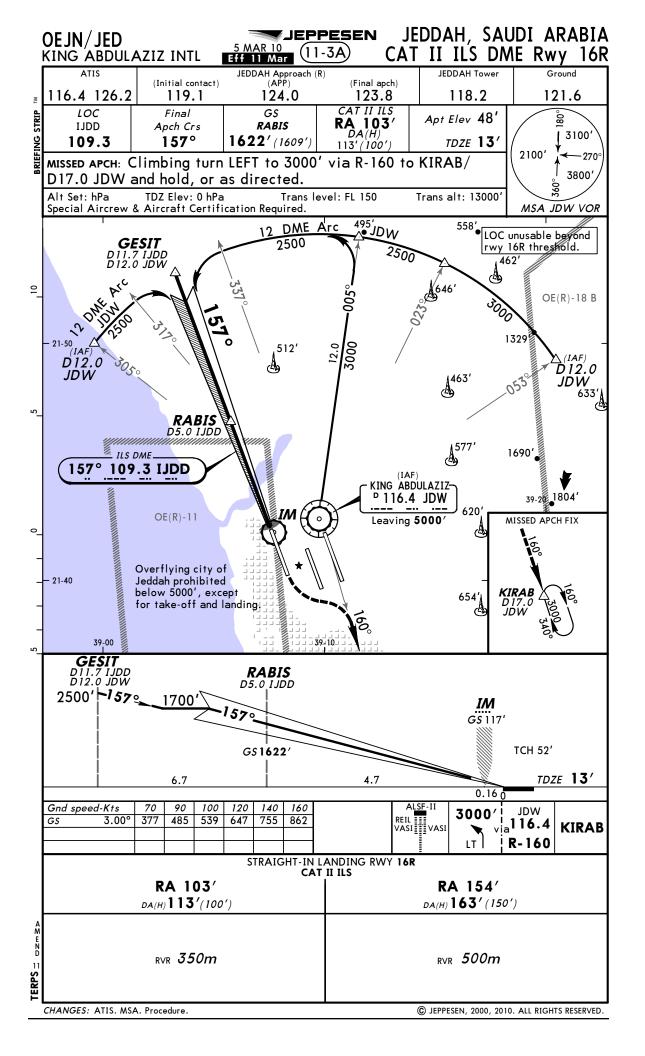
	RCLM (DAY only) or RL	Adequate Vis Ref (DAY only)	STD
1 Eng	NOT AUTHORIZED		1600m
2 Eng			1000111
1 Eng 2 Eng 3 or more Eng	400m	500m	800m







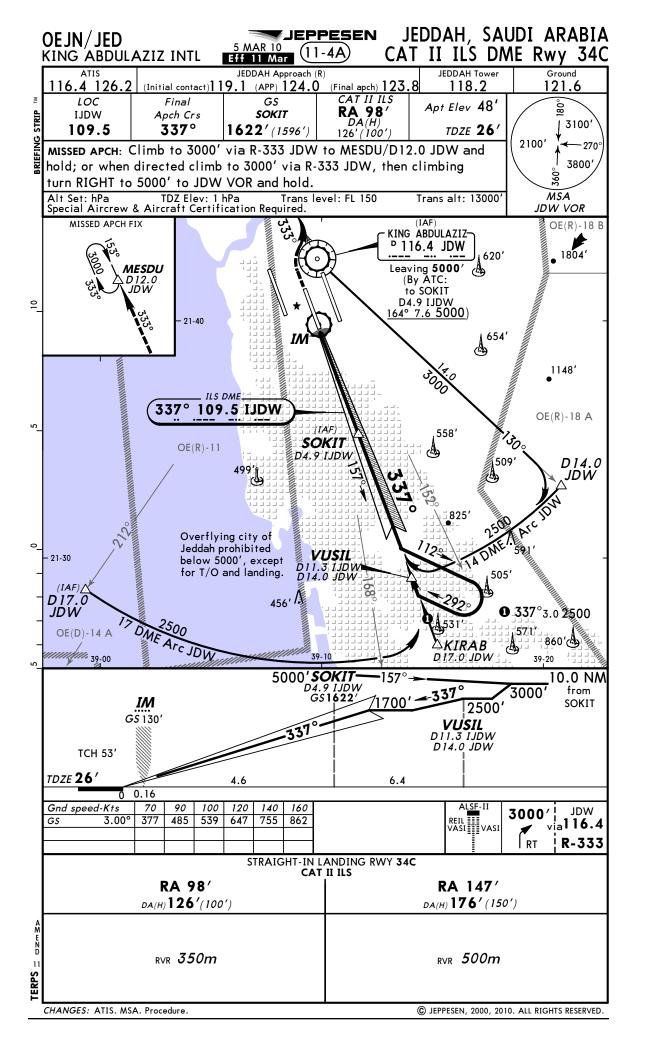




OEJN/JED 5 MAR 10 (11-4) Eff 11 Mar ILS DME Rwy 34C KING ABDULAZIZ INTL JEDDAH Approach (R) (Initial contact) 119.1 (APP) 124.0 (Final apch) 123.8 JEDDAH Tower Ground 121.6 116.4 126.2 LOC GS Final ILS Apt Elev 48' IJDW Apch Crs SOKIT DA(H) 3100' 337° 1622′ (1596′) 109.5 226' (200') TDZE **26** 2100' -270 MISSED APCH: Climb to 3000' via R-333 JDW to MESDU/D12.0 JDW and 3800' hold; or when directed climb to 3000' via R-333 JDW, then climbing turn RIGHT to 5000' to JDW VOR and hold. TDZ Elev: 1 hPa Trans level: FL 150 Trans alt: 13000' MSAJDW VOR Simultaneous approach authorized with rwy 34L in VMC only. MISSED APCH FIX (IAF) OE(R)-18 B KING ABDULAZIZ ^D 116.4 JDW 1804' Leaving 5000' (By ATC: MESDU to SOKIT D4.9 IJDW 164° 7.6 5000) 9 21-40 IM∍ 654 D0.7 IJDWRECOMMENDED 1148' **ALTITUDES** LOC (GS out) IJDW DME ALTITUDE ILS DME 337° 109.5 IJDW 4.0 3.0 1320 OE(R)-18 A 1000 (IAF) 2.0 680' 558' SOKIT OE(R)-11 D4.9 IJDW 509 D14.0 499 **JDW** 825 Overflying city of Jeddah prohibited VUSIL below 5000', except - 21-30 D11.3 1JDW D14.0 JDW for T/O and landing. 505 (IAF) D17.0 456' / O 337 °3.0**2500** JDWOE(D)-14 A 860'cA ∆KIRAB D17.0 JDW 39-20 5000'*SOKIT*-D4.9 IJDW 157° 10.0 NM 337 from 3000' GS1622 SOKIT 2500 D3.0 **D0.7**_{LOC} IJDW 1000 IM **VUŠIL** D11.3 IJDW D14.0 JDW GS 130 1600 1550 TCH 53' 700 MDA TDZE **26** 0.4 2.3 1.9 6.4 0.16 Gnd speed-Kts 70 90 ALSF-II 100 120 140 160 **JDW** 3000'l ILS GS or REIL VASI v¦a116.4 377 485 539 647 755 862 LOC Descent Angle R-333 RT MAP at DO.7 IJDW CIRCLE-TO-LAND STRAIGHT-IN LANDING RWY 34C LOC (GS out) DA(H) **226'**(200') MDA(H) 420'(394') FULL TDZ or CL out ALS out ALS out Α В RVR 720m RVR 1500m В VIS 1600m NOT VIS 800m RVR 550m RVR 720m 1200m C VIS 800m VIS 800m **AUTHORIZED** RVR 1800m 1200m VIS 2000m CHANGES: ATIS. MSA. Procedure. © JEPPESEN, 2002, 2010. ALL RIGHTS RESERVED.

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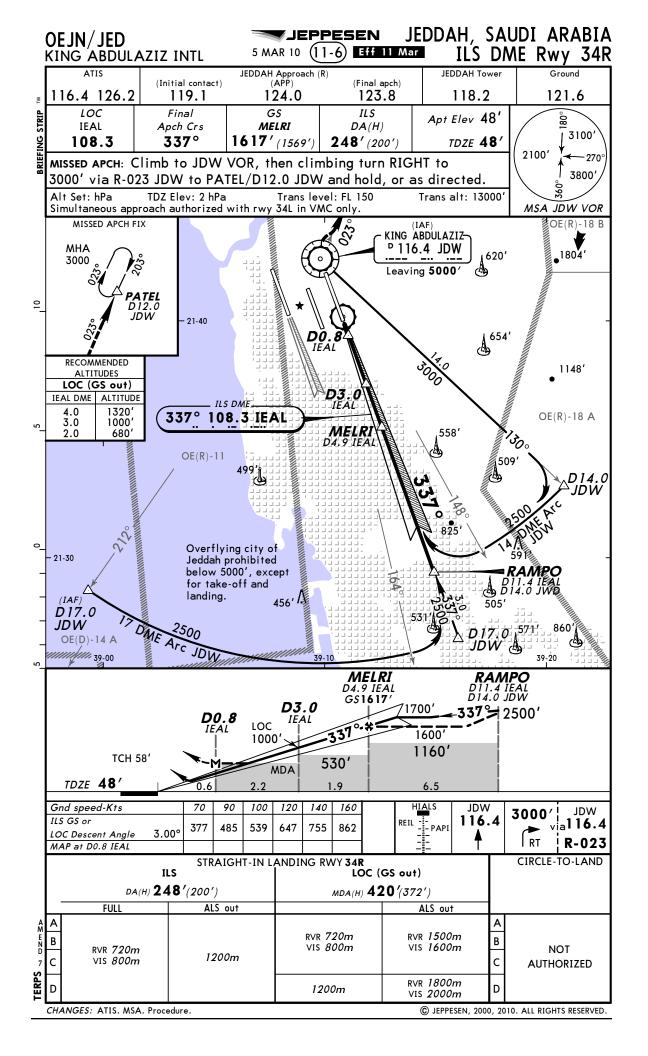


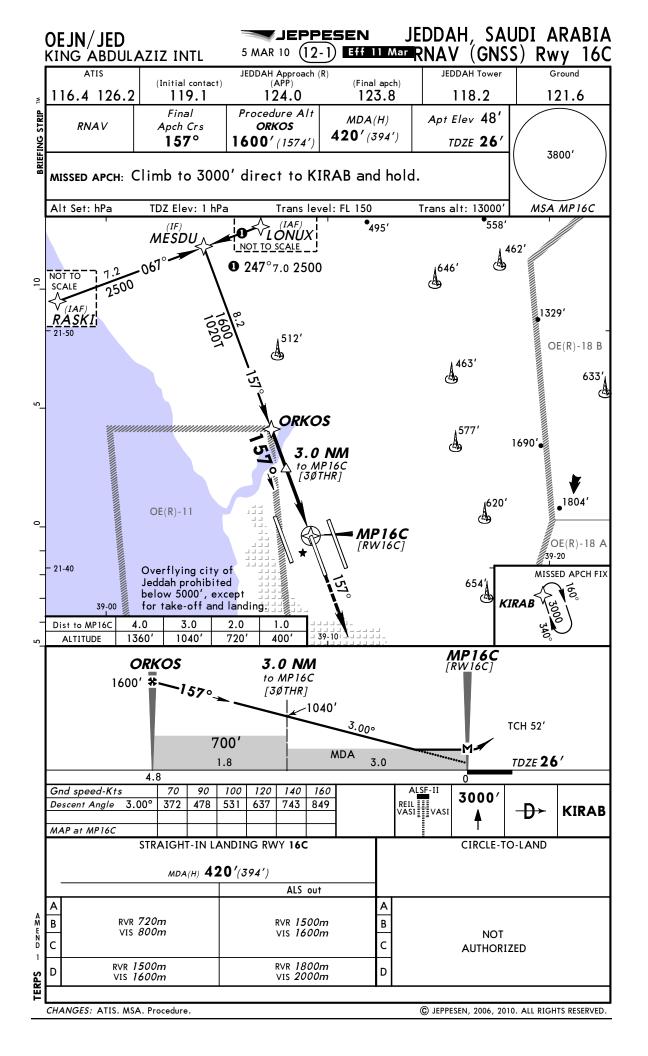
JEDDAH, SAUDI ARABIA OEJN/JED 2 JUL 10 (11-5) ILS DME Rwy 34L KING ABDULAZIZ INTL JEDDAH Approach (R) JEDDAH Tower D-ATIS (Initial contact) (Final apch) 116.4 126.2 119.1 124.0 123.8 118.2 121.6 LOC Final ILS Apt Elev 48' IJDL Apch Crs ITUMI DA(H) 3100 337° 109.1 1622' (1609') 213' (200') TDZE 13' 2100' -270 MISSED APCH: Climbing STRAIGHT AHEAD to D4.2 JDW turn LEFT to 3800 3000' via R-308 JDW to ODGAB/D15.0 JDW and hold, or as directed. TDZ Elev: 0 hPa Trans level: FL 150 MSA JDW VOR Simultaneous approach authorized with either rwy 34C or rwy 34R in VMC only. MISSED APCH FIX OE(R)-18 B KING ABDULAZIZ-🍪 ODGAB ^D 116.4 JDW 1804 D15.0 JDW 620' Leaving 5000' 9 A 654' D0.7 IJDL 1148′ ILS DME. 337° 109.1 IJDL OE(R)-18 A 2 05.0 IJDL 558' OE(R)-11 Δ 509 499 D14.0 JDW 825 Overflying city of 21-30 Jeddah prohibited below 5000', except for take-off and SIGMO RECOMMENDED (IAF) ∠ landing. 456' D12.2 IJDL D14.0 JDW D 17.0 JDW ALTITUDES LOC (GS out) 531 IJDL DME ALTITUDE 1290′ 970′ 4.0 3.0 2.0 D17.0 JDW D15.3 IJDL JDW 11111/111.39-00 660 SIGMO ITUMI D12.2 IJDL D14.0 JDW D5.0 IJDL GS1622 D3.0 1700 337°プ2500′ IΜ G\$ 117 1600' 1550 TCH 52' 950 MDA TDZE 13' 2.0 2.3 7.2 0 0.16 Gnd speed-Kts 70 90 100 140 120 160 D4.2 REIL VASI VASI ILS GS or **JDW** 377 485 539 647 755 862 LOC Descent Angle 3.00° MAP at D0.7 IJDL CIRCLE-TO-LAND STRAIGHT-IN LANDING RWY 34L LOC (GS out) DA(H) 213'(200') MDA(H) 420'(407') FULL TDZ or CL out ALS out ALS out Α RVR 1500m RVR 720m VIS 1600m VIS 800m В В NOT RVR 550m RVR 720m 1200m C VIS 800m VIS 800m **AUTHORIZED** RVR 1800m 1200m VIS 2000m CHANGES: D-ATIS. Waypoint BOSOS renamed SIGMO. © JEPPESEN, 2000, 2010. ALL RIGHTS RESERVED.

OEJN/JED CAT II ILS DME Rwy 34L 2 JUL 10 (11-5A) KING ABDULAZIZ INTL JEDDAH Approach (R) (APP) JEDDAH Tower D-ATIS (Initial contact) (Final apch) 116.4 126.2 119.1 124.0 123.8 118.2 121.6 CAT II ILS LOC Final GS Apt Elev 48' **RA 102** ¹ DA(H) IJDL Apch Crs ITUMI 3100 337° 109.1 1622' (1609' TDZE 13' 113' (100') 2100' - 270 MISSED APCH: Climbing STRAIGHT AHEAD to D4.2 JDW turn LEFT to 3800 3000' via R-308 JDW to ODGAB/D15.0 JDW and hold, or as directed. Alt Set: hPa TDZ Elev: 0 hPa Trans level: FL 150 Special Aircrew & Aircraft Certification Required. Trans alt: 13000 MSA JDW VOR MISSED APCH FIX KING ABDULAZIZ-OE(R)-18 B **₹**% ODGAB [□] 116.4 JDW 1804 D15.0 JDW 620' Leaving 5000' 9 21-40 654' 1148 ILS DME. 337° 109.1 IJDL OE(R)-18 A 2 D5.0 IJDL 558' OE(R)-11 509 499 D14.0 JDW 825 Overflying city of 21-30 Jeddah prohibited below 5000', except for take-off and SIGMO (IAF) △ D17.0 JDW landing. 456' /. D12.2 IJDL D14.0 JDW **4**531 860 5711 D 17.0 JDW D 15.3 IJDL JDW 39-20 **SIGMO ITUMI** D5.0 IJDL GS**1622**' D12.2 IJDL D14.0 JDW *IM GS* 117' 1700 337°ᅼ2500′ TCH 52' TDZE 13' 4.7 7.2 0.16 Gnd speed-Kts 70 90 100 120 140 160 ALSF-II D4.2 3.00° 377 485 539 647 755 862 **JDW** STRAIGHT-IN LANDING RWY 34L CAT II ILS RA 102' RA 152' DA(H) 113'(100') DA(H) 163' (150') RVR 350m RVR 500m CHANGES: D-ATIS. Waypoint BOSOS renamed SIGMO. © JEPPESEN, 2000, 2010. ALL RIGHTS RESERVED.

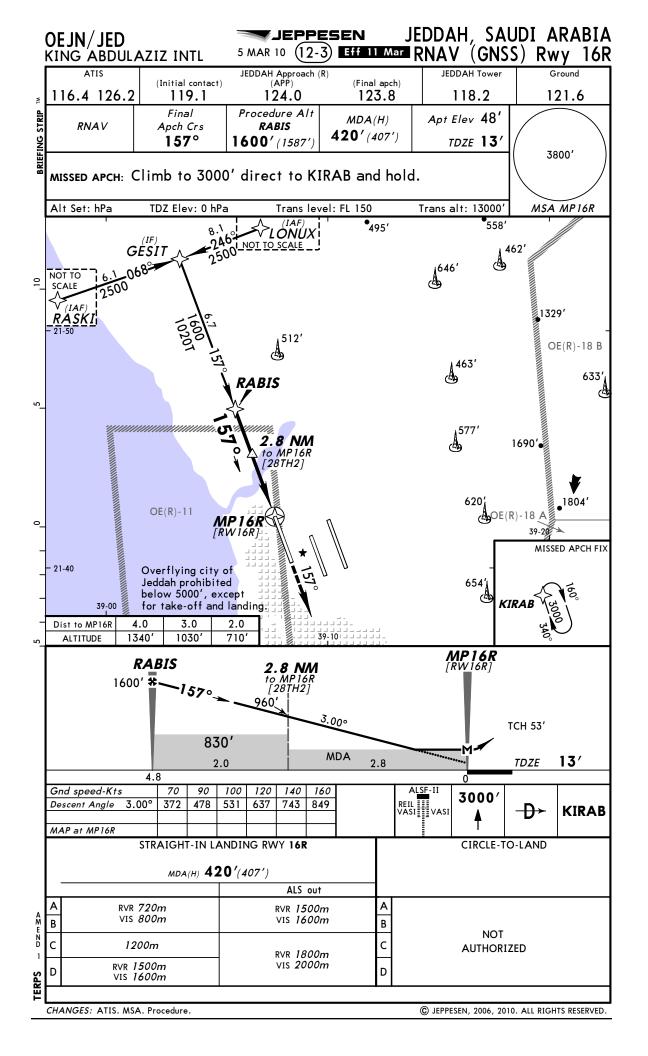
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JEDDAH, SAUDI ARABIA



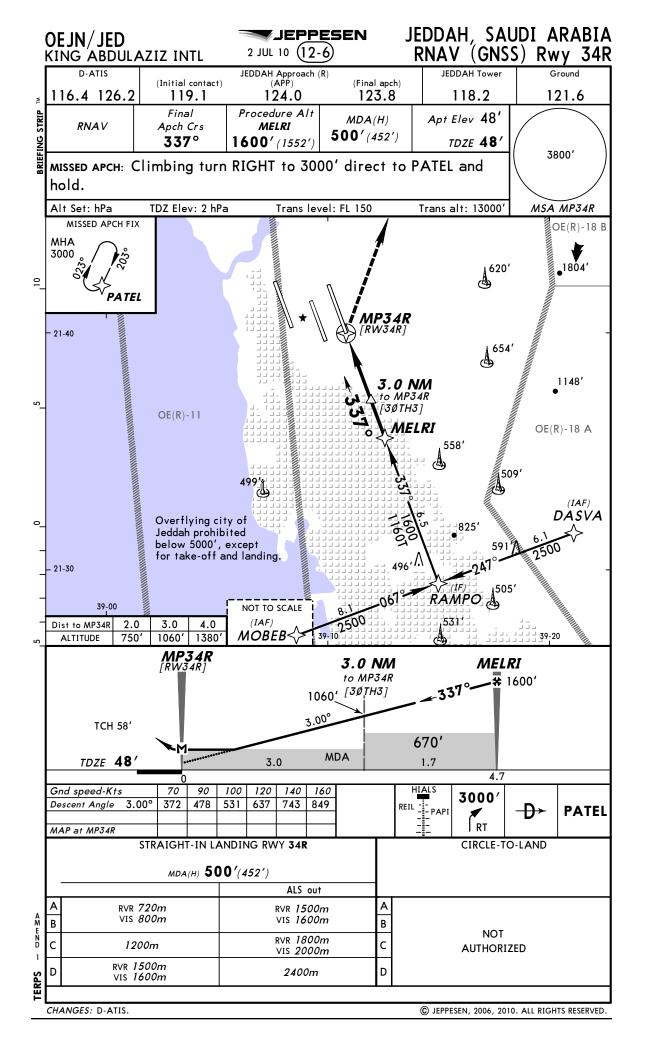


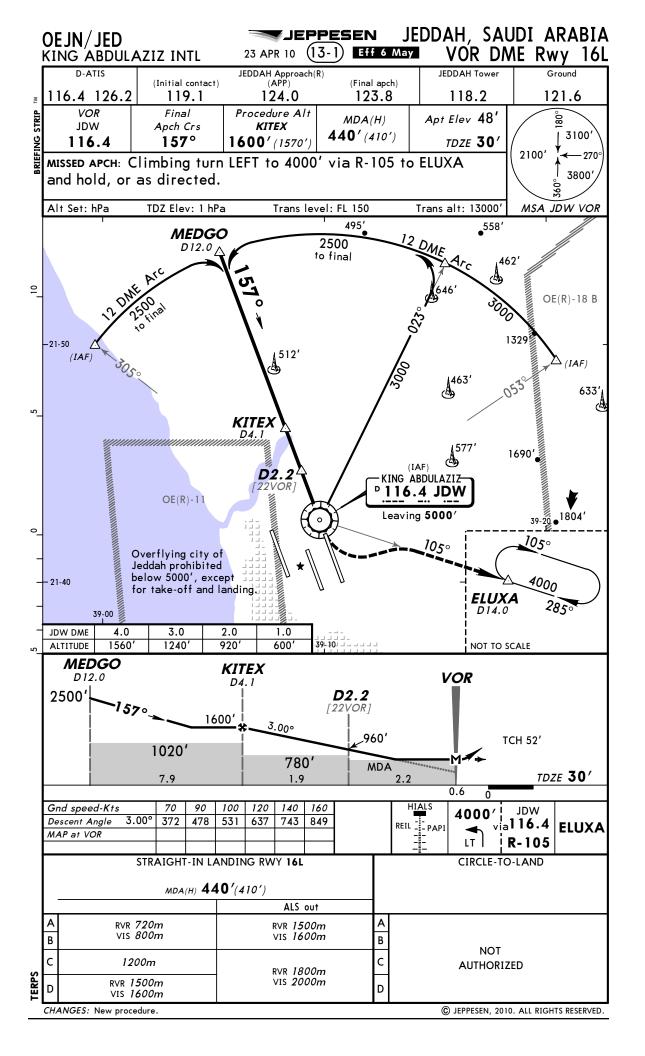
PPESEN JEDDAH, SAUDI ARABIA
12-2 Eff 11 Mar RNAV (GNSS) Rwy 16L OEJN/JED 5 MAR 10 KING ABDULAZIZ INTL JEDDAH Approach (R JEDDAH Towe (Initial contact) (Final apch) 116.4 126.2 119.1 124.0 123.8 118.2 121.6 Final Procedure Alt Apt Elev 48' MDA(H) RNAV Apch Crs **KITEX** 420' (390') 157° 1600' (1570' TDZE **30** 3800' MISSED APCH: Climb to 700', then climbing turn LEFT to 4000' direct to ELUXA and hold. Alt Set: hPa TDZ Elev: 1 hPa Trans level: FL 150 Trans alt: 13000' MSA MP16L 558 MEDGO **4**95′ [™]LONÚX NOT TO SCALE 462 ٨ 646 NOT TO **● 247**°6.1 2500 A SCALE (IAF) 1329 <u>RASKI</u> 512' OE(R)-18 B 463′ 633' KITEX ,577° **2.8 NM** to MP16L 1690' [28THR] 620'OE(R)-18 A OE(R)-11 MP16L 0 [RW16L] NOT TO SCALE *105*∘ 21-40 Overflying city of Jeddah prohibited below 5000', except for take-off and landing. 39-00 39-10 4000 2.0 Dist to MP16L 4.0 3.0 1.0 **ELUXA** 285 400' ALTITUDE 1360 1040 720 **MP16L** [RW16L] KITEX 2.8 NM to MP16L 1600′ 🗱 [28THR] 960' <u>3.00</u>° TCH 52' 780' MDA **TDZE 30**′ 2.0 2.8 4.8 Gnd speed-Kts 90 100 120 | 140 | 160 70 HIALS 700 4000' Descent Angle 3.00° 372 478 531 637 743 849 REIL - - PAPI -D> **ELUXA** LT MAP at MP16L STRAIGHT-IN LANDING RWY 16L CIRCLE-TO-LAND MDA(H) 420'(390') ALS out RVR 720m VIS 800m В RVR 1500m В VIS 1600m NOT C C **AUTHORIZED** RVR 1500m VIS 1600m RVR 1800m VIS 2000m D CHANGES: ATIS. MSA. Procedure. © JEPPESEN, 2006, 2010. ALL RIGHTS RESERVED.



JEDDAH, SAUDI ARABIA OEJN/JED 5 MAR 10 (12-4) Eff 11 Mar RNAV (GNSS) Rwy 34C KING ABDULAZIZ INTL JEDDAH Approach (R JEDDAH Towe (Initial contact) (Final apch) 116.4 126.2 119.1 124.0 123.8 118.2 121.6 Final Procedure Alt Apt Elev 48' MDA(H)Apch Crs **SOKIT** RNAV 420'(394') 337° 1600' (1574 TDZE **26** 3800' MISSED APCH: Climb to 3000' direct to MESDU and hold. MSA MP34C Alt Set: hPa TDZ Elev: 1 hPa Trans level: FL 150 Trans alt: 13000' MISSED APCH FIX OE(R)-18 B 620′ MESDU 1804 - 21-40 **MP34C** [RW34C] 1148' 3.0 NM to MP34C 2 [**3**ØTH2] OE(R)-11 OE(R)-18 A SOKIT 558' A 509 DÄŠVA Overflying city of Jeddah prohibited below 5000', except for take-off and landing. 21-30 VÜŚIL NOT TO SCALE (IAF) 39-00 Dist to MP34C 2.0 3.0 4.0 MOBEB ALTITUDE 720' 1040' 1360 **MP34C** [RW34C] **SOKIT** 3.0 NM to MP34C **∓** 1600 [3ØTH2] 1040′ 3.00° TCH 53' 620' MDA TDZE **26**' 3.0 1.8 4.8 ALSF-II REIL VASI VASI Gnd speed-Kts 70 90 100 120 140 160 3000' Descent Angle 3.00° 372 478 531 637 743 849 **MESDU** Ð≻ MAP at MP34C STRAIGHT-IN LANDING RWY 34C CIRCLE-TO-LAND MDA(H) 420'(394') ALS out RVR 720m VIS 800m AMEND В RVR 1500m В VIS 1600m NOT C C **AUTHORIZED** RVR 1800m VIS 2000m RVR 1500m VIS 1600m D CHANGES: ATIS. MSA. Procedure. © JEPPESEN, 2006, 2010. ALL RIGHTS RESERVED.

JEDDAH, SAUDI ARABIA RNAV (GNSS) Rwy 34L OEJN/JED 2 JUL 10 (12-5) KING ABDULAZIZ INTL JEDDAH Approach (R) (APP) JEDDAH Towe (Initial contact) (Final apch) 116.4 126.2 119.1 124.0 123.8 118.2 121.6 Final Procedure Alt Apt Elev 48' MDA(H) RNAV Apch Crs ITUMI 420′ (407′) 337° 1600′ (1587 **RWY 13'** 3800' MISSED APCH: Climb to TP34L, then climbing turn LEFT to 3000' direct to ODGAB and hold. MSA MP34L Alt Set: hPa Rwv Elev: 0 hPa Trans level: FL 150 Trans alt: 13000' MISSED APCH FIX OE(R)-18 B TP34L 3000 ODGAB 620' 1804 MP34L [RW34L] - 21-40 **∆**654' 2.8 NM 1148' 2 OE(R)-11 ITUMI OE(R)-18 A 558′ A 509 DASVA Overflying city of Jeddah prohibited below 5000', except for take-off and landing. 21-30 39-00 SIGMO NOT TO SCALE 3.0 Dist to MP34L 2.0 4.0 (IAF) MOBEB ALTITUDE 710 1020' 1340' **MP34L** [RW34L] ITUMI 2.8 NM to MP34L [28TH3] **₩** 1600′ 960 3.00° TCH 52' 950' MDA RWY 34L 13' 2.0 4.8 Gnd speed-Kts 70 ALSF-II 90 100 120 140 160 3000' TP34L REIL VASI VASI Descent Angle 3.00° 372 478 531 637 743 849 **ODGAB** -D> LT MAP at MP34L STRAIGHT-IN LANDING RWY 34L CIRCLE-TO-LAND MDA(H) 420'(407') ALS out RVR 720m RVR 1500m VIS 800m VIS 1600m A E N D В В NOT C 1200m C **AUTHORIZED** RVR 1800m RVR 1500m VIS 2000m D VIS 1600m CHANGES: D-ATIS. Waypoint BOSOS renamed SIGMO. © JEPPESEN, 2006, 2010. ALL RIGHTS RESERVED.





OEJN/JED (13-2) Eff 6 May VOR DME Rwy 34C 23 APR 10 KING ABDULAZIZ INTL JEDDAH Approach (R) (Initial contact) 119.1 (APP) 124.0 (Final apch) 123.8 JEDDAH Tower 118.2 116.4 126.2 Ground 121.6 **VOR** Final Procedure Alt Apt Elev 48' MDA(H)JDW Apch Crs MIBLO 420' (394') 3100 352° 116.4 1600' (1574' TDZE **26** 2100' -270 MISSED APCH: Climb direct to VOR, then climbing turn LEFT via 3800' R-333 to 3000' to MESDU and hold, or as directed. TDZ Elev: 1 hPa MSA JDW VOR Alt Set: hPa Trans level: FL 150 Trans alt: 13000 MISSED APCH FIX ·KING ABDULAZIZ OE(R)-18 B [□] 116.4 JDW 1804' Leaving 5000' MESDU D12.0/ R-333 9 - 21-40 D3.6 1148' D5.9 159VOR OE(R)-18 A 558' MIBLO OE(R)-11 D7.7 509 _825 Overflying city of W Jeddah prohibited 5 21-30 below 5000', except for take-off and landing. (IAF) D14.0 456' / OE(D)-14 A JDW DME 7.0 5.0 6.0 11111<u>4</u>111. 39-00 ALTITUDE 740 1060 1380 **VOR** D14.0 **MIBLO** D7.7 2500 D5.9 [59VOR] D3.6 1600 [MD34C] 1020 TCH 53' 1550' 700' MDA TDZE **26** 0.7 1.8 6.3 100 ALSF-II JDW Gnd speed-Kts 70 90 120 140 160 JDW 3000' REIL VASI Descent Angle 3.00° 116.4 372 478 531 637 743 849 _{via}116.4 **MESDU** MAP at D3.6 R-333 LT STRAIGHT-IN LANDING RWY 34C CIRCLE-TO-LAND MDA(H) 420'(394') ALS out RVR 720m RVR 1500m В В VIS 800m VIS 1600m NOT C **AUTHORIZED** RVR 1500m RVR 1800m D D VIS 1600m VIS 2000m CHANGES: New procedure. © JEPPESEN, 2010. ALL RIGHTS RESERVED.

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