VATSIM SAUDI ARABIA

HAJJ OPS

Pilot Briefing Document

King Abdulaziz International Airport - OEJN

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1. Introduction

1.1 Event Overview

During the annual Hajj season, an estimated 2.5 million pilgrims gather to partake in the sacred Hajj pilgrimage. To facilitate the transportation of these pilgrims, **King Abdulaziz International Airport** experiences a significant influx of air traffic, with approximately 10,000 flights operated by various airlines. These flights are specifically dedicated to carrying the pilgrims to the airport, where they then transport to the holy city of Mecca via train, to commence their Hajj rituals.

Hajj OPS is an event that simulates air traffic operations during the Hajj pilgrimage in Jeddah, Saudi Arabia, on the VATSIM network. It aims to recreate the influx of air traffic that occurs during the Hajj season.

1.2 Pilots Flying without Slots

It is mandatory for all pilots participating in the event to reserve a slot on book.vatsimsa.com.

Pilots who do not have a slot booked may face significant delays and are advised to carry additional fuel in case they need to hold in the air.

1.3 Flight Plan

Pilots are required to follow the designated route provided to them for their flight and should not take any shortcuts along the way without ATC permission. Taking shortcuts may impact their **estimated time of arrival (ETA)** and potentially result in the loss of their assigned arrival slot.

Furthermore, pilots are kindly requested to ensure they have the most up-to-date **Aeronautical Information Regulation and Control (AIRAC) cycle** installed in their navigation database.

2. Airport Information

2.1 Jeddah King Abdulaziz International Airport (OEJN)

2.1.1 Airport Overview

King Abdulaziz International Airport (OEJN) is a significant airport serving the cities **Jeddah and Mecca** in Saudi Arabia. It's situated 19 kilometers north of Jeddah and covers an extensive area of 105 square kilometers. Opened in 1981, it replaced the former Kandara Airport and is named after the founder of Saudi Arabia, King Abdulaziz.

The airport is the busiest in the kingdom and the third-largest by land area and features a royal terminal and three operational passenger terminals, including a dedicated Hajj Terminal for the Islamic Hajj pilgrimage season.

2.1.2 Runway Physical Characteristics

Runway	Dimensions (m)	True Bearing	Elevation	Slope
34L	3800 x 60	340.00	14	0.0%
16R	3800 x 60	160.00	14	0.0%
34C	4000 x 60	340.00	28	-0.06%
16C	4000 x 60	160.00	28	+0.33%
34R	4000 x 60	340.00	49	-0.14%
16L	4000 x 60	160.00	30	+0.14%

2.1.3 Air Traffic Services

2.1.4.1 ATS Airspace

Airspace Type	Airspace	Class	Vertical Limits	Controller
Control Zone	Jeddah CTR	D	SFC - 2500ft	AIR 1, AIR 2
Terminal Maneuvering Area	Jeddah TMA Part 1	C	1500ft - FL150	APP 1, FIN
Terminal Maneuvering Area	Jeddah TMA Part 2	A	FL150 - FL195	APP 1
Control Area	Jeddah CTA East	A	FL150 - FL600	CTR 1
Control Area	Jeddah CTA West	A	FL150 - FL600	CTR 2

Radio Callsign	Logon Callsign	Abbreviation	Frequency (MHz)
Jeddah Arrival ATIS	OEJN_A_ATIS	A-ATIS	126.200
Jeddah Departure ATIS	OEJN_D_ATIS	D-ATIS	128.700
Jeddah Delivery	OEJN_DEL	GMP	121.800
Jeddah Ground	OEJN_W_GND	SMC W	121.600
Jeddah Ground	OEJN_E_GND	SMC E	121.900
Jeddah Ground	OEJN_C_GND	SMC C	121.700
Jeddah Apron	OEJN_E_RMP	APN E	121.750
Jeddah Tower	OEJN_W_TWR	AIR W	118.200
Jeddah Tower	OEJN_E_TWR	AIR E	118.500
Jeddah Approach	OEJN_APP	APP 1	124.000
Jeddah Terminal Control	OEJN_1_CTR	CTR 1	125.450
Jeddah Terminal Control	OEJN_2_CTR	CTR 2	119.100

3.   Choosing the correct stand!

3.1   Stands

It is important to pick the correct stand to avoid unnecessary delays by the controllers. Controllers have the right to relocate you or delay you due to you spawning at the incorrect apron.

Destination	Apron + Departure Runway
Amman (OJAI)	Apron B, 1, 2, 3, 4, 5, 6, 7 – 34C
Cairo (HECA)	Apron B, 1, 2, 3, 4, 5, 6, 7 – 34C
Paris (LFPG)	Apron B, 1, 2, 3, 4, 5, 6, 7 – 34C
Tunis (DTTA)	Apron B, 1, 2, 3, 4, 5, 6, 7 – 34C
Tehran (OIIE)	Apron A, C – 34R
Hamad (OTHH)	Apron B, 1, 2, 3, 4, 5, 6, 7 – 34C
Dubai (OMDB)	Apron A, C – 34R
Bahrain (OBBI)	Any
Jakarta (WIII)	Apron A, C – 34R
Lahore (OPLA)	Apron A, C – 34R
Mumbai (VABB)	Apron A, C – 34R
Nairobi (HKJK)	Apron B, 1, 2, 3, 4, 5, 6, 7 – 34C

3.2   Hajj Terminal

The Hajj Terminals at Jeddah are Apron 6 and 7, which are located at the North West of the airport. Aircraft spawning at these aprons may expect to depart from RWY34C.

NOT ALL TRAFFIC FLYING THIS EVENT SHOULD SPAWN IN HAJJ TERMINALS. REFER TO 3.1

4.   Preflight

4.1   CDM Procedures

4.1.1 CDM Introduction

During the event, Collaborative Decision Making (CDM) will be put in place to regulate the flow of traffic on the ground. When this system is in use, you will be able to view your TSAT at https://vacdm.vatsimsa.com.

By default, the TSAT is taken from the TOBT that you submitted on the website or the EOBT you filed in the flight plan.

Pilots are expected to report ready for pushback/start-up within TSAT+-2.

Should you report ready earlier, you may be given an earlier slot depending on the current traffic situation.

For events with individual CTOTs, your TSAT will be generated after you receive your IFR clearance.

Time	
EOBT (Estimated Off-Block Time)	This is the time when you estimate to be ready for pushback during the creation of your flight plan.
TOBT (Target Off-Block Time)	This is the time that you target to offblock. Keeping your TOBT up to date will help ATC to reduce delays and ensure a smooth operation. When you set a TOBT, ATC will treat it as a confirmed time and calculate your TSAT based on it.
TSAT (Target Startup Approval Time)	This is the time when ATC is planning to approve your startup. Keep in mind that it is ultimately your responsibility as the pilot to request startup within the TSAT window. In an optimal situation, your TOBT and TSAT will be at the same time. However, if there are more aircraft wanting to depart than the airport can currently accommodate, startups will be delayed and your TSAT will be at a later time than your TOBT.
CTOT (Calculated Take-Off Time)	This is the actual slot for you to take off from the departure airport.

4.1.2 CDM Procedure and Checklist

1. Submit your flight plan on VATSIM and connect on the network at least <u>30 minutes</u> prior your off-block time (or 45 minutes before your CTOT)
2. Submit your TOBT on https://vacdm.vatsimsa.com
3. Check your TSAT on https://vacdm.vatsimsa.com
4. Request clearance 25 minutes before your EOBT/TOBT
5. Be ready and request for pushback/startup at TSAT +-2 minutes

<u>If you failed to pushback/start up within +5 minutes after TSAT</u>

1. Inform ATC
2. Submit your new TOBT on https://vacdm.vatsimsa.com
3. Check your new TSAT on https://vacdm.vatsimsa.com
4. Be ready and request for pushback/startup at new TSAT +-2 minutes

Keep on refreshing the vACDM website to check for SID/RWY/TOBT changes. TSAT updates automatically and does not require you to refresh.

4.2 Getting your clearance

4.2.1 Expected departure runways

Aircraft spawning at Apron A, C may expect to depart RWY34R.

Aircraft spawning at Apron B, 1, 2, 3, 4, 5, 6, 7 may expect to depart RWY34C.

5. Pushback Procedures

Pushback shall be planned plus or minus 5 minutes from the assigned TSAT. Traffic will only be handed off to apron/ground after this is met.

DO NOT CONTACT GROUND/APRON IF YOU WERE NOT TOLD TO. REQUEST PUSHBACK ON DELIVERY FREQUENCY INITIALLY.

5.1 Colored Taxi lines

The **King Abdulaziz International Airport (OEJN)** utilizes colored taxi lines in Terminal 1 (Apron A and B) to facilitate efficient and quick ground movement taxi/pushback operations in large aprons. The maximum acceptable wingspan is 38m in order to use colored lines.

Pilots unable to push on colored lines shall immediately inform ATC if cleared for push onto them.

6.   Departure Procedures

6.1   Standard Instrument Departures (SIDs)

Runway	North Departures	South Departures
34R	MIGDA3V	RIBAM3V
	BOMOX3V	EGPOB3V
	EGREP3V	KAROX3V
	DATA3V	ISLAM3V
34C	MIGDA2W	RIBAM2W
	BOMOX2W	EGPOB2W
	EGREP2W	KAROX2W
	DATAP2W	ISLAM2W
16L	MIGDA3D	RIBAM3D
	BOMOX3D	EGPOB3D
	EGREP3D	KAROX3D
	DATAP3D	ISLAM3D
16C	MIGDA2E	RIBAM2E
	BOMOX2E	EGPOB2E
	EGREP2E	KAROX2E
	DATAP2E	ISLAM2E

6.1.1 Omnidirectional Departures

Omni-Directional Departures may be used if an older AIRAC is in use and the latest SID's are not available.

6.2   Runway Operations

- The preferred runway configuration is 34s when the wind is slacking (less than 6 Kt).
- Expect hand off at 800 feet and passing the threshold (end of the runway).
- Independent Parallel Departures in progress between RWY 34C/16C and RWY 34R/16L

6.3   Minimum Runway Occupancy Time

To maximize runway utilization at King Abdulaziz International Airport, pilots must follow the following procedures:

- On receipt of the line-up clearance, pilots shall taxi into position expeditiously.
- If pilots require more separation than the WTS time-based standard or extra time for any other reason, advise ATC early PRIOR to entering the runway, NOT when on the runway. When informed, ATC may be able to make changes in the departure sequence, if necessary, to minimize delays to other succeeding departures.
- Cockpit checks shall be completed prior to line-up, any checks requiring completion whilst on the runway should be kept to the minimum required. Pilots should ensure that they are able to commence the take-off roll immediately when take-off clearance is issued

- Once ATC issues a take-off clearance, if there is any unreasonable delay in the aircraft commencing the take-off roll, ATC may cancel the take-off clearance and reposition the aircraft in the departure sequence.

- When cleared for take-off, ATC will expect and will have planned on seeing movement within 8 to 10 seconds of the take-off clearance being issued.

6.4 Altitude Restrictions

All altitude restrictions on the SID are mandatory and must be complied with unless otherwise instructed by ATC.

6.5 Speed Restrictions

- All speed restrictions on the SID are mandatory and must be complied with unless otherwise instructed by ATC. Pilots shall strictly adhere to the speed assigned by ATC and shall request ATC approval before making any changes thereto. If it is essential to make an immediate temporary change in speed, e.g. due to turbulence, ATC shall be notified as soon as possible.
- Pilots should anticipate the following standard speed restrictions. ATC will confirm speed restriction instructions.
- If speed control is considered excessive or contrary to safe aircraft operation, ATC must be informed without delay.

7. Contacting staff

Should you have any further questions, feel free to ask us any one of our planning team members by emailing us or tagging the Hajj OPS help role on the Saudi Arabian vACC Discord server.

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