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AIP
SUP
AIP SUP 08-25
17 FEB 2025

OENN — NEOM BAY AERODROME
DVOR/DME (NEM) Relocation Project

1 .Introduction for the DVOR/DME Relocation Project in OENN:

The purpose of this AIP Supplement is to notify aircraft operators regarding the relocation of the NEM DVOR/DME system serving OENN and to provide information on the impact of this relocation on air navigation from/to OENN.

2 .Navigation and Visual Aids impacted:

The following navigation aid facilities published under KSA AIP OENN AD2.19 will be impacted:

DVOR/DME			
System	Coordinates	Frequency	Ident
DVOR	275555.1N 0351732.8E	112.600 MHZ	NEM
DME		(CH73X)	

ILS RWY 33			
System	Coordinates	Frequency	Ident
Localizer	275630.5N 0351704.1E	108.900 MHZ	IKHA
Glide Path	275440.9N 0351806.5E	329.300 MHZ	
DME		(CH26X)	

ILS RWY 15			
System	Coordinates	Frequency	Ident
Localizer	275421.0N 0351812.1E	108.700 MHZ	INEM
Glide Path	275614.0N 0351717.7E	330.500 MHZ	
DME		(CH24X)	

3 .Timeframe for the replacement activities:

The period of the relocation activities of the DVOR/DME system serving OENN is up to (6) Six months; consequently, the ILS (LOC/GP) and its associated DMEs will be shutdown as the Conventional Instrument Flight Procedures (IAPs) are not valid to support the landing operations. These activities are divided as follows:

Project Phases	***Activity***	***Duration***	***Consequence***	***Remark***
Phase 1	Dismantling the current DVOR/DME system	30 Days	• During the Work in Progress in phase 1 and the working hours identified in the NOTAMs, RWY 33/15 could be temporarily closed and unavailable for ARR and DEP. • Suspension of ILS/DME Instrument Approach Procedures (IAPs) available for 33/15. • During the temporary closure of the RWY 33/15, cranes with a maximum height of 25 meters might be used, and the crane's boom might be extended up to 25 meters. • The ILS/DME systems would be unserviceable until new Instrument Approach Procedures (IAPs) are published in KSA AIP for OENN. • RWY 33/15 may be unavailable for ARR and DEP, and the aircraft operators must coordinate with the aerodrome operator prior to the planned flights. • When the construction works are close to runway strip 33/15, persons and vehicles must comply with all instructions, and clearance distances from the Runway centerline must be observed during the use of RWY 15/33.	All phases would be announced by NOTAM.
Phase 2	Civil Work and system's hardware installation in the new location	30 Days		
Phase 3	New set up and alignment for DVOR/DME system	15 Days		
Phase 4	Test commissioning for the DVOR/DME system	15 Days		
Phase 5	New DVOR/DME Publication and Operation	90 Days	• Operation of new DVOR/DME and restoration of ILS/DME systems • Publication of the new Conventional Instrument Approach Procedures (IAPs).	

4 .Areas affected during the work in progress:

The areas affected during WIP close to RWY 15/33 are illustrated in the AD chart. A copy is provided in the attachment.

Area (1) – Existing DVOR Location		
Points	Coordinates	Remarks
1	27°55'55.73"N 35°17'33.15"E	
2	27°55'55.31"N 35°17'32.08"E	
3	27°55'54.88"N 35°17'33.53"E	
4	27°55'54.48"N 35°17'32.47"E	

Area (2) – New DVOR Location		
Points	Coordinates	Remarks
1	27°56'59.99"N 35°16'49.48"E	
2	27°56'59.55"N 35°16'48.07"E	
3	27°56'58.86"N 35°16'49.97"E	
4	27°56'58.44"N 35°16'48.64"E	

5 .Impact of replacement of DVOR/DME on air navigation from/to OENN:

The following ATS Routes and Instrument Approach Procedures (IAPs) are impacted and withdrawn permanently due to the relocation of (NEM) DVOR/DME. In addition, all conventional instrument flight procedures supported by the current DVOR/DME will be withdrawn, and new aeronautical information, flight instrument procedures, and ATS route may be published during and after the relocating of NEM DVOR/DME:

- ATS RTE V13 SEGMENTS FROM PASAM TO DVOR/DME NEM TO DVORTAC TBK.
- ATS RTE W600 SEGMENT FROM DARAX TO DVOR/DME NEM.
- ILS OR LOC RWY 15 AD 2-OENN-17, ILS OR LOC RWY 15 AD 2-OENN-18.
- ILS OR LOC RWY 33 AD 2-OENN-19, ILS OR LOC RWY 33 AD 2-OENN-20.
- VOR RWY 15 AD 2-OENN-21, VOR RWY 15 AD 2-OENN-22.
- VOR RWY 33 AD 2-OENN-23, VOR RWY 33 AD 2-OENN-24.

6 .Alternative Means of Navigation available from/to OENN:

The following ATS Routes and (IAPs) can be used during the work in progress as an alternative means for air navigation during the relocation of (NEM) DVOR/DME.

6.1 Available ATS Routes to OENN:
ATS RNAV RTE Y333, Q510 and Z711.
(Check KSA AIP ENR 3.3).

6.2 Available (IAP) Procedures to OENN:
RNP ARCH RWY 15 33
(Check KSA AIP OENN AD 2.24)

6.3 Available departure Procedures for IFR flights are published in KSA AIP under OENN AD 2.22.2.

7 .Flight Planning:

As a consequence of the withdrawal of the conventional (ATS route), all ARR/DEP flights SHALL file their (FPLs) in accordance with the available (ATS routes) that are shown above in paragraph (6) until introducing new conventional (ATS Route) based on the new location of (NEM) DVOR/DME.

8 .Activation of the AIP supplement:

Trigger NOTAM will be issued in accordance with AIRAC procedure.

9 .Replacement or cancellation of the AIP SUP:

Any significant change in the current information would be notified by a replacement AIP.
This AIP Supplement will remain effective, and a NOTAM will be issued to announce the cancellation of this AIP SUP.

10 .Inquiries:

For any inquiries, please contact:

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AIP SUP 05/25 hereby replaced.

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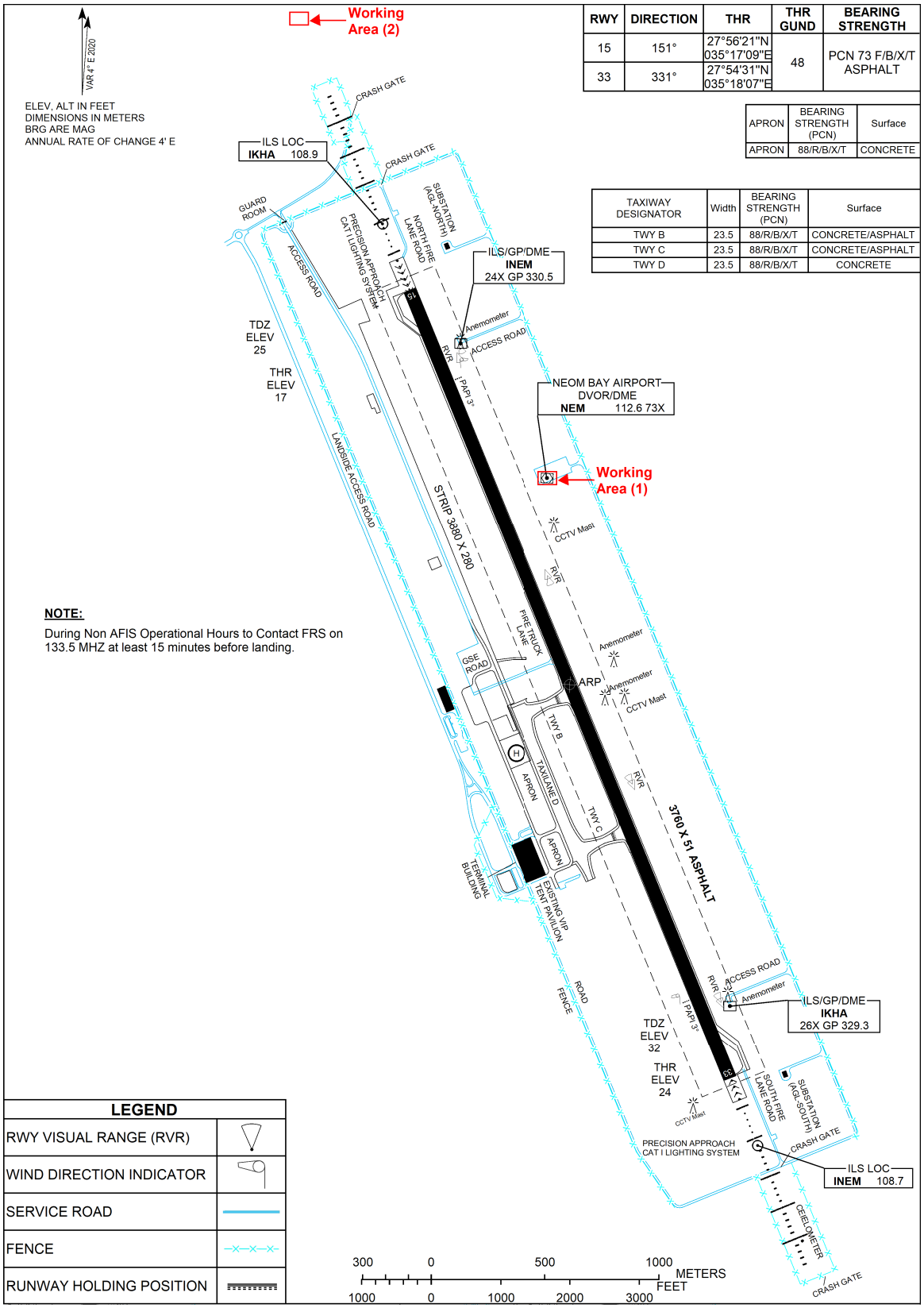
AERODROME CHART - ICAO 27°55'26"N 035°17'38"E **ELEV 32**

AFIS (TWR)	118.15 121.5 245.9 243.0
AFIS (GND)	121.775
FRS	133.5
TIBA	122.8

UNCONTROLLED AD

NEOM BAY



RWY	DIRECTION	THR	THR GUND	BEARING STRENGTH
15	151°	27°56'21"N 035°17'09"E	48	PCN 73 F/B/X/T ASPHALT
33	331°	27°54'31"N 035°18'07"E		

APRON	BEARING STRENGTH (PCN)	Surface
APRON	88/R/B/X/T	CONCRETE

TAXIWAY DESIGNATOR	Width	BEARING STRENGTH (PCN)	Surface
TWY B	23.5	88/R/B/X/T	CONCRETE/ASPHALT
TWY C	23.5	88/R/B/X/T	CONCRETE/ASPHALT
TWY D	23.5	88/R/B/X/T	CONCRETE

NOTE:

During Non AFIS Operational Hours to Contact FRS on 133.5 MHZ at least 15 minutes before landing.

LEGEND	
RWY VISUAL RANGE (RVR)	
WIND DIRECTION INDICATOR	
SERVICE ROAD	
FENCE	
RUNWAY HOLDING POSITION	