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AIP
SUP
AIP SUP 14/25
03 MAR 2025

OERK — RIYADH / KING KHALED INTL AIRPORT – Enabling Works and Temporary Modifications for King Salman International Airport Projects

This AIP Supplement outlines temporary enabling works and infrastructure modifications at King Khalid International Airport (OERK), necessary to support the construction for future development projects. These changes will temporarily alter airside access, introduce temporary fencing, and reroute certain operations to ensure safety and regulatory compliance. This document provides operational details and requirements for stakeholders.

1 SCOPE OF WORK

The enabling works impact four designated areas, converting them temporarily from airside to landside to support construction needs. In addition to that, one designated areas will remain an airside area.

2 EFFECTIVE DATES

The temporary modifications has been started on 28 Feb 2025. Updates on project status will be shared as necessary through a replacement AIP supplements or NOTAMs.

3 OPERATIONAL IMPACT AND TAXI ROUTES

During the enabling works, access and clearances for aircraft will be adjusted as follows:

Taxi Routes

- **Taxi Routes for Aircraft Code D and Below**: Entering General Aviation (GA) from Runway 33R/15L, the taxi route will be H1 – H – H2 – GA or through TWY H3 - GA, with reverse routing for departure.
- **Taxi Routes for Aircraft Code E Is Limited To**: Entering GA from Runway 33R/15L, the taxi route will be H3 – GA, with reverse routing for departure.

Operational Impact:

- TWY H4 is close.
- Portion TWY H between TWY H3 and TWY H4 closed.

4 Work Area

AREA	*LATITUDE*	*LONGITUDE*
AREA 1	N24° 56' 54.11"	E46° 42' 12.06"
	N24° 55' 42.74"	E46° 42' 47.17"
	N24° 55' 40.19"	E46° 42' 47.57"
	N24° 55' 33.31"	E46° 42' 33.5"
	N24° 56' 42.37"	E46° 41' 49.74"
	N24° 56' 01.32"	E46° 42' 43.04"
AREA 2	N24° 58' 35.37"	E46° 41' 10.18"
	N24° 57' 59.26"	E46° 41' 28.13"
	N24° 58' 00.01"	E46° 41' 32.27"
	N24° 57' 56.19"	E46° 41' 34.68"
	N24° 57' 43.93"	E46° 41' 12"
	N24° 57' 51.87"	E46° 41' 07.73"
	N24° 57' 50.82"	E46° 41' 05.72"
	N24° 59'03.21"	E46° 40' 20.02"
	N24° 59' 08.72"	E46° 40' 30.51"
	N24° 58' 39.27"	E46° 40' 49.1"
	N24° 58' 39.44"	E46° 40' 52.35"
	N24° 58' 29.77"	E46° 40' 58.55"
	N24° 58' 24.56"	E46° 41'16.96"
	N24° 58' 14.82"	E46° 41' 18.31"
AREA3	N24° 57'04.33"	E46° 44' 14.48"
	N24° 56' 43.19"	E46° 44' 27.78"
	N24° 56' 30.12"	E46° 44' 22.87"
	N24° 56' 12.16"	E46° 43' 48.68"
	N24° 57' 0.46"	E46° 43' 18.2"
	N24° 57' 06.7"	E46° 43' 30.1"
	N24° 56' 57.55"	E46° 43' 35.87"
	N24° 57' 03.25"	E46° 43' 46.75"
	N24° 56' 53.14"	E46° 43' 53.13"
AREA4	N24° 58' 12.2"	E46° 43' 31.72"
	N24° 58' 04.34"	E46° 43' 16.69"
	N24° 57' 58.85"	E46° 43' 16.02"
	N24° 57' 53.69"	E46° 43' 06.17"
	N24° 58' 30.76"	E46° 42' 42.05"
	N24° 58' 28.55"	E46° 42' 37.85"
	N24° 57' 51.7"	E46° 43' 01.09"
	N24° 57' 49.8"	E46° 42' 57.48"
	N24° 57' 54.86"	E46° 42' 54.28"
	N24° 57' 50.36"	E46° 42' 43.85"
	N24° 58' 28.44"	E46° 42' 19.83"
	N24° 58' 29.58"	E46° 42' 21.99"
	N24° 59' 07.28"	E46° 41' 58.21"
	N24° 58' 55.95"	E46° 41' 36.6"
	N24° 59' 06.92"	E46° 41' 29.71"
	N24° 59' 12.07"	E46° 41' 39.53"
	N24° 59' 18.16"	E46° 41' 49.16"
	N24° 58' 48.4"	E46° 43' 18.37"
	N24° 58' 39.22"	E46° 43' 14.68"
Airside Central	N24° 57' 47.36"	E46° 43' 03.83"

	N24° 57' 09.61"	E46° 43' 27.64"
	N24° 57' 02.48"	E46° 43' 14.05"
	N24° 57' 04.61"	E46° 43' 12.71"
	N24° 57' 36.26"	E46° 42' 52.74"
	N24° 57' 37.24"	E46° 42' 54.6"
	N24° 57' 41.33"	E46° 42' 52.33"

Construction activities will be contained within defined barriers, temporary fencing, and access roads to ensure operational integrity

5 TEMPORARY INFRASTRUCTURE CHANGES

- **Temporary Fencing**: Installed to secure construction zones from active airport operations Required Fencing will be installed, with security lighting and CCTV.
- **Perimeter Roads**: Existing airside perimeter roads will be converted to landside, with a new perimeter road constructed along the fence to comply with GACAR standards.

6 OBSTACLE LIMITATION SURFACE (OLS) ASSESSMENT

An OLS assessment was conducted to evaluate potential impacts of enabling works on protected airfield surfaces.

(Elevation above mean sea level)	(Height above ground level)	(WGS-84 Coordinate)
630	12	(N24° 56' 54.11") (E46° 42' 12.06")
621.5	3.5	(N24° 56' 54.11") (E46° 42' 12.06")
626	12	(N24° 55' 42.74") (E46° 42'47.17")
617.5	3.5	(N24° 55' 42.74") (E46° 42'47.17")
626	12	(N24° 55' 40.19") (E46° 42'47.57")
617.5	3.5	(N24° 55' 40.19") (E46° 42'47.57")
627.098	12	(N24° 55' 33.31") (E46° 42' 33.5")
618.598	3.5	(N24° 55' 33.31") (E46° 42' 33.5")
631.756	12	(N24° 56' 42.37") (E46° 41'49.74")
623.256	3.5	(N24° 56' 42.37") (E46° 41'49.74")
633	15	(N24° 56' 42.43") (E46° 42'03.75")
621.5	3.5	(N24° 56' 42.43") (E46° 42'03.75")
634	15	(N24° 56' 38.38") (E46° 41'56.03")
622.5	3.5	(N24° 56' 38.38") (E46° 41'56.03")
630.455	15	(N24° 55' 43.70") (E46° 42'30.52")
618.955	3.5	(N24° 55' 43.70") (E46° 42'30.52")
629.667	15	(N24° 55' 47.75") (E46° 42'38.24")
618.167	3.5	(N24° 55' 47.75") (E46° 42'38.24")
635	12	(N24° 58' 35.37") (E46° 41'10.18")
626.5	3.5	(N24° 58' 35.37") (E46° 41'10.18")
634	12	(N24° 57' 59.26") (E46° 41'28.13")
625.5	3.5	(N24° 57' 59.26") (E46° 41'28.13")
633.213	12	(N24° 58' 0.01") (E46° 41' 32.27")
624.713	3.5	(N24° 58' 0.01") (E46° 41' 32.27")
631.374	12	(N24° 57' 56.19") (E46° 41'34.68")
622.874	3.5	(N24° 57' 56.19") (E46° 41'34.68")
634.185	12	(N24° 57' 43.93") (E46° 41' 12")
625.685	3.5	(N24° 57' 43.93") (E46° 41' 12")
633.507	12	(N24° 57' 51.87") (E46° 41' 7.73")

625.007	3.5	(N24° 57' 51.87") (E46° 41' 7.73")
634.257	12	(N24° 57' 50.82") (E46° 41' 5.72")
625.757	3.5	(N24° 57' 50.82") (E46° 41' 5.72")
638.369	12	(N24° 59' 3.21") (E46° 40' 20.02")
629.869	3.5	(N24° 59' 3.21") (E46° 40' 20.02")
639	12	(N24° 59' 8.72") (E46° 40' 30.51")
630.5	3.5	(N24° 59' 8.72") (E46° 40' 30.51")
636	12	(N24° 58' 39.27") (E46° 40' 49.1")
627.5	3.5	(N24° 58' 39.27") (E46° 40' 49.1")
635.756	12	(N24° 58' 39.44") (E46° 40'52.35")
627.256	3.5	(N24° 58' 39.44") (E46° 40'52.35")
635	12	(N24° 58' 29.77") (E46° 40'58.55")
626.5	3.5	(N24° 58' 29.77") (E46° 40'58.55")
638.069	15	(N24° 58' 18.56") (E46° 40'49.03")
626.569	3.5	(N24° 58' 18.56") (E46° 40'49.03")
638	15	(N24° 58' 21.80") (E46° 40'55.22")
626.5	3.5	(N24° 58' 21.80") (E46° 40'55.22")
638.353	15	(N24° 58' 36.58") (E46° 40'45.90")
626.853	3.5	(N24° 58' 36.58") (E46° 40'45.90")
639.002	15	(N24° 58' 33.33") (E46° 40'39.71")
627.502	3.5	(N24° 58' 33.33") (E46° 40'39.71")
619	12	(N24° 57' 4.33") (E46° 44' 14.48")
610.5	3.5	(N24° 57' 4.33") (E46° 44' 14.48")
617.838	12	(N24° 56' 43.19") (E46° 44'27.78")
609.338	3.5	(N24° 56' 43.19") (E46° 44'27.78")
617.955	12	(N24° 56' 30.12") (E46° 44'22.87")
609.455	3.5	(N24° 56' 30.12") (E46° 44'22.87")
621.008	12	(N24° 56' 12.16") (E46° 43'48.68")
612.508	3.5	(N24° 56' 12.16") (E46° 43'48.68")
623.96	12	(N24° 57' 0.46") (E46° 43' 18.2")
615.46	3.5	(N24° 57' 0.46") (E46° 43' 18.2")
623.003	12	(N24° 57' 6.7") (E46° 43' 30.1")
614.503	3.5	(N24° 57' 6.7") (E46° 43' 30.1")
623	12	(N24° 56' 57.55") (E46° 43'35.87")
614.5	3.5	(N24° 56' 57.55") (E46° 43'35.87")
621.375	12	(N24° 57' 3.25") (E46° 43' 46.75")
612.875	3.5	(N24° 57' 3.25") (E46° 43' 46.75")
620.112	12	(N24° 56' 53.14") (E46° 43'53.13")
611.612	3.5	(N24° 56' 53.14") (E46°43' 53.13")
624.222	15	(N24° 56' 46.89") (E46° 43'46.62")
612.722	3.5	(N24° 56' 46.89") (E46° 43'46.62")
622.882	15	(N24° 56' 50.89") (E46° 43'54.24")
611.382	3.5	(N24° 56' 50.89") (E46° 43'54.24")
624.44	15	(N24° 57' 2.99") (E46° 43' 46.61")
612.94	3.5	(N24° 57' 2.99") (E46° 43' 46.61")
625.151	15	(N24° 56' 58.99") (E46° 43'38.98")
613.651	3.5	(N24° 56' 58.99") (E46° 43'38.98")
624.328	12	(N24° 58' 12.2") (E46° 43' 31.72")
615.828	3.5	(N24° 58' 12.2") (E46° 43' 31.72")
624.092	12	(N24° 58' 4.34") (E46° 43' 16.69")
615.592	3.5	(N24° 58' 4.34") (E46° 43' 16.69")
625.129	12	(N24° 57' 58.85") (E46° 43'16.02")

616.629	3.5	(N24° 57' 58.85") (E46° 43'16.02")
626	12	(N24° 57' 53.69") (E46° 43' 6.17")
617.5	3.5	(N24° 57' 53.69") (E46° 43' 6.17")
627.994	12	(N24° 58' 30.76") (E46° 42'42.05")
619.494	3.5	(N24° 58' 30.76") (E46° 42'42.05")
629.207	12	(N24° 58' 28.55") (E46° 42'37.85")
620.707	3.5	(N24° 58' 28.55") (E46° 42'37.85")
626.423	12	(N24° 57' 51.7") (E46° 43' 1.09")
617.923	3.5	(N24° 57' 51.7") (E46° 43' 1.09")
627	12	(N24° 57' 49.8") (E46° 42' 57.48")
618.5	3.5	(N24° 57' 49.8") (E46° 42' 57.48")
627	12	(N24° 57' 54.86") (E46° 42'54.28")
618.5	3.5	(N24° 57' 54.86") (E46° 42'54.28")
621.463	8	(N24° 57' 50.36") (E46° 42'43.85")
623.688	8	(N24° 58' 28.44") (E46° 42'19.83")
616.963	3.5	(N24° 57' 50.36") (E46° 42'43.85")
621.188	3.5	(N24° 58' 28.44") (E46° 42'19.83")
629.815	12	(N24° 58' 29.58") (E46° 42'21.99")
621.315	3.5	(N24° 58' 29.58") (E46° 42'21.99")
631	12	(N24° 59' 7.28") (E46° 41' 58.21")
622.5	3.5	(N24° 59' 7.28") (E46° 41' 58.21")
633.242	12	(N24° 58' 55.95") (E46° 41' 36.6")
624.742	3.5	(N24° 58' 55.95") (E46° 41' 36.6")
633.878	12	(N24° 59' 6.92") (E46° 41' 29.71")
625.378	3.5	(N24° 59' 6.92") (E46° 41' 29.71")
632.001	12	(N24° 59' 12.07") (E46° 41'39.53")
623.501	3.5	(N24° 59' 12.07") (E46° 41'39.53")
631.505	12	(N24° 59' 18.16") (E46° 41'49.16")
623.005	3.5	(N24° 59' 18.16") (E46° 41'49.16")
625	12	(N24° 58' 48.4") (E46° 43' 18.37")
616.5	3.5	(N24° 58' 48.4") (E46° 43' 18.37")
625.154	12	(N24° 58' 39.22") (E46° 43'14.68")
616.654	3.5	(N24° 58' 39.22") (E46° 43'14.68")
626	10	(N24° 59' 2.34") (E46° 42' 35.65")
619.5	3.5	(N24° 59' 2.34") (E46° 42'35.65")
627.281	10	(N24° 58' 57.03") (E46° 42'25.53")
620.781	3.5	(N24° 58' 57.03") (E46° 42'25.53")
627	10	(N24° 58' 27.00") (E46° 42'44.48")
620.5	3.5	(N24° 58' 27.00") (E46° 42'44.48")
625	10	(N24° 58' 32.30") (E46° 42'54.60")
618.5	3.5	(N24° 58' 32.30") (E46° 42'54.60")

7 IMPACT ON NAVIGATION AIDS

The impact of the proposed fence installation and cranes activities will be limited to the following:

- A-SMGCS system component MLAT 12, which requires to be relocated. As stated above, it will be relocated to a new location with no anticipated impact. Although the system operates as N-1, meaning it can continue functioning if one station is affected, the relocation should not disrupt operations.
- Additionally, A-SMGCS system optimization and tuning will take place, if necessary for any MLAT station, to overcome the impact of the installation of the fence and cranes activities.
- Finally, no impact is expected on Instrument Flight Procedures (IFPs), Communication systems, NAVAIDs, and other Surveillance systems

8 CONTACT INFORMATION

For further information, please contact:

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AIP SUP 10/25 hereby replace

AERODROME CHART - ICAO

RIYADH / King Khaled International

RWY	DIRECTION	THR	THR GUND	BEARING STRENGTH
15L	147°	24°58'37"N 046°42'07"E	-26	PCN 80 F/A/W/T ASPHALT
33R	327°	24°56'38"N 046°43'22"E	-26	
15R	147°	24°58'15"N 046°40'30"E	-25	
33L	327°	24°56'17"N 046°41'44"E	-26	

NOTES:

HOTSPOT
Location: TWY Hotel 3 Intersection with RWY 15L/33R is considered as a hotspot.
Information:
RWY Mandatory instruction marking are provided.
RWY Stop bar lights are not provided.
RWY Mandatory signage are not provided.
Caution Runway Incursion. Pilots and vehicles drivers must exercise extreme caution when approaching this intersection and must maintain watch on ATC frequency and adhere to ATC clearance.

NOTE:

Pilots shall plan the RWY vacation as follow:
Landing RWY Taxiway
33R,15L G4
33L,15R A4
For general aviation (GA) traffic landing on Runway 15L/33R, use Taxiway (H3).
Otherwise, they shall advise Riyadh Final or King Khalid TWR in the initial contact if they are unable to vacate the RWY with the allocated exit taxiways.

APRON	BEARING STRENGTH (PCN)	Surface
PASSENGER, CRGO C4, C5, C6, C7	63 R/B/W/T	CONCRETE
ROYAL TERMINAL APRON 7B and 9B	86 R/A/W/T	CONCRETE
APRON 6C, 6E, 6B, 6A, 6D, 11	80 R/A/W/T	CONCRETE
APRON 7, 8, 9	63 R/A/W/T	CONCRETE
GA APRON and 10	60 R/B/W/T	CONCRETE
CRGO C1, C2, C3	96 R/B/W/T	CONCRETE

NOTES:

SEE OERK AD 2.8 SECTION FOR APRONS AND TAXIWAY INFORMATION.

OBST INSIDE THE SAFETY AREA OF TWY H3 PILOT EXER CTN WHILE TAXIING.

REFER TO AD 2.OERK-13 FOR RWY AND TWY LIGHTING AND MARKING AIDS

TAXIWAY DESIGNATOR	Width	BEARING STRENGTH (PCN)	SURFACE
A	23	70 F/B/W/T	ASPHALT
A1-A7	23	70 F/B/W/T	ASPHALT
E	23	70 F/B/W/T	ASPHALT
F	23	70 F/B/W/T	ASPHALT
H	23	50 F/B/W/T	ASPHALT
J	23	70 F/B/W/T	ASPHALT
Q	23	70 F/B/W/T	ASPHALT
R	23	70 F/B/W/T	ASPHALT
S	23	70 F/B/W/T	ASPHALT
H1-H4	23	50 F/B/W/T	ASPHALT
T	28	70 F/B/W/T	ASPHALT
P	28	70 F/B/W/T	ASPHALT
D	25	80 F/B/W/T	ASPHALT
U	25	80 F/B/W/T	ASPHALT
V	25	80 F/B/W/T	ASPHALT
G	25	80 F/A/W/T	ASPHALT
G1-G7	25	80 F/A/W/T	ASPHALT
K	25	80 F/A/W/T	ASPHALT
N	25	80 F/A/W/T	ASPHALT