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GENERAL AUTHORITY OF CIVIL AVIATION
SAUDI AIR NAVIGATION SERVICES
AERONAUTICAL INFORMATION MANAGEMENT
P. O. BOX 929, JEDDAH - 21421

**AIP
SUP**
AIP SUP 25/25
11 JUN 2025

Simultaneous Operations on Parallel Instrument Runways in Jeddah / King Abdulaziz International Airport (trial operation)

1 .Independent Parallel Instrument Approaches (Mode 1)

- Simultaneous Independent Parallel Approaches in operational from 11 Jun 2025 until 06 Aug 2025, H24 to optimize runway utilization and enhance air traffic efficiency.
- To ensure safe operations between aircraft on the parallel approaches, Normal Operating Zones (NOZ) are established for each extended runway centerline and a No Transgression Zone (NTZ) is established between the NOZs.
- The applicable instrument approach procedures for Simultaneous Independent Parallel Approaches at Jeddah king Abdulaziz International Airport are as follows.

OEJN ILS Z RWY 34R	OEJN ILS RWY 34L
OEJN ILS Z RWY 16R	OEJN ILS Z RWY 16L

- During the trial operating period, ATC will vector arriving flights into Jeddah king Abdulaziz International Airport from the any waypoint of the respective STARs to the respective NOZs.
- Within the NOZ, ATC shall provide a minimum vertical separation of 1000 feet or 5 NM surveillance separation between pairs of aircraft until both aircraft are established on the ILS localizer course.
- All approaches will be monitored by a Flight Monitoring Controller (FMC) to ensure that, when 1000 feet separation and 5 NM surveillance separation are reduced.
- Arriving aircraft do not penetrate NTZ towards another aircraft on the adjacent ILS localizer course.
- All arrival traffic within 20NM from JED DVORTAC, shall monitor Flight Monitoring Controller (FMC) frequency 125.850MHz until touch down.
- Each pair of parallel approaches has a "high side" and a "low side" to provide vertical separation until the aircraft are both established inbound on their respective instrument approach procedures. The flights need to be established at the "high side"/"low side" altitude before receiving vectors for the ILS localizer course.

Aircraft can expect the following radiotelephony phraseologies:

RNAV STAR to follow ILS localizer course:

"CONTINUE FOLLOWING (STAR) OVER (Point), REPORT ESTABLISHED ON THE LOCALIZER (or FINAL APPROACH COURSE) RUNWAY (number)"

Radar vector to intercept and follow the ILS localizer course:

"TURN LEFT (or RIGHT) HEADING (three digits), DESCEND AND MAINTAIN (altitude), REPORT ESTABLISHED ON THE LOCALIZER (or FINAL APPROACH COURSE) RUNWAY (number)"

1.1 .Break-Out Maneuver

- When an aircraft is observed to deviate from the ILS localizer course towards the NTZ, and remain in NOZ, ATC will instruct the aircraft to return immediately to the correct ILS localizer course with the following phraseology:

“OBSERVING YOU ARE LEFT (or RIGHT) OF THE LOCALIZER (or FINAL APPROACH COURSE), TURN RIGHT (or LEFT) IMMEDIATELY AND REJOIN THE LOCALIZER”

- When ATC observed an aircraft to be penetrating or will penetrate the NTZ:

Firstly, ATC will instruct the aircraft on the adjacent ILS localizer course to alter the course to avoid deviating aircraft with the following phraseology:

“Break-Out Alert, (callsign), turn (Left or Right), Immediately Heading (3 digits), Climb (or descend) to (altitude)”

- No heading instruction will be issued when aircraft is below 400 feet.

2 .Independent Instrument Departures for Parallel Runways (Mode 3)

- Simultaneous Independent Parallel Departures will be operational from 11 February 2025 until 16 April 2025, H24 to optimize runway utilization and enhance air traffic efficiency.
- The design of RNAV SIDs permits Simultaneous Independent Parallel Departures in compliance with DOC 9613 requirements.
- Simultaneous Independent Parallel Departures will be conducted from runways 34R & 34C, or 34R & 34L, or 16R & 16L. Pilots must adhere strictly to the published initial climb segments.

3 .Pilot Notification and Conditions for Operations

- Operations of Simultaneous Independent Parallel Approaches to parallel runways and expected instrument approach procedures will be broadcast on Arrival ATIS (126.2 MHz) during an active period.
- Operations of Simultaneous Independent Parallel Departures from parallel runways will be broadcast on Departure ATIS (128.7 MHz) during an active period.
- The operational trial may be suspended subject to operational needs, or any other conditions that affect the safe conduct of Simultaneous Independent Parallel Approaches to parallel runways or Simultaneous Independent Parallel Departures from parallel runways.

4 .ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	SATVOICE	Logon address	Remarks
1	2	3	4	5	6	7
CTA	Jeddah Control	119.100 MHZ DOC 125 NM/60000 FT	H24	NIL	NIL	VHF CTA-East
		125.450 MHZ DOC 125 NM/60000 FT	H24			VHF CTA-West
		345.600 MHZ DOC 125 NM/60000 FT	H24			UHF
		121.500MHZ 243.000 MHZ	H24	NIL	NIL	VHF UHF

APP	Jeddah Approach	124.000 MHZ DOC 60 NM/20000 FT	H24	NIL	NIL	VHF APP
		358.700 MHZ DOC 60 NM/20000 FT	H24			UHF APP
		121.500MHZ 243.000 MHZ	H24			VHF UHF
	Jeddah Final	123.800 MHZ DOC 40 NM/6500 FT	H24			VHF APP Final
		123.800 MHZ DOC 40 NM/6500 FT	H24			VHF APP Final East
		124.675 MHZ DOC 40 NM/6500 FT	H24			VHF APP Final West
	FMC	Monitor control	125.850 MHZ When SOIR mode 1 active			VHF Fi- nal Monitor control
	TWR	118.200 MHZ DOC 10 NM/2500 FT	H24			TWR West
		118.300 MHZ DOC 10 NM/2500 FT	H24			TWR WEST SDBY
		118.500 MHZ DOC 10 NM/2500 FT	H24			TWR EAST
		124.300 MHZ DOC 10 NM/2500 FT	H24			TWR EAST SDBY
		343.700 MHZ DOC 10 NM/2500 FT	H24			UHF
		121.500 MHZ	H24			NIL
		243.000 MHZ	H24			NIL
SMC	Jeddah Ground Control	121.600 MHZ DOC 5 NM/GND	H24	NIL	NIL	GND West
		121.700 MHZ DOC 5 NM/GND	H24			GND East
		121.800 MHZ DOC 5 NM/GND	H24	NIL	NIL	CLR Delivery
		121.900 MHZ DOC 5 NM/GND	H24			GND Centre
		355.700 MHZ DOC 5 NM/GND	H24			UHF
		121.500 MHZ	H24			NIL
		243.000 MHZ	H24			NIL
	Apron	121.500 MHZ	H24			NIL

		243.000 MHZ	H24			NIL
		121.750 MHZ DOC 5 NM/GND	H24			Apron-6
		121.975 MHZ DOC 5 NM/GND	H24			East Apron
ATIS	Jeddah In- formation	126.200 MHZ DOC 60 NM/20000 FT	H24	NIL	NIL	Arrival ATIS
		128.700 MHZ DOC 5 NM/GND	H24			Departure ATIS
D-ATIS	Jeddah D-ATIS	NIL	H24	NIL	NIL	D-ATIS service is available through SITA network on request

5 .Jeddah Approach Final Director (APF)

- The Jeddah Approach Final Director (APF) vertical and lateral dimensions are as follows:

Jeddah Final Director East (APF-E):

RWY34 in use:

214040.10N 0390851.29E

214641.00N 0392420.00E

210858.80N 0393907.32E

210254.82N 0392327.00E

Vertical limit from ALT 1500 FT to 6500 FT excluding Jeddah CTR

RWY16 in use:

214040.10N 0390851.29E

214641.00N 0392420.00E

222420.72N 0390924.23E

221822.41N 0385404.95E

Vertical limit from ALT 1500 FT to 6500 FT excluding Jeddah CTR

Jeddah Final Director West (APF-W):

RWY34 in use:

214040.10N 0390851.29E

210254.82N 0392327.00E

205723.65N 0390915.10E

213502.00N 0385421.00E

Vertical limit from ALT 1500 FT to 6500 FT excluding Jeddah CTR

RWY16 in use:

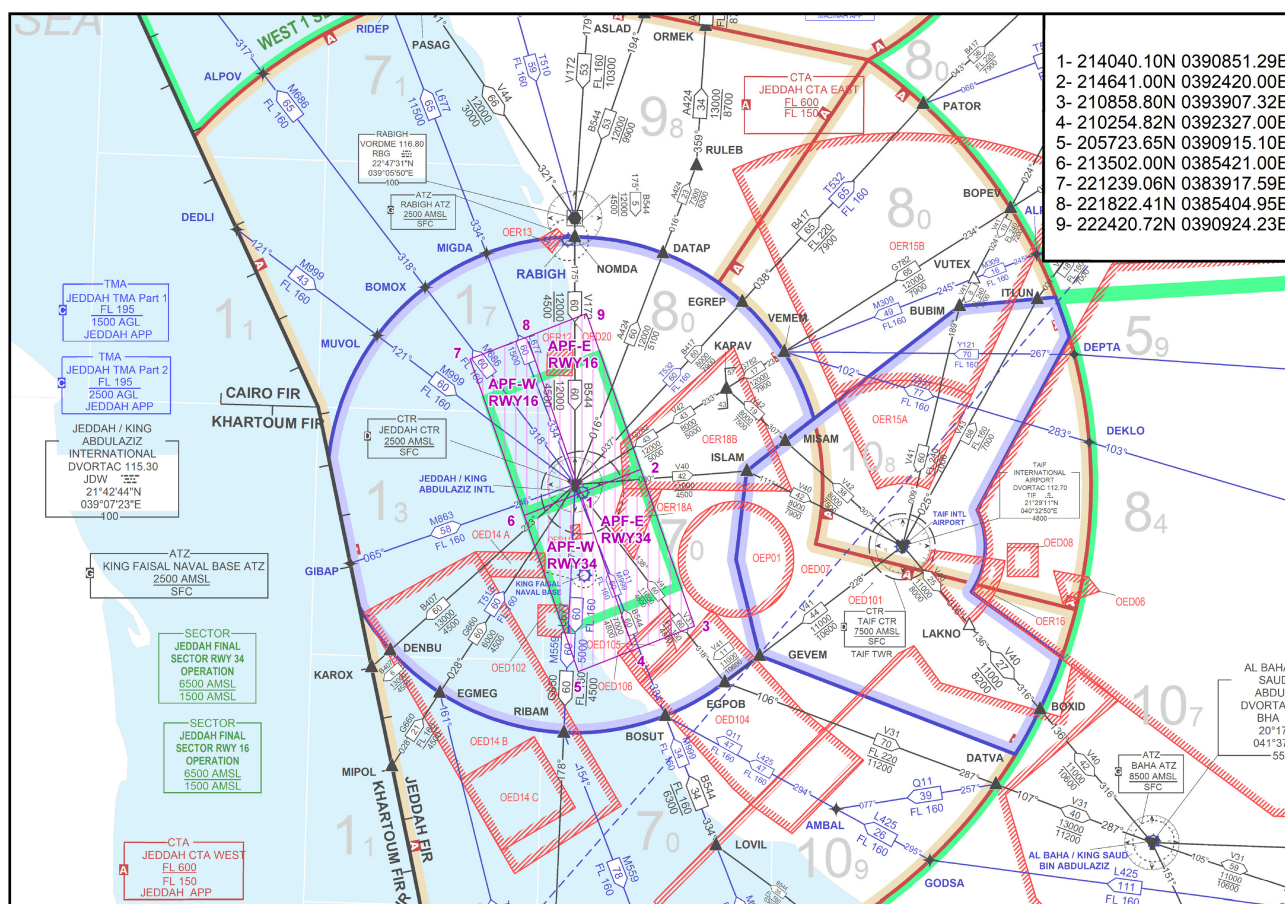
214040.10N 0390851.29E

213502.00N 0385421.00E

221239.06N 0383917.59E

221822.41N 0385404.95E

Vertical limit from ALT 1500 FT to 6500 FT excluding Jeddah CTR



6. Contact

- For further information or to send your feedback, please contact Airspace Management via E-mail: asm@sans.com.sa

7. Appendix

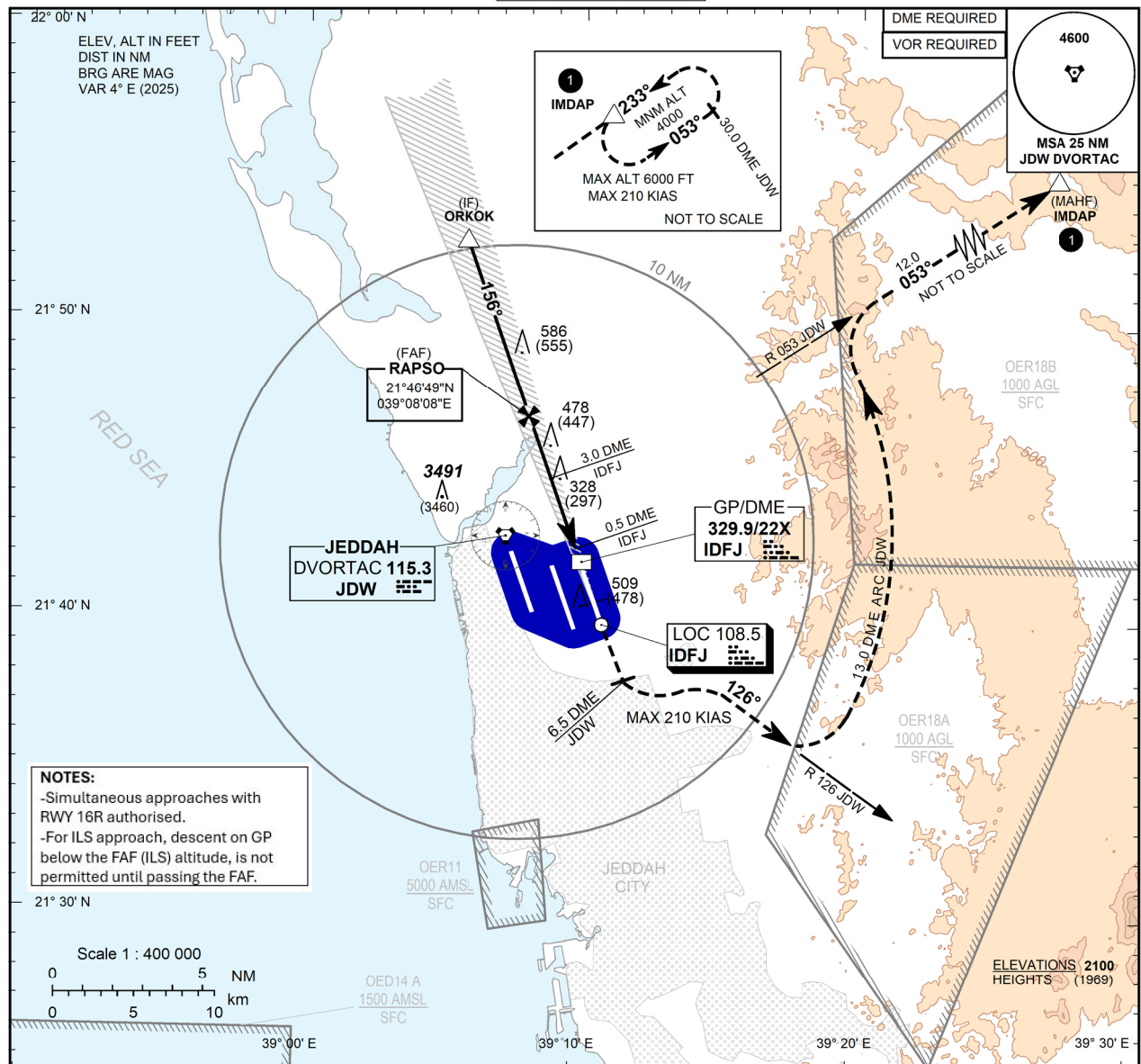
- AD 2 - OEJN - 187 OEJN ILS Z or LOC RWY 16L
- AD 2 - OEJN - 191 OEJN ILS Z or LOC RWY 16R
- AD 2 - OEJN - 193 OEJN ILS or LOC RWY 34L
- AD 2 - OEJN - 197 OEJN ILS Z or LOC RWY 34R

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**INSTRUMENT
APPROACH
CHART - ICAO****AERODROME ELEV 50 FT
HEIGHTS RELATED TO
THR RWY 16L - ELEV 31 FT**

TWR	118.2 (W)	118.3 (W)
APP	123.8	124.0
FMC	125.850	
UHF	345.6	
ATIS	126.2 ARR	128.7 DEP

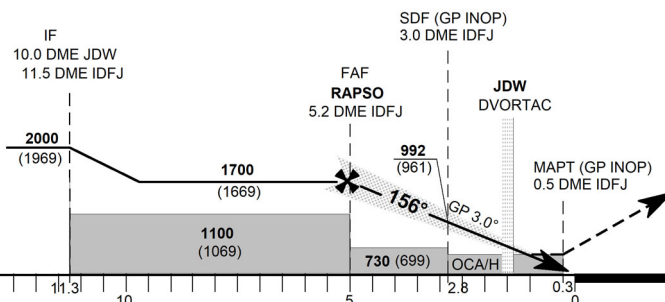
JEDDAH/ King Abdulaziz Intl (OEJN)**ILS Z or LOC RWY 16L****TRANSITION ALT 13000
TRANSITION LEVEL FL 150****MISSED APPROACH**

Climb on RWY heading at 6.5 DME JDW turn left to intercept the **RDL 126 JDW**, turn left and follow arc on the **JDW 13.0 NM** turn right to intercept the **RDL 053 JDW** to **IMDAP** and hold. Climb to **4000 FT** (MAX 210 KIAS)

ILS RDH 52

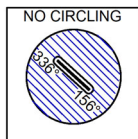
THR ELEV 31

NM to/from THR RWY 16L



		ACFT CAT	A	B	C	D										
Straight-in Approach	CAT I	OCA(H)	240 (209)				GND SPEED		Knots	70	90	110	130	150	170	190
		RVR(m)	550				FAF-THR 5.1 NM		min:s	4:21	3:23	2:46	2:21	2:02	1:48	1:36
	GP INOP (With SDF)	OCA(H)	510 (479)				Rate of Descent (5.24%)		ft/min	370	480	580	690	800	900	1010
		RVR(m)	1500													
Circling	GP INOP WO SDF	OCA(H)	730 (699)				DME IDFJ NM		5	4	3	2	1			
		RVR(m)	2500				ALT (HGT) 5.24% APCH		1624 (1593)	1305 (1274)	987 (956)	668 (637)	349 (318)			
		OCA(H)	N/A													
		VIS(m)	N/A													

- RVRLVIS RELATED TO DA/H = OCA/H
- CIRCLING NOT AUTHORISED



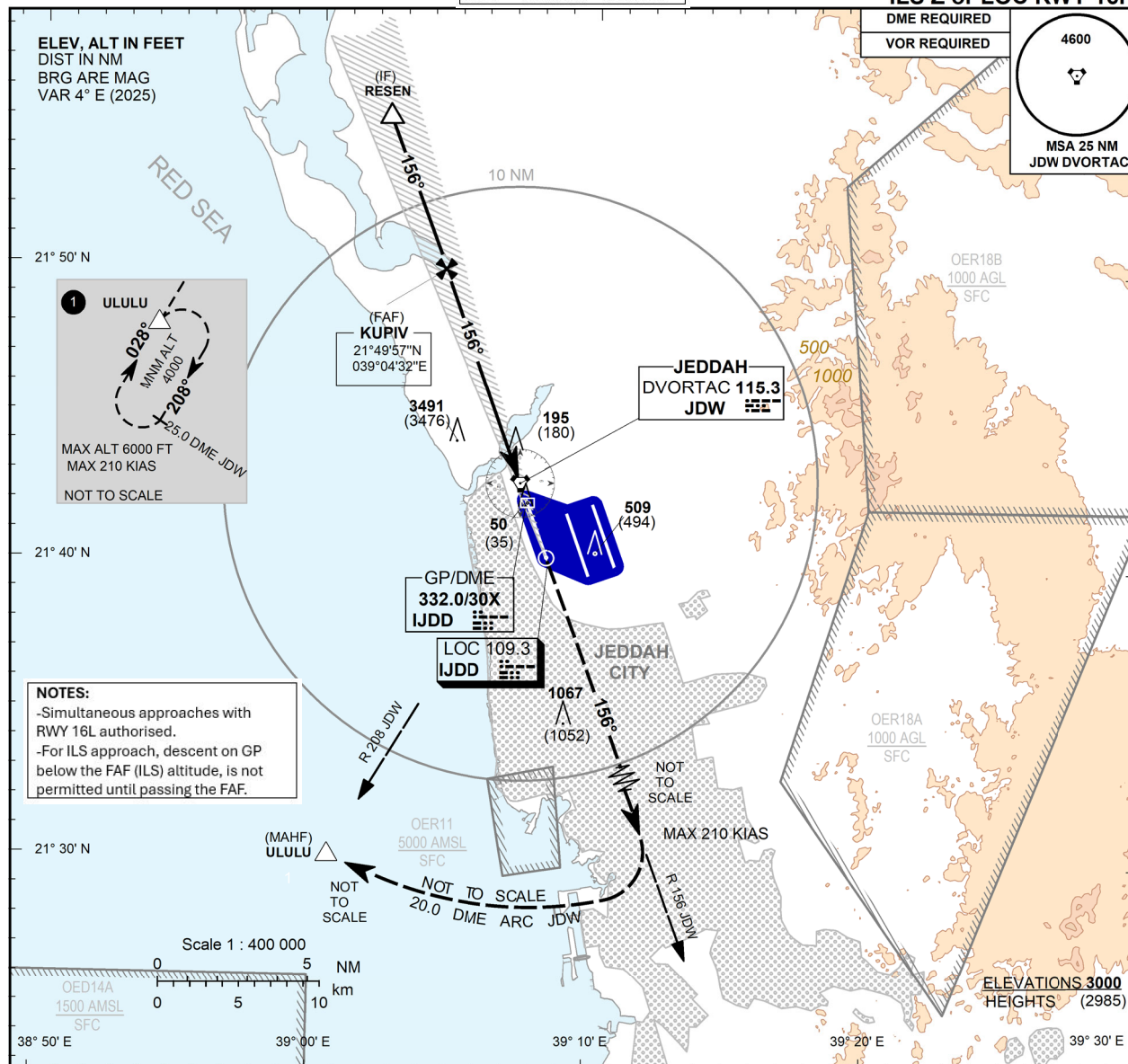
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**AERODROME ELEV 50 FT
HEIGHTS RELATED TO
THR RWY 16R - ELEV 15 FT**

TWR	118.2 (W)	118.3 (W)
	118.5 (E)	124.3 (E)
APP	123.8	124.0
	124.675	
FMC	125.850	
UHF	345.6	
ATIS	126.2 ARR	128.7 DEP

JEDDAH / Kling Abdulaziz intl (OEJN)

ILS Z or LOC RWY 16R



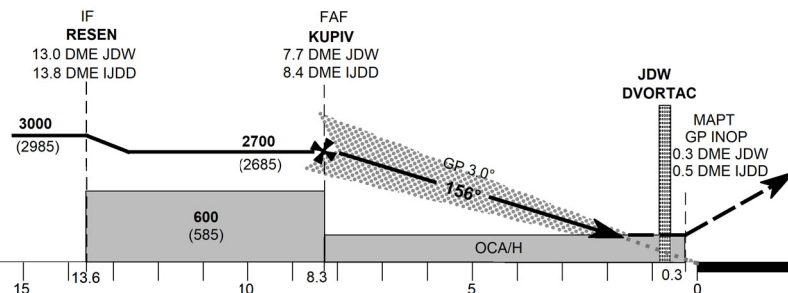
TRANSITION ALT 13000
TRANSITION LEVEL FL150

MISSED APPROACH

Climb on **RDL 156 JDW**
Then turn right via arc **20.0 DME JDW**
To **ULULU** and hold
Climb to **4000 FT** (MAX 210 KIAS)
Or as instructed by ATC

ILS RDH 52

THR ELEV 15

NM to/from **THR RWY 16R**

		ACFT CAT	A	B	C	D	DL	GND SPEED	Knots	70	90	110	130	150	170	190
Straigh-in Approach	CAT I	OCA(H)	220 (205)					FAF - THR 8.3 NM	min:s	7:05	5:31	4:31	3:49	3:18	2:55	2:37
		RVR(m)	550					Rate of Descent	ft/min	370	480	580	690	800	900	1010
	LOC GP INOP	OCA(H)	460 (445)													
		RVR(m)	1200													
Circling		OCA(H)	N/A					DME IJDD NM	2	3	4	5	6	7	8	
		VIS(m)						ALT (HGT) 5.24% APCH	652 (637)	970 (955)	1289 (1274)	1607(1592)	1926(1911)	2244(2229)	2563(2548)	



- RVR/VIS RELATED TO DA (H) MDA (H) = OCA (H)
-CIRCLING NOT AUTHORISED

CAO PANS OPS

CHANGE: Chart updated

AMD: Original, 21 jul 2016

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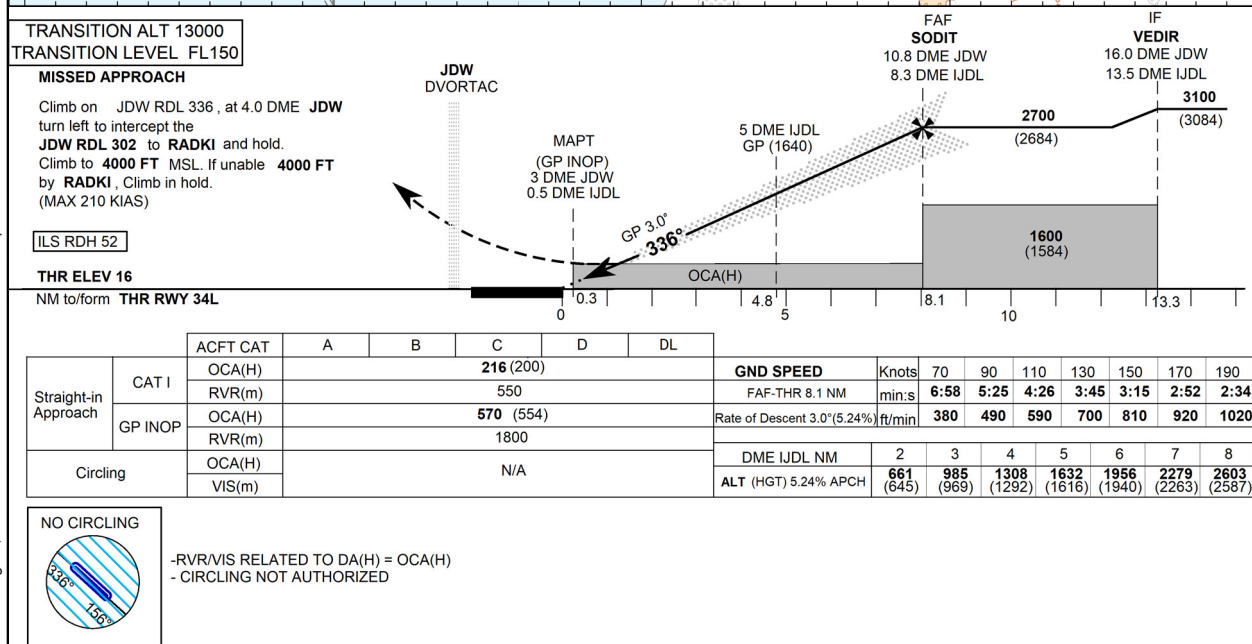
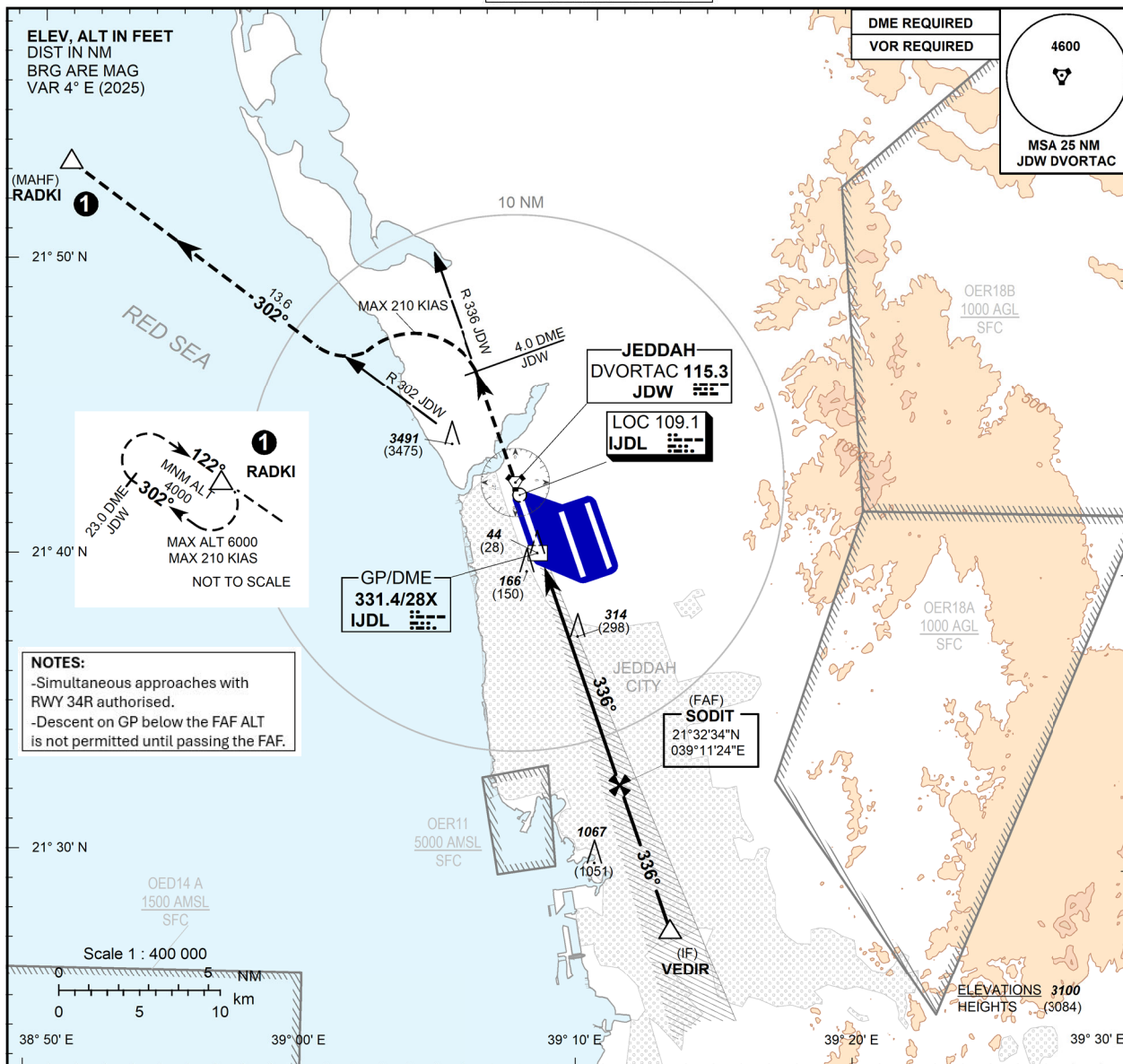
INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 50 FT
HEIGHTS RELATED TO
THR RWY 34L - ELEV 16 FT

TWR	118.2 (W)	118.3 (W)
	118.5 (E)	124.3 (E)
APP	123.8	124.0
FMC	125.850	
UHF	345.6	
ATIS	126.2 ARR	128.7 DEP

JEDDAH/King Abdulaziz Intl (OEJN)

ILS or LOC RWY 34L



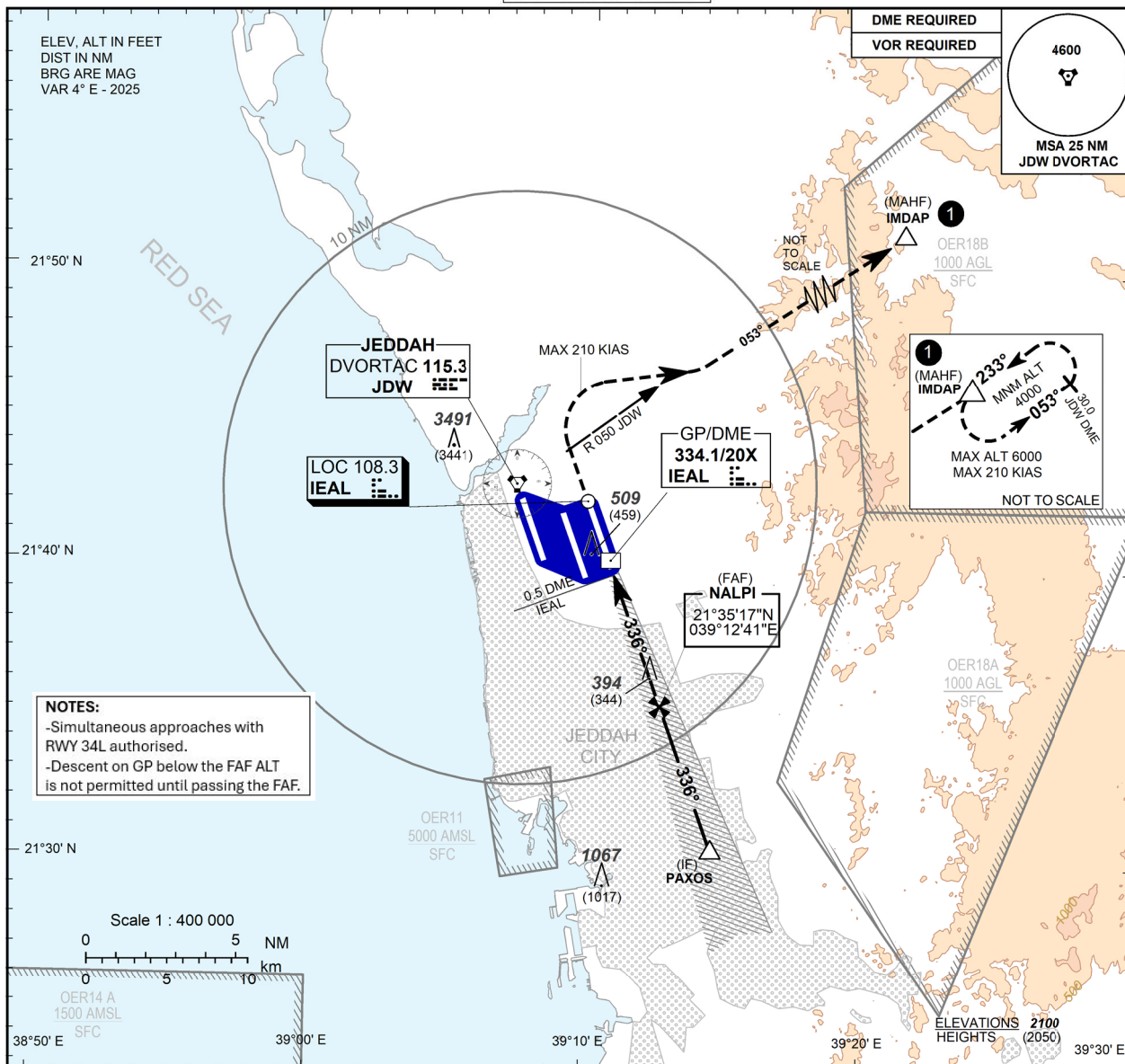
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INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 50 FT
HEIGHTS RELATED TO
THR RWY 34R - ELEV 50 FT

TWR	118.2 (W)	118.3 (W)
	118.5 (E)	124.3 (E)
APP	123.8	124.0
FMC	125.850	
UHF	345.6	
ATIS	126.2 ARR	128.7 DEP

JEDDAH/ King Abdulaziz Intl (OEJN)

ILS Z or LOC RWY 34R

TRANSITION ALT 13000
TRANSITION LEVEL FL 150

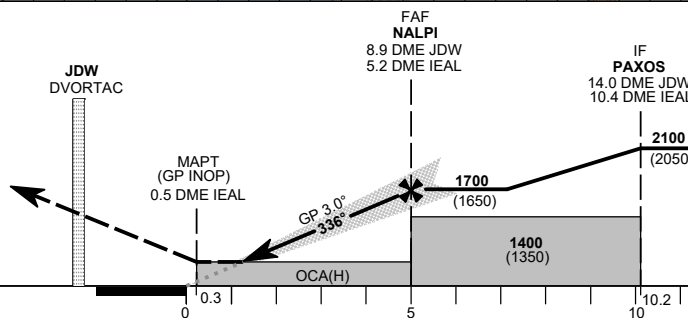
MISSED APPROACH

Climb on RWY heading, at **RDL 050 JDW**
turn right to intercept the **RDL 053 JDW**
to **IMDAP** and hold.
Climb to **4000 FT MSL**
(MAX 210 KIAS)

ILS RDH 58

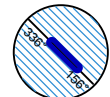
THR ELEV 50

NM to/from THR RWY 34R



		ACFT CAT	A	B	C	D	DL								
Straight-in Approach	CAT I	OCA(H)	250(200)					GND SPEED		Knots	70	90	110	130	150
		RVR(m)	550							min:s	4:17	4:15	2:44	2:19	2:00
	GP INOP	OCA(H)	650(600)							ft/min	370	480	580	690	790
		RVR(m)	2000												
Circling		OCA(H)	N/A					DME IEAL NM		2	3	4	5		
		VIS(m)						ALT (HGT) 5.24% APCH		674 (624)	991 (941)	1307 (1257)	1624 (1574)		

NO CIRCLING



- RVR/VIS RELATED TO DA(H) = OCA(H)
- CIRCLING NOT AUTHORIZED