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**AIP  
SUP  
AIP SUP 41/25  
27 OCT 2025**

## **NEW AIRPORT PASSENGER APRON AND ISOLATION APRON IMPLEMENTATION / ALJOUF AIRPORT**

### **1 . INTRODUCTION**

This AIP supplement provides flight crews, operators, concerned personnel and stakeholders with detailed information of implementation of passenger apron and isolated apron of ALJOUF new airport.

#### **1.1 VALIDITY**

Valid until the charts are updated on the upcoming AIRAC cycle.

### **2 .SCOPE OF WORK**

Implementation of new passenger apron for the ALJOUF new airport and the isolation apron.

2.1. Original layout.

2.2. New layout with the temporary facilities required to implement the new apron and isolation apron

### **3 .Operation Procedure**

Due to the closure of Taxiways A, A1, A3, and A4, the following procedures will govern takeoff and landing operations of and helicopters operating at OESK:

#### **3.1 FIXED WING AIRCRAFTS**

##### **3.1.1 Takeoff:**

- **RWY 10:** Aircraft departing from RWY 10 will use TWY A2 to exit the apron, proceed to the RWY 10 threshold, and execute a turnaround using the designated temporary turn pad.
- **RWY 28:** Aircraft departing from RWY 28 will utilize TWY A2 to exit the apron, proceed to the RWY 28 threshold, and perform a turnaround using the temporary turn pad.

##### **3.1.2 Landing:**

- **RWY 10:** Aircraft landing on RWY 10 will continue to the end of the runway, maneuver towards RWY 28, perform a turnaround using the temporary turn pad, and then proceed to use TWY A2 to exit the runway and enter the apron.
- **RWY 28:** Aircraft landing on RWY 28 will continue to the end of the runway, maneuver towards RWY 10, execute a turnaround using the temporary turn pad, and then proceed to use TWY A2 to exit the runway and enter the apron.

##### **3.1.3 Temporary Turn pad:**

###### **- RWY 10:**

- Arc turning
- Effective steering angle 80%
- Marking based on nose gear

**- RWY 28:**

- Arc turning
- Effective steering angle 80%
- Marking based on nose gear

*Note: It must be taken into consideration that the critical aircraft using the temporary turn pad are Code C, due to the operational restrictions of the existing apron, which accommodates only Code C aircraft.*

**3.2 HELICOPTERS**

**3.2.1 Takeoff**

- Helicopters departing from OESK need to Hoover/taxi through TWY A2 to exit the Apron and use RWY 10/28 for takeoff.

**3.2.2 Landing**

- Helicopters landing at OESK need to use RWY 10/28 for landing and Hoover/taxi through TWY A2 to enter the Apron.

**4 .OBSTACLES**

**4.1 New passenger apron coordinates of temporary construction facilities:**

PASSENGER APRON FENCE				
Point Table				
Point #	Description	Easting	Northing	Elevation
11	<b>F-11</b>	<b>E 40° 7'2.07"</b>	<b>N 29°47'14.09"</b>	<b>670.00</b>
12	<b>F-12</b>	<b>E 40° 6'55.04"</b>	<b>N 29°47'15.15"</b>	<b>670.00</b>
13	<b>F-13</b>	<b>E 40° 6'48.02"</b>	<b>N 29°47'16.19"</b>	<b>670.00</b>
14	<b>F-14</b>	<b>E 40° 6'47.26"</b>	<b>N 29°47'12.00"</b>	<b>668.00</b>
15	<b>F-15</b>	<b>E 40° 6'54.25"</b>	<b>N 29°47'10.94"</b>	<b>669.00</b>
16	<b>F-16</b>	<b>E 40° 7'1.24"</b>	<b>N 29°47'9.90"</b>	<b>670.00</b>
17	<b>F-17</b>	<b>E 40° 6'46.55"</b>	<b>N 29°47'8.40"</b>	<b>671.00</b>
18	<b>F-18</b>	<b>E 40° 6'45.84"</b>	<b>N 29°47'4.80"</b>	<b>670.00</b>
19	<b>F-19</b>	<b>E 40° 6'38.03"</b>	<b>N 29°47'5.97"</b>	<b>671.00</b>
20	<b>F-20</b>	<b>E 40° 6'30.26"</b>	<b>N 29°47'7.18"</b>	<b>670.00</b>
21	<b>F-21</b>	<b>E 40° 6'22.46"</b>	<b>N 29°47'8.35"</b>	<b>670.00</b>
22	<b>F-22</b>	<b>E 40° 6'23.17"</b>	<b>N 29°47'11.95"</b>	<b>673.00</b>
23	<b>F-23</b>	<b>E 40° 6'23.88"</b>	<b>N 29°47'15.55"</b>	<b>672.00</b>
24	<b>F-24</b>	<b>E 40° 6'30.38"</b>	<b>N 29°47'14.55"</b>	<b>671.00</b>

PASSENGER APRON MOBILE CRANES (7.00 m HEIGHT) LOCATIONS				
Point Table				
Point #	Description	Easting	Northing	Elevation
8	<b>C-8</b>	<b>E 40° 6'26.77"</b>	<b>N 29°47'14.61"</b>	<b>671.00</b>
9	<b>C-9</b>	<b>E 40° 6'26.88"</b>	<b>N 29°47'10.78"</b>	<b>670.00</b>
10	<b>C-10</b>	<b>E 40° 6'32.86"</b>	<b>N 29°47'9.98"</b>	<b>670.00</b>
11	<b>C-11</b>	<b>E 40° 6'45.13"</b>	<b>N 29°47'7.96"</b>	<b>670.00</b>
12	<b>C-12</b>	<b>E 40° 6'45.69"</b>	<b>N 29°47'11.50"</b>	<b>669.00</b>
13	<b>C-13</b>	<b>E 40° 6'55.48"</b>	<b>N 29°47'11.12"</b>	<b>669.00</b>
14	<b>C-14</b>	<b>E 40° 7'0.73"</b>	<b>N 29°47'13.90"</b>	<b>670.00</b>
15	<b>C-15</b>	<b>E 40° 6'51.54"</b>	<b>N 29°47'15.25"</b>	<b>669.00</b>

**4.2 Isolation apron coordinates of temporary construction facilities**

<b>ISOLATION APRON FENCE</b>				
<b>Point Table</b>				
Point #	Description	Easting	Northing	Elevation
1	<b>F-1</b>	<b>E 40° 5'22.55"</b>	<b>N 29°47'34.34"</b>	<b>670.00</b>
2	<b>F-2</b>	<b>E 40° 5'21.53"</b>	<b>N 29°47'29.06"</b>	<b>669.00</b>
3	<b>F-3</b>	<b>E 40° 5'20.46"</b>	<b>N 29°47'23.77"</b>	<b>671.00</b>
4	<b>F-4</b>	<b>E 40° 5'19.40"</b>	<b>N 29°47'18.48"</b>	<b>670.00</b>
5	<b>F-5</b>	<b>E 40° 5'10.55"</b>	<b>N 29°47'19.82"</b>	<b>670.00</b>
6	<b>F-6</b>	<b>E 40° 5'1.70"</b>	<b>N 29°47'21.16"</b>	<b>673.00</b>
7	<b>F-7</b>	<b>E 40° 4'52.85"</b>	<b>N 29°47'22.50"</b>	<b>672.00</b>
8	<b>F-8</b>	<b>E 40° 4'53.88"</b>	<b>N 29°47'27.79"</b>	<b>670.00</b>
9	<b>F-9</b>	<b>E 40° 4'54.94"</b>	<b>N 29°47'33.08"</b>	<b>668.00</b>
10	<b>F-10</b>	<b>E 40° 4'55.97"</b>	<b>N 29°47'38.36"</b>	<b>668.00</b>

<b>ISOLATION APRON MOBILE CRANES (7.00 m HEIGHT) LOCATIONS</b>				
<b>Point Table</b>				
Point #	Description	Easting	Northing	Elevation
1	<b>C-1</b>	<b>E 40° 5'20.57"</b>	<b>N 29°47'33.45"</b>	<b>671.00</b>
2	<b>C-2</b>	<b>E 40° 4'59.12"</b>	<b>N 29°47'36.81"</b>	<b>668.00</b>
3	<b>C-3</b>	<b>E 40° 4'57.44"</b>	<b>N 29°47'30.26"</b>	<b>668.00</b>
4	<b>C-4</b>	<b>E 40° 4'56.98"</b>	<b>N 29°47'25.69"</b>	<b>670.00</b>
5	<b>C-5</b>	<b>E 40° 5'5.80"</b>	<b>N 29°47'24.44"</b>	<b>670.00</b>
6	<b>C-6</b>	<b>E 40° 5'18.18"</b>	<b>N 29°47'22.49"</b>	<b>670.00</b>
7	<b>C-7</b>	<b>E 40° 5'19.68"</b>	<b>N 29°47'26.57"</b>	<b>668.00</b>

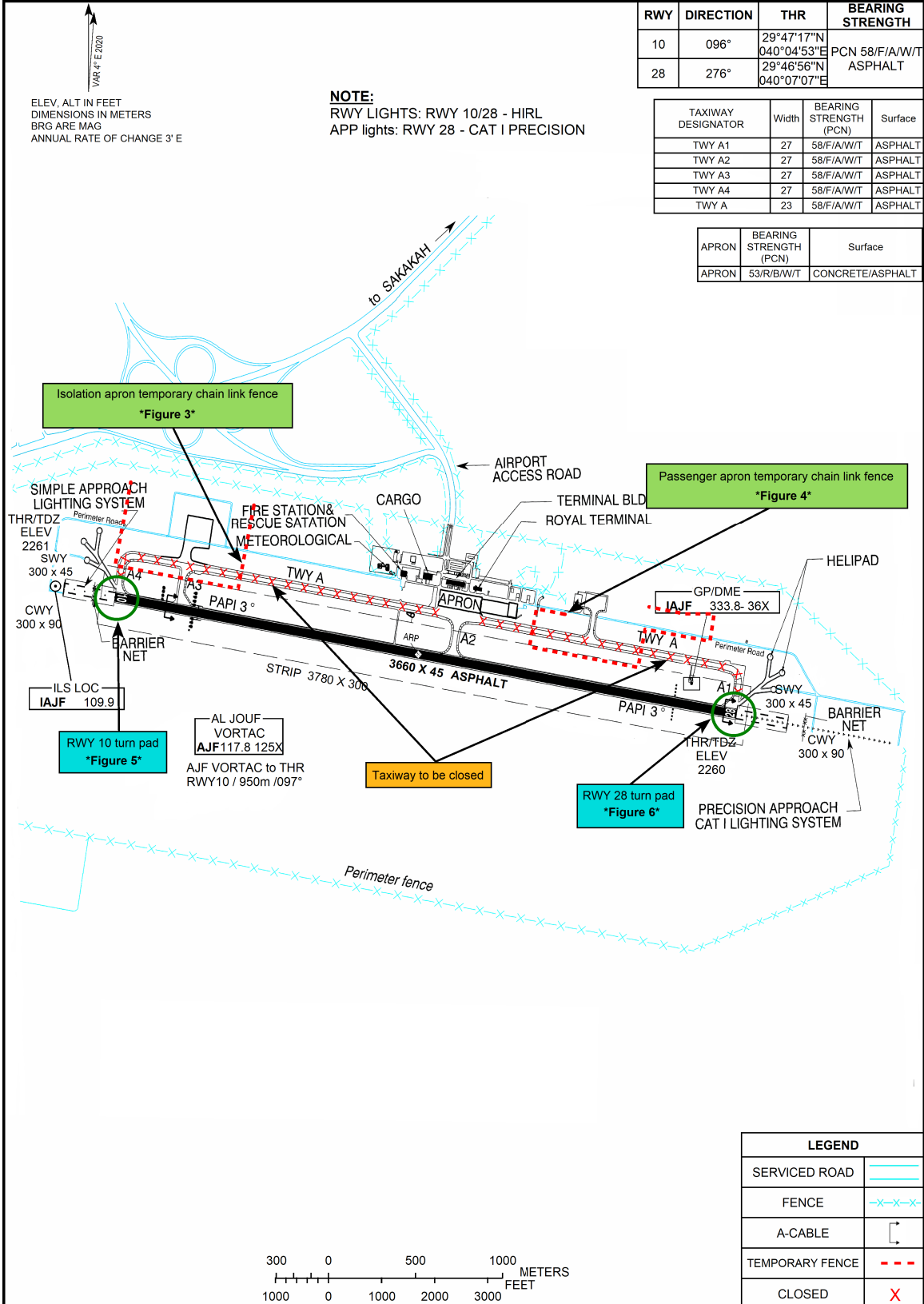
**5 .CONTACT DETAILS**

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**AERODROME CHART - ICAO**      29°47'07"N      ELEV 2261      TWR 118.65  
 040°05'59"E      GND 121.9 349.5      **AL JOUF/AI Jouf**



6 .CHARTS AND FIGURES

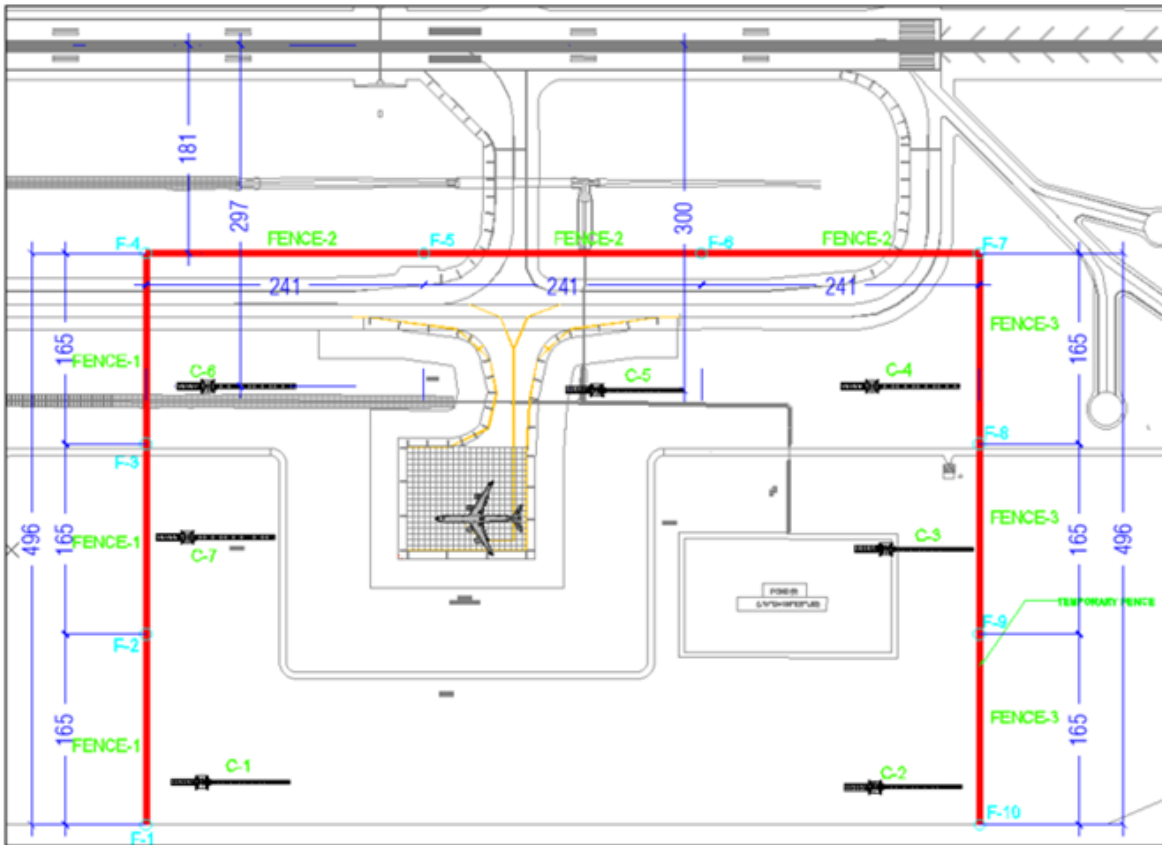


Figure 3 (Isolation apron temporary chain link fence)

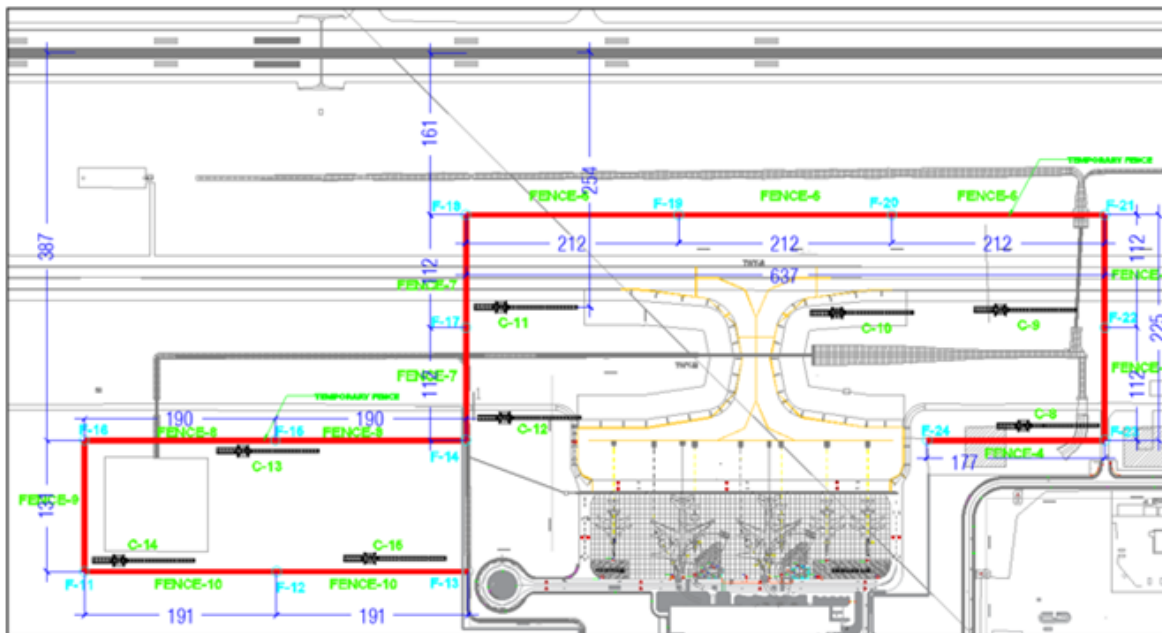


Figure 4 (Passenger apron temporary chain link fence)

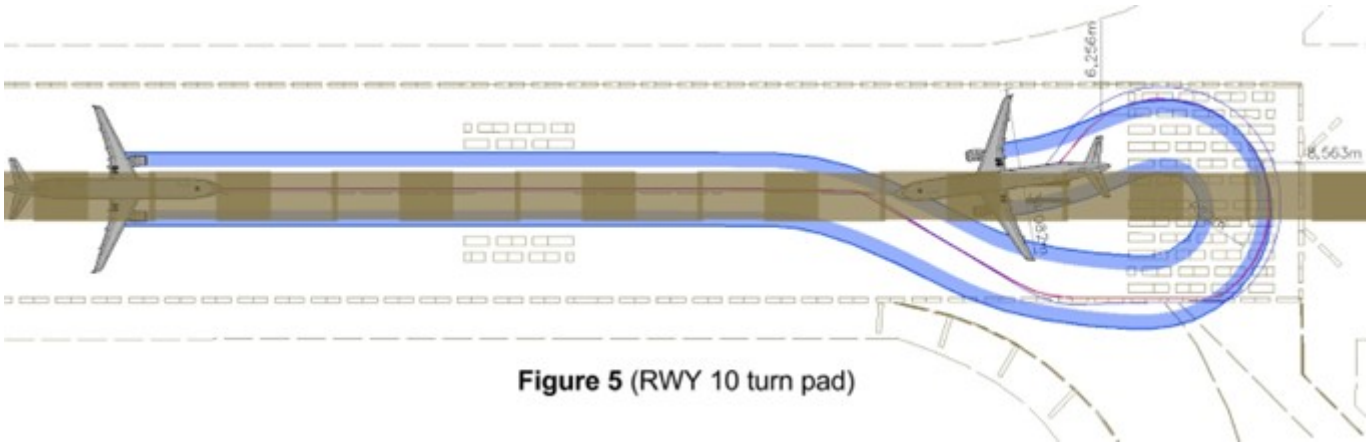


Figure 5 (RWY 10 turn pad)

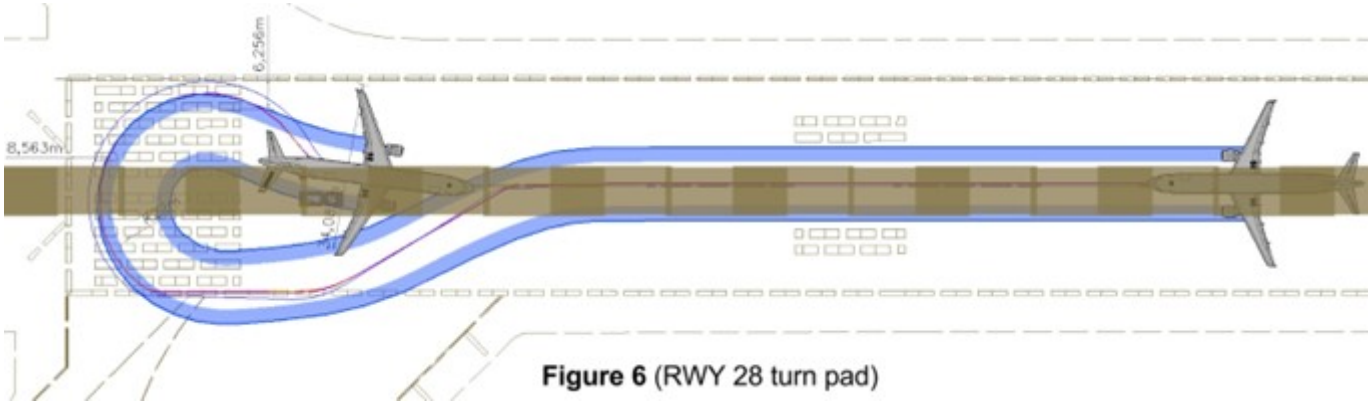


Figure 6 (RWY 28 turn pad)