

Tel: 966 12 684 8046  
966 12 684 8959  
Fax: 966 12 640 5622  
AFS OEJDYKYX  
<http://www.sans.com.sa>  
E-mail: [aim@sans.com.sa](mailto:aim@sans.com.sa)

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

**AIP  
SUP  
AIP SUP 10/26  
24 FEB 2026**

## NEW ISOLATION APRON IMPLEMENTATION and layouts updates at ALJOUF AIRPORT

### 1 .INTRODUCTION

This AIP supplement provides flight crews, operators, concerned personnel and stakeholders with updated aerodrome layout, new Apron aircraft parking docking chart and detailed information of implementation of isolated apron of ALJOUF airport.

#### 1.1 VALIDITY:

This AIP SUP will be valid until it's replaced with an AIP SUP or cancelled by NOTAM.

### 2 .SCOPE OF WORK

Implementation of the new isolation apron for the ALJOUF airport and updating the new charts and layouts.

- 2.1. Original layout.
- 2.2. New layout with temporary facilities required to implement the isolation apron.
- 2.3. Updated aerodrome layout.
- 2.4. New aircraft parking docking chart (APRON 2)

### 3 .Operation Procedure

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

#### 3.1 FIXED WING AIRCRAFTS

##### 3.1.1 Takeoff:

- **RWY 10:** Aircraft departing from RWY 10 will use TWY (C1) to exit the apron and Taxiing through TWY A, A2 to proceed to the RWY 10 threshold, and execute a turnaround using the designated temporary turn pad.
- **RWY 28:** Aircraft departing from RWY 28 will use TWY (C1) to exit the apron and Taxiing through TWY A, A1 to proceed to the RWY 28 threshold.

##### 3.1.2 Landing:

- **RWY 10:** Aircraft landing on RWY 10 will continue to the end of the runway, maneuver towards RWY 28, and use TWY A1, to exit the runway and use TWY A and C1 to enter the new 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, A1 to exit the runway and use TWY A and C1 to enter the new apron.

##### 3.1.3 Temporary Turn pad:

###### - RWY 10:

- 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 Isolation apron coordinates of temporary construction facilities

ISOLATION APRON FENCE				
Point Table				
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>

ISOLATION APRON MOBILE CRANES (7.00 m HEIGHT) LOCATIONS				
Point Table				
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:

For any inquiries, please contact

Name: Abdulrahman Saleh Smeada

Function: OESK Airport Sr. Manager

Email: [asmada@cluster2airports.sa](mailto:asmada@cluster2airports.sa)

Tel.: +966553348203

-END-

AIP SUP 41/25 hereby replaced.



PCR FOR APRON 2 980/R/A/W/T

APRON Aircraft Parking Stand No.

Point Table

NO.	Latitude	Longitude	Elevation	PCR
19	N 29°47'17.48"	E 40° 6'33.21"	679.750	-
20	N 29°47'17.24"	E 40° 6'34.69"	679.750	-
21L	N 29°47'17.00"	E 40° 6'36.37"	679.750	-
21	N 29°47'17.61"	E 40° 6'36.93"	679.851	-
21R	N 29°47'17.54"	E 40° 6'37.31"	679.851	-
22L	N 29°47'16.52"	E 40° 6'39.53"	679.750	-
22	N 29°47'17.13"	E 40° 6'40.13"	679.851	-
22R	N 29°47'17.06"	E 40° 6'40.47"	679.851	-
23	N 29°47'16.07"	E 40° 6'42.50"	679.750	-



