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**AIP
SUP
AIP SUP 16/26
23 APR 2026**

SUPPLEMENTARY FLIGHT PROCEDURES AT ALULA (OEAO)

1 PURPOSE

The purpose of this AIP Supplement is to inform airspace users about the supplementary flight procedures that will be effective at Alula from 01 May 2026

2 PROCEDURES FOR IFR FLIGHT

2.1 GENERAL

Alula is in Class G airspace. AFIS is available within the ATZ.

Pilots shall be responsible for maintaining the required separation from other traffic in Class G airspace during climb or descent to/from Alula. Continuous vigilance is essential, and flight crews shall maintain an effective lookout for other aircraft when approaching or departing Alula

Pilots shall adhere to the runway-in-use. The opposite runway is permitted when no conflicting traffic exists

2.2 Arrival procedures:

Note: The radio and surveillance coverage below FL150 is limited. Therefore, the pilots shall maintain listen watch and broadcast position information on the TIBA frequency 122.800 MHZ during arrival.

- Arriving aircraft are to fly the available published instrument approach procedure.

When RWY 30 is in use:

- Aircraft arriving via HALAIFA (HLF) shall track from HLF on L604/J874 to commence the approach.

Note: This requirement facilitates descent into Alula and helps avoid potential conflicts with departures from RWY 30 proceeding V15 HLF.

When RWY 12 is in use:

- Aircraft arriving on V15 via HLF, commencing VOR RWY 12, shall maintain 10000ft until the VOR (AUA) and established on the outbound RDL 338.
- Aircraft arriving on V10, commencing VOR RWY 12, shall maintain 10000ft until the VOR (AUA) and established on the outbound RDL 338.

2.3 Departure procedures

The following procedures are published in the AIP:

RWY	DESCRIPTION (Courses/Tracks in M)	RESTICTION	PENALIZING OBSTACLE
30	Climb on Runway heading to 4000 ft, then proceed via flight planned route, continue climb to cleared flight level.	Minimum climb gradient: 6.3% (383 ft/NM) up to 4000 ft. If unable to comply, procedure not authorized.	Terrain ALT 2687 ft located at 3854 M from the DER 1152 M right of RWY axis (263101.5N - 0380431.4E)
12	Climb on Runway heading to 4000 ft, then proceed via flight planned route, continue climb to cleared flight level.	Minimum climb gradient: 4.7% (286 ft/NM) up to 4000 ft. If unable to comply, procedure not authorized.	Terrain ALT 2212 ft located at 1173 M from the DER 387 M left of RWY axis (262822.5N -0380846.5E)

In addition to the above procedures, aircraft departing Alula shall adhere to the following procedures to help avoid potential conflicts with the arriving aircraft:

Note: The radio and surveillance coverage below FL150 is limited. Therefore, the pilots shall maintain listen watch and broadcast position information on the TIBA frequency 122.800 MHZ during departure.

When RWY 30 is in use:

- The departing aircraft routing on V15, via MEDKA and HLF, shall make a right turn to intercept the ATS route
- The departing aircraft routing on V15, via NADIK, shall make a left turn to intercept the ATS route.

Note: This requirement facilitates departures from Alula to avoid potential conflicts with aircraft arriving on Runway 30.

When RWY 12 is in use:

- The departing aircraft routing via HLF shall make a left turn and intercept J874 / L604.
- The departing aircraft routing via NADIK shall make a right turn and intercept J874 / L604.

Note: This requirement facilitates departures from Alula to avoid potential conflicts with aircraft arriving on Runway 12.

3 VALIDITY

- The first 90 days of implementation shall be considered a trial period.
- The content of this AIP SUP will remain effective, unless replaced by a replacement AIP SUP or cancelled by NOTAM.
- The content of this AIP SUP will be incorporated into the AIRAC AIP AMDT 08/26 with effective date 06 AUG 2026.

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