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KINGDOM OF SAUDI ARABIA

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

AIP
AMDT
07/25
20 FEB 2025

1 ThisAIP AMDT contains:

GEN 0.4	Checklist.
GEN 1.2	Text update and asterisk remove.
GEN 1.7	Multiple text update.
GEN 2.1	Text update and asterisk remove.
ENR 1.4	Text update and asterisk remove.
ENR 1.7	Text update and asterisk remove.
ENR 1.8	Text update and asterisk remove.
ENR 1.10	Text update.
ENR 1.12	Text update and asterisk remove.
ENR 2.2	Text update.
AD 1.5	Update on certificate of Multiple aerodromes.
OERK	Text correction.

page to be destroyed		page to be inserted	
GEN 0.2 - 1	20 MAR 2025	GEN 0.2 - 1	03 APR 2025
GEN 0.4 - 1	20 MAR 2025	GEN 0.4 - 1	03 APR 2025
GEN 0.4 - 2	20 MAR 2025	GEN 0.4 - 2	03 APR 2025
GEN 0.4 - 3	20 MAR 2025	GEN 0.4 - 3	03 APR 2025
GEN 0.4 - 4	20 MAR 2025	GEN 0.4 - 4	03 APR 2025
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GEN 0.4 - 6	20 MAR 2025	GEN 0.4 - 6	03 APR 2025
GEN 0.4 - 7	20 MAR 2025	GEN 0.4 - 7	03 APR 2025
GEN 0.4 - 8	20 MAR 2025	GEN 0.4 - 8	03 APR 2025
GEN 0.4 - 9	20 MAR 2025	GEN 0.4 - 9	03 APR 2025
GEN 0.4 - 10	20 MAR 2025	GEN 0.4 - 10	03 APR 2025
GEN 0.4 - 11	20 MAR 2025	GEN 0.4 - 11	03 APR 2025
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GEN 1.2 - 2	02 JAN 2025	GEN 1.2 - 2	03 APR 2025
GEN 1.7 - 1	14 SEP 2023	GEN 1.7 - 1	03 APR 2025
GEN 1.7 - 2	14 SEP 2023	GEN 1.7 - 2	03 APR 2025
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GEN 1.7 - 6	14 SEP 2023	GEN 1.7 - 6	03 APR 2025
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ENR 1.7 - 7	23 JAN 2025	ENR 1.7 - 7	03 APR 2025
ENR 1.8 - 5	14 SEP 2023	ENR 1.8 - 5	03 APR 2025
ENR 1.10 - 9	14 SEP 2023	ENR 1.10 - 9	03 APR 2025
ENR 1.12 - 1	14 SEP 2023	ENR 1.12 - 1	03 APR 2025
ENR 1.12 - 2	14 SEP 2023	ENR 1.12 - 2	03 APR 2025
ENR 2.2 - 1	14 SEP 2023	ENR 2.2 - 1	03 APR 2025
ENR 2.2 - 2	14 SEP 2023	ENR 2.2 - 2	03 APR 2025

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AD 2 OETF - 13	31 OCT 2024	AD 2 OETF - 13	03 APR 2025
AD 2 OEWD - 7	14 SEP 2023	AD 2 OEWD - 7	03 APR 2025

2 Hand amendments

NIL

3 Record entry of AIP AMDT on the page GEN 0.2-1.

4 The following publications have been incorporated in this AIP AMDT:

AIP SUP	NIL
AIC	NIL
NOTAM	NIL

- END -

GEN 0.2 RECORD OF AIP AMENDMENTS

AIRAC AIP AMENDMENT			
NR/Year	*Publication date*	*Effective Date*	*Inserted by*
AIRAC AIP AMDT 10/23	31 Aug 2023	05 Oct 2023	NIL
AIRAC AIP AMDT 11/23	21 Sep 2023	02 Nov 2023	NIL
AIRAC AIP AMDT 12/23	19 Oct 2023	30 Nov 2023	NIL
AIRAC AIP AMDT 13/23	16 Nov 2023	28 Dec 2023	NIL
AIRAC AIP AMDT 01/24	14 Dec 2023	25 Jan 2024	NIL
AIRAC AIP AMDT 02/24	11 Jan 2024	22 Feb 2024	NIL
AIRAC AIP AMDT 03/24	08 Feb 2024	21 Mar 2024	NIL
AIRAC AIP AMDT 04/24	07 Mar 2024	18 Apr 2024	NIL
AIRAC AIP AMDT 05/24	04 Apr 2024	16 May 2024	NIL
AIRAC AIP AMDT 06/24	02 May 2024	13 Jun 2024	NIL
AIRAC AIP AMDT 07/24	30 May 2024	11 Jul 2024	NIL
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AIRAC AIP AMDT 01/25	12 Dec 2024	23 Jan 2025	NIL
AIRAC AIP AMDT 02/25	09 Jan 2025	20 Feb 2025	NIL
AIRAC AIP AMDT 03/25	06 Feb 2025	20 Mar 2025	NIL
AIP AMENDMENT			
NR/Year	*Publication date*	*Date inserted*	*Inserted by*
AIP AMDT 01/23	27 Aug 2023	14 Sep 2023	NIL
AIP AMDT 02/23	09 Nov 2023	07 Dec 2023	NIL
AIP AMDT 03/23	04 Jan 2024	08 Feb 2024	NIL
AIP AMDT 04/24	21 Mar 2024	02 May 2024	NIL
AIP AMDT 05/24	11 Jul 2024	22 Aug 2024	NIL
AIP AMDT 06/24	21 Nov 2024	02 Jan 2025	NIL
AIP AMDT 07/25	20 Feb 2025	03 Apr 2025	NIL

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GEN 0.4 CHECKLIST OF AIP PAGES

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AD 2 OEAD - 9	14 SEP 2023	AD 2 OEBA - 9	22 AUG 2024	AD 2 OEBT - 13	22 AUG 2024
AD 2 OEAD - 10	14 SEP 2023	AD 2 OEBA - 10	14 SEP 2023	AD 2 OEBT - 14	14 SEP 2023
AD 2 OEAD - 11	14 SEP 2023	AD 2 OEBA - 11	14 SEP 2023	AD 2 OEDF - 1	16 MAY 2024
AD 2 OEAD - 12	07 DEC 2023	AD 2 OEBA - 12	14 SEP 2023	AD 2 OEDF - 2	08 AUG 2024
AD 2 OEAD - 13	05 SEP 2024	AD 2 OEBA - 13	22 AUG 2024	AD 2 OEDF - 3	11 JUL 2024
AD 2 OEAD - 14	14 SEP 2023	AD 2 OEBA - 14	14 SEP 2023	AD 2 OEDF - 4	11 JUL 2024
AD 2 OEAD - 15	14 SEP 2023	AD 2 OEBA - 15	22 AUG 2024	AD 2 OEDF - 5	31 OCT 2024
AD 2 OEAD - 16	07 DEC 2023	AD 2 OEBA - 16	14 SEP 2023	AD 2 OEDF - 6	31 OCT 2024
AD 2 OEAH - 1	14 SEP 2023	AD 2 OEBA - 17	22 AUG 2024	AD 2 OEDF - 7	31 OCT 2024
AD 2 OEAH - 2	14 SEP 2023	AD 2 OEBA - 18	14 SEP 2023	AD 2 OEDF - 8	31 OCT 2024
AD 2 OEAH - 3	14 SEP 2023	AD 2 OEBH - 1	14 SEP 2023	AD 2 OEDF - 9	31 OCT 2024
AD 2 OEAH - 4	31 OCT 2024	AD 2 OEBH - 2	30 NOV 2023	AD 2 OEDF - 10	31 OCT 2024
AD 2 OEAH - 5	18 APR 2024	AD 2 OEBH - 3	14 SEP 2023	AD 2 OEDF - 11	31 OCT 2024
AD 2 OEAH - 6	14 SEP 2023	AD 2 OEBH - 4	31 OCT 2024	AD 2 OEDF - 12	31 OCT 2024
AD 2 OEAH - 7	14 SEP 2023	AD 2 OEBH - 5	30 NOV 2023	AD 2 OEDF - 13	31 OCT 2024
AD 2 OEAH - 8	14 SEP 2023	AD 2 OEBH - 6	30 NOV 2023	AD 2 OEDF - 14	31 OCT 2024
AD 2 OEAH - 9	22 AUG 2024	AD 2 OEBH - 7	30 NOV 2023	AD 2 OEDF - 15	03 APR 2025
AD 2 OEAH - 10	14 SEP 2023	AD 2 OEBH - 8	14 SEP 2023	AD 2 OEDF - 16	22 AUG 2024
AD 2 OEAH - 11	22 AUG 2024	AD 2 OEBH - 9	03 APR 2025	AD 2 OEDF - 17	05 SEP 2024
AD 2 OEAH - 12	14 SEP 2023	AD 2 OEBH - 10	14 SEP 2023	AD 2 OEDF - 18	14 SEP 2023
AD 2 OEAH - 13	14 SEP 2023	AD 2 OEBH - 11	30 NOV 2023	AD 2 OEDF - 19	05 SEP 2024
AD 2 OEAH - 14	14 SEP 2023	AD 2 OEBH - 12	14 SEP 2023	AD 2 OEDF - 20	14 SEP 2023
AD 2 OEAH - 15	05 SEP 2024	AD 2 OEBH - 13	22 AUG 2024	AD 2 OEDF - 21	22 AUG 2024
AD 2 OEAH - 16	14 SEP 2023	AD 2 OEBH - 14	22 AUG 2024	AD 2 OEDF - 22	14 SEP 2023
AD 2 OEAH - 17	22 AUG 2024	AD 2 OEBH - 15	30 NOV 2023	AD 2 OEDF - 23	22 AUG 2024
AD 2 OEAH - 18	14 SEP 2023	AD 2 OEBH - 16	22 AUG 2024	AD 2 OEDF - 24	14 SEP 2023
AD 2 OEAO - 1	14 SEP 2023	AD 2 OEBH - 17	30 NOV 2023	AD 2 OEDF - 25	22 AUG 2024
AD 2 OEAO - 2	21 MAR 2024	AD 2 OEBH - 18	14 SEP 2023	AD 2 OEDF - 26	14 SEP 2023
AD 2 OEAO - 3	26 DEC 2024	AD 2 OEBH - 19	22 AUG 2024	AD 2 OEDF - 27	03 APR 2025
AD 2 OEAO - 4	31 OCT 2024	AD 2 OEBH - 20	22 AUG 2024	AD 2 OEDF - 28	14 SEP 2023
AD 2 OEAO - 5	31 OCT 2024	AD 2 OEBN - 1	14 SEP 2023	AD 2 OEDF - 29	22 AUG 2024
AD 2 OEAO - 6	31 OCT 2024	AD 2 OEBN - 2	14 SEP 2023	AD 2 OEDF - 30	14 SEP 2023
AD 2 OEAO - 7	31 OCT 2024	AD 2 OEBN - 3	14 SEP 2023	AD 2 OEDF - 31	22 AUG 2024
AD 2 OEAO - 8	31 OCT 2024	AD 2 OEBN - 4	22 AUG 2024	AD 2 OEDF - 32	14 SEP 2023
AD 2 OEAO - 9	26 DEC 2024	AD 2 OEBN - 5	14 SEP 2023	AD 2 OEDF - 33	22 AUG 2024
AD 2 OEAO - 10	14 SEP 2023	AD 2 OEBN - 6	14 SEP 2023	AD 2 OEDF - 34	14 SEP 2023
AD 2 OEAO - 11	14 SEP 2023	AD 2 OEBN - 7	14 SEP 2023	AD 2 OEDF - 35	22 AUG 2024
AD 2 OEAO - 12	14 SEP 2023	AD 2 OEBN - 8	14 SEP 2023	AD 2 OEDF - 36	14 SEP 2023
AD 2 OEAO - 13	14 SEP 2023	AD 2 OEBN - 9	14 SEP 2023	AD 2 OEDF - 37	22 AUG 2024
AD 2 OEAO - 14	14 SEP 2023	AD 2 OEBN - 10	14 SEP 2023	AD 2 OEDF - 38	14 SEP 2023
AD 2 OEAO - 15	11 JUL 2024	AD 2 OEBN - 11	14 SEP 2023	AD 2 OEDF - 39	20 FEB 2025
AD 2 OEAO - 16	11 JUL 2024	AD 2 OEBN - 12	14 SEP 2023	AD 2 OEDF - 40	14 SEP 2023
AD 2 OEAO - 17	11 JUL 2024	AD 2 OEBQ - 1	14 SEP 2023	AD 2 OEDF - 41	20 FEB 2025
AD 2 OEAO - 18	11 JUL 2024	AD 2 OEBQ - 2	14 SEP 2023	AD 2 OEDF - 42	22 AUG 2024

AD 2 OEDF - 43 22 AUG 2024	AD 2 OEDM - 5 14 SEP 2023	AD 2 OEGN - 7 14 SEP 2023
AD 2 OEDF - 44 22 AUG 2024	AD 2 OEDM - 6 14 SEP 2023	AD 2 OEGN - 8 14 SEP 2023
AD 2 OEDF - 45 20 FEB 2025	AD 2 OEDM - 7 22 AUG 2024	AD 2 OEGN - 9 14 SEP 2023
AD 2 OEDF - 46 22 AUG 2024	AD 2 OEDM - 8 14 SEP 2023	AD 2 OEGN - 10 14 SEP 2023
AD 2 OEDF - 47 22 AUG 2024	AD 2 OEDM - 9 22 AUG 2024	AD 2 OEGN - 11 03 APR 2025
AD 2 OEDF - 48 22 AUG 2024	AD 2 OEDM - 10 14 SEP 2023	AD 2 OEGN - 12 14 SEP 2023
AD 2 OEDF - 49 20 FEB 2025	AD 2 OEDM - 11 14 SEP 2023	AD 2 OEGN - 13 14 SEP 2023
AD 2 OEDF - 50 22 AUG 2024	AD 2 OEDM - 12 05 SEP 2024	AD 2 OEGN - 14 14 SEP 2023
AD 2 OEDF - 51 05 SEP 2024	AD 2 OEDM - 13 14 SEP 2023	AD 2 OEGN - 15 14 SEP 2023
AD 2 OEDF - 52 22 AUG 2024	AD 2 OEDM - 14 14 SEP 2023	AD 2 OEGN - 16 14 SEP 2023
AD 2 OEDF - 53 20 FEB 2025	AD 2 OEDM - 15 14 SEP 2023	AD 2 OEGN - 17 31 OCT 2024
AD 2 OEDF - 54 22 AUG 2024	AD 2 OEDM - 16 14 SEP 2023	AD 2 OEGN - 18 14 SEP 2023
AD 2 OEDF - 55 22 AUG 2024	AD 2 OEDM - 17 14 SEP 2023	AD 2 OEGN - 19 31 OCT 2024
AD 2 OEDF - 56 22 AUG 2024	AD 2 OEDM - 18 14 SEP 2023	AD 2 OEGN - 20 14 SEP 2023
AD 2 OEDF - 57 20 FEB 2025	AD 2 OEDM - 19 14 SEP 2023	AD 2 OEGN - 21 22 AUG 2024
AD 2 OEDF - 58 22 AUG 2024	AD 2 OEDM - 20 14 SEP 2023	AD 2 OEGN - 22 14 SEP 2023
AD 2 OEDF - 59 20 FEB 2025	AD 2 OEDM - 21 14 SEP 2023	AD 2 OEGN - 23 05 SEP 2024
AD 2 OEDF - 60 22 AUG 2024	AD 2 OEDM - 22 14 SEP 2023	AD 2 OEGN - 24 14 SEP 2023
AD 2 OEDF - 61 20 FEB 2025	AD 2 OEDM - 23 14 SEP 2023	AD 2 OEGN - 25 05 SEP 2024
AD 2 OEDF - 62 22 AUG 2024	AD 2 OEDM - 24 14 SEP 2023	AD 2 OEGN - 26 14 SEP 2023
AD 2 OEDF - 63 20 FEB 2025	AD 2 OEDR - 1 14 SEP 2023	AD 2 OEGN - 27 05 SEP 2024
AD 2 OEDF - 64 22 AUG 2024	AD 2 OEDR - 2 08 FEB 2024	AD 2 OEGN - 28 14 SEP 2023
AD 2 OEDF - 65 22 AUG 2024	AD 2 OEDR - 3 14 SEP 2023	AD 2 OEGN - 29 05 SEP 2024
AD 2 OEDF - 66 22 AUG 2024	AD 2 OEDR - 4 14 SEP 2023	AD 2 OEGN - 30 14 SEP 2023
AD 2 OEDF - 67 20 FEB 2025	AD 2 OEDR - 5 14 SEP 2023	AD 2 OEGN - 31 05 SEP 2024
AD 2 OEDF - 68 22 AUG 2024	AD 2 OEDR - 6 31 OCT 2024	AD 2 OEGN - 32 14 SEP 2023
AD 2 OEDF - 69 20 FEB 2025	AD 2 OEDR - 7 31 OCT 2024	AD 2 OEGN - 33 05 SEP 2024
AD 2 OEDF - 70 22 AUG 2024	AD 2 OEDR - 8 28 NOV 2024	AD 2 OEGN - 34 14 SEP 2023
AD 2 OEDF - 71 20 FEB 2025	AD 2 OEDR - 9 28 NOV 2024	AD 2 OEGS - 1 21 MAR 2024
AD 2 OEDF - 72 22 AUG 2024	AD 2 OEDR - 10 28 NOV 2024	AD 2 OEGS - 2 14 SEP 2023
AD 2 OEDF - 73 22 AUG 2024	AD 2 OEDR - 11 05 SEP 2024	AD 2 OEGS - 3 14 SEP 2023
AD 2 OEDF - 74 22 AUG 2024	AD 2 OEDR - 12 14 SEP 2023	AD 2 OEGS - 4 31 OCT 2024
AD 2 OEDF - 75 22 AUG 2024	AD 2 OEDR - 13 14 SEP 2023	AD 2 OEGS - 5 31 OCT 2024
AD 2 OEDF - 76 22 AUG 2024	AD 2 OEDR - 14 14 SEP 2023	AD 2 OEGS - 6 18 APR 2024
AD 2 OEDF - 77 22 AUG 2024	AD 2 OEDR - 15 22 AUG 2024	AD 2 OEGS - 7 18 APR 2024
AD 2 OEDF - 78 22 AUG 2024	AD 2 OEDR - 16 14 SEP 2023	AD 2 OEGS - 8 18 APR 2024
AD 2 OEDF - 79 22 AUG 2024	AD 2 OEDR - 17 14 SEP 2023	AD 2 OEGS - 9 18 APR 2024
AD 2 OEDF - 80 22 AUG 2024	AD 2 OEDR - 18 14 SEP 2023	AD 2 OEGS - 10 18 APR 2024
AD 2 OEDF - 81 22 AUG 2024	AD 2 OEDR - 19 14 SEP 2023	AD 2 OEGS - 11 20 FEB 2025
AD 2 OEDF - 82 22 AUG 2024	AD 2 OEDR - 20 14 SEP 2023	AD 2 OEGS - 12 05 SEP 2024
AD 2 OEDF - 83 20 FEB 2025	AD 2 OEDR - 21 20 FEB 2025	AD 2 OEGS - 13 20 FEB 2025
AD 2 OEDF - 84 22 AUG 2024	AD 2 OEDR - 22 14 SEP 2023	AD 2 OEGS - 14 14 SEP 2023
AD 2 OEDF - 85 22 AUG 2024	AD 2 OEDR - 23 05 SEP 2024	AD 2 OEGS - 15 20 FEB 2025
AD 2 OEDF - 86 22 AUG 2024	AD 2 OEDR - 24 14 SEP 2023	AD 2 OEGS - 16 18 APR 2024
AD 2 OEDF - 87 22 AUG 2024	AD 2 OEDR - 25 05 SEP 2024	AD 2 OEGS - 17 18 APR 2024
AD 2 OEDF - 88 22 AUG 2024	AD 2 OEDR - 26 14 SEP 2023	AD 2 OEGS - 18 18 APR 2024
AD 2 OEDF - 89 22 AUG 2024	AD 2 OEDR - 27 05 SEP 2024	AD 2 OEGS - 19 18 APR 2024
AD 2 OEDF - 90 22 AUG 2024	AD 2 OEDR - 28 14 SEP 2023	AD 2 OEGS - 20 18 APR 2024
AD 2 OEDF - 91 22 AUG 2024	AD 2 OEDR - 29 05 SEP 2024	AD 2 OEGS - 21 18 APR 2024
AD 2 OEDF - 92 22 AUG 2024	AD 2 OEDR - 30 14 SEP 2023	AD 2 OEGS - 22 18 APR 2024
AD 2 OEDF - 93 22 AUG 2024	AD 2 OEDR - 31 14 SEP 2023	AD 2 OEGT - 1 30 NOV 2023
AD 2 OEDF - 94 22 AUG 2024	AD 2 OEDR - 32 14 SEP 2023	AD 2 OEGT - 2 14 SEP 2023
AD 2 OEDF - 95 22 AUG 2024	AD 2 OEDR - 33 14 SEP 2023	AD 2 OEGT - 3 14 SEP 2023
AD 2 OEDF - 96 22 AUG 2024	AD 2 OEDR - 34 14 SEP 2023	AD 2 OEGT - 4 22 AUG 2024
AD 2 OEDF - 97 22 AUG 2024	AD 2 OEGN - 1 14 SEP 2023	AD 2 OEGT - 5 14 SEP 2023
AD 2 OEDF - 98 22 AUG 2024	AD 2 OEGN - 2 11 JUL 2024	AD 2 OEGT - 6 14 SEP 2023
AD 2 OEDM - 1 23 JAN 2025	AD 2 OEGN - 3 21 MAR 2024	AD 2 OEGT - 7 03 APR 2025
AD 2 OEDM - 2 08 AUG 2024	AD 2 OEGN - 4 31 OCT 2024	AD 2 OEGT - 8 14 SEP 2023
AD 2 OEDM - 3 14 SEP 2023	AD 2 OEGN - 5 31 OCT 2024	AD 2 OEGT - 9 14 SEP 2023
AD 2 OEDM - 4 22 AUG 2024	AD 2 OEGN - 6 14 SEP 2023	AD 2 OEGT - 10 14 SEP 2023

AD 2 OEGT - 11	14 SEP 2023	AD 2 OEJF - 3	14 SEP 2023	AD 2 OEJN - 35	20 FEB 2025
AD 2 OEGT - 12	14 SEP 2023	AD 2 OEJF - 4	22 AUG 2024	AD 2 OEJN - 36	26 DEC 2024
AD 2 OEGT - 13	14 SEP 2023	AD 2 OEJF - 5	02 NOV 2023	AD 2 OEJN - 37	20 FEB 2025
AD 2 OEGT - 14	14 SEP 2023	AD 2 OEJF - 6	14 SEP 2023	AD 2 OEJN - 38	22 AUG 2024
AD 2 OEGT - 15	14 SEP 2023	AD 2 OEJF - 7	14 SEP 2023	AD 2 OEJN - 39	20 FEB 2025
AD 2 OEGT - 16	14 SEP 2023	AD 2 OEJF - 8	14 SEP 2023	AD 2 OEJN - 40	14 SEP 2023
AD 2 OEHL - 1	14 SEP 2023	AD 2 OEJL - 1	14 SEP 2023	AD 2 OEJN - 41	20 FEB 2025
AD 2 OEHL - 2	14 SEP 2023	AD 2 OEJL - 2	21 MAR 2024	AD 2 OEJN - 42	22 AUG 2024
AD 2 OEHL - 3	14 SEP 2023	AD 2 OEJL - 3	21 MAR 2024	AD 2 OEJN - 43	20 FEB 2025
AD 2 OEHL - 4	31 OCT 2024	AD 2 OEJL - 4	03 OCT 2024	AD 2 OEJN - 44	14 SEP 2023
AD 2 OEHL - 5	22 AUG 2024	AD 2 OEJL - 5	22 AUG 2024	AD 2 OEJN - 45	26 DEC 2024
AD 2 OEHL - 6	22 AUG 2024	AD 2 OEJL - 6	14 SEP 2023	AD 2 OEJN - 46	14 SEP 2023
AD 2 OEHL - 7	22 AUG 2024	AD 2 OEJL - 7	14 SEP 2023	AD 2 OEJN - 47	26 DEC 2024
AD 2 OEHL - 8	22 AUG 2024	AD 2 OEJL - 8	14 SEP 2023	AD 2 OEJN - 48	14 SEP 2023
AD 2 OEHL - 9	03 APR 2025	AD 2 OEJL - 9	14 SEP 2023	AD 2 OEJN - 49	26 DEC 2024
AD 2 OEHL - 10	22 AUG 2024	AD 2 OEJL - 10	14 SEP 2023	AD 2 OEJN - 50	14 SEP 2023
AD 2 OEHL - 11	22 AUG 2024	AD 2 OEJL - 11	22 FEB 2024	AD 2 OEJN - 51	26 DEC 2024
AD 2 OEHL - 12	14 SEP 2023	AD 2 OEJL - 12	14 SEP 2023	AD 2 OEJN - 52	14 SEP 2023
AD 2 OEHL - 13	22 AUG 2024	AD 2 OEJL - 13	21 MAR 2024	AD 2 OEJN - 53	26 DEC 2024
AD 2 OEHL - 14	14 SEP 2023	AD 2 OEJL - 14	14 SEP 2023	AD 2 OEJN - 54	14 SEP 2023
AD 2 OEHL - 15	22 AUG 2024	AD 2 OEJL - 15	22 FEB 2024	AD 2 OEJN - 55	26 DEC 2024
AD 2 OEHL - 16	22 AUG 2024	AD 2 OEJL - 16	14 SEP 2023	AD 2 OEJN - 56	14 SEP 2023
AD 2 OEHL - 17	22 AUG 2024	AD 2 OEJL - 17	22 FEB 2024	AD 2 OEJN - 57	26 DEC 2024
AD 2 OEHL - 18	22 AUG 2024	AD 2 OEJL - 18	14 SEP 2023	AD 2 OEJN - 58	14 SEP 2023
AD 2 OEHL - 19	22 AUG 2024	AD 2 OEJL - 19	22 FEB 2024	AD 2 OEJN - 59	20 FEB 2025
AD 2 OEHL - 20	22 AUG 2024	AD 2 OEJL - 20	14 SEP 2023	AD 2 OEJN - 60	14 SEP 2023
AD 2 OEHL - 21	22 AUG 2024	AD 2 OEJN - 1	26 DEC 2024	AD 2 OEJN - 61	26 DEC 2024
AD 2 OEHL - 22	22 AUG 2024	AD 2 OEJN - 2	20 FEB 2025	AD 2 OEJN - 62	14 SEP 2023
AD 2 OEHL - 23	22 AUG 2024	AD 2 OEJN - 3	20 FEB 2025	AD 2 OEJN - 63	26 DEC 2024
AD 2 OEHL - 24	22 AUG 2024	AD 2 OEJN - 4	26 DEC 2024	AD 2 OEJN - 64	14 SEP 2023
AD 2 OEHL - 25	22 AUG 2024	AD 2 OEJN - 5	23 JAN 2025	AD 2 OEJN - 65	20 FEB 2025
AD 2 OEHL - 26	22 AUG 2024	AD 2 OEJN - 6	26 DEC 2024	AD 2 OEJN - 66	14 SEP 2023
AD 2 OEHR - 1	14 SEP 2023	AD 2 OEJN - 7	26 DEC 2024	AD 2 OEJN - 67	20 FEB 2025
AD 2 OEHR - 2	14 SEP 2023	AD 2 OEJN - 8	26 DEC 2024	AD 2 OEJN - 68	14 SEP 2023
AD 2 OEHR - 3	14 SEP 2023	AD 2 OEJN - 9	26 DEC 2024	AD 2 OEJN - 69	26 DEC 2024
AD 2 OEHR - 4	22 AUG 2024	AD 2 OEJN - 10	26 DEC 2024	AD 2 OEJN - 70	14 SEP 2023
AD 2 OEHR - 5	14 SEP 2023	AD 2 OEJN - 11	26 DEC 2024	AD 2 OEJN - 71	26 DEC 2024
AD 2 OEHR - 6	14 SEP 2023	AD 2 OEJN - 12	26 DEC 2024	AD 2 OEJN - 72	14 SEP 2023
AD 2 OEHW - 1	14 SEP 2023	AD 2 OEJN - 13	26 DEC 2024	AD 2 OEJN - 73	26 DEC 2024
AD 2 OEHW - 2	14 SEP 2023	AD 2 OEJN - 14	26 DEC 2024	AD 2 OEJN - 74	14 SEP 2023
AD 2 OEHW - 3	14 SEP 2023	AD 2 OEJN - 15	26 DEC 2024	AD 2 OEJN - 75	20 FEB 2025
AD 2 OEHW - 4	22 AUG 2024	AD 2 OEJN - 16	26 DEC 2024	AD 2 OEJN - 76	14 SEP 2023
AD 2 OEHW - 5	14 SEP 2023	AD 2 OEJN - 17	26 DEC 2024	AD 2 OEJN - 77	26 DEC 2024
AD 2 OEHW - 6	14 SEP 2023	AD 2 OEJN - 18	26 DEC 2024	AD 2 OEJN - 78	14 SEP 2023
AD 2 OEJB - 1	14 SEP 2023	AD 2 OEJN - 19	26 DEC 2024	AD 2 OEJN - 79	23 JAN 2025
AD 2 OEJB - 2	14 SEP 2023	AD 2 OEJN - 20	26 DEC 2024	AD 2 OEJN - 80	14 SEP 2023
AD 2 OEJB - 3	14 SEP 2023	AD 2 OEJN - 21	26 DEC 2024	AD 2 OEJN - 81	26 DEC 2024
AD 2 OEJB - 4	31 OCT 2024	AD 2 OEJN - 22	20 FEB 2025	AD 2 OEJN - 82	02 NOV 2023
AD 2 OEJB - 5	22 AUG 2024	AD 2 OEJN - 23	26 DEC 2024	AD 2 OEJN - 83	26 DEC 2024
AD 2 OEJB - 6	22 AUG 2024	AD 2 OEJN - 24	26 DEC 2024	AD 2 OEJN - 84	13 JUN 2024
AD 2 OEJB - 7	03 APR 2025	AD 2 OEJN - 25	26 DEC 2024	AD 2 OEJN - 85	26 DEC 2024
AD 2 OEJB - 8	14 SEP 2023	AD 2 OEJN - 26	26 DEC 2024	AD 2 OEJN - 86	02 NOV 2023
AD 2 OEJB - 9	22 FEB 2024	AD 2 OEJN - 27	26 DEC 2024	AD 2 OEJN - 87	26 DEC 2024
AD 2 OEJB - 10	14 SEP 2023	AD 2 OEJN - 28	26 DEC 2024	AD 2 OEJN - 88	13 JUN 2024
AD 2 OEJB - 11	22 FEB 2024	AD 2 OEJN - 29	26 DEC 2024	AD 2 OEJN - 89	26 DEC 2024
AD 2 OEJB - 12	14 SEP 2023	AD 2 OEJN - 30	26 DEC 2024	AD 2 OEJN - 90	11 JUL 2024
AD 2 OEJB - 13	22 FEB 2024	AD 2 OEJN - 31	26 DEC 2024	AD 2 OEJN - 91	03 APR 2025
AD 2 OEJB - 14	14 SEP 2023	AD 2 OEJN - 32	26 DEC 2024	AD 2 OEJN - 92	26 DEC 2024
AD 2 OEJF - 1	14 SEP 2023	AD 2 OEJN - 33	26 DEC 2024	AD 2 OEJN - 93	26 DEC 2024
AD 2 OEJF - 2	14 SEP 2023	AD 2 OEJN - 34	26 DEC 2024	AD 2 OEJN - 94	22 AUG 2024

AD 2 OEJN - 95 23 JAN 2025	AD 2 OEJN - 155 26 DEC 2024	AD 2 OEKF - 3 14 SEP 2023
AD 2 OEJN - 96 26 DEC 2024	AD 2 OEJN - 156 26 DEC 2024	AD 2 OEKF - 4 14 SEP 2023
AD 2 OEJN - 97 23 JAN 2025	AD 2 OEJN - 157 23 JAN 2025	AD 2 OEKF - 5 22 AUG 2024
AD 2 OEJN - 98 22 AUG 2024	AD 2 OEJN - 158 26 DEC 2024	AD 2 OEKF - 6 28 DEC 2023
AD 2 OEJN - 99 03 APR 2025	AD 2 OEJN - 159 26 DEC 2024	AD 2 OEKF - 7 20 MAR 2025
AD 2 OEJN - 100 03 APR 2025	AD 2 OEJN - 160 26 DEC 2024	AD 2 OEKF - 8 14 SEP 2023
AD 2 OEJN - 101 23 JAN 2025	AD 2 OEJN - 161 26 DEC 2024	AD 2 OEKF - 9 20 MAR 2025
AD 2 OEJN - 102 22 AUG 2024	AD 2 OEJN - 162 26 DEC 2024	AD 2 OEKF - 10 14 SEP 2023
AD 2 OEJN - 103 20 FEB 2025	AD 2 OEJN - 163 26 DEC 2024	AD 2 OEKF - 11 08 AUG 2024
AD 2 OEJN - 104 20 FEB 2025	AD 2 OEJN - 164 22 AUG 2024	AD 2 OEKF - 12 08 AUG 2024
AD 2 OEJN - 105 20 FEB 2025	AD 2 OEJN - 165 26 DEC 2024	AD 2 OEKF - 13 08 AUG 2024
AD 2 OEJN - 106 22 AUG 2024	AD 2 OEJN - 166 20 FEB 2025	AD 2 OEKF - 14 08 AUG 2024
AD 2 OEJN - 107 03 APR 2025	AD 2 OEJN - 167 26 DEC 2024	AD 2 OEKF - 15 08 AUG 2024
AD 2 OEJN - 108 20 FEB 2025	AD 2 OEJN - 168 26 DEC 2024	AD 2 OEKF - 16 18 APR 2024
AD 2 OEJN - 109 03 APR 2025	AD 2 OEJN - 169 23 JAN 2025	AD 2 OEKF - 17 08 AUG 2024
AD 2 OEJN - 110 22 AUG 2024	AD 2 OEJN - 170 26 DEC 2024	AD 2 OEKF - 18 18 APR 2024
AD 2 OEJN - 111 03 APR 2025	AD 2 OEJN - 171 26 DEC 2024	AD 2 OEKK - 1 14 SEP 2023
AD 2 OEJN - 112 03 APR 2025	AD 2 OEJN - 172 23 JAN 2025	AD 2 OEKK - 2 14 SEP 2023
AD 2 OEJN - 113 03 APR 2025	AD 2 OEJN - 173 26 DEC 2024	AD 2 OEKK - 3 14 SEP 2023
AD 2 OEJN - 114 22 AUG 2024	AD 2 OEJN - 174 20 FEB 2025	AD 2 OEKK - 4 20 FEB 2025
AD 2 OEJN - 115 26 DEC 2024	AD 2 OEJN - 175 26 DEC 2024	AD 2 OEKK - 5 14 SEP 2023
AD 2 OEJN - 116 26 DEC 2024	AD 2 OEJN - 176 26 DEC 2024	AD 2 OEKK - 6 14 SEP 2023
AD 2 OEJN - 117 26 DEC 2024	AD 2 OEJN - 177 26 DEC 2024	AD 2 OEKK - 7 14 SEP 2023
AD 2 OEJN - 118 26 DEC 2024	AD 2 OEJN - 178 26 DEC 2024	AD 2 OEKK - 8 14 SEP 2023
AD 2 OEJN - 119 26 DEC 2024	AD 2 OEJN - 179 20 MAR 2025	AD 2 OEKK - 9 31 OCT 2024
AD 2 OEJN - 120 26 DEC 2024	AD 2 OEJN - 180 26 DEC 2024	AD 2 OEKK - 10 14 SEP 2023
AD 2 OEJN - 121 26 DEC 2024	AD 2 OEJN - 181 26 DEC 2024	AD 2 OEKK - 11 14 SEP 2023
AD 2 OEJN - 122 23 JAN 2025	AD 2 OEJN - 182 26 DEC 2024	AD 2 OEKK - 12 14 SEP 2023
AD 2 OEJN - 123 23 JAN 2025	AD 2 OEJN - 183 20 FEB 2025	AD 2 OEKK - 13 14 SEP 2023
AD 2 OEJN - 124 26 DEC 2024	AD 2 OEJN - 184 26 DEC 2024	AD 2 OEKK - 14 14 SEP 2023
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AD 2 OEKN - 2 14 SEP 2023	AD 2 OEMA - 56 26 DEC 2024	AD 2 OENG - 16 02 JAN 2025
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AD 2 OEMA - 18 14 SEP 2023	AD 2 OEMA - 78 26 DEC 2024	AD 2 OENN - 10 14 SEP 2023
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AD 2 OEMA - 42 02 JAN 2025	AD 2 OENG - 2 30 NOV 2023	AD 2 OEOM - 10 14 SEP 2023
AD 2 OEMA - 43 23 JAN 2025	AD 2 OENG - 3 14 SEP 2023	AD 2 OEOM - 11 22 AUG 2024
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AD 2 OEMA - 46 02 JAN 2025	AD 2 OENG - 6 14 SEP 2023	AD 2 OEOM - 14 14 SEP 2023
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AD 2 OEPA - 8	14 SEP 2023	AD 2 OEPS - 22	30 NOV 2023	AD 2 OERK - 34	14 SEP 2023
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AD 2 OEPA - 10	14 SEP 2023	AD 2 OERB - 2	20 MAR 2025	AD 2 OERK - 36	14 SEP 2023
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AD 2 OEPA - 12	14 SEP 2023	AD 2 OERB - 4	20 MAR 2025	AD 2 OERK - 38	14 SEP 2023
AD 2 OEPA - 13	14 SEP 2023	AD 2 OERB - 5	20 MAR 2025	AD 2 OERK - 39	26 DEC 2024
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AD 2 OEPA - 15	14 SEP 2023	AD 2 OERB - 7	22 AUG 2024	AD 2 OERK - 41	23 JAN 2025
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AD 2 OEPS - 5	22 AUG 2024	AD 2 OERK - 17	26 DEC 2024	AD 2 OERK - 77	20 MAR 2025
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AD 2 OEPS - 8	14 SEP 2023	AD 2 OERK - 20	26 DEC 2024	AD 2 OERK - 80	26 DEC 2024
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AD 2 OEPS - 10	14 SEP 2023	AD 2 OERK - 22	14 SEP 2023	AD 2 OERK - 82	26 DEC 2024
AD 2 OEPS - 11	30 NOV 2023	AD 2 OERK - 23	26 DEC 2024	AD 2 OERK - 83	23 JAN 2025
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AD 2 OEPS - 13	30 NOV 2023	AD 2 OERK - 25	03 APR 2025	AD 2 OERK - 85	23 JAN 2025
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AD 2 OEPS - 15	30 NOV 2023	AD 2 OERK - 27	26 DEC 2024	AD 2 OERK - 87	23 JAN 2025
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AD 2 OERK - 93 23 JAN 2025	AD 2 OERR - 3 14 SEP 2023	AD 2 OERS - 35 03 APR 2025
AD 2 OERK - 94 23 JAN 2025	AD 2 OERR - 4 31 OCT 2024	AD 2 OERS - 36 23 JAN 2025
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AD 2 OERK - 96 26 DEC 2024	AD 2 OERR - 6 14 SEP 2023	AD 2 OERS - 38 23 JAN 2025
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AD 2 OERK - 98 23 JAN 2025	AD 2 OERR - 8 14 SEP 2023	AD 2 OERS - 40 23 JAN 2025
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AD 2 OERK - 103 23 JAN 2025	AD 2 OERR - 13 14 SEP 2023	AD 2 OERT - 5 14 SEP 2023
AD 2 OERK - 104 23 JAN 2025	AD 2 OERR - 14 14 SEP 2023	AD 2 OERT - 6 14 SEP 2023
AD 2 OERK - 105 23 JAN 2025	AD 2 OERR - 15 22 AUG 2024	AD 2 OESB - 1 14 SEP 2023
AD 2 OERK - 106 26 DEC 2024	AD 2 OERR - 16 14 SEP 2023	AD 2 OESB - 2 14 SEP 2023
AD 2 OERK - 107 23 JAN 2025	AD 2 OERR - 17 14 SEP 2023	AD 2 OESB - 3 14 SEP 2023
AD 2 OERK - 108 26 DEC 2024	AD 2 OERR - 18 14 SEP 2023	AD 2 OESB - 4 22 AUG 2024
AD 2 OERK - 109 23 JAN 2025	AD 2 OERR - 19 14 SEP 2023	AD 2 OESB - 5 14 SEP 2023
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AD 2 OERK - 111 20 FEB 2025	AD 2 OERR - 21 14 SEP 2023	AD 2 OESH - 1 05 SEP 2024
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AD 2 OERK - 113 20 FEB 2025	AD 2 OERR - 23 14 SEP 2023	AD 2 OESH - 3 28 NOV 2024
AD 2 OERK - 114 26 DEC 2024	AD 2 OERR - 24 14 SEP 2023	AD 2 OESH - 4 28 NOV 2024
AD 2 OERK - 115 23 JAN 2025	AD 2 OERR - 25 05 SEP 2024	AD 2 OESH - 5 31 OCT 2024
AD 2 OERK - 116 26 DEC 2024	AD 2 OERR - 26 30 NOV 2023	AD 2 OESH - 6 31 OCT 2024
AD 2 OERK - 117 23 JAN 2025	AD 2 OERR - 27 05 SEP 2024	AD 2 OESH - 7 03 APR 2025
AD 2 OERK - 118 23 JAN 2025	AD 2 OERR - 28 14 SEP 2023	AD 2 OESH - 8 14 SEP 2023
AD 2 OERK - 119 26 DEC 2024	AD 2 OERS - 1 31 OCT 2024	AD 2 OESH - 9 05 SEP 2024
AD 2 OERK - 120 23 JAN 2025	AD 2 OERS - 2 23 JAN 2025	AD 2 OESH - 10 14 SEP 2023
AD 2 OERK - 121 23 JAN 2025	AD 2 OERS - 3 20 FEB 2025	AD 2 OESH - 11 05 SEP 2024
AD 2 OERK - 122 26 DEC 2024	AD 2 OERS - 4 08 AUG 2024	AD 2 OESH - 12 22 AUG 2024
AD 2 OERK - 123 23 JAN 2025	AD 2 OERS - 5 31 OCT 2024	AD 2 OESH - 13 22 AUG 2024
AD 2 OERK - 124 23 JAN 2025	AD 2 OERS - 6 23 JAN 2025	AD 2 OESH - 14 14 SEP 2023
AD 2 OERK - 125 20 MAR 2025	AD 2 OERS - 7 03 APR 2025	AD 2 OESH - 15 05 SEP 2024
AD 2 OERK - 126 26 DEC 2024	AD 2 OERS - 8 20 FEB 2025	AD 2 OESH - 16 05 SEP 2024
AD 2 OERK - 127 23 JAN 2025	AD 2 OERS - 9 23 JAN 2025	AD 2 OESH - 17 14 SEP 2023
AD 2 OERK - 128 26 DEC 2024	AD 2 OERS - 10 23 JAN 2025	AD 2 OESH - 18 14 SEP 2023
AD 2 OERK - 129 26 DEC 2024	AD 2 OERS - 11 20 FEB 2025	AD 2 OESK - 1 30 NOV 2023
AD 2 OERK - 130 26 DEC 2024	AD 2 OERS - 12 07 DEC 2023	AD 2 OESK - 2 14 SEP 2023
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AD 2 OERM - 4 22 AUG 2024	AD 2 OERS - 16 07 DEC 2023	AD 2 OESK - 6 21 MAR 2024
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AD 2 OERM - 8 14 SEP 2023	AD 2 OERS - 20 07 DEC 2023	AD 2 OESK - 10 14 SEP 2023
AD 2 OERM - 9 02 JAN 2025	AD 2 OERS - 21 20 FEB 2025	AD 2 OESK - 11 21 MAR 2024
AD 2 OERM - 10 14 SEP 2023	AD 2 OERS - 22 07 DEC 2023	AD 2 OESK - 12 14 SEP 2023
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AD 2 OERM - 13 05 SEP 2024	AD 2 OERS - 25 31 OCT 2024	AD 2 OESK - 15 21 MAR 2024
AD 2 OERM - 14 14 SEP 2023	AD 2 OERS - 26 31 OCT 2024	AD 2 OESK - 16 14 SEP 2023
AD 2 OERM - 15 05 SEP 2024	AD 2 OERS - 27 31 OCT 2024	AD 2 OEST - 1 14 SEP 2023
AD 2 OERM - 16 14 SEP 2023	AD 2 OERS - 28 26 DEC 2024	AD 2 OEST - 2 14 SEP 2023
AD 2 OERM - 17 22 FEB 2024	AD 2 OERS - 29 03 APR 2025	AD 2 OEST - 3 14 SEP 2023
AD 2 OERM - 18 14 SEP 2023	AD 2 OERS - 30 23 JAN 2025	AD 2 OEST - 4 22 AUG 2024
AD 2 OERM - 19 22 AUG 2024	AD 2 OERS - 31 03 APR 2025	AD 2 OEST - 5 14 SEP 2023
AD 2 OERM - 20 14 SEP 2023	AD 2 OERS - 32 23 JAN 2025	AD 2 OEST - 6 14 SEP 2023

AD 2 OEST - 7	14 SEP 2023	AD 2 OETF - 25	31 OCT 2024	AD 2 OETR - 11	05 SEP 2024
AD 2 OEST - 8	14 SEP 2023	AD 2 OETF - 26	31 OCT 2024	AD 2 OETR - 12	14 SEP 2023
AD 2 OEST - 9	14 SEP 2023	AD 2 OETF - 27	05 SEP 2024	AD 2 OEUD - 1	14 SEP 2023
AD 2 OEST - 10	14 SEP 2023	AD 2 OETF - 28	05 SEP 2024	AD 2 OEUD - 2	14 SEP 2023
AD 2 OEST - 11	14 SEP 2023	AD 2 OETF - 29	05 SEP 2024	AD 2 OEUD - 3	14 SEP 2023
AD 2 OEST - 12	14 SEP 2023	AD 2 OETF - 30	05 SEP 2024	AD 2 OEUD - 4	22 AUG 2024
AD 2 OETB - 1	14 SEP 2023	AD 2 OETF - 31	05 SEP 2024	AD 2 OEUD - 5	14 SEP 2023
AD 2 OETB - 2	20 FEB 2025	AD 2 OETF - 32	05 SEP 2024	AD 2 OEUD - 6	14 SEP 2023
AD 2 OETB - 3	14 SEP 2023	AD 2 OETF - 33	05 SEP 2024	AD 2 OEUM - 1	05 SEP 2024
AD 2 OETB - 4	16 MAY 2024	AD 2 OETF - 34	05 SEP 2024	AD 2 OEUM - 2	14 SEP 2023
AD 2 OETB - 5	31 OCT 2024	AD 2 OETF - 35	31 OCT 2024	AD 2 OEUM - 3	14 SEP 2023
AD 2 OETB - 6	31 OCT 2024	AD 2 OETF - 36	05 SEP 2024	AD 2 OEUM - 4	22 AUG 2024
AD 2 OETB - 7	22 AUG 2024	AD 2 OETF - 37	31 OCT 2024	AD 2 OEUM - 5	14 SEP 2023
AD 2 OETB - 8	22 AUG 2024	AD 2 OETF - 38	31 OCT 2024	AD 2 OEUM - 6	14 SEP 2023
AD 2 OETB - 9	22 AUG 2024	AD 2 OETF - 39	26 DEC 2024	AD 2 OEWD - 1	05 SEP 2024
AD 2 OETB - 10	22 AUG 2024	AD 2 OETF - 40	05 SEP 2024	AD 2 OEWD - 2	30 NOV 2023
AD 2 OETB - 11	03 APR 2025	AD 2 OETF - 41	05 SEP 2024	AD 2 OEWD - 3	14 SEP 2023
AD 2 OETB - 12	14 SEP 2023	AD 2 OETF - 42	14 SEP 2023	AD 2 OEWD - 4	22 AUG 2024
AD 2 OETB - 13	11 JUL 2024	AD 2 OETF - 43	31 OCT 2024	AD 2 OEWD - 5	14 SEP 2023
AD 2 OETB - 14	14 SEP 2023	AD 2 OETF - 44	31 OCT 2024	AD 2 OEWD - 6	14 SEP 2023
AD 2 OETB - 15	22 AUG 2024	AD 2 OETF - 45	05 SEP 2024	AD 2 OEWD - 7	03 APR 2025
AD 2 OETB - 16	14 SEP 2023	AD 2 OETF - 46	05 SEP 2024	AD 2 OEWD - 8	14 SEP 2023
AD 2 OETB - 17	22 AUG 2024	AD 2 OETF - 47	31 OCT 2024	AD 2 OEWD - 9	14 SEP 2023
AD 2 OETB - 18	14 SEP 2023	AD 2 OETF - 48	05 SEP 2024	AD 2 OEWD - 10	14 SEP 2023
AD 2 OETB - 19	22 AUG 2024	AD 2 OETF - 49	05 SEP 2024	AD 2 OEWD - 11	14 SEP 2023
AD 2 OETB - 20	14 SEP 2023	AD 2 OETF - 50	05 SEP 2024	AD 2 OEWD - 12	22 AUG 2024
AD 2 OETB - 21	14 SEP 2023	AD 2 OETF - 51	05 SEP 2024	AD 2 OEWD - 13	14 SEP 2023
AD 2 OETB - 22	14 SEP 2023	AD 2 OETF - 52	05 SEP 2024	AD 2 OEWD - 14	14 SEP 2023
AD 2 OETB - 23	22 AUG 2024	AD 2 OETF - 53	05 SEP 2024	AD 2 OEWD - 15	14 SEP 2023
AD 2 OETB - 24	14 SEP 2023	AD 2 OETF - 54	05 SEP 2024	AD 2 OEWD - 16	14 SEP 2023
AD 2 OETB - 25	14 SEP 2023	AD 2 OETF - 55	31 OCT 2024	AD 2 OEWD - 17	14 SEP 2023
AD 2 OETB - 26	14 SEP 2023	AD 2 OETF - 56	05 SEP 2024	AD 2 OEWD - 18	14 SEP 2023
AD 2 OETB - 27	22 AUG 2024	AD 2 OETF - 57	31 OCT 2024	AD 2 OEWD - 19	22 AUG 2024
AD 2 OETB - 28	14 SEP 2023	AD 2 OETF - 58	05 SEP 2024	AD 2 OEWD - 20	14 SEP 2023
AD 2 OETB - 29	22 AUG 2024	AD 2 OETH - 1	14 SEP 2023	AD 2 OEWJ - 1	20 MAR 2025
AD 2 OETB - 30	14 SEP 2023	AD 2 OETH - 2	14 SEP 2023	AD 2 OEWJ - 2	30 NOV 2023
AD 2 OETF - 1	05 SEP 2024	AD 2 OETH - 3	14 SEP 2023	AD 2 OEWJ - 3	14 SEP 2023
AD 2 OETF - 2	20 FEB 2025	AD 2 OETH - 4	31 OCT 2024	AD 2 OEWJ - 4	31 OCT 2024
AD 2 OETF - 3	31 OCT 2024	AD 2 OETH - 5	31 OCT 2024	AD 2 OEWJ - 5	31 OCT 2024
AD 2 OETF - 4	14 SEP 2023	AD 2 OETH - 6	31 OCT 2024	AD 2 OEWJ - 6	31 OCT 2024
AD 2 OETF - 5	31 OCT 2024	AD 2 OETH - 7	31 OCT 2024	AD 2 OEWJ - 7	31 OCT 2024
AD 2 OETF - 6	31 OCT 2024	AD 2 OETH - 8	14 SEP 2023	AD 2 OEWJ - 8	31 OCT 2024
AD 2 OETF - 7	23 JAN 2025	AD 2 OETH - 9	14 SEP 2023	AD 2 OEWJ - 9	28 DEC 2023
AD 2 OETF - 8	23 JAN 2025	AD 2 OETH - 10	14 SEP 2023	AD 2 OEWJ - 10	14 SEP 2023
AD 2 OETF - 9	23 JAN 2025	AD 2 OETN - 1	14 SEP 2023	AD 2 OEWJ - 11	14 SEP 2023
AD 2 OETF - 10	23 JAN 2025	AD 2 OETN - 2	14 SEP 2023	AD 2 OEWJ - 12	14 SEP 2023
AD 2 OETF - 11	23 JAN 2025	AD 2 OETN - 3	14 SEP 2023	AD 2 OEWJ - 13	02 NOV 2023
AD 2 OETF - 12	14 SEP 2023	AD 2 OETN - 4	22 AUG 2024	AD 2 OEWJ - 14	02 NOV 2023
AD 2 OETF - 13	03 APR 2025	AD 2 OETN - 5	14 SEP 2023	AD 2 OEWJ - 15	22 AUG 2024
AD 2 OETF - 14	14 SEP 2023	AD 2 OETN - 6	14 SEP 2023	AD 2 OEWJ - 16	14 SEP 2023
AD 2 OETF - 15	31 OCT 2024	AD 2 OETR - 1	05 SEP 2024	AD 2 OEWJ - 17	14 SEP 2023
AD 2 OETF - 16	14 SEP 2023	AD 2 OETR - 2	03 APR 2025	AD 2 OEWJ - 18	14 SEP 2023
AD 2 OETF - 17	26 DEC 2024	AD 2 OETR - 3	14 SEP 2023	AD 2 OEWJ - 19	14 SEP 2023
AD 2 OETF - 18	14 SEP 2023	AD 2 OETR - 4	31 OCT 2024	AD 2 OEWJ - 20	14 SEP 2023
AD 2 OETF - 19	31 OCT 2024	AD 2 OETR - 5	22 AUG 2024	AD 2 OEWJ - 21	14 SEP 2023
AD 2 OETF - 20	31 OCT 2024	AD 2 OETR - 6	14 SEP 2023	AD 2 OEWJ - 22	14 SEP 2023
AD 2 OETF - 21	31 OCT 2024	AD 2 OETR - 7	14 SEP 2023	AD 2 OEWJ - 23	14 SEP 2023
AD 2 OETF - 22	31 OCT 2024	AD 2 OETR - 8	14 SEP 2023	AD 2 OEWJ - 24	14 SEP 2023
AD 2 OETF - 23	31 OCT 2024	AD 2 OETR - 9	05 SEP 2024	AD 2 OEWJ - 25	14 SEP 2023
AD 2 OETF - 24	31 OCT 2024	AD 2 OETR - 10	14 SEP 2023	AD 2 OEWJ - 26	14 SEP 2023

	AD 2 OEWJ - 27	02 NOV 2023
	AD 2 OEWJ - 28	14 SEP 2023
	AD 2 OEYN - 1	30 NOV 2023
	AD 2 OEYN - 2	14 SEP 2023
	AD 2 OEYN - 3	14 SEP 2023
	AD 2 OEYN - 4	22 AUG 2024
	AD 2 OEYN - 5	14 SEP 2023
	AD 2 OEYN - 6	14 SEP 2023
	AD 2 OEYN - 7	14 SEP 2023
	AD 2 OEYN - 8	14 SEP 2023
	AD 2 OEYN - 9	14 SEP 2023
	AD 2 OEYN - 10	14 SEP 2023
	AD 2 OEYN - 11	14 SEP 2023
	AD 2 OEYN - 12	14 SEP 2023
	AD 2 OEYN - 13	05 SEP 2024
	AD 2 OEYN - 14	14 SEP 2023
	AD 2 OEYN - 15	14 SEP 2023
	AD 2 OEYN - 16	14 SEP 2023
	AD 2 OEYN - 17	14 SEP 2023
	AD 2 OEYN - 18	14 SEP 2023
	AD 2 OEYN - 19	02 NOV 2023
	AD 2 OEYN - 20	14 SEP 2023
	AD 2 OEYN - 21	14 SEP 2023
	AD 2 OEYN - 22	28 DEC 2023
AD 3		
	AD 3 - 1	14 SEP 2023
	AD 3 - 2	14 SEP 2023

GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

1.2.1 General

1.2.1.1. All flights into or over the territory of the Saudi Arabia and landing in such territory must be carried out in accordance with the laws and implementing regulations of the Saudi Arabia regarding civil aviation.

1.2.1.2. The Applications for Flight Permit are conducted through the Administration of Air Transport General Department.

1.2.1.3. The actions for flight permits are carried out by the Flights Authorization Department.

1.2.1.4. Aircraft landing in or departing from the territory of the Saudi Arabia must first land at or finally depart from, an international aerodrome (see ADI and AD 2) except as may be otherwise noted in this section.

1.2.1.5. Subject to the observance of the applicable laws, rules, conditions, and limitations as described below, any foreign civil aircraft registered and manufactured in any foreign country which is a Contracting State to the Convention of International Civil Aviation (Chicago Convention) may be navigated in the Saudi Arabia airspace. Foreign civil aircraft manufactured in a country which at the time of manufacture was not a Contracting State to the Convention may be navigated in the Saudi Arabia airspace if the country has notified !CAO that the aircraft meets the standards described in the Chicago Convention or if a notice has been filed with GACA Air Transport & International cooperation Sector through diplomatic channels, that the aircraft meets the standards described in the Chicago Convention.

1.2.1.6. Aircraft registered under the laws of foreign countries, not Contracting States to the Convention, may be navigated in Saudi Arabia airspace only when the President of the GACA.

1.2.1.7. All foreign civil aircraft operated to, from, or within the Saudi Arabia must carry on board effective certificates of registration and airworthiness issued by the country of registry. Also, each member of the flight crew must carry a valid airman certificate or license authorizing that member to perform their assigned functions in the aircraft.

1.2.1.8. The applications for flight permit are assessed based on the safety, security, and commercial rights of KSA

1.2.1.9. Aircraft operators should comply with the respective AIPs for the permit requirements for flights intending to enter, depart, or overfly the KSA airspace along with the planned flight routes.

1.2.1.10. Each person piloting the aircraft under IFR

- Holds a current instrument rating issued under GACAR Part 61 or is authorized by his foreign pilot licence to pilot under IFR
- Is thoroughly familiar with Saudi Arabia en-route, holding, and descent procedures
- At least one flight crew member of that aircraft is able to conduct
- Two way radiotelephone communications in the English language and that flight crew member is on duty while the aircraft is approaching, operating within, or departing the Kingdom of Saudi Arabia.

1.2.1.11. All foreign air operators in the Saudi Arabia must adhere to Annex 6 Operation of Aircraft.

1.2.2 Permit application procedures

1.2.2.1 General

1.2.2.1.1. Application for permits in respect of all civil aircraft operations referred to herein shall be submitted to the GACA (Oboor System) Air Transport & international cooperation sector at the address (https://eservices.gaca.gov.sa/CWC/user/login.xhtml) it is mostly required to establish coordination with the civil and military institutions and Airports.

1.2.2.1.2. Accordingly, the application periods must be observed to complete the coordination process of the relevant flight permit. The applications not complying with such periods, are not considered.

1.2.2.1.3. The completed flight request (Private flights, normal overflight, normal tech stop) shall be submitted no less than (72 hrs.) before the date of the Flight.

1.2.2.2 Procedures (Oboor System)

1.2.2.2.1. (Oboor System) serves as a platform for all local and foreign airlines, and agents to apply their flights. This system aims to facilitate airlines operations, non-scheduled flights, & overflight scheduled, General Aviation etc. by providing a one-stop web based.

1.2.2.2.2. With (Oboor System) airline(s) or agent(s) or appointed ground handler(s) are now able to monitor the status of their application submitted through the system and required to apply for flight permit via (Oboor System)

1.2.2.2.3. First time user of (Oboor System) would need to register via (https://eservices.gaca.gov.sa/CWC/user/login.xhtml)

1.2.2.2.4. The requirement will be based on the purpose of flight that selected in the system.

1.2.2.2.5. Applications for flight permits to land in or overfly Saudi Arabia territory must contain the following information.

1.2.2.2.5.1. Type of clearance requested (landing / overfly)

1.2.2.2.5.2. Type of permit based on operation.

1.2.2.2.5.2.1. **General Aviation flights (Single flight) :**

1. Private
2. Charter non schedule
3. Charter Schedule flights
4. Delivery
5. Tech stop
6. Ambulance
7. Cargo (Normal / Dangerous) goods
8. Aerial works Flights
9. Demo Flights
10. Other

Note: For Further Details in relation to Dangerous goods Flights Permits see paragraph 1.2.2.5

1.2.2.2.5.2.2. **Annual permit for General Aviation/private (revenue and non-revenue):**

- This permit authorizes the holder to land or overfly the territory of Saudi Arabia.
- It is valid for both Saudi (revenue / non-revenue) and foreign (non-revenue) operators, ensuring compliance with local regulations.
- Must apply request through an authorized agent or valid account.

All appliers must follow rule and conditions below:

Annual permit Rule and conditions.
Rules that must be followed.
Adhere to the Saudi Aeronautical Information Publication (AIP) and GACA Relevant Laws and Regulations.
Adhere to airports operational hours, and coordinate with airport operations department and Air Defense Notification Center (ADNC) prior operating each flight. The requester shall be responsible in case of any violation.
The requester must obtain ground handling confirmation in KSA airport) prior operating each flight. The requester shall be responsible in case of any violation.
Operating the aircraft for commercial purposes is strictly prohibited, excluding entities which are licensed for commercial operations.
Amendment and/or alteration of any information mentioned in this clearance is not allowed, nor using it for different purposes.
Flight plan and Passengers list (manifest) must be submitted to flight authorization department for each flight by using “notification flight option " on CWC under annual clearance, before operating. Except medevac flight.
Renewal of the annual permit shall be requested at least three weeks prior to the expiry date.
Non-Compliance to the above-mentioned instructions may result in permit cancellation and applying the appropriate penalties as stipulated in the Saudi Civil Aviation Law.
Periodical random inspections will be conducted to ensure the requester adhere to all rules.

1.2.2.2.5.2.3. **Commercial flights:**

1. Overflight Commercial IATA seasonal Scheduled
2. Landing Commercial Schedule flights

1.2.2.2.5.2.4. **Overflight Commercial IATA seasonal Scheduled:**

1. Operators have the option to obtain their flight permits by using an authorized agent to apply on their behalf. To do this, they can submit their application to the Flight Authorization Department Email along with an authorization letter.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

1.7.1 GENERAL

1.7.1.1. The civil aviation regulations in Saudi Arabia generally conform to the Standards and Recommended Practices (SARP) of the ICAO Annexes and Procedures for Air Navigation (PANS). The tables provided in GEN 1.7.2 outline the significant differences from the ICAO SARPs and PANS. 1.7.1.2 Readers are reminded that the GACARs do address a number of subject areas not included in the ICAO Annexes.
These subject areas include:

a. Kites, model aircraft and rockets (see GACAR Part 101)

b. Recreational aviation using aircraft not eligible for a type certificate and/or airworthiness certificate (see GACAR Part 103)

c. Parachuting (see GACAR Part 105)

d. Aerial work (see GACAR Part 133)

1.7.1.2 TABLES OF SIGNIFICANT DIFFERENCES

Category (A) Differences: A Contracting State's requirement is more exacting or exceeds SARP. This category applies when the national regulation and practices are more demanding than the corresponding SARPs,or impose an obligation within the scope of the Annex which is not covered by the SARPs. This is of particular importance where a Contracting State requires a higher standard which affects the operation of aircraft of other Contracting States in and above its territory.

Category (B) Differences: A Contracting State's requirement is different in character or other means of compliance. This category applies when national regulation and practices are different in character from the corresponding SARPs, or when the national regulation and practices differ in principle, type or system from the corresponding SARPs, without necessarily imposing an additional obligation. The expression "different in character or other means of compliance" in b) would be applied to a national regulation and practice which achieves, by other means, the same objective as that of the corresponding ICAO SARPs and so cannot be classified under a) or c).

Category (C) Differences: A Contracting State's requirement is less protective or partially implemented/not implemented. This category applies when the national regulation and practices are less protective than the corresponding SARP; when no national regulation has been promulgated to address the corresponding SARP, in whole or in part; or when the Contracting State has failed to bring its practices into full accord with the corresponding SARPs.

DIFFERENCES IN DEFINED TERMS WHERE THE MEANING IS IDENTICAL	
ICAO Term	**Saudi Arabia Term**
Aeroplane	Airplane
Personnel licence	Airman certificate
Certificate of airworthiness	Airworthiness certificate
Maintenance release	Approval for return to service
Approved maintenance organization	Repair station
Co-pilot	Second in command

ANNEX 1 PERSONNEL LICENSING (Fourteenth Edition, Amendment 179)		
Chapter 1	Definitions and General Rules Concerning Licences	
Definitions	The Saudi Arabia uses the term certificate instead of licence.	B
1.2.5.1.2	The Saudi Arabia requires licence holders to record continued competency and currency in their logbooks or using their employer's recordkeeping system.	B
1.2.5.2.6	The Saudi Arabia does not permit the deferral of medical examinations.	C
Chapter 2	Licences and Ratings for Pilots	
2.5	The Saudi Arabia has not implemented the multi-crew pilot licence.	C
3.2	The Saudi Arabia has not implemented the flight navigator licence.	C
Chapter 4	Licences and Ratings for Personnel other than Flight Crew Members	
4.7	The Saudi Arabia has not implemented the aeronautical station operator licence.	C
Chapter 6	Medical Provisions for Licensing	
6.3.2.6.1	For Class 1 medical, electrocardiographic examination required annually after reaching the 40th birthday.	A

ANNEX 2 – RULES OF THE AIR (Eleventh Edition, Amendment 48)		
The rules of the air generally conform with Annex 2 to the Convention on International Civil Aviation and those portions, applicable to aircraft, of the Procedures for Air Navigation Services - Air Traffic Management (Doc 4444) and the Regional Supplementary Procedures (Doc 7030) in force for the MID part of the MID / ASIA Region. All airspace users are reminded that the rules are applicable to all aircraft operations in Saudi Arabian airspace and territory, whether or not within JEDDAH FIR, except when specifically stated to the contrary.		
3.2.5	Aircraft operating into, or out of, any aerodrome not listed in Part 3 - Aerodromes of the Saudi Arabian AIP must conduct its flight in accordance with visual flight rules and during daylight hours only.	A
3.3.1.2	The entire airspace specified in GEN 3.3 paragraph 2 on page GEN 3.3 is a designated area pursuant to 3.3.1.2 c) and d) within which submission of a flight plan is mandatory for all arriving, departing and overflying aircraft.	A
3.3.1.4	Timing for submission of filing flight plans before departure. FPL must be submitted not less than 30 min before departure for all TFC OPS WI JED FIR: All non-scheduled flights intending to operate within or overfly a restricted area or to land at Al Ahsa, Jazan / King Abdullah Bin Abdulaziz, Jubail, KhamisMushait / King Khaled Air Base , King Khaled Military City , Nejran , Sharurah , Tabuk / Prince Sultan Bin Abdulaziz , Al Kharj / Prince Sultan Air Base , Dhahran / King Abdulaziz Air Base, although having permission to operate domestic flights into those aerodromes , are required to submit their flight plan to the Air Defence Notification Centre (OEJDYXYX) to obtain approval prior to departure as follows a) Normal routine: flights - not less than twenty-four hours before departure. b) Urgent flights - not less than twelve hours before departure. c) Emergency flights, for example, hospital aircraft - not less than two hours before departure :	B
3.3.2	Requirement to include the reservation number in the contents of a filed flight plan.	A
3.6.3.1	The entire airspace specified in GEN 3.3 paragraph 2 is a designated area within which all flights, whether controlled or not, must make position reports as specified.	A
4.3	Prohibition of VFR flights at night. Unless otherwise authorized by the President or for local flights in accordance with conditions prescribed by the appropriate ATC facility, no person may operate an aircraft under VFR in the period from sunset to sunrise in Saudi Arabia airspace.	A
4.4	VFR flights is limited to 12,500 feet MSL and below.	A

ANNEX 3 METEOROLOGICAL SERVICE FOR INTERNATIONAL AIR NAVIGATION (Eighteenth Edition, Amendment 76)		
NIL		

ANNEX 4 – AERONAUTICAL CHARTS (Eleventh Edition, Amendment 62)	
NIL	

ANNEX 5 – UNITS OF MEASURMENT TO BE USED IN AIR- GROUND COMMUNICATION (Fifth Edition, Amendment 17)		
3.2.2	The GACAR use the following additional non- SI units: a) Distance (long)= nautical miles (NM) b) Elevation/Distance (vertical) = feet (ft) c) Speed (horizontal) =knot (kt) d) Speed (vertical) = feet (ft) per minute	B

ANNEX 6 – OPERATION OF AIRCRAFT (Ninth Edition)		
Part I	International Commercial Air Transport – Aeroplanes (Amendment 38)	
Chapter 4	Flight Operations	

ANNEX 6 – OPERATION OF AIRCRAFT (Ninth Edition)		
4.9.2	The Saudi Arabia allows turbo-jets that are certificated in the normal category for single pilot operations	B
Chapter 6	Aeroplane Instruments, Equipment and Flight Documents	
6.5.3.1	Life rafts and signaling equipment required beyond 50 NM or 30 minutes unless otherwise authorized.	A
6.18.2	The Saudi Arabia regulations do not require ACAS II for aeroplanes less than 5700 kg.	C
Part II	International General Aviation – Aeroplanes(amendment 33)	
Section 3	Large and Turbojet Aeroplanes	
The Saudi Arabia regulations require these operators to be certificated.		B
Part III	International Operations – Helicopters(AMENDMENT 19)	
Section II	International Commercial Air Transport	
NIL		
Section III	International General Aviation	
The Saudi Arabia regulations require operators of large helicopters to be certificated similar to large aeroplanes.		B
5.2.1	The Saudi Arabia has no provision that visual landmarks used in VFR be located at least every 60 NM (110km)	C

ANNEX 7 – AIRCRAFT NATIONALITY AND REGISTRATION MARKS (Sixth Edition, Amendment 6)		
4.2.5, 9.1	The identification plate is not required to have nationality or registration marks although if no marks are included then a separate plate containing the nationality and registration marks is required to be installed.	B

ANNEX 8 – AIRWORTHINESS OF AIRCRAFT (Eleventh Edition, Amendment 104)		
PART II	PROCEDURES FOR CERTIFICATION AND CONTINUING AIRWORTHINESS	
Chapter 1	Type Certification	
1.2	The Saudi Arabia has adopted the airworthiness design codes of the United States of America.	B
1.4.2	The Saudi Arabia renders as valid type certificates issued by the United States of America and does not issue any type certificates of its own.	B
Chapter 3	Certificate of Airworthiness	
3.2.3	The Saudi Arabia requires renewal of all airworthiness certificates on a periodic basis (usually one year).	B
PART IIIA	LARGE AEROPLANES	
The Saudi Arabia has adopted the airworthiness design codes for large airplanes in 14 CFR Parts 23 and 25 of the United States of America.		
Chapter 4	Design and Construction	
4.1.6 (b), 4.1.6 (g), 4.1.6 (h), 4.1.6 (i)	The Saudi Arabia does not have similar requirements. Work has begun in an effort to amend the regulations with the purpose of eventually meeting the intent of these provisions.	C
Chapter 8	Instruments and Equipment	
8.4.2.b	This provision addresses the lights' effect on outside observers in reference to "harmful dazzle." The regulations do not address the effect of aircraft lights on outside observers. However, visibility to other pilots and the lights' effect on the flight crew is addressed.	C
Chapter 9	Operating Information and Procedures	
9.3.5	The Saudi Arabia does not have similar requirements concerning least risk bomb location. Work has begun in an effort to amend the regulations with the purpose of eventually meeting the intent of these provisions.	C
Chapter 11	Security	
11.2, 11.3, 11.4	With the exception of the door required by 11.3, the Saudi Arabia does not have similar requirements. Work has begun in an effort to amend the regulations with the purpose of eventually meeting the intent of these provisions.	
PART IIIB	LARGE AEROPLANES	

ANNEX 8 – AIRWORTHINESS OF AIRCRAFT (Eleventh Edition, Amendment 104)		
The Saudi Arabia has adopted the airworthiness design codes large airplanes in 14 CFR Parts 23 and 25 of the United States of America.		
PART IVA	HELICOPTERS	
The Saudi Arabia has adopted the airworthiness design codes for rotorcraft in14 CFR Parts 27 and 29 of the United States of America.		
PART IVB	HELICOPTERS	
The Saudi Arabia has adopted the airworthiness design codes for rotorcraft in 14 CFR Parts 27 and 29 of the United States of America.		
PART V	SMALL AEROPLANES	
The Saudi Arabia has adopted the airworthiness design codes for small airplanes in 14 CFR Part 23 of the United States of America.		
8.5.e	The regulations do not address the impact of fuel spillage on emergency lighting systems.	C
PART VI	ENGINES	
The Saudi Arabia has adopted the airworthiness design codes for engines in 14 CFR Part 33 of the United States of America.		
PART VII	PROPELLORS	
The Saudi Arabia has adopted the airworthiness design codes for propellers in 14 CFR Part 35 of the United States of America.		
B.2	The regulations do not require a failure analysis.	C
C.2.c	The regulations do not contain bird impact or lightning strike requirements.	C

ANNEX 9 – FACILITATION (Thirteenth Edition, Amendment 24)		
Chapter 2	Entry and Departure of Aircraft	
2.6	The passenger manifest is required.	A
2.11	A list of the number of pieces of accompanied baggage is required.	A
2.23	Disinsecting of an aircraft on a through flight is not required. Aircraft leaving an area infected with yellow fever or AedesAegypti for an area receptive to these diseases or where these diseases have been eradicated require disinsection.	B
2.39, 2.40	The list of details required in applications for prior authorization is greater than that prescribes in this recommended practice.	A
Chapter 3	Entry and Departure of Persons and their Baggage	
3.19	Tourist cards and visas are not given at aerodromes of entry. Both must be obtained before arrival in Saudi Arabia. Entry visas are required for all visitors to Saudi Arabia.	A
3.26	Supplementary information such as proof of religion is required in addition to the information given in the passenger's identity documents.	A
3.27	Saudi Arabia embarkation / disembarkation cards do not conform to the format in Appendix 5 of Annex 9.	A
3.67	Crew licenses not acceptable in lieu of passports and visas.	A
Chapter 4	Entry and Departure of Cargo and other Articles	
4.22	A cargo manifest or certified copy of the manifest is required for the clearance of export cargo.	A
Chapter 5	Inadmissible Persons and Deportees	

ANNEX 10 – AERONAUTICAL TELECOMMUNICATION (Eighth Edition, Amendment 93)		
Volume I	Radio Navigation Aids	
Under the Saudi Arabia regulations flight inspection providers must be certificated (Ref. GACAR Part 173).		A
The Saudi Arabia has not implemented GNSS or MLS.		NI
Volume II	Communication Procedures Including Those With PANS Status	
NIL		
Volume III	Communication Systems	
NIL		
Volume IV	Surveillance and Collision Avoidance Systems	

ANNEX 10 – AERONAUTICAL TELECOMMUNICATION (Eighth Edition, Amendment 93)		
NIL		
Volume V	Aeronautical Radio Frequency Spectrum Utilization	
NIL		

ANNEX 11 – AIR TRAFFIC SERVICES (Fifteenth Edition, Amendment 53)		
See related items under Annex 2		
Otherwise NIL		

ANNEX 12 – SEARCH AND RESCUE (Ninth Edition, Amendment 19)		
NIL		

ANNEX 13 – ACCIDENT INVESTIGATION (Tenth Edition, Amendment 14)		
NIL		

ANNEX 14 – AERODROMES		
Volume I	Aerodrome Design and Operation (Sixth Edition, Amendment 11-B)	
1.2	Only aerodromes that have been certificated have assurances that the specifications of Volume I apply. Saudi Arabia only certificates aerodromes that are serving scheduled commercial air transportation or as otherwise required by the civil aviation authority. Aerodromes that have been certificated are listed in the AIP.	C
1.4	Saudi Arabia only certificates aerodromes that are serving scheduled commercial air transportation or as otherwise required by the civil aviation authority. Aerodromes that have been certificated are listed in the AIP.	C
Volume II	Heliports (Sixth Edition, Amendment 6)	
1.2	Only heliports that have been certificated have assurances that the specifications of Volume II apply. Saudi Arabia only certificates heliports that are serving scheduled commercial air transportation or as otherwise required by the civil aviation authority. Heliports that have been certificated are listed in the AIP.	C
5.2.2.4	A heliport identification marking for a heliport at a hospital must consist of a letter H, WHITE in color, on a RED CRESCENT	B

ANNEX 15 – AERONAUTICAL INFORMATION SERVICES (Sixteenth Edition, Amendment 43)		
NIL		

ANNEX 16 – ENVIRONMENTAL PROTECTION		
Volume I	Aircraft Noise (Seventh Edition, Amendment 11-B)	
Attachment G (Ref. 2.3.2, Option 2)	As permitted by Annex 16, the Saudi Arabia does not issue a noise certificate but instead includes a noise certification statement on the certificate of airworthiness and the certificated noise levels are documented in the aircraft flight manual.	B
Otherwise NIL		
Volume II	Aircraft Engine Emissions (Third Edition, Amendment 8)	
NIL		

ANNEX 17 – SECURITY SAFEGUARDING INTERNATIONAL CIVIL AVIATION AGAINST ACTS OF UNLAWFUL INTERFERENCE (Ninth Edition, Amendment 14)		
NIL		

ANNEX 18 – SAFE TRANSPORTATION OF DANGEROUS GOODS BY AIR		
(Fourth Edition, Amendment 11)	The Saudi Arabia regulations require that no person may prepare dangerous goods for transportation by air unless they hold a dangerous goods preparer certificate. Additionally, no person may transport dangerous goods by air unless; (1) they are authorized to transport dangerous goods by air; and (2) the dangerous goods were prepared for transportation by air by a person holding a dangerous goods preparer certificate (Ref. GACAR Part 109).	A

ANNEX 19 – SAFETY MANAGEMENT (First Edition)		
NIL		

PANS-ATM (Sixteenth Edition, Amendment 12)		
NIL		

PANS-OPS		
Volume I	Flight Procedure (Sixth Edition, Amendment 11)	
NIL		
Volume II	Construction of Visual and Instrument Flight Procedures (Seventh Edition, Amendment 10)	
Under the Saudi Arabia regulations designers and custodians of instrument flight procedures must be certificated (Ref. GACAR Part 172).		A
Volume III	Aircraft Operating Procedures (First Edition, Amendment 3)	
NIL		

PANS-TRG (First Edition, Amendment 3)		
NIL		

PANS-AERODROMES (First Edition)		
NIL		

PANS-ABC (Eighth Edition, Amendment 30)		
NIL		

PANS-AIM – Doc 10066 (First Edition)		
NIL		

PANS-IM – Doc 10199 (First Edition)		
NIL		

GEN 2 TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS

2.1.1 Units of measurement

The table of units of measurement shown below will be used by aeronautical stations within Jeddah FIR for air and ground operations.

2.1.2 Temporal reference system

General

Coordinated Universal Time (UTC) are used by Saudi air navigation service and in publications issued by the Aeronautical Information Management. Reporting of time is expressed to the nearest minute, e.g. 12:40:35 is reported as 1241.

2.1.3 Horizontal reference system

2.1.3.1 Name / designation of system

All VORTACs, VOR/DMEs, Reporting Points, Prohibited Areas, Restricted Areas and Danger Areas are published in geographical coordinates indicating latitude and longitude expressed in terms of the World Geodetic System - 1984 (WGS-84) geodetic reference datum.

2.1.3.2 Projection

Projection is expressed in terms of Universal Transverse Mercator (UTM).

2.1.3.3 Ellipsoid

Ellipsoid is expressed in terms of the World Geodetic System - 1984 (WGS-84) ellipsoid.

2.1.3.4 Datum

The World Geodetic System - 1984 (WGS - 84) is used.

2.1.3.5 Area of application

The area of application for the published geographical coordinates coincides with the area of responsibility of the Aeronautical Information Management, i.e. the entire territory of Saudi Arabia as well as the airspace over the high seas encompassed by the Jeddah FIR in accordance with the regional air navigation agreement.

2.1.3.6 Unit used in the publication

For measurement of	Units used
Distance used in navigation, position reporting, etc. - generally in excess of 2 nautical miles	Nautical Miles and tenths
Relatively short distances such as those relating to aerodromes (e.g. runway lengths)	Meters
Altitudes, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range (RVR)	Kilometers or meters
Altimeter setting	Hectopascal
Temperature	Degrees Celsius
Weight	Metric ton or Kilogram
Time	Hours and minutes, beginning at midnight UTC

2.1.4 Vertical reference system

2.1.4.1 Name/ Designation of the reference system

The vertical reference system corresponds to mean sea level (MSL).

2.1.4.2 Geoid model

The geoid model used is the Earth Gravitational model 1996 - (EGM - 96).

For OEMA and OENN the EGM2008 is the Geoid Model used for determining elevations above MSL datum.
MSL based on EGM2008 is 1.13 M lower than MSL based on EGM96 at OEMA and MSL based on EGM2008 is 0.51 M higher than MSL based on EGM96 at OENN.
EGM2008 contains high resolution gravity field data and provides more accuracy than EGM96 model.

2.1.5 Aircraft nationality and registration marks

The nationality mark for aircraft registered in Saudi Arabia is the twoletter group HZ. The nationality mark is followed by a hyphen and a registration mark consisting of a combination of up to three letters or numbers, e.g. HZ - ABC.

2.1.6 Public holidays

1. "Founding day" 22 February each year.
2. "National day" 23 September each year.
3. "Eid AlFitr" 25th Ramadan to 5th of Shawal.
4. "Eid Al Adha " 5th to 15th Al Haj month.
5. "Weekend" Friday and Saturday.

Note 1: *An AIC will be published at the begining of each Gregorian year showing the Eid Al Fitr and Al Adha converting to Gregorian dates.*

Note 2: *Some administrative services may not be available and banks and other institutions may not be open during public holidays.*

ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION

1.4.1 ATS airspace classification

ATS airspaces are classified and designated in accordance with the following:

Class A. IFR flights only are permitted, all flights are provided with air traffic control service and are separated from each other.

Class B. IFR and VFR flights are permitted, all flights are provided with air traffic control service and are separated from each other.

Class C. IFR and VFR flights are permitted, all flights are provided with air traffic control service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights.

Class D. IFR and VFR flights are permitted and all flights are provided with air traffic control service, IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights, VFR flights receive traffic information in respect of all other flights.

Class E. IFR and VFR flights are permitted, IFR flights are provided with air traffic control service and are separated from other IFR flights. All flights receive traffic information as far as is practical.

Class F. IFR and VFR flights are permitted, all participating IFR flights receive an air traffic advisory service and all flights receive flight information service if requested.

Class G. IFR and VFR flights are permitted and receive flight information service if requested.

The requirements for the flights within each class of airspace in JEDDAH FIR are as shown in the following table:

Class	Type of flight	Separation provided	Service provided	VMC visibility and distance from cloud minima	Speed limitation	Radio communication requirement	Subject to an ATC clearance
A	IFR	ALL AIRCRAFT	ATS service	Not applicable	No	Yes	Yes
B	IFR	ALL AIRCRAFT	ATS service	8 KM at and above 10000 FT AMSL 5KM below 10000 FT AMSL 1500 M horizontally and 1000 FT vertically from cloud	Yes	Yes	Yes
	VFR	ALL AIRCRAFT	ATS service		Yes	Yes	Yes
C	IFR	IFR from IFR	ATS service		Yes	Yes	Yes
		IFR from VFR			Yes	Yes	Yes
	VFR	VFR from IFR	1. ATC service VFR/ IFR separation 2. VFR/VFR TFC information (TFC avoidance advice on request)		Yes	Yes	Yes
D	IFR	IFR from IFR	ATC service including TFC information about VFR flights (and TFC avoidance advice on request)		Yes	Yes	Yes
	VFR	None	TFC information between VFR and IFR flights (and TFC avoidance advice on request)		Yes	Yes	Yes

E	IFR	IFR from IFR	ATC service and TFC information about VFR flights as far as practicable	8 KM at and above 10000 FT AMSL 5 KM below 10000 FT AMSL 1500 M horizontally and 10000 FT vertically from cloud	Yes	Yes	No
	VFR	None	TFC information as far as practicable		Yes	Yes	No
F	IFR	IFR from IFR as far as practicable	Advisory service flight information service		Yes	Yes	No
	VFR	None	Flight information service	8 KM at and above 10000 FT AMSL 5 KM below 10000 FT AMSL 1500 M horizontally and 10000 FT vertically from cloud	Yes	Yes	No
G	FR	None	Flight information service	5 KM at and below 3000 FT AMSL or 1000 FT AGL, whichever is higher, clear of cloud and in sight of the surface	Yes	Yes	No
	VFR	None	Flight information service		Yes	Yes	No

Unless otherwise authorized or required by an ATC unit, aircraft operated below ALT 10,000 FT, anywhere in JEDDAH FIR, shall not exceed the following values of indicated airspeed (IAS), except that the minimum safe operating speed for a particular aircraft shall always be the determining factor when it is greater than the maximum speeds prescribed below.

1. Within an aerodrome traffic circuit (at or below 2500FT SFC within 4NM of primary aerodrome):

   a. turbine engine aircraft - 200 KT; or

   b. reciprocating engine aircraft - 156 KT;

2. Elsewhere than in 1. above: 250 KT

1.4.2 ATS airspace description

NIL

***Note**: This does not preclude aircraft using off-track QNH reports to assess terrain clearance in accordance with paragraph 1.7.4.4.3 below.*

1.7.4.4.3. Terrain clearance shall be assessed using the latest and most appropriate QNH altimeter setting reports available.

1.7.4.4.4. Where the adequacy of terrain clearance cannot be assessed with an acceptable degree of accuracy by means of the QNH reports available, other information shall be obtained from the appropriate services unit for checking the adequacy of terrain clearance.

1.7.4.5 Approach and landing

1.7.4.5.1. Prior to descending below the TL, the latest QNH altimeter setting for the aerodrome shall be obtained.

1.7.4.5.2. On descending below the TL, the reference for vertical position shall be changed from flight level (ISA 1 013.2 hPa) to altitude (QNH) and, thereafter, the vertical position of the aircraft shall be expressed in terms of altitude.

***Note**: This does not preclude a pilot using either:*

a. *QFE for terrain clearance during final approach in accordance with 1.7.4.5.3 below; or*

b. *the change of reference for vertical position from flight level to altitude above the TL, when so cleared by the appropriate ATS unit, after approach clearance has been issued and the descent to land commenced, provided that level flight above the TA is neither indicated nor anticipated.*

1.7.4.5.3. When an aircraft is cleared as number one to land and is completing its approach using QFE, vertical position shall be expressed in terms of height, above the aerodrome reference datum used in establishing OCH, during that portion of its flight for which QFE may be used.

The relevant portions of the preceding paragraphs apply in all cases of missed approach.

1.7.5 Tables of cruising levels

The cruising levels to be observed when so required are as follows:

a. in areas where, on the basis of regional air navigation agreement and in accordance with conditions specified therein, a vertical separation minimum (VSM) of 300 M (1 000 FT) is applied between FL 290 and FL 410 inclusive:

TABLE A

TRACK

From 000 degrees to 179 degrees **						From 180 degrees to 359 degrees **					
IFR Flights			VFR Flights			IFR Flights			VFR Flights		
Altitude			Altitude			Altitude			Altitude		
FL	Metres	Feet	FL	Metres	Feet	FL	Metres	Feet	FL	Metres	Feet
-90			--	--	--	0			--	--	--
10	300	1000	--	--	--	20	600	2000	--	--	--
30	900	3000	35	1050	3500	40	1200	4000	45	1350	4500
50	1500	5000	55	1700	5500	60	1850	6000	65	2000	6500
70	2150	7000	75	2300	7500	80	2450	8000	85	2600	8500
90	2750	9000	95	2900	9500	100	3050	10000	105	3200	10500
110	3350	11000	115	3500	11500	120	3650	12000	125	3800	12500
130	3950	13000	135	4100	13500	140	4250	14000	145	4400	14500
150	4550	15000	155	4700	15500	160	4900	16000	165	5050	16500
170	5200	17000	175	5350	17500	180	5500	18000	185	5650	18500
190	5800	19000	195	5950	19500	200	6100	20000	205	6250	20500
210	6400	21000	215	6550	21500	220	6700	22000	225	6850	22500
230	7000	23000	235	7150	23500	240	7300	24000	245	7450	24500
250	7600	25000	255	7750	25500	260	7900	26000	265	8100	26500
270	8250	27000	275	8400	27500	280	8550	28000	285	8700	28500
290	8850	29000				300	9150	30000			
310	9450	31000				320	9750	32000			
330	10050	33000				340	10350	34000			
350	10650	35000				360	10950	36000			
370	11300	37000				380	11600	38000			
390	11900	39000				400	12200	40000			
410	12500	41000				430	13100	43000			
450	13700	45000				470	14350	47000			
490	14950	49000				510	15550	51000			
530	16150	53000				550	16750	55000			
570	17350	57000				590	18000	59000			
etc.	etc.	etc.				etc.	etc.	etc.			

* Except when, on the bases of regional air navigation agreements, a modified table of cruising levels based on a nominal vertical separation minimum of 300 M (1000 FT) is prescribed for use, by aircraft operating above FL 410 within designated portion of the airspace.

**Except where, on the basis of regional air navigation agreements, from 090 to 269 degrees and from 270 to 089 degrees is prescribed to accommodate predominant traffic directions and appropriate transition procedures to be associated therewith are specified.

a. the positional accuracy of the SSR responses has been verified (see 1.8.6.2.1) and Note);

b. the pilots of the aircraft concerned have been advised.

5. in the case of aircraft in emergency.

***Note**: Apart from causes resulting in the inability to resolve the positional element of an SSR response which can occur due to malfunctioning of the equipment, there are two causes which may occur during normal operations. These are the presence of side-lobe responses and reflections.*

1.8.6.2.2. The separation minima used should not be less than those applied when using the associated primary radar, if any, on the understanding that the resolution of the SSR is not better than that normally associated with primary radar.

1.8.6.3 Phraseology

(PANS-ATM, Part X - 6.3)

1.8.6.3.1 Phrase Meaning

- SQUAWK LOW - Turn master control to "low" sensitivity position, retaining present mode and code.
- SQUAWK NORMAL - Turn master control to "normal" position, retaining present mode and code.
- STOP SQUAWK THREE - Switch off Mode 3.
- This phrase is reserved for use with military aircraft only.

1.8.7 SPECIAL PROCEDURES APPLICABLE IN DESIGNATED AIRSPACES

1.8.7.1 Use of composite routes

1.8.7.1.1. When composite separation is used in accordance with the following procedures apply:

1. An aircraft may be cleared to join an outer route of the system at other than the normal entry point provided:

   a. Longitudinal or non-composite vertical separation exists between that aircraft and any other on that route; and

   b. composite separation exists between that aircraft and any other on the next adjacent route.

2. An aircraft may be cleared to leave an outer route of the system at other than the normal exit point provided its course diverges so that the lateral spacing from the route increases until longitudinal or non-composite lateral, or non-composite vertical separation exists between that aircraft and any other aircraft in the system.

3. An aircraft may be cleared to change from one route to an adjacent route in the system provided:

   a. longitudinal or non-composite vertical separation exists between that aircraft and any other aircraft on the route being vacated until that aircraft is established on the route to which it is proceeding;

   b. longitudinal or non-composite vertical separation exists between that aircraft and any other aircraft on the route to which that aircraft is proceeding; and

   c. composite separation exists between that aircraft and any other aircraft on the next adjacent route.

4. An aircraft may be cleared to cross the system provided longitudinal or non-composite lateral or non-composite vertical separation exists between that aircraft and any other aircraft in the system.

5. An aircraft may be cleared to change altitude on a route if longitudinal or non-composite vertical separation exists between that aircraft and any other aircraft on that route and regardless of any other aircraft on adjacent routes.

***Note**: Non-composite separation referred to above is separation in accordance with the minima in 1.8.6.1.1 and 1.8.6.2.1 and those in the PANS-ATM, Part III, 3.1.*

1.8.8 ALTIMETER SETTING PROCEDURES APPLICABLE TO AIR TRAFFIC SERVICES AND MINIMUM LEVELS

(Relating to PANS-ATM, Part II - 12 and Part III - 4.2)

1.8.8.1. The lowest usable flight level for holding and approach manoeuvres shall be calculated from actual QNH, unless the pressure variation is so small that reference to climatological data is acceptable.

Note 1*: The lowest usable flight level will provide a terrain clearance of at least 300 M (1 000 FT), and, for operation in the vicinity of an aerodrome, will not be established below 450 M (1 500 FT) above aerodrome elevation.*

Note 2*: MET Offices will inform ATS units when, in abnormal conditions, pressure would go below the minimum climatological value, in order that appropriate steps be taken to cancel temporarily the use of the lowest flight level or levels which would not ensure the minimum terrain clearance.*

1.8.8.2. Based on current and anticipated atmospheric pressure distribution, area control centers shall coordinate, where required, the lowest flight level to be used.

1.8.9 FLIGHT INFORMATION SERVICE

1.8.9.1 Information on runway conditions

(Relating to Annex 11 - 4.2.1; PANS-ATM, Part IV - 15.1)

1.8.9.1.1. Unless otherwise provided, area control centers shall have available for transmission to aircraft on request, immediately prior to descent, information on the prevailing runway conditions at the aerodrome of intended landing.

1.8.9.2 Transmission of SIGMET information

(Relating to PANS-ATM, PART VI - 1.3.2)

1.8.9.2.1. SIGMET information shall be transmitted to aircraft with the least possible delay on the initiative of the appropriate ATS unit, by the preferred method of directed transmission followed by acknowledgment, or by a general call when the number of aircraft would render the preferred method impracticable.

1.8.9.2.2. SIGMET information passed to aircraft shall cover a portion of the route up to two hours' flying time ahead of the aircraft.

1.8.9.3 Transmission of amended aerodrome forecast

(Relating to PANS-ATM, Part VI - 1.3.3.2)

1.8.9.3.1. Amended aerodrome forecasts shall be passed to aircraft within 60 minutes from the aerodrome of destination, unless the information would have been made available through other means.

1.8.10 AIR TRAFFIC SERVICES CO-ORDINATION

1.8.10.1 Co-ordination between units providing area 45 control services

(Relating to PANS-ATM, Part VII - 3.2)

1.8.10.1.1. If a flight should enter an adjacent area, information concerning any revision of estimate of three minutes or more shall be forwarded to the adjacent area control flight normally by telephone.

1.8.11 ALERTING AND SEARCH AND RESCUE 45 SERVICES

1.8.11.1 Routes and equipment of private aircraft

Related to ICAO Annex 6 - Part II - 6.3 and 6.4)

1.8.11.1.1. General aviation aircraft operating over designated areas, land or sea, where search and rescue operations would be difficult, should:

1. carry appropriate survival equipment;

2. follow the routes or specified procedures if not equipped with two-way radio, except that under special circumstances, the appropriate authority may grant specific exemptions from this requirement.

1.8.11.2 Alerting services

(Relating to PANS-ATM, Part VI - 2)

Note: The following aerodromes may be flight planned as an alternative aerodrome for international flights:

- Jeddah/OEJN/King Abdulaziz International Airport.
- Riyadh/OERK/King Khaled International Airport.
- Madinah/OEMA/Prince Mohammad Bin Abdulaziz International Airport.
- Dammam/OEDF/King Fahd International Airport.
- Taif/OETF/Taif International Airport.
- Yenbo/OEYN/Prince Abdulmohsin Bin Abdulaziz Airport.
- Alula/OEAO/Alula International Airport.
- Abha/OEAB/Abha Airport.
- Jazan/OEGN/King Abdullah Bin Abdulaziz Airport.
- Gassim/OEGS/Prince Naif Bin Abdulaziz Airport
- Hail/OEHL/Hail Airport.
- Tabuk/OETB/Prince Sultan Bin Abdulaziz Airport
- Al Ahsa/OEAH/Al Ahsa Airport.

Note: 1. The following aerodromes may be flight planned as an alternative aerodrome for national flights during the aerodrome hours of operation:

- Al Baha/OEBA/Al Baha Airport
- Al Jouf/OESK/Al Jouf Airport
- Arar/OERR/Arar Airport
- Bisha/OEBH/Bisha Airport
- Al Dawadmi/OEDM/Al Dawadmi Airport
- Guriat/OEGT/Guriat Airport
- Al Qaisumah /OEPA/Al Qaisumah International Airport
- Rafha/OERF/Rafha Airport
- Sharurah/OESH/Sharurah Airport
- Turaif/OETR/Turaif Airport
-

Wadi Al Dawasir/OEWD/Wadi Al Dawasir Airport • Wejh/OEWJ/Wejh Airport

Note: The following aerodromes may be filed in the FPL as an alternative destination aerodrome for international flights:
• Jeddah/OEJN/King Abdulaziz International Airport.
• Riyadh/OERK/King Khaled International Airport.
• Madinah/OEMA/Prince Mohammad Bin Abdulaziz International Airport.
• Dammam/OEDF/King Fahd International Airport.
• Taif/OETF/Taif International Airport.
• Yenbo/OEYN/Prince Abdulmohsin Bin Abdulaziz Airport.
• Abha/OEAB/Abha Airport.
• Jazan/OEGN/King Abdullah Bin Abdulaziz Airport.
• Gassim/OEGS/Prince Naif Bin Abdulaziz Airport
• Hail/OEHL/Hail Airport.
• Tabuk/OETB/Prince Sultan Bin Abdulaziz Airport
• Al Ahsa/OEAH/Al Ahsa Airport.

Note: The following aerodromes may be flight planned as an alternative aerodrome for national flights during the aerodrome hours of operation:
• Al Baha/OEAB/Al Baha Airport
• Al Jouf/OESK/Al Jouf Airport
• Arar/OERR/Arar Airport
• Bisha/OEBH/Bisha Airport
• Al Dawadmi/OEDM/Al Dawadmi Airport
• Guriat/OEGT/Guriat Airport
• Al Qaisumah /OEPA/Al Qaisumah International Airport
• Rafha/OERF/Rafha Airport
• Sharurah/OESH/Sharurah Airport
• Turaif/OETR/Turaif Airport
• Wadi Al Dawasir/OEWD/Wadi Al Dawasir Airport
• Wejh/OEWJ/Wejh Airport

Table 2 – List of possible Alternate Destination Aerodromes

1.10.4 CHANGES TO THE SUBMITTED FLIGHT

1.10.4.1. All changes to a submitted flight plan shall be reported as soon as possible to the Jeddah Aeronautical Telecommunication Network Center (ATN). Contact details as per the Table 1 at paragraph 1.10.2.6.

1.10.4.2. In the event of a delay of 30 minutes or more to the EOBT for a flight for which a flight plan has been submitted, a Delay (DLA) message shall be sent to Jeddah Aeronautical Telecommunication Network Center (ATN).
If the delay is of an extended duration, consideration shall be given to amending the original flight plan by originating a change message (CHG) – especially if the departure moves into a new DOF.

***Note**: If a delay in departure of a controlled flight is not properly reported, the relevant flight plan date may no longer be readily available to the appropriate ATS unit when a clearance is requested, which will consequently result in extra delay for the flight.*

1.10.4.3. Whenever a flight, for which a flight plan has been submitted, is cancelled, the appropriate ATS unit shall be informed immediately.
A Cancellation (CNL) message shall transmitted to all the original FPL all addressees

***Note:** If a flight plan has already been processed into the IFPS system and for any reason and after EOBT has been passed, a new flight plan for the same flight needs to be submitted, the original flight plan shall be cancelled first and a period of 10 minutes between the cancellation and submission of the new flight plan shall be allowed. This will ensure automatic deletion/remove of the previous flight plan details from systems before the processing of the new flight plan.*

1.10.5 ARRIVAL REPORT (GACAR PART 91, PARA91.73 (H & I) REFERS).

1.10.5.1. A report of arrival shall be made at the earliest possible opportunity after landing to the airport operator by any flight for which a flight plan has been submitted except when the arrival has been acknowledged by the local ATS unit.

1.10.5.2. When arriving at uncontrolled aerodrome, where no ATS service is provided, a report of arrival shall be made at the earliest possible opportunity after landing to Aeronautical Telecommunication Network Center (ATN) on the contact details provided under paragraph 1.10.2.6.

ENR 1.12 INTERCEPTION OF CIVIL AIRCRAFT

1.12.1 Interception regulations and procedures

1.12.1.1 Introduction

1.12.1.1.1. Interception regulations and procedures adopted by Saudi Arabia are generally in conformity with the ICAO Standards contained in Annex 2, the Guidance Material contained in Annex 2 and Doc 9433 and the protocol (Article 3 bis) Doc 9436 (see also paragraph 1.3.1.2), and are designed to ensure the safety of an intercepted civil aircraft.

1.12.1.1.2. The procedures to be used by the intercepting aircraft (referred to hereinafter as the "interceptor") and the intercepted aircraft are listed on page ENR 1.12 and the visual interception signals are listed on page ENR 1.12 differences from ICAO regulatory material are shown in heavy black type.

1.12.1.2 Regulations

1.12.1.2.1 General

1.12.1.2.1.1. Interception of aircraft may be undertaken for the following reasons:

a. in order to identify an aircraft which cannot be identified by other means;

b. to investigate the behaviour and intention of aircraft acting in contravention of national regulations; or

c. to provide navigational guidance by means of visual signals to an aircraft which has been identified and is required to act in accordance with the instructions of the interceptor's control authority.

***Note**: In order to reduce the need for RSAF interception for the purpose of identification, all of Saudi Arabia airspace within the Jeddah FIR , including international waters and all other Saudi Arabia territorial land and water areas is a designated area within which all flights shall file a flight plan, maintain two-way radio communications and report positions as prescribed in GEN 1.*

1.12.1.2.1.2. Prior to an interception, air defense control units will, when practicable, issue verbal instructions or advice to aircraft acting in violation of national regulations through the appropriate air traffic control authority or unit. The instructions and advice will, where appropriate:

a. specify the position and nature of the violation and obtain clarification of aircraft intentions;

b. state the action to be taken, including:

1. navigational instructions to regain the approved route following an inadvertent deviation;

2. holding instructions pending confirmation of flight clearance;

c. give clear verbal warnings to comply with instructions.

Every effort will be made to resolve the airspace violation or to effect identification prior to interception.

1.12.1.2.2 Identification manoeuvres

Visual identification manoeuvres will be in three phases.

1.12.1.2.2.1 Phase I - interception phase

The interceptor will normally approach the intercepted aircraft from astern. The interceptor will normally take up a position on the left (port) side of the intercepted aircraft at the same level, within view of the pilot of the intercepted aircraft and, initially, not closer to that aircraft than 300 M (1 000 FT). Any other participating aircraft will stay well clear of the intercepted aircraft, preferably above and behind. After speed and position have been established, the interceptor will, if necessary, proceed with Phase II of these manoeuvres.

***Note**: Meteorological or terrain considerations may occasionally make it necessary for the interceptor to take up a position on the right (starboard) side of the intercepted aircraft.*

1.12.1.2.2.2 Phase II - identification phase

The interceptor will begin closing in gently on the intercepted aircraft, at the same level, until no closer than absolutely necessary to obtain the information needed. The interceptor will use caution to avoid startling the flight crew or the passengers of the intercepted aircraft, keeping constantly in mind the fact that manoeuvres normal to an interceptor may be considered hazardous to passengers and crews of civil aircraft. Any other participating aircraft will continue to stay well clear of the intercepted aircraft. Upon completion of identification, the interceptor will normally withdraw from the vicinity of the intercepted aircraft, as outlined in Phase III.

1.12.1.2.2.3 Phase III - break-off phase

The interceptor will break gently away from the intercepted aircraft in a shallow dive. Any other participating aircraft will stay well clear of the intercepted aircraft and rejoin their leader.

1.12.1.2.3 Guidance manoeuvres

1.12.1.2.3.1. When an aircraft has been intercepted and identified as acting in contravention of Saudi Arabian regulations the interceptor may be ordered to intervene in the intercepted aircraft's navigation in order to:

a. turn it away from sovereign airspace; or

b. return it to an authorized route; or

c. force it to land at a designated aerodrome.

Instructions may be given by RTF, by visual signals or by a combination of RTF and visual signals.

1.12.1.2.3.2. An aircraft which has violated sovereign or other prohibited airspace may be pursued over international waters and forced to return and land at a designated aerodrome.

1.12.1.2.4 Visual guidance manoeuvres

When guiding an intercepted aircraft, care will be taken that the aircraft is not led into conditions where the visibility may be reduced below VMC and, also, that the manoeuvres do not constitute a hazard to the intercepted aircraft.

1.12.1.2.5 Radio communication with intercepted aircraft

1.12.1.2.5.1. The intercept control unit and the interceptor will, when necessary, attempt to establish two-way RTF communication with the intercepted aircraft using either VHF 121.500 MHZ or UHF 243.000 MHZ emergency frequencies; all intercept control units in Saudi Arabia are so equipped, in compliance with ICAO Annex 10, Volume I. Call signs and phraseologies are given in paragraph 3.

1.12.1.3 Procedures

1.12.1.3.1 General

1.12.1.3.1.1. The following procedures and visual signals apply in the event of the interception of an aircraft over the territory and territorial waters of Saudi Arabia, and over international waters in the event that the intercepted aircraft is pursued after violating the territory, territorial waters or published regulations of Saudi Arabia.

***Note**: The word "interception" used in this context does not include intercept and escort service provided on request to an aircraft in distress in accordance with the ICAO Search and Rescue Manual (Doc 7333).*

1.12.1.3.1.2. In respect of intercepted aircraft not taking remedial action as instructed nor acknowledging the interceptor's signals, Saudi Arabia will use any appropriate means necessary to compel the intercepted aircraft to comply with such instructions.

1.12.1.3.2 Procedures for an intercepted aircraft

An aircraft which is intercepted by another aircraft shall immediately:

a. follow the instructions given by the interceptor, interpreting and responding to the visual signals listed on page ENR 1.12; and

b. notify, if possible, the appropriate air traffic services unit; and

c. attempt to establish radio communication with the interceptor or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.500 MHZ, giving the identity of the intercepted aircraft and the nature of the flight; and, if no contact has been established and if practicable, by repeating this call on the emergency frequency 243.000 MHZ; and

d. if equipped with SSR transponder, select Mode A/3, Code 7700, unless otherwise instructed by the appropriate air traffic services unit.

ENR 2.2 OTHER REGULATED AIRSPACE

2.2.1 Saudi Arabia RNAV-5 Airspace

2.2.1.1. Saudi Arabia RNAV-5 airspace is the designated RNAV-5 airspace between FL160 and FL600 except (RNAV 1) ATS routes Y432, T142 and L564 (inclusive which include all ATS routes in controlled airspace covering North, East, West and South sectors. Except the ATS routes located East of 04700E and South of 2150N, where the base of RNAV-5 is established at FL255.

2.2.1.2. RNAV equipped aircraft that operate within Saudi Arabian RNAV-5 airspace are required to meet RNAV-5 criteria as described in GEN 1.5.

2.2.1.3. Non-RNAV equipped aircarft and RNAV equipped aircarft that are not certified to RNAV-5, may operate within Saudi Arabia RNAV-5 airspace only on published ATS routes delineated by ground-base navigation aids (today predominately VORs/DMEs).

2.2.1.4. After the introduction of RNAV-5 in KSA En-route airspace, WGS84 geographical points, which may not be coincident with a VOR/DME station, were used to define the ATS routes. This has the advantage that if a VOR/DME is moved or withdrawn the alignment of the route can remain unchanged. The RNAV-5 ATS routes are now are annotated accordingly in the ENR 3 section of the AIP.

2.2.1.5. Operators of aircraft fitted with RNAV having a navigation accuracy meeting RNAV-5 shall insert designator "R" in Item 10 of the flight plan.

2.2.1.6. Operators of State aircraft without RNAV-5 capability shall not insert the designator "S" or "R" in item 10 of the flight plan.

2.2.1.7. Since such flights require special handling by air traffic control, "STS/NONRNAV" shall be inserted in item 18 of the flight plan.

2.2.1.8. In case of traffic conflict between aircraft that meet RNAV-5 and aircraft without RNAV capability, ATC clearances shall avoid penalties to aircraft that are certified for RNAV-5 operations, dependent upon the traffic situation.

2.2.1.9. Operators are advised that VOR/DME and DME/DME spacing in some areas are not supporting RNAV-5. Operators equipped with only this type of RNAV capability are advised to fill a flight plan via conventional ATS routes based on VOR/DME ground based infrastructure.

2.2.1.10. The navigation system accuracy achievable by a RNAV system is dependent upon both the airspace infrastructure and the airborne equipment. Where RNAV multi-sensor navigation system is required to fly on some RNAV ATS routes, a reference to GEN 1.5 paragraph 1.5.8 is annoted in the ATS table - KSA AIP ENR 3 section.

2.2.1.11. Operators of aircraft with certified RNAV systems with automatic radio update capability can depend on suitable navigation update capabilities within designated RNAV-5 airspace.

2.2.1.12. Aircraft entering RNAV-5 airspace longitudinally from an area where no RNAV is specified, are expected to capture the cleared track centerline within ±5 NM not later than 50 NM after entering designated RNAV-5 airspace.

2.2.1.13. Contingency procedures. When flight crew loss RNAV capability, they shall comply with the following procedures:

a. Failure of RNAV capability whilst airborne - if, as a result of failure of the RNAV system or degradation of it, an aircraft is unable either to enter RNAV airspace or continue operations in accordance with the existing ATC clearance, a revised clearance shall, wherever possible be obtained by the flight crew. Subsequent ATC action in respect of that aircraft shall consider the nature of the reported failure and the overall traffic situation. Continued operation with the current ATC clearance may be possible in many situations. When this cannot be achieved, a revised clearance may be required to revert to navigation using conventional aids. ATC may also provide the aircraft with radar vectors until the aircraft is capable of resuming its own navigation.

b. Failure of RNAV capability before departure - In case of failure or degradation of the RNAV system which is detected before departure from an aerodrome where it is not practicable to effect a repair, the aircraft concerned should be permitted to proceed to the next suitable aerodrome where repair can be made. When granting clearance to such aircraft, ATC should take into account the existing or anticipated traffic situation and may have to modify the time of departure, flight level or route of the intended flight. Subsequent adjustments may become necessary during the course of the flight.

c. Flight plan procedures - Operators of such aircraft, were a failure or degradation of RNAV capability is detected before departure, shall not insert the designators ’S’ or ’R’ in item 10 of the flight plan. Since such flights require special handling by ATC, item 18 of the flight plan shall contain STS/RNAVINOP. Subsequently, for a flight for which a flight plan has been submitted, a new plan should be filed and the old plan cancelled. For a flight operating on a Repetitive Flight Plan (RPL), the RPL should be cancelled and a new flight plan filed.

d. Phraseology - Whenever intial contact on an ATC frequency is established by an aircraft experiencing a failure or degradation of the RNAV system, the pilot shall include the phrase "NEGATIVE RNAV" immediately after the aircraft call sign.

2.2.1.14 Detailed description of area navigation (RNAV) routes, including:

2.2.1.14.1. Route designator, Area Navigation type(s) applicable to a specified segment(s), names, coded designators or name-codes and the geographical coordinates in degrees, minutes and seconds of all significant points defining the route including "compulsory" or "on-request" reporting points.

2.2.1.14.2. In respect of way-points defining a VOR/DME area navigation route, additionally:

a. Station identifcation of the reference VOR/DME;

b. Bearing to the nearest degree and the distance to the nearest tenth of a kilometer or tenth of a nautical mile from the reference VOR/DME, if the way-point is not collocated with it; and

c. Elevation of the transmiting antenna of DME to the nearest 30 M (100 FT).

2.2.1.14.3. Geodesic distance to the nearest tenth of a kilometer or tenth of a nautical mile between defined end points and distance between each successive designated significant point.

2.2.1.14.4. Direction of cruising levels.

2.2.1.14.5. Remarks, including an indication of the controlling unit and it's operating frequency.

2.2.2 Saudi Arabia RVSM Airspace

2.2.2.1. Reduced Vertical Separation Minima (RVSM) applies within Jeddah FIR Between FL290 and FL410 inclusive. This level band is designated as RVSM Airspace.

2.2.2.2. All aircraft wishing to fly within RVSM Airspace are required to have a height keeping performance capability and airworthiness certified.

2.2.2.3. Non-RVSM approved aircraft may fly within KSA airspace only at FL280 or below.

2.2.2.4. Operators of RVSM certified aircraft should insert the letter "W" in Item 10 of the flight plan to indicate that the aircraft has been approved for operations within RVSM airspace. It is the Captain's resposibility to ensure that specific approval has been given for such operations by the state of registry of either the aircraft or the operator.

2.2.2.5. When informed by the pilot of an RVSM-certified aircraft operating in the RVSM airspace that the aircraft's equipment no longer meets the RVSM requirements, the ATC must consider the aircraft as non-RVSM approved.

2.2.2.6. When an aircraft operating in RVSM airspace encounters severe turbulence due to weather or wake vortex that the pilot believes will impact the aircraft's capability to maintain its cleared flight level, ATC must establish either an appropriate horizontal separation or an increased minimum vertical separation.

2.2.3 GNSS (GPS) Performance Monitoring System (GPMS)

2.2.3.1 General

2.2.3.1.1. The GPMS continuously monitors the actual Global Positioning System (GPS) status i.e. accuracy, integrity, detects possible interference, predicts system outages based on GPS performance status and continuously records GPS performance data for subsequent playback and analysis.

2.2.3.1.2. GPMS collects and records GNSS (GPS) data in order to satisfy the following ICAO requirements:

- Monitoring and Recording of GNSS data as Navigation Aid for incident/accident investigations.
- Issue GNSS (GPS) NOTAMS for airspace users.

2.2.3.1.3. Moreover, the GPMS provides Wide Area Receiver Autonomous Integrity Monitoring (RAIM) Prediction capability and Interference Monitoring and Mitigation.

2.2.3.1.4. The GPMS is composed of:

- Five (5) Local Monitor (LM) Stations located at Jeddah, Riyadh, Dammam, Abha and Al-Jouf airports.
- Performance Processor (PP) Server installed at Jeddah Area Control Center (ACC).
- Two (2) Performance Displays, one installed at Jeddah ACC and the other at Riyadh ACC.

2.2.3.2 GPMS Services:

2.2.3.2.1 GNSS (GPS) Data Recording:

GPMS records and stores of data from GNSS (GPS) satellites performance monitoring that can be used for incident/accident analysis and investigations. The recorded data can be kept for a period up to five (5) years.

2.2.3.2.2 GNSS (GPS) NOTAM Generation:

ENR 3.3 AREA NAVIGATION (RNAV) ROUTES

Route designator (RCP) (NAV SPEC/RSP) Name of significant points Coordinates	Way-point VOR/DME IDENT BRG & DIST ELEV DME Antenna	Great circle DIST (NM)	Upper limit Lower limit Airspace classification	Direction of cruising levels		PBN (RNAV or RNP)	Remarks Controlling unit Logon Address Frequency / SATVOICE RCP and RSP
				ODD	EVEN		
1	2	3	4	5		6	7
M430							When OED48 is ACT, MEA is FL210 unlees otherwise coordinated . Used DRG SUN to THU. FM 1900-0300 and 24 HR DRG FRI, SAT and official holidays.
▲ RIYADH / KING KHALED INTER-NATIONAL DVORTAC (KIA) 245310N 0464534E							
		40.4	FL600 FL160 Class: -		↑	RNAV 5	
▲ DEGLA 250243N 0472847E							
		19.6	FL600 FL160 Class: -		↑	RNAV 5	
∆ KOBOX 250716N 0474946E							
		18.1	FL600 FL160 Class: -		↑	RNAV 5	
▲ GOLNO 251155N 0483658E							
	HSA 262° 48.0 NM	27.7	FL600 FL160 Class: -		↑	RNAV 5	
▲ MEPDA 250915N 0480934E							

Route designator (RCP) (NAV SPEC/RSP) Name of significant points Coordinates	Way-point VOR/DME IDENT BRG & DIST ELEV DME Antenna	Great circle DIST (NM)	Upper limit Lower limit Airspace classification	Direction of cruising levels		PBN (RNAV or RNP)	Remarks Controlling unit Logon Address Frequency / SATVOICE RCP and RSP
				ODD	EVEN		
1	2	3	4	5		6	7
		25.0	FL600 FL160 Class: -		↑	RNAV 5	
▲KIREN 251447N 0490724E							
		19.7	FL600 FL160 Class: -		↑	RNAV 5	
▲AL AHSA VORTAC (HSA) 251645N 0492903E							
		56.0	FL600 FL160 Class: -		↑	RNAV 5	
▲SALWA 251538N 0503048E							
		7.3	FL600 FL160 Class: -		↑	RNAV 5	
▲ULIKA 251545N 0503849E							

RNP = required navigation performance.
RNP type = A containment value expressed as a distance in nautical miles from the intended position within which flights would be situated for at least 95 per cent of the total flying time.
RNP 5 represents a navigation accuracy of ± 9,5 km (5 NM) on a 95 per cent containment basis.

AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

Aerodrome name Location indicator	Date of certification	Validity of certification	Remark
1	2	3	4
JEDDAH / KING ABDU-LAZIZ INTERNATIONAL	30/04/2023	29/04/2026	Certified by GACA
RIYADH / KING KHALED INTERNATIONAL	05/05/2024	05/05/2027	Certified by GACA
DAMMAM / KING FAHD INTERNATIONAL	27/05/2021	27/05/2024	Certified by GACA
MADINAH / PRINCE MO-HAMMAD BIN ABDU-LAZIZ INTERNATIONAL	18/02/2023	17/02/2026	Certified by GACA
Taif International Airport	18/02/2023	17/02/2026	Certified by GACA
TABUK / PRINCE SUL-TAN BIN ABDULAZIZ	18/02/2023	17/02/2026	Certified by GACA
ABHA	18/02/2023	17/02/2026	Certified by GACA
JAZAN / KING ABDUL-LAH BIN ABDULAZIZ	03/10/2024	02/10/2029	Certified by GACA
GASSIM / PRINCE NAIF BIN ABDULAZIZ	18/02/2023	17/02/2026	Certified by GACA
HAIL	18/02/2023	17/02/2026	Certified by GACA
AL BAHA / KING SAUD BIN ABDULAZIZ AIRPORT	24/02/2024	24/02/2027	Certified by GACA
BISHA	15/09/2019	15/09/2020	Certified by GACA
NEJRAN	08/07/2024	29/07/2027	Certified by GACA
AL AHSA	27/02/2020	17/02/2023	Certified by GACA
YENBO / PRINCE ABDUL MOHSIN BIN ABDUL AZIZ	18/02/2023	17/02/2026	Certified by GACA
SHARURAH	08/07/2024	09/07/2027	Certified by GACA
WADI AL DAWASIR	31/12/2020	30/12/2026	Certified by GACA
AL QAISUMAH IN-TERNATIONAL	18/02/2024	18/02/2027	Certified by GACA
AL JOUF	30/04/2024	30/04/2027	Certified by GACA
TURAIF	02/06/2024	03/06/2027	Certified by GACA
RAFHA	30/06/2024	30/06/2027	Certified by GACA
AL DAWADMI	31/12/2023	30/12/2026	Certified by GACA
WEJH	18/02/2023	17/02/2026	Certified by GACA
JUBAIL	25/08/2014	24/08/2019	Certified by GACA
ARAR	06/08/2024	05/08/2027	Certified by GACA
GURIAT	18/02/2024	19/02/2027	Certified by GACA
NEOM BAY AIRPORT	02/03/2023	01/03/2026	Certified by GACA
Thumamah	11/03/2019	11/03/2020	Certified by GACA
ALULA INTERNATIONAL	08/06/2024	08/06/2027	Certified by GACA
In column 3 the dash (-) indicates that the certificate does not have an end of validity, the certificate is perpetual. The location indicators marked with an asterisk (*) cannot be used in the address component of AFS messages.			

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AERODROME CHART - ICAO 18°14'25"N 042°39'23"E **ELEV 6858**

TWR	118.1
ATIS	128.65
SMC	121.7

ABHA/Abha

RWY	DIRECTION	THR	BEARING STRENGTH
13	126°	18°15'00"N 042°38'39"E	PCN 87 F/A/W/T ASPHALT
31	306°	18°13'51"N 042°40'08"E	

TAXIWAY DESIGNATOR	Width	BEARING STRENGTH (PCN)	Surface
TWY A	45	58/F/A/W/T	ASPHALT
TWY A1	28	58/F/A/W/T	ASPHALT
TWYA2	35	58/F/A/W/T	ASPHALT

APRON	BEARING STRENGTH (PCN)	Surface
APRON 1	53/R/A/W/T	CONCRETE
APRON 2	58/F/A/W/T	CONCRETE/ASPHALT

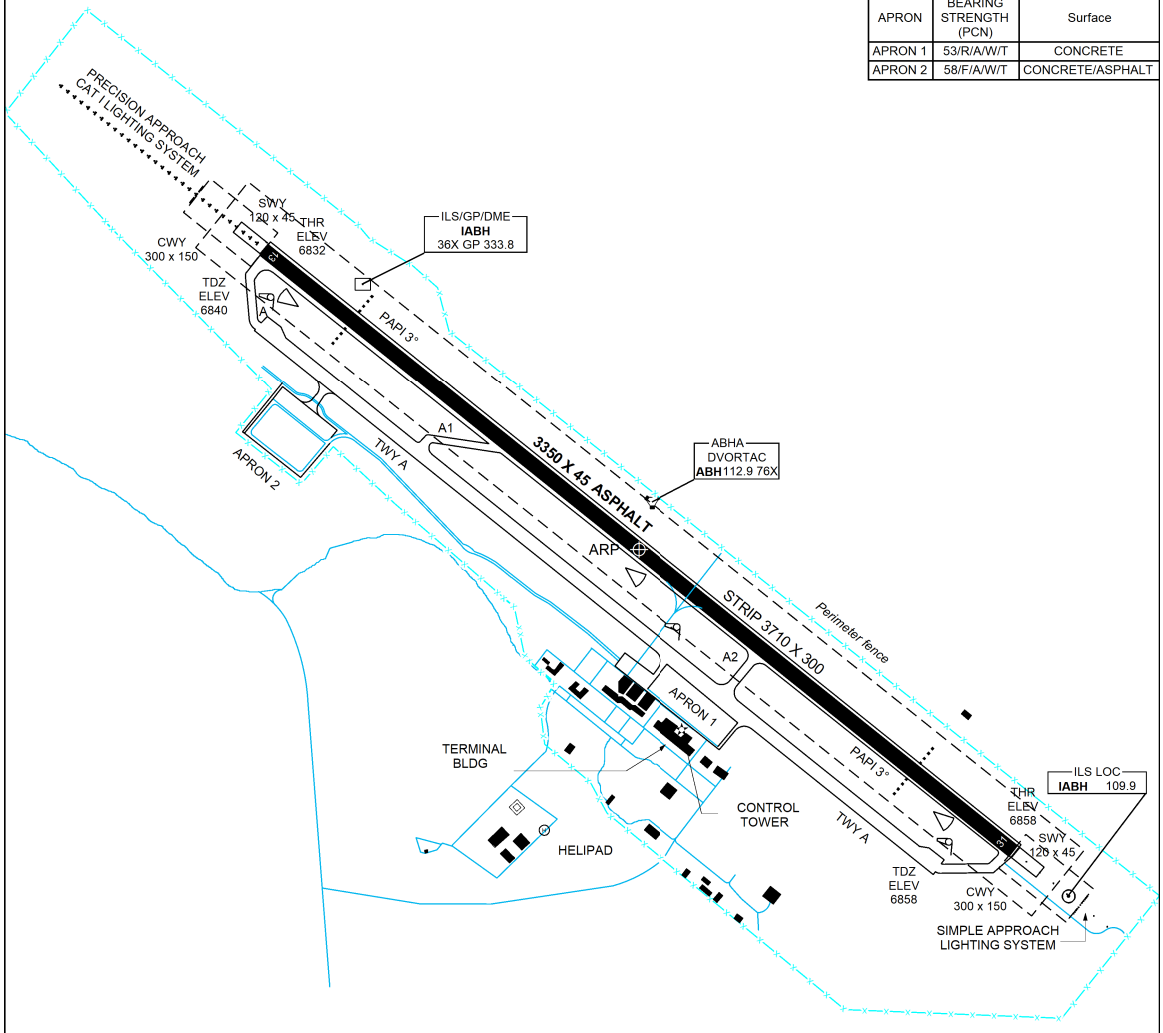
VAR 3° E 2020

ELEV, ALT IN FEET
DIMENSIONS IN METERS
BRG ARE MAG
ANNUAL RATE OF CHANGE

END EXIT 13/31 : 27.5 m WIDE

RWY & TWY MARKINGS & LIGHTING: ALL weather

RWY EDGE LIGHTS-RWYs 13/31 HIRL
UNLESS OTHERWISE INSTRUCTED BY ATC
ALL ACFT SHALL TAXI AND PARK NOSE-IN ON THE APRON



NOTE:
HELICOPTERS SHOULD FOLLOW
TOWER INSTRUCTION FOR LANDING.

LEGEND	
RWY VISUAL RANGE (RVR)	
WIND DIRECTION INDICATOR	
HELIPAD	H
SERVICE ROAD	
FENCE	

300 0 500 1000 METERS
1000 0 1000 2000 3000 FEET

CHANGES: *Display of CWY*

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AERODROME CHART - ICAO

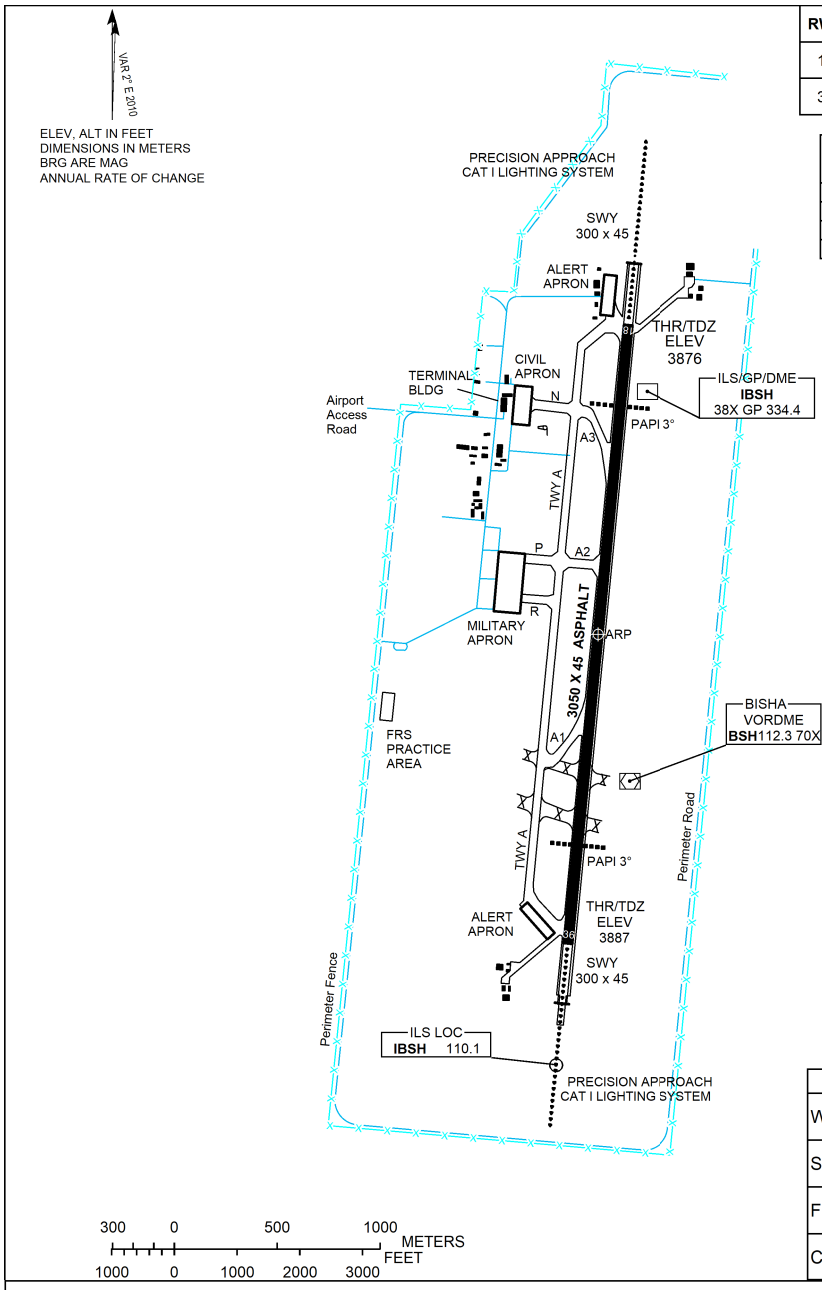
19°59'03"N
042°37'23"E

ELEV 3887

FRS	133.5
TIBA	122.8
TWR	118.3 263.6 (UHF) 121.5 243 (UHF)
GND	121.9 355.9 (UHF)
ATIS	127.4

UNCONTROLLED AD

BISHA/Bisha



RWY	DIRECTION	THR	BEARING STRENGTH
18	184°	19°59'52"N 042°37'28"E	PCN 58 F/B/W/T ASPHALT
36	004°	19°58'14"N 042°37'18"E	PCN 58 F/B/W/T ASPHALT

TAXIWAY DESIGNATOR	Width	BEARING STRENGTH (PCN)	Surface
TWY A	23	58/F/B/W/T	ASPHALT
TWY A1	23	58/F/B/W/T	ASPHALT
TWY A2	23	58/F/B/W/T	ASPHALT
TWY A3	23	58/F/B/W/T	ASPHALT

RWY ENDS 18/36: PCN 41/R/C/W/T

APRON	BEARING STRENGTH (PCN)	Surface
CIVIL APRON	41/R/C/W/T	CONCRETE

LEGEND	
WIND DIRECTION INDICATOR	
SERVICE ROAD	
FENCE	
CLOSED	X

CHANGES: *Chart updated*

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AERODROME CHART - ICAO

26°28'16"N
049°47'52"E

ELEV 75

TWR	118.05 (E) 124.35 (W)
SMC	121.65 121.75
ATIS	128.05

DAMMAM / KING FAHD INTERNATIONAL

VAR 3° E 2020

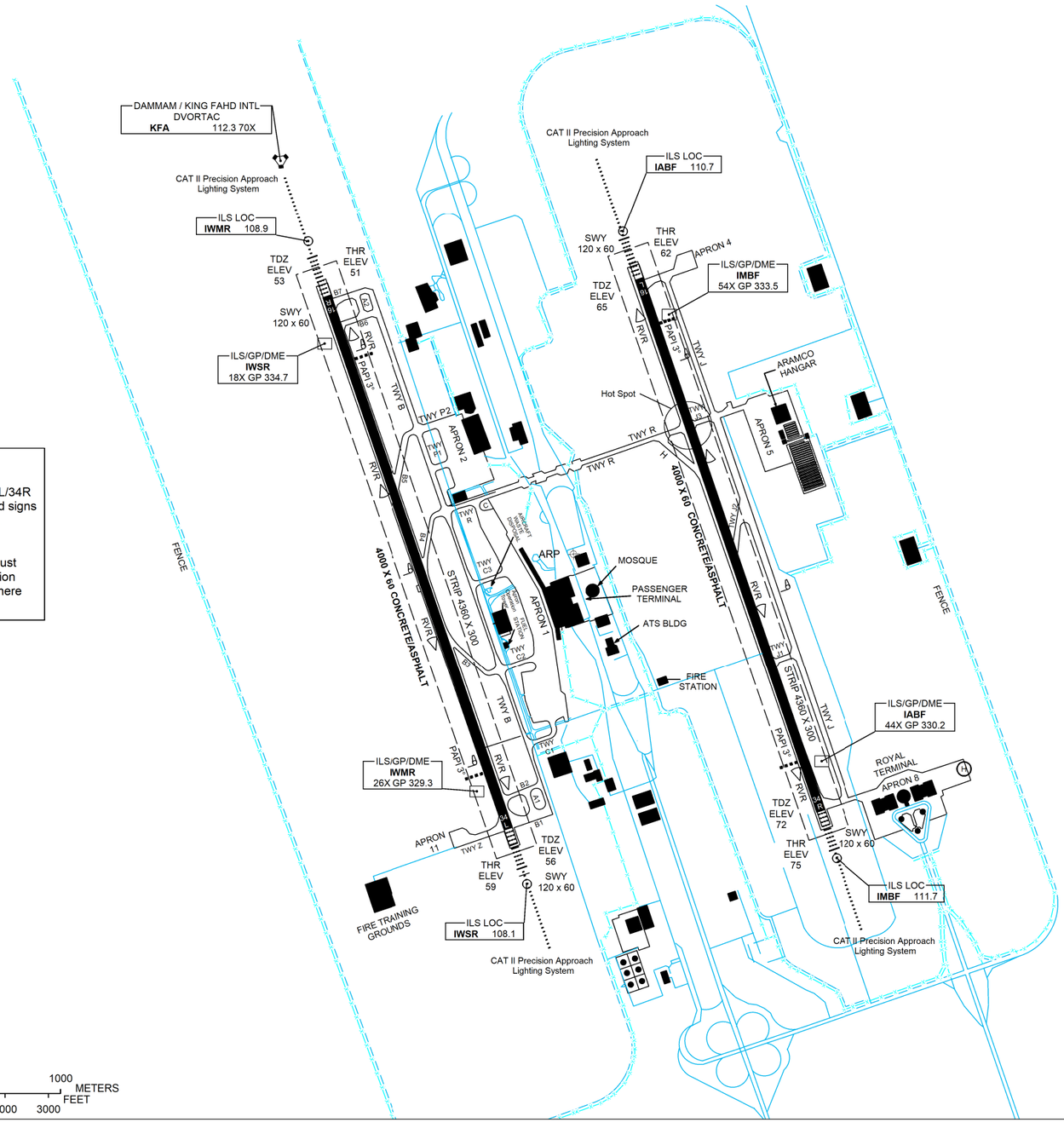
ELEV, ALT IN FEET
DIMENSIONS IN METERS
BRG ARE MAG
ANNUAL RATE OF CHANGE 3' E

NOTE:
REFER TO AD2-OEDF-15
FOR A/D LIGHTING SYSTEM

HOTSPOT

- Intersection between TWY Romeo-Juliet 3 and RWY 16L/34R is consideredas a hotspot location. Red stop bar lights and signs are available to show the holding point at this intersection.

- Caution Runway Incrusion. Pilots and vehicles drivers must exercise extreme caution when approaching this intersection and must maintain listening watch ATC frequency and adhere to ATC clearance.



RWY	DIRECTION	THR	THR GUND	BEARING STRENGTH
16L	161°	26°29'19"N 049°48'13"E	81	PCN 103 F/A/X/T CONCRETE/ ASPHALT
34R	341°	26°27'14"N 049°48'52"E	81	PCN 103 F/A/X/T CONCRETE/ ASPHALT
16R	161°	26°29'19"N 049°46'53"E	81	PCN 111 F/A/X/T CONCRETE/ ASPHALT
34L	341°	26°27'14"N 049°47'32"E	81	PCN 111 F/A/X/T CONCRETE/ ASPHALT

TAXIWAY DESIGNATOR	Width	BEARING STRENGTH (PCN)	Surface
A1	28	111/F/A/X/T	ASPHALT
A2	28	111/F/A/X/T	ASPHALT
B	23	111/F/A/X/T	CONCRETE/ASPHALT
B1	33.5	111/F/A/X/T	ASPHALT
B2	28	111/F/A/X/T	ASPHALT
B3	28	111/F/A/X/T	ASPHALT
B4	28	111/F/A/X/T	ASPHALT
B5	28	111/F/A/X/T	ASPHALT
B6	28	111/F/A/X/T	ASPHALT
B7	33.1	111/F/A/X/T	ASPHALT
C	28	103/F/A/X/T	CONCRETE/ASPHALT
C1	28	103/F/A/X/T	CONCRETE/ASPHALT
C2	28	103/F/A/X/T	CONCRETE/ASPHALT
C3	28	103/F/A/X/T	CONCRETE/ASPHALT
H	28	103/F/A/X/T	CONCRETE/ASPHALT
J	23	103/F/A/X/T	CONCRETE/ASPHALT
J1	28	103/F/A/X/T	CONCRETE/ASPHALT
J2	28	76/F/A/X/T	CONCRETE/ASPHALT
J3	28	103/F/A/X/T	CONCRETE/ASPHALT
P1	28	103/F/A/X/T	CONCRETE/ASPHALT
P2	28	103/F/A/X/T	CONCRETE/ASPHALT
R	30	103/F/A/X/T	CONCRETE/ASPHALT
Z	28	111/F/A/X/T	ASPHALT

APRON	BEARING STRENGTH (PCN)	Surface
APRON 1	64/R/B/X/T	CONCRETE
APRON 11	64/R/B/X/T	CONCRETE
APRON 2	64/R/B/X/T	CONCRETE
APRON 4	64/R/B/X/T	CONCRETE
APRON 5	64/R/B/X/T	CONCRETE
APRON 8	64/R/B/X/T	CONCRETE

LEGEND	
RWY VISUAL RANGE (RVR)	
WIND DIRECTION INDICATOR	
HELIPAD	H
SERVICE ROAD	
FENCE	
HOTSPOT	

300 0 500 1000 METERS
1000 0 1000 2000 3000 FEET

CHANGES: *Chart updated.*

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AERODROME GROUND / MOVEMENT CHART - ICAO

APRON ELEV 62

TWR 118.05 (E) 124.35 (W)
SMC 121.65 121.75

DAMMAM / KING FAHD INTERNATIONAL

HOT SPOT

- Intersection between TWY Romeo-Juliet 3 and RWY 16L/34R is considered as a hotspot location. Red stop bar lights and signs are available to show the holding point at this intersection.

- Caution Runway Incursion. Pilots and vehicles drivers must exercise extreme caution when approaching this intersection and must maintain listening watch on ATC frequency and adhere to ATC clearance.

Taxiways Width:
A1,A2,B2,B3,B4,B5,B6
C,C1,C2,C3,H,J1,J2,J3,P1,P2,Z: 28 m WIDE

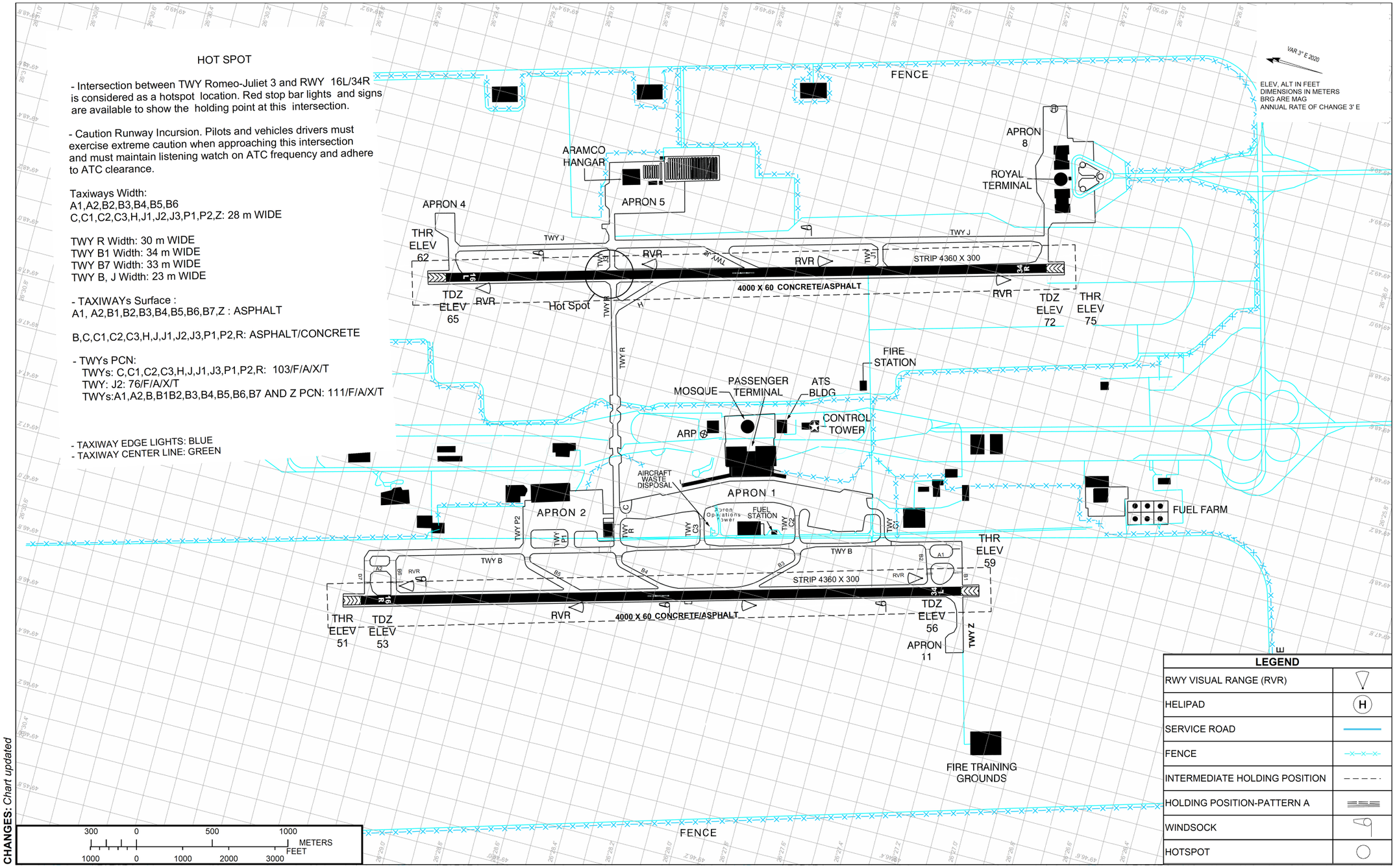
TWY R Width: 30 m WIDE
TWY B1 Width: 34 m WIDE
TWY B7 Width: 33 m WIDE
TWY B, J Width: 23 m WIDE

- TAXIWAYs Surface :
A1, A2,B1,B2,B3,B4,B5,B6,B7,Z : ASPHALT

B,C,C1,C2,C3,H,J,J1,J2,J3,P1,P2,R: ASPHALT/CONCRETE

- TWYs PCN:
TWYs: C,C1,C2,C3,H,J,J1,J3,P1,P2,R: 103/F/A/X/T
TWY: J2: 76/F/A/X/T
TWYs:A1,A2,B,B1B2,B3,B4,B5,B6,B7 AND Z PCN: 111/F/A/X/T

- TAXIWAY EDGE LIGHTS: BLUE
- TAXIWAY CENTER LINE: GREEN



LEGEND	
RWY VISUAL RANGE (RVR)	
HELIPAD	H
SERVICE ROAD	
FENCE	
INTERMEDIATE HOLDING POSITION	
HOLDING POSITION-PATTERN A	
WINDSOCK	
HOTSPOT	

CHANGES: *Chart updated*

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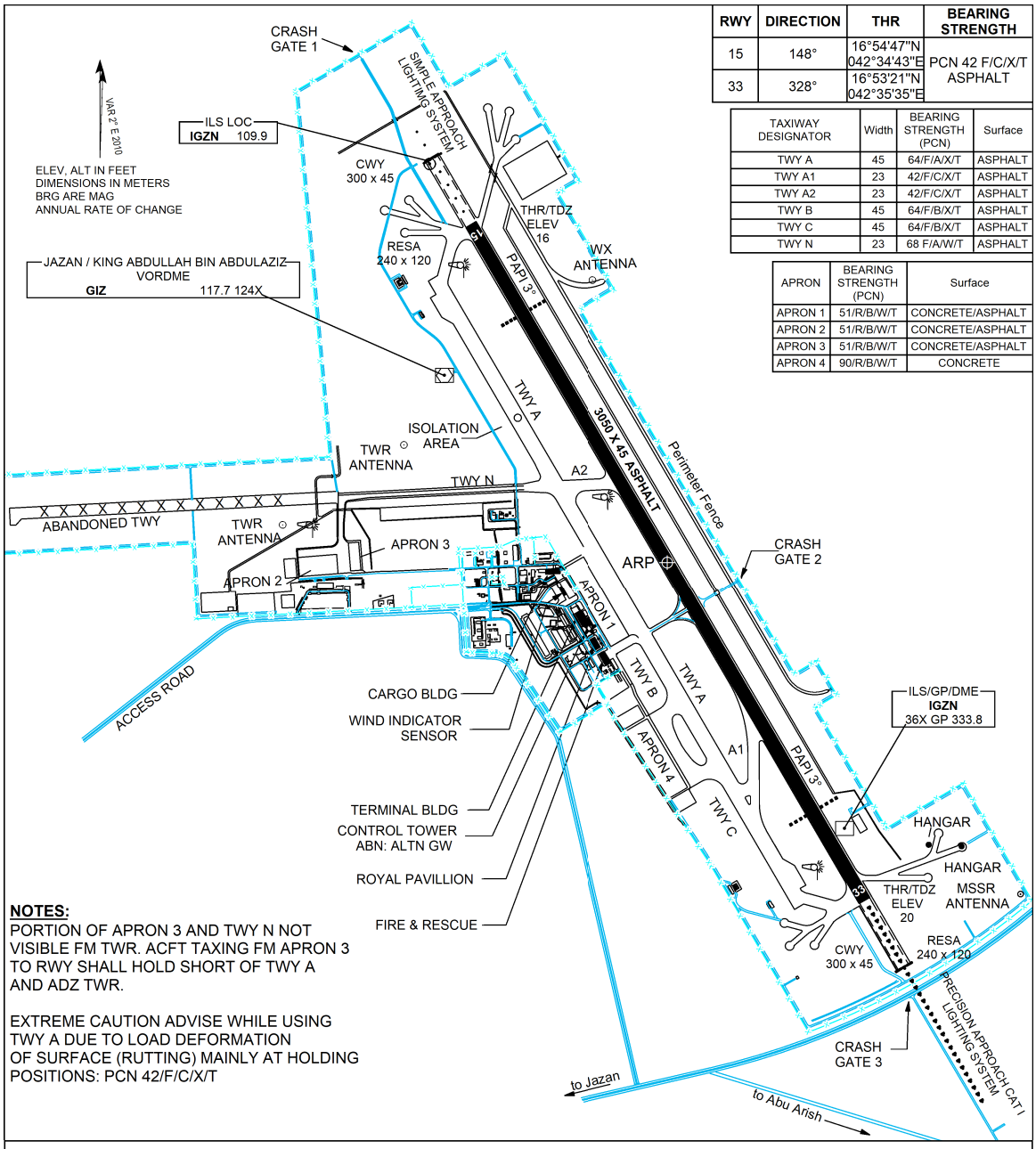
AERODROME CHART - ICAO 16°54'04"N 042°35'09"E **ELEV 20**

TWR	118 235.9 (UHF)
GND	121.9 280 (UHF)
ATIS	127.85

JAZAN / Kling Abdullah Bin abdulaziz



RWY	DIRECTION	THR	BEARING STRENGTH
15	148°	16°54'47"N 042°34'43"E	PCN 42 F/C/X/T ASPHALT
33	328°	16°53'21"N 042°35'35"E	

TAXIWAY DESIGNATOR	Width	BEARING STRENGTH (PCN)	Surface
TWY A	45	64/F/A/X/T	ASPHALT
TWY A1	23	42/F/C/X/T	ASPHALT
TWY A2	23	42/F/C/X/T	ASPHALT
TWY B	45	64/F/B/X/T	ASPHALT
TWY C	45	64/F/B/X/T	ASPHALT
TWY N	23	68 F/A/W/T	ASPHALT

APRON	BEARING STRENGTH (PCN)	Surface
APRON 1	51/R/B/W/T	CONCRETE/ASPHALT
APRON 2	51/R/B/W/T	CONCRETE/ASPHALT
APRON 3	51/R/B/W/T	CONCRETE/ASPHALT
APRON 4	90/R/B/W/T	CONCRETE

NOTES:
PORTION OF APRON 3 AND TWY N NOT VISIBLE FM TWR. ACFT TAXING FM APRON 3 TO RWY SHALL HOLD SHORT OF TWY A AND ADZ TWR.

EXTREME CAUTION ADVISE WHILE USING TWY A DUE TO LOAD DEFORMATION OF SURFACE (RUTTING) MAINLY AT HOLDING POSITIONS: PCN 42/F/C/X/T

TAKE-OFF MINIMUMS:
RWY 15/33:STANDARD

NOTES:
KING ABDULLAH BIN ABDULAZIZ AIRPORT (OEGN) MAY BE USED AS AN ALTERNATE FOR B747-8 AIRCRAFT SUBJECT TO THE FOLLOWING LIMITATIONS:

1. B747-8 AIRCRAFT ALL OPERATION WEIGHT DOES NOT EXCEED 325 TONS.
2. ONLY CODE C AIRCRAFT ARE ALLOWED ON APRON TAXIWAY WHEN B747-8 IS PARKED ON THE PARKING PAD AND VISE VERSA.
3. NO PARKING PAD MARKING IS AVAILABLE FOR B747-8, HOWEVER ROYAL PARKING IS THE ONLY AUTHORIZED PARKING FOR B747 -8 AND PILOTS MUST CONTACT TOWER FOR PARKING INSTRUCTIONS.

LEGEND	
WIND DIRECTION INDICATOR	
SERVICE ROAD	
FENCE	
CLOSED	X

300 0 500 1000 METERS
1000 0 1000 2000 3000 FEET

CHANGES: *Display of CWY*

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AERODROME CHART - ICAO 31°24'43"N 037°16'46"E **ELEV 1684**

FRS 133.5
TIBA 122.8
UNCONTROLLED AD

GURIAT/Guriat

RWY	DIRECTION	THR	BEARING STRENGTH
10	102°	31°24'58"N 037°15'51"E	PCN 61 F/A/X/T ASPHALT
28	282°	31°24'29"N 037°17'42"E	PCN 61 F/A/X/T ASPHALT

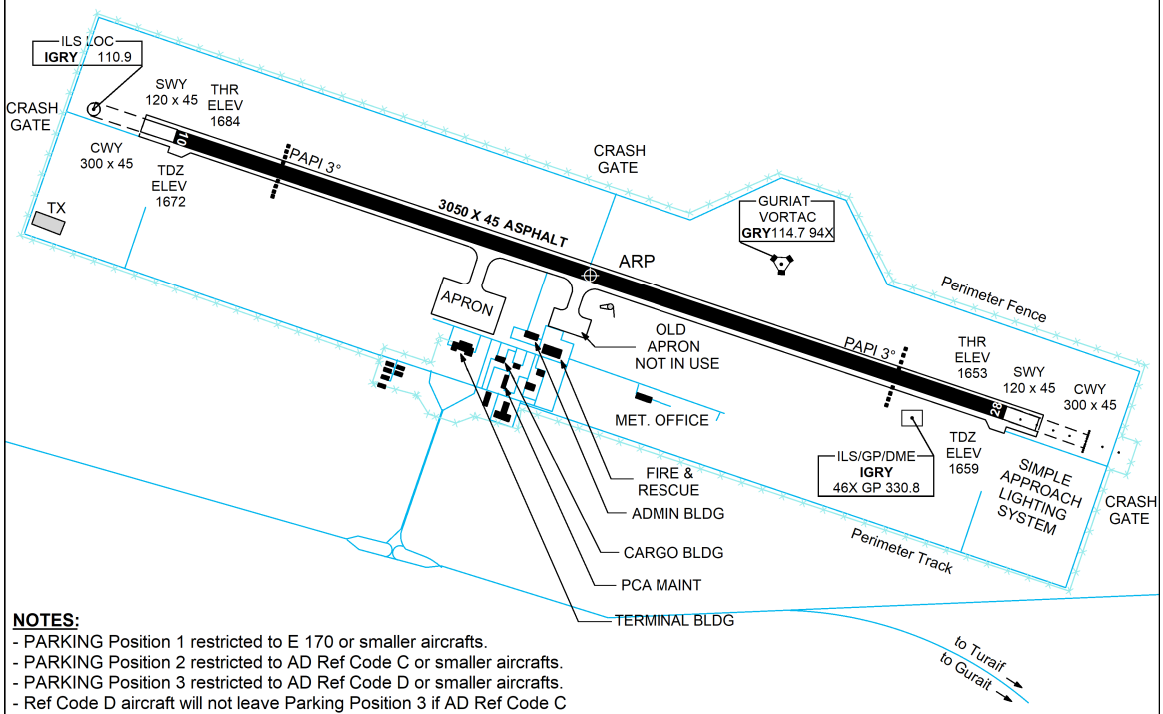
VAR 4° E 2015

ELEV, ALT IN FEET
DIMENSIONS IN METERS
BRG ARE MAG
ANNUAL RATE OF CHANGE 4' E

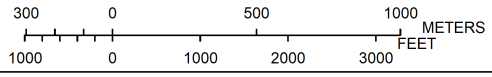
NOTE:
Contact FRS on 133.5 MHZ at least 15 minutes before landing.

TAXIWAY DESIGNATOR	Width	BEARING STRENGTH (PCN)	Surface
TWY	27.5	61/F/A/X/T	ASPHALT

APRON	BEARING STRENGTH (PCN)	Surface
APRON 1	61/F/A/X/T	ASPHALT



NOTES:
- PARKING Position 1 restricted to E 170 or smaller aircrafts.
- PARKING Position 2 restricted to AD Ref Code C or smaller aircrafts.
- PARKING Position 3 restricted to AD Ref Code D or smaller aircrafts.
- Ref Code D aircraft will not leave Parking Position 3 if AD Ref Code C aircraft is parked at Parking Position 2.



CHANGES: *Display of CWY*

LEGEND	
WIND DIRECTION INDICATOR	
SERVICE ROAD	
FENCE	

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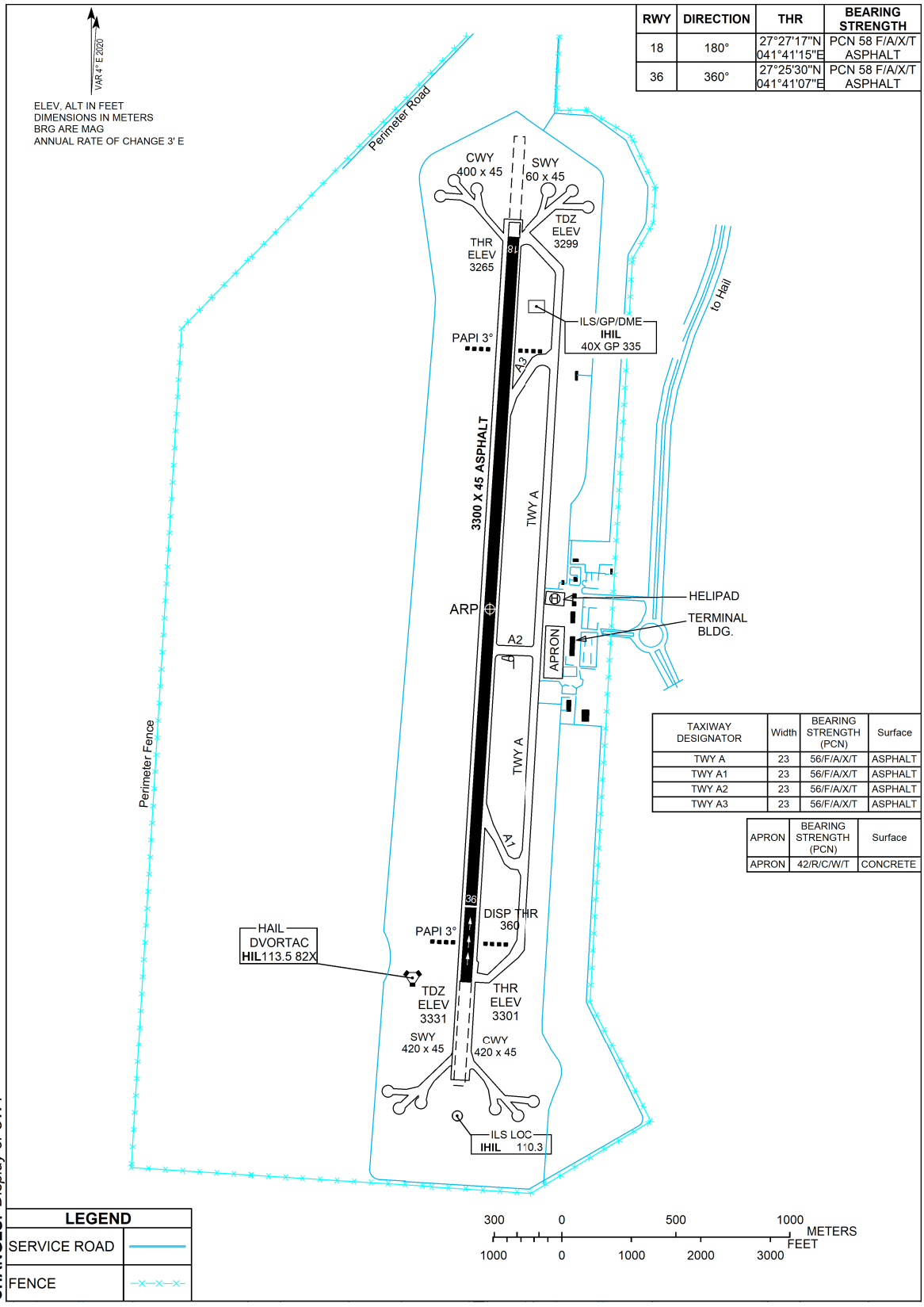
AERODROME CHART - ICAO 27°26'23"N 041°41'11"E **ELEV 3305**

TWR	118.7
GND	121.9
ATIS	127.85

HAIL/Hail

RWY	DIRECTION	THR	BEARING STRENGTH
18	180°	27°27'17"N 041°41'15"E	PCN 58 F/A/X/T ASPHALT
36	360°	27°25'30"N 041°41'07"E	PCN 58 F/A/X/T ASPHALT



TAXIWAY DESIGNATOR	Width	BEARING STRENGTH (PCN)	Surface
TWY A	23	56/F/A/X/T	ASPHALT
TWY A1	23	56/F/A/X/T	ASPHALT
TWY A2	23	56/F/A/X/T	ASPHALT
TWY A3	23	56/F/A/X/T	ASPHALT

APRON	BEARING STRENGTH (PCN)	Surface
APRON	42/R/C/W/T	CONCRETE

LEGEND	
SERVICE ROAD	
FENCE	

CHANGES: *Display of CWY*

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AERODROME CHART - ICAO

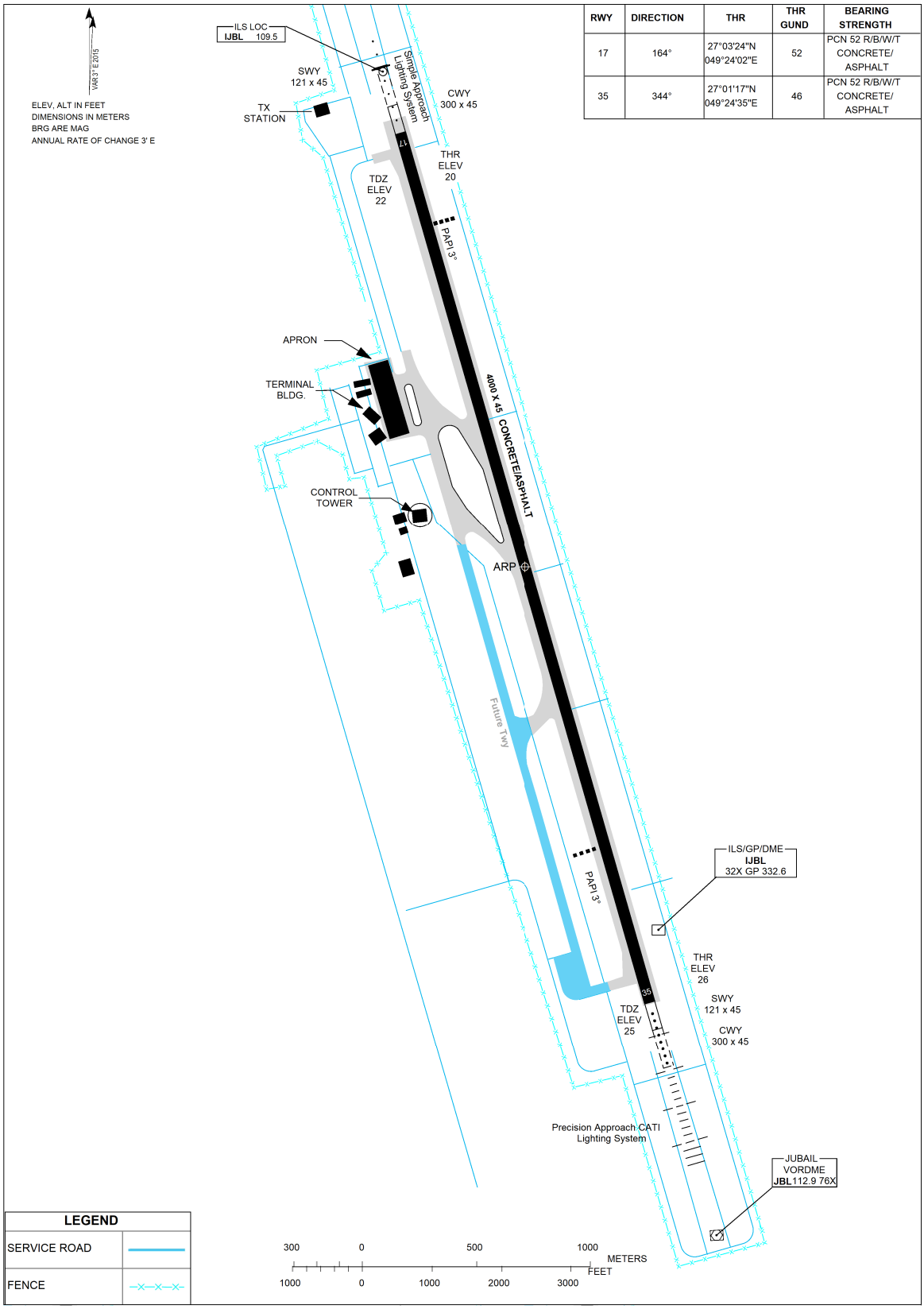
27°02'20"N
049°24'18"E

ELEV 26

TWR	120.5	341.3
SMC	121.9	347.1

JUBAIL/Jubail

RWY	DIRECTION	THR	THR GUND	BEARING STRENGTH
17	164°	27°03'24"N 049°24'02"E	52	PCN 52 R/B/W/T CONCRETE/ ASPHALT
35	344°	27°01'17"N 049°24'35"E	46	PCN 52 R/B/W/T CONCRETE/ ASPHALT



LEGEND

SERVICE ROAD	
FENCE	

CHANGES: *Display of CWY and GUND*

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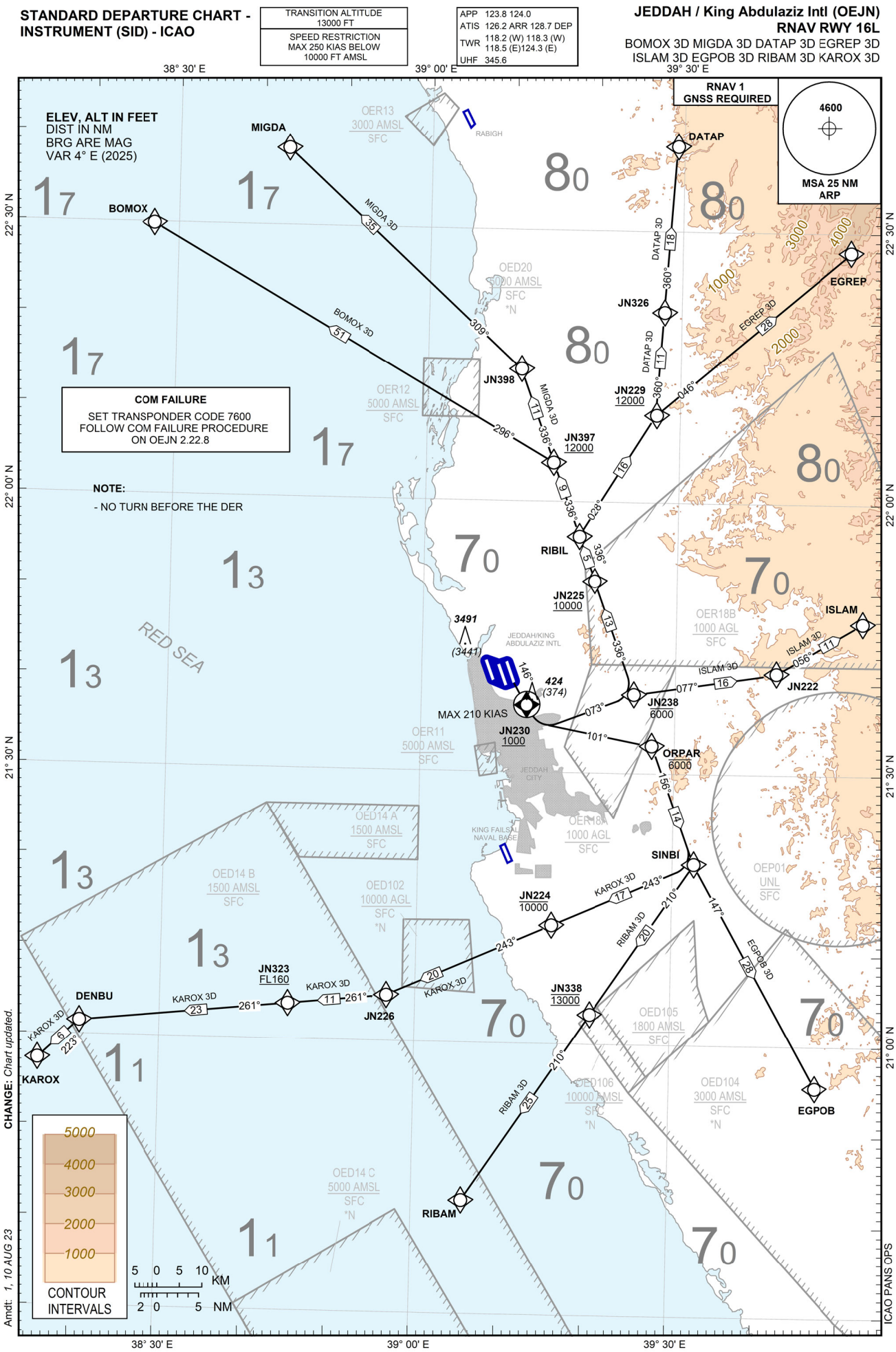

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO
TRANSITION ALTITUDE 13000 FT
SPEED RESTRICTION MAX 250 KIAS BELOW 10000 FT AMSL
APP 123.8 124.0
ATIS 126.2 ARR 128.7 DEP
TWR 118.2 (W) 118.3 (W) 118.5 (E)124.3 (E)
UHF 345.6
JEDDAH / King Abdulaziz Intl (OEJN)
RNAV RWY 16L
BOMOX 3D MIGDA 3D DATAP 3D EGREP 3D ISLAM 3D EGPOB 3D RIBAM 3D KAROX 3D
RNAV 1 GNSS REQUIRED
MSA 25 NM ARP
4600
ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 4° E (2025)
COM FAILURE
SET TRANSPONDER CODE 7600
FOLLOW COM FAILURE PROCEDURE ON OEJN 2.22.8
NOTE:
- NO TURN BEFORE THE DER
MIGDA
BOMOX
DATAP
EGREP
ISLAM
SINBI
ORPAR
RIBIL
JN398
JN397 12000
JN326
JN229 12000
JN225 10000
JN222
JN238 6000
JN230 1000
JN224 10000
JN323 FL160
JN226
JN338 13000
DENBU
KAROX
RIBAM
EGPOB
RABIGH
JEDDAH/KING ABDULAZIZ INTL
JEDDAH CITY
KING FAISAL NAVAL BASE
RED SEA
MAX 210 KIAS
3491 (3441)
424 (374)
OER13 3000 AMSL SFC
OER12 5000 AMSL SFC
OER11 5000 AMSL SFC
OER18B 1000 AGL SFC
OER18A 1000 AGL SFC
OED20 5000 AMSL SFC *N
OED14 A 1500 AMSL SFC
OED14 B 1500 AMSL SFC
OED14 C 5000 AMSL SFC *N
OED102 10000 AGL SFC *N
OED105 1800 AMSL SFC
OED106 10000 AMSL SFC *N
OED104 3000 AMSL SFC *N
OEP01 UNL SFC
CONTOUR INTERVALS
5000
4000
3000
2000
1000
5 0 5 10 KM
2 0 5 NM
CHANGE: Chart updated.
Amdt: 1, 10 AUG 23
ICAO PANS OPS
22° 30' N
22° 00' N
21° 30' N
21° 00' N
38° 30' E
39° 00' E
39° 30' E

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

JEDDAH / King Abdulaziz Intl (OEJN)
RNAV RWY 16L
BOMOX 3D MIGDA 3D DATAP 3D EGREP 3D
ISLAM 3D EGPOB 3D RIBAM 3D KAROX 3D

TABULAR DESCRIPTION

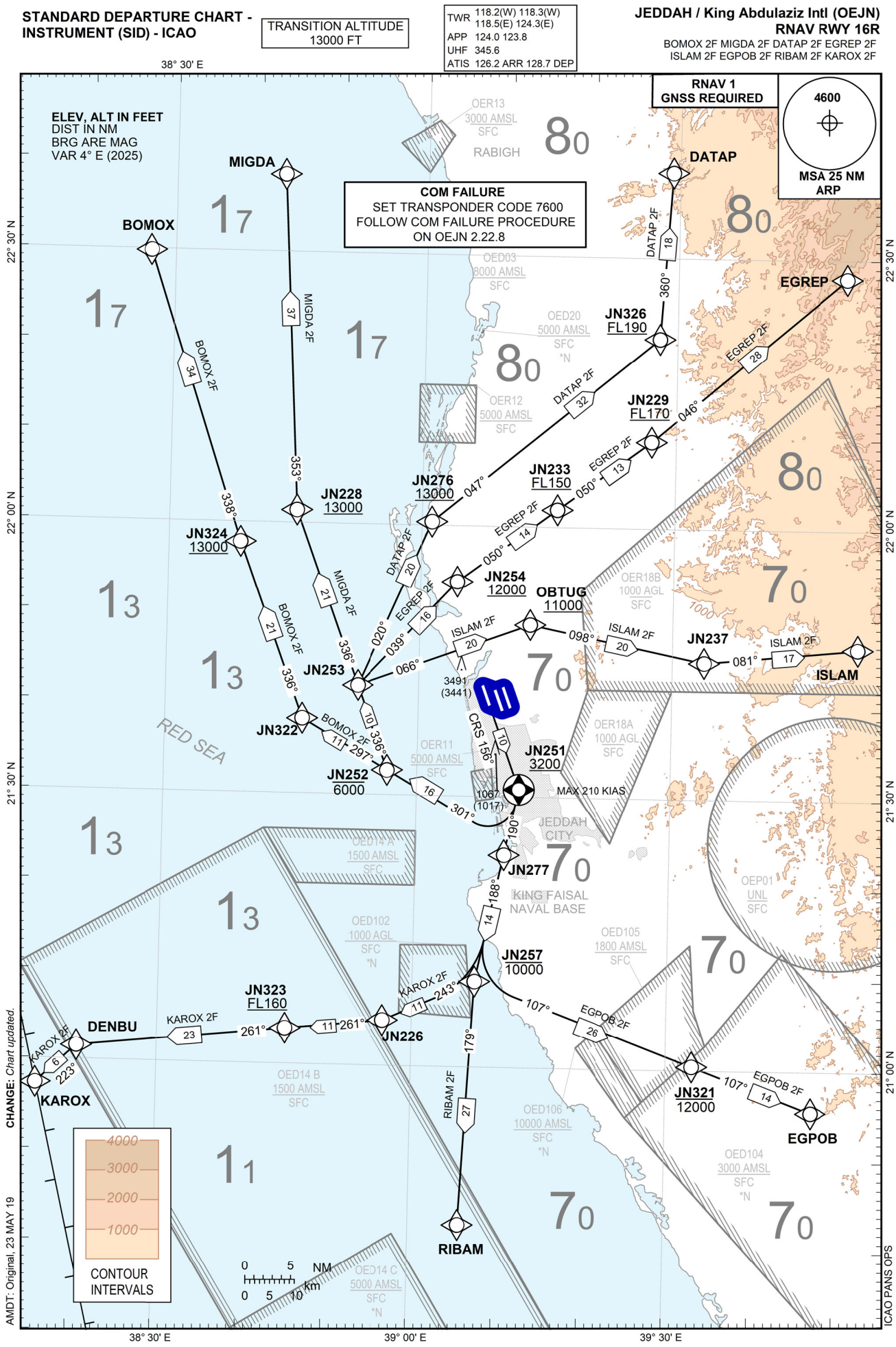
RNAV RWY 16L

Serial Number	Path Descriptor	Waypoint Identifier	Fly-Over	Course M°(T°)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed Limit (kt)	VPA/TCH (°/ft)	Navigation Specification
ISLAM 3D DEPARTURE											
010	CF	JN230	Y	146(149.8)	-3.8	3.0	-	+1000	-210	-	RNAV 1
020	CF	JN238	-	073(077.0)	-3.8	-	-	-6000	-	-	RNAV 1
030	TF	JN222	-	077(081.0)	-3.8	15.7	-	-	-	-	RNAV 1
040	TF	ISLAM	-	056(059.3)	-3.8	11.1	-	-	-	-	RNAV 1
EGREP 3D DEPARTURE											
010	CF	JN230	Y	146(149.8)	-3.8	3.0	-	+1000	-210	-	RNAV 1
020	CF	JN238	-	073(077.0)	-3.8	-	L	-6000	-	-	RNAV 1
030	TF	JN225	-	336(339.9)	-3.8	13.3	-	+10000	-	-	RNAV 1
040	TF	RIBIL	-	336(339.9)	-3.8	5.3	-	-	-	-	RNAV 1
050	TF	JN229	-	028(031.6)	-3.8	15.6	-	+12000	-	-	RNAV 1
060	TF	EGREP	-	046(049.4)	-3.8	28.1	-	-	-	-	RNAV 1
DATAP 3D DEPARTURE											
010	CF	JN230	Y	146(149.8)	-3.8	3.0	-	+1000	-210	-	RNAV 1
020	CF	JN238	-	073(077.0)	-3.8	-	L	-6000	-	-	RNAV 1
030	TF	JN225	-	336(339.9)	-3.8	13.3	-	+10000	-	-	RNAV 1
040	TF	RIBIL	-	336(339.9)	-3.8	5.3	-	-	-	-	RNAV 1
050	TF	JN229	-	028(031.6)	-3.8	15.6	-	+12000	-	-	RNAV 1
060	TF	JN326	-	360(003.7)	-3.8	11.4	-	-	-	-	RNAV 1
070	TF	DATAP	-	360(003.7)	-3.8	18.4	-	-	-	-	RNAV 1
MIGDA 3D DEPARTURE											
010	CF	JN230	Y	146(149.8)	-3.8	3.0	-	+1000	-210	-	RNAV 1
020	CF	JN238	-	073(077.0)	-3.8	-	L	-6000	-	-	RNAV 1
030	TF	JN225	-	336(339.9)	-3.8	13.3	-	+10000	-	-	RNAV 1
040	TF	RIBIL	-	336(339.9)	-3.8	5.3	-	-	-	-	RNAV 1
050	TF	JN397	-	336(339.8)	-3.8	8.5	-	+12000	-	-	RNAV 1
060	TF	JN398	-	336(339.8)	-3.8	10.9	-	-	-	-	RNAV 1
070	TF	MIGDA	-	309(312.6)	-3.8	35.3	-	-	-	-	RNAV 1
BOMOX 3D DEPARTURE											
010	CF	JN230	Y	146(149.8)	-3.8	3.0	-	+1000	-210	-	RNAV 1
020	CF	JN238	-	073(077.0)	-3.8	-	L	-6000	-	-	RNAV 1
030	TF	JN225	-	336(339.9)	-3.8	13.3	-	+10000	-	-	RNAV 1
040	TF	RIBIL	-	336(339.9)	-3.8	5.3	-	-	-	-	RNAV 1
050	TF	JN397	-	336(339.8)	-3.8	8.5	-	+12000	-	-	RNAV 1
060	TF	BOMOX	-	296(299.9)	-3.8	51.3	-	-	-	-	RNAV 1
EGPOB 3D DEPARTURE											
010	CF	JN230	Y	146(149.8)	-3.8	3.0	-	+1000	-210	-	RNAV 1
020	CF	ORPAR	-	101(105.0)	-3.8	-	-	-6000	-	-	RNAV 1
030	TF	SINBI	-	156(159.9)	-3.8	13.9	-	-	-	-	RNAV 1
040	TF	EGPOB	-	147(150.6)	-3.8	28.0	-	-	-	-	RNAV 1
RIBAM 3D DEPARTURE											
010	CF	JN230	Y	146(149.8)	-3.8	3.0	-	+1000	-210	-	RNAV 1
020	CF	ORPAR	-	101(105.0)	-3.8	-	-	-6000	-	-	RNAV 1
030	TF	SINBI	-	156(159.9)	-3.8	13.9	-	-	-	-	RNAV 1
040	TF	JN338	-	210(213.9)	-3.8	20.0	-	@13000	-	-	RNAV 1
050	TF	RIBAM	-	210(213.8)	-3.8	24.8	-	-	-	-	RNAV 1
KAROX 3D DEPARTURE											
010	CF	JN230	Y	146(149.8)	-3.8	3.0	-	+1000	-210	-	RNAV 1
020	CF	ORPAR	-	101(105.0)	-3.8	-	-	-6000	-	-	RNAV 1
030	TF	SINBI	-	156(159.9)	-3.8	13.9	-	-	-	-	RNAV 1
040	TF	JN224	-	243(246.2)	-3.8	17.0	-	-10000	-	-	RNAV 1
050	TF	JN226	-	243(246.1)	-3.8	19.7	-	-	-	-	RNAV 1
060	TF	JN323	-	261(264.2)	-3.8	10.8	-	+FL160	-	-	RNAV 1
070	TF	DENBU	-	261(264.1)	-3.8	23.1	-	-	-	-	RNAV 1
080	TF	KAROX	-	223(226.7)	-3.8	6.1	-	-	-	-	RNAV 1

CHANGE: *Table updated.*

AMDT: *1, 10 AUG 23*

ICAO PANS OPS


STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO
TRANSITION ALTITUDE 13000 FT
TWR 118.2(W) 118.3(W) 118.5(E) 124.3(E)
APP 124.0 123.8
UHF 345.6
ATIS 126.2 ARR 128.7 DEP
JEDDAH / King Abdulaziz Intl (OEJN)
RNAV RWY 16R
BOMOX 2F MIGDA 2F DATAP 2F EGREP 2F ISLAM 2F EGPOB 2F RIBAM 2F KAROX 2F
RNAV 1 GNSS REQUIRED
4600
MSA 25 NM ARP
ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 4° E (2025)
COM FAILURE
SET TRANSPONDER CODE 7600
FOLLOW COM FAILURE PROCEDURE
ON OEJN 2.22.8
MIGDA
BOMOX
DATAP
EGREP
ISLAM
OBTUG
JN326 FL190
JN229 FL170
JN233 FL150
JN276 13000
JN228 13000
JN324 13000
JN254 12000
JN253
JN322
JN237
JN251 3200
JN252 6000
JN277
JN257 10000
JN323 FL160
JN226
JN321 12000
DENBU
KAROX
EGPOB
RIBAM
KING FAISAL NAVAL BASE
JEDDAH CITY
MAX 210 KIAS
RED SEA
RABIGH
CONTOUR INTERVALS
4000
3000
2000
1000
CHANGE: Chart updated.
AMDT: Original, 23 MAY 19
ICAO PANS OPS
38° 30' E
39° 00' E
39° 30' E
22° 30' N
22° 00' N
21° 30' N
21° 00' N

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

JEDDAH / King Abdulaziz Intl (OEJN)
RNAV RWY 16R
BOMOX 2F MIGDA 2F DATAP 2F EGREP 2F
ISLAM 2F EGPOB 2F RIBAM 2F KAROX 2F

TABULAR DESCRIPTION

RNAV RWY 16R											
Serial Number	Path Descriptor	Waypoint Identifier	Fly-Over	Course M°(T°)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed Limit (kt)	VPA/TCH (°/ft)	Navigation Specification
ISLAM 2F DEPARTURE											
010	CF	JN251	Y	156(159.7)	-3.8	10.0	R	+3200	-210	-	RNAV 1
020	CF	JN277	-	190(194.1)	-3.8	-	-	-	-	-	RNAV 1
030	TF	JN252	-	301(305.0)	-3.8	16.0	-	-6000	-	-	RNAV 1
040	TF	JN253	-	336(339.7)	-3.8	9.9	R	-	-	-	RNAV 1
050	TF	OBTUG	-	066(069.5)	-3.8	20.1	-	+11000	-	-	RNAV 1
060	TF	JN237	-	098(101.5)	-3.8	19.7	-	-	-	-	RNAV 1
070	TF	ISLAM	-	081(084.5)	-3.8	17.1	-	-	-	-	RNAV 1
EGREP 2F DEPARTURE											
010	CF	JN251	Y	156(159.7)	-3.8	-3.8	R	+3200	-210	-	RNAV 1
020	CF	JN277	-	190(194.1)	-3.8	-	-	-	-	-	RNAV 1
030	TF	JN252	-	301(305.0)	-3.8	16.0	-	-6000	-	-	RNAV 1
040	TF	JN253	-	336(339.7)	-3.8	9.9	R	-	-	-	RNAV 1
050	TF	JN254	-	039(042.6)	-3.8	15.9	-	+12000	-	-	RNAV 1
060	TF	JN233	-	050(053.2)	-3.8	13.6	-	+FL150	-	-	RNAV 1
070	TF	JN229	-	050(053.4)	-3.8	12.8	-	+FL170	-	-	RNAV 1
080	TF	EGREP	-	046(049.4)	-3.8	28.1	-	-	-	-	RNAV 1
DATAP 2F DEPARTURE											
010	CF	JN251	Y	156(159.7)	-3.8	10.0	R	+3200	-210	-	RNAV 1
020	CF	JN277	-	190(194.1)	-3.8	-	-	-	-	-	RNAV 1
030	TF	JN252	-	301(305.0)	-3.8	16.0	-	-6000	-	-	RNAV 1
040	TF	JN253	-	336(339.7)	-3.8	9.9	R	-	-	-	RNAV 1
050	TF	JN276	-	020(023.2)	-3.8	19.9	-	+13000	-	-	RNAV 1
060	TF	JN326	-	047(050.2)	-3.8	32.2	-	+FL190	-	-	RNAV 1
070	TF	DATAP	-	360(003.7)	-3.8	18.4	-	-	-	-	RNAV 1
MIGDA 2F DEPARTURE											
010	CF	JN251	Y	156(159.7)	-3.8	10.0	R	+3200	-210	-	RNAV 1
020	CF	JN277	-	190(194.1)	-3.8	-	-	-	-	-	RNAV 1
030	TF	JN252	-	301(305.0)	-3.8	16.0	-	-6000	-	-	RNAV 1
040	TF	JN253	-	336(339.7)	-3.8	9.9	R	-	-	-	RNAV 1
050	TF	JN228	-	336(339.6)	-3.8	20.5	-	+13000	-	-	RNAV 1
060	TF	MIGDA	-	353(356.9)	-3.8	37.0	-	-	-	-	RNAV 1
BOMOX 2F DEPARTURE											
010	CF	JN251	Y	156(159.7)	-3.8	10.0	R	+3200	-210	-	RNAV 1
020	CF	JN277	-	190(194.1)	-3.8	-	-	-	-	-	RNAV 1
030	TF	JN252	-	301(305.0)	-3.8	16.0	-	-6000	-	-	RNAV 1
040	TF	JN322	-	297(300.2)	-3.8	11.0	-	-	-	-	RNAV 1
050	TF	JN324	-	336(339.6)	-3.8	20.7	-	+13000	-	-	RNAV 1
060	TF	BOMOX	-	338(341.7)	-3.8	33.7	-	-	-	-	RNAV 1
EGPOB 2F DEPARTURE											
010	CF	JN251	Y	156(159.7)	-3.8	10.0	R	+3200	-210	-	RNAV 1
020	CF	JN277	-	190(194.1)	-3.8	-	-	-	-	-	RNAV 1
030	TF	JN257	-	188(191.9)	-3.8	14.3	-	-10000	-	-	RNAV 1
040	TF	JN321	-	107(110.4)	-3.8	25.8	-	-12000	-	-	RNAV 1
050	TF	EGPOB	-	107(110.6)	-3.8	14.1	-	-	-	-	RNAV 1
RIBAM 2F DEPARTURE											
010	CF	JN251	Y	156(159.7)	-3.8	10.0	R	+3200	-210	-	RNAV 1
020	CF	JN277	-	190(194.1)	-3.8	-	-	-	-	-	RNAV 1
030	TF	JN257	-	188(191.9)	-3.8	14.3	-	-10000	-	-	RNAV 1
040	TF	RIBAM	-	179(182.9)	-3.8	27.0	-	-	-	-	RNAV 1
KAROX 2F DEPARTURE											
010	CF	JN251	Y	156(159.7)	-3.8	10.0	R	+3200	-210	-	RNAV 1
020	CF	JN277	-	190(194.1)	-3.8	-	-	-	-	-	RNAV 1
030	TF	JN257	-	188(191.9)	-3.8	14.3	-	-10000	-	-	RNAV 1
040	TF	JN226	-	243(246.1)	-3.8	11.0	-	-	-	-	RNAV 1
050	TF	JN323	-	261(264.2)	-3.8	10.8	-	+FL160	-	-	RNAV 1
060	TF	DENBU	-	261(264.1)	-3.8	23.1	-	-	-	-	RNAV 1
070	TF	KAROX	-	223(226.7)	-3.8	6.1	-	-	-	-	RNAV 1

CHANGE: *Table updated.*

AMDT:Original, 23 MAY 19

ICAO PANS OPS

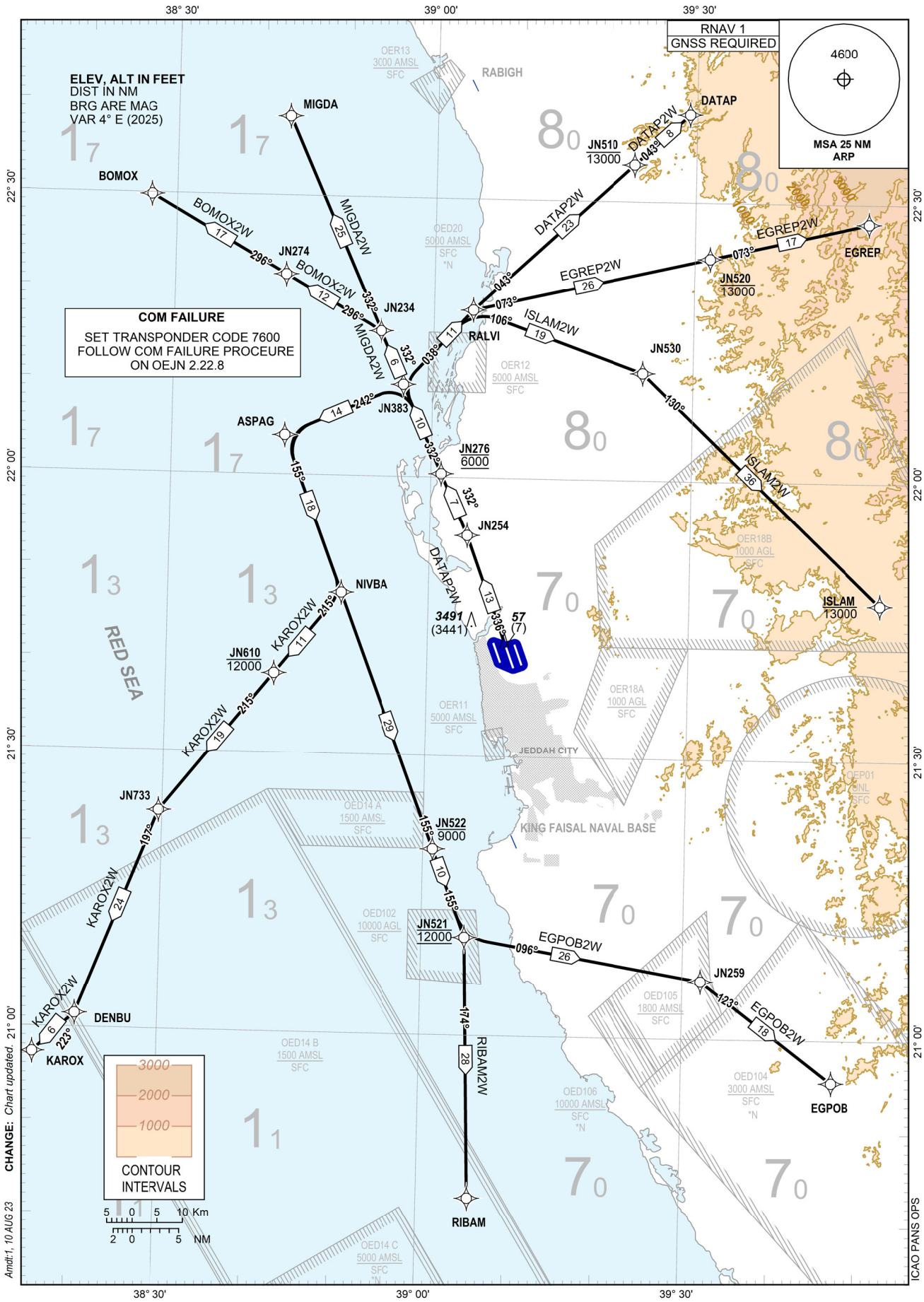
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
13000 FT
SPEED RESTRICTION
MAX 250 KIAS BELOW
10000 FT AMSL

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

JEDDAH/King Abdulaziz Intl(OEJN)
RNAV RWY 34C

BOMOX2W RIBAM2W MIGDA2W KAROX2W
ISLAM2W EGREP2W EGPOB2W DATAP2W



STANDARD DEPARTURE CHART - NSTRUMENT (SID) - ICAO

JEDDAH/King Abdulaziz Intl (OEJN)
RNAV RWY 34C

RIBAM2W MIGDA2W KAROX2W ISLAM2W
EGREP2W EGPOB2W DATAP2W BOMOX2W

TABULAR DESCRIPTION

RNAV RWY 34C

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course M°(T°)	Magnetic Variation (°)	Distance (NM) / Duration	Turn Direction	Altitude (FT)	Speed Limit (KT)	Navigation Specification
ISLAM2W DEPARTURE										
010	CF	JN254	-	336 (339.7)	-3.8	12.8	-	-	-	RNAV 1
020	TF	JN276	-	332 (336.0)	-3.8	7.2	-	@6000	-	RNAV 1
030	TF	JN383	-	332 (336.0)	-3.8	10.4	-	-	-	RNAV 1
040	TF	RALVI	-	038 (042.0)	-3.8	10.9	-	-	-	RNAV 1
050	TF	JN530	-	106 (109.5)	-3.8	19.4	-	-	-	RNAV 1
060	TF	ISLAM	-	130 (133.6)	-	35.7	-	-13000	-	RNAV 1
EGREP2W DEPARTURE										
010	CF	JN254	-	336 (339.7)	3.8	12.8	-	-	-	RNAV 1
020	TF	JN276	-	332 (336.0)	3.8	7.2	-	@6000	-	RNAV 1
030	TF	JN383	-	332 (336.0)	3.8	10.4	-	-	-	RNAV 1
040	TF	RALVI	-	038 (042.0)	3.8	10.9	-	-	-	RNAV 1
050	TF	JN520	-	073 (076.8)	3.8	25.9	-	-13000	-	RNAV 1
060	TF	EGREP	-	073 (076.9)	-	17.5	-	-	-	RNAV 1
DATAP2W DEPARTURE										
010	CF	JN254	-	336 (339.7)	-3.8	12.8	-	-	-	RNAV 1
020	TF	JN276	-	332 (336.0)	-3.8	7.2	-	@6000	-	RNAV 1
030	TF	JN383	-	332 (336.0)	-3.8	10.4	-	-	-	RNAV 1
040	TF	RALVI	-	038 (042.0)	-3.8	10.9	-	-	-	RNAV 1
050	TF	JN510	-	043 (046.9)	-3.8	23.3	-	-13000	-	RNAV 1
060	TF	DATAP	-	043 (047.0)	-	8.0	-	-	-	RNAV 1
MIGDA2W DEPARTURE										
010	CF	JN254	-	336 (339.7)	-3.8	12.8	-	-	-	RNAV 1
020	TF	JN276	-	332 (336.0)	-3.8	7.2	-	@6000	-	RNAV 1
030	TF	JN383	-	332 (336.0)	-3.8	10.4	-	-	-	RNAV 1
040	TF	JN234	-	332 (336.1)	-3.8	6.2	-	-	-	RNAV 1
050	TF	MIGDA	-	332 (335.9)	-	25.0	-	-	-	RNAV 1
BOMOX2W DEPARTURE										
010	CF	JN254	-	336 (339.7)	-3.8	12.8	-	-	-	RNAV 1
020	TF	JN276	-	332 (336.0)	-3.8	7.2	-	@6000	-	RNAV 1
030	TF	JN383	-	332 (336.0)	-3.8	10.4	-	-	-	RNAV 1
040	TF	JN234	-	332 (336.1)	-3.8	6.2	-	-	-	RNAV 1
050	TF	JN274	-	296 (299.8)	-3.8	11.8	-	-	-	RNAV 1
060	TF	BOMOX	-	296 (299.7)	-	16.7	-	-	-	RNAV 1
EGPOB2W DEPARTURE										
010	CF	JN254	-	336 (339.7)	-3.8	12.8	-	-	-	RNAV 1
020	TF	JN276	-	332 (336.0)	-3.8	7.2	-	@6000	-	RNAV 1
030	TF	JN383	-	332 (336.0)	-3.8	10.4	L	-	-	RNAV 1
040	TF	ASPAG	-	242 (245.9)	-3.8	13.8	L	-	-	RNAV 1
050	TF	NIVBA	-	155 (159.0)	-3.8	18.0	-	-	-	RNAV 1
060	TF	JN522	-	155 (159.1)	-3.8	29.2	-	-9000	-	RNAV 1
070	TF	JN521	-	155 (159.1)	-3.8	10.1	-	@12000	-	RNAV 1
080	TF	JN259	-	096 (099.5)	-3.8	25.7	-	-	-	RNAV 1
090	TF	EGPOB	-	123 (127.1)	-	17.7	-	-	-	RNAV 1
RIBAM2W DEPARTURE										
010	CF	JN254	-	336 (339.7)	3.8	12.8	-	-	-	RNAV 1
020	TF	JN276	-	332 (336.0)	-3.8	7.2	-	@6000	-	RNAV 1
030	TF	JN383	-	332 (336.0)	-3.8	10.4	L	-	-	RNAV 1
040	TF	ASPAG	-	242 (245.9)	-3.8	13.8	L	-	-	RNAV 1
050	TF	NIVBA	-	155 (159.0)	-3.8	18.0	-	-	-	RNAV 1
060	TF	JN522	-	155 (159.1)	-3.8	29.2	-	-9000	-	RNAV 1
070	TF	JN521	-	155 (159.1)	-3.8	10.1	-	@12000	-	RNAV 1
080	TF	RIBAM	-	174 (178.3)	-	27.9	-	-	-	RNAV 1

CHANGE: *JN274,BOMOX distance revised.*

Amdt:1, 10 AUG 23

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STANDARD DEPARTURE CHART - NSTRUMENT (SID) - ICAO

JEDDAH/King Abdulaziz Intl (OEJN) RNAV RWY 34C

RIBAM2W MIGDA2W KAROX2W ISLAM2W
EGREP2W EGPOB2W DATAP2W BOMOX2W

KAROX2W DEPARTURE

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course M°(T°)	Magnetic Variation (°)	Distance (NM) / Duration	Turn Direction	Altitude (FT)	Speed Limit (KT)	Navigation Specification
010	CF	JN254	-	336 (339.7)	-3.8	12.8	-	-	-	RNAV 1
020	TF	JN276	-	332 (336.0)	-3.8	7.2	-	@6000	-	RNAV 1
030	TF	JN383	-	332 (336.0)	-3.8	10.4	L	-	-	RNAV 1
040	TF	ASPAG	-	242 (245.9)	-3.8	13.8	L	-	-	RNAV 1
050	TF	NIVBA	-	155 (159.0)	-3.8	18.0	-	-	-	RNAV 1
060	TF	JN610	-	215 (218.6)	-3.8	11.2	-	-12000	-	RNAV 1
070	TF	JN733	-	215 (218.6)	-3.8	19.2	-	-	-	RNAV 1
080	TF	DENBU	-	197 (201.2)	-3.8	23.5	-	-	-	RNAV 1
090	TF	KAROX	-	223 (226.6)	-	6.1	-	-	-	RNAV 1

WAYPOINT LIST

RNAV RWY 34C

Waypoint Identifier	Coordinates		Waypoint Identifier	Coordinates	
JN274	22°21'30" N	038°42'47" E	ASPAG	22°04'13" N	038°43'01" E
BOMOX	22°29'49" N	038°27'04" E	DATAP	22°39'27" N	039°29'10" E
DENBU	21°01'29" N	038°20'31" E	EGPOB	20°55'28" N	039°47'10" E
EGREP	22°27'54" N	039°50'07" E	ISLAM	21°46'48" N	039°52'00" E
JN234	22°15'36" N	038°53'54" E	JN254	21°53'47" N	039°04'19" E
JN259	21°06'12" N	039°32'05" E	JN276	22°00'23" N	039°01'10" E
JN383	22°09'53" N	038°56'37" E	JN510	22°33'59" N	039°22'51" E
JN520	22°23'57" N	039°31'45" E	JN521	21°10'31" N	039°04'57" E
JN522	21°19'57" N	039°01'07" E	JN530	22°11'32" N	039°24'12" E
JN610	21°38'33" N	038°42'25" E	JN733	21°23'30" N	038°29'36" E
KAROX	20°57'17" N	038°15'47" E	MIGDA	22°38'29" N	038°42'53" E
NIVBA	21°47'22" N	038°49'56" E	RALVI	22°18'02" N	039°04'30" E
RIBAM	20°42'31" N	039°05'51" E			

RNAV RWY 34C JEDDAH / KING ABDULAZIZ INTL

The following instructions are applicable to all procedures
1) Advise ATC prior to take-off if unable to comply with SID.
2) After take-off, remain TWR FREQ.
3) Minimum rate of climb is 320 FT per nautical mile (5.27% CG) until 10000 FT.
4) Climb to 6000 FT or assigned by ATC,

ROUTING

CHANGE: *Table updated.*

SID	TEXT
BOMOX2W	Climb to JN254 on course 336°, to JN276 at 6000ft, to JN383, to JN234, turn left to JN274, to BOMOX
DATAP2W	Climb to JN254 on course 336°, to JN276 at 6000ft, to JN383, turn right to RALVI, to JN510 at or below 13000ft, to DATAP
EGPOB2W	Climb to JN254 on course 336°, to JN276 at 6000ft, to JN383, turn left to ASPAG, turn left to NIVBA,to JN522 at or below 9000ft, to JN521 at 12000ft, turn left to JN259, turn right to EGPOB
EGREP2W	Climb to JN254 on course 336°, to JN276 at 6000ft, to JN383, turn right to RALVI, to JN520 at or below 13000ft, to EGREP
ISLAM2W	Climb to JN254 on course 336°, to JN276 at 6000ft, to JN383, turn right to RALVI, turn right to JN530, turn right to ISLAM at or below 13000ft
KAROX2W	Climb to JN254 on course 336°, to JN276 at 6000ft, to JN383, turn left to ASPAG, turn left to NIVBA,turn right to JN610 at or below 12000ft, to JN733, turn left to DENBU, turn right to KAROX
MIGDA2W	Climb to JN254 on course 336°, turn left to JN276 at 6000ft, to JN383, to JN234, to MIGDA
RIBAM2W	Climb to JN254 on course 336°, to JN276 at 6000ft, to JN383, turn left to ASPAG, turn left to NIVBA,to JN522 at or below 9000ft, to JN521 at 12000ft, and turn right to RIBAM

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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

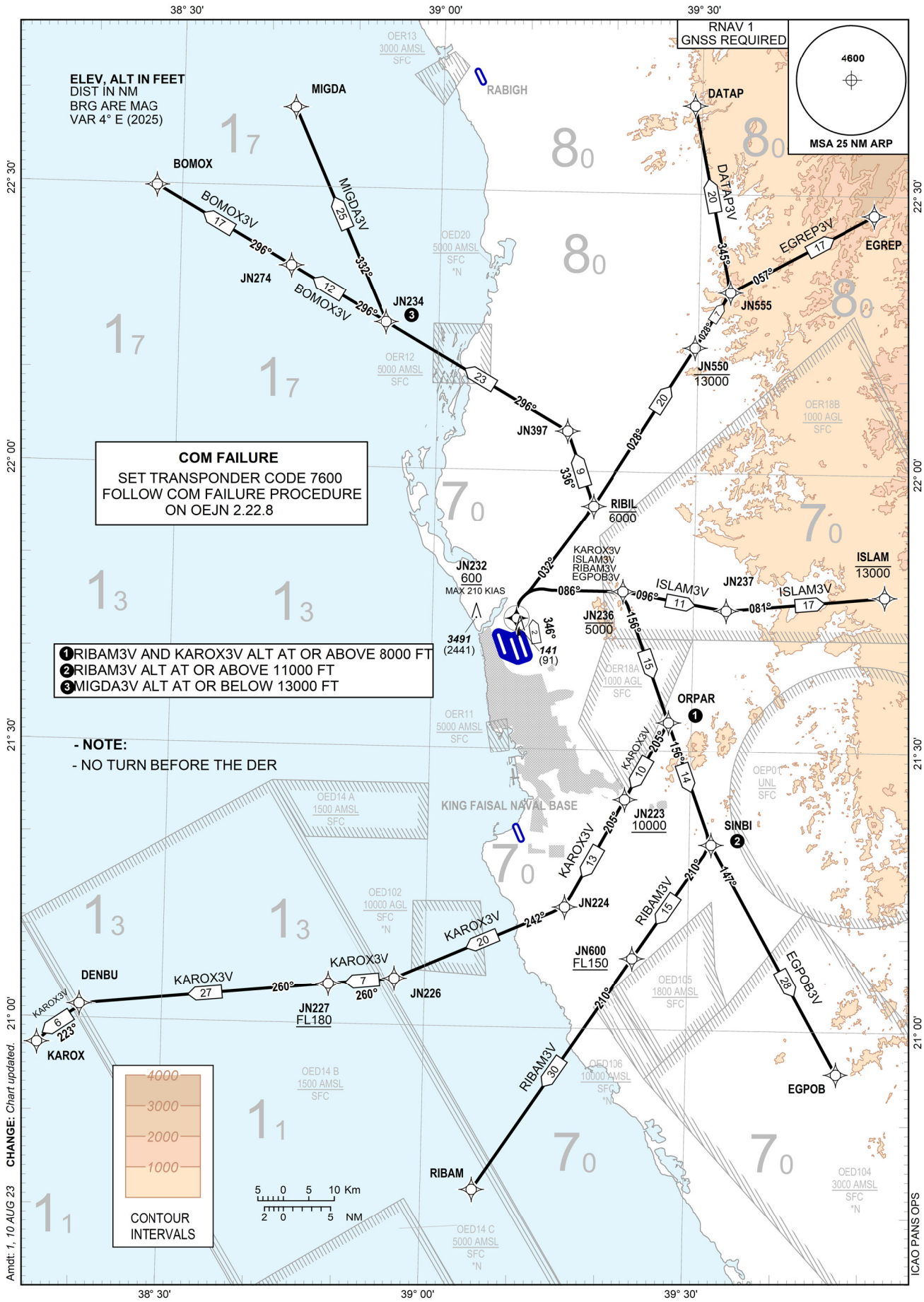
TRANSITION ALTITUDE 13000 FT

SPEED RESTRICTION MAX 250 KIAS BELOW 10000 FT AMSL

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

JEDDAH/King Abdulaziz Intl(OEJN) RNAV RWY 34R

RIBAM3V MIGDA3V KAROX3V ISLAM3V EGREP3V EGPOB3V DATAP3V BOMOX3V



STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

JEDDAH/King Abdulaziz Intl(OEJN)
RNAV RWY 34R

RIBAM3V MIGDA3V KAROX3V ISLAM3V
EGREP3V EGPOB3V DATAP3V BOMOX3V

TABULAR DESCRIPTION

RNAV RWY 34R										
Serial Number	*Path Descriptor*	*Waypoint Identifier*	*Fly-over*	*Course M°(T°)*	*Magnetic Variation (°)*	*Distance (NM) / Duration*	*Turn Direction*	*Altitude (FT)*	*Speed Limit (KT)*	*Navigation Specification*
BOMOX3V DEPARTURE										
010	CF	JN232	Y	346 (349.8)	-3.8	2.0	-	+600	-210	RNAV 1
020	CF	RIBIL	-	032 (035.8)	-3.8	-	-	-6000	-	RNAV 1
030	TF	JN397	-	336 (339.8)	-3.8	8.5	-	-	-	RNAV 1
040	TF	JN234	-	296 (299.9)	-3.8	22.7	-	-	-	RNAV 1
050	TF	JN274	-	296 (299.7)	-3.8	11.9	-	-	-	RNAV 1
060	TF	BOMOX	-	296 (299.7)	-	16.8	-	-	-	RNAV 1
DATAP3V DEPARTURE										
010	CF	JN232	Y	346 (349.8)	-3.8	2.0	-	+600	-210	RNAV 1
020	CF	RIBIL	-	032 (035.8)	-3.8	-	-	-6000	-	RNAV 1
030	TF	JN550	-	028 (031.7)	-3.8	20.1	-	-13000	-	RNAV 1
040	TF	JN555	-	028 (031.7)	-3.8	7.0	-	-	-	RNAV 1
050	TF	DATAP	-	345 (348.4)	-	20.4	-	-	-	RNAV 1
EGPOB3V DEPARTURE										
010	CF	JN232	Y	346 (349.8)	-3.8	2.0	-	+600	-210	RNAV 1
020	CF	JN236	-	086 (090.0)	-3.8	-	-	-5000	-	RNAV 1
030	TF	ORPAR	-	156 (159.8)	-3.8	14.9	-	-	-	RNAV 1
040	TF	SINBI	-	156 (159.9)	-3.8	13.9	-	-	-	RNAV 1
050	TF	EGPOB	-	147 (150.6)	-	28.0	-	-	-	RNAV 1
EGREP3V DEPARTURE										
010	CF	JN232	Y	346 (349.8)	-3.8	2.0	-	+600	-210	RNAV 1
020	CF	RIBIL	-	032 (035.8)	-3.8	-	-	-6000	-	RNAV 1
030	TF	JN550	-	028 (031.7)	-3.8	20.1	-	-13000	-	RNAV 1
040	TF	JN555	-	028 (031.7)	-3.8	7.0	-	-	-	RNAV 1
050	TF	EGREP	-	057 (061.0)	-	17.5	-	-	-	RNAV 1
ISLAM3V DEPARTURE										
010	CF	JN232	Y	346 (349.8)	-3.8	2.0	-	+600	-210	RNAV 1
020	CF	JN236	-	086 (090.0)	-3.8	-	-	-5000	-	RNAV 1
030	TF	JN237	-	096 (099.7)	-3.8	11.2	-	-	-	RNAV 1
040	TF	ISLAM	-	081 (084.5)	-	17.1	-	-13000	-	RNAV 1
MIGDA3V DEPARTURE										
010	CF	JN232	Y	346 (349.8)	-3.8	2.0	-	+600	-210	RNAV 1
020	CF	RIBIL	-	032 (035.8)	-3.8	-	-	-6000	-	RNAV 1
030	TF	JN397	-	336 (339.8)	-3.8	8.5	-	-	-	RNAV 1
040	TF	JN234	-	296 (299.9)	-3.8	22.7	-	-13000	-	RNAV 1
050	TF	MIGDA	-	332 (335.9)	-	25.0	-	-	-	RNAV 1
KAROX3V DEPARTURE										
010	CF	JN232	Y	346 (349.8)	-3.8	2.0	-	+600	-210	RNAV 1
020	CF	JN236	-	086 (090.0)	-3.8	-	-	-5000	-	RNAV 1
030	TF	ORPAR	-	156 (159.8)	-3.8	14.9	-	+8000	-	RNAV 1
040	TF	JN223	-	205 (208.4)	-3.8	9.5	-	+10000	-	RNAV 1
050	TF	JN224	-	205 (208.4)	-3.8	13.2	-	-	-	RNAV 1
060	TF	JN226	-	242 (246.1)	-3.8	19.7	-	-	-	RNAV 1
070	TF	JN227	-	260 (264.1)	-3.8	7.1	-	+FL180	-	RNAV 1
080	TF	DENBU	-	260 (264.1)	-	26.7	-	-	-	RNAV 1
090	TF	KAROX	-	223 (226.6)	-	6.1	-	-	-	RNAV 1
RIBAM3V DEPARTURE										
010	CF	JN232	Y	346 (349.8)	-3.8	2.0	-	+600	-210	RNAV 1
020	CF	JN236	-	086 (090.0)	-3.8	-	-	-5000	-	RNAV 1
030	TF	ORPAR	-	156 (159.8)	-3.8	14.9	-	+8000	-	RNAV 1
040	TF	SINBI	-	156 (159.9)	-3.8	13.9	-	+11000	-	RNAV 1
050	TF	JN600	-	210 (213.8)	-3.8	14.8	-	+FL150	-	RNAV 1
060	TF	RIBAM	-	210 (213.8)	-	30.1	-	-	-	RNAV 1

CHANGE: *Table updated.*

Amdt: *1, 10 AUG 23*

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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

JEDDAH/King Abdulaziz Intl(OEJN) RNAV RWY 34R

RIBAM3V MIGDA3V KAROX3V ISLAM3V
EGREP3V EGPOB3V DATAP3V BOMOX3V

WAYPOINT LIST
RNAV RWY 34R

Waypoint Identifier	*Coordinates*		*Waypoint Identifier*	*Coordinates*	
BOMOX	22°29'49" N	038°27'04" E	DATAP	22°39'27" N	039°29'10" E
DENBU	21°01'29" N	038°20'31" E	EGPOB	20°55'28" N	039°47'10" E
EGREP	22°27'54" N	039°50'07" E	ISLAM	21°46'48" N	039°52'00" E
JN223	21°24'39" N	039°22'31" E	JN224	21°13'02" N	039°15'49" E
JN226	21°05'00" N	038°56'32" E	JN227	21°04'16" N	038°48'57" E
JN232	21°44'00" N	039°09'39" E	JN234	22°15'36" N	038°53'54" E
JN236	21°47'04" N	039°21'52" E	JN237	21°45'10" N	039°33'45" E
JN274	22°21'30" N	038°42'47" E	JN397	22°04'16" N	039°15'05" E
JN550	22°13'25" N	039°29'38" E	JN555	22°19'25" N	039°33'37" E
JN600	21°07'37" N	039°23'42" E	KAROX	20°57'17" N	038°15'47" E
MIGDA	22°38'29" N	038°42'53" E	ORPAR	21°33'03" N	039°27'22" E
RIBAM	20°42'31" N	039°05'51" E	RIBIL	21°56'14" N	039°18'15" E
SINBI	21°19'56" N	039°32'30" E			

RNAV RWY 34R JEDDAH / KING ABDULAZIZ INTL

The following instructions are applicable to all procedures
1) Advise ATC prior to take-off if unable to comply with SID.
2) After take-off, remain TWR FREQ.
3) Minimum rate of climb is 320 FT per nautical mile (5.27% CG) until 10000 FT.
4) Climb to 6000 FT or assigned by ATC,

ROUTING

SID	TEXT
BOMOX3V	Climb to JN232 on course 346°at or above 600ft, maximum speed 210kts, turn right to RIBIL on course032° at or below 6000ft, turn left to JN397, and turn left to JN234, to JN274, to BOMOX
DATAP3V	Climb to JN232 on course 346°at or above 600ft, maximum speed 210kts, turn right to RIBIL on course032° at or below 6000ft, to JN550 at or below 13000, to JN555, and turn left to DATAP
EGPOB3V	Climb to JN232 on course 346°at or above 600ft, maximum speed 210kts, turn right to JN236 on course086° at or below 5000ft, and turn right to ORPAR, to SINBI, to EGPOB
EGREP3V	Climb to JN232 on course 346°at or above 600ft, maximum speed 210kts, turn right to RIBIL on course032° at or below 6000ft, to JN550 at or below 13000ft, to JN555, and turn right to EGREP
ISLAM3V	Climb to JN232 on course 346°at or above 600ft, maximum speed 210kts, and turn right to JN236 on course 086° at or below 5000ft, to JN237, to ISLAM at or below 13000
KAROX3V	Climb to JN232 on course 346°at or above 600ft, maximum speed 210kts, turn right to JN236 on course086°at or below 5000ft, turn right to ORPAR at or above 8000ft, turn right to JN223 at or above 10000ft, to JN224, turn right to JN226, to JN227 at or above FL180, to DENBU, turn left to KAROX
MIGDA3V	Climb to JN232 on course 346°at or above 600ft, maximum speed 210kts, turn right to RIBIL on course032° at or below 6000ft, turn left to JN397, turn left to JN234 at or below 13000ft, and turn right to MIGDA
RIBAM3V	Climb to JN232 on course 346°at or above 600ft, maximum speed 210kts, turn right to JN236 on course086° at or below 5000ft, turn right to ORPAR at or above 8000ft, to SINBI at or above 11000ft, turn right to JN600 at or above FL150, to RIBAM

CHANGE: *Table updated.*

Amdt: *1, 10 AUG 23*

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AERODROME CHART - ICAO

24°33'01"N
039°42'21"E

ELEV 2134

TWR	118.3	124.2
GND	121.9	
ATIS	126.85	

MADINAH / PRINCE MOHAMMAD BIN ABDULAZIZ INTERNATIONAL

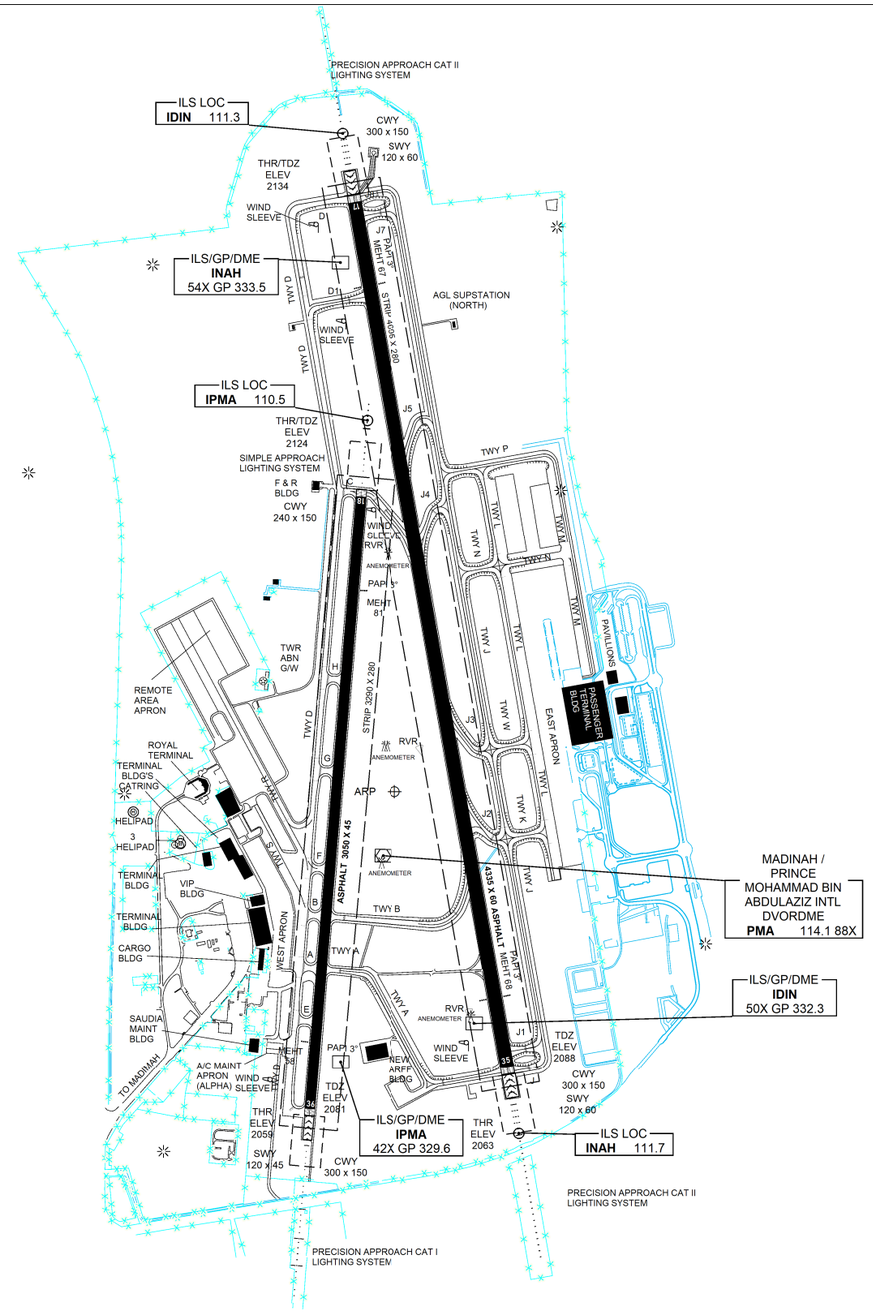
VAR 4° E 2020

ELEV, ALT IN FEET
DIMENSIONS IN METERS
BRG ARE MAG
ANNUAL RATE OF CHANGE 3' E

RWY	DIRECTION	THR	THR GUND	BEARING STRENGTH
17	165°	25°34'35"N 040°42'12"E	30	PCN 80 R/A/W/T ASPHALT
35	345°	25°32'17"N 040°42'41"E	30	PCN 80 R/A/W/T ASPHALT
18	180°	25°33'49"N 040°42'14"E	30	PCN 59 F/A/W/T ASPHALT
36	360°	25°32'10"N 040°42'07"E	30	PCN 59 F/A/W/T ASPHALT

APRON	BEARING STRENGTH (PCN)	Surface
ACFT ISOLATION AREA	59/F/A/W/T	CONCRETE
ALPHA CHECK PARKING AREA	59/F/A/W/T	CONCRETE
EAST APRON	85/R/A/W/T	CONCRETE
GENERAL AVIATION APRON	59/F/A/W/T	CONCRETE
MILITARY APRON	59/F/A/W/T	CONCRETE
REMOTE APRON	59/F/A/W/T	CONCRETE
ROYAL APRON	59/F/A/W/T	CONCRETE
WEST APRON	59/F/A/W/T	CONCRETE

TAXIWAY DESIGNATOR	Width	BEARING STRENGTH (PCN)	Surface
A	25	65/F/A/W/T	ASPHALT
B	25	65/F/A/W/T	ASPHALT
C	25	65/F/A/W/T	ASPHALT
D	23	59/F/A/W/T	ASPHALT
D1	25	65/F/A/W/T	ASPHALT
E	23	59/F/A/W/T	ASPHALT
F	23	59/F/A/W/T	ASPHALT
G	23	59/F/A/W/T	ASPHALT
H	23	59/F/A/W/T	ASPHALT
J	25	100/F/A/W/T	ASPHALT
J1	25	100/F/A/W/T	ASPHALT
J2	25	100/F/A/W/T	ASPHALT
J3	25	100/F/A/W/T	ASPHALT
J4	25	100/F/A/W/T	ASPHALT
J5	25	100/F/A/W/T	ASPHALT
J7	25	100/F/A/W/T	ASPHALT
J8	25	100/F/A/W/T	ASPHALT
K	25	100/F/A/W/T	ASPHALT
L	25	100/F/A/W/T	ASPHALT
M	25	100/F/A/W/T	ASPHALT
N	25	100/F/A/W/T	ASPHALT
P	25	100/F/A/W/T	ASPHALT
R	25	59/F/A/W/T	ASPHALT
S	25	59/F/A/W/T	ASPHALT
W	25	100/F/A/W/T	ASPHALT



NOTE:
REFER TO
AD2-OEJN-15 AND 17
FOR RWY AND EXIT TWY
LIGHTING AND MARKING AIDS

LEGEND	
WIND SHEAR SENSOR	
RWY VISUAL RANGE (RVR)	
WIND DIRECTION INDICATOR	
HELIPAD	H
SERVICE ROAD	
FENCE	
RUNWAY-HOLDING POSITION PATTERN A	
INTERMEDIATE HOLDING POSITION	

300 0 500 1000 METERS
1000 0 1000 2000 3000 FEET

CHANGES: *Display of CWY*

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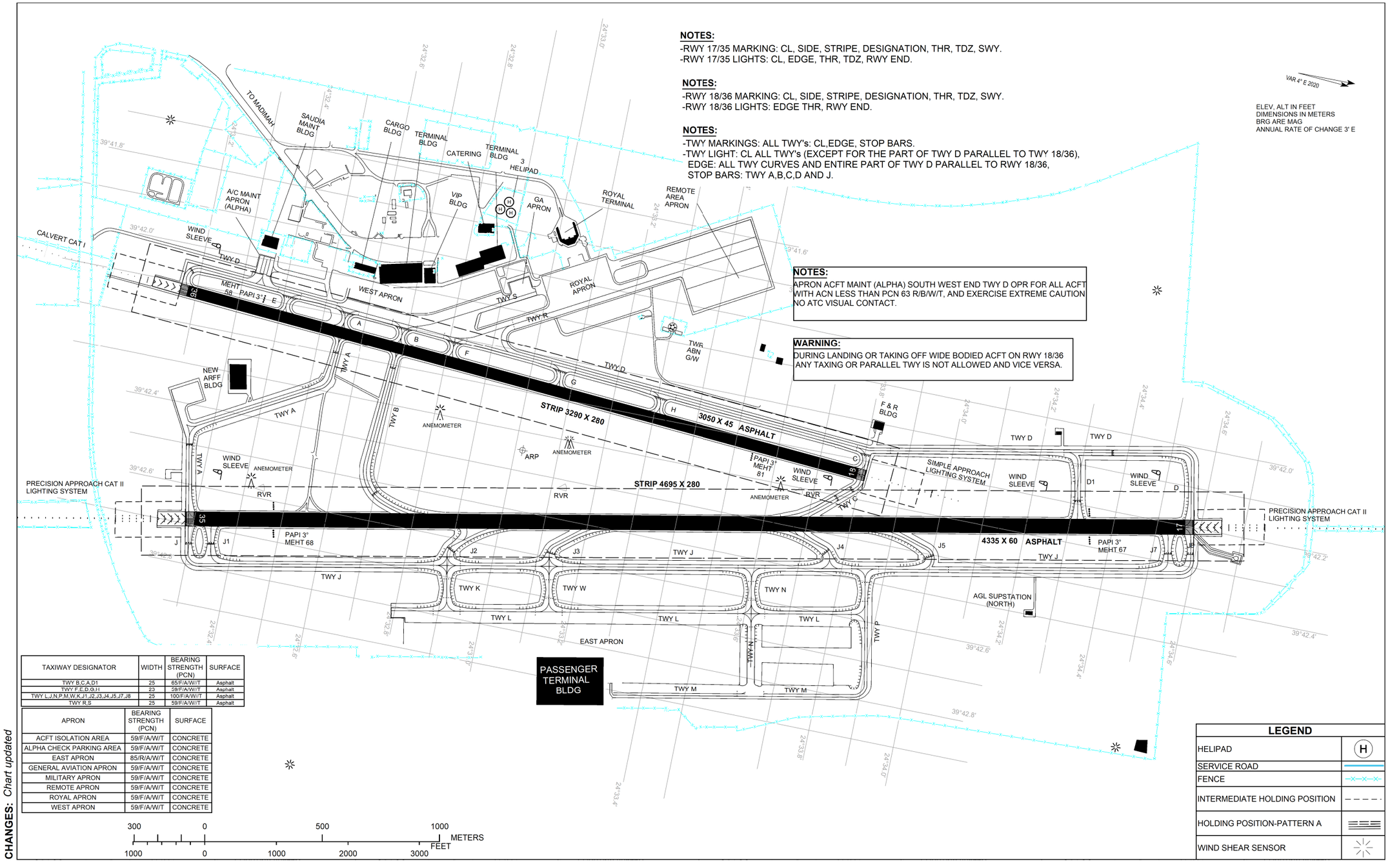
AERODROME GROUND / MOVEMENT CHART - ICAO

APRON ELEV 2102

TWR	118.3 124.2
GND	121.9
ATIS	126.85

MADINAH / PRINCE MOHAMMAD BIN ABDULAZIZ INTERNATIONAL



TAXIWAY DESIGNATOR	WIDTH	BEARING STRENGTH (PCN)	SURFACE
TWY B,C,A,D1	25	65/F/A/W/T	Asphalt
TWY F,E,D,G,H	23	59/F/A/W/T	Asphalt
TWY L,J,N,P,M,W,K,J1,J2,J3,J4,J5,J7,J8	25	100/F/A/W/T	Asphalt
TWY R,S	25	59/F/A/W/T	Asphalt

APRON	BEARING STRENGTH (PCN)	SURFACE
ACFT ISOLATION AREA	59/F/A/W/T	CONCRETE
ALPHA CHECK PARKING AREA	59/F/A/W/T	CONCRETE
EAST APRON	85/R/A/W/T	CONCRETE
GENERAL AVIATION APRON	59/F/A/W/T	CONCRETE
MILITARY APRON	59/F/A/W/T	CONCRETE
REMOTE APRON	59/F/A/W/T	CONCRETE
ROYAL APRON	59/F/A/W/T	CONCRETE
WEST APRON	59/F/A/W/T	CONCRETE

CHANGES: *Chart updated*

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AERODROME CHART - ICAO 17°36'41"N 044°25'09"E **ELEV 3983**

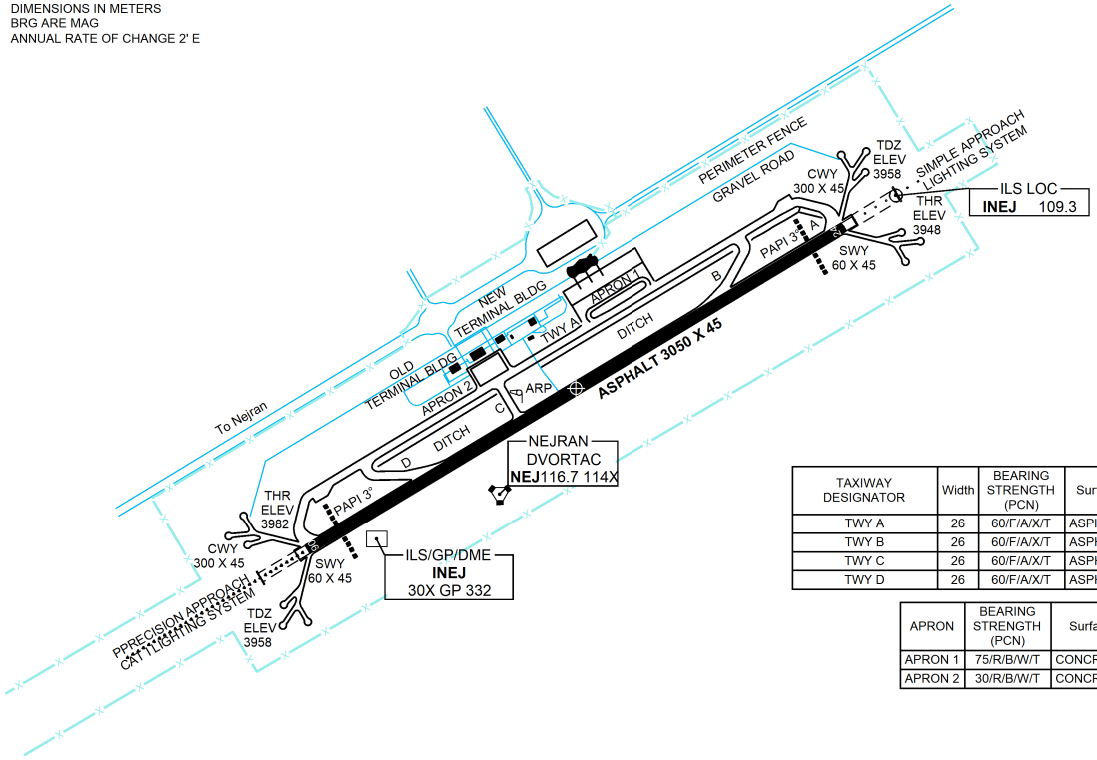
TWR	118.5	351.1 (UHF)
	121.5	243.0 (UHF)
GND	121.9	355.9 (UHF)
ATIS	128.8	

NEJRAN/Nejran

RWY	DIRECTION	THR	BEARING STRENGTH
06	057°	17°36'16"N 044°24'24"E	PCN 60 F/A/X/T ASPHALT
24	237°	17°37'06"N 044°25'54"E	PCN 60 F/A/X/T ASPHALT

VAR 3° E 2020

ELEV, ALT IN FEET
DIMENSIONS IN METERS
BRG ARE MAG
ANNUAL RATE OF CHANGE 2' E



TAXIWAY DESIGNATOR	Width	BEARING STRENGTH (PCN)	Surface
TWY A	26	60/F/A/X/T	ASPHALT
TWY B	26	60/F/A/X/T	ASPHALT
TWY C	26	60/F/A/X/T	ASPHALT
TWY D	26	60/F/A/X/T	ASPHALT

APRON	BEARING STRENGTH (PCN)	Surface
APRON 1	75/R/B/W/T	CONCRETE
APRON 2	30/R/B/W/T	CONCRETE

NOTE:
-TIBA procedure to be applide outside Nejran CTR

LEGEND	
SERVICE ROAD	
FENCE	

300 0 500 1000 METERS
1000 0 1000 2000 3000 FEET

TAKE-OFF MINIMUMS:

RWY 06: STANDARD

RWY 24:1000FT CEILING AND 1600 METER VISIBILITY REQUIRED;OR STD WITH CLIMB RATE OF 250FT PER MILE TO 8000FT

CHANGES: *Display of CWY*

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AERODROME CHART - ICAO

27°55'26"N
035°17'38"E

ELEV 32

AFIS (TWR)	118.15 121.5 245.9 243.0
AFIS (GND)	121.775
FRS	133.5
TIBA	122.8

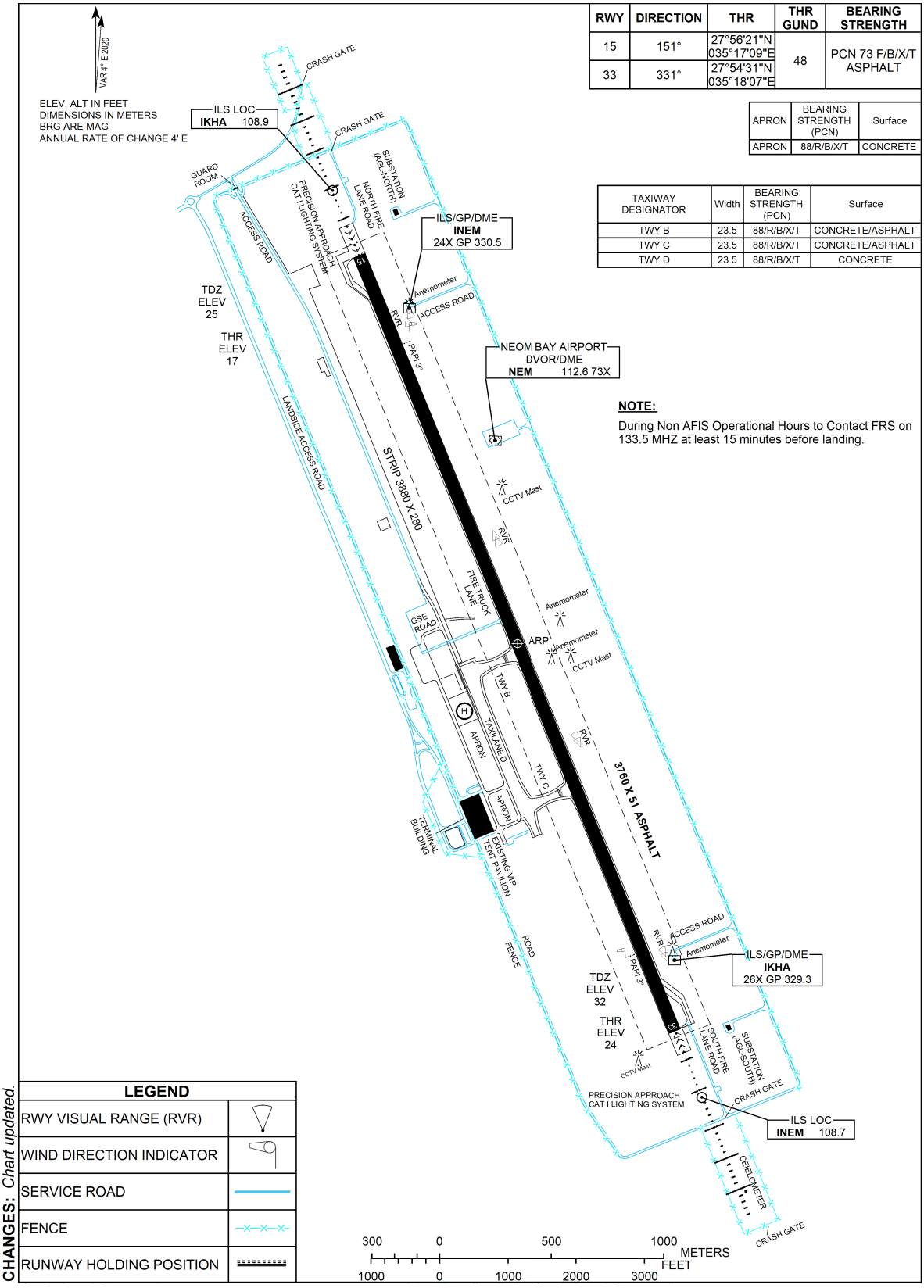
UNCONTROLLED AD

NEOM BAY

RWY	DIRECTION	THR	THR GUND	BEARING STRENGTH
15	151°	27°56'21"N 035°17'09"E	48	PCN 73 F/B/X/T ASPHALT
33	331°	27°54'31"N 035°18'07"E		

APRON	BEARING STRENGTH (PCN)	Surface
APRON	88/R/B/X/T	CONCRETE

TAXIWAY DESIGNATOR	Width	BEARING STRENGTH (PCN)	Surface
TWY B	23.5	88/R/B/X/T	CONCRETE/ASPHALT
TWY C	23.5	88/R/B/X/T	CONCRETE/ASPHALT
TWY D	23.5	88/R/B/X/T	CONCRETE



NOTE:

During Non AFIS Operational Hours to Contact FRS on 133.5 MHZ at least 15 minutes before landing.

LEGEND	
RWY VISUAL RANGE (RVR)	
WIND DIRECTION INDICATOR	
SERVICE ROAD	
FENCE	
RUNWAY HOLDING POSITION	

CHANGES: *Chart updated.*

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- For Standard Instrument Arrivals (RNAV STARs), surveillance is mandatory and to be used only in surveillance environment.
- ATC must be notified on the initial contact, if the pilot is not able to comply with published RNAV STARs.
- Arrival flights shall immediately inform Riyadh Approach if they are not capable of ILS or RNP approaches on the initial contact.
- ATC may cancel RNAV STARs when required and provide direct routing or radar vectoring.
- Complying with level and speed restrictions that apply at waypoints displayed on the RNAV STARs charts is mandatory unless otherwise instructed by ATC.
- Pilots shall ensure reducing the vertical speed when approaching the cleared level, to avoid overshooting the cleared level, manually overriding if necessary.
- If required, additional speed restrictions may be applied to meet spacing requirements.
- The main type of approach for all OERK RWYs is ILS approaches, unless otherwise requested by pilots.
- Arrival flights will expect landing clearance within the last 3 NM from the RWY threshold, and in case of a missed approach, pilots shall follow the missed approach procedures unless otherwise instructed by ATC.
- Pilots shall plan vacating runway according to the table below, otherwise they shall inform ATC in initial contact if unable to vacate the RWY with the allocated exit taxiways:

RWYs 33R/33L and RWYs15L/15R in Use		
Landing RWY	Taxiway	Note
33R	G4	(Taxiway H3 to be used for General Aviation landing traffic runway 15L/33R)
33L	A4	
15R	A4	
15L	G4	

- RNAV STAR are as follows:

RWYs	STAR RNAV
33R/33L	ASNUM 1F, UKIVU 1F, MEPDA 1F, SEPDO 1F, ESRAT 1F, DEBUD 1F, ORDEM 1F, TATKU 1F, ALTIT 1F, SIVIS 1F NAGUB 1F, ORDUX 1F.
15R/15L	ASNUM 1A, UKIVU 1A, MEPDA 1A, SEPDO 1A, ESRAT 2A, DEBUD 1A, ORDEM 1A, TATKU 1A, ALTIT 1A, SIVIS 1A NAGUB 1A, ORDUX 1A.

2.22.2.4 Approach facilities

The following approach facilities are available at Riyadh/ King Khaled International Airport:

- ILS or LOC,
- RNAV (GNSS),
- RNP Approach.

The associated instrument approach procedures and required navigation performance procedures can be found in the relevant instrument approach and required navigation performance charts.

2.22.2.5 Circuit directions

- RWY 15R, 33R: Right hand circuit.
- RWY 15L, 33L: Left hand circuit.

2.22.2.6 Departure procedures

- Standard Instrument Departure (RNAV SID) are available for RWY 15L/15R and RWY 33L/33R, details of which can be found in the Standard Departure Chart - Instrument.

- Standard Instrument Departures (RNAV SID) are based on GNSS. RNAV 1 capable aircraft will be cleared for RNAV 1 SID.
- For Standard Instrument Departure (RNAV SID), surveillance is mandatory and to be used only in surveillance environment.
- Departing aircraft should contact the Clearance Delivery frequency on 121.700 MHz to confirm receipt of ATC clearance via Data Link or to obtain ATC clearance via voice communication when fully ready to start-up and pushback.
- Pilots will be instructed to contact King Khaled Ground on frequency 121.6 MHz after receiving ATC clearance via voice or to contact King Khaled Ground after obtaining ATC clearance through Data Link.
- ATC clearance to departing aircraft (DCL) is available at RUHDAYA using Data Link service. Pilots may request DCL clearance by sending an RCD message not earlier than 20 minutes prior to EOBT.
- Departing aircraft should contact King Khaled Ground on frequency 121.6 MHz when fully ready for start-up and pushback.
- ATC must be notified on the initial contact, if the pilot is not able to comply with published RNAV SIDs. Uncapable flight with RNAV SIDs, expect to maintain RWY heading at 5000 ft AMSL. RADAR vector will be provided after passing 4000 ft AMSL.
- The departure flight shall be ready for departure before reaching the RWY holding point, if unable, inform ATC immediately.
- On receipt of line-up clearance, pilots should ensure that they are able to taxi and line-up on the runway as soon as the preceding aircraft has commenced either the take-off roll or landing run.
- On receipt of take-off clearance, pilots should ensure that they are able to commence take-off without delay, and they shall commence the take-off roll within 10 seconds of the receiving the take-off clearance, if not able inform ATC before entering the RWY.
- Complying with level and speed restrictions that apply at waypoints displayed on the RNAV SIDs charts is mandatory unless otherwise instructed by ATC.
- If required, additional speed restrictions may be applied to meet spacing requirements.
- Pilots shall ensure reducing the vertical speed when approaching the cleared level, to avoid overshooting the cleared level, manually overriding if necessary.
- When necessary, ATC may cancel RNAV SIDs and provide direct routing or radar vectoring.

2.22.3 ATC SURVEILLANCE PROCEDURES WITHIN RIYADH TMA/CTA

- Airport THALES surveillance radar is installed at OERK (24 58 54N 046 43 41E**) and is available to all aircraft within 250 NM radius of the radar site. Emergency Code 7700, Communication Failure Code 7600 and Unlawful Interference Code 7500 are monitored.
- Airport Raytheon Radar is installed at OERK (24 58 54N 046 43 41E) and is available to all aircraft within 250 NM radius of the radar site. Emergency Code 7700, Communication Failure Code 7600 and Unlawful Interference Code 7500 are monitored.
- All aircraft must operate the transponder on the previously assigned code, unless otherwise instructed by ATC.
- Riyadh radar provides primary and secondary radar coverage. Details are described in ENR 1.6.

2.22.4 RADAR VECTORING AND SEQUENCING

Reserved

2.22.5 PRECISION RADAR APPROACHES

NIL

2.22.6 SURVEILLANCE RADAR APPROACH

Reserved

2.22.7 COMMUNICATIONS

Two-way VHF voice communication capability is mandatory for all flights intending to operate within Riyadh TMA/Riyadh CTR

2.22.8 COMMUNICATION FAILURE

Set transponder CODE 7600, follow COM failure procedure on ENR 1.6

AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV 2042

TWR	118.6 (E) 118.8 (W) 118.3
GND	121.6 (E)
CLEARANCE DELIVERY	121.7

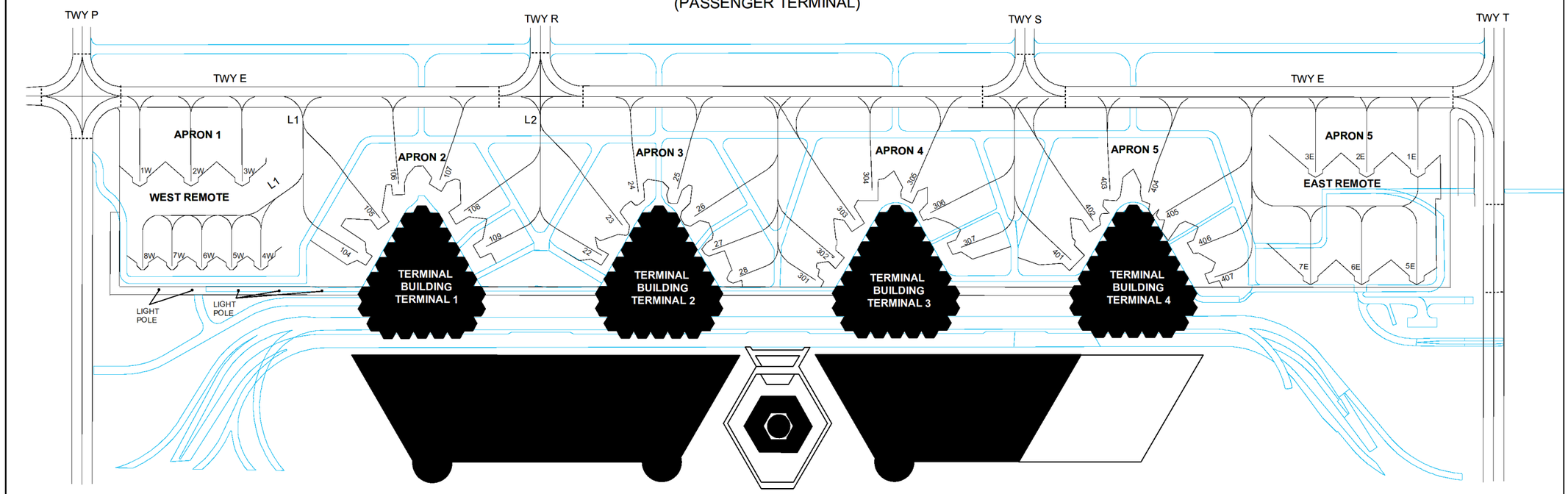
RIYADH / KING KHALED INTERNATIONAL

VAR 3° E 2025

ELEV IN FEET
ANNUAL RATE OF CHANGE 3' E

APRONS 1,2,3,4 and 5

(PASSENGER TERMINAL)



APRON 1	APRON 2	APRON 3	APRON 4	APRON 5	APRON 5
West Remote	Terminal 1	Terminal 2	Terminal 3	Terminal 4	East Remote
1W/2W/3W Cat E aircraft & Below 4W/5W/6W/7W/8W Cat C aircraft & Below	Gate 104 and 109 Cat C aircraft & Below Gate 105/106/107/108 Cat E aircraft & Below	Gate 22 Cat C aircraft & Below Gate 23/24/25/26 Cat E aircraft & Below Gate 27/28 Cat C aircraft & Below	Gate 301/307 Cat C aircraft & Below Gate 302/303/304/305/306 Cat C & E aircraft & Below	Gate 406/407 Cat C aircraft & Below Gate 401/404/405 Cat C & E aircraft & Below Gate 402/403 Cat E aircraft & Below	1E/2E/3E Cat E aircraft Limited to 63 m length & Below 5E/6E/7E Closed

INS COORDINATES FOR ACFT STANDS ON APRON 1		
1W	24°58'02.91"N	046°41'59.86"E
2W	24°58'00.88"N	046°42'01.15"E
3W	24°57'58.85"N	046°42'02.44"E
4W	24°57'56.12"N	046°41'59.16"E
5W	24°57'57.30"N	046°41'58.42"E
6W	24°57'58.48"N	046°41'57.66"E
7W	24°57'59.69"N	046°41'56.96"E
8W	24°58'00.82"N	046°41'56.14"E
INS COORDINATES FOR ACFT STANDS ON APRON 2		
104	24°57'52.58"N	046°42'02.25"E
105	24°57'52.52"N	046°42'04.32"E
106	24°57'52.53"N	046°42'06.24"E
107	24°57'50.99"N	046°42'07.47"E
108	24°57'49.31"N	046°42'06.70"E
109	24°57'47.60"N	046°42'05.78"E

INS COORDINATES FOR ACFT STANDS ON APRON 3		
22	24°57'42.82"N	046°42'08.25"E
23	24°57'42.66"N	046°42'10.07"E
24	24°57'42.80"N	046°42'11.93"E
25	24°57'41.29"N	046°42'13.06"E
26	24°57'39.93"N	046°42'12.39"E
27	24°57'38.53"N	046°42'11.25"E
28	24°57'36.77"N	046°42'10.79"E
INS COORDINATES FOR ACFT STANDS ON APRON 4		
301	24°57'33.61"N	046°42'12.58"E
302	24°57'33.43"N	046°42'14.04"E
303	24°57'33.47"N	046°42'16.21"E
304	24°57'33.48"N	046°42'17.89"E
305	24°57'31.91"N	046°42'18.79"E
306	24°57'30.68"N	046°42'18.35"E
307	24°57'28.67"N	046°42'17.64"E

INS COORDINATES FOR ACFT STANDS ON APRON 5		
1E	24°57'11.94"N	046°42'32.23"E
2E	24°57'13.98"N	046°42'30.94"E
3E	24°57'16.02"N	046°42'29.65"E
5E	24°57'09.80"N	046°42'27.67"E
6E	24°57'11.49"N	046°42'26.57"E
7E	24°57'13.38"N	046°42'25.38"E
401	24°57'23.97"N	046°42'19.86"E
402	24°57'23.97"N	046°42'22.14"E
403	24°57'24.02"N	046°42'23.85"E
404	24°57'22.42"N	046°42'24.76"E
405	24°57'21.25"N	046°42'24.28"E
406	24°57'19.15"N	046°42'23.72"E
407	24°57'17.76"N	046°42'22.77"E

NOTES:

1- Aprons Surface are white concrete: PCN 63/R/B/W/T
2- Yellow center lines for taxilanes and stands indicating that aircraft allowed to taxi gate with low idle power.
3- Pushback from all parking stands.
4- Aircraft towing procedure will be applied at aircraft stands 4W,5W,6W,7w and 8W.
5- All dashed lines indicate blue LEAD_IN LINES required TOWING IN operations only.
6- Aircraft parked at 5W,,6W,7W and 8W must be pushed back all the way out to "E"taxiway.
7- The stop bar for non-restricted type of aircraft is marked on pavement of the aircraft stand.
8- TWYs:
TWY E Width: 25m (Between TWY T and TWY P)
TWY R & S width:23m
TWY E, R and S surface: ASPHALT - Strength (PCN): 70/F/B/W/T
9- TWYs: T and P
Width: 28m - Surface:ASPHALT - Strength (PCN): 70/F/B/W/T
10- L1 - Taxilane Leading to stands 104,105,W4 - W8
11- L2 - Taxilane Leading to stands 108,109, 22 - 23

Meters
100 0 100 200 300 400 500
200 0 200 400 600 800 1000 1200 1400 1600
Feet

LEGEND	
INTERMEDIATE HOLDING POSITION	------
AIRCRAFT STAND	1W
SERVICE ROAD	

CHANGES: *Realignment of Apron 1,2&3 Stands, Notes Revised*

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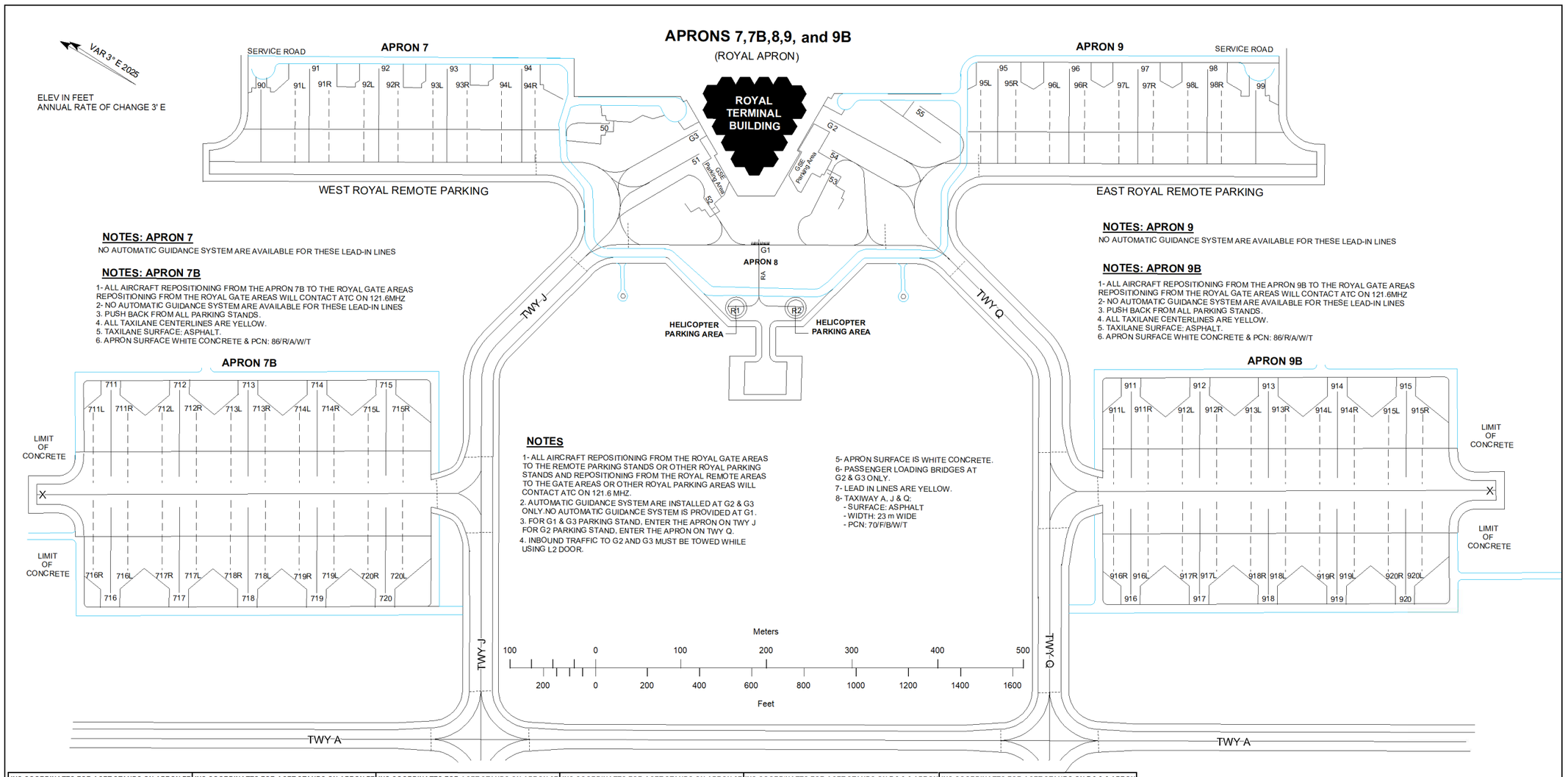
AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV 2034

TWR	118.6 (E) 118.8 (W)	118.3
GND	121.6 (E)	
CLEARNCE DELIVERY	121.7	

RIYADH / KING KHALED INTERNATIONAL



NOTES: APRON 7

NO AUTOMATIC GUIDANCE SYSTEM ARE AVAILABLE FOR THESE LEAD-IN LINES

NOTES: APRON 7B

1- ALL AIRCRAFT REPOSITIONING FROM THE APRON 7B TO THE ROYAL GATE AREAS REPOSITIONING FROM THE ROYAL GATE AREAS WILL CONTACT ATC ON 121.6MHZ
2- NO AUTOMATIC GUIDANCE SYSTEM ARE AVAILABLE FOR THESE LEAD-IN LINES
3. PUSH BACK FROM ALL PARKING STANDS.
4. ALL TAXILANE CENTERLINES ARE YELLOW.
5. TAXILANE SURFACE: ASPHALT.
6. APRON SURFACE WHITE CONCRETE & PCN: 86/R/A/W/T

NOTES: APRON 9

NO AUTOMATIC GUIDANCE SYSTEM ARE AVAILABLE FOR THESE LEAD-IN LINES

NOTES: APRON 9B

1- ALL AIRCRAFT REPOSITIONING FROM THE APRON 9B TO THE ROYAL GATE AREAS REPOSITIONING FROM THE ROYAL GATE AREAS WILL CONTACT ATC ON 121.6MHZ
2- NO AUTOMATIC GUIDANCE SYSTEM ARE AVAILABLE FOR THESE LEAD-IN LINES
3. PUSH BACK FROM ALL PARKING STANDS.
4. ALL TAXILANE CENTERLINES ARE YELLOW.
5. TAXILANE SURFACE: ASPHALT.
6. APRON SURFACE WHITE CONCRETE & PCN: 86/R/A/W/T

NOTES

1- ALL AIRCRAFT REPOSITIONING FROM THE ROYAL GATE AREAS TO THE REMOTE PARKING STANDS OR OTHER ROYAL PARKING STANDS AND REPOSITIONING FROM THE ROYAL REMOTE AREAS TO THE GATE AREAS OR OTHER ROYAL PARKING AREAS WILL CONTACT ATC ON 121.6 MHZ.
2. AUTOMATIC GUIDANCE SYSTEM ARE INSTALLED AT G2 & G3 ONLY. NO AUTOMATIC GUIDANCE SYSTEM IS PROVIDED AT G1.
3. FOR G1 & G3 PARKING STAND, ENTER THE APRON ON TWY J FOR G2 PARKING STAND, ENTER THE APRON ON TWY Q.
4. INBOUND TRAFFIC TO G2 AND G3 MUST BE TOWED WHILE USING L2 DOOR.
5- APRON SURFACE IS WHITE CONCRETE.
6- PASSENGER LOADING BRIDGES AT G2 & G3 ONLY.
7- LEAD IN LINES ARE YELLOW.
8- TAXIWAY A, J & Q:
- SURFACE: ASPHALT
- WIDTH: 23 m WIDE
- PCN: 70/F/B/W/T

CHANGES: ACFT STANDS Revised

INS COORDINATES FOR ACFT STANDS ON APRON 7B			INS COORDINATES FOR ACFT STANDS ON APRON 7B			INS COORDINATES FOR ACFT STANDS ON APRON 9B			INS COORDINATES FOR ACFT STANDS ON APRON 9B			INS COORDINATES FOR ACFT STANDS ON 7,8 & 9 APRON			INS COORDINATES FOR ACFT STANDS ON 7,8 & 9 APRON		
711	24°57'37.97"N	046°41'22.58"E	716	24°57'34.10"N	046°41'15.19"E	911L	24°57'04.21"N	046°41'42.78"E	916	24°57'00.20"N	046°41'36.58"E	50	24°57'26.54"N	046°41'42.71"E	93R	24°57'31.89"N	046°41'40.96"E
711L	24°57'38.11"N	046°41'21.38"E	716L	24°57'33.96"N	046°41'16.38"E	911R	24°57'03.07"N	046°41'43.50"E	916L	24°57'00.07"N	046°41'37.77"E	51	24°57'22.95"N	046°41'43.52"E	94	24°57'30.47"N	046°41'42.87"E
711R	24°57'36.97"N	046°41'22.10"E	716R	24°57'35.10"N	046°41'15.66"E	911	24°57'04.08"N	046°41'43.97"E	916R	24°57'01.21"N	046°41'37.05"E	52	24°57'21.48"N	046°41'41.78"E	94L	24°57'30.74"N	046°41'41.66"E
712R	24°57'34.69"N	046°41'23.55"E	717	24°57'31.82"N	046°41'16.63"E	912	24°57'01.80"N	046°41'45.41"E	917R	24°56'58.93"N	046°41'38.49"E	53	24°57'18.22"N	046°41'45.52"E	94R	24°57'29.63"N	046°41'42.39"E
712	24°57'35.69"N	046°41'24.02"E	717L	24°57'31.68"N	046°41'17.82"E	912R	24°57'00.79"N	046°41'44.94"E	917	24°56'57.92"N	046°41'38.02"E	54	24°57'18.63"N	046°41'46.45"E	95	24°57'14.66"N	046°41'52.89"E
712L	24°57'35.83"N	046°41'22.82"E	717R	24°57'32.82"N	046°41'17.10"E	912L	24°57'01.93"N	046°41'44.22"E	917L	24°56'57.78"N	046°41'39.21"E	55	24°57'16.54"N	046°41'49.88"E	95L	24°57'14.83"N	046°41'51.78"E
713L	24°57'33.55"N	046°41'24.27"E	718	24°57'29.53"N	046°41'18.07"E	913	24°56'59.51"N	046°41'46.85"E	918	24°56'55.64"N	046°41'39.46"E	90	24°57'38.73"N	046°41'36.64"E	95R	24°57'13.68"N	046°41'52.52"E
713	24°57'33.41"N	046°41'25.46"E	718L	24°57'29.40"N	046°41'19.26"E	913R	24°56'58.51"N	046°41'46.38"E	918L	24°56'55.50"N	046°41'40.65"E	91	24°57'37.52"N	046°41'38.40"E	96	24°57'12.30"N	046°41'54.39"E
713R	24°57'32.41"N	046°41'24.99"E	718R	24°57'30.54"N	046°41'18.54"E	913L	24°56'59.65"N	046°41'45.66"E	918R	24°56'56.64"N	046°41'39.93"E	91L	24°57'37.58"N	046°41'37.33"E	96L	24°57'12.54"N	046°41'53.21"E
714	24°57'31.13"N	046°41'26.90"E	719	24°57'27.25"N	046°41'19.51"E	914	24°56'57.23"N	046°41'48.29"E	919	24°56'53.36"N	046°41'40.90"E	91R	24°57'36.47"N	046°41'38.07"E	96R	24°57'11.39"N	046°41'53.95"E
714L	24°57'31.26"N	046°41'25.71"E	719L	24°57'27.12"N	046°41'20.70"E	914L	24°56'57.37"N	046°41'47.10"E	919L	24°56'53.22"N	046°41'42.09"E	92	24°57'35.22"N	046°41'39.87"E	97	24°57'10.01"N	046°41'55.82"E
714R	24°57'30.12"N	046°41'26.43"E	719R	24°57'28.26"N	046°41'19.98"E	914R	24°56'56.23"N	046°41'47.82"E	919R	24°56'54.36"N	046°41'41.37"E	92L	24°57'35.32"N	046°41'38.80"E	97L	24°57'10.25"N	046°41'54.68"E
715	24°57'28.85"N	046°41'28.34"E	720	24°57'24.97"N	046°41'20.95"E	915	24°56'54.95"N	046°41'49.73"E	920	24°56'51.07"N	046°41'42.34"E	92R	24°57'34.18"N	046°41'39.50"E	97R	24°57'09.10"N	046°41'55.38"E
715L	24°57'28.98"N	046°41'27.15"E	720L	24°57'24.84"N	046°41'22.14"E	915L	24°56'55.08"N	046°41'48.54"E	920L	24°56'50.94"N	046°41'43.53"E	93	24°57'32.96"N	046°41'41.30"E	98	24°57'07.71"N	046°41'57.28"E
715R	24°57'27.84"N	046°41'27.87"E	720R	24°57'25.98"N	046°41'21.42"E	915R	24°56'53.94"N	046°41'49.26"E	920R	24°56'52.08"N	046°41'42.81"E	93L	24°57'33.03"N	046°41'40.23"E	98L	24°57'07.96"N	046°41'56.11"E

AIRCRAFT STAND	99
INTERMEDIATE HOLDING POSITION	-------
HELIPAD	(H)
SERVICE ROAD	
GROUND SUPORT EQUIPMENT	GSE

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Type of aid MAG VAR Type of supported OPS (for VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service volume radius from GBAS reference Point	Remarks
1	2	3	4	5	6	7	8
DME 15L ILS CAT I	IERS	(CH28X)	H24	253826.3N 0370454.9E	200 FT	NIL	Co-Located with GP.DME reads Zero at the DME antenna
LOC 33R ILS CAT I	IRSI	109.300 MHZ	H24	253842.0N 0370439.4E	NIL	NIL	NIL
GP 33R ILS CAT I	IRSI	332.000 MHZ	H24	253700.8N 0370551.9E	NIL	NIL	ANGLE 3°, RDH 50 FT
DME 33R ILS CAT I	IRSI	(CH30X)	H24	253700.8N 0370551.9E	300 FT	NIL	Co-Located with GP.DME reads Zero at the DME antenna
DVOR/DME (04° E)	RSI	112.600 MHZ (CH73X)	H24	253652.6N 0370603.6E	200 FT	NIL	Height of counterpoise 4.5m.

OERS AD 2.20 LOCAL AERODROME REGULATIONS

NIL

OERS AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

OERS AD 2.22 FLIGHT PROCEDURES

2.22.1 GENERAL

2.22.1.1 All aircraft landing in the Red Sea International airport must follow the traffic information broadcasts by aircraft (TIBA) procedures and broadcast relevant collision avoidance information to each other.
See also relevant Instrument Approach and Omnidirectional departure charts.

2.22.1.2 TIBA procedure has to be applied on frequency of 122.8 MHZ in class G airspace as the following:

1. Outside all CTAs, TMAs and CTRs.
2. Off AWYs below FL150.
3. Off AWYs below ALT 11500ft.
4. Within uncontrolled aerodrome in non-TWR operating hours.
5. Where there is no ATS unit to provide the necessary flight information service (FIS) to aircraft.

2.22.2 PROCUDER FOR IFR FLIGHT WITHIN TMA/CTA

NIL

2.22.2.1 Routing:

NIL

2.22.2.2 Holding procedures:

DEMBI arrival holding for RNP and ILS RWY 15L Approaches.
OBSEG missed approach holding for RNP and ILS RWY 15L Approaches.
ATBOR arrival holding for RNP and ILS RWY 33R Approaches.
SITEV missed approach holding for RNP and ILS RWY 33R Approaches.

2.22.2.3 Arrival procedures:

NIL

2.22.2.4 Approach facilities:

The following approach facilities are available at Red Sea International Airport:
1. RNP Approach
2. ILS Y Approaches (RNP to ILS approaches)
3. ILS Z or LOC Approaches
4. VOR Approaches

The associated instrument approach procedure can be found in the relevant Instrument Approach Charts.

2.22.2.5 Circuit direction:

NIL

2.22.2.6 Departure procedures:

OMNI DEP 1A RWY 15L (OMNIDIRECTIONAL DEPARTURE ONE ALPHA DEPARTURE RUNWAY 15 L)		
ROUTE	RESTRICTION	CLIMB TO
- Climb on the runway heading at or above 1000 ft. - Turn may be initiated after passing 1000 ft. - Traffic will use T466 to join L677 via TUGRU. - Traffic will use Z755 to join T510 or Q13 via VELEK	No turns before DER are allowed. No right turns are allowed until passing 1000 ft.	5800 ft

OMNI DEP 1B RWY 33 R (OMNIDIRECTIONAL DEPARTURE ONE BRAVO DEPARTURE RUNWAY 33 R)		
ROUTE	RESTRICTION	CLIMB TO
- Climb on the runway heading at or above 1000 ft. - Turn may be initiated after passing 1000 ft. - Traffic will use T466 to join L677 via TUGRU. - Traffic will use Z755 to join T510 or Q13 via VELEK	No turns before DER are allowed. Required PDG 4.2% until 1000 ft. No left turns are allowed until passing 1000 ft.	5800 ft

2.22.3 ATC SURVEILLANCE PROCUDER WITHIN TMA/CTA

NIL

2.22.4 RADAR VECTORING AND SEQUENCING

NIL

2.22.5 PRECISION RADAR APPROACHES

NIL

2.22.6 SURVEILLANCE RADAR APPROACH

NIL

2.22.7 COMMUNICATIONS

NIL

2.22.8 COMMUNICATION FAILURE

- Squawk 7600.
- In VMC: Continue to fly in VMC and land at the nearest suitable aerodrome.
- In IMC: Maintain runway heading until reaching 1000 ft, then turn left/right to intercept flight plan and when establish climb to last assigned altitude/level.

2.22.8.1 Radio COM failure for RADAR SID

NIL

2.22.8.2 Radio COM failure for departure non-RADAR SID

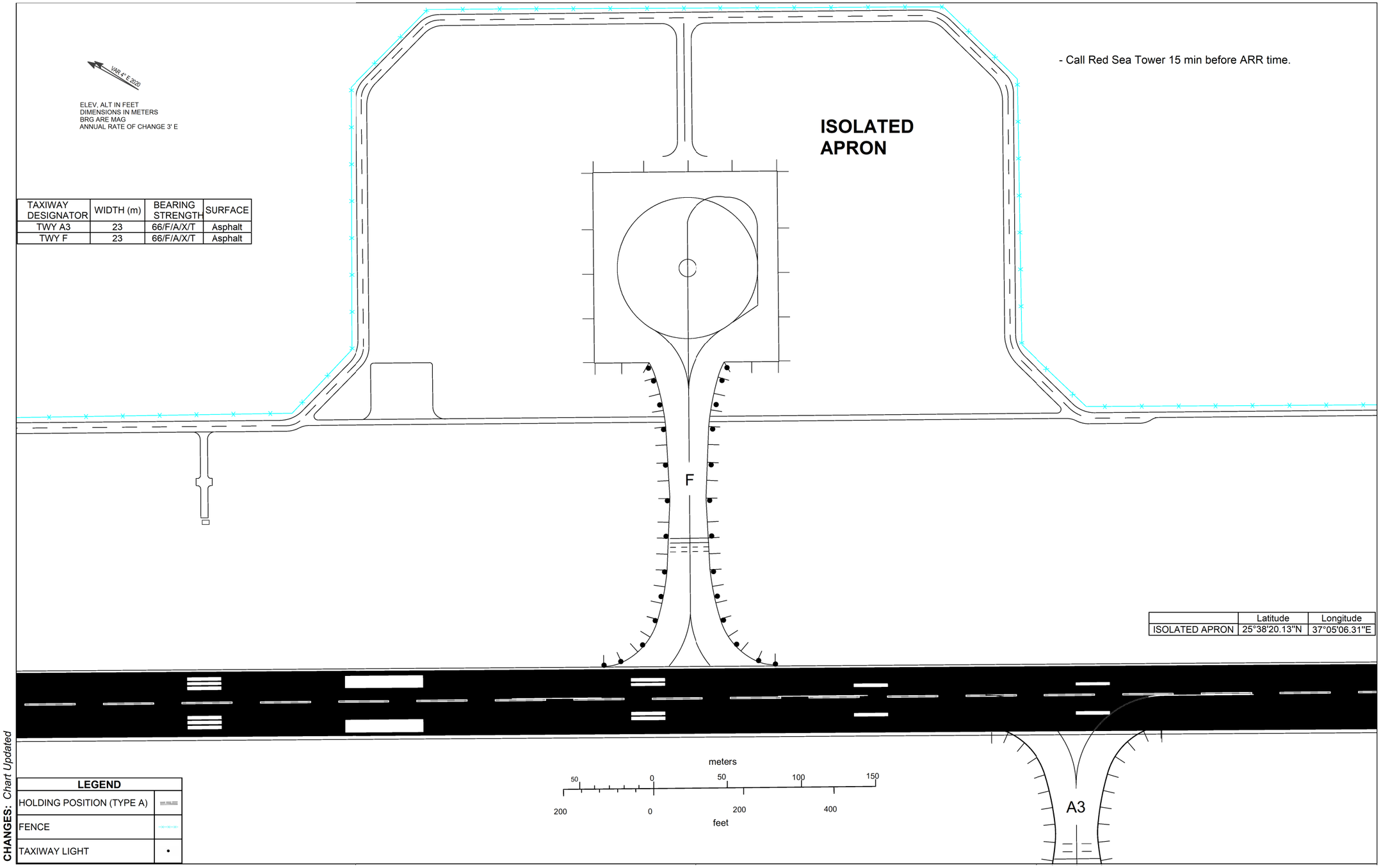
AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV
154 FT

TWR: 118.2
ATIS: 126.55
TIBA: 122.8
FRS: 133.5
Guard EMG: 121.5

HAMAK / RED SEA INTERNATIONAL

- Call Red Sea Tower 15 min before ARR time.



TAXIWAY DESIGNATOR	WIDTH (m)	BEARING STRENGTH	SURFACE
TWY A3	23	66/F/A/X/T	Asphalt
TWY F	23	66/F/A/X/T	Asphalt

	Latitude	Longitude
ISOLATED APRON	25°38'20.13"N	37°05'06.31"E

LEGEND	
HOLDING POSITION (TYPE A)	
FENCE	
TAXIWAY LIGHT	•

CHANGES: *Chart Updated*

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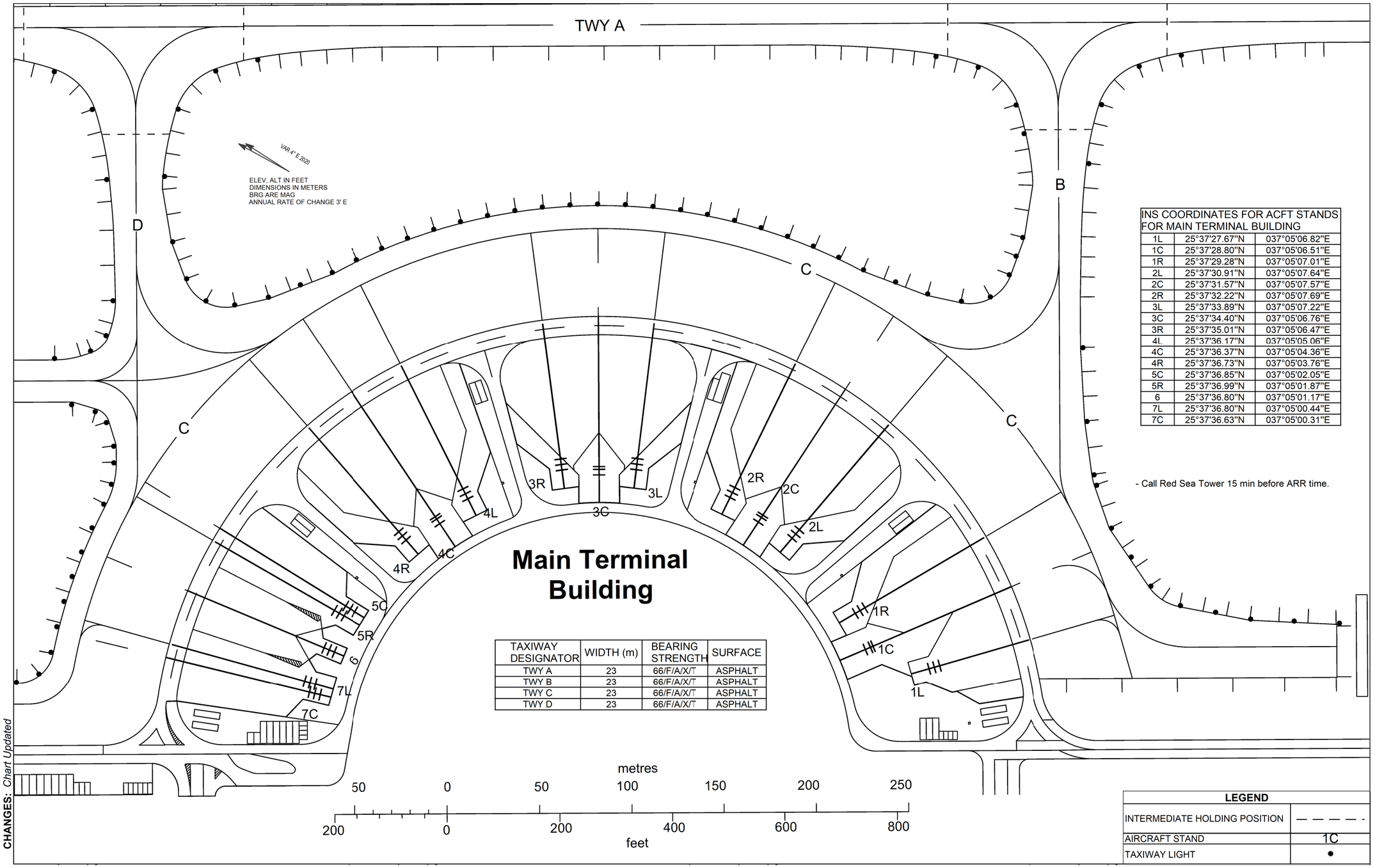
AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV
150 FT

TWR:	118.2
ATIS:	126.55
TIBA:	122.8
FRS:	133.5
Guard EMG:	121.5

HANAK / RED SEA INTERNATIONAL



INS COORDINATES FOR ACFT STANDS FOR MAIN TERMINAL BUILDING		
1L	25°37'27.67"N	037°05'06.82"E
1C	25°37'28.80"N	037°05'06.51"E
1R	25°37'29.28"N	037°05'07.01"E
2L	25°37'30.91"N	037°05'07.64"E
2C	25°37'31.57"N	037°05'07.57"E
2R	25°37'32.22"N	037°05'07.69"E
3L	25°37'33.89"N	037°05'07.22"E
3C	25°37'34.40"N	037°05'06.76"E
3R	25°37'35.01"N	037°05'06.47"E
4L	25°37'36.17"N	037°05'05.06"E
4C	25°37'36.37"N	037°05'04.36"E
4R	25°37'36.73"N	037°05'03.76"E
5C	25°37'36.85"N	037°05'02.05"E
5R	25°37'36.99"N	037°05'01.87"E
6	25°37'36.80"N	037°05'01.17"E
7L	25°37'36.80"N	037°05'00.44"E
7C	25°37'36.63"N	037°05'00.31"E

- Call Red Sea Tower 15 min before ARR time.

TAXIWAY DESIGNATOR	WIDTH (m)	BEARING STRENGTH	SURFACE
TWY A	23	66/F/A/X/T	ASPHALT
TWY B	23	66/F/A/X/T	ASPHALT
TWY C	23	66/F/A/X/T	ASPHALT
TWY D	23	66/F/A/X/T	ASPHALT

LEGEND	
INTERMEDIATE HOLDING POSITION	— — — — -
AIRCRAFT STAND	1C
TAXIWAY LIGHT	•

CHANGES: *Chart Updated*

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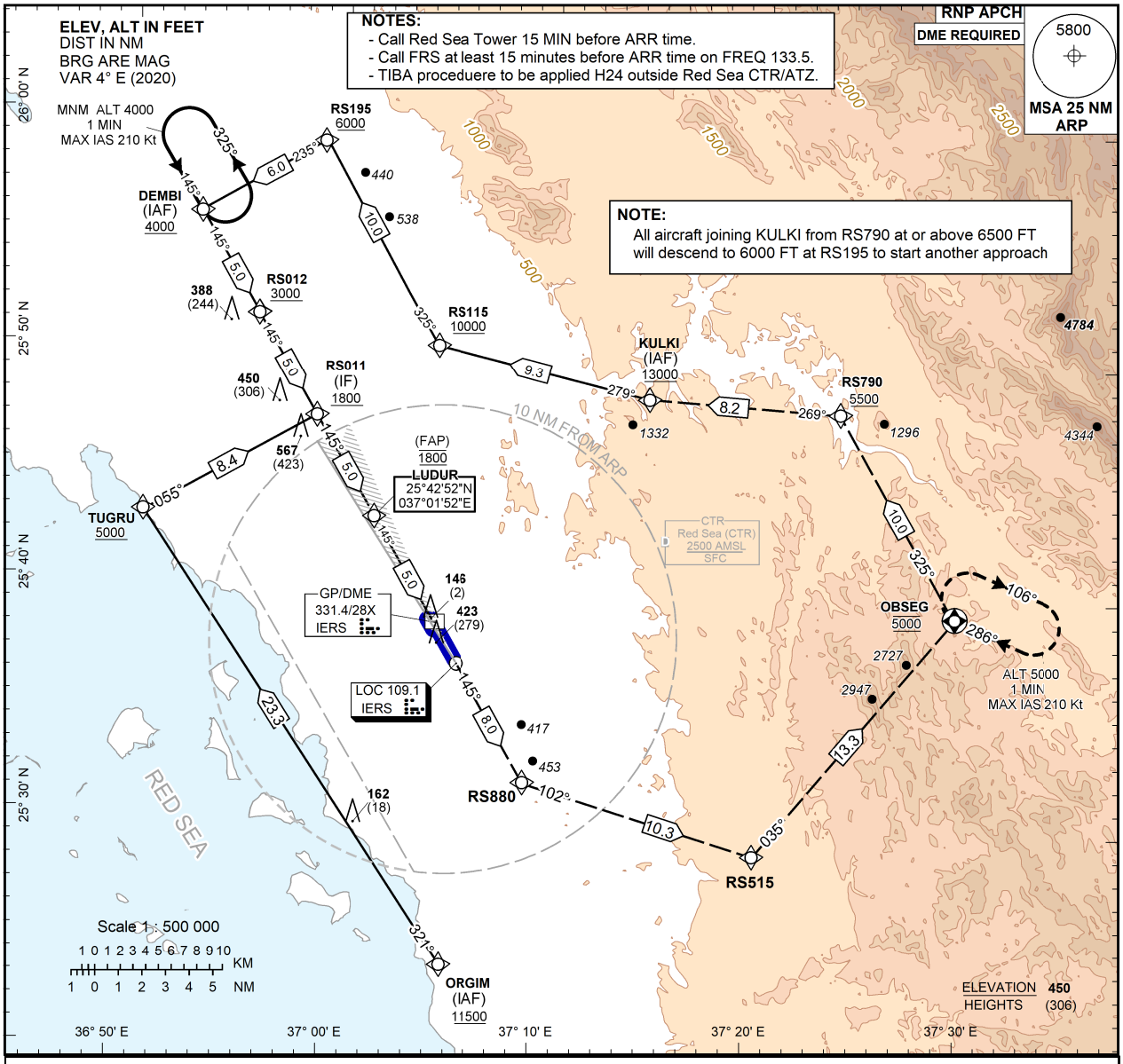
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 164 FT
HEIGHTS RELATED TO
THR RWY 15L - ELEV 144 FT

ATIS: 126.55
TWR: 118.2
TIBA: 122.8
FRS: 133.5
Guard EMG: 121.5

HANAK / Red Sea Intl (OERS)

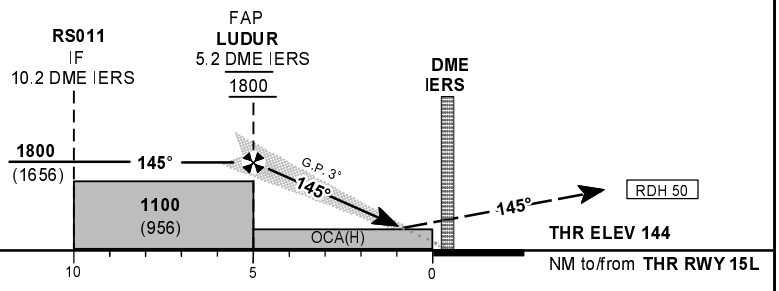
ILS Y RWY 15L



TRANSITION ALT 13000
TRANSITION LEVEL FL150

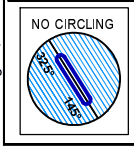
MISSED APPROACH

Proceed on course 145° to RS880, then turn left continuing to climb on track 102° to RS515. Continue on track 035° to OBSEG at 5000 FT and hold or, under pilot discretion, continue to KULKI at or above 6500 FT via RS790 for another approach or divert.



	ACFT CAT	A	B	C	D	DL
Straight-in Approach	CAT I	OCA(H)	344 (200)	348 (204)	361 (217)	
		RVR(m)	550			

GND SPEED	Knots	70	90	110	130	150	170	190
Rate of Descent	ft/min	370	480	580	690	800	900	1010



- Circling not authorized.
- RVR for CAT. I based on FALS.
- RVR/VIS related to MDA (H) = OCA (H)

DME IERS NM	5.2	5	4	3	2	1
ALT (HGT) 3° APCH	1800 (1656)	1740 (1596)	1710 (1266)	1100 (956)	780 (636)	460 (316)

CHANGE: Note Revised.
Amdt: Orignal, 23 JAN 25
ICAO PANS OPS

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 164 FT
HEIGHTS RELATED TO
THR RWY 15L - ELEV 144 FT

HANAK / Red Sea Intl (OERS)

ILS Y RWY 15L

TABULAR DESCRIPTION

ILS Y RWY 15L											
Serial Number	Path Desciptor	Waypoint Identifier	Fly-Over	Course M°(T°)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed limit (KT)	VPA/TCH	Navigation Specification
010	IF	DEMBI	-	-	-	-	-	+4000	-	-	RNP APCH
020	TF	RS012	-	145(148.8)	- 4.2	5.0	-	+3000	-	-	RNP APCH
030	TF	RS011	-	145(148.8)	- 4.2	5.0	-	+1800	-	-	RNP APCH
010	IF	KULKI	-	-	-	-	-	+13000	-	-	RNP APCH
020	TF	RS115	-	279(282.7)	- 4.2	9.3	-	+10000	-	-	RNP APCH
030	TF	RS195	-	325(328.8)	- 4.2	10.0	-	+6000	-	-	RNP APCH
040	TF	DEMBI	-	235(238.8)	- 4.2	6.0	-	+4000	-	-	RNP APCH
050	TF	RS012	-	145(148.8)	- 4.2	5.0	-	+3000	-	-	RNP APCH
060	TF	RS011	-	145(148.8)	- 4.2	5.0	-	+1800	-	-	RNP APCH
010	IF	ORGIM	-	-	-	-	-	+11500	-	-	RNP APCH
020	TF	TUGRU	-	321(325.1)	- 4.2	23.3	-	+5000	-	-	RNP APCH
030	TF	RS011	-	055(059.6)	- 4.2	8.4	-	+1800	-	-	RNP APCH
010	IF	RS011	-	-	-	-	-	+1800	-	-	RNP APCH
020	TF	LUDUR	-	145(148.8)	- 4.2	5.0	-	@1800	-	-	RNP APCH
030	TF	RW15L	Y	145(148.8)	- 4.2	5.0	-	@194	-	3.0/50	-
040	TF	RS880	-	145(148.9)	- 4.2	-	-	-	-	-	RNP APCH
050	TF	RS515	-	102(106.2)	- 4.2	10.3	-	-	-	-	RNP APCH
060	TF	OBSEG	-	035(038.8)	- 4.2	13.3	-	@5000	-	-	RNP APCH
070	TF	RS790	-	325(329.0)	- 4.2	10.0	-	+5500	-	-	RNP APCH
080	TF	KULKI	-	269(272.8)	- 4.2	8.2	-	+6500	-	-	RNP APCH
OBSEG Holding											
010	HM	OBSEG	Y	286(290.1)	-4.2	1 min	R	@5000	- 210	-	RNP APCH
DEMBI Holding											
010	HM	DEMBI	Y	145(148.9)	-4.2	1 min	L	+4000	- 210	-	RNP APCH

WAYPOINT LIST

ILS Y RWY 15L	
Waypoint identifier	Coordinates
KULKI (IAF)	25°48'14.0"N 037°14'45.0"E
RS115	25°50'17.6"N 037°04'40.8"E
RS195	25°58'52.4"N 036°58'56.2"E
DEMBI (IAF)	25°55'45.1"N 036°53'14.7"E
RS012	25°51'27.9"N 036°56'07.2"E
RS011 (IF) - 325°/10.2 DME IERS	25°47'10.6"N 036°58'59.5"E
LUDUR (FAP) - 325°/5.2 DME IERS	25°42'52.5"N 037°01'52.1"E
RS880	25°31'41.1"N 037°09'20.0"E
RS515	25°28'49.0"N 037°20'16.1"E
OBSEG (MAHF)	25°39'14.6"N 037°29'29.5"E
RS790	25°47'50.4"N 037°23'47.2"E
ORGIM (IAF)	25°23'44.8"N 037°05'39.8"E
TUGRU	25°42'52.9"N 036°50'55.8"E
THR RWY 15L	25°38'32.97"N 037°04'45.44"E

CHANGE: *New Table*

Amdt: Orignal: 23 JAN 25

ICAO PANS OPS

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 164 FT
HEIGHTS RELATED TO THR RWY 33R - ELEV 164 FT

ATIS: 126.55
TWR: 118.2
TIBA: 122.8
FRS: 133.5
Guard EMG: 121.5

HANAK / Red Sea Intl (OERS)

ILS Y RWY 33R

RNP APCH
DME REQUIRED

NOTES:
- Call Red Sea Tower 15 MIN before ARR time.
- Call FRS at least 15 minutes before ARR time on FREQ 133.5.
- TIBA procedure to be applied H24 outside Red Sea CTR/ATZ.

ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 4° E (2020)

CTR
Red Sea (CTR)
2500 AMSL
SFC

10 NM FROM ARP

MAX IAS 210 Kt

KULKI (IAF) 13000
RS200 10500
RS700
RS133 5000
RS101 (IF) 3000
ATBOR (IAF) 4000
RS316 4000
SITEV 4000
RAGNO (IAF) 11500

446 (282)
356 (192)
423 (259)
165 (1)
401 (237)

LOC 109.3
IRSI

GP/DME
332.0/30X
IRSI

(FAP)
2000
MEPLA
25°32'02"N
037°09'06"E

ALT 4000
1 MIN
MAX IAS 210 Kt

MNM ALT 4000
1 MIN
MAX IAS 210 Kt

NOTE:
The Arrival from RAGNO will descend from 11500 FT to 8000 FT at ATBOR. Aircraft arriving from RAGNO can descend in holding to 4000 FT when no existing missed approach at ATBOR.

RED SEA

MSA 25 NM ARP
5800
4784

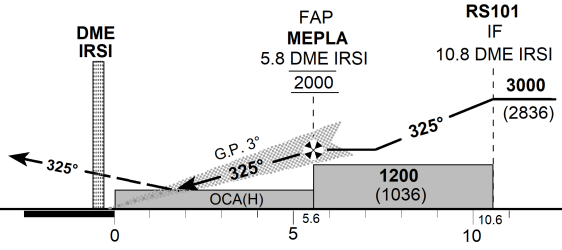
Scale 1 : 500 000
1 0 1 2 3 4 5 6 7 8 9 10 KM
1 0 1 2 3 4 5 NM

ELEVATIONS 351
HEIGHTS (187)

25° 40' N
25° 30' N
25° 20' N
36° 50' E
37° 00' E
37° 10' E
37° 20' E
37° 30' E

TRANSITION ALT 13000
TRANSITION LEVEL FL 150

MISSED APPROACH
Climb to 900 FT on heading 325°.
Turn right continuing to climb direct to RS200 and proceed on track 088° to RS700, track 134° to SITEV at 4000 FT and hold or, under pilot discretion, continue to ATBOR via RS316. (MAX IAS 210 Kts)



RDH 50
THR ELEV 164
NM to/from **THR RWY 33R**

ACFT CAT	A	B	C	D	DL
Straight-in Approach CAT I — OCA(H)	**364** (200)			**372** (208)	
RVR(m)	550				

GND SPEED	Knots	70	90	110	130	150	170	190
Rate of Descent	ft/min	**370**	**480**	**580**	**690**	**800**	**900**	**1010**

NO CIRCLING
325° 145°

- Circling not authorized.
- RVR for CAT I based on FALS.
- RVR/VIS related to MDA (H) = OCA (H).

DME IRSI NM	1	2	3	4	5	5.8
ALT (HGT) 3° APCH	**480** (316)	**790** (626)	**1110** (946)	**1430** (1266)	**1750** (1586)	**2000** (1836)

CHANGE: *Note Revised*
Amdt: Original, 31 OCT 24
ICAO PANS OPS

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 164 FT
HEIGHTS RELATED TO
THR RWY 33R - ELEV 164 FT

HANAK / Red Sea Intl (OERS)

ILS Y RWY 33R

TABULAR DESCRIPTION

ILS Y RWY 33R

Serial Number	Path Desciptor	Waypoint Identifier	Fly-Over	Course M°(T°)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed limit (KT)	VPA/TCH	Navigation Specification
010	IF	ATBOR	-	-	-	-	-	+4000	-	-	RNP APCH
020	TF	RS101	-	325(328.9)	- 4.2	4.0	-	+3000	-	-	RNP APCH
010	IF	KULKI	-	-	-	-	-	+13000	-	-	RNP APCH
020	TF	RS200	-	223(227.0)	- 4.2	5.8	-	+10500	-	-	RNP APCH
030	TF	RS133	-	149(152.7)	- 4.2	15.0	-	+5000	-	-	RNP APCH
040	TF	RS101	-	235(238.9)	- 4.2	6.0	-	+3000	-	-	RNP APCH
010	IF	RAGNO	-	-	-	-	-	+11500	-	-	RNP APCH
020	TF	ATBOR	-	014(018.0)	- 4.2	8.4	-	+4000	-	-	RNP APCH
030	TF	RS101	-	325(328.9)	- 4.2	4.0	-	+3000	-	-	RNP APCH
010	IF	RS101	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	MEPLA	-	325(328.9)	- 4.2	5.0	-	@2000	-	-	RNP APCH
030	TF	RW33R	Y	325(328.9)	- 4.2	5.6	-	@214	-	3.0/50	-
040	VA	-	-	325(328.9)	- 4.2	-	-	+900	-210	-	RNP APCH
050	DF	RS200	-	-	- 4.2	-	R	-	-210	-	RNP APCH
060	TF	RS700	-	088(092.5)	- 4.2	9.4	-	-	-210	-	RNP APCH
070	TF	SITEV	-	134(138.6)	- 4.2	9.8	-	@4000	-210	-	RNP APCH
080	TF	RS316	-	188(192.5)	- 4.2	14.0	-	@4000	-210	-	RNP APCH
090	TF	ATBOR	-	275(279.5)	- 4.2	9.2	L	+4000	-210	-	RNP APCH
SITEV Holding											
010	HM	SITEV	Y	134(138.2)	- 4.2	1 min	L	@4000	- 210	-	RNP APCH
ATBOR Holding											
010	HM	ATBOR	Y	325(328.9)	- 4.2	1 min	L	+4000	- 210	-	RNP APCH

WAYPOINT LIST

ILS Y RWY 33R	
Waypoint identifier	Coordinates
KULKI (IAF)	25°48'14.0"N 037°14'45.0"E
RS133	25°30'50.4"N 037°17'38.5"E
RAGNO (IAF)	25°16'17.0"N 037°11'23.0"E
ATBOR (IAF)	25°24'17.8"N 037°14'14.8"E
RS101 (IF) - 145°/10.8 DME IRSI	25°27'43.9"N 037°11'57.8"E
MEPLA (FAP) - 145°/5.8 DME IRSI	25°32'01.5"N 037°09'06.4"E
RS200	25°44'14.5"N 037°10'00.9"E
RS700	25°43'50.4"N 037°20'25.5"E
SITEV (MAHF)	25°36'26.0"N 037°27'38.0"E
RS316	25°22'45.9"N 037°24'17.2"E
THR RWY 33R	25°36'50.09"N 037°05'54.07"E

CHANGE: *Table updated*

Amdt: Original, 31 OCT 24

ICAO PANS OPS

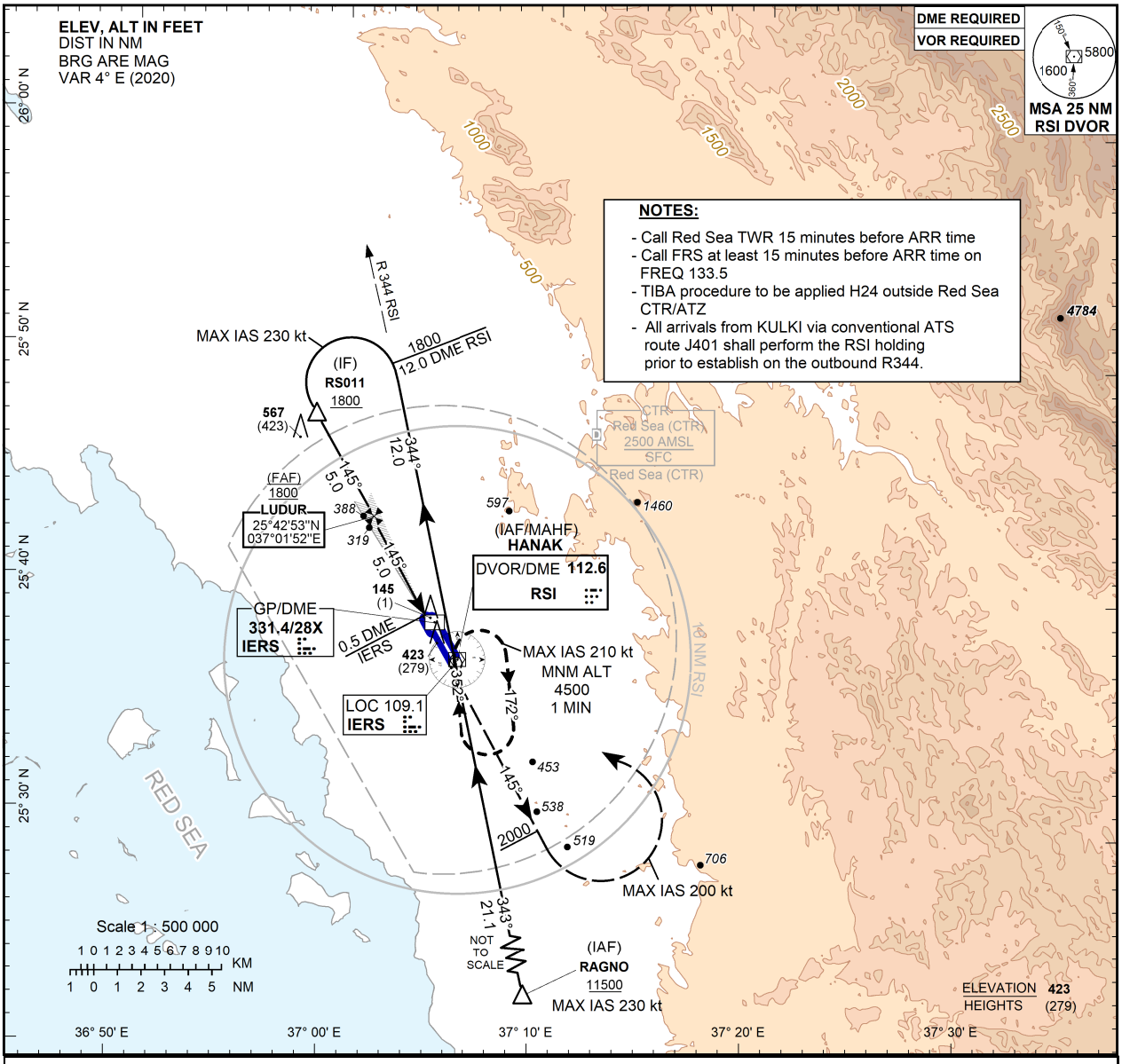
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 164 FT
HEIGHTS RELATED TO
THR RWY 15L - ELEV 144 FT

ATIS: 126.55
TWR: 118.2
TIBA: 122.8
FRS: 133.5
Guard EMG: 121.5

HANAK / Red Sea Intl (OERS)

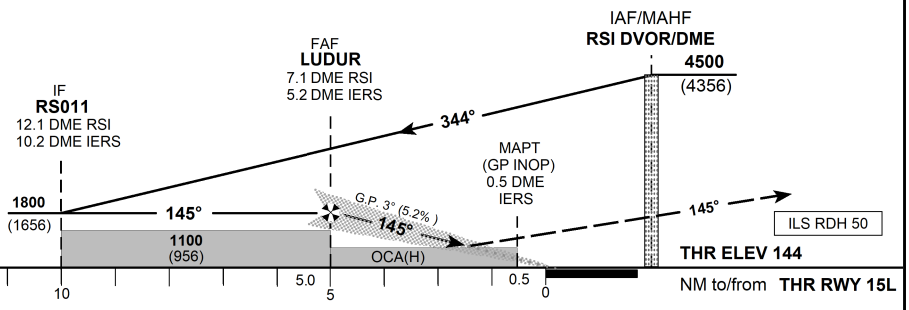
ILS Z or LOC RWY 15L



TRANSITION ALT 13000
TRANSITION LEVEL FL150

MISSED APPROACH

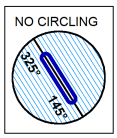
Climb to 2000 FT on heading 145°
Turn left direct to RSI at 4500 FT or above and hold or attempt another approach
MAX IAS 200 Kts.



		ACFT CAT	A	B	C	D	DL
Straight-in Approach	CAT I	OCA(H)	**344** (200)		**348** (204)	**361** (217)	
		RVR (m)	550				
	GP INOP	OCA(H)	**570** (426)				
		RVR (m)	1300				

GND SPEED	Knots	70	90	110	130	150	170	190
Rate of Descent 5.2%	ft/min	**370**	**480**	**580**	**690**	**800**	**900**	**1010**

DME IERS NM	5.2	5	4	3	2	1
ALT(HGT) 5.2% APCH	**1800** (1656)	**1740** (1596)	**1410** (1266)	**1100** (956)	**780** (636)	**460** (316)



- For LOC only approach: No turn before MAPT is allowed and timing not allowed for defining the MAPT.
- Circling not authorized.
- RVR for CAT I and LOC based on FALS
- RVR/VIS related to MDA (H) = OCH (H)

CHANGE: Note Revised.

Amdt: Orignal, 23 JAN 25

ICAO PANS OPS

HANAK / Red Sea Intl (OERS)

ILS Z or LOC RWY 15L

AERONAUTICAL DATA TABULATION

ILS Z or LOC approach to RWY 15L from RSI DVOR/DME and RAGNO	
Fix/point	**Coordinates**
RAGNO (IAF) - R163/21.1 DME RSI	25°16'17.0"N 037°11'23.0"E
RS011 (IF) - 325°/10.2 DME IERS/12.1 DME RSI	25°47'10.6"N 036°58'59.5"E
LUDUR (FAF) - 325°/5.2 DME IERS	25°42'52.5"N 037°01'52.1"E
MAPT (GP INOP) - 325°/0.5 DME IERS	25°38'49.8"N 037°04'34.2"E
IERS ILS LOC	25°36'41.1"N 037°06'00.1"E
IERS ILS GP/DME	25°38'26.3"N 037°04'54.9"E
RSI DVOR/DME (IAF/MAHF)	25°36'52.6"N 037°06'03.6"E
THR RWY 15L	25°38'32.97"N 037°04'45.44"E

Amdt: Orignal; 23 JAN 25 **CHANGE:** *New Table*

ICAO PANS OPS

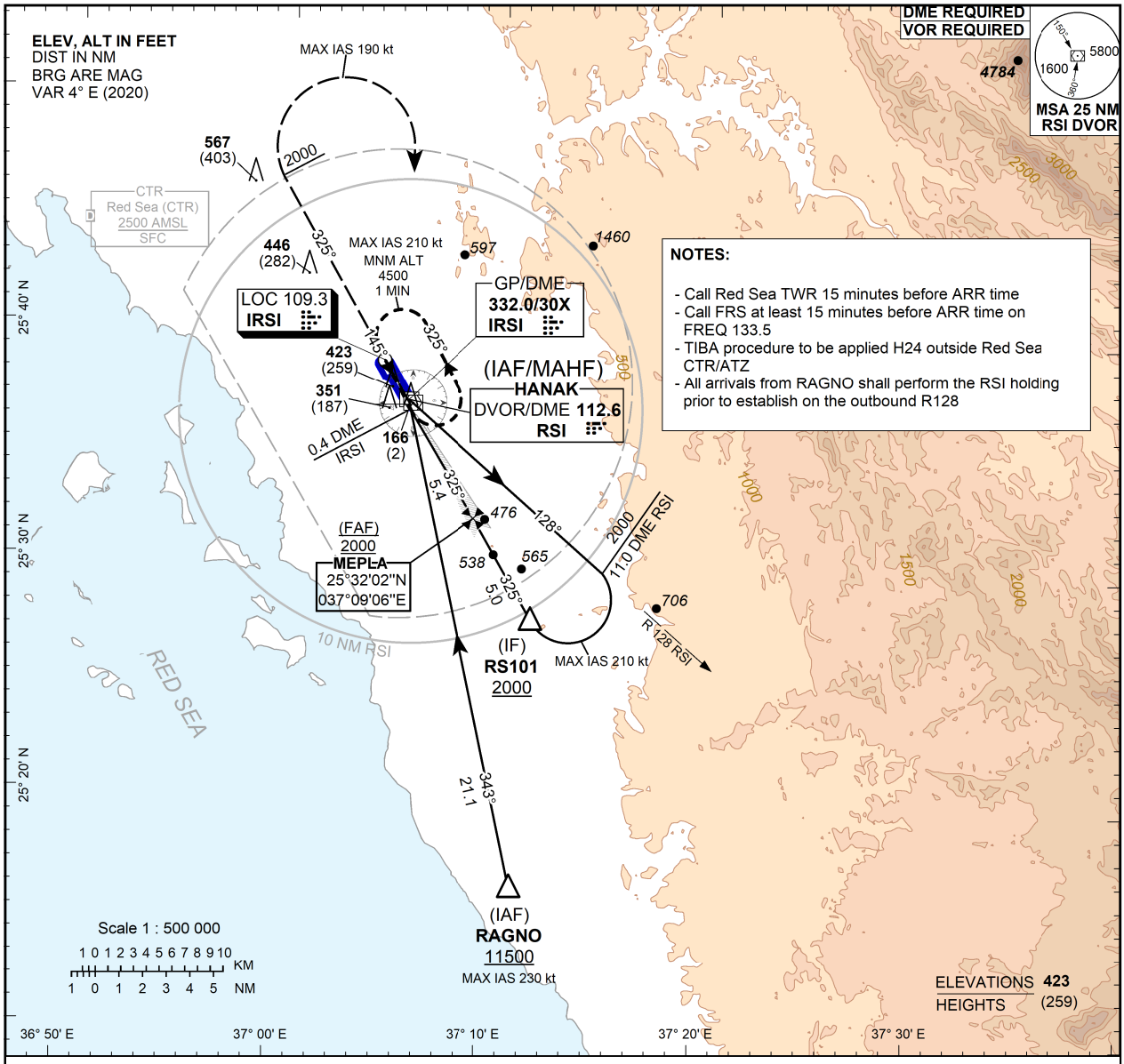
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 164 FT
HEIGHTS RELATED TO THR RWY 33R - ELEV 164 FT

ATIS: 126.55
TWR: 118.2
TIBA: 122.8
FRS: 133.5
Guard EMG: 121.5

HANAK / Red Sea Intl (OERS)

ILS Z or LOC RWY 33R



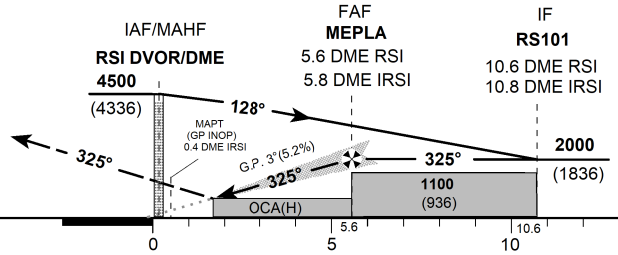
NOTES:

- Call Red Sea TWR 15 minutes before ARR time
- Call FRS at least 15 minutes before ARR time on FREQ 133.5
- TIBA procedure to be applied H24 outside Red Sea CTR/ATZ
- All arrivals from RAGNO shall perform the RSI holding prior to establish on the outbound R128

TRANSITION ALT 13000
TRANSITION LEVEL FL 150

MISSED APPROACH

Climb to 2000 FT on heading 325°
Turn right direct to RSI at 4500 FT or above and hold or attempt another approach.
MAX IAS 190 kts



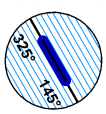
RDH 50
THR ELEV 164
NM to/from **THR RWY 33R**

		ACFT CAT	A	B	C	D	DL
Straight-in Approach	CAT I	OCA(H)	**364** (200)			**372** (208)	
		RVR (m)	550				
	GP INOP	OCA(H)	**590** (426)				
		RVR (m)	1300				

GND SPEED	Knots	70	90	110	130	150	170	190
Rate of Descent 5.2 %	ft/min	**370**	**480**	**580**	**690**	**800**	**900**	**1010**

DME IRSI NM	1	2	3	4	5	5.8
ALT (HGT) 5.2% APCH	**480** (316)	**790** (626)	**1110** (946)	**1430** (1266)	**1750** (1586)	**2000** (1836)

NO CIRCLING



- LOC only approach : No turn before MAPT is allowed and timing not allowed for defining MAPT.
- Circling not authorized.
- RVR for CAT I and LOC based on FALS
- RVR/VIS related to MDA (H) = OCH (H)

CHANGE: Note Revised.
Amdt: Orignal: 23 JAN 25
ICAO PANS OPS

HANAK / Red Sea Intl (OERS)

ILS Z or LOC RWY 33R

AERONAUTICAL DRTA TABULATION

ILS Z or LOC approach to RWY 33R from RSI DVOR/DME and RAGNO	
Fix/point	**Coordinates**
RAGNO (IAF) - R163/21.1 DME RSI	25°16'17.0"N 037°11'23.0"E
RS101 (IF) - 145°/10.8 DME IRSI/10.6 DME RSI	25°27'43.9"N 037°11'57.8"E
MEPLA (FAF) - 145°/5.8 DME IRSI	25°32'01.5"N 037°09'06.4"E
MAPT(GP INOP) - 145°/0.4 DME IRSI	25°36'39.8"N 037°06'00.9"E
IRSI ILS GP/DME	25°37'01.2"N 037°05'51.7"E
IRSI ILS/LOC	25°38'42.0"N 037°04'39.4"E
RSI DVOR/DME (IAF/MAHF)	25°36'52.6"N 037°06'03.6"E
THR RWY 33R	25°36'50.09"N 037°05'54.07"E

Amdt: Orignal; 23 JAN 25 **CHANGE:** *New Table*

ICAO PANS OPS

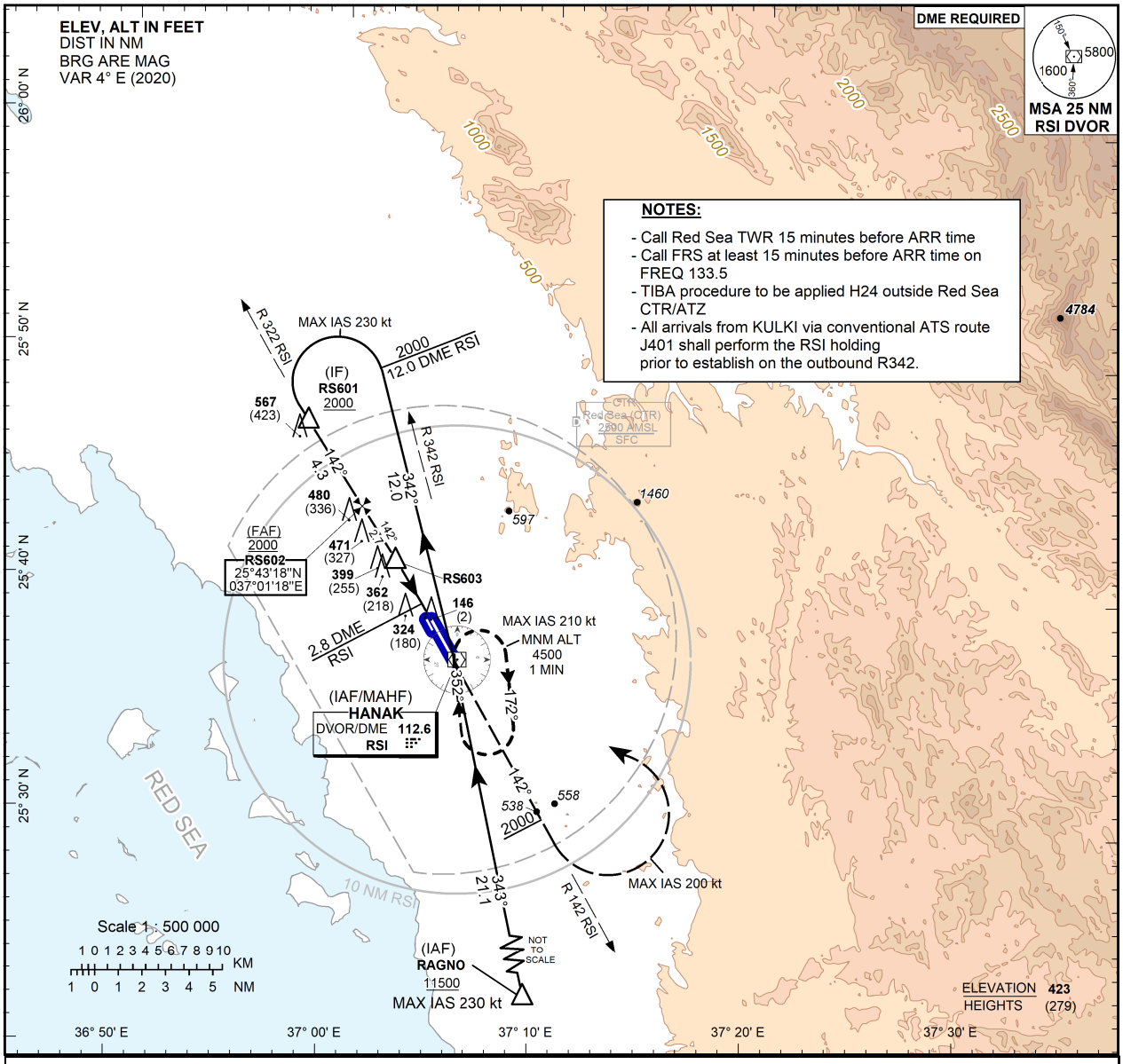
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 164 FT
HEIGHTS RELATED TO THR RWY 15L - ELEV 144 FT

ATIS: 126.55
TWR: 118.2
TIBA: 122.8
FRS: 133.5
Guard EMG: 121.5

HANAK / Red Sea Intl (OERS)

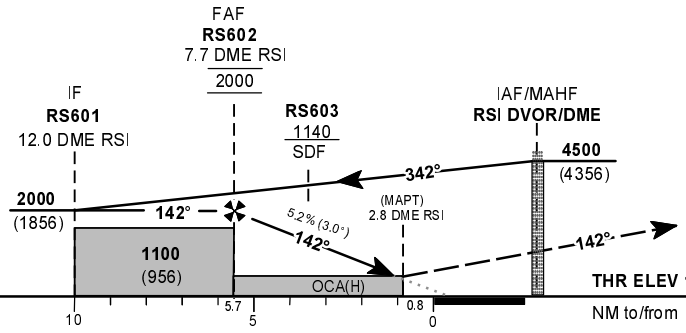
VOR RWY 15L



TRANSITION ALT 13000
TRANSITION LEVEL FL150

MISSED APPROACH

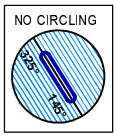
Climb to 2000 FT on heading 142°.
Turn left direct to RSI at 4500 FT or above and hold or attempt another approach.
MAX IAS 200 Kts.



		ACFT CAT	A	B	C	D	DL
Straight-in Approach	VOR with SDF	OCA(H)	**600** (456)				
		RVR (m)	1400				
	VOR without SDF	OCA(H)	**720** (576)				
		RVR (m)	1900				

GND SPEED	Knots	70	90	110	130	150	170	190
Rate of Descent 5.2%	ft/min	**370**	**480**	**580**	**690**	**800**	**900**	**1010**

DME RSI NM	7.7	7	6	5	4
ALT(HGT) 5.2% APCH	**2000** (1856)	**1780** (1636)	**1460** (1316)	**1400** (996)	**820** (676)



- No turn before MAPT is allowed and timing not allowed for defining MAPT.
- Circling not authorized.
- RVR based on FALS
- RVR/VIS related to MDA (H) = OCH (H)

CHANGE: Note Revised.

Amdt: Orignal, 23 JAN 25

ICAO PANS OPS

HANAK / Red Sea Intl (OERS)

VOR RWY 15L

AERONAUTICAL DATA TABULATION

VOR approach to RWY 15L from RSI DVOR/DME and RAGNO	
Fix/point	**Coordinates**
RAGNO (IAF) - R163/21.1 DME RSI	25°16'17.0"N 037°11'23.0"E
RS601 (IF) - RDL 322/12.0 DME RSI	25°46'53.9"N 036°58'37.1"E
RS602 (FAF) - RDL 322/7.7 DME RSI	25°43'17.7"N 037°01'17.8"E
RS603 (SDF) - RDL 322/5.0 DME RSI	25°41'02.3"N 037°02'58.3"E
MAPT - RDL 322/2.8 DME RSI	25°39'12.2"N 037°04'20.0"E
RSI DVOR/DME (IAF/MAHF)	25°36'52.6"N 037°06'03.6"E
THR RWY 15L	25°38'32.97"N 037°04'45.44"E

Amdt: Orignal; 23 JAN 25 **CHANGE:** *New Table*

ICAO PANS OPS

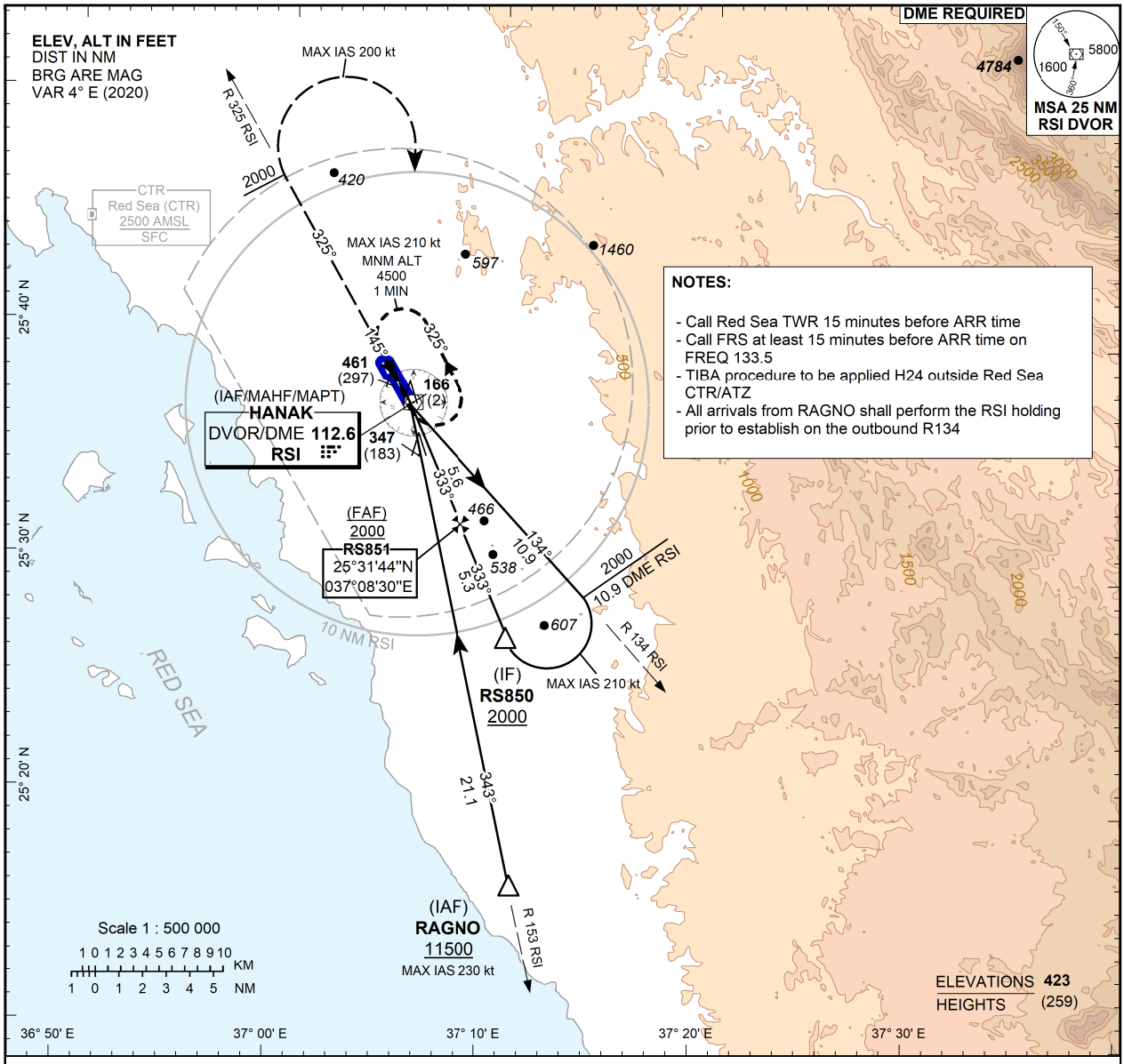
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 164 FT
HEIGHTS RELATED TO THR RWY 33R - ELEV 164 FT

ATIS: 126.55
TWR: 118.2
TIBA: 122.8
FRS: 133.5
Guard EMG: 121.5

HANAK / Red Sea Intl (OERS)

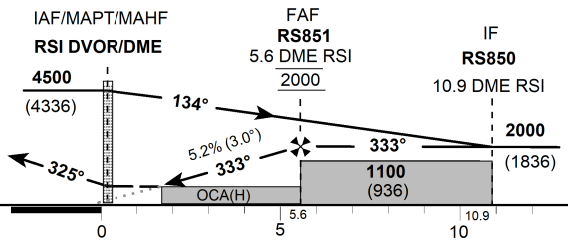
VOR RWY 33R



TRANSITION ALT 13000
TRANSITION LEVEL FL 150

MISSED APPROACH

Climb to 2000 FTon heading R325°
Turn right to RSI at 4500 FT or above
and hold attempt another approach.
MAX IAS 200 kts



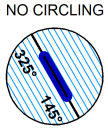
THR ELEV 164

NM to/from **THR RWY 33R**

ACFT CAT	A	B	C	D	DL
Straight-in Approach — VOR — OCA (H)	**600** (436)				
RVR (m)	1300				

GND SPEED	Knots	70	90	110	130	150	170	190
Rate of Descent 5.2 %	ft/min	**370**	**480**	**580**	**690**	**800**	**900**	**1010**

NO CIRCLING



- No turn before MAPT is allowed and timing not allowed for defining MAPT
- Circling not authorized.
- RVR based on FALS
- RVR/VIS related to MDA (H) = OCH (H)

DME RSI NM	2	3	4	5	5.6
ALT (HGT) 5.2% APCH	**860** (696)	**1180** (1016)	**1500** (1336)	**1820** (1656)	**2000** (1836)

CHANGE: *Note Revised.*

Amdt: Original, 23 JAN 25

ICAO PANS OPS

HANAK / Red Sea Intl (OERS)

VOR RWY 33R

AERONAUTICAL DRTA TABULATION

VOR approach to RWY 33R from RSI DVOR/DME and RAGNO	
Fix/point	Coordinates
RAGNO (IAF) - R163/21.1 DME RSI	25°16'17.0"N 037°11'23.0"E
RS850 (IF) - RDL 153/10.9 DME RSI	25°26'51.1"N 037°10'49.0"E
RS851 (FAF) - RDL 153/5.6 DME RSI	25°31'44.2"N 037°08'30.0"E
RSI DVOR/DME (IAF/MAPT/MAHF)	25°36'52.6"N 037°06'03.6"E
THR RWY 33R	25°36'50.09"N 037°05'54.07"E

Amdt: Original, 23 JAN 25 **CHANGE:** *New Table*

ICAO PANS OPS

AERODROME CHART - ICAO 17°28'01"N 047°07'17"E **ELEV 2382**

FRS 133.5
TIBA 122.8
UNCONTROLLED AD

SHARURAH/Sharrurah

RWY	DIRECTION	THR	BEARING STRENGTH
08	083°	17°27'55"N 047°06'15"E	PCN 80 F/A/W/T ASPHALT
26	263°	17°28'06"N 047°08'19"E	PCN 80 F/A/W/T ASPHALT

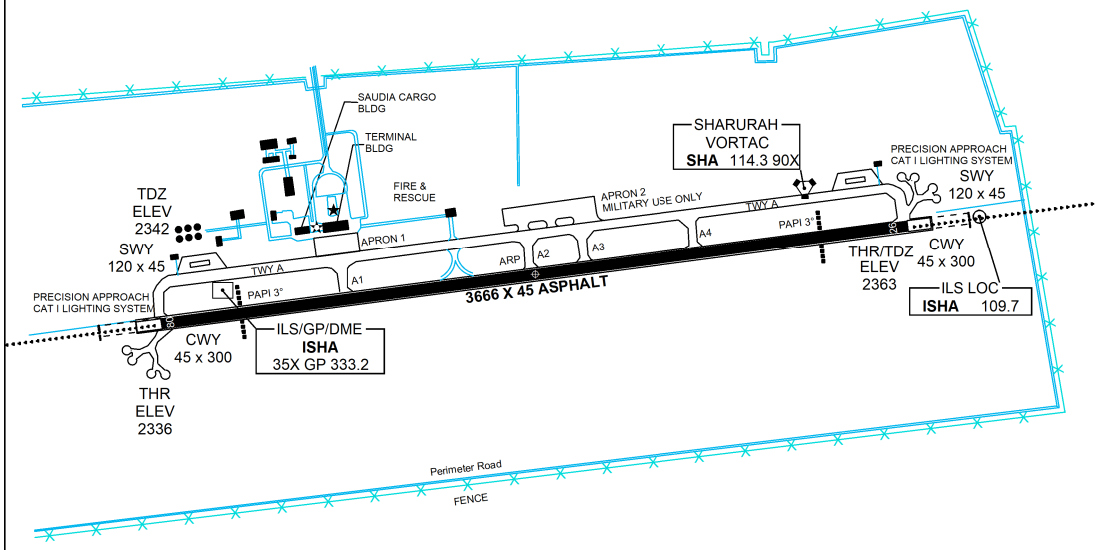
VAR 2° E 2020

ELEV, ALT IN FEET
DIMENSIONS IN METERS
BRG ARE MAG
ANNUAL RATE OF CHANGE 2' E

NOTE:
Contact FRS on 133.5 MHS at least 15 minutes before landing.

TAXIWAY DESIGNATOR	Width	BEARING STRENGTH (PCN)	Surface
TAXIWAY A	23	80/F/A/W/T	ASPHALT
TAXIWAY A1	23	80/F/A/W/T	ASPHALT
TAXIWAY A2	23	80/F/A/W/T	ASPHALT
TAXIWAY A3	23	80/F/A/W/T	ASPHALT
TAXIWAY A4	23	80/F/A/W/T	ASPHALT

APRON	BEARING STRENGTH (PCN)	Surface
APRON 1	60/R/B/X/T	CONCRETE



NOTE:
APP LIGHTS: CAT I PRECISION RWY 08/26
AD LIGHTS: HI RWY EDGE LIGHTS

300 0 500 1000 METERS
1000 0 1000 2000 3000 FEET

TAKE-OFF MINIMUMS:
RWY 08/26: 600 FT ceiling and 1600 meters visibility required on standard with IFR Departure Procedure.

LEGEND	
SERVICE ROAD	
FENCE	

CHANGES: *Disply of CWY*

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AERODROME CHART - ICAO

28°22'23"N
036°37'17"E

ELEV 2551

APP	119.7	124.5
TWR	125.9	
SMC	126.3	
ATIS	128.2	

TABUK / Prince Sultan Bin Abdulaziz

VAR 4° E 2010

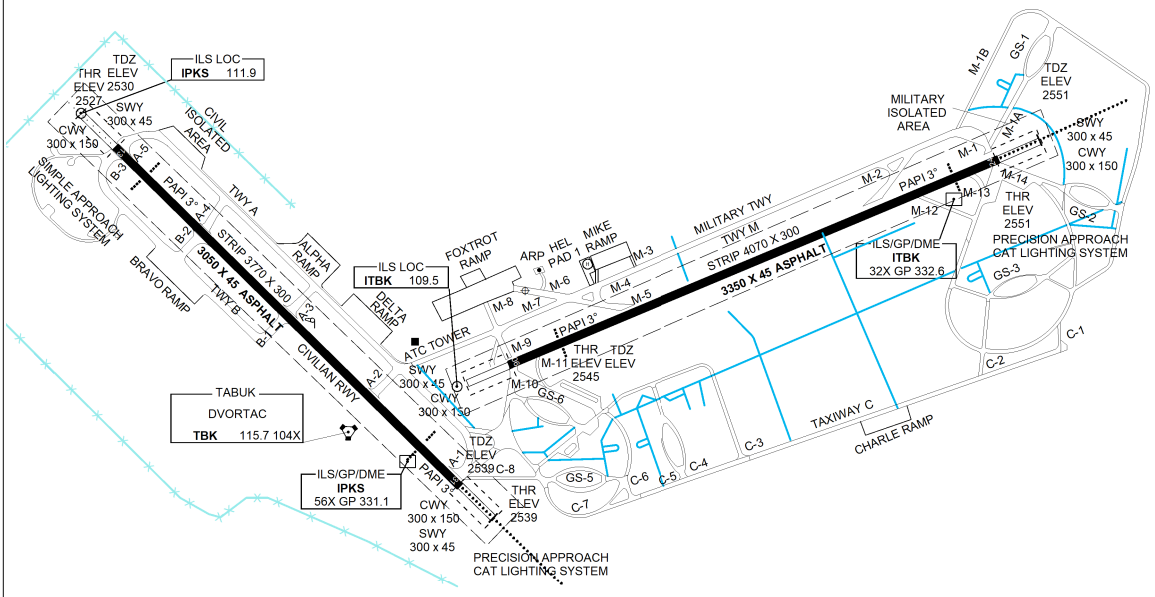
ELEV, ALT IN FEET
DIMENSIONS IN METERS
BRG ARE MAG
ANNUAL RATE OF CHANGE

RWY	DIRECTION	THR	BEARING STRENGTH
06	062°	28°22'08"N 036°37'13"E	PCN 51 F/A/X/T ASPHALT
24	242°	28°22'54"N 036°39'05"E	PCN 51 F/A/X/T ASPHALT
13	129°	28°22'49"N 036°35'40"E	PCN 84 F/A/W/T ASPHALT
31	309°	28°21'43"N 036°37'03"E	PCN 84 F/A/W/T ASPHALT

TAXIWAY DESIGNATOR	Width	BEARING STRENGTH (PCN)	Surface
A,A1,A2,A3,A4,A5	23	41/F/A/W/T	ASPHALT
B,B1,B2,B3	23	41/F/A/W/T	ASPHALT
C,C1,C2,C3,C4,C5,C6 C7,C8	23	41/F/A/W/T	ASPHALT
G,G1,G2,G3,G4,G5,G6	23	41/F/A/W/T	ASPHALT
M,M1,M1A,M1B,M2,M3 M4,M5,M6,M7,M8,M9 M10,M11,M12,M13 M14	23	41/F/A/W/T	ASPHALT
BRAVO RAMP		46/R/A/W/T	CONCRETE
RWY END 13		46/R/A/W/T	CONCRETE
RWY END 31		68/R/A/W/T	CONCRETE

NOTE:

CIVILAN ACFTS TO USE BRAVO RAMP FOR PRKG DUE TO PASSENGER TERMINAL CHANGE.
ACCESS TO BRAVO RAMP FROM RWY 13/31 AVBL THRU PARALLEL TWY B VIA EXIT TWY B1,B2 OR B3.



LEGEND	
WIND DIRECTION INDICATOR	
HELIPAD	H
SERVICE ROAD	
FENCE	

CHANGES: *Display of CWY*

300 0 500 1000 METERS
1000 0 1000 2000 3000 FEET

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AERODROME CHART - ICAO

21°29'00"N
040°32'40"E

ELEV 4848

TWR	118.7	237.6
SMC	121.9	335.3
ATIS	127.05	

TAIF / Taif International

VAR 3° E 2020

ELEV, ALT IN FEET
DIMENSIONS IN METERS
BRG ARE MAG
ANNUAL RATE OF CHANGE 3' E

RWY	DIRECTION	THR	BEARING STRENGTH
07	071°	21°28'38"N 040°31'15"E	PCN 62 F/A/X/T ASPHALT
25	251°	21°29'10"N 040°33'20"E	PCN 62 F/A/X/T ASPHALT
17	169°	21°30'23"N 040°32'27"E	PCN 62 F/A/X/T ASPHALT
35	349°	21°28'35"N 040°32'43"E	PCN 62 F/A/X/T ASPHALT

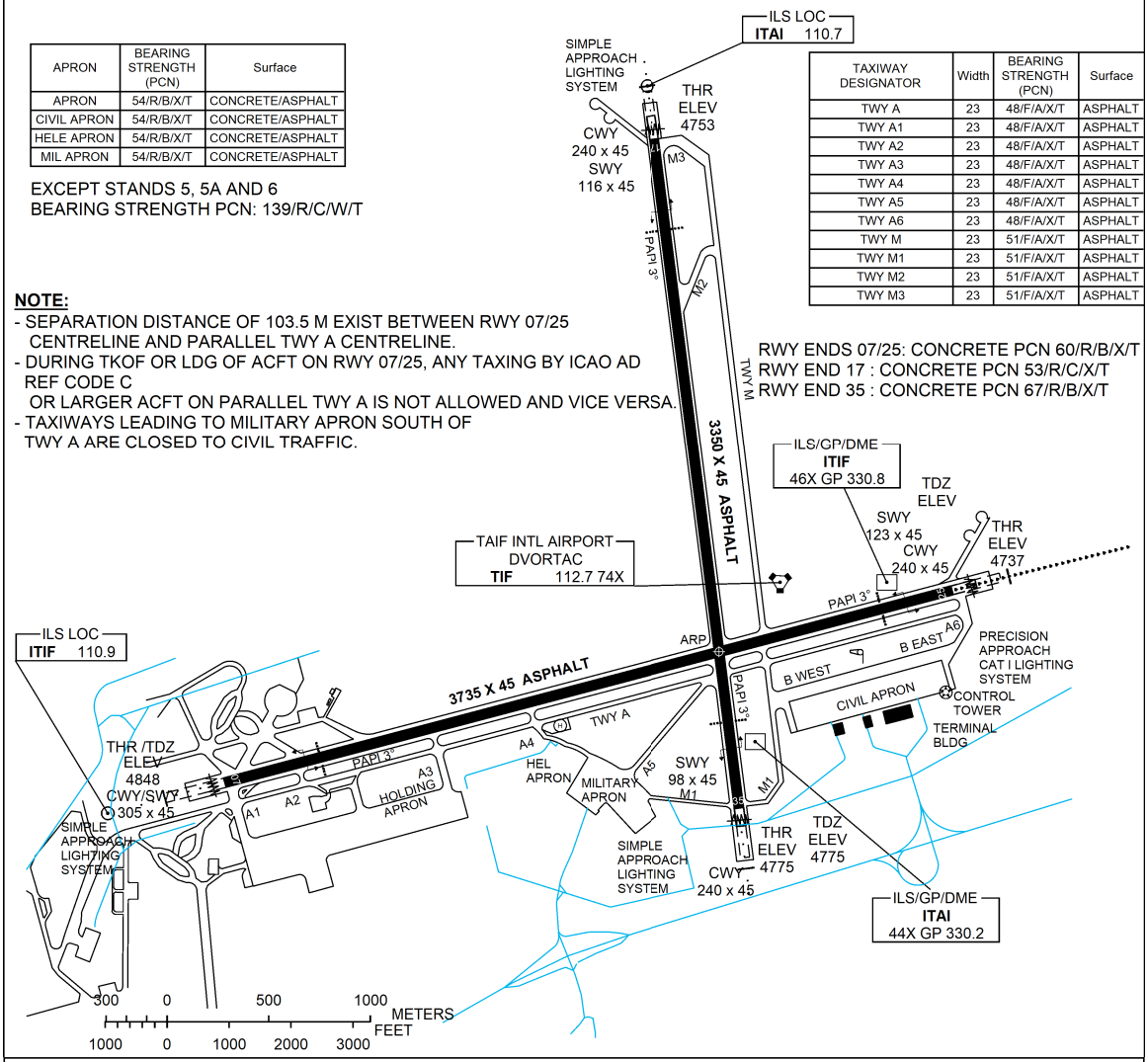
APRON	BEARING STRENGTH (PCN)	Surface
APRON	54/R/B/X/T	CONCRETE/ASPHALT
CIVIL APRON	54/R/B/X/T	CONCRETE/ASPHALT
HELE APRON	54/R/B/X/T	CONCRETE/ASPHALT
MIL APRON	54/R/B/X/T	CONCRETE/ASPHALT

EXCEPT STANDS 5, 5A AND 6
BEARING STRENGTH PCN: 139/R/C/W/T

TAXIWAY DESIGNATOR	Width	BEARING STRENGTH (PCN)	Surface
TWY A	23	48/F/A/X/T	ASPHALT
TWY A1	23	48/F/A/X/T	ASPHALT
TWY A2	23	48/F/A/X/T	ASPHALT
TWY A3	23	48/F/A/X/T	ASPHALT
TWY A4	23	48/F/A/X/T	ASPHALT
TWY A5	23	48/F/A/X/T	ASPHALT
TWY A6	23	48/F/A/X/T	ASPHALT
TWY M	23	51/F/A/X/T	ASPHALT
TWY M1	23	51/F/A/X/T	ASPHALT
TWY M2	23	51/F/A/X/T	ASPHALT
TWY M3	23	51/F/A/X/T	ASPHALT

NOTE:
- SEPARATION DISTANCE OF 103.5 M EXIST BETWEEN RWY 07/25 CENTRELINE AND PARALLEL TWY A CENTRELINE.
- DURING TKOF OR LDG OF ACFT ON RWY 07/25, ANY TAXING BY ICAO AD REF CODE C OR LARGER ACFT ON PARALLEL TWY A IS NOT ALLOWED AND VICE VERSA.
- TAXIWAYS LEADING TO MILITARY APRON SOUTH OF TWY A ARE CLOSED TO CIVIL TRAFFIC.

RWY ENDS 07/25: CONCRETE PCN 60/R/B/X/T
RWY END 17 : CONCRETE PCN 53/R/C/X/T
RWY END 35 : CONCRETE PCN 67/R/B/X/T



NOTES

TAIF INTERNATIONAL AIRPORT (OETF) MAY BE USED AS AN ALTERNATE FOR B747-8 AIRCRAFT SUBJECT TO THE FOLLOWING LIMITATIONS.
1. B747-800 AIRCRAFT ALL OPERATING WEIGHT DOES NOT EXCEED 350 TONS.
2. B747-800 AIRCRAFT SHALL USE RWY 17/35 AND PARALLEL TAXIWAY M & B.
3. PARKING PAD NO.11 ON CIVIL APRON AT NOSE-IN POSITION IS THE ONLY AUTHORIZED PARKING FOR 747-8 AND PILOT MUST CONTACT TOWER FOR PARKING INSTRUCTIONS.

LEGEND	
RWY VISUAL RANGE (RVR)	
WIND DIRECTION INDICATOR	
HELIPAD	H
SERVICE ROAD	
BAK-14 ARRESTER GEAR	
BARRIER NET	

CHANGES: *Display of CWY*

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OETR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

OETR - TURAIF

OETR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at AD**	N314141 E0384355 1523 M SE of THR RWY 10
2	**Direction and distance from (city)**	7.5 KM NE of the city
3	**Elevation/Reference temperature**	2809 FT / 37° C
4	**Geoid undulation at AD ELEV PSN**	57 FT
5	**MAG VAR/Annual change**	5° E (2020) / 0.07 increasing
6	**Aerodrome Operator, address, telephone, telefax, telex, AFS**	GENERAL AUTHORITY OF CIVIL AVIATION Turaif Airport Turaif Saudi Arabia Tel: +966 14 6520352 Fax: +966 14 6520828 Telex: 814019 PCATRF SJ
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**Remarks**	Uncontrolled AD.

OETR AD 2.3 OPERATIONAL HOURS

1	**AD Administration**	HS SUN - THU 05:00 - 21:00 (08:00 - 00:00 LMT)
2	**Customs and immigration**	HS - No Customs
3	**Health and sanitation**	NIL
4	**AIS Briefing Office**	NIL
5	**ATS Reporting Office (ARO)**	NIL
6	**MET Briefing Office**	H24
7	**ATS**	NIL
8	**Fuelling**	HO
9	**Handling**	HO
10	**Security**	H24
11	**De-icing**	NIL
12	**Remarks**	Operational hours 05:00 - 13:00 UTC

OETR AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities**	HO - Saudia Airlines
2	**Fuel/oil types**	JET A1 / NIL
3	**Fuelling facilities/capacity**	Tankers - Delivery rate variable
4	**De-icing facilities**	NIL
5	**Hangar space for visiting aircraft**	NIL
6	**Repair facilities for visiting aircraft**	NIL
7	**Remarks**	NIL

OETR AD 2.5 PASSENGER FACILITIES

1	**Hotels**	In the city
2	**Restaurants**	Cafeteria
3	**Transportation**	Taxi
4	**Medical facilities**	In the city
5	**Bank and Post Office**	Post office only, Bank in the City
6	**Tourist Office**	NIL
7	**Remarks**	NIL

OETR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	CAT 6
2	**Rescue equipment**	Yes
3	**Capability for removal of disabled aircraft**	NIL
4	**Remarks**	NIL

OETR AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	**Types of clearing equipment**	NIL
2	**Clearance priorities**	NIL
3	**Remarks**	NIL

OETR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1 Apron surface and strength

Designator	Surface	Strenght
APN EXTENSION	Asphalt	PCN 65/F/A/W/T
APRON	Asphalt	PCN 85/F/A/W/T

2 Taxiway width, surface and strength

Designator of TWY	Width	Surface	Strenght
CONNECTED TWY	28.00 M	Asphalt	PCN 72/F/A/W/T
TWY A	45.00 M	Asphalt	PCN 57/F/A/W/T
TWY A1	28.00 M	Asphalt	PCN 69/F/A/W/T
TWY LINKS	28.00 M	Asphalt	PCN 69/F/A/W/T

3	**Altimeter checkpoint location and elevation**	NIL
4	**VOR checkpoints**	NIL
5	**INS checkpoints**	NIL
6	**Remarks**	NIL

OETR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands**	45 angle parking, power in / power out.
2	**RWY and TWY markings and LGT**	RWY Marking: CL, Edge, ID, TDZ, THR RWY Lighting: Edge, Runway end and Threshold TWY Marking: CL, Edge, Holding position TWY Lighting: Edge, Guidance signe
3	**Stop bars**	NIL
4	**Other runway protection measures**	NIL
5	**Remarks**	NIL

OETR AD 2.10 AERODROME OBSTACLES

OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings / Type, colour	Remarks
NIL	NIL	NIL	NIL	NIL	NIL

OETR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	MET STATION TURAF
2	**Hours of service** **MET Office outside hours**	H24 NIL
3	**Office responsible for TAF preparation** **Period of validity**	MET OFFICE TABUK 30 Hours 00.12 HR
4	**Tred forecast** **Interval of issuance**	TREND 1 Hour

AERODROME CHART - ICAO

20°30'15"N
045°11'56"E

ELEV 2062

FRS 133.5
TIBA 122.8

UNCONTROLLED AD

WADI AL DAWASIR/
Wadi Al Dawasir

RWY	DIRECTION	THR	BEARING STRENGTH
10	099°	20°30'25"N 045°11'05"E	PCN 41 F/A/W/T ASPHALT
28	279°	20°30'05"N 045°12'48"E	PCN 41 F/A/W/T ASPHALT

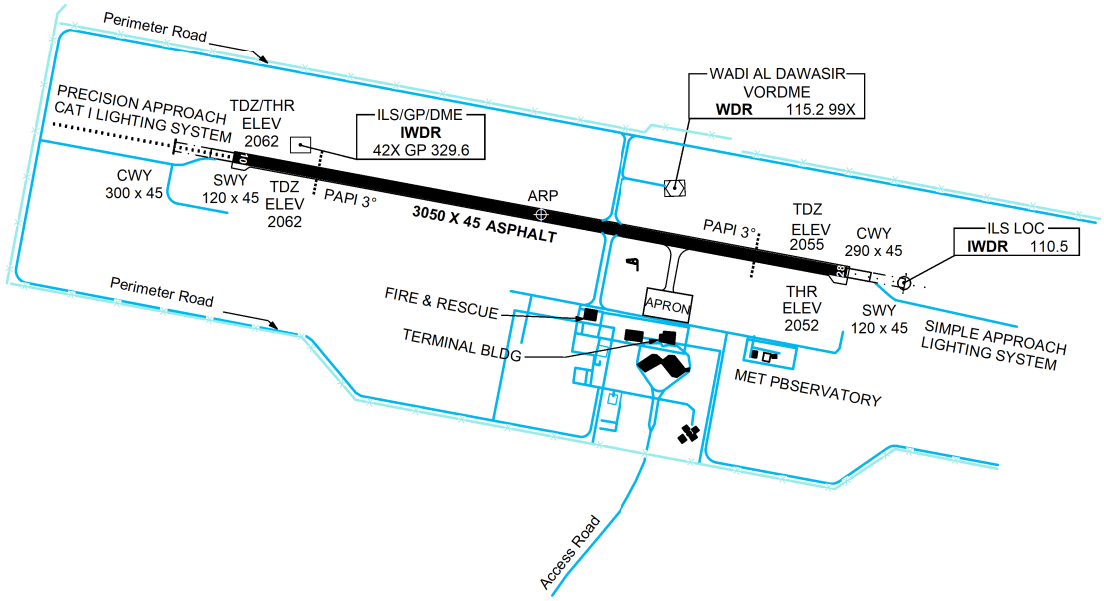
VAR 3° E 2020

ELEV, ALT IN FEET
DIMENSIONS IN METERS
BRG ARE MAG
ANNUAL RATE OF CHANGE 2' E

TAXIWAY DESIGNATOR	Width	BEARING STRENGTH (PCN)	Surface
TWY	30	36/F/A/W/T	ASPHALT

NOTE:
Contact FRS on 133.5 MHZ at least
15 minutes before landing

APRON	BEARING STRENGTH (PCN)	Surface
APRON	62/R/A/W/T	CONCRETE/ASPHALT



LEGEND	
WIND DIRECTION INDICATOR	
SERVICE ROAD	
FENCE	

300 0 500 1000 METERS
1000 0 1000 2000 3000 FEET

CHANGES: *Display of CWY*

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