

# OEJN - Jeddah - King Abdulaziz Intl

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## Airport details

|             |                    |
|-------------|--------------------|
| State       | Makkah Region      |
| Country     | Saudi Arabia       |
| Region      | OE                 |
| Elevation   | 46ft (14m)         |
| Timezone    | GMT +3             |
| Coordinates | 21.68114, 39.15549 |
| Type        | land               |
| ICAO code   | OEJN               |
| IATA code   | JED                |
| FAA code    | n/a                |

## Runway info

|                  |                             |
|------------------|-----------------------------|
| Runway 16L / 34R |                             |
| length           | 4015m (13173ft)             |
| bearing          | 158° / 338°                 |
| width            | 60m (197ft)                 |
| surface          | asphalt                     |
| blast zone       | 123m (404ft) / 122m (400ft) |
| Runway 16C / 34C |                             |
| length           | 4015m (13173ft)             |
| bearing          | 158° / 338°                 |
| width            | 60m (197ft)                 |
| surface          | asphalt                     |
| blast zone       | 121m (397ft) / 125m (410ft) |
| Runway 16R / 34L |                             |
| length           | 3814m (12513ft)             |
| bearing          | 158° / 338°                 |
| width            | 60m (197ft)                 |
| surface          | asphalt                     |
| blast zone       | 120m (394ft) / 123m (404ft) |

## Communication

|                              |         |
|------------------------------|---------|
| King Abdulaziz Intl ATIS Dep | 128.700 |
| King Abdulaziz Intl ATIS Dep | 128.700 |
| King Abdulaziz Intl ATIS Dep | 128.700 |
| King Abdulaziz Intl ATIS Arr | 126.200 |
| King Abdulaziz Intl ATIS Arr | 126.200 |
| King Abdulaziz Intl ATIS Dep | 128.700 |
| King Abdulaziz Intl ATIS Arr | 126.200 |
| King Abdulaziz Intl ATIS Arr | 126.200 |
| King Abdulaziz Intl Delivery | 121.800 |

|                                 |         |
|---------------------------------|---------|
| King Abdulaziz Intl Delivery    | 121.800 |
| King Abdulaziz Intl Delivery    | 121.800 |
| King Abdulaziz Intl Delivery    | 121.800 |
| King Abdulaziz Intl Ground East | 121.700 |
| King Abdulaziz Intl Ground East | 121.700 |
| King Abdulaziz Intl Ground West | 121.600 |
| King Abdulaziz Intl Ground West | 121.600 |
| King Abdulaziz Intl Ground West | 121.600 |
| King Abdulaziz Intl Ground East | 121.700 |
| King Abdulaziz Intl Ground East | 121.700 |
| King Abdulaziz Intl Ground West | 121.600 |
| King Abdulaziz Intl Tower East  | 118.500 |
| King Abdulaziz Intl Tower West  | 118.200 |
| King Abdulaziz Intl Tower West  | 118.200 |
| King Abdulaziz Intl Tower East  | 118.500 |
| King Abdulaziz Intl Tower East  | 118.500 |
| King Abdulaziz Intl Tower West  | 118.200 |
| King Abdulaziz Intl Tower East  | 118.500 |
| King Abdulaziz Intl Tower West  | 118.200 |
| King Abdulaziz Intl Approach    | 124.000 |
| King Abdulaziz Intl Approach    | 124.000 |
| King Abdulaziz Intl Approach    | 124.000 |
| King Abdulaziz Intl Approach    | 124.000 |
| King Abdulaziz Intl Departure   | 119.100 |
| King Abdulaziz Intl Departure   | 119.100 |
| King Abdulaziz Intl Departure   | 119.100 |
| King Abdulaziz Intl Departure   | 119.100 |

## Approach frequencies

|           |     |       |         |
|-----------|-----|-------|---------|
| ILS-cat-I | 34C | 109.5 | 18.00mi |
| ILS-cat-I | 34L | 109.1 | 18.00mi |
| ILS-cat-I | 16R | 109.3 | 18.00mi |
| ILS-cat-I | 16C | 109.7 | 18.00mi |
| ILS-cat-I | 34R | 108.3 | 18.00mi |
| ILS-cat-I | 16L | 108.5 | 18.00mi |
| 3° GS     | 34C | 109.5 | 18.00mi |
| 3° GS     | 16L | 108.5 | 18.00mi |
| 3° GS     | 34R | 108.3 | 18.00mi |
| 3° GS     | 34L | 109.1 | 18.00mi |
| 3° GS     | 16C | 109.7 | 18.00mi |
| 3° GS     | 16R | 109.3 | 18.00mi |

## Nearby beacons

| code | identifier                     | dist | bearing | frequency |
|------|--------------------------------|------|---------|-----------|
| JDW  | KING ABDULAZIZ (JEDDAH) VORTAC | 2.6  | 313.9°  | 115.30    |
| KFB  | KING FAISAL NAVAL BASE VORTAC  | 20.1 | 177.3°  | 113.10    |

# Departure and arrival routes

Transition altitude 13000ft  
Transition level 15000ft

| SID end points | distance | outbound direction |
|----------------|----------|--------------------|
| RW16C          |          |                    |
| DATA1J, DATA1E | 61.4     | 19°                |
| EGRE1J, EGRE1E | 60.3     | 41°                |
| ISLA1J, ISLA1E | 40.1     | 82°                |
| EGPO1J, EGPO1E | 57.5     | 140°               |
| RIBA1E, RIBA1J | 58.5     | 183°               |
| KARO1E, KARO1J | 66.3     | 231°               |
| BOMO1J, BOMO1E | 62.7     | 319°               |
| MIGD1E, MIGD1J | 62.6     | 335°               |
| RW16L          |          |                    |
| DATA1H, DATA1D | 61.4     | 19°                |
| EGRE1H, EGRE1D | 60.3     | 41°                |
| ISLA1H, ISLA1D | 40.1     | 82°                |
| EGPO1D, EGPO1H | 57.5     | 140°               |
| RIBA1D, RIBA1H | 58.5     | 183°               |
| KARO1D, KARO1H | 66.3     | 231°               |
| BOMO1H, BOMO1D | 62.7     | 319°               |
| MIGD1D, MIGD1H | 62.6     | 335°               |
| RW16R          |          |                    |
| DATA1F, DATA1G | 61.4     | 19°                |
| EGRE1G, EGRE1F | 60.3     | 41°                |
| ISLA1G, ISLA1F | 40.1     | 82°                |
| EGPO1F, EGPO1G | 57.5     | 140°               |
| RIBA1G, RIBA1F | 58.5     | 183°               |
| KARO1F, KARO1G | 66.3     | 231°               |
| BOMO1F, BOMO1G | 62.7     | 319°               |
| MIGD1G, MIGD1F | 62.6     | 335°               |
| RW34C          |          |                    |
| DATA1L, DATA1W | 61.4     | 19°                |
| EGRE1L, EGRE1W | 60.3     | 41°                |
| ISLA1L, ISLA1W | 40.1     | 82°                |
| EGPO1W, EGPO1L | 57.5     | 140°               |
| RIBA1W, RIBA1L | 58.5     | 183°               |
| KARO1L, KARO1W | 66.3     | 231°               |
| BOMO1L, BOMO1W | 62.7     | 319°               |
| MIGD1L, MIGD1W | 62.6     | 335°               |
| RW34L          |          |                    |
| DATA1X, DATA1M | 61.4     | 19°                |
| EGRE1M, EGRE1X | 60.3     | 41°                |
| ISLA1M, ISLA1X | 40.1     | 82°                |
| EGPO1M, EGPO1X | 57.5     | 140°               |
| RIBA1M, RIBA1X | 58.5     | 183°               |
| KARO1M, KARO1X | 66.3     | 231°               |

|       |                |      |      |
|-------|----------------|------|------|
| RW34R | BOMO1X, BOMO1M | 62.7 | 319° |
|       | MIGD1M, MIGD1X | 62.6 | 335° |
|       | DATA1V, DATA1N | 61.4 | 19°  |
|       | EGRE1V, EGRE1N | 60.3 | 41°  |
|       | ISLA1N, ISLA1V | 40.1 | 82°  |
|       | EGPO1V, EGPO1N | 57.5 | 140° |
|       | RIBA1N, RIBA1V | 58.5 | 183° |
|       | KARO1N, KARO1V | 66.3 | 231° |
|       | BOMO1N, BOMO1V | 62.7 | 319° |
|       | MIGD1N, MIGD1V | 62.6 | 335° |

| STAR starting points | distance | inbound direction |
|----------------------|----------|-------------------|
|----------------------|----------|-------------------|

RW16 (ALL)

|        |      |      |
|--------|------|------|
| EGME1P | 59.6 | 36°  |
| MUVO1P | 62.6 | 124° |
| NOMD1P | 62.2 | 177° |
| VEME1P | 59.6 | 236° |
| MISA1P | 50.6 | 256° |
| BOSU1P | 57.8 | 337° |

RW16C

|        |      |      |
|--------|------|------|
| EGME1T | 59.6 | 36°  |
| ULUL1T | 19.5 | 41°  |
| MUVO1T | 62.6 | 124° |
| NOMD1T | 62.2 | 177° |
| IMDA1T | 24.6 | 232° |
| VEME1T | 59.6 | 236° |
| MISA1T | 50.6 | 256° |
| BOSU1T | 57.8 | 337° |

RW16L

|        |      |      |
|--------|------|------|
| EGME1S | 59.6 | 36°  |
| ULUL1S | 19.5 | 41°  |
| MUVO1S | 62.6 | 124° |
| NOMD1S | 62.2 | 177° |
| IMDA1S | 24.6 | 232° |
| VEME1S | 59.6 | 236° |
| MISA1S | 50.6 | 256° |
| BOSU1S | 57.8 | 337° |

RW16R

|        |      |      |
|--------|------|------|
| EGME1R | 59.6 | 36°  |
| ULUL1R | 19.5 | 41°  |
| MUVO1R | 62.6 | 124° |
| NOMD1R | 62.2 | 177° |
| IMDA1R | 24.6 | 232° |
| VEME1R | 59.6 | 236° |
| MISA1R | 50.6 | 256° |
| BOSU1R | 57.8 | 337° |

RW34 (ALL)

|       |        |      |      |
|-------|--------|------|------|
| RW34C | EGME1Q | 59.6 | 36°  |
|       | MUVO1Q | 62.6 | 124° |
|       | NOMD1Q | 62.2 | 177° |
|       | VEME1Q | 59.6 | 236° |
|       | MISA1Q | 50.6 | 256° |
|       | BOSU1Q | 57.8 | 337° |
| RW34L | EGME1M | 59.6 | 36°  |
|       | ULUL1M | 19.5 | 41°  |
|       | MUVO1M | 62.6 | 124° |
|       | NOMD1M | 62.2 | 177° |
|       | IMDA1M | 24.6 | 232° |
|       | VEME1M | 59.6 | 236° |
|       | MISA1M | 50.6 | 256° |
|       | BOSU1M | 57.8 | 337° |
| RW34R | EGME1L | 59.6 | 36°  |
|       | ULUL1L | 19.5 | 41°  |
|       | MUVO1L | 62.6 | 124° |
|       | NOMD1L | 62.2 | 177° |
|       | IMDA1L | 24.6 | 232° |
|       | VEME1L | 59.6 | 236° |
|       | MISA1L | 50.6 | 256° |
|       | BOSU1L | 57.8 | 337° |

## Holding patterns

| STAR name | hold at | type | turn  | heading*  | altitude            | leg             | speed limit |
|-----------|---------|------|-------|-----------|---------------------|-----------------|-------------|
| BOSU1P    | JDW     | NDB  | right | 260 (80)° | 7000ft -<br>9000ft  | 1.0min<br>timed | 210         |
| EGME1M    | ULULU   | VHF  | right | 208 (28)° | 4000ft -<br>13000ft | DME 5.0mi       | 210         |
| EGME1N    | ULULU   | VHF  | right | 208 (28)° | 4000ft -<br>13000ft | DME 5.0mi       | 210         |
| EGME1P    | JDW     | NDB  | right | 260 (80)° | 7000ft -<br>9000ft  | 1.0min<br>timed | 210         |
| EGME1Q    | ULULU   | VHF  | right | 208 (28)° | 4000ft -<br>13000ft | DME 5.0mi       | 210         |
| EGME1R    | ULULU   | VHF  | right | 208 (28)° | 4000ft -<br>13000ft | DME 5.0mi       | 210         |

|        |       |     |       |            |                     |                 |     |
|--------|-------|-----|-------|------------|---------------------|-----------------|-----|
| EGME1S | ULULU | VHF | right | 208 (28)°  | 4000ft -<br>13000ft | DME 5.0mi       | 210 |
| EGME1T | ULULU | VHF | right | 208 (28)°  | 4000ft -<br>13000ft | DME 5.0mi       | 210 |
| IMDA1L | IMDAP | VHF | left  | 53 (233)°  | 7000ft -<br>13000ft | DME 5.0mi       | 210 |
| IMDA1M | IMDAP | VHF | left  | 53 (233)°  | 7000ft -<br>13000ft | DME 5.0mi       | 210 |
| IMDA1N | IMDAP | VHF | left  | 53 (233)°  | 7000ft -<br>13000ft | DME 5.0mi       | 210 |
| IMDA1R | IMDAP | VHF | left  | 53 (233)°  | 7000ft -<br>13000ft | DME 5.0mi       | 210 |
| IMDA1S | IMDAP | VHF | left  | 53 (233)°  | 7000ft -<br>13000ft | DME 5.0mi       | 210 |
| IMDA1T | IMDAP | VHF | left  | 53 (233)°  | 7000ft -<br>13000ft | DME 5.0mi       | 210 |
| MISA1L | IMDAP | VHF | left  | 53 (233)°  | 7000ft -<br>13000ft | DME 5.0mi       | 210 |
| MISA1M | IMDAP | VHF | left  | 53 (233)°  | 7000ft -<br>13000ft | DME 5.0mi       | 210 |
| MISA1N | IMDAP | VHF | left  | 53 (233)°  | 7000ft -<br>13000ft | DME 5.0mi       | 210 |
| MISA1P | IMDAP | VHF | left  | 53 (233)°  | 7000ft -<br>13000ft | DME 5.0mi       | 210 |
| MISA1Q | IMDAP | VHF | left  | 53 (233)°  | 7000ft -<br>13000ft | DME 5.0mi       | 210 |
| MISA1Q | PASUR | VHF | right | 125 (305)° | 4000ft -<br>13000ft | DME 5.0mi       | 210 |
| MISA1S | IMDAP | VHF | left  | 53 (233)°  | 7000ft -<br>13000ft | DME 5.0mi       | 210 |
| MISA1T | IMDAP | VHF | left  | 53 (233)°  | 7000ft -<br>13000ft | DME 5.0mi       | 210 |
| MUVO1P | RADKI | VHF | right | 302 (122)° | 4000ft -<br>7000ft  | DME 5.0mi       | 210 |
| MUVO1Q | JDW   | NDB | right | 260 (80)°  | 7000ft -<br>9000ft  | 1.0min<br>timed | 210 |
| MUVO1Q | PASUR | VHF | right | 125 (305)° | 4000ft -<br>13000ft | DME 5.0mi       | 210 |
| NOMD1P | MITAV | VHF | left  | 355 (175)° | 4000ft -<br>13000ft | DME 5.0mi       | 210 |
| NOMD1Q | JDW   | NDB | right | 260 (80)°  | 7000ft -<br>9000ft  | 1.0min<br>timed | 210 |
| NOMD1Q | PASUR | VHF | right | 125 (305)° | 4000ft -<br>13000ft | DME 5.0mi       | 210 |
| ULUL1L | ULULU | VHF | right | 208 (28)°  | 4000ft -<br>13000ft | DME 5.0mi       | 210 |
| ULUL1M | ULULU | VHF | right | 208 (28)°  | 4000ft -<br>13000ft | DME 5.0mi       | 210 |
| ULUL1N | ULULU | VHF | right | 208 (28)°  | 4000ft -<br>13000ft | DME 5.0mi       | 210 |
| ULUL1R | ULULU | VHF | right | 208 (28)°  | 4000ft -<br>13000ft | DME 5.0mi       | 210 |

|        |       |     |       |            |                     |           |     |
|--------|-------|-----|-------|------------|---------------------|-----------|-----|
| ULUL1S | ULULU | VHF | right | 208 (28)°  | 4000ft -<br>13000ft | DME 5.0mi | 210 |
| ULUL1T | ULULU | VHF | right | 208 (28)°  | 4000ft -<br>13000ft | DME 5.0mi | 210 |
| VEME1L | IMDAP | VHF | left  | 53 (233)°  | 7000ft -<br>13000ft | DME 5.0mi | 210 |
| VEME1M | IMDAP | VHF | left  | 53 (233)°  | 7000ft -<br>13000ft | DME 5.0mi | 210 |
| VEME1N | IMDAP | VHF | left  | 53 (233)°  | 7000ft -<br>13000ft | DME 5.0mi | 210 |
| VEME1P | IMDAP | VHF | left  | 53 (233)°  | 7000ft -<br>13000ft | DME 5.0mi | 210 |
| VEME1Q | IMDAP | VHF | left  | 53 (233)°  | 7000ft -<br>13000ft | DME 5.0mi | 210 |
| VEME1Q | PASUR | VHF | right | 125 (305)° | 4000ft -<br>13000ft | DME 5.0mi | 210 |
| VEME1R | IMDAP | VHF | left  | 53 (233)°  | 7000ft -<br>13000ft | DME 5.0mi | 210 |
| VEME1S | IMDAP | VHF | left  | 53 (233)°  | 7000ft -<br>13000ft | DME 5.0mi | 210 |
| VEME1T | IMDAP | VHF | left  | 53 (233)°  | 7000ft -<br>13000ft | DME 5.0mi | 210 |

\*) magnetic outbound (inbound) holding course

## Disclaimer

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