RIYADH (RUH/OERK), KING KHAILD INTERNATIONAL AIRPORT – S26 CAPACITY DECLARATION

Runway Movement Rate

Two runways are Open 24H:

Runway R60 Slot Capacity Limit			
Hours (UTC)	**Arrival**	**Departure**	**Total**
0000-2359	30	35	65

Runway R15 Slot Capacity Limit			
Hours (UTC)	**Arrival**	**Departure**	**Total**
0000-2359	7	8	15

Weekly Runway Preventive Maintenance: (**Historical slots will not be impacted**):

- Primary RWY 15L/33R: D1 & D3, 5 hours each.
- Secondary RWY 15R/33L: D2 & D5, 5 hours each.

Runway R60 Slot Capacity Limit (Weekly PM)			
Hours	**Arrival**	**Departure**	**Total**
2300z – 0400z 0200LT – 0700LT	16	19	35

Runway R15 Slot Capacity Limit (Weekly PM)			
Hours	**Arrival**	**Departure**	**Total**
2300z – 0400z 0200LT – 0700LT	4	4	8

Maximum Passenger Rates

Terminal 1

To be Used for Historical Rights/Allocation

T60/15 Terminal Capacity Limit

	Time UTC	T60/15
Arrival	0000-2359	1040
Departure	0000-2359	1100
Load Factor: 85%		

Non-Historical Allocation. To be determined after confirmation of terminal moves at HBD

T60/15 Terminal Capacity Limit

	Time UTC	T60/15
Arrival	0000-2359	1200
Departure	0000-2359	1200
Load Factor: 85%		

Terminal 2

Closed for rehabilitation. **To be Used for Historical Rights/Allocation**

T60/15 Terminal Capacity Limit

	Time UTC	T60/15
Arrival	0000-2359	1040
Departure	0000-2359	1200
Load Factor: 85%		

Terminal 3
Non-Historical Allocation. To be determined after confirmation of terminal moves at HBD

T60/15 Terminal Capacity Limit		
	Time UTC	T60/15
Arrival	0000-2359	1135
Departure	0000-2359	1070
Load Factor: 85%		

Terminal 4
Non-Historical Allocation. To be determined after confirmation of terminal moves at HBD

T60/15 Terminal Capacity Limit		
	Time UTC	T60/15
Arrival	0000-2359	1135
Departure	0000-2359	1275
Load Factor: 85%		

Terminal 5
(To be Used for Historical Rights/Allocation)

T60/15 Terminal Capacity Limit		
	Time UTC	T60/15
Arrival	0000-2359	2000
Departure	0000-2359	1600
Load Factor: 85%		

Terminal 5 – Special Hajj Coordination
(To be Used for special Hajj coordination to accommodate Hajj demand, for the period 21st May 2026 to 3rd Jun 2026)

T60/15 Terminal Capacity Limit		
	Time UTC	T60/15
Arrival	0000-2359	1800
Departure	0000-2359	1440
Load Factor: 85%		
**Historical slots will not be affected by this limit		

GA Terminal 1

T60/15 Terminal Capacity Limit		
	Time UTC	T60/15
Arrival	0000-2359	-
Departure	0000-2359	100
Load Factor: 100%		

GA Terminal 2

T60/15 Terminal Capacity Limit		
	Time UTC	T60/15
Arrival	0000-2359	-
Departure	0000-2359	30
Load Factor: 100%		

Check-in counters

International and domestic counters close 60 minutes before STD.

Check-in counters number/Terminal		
Commercial Terminal		Check-in Counters#
Terminal 1	Historical allocation	26
	New allocation (HBD)	30
Terminal 2 (Closed for rehabilitation)		26
Terminal 3		30
Terminal 4		22
Terminal 5		51

Departure Gates

Terminal		Contact Gate	Bus Gate	US/UK Gate (included from contact)	Remark
Terminal 1	Historical allocation	8	2	1	Historical US/UK gate: 16
	New allocation	6	5		New US and UK Flights will use Gate 107
Terminal 2	Historical allocation	8	2	1	Historical US/UK gate: 26
	New allocation (Closed for rehabilitation)	6	2	TBC	-
Terminal 3		6	2	1	US and UK Flights will use Gate 305
Terminal 4		11/13	6	1	US and UK Flights will use Gate 403/404
Terminal 5		7/15	3	-	-

Aircraft Parking (Inventory purpose)

Stand Inventory

Commercial stands	Total stands		Code-C		Code-D&E		Code-F	
	Contact	Remote	Contact	Remote	Contact	Remote	Contact	Remote
Terminal 1	6	-	6	-	4	-	-	-
Terminal 2 **(Closed for Rehabilitation)**	6	-	6	-	4	-	-	-
Terminal 3	6	-	6	-	5	-	-	-
Terminal 4	13	-	13	-	11	-	-	-
Terminal 5	15	-	15	-	7	-	-	-
West	-	8	-	8	-	3	-	-
Apron 6	-	37	-	37	-	20	-	-
Total stands	46	45	46	45	31	23	-	-

Cargo stands	Total stands	Code-C	Code-D&E	Code-F
Cargo apron	19	19	12	6

* The table indicates the maximum number of each aircraft code per apron.

* The buffer between occupancies is 20 minutes.

Miscellaneous

ICAO Code F aircraft are not permitted to operate.

Technical Stop operations (IATA SSIM Chapter 6 service type X) are not permitted to operate. (as per local rule)

Training flights (IATA SSIM Chapter 6 service types T & K) are conditional to airport approval to operate. (as per local rule)

Separation of 45 minutes for every Freight flight.

GABA scheduled slot requests are managed by ACL.

No departure flights at 21:00 UTC.

Maximum ground time for new flights is 90 min for code E, and 75 min for code C.

120 min separation for US/UK flights.