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Revision Letter For Cycle 01-2015
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Notebook

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General Information

Location: Doha Qat
IATA Code: DOH
Lat/Long: N25° 16.5' E051° 36.5'
Elevation: 13 ft

Airport Use: Public
Magnetic Variation: 2.3°E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0320 Z
Sunset: 1358 Z,

Runway Information

Runway: 16L
Length x Width: 15912 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 13 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 16R
Length x Width: 13944 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 13 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 34L
Length x Width: 13944 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 13 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 34R
Length x Width: 15912 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 13 ft
Lighting: Edge, ALS, Centerline, TDZ

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Communication Information

ATIS 126.85
Hamad Tower West Tower 118.025
Hamad Tower East Tower 118.525
Hamad Tower Tower 118.225 Secondary
Hamad Clearance Delivery Tower 120.875
Hamad Ground West Ground Control 118.65 Secondary
Hamad Ground East Ground Control 120.225
Hamad Ground Ground Control 121.675
Doha Radar Approach Control 121.1
Doha Director Approach Control 121.125 Secondary
Doha Director Approach Control 119.4
Doha Approach Approach Control 120.6 Secondary
Doha Approach Approach Control 119.725

1. GENERAL

1.1. ATIS

ATIS 126.85

1.2. LOW VISIBILITY PROCEDURES (LVP)

1.2.1. GENERAL

Low visibility procedures will be instituted whenever the official meteorological visibility condition is 2000m or less, or whenever the cloud base is 1000' or less, or whenever conditions are such that all of the manoeuvring area cannot be seen from Control Tower.

1.3. TRANSPONDER OPERATING PROCEDURES ON THE GROUND

Advanced Surface Movement Guidance and Control System (A-SMGCS) using Mode-S Multi-lateration has been commissioned.

1.4. PARKING INFORMATION

Nose-in parking is mandatory. Exemptions only given in special cases with specific authorizations from ATC and AD Operator.

A Follow-me vehicle will be provided for all non-standard parking.

Parking stands are equipped with advanced visual docking guidance system, A-VDGS. For A-VDGS graphics refer to 20-9E.

1.5. OTHER INFORMATION

Birds in vicinity of APT.

2. ARRIVAL

2.1. CAT II/III OPERATIONS

All RWYs approved for CAT II/III operations, special aircrew and ACFT certification required.

3. DEPARTURE

3.1. ACFT TRANSPONDER OPERATING PROCEDURE

ACFT at Parking Stand

1. Enter the discrete SSR code received from Clearance Delivery/TWR.
2. Enter the three letter ICAO designator followed by the flight number (e.g. QTR123) through the FMS or the Transponder.

During Push-Back

1. Transponder shall be selected manually in order to display the ACFT identification (Callsign and the SSR code) on the A-SMGCS display.
2. ATC will verify the data and use it for identification.

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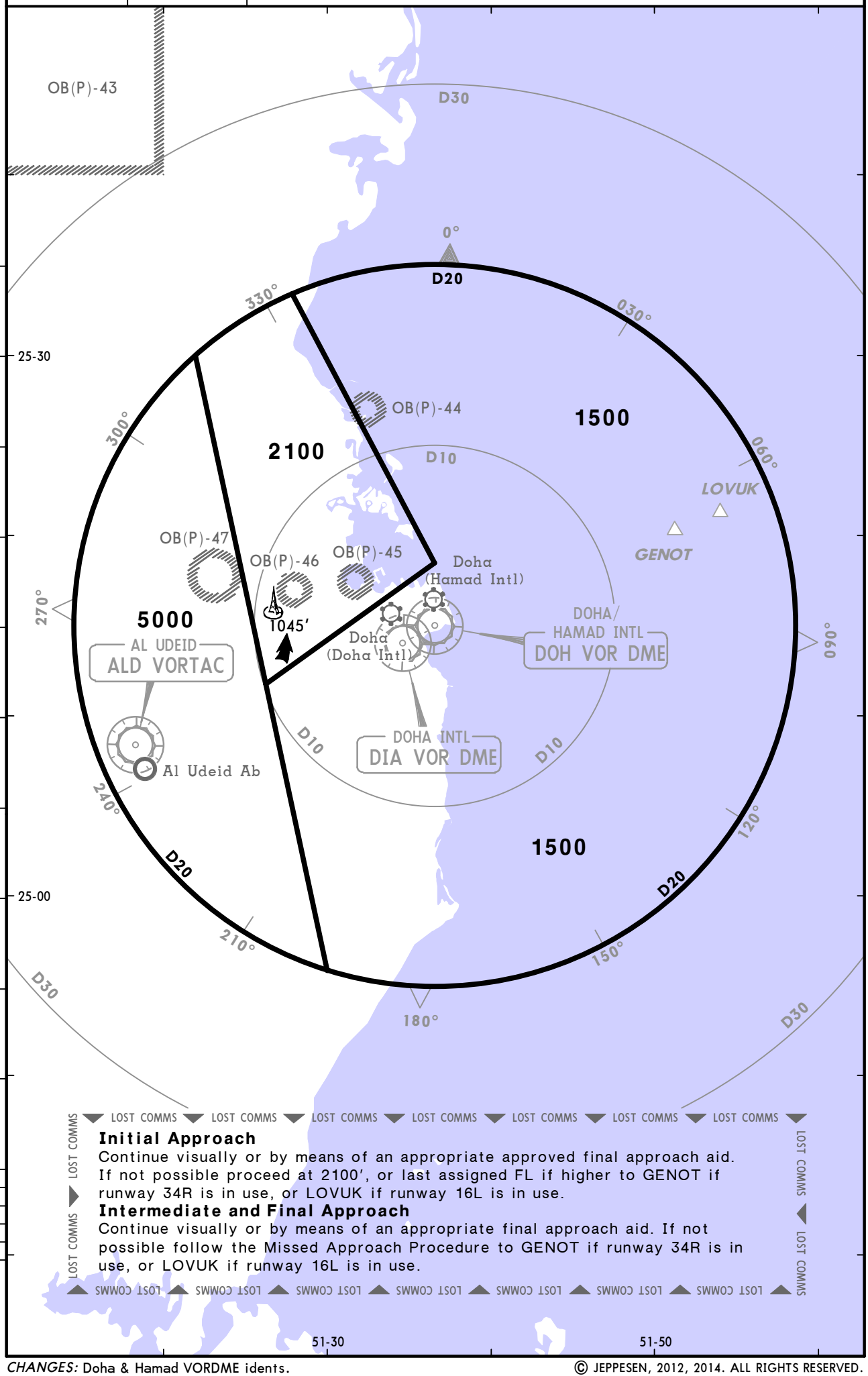
DOHA Approach/Radar 121.1	Apt Elev 13′	Alt Set: hPa Trans level: FL150 Trans alt: 13000′ This chart may only be used for cross-checking of altitudes while under RADAR control.



CHANGES: Doha & Hamad VORDME idents.

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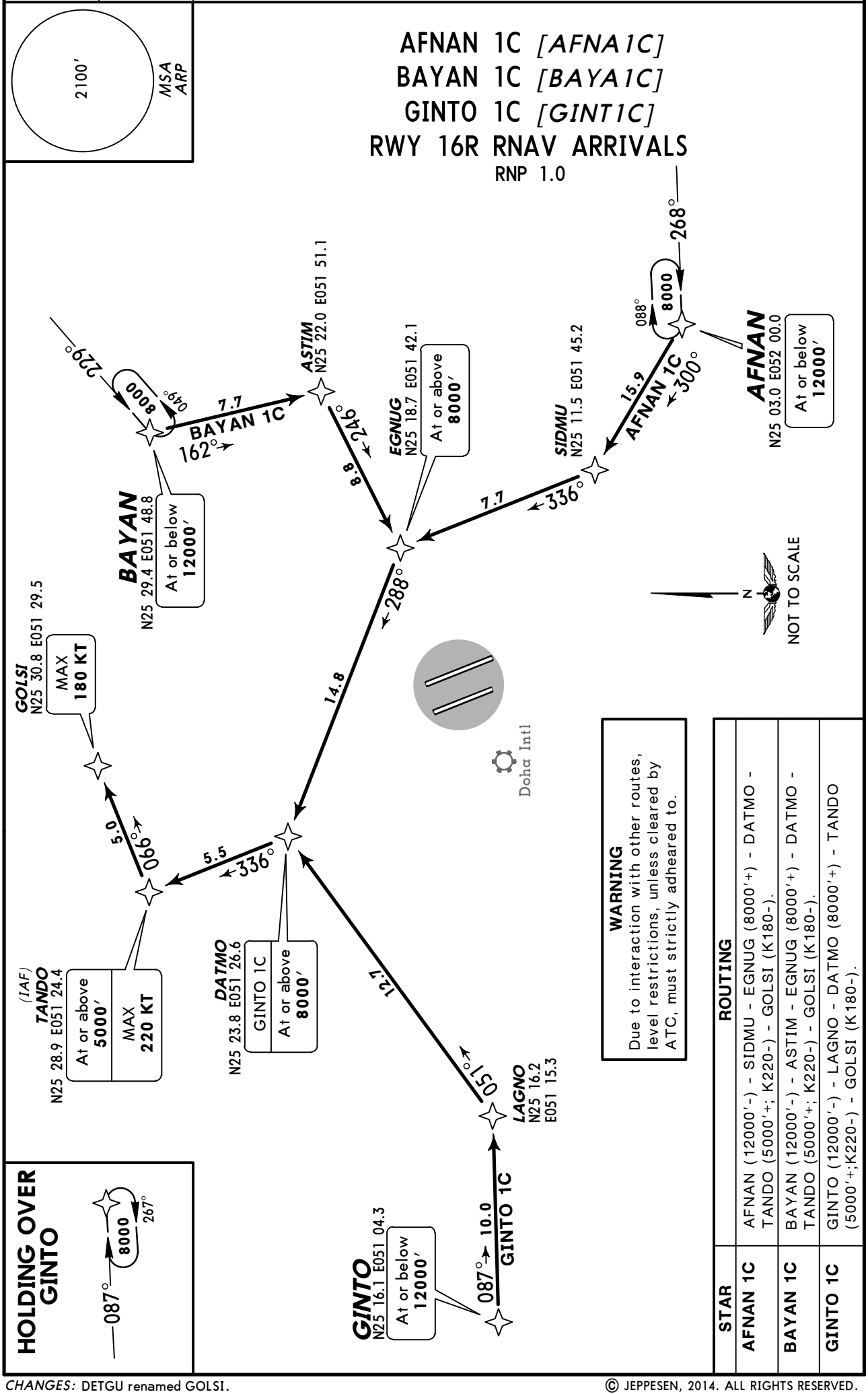
ATIS	Apt Elev	
126.85	13′	Alt Set: hPa Trans level: FL150 Trans alt: 13000′



WARNING
Due to interaction with other routes, level restrictions, unless cleared by ATC, must strictly adheared to.

STAR	ROUTING
AFNAN 1C	AFNAN (12000′-) - SIDMU - EGNUG (8000′+) - DATMO - TANDO (5000′+; K220-) - GOLSI (K180-).
BAYAN 1C	BAYAN (12000′-) - ASTIM - EGNUG (8000′+) - DATMO - TANDO (5000′+; K220-) - GOLSI (K180-).
GINTO 1C	GINTO (12000′-) - LAGNO - DATMO (8000′+) - TANDO (5000′+;K220-) - GOLSI (K180-).

CHANGES: DETGU renamed GOLSI.

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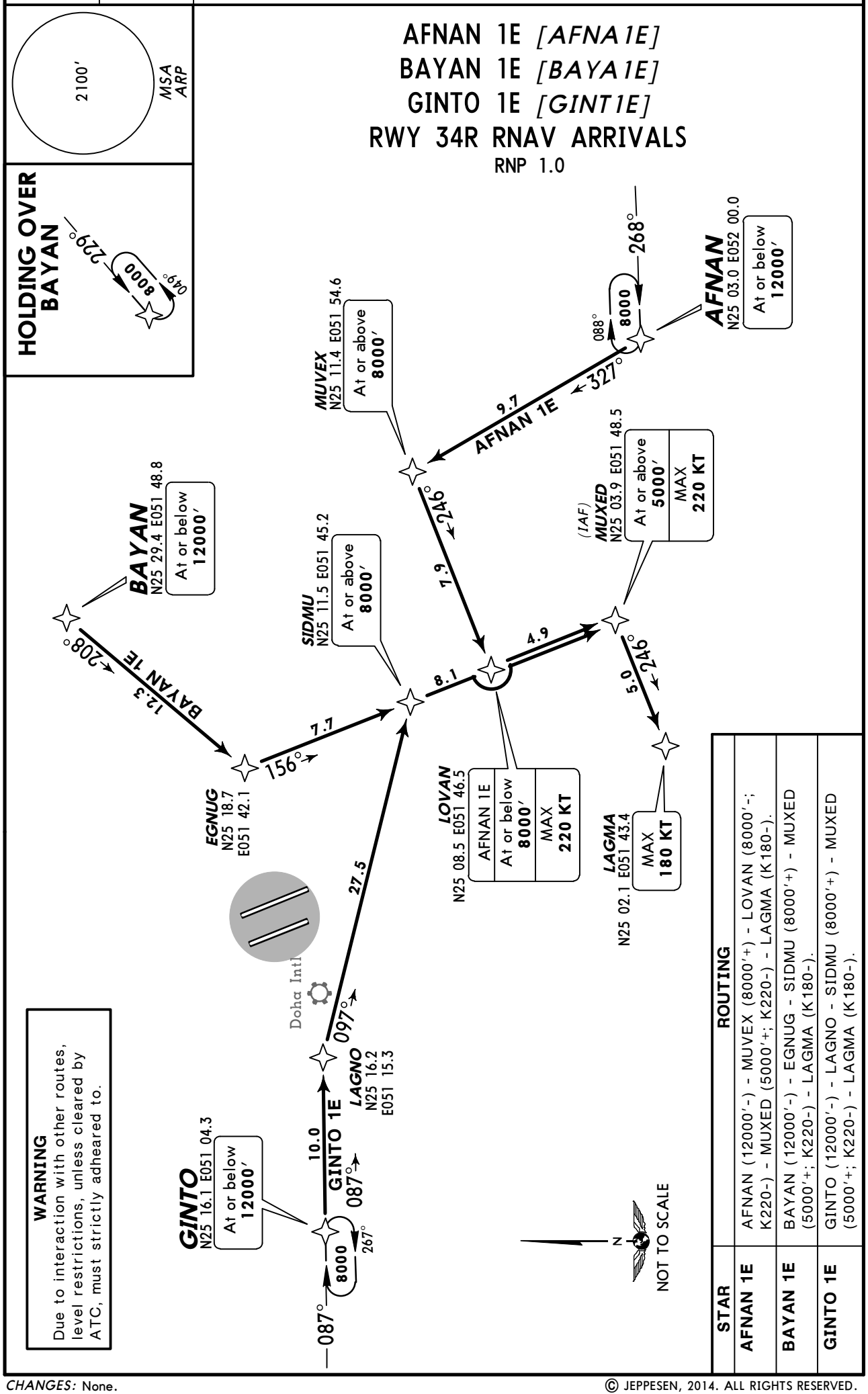
ATIS	Apt Elev	
126.85	13′	Alt Set: hPa Trans level: FL150 Trans alt: 13000′

AFNAN 1E *[AFNA1E]*
BAYAN 1E *[BAYA1E]*
GINTO 1E *[GINT1E]*
RWY 34R RNAV ARRIVALS
RNP 1.0



WARNING
Due to interaction with other routes, level restrictions, unless cleared by ATC, must strictly adheared to.

STAR	ROUTING
AFNAN 1E	AFNAN (12000′-) - MUVEX (8000′+) - LOVAN (8000′-; K220-) - MUXED (5000′+; K220-) - LAGMA (K180-).
BAYAN 1E	BAYAN (12000′-) - EGNUG - SIDMU (8000′+) - MUXED (5000′+; K220-) - LAGMA (K180-).
GINTO 1E	GINTO (12000′-) - LAGNO - SIDMU (8000′+) - MUXED (5000′+; K220-) - LAGMA (K180-).

CHANGES: None.

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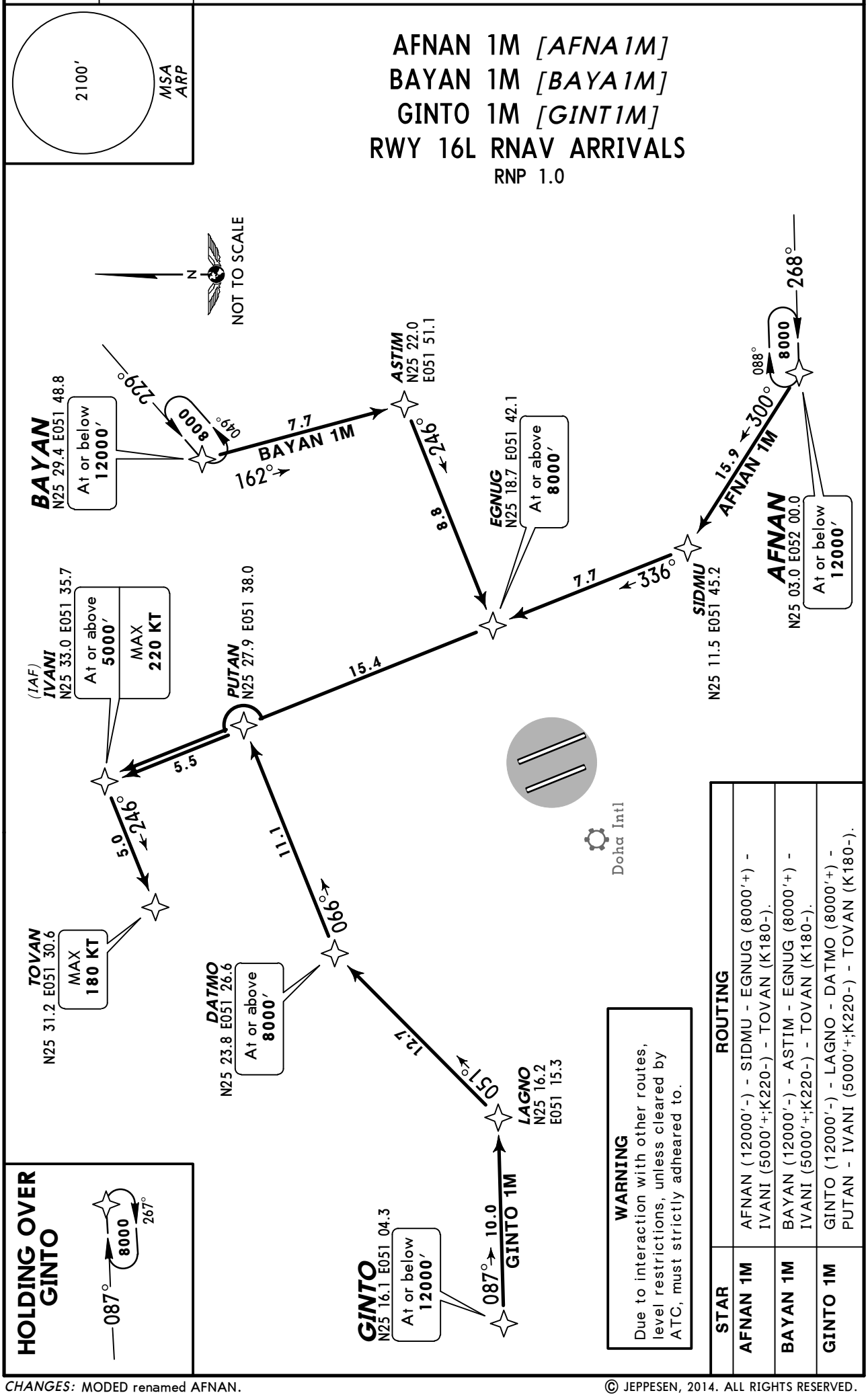
ATIS	Apt Elev	
126.85	13′	Alt Set: hPa Trans level: FL150 Trans alt: 13000′

AFNAN 1M [AFNA1M]
BAYAN 1M [BAYA1M]
GINTO 1M [GINT1M]
RWY 16L RNAV ARRIVALS
RNP 1.0



WARNING
Due to interaction with other routes, level restrictions, unless cleared by ATC, must strictly adheared to.

STAR	ROUTING
AFNAN 1M	AFNAN (12000′-) - SIDMU - EGNUG (8000′+) - IVANI (5000′+;K220-) - TOVAN (K180-).
BAYAN 1M	BAYAN (12000′-) - ASTIM - EGNUG (8000′+) - IVANI (5000′+;K220-) - TOVAN (K180-).
GINTO 1M	GINTO (12000′-) - LAGNO - DATMO (8000′+) - PUTAN - IVANI (5000′+;K220-) - TOVAN (K180-).

CHANGES: MODED renamed AFNAN.

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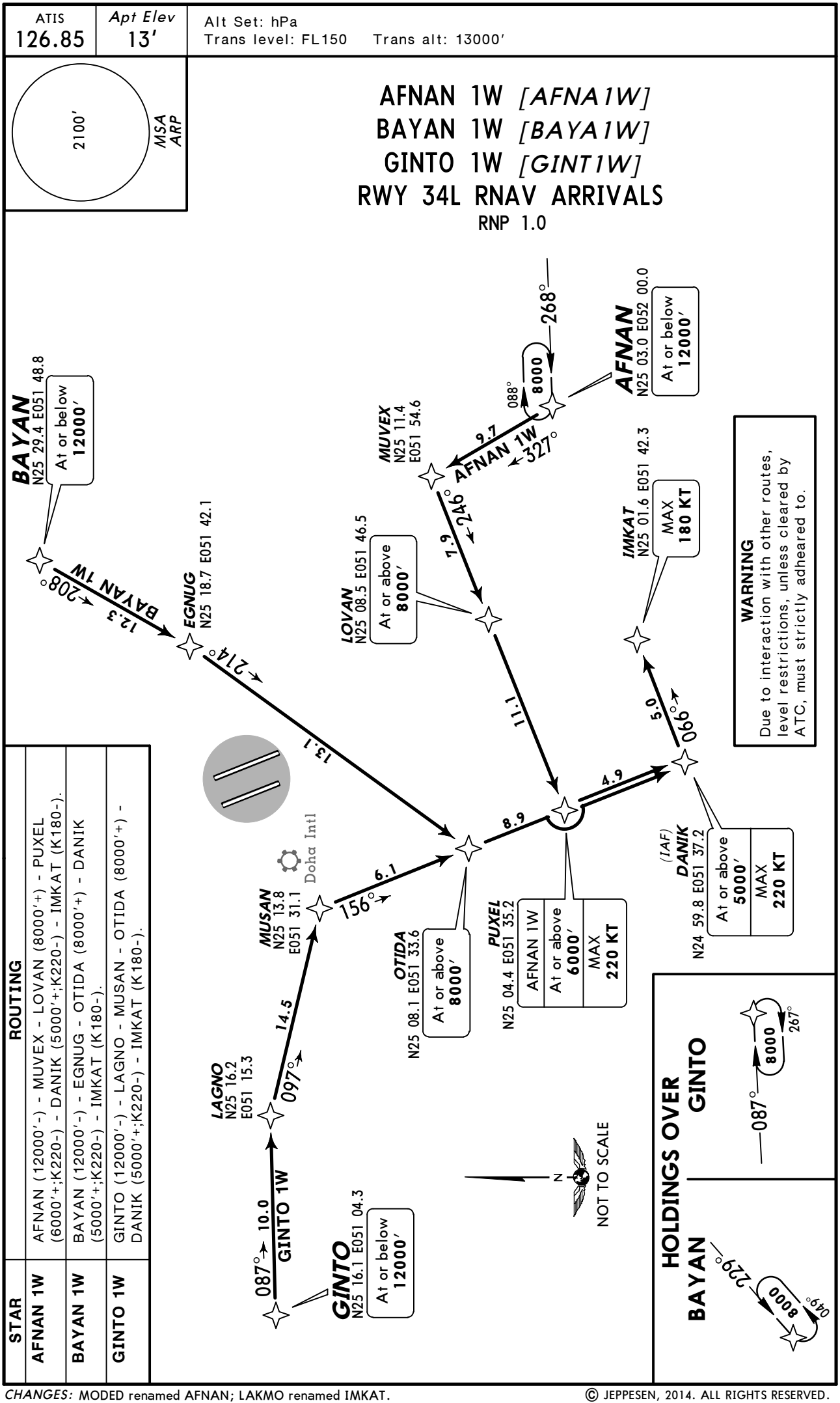
ATIS	Apt Elev	
126.85	13′	Alt Set: hPa Trans level: FL150 Trans alt: 13000′



CHANGES: MODED renamed AFNAN; LAKMO renamed IMKAT.

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RNAV SID DESIGNATION	REFER TO CHART
ALSEM 1C	20-3B
ALSEM 1E	20-3C
ALSEM 1M	20-3D
ALSEM 1W	20-3E
ALVEN 1C	20-3F
ALVEN 1E	20-3G
ALVEN 1M	20-3H
ALVEN 1W	20-3J
BATHA 1C	20-3K
BATHA 1E	20-3L
BATHA 1M	20-3M
BATHA 1W	20-3N
BUNDU 1C	20-3P
BUNDU 1E	20-3Q
BUNDU 1M	20-3S
BUNDU 1W	20-3T
NAMLA 1C	20-3U
NAMLA 1E	20-3V
NAMLA 1M	20-3V1
NAMLA 1W	20-3V2
PATOM 1C	20-3W
PATOM 1E	20-3X
PATOM 1M	20-3X1
PATOM 1W	20-3X2
SALWA 1C	20-3X3
SALWA 1E	20-3X4
SALWA 1M	20-3X5
SALWA 1W	20-3X6
SID DESIGNATION	**REFER TO CHART**
LOXUL 1C, 1M	20-3X7
MUXOP 1E, 1W	20-3X8

CHANGES: KIROS SIDs renamed ALVEN; charts reindexed.

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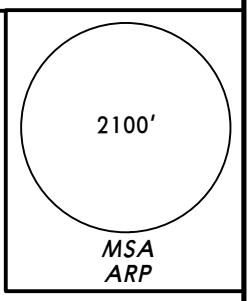
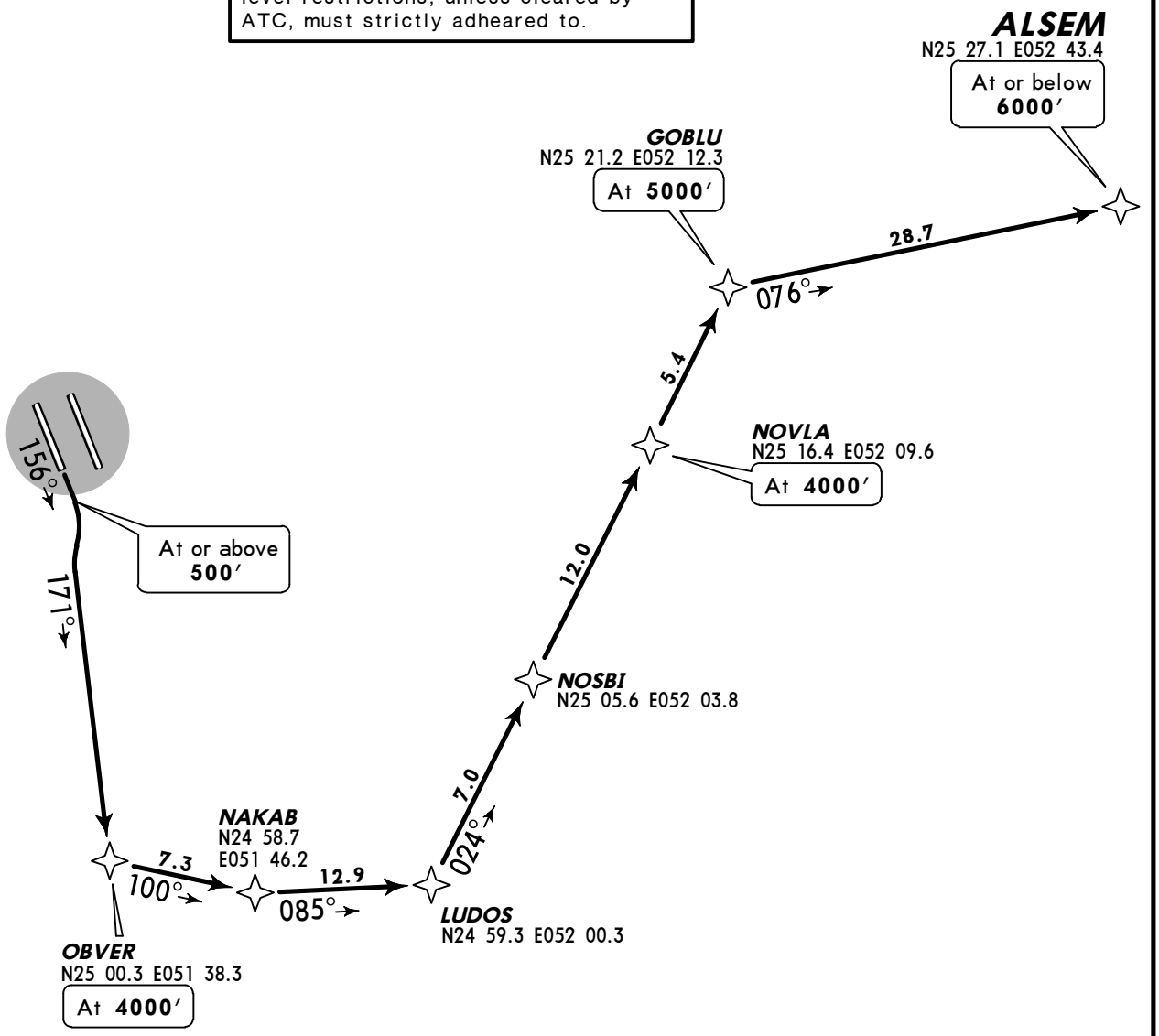
DOHA Approach	Apt Elev	
119.725	13′	Trans level: FL150 Trans alt: 13000′ 1. Immediately after take-off contact DOHA Approach. 2. EXPECT close-in obstacles.

ALSEM 1C *[ALSE1C]*
RWY 16R RNAV DEPARTURE
RNP 1.0



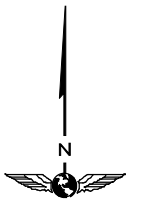
WARNING
Due to interaction with other routes, level restrictions, unless cleared by ATC, must strictly adheared to.



Direct distance from Hamad Intl to OBVER: 16 NM

This SID requires a climb gradient of 3.5% up to 600′.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063



NOT TO SCALE

ROUTING

(500′+) - OBVER (4000′) - NAKAB - LUDOS - NOSBI - NOVLA (4000′) - GOBLU (5000′) - ALSEM (6000′-).

CHANGES: Communications.

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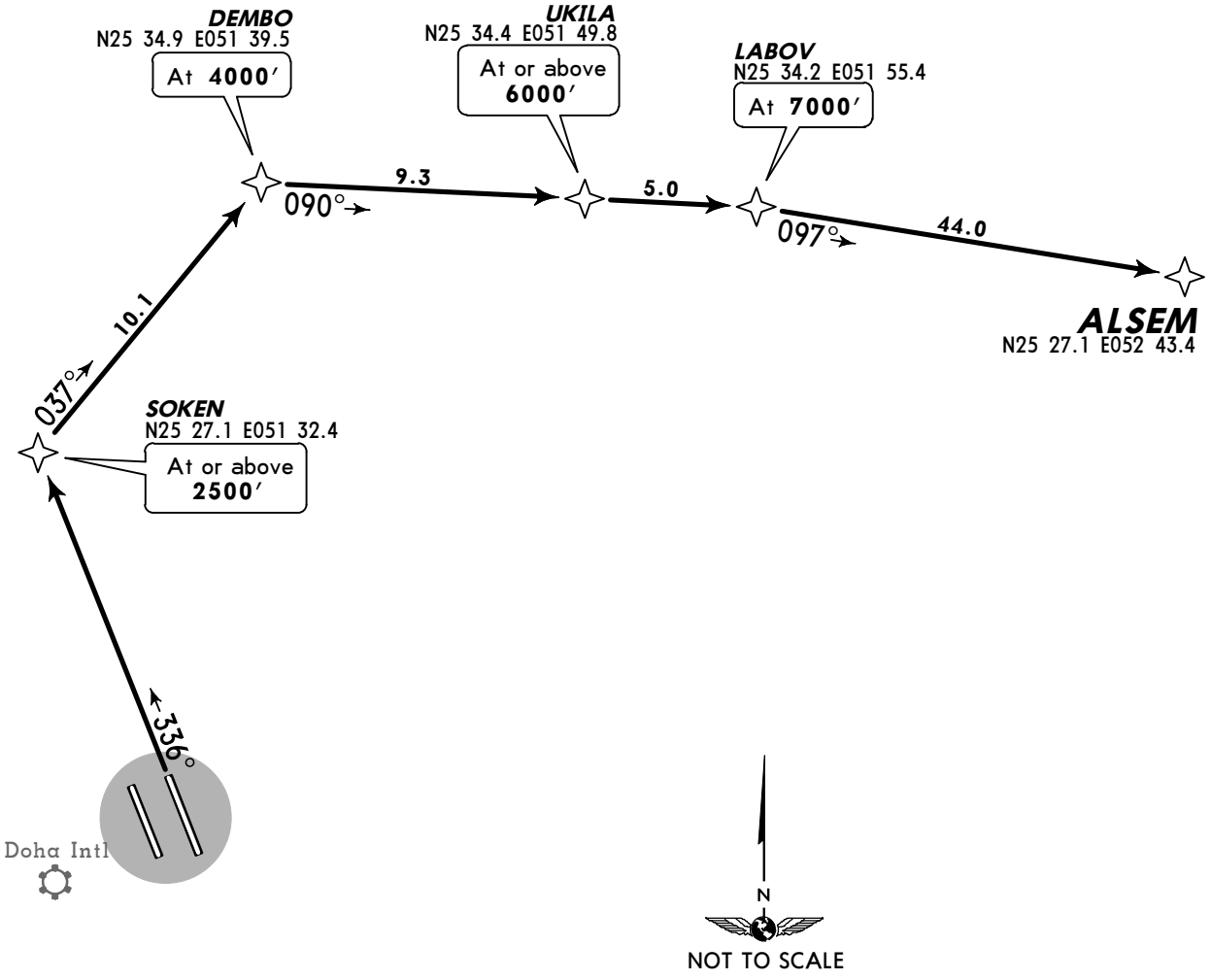
DOHA Approach	Apt Elev	
119.725	13′	Trans level: FL150 Trans alt: 13000′ 1. Immediately after take-off contact DOHA Approach. 2. EXPECT close-in obstacles.

ALSEM 1E *[ALSE1E]*
RWY 34R RNAV DEPARTURE
RNP 1.0

2100′
MSA ARP

WARNING
Due to interaction with other routes, level restrictions, unless cleared by ATC, must strictly adheared to.



Direct distance from Hamad Intl to SOKEN: 11 NM

ROUTING

SOKEN (2500′+) - DEMBO (4000′) - UKILA (6000′+) - LABOV (7000′) - ALSEM.

CHANGES: New procedure at this airport.

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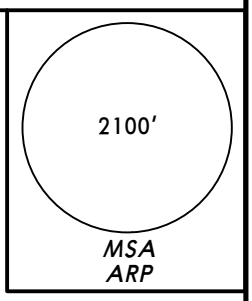
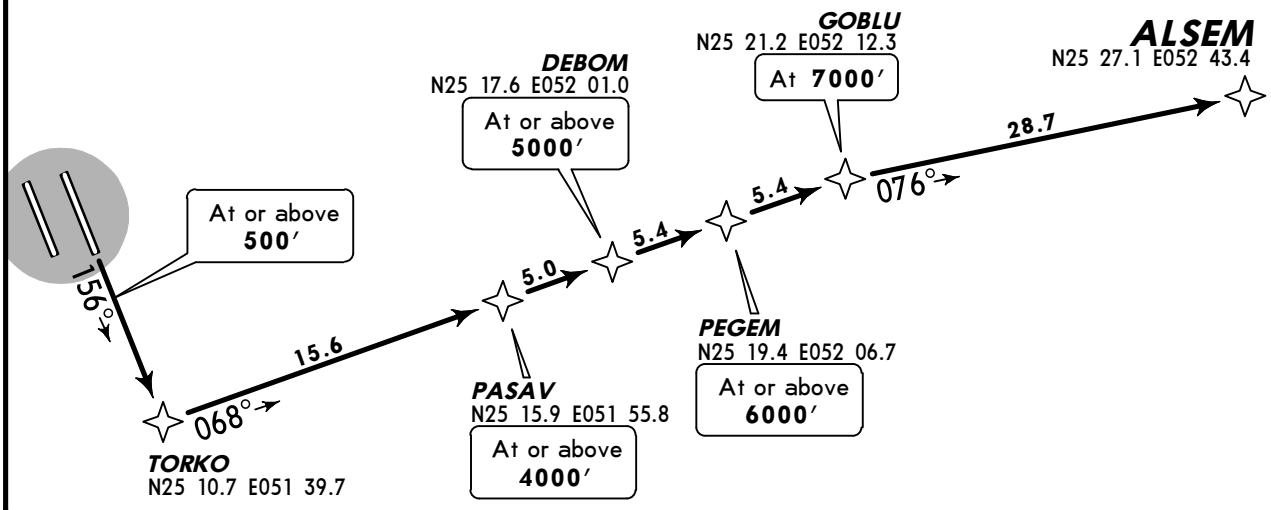
DOHA Approach	Apt Elev	
119.725	13′	Trans level: FL150 Trans alt: 13000′ Immediately after take-off contact DOHA Approach.

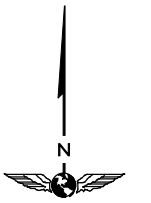
ALSEM 1M *[ALSE1M]*
RWY 16L RNAV DEPARTURE
RNP 1.0



WARNING
Due to interaction with other routes, level restrictions, unless cleared by ATC, must strictly adheared to.

Direct distance from Hamad Intl to TORKO: 6 NM





NOT TO SCALE

ROUTING

(500′+) - TORKO - PASAV (4000′+) - DEBOM (5000′+) - PEGEM (6000′+) - GOBLU (7000′) - ALSEM.

CHANGES: Communications.

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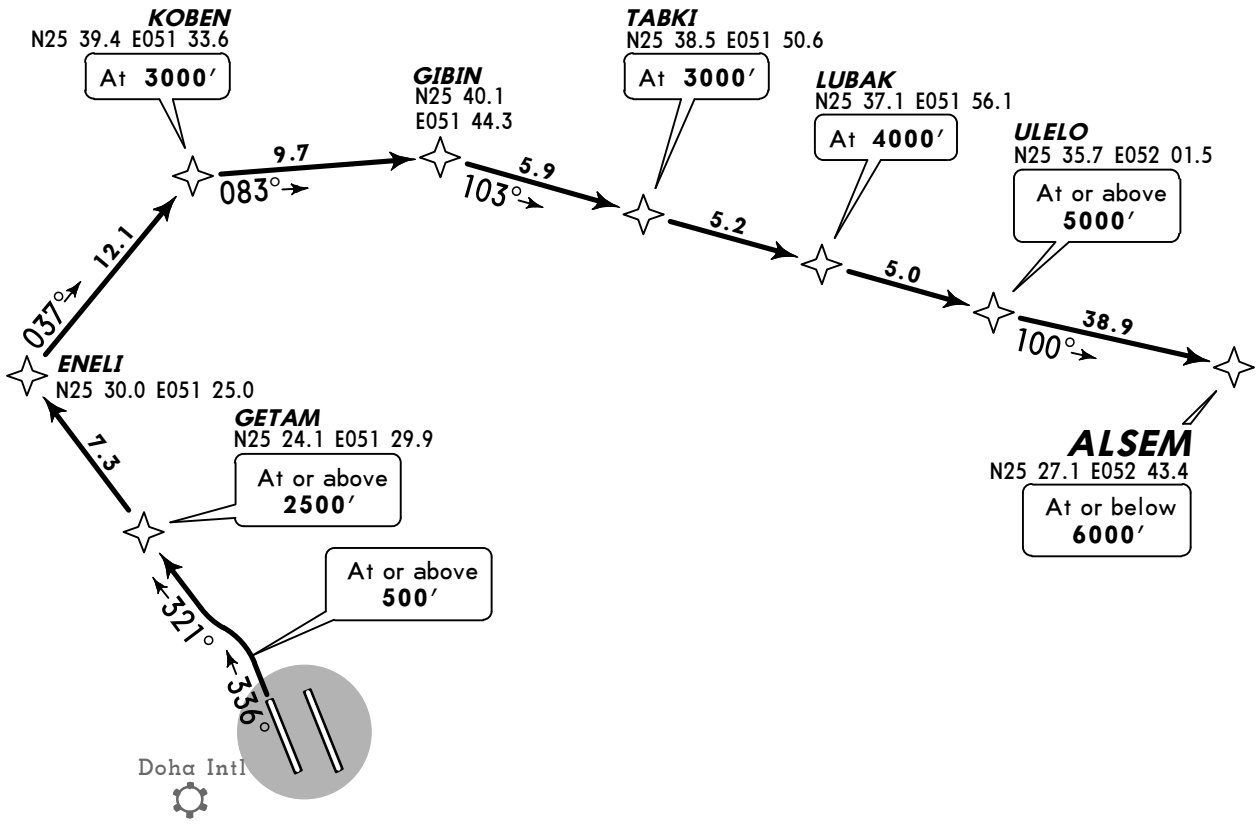
DOHA Approach	Apt Elev	
119.725	13′	Trans level: FL150 Trans alt: 13000′ 1. Immediately after take-off contact DOHA Approach. 2. EXPECT close-in obstacles.

ALSEM 1W *[ALSE1W]*
RWY 34L RNAV DEPARTURE
RNP 1.0

2100′
MSA
ARP

WARNING
Due to interaction with other routes, level restrictions, unless cleared by ATC, must strictly adheared to.



Direct distance from Hamad Intl to GETAM: 10 NM

This SID requires a climb gradient of
4.8% up to 1200′.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458

N
NOT TO SCALE

ROUTING

(500′+) - GETAM (2500′+) - ENELI - KOBEN (3000′) - GIBIN - TABKI (3000′) - LUBAK (4000′) - ULELO (5000′+) - ALSEM (6000′-).

CHANGES: Communications.

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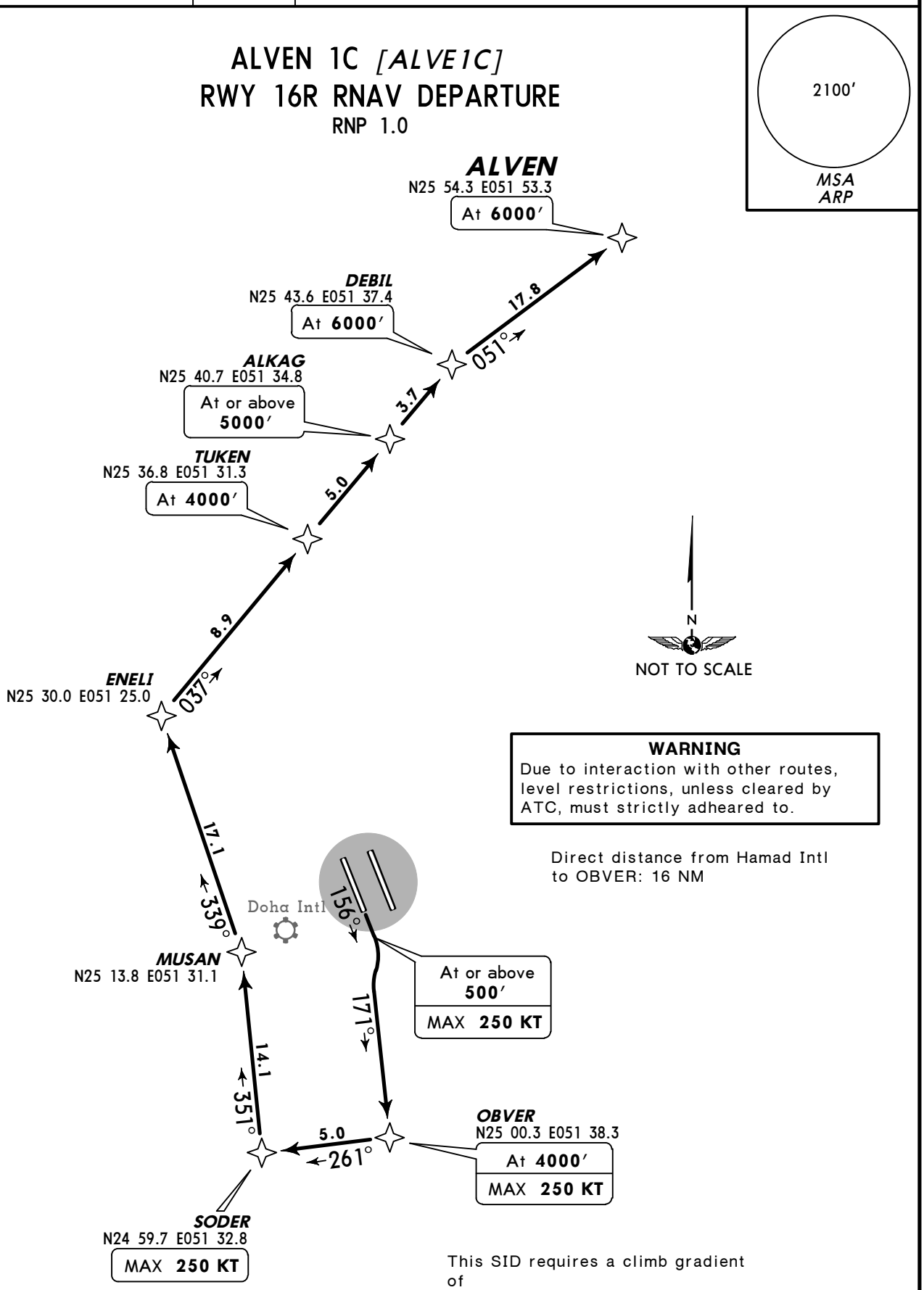
DOHA Approach	Apt Elev	
119.725	13′	Trans level: FL150 Trans alt: 13000′ 1. Immediately after take-off contact DOHA Approach. 2. EXPECT close-in obstacles.

ALVEN 1C *[ALVE1C]*
RWY 16R RNAV DEPARTURE
RNP 1.0



This SID requires a climb gradient of
3.5% up to 600′.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063

ROUTING

(500′+; K250-) - OBVER (4000′; K250-) - SODER (K250-) - MUSAN - ENELI - TUKEN (4000′) - ALKAG (5000′+) - DEBIL (6000′) - ALVEN (6000′).

CHANGES: Communications.

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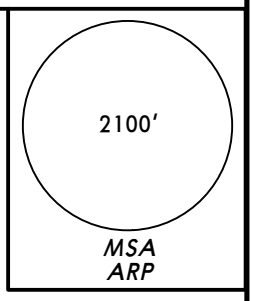
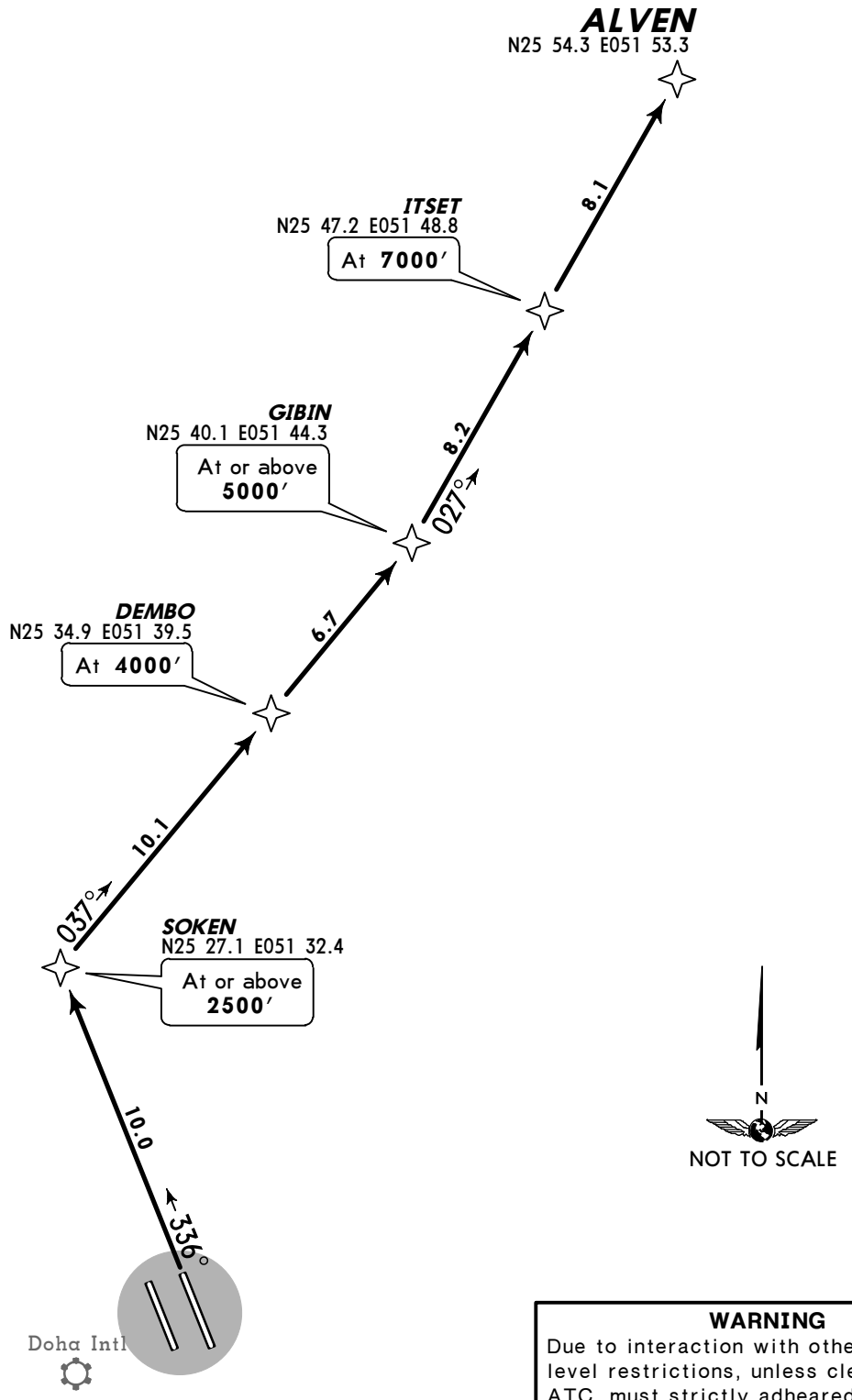
DOHA Approach	Apt Elev	
119.725	13′	Trans level: FL150 Trans alt: 13000′ 1. Immediately after take-off contact DOHA Approach. 2. EXPECT close-in obstacles.

ALVEN 1E *[ALVE1E]*
RWY 34R RNAV DEPARTURE
RNP 1.0





WARNING
Due to interaction with other routes, level restrictions, unless cleared by ATC, must strictly adheared to.

ROUTING

SOKEN (2500′+) - DEMBO (4000′) - GIBIN (5000′+) - ITSET (7000′) - ALVEN.

CHANGES: Communications.

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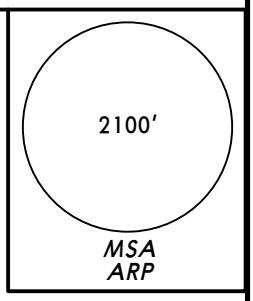
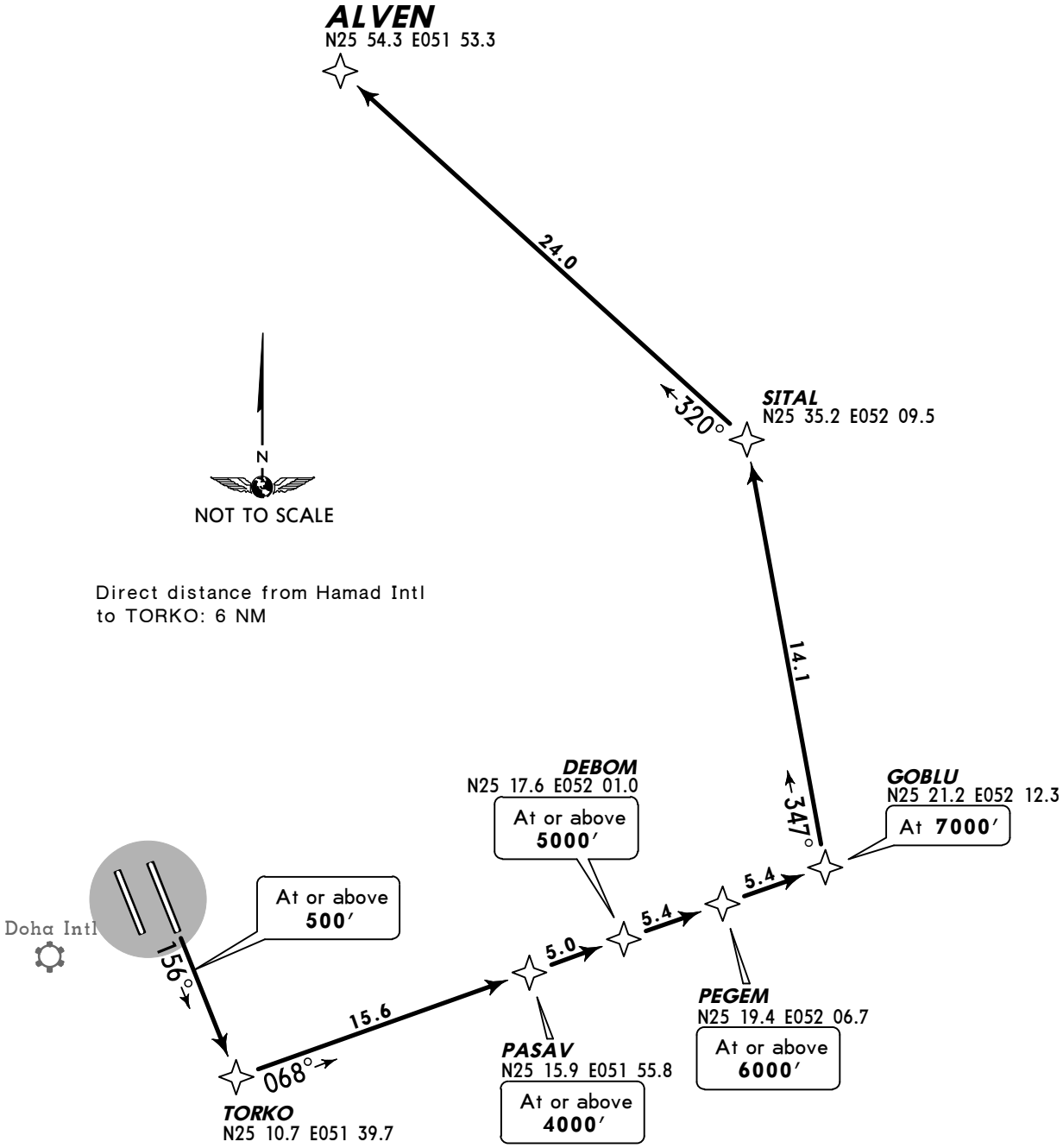
DOHA Approach	Apt Elev	
119.725	13′	Trans level: FL150 Trans alt: 13000′ Immediately after take-off contact DOHA Approach.

ALVEN 1M *[ALVE1M]*
RWY 16L RNAV DEPARTURE
RNP 1.0





WARNING
Due to interaction with other routes, level restrictions, unless cleared by ATC, must strictly adheared to.

ROUTING

(500′+) - TORKO - PASAV (4000′+) - DEBOM (5000′+) - PEGEM (6000′+) - GOBLU (7000′) - SITAL - ALVEN.

CHANGES: Communications.

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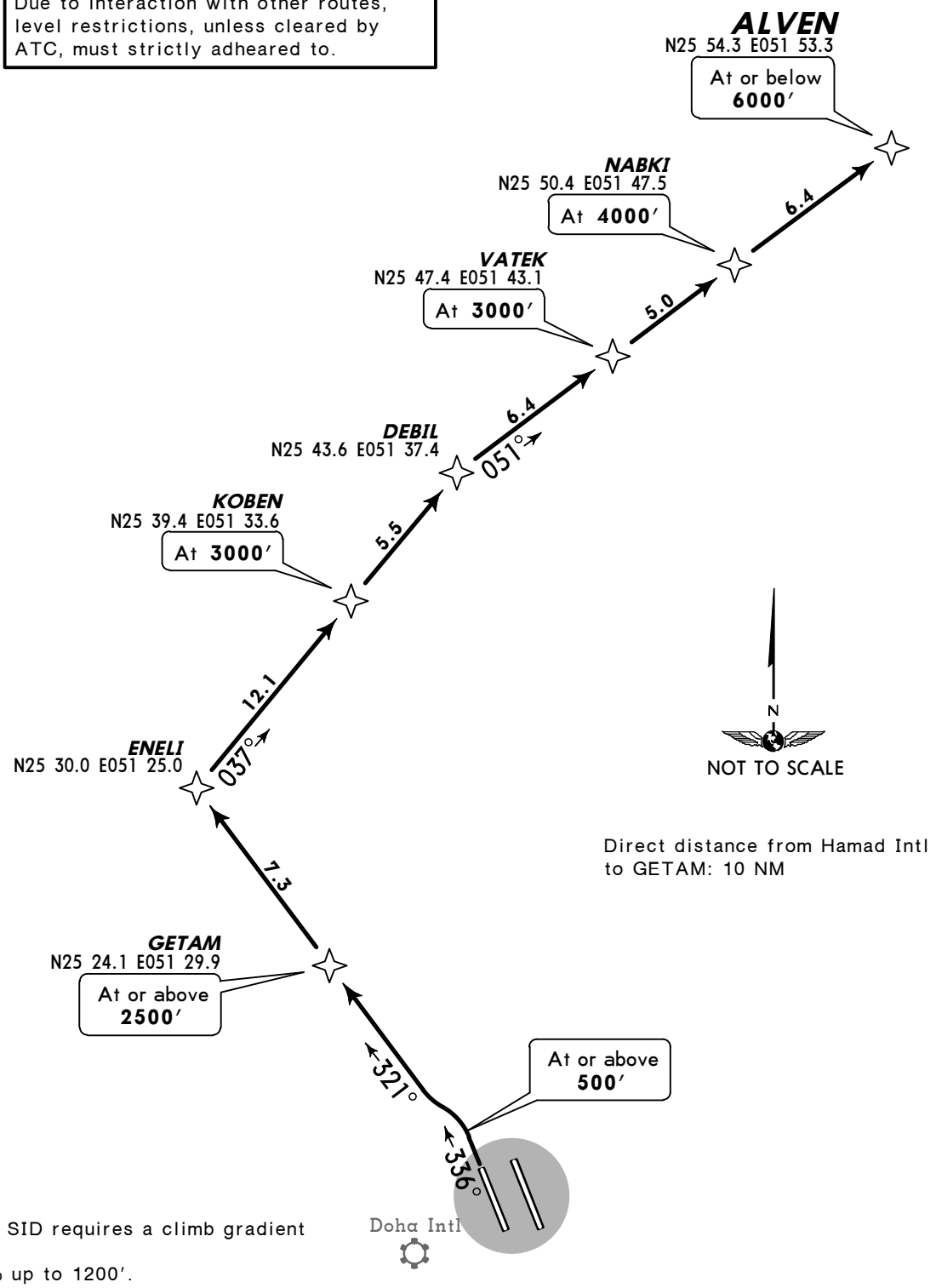
DOHA Approach	Apt Elev	
119.725	13′	Trans level: FL150 Trans alt: 13000′ 1. Immediately after take-off contact DOHA Approach. 2. EXPECT close-in obstacles.

ALVEN 1W *[ALVE1W]*
RWY 34L RNAV DEPARTURE
RNP 1.0



This SID requires a climb gradient of
4.8% up to 1200′.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458

ROUTING

(500′+) - GETAM (2500′+) - ENELI - KOBEN (3000′) - DEBIL - VATEK (3000′) - NABKI (4000′) - ALVEN (6000′-).

CHANGES: Communications.

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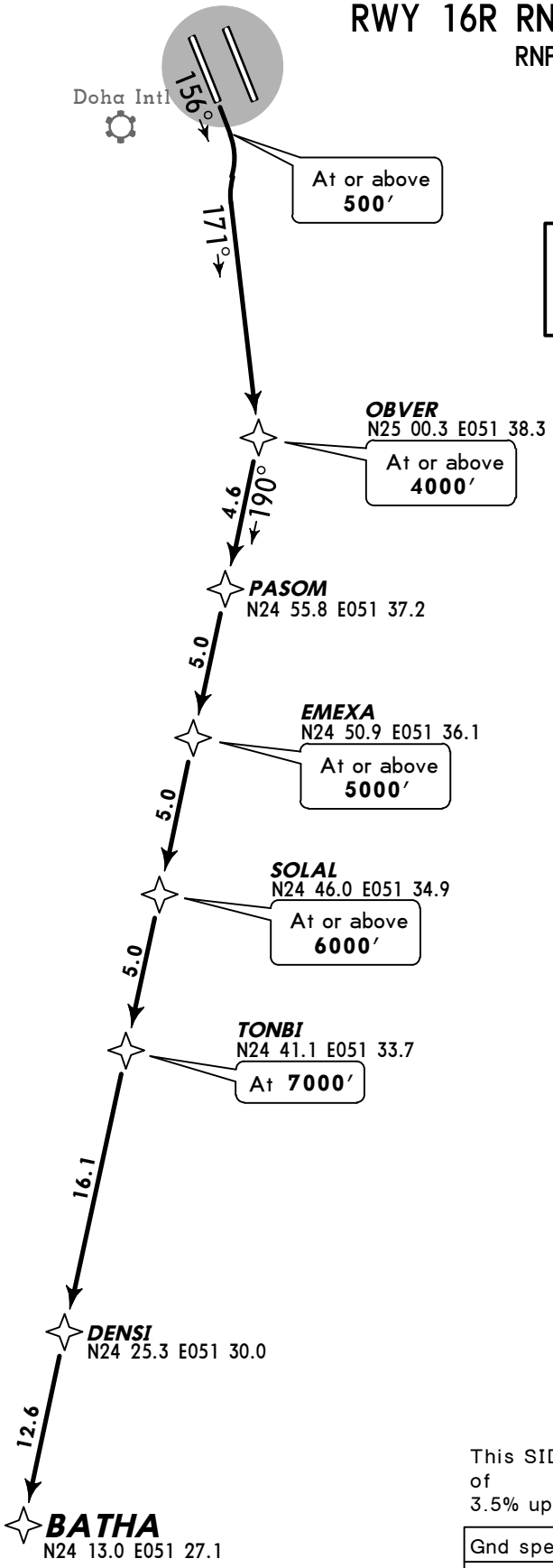
DOHA Approach	Apt Elev	
119.725	13′	Trans level: FL150 Trans alt: 13000′ 1. Immediately after take-off contact DOHA Approach. 2. EXPECT close-in obstacles.

BATHA 1C *[BATH1C]*
RWY 16R RNAV DEPARTURE
RNP 1.0

2100′
MSA ARP



WARNING
Due to interaction with other routes, level restrictions, unless cleared by ATC, must strictly adheared to.

Direct distance from Hamad Intl to OBVER: 16 NM

N
NOT TO SCALE

This SID requires a climb gradient of
3.5% up to 600′.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063

ROUTING

(500′+) - OBVER (4000′+) - PASOM - EMEXA (5000′+) - SOLAL (6000′+) - TONBI (7000′) - DENSI - BATHA.

CHANGES: None.

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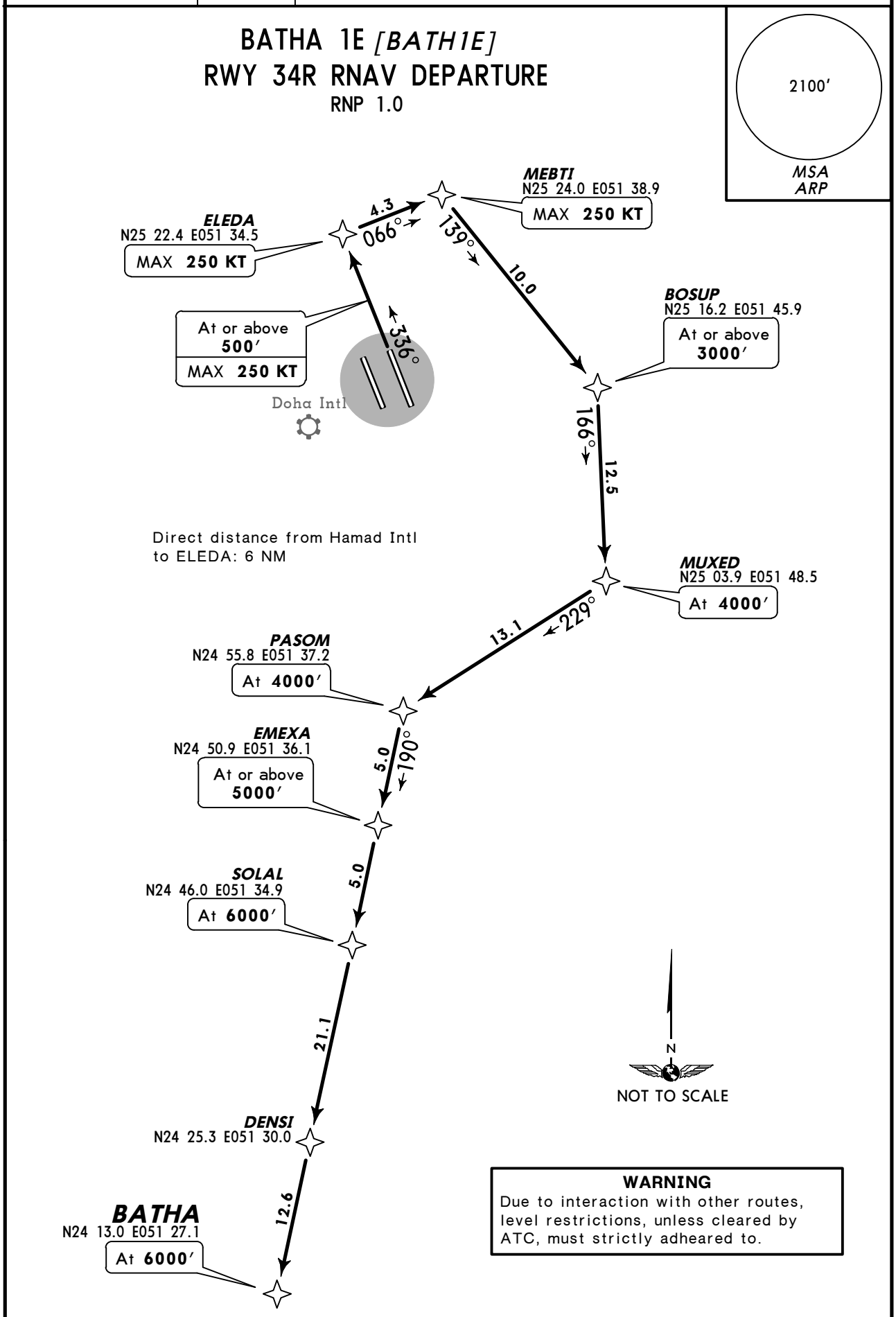
DOHA Approach	Apt Elev	
119.725	13′	Trans level: FL150 Trans alt: 13000′ 1. Immediately after take-off contact DOHA Approach. 2. EXPECT close-in obstacles.

BATHA 1E *[BATH1E]*
RWY 34R RNAV DEPARTURE
RNP 1.0



WARNING
Due to interaction with other routes, level restrictions, unless cleared by ATC, must strictly adheared to.

ROUTING

(500′+; K250-) - ELEDA (K250-) - MEBTI (K250-) - BOSUP (3000′+) - MUXED (4000′) - PASOM (4000′) - EMEXA (5000′+) - SOLAL (6000′) - DENSI - BATHA (6000′).

CHANGES: Direct distance to ELEDA.

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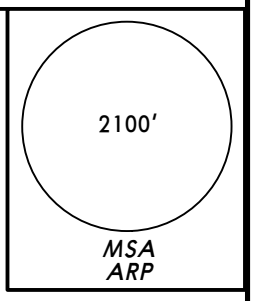
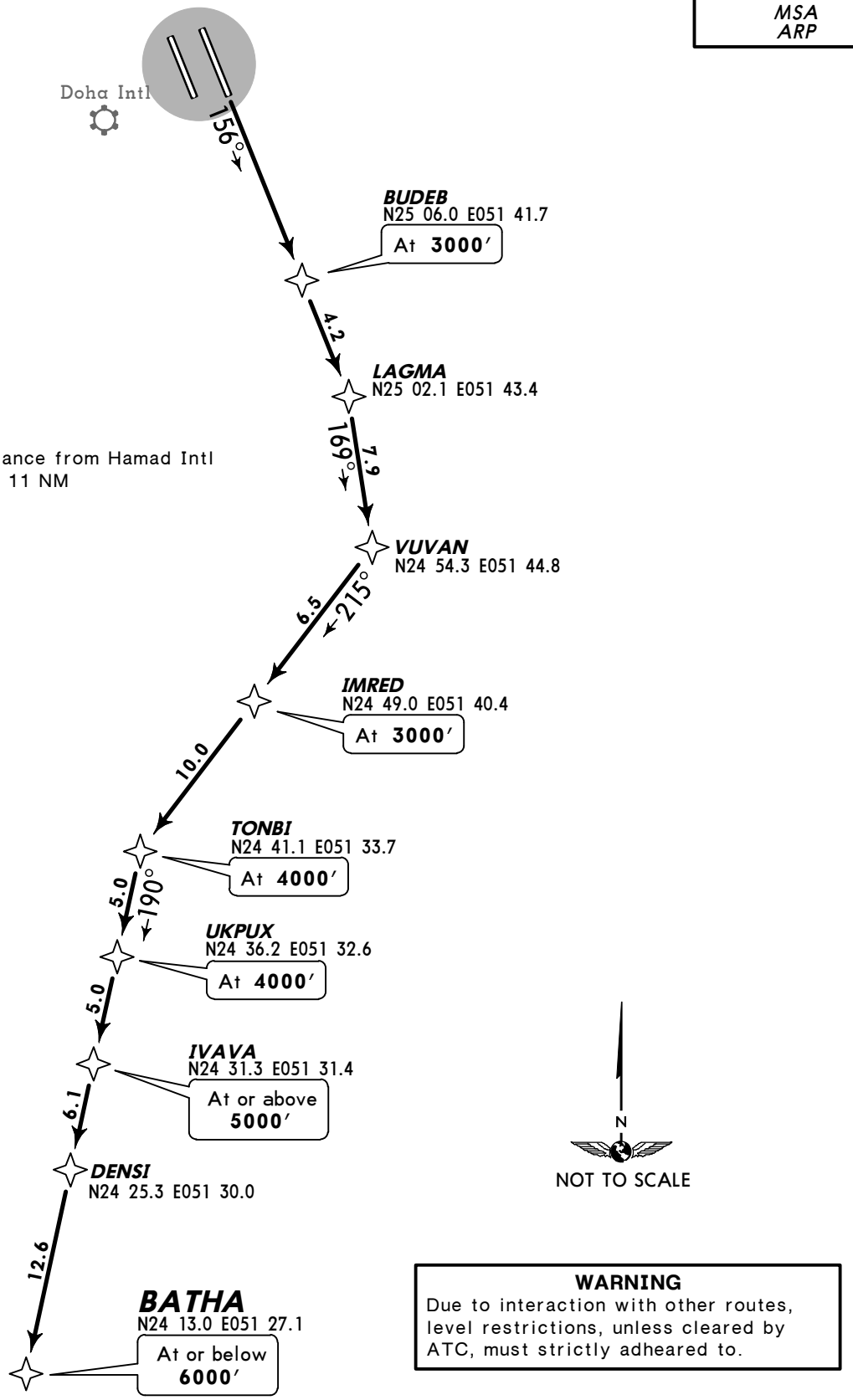
DOHA Approach	Apt Elev	
119.725	13′	Trans level: FL150 Trans alt: 13000′ Immediately after take-off contact DOHA Approach.

BATHA 1M *[BATH1M]*
RWY 16L RNAV DEPARTURE
RNP 1.0





Direct distance from Hamad Intl to BUDEB: 11 NM

WARNING
Due to interaction with other routes, level restrictions, unless cleared by ATC, must strictly adheared to.

ROUTING

BUDEB (3000′) - LAGMA - VUVAN - IMRED (3000′) - TONBI (4000′) - UKPUX (4000′) - IVAVA (5000′+) - DENSI - BATHA (6000′-).

CHANGES: Communications.

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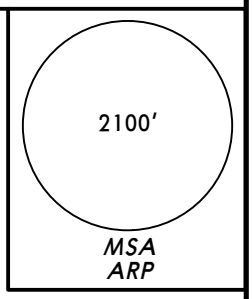
DOHA Approach	Apt Elev	
119.725	13′	Trans level: FL150 Trans alt: 13000′ 1. Immediately after take-off contact DOHA Approach. 2. EXPECT close-in obstacles.

BATHA 1W *[BATH1W]*
RWY 34L RNAV DEPARTURE
RNP 1.0



GETAM
N25 24.1 E051 29.9
At or above **2500′**

DASIB
N25 23.2 E051 15.2
At or above **4000′**

13.3
264°
321°
336°
At or above **500′**
177°
7.0

Doha Intl

LAGNO
N25 16.2 E051 15.3
At or above **6000′**

157°
5.0

EMUMO
N25 11.5 E051 17.3
At **7000′**

Direct distance from Hamad Intl to GETAM: 10 NM

16.9

ORBIV
N24 55.7 E051 23.9

146°
17.1

N
NOT TO SCALE

TONBI
N24 41.1 E051 33.7

190°
16.1

DENSI
N24 25.3 E051 30.0

12.6

BATHA
N24 13.0 E051 27.1

WARNING
Due to interaction with other routes, level restrictions, unless cleared by ATC, must strictly adheared to.

This SID requires a climb gradient of
4.8% up to 1200′.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458

ROUTING

(500′+) - GETAM (2500′+) - DASIB (4000′+) - LAGNO (6000′+) - EMUMO (7000′) - ORBIV - TONBI - DENSI - BATHA.

CHANGES: Communications.

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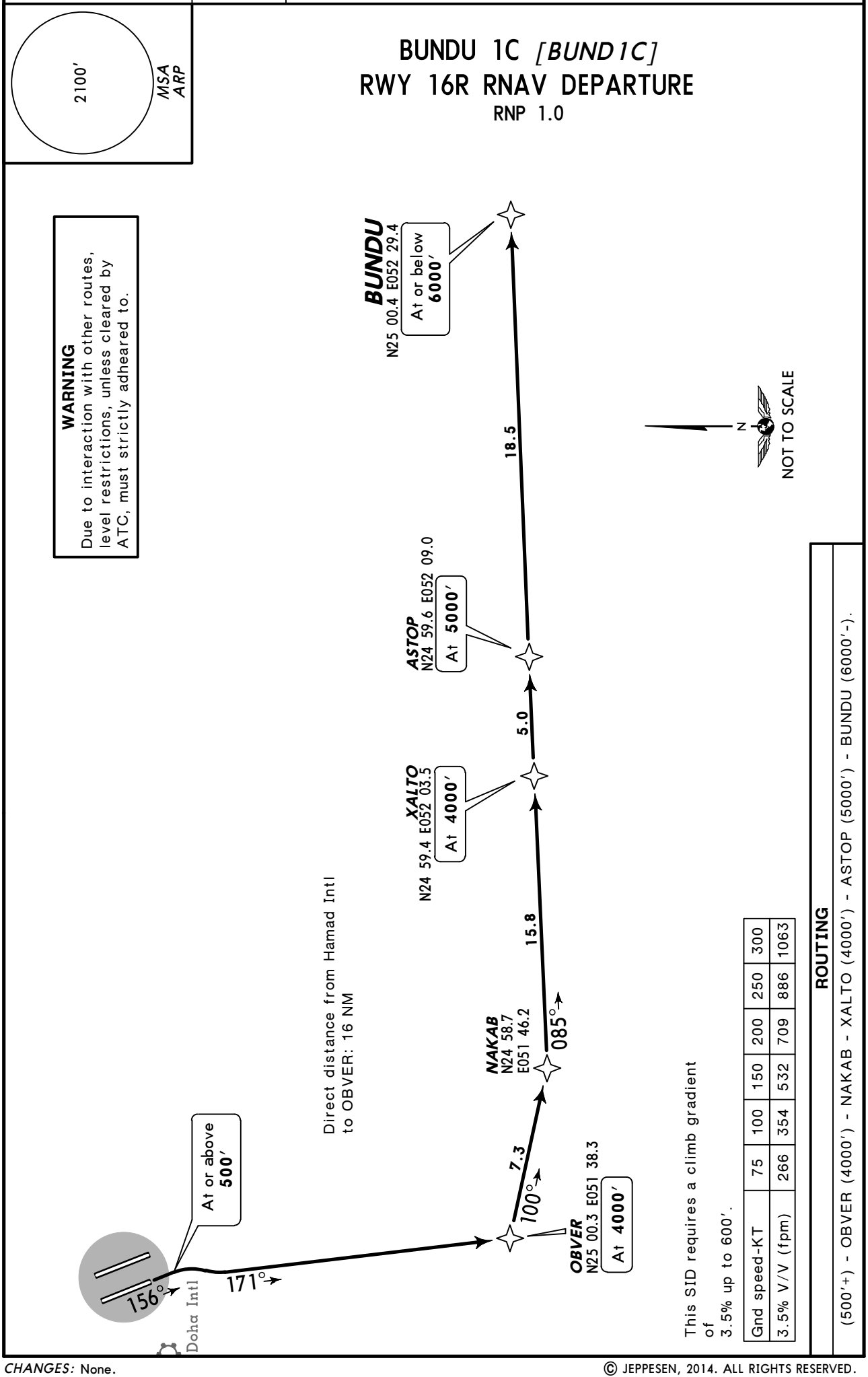
DOHA Approach 119.725	Apt Elev 13′	Trans level: FL150 Trans alt: 13000′ 1. Immediately after take-off contact DOHA Approach. 2. EXPECT close-in obstacles.



CHANGES: None.

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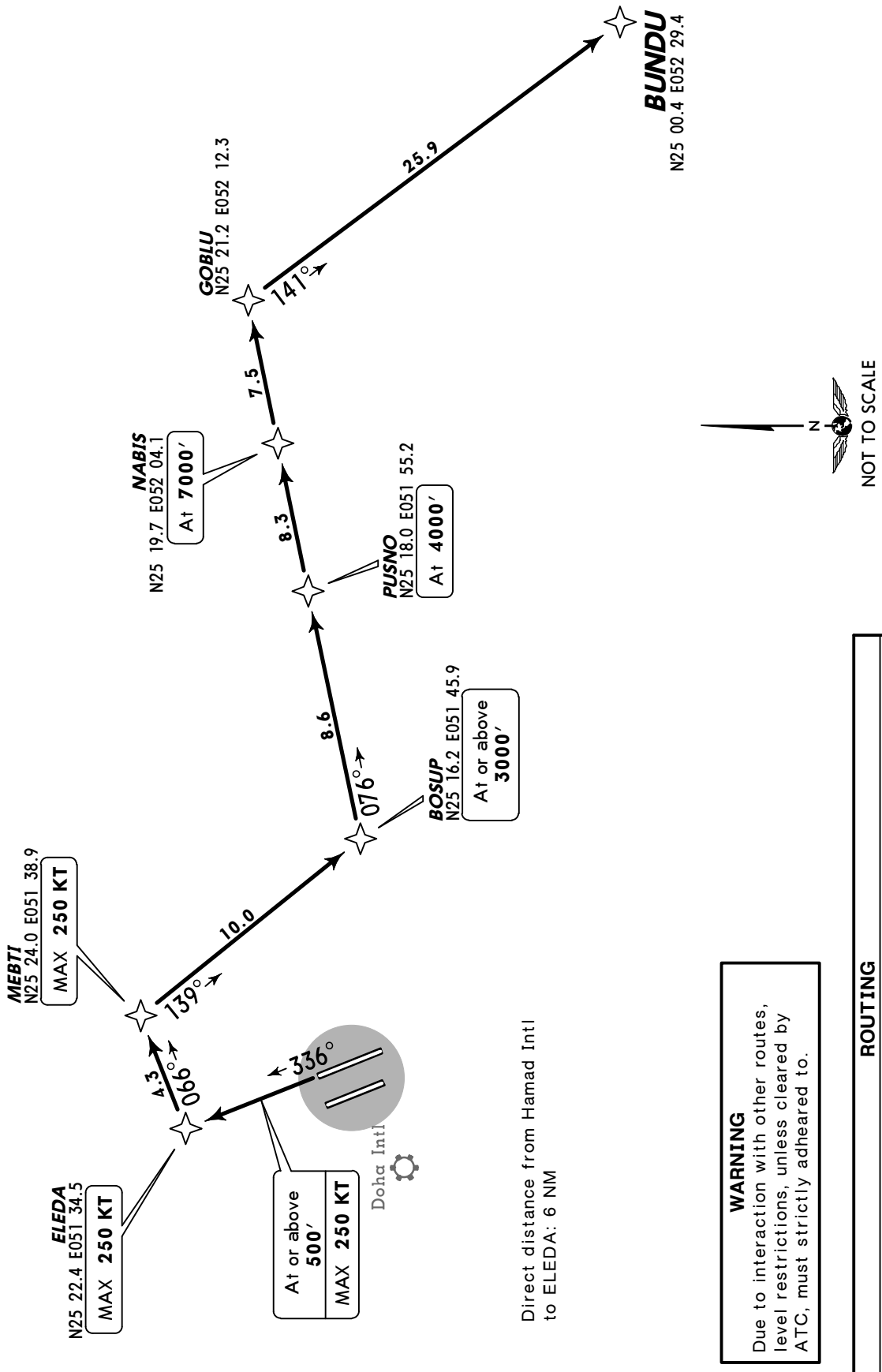
DOHA Approach	Apt Elev	
119.725	13′	Trans level: FL150 Trans alt: 13000′ 1. Immediately after take-off contact DOHA Approach. 2. EXPECT close-in obstacles.

2100′ MSA ARP

BUNDU 1E *[BUND1E]*
RWY 34R RNAV DEPARTURE
RNP 1.0



WARNING
Due to interaction with other routes, level restrictions, unless cleared by ATC, must strictly adheared to.

ROUTING
(500′+; K250-) - ELEDA (K250-) - MEBTI (K250-) - BOSUP (3000′+) - PUSNO (4000′) - NABIS (7000′) - GOBLU - BUNDU.

CHANGES: Direct distance to ELEDA.

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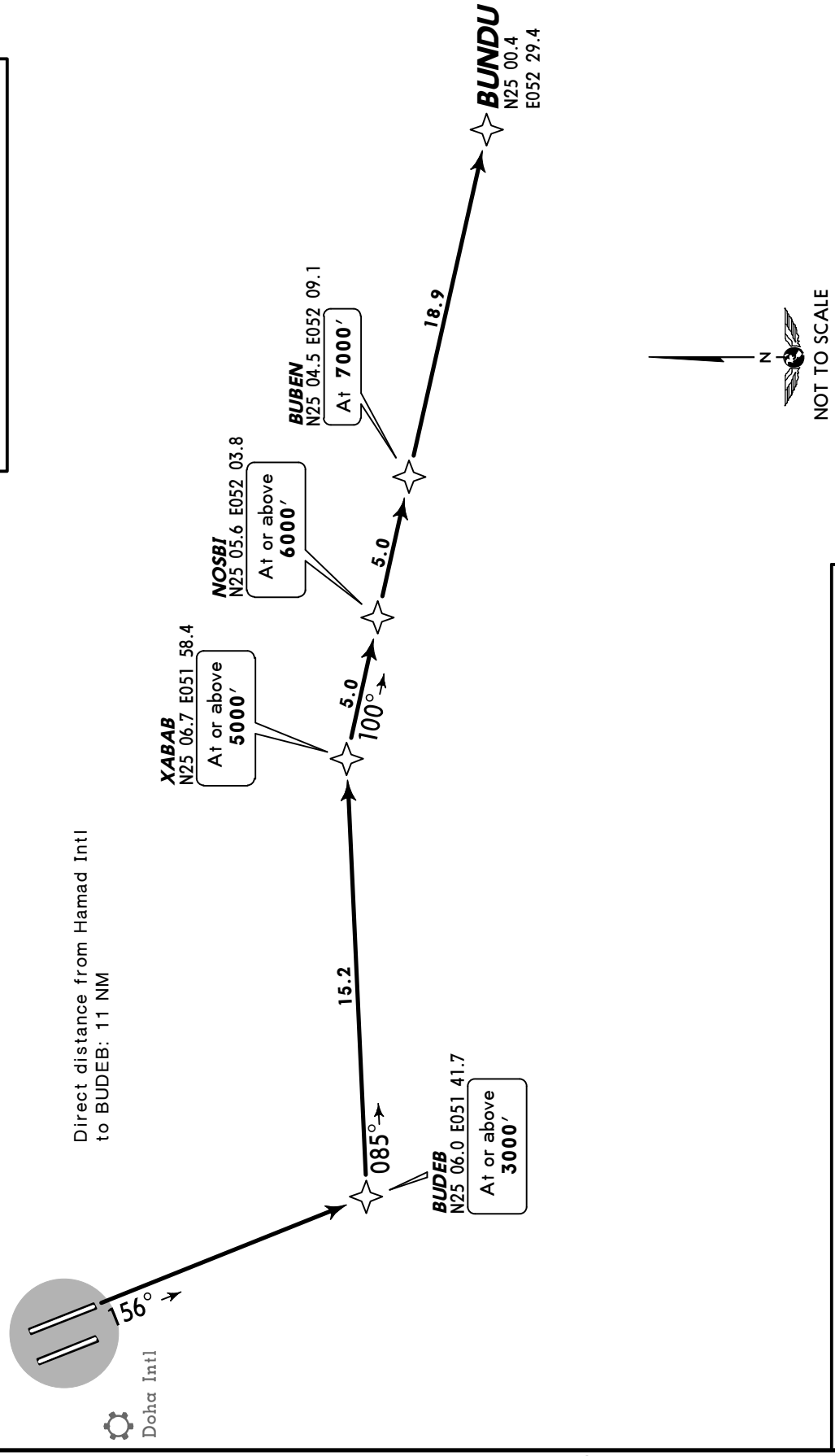
DOHA Approach	Apt Elev	
119.725	13′	Trans level: FL150 Trans alt: 13000′ Immediately after take-off contact DOHA Approach.

2100′ MSA ARP

BUNDU 1M *[BUND1M]*
RWY 16L RNAV DEPARTURE
RNP 1.0

WARNING
Due to interaction with other routes, level restrictions, unless cleared by ATC, must strictly adheared to.



ROUTING
BUDEB (3000′+) - XABAB (5000′+) - NOSBI (6000′+) - BUBEN (7000′) - BUNDU.

CHANGES: Communications.

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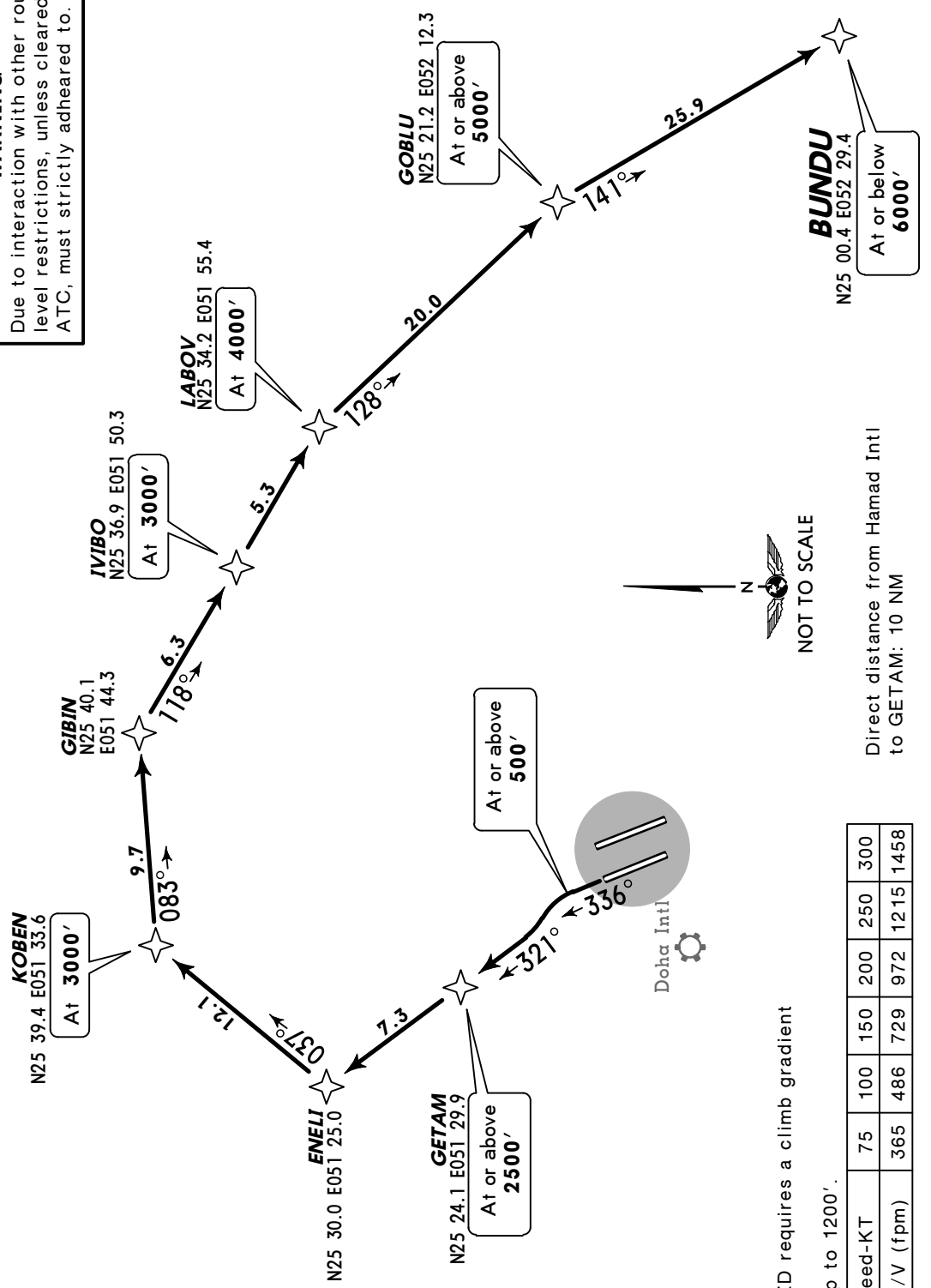
DOHA Approach	Apt Elev	
119.725	13′	Trans level: FL150 Trans alt: 13000′ 1. Immediately after take-off contact DOHA Approach. 2. EXPECT close-in obstacles.

2100′ MSA ARP

BUNDU 1W *[BUND1W]*
RWY 34L RNAV DEPARTURE
RNP 1.0

WARNING
Due to interaction with other routes, level restrictions, unless cleared by ATC, must strictly adheared to.



This SID requires a climb gradient of 4.8% up to 1200′.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458

ROUTING

(500′+) - GETAM (2500′+) - ENELI - KOBEN (3000′) - GIBIN - IVIBO (3000′) - LABOV (4000′) - GOBLU (5000′+) - BUNDU (6000′-).

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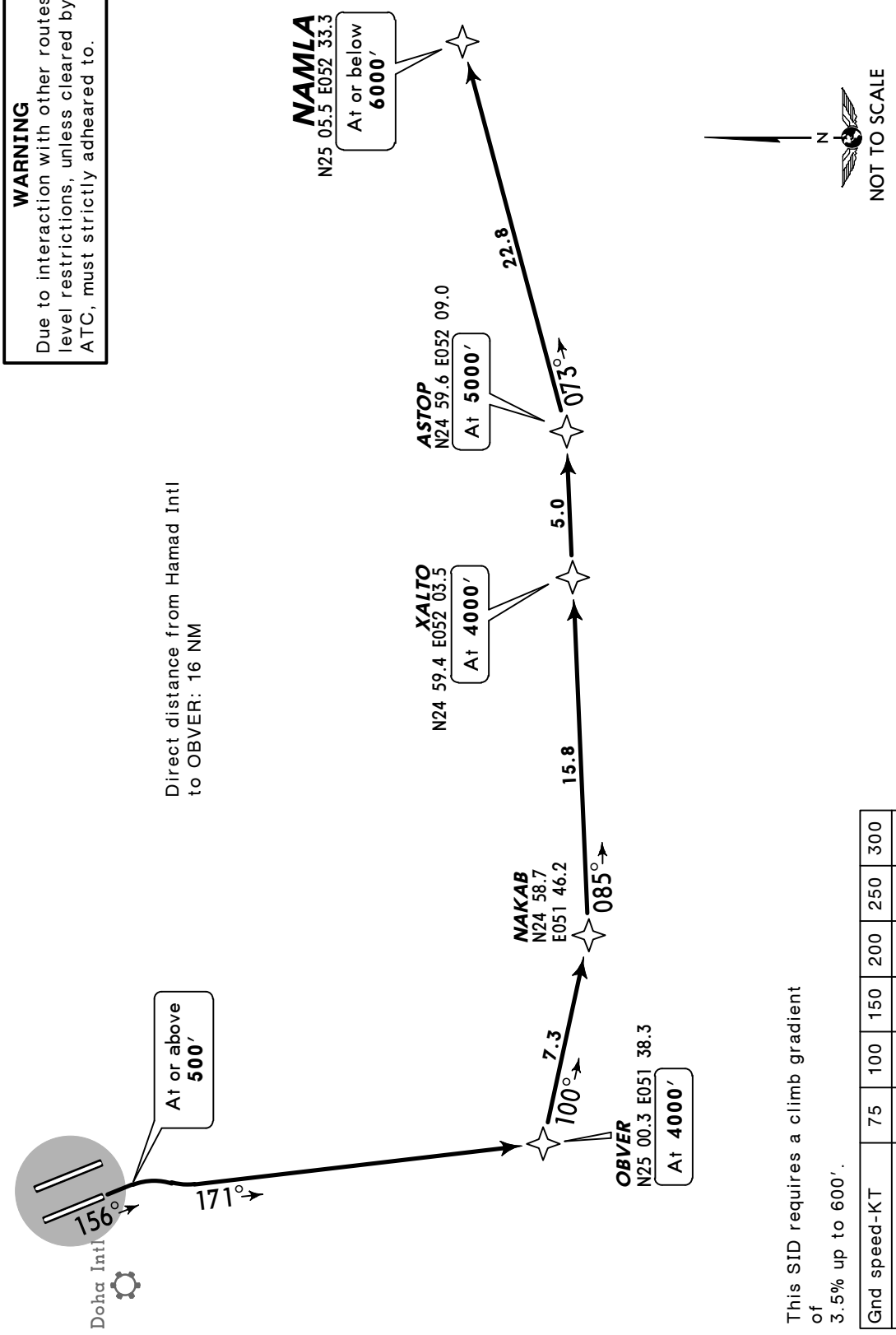
DOHA Approach	Apt Elev	
119.725	13′	Trans level: FL150 Trans alt: 13000′ 1. Immediately after take-off contact DOHA Approach. 2. EXPECT close-in obstacles.

2100′ MSA ARP

NAMLA 1C *[NAML1C]*
RWY 16R RNAV DEPARTURE
RNP 1.0

WARNING
Due to interaction with other routes, level restrictions, unless cleared by ATC, must strictly adheared to.



Direct distance from Hamad Intl to OBVER: 16 NM

This SID requires a climb gradient of 3.5% up to 600′.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063

ROUTING

(500′+) - OBVER (4000′) - NAKAB - XALTO (4000′) - ASTOP (5000′) - NAMLA (6000′-).

CHANGES: None.

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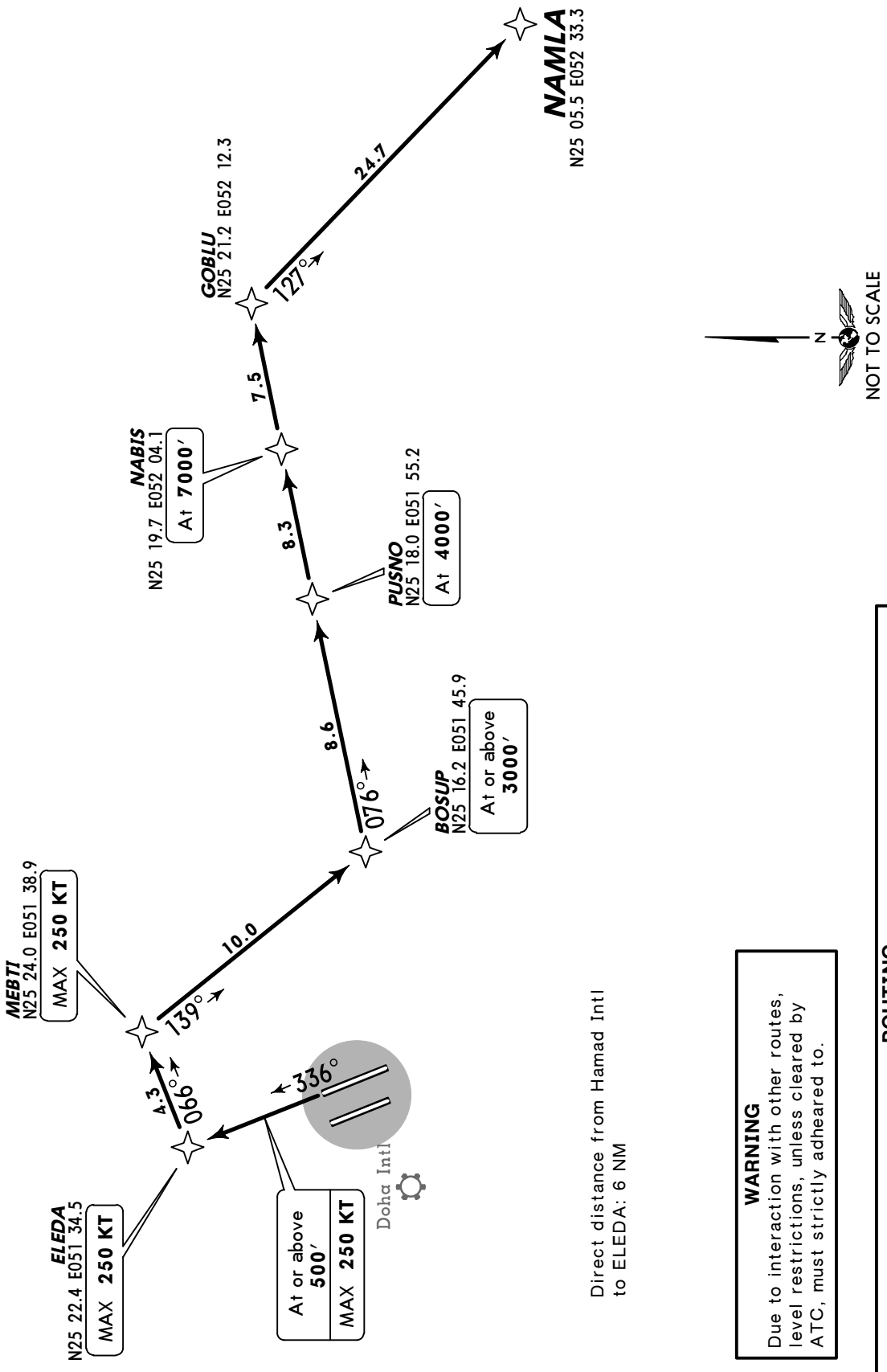
DOHA Approach	Apt Elev	
119.725	13′	Trans level: FL150 Trans alt: 13000′ 1. Immediately after take-off contact DOHA Approach. 2. EXPECT close-in obstacles.

2100′ MSA ARP

NAMLA 1E *[NAML1E]*
RWY 34R RNAV DEPARTURE
RNP 1.0



CHANGES: Direct distance to ELEDA.

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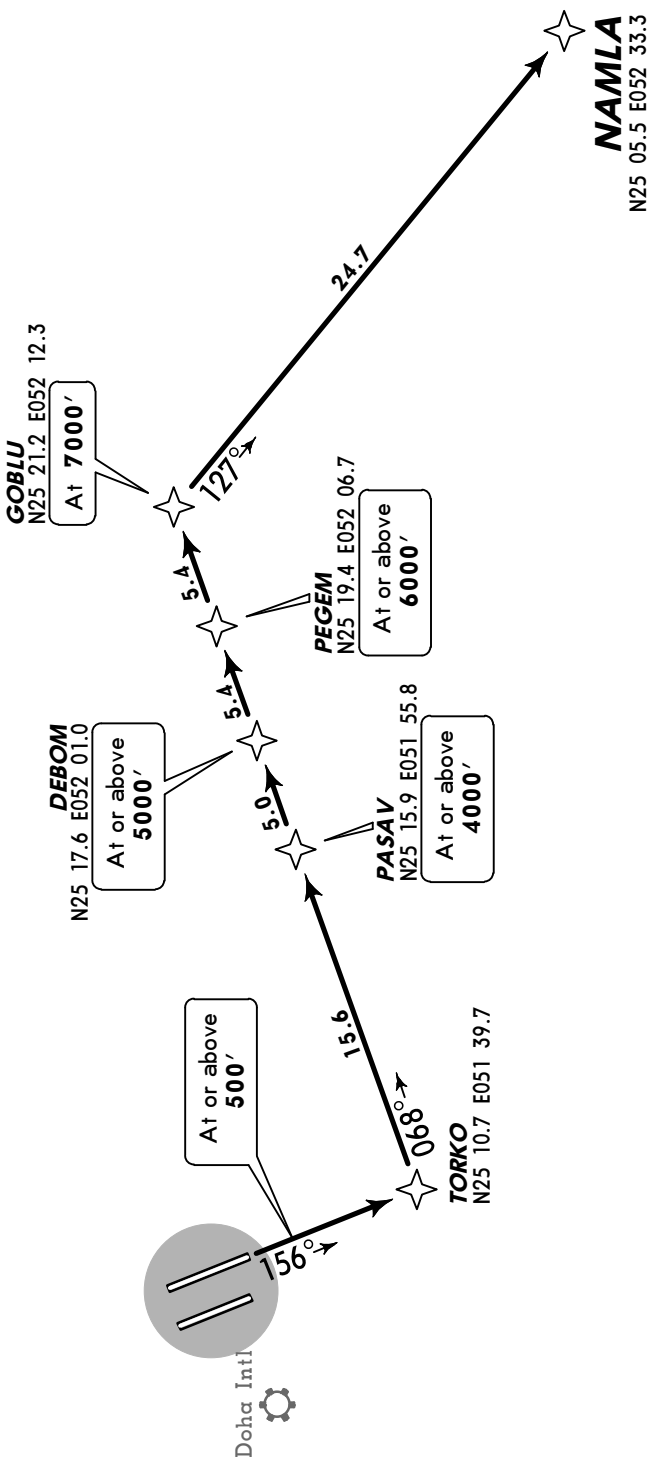
DOHA Approach	Apt Elev	
119.725	13′	Trans level: FL150 Trans alt: 13000′ Immediately after take-off contact DOHA Approach.

2100′ MSA ARP

NAMLA 1M *[NAML1M]*
RWY 16L RNAV DEPARTURE
RNP 1.0



Direct distance from Hamad Intl to TORKO: 6 NM

WARNING
Due to interaction with other routes, level restrictions, unless cleared by ATC, must strictly adheared to.

N

NOT TO SCALE

ROUTING
(500′+) - TORKO - PASAV (4000′+) - DEBOM (5000′+) - PEGEM (6000′+) - GOBLU (7000′) - NAMLA.

CHANGES: Communications.

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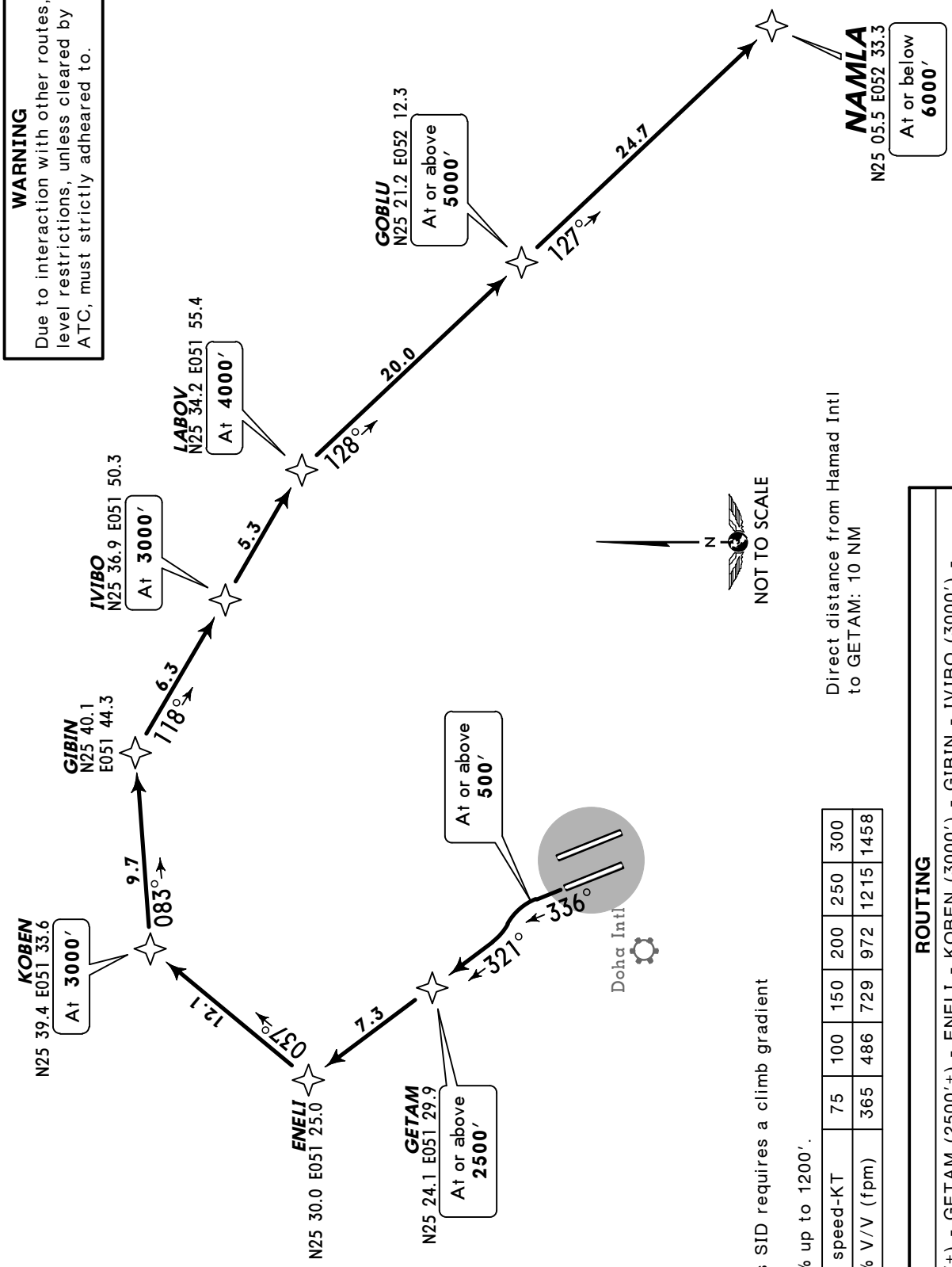
DOHA Approach	Apt Elev	
119.725	13′	Trans level: FL150 Trans alt: 13000′ 1. Immediately after take-off contact DOHA Approach. 2. EXPECT close-in obstacles.

2100′ MSA ARP

NAMLA 1W *[NAML1W]*
RWY 34L RNAV DEPARTURE
RNP 1.0

WARNING
Due to interaction with other routes, level restrictions, unless cleared by ATC, must strictly adheared to.



This SID requires a climb gradient of 4.8% up to 1200′.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458

ROUTING

(500′+) - GETAM (2500′+) - ENELI - KOBEN (3000′) - GIBIN - IVIBO (3000′) - LABOV (4000′) - GOBLU (5000′+) - NAMLA (6000′-).

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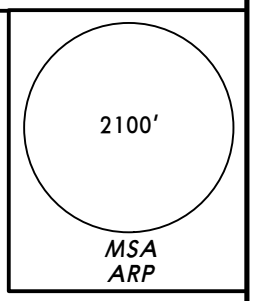
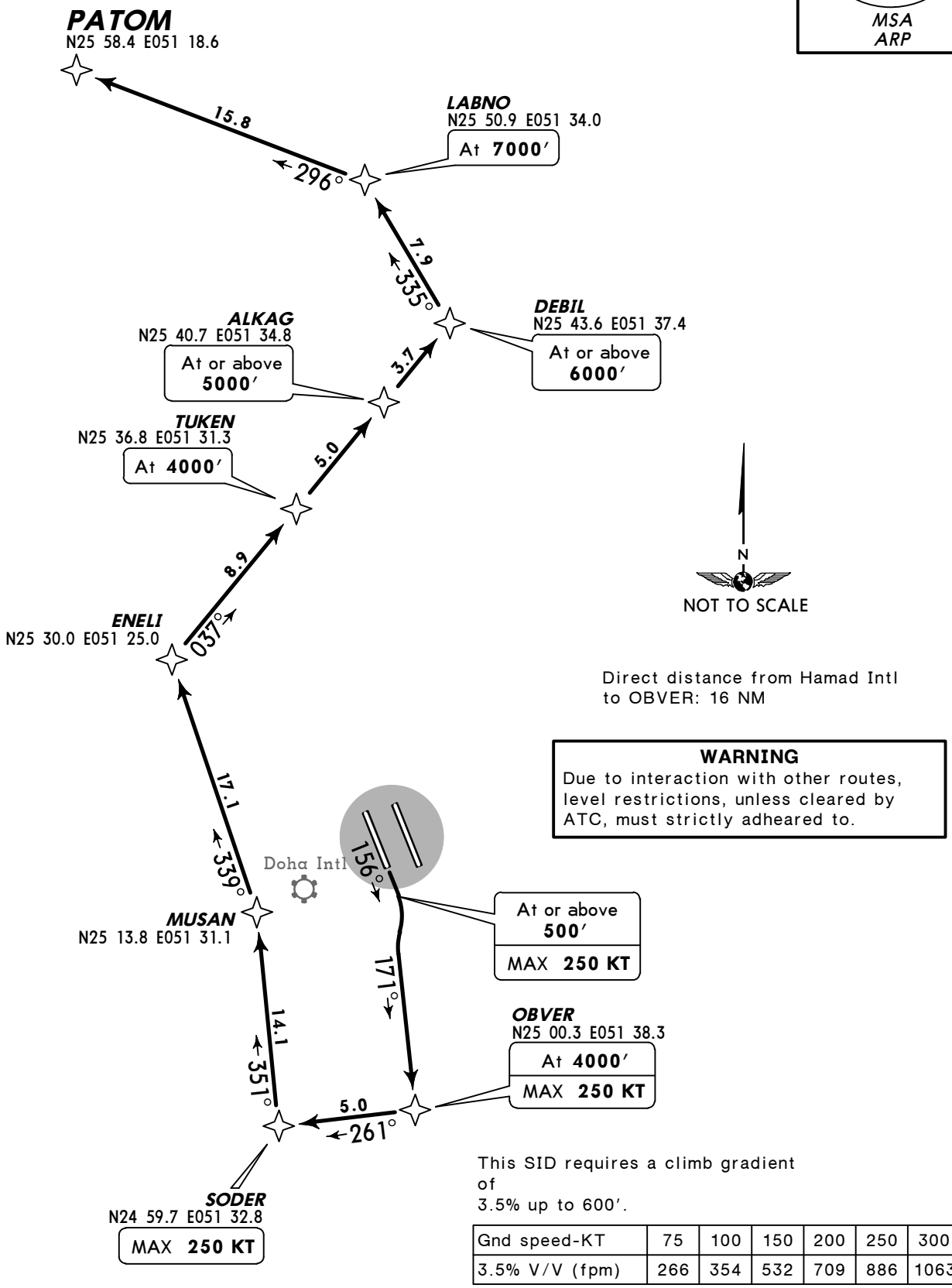
DOHA Approach	Apt Elev	
119.725	13′	Trans level: FL150 Trans alt: 13000′ 1. Immediately after take-off contact DOHA Approach. 2. EXPECT close-in obstacles.

PATOM 1C *[PATO1C]*
RWY 16R RNAV DEPARTURE
RNP 1.0





Direct distance from Hamad Intl to OBVER: 16 NM

WARNING
Due to interaction with other routes, level restrictions, unless cleared by ATC, must strictly adheared to.

This SID requires a climb gradient of 3.5% up to 600′.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063

ROUTING

(500′+; K250-) - OBVER (4000′; K250-) - SODER (K250-) - MUSAN - ENELI - TUKEN (4000′) - ALKAG (5000′+) - DEBIL (6000′+) - LABNO (7000′) - PATOM.

CHANGES: Communications.

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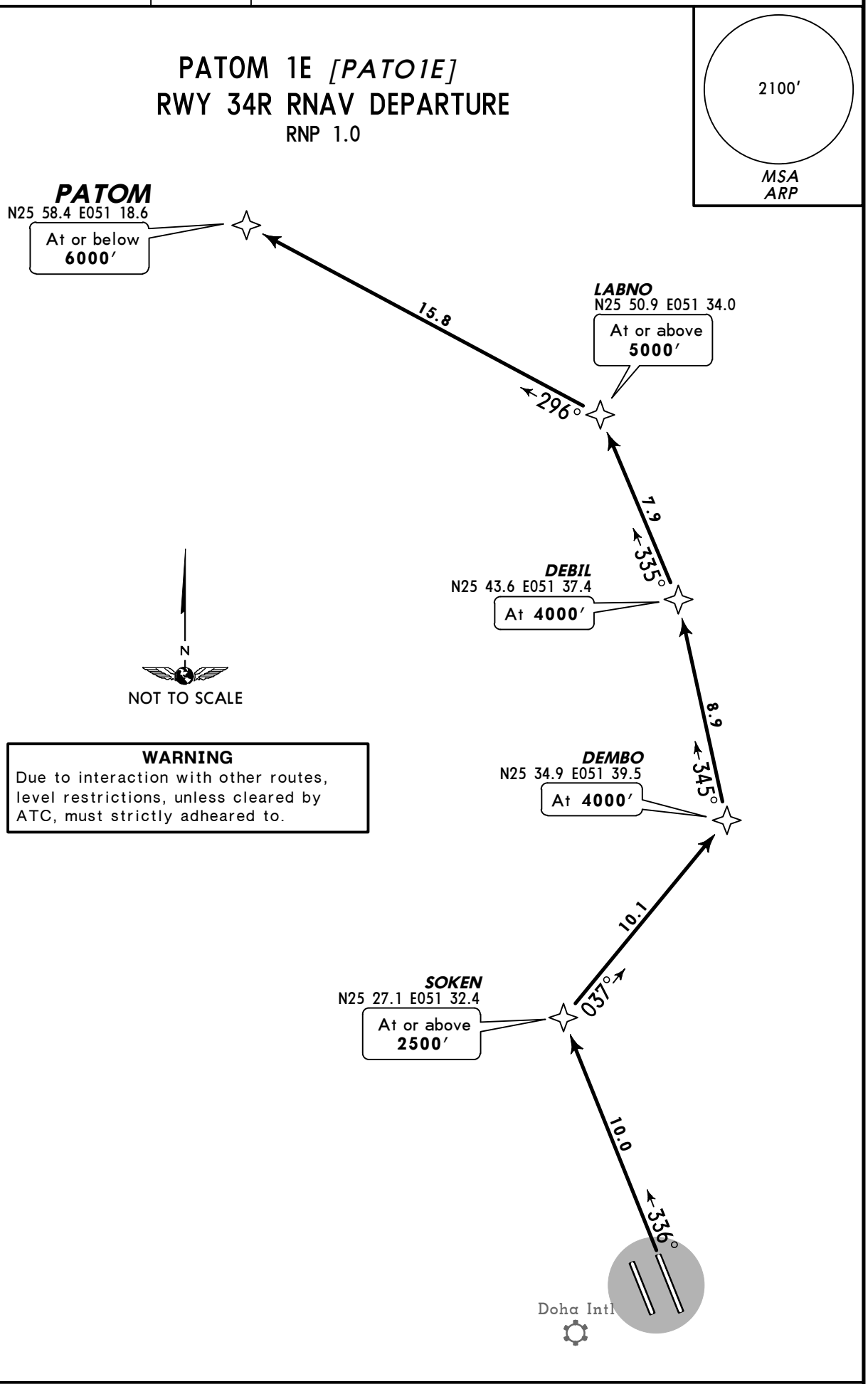
DOHA Approach	Apt Elev	
119.725	13′	Trans level: FL150 Trans alt: 13000′ 1. Immediately after take-off contact DOHA Approach. 2. EXPECT close-in obstacles.

PATOM 1E *[PATO1E]*
RWY 34R RNAV DEPARTURE
RNP 1.0



WARNING
Due to interaction with other routes, level restrictions, unless cleared by ATC, must strictly adheared to.

ROUTING

SOKEN (2500′+) - DEMBO (4000′) - DEBIL (4000′) - LABNO (5000′+) - PATOM (6000′-).

CHANGES: Communications.

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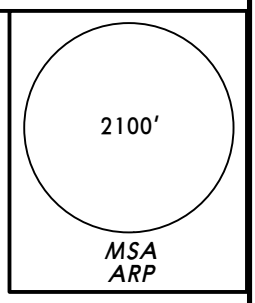
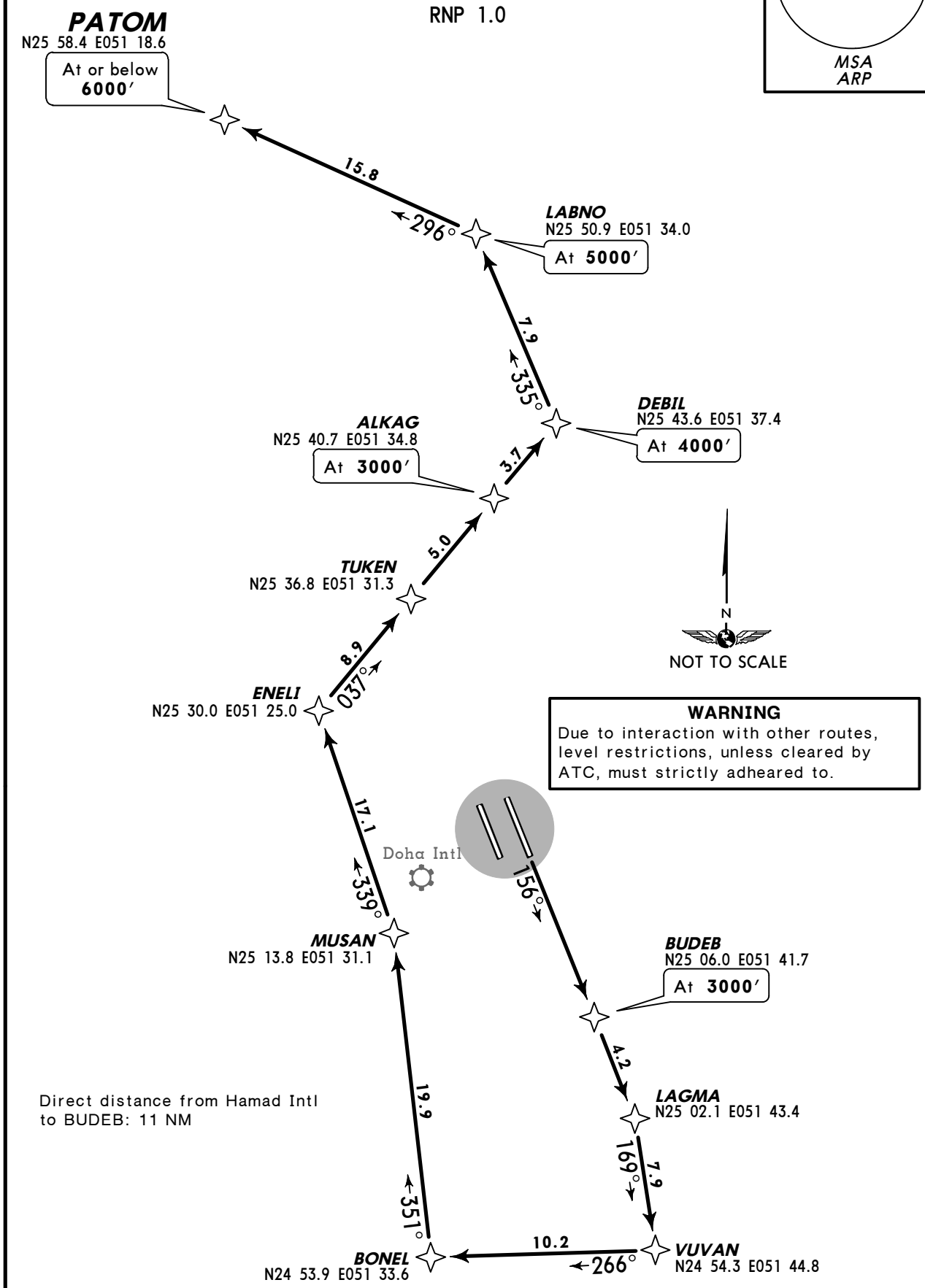
DOHA Approach	Apt Elev	
119.725	13′	Trans level: FL150 Trans alt: 13000′ Immediately after take-off contact DOHA Approach.

PATOM 1M *[PATO1M]*
RWY 16L RNAV DEPARTURE
RNP 1.0





WARNING
Due to interaction with other routes, level restrictions, unless cleared by ATC, must strictly adheared to.

Direct distance from Hamad Intl to BUDEB: 11 NM

ROUTING

BUDEB (3000′) - LAGMA - VUVAN - BONEL - MUSAN - ENELI - TUKEN - ALKAG (3000′) - DEBIL (4000′) - LABNO (5000′) - PATOM (6000′-).

CHANGES: Communications.

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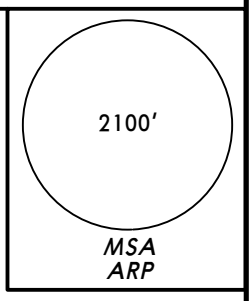
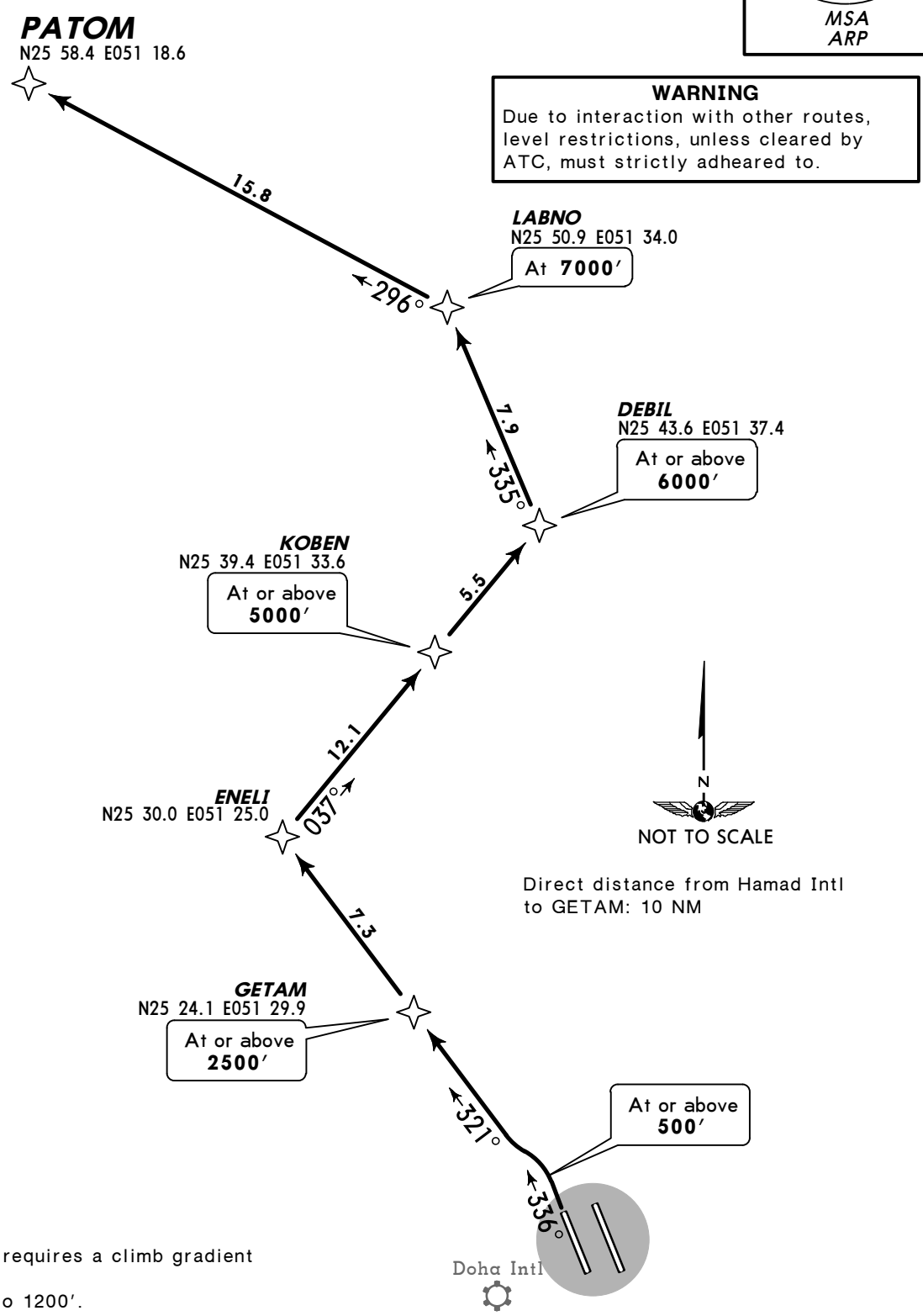
DOHA Approach	Apt Elev	
119.725	13′	Trans level: FL150 Trans alt: 13000′ 1. Immediately after take-off contact DOHA Approach. 2. EXPECT close-in obstacles.

PATOM 1W *[PATO1W]*
RWY 34L RNAV DEPARTURE
RNP 1.0





WARNING
Due to interaction with other routes, level restrictions, unless cleared by ATC, must strictly adheared to.

Direct distance from Hamad Intl to GETAM: 10 NM

This SID requires a climb gradient of 4.8% up to 1200′.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458

ROUTING

(500′+) - GETAM (2500′+) - ENELI - KOBEN (5000′+) - DEBIL (6000′+) - LABNO (7000′) - PATOM.

CHANGES: Communications.

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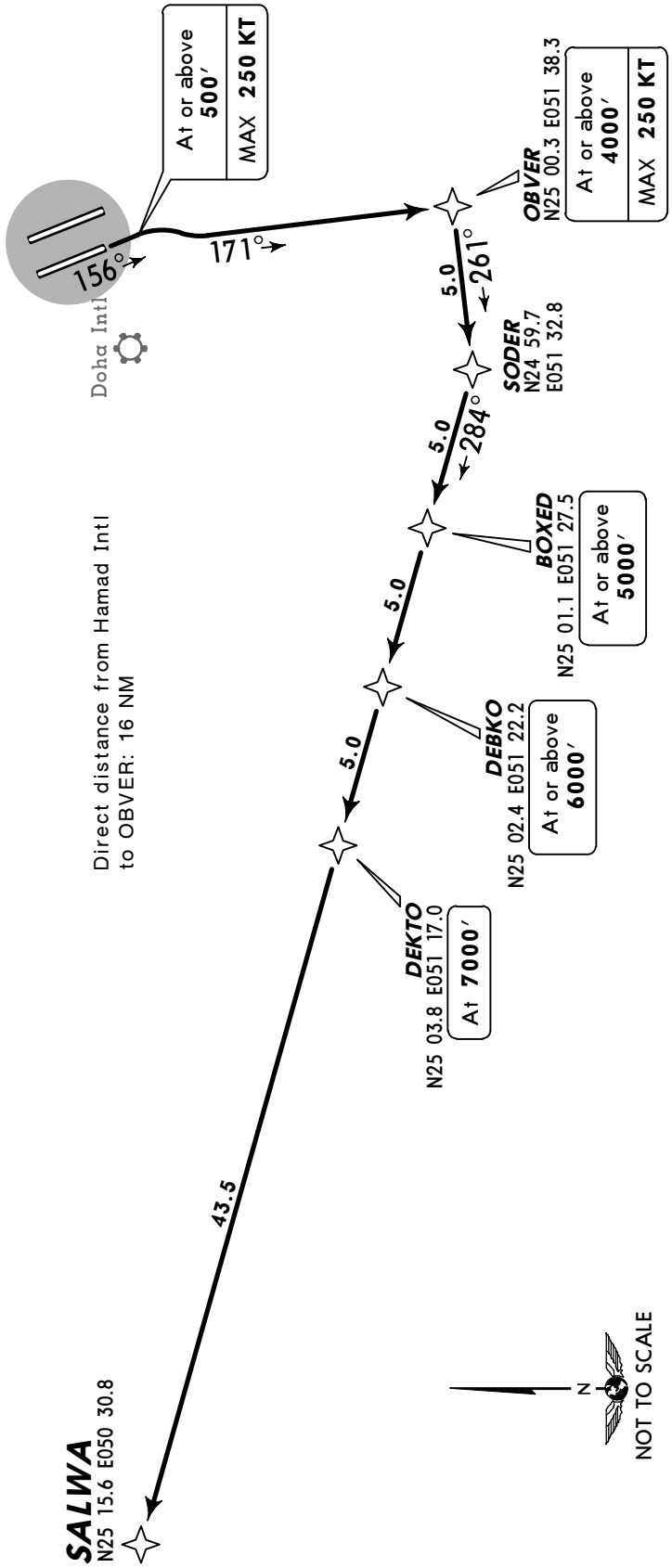
DOHA Approach	Apt Elev	
119.725	13′	Trans level: FL150 Trans alt: 13000′ 1. Immediately after take-off contact DOHA Approach. 2. EXPECT close-in obstacles.

2100′ MSA ARP

SALWA 1C *[SALW1C]*
RWY 16R RNAV DEPARTURE
RNP 1.0



WARNING
Due to interaction with other routes, level restrictions, unless cleared by ATC, must strictly adheared to.

This SID requires a climb gradient of 3.5% up to 600′.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063

ROUTING
(500′+; K250-) - OBVER (4000′+; K250-) - SODER - BOXED (5000′+) - DEBKO (6000′+) - DEKTO (7000′) - SALWA.

CHANGES: None.

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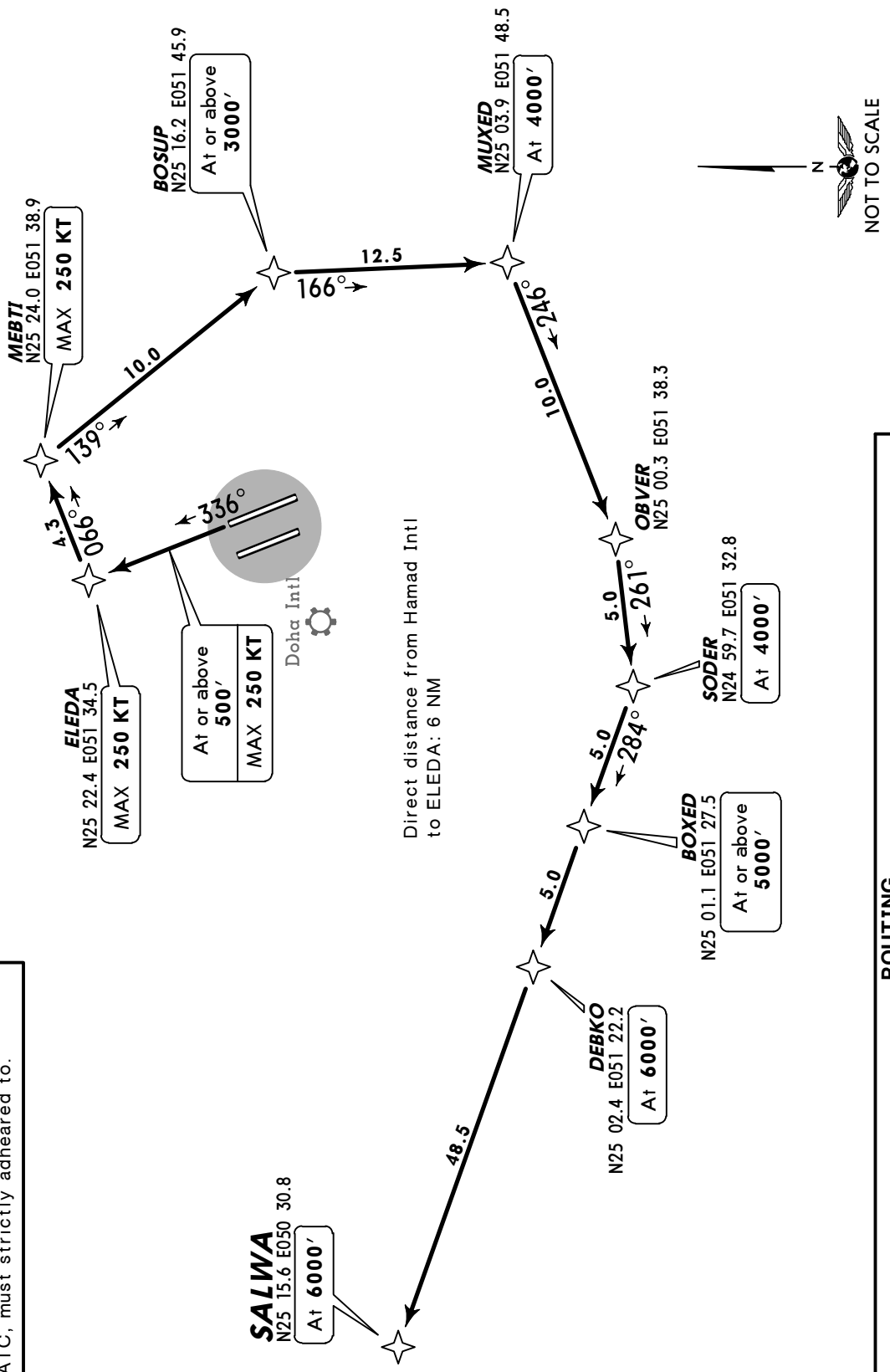
DOHA Approach	Apt Elev	
119.725	13′	Trans level: FL150 Trans alt: 13000′ 1. Immediately after take-off contact DOHA Approach. 2. EXPECT close-in obstacles.

2100′ MSA ARP

SALWA 1E *[SALW1E]*
RWY 34R RNAV DEPARTURE
RNP 1.0



WARNING
Due to interaction with other routes, level restrictions, unless cleared by ATC, must strictly adheared to.

ROUTING
(500′+; K250-) - ELEDA (K250-) - MEBTI (K250-) - BOSUP (3000′+) - MUXED (4000′) - OBVER -SODER (4000′) - BOXED (5000′+) - DEBKO (6000′) - SALWA (6000′).

CHANGES: Direct distance to ELEDA.

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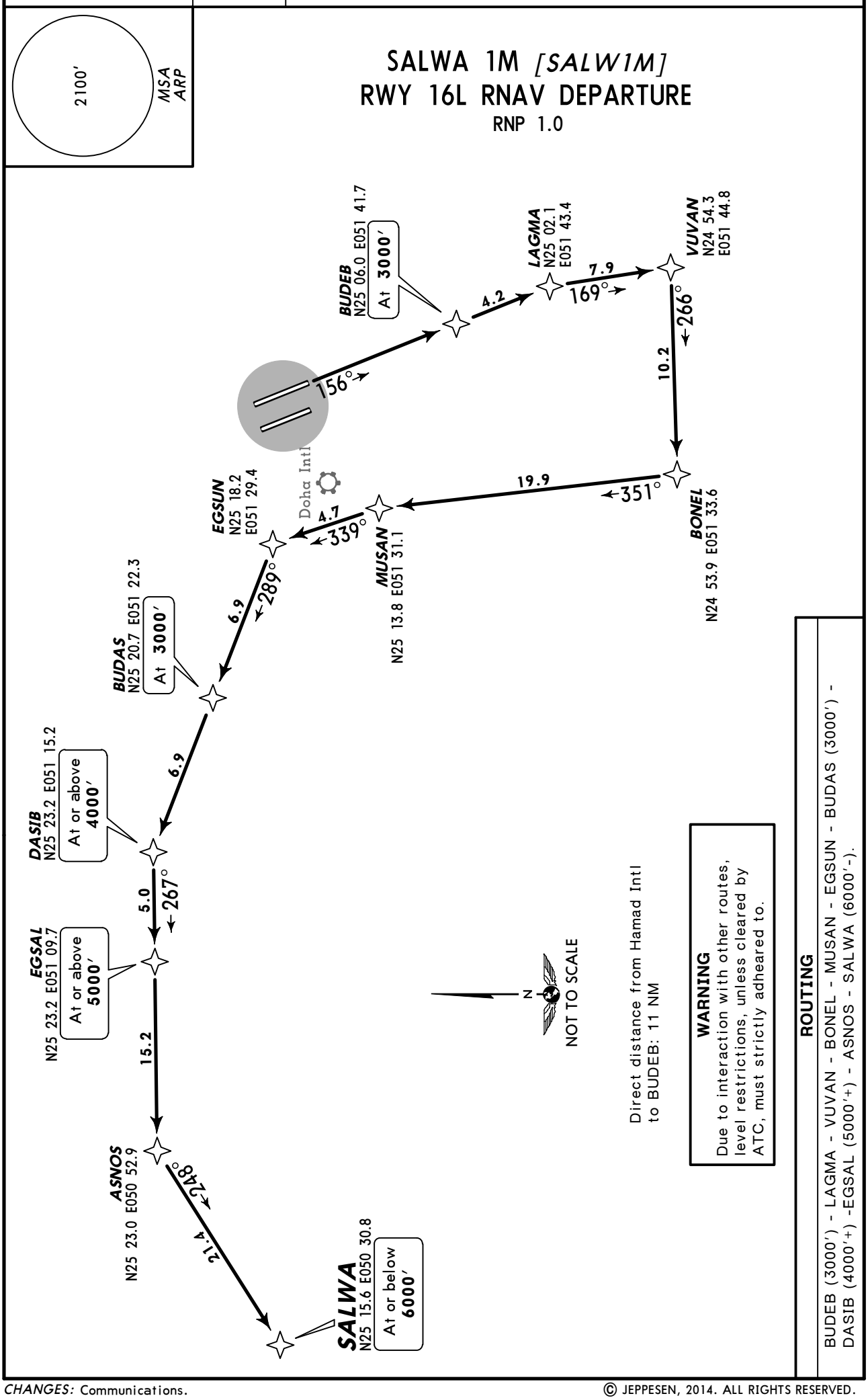
DOHA Approach	Apt Elev	
119.725	13′	Trans level: FL150 Trans alt: 13000′ Immediately after take-off contact DOHA Approach.



CHANGES: Communications.

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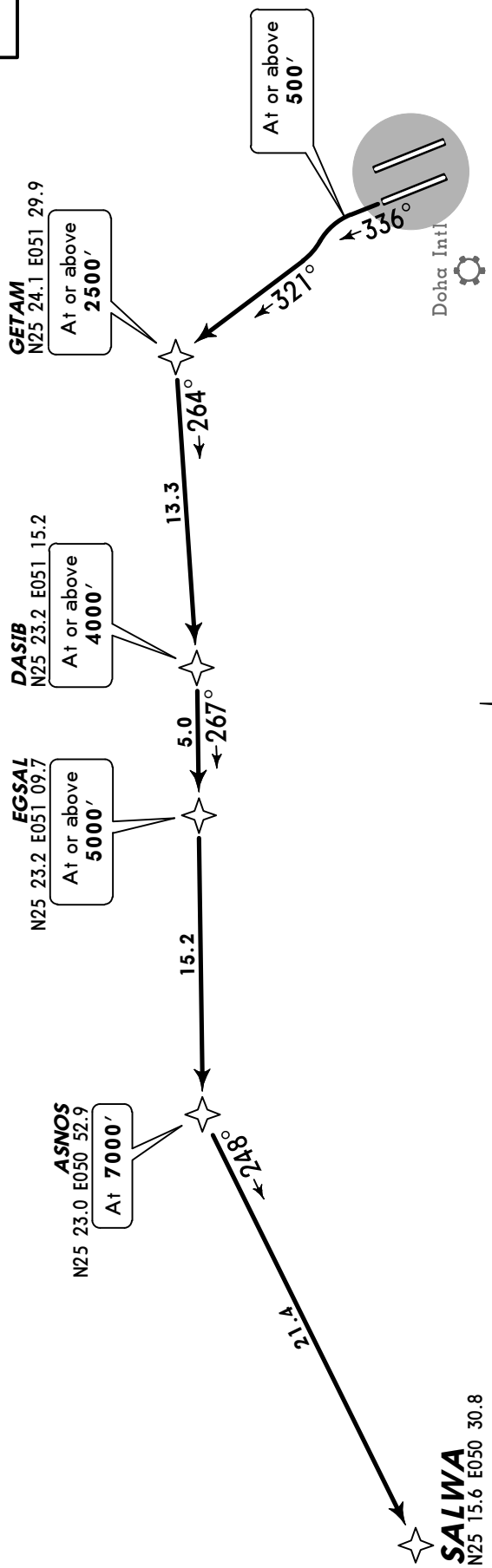
DOHA Approach	Apt Elev	
119.725	13′	Trans level: FL150 Trans alt: 13000′ 1. Immediately after take-off contact DOHA Approach. 2. EXPECT close-in obstacles.

2100′ MSA ARP

SALWA 1W *[SALW1W]*
RWY 34L RNAV DEPARTURE
RNP 1.0

WARNING
Due to interaction with other routes, level restrictions, unless cleared by ATC, must strictly adheared to.



NOT TO SCALE

Direct distance from Hamad Intl to GETAM‡ 10 NM

This SID requires a climb gradient of 4.8% up to 1200′.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458

ROUTING

(500′+) - GETAM (2500′+) - DASIB (4000′+) - EGSAL (5000′+) - ASNOS (7000′) - SALWA.

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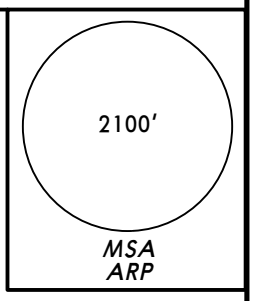
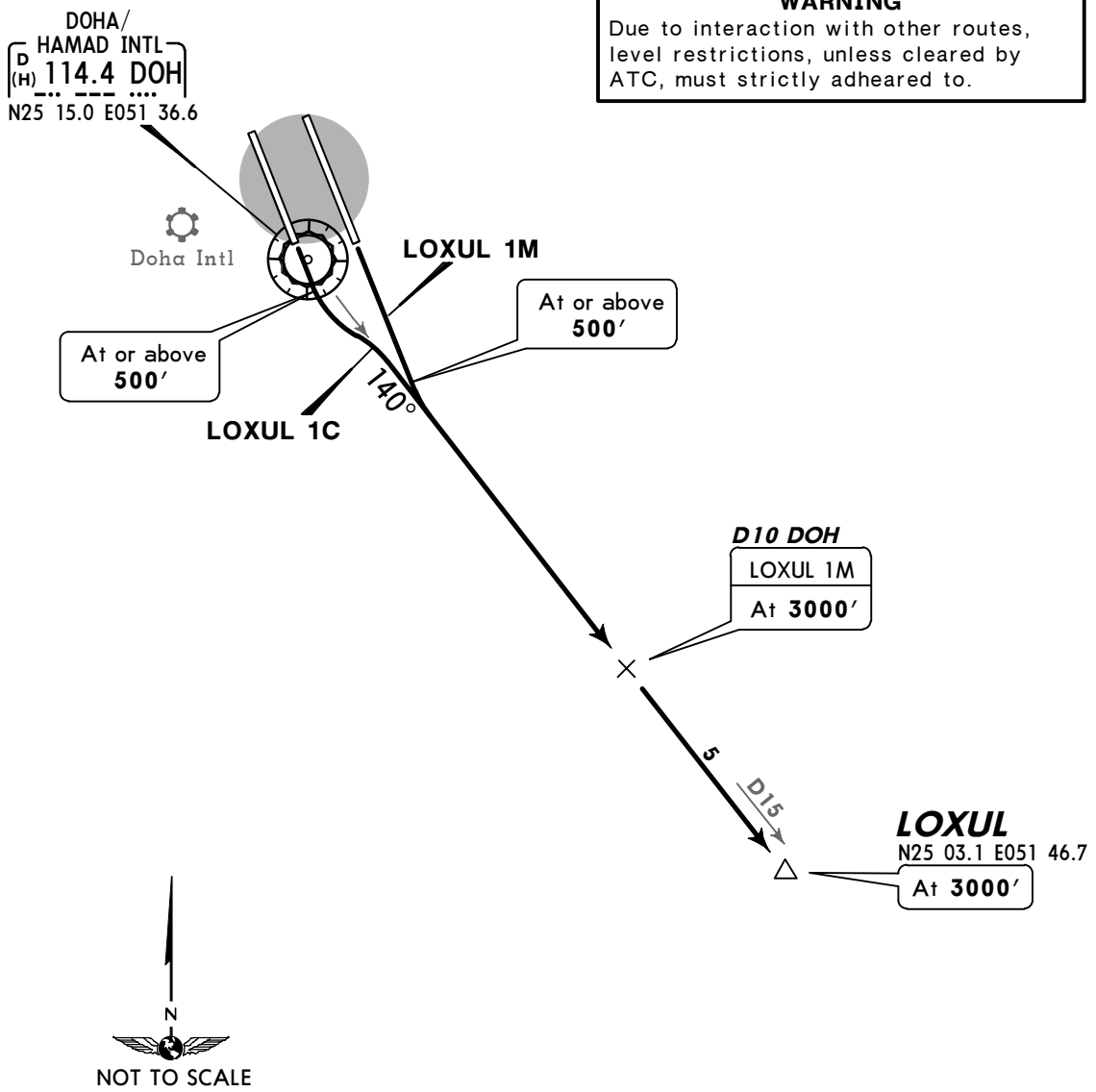
DOHA Approach	Apt Elev	
119.725	13′	Trans level: FL150 Trans alt: 13000′ Immediately after take-off contact DOHA Approach.

LOXUL 1C *[LOXU1C]*
LOXUL 1M *[LOXU1M]*
RWYS 16R/L DEPARTURES



WARNING
Due to interaction with other routes, level restrictions, unless cleared by ATC, must strictly adheared to.



LOXUL 1C
This SID requires a climb gradient of
4% until passing 700′.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

At LOXUL execute three 360° LEFT turns at 3000′. Continue 360° LEFT turn climbing to 5000′. Proceed direct to first En-route waypoint, then continue as flight planned, or proceed direct to DOH and follow the ILS 16L approach to land.

Initial climb clearance
LOXUL 1C: **3000′**, LOXUL 1M: **3000′ at D10 DOH**

SID	RWY	ROUTING
LOXUL 1C	**16R**	Climb to 500′, turn LEFT, intercept DOH R-140 to LOXUL, then continue as directed.
LOXUL 1M	**16L**	

CHANGES: Hamad VORDME ident.

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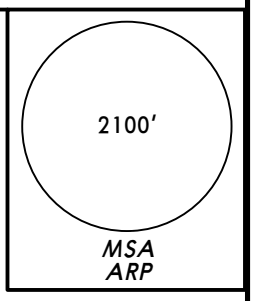
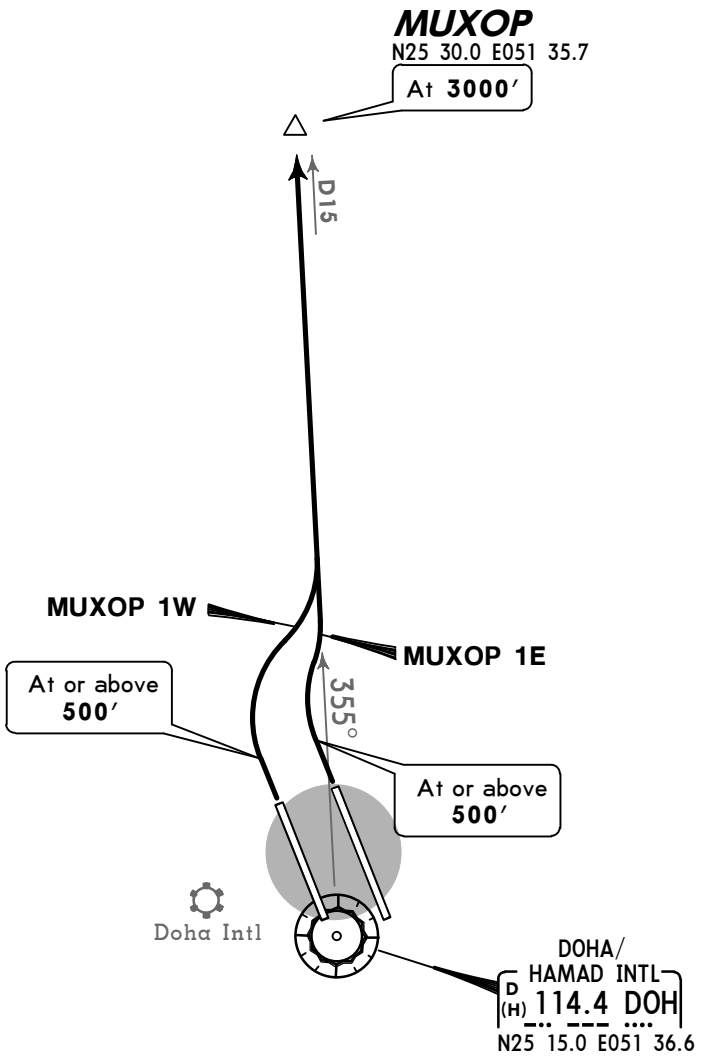
DOHA Approach	Apt Elev	
119.725	13′	Trans level: FL150 Trans alt: 13000′ Immediately after take-off contact DOHA Approach.

MUXOP 1E *[MUXO1E]*
MUXOP 1W *[MUXO1W]*
RWYS 34R/L DEPARTURES

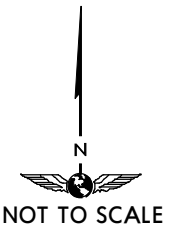


WARNING
Due to interaction with other routes, level restrictions, unless cleared by ATC, must strictly adheared to.



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

At MUXOP execute three 360° RIGHT turns at 3000′. Continue 360° RIGHT turn climbing to 5000′. Proceed direct to first En-route waypoint, then continue as flight planned, or proceed direct to DOH and follow the ILS 34R approach to land.



Initial climb clearance **3000′**

SID	RWY	ROUTING
MUXOP 1E	**34R**	Climb to 500′, turn RIGHT, intercept DOH R-355 to MUXOP, then continue as directed.
MUXOP 1W	**34L**	

CHANGES: Hamad VORDME ident.

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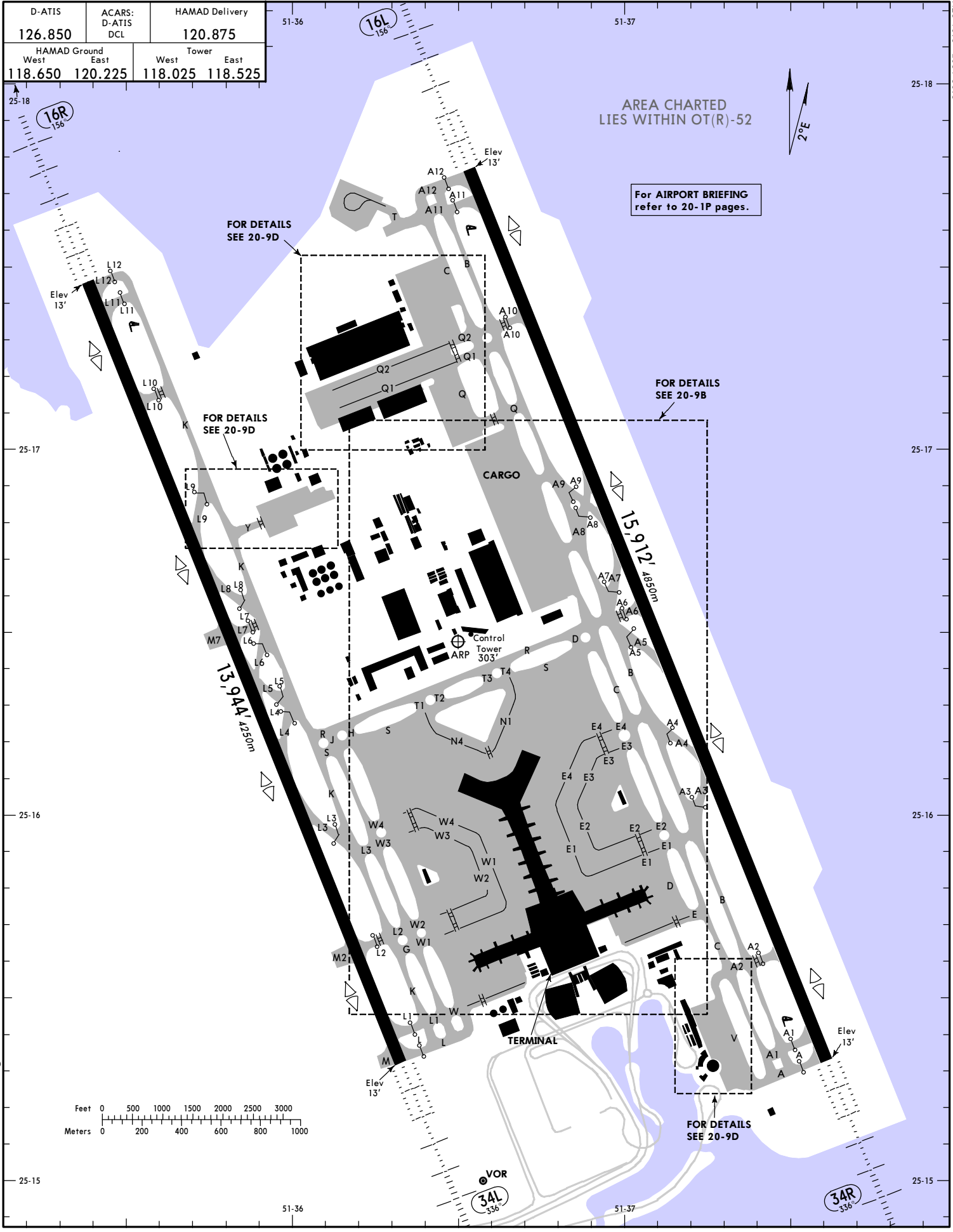
D-ATIS	ACARS: D-ATIS DCL	HAMAD Delivery
126.850		120.875

HAMAD Ground West	HAMAD Ground East	Tower West	Tower East
118.650	120.225	118.025	118.525



OTHH/DOH
13'
Apt Elev
N25 16.5 E051 36.5

JEPPESEN
20-9
7 NOV 14

DOHA, QATAR
HAMAD INTL

CHANGES: Layout.

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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
16L 34R	HIRL *(60m)* CL *(15m)* HIALS-II TDZ ❶ RVR		14,879′ *4535m*	❷	197′ *60m*

❶ PAPI (3.0°), HSTIL

❷ TAKE-OFF RUN AVAILABLE

RWY 16L:			RWY 34R:		
	From rwy head	15,912′ (4850m)		From rwy head	15,912′ (4850m)
	twy A11 int	15,518′ (4730m)		twy A1 int	15,518′ (4730m)
	twy A10 int	13,392′ (4082m)		twy A2 int	13,996′ (4266m)
	twy A6 int	8192′ (2497m)		twy A3 int	10,095′ (3077m)
				twy A6 int	7828′ (2386m)

16R 34L	HIRL *(60m)* CL *(15m)* HIALS-II TDZ ❸ RVR		12,911′ *3935m* 12,729′ *3880m*	❹	197′ *60m*

❸ PAPI (3.0°), HSTIL

❹ TAKE-OFF RUN AVAILABLE

RWY 16R:			RWY 34L:		
	From rwy head	13,944′ (4250m)		From rwy head	13,944′ (4250m)
	twy L11 int	13,550′ (4130m)		twy L1 int	13,524′ (4122m)
	twy L10 int	11,857′ (3614m)		twy L2 int	11,962′ (3646m)
	twy L7 int	7703′ (2348m)		twy L7 int	6348′ (1935m)

Standard

TAKE-OFF ❶

	LVP must be in force					
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*125m*	*150m*	*200m*	*250m*	*500m*	
B						
C						
D	*150m*	*200m*	*250m*	*300m*		

❶ Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

CHANGES: None.

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INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A1	N25 15.7 E051 36.7	E10	N25 16.3 E051 36.7
A3	N25 15.7 E051 36.6	E11 thru E11R	N25 16.3 E051 36.9
A4	N25 15.6 E051 36.7	E12	N25 16.3 E051 36.7
A5 thru A8	N25 15.6 E051 36.6	E13	N25 16.3 E051 36.8
A9	N25 15.6 E051 36.5	E13L, E13R	N25 16.3 E051 36.9
A10	N25 15.6 E051 36.6	E14	N25 16.3 E051 36.7
A11	N25 15.6 E051 36.5	E15, E17	N25 16.4 E051 36.8
B1	N25 15.8 E051 36.9	F1, F2	N25 16.6 E051 36.7
B2	N25 15.7 E051 37.0	F3, F4	N25 16.7 E051 36.7
B3	N25 15.8 E051 37.0	F5	N25 16.7 E051 36.6
B4	N25 15.7 E051 37.0	F6, F7	N25 16.8 E051 36.6
B5	N25 15.8 E051 37.0	F8 thru F10	N25 16.9 E051 36.6
B6	N25 15.7 E051 37.1	F11	N25 17.0 E051 36.5
B7	N25 15.8 E051 37.0	G1 thru G2R	N25 16.0 E051 37.0
B8 thru B10	N25 15.8 E051 37.1	G3 thru G4	N25 16.0 E051 36.9
C1	N25 15.8 E051 36.8	G5	N25 16.1 E051 37.0
C2	N25 15.8 E051 36.7	G5L, G5R	N25 16.1 E051 36.9
C3	N25 15.8 E051 36.8	G6 thru G6R	N25 16.1 E051 37.0
C4	N25 15.8 E051 36.7	H1 thru H1R	N25 15.8 E051 36.4
C5	N25 15.9 E051 36.8	H2 thru H4	N25 15.8 E051 36.5
C6	N25 15.8 E051 36.7	H4L, H4R	N25 15.9 E051 36.5
C7	N25 15.9 E051 36.8	H5 thru H6R	N25 15.9 E051 36.4
C8	N25 15.9 E051 36.7	Q1	N25 17.0 E051 36.5
C9	N25 16.0 E051 36.7	Q2,Q3	N25 17.1 E051 36.5
C10	N25 15.9 E051 36.7	Q4	N25 17.4 E051 36.4
C11	N25 16.0 E051 36.7	Q20, Q21	N25 17.1 E051 36.1
C12	N25 16.0 E051 36.6	Q40	N25 17.3 E051 36.4
C13	N25 16.0 E051 36.7	Q41	N25 17.4 E051 36.5
D1	N25 16.0 E051 36.6	Q50, Q51	N25 17.4 E051 36.4
D2	N25 16.1 E051 36.6	V1, V2	N25 15.3 E051 37.3
D3	N25 16.0 E051 36.6	V3	N25 15.4 E051 37.3
D3L	N25 16.0 E051 36.5	V4	N25 15.4 E051 37.2
D3R	N25 16.0 E051 36.6	V5	N25 15.5 E051 37.2
D4	N25 16.1 E051 36.5	Y1	N25 16.8 E051 35.9
D5 thru D5R	N25 16.0 E051 36.5	Y2	N25 16.9 E051 35.9
D6	N25 16.2 E051 36.5	Y3 thru Y6	N25 16.9 E051 36.0
D7	N25 16.1 E051 36.5	Y7	N25 16.8 E051 35.9
D7L	N25 16.1 E051 36.4	Y8, Y9	N25 16.8 E051 36.0
D7R	N25 16.0 E051 36.5		
D8	N25 16.2 E051 36.5		
D9 thru D9R	N25 16.1 E051 36.4		
D10	N25 16.2 E051 36.4		
D11	N25 16.1 E051 36.4		
D12	N25 16.2 E051 36.4		
D13 thru D17	N25 16.1 E051 36.3		
D19	N25 16.2 E051 36.3		
E1	N25 16.1 E051 36.7		
E2	N25 16.1 E051 36.6		
E3 thru E3R	N25 16.1 E051 36.8		
E4	N25 16.2 E051 36.7		
E5 thru E5R	N25 16.2 E051 36.8		
E6	N25 16.2 E051 36.7		
E7 thru E7R	N25 16.2 E051 36.8		
E8	N25 16.2 E051 36.7		
E9	N25 16.3 E051 36.8		

CHANGES: Coordinates.

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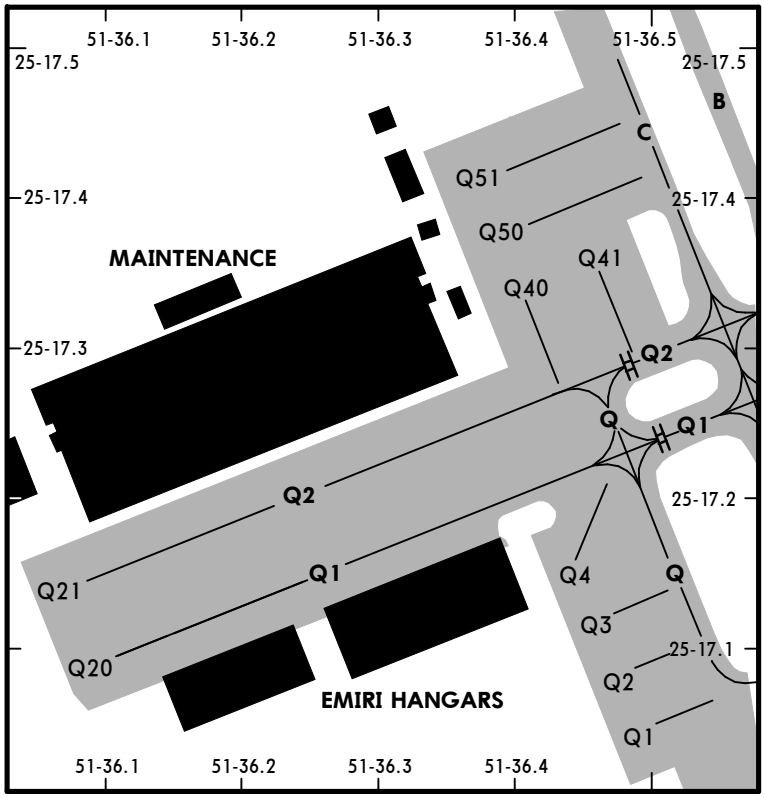

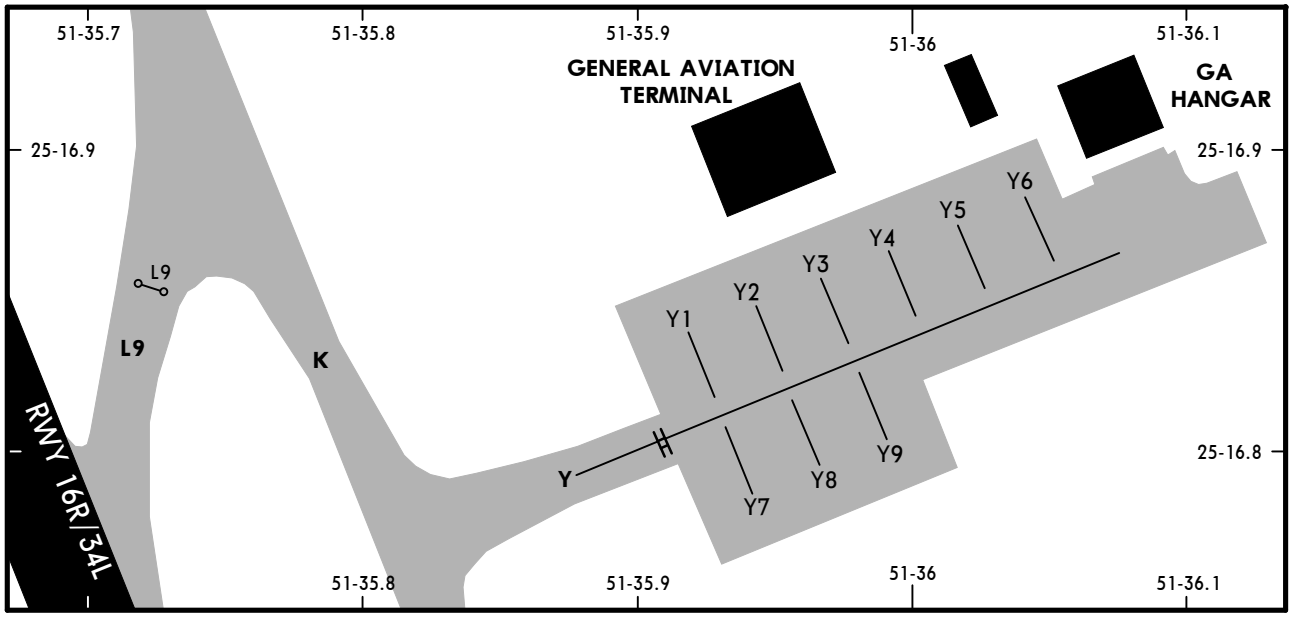

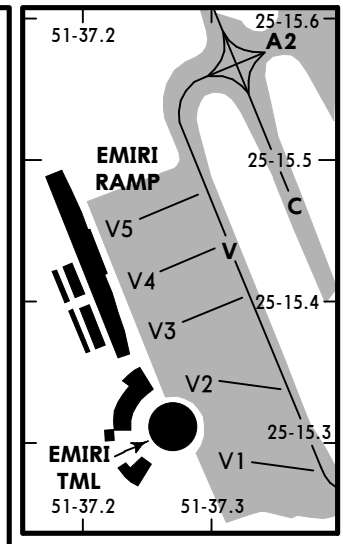

CHANGES: Parking area moved.

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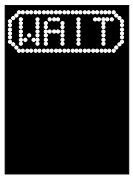
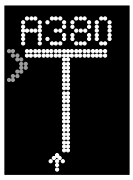
ADVANCED VISUAL DOCKING GUIDANCE SYSTEM (AVDGS)

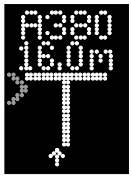


START-OF-DOCKING
The system is started by pressing one of the aircraft type buttons on the operator panel. When the button has been pressed, WAIT will be displayed.

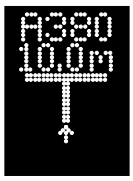
CAPTURE
The pilot shall not enter the stand area, unless the docking system first is showing the vertical running arrows.
The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft.
It shall be checked that the correct acft type is displayed. The lead-in line shall be followed.
The pilot must not proceed beyond the bridge, unless the arrows have been superseded by the closing rate bar.



TRACKING
When the acft has been caught by the laser, the floating arrow is replaced by the yellow centre line indicator.
A flashing red arrow indicates the direction to turn.
The vertical yellow arrow shows position in relation to the centre line.
This indicator gives correct position and azimuth guidance.



CLOSING RATE
The closing rate is the final countdown form a specific distance to the stop position. A yellow vertical closing rate bar/centre line indicator appears with or without a digital countdown, depending on the configuration.
The closing rate bar represents the distance from stop, it consists of a number of rows representing for example 0.3m or 0.6m per row, depending on the configuration requirements. Each row turns off as the aircraft approaches stop (reducing the length of the bar, bottom upwards) and as the last row turns off, less than the interval for one row remains until STOP appears.



ALIGNED TO CENTRE
The acft is at the displayed distance from the stop position. The absence of any direction arrow indicates an acft on the centre line.

SLOW (DECREASE SPEED)
Safedock is configured with a slowdown active zone (optional distances set from the stop position, standard 6-24 meters) according to an acceptable docking speed (optional max allowed speed, standard 2 m/s).
Note: When 2 m/s is rounded down to a single digit, it is approximately 7 km/h, 4 mph or 3 knots.
If the acft is approaching faster than the accepted speed, the system will show SLOW as a warning to the pilots.

AZIMUTH GUIDANCE
The acft is at the displayed distance from the stop-position. The yellow arrow indicates an acft to the right of the centreline, and the red flashing arrow indicates the direction turn.

STOP POSITION REACHED
When the correct stop-position is reached, the display will show STOP with a red border or with red lights.

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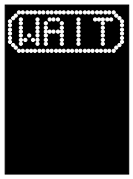
DOCKING COMPLETED
When the acft has parked, OK will be displayed.

OVERSHOOT
If the acft has overshot the stop-position, TOO FAR will be displayed.

STOP SHORT
If the acft is found standing still but has not reached the intended stop position, the message STOP OK will be shown after a pre-configured time.

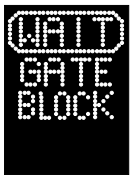
WAIT
If some object is blocking the view toward the approaching acft or the detected acft is lost during docking close to STOP, the display will show WAIT.
The docking will continue as soon as the blocking object has disappeared or the system detects the acft again.
The pilot must not proceed beyond the bridge, unless the WAIT message has been superseded by the closing rate bar.



AIRCRAFT VERIFICATION FAILURE
During entry into the Stand, the acft geometry is being checked.
If, for any reason, acft verification is not made 12 meters before the stop-position, the display will first show WAIT and make a second verification check. If this fails STOP and ID FAIL will be displayed.
The pilot must not proceed beyond the bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.

SLOW (IN ABNORMAL SITUATIONS)
This display can be shown for two reaons:
A) BAD WAEATHER CONDITION
During heavy fog, rain or snow, the visibility for the docking system can be reduced. When the system is activated and in capture mode, the display will disable the floating arrows and display SLOW and the acft type.
As soon as the system detects the approaching acft, the vertical closing rate bar will appear.
If the system has been configured in this mode to make a shortened ID verification (check of engine position excluded), the acft symbol will blink to give attention.
B) AIRCRAFT LOST DURING DOCKING
If the acft is lost during docking far out from the bridge or PBB area, the display will show SLOW. As soon as the system detects the approaching acft, the vertical closing rate bar will re-appear.
The pilot must not proceed beyond the bridge, unless the closing rate bar is shown.

GATE BLOCKED
If an object is found blocking the approach to gate/apron view from the Safedock to the planned stop position for the acft, the docking procedure will be halted with a WAIT and GATE BLOCK message.
The docking procedure will resume as soon as the blocking object has been removed.
The pilot must not proceed beyond the bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.



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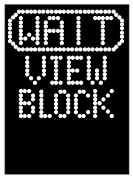
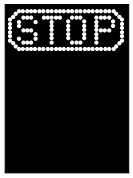
VIEW BLOCKED
If the view towards the approaching acft is hindered, for example internally in the unit on the laser lens or on the laser window by dirt, or another obstacle in the closest view area, the Safedock will report a VIEW BLOCKED condition. Once the system is able to see the acft through the hinder, the message will be replaced with a closing rate display.
The pilot must not proceed beyond the bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.



SBU - STOP
Any unrecoverable error during the docking procedure will generate an SBU (safety back-up) condition.
The display will show the text STOP SBU.
A manual backup procedure will be used for docking guidance.

TOO FAST
If the acft approaches with a speed higher than the docking system can handle, the message STOP TOO FAST will be displayed.
The docking system will be re-started or the docking procedure completed by manual guidance.

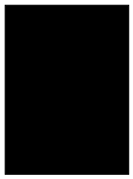
EMERGENCY STOP
When the emergency stop button is pressed, STOP is displayed.



CHOCKS ON
CHOCK ON will be displayed, when the ground staff has put the chocks in front of the nose wheel and pressed the "Chocks On" button on the operator panel.

ERROR
If a system error occurs, the message ERROR is displayed with an error code. The code is used for maintenance purposes and explained elsewhere.

SYSTEM BREAKDOWN/POWER FAILURE
In case of a severe system failure or power failure, the display will go black. A manual backup procedure must be used for docking guidance.



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OTHH/DOH
HAMAD INTL

JEPPESEN

31 OCT 14 (21-1) **Eff 13 Nov**

DOHA, QATAR
ILS Rwy 16L

BRIEFING STRIP ™

D-ATIS	DOHA RADAR (APP)	DOHA Approach	DOHA Director (APP)	HAMAD Tower West	HAMAD Tower East	Ground West	Ground East
126.850	121.10	119.725	119.40	118.025	118.525	118.650	120.225

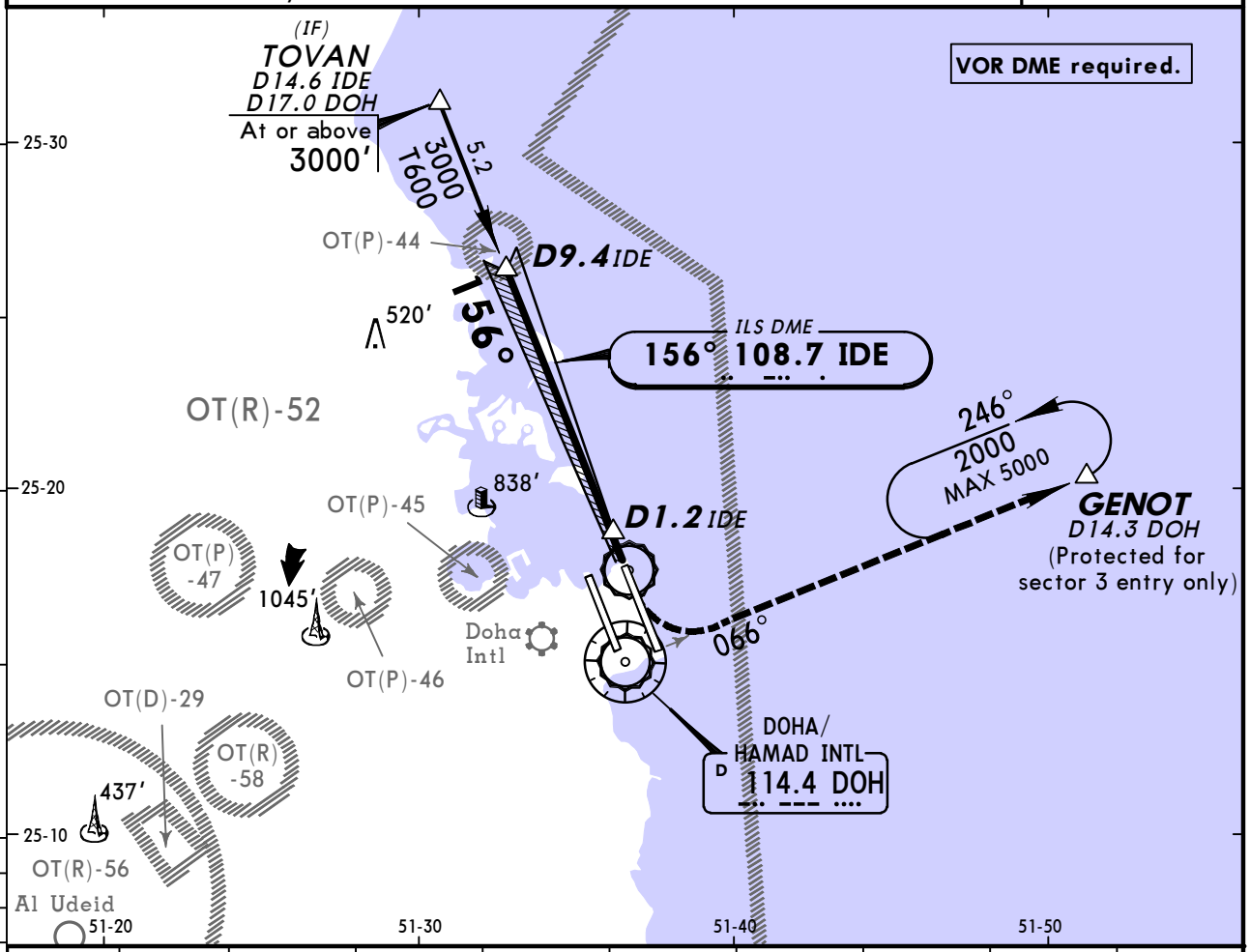
LOC IDE	Final Apch Crs	GS D9.4 IDE	ILS DA(H)	Apt Elev	13′
108.7	**156°**	**3000′** (2987′)	Refer to Minimums	RWY	**13′**

MISSED APCH: Climb STRAIGHT AHEAD to 500′, then turn LEFT onto R-066 DOH to GENOT and hold. Climb to 4000′ and maintain. Do not turn before MAP. MAX 230 KT.

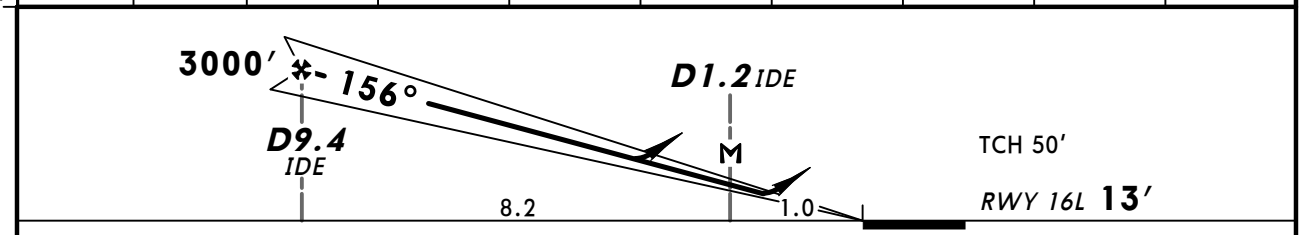
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL 150 | Trans alt: 13000′

2100′

MSA DOH VOR



LOC (GS out)	IDE DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2880′	2570′	2250′	1930′	1610′	1290′	980′	660′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.2 IDE							

HIALS-II PAPI PAPI

230 KT MAX

500′

Standard STRAIGHT-IN LANDING RWY **16L**

	ILS DA(H) ABC: **213′** (200′) D: **220′** (207′) FULL	Limited	ALS out	LOC (GS out) MDA(H) **370′** (357′)	ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 900m	RVR 1600m
B					
C					
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	620′ (607′) [1]	1500m
135	620′ (607′)	1600m
180	1240′ (1227′)	2400m
205	1240′ (1227′)	3600m

PANS OPS

[1] After LOC apch: VIS 1600m.

CHANGES: VOR ident.

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BRIEFING STRIP ™

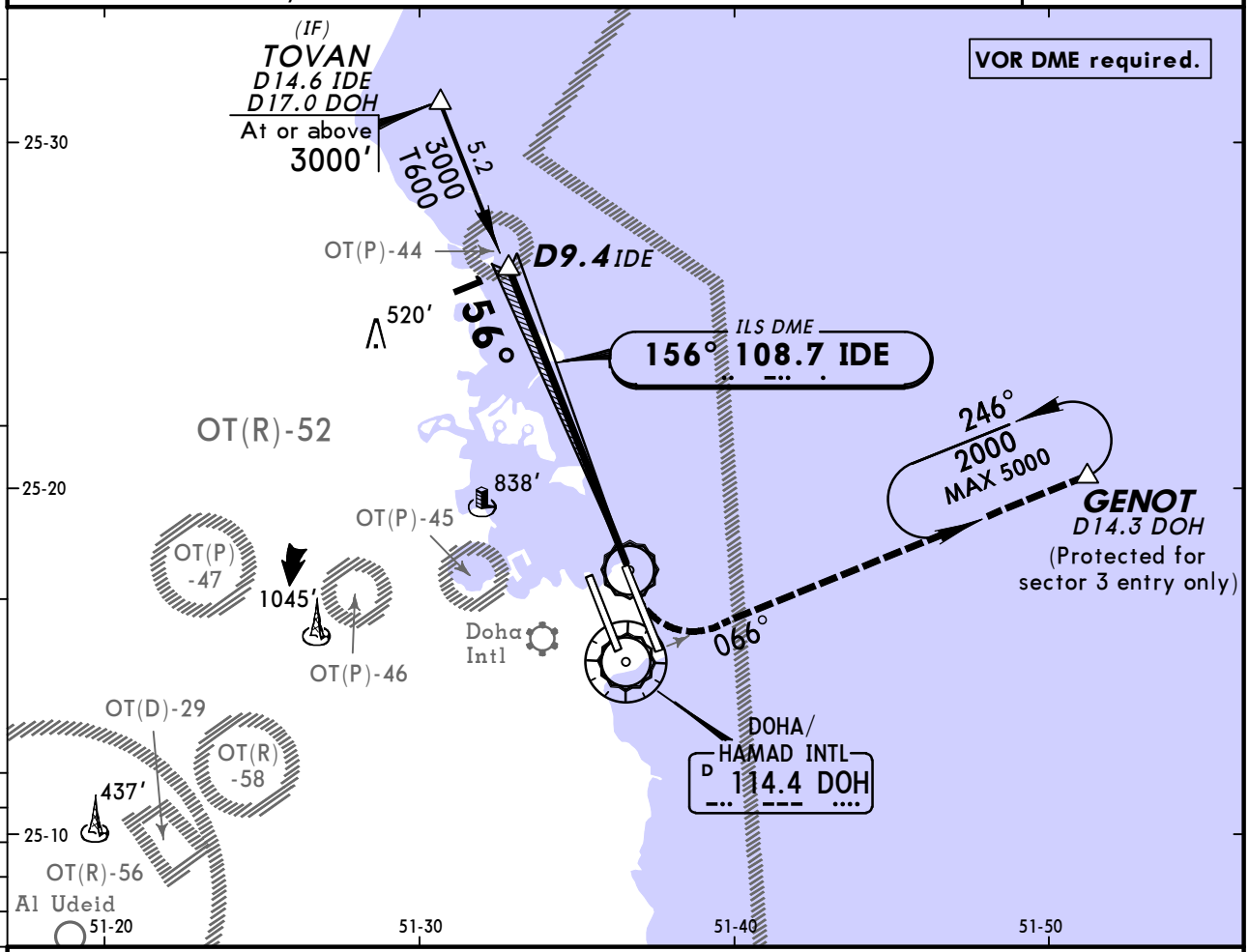
D-ATIS	DOHA RADAR (APP)	DOHA Approach	DOHA Director (APP)	HAMAD Tower West	HAMAD Tower East	Ground West	Ground East
126.850	121.10	119.725	119.40	118.025	118.525	118.650	120.225

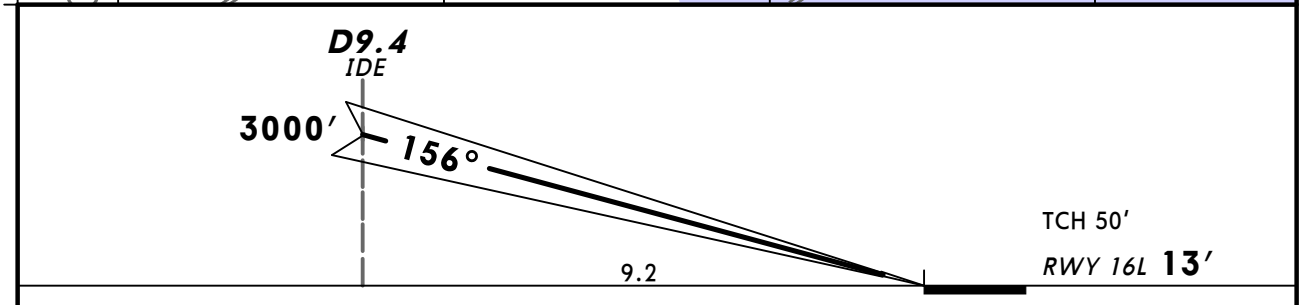
LOC IDE	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev	
108.7	156°	D9.4 IDE 3000′ (2987′)	Refer to Minimums	RWY	13′

MISSED APCH: Climb STRAIGHT AHEAD to 500′, then turn LEFT onto R-066 DOH to GENOT and hold. Climb to 4000′ and maintain. Do not turn before MAP. MAX 230 KT.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL 150 | Trans alt: 13000′

2100′ MSA DOH VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI PAPI | 230 KT MAX | 500′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 16L

CAT IIIA ILS	CAT II ILS
DH 50′	ABC: RA 100′ DA(H) 113′(100′) D: RA 118′ DA(H) 129′(116′)
RVR 200m	RVR 300m [1]

[1] Operators applying U.S. Ops Specs: Autoland or HUD required below 350m.

CHANGES: VOR ident.

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D-ATIS	DOHA RADAR (APP)	DOHA Approach	DOHA Director (APP)	HAMAD Tower West	HAMAD Tower East	Ground West	Ground East
126.850	121.10	119.725	119.40	118.025	118.525	118.650	120.225

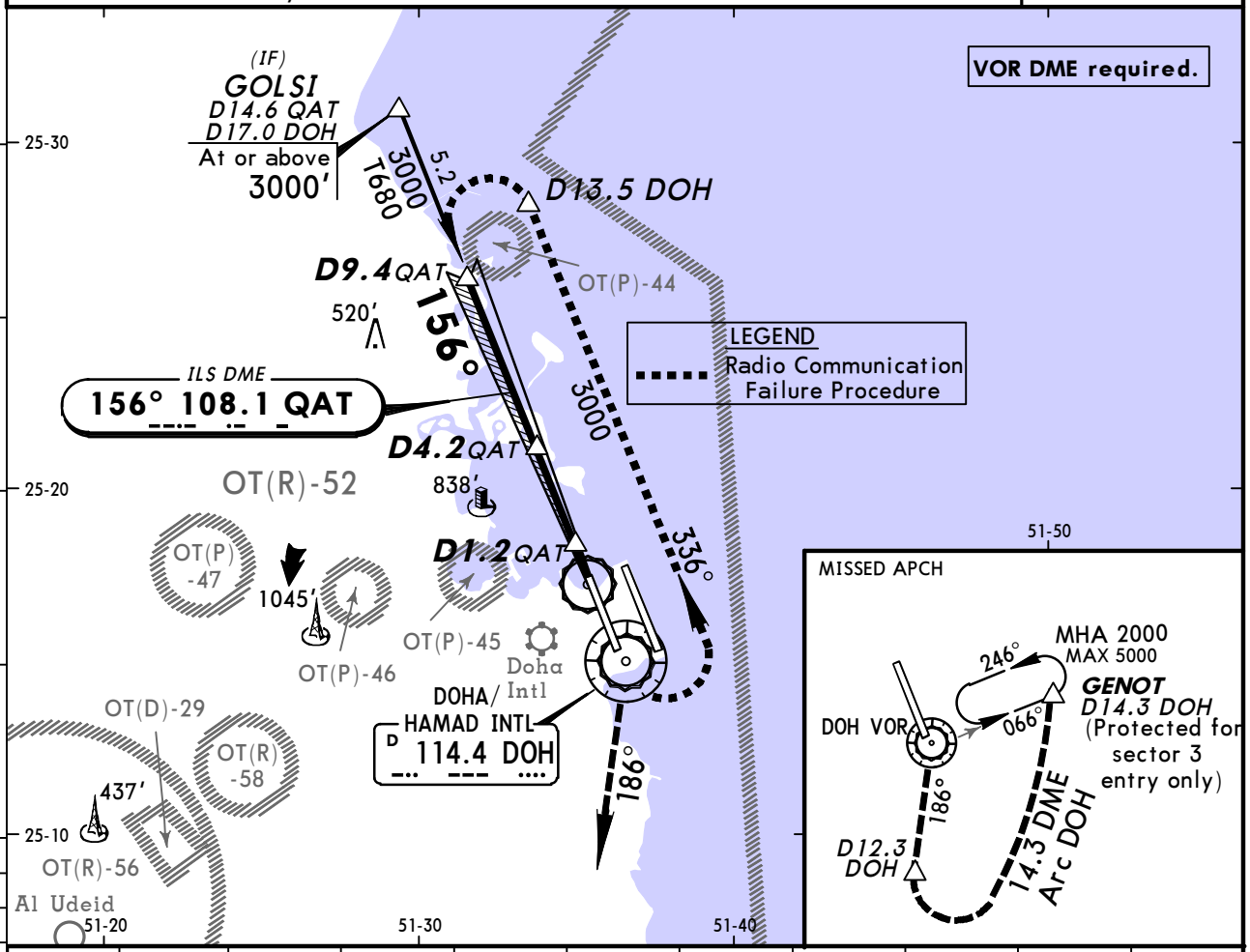
BRIEFING STRIP

LOC QAT	Final Apch Crs	GS D9.4 QAT	ILS DA(H)	Apt Elev	RWY
108.1	156°	3000′ (2987′)	Refer to Minimums	13′	13′

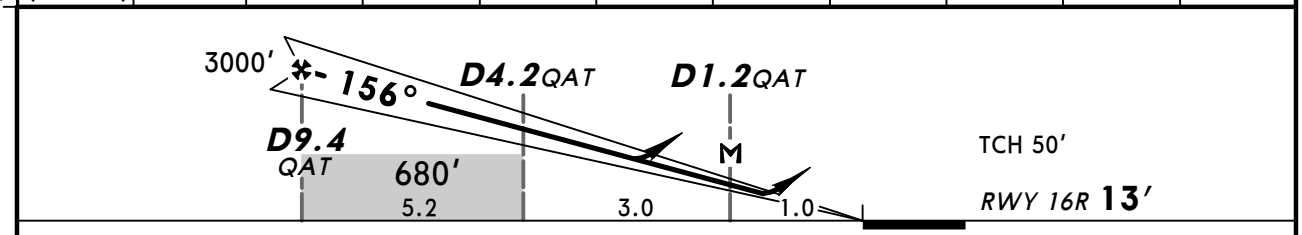
MISSED APCH: Climb STRAIGHT AHEAD until VOR turn RIGHT onto R-186 DOH. At D12.3 DOH turn LEFT to intercept 14.3 DME Arc DOH anti-clockwise to GENOT and hold. Climb and maintain to 2000′. Climb in the hold to 3000′. MAX 230 KT.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL 150 | Trans alt: 13000′

2100′
MSA DOH VOR



LOC (GS out)										
	QAT DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2880′	2570′	2250′	1930′	1610′	1290′	980′	660′	340′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.2 QAT							

HIALS-II PAPI PAPI

230 KT MAX | 2000′ | DOH 114.4

PANS OPS

Standard STRAIGHT-IN LANDING RWY 16R

	ILS FULL	ILS Limited	ILS ALS out	LOC (GS out)	LOC (GS out) ALS out
	DA(H) ABC: 213′ (200′) D: 220′ (207′)			MDA(H) 370′ (357′)	
A	RVR 550m	RVR 750m	RVR 1200m	RVR 900m	RVR 1600m
B					
C					
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	620′ (607′) [1]	1500m
135	620′ (607′)	1600m
180	1240′ (1227′)	2400m
205	1240′ (1227′)	3600m

[1] After LOC apch: VIS 1600m.

CHANGES: VOR ident.

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BRIEFING STRIP

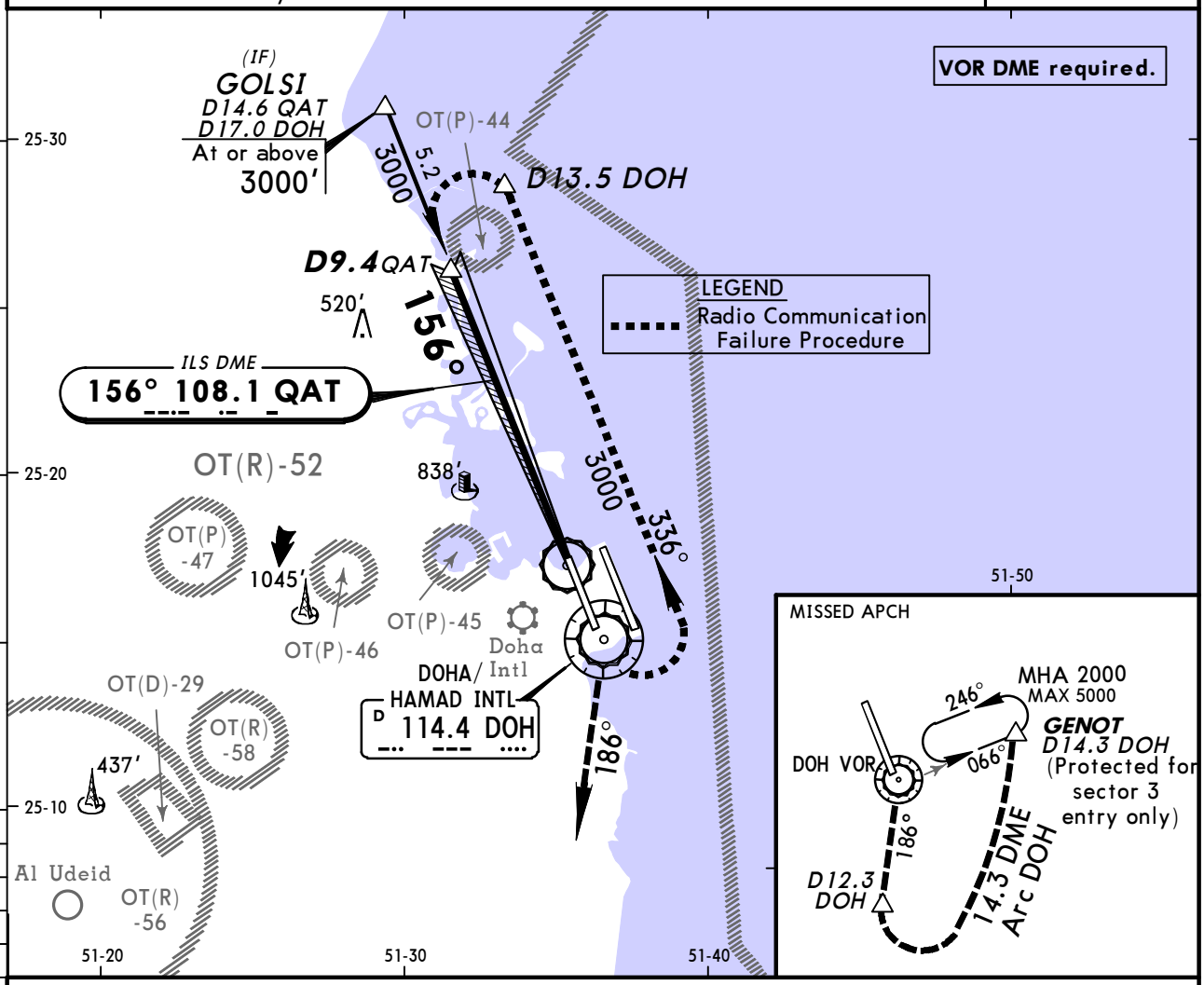
D-ATIS	DOHA RADAR (APP)	DOHA Approach	DOHA Director (APP)	HAMAD Tower West	HAMAD Tower East	Ground West	Ground East
126.850	121.10	119.725	119.40	118.025	118.525	118.650	120.225

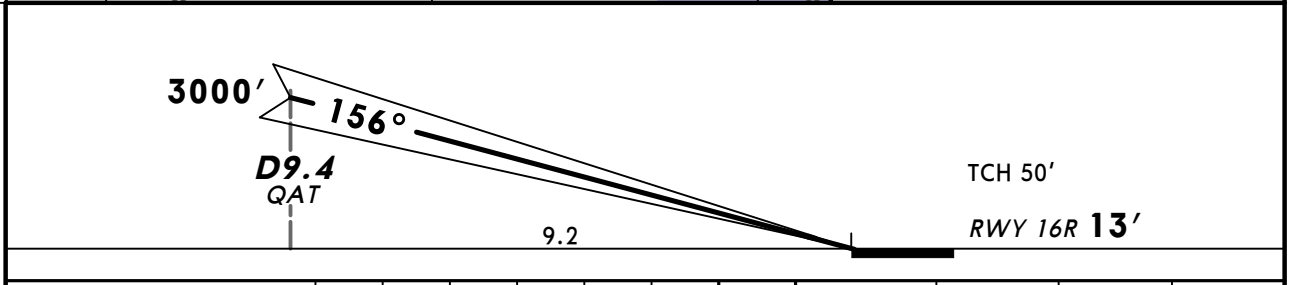
LOC	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev	
QAT 108.1	156°	D9.4 QAT 3000′ (2987′)	Refer to Minimums	RWY	13′

MISSED APCH: Climb STRAIGHT AHEAD until VOR turn RIGHT onto R-186 DOH. At D12.3 DOH turn LEFT to intercept 14.3 DME Arc DOH anti-clockwise to GENOT and hold. Climb and maintain to 2000′. Climb in the hold to 3000′. MAX 230 KT.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL 150 | Trans alt: 13000′

2100′
MSA DOH VOR





Gnd speed-Kts	70	90	100	120	140	160
GS	3.00 372	478	531	637	743	849

HIALS-II
PAPI PAPI

230 KT MAX | 2000′ | DOH 114.4

PANS OPS

Standard STRAIGHT-IN LANDING RWY 16R

CAT IIIA ILS	CAT II ILS
DH 50′	ABC: RA 100′ DA(H) 113′ (100′) D: RA 123′ DA(H) 132′ (119′)
RVR 200m	RVR 300m [1]

[1] Operators applying U.S. Specs: Autoland or HUD required below RVR 350m.

CHANGES: VOR ident.

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D-ATIS	DOHA RADAR (APP)	DOHA Approach	DOHA Director (APP)	HAMAD Tower West	HAMAD Tower East	Ground West	Ground East
126.850	121.10	119.725	119.40	118.025	118.525	118.650	120.225

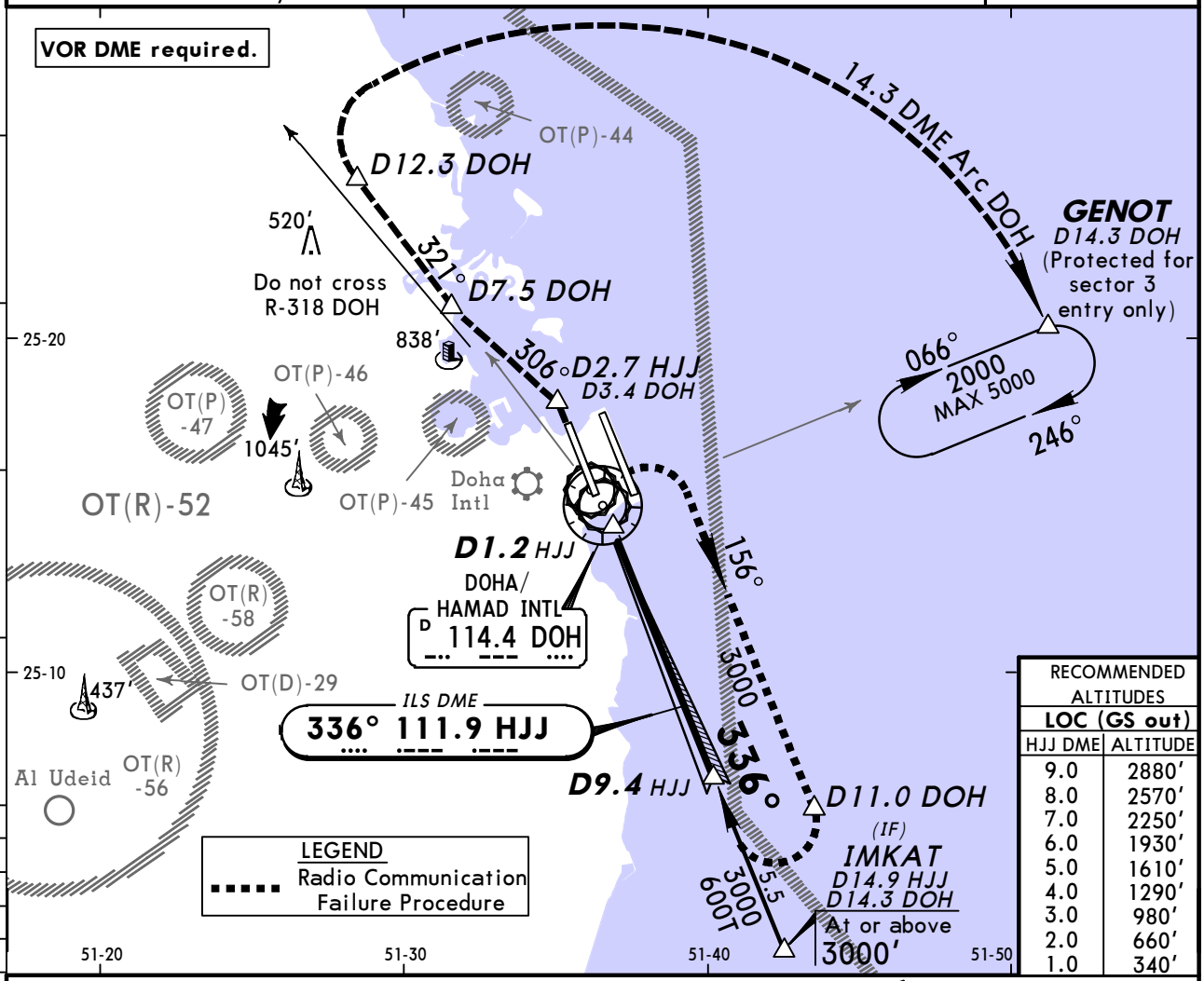
BRIEFING STRIP ™

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev	
HJJ 111.9	336°	D9.4 HJJ 3000′ (2987′)	Refer to Minimums	RWY	13′

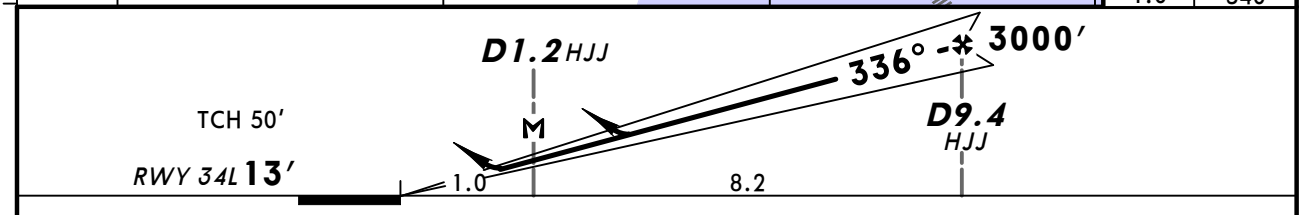
MISSED APCH: Climb STRAIGHT AHEAD. At D2.7 HJJ turn LEFT onto 306° to intercept R-321 DOH (do not cross R-318 DOH), crossing D7.5 DOH at or above 2500′. At D12.3 DOH turn RIGHT to intercept 14.3 DME Arc DOH at 5000′. Proceed clockwise to GENOT and hold. Maintain 5000′. MAX 230 KT.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 150 Trans alt: 13000′

2100′
MSA
DOH VOR



RECOMMENDED ALTITUDES LOC (GS out)	
HJJ DME	ALTITUDE
9.0	2880′
8.0	2570′
7.0	2250′
6.0	1930′
5.0	1610′
4.0	1290′
3.0	980′
2.0	660′
1.0	340′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.2 HJJ						

HIALS-II
PAPI PAPI

230 KT MAX

D2.7 HJJ

Standard

STRAIGHT-IN LANDING RWY **34L**

	ILS			LOC (GS out)	
Missed apch climb grad mim 4.0%	Missed apch climb grad mim 2.5%				
DA(H) ABC: **213′** (200′) D: **220′** (207′)	DA(H) A: **301′** (288′) B: **310′** (297′)	C: **320′** (307′) D: **330′** (317′)		MDA(H) **340′** (327′)	
FULL	Limited	ALS out	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 650m	RVR 750m	RVR 1400m	RVR 800m	RVR 1500m
B								
C				RVR 700m				
D								

CIRCLE-TO-LAND

Max Kts.	MDA(H)	VIS
100	620′ (607′)	1500m
135	620′ (607′)	1600m
180	1240′ (1227′)	2400m
205	1240′ (1227′)	3600m

PANS OPS

CHANGES: VOR ident.

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BRIEFING STRIP

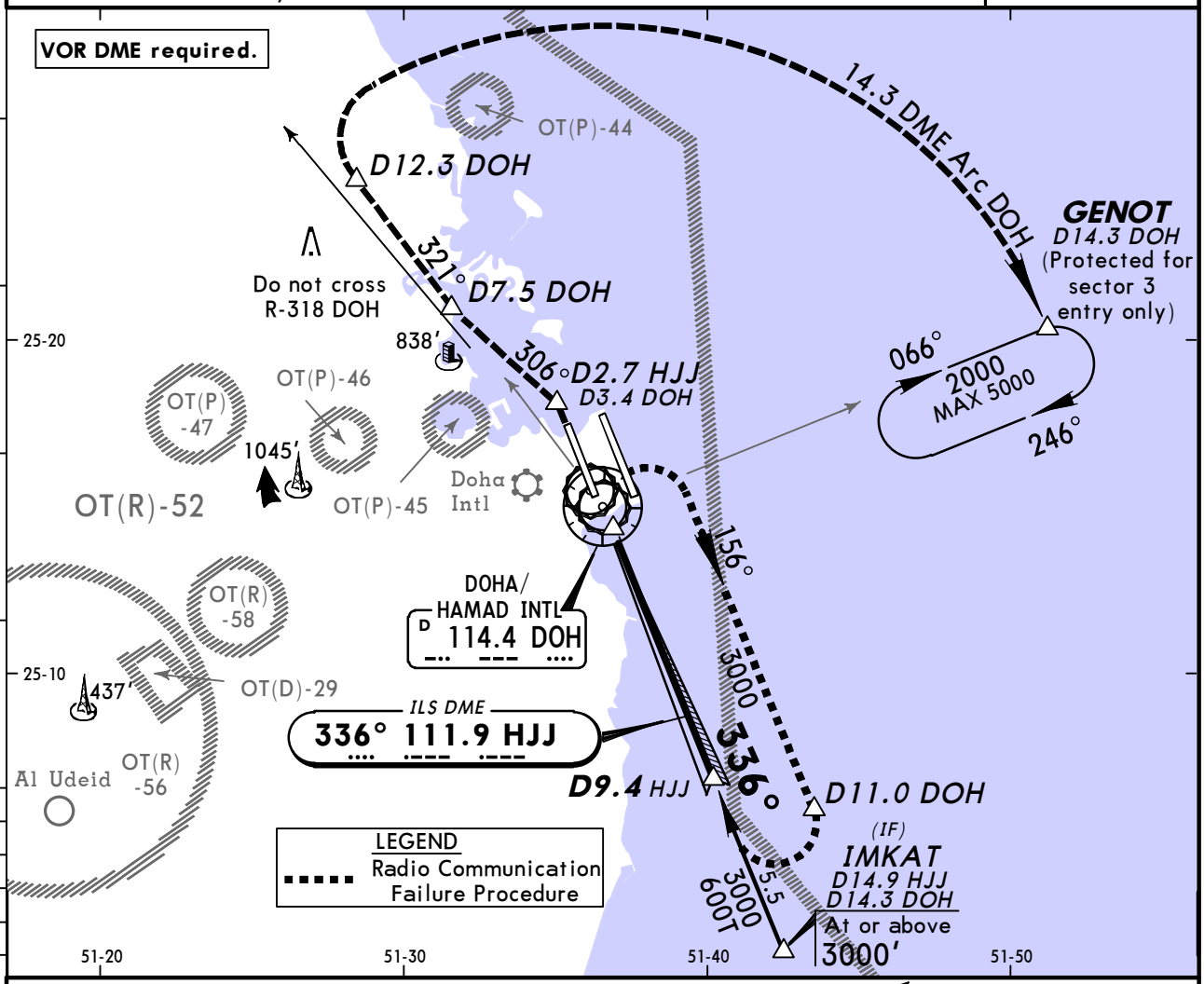
D-ATIS	DOHA RADAR (APP)	DOHA Approach	DOHA Director (APP)	HAMAD Tower West	HAMAD Tower East	Ground West	Ground East
126.850	121.10	119.725	119.40	118.025	118.525	118.650	120.225

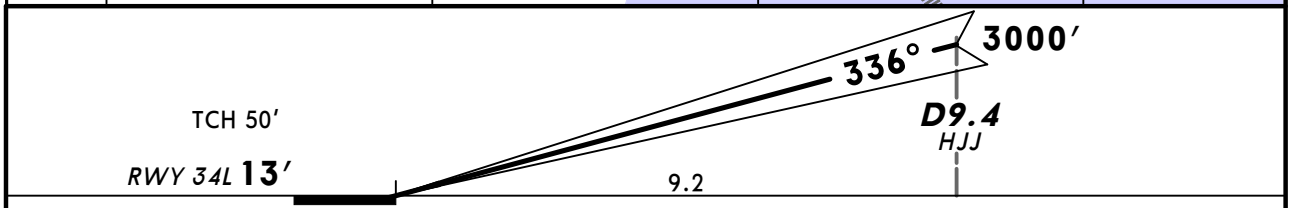
LOC	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev	RWY
HJJ 111.9	336°	D9.4 HJJ 3000′ (2987′)	Refer to Minimums	13′	13′

MISSED APCH: Climb STRAIGHT AHEAD. At D2.7 HJJ turn LEFT onto 306° to intercept R-321 DOH (do not cross R-318 DOH), crossing D7.5 DOH at or above 2500′. At D12.3 DOH turn RIGHT to intercept 14.3 DME Arc DOH at 5000′. Proceed clockwise to GENOT and hold. Maintain 5000′. MAX 230 KT.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL 150 | Trans alt: 13000′

2100′
MSA
DOH VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI PAPI

230 KT MAX

D2.7 HJJ

PANS OPS

Standard STRAIGHT-IN LANDING RWY 34L

CAT IIIA ILS	Missed apch climb grad mim 4.0%	CAT II ILS	Missed apch climb grad mim 2.5%
DH 50′	ABC: RA 100′ DA(H) 113′ (100′) D: RA 120′ DA(H) 132′ (119′)	A: RA 174′ DA(H) 184′ (171′) B: RA 191′ DA(H) 200′ (187′) C: RA 209′ DA(H) 213′ (200′)	D: DA(H) 226′ (213′)
RVR 200m	RVR 300m [1]	RVR 450m	

[1] Operators applying U.S. Specs: Autoland or HUD required below RVR 350m.

CHANGES: VOR ident.

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BRIEFING STRIP ™

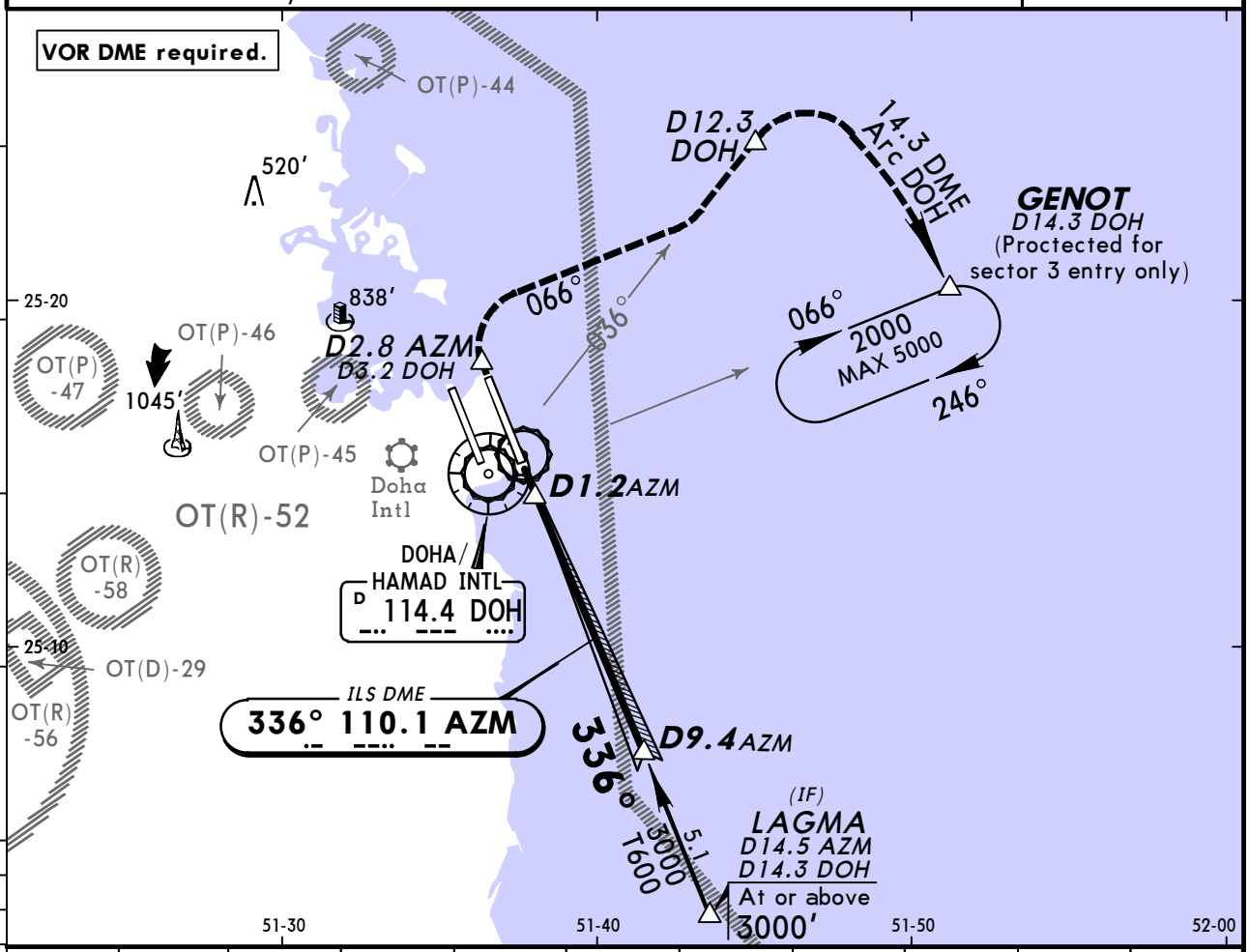
D-ATIS	DOHA RADAR (APP)	DOHA Approach	DOHA Director (APP)	HAMAD Tower West	HAMAD Tower East	Ground West	Ground East
126.850	121.10	119.725	119.40	118.025	118.525	118.650	120.225

LOC AZM	Final Apch Crs	GS	ILS DA(H)	Apt Elev	RWY
110.1	336°	D9.4 AZM 3000′ (2987′)	Refer to Minimums	13′	13′

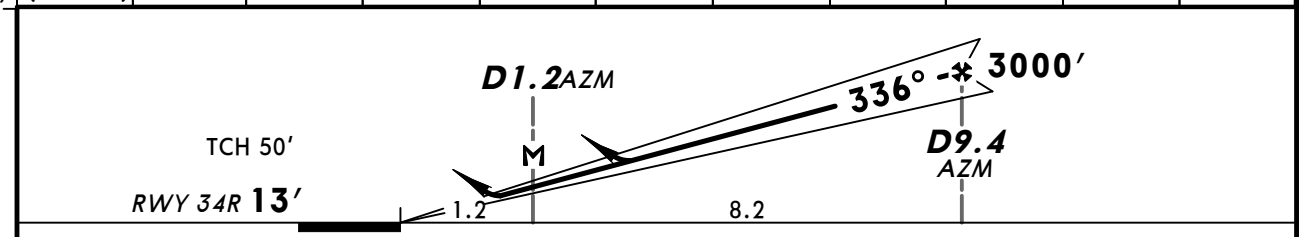
MISSED APCH: Climb STRAIGT AHEAD. At D2.8 AZM turn RIGHT onto 066° to intercept R-036 DOH. At D12.3 DOH turn RIGHT to intercept 14.3 DME Arc DOH clockwise to GENOT and hold. Climb and maintain 4000′. MAX 230 KT.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 150 Trans alt: 13000′

2100′
MSA DOH VOR



LOC (GS out)	AZM DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	340′	660′	980′	1290′	1610′	1930′	2250′	2570′	2880′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.2 AZM						

HIALS-II
PAPI PAPI

230 KT MAX

D2.8 AZM

Standard STRAIGHT-IN LANDING RWY 34R

	ILS FULL	ILS Limited	ILS ALS out	LOC (GS out)	LOC (GS out) ALS out
DA(H)	C: 222′ (209′) AB: 213′ (200′) D: 235′ (222′)			MDA(H) 320′ (307′)	
A	RVR 550m	RVR 750m	RVR 1200m	RVR 750m	RVR 1400m
B					
C					
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	620′ (607′)	1500m
135	620′ (607′)	1600m
180	1240′ (1227′)	2400m
205	1240′ (1227′)	3600m

PANS OPS

CHANGES: VOR ident.

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BRIEFING STRIP ™

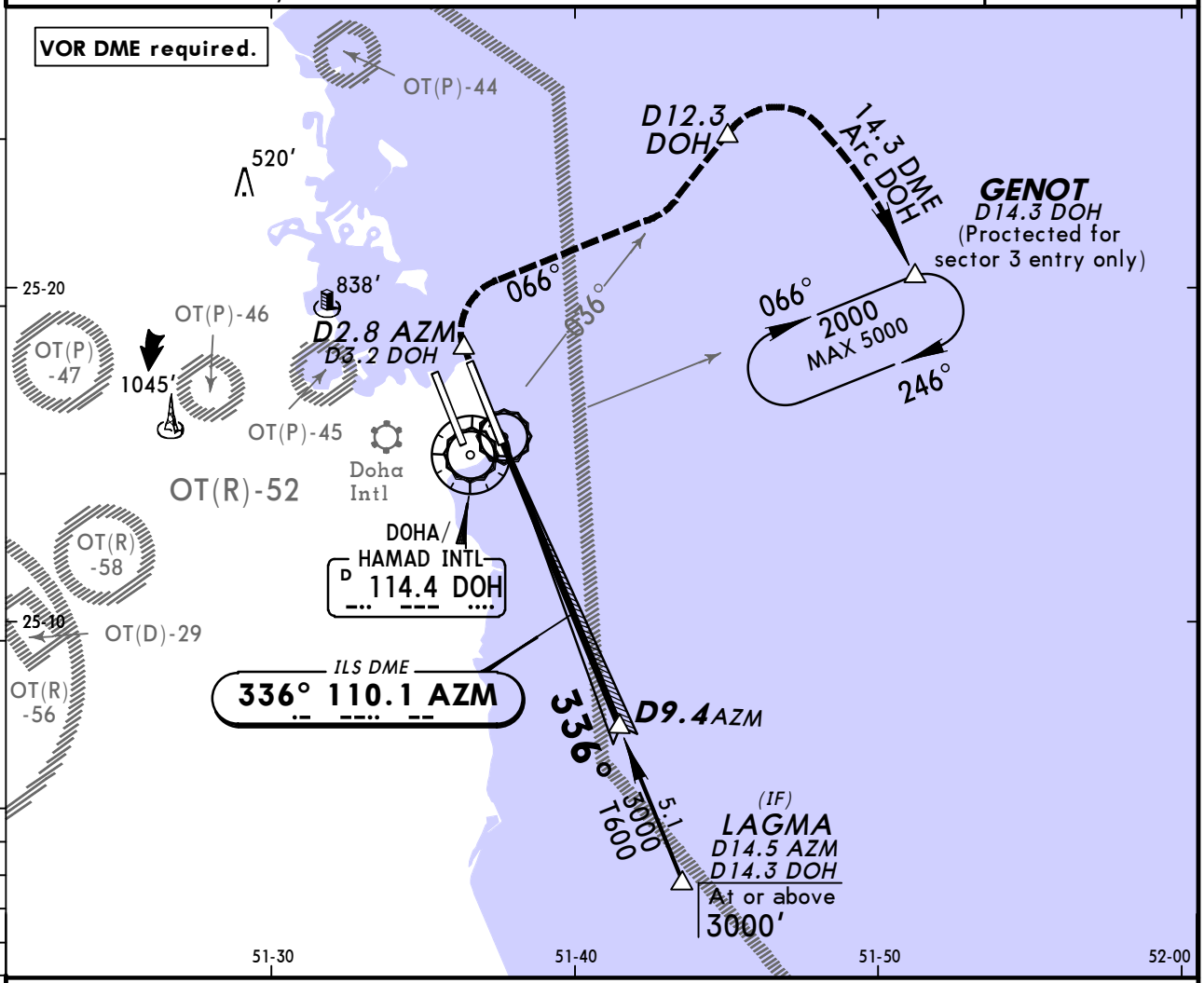
D-ATIS	DOHA RADAR (APP)	DOHA Approach	DOHA Director (APP)	HAMAD Tower West	HAMAD Tower East	Ground West	Ground East
126.850	121.10	119.725	119.40	118.025	118.525	118.650	120.225

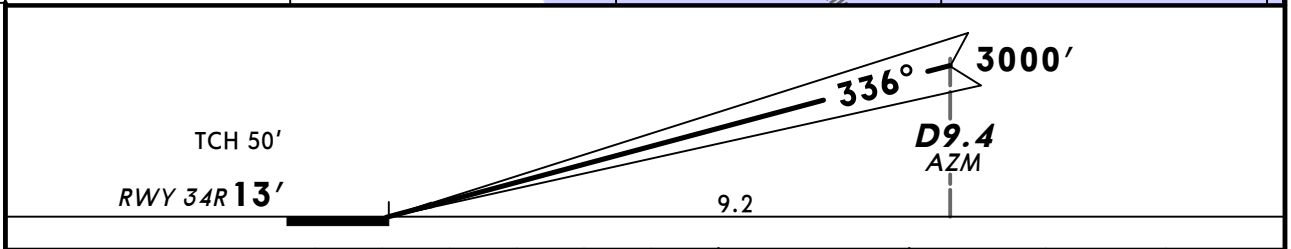
LOC AZM	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev	RWY
110.1	336°	D9.4 AZM 3000′ (2987′)	Refer to Minimums	13′	13′

MISSED APCH: Climb STRAIGT AHEAD. At D2.8 AZM turn RIGHT onto 066° to intercept R-036 DOH. At D12.3 DOH turn RIGHT to intercept 14.3 DME Arc DOH clockwise to GENOT and hold. Climb and maintain 4000′. MAX 230 KT.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 150 Trans alt: 13000′

2100′
MSA DOH VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI PAPI

230 KT MAX

D2.8 AZM

Standard

STRAIGHT-IN LANDING RWY **34R**

CAT IIIA ILS	CAT II ILS A	CAT II ILS B	CAT II ILS C	CAT II ILS D
DH 50′	RA 100′ DA(H) 113′ (100′)	RA 114′ DA(H) 124′ (111′)	RA 132′ DA(H) 137′ (124′)	RA 151′ DA(H) 156′ (143′)
RVR 200m	RVR 300m [1]		RVR 400m	RVR 450m

PANS OPS

[1] Operators applying U.S. Ops Specs: Autoland or HUD required below 350m.

CHANGES: VOR ident.

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OTHH/DOH
HAMAD INTL

JEPPESEN
31 OCT 14
Eff 13 Nov
22-1

DOHA, QATAR
RNAV (GNSS) Rwy 16L

BRIEFING STRIP

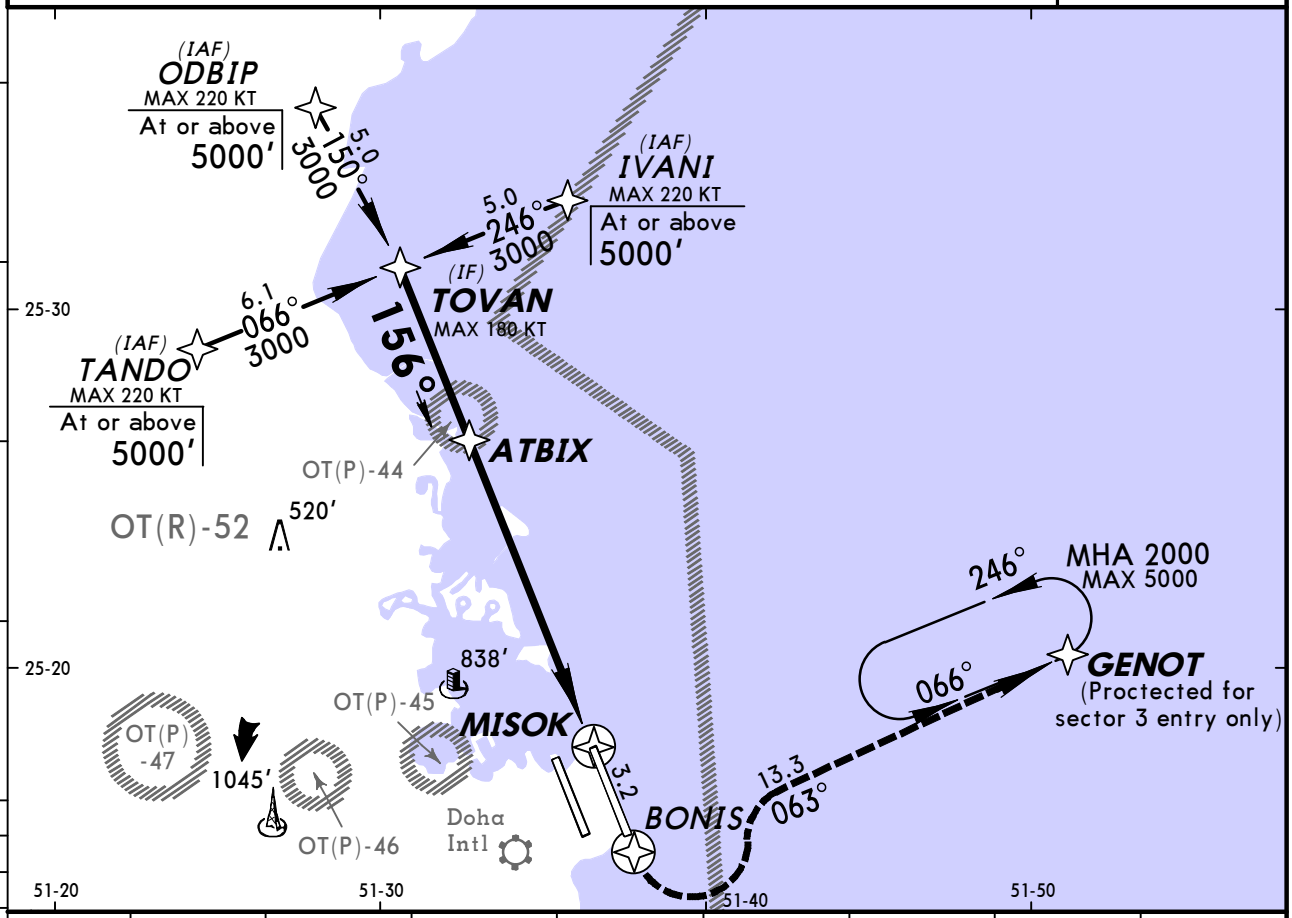
D-ATIS	DOHA RADAR (APP)	DOHA Approach	DOHA Director (APP)	HAMAD Tower West	HAMAD Tower East	Ground West	Ground East
126.850	121.10	119.725	119.40	118.025	118.525	118.650	120.225

RNAV	Final Apch Crs	Procedure Alt ATBIX	LNAV/VNAV DA(H)	Apt Elev
	156°	3000′ (2987′)	370′ (357′)	13′

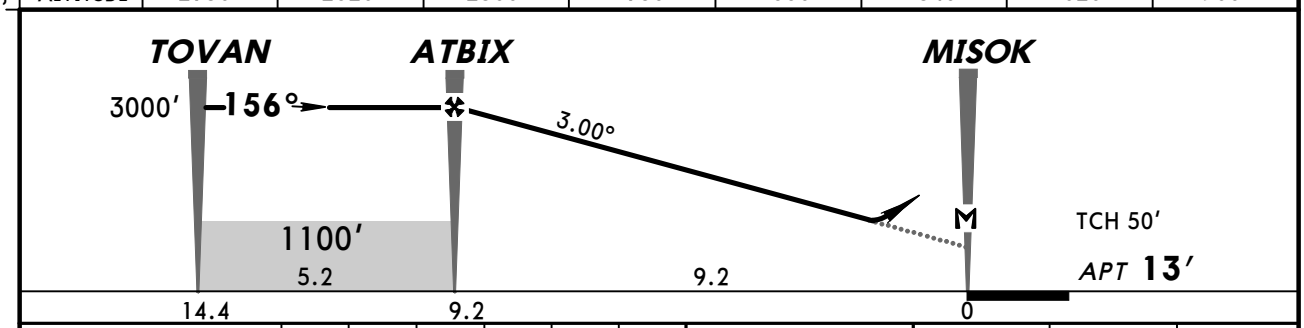
MISSED APCH: Climb STRAIGHT AHEAD to BONIS. At BONIS turn LEFT to GENOT. Climb and maintain 4000′. MAX 230 KT.

Alt Set: hPa Apt Elev: 0 hPa Trans level: FL 150 Trans alt: 13000′
Baro-VNAV not authorized below +15°C.

MSA ARP: 2100′



DIST to THR	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2930′	2620′	2300′	1980′	1660′	1340′	1020′	700′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at MISOK						

HIALS-II
PAPI PAPI

230 KT MAX

BONIS

PANS OPS

Standard STRAIGHT-IN LANDING RWY **16L**

	LNAV/VNAV DA(H) 370′(357′)		LNAV MDA(H) 570′(557′)	
		ALS out		ALS out
A	RVR 900m	RVR 1600m	RVR 1800m	CMV 2500m
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	620′ (607′) [1]	1600m
135	620′ (607′) [1]	1600m
180	1240′ (1227′) [1]	2400m
205	1240′ (1227′)	3600m

[1] After LNAV apch: VIS 2500m.

CHANGES: None.

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OTHH/DOH
HAMAD INTL

JEPPESEN

31 OCT 14
Eff 13 Nov

22-2

DOHA, QATAR
RNAV (GNSS) Rwy 16R

BRIEFING STRIP

D-ATIS	DOHA RADAR (APP)	DOHA Approach	DOHA Director (APP)	HAMAD Tower West	HAMAD Tower East	Ground West	Ground East
126.850	121.10	119.725	119.40	118.025	118.525	118.650	120.225

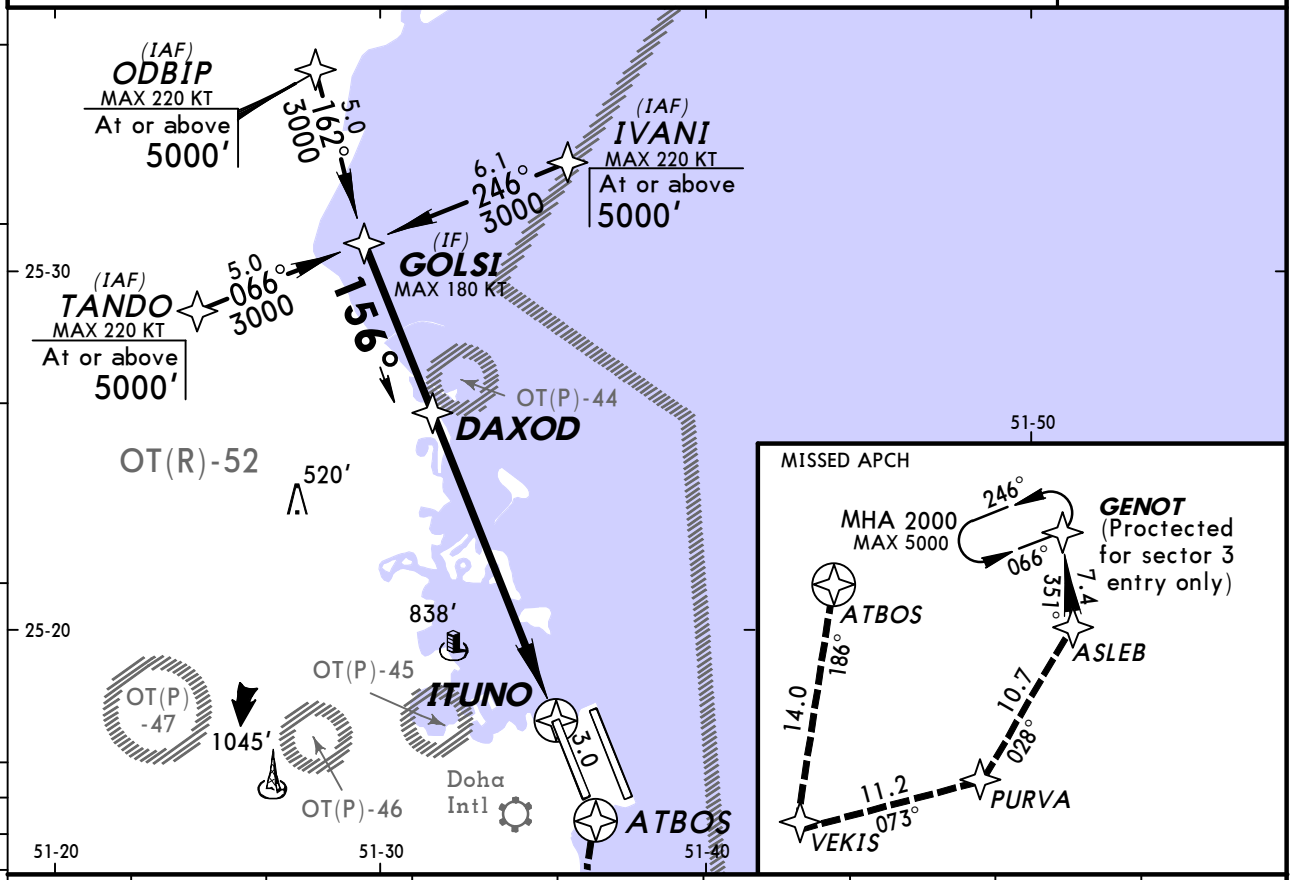
RNAV	Final Apch Crs	Procedure Alt DAXOD	LNAV/VNAV DA(H)	Apt Elev
	156°	3000′ (2987′)	380′ (367′)	13′

MISSED APCH: Climb STRAIGHT AHEAD to ATBOS. At ATBOS turn RIGHT to VEKIS, then LEFT to PURVA, then LEFTto ASLEB and then LEFT to GENOT. Climb and maintain 2000′. Climb in holding to 3000′. MAX 230 KT.

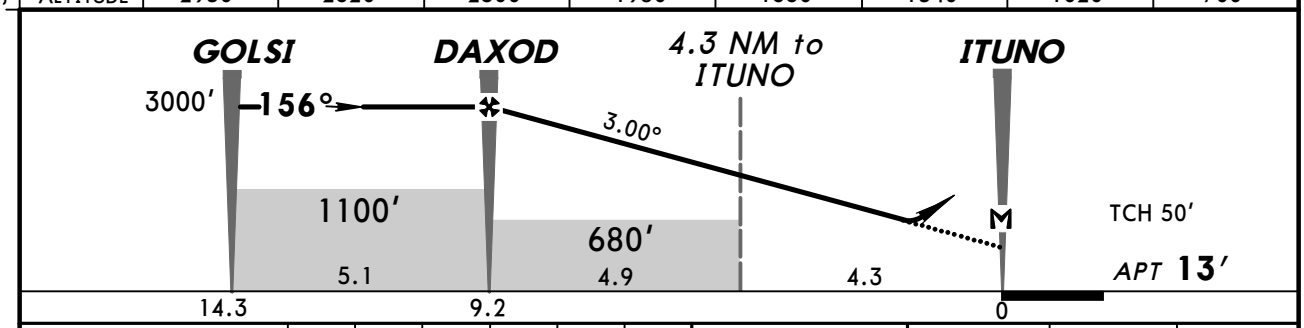
Alt Set: hPa Apt Elev: 0 hPa Trans level: FL 150 Trans alt: 13000′

Baro-VNAV not authorized below +15°C.

2100′
MSA ARP



DIST to THR	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2930′	2620′	2300′	1980′	1660′	1340′	1020′	700′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at ITUNO						

HIALS-II
PAPI PAPI

230 KT MAX

ATBOS

PANS OPS

Standard STRAIGHT-IN LANDING RWY **16R**

	LNAV/VNAV DA(H) 380′(367′)	ALS out	LNAV MDA(H) 570′(557′)	ALS out
A	RVR 1000m	RVR 1700m	RVR 1800m	CMV 2500m
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	620′ (607′) [1]	1700m
135	620′ (607′) [1]	1700m
180	1240′ (1227′) [1]	2400m
205	1240′ (1227′)	3600m

[1] After LNAV apch: VIS 2500m.

CHANGES: Waypoint ident.

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OTHH/DOH
HAMAD INTL

JEPPESEN

19 SEP 14 (22-3)

DOHA, QATAR
RNAV (GNSS) Rwy 34L

BRIEFING STRIP ™

D-ATIS	DOHA RADAR (APP)	DOHA Approach	DOHA Director (APP)	HAMAD Tower West	HAMAD Tower East	Ground West	Ground East
126.850	121.10	119.725	119.40	118.025	118.525	118.650	120.225

RNAV	Final Apch Crs	Procedure Alt VEBAD	LNAV/VNAV DA(H)	Apt Elev 13′
	336°	3000′ (2987′)	370′ (357′)	

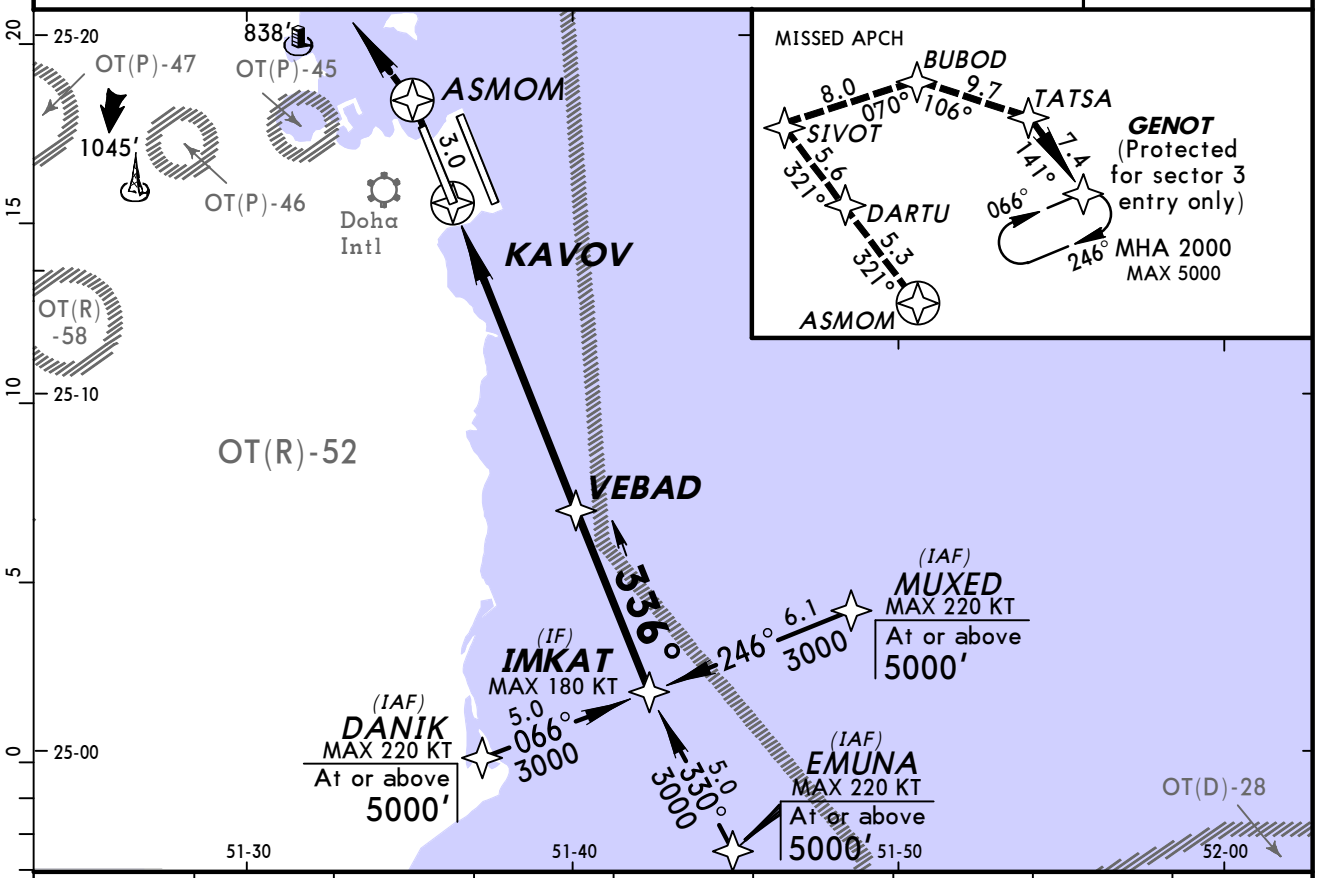
MISSED APCH: Climb STRAIGHT AHEAD to ASMOM, then turn LEFT to DARTU at or above 2500′, then STRAIGHT AHEAD to SIVOT at 5000′, then turn RIGHT to BUBOD, then turn RIGHT to TATSA and then turn RIGHT to GENOT. Maintain 5000′. MAX 210 KT.

Alt Set: hPa Apt Elev: 0 hPa Trans level: FL 150 Trans alt: 13000′

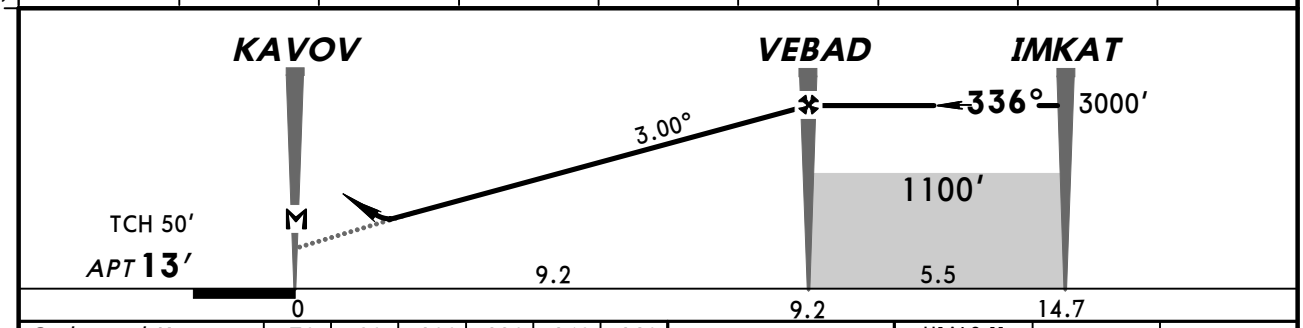
Baro-VNAV not authorized below +15°C.

2100′

MSA ARP



DIST to KAVOV	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	700′	1020′	1340′	1660′	1980′	2300′	2620′	2930′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at KAVOV						

HIALS-II PAPI PAPI

210 KT MAX

ASMOM

PANS OPS

Standard STRAIGHT-IN LANDING RWY **34L**

	LNAV/VNAV DA(H) 370′(357′)		LNAV MDA(H) 570′(557′)	
		ALS out		ALS out
A	RVR 900m	RVR 1600m	RVR 1800m	CMV 2500m
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	620′ (607′)	[1] 1600m
135	620′ (607′)	[1] 1600m
180	1240′ (1227′)	[1] 2400m
205	1240′ (1227′)	3600m

[1] After LNAV apch: VIS 2500m.

CHANGES: Communications.

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BRIEFING STRIP

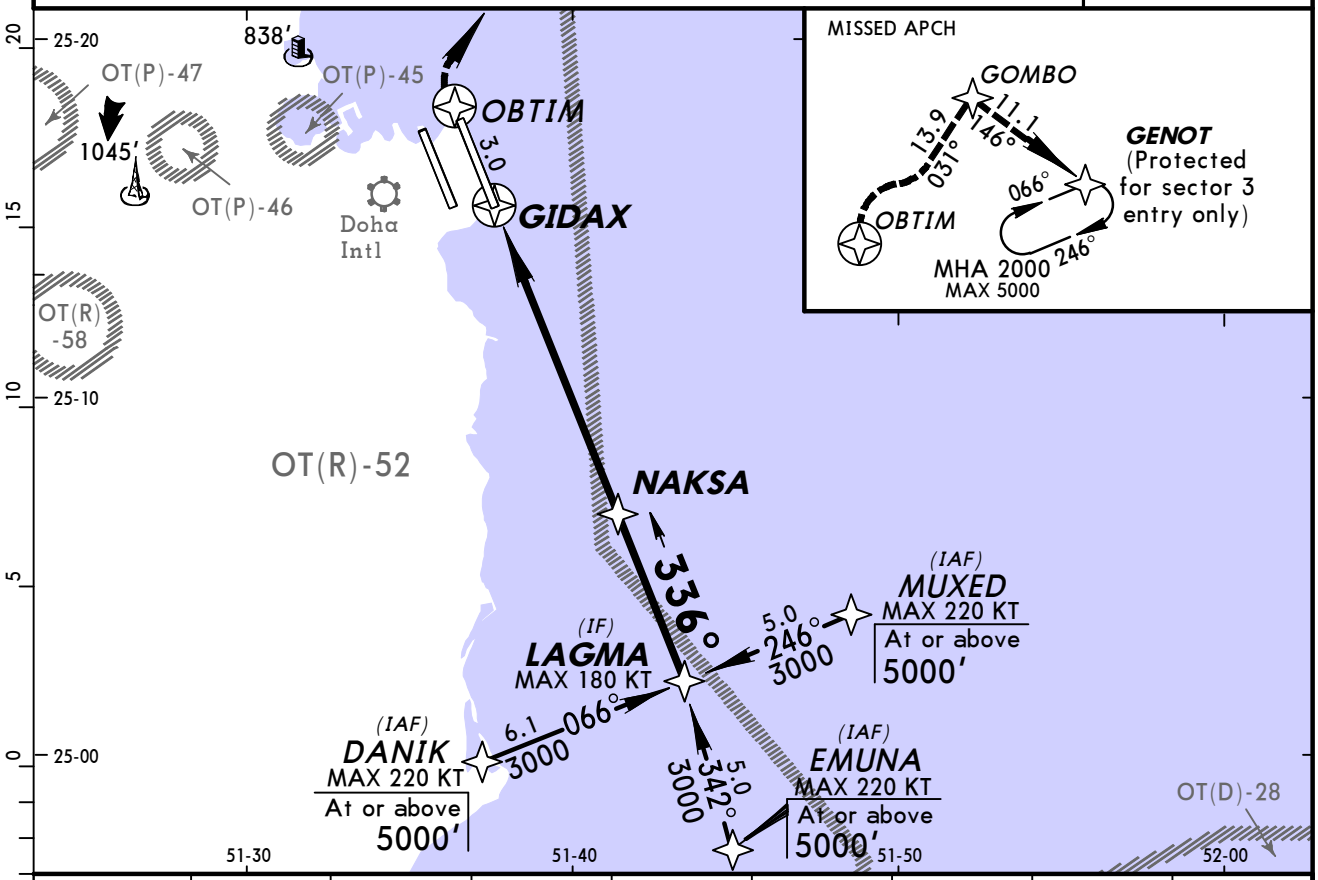
D-ATIS	DOHA RADAR (APP)	DOHA Approach	DOHA Director (APP)	HAMAD Tower West	HAMAD Tower East	Ground West	Ground East
126.850	121.10	119.725	119.40	118.025	118.525	118.650	120.225

RNAV	Final Apch Crs	Procedure Alt	LNAV/VNAV DA(H)	Apt Elev
	336°	NAKSA 3000′ (2987′)	310′ (297′)	13′

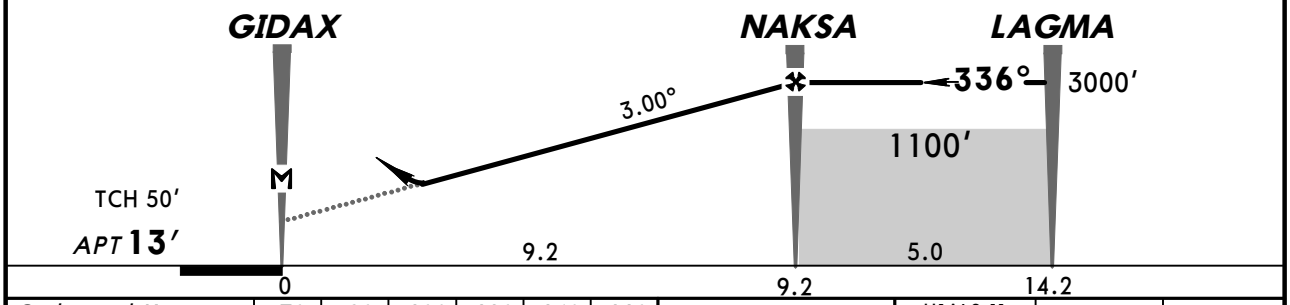
MISSED APCH: Climb STRAIGHT AHEAD to OBTIM. Turn RIGHT to GOMBO, then turn RIGHT to GENOT. Climb and maintain 4000′.
MAX 230 KT.

Alt Set: hPa Apt Elev: 0 hPa Trans level: FL 150 Trans alt: 13000′
Baro-VNAV not authorized below +15°C.

2100′
MSA ARP



DIST to GIDAX	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	700′	1020′	1340′	1660′	1980′	2300′	2620′	2930′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at GIDAX						

HIALS-II
PAPI PAPI

230 KT MAX

OBTIM

PANS OPS

Standard STRAIGHT-IN LANDING RWY **34R**

	LNAV/VNAV DA(H) 310′(297′)	ALS out	LNAV MDA(H) 410′(397′)	ALS out
A	RVR 750m [1]	RVR 1400m	RVR 1100m	RVR 1800m
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	620′ (607′) [2]	1500m
135	620′ (607′) [2]	1600m
180	1240′ (1227′)	2400m
205	1240′ (1227′)	3600m

[1] With TDZ, CL and HUD: RVR 650m. [2] After LNAV apch: VIS 1800m.

CHANGES: Communications.

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BRIEFING STRIP

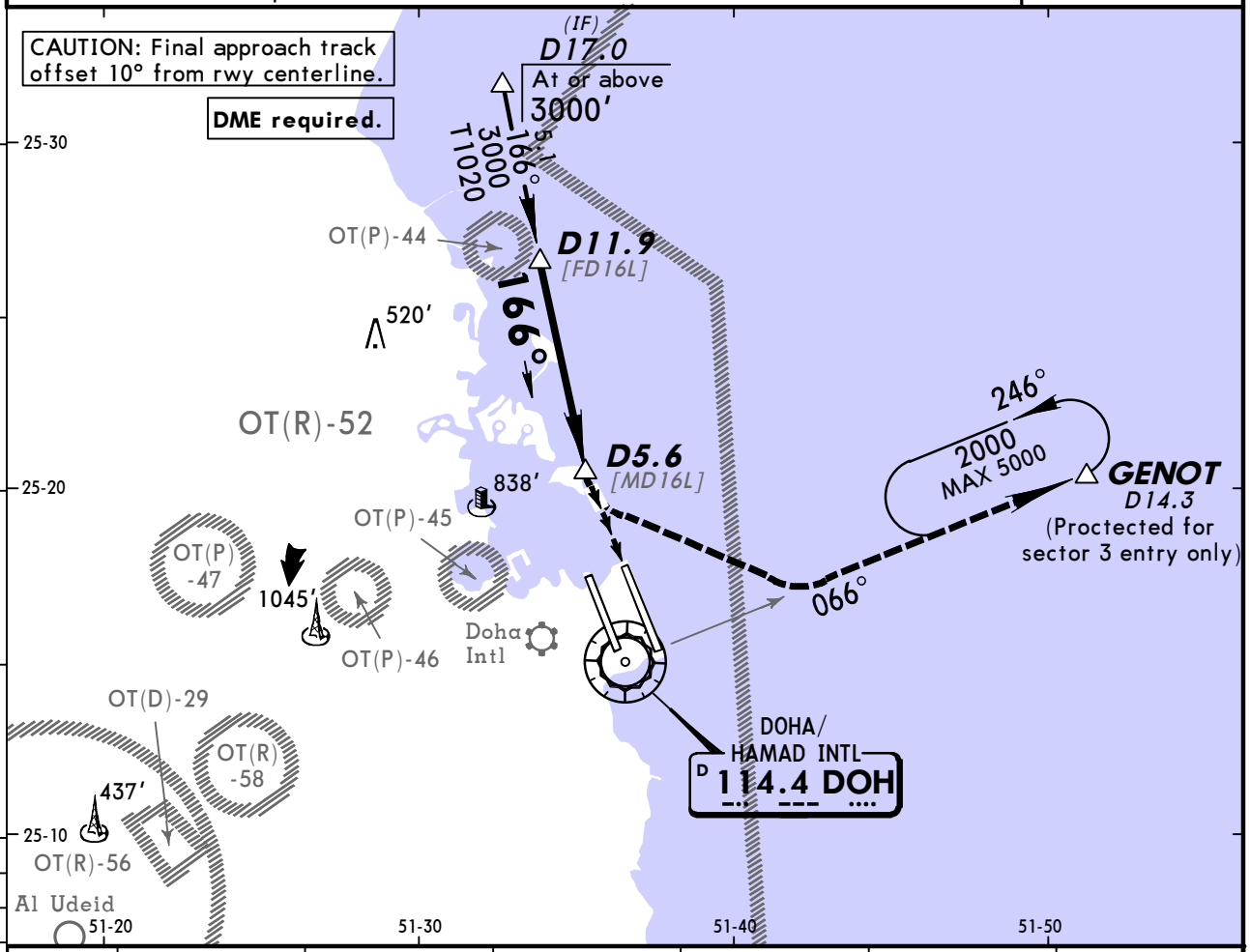
D-ATIS	DOHA RADAR (APP)	DOHA Approach	DOHA Director (APP)	HAMAD Tower West	HAMAD Tower East	Ground West	Ground East
126.850	121.10	119.725	119.40	118.025	118.525	118.650	120.225

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
DOH 114.4	166°	D11.9 3000′ (2987′)	1020′ (1007′)	13′

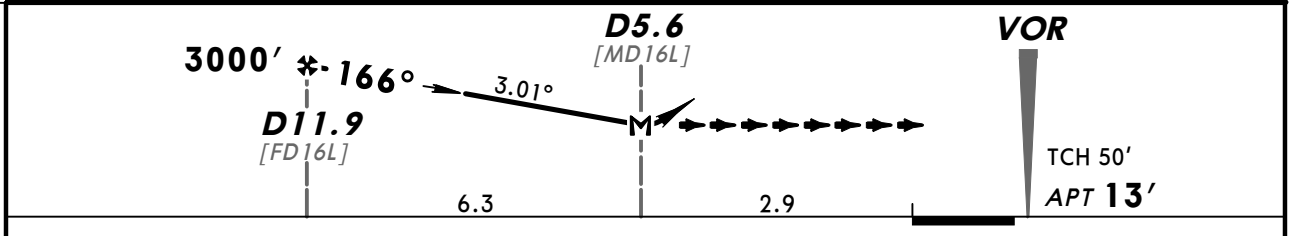
MISSED APCH: Turn LEFT onto R-066 to GENOT and hold. Climb and maintain 4000′.
Do not turn before MAP. MAX 230 KT.

Alt Set: hPa Apt Elev: 0 hPa Trans level: FL 150 Trans alt: 13000′

MSA DOH VOR: 2100′



DOH DME	11.0	10.0	9.0	8.0	7.0	6.0
ALTITUDE	2720′	2400′	2090′	1770′	1450′	1130′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.01°	373	479	532	639	745	852
MAP at D5.6							

HIALS-II PAPI PAPI

230 KT MAX

GENOT LT on DOH 114.4 R-066

PANS OPS

Standard STRAIGHT-IN LANDING RWY **16L**

MDA(H) **1020′** (1007′)

		ALS out
A	CMV 4100m	CMV 4900m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1020′ (1007′)	4900m
135		
180	1240′ (1227′)	4900m
205		

CHANGES: VOR ident.

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OTHH/DOH
HAMAD INTL

JEPPESEN
31 OCT 14 (23-2) Eff 13 Nov

DOHA, QATAR
VOR Rwy 16R

BRIEFING STRIP

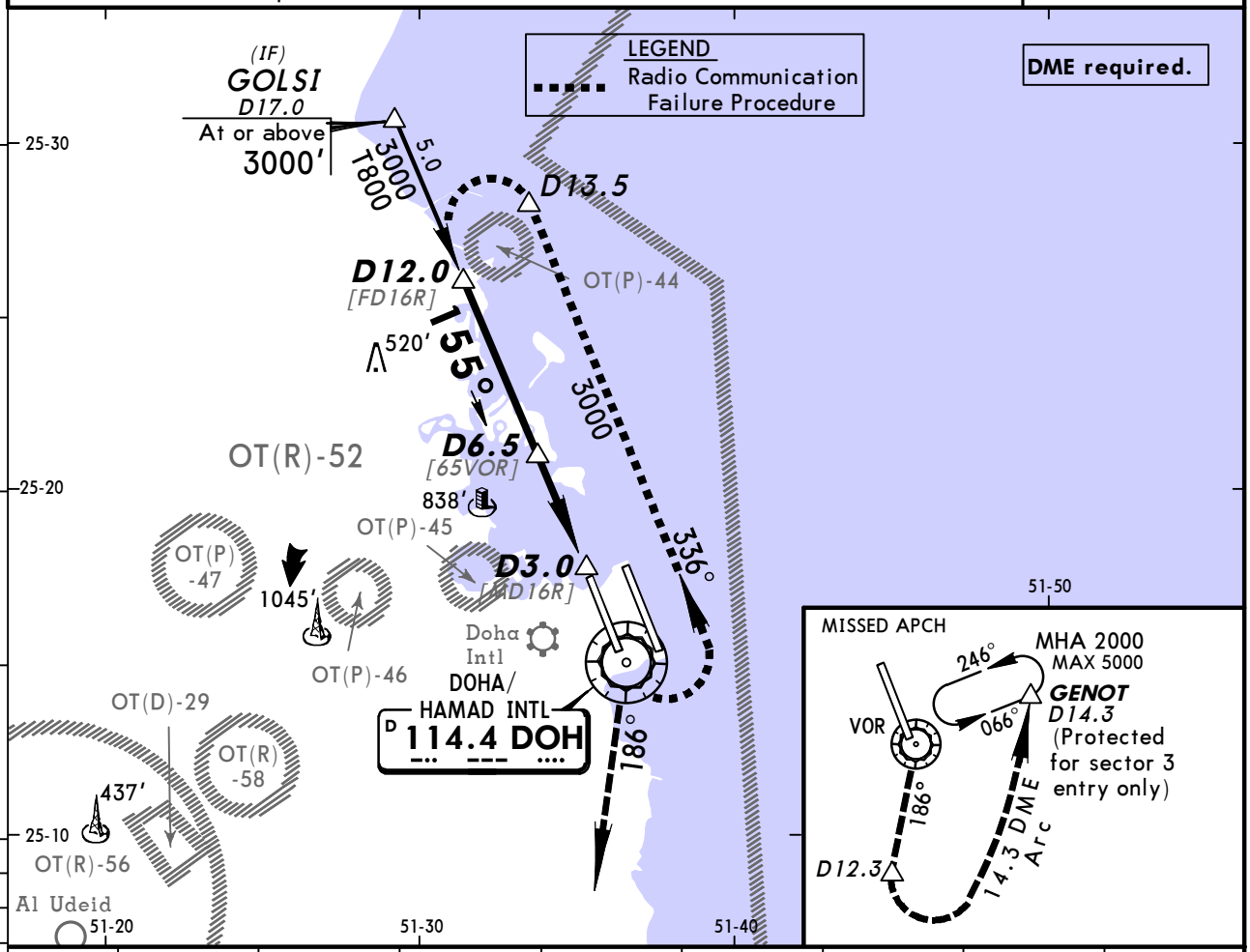
D-ATIS	DOHA RADAR (APP)	DOHA Approach	DOHA Director (APP)	HAMAD Tower West	HAMAD Tower East	Ground West	Ground East
126.850	121.10	119.725	119.40	118.025	118.525	118.650	120.225

VOR	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev
DOH 114.4	155°	D12.0 3000′ (2987′)	410′ (397′)	13′

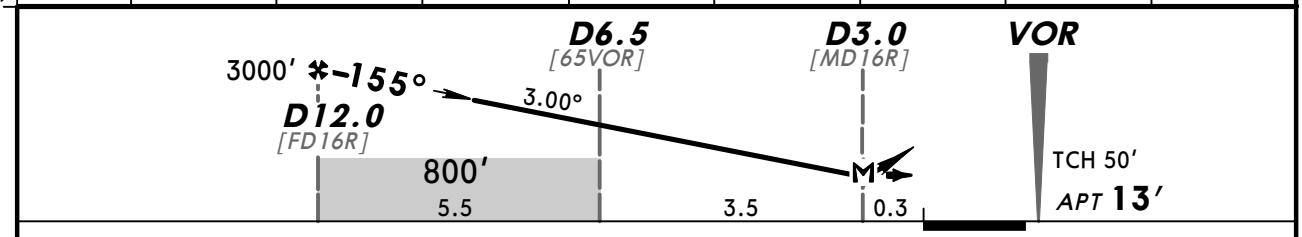
MISSED APCH: Climb STRAIGHT AHEAD until VOR turn RIGHT onto R-186. At D12.3 turn LEFT to intercept 14.3 DME Arc anti-clockwise to GENOT and hold. Climb and maintain to 2000′. Climb in the hold to 3000′. MAX 230 KT.

Alt Set: hPa | Apt Elev: 0 hPa | Trans level: FL 150 | Trans alt: 13000′

2100′
MSA DOH VOR



DOH DME	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0
ALTITUDE	2720′	2400′	2080′	1760′	1440′	1120′	810′	490′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D3.0							

HIALS-II
PAPI PAPI

230 KT MAX

DOH **114.4**

Standard STRAIGHT-IN LANDING RWY **16R**

MDA(H) **410′** (397′)

		ALS out
A	RVR 1100m	RVR 1800m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	620′ (607′)	1800m
135		
180	1240′ (1227′)	2400m
205	1240′ (1227′)	3600m

PANS OPS

CHANGES: VOR ident.

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OTHH/DOH
HAMAD INTL

JEPPESEN

31 OCT 14 (23-3) Eff 13 Nov

DOHA, QATAR
VOR Rwy 34L

BRIEFING STRIP ™

D-ATIS	DOHA RADAR (APP)	DOHA Approach	DOHA Director (APP)	HAMAD Tower West	HAMAD Tower East	Ground West	Ground East
126.850	121.10	119.725	119.40	118.025	118.525	118.650	120.225

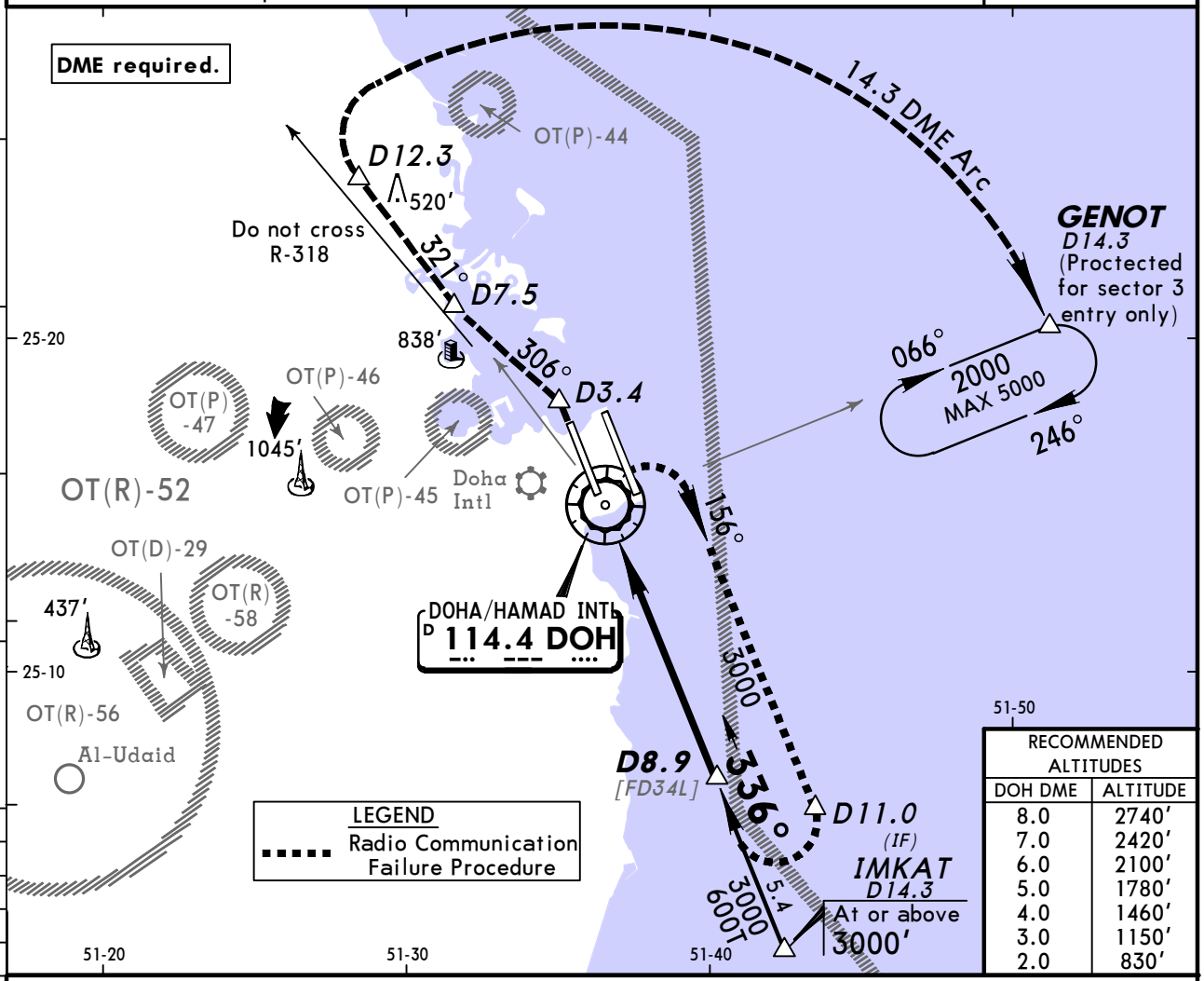
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
DOH 114.4	336°	D8.9 3000′ (2987′)	530′ (517′)	13′

MISSED APCH: Climb STRAIGHT AHEAD to D3.4, then turn LEFT onto 306° to intercept R-321 (do not cross R-318) crossing D7.5 at or above 2500′. At D12.3 turn RIGHT to intercept 14.3 DME Arc at 5000′. Proceed clockwise to GENOT and hold. Maintain 5000′.
MAX 230 KT.

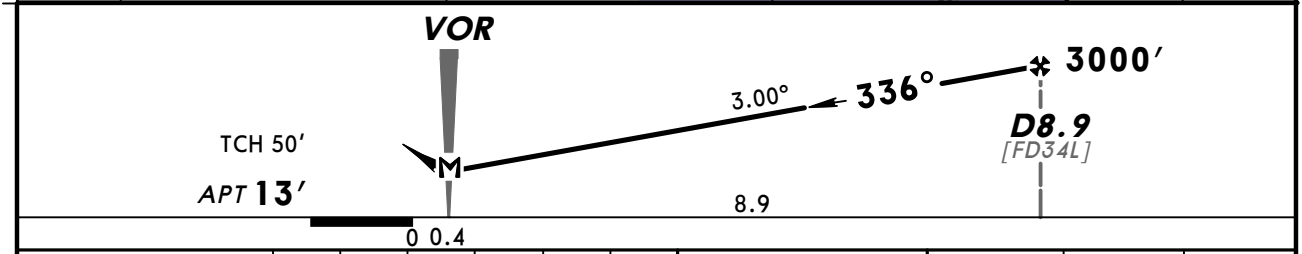
Alt Set: hPa | Apt Elev: 0 hPa | Trans level: FL 150 | Trans alt: 13000′

2100′

MSA DOH VOR



RECOMMENDED ALTITUDES	
DOH DME	ALTITUDE
8.0	2740′
7.0	2420′
6.0	2100′
5.0	1780′
4.0	1460′
3.0	1150′
2.0	830′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

HIALS-II PAPI PAPI

230 KT MAX

D3.4

PANS OPS

Standard STRAIGHT-IN LANDING RWY 34L

MDA(H) 530′ (517′)

		ALS out
A	RVR 1600m	CMV 2400m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	620′ (607′)	2400m
135		
180	1240′ (1227′)	2400m
205	1240′ (1227′)	3600m

CHANGES: VOR ident.

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BRIEFING STRIP

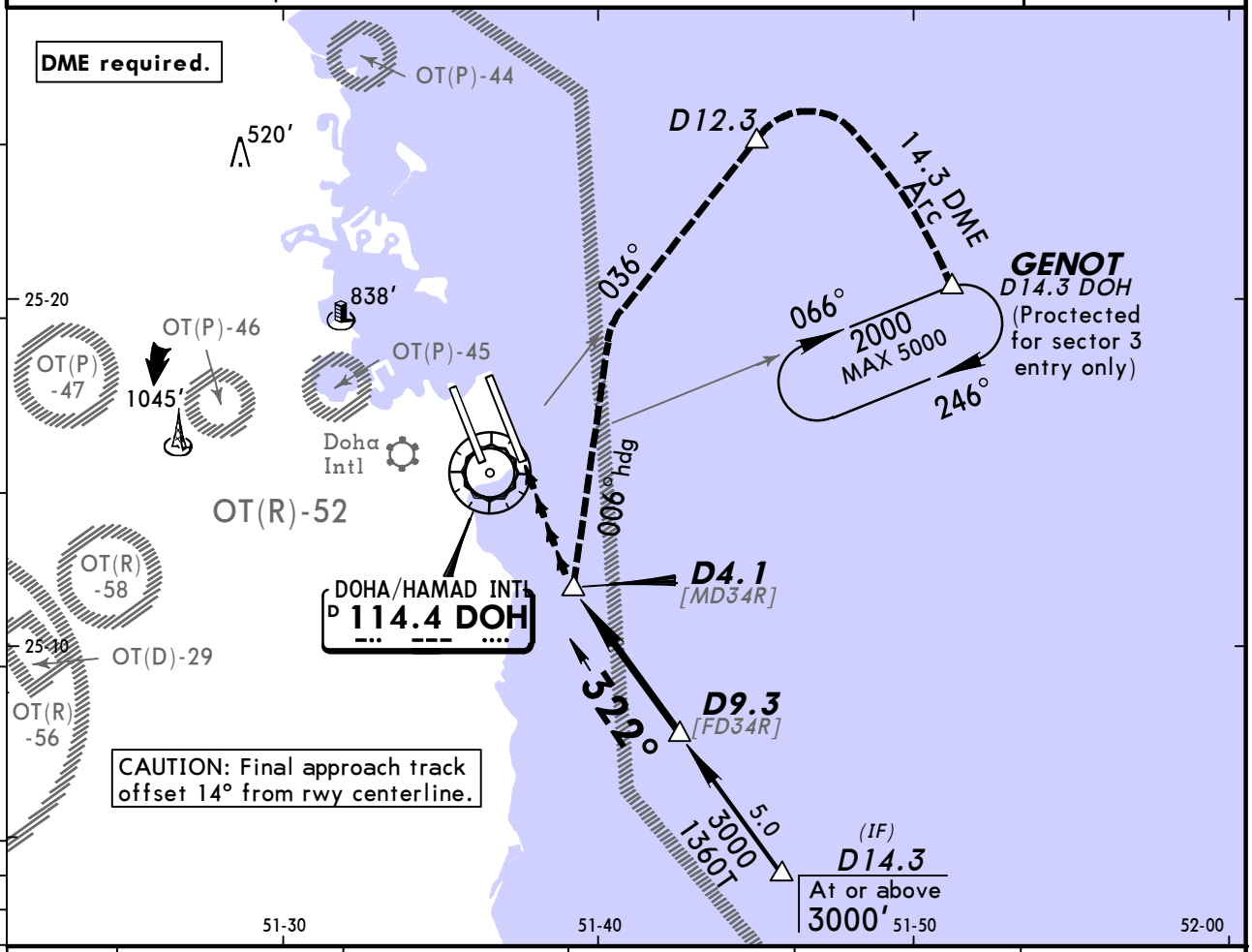
D-ATIS	DOHA RADAR (APP)	DOHA Approach	DOHA Director (APP)	HAMAD Tower West	HAMAD Tower East	Ground West	Ground East
126.850	121.10	119.725	119.40	118.025	118.525	118.650	120.225

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
DOH 114.4	322°	D9.3 3000′ (2987′)	1360′ (1347′)	13′

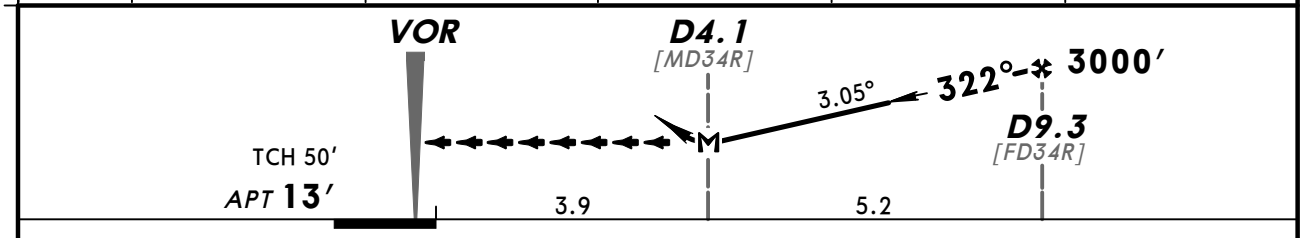
MISSED APCH: Turn RIGHT onto heading 006° to intercept R-036. At D12.3 turn RIGHT to intercept 14.3 DME Arc clockwise to GENOT and hold. Climb and maintain 4000′. Do not turn before MAP. MAX 230 KT.

Alt Set: hPa | Apt Elev: 0 hPa | Trans level: FL 150 | Trans alt: 13000′

2100′
MSA DOH VOR



DOH DME	5.0	6.0	7.0	8.0	9.0
ALTITUDE	1610′	1930′	2250′	2560′	2880′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.05°	378	486	540	648	755	863
MAP at D4.1							

HIALS-II
PAPI PAPI

230 KT MAX

RT onto 006° hdg

Standard STRAIGHT-IN LANDING RWY 34R

MDA(H) 1360′ (1347′)

ALS out

CMV 5000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1360′ (1347′)	5000m
135		
180		
205		

PANS OPS

CHANGES: VOR ident.

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JeppView for Windows

Chart changes since cycle 26-2014

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

DOHA, (HAMAD INTL - OTHH)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport OTHH