132 FLIP

Wing Document
Flight Information Publication
132nd Virtual Wing

132 FLIP

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Air Traffic Control (ATC): A ground installation that provides control of a designated aerodrome's ground and airspace. ATC features GROUND (GND), TOWER (TWR) and RAPCON (CON) controllers. These are responsible for safe deconfliction and vectoring in and outbound traffic in the airspace of an airbase.

0. Introduction

Scope: This document outlines the Charts, Airspace structure and procedures for airspace usage into one document collectively known as a 'FLIP', or 'Flight Information Publication' for Controllers as well as Pilots in the 132nd Virtual Wing. This document is part of a package of three documents that -combined- form the ruleset for conducting sorties on and around an airbase with proper communications discipline and operational procedures. The documents package consists of TTP-5, 176th SOP and the FLIP.

Content: This document begins with a general part on airspace structure as used on all (training) events hosted by the 132nd Virtual Wing. Thereafter various charts are presented of the various airbases in use by friendly forces. Please note that this document is very much subject to change and will be expanded, altered and revised as appropriate. **This FLIP contains parts of the excellent FLIP made for the Persian Gulf map for DCS by Papi with his consent.**

Pilot responsibility: Use common sense! Communication is key! It is impossible to cover each and every situation that might arise during departing or recovering from and towards airbases. Additionally, the rules and procedures in this document define the **standards**; Controllers keep the power to direct traffic differently if the situation calls for such a deviation. Pilots, however, are expected to follow the standards unless otherwise directed.

Recommended changes: Improvements and recommended changes to this TTP should be stated to the Wing Command Staff.

0.1 Used Abbreviations

AGL – Above Ground Level
CTR – Controlled Traffic Region
FL – Flight Level
GND – Ground (ATC position)
KTS – Knots
OHB – Overhead Break
RAPCON – Radar Approach Control (ATC position)
TA – Transition Altitude
TC – Transit Corridor
TL – Transition Level
TMA – Terminal Manoeuvring Area
TWR – Tower (ATC position)
VFR – Visual Flight Rules

1. General Information Regarding Airfield Facilities

1.1 Airspace classification

The 132nd Virtual Wing controlled airspace is modelled after Class C airspace:

a) All aircraft must maintain two-way communications with the appropriate control agency.
b) All movement is **clearance based**; pilots should **never** change course or altitude without having received clearance from the applicable control agency first.
c) This includes VFR departure and recovery routes; these routes can only be started after explicit clearance from the appropriate control agency.
d) Entering CTR or TMA requires clearance from ATC.
e) Leaving TMA and pushing for the next C2 agency requires clearance from ATC.
f) Once a pilot is under radar control, e.g. "Positive radar contact", the **controller** assumes **effective control over the aircraft's vertical and lateral path** until the controller issued a "resume own navigation and separation" ("proceed as fragged" by AWACS) command to the pilot.
g) If the airspace is uncontrolled as in, no controller available, pilots are responsible for own separation and it is mandatory to communicate position, heading, speed, altitude and intentions on the proper controlling frequency; all points stated above do still apply.

1.2 Runway selection procedure

Runway selection is made with regards to wind direction; a headwind condition should be selected at all times. Opposite runway selection is allowed:

a) with a tailwind component not exceeding 10 kts, or;
b) when emergency recovery demands immediate landing in opposite direction.

1.3 CTR – Controlled Traffic Region

Volume of airspace directly controlled by Tower (TWR) around the airbase, defined as follows:

a) Radius around the airbase reference point of **8 nautical miles** geographically.
b) From **ground level** up to and including **2000 feet AGL**.
c) Traffic pattern altitude of **1500 feet AGL** for fixed wing aircraft.
d) Traffic pattern altitude of **500 feet AGL** for rotary wing aircraft.

1.4 TMA – Terminal Manoeuvring Area

Volume of airspace directly controlled by Radar Approach Control (CON), defined as follows:

a) Depicted as a geographic region of airspace as depicted on the TMA chart for the applicable airbase.
b) From **ground level** up to and including **FL180**
c) Outside of the TMA boundary pilots are required to be in two-way communication on one of the applicable C2 frequencies at all times.

1.5 Transition Altitude and Level

For simplification the 176th has defined fixed values for TA and TL respectively;

a) Transition Altitude at **7000 feet AMSL**
b) Transition Level at **FL85**

Pilots are required to change from local area QNH to SPS when passing through 7000 feet AMSL and from SPS back to local area QNH when receiving a clearance to descend beyond TL, but at the latest at TL.

1.6 Transit Corridors

In between the various ranges and the boundaries of the TMA are Transit Corridors (TC).

a) Each corridor can be identified by its label 'TC-<name>'.

b) These corridors provide safe passage from one part of the AO to the next, without interrupting ongoing operations in the adjacent airspace.
c) Movement into, within and out of the corridors are subject to clearance from AWACS.
d) Corridors run from ground level (GND) to unlimited altitude (UNL).

1.7 Standard Approaches

The 176th supports VFR approaches.
The following standard approaches are supported:

a) Straight-in visual approach (after vectors)
b) Overhead Break (OHB)
c) VFR recovery route followed by a visual approach (straight-in or OHB)

1.8 IFR Procedures

IFR procedures are **not** supported nor trained by the 176th at this time and the current VFR recovery routes do not mix very well with IFR procedures.
TACAN and PAR approaches are being looked at for future integration, however.

2. OMAM – Al Dhafra

2.1 General Information

2.1.1 Compulsory Reporting Points

Pilots are **required** to communicate overflying the following points on the applicable frequency;
Departures 31L/R (responsible agency TWR):

a) AL QURM
b) EYEBALL
c) HEXX

Departures 13L/R (responsible agency TWR):

a) LAKE
b) VILLAGE

Recoveries 31L/R (responsible agency RAPCON):

a) X-JUNCTION
b) VILLAGE

Recoveries 13L/R (responsible agency RAPCON):

a) AL QURM
b) EYEBALL
c) HEXX

2.1.2 Operational Callsigns

Ground (GND) – “Al Dhafra Ground”
Tower (TWR) – “Al Dhafra Tower”
Radar Approach Control (RAPCON) – “Al Dhafra Control”

2.1.3 Standard Controller Schedule

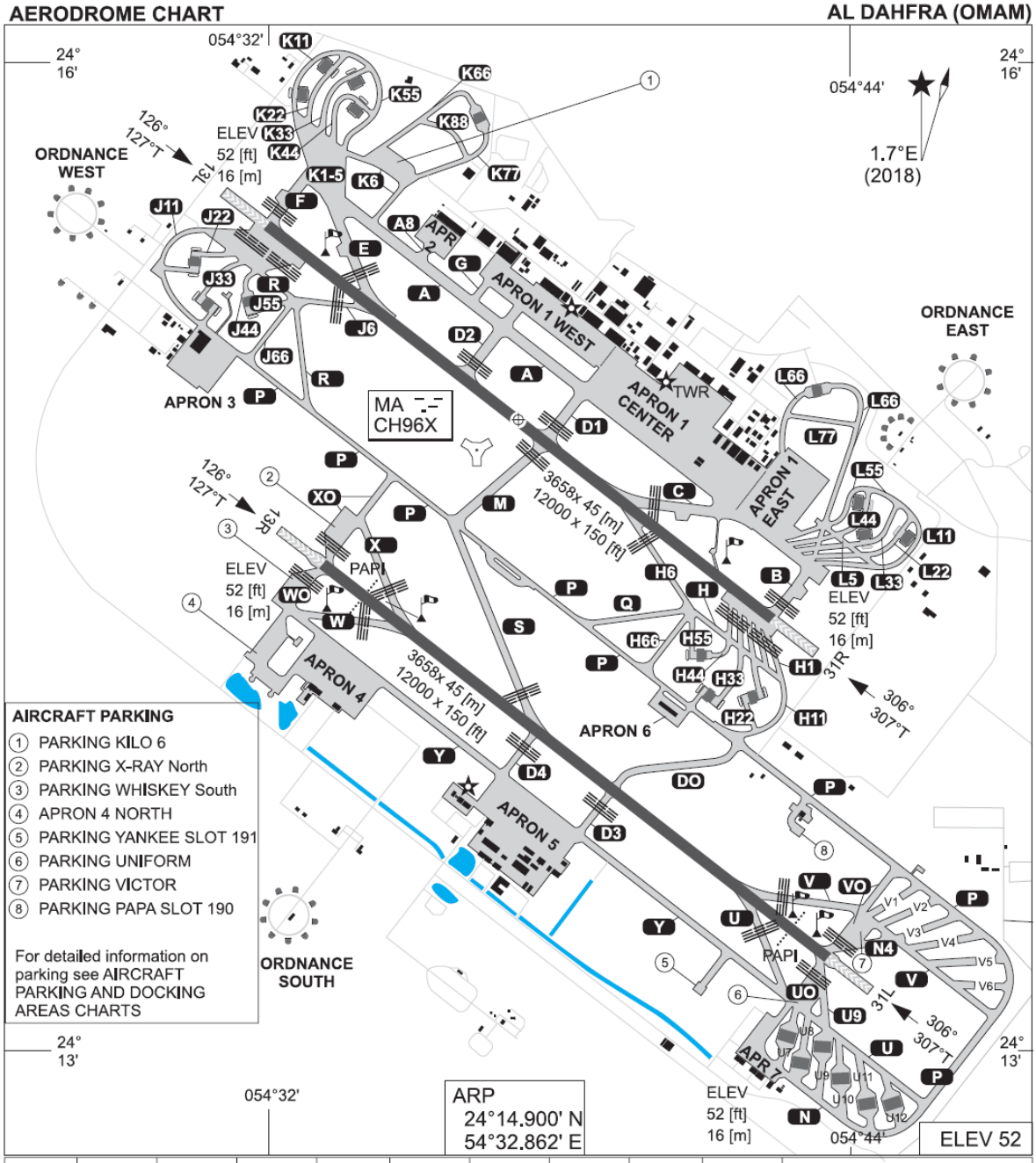
With only one controller signed up, Al Dhafra Ground and Tower will be merged. All pilots should contact Al Dhafra Tower on initial contact.

2.2 OMAM – Ground Chart

05

PANS-OPS
AERODROME CHART

AL DAHFRA (OMAM)



AIRCRAFT PARKING

1. PARKING KILO 6
2. PARKING X-RAY North
3. PARKING WHISKEY South
4. APRON 4 NORTH
5. PARKING YANKEE SLOT 191
6. PARKING UNIFORM
7. PARKING VICTOR
8. PARKING PAPA SLOT 190

For detailed information on parking see AIRCRAFT PARKING AND DOCKING AREAS CHARTS

RWY	PCN	TORA	ASDA	TODA	LDA	ALS	PAPI	TDZE		THR PSN
13L	35 R/B/W/T	12000				ALSF1		52		24°15.483'N 054°32.000'E
13R						ALSF1	2.75°	52		24°14.450'N 054°32.200'E
31L						ALSF1	2.75°	52		24°13.266'N 054°33.916'E
31R						ALSF1		52		24°14.300'N 054°33.716`E

TOWER	RADAR	PAR	GROUND	ATIS	TACAN	ILS
126.20 (126.50)	126.90	126.30	126.10	126.40	MA 96X	
	RWY	CAT	MINIMA			
			MINIMA ACCORDING TO PANS OPS			

CHANGE: TWR FREQ TWY G DESIG

MIL AIS ATC Neuenbrook 09 FEB 2020

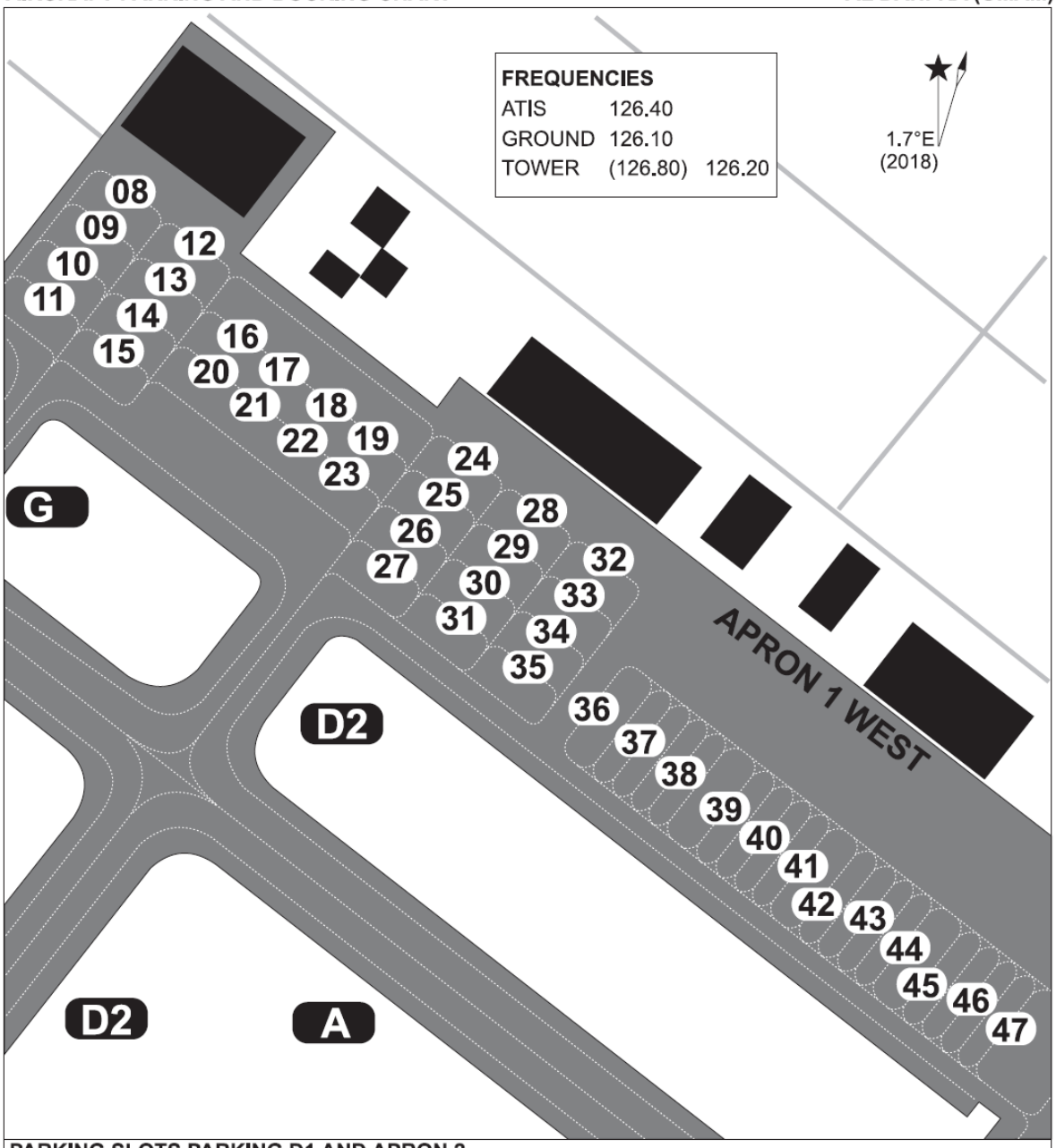
AERODROME CHART **AL DHAFRA (OMAM)**

2.3 OMAM – Apron 1 West

07

PANS-OPS
AIRCRAFT PARKING AND DOCKING CHART

PARKING APRON 1 WEST
AL DAHFRA (OMAM)



PARKING SLOTS PARKING D1 AND APRON 2

SLOT	LATITUDE	LONGITUDE	ELEV.	SLOT	LATITUDE	LONGITUDE	ELEV.	SLOT	LATITUDE	LONGITUDE	ELEV.
08	24°15.397'	054°32.777'	52	21	24°15.321'	054°32.829'	52	34	24°15.242'	054°32.943'	52
09	24°15.384'	054°32.766'	52	22	24°15.308'	054°32.848'	52	35	24°15.229'	054°32.933'	52
10	24°15.371'	054°32.757'	52	23	24°15.294'	054°32.868'	52	36	24°15.215'	054°32.960'	52
11	24°15.359'	054°32.745'	52	24	24°15.304'	054°32.912'	52	37	24°15.202'	054°32.980'	52
12	24°15.377'	054°32.805'	52	25	24°15.290'	054°32.902'	52	38	24°15.192'	054°32.994'	52
13	24°15.364'	054°32.795'	52	26	24°15.279'	054°32.890'	52	39	24°15.180'	054°33.014'	52
14	24°15.353'	054°32.783'	52	27	24°15.267'	054°32.879'	52	40	24°15.170'	054°33.028'	52
15	24°15.339'	054°32.773'	52	28	24°15.267'	054°32.939'	52	41	24°15.160'	054°33.043'	52
16	24°15.343'	054°32.823'	52	29	24°15.273'	054°32.927'	52	42	24°15.153'	054°33.054'	52
17	24°15.334'	054°32.839'	52	30	24°15.260'	054°32.916'	52	43	24°15.143'	054°33.069'	52
18	24°15.321'	054°32.858'	52	31	24°15.248'	054°32.907'	52	44	24°15.133'	054°33.084'	52
19	24°15.310'	054°32.874'	52	32	24°15.267'	054°32.966'	52	45	24°15.125'	054°33.095'	52
20	24°15.333'	054°32.812'	52	33	24°15.255'	054°32.955'	52	46	24°15.115'	054°33.110'	52
								47	24°15.106'	054°33.124'	52

CHANGE: TWR FREQ TWY G DESIG

MIL AIS ATC Neuenbrook 09 FEB 2020

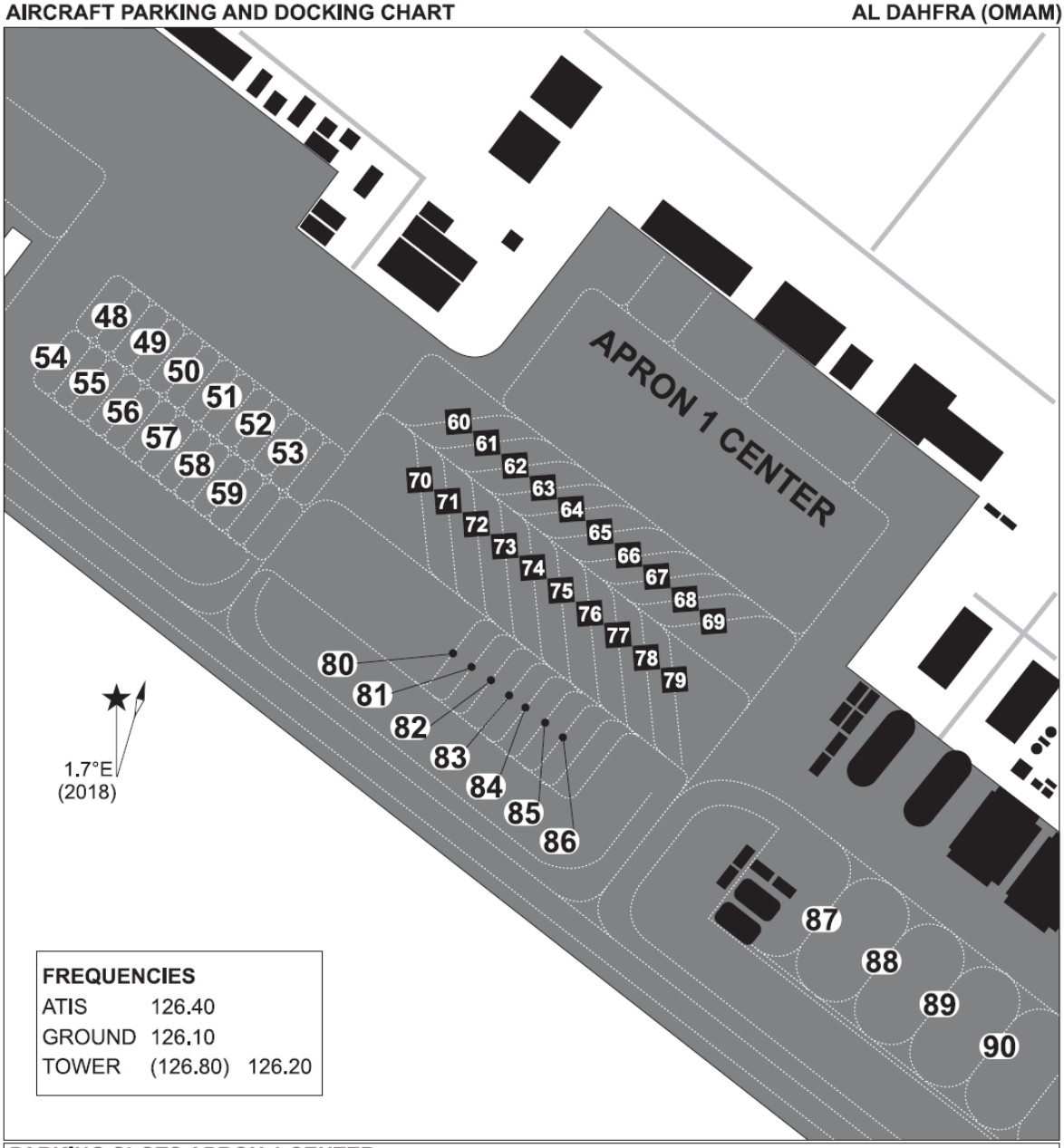
AIRCRAFT PARKING AND DOCKING CHART

AL DHAFRA (OMAM)

08

PANS-OPS
AIRCRAFT PARKING AND DOCKING CHART

PARKING APRON 1 CENTER
AL DAHFRA (OMAM)



PARKING SLOTS APRON 1 CENTER

SLOT	LATITUDE	LONGITUDE	ELEV.	SLOT	LATITUDE	LONGITUDE	ELEV.	SLOT	LATITUDE	LONGITUDE	ELEV.
48	24°15.041'	054°33.162'	52	63	24°14.968'	054°33.367'	52	78	24°14.896'	054°33.415'	52
49	24°15.029'	054°33.179'	52	64	24°14.959'	054°33.380'	52	79	24°14.887'	054°33.429'	52
50	24°15.018'	054°33.196'	52	65	24°14.949'	054°33.394'	52	80	24°14.897'	054°33.325'	52
51	24°15.006'	054°33.213'	52	66	24°14.940'	054°33.407'	52	81	24°14.890'	054°33.334'	52
52	24°14.994'	054°33.228'	52	67	24°14.931'	054°33.421'	52	82	24°14.884'	054°33.342'	52
53	24°14.983'	054°33.145'	52	68	24°14.922'	054°33.434'	52	83	24°14.879'	054°33.351'	52
54	24°15.023'	054°33.132'	52	69	24°14.912'	054°33.449'	52	84	24°14.873'	054°33.360'	52
55	24°15.010'	054°33.151'	52	70	24°14.971'	054°33.307'	52	85	24°14.867'	054°33.368'	52
56	24°14.999'	054°33.166'	52	71	24°14.962'	054°33.320'	52	86	24°14.861'	054°33.376'	52
57	24°14.987'	054°33.184'	52	72	24°14.952'	054°33.334'	52	87	24°14.775'	054°33.494'	52
58	24°14.976'	054°33.200'	52	73	24°14.943'	054°33.348'	52	88	24°14.756'	054°33.522'	52
59	24°14.965'	054°33.217'	52	74	24°14.933'	054°33.362'	52	89	24°14.737'	054°33.548'	52
60	24°14.997'	054°33.325'	52	75	24°14.924'	054°33.376'	52	90	24°14.720'	054°33.574'	52
61	24°14.988'	054°33.338'	52	76	24°14.915'	054°33.388'	52				
62	24°14.977'	054°33.353'	52	77	24°14.906'	054°33.402'	52				

CHANGE: FORMAT

MIL AIS ATC Neuenbrook 31 DEC 2018

AIRCRAFT PARKING AND DOCKING CHART

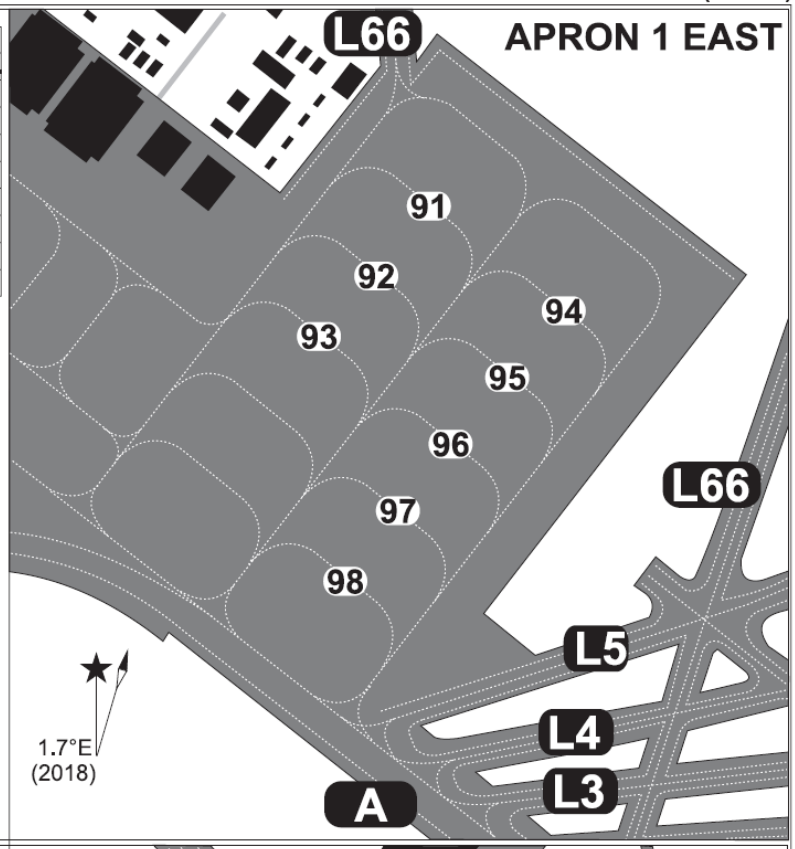
AL DHAFRA (OMAM)

09

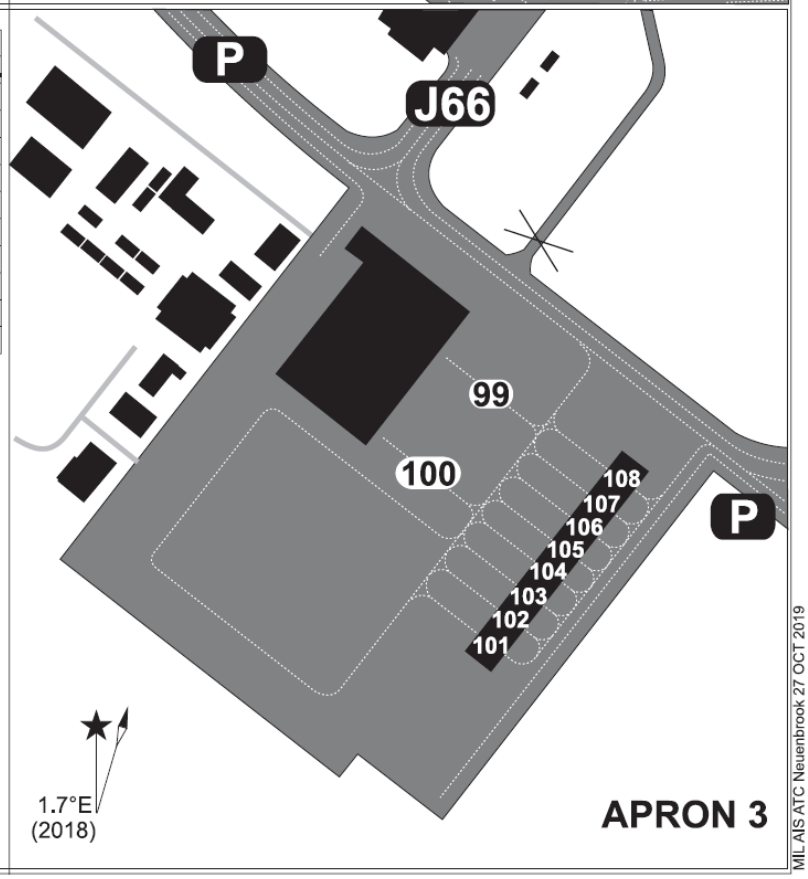
PANS-OPS
AIRCRAFT PARKING AND DOCKING CHART

PARKING APRON 1 EAST, APRON 3
AL DAHFRA (OMAM)

PARKING SLOTS APRON 1 EAST			
SLOT	LATITUDE	LONGITUDE	ELEV.
91	24°14.773'	054°33.748'	52
92	24°14.738'	054°33.735'	52
93	24°14.719'	054°33.699'	52
94	24°14.715'	054°33.833'	52
95	24°14.688'	054°33.807'	52
96	24°14.660'	054°33.783'	52
97	24°14.630'	054°33.764'	52
98	24°14.605'	054°33.742'	52



PARKING SLOTS APRON 3			
SLOT	LATITUDE	LONGITUDE	ELEV.
99	24°15.111'	054°31.826'	52
100	24°15.084'	054°31.804	52
101	24°15.029'	054°31.826'	52
102	24°15.037'	054°31.833'	52
103	24°15.044'	054°31.840'	52
104	24°15.053'	054°31.846'	52
105	24°15.060'	054°31.852'	52
106	24°15.068'	054°31.859'	52
107	24°15.076'	054°31.865'	52
108	24°15.084'	054°31.872'	52



FREQUENCIES		
ATIS	126.40	
GROUND	126.10	
TOWER	(126.80)	126.20

CHANGE: TW DESIGNATORS

MIL AIS ATC Neuenbrook 27 OCT 2019

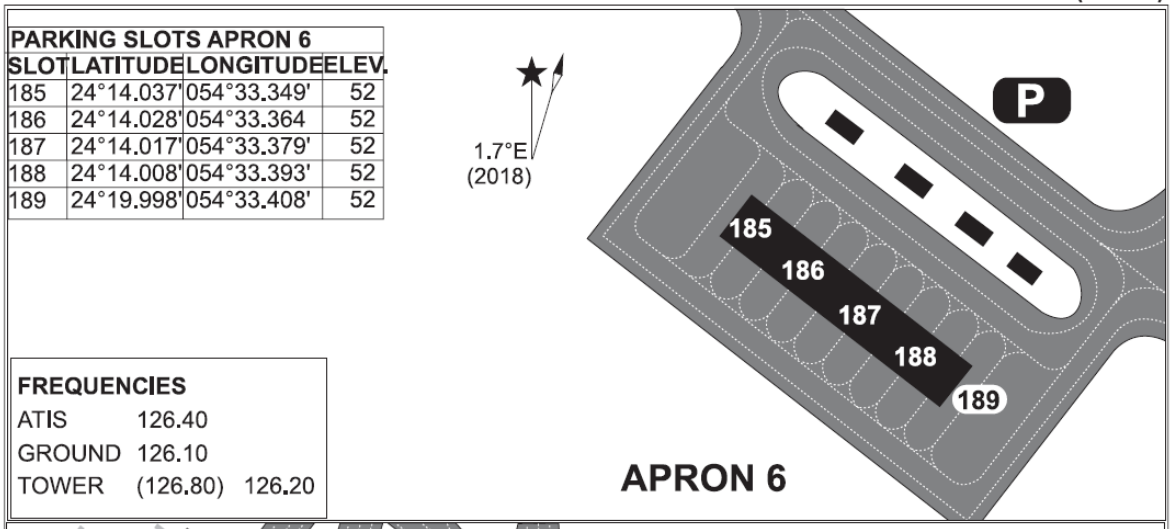
AIRCRAFT PARKING AND DOCKING CHART

AL DHAFRA (OMAM)

10

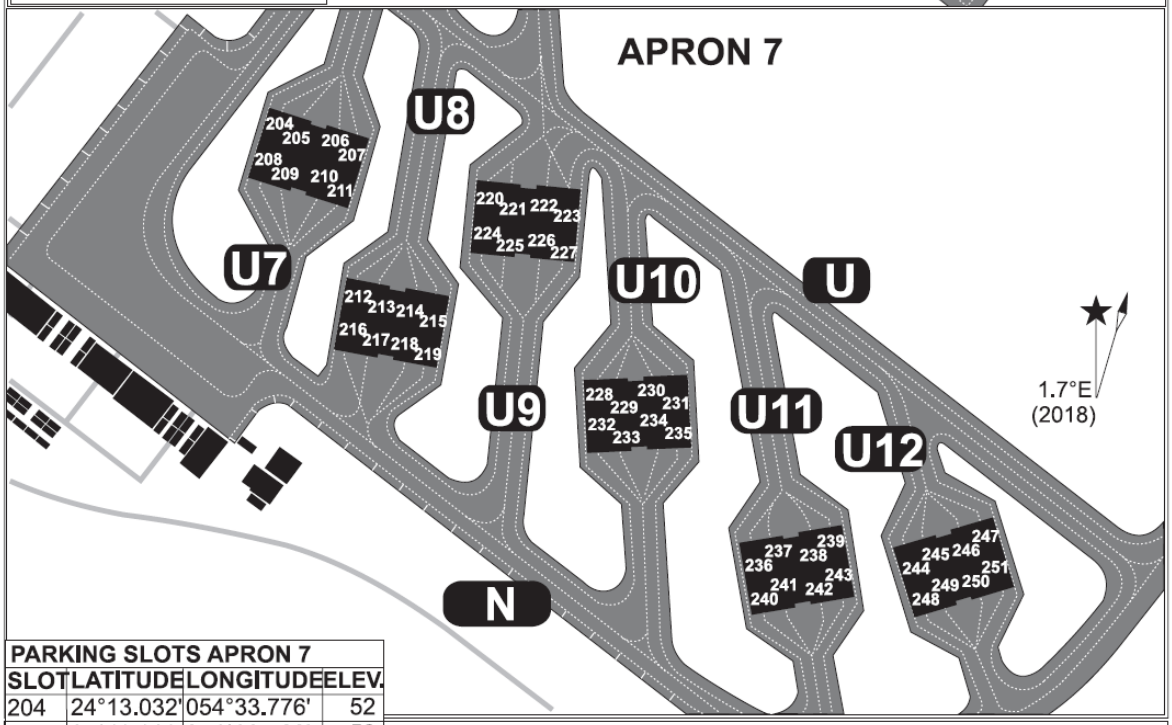
PANS-OPS
AIRCRAFT PARKING AND DOCKING CHART

PARKING APRON 6, APRON 7
AL DAHFRA (OMAM)



PARKING SLOTS APRON 6			
SLOT	LATITUDE	LONGITUDE	ELEV.
185	24°14.037'	054°33.349'	52
186	24°14.028'	054°33.364	52
187	24°14.017'	054°33.379'	52
188	24°14.008'	054°33.393'	52
189	24°19.998'	054°33.408'	52

FREQUENCIES		
ATIS	126.40	
GROUND	126.10	
TOWER	(126.80)	126.20



PARKING SLOTS APRON 7			
SLOT	LATITUDE	LONGITUDE	ELEV.
204	24°13.032'	054°33.776'	52
205	24°13.029'	054°33.788'	52
206	24°13.023'	054°33.807'	52
207	24°13.020'	054°33.818'	52
208	24°13.015'	054°33.771'	52
209	24°13.012'	054°33.783'	52
210	24°13.007'	054°33.802'	52
211	24°13.004'	054°33.814'	52
212	24°12.947'	054°33.821'	52
213	24°12.944'	054°33.833'	52
214	24°12.941'	054°33.853'	52
215	24°12.939'	054°33.865'	52
216	24°12.929	054°33.818'	52
217	24°12.927	054°33.831'	52
218	24°12.924	054°33.850'	52
219	24°12.923	054°33.862'	52
220	24°12.997	054°33.894'	52
221	24°12.996	054°33.906'	52

SLOT	LATITUDE	LONGITUDE	ELEV.
222	24°12.995'	054°33.926'	52
223	24°12.994'	054°33.938'	52
224	24°12.981'	054°33.892'	52
225	24°12.980'	054°33.905'	52
226	24°12.978'	054°33.924'	52
227	24°12.977'	054°33.936'	52
228	24°12.897'	054°33.956'	52
229	24°12.898'	054°33.968'	52
230	24°12.900'	054°33.989'	52
231	24°12.901'	054°34.000'	52
232	24°12.881'	054°33.957'	52
233	24°12.882'	054°33.969'	52
234	24°12.883'	054°33.989'	52
235	24°12.884'	054°34.002'	52
236	24°12.818'	054°34.044'	52

SLOT	LATITUDE	LONGITUDE	ELEV.
237	24°12.821'	054°34.056'	52
238	24°12.824'	054°34.077'	52
239	24°12.826'	054°34.088'	52
240	24°12.801'	054°34.048'	52
241	24°12.803'	054°34.060'	52
242	24°12.807'	054°34.079'	52
243	24°12.810'	054°34.092'	52
244	24°12.818'	054°34.131'	52
245	24°12.822'	054°34.143'	52
246	24°12.827'	054°34.161'	52
247	24°12.830'	054°34.172'	52
248	24°12.802'	054°34.136'	52
249	24°12.805'	054°34.147'	52
250	24°12.811'	054°34.167'	52
251	24°12.814'	054°34.178'	52

CHANGE: TW DESIGNATORS

MIL AIS ATC Neuenbrook 27 OCT 2019

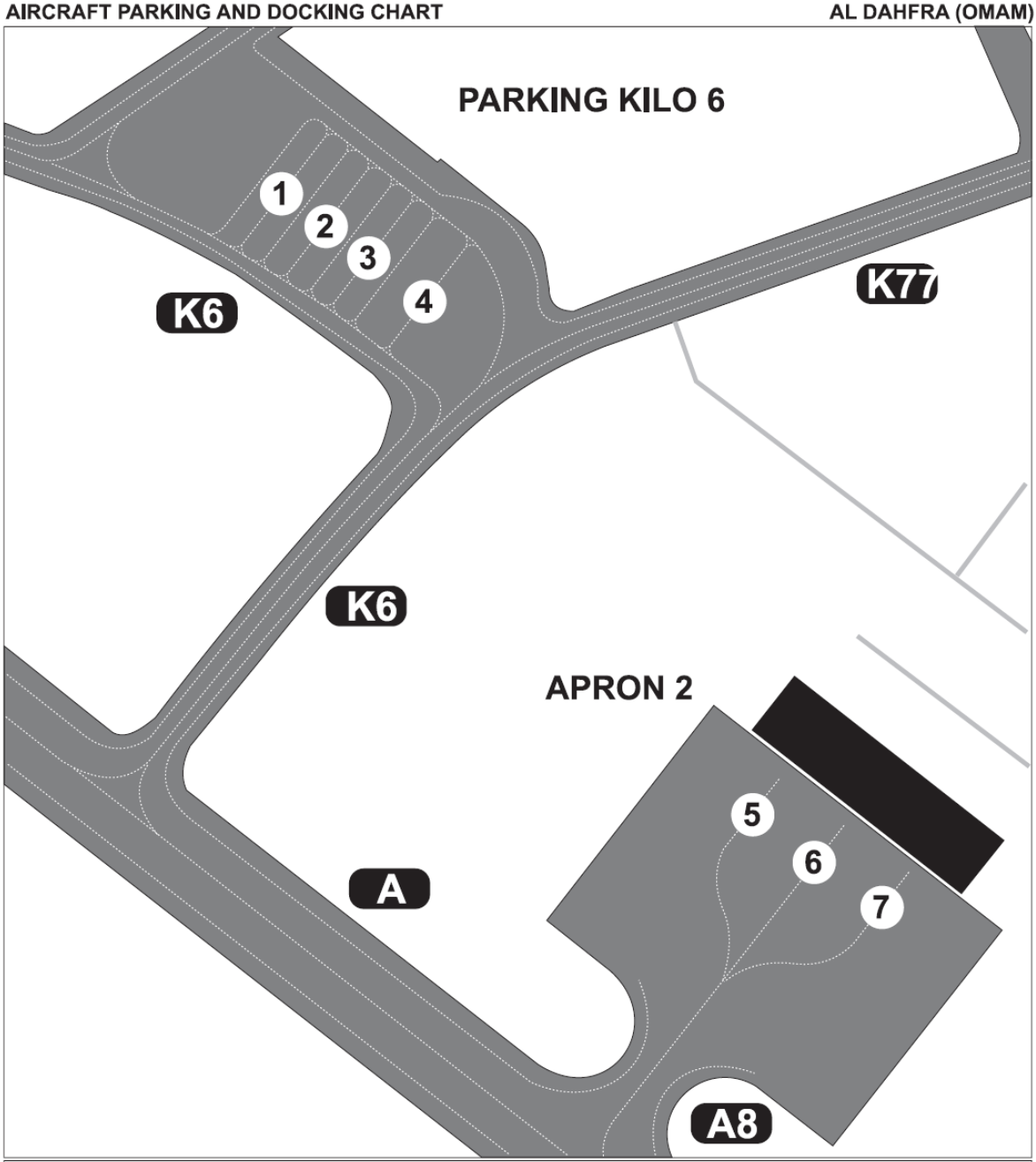
AIRCRAFT PARKING AND DOCKING CHART

AL DHAFRA (OMAM)

06

PANS-OPS
AIRCRAFT PARKING AND DOCKING CHART

PARKING K6 AND APRON 2
AL DAHFRA (OMAM)



PARKING SLOTS PARKING K6 AND APRON 2

SLOT Nr.	LATITUDE	LONGITUDE	ELEV.
1	24°15.695'	054°32.402'	52
2	24°15.685'	054°32.417'	52
3	24°15.675'	054°32.433'	52
4	24°15.663'	054°32.453'	52
5	24°15.499'	054°32.564'	52
6	24°15.483'	054°32.586'	52
7	24°15.469'	054°32.608'	52

FREQUENCIES

ATIS	126.40	
GROUND	126.10	
TOWER	(126.80)	126.20

CHANGE: TW DESIGNATORS

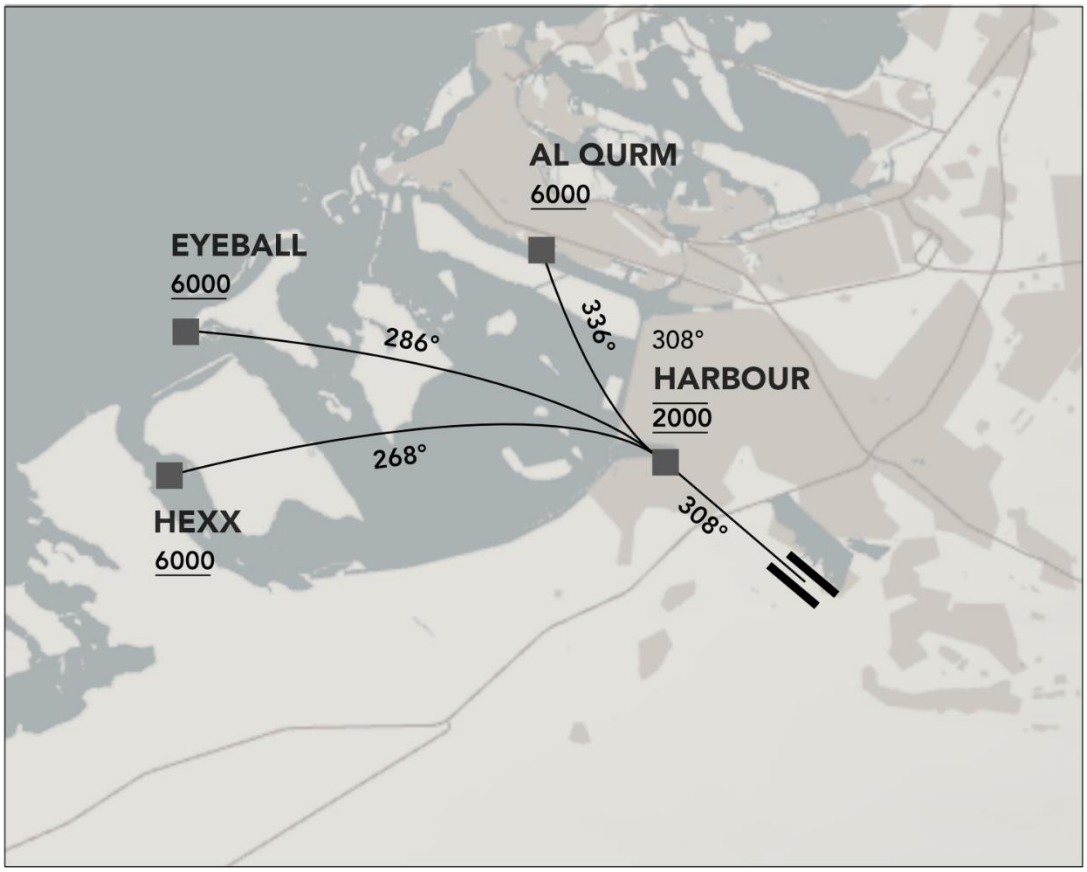
MIL AIS ATC Neuenbrook 27 OCT 2019

AIRCRAFT PARKING AND DOCKING CHART

AL DHAFRA (OMAM)

VDC-VISUAL DEPARTURE CHART RWY 31 DEPARTURE

AL DHAFRA **OMAM**				
	ATIS	126.400	TCN 96X	
	RAPCON	127.100	TRANSITION ALTITUDE	7000
	TWR	126.200	MAGNETIC VARIATION	-2°



HARBOUR
N 24 18 35
E 54 27 34

AL QURM
N 24 25 11
E 54 24 04

EYEBALL
N 24 22 15
E 54 12 18

HEXX
N 24 17 41
E 54 11 33

MANSA-1 DEPARTURE

Fly 308° to 2000ft by 6nm,
Climb 058° to be at or above
6000ft at AL QURM

MANSA-2 DEPARTURE

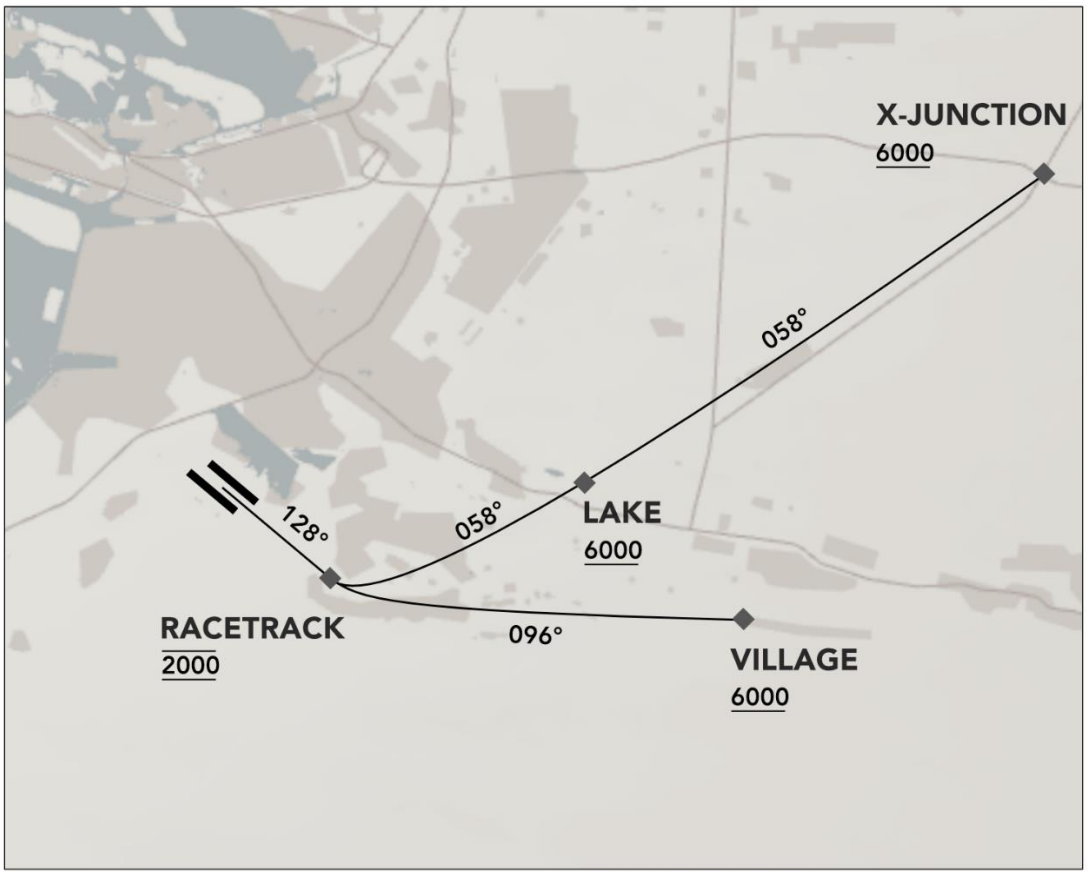
Fly 308° to 2000ft by 6nm
Climb 096° to be at or above
6000ft at EYEBALL

MANSA-3 DEPARTURE

Fly 308° to 2000ft by 6nm
Climb 096° to be at or above
6000ft at HEXX

VDC-VISUAL DEPARTURE CHART RWY 13 DEPARTURE

AL DHAFRA **OMAM**				
	ATIS	126.400	TCN 96X	
	RAPCON	127.100	TRANSITION ALTITUDE	7000
	TWR	126.200	MAGNETIC VARIATION	-2°



RACETRACK
N 24 11 14
E 54 38 19

LAKE
N 24 15 03
E 54 44 53

X-JUNCTION
N 24 25 10
E 55 01 33

VILLAGE
N 24 10 17
E 54 51 32

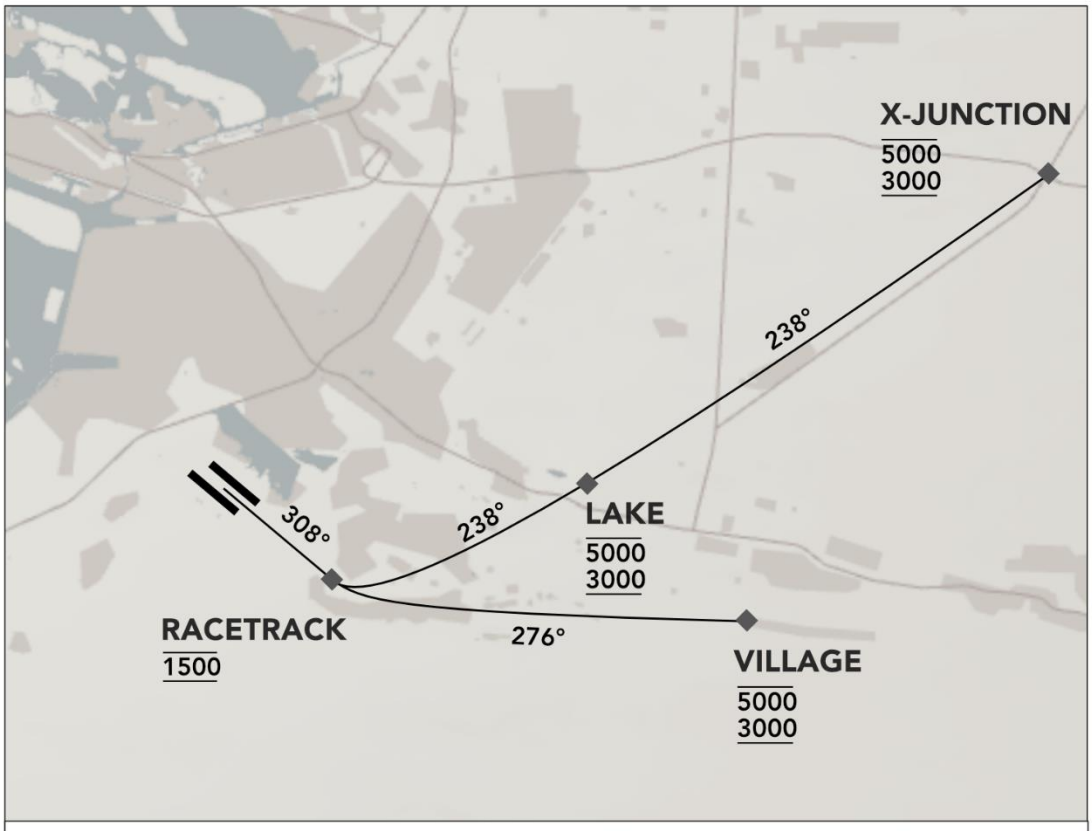
LUGAL-1 DEPARTURE
Fly 128° to 2000ft by 6nm,
Climb 058° to be at or above
6000ft at LAKE

LUGAL-2 DEPARTURE
Fly 128° to 2000ft by 6nm
Climb 096° to be at or above
6000ft at X-JUNCTION

LUGAL-3 DEPARTURE
Fly 128° to 2000ft by 6nm
Climb 096° to be at or above
6000ft at VILLAGE

VAC-VISUAL APPROACH CHART RWY 31 RECOVERY

AL DHAFRA **OMAM**				
	ATIS	126.400	TCN 96X	
	RAPCON	127.100	TRANSITION ALTITUDE	7000
	TWR	126.200	MAGNETIC VARIATION	-2°



SPEED LIMIT DURING RECOVERY 250

RACETRACK
N 24 11 14
E 54 38 19

LAKE
N 24 15 03
E 54 44 53

X-JUNCTION
N 24 25 10
E 55 01 33

VILLAGE
N 24 10 17
E 54 51 32

LAMANE-1 RECOVERY

Enter LAKE between 5000ft and 3000ft, descend to 1500ft to RACETRACK, then Straight-in or OHB

LAMANE-2 RECOVERY

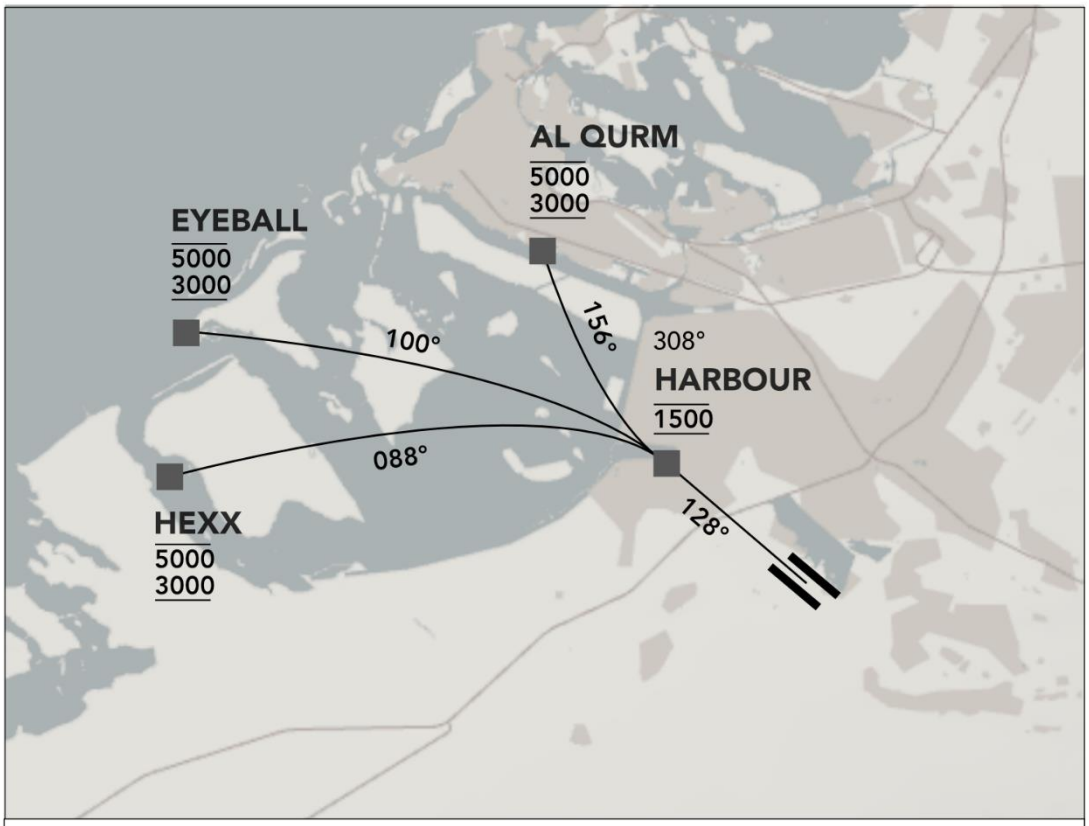
Enter X-JUNCTION between 5000ft and 3000ft, cross LAKE between 5000ft and 30000ft, descend at 1500ft to RACETRACK, then Straight-in or OHB

LAMANE-3 RECOVERY

Enter VILLAGE between 5000ft and 3000ft, descend to 1500ft to RACETRACK, then Straight-in or OHB

VAC-VISUAL APPROACH CHART RWY 13 RECOVERY

AL DHAFRA **OMAM**				
	ATIS	126.400	TCN 96X	
	RAPCON	127.100	TRANSITION ALTITUDE	7000
	TWR	126.200	MAGNETIC VARIATION	-2°



SPEED LIMIT DURING RECOVERY 250

HARBOUR
N 24 18 35
E 54 27 34

AL QURM
N 24 25 11
E 54 24 04

EYEBALL
N 24 22 15
E 54 12 18

HEXX
N 24 17 41
E 54 11 33

MALIK-1 RECOVERY
Enter AL QURM between 5000ft and 3000ft, descend to 1500ft at HARBOUR, then Straight-in or OHB

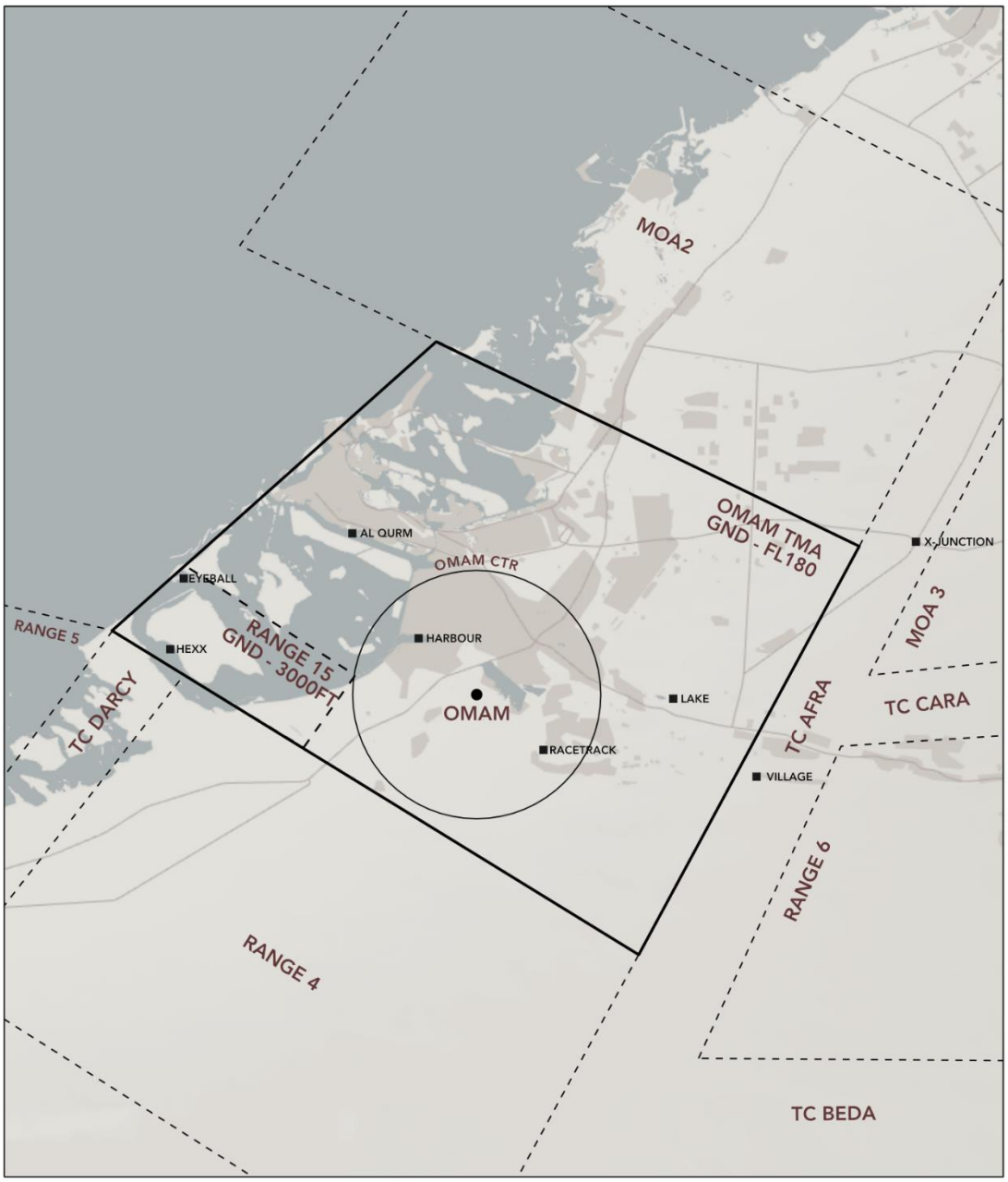
MALIK-2 RECOVERY
Enter EYEBALL between 5000ft and 3000ft, descend to 1500ft at HARBOUR, then Straight-in or OHB

MALIK-3 RECOVERY
Enter HEXX between 5000ft and 3000ft, descend to 1500ft at HARBOUR, then Straight-in or OHB

2.12 OMAM Terminal Maneuvering Chart

TMA

AL DHAFRA **OMAM**				
	ATIS	126.400	TCN 96X	
	RAPCON	127.100	TRANSITION ALTITUDE	7000
	TWR	126.200	TRANSITION LEVEL	FL 085



3. OMAL – Al Ain

3.1 General Information

3.1.1 Compulsory Reporting Points

Pilots are **required** to communicate overflying the following points on the applicable frequency;
Departures 01 (responsible agency TWR):

a) TOWN
b) CIRCLES

Departures 19 (responsible agency TWR):

a) ROADS
b) CIRCLES

Recoveries 01 (responsible agency RAPCON):

a) CIRCLES
b) ROADS
c) FIELD

Recoveries 19 (responsible agency RAPCON):

a) CIRCLES
b) TOWN
c) T-CROSS

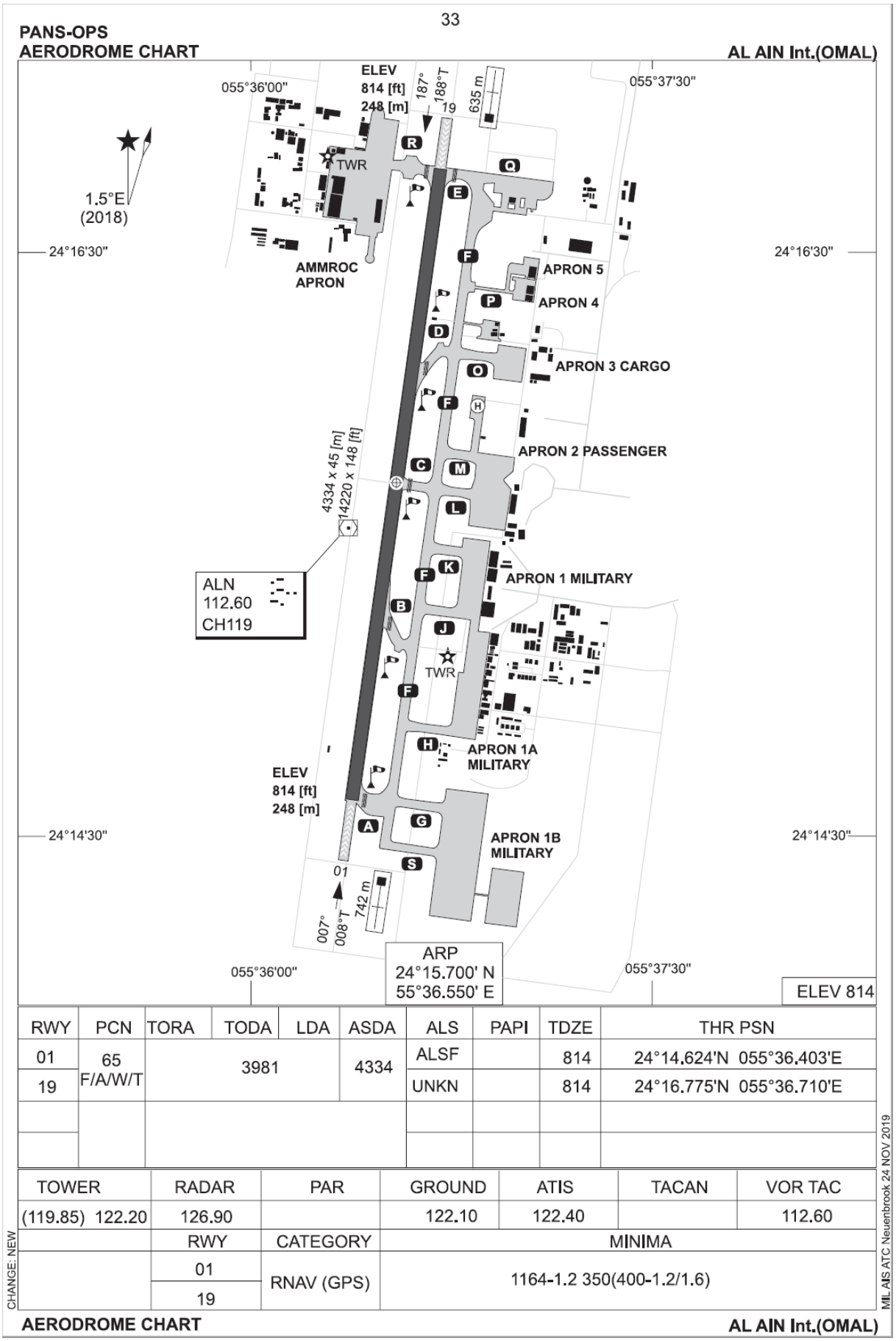
3.1.2 Operational Callsigns

Ground (GND) – "Al Ain Ground"
Tower (TWR) – "Al Ain Tower"
Radar Approach Control (RAPCON) – "Al Dhafra Control"
NOTE: **Al Dhafra** Control is also responsible for Al Ain.

3.1.3 Standard Controller Schedule

With only one controller signed up, Al Ain Ground and Tower will be merged. All pilots should contact Al Ain Tower on initial contact.

3.2 OMAL – Ground Chart



RWY	PCN	TORA	TODA	LDA	ASDA	ALS	PAPI	TDZE	THR PSN
01	65 F/A/W/T	3981			4334	ALSF		814	24°14.624'N 055°36.403'E
19						UNKN		814	24°16.775'N 055°36.710'E

TOWER	RADAR	PAR	GROUND	ATIS	TACAN	VOR TAC
(119.85) 122.20	126.90		122.10	122.40		112.60

	RWY	CATEGORY	MINIMA
	01	RNAV (GPS)	1164-1.2 350(400-1.2/1.6)
	19		

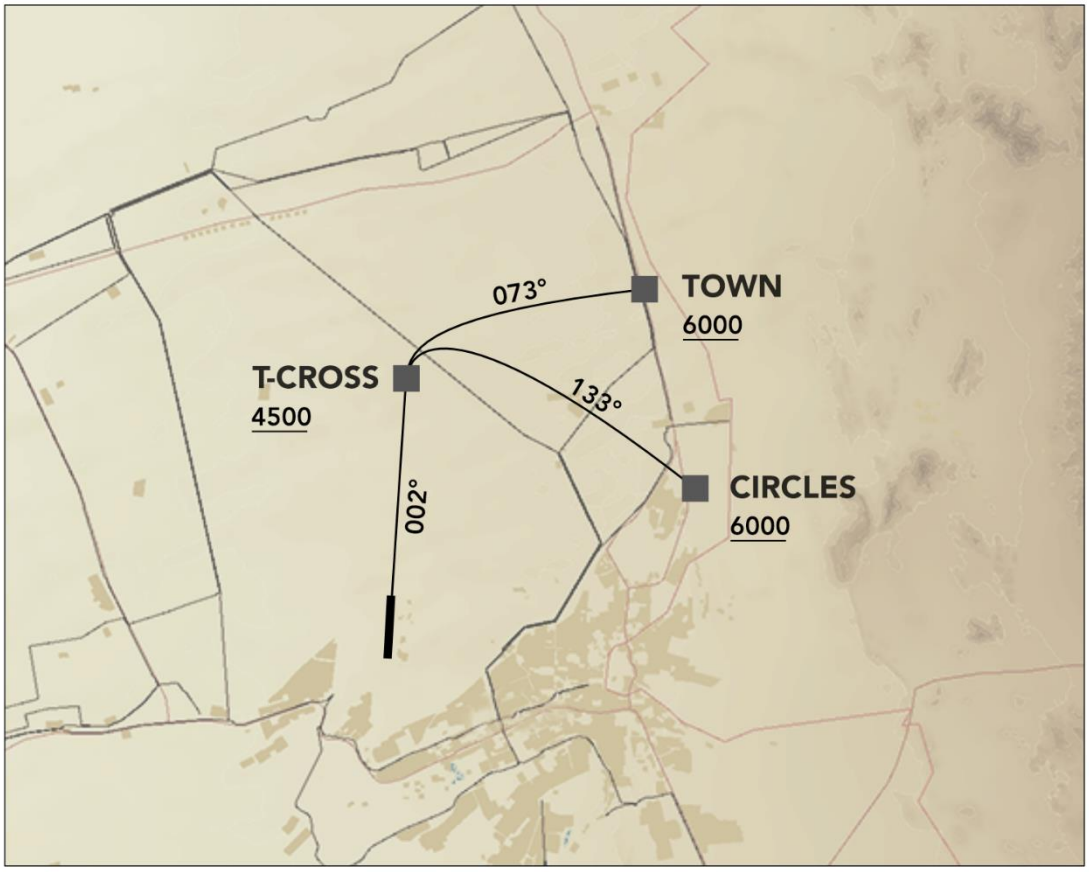
CHANGE: NEW

MIL AIS ATC Neuenbrook 24 NOV 2019

AERODROME CHART AL AIN Int.(OMAL)

VDC-VISUAL DEPARTURE CHART — RWY 01 DEPARTURE

AL AIN **OMAL**				
	ATIS	119.400	TCN	/
	RAPCON	127.100	TRANSITION ALTITUDE	7000
	TWR	119.200	MAGNETIC VARIATION	-2°



TOWN
N 24 28 20
E 55 46 36

CIRCLES
N 24 20 53
E 55 48 29

T-CROSS
N 24 25 28
E 55 36 49

NAHIL-1 DEPARTURE

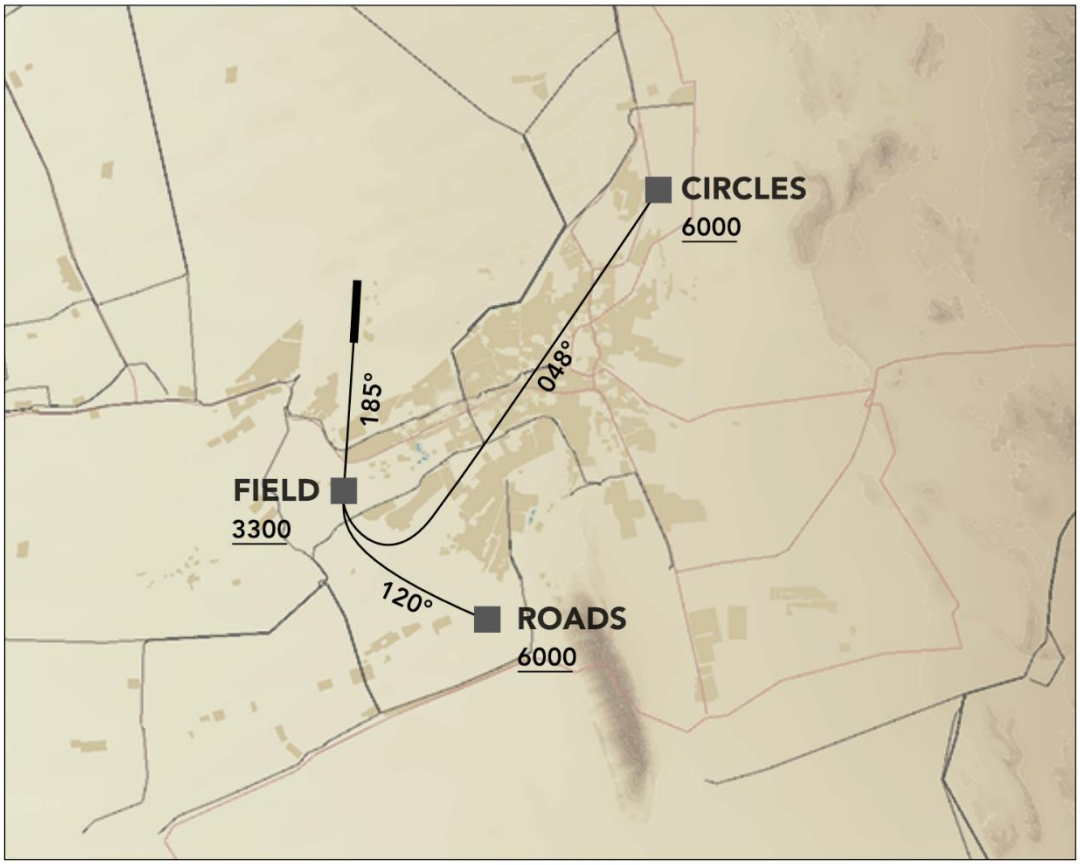
Fly 002° to 4500ft by 9.7nm,
Climb 073° to be at or above
6000ft at VILLAGE

NAHIL-2 DEPARTURE

Fly 002° to 4500ft by 9.7nm
Climb 113° to be at or above
6000ft at CIRCLES

VDC-VISUAL DEPARTURE CHART RWY 19 DEPARTURE

AL AIN **OMAL**				
	ATIS	119.400	TCN /	
	RAPCON	127.100	TRANSITION ALTITUDE	7000
	TWR	119.200	MAGNETIC VARIATION	-2°



ROADS
N 24 06 40
E 55 41 25

CIRCLES
N 24 20 53
E 55 48 29

FIELD
N 24 09 29
E 55 35 30

MUTA-1 DEPARTURE

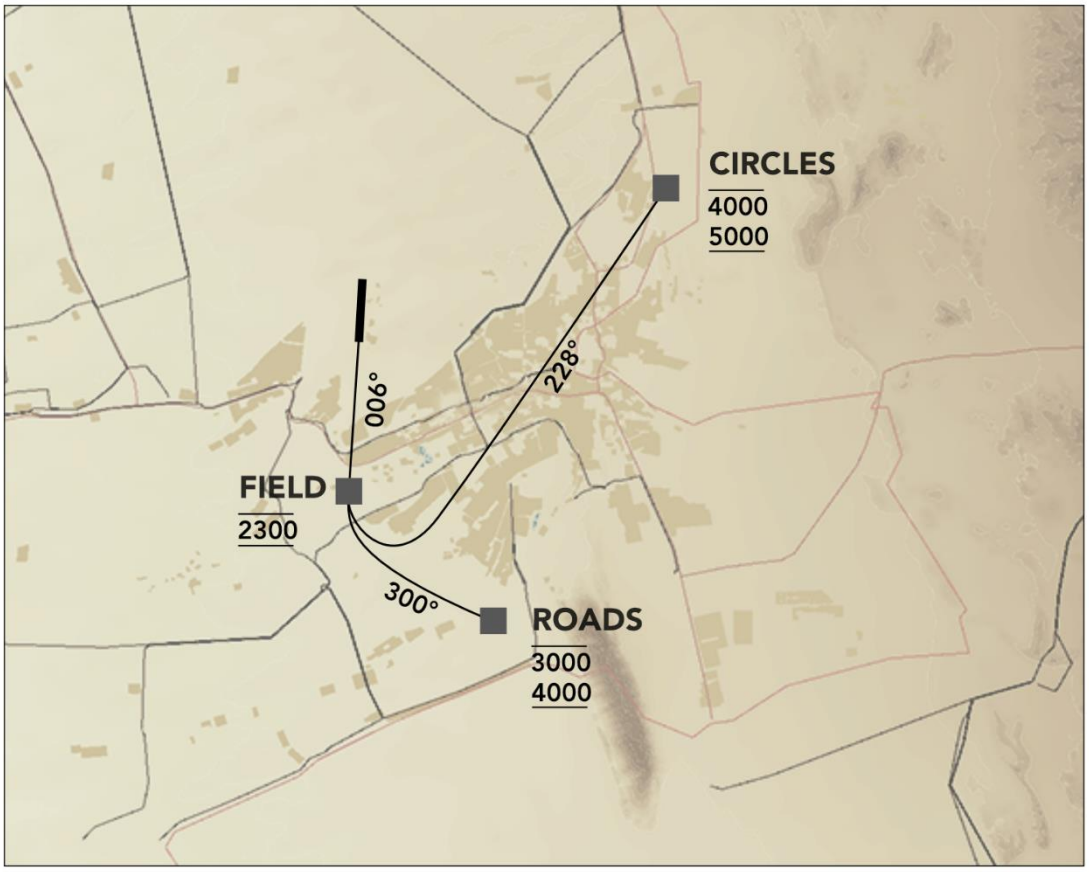
Fly 185° to 3300ft by 6.5nm,
Climb 120° to be at or above
6000ft at ROADS

MUTA-2 DEPARTURE

Fly 185° to 3300ft by 6.5nm,
Climb 048° to be at or above
6000ft at CIRCLES

VAC-VISUAL APPROACH CHART RWY 01 RECOVERY

AL AIN **OMAL**				
	ATIS	119.400	TCN	/
	RAPCON	127.100	TRANSITION ALTITUDE	7000
	TWR	119.200	MAGNETIC VARIATION	-2°



ROADS
N 24 06 40
E 55 41 25

CIRCLES
N 24 20 53
E 55 48 29

FIELD
N 24 09 29
E 55 35 30

MAQUAM-1 RECOVERY

Intercept CIRCLES between 4000' and 5000' outbound 228°, right turn to 006° at FIELD leveling out at 2300' for a LEFT BREAK

MAQUAM-2 RECOVERY

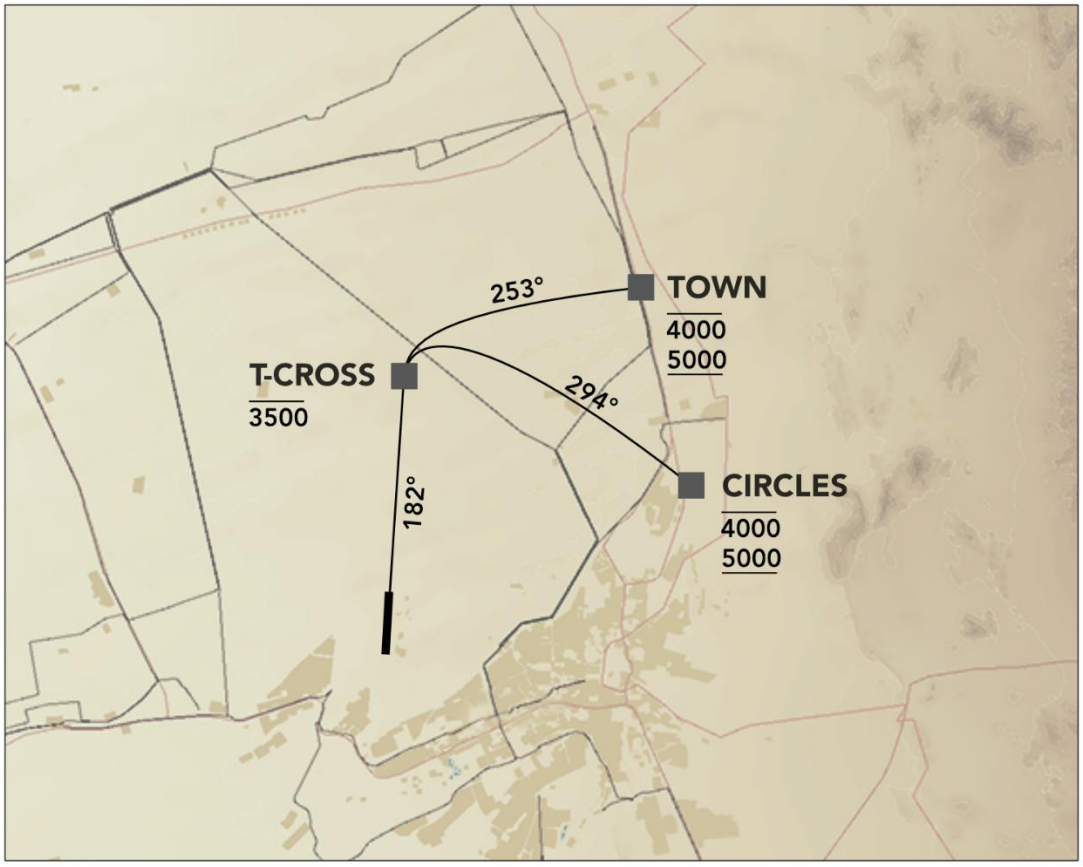
Intercept ROADS between 3000' and 4000' outbound 300°, right turn to 006° at FIELD leveling out at 2300' for a LEFT BREAK

MAQUAM-3 RECOVERY

From FIELD, follow glideslope.

VAC-VISUAL APPROACH CHART RWY 19 RECOVERY

AL AIN **OMAL**				
	ATIS	119.400	TCN /	
	RAPCON	127.100	TRANSITION ALTITUDE	7000
	TWR	119.200	MAGNETIC VARIATION	-2°



TOWN
N 24 28 20
E 55 46 36

CIRCLES
N 24 20 53
E 55 48 29

T-CROSS
N 24 25 28
E 55 36 49

NABBA-1 RECOVERY

Intercept CIRCLES between 4000' and 5000' outbound 294°, left turn to 182° at T-JUNCTION below 3500', descend to 2300' for a RIGHT BREAK

NABBA-2 RECOVERY

Intercept VILLAGE between 4000' and 5000' outbound 253°, left turn to 182° at T-JUNCTION below 3500', descend to 2300' for a RIGHT BREAK

NABBA-3 RECOVERY

From T-JUNCTION, follow glideslope.