GENERAL

Operational Hours

ATS Hours / AD Operator Hours: H24

Airport Information

RFF: CAT 10
PCN: RWY 16L/34R, 16R/34L: 110/F/B/W/T

Operation

Transponder Operations

ACFT at parking stands:
- Enter SSR code received from CLR DLV/TWR.
- Enter ICAO designator followed by FLT number through FMS or transponder.

During push-back
- Transponder shall be selected manually in order to display the ACFT identification on the A-SMGCS display.

Low Visibility Procedures

LVP in force when:
- RVR at or below 2000m, or
- CEIL 1000ft or below, or
- whenever maneuvering area is not visible from TWR.

Advanced Surface Movement Guidance and Control System (A-SMGCS) in use when LVP activated.

RWY Restriction

RWY 16R/34L CLSD: WED 0700-1100 and 1800-1930.
RWY 16L/34R CLSD: MON 0700-1100 and 1800-1930.

TWY Restriction

Section of TWY A8 and TWY A9 between TWY B and TWY C CLSD.

Taxi/Parking

Visual docking guidance system AVBL on all bays EXC on APN 4 stands.

Nose-in parking mandatory, exceptions may be granted by ATC.

Follow-me will be provided for non-standard parking.

Stands 425E, 425W, 426E, 426W, 427E, 427W, 428E, 428W, 429E, 429W:
- follow-me and marshaller mandatory
- taxi with MNM thrust only
- 180°-turns on stands prohibited

Single Engine Taxi Operations

Single ENG taxi operations encouraged at OTHH, provided that all safety and procedural concerns are complied, no approval from ATC required. The PIC should be able to comply with ATC instructions at any time.
Not to be performed when:
- ACFT is on RWY
- During low visibility conditions CAT II or below
- Wind speed is more than 25KT and/or gusts of more than 10KT
- Taxi/parking involves 180° turns

GENERAL

Code Letter F ACFT Taxi Routes

Code letter F ACFT operations are permitted on all TWYs except following TWYs:
TWY E (between TWY D and stand B2)
TWY W (between TWY H and stand A4)
TWY N and TWY Y

Warnings

Do not mistake AD for OTBD.

Birds in vicinity of AD.

ARRIVAL

Speed

All ACFT entering Doha TMA are required to adjust IAS as per the following speeds unless otherwise instructed by ATC:
- 210-230KT during the initial approach phase;
- 180KT on base leg / closed heading to final approach; and
- 160KT when established on final approach and thereafter 160KT to 5NM final.

Communication

In absence of instructions by DOHA APP to transfer frequency, landing ACFT are advised to contact Hamad Tower East - Frequency 118.525 or Hamad Tower West - Frequency 118.025 at 5NM final.

COM Failure
Initial APCH

Continue visually or by means of an appropriate approved final APCH aid. If not possible proceed at 2100ft, or last assigned LVL if higher to GENOT if RWY 34R is in use or LOVUK if RWY 16L is in use.

Intermediate and Final APCH

Continue visually or by means of an appropriate approved final APCH aid. If not possible follow MISAP to GENOT if RWY 34R is in use or LOVUK if RWY 16L is in use.

Arrival Procedure

Minimum Runway Occupancy Time (MROT)

Ensure standard MROT PROC and in addition:
90° TWYs shall only be used to vacate RWY if instructed by ATC.
Vacate RWY via nearest rapid exit TWYs for each RWY:
- RWY 16L: A8, A7, A3
- RWY 34R: A4, A5, A9
- RWY 16R: L8, L5, L3
- RWY 34L: L4, L6, L9

Non-standard GP intercept position on RWY 16R/34L

GP intercepts RWY 16R/34L at 308m / 1011ft after landing threshold.
Remaining DIST beyond GP is 3942m / 12933ft.

RWY 16L

GP intercepts RWY 16L at *320m / 1049ft* after landing threshold.
Remaining DIST beyond GP is *4530m / 14863t*.

RWY 34R

GP intercepts RWY 34R at *308m / 1011ft* after landing threshold.
Remaining DIST beyond GP is *4542m / 14901ft*.

DEPARTURE

Take-off Minima

RWY		16L/34R, 16R/34L	
A, B, C	ft - m/km	0 - 150R	-
D		0 - 200R	-

Speed

MAX IAS 250KT until passing 10000ft unless otherwise instructed by ATC or required by SID.

Communication

All DEP ACFT contact immediately Doha APP.

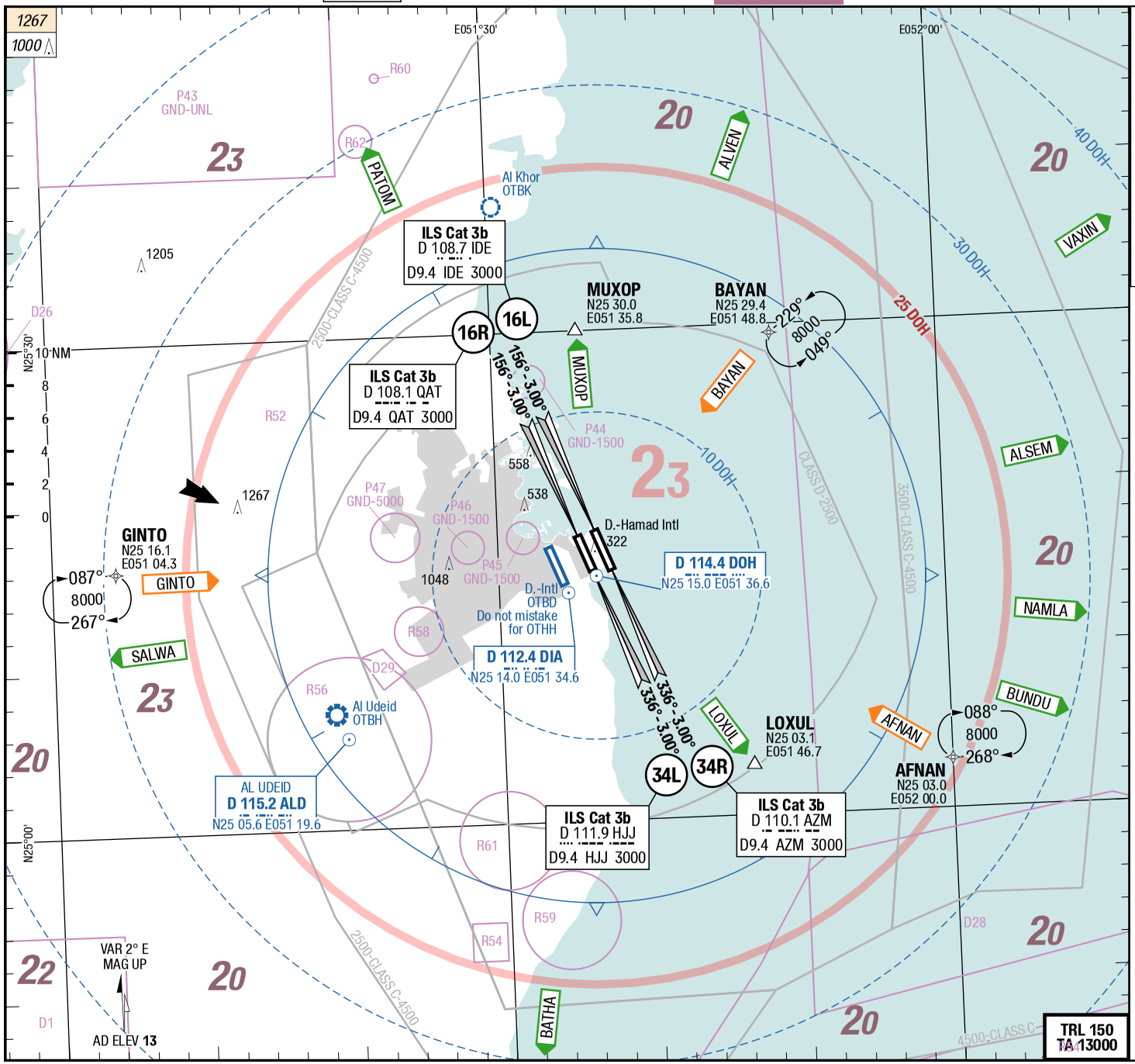
COM Failure
RWY 34L/R
Execute 3 right-hand orbits at MUXOP at 3000ft. Continue right-hand orbit climbing to 5000ft. Proceed direct to first enroute WPT then continue as flight planned or proceed direct to DOH VOR/DME and follow ILS RWY 34R APCH procedure to land at AD.

RWY 16L/R
Execute 3 left-hand orbits at LOXUL at 3000ft. Continue left-hand orbit climbing to 5000ft. Proceed direct to first enroute WPT then continue as flight planned or proceed direct to DOH VOR/DME and follow ILS RWY 16L APCH procedure to land at AD.

Departure Procedure

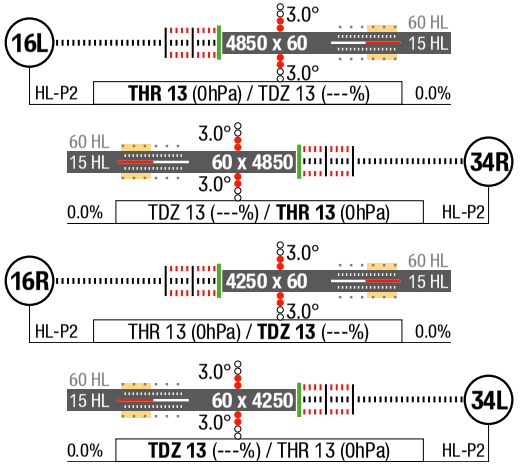
Start-up/Push-back
Push-back mandatory, exceptions may be granted to certain ACFT.

Minimum Runway Occupancy Time (MROT)
Ensure standard MROT PROC.

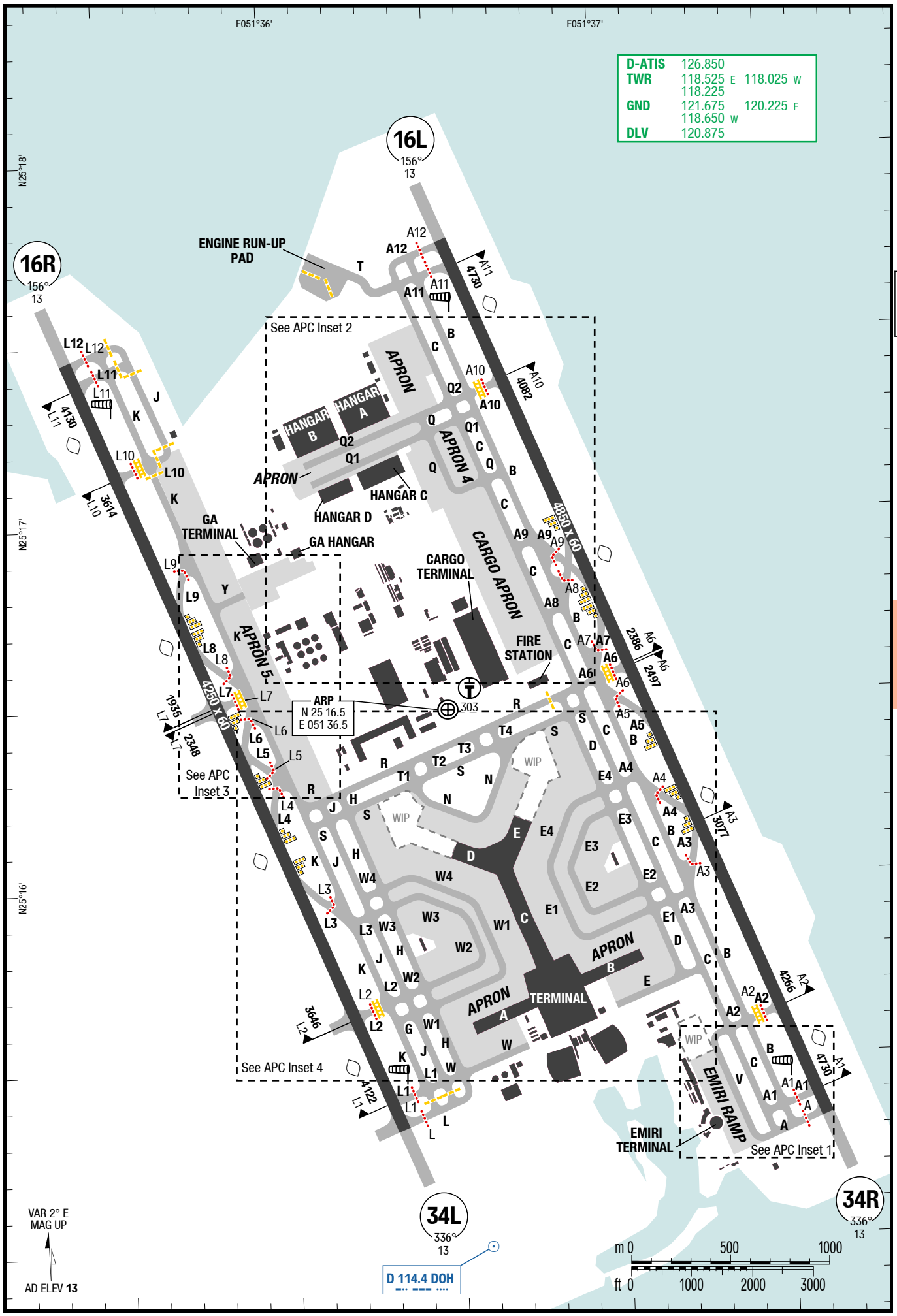


D-ATIS	126.850
Doha RAD	121.100
Doha APP	119.725 120.600
Doha DIR	119.400 121.125
TWR	118.525 E 118.025 W 118.225
GND	121.675 120.225 E 118.650 W
DLV	120.875

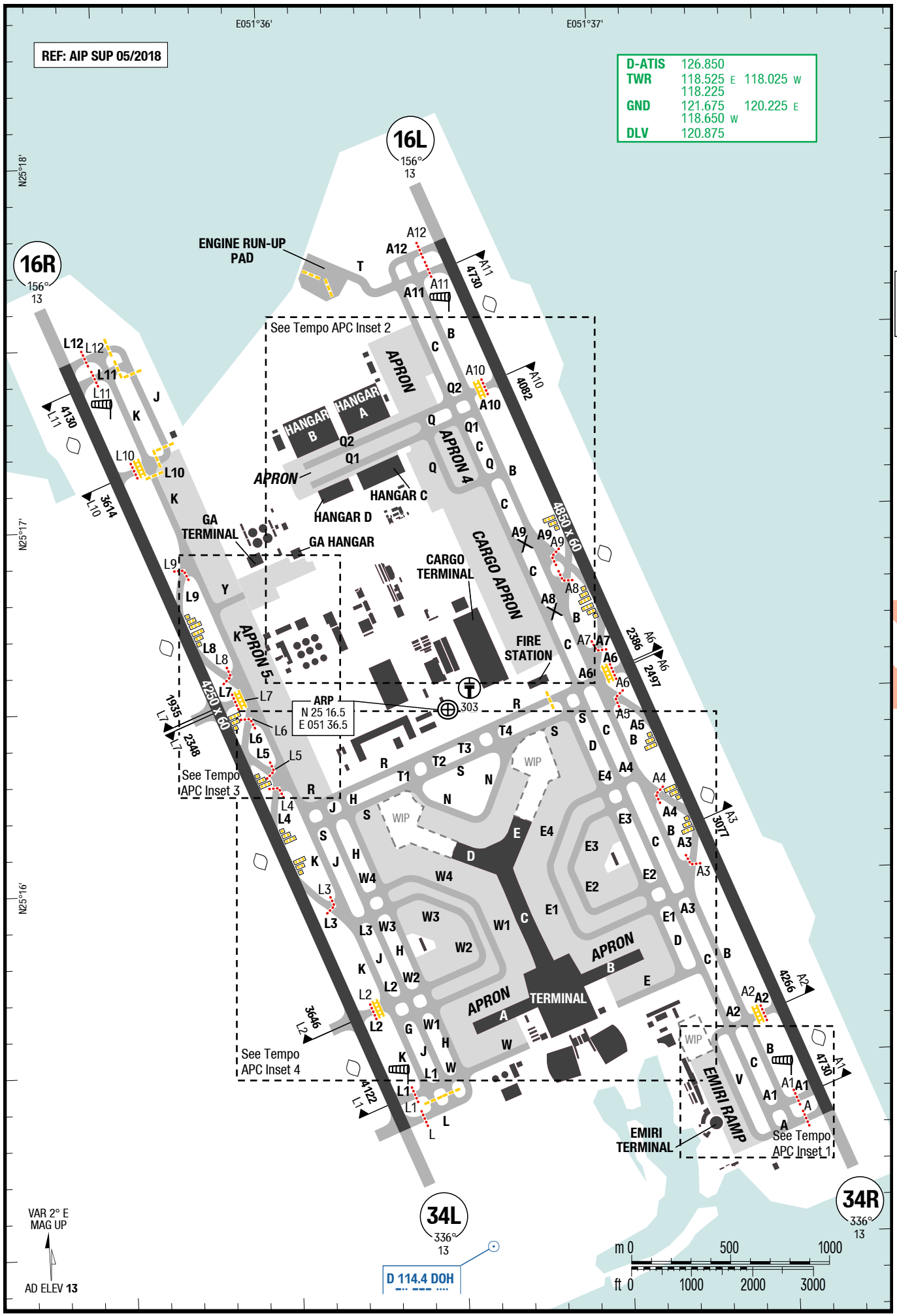
Landing RWY system:



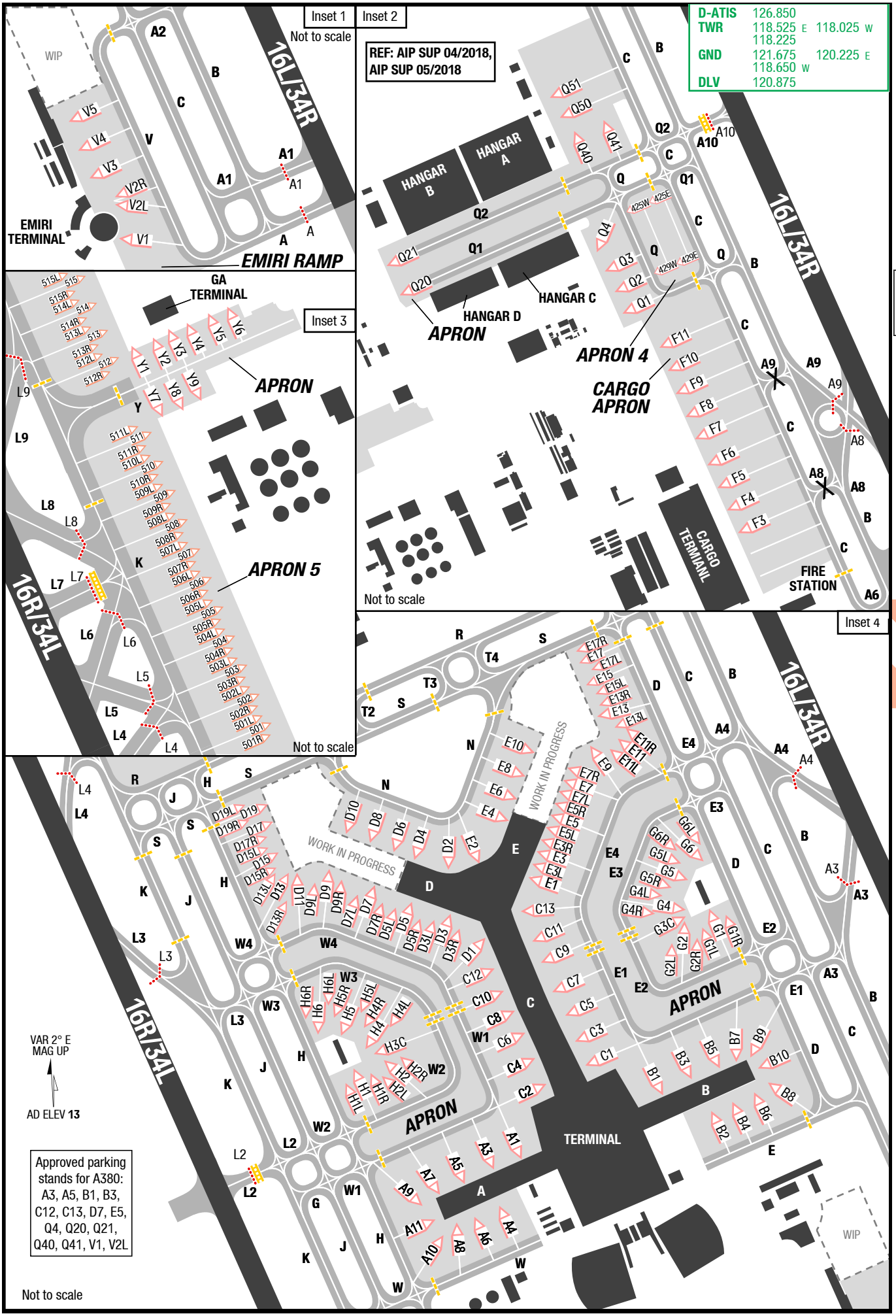
Changes: Nil


D-ATIS 126.850
TWR 118.525 E 118.025 W 118.225
GND 121.675 120.225 E 118.650 W
DLV 120.875
E051°36'
E051°37'
N25°18'
N25°17'
N25°16'
16L 156° 13
16R 156° 13
34L 336° 13
34R 336° 13
ENGINE RUN-UP PAD
See APC Inset 2
See APC Inset 3
See APC Inset 4
See APC Inset 1
APRON
APRON 4
APRON 5
APRON A
APRON B
HANGAR A
HANGAR B
HANGAR C
HANGAR D
GA TERMINAL
GA HANGAR
CARGO TERMINAL
CARGO APRON
FIRE STATION
TERMINAL
EMIRI RAMP
EMIRI TERMINAL
ARP N 25 16.5 E 051 36.5
WIP
4730 x 60
4250 x 60
4350 x 60
D 114.4 DOH
VAR 2° E MAG UP
AD ELEV 13
m 0 500 1000
ft 0 1000 2000 3000

Changes: New



Changes: new



Qatar **Doha** Hamad Intl

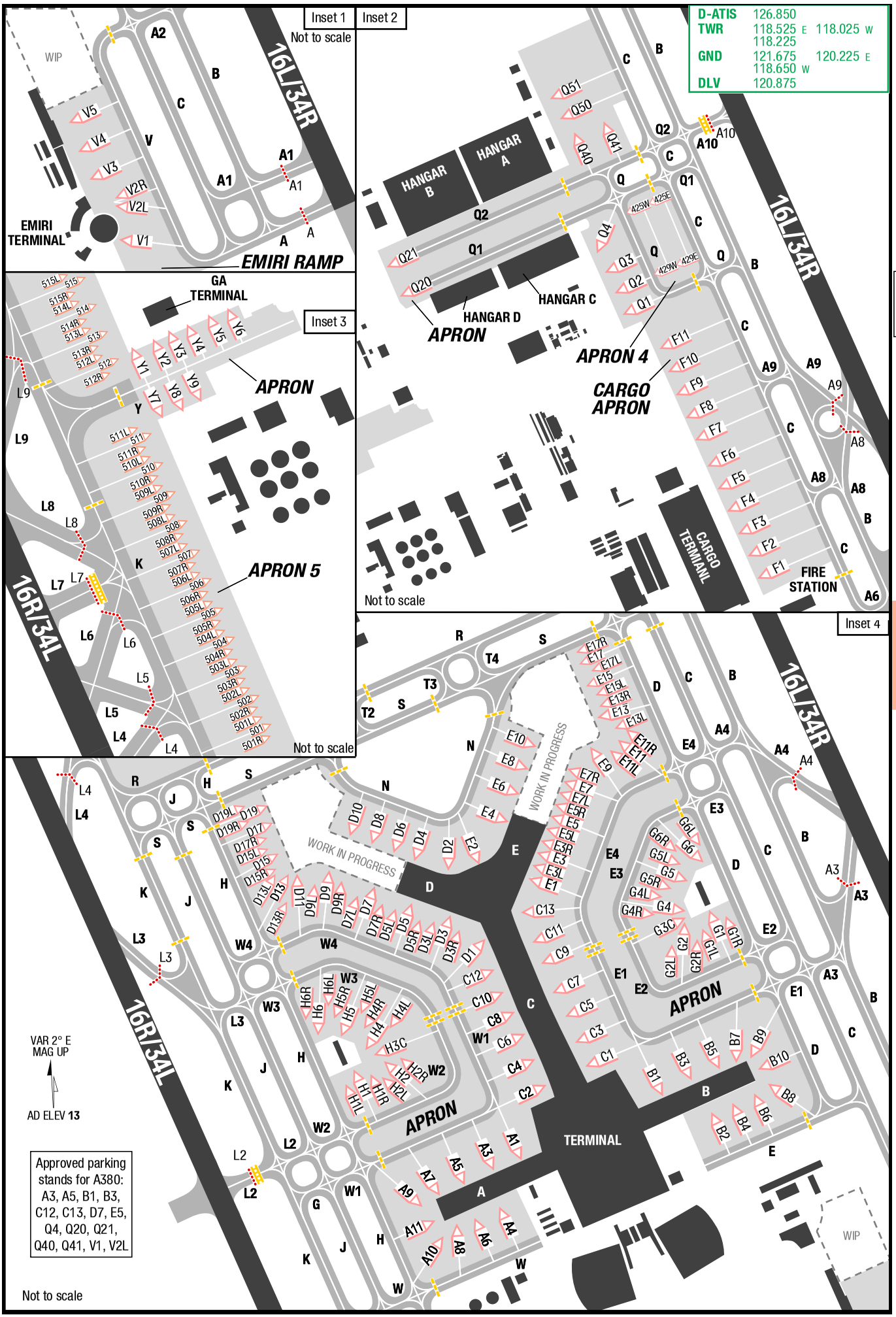
Tempo APC

APC

APC

Hamad Intl **Doha** Qatar

Tempo APC



Qatar **Doha** Hamad Intl
Stand Coordinates 1, Stand Coordinates 2
APC

APC

APC

Hamad Intl **Doha** Qatar
Stand Coordinates 1, Stand Coordinates 2
APC

Stand Coordinates

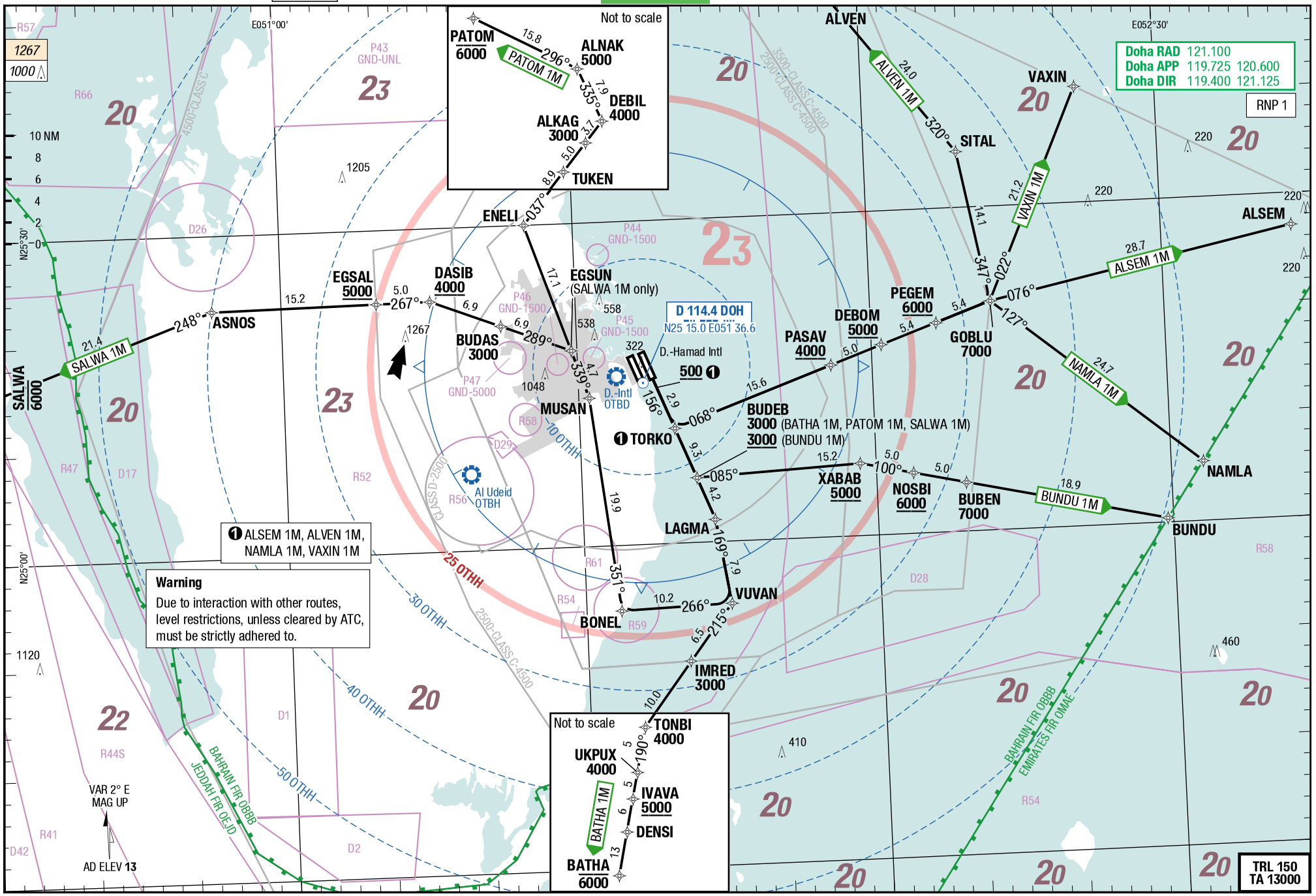
A1	N25 15.7 E051 36.7	**D9/L/R**	N25 16.1 E051 36.4
A3	N25 15.7 E051 36.6	**D10**	Not published
A4	N25 15.6 E051 36.7	**D11**	N25 16.1 E051 36.4
A5-A8	N25 15.6 E051 36.6	**D13/L/R**	N25 16.1 E051 36.3
A9	N25 15.6 E051 36.5	**D15/L/R**	N25 16.1 E051 36.3
A10	N25 15.6 E051 36.6	**D17/R**	N25 16.1 E051 36.3
A11	N25 15.6 E051 36.5	**D19/L/R**	N25 16.2 E051 36.3
B1	N25 15.8 E051 36.9	**E1**	N25 16.1 E051 36.7
B2	N25 15.7 E051 37.0	**E2**	N25 16.1 E051 36.6
B3	N25 15.8 E051 37.0	**E3/L/R**	N25 16.1 E051 36.8
B4	N25 15.7 E051 37.0	**E4**	N25 16.1 E051 36.7
B5	N25 15.8 E051 37.0	**E5/L/R**	N25 16.2 E051 36.8
B6	N25 15.7 E051 37.1	**E6**	Not published
B7	N25 15.8 E051 37.0	**E7/L/R**	N25 16.2 E051 36.8
B8-B10	N25 15.8 E051 37.1	**E8**	Not published
C1	N25 15.8 E051 36.8	**E9**	N25 16.3 E051 36.8
C2	N25 15.8 E051 36.7	**E10**	Not published
C3	N25 15.8 E051 36.8	**E11/L/R**	N25 16.3 E051 36.9
C4	N25 15.8 E051 36.7	**E13**	N25 16.3 E051 36.8
C5	N25 15.9 E051 36.8	**E13L/R**	N25 16.3 E051 36.9
C6	N25 15.8 E051 36.7	**E15/L**	N25 16.3 E051 36.8
C7	N25 15.9 E051 36.8	**E17/L/R**	N25 16.4 E051 36.8
C8	N25 15.9 E051 36.7	**F1, F2**	N25 16.6 E051 36.7
C9	N25 16.0 E051 36.7	**F3, F4**	N25 16.7 E051 36.7
C10	N25 15.9 E051 36.7	**F5**	N25 16.7 E051 36.6
C11	N25 16.0 E051 36.7	**F6, F7**	N25 16.8 E051 36.6
C12	N25 16.0 E051 36.6	**F8-F10**	N25 16.9 E051 36.6
C13	N25 16.0 E051 36.7	**F11**	N25 17.0 E051 36.5
D1	N25 16.0 E051 36.6	**G1/L/R**	N25 16.0 E051 37.0
D2	N25 16.1 E051 36.6	**G2**	N25 16.0 E051 37.0
D3	N25 16.0 E051 36.6	**G2L**	N25 16.0 E051 36.9
D3L	N25 16.0 E051 36.5	**G2R**	N25 16.0 E051 37.0
D3R	N25 16.0 E051 36.6	**G3C**	N25 16.0 E051 36.9
D4	N25 16.1 E051 36.5	**G4/L/R**	N25 16.0 E051 36.9
D5/L/R	N25 16.0 E051 36.5	**G5**	N25 16.1 E051 37.0
D6	Not published	**G5L, G5R**	N25 16.1 E051 36.9
D7	N25 16.1 E051 36.5	**G6/L/R**	N25 16.1 E051 37.0
D7L	N25 16.0 E051 36.4		
D7R	N25 16.0 E051 36.5		
D8	Not published		

Changes: Parking Stands Coord

Stand Coordinates

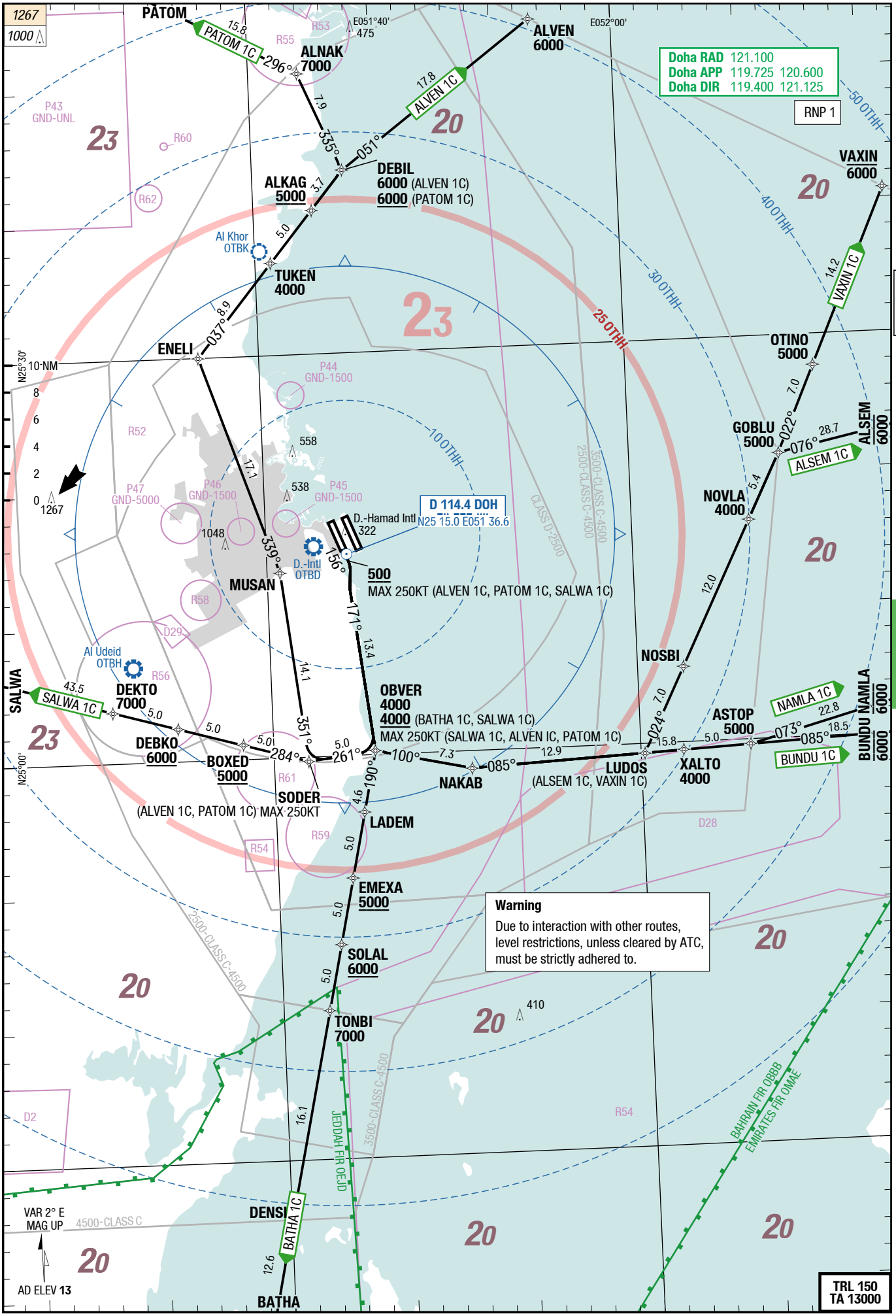
H1/L/R	N25 15.8 E051 36.4	**511, 511L**	N25 16.8 E051 35.9
H2/L/R	N25 15.8 E051 36.5	**511R**	N25 16.7 E051 35.9
H3C	N25 15.8 E051 36.5	**512**	N25 16.9 E051 35.9
H4	N25 15.8 E051 36.5	**512L**	N25 16.9 E051 35.8
H4L/R	N25 15.9 E051 36.5	**512R**	N25 16.8 E051 35.9
H5/L/R	N25 15.9 E051 36.4	**513-514R**	N25 16.9 E051 35.8
H6/L/R	N25 15.9 E051 36.4	**515-515R**	N25 17.0 E051 35.8
Q1	N25 17.0 E051 36.5		
Q2, Q3	N25 17.1 E051 36.5		
Q4	N25 17.1 E051 36.4		
Q20, Q21	N25 17.1 E051 36.1		
Q40	N25 17.3 E051 36.4		
Q41	N25 17.4 E051 36.5		
Q50, Q51	N25 17.4 E051 36.4		
V1-V2R	N25 15.3 E051 37.3		
V3	N25 15.4 E051 37.3		
V4	N25 15.4 E051 37.2		
V5	N25 15.5 E051 37.2		
Y1	N25 16.8 E051 35.9		
Y2	N25 16.9 E051 35.9		
Y3-Y6	N25 16.9 E051 36.0		
Y7	N25 16.8 E051 35.9		
Y8, Y9	N25 16.8 E051 36.0		
425E-425W	N25 17.2 E051 36.5		
426E, 427E	N25 17.2 E051 36.6		
426W, 427W	N25 17.2 E051 36.5		
428E-429W	N25 17.1 E051 36.6		
501-501R	N25 16.3 E051 36.1		
502, 502L	N25 16.4 E051 36.1		
502R	N25 16.3 E051 36.1		
503, 503R	N25 16.4 E051 36.1		
503L	N25 16.4 E051 36.0		
504, 504R	N25 16.4 E051 36.0		
504L	N25 16.5 E051 36.0		
505, 505L, 505R	N25 16.5 E051 36.0		
506, 506L, 506R	N25 16.5 E051 36.0		
507, 507L, 507R	N25 16.6 E051 36.0		
508, 508R	N25 16.6 E051 36.0		
508L	N25 16.6 E051 35.9		
509, 509L, 509R	N25 16.7 E051 35.9		
510, 510L, 510R	N25 16.7 E051 35.9		

Changes: Nil



Changes: PROC renamed, WPT VAXIN, SUAs

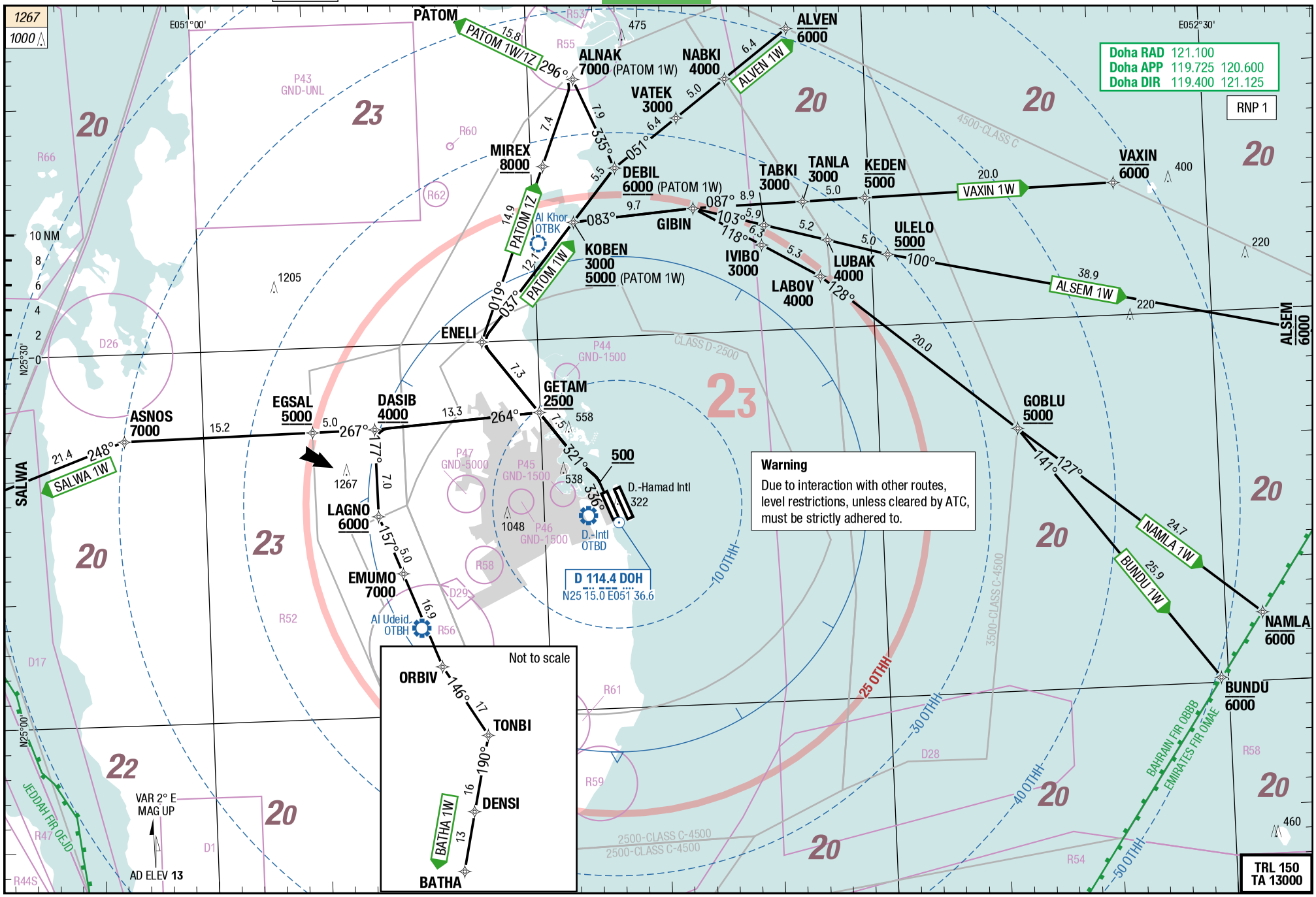
Changes: PROC renamed, WPT VAXIN, SUAs



Qatar **Doha** Hamad Intl
RNP SIDs RWY 34R
RNP SIDs RWY 34L

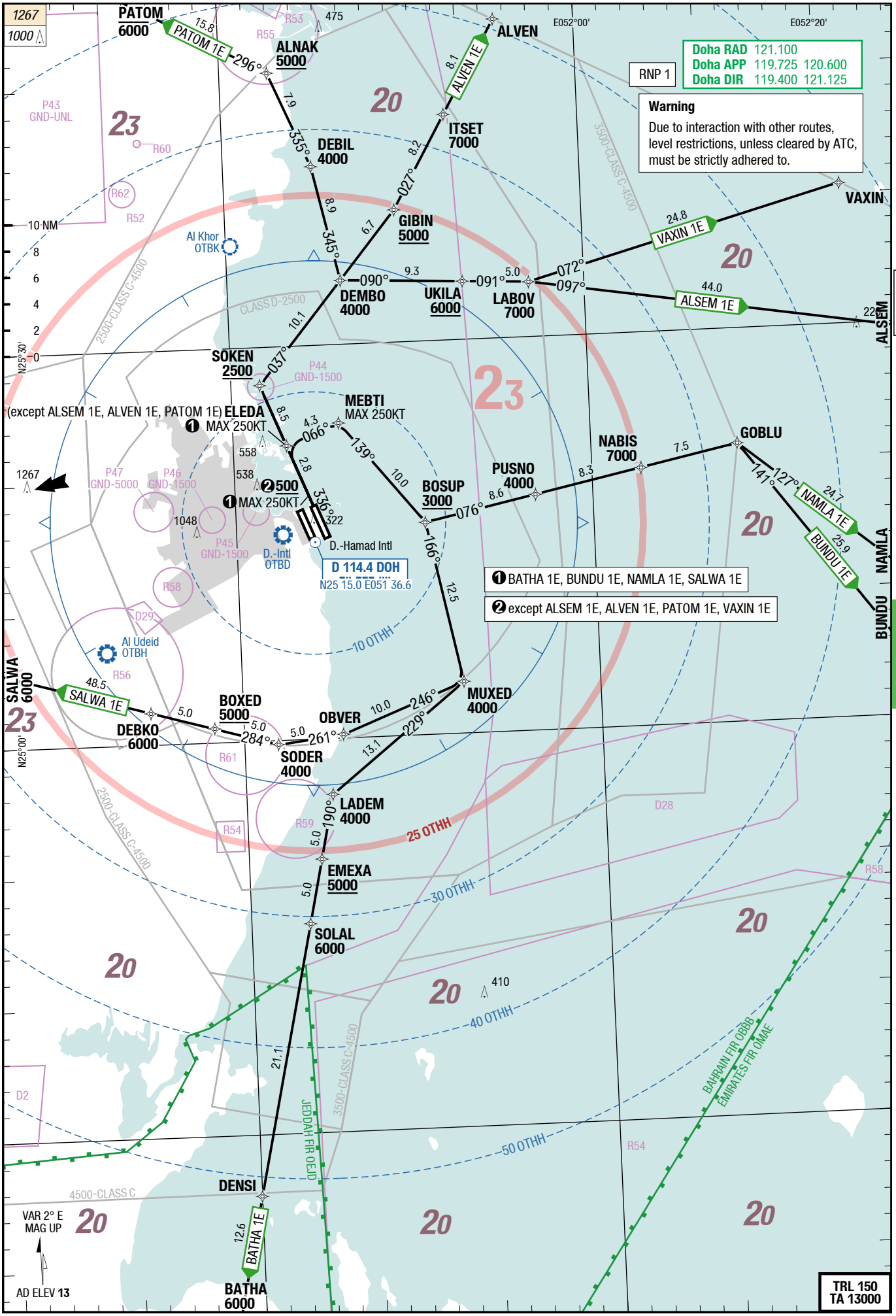
SID SID

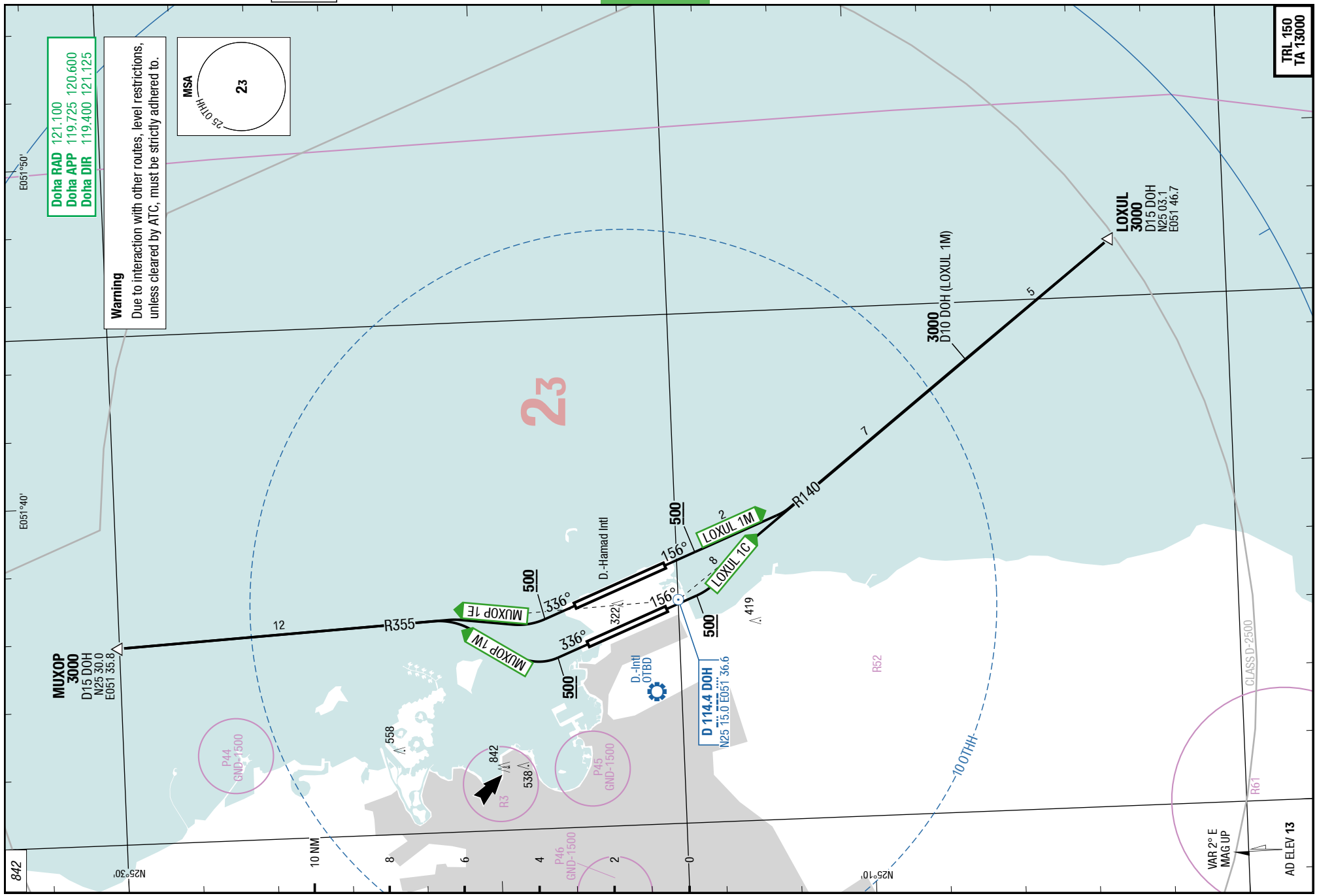
Hamad Intl **Doha** Qatar
RNP SIDs RWY 34R
RNP SIDs RWY 34L



Changes: PROC renamed, WPT VAXIN, SUAs

Changes: PROC renamed, WPT VAXIN, SUAs





Changes: SUAs, OBST

ALSEM 1M / ALVEN 1M / BATHA 1M / BUNDU 1M / NAMLA 1M / PATOM 1M / SALWA 1M / VAXIN 1M

RWY 16L (156°)

After take-off, contact Doha APP.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16L	
ALSEM 1M **119.725**	156° [A500+] - DCT TORKO - PASAV - DEBOM - PEGEM - GOBLU - ALSEM	PASAV MNM **4000** DEBOM MNM **5000** PEGEM MNM **6000** GOBLU at **7000**
ALVEN 1M **119.725**	156° [A500+] - DCT TORKO - PASAV - DEBOM - PEGEM - GOBLU - SITAL - ALVEN	PASAV MNM **4000** DEBOM MNM **5000** PEGEM MNM **6000** GOBLU at **7000**
BATHA 1M **119.725**	156° [A500+] - DCT BUDEB - LAGMA - VUVAN - IMRED - TONBI - UKPUX - IVAVA - DENSI - BATHA	BUDEB at **3000** IMRED at **3000** TONBI at **4000** UKPUX at **4000** IVAVA MNM **5000** BATHA MAX **6000**
BUNDU 1M **119.725**	156° [A500+] - DCT BUDEB - XABAB - NOSBI - BUBEN - BUNDU	BUDEB MNM **3000** XABAB MNM **5000** NOSBI MNM **6000** BUBEN at **7000**
NAMLA 1M **119.725**	156° [A500+] - DCT TORKO - PASAV - DEBOM - PEGEM - GOBLU - NAMLA	PASAV MNM **4000** DEBOM MNM **5000** PEGEM MNM **6000** GOBLU at **7000**
PATOM 1M **119.725**	156° [A500+] - DCT BUDEB - LAGMA - VUVAN - BONEL - MUSAN - ENELI - TUKEN - ALKAG - DEBIL - ALNAK - PATOM	BUDEB at **3000** ALKAG at **3000** DEBIL at **4000** ALNAK at **5000** PATOM MAX **6000**
SALWA 1M **119.725**	156° [A500+] - DCT BUDEB - LAGMA - VUVAN - BONEL - MUSAN - EGSUN - BUDAS - DASIB - EGSAL - ASNOS - SALWA	BUDEB at **3000** BUDAS at **3000** DASIB MNM **4000** EGSAL MNM **5000** SALWA MAX **6000**
VAXIN 1M **119.725**	156° [A500+] - DCT TORKO - PASAV - DEBOM - PEGEM - GOBLU - VAXIN	PASAV MNM **4000** DEBOM MNM **5000** PEGEM MNM **6000** GOBLU at **7000**

Changes: PROC renamed, WPT VAXIN

ALSEM 1C / ALVEN 1C / BATHA 1C / BUNDU 1C / NAMLA 1C / PATOM 1C / SALWA 1C
RWY 16R (156°)

After take-off, contact Doha APP.

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16R	
ALSEM 1C 3.5% to 600 **119.725** ①	156° [A500+] - 171° OBVER - NAKAB - LUDOS - NOSBI - NOVLA - GOBLU - ALSEM	OBVER at **4000** NOVLA at **4000** GOBLU at **5000** ALSEM MAX **6000**
ALVEN 1C 3.5% to 600 **119.725** ①	156° [K250-; A500+] - 171° OBVER [K250-] - SODER [K250-] - MUSAN - ENELI - TUKEN - ALKAG - DEBIL - ALVEN	OBVER at **4000** TUKEN at **4000** ALKAG MNM **5000** DEBIL at **6000** ALVEN at **6000**
BATHA 1C 3.5% to 600 **119.725** ①	156° [A500+] - 171° OBVER - LADEM - EMEXA - SOLAL - TONBI - DENSI - BATHA	OBVER MNM **4000** EMEXA MNM **5000** SOLAL MNM **6000** TONBI at **7000**
BUNDU 1C 3.5% to 600 **119.725** ①	156° [A500+] - 171° OBVER - NAKAB - XALTO - ASTOP - BUNDU	OBVER at **4000** XALTO at **4000** ASTOP at **5000** BUNDU MAX **6000**
NAMLA 1C 3.5% to 600 **119.725** ①	156° [A500+] - 171° OBVER - NAKAB - XALTO - ASTOP - NAMLA	OBVER at **4000** XALTO at **4000** ASTOP at **5000** NAMLA MAX **6000**
PATOM 1C 3.5% to 600 **119.725** ①	156° [K250-; A500+] - 171° OBVER [K250-] - SODER [K250-] - MUSAN - ENELI - TUKEN - ALKAG - DEBIL - ALNAK - PATOM	OBVER at **4000** TUKEN at **4000** ALKAG MNM **5000** DEBIL MNM **6000** ALNAK at **7000**
SALWA 1C 3.5% to 600 **119.725** ①	156° [K250-; A500+] - 171° OBVER [K250-] - SODER - BOXED - DEBKO - DEKTO - SALWA	OBVER MNM **4000** BOXED MNM **5000** DEBKO MNM **6000** DEKTO at **7000**

① Close-in obstacles exist for RWY 16R departure.

Changes: PROC renamed, WPT VAXIN

VAXIN 1C

RWY 16R (156°)

After take-off, contact Doha APP.

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16R	
VAXIN 1C 3.5% to 600 **119.725** ①	156° [A500+] - 171° OBVER - NAKAB - LUDOS - NOSBI - NOVLA - GOBLU - OTINO - VAXIN	OBVER at **4000** NOVLA at **4000** GOBLU at **5000** OTINO at **5000** VAXIN MAX **6000**

① Close-in obstacles exist for RWY 16R departure.

Changes: PROC renamed, WPT VAXIN

ALSEM 1W / ALVEN 1W / BATHA 1W / BUNDU 1W / NAMLA 1W / PATOM 1W / PATOM 1Z
RWY 34L (336°)

After take-off, contact Doha APP.

	GS	120	150	180	210	240	270
4.8%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 34L	
ALSEM 1W 4.8% to 1200 **119.725** ①	336° [A500+] - 321° GETAM - ENELI - KOBEN - GIBIN - TABKI - LUBAK - ULELO - ALSEM	GETAM MNM **2500** KOBEN at **3000** TABKI at **3000** LUBAK at **4000** ULELO MNM **5000** ALSEM MAX **6000**
ALVEN 1W 4.8% to 1200 **119.725** ①	336° [A500+] - 321° GETAM - ENELI - KOBEN - DEBIL - VATEK - NABKI - ALVEN	GETAM MNM **2500** KOBEN at **3000** VATEK at **3000** NABKI at **4000** ALVEN MAX **6000**
BATHA 1W 4.8% to 1200 **119.725** ①	336° [A500+] - 321° GETAM - DASIB - LAGNO - EMUMO - ORBIV - TONBI - DENSI - BATHA	GETAM MNM **2500** DASIB MNM **4000** LAGNO MNM **6000** EMUMO at **7000**
BUNDU 1W 4.8% to 1200 **119.725** ①	336° [A500+] - 321° GETAM - ENELI - KOBEN - GIBIN - IVIBO - LABOV - GOBLU - BUNDU	GETAM MNM **2500** KOBEN at **3000** IVIBO at **3000** LABOV at **4000** GOBLU MNM **5000** BUNDU MAX **6000**
NAMLA 1W 4.8% to 1200 **119.725** ①	336° [A500+] - 321° GETAM - ENELI - KOBEN - GIBIN - IVIBO - LABOV - GOBLU - NAMLA	GETAM MNM **2500** KOBEN at **3000** IVIBO at **3000** LABOV at **4000** GOBLU MNM **5000** NAMLA MAX **6000**
PATOM 1W 4.8% to 1200 **119.725** ①	336° [A500+] - 321° GETAM - ENELI - KOBEN - DEBIL - ALNAK - PATOM	GETAM MNM **2500** KOBEN MNM **5000** DEBIL MNM **6000** ALNAK at **7000**
PATOM 1Z 4.8% to 1200 **119.725** ①	336° [A500+] - 321° GETAM - ENELI - MIREX - ALNAK - PATOM	GETAM MNM **2500** MIREX MNM **8000**

① Close-in obstacles exist for RWY 34L departures.

Changes: PROC renamed, WPT VAXIN

SALWA 1W / VAXIN 1W

RWY 34L (336°)

After take-off, contact Doha APP.

	GS	120	150	180	210	240	270
4.8%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 34L	
SALWA 1W 4.8% to 1200 **119.725** ①	336° [A500+] - 321° GETAM - DASIB - EGSAL - ASNOS - SALWA	GETAM MNM **2500** DASIB MNM **4000** EGSAL MNM **5000** ASNOS at **7000**
VAXIN 1W 4.8% to 1200 **119.725**	336° [A500+] - 321° GETAM - ENELI - KOBEN - GIBIN - TANLA - KEDEN - VAXIN	GETAM MNM **2500** KOBEN at **3000** TANLA at **3000** KEDEN MAX **5000** VAXIN MAX **6000**

① Close-in obstacles exist for RWY 34L departures.

Changes: PROC renamed, WPT VAXIN

ALSEM 1E / ALVEN 1E / BATHA 1E / BUNDU 1E / NAMLA 1E / PATOM 1E / SALWA 1E / VAXIN 1E

RWY 34R (336°)

After take-off, contact Doha APP.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 34R	
ALSEM 1E **119.725** ①	336° [A500+] - DCT SOKEN - DEMBO - UKILA - LABOV - ALSEM	SOKEN MNM **2500** DEMBO at **4000** UKILA MNM **6000** LABOV at **7000**
ALVEN 1E **119.725** ①	336° [A500+] - DCT SOKEN - DEMBO - GIBIN - ITSET - ALVEN	SOKEN MNM **2500** DEMBO at **4000** GIBIN MNM **5000** ITSET at **7000**
BATHA 1E **119.725** ①	336° [K250-; A500+] - DCT ELEDA [K250-; R] - MEBTI [K250-] - BOSUP - MUXED - LADEM - EMEXA - SOLAL - DENSI - BATHA	BOSUP MNM **3000** MUXED at **4000** LADEM at **4000** EMEXA MNM **5000** SOLAL at **6000** BATHA at **6000**
BUNDU 1E **119.725** ①	336° [K250-; A500+] - DCT ELEDA [K250-] - MEBTI [K250-] - BOSUP - PUSNO - NABIS - GOBLU - BUNDU	BOSUP MNM **3000** PUSNO at **4000** NABIS at **7000**
NAMLA 1E **119.725** ①	336° [K250-; A500+] - DCT ELEDA [K250-] - MEBTI [K250-] - BOSUP - PUSNO - NABIS - GOBLU - NAMLA	BOSUP MNM **3000** PUSNO at **4000** NABIS at **7000**
PATOM 1E **119.725** ①	336° [A500+] - DCT SOKEN - DEMBO - DEBIL - ALNAK - PATOM	SOKEN MNM **2500** DEMBO at **4000** DEBIL at **4000** ALNAK MNM **5000** PATOM MAX **6000**
SALWA 1E **119.725** ①	336° [K250-; A500+] - DCT ELEDA [K250-; R] - MEBTI [K250-] - BOSUP - MUXED - OBVER - SODER - BOXED - DEBKO - SALWA	BOSUP MNM **3000** MUXED at **4000** SODER at **4000** BOXED MNM **5000** DEBKO at **6000** SALWA at **6000**
VAXIN 1E **119.725** ①	336° [A500+] - DCT SOKEN - DEMBO - UKILA - LABOV - VAXIN	SOKEN MNM **2500** DEMBO at **4000** UKILA MNM **6000** LABOV at **7000**

① Close-in obstacles exist for RWY 34R departures.

Changes: PROC renamed, WPT VAXIN

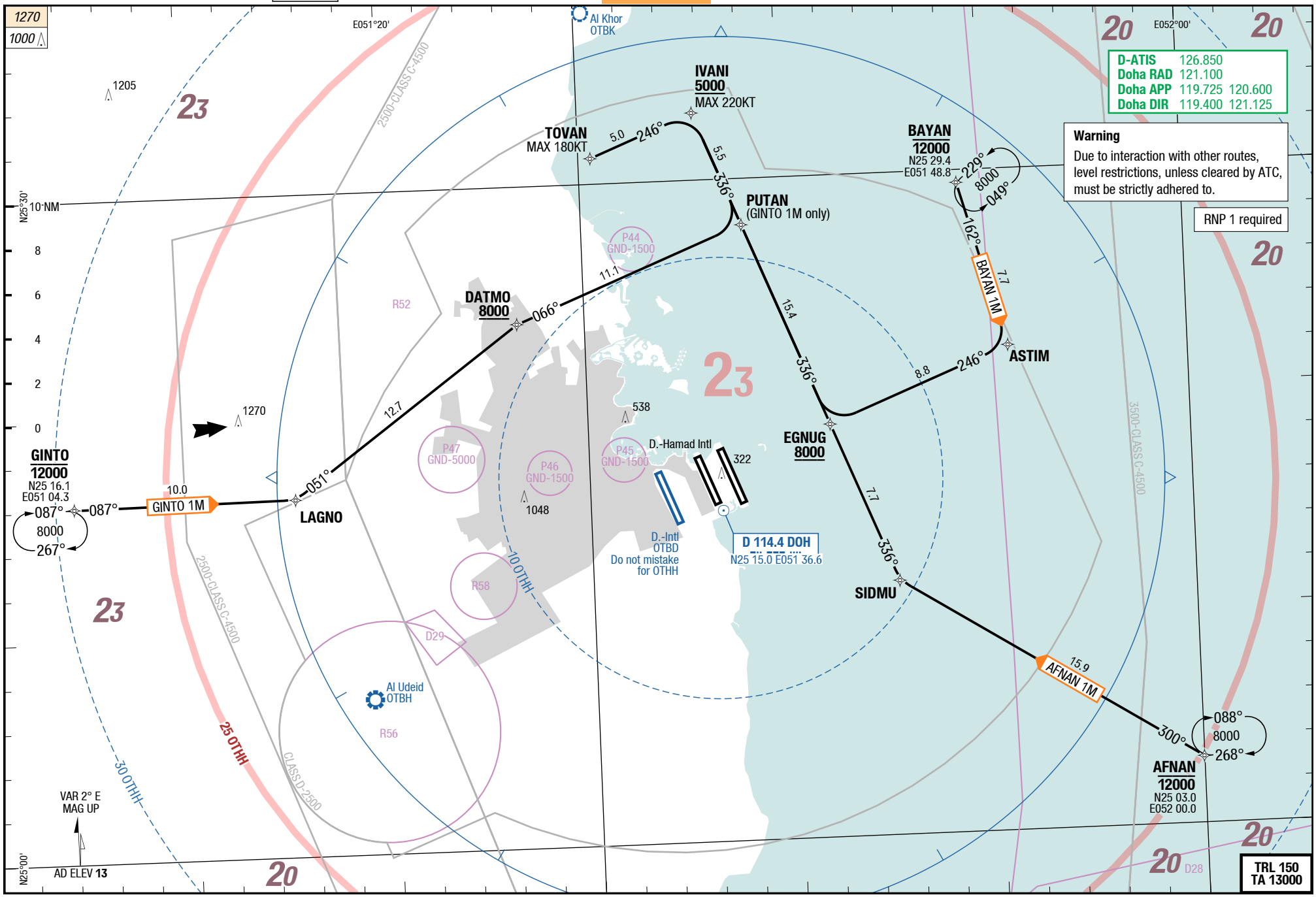
LOXUL 1M / LOXUL 1C / MUXOP 1W / MUXOP 1E

RWYs 16L/R (156°) / 34L/R (336°)

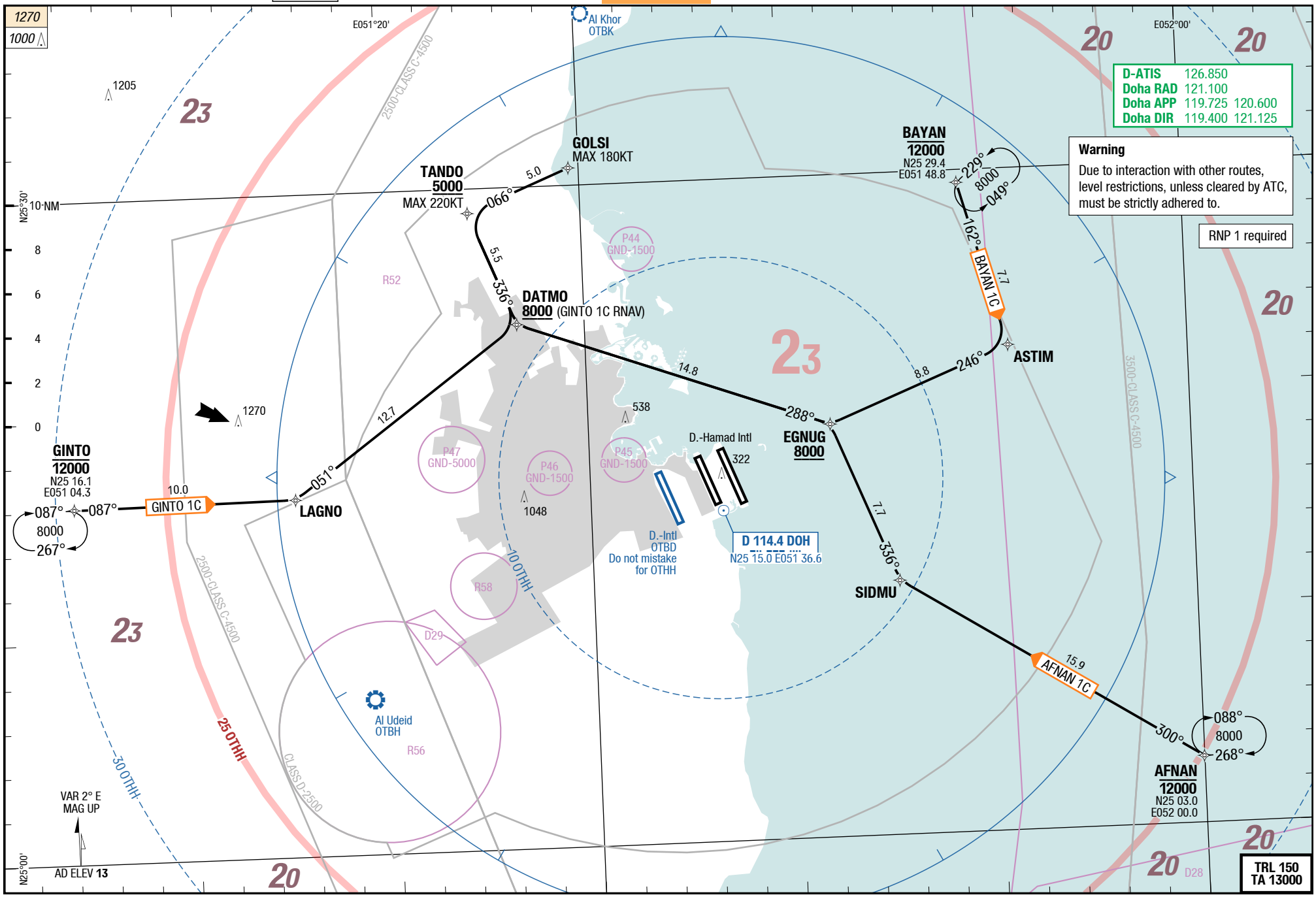
After take-off, contact Doha APP.

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16L	
LOXUL 1M **119.725**	at MNM **500 LT** intercept R140 **DOH** to LOXUL	D10 **DOH** at **3000** LOXUL at **3000**
	Runway 16R	
LOXUL 1C 4% to 700 **119.725**	at MNM **500 LT** intercept R140 **DOH** to LOXUL	LOXUL at **3000**
	Runway 34L	
MUXOP 1W **119.725**	at MNM **500 RT** intercept R355 **DOH** to MUXOP	MUXOP at **3000**
	Runway 34R	
MUXOP 1E **119.725**	at MNM **500 RT** intercept R355 **DOH** to MUXOP	MUXOP at **3000**



Changes: MSA, MGA, OBST, Editorial

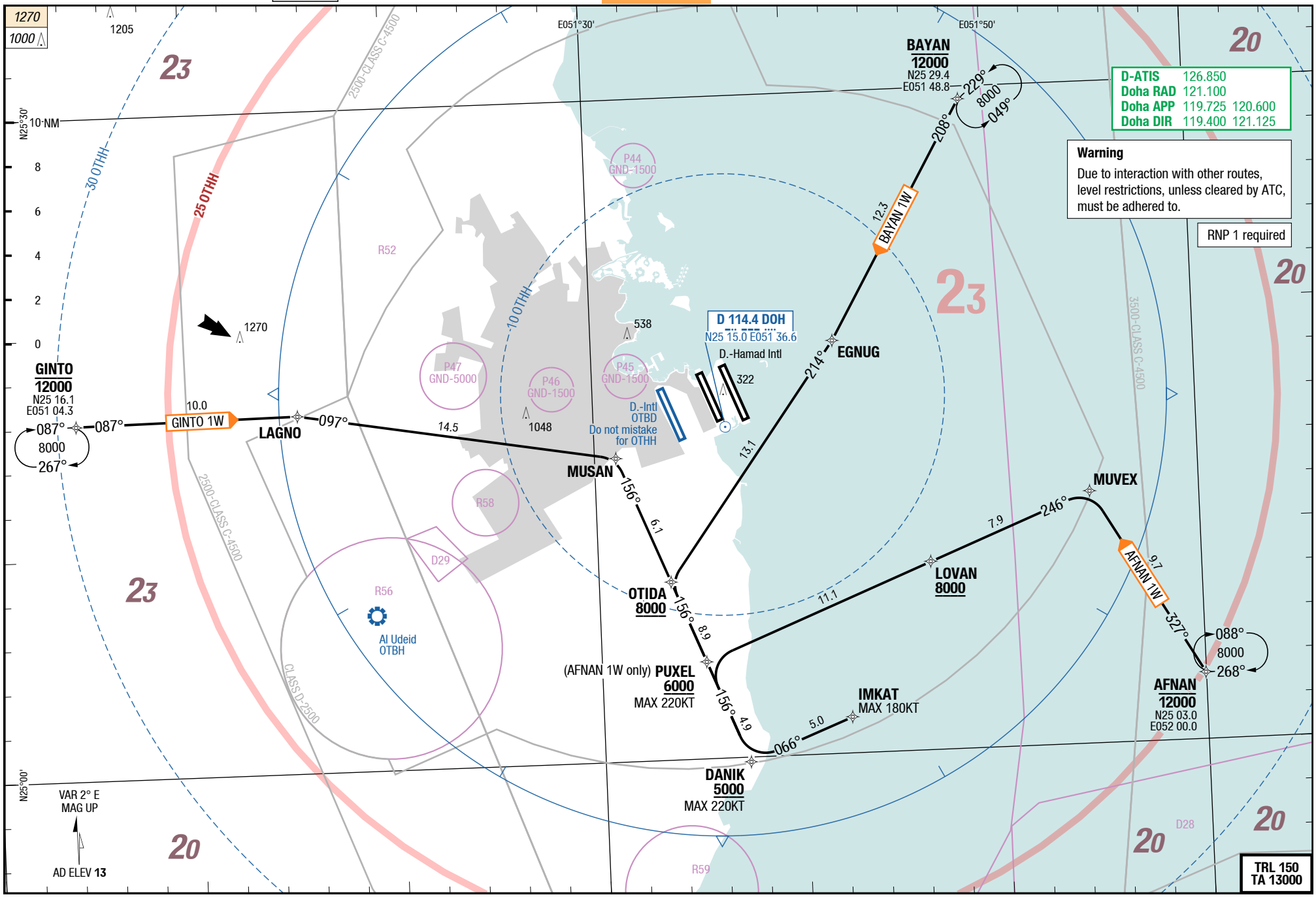


Changes: MSA, MGA, OBST, Editorial

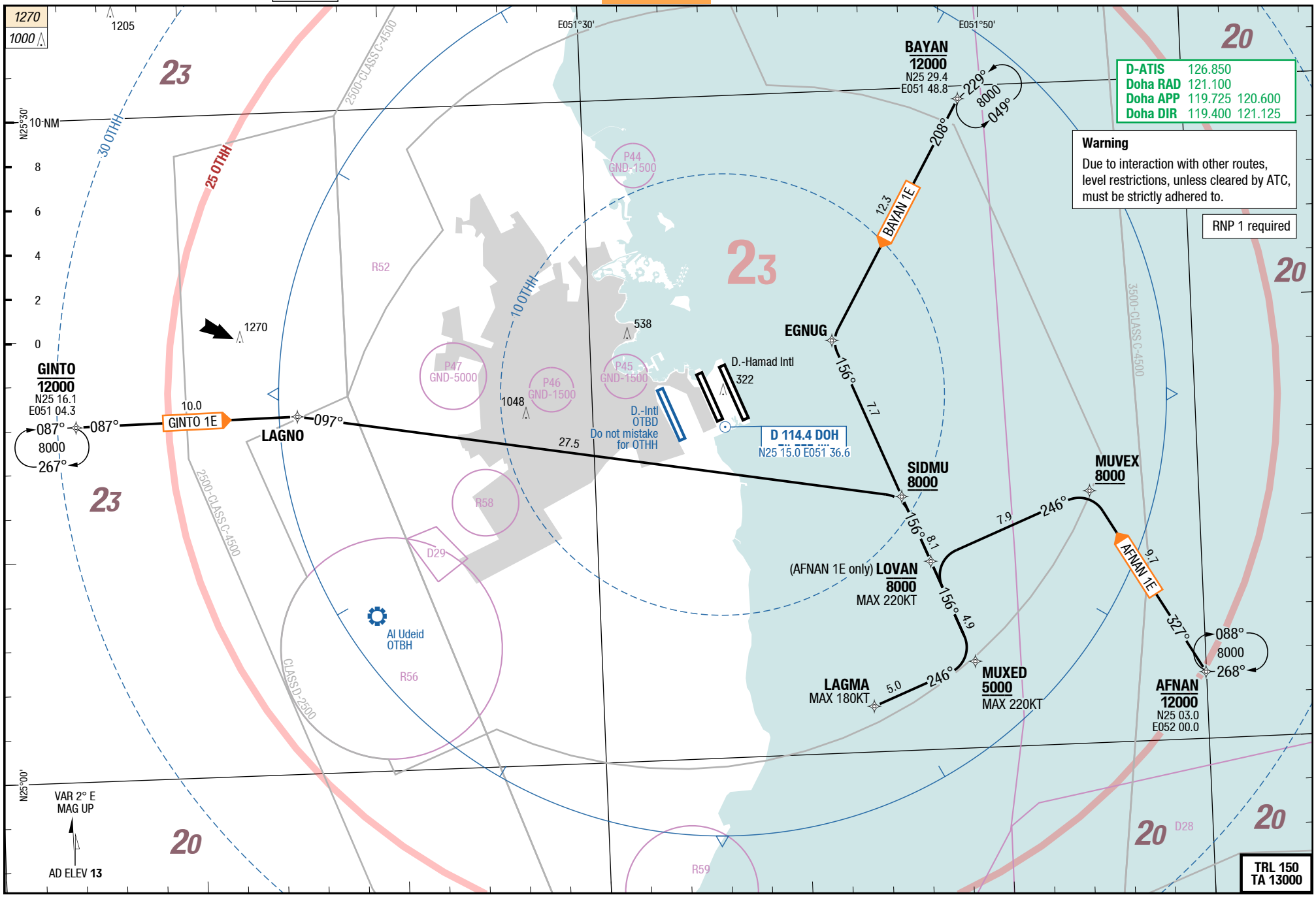
Qatar Doha Hamad Intl
RNAV (RNP) STARs RWY 34R
RNAV (RNP) STARs RWY 34L

STAR STAR

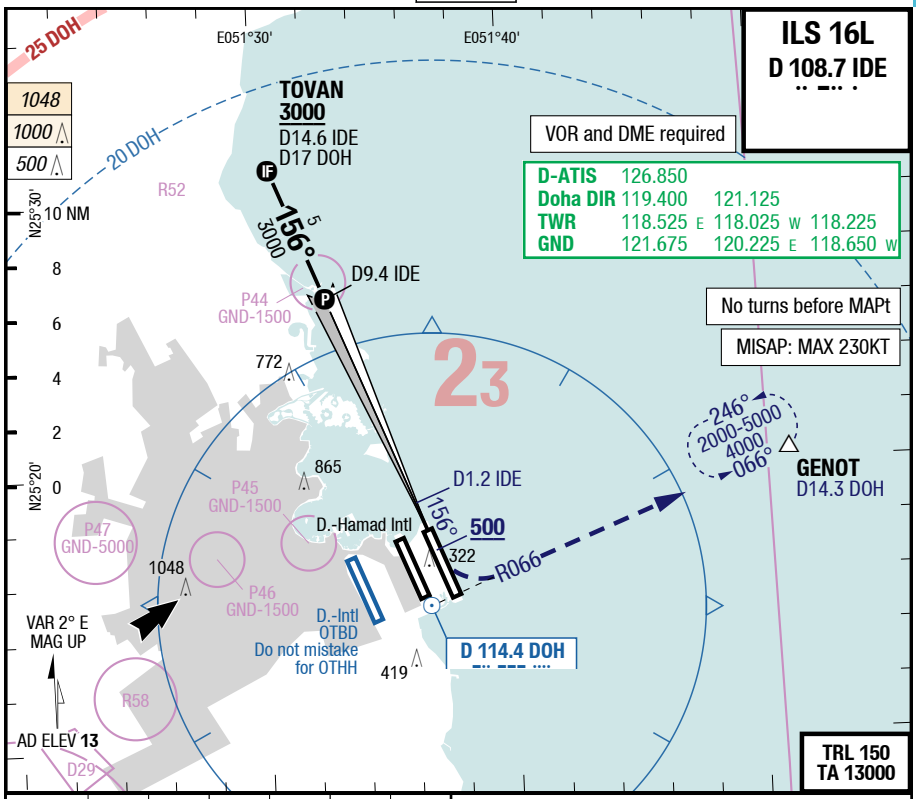
Hamad Intl Doha Qatar
RNAV (RNP) STARs RWY 34R
RNAV (RNP) STARs RWY 34L



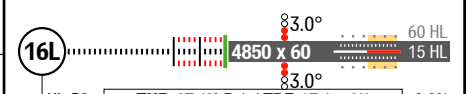
Changes: MSA, MGA, OBST, Editorial

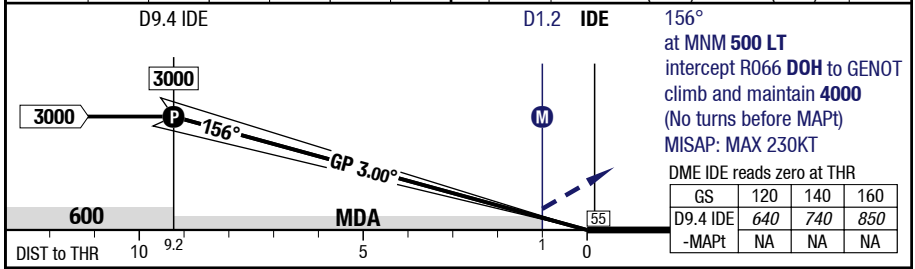


Changes: MSA, MGA, OBST, Editorial



LOC 3.00° D IDE	9.4	7	5	4	3	2
	3000	2240	1610	1290	970	650





GS	120	140	160
D9.4 IDE	*640*	*740*	*850*
-MAPt	NA	NA	NA

16L		Cat 3b DME	Cat 2 DME	Cat 1 DME 1)	LOC DME		Circling
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **100** RA	200 - 550R **220**	360 - 900R **370**		1230 - 2.4V **1240**
D	ft - m/km ft	0 - 75R **Company**	120 - 300R **117** RA 2)	210 - 550R **220**	360 - 900R **370**		1230 - 3.6V **1240**

1) With EVS RVR 350m
2) If not conducting autoland RVR 350m required

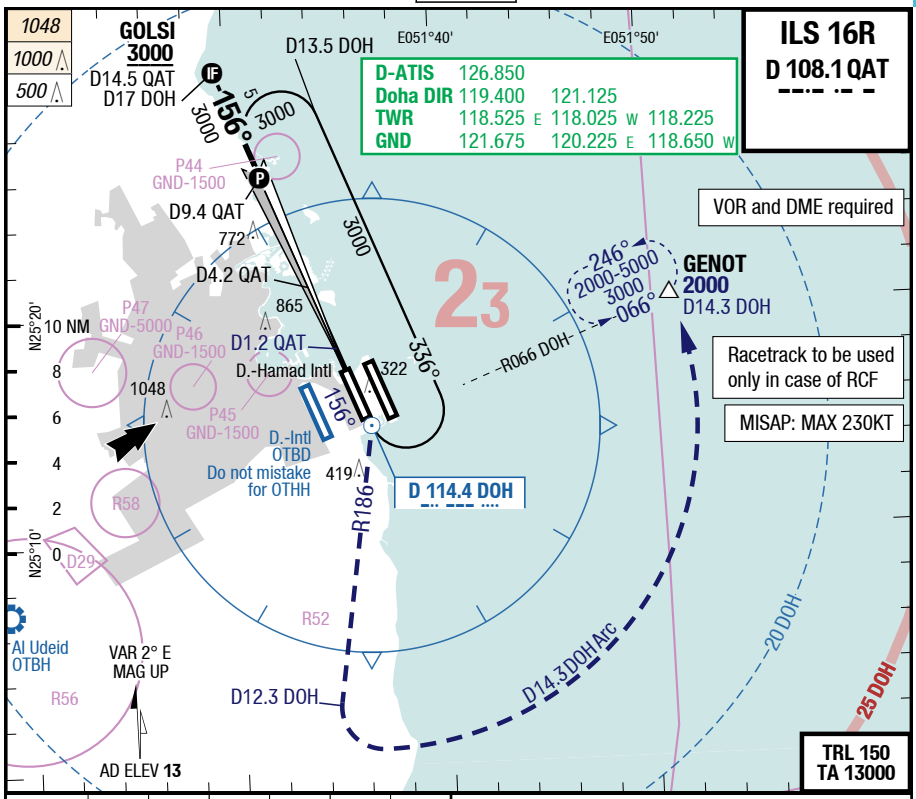
Changes: APL, ALT, OBST, MISAP text

09-MAR-2017

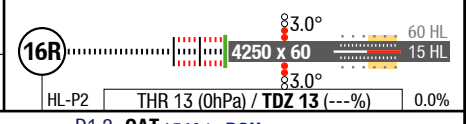
DOH-OTHH

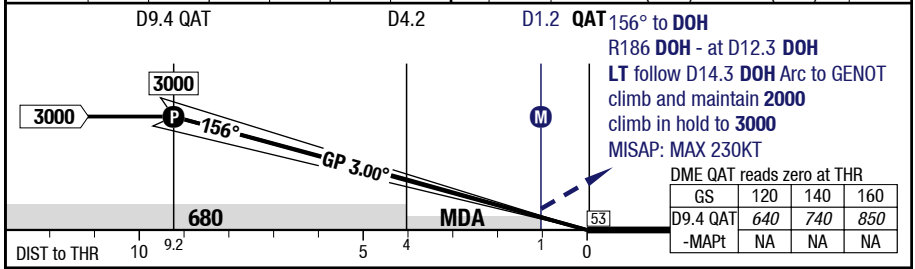
7-20

ILS 16R



LOC 3.00° D QAT	9.4	8	6	4	3	2
	3000	2560	1920	1290	970	650





16R		Cat 3b DME	Cat 2 DME	Cat 1 DME 1)	LOC DME		Circling
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **100** RA	200 - 550R **220**	360 - 900R **370**		1230 - 2.4V **1240**
D	ft - m/km ft	0 - 75R **Company**	120 - 300R **123** RA 2)	210 - 550R **220**	360 - 900R **370**		1230 - 3.6V **1240**

1) With EVS RVR 350m, wo EVS use STD
2) If not conducting autoland RVR 350m required

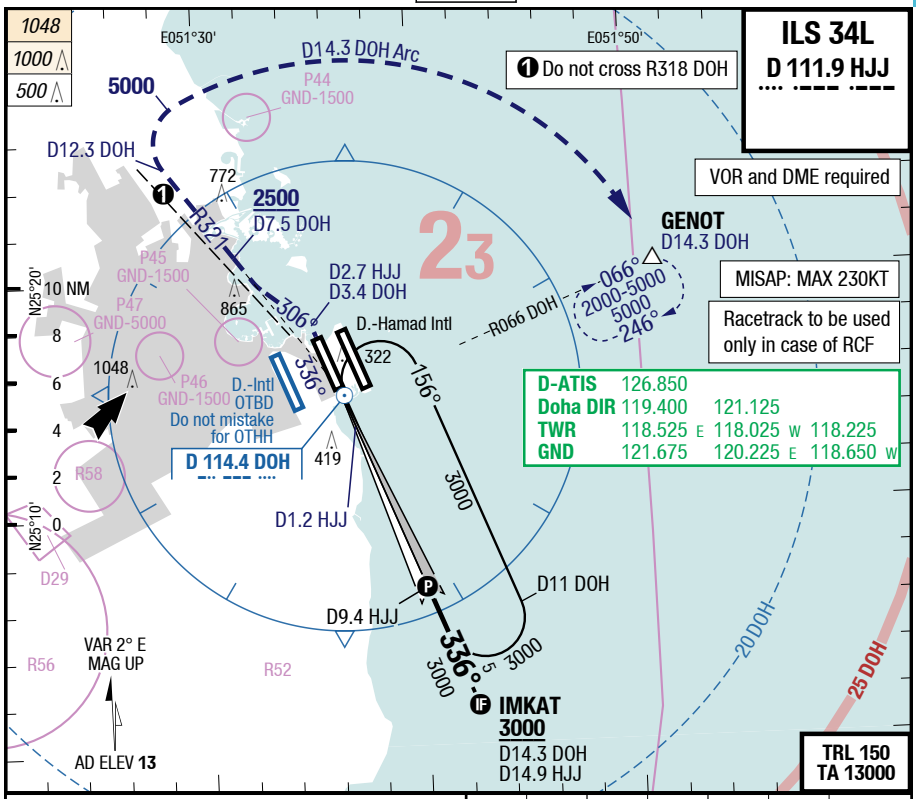
Changes: APL, OBST

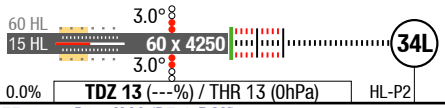
09-MAR-2017

DOH-OTHH

7-30

ILS 34L



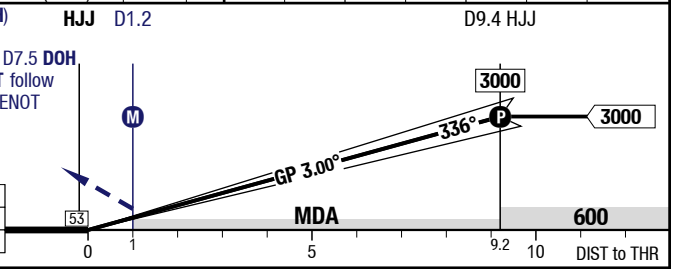


2	3	4	5	7	9.4	LOC 3.01° D HJJ
640	960	1280	1600	2240	3000	

336° - at D2.7 **HJJ** (D3.4 **DOH**)
LT 306° - intercept R321 **DOH**
(do not cross R318 **DOH**, cross D7.5 **DOH**
MNM **2500**) - at D12.3 **DOH RT** follow
D14.3 **DOH** Arc (at **5000**) to GENOT
maintain **5000**
MISAP: MAX 230KT

DME HJJ reads zero at THR

GS	120	140	160
D9.4 HJJ	*640*	*750*	*850*
-MAPt	NA	NA	NA



34L		Cat 3b DME	Cat 2 DME GA 4.0%	Cat 2 DME GA 2.5%	Cat 1 DME GA 4.0% 1)	Cat 1 DME GA 2.5% 2)	Circling
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **99** RA	200 - 450R **204** RA	200 - 550R **220**	310 - 700R **320**	1230 - 2.4V **1240**
D	ft - m/km ft	0 - 75R **Company**	120 - 300R **120** RA 3)	220 - 450R **213** RA	210 - 550R **220**	320 - 700R **330**	1230 - 3.6V **1240**

1) With EVS RVR 350m
2) With EVS RVR 450m
3) If not conducting autoland RVR 350m required

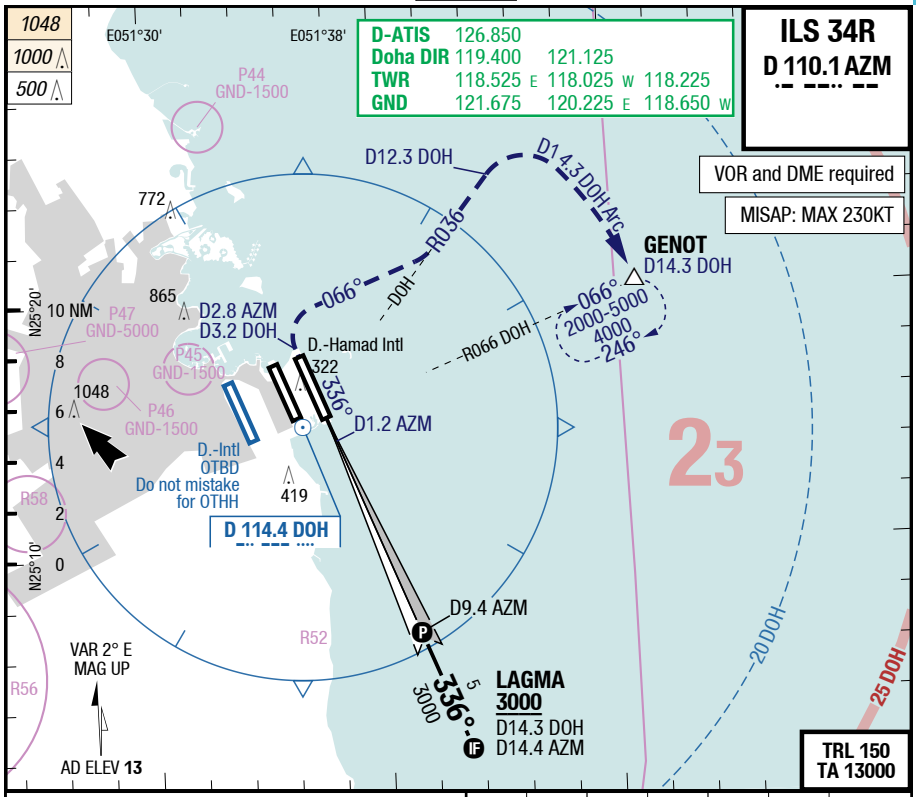
Changes: APL, OBST

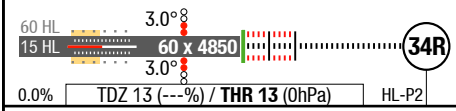
09-MAR-2017

DOH-OTHH

7-40

ILS 34R



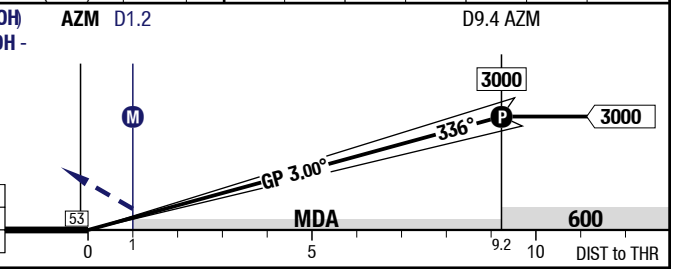


2	3	4	5	7	9.4	LOC 3.00° D AZM
650	970	1290	1610	2240	3000	

336° - at D2.8 **AZM** (D3.2 **DOH**)
RT 066° - intercept R036 **DOH** -
at D12.3 **DOH RT** follow
D14.3 **DOH** Arc to GENOT
climb and maintain **4000**
MISAP: MAX 230KT

DME AZM reads zero at THR

GS	120	140	160
D9.4 AZM	*640*	*740*	*850*
-MAPt	NA	NA	NA



34R		Cat 3b DME	Cat 2 DME	Cat 1 DME 1)	LOC DME		Circling
C	ft - m/km ft	0 - 75R **Company**	130 - 400R **132** RA	210 - 550R **230**	310 - 750R **320**		1230 - 2.4V **1240**
D	ft - m/km ft	0 - 75R **Company**	150 - 450R **151** RA	230 - 550R **240**	310 - 750R **320**		1230 - 3.6V **1240**

1) With EVS RVR 350m, wo EVS use STD

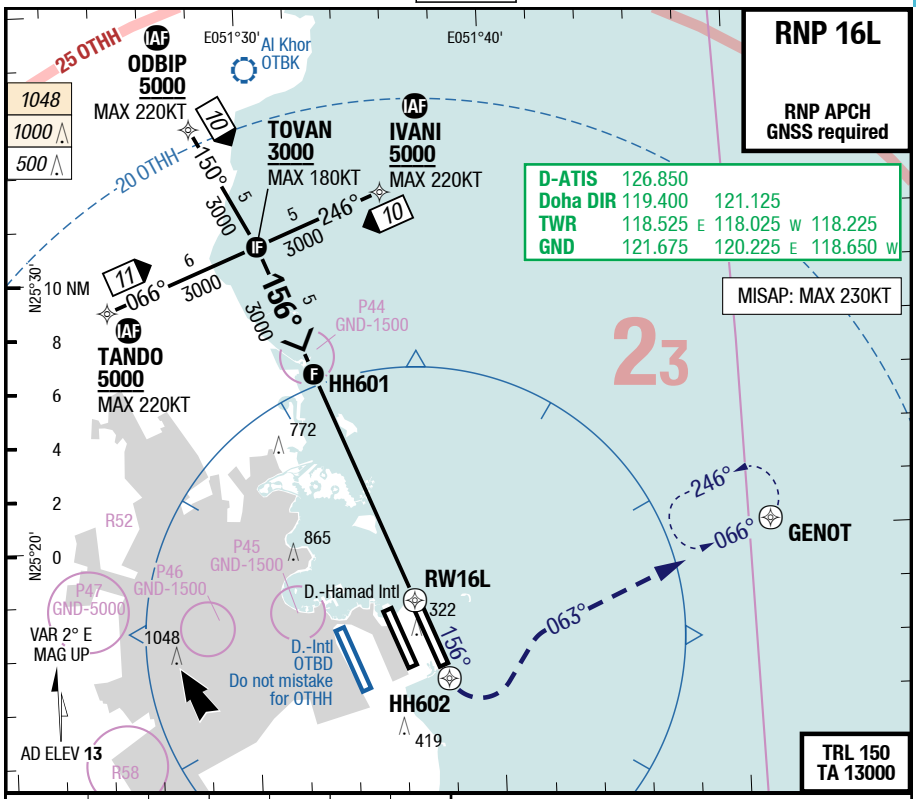
Changes: APL, OBST

09-MAR-2017

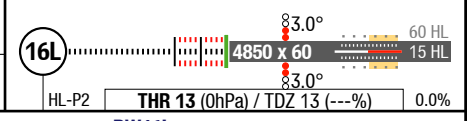
DOH-OTHH

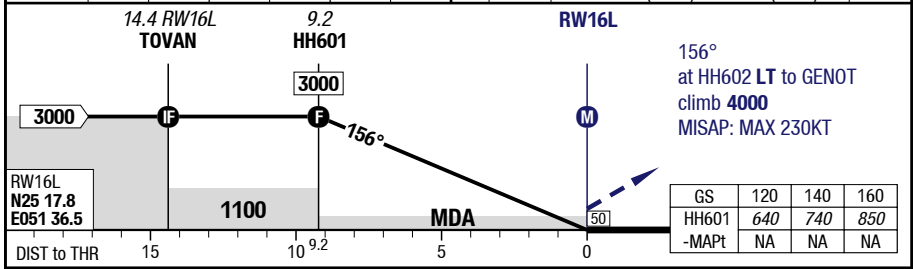
7-50

RNP 16L



3.00° RW16L	9.2	8	6	4	3	2
	3000	2610	1980	1340	1020	700





GS	120	140	160
HH601	*640*	*740*	*850*
-MAPt	NA	NA	NA

16L		RNP VNAV 1) 2)	RNP LNAV	RNP LNAV APL U/S			Circling
C	ft - m/km ft	360 - 900R **370**	560 - 1.8 **570**	560 - 2.5 **570**			1230 - 2.4V **1240**
D	ft - m/km ft	360 - 900R **370**	560 - 1.8 **570**	560 - 2.5 **570**			1230 - 3.6V **1240**

1) Uncompensated BARO VNAV NA below 15°C (59°F)
2) With EVS RVR 600m

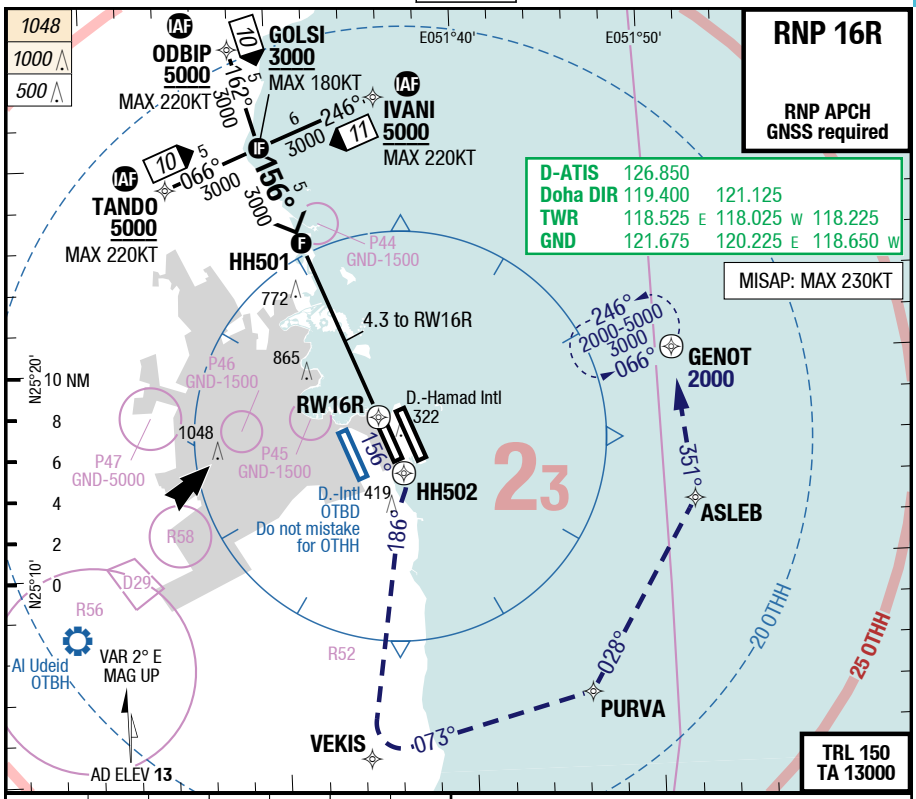
Changes: APL, OBST, Editorial

09-MAR-2017

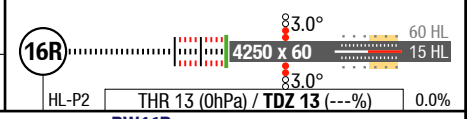
DOH-OTHH

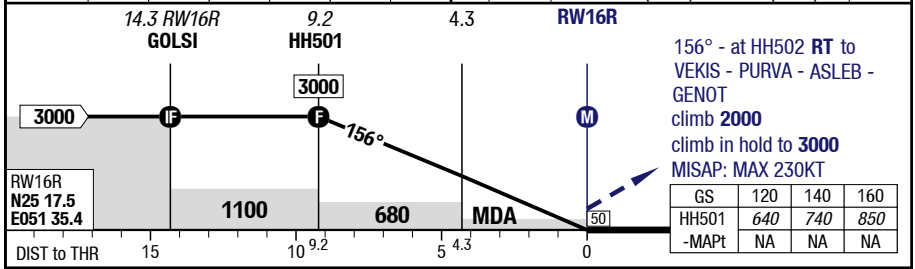
7-60

RNP 16R



3.00° RW16R	9.2	7	5	4	3	2
	3000	2300	1660	1340	1020	700





GS	120	140	160
HH501	*640*	*740*	*850*
-MAPt	NA	NA	NA

16R		RNP VNAV 1) 2)	RNP LNAV	RNP LNAV APL U/S			Circling
C	ft - m/km ft	370 - 1.0R **380**	560 - 1.8 **570**	560 - 2.5 **570**			1230 - 2.4V **1240**
D	ft - m/km ft	370 - 1.0R **380**	560 - 1.8 **570**	560 - 2.5 **570**			1230 - 3.6V **1240**

1) Uncompensated BARO VNAV NA below 15°C (59°F)
2) With EVS RVR 650m

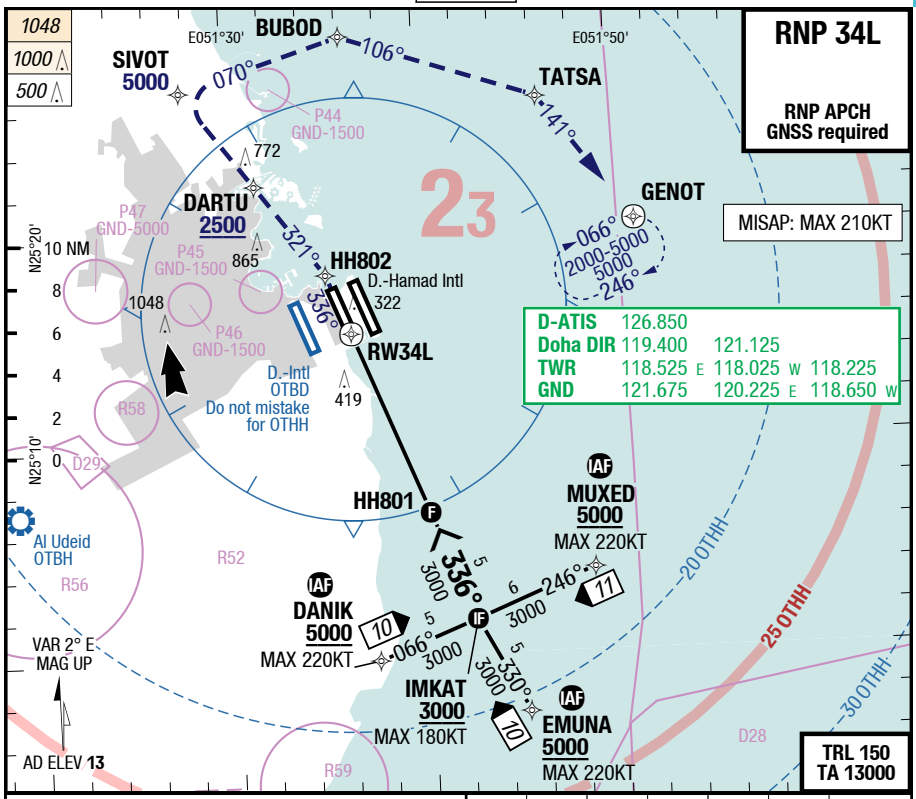
Changes: APL, OBST, Editorial

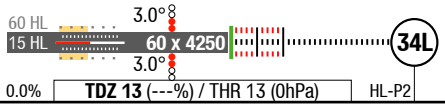
09-MAR-2017

DOH-OTHH

7-70

RNP 34L

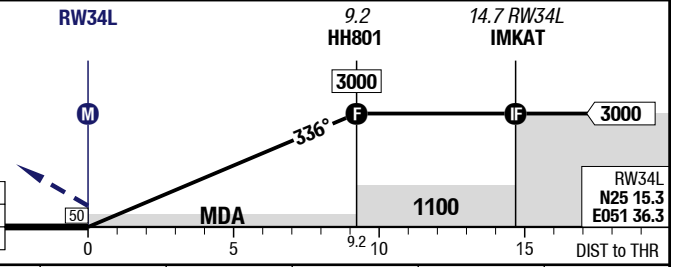




2	3	4	5	7	9.2	3.00° RW34L
700	*1020*	*1340*	*1660*	*2300*	3000	

336° - at HH802 **LT**
to DARTU (MNM **2500**) -
SIVOT (at **5000**) -
BUBOD - TATSA - GENOT
climb **5000**
MISAP: MAX 210KT

GS	120	140	160
HH801	*640*	*740*	*850*
-MAPt	NA	NA	NA



34L		RNP VNAV 1) 2)	RNP LNAV	RNP LNAV APL U/S			Circling
C	ft - m/km ft	360 - 900R **370**	560 - 1.8 **570**	560 - 2.5 **570**			1230 - 2.4V **1240**
D	ft - m/km ft	360 - 900R **370**	560 - 1.8 **570**	560 - 2.5 **570**			1230 - 3.6V **1240**

1) Uncompensated BARO VNAV NA below 15°C (59°F)
2) With EVS RVR 600m

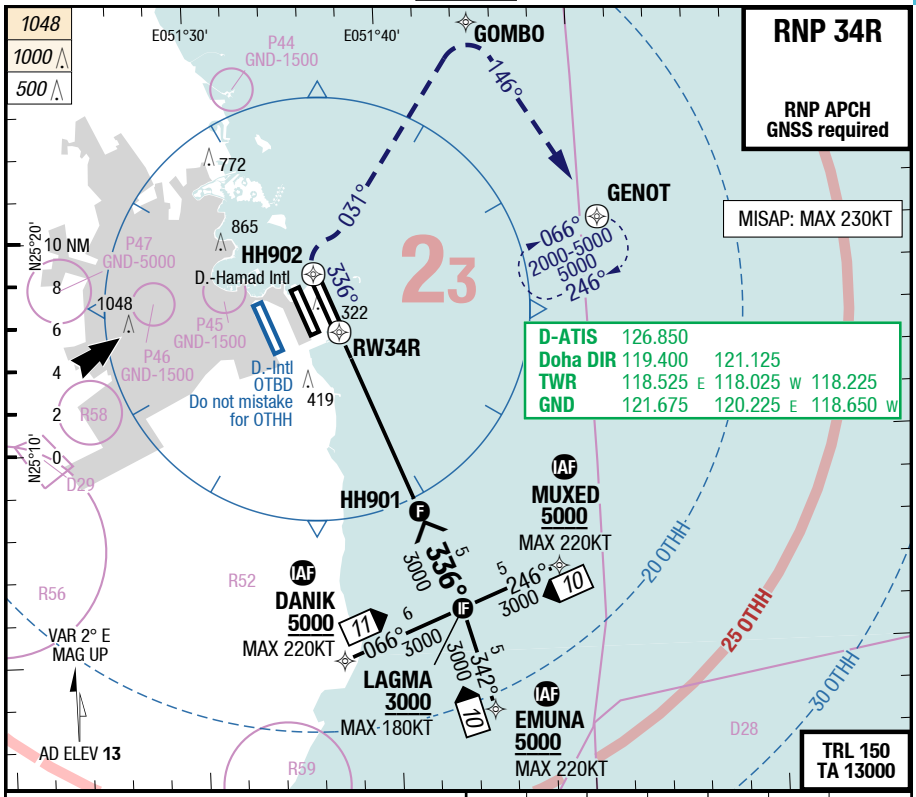
Changes: APL, OBST, Editorial

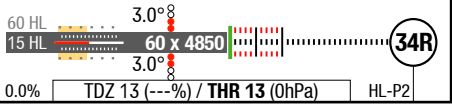
09-MAR-2017

DOH-OTHH

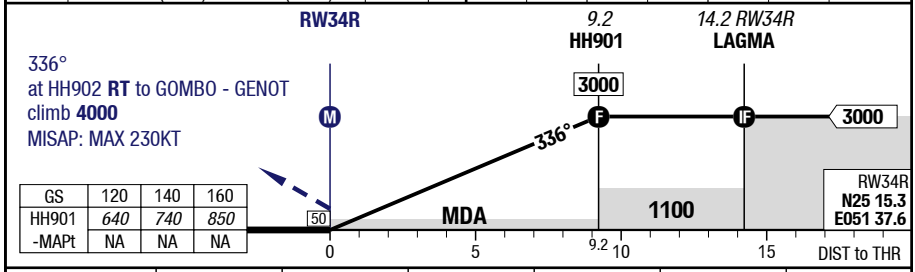
7-80

RNP 34R





2	3	4	5	7	9.2	3.00° RW34R
700	*1020*	*1340*	*1660*	*2300*	3000	



GS	120	140	160
HH901	*640*	*740*	*850*
-MAPt	NA	NA	NA

34R		RNP VNAV 1) 2) 3)	RNP LNAV				Circling
C	ft - m/km ft	300 - 650R **310**	400 - 1.1R **410**				1230 - 2.4V **1240**
D	ft - m/km ft	300 - 650R **310**	400 - 1.1R **410**				1230 - 3.6V **1240**

1) Uncompensated BARO VNAV NA below 15°C (59°F)
2) wo HGS RVR 750m required
3) With EVS RVR 450m

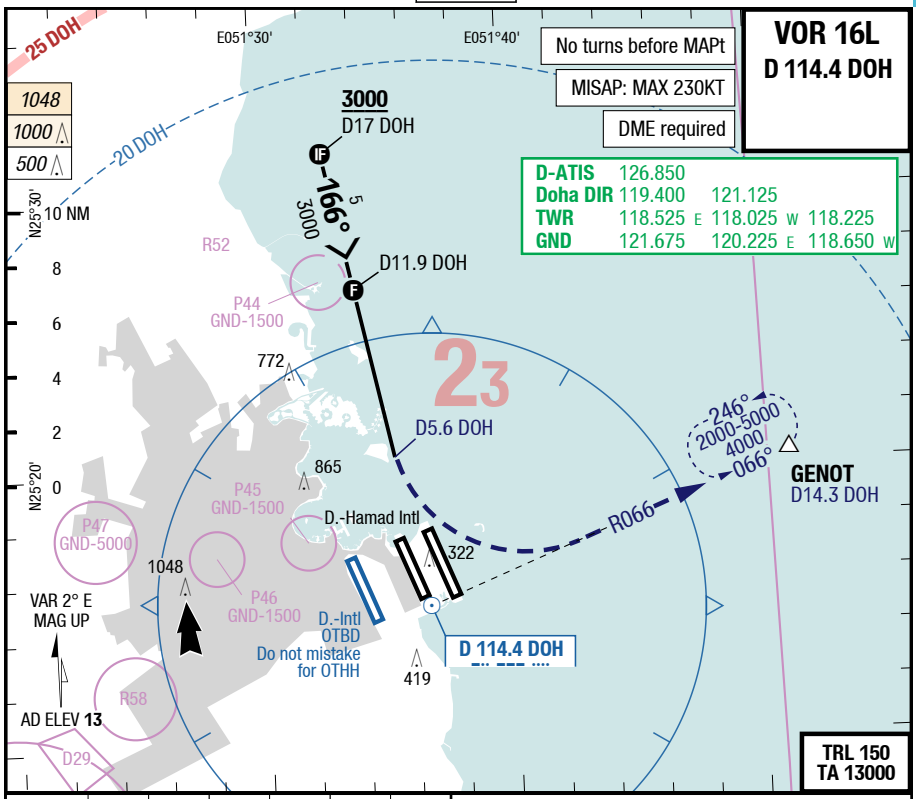
Changes: APL, OBST, Editorial

09-MAR-2017

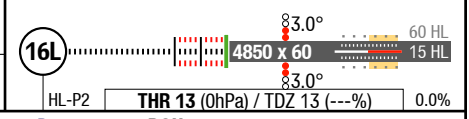
DOH-OTHH

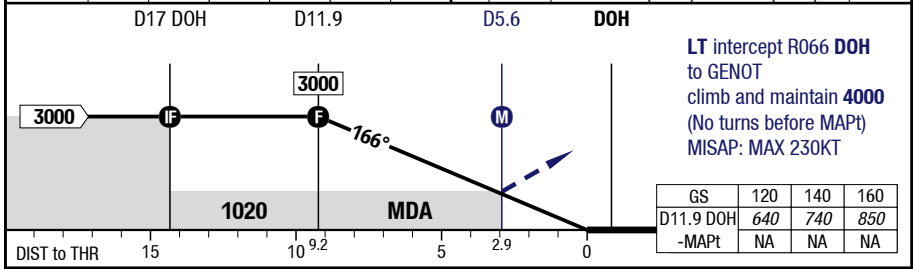
7-90

VOR 16L



3.00° D DOH 166° RWY 156°	11.9	10	9	8	7	6
	3000	2400	2080	1760	1450	1130





LT intercept R066 **DOH**
to GENOT
climb and maintain **4000**
(No turns before MAPt)
MISAP: MAX 230KT

GS	120	140	160
D11.9 DOH	*640*	*740*	*850*
-MAPt	NA	NA	NA

16L		**VOR DME**					**Circling**
C	ft - m/km ft	1010 - 4.1 **1020**					1230 - 4.1V **1240**
D	ft - m/km ft	1010 - 4.1 **1020**					1230 - 4.1V **1240**

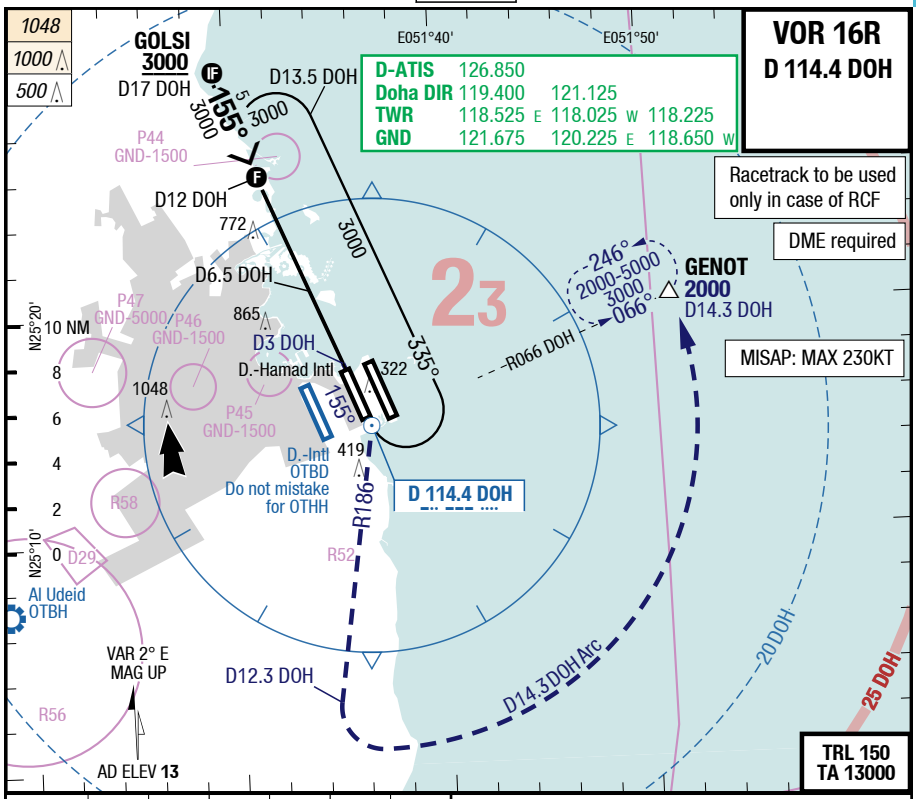
Changes: APL, OBST

09-MAR-2017

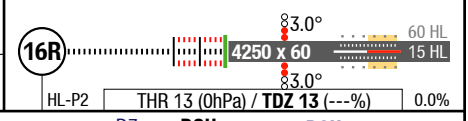
DOH-OTHH

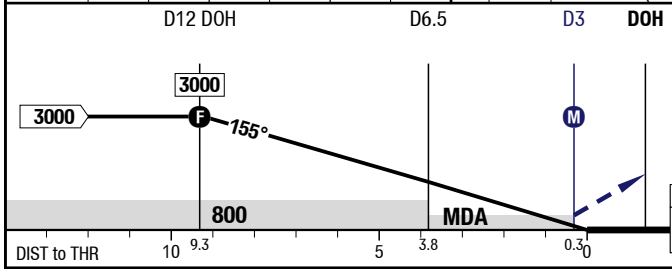
7-100

VOR 16R



3.00° D DOH 155° RWY 156°	12	9	7	6	5	4
	3000	*2080*	*1440*	*1120*	*800*	*490*





155° to **DOH**
R186 **DOH** - at D12.3 **DOH**
LT follow D14.3 **DOH** Arc to GENOT
climb and maintain **2000**
climb in hold to **3000**
MISAP: MAX 230KT

GS	120	140	160
D12 DOH	*640*	*740*	*850*
-MAPt	NA	NA	NA

16R		VOR DME					Circling
C	ft - m/km ft	400 - 1.1R **410**					1230 - 2.4V **1240**
D	ft - m/km ft	400 - 1.1R **410**					1230 - 3.6V **1240**

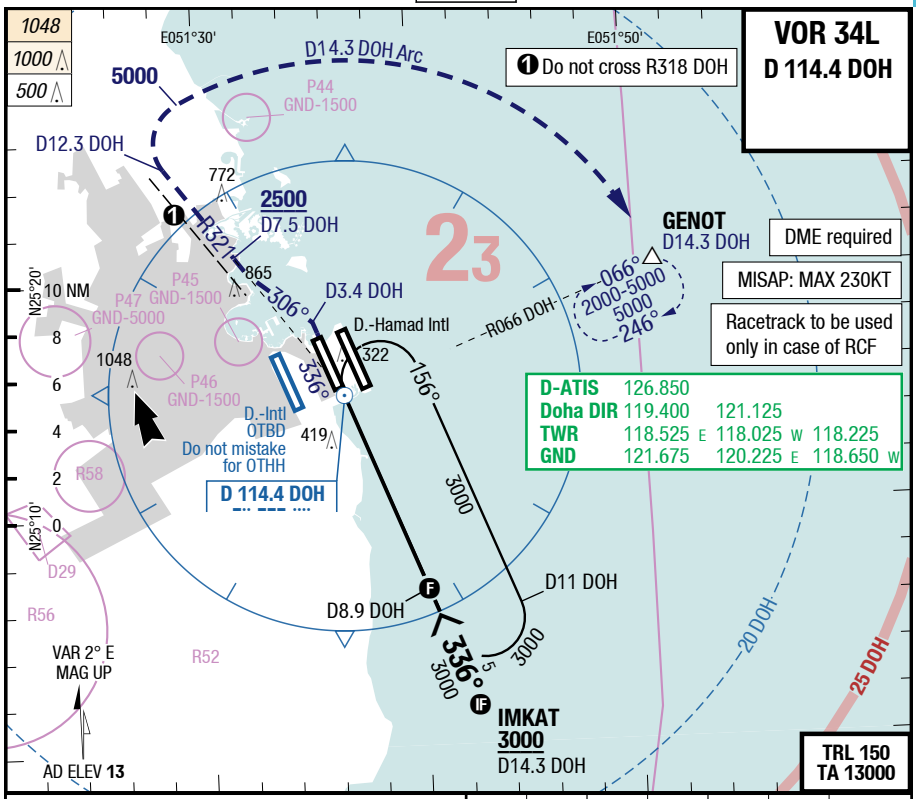
Changes: APL, OBST

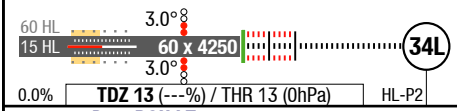
09-MAR-2017

DOH-OTHH

7-110

VOR 34L



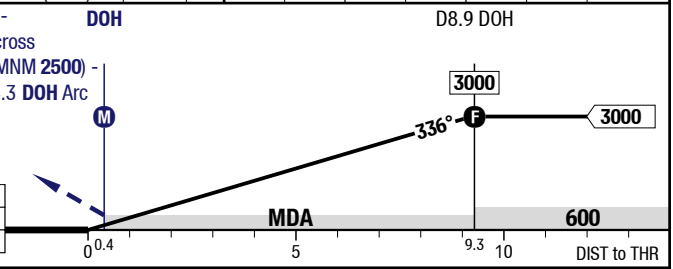


2	3	4	5	6	8.9	3.00° D DOH
830	1150	1460	1780	2100	3000	

336° - at D3.4 **DOH LT** 306°- intercept R321 **DOH** (do not cross R318 **DOH**, cross D7.5 **DOH** MNM **2500**) - at D12.3 **DOH RT** follow D14.3 **DOH** Arc (at **5000**) to GENOT maintain **5000**

MISAP: MAX 230KT

GS	120	140	160
D8.9 DOH	*640*	*740*	*850*
-MAPt	NA	NA	NA



34L		VOR DME					Circling
C	ft - m/km ft	520 - 1.6R **530**					1230 - 2.4V **1240**
D	ft - m/km ft	520 - 1.6R **530**					1230 - 3.6V **1240**

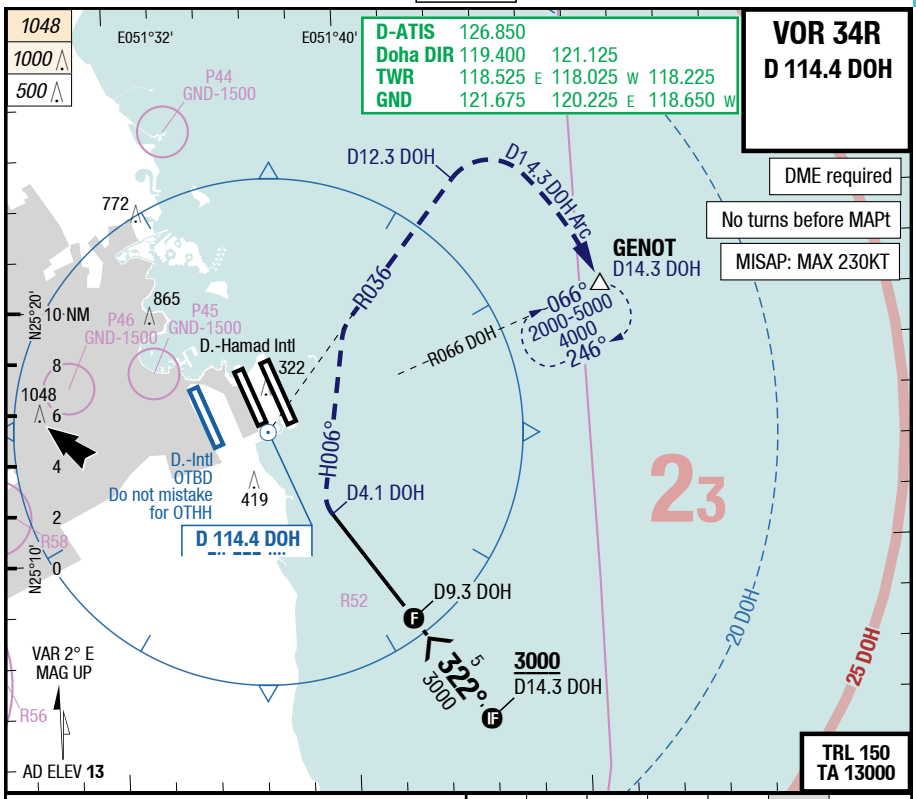
Changes: APL, OBST

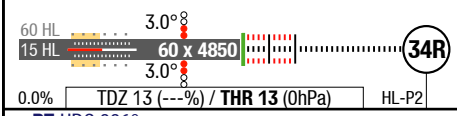
09-MAR-2017

DOH-OTHH

7-120

VOR 34R



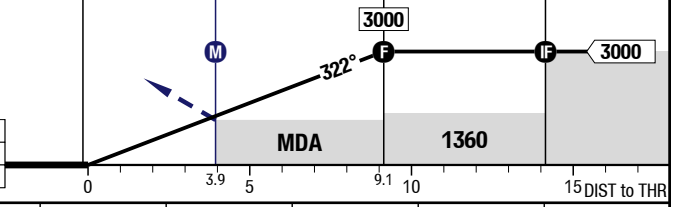


5	6	7	8	9.3	
1620	*1950*	*2270*	*2590*	3000	

3.03°
D DOH
322°
RWY 336°

RT HDG 006° -
intercept R036 **DOH** -
at D12.3 **DOH RT** follow
D14.3 **DOH** Arc to GENOT
climb and maintain **4000**
(No turns before MAPt)
MISAP: MAX 230KT

GS	120	140	160
D9.3 DOH	*640*	*750*	*860*
-MAPt	NA	NA	NA



34R		VOR DME					Circling
C	ft - m/km ft	1350 - 5.0 **1360**					1350 - 5.0V **1360**
D	ft - m/km ft	1350 - 5.0 **1360**					1350 - 5.0V **1360**

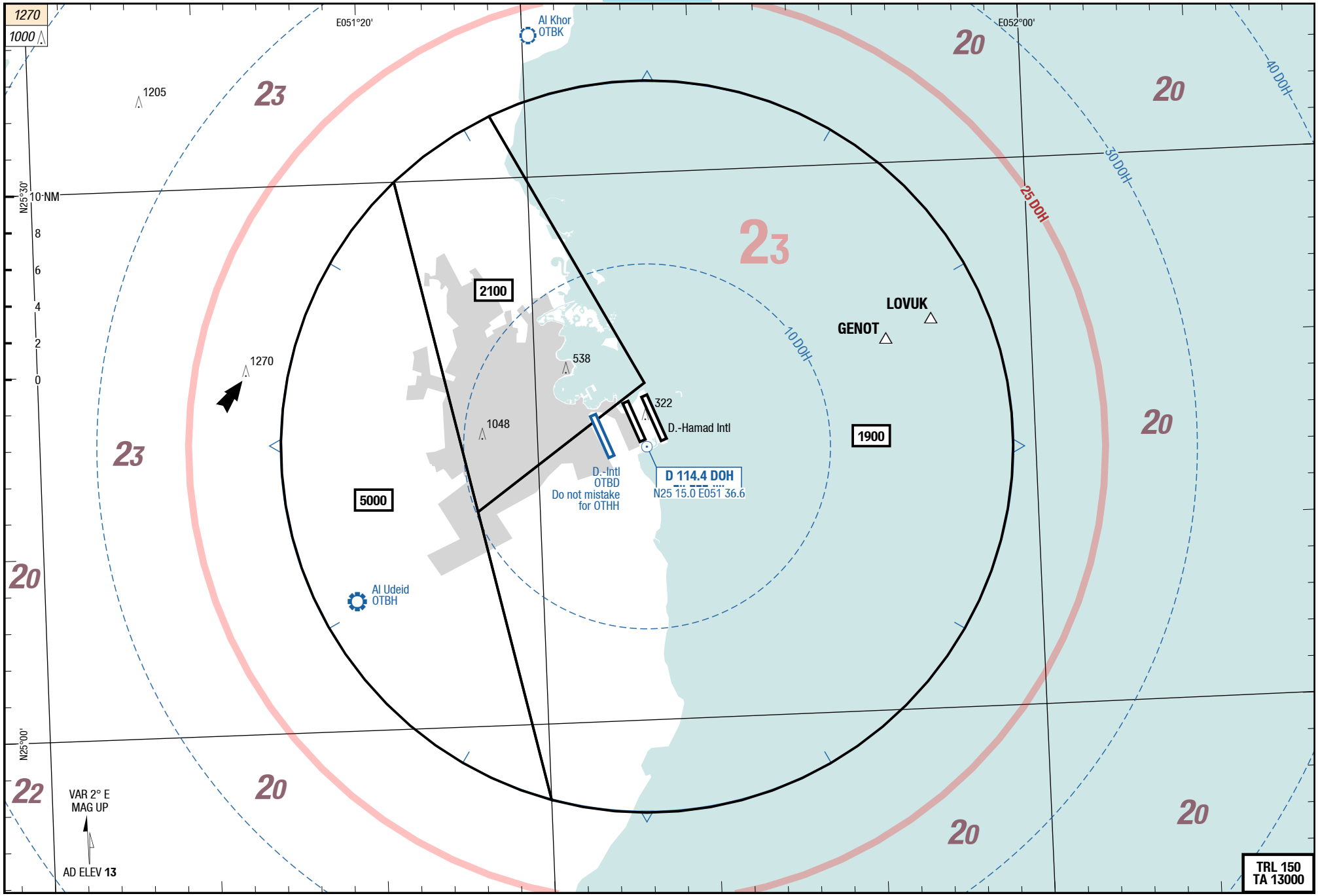
Changes: APL, OBST

34L		**LOC DME**					
C	ft - m/km ft	330 - 800R **340**					
D	ft - m/km ft	330 - 800R **340**					

Qatar **Doha** Hamad Intl
NIL
MRC

MRC MRC

Hamad Intl **Doha** Qatar
NIL
MRC



Changes: MRVA