

**GENERAL****Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 9**PCN:** RWY 07R/25L: 100/F/D/X/T, RWY 07L/25R: 65/F/D/X/T**Operation****Preferential RWY**

LDG/TKOF RWY 25L/07R.

**RWY Restrictions**

Backtrack or 180°-turn on RWY 25L/07R prohibited for ACFT CAT Heavy or Medium.

RWY 25R/07L will be used as EMERG RWY for LDG and TKOF when the main RWY is CLSD for MAINT or other reasons and situation will be notified by NOTAM.

**Taxi/Parking**

Taxi and parking marshaller compulsory.

Visual docking guidance system AVBL.

**Warnings**

Daily radio sond balloon for upper air WX-data will start between 0300-0600 and 1100-1300.

0400-1400: Daily labourers around RWY and TWYs, cutting grass and scaring birds. Take precaution while TKOF, LDG and Taxiing.

Birds in vicinity of AD.

**ARRIVAL****Communication****COM Failure**

Message "**Delay not determined**" will not be considered to be an **EAT** for the purpose of radio failure procedure. Pilots whose radio fails after they have received this message, but before an EAT is given, should not attempt to land at their planned destination AD but should fly to another AD in accordance with the following procedure:

- **APCH from N, NW or W; above FL330:**

Continue flight to ADS VOR/DME maintaining the last assigned FL and route. After overhead ADS VOR/DME establish R188 and on crossing D25 ADS, start descent to FL330. Upon maintaining FL330, proceed on track 061° to Dire Dawa AD. At position 97NM to DWA VOR/DME, start descent to FL 150 and land visually.

- **APCH from S, SE or E; above FL330:**

Continue flight to ADS VOR/DME maintaining assigned FL and route; establish R188 from ADS VOR/DME and follow procedure above.

## ARRIVAL

- **APCH from N, NW or W; below FL330:**

Continue flying to ADS VOR/DME maintaining the last assigned FL and route. After overhead ADS VOR/DME establish R188 and on crossing D25 ADS R188 climb to FL330 and proceed to D65 ADS. Thereafter turn left to establish HDG 061° to Dire Dawa AD. If unable to maintain FL330 at D65 ADS make a circling climb to the right between R188 and R198 limiting D65-75 to FL330 and proceed on track 061° to Dire Dawa AD. At position 97NM to DWA VOR/DME start descent to FL150 and land visually.

- **APCH from S, SE or E; below FL330:**

Continue flight to ADS VOR/DME maintaining last assigned FL and route to enter the HLDG-pattern. Thereafter, establish R188 ADS VOR/DME and follow procedure above.

- **APCH from N, NW, or W; maintaining FL330:**

Continue flying to ADS VOR/DME. Thereafter, establish R188 and on crossing D25 ADS, turn left onto track 061° maintaining FL330 and proceed to Dire Dawa AD. At PSN 97NM to DWA VOR/DME start descent to DWA VOR/DME, FL150 and land visually.

**RNAV/GNSS**

In case of COM failure before the start of STAR, ACFT should follow the already existing ATS route.

## Arrival Procedure

**Noise Abatement Procedure**

Do not intercept the extended final APCH track less than 10NM from THR between 1700-0400.

In case of visual operations, pilot should permit an adequate period of stabilized flight on final APCH before crossing RWY.

To maintain efficient air traffic services, use NAP descent and APCH procedures utilizing continues descent and reduced power/reduced drag techniques (or a combination of both), within operationally acceptable ranges.

Avoid operating on left hand-down wind RWY 07R/L and right hand-down wind RWY 25L/R at all times.

**Non-standard GP Intercept Position on RWY 25L**

GP intercepts RWY 25L at *308m / 1011ft* after landing threshold.

Remaining DIST beyond GP is *3132m / 10275ft*.

## DEPARTURE

**Take-off Minima**

RWY		07R/25L, 07L/25R	
All ACFT	ft - m/km	c450 - 800V	-

## Departure Procedure

**Noise Abatement Procedure**

RWY 07R/L

Perform left turn turn to the west and north-west direction. No turn before crossing 12500ft on RWY HDG between 1700-0400 or perform a right turn to north, north-west and west. Do not fly below LVL assigned on published SID.

RWY 25L/R

Perform left turn to north, north-west and west. Do not fly below LVL on published SID.

## ADD-HAAB

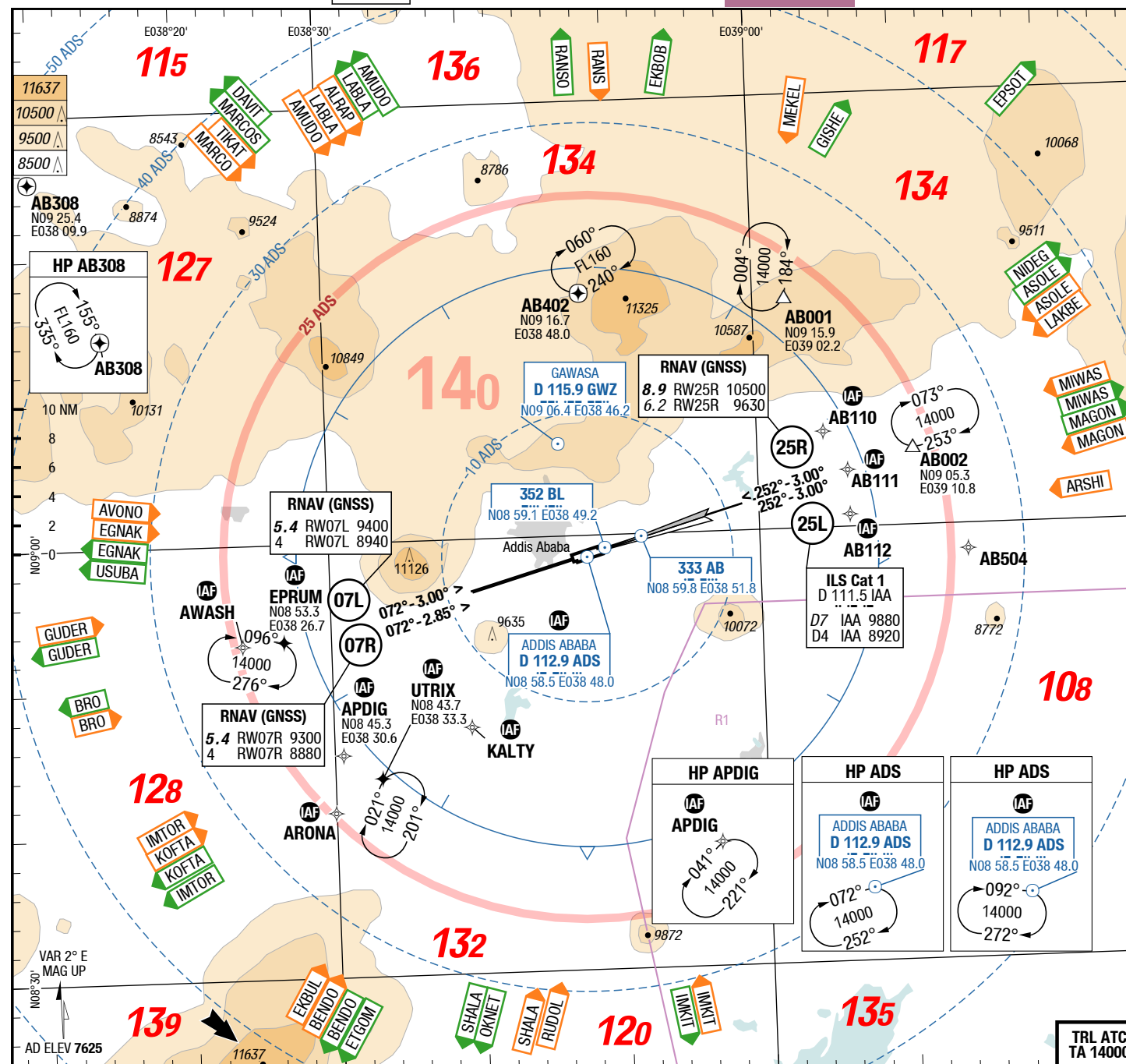
**AGC**  
**AFC**

# AFC

# AFC

**AGC**  
**AFC**

**2-10**



**Landing RWY system:**

**THR 7621** (244hPa) / TDZ --- (---%) -0.1%

**THR 7604** (243hPa) / TDZ --- (---%) -0.1%

**THR 7618** (244hPa) / TDZ 7617 (---%) -0.2%

**THR 7596** (---%) / THR 7596 (243hPa) / TDZ 7596 (---%) -0.2%

**TRL ATC  
TA 14000**

06-SEP-2018  
ADD-HAAB

Ethiopia Addis Ababa Bole Intl

AGC

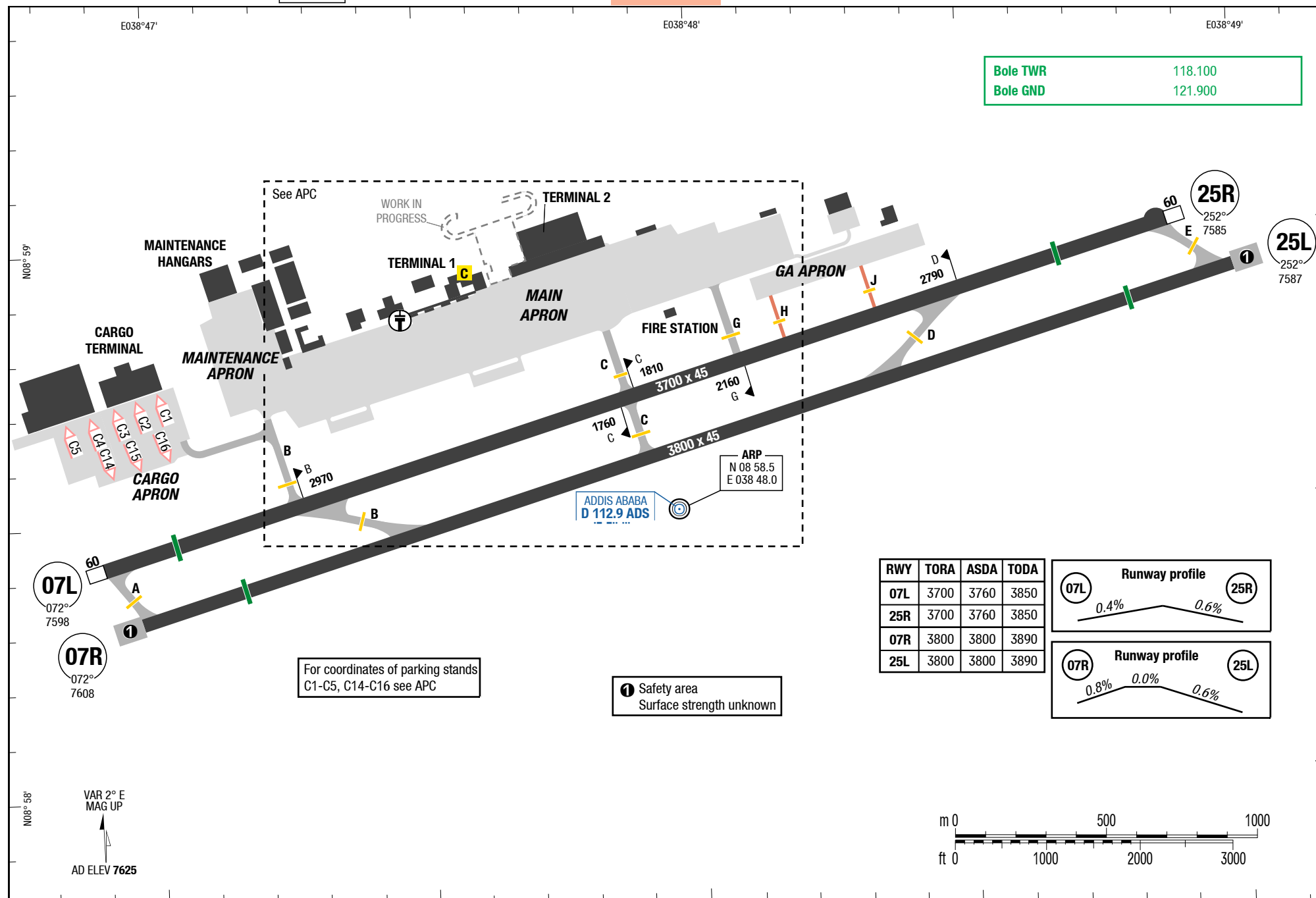
AGC

AGC

Bole Intl Addis Ababa Ethiopia

AGC

3-20



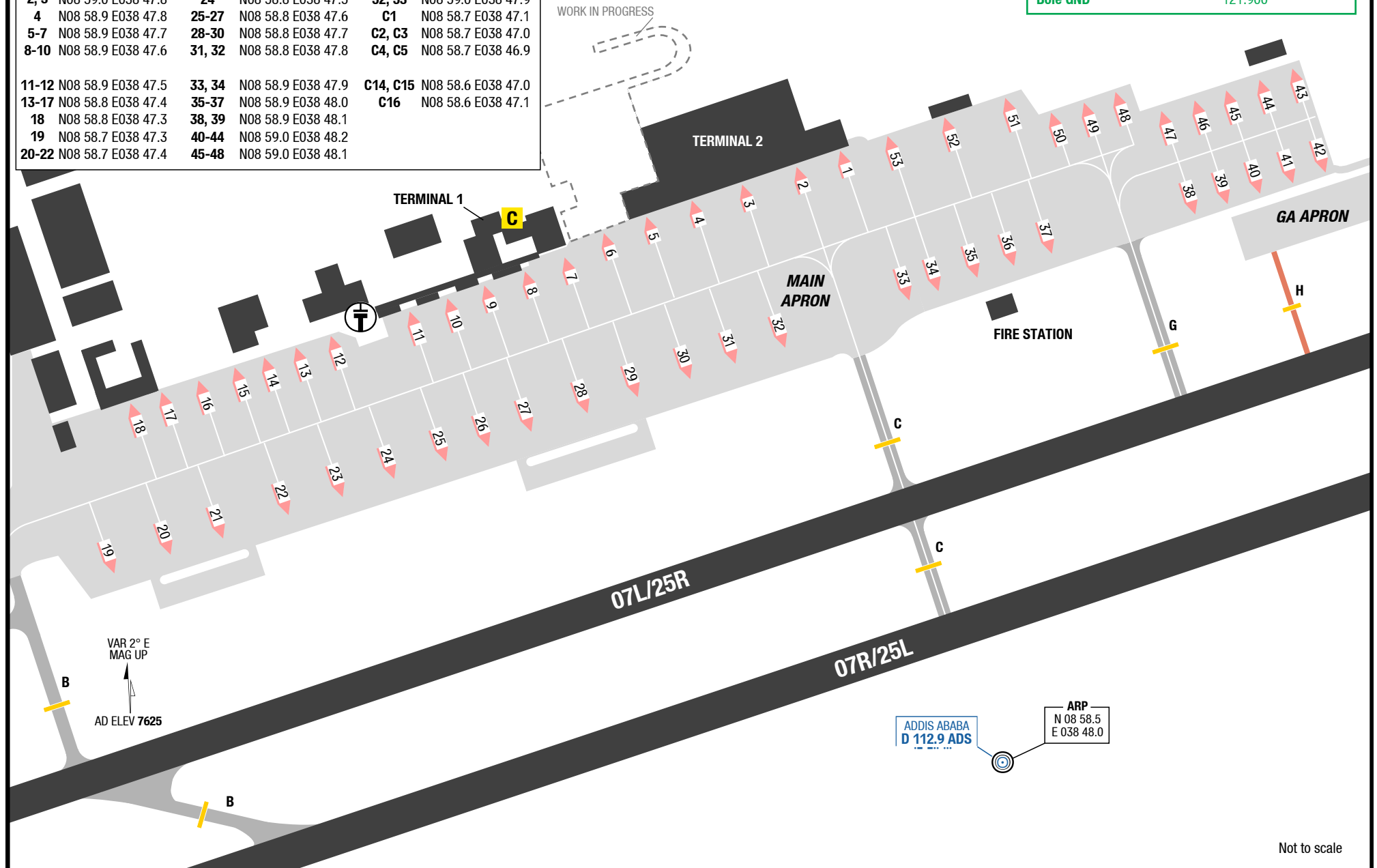
Changes: WIP, HLDG POS, Parking Stands

3-30

COORDINATES

1	N08 59.0 E038 47.9	23	N08 58.7 E038 47.5	49-51	N08 59.0 E038 48.0
2, 3	N08 59.0 E038 47.8	24	N08 58.8 E038 47.5	52, 53	N08 59.0 E038 47.9
4	N08 58.9 E038 47.8	25-27	N08 58.8 E038 47.6	C1	N08 58.7 E038 47.1
5-7	N08 58.9 E038 47.7	28-30	N08 58.8 E038 47.7	C2, C3	N08 58.7 E038 47.0
8-10	N08 58.9 E038 47.6	31, 32	N08 58.8 E038 47.8	C4, C5	N08 58.7 E038 46.9
11-12	N08 58.9 E038 47.5	33, 34	N08 58.9 E038 47.9	C14, C15	N08 58.6 E038 47.0
13-17	N08 58.8 E038 47.4	35-37	N08 58.9 E038 48.0	C16	N08 58.6 E038 47.1
18	N08 58.8 E038 47.3	38, 39	N08 58.9 E038 48.1		
19	N08 58.7 E038 47.3	40-44	N08 59.0 E038 48.2		
20-22	N08 58.7 E038 47.4	45-48	N08 59.0 E038 48.1		

Bole TWR 118.100  
Bole GND 121.900



## ADD-HAAB

## RNAV SIDs RWYs 07L/R Southwest

4-10

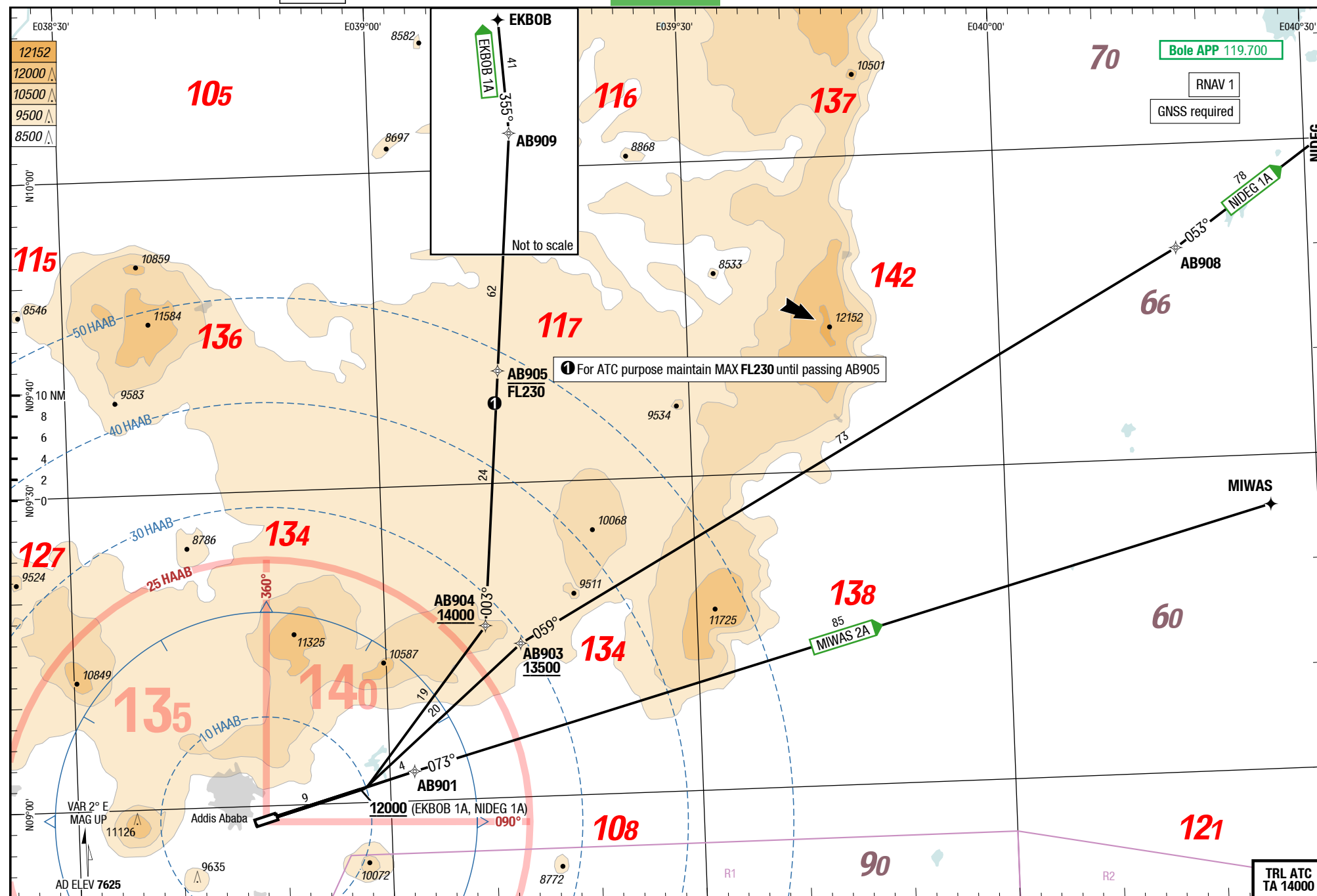
### RNAV SIDs RWYs 07L/R Northeast

SID

SID

RNAV SIDs RWYs 07L/R Southwest

## RNAV SIDs RWYs 07L/R Northeast



Changes: Note

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06-SEP-2018

ADD-HAAB

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4-20

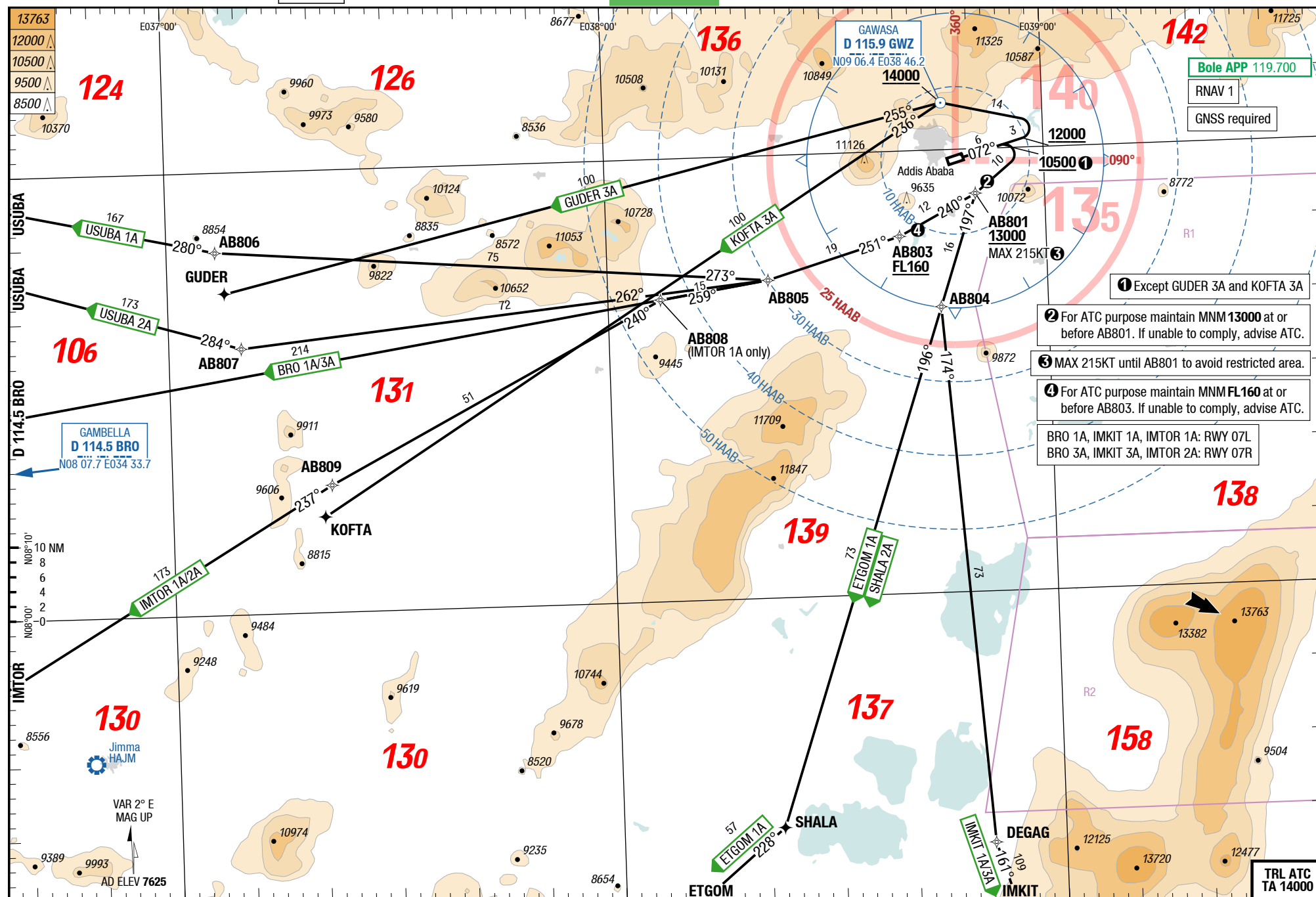
RNAV SIDs RWYs 07L/R Southwest

SID

SID

Bole Intl Addis Ababa Ethiopia

RNAV SIDs RWYs 07L/R Southwest



Changes: Track, PROC renumbered, Note, OBST



## ADD-HAAB

RNAV SIDs RWYs 25L/R East

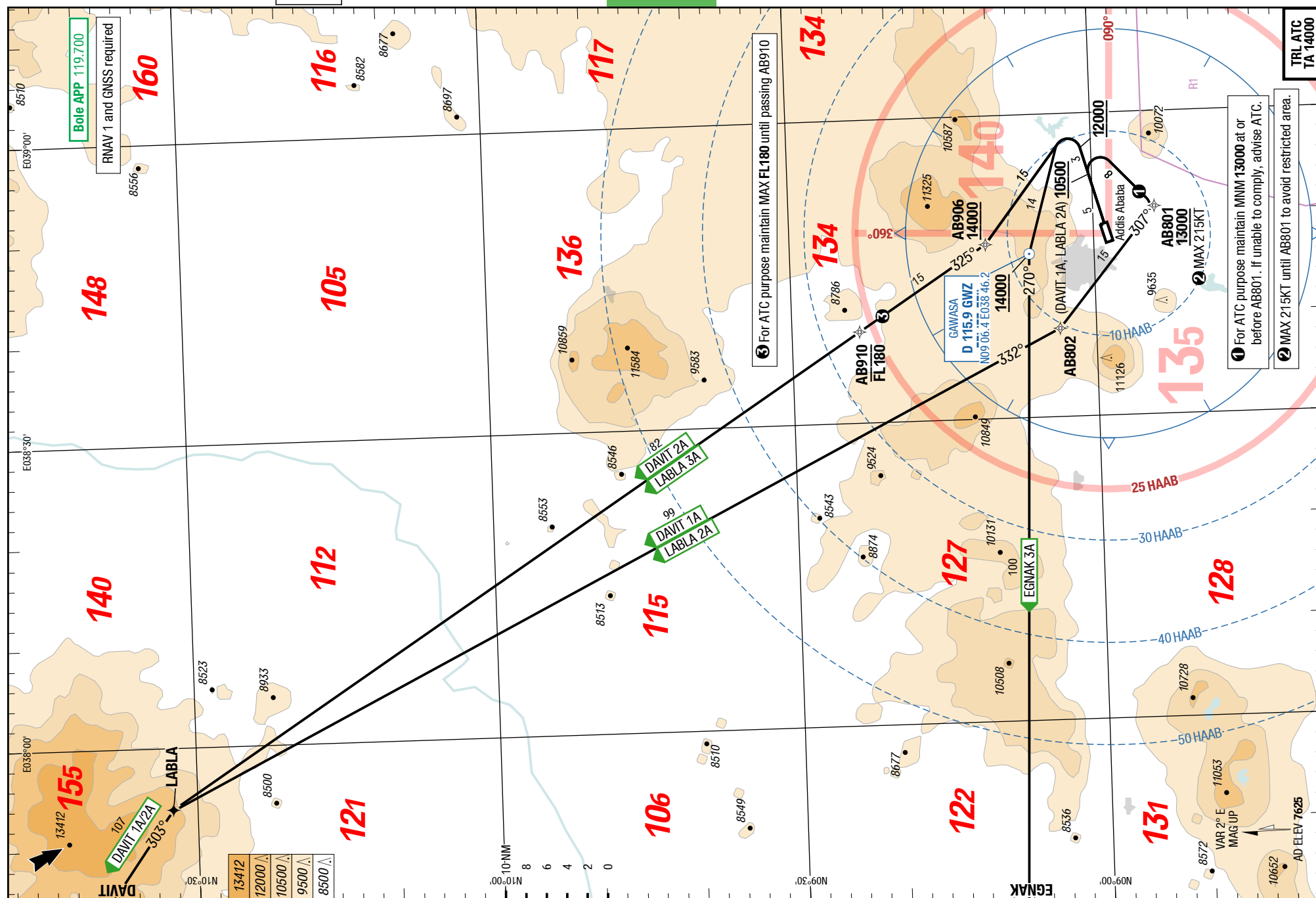
## RNAV SIDs RWYs 07L/R Northwest

SID

SID

RNAV SIDs RWYs 25L/R East

## RNAV SIDs RWYs 07L/R Northwest



Changes: Nil

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06-SEP-2018

ADD-HAAB

Ethiopia Addis Ababa Bole Intl

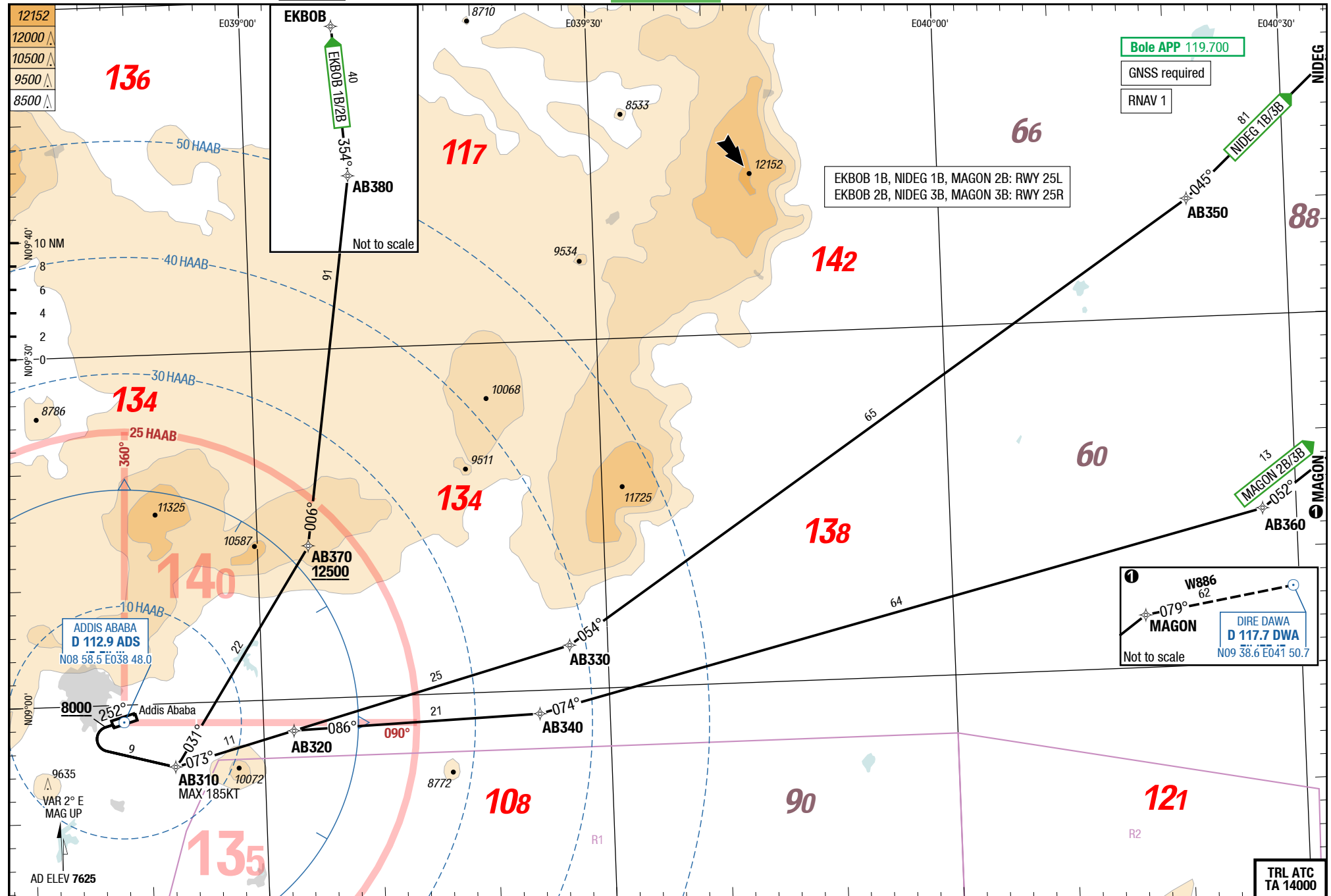
4-40 RNAV SIDs RWYs 25L/R East

SID

SID

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RNAV SIDs RWYs 25L/R East



06-SEP-2018

ADD-HAAB

Ethiopia Addis Ababa Bole Intl

[RNAV SIDS RWY 25R West]

SID

SID

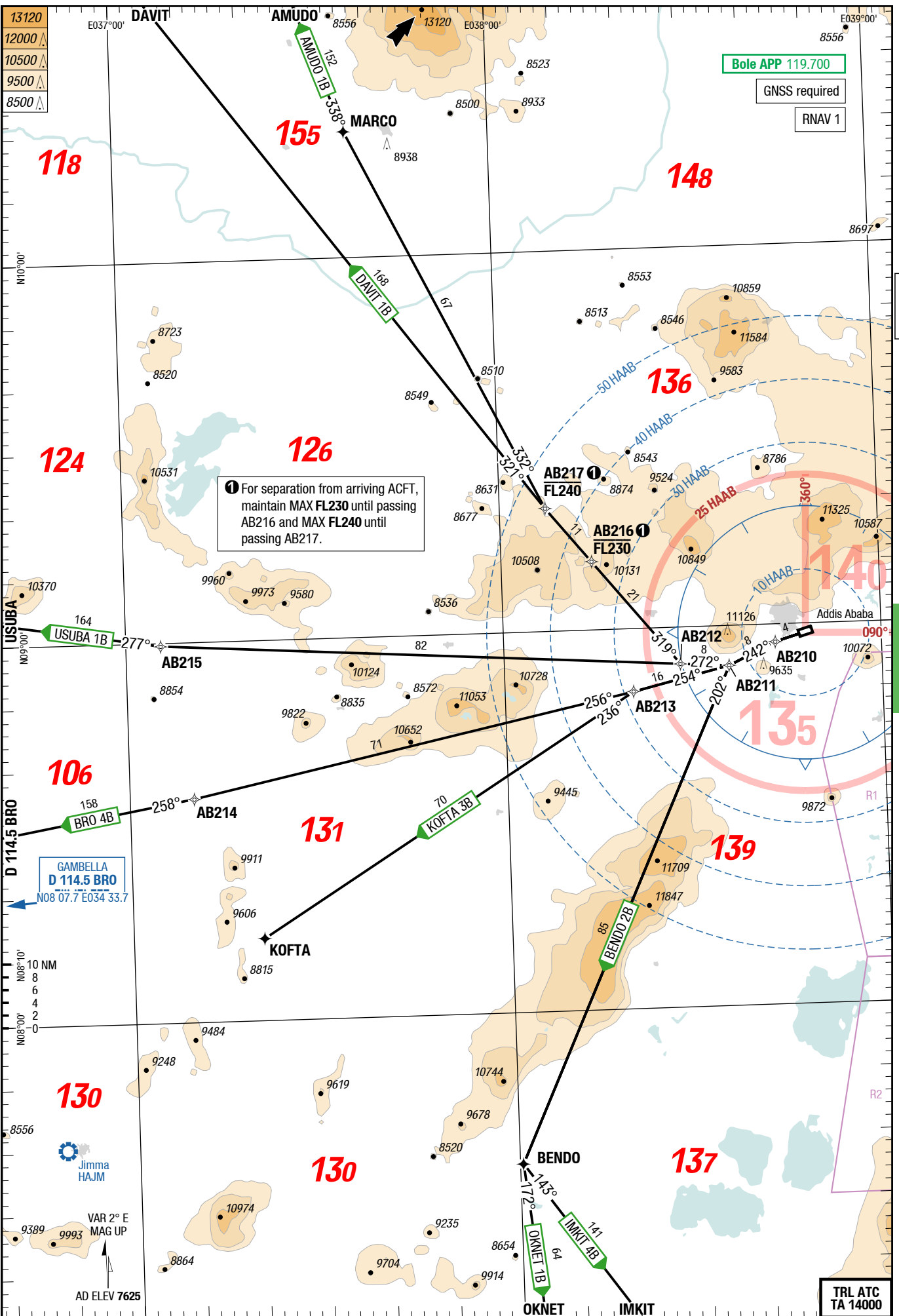
Bole Intl Addis Ababa Ethiopia

[RNAV SIDS RWY 25R West]

RNAV SIDS RWY 25L West

4-50

RNAV SIDS RWY 25L West



06-SEP-2018

ADD-HAAB

Ethiopia Addis Ababa Bole Intl

4-60

RNAV SIDs RWY 25R West

SID  
SID

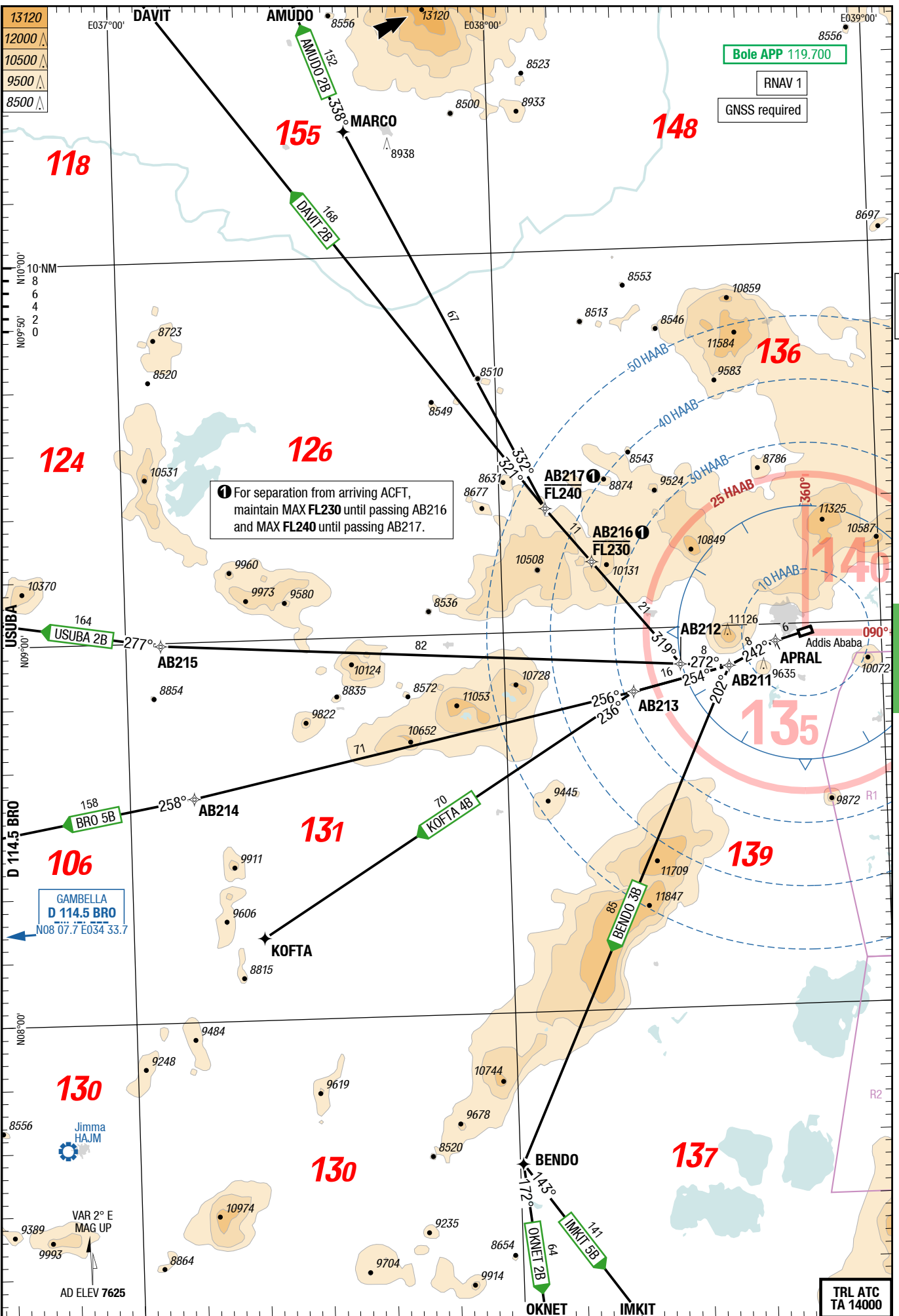
Bole Intl Addis Ababa Ethiopia

RNAV SIDs RWY 25R West

TRL ATC  
TA 14000

Bole APP 119.700  
RNAV 1  
GNSS required

① For separation from arriving ACFT,  
maintain MAX FL230 until passing AB216  
and MAX FL240 until passing AB217.



Changes: Track, Note, PROC renumbered, OBSI

07-DEC-2017

ADD-HAAB

Ethiopia Addis Ababa Bole Intl

SIDs North/East

4-70

Initial Climbs North/East

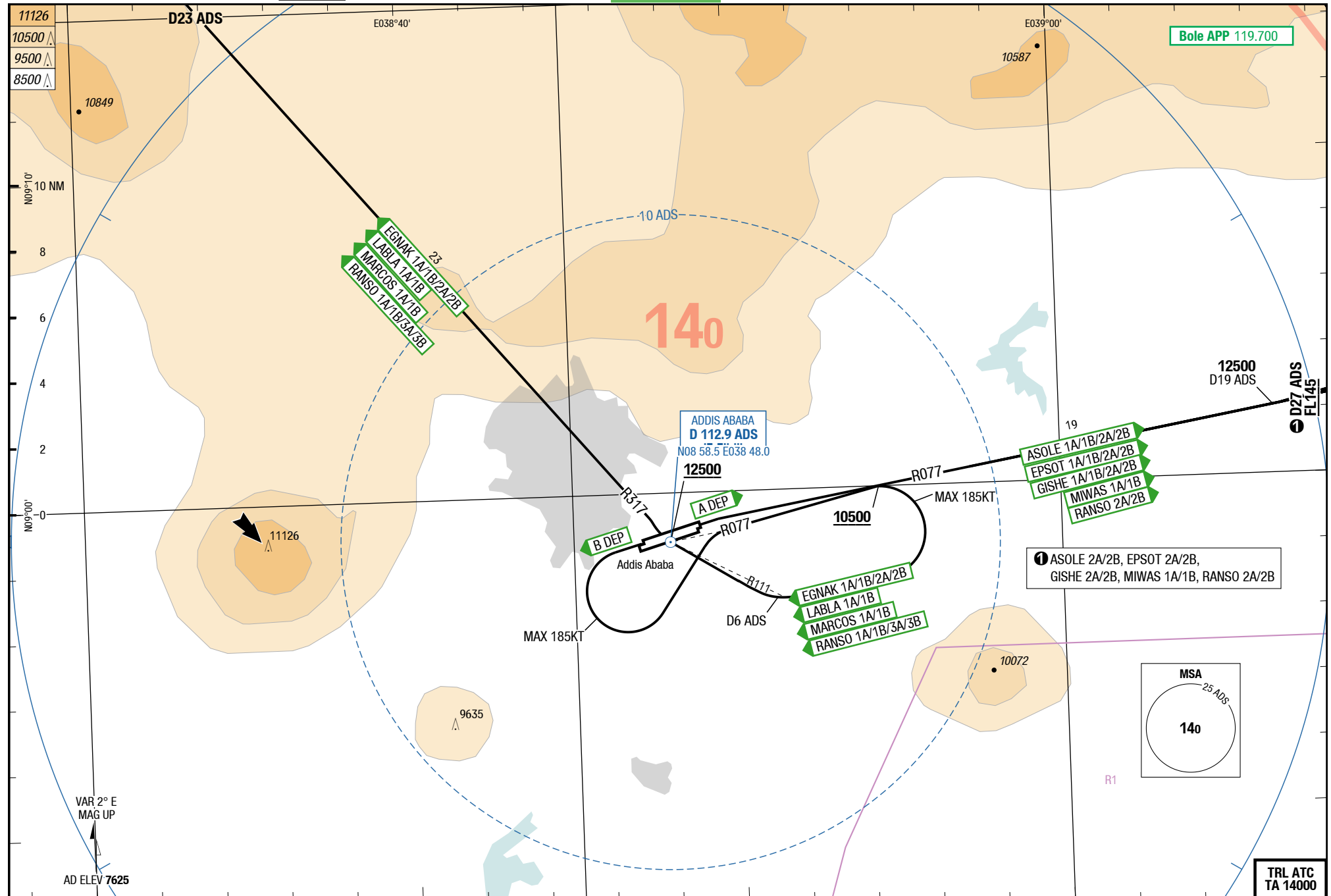
SID

SID

Bole Intl Addis Ababa Ethiopia

SIDs North/East

Initial Climbs North/East



Changes: Editorial

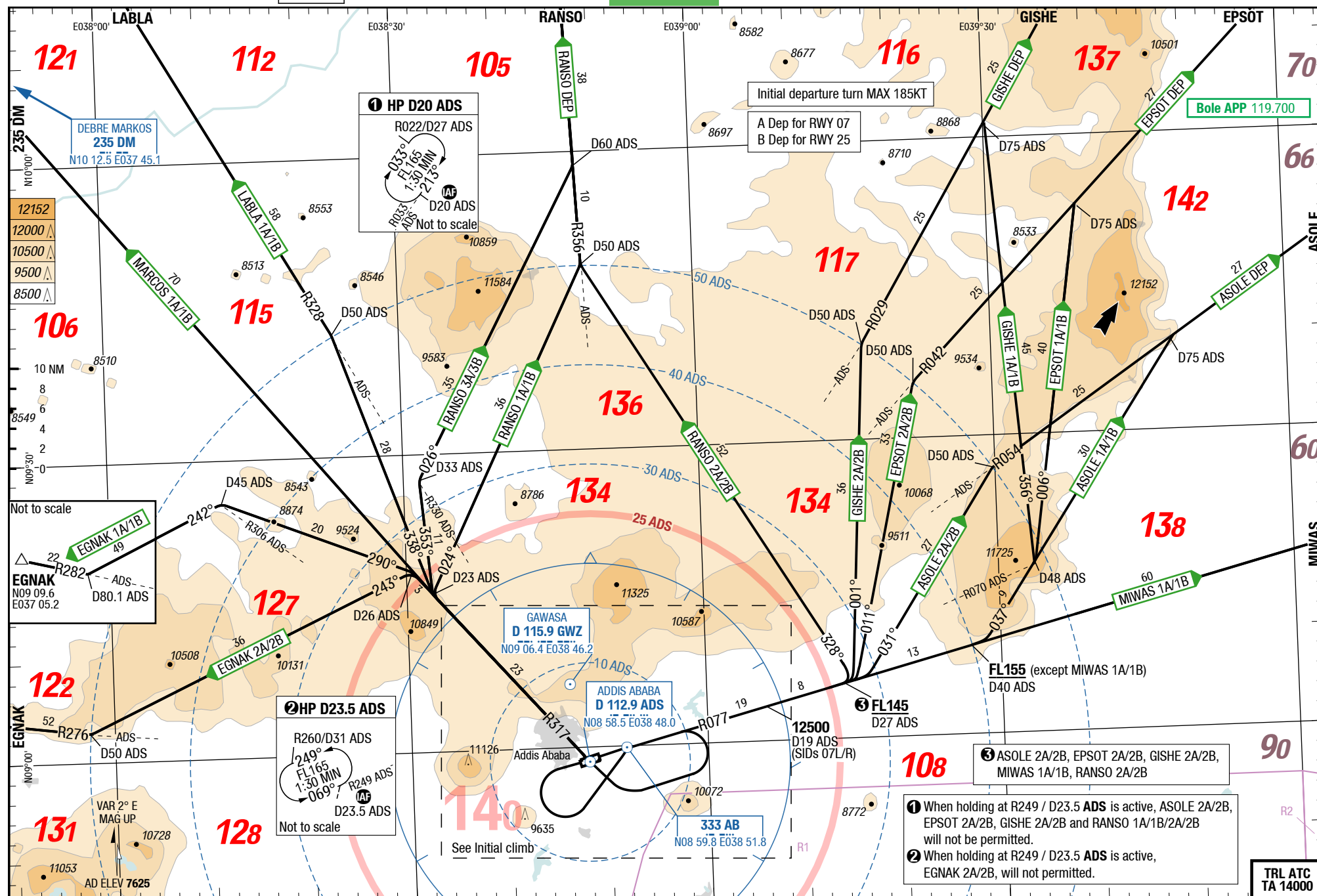
## ADD-HAAB

## SIDs North/East

SID

SID

## SIDs North/East



Changes: OBST, Note

**TRL ATC  
TA 14000**

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29-DEC-2016

Ethiopia **Addis Ababa** Bole Intl

SID

SID

Bole Intl **Addis Ababa** Ethiopia

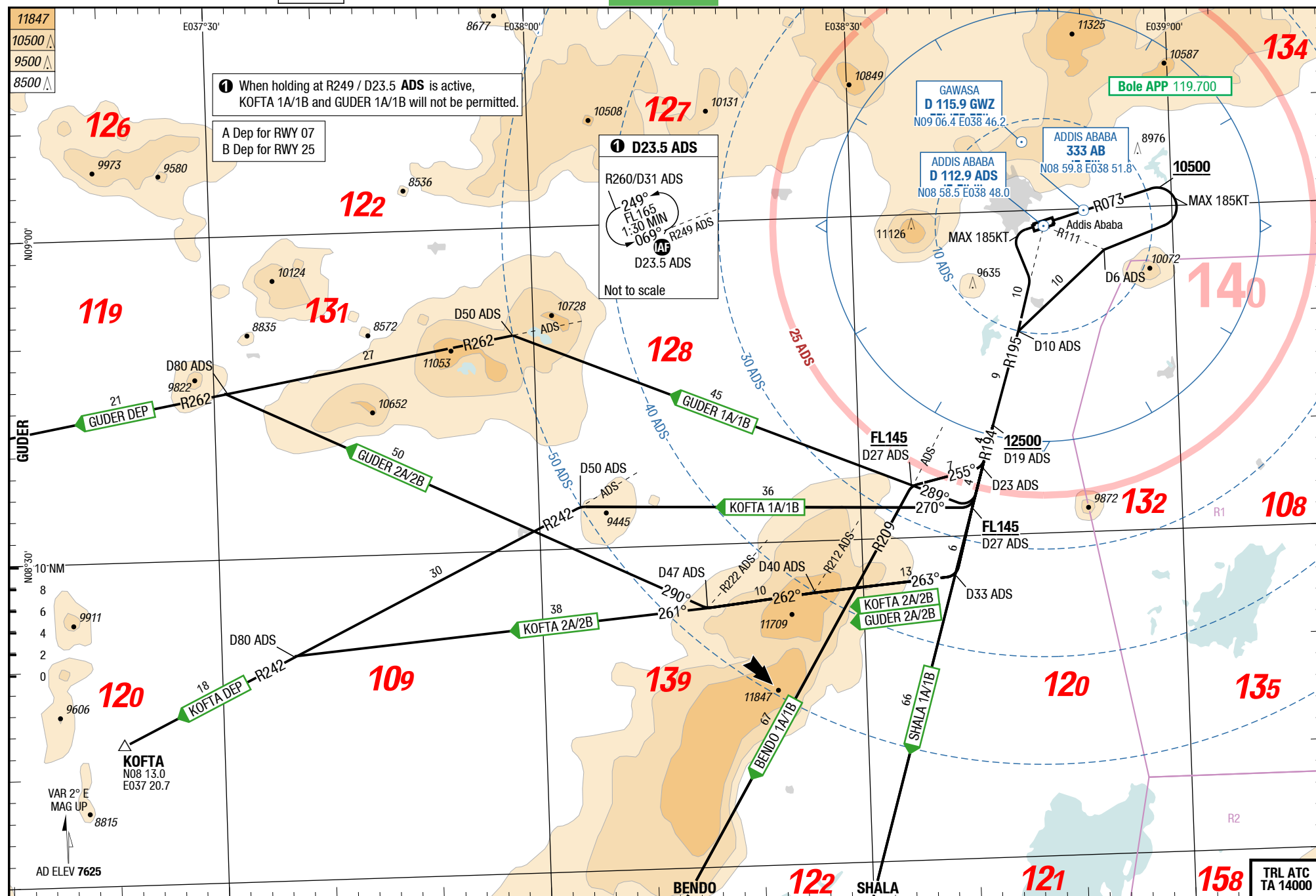
**NIL**

## SIDs South/West

## ADD-HAAB

4-90

## SIDs South/West



Changes: Page Number

TRL ATC  
TA 14000

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06-SEP-2018

Ethiopia **Addis Ababa** Bole Intl**ADD-HAAB****5-10****RNAV SIDs RWYs 07L/R Northeast****SIDPT****EKBOB 1A / MIWAS 2A / NIDEG 1A**

RWYs 07L/R (072°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07L/07R</b>	
<b>EKBOB 1A</b> <b>119.700</b> ①	[A12000+] - AB904 - AB905 - AB909 - EKBOB	AB904 MNM <b>14000</b> AB905 MAX <b>FL230</b>
<b>MIWAS 2A</b> <b>119.700</b>	AB901 - MIWAS	
<b>NIDEG 1A</b> <b>119.700</b>	[A12000+] - AB903 - AB908 - NIDEG	AB903 MNM <b>13500</b>

① For ATC purpose maintain MAX FL230 until passing AB905

Changes: Nil



06-SEP-2018

**ADD-HAAB**

5-20

RNAV SIDs RWYs 07L/R Southwest

**GAMBELLA 1A / IMKIT 1A / IMTOR 1A / ETGOM 1A / GUDER 3A / KOFTA 3A / SHALA 2A / USUBA 1A / USUBA 2A / GAMBELLA 3A**

RWYs 07L/R (072°)

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 07L</b>		
<b>GAMBELLA 1A</b> <b>BRO 1A</b> <b>119.700</b> ①②③	072° [A10500+ ;K215- ;R] - DCT AB801 [K215-] - AB803 - AB805 - BRO	AB801 MNM <b>13000</b> AB803 MNM <b>FL160</b>
<b>IMKIT 1A</b> <b>119.700</b> ①③	072° [A10500+ ;K215- ;R] - DCT AB801 [K215-] - AB804 - DEGAG - IMKIT	AB801 MNM <b>13000</b>
<b>IMTOR 1A</b> <b>119.700</b> ①②③	072° [A10500+ ;K215- ;R] - DCT AB801 [K215-] - AB803 - AB805 - AB808 - AB809 - IMTOR	AB801 MNM <b>13000</b> AB803 MNM <b>FL160</b>
<b>Runway 07L/07R</b>		
<b>ETGOM 1A</b> <b>119.700</b> ①③	072° [A10500+ ;K215- ;R] - DCT AB801 [K215-] - AB804 - SHALA - ETGOM	AB801 MNM <b>13000</b>
<b>GUDER 3A</b> <b>119.700</b>	072° [A12000+ ;L] - DCT GWZ - GUDER	GWZ MNM <b>14000</b>
<b>KOFTA 3A</b> <b>119.700</b>	072° [A12000+ ;L] - DCT GWZ - KOFTA	GWZ MNM <b>14000</b>
<b>SHALA 2A</b> <b>119.700</b> ①③	072° [A10500+ ;K215- ;R] - DCT AB801 [K215-] - AB804 - SHALA	AB801 MNM <b>13000</b>
<b>USUBA 1A</b> <b>119.700</b> ①②③	072° [A10500+ ;K215- ;R] - DCT AB801 [K215-] - AB803 - AB805 - AB806 - USUBA	AB801 MNM <b>13000</b> AB803 MNM <b>FL160</b>
<b>USUBA 2A</b> <b>119.700</b> ①②③	072° [A10500+ ;K215- ;R] - DCT AB801 [K215-] - AB803 - AB805 - AB807 - USUBA	AB801 MNM <b>13000</b> AB803 MNM <b>FL160</b>
<b>Runway 07R</b>		
<b>GAMBELLA 3A</b> <b>BRO 3A</b> <b>119.700</b> ①②③	072° [A10500+ ;K215- ;R] - DCT AB801 [K215-] - AB803 - AB805 - BRO	AB801 MNM <b>13000</b> AB803 MNM <b>FL160</b>

① For ATC purpose maintain MNM 13000ft at or before AB801. If unable to comply, advise ATC.

② For ATC purpose maintain MNM FL160 at or before AB803. If unable to comply, advise ATC.

③ MAX 215KT until AB801 to avoid restricted area.

06-SEP-2018

Ethiopia **Addis Ababa** Bole Intl**ADD-HAAB****5-30****RNAV SIDs RWYs 07L/R Southwest****SIDPT****IMKIT 3A / IMTOR 2A**

RWY 07R (072°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07R</b>	
<b>IMKIT 3A</b> <b>119.700</b> ①③	072° [A10500+ ;K215- ;R] - DCT AB801 [K215-] - AB804 - DEGAG - IMKIT	AB801 MNM <b>13000</b>
<b>IMTOR 2A</b> <b>119.700</b> ①②③	072° [A10500+ ;K215- ;R] - DCT AB801 [K215-] - AB803 - AB805 - AB808 - AB809 - IMTOR	AB801 MNM <b>13000</b> AB803 MNM <b>FL160</b>

- ① For ATC purpose maintain MNM 13000ft at or before AB801. If unable to comply, advise ATC.  
 ② For ATC purpose maintain MNM FL160 at or before AB803. If unable to comply, advise ATC.  
 ③ MAX 215KT until AB801 to avoid restricted area.

Changes: New

06-SEP-2018

Ethiopia **Addis Ababa** Bole Intl**ADD-HAAB****5-40****RNAV SIDs RWYs 07L/R Northwest****SIDPT****DAVIT 1A / DAVIT 2A / EGNAC 3A / LABLA 2A / LABLA 3A**

RWYs 07L/R (072°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07L/07R</b>	
<b>DAVIT 1A</b> <b>119.700</b> ①③	[A10500+ ;R] - AB801 [K215-] - AB802 - LABLA - DAVIT	AB801 MNM <b>13000</b>
<b>DAVIT 2A</b> <b>119.700</b> ②	[A12000+ ;L] - AB906 - AB910 - LABLA - DAVIT	AB906 MNM <b>14000</b> AB910 MAX <b>FL180</b>
<b>EGNAC 3A</b> <b>119.700</b>	[A12000+ ;L] - GWZ - EGNAC	<b>GWZ MNM 14000</b>
<b>LABLA 2A</b> <b>119.700</b> ①③	[A10500+ ;R] - AB801 [K215-] - AB802 - LABLA	AB801 MNM <b>13000</b>
<b>LABLA 3A</b> <b>119.700</b> ②	[A12000+ ;L] - AB906 - AB910 - LABLA	AB906 MNM <b>14000</b> AB910 MAX <b>FL180</b>

① For ATC purpose maintain MNM 13000ft at or before AB801. If unable to comply, advise ATC.

② For ATC purpose maintain MAX FL180 until passing AB910

③ MAX 215KT until AB801 to avoid restricted area

Changes: Nil

06-SEP-2018

**ADD-HAAB****5-50****RNAV SIDs RWYs 25L/R East**

**EKBOB 1B / MAGON 2B / NIDEG 1B / EKBOB 2B / MAGON 3B / NIDEG 3B**  
**RWYs 25L/R (252°)**

	GS	120	150	180	210	240	270
4.3%	ft/MIN	600	700	800	1000	1100	1200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 25L</b>	
<b>EKBOB 1B</b> 4.3% to 10900 <b>119.700</b>	252° [A8000+ ;L] - DCT AB310 [K185-] - AB370 - AB380 - EKBOB	AB370 MNM <b>12500</b>
<b>MAGON 2B</b> 4.3% to 10900 <b>119.700</b>	252° [A8000+ ;L] - DCT AB310 [K185-] - AB320 - AB340 - AB360 - MAGON	
	<b>TRANSITION</b>	
	<b>DIRE DAWA (DWA)</b> MAGON - DWA	
<b>NIDEG 1B</b> 4.3% to 10900 <b>119.700</b>	252° [A8000+ ;L] - DCT AB310 [K185-] - AB320 - AB330 - AB350 - NIDEG	
	<b>Runway 25R</b>	
<b>EKBOB 2B</b> 4.3% to 10900 <b>119.700</b>	252° [A8000+ ;L] - DCT AB310 [K185-] - AB370 - AB380 - EKBOB	AB370 MNM <b>12500</b>
<b>MAGON 3B</b> 4.3% to 10900 <b>119.700</b>	252° [A8000+ ;L] - DCT AB310 [K185-] - AB320 - AB340 - AB360 - MAGON	
	<b>TRANSITION</b>	
	<b>DIRE DAWA (DWA)</b> MAGON - DWA	
<b>NIDEG 3B</b> 4.3% to 10900 <b>119.700</b>	252° [A8000+ ;L] - DCT AB310 [K185-] - AB320 - AB330 - AB350 - NIDEG	

06-SEP-2018

ADD-HAAB

5-60

RNAV SIDs RWY 25L West

AMUDO 1B / BENDO 2B / DAVIT 1B / GAMBELLA 4B / IMKIT 4B / KOFTA 3B / OKNET 1B / USUBA 1B

RWY 25L (252°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 25L</b>	
<b>AMUDO 1B</b> 3.5% to 8000 <b>119.700</b> ①	RW25L - AB210 - AB211 - AB212 - AB216 - AB217 - MARCO - AMUDO	AB216 MAX <b>FL230</b> AB217 MAX <b>FL240</b>
<b>BENDO 2B</b> 3.5% to 8000 <b>119.700</b>	RW25L - AB210 - AB211 - BENDO	
<b>DAVIT 1B</b> 3.5% to 8000 <b>119.700</b> ①	RW25L - AB210 - AB211 - AB212 - AB216 - AB217 - DAVIT	AB216 MAX <b>FL230</b> AB217 MAX <b>FL240</b>
<b>GAMBELLA 4B</b> <b>BRO 4B</b> 3.5% to 8000 <b>119.700</b>	RW25L - AB210 - AB211 - AB213 - AB214 - BRO	
<b>IMKIT 4B</b> 3.5% to 8000 <b>119.700</b>	RW25L - AB210 - AB211 - BENDO - IMKIT	
<b>KOFTA 3B</b> 3.5% to 8000 <b>119.700</b>	RW25L - AB210 - AB211 - AB213 - KOFTA	
<b>OKNET 1B</b> 3.5% to 8000 <b>119.700</b>	RW25L - 25AB210 - AB211 - BENDO - OKNET	
<b>USUBA 1B</b> 3.5% to 8000 <b>119.700</b>	RW25L - AB210 - AB211 - AB212 - AB215 - USUBA	

① For separation from arriving ACFT, maintain MAX FL230 until passing AB216 and MAX FL240 until passing AB217.

06-SEP-2018

Ethiopia **Addis Ababa** Bole Intl**ADD-HAAB**

5-70

**RNAV SIDs RWY 25R West****SIDPT****AMUDO 2B / BENDO 3B / DAVIT 2B / GAMBELLA 5B / IMKIT 5B / KOFTA 4B / OKNET 2B / USUBA 2B**

RWY 25R (252°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 25R</b>	
<b>AMUDO 2B</b> <b>119.700</b> ①	RW25R - APRAL - AB211 - AB212 - AB216 - AB217 - MARCO - AMUDO	AB216 MAX <b>FL230</b> AB217 MAX <b>FL240</b>
<b>BENDO 3B</b> <b>119.700</b>	RW25R - APRAL - AB211 - BENDO	
<b>DAVIT 2B</b> <b>119.700</b> ①	RW25R - APRAL - AB211 - AB212 - AB216 - AB217 - DAVIT	AB216 MAX <b>FL230</b> AB217 MAX <b>FL240</b>
<b>GAMBELLA 5B</b> <b>BRO 5B</b> <b>119.700</b>	RW25R - APRAL - AB211 - AB213 - AB214 - BRO	
<b>IMKIT 5B</b> <b>119.700</b>	RW25R - APRAL - AB211 - BENDO - IMKIT	
<b>KOFTA 4B</b> <b>119.700</b>	RW25R - APRAL - AB211 - AB213 - KOFTA	
<b>OKNET 2B</b> <b>119.700</b>	RW25R - APRAL - AB211 - BENDO - OKNET	
<b>USUBA 2B</b> <b>119.700</b>	RW25R - APRAL - AB211 - AB212 - AB215 - USUBA	

① For separation from arriving ACFT, maintain MAX FL230 until passing AB216 and MAX FL240 until passing AB217.

Changes: PROC renumbered, Editorial

06-SEP-2018

ADD-HAAB

5-80

SIDs North/East

**ASOLE 1A / ASOLE 2A / EGNAC 1A / EGNAC 2A / EPSOT 1A / EPSOT 2A / GISHE 1A / GISHE 2A / LABLA 1A / MARCOS 1A / MIWAS 1A / RANSO 1A / RANSO 2A / RANSO 3A**  
**RWYs 07L/R (072°)**

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07L/07R</b>	
<b>ASOLE 1A</b> 119.700	R077 <b>ADS</b> - at D40 <b>ADS LT</b> 037° - at D75 <b>ADS RT</b> intercept R054 <b>ADS</b> to ASOLE	D19 <b>ADS</b> at 12500 D40 <b>ADS</b> MNM FL155
<b>ASOLE 2A</b> 119.700	R077 <b>ADS</b> - at D27 <b>ADS LT</b> 031° - at D50 <b>ADS RT</b> intercept R054 <b>ADS</b> to ASOLE	D19 <b>ADS</b> at 12500 D27 <b>ADS</b> MNM FL145
<b>EGNAC 1A</b> 119.700	R077 <b>ADS</b> - at MNM 10500 <b>RT</b> direct R111 / D6 <b>ADS</b> (MAX 185KT in turn) - <b>ADS</b> - R317 <b>ADS</b> - at D26 <b>ADS LT</b> 290° - at R306 / D45 <b>ADS LT</b> 242° - intercept R282 <b>ADS</b> to EGNAC	<b>ADS</b> MNM 12500
<b>EGNAC 2A</b> 119.700	R077 <b>ADS</b> - at MNM 10500 <b>RT</b> direct R111 / D6 <b>ADS</b> (MAX 185KT in turn) - <b>ADS</b> - R317 <b>ADS</b> - at D26 <b>ADS LT</b> 243° - intercept R276 <b>ADS</b> at D50 <b>ADS</b> to EGNAC	<b>ADS</b> MNM 12500
<b>EPSOT 1A</b> 119.700	R077 <b>ADS</b> - at D40 <b>ADS LT</b> 037° - at R070 / D48 <b>ADS LT</b> 006° - intercept R042 <b>ADS</b> at D75 <b>ADS</b> to EPSOT	D19 <b>ADS</b> at 12500 D40 <b>ADS</b> MNM FL155
<b>EPSOT 2A</b> 119.700	R077 <b>ADS</b> - at D27 <b>ADS LT</b> 011° - intercept R042 <b>ADS</b> at D50 <b>ADS</b> to EPSOT	D19 <b>ADS</b> at 12500 D27 <b>ADS</b> MNM FL145
<b>GISHE 1A</b> 119.700	R077 <b>ADS</b> - at D40 <b>ADS LT</b> 037° - at R070 / D48 <b>ADS</b> <b>LT</b> 356° - intercept R029 <b>ADS</b> at D75 <b>ADS</b> to GISHE	D19 <b>ADS</b> at 12500 D40 <b>ADS</b> MNM FL155
<b>GISHE 2A</b> 119.700	R077 <b>ADS</b> - at D27 <b>ADS LT</b> 001° - intercept R029 <b>ADS</b> at D50 <b>ADS</b> to GISHE	D19 <b>ADS</b> at 12500 D27 <b>ADS</b> MNM FL145
<b>LABLA 1A</b> 119.700	R077 <b>ADS</b> - at MNM 10500 <b>RT</b> direct R111 / D6 <b>ADS</b> (MAX 185KT in turn) - <b>RT</b> direct <b>ADS</b> - R317 <b>ADS</b> - at D23 <b>ADS RT</b> 338° - intercept R328 <b>ADS</b> to LABLA	<b>ADS</b> MNM 12500
<b>MARCOS 1A</b> 119.700	R077 <b>ADS</b> - at MNM 10500 <b>RT</b> direct R111 / D6 <b>ADS</b> (MAX 185KT in turn) - <b>RT</b> direct <b>ADS</b> - R317 <b>ADS</b> to <b>DM</b>	<b>ADS</b> MNM 12500
<b>MIWAS 1A</b> 119.700	R077 <b>ADS</b> to MIWAS	D19 <b>ADS</b> at 12500 D27 <b>ADS</b> MNM FL145
<b>RANSO 1A</b> 119.700	R077 <b>ADS</b> - at MNM 10500 <b>RT</b> direct R111 / D6 <b>ADS</b> (MAX 185KT in turn) - <b>RT</b> direct <b>ADS</b> - R317 <b>ADS</b> - at D23 <b>ADS RT</b> 024° - intercept R356 <b>ADS</b> at D50 <b>ADS</b> to RANSO	<b>ADS</b> MNM 12500
<b>RANSO 2A</b> 119.700	R077 <b>ADS</b> - at D27 <b>ADS LT</b> 328° - intercept R356 <b>ADS</b> at D50 <b>ADS</b> to RANSO	D19 <b>ADS</b> at 12500 D27 <b>ADS</b> MNM FL145
<b>RANSO 3A</b> 119.700	R077 <b>ADS</b> - at MNM 10500 <b>RT</b> direct R111 / D6 <b>ADS</b> (MAX 185KT in turn) - <b>RT</b> direct <b>ADS</b> - R317 <b>ADS</b> - at D23 <b>ADS RT</b> 353° - at R330 / D33 <b>ADS RT</b> 026° - intercept R356 <b>ADS</b> at D60 <b>ADS</b> to RANSO	<b>ADS</b> MNM 12500



06-SEP-2018

ADD-HAAB

5-90

SIDs North/East

**ASOLE 1B / ASOLE 2B / EGNAK 1B / EGNAK 2B / EPSOT 1B / EPSOT 2B / GISHE 1B / GISHE 2B / LABLA 1B / MARCOS 1B / MIWAS 1B / RANSO 1B / RANSO 2B**

RWYs 25L/R (252°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 25L/25R</b>	
<b>ASOLE 1B</b> 119.700	<b>LT</b> intercept R077 <b>ADS</b> (MAX 185KT in turn) - at D40 <b>ADS LT</b> 037° - intercept R054 <b>ADS</b> to ASOLE	D40 <b>ADS</b> MNM <b>FL155</b>
<b>ASOLE 2B</b> 119.700	<b>LT</b> intercept R077 <b>ADS</b> (MAX 185KT in turn) - at D27 <b>ADS LT</b> 031° - intercept R054 <b>ADS</b> at D50 <b>ADS</b> to ASOLE	D27 <b>ADS</b> MNM <b>FL145</b>
<b>EGNAK 1B</b> 119.700	<b>LT</b> intercept R077 <b>ADS</b> (MAX 185KT in turn) - at MNM <b>10500</b> <b>RT</b> direct R111 / D6 <b>ADS</b> (MAX 185KT in turn) - <b>ADS</b> - R317 <b>ADS</b> - at D26 <b>ADS LT</b> 290° - at R306 / D45 <b>ADS LT</b> 242° - intercept R282 <b>ADS</b> to EGNAK	<b>ADS</b> MNM <b>12500</b>
<b>EGNAK 2B</b> 119.700	<b>LT</b> intercept R077 <b>ADS</b> (MAX 185KT in turn) - at MNM <b>10500</b> <b>RT</b> direct R111 / D6 <b>ADS</b> (MAX 185KT in turn) - <b>ADS</b> - R317 <b>ADS</b> - at D26 <b>ADS LT</b> 243° - intercept R276 <b>ADS</b> at D50 <b>ADS</b> to EGNAK	<b>ADS</b> MNM <b>12500</b>
<b>EPSOT 1B</b> 119.700	<b>LT</b> intercept R077 <b>ADS</b> (MAX 185KT in turn) - at D40 <b>ADS LT</b> 037° - at R070 / D48 <b>ADS LT</b> 006° - intercept R042 <b>ADS</b> at D75 <b>ADS</b> to EPSOT	D40 <b>ADS</b> MNM <b>FL155</b>
<b>EPSOT 2B</b> 119.700	<b>LT</b> intercept R077 <b>ADS</b> (MAX 185KT in turn) - at D27 <b>ADS LT</b> 011° - intercept R042 <b>ADS</b> at D50 <b>ADS</b> to EPSOT	D27 <b>ADS</b> MNM <b>FL145</b>
<b>GISHE 1B</b> 119.700	<b>LT</b> intercept R077 <b>ADS</b> (MAX 185KT in turn) - at D40 <b>ADS LT</b> 037° - at R070 / D48 <b>ADS LT</b> 356° - intercept R029 <b>ADS</b> at D75 <b>ADS</b> to GISHE	D40 <b>ADS</b> MNM <b>FL155</b>
<b>GISHE 2B</b> 119.700	<b>LT</b> intercept R077 <b>ADS</b> (MAX 185KT in turn) - at D27 <b>ADS LT</b> 001° - intercept R029 <b>ADS</b> at D50 <b>ADS</b> to GISHE	D27 <b>ADS</b> MNM <b>FL145</b>
<b>LABLA 1B</b> 119.700	<b>LT</b> intercept R077 <b>ADS</b> (MAX 185KT in turn) - at MNM <b>10500</b> <b>RT</b> direct R111 / D6 <b>ADS</b> (MAX 185KT in turn) - <b>RT</b> direct <b>ADS</b> - R317 <b>ADS</b> - at D23 <b>ADS RT</b> 338° - intercept R328 <b>ADS</b> at D50 <b>ADS</b> to LABLA	<b>ADS</b> MNM <b>12500</b>
<b>MARCOS 1B</b> 119.700	<b>LT</b> intercept R077 <b>ADS</b> (MAX 185KT in turn) - at MNM <b>10500</b> <b>RT</b> direct R111 / D6 <b>ADS</b> (MAX 185KT in turn) - <b>RT</b> direct <b>ADS</b> - R317 <b>ADS</b> to <b>DM</b>	<b>ADS</b> MNM <b>12500</b>
<b>MIWAS 1B</b> 119.700	<b>LT</b> intercept R077 <b>ADS</b> to MIWAS (MAX 185KT in turn)	D27 <b>ADS</b> MNM <b>FL145</b>
<b>RANSO 1B</b> 119.700	<b>LT</b> intercept R077 <b>ADS</b> (MAX 185KT in turn) - at MNM <b>10500</b> <b>RT</b> direct R111 / D6 <b>ADS</b> (MAX 185KT in turn) - <b>RT</b> direct <b>ADS</b> - R317 <b>ADS</b> - at D23 <b>ADS RT</b> 024° - intercept R356 <b>ADS</b> at D50 <b>ADS</b> to RANSO	<b>ADS</b> MNM <b>12500</b>
<b>RANSO 2B</b> 119.700	<b>LT</b> intercept R077 <b>ADS</b> (MAX 185KT in turn) - at D27 <b>ADS LT</b> 328° - intercept R356 <b>ADS</b> at D50 <b>ADS</b> to RANSO	D27 <b>ADS</b> MNM <b>FL145</b>

**RANSO 3B**

RWYs 25L/R (252°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 25L/25R	
<b>RANSO 3B</b> <b>119.700</b>	<b>LT</b> intercept R077 <b>ADS</b> (MAX 185KT in turn) - at MNM <b>10500</b> <b>RT</b> direct R111 / D6 <b>ADS</b> (MAX 185KT in turn) - <b>RT</b> direct <b>ADS</b> - R317 <b>ADS</b> - at D23 <b>ADS RT</b> 353° - at R330 / D33 <b>ADS RT</b> 026° - intercept R356 <b>ADS</b> at D60 <b>ADS</b> to RANSO	<b>ADS MNM 12500</b>

**BENDO 1A / GUDER 1A / GUDER 2A / KOFTA 1A / KOFTA 2A / SHALA 1A / BENDO 1B / GUDER 1B / GUDER 2B / KOFTA 1B**

RWYs 07L/R (072°) / 25L/R (252°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07L/07R</b>	
<b>BENDO 1A</b> 119.700	R073 ADS - MNM 10500 RT (MAX 185KT in turn) crossing R111 / D6 ADS intercept R195 ADS at D10 ADS - at D19 ADS intercept R194 ADS - at D23 ADS RT 255° - intercept R209 ADS to BENDO	D19 ADS MNM 12500 D27 ADS MNM FL145
<b>GUDER 1A</b> 119.700	R073 ADS - MNM 10500 RT (MAX 185KT in turn) crossing R111 / D6 ADS intercept R195 ADS at D10 ADS - at D19 ADS intercept R194 ADS - at D27 ADS RT 289° - intercept R262 ADS at D50 ADS to GUDER	D19 ADS MNM 12500 D27 ADS MNM FL145
<b>GUDER 2A</b> 119.700	R073 ADS - MNM 10500 RT (MAX 185KT in turn) crossing R111 / D6 ADS intercept R195 ADS at D10 ADS - at D19 ADS intercept R194 ADS - at D33 ADS 263° - crossing R212 / D40 ADS 262° - crossing R222 / D47 ADS RT 290° - intercept R262 ADS at D80 ADS to GUDER	D19 ADS MNM 12500 D27 ADS MNM FL145
<b>KOFTA 1A</b> 119.700	R073 ADS - MNM 10500 RT (MAX 185KT in turn) crossing R111 / D6 ADS intercept R195 ADS at D10 ADS - at D19 ADS intercept R194 ADS - at D27 ADS RT 270° intercept R242 ADS at D50 ADS to KOFTA	D19 ADS MNM 12500 D27 ADS MNM FL145
<b>KOFTA 2A</b> 119.700	R073 ADS - MNM 10500 RT (MAX 185KT in turn) crossing R111 / D6 ADS intercept R195 ADS at D10 ADS - at D19 ADS intercept R194 ADS - at D33 ADS RT 263° - crossing R212 / D40 ADS 262° - crossing R222 / D47 ADS 261° - intercept R242 ADS at D80 ADS to KOFTA	D19 ADS MNM 12500 D27 ADS MNM FL145
<b>SHALA 1A</b> 119.700	R073 ADS - MNM 10500 RT (MAX 185KT in turn) crossing R111 / D6 ADS intercept R195 ADS at D10 ADS - at D19 ADS intercept R194 ADS to SHALA	D19 ADS MNM 12500 D27 ADS MNM FL145
	<b>Runway 25L/25R</b>	
<b>BENDO 1B</b> 119.700	LT intercept R195 ADS at D10 ADS (MAX 185KT in turn) - at D19 ADS intercept R194 ADS - at D23 ADS RT 255° - intercept R209 ADS to BENDO	D19 ADS MNM 12500 D27 ADS MNM FL145
<b>GUDER 1B</b> 119.700	LT intercept R195 ADS at D10 ADS (MAX 185KT in turn) - at D19 ADS intercept R194 ADS - at D27 ADS RT 289° - intercept R262 ADS at D50 ADS to GUDER	D19 ADS MNM 12500 D27 ADS MNM FL145
<b>GUDER 2B</b> 119.700	LT intercept R195 ADS at D10 ADS (MAX 185KT in turn) - at D19 ADS intercept R194 ADS - at D33 ADS RT 263° - crossing R212 / D40 ADS 262° - crossing R222 / D47 ADS RT 290° - intercept R262 ADS at D80 ADS to GUDER	D19 ADS MNM 12500 D27 ADS MNM FL145
<b>KOFTA 1B</b> 119.700	LT intercept R195 ADS at D10 ADS (MAX 185KT in turn) - at D19 ADS intercept R194 ADS - at D27 ADS RT 270° - intercept R242 ADS at D50 ADS to KOFTA	D19 ADS MNM 12500 D27 ADS MNM FL145

**KOFTA 2B / SHALA 1B**

RWYs 25L/R (252°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 25L/25R</b>	
<b>KOFTA 2B</b> <b>119.700</b>	<b>LT</b> intercept R193 <b>ADS</b> at D10 <b>ADS</b> (MAX 185KT in turn) - at D19 <b>ADS</b> intercept R194 <b>ADS</b> - at D33 <b>ADS RT</b> 263° - crossing R212 / D40 <b>ADS</b> 262° - crossing R222 / D47 <b>ADS</b> 261° - intercept R242 <b>ADS</b> at D80 <b>ADS</b> to KOFTA	D19 <b>ADS</b> MNM <b>12500</b> D27 <b>ADS</b> MNM <b>FL145</b>
<b>SHALA 1B</b> <b>119.700</b>	<b>LT</b> intercept R195 <b>ADS</b> at D10 <b>ADS</b> (MAX 185KT in turn) - at D19 <b>ADS</b> intercept R194 <b>ADS</b> to SHALA	D19 <b>ADS</b> MNM <b>12500</b> D27 <b>ADS</b> MNM <b>FL145</b>

Effective 22-JUN-2017

15-JUN-2017

ADD-HAAB

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RNAV STARs RWYs 07L/R East

6-10

RNAV STARs RWYs 07L/R 7A/8A ARRrS

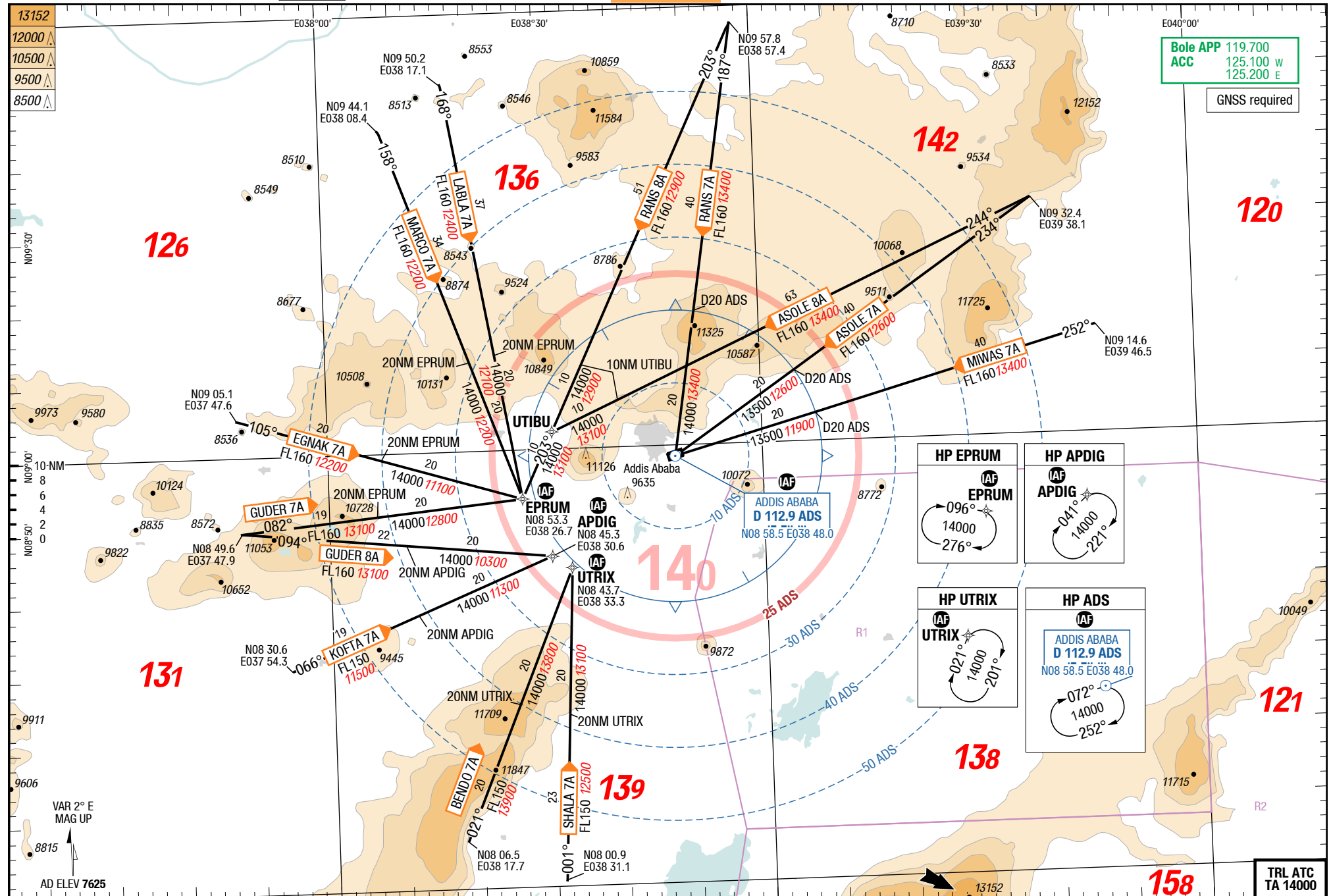
STAR

STAR

Bole Intl Addis Ababa Ethiopia

RNAV STARs RWYs 07L/R East

RNAV STARs RWYs 07L/R 7A/8A ARRrS



Changes: Nil

## ADD-HAAB

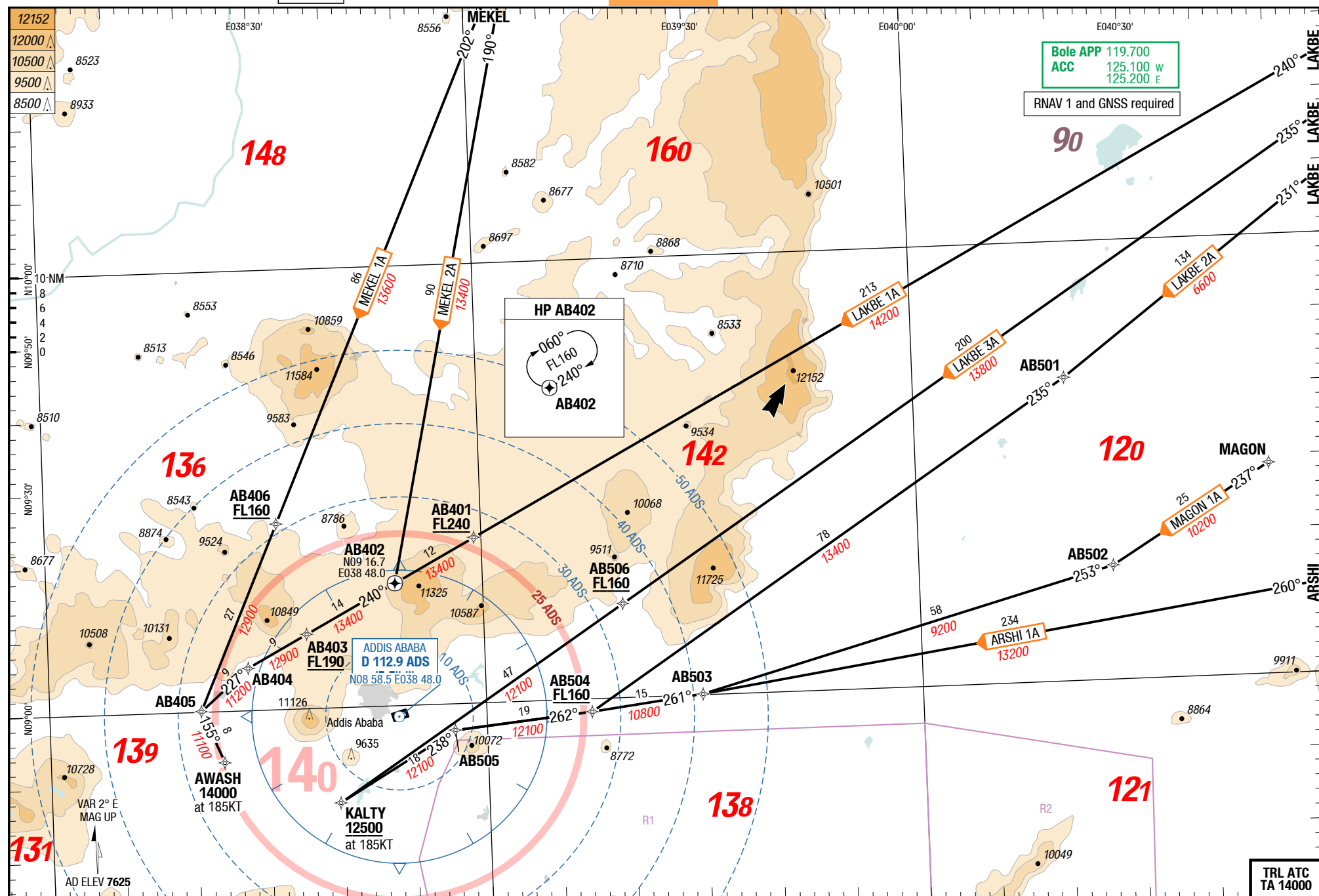
6-20

## RNAV STARs RWYs 07L/R East

# STAR

# STAR

## RNAV STARs RWYs 07L/R East



Changes: PROC, ALT, Speed RESTR, Note, HLDG

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RNAV STARs RWYs 07L/R West

**STAR**

**STAR**

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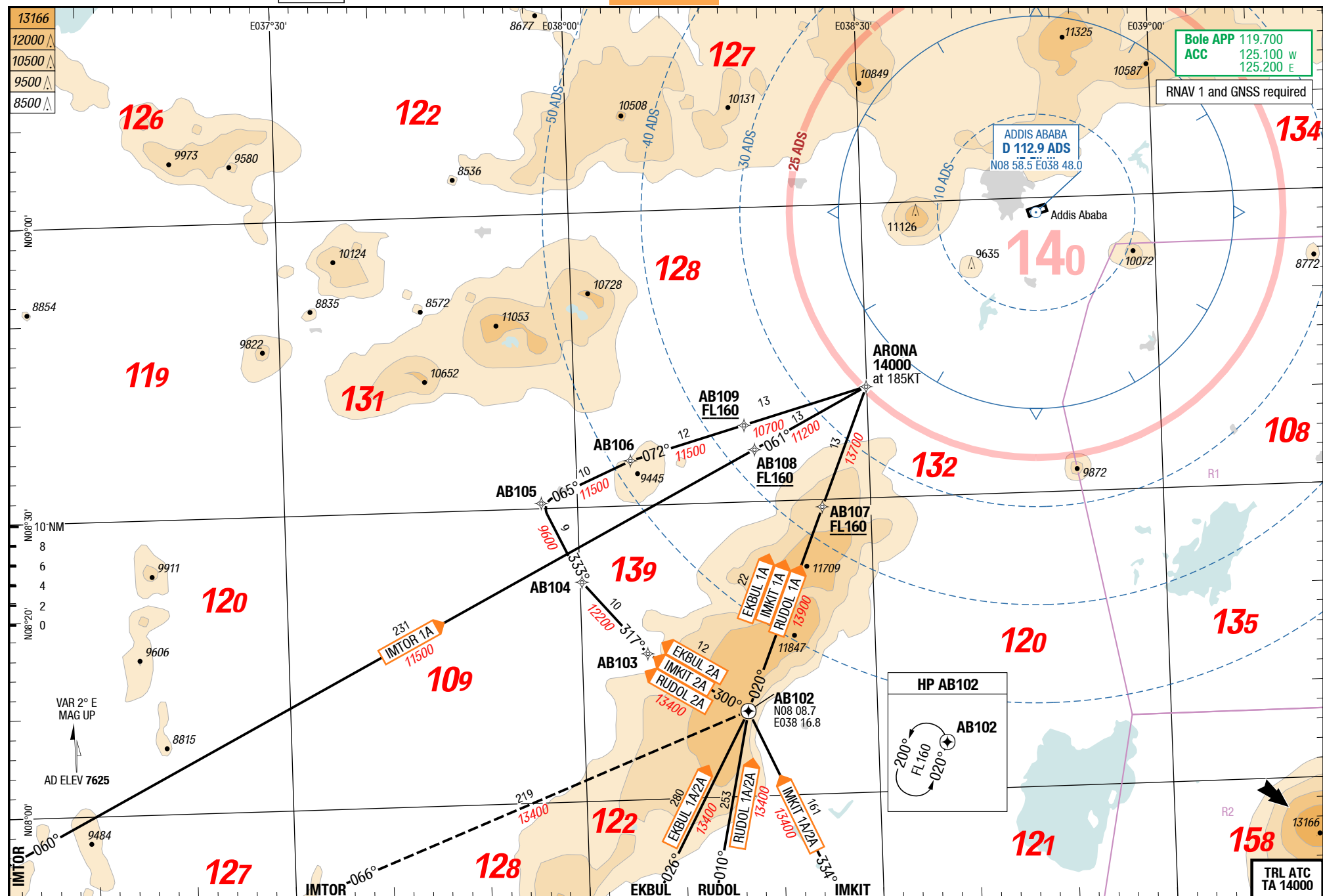
RNAV STARs RWYs 07L/R West

## RNAV STARs RWYs 07L/R Southwest

## ADD-HAAB

6-30

## RNAV STARs RWYs 07L/R Southwest



Changes: PROC, ALT, Speed RESTR, Track, Note



15-JUN-2017

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# STAR

# STAR

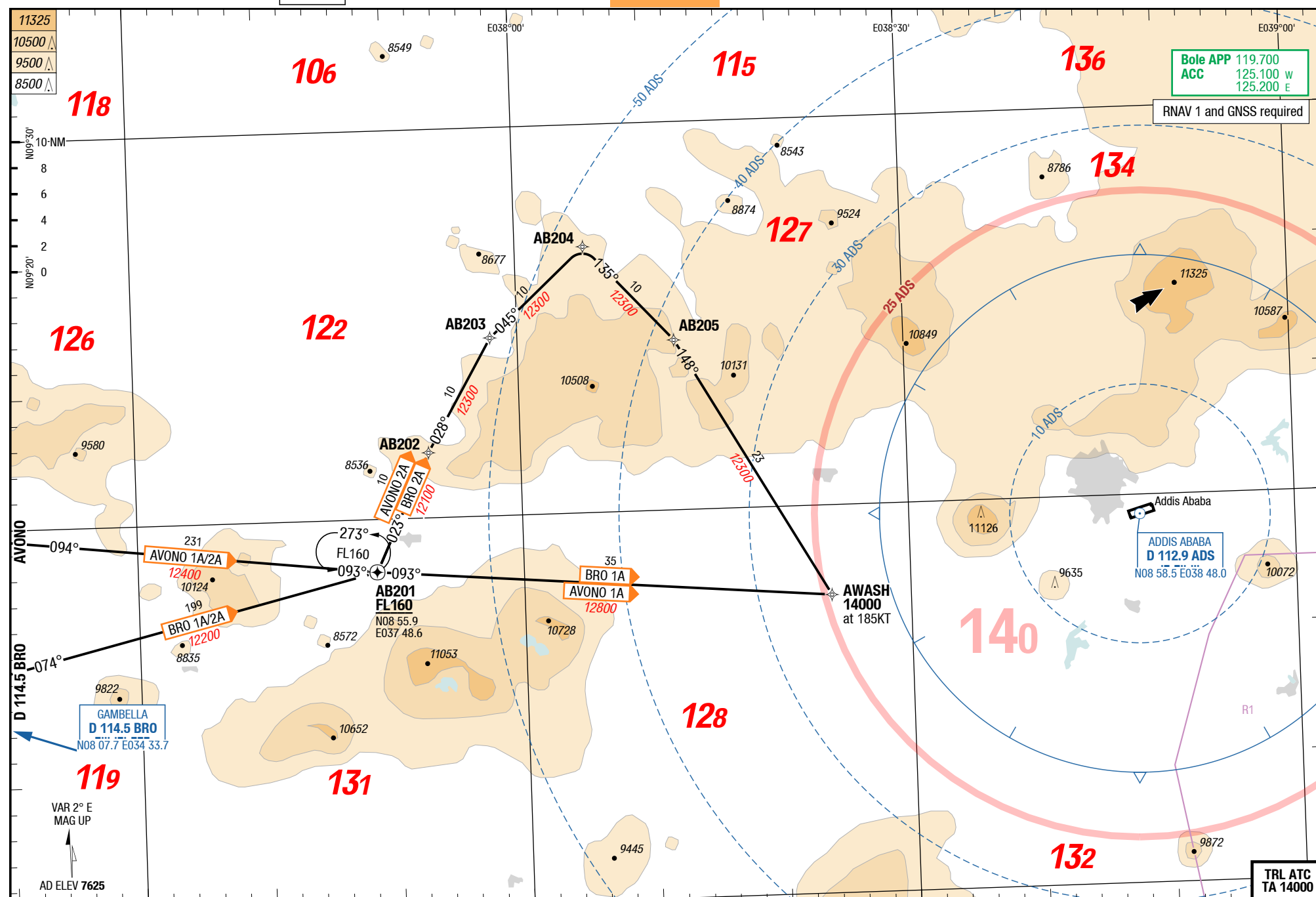
Bole Intl **Addis Ababa** Ethiopia

## ADD-HAAB

6-40

### RNAV STARs RWYs 07L/R West

### RNAV STARs RWYs 07L/R West



Changes: PROC, Track, ALT, chart layout, Speed RESTR, Note

## ADD-HAAB

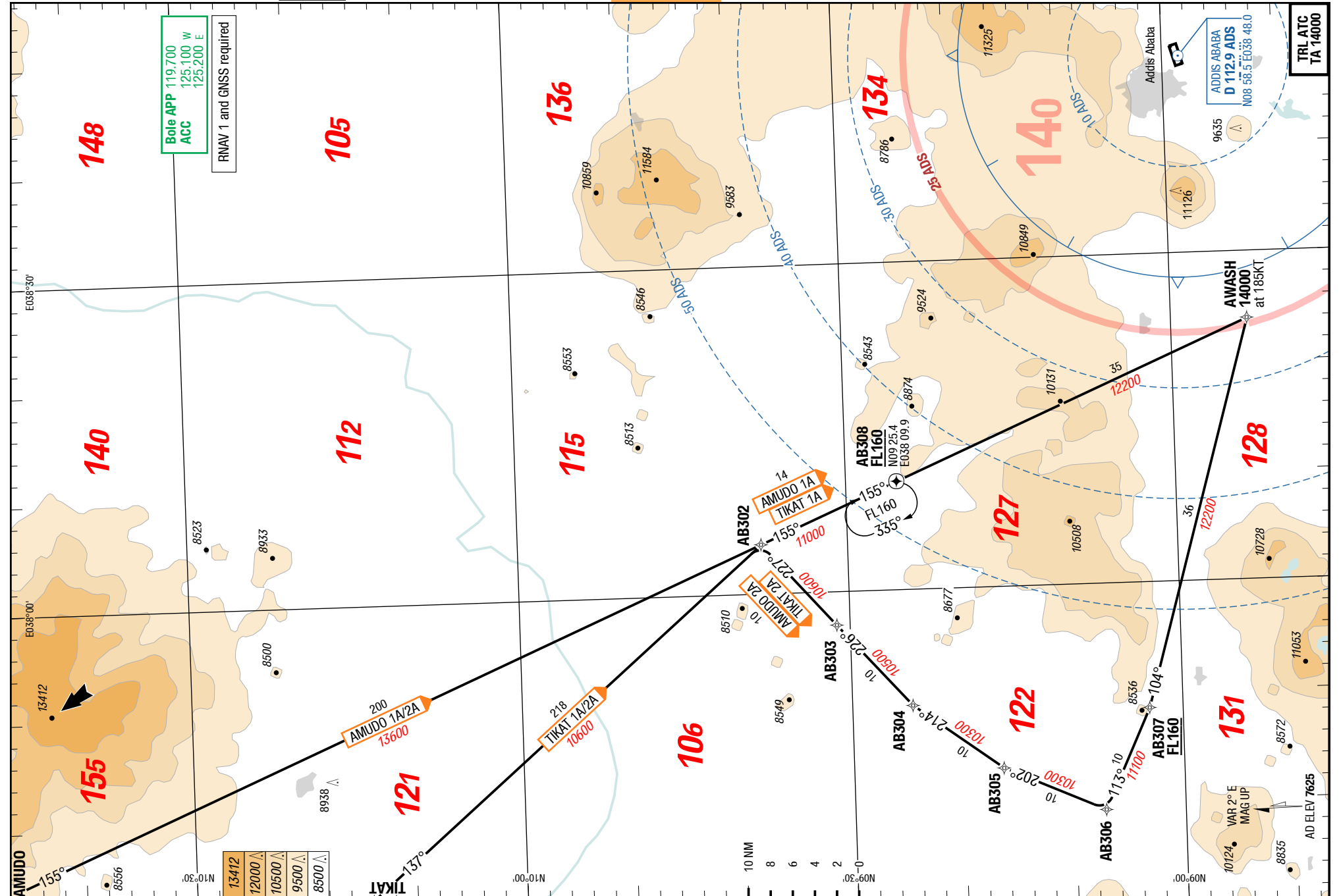
## RNAV STARs RWYs 07L/R Northwest

# STAR

# STAR

## RNAV STARs RWYs 07L/R Northwest

**6-50**



Changes: PROC, chart layout, ALT, HLDG, Note

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15-JUN-2017

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6-60

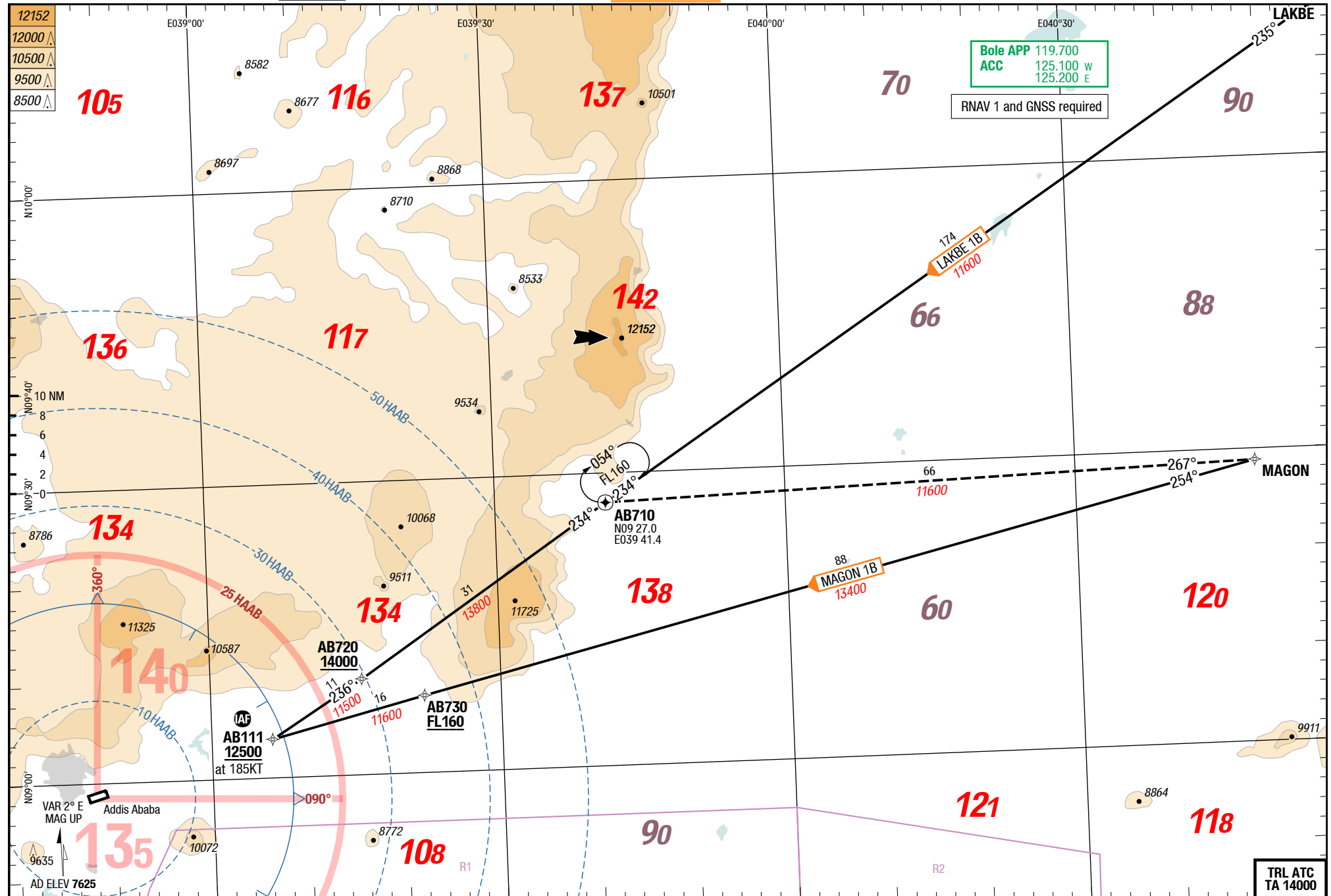
RNAV STARs RWYs 25L/R East

STAR

STAR

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RNAV STARs RWYs 25L/R East



Changes: Note, HLDG

15-JUN-2017

## ADD-HAAB

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RNAV STARs RWYs 25L/R North/West

6-70

## RNAV STARs RWYs 25L/R Southwest

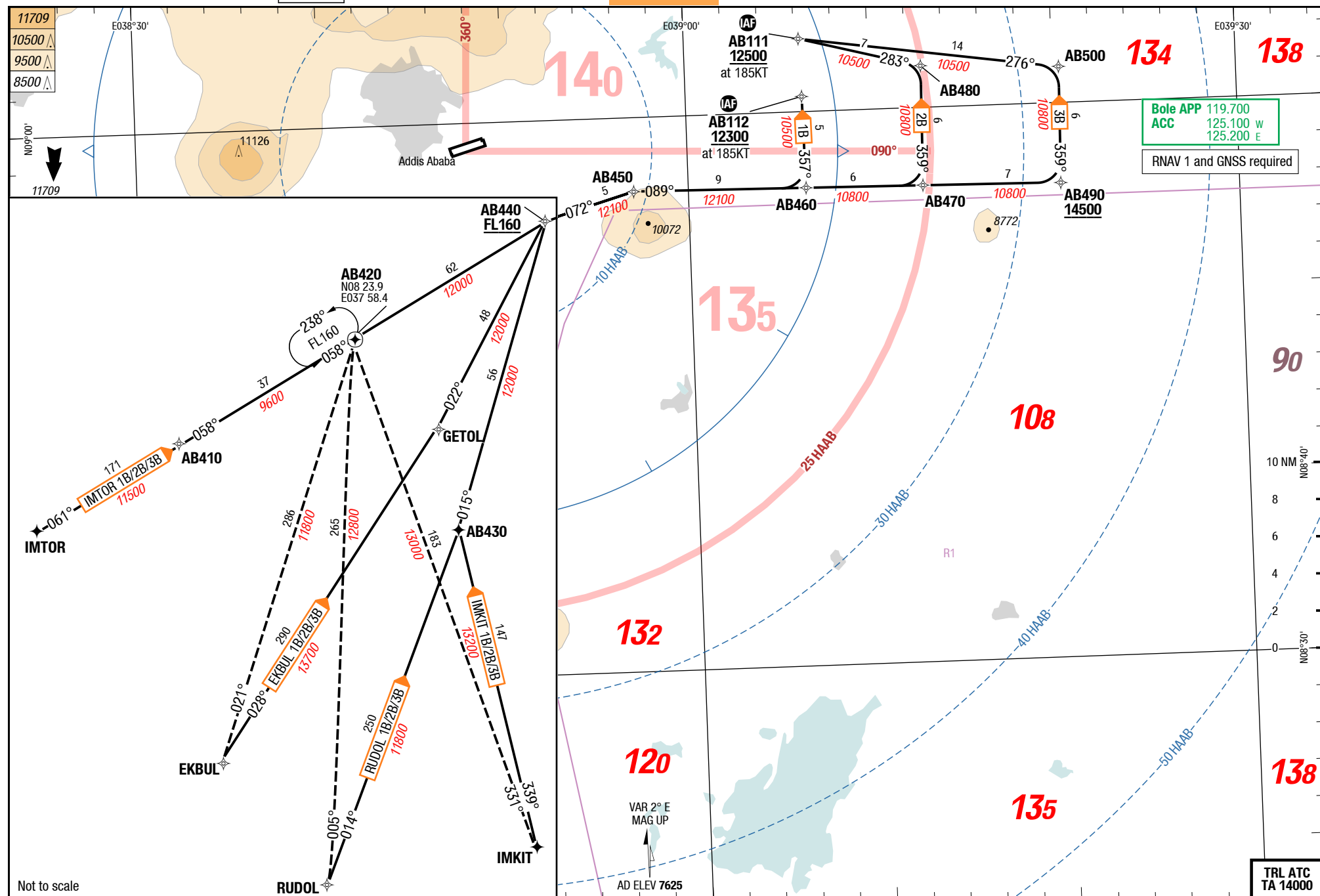
# STAR

# STAR

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RNAV STARs RWYs 25L/R North/West

## RNAV STARs RWYs 25L/R Southwest



Changes: ALT, MTCA, Speed RESTR, Note

15-JUN-2017

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**STAR**

**STAR**

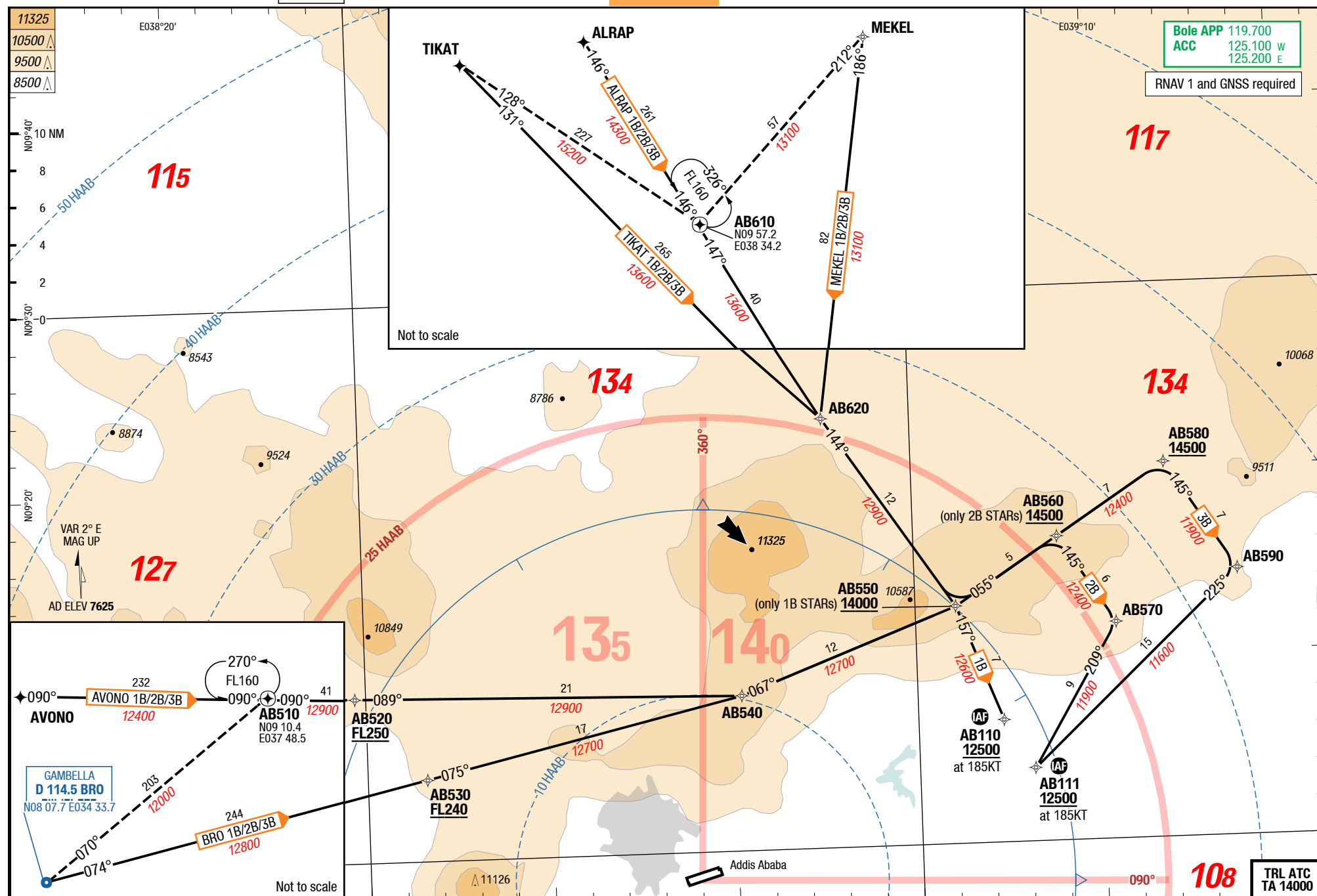
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### RNAV STARs RWYs 25L/R North/West

## ADD-HAAB

6-80

## RNAV STARs RWYs 25L/R North/West



Changes: ALT, Speed RESTR, MTCA, Track, Note



09-FEB-2017

ADD-HAAB

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NIL

6-90

STARs RWYs 25L/R

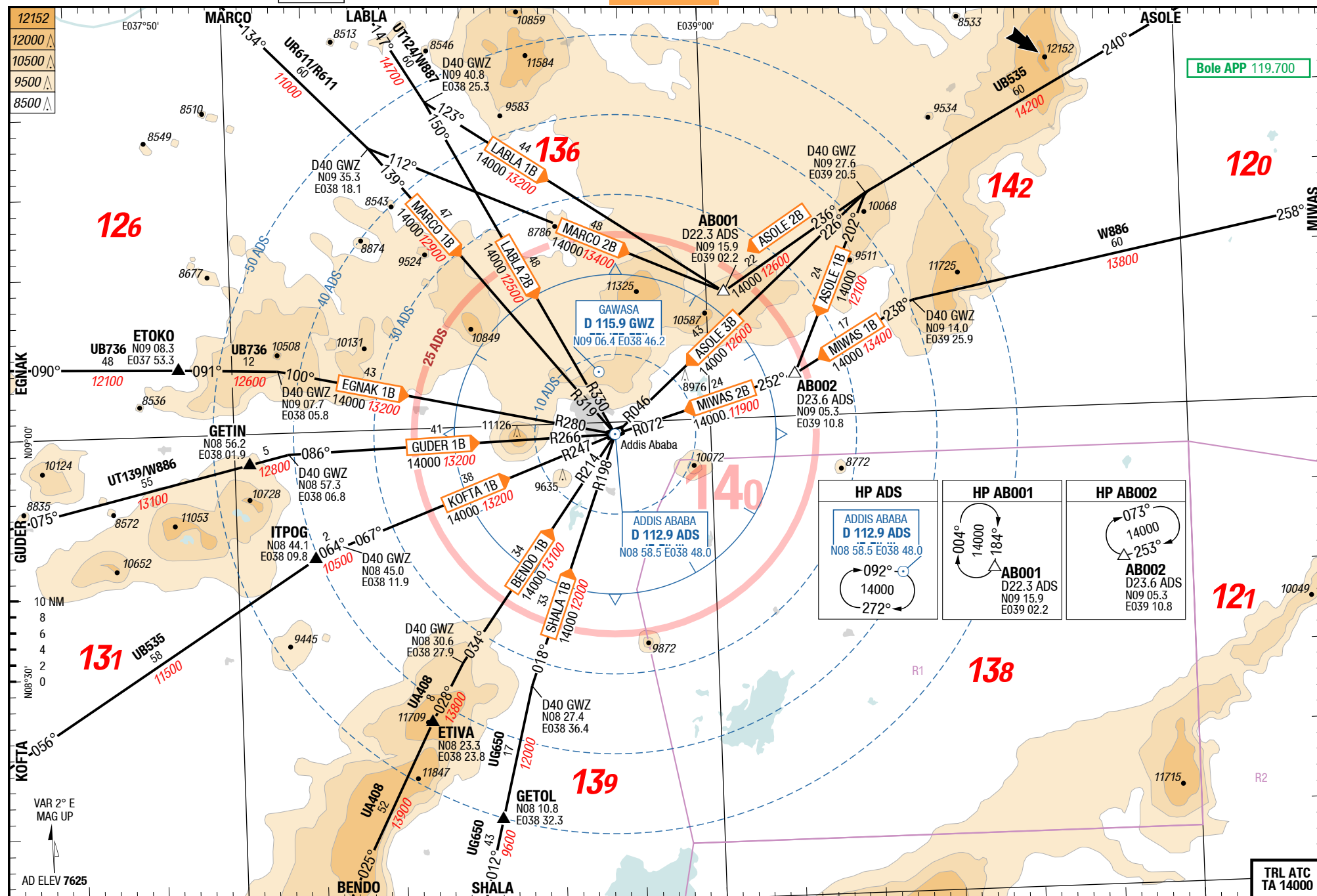
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Bole Intl Addis Ababa Ethiopia

NIL

STARs RWYs 25L/R



Changes: PROC renamed

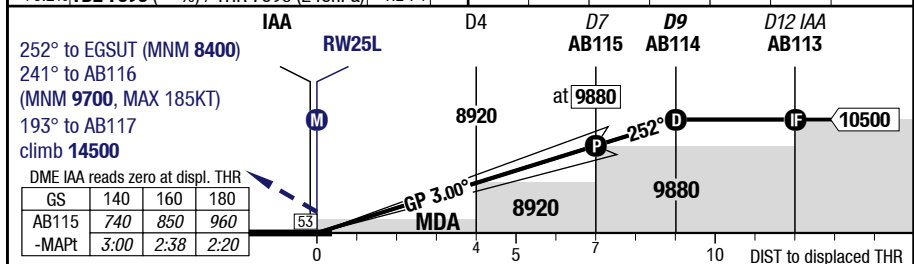
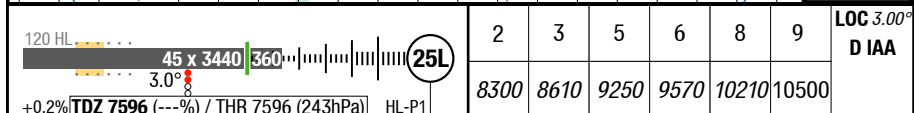
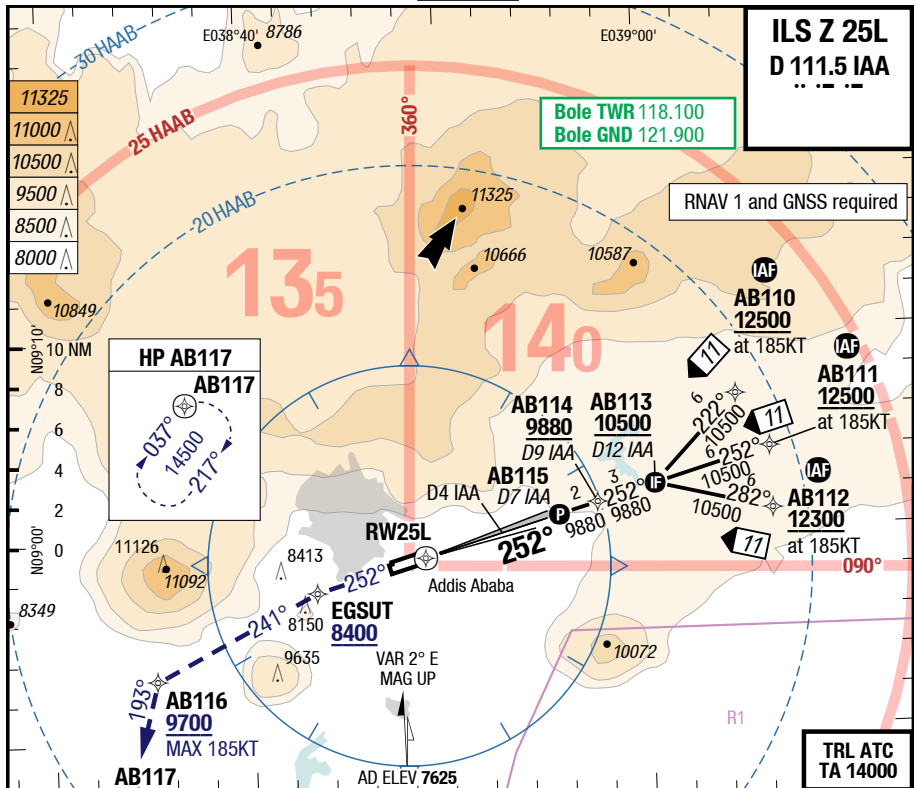
TRL ATC  
TA 14000

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## ADD-HAAB

7-10

ILS Z 25L



25L	Cat 1	LOC				Circling <sup>1)</sup>
C	ft - m/km ft	C 400 - 2.4V 7800 <sup>2)</sup>	C 1480 - 2.4V 8020			C 1480 - 5.0V 8650
D	ft - m/km ft	C 400 - 2.8V 7800 <sup>3)</sup>	C 1480 - 2.4V 8020			C 1480 - 5.0V 8650

1) BTN R068-R315 ADS only

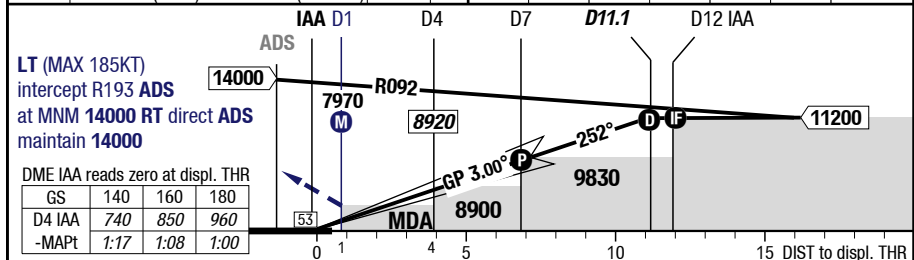
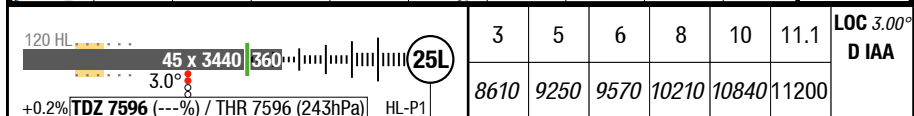
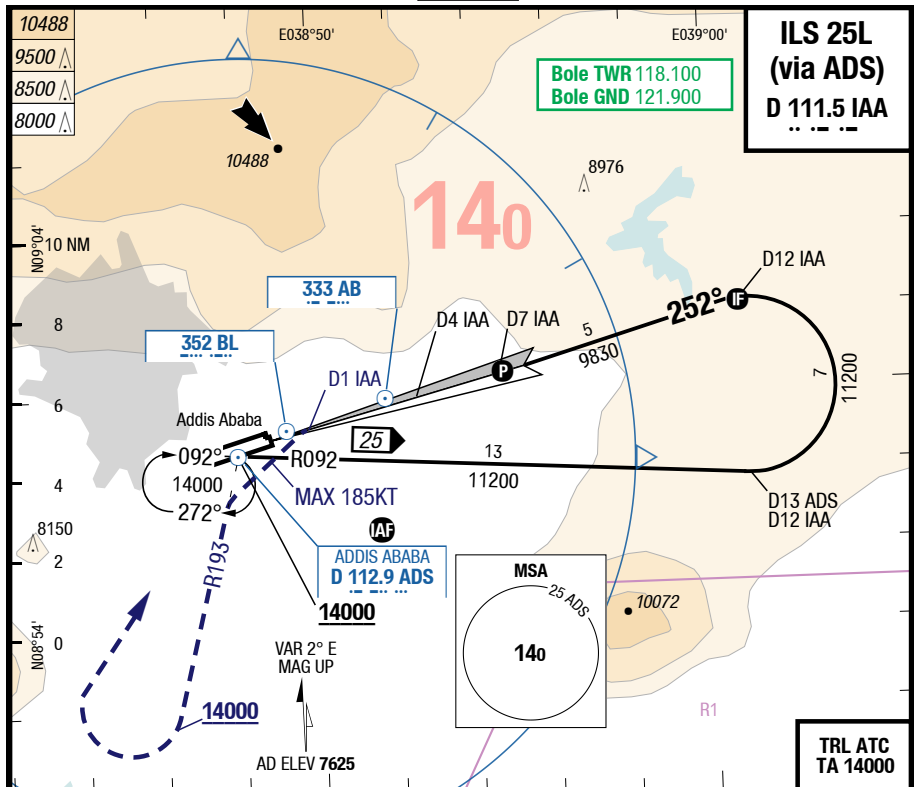
2) With EVS VIS 1.6km

3) With EVS VIS 1.9km

## ADD-HAAB

7-20

## ILS 25L (via ADS)



25L		Cat 1 DME	LOC DME			Circling <sup>1)</sup>
C	ft - m/km ft	C 400 - 2.4V 7800 <sup>2)</sup>	C 1480 - 2.4V 8020			C 1480 - 5.0V 8650
D	ft - m/km ft	C 400 - 2.8V 7800 <sup>3)</sup>	C 1480 - 2.4V 8020			C 1480 - 5.0V 8650

1) BTN R068-R315 ADS only

2) With EVS VIS 1.6km

3) With EVS VIS 1.9km





28-JUN-2018

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IAC

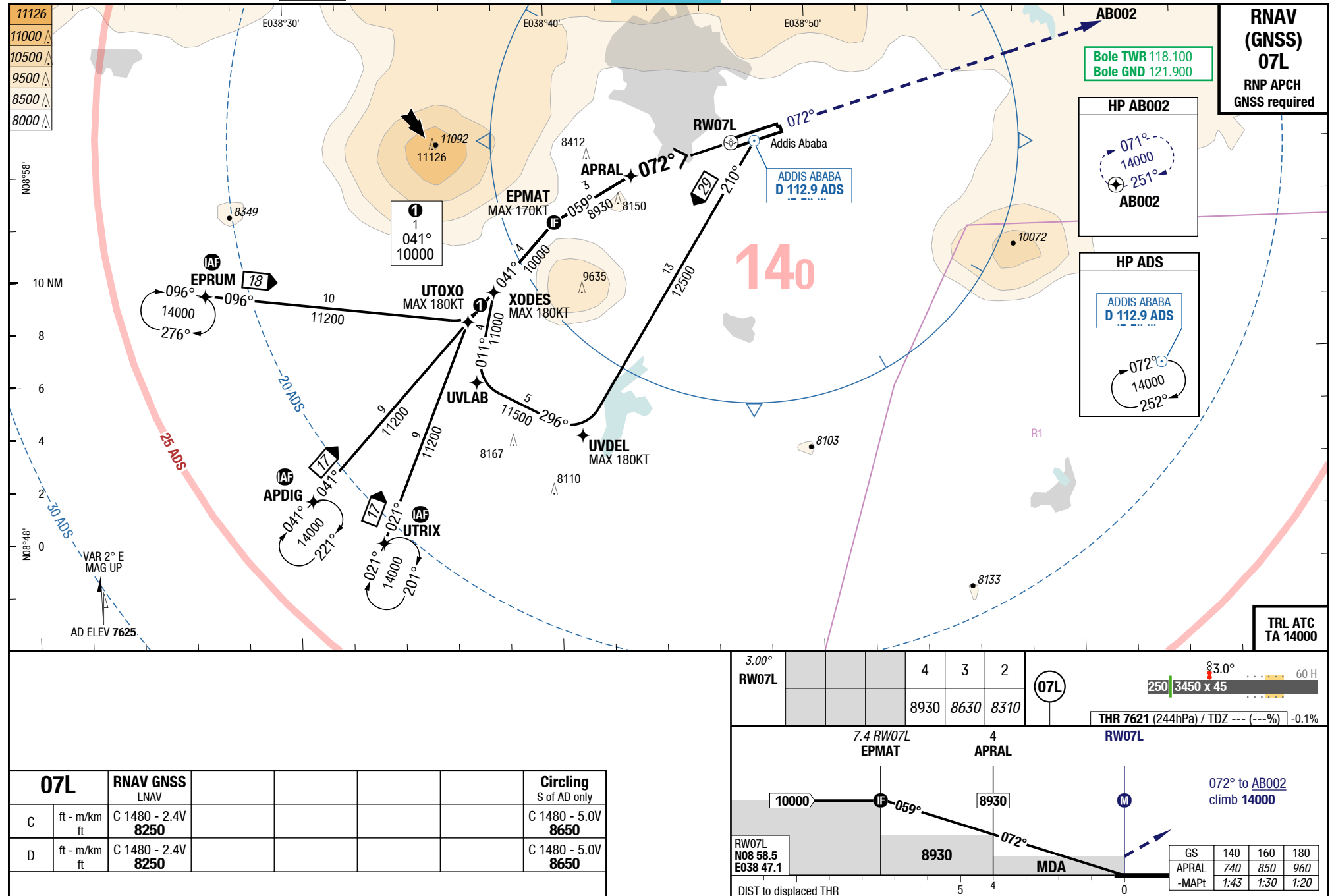
IAC

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7-40

RNAV (GNSS) 07L

RNAV (GNSS) 07L



Changes: LDA

07-DEC-2017

ADD-HAAB

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RNAV (GNSS) Y 07R

RNAV (GNSS) Z 07R

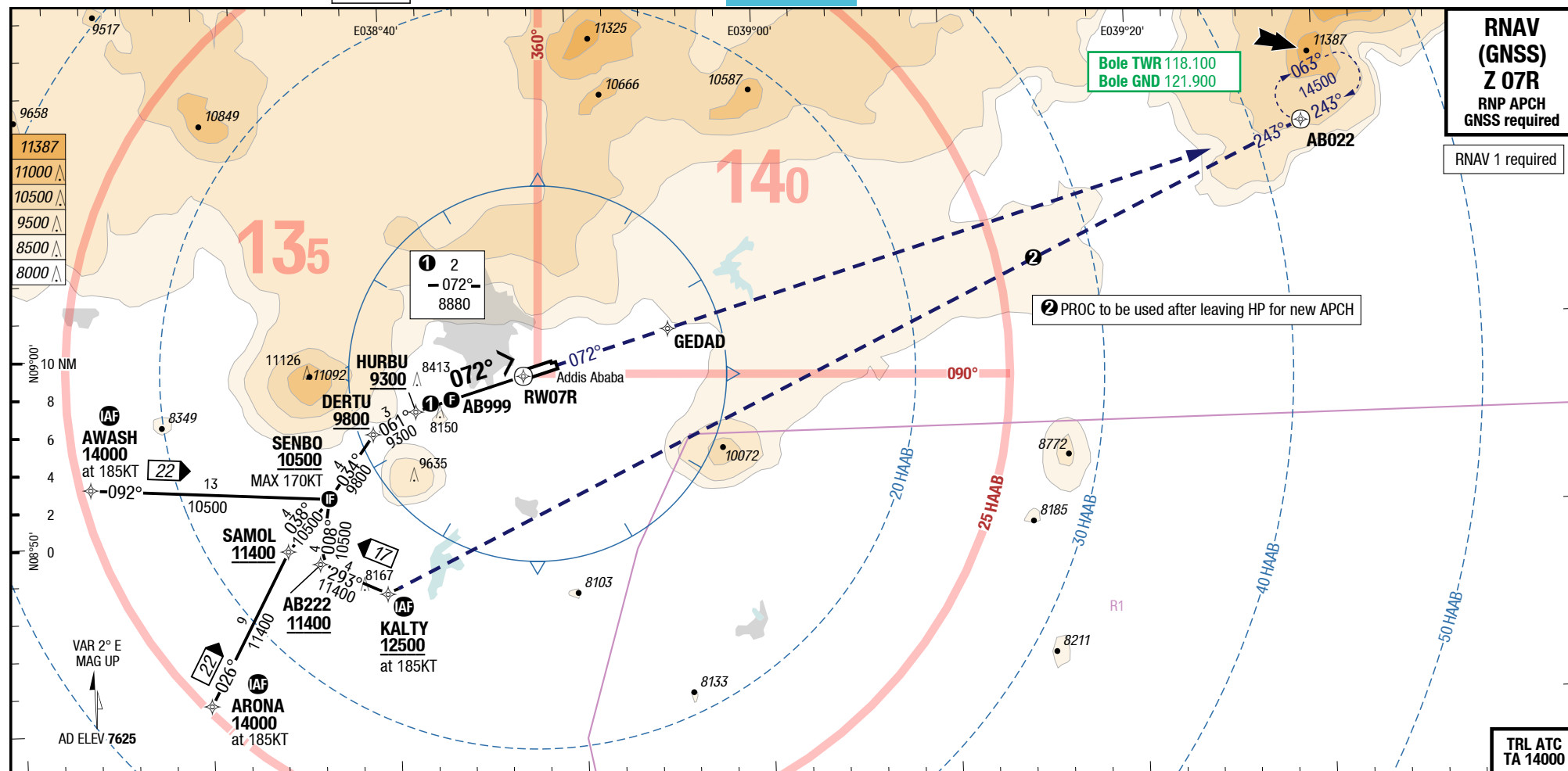
IAC

IAC

Bole Intl Addis Ababa Ethiopia

RNAV (GNSS) Y 07R

RNAV (GNSS) Z 07R

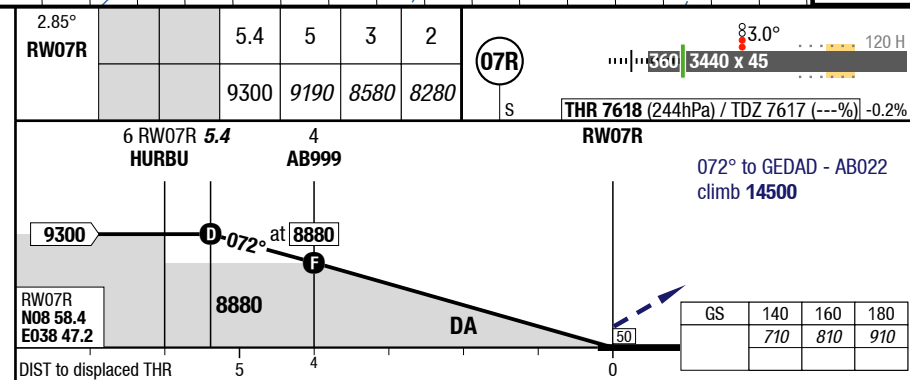


07R	RNAV GNSS VNAV 1)					Circling S of AD only
C	ft - m/km ft	460 - 2.4V 8070 2)				C 820 - 5.0V 8650
D	ft - m/km ft	460 - 2.8V 8070 3)				C 820 - 5.0V 8650

1) Uncompensated Baro VNAV NA below 0°C (32°F)

3) With EVS VIS 1.9km

2) With EVS VIS 1.6km



Changes: Page Number

07-DEC-2017

ADD-HAAB

Ethiopia Addis Ababa Bole Intl

7-60

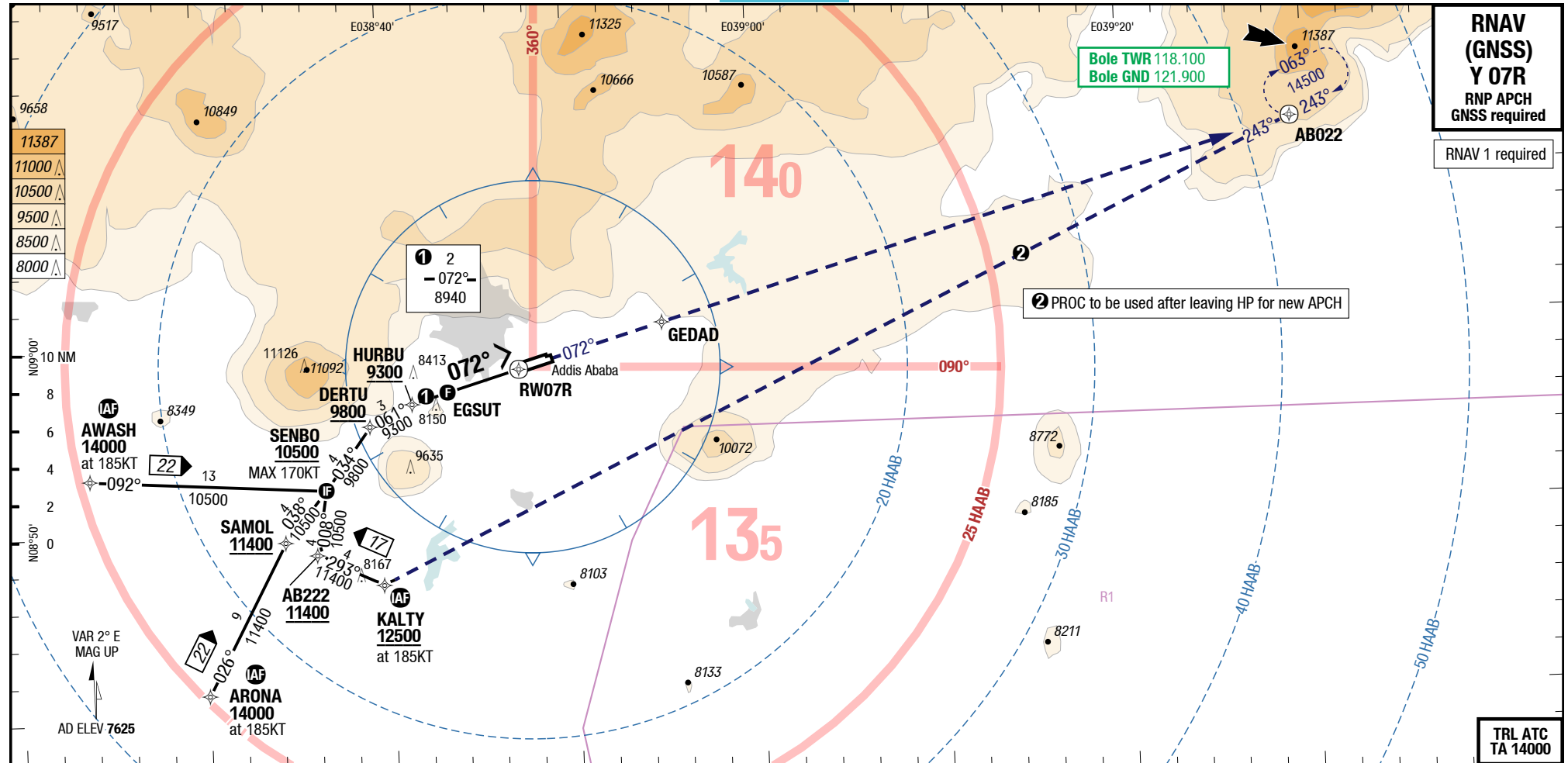
RNAV (GNSS) Y 07R

IAC

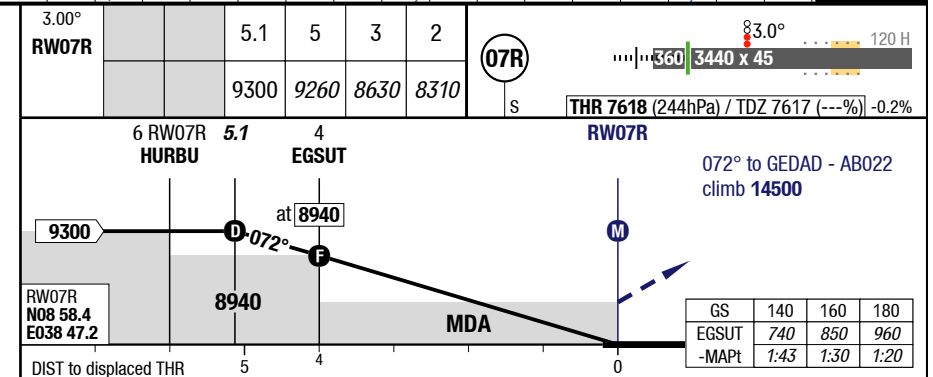
IAC

Bole Intl Addis Ababa Ethiopia

RNAV (GNSS) Y 07R



07R		RNAV GNSS LNAV					Circling S of AD only
C	ft - m/km ft	C 1480 - 2.4V 8250					C 1480 - 5.0V 8650
D	ft - m/km ft	C 1480 - 2.4V 8250					C 1480 - 5.0V 8650



## ADD-HAAB

RNAV (GNSS) Z 25L, RNAV (GNSS) 25L

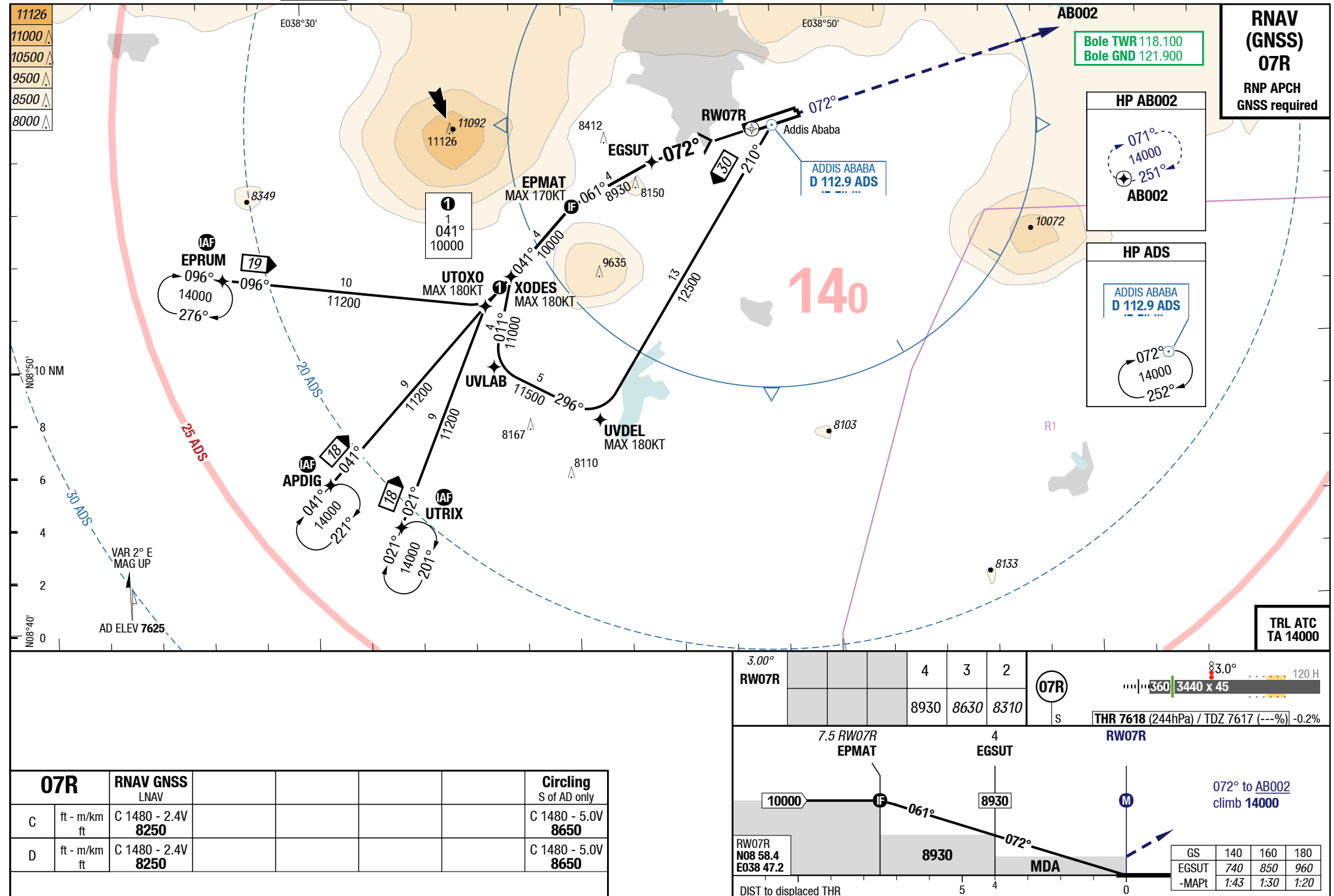
**7-70**

## RNAV (GNSS) 07R

# IAC

IAC

RNAV (GNSS) Z 25L, RNAV (GNSS) 25L

**RNAV (GNSS) 07R**

07-DEC-2017

ADD-HAAB

7-80

RNAV (GNSS) Z 25L

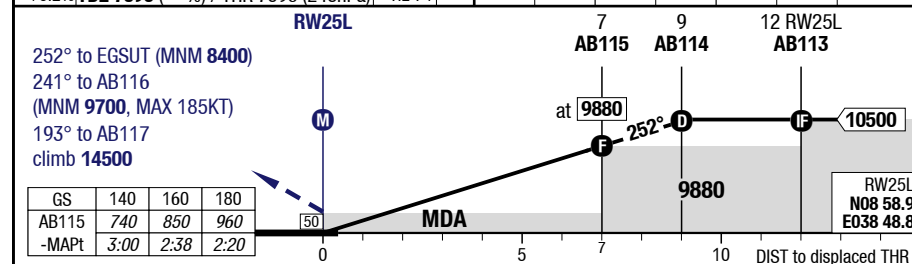
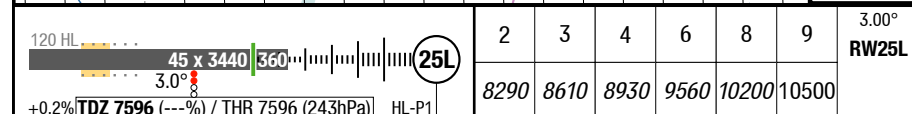
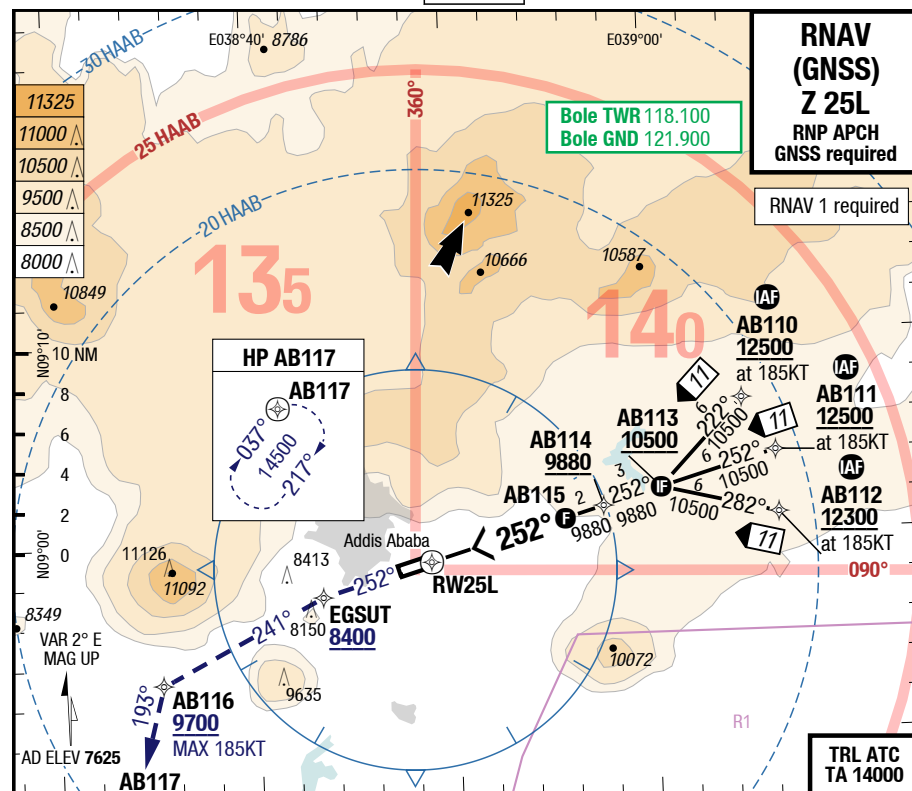
Ethiopia Addis Ababa Bole Intl

IAC

IAC

Bole Intl Addis Ababa Ethiopia

RNAV (GNSS) 25L

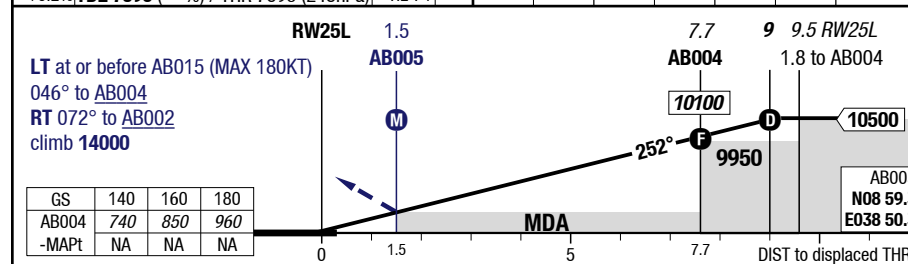
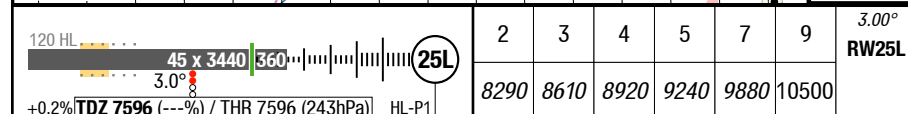
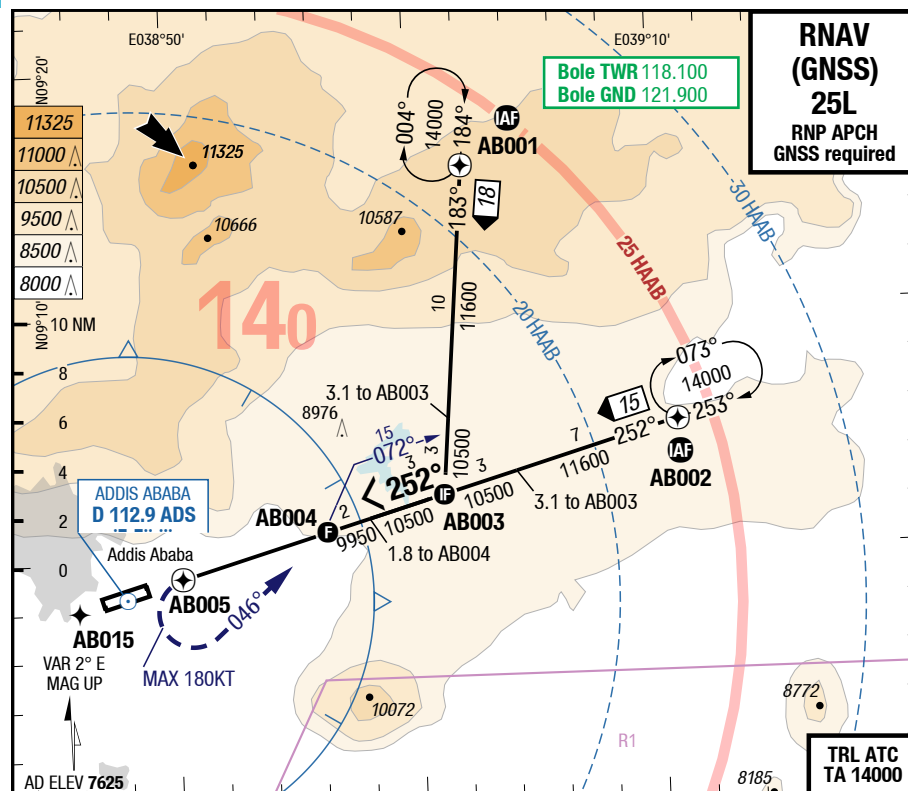


25L	RNAV GNSS VNAV 1)	RNAV GNSS LNAV	Circling 2)
C	ft - m/km ft	350 - 2.4V 7940 3)	C 1480 - 2.4V 8130
D	ft - m/km ft	350 - 2.8V 7940 4)	C 1480 - 2.4V 8130

1) Uncompensated Baro VNAV NA below 0°C (32°F)  
2) BTN R068-R315 ADS only

3) With EVS VIS 1.6km  
4) With EVS VIS 1.9km

Changes: Page Number



25L	RNAV GNSS LNAV GA 4.0%	Circling 1)
C	ft - m/km ft	C 1480 - 2.4V 8020
D	ft - m/km ft	C 1480 - 2.4V 8020

1) BTN R068-R315 ADS only

Changes: Page Number



28-JUN-2018

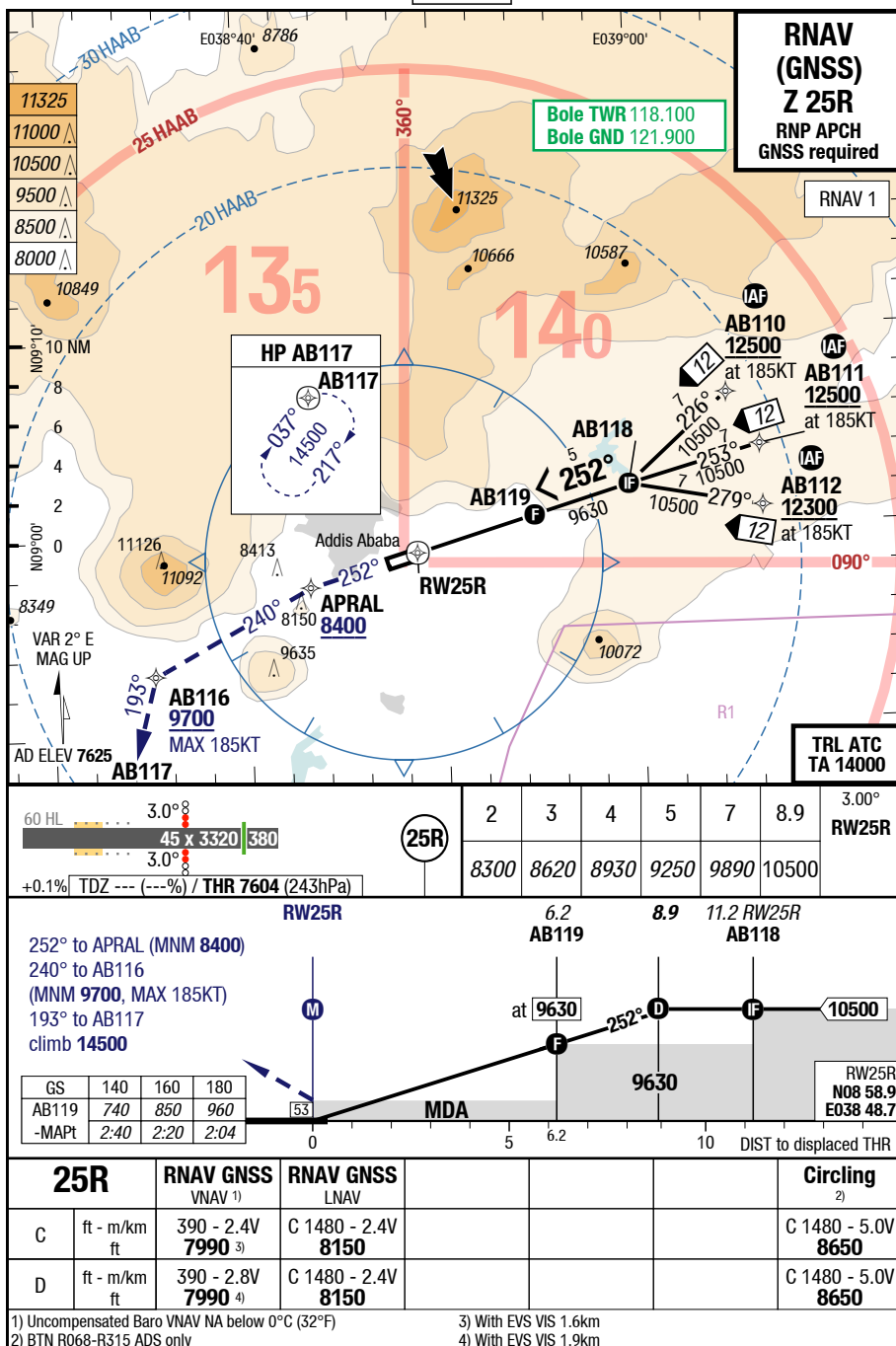
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ADD-HAAB

7-90

RNAV (GNSS) Z 25R



Changes: LDA, APL, THR ELEV, Note

28-JUN-2018

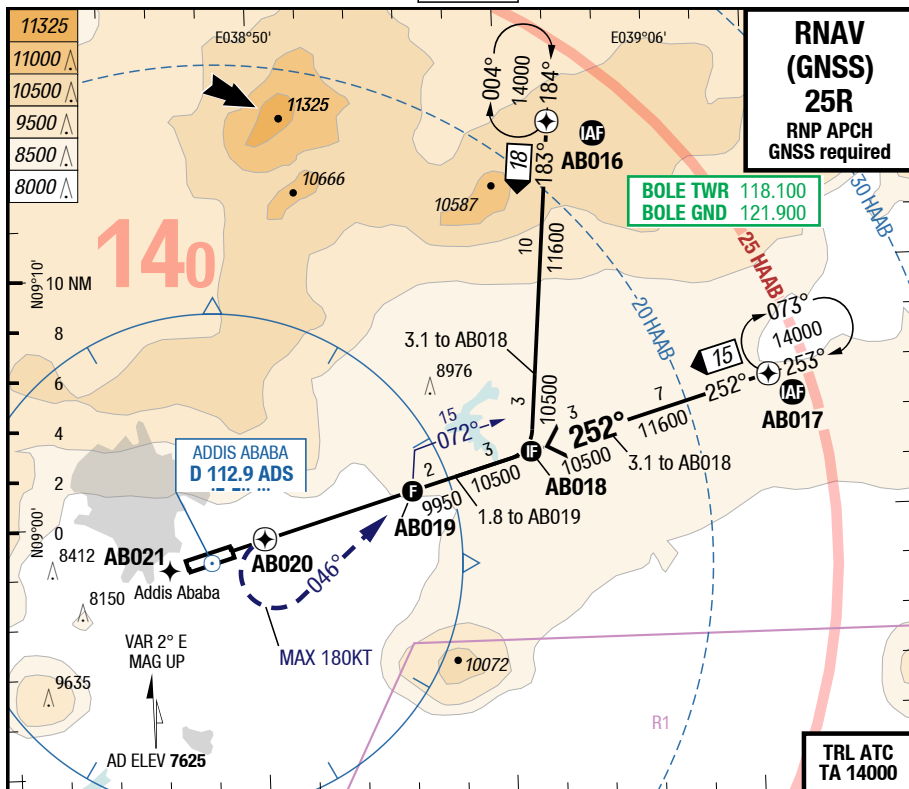
Ethiopia Addis Ababa Bole Intl

ADD-HAAB

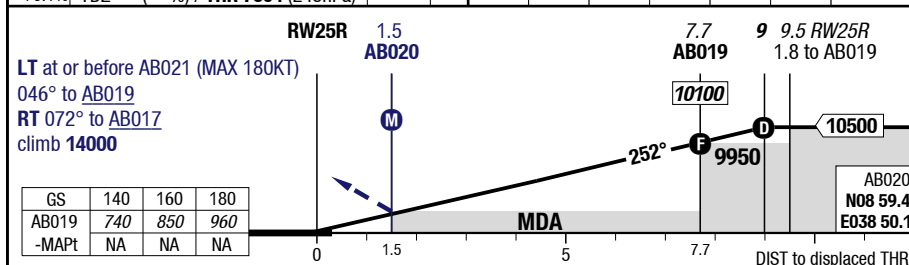
7-100

RNAV (GNSS) 25R

IAC



60 HL	3.0°	8	2	3	4	5	7	9	3.00°
45 x 3320	380	(25R)							RW25R
+0.1% TDZ --- (---%) / THR 7604 (243hPa)			8280	8600	8920	9240	9880	10500	



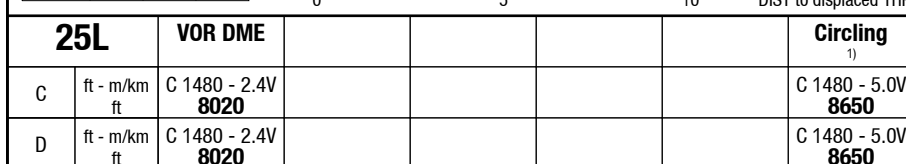
25R	RNAV GNSS					Circling
	LNAV					1)
	GA 4.0%					
C	ft - m/km	C 1480 - 2.4V				C 1480 - 5.0V
	ft	8020				8650
D	ft - m/km	C 1480 - 2.4V				C 1480 - 5.0V
	ft	8020				8650

1) BTN R068-R315 ADS only

Changes: LDA, APL, THR ELEV

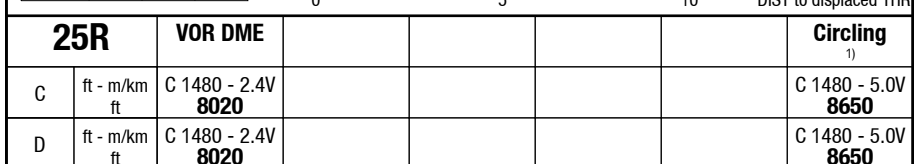


## VOR DME 25L



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## VOR DME 25R



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Changes: LDA, APL, THR ELEV

## ADD-HAAB

NDB 25R

# IAC

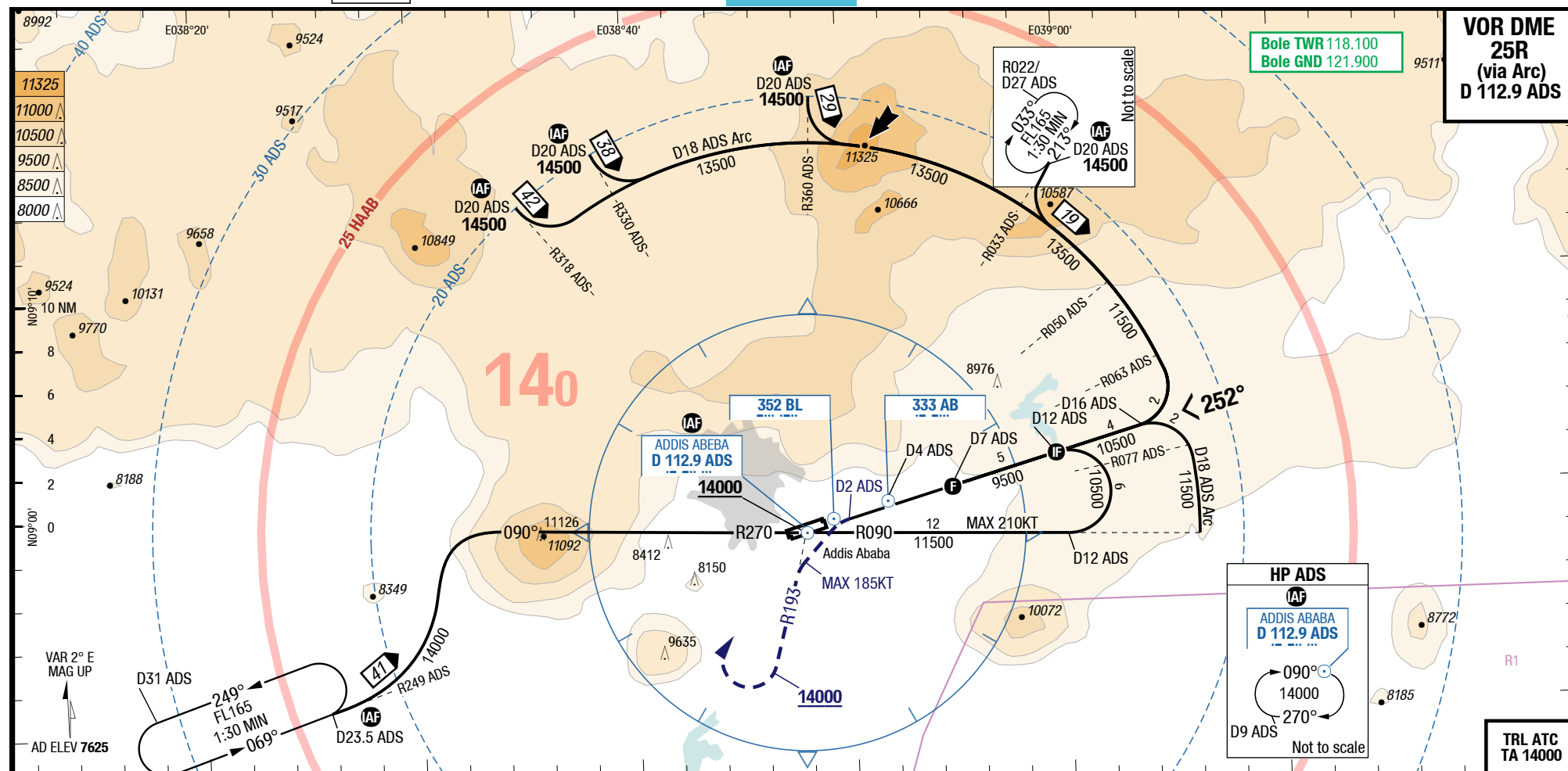
# IAC

NDB 25R

### VOR DME 25R (via Arc)

7-130

### VOR DME 25R (via Arc)



<b>25R</b>		<b>VOR DME</b>				<b>Circling</b> 1)
C	ft - m/km ft	C 1480 - 2.4V <b>8020</b>				C 1480 - 5.0V <b>8650</b>
D	ft - m/km ft	C 1480 - 2.4V <b>8020</b>				C 1480 - 5.0V <b>8650</b>

1) BTN R068-R315 ADS only

60 HL 45 x 3320 380

3.00° 3.00°

+0.1% TDZ --- (---%) / THR 7604 (243hPa)

ADS	D2	D4 AB	D7	D9.8	D12 ADS	D10
8350	8980	9300	9620	9940	10500	

LT (MAX 185KT)  
intercept R193 ADS  
at MNM 14000 RT direct ADS  
maintain 14000

GS	140	160	180
D4 ADS	740	850	960
-MAPt	0:51	0:45	0:40

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Changes: LDA, APL, THR ELEV

28-JUN-2018

Ethiopia Addis Ababa Bole Intl

ADD-HAAB

7-140

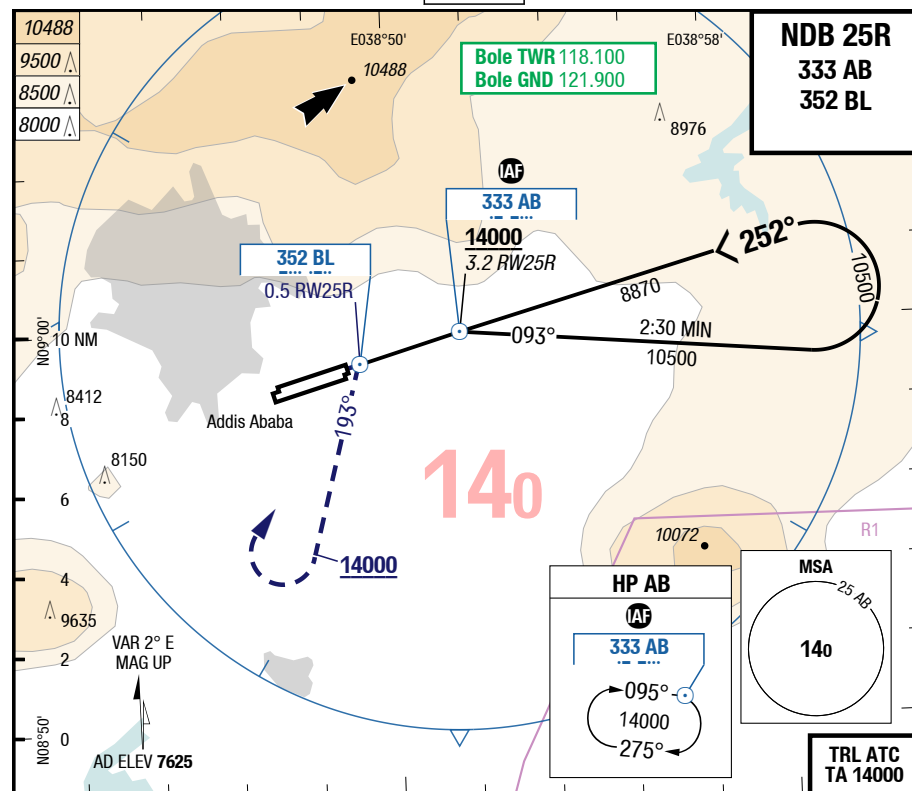
NDB 25R

IAC

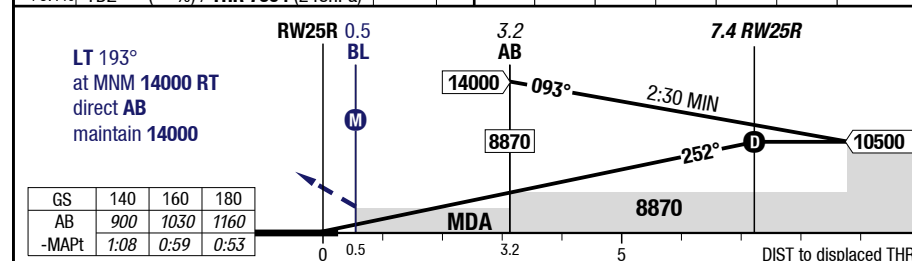
IAC

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NDB 25R



60 HL	3.0°	8	1	2	3	4	5	7.4	3.64°
45 x 3320	380	25R	8030	8420	8810	9190	9580	10500	RW25R
+0.1%	TDZ	---	---	---	---	---	---	---	---
THR	7604	(243hPa)							



25R	NDB NDB AB + BL						Circling 1)
C	ft - m/km ft	C 1480 - 2.4V 8020					C 1480 - 5.0V 8650
D	ft - m/km ft	C 1480 - 2.4V 8020					C 1480 - 5.0V 8650

1) BTN R068-R315 ADS only

Changes: LDA, APL, THR ELEV

Effective 22-JUN-2017

15-JUN-2017

ADD-HAAB

8-10

Ethiopia Addis Ababa Bole Intl

NIL

MRC

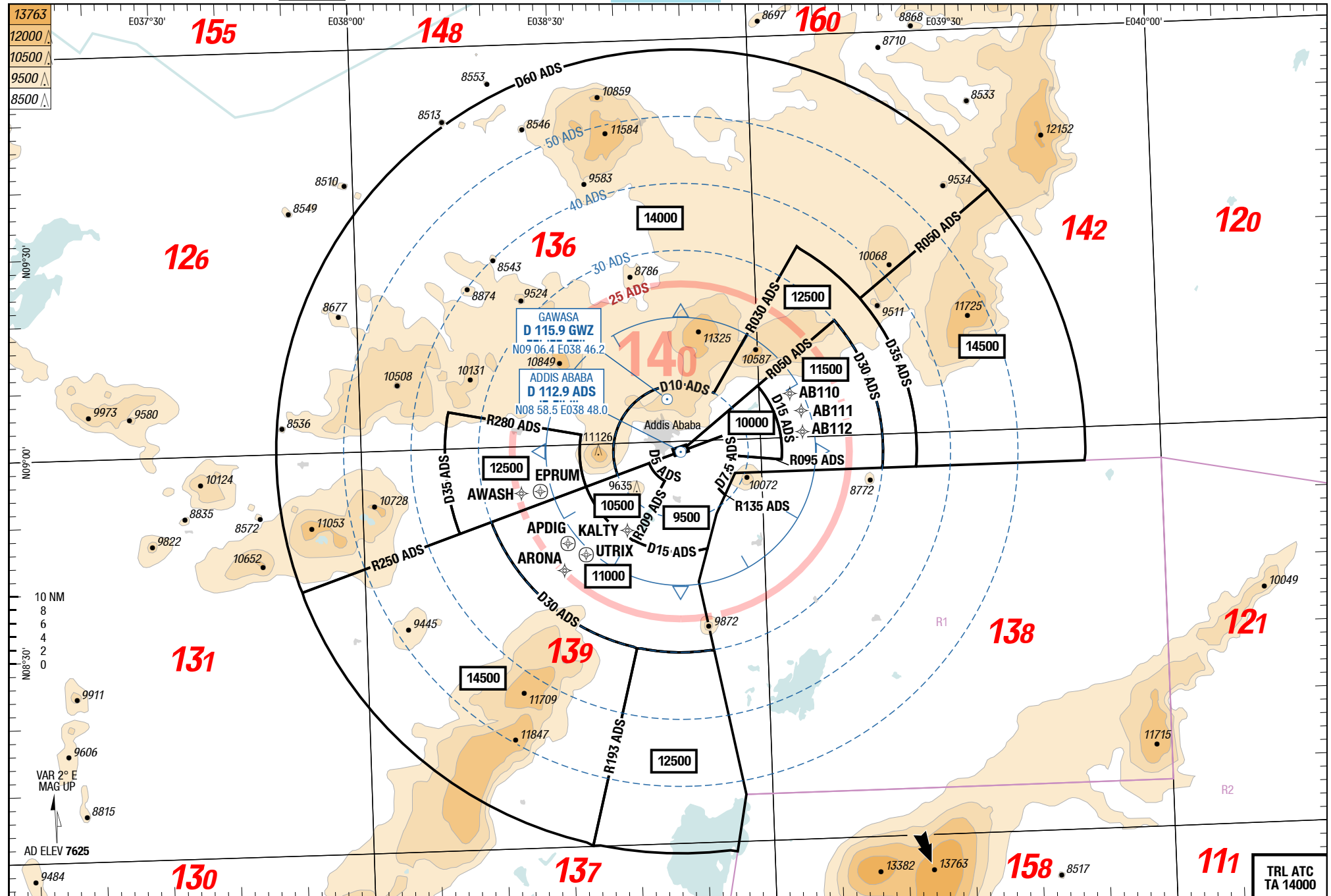
MRC

MRC

Bole Intl Addis Ababa Ethiopia

NIL

MRC



Changes: WPT , OBST

TRL ATC  
TA 14000

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