

GENERAL**Operational Hours****ATS Hours:** H24**AD ADMIN Hours:** SUN-THU 0500-1000, 1100-1400.**Airport Information****RFF:** CAT 8**PCN:** RWY 09/27: 70/F/C/W/U**Operation****TWY Restriction**

TWY M width 20m / 66ft.

TWY A, F, I, L width 18m / 59ft.

On the northern side, heavy ACFT shall use TWY K for entering/exiting RWY 09/27.

Warnings

Arresting gear 60m / 197ft beyond end of RWY 09/27.

Overflying city of Djibouti prohibited below 3300ft.

A sand wind, the KHAM SIN, blowing from west to east during 50 days (JUL, AUG), reduces VIS up to 500m / 1640ft.

Birds in vicinity of AD.

Warnings

RWY 09: Use extreme caution while on final APCH to RWY 09. Do not confuse with road in close proximity to AD.

ARRIVAL**Arrival Procedure****Non-standard GP intercept Position on RWY 27**GP intercept RWY 27 at *363m / 1191ft* after landing threshold.Remaining LDG DIST beyond GP is *2565m / 8415ft*.**DEPARTURE****Take-off Minima**

RWY		09/27	
All ACFT	ft - m/km	0 - 400v	-

Departure Procedure**Omnidirectional Departure**

RWY 09

Climb on 089°, at 1200ft direct route and climb to enroute safety ALT.

RWY 27

Climb on 269° with MNM climb gradient 6%, at 2900ft direct route and climb to enroute safety ALT.

Effective 09-NOV-2017

02-NOV-2017

JIB-HDAM

2-10

Djibouti Djibouti Ambouli

AGC

AFC

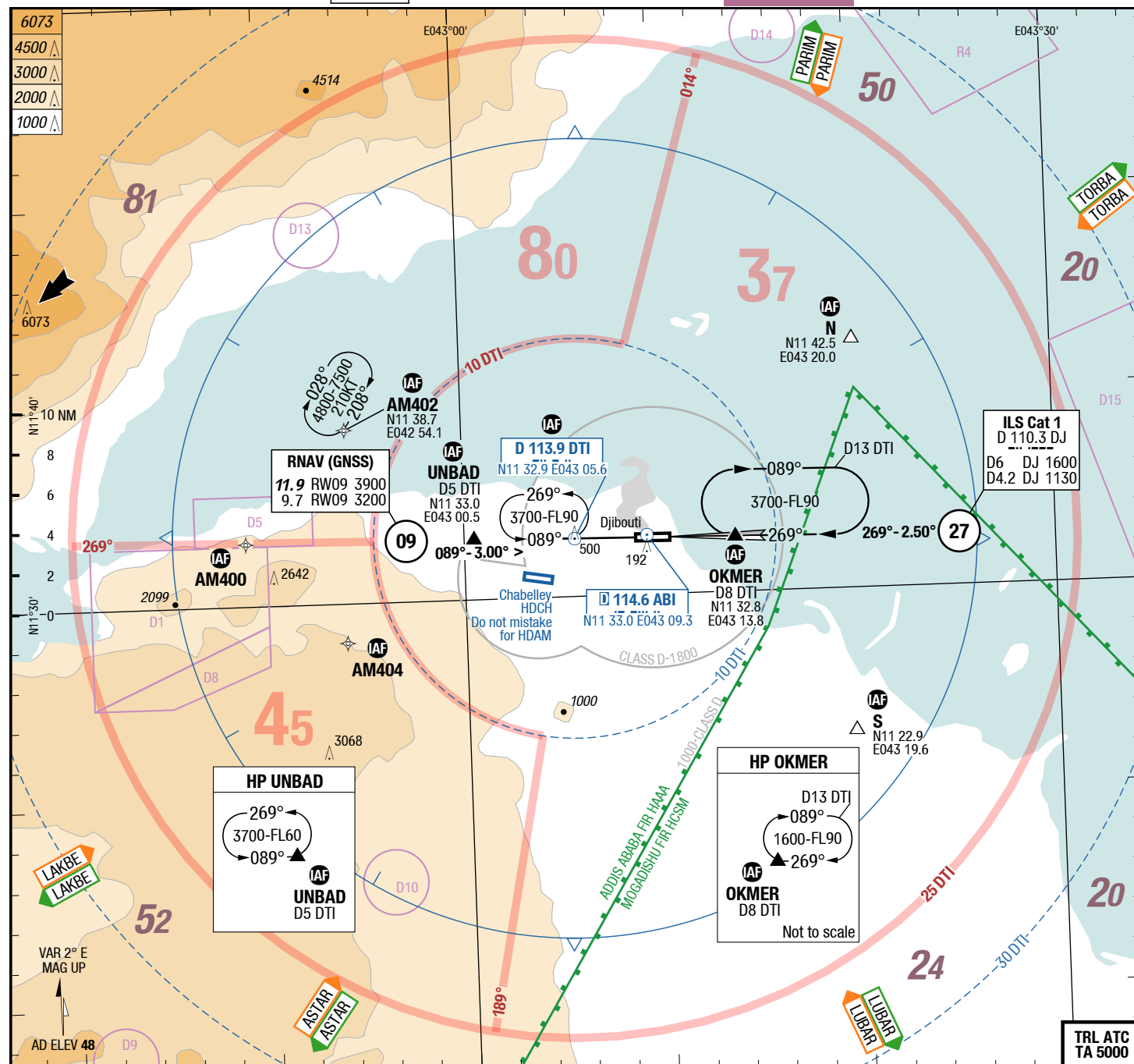
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Ambouli Djibouti Djibouti

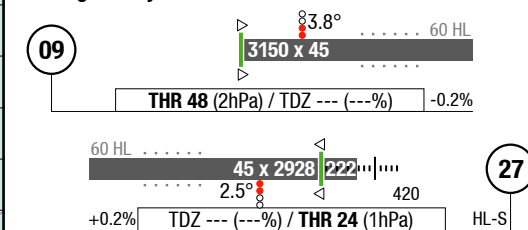
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ATIS 126.400
 APP 121.100
 TWR 122.100
 GND 118.100

Landing RWY system:



Changes: APL, THR ELEV, APCH boxes, AD ELEV, Editorial

Effective 09-NOV-2017

02-NOV-2017

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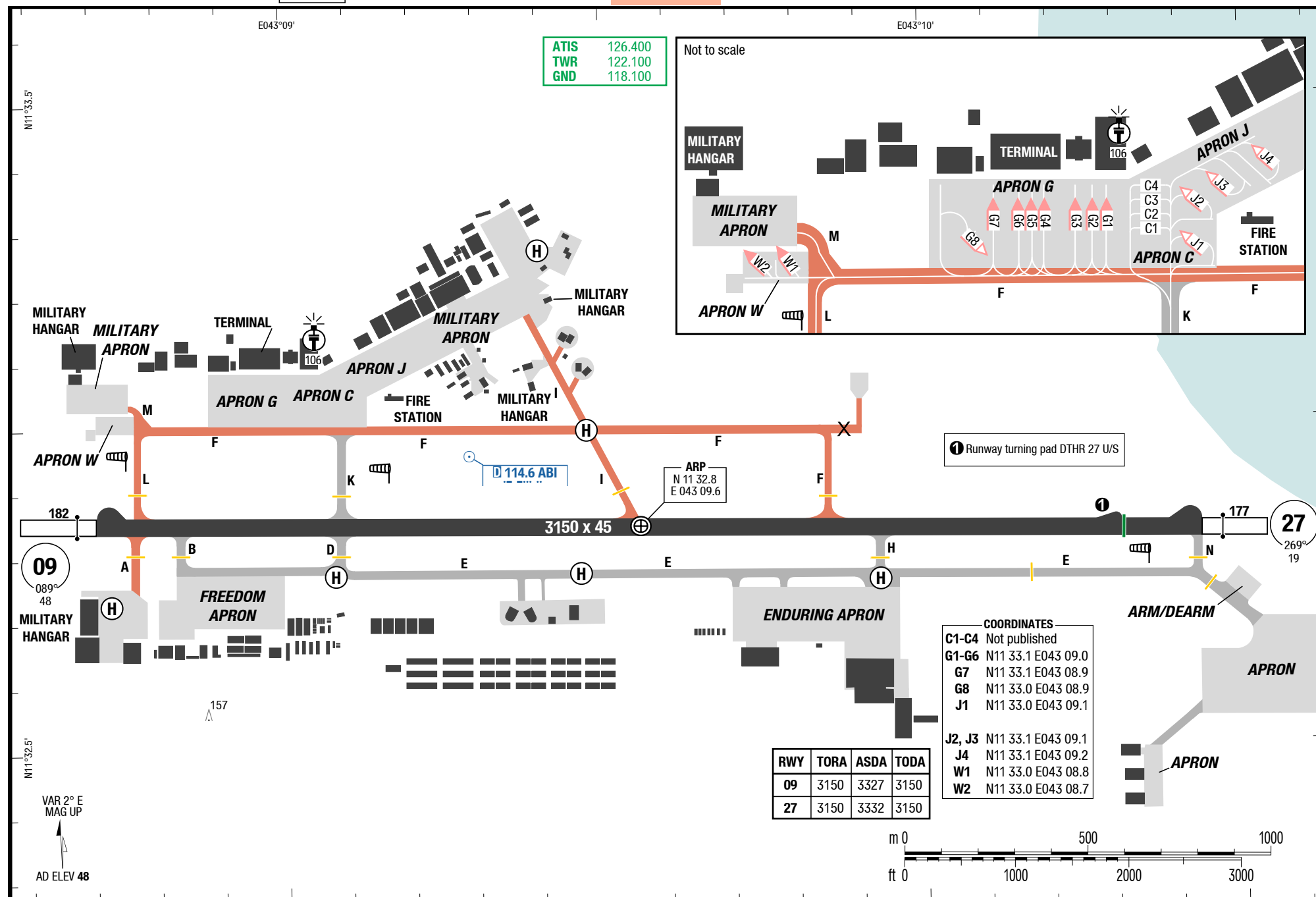
3-20

E043°09'

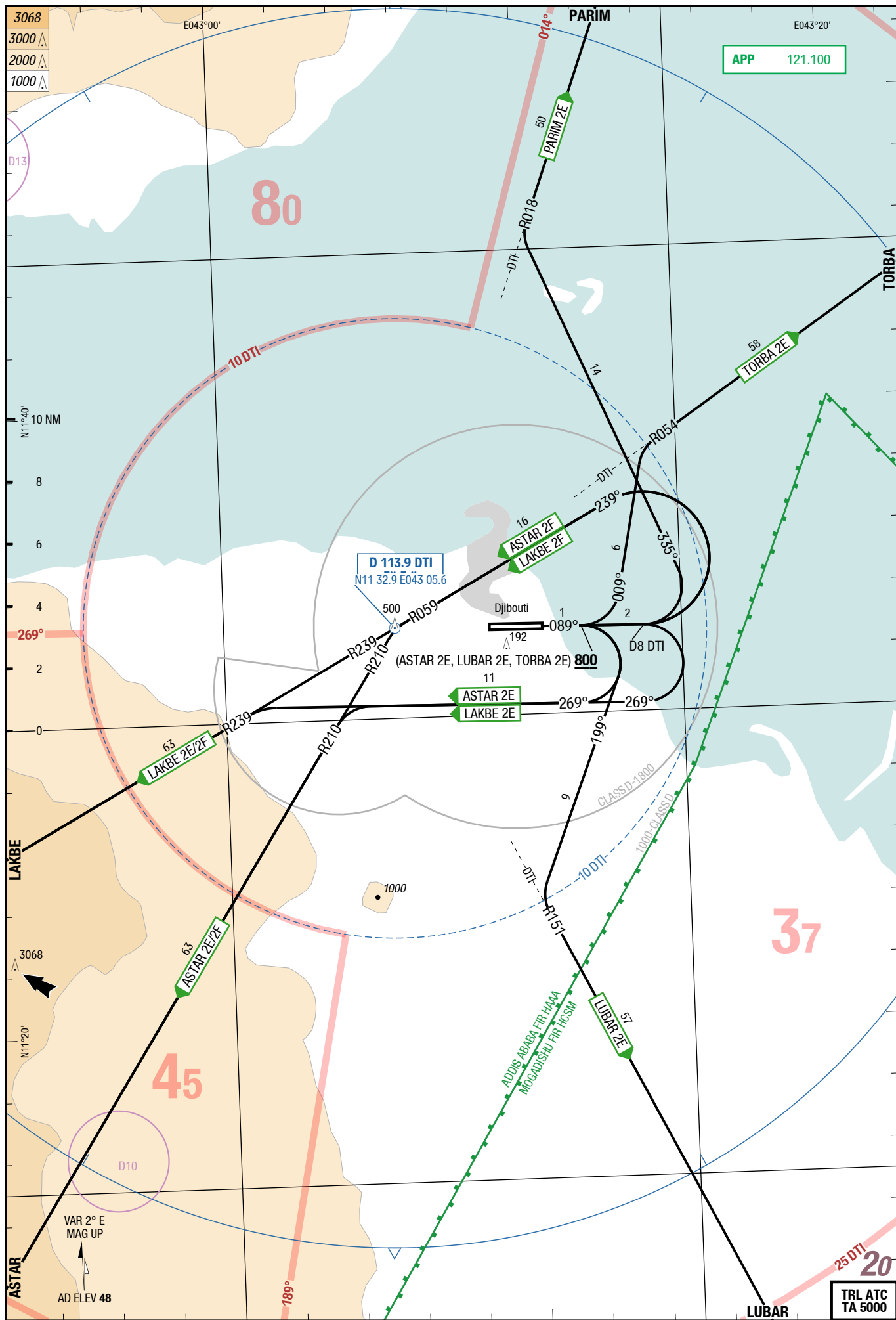
E043°10'

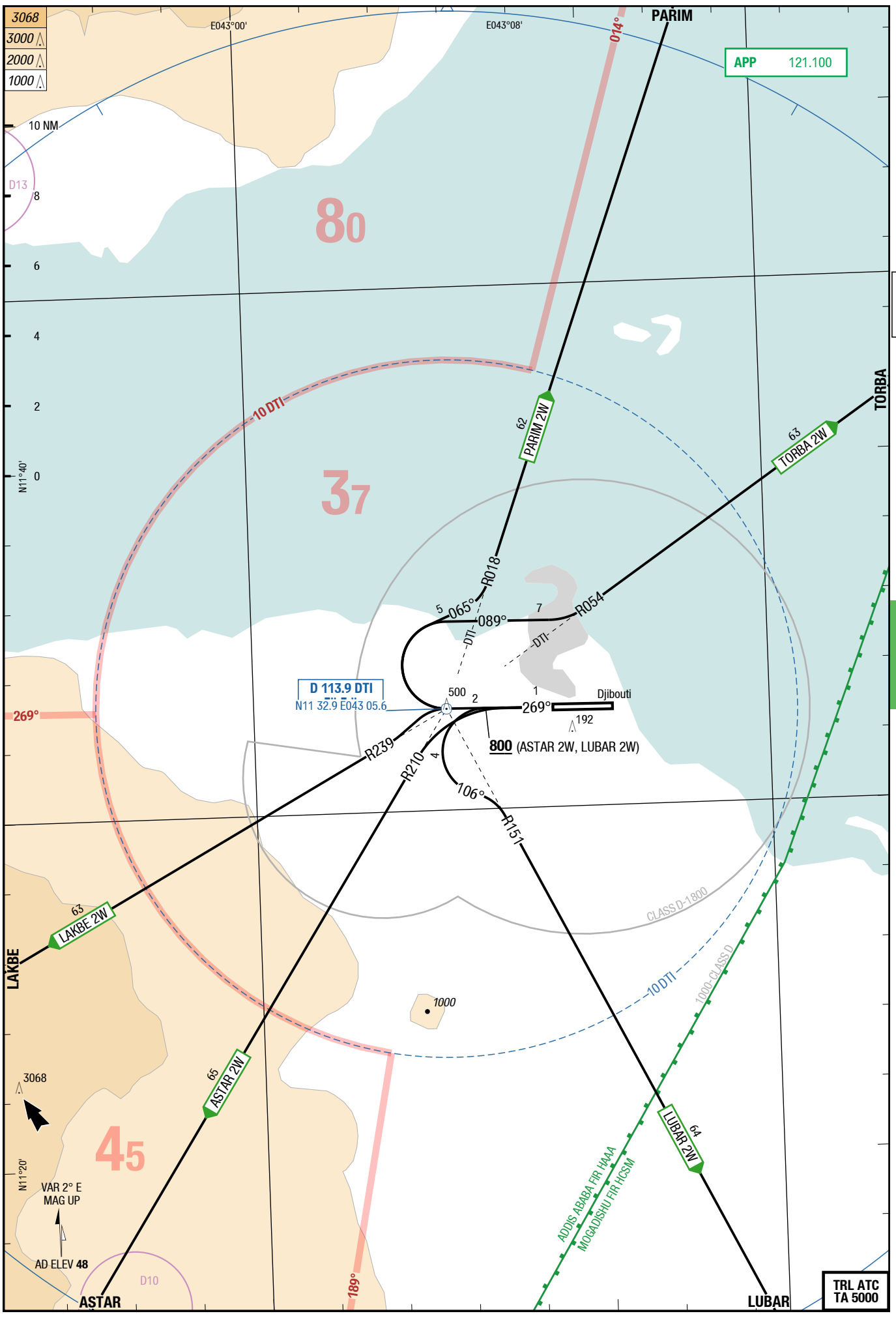
ATIS 126.400
TWR 122.100
GND 118.100

Not to scale



Changes: Note, HLDG POS, RWY elev, AD ELEV





ASTAR 2E / ASTAR 2F / LAKBE 2E / LAKBE 2F / LUBAR 2E / OMNIDIRECTIONAL DEP / PARIM 2E / TORBA 2E

RWY 09 (089°)

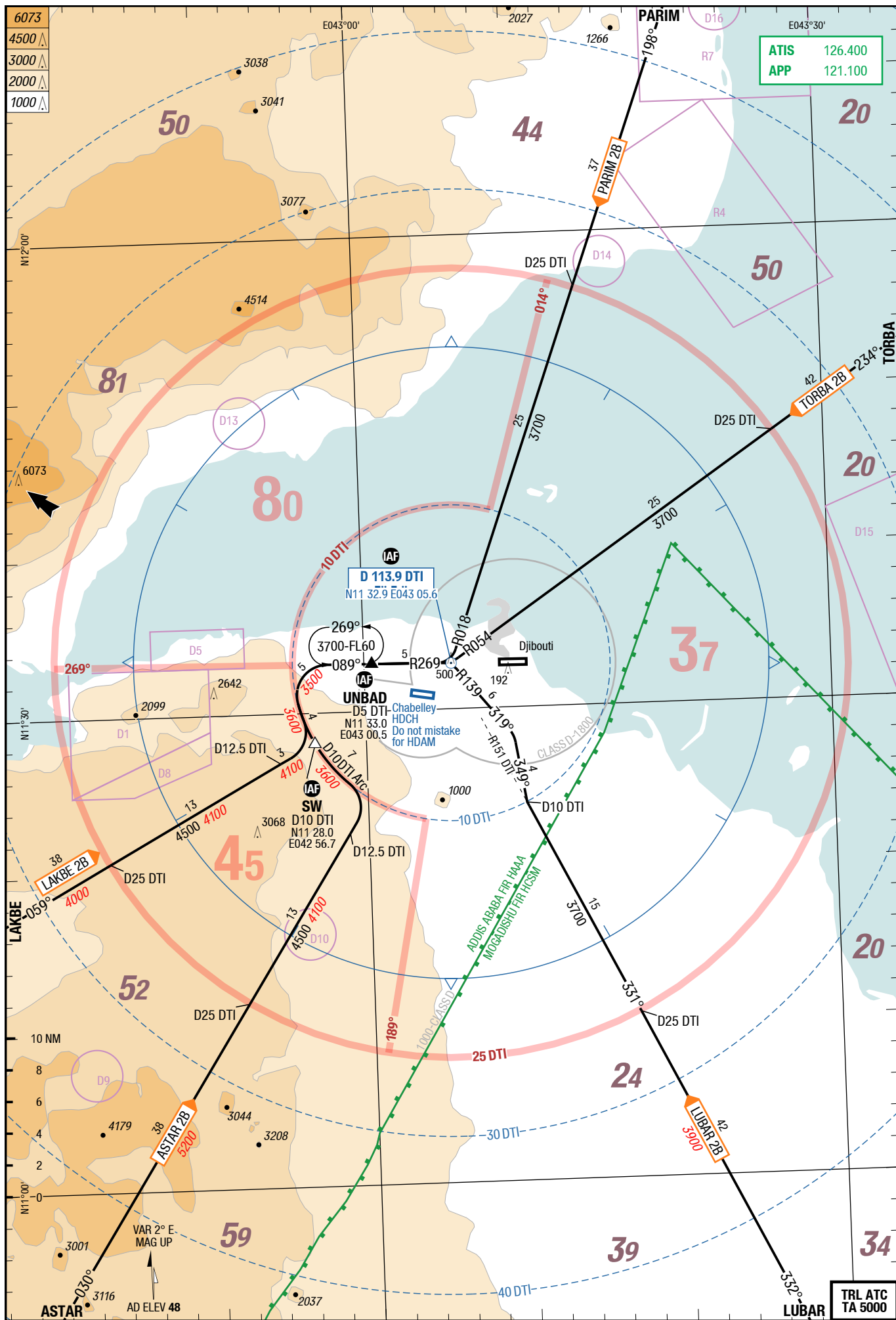
DESIGNATOR	ROUTING	ALTITUDES
	Runway 09	
ASTAR 2E 121.100	at MNM 800 RT 269° - intercept R210 DTI to ASTAR	
ASTAR 2F 121.100	at D8 DTI LT intercept R059 DTI to DTI - R210 DTI to ASTAR	
LAKBE 2E 121.100	at D8 DTI RT 269° - intercept R239 DTI to LAKBE	
LAKBE 2F 121.100	at D8 DTI LT intercept R059 DTI to DTI - R239 DTI to LAKBE	
LUBAR 2E 121.100	at MNM 800 RT 199° - intercept R151 DTI to LUBAR	
OMNIDIRECTIONAL DEP 121.100	RWY HDG - at 1200 direct route - climb to enroute safe ALT	
PARIM 2E 121.100	at D8 DTI LT 335° - intercept R018 DTI to PARIM	
TORBA 2E 121.100	at MNM 800 LT 009° - intercept R054 DTI to TORBA	

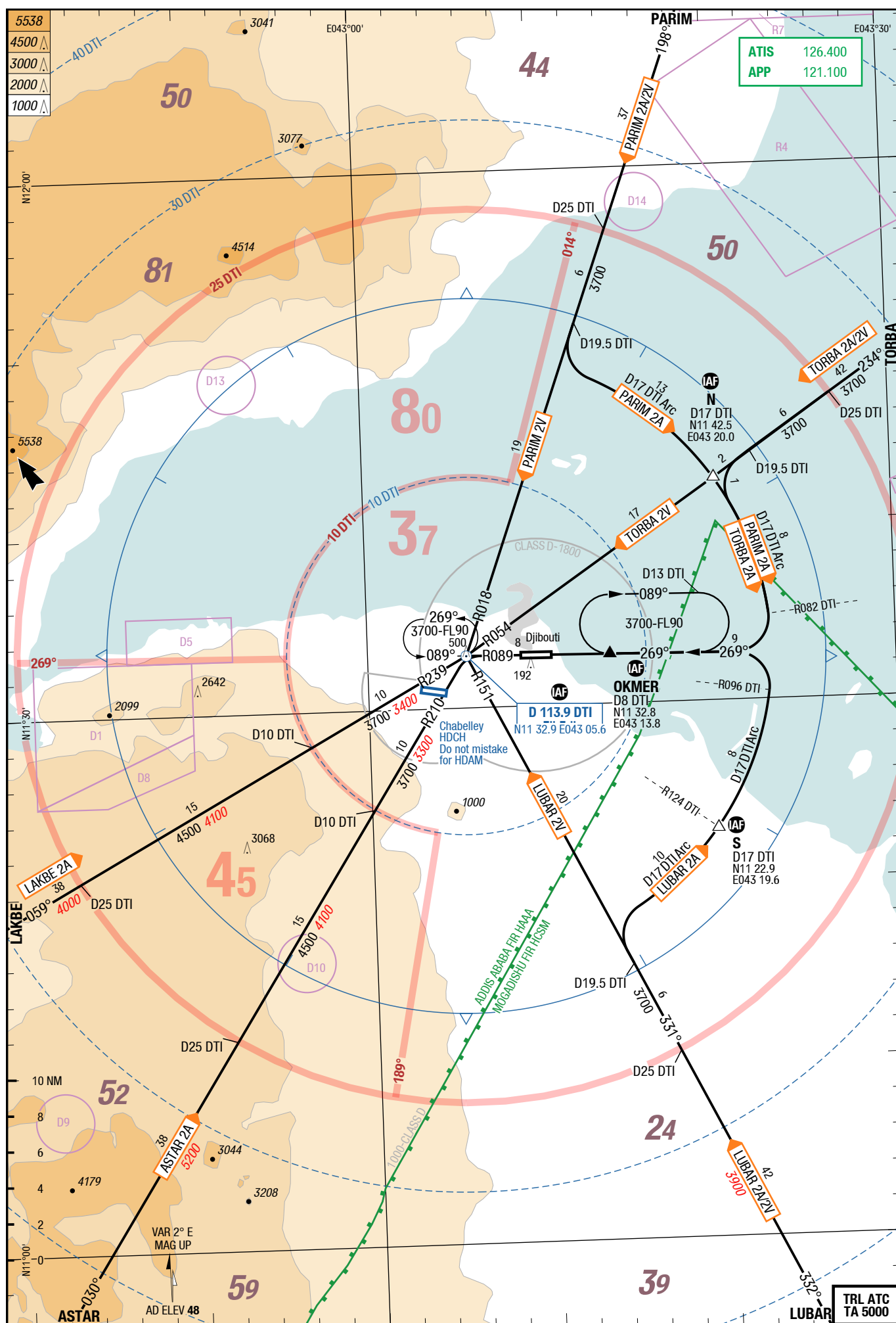
ASTAR 2W / LAKBE 2W / LUBAR 2W / OMNIDIRECTIONAL DEP / PARIM 2W / TORBA 2W
RWY 27 (269°)

	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 27	
ASTAR 2W 121.100	at MNM 800 LT intercept R210 DTI to ASTAR	
LAKBE 2W 3.8% to 800 121.100	at DTI R239 DTI to LAKBE	
LUBAR 2W 121.100	at MNM 800 LT 106° - intercept R151 DTI to LUBAR	
OMNIDIRECTIONAL DEP 6% to 2900 121.100 ①	at 2900 direct route - climb to enroute safe ALT	
PARIM 2W 3.8% to 800 121.100	at DTI RT 065° - intercept R018 DTI to PARIM	
TORBA 2W 3.8% to 800 121.100	at DTI RT 089° - intercept R054 DTI to TORBA	

① Theoretical climbing slope, most penalizing OBST: day pylon 6073ft at 33.1NM from ARP/Radial 290

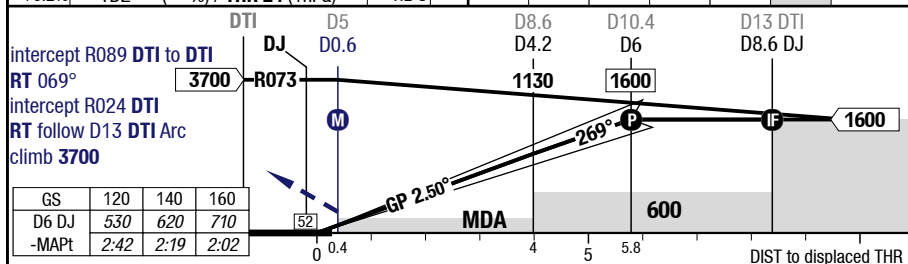
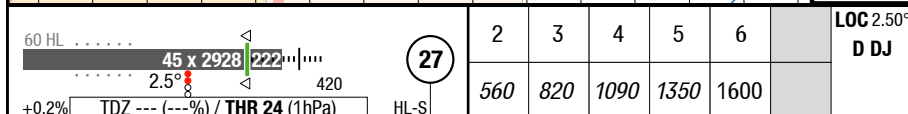
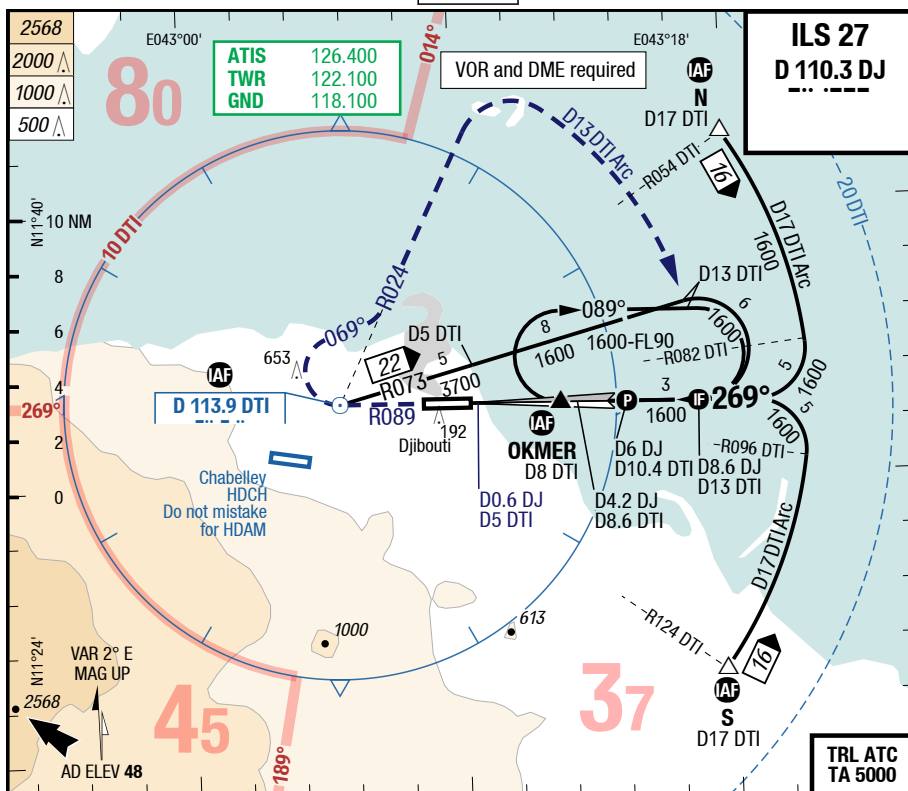




JIB-HDAM

7-10

ILS 27



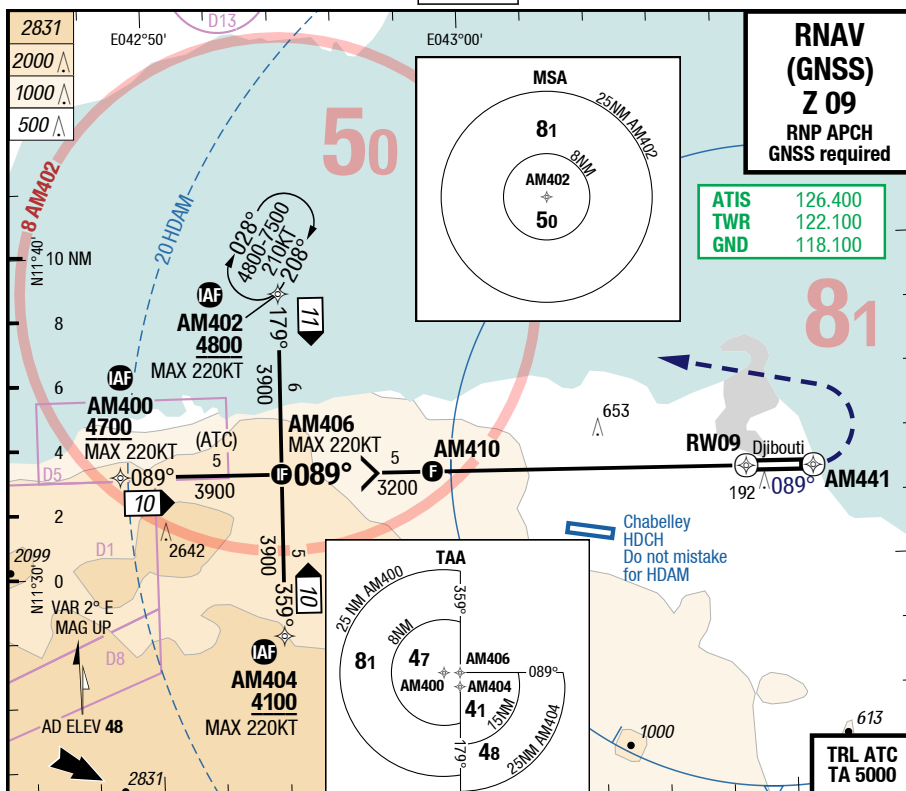
27	Cat 1 DME ¹⁾	LOC DME				Circling S of AD only
C	ft - m/km ft	200 - 750 230	250 - 800 280			810 - 2.4V 850
D	ft - m/km ft	200 - 750 230	270 - 900 300			1030 - 3.6V 1070



1) With EVS 550m

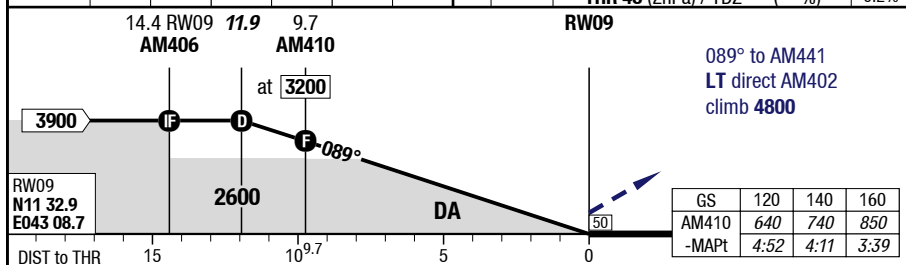
JIB-HDAM

7-30

RNAV (GNSS) Z 09



3.00° RW09	11.9	9	7	5	3	1		
	3900	2970	2330	1690	1060	420		



09		RNAV GNSS VNAV 1) 2)					Circling S of AD only
C	ft - m/km ft	290 - 1.4 330					810 - 2.4V 850
D	ft - m/km ft	300 - 1.4 340					1030 - 3.6V 1070

1) Uncompensated BARO VNAV NA below 15°C (59°F)

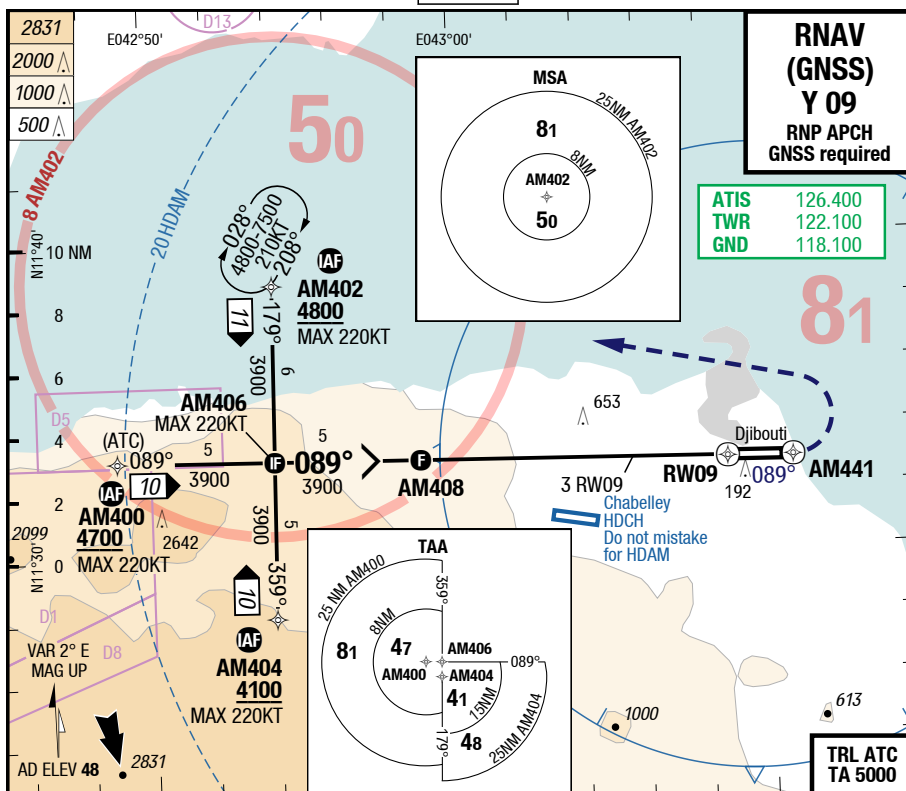
2) With EVS 900m



Changes: APL, AD ELEV, Editorial

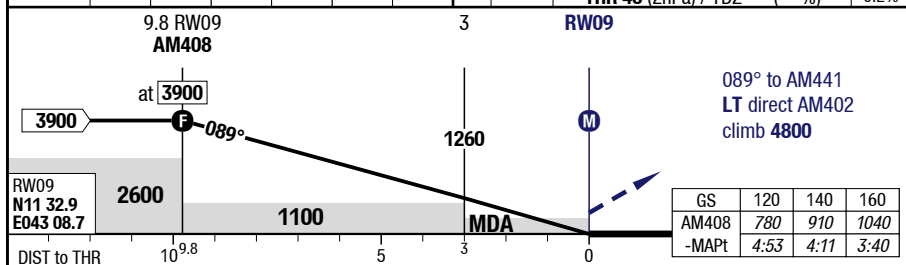
JIB-HDAM

7-40

RNAV (GNSS) Y 09



3.66° RW09	9.8	9	8	6	4	2		
	3900	3600	3210	2430	1660	880		



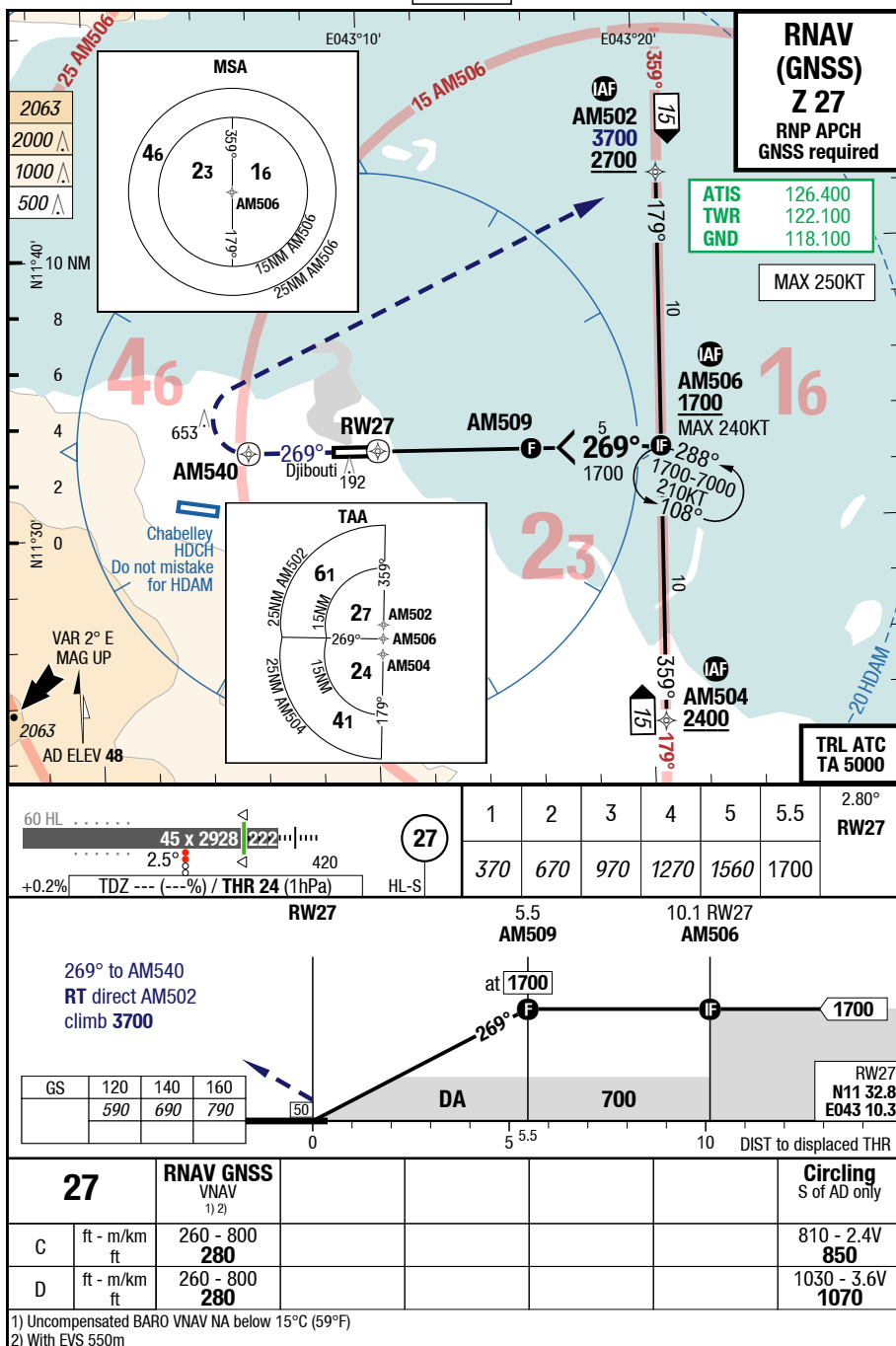
09		RNAV GNSS LNAV 1)				Circling S of AD only
C	ft - m/km ft	550 - 2.4 590				810 - 2.4V 850
D	ft - m/km ft	550 - 2.4 590				1030 - 3.6V 1070

1) Timing to determine MAPt NA

JIB-HDAM

7-50

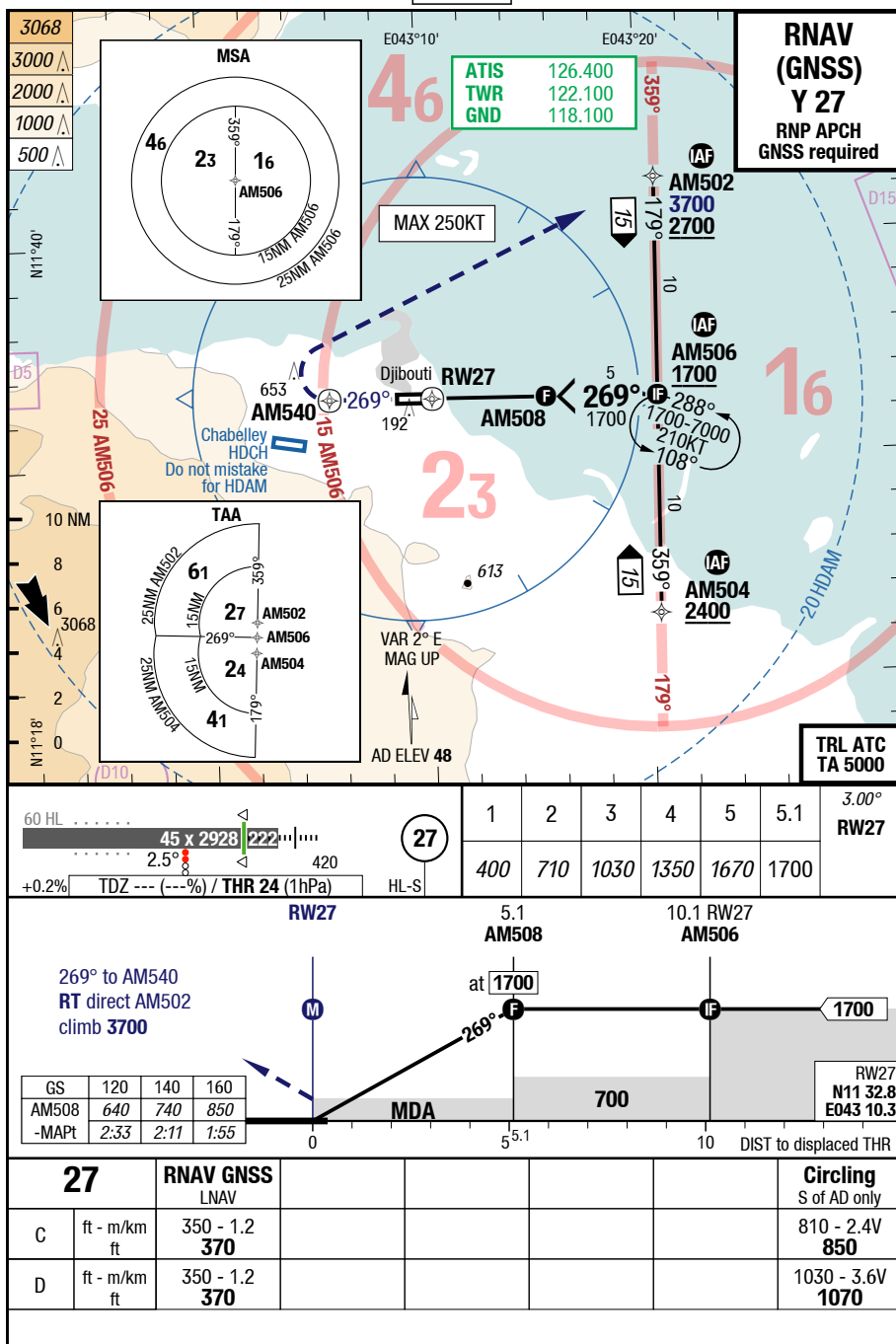
RNAV (GNSS) Z 27



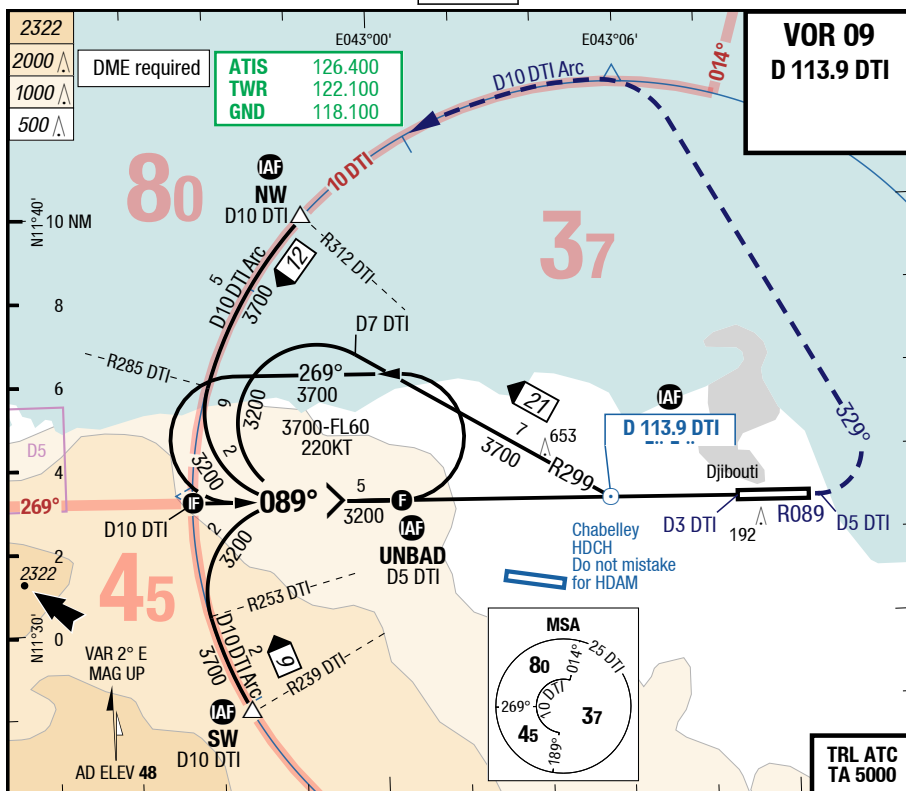
JIB-HDAM

7-60

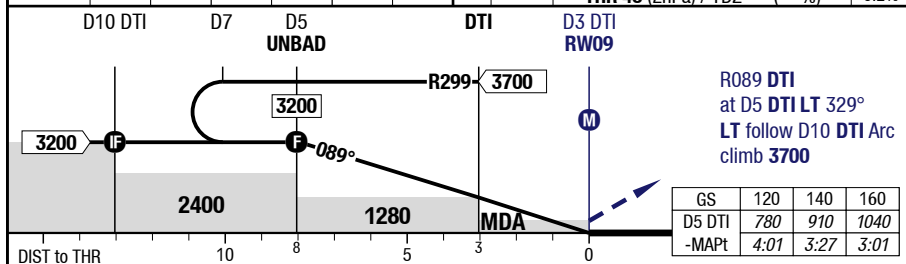
RNAV (GNSS) Y 27



Changes: AD ELEV, Editorial

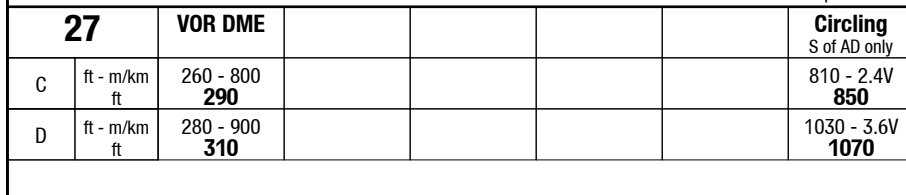


3.67° D DTI	5	3	2	1	DTI	1	
	3200	2450	2060	1670	1290	900	

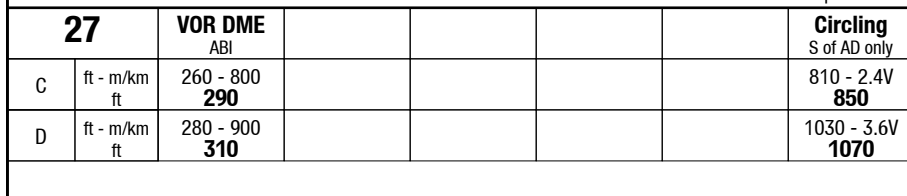


09		VOR DME					Circling S of AD only
C	ft - m/km ft	480 - 2.2 520					810 - 2.4V 850
D	ft - m/km ft	480 - 2.2 520					1030 - 3.6V 1070

VOR Z 27



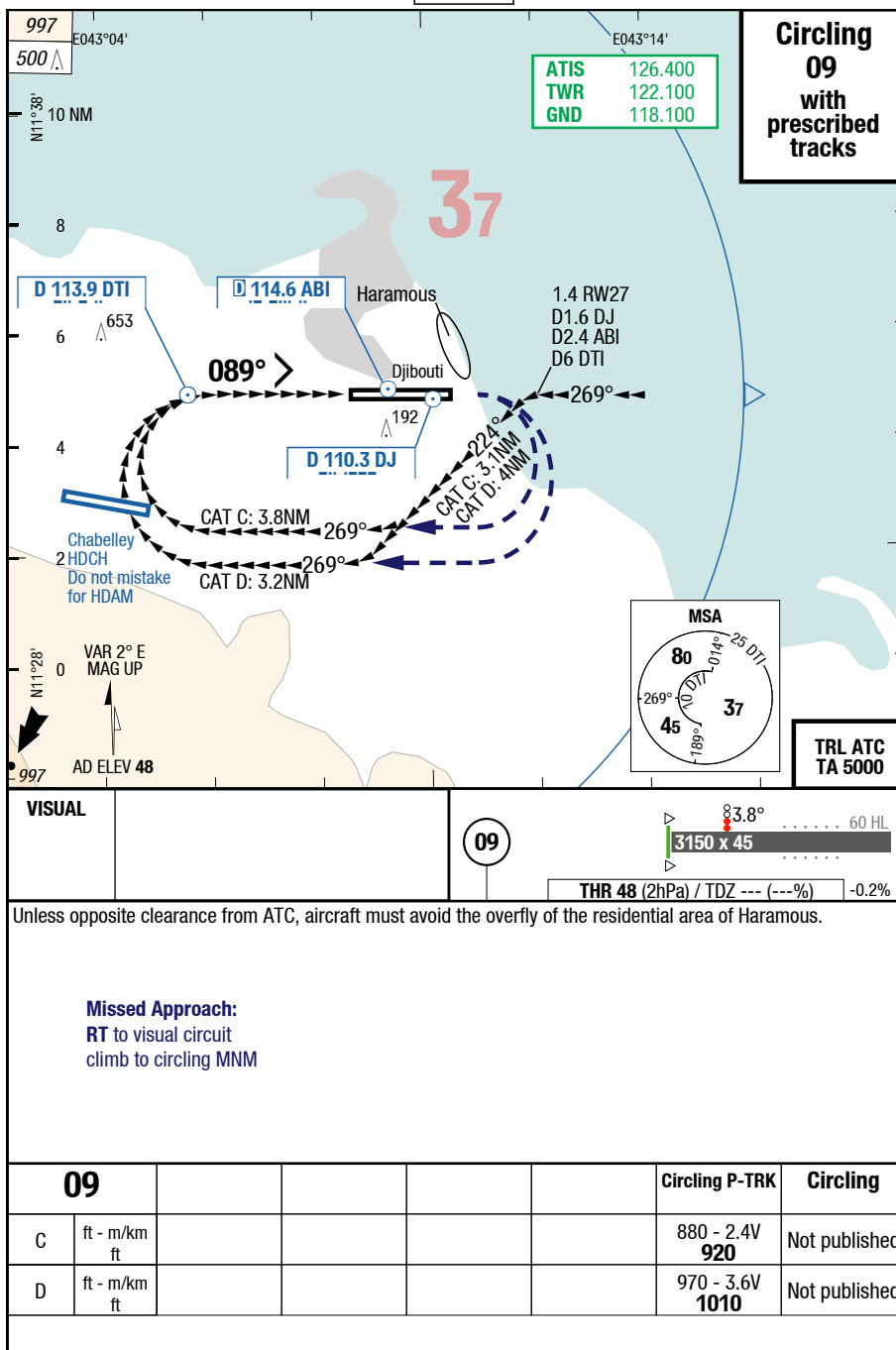
VOR Y 27



JIB-HDAM

7-100

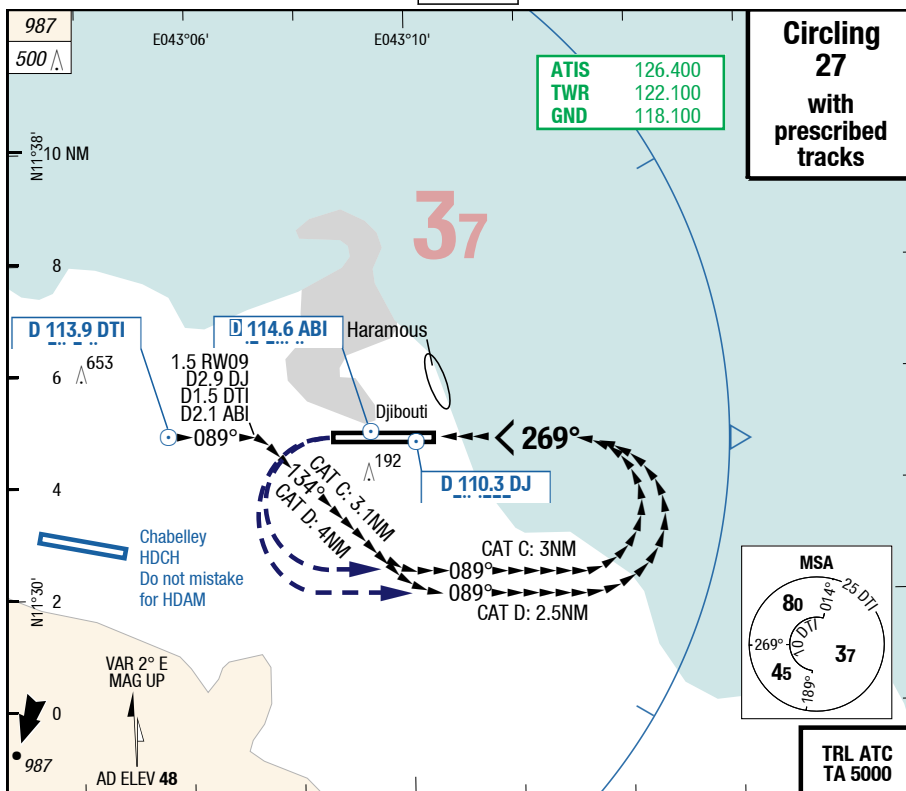
Circling 09



JIB-HDAM

7-110

Circling 27



987

60 HL

45 x 2928

222

420

+0.2%

TDZ

(---%)

THR 24

(1hPa)

HL-S

Unless opposite clearance from ATC, aircraft must avoid the overfly of the residential area of Haramous.

Missed Approach:

LT to visual circuit
climb to circling MNM

27						Circling P-TRK	Circling
C	ft - m/km ft					690 - 2.4V 730	Not published
D	ft - m/km ft					740 - 3.6V 780	Not published