

GENERAL**Operational Hours****AD ADMIN Hours / ATS Hours:** H24**Airport Information****RFF:** CAT 10**Fire:** 'Fire Commander Abu Dhabi' 121.600 AVBL when fire vehicle attending aircraft on GND in EMERG.**PCN:** RWY 13R/31L, 13L/31R: 80/F/B/W/T**Operation****Traffic Note:** AD is not AVBL as ALTN except for EMERG.**Low Visibility Procedure**

LVP in force when VIS or RVR indicates below 550m or when CEIL is below 200ft.

Vacate RWY via the first convenient illuminated exit or as instructed by ATC.

The preferable RWY exits are:

- TWY E8 for RWY 31L
- TWY A10 for RWY 31R
- TWY A13 for RWY 13L

During LVP OPS, pilots are required to use full length DEP from CAT III RWY and associated HLDG PSN and TKOF from:

- TWY E15/TWY D11 for RWY 31L
- TWY A18 for RWY 31R
- TWY A1 for RWY 13L

Reduced RWY Separation Minima (RRSM)

RRSM may be applied H24 between: A departing ACFT and a succeeding landing ACFT using a single RWY; or two successive landing ACFT; or two successive departing ACFT.

Landing following landing:

Landing CLR may be issued to an arriving ACFT provided the preceding landing ACFT has landed and has vacated the RWY, or has passed a point at least 2400m from the THR of the RWY.

Landing following departure:

Landing CLR may be issued to an arriving ACFT provided the preceding departing ACFT is/will be airborne and has passed a point at least 2400m from the THR of the RWY.

Departure following departure:

TKOF CLR may be issued to a departing ACFT provided the preceding departing ACFT is/will be airborne and has passed a point at least 2400m from the THR of the RWY.

TWY Restrictions

TWY E3A, E3B, E4S and E4N width 18m / 59ft.

TWY F5 width 15m / 49ft.

TWY F3 and F4 width 9.5m / 31ft.

TWY E3A, E3B, E4S and E4N MAX wingspan 36m / 118ft.

Taxi/Parking

APIS Visual Docking system at all stands.

ACFT expecting to park at Presidential Flight Apron shall contact Presidential Flight Operations on 132.200 prior landing for information and guidance.

GENERAL

Reduced ENG taxi OPS from stand 201 through stand 222. Exercise extreme caution when leaving APN 2 via TWY E13, E14, F1 or F2. ENG should be at idle due to jet blast considerations when turning onto these TWYs.

Disregard broken dotted white lines adjacent to TWY CL when proceeding to and from gates on APN 3 stands 301-309.

Follow the Greens:

The taxiing guidance system at Abu Dhabi AD consists of stop bars and selectable segments of green TWY CLL. The system guides arriving and departing ACFT between the RWYs and parking positions by the use of AD lighting, referred to as "FOLLOW THE GREENS" concept.

A section of green CLL that are extinguished shall indicate that an ACFT is to hold awaiting onward CLR from ATC. When following the directional guidance provided by the green TWY CLL and red stop bar lights, pilots are advised to also navigate their taxi route with reference to information and mandatory signs/markings provided at the AD so as to maintain positional awareness of their location at all times. ATC will use the phraseology "FOLLOW THE GREENS" when issuing a CLR to pilots to taxi along the directional guidance provided by the green TWY CLL.

The controller may use the expression "FOLLOW THE GREENS" in a taxi CLR instead of detailing the route to be followed. When instructed to follow the greens by ATC, flight crew are reminded of the extreme importance of maintaining a careful lookout and are at all times responsible for wing tip CLR.

The use of the "FOLLOW THE GREENS" concept, in conditions other than when ATC is required to provide separation, does not necessarily provide separation where an ACFT following the CLR passes behind an ACFT holding on an adjoining TWY or RWY entry.

When instructed to follow the greens by ATC, the pilot must not taxi if there are no green lights ahead.

Hot Spots

Hot Spot No.	DESCRIPTION
HS 1	Potential for incursion due to TWY G and TWY H. If an ACFT lands on RWY 31R then taxies back via TWY A or TWY B and misses a right turn on TWY G. Vehicles also crossing in this area.
HS 2	This is a high volume intersection for all traffic taxiing for DEP and ARR RWY 31R/13L. Vehicles also crossing in this area.
HS 3	This is a high volume intersection for all traffic taxiing for DEP and ARR RWY 31R/13L. Pilots are to exercise caution when crossing RWY 31L/13R.
HS 4	This intersection is the entry for A320 parking entrance. The potential for a TWY incursion here is high.
HS 5, HS 6	A service road is crossing this TWY. Hot spot area with history of incidents between ACFT and ground service Equipment vehicles. Pilots are to exercise caution when crossing this TWY.
HS 7	There is a service road crossing TWY F3, F4 and F5. Pilots are to exercise caution when crossing these TWYs.

Warnings

Do not overfly Abu Dhabi city and other built up areas below 2000ft.

Birds in vicinity of AD.

ARRIVAL**Speed**

When unable to maintain assigned speed inform ATC. Expect the following speed control restrictions:

- 210-250KT from CTA entry to downwind
- 180-230KT from downwind to base leg
- 160-210KT on base leg and closing heading to final APCH
- 180KT or less to 10NM from touchdown
- 160KT or less to 4NM from touchdown

Communication

On initial call to Abu Dhabi APP report following information:

- ACFT callsign.
- Passing level.
- ACFT Type, and in case ACFT is of heavy wake turbulence category with the word "Heavy".
- STAR designation.
- ATIS information and QNH.
- Advise in case full RWY is required.
- During Low Visibility Procedures request CAT II or CAT IIIB APCH if certified.

Arrival Procedure**VFR Traffic Pattern**

RWY 31 right-hand circuit.

Traffic Notes

Cross WPTs BOXAK, TANGA, ROVOS and NOBTO at or below 13000ft, MIADA at or below 8000ft and ATUDO at or below 12000ft.

Minimum Runway Occupancy Time (MROT)

Ensure standard MROT procedures and in addition:

ACFT shall not stop on any RWY exit awaiting instructions from GND. If landing ACFT cannot contact GND due to FREQ congestion, vacate RWY and hold PSN until contact with GND can be established. If unable to comply inform ATC as soon as possible.

Non-standard GP intercept position on**RWY 13L**

GP intercepts RWY 13L at 326m / 1069ft after landing threshold.

Remaining DIST beyond GP is 3774m / 12382ft.

RWY 13R

GP intercepts RWY 13R at 332m / 1088ft after landing threshold.

Remaining DIST beyond GP is 3744m / 12383ft.

RWY 31L

GP intercepts RWY 31L at 320m / 1049ft after landing threshold.

Remaining DIST beyond GP is 3786m / 12422ft.

RWY 31R

GP intercepts RWY 13R at 326m / 1069ft after landing threshold.

Remaining DIST beyond GP is 3774m / 12382ft.

Warnings

ILS GP fluctuation may occur on RWY 13R/31L and RWY 13L/31R during CAT I conditions. Pilots should anticipate possible GP interference and carefully monitor ILS indications and autopilot behavior during ILS approaches.

DEPARTURE

Take-off Minima

RWY		13L/31R, 31L	
All ACFT	ft - m/km	0 - 75R	-
RWY		13R	
All ACFT	ft - m/km	0 - 400R/400v	-

Communication

Non-compliance with PBN RNAV1 requirements shall be reported to DLV on first contact.

Departure Procedure

Start-up/Push-back

Push-back approval is valid for 1min. Ensure that push-back commences promptly after approval.

Nose-in/push-back mandatory on all stands.

Apron1 OPS:

ACFT parked on stands 101-103 may expect:

- Push-back to face north.
- Push-back onto taxi-lane APN 3 abeam stand 309 west of TWY E9 intersection facing east.
- Push-back onto TWY F abeam stand 309 west of TWY E9 intersection facing east.
- Push-back onto TWY F abeam stand 112 east of TWY E9 facing west.

ACFT parked on stands 111-113 may expect:

- Push-back onto TWY F between and clear of intersections TWY E9 and E11. ATC will advise to face east or west.

ACFT parked on stand 121-122 and 131-132 may expect:

- Push-back onto taxi-lane abeam stand 133 facing north, or
- Push-back to start-up onto TWY F abeam stand 112 west of TWY E11 intersection facing east.

ACFT parked on stand 123 and 133-136 may expect:

- Push-back onto taxi-lane abeam stand 133 facing north.

Apron 2 OPS:

ACFT will be advised to push-back on TWY centerline facing east or west with following restrictions:

- Push-back from stand 201 shall face west, and
- Push-back from stand 222 shall face east.

Apron 3 OPS:

ACFT will be advised to push-back on TWY centerline facing east or west with following restrictions:

- Push-back from stand 309 shall face east, and
- Push-back from stand 301 shall face west.

DEPARTURE

Apron 4 OPS:

ACFT parked on stands 401-409 may expect:

ACFT will be advised to push-back on TWY centerline facing east or west with following restrictions:

- Push-back from stand 409 shall face east, and
- Push-back from stand 401 shall face west.

Following routings are permitted only during HJ OPS:

- Inbound to APN 4 via E4N: TWY E (westbound) - E4 - E4N
- Outbound from APN 4 via E4N: TWY E4N - E4 - E (eastbound)

ACFT parked on stands 410-419 may expect:

ACFT will be advised to push-back on TWY centerline facing east or west with following restrictions:

- Push-back from stand 410 facing west, must be pulled abeam stand 412 prior to start-up in order to avoid risk of jet blast incidents.

Following routings are permitted only during HJ OPS:

- Inbound to APN 4 via E4S: TWY F (westbound) - E4 - E4S
- Outbound from APN 4 via E4S: TWY E4S - E4 - F (eastbound)

Apron 5 OPS:

ACFT parked on stands 508-510 may expect:

- Push-back from stand 508 onto TWY F to face west
- Push-back from stand 509 onto TWY F to face east or west
- Push-back from stand 510 onto TWY F to face east

ACFT parked on stands 511-516 may expect:

- Push-back from stand 511 onto TWY F to face west
- Push-back from stand 516 onto TWY F to face east
- Push-back from stands 512-515 onto TWY F to face east or west

Minimum Runway Occupancy Time (MROT):

Ensure standard MROT procedures and in addition:

If unable to comply inform ATC as soon as possible.

ATC Slot, Clearance

Departing ACFT shall contact Abu Dhabi Delivery to confirm receipt of ATC CLR via DCL or to obtain CLR via voice only when fully ready to push-back and start. Report following information:

- ACFT callsign.
- ACFT Type, and in case ACFT is of heavy wake turbulence category with the word "Heavy".
- Parking stand.
- Ready to push and start.

REQ DCL not earlier than 20min prior to EOBT.

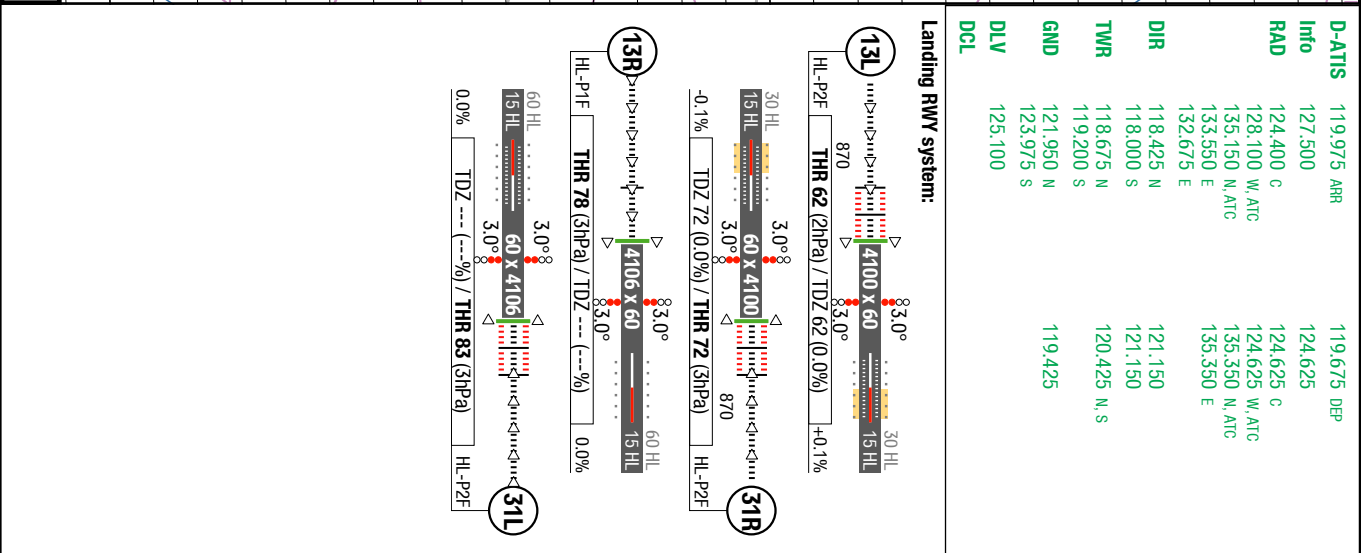
DLV will instruct to monitor GND on stand by.

GND will inform of any delay exceeding 5min. If no contact is made by GND after 5min of receiving CLR, pilot shall contact GND to receive an estimate to push and start.

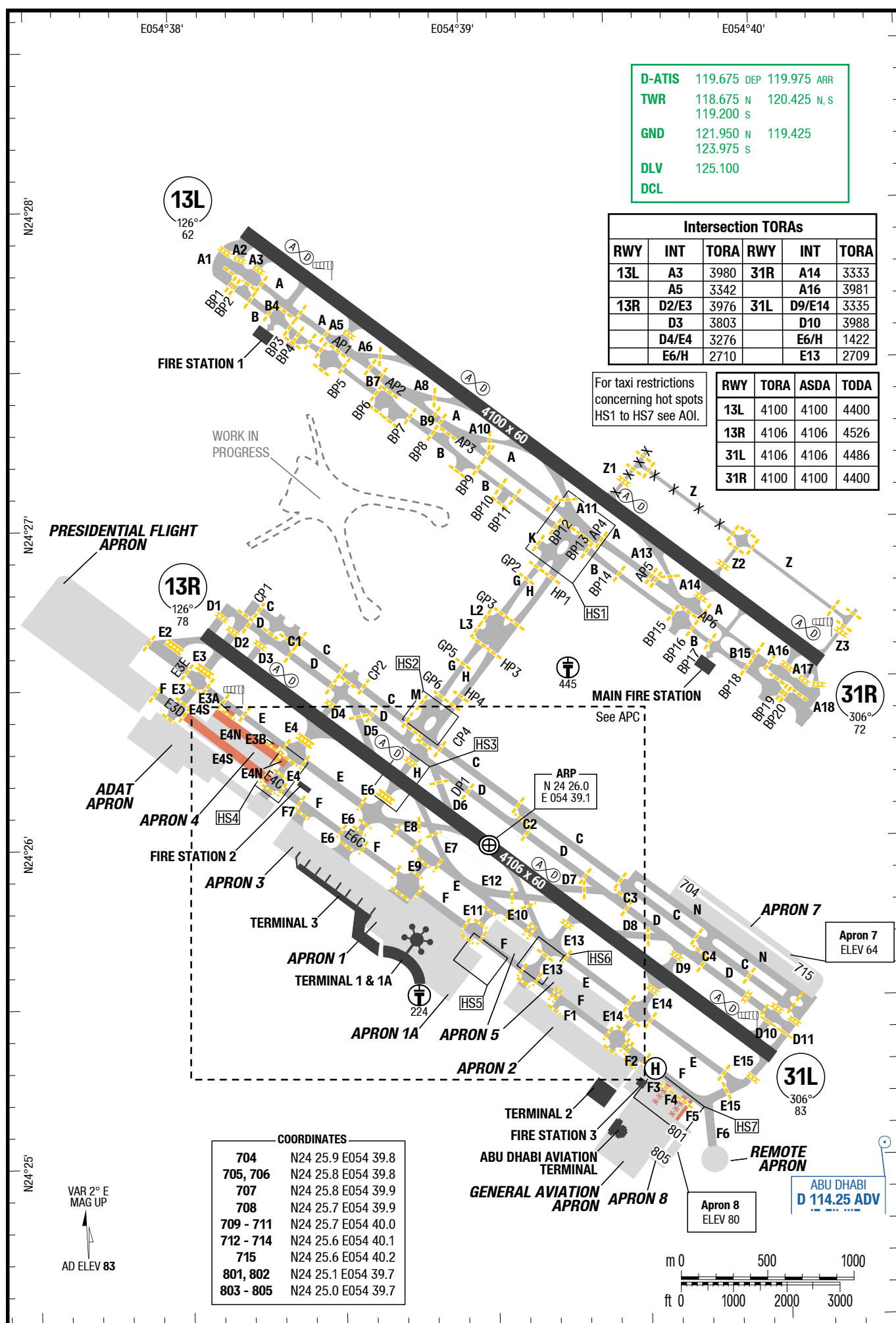
FLTs subject to flow control with slot time REQ CLR and be ready to push and start 25min prior to slot expire time.

Abu Dhabi United Arab Emirates

AFC



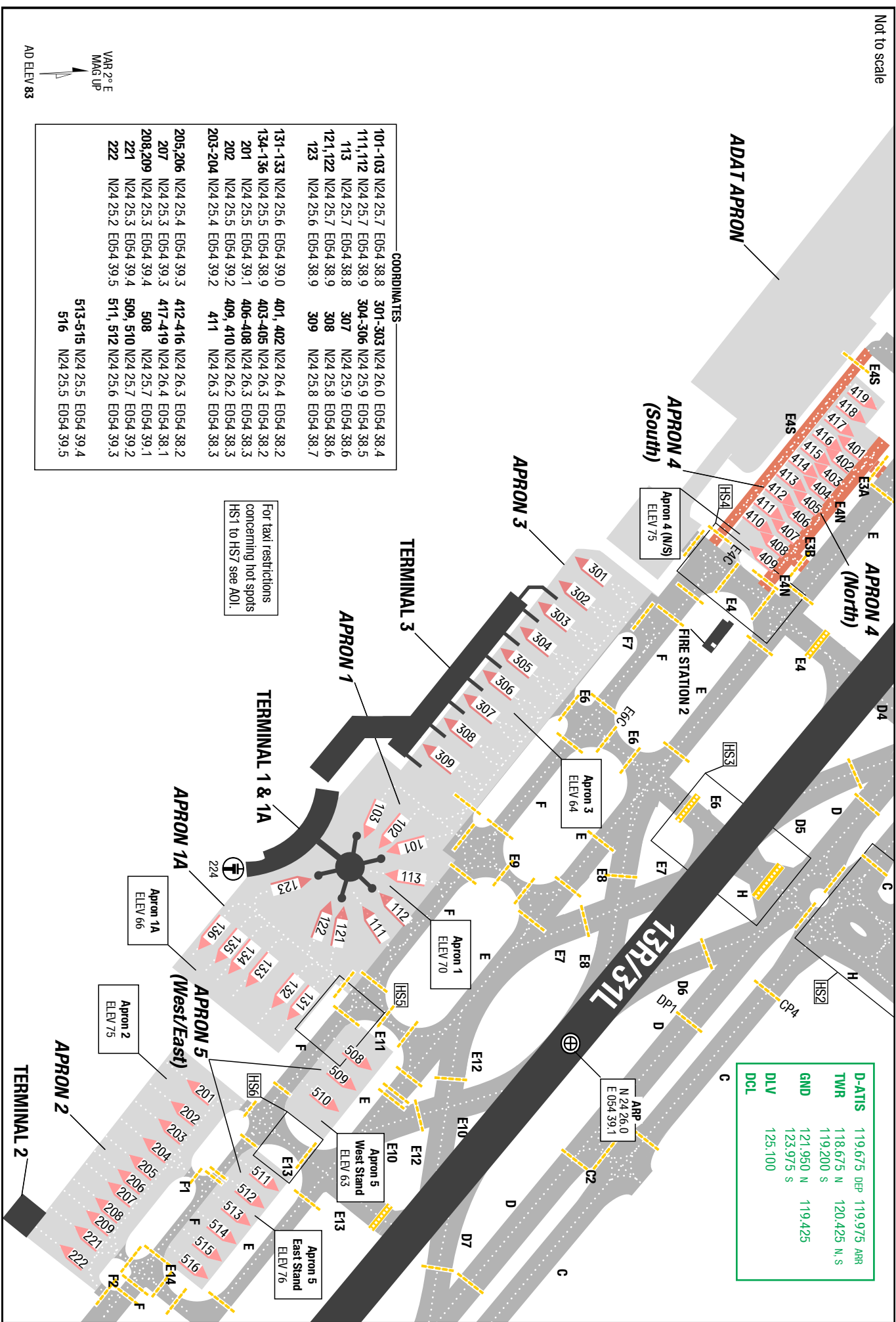
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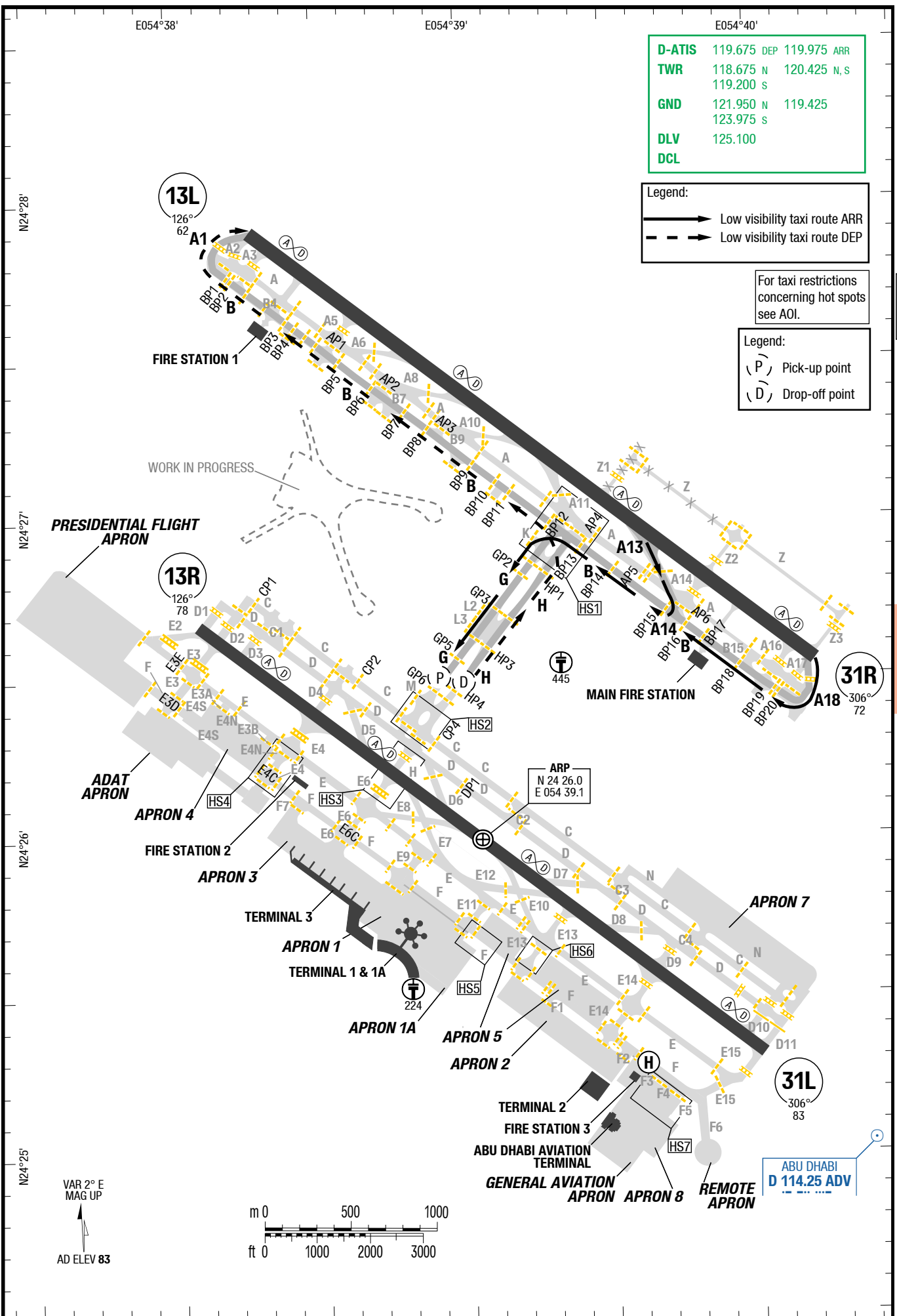


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LVC 13L

APC



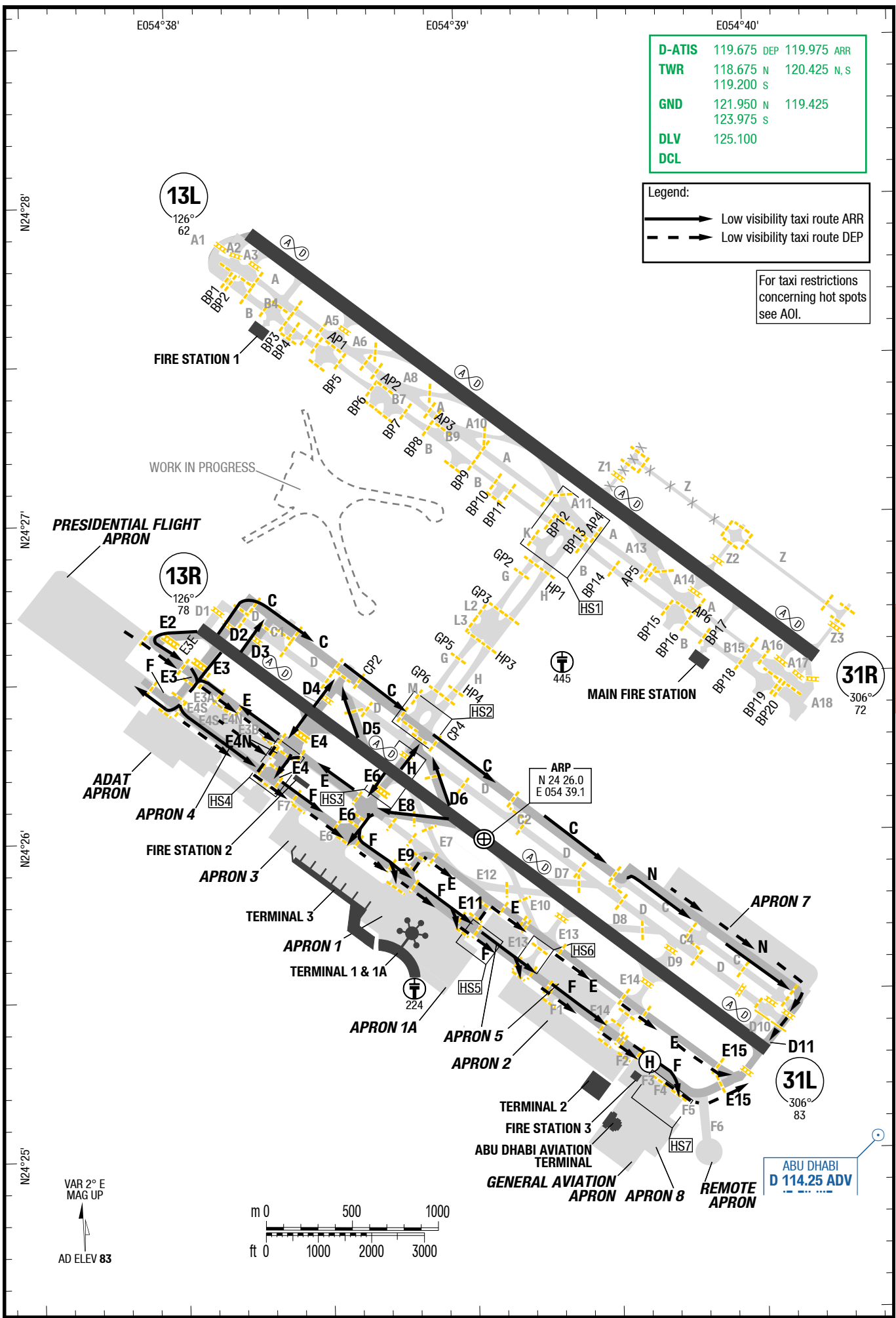


D-ATIS	119.675	DEP	119.975	ARR
TWR	118.675	N	120.425	N, S
	119.200	S		
GND	121.950	N	119.425	
	123.975	S		
DLV	125.100			
DCL				

Legend:

→ Low visibility taxi route ARR
- - - Low visibility taxi route DEP

For taxi restrictions concerning hot spots see A01.



Changes: HLDG POS, TWY

AUH-OMAA

3-60

LVC 31R

LVC

LVC

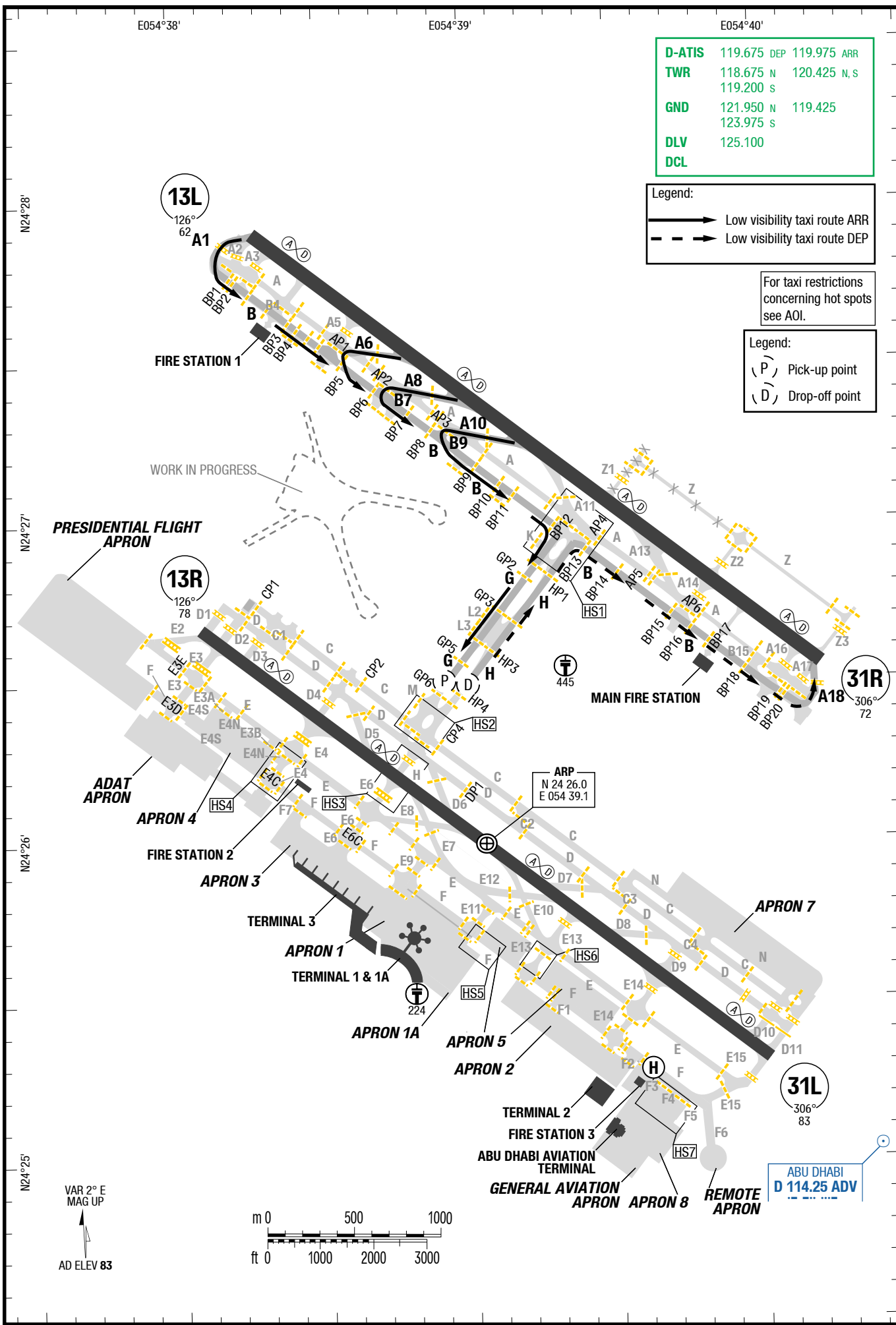
LVC 31R

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TWR	118.675	N	120.425	N, S
	119.200	S		
GND	121.950	N	119.425	
	123.975	S		
DLV	125.100			
DCL				

Legend:
→ Low visibility taxi route ARR
--- Low visibility taxi route DEP

For taxi restrictions concerning hot spots see AOL.

Legend:
(P) Pick-up point
(D) Drop-off point



Changes: HLDG POS

06-SEP-2018

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RNAV SIDs RWY 13R G DEP

SID

SID

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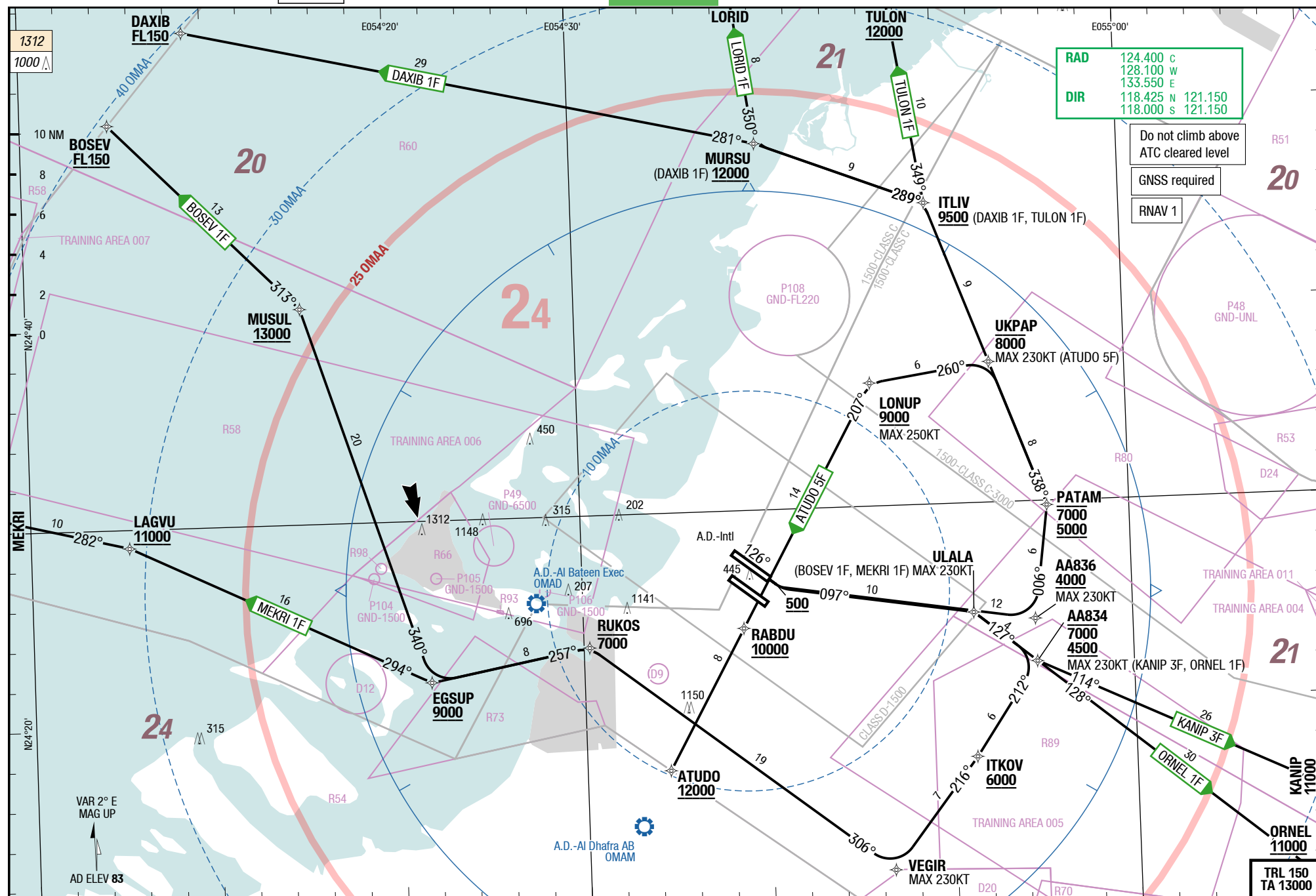
RNAV SIDs RWY 13R G DEP

AUH-OMAA

4-10

RNAV SIDs RWY 13L F DEP

RNAV SIDs RWY 13L F DEP



Changes: PROC renamed, WPT

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Effective 13-SEP-2018
06-SEP-2018

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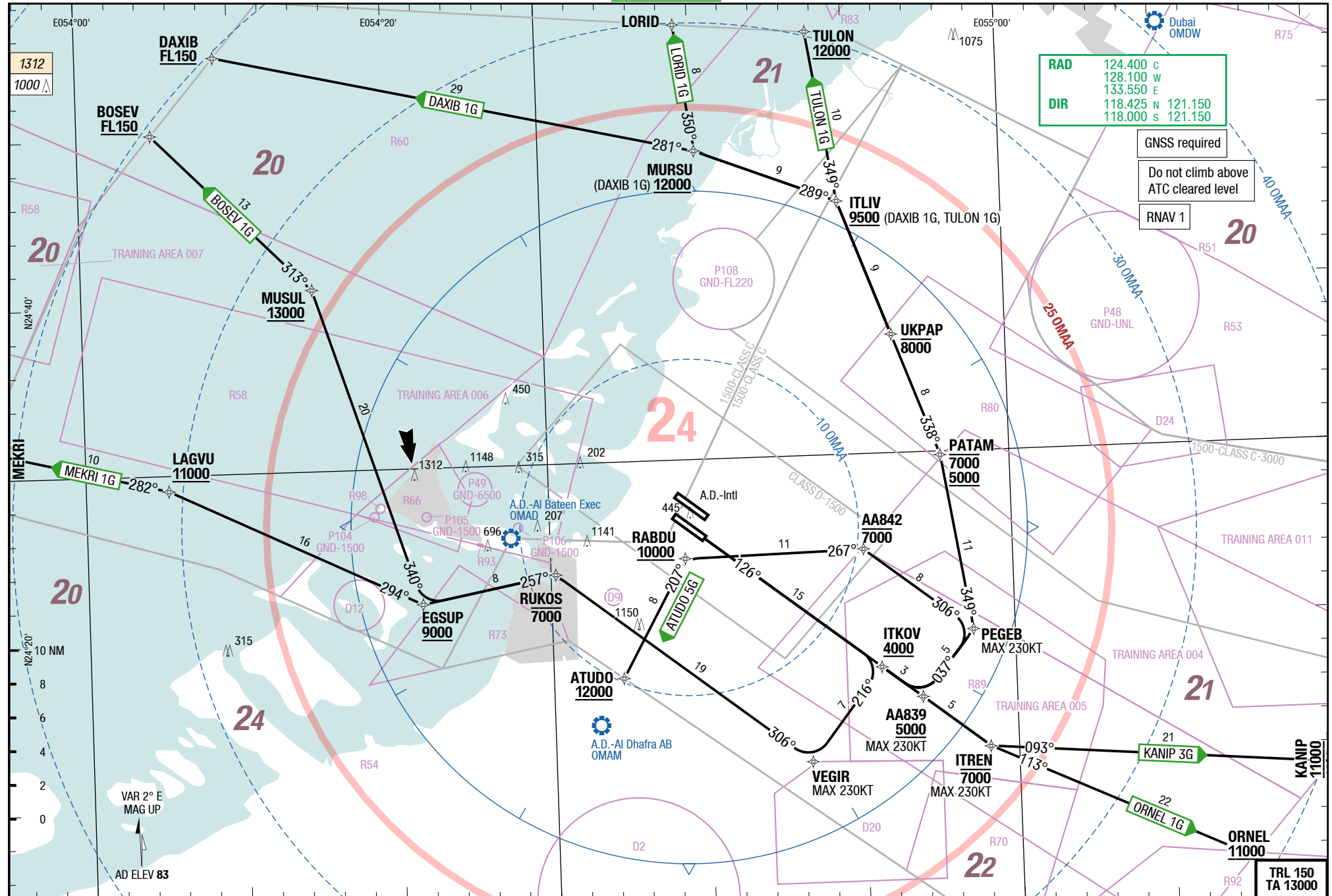
AUH-OMAA

4-20 RNAV SIDs RWY 13R G DEP

SID

SID

RNAV SIDs RWY 13R G DEP



Changes: PROC renamed, WPT

Effective 24-MAY-2018

17-MAY-2018

AUH-OMAA

United Arab Emirates Abu Dhabi Abu Dhabi Intl

RNAV SIDs RWY 31R N/P DEPs

4-30

RNAV SIDs RWY 31L K/U DEPs

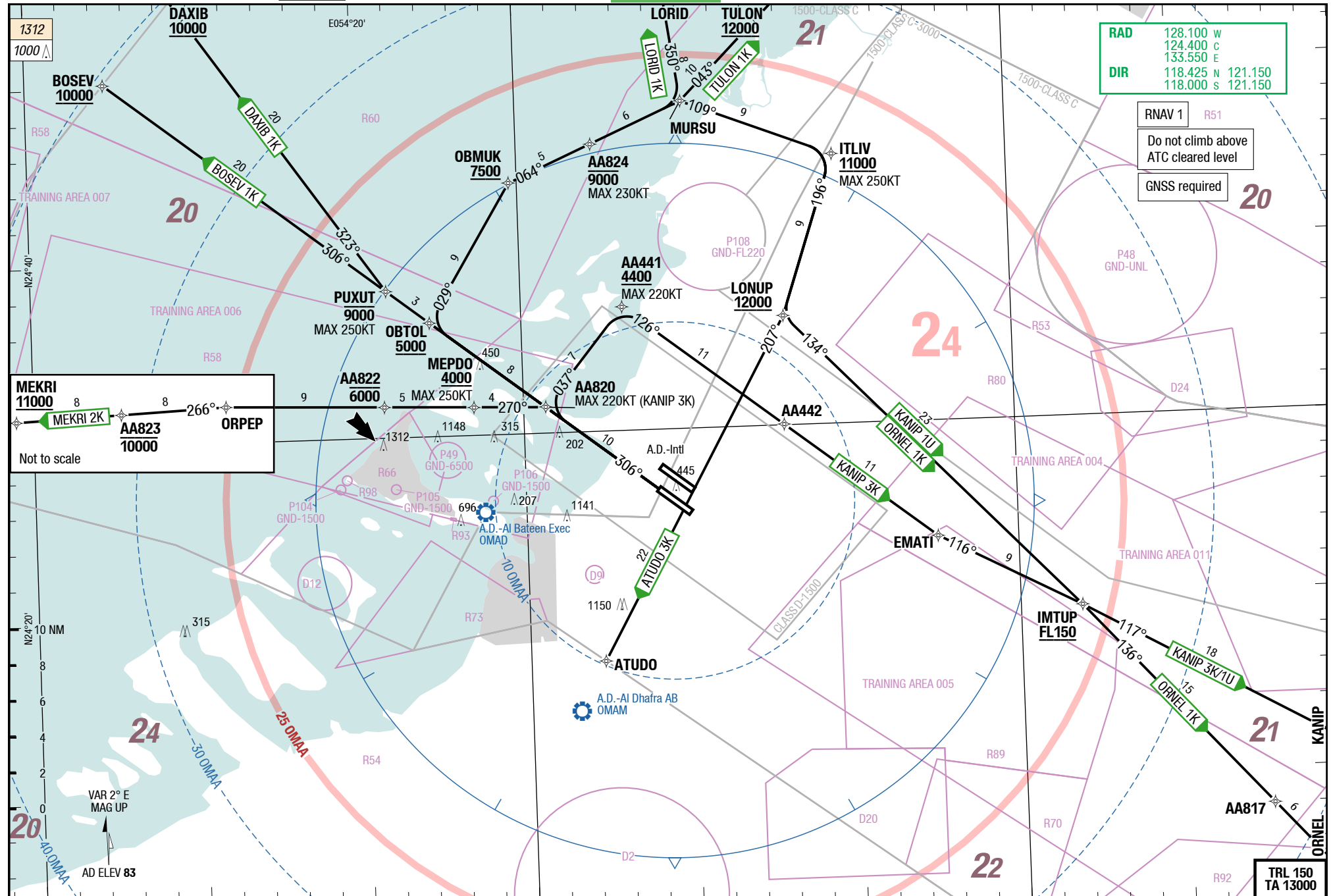
SID

SID

Abu Dhabi Intl Abu Dhabi United Arab Emirates

RNAV SIDs RWY 31R N/P DEPs

RNAV SIDs RWY 31L K/U DEPs



Changes: ALT, OBST, PROC renumbered

AUH-OMAA

4-40

RNAV SIDs RWY 31R N/P DEPs

SID

SID

Abu Dhabi Intl **Abu Dhabi** United Arab Emirates

RNAV SIDs RWY 31R N/P DEPs



Changes: OBST

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AUH-OMAA

5-10

RNAV SIDs RWY 13L F DEP

ATUDO 5F / BOSEV 1F / DAXIB 1F / KANIP 3F

RWY 13L (126°)

When passing 1000, contact Abu Dhabi RAD.

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 13L	
ATUDO 5F 5.0% to 8000 124.400 ①	126° [A500+] - 097° AA836 [K230-] - PATAM - UKPAP [K230-] - LONUP [K250-] - RABDU - ATUDO	AA836 MNM 4000 PATAM between 5000 and 7000 UKPAP MAX 8000 LONUP MNM 9000 RABDU MNM 10000 ATUDO MNM 12000 initial climb 4000
BOSEV 1F 5.0% to 8000 124.400 ①	126° [A500+] - 097° ULALA [K230-] - AA834 - ITKOV - VEGIR [K230-] - RUKOS - EGSUP - MUSUL - BOSEV	AA834 between 4500 and 7000 ITKOV MNM 6000 RUKOS MAX 7000 EGSUP MNM 9000 MUSUL MNM 13000 BOSEV MNM FL150 initial climb 4000
DAXIB 1F 5.0% to 8000 124.400 ①	126° [A500+] - 097° AA836 [K230-] - PATAM - UKPAP - ITLIV - MURSU - DAXIB	AA836 MNM 4000 PATAM between 5000 and 7000 UKPAP MAX 8000 ITLIV MNM 9500 MURSU MNM 12000 DAXIB MNM FL150 initial climb 4000
KANIP 3F 5.0% to 8000 124.400 ①	126° [A500+] - 097° ULALA - AA834 [K230-] - KANIP	AA834 between 4500 and 7000 KANIP MNM 11000 initial climb 4000

① If unable to comply with climb gradient and speed restriction, advise ATC.

AUH-OMAA

5-20

RNAV SIDs RWY 13L F DEP

LORID 1F / MEKRI 1F / ORNEL 1F / TULON 1F

RWY 13L (126°)

When passing 1000, contact Abu Dhabi RAD.

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 13L	
LORID 1F 5.0% to 8000 124.400 ①	126° [A500+] - 097° AA836 [K230-] - PATAM - UKPAP - ITLIV - MURSU - LORID	AA836 MNM 4000 PATAM between 5000 and 7000 UKPAP MAX 8000 initial climb 4000
MEKRI 1F 5.0% to 8000 124.400 ①	126° [A500+] - 097° ULALA [K230-] - AA834 - ITKOV - VEGIR [K230-] - RUKOS - EGSUP - LAGVU - MEKRI	AA834 between 4500 and 7000 ITKOV MNM 6000 RUKOS MAX 7000 EGSUP MNM 9000 LAGVU MNM 11000 initial climb 4000
ORNEL 1F 5.0% to 8000 124.400 ①	126° [A500+] - 097° ULALA - AA834 [K230-] - ORNEL	AA834 between 4500 and 7000 ORNEL MNM 11000 initial climb 4000
TULON 1F 5.0% to 8000 124.400 ①	126° [A500+] - 097° AA836 [K230-] - PATAM - UKPAP - ITLIV - TULON	AA836 MNM 4000 PATAM between 5000 and 7000 UKPAP MAX 8000 ITLIV MNM 9500 TULON MNM 12000 initial climb 4000

① If unable to comply with climb gradient and speed restriction, advise ATC.

AUH-OMAA

5-30

RNAV SIDs RWY 13R G DEP

ATUDO 5G / BOSEV 1G / DAXIB 1G / KANIP 3G

RWY 13R (126°)

When passing 1000, contact Abu Dhabi RAD.

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 13R	
ATUDO 5G 5.0% to 8000 124.400 ①	RW13R - ITKOV - AA839 [K230-] - PEGEB [K230-] - AA842 - RABDU - ATUDO	ITKOV MNM 4000 AA839 MNM 5000 AA842 MAX 7000 RABDU MNM 10000 ATUDO MNM 12000 initial climb 5000
BOSEV 1G 5.0% to 8000 124.400 ①	RW13R - ITKOV - VEGIR [K230-] - RUKOS - EGSUP - MUSUL - BOSEV	ITKOV MNM 4000 RUKOS MAX 7000 EGSUP MNM 9000 MUSUL MNM 13000 BOSEV MNM FL150 initial climb 5000
DAXIB 1G 5.0% to 8000 124.400 ①	RW13R - ITKOV - AA839 [K230-] - PEGEB [K230-] - PATAM - UKPAP - ITLIV - MURSU - DAXIB	ITKOV MNM 4000 AA839 MNM 5000 PATAM between 5000 and 7000 UKPAP MAX 8000 ITLIV MNM 9500 MURSU MNM 12000 DAXIB MNM FL150 initial climb 5000
KANIP 3G 5.0% to 8000 124.400 ①	RW13R - ITKOV - AA839 [K230-] - ITREN [K230-] - KANIP	ITKOV MNM 4000 AA839 MNM 5000 ITREN MAX 7000 KANIP MNM 11000 initial climb 5000

① If unable to comply with climb gradient and and speed restriction, advise ATC.

AUH-OMAA

5-40

RNAV SIDs RWY 13R G DEP

LORID 1G / MEKRI 1G / ORNEL 1G / TULON 1G

RWY 13R (126°)

When passing 1000, contact Abu Dhabi RAD.

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 13R	
LORID 1G 5.0% to 8000 124.400 ①	RW13R - ITKOV - AA839 [K230-] - PEGEB [K230-] - PATAM - UKPAP - ITLIV - MURSU - LORID	ITKOV MNM 4000 AA839 MNM 5000 PATAM between 5000 and 7000 UKPAP MAX 8000 initial climb 5000
MEKRI 1G 5.0% to 8000 124.400 ①	RW13R - ITKOV - VEGIR [K230-] - RUKOS - EGSUP - LAGVU - MEKRI	ITKOV MNM 4000 RUKOS MAX 7000 EGSUP MNM 9000 LAGVU MNM 11000 initial climb 5000
ORNEL 1G 5.0% to 8000 124.400 ①	RW13R - ITKOV - AA839 [K230-] - ITREN [K230-] - ORNEL	ITKOV MNM 4000 AA839 MNM 5000 ITREN MAX 7000 ORNEL MNM 11000 initial climb 5000
TULON 1G 5.0% to 8000 124.400 ①	RW13R - ITKOV - AA839 [K230-] - PEGEB [K230-] - PATAM - UKPAP - ITLIV - TULON	ITKOV MNM 4000 AA839 MNM 5000 PATAM between 5000 and 7000 UKPAP MAX 8000 ITLIV MNM 9500 TULON MNM 12000 initial climb 5000

① If unable to comply with climb gradient and and speed restriction, advise ATC.

ATUDO 3K / BOSEV 1K / DAXIB 1K / KANIP 1U / KANIP 3K / LORID 1K
RWY 31L (306°)

When passing 1000, contact Abu Dhabi RAD.

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 31L	
ATUDO 3K 5.0% to 8000 128.100 ①	RW31L - AA820 - OBTOL - OBMUK - AA824 [K230-] - MURSU - ITLIV [K250-] - LONUP - ATUDO	OBTOL MNM 5000 OBMUK MNM 7500 AA824 MAX 9000 ITLIV MNM 11000 LONUP MNM 12000 initial climb 5000
BOSEV 1K 5.0% to 8000 128.100 ①	RW31L - AA820 - OBTOL - PUXUT [K250-] - BOSEV	OBTOL MNM 5000 PUXUT MAX 9000 BOSEV MNM 10000 initial climb 5000
DAXIB 1K 5.0% to 8000 128.100 ①	RW31L - AA820 - OBTOL - PUXUT [K250-] - DAXIB	OBTOL MNM 5000 PUXUT MAX 9000 DAXIB MNM 10000 initial climb 5000
KANIP 1U 5.0% to 8000 128.100 ①	RW31L - AA820 - OBTOL - OBMUK - AA824 [K230-] - MURSU - ITLIV [K250-] - LONUP - IMTUP - KANIP	OBTOL MNM 5000 OBMUK MNM 7500 AA824 MAX 9000 ITLIV MNM 11000 LONUP MNM 12000 IMTUP MNM FL150 initial climb 5000
KANIP 3K 5.0% to 8000 128.100 ①	RW31L - AA820 [K220-] - AA441 [K220-] - AA442 - EMATI - IMTUP - KANIP	AA441 MNM 4400 IMTUP MNM FL150 initial climb 5000
LORID 1K 5.0% to 8000 128.100 ①	RW31L - AA820 - OBTOL - OBMUK - AA824 [K230-] - MURSU - LORID	OBTOL MNM 5000 OBMUK MNM 7500 AA824 MAX 9000 initial climb 5000

① If unable to comply with climb gradient and speed restriction, advise ATC.

MEKRI 2K / ORNEL 1K / TULON 1K

RWY 31L (306°)

When passing 1000, contact Abu Dhabi RAD.

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 31L	
MEKRI 2K 5.0% to 8000 128.100 ①	RW31L - AA820 - MEPDO [K250-] - AA822 - ORPEP - AA823 - MEKRI	MEPDO MNM 4000 AA822 MAX 6000 AA823 MAX 10000 MEKRI MNM 11000 initial climb 5000
ORNEL 1K 5.0% to 8000 128.100 ①	RW31L - AA820 - OBTOL - OBMUK - AA824 [K230-] - MURSU - ITLIV [K250-] - LONUP - IMTUP - AA817 - ORNEL	OBTOL MNM 5000 OBMUK MNM 7500 AA824 MAX 9000 ITLIV MNM 11000 LONUP MNM 12000 IMTUP MNM FL150 initial climb 5000
TULON 1K 5.0% to 8000 128.100 ①	RW31L - AA820 - OBTOL - OBMUK - AA824 [K230-] - MURSU - TULON	OBTOL MNM 5000 OBMUK MNM 7500 AA824 MAX 9000 TULON MNM 12000 initial climb 5000

① If unable to comply with climb gradient and speed restriction, advise ATC.

07-DEC-2017

AUH-OMAA**5-70****RNAV SIDs RWY 31R N/P DEPs****ATUDO 3P / BOSEV 1P / DAXIB 1P / KANIP 1N / KANIP 3P / LORID 1P**

RWY 31R (306°)

When passing 1000, contact Abu Dhabi RAD.

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 31R	
ATUDO 3P 5.0% to 8000 128.100 ①	306° [A570+] - 338° TADBU - MURSU - ITLIV [K230-] - LONUP - ATUDO	TADBU MNM 3500 MURSU MAX 9000 ITLIV MNM 9000 LONUP MNM 10000 ATUDO MNM 12000 initial climb 4000
BOSEV 1P 5.0% to 8000 128.100 ①	306° [A570+] - 338° TADBU [K230-] - LOSID - BOSEV	TADBU MNM 3500 LOSID MNM 5000 BOSEV MNM 10000 initial climb 4000
DAXIB 1P 5.0% to 8000 128.100 ①	306° [A570+] - 338° TADBU [K230-] - LOSID - DAXIB	TADBU MNM 3500 LOSID MNM 5000 DAXIB MNM 10000 initial climb 4000
KANIP 1N 5.0% to 8000 128.100 ①	306° [A570+] - 338° TADBU - MURSU - ITLIV [K230-] - LONUP - AA827 - IMTUP - KANIP	TADBU MNM 3500 MURSU MAX 9000 ITLIV MNM 9000 LONUP MNM 10000 AA827 MNM 11000 IMTUP MNM FL150 initial climb 4000
KANIP 3P 5.0% to 8000 128.100 ①	RW31R - AA432 [K220-] - AA441 [K220-] - AA442 - EMATI - IMTUP - KANIP	AA432 MNM 2200 AA441 MNM 4000 IMTUP MNM FL150 initial climb 4000
LORID 1P 5.0% to 8000 128.100 ①	306° [A570+] - 338° TADBU [K230-] - MURSU - LORID	TADBU MNM 3500 MURSU MAX 9000 initial climb 4000

① If unable to comply with climb gradient and speed restriction, advise ATC.

Changes: FREQ

07-DEC-2017

AUH-OMAA**5-80****RNAV SIDs RWY 31R N/P DEPs****MEKRI 1P / ORNEL 1P / TULON 1P**

RWY 31R (306°)

When passing 1000, contact Abu Dhabi RAD.

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 31R	
MEKRI 1P 5.0% to 8000 128.100 ①	306° [A570+] - 338° TADBU [K230-] - LOSID - PUXUT - AA826 - MEKRI	TADBU MNM 3500 LOSID MNM 5000 PUXUT MAX 9000 AA826 MAX 10000 MEKRI MNM 11000 initial climb 4000
ORNEL 1P 5.0% to 8000 128.100 ①	306° [A570+] - 338° TADBU - MURSU - ITLIV [K230-] - LONUP - AA827 - IMTUP - AA817 - ORNEL	TADBU MNM 3500 MURSU MAX 9000 ITLIV MNM 9000 LONUP MNM 10000 AA827 MNM 11000 IMTUP MNM FL150 initial climb 4000
TULON 1P 5.0% to 8000 128.100 ①	306° [A570+] - 338° TADBU [K230-] - MURSU - TULON	TADBU MNM 3500 MURSU MAX 9000 TULON MNM 12000 initial climb 4000

① If unable to comply with climb gradient and speed restriction, advise ATC.

AUH-OMAA

RNAV STARs RWYs 13L/R B ARR

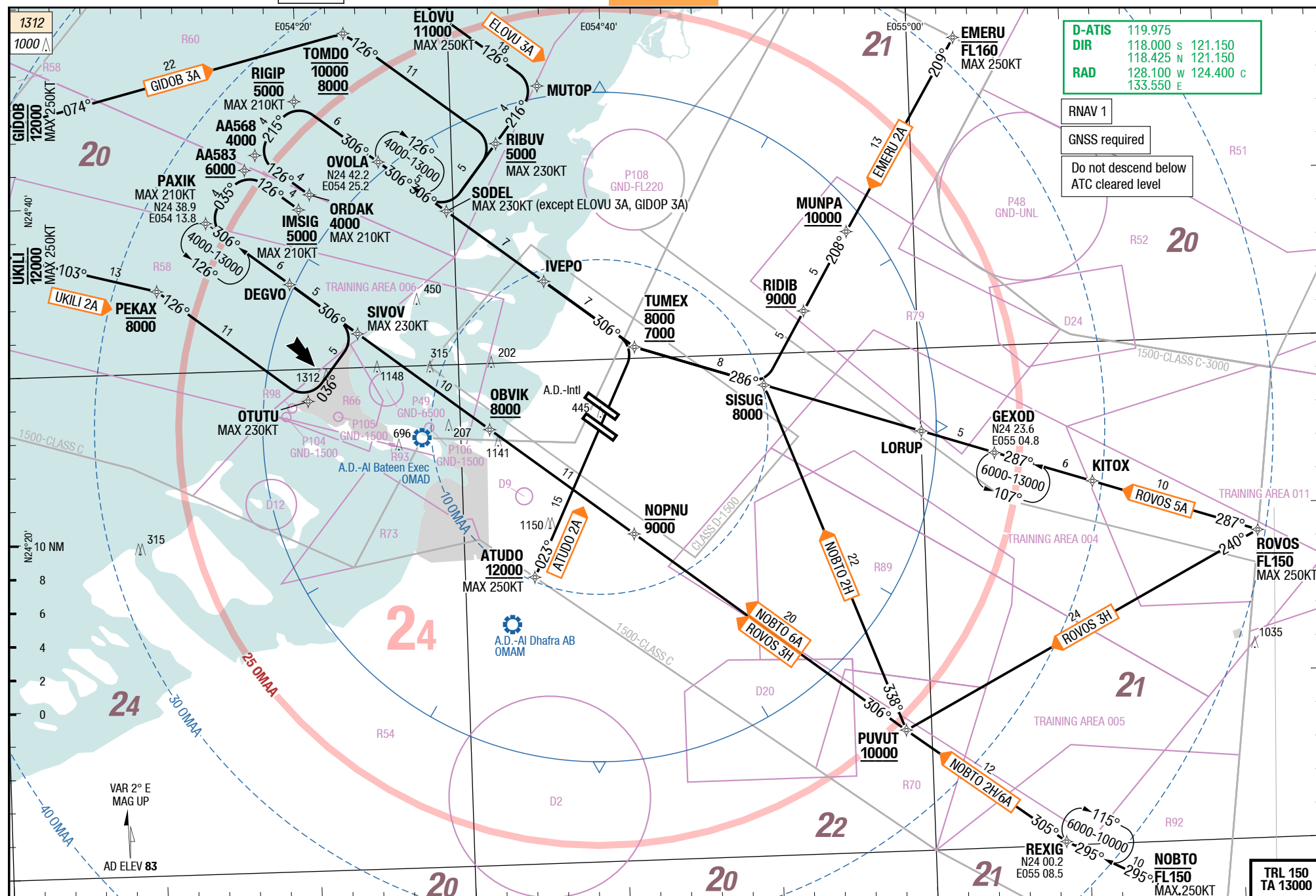
6-10

RNAV STARs RWYs 13L/R A/H ARR

STAR

STAR

RNAV STARs RWYs 13L/R B ARR

RNAV STARs RWYs 13L/R A/H ARR

Changes: WPT NOPNU, OBST, PROC renumbered

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6-20

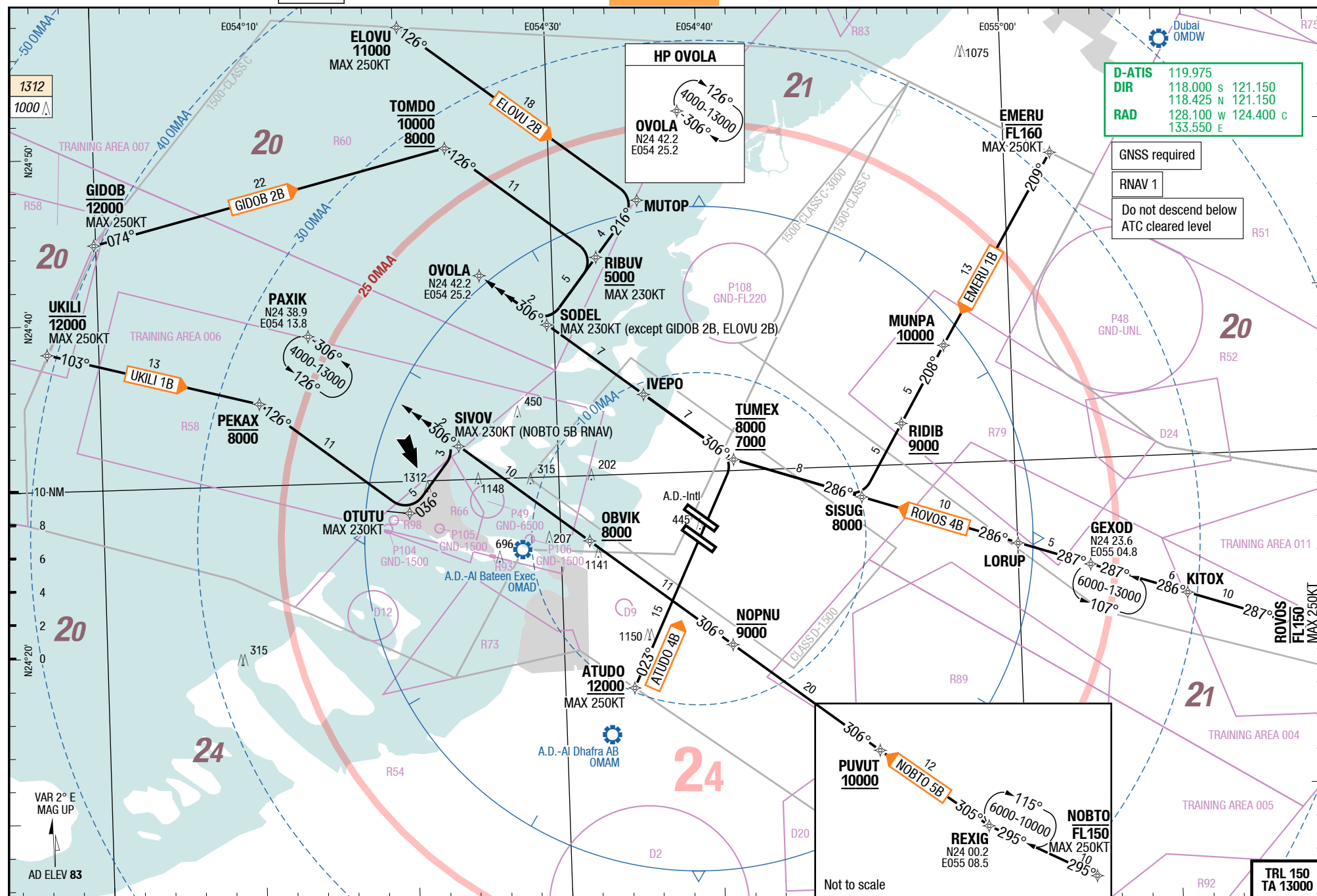
RNAV STARs RWYs 13L/R B ARR

STAR

STAR

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RNAV STARs RWYs 13L/R B ARR



Changes: WPT NOPNU, OBST, PROC renumbered

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Effective 24-MAY-2018

17-MAY-2018

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RNAV STARs RWYs 31L/R D/M ARR

6-30

RNAV STARs RWYs 31L/R C/J ARR

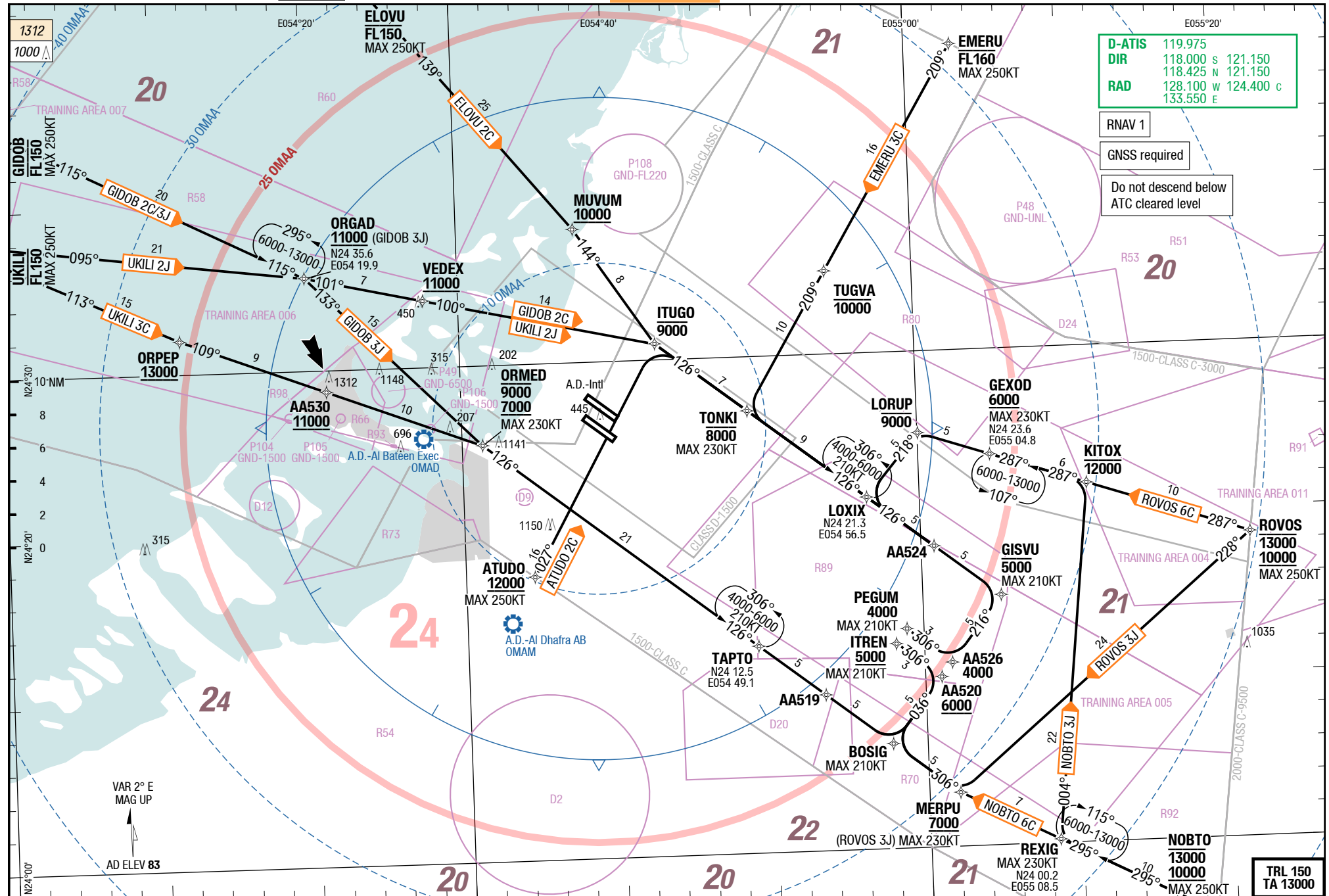
STAR

STAR

Abu Dhabi Intl Abu Dhabi United Arab Emirates

RNAV STARs RWYs 31L/R D/M ARR

RNAV STARs RWYs 31L/R C/J ARR



Changes: OBST, PROC renumbered

Effective 24-MAY-2018

17-MAY-2018

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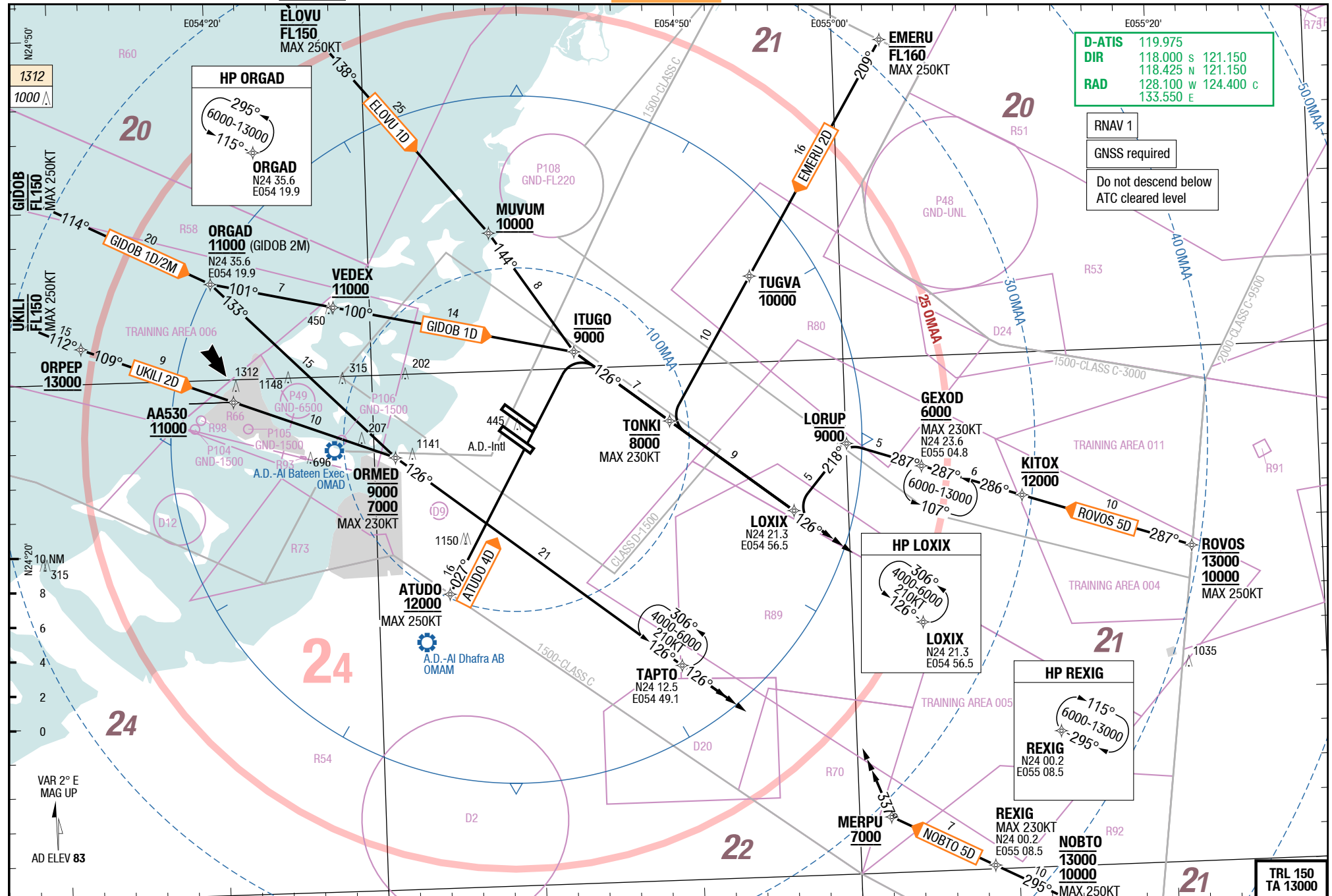
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STAR

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6-40 RNAV STARs RWYs 31L/R D/M ARR

RNAV STARs RWYs 31L/R D/M ARR

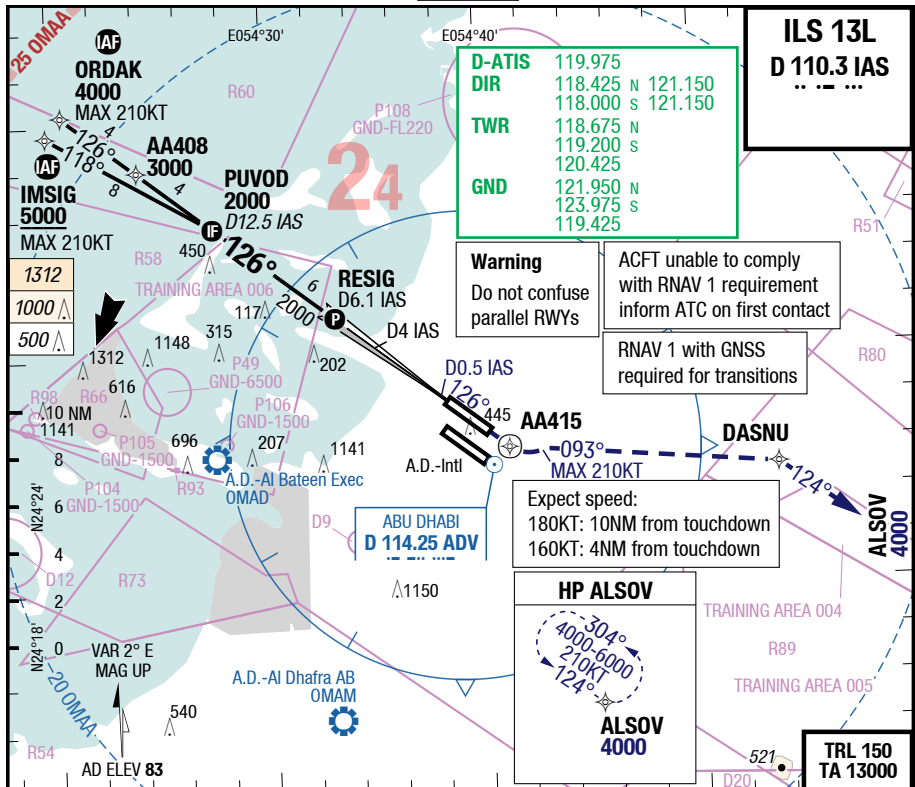
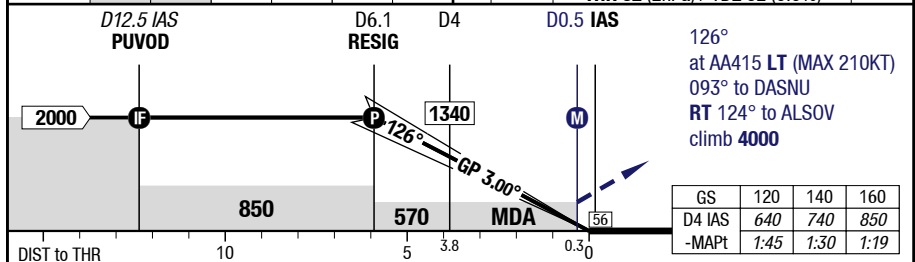


Changes: OBST, PROC renumbered

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7-10

ILS 13L

[illegible]

13L		Cat 3b DME	Cat 2 DME	Cat 1 DME LTS 1)	Cat 1 DME 1)	LOC DME	Circling NE of RWY only
C	ft - m/km ft	0 - 75R Company	100 - 300R 106 RA	200 - 400 270	200 - 550 270	510 - 1.6 570	770 - 2.4V 850
D	ft - m/km ft	0 - 75R Company	100 - 300R 106 RA 2)	200 - 400 270	200 - 550 270	510 - 1.6 570	770 - 3.6V 850

1) With EVS 350m	
------------------	--

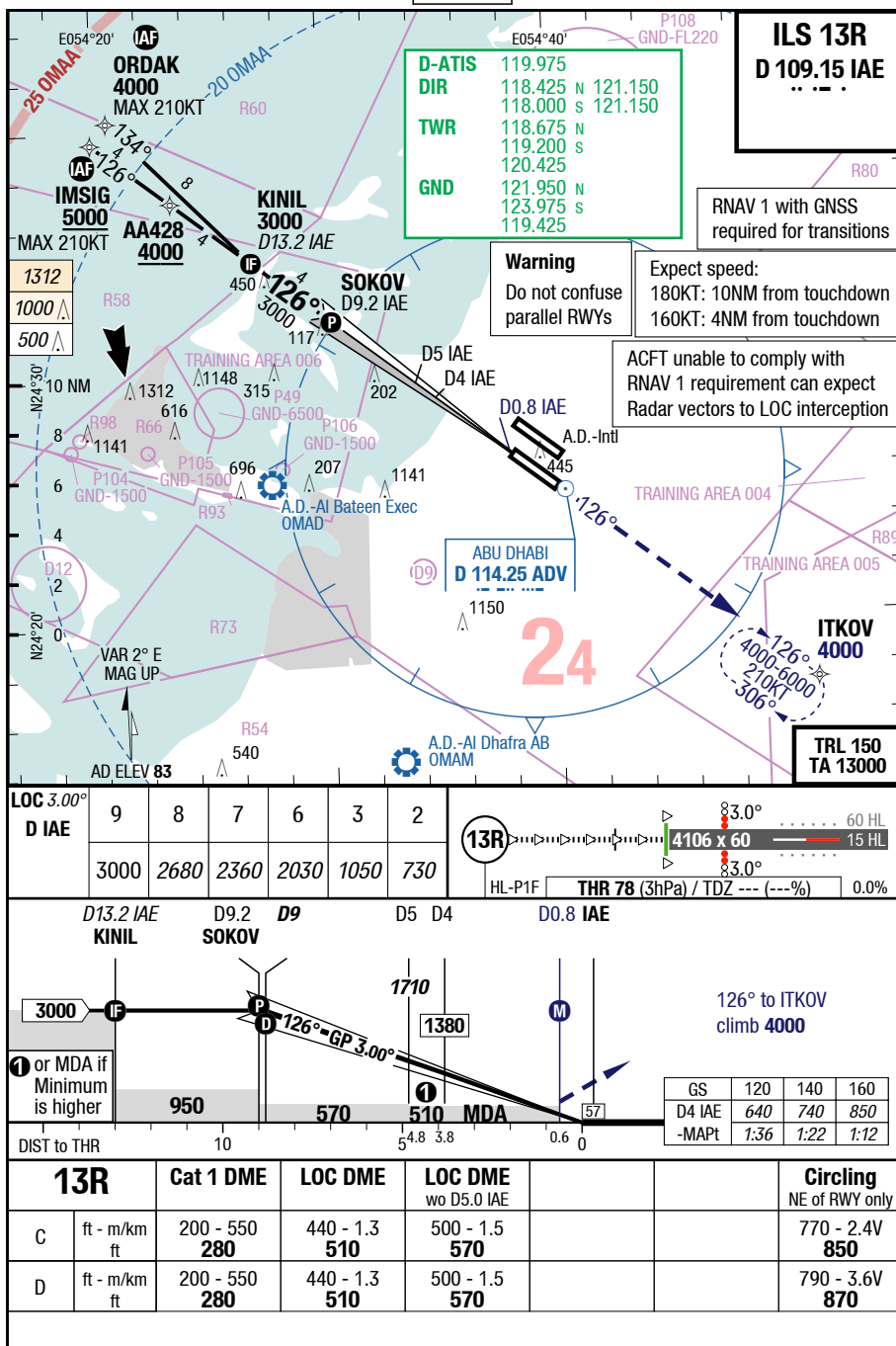
2) If not conducting autoland RVR 350m required

Changes: WPT , Speed RESTR. Note. Editorial

AUH-OMAA

7-20

ILS 13R

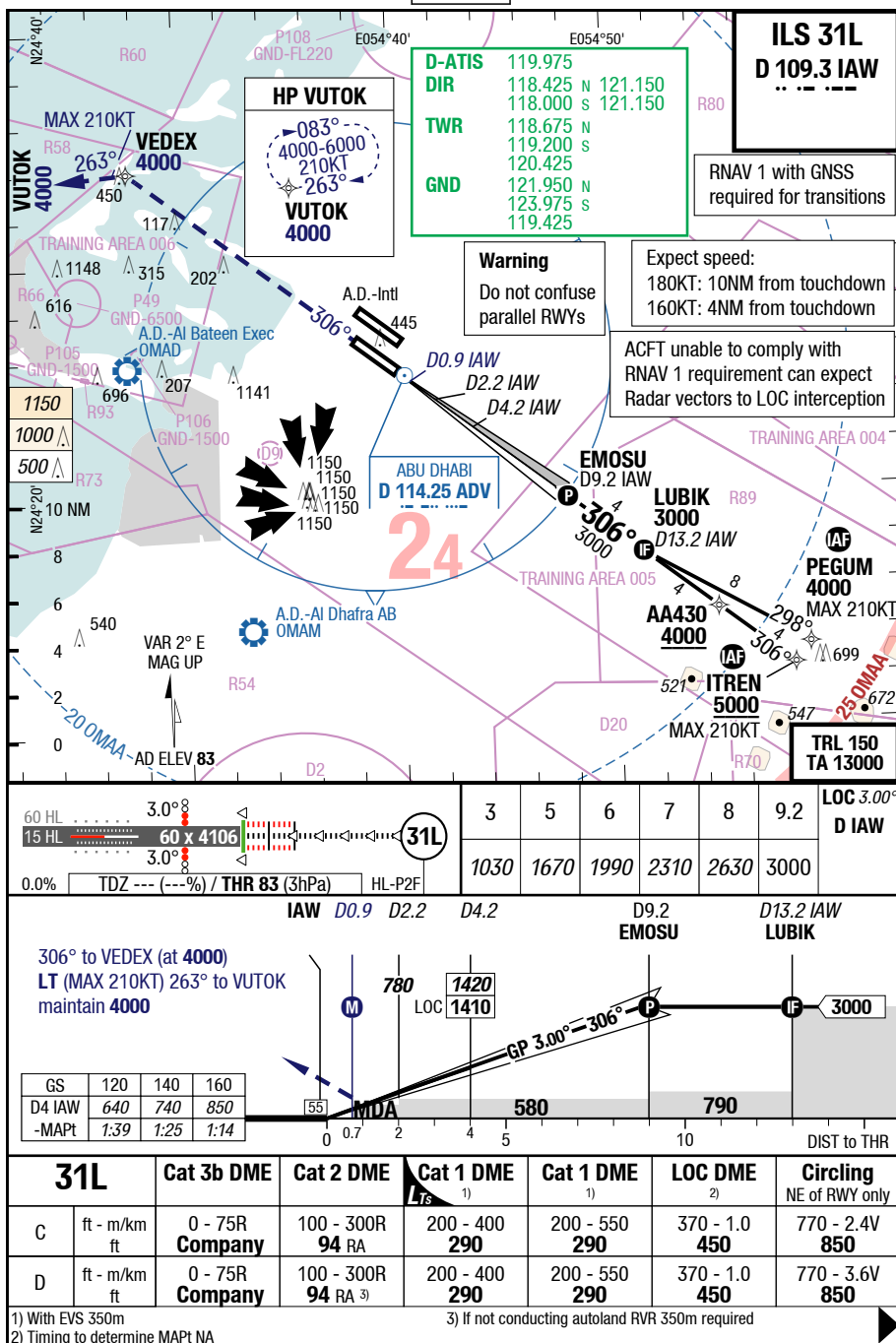


Changes: WPT , DIST ALT table, Speed RESTR, DIST, Note

AUH-OMAA

7-30

ILS 31L

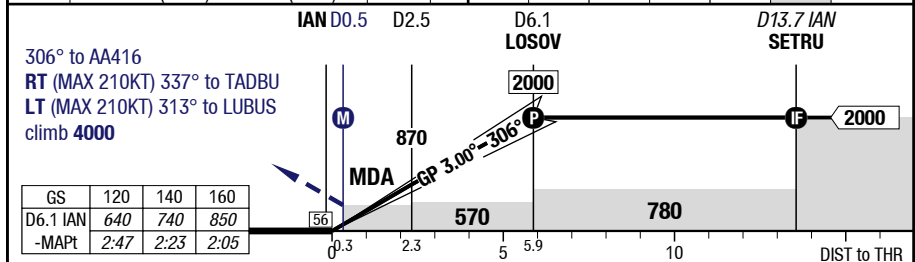
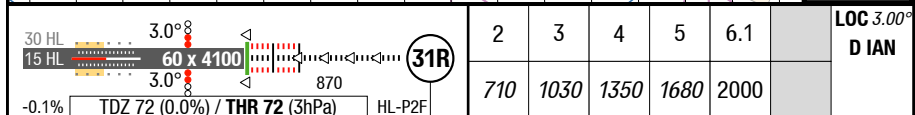
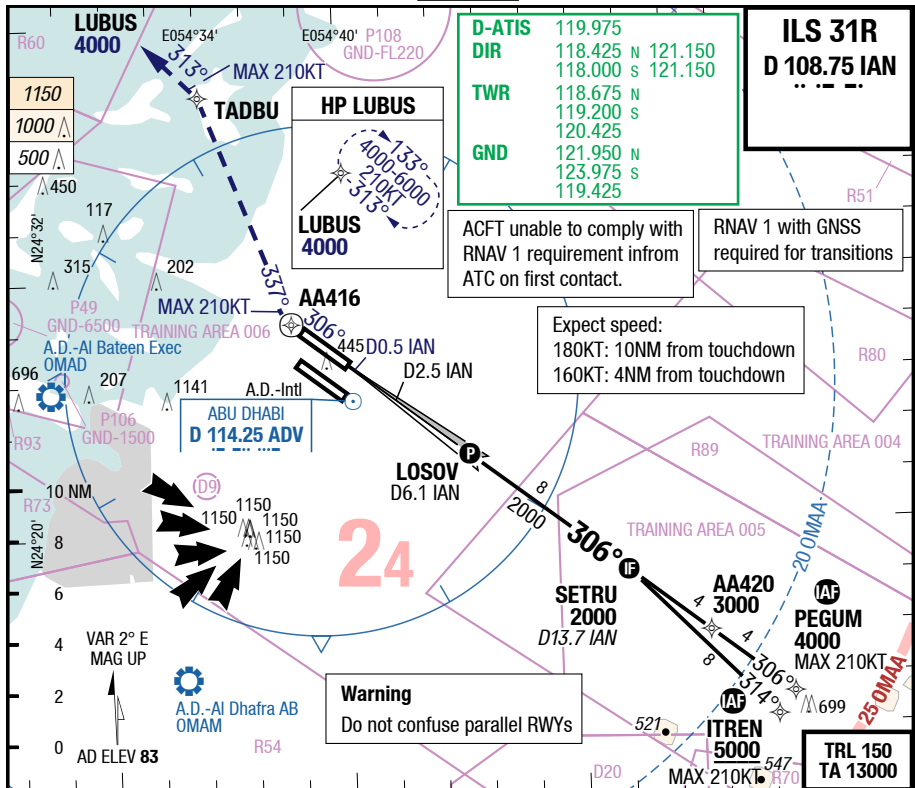


Changes: WPT , DIST ALT table, Speed RESTR, DIST, OBST

AUH-OMAA

7-40

ILS 31R



31R		Cat 3b DME	Cat 2 DME	Cat 1 DME <i>Lts</i> 1)	Cat 1 DME 1)	LOC DME	Circling NE of RWY only
C	ft - m/km ft	0 - 75R Company	100 - 300R 104 RA	200 - 400 280	200 - 550 280	450 - 1.4 520	770 - 2.4V 850
D	ft - m/km ft	0 - 75R Company	100 - 300R 104 RA 2)	200 - 400 280	200 - 550 280	450 - 1.4 520	770 - 3.6V 850

1) With EVS 350m

2) If not conducting autoland RVR 350m required

Changes: WPT, Speed RESTR, Note

Effective 24-MAY-2018

17-MAY-2018

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RNAV (RNP) 13R

RNAV (RNP) 13L

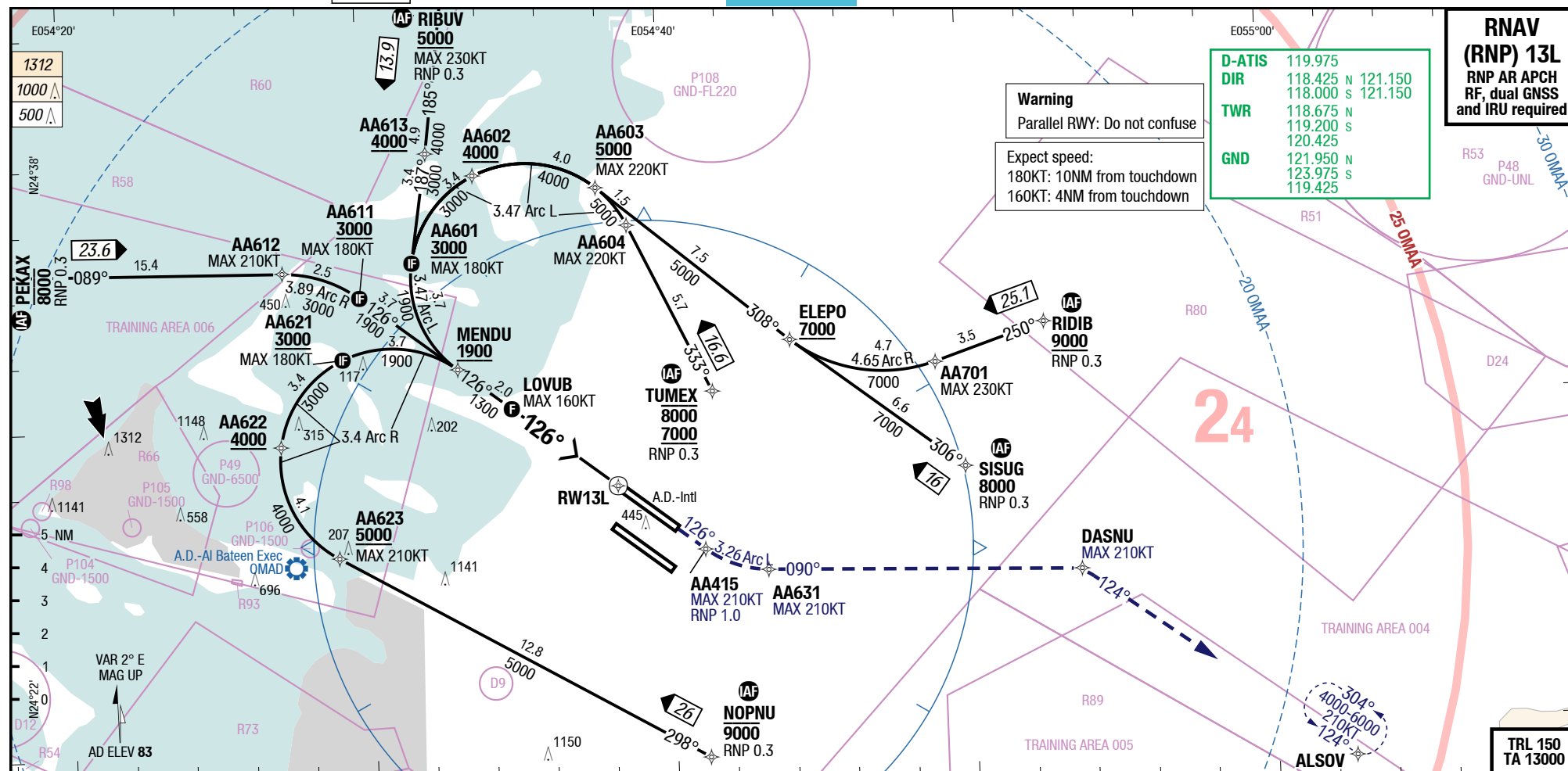
IAC

IAC

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RNAV (RNP) 13R

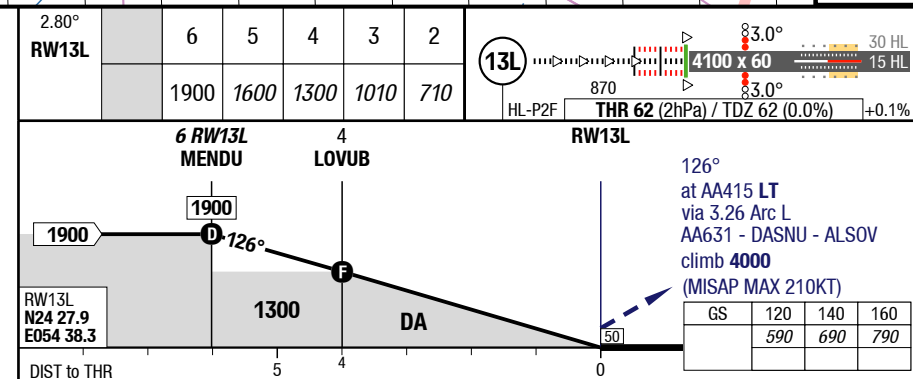
RNAV (RNP) 13L

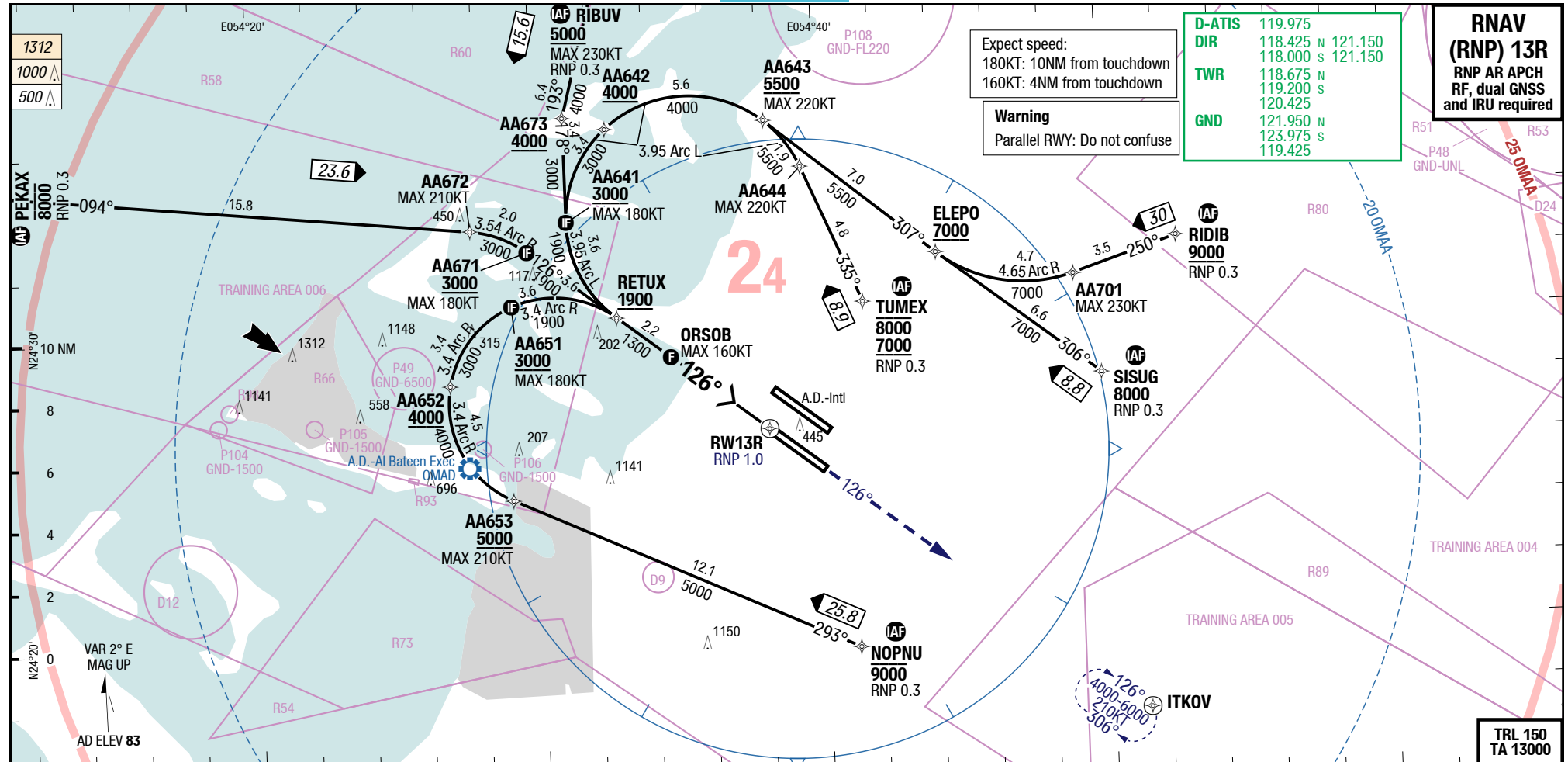


13L	RNAV RNP 0.30 VNAV ACFT MAX 65/7 1) 2)	RNAV RNP 0.30 VNAV 1) 2)			Circling
C	ft - m/km ft	450 - 1.4 510	460 - 1.4 520		Not published
D	ft - m/km ft	460 - 1.4 520	460 - 1.4 520		Not published

1) Uncompensated BARO VNAV NA below 0°C (32°F) or above 69°C (156°F)
2) With EVS 900m

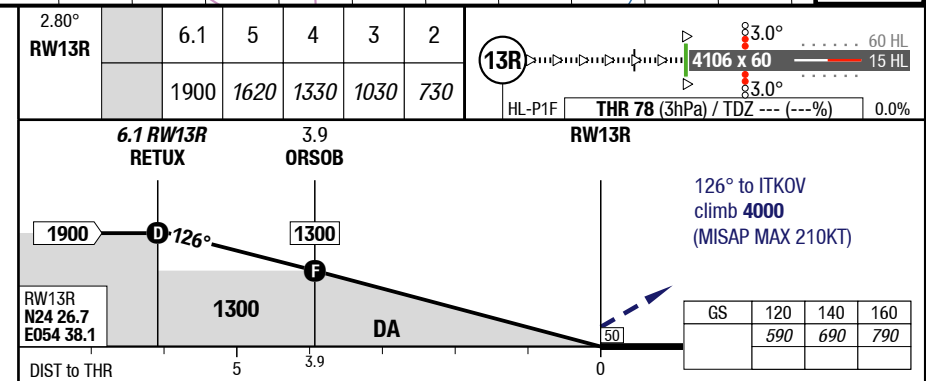
Changes: Completely revised

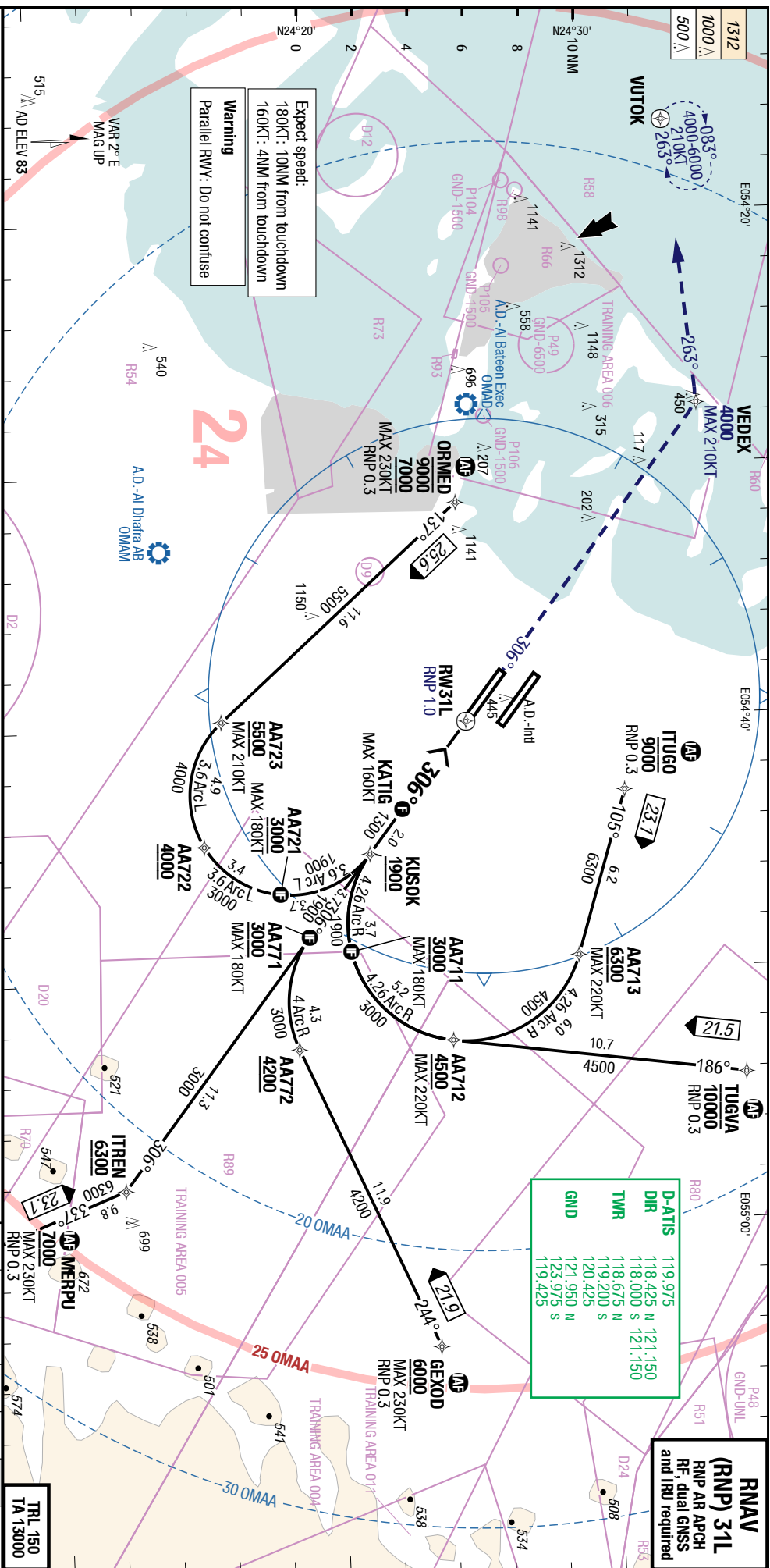




13R	RNAV RNP 0.30 VNAV ACFT MAX 65/7 1) 2)	RNAV RNP 0.30 VNAV 1) 2)			Circling
C	ft - m/km ft	530 - 1.7 600	540 - 1.7 610		Not published
D	ft - m/km ft	540 - 1.7 610	540 - 1.7 610		Not published

1) Uncompensated BARO VNAV NA below 0°C (32°F) or above 69°C (156°F)
2) With EVS 1.1km





31L		RNAV RNP 0.30 VNAV ACFT MAX 65/7 ¹⁾	RNAV RNP 0.30 VNAV ^{1) 2)}				Circling
C	ft - m/km ft	380 - 1.0 460 ³⁾	390 - 1.1 470				Not published
D	ft - m/km ft	390 - 1.1 470 ²⁾	390 - 1.1 470				Not published

1) Uncompensated BARO VNAV NA below 0°C (32°F) or above 69°C (156°F) 2) With EWS 750m 3) With EWS 650m

60 HL 3.0° 8
 15 HL 60 x 4106 31L
 3.0°
 0.0% TDZ --- (---%) THR 83 (5thPa) HL-P2F

306° to VEDEX (at 4000)
 263° to VUTOK
 maintain 4000
 (MISAP MAX 210KT)

GS 120 140 160
 590 690 790

0 150 3.9 5

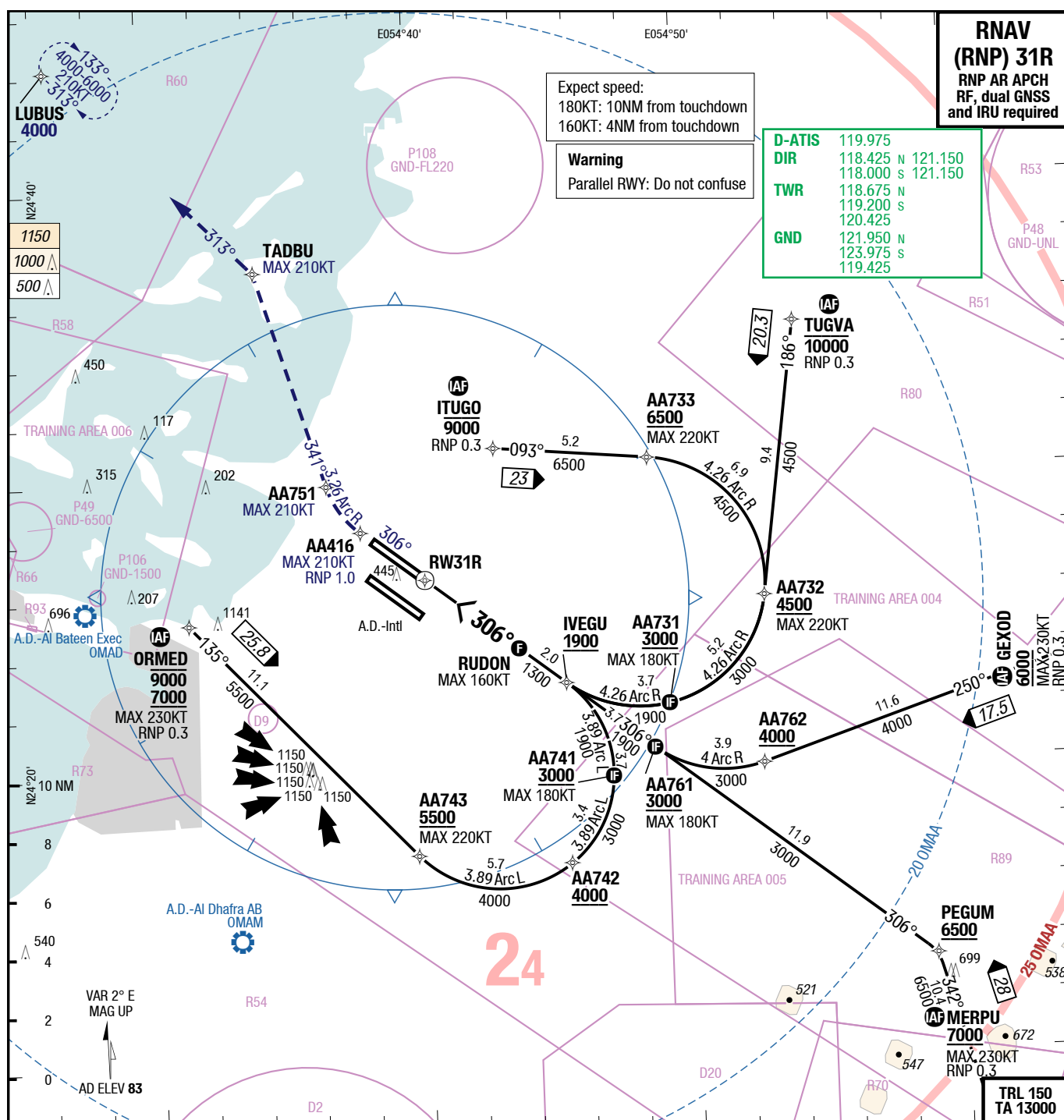
DA 1300 1900

3.9 KATIG 5.9 RW31L KUSOK

2 3 4 5 5.9
 750 1030 1350 1620 1900

RW31L 2.80°
 N24 25.3
 E054 40.0

DIST to THR



30 HL 3.0° 15 HL 60 x 4100 870 31R				2	3	5	6			2.80° RW31R
-0.1% TDZ 72 (0.0%) / THR 72 (3hPa) HL-P2F				720	1020	1610	1900			

306°
 at AA416 RT
 via 3.26 Arc R
 AA751 - TADBU - LUBUS
 climb 4000
 (MISAP MAX 210KT)

GS	120	140	160
	590	690	790

0 4 5 DIST TO THR

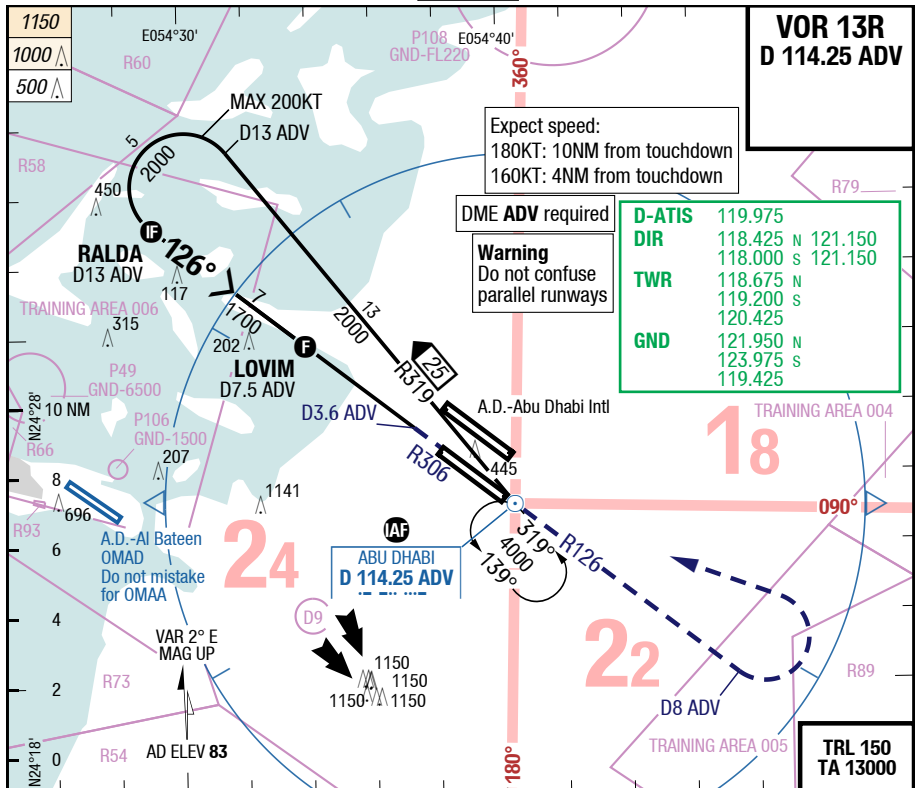
31R		RNAV RNP 0.30 VNAV ACFT MAX 65/7 1) 2)	RNAV RNP 0.30 VNAV 1) 2)				Circling
C	ft - m/km ft	530 - 1.7 600	540 - 1.7 610				Not published
D	ft - m/km ft	540 - 1.7 610	540 - 1.7 610				Not published

1) Uncompensated BARO VNAV NA below 0°C (32°F) or above 69°C (156°F)
 2) With EVS 1.1km

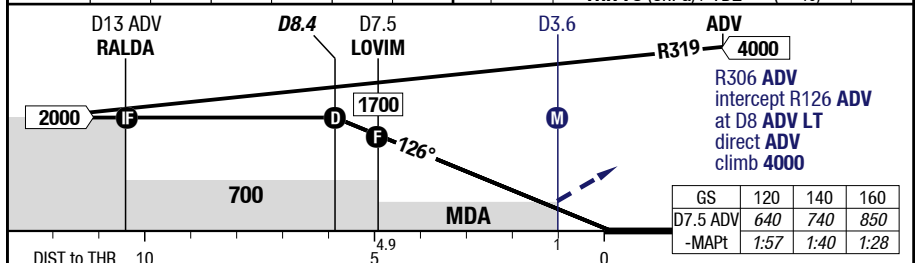
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7-90

VOR 13R



3.00° D ADV	8.4	8	7	6	5	4
	2000	1860	1550	1230	910	590



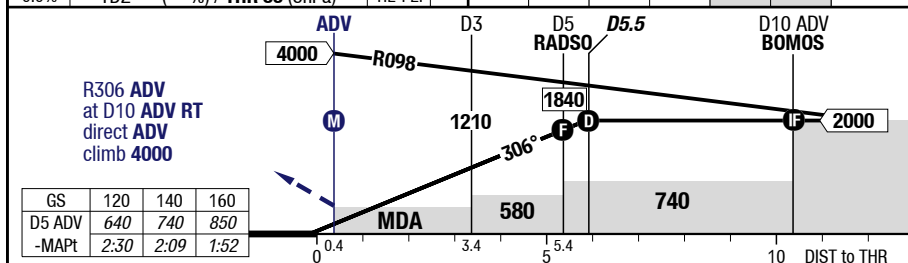
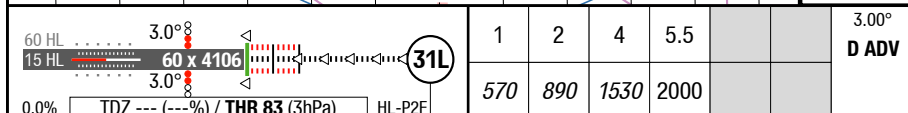
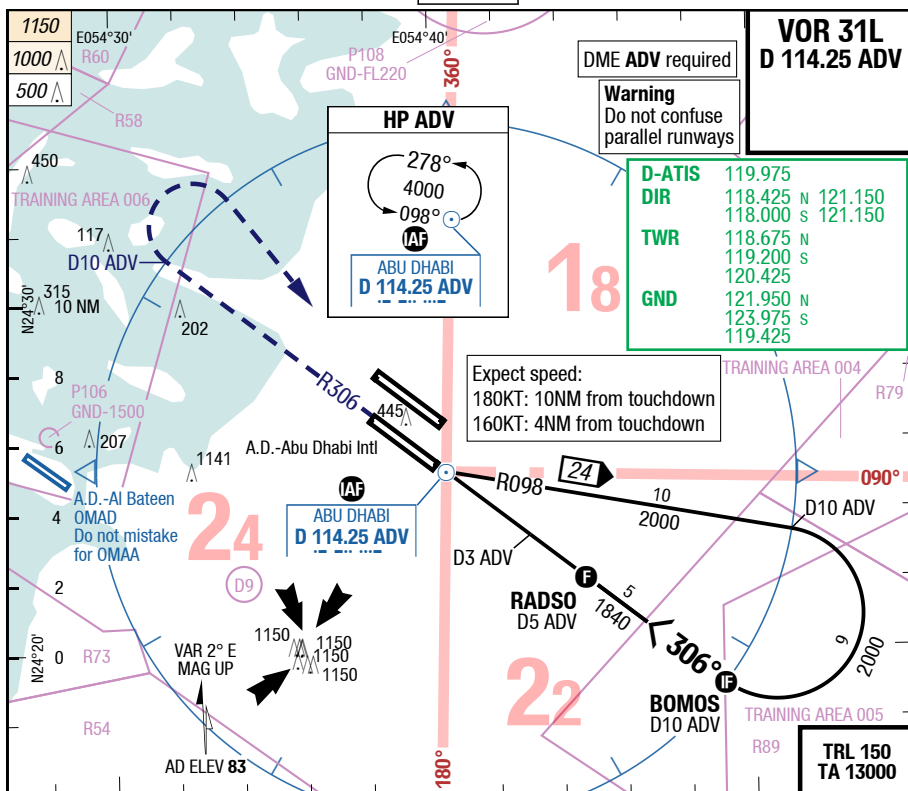
13R		VOR DME					Circling 1)
C	ft - m/km ft	440 - 1.3 510					770 - 2.4V 850
D	ft - m/km ft	440 - 1.3 510					770 - 3.6V 850

1) NE of RWY only

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7-100

VOR 31L



31L	VOR DME	VOR DME wo D3.0 ADV			Circling ¹⁾
C	ft - m/km ft	390 - 1.1 470	500 - 1.5 580		770 - 2.4V 850
D	ft - m/km ft	390 - 1.1 470	500 - 1.5 580		770 - 3.6V 850

1) NE of RWY only

Changes: APL, OBST

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7-110

WxMinima Overflow

31L		LOC DME wo D2.0 IAW					
C	ft - m/km ft	500 - 1.5 580					
D	ft - m/km ft	500 - 1.5 580					
31R		LOC DME wo D2.5 IAW					
C	ft - m/km ft	500 - 1.5 570					
D	ft - m/km ft	500 - 1.5 570					

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17-MAY-2018

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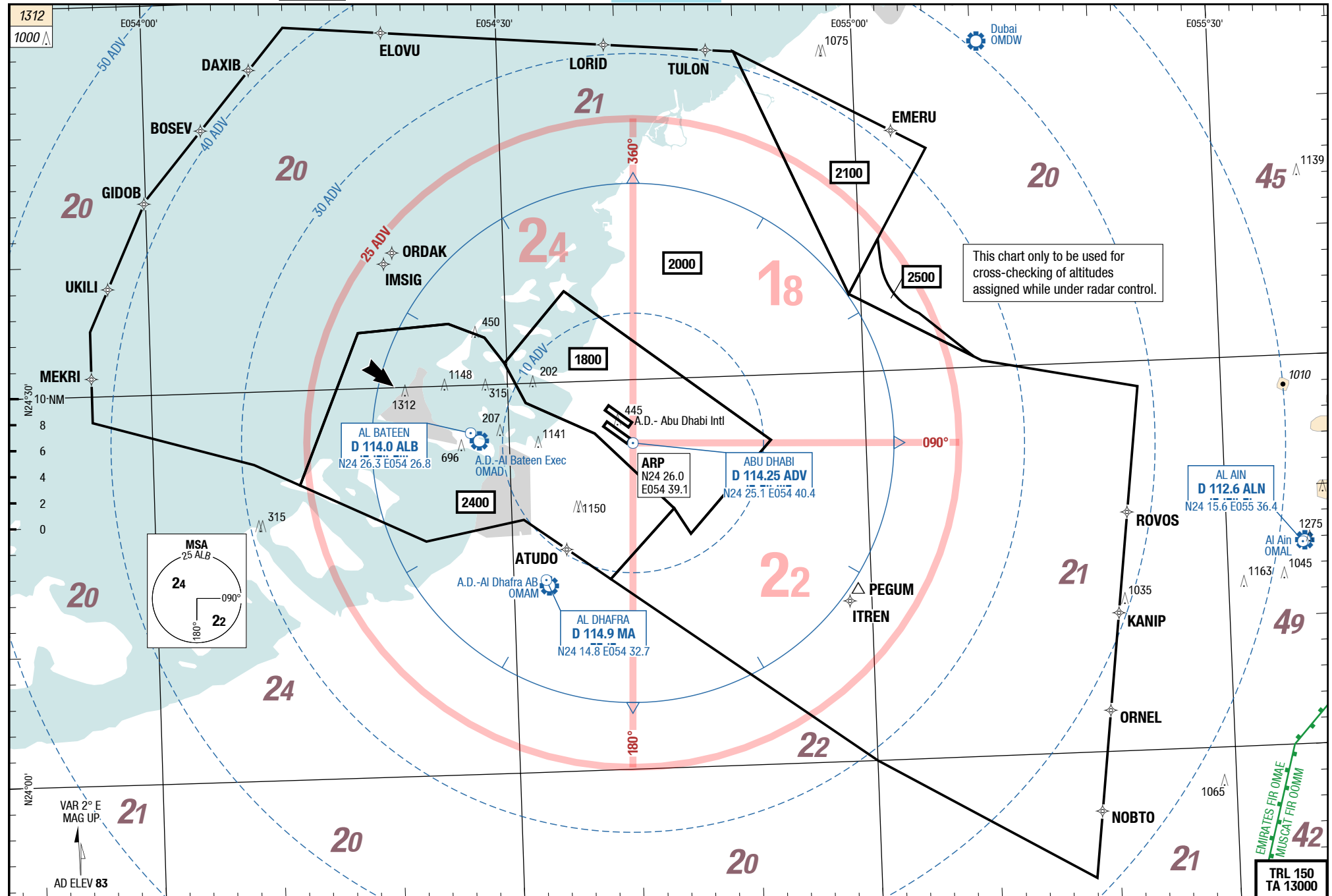
NIL
MRC

MRC

MRC

Abu Dhabi Intl Abu Dhabi United Arab Emirates

NIL
MRC



Changes: MSA, RADAR SECT, WPT all, OBST