

GENERAL**Operational Hours****ATS Hours / AD Operator Hours:** H24**Airport Information**

RFF: CAT 9, CAT 10 AVBL O/R. Notification time to upgrade to CAT 10 will require a period of APRX 45min

Fuel: PN

PCN: RWY 15/33: 60/F/A/X/T

Operation**Transponder Mode S**

Select assigned transponder mode A and activate S, set to AUTO if technically AVBL;

- after LDG, continuously until fully parked on stand.
- departing ACFT, before requesting start-up CLR from ATC.

Low Visibility Procedures

LVP in force when:

- RVR at or below 1500m, or
- CEIL 1000ft or below, or
- whenever maneuvering area is not visible from TWR.

Standard taxi routes during LVP

For standard taxi routes during LVP see separate header "Standard Taxi Routes during LVP" below.

RWY Restriction

180°-turns on RWY 15/33 on turning loops only.

TWY Restriction

TWY D2C, U width 18m / 59ft.

Taxi/Parking

Use MNM PWR when maneuvering on the APN.

Visual Docking Guidance System (VDGS) AVBL at stands: A1-A6, A9-A18, E11, E13-E24, E32-E37, W6 and W7.

Other stands parking with follow-me only.

Pilots are advised to adhere to nose wheel guidance on TWYs at all times.

Warnings

DOH VOR/DME Maintenance: 1st WED 0400-0900.

Overflying of Doha town prohibited below 2000ft unless authorized by ATC.

Overflying of OB P44, OB P45 and OB47 prohibited.

Overflying of QEAF Airbase below 1500ft prohibited.

Highway with shielded illumination visible to ACFT.

Code letter F ACFT: exercise caution on TWY D, BTN TWY E1 and parking stand A18, due to obstacle on TWY shoulder.

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 APP, contact TWR, at 5NM final.

Warnings

AMD LOC RWY 15 unreliable beyond 18NM below 3000ft.

DEPARTURE**Take-off Minima**

RWY		15/33	
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 15 NOPLI 1S**

Execute three right-hand orbits at NOPLI at 2000ft. Continue right-hand orbit climbing to 5000ft. Proceed direct to first ENRT WPT then continue as flight planned or proceed direct to DOH VOR and follow ILS 15 APCH PROC to land at OTBD.

RWY 33 DERNO 1N

Execute three left-hand orbits at DERNO at 3000ft. Continue left-hand orbit climbing to 5000ft. Proceed direct to first ENRT WPT then continue as flight planned or proceed direct to DOH VOR and follow ILS 33 APCH PROC to land at OTBD.

Departure Procedure**Start-up**

Contact GND between 0400-2200 for ATC, push-back, start-up and taxi CLR.

Intersection TKOF

Intersection TKOF allowed subject to:

- Initiated by pilot and approved by ATC, subject to traffic.
- ATC able to keep ACFT visual at all times.

RWY 15 intersection at: TWY A, B, B1, C1, C, P, E1, N, E2, M.

RWY 33 intersection at: TWY F, L, K, E2, M, E1, N, C, P, B, B1, A and LOOP.

Standard Taxi Routes during LVP			
Stand	DEP/ARR	RWY	Standard Taxi Route
A1 - A6, A1N	DEP	RWY 33	Taxi via TWY D and G to ILS CAT 2/3 HLDG point RWY 33.
	ARR	RWY 33	Vacate via TWY A and taxi via TWY D to allocated stands. For ACFT unable to vacate via TWY A, see Note 3.
A9 - A18, A10L, A10R	DEP	RWY 33	Taxi via TWY D and G to ILS CAT 2/3 HLDG point RWY 33.
	ARR	RWY 33	Vacate via TWY B and taxi via TWY D to allocated stands. ACFT unable to turn onto TWY B will proceed to TWY A and then TWY D to their allocated stands. For ACFT unable to vacate via TWY A, see Note 3.
W6, W7, G1, G2, G2P, G3	DEP	RWY 33	Taxi via TWY Y, then TWY D and G to ILS CAT 2/3 HLDG point RWY 33.
	ARR	RWY 33	Vacate via TWY B and taxi via TWY D and T to allocated stands. ACFT unable to turn onto TWY B will proceed to TWY A, D and T to their allocated stands. For ACFT unable to vacate via TWY A, see Note 3.
E1 - E3	DEP	RWY 33	Taxi via TWY D1, D4, D3, D2, D2 east, P and Z to HLDG point Z1 short of TWY N. Subject to ATC discretion ACFT may be authorized to taxi via TWY D1, D4, D3, D2, P and Z to HLDG point Z1 short of TWY N. Subject to ATC discretion ACFT may be authorized to taxi via TWY D1, P and Z to HLDG point Z1 short of TWY N, see Note 1.
	ARR	RWY 33	Follow the standard taxi routes for ACFT landing RWY 33 and proceed to the Eastern APN stated in Note 2. Turn left after TWY B1 and taxi via TWY D1 to their allocated stands. For ACFT unable to vacate via TWY A, see Note 3.
E4 - E5	DEP	RWY 33	Taxi via TWY D1, P and Z to HLDG point Z1 short of TWY N, see Note 1.
	ARR	RWY 33	Follow the standard taxi routes for ACFT landing RWY 33 and proceed to the Eastern APN stated in Note 2. Turn right after TWY B1 and taxi via TWY D1 to their allocated stands. For ACFT unable to vacate via TWY A, see Note 3.

Standard Taxi Routes during LVP			
Stand	DEP/ARR	RWY	Standard Taxi Route
E6 - E10, E6L, E6R, E7L, E7R, E9L, E9R, E10L, E10R	DEP	RWY 33	Taxi via TWY D3, D2, D2 east, P and Z to HLDG point Z1 short of TWY N. Subject to ATC discretion ACFT may be authorized to taxi via TWY D3, D2, D1, P and Z to HLDG point Z1 short of TWY N, see Note 2.
	ARR	RWY 33	Follow the standard taxi routes for ACFT landing RWY 33 and proceed to the Eastern APN stated in Note 3. Turn left after TWY B1 and taxi via TWY D1, D4 and D3 to their allocated stands. For ACFT unable to vacate via TWY A, see Note 3.
E11- E13, E13L, E13R	DEP	RWY 33	Taxi via TWY D2, D2 east, P and Z to HLDG point Z1 short of TWY N. Subject to ATC discretion ACFT may be authorized to taxi via TWY D2, D1, P and Z to HLDG point Z1 short of TWY N, see Note 1.
	ARR	RWY 33	Follow the standard taxi routes for ACFT landing RWY 33 and proceed to the Eastern APN stated in Note 2. Turn right after TWY B1 and taxi via TWY D1 and D2 to their allocated stands. For ACFT unable to vacate via TWY A, see Note 3.
E14- E17, E14L, E14R E15L, E15R E16L, E16R E17L, E17R	DEP	RWY 33	Taxi via TWY D2, D2 east, P and Z to HLDG point Z1 short of TWY N. Subject to ATC discretion ACFT may be authorized to taxi via TWY D2, D1, P and Z to HLDG point Z1 short of TWY N, see Note 1.
	ARR	RWY 33	Follow the standard taxi routes for ACFT landing RWY 33 and proceed to the Eastern APN stated in Note 2. Turn left after TWY B1 and taxi via TWY D1, D4, D3 and D2 to their allocated stands. For ACFT unable to vacate via TWY A, see Note 3.
E18-E24, E18L, E18R E19L, E19R E20L, E20R E21L, E21R E22L, E22R E23L, E23R E24L, E24R	DEP	RWY 33	Taxi via TWY P and Z to HLDG point Z1 short of TWY N, see Note 1.
	ARR	RWY 33	Follow the standard taxi routes for ACFT landing RWY 33 and proceed to the Eastern APN stated in Note 2. Turn left after TWY B1 and proceed via TWY D1, D4, D3, D2, D2 east and then right onto TWY P to their allocated stands. For ACFT unable to vacate via TWY A, see Note 3.

Standard Taxi Routes during LVP			
Stand	DEP/ARR	RWY	Standard Taxi Route
E25- E31, E27L	DEP	RWY 33	Taxi via TWY P and Z to HLDG point Z1 short of TWY N, see Note 1.
	ARR	RWY 33	Follow the standard taxi routes for ACFT landing RWY 33 and proceed to the Eastern APN stated in Note 2. Turn left after TWY B1 and proceed via TWY D1, D4, D3, D2 and hold on D2 east for the follow-me vehicle to escort them to their allocated stands. For ACFT unable to vacate via TWY A, see Note 3.
E32-E37	DEP	RWY 33	Taxi via TWY P and Z to HLDG point Z1 short of TWY N, see Note 1.
	ARR	RWY 33	Follow standard taxi routes for landing ACFT RWY 33 and proceed to eastern APN stated in Note 2. Turn left after TWY B1 and proceed via TWY D1, D4, D3, D2, D2 east and then right onto TWY P to their allocated stands. For ACFT unable to vacate via TWY A, see Note 3.
C1-C9	DEP	RWY 33	Taxi via D2C, D2 east, TWY P and Z to HLDG point Z1 short of N. Subject to discretion, ACFT may be authorized to taxi via D2, D1, P and Z to HLDG point Z1 short of N, see Note 1.
	ARR	RWY 33	Follow standard taxi routes for landing ACFT RWY 33 and proceed to eastern APN stated in Note 2. Turn left after TWY B1 and proceed via TWY D1, D4, D3, D2, D2 east and then TWY D2C to their allocated stand. For ACFT unable to vacate via TWY A, see Note 3.
All stands in the Rizon Apron	DEP	RWY 33	Taxi via TWY U to holding point on TWY U. When instructed by ATC, ACFT will backtrack on RWY and vacate via TWY A. Once ACFT vacates TWY A ACFT will proceed via TWY D and TWY G to ILS CAT 2/3 holding point for RWY 33.
	ARR	RWY 33	In the event that ACFT will proceed directly to the Rizon APN after landing ACFT will vacate RWY via TWY U or ACFT will vacate via TWY B and proceed via TWY D to holding point at TWY A. Once instructed by ATC, ACFT will enter RWY and proceed to TWY U and ACFT should report to ATC when RWY is vacated.
All stands in the east- ern APN extension	DEP	RWY 33	Taxi via TWY D2 east, turn left into TWY P and then TWY Z to CAT 2/3 ILS holding point Z1 on TWY Z, see Note 1.
	ARR	RWY 33	Follow standard taxi routes for ACFT landing RWY 33 and proceed to eastern APN as stated in Note 2. Turn left after TWY B1 and proceed via TWY D1, D4, D3, D2 and to D2 east for follow-me. For ACFT unable to vacate via TWY A, see Note 3.

Standard Taxi Routes during LVP (Notes)**Note 1**

On reaching TWY N the ACFT will either:

- Depart from TWY N

OR

- ACFT requiring MAX TKOF DIST will cross the RWY, when instr. by ATC and taxi via TWY E1, D and G to ILS CAT 2/3 HLDG point.

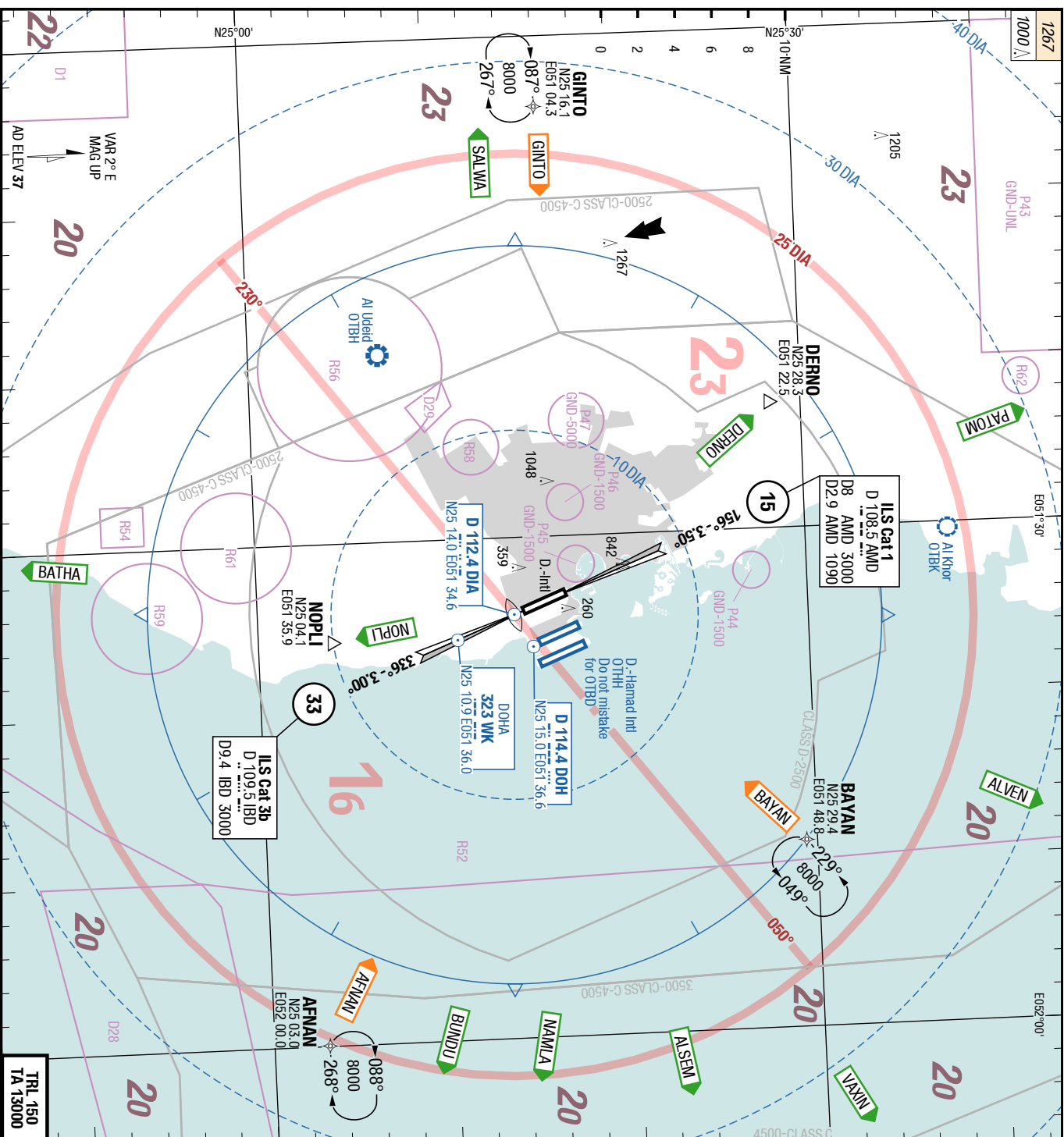
Note 2 - Standard taxi route for ACFT LDG RWY 33 and proceeding to the Eastern Apron

ACFT landing RWY 33 and bound for the eastern APN will vacate RWY via TWY B1 and proceed according to standard taxi routes for eastern APN. ACFT unable to vacate RWY via TWY B1 will vacate via TWY A and taxi via TWY D to hold short of TWY B and standby for permission to cross via TWY B and TWY B1.

Note 3 - Standard taxi route for ACFT LDG RWY 33 and that are unable to vacate via TWY A

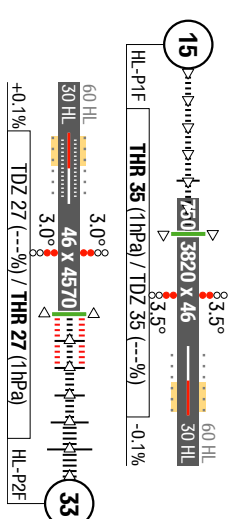
In the event that an ACFT cannot vacate via TWY A due to an unusual situation ACFT will continue to the end, use the loop and backtrack on RWY to vacate via TWY A.

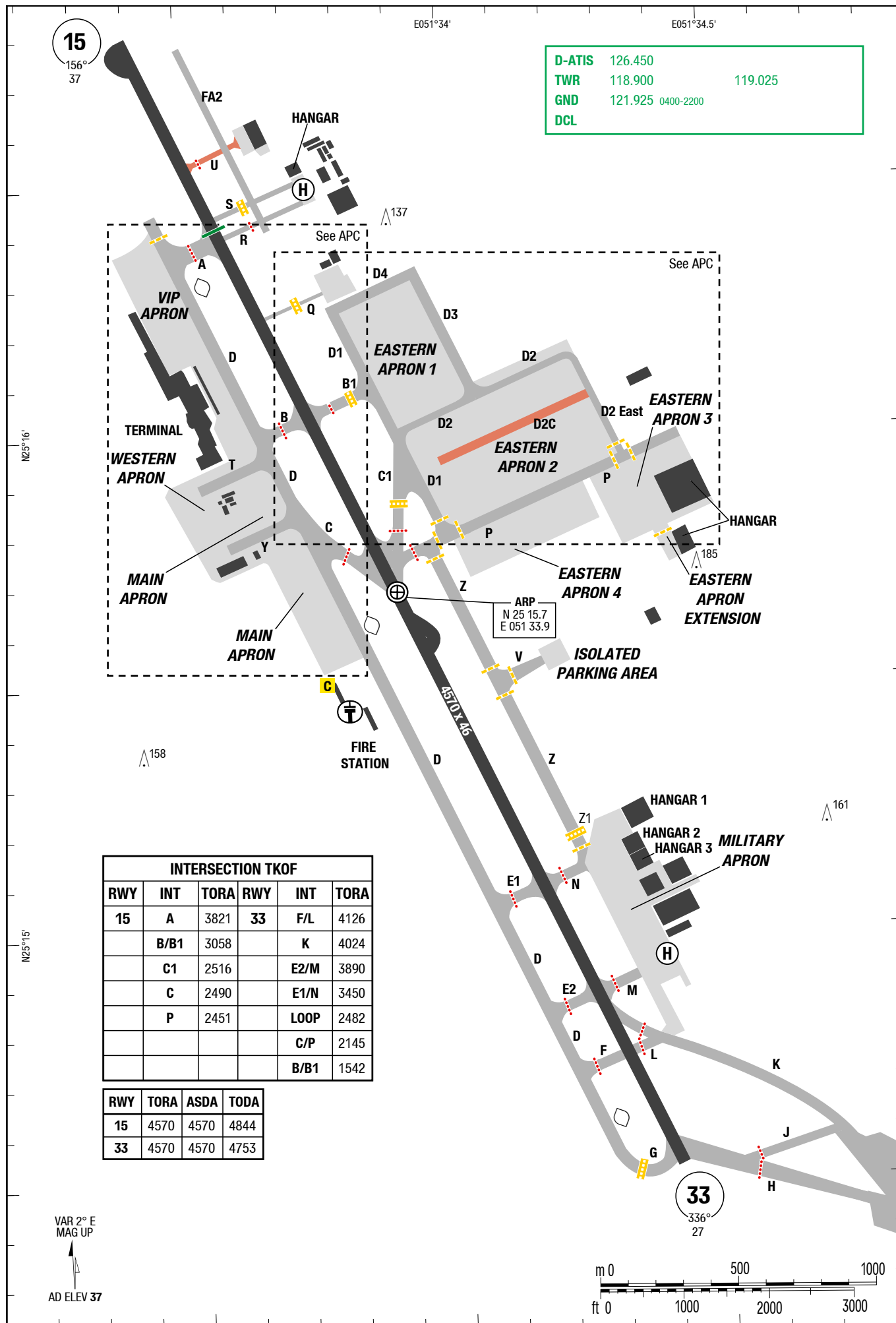
If any assistance is required stop on RWY and wait for follow-me.



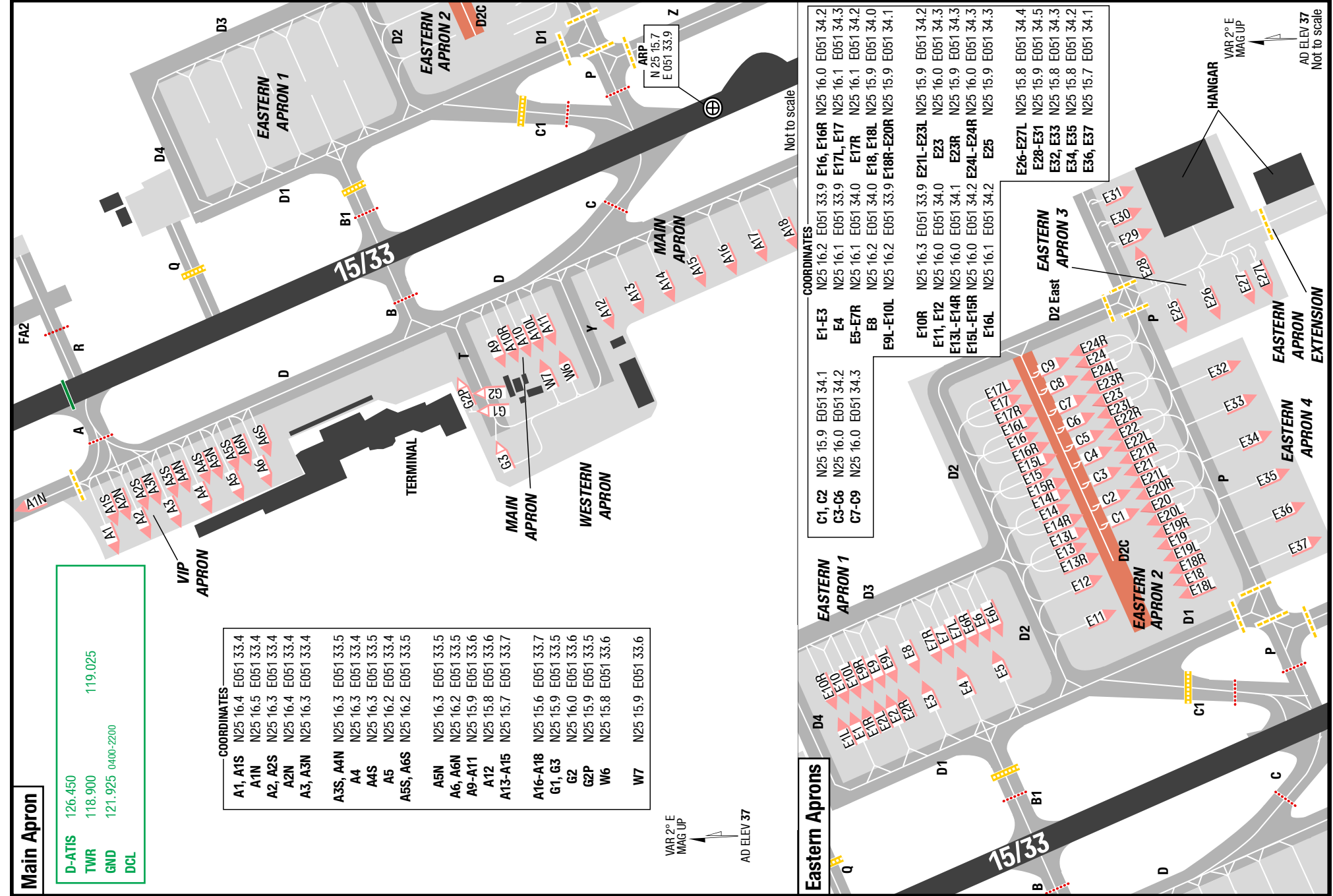
D-ATIS	126.450
RAD	121.100
APP	119.725
DIR	119.400
DEP	119.125
TWR	118.900
GND	121.925 0400-2200
DCL	

Landing RWY system:





3-30



19-APR-2018

N/A-OTBD

Qatar Doha Doha Intl

RNP SIDs RWY 33

RNP SIDs RWY 15

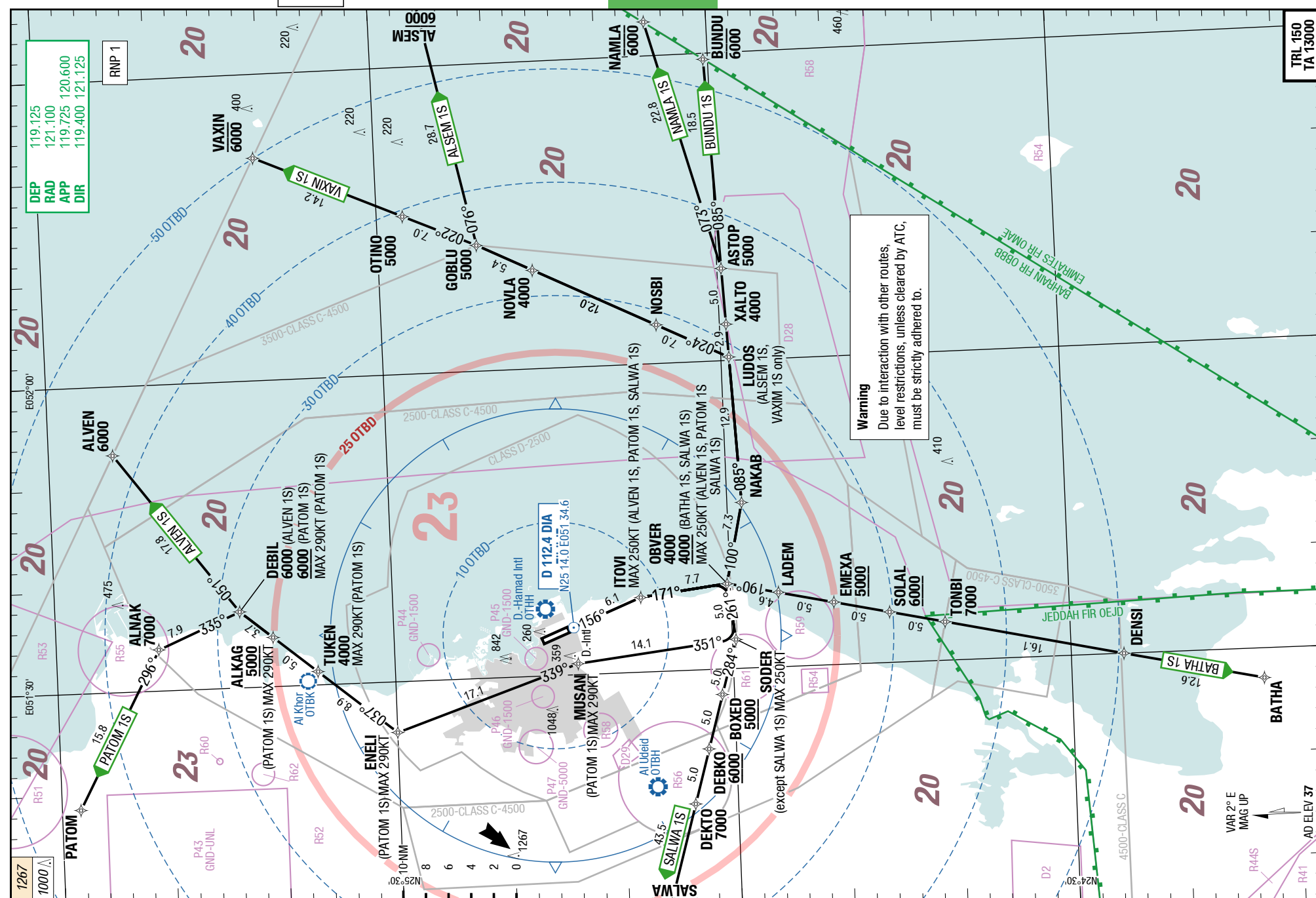
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Doha Intl **Doha** Qatar

RNP SIDs RWY 33

RNP SIDs RWY 15



Changes: WPT VAXIN, PROC renamed, ASP, chart title, OBST

Effective 26-APR-2018

19-APR-2018

N/A-OTBD

4-20

Qatar Doha Doha Intl

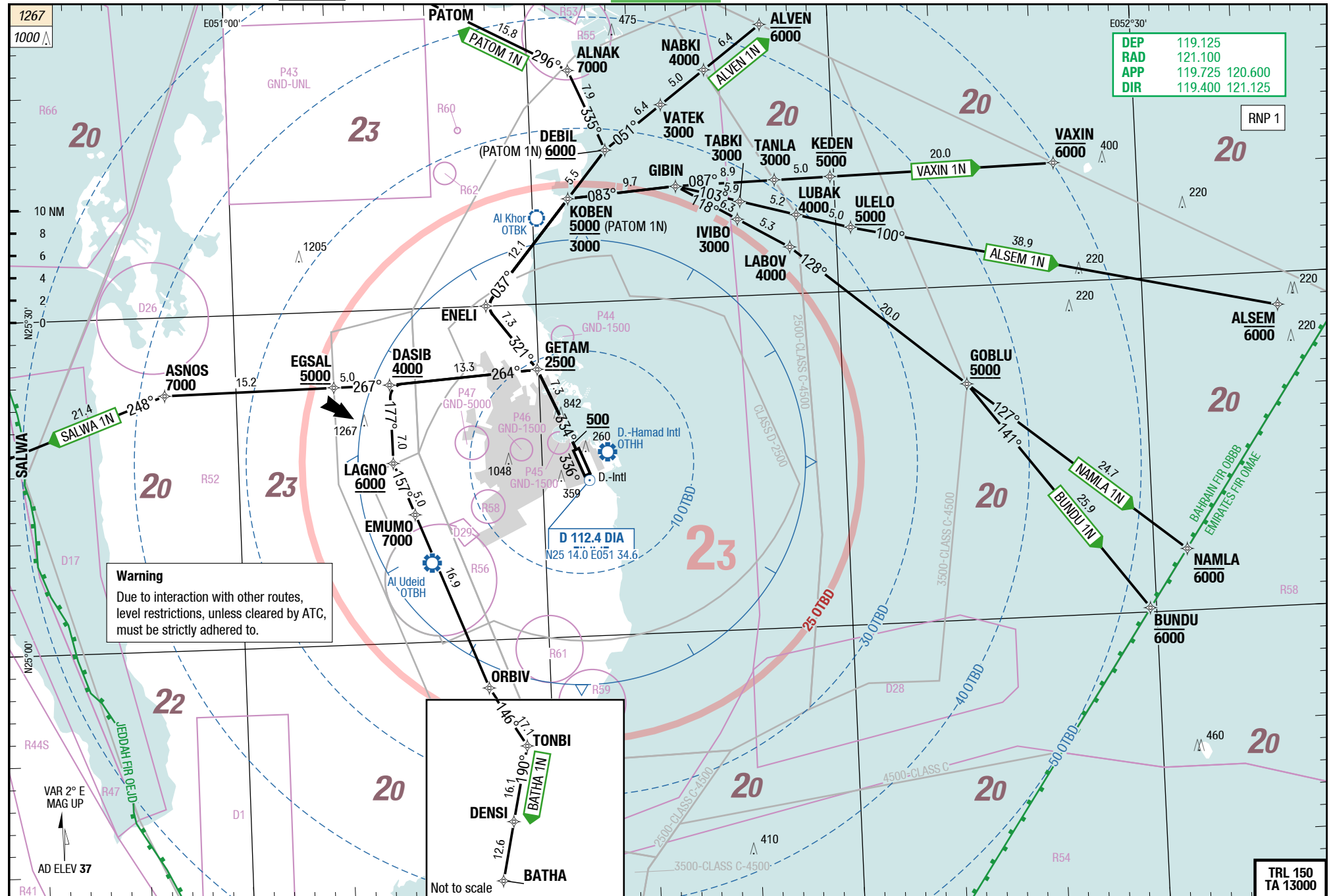
RNP SIDs RWY 33

SID

SID

Doha Intl Doha Qatar

RNP SIDs RWY 33



Changes: ASP, PROC renamed, WPT VAXIN, chart title, OBST

N/A-OTBD

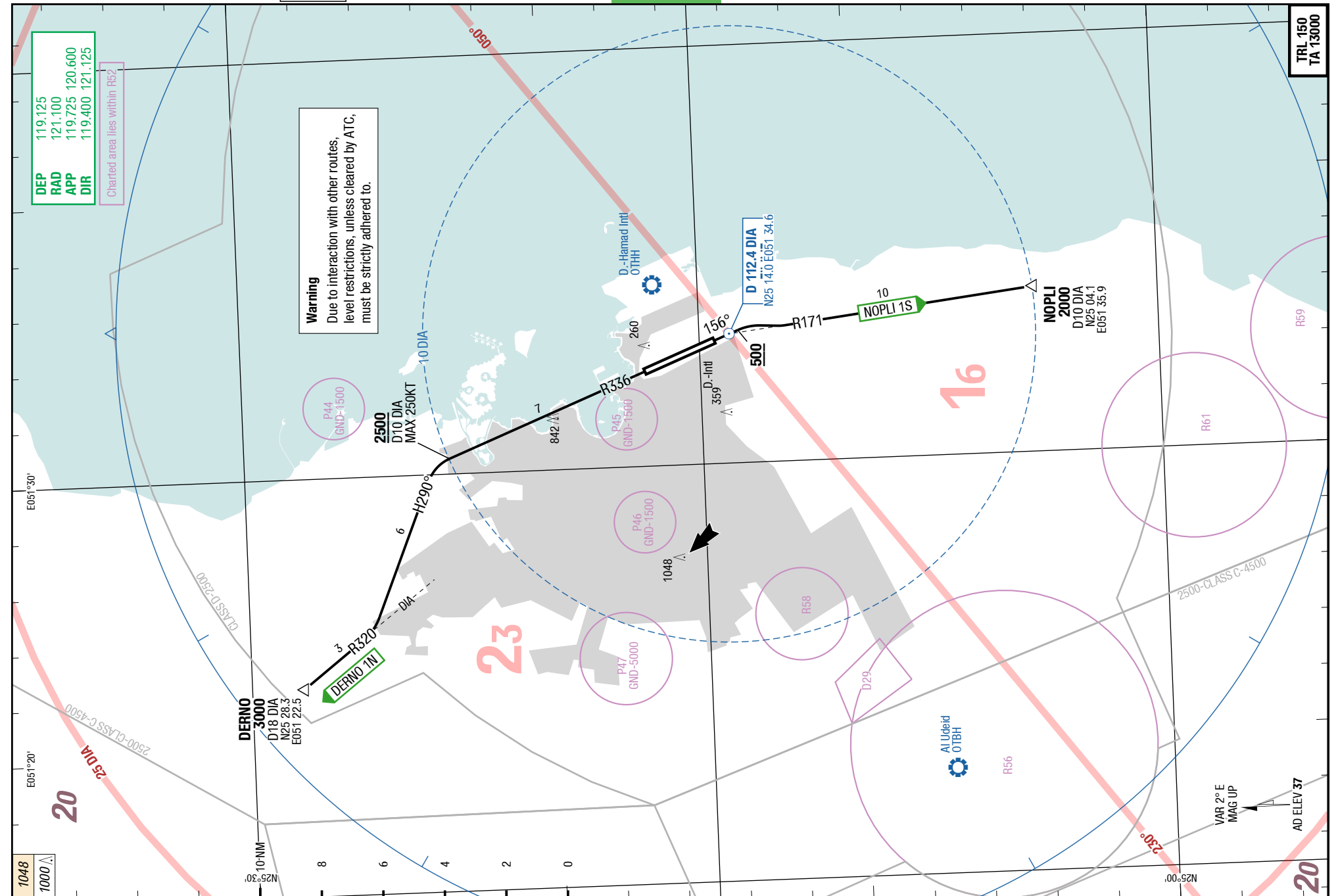
SIDs

SID

SID

SIDs

4-30



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

RWY 15 (156°)

After take-off, contact Doha APP

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
ALSEM 1S 119.725 ①	ITOI - OBVER - NAKAB - LUDOS - NOSBI - NOVLA - GOBLU - ALSEM	OBVER at 4000 NOVLA at 4000 GOBLU at 5000 ALSEM MAX 6000
ALVEN 1S 119.725 ①	ITOI [K250-] - OBVER [K250- ;R] - SODER [K250- ;R] - MUSAN - ENELI - TUKEN - ALKAG - DEBIL - ALVEN	OBVER at 4000 TUKEN at 4000 ALKAG MNM 5000 DEBIL at 6000 ALVEN at 6000
BATHA 1S 119.725 ①	ITOI - OBVER - LADEM - EMEXA - SOLAL - TONBI - DENSI - BATHA	OBVER MNM 4000 EMEXA MNM 5000 SOLAL MNM 6000 TONBI at 7000
BUNDU 1S 119.725 ①	ITOI - OBVER - NAKAB - XALTO - ASTOP - BUNDU	OBVER at 4000 XALTO at 4000 ASTOP at 5000 BUNDU MAX 6000
NAMLA 1S 119.725 ①	ITOI - OBVER - NAKAB - XALTO - ASTOP - NAMLA	OBVER at 4000 XALTO at 4000 ASTOP at 5000 NAMLA MAX 6000
PATOM 1S 119.725 ①	ITOI [K250-] - OBVER [K250- ;R] - SODER [K250- ;R] - MUSAN [K290-] - ENELI [K290-] - TUKEN [K290-] - ALKAG [K290-] - DEBIL [K290-] - ALNAK - PATOM	OBVER at 4000 TUKEN at 4000 ALKAG MNM 5000 DEBIL MNM 6000 ALNAK at 7000
SALWA 1S 119.725 ①	ITOI [K250-] - OBVER [K250- ;R] - SODER - BOXED - DEBKO - DEKTO - SALWA	OBVER MNM 4000 BOXED MNM 5000 DEBKO MNM 6000 DEKTO at 7000
VAXIN 1S 119.725 ①	ITOI - 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 RW15 departures.

ALSEM 1N / ALVEN 1N / BATHA 1N / BUNDU 1N / NAMLA 1N / PATOM 1N / SALWA 1N
RWY 33 (336°)

After take-off, contact Doha APP

	GS	120	150	180	210	240	270
9.2%	ft/MIN	1200	1400	1700	2000	2300	2600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 33	
ALSEM 1N 9.2% to 640 119.725 ①	[A500+] - 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 1N 9.2% to 640 119.725 ①	[A500+] - GETAM - ENELI - KOBEN - DEBIL - VATEK - NABKI - ALVEN	GETAM MNM 2500 KOBEN at 3000 VATEK at 3000 NABKI at 4000 ALVEN MAX 6000
BATHA 1N 9.2% to 910 119.725 ①	[A500+] - GETAM - DASIB - LAGNO - EMUMO - ORBIV - TONBI - DENSI - BATHA	GETAM MNM 2500 DASIB MNM 4000 LAGNO MNM 6000 EMUMO at 7000
BUNDU 1N 9.2% to 640 119.725 ①	[A500+] - 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 1N 9.2% to 640 119.725 ①	[A500+] - 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 1N 9.2% to 640 119.725 ①	[A500+] - GETAM - ENELI - KOBEN - DEBIL - ALNAK - PATOM	GETAM MNM 2500 KOBEN MNM 5000 DEBIL MNM 6000 ALNAK at 7000
SALWA 1N 9.2% to 910 119.725 ①	[A500+] - GETAM - DASIB - EGSAL - ASNOS - SALWA	GETAM MNM 2500 DASIB MNM 4000 EGSAL MNM 5000 ASNOS at 7000

① Close-in obstacles exist for RWY 33 departures.

VAXIN 1N

RWY 33 (336°)

After take-off, contact Doha APP

	GS	120	150	180	210	240	270
9.2%	ft/MIN	1200	1400	1700	2000	2300	2600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 33	
VAXIN 1N 9.2% to 640 119.725 ①	[A500+] - 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 33 departures.

NOPLI 1S / DERNO 1N

RWYs 15 (156°) / 33 (336°)

After take-off, contact Doha APP on 119.725

	GS	120	150	180	210	240	270
9.0%	ft/MIN	1100	1400	1700	2000	2200	2500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
NOPLI 1S 119.725 ①	at MNM 500 RT intercept R171 DIA to NOPLI	NOPLI at 2000
	Runway 33	
DERNO 1N 9.0% to 1000 119.725 ①	R336 DIA to D10 DIA (MAX 250KT) - LT HDG 290° intercept R320 DIA to DERNO	R336/D10 DIA MNM 2500 DERNO at 3000

① Close-in obstacle exist.

N/A-OTBD

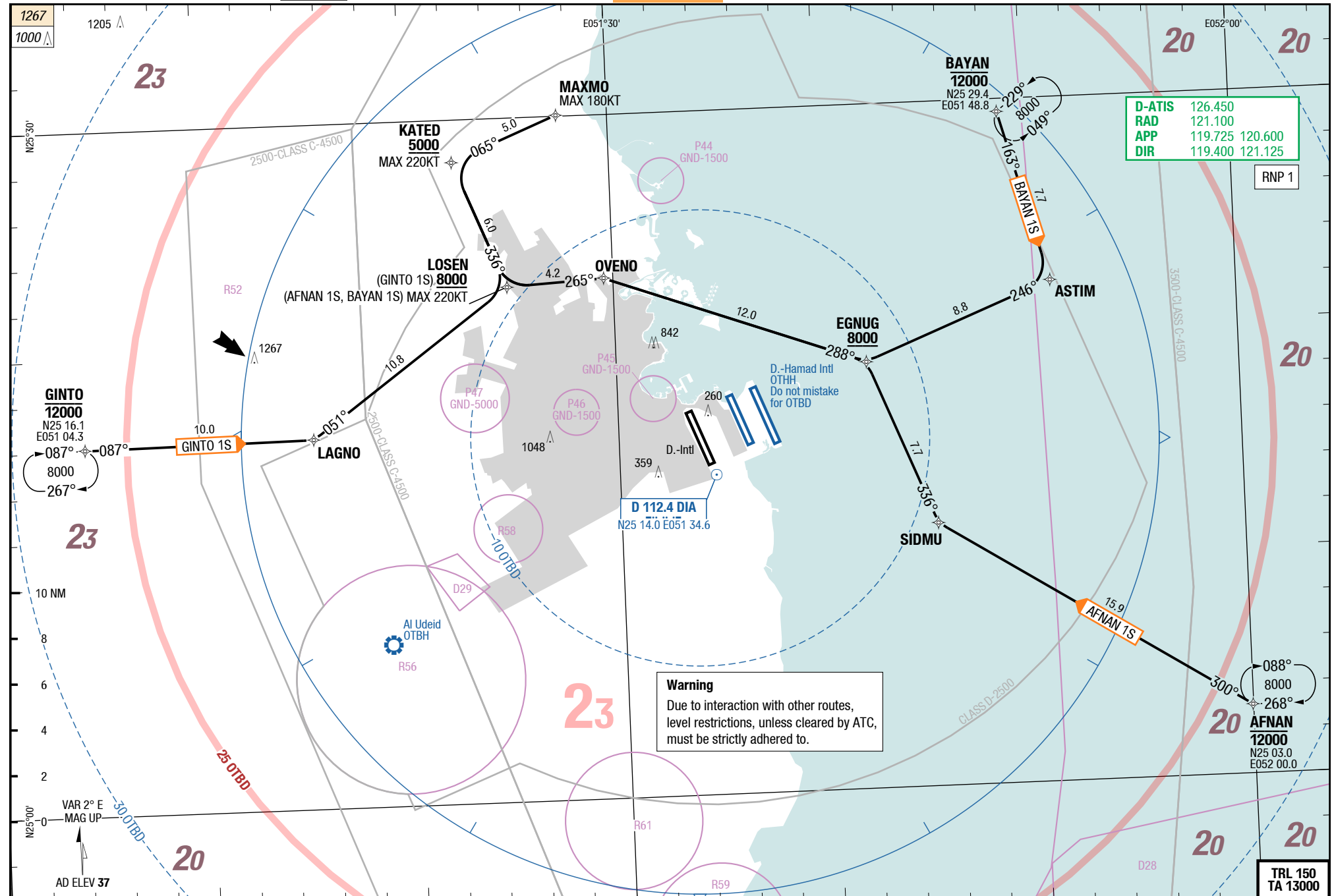
RNP STARs RWY 15

STAR

STAR

RNP STARs RWY 15

6-10



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Effective 16-AUG-2018

09-AUG-2018

N/A-OTBD

6-20

Qatar Doha Doha Intl

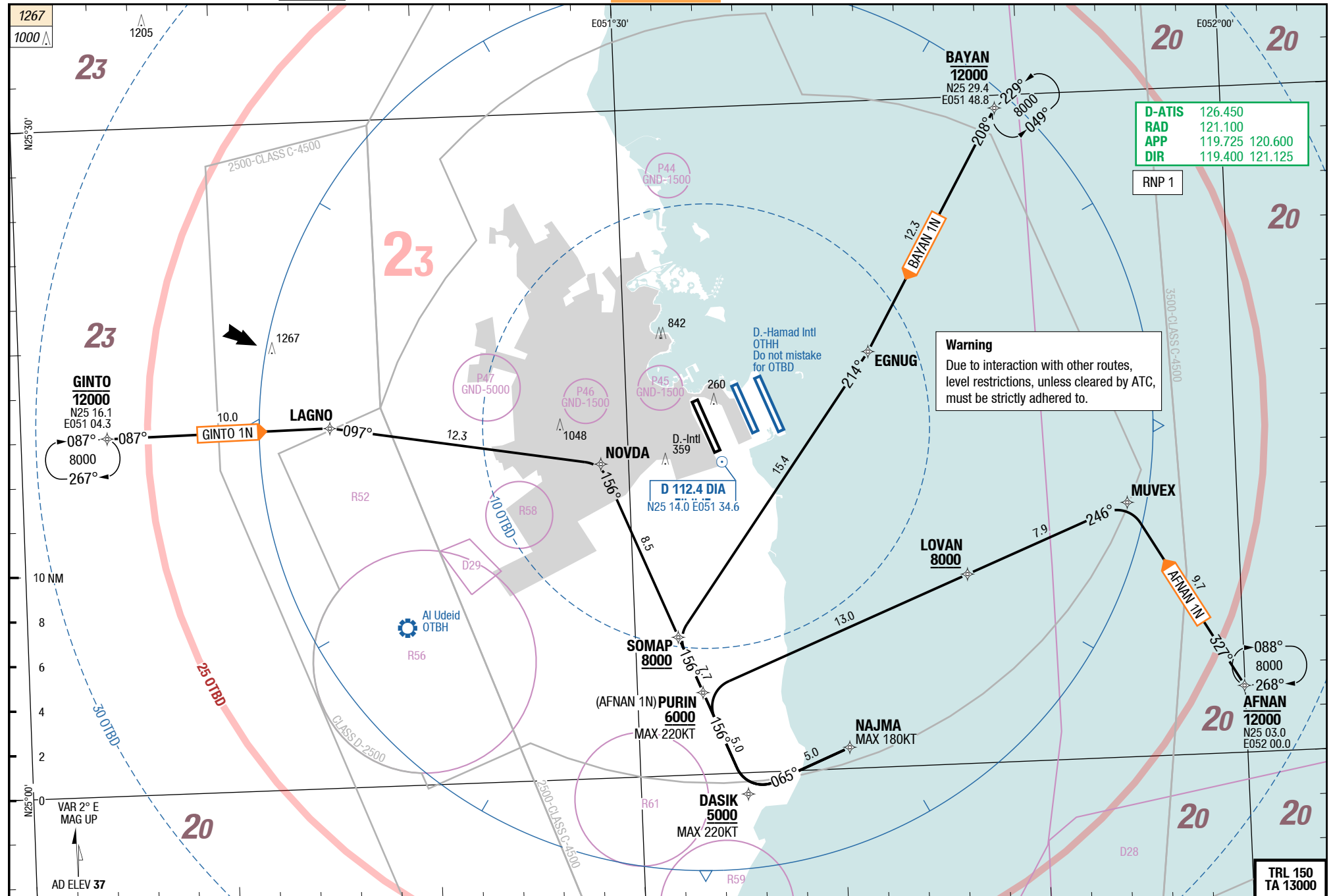
RNP STARs RWY 33

STAR

STAR

Doha Intl Doha Qatar

RNP STARs RWY 33

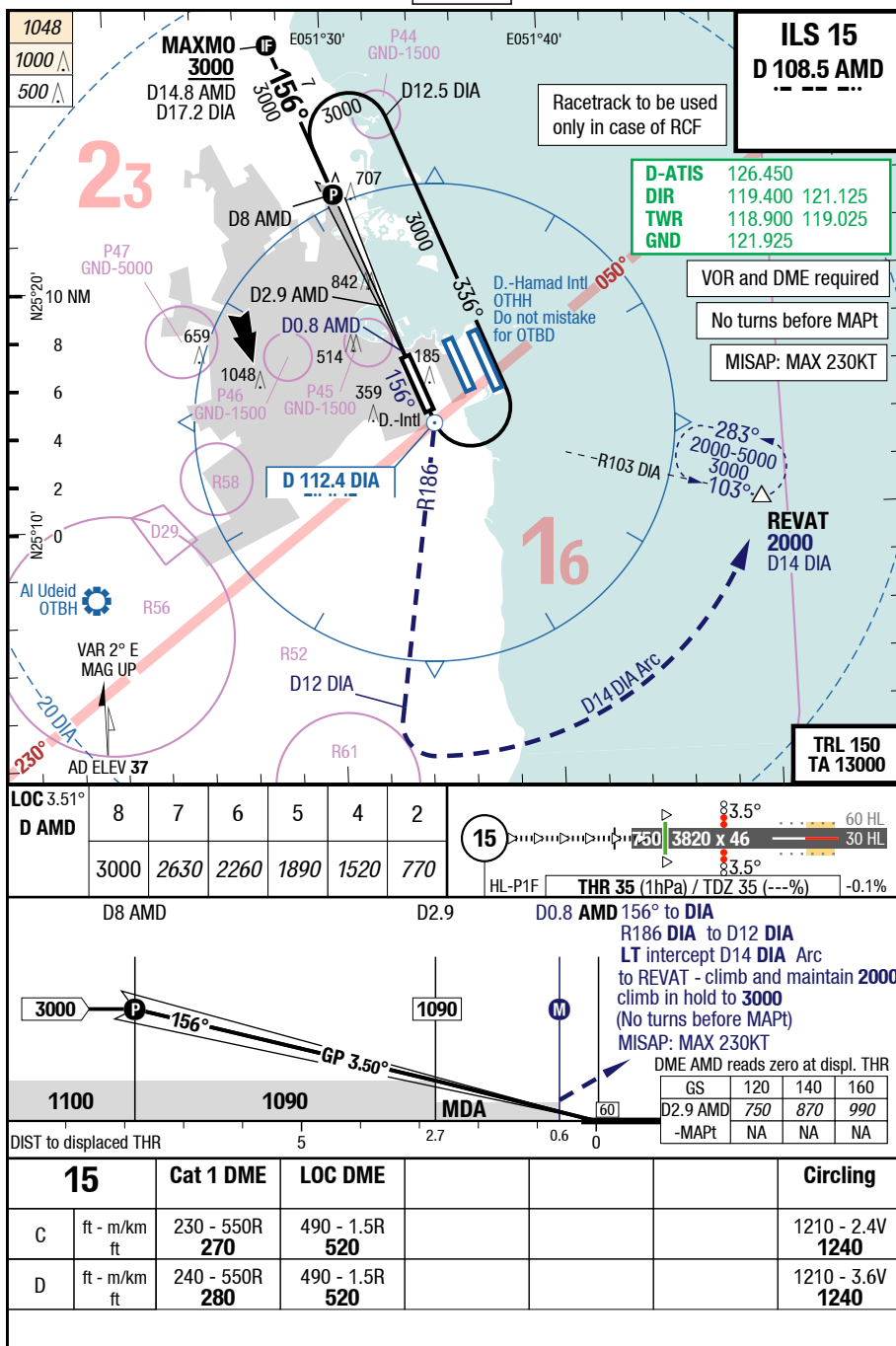


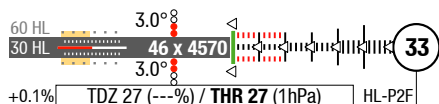
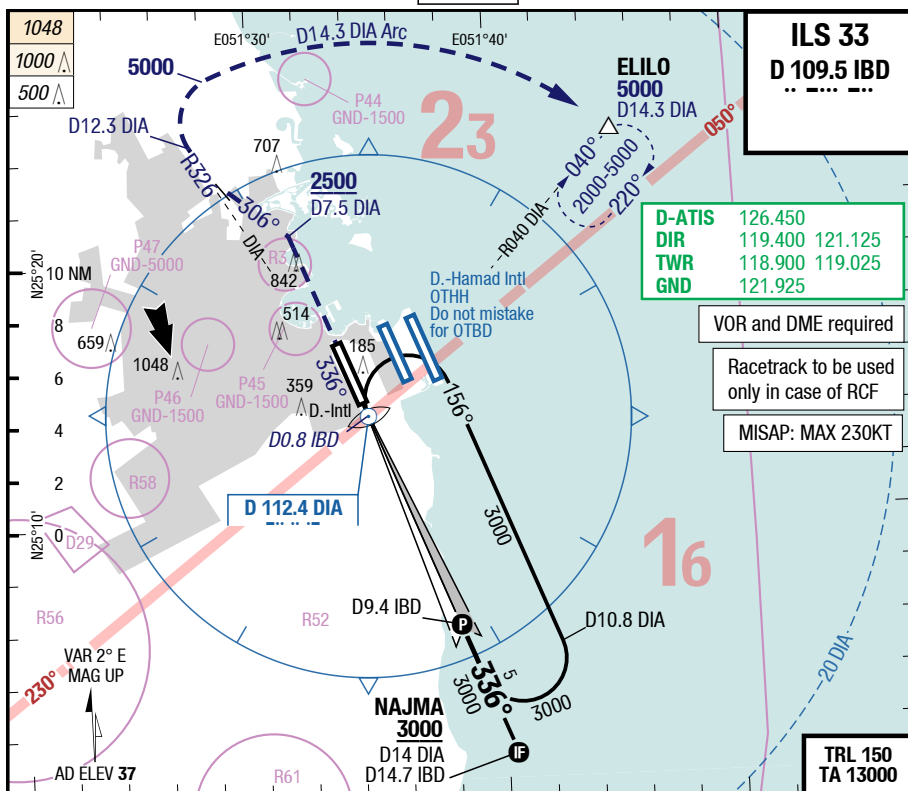
Changes: Nil

N/A-OTBD

7-10

ILS 15





2	3	4	5	7	9.4
660	980	1300	1620	2250	3000

LOC 3.00°
D IBD

336° - at D7.5 **DIA** (MNM 2500) **IBD** *D0.8*

D9.4 IBD

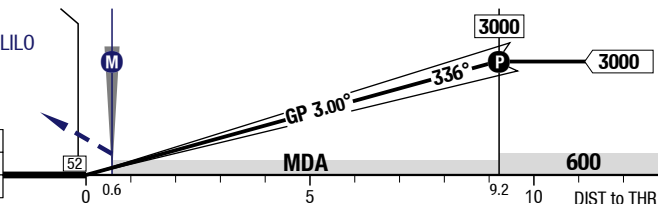
LT 306° - intercept R326 DIA

at D12.3 **DIA RT** intercept
D14.3 **DIA Arc** (at **5000**) to ELILO
maintain **5000**

MISAP: MAX 230KT

DME IBD reads zero at THR

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



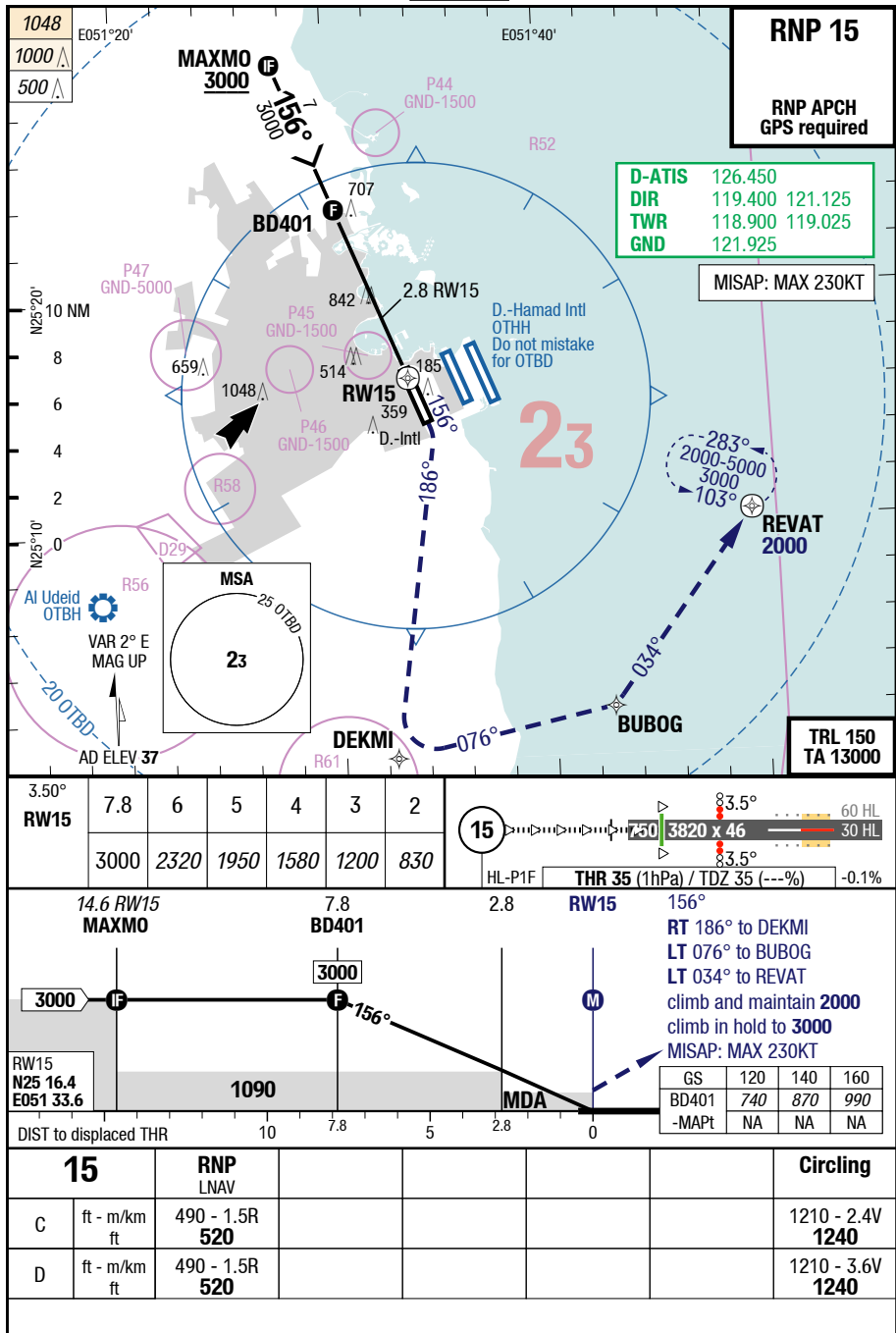
33		Cat 3b DME	Cat 2 DME	Cat 1 DME ¹⁾	LOC DME	Circling
C	ft - m/km ft	0 - 150R Company	150 - 450R 150 RA	230 - 550R 260	400 - 1.1R 420	1210 - 2.4V 1240
D	ft - m/km ft	0 - 150R Company	160 - 450R 163 RA	240 - 550R 270	400 - 1.1R 420	1210 - 3.6V 1240

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

N/A-OTBD

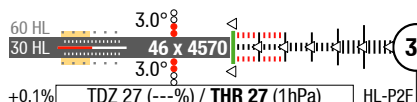
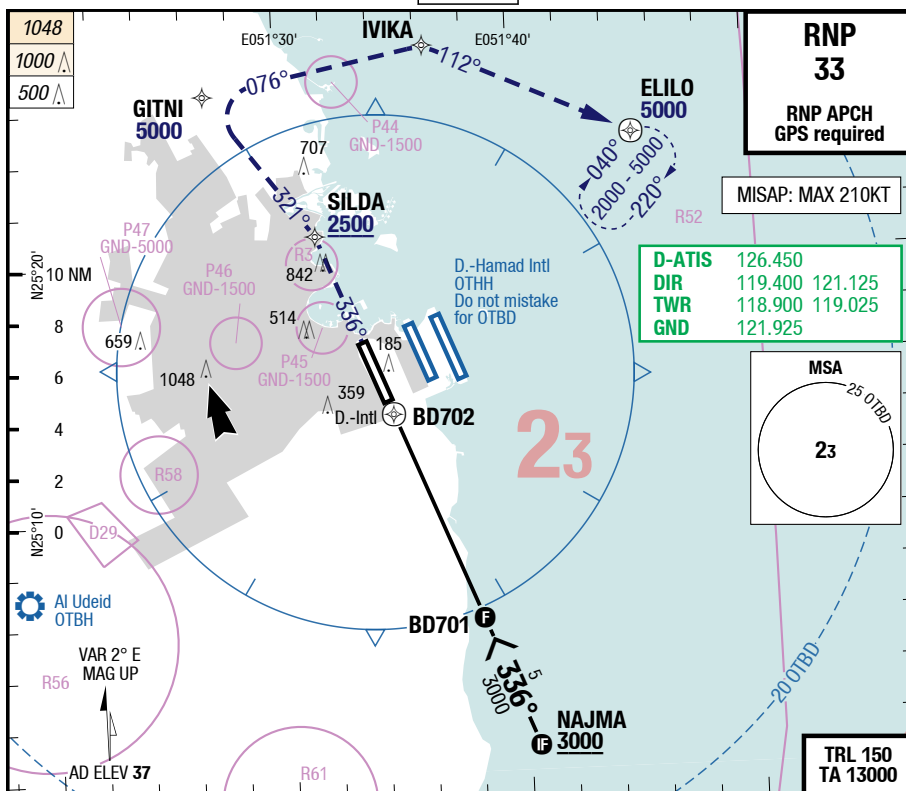
7-30

RNP 15



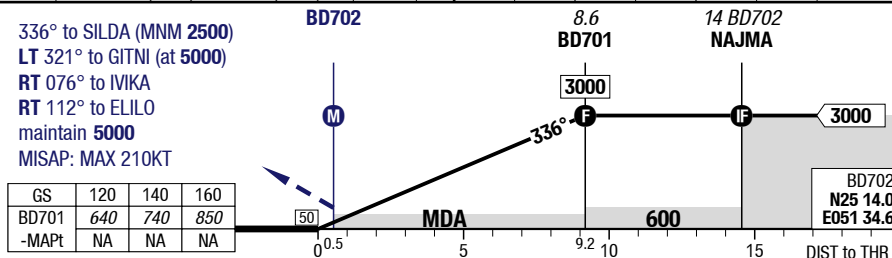
7-40

RNP 33



1	2	4	6	7	8.6	3.00° BD702
570	890	1520	2160	2480	3000	

336° to SILDA (MNM **2500**)
LT 321° to GITNI (at **5000**)
RT 076° to IVIKA
RT 112° to ELILO
 maintain **5000**
MISAP: MAX 210KT



33		RNP VNAV GA 5.8% ^{1) 2) 3)}	RNP LNAV GA 5.8% ³⁾				Circling
C	ft - m/km ft	370 - 1.0R 390	400 - 1.1R 420				1210 - 2.4V 1240
D	ft - m/km ft	370 - 1.0R 390	400 - 1.1R 420				1210 - 3.6V 1240

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

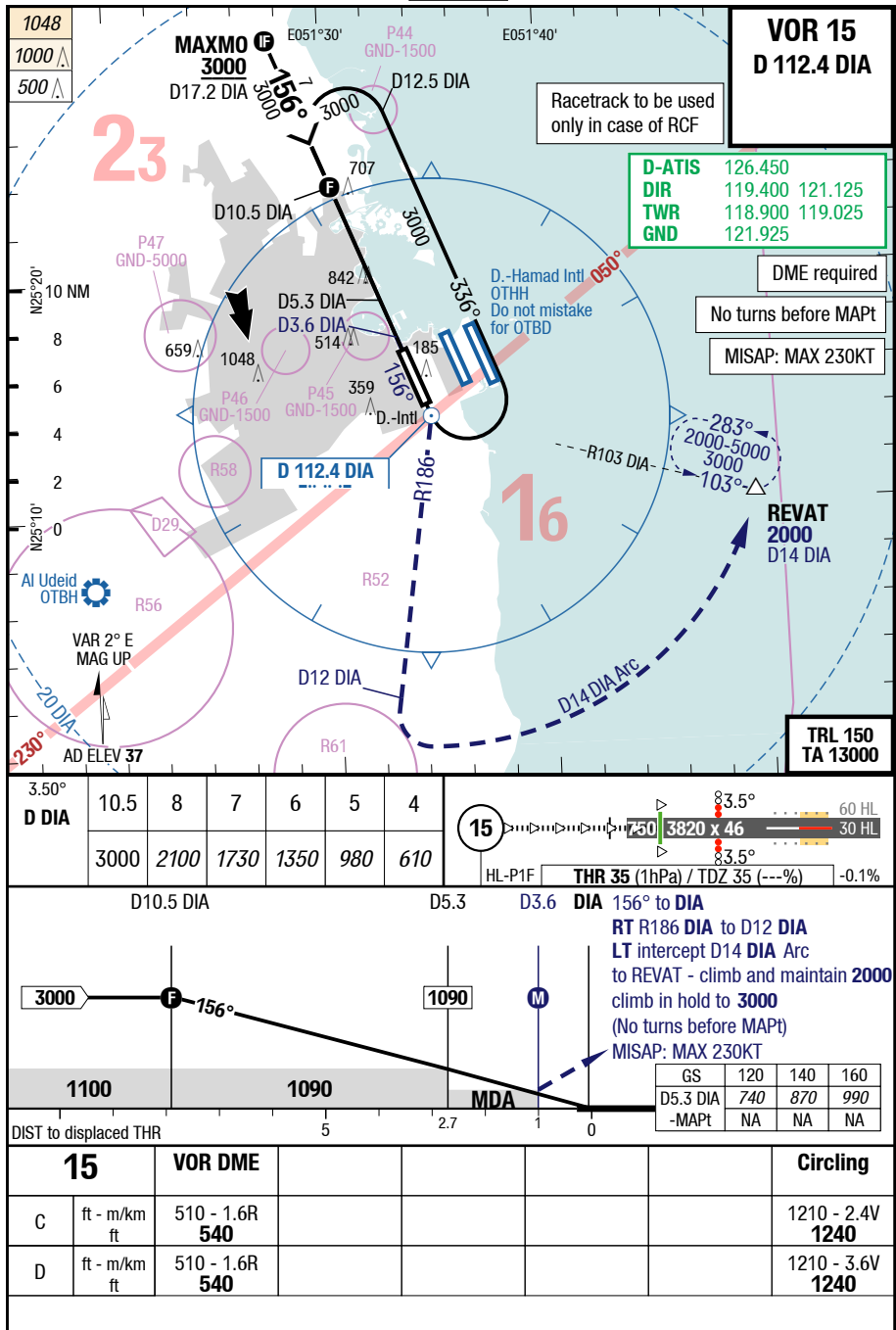
3) Up to SILDA

2) With EVS RVR 650m

Changes: Nil

7-50

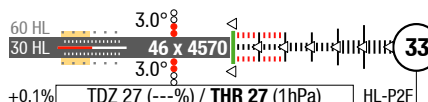
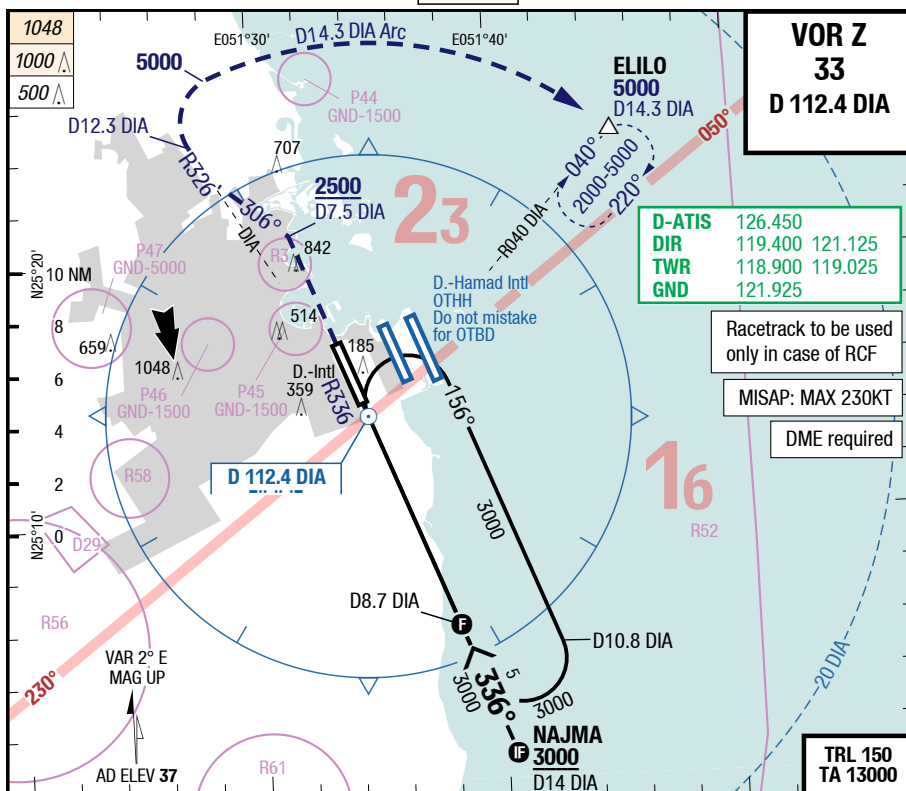
VOR 15



N/A-OTBD

7-60

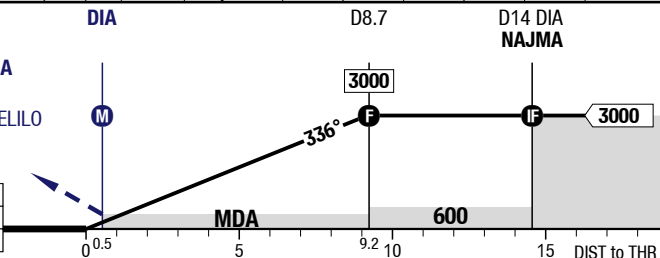
VOR Z 33



1	2	3	4	6	8.7	3.00° D DIA
570	890	1210	1520	2160	3000	

R336 DIA
at D7.5 DIA (MNM 2500)
LT 306° - intercept R326 DIA
at D12.3 DIA RT intercept
D14.3 DIA Arc (at 5000) to ELILO
maintain 5000
MISAP: MAX 230KT

GS	120	140	160
D8.7 DIA	640	740	850
-MAPt	NA	NA	NA

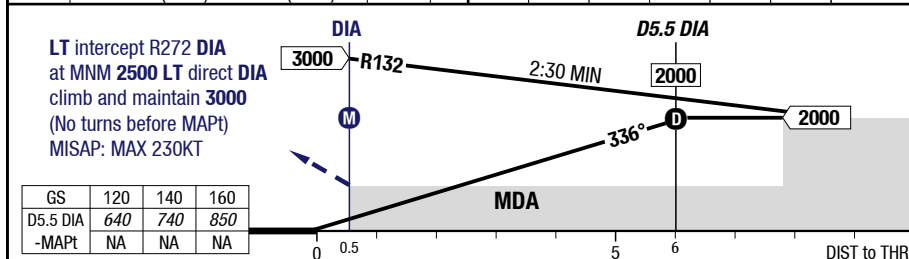
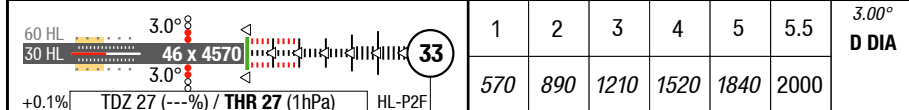
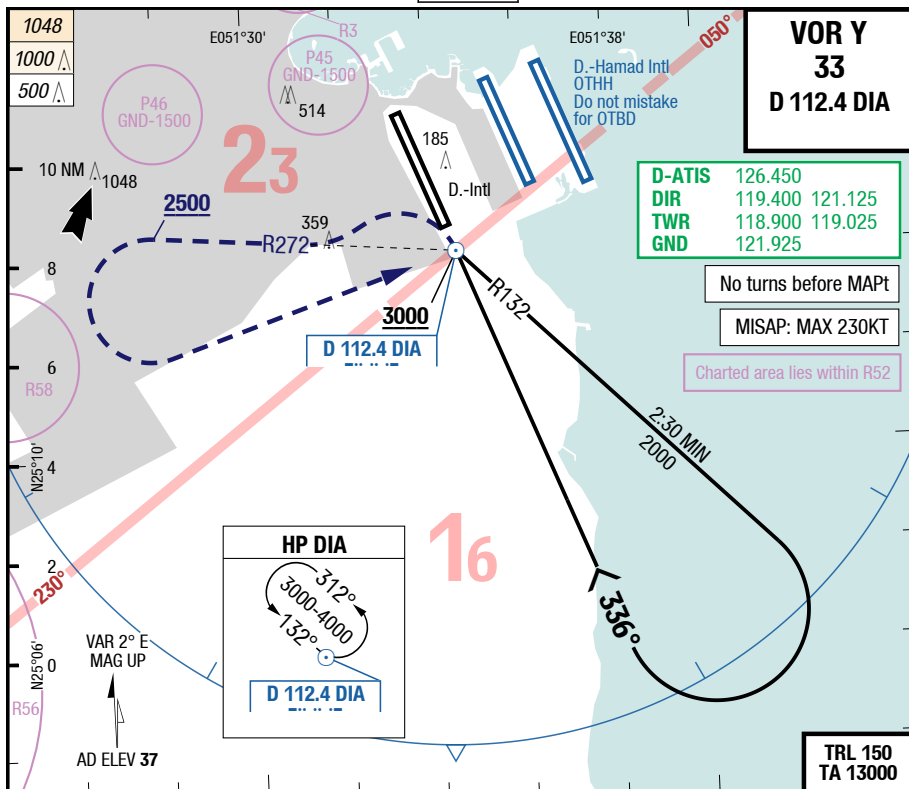


33	VOR DME						Circling
C	ft - m/km ft	400 - 1.1R 420					1210 - 2.4V 1240
D	ft - m/km ft	400 - 1.1R 420					1210 - 3.6V 1240

N/A-OTBD

7-70

VOR Y 33



33		VOR		Circling	
C	ft - m/km ft	450 - 1.4R 470		1210 - 2.4V 1240	
D	ft - m/km ft	450 - 1.4R 470		1210 - 3.6V 1240	

