1. GENERAL

1.1. ATIS

D-ATIS Arrival 119.97
D-ATIS Departure 119.67

1.2. LOW VISIBILITY PROCEDURES (LVP)

LVP shall be in force when one or more IRVR readings or the reported meteorological visibility is less than 1000m, or when ceiling is less than 300'.
During LVP operations pilots are required to use full length departure from the CATIII RWY and associated holding position on TWY E15.
MIM RVR 50m for arriving and departing ACFT at Terminal 2 and 3 apron.
Arriving ACFT MIM RVR 200m at Terminal 1 apron.
Departing ACFT MIM RVR 125m at Terminal 1 apron.

1.3. TAXI PROCEDURES

TWYs E4S and E4N not available for ACFT with wingspan greater than 118'/36m.
CAUTION: Soft shoulders at TWY intersections.

1.4. PARKING INFORMATION

All stands equipped with Visual Docking System.
Push-back is mandatory on all stands.

FOR FLIGHT SIMULATION USE ONLY

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2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWYs 13L and 31R approved for CAT II and RWY 31L for CAT II/III operations, special aircrew and ACFT certification required.

2.2. RWY OPERATIONS

To reduce RWY occupancy time, pilots should vacate RWY by using first available rapid exit TWY as quickly as is safely possible until entire ACFT has passed RWY holding point, unless otherwise instructed.
ATC may instruct a landing ACFT to vacate RWY at a specified exit TWY. Pilot-in-command is responsible for accepting or rejecting this request.
Pilots may expect ATC to use following phraseology when requesting an ACFT to vacate via a specific exit TWY:
"after landing prepare to vacate via (specific TWY)".
Unless otherwise instructed preferred RWY exits are:
RWY 13L: TWY A11
RWY 13R: TWY E13
RWY 31L: TWY E8
RWY 31R: TWY A10

2.3. TAXI PROCEDURES

2.3.1. PRESIDENTIAL FLIGHT APRON

Unless otherwise instructed ACFT shall expect to enter via TWY E3

2.3.2. GENERAL AVIATION APRON

Whether instructed by Abu Dhabi Aviation Operations (ADA) or not, all ACFT entering General Aviation Apron shall hold short of TWY F and contact ABU DHABI Ground for further taxi clearance.
Enter via TWY F5.

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3. DEPARTURE

3.1. START-UP, PUSH-BACK & TAXI PROCEDURES

3.1.1. START-UP & PUSH-BACK

Departing ACFT shall contact Delivery to obtain clearance between 30 min and 10 min prior requesting start-up and pass following information:

- ACFT callsign,
- ACFT type, and for ACFT in the heavy wake turbulence category the word "Heavy",
- Parking stand,
- Requested flight level,
- ATIS information and QNH,
- RNAV 1 or 5 status.

ACFT subject to a Departure Slot Time (DST) shall include a realistic push-back time.

Departing ACFT shall contact ABU DHABI Ground (South) when completely ready to start-up and/or push-back.

Push-back approval is valid for 1 min and shall therefore commence promptly after having obtained approval.

3.1.2. TAXIING

3.1.2.1. GENERAL

Cockpit and security checks shall be completed prior to reaching RWY holding point.
ACFT shall be ready for departure on reaching RWY holding point,
unless otherwise stated.
Pilots are reminded to pay particular attention to conditional line-up clearances to avoid RWY incursions.

3.1.2.2. PRESIDENTIAL FLIGHT APRON

Unless otherwise instructed ACFT shall expect to exit via TWY E.

3.1.2.3. GENERAL AVIATION APRON

After receiving start-up clearance contact Abu Dhabi Aviation Operations (ADA) for taxi guidance on the General Aviation apron.
Exit via TWY F5.

3.2. OTHER INFORMATION

ATC requires ACFT to commence its take-off roll within 20 sec of being cleared for take-off.
However, in the interest of expediting traffic, a clearance for immediate take-off may be issued to an ACFT before it enters the RWY. On acceptance of such clearance, ACFT shall taxi out to the RWY and take off in one continuous movement. Non-compliance will result in ATC reporting the occurrence to the Authority for further action.

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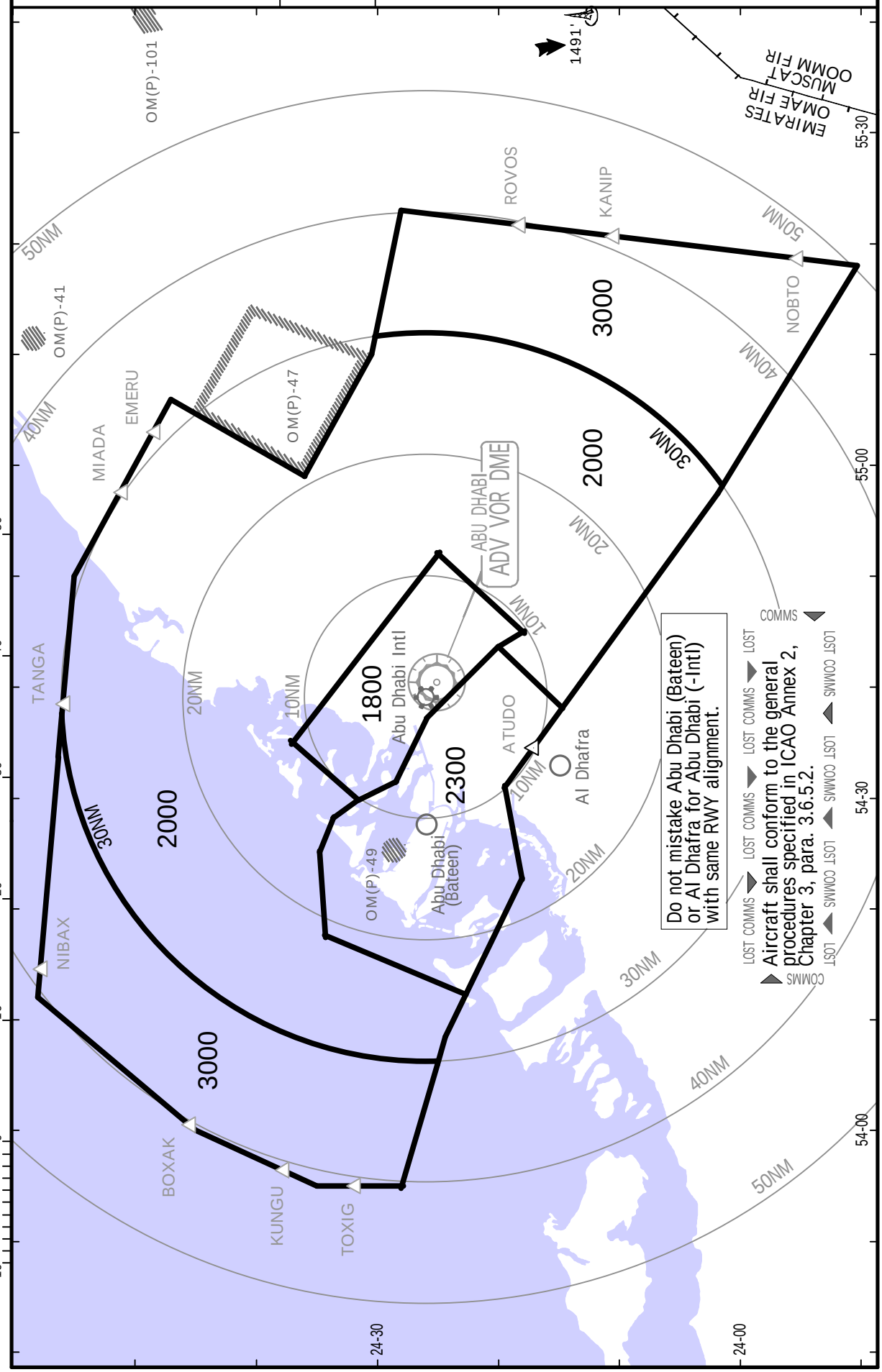
ABU DHABI Radar (APP)	Apt Elev	Alt Set: hPa Trans level: FL150 Trans alt: 13000'
124.4 *128.1	88'	

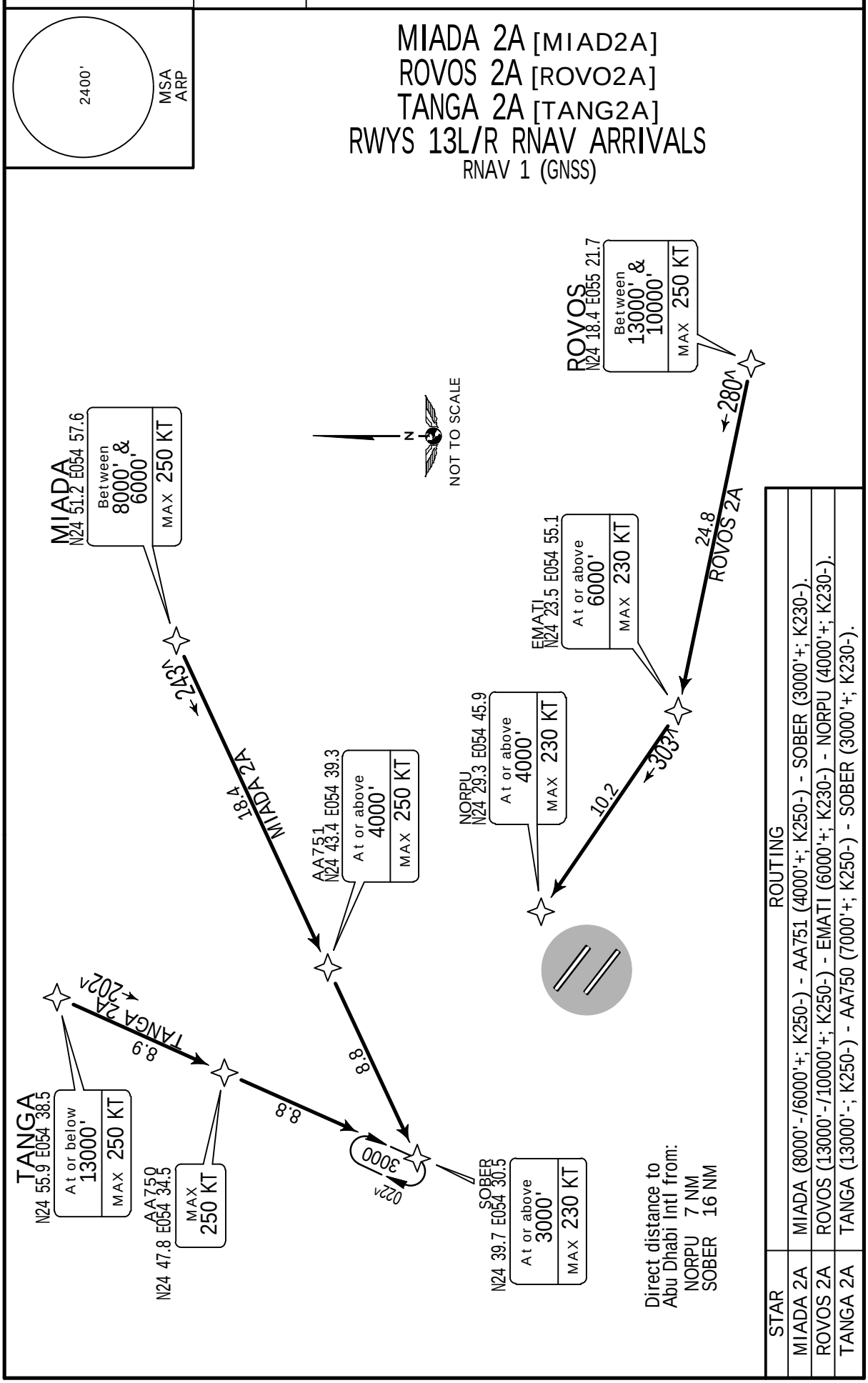


FOR FLIGHT SIMULATION USE ONLY

CHANGES: Communication.

| JEPPESEN, 2009, 2011. ALL RIGHTS RESERVED.

D-ATIS Arrival	Apt Elev	Alt Set: hPa	Trans level: FL150	Trans alt: 13000'
119.97	88'			



STAR	ROUTING
MIADA 2A	MIADA (8000'-/6000'+; K250-) - AA751 (4000'+; K250-) - SOBER (3000'+; K230-).
ROVOS 2A	ROVOS (13000'-/10000'+; K250-) - EMATI (6000'+; K230-) - NORPU (4000'+; K230-).
TANGA 2A	TANGA (13000'-; K250-) - AA750 (7000'+; K250-) - SOBER (3000'+; K230-).

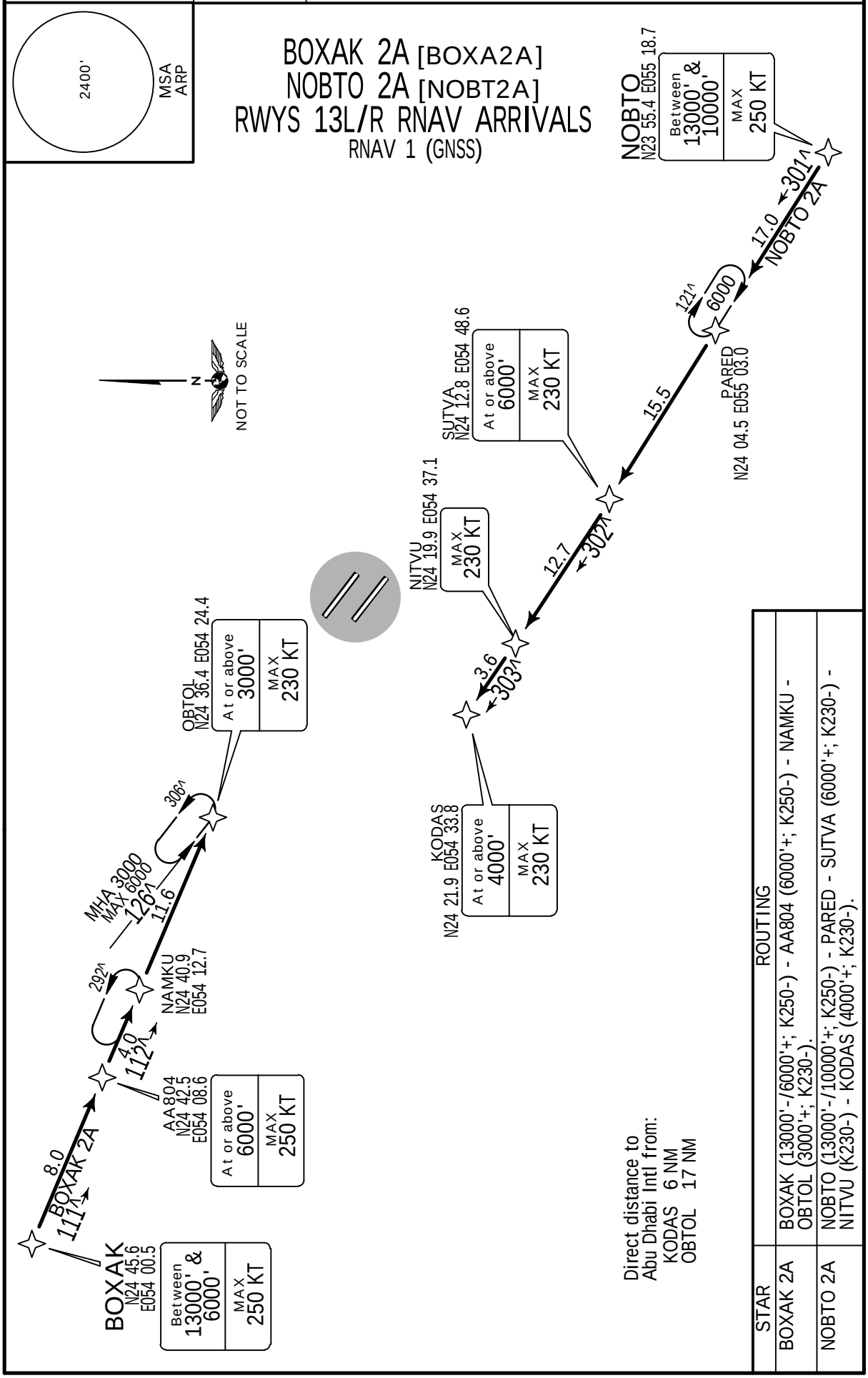
FOR FLIGHT SIMULATION USE ONLY

CHANGES: RNAV STARs completely revised.

| JEPPESEN, 2012. ALL RIGHTS RESERVED.

D-ATIS Arrival	Apt Elev	Alt Set: hPa	Trans level: FL150	Trans alt: 13000'
119.97	88'			

BOXAK 2A [BOXA2A]
NOBTO 2A [NOBT2A]
RWYS 13L/R RNAV ARRIVALS
RNAV 1 (GNSS)



Direct distance to
Abu Dhabi Intl from:
KODAS 6 NM
OBTOL 17 NM

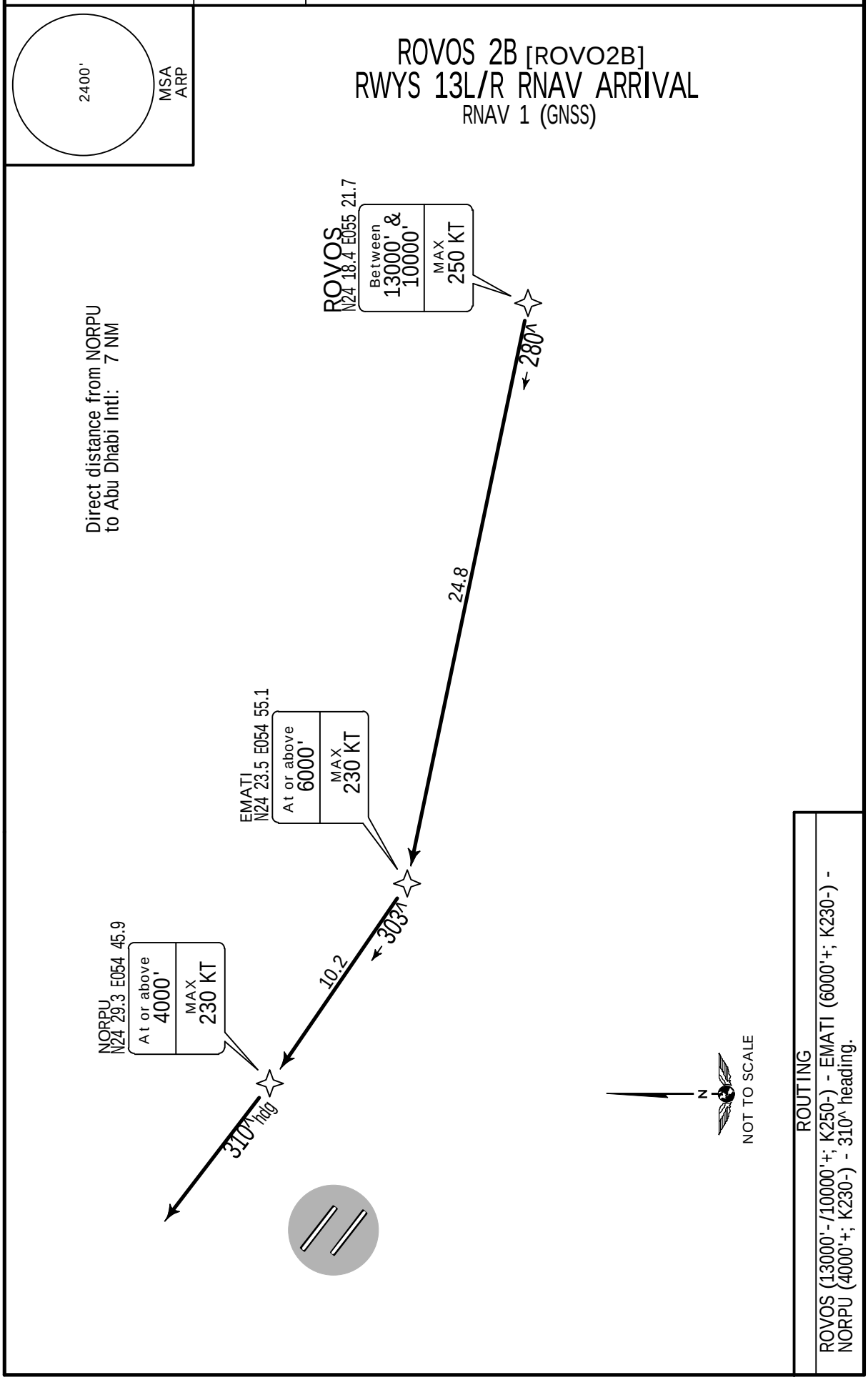
STAR	ROUTING
BOXAK 2A	BOXAK (13000'-/6000'+; K250-) - AA804 (6000'+; K250-) - NAMKU - OBTOL (3000'+; K230-).
NOBTO 2A	NOBTO (13000'-/10000'+; K250-) - PARED - SUTVA (6000'+; K230-) - NITVU (K230-) - KODAS (4000'+; K230-).

FOR FLIGHT SIMULATION USE ONLY

CHANGES: RNAV STARs completely revised.

| JEPPESEN, 2012. ALL RIGHTS RESERVED.

D-ATIS Arrival	Apt Elev	Alt Set: hPa	Trans level: FL150	Trans alt: 13000'
119.97	88'			



FOR FLIGHT SIMULATION USE ONLY

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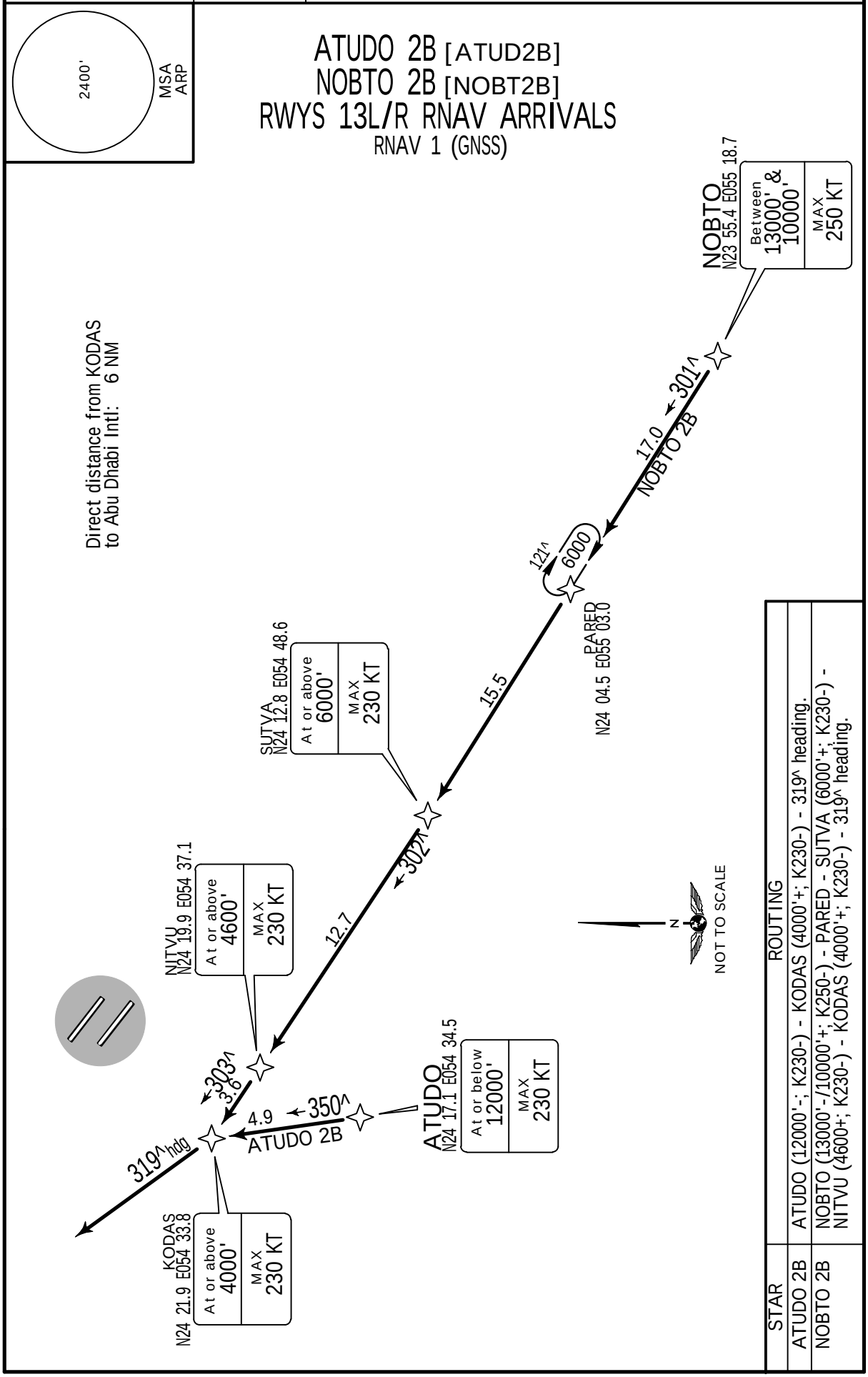
D-ATIS Arrival	Apt Elev	Alt Set: hPa	Trans level: FL150	Trans alt: 13000'
119.97	88'			



FOR FLIGHT SIMULATION USE ONLY

CHANGES: RNAV STARs completely revised.

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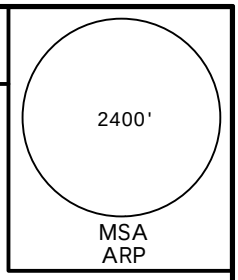
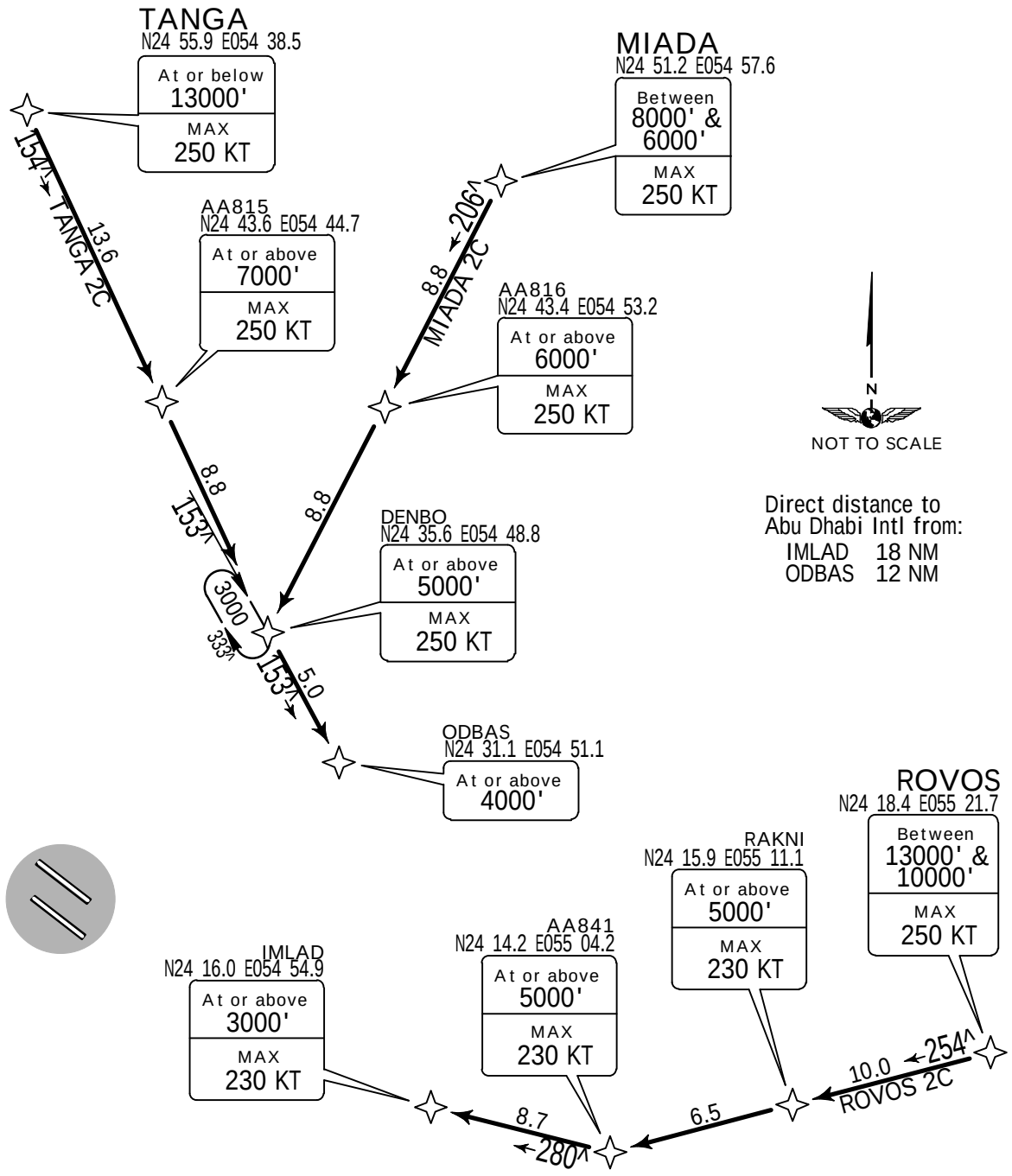
D-ATIS Arrival	Apt Elev	Alt Set: hPa Trans level: FL150 Trans alt: 13000'
119.97	88'	

MIADA 2C [MIAD2C]
ROVOS 2C [ROVO2C]
TANGA 2C [TANG2C]
RWYS 31R/L RNAV ARRIVALS
RNAV 1 (GNSS)





Direct distance to
Abu Dhabi Intl from:
IMLAD 18 NM
ODBAS 12 NM

FOR FLIGHT SIMULATION USE ONLY

STAR	ROUTING
MIADA 2C	MIADA (8000'-/6000'+; K250-) - AA816 (6000'+; K250-) - DENBO (5000'+; K250-) - ODBAS (4000'+).
ROVOS 2C	ROVOS (13000'-/10000'+; K250-) - RAKNI (5000'+; K230-) - AA841 (5000'+; K230-) - IMLAD (3000'+; K230-).
TANGA 2C	TANGA (13000'-; K250-) - AA815 (7000'+; K250-) - DENBO (5000'+; K250-) - ODBAS (4000'+).

CHANGES: RNAV STARs completely revised.

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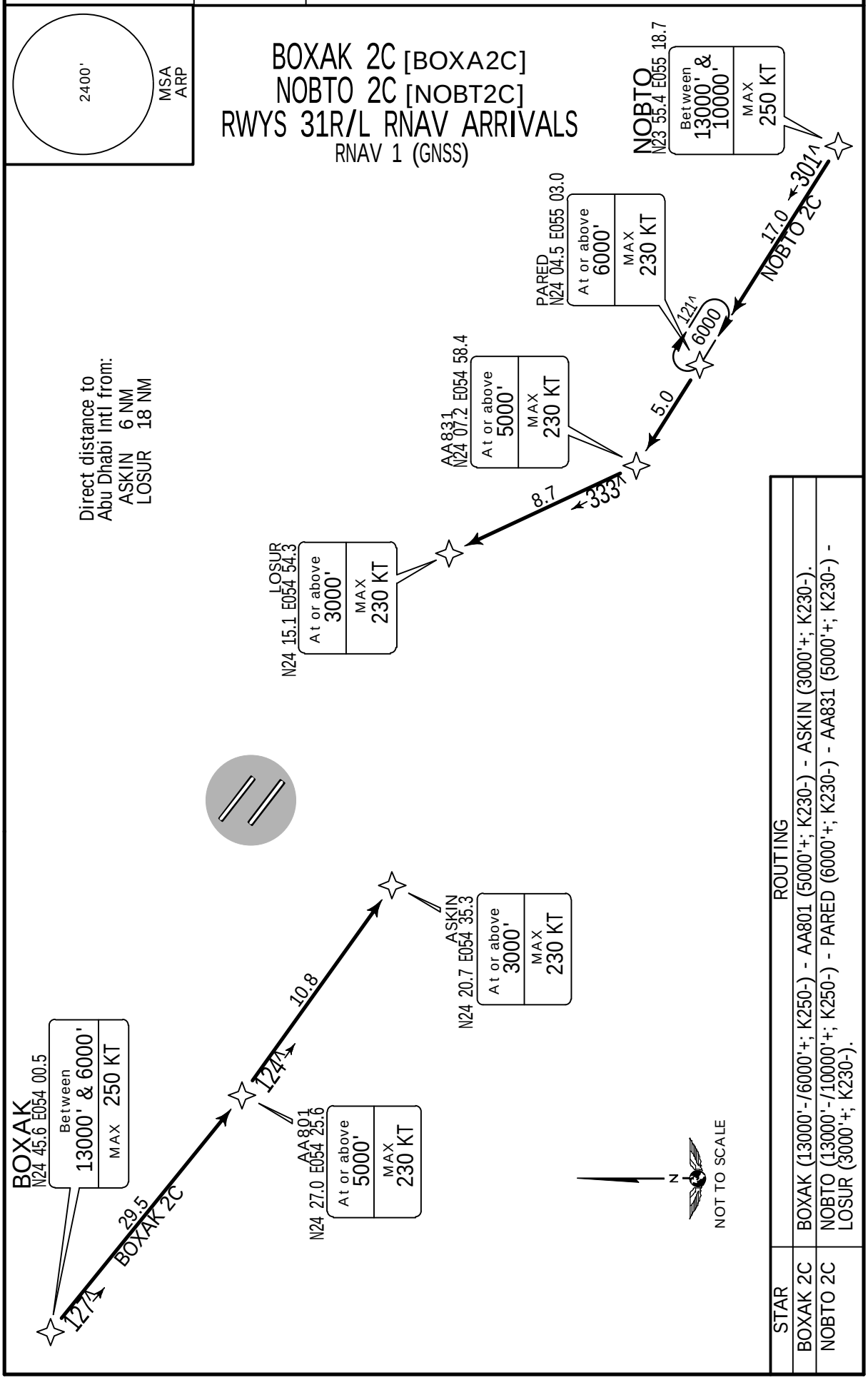
D-ATIS Arrival	Apt Elev	Alt Set: hPa	Trans level: FL150	Trans alt: 13000'
119.97	88'			



FOR FLIGHT SIMULATION USE ONLY

CHANGES: RNAV STARs completely revised.

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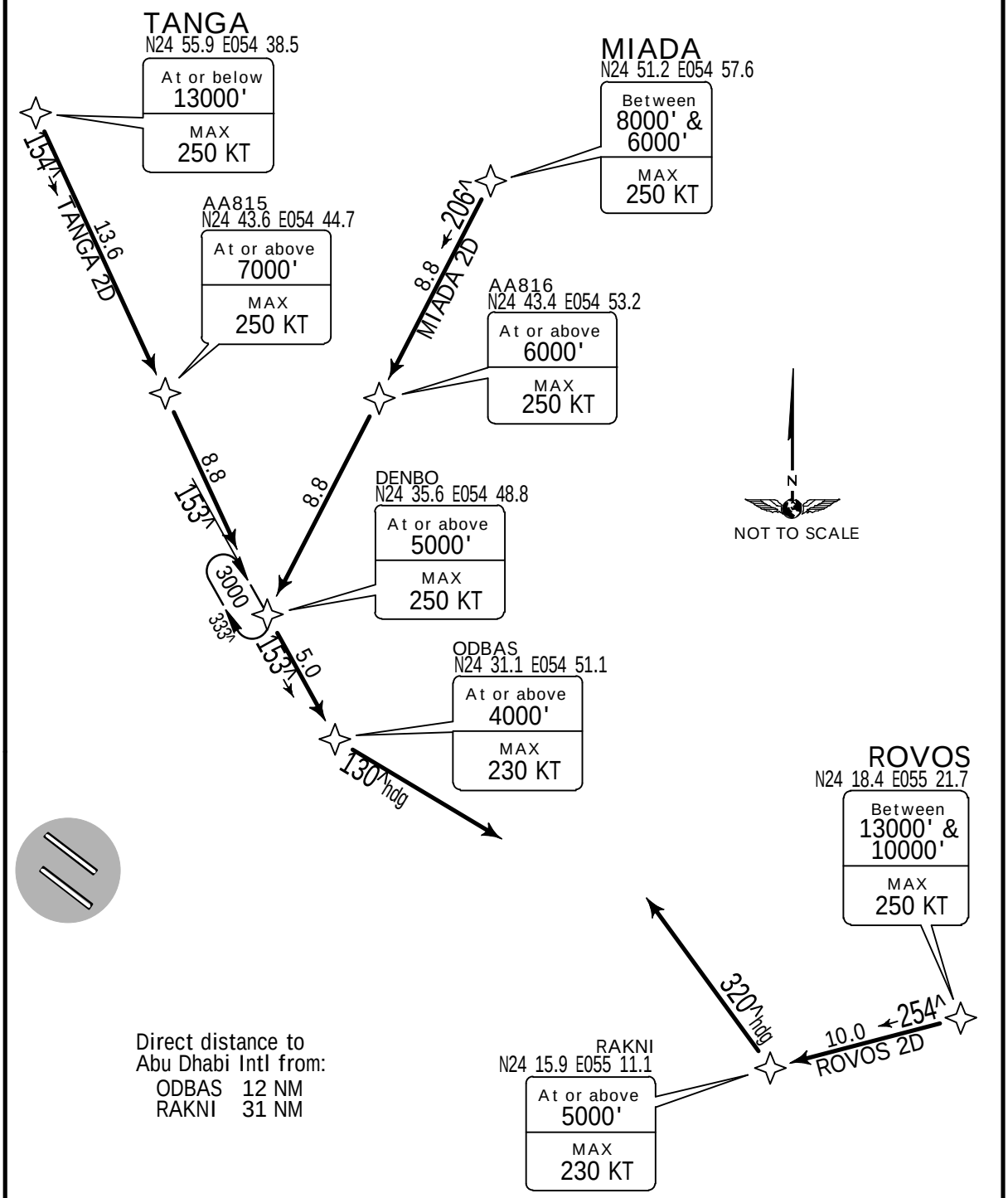
D-ATIS Arrival	Apt Elev	Alt Set: hPa Trans level: FL150 Trans alt: 13000'
119.97	88'	

MIADA 2D [MIAD2D]
ROVOS 2D [ROVO2D]
TANGA 2D [TANG2D]
RWYS 31R/L RNAV ARRIVALS
RNAV 1 (GNSS)



Direct distance to
Abu Dhabi Intl from:
ODBAS 12 NM
RAKNI 31 NM

STAR	ROUTING
MIADA 2D	MIADA (8000'-/6000'+; K250-) - AA816 (6000'+; K250-) - DENBO (5000'+; K250-) - ODBAS (4000'+; K230-) - 130^ heading.
ROVOS 2D	ROVOS (13000'-/10000'+; K250-) - RAKNI (5000'+; K230-) - 320^ heading.
TANGA 2D	TANGA (13000'-; K250-) - AA815 (7000'+; K250-) - DENBO (5000'+; K250-) - ODBAS (4000'+; K230) - 130^ heading.

CHANGES: RNAV STARs completely revised.

FOR FLIGHT SIMULATION USE ONLY

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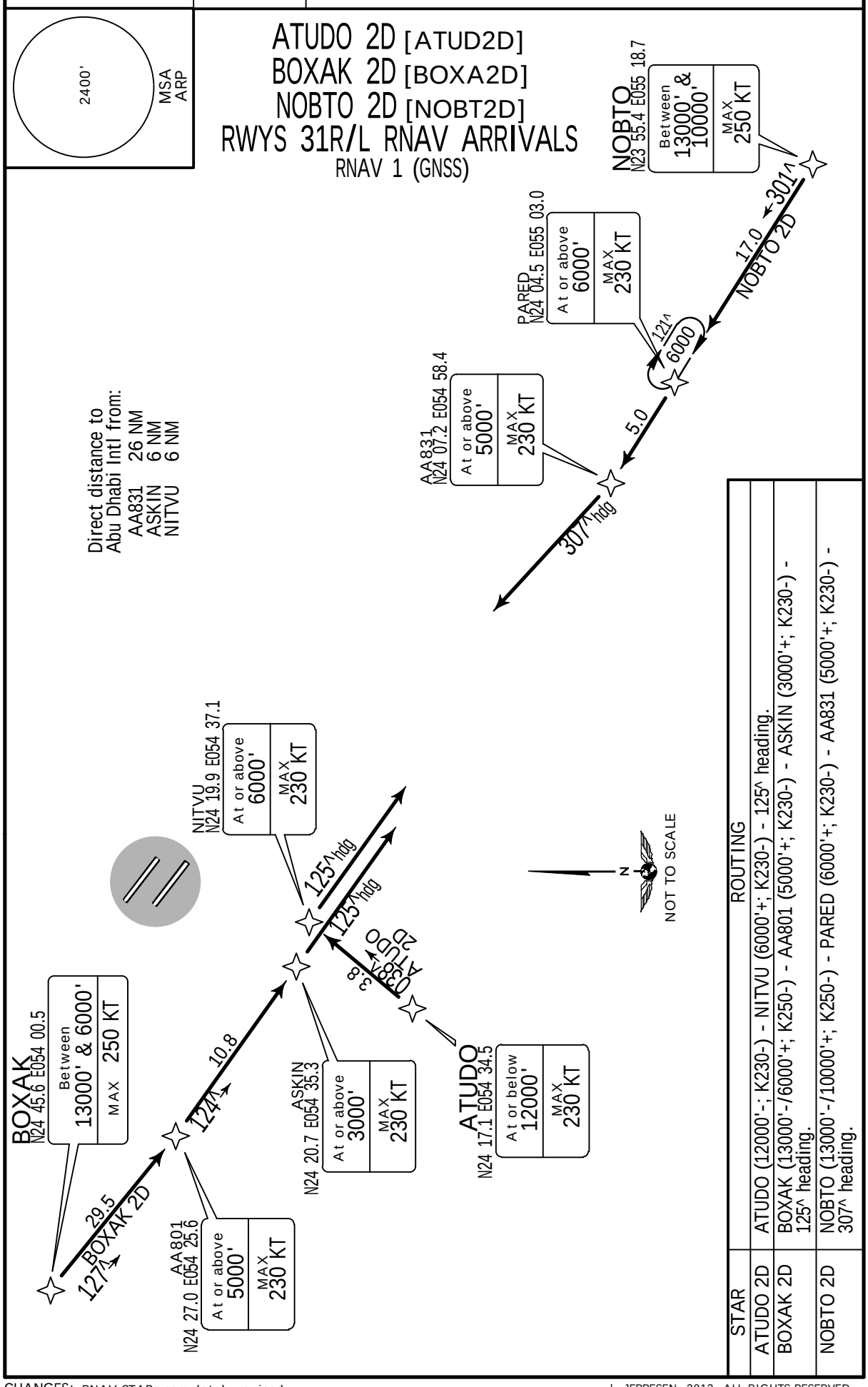
D-ATIS Arrival	Apt Elev	Alt Set: hPa	Trans level: FL150	Trans alt: 13000'
119.97	88'			



STAR	ROUTING
ATUDO 2D	ATUDO (12000'-; K230-) - NITVU (6000'+; K230-) - 125^ heading.
BOXAK 2D	BOXAK (13000'-/6000'+; K250-) - AA801 (5000'+; K230-) - ASKIN (3000'+; K230-) - 125^ heading.
NOBTO 2D	NOBTO (13000'-/10000'+; K250-) - PARED (6000'+; K230-) - AA831 (5000'+; K230-) - 307^ heading.

FOR FLIGHT SIMULATION USE ONLY

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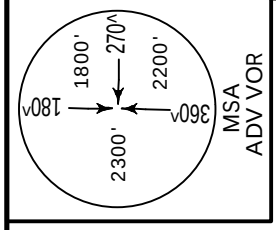
D-ATIS Arrival	Apt Elev	Alt Set: hPa	Trans level: FL150	Trans alt: 13000'
119.97	88'			



BOXAK 1L [BOXA1L], MIADA 1L [MIAD1L]
NOBTO 1L [NOBT1L], ROVOS 1L [ROVO1L]
TANGA 1L [TANG1L]
RWYS 31L/R RNAV ARRIVALS

RNAV 5

Direct distance to Abu Dhabi Intl from:
LOPAX 22 NM
NOBTO 47 NM
ROVOS 40 NM
SUTVA 16 NM

ROVOS N24 18.4 E055 21.7
At or below 13000' | 250 KT
300^ ROVOS 1L

NOBTO N23 55.4 E055 18.7
At or below 13000' | 250 KT
300^ NOBTO 1L

MIADA N24 51.2 E054 57.6
At or below 8000' | 250 KT
206^ 17.5 MIADA 1L

TANGA N24 55.9 E054 38.5
At or below 13000' | 250 KT
154^ 22.4 TANGA 1L

BOXAK N24 45.6 E054 00.5
At or below 13000' | 250 KT
126^ 46.5 BOXAK 1L

127^ 16.3

DENBO N24 35.6 E054 48.8
250 KT

ADV N24 25.1 E054 40.4
D (H) ABU DHABI
35

130^

LOPAX N24 25.6 E055 02.8
At or above 5000' | 230 KT

PASEK N24 17.4 E054 41.2
230 KT

123^ 8.2

SUTVA N24 12.8 E054 48.6
At or above 4000' | 230 KT

130^

N
NOT TO SCALE

STAR	ROUTING
BOXAK 1L	BOXAK (13000'-; K250) - PASEK (K230) - SUTVA (4000'+; K230).
MIADA 1L	MIADA (8000'-; K250) - DENBO (K250) - LOPAX (5000'+; K230).
NOBTO 1L	NOBTO (13000'-; K250).
ROVOS 1L	ROVOS (13000'-; K250).
TANGA 1L	TANGA (13000'-; K250) - DENBO (K250) - LOPAX (5000'+; K230).

FOR FLIGHT SIMULATION USE ONLY

CHANGES: RNAV STAR MUSEN 1L withdrawn; procedure notes.

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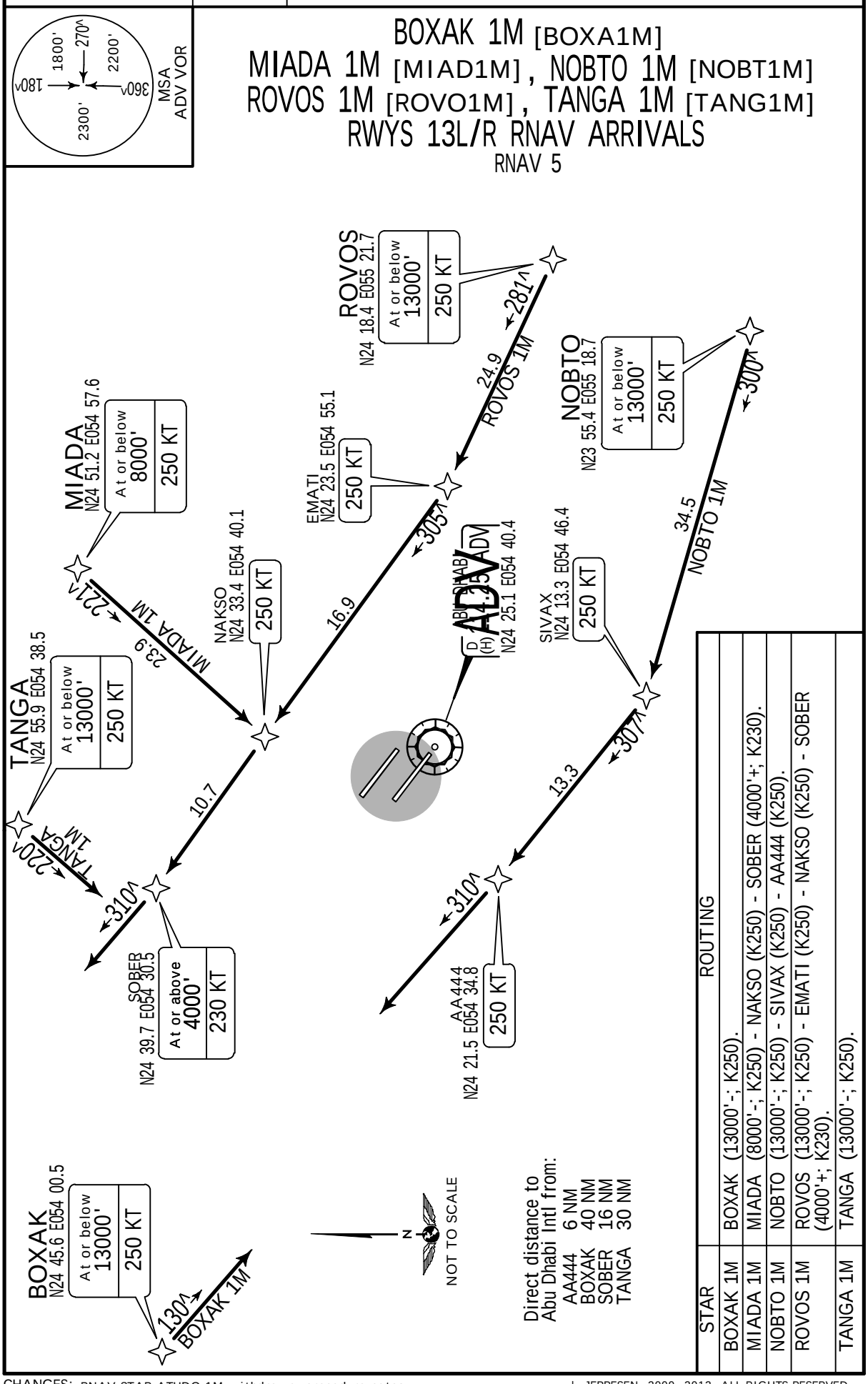
D-ATIS Arrival	Apt Elev	Alt Set: hPa Trans level: FL150 Trans alt: 13000'
119.97	88'	



STAR	ROUTING
BOXAK 1M	BOXAK (13000'-; K250).
MIADA 1M	MIADA (8000'-; K250) - NAKSO (K250) - SOBER (4000'+; K230).
NOBTO 1M	NOBTO (13000'-; K250) - SIVAX (K250) - AA444 (K250).
ROVOS 1M	ROVOS (13000'-; K250) - EMATI (K250) - NAKSO (K250) - SOBER (4000'+; K230).
TANGA 1M	TANGA (13000'-; K250).

FOR FLIGHT SIMULATION USE ONLY

CHANGES: RNAV STAR ATUDO 1M withdrawn; procedure notes.

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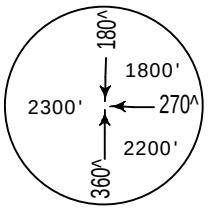
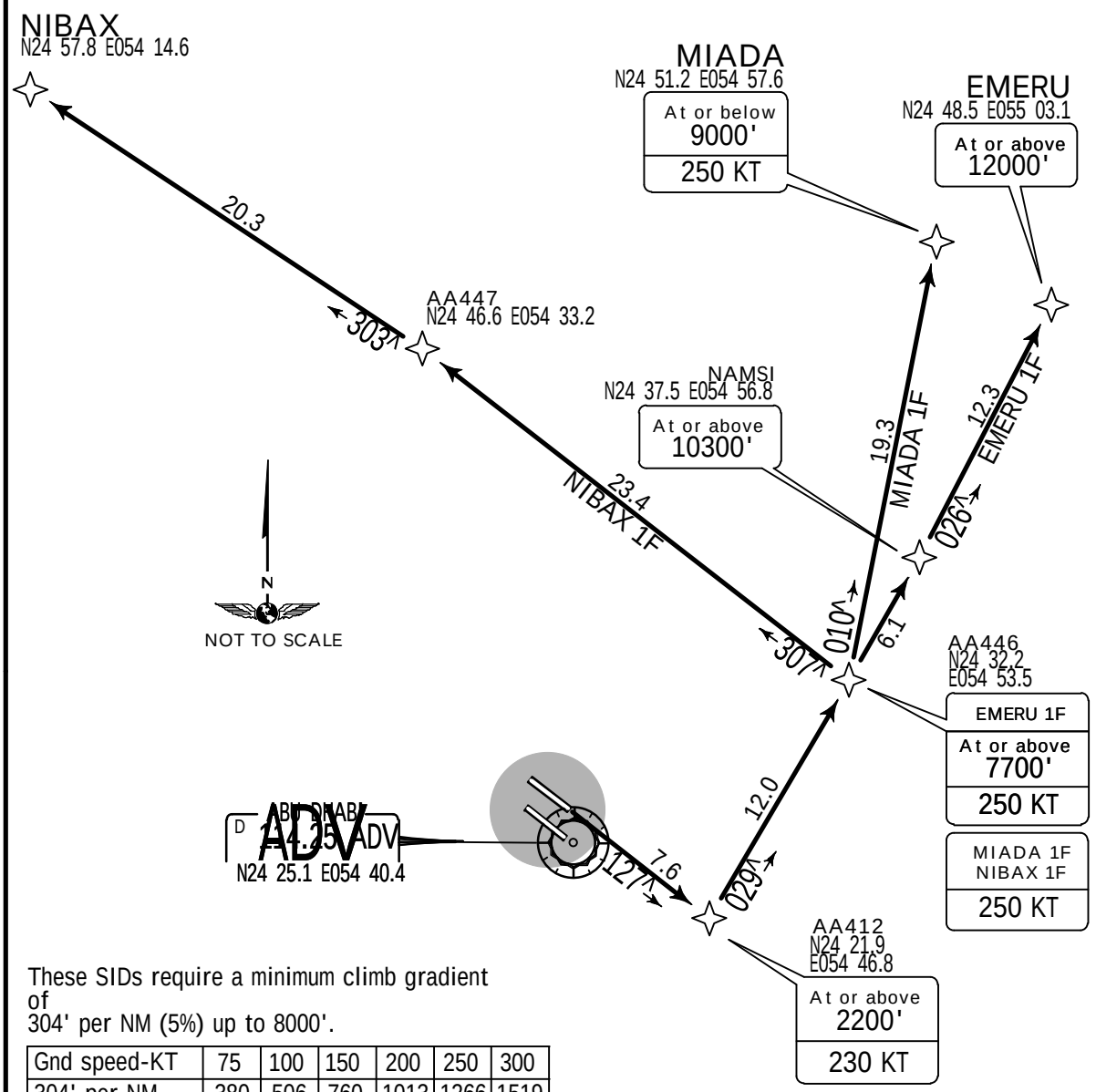
ABU DHABI Approach (R) 124.4	Apt Elev 88'	Trans level: FL150 Trans alt: 13000' Contact ABU DHABI Approach as soon as possible after passing 500', unless otherwise instructed by ABU DHABI Tower.



MSA
ADV VOR

EMERU 1F [EMER1F]
MIADA 1F [MIAD1F]
NIBAX 1F [NIBA1F]
RWY 13L RNAV DEPARTURES
RNAV 1 (GNSS)
TO NORTH



These SIDs require a minimum climb gradient of
304' per NM (5%) up to 8000'.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

Advise ATC at start-up if unable to comply.

Initial climb clearance 3000',
further climb when instructed by ABU DHABI Approach

SID	ROUTING
EMERU 1F	AA412 (2200'+; K230) - AA446 (7700'+; K250) - NAMSI (10300'+) - EMERU (12000'+).
MIADA 1F	AA412 (2200'+; K230) - AA446 (K250) - MIADA (9000'-; K250).
NIBAX 1F	AA412 (2200'+; K230) - AA446 (K250) - AA447 - NIBAX.

FOR FLIGHT SIMULATION USE ONLY

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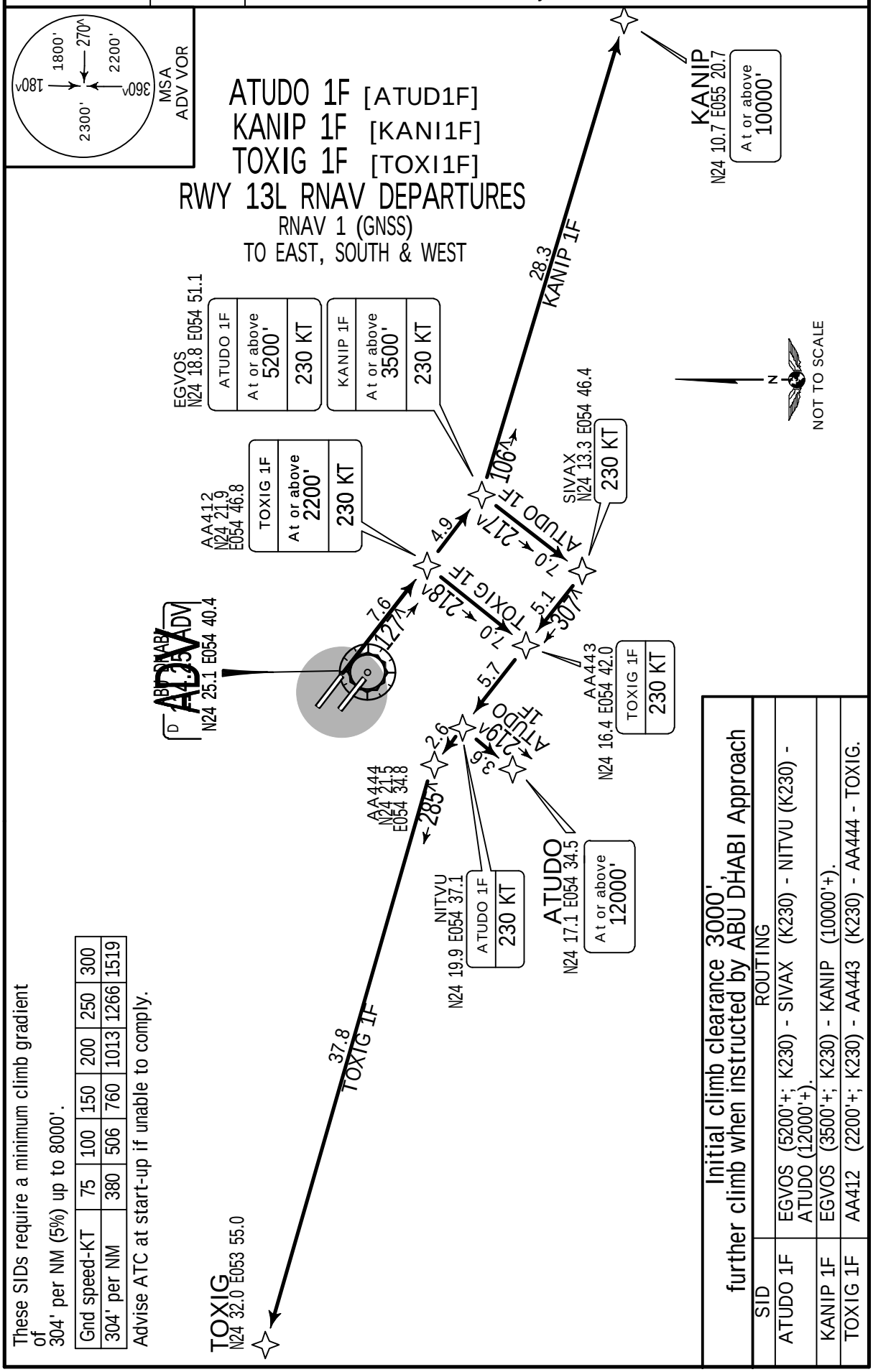
ABU DHABI Approach (R)	Apt Elev	Trans level: FL150 Trans alt: 13000'
124.4	88'	Contact ABU DHABI Approach as soon as possible after passing 500', unless otherwise instructed by ABU DHABI Tower.



These SIDs require a minimum climb gradient of 304' per NM (5%) up to 8000'.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

Advise ATC at start-up if unable to comply.

Initial climb clearance 3000', further climb when instructed by ABU DHABI Approach

SID	ROUTING
ATUDO 1F	EGVOS (5200'+; K230) - SIVAX (K230) - NITVU (K230) - ATUDO (12000'+).
KANIP 1F	EGVOS (3500'+; K230) - KANIP (10000'+).
TOXIG 1F	AA412 (2200'+; K230) - AA443 (K230) - AA444 - TOXIG.

FOR FLIGHT SIMULATION USE ONLY

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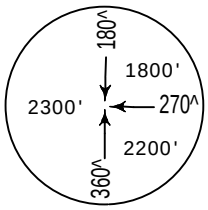
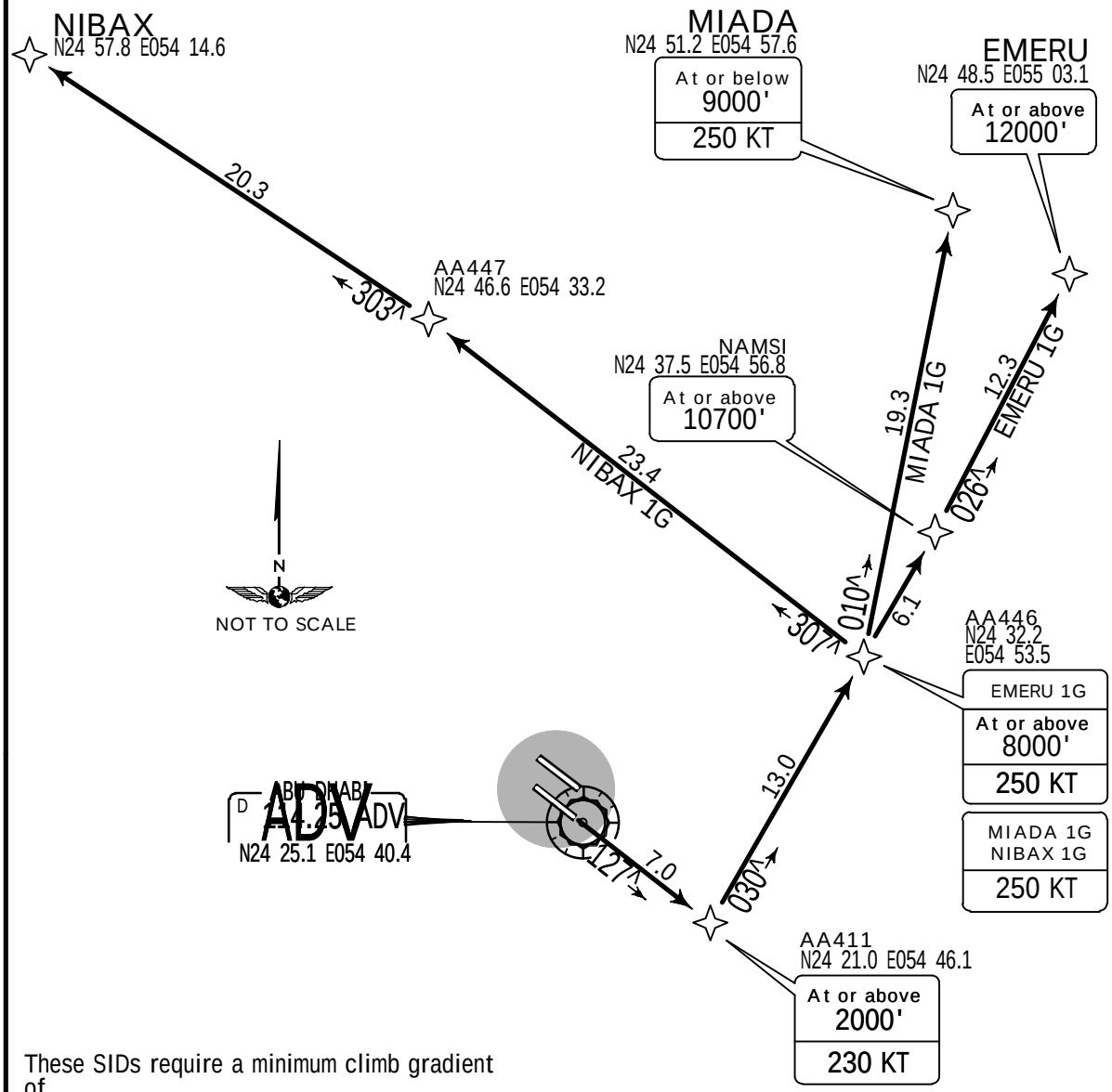
ABU DHABI Approach (R) 124.4	Apt Elev 88'	Trans level: FL150 Trans alt: 13000' Contact ABU DHABI Approach as soon as possible after passing 500', unless otherwise instructed by ABU DHABI Tower.



MSA
ADV VOR

EMERU 1G [EMER1G]
MIADA 1G [MIAD1G]
NIBAX 1G [NIBA1G]
RWY 13R RNAV DEPARTURES

RNAV 1 (GNSS)
TO NORTH



These SIDs require a minimum climb gradient of
304' per NM (5%) up to 8000'.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

Advise ATC at start-up if unable to comply.

Initial climb clearance 3000',
further climb when instructed by ABU DHABI Approach

SID	ROUTING
EMERU 1G	AA411 (2000'+; K230) - AA446 (8000'+; K250) - NAMSI (10700'+) - EMERU (12000'+).
MIADA 1G	AA411 (2000'+; K230) - AA446 (K250) - MIADA (9000'-; K250).
NIBAX 1G	AA411 (2000'+; K230) - AA446 (K250) - AA447 - NIBAX.

FOR FLIGHT SIMULATION USE ONLY

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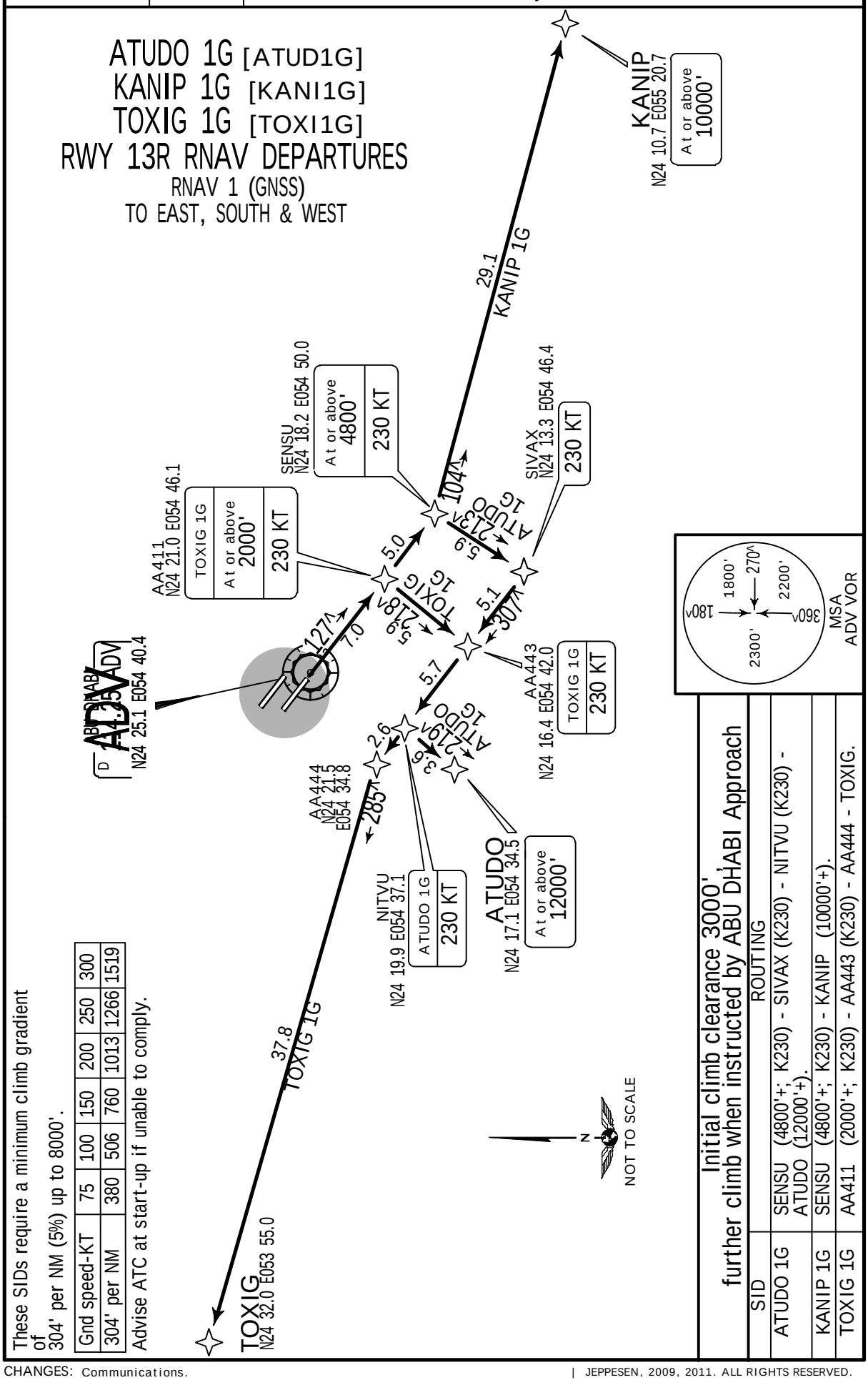
ABU DHABI Approach (R)	Apt Elev	Trans level: FL150 Trans alt: 13000'
124.4	88'	Contact ABU DHABI Approach as soon as possible after passing 500', unless otherwise instructed by ABU DHABI Tower.

ATUDO 1G [ATUD1G]
KANIP 1G [KANI1G]
TOXIG 1G [TOXI1G]
RWY 13R RNAV DEPARTURES
RNAV 1 (GNSS)
TO EAST, SOUTH & WEST



These SIDs require a minimum climb gradient of 304' per NM (5%) up to 8000'.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

Advise ATC at start-up if unable to comply.

Initial climb clearance 3000', further climb when instructed by ABU DHABI Approach

SID	ROUTING
ATUDO 1G	SENSU (4800'+; K230) - SIVAX (K230) - NITVU (K230) - ATUDO (12000'+).
KANIP 1G	SENSU (4800'+; K230) - KANIP (10000'+).
TOXIG 1G	AA411 (2000'+; K230) - AA443 (K230) - AA444 - TOXIG.

FOR FLIGHT SIMULATION USE ONLY

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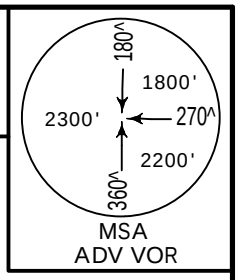
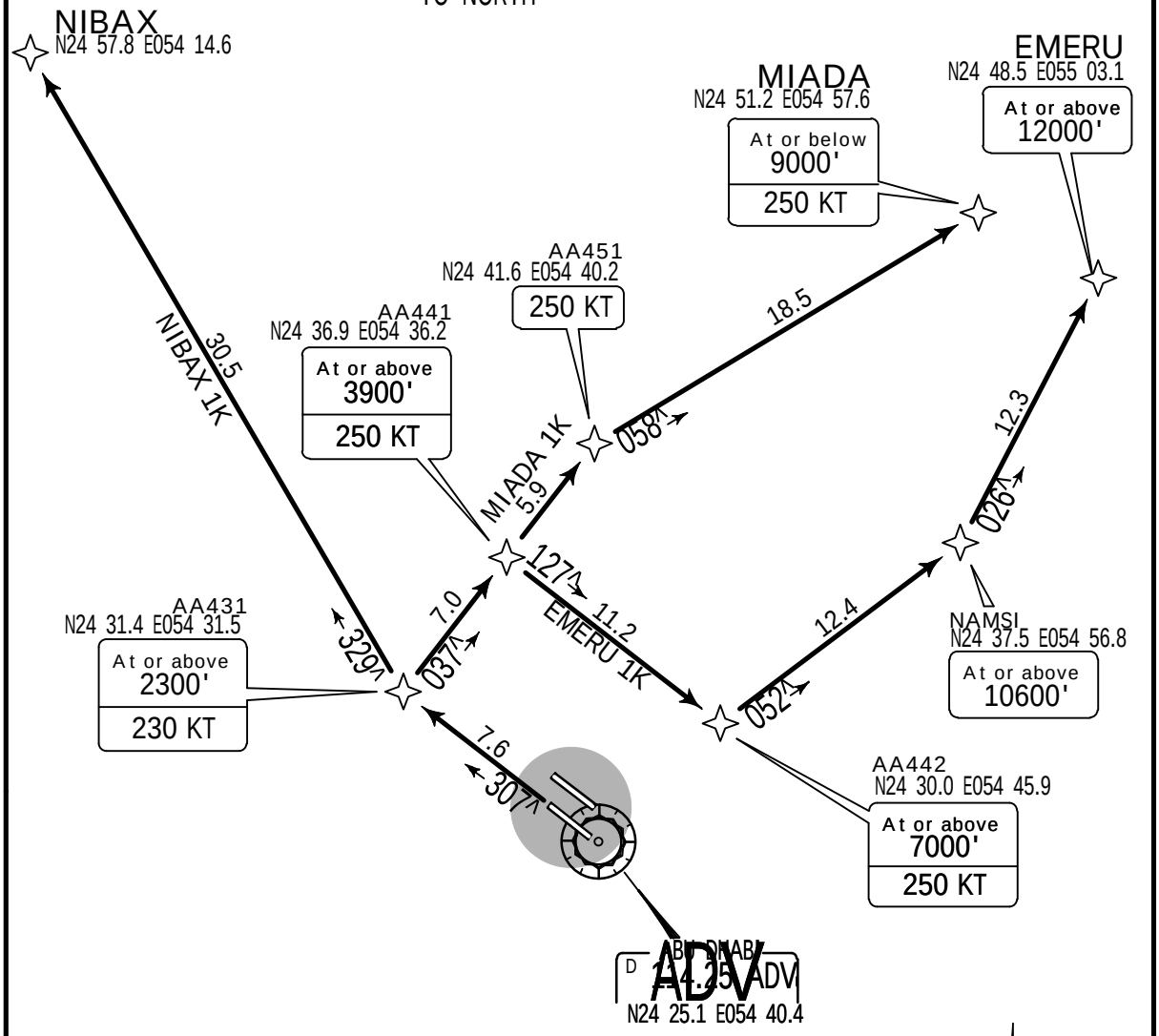
ABU DHABI Approach (R) 124.4	Apt Elev 88'	Trans level: FL150 Trans alt: 13000' Contact ABU DHABI Approach as soon as possible after passing 500', unless otherwise instructed by ABU DHABI Tower.



EMERU 1K [EMER1K]
MIADA 1K [MIAD1K]
NIBAX 1K [NIBA1K]
RWY 31L RNAV DEPARTURES
RNAV 1 (GNSS)
TO NORTH



These SIDs require a minimum climb gradient of
304' per NM (5%) up to 8000'.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

Advise ATC at start-up if unable to comply.

N
NOT TO SCALE

Initial climb clearance 3000',
further climb when instructed by ABU DHABI Approach

SID	ROUTING
EMERU 1K	AA431 (2300'+; K230) - AA441 (3900'+; K250) - AA442 (7000'+; K250) - NAMSI (10600'+) - EMERU (12000'+).
MIADA 1K	AA431 (2300'+; K230) - AA441 (3900'+; K250) - AA451 (K250) - MIADA (9000-; K250).
NIBAX 1K	AA431 (2300'+; K230)- NIBAX.

FOR FLIGHT SIMULATION USE ONLY

CHANGES: Communications.

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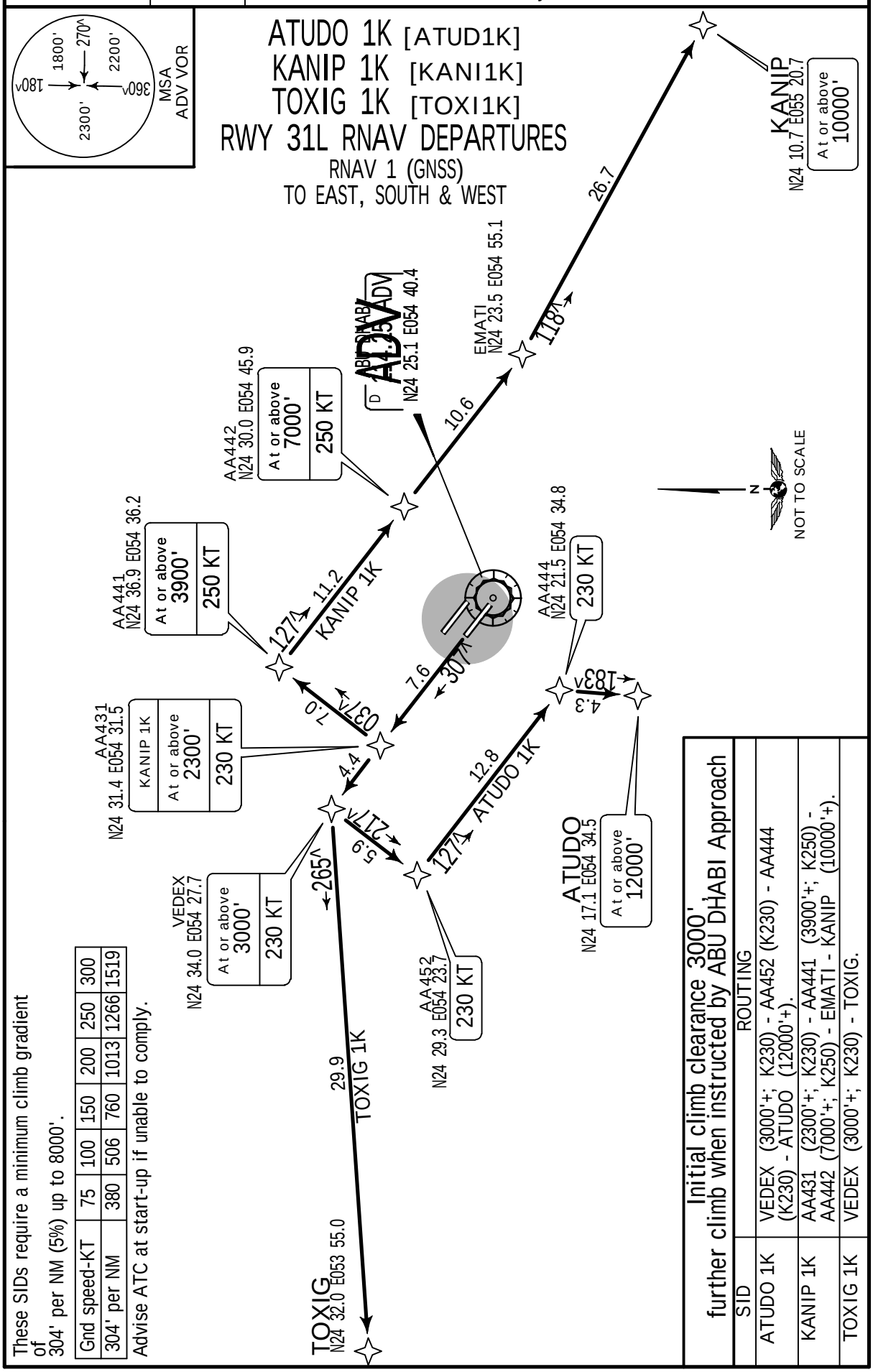
ABU DHABI Approach (R)	Apt Elev	
124.4	88'	Trans level: FL150 Trans alt: 13000' Contact ABU DHABI Approach as soon as possible after passing 500', unless otherwise instructed by ABU DHABI Tower.



These SIDs require a minimum climb gradient of 304' per NM (5%) up to 8000'.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

Advise ATC at start-up if unable to comply.

Initial climb clearance 3000'
further climb when instructed by ABU DHABI Approach

SID	ROUTING
ATUDO 1K	VEDEX (3000'+; K230) - AA452 (K230) - AA444 (K230) - ATUDO (12000'+).
KANIP 1K	AA431 (2300'+; K230) - AA441 (3900'+; K250) - AA442 (7000'+; K250) - EMATI - KANIP (10000'+).
TOXIG 1K	VEDEX (3000'+; K230) - TOXIG.

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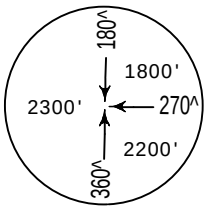
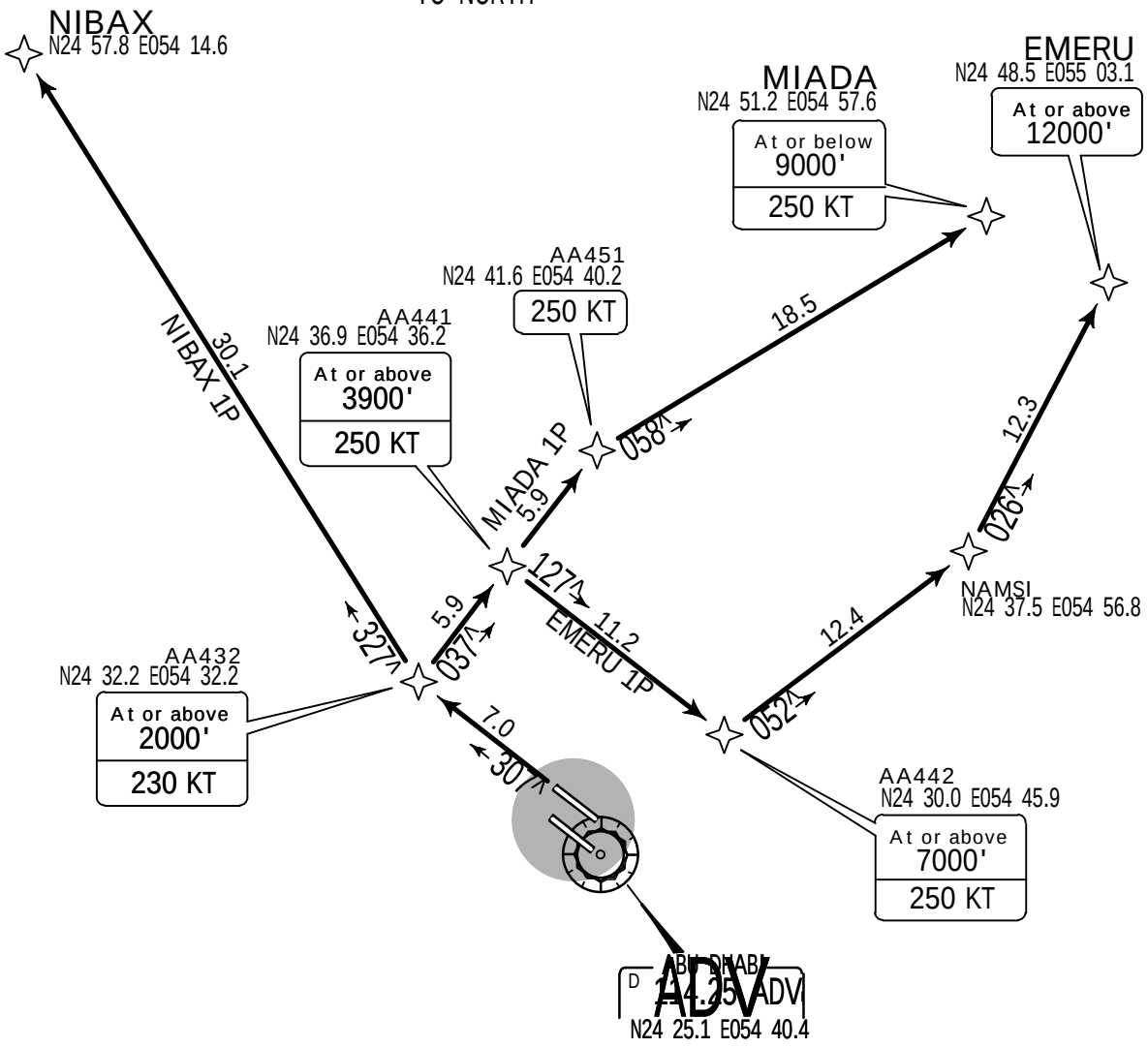
ABU DHABI Approach (R) 124.4	Apt Elev 88'	Trans level: FL150 Trans alt: 13000' Contact ABU DHABI Approach as soon as possible after passing 500', unless otherwise instructed by ABU DHABI Tower.



MSA
ADV VOR

FOR FLIGHT SIMULATION USE ONLY

EMERU 1P [EMER1P]
MIADA 1P [MIAD1P]
NIBAX 1P [NIBA1P]
RWY 31R RNAV DEPARTURES
RNAV 1 (GNSS)
TO NORTH



These SIDs require a minimum climb gradient of
304' per NM (5%) up to 8000'.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

Advise ATC at start-up if unable to comply.

NOT TO SCALE

Initial climb clearance 3000',
further climb when instructed by ABU DHABI Approach

SID	ROUTING
EMERU 1P	AA432 (2000'+; K230) - AA441 (3900'+; K250) - AA442 (7000'+; K250) - NAMSI - EMERU (12000'+).
MIADA 1P	AA432 (2000'+; K230) - AA441 (3900'+; K250) - AA451 (K250) - MIADA (9000'-; K250).
NIBAX 1P	AA432 (2000'+; K230) - NIBAX.

CHANGES: Communications.

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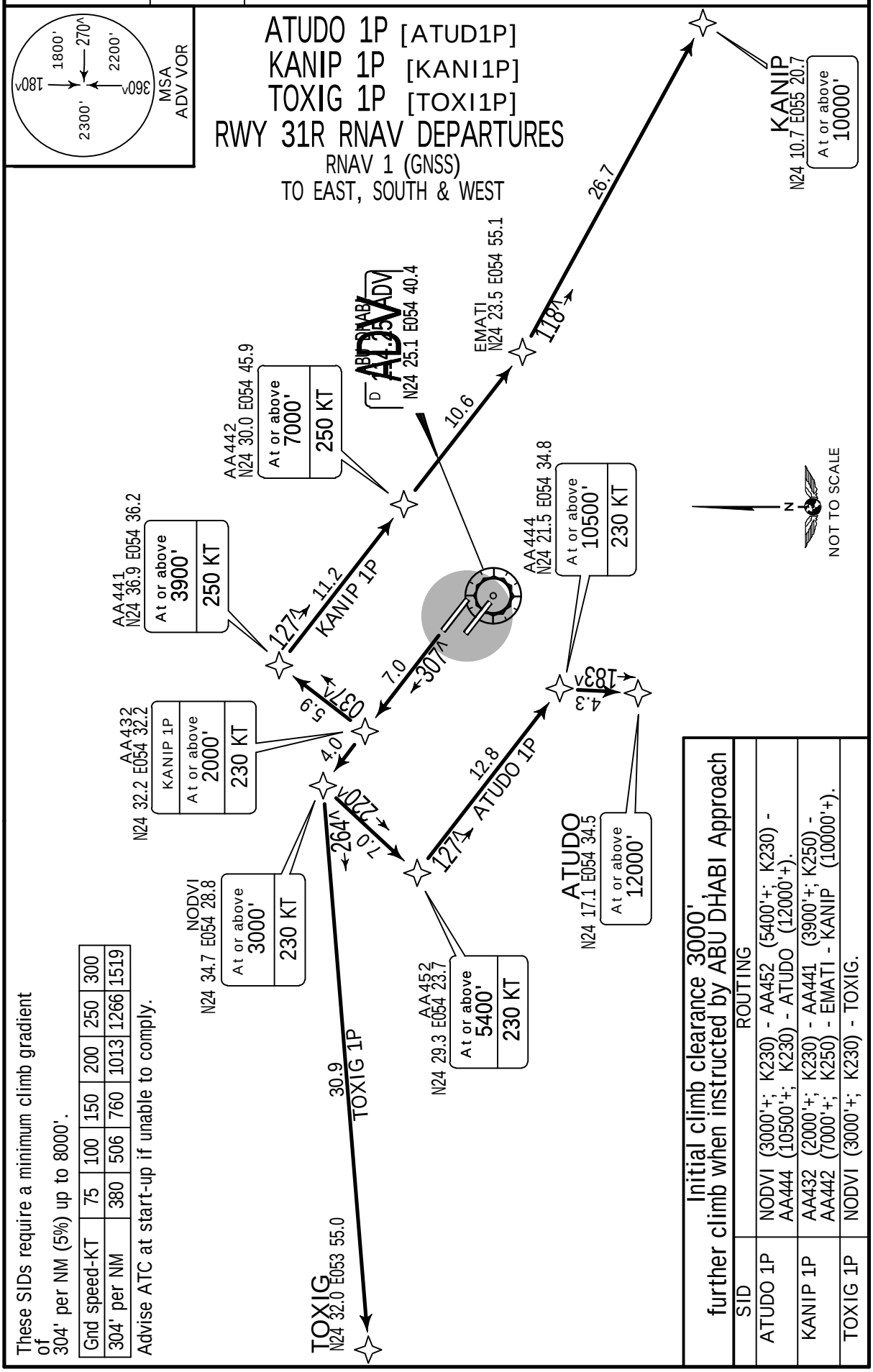
ABU DHABI Approach (R)	Apt Elev	
124.4	88'	Trans level: FL150 Trans alt: 13000' Contact ABU DHABI Approach as soon as possible after passing 500', unless otherwise instructed by ABU DHABI Tower.



These SIDs require a minimum climb gradient of 304' per NM (5%) up to 8000'.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

Advise ATC at start-up if unable to comply.

Initial climb clearance 3000', further climb when instructed by ABU DHABI Approach

SID	ROUTING
ATUDO 1P	NODVI (3000'+; K230) - AA452 (5400'+; K230) - AA444 (10500'+; K230) - ATUDO (12000'+).
KANIP 1P	AA432 (2000'+; K230) - AA441 (3900'+; K250) - AA442 (7000'+; K250) - EMATI - KANIP (10000'+).
TOXIG 1P	NODVI (3000'+; K230) - TOXIG.

FOR FLIGHT SIMULATION USE ONLY

CHANGES: Communications.

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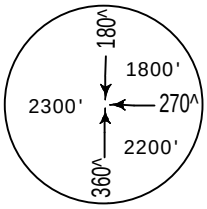
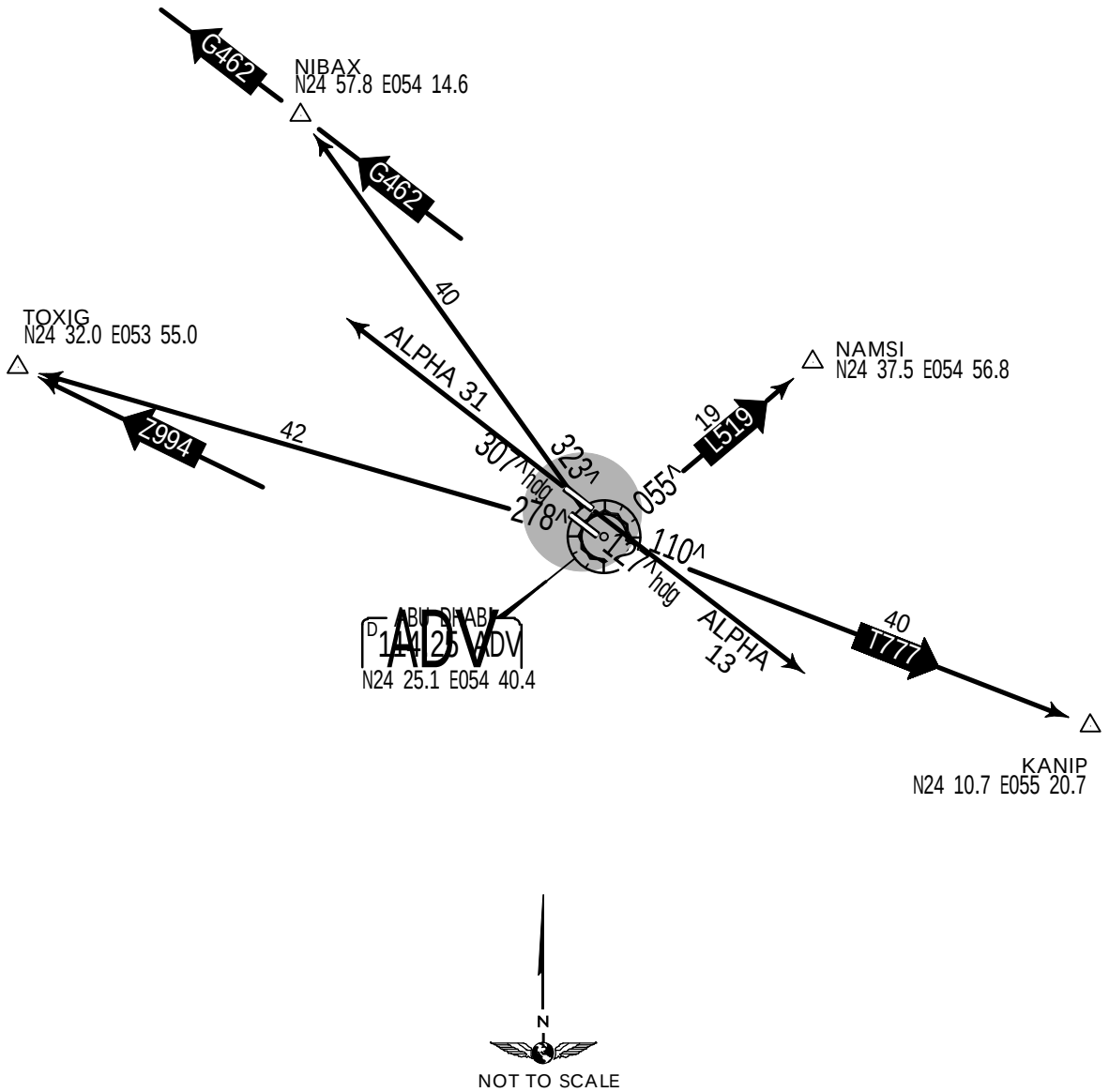
ABU DHABI Approach (R) 124.4	Apt Elev 88'	Trans level: FL150 Trans alt: 13000' Maintain listening watch on Tower frequency until leaving 500', then contact ABU DHABI Approach.



MSA
ADV VOR

ALPHA 13, ALPHA 31
RWYS 13L/R, 31L/R DEPARTURES



SID	RWY	ROUTING
ALPHA 13	13	Continue on 127^ heading and climb to 3000', expect vectoring enroute by ABU DHABI Approach.
ALPHA 31	31	Continue on 307^ heading and climb to 3000', expect vectoring enroute by ABU DHABI Approach.

CHANGES: MSA; airway B-457 redesignated T-777.

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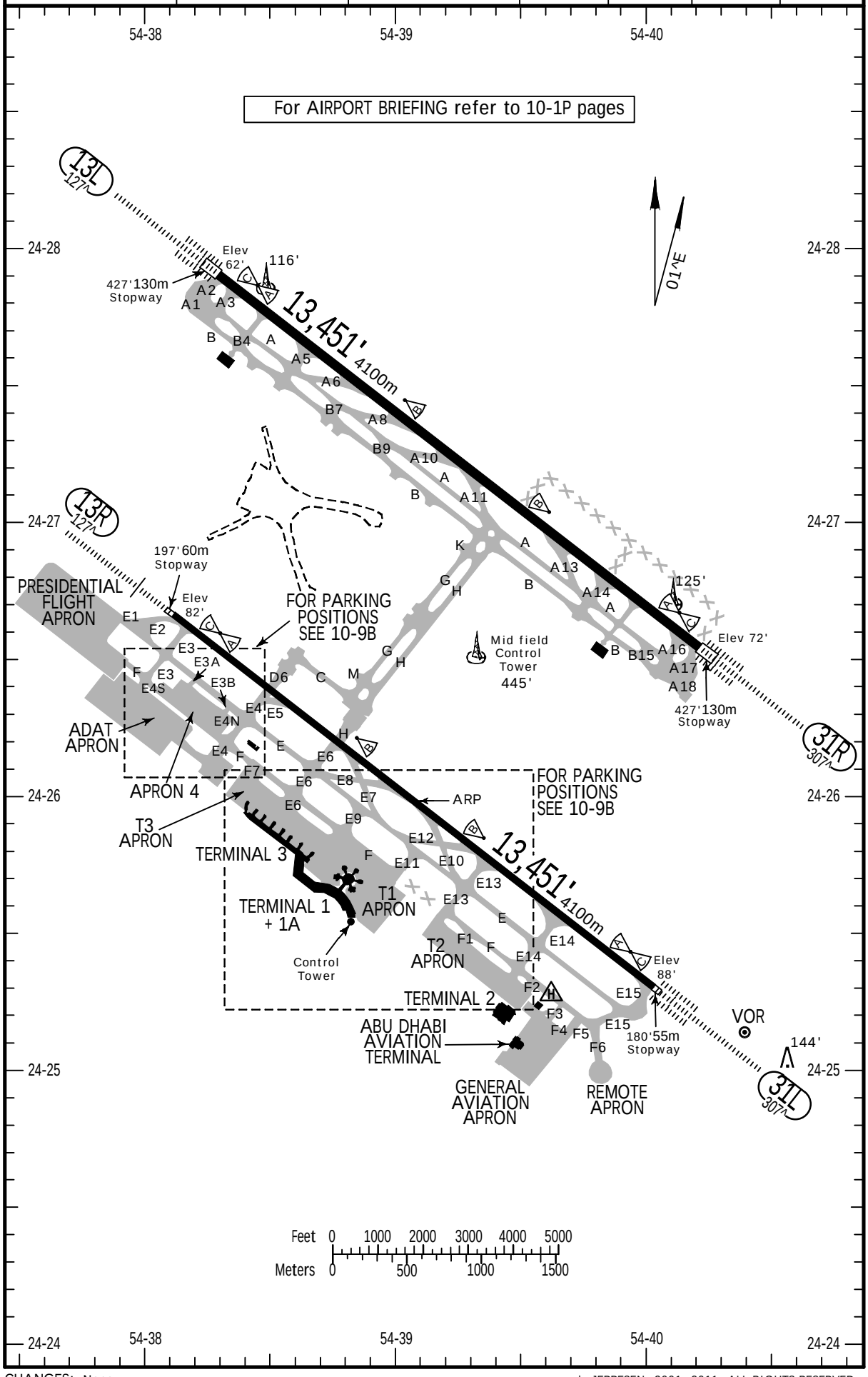
D-ATIS Departure	ACARS: DCL	ABU DHABI Delivery	Ground North	Ground South	Tower North	Tower South
119.67		125.1	121.95	123.97	118.67	119.2



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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
13L 31R	HIRL CL (15m) HIALS-II SFL REIL TDZ 1 RVR		12,418' 3785m	2	197' 60m

1 PAPI (angle 3.0^)

2 TAKE-OFF RUN AVAILABLE

RWY 13L: From rwy head 13,451' (4100m)
twy A3 int 13,061' (3981m)
twy A5 int 10,971' (3344m)

RWY 31R: From rwy head 13,451' (4100m)
twy A16 int 13,061' (3981m)
twy A14 int 10,827' (3300m)

13R	HIRL CL (15m) HIALS SFL REIL 3 RVR		12,357' 3766m	4	148' 45m
31L	HIRL CL (15m) HIALS-II SFL REIL TDZ 3 RVR		12,175' 3711m		

3 PAPI (angle 3.0^)

4 TAKE-OFF RUN AVAILABLE

RWY 13R: From rwy head 13,451' (4100m)
twy E3 int 13,035' (3973m)
twy E5 int 10,171' (3100m)
twy E6 int 8530' (2600m)

RWY 31L: From rwy head 13,451' (4100m)
twy E14 int 10,499' (3200m)
twy E13 int 8530' (2600m)

.Standard.

TAKE-OFF 1

	LVP must be in force					
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		

1 Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

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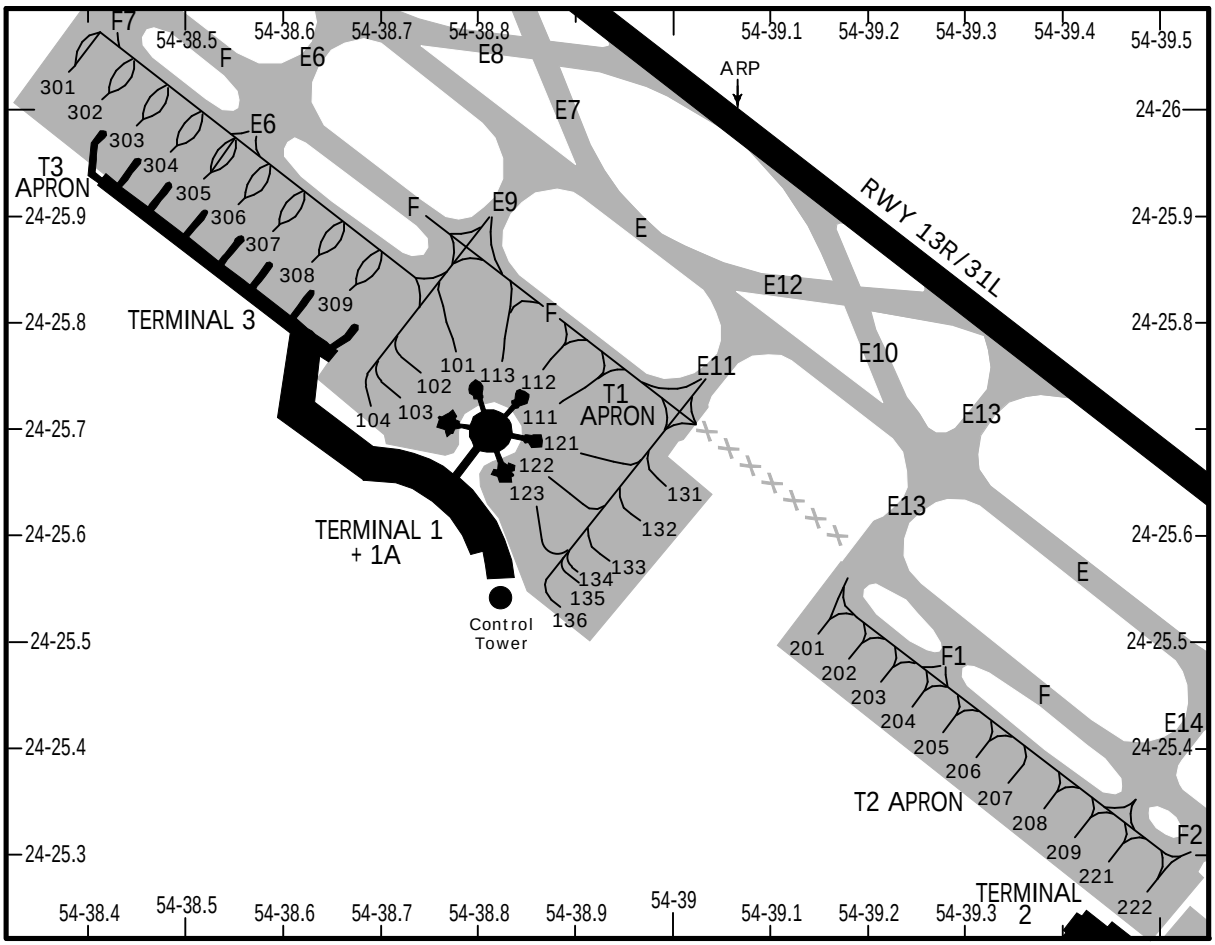

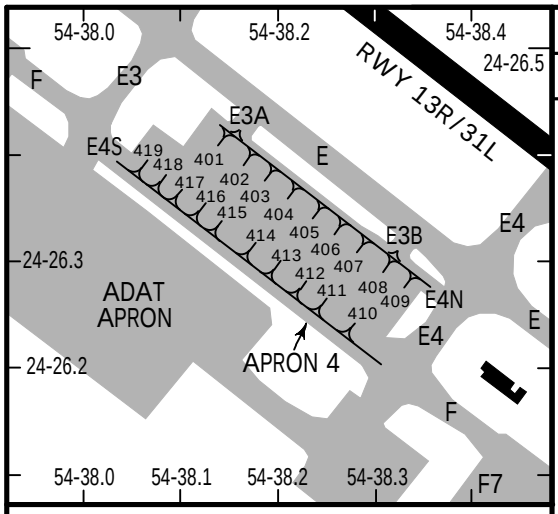

INS COORDINATES

STAND No.	COORDINATES
101 thru 103	N24 25.7 E054 38.8
104	N24 25.7 E054 38.7
111, 112	N24 25.7 E054 38.9
113	N24 25.7 E054 38.8
121, 122	N24 25.7 E054 38.9
123	N24 25.6 E054 38.9
131 thru 133	N24 25.6 E054 39.0
134 thru 136	N24 25.5 E054 38.9
201	N24 25.5 E054 39.1
202	N24 25.5 E054 39.2
203, 204	N24 25.4 E054 39.2
205, 206	N24 25.4 E054 39.3
207	N24 25.3 E054 39.3
208, 209, 221	N24 25.3 E054 39.4
222	N24 25.2 E054 39.5
301 thru 303	N24 26.0 E054 38.4
304 thru 306	N24 25.9 E054 38.5
307	N24 25.9 E054 38.6
308	N24 25.8 E054 38.6
309	N24 25.8 E054 38.7
401, 402	N24 26.4 E054 38.2
403 thru 405	N24 26.3 E054 38.2
406 thru 408	N24 26.3 E054 38.3
409, 410	N24 26.2 E054 38.3
411	N24 26.3 E054 38.3
412 thru 416	N24 26.3 E054 38.2
417 thru 419	N24 26.4 E054 38.1

FOR FLIGHT SIMULATION USE ONLY

CHANGES: Twy renamed.

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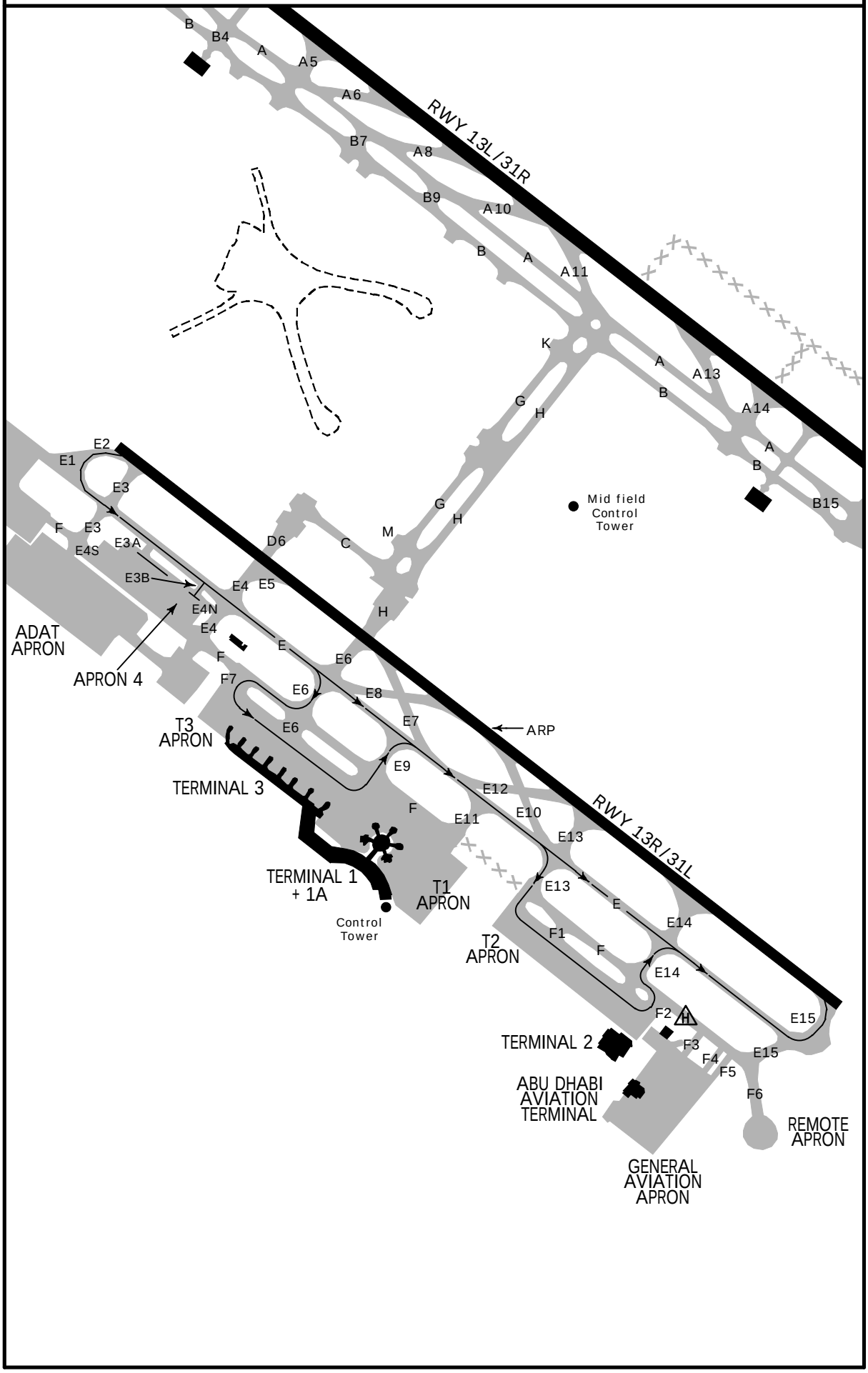
TAXI ROUTING DURING LVP RWY 31L



FOR FLIGHT SIMULATION USE ONLY

CHANGES: Twy renamed.

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D-ATIS Arrival	ABU DHABI Radar(APP)	*ABU DHABI Arrival(APP/R)	ABU DHABI Tower		North Ground	South
119.97	124.4	128.1	118.67 North	119.2 South	121.95	123.97

LOC IAS	Final Apch Crs	GS AA5~1	ILS DA(H) Refer to Minimums	Apt Elev 88' RWY 62'
110.3	126^	1700' (1638')		

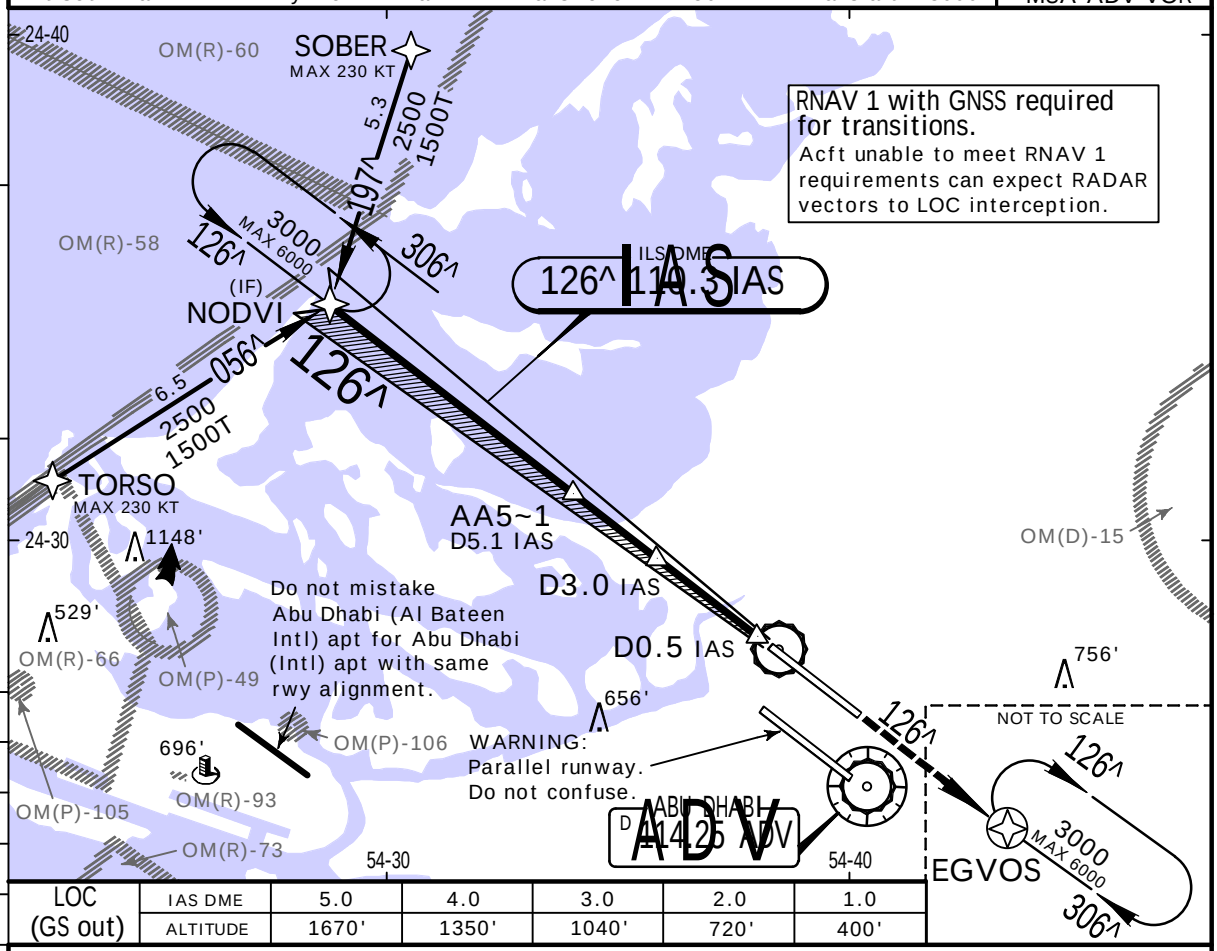
MISSED APCH: Climb STRAIGHT AHEAD to EGVOS and hold. Climb to 4000'.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 150 Trans alt: 13000'

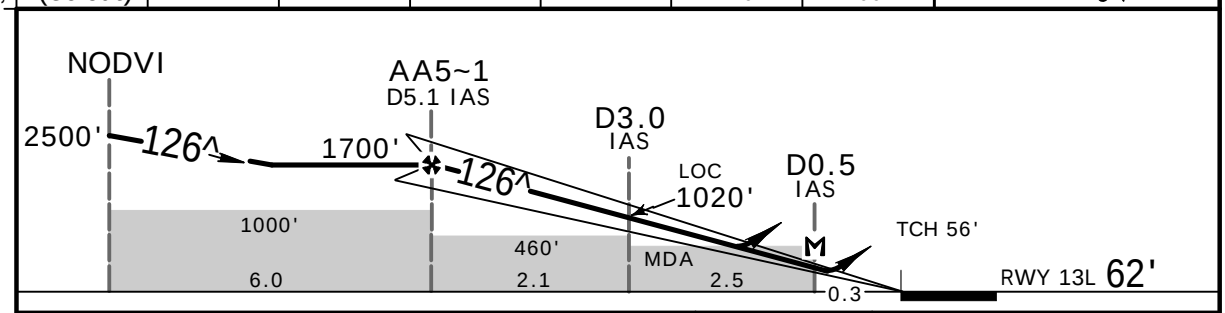
MSA ADV VOR: 180^ 1800'; 270^ 2300'; 360^ 2200'

BRIEFING STRIP ™

FOR FLIGHT SIMULATION USE ONLY



LOC (GS out)	IAS DME	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1670'	1350'	1040'	720'	400'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00^	372	478	531	637	743	849
MAP at D0.5 IAS						

HIALS-II, REIL, PAPI, PAPI — 4000' — EGVOS

.Standard. STRAIGHT-IN LANDING RWY 13L

DA(H) A: 328' (266') C: 348' (286') B: 338' (276') D: 358' (296')

LOC (GS out) CDFA DA/MDA(H) 370' (308')

	FULL	Limited	ALS out		ALS out
A	RVR 600m	RVR 750m	RVR 1300m	RVR 750m	RVR 1400m
B					
C	RVR 650m		RVR 1400m		
D					

CIRCLE-TO-LAND 1

Not authorized Southwest of runway

Max Kts	MDA(H)	VIS
100	490' (428')	1500m
135	590' (528')	1600m
180	690' (628')	2400m
205	790' (728')	3600m

1 Circling height based on rwy 13L thresh elev of 62'.

PANS OPS 3

CHANGES: None.

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OMAA/AUH
ABU DHABI INTL

JEPPESEN

9 MAR 12 (11-1A)

ABU DHABI, UAE
CAT II ILS Rwy 13L

D-ATIS Arrival	ABU DHABI Radar(APP)	*ABU DHABI Arrival(APP/R)	ABU DHABI Tower		North Ground	South
119.97	124.4	128.1	118.67 North	119.2 South	121.95	123.97

LOC IAS	Final Apch Crs	GS AA5~1	CAT II ILS RA 107' DA(H) 162'(100')	Apt Elev 88' RWY 62'
110.3	126^	1700'(1638')		

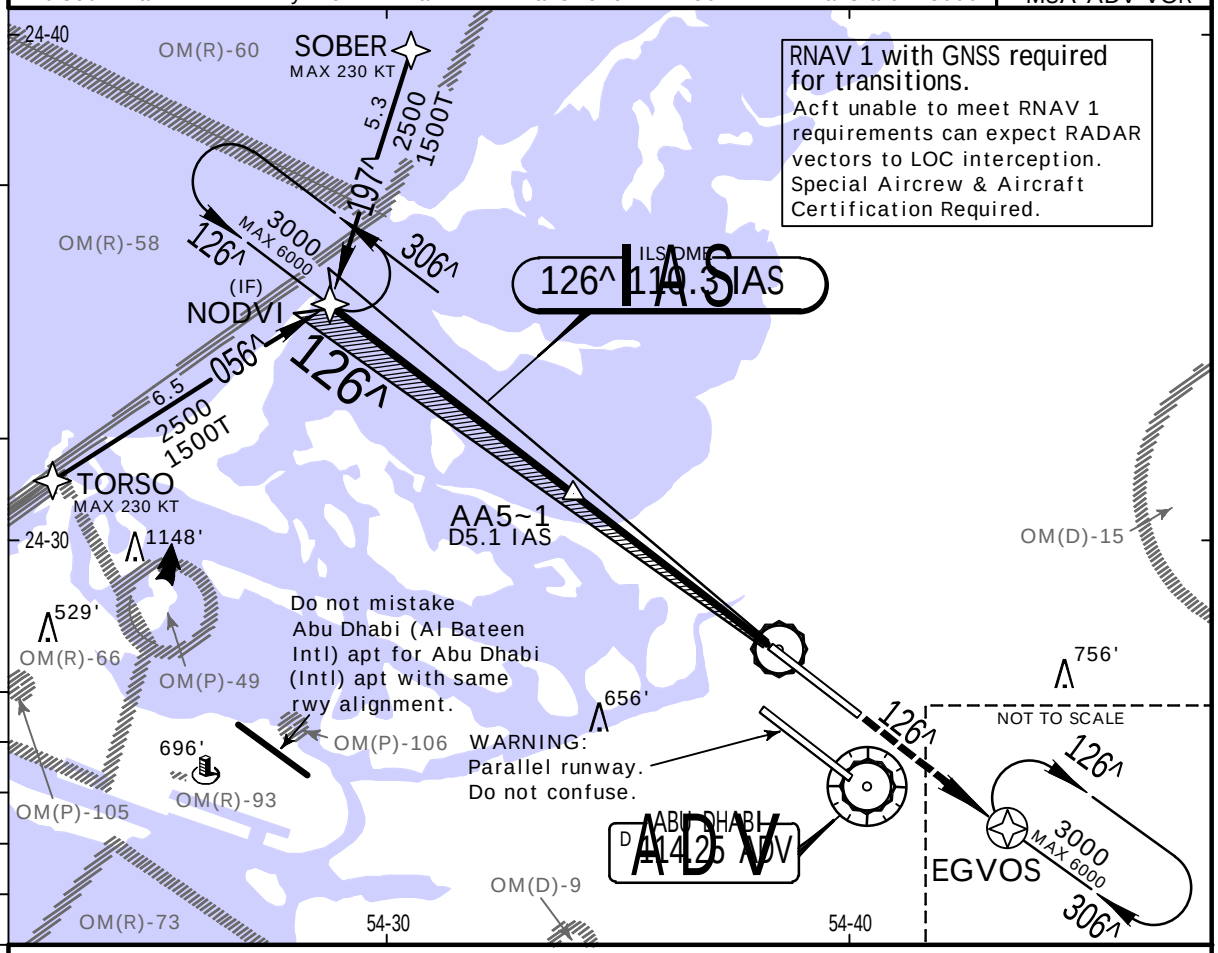
MISSED APCH: Climb STRAIGHT AHEAD to EGVOS and hold. Climb to 4000'.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 150 Trans alt: 13000'

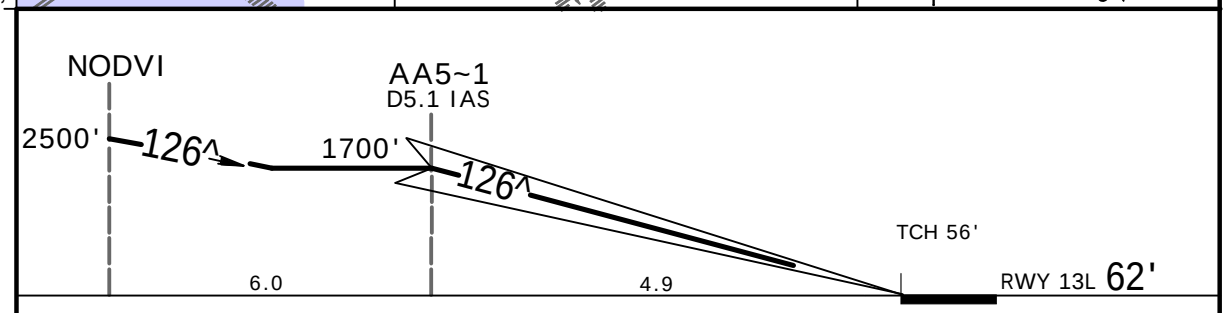
MSA ADV VOR: 180^ 1800'; 270^ 2300'; 360^ 2200'

BRIEFING STRIP ™

FOR FLIGHT SIMULATION USE ONLY



RNAV 1 with GNSS required for transitions.
Acft unable to meet RNAV 1 requirements can expect RADAR vectors to LOC interception.
Special Aircrew & Aircraft Certification Required.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

HIALS-II, REIL, PAPI, PAPI

4000' EGVOS

.Standard.

STRAIGHT-IN LANDING RWY 13L
CAT II ILS
ABCD
RA 107'
DA(H) 162'(100')

RVR 300m 1

PANS OPS 3

1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Minimums.

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D-ATIS Arrival	ABU DHABI Radar(APP)	*ABU DHABI Arrival(APP/R)	ABU DHABI Tower		North Ground	South
119.97	124.4	128.1	118.67 North	119.2 South	121.95	123.97

BRIEFING STRIP™

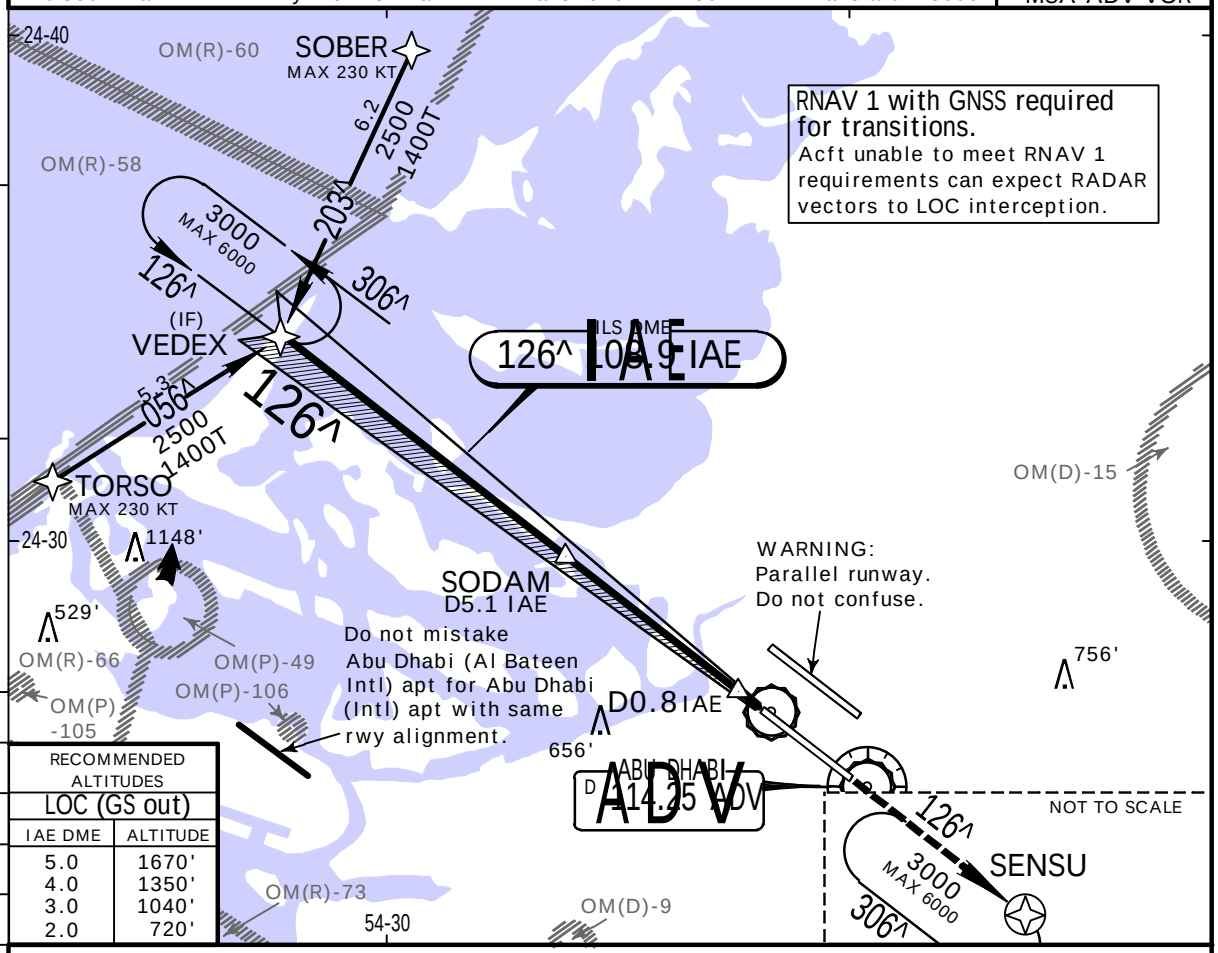
LOC IAE	Final Apch Crs	GS SODAM	ILS DA(H)	Apt Elev 88'
108.9	126^	1700' (1618')	282' (200')	RWY 82'

MISSED APCH: Climb STRAIGHT AHEAD to SENSU and hold.
Climb to 4000'.

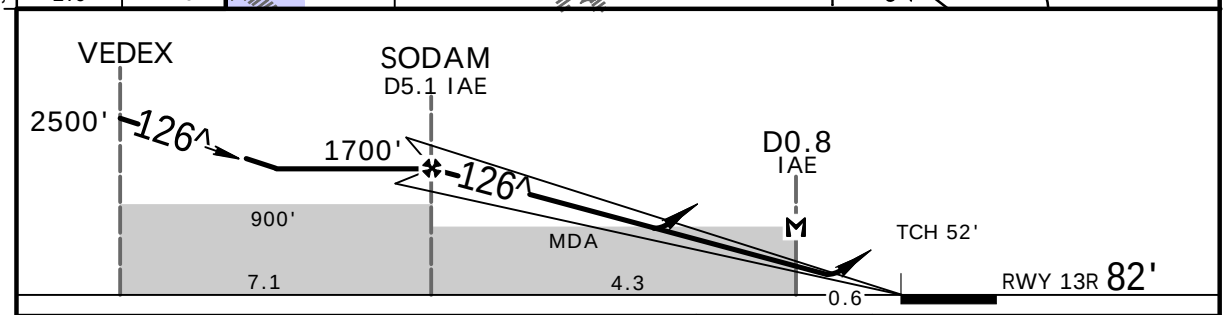
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 150 Trans alt: 13000'

MSA ADV VOR: 180^ 1800'; 270^ 2300'; 360^ 2200'

FOR FLIGHT SIMULATION USE ONLY



RECOMMENDED ALTITUDES LOC (GS out)	
IAE DME	ALTITUDE
5.0	1670'
4.0	1350'
3.0	1040'
2.0	720'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00^	372	478	531	637	743	849
MAP at D0.8 IAE						

HIALS; REIL; PAPI; PAPI; 4000'; SENSU

.Standard. STRAIGHT-IN LANDING RWY 13R

	ILS DA(H) 282' (200')			LOC (GS out) CDFA DA/MDA(H) 450' (368')	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1000m	RVR 1500m
B					
C					RVR 1700m
D					

CIRCLE-TO-LAND 1
Not authorized Southwest of runway

Max Kts	MDA(H)	VIS
100	490' (408')	1500m
135	590' (508')	1600m
180	690' (608')	2400m
205	790' (708')	3600m

PANS OPS 3

1 Circling height based on rwy 13R thresh elev of 82'.

CHANGES: Missed approach holding.

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BRIEFING STRIP™

D-ATIS Arrival	ABU DHABI Radar(APP)	*ABU DHABI Arrival(APP/R)	ABU DHABI Tower North	ABU DHABI Tower South	Ground North	Ground South
119.97	124.4	128.1	118.67	119.2	121.95	123.97

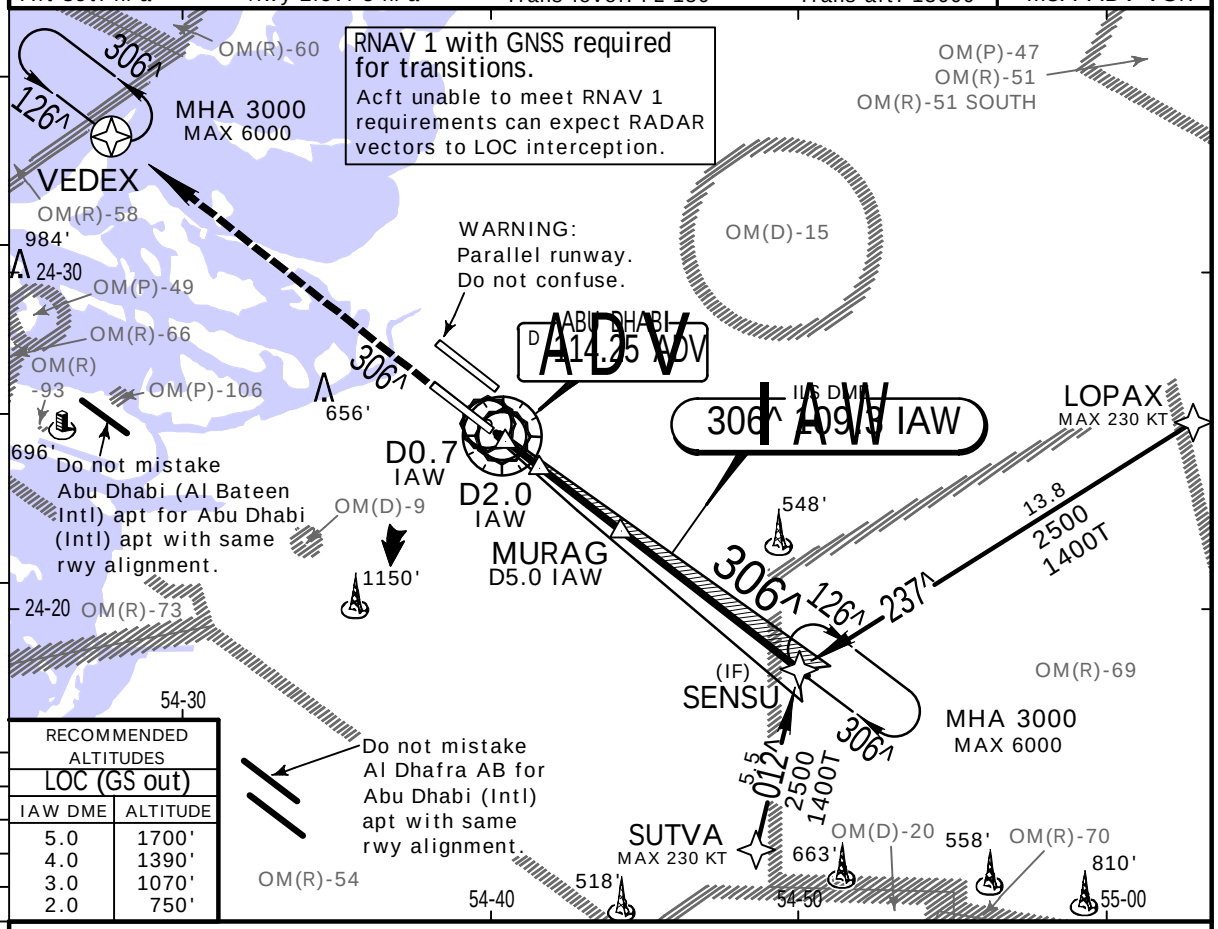
LOC IAW	Final Apch Crs	GS D2.0 IAW	ILS DA(H)	Apt Elev / RWY
109.3	306^	713' (625')	288' (200')	Apt Elev 88' / RWY 88'

MISSED APCH: Climb STRAIGHT AHEAD to VEDEX and hold. Climb to 4000'.

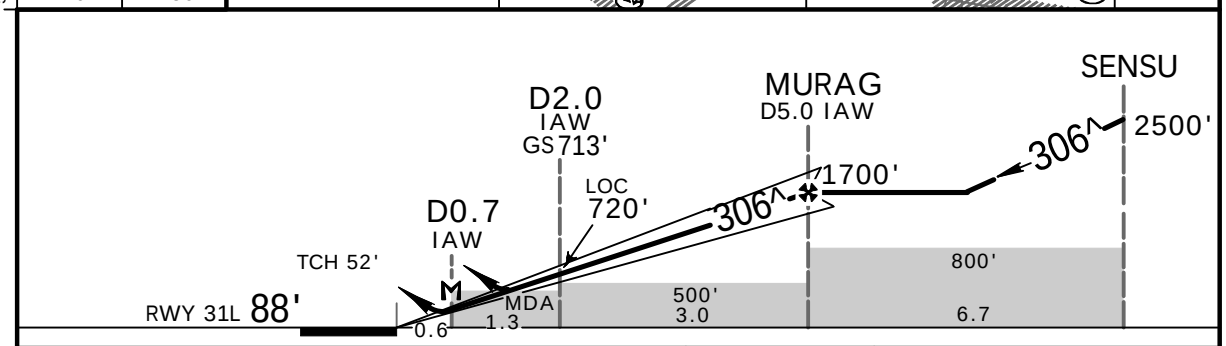
Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL 150 | Trans alt: 13000'

MSA ADV VOR: 180^ 1800' 270^ 2300' 2200' 360^

FOR FLIGHT SIMULATION USE ONLY



RECOMMENDED ALTITUDES LOC (GS out)	
IAW DME	ALTITUDE
5.0	1700'
4.0	1390'
3.0	1070'
2.0	750'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00^	372	478	531	637	743	849
MAP at D0.7 IAW						

HIALS-II REIL PAPI PAPI | 4000' | VEDEX

PANS OPS 3

.Standard. STRAIGHT-IN LANDING RWY 31L

	ILS DA(H) 288' (200') FULL	Limited	ALS out	LOC (GS out) CDFA DA/MDA(H) 440' (352')	ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 900m	RVR 1500m
B					
C					RVR 1600m
D					

CIRCLE-TO-LAND
Not authorized Southwest of runway

Max Kts	MDA(H)	VIS
100	490' (402')	1500m
135	590' (502')	1600m
180	690' (602')	2400m
205	790' (702')	3600m

CHANGES: None.

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D-ATIS Arrival	ABU DHABI Radar(APP)	*ABU DHABI Arrival(APP/R)	ABU DHABI Tower North	ABU DHABI Tower South	Ground North	Ground South
119.97	124.4	128.1	118.67	119.2	121.95	123.97

LOC IAW	Final Apch Crs	GS D2.0 IAW	CAT II & IIIA ILS Refer to Minimums	Apt Elev 88' RWY 88'
109.3	306^	713' (625')		

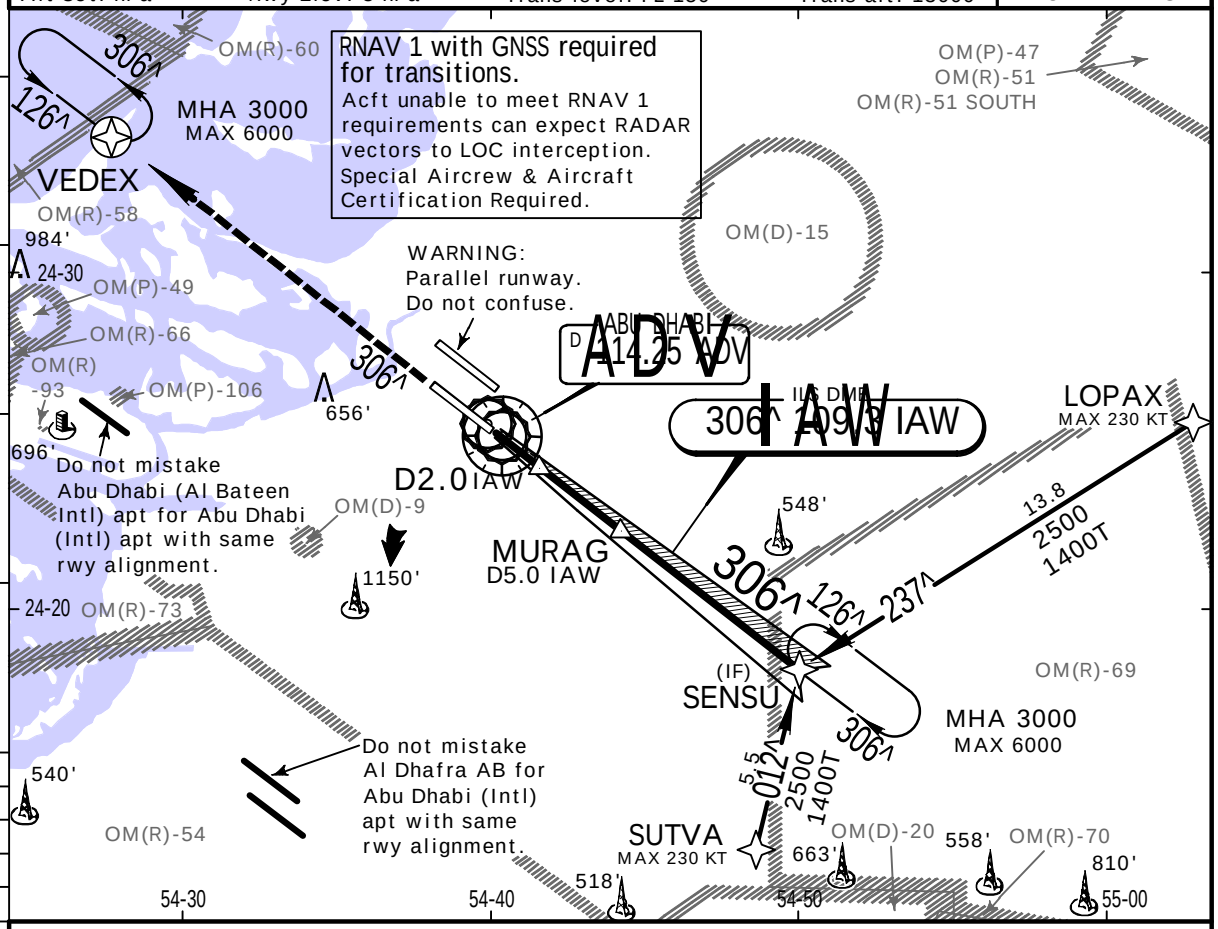
MISSED APCH: Climb STRAIGHT AHEAD to VEDEX and hold. Climb to 4000'.

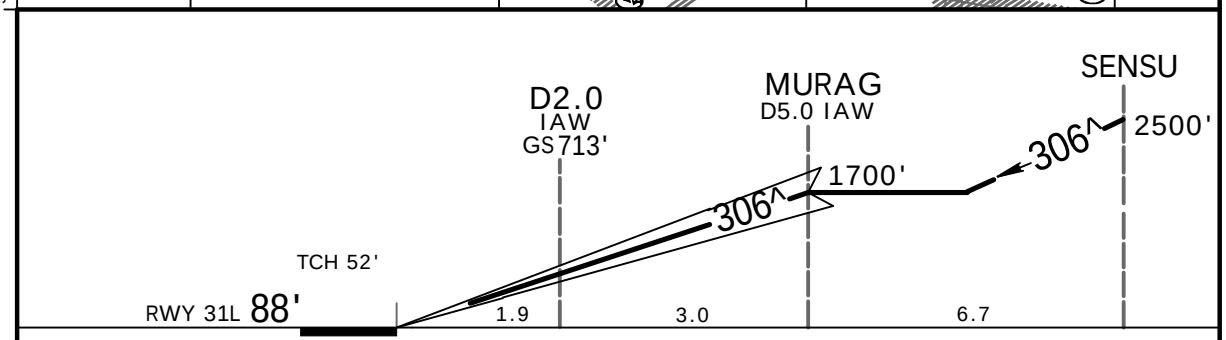
Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL 150 | Trans alt: 13000'

MSA ADV VOR: 180^ 1800' 270^ 2300' 2200' 360^

BRIEFING STRIP™

FOR FLIGHT SIMULATION USE ONLY





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

HIALS-II REIL PAPI PAPI

4000' VEDEX

.Standard. STRAIGHT-IN LANDING RWY 31L

CAT IIIA ILS	CAT II ILS ABCD
DH 50'	RA 94' DA(H) 188' (100')
RVR 200m	RVR 300m 1

PANS OPS 3

1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Minimums.

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BRIEFING STRIP™

D-ATIS Arrival	ABU DHABI Radar(APP)	*ABU DHABI Arrival(APP/R)	ABU DHABI Tower North	ABU DHABI Tower South	Ground North	Ground South
119.97	124.4	128.1	118.67	119.2	121.95	123.97

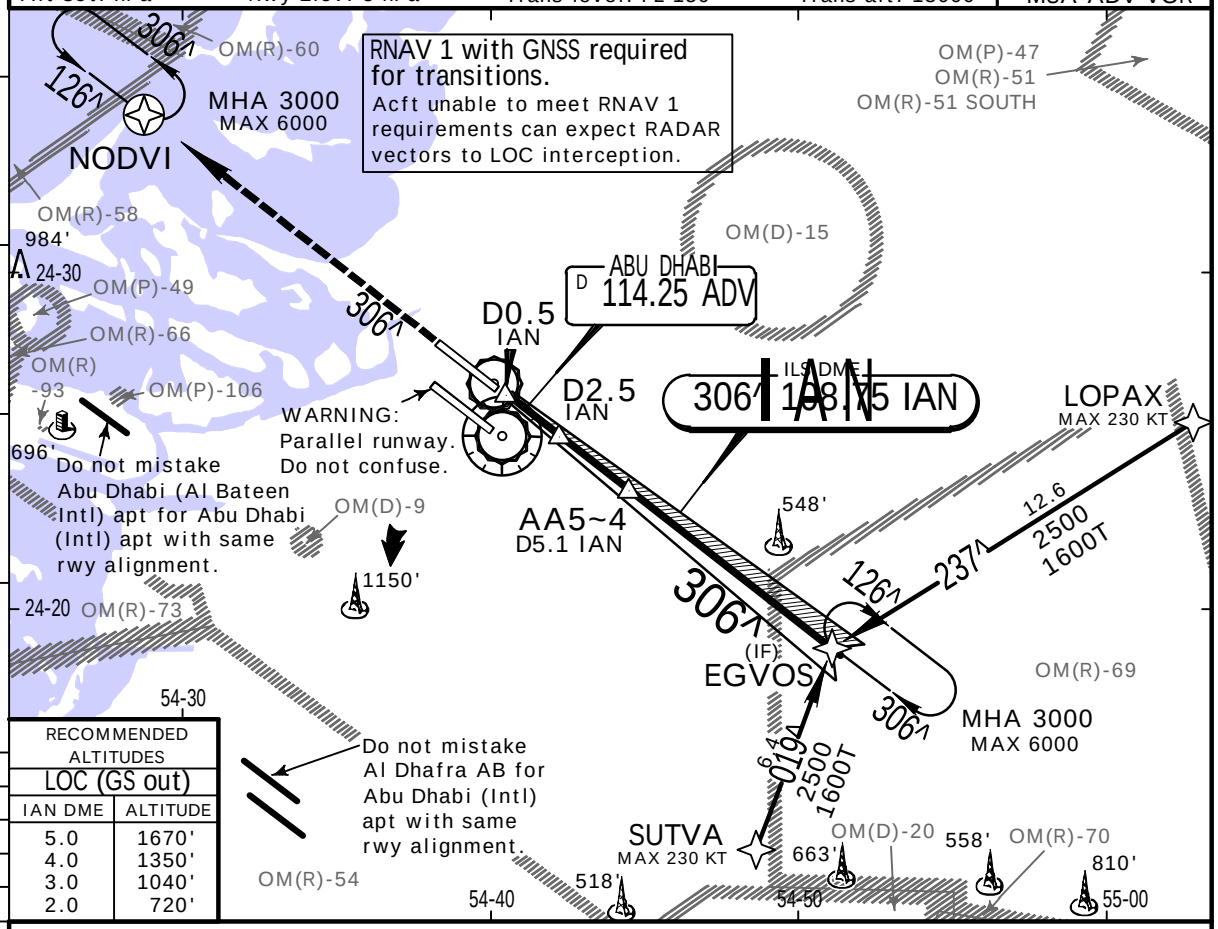
LOC IAN	Final Apch Crs	GS D2.5 IAN	ILS DA(H)	Apt Elev 88'
108.75	306^	868' (796')	347' (275')	RWY 72'

MISSED APCH: Climb STRAIGHT AHEAD to NODVI and hold. Climb to 4000'.

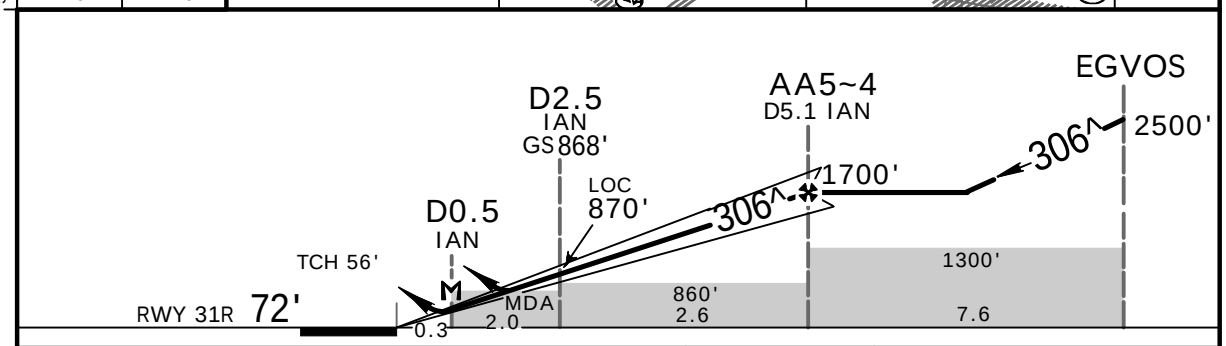
Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL 150 | Trans alt: 13000'

MSA ADV VOR: 180^ 1800'; 270^ 2300'; 360^ 2200'

FOR FLIGHT SIMULATION USE ONLY



RECOMMENDED ALTITUDES LOC (GS out)	
IAN DME	ALTITUDE
5.0	1670'
4.0	1350'
3.0	1040'
2.0	720'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00^	372	478	531	637	743	849
MAP at D0.5 IAN						

HIALS-II REIL PAPI PAPI | 4000' | NODVI

.Standard. STRAIGHT-IN LANDING RWY 31R

	ILS DA(H) 347' (275') FULL	Limited	ALS out	LOC (GS out) CDFA DA/MDA(H) 420' (348')	ALS out
A	RVR 600m	RVR 750m	RVR 1300m	RVR 900m	RVR 1500m
B					
C					RVR 1600m
D					

CIRCLE-TO-LAND 1
Not authorized Southwest of runway

Max Kts	MDA(H)	VIS
100	490' (418')	1500m
135	590' (518')	1600m
180	690' (618')	2400m
205	790' (718')	3600m

PANS OPS 3

1 Circling height based on rwy 31R thresh elev of 72'.

CHANGES: None.

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D-ATIS Arrival	ABU DHABI Radar(APP)	*ABU DHABI Arrival(APP/R)	ABU DHABI Tower North	ABU DHABI Tower South	Ground North	Ground South
119.97	124.4	128.1	118.67	119.2	121.95	123.97

LOC IAN	Final Apch Crs	GS D2.5 IAN	CAT II ILS RA 105' DA(H) 172'(100')	Apt Elev 88' RWY 72'
108.75	306^	868'(796')		

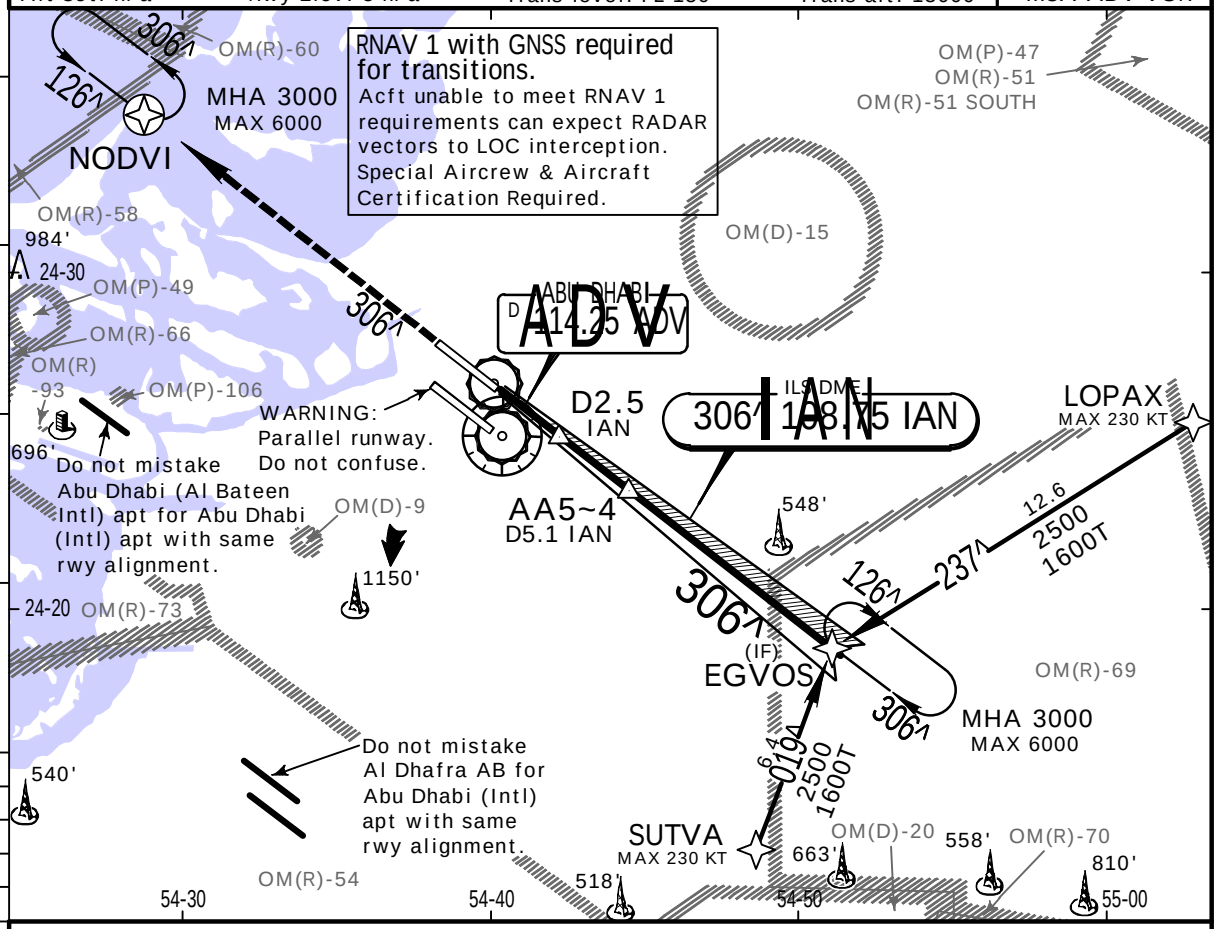
MISSED APCH: Climb STRAIGHT AHEAD to NODVI and hold. Climb to 4000'.

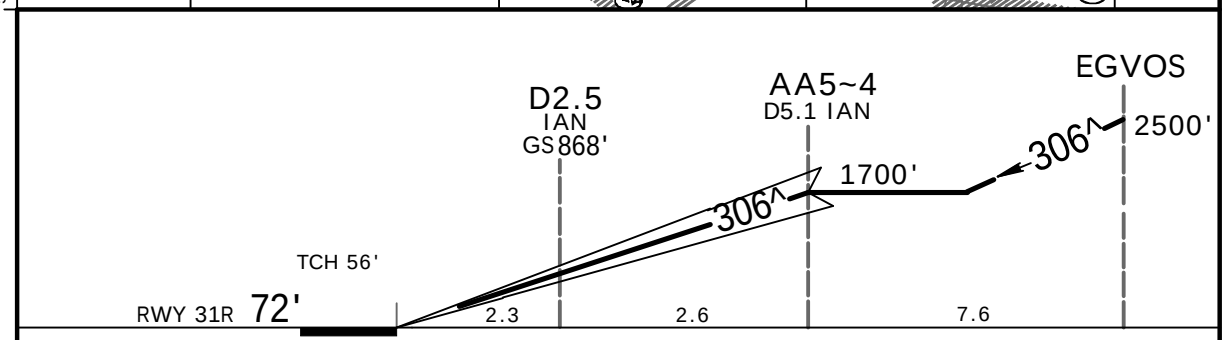
Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL 150 | Trans alt: 13000'

MSA ADV VOR: 1800' 270^ 2300' 2200' 180^ 360^

BRIEFING STRIP™

FOR FLIGHT SIMULATION USE ONLY





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

HIALS-II REIL PAPI PAPI

4000' NODVI

.Standard.

STRAIGHT-IN LANDING RWY 31R
CAT II ILS
ABCD
RA 105'
DA(H) 172'(100')

RVR 300m 1

PANS OPS 3

1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Minimums.

| JEPPESEN, 2009, 2012. ALL RIGHTS RESERVED.

OMAA/AUH
ABU DHABI INTL

JEPPESEN
5 OCT 12 (12-20)

ABU DHABI, UAE
RNAV (RNP) Rwy 13L

BRIEFING STRIP ™

D-ATIS Arrival	ABU DHABI Radar(APP)	*ABU DHABI Arrival(APP/R)	ABU DHABI Tower		North Ground	South
119.97	124.4	128.1	118.67 North	119.2 South	121.95	123.97

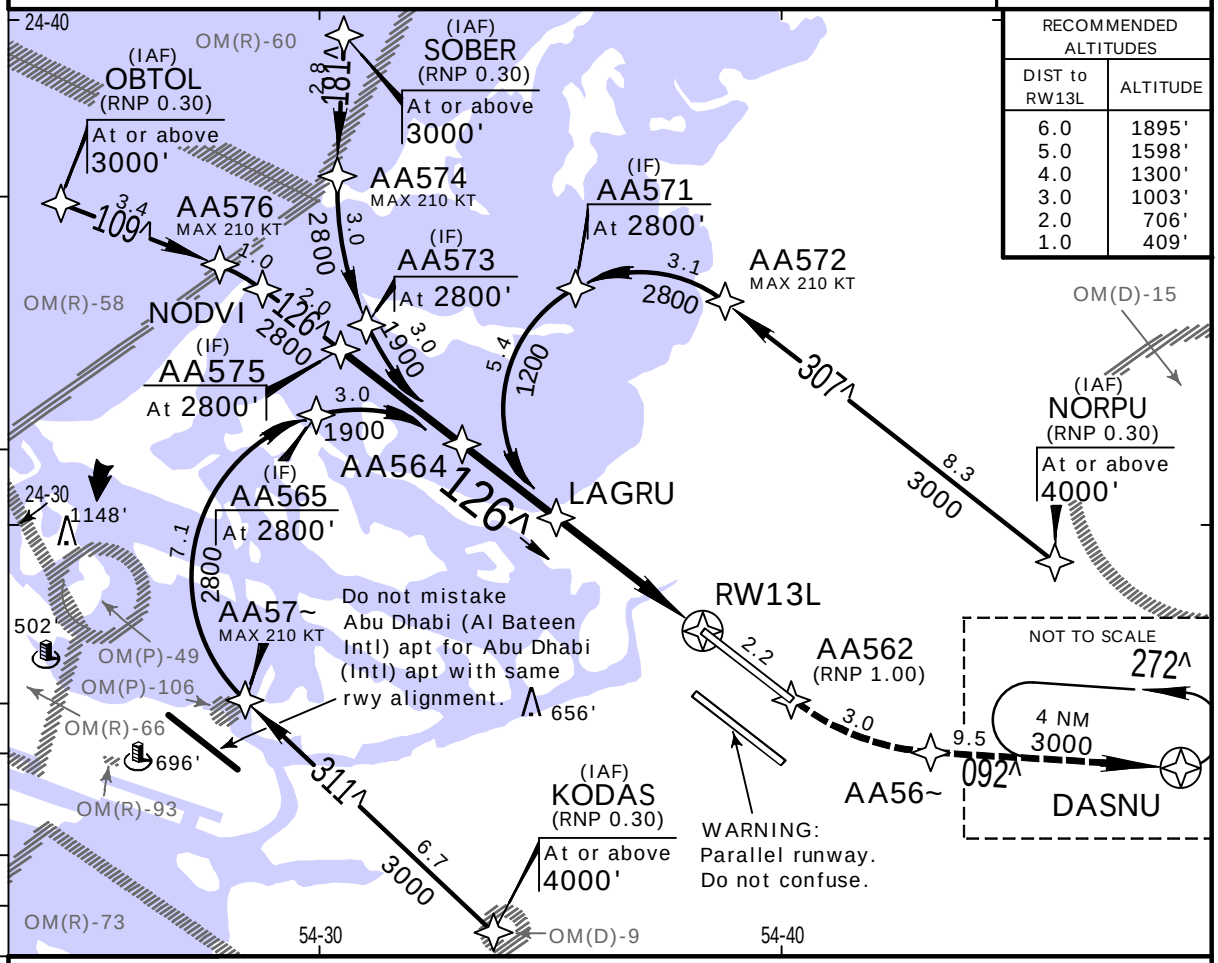
RNAV	Final Apch Crs	Minimum Alt LAGRU	RNP 0.20 DA(H)	Apt Elev 88'
	126^	1200' (1138')	380' (318')	RWY 62'

MISSED APCH: Climb to 4000' on track 126^. At AA562 turn LEFT to AA56~. Via track 092^ climb to DASNU and hold.
Navigation Performance is 1.00 if RNP 0.30 line of minima is flown.
Navigation Performance is 0.20 if RNP 0.20 line of minima is flown.

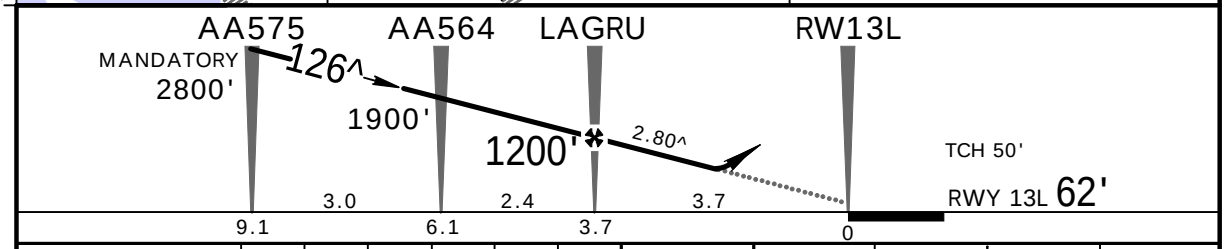
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 150 Trans alt: 13000'
1. AUTHORIZATION REQUIRED. 2. RF required. 3. Duel GNSS and IRU required.
4. Baro-VNAV not authorized below 0^C and above 69^C.

2400'
MSA ARP

FOR FLIGHT SIMULATION USE ONLY



RECOMMENDED ALTITUDES	
DIST to RW13L	ALTITUDE
6.0	1895'
5.0	1598'
4.0	1300'
3.0	1003'
2.0	706'
1.0	409'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.80^	347	446	495	594	693	792
MAP at DA						

HIALS-II
REIL PAPI PAPI
4000' on 126^ AA562

.Standard.

STRAIGHT-IN LANDING RWY 13L

	RNP 0.20 CDFA DA(H) 380' (318')		RNP 0.30 CDFA DA(H) 420' (358')	
		ALS out		ALS out
A	RVR 750m 1	RVR 1400m	RVR 900m	RVR 1500m
B				
C				RVR 1600m
D				

PANS OPS

1 With TDZ, CL and HUD: RVR 700m.

CHANGES: Altitude at AA564 established.

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OMAA/AUH
ABU DHABI INTL

JEPPESEN
5 OCT 12 (12-21)

ABU DHABI, UAE
RNAV (RNP) Rwy 13R

BRIEFING STRIP ™

D-ATIS Arrival	ABU DHABI Radar(APP)	*ABU DHABI Arrival(APP/R)	ABU DHABI Tower		North Ground	South
119.97	124.4	128.1	118.67 North	119.2 South	121.95	123.97

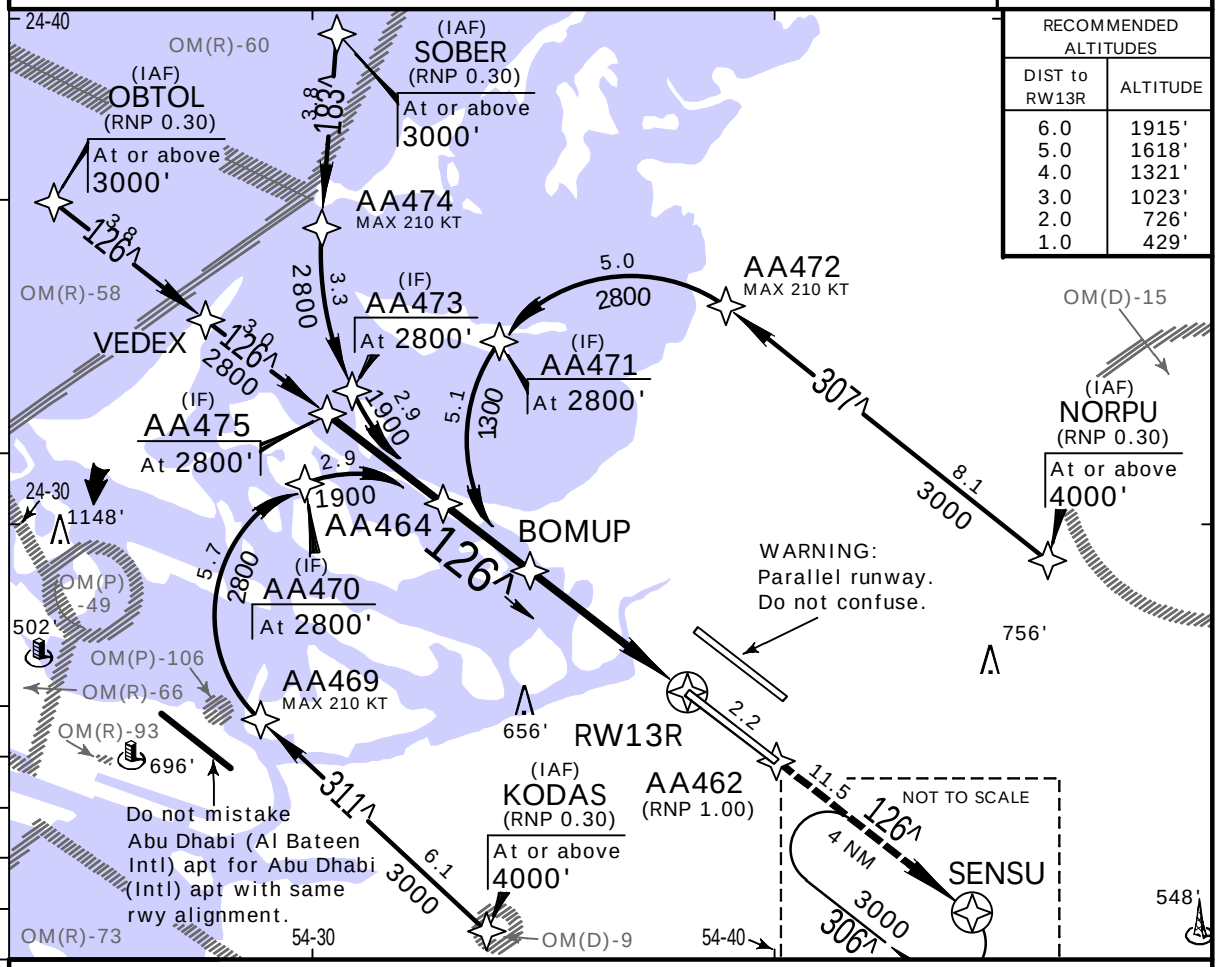
RNAV	Final Apch Crs	Minimum Alt BOMUP	RNP 0.20 DA(H)	Apt Elev 88'
	126^	1300' (1218')	390' (308')	RWY 82'

MISSED APCH: Climb to 4000' on track 126^. At AA462 climb to SENSU and hold.
Navigation Performance is 1.00 if RNP 0.30 line of minima is flown.
Navigation Performance is 0.20 if RNP 0.20 line of minima is flown.

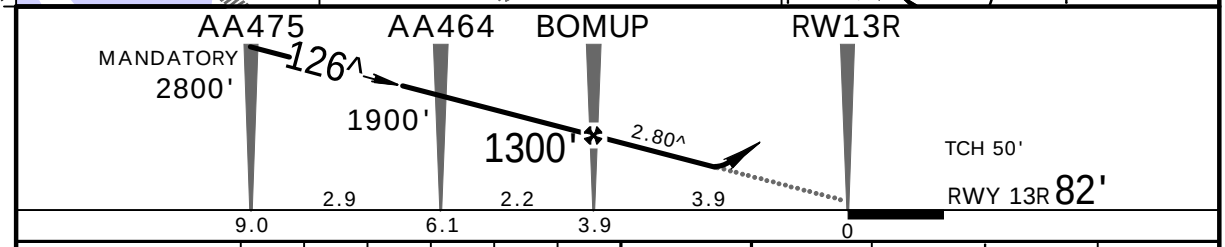
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 150 Trans alt: 13000'
1. AUTHORIZATION REQUIRED. 2. RF required. 3. Duel GNSS and IRU required.
4. Baro-VNAV not authorized below 0^C and above 69^C.

2400'
MSA ARP

FOR FLIGHT SIMULATION USE ONLY



RECOMMENDED ALTITUDES	
DIST to RW13R	ALTITUDE
6.0	1915'
5.0	1618'
4.0	1321'
3.0	1023'
2.0	726'
1.0	429'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.80^	347	446	495	594	693	792
MAP at DA						

HIALS
REIL PAPI PAPI
4000' on 126^ AA462

.Standard. STRAIGHT-IN LANDING RWY 13R

	RNP 0.20 CDFA DA(H) 390' (308')		RNP 0.30 CDFA DA(H) 590' (508')	
		ALS out		ALS out
A	RVR 750m	RVR 1400m	RVR 1500m	
B				
C			RVR 1600m	CMV 2400m
D				

PANS OPS

CHANGES: Altitude at AA464 established.

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OMAA/AUH
ABU DHABI INTL

JEPPESEN

5 OCT 12 (12-22)

ABU DHABI, UAE
RNAV (RNP) Rwy 31L

D-ATIS Arrival	ABU DHABI Radar(APP)	*ABU DHABI Arrival(APP/R)	ABU DHABI Tower		North Ground	South
119.97	124.4	128.1	118.67 North	119.2 South	121.95	123.97

RNAV	Final Apch Crs	Minimum Alt EGLIR	RNP 0.20 DA(H)	Apt Elev 88'
	306^	1100' (1012')	460' (372')	RWY 88'

MISSED APCH: Climb to 4000' on track 306^. At AA497 turn LEFT to AA498. Via track 292^ climb to NAMKU and hold.
Navigation Performance is 1.00 if RNP 0.30 line of minima is flown.
Navigation Performance is 0.20 if RNP 0.20 line of minima is flown.

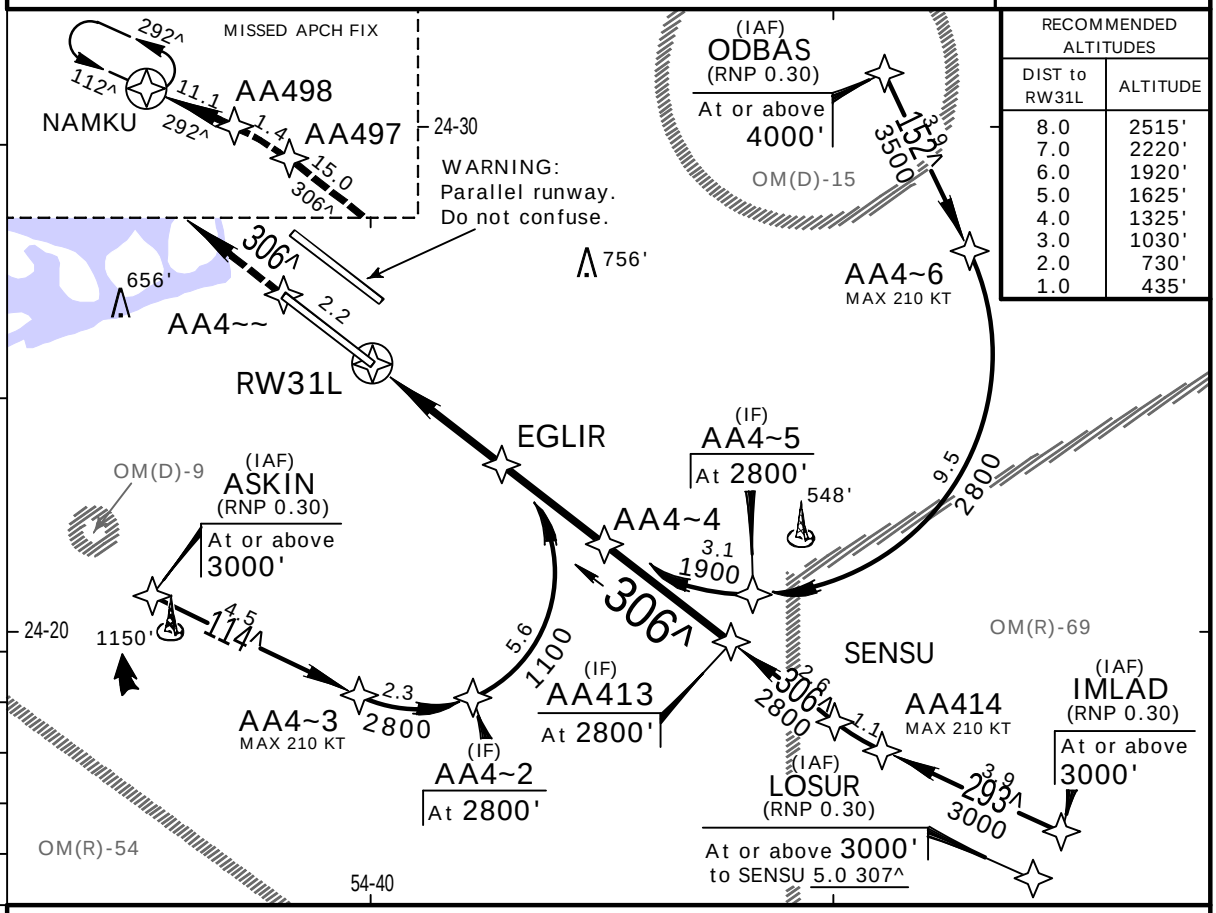
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 150 Trans alt: 13000'
1. AUTHORIZATION REQUIRED. 2. RF required. 3. Duel GNSS and IRU required.
4. Baro-VNAV not authorized below 0^C and above 69^C.

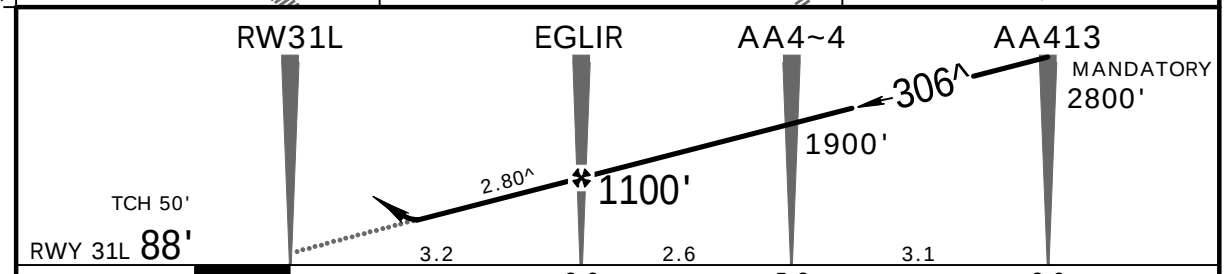
2400'
MSA ARP

BRIEFING STRIP ™

FOR FLIGHT SIMULATION USE ONLY

RECOMMENDED ALTITUDES	
DIST to RW31L	ALTITUDE
8.0	2515'
7.0	2220'
6.0	1920'
5.0	1625'
4.0	1325'
3.0	1030'
2.0	730'
1.0	435'





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.80^	347	446	495	594	693	792
MAP at DA						

HIALS-II REIL PAPI PAPI

4000' on 306^ AA497

.Standard.

STRAIGHT-IN LANDING RWY 31L

	RNP 0.20 CDFA DA(H) 460' (372')		RNP 0.30 CDFA DA(H) 550' (462')	
		ALS out		ALS out
A	RVR 1000m	RVR 1500m	RVR 1500m	RVR 1500m
B				
C		RVR 1700m		CMV 2200m
D				

PANS OPS

CHANGES: Altitude at AA4~4 established.

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OMAA/AUH
ABU DHABI INTL

JEPPESEN

5 OCT 12 (12-23)

ABU DHABI, UAE
RNAV (RNP) Rwy 31R

BRIEFING STRIP ™

D-ATIS Arrival	ABU DHABI Radar(APP)	*ABU DHABI Arrival(APP/R)	ABU DHABI Tower		North Ground	South
119.97	124.4	128.1	118.67 North	119.2 South	121.95	123.97

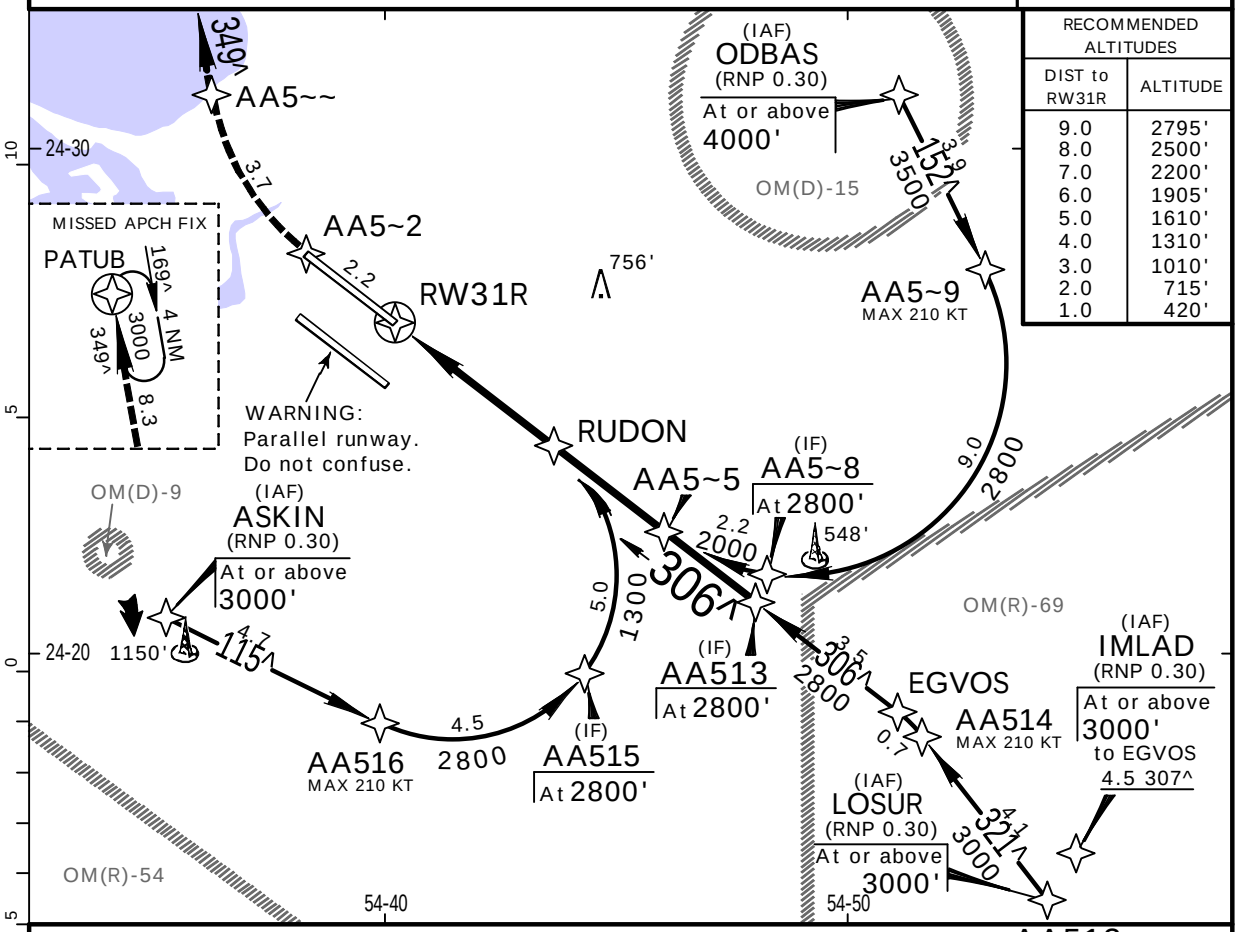
RNAV	Final Apch Crs	Minimum Alt RUDON	RNP 0.20 DA(H)	Apt Elev 88'
	306^	1300' (1228')	380' (308')	RWY 72'

MISSED APCH: Climb to 4000' on track 306^. At AA5~2 turn RIGHT to AA5~~. Via track 349^ climb to PATUB and hold.
Navigation Performance is 1.00 if RNP 0.30 line of minima is flown.
Navigation Performance is 0.20 if RNP 0.20 line of minima is flown.

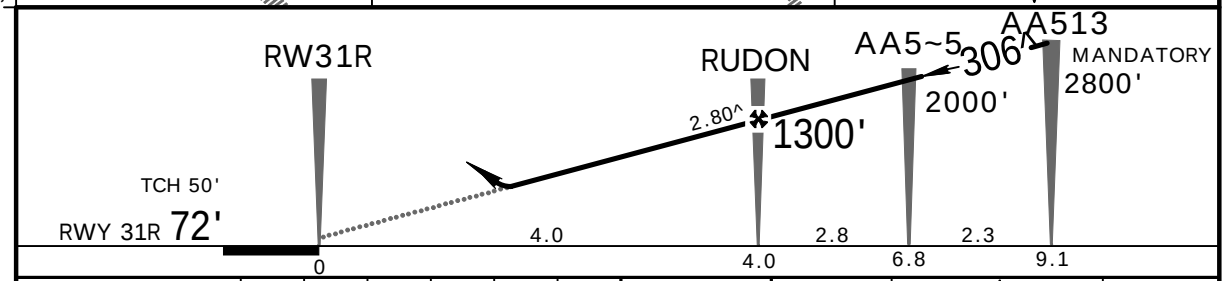
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 150 Trans alt: 13000'
1. AUTHORIZATION REQUIRED. 2. RF required. 3. Duel GNSS and IRU required.
4. Baro-VNAV not authorized below 0^C and above 69^C.

2400'
MSA ARP

FOR FLIGHT SIMULATION USE ONLY



RECOMMENDED ALTITUDES	
DIST to RW31R	ALTITUDE
9.0	2795'
8.0	2500'
7.0	2200'
6.0	1905'
5.0	1610'
4.0	1310'
3.0	1010'
2.0	715'
1.0	420'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.80^	347	446	495	594	693	792
MAP at DA						

HIALS-II REIL PAPI PAPI 4000' on 306^ AA5~2

.Standard. STRAIGHT-IN LANDING RWY 31R

	RNP 0.20 CDFA DA(H) 380' (308')		RNP 0.30 CDFA DA(H) 590' (518')	
		ALS out		ALS out
A	RVR 750m 1	RVR 1400m	RVR 1500m	
B				
C			RVR 1600m	CMV 2400m
D				

PANS OPS

1 With TDZ, CL and HUD: RVR 700m.

CHANGES: Altitude at AA5~5 established.

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BRIEFING STRIP ™

D-ATIS Arrival	ABU DHABI Radar(APP)	*ABU DHABI Arrival(APP/R)	ABU DHABI Tower North	ABU DHABI Tower South	Ground North	Ground South
119.97	124.4	128.1	118.67	119.2	121.95	123.97

VOR ADV	Final Apch Crs	Procedure Alt LOVIM	DA/MDA(H)	Apt Elev 88'
114.25	126^	1720' (1638')	470' (388')	RWY 82'

MISSED APCH: Climb STRAIGHT AHEAD on R-306 inbound to VOR, then proceed on R-126. At D8.0 turn LEFT and climb to 4000' to VOR and hold.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 150 Trans alt: 13000'

MSA ADV VOR: 180^ 1800'; 270^ 2300'; 2200'; 360^

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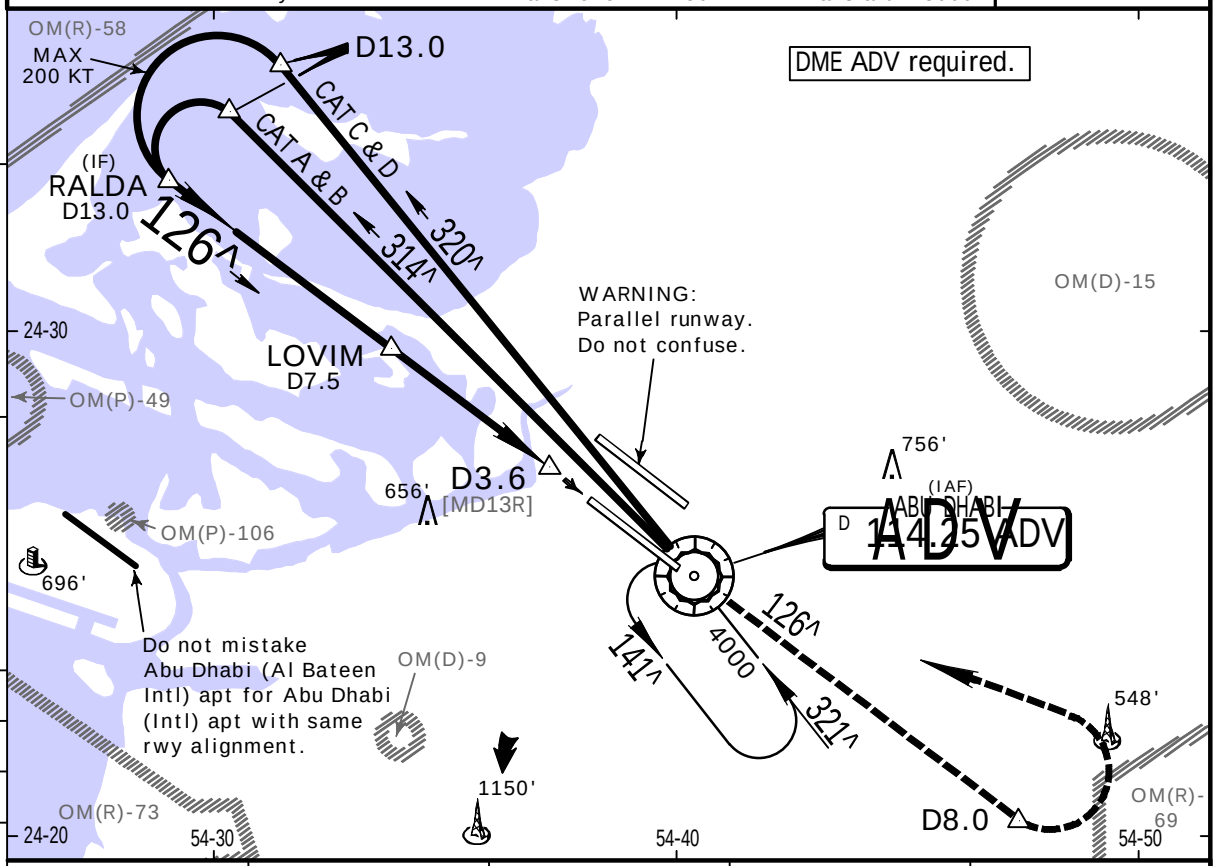
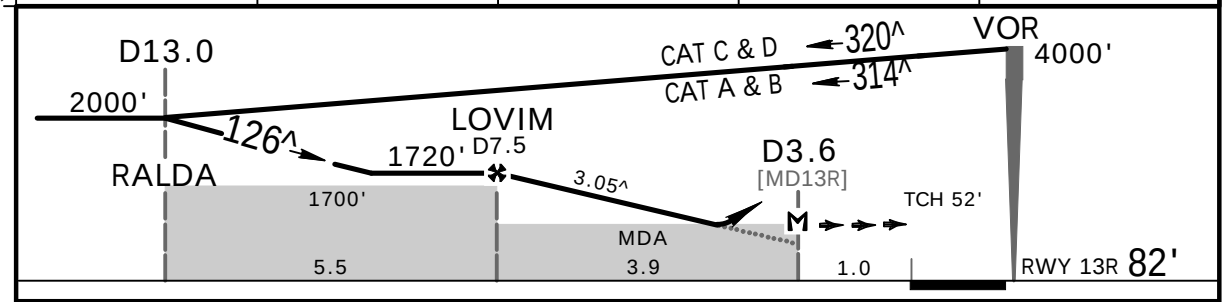


ADV DME	7.0	6.0	5.0	4.0
ALTITUDE	1560'	1240'	910'	590'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.05^	378	486	540	648	755	863
MAP at D3.6							

HIALS REIL PAPI PAPI

ADV	ADV	
114.25	114.25 R-126	D8.0

PANS OPS 3

.Standard. STRAIGHT-IN LANDING RWY 13R

CDFA DA/MDA(H) 470' (388')

		ALS out
A	RVR 1100m	RVR 1500m
B		
C		RVR 1800m
D		

CIRCLE-TO-LAND 1

Not authorized Southwest of runway

Max Kts	MDA(H)	VIS
100	490' (408')	1500m
135	590' (508')	1600m
180	690' (608')	2400m
205	790' (708')	3600m

1 Circling height based on rwy 13R thresh elev of 82'.

CHANGES: Minimums.

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OMAA/AUH
ABU DHABI INTL

JEPPESEN

17 FEB 12 (13-2)

ABU DHABI, UAE
VOR Rwy 31L

D-ATIS Arrival	ABU DHABI Radar(APP)	*ABU DHABI Arrival(APP/R)	ABU DHABI Tower		North Ground	South
119.97	124.4	128.1	118.67 North	119.2 South	121.95	123.97

VOR ADV	Final Apch Crs	Procedure Alt RADSO	DA/MDA(H)	Apt Elev / RWY
114.25	306^	1870' (1782')	540' (452')	88' / 88'

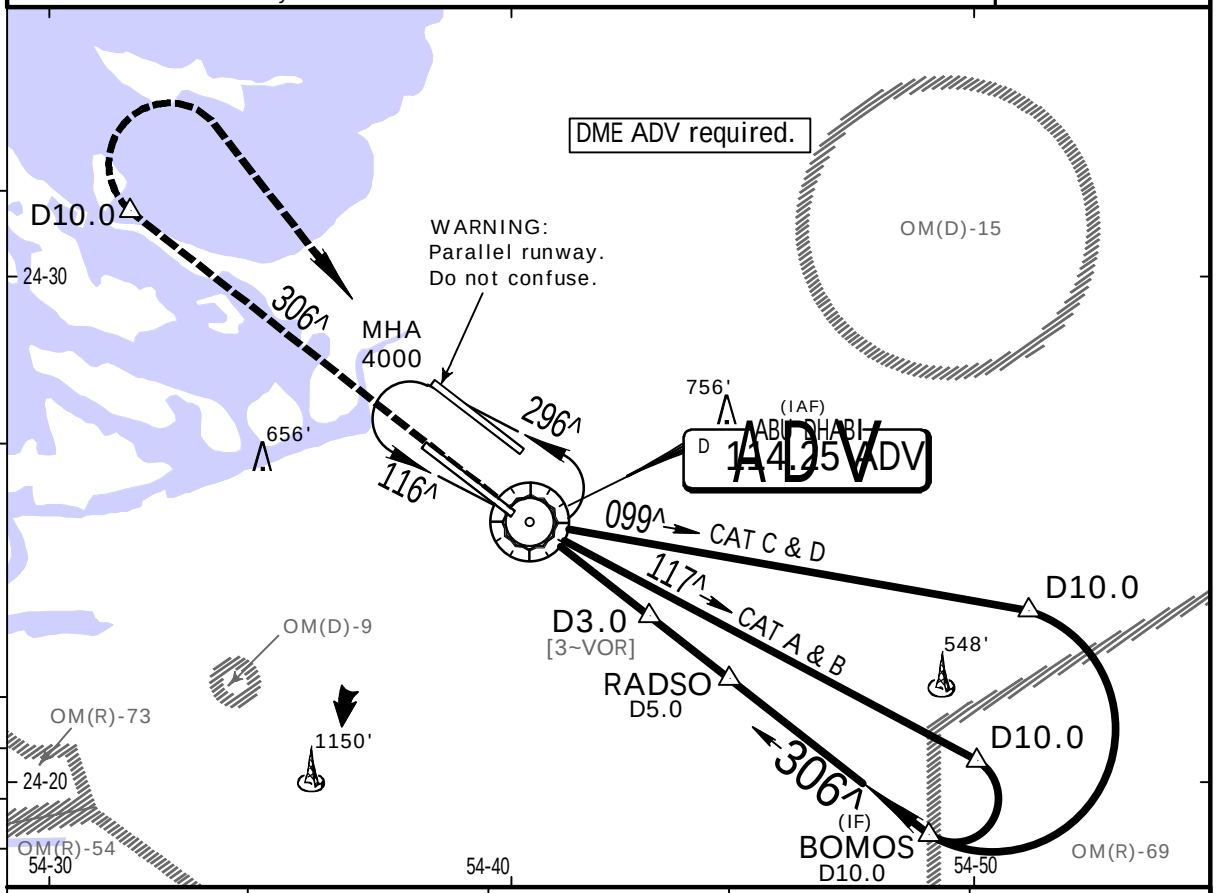
MISSED APCH: Climb STRAIGHT AHEAD on R-306. At D10.0 turn RIGHT and climb to 4000' to VOR and hold.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 150 Trans alt: 13000'

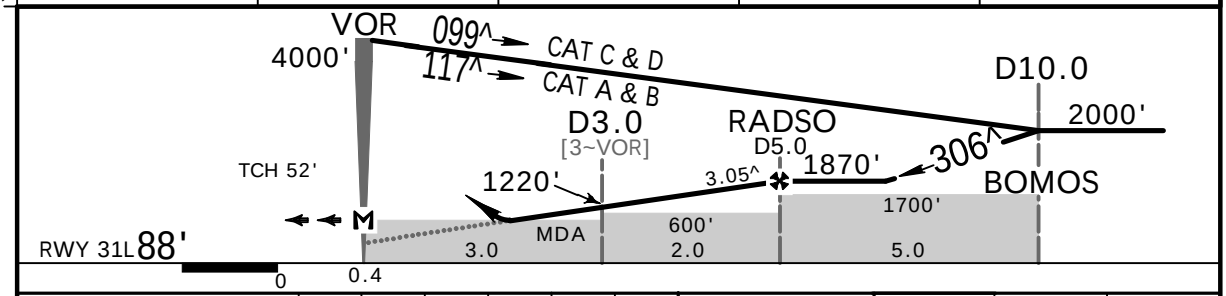
MSA ADV VOR: 180^ 1800'; 270^ 2300'; 360^ 2200'

BRIEFING STRIP ™

FOR FLIGHT SIMULATION USE ONLY



ADV DME	2.0	3.0	4.0	5.0
ALTITUDE	900'	1220'	1550'	1870'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.05^	378	486	540	648	755	863
MAP at VOR							

HIALS-II, REIL, PAPI, PAPI

ADV 114.25 R-306 D10.0

Standard.

STRAIGHT-IN LANDING RWY 31L

CDFA

DA/MDA(H) 540' (452')

		ALS out
A	RVR 1400m	RVR 1500m
B		
C		CMV 2100m
D		

CIRCLE-TO-LAND

Not authorized
Southwest of runway

Max Kts	MDA(H)	VIS
100	540' (452')	1500m
135	590' (502')	1600m
180	690' (602')	2400m
205	790' (702')	3600m

PANS OPS 3

CHANGES: Minimums.

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