Arriving Traffic

STAR Assignment

STAR assignments are based on the waypoint at which you enter the Doha Terminal Maneuvering Area (TMA). The table below outlines the possible STARs for each entry point. ATC will assign the appropriate STAR depending on traffic conditions, with a preference for the shortest available routing whenever possible.

> **Note**
>
> It is essential to highlight that the following arrival procedures are applicable to both Doha (OTBD) and Hamad (OTHH) airports. These procedures are not airport-specific.
>
> Aircraft can be sequenced on any of the STARs that guide them either to the east or west downwinds, depending on sector capacity.

16L/R Arrivals

Procedure	Type	Length	Downwind
ALKAN1F	Trombone	Long	West
ALKAN1H	Direct to Downwind	Short	East
ALKAN1P	Trombone	Long	East
LAEEB1F	Direct to Downwind	Short	West
LAEEB1K	Trombone	Long	West
ORLEK1F	Trombone	Long	West
TOSNA1P	Direct to Downwind	Short	East
TOSNA1T	Trombone	Long	East
TOSNA2F	Trombone	Long	West
TOVOX1P	Direct to Downwind	Short	East
TOVOX2F	Trombone	Long	West
VEDED1F	Trombone	Long	West
VEDED1H	Direct to Downwind	Short	East
VEDED1P	Trombone	Long	East

34L/R Arrivals

Procedure	Type	Length	Downwind
ALKAN1L	Trombone	Long	West
ALKAN1R	Trombone	Long	East
ALKAN1V	Direct to Downwind	Short	East
LAEEB1J	Trombone	Long	West
LAEEB1L	Direct to Downwind	Short	West
ORNEL1L	Direct to Downwind	Short	West

Procedure	Type	Length	Downwind
TOSNA1J	Trombone	Long	West
TOSNA1R	Direct to Downwind	Short	East
TOSNA1V	Trombone	Long	East
TOSNA2L	Trombone	Long	West
TOVOX1R	Direct to Downwind	Short	East
TOVOX2L	Trombone	Long	West
VEDED1L	Trombone	Long	West
VEDED1R	Trombone	Long	East
VEDED1V	Direct to Downwind	Short	East

Warning

All STARs into Doha-Hamad include altitude and speed restrictions, which must be adhered to unless explicitly canceled by ATC. Pilots should verify clearance levels through instructions such as "**DESCEND VIA STAR**," "**DESCEND UNRESTRICTED**," or "**CANCEL STAR SPEEDS**."

Runway Assignment

Runway assignments are issued by Doha Radar or Doha Approach and may be given with short notice during high-traffic periods. Pilots should be prepared for all arrival runways listed in the ATIS.

If the aircraft supports a secondary flight plan, pilots should preload an alternate arrival runway to facilitate a swift transition if required.

Approach

The standard approach at Doha-Hamad is the ILS, with independent parallel operations in effect. Pilots can expect a minimum diagonal separation of 3 NM from traffic on the opposite runway and 2 NM spacing from preceding aircraft on the opposite runway.

Speeds

The speed limits and recommended speeds within different segments of the Doha terminal area is as follows:

Speed Range	Arrival Segment
230 - 210 kts	Initial approach phase
180 kts	Base leg/closed heading to final approach
180 kts	Until 10 DME
160 kts	Until 4 DME

Note

Aircraft subject to speed restrictions on final with DME constraints may be instructed by ATC to comply with "**STANDARD SPEEDS**" meaning pilots are expected to maintain these speeds until final approach.

For the A380, the speed sequence is as follows: 180 until 10 DME and 160 kts until 5 DME.

All speed restrictions must be adhered to as accurately as possible. Aircraft unable to comply with these restrictions must notify ATC in advance and specify the speeds they can maintain. Pilots should also inform ATC if circumstances require a speed adjustment for any reason.

To ensure accurate spacing, pilots are requested to comply with speed adjustments as promptly as practicable, considering their operational constraints.

If traffic sequencing does not require speed limitations, ATC will advise, "**NO ATC SPEED RESTRICTION**."

Landing

High Intensity Runway Operations (HIRO)

During peak traffic periods, rapid runway vacating is essential to prevent go-arounds for following aircraft. Ensure your entire aircraft has passed the designated runway holding point before considering yourself clear. Avoid unnecessary stops before exiting completely.

All rapid exit taxiways are equipped with rapid taxiway indicator lights. Pilots are encouraged to maintain the designated exit taxi speed of 50 knots.

Runway	Standard Rapid Exit
16L	A7
16R	M7
34L	M8
34R	A5

Warning

Do not vacate the runway via A6 or L7 unless explicitly instructed by ATC.

Info

Pilots are expected to vacate the runway using standard exit procedures unless instructed otherwise by the tower controller. If unable to comply with High-Intensity Runway Operations (HIRO), advise tower on first contact.

ILS Glidepath Fluctuations

Aircraft arriving on Runway 34L may experience glidepath signal fluctuations due to taxiing and departing aircraft. Pilots should be prepared for potential glidepath interference and closely monitor their ILS profile, flight display indications, and autopilot behavior during both manual and coupled ILS approaches.

Taxi

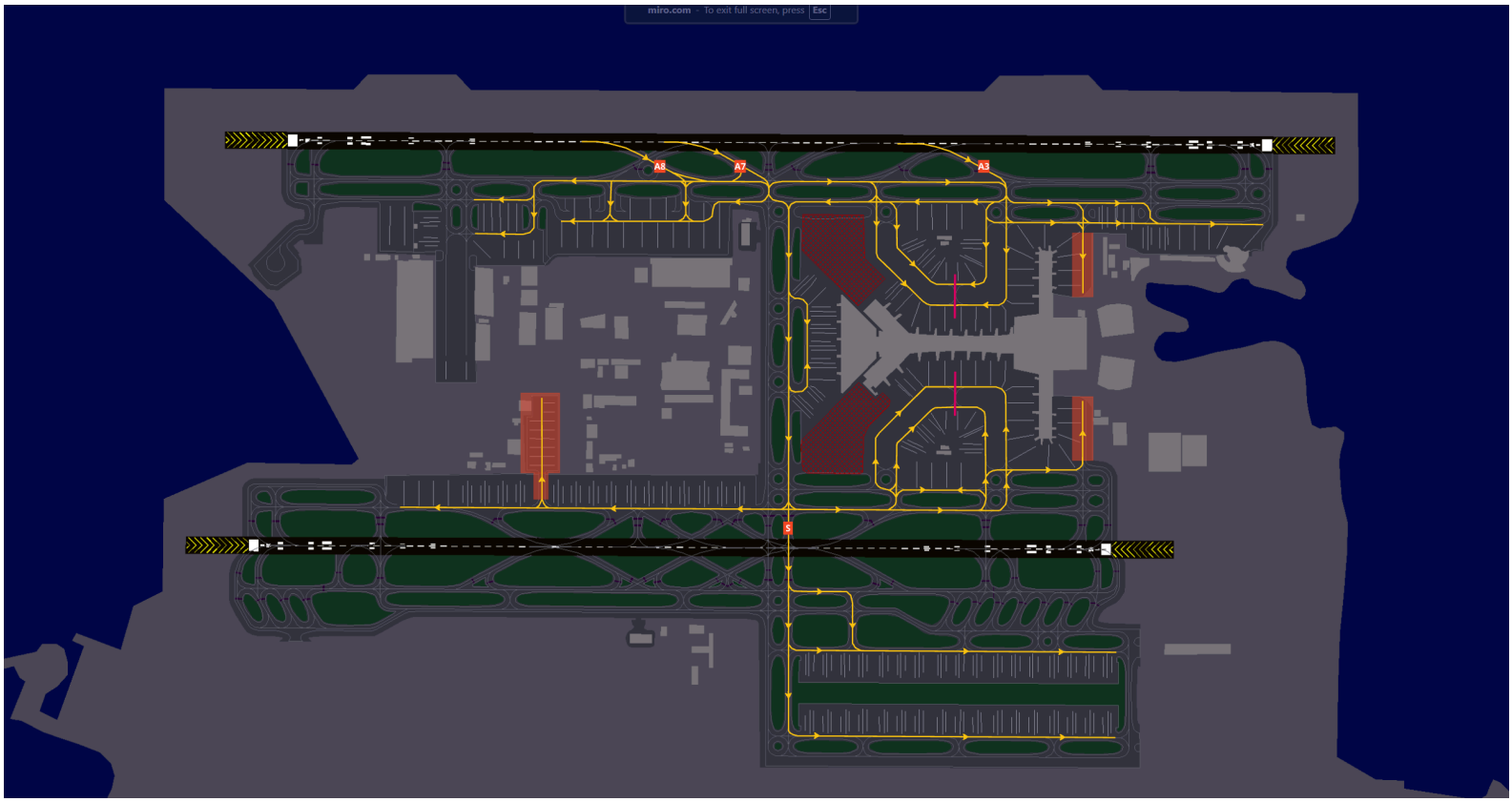
After landing, aircraft must not stop on the rapid exit taxiways and shall continue taxiing according to the following procedures unless otherwise instructed by the tower controller:

- **Runway 16L:** Continue via B southbound.
- **Runway 16R:** Continue via K or M southbound.
- **Runway 16R (Apron 5 Parking):** Expect a northbound turn onto K (HIRO not applicable).
- **Runway 34L:** Continue via M northbound unless instructed to vacate to the east (if vacating east, HIRO not applicable).
- **Runway 34R:** Continue via B northbound.

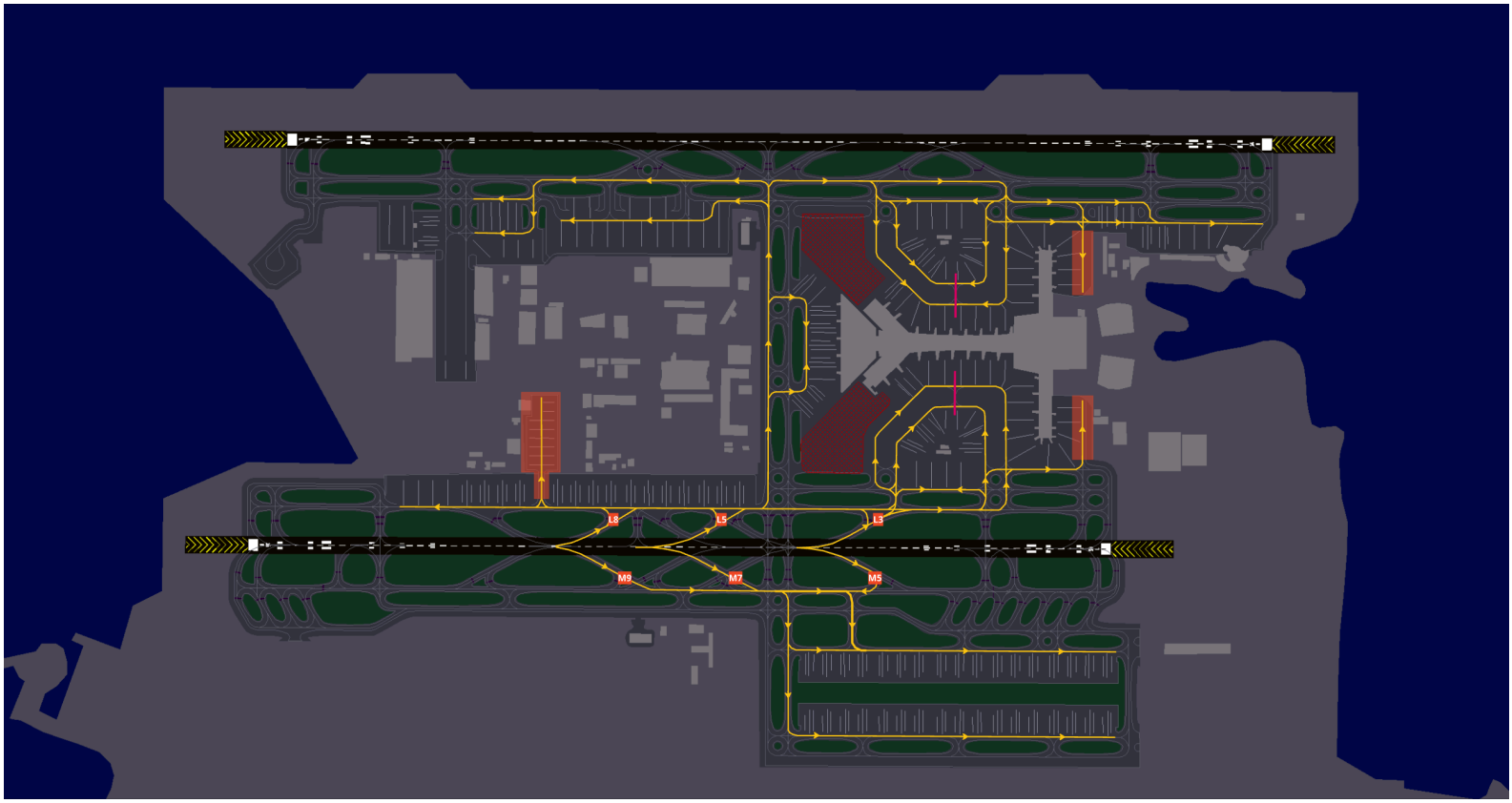
The following taxi diagrams depict the standard taxi routings. Note that it may be necessary for operational reasons to deviate from these routings and pilots should follow ATC instructions at all times.

Runway 16s Configuration

Arrivals, Runway 16L

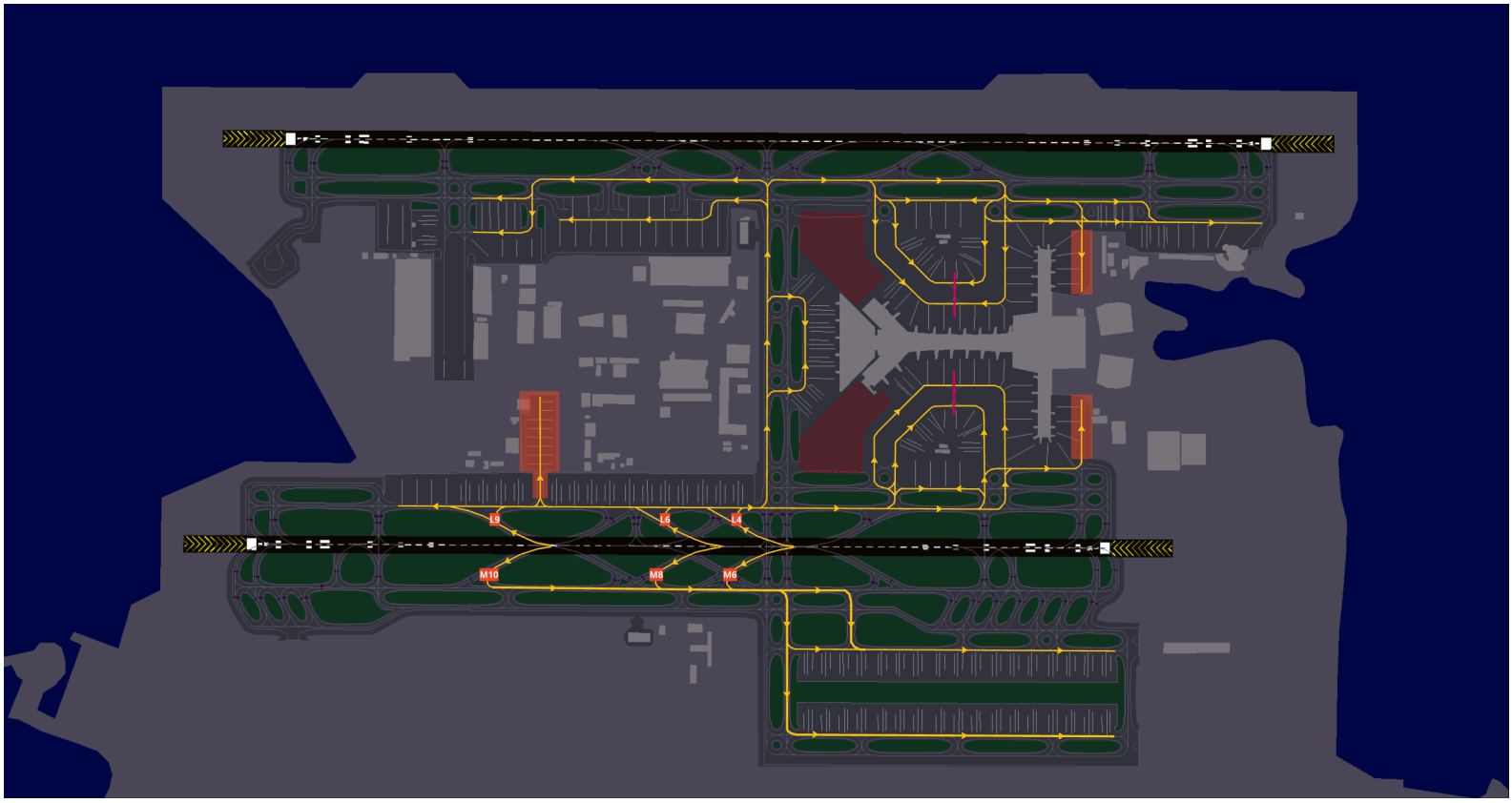


Arrivals, Runway 16R

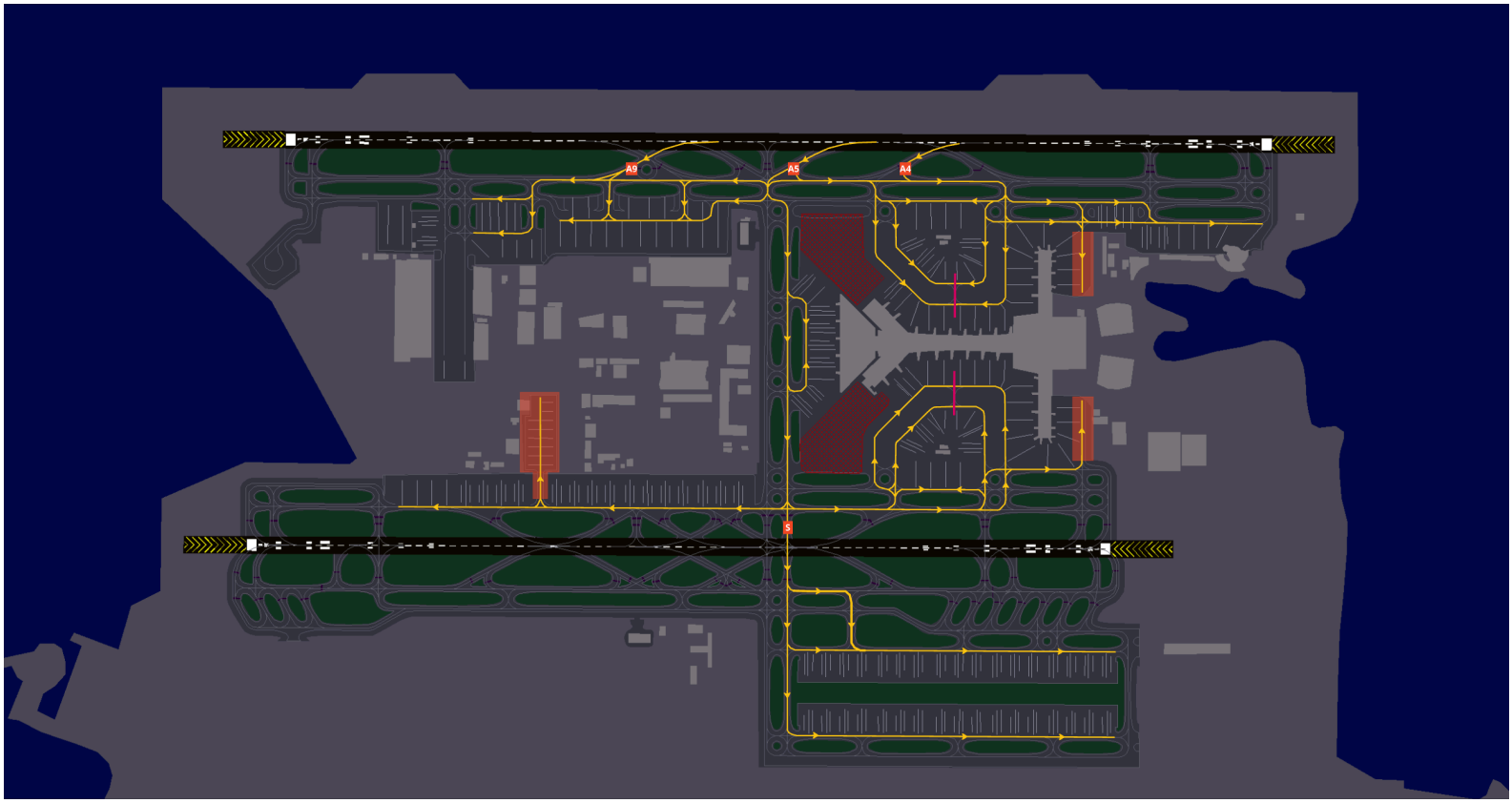


Runway 34s Configuration

Arrivals, Runway 34L



Arrivals, Runway 34R



July 10, 2025