General Information

Location: ABU DHABI ARE
ICAO/IATA: OMAA / AUH
Lat/Long: N24° 25.98', E054° 39.07'
Elevation: 83 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -4:00 = UTC
Magnetic Variation: 2.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0255 Z
Sunset: 1334 Z

Runway Information

Runway: 13L
Length x Width: 13451 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 62 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 13R
Length x Width: 13471 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 78 ft
Lighting: Edge, ALS, Centerline, REIL

Runway: 31L
Length x Width: 13471 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 83 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 31R
Length x Width: 13451 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 72 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Communication Information

ATIS: 119.675 Departure Service
ATIS: 119.975 Arrival Service
Abu Dhabi Tower: 118.675
Abu Dhabi Tower: 120.425 Secondary
Abu Dhabi Tower: 119.200
Abu Dhabi Ground: 121.950
Abu Dhabi Ground: 123.975
Abu Dhabi Ground: 119.425 Secondary
Abu Dhabi Clearance Delivery: 125.100
Abu Dhabi Arrival: 118.000
Abu Dhabi Arrival: 118.425
Abu Dhabi Arrival: 135.250 Secondary
Abu Dhabi Radar: 133.550
Abu Dhabi Radar: 132.675
Abu Dhabi Radar: 128.100
Abu Dhabi Radar: 124.625 Secondary
Abu Dhabi Radar: 124.400
Abu Dhabi Information: 127.500
Abu Dhabi Radar: 135.350 Secondary
Abu Dhabi Information: 124.625 Secondary
Abu Dhabi Radar: 135.150

1. GENERAL

1.1. ATIS

D-ATIS Arrival 119.975

D-ATIS Departure 119.675

1.2. LOW VISIBILITY PROCEDURES (LVP)

LVP shall be in force when RVR or visibility indicates less than 550m or when ceiling less than 200'.

During LVP operations pilots are required to use full length departure from the CAT III RWY and associated holding position.

Warning: Arrival ACFT vacating RWY 13L via TWY A11 shall not turn directly onto TWY G or H, but shall continue taxiing eastbound on TWY A towards TWY A14.

For RWY 13L:

- Follow-me vehicle will guide departing ACFT from their parking apron to a stop bar on TWY E6 or at stop bar CP4 on TWY C.
- Pilots shall expect to follow the greens to the holding point on TWY A1.
- Landing ACFT shall expect to vacate RWY 13L via TWY A11, TWY A13, TWY A14 or TWY A18.
- After vacating RWY 13L via TWY A18, TWY A14, TWY A13 or TWY A11 pilots shall expect to follow greens to Follow-me vehicle pick-up point on TWY D2, TWY D4 or at stop bar DP1on TWY D.
- Follow-me vehicle will guide arriving ACFT from pick-up point to the parking stand.

For RWY 31L:

- Follow-me vehicle will guide departing ACFT from their parking apron to drop-off positions on TWY E15 or TWY D11 for further ATC instructions.
- Landing ACFT shall vacate RWY 31L to the Left via TWY E6, TWY E4, TWY E3, TWY E2 or to the Right on TWY D4.
- From TWY D4 arriving ACFT may turn right to stop bar DP1 on TWY D or proceed straight on TWY D4 and turn left onto TWY C to a Follow-me vehicle pick-up point on TWY D2.
- Pilots shall expect to follow the greens to the first stop bar for Follow-me vehicle pick-up.
- Follow-me vehicle will guide arriving ACFT from the pick-up point to the parking stand.

For RWY 31R:

- Follow-me vehicle will guide departing ACFT to a stop bar on TWY E6 or at stop bar CP4 on TWY C.
- Pilots shall expect to follow the greens to the holding point on TWY A18.
- Landing ACFT shall expect to vacate RWY 31R via TWY A10, TWY A8, TWY A6 or TWY A1.
- After vacating RWY 31R via TWY A1, TWY A6, TWY A8 or TWY A10 pilots shall expect to follow greens to Follow-me vehicle pick-up point on TWY D2, TWY D4 or at stop bar DP1 on TWY D.
- Follow-me vehicle will then guide arriving ACFT from pick-up point to the allocated parking stand.

Only Code C or smaller ACFT may vacate via TWY E3.

1. GENERAL

1.3. TAXI PROCEDURES

Minimum RVR 50m is required for taxiing under automated lighting between RWY and designated pick-up or drop-off positions on TWYs D2, D4, D11, E2, E3, E4, E6, E15 and on sections of TWYs C and D at stop bars CP4 and DP1.

Minimum VIS 75m is required while ACFT are being guided by Follow-me vehicle between aprons and designated drop-off or pick-up positions on TWYs D2, D4, D11, E2, E3, E4, E6, E15 and on sections of TWY C and TWY D at stop bars CP4 and DP1.

TWYs E3A, E3B, 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.

2. ARRIVAL

2.1 SPEED CONTROL DURING FINAL APPROACH

Pilot should typically expect the following speed control to be enforced by ATC during final approach:

- 180 KTS:10 NM from touchdown.
- 160 KTS: 4 NM from touchdown.

2.2. CAT II/III OPERATIONS

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

2.3. RWY OPERATIONS

2.3.1. MINIMUM RWY OCCUPANCY TIME

High intensity RWY operations require all ACFT to exit RWY at the fastest speed commensurate with safety. Extended RWY occupancy may result in the following ACFT being sent around.

Pilots should pre-plan their landing and roll-out to target their planned exit TWY (unless a specific TWY has been assigned by ATC) that provides for a safe and expeditious exit from the RWY, to reduce delays and maximise utilisation at all times.

Arriving ACFT are not to stop on any RWY exit awaiting instructions from Ground Movement Control. If a landing ACFT cannot contact ABU DHABI Ground due to frequency congestion, the pilot shall fully vacate the RWY and hold position until contact with ABU DHABI Ground can be established.

Pilots not able to comply with these requirements shall notify ATC as soon as possible.

2.3.2. REDUCED RWY SEPARATION MINIMA (RRSM)

2.3.2.1. GENERAL

Special landing procedures may be utilized, at Abu Dhabi Intl for RWY 13L/31R and RWY 13R/31L.

It is essential that aircrew adhere to paragraph 2.3.1. MINIMUM RWY OCCUPANCY TIME to reduce RWY occupancy times and ensure the efficiency of operations during RRSM.

2. ARRIVAL

2.3.2.2. CONDITIONS FOR THE APPLICATION OF 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

provided:

- Tailwind does not exceed 5 KT, and there are no reports of wind shear.
- Met visibility shall be equal to or greater than 5km and the cloud ceiling shall not be lower than 1000' and the ATC is satisfied that the pilot of the following ACFT will be able to observe the relevant traffic clearly and continuously.
- Traffic information shall be provided to the flight crew of the succeeding ACFT concerned.
- The RWY is dry and there is no evidence that the braking action may be adversely affected.
- The controller is able to assess separation visually or by radar derived information. The surveillance system that provides the controller with position information shall be utilized in combination with visual means and shall be serviceable at all times.
- Wake turbulence separation minima shall be applied.
- Minimum separation continues to exist between two departing ACFT immediately after take-off of the second ACFT.
- In order to ensure that the preceding ACFT vacates the RWY in a timely manner, the pilot shall be advised of the exit at which to plan to vacate.

2.3.2.3. RRSM PROCEDURE

When the RWY-in-use is temporarily occupied by other traffic, landing clearance may be issued to an arriving ACFT, provided that the controller has reasonable assurance that the following separation distances/criteria will be met when the landing ACFT crosses the RWY THR:

Landing following landing:

- **RWY 13L/31R**

The preceding landing ACFT has landed and has vacated the RWY; or has passed a point at least 7874'/2400m from the THR of the RWY (abeam TWY Z1 for RWY 13L; midway A8 and A10 for RWY 31R); and is in motion and will vacate the RWY without stopping and/or backtracking.

- **RWY 13R/31L**

The preceding landing ACFT has landed and has vacated the RWY; or has passed a point at least 7874'/2400m from the THR of the RWY (intersection of High Speed Exit TWY E10 and E12 for RWY 13R; intersection of Rapid Exit TWY E7 and E8 for RWY 31L); and is in motion and will vacate the RWY without stopping and/or backtracking.

Landing following departure

- **RWY 13L/31R**

The preceding departing ACFT is/will be airborne and has passed a point at least 7874'/2400m from the THR of the RWY (abeam TWY Z1 for RWY 13L; midway A8 and A10 for RWY 31R).

- **RWY 13R/31L**

The preceding departing ACFT is/will be airborne and has passed a point at least 7874'/2400m from the THR of the RWY (intersection of High Speed Exit TWY E10 and E12 for RWY 13R; intersection of Rapid Exit TWY E7 and E8 for RWY 31L).

2. ARRIVAL

2.4. TAXI PROCEDURES

2.4.1. PRESIDENTIAL FLIGHT APRON

Unless otherwise instructed ACFT shall expect to enter via TWY E3.

2.4.2. 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.

3. DEPARTURE

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

3.1.1. START-UP AND PUSH-BACK

Departing ACFT shall contact Delivery to confirm receipt of ATC clearance via Data Link or to obtain the ATC clearance via voice only when fully ready to push back and start. The following information should be passed:

- ACFT callsign;
- ACFT type, and for ACFT in the heavy wake turbulence category the word "Heavy";
- Parking stand;
- Ready to push and start.

Delivery will issue ATC clearance to ACFT ready for push-back and start. Pilot will then be instructed to monitor ABU DHABI Ground (South) and standby for ATC call.

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.

Reduced engine taxi operations from Stand 201 thru 222. Pilots shall exercise extreme caution when leaving Apron 2 via TWY E13, TWY E14, TWY F1 or TWY F2.

Engine thrust should be at idle due to jet blast considerations when turning onto these TWYs.

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. RWY OPERATIONS

3.2.1. MINIMUM RWY OCCUPANCY TIME

ATC operate on the basis that each ACFT, when instructed to enter the RWY, is ready for immediate departure upon receipt of an appropriate ATC clearance. Pilots shall ensure, commensurate with safety and standard operating procedures and on receipt of an appropriate ATC clearance, that they are able to taxi into the correct position and line up on the RWY as soon as the preceding ACFT has commenced its take-off run or its landing roll.

Cockpit checks and cabin readiness shall be completed before line-up and any checks requiring completion on the RWY shall be kept to a MIM.

On receipt of take-off clearance, pilots shall commence take-off without delay.

Pilots not able to comply with these requirements shall notify ATC as soon as possible.

3. DEPARTURE

3.2.2. REDUCED RWY SEPARATION MINIMA (RRSM)

3.2.2.1. GENERAL

Special departing procedures may be utilized, at Abu Dhabi Intl for RWY 13L/31R and RWY 13R/31L.

It is essential that aircrew adhere to paragraph 3.2.1 MINIMUM RWY OCCUPANCY TIME and 3.1.2. TAXIING AND TAKE-OFF to reduce RWY occupancy times and ensure the efficiency of operations during RRSM.

3.2.2.2. RRSM PROCEDURE

Take-off clearance may be issued to a departing ACFT, commencing its take-off roll from full length, before the preceding departure has passed the upwind end of the RWY, provided:

Departure following departure

- **RWY 13L/31R**

  The preceding ACFT is airborne, and has passed a point at least 7874'/2400m from the THR of the RWY (abeam TWY Z1 for RWY 13L; midway A8 and A10 for RWY 31R) and minimum separation continues to exist, constant or increasing, between the two departing ACFT immediately after take-off of the second ACFT.

- **RWY 13R/31L**

  The preceding ACFT is airborne, and has passed a point at least 7874'/2400m from the THR of the RWY (intersection of Rapid Exit TWY E10 and E12 for RWY13R; intersection of Rapid Exit TWY E7 and E8 for RWY 31L) and minimum separation continues to exist, constant or increasing, between the two departing ACFT immediately after take-off of the second ACFT.

3.3. 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.

OMAA/AUH
ABU DHABI INTL

JEPPESEN

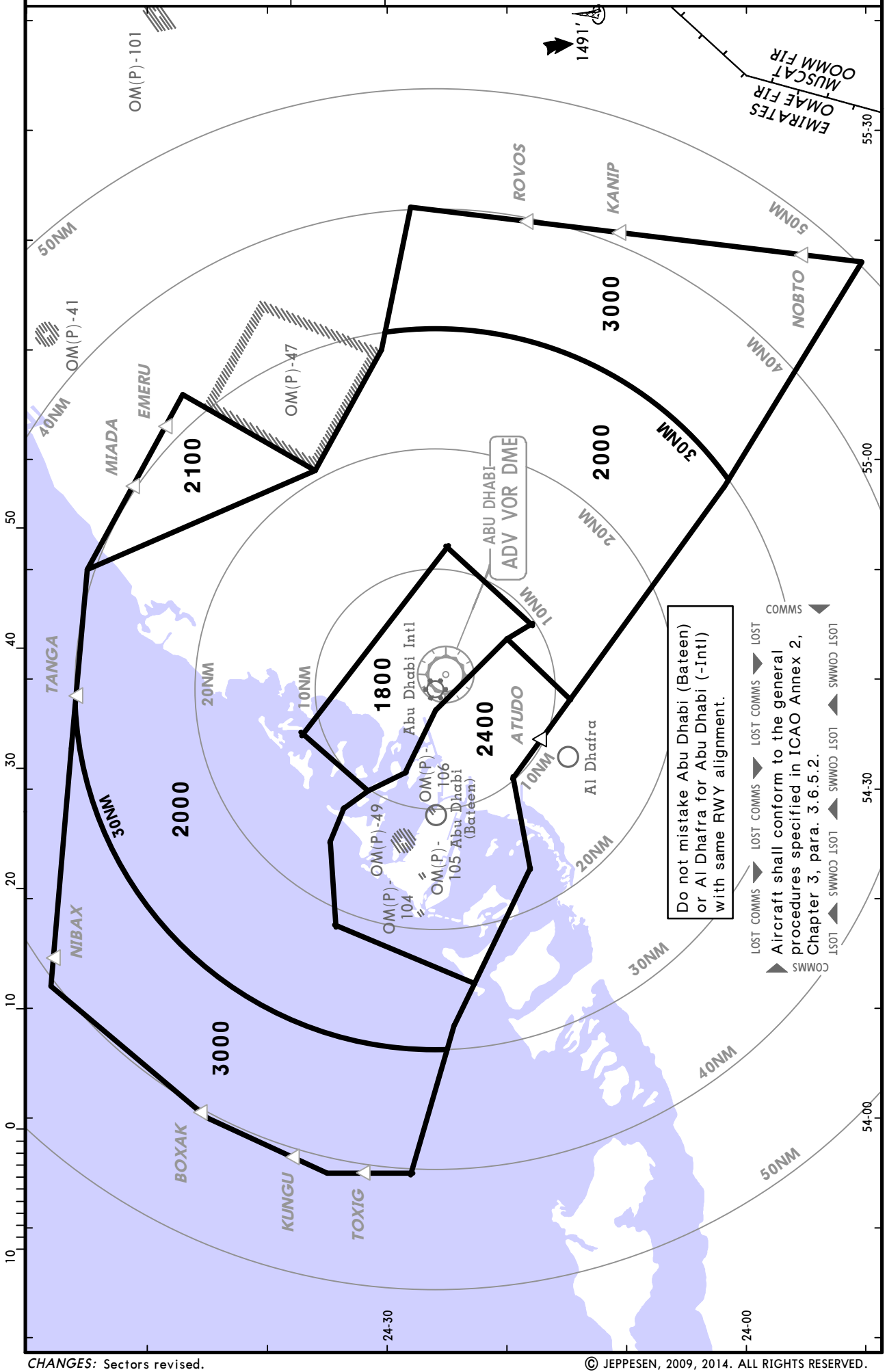
5 DEC 14 (10-1R) Eff 11 Dec

ABU DHABI, UAE
RADAR MINIMUM ALTITUDES

ABU DHABI Radar (APP)
124.4 *128.1

Apt Elev
88′

Alt Set: hPa
Trans level: FL150 Trans alt: 13000′



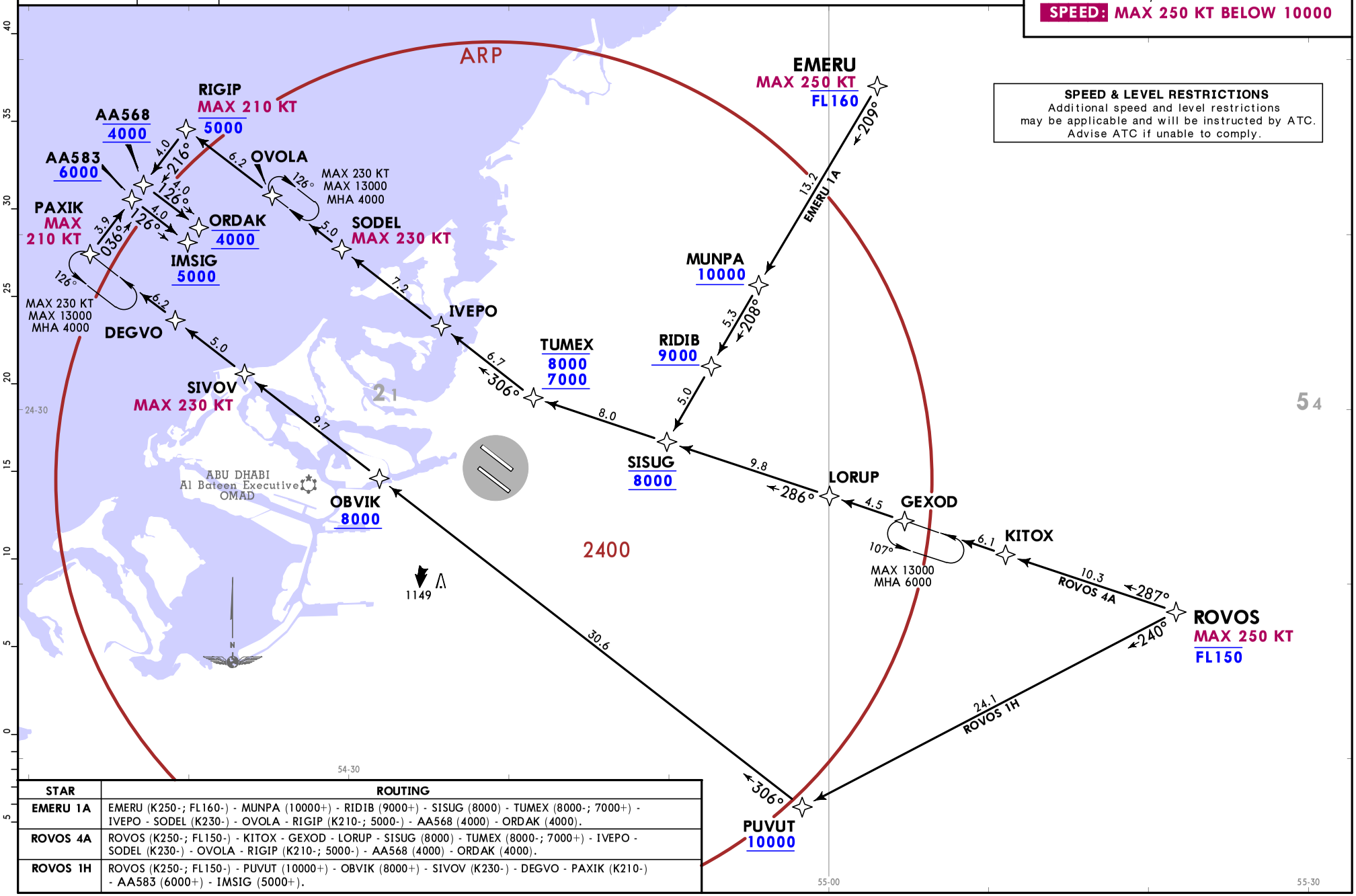
CHANGES: Sectors revised.

D-ATIS Arrival	Apt Elev
119.975	83

Alt Set: hPa Trans level: FL150
1. RNAV 1. 2. GNSS required.
3. Do not descend below ATC cleared level.
4. On initial call an arriving ACFT shall pass the following information to ABU DHABI APP: ACFT callsign, passing level, ACFT type, and for ACFT in the heavy wake turbulence category the word "HEAVY", STAR designation, ATIS information and QNH, advise if full RWY length required, during LVP request a CAT II or CAT IIIB approach if certified.
5. For all stages of flight, clearances to descend cancel any previous restrictions or levels, unless they are reiterated as part of the clearance.

EMERU 1A [EMER1A]
ROVOS 4A [ROVO4A]
ROVOS 1H [ROVO1H]
RWYS 13L/R RNAV ARRIVALS

SPEED: MAX 250 KT BELOW 10000



STAR	ROUTING
EMERU 1A	EMERU (K250-; FL160-) - MUNPA (10000+) - RIDIB (9000+) - SISUG (8000) - TUMEX (8000-; 7000+) - IVEPO - SODEL (K230-) - OVOLA - RIGIP (K210-; 5000-) - AA568 (4000) - ORDAK (4000).
ROVOS 4A	ROVOS (K250-; FL150-) - KITOX - GEXOD - LORUP - SISUG (8000) - TUMEX (8000-; 7000+) - IVEPO - SODEL (K230-) - OVOLA - RIGIP (K210-; 5000-) - AA568 (4000) - ORDAK (4000).
ROVOS 1H	ROVOS (K250-; FL150-) - PUVUT (10000+) - OBVIK (8000+) - SIVOV (K230-) - DEGVO - PAXIK (K210-) - AA583 (6000+) - IMSIG (5000+).

CHANGES: RNAV STARs completely revised.

OMAA/AUH
ABU DHABI INTL

JEPPESEN
1 DEC 17 (10-2A) Eff 7 Dec

ABU DHABI, UAE
RNAV STAR

D-ATIS Arrival 119.975 | Apt Elev 83 | Alt Set: hPa Trans level: FL150

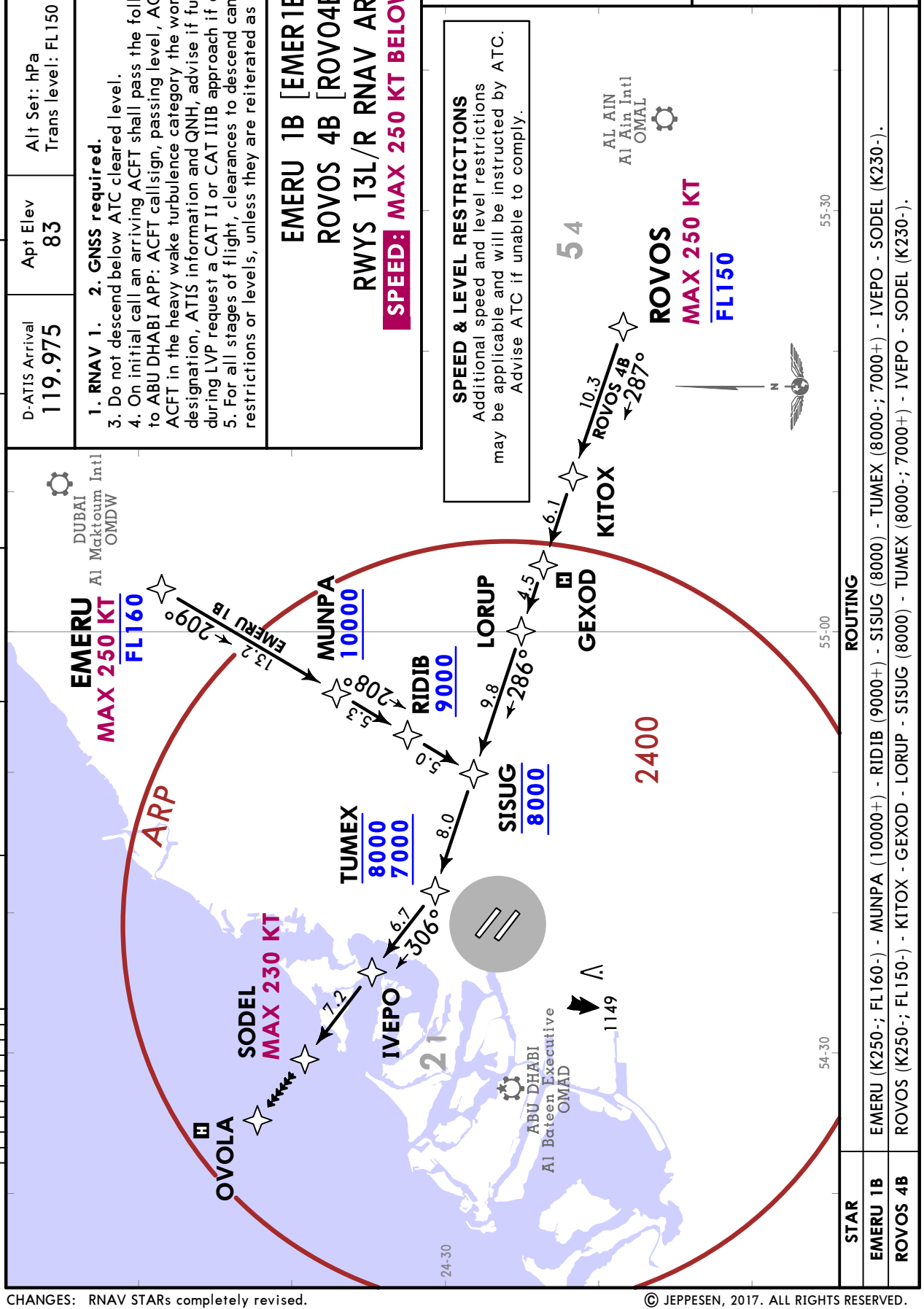
1. RNAV 1. 2. GNSS required.
3. Do not descend below ATC cleared level.
4. On initial call an arriving ACFT shall pass the following information to ABU DHABI APP: ACFT callsign, passing level, ACFT type, and for ACFT in the heavy wake turbulence category the word "HEAVY", STAR designation, ATIS information and QNH, advise if full RWY length required, during LVP request a CAT II or CAT IIIB approach if certified.
5. For all stages of flight, clearances to descend cancel any previous restrictions or levels, unless they are reiterated as part of the clearance.

EMERU 1B [EMER1B]
ROVOS 4B [ROVO4B]
RWYS 13L/R RNAV ARRIVALS
SPEED: MAX 250 KT BELOW 10000

HOLDING OVER OVOLA
MAX 230 KT
MAX 13000
MHA 4000
126°
306°

HOLDING OVER GEXOD
MAX 13000
MHA 6000
287°
107°

SPEED & LEVEL RESTRICTIONS
Additional speed and level restrictions may be applicable and will be instructed by ATC. Advise ATC if unable to comply.



STAR	ROUTING
EMERU 1B	EMERU (K250-; FL160-) - MUNPA (10000+) - RIDIB (9000+) - SISUG (8000) - TUMEX (8000-; 7000+) - IVEPO - SODEL (K230-).
ROVOS 4B	ROVOS (K250-; FL150-) - KITOX - GEXOD - LORUP - SISUG (8000) - TUMEX (8000-; 7000+) - IVEPO - SODEL (K230-).

CHANGES: RNAV STARs completely revised.

OMAA/AUH
ABU DHABI INTL

JEPPESEN
1 DEC 17 (10-2B) Eff 7 Dec

ABU DHABI, UAE
RNAV STAR

D-ATIS Arrival
119.975

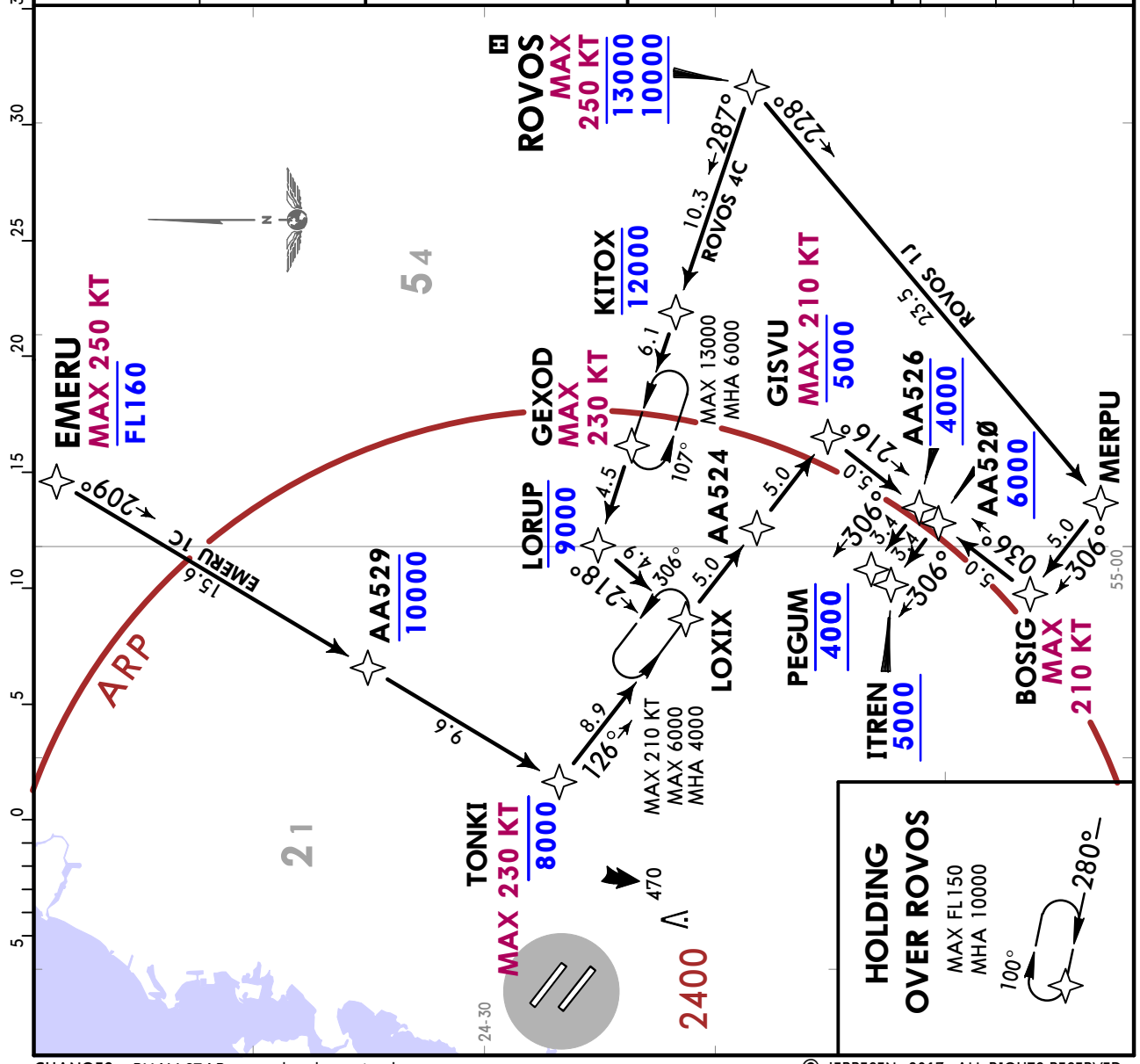
Apt Elev
83

Alt Set: hPa Trans level: FL150
1. RNAV 1. 2. GNSS required.
3. Do not descend below ATC cleared level.
4. On initial call an arriving ACFT shall pass the following information to ABU DHABI APP: ACFT callsign, passing level, ACFT type, and for ACFT in the heavy wake turbulence category the word "HEAVY", STAR designation, ATIS information and QNH, advise if full RWY length required, during LVP request a CAT II or CAT IIIB approach if certified.
5. For all stages of flight, clearances to descend cancel any previous restrictions or levels, unless they are reiterated as part of the clearance.

EMERU 1C [EMER1C]
ROVOS 4C [ROV04C]
ROVOS 1J [ROV01J]
RWYS 31R/L RNAV ARRIVALS
SPEED: MAX 250 KT BELOW 10000

SPEED & LEVEL RESTRICTIONS
Additional speed and level restrictions may be applicable and will be instructed by ATC. Advise ATC if unable to comply.

STAR	ROUTING
EMERU 1C	EMERU (K250-; FL160-) - AA529 (10000-) - TONKI (K230-; 8000-) - LOXIX - AA524 - GISVU (K210-; 5000-) - AA526 (4000) - PEGUM (4000).
ROVOS 4C	ROVOS (K250-; 13000-; 10000+) - KITOX (12000-) - GEXOD (K230-) - LORUP (9000-) - LOXIX - AA524 - GISVU (K210-; 5000-) - AA526 (4000) - PEGUM (4000).
ROVOS 1J	ROVOS (K250-; 13000-; 10000+) - MERPU - BOSIG (K210-) - AA520 (6000+) - ITREN (5000+).



CHANGES: RNAV STARs completely revised.

OMAA/AUH
ABU DHABI INTL

JEPPESEN
1 DEC 17 (10-2C) Eff 7 Dec

ABU DHABI, UAE
RNAV STAR

Alt Set: hPa Trans level: FL150
1. **RNAV 1.** 2. **GNSS required.**
3. Do not descend below ATC cleared level.
4. On initial call an arriving ACFT shall pass the following information to ABU DHABI APP: ACFT callsign, passing level, ACFT type, and for ACFT in the heavy wake turbulence category the word "HEAVY", STAR designation, ATIS information and QNH, advise if full RWY length required, during LVP request a CAT II or CAT IIIB approach if certified.
5. For all stages of flight, clearances to descend cancel any previous restrictions or levels, unless they are reiterated as part of the clearance.

D-ATIS Arrival 119.975

Apt Elev 83

EMERU 1D [EMER1D]
ROVOS 4D [ROVO4D]
RWYS 31L/R RNAV ARRIVALS
SPEED: MAX 250 KT BELOW 10000

SPEED & LEVEL RESTRICTIONS
Additional speed and level restrictions may be applicable and will be instructed by ATC. Advise ATC if unable to comply.

HOLDINGS OVER

ROVOS
MAX FL150
MHA 10000
100° 280°

LOXIX
MAX 210 KT
MAX 6000
MHA 4000
126° 306°

EMERU
MAX 250 KT
FL160
209°
15.6 EMERU 1D
ARP

AA529
10000
9.6

TONKI
MAX 230 KT
8000
8.9
126°

LORUP
9000
4.5
218°
4.9

GEXOD
MAX 230 KT
MAX 13000
MHA 6000
6.1
107°

KITOX
12000
10.3
287°
ROVOS 4D

ROVOS
MAX 250 KT
13000
10000

LOXIX
126°

54
55-30
55-00
54-30
24-30

1149

ABU DHABI
Al Bateen Executive
OMAD

STAR	ROUTING
EMERU 1D	EMERU (K250-; FL160-) - AA529 (10000-) - TONKI (K230-; 8000-) - LOXIX.
ROVOS 4D	ROVOS (K250-; 13000-; 10000+) - KITOX (12000-) - GEXOD (K230-) - LORUP (9000-) - LOXIX.

CHANGES: RNAV STARs completely revised.

JEPPESEN ABU DHABI, UAE
1 DEC 17 (10-2D) Eff 7 Dec
RNAV STAR

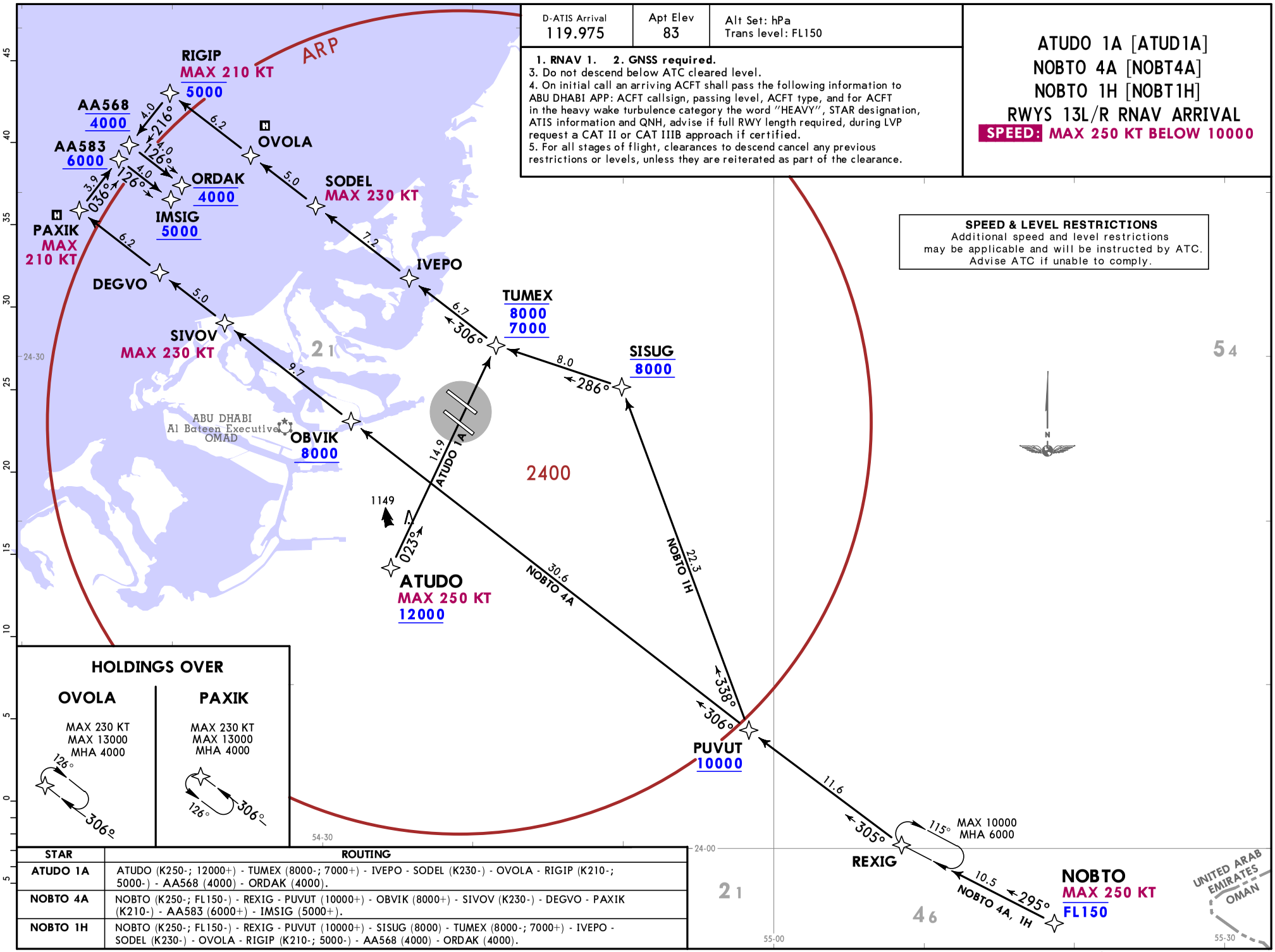
D-ATIS Arrival	Apt Elev	Alt Set: hPa
119.975	83	Trans level: FL150

1. RNAV 1. 2. GNSS required.
3. Do not descend below ATC cleared level.
4. On initial call an arriving ACFT shall pass the following information to ABU DHABI APP: ACFT callsign, passing level, ACFT type, and for ACFT in the heavy wake turbulence category the word "HEAVY", STAR designation, ATIS information and QNH, advise if full RWY length required, during LVP request a CAT II or CAT IIIB approach if certified.
5. For all stages of flight, clearances to descend cancel any previous restrictions or levels, unless they are reiterated as part of the clearance.

ATUDO 1A [ATUD1A]
NOBTO 4A [NOBT4A]
NOBTO 1H [NOBT1H]
RWYS 13L/R RNAV ARRIVAL

SPEED: MAX 250 KT BELOW 10000

SPEED & LEVEL RESTRICTIONS
Additional speed and level restrictions may be applicable and will be instructed by ATC. Advise ATC if unable to comply.



HOLDINGS OVER

OVOLA
MAX 230 KT
MAX 13000
MHA 4000
126°
306°

PAXIK
MAX 230 KT
MAX 13000
MHA 4000
126°
306°

STAR	ROUTING
ATUDO 1A	ATUDO (K250-; 12000+) - TUMEX (8000-; 7000+) - IVEPO - SODEL (K230-) - OVOLA - RIGIP (K210-; 5000-) - AA568 (4000) - ORDAK (4000).
NOBTO 4A	NOBTO (K250-; FL150-) - REXIG - PUVUT (10000+) - OBVIK (8000+) - SIVOV (K230-) - DEGVO - PAXIK (K210-) - AA583 (6000+) - IMSIG (5000+).
NOBTO 1H	NOBTO (K250-; FL150-) - REXIG - PUVUT (10000+) - SISUG (8000) - TUMEX (8000-; 7000+) - IVEPO - SODEL (K230-) - OVOLA - RIGIP (K210-; 5000-) - AA568 (4000) - ORDAK (4000).

CHANGES: RNAV STARs completely revised.

OMAA/AUH
ABU DHABI INTL

JEPPESEN
1 DEC 17 (10-2E) Eff 7 Dec

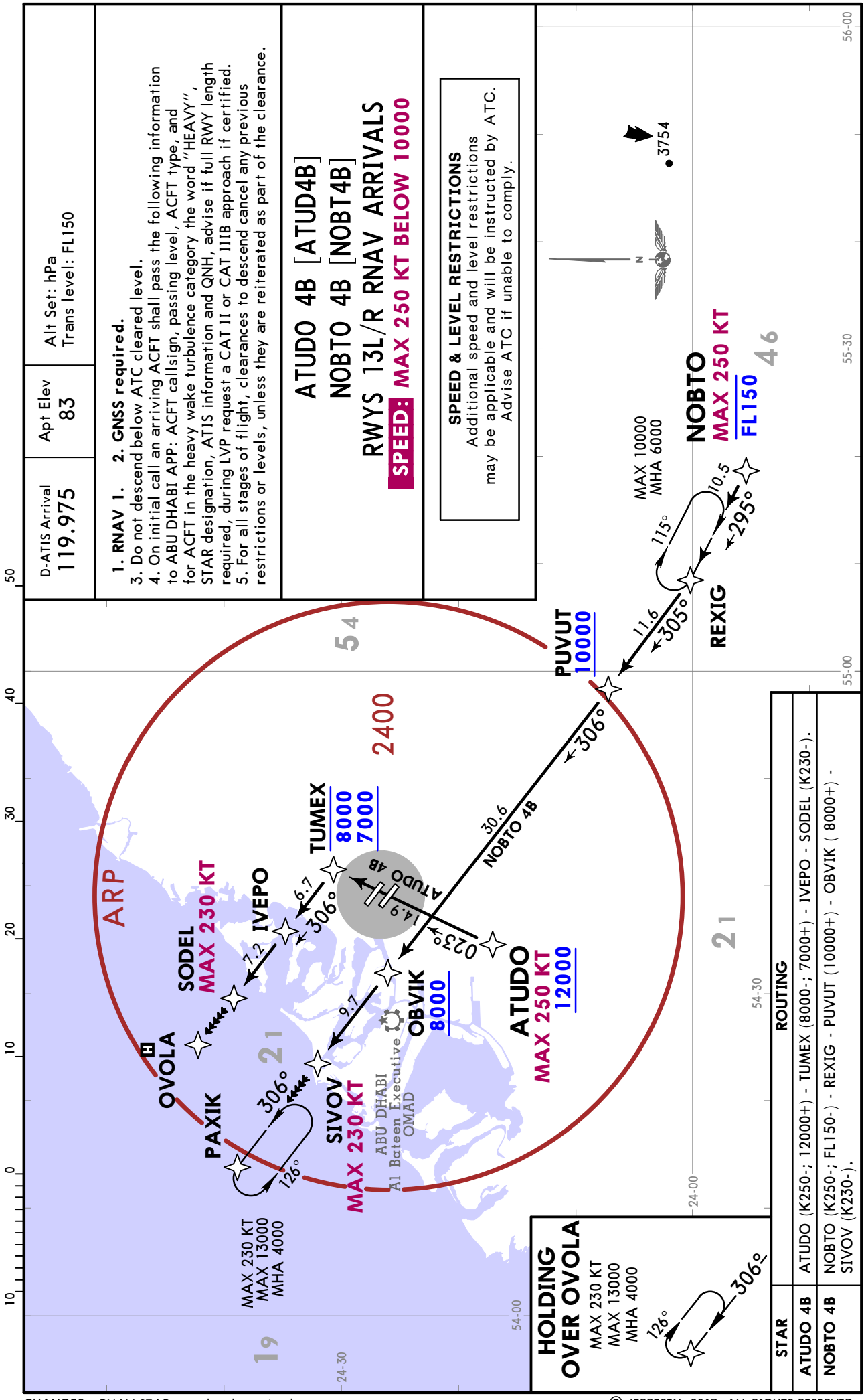
ABU DHABI, UAE
RNAV STAR

D-ATIS Arrival 119.975 | Apt Elev 83 | Alt Set: hPa, Trans level: FL150

1. RNAV 1. 2. GNSS required.
3. Do not descend below ATC cleared level.
4. On initial call an arriving ACFT shall pass the following information to ABU DHABI APP: ACFT callsign, passing level, ACFT type, and for ACFT in the heavy wake turbulence category the word "HEAVY", STAR designation, ATIS information and QNH, advise if full RWY length required, during LVP request a CAT II or CAT IIIB approach if certified.
5. For all stages of flight, clearances to descend cancel any previous restrictions or levels, unless they are reiterated as part of the clearance.

ATUDO 4B [ATUD4B]
NOBTO 4B [NOBT4B]
RWYS 13L/R RNAV ARRIVALS
SPEED: MAX 250 KT BELOW 10000

SPEED & LEVEL RESTRICTIONS
Additional speed and level restrictions may be applicable and will be instructed by ATC. Advise ATC if unable to comply.



STAR	ROUTING
ATUDO 4B	ATUDO (K250-; 12000+) - TUMEX (8000-; 7000+) - IVEPO - SODEL (K230-).
NOBTO 4B	NOBTO (K250-; FL150-) - REXIG - PUVUT (10000+) - OBVIK (8000+) - SIVOV (K230-).

CHANGES: RNAV STAR completely revised.

OMAA/AUH
ABU DHABI INTL

JEPPESEN
1 DEC 17 (10-2F) Eff 7 Dec

ABU DHABI, UAE
RNAV STAR

Apt Elev 83

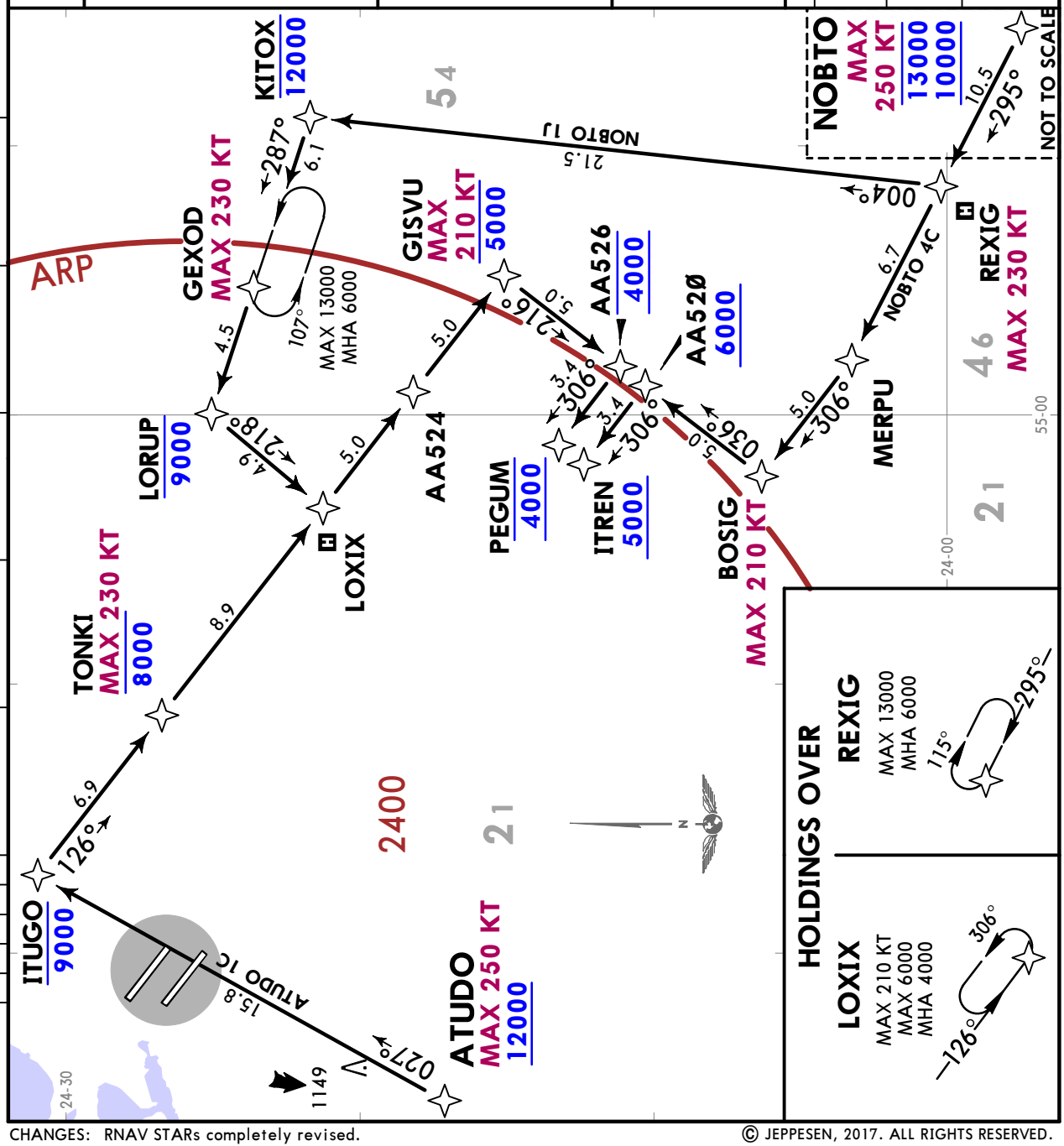
D-ATIS Arrival 119.975

Alt Set: hPa Trans level: FL150
1. **RNAV 1.** 2. **GNSS required.**
3. Do not descend below ATC cleared level.
4. On initial call an arriving ACFT shall pass the following information to ABU DHABI APP: ACFT callsign, passing level, ACFT type, and for ACFT in the heavy wake turbulence category the word "HEAVY", STAR designation, ATIS information and QNH, advise if full RWY length required, during LVP request a CAT II or CAT IIIB approach if certified.
5. For all stages of flight, clearances to descend cancel any previous restrictions or levels, unless they are reiterated as part of the clearance.

ATUDO 1C [ATUD1C]
NOBTO 4C [NOBT4C]
NOBTO 1J [NOBT1J]
RWYS 31L/R RNAV ARRIVALS
SPEED: MAX 250 KT BELOW 10000

SPEED & LEVEL RESTRICTIONS
Additional speed and level restrictions may be applicable and will be instructed by ATC. Advise ATC if unable to comply.

STAR	ROUTING
ATUDO 1C	ATUDO (K250-; 12000+) - ITUGO (9000-) - TONKI (K230-; 8000-) - LOXIX - AA524 - GISVU (K210-; 5000-) - AA526 (4000) - PEGUM (4000).
NOBTO 4C	NOBTO (K250-; 13000-; 10000+) - REXIG (K230-) - MERPU - BOSIG (K210-) - AA520 (6000+) - ITREN (5000+).
NOBTO 1J	NOBTO (K250-; 13000-; 10000+) - REXIG (K230-) - KITOX (12000-) - GEXOD (K230-) - LORUP (9000-) - LOXIX - AA524 - GISVU (K210-; 5000-) - AA526 (4000) - PEGUM (4000).



CHANGES: RNAV STARs completely revised.

OMAA/AUH
ABU DHABI INTL

JEPPESEN
1 DEC 17 (10-2G) Eff 7 Dec

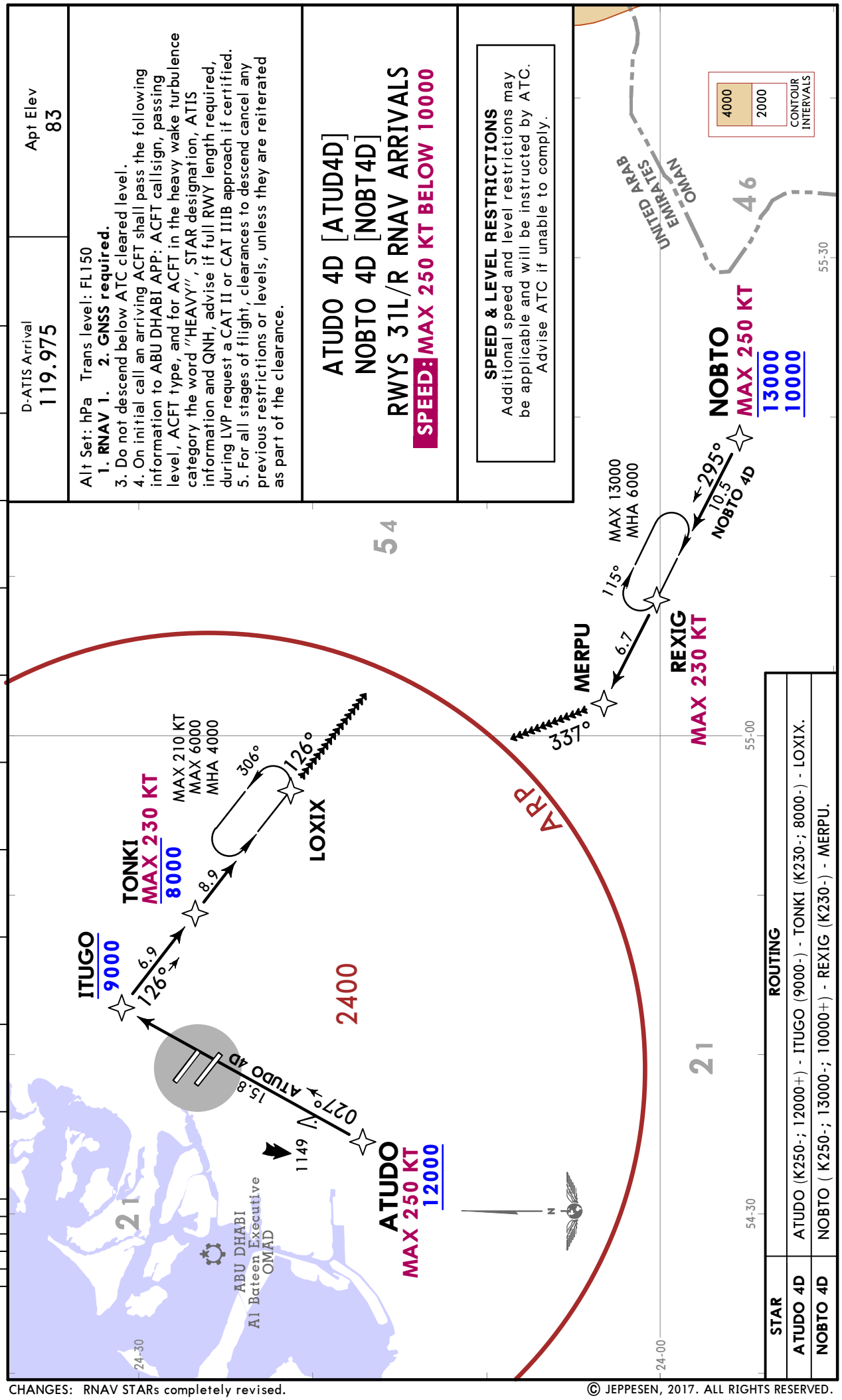
ABU DHABI, UAE
RNAV STAR

D-ATIS Arrival	Apt Elev
119.975	83

Alt Set: hPa Trans level: FL150
1. **RNAV 1. 2. GNSS required.**
3. Do not descend below ATC cleared level.
4. On initial call an arriving ACFT shall pass the following information to ABU DHABI APP: ACFT callsign, passing level, ACFT type, and for ACFT in the heavy wake turbulence category the word "HEAVY", STAR designation, ATIS information and QNH, advise if full RWY length required, during LVP request a CAT II or CAT IIIB approach if certified.
5. For all stages of flight, clearances to descend cancel any previous restrictions or levels, unless they are reiterated as part of the clearance.

ATUDO 4D [ATUD4D]
NOBTO 4D [NOBT4D]
RWYS 31L/R RNAV ARRIVALS
SPEED: MAX 250 KT BELOW 10000

SPEED & LEVEL RESTRICTIONS
Additional speed and level restrictions may be applicable and will be instructed by ATC. Advise ATC if unable to comply.



STAR	ROUTING
ATUDO 4D	ATUDO (K250-; 12000+) - ITUGO (9000-) - TONKI (K230-; 8000-) - LOXIX.
NOBTO 4D	NOBTO (K250-; 13000-; 10000+) - REXIG (K230-) - MERPU.

CHANGES: RNAV STARs completely revised.

CHANGES: New chart.

D-ATIS Arrival	Apt Elev	Alt Set: hPa
119.975	83	Trans level: FL150

1. RNAV 1. 2. GNSS required.
3. Do not descend below ATC cleared level.
4. On initial call an arriving ACFT shall pass the following information to ABU DHABI APP: ACFT callsign, passing level, ACFT type, and for ACFT in the heavy wake turbulence category the word "HEAVY", STAR designation, ATIS information and QNH, advise if full RWY length required, during LVP request a CAT II or CAT IIIB approach if certified.
5. For all stages of flight, clearances to descend cancel any previous restrictions or levels, unless they are reiterated as part of the clearance.

ELOVU 1A [ELOV1A]
GIDOB 1A [GIDO1A]
UKILI 1A [UKIL1A]
RWYS 13L/R RNAV ARRIVALS

SPEED: MAX 250 KT BELOW 10000

SPEED & LEVEL RESTRICTIONS
Additional speed and level restrictions may be applicable and will be instructed by ATC. Advise ATC if unable to comply.

HOLDINGS OVER

OVOLA
MAX 230 KT
MAX 13000
MHA 4000
126°
306°

PAXIK
MAX 230 KT
MAX 13000
MHA 4000
126°
306°

NOT TO SCALE

ELOVU
MAX 250 KT
11000

RIGIP
MAX 210 KT
5000

TOMDO
10000
8000

GIDOB
MAX
250 KT
12000

AA568
4000

AA583
6000

ORDAK
4000

IMSIG
5000

PAXIK
MAX 210 KT

OVOLA

MUTOP

RIBUV
MAX 230 KT

SODEL

UKILI
MAX
250 KT
12000

PEKAX
8000

DEGVO

SIVOV
MAX 230 KT

OTUTU
MAX 230 KT

ARP

1148

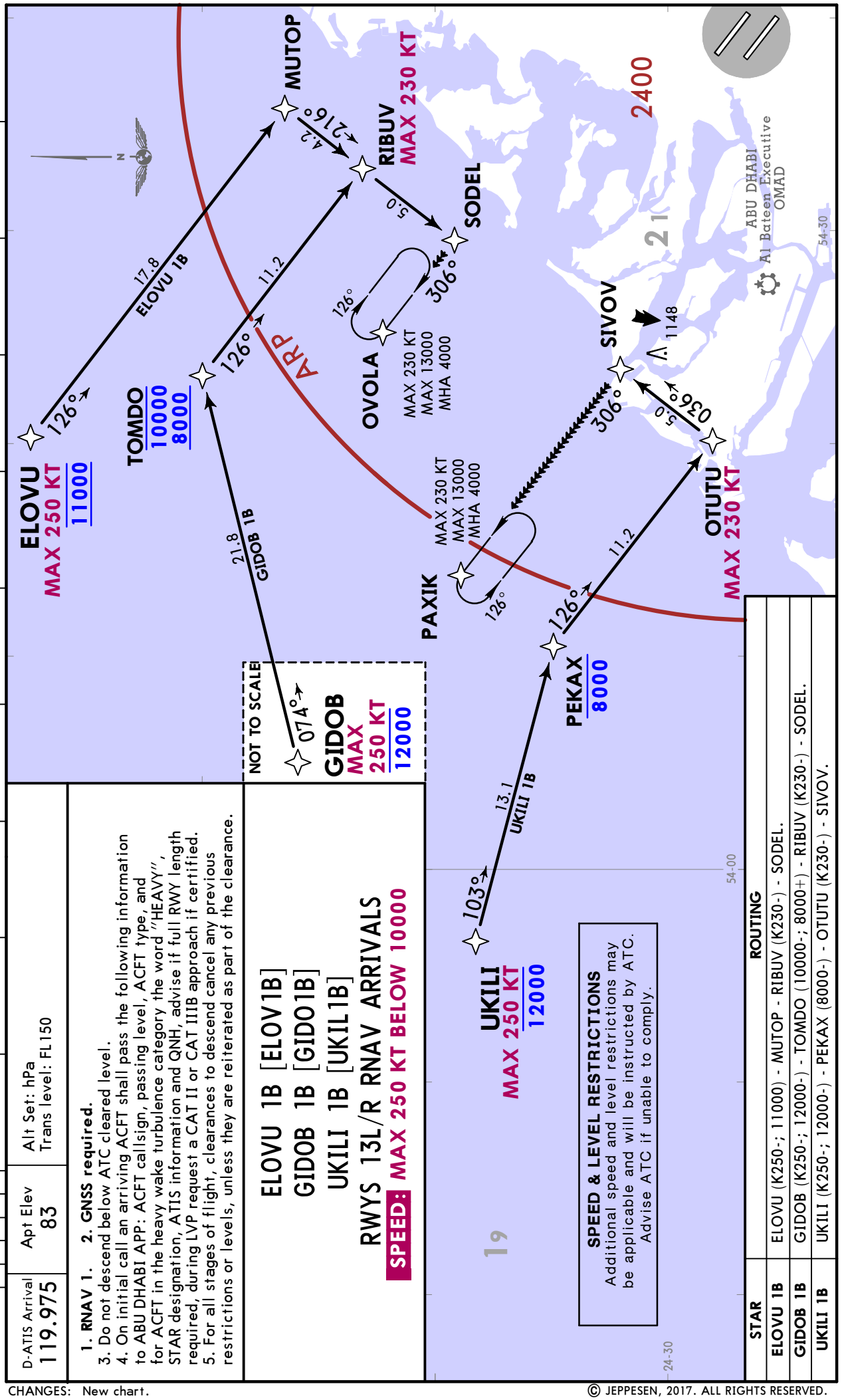
2400

STAR	ROUTING
ELOVU 1A	ELOVU (K250-; 11000) - MUTOP - RIBUV (K230-) - SODEL - OVOLA - RIGIP (K210-; 5000-) - AA568 (4000) - ORDAK (4000).
GIDOB 1A	GIDOB (K250-; 12000-) - TOMDO (10000-; 8000+) - RIBUV (K230-) - SODEL - OVOLA - RIGIP (K210-; 5000-) - AA568 (4000) - ORDAK (4000).
UKILI 1A	UKILI (K250-; 12000-) - PEKAX (8000-) - OTUTU (K230-) - SIVOV (K230-) - DEGVO - PAXIK (K210-) - AA583 (6000+) - IMSIG (5000+).

OMAA/AUH
ABU DHABI INTL

JEPPESEN
1 DEC 17 (10-2J) Eff 7 Dec

ABU DHABI, UAE
RNAV STAR



D-ATIS Arrival 119.975

Apt Elev 83

Alt Set: hPa
Trans level: FL150

1. RNAV 1. 2. GNSS required.
3. Do not descend below ATC cleared level.
4. On initial call an arriving ACFT shall pass the following information to ABU DHABI APP: ACFT callsign, passing level, ACFT type, and for ACFT in the heavy wake turbulence category the word "HEAVY", STAR designation, ATIS information and QNH, advise if full RWY length required, during LVP request a CAT II or CAT IIIB approach if certified.
5. For all stages of flight, clearances to descend cancel any previous restrictions or levels, unless they are reiterated as part of the clearance.

ELOVU 1B [ELOV1B]
GIDOB 1B [GIDO1B]
UKILI 1B [UKIL1B]
RWYS 13L/R RNAV ARRIVALS

SPEED: MAX 250 KT BELOW 10000

SPEED & LEVEL RESTRICTIONS
Additional speed and level restrictions may be applicable and will be instructed by ATC. Advise ATC if unable to comply.

STAR	ROUTING
ELOVU 1B	ELOVU (K250-; 11000) - MUTOP - RIBUV (K230-) - SODEL.
GIDOB 1B	GIDOB (K250-; 12000-) - TOMDO (10000-; 8000+) - RIBUV (K230-) - SODEL.
UKILI 1B	UKILI (K250-; 12000-) - PEKAX (8000-) - OTUTU (K230-) - SIVOV.

CHANGES: New chart.

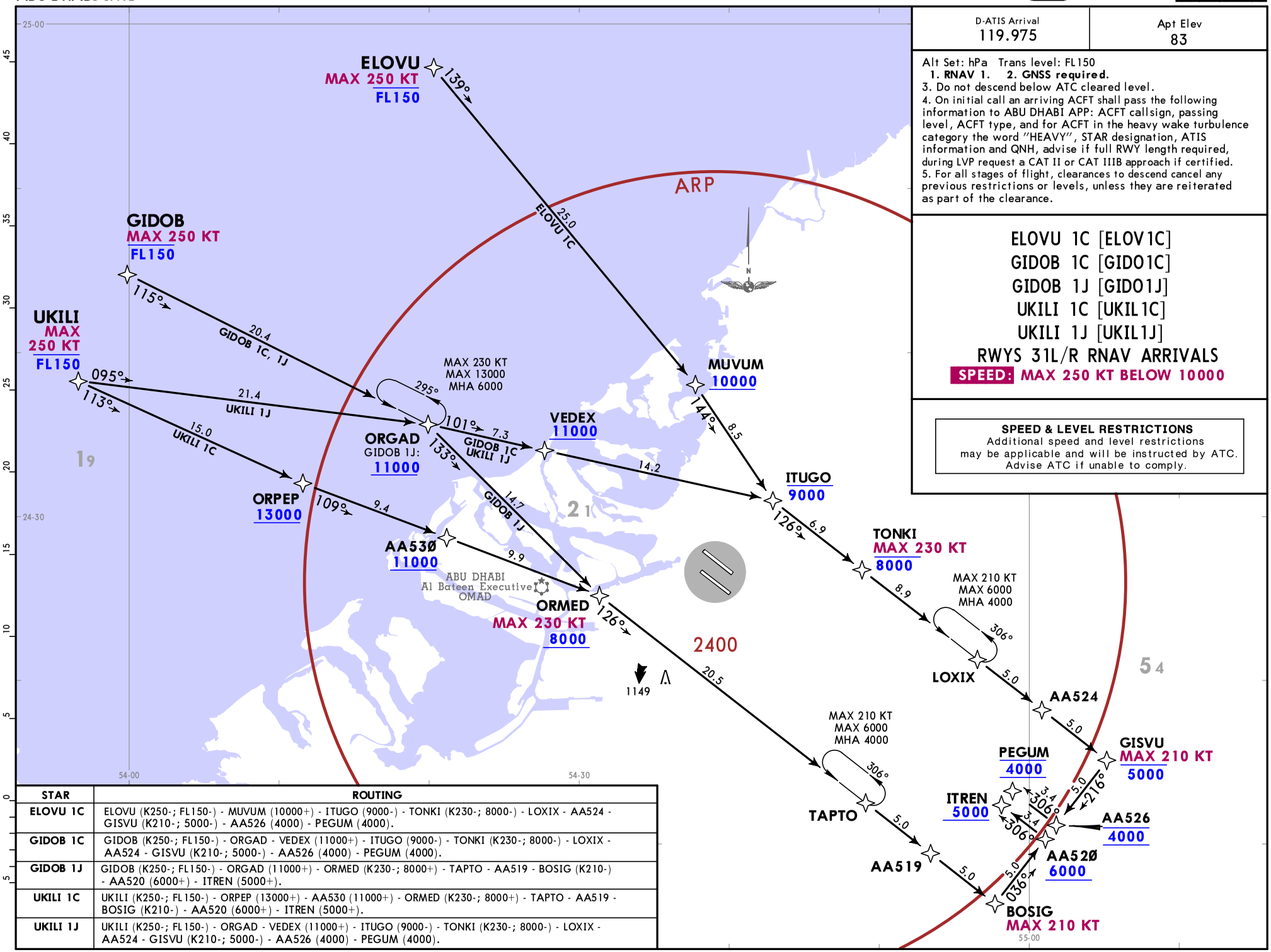
JEPPESEN ABU DHABI, UAE
1 DEC 17 10-2K Eff 7 Dec RNAV STAR

D-ATIS Arrival	Apt Elev
119.975	83

Alt Set: hPa Trans level: FL150
1. RNAV 1. 2. GNSS required.
3. Do not descend below ATC cleared level.
4. On initial call an arriving ACFT shall pass the following information to ABU DHABI APP: ACFT callsign, passing level, ACFT type, and for ACFT in the heavy wake turbulence category the word "HEAVY", STAR designation, ATIS information and QNH, advise if full RWY length required, during LVP request a CAT II or CAT IIIB approach if certified.
5. For all stages of flight, clearances to descend cancel any previous restrictions or levels, unless they are reiterated as part of the clearance.

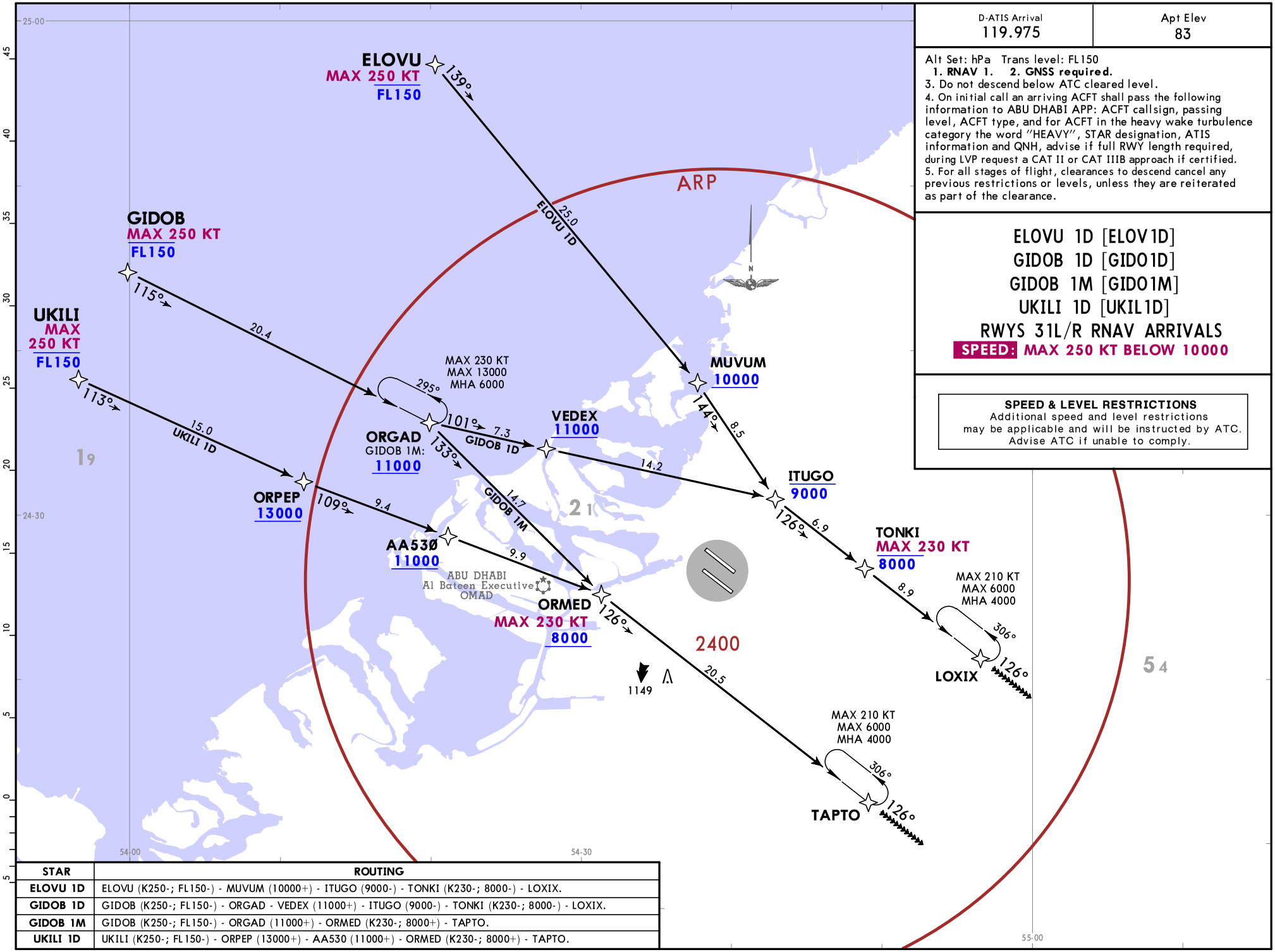
ELOVU 1C [ELOV1C]
GIDOB 1C [GIDO1C]
GIDOB 1J [GIDO1J]
UKILI 1C [UKIL1C]
UKILI 1J [UKIL1J]
RWYS 31L/R RNAV ARRIVALS
SPEED: MAX 250 KT BELOW 10000

SPEED & LEVEL RESTRICTIONS
Additional speed and level restrictions may be applicable and will be instructed by ATC. Advise ATC if unable to comply.



STAR	ROUTING
ELOVU 1C	ELOVU (K250-; FL150-) - MUVUM (10000+) - ITUGO (9000-) - TONKI (K230-; 8000-) - LOXIX - AA524 - GISVU (K210-; 5000-) - AA526 (4000) - PEGUM (4000).
GIDOB 1C	GIDOB (K250-; FL150-) - ORGAD - VEDEX (11000+) - ITUGO (9000-) - TONKI (K230-; 8000-) - LOXIX - AA524 - GISVU (K210-; 5000-) - AA526 (4000) - PEGUM (4000).
GIDOB 1J	GIDOB (K250-; FL150-) - ORGAD (11000+) - ORMED (K230-; 8000+) - TAPTO - AA519 - BOSIG (K210-) - AA520 (6000+) - ITREN (5000+).
UKILI 1C	UKILI (K250-; FL150-) - ORPEP (13000+) - AA530 (11000+) - ORMED (K230-; 8000+) - TAPTO - AA519 - BOSIG (K210-) - AA520 (6000+) - ITREN (5000+).
UKILI 1J	UKILI (K250-; FL150-) - ORGAD - VEDEX (11000+) - ITUGO (9000-) - TONKI (K230-; 8000-) - LOXIX - AA524 - GISVU (K210-; 5000-) - AA526 (4000) - PEGUM (4000).

CHANGES: RNAV STARs completely revised.



D-ATIS Arrival	Apt Elev
119.975	83

Alt Set: hPa Trans level: FL150
1. RNAV 1. 2. GNSS required.
3. Do not descend below ATC cleared level.
4. On initial call an arriving ACFT shall pass the following information to ABU DHABI APP: ACFT callsign, passing level, ACFT type, and for ACFT in the heavy wake turbulence category the word "HEAVY", STAR designation, ATIS information and QNH, advise if full RWY length required, during LVP request a CAT II or CAT IIIB approach if certified.
5. For all stages of flight, clearances to descend cancel any previous restrictions or levels, unless they are reiterated as part of the clearance.

ELOVU 1D [ELOV1D]
GIDOB 1D [GIDO1D]
GIDOB 1M [GIDO1M]
UKILI 1D [UKIL1D]
RWYS 31L/R RNAV ARRIVALS
SPEED: MAX 250 KT BELOW 10000

SPEED & LEVEL RESTRICTIONS
Additional speed and level restrictions may be applicable and will be instructed by ATC. Advise ATC if unable to comply.

STAR	ROUTING
ELOVU 1D	ELOVU (K250-; FL150-) - MUVUM (10000+) - ITUGO (9000-) - TONKI (K230-; 8000-) - LOXIX.
GIDOB 1D	GIDOB (K250-; FL150-) - ORGAD - VEDEX (11000+) - ITUGO (9000-) - TONKI (K230-; 8000-) - LOXIX.
GIDOB 1M	GIDOB (K250-; FL150-) - ORGAD (11000+) - ORMED (K230-; 8000+) - TAPTO.
UKILI 1D	UKILI (K250-; FL150-) - ORPEP (13000+) - AA530 (11000+) - ORMED (K230-; 8000+) - TAPTO.

CHANGES: RNAV STARs completely revised.

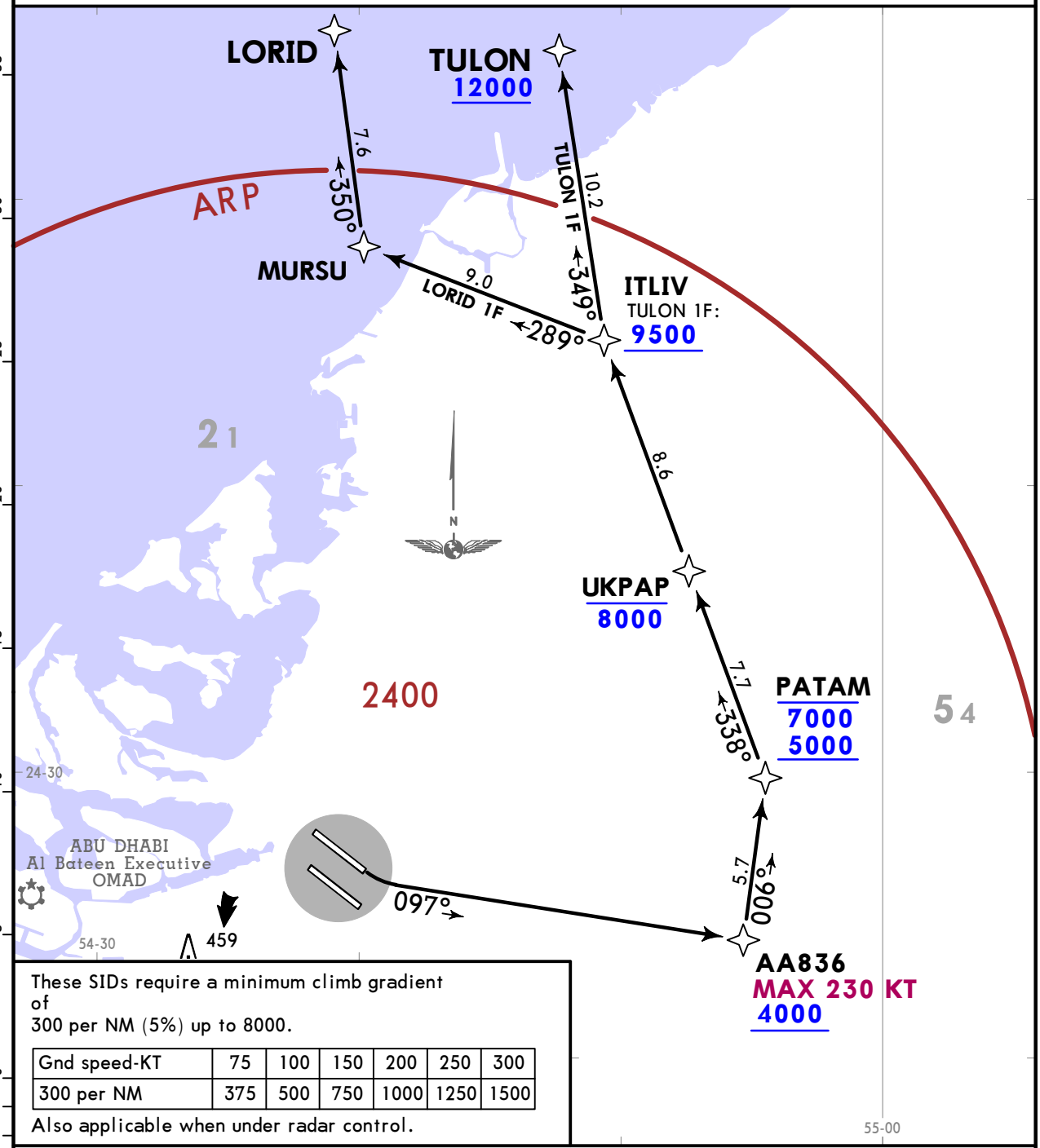
ABU DHABI Radar (C) 124.4

Apt Elev 83

Trans alt: 13000
1. RNAV 1 (GNSS) required.
2. On initial call a departing ACFT shall pass the following information to ABU DHABI APP: ACFT Callsign, passing level and SID designation. 3. Advise ATC at start-up if unable to comply. 4. Contact ABU DHABI Radar as soon as possible after passing 1000, unless otherwise instructed by ABU DHABI Tower. 5. For all stages of flight, ATC clearances to climb, cancel any previous restrictions or levels, unless they are reiterated as part of the clearance. 6. Do not climb above ATC cleared level.

LORID 1F [LORI1F], TULON 1F [TULO1F]
RWY 13L RNAV DEPARTURES

SPEED: MAX 250 KT BELOW 10000



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

Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

Also applicable when under radar control.

Initial climb clearance **4000**,
further climb when instructed by ABU DHABI Radar

SID	ROUTING
LORID 1F	(500+) - AA836 (K230-; 4000+) - PATAM (5000+; 7000-) - UKPAP (8000-) -ITLIV - MURSU - LORID.
TULON 1F	(500+) - AA836 (K230-; 4000+) - PATAM (5000+; 7000-) - UKPAP (8000-) - ITLIV (9500+) - TULON (12000+).

CHANGES: Chart completely revised.

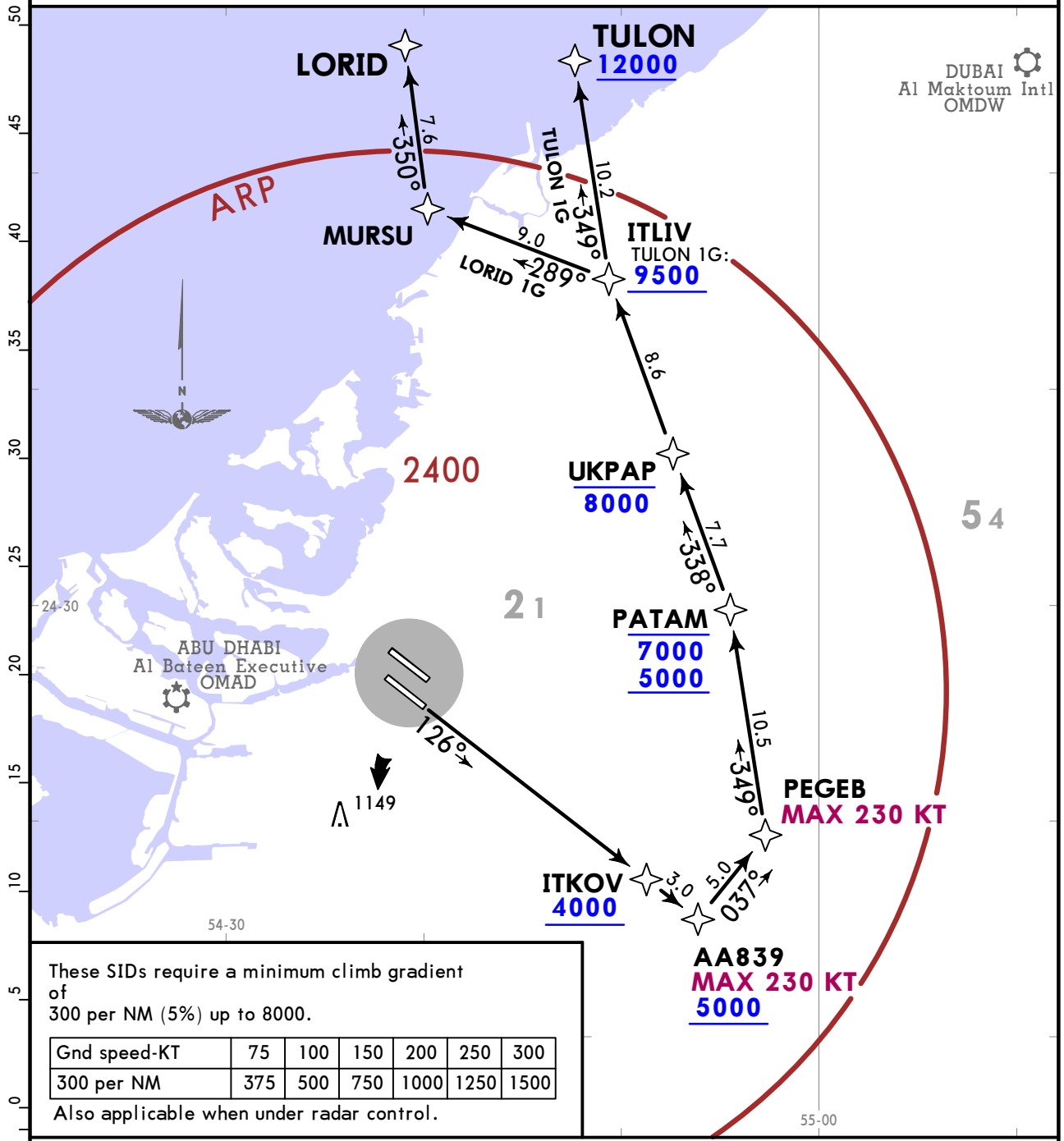
ABU DHABI Radar (C) 124.4

Apt Elev 83

Trans alt: 13000
1. RNAV 1 (GNSS) required.
2. On initial call a departing ACFT shall pass the following information to ABU DHABI APP: ACFT Callsign, passing level and SID designation. 3. Advise ATC at start-up if unable to comply. 4. Contact ABU DHABI Radar as soon as possible after passing 1000, unless otherwise instructed by ABU DHABI Tower. 5. For all stages of flight, ATC clearances to climb, cancel any previous restrictions or levels, unless they are reiterated as part of the clearance. 6. Do not climb above ATC cleared level.

LORID 1G [LORI1G]
TULON 1G [TULO1G]
RWY 13R RNAV DEPARTURES

SPEED: MAX 250 KT BELOW 10000



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

Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

Also applicable when under radar control.

Initial climb clearance **5000**,
further climb when instructed by ABU DHABI Radar

SID	ROUTING
LORID 1G	ITKOV (4000+) - AA839 (K230-; 5000+) - PEGEB (K230-) - PATAM (5000+; 7000-) - UKPAP (8000-) - ITLIV - MURSU - LORID.
TULON 1G	ITKOV (4000+) - AA839 (K230-; 5000+) - PEGEB (K230-) - PATAM (5000+; 7000-) - UKPAP (8000-) - ITLIV (9500+) - TULON (12000+).

CHANGES: Chart completely revised.

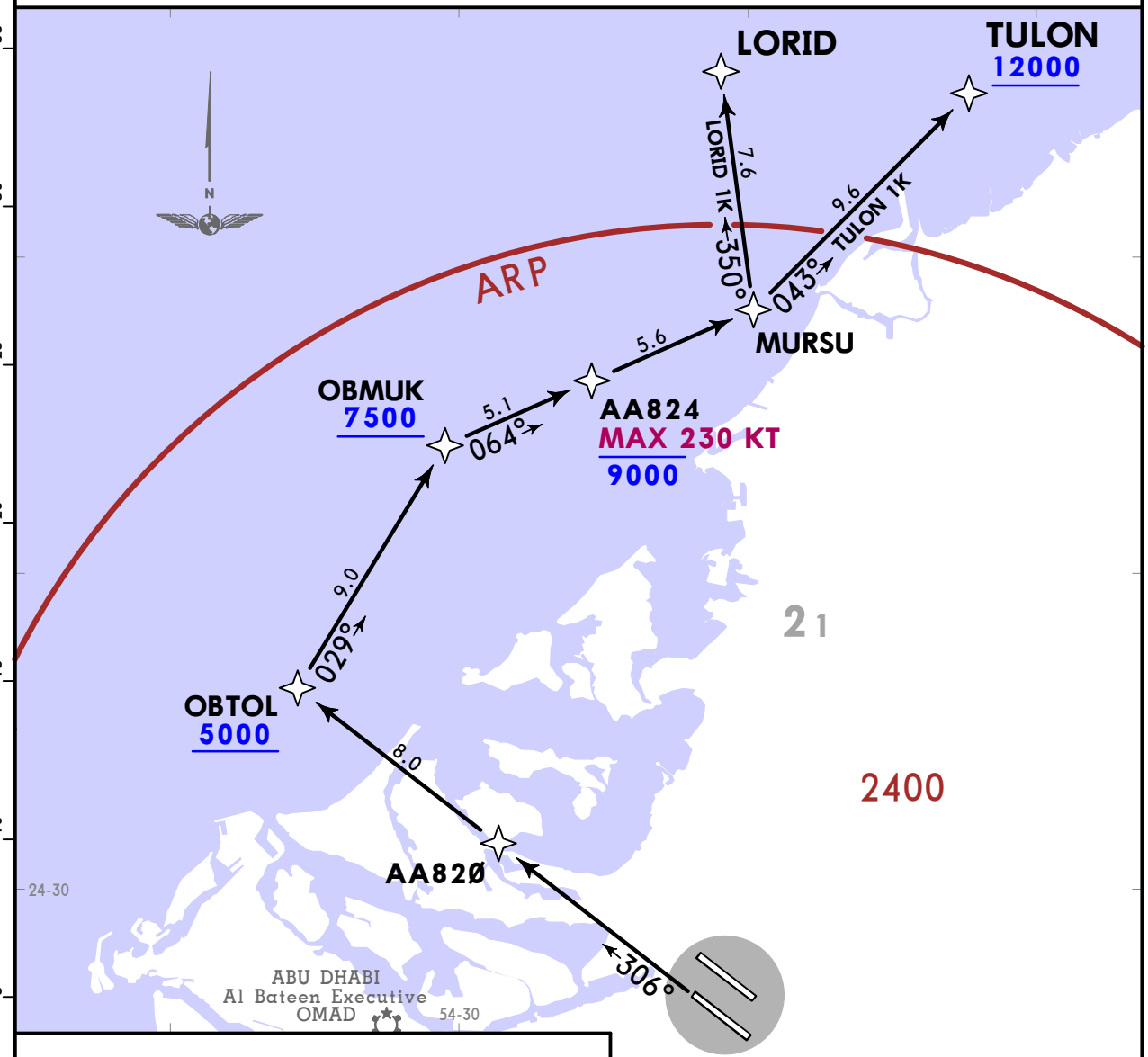
ABU DHABI Radar (W) 128.1

Apt Elev 83

Trans alt: 13000
1. RNAV 1 (GNSS) required.
2. On initial call a departing ACFT shall pass the following information to ABU DHABI APP: ACFT Callsign, passing level and SID designation. 3. Advise ATC at start-up if unable to comply. 4. Contact ABU DHABI Radar as soon as possible after passing 1000, unless otherwise instructed by ABU DHABI Tower. 5. For all stages of flight, ATC clearances to climb, cancel any previous restrictions or levels, unless they are reiterated as part of the clearance. 6. Do not climb above ATC cleared level.

LORID 1K [LORI1K]
TULON 1K [TULO1K]
RWY 31L RNAV DEPARTURES

SPEED: MAX 250 KT BELOW 10000



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

Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

Also applicable when under radar control.

1149

Initial climb clearance **5000**,
further climb when instructed by ABU DHABI Radar

SID	ROUTING
LORID 1K	AA820 - OBTOL (5000+) - OBMUK (7500+) - AA824 (K230-; 9000-) - MURSU - LORID.
TULON 1K	AA820 - OBTOL (5000+) - OBMUK (7500+) - AA824 (K230-; 9000-) - MURSU - TULON (12000+).

CHANGES: Chart completely revised.

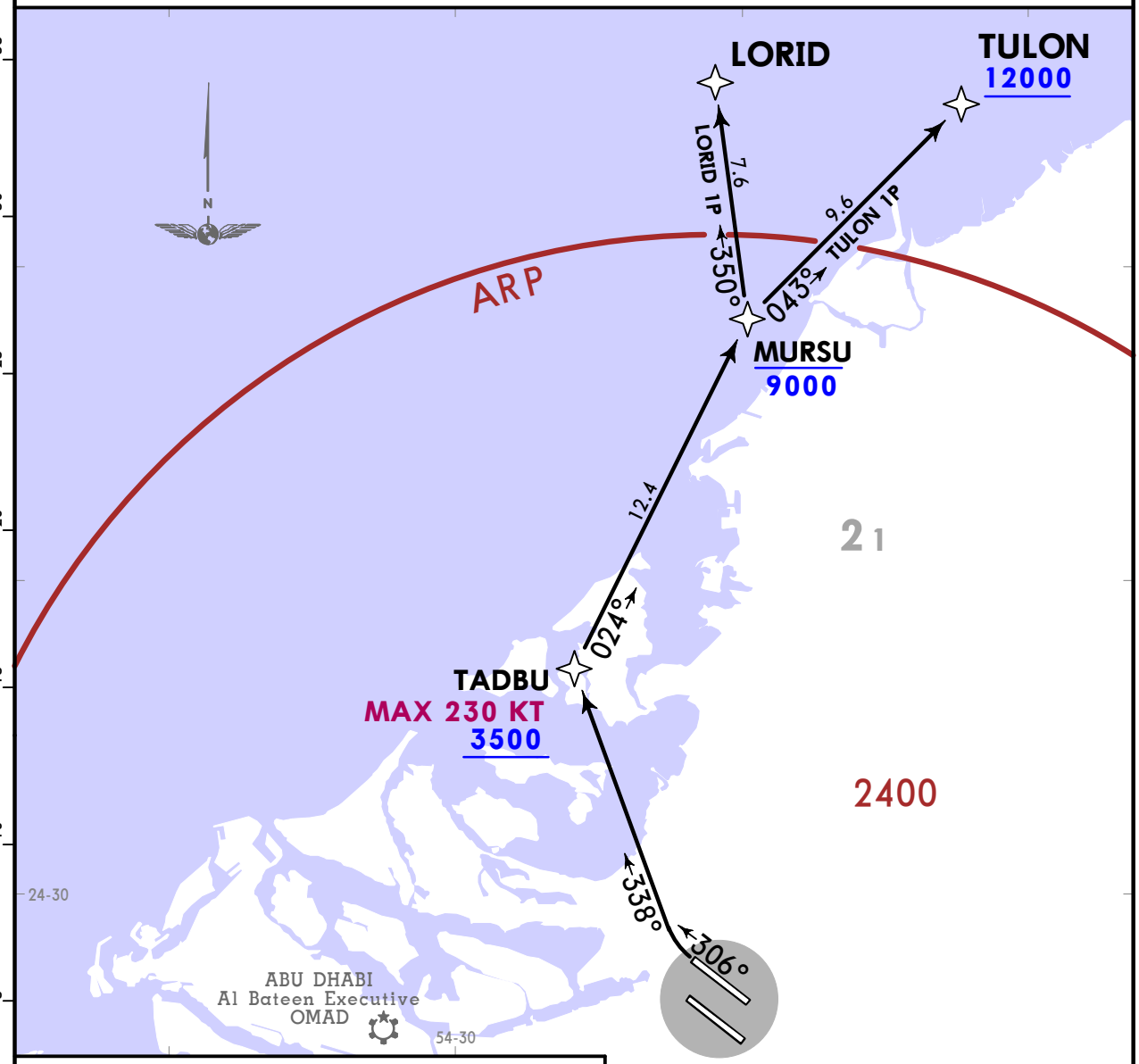
ABU DHABI Radar (W) 128.1

Apt Elev 83

Trans alt: 13000
1. RNAV 1 (GNSS) required.
2. On initial call a departing ACFT shall pass the following information to ABU DHABI APP: ACFT Callsign, passing level and SID designation. 3. Advise ATC at start-up if unable to comply. 4. Contact ABU DHABI Radar as soon as possible after passing 1000, unless otherwise instructed by ABU DHABI Tower. 5. For all stages of flight, ATC clearances to climb, cancel any previous restrictions or levels, unless they are reiterated as part of the clearance. 6. Do not climb above ATC cleared level.

LORID 1P [LORI1P]
TULON 1P [TULO1P]
RWY 31R RNAV DEPARTURES

SPEED: MAX 250 KT BELOW 10000



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

Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

Also applicable when under radar control.

1149

Initial climb clearance **4000**,
further climb when instructed by ABU DHABI Radar

SID	ROUTING
LORID 1P	(570+) - TADBU (K230-; 3500+) - MURSU (9000-) - LORID.
TULON 1P	(570+) - TADBU (K230-; 3500+) - MURSU (9000-) - TULON (12000+).

CHANGES: Chart completely revised.

OMAA/AUH
ABU DHABI INTL

JEPPESEN
1 DEC 17 | 10-3D | Eff 7 Dec

ABU DHABI, UAE
RNAV SID

Trans alt: 13000
1. **RNAV 1 (GNSS) required.**
2. On initial call a departing ACFT shall pass the following information to ABU DHABI APP: ACFT Callsign, passing level and SID designation. 3. Advise ATC at start-up if unable to comply. 4. Contact ABU DHABI Radar as soon as possible after passing 1000, unless otherwise instructed by ABU DHABI Tower. 5. For all stages of flight, ATC clearances to climb, cancel any previous restrictions or levels, unless they are reiterated as part of the clearance.
6. Do not climb above ATC cleared level.

ABU DHABI Radar (C) 124.4

Apt Elev 83

ATUDO 3F [ATUD3F]
KANIP 3F [KANI3F]
ORNEL 1F [ORNE1F]
RWY 13L RNAV DEPARTURES
SPEED: MAX 250 KT BELOW 10000

LONUP
MAX 250 KT
9000

UKPAP
MAX 230 KT
8000

PATAM
7000
5000

AA836
MAX 230 KT
4000

ULALA

AA834
MAX 230 KT
7000
4500

AA832

ATUDO
12000

KANIP
11000

ORNEL
11000

260°
6.0
207°
13.7
338°
7.1
ATUDO 3F
5.7
090°
097°
097°
127°
4.0
114°
128°
26.3
KANIP 3F
29.5
ORNEL 1F
8.0
1149

ARP

2400

These SIDs require a minimum climb gradient of 300 per NM (5%) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

Also applicable when under radar control.

Initial climb clearance **4000**, further climb when instructed by ABU DHABI Radar

SID	ROUTING
ATUDO 3F	(500+) - AA836 (K230-; 4000+) - PATAM (5000+; 7000-) - UKPAP (K230-; 8000-) - LONUP (K250-; 9000+) - AA832 - ATUDO (12000+).
KANIP 3F	(500+) - ULALA - AA834 (K230-; 4500+; 7000-) - KANIP (11000+).
ORNEL 1F	(500+) - ULALA - AA834 (K230-; 4500+; 7000-) - ORNEL (11000+).

CHANGES: Chart completely revised.

OMAA/AUH
ABU DHABI INTL

JEPPESEN
1 DEC 17 | 10-3E | Eff 7 Dec

ABU DHABI, UAE
RNAV SID

ATUDO 3G [ATUD3G]
KANIP 3G [KANI3G]
ORNEL 1G [ORNE1G]
RWY 13R RNAV DEPARTURES
SPEED: MAX 250 KT BELOW 10000

ABU DHABI Radar (C) 124.4

Apt Elev 83

Trans alt: 13000
1. **RNAV 1 (GNSS) required.**
2. On initial call a departing ACFT shall pass the following information to ABU DHABI APP: ACFT Callsign, passing level and SID designation. 3. Advise ATC at start-up if unable to comply.
4. Contact ABU DHABI Radar as soon as possible after passing 1000, unless otherwise instructed by ABU DHABI Tower. 5. For all stages of flight, ATC clearances to climb, cancel any previous restrictions or levels, unless they are reiterated as part of the clearance.
6. Do not climb above ATC cleared level.

ATUDO 12000
AA832
AA842 7000
PEGEB MAX 230 KT
ITKOV 4000
AA839 MAX 230 KT 5000
ITREN MAX 230 KT 7000
KANIP 11000
ORNEL 11000

126°
207°
267°
306°
037°
093°
113°
8.0
10.6
8.1
3.0
5.0
5.0
20.7
KANIP 3G
21.7
ORNEL 1G
1149
2400
ARR

ABU DHABI
Al Bateen Executive
OMAD

These SIDs require a minimum climb gradient of 300 per NM (5%) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

Also applicable when under radar control.

Initial climb clearance **5000**, further climb when instructed by ABU DHABI Radar

SID	ROUTING
ATUDO 3G	ITKOV (4000+) - AA839 (K230-; 5000+) - PEGEB (K230-) - AA842 (7000-) - AA832 - ATUDO (12000+).
KANIP 3G	ITKOV (4000+) - AA839 (K230-; 5000+) - ITREN (K230-; 7000-) - KANIP (11000+).
ORNEL 1G	ITKOV (4000+) - AA839 (K230-; 5000+) - ITREN (K230-; 7000-) - ORNEL (11000+).

CHANGES: Chart completely revised.

OMAA/AUH
ABU DHABI INTL

JEPPESEN

1 DEC 17 | 10-3F | Eff 7 Dec

ABU DHABI, UAE
RNAV SID

ABU DHABI Radar (W) 128.1

Apt Elev 83

Trans alt: 13000
1. **RNAV 1 (GNSS) required.**
2. On initial call a departing ACFT shall pass the following information to ABU DHABI APP: ACFT Callsign, passing level and SID designation. 3. Advise ATC at start-up if unable to comply.
4. Contact ABU DHABI Radar as soon as possible after passing 1000, unless otherwise instructed by ABU DHABI Tower. 5. For all stages of flight, ATC clearances to climb, cancel any previous restrictions or levels, unless they are reiterated as part of the clearance.
6. Do not climb above ATC cleared level.

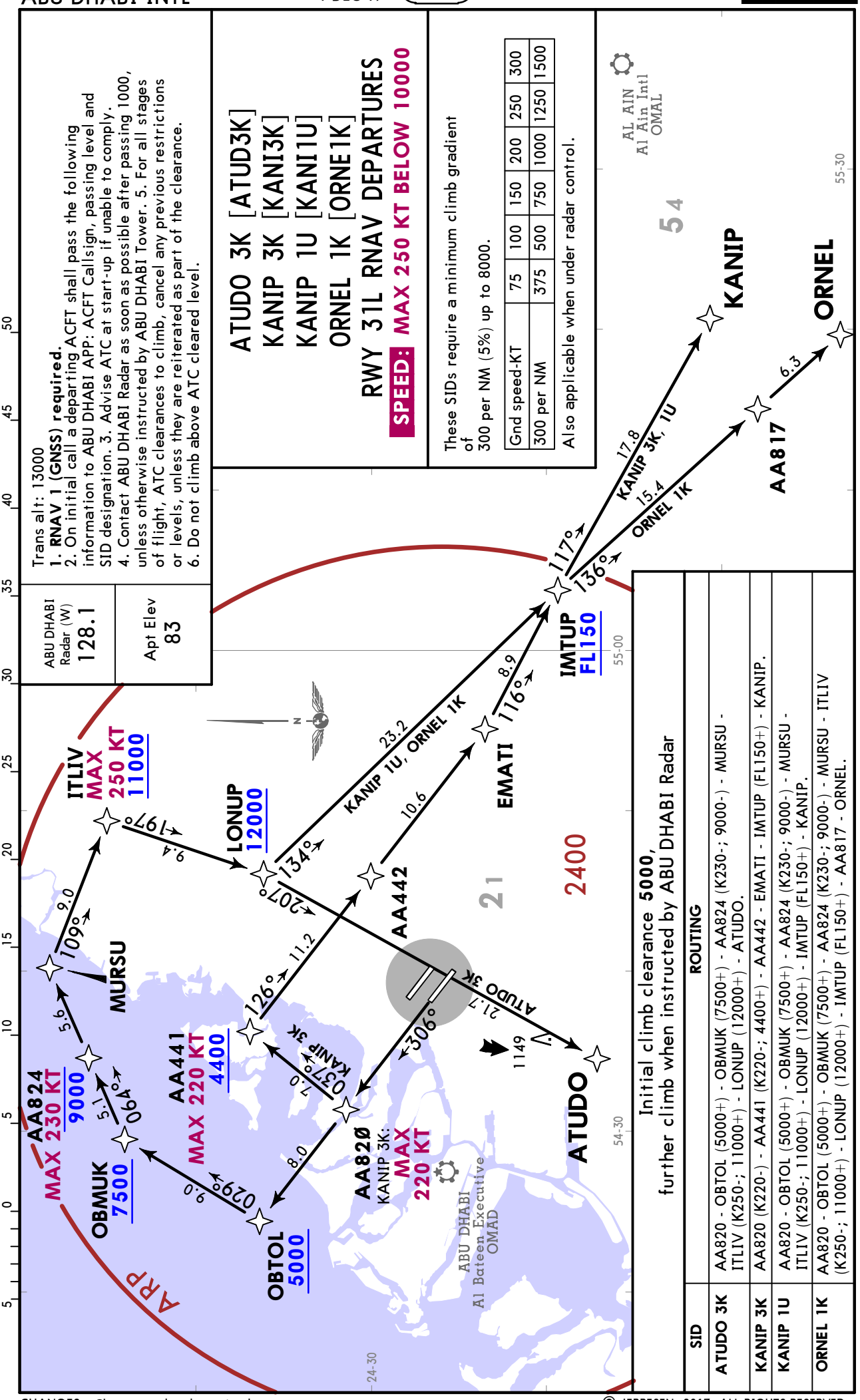
ATUDO 3K [ATUD3K]
KANIP 3K [KANI3K]
KANIP 1U [KANI1U]
ORNEL 1K [ORNE1K]
RWY 31L RNAV DEPARTURES

SPEED: MAX 250 KT BELOW 10000

These SIDs require a minimum climb gradient of 300 per NM (5%) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

Also applicable when under radar control.



Initial climb clearance **5000**, further climb when instructed by ABU DHABI Radar

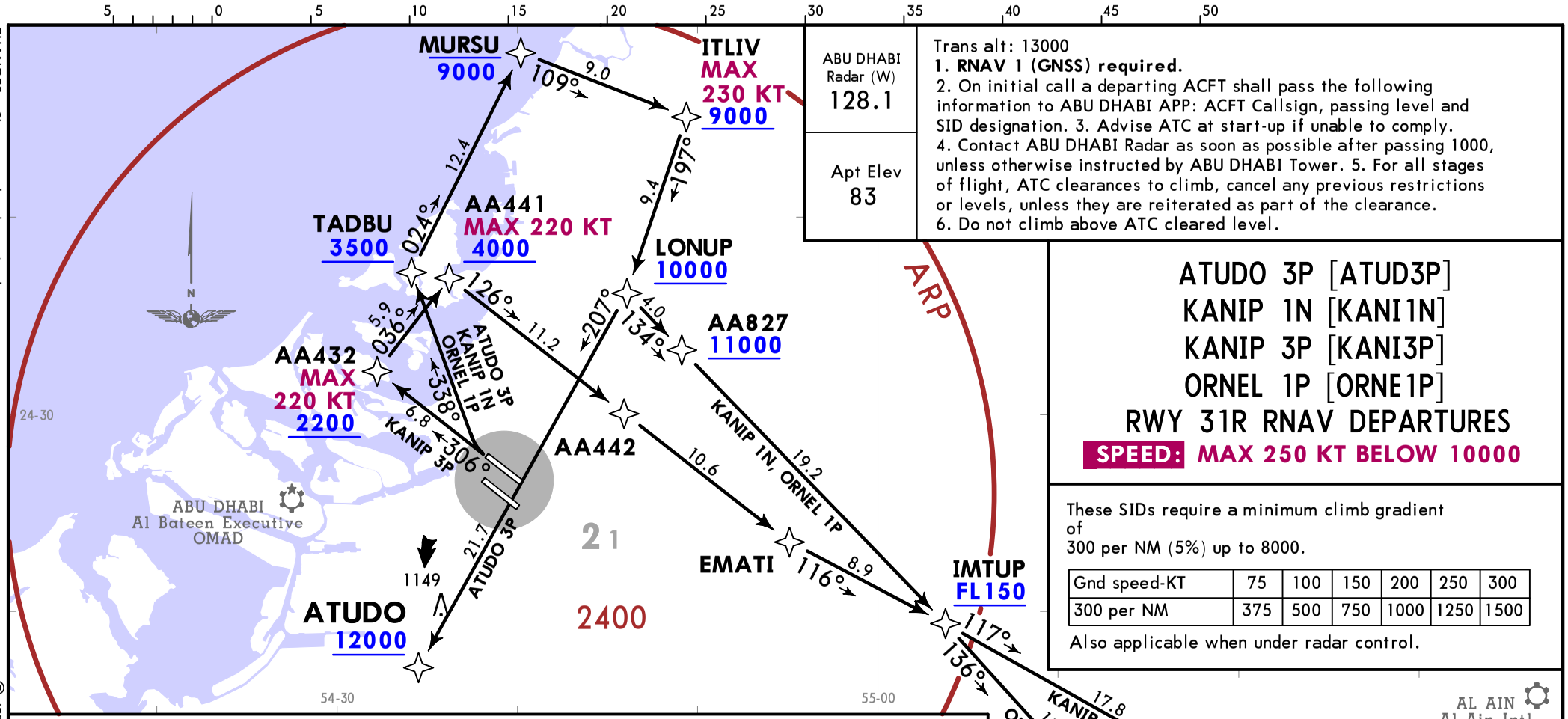
SID	ROUTING
ATUDO 3K	AA820 - OBTOL (5000+) - OBMUK (7500+) - AA824 (K230-; 9000-) - MURSU - ITLIV (K250-; 11000+) - LONUP (12000+) - ATUDO.
KANIP 3K	AA820 (K220-) - AA441 (K220-; 4400+) - AA442 - EMATI - IMTUP (FL150+) - KANIP.
KANIP 1U	AA820 - OBTOL (5000+) - OBMUK (7500+) - AA824 (K230-; 9000-) - MURSU - ITLIV (K250-; 11000+) - LONUP (12000+) - IMTUP (FL150+) - KANIP.
ORNEL 1K	AA820 - OBTOL (5000+) - OBMUK (7500+) - AA824 (K230-; 9000-) - MURSU - ITLIV (K250-; 11000+) - LONUP (12000+) - IMTUP (FL150+) - AA817 - ORNEL.

CHANGES: Chart completely revised.

OMAA/AUH
ABU DHABI INTL

JEPPESEN
1 DEC 17
10-3G
Eff 7 Dec

ABU DHABI, UAE
RNAV SID



ABU DHABI Radar (W) 128.1
Apt Elev 83

Trans alt: 13000
1. RNAV 1 (GNSS) required.
2. On initial call a departing ACFT shall pass the following information to ABU DHABI APP: ACFT Callsign, passing level and SID designation. 3. Advise ATC at start-up if unable to comply.
4. Contact ABU DHABI Radar as soon as possible after passing 1000, unless otherwise instructed by ABU DHABI Tower. 5. For all stages of flight, ATC clearances to climb, cancel any previous restrictions or levels, unless they are reiterated as part of the clearance.
6. Do not climb above ATC cleared level.

ATUDO 3P [ATUD3P]
KANIP 1N [KANI1N]
KANIP 3P [KANI3P]
ORNEL 1P [ORNE1P]
RWY 31R RNAV DEPARTURES

SPEED: MAX 250 KT BELOW 10000

These SIDs require a minimum climb gradient of 300 per NM (5%) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

Also applicable when under radar control.

Initial climb clearance **4000**,
further climb when instructed by ABU DHABI Radar

SID	ROUTING
ATUDO 3P	(570+) - TADBU (3500+) - MURSU (9000-) - ITLIV (K230-; 9000+) - LONUP (10000+) - ATUDO (12000+).
KANIP 1N	(570+) - TADBU (3500+) - MURSU (9000-) - ITLIV (K230-; 9000+) - LONUP (10000+) - AA827 (11000+) - IMTUP (FL150+) - KANIP.
KANIP 3P	AA432 (K220-; 2200+) - AA441 (K220-; 4000+) -AA442 - EMATI - IMTUP (FL150+) - KANIP.
ORNEL 1P	(570+) - TADBU (3500+) - MURSU (9000-) - ITLIV (K230-; 9000+) - LONUP (10000+) - AA827 (11000+) - IMTUP (FL150+) - AA817 - ORNEL.

OMAA/AUH
ABU DHABI INTL

JEPPESEN

1 DEC 17 (10-3H) Eff 7 Dec

ABU DHABI, UAE
RNAV SID

ABU DHABI Radar (C) 124.4	Apt Elev 83

Trans alt: 13000
1. **RNAV 1 (GNSS) required.**
2. On initial call a departing ACFT shall pass the following information to ABU DHABI APP: ACFT Callsign, passing level and SID designation. 3. Advise ATC at start-up if unable to comply. 4. Contact ABU DHABI Radar as soon as possible after passing 1000, unless otherwise instructed by ABU DHABI Tower. 5. For all stages of flight, ATC clearances to climb, cancel any previous restrictions or levels, unless they are reiterated as part of the clearance. 6. Do not climb above ATC cleared level.

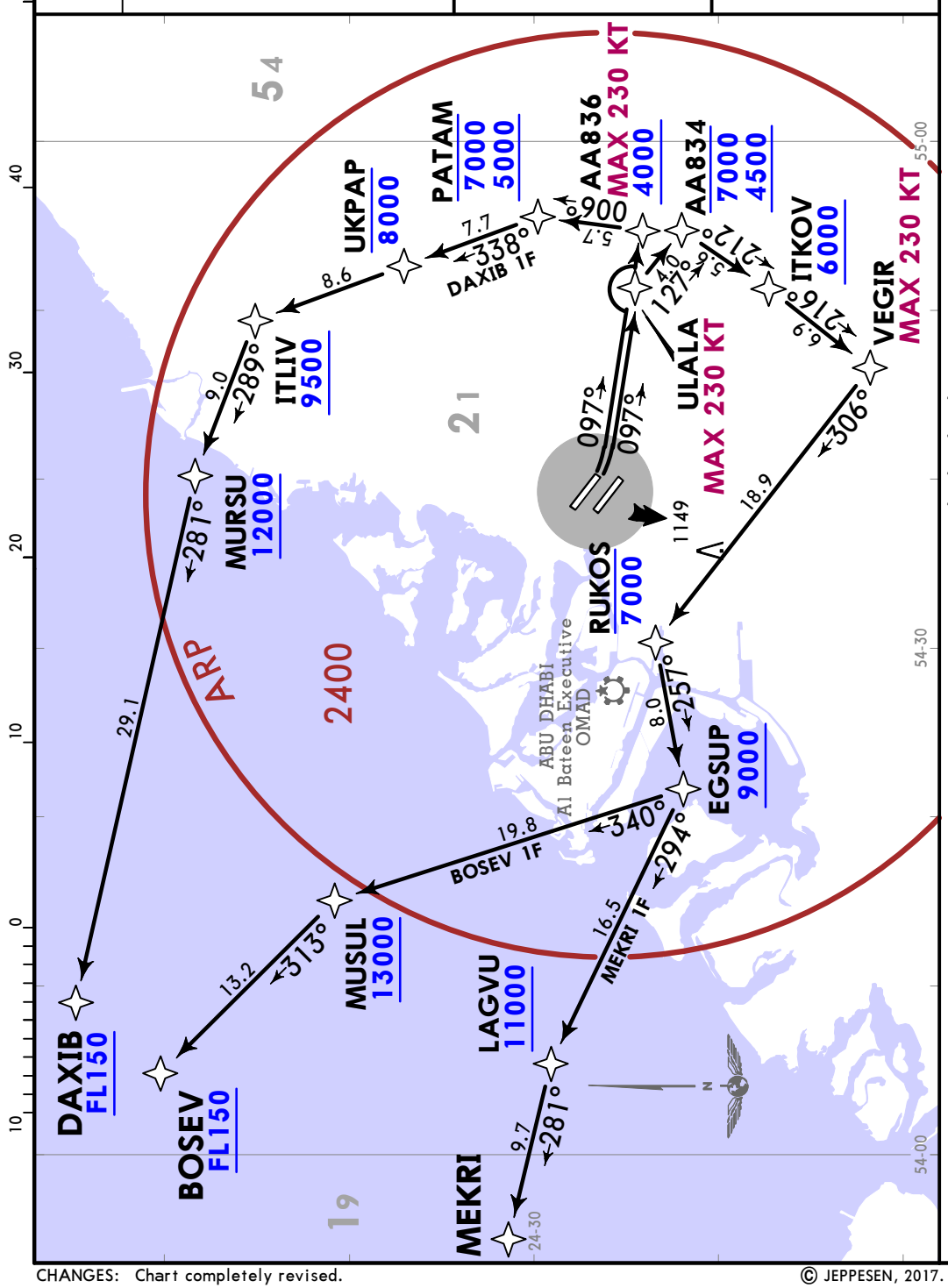
BOSEV 1F [BOSE1F]
DAXIB 1F [DAXI1F]
MEKRI 1F [MEKR1F]
RWY 13L RNAV DEPARTURES

SPEED: MAX 250 KT BELOW 10000

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

Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

Also applicable when under radar control.

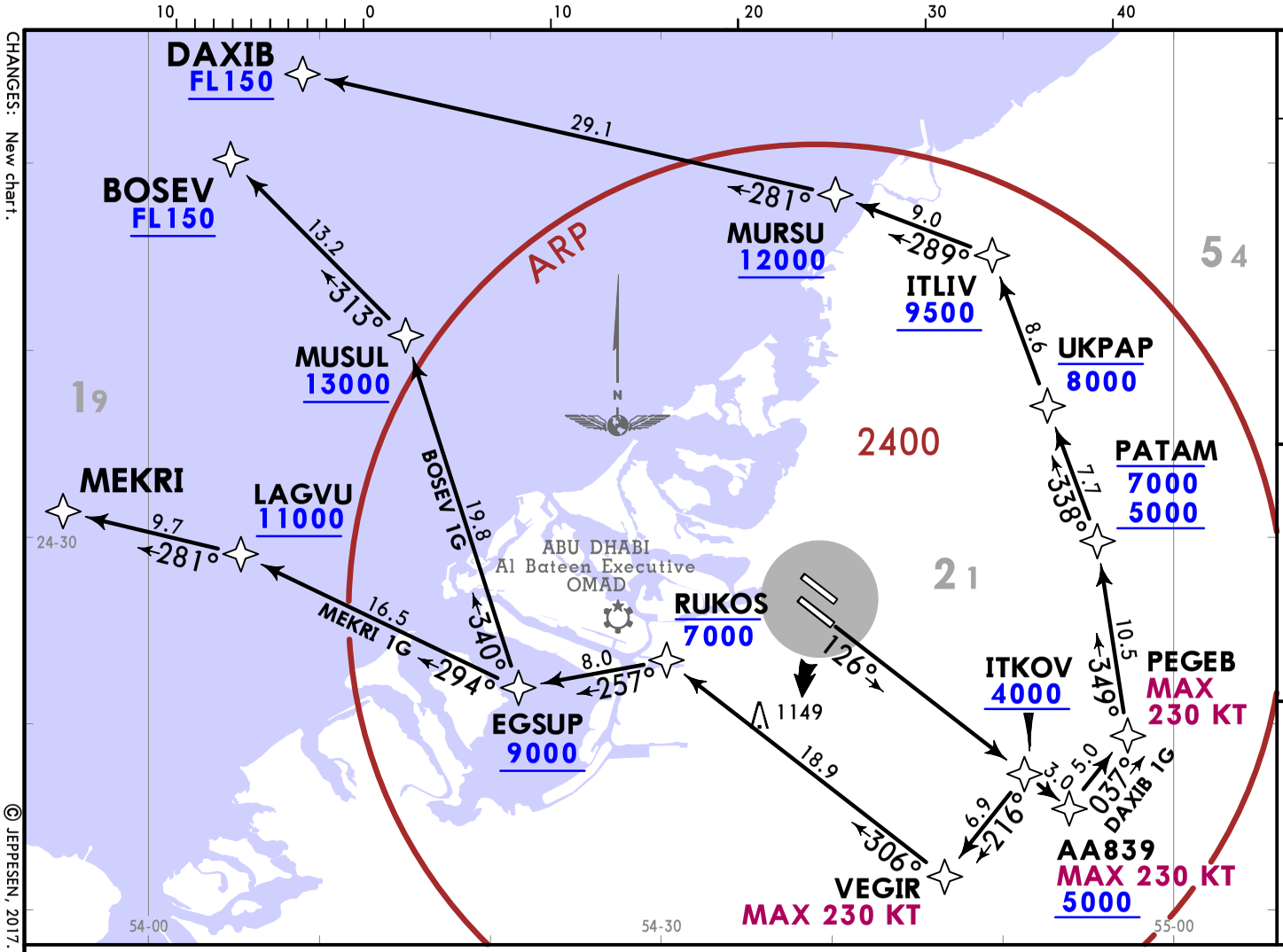


Initial climb clearance 4000,
further climb when instructed by ABU DHABI Radar

SID	ROUTING
BOSEV 1F	(500+) - ULALA (K230-) - AA834 (4500+; 7000-) - ITKOV (6000+) - VEGIR (K230-) - RUKOS (7000-) - EGSUP (9000+) - MUSUL (13000+) - BOSEV (FL150+).
DAXIB 1F	(500+) - AA836 (K230-; 4000+) - PATAM (5000+; 7000-) - UKPAP (8000-) - ITLIV (9500+) - MURSU (12000+) - DAXIB (FL150+).
MEKRI 1F	(500+) - ULALA (K230-) - AA834 (4500+; 7000-) - ITKOV (6000+) - VEGIR (K230-) - RUKOS (7000-) - EGSUP (9000+) - LAGVU (11000+) - MEKRI.

CHANGES: Chart completely revised.

CHANGES: New chart.



ABU DHABI Radar (C)	Apt Elev
124.4	83

Trans alt: 13000
1. RNAV 1 (GNSS) required.
2. On initial call a departing ACFT shall pass the following information to ABU DHABI APP: ACFT Callsign, passing level and SID designation. 3. Advise ATC at start-up if unable to comply. 4. Contact ABU DHABI Radar as soon as possible after passing 1000, unless otherwise instructed by ABU DHABI Tower.
5. For all stages of flight, ATC clearances to climb, cancel any previous restrictions or levels, unless they are reiterated as part of the clearance.
6. Do not climb above ATC cleared level.

BOSEV 1G [BOSE1G]
DAXIB 1G [DAXI1G]
MEKRI 1G [MEKR1G]
RWY 13R RNAV DEPARTURES

SPEED: MAX 250 KT BELOW 10000

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

Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

Also applicable when under radar control.

Initial climb clearance **5000**,
further climb when instructed by ABU DHABI Radar

SID	ROUTING
BOSEV 1G	ITKOV (4000+) - VEGIR (K230-) - RUKOS (7000-) - EGSUP (9000+) - MUSUL (13000+) - BOSEV (FL150+).
DAXIB 1G	ITKOV (4000+) - AA839 (K230-; 5000+) - PEGEB (K230-) - PATAM (5000+; 7000-) - UKPAP (8000-) - ITLIV (9500+) - MURSU (12000+) - DAXIB (FL150+).
MEKRI 1G	ITKOV (4000+) - VEGIR (K230-) - RUKOS (7000-) - EGSUP (9000+) - LAGVU (11000+) - MEKRI.

OMAA/AUH
ABU DHABI INTL

JEPPESEN
1 DEC 17 (10-3K) Eff 7 Dec

ABU DHABI, UAE
RNAV SID

Trans alt: 13000
1. RNAV 1 (GNSS) required.
2. On initial call a departing ACFT shall pass the following information to ABU DHABI APP: ACFT Callsign, passing level and SID designation. 3. Advise ATC at start-up if unable to comply. 4. Contact ABU DHABI Radar as soon as possible after passing 1000, unless otherwise instructed by ABU DHABI Tower. 5. For all stages of flight, ATC clearances to climb, cancel any previous restrictions or levels, unless they are reiterated as part of the clearance. 6. Do not climb above ATC cleared level.

ABU DHABI Radar (W) 128.1

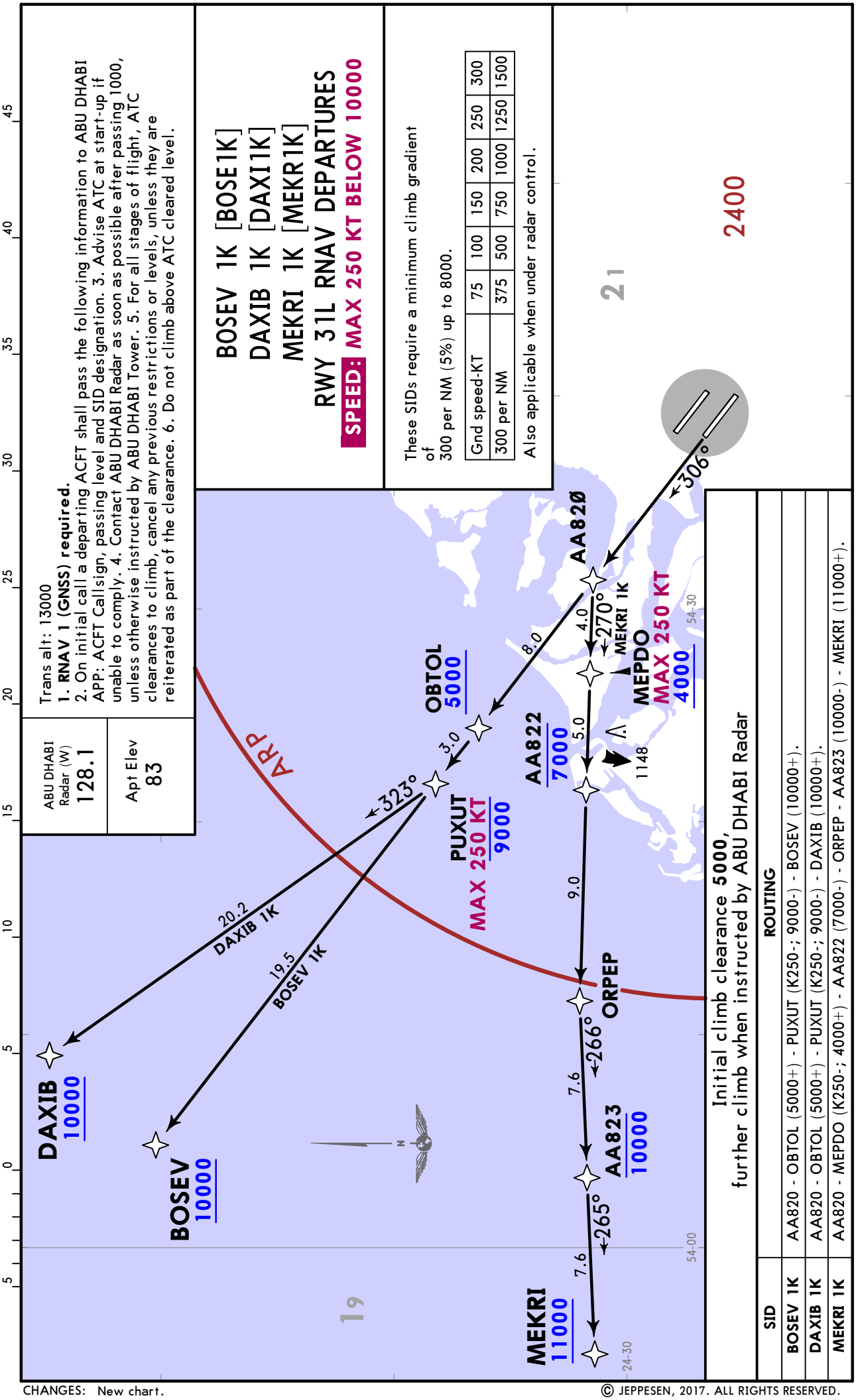
Apt Elev 83

BOSEV 1K [BOSE1K]
DAXIB 1K [DAXI1K]
MEKRI 1K [MEKR1K]
RWY 31L RNAV DEPARTURES
SPEED: MAX 250 KT BELOW 10000

These SIDs require a minimum climb gradient of 300 per NM (5%) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

Also applicable when under radar control.



SID	ROUTING
BOSEV 1K	AA820 - OBTOL (5000+) - PUXUT (K250-; 9000-) - BOSEV (10000+).
DAXIB 1K	AA820 - OBTOL (5000+) - PUXUT (K250-; 9000-) - DAXIB (10000+).
MEKRI 1K	AA820 - MEPDO (K250-; 4000+) - AA822 (7000-) - ORPEP - AA823 (10000-) - MEKRI (11000+).

CHANGES: New chart.

OMAA/AUH
ABU DHABI INTL

JEPPESEN

1 DEC 17 | 10-3L | Eff 7 Dec

ABU DHABI, UAE
RNAV SID

BOSEV 1P [BOSE1P]
DAXIB 1P [DAXI1P]
MEKRI 1P [MEKR1P]
RWY 31R RNAV DEPARTURES

SPEED: MAX 250 KT BELOW 10000

These SIDs require a minimum climb gradient of 300 per NM (5%) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

Also applicable when under radar control.

ABU DHABI Radar (W) 128.1

Apt Elev 83

Trans alt: 13000
1. RNAV 1 (GNSS) required.
2. On initial call a departing ACFT shall pass the following information to ABU DHABI APP: ACFT Callsign, passing level and SID designation. 3. Advise ATC at start-up if unable to comply. 4. Contact ABU DHABI Radar as soon as possible after passing 1000, unless otherwise instructed by ABU DHABI Tower. 5. For all stages of flight, ATC clearances to climb, cancel any previous restrictions or levels, unless they are reiterated as part of the clearance. 6. Do not climb above ATC cleared level.

ARP

DAXIB 10000

BOSEV 10000

MEKRI 11000

AA826 10000

PUXUT 9000

LOSID 5000

TADBU MAX 230 KT 3500

23.8 DAXIB 1P

24.8 BOSEV 1P

14.7

10.6

7.6 MEKRI 1P

5.0

305°

291°

252°

306°

338°

306°

1148

2400

ABU DHABI
Al Bateen Executive
OMAD

19

21

54-00

24-30

54-30

Initial climb clearance **4000**, further climb when instructed by ABU DHABI Radar

SID	ROUTING
BOSEV 1P	(570+) - TADBU (K230-; 3500+) - LOSID (5000+) - BOSEV (10000+).
DAXIB 1P	(570+) - TADBU (K230-; 3500+) - LOSID (5000+) - DAXIB (10000+).
MEKRI 1P	(570+) - TADBU (K230-; 3500+) - LOSID (5000+) - PUXUT (9000-) - AA826 (10000-) - MEKRI (11000+).

CHANGES: New chart.

D-ATIS Departure	ACARS: DCL	ABU DHABI Delivery	ABU DHABI Ground North	ABU DHABI Ground South	Tower North	Tower South
119.675		125.1	121.950	123.975	118.675	119.2

OMAA/AUH

Apt Elev 83'
N24 26.0 E054 39.1

CHANGES: Taxiways Z and Z1 closed.

For AIRPORT BRIEFING refer to 10-1P pages

HOT SPOTS
HS1
See 10-9B for description of Hot Spots

02°E

13L 126°
13R 126°
31R 306°
31L 306°

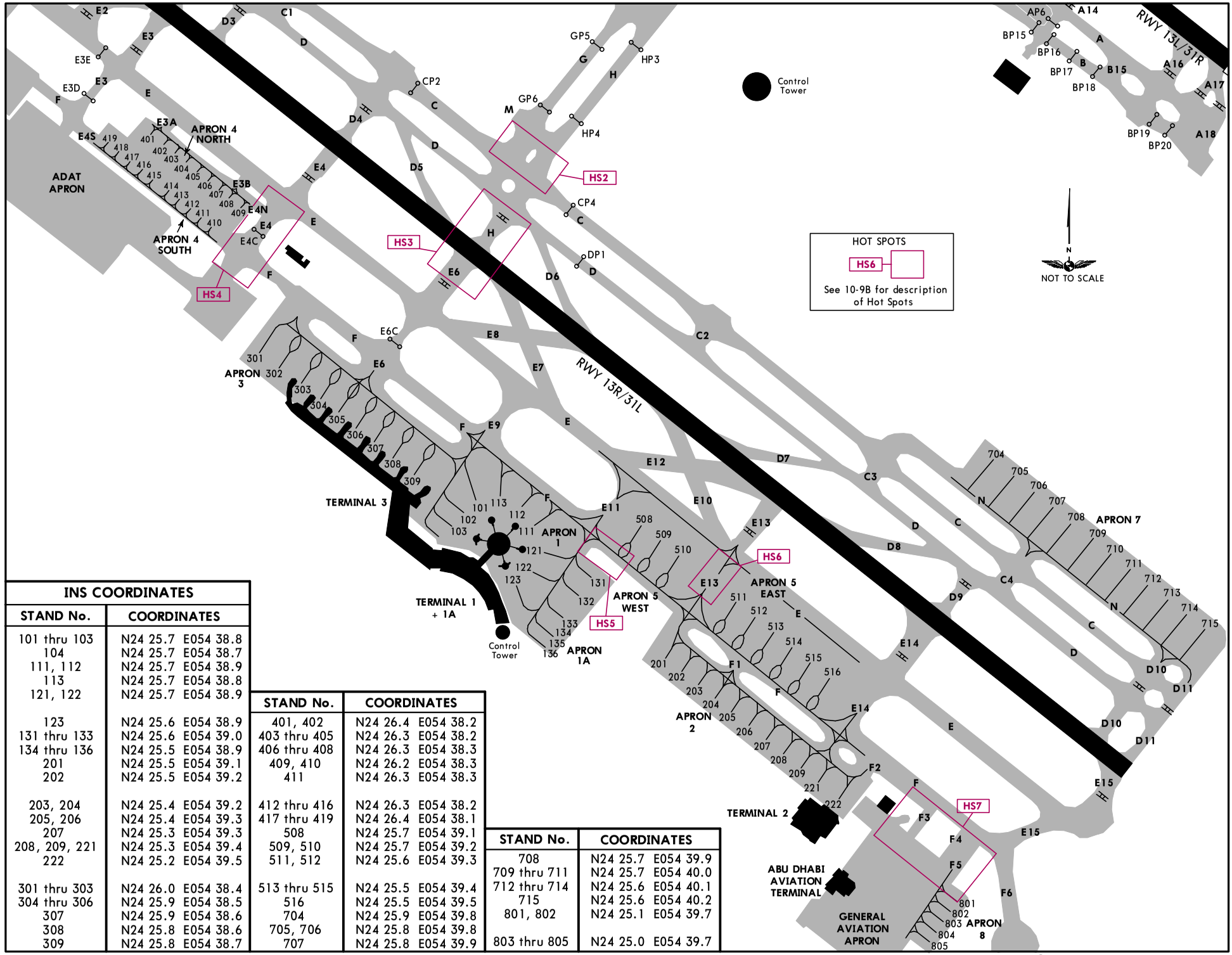
13,451' 4100m
13,471' 4106m

Elev 62'
Elev 78'
Elev 72'
Elev 83'

PRESIDENTIAL FLIGHT APRON
ADAT APRON
APRON 4 NORTH
APRON 4 SOUTH
APRON 3
TERMINAL 3
APRON 1
TERMINAL 1 + 1A
APRON 1A
APRON 5 WEST
APRON 5 EAST
APRON 7
APRON 2
TERMINAL 2
ABU DHABI AVIATION TERMINAL
GENERAL AVIATION APRON
APRON 8
REMOTE APRON
Control Tower
ARP
VOR

FOR DETAILS SEE 10-9A

Feet 0 1000 2000 3000 4000
Meters 0 200 400 600 800 1000 1200



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

STAND No.	COORDINATES
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
508	N24 25.7 E054 39.1
509, 510	N24 25.7 E054 39.2
511, 512	N24 25.6 E054 39.3
513 thru 515	N24 25.5 E054 39.4
516	N24 25.5 E054 39.5
704	N24 25.9 E054 39.8
705, 706	N24 25.8 E054 39.8
707	N24 25.8 E054 39.9

STAND No.	COORDINATES
708	N24 25.7 E054 39.9
709 thru 711	N24 25.7 E054 40.0
712 thru 714	N24 25.6 E054 40.1
715	N24 25.6 E054 40.2
801, 802	N24 25.1 E054 39.7
803 thru 805	N24 25.0 E054 39.7

CHANGES: None.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
13L	HIRL (30m) CL (15m) HIALS-II SFL REIL ❶ RVR		12,418' 3785m	❸	197' 60m
31R	HIRL (30m) CL (15m) HIALS-II SFL REIL ❷ RVR				

❶ TDZ PAPI (angle 3.0°) HSTIL - A11, A13

❷ TDZ PAPI (angle 3.0°) HSTIL - A6, A8, A10

❸ TAKE-OFF RUN AVAILABLE

RWY 13L: From rwy head 13,451' (4100m); twy A3 int 13,058' (3980m); twy A5 int 10,965' (3342m)

RWY 31R: From rwy head 13,451' (4100m); twy A16 int 13,061' (3981m); twy A14 int 10,936' (3333m)

13R	HIRL (60m) CL (15m) HIALS SFL REIL ❹ RVR		12,438' 3791m	❻	197' 60m
31L	HIRL (60m) CL (15m) HIALS-II SFL REIL ❺ RVR		12,316' 3754m		

❹ PAPI (angle 3.0°) HSTIL - E7, E10

❺ TDZ PAPI (angle 3.0°) HSTIL - E8, E12

❻ TAKE-OFF RUN AVAILABLE

RWY 13R: From rwy head 13,471' (4106m); twy D2/E3 int 13,045' (3976m); twy D3 int 12,477' (3803m); twy D4/E4 int 10,748' (3276m); twy E6/H int 8891' (2710m)

RWY 31L: From rwy head 13,471' (4106m); twy D10 int 13,084' (3988m); twy D9/E14 int 10,942' (3335m); twy E13 int 8888' (2709m); twy E6/H int 4665' (1422m)

HOT SPOTS

For information only, not to be construed as ATC instructions.

HS1 Potential for incursion due to twy G and H. If an ACFT lands on rwy 31R then taxies back via A or B and misses a RIGHT turn on twy G. Vehicles also crossing in this area.

HS2 This is a high volume intersection for all traffic taxiing for departure and arrival rwy 13L/31R. Vehicles also crossing this area.

HS3 This is a high volume intersection for all traffic taxiing for departure and arrival rwy 13L/31R. Pilots are to exercise caution when crossing rwy 13R/31L.

HS4 This intersection is the entry for A320 parking entrance. The potential for a twy incursion here is high.

HS5 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.

HS6 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.

HS7 There is a service road crossing twys F3, F4 and F5. Pilots are to exercise caution when crossing these twys.

Standard

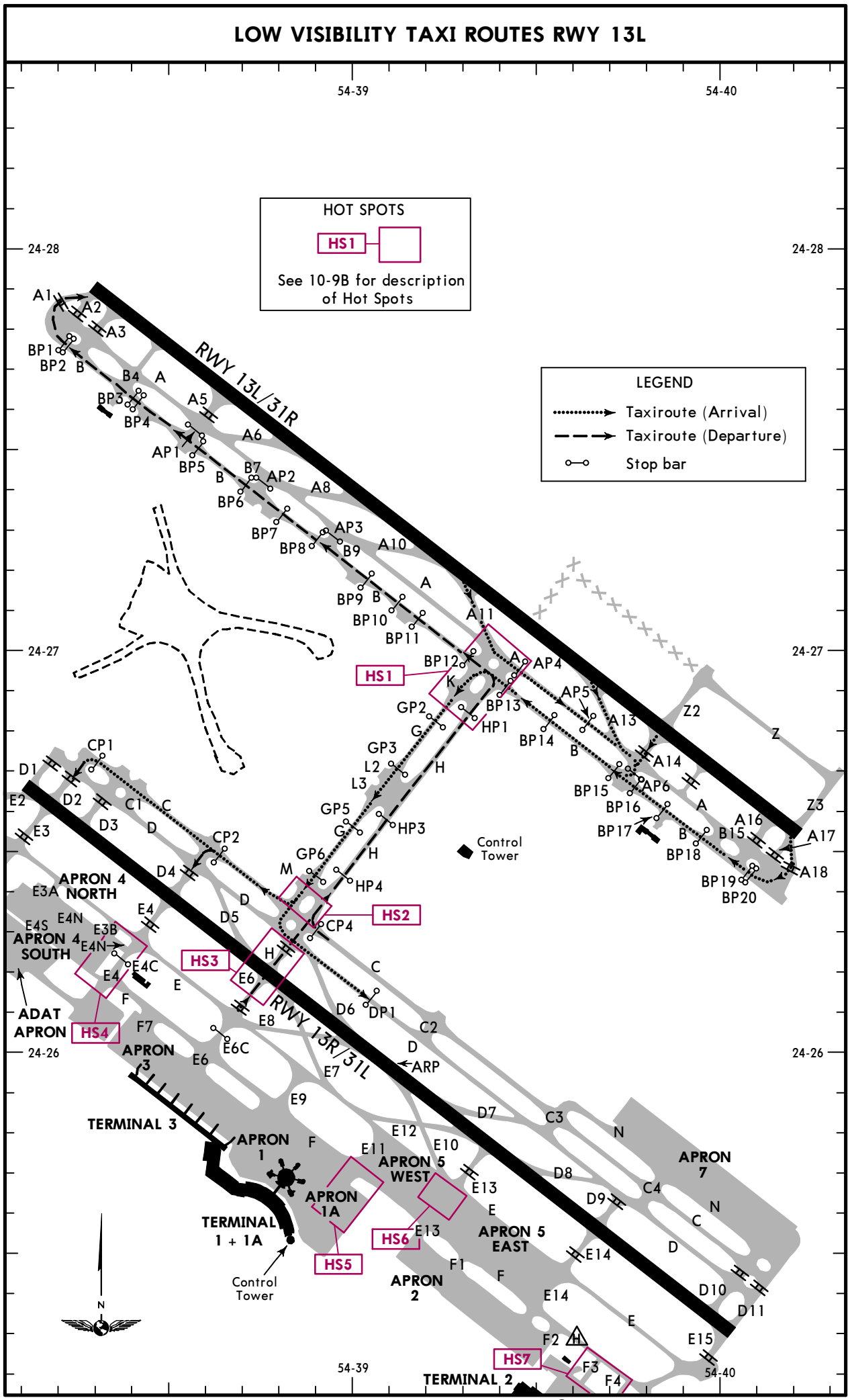
TAKE-OFF ❶

	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		

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

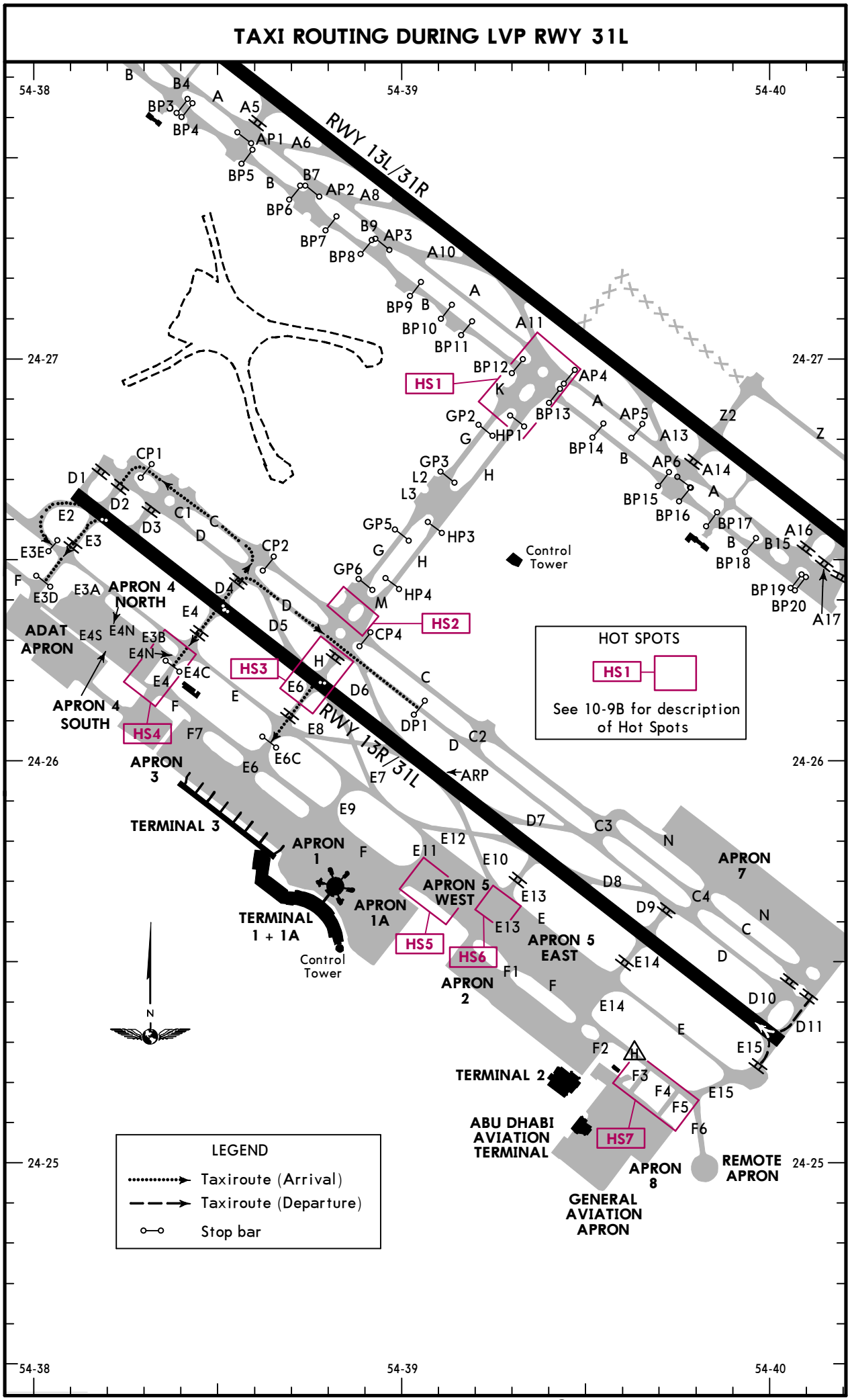
CHANGES: Lights. Hot spots.

LOW VISIBILITY TAXI ROUTES RWY 13L



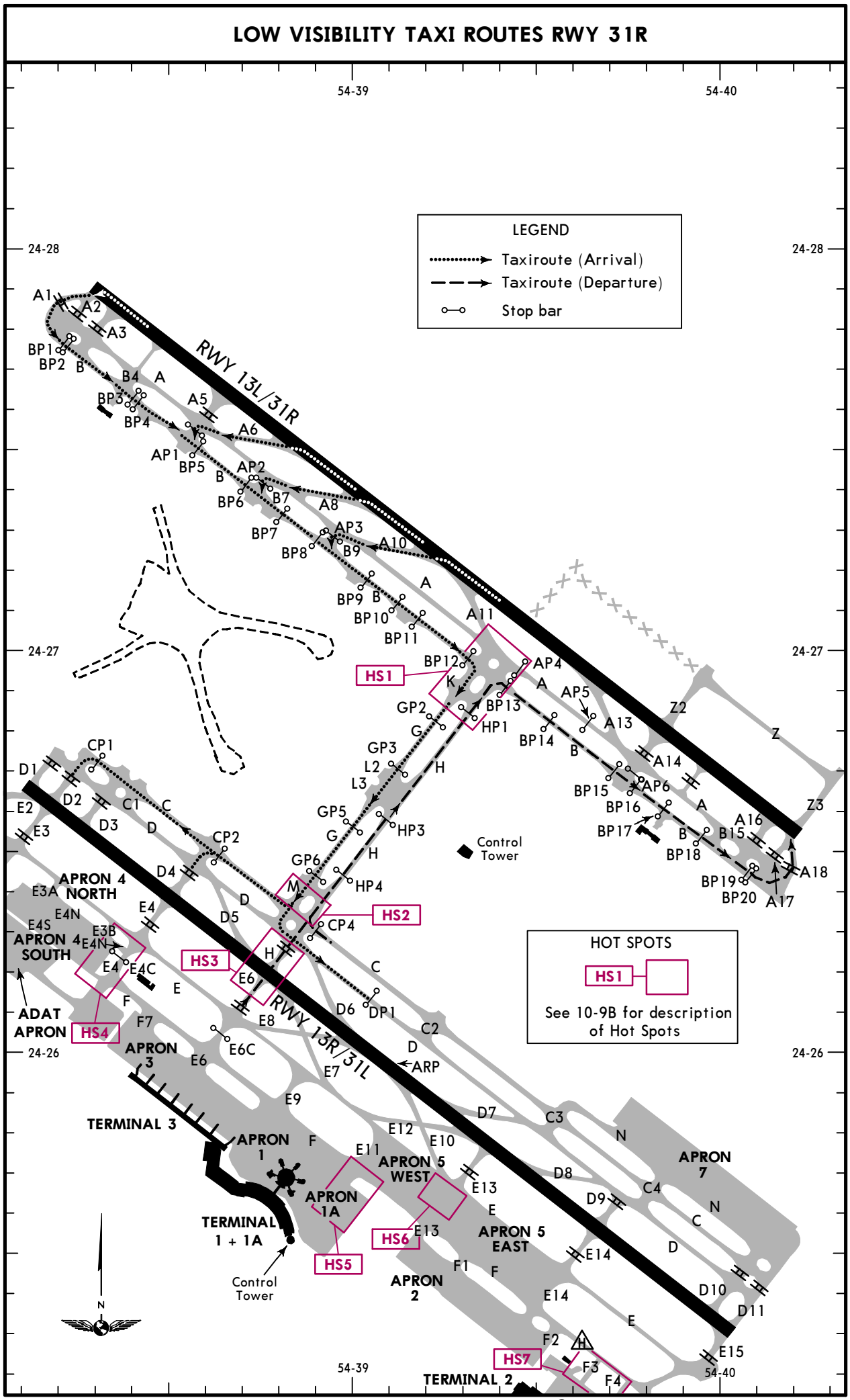
CHANGES: Taxiways Z and Z1 closed.

TAXI ROUTING DURING LVP RWY 31L



CHANGES: Taxiways Z and Z1 closed.

LOW VISIBILITY TAXI ROUTES RWY 31R



OMAA/AUH
ABU DHABI INTL

JEPPESEN

24 NOV 17 (11-1) Eff 7 Dec

ABU DHABI, UAE
ILS Rwy 13L

BRIEFING STRIP

D-ATIS Arrival	ABU DHABI Radar(APP) Central	North	East	West
119.975	124.4	135.150	132.675	133.550	128.1

ABU DHABI Arrival North	South	ABU DHABI Tower North	South	Ground North	South
118.425	118.0	118.675	119.2	121.950	123.975

LOC IAS	Final Apch Crs	GS	ILS DA(H)	Apt Elev / Rwy
110.3	126°	D4.0 IAS 1336′ (1274′)	262′ (200′)	Apt Elev 83′ / Rwy 62′

2400

MSA ARP

MISSED APCH: Climb STRAIGHT AHEAD to AA415. Fly over AA415 and turn LEFT (MAX 210 KT) on track 093° to DASNU, then turn RIGHT to ALSOV climbing to 4000′ and hold.

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

(IAF) ORDAK At 4000′ MAX 210 KT

❶ 8.1 118°
❷ 4.0 126°

(IAF) IMSIG 5000′ MAX 210 KT

AA4Ø8 At 3000′

(IF) AA4Ø9

ILS DME 126° 110.3 IAS

RESIG D5.9 IAS

D4.0 IAS

D0.7 IAS

D0.5 IAS

AA415

DASNU

MHA 4000 MAX 6000 MAX 210 KT

093°

10.1

304°

124°

ALSOV

NOT TO SCALE

RNAV 1 with GNSS required. Acft unable to meet RNAV 1 requirements can expect RADAR vectors to LOC interception. ILS DME reads zero at TDZ.

Speed control enforced by ATC:
180 KT - 10NM to 6NM from TDZ
160 KT - 6NM to 4NM from TDZ.

WARNING: Parallel runway. Do not confuse. Do not mistake Abu Dhabi (Al Bateen Intl) apt for Abu Dhabi (Intl) apt with same rwy alignment.

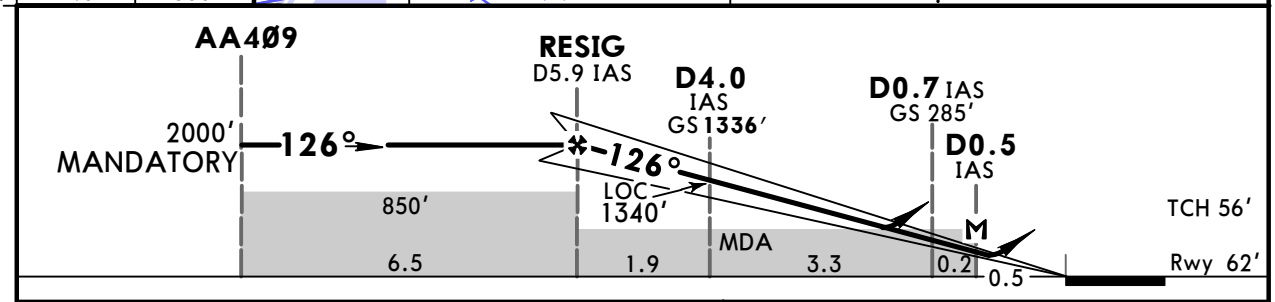
ABU DHABI D 114.25 ADV

OM(P)-108 OM(R)-60B OM(R)-79 OM(R)-58B OM(R)-98 OM(R)-66 OM(P)-104 OM(P)-105 OM(P)-49 OM(P)-106 OM(R)-93 OM(D)-9 OM(R)-73 OM(R)-54

1312′ 1148′ 1141′ 616′ 696′ 1141′ 1150′

24-40 24-30 24-20 54-20 54-30 54-40

RECOMMENDED ALTITUDES LOC (GS out)	
IAS DME	ALTITUDE
6.0	1973′
5.0	1654′
4.0	1336′
3.0	1017′
2.0	699′
1.0	380′



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

210 KT MAX

AA415

PANS OPS

Standard STRAIGHT-IN LANDING RWY 13L

	ILS DA(H) 262′ (200′) FULL	ILS DA(H) 262′ (200′) TDZ or CL out	ILS DA(H) 262′ (200′) ALS out	LOC (GS out) CDFA DA/MDA(H) 570′ (508′)	LOC (GS out) CDFA DA/MDA(H) 570′ (508′) ALS out
A	RVR 550m	RVR 550m ❶	RVR 1200m	RVR 1500m	
B					
C				RVR 1600m	RVR 2400m
D					

CIRCLE-TO-LAND

Not authorized Southwest of runway

Max Kts	MDA(H)	VIS
100	750′ (667′)	1500m
135	750′ (667′)	1600m
180	850′ (767′)	2400m
205	850′ (767′)	3600m

❶ W/o HUD/AP/FD: RVR 750m

CHANGES: Procedure revised.

OMAA/AUH
ABU DHABI INTL

JEPPESEN
24 NOV 17
Eff 7 Dec
11-1A

ABU DHABI, UAE
CAT II/III ILS Rwy 13L

BRIEFING STRIP

D-ATIS Arrival	ABU DHABI Radar(APP) Central	North	East	West
119.975	124.4	135.150	132.675	133.550	128.1

ABU DHABI Arrival North	South	ABU DHABI Tower North	South	Ground North	South
118.425	118.0	118.675	119.2	121.950	123.975

LOC IAS	Final Apch Crs	GS	CAT II & III ILS	Apt Elev / Rwy
110.3	**126°**	**D4.0 IAS** **1336′** (1274′)	Refer to Minimums	Apt Elev 83′ Rwy 62′

MISSED APCH: Climb STRAIGHT AHEAD to AA415. Fly over AA415 and turn LEFT (MAX 210 KT) on track 093° to DASNU, then turn RIGHT to ALSOV climbing to 4000′ and hold.

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

2400
MSA ARP

(IAF) ORDAK At 4000′ MAX 210 KT
❶ 8.1 118°
❷ 4.0 126°
(IAF) IMSIG 5000′ MAX 210 KT
AA4Ø8 At 3000′
(IF) AA4Ø9
ILS DME 126° 110.3 IAS
126°
RESIG D5.9 IAS
D4.0 IAS
D0.7 IAS
AA415
093°
DASNU
MHA 4000 MAX 6000 MAX 210 KT
10.1
304°
124°
ALSOV
NOT TO SCALE

RNAV 1 with GNSS required. Acft unable to meet RNAV 1 requirements can expect RADAR vectors to LOC interception. ILS DME reads zero at TDZ. Special Aircrew & Aircraft Certification Required.

Speed control enforced by ATC:
180 KT - 10NM to 6NM from TDZ
160 KT - 6NM to 4NM from TDZ.

WARNING: Parallel runway. Do not confuse.
Do not mistake Abu Dhabi (Al Bateen Intl) apt for Abu Dhabi (Intl) apt with same rwy alignment.
ABU DHABI D 114.25 ADV

OM(P)-108 OM(R)-60B OM(R)-79 OM(R)-58B OM(R)-98 OM(R)-66 OM(P)-49 OM(P)-105 OM(P)-104 OM(P)-106 OM(R)-93 OM(D)-12 OM(D)-9 OM(R)-54 OM(R)-73 OM(R)-54

1312′ 1148′ 1141′ 616′ 696′ 1141′ 1150′

24-40 24-30 24-20 54-20 54-30 54-40

20 15 10 5 0 5

AA4Ø9 2000′ MANDATORY 126°
RESIG D5.9 IAS
D4.0 IAS GS 1336′
D0.7 IAS GS 285′
126°
TCH 56′
6.5 1.9 3.3 0.7 Rwy 62′

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

HIALS-II
REIL PAPI PAPI

210 KT MAX

AA415

PANS OPS

Standard STRAIGHT-IN LANDING RWY 13L

CAT IIIA ILS	CAT II ILS
1	ABCD
DH 50′	RA 107′
	DA(H) 162′ (100′)
RVR 200m	RVR 300m

1 CAT IIIB: Mim RVR 75m.

CHANGES: Procedure revised.

OMAA/AUH
ABU DHABI INTL

JEPPESEN

24 NOV 17 (11-2) Eff 7 Dec

ABU DHABI, UAE
ILS Rwy 13R

D-ATIS Arrival	ABU DHABI Radar(APP) Central	North	East	West
119.975	124.4	135.150	132.675	133.550	128.1

ABU DHABI Arrival North	South	ABU DHABI Tower North	South	Ground North	South
118.425	118.0	118.675	119.2	121.950	123.975

BRIEFING STRIP™

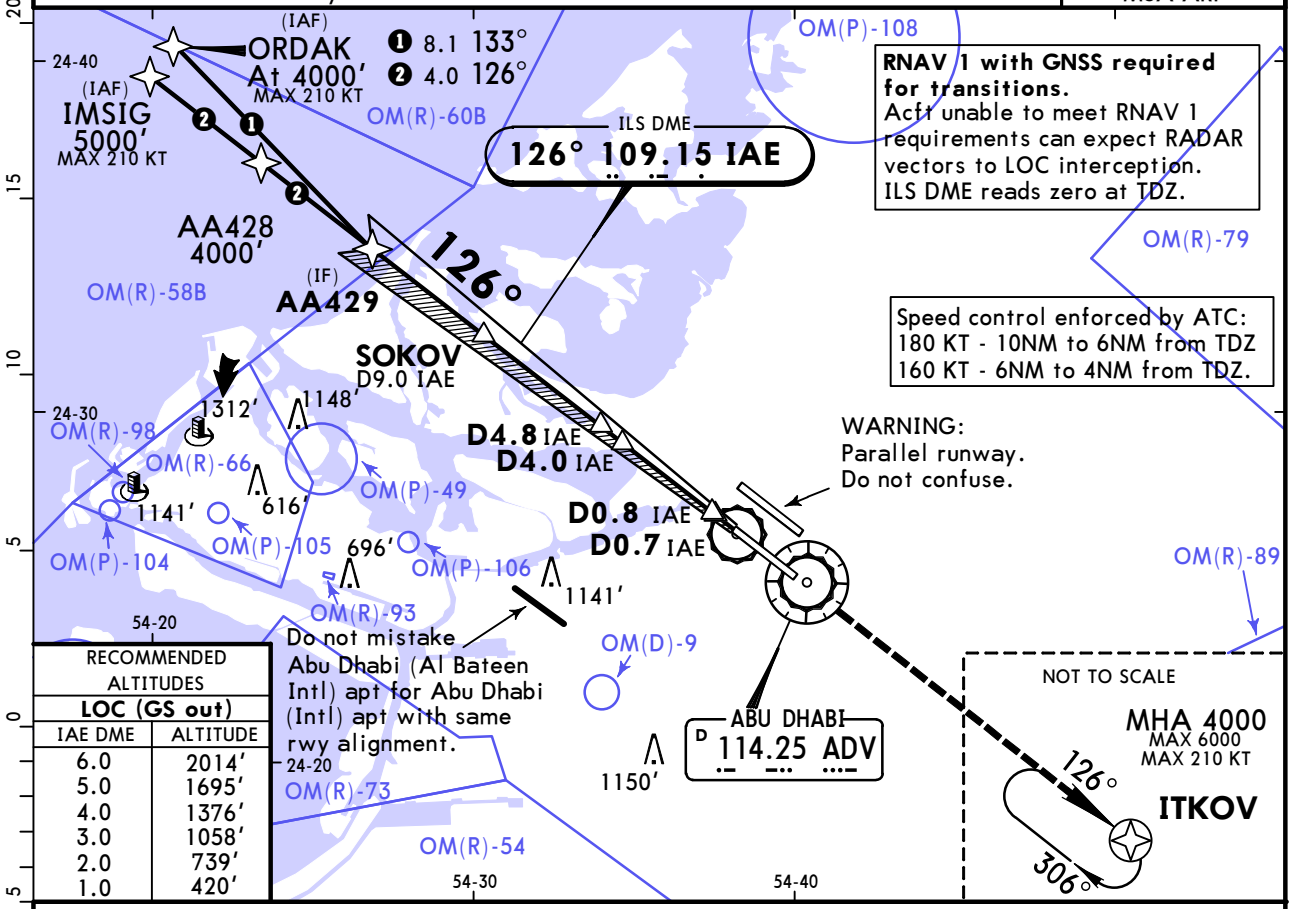
LOC IAE	Final Apch Crs	GS	ILS DA(H)	Apt Elev 83′ / Rwy 78′
109.15	126°	D4.8 IAE 1672′ (1594′)	278′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to ITKOV and hold. Climb to 4000′.

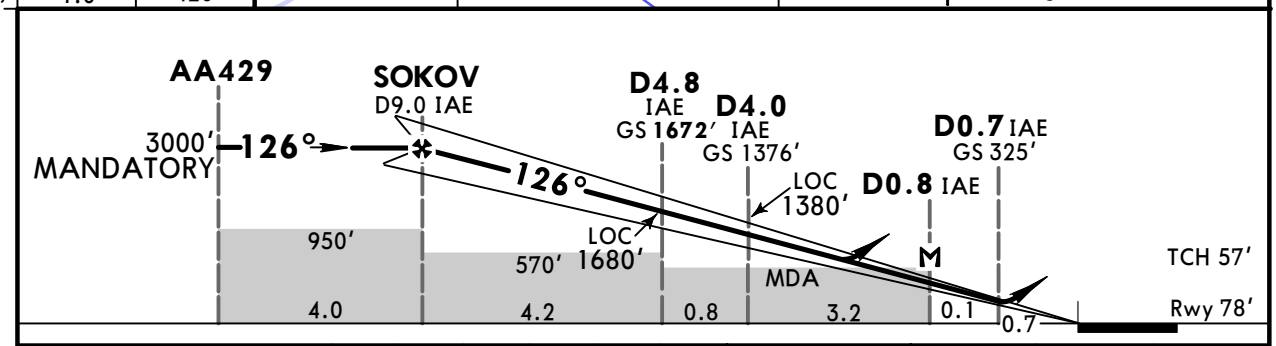
2400

MSA ARP

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



RECOMMENDED ALTITUDES LOC (GS out)	
IAE DME	ALTITUDE
6.0	2014′
5.0	1695′
4.0	1376′
3.0	1058′
2.0	739′
1.0	420′



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′ | ITKOV

PANS OPS

Standard STRAIGHT-IN LANDING RWY 13R

	ILS DA(H) 278′ (200′) FULL	ILS DA(H) 278′ (200′) ALS out	LOC (GS out) With D4.8 IAE CDFA DA/MDA(H) 510′ (432′)	ALS out	LOC (GS out) W/o D4.8 IAE CDFA DA/MDA(H) 570′ (492′)	ALS out
A	RVR 550m 1	RVR 1200m	RVR 1300m	RVR 1500m	RVR 1500m	
B						
C				RVR 2000m	RVR 1500m	RVR 2300m
D						

CIRCLE-TO-LAND
Not authorized
Southwest of runway

Max Kts	MDA(H)	VIS
100	750′ (667′)	1500m
135	750′ (667)	1600m
180	850′ (767′)	2400m
205	870′ (787′)	3600m

1 W/o HUD/AP/FD: RVR 750m.

CHANGES: Procedure revised.

OMAA/AUH
ABU DHABI INTL

JEPPESEN
24 NOV 17 (11-3) Eff 7 Dec

ABU DHABI, UAE
ILS Rwy 31L

D-ATIS Arrival	ABU DHABI Radar(APP)					ABU DHABI Arrival	
	Central	North	East		West	North	South
119.975	124.4	135.150	132.675	133.550	128.1	118.425	118.0

ABU DHABI Tower		Ground	
North	South	North	South
118.675	119.2	121.950	123.975

LOC IAW	Final Apch Crs	GS	ILS DA(H)	
109.3	306°	D4.0 IAW 1373′(1290′)	283′(200′)	Apt Elev 83′ Rwy 83′

MISSED APCH: Climb STRAIGHT AHEAD to VEDEX (at 4000′), then turn LEFT (MAX 210 KT) to VUTOK and hold. Climb to 4000′.

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

MSA ARP: 2400

BRIEFING STRIP™

083° 263°
VUTOK 4000′ NOT TO SCALE
VEDEX At 4000′
❶ MHA 4000 MAX 6000 MAX 210 KT
❷ 263° 10.3
OM(R)-66
OM(R)-51 OM(R)-52
OM(P)-49 879′
OM(R)-58B
OM(P)-106 696′
OM(R)-93
1141′
OM(D)-9 1150′
OM(R)-73
OM(R)-79
OM(R)-89
OM(R)-54
OM(D)-20
OM(R)-70 522′ 552′

RNAV 1 with GNSS required for transitions.
Acft unable to meet RNAV 1 requirements can expect RADAR vectors to LOC interception.
ILS DME reads zero at TDZ.

WARNING: Parallel runway. Do not confuse.

Do not mistake Abu Dhabi (Al Bateen Intl) apt for Abu Dhabi (Intl) apt with same rwy alignment.

Do not mistake Al Dhafra AB for Abu Dhabi (Intl) apt with same rwy alignment.

Speed control enforced by ATC:
180 KT - 10NM from TDZ
160 KT - 4NM from TDZ.

ABU DHABI D 114.25 ADV

ILS DME 306° 109.3 IAW

D0.7 IAW
D2.0 IAW
D4.0 IAW

EMOSU D9.0 IAW

(IF) AA433 At 3000′

AA430 4000′

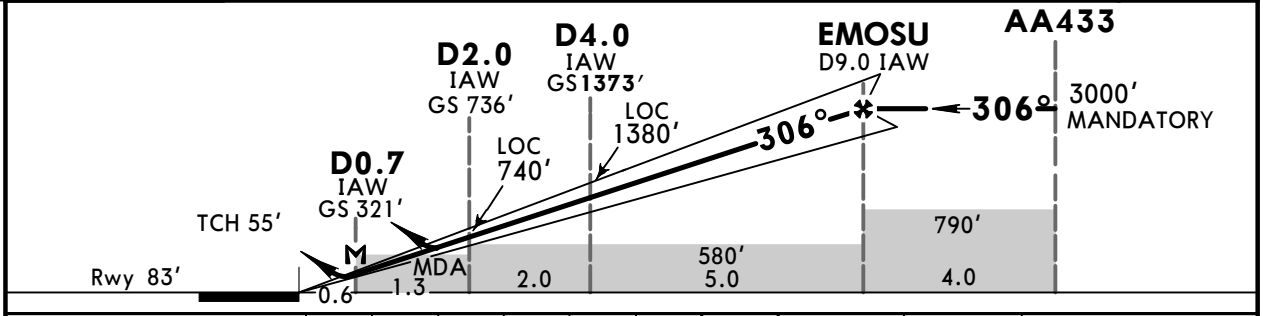
(IAF) PEGUM At 4000′ MAX 210 KT

(IAF) ITREN 5000′ MAX 210 KT

306° 298° 8.1 3.9 4.1

24-30 24-20 54-40 54-50 55-00

RECOMMENDED ALTITUDES	
LOC (GS out)	
IAW DME	ALTITUDE
6.0	2010′
5.0	1691′
4.0	1373′
3.0	1054′
2.0	736′
1.0	417′



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

210 KT MAX

VEDEX at 4000′

Standard — STRAIGHT-IN LANDING RWY 31L

	ILS			LOC (GS out)				CIRCLE-TO-LAND
	DA(H) 283′(200′)			With D2.0 IAW CDFA DA/MDA(H) 450′(367′)		W/o D2.0 IAW CDFA DA/MDA(H) 580′(497′)		Not authorized Southwest of runway
	FULL	TDZ or CL out	ALS out		ALS out		ALS out	
A	RVR 550m	RVR 550m ❶	RVR 1200m	RVR 1000m	RVR 1500m	RVR 1500m	RVR 1500m	
B								
C					RVR 1700m		RVR 2300m	
D								

Max Kts	MDA(H)	VIS
100	750′(667′)	1500m
135	750′(667′)	1600m
180	850′(767′)	2400m
205	850′(767′)	3600m

PANS OPS

❶ W/o HUD/AP/FD: RVR 750m

CHANGES: Procedure revised.

OMAA/AUH
ABU DHABI INTL

JEPPESEN
24 NOV 17
Eff 7 Dec
11-3A

ABU DHABI, UAE
CAT II/III ILS Rwy 31L

D-ATIS Arrival	ABU DHABI Radar(APP)					ABU DHABI Arrival	
	Central	North	East		West	North	South
119.975	124.4	135.150	132.675	133.550	128.1	118.425	118.0

ABU DHABI Tower		Ground	
North	South	North	South
118.675	119.2	121.950	123.975

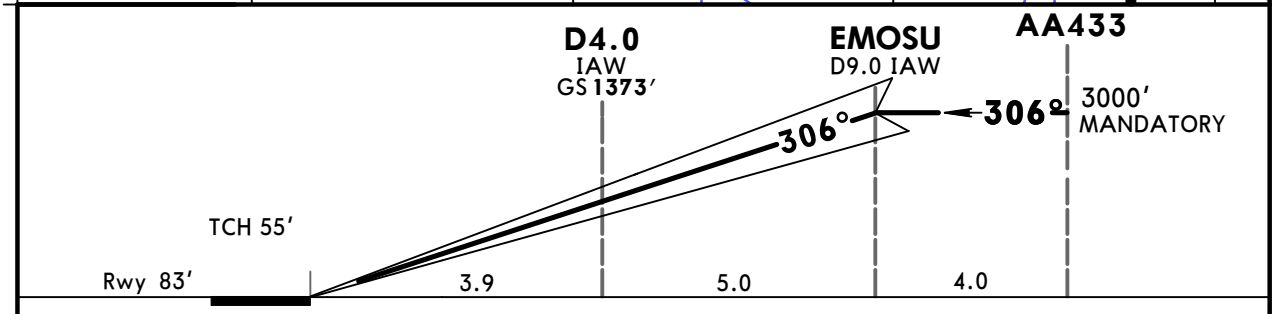
LOC IAW	Final Apch Crs	GS	CAT II & III ILS	Apt Elev 83′
109.3	306°	D4.0 IAW 1373′ (1290′)	Refer to Minimums	Rwy 83′

2400
MSA ARP

MISSED APCH: Climb STRAIGHT AHEAD to VEDEX (at 4000′), then turn LEFT (MAX 210 KT) to VUTOK and hold. Climb to 4000′.

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

083°
263°
VUTOK
4000′
NOT TO SCALE
263°
10.3
VEDEX
At 4000′
OM(R)-66
MHA 4000
MAX 6000
MAX 210 KT
OM(R)-51
OM(R)-52
OM(P)-49
879′
OM(R)-58B
OM(P)-106
696′
1141′
OM(R)-93
Do not mistake Abu Dhabi (Al Bateen Intl) apt for Abu Dhabi (Intl) apt with same rwy alignment.
OM(D)-9
1150′
OM(R)-73
24-20
WARNING: Parallel runway. Do not confuse.
ABU DHABI
D 114.25 ADV
306°
ILS DME
306° 109.3 IAW
D4.0
IAW
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.
ILS DME reads zero at TDZ.
OM(R)-79
Speed control enforced by ATC:
180 KT - 10NM from TDZ
160 KT - 4NM from TDZ.
EMOSU
D9.0 IAW
OM(R)-89
(IF)
AA433
At 3000′
306°
5.9
AA430
4000′
Do not mistake Al Dhafra AB for Abu Dhabi (Intl) apt with same rwy alignment.
540′
OM(R)-54
(IAF)
PEGUM
At 4000′
MAX 210 KT
298°
8.1
306°
4.1
699′
522′
(IAF)
ITREN
5000′
MAX 210 KT
OM(R)-70
OM(D)-20
552′
24-10
54-30
54-40
54-50
55-00



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

HIALS-II
REIL PAPI PAPI
210 KT MAX
VEDEX at 4000′

Standard

STRAIGHT-IN LANDING RWY 31L

CAT IIIA ILS	CAT II ILS
1	ABCD
DH 50′	RA 94′
	DA(H) 183′ (100′)
RVR 200m	RVR 300m

1 CAT IIIB: Mim RVR 75m.

PANS OPS

CHANGES: Procedure revised.

OMAA/AUH
ABU DHABI INTL

JEPPESEN
24 NOV 17 (11-4) Eff 7 Dec

ABU DHABI, UAE
ILS Rwy 31R

BRIEFING STRIP™

D-ATIS Arrival	ABU DHABI Radar(APP)					ABU DHABI Arrival	
	Central	North	East		West	North	South
119.975	124.4	135.150	132.675	133.550	128.1	118.425	118.0

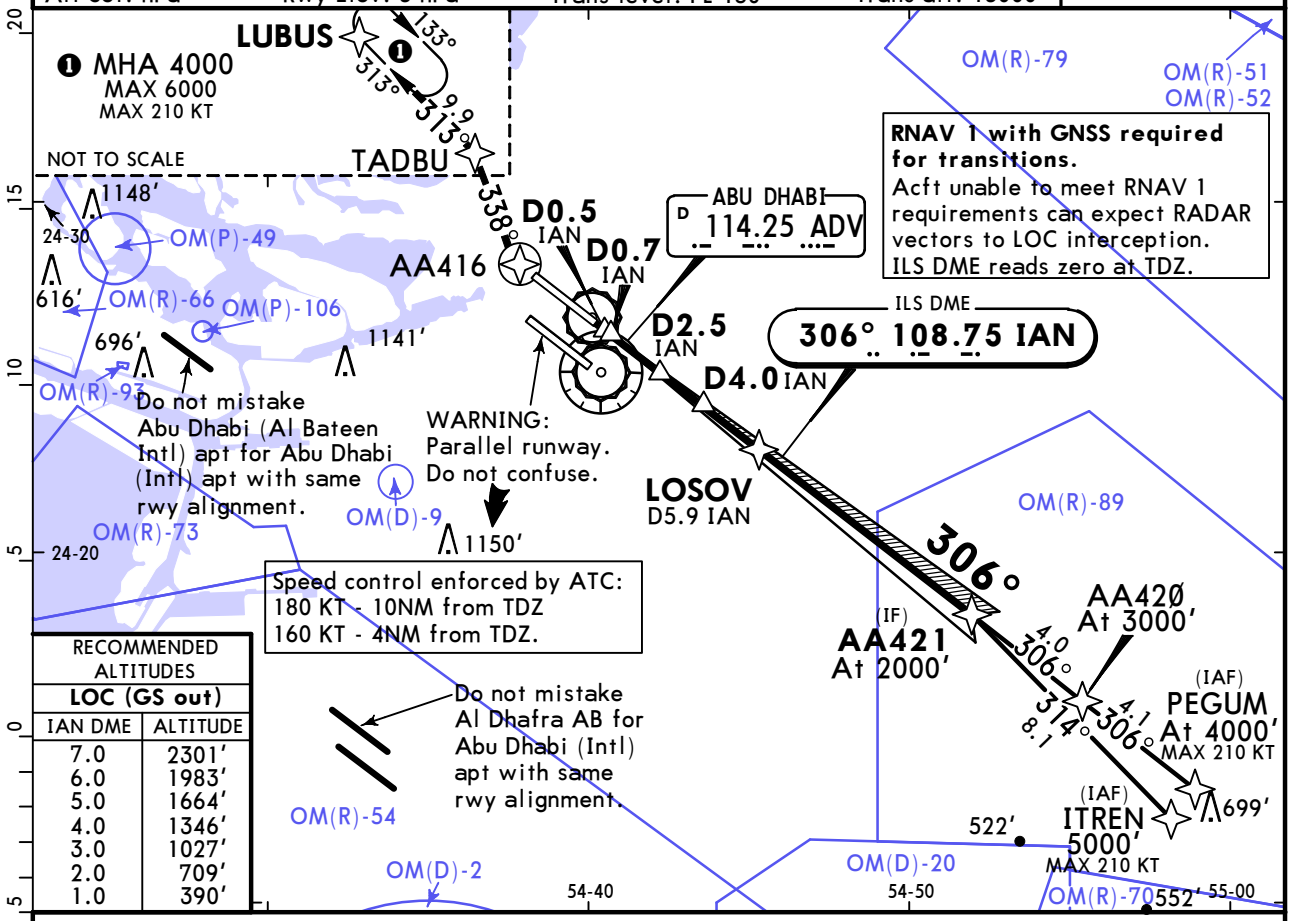
ABU DHABI Tower		Ground	
North	South	North	South
118.675	119.2	121.950	123.975

LOC IAN	Final Apch Crs	GS	ILS DA(H)	Apt Elev 83′
108.75	306°	D4.0 IAN 1346′ (1274′)	272′ (200′)	Rwy 72′

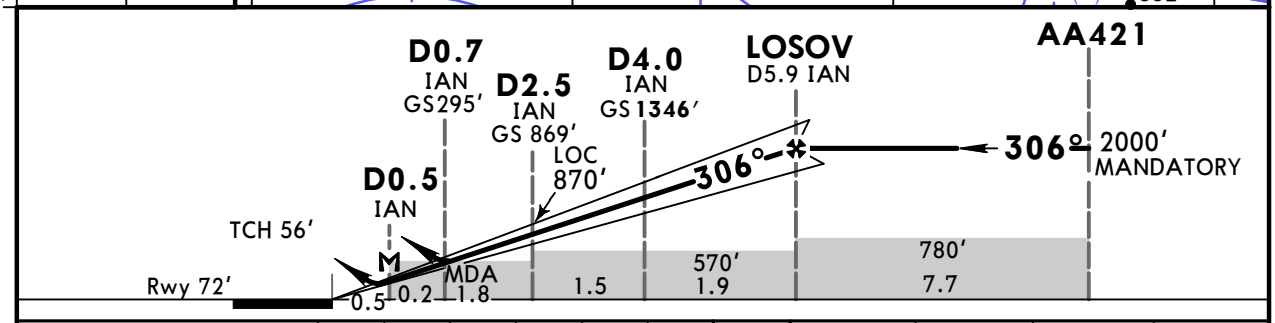
MISSED APCH: Climb STRAIGHT AHEAD to AA416. Fly over AA416 and turn RIGHT (MAX 210 KT) on track 338° to TADBU, then turn LEFT (MAX 210 KT) to LUBUS climbing to 4000′ and hold.

2400
MSA ARP

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



RECOMMENDED ALTITUDES	
LOC (GS out)	
IAN DME	ALTITUDE
7.0	2301′
6.0	1983′
5.0	1664′
4.0	1346′
3.0	1027′
2.0	709′
1.0	390′



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

210 KT MAX

AA416 TADBU RT

PANS OPS

Standard — STRAIGHT-IN LANDING RWY 31R

	ILS DA(H) 272′ (200′)			LOC (GS out) With D2.5 IAN CDFA DA/MDA(H) 520′ (448′)		LOC (GS out) W/o D2.5 IAN CDFA DA/MDA(H) 570′ (498′)	
	FULL	TDZ or CL out	ALS out		ALS out		ALS out
A	RVR 550m	RVR 550m [1]	RVR 1200m	RVR 1400m	RVR 1500m	RVR 1500m	RVR 1500m
B							
C					RVR 2100m		RVR 2300m
D							

CIRCLE-TO-LAND

Not authorized Southwest of runway

Max Kts	MDA(H)	VIS
100	750′ (667′)	1500m
135	750′ (667′)	1600m
180	850′ (767′)	2400m
205	850′ (767′)	3600m

[1] W/o HUD/AP/FD: RVR 750m.

CHANGES: Procedure revised.

OMAA/AUH
ABU DHABI INTL

JEPPESEN
24 NOV 17
Eff 7 Dec
11-4A

ABU DHABI, UAE
CAT II/III ILS Rwy 31R

BRIEFING STRIP™

D-ATIS Arrival	ABU DHABI Radar(APP)					ABU DHABI Arrival	
	Central	North	East		West	North	South
119.975	124.4	135.150	132.675	133.550	128.1	118.425	118.0

ABU DHABI Tower		Ground	
North	South	North	South
118.675	119.2	121.950	123.975

LOC IAN	Final Apch Crs	GS	CAT II & III ILS	Apt Elev 83′
108.75	306°	D4.0 IAN 1346′ (1274′)	Refer to Minimums	Rwy 72′

MISSED APCH: Climb STRAIGHT AHEAD to AA416. Fly over AA416 and turn RIGHT (MAX 210 KT) on track 338° to TADBU, then turn LEFT (MAX 210 KT) to LUBUS climbing to 4000′ and hold.

2400
MSA ARP

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

LUBUS
MHA 4000
MAX 6000
MAX 210 KT
133°
313°
9.9
313°
TADBU
NOT TO SCALE
338°
AA416
D0.7
IAN
ABU DHABI
D 114.25 ADV
ILS DME
306° 108.75 IAN
D4.0 IAN
LOSOV
D5.9 IAN
306°
AA420
At 3000′
(IF)
AA421
At 2000′
4.0
306°
314°
8.1
4.1
306°
(IAF)
PEGUM
At 4000′
MAX 210 KT
(IAF)
ITREN
5000′
MAX 210 KT
699′
522′
552′

RNAV 1 with GNSS required.
Acft unable to meet RNAV 1 requirements can expect RADAR vectors to LOC interception.
Special Aircrew & Aircraft Certification Required.
ILS DME reads zero at TDZ.

WARNING: Parallel runway. Do not confuse.

Do not mistake Abu Dhabi (Al Bateen Intl) apt for Abu Dhabi (Intl) apt with same rwy alignment.

Do not mistake Al Dhafra AB for Abu Dhabi (Intl) apt with same rwy alignment.

Speed control enforced by ATC:
180 KT - 10NM from TDZ
160 KT - 4NM from TDZ.

1148′ 616′ 696′ 1141′ 1150′ 540′

OM(P)-49 OM(R)-66 OM(P)-106 OM(R)-93 OM(R)-73 OM(D)-9 OM(R)-54 OM(D)-2 OM(R)-79 OM(R)-51 OM(R)-52 OM(R)-89 OM(D)-20 OM(R)-70

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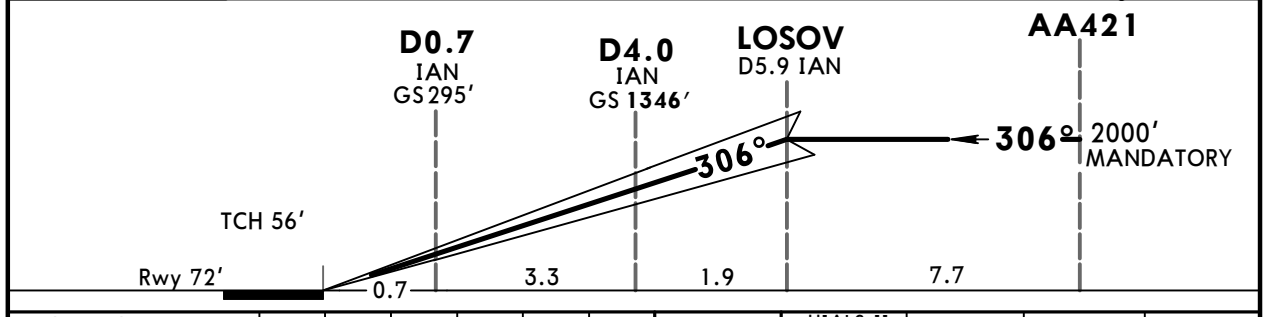
20 15 10 5 0 5



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

HIALS-II
REIL PAPI PAPI

210 KT MAX

AA416 TADBU RT

Standard STRAIGHT-IN LANDING RWY 31R

CAT IIIA ILS	CAT II ILS
1	ABCD
DH 50′	RA 105′
	DA(H) 172′ (100′)
RVR 200m	RVR 300m

1 CAT IIIB: Mim 75m.

PANS OPS

CHANGES: Procedure revised.

OMAA/AUH
ABU DHABI INTL

JEPPESEN

24 NOV 17 (13-1) Eff 7 Dec

ABU DHABI, UAE
VOR Rwy 13R

BRIEFING STRIP™

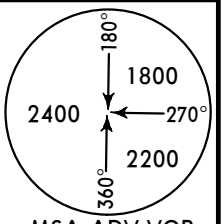
D-ATIS Arrival	ABU DHABI Radar(APP)				
	Central	North	East		West
119.975	124.4	135.150	132.675	133.550	128.1

*ABU DHABI Arrival(APP/R)		ABU DHABI Tower		Ground	
North	South	North	South	North	South
118.425	118.0	118.675	119.2	121.950	123.975

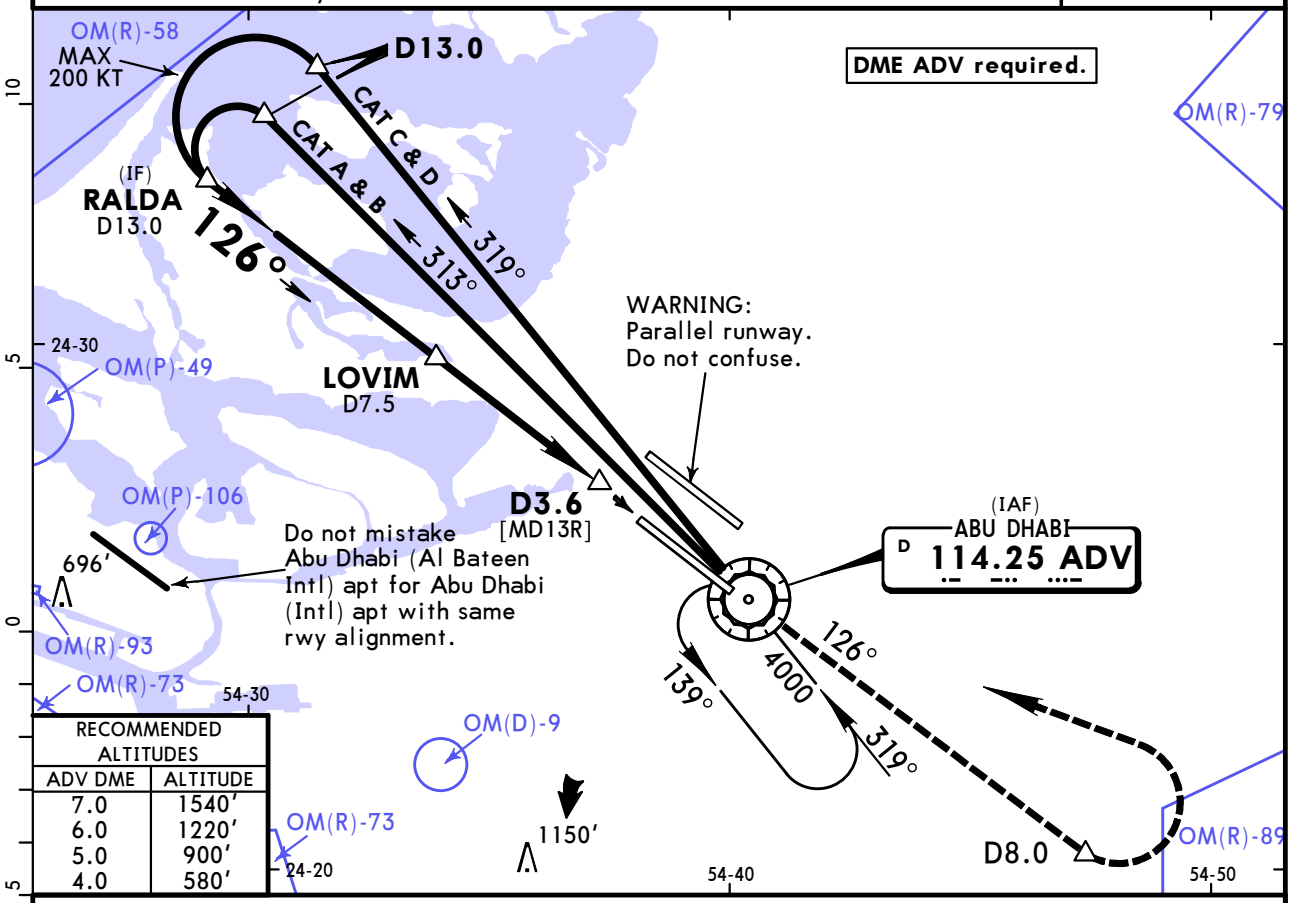
VOR ADV	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 83′
		LOVIM		Rwy 78′
114.25	126°	1700′(1622′)	510′(432′)	

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.

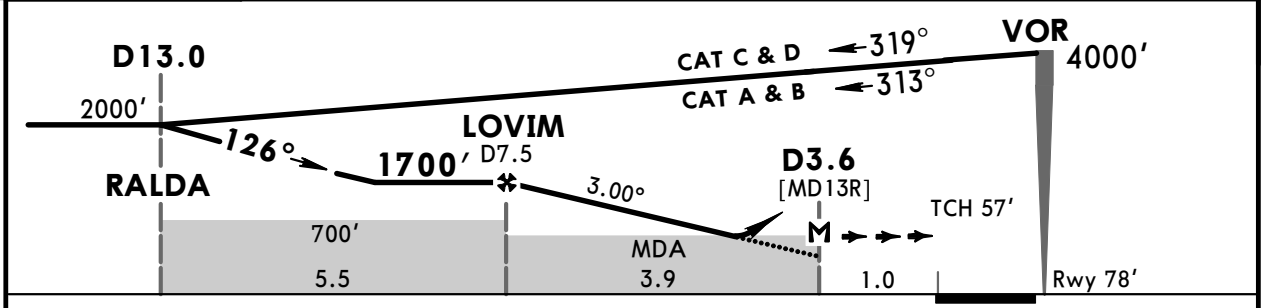
Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL 150 | Trans alt: 13000′



MSA ADV VOR



RECOMMENDED ALTITUDES	
ADV DME	ALTITUDE
7.0	1540′
6.0	1220′
5.0	900′
4.0	580′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D3.6							

HIALS | REIL | PAPI | PAPI

ADV 114.25

ADV 114.25 R-126

D8.0

PANS OPS

Standard STRAIGHT-IN LANDING RWY **13R**

CDFA

DA/MDA(H) **510′**(432′)

	ALS out	RVR 1300m
A	RVR 1500m	
B		
C	RVR 2000m	
D		

CIRCLE-TO-LAND[1]

Not authorized Southwest of runway

Max Kts	MDA(H)	VIS
100	750′ (672′)	1500m
135	750′ (672′)	1600m
180	850′ (772′)	2400m
205	850′ (772′)	3600m

[1] Circling height based on rwy 13R thresh elev of 78′.

CHANGES: Communications.

OMAA/AUH
ABU DHABI INTL

JEPPESEN

24 NOV 17 (13-2) Eff 7 Dec

ABU DHABI, UAE
VOR Rwy 31L

BRIEFING STRIP

D-ATIS Arrival	ABU DHABI Radar(APP)				
	Central	North	East		West
119.975	124.4	135.150	132.675	133.550	128.1

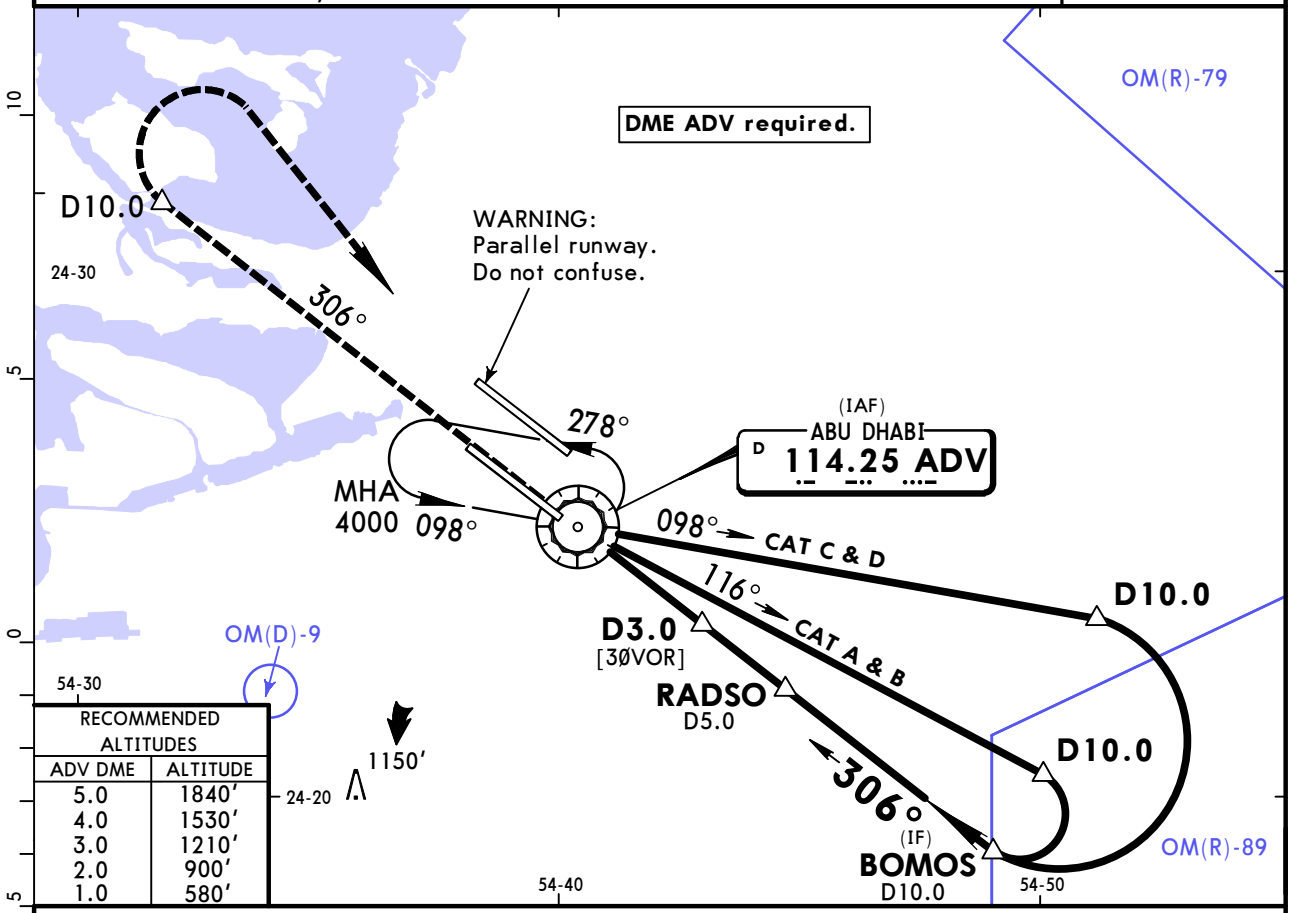
*ABU DHABI Arrival(APP/R)		ABU DHABI Tower		Ground	
North	South	North	South	North	South
118.425	118.0	118.675	119.2	121.950	123.975

VOR ADV	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 83′
		RADSO	Refer to Minimums	Rwy 83′
114.25	306°	1840′ (1757′)		

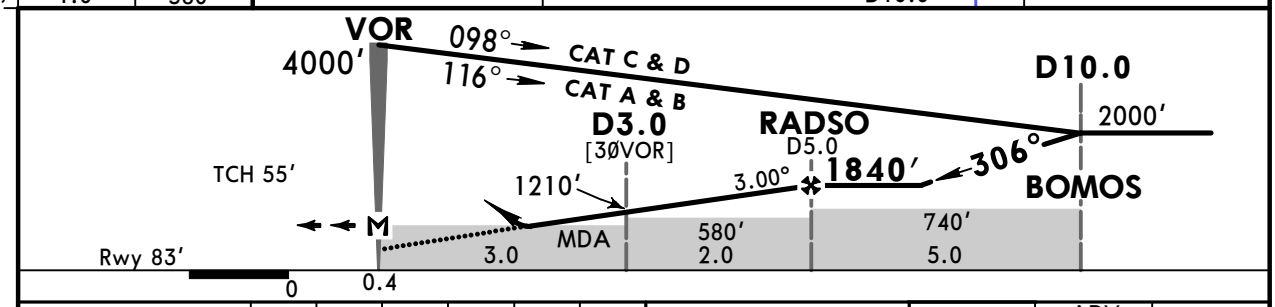
MISSED APCH: Climb STRAIGHT AHEAD on R-306. At D10.0 turn RIGHT and climb to 4000′ to VOR and hold.

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

MSA ADV VOR: 180° 1800 / 270° 2200 / 360° 2400



RECOMMENDED ALTITUDES	
ADV DME	ALTITUDE
5.0	1840′
4.0	1530′
3.0	1210′
2.0	900′
1.0	580′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

HIALS-II REIL PAPI PAPI

ADV 114.25 R-306 D10.0

PANS OPS

Standard STRAIGHT-IN LANDING RWY 31L

	With D3.0 ADV CDFA DA/MDA(H) 470′(387′)		W/o D3.0 ADV CDFA DA/MDA(H) 580′(497′)	
		ALS out		ALS out
A	RVR 1100m	RVR 1500m	RVR 1500m	RVR 1500m
B				
C		RVR 1800m		RVR 2300m
D				

CIRCLE-TO-LAND

Not authorized Southwest of runway

Max Kts	MDA(H)	VIS
100	750′ (667′)	1500m
135	750′ (667′)	1600m
180	850′ (767′)	2400m
205	850′ (767′)	3600m

CHANGES: Communications.