

INTERIM

DCS
FLIGHT INFORMATION PUBLICATION

AE/OM

UNITED ARAB EMIRATES/OMAN

INSTRUMENT APPROACH PROCEDURES
STANDARD INSTRUMENT DEPARTURES
AIRPORT DIAGRAMS

EFFECTIVE 0901Z

TO 0901Z

TCN EFFECTIVE 0901Z

1 DEC 2015

30 NOV 2016

26 JAN 2020



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WARNING



Not suited for real operations
Made for Digital Combat Simulator: Persian Gulf with mission dates:
1 DEC 2015 - 30 NOV 2016

EFF. DATE 20026

INTERIM

GENERAL INFORMATION & ABBREVIATIONS

- * Indicates control tower or ATIS operates non-continuously, or non-standard Pilot Controlled Lighting.
- x Indicates frequency is unmonitored and available on request through the controlling agency. Distances in nautical miles (except visibility which may be statute miles or meters and Runway Visual Range which may be in hundreds of feet or meters).
- Runway dimensions in feet. Elevations in feet mean sea level (MSL). Ceilings in feet above airport elevation.
- Radials/bearings/headings/courses are magnetic.
- Coordinates are compatible with DCS World.

ADF.....	Automatic Direction Finder	MALSR.....	Medium Intensity Approach Light System with RAIL
ALS.....	Approach Light System	MAP.....	Missed Approach Point
APP CON.....	Approach Control	MDA.....	Minimum Descent Altitude
ARR.....	Arrival	MIRL.....	Medium Intensity Runway Lights
ASR/PAR.....	Published Radar Minimums at this Airport	MLS.....	Microwave Landing System
ATIS.....	Automatic Terminal Information Service	NA.....	Not Authorized
BC.....	Back Course	NDB.....	Non-directional Radio Beacon
C.....	Circling	NoPT.....	No Procedure Turn Required (Procedure Turn shall not be executed without ATC clearance)
CAT.....	Category	NVG.....	Night Vision Goggles
Chan.....	Channel	ODALS.....	Omnidirectional Approach Light System
CLNC DEL.....	Clearance Delivery	ODP.....	Obstacle Departure Procedure
CNF.....	Computer Navigation Fix	PAPI.....	Precision Approach Path Indicator
CTAF.....	Common Traffic Advisory Frequency	RA.....	Radio Altimeter setting height
DEP CON.....	Departure Control	Radar Required.....	Radar vectoring required for this approach
DH.....	Decision Height	RAIL.....	Runway Alignment Indicator Lights
DME.....	Distance Measuring Equipment	RBn.....	Radio Beacon
DR.....	Dead Reckoning	RCLs.....	Runway Centerline Light System
ELEV.....	Elevation	REIL.....	Runway End Identifier Lights
FAF.....	Final Approach Fix	RNAV.....	Area Navigation
FL.....	Flight Level	RPI.....	Runway Point of Intercept(ion)
FM.....	Fan Marker	RRRL.....	Runway Remaining Lights
GP.....	Glide Path	Runway Touchdown.....	First 3000' of runway Zone
GS.....	Glide Slope	RVR.....	Runway Visual Range
HAA.....	Height Above Airport	Rwy.....	Runway
HAL.....	Height Above Landing	S.....	Straight-in
HAT.....	Height Above Touchdown	SALS.....	Short Approach Light System
HATH.....	Height Above Threshold	SDF.....	Simplified Directional Facility
HIRL.....	High Intensity Runway Lights	SSALR.....	Simplified Short Approach Light System with RAIL
IAF.....	Initial Approach Fix	TA.....	Transition Altitude
ICAO.....	International Civil Aviation Organization	TAC.....	TACAN
Intcp.....	Intercept	TCH.....	Threshold Crossing Height (height in feet Above Ground Level)
INT, INTXN.....	Intersection	TDZ.....	Touchdown Zone
KIAS.....	Knots Indicated Airspeed	TDZE.....	Touchdown Zone Elevation
LDA.....	Landing Distance Available, Localizer Type Directional Aid	TDZL.....	Touchdown Zone Lights
Ldg.....	Landing	THRE.....	Threshold Elevation
LDIN.....	Lead in Light System	TLV.....	Transition Level
LIRL.....	Low Intensity Runway Lights	VDP.....	Visual Descent Point
LLZ/LOC.....	Localizer	WPT.....	Waypoint (RNAV)
LR.....	Lead Radial Provides at least 2 NM (Copter 1NM) of lead to assist in turning onto the intermediate/final course		
M.....	Meters		
MALS.....	Medium Intensity Approach Light System		

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TACAN RWY 31L.....
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RWY 13L DEPARTURE.....
RWY 13R DEPARTURE.....
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RWY 31R DEPARTURE.....
AIRPORT DIAGRAM.....

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ILS RWY 27.....
RWY 09/27 DEPARTURE.....
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LEGEND

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

Hard Surface	Overruns, Taxiways, Parking Areas
Closed Runway	Closed Taxiway

Negative Symbols used to identify Copter Procedures
landing point.....

Runway Threshold Elevation THRE 123
Runway TDZ Elevation TDZE123
Runway Slope 0.8% UP
(shown when runway slope equals or exceeds 0.3%)
(Runway Slope measured to midpoint on runways
8000 feet or longer).

REFERENCE FEATURES

Buildings.....	
Tanks.....	
Obstruction.....	
Airport Beacon.....	
Runway Radar Deflectors.....	
Control Tower *.....	

Approach light symbols are shown in the Flight Information Handbook.

Airport Diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram.

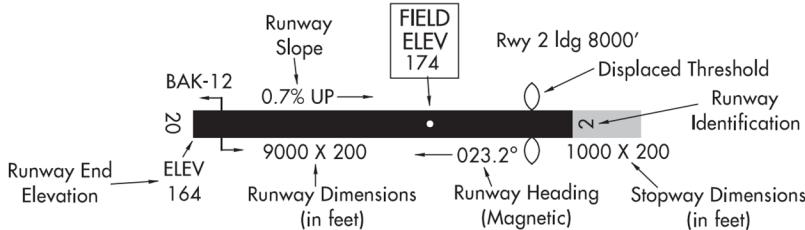
Coordinate values are shown in 1 or 1/2 minute increments. They are further broken down into 6 second ticks, within each 1 minute increment.

Position accuracy within \pm 600 feet unless otherwise noted on the chart.

* When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and identified as TWR.

Runway length depicted shall be the physical length of the runway (end-to-end, including displaced thresholds, if any) but excluding areas designated as overruns or stopways. Where a displaced threshold is shown and/or part of the runway is otherwise not available for landing, an annotation will be added to indicate the landing length of the runway; e.g., Rwy 13 ldg 5000'.

Runway Weight Bearing Capacity is shown as a codified expression.
Refer to the appropriate Supplement/
Directory for applicable codes.



SCOPE

Airport Diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations and provide information for updating Computer based Navigation Systems (i.e., INS, GPS) aboard aircraft. Airport diagrams are not intended to be used for approach and landing or departure operations. Requisition for the creation of airport diagrams must meet the above criteria and will be approved by the 476th vFighter Group Command Staff.

AIRPORT QUICK REFERENCE LIST

UNITED ARAB EMIRATES (U.A.E.)

Airfield	ICAO	TACAN	RWY	Elev	ILS	GND	TOWER*	DPT	APP	ATIS
Abu Dhabi International Airport	OMAA		13L	92		123.970	119.300		124.400	125.100
			31R	92			250.600			
			13R	92			39.000			
			31L	92						
Al Ain International Airport	OMAL		01	814		129.150	119.950		119.850	
			19	814			250.750			
AL-Bateen Airport	OMAD		13	13		121.900	120.000		124.400	
			31	13			250.650			
							39.050			
Al Dhafra AB	OMAM	96X	13L	52		122.150	126.600	124.500	124.400	258.200
			31R	52		240.900	251.100	269.700	270.000	
			13R	52			39.500			
			31L	52						
Al Maktoum International Airport	OMDW		12	125	111.750	118.375	118.750	121.025	121.025	126.475
			30	125	109.750		251.200			
Al Minhad AB	OMDM	99X	9	171	110.700	121.925	121.900	122.500	122.500	126.475
			27	190	110.750		250.200			
Dubai International Airport	OMDB		12L	16	110.100	118.250	118.850	131.700	131.700	119.975
			30R	16	110.900		251.150			
			12R	16	109.500		39.550			
			30L	16	111.300					
Fujairah International Airport	OMFJ		11	121		119.450	124.700	129.400	129.400	113.800
			29	59	111.100		251.250			
Liwa AB	OMSM		13	400			119.400			
			31	400			250.950			
Ras Al Khaimah International Airport	OMRK		16	72		121.600	118.350			
			34	72			250.900			
Sas Al Nakheel AB	OMNK		16	10			129.000			
			34	10			250.550			
Sharjah International Airport	OMSJ		12L	98	108.550	121.875	118.700	131.700	131.700	122.400
			31R	98	111.950		250.300			
			12R				38.700			
			31L							
Sir Abu Nuayr Airport	OMSN		10	26						
			28	26						
OMAN										
Airfield	ICAO	TACAN	RWY	Elev	ILS	GND	TOWER	DPT	APP	ATIS
Khasab Airport	OOKB	84X	01	102		125.000	124.450	250.100	250.100	125.100
			19	46	110.300		250.100			

*476 vFG Tower frequencies add 0.1 to the frequencies in DCS World

AL DHAFRA, UNITED ARAB EMIRATES

VORTAC MA 114.9 Chan 96	APCH CRS 131°	Rwy Idg 12,012 THRE 52 Arpt Elev 52
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476 vFG

TACAN RWY 13L

AL DHAFRA (OMAM)

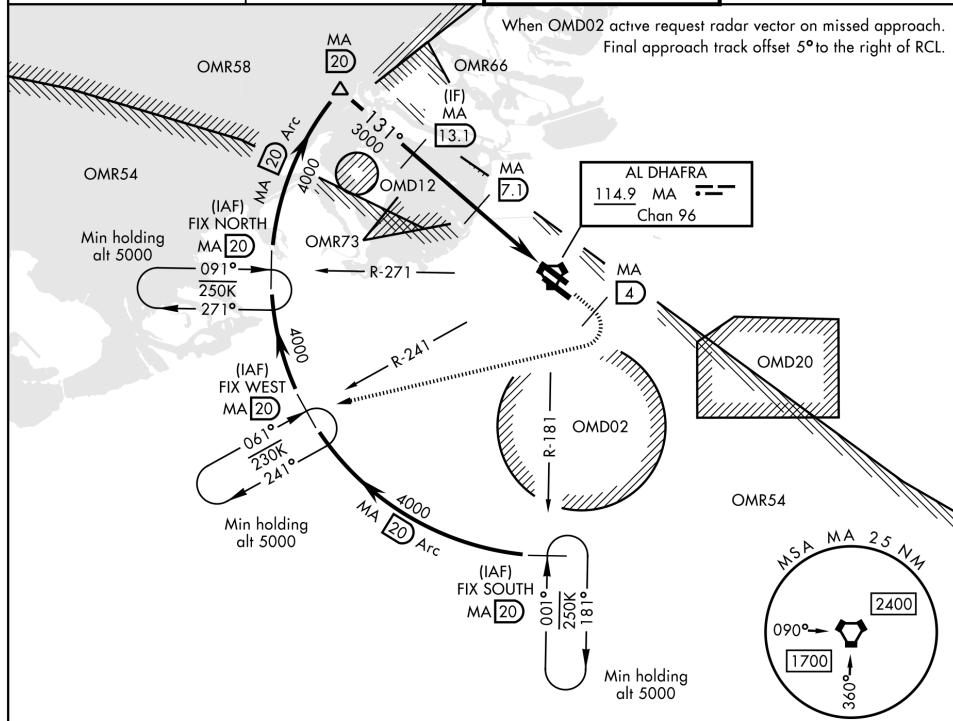
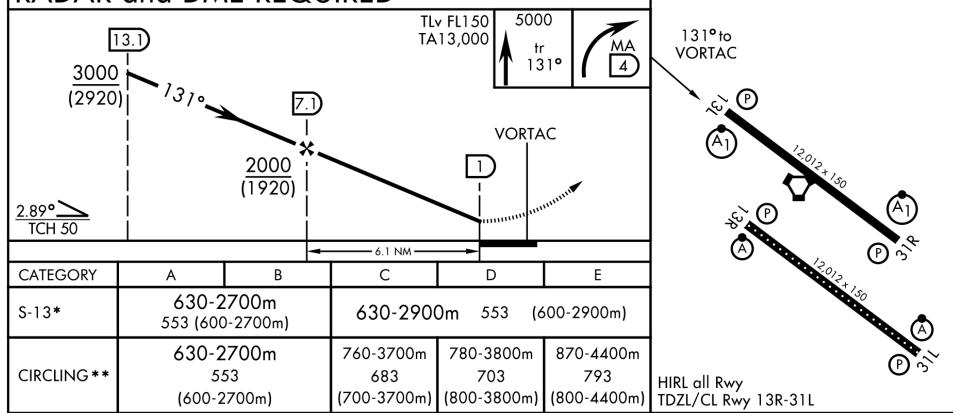
* When ALS inop, raise CAT AB vis to 3400m and CAT CDE vis to 3600m.
 ** Circling not authorized Northeast of airport.

ALSF-1

(A1)

MAP.

ATIS ★ 258.2	ABU DHABI APP CON 124.4 270.0	TOWER ★ 126.6 251.1 39.5	GND CON 122.15 240.9
------------------------	---	------------------------------------	--------------------------------

**RADAR and DME REQUIRED**

AL DHAFRA, UNITED ARAB EMIRATES

24°14'N-54°33'E

AL DHAFRA (OMAM)

TACAN RWY 13L

AL DHAFRA, UNITED ARAB EMIRATES

VORTAC MA 114.9 Chan 96	APCH CRS 112°	Rwy ldg 12,012 THRE 52 Arpt Elev 52
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476 vFG

TACAN RWY 13R

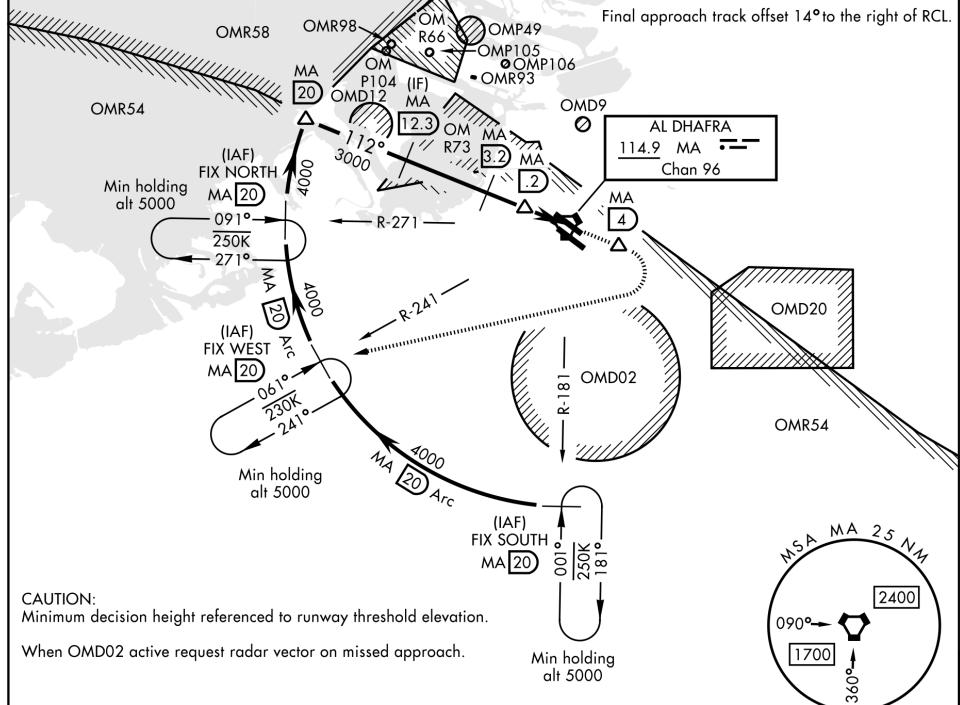
AL DHAFRA (OMAM)

* When ALS inop, raise CAT AB vis to 2700m and CAT CDE to 2900m.

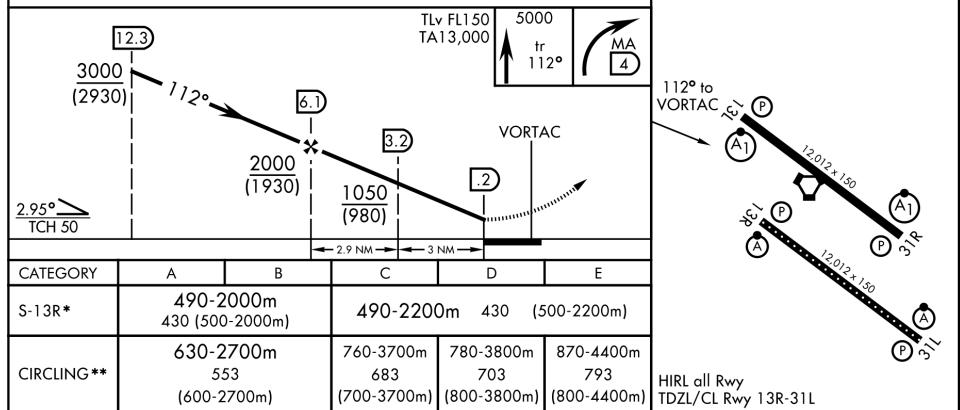
** Circling not authorized Northeast of airport.

ALSF-2

MISSIED APPROACH: Climb 5000 (4930) on track 112°. Passing MA VORTAC 4 DME turn right, Max 210 KIAS, direct to FIX WEST and hold. No turn before MAP.

ATIS ★
258.2ABU DHABI APP CON
124.4 270.0TOWER ★
126.6 251.1 39.5GND CON
122.15 240.9

RADAR and DME REQUIRED



AL DHAFRA, UNITED ARAB EMIRATES

24°14'N-54°33'E

AL DHAFRA (OMAM)

TACAN RWY 13R

AL DHAFRA, UNITED ARAB EMIRATES

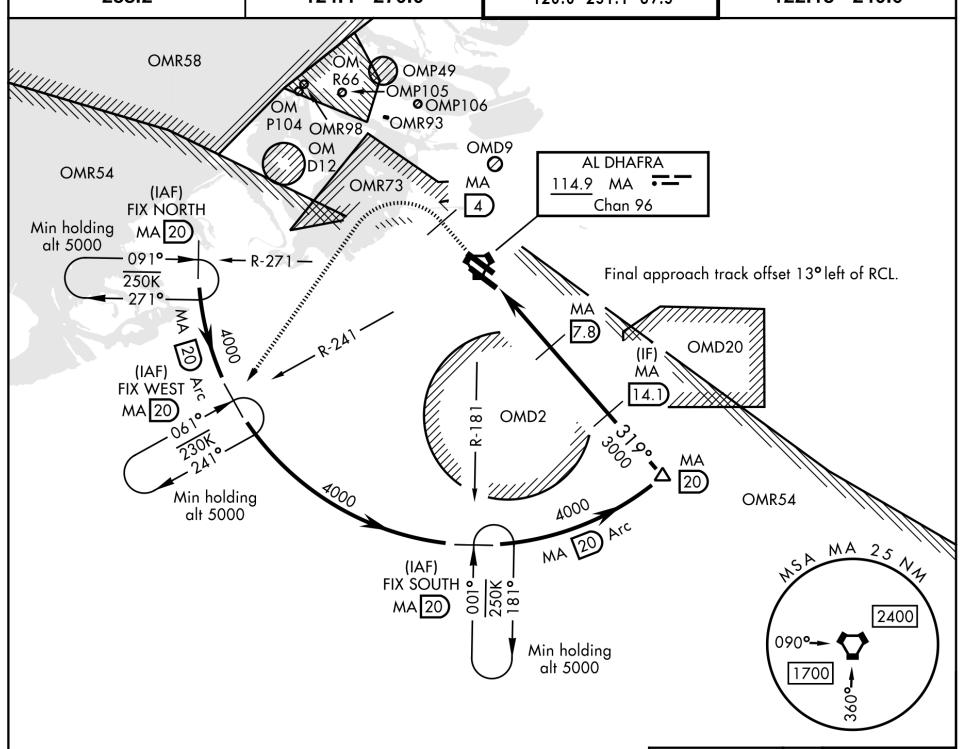
VORTAC MA 114.9 Chan 96	APCH CRS 319°	Rwy ldg 12,012 THRE 52 Arpt Elev 52
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476 vFG

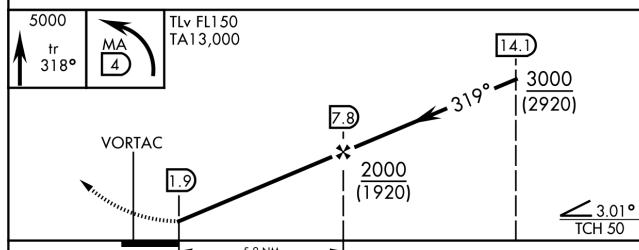
* When ALS inop, increase vis CAT AB to 3300m, CAT CDE vis to 3500m.
 ** Circling not authorized Northeast of airport.



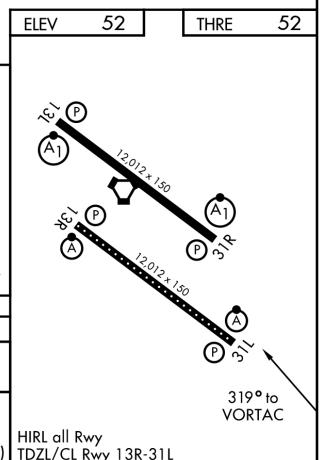
MISSIED APPROACH: Climb to 5000 (4920) track 319°. Passing MA VORTAC 4 DME turn left direct FIX WEST and hold. No turn before MAP.

ATIS★
258.2ABU DHABI APP CON
124.4 270.0TOWER★
126.6 251.1 39.5GND CON
122.15 240.9

RADAR and DME REQUIRED



CATEGORY	A	B	C	D	E
S-31*	600-2500m 540 (600-2500m)		600-2700m 540 (600-2700m)	540	(600-2700m)
CIRCLING**	630-2700m 553 (600-2700m)	760-3700m 683 (700-3700m)	780-3800m 703 (800-3800m)	870-4400m 793 (800-4400m)	



AL DHAFRA, UNITED ARAB EMIRATES

24°14'N-54°33'E

AL DHAFRA (OMAM)

VOR/DME RWY 31L

AL DHAFRA, UNITED ARAB EMIRATES

VORTAC MA 114.9 Chan 96	APCH CRS 302°	Rwy Idg 12,012 THR 52 Arpt Elev 52
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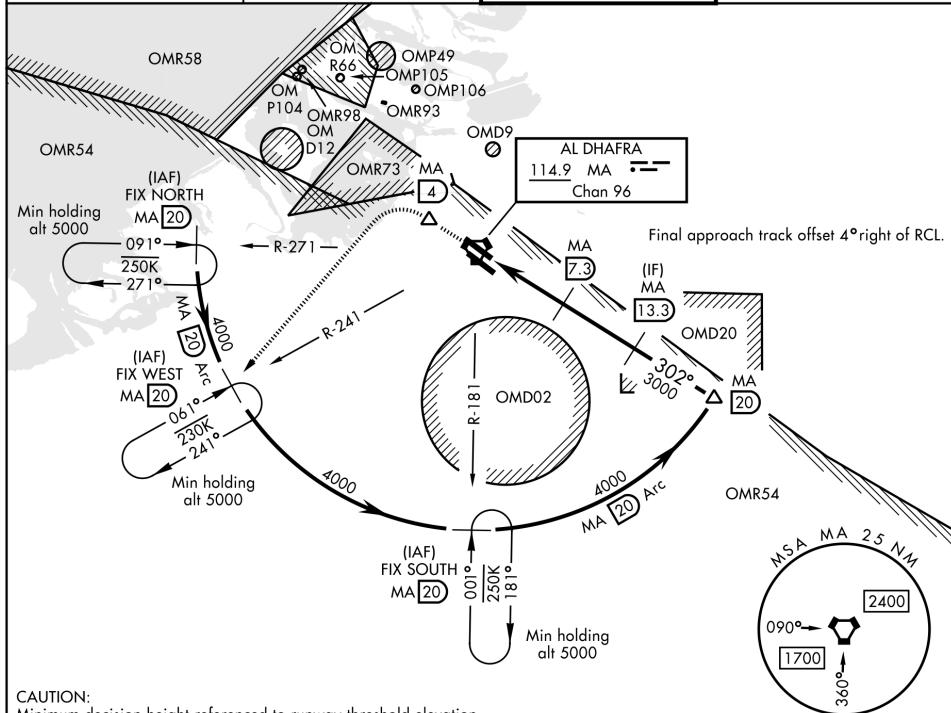
476 vFG

VOR/DME RWY 31R

AL DHAFRA (OMAM)

* When ALS inop, increase vis to CAT AB to 2700m, CAT CDE vis to 2900m.
 ** Circling not authorized Northeast of airport.

ALSF-1
 A1 MISSED APPROACH: Climb to 5000 (4920) on track 302°. Passing MA VORTAC 4 DME turn left direct to FIX WEST and hold. No turn before MAP.

ATIS ★
258.2ABU DHABI APP CON
124.4 270.0TOWER ★
126.6 251.1 39.5GND CON
122.15 240.9

CAUTION:
Minimum decision height referenced to runway threshold elevation.

RADAR and DME REQUIRED

	ELEV 52		THR 52		
5000	tr 302°	MA 4	TLv FL150	TA13,000	
VORTAC	(1.1)	(7.3)	3000 (2930)	2.86° TCH 50	
CATEGORY	A	B	C	D E	
S-31R*	500-2000m 433 (500-2000m)		500-2200m 433 (500-2200m)		
CIRCLING **	630-2700m 553 (600-2700m)	760-3700m 683 (700-3700m)	780-3800m 703 (800-3800m)	870-4400m 793 (800-4400m)	

6.2 NM, HIRL all Rwy TDZL/CL Rwy 13R-31L

12,012 x 150, 3_R, 3_L

AL DHAFRA, UNITED ARAB EMIRATES

24°14'N-54°33'E

AL DHAFRA (OMAM)

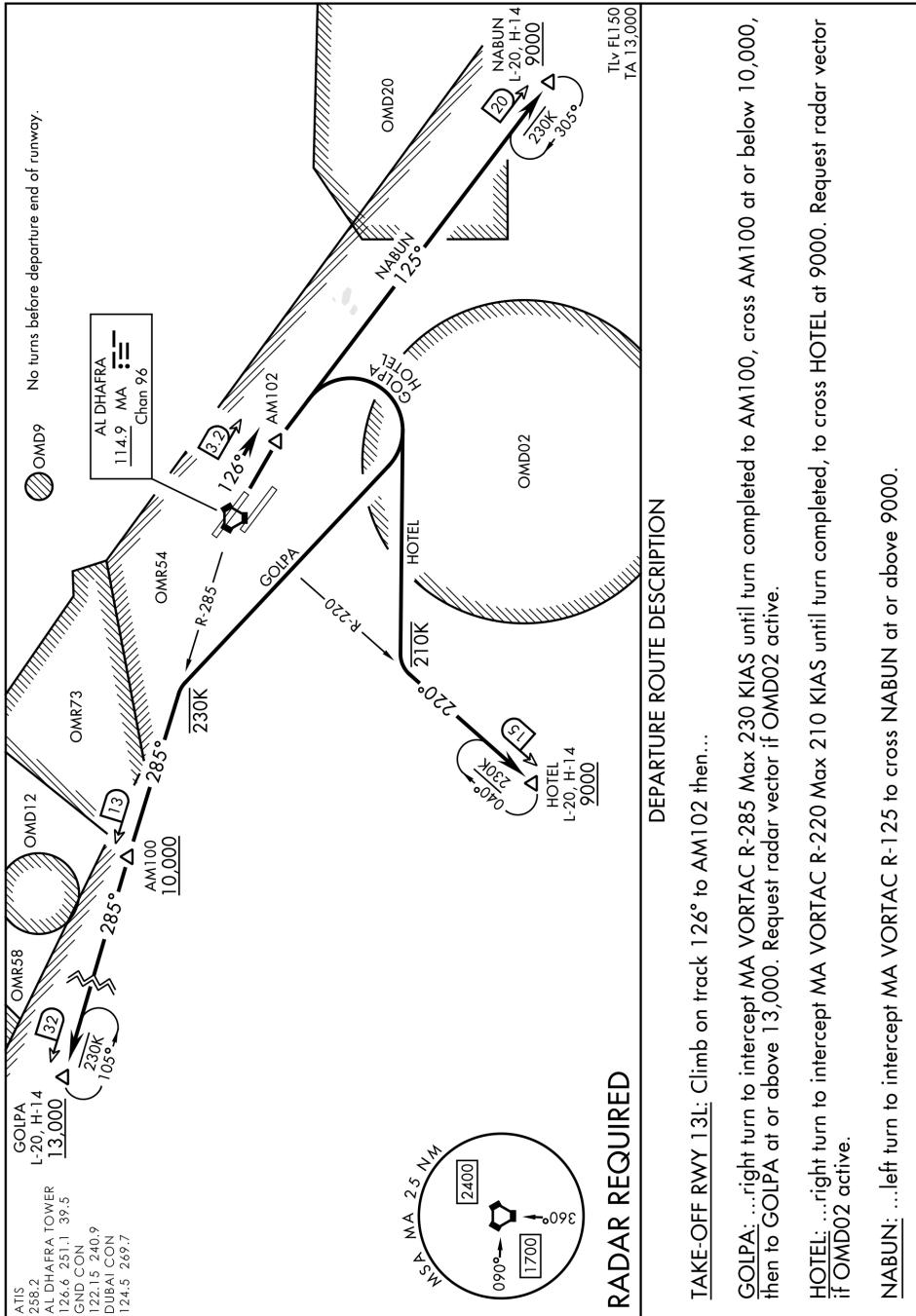
VOR/DME RWY 31R

RWY 13L DEPARTURES

476 vFG

AL DHAFRA (OMAM)

AL DHAFRA, UNITED ARAB EMIRATES

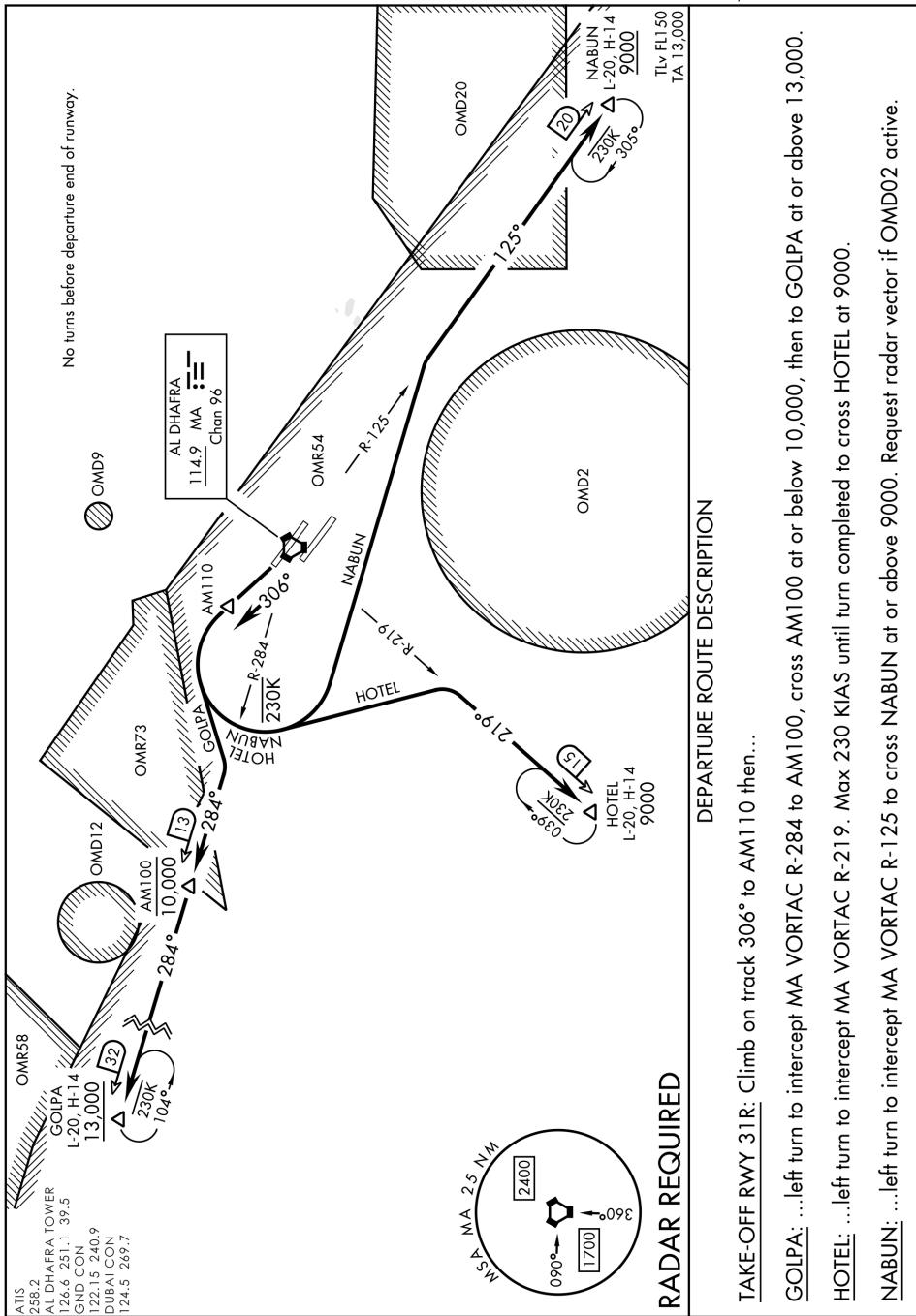


RWY 13L DEPARTURES

AL DHAFRA, UNITED ARAB EMIRATES

AL DHAFRA (OMAM)

RWY 31R DEPARTURES

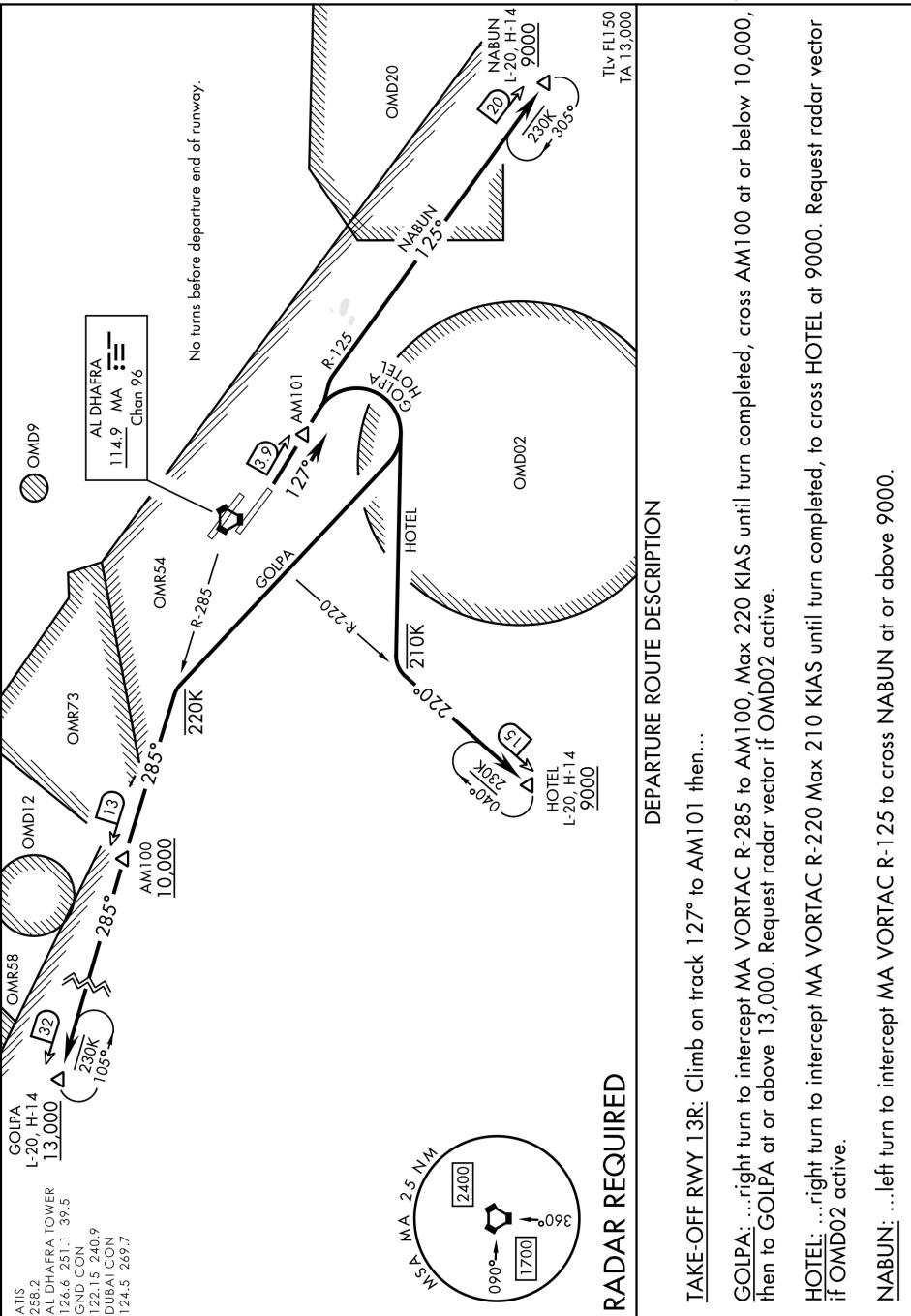


RWY 31R DEPARTURES

AL DHAFRA, UNITED ARAB EMIRATES
AL DHAFRA (OMAM)

RWY 13R DEPARTURES

476 vFG

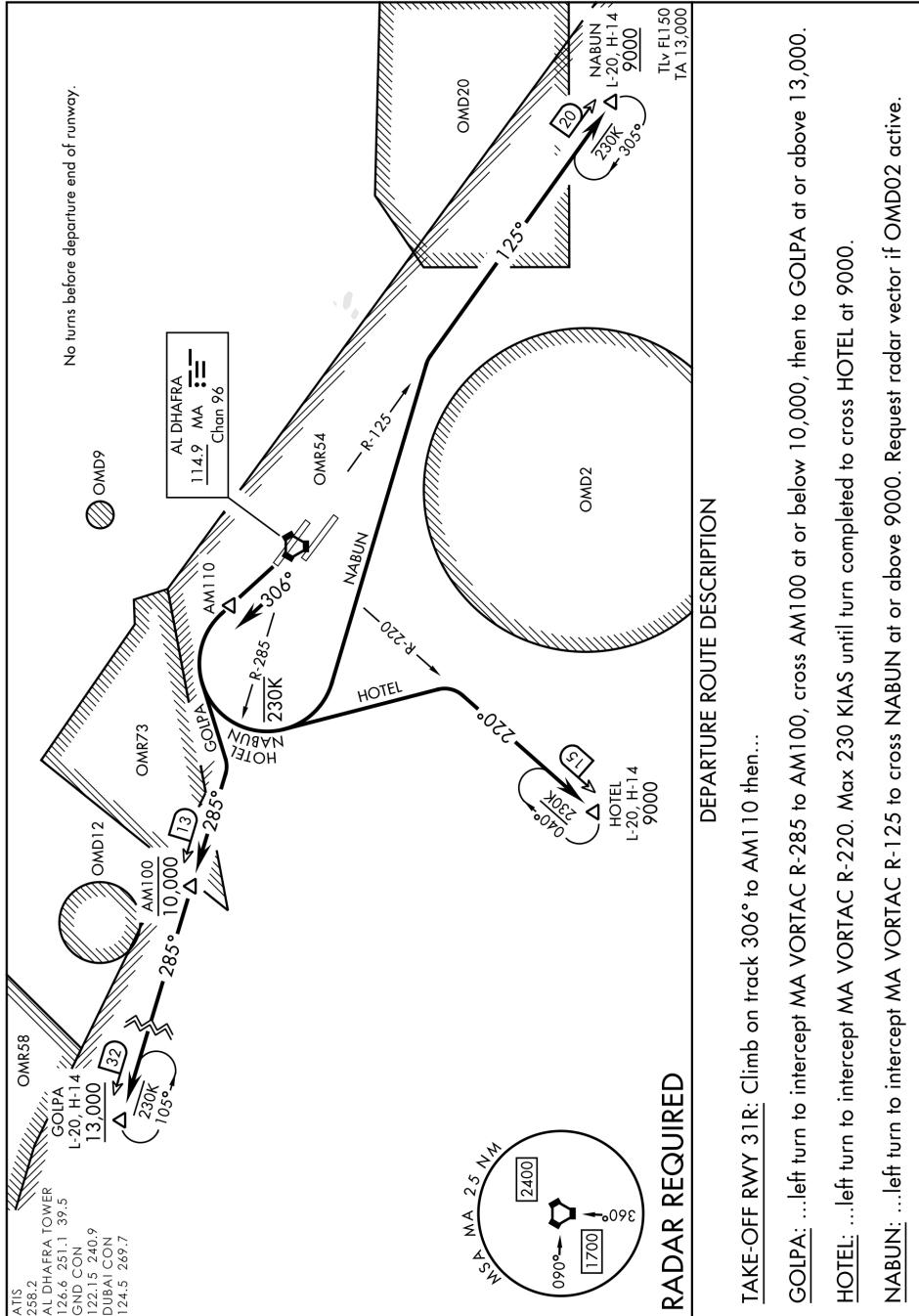


RWY 13R DEPARTURES

AL DHAFRA, UNITED ARAB EMIRATES

AL DHAFRA (OMAM)

RWY 31R DEPARTURES



RWY 31R DEPARTURES

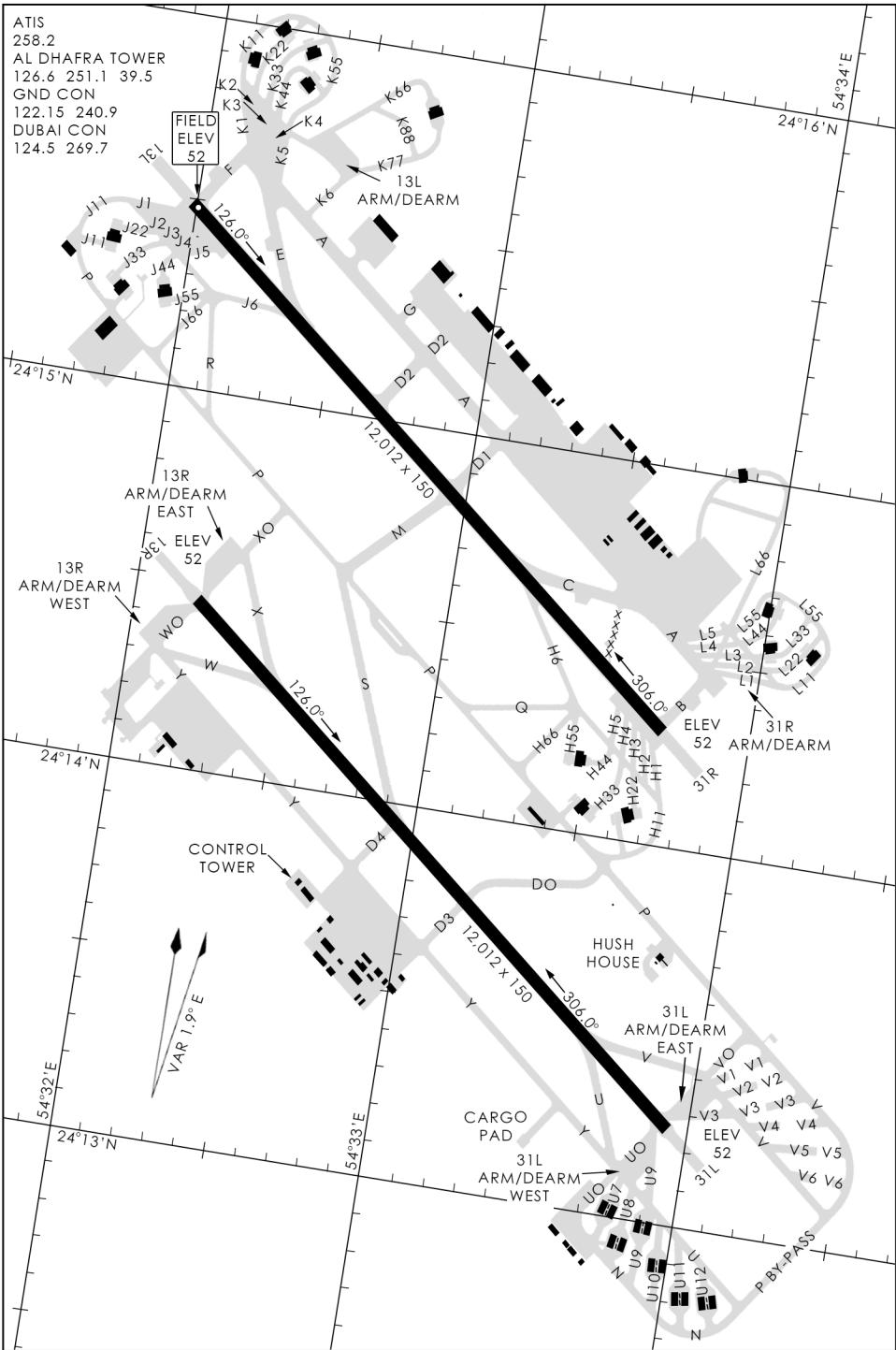
AL DHAFRA, UNITED ARAB EMIRATES

AL DHAFRA (OMAM)

20026

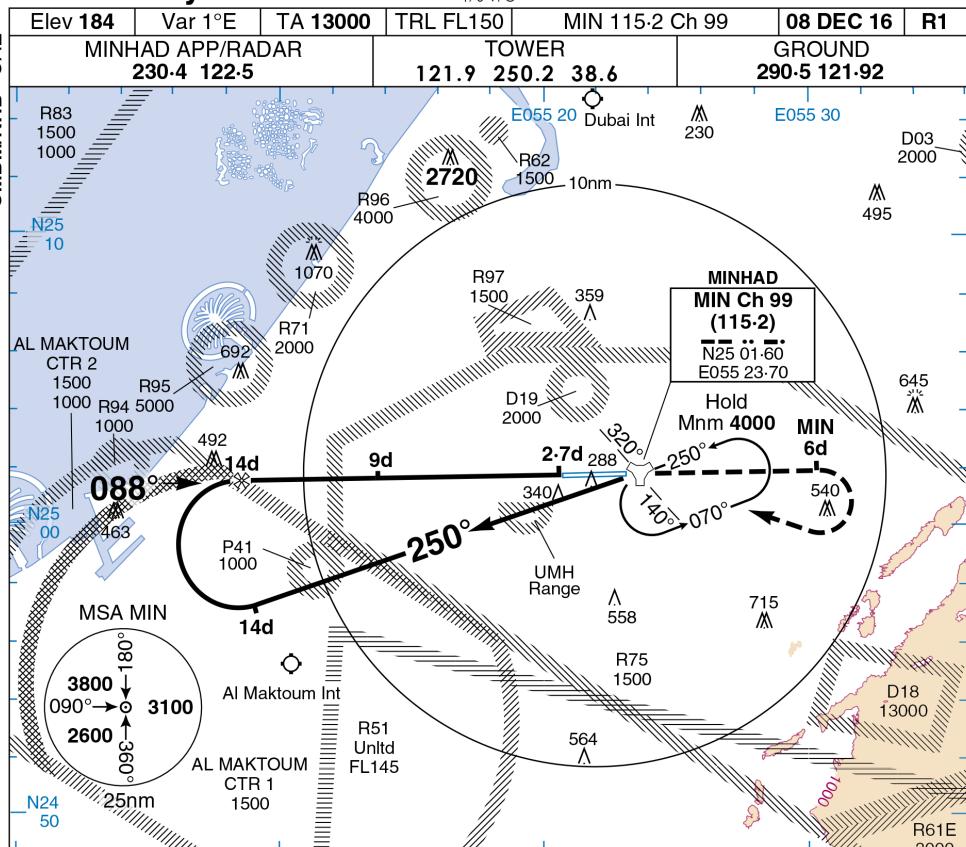
AIRPORT DIAGRAM

476 vFG

AL DHAFRA AB (OMAM)
ABU DHABI, UNITED ARAB EMIRATES (UAE)

TACAN Rwy 09

DUBAI/Minhad



OMDM/NHD-UAE

EEA, 1 DEC 2015 to 30 NOV 2016

Ahead to MIN 6d then right to MIN, and hold at 4000 3830. MAPt at MIN 2.7d.

Rwy QFU 088°

THR Elev 171/5hPa

DME MIN 14 9 2.7

CAT TACAN ① CIRC ②

A	CDF A 570 440 2100m	N/A	640 470 2300m	① When ALS inop increase min vis CAT AB to 2800m, Cat CDE to 3000m.	DME MIN
B			660 490 2400m	② When circling N of AD, remain within 3nm.	ALT HGT
C			960 790 4300m	3. Procedure speed limit 210kt.	8 1880
D	570 440 2300m		1060 890 4900m	4. Timing not auth for defining MAPt.	7 1560
E				5. No turn before MAPt.	6 1240

GS (kt) 80 120 150 180 210

FAF-MAPt 6.3nm 4:45 3:09 2:31 2:06 1:48

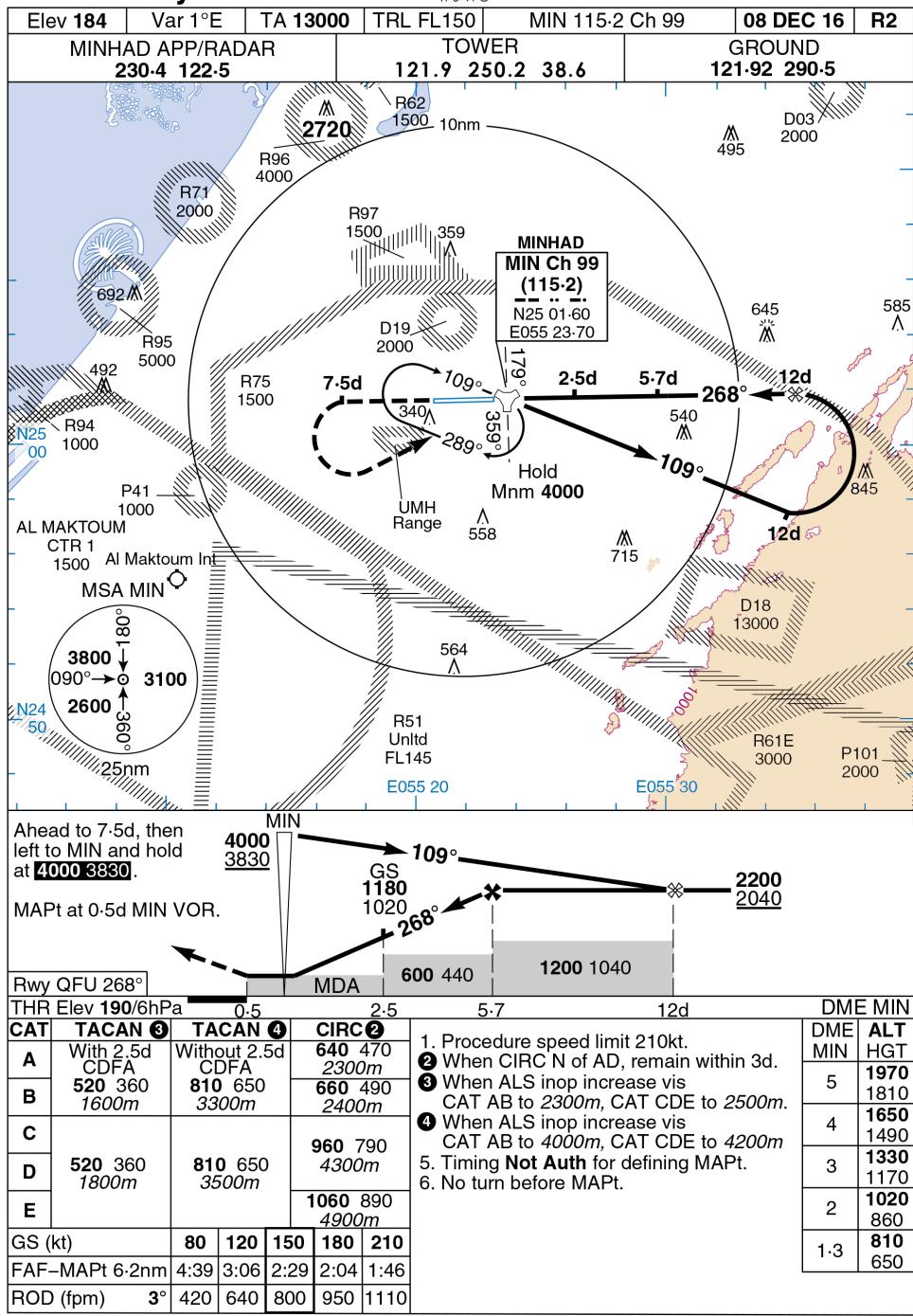
ROD (fpm) 3° 420 640 800 950 1110

DUBAI/Minhad

TACAN Rwy 09

TACAN Rwy 27

DUBAI/Minhad

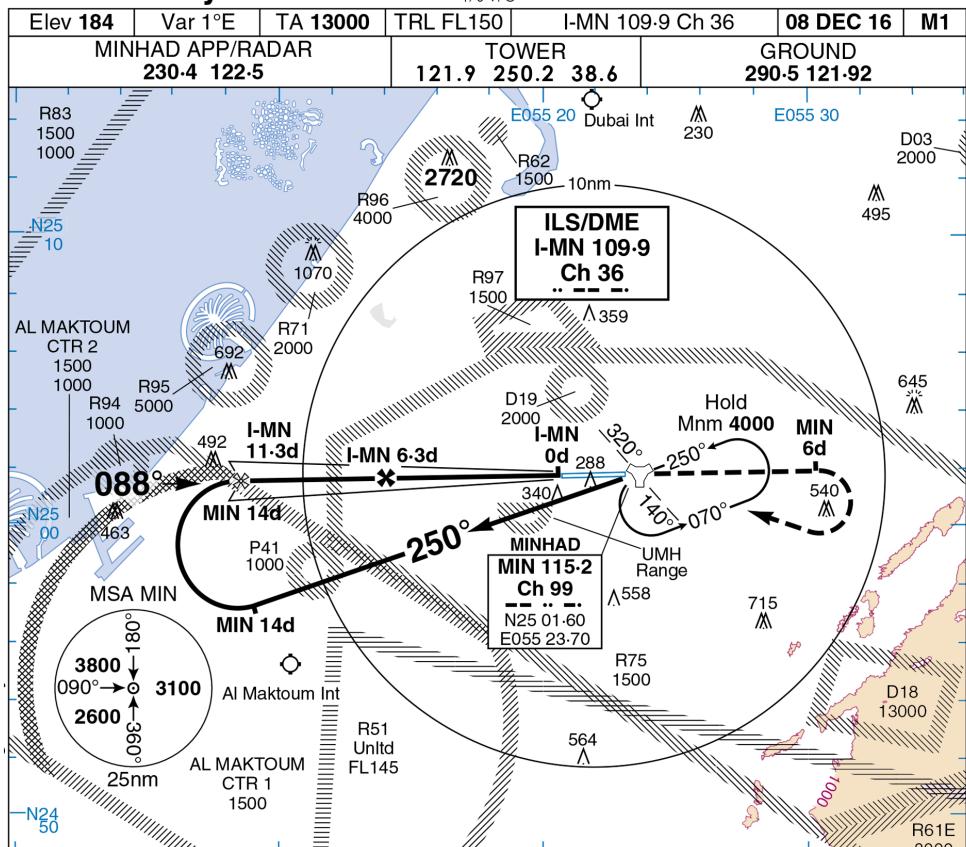


DUBAI/Minhad

TACAN Rwy 27

ILS/DME Rwy 09

DUBAI/Minhad



CAT	ILS ①	LOC ①	CIRC		DME I-MN ALT HGT
A		CDFA 500 370	640 470 2300m	① When ALS inop increase min vis ILS to 1200m, LOC Cat AB to 2400m, Cat CDE to 2600m.	6 2090
B		1700m	660 490 2400m	2. When circling N of AD, remain within 3nm.	5 1960
C	340 210 550m	500 370	960 790 4300m	3. DME I-MN reads zero at Rwy 09 THR. ④ M/App requires 2.6% climb grad. (ATC).	4 1770
D		1900m	1060 890 4900m	5. Procedure speed limit 210kt.	4 1640
E				6. Timing Not Auth for defining MAPt.	3 1450
				7. No turn before MAPt.	3 1320
					2 1140
					2 1010
					1 810
					1 680
					1 500
					1 370
GS (kt)	80	120	150	180	210
FAF-MAPt 6-3nm	4:45	3:09	2:31	2:06	1:48
ROD (fpm)	3°	420	640	800	950
					1110

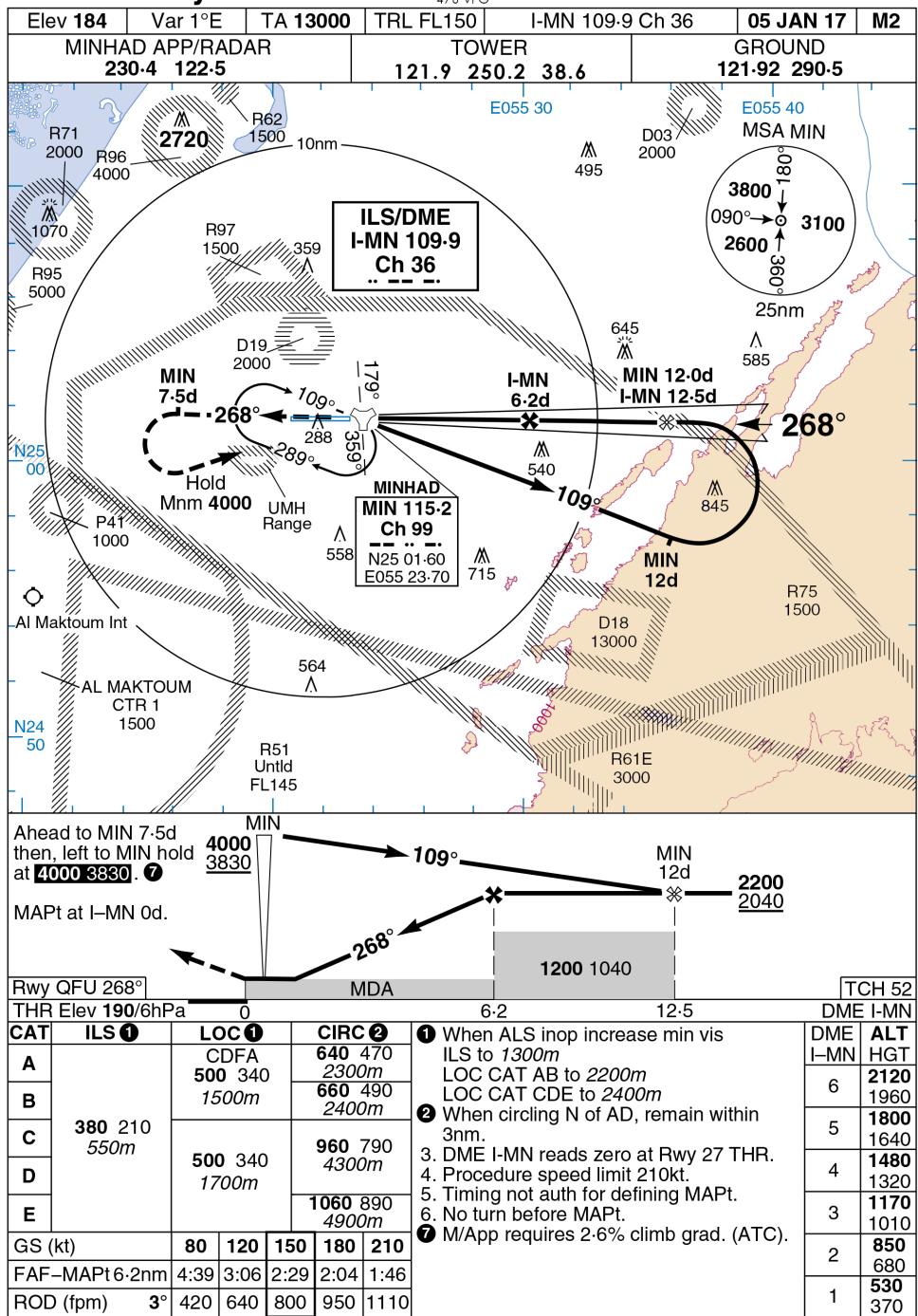
DUBAI/Minhad

ILS/DME Rwy 09

DUBAI/Minhad

ILS/DME Rwy 27

476 vFG

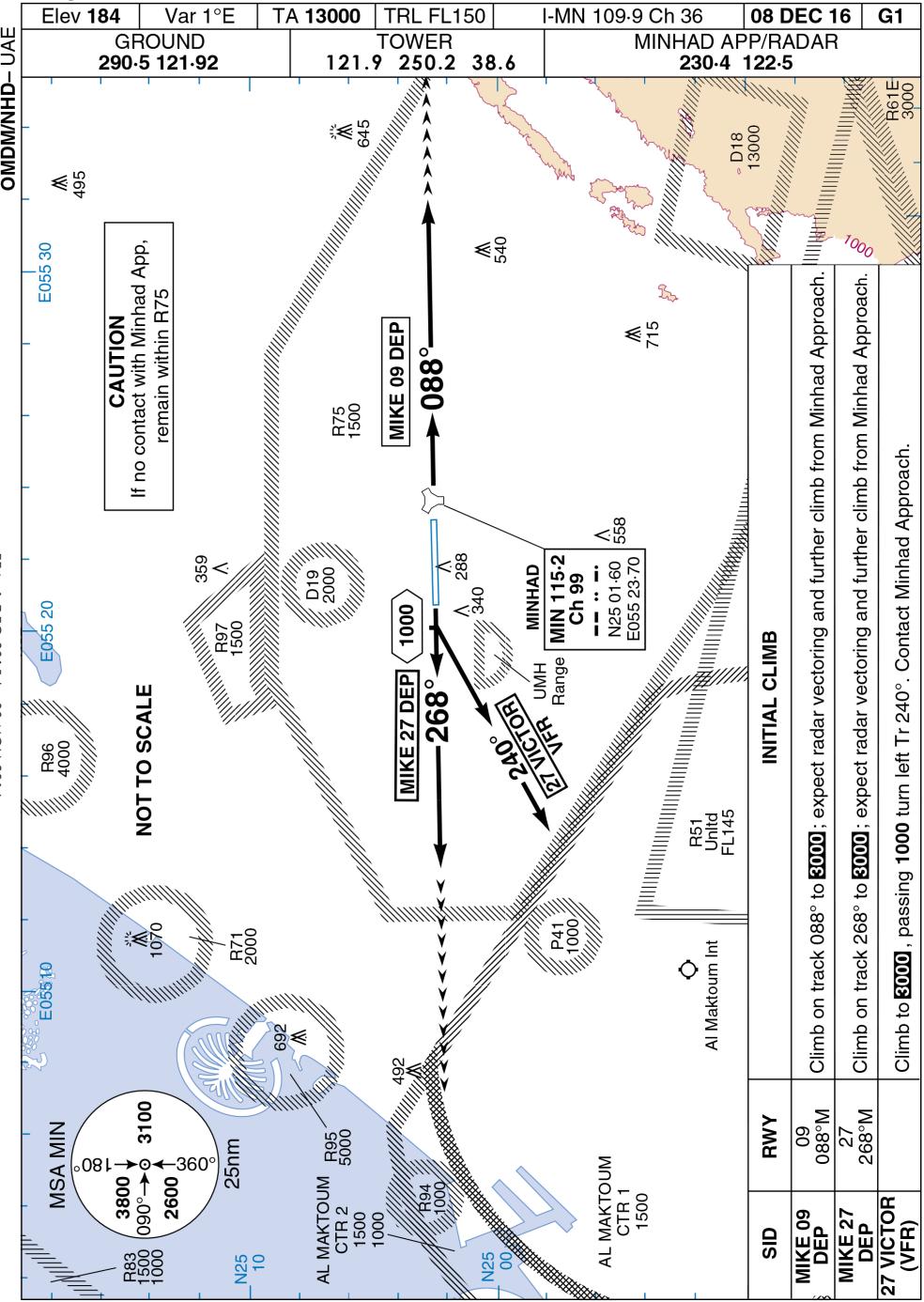


DUBAI/Minhad

ILS/DME Rwy 27

Rwy 09/27 SID

DUBAI/Minhad



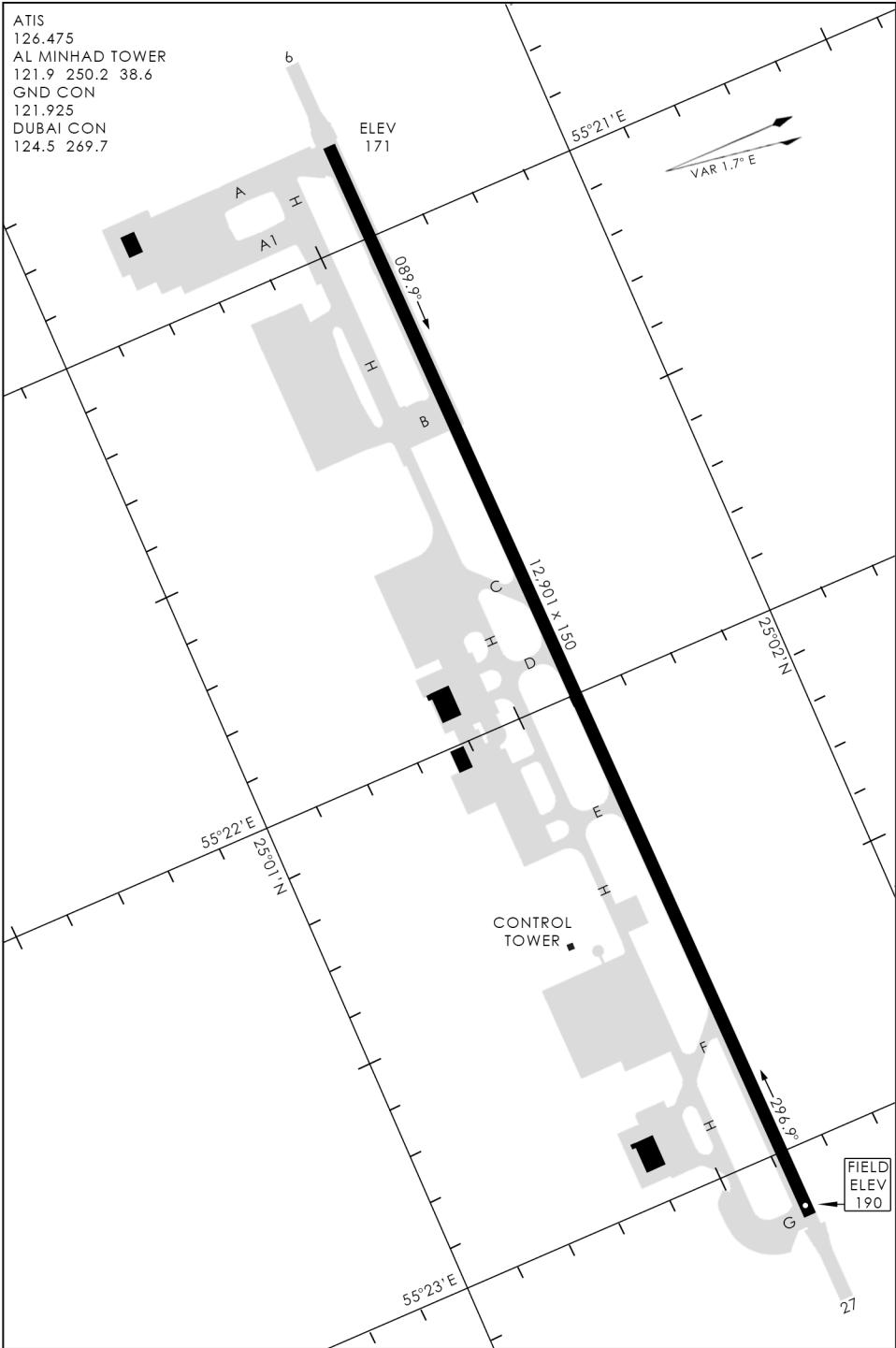
20026

AIRPORT DIAGRAM

476 vFG

AL MINHAD AB(OMDM)
DUBAI, UNITED ARAB EMIRATES (UAE)

ATIS
126.475
AL MINHAD TOWER
121.9 250.2 38.6
GND CON
121.925
DUBAI CON
124.5 269.7



AIRPORT DIAGRAM

DUBAI, UNITED ARAB EMIRATES (UAE)
AL MINHAD AB(OMDM)