

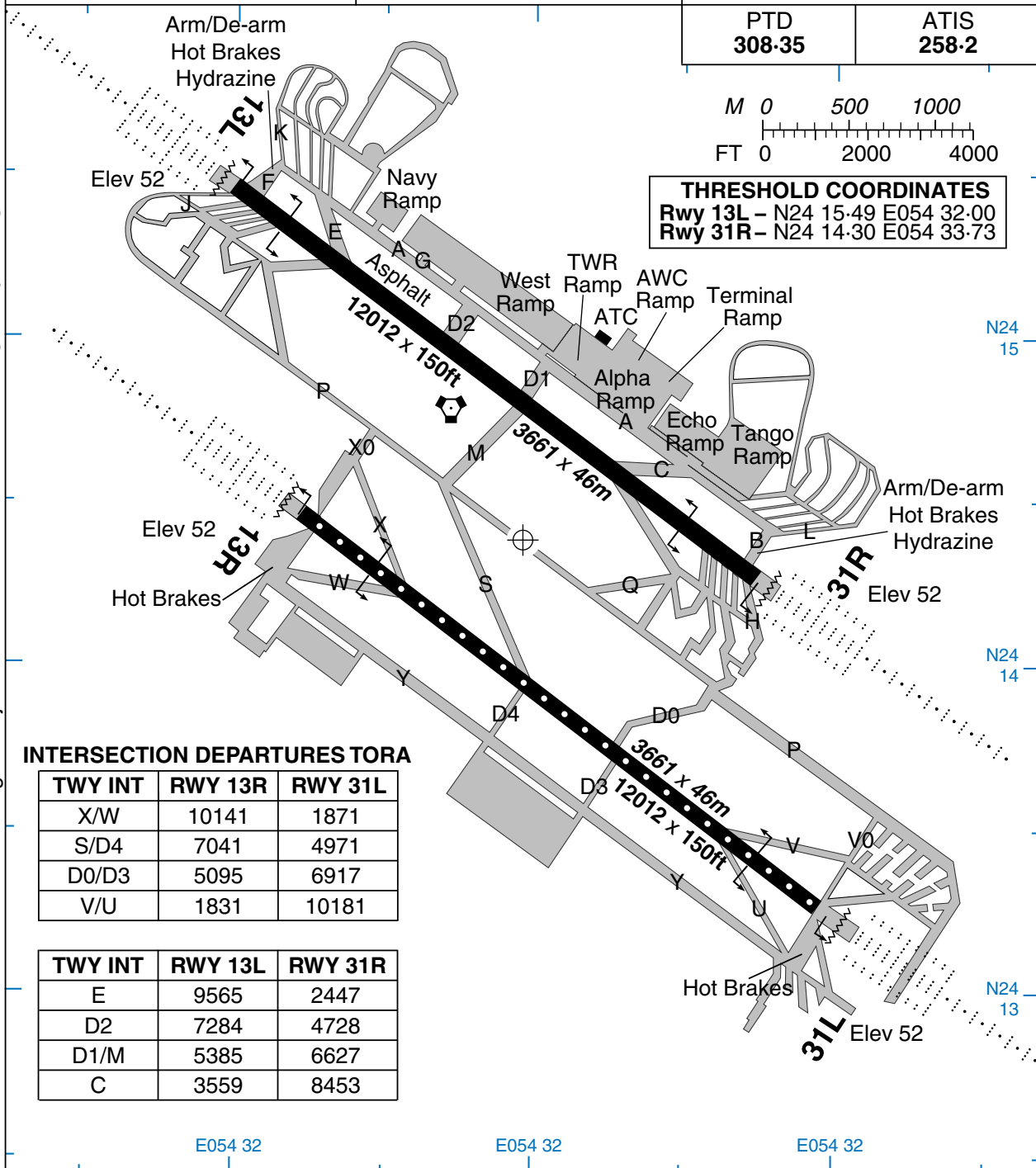
# AERODROME

# AL DHAFRA

Elev 52	Var 1°E	ARP	N24 14-38 E054 32-96 (WGS 84)	28 APR 16	D1
AL DHAFRA GROUND 122-25 241-0		TOWER 126-6 292-5		ABU DHABI APP 124-4 270-0	

PTD 308-35	ATIS 258-2
M 0 500 1000 FT 0 2000 4000	

**THRESHOLD COORDINATES**  
Rwy 13L – N24 15-49 E054 32-00  
Rwy 31R – N24 14-30 E054 33-73



## INTERSECTION DEPARTURES TORA

TWY INT	RWY 13R	RWY 31L
X/W	10141	1871
S/D4	7041	4971
D0/D3	5095	6917
V/U	1831	10181

TWY INT	RWY 13L	RWY 31R
E	9565	2447
D2	7284	4728
D1/M	5385	6627
C	3559	8453

RWY	SLOPE	LDA m/ft	APP LGT		RWY LGT
13L (128°T) 31R (308°T)	0-08%D 0-08%U	3661/ 12012	P	A1	HIRL:RTHL:REDL:RENL
13R (128°T) 31L (308°T)	Nil	3661/ 12012	P	A1	RCLL:HIRL:RTHL:REDL:RENL

- CAUTION.** Aeronautical data and procedures are not sourced from the State AIP.
- CAUTION.** Abu Dhabi Int 13nm NE. Al Bateen 13nm NNW.
- Rwy 13R/31L, emergency use only by visiting acft.
- Arresting cable and Barrier information, see chart B1.


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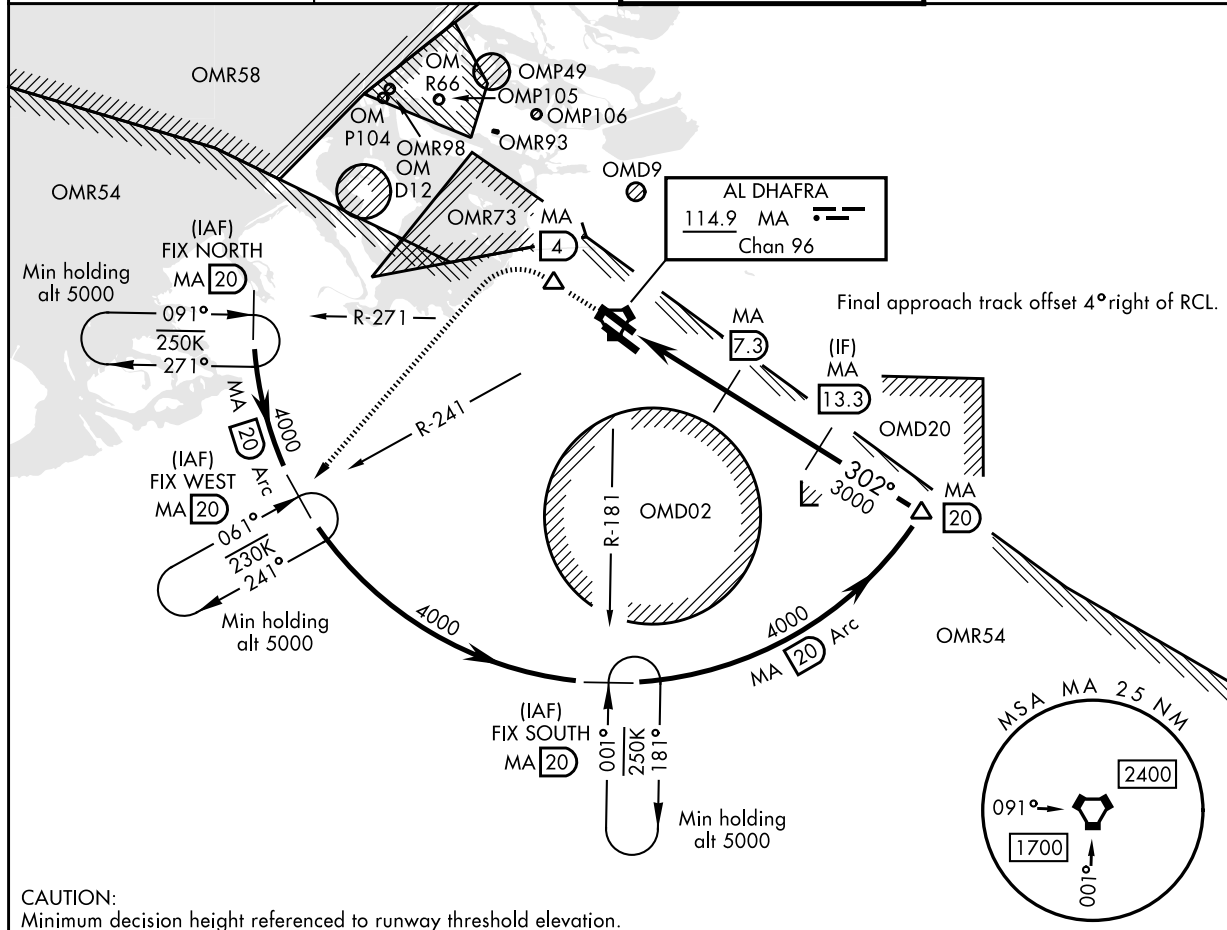
# AERODROME

AL DHAFRA, UNITED ARAB EMIRATES

## VOR/DME RWY 31R

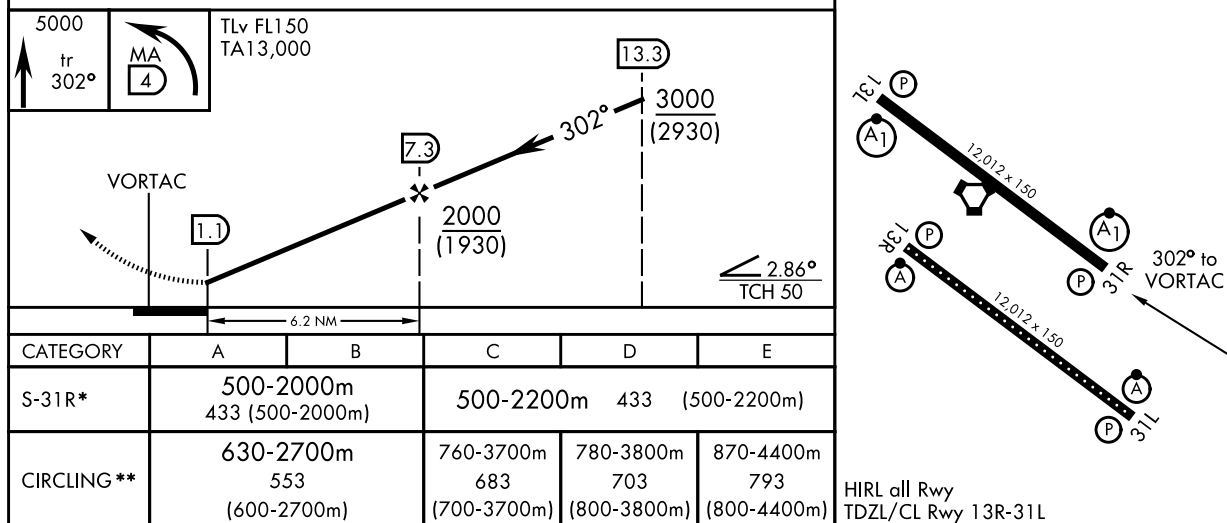
AL DHAFRA (OMAM)

VORTAC MA <b>114.9</b> Chan <b>96</b>	APCH CRS <b>302°</b>	Rwy ldg <b>12,012</b> THRE <b>52</b> Arpt Elev <b>52</b>	ALSIF-1 	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★ <b>258.2</b>	ABU DHABI APP CON <b>124.4 270.0</b>	TOWER★ <b>126.6 292.5</b>	GND CON <b>122.25 241.0</b>	



CAUTION:  
Minimum decision height referenced to runway threshold elevation.

## RADAR and DME REQUIRED



AL DHAFRA, UNITED ARAB EMIRATES

24°14'N-54°33'E

AL DHAFRA (OMAM)

BASED ON HOST SOURCE {VOR/DME RWY 31R} DATED (10 NOV 2016)

## VOR/DME RWY 31R

MADE FOR DCS WORLD MISSION YEAR (2016)

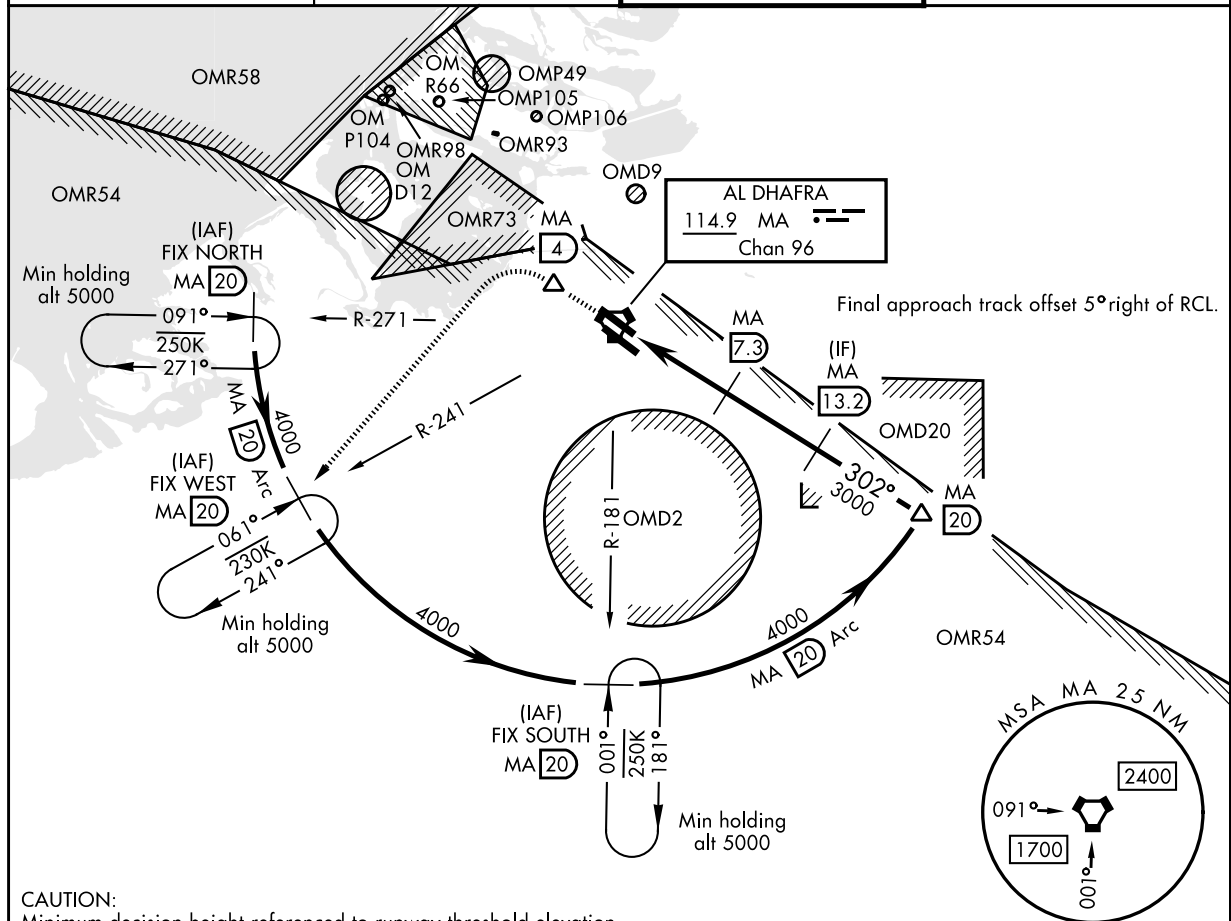
TACAN RWY 31R

VORTAC MA <b>114.9</b> Chan <b>96</b>	APCH CRS <b>302°</b>	Rwy Idg <b>12,012</b> THRE <b>52</b> Arpt Elev <b>52</b>
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ALSF-1

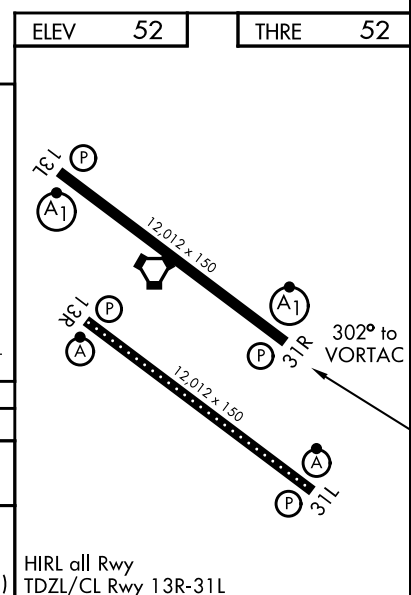
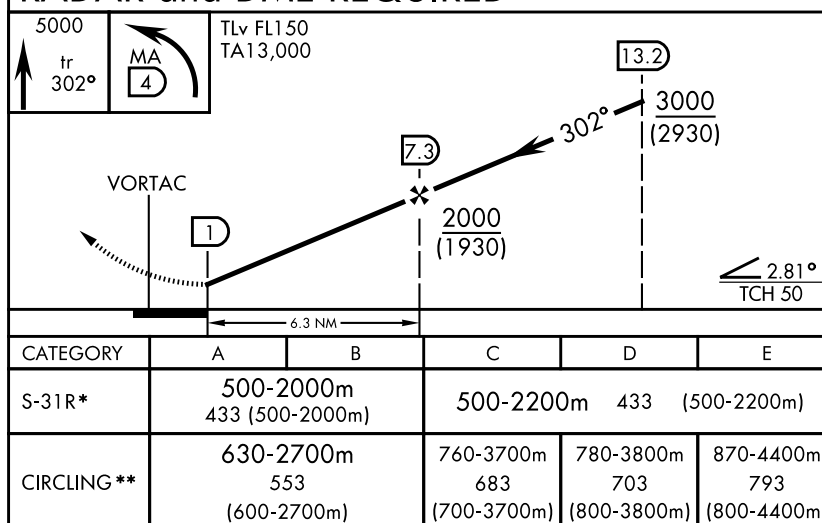
 

<p>ATIS★</p> <p><b>258.2</b></p>	<p>ABU DHABI APP CON</p> <p><b>124.4 270.0</b></p>	<p>TOWER★</p> <p><b>126.6 292.5</b></p>	<p>GND CON</p> <p><b>122.25 241.0</b></p>
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CAUTION:  
Minimum decision height referenced to runway threshold elevation.

## RADAR and DME REQUIRED



AL DHAFRA (OMAM)

TACAN RWY 31R

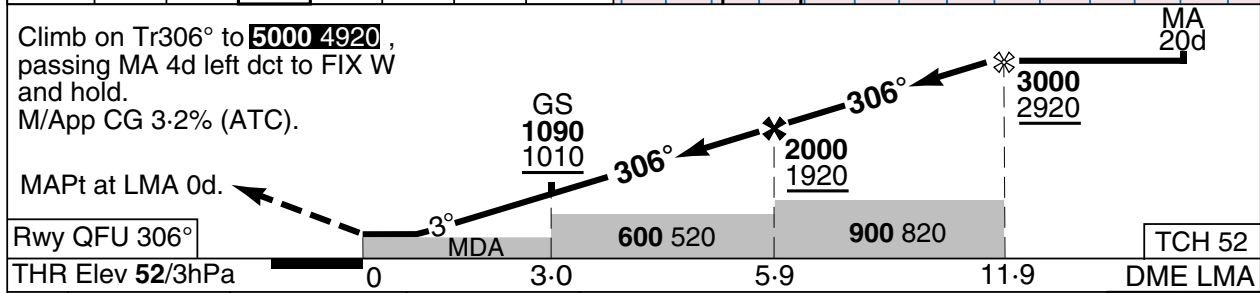
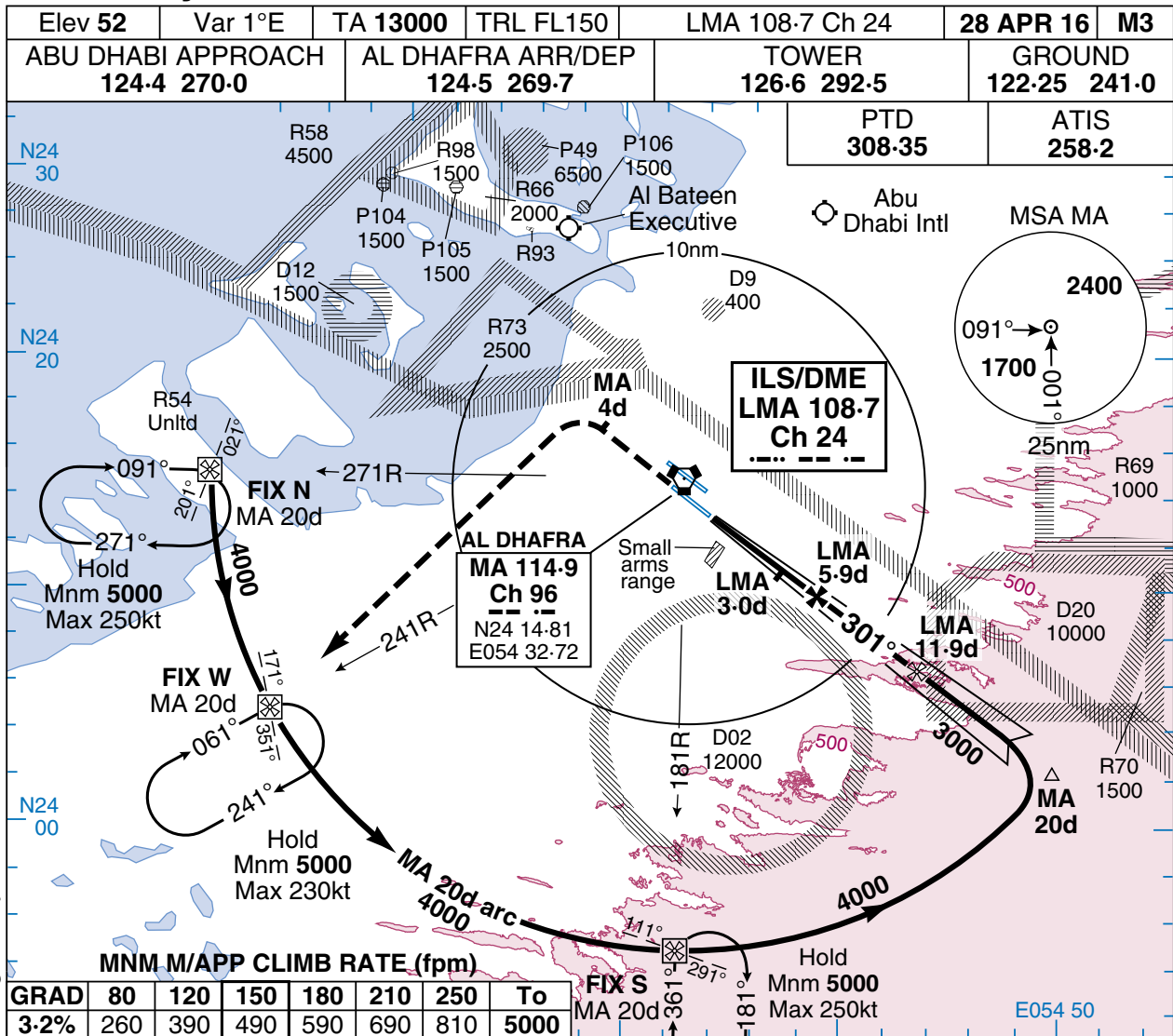
MADE FOR DCS WORLD MISSION YEAR (2016)

# ILS Z Rwy 31L

# AL DHAFRA

OMAM/DHF- UAE

Changes: Adjusted for DCS World



CAT	ILS ②	LOC CDA ④	CIRC	1. RADAR and DME required.	DME LMA	ALT HGT
A		380 300 1300m	630 550 2700m	② When ALS inop increase vis to 1200m.	6	2020 1940
B				③ ILS LMA DME reads zero at THR.	5	1720 1640
C	290 200 550m		760 680 3700m	④ When ALS inop increase vis CAT AB to 2000m, CAT CDE to 2200m.	4	1400 1320
D		380 300 1500m	780 700 3800m	5. ILS LMA DME reads zero at THR.	3	1090 1010
E			870 790 4300m	6. Circling NOT AUTH NE of airport.	2	780 700
				7. No turn before MAPt.	0.8	380 300
				8. Timing NOT AUTH to determine MAPt.		

Last Amended 10 JAN 21

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## AL DHAFRA

## ILS Z Rwy 31L

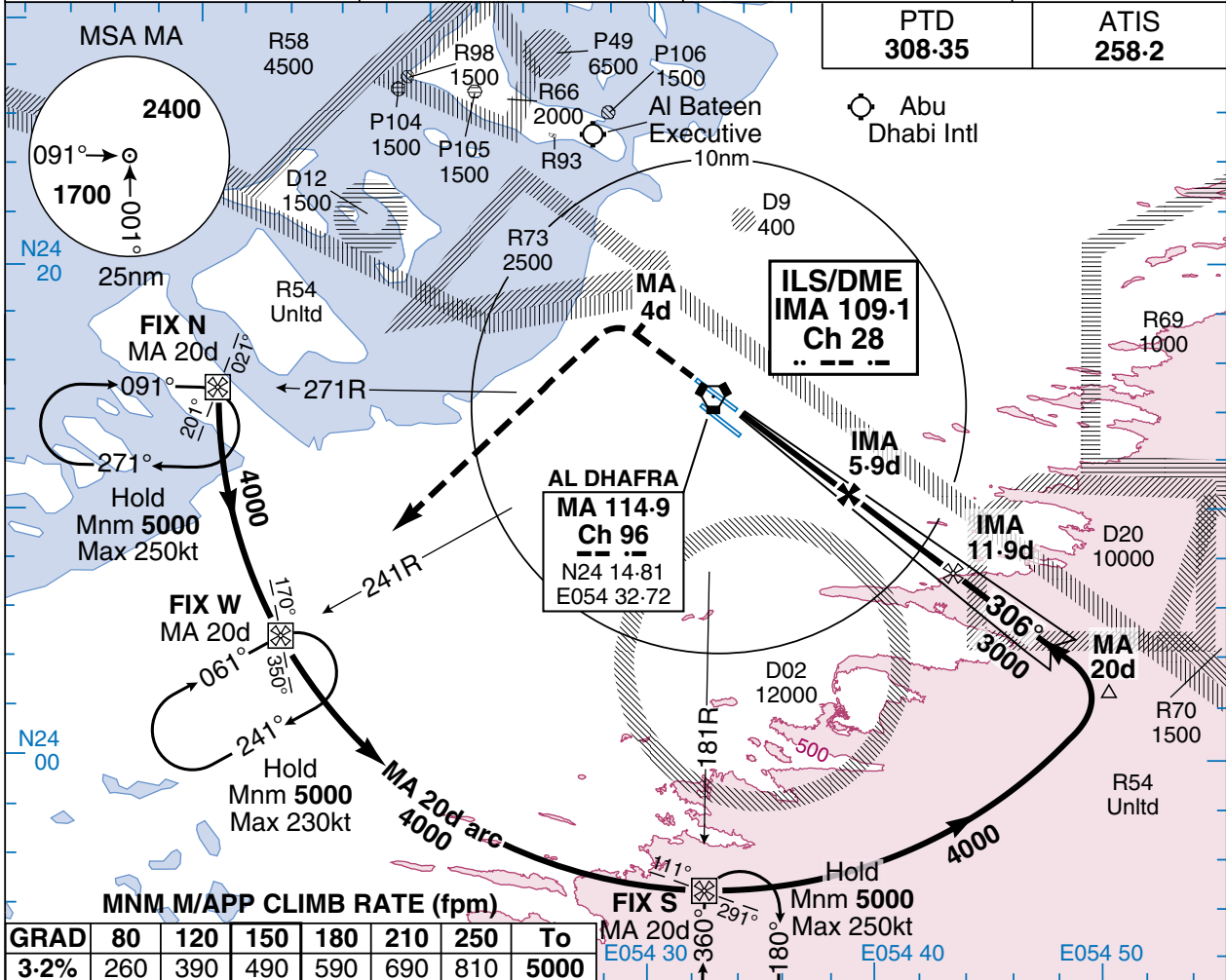
# ILS Z Rwy 31R

# AL DHAFRA

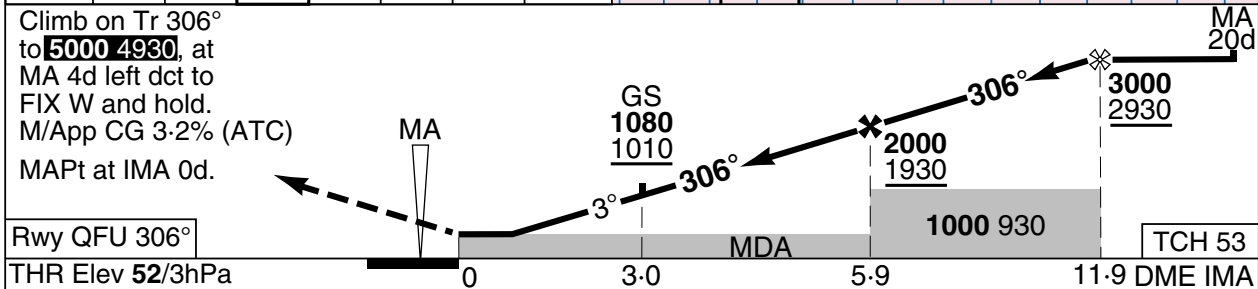
OMAM/DHF- UAE

Elev 52	Var 1°E	TA 13000	TRL FL150	IMA 109.1 Ch 28	28 APR 16	M4
ABU DHABI APPROACH 124.4 270.0		AL DHAFRA ARR/DEP 124.5 269.7		TOWER 126.6 292.5	GROUND 122.25 241.0	

PTD 308-35	ATIS 258.2
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MNM M/APP CLIMB RATE (fpm)							
GRAD	80	120	150	180	210	250	To
3.2%	260	390	490	590	690	810	5000



CAT	ILS ②	LOC CDFA ③				CIRC		1. <b>RADAR and DME required.</b> ② When ALS inop increase vis to <i>1200m</i> . ③ When ALS inop increase vis Cat AB to <i>2200m</i> , Cat CDE to <i>2400m</i> . 4. ILS IMA DME reads zero at THR. 5. Circling <b>NOT AUTH</b> NE of airport. 6. No turn before MAPt. 7. Timing <b>NOT AUTH</b> to determine MAPt.	DME IMA	ALT HGT
A	280 210 550m	410 340 1500m				630 550 2700m			6	2010 1940
B						760 680 3700m			5	1710 1640
C										
D										
E										
GS (kt)		80	120	150	180	210	4		1400 1330	
FAF–MAPt 5.9nm		4.27	2.57	2.22	1.58	1.41	3	1080 1010		
ROD (fpm)		3°	420	640	800	950	1110	2	770 700	
								0.9	410 340	

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## AL DHAFRA

## ILS Z Rwy 31R

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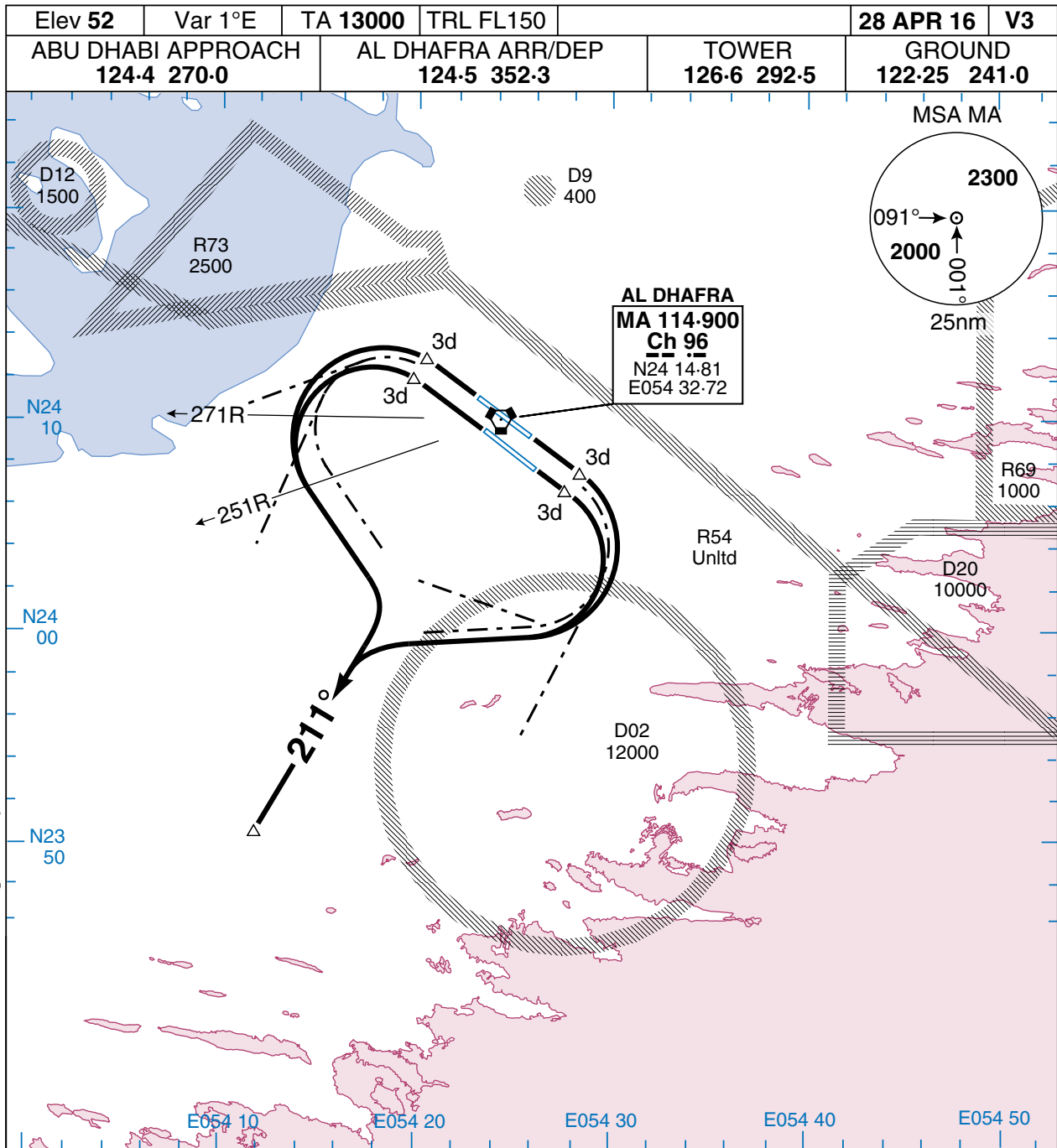
# VFR DEPARTURES

# AL DHAFRA

OMAW/DHF- UAE

Changes: Adjusted for DCS World

Last Amended 10 JAN 21



ROUTEING		
LOW LEVEL	13L/R 31L/R	Climb on Rwy hdg, at 3d MA turn Right/Left, intercept 211R direct to point L.
D2	13L/R 31L/R	Climb on Rwy hdg, at 3d MA turn Right/Left. intercept 211R direct to point L.
LOW, MEDIUM AND HIGH LEVEL AREAS	13L/R 31L/R	Climb on Rwy hdg, at 3d MA turn Right/Left. intercept 211R direct to assigned area or to appropriate corridor. Avoid D2 when active.

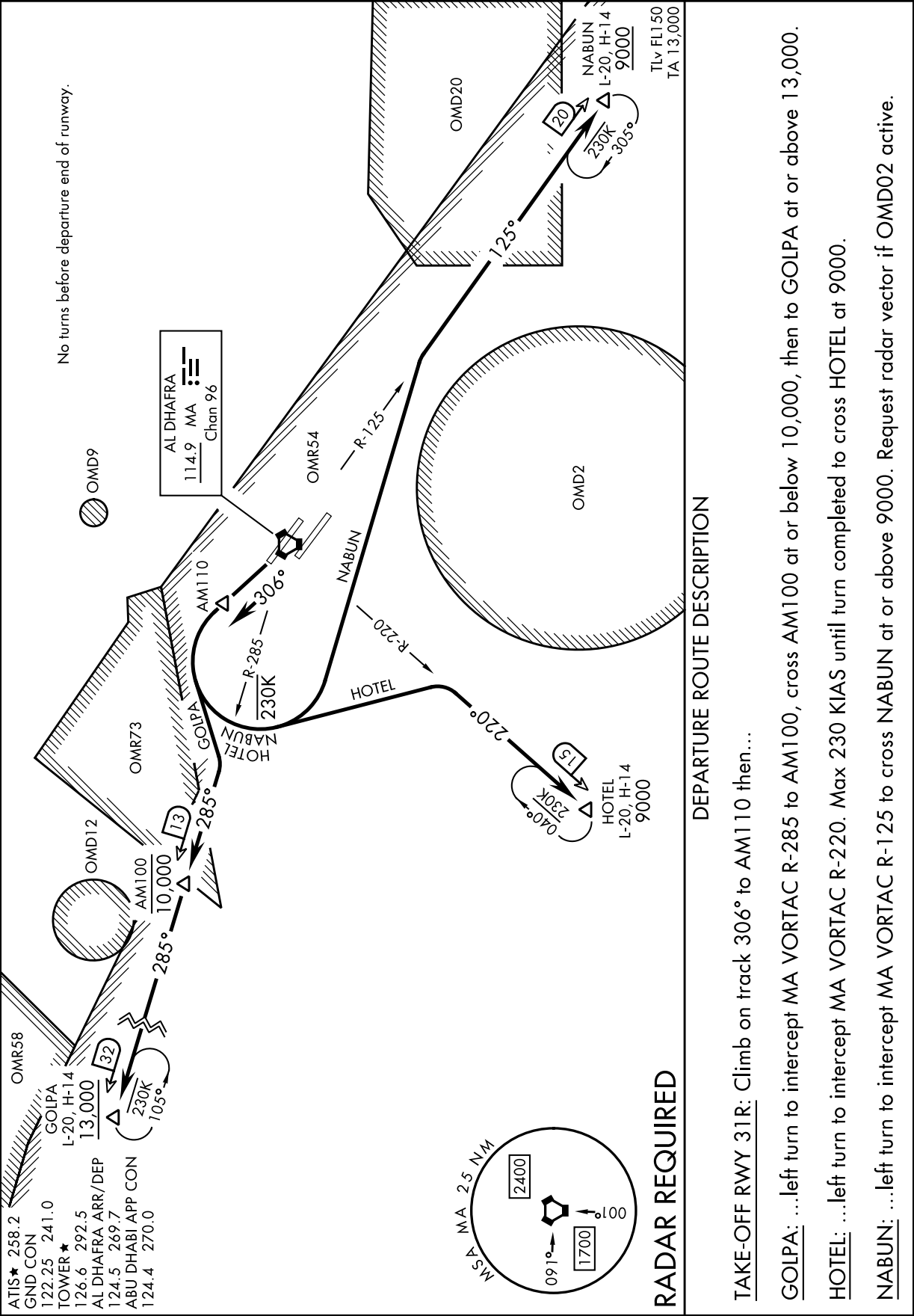
## AL DHAFRA

## VFR DEPARTURES

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RWY 31R DEPARTURES

AL DHAFRA (OMAM)  
AL DHAFRA, UNITED ARAB EMIRATES



RWY 31R DEPARTURES

AL DHAFRA, UNITED ARAB EMIRATES  
AL DHAFRA (OMAM)

BASED ON HOST SOURCE {RWY 31R DEPARTURES} DATED (23 JUN 2016)

MADE FOR DCS WORLD MISSION YEAR (2016)



AERODROME

DUBAI/Minhad

OMDM/NHD- UAE

Changes: Adjusted for DCS World

Last Amended 10 JAN 21

Elev 184

Var 1°E

ARP

N25 01.61 E055 21.98 (WGS 84)

02 FEB 17

D1

MINHAD GROUND

290.6 122.025

TOWER

248.2 118.65

APP/RADAR

230.4 122.5

MONKEY (UK Air Ops)

243.4

ATIS (Dubai Int.)

131.7

THRESHOLD COORDINATES

Rwy 09 – N25 01.59 E055 20.80

Rwy 27 – N25 01.63 E055 23.15

M 0 500 1000

FT 0 1000 2000 3000 4000

Arm/De-arm

Hung Gun + Bomb

THR Elev 171

60

5

Arm/De-arm

Hung Gun + Bomb

THR Elev 190

27

3932 x 45m

12901 x 150ft

Hammer Head

ATC

Fire

P Ramp

N Ramp

M Ramp

Lima Ramp

Helicopter Parking

Kilo Ramp

Blast area

Intersection Departures (TORA)

Twy	Rwy 09 (ft)	Rwy 27 (ft)
B	9842	3280
C	7874	5249
D	6889	6233
E	4921	8202
F	2296	10826

1. **CAUTION.** Minhad aeronautical data and procedures are not sourced from State AIP.

2. **CAUTION.** Obsolete Rwy 27 displaced THR markings remain following completion of Rwy works.

3. **CAUTION.** Non-standard rwy markings, Assault Landing Zone (ALZ), Rwy 09/27 within the first 3500ft. The ALZ THR is 300ft from Rwy THR and 90ft wide.

4. Rwy 09/27. Prior to TKOF taxi forward 500ft to avoid damage to barrier net.

5. BAK14 cable is set 420m (1337ft) from Rwy 09 THR.

6. Inbd IFR acft are advised to establish contact with Minhad Twr prior to descending below 3000 to obtain traffic info for deconfliction purposes.

7. Migratory bird hazard exists, particularly during late summer and Autumn seasons.

8. Helis transiting VFR to/from Minhad through the Jumeirah Mandatory Broadcast Zones (MBZ) should broadcast deconfliction information on 134.65. For further information consult Dubai International AIP VFR Chart - ICAO VFR Routes Dubai CTR (AIP Charts OMDB AD-2-91 and ENR 2.2).

RWY

SLOPE

LDA m/ft

APP LGT

RWY LGT

09(090°T)

0.25%U

3932/12901

P3°

CAT 1

27(270°T)

0.25%D

RTHL:REDL:RENL

DUBAI/Minhad

AERODROME

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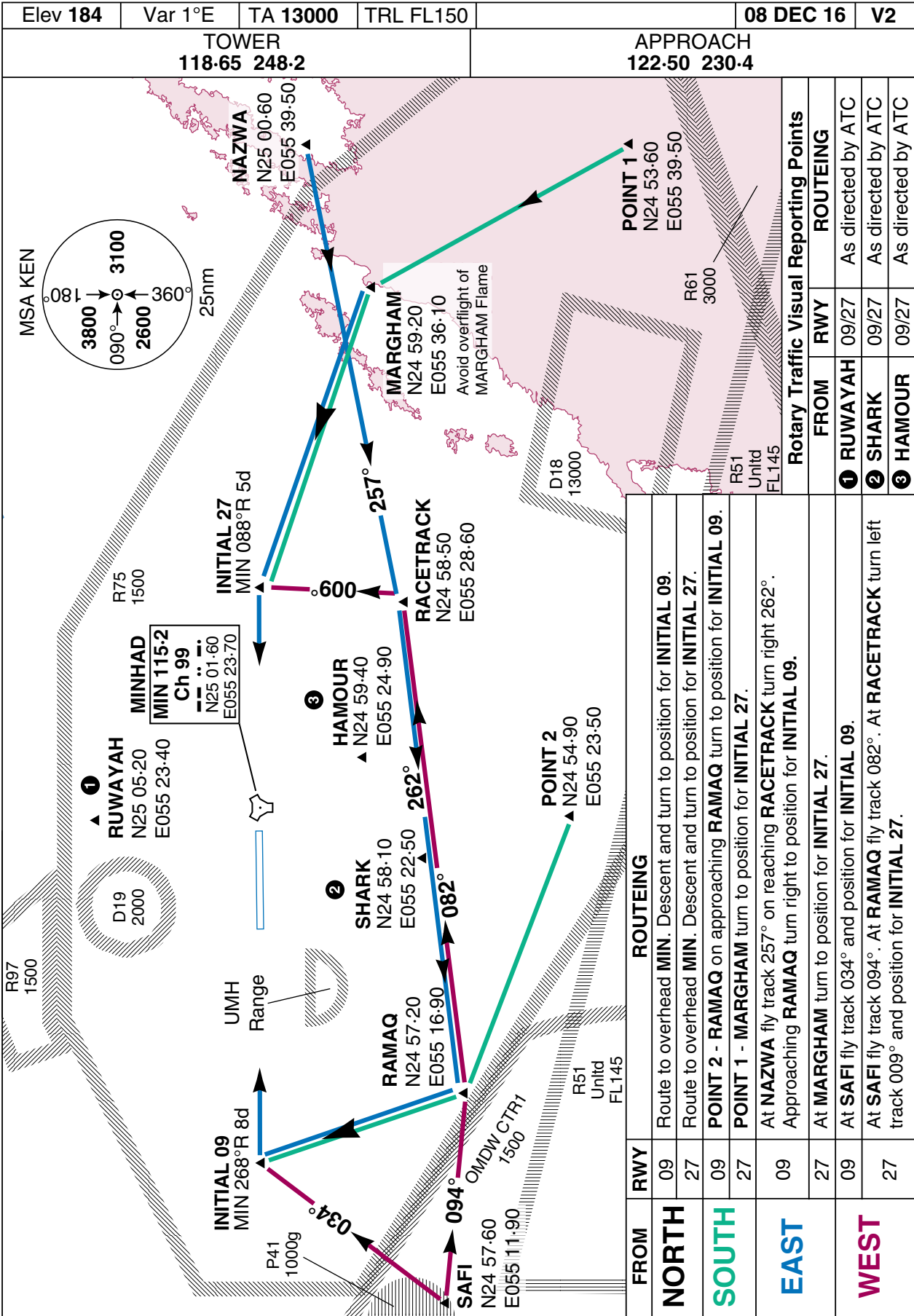
VFR VISUAL (ARRIVALS)

DUBAI/Minhad

OMDM/NHD— UAE

Changes: Adjusted for DCS World

Last Amended 10 JAN 21



DUBAI/Minhad

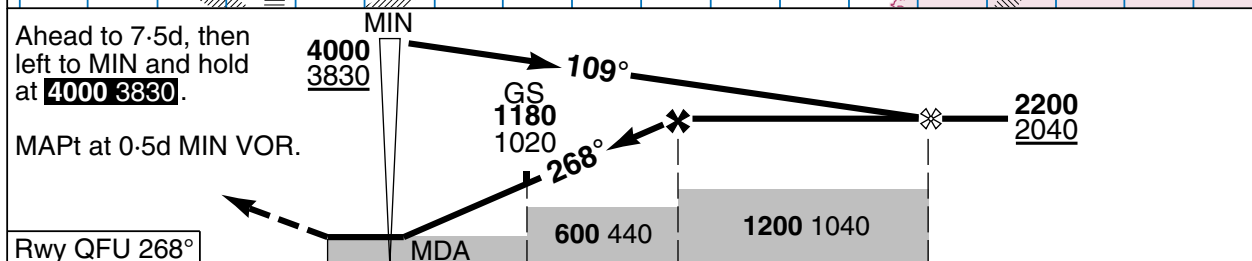
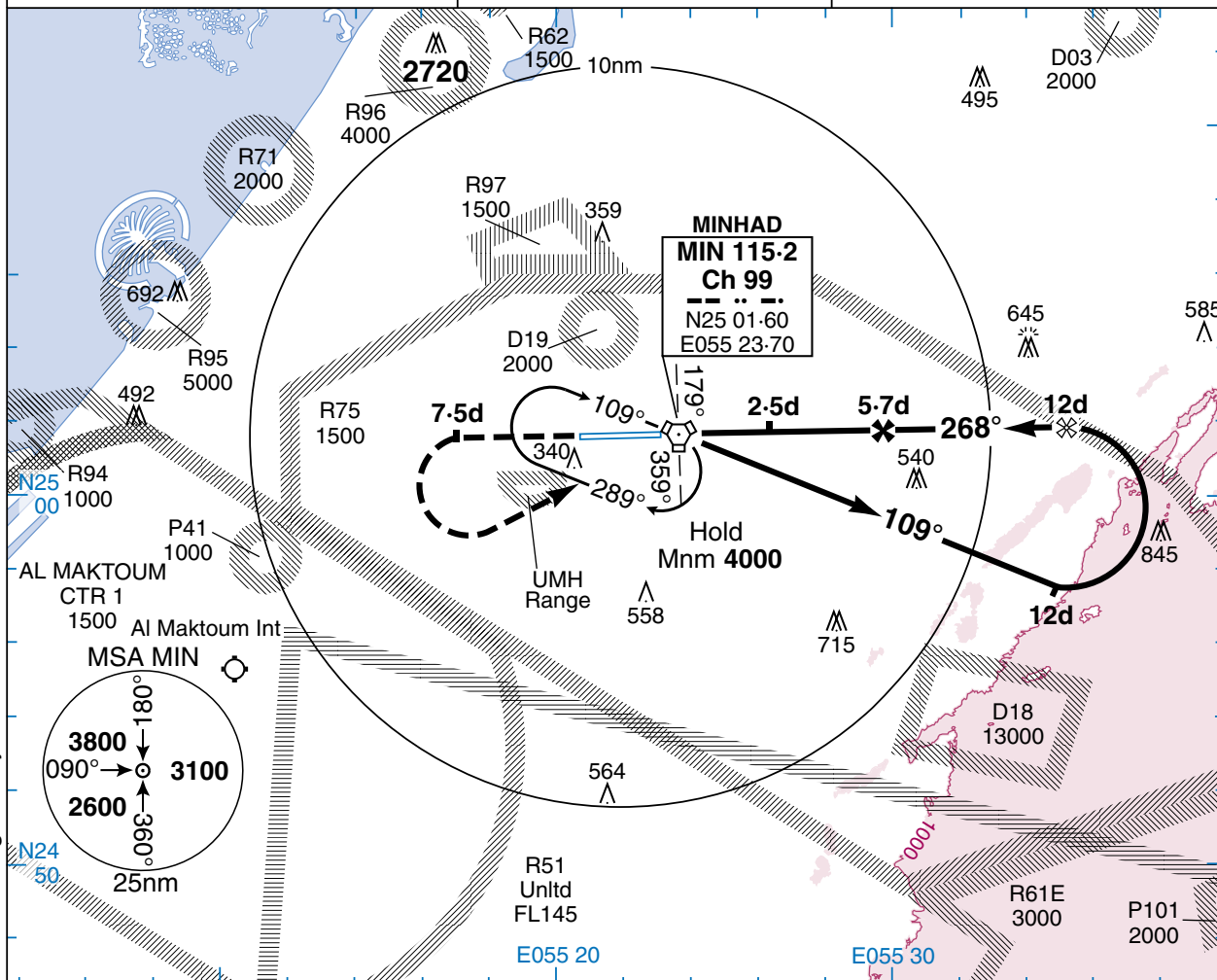
VFR VISUAL (ARRIVALS)

# VOR/DME Rwy 27

# DUBAI/Minhad

OMDM/NHD- UAE

Elev <b>184</b>	Var <b>1°E</b>	TA <b>13000</b>	TRL FL <b>150</b>	MIN <b>115.2 Ch 99</b>	<b>08 DEC 16</b>	<b>N2</b>
MINHAD APP/RADAR <b>230.4 122.5</b>			TOWER <b>118.65 248.2</b>		GROUND <b>122.025 290.6</b>	



THR Elev 190/6hPa		0.5		2.5		5.7		12		DME MIN		
CAT	VOR/DME ③	VOR/DME ④		CIRC ②		<div>1. Procedure speed limit 210kt.</div> <div>② When CIRC N of AD, remain within 3nm.</div> <div>③ When ALS inop increase vis CAT AB to 2300m, CAT CDE to 2500m.</div> <div>④ When ALS inop increase vis CAT AB to 4000m, CAT CDE to 4200m</div> <div>5. Timing <b>Not Auth</b> for defining MAPt.</div> <div>6. No turn before MAPt.</div>					DME MIN	ALT HGT
A	With 2.5d CDFA	Without 2.5d CDFA		640 470 2300m							5	1970 1810
B	520 360 1600m	810 650 3300m		660 490 2400m							4	1650 1490
C	520 360 1800m	810 650 3500m		960 790 4300m							3	1330 1170
D				1060 890 4900m							2	1020 860
E											1.3	810 650
GS (kt)		80	120	150	180	210						
FAF–MAPt 6.2nm		4:39	3:06	2:29	2:04	1:46						
ROD (fpm)		3°	420	640	800	950	1110					

## DUBAI/Minhad

## VOR/DME Rwy 27

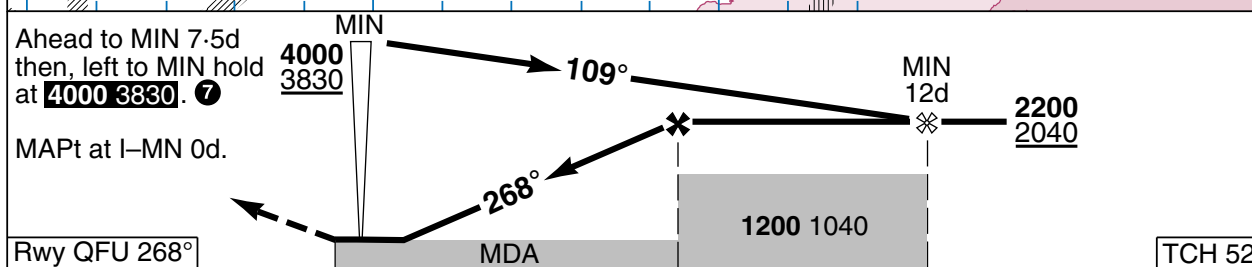
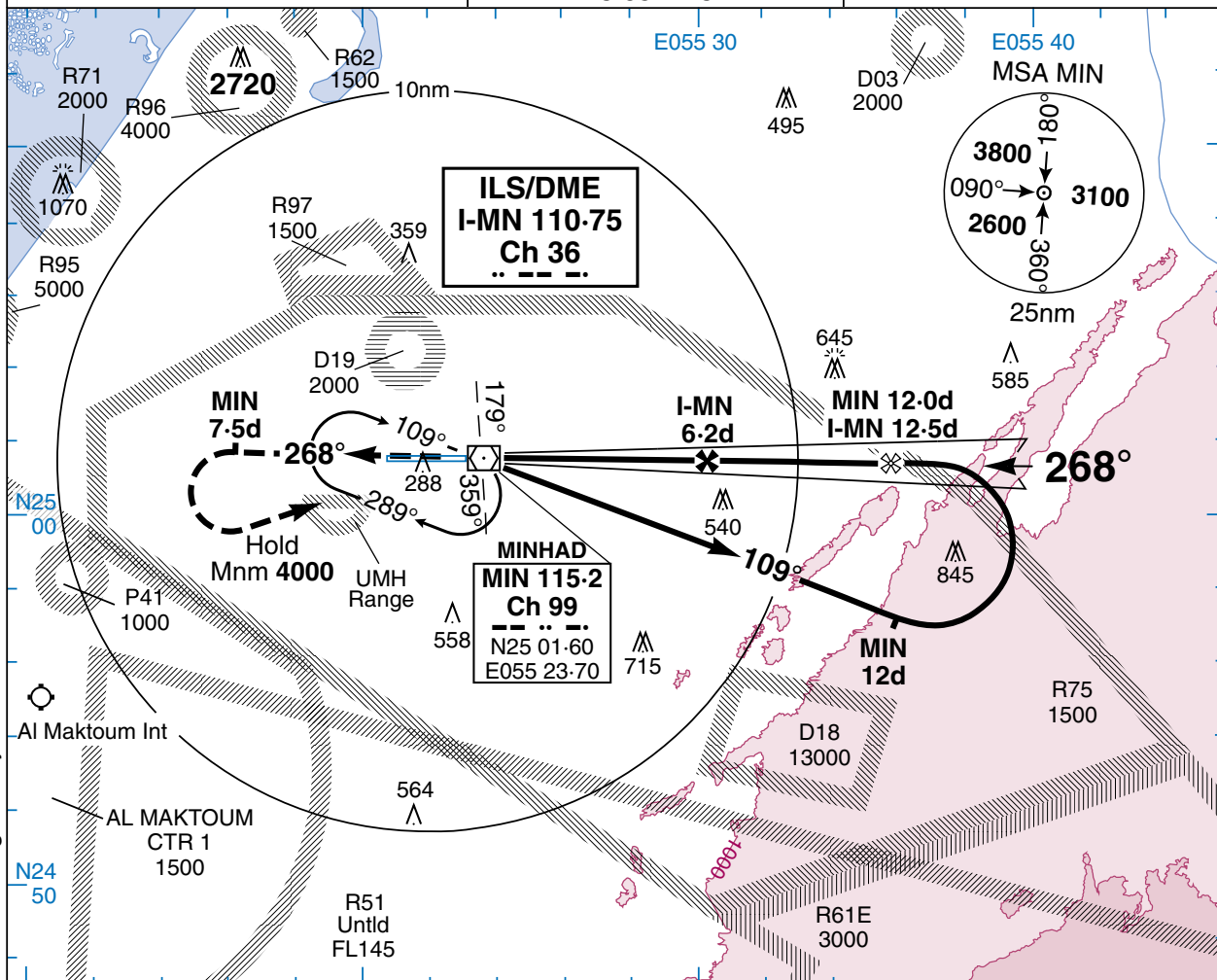
Last Amended 10 JAN 21

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# ILS/DME Rwy 27

# DUBAI/Minhad

Elev <b>184</b>	Var <b>1°E</b>	TA <b>13000</b>	TRL FL <b>150</b>	I-MN 109.9 Ch 36	<b>05 JAN 17</b>	<b>M2</b>
MINHAD APP/RADAR <b>230.4 122.5</b>			TOWER <b>118.65 248.2</b>		GROUND <b>122.025 290.6</b>	



Rwy QFU 268°	THR Elev 190/6hPa	0	6.2	12.5	TCH 52
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CAT	ILS ❶	LOC ❶			CIRC ❷		❶ When ALS inop increase min vis ILS to 1300m LOC CAT AB to 2200m LOC CAT CDE to 2400m ❷ When circling N of AD, remain within 3nm. 3. DME I-MN reads zero at Rwy 27 THR. 4. Procedure speed limit 210kt. 5. Timing not auth for defining MAPt. 6. No turn before MAPt. ❷ M/App requires 2.6% climb grad. (ATC).	DME I-MN	ALT HGT			
A	380 210 550m	CDFA 500 340 1500m		640 470 2300m		6		2120 1960				
B				660 490 2400m								
C		500 340 1700m		960 790 4300m					5	1800 1640		
D											4	1480 1320
E				1060 890 4900m								
GS (kt)		80	120	150	180	210		2	850 680			
FAF-MAPt 6.2nm		4:39	3:06	2:29	2:04	1:46						
ROD (fpm) 3°		420	640	800	950	1110	1			530 370		

## DUBAI/Minhad

## ILS/DME Rwy 27

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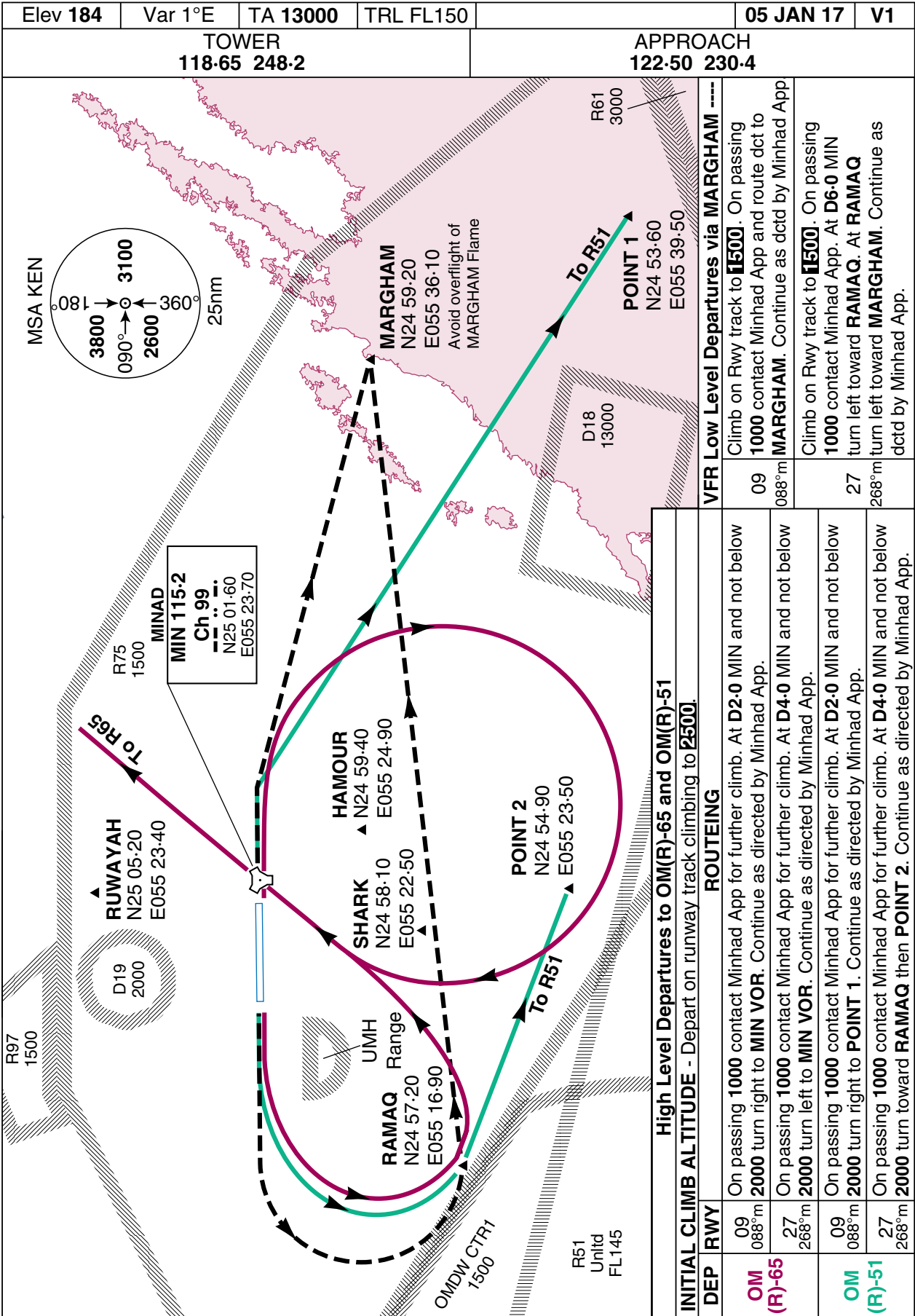
VFR VISUAL (DEPARTURES)

DUBAI/Minhad

OMDM/NHD- UAE

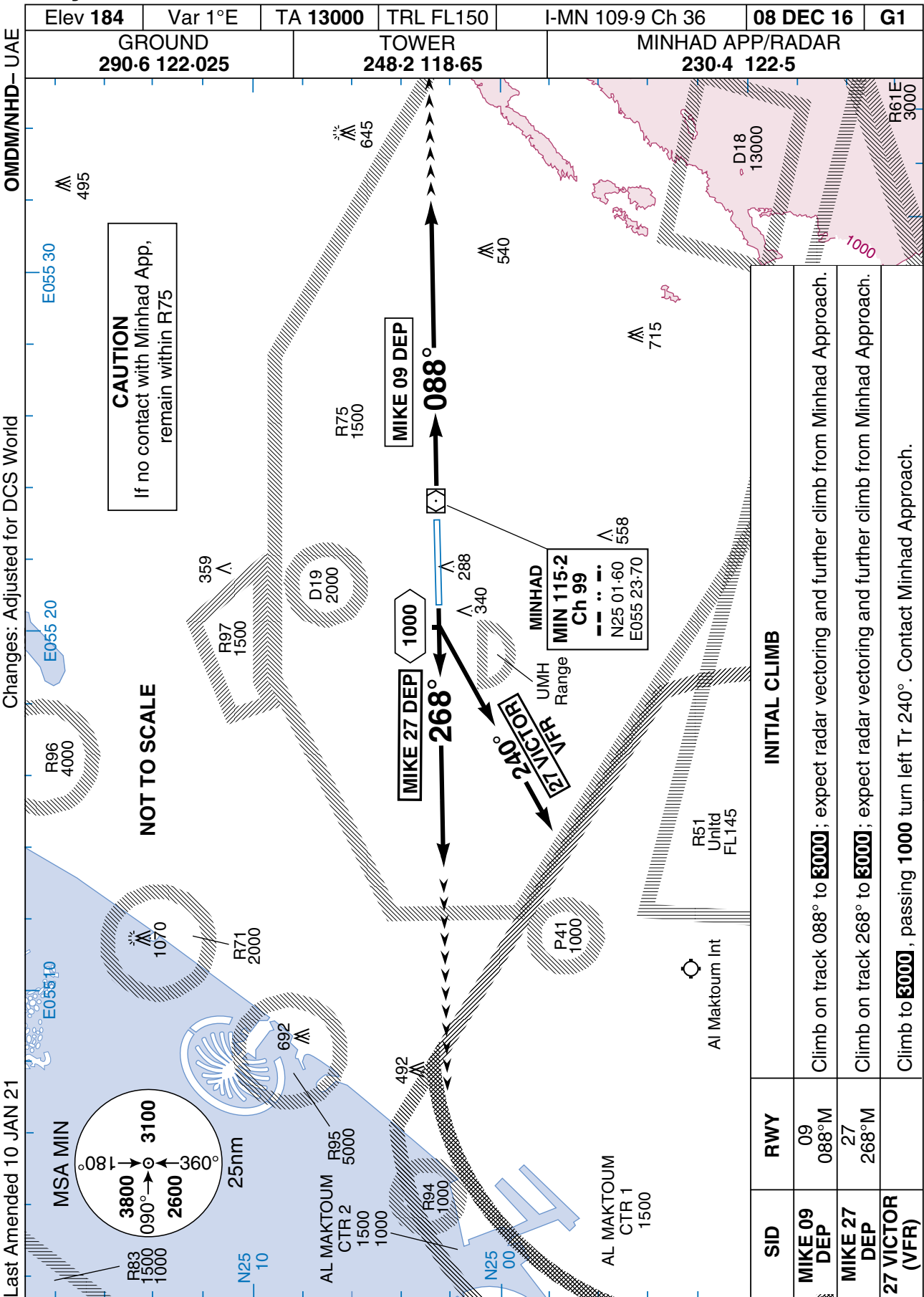
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Rwy 09/27 SID

DUBAI/Minhad



DUBAI/Minhad

Rwy 09/27 SID