

OTHH/DOH
HAMAD INTL

24 MAR 17

JEPPESEN

20-1P

Eff 30 Mar

DOHA, QATAR**AIRPORT BRIEFING**

1. GENERAL

1.1. ATIS

D-ATIS 126.850

1.2. LOW VISIBILITY PROCEDURES (LVP)**1.2.1. GENERAL**

Low visibility procedures will be instituted whenever the official meteorological visibility condition is 2000m or less, or whenever the cloud base is 1000' or less, or whenever conditions are such that all of the manoeuvring area cannot be seen from Control Tower.

1.3. TRANSPONDER OPERATING PROCEDURES ON THE GROUND

Advanced Surface Movement Guidance and Control System (A-SMGCS) using Mode-S Multi-lateration has been commissioned.

1.4. SINGLE ENGINE TAXI OPERATIONS

Single engine taxi operations may be applied by multi-engine ACFT.

Single engine taxi operations shall not be performed when:

- The ACFT is on the RWY.
- During low visibility conditions CAT II or below.
- The wind speed is more than 25 KT and/or gust of more than 10 KT.
- Taxiing or parking involves a turn of 180° or more.

1.5. PARKING INFORMATION

Nose-in parking is mandatory. Exemptions only given in special cases with specific authorizations from ATC and AD Operator.

ACFT are restricted to push-back from nose-in parking stands. Exemptions will be granted to certain ACFT by the AD Operator.

A Follow-me vehicle will be provided for all non-standard parking.

Parking stands (except on Apron 4 and on MARS stands) are equipped with advanced visual docking guidance system, A-VDGS.

1.5.1. PARKING RESTRICTIONS ON APRON 4:

There will be 5 parallel lead-in/off lines with two nose-wheel parking positions on each line; facing West to and from TWY Q; and facing East to and from TWY C. Pilots must follow "Follow-me car" and marshaller for parking and shall make use of minimum thrust taxiing only.

180° turn on the stands is not allowed.

1.6. OTHER INFORMATION

Birds in vicinity of APT.

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HAMAD INTL**JEPPESEN**

24 MAR 17

(20-1P1)**Eff 30 Mar****DOHA, QATAR****AIRPORT BRIEFING**

2. ARRIVAL

2.1. SPEED RESTRICTIONS

All ACFT entering Doha TMA are required to adjust IAS as per the following speeds unless otherwise instructed by ATC:

- 210-230 KT during the initial approach phase;
- 180 KT on base leg/closed heading to final approach and
- 160 KT when established on final approach and thereafter 160 KT to 5NM final.

These speeds are applied for ATC separation purposes and are recommended.

All speed restrictions are to be flown as accurately as possible. ACFT unable to conform to these speeds must inform ATC and state what speeds can be used. Pilots should also advise ATC if circumstances necessitate a change of speed for ACFT per reasons.

In the interests of accurate spacing, pilots are requested to comply with speed adjustments as promptly as feasible within their own operational constraints.

In the event when traffic sequencing does not require speed limitation, ATC will advise "NO ATC SPEED RESTRICTION".

2.2. COMMUNICATION FAILURE PROCEDURES

In the event of radio communication failure, routing to or in holding pattern, pilot shall follow the STAR listed below depending on flight planned or last cleared navigation fix and RWY-in-use:

- a) RWY 34R in use:
 - BAYAN 1E; AFNAN 1E; GINTO 1E.
- b) RWY 16L in use:
 - BAYAN 1M; AFNAN 1M; GINTO 1M.

2.3. ARRIVAL ACFT CONTACT PROCEDURE

In the absence of instructions by DOHA Approach to transfer frequency, landing ACFT are advised to contact HAMAD Tower East or HAMAD Tower West at 5NM final.

2.4. CAT II/III OPERATIONS

All RWYs approved for CAT II/III operations, special aircrew and ACFT certification required.

2.5. RWY OPERATIONS

Pilots shall plan their landing and roll-out to target the rapid exit TWYs that provide for a safe and expeditious exit from the RWY to reduce delays and maximize RWY utilization at all times. 90° angle TWYs shall only be used if instructed by ATC.

ACFT should not be slowed down significantly below normal taxi speed or stopped on any exit TWY unless approved by ATC.

Rapid Exit TWY Indicator Lights (RETILs) are provided on RWYs 16L/34R and 16R/34L to assist pilots in judging distances to rapid exit TWYs and enable them to apply braking action for a more efficient roll-out and RWY exit speed. RETILs are provided for rapid exit TWYs as follows:

- RWY 16L - TWYs A8, A7 and A3.
- RWY 16R - TWYs L8, L5, and L3.
- RWY 34L - TWYs L4, L6 and L9.
- RWY 34R - TWYs A4, A5 and A9.

OTHH/DOH
HAMAD INTL

30 DEC 16

JEPPESEN

(20-1P2)

Eff 5 Jan

DOHA, QATAR**AIRPORT BRIEFING**

3. DEPARTURE

3.1. RWY OPERATIONS

On receipt of line-up clearance pilots should ensure that they are able to taxi and line up on the RWY as soon as the preceding ACFT has commenced either its take-off roll or landing run.

On receipt of take-off clearance, pilots should ensure that they are able to commence take-off without delay.

Pilots not able to comply with these requirements should notify ATC as soon as possible, latest when transferred to HAMAD Tower.

3.2. ACFT TRANSPONDER OPERATING PROCEDURE

ACFT at Parking Stand

1. Enter the discrete SSR code received from Clearance Delivery/TWR.
2. Enter the three letter ICAO designator followed by the flight number (e.g. QTR123) through the FMS or the Transponder.

During Push-Back

1. Transponder shall be selected manually in order to display the ACFT identification (Callsign and the SSR code) on the A-SMGCS display.
2. ATC will verify the data and use it for identification.

3.3. OTHER INFORMATION

ACFT departing on RWY 16R/34L should be aware of possible TCAS warnings due to VFR (helicopter) operations East of OTBD RWY 15/33. OTBD VFR helicopter traffic is deemed separated from OTHH departing traffic.

OTHH
HAMAD INTL

JEPPesen
17 JUN 16 **(20-1R)**

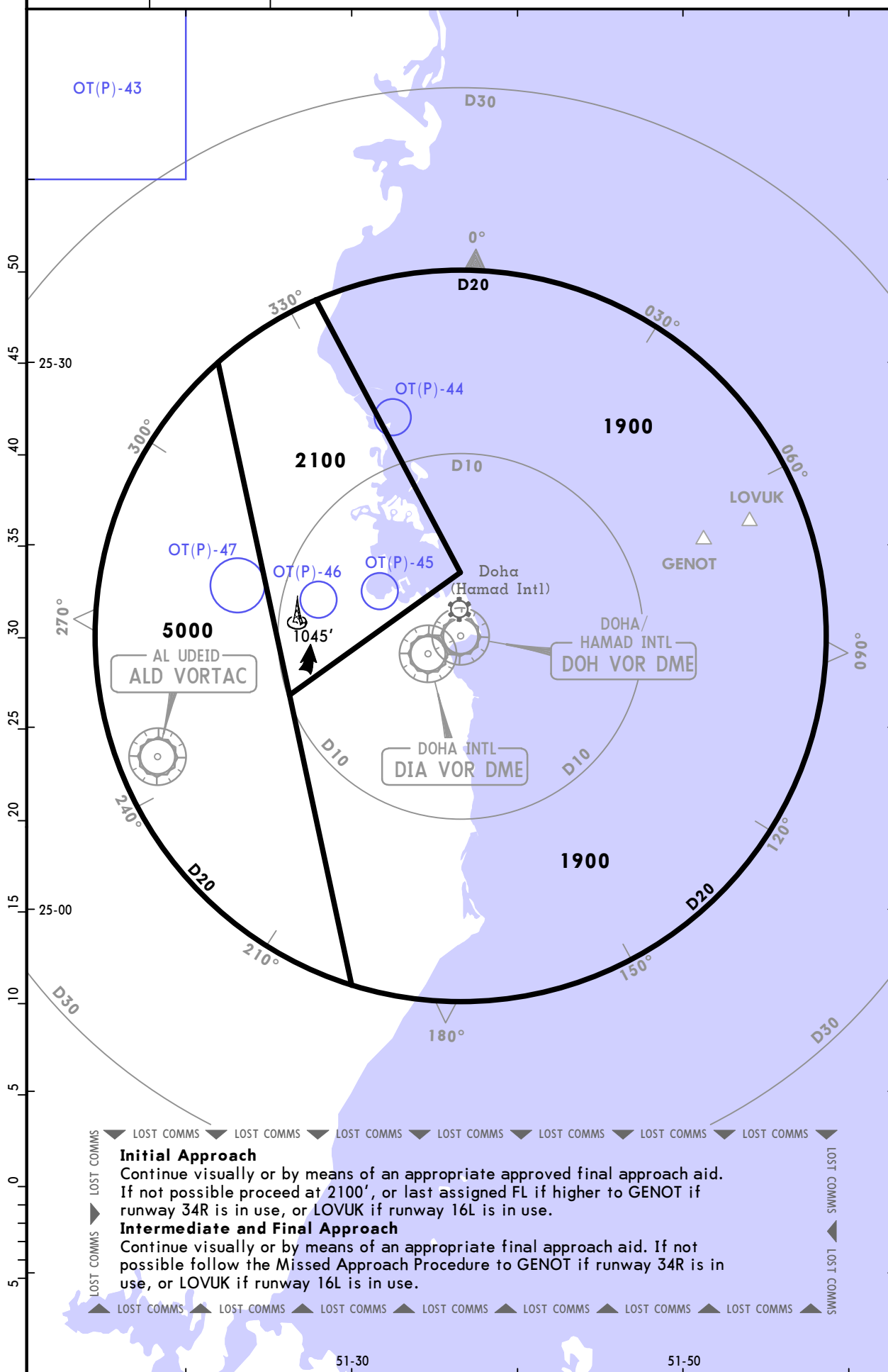
DOHA, QATAR

Eff 23 Jun RADAR MINIMUM ALTITUDES

DOHA
Approach/Radar
121.1

Apt Elev
13'

Alt Set: hPa Trans level: FL150 Trans alt: 13000'
This chart may only be used for cross-checking of altitudes while
under RADAR control.



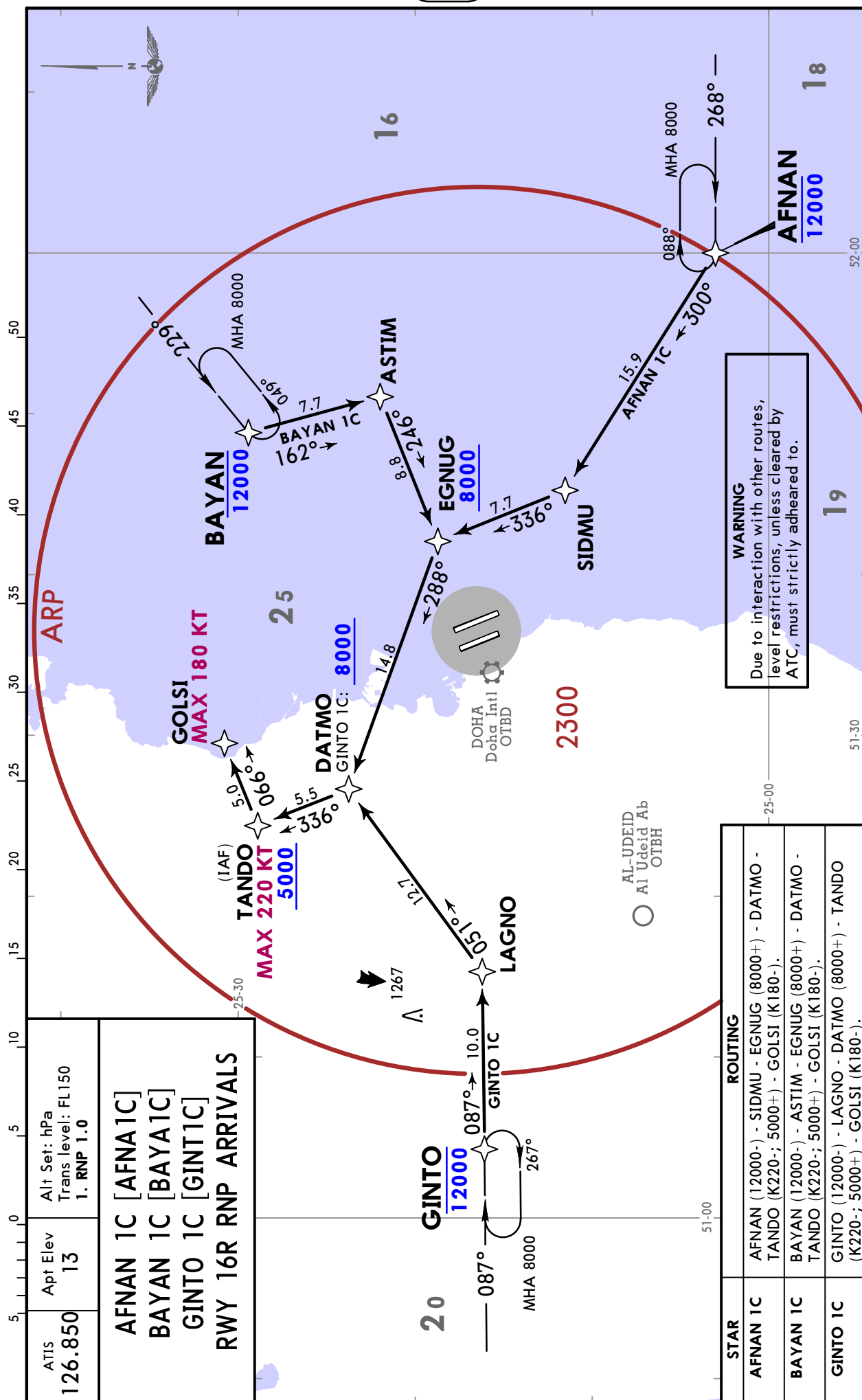
OTHH/DOH
HAMAD INTL

31 MAR 17

20-2

DOHA, QATAR

RNAV STAR

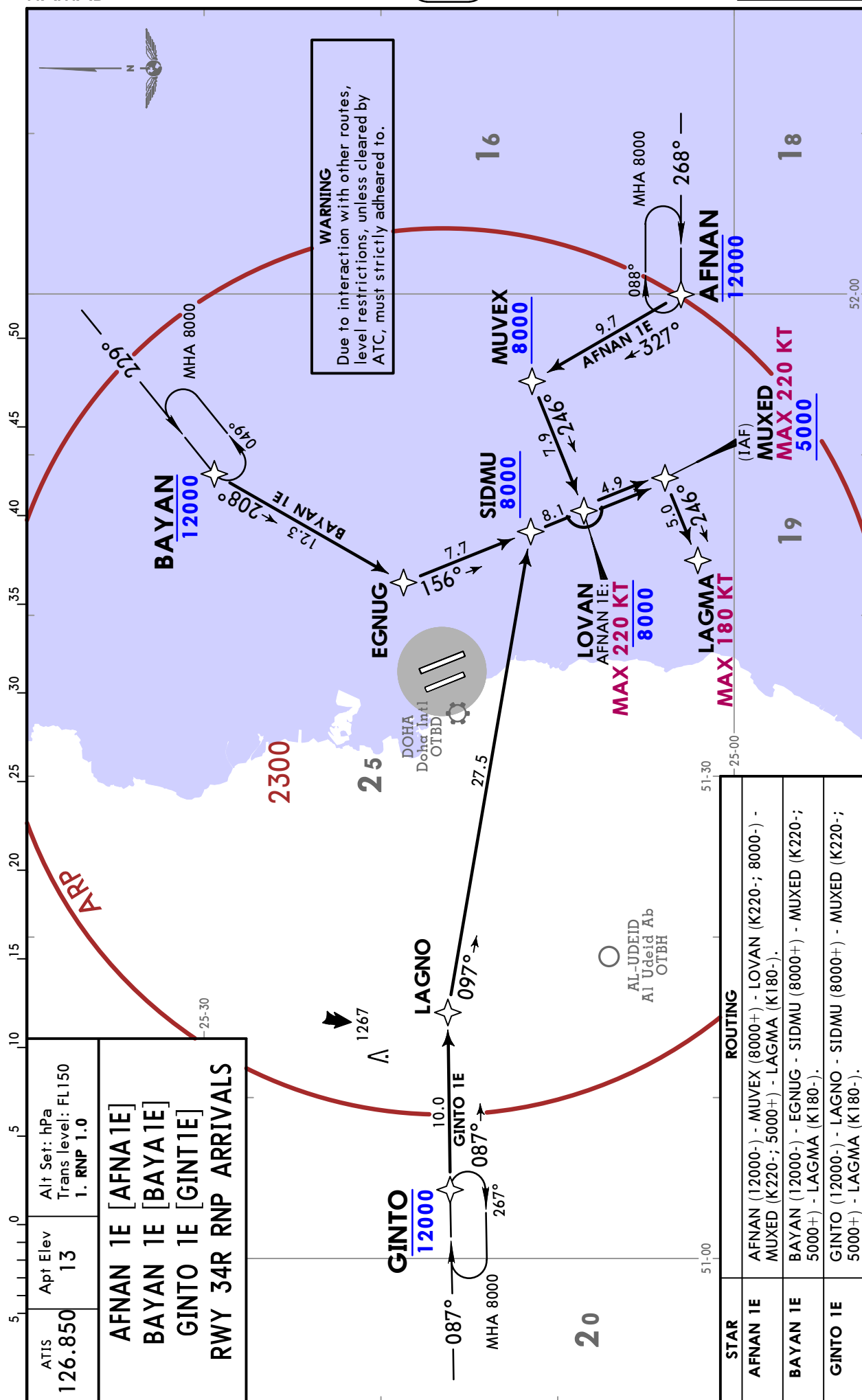


OTHH/DOH
HAMAD INTL

31 MAR 17

JEPPESSEN
20-2A

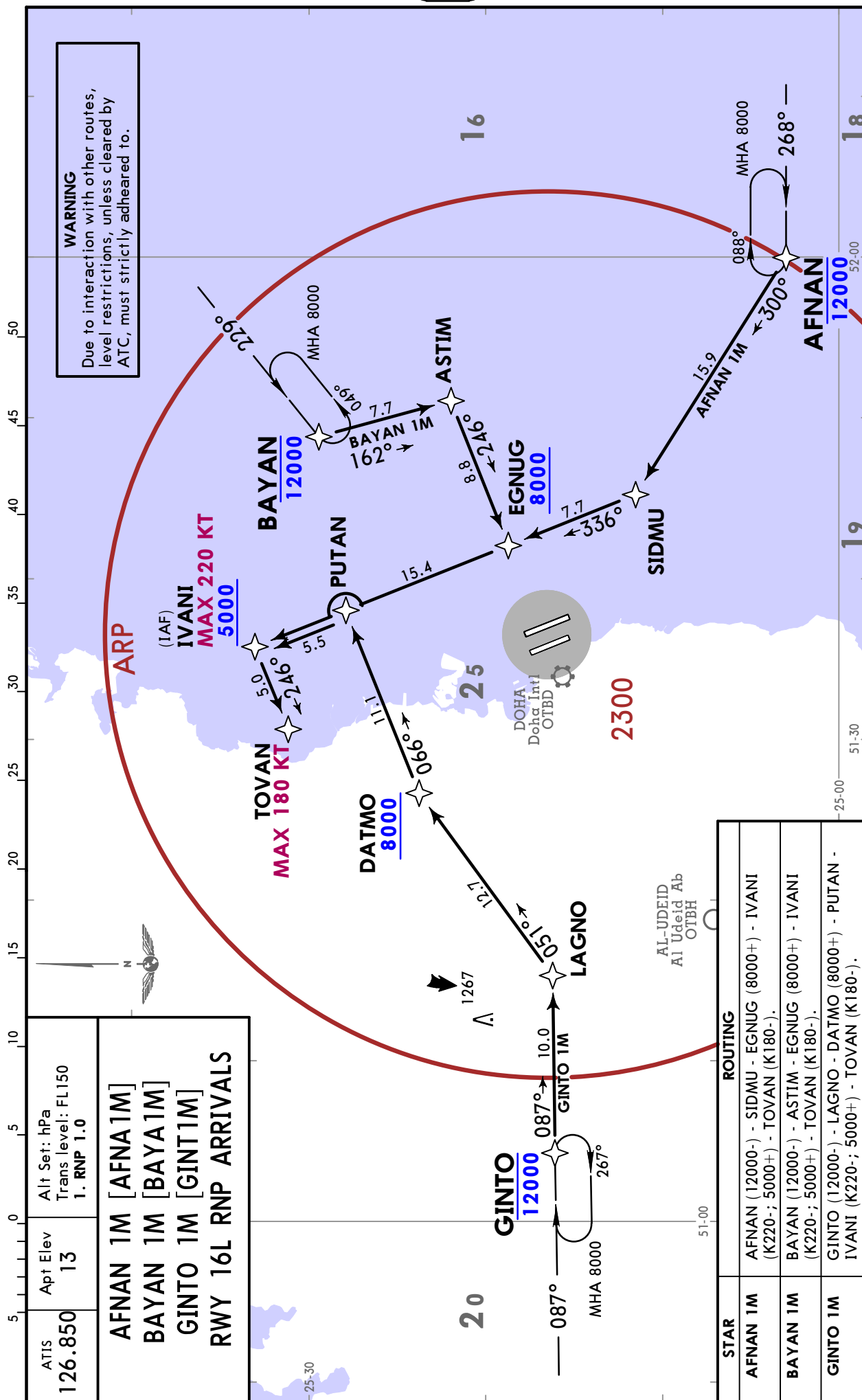
DOHA, QATAR
RNAV STAR



OTHH/DOH
HAMAD INTL

JEPPesen
 31 MAR 17 **(20-2B)**

DOHA, QATAR
RNAV STAR

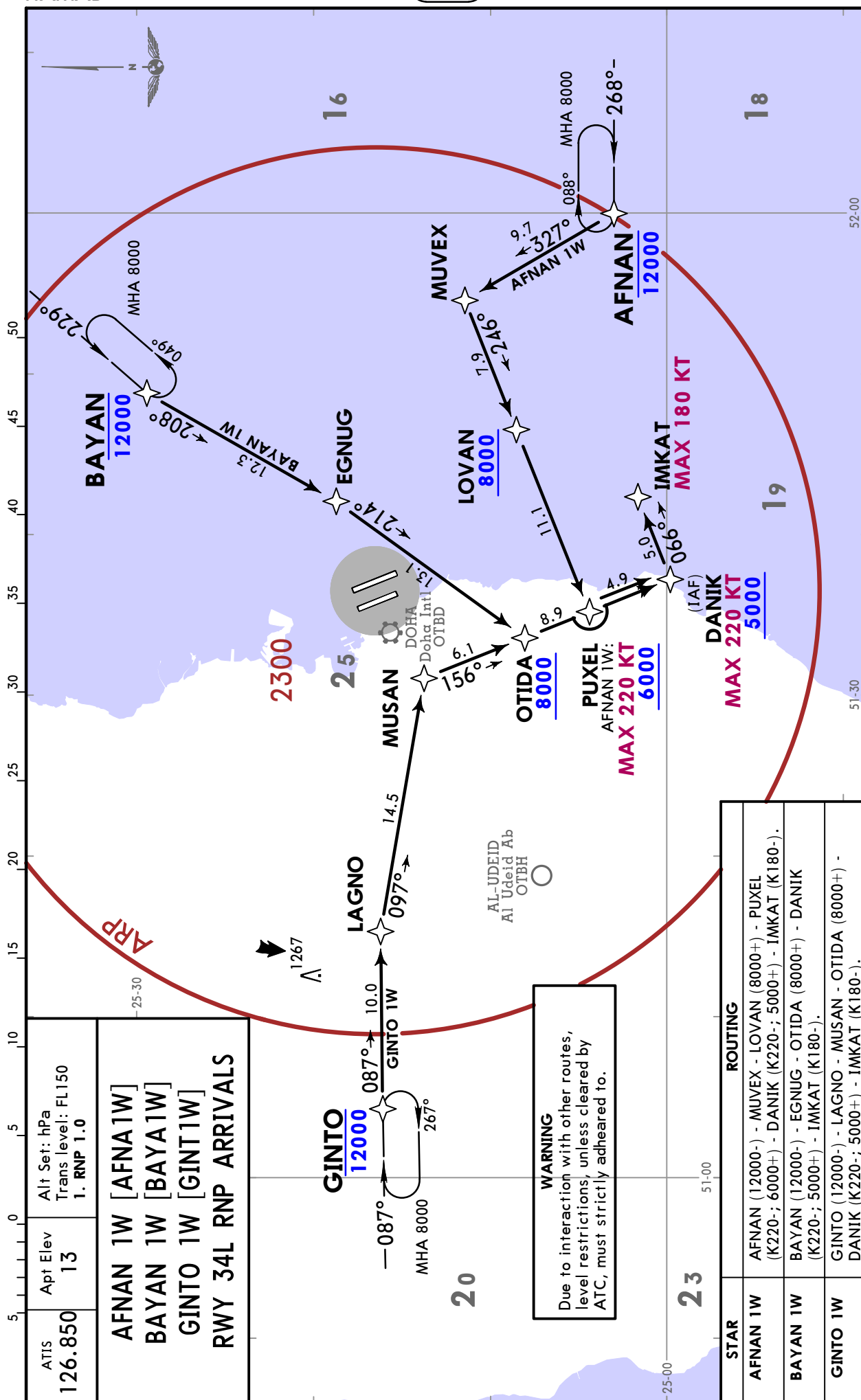


OTHH/DOH
HAMAD INTL

31 MAR 17

JEPPESSEN
20-2C

DOHA, QATAR
RNAV STAR



OTHH/DOH
HAMAD INTL **JEPPESEN**
15 MAY 15 **20-3** **Eff 28 May****DOHA, QATAR**
RNAV SID

RNAV SID DESIGNATION	REFER TO CHART
ALSEM 1C	20-3B
ALSEM 1E	20-3C
ALSEM 1M	20-3D
ALSEM 1W	20-3E
ALVEN 1C	20-3F
ALVEN 1E	20-3G
ALVEN 1M	20-3H
ALVEN 1W	20-3J
BATHA 1C	20-3K
BATHA 1E	20-3L
BATHA 1M	20-3M
BATHA 1W	20-3N
BUNDU 1C	20-3P
BUNDU 1E	20-3Q
BUNDU 1M	20-3S
BUNDU 1W	20-3T
NAMLA 1C	20-3U
NAMLA 1E	20-3V
NAMLA 1M	20-3V1
NAMLA 1W	20-3V2
PATOM 1C	20-3W
PATOM 1E	20-3X
PATOM 1M	20-3X1
PATOM 1W & PATOM 1Z CCO	20-3X2
SALWA 1C	20-3X3
SALWA 1E	20-3X4
SALWA 1M	20-3X5
SALWA 1W	20-3X6
SID DESIGNATION	REFER TO CHART
LOXUL 1C, 1M	20-3X7
MUXOP 1E, 1W	20-3X8

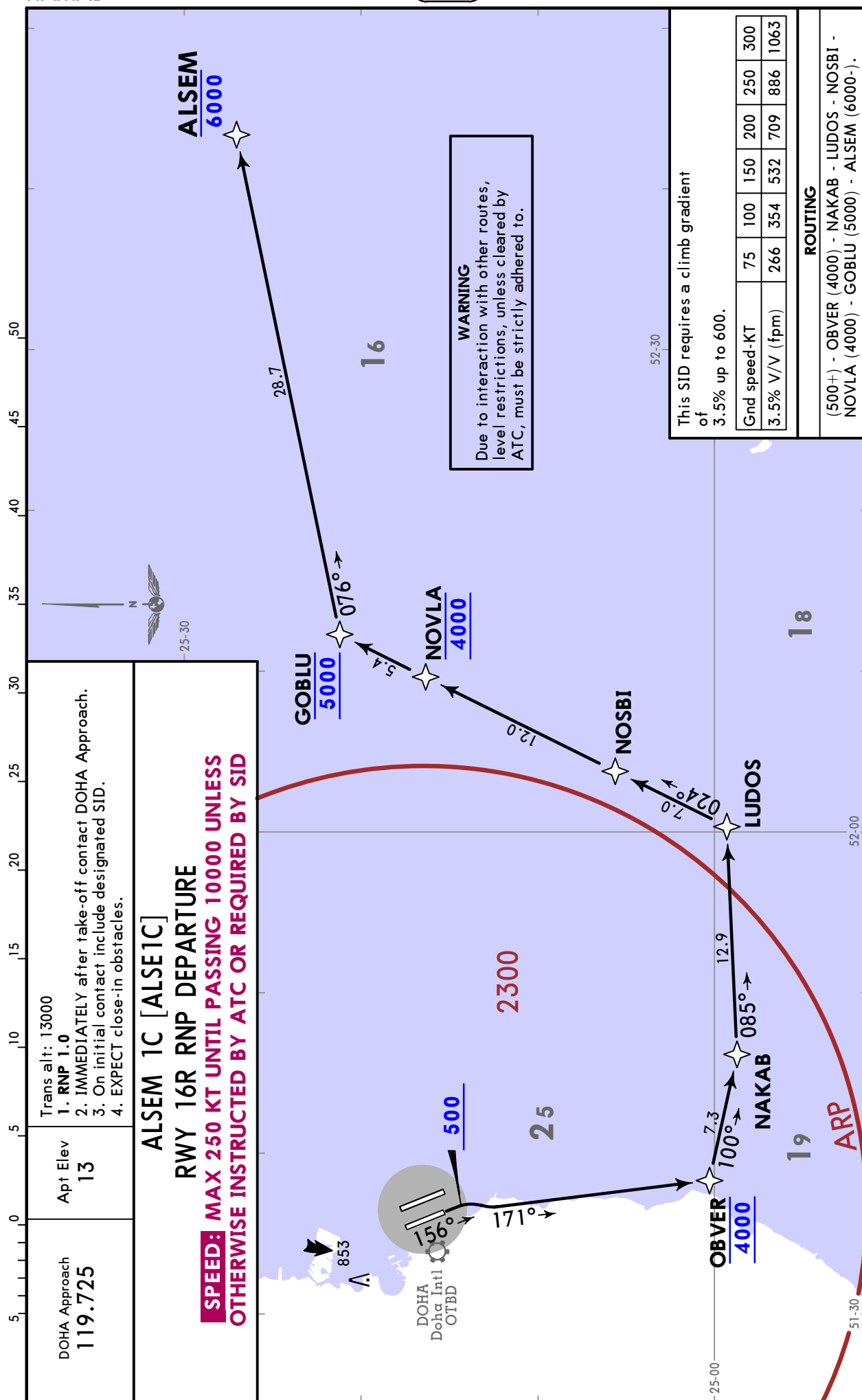
OTHH/DOH
HAMAD INTL

31 MAR 17

JEPPesen
20-3B

DOHA, QATAR

RNAV SID

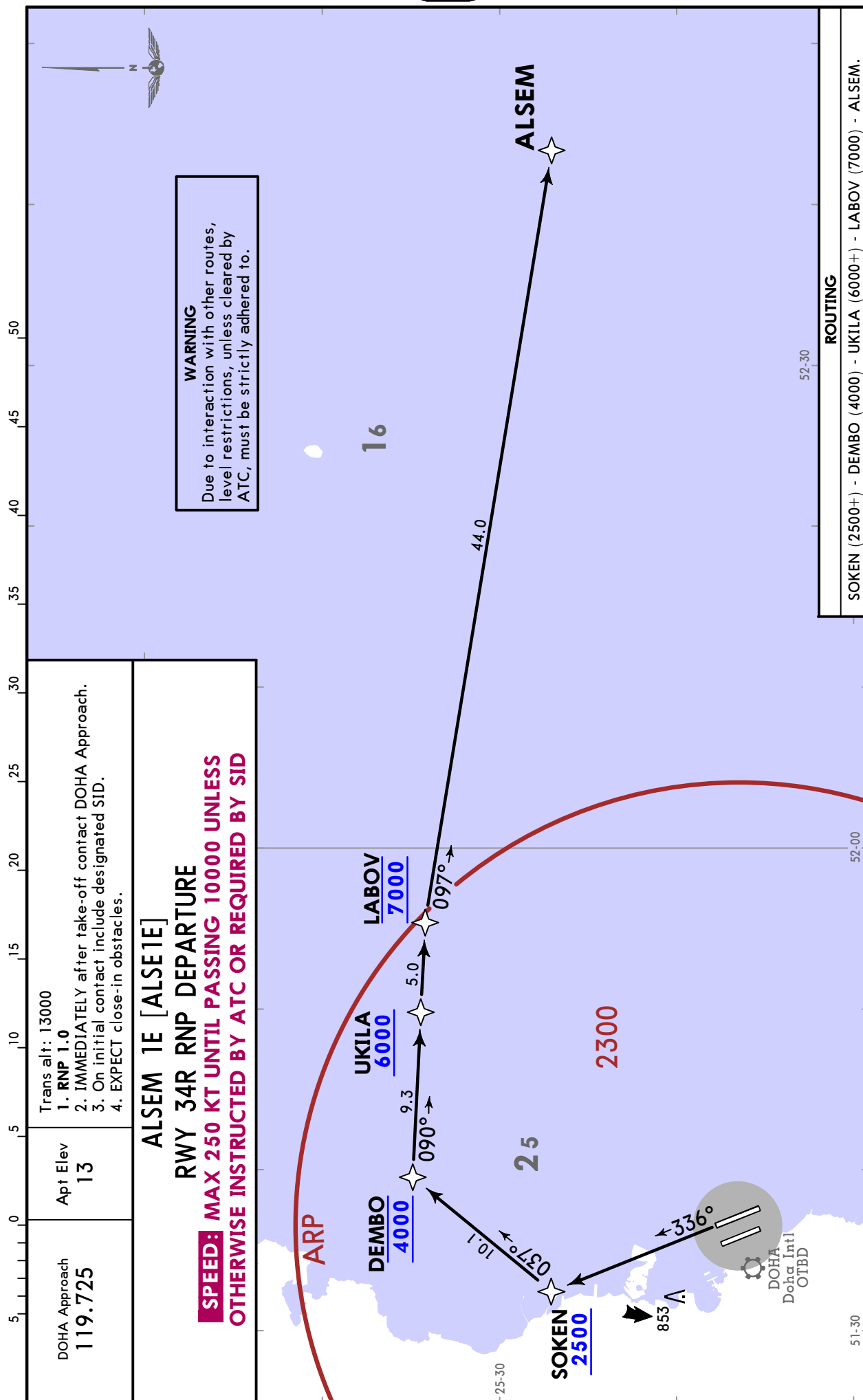


OTHH/DOH
HAMAD INTL

31 MAR 17

JEPPESEN
20-3C

DOHA, QATAR
RNAV SID

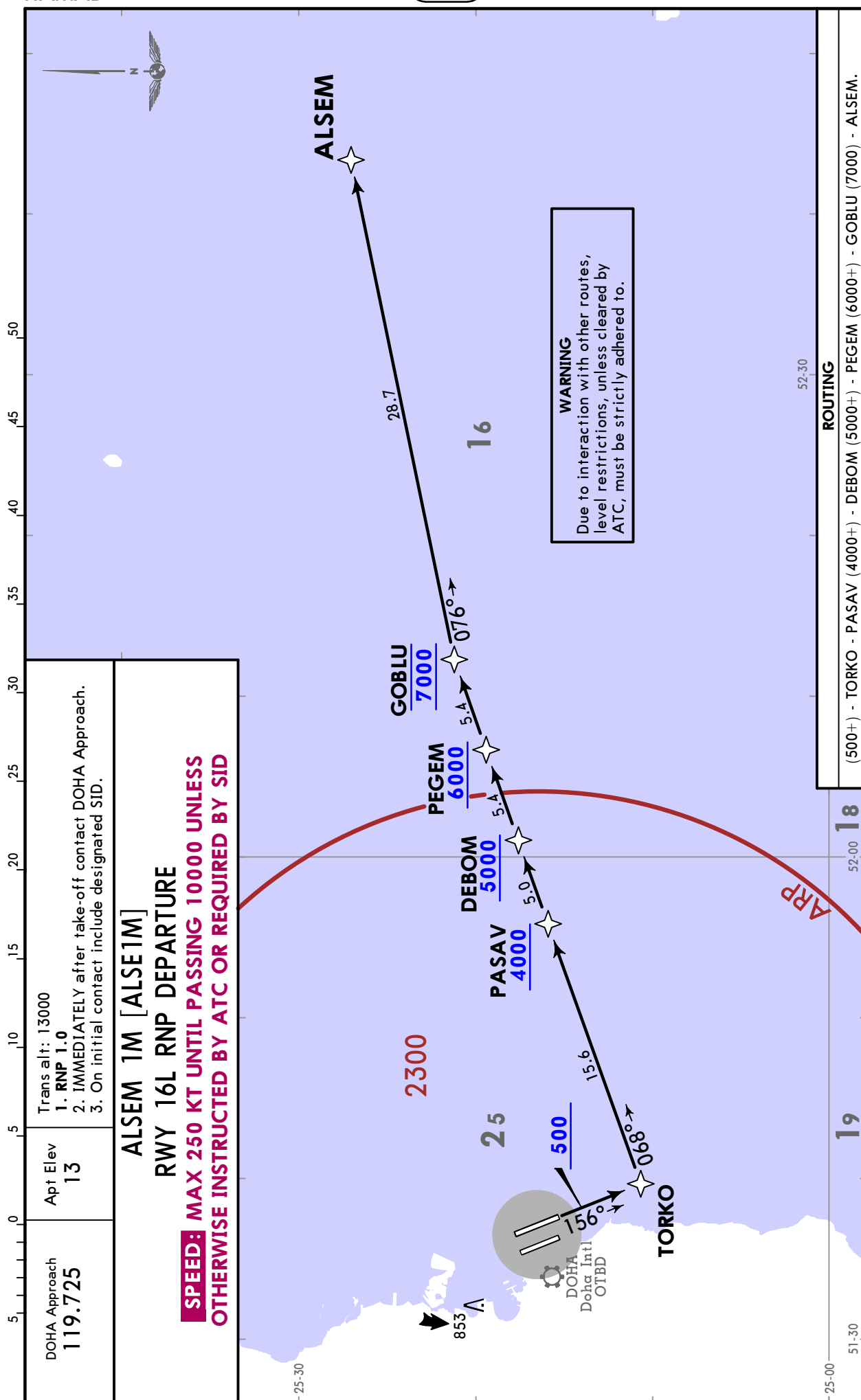


OTHH/DOH
HAMAD INTL

31 MAR 17

JEPPESEN
20-3D

DOHA, QATAR
RNAV SID



OTHH/DOH
HAMAD INTL

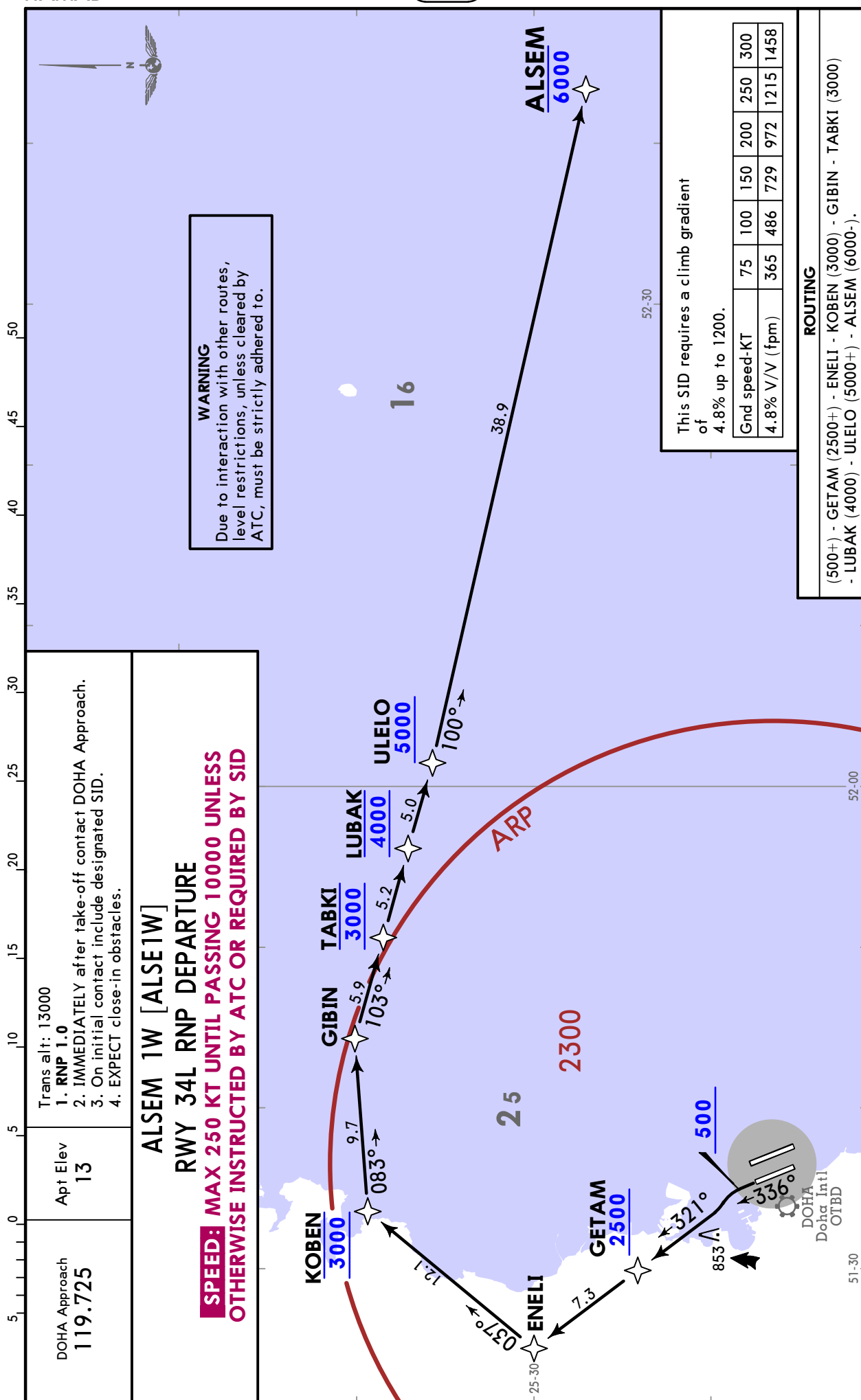
31 MAR 17

JEPPESEN

20-3E

DOHA, QATAR

RNAV SID



OTHH/DOH
HAMAD INTL

JEPPesen
31 MAR 17 **(20-3F)**

DOHA, QATAR
RNAV SID

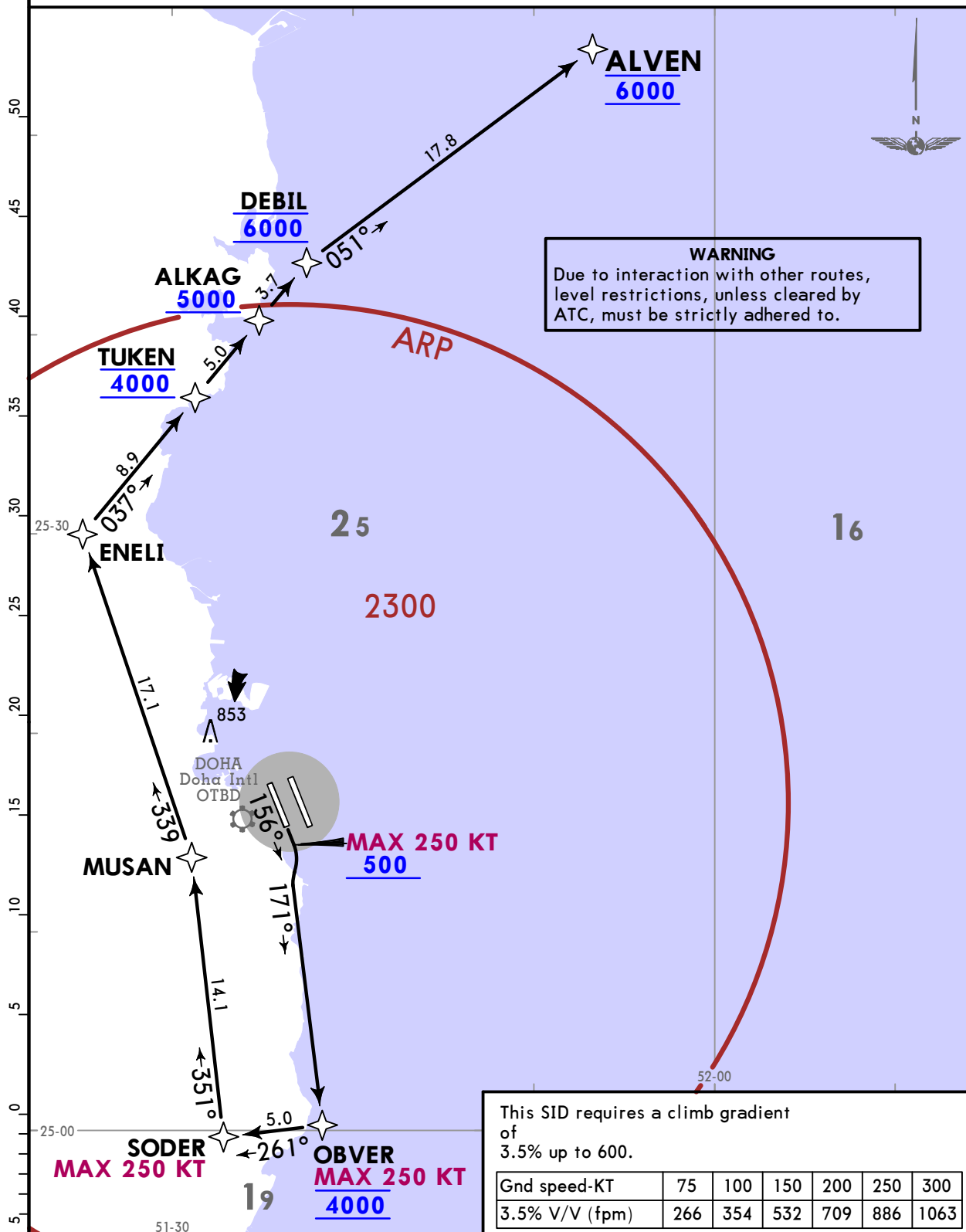
DOHA Approach
119.725

Apt Elev
13

Trans alt: 13000
1. **RNP 1.0**
2. IMMEDIATELY after take-off contact DOHA Approach.
3. On initial contact include designated SID.
4. EXPECT close-in obstacles.

ALVEN 1C [ALVE1C]
RWY 16R RNP DEPARTURE

SPEED: MAX 250 KT UNTIL PASSING 10000 UNLESS OTHERWISE INSTRUCTED BY ATC OR REQUIRED BY SID



ROUTING

(K250-; 500+) - OBVER (K250-; 4000) - SODER (K250-) - MUSAN - ENELI - TUKEN (4000) - ALKAG (5000+) - DEBIL (6000) - ALVEN (6000).

OTHH/DOH
HAMAD INTL

JEPPESEN
31 MAR 17 **(20-3G)**

DOHA, QATAR
RNAV SID

DOHA Approach
119.725

Apt Elev
13

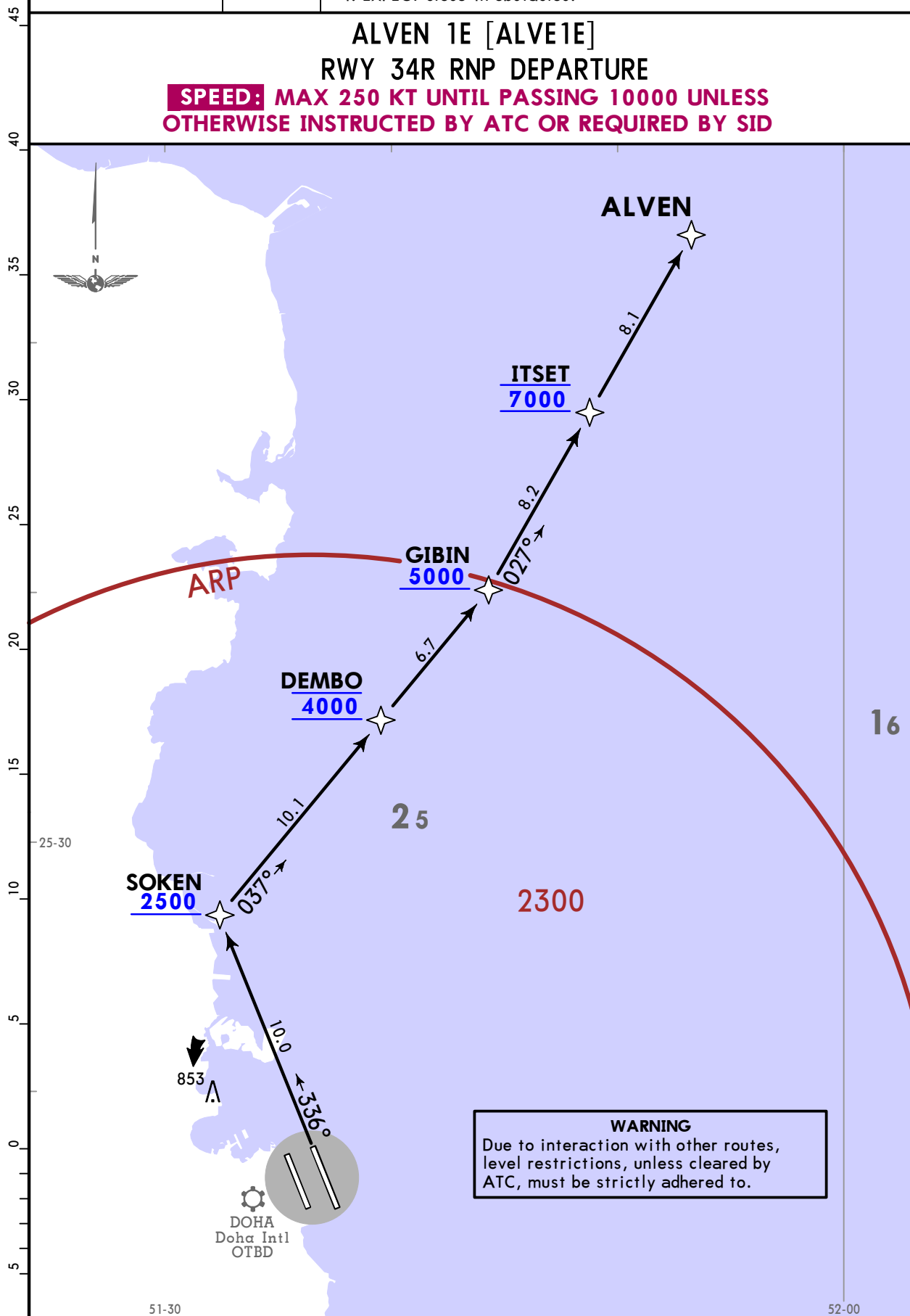
Trans alt: 13000

1. **RNP 1.0**
2. IMMEDIATELY after take-off contact DOHA Approach.
3. On initial contact include designated SID.
4. EXPECT close-in obstacles.

ALVEN 1E [ALVE1E]

RWY 34R RNP DEPARTURE

SPEED: MAX 250 KT UNTIL PASSING 10000 UNLESS OTHERWISE INSTRUCTED BY ATC OR REQUIRED BY SID



WARNING
Due to interaction with other routes,
level restrictions, unless cleared by
ATC, must be strictly adhered to.

ROUTING

SOKEN (2500+) - DEMBO (4000) - GIBIN (5000+) - ITSET (7000) - ALVEN.

OTHH/DOH
HAMAD INTL

JEPPESEN
31 MAR 17 **(20-3H)**

DOHA, QATAR
RNAV SID

DOHA Approach
119.725

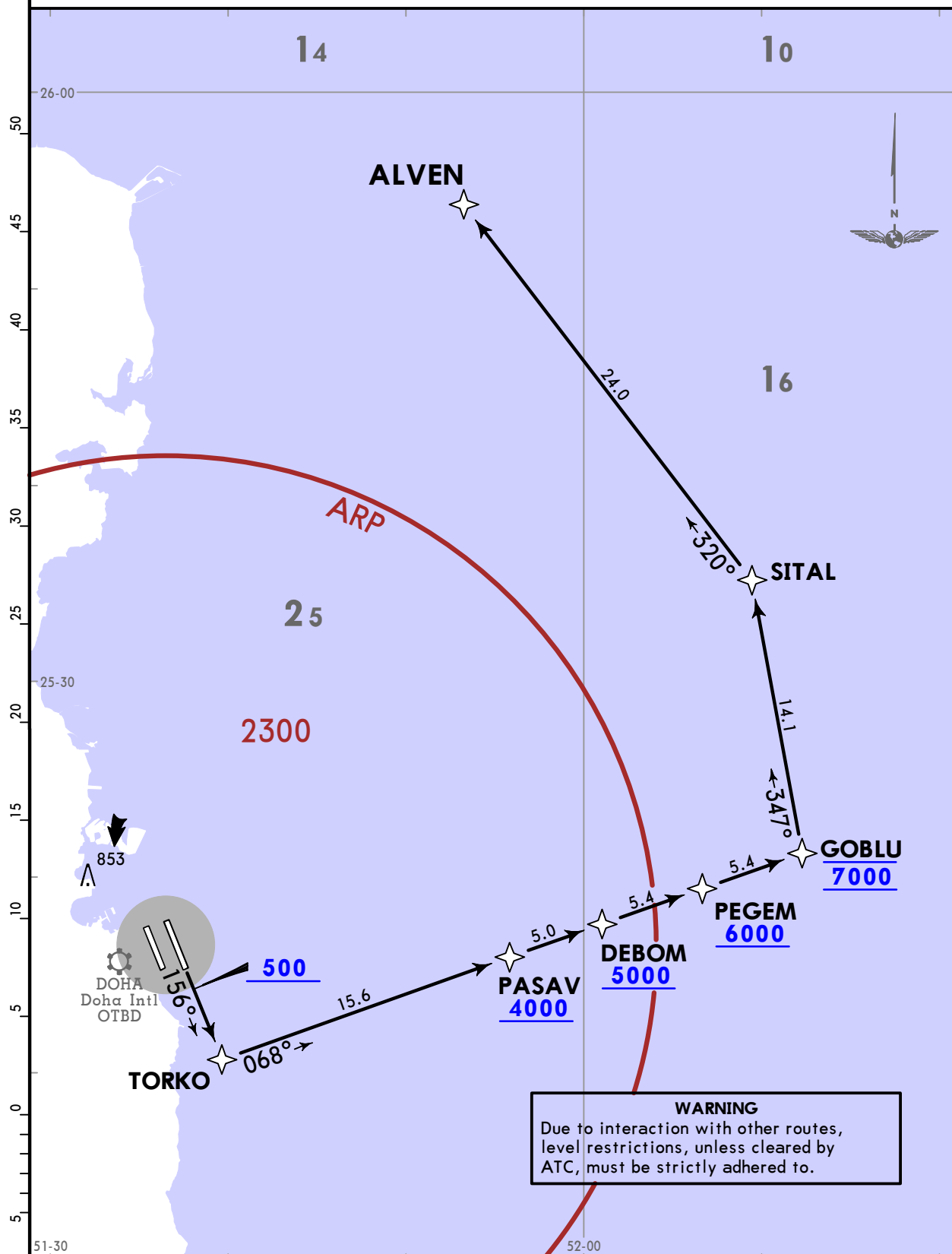
Apt Elev
13

Trans alt: 13000
1. **RNP 1.0**
2. IMMEDIATELY after take-off contact DOHA Approach.
3. On initial contact include designated SID.

ALVEN 1M [ALVE1M]

RWY 16L RNP DEPARTURE

SPEED: MAX 250 KT UNTIL PASSING 10000 UNLESS OTHERWISE INSTRUCTED BY ATC OR REQUIRED BY SID



ROUTING

(500+) - TORKO - PASAV (4000+) - DEBOM (5000+) - PEGEM (6000+) - GOBLU (7000) - SITAL - ALVEN.

OTHH/DOH
HAMAD INTL

JEPPESEN
31 MAR 17 **(20-3J)**

DOHA, QATAR
RNAV SID

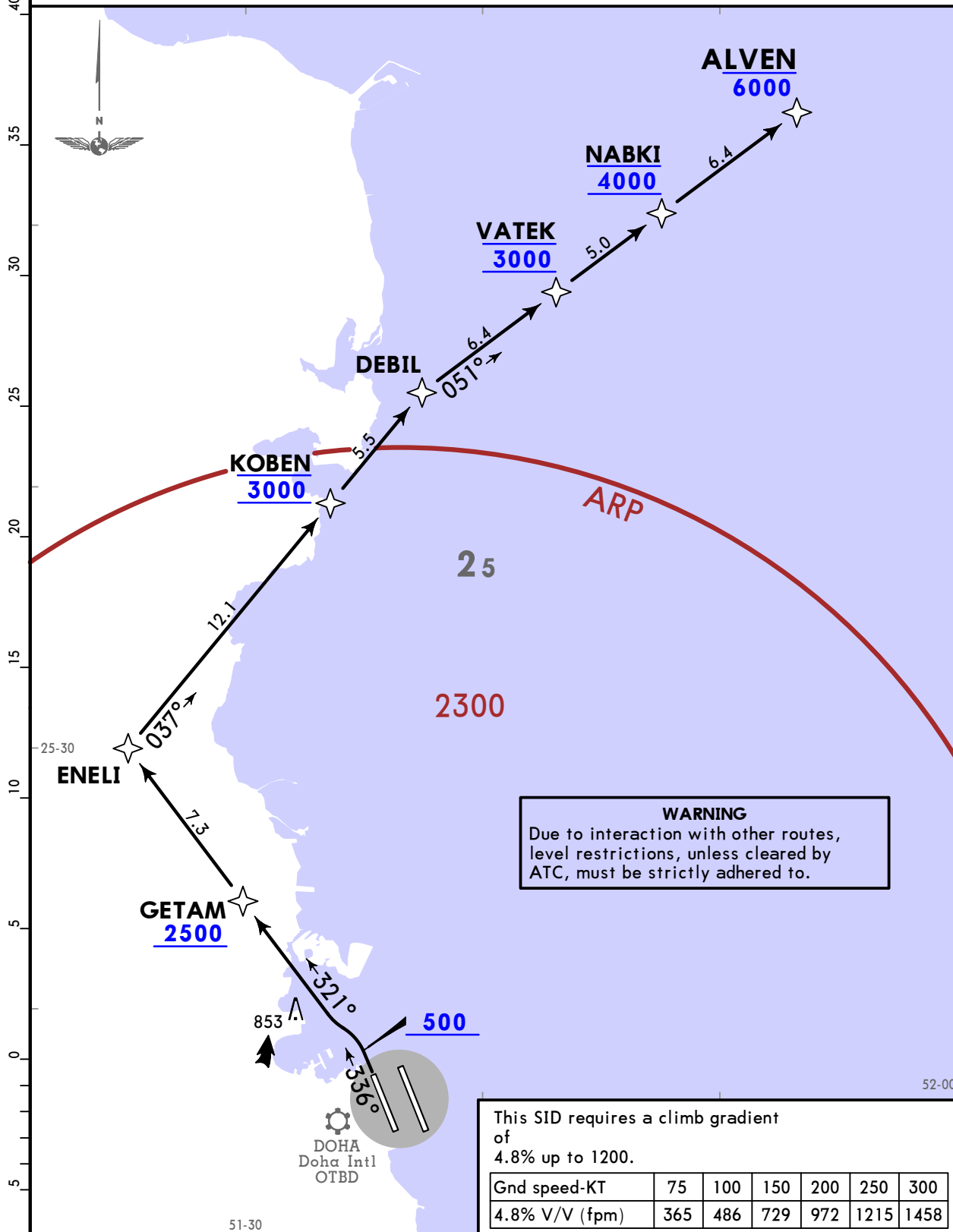
DOHA Approach
119.725

Apt Elev
13

Trans alt: 13000
1. **RNP 1.0**
2. IMMEDIATELY after take-off contact DOHA Approach.
3. On initial contact include designated SID.
4. EXPECT close-in obstacles.

ALVEN 1W [ALVE1W]
RWY 34L RNP DEPARTURE

SPEED: MAX 250 KT UNTIL PASSING 10000 UNLESS OTHERWISE INSTRUCTED BY ATC OR REQUIRED BY SID



ROUTING

(500+) - GETAM (2500+) - ENELI - KOBEN (3000) - DEBIL - VATEK (3000) - NABKI (4000) - ALVEN (6000-).

OTHH/DOH
HAMAD INTL

JEPPESEN
31 MAR 17 **(20-3K)**

DOHA, QATAR
RNAV SID

DOHA Approach
119.725

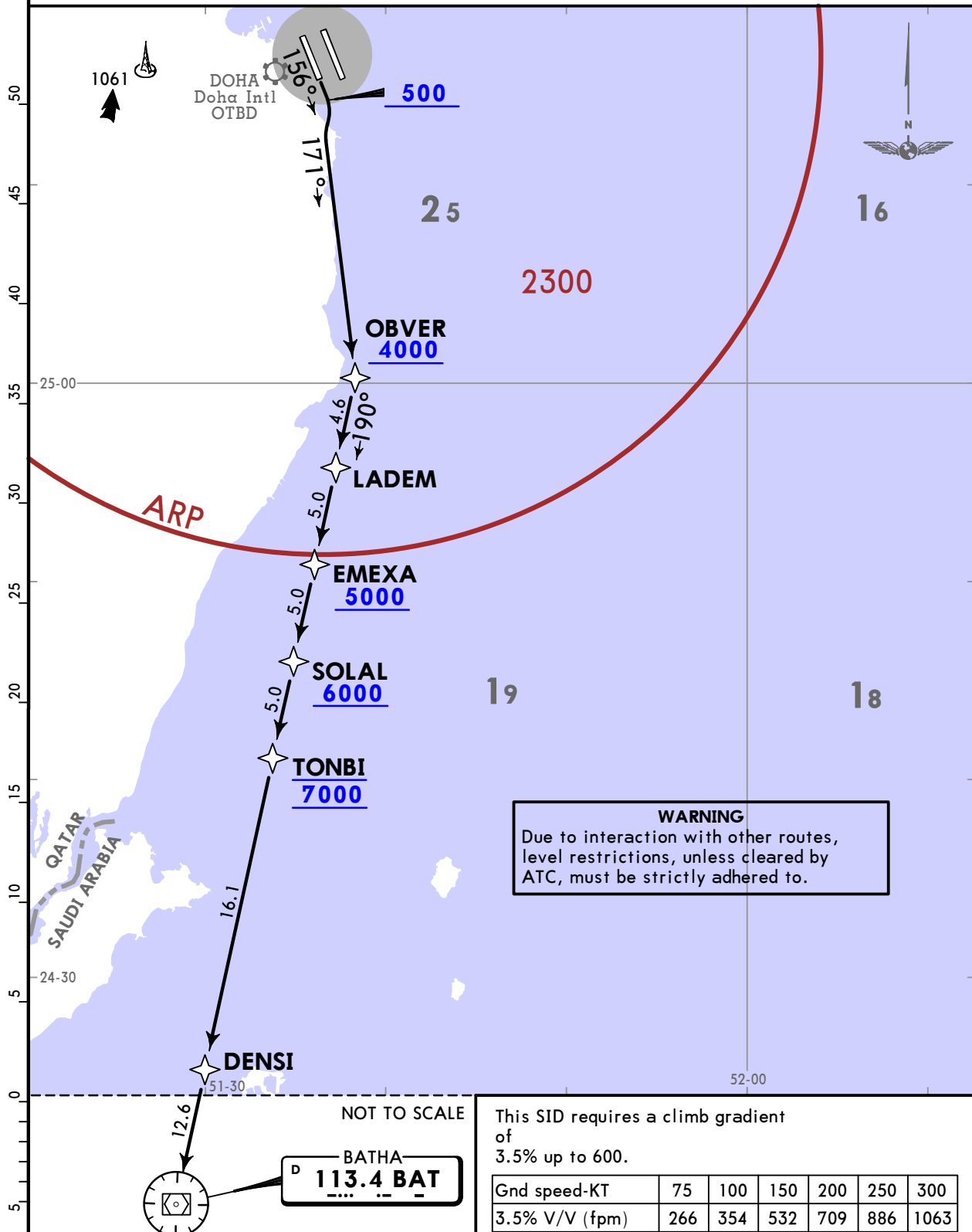
Apt Elev
13

Trans alt: 13000

1. **RNP 1.0**
2. IMMEDIATELY after take-off contact DOHA Approach.
3. On initial contact include designated SID.
4. EXPECT close-in obstacles.

BATHA 1C (BAT 1C) [BATH1C]
RWY 16R RNP DEPARTURE

SPEED: MAX 250 KT UNTIL PASSING 10000 UNLESS OTHERWISE INSTRUCTED BY ATC OR REQUIRED BY SID



ROUTING
(500+) - OBVER (4000+) - LADEM - EMEXA (5000+) - SOLAL (6000+) - TONBI (7000) - DENSI - BAT.

OTHH/DOH
HAMAD INTL

JEPPESEN
31 MAR 17 **(20-3L)**

DOHA, QATAR
RNAV SID

DOHA Approach
119.725

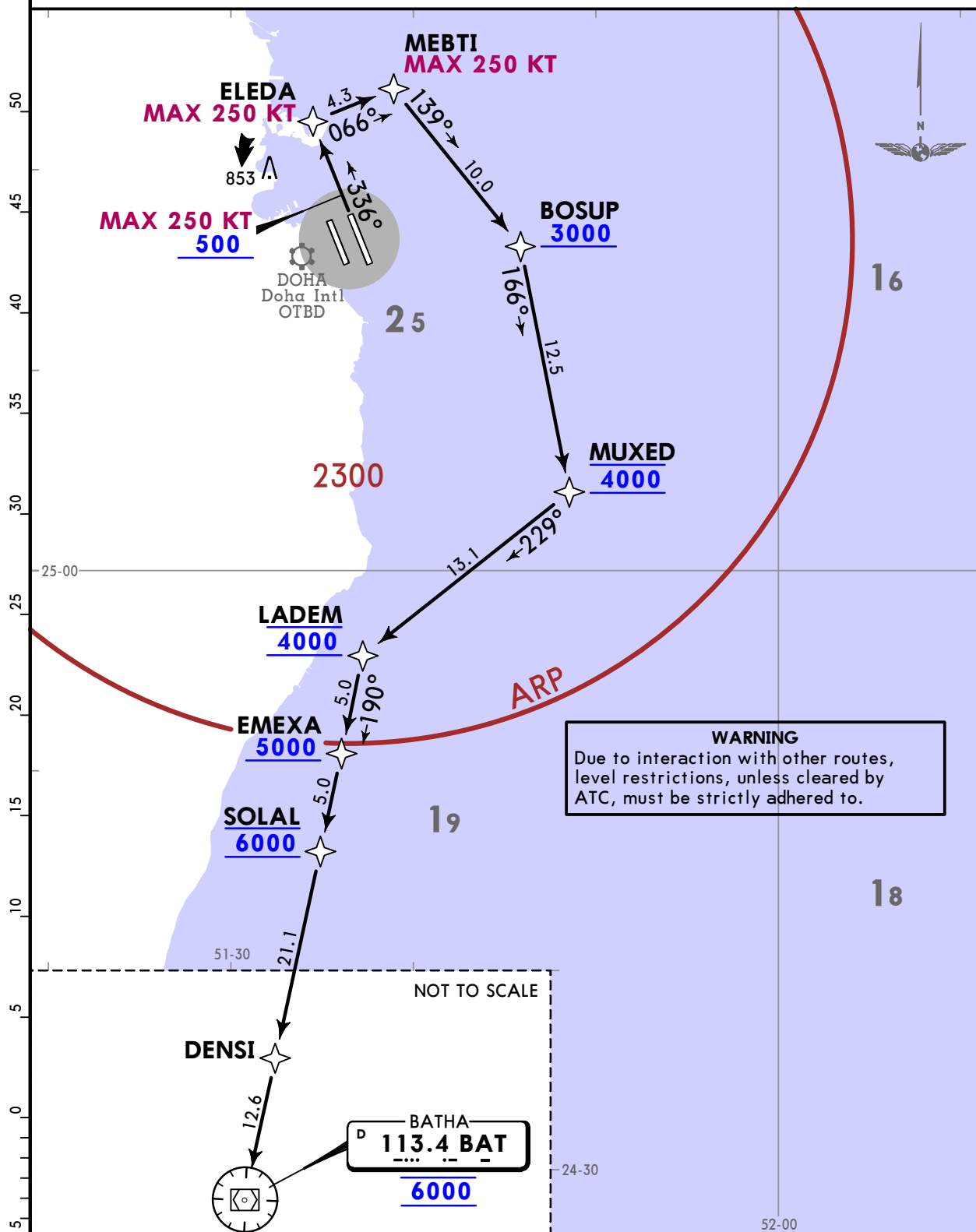
Apt Elev
13

Trans alt: 13000
1. **RNP 1.0**
2. IMMEDIATELY after take-off contact DOHA Approach.
3. On initial contact include designated SID.
4. EXPECT close-in obstacles.

BATHA 1E (BAT 1E) [BATH1E]

RWY 34R RNP DEPARTURE

SPEED: MAX 250 KT UNTIL PASSING 10000 UNLESS OTHERWISE INSTRUCTED BY ATC OR REQUIRED BY SID



ROUTING

(K250-; 500+) - ELEDA (K250-) - MEBTI (K250-) - BOSUP (3000+) - MUXED (4000) - LADEM (4000) - EMEXA (5000+) - SOLAL (6000) - DENSI - BAT (6000).

OTHH/DOH
HAMAD INTL

JEPPESEN
31 MAR 17 **(20-3M)**

DOHA, QATAR
RNAV SID

DOHA Approach
119.725

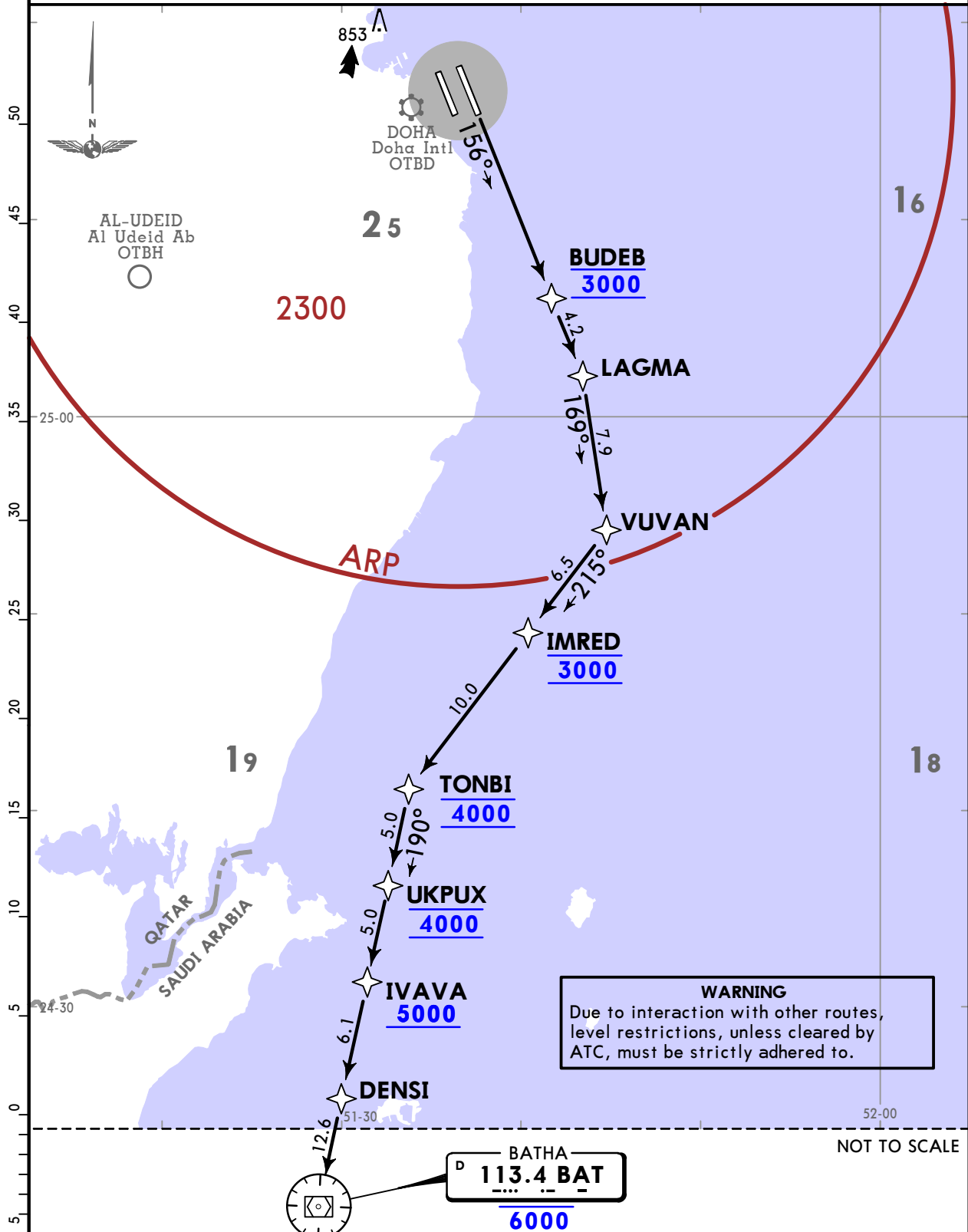
Apt Elev
13

Trans alt: 13000
1. **RNP 1.0**
2. IMMEDIATELY after take-off contact DOHA Approach.
3. On initial contact include designated SID.

BATHA 1M [BATH1M]

RWY 16L RNP DEPARTURE

SPEED: MAX 250 KT UNTIL PASSING 10000 UNLESS OTHERWISE INSTRUCTED BY ATC OR REQUIRED BY SID



ROUTING

BUDEB (3000) - LAGMA - VUVAN - IMRED (3000) - TONBI (4000) - UKPUX (4000) - IVAVA (5000+) - DENSI - BAT (6000-).

OTHH/DOH
HAMAD INTL

JEPPesen
31 MAR 17 **(20-3N)**

DOHA, QATAR
RNAV SID

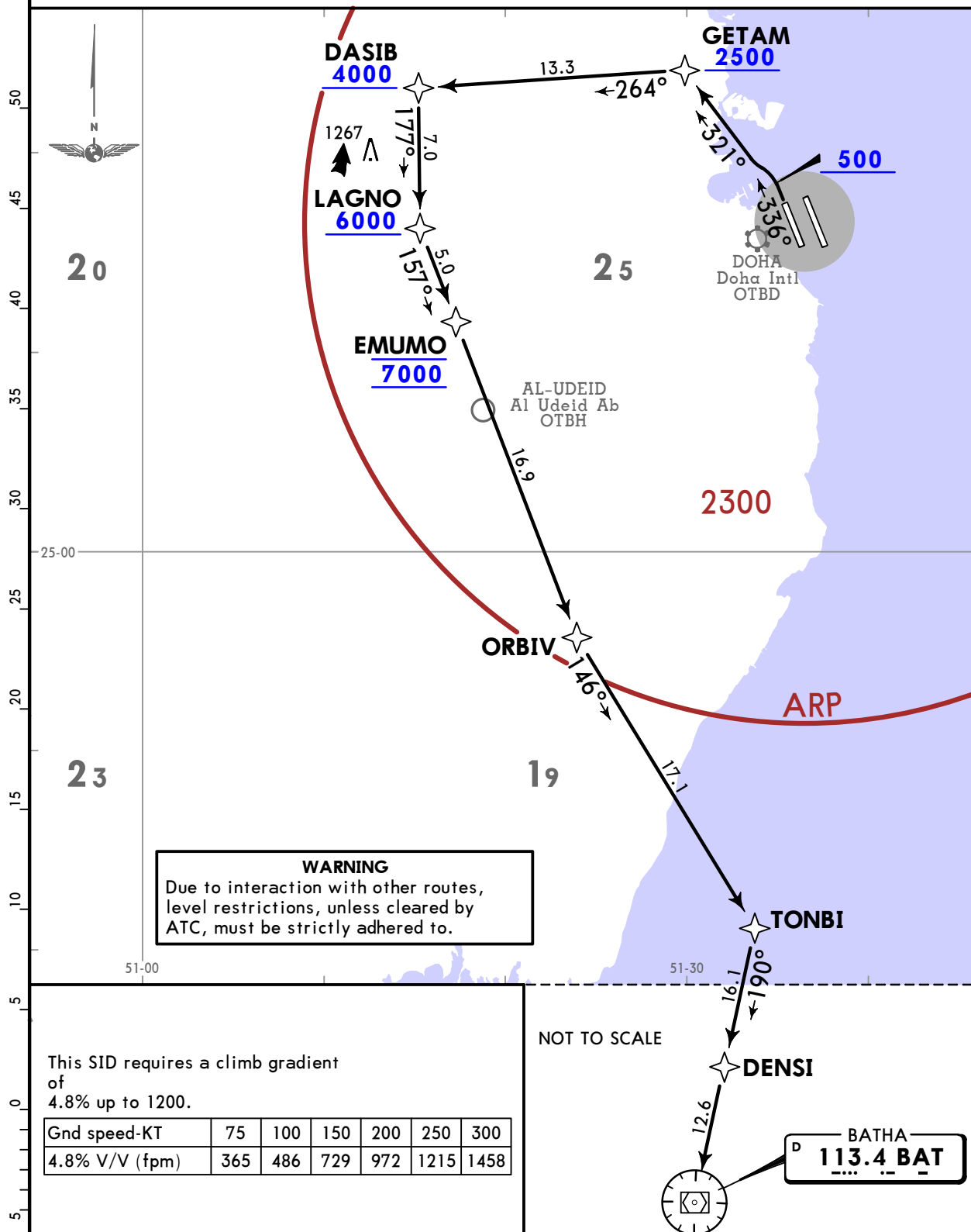
DOHA Approach
119.725

Apt Elev
13

Trans alt: 13000
1. **RNP 1.0**
2. IMMEDIATELY after take-off contact DOHA Approach.
3. On initial contact include designated SID.
4. EXPECT close-in obstacles.

BATHA 1W [BATH1W]
RWY 34L RNP DEPARTURE

SPEED: MAX 250 KT UNTIL PASSING 10000 UNLESS OTHERWISE INSTRUCTED BY ATC OR REQUIRED BY SID



ROUTING

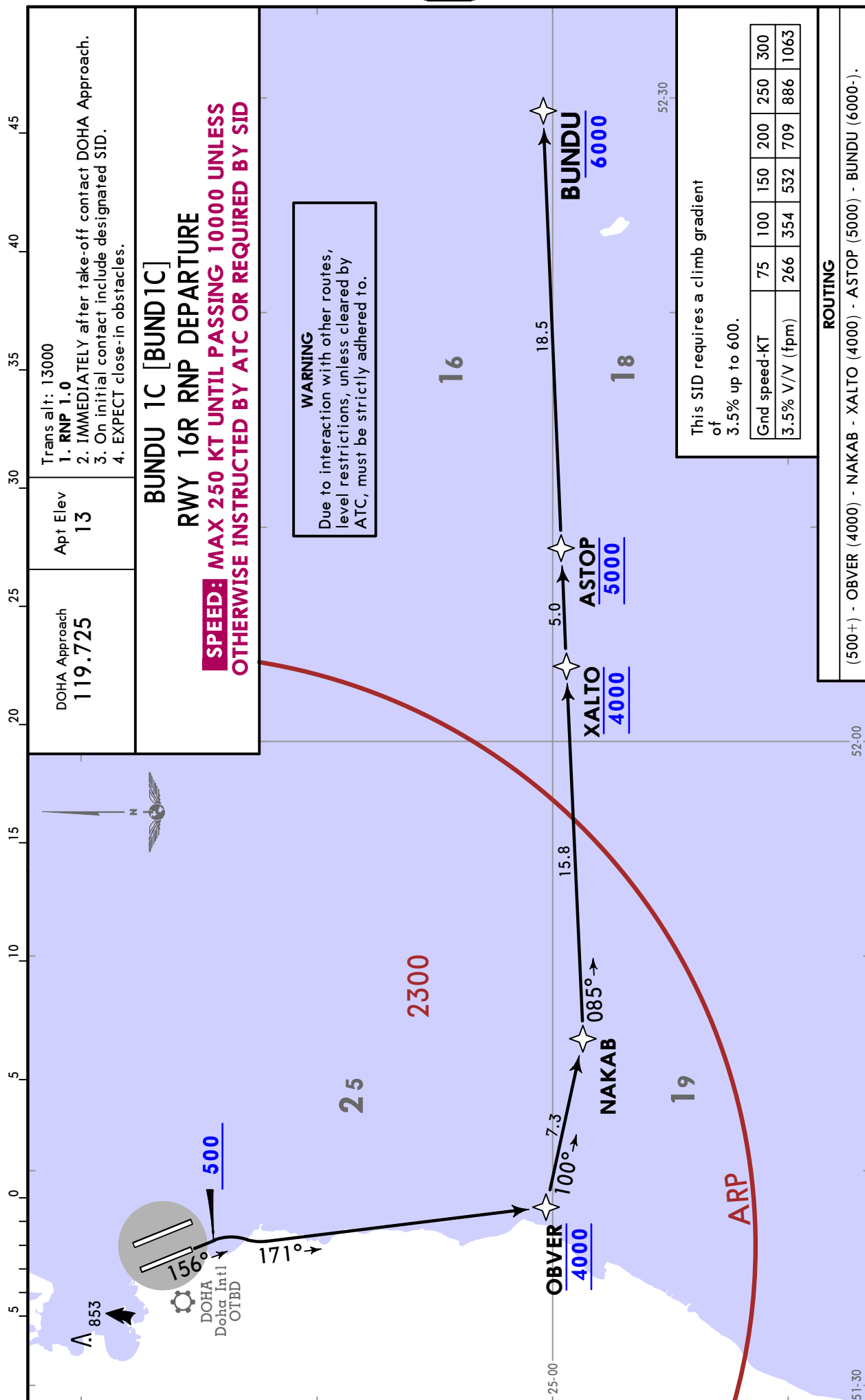
(500+) - GETAM (2500+) - DASIB (4000+) - LAGNO (6000+) - EMUMO (7000) - ORBIV - TONBI -
DENSI - BAT

OTHH/DOH
HAMAD INTL

31 MAR 17

JEPPesen
(20-3P)

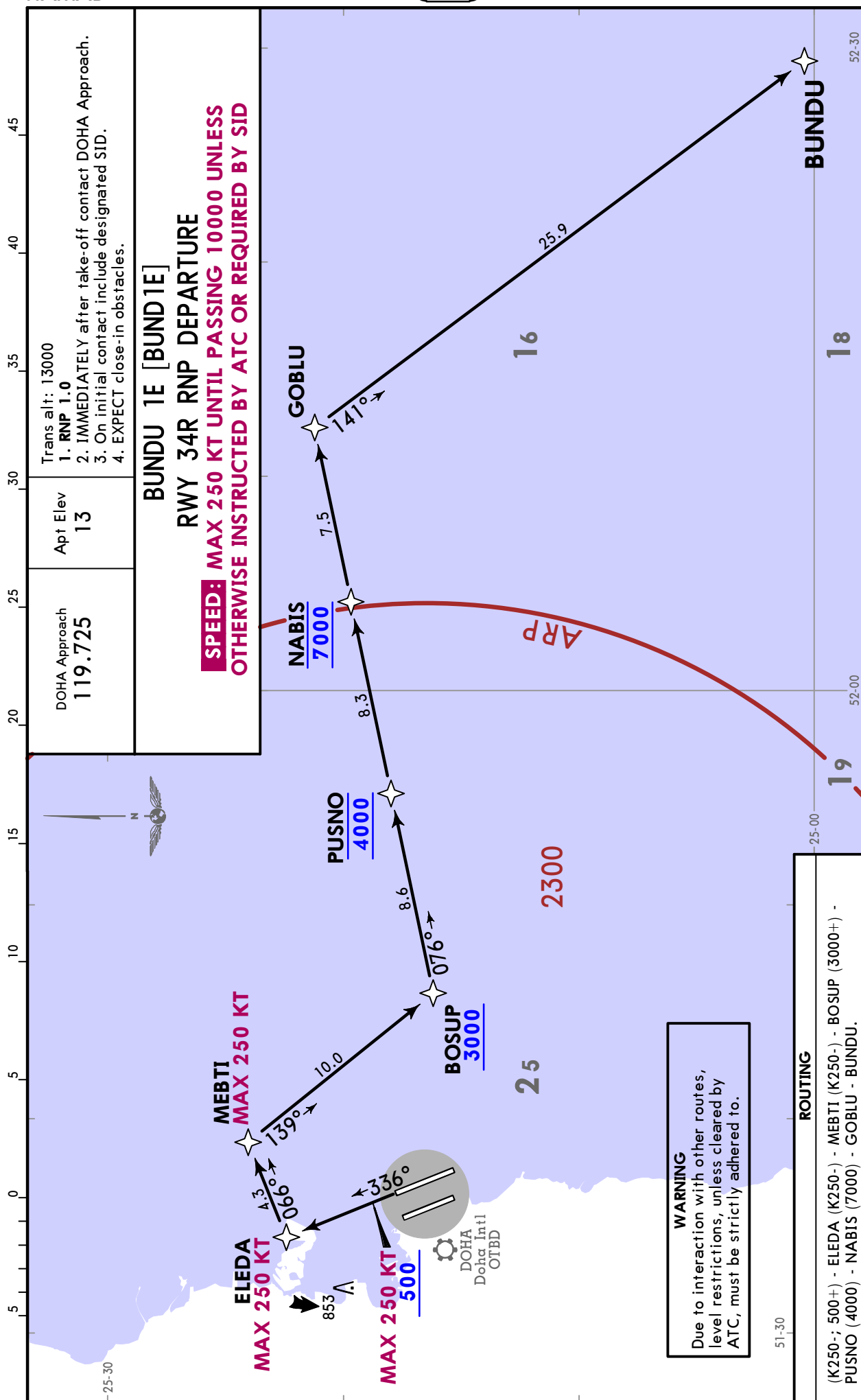
DOHA, QATAR
RNAV SID



OTHH/DOH
HAMAD INTL

JEPPESSEN
31 MAR 17 **(20-3Q)**

DOHA, QATAR
RNAV SID

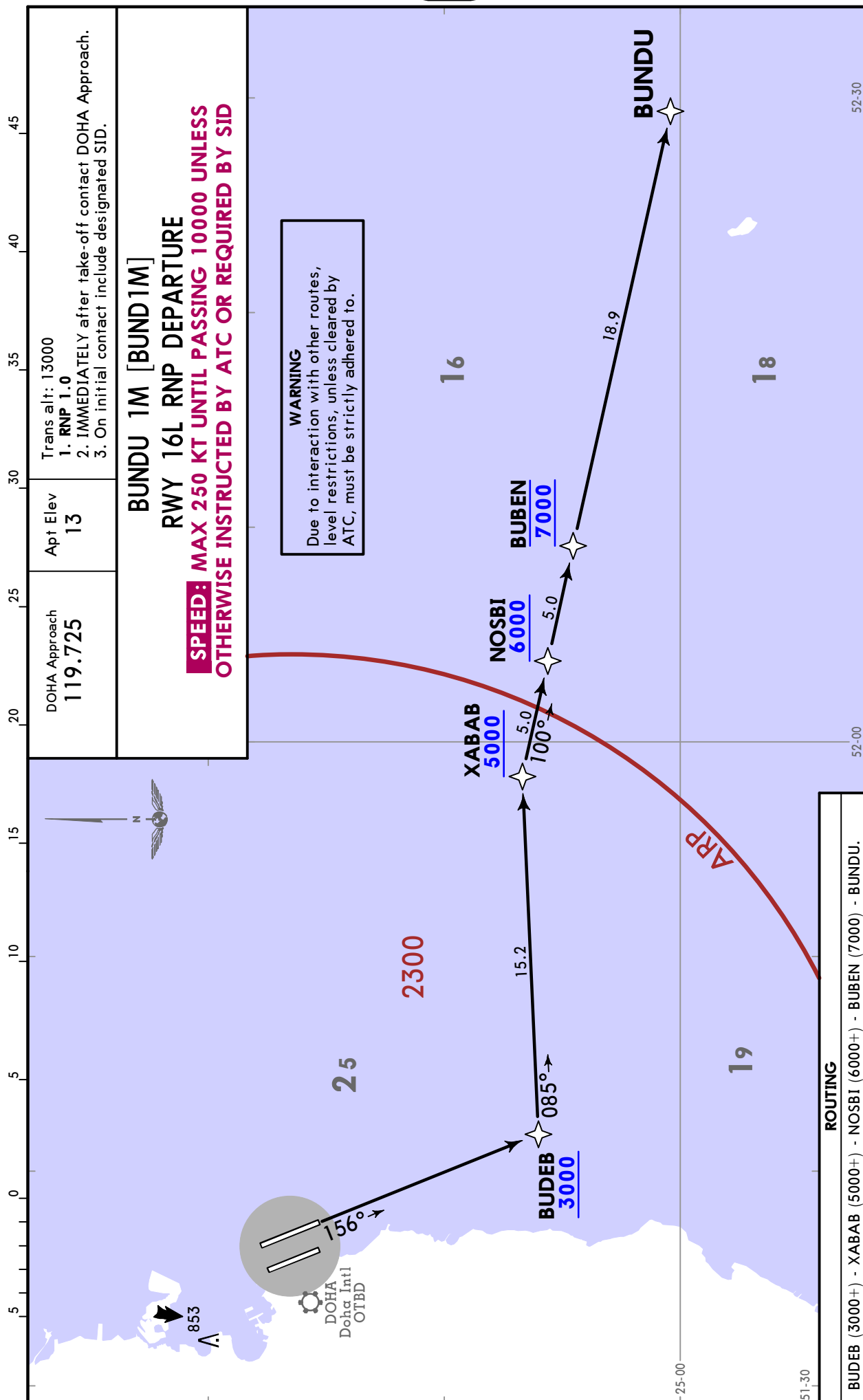


OTHH/DOH
HAMAD INTL

31 MAR 17

JEPPESSEN
20-3S

DOHA, QATAR
RNAV SID

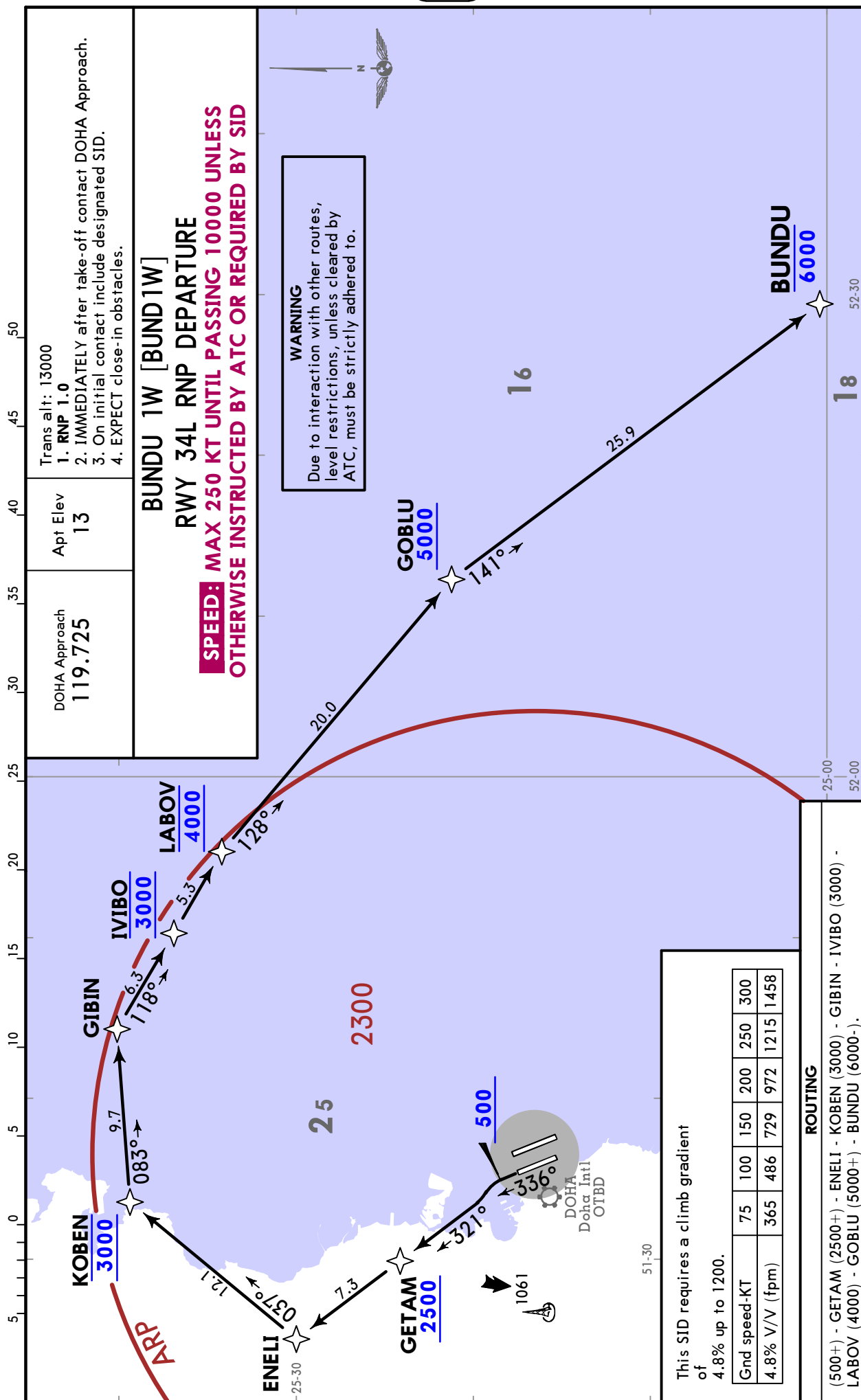


OTHH/DOH
HAMAD INTL

31 MAR 17

JEPPESSEN
(20-3T)

DOHA, QATAR
RNAV SID



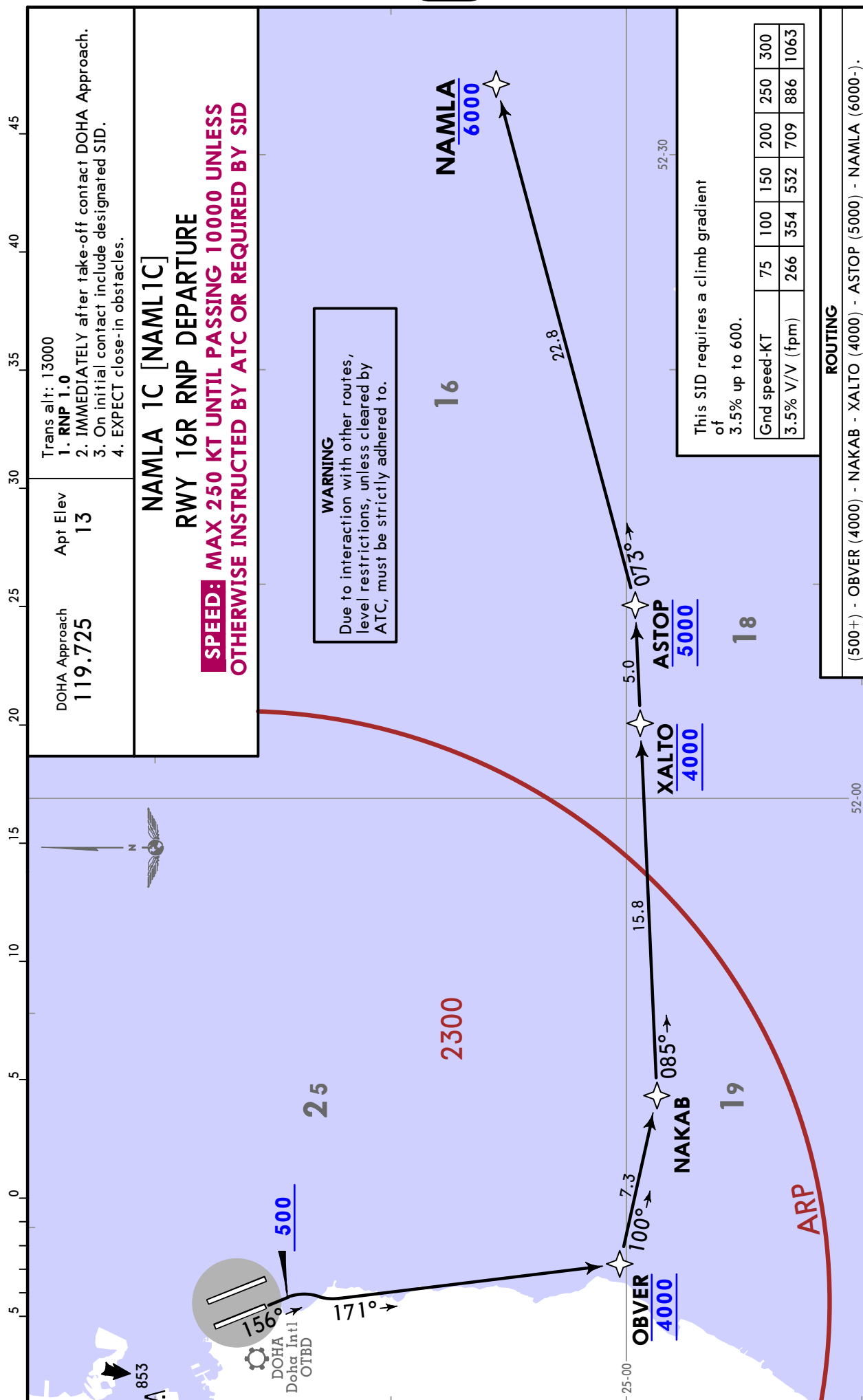
OTHH/DOH
HAMAD INTL

31 MAR 17

JEPPesen
20-3U

DOHA, QATAR

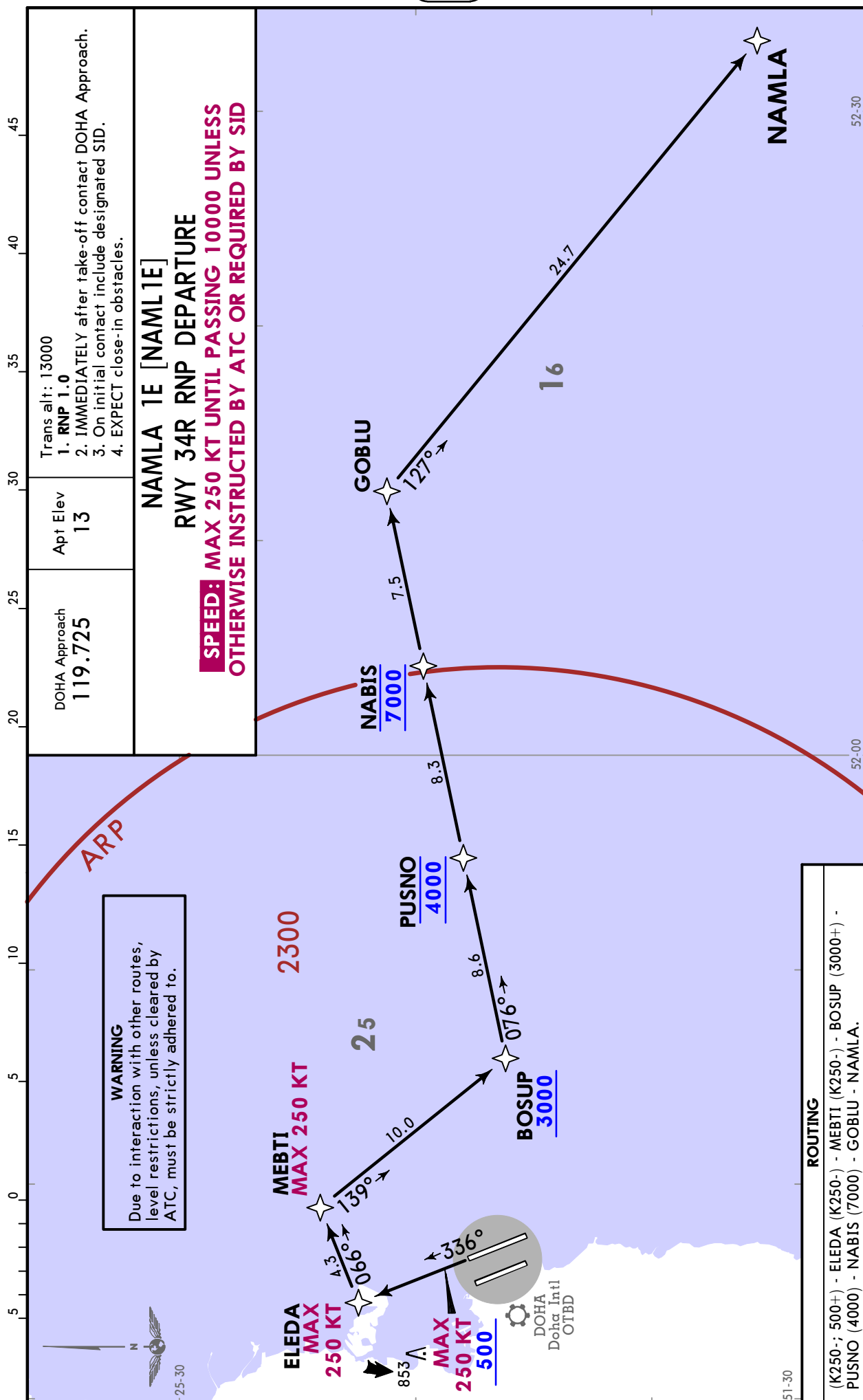
RNAV SID



OTHH/DOH
HAMAD INTL

JEPPESEN
31 MAR 17 **(20-3V)**

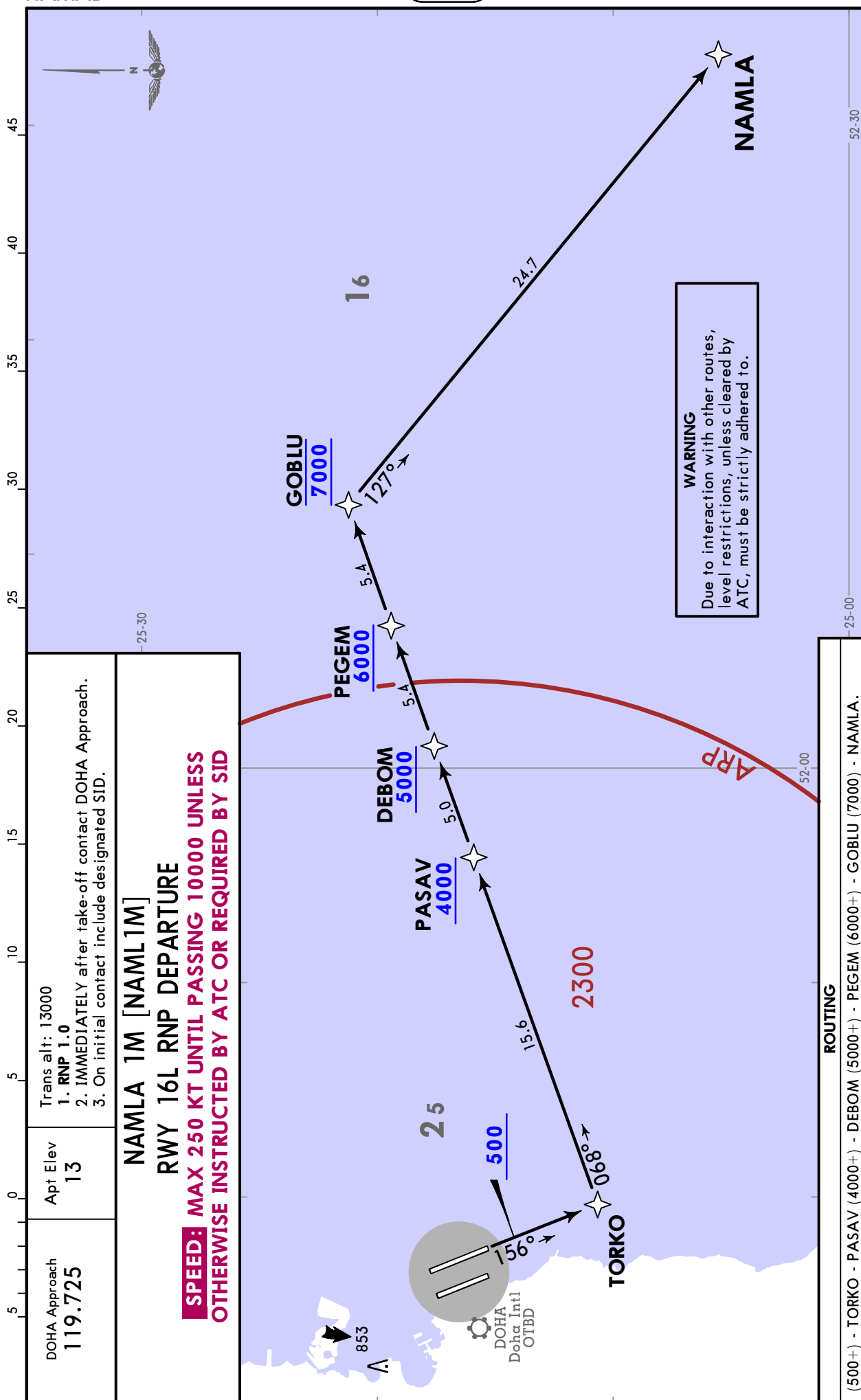
DOHA, QATAR
RNAV SID



OTHH/DOH
HAMAD INTL

JEPPESSEN
31 MAR 17 **(20-3V1)**

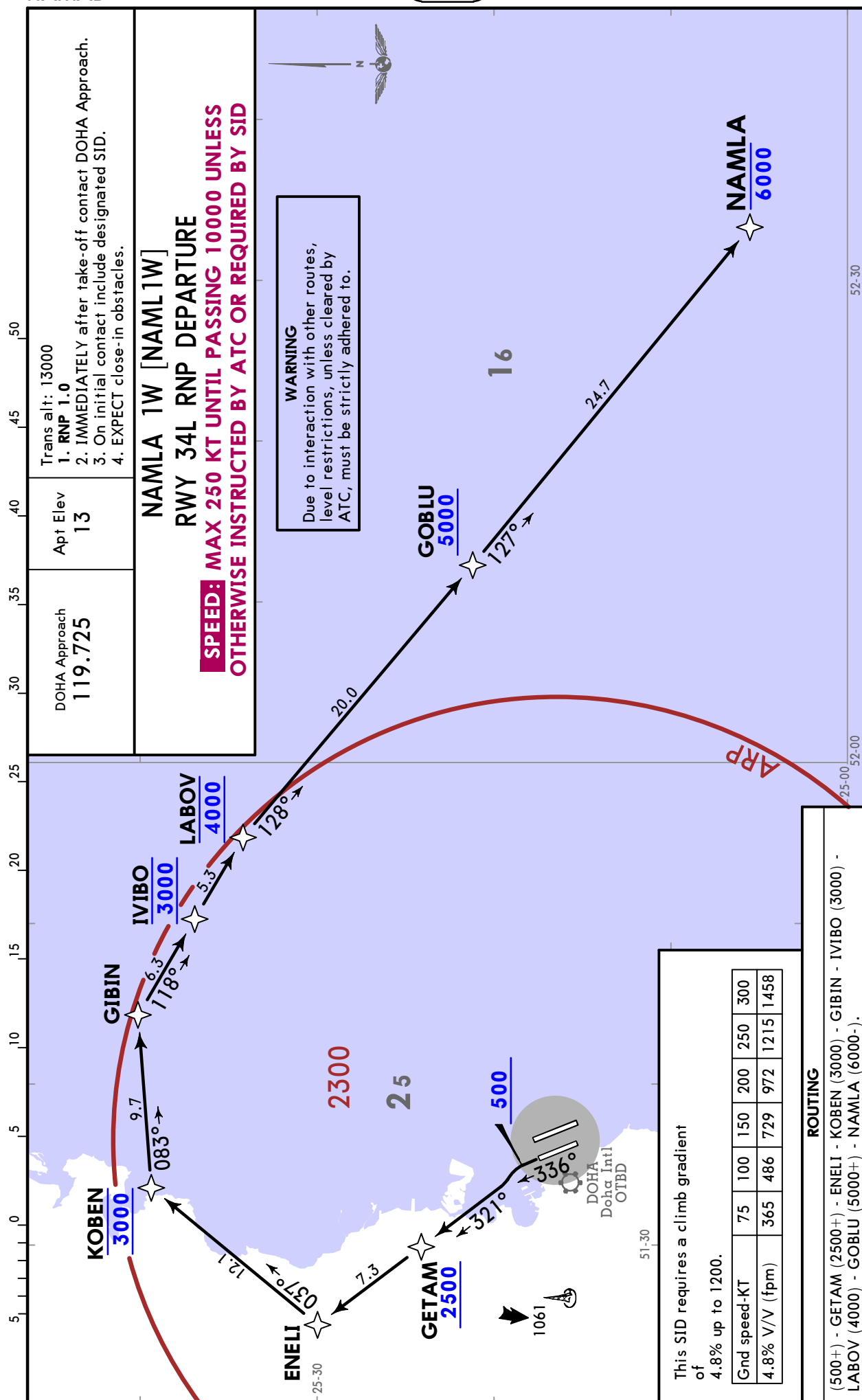
DOHA, QATAR
RNAV SID



OTHH/DOH
HAMAD INTL

JEPPESSEN
31 MAR 17 **(20-3V2)**

DOHA, QATAR
RNAV SID



OTHH/DOH
HAMAD INTL

JEPPESSEN
31 MAR 17 **(20-3W)**

DOHA, QATAR
RNAV SID

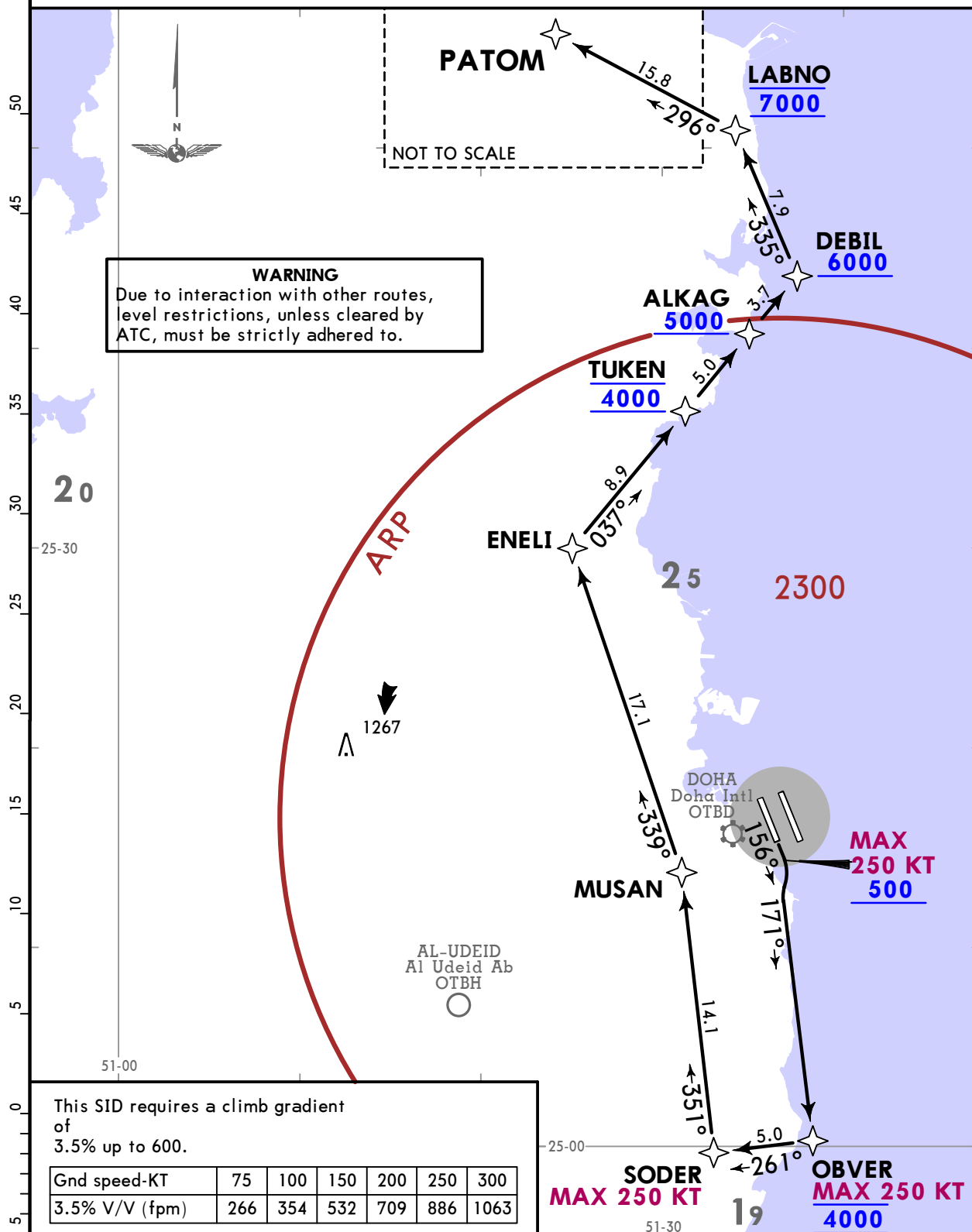
DOHA Approach
119.725

Apt Elev
13

Trans alt: 13000
1. **RNP 1.0**
2. IMMEDIATELY after take-off contact DOHA Approach.
3. On initial contact include designated SID.
4. EXPECT close-in obstacles.

PATOM 1C [PAT01C]
RWY 16R RNP DEPARTURE

SPEED: MAX 250 KT UNTIL PASSING 10000 UNLESS OTHERWISE INSTRUCTED BY ATC OR REQUIRED BY SID



OTHH/DOH
HAMAD INTL

JEPPESEN
31 MAR 17 **(20-3X)**

DOHA, QATAR
RNAV SID

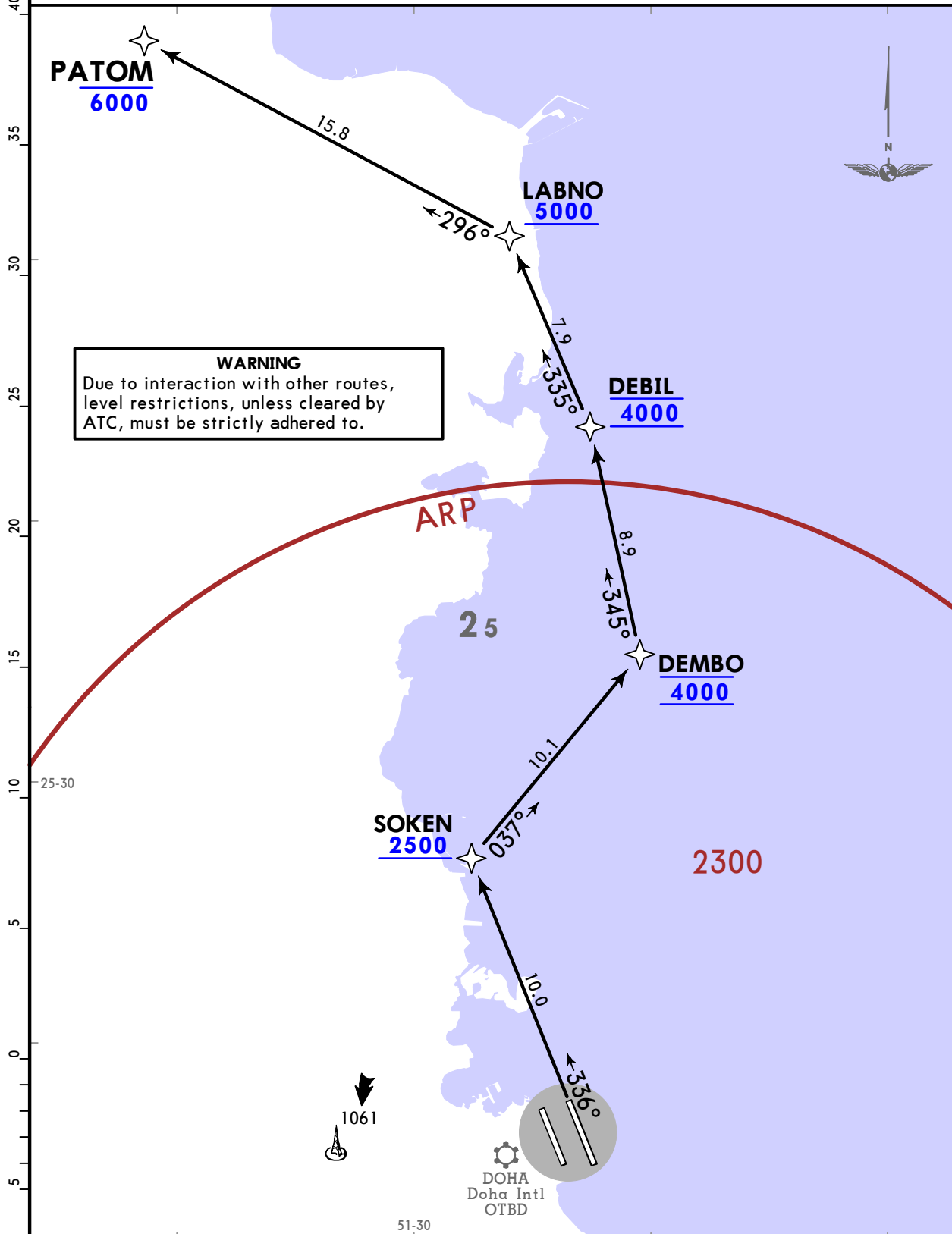
DOHA Approach
119.725

Apt Elev
13

Trans alt: 13000
1. **RNP 1.0**
2. IMMEDIATELY after take-off contact DOHA Approach.
3. On initial contact include designated SID.
4. EXPECT close-in obstacles.

PATOM 1E [PATO1E]
RWY 34R RNP DEPARTURE

SPEED: MAX 250 KT UNTIL PASSING 10000 UNLESS OTHERWISE INSTRUCTED BY ATC OR REQUIRED BY SID



ROUTING

SOKEN (2500+) - DEMBO (4000) - DEBIL (4000) - LABNO (5000+) - PATOM (6000-).

OTHH/DOH
HAMAD INTL

JEPPesen
31 MAR 17 **(20-3X1)**

DOHA, QATAR
RNAV SID

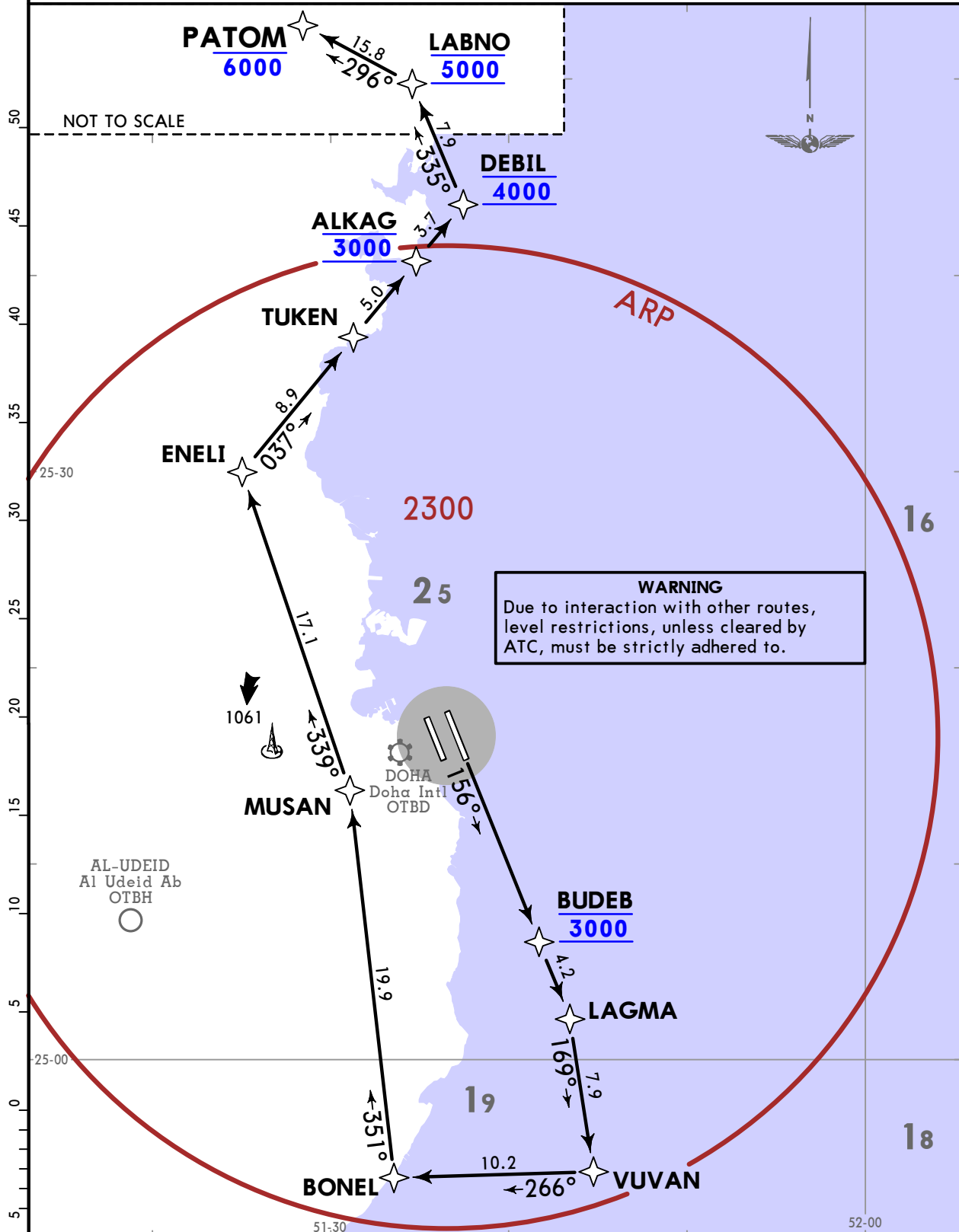
DOHA Approach
119.725

Apt Elev
13

Trans alt: 13000
1. **RNP 1.0**
2. IMMEDIATELY after take-off contact DOHA Approach.
3. On initial contact include designated SID.

PATOM 1M [PATO1M]
RWY 16L RNP DEPARTURE

SPEED: MAX 250 KT UNTIL PASSING 10000 UNLESS OTHERWISE INSTRUCTED BY ATC OR REQUIRED BY SID



OTHH/DOH
HAMAD INTL

JEPPESEN
31 MAR 17 **(20-3X2)**

DOHA, QATAR
RNAV SID

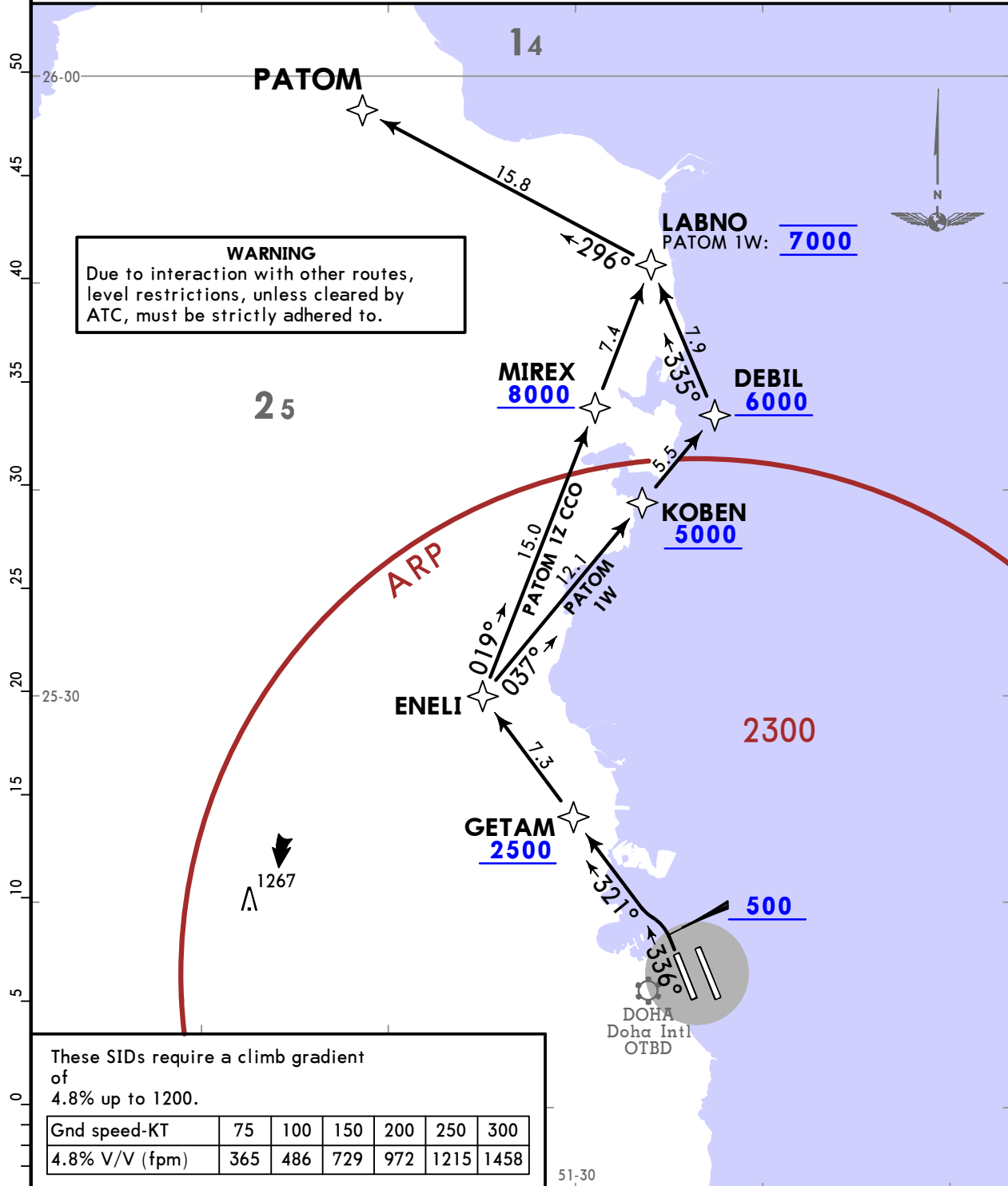
DOHA Approach
119.725

Apt Elev
13

Trans alt: 13000
1. **RNP 1.0**
2. IMMEDIATELY after take-off contact DOHA Approach.
3. On initial contact include designated SID.
4. EXPECT close-in obstacles.

PATOM 1W [PAT01W]
PATOM 1Z CCO [PAT01Z]
RWY 34L RNP DEPARTURES

SPEED: MAX 250 KT UNTIL PASSING 10000 UNLESS OTHERWISE INSTRUCTED BY ATC OR REQUIRED BY SID

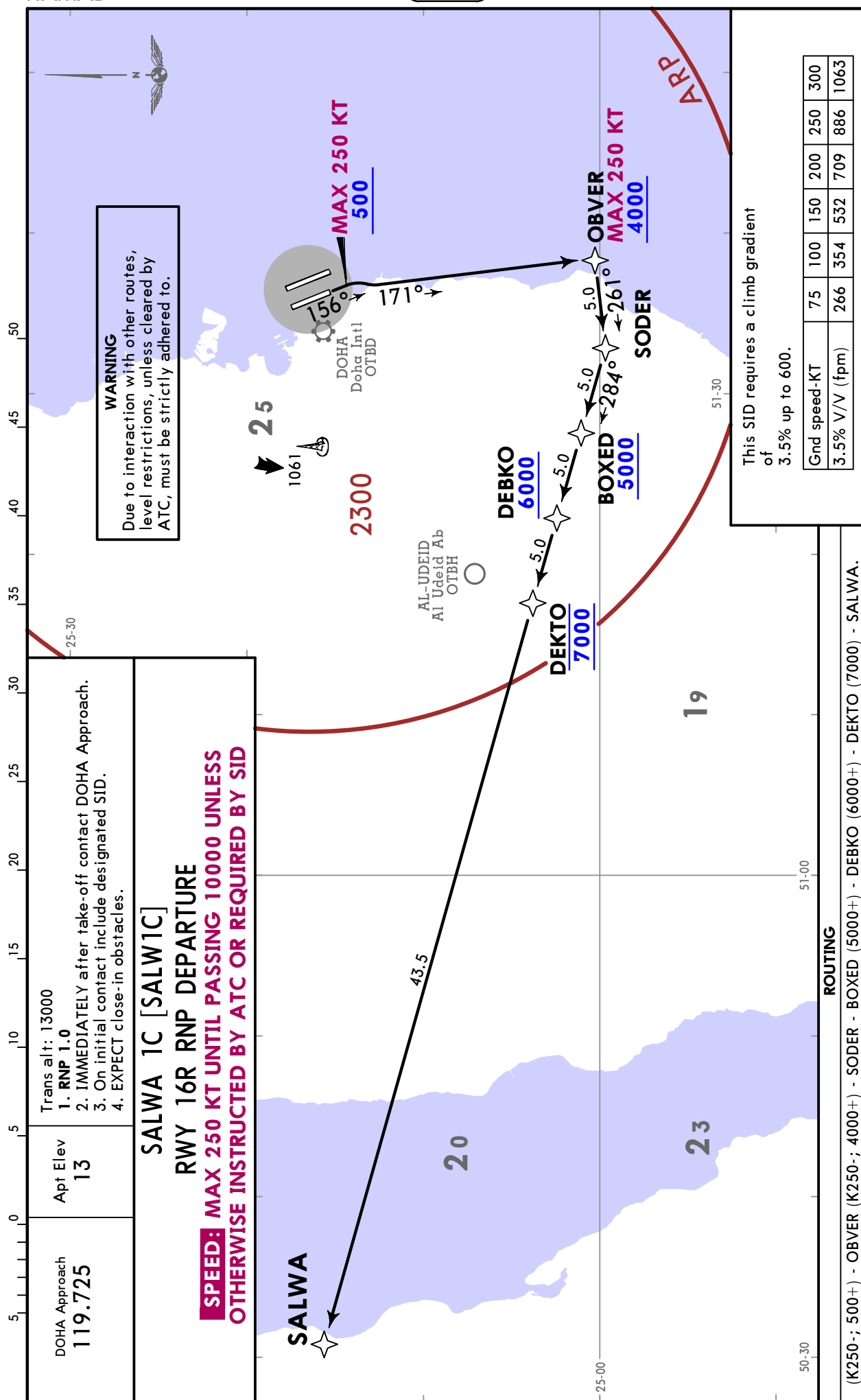


SID	ROUTING
PATOM 1W	(500+) - GETAM (2500+) - ENELI - KOBEN (5000+) - DEBIL (6000+) - LABNO (7000) - PATOM.
PATOM 1Z CCO	(500+) - GETAM (2500+) - ENELI - MIREX (8000+) - LABNO - PATOM.

OTHH/DOH
 HAMAD INTL

JEPPESSEN
 31 MAR 17 20-3X3

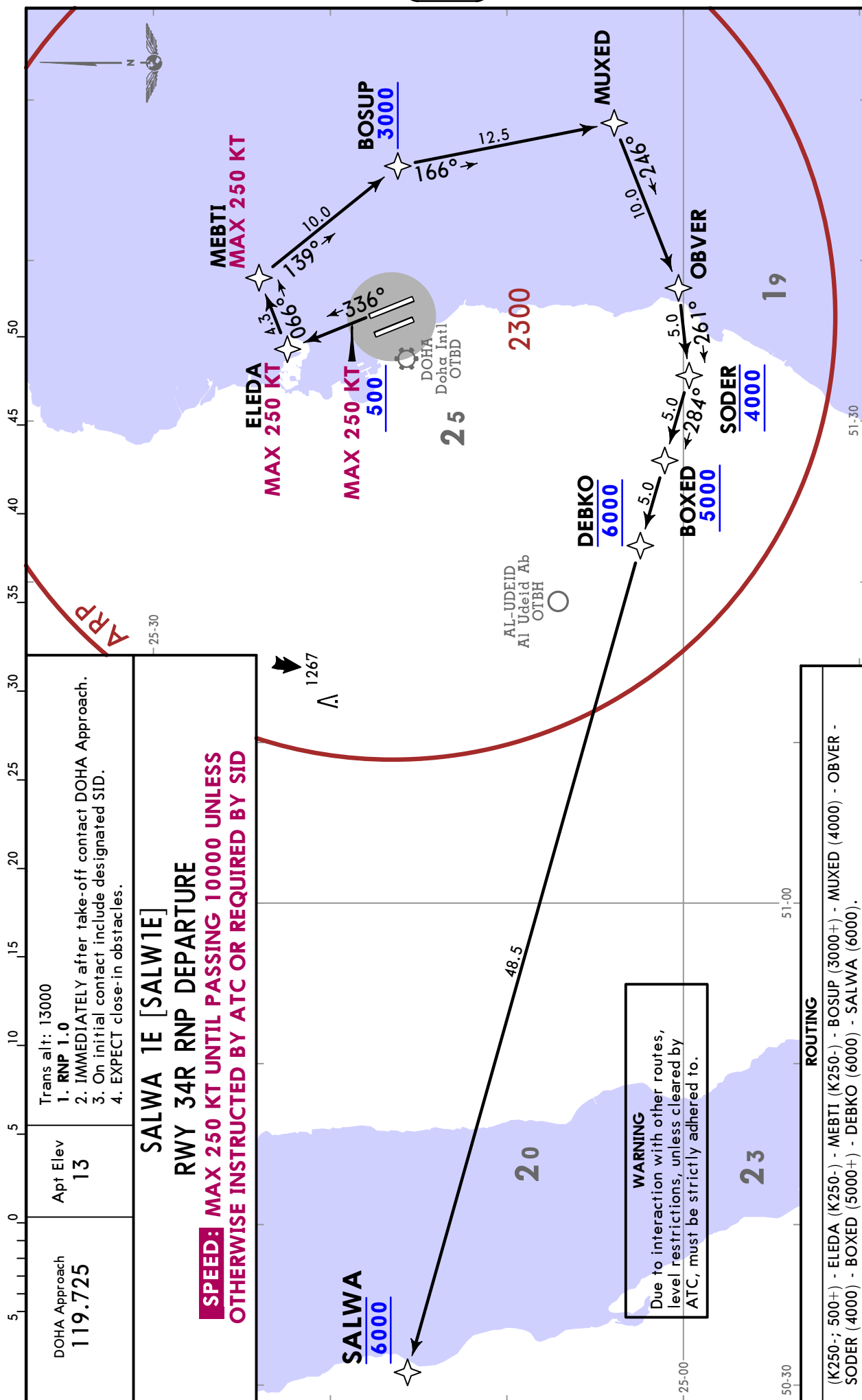
DOHA, QATAR
 RNAV SID



OTHH/DOH
HAMAD INTL

JEPPesen
31 MAR 17 20-3X4

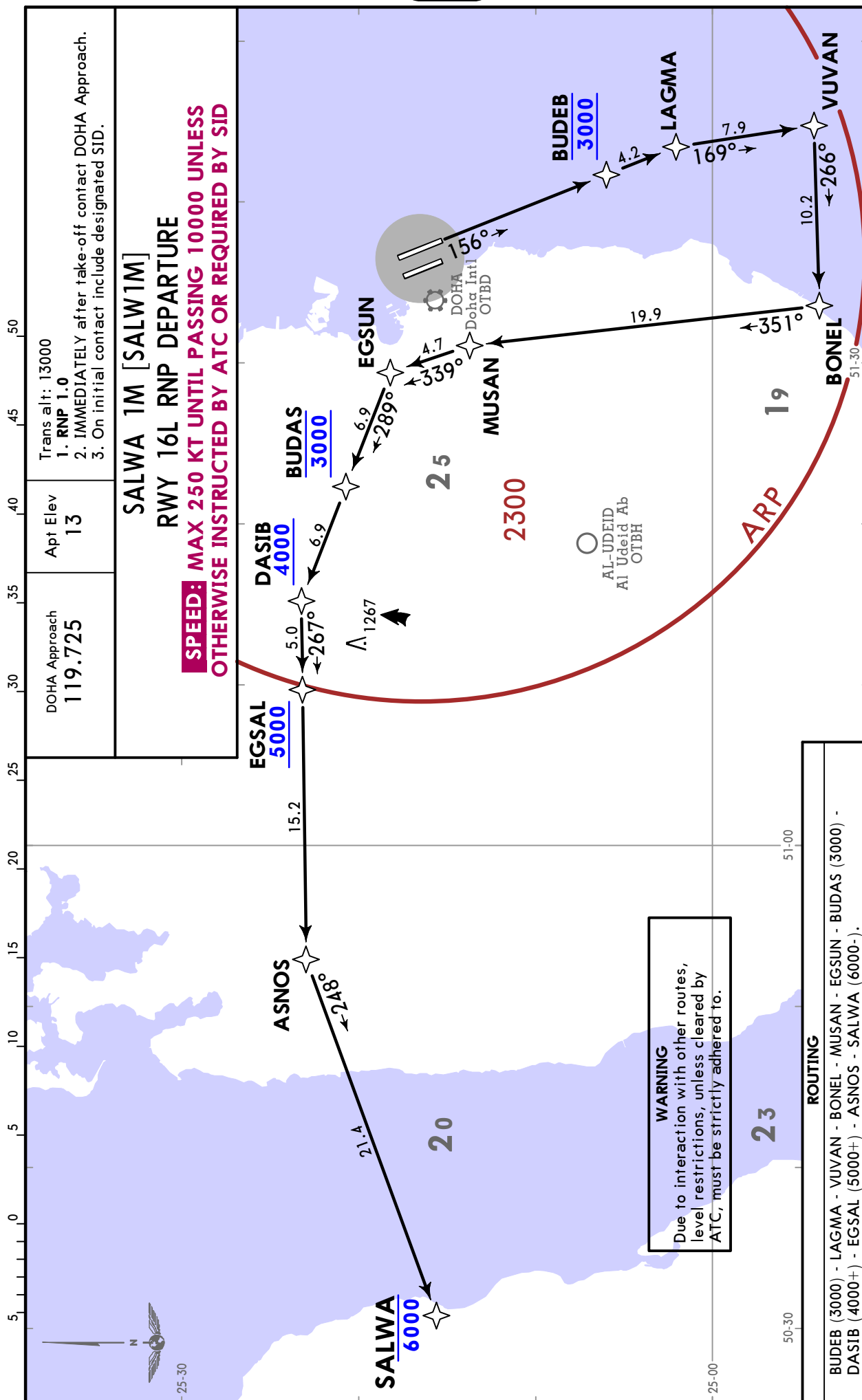
DOHA, QATAR
RNAV SID



OTHH/DOH
HAMAD INTL

JEPPesen
31 MAR 17 **(20-3X5)**

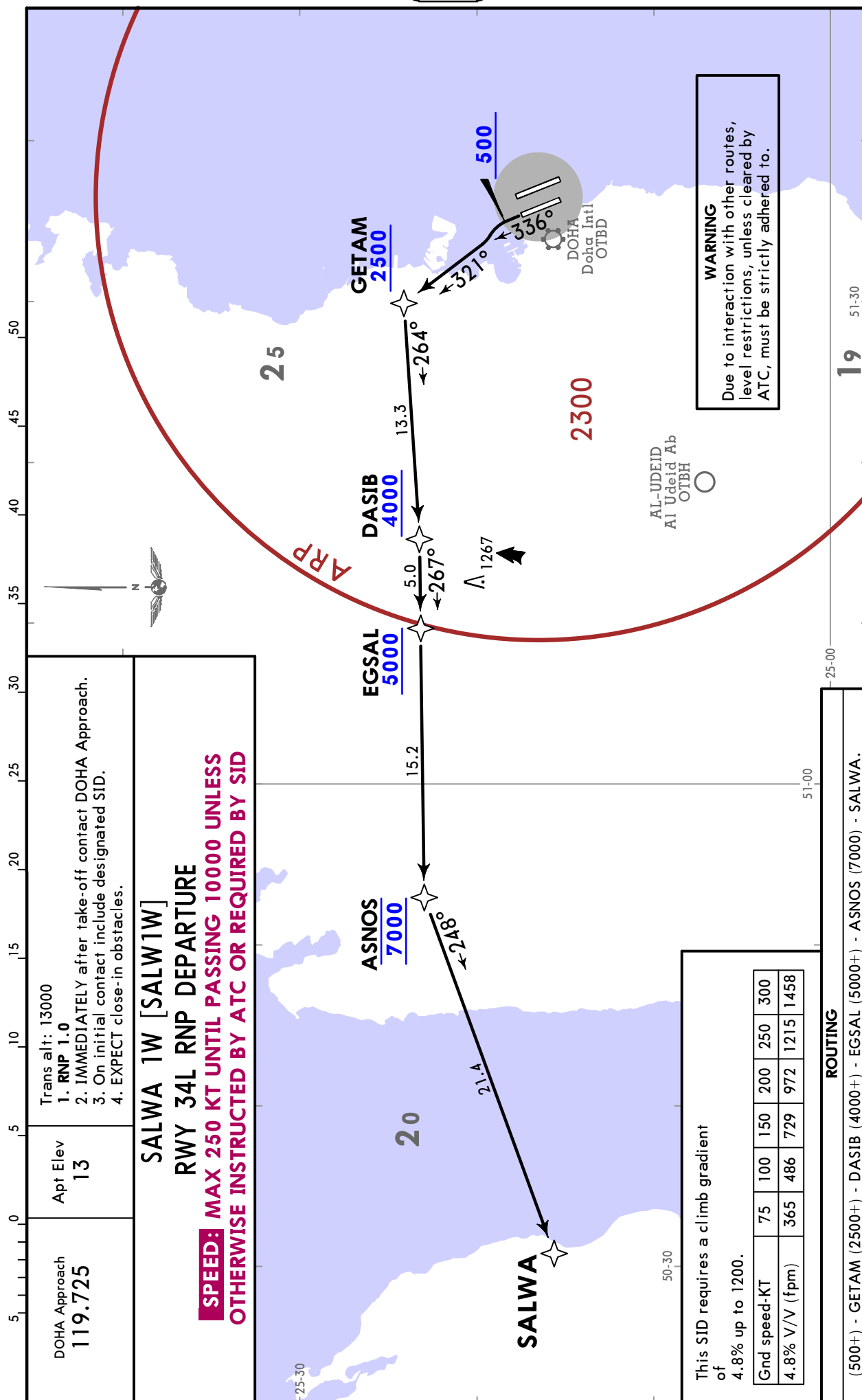
DOHA, QATAR
RNAV SID



OTHH/DOH
HAMAD INTL

31 MAR 17 **JEPPesen**
20-3X6

DOHA, QATAR
RNAV SID



OTHH/DOH
HAMAD INTL

JEPPESEN
31 MAR 17 (20-3X7)

DOHA, QATAR

SID

DOHA Approach
119.725

Apt Elev
13

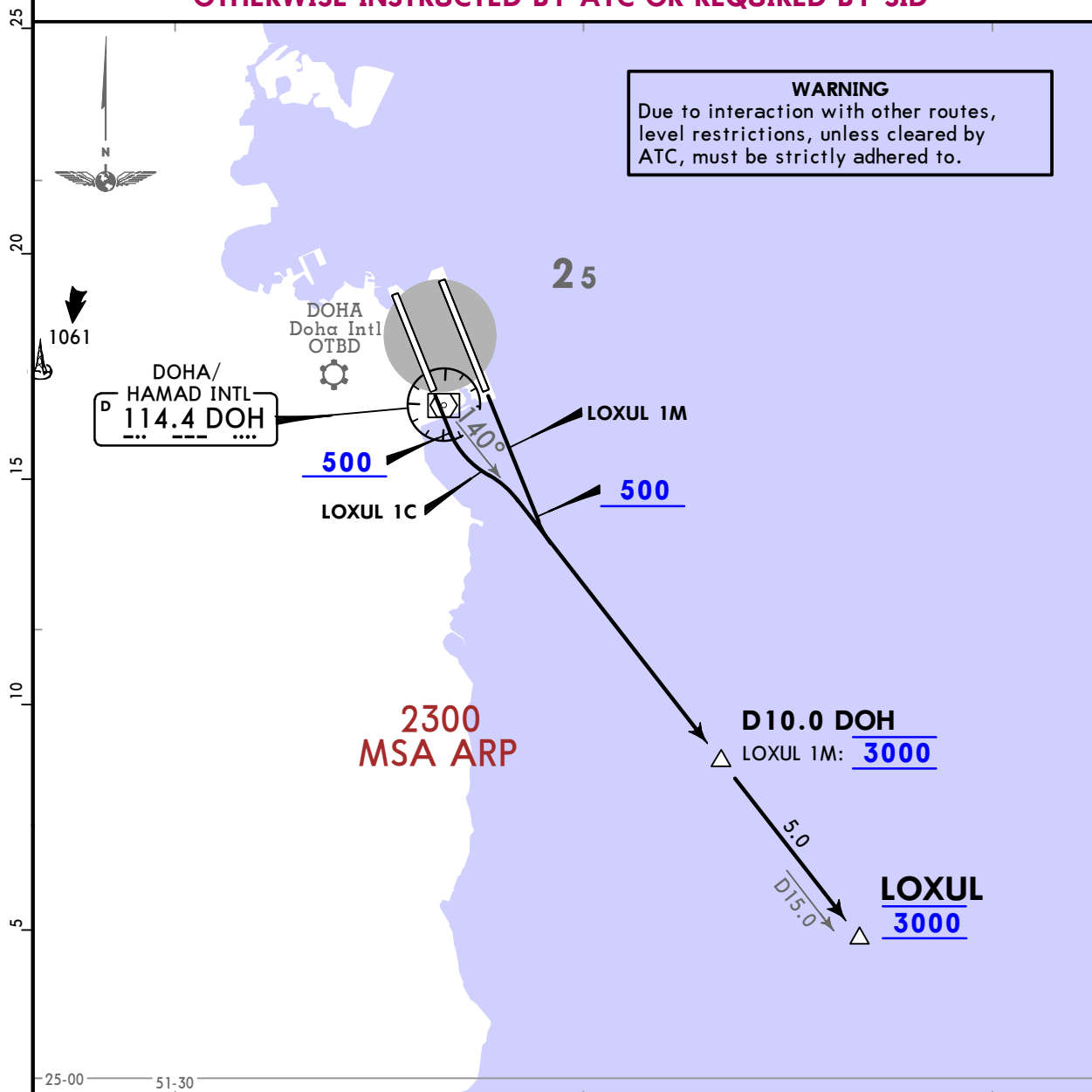
Trans alt: 13000

1. IMMEDIATELY after take-off contact DOHA Approach.
2. On initial contact include designated SID.

LOXUL	1C	[LOXU1C]
LOXUL	1M	[LOXU1M]

DEPARTURES

SPEED: MAX 250 KT UNTIL PASSING 10000 UNLESS OTHERWISE INSTRUCTED BY ATC OR REQUIRED BY SID



LOXUL 1C

This SID requires a climb gradient of 4% until passing 700.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

At LOXUL execute three 360° LEFT turns at 3000. Continue 360° LEFT turn climbing to 5000. Proceed direct to first En-route waypoint, then continue as flight planned, or proceed direct to DOH and follow the ILS 16L approach to land.

Initial climb clearance

LOXUL 1C: 3000 , LOXUL 1M: 3000 at D10.0 DOH

SID	RWY	ROUTING
LOXUL 1C	16R	Climb to 500, turn LEFT, intercept DOH R140 to LOXUL, then continue as directed.
LOXUL 1M	16L	

OTHH/DOH
HAMAD INTL

JEPPESEN
31 MAR 17 **(20-3X8)**

DOHA, QATAR
SID

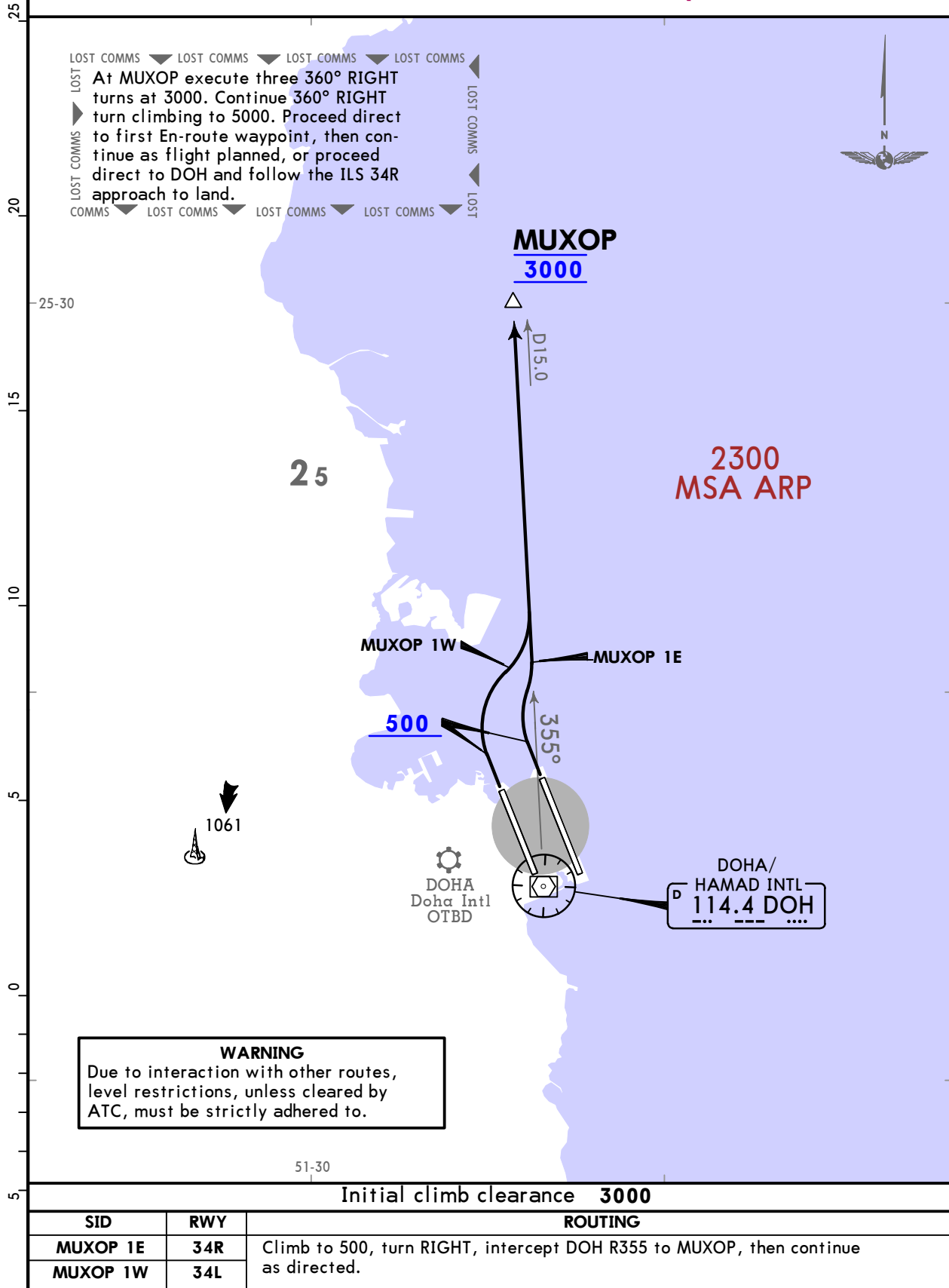
DOHA Approach
119.725

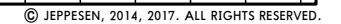
Apt Elev
13

Trans alt: 13000
1. Immediately after take-off contact DOHA Approach.
2. On initial contact include designated SID.

MUXOP 1E [MUX01E]
MUXOP 1W [MUX01W]
DEPARTURES

SPEED: MAX 250 KT BELOW FL100 MAX 250 KT UNTIL PASSING 10000
UNLESS OTHERWISE INSTRUCTED BY ATC OR REQUIRED BY SID



DOHA, QATAR
HAMAD INTL

OTHH/DOH


JEPPESSEN
 14 APR 17 **(20-9A)** Eff 27 Apr
DOHA, QATAR
HAMAD INTL

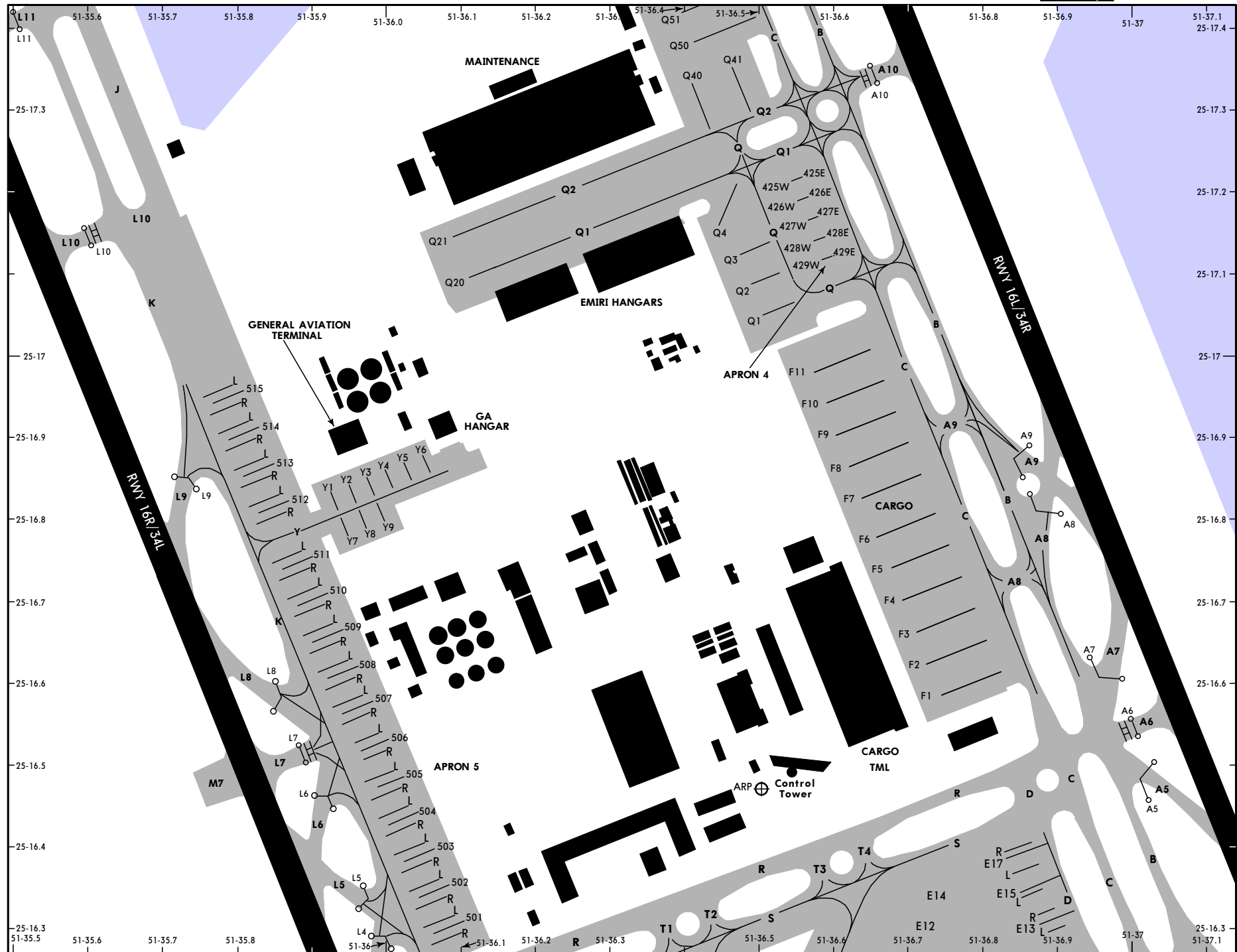
ADDITIONAL RUNWAY INFORMATION									
RWY					USABLE LENGTHS			TAKE-OFF	WIDTH
					LANDING BEYOND				
					Threshold	Glide Slope			
16L 34R	HIRL (60m)	CL (15m)	HIALS-II	TDZ ❶ RVR		14,879' 4535m		❷	197' 60m
❶ PAPI (3.0°), HSTIL									
❷ TAKE-OFF RUN AVAILABLE									
RWY 16L:		From rwy head	15,912' (4850m)	RWY 34R:		From rwy head	15,912' (4850m)		
		twy A11 int	15,518' (4730m)			twy A1 int	15,518' (4730m)		
		twy A10 int	13,392' (4082m)			twy A2 int	13,996' (4266m)		
		twy A6 int	8192' (2497m)			twy A3 int	10,095' (3077m)		
						twy A6 int	7828' (2386m)		
16R 34L	HIRL (60m)	CL (15m)	HIALS-II	TDZ ❸ RVR		12,911' 3935m		❹	197' 60m
						12,729' 3880m			
❸ PAPI (3.0°), HSTIL									
❹ TAKE-OFF RUN AVAILABLE									
RWY 16R:		From rwy head	13,944' (4250m)	RWY 34L:		From rwy head	13,944' (4250m)		
		twy L11 int	13,550' (4130m)			twy L1 int	13,524' (4122m)		
		twy L10 int	11,857' (3614m)			twy L2 int	11,962' (3646m)		
		twy L7 int	7703' (2348m)			twy L7 int	6348' (1935m)		
Standard									
TAKE-OFF									
Low Visibility Take-off									
	❶ HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)			
A	TDZ, MID, RO RVR 125m	TDZ, MID, RO		RVR 300m	400m	500m			
B			RVR 150m						
C			RVR 200m						
D			RVR 250m						
❶ RWY 16L, 16R, 34L, 34R: RVR 75m with approved guidance system or HUD/HUDLS.									

CHANGES: None.

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OTHH/DOH

JEPPesen DOHA, QATAR
20-9B 14 APR 17
Eff 27 Apr HAMAD INTL



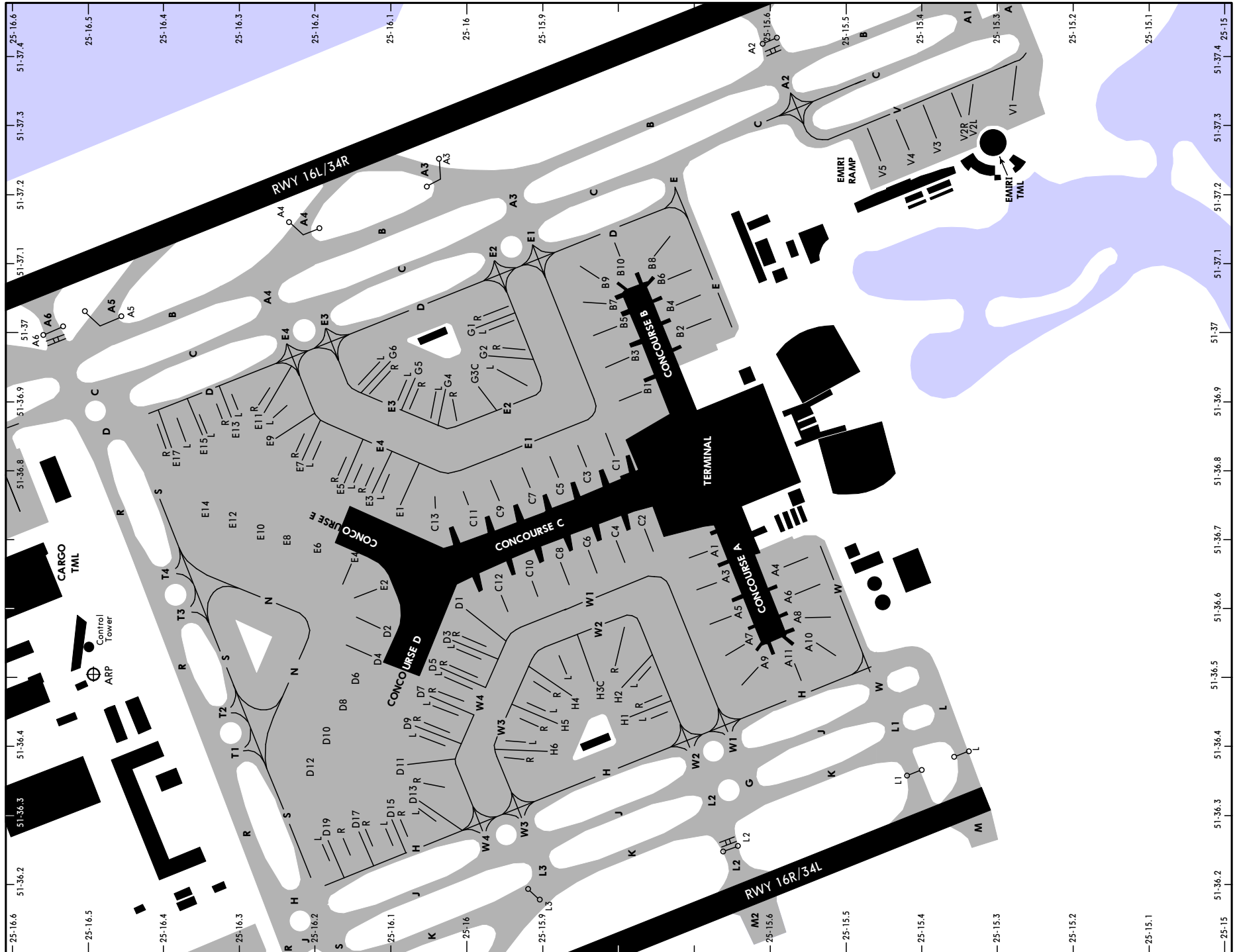
CHANGES: Apron. TWY J.

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OTHH/DOH

JEPPesen
14 APR 17 20-9C Eff 27 Apr

DOHA, QATAR
HAMAD INTL



CHANGES: None.

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OTHH/DOH


JEPPesen
 24 MAR 17 **(20-9D)** **Eff 30 Mar**
DOHA, QATAR
HAMAD INTL

INS COORDINATES					
STAND No.	COORDINATES		STAND No.	COORDINATES	
A1	N25 15.7	E051 36.7	E10	N25 16.3	E051 36.7
A3	N25 15.7	E051 36.6	E11 thru E11R	N25 16.3	E051 36.9
A4	N25 15.6	E051 36.7	E12	N25 16.3	E051 36.7
A5 thru A8	N25 15.6	E051 36.6	E13	N25 16.3	E051 36.8
A9	N25 15.6	E051 36.5	E13L, E13R	N25 16.3	E051 36.9
A10	N25 15.6	E051 36.6	E14	N25 16.3	E051 36.7
A11	N25 15.6	E051 36.5	E15, E15L	N25 16.3	E051 36.8
B1	N25 15.8	E051 36.9	E17 thru E17R	N25 16.4	E051 36.8
B2	N25 15.7	E051 37.0	F1, F2	N25 16.6	E051 36.7
B3	N25 15.8	E051 37.0	F3, F4	N25 16.7	E051 36.7
B4	N25 15.7	E051 37.0	F5	N25 16.7	E051 36.6
B5	N25 15.8	E051 37.0	F6, F7	N25 16.8	E051 36.6
B6	N25 15.7	E051 37.1	F8 thru F10	N25 16.9	E051 36.6
B7	N25 15.8	E051 37.0	F11	N25 17.0	E051 36.5
B8 thru B10	N25 15.8	E051 37.1	G1 thru G2R	N25 16.0	E051 37.0
C1	N25 15.8	E051 36.8	G3 thru G4	N25 16.0	E051 36.9
C2	N25 15.8	E051 36.7	G5	N25 16.1	E051 37.0
C3	N25 15.8	E051 36.8	G5L, G5R	N25 16.1	E051 36.9
C4	N25 15.8	E051 36.7	G6 thru G6R	N25 16.1	E051 37.0
C5	N25 15.9	E051 36.8	H1 thru H1R	N25 15.8	E051 36.4
C6	N25 15.8	E051 36.7	H2 thru H4	N25 15.8	E051 36.5
C7	N25 15.9	E051 36.8	H4L, H4R	N25 15.9	E051 36.5
C8	N25 15.9	E051 36.7	H5 thru H6R	N25 15.9	E051 36.4
C9	N25 16.0	E051 36.7	Q1	N25 17.0	E051 36.5
C10	N25 15.9	E051 36.7	Q2,Q3	N25 17.1	E051 36.5
C11	N25 16.0	E051 36.7	Q4	N25 17.4	E051 36.4
C12	N25 16.0	E051 36.6	Q20, Q21	N25 17.1	E051 36.1
C13	N25 16.0	E051 36.7	Q40	N25 17.3	E051 36.4
D1	N25 16.0	E051 36.6	Q41	N25 17.4	E051 36.5
D2	N25 16.1	E051 36.6	Q50, Q51	N25 17.4	E051 36.4
D3	N25 16.0	E051 36.6	V1, V2L, V2R	N25 15.3	E051 37.3
D3L	N25 16.0	E051 36.5	V3	N25 15.4	E051 37.3
D3R	N25 16.0	E051 36.6	V4	N25 15.4	E051 37.2
D4	N25 16.1	E051 36.5	V5	N25 15.5	E051 37.2
D5 thru D5R	N25 16.0	E051 36.5	Y1	N25 16.8	E051 35.9
D6	N25 16.2	E051 36.5	Y2	N25 16.9	E051 35.9
D7	N25 16.1	E051 36.5	Y3 thru Y6	N25 16.9	E051 36.0
D7L	N25 16.1	E051 36.4	Y7	N25 16.8	E051 35.9
D7R	N25 16.0	E051 36.5	Y8, Y9	N25 16.8	E051 36.0
D8	N25 16.2	E051 36.5	425E, 425W	N25 17.2	E051 36.5
D9 thru D9R	N25 16.1	E051 36.4	426E	N25 17.2	E051 36.6
D10	N25 16.2	E051 36.4	426W	N25 17.2	E051 36.5
D11	N25 16.1	E051 36.4	427E	N25 17.2	E051 36.6
D12	N25 16.2	E051 36.4	427W	N25 17.2	E051 36.5
D13 thru D17R	N25 16.1	E051 36.3	428E thru 429W	N25 17.1	E051 36.6
D19 thru D19R	N25 16.2	E051 36.3	501	N25 16.3	E051 36.1
E1	N25 16.1	E051 36.7	502, 503	N25 16.4	E051 36.1
E2	N25 16.1	E051 36.6	501L, 501R	N25 16.3	E051 36.1
E3 thru E3R	N25 16.1	E051 36.8	502L	N25 16.4	E051 36.1
E4	N25 16.1	E051 36.7	502R	N25 16.3	E051 36.1
E5 thru E5R	N25 16.2	E051 36.8	503L	N25 16.4	E051 36.0
E6	N25 16.2	E051 36.7	503R	N25 16.4	E051 36.1
E7 thru E7R	N25 16.2	E051 36.8	504	N25 16.4	E051 36.0
E8	N25 16.2	E051 36.7	504L	N25 16.5	E051 36.0
E9	N25 16.3	E051 36.8	504R	N25 16.4	E051 36.0

OTHH/DOH

 **JEPPESEN**
24 MAR 17 **20-9E** Eff 30 Mar
DOHA, QATAR
HAMAD INTL

INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
505 thru 506R	N25 16.5 E051 36.0		
507 thru 508	N25 16.6 E051 36.0		
508L	N25 16.6 E051 35.9		
508R	N25 16.6 E051 36.0		
509 thru 510	N25 16.7 E051 35.9		
511, 511L	N25 16.8 E051 35.9		
511R	N25 16.7 E051 35.9		
512	N25 16.9 E051 35.9		
512L	N25 16.9 E051 35.8		
512R	N25 16.9 E051 35.9		
513 thru 514R	N25 16.9 E051 35.8		
515 thru 515 R	N25 17.0 E051 35.8		

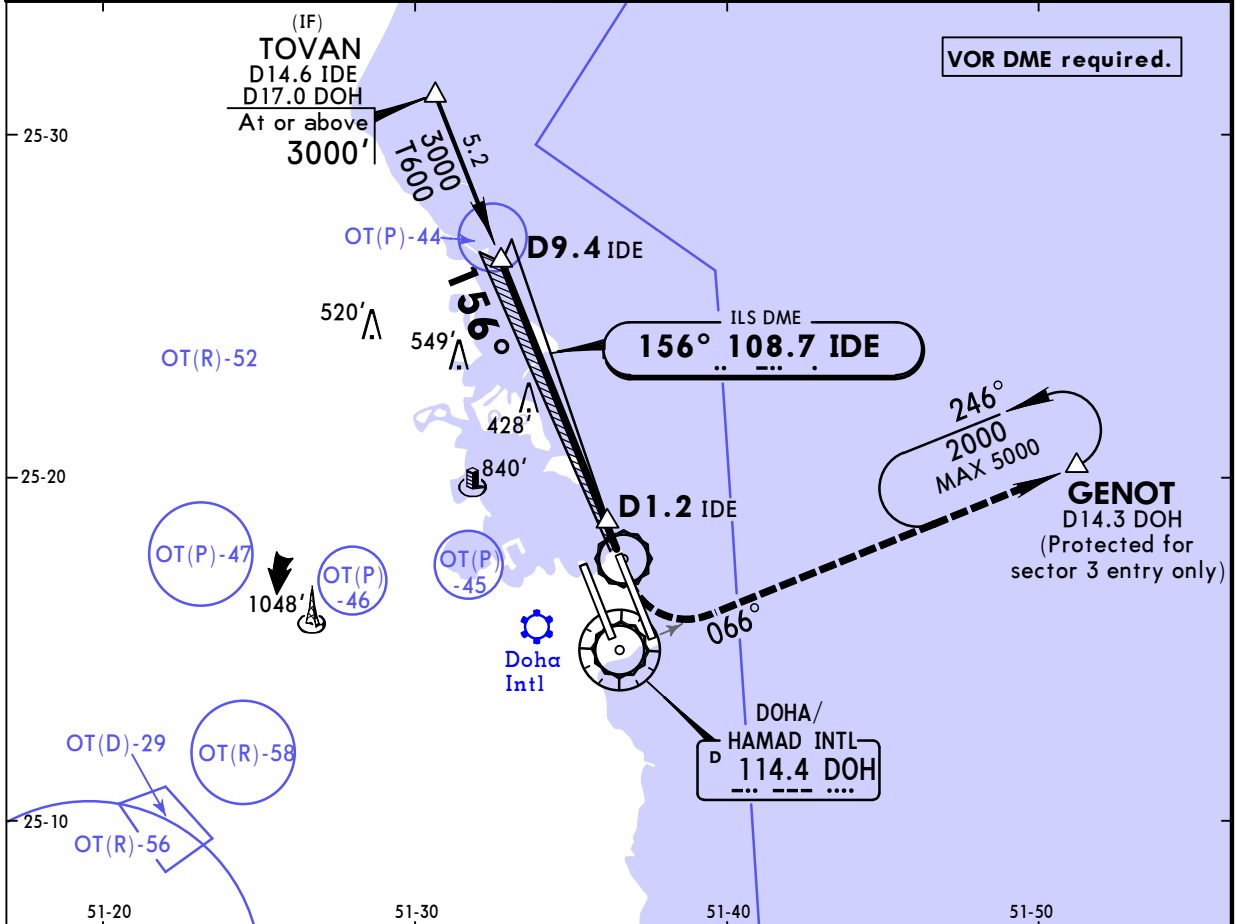
OTHH/DOH
HAMAD INTL

JEPPesen
25 MAR 16 (21-1)

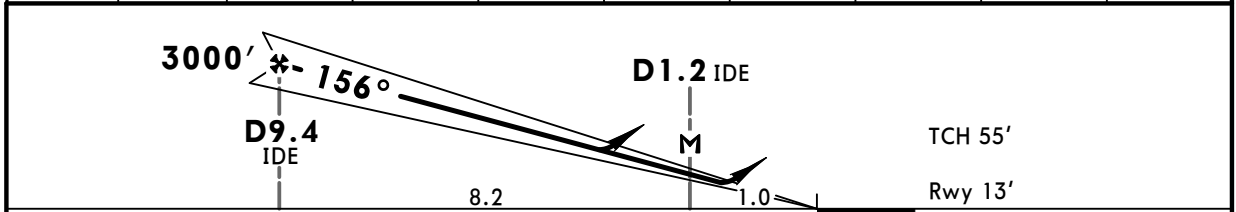
DOHA, QATAR
ILS Rwy 16L

BRIEFING STRIP

D-ATIS	DOHA RADAR (APP)	DOHA Approach	DOHA Director (APP)	HAMAD Tower West	HAMAD Tower East	Ground West	Ground East
126.850	121.10	119.725	119.40	118.025	118.525	118.650	120.225
LOC IDE	Final Apch Crs	GS D9.4 IDE	ILS DA(H) Refer to Minimums	Apt Elev 13'	2300'		
108.7	156°	3000' (2987')		Rwy 13'			
MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn LEFT onto R-066 DOH to GENOT and hold. Climb to 4000' and maintain. Do not turn before MAP. MAX 230 KT.							
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: FL 150	Trans alt: 13000'	MSA DOH VOR			



LOC (GS out)	IDE DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE		2880'	2570'	2250'	1930'	1610'	1290'	980'	660'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI		230 KT MAX	500' ↑
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849			
MAP at D1.2 IDE										

STRAIGHT-IN LANDING RWY 16L					CIRCLE-TO-LAND	
ILS			LOC (GS out)			
DA(H) ABC: 213' (200') D: 220' (207')			MDA(H) 370' (357')			
FULL	Limited	ALS out	ALS out		Max Kts	MDA(H) VIS
A					100	620' (607') 1500m
B					135	620' (607') 1600m
C	RVR 550m	RVR 750m	RVR 1200m	RVR 900m	180	1240' (1227') 2400m
D				RVR 1600m	205	1240' (1227') 3600m

After LOC apch: VIS 1600m.

CHANGES: MSA.

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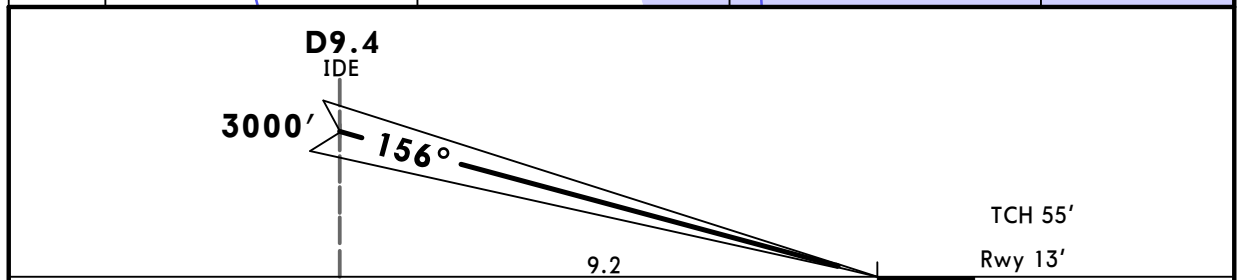
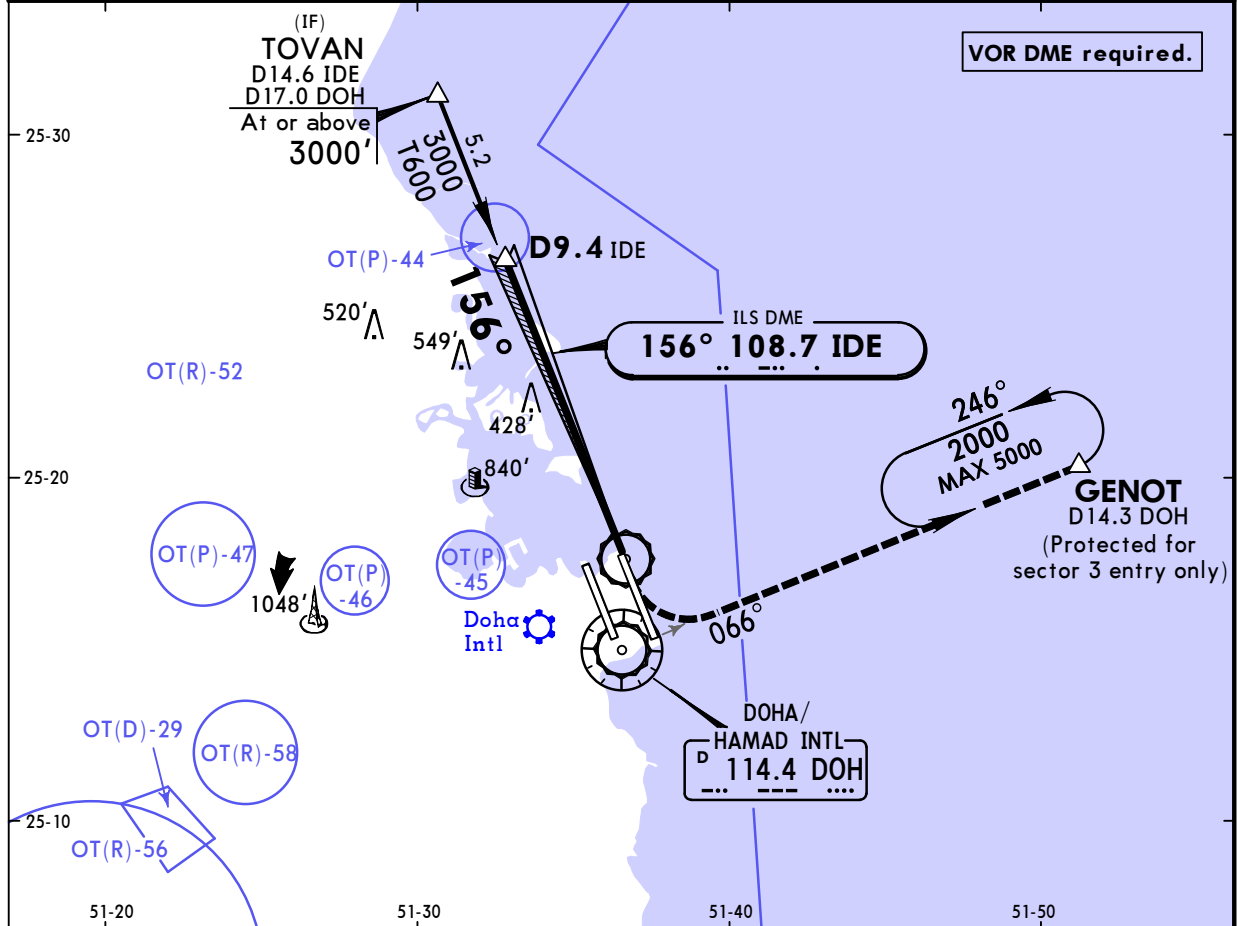
OTHH/DOH
HAMAD INTL

JEPPESEN
25 MAR 16 **(21-1A)**

DOHA, QATAR
CAT II/III ILS Rwy 16L

BRIEFING STRIP

D-ATIS	DOHA RADAR (APP)	DOHA Approach	DOHA Director (APP)	HAMAD Tower		Ground	
				West	East	West	East
126.850	121.10	119.725	119.40	118.025	118.525	118.650	120.225
LOC IDE 108.7	Final Apch Crs 156°	GS D9.4 IDE 3000' (2987')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 13' Rwy 13'		<div>2300'</div> <div>MSA DOH VOR</div>	
MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn LEFT onto R-066 DOH to GENOT and hold. Climb to 4000' and maintain. Do not turn before MAP. MAX 230 KT.							
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: FL 150		Trans alt: 13000'		



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	230 KT MAX	500' ↑
GS 3.00°	372	478	531	637	743	849			

Standard		STRAIGHT-IN LANDING RWY 16L	
CAT IIIA ILS		CAT II ILS	
DH 50'		ABC: RA 100' DA(H) 113' (100') D: RA 117' DA(H) 129' (116')	
RVR 200m		RVR 300m	

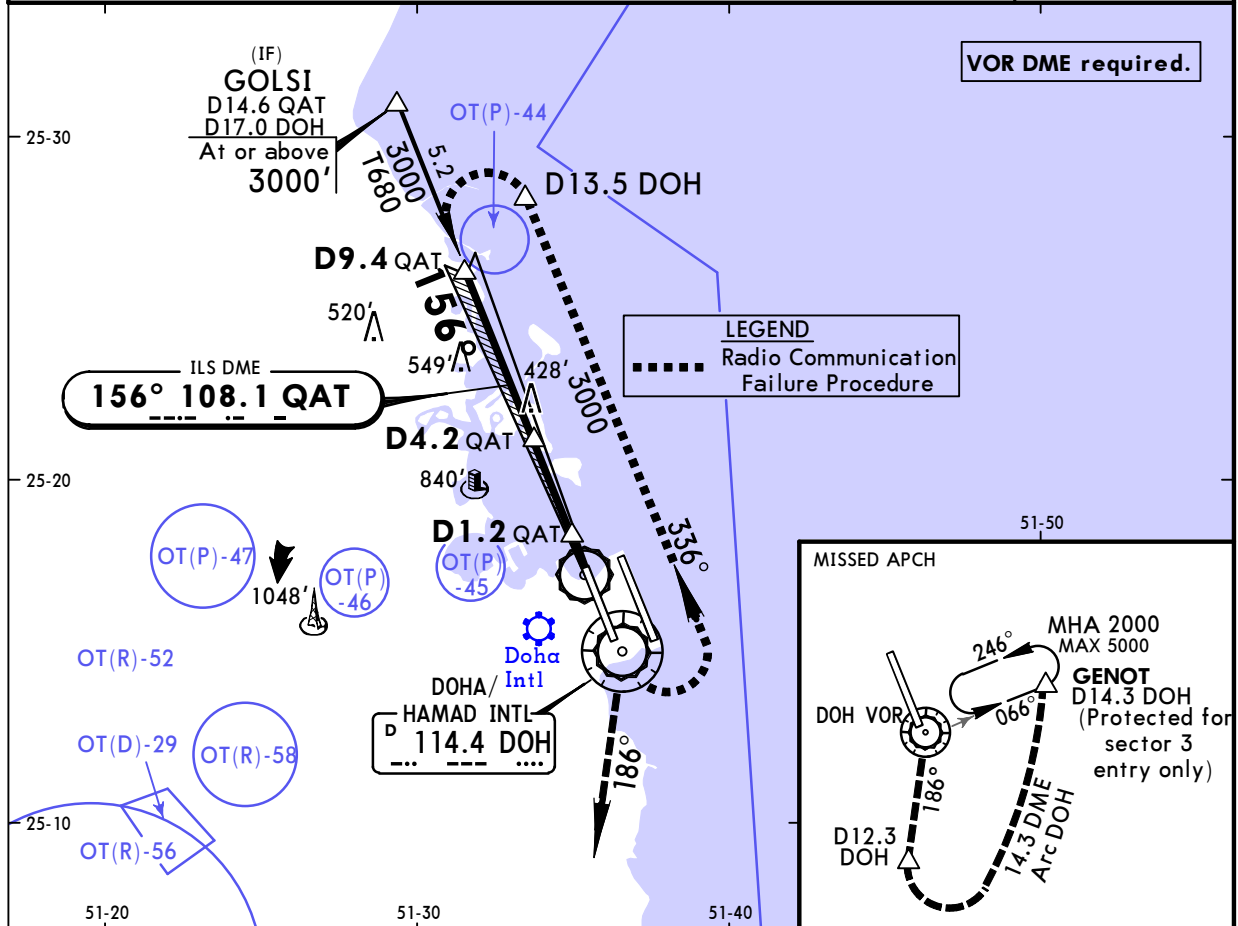
Operators applying U.S. Ops Specs: Autoland or HUD required below 350m.

PANS OPS

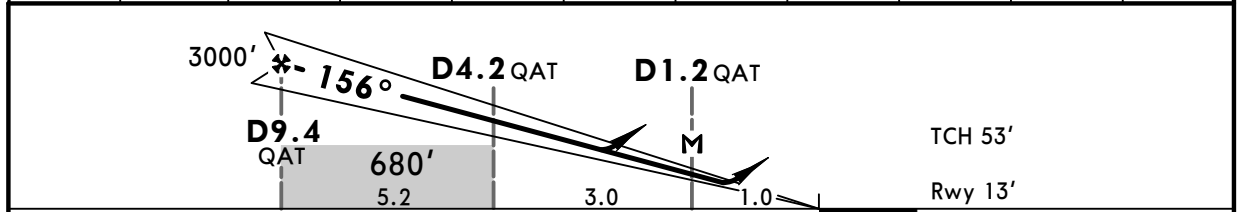
OTHH/DOH
HAMAD INTLJEPPESEN
25 MAR 16 (21-2)DOHA, QATAR
ILS Rwy 16R

BRIEFING STRIP

D-ATIS	DOHA RADAR (APP)	DOHA Approach	DOHA Director (APP)	HAMAD Tower West East	Ground West East
126.850	121.10	119.725	119.40	118.025 118.525	118.650 120.225
LOC QAT	Final Apch Crs	GS D9.4 QAT	ILS DA(H) Refer to Minimums	Apt Elev 13'	
108.1	156°	3000' (2987')		Rwy 13'	
MISSED APCH: Climb STRAIGHT AHEAD until VOR turn RIGHT onto R-186 DOH. At D12.3 DOH turn LEFT to intercept 14.3 DME Arc DOH anti-clockwise to GENOT and hold. Climb and maintain to 2000'. Climb in the hold to 3000'. MAX 230 KT.					2300'
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: FL 150	Trans alt: 13000'	MSA DOH VOR	



LOC (GS out)	QAT DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2880'	2570'	2250'	1930'	1610'	1290'	980'	660'	340'



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II PAPI PAPI	230 KT	2000'	DOH 114.4
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849		MAX	↑	
MAP at D1.2 QAT											

STRAIGHT-IN LANDING RWY 16R					CIRCLE-TO-LAND	
ILS			LOC (GS out)			
DA(H) ABC: 213' (200') D: 220' (207')			MDA(H) 370' (357')			
FULL Limited ALS out			ALS out		Max Kts	MDA(H) VIS
A					100	620' (607') 1500m
B					135	620' (607') 1600m
C	RVR 550m	RVR 750m	RVR 1200m	RVR 900m	180	1240' (1227') 2400m
D					205	1240' (1227') 3600m

After LOC apch: VIS 1600m.

CHANGES: MSA.

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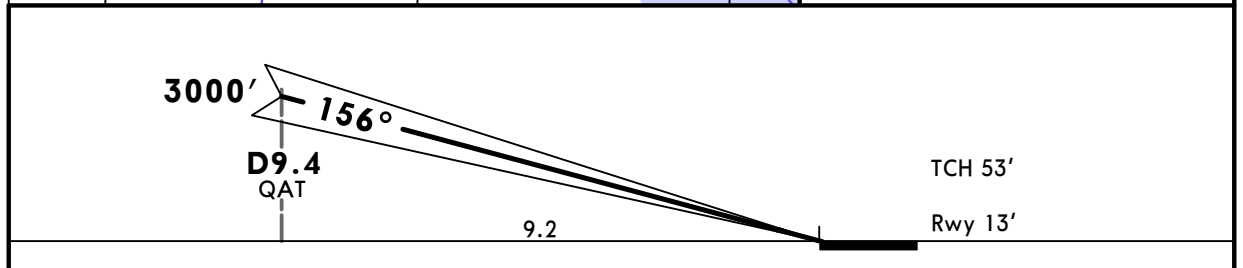
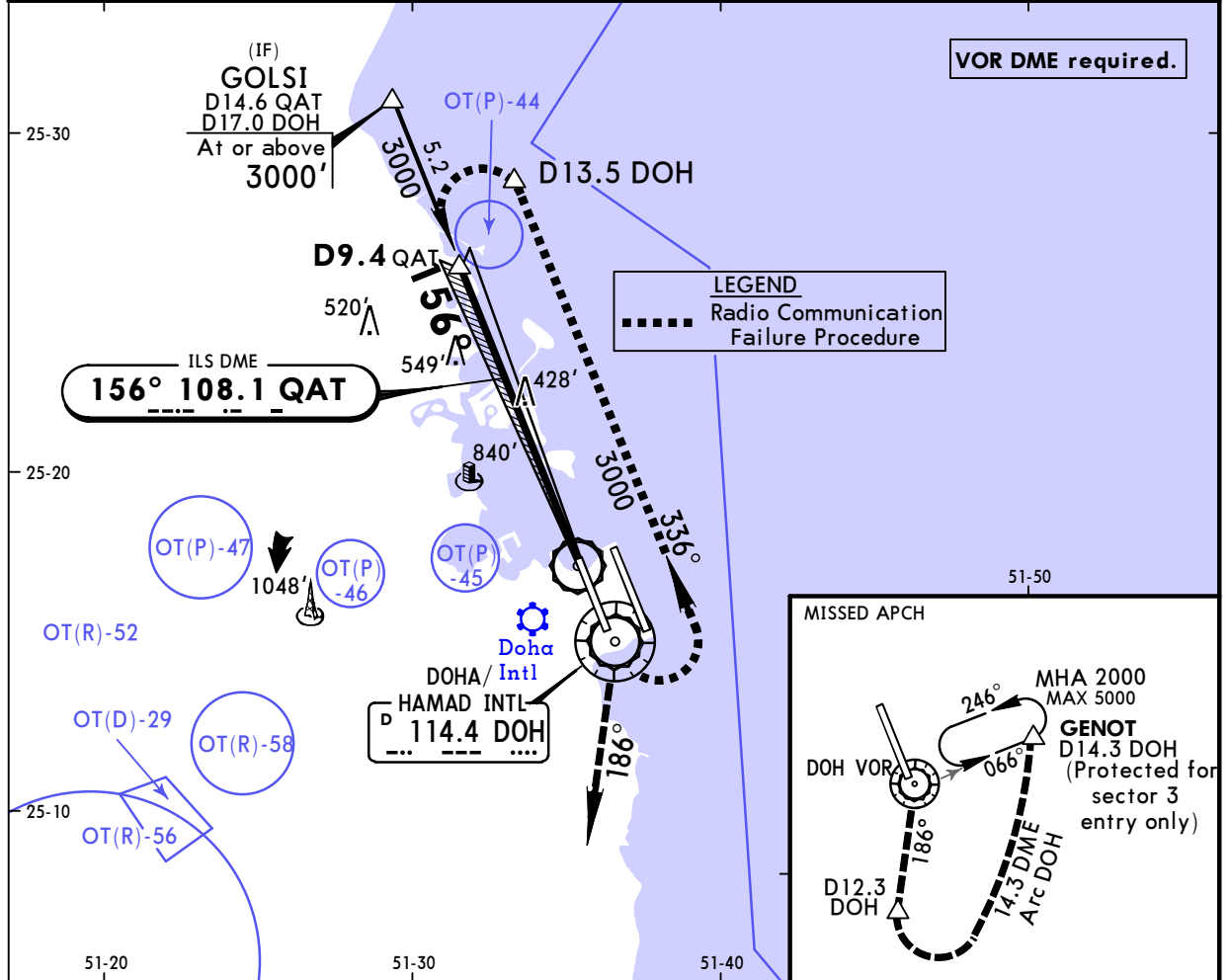
OTHH/DOH
HAMAD INTL

JEPPESEN
25 MAR 16 **(21-2A)**

DOHA, QATAR
CAT II/III ILS Rwy 16R

BRIEFING STRIP

D-ATIS	DOHA RADAR (APP)	DOHA Approach	DOHA Director (APP)	HAMAD Tower		Ground	
				West	East	West	East
126.850	121.10	119.725	119.40	118.025	118.525	118.650	120.225
LOC QAT 108.1	Final Apch Crs 156°	GS D9.4 QAT 3000' (2987')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 13' Rwy 13'		<div>2300'</div> <div>MSA DOH VOR</div>	
MISSED APCH: Climb STRAIGHT AHEAD until VOR turn RIGHT onto R-186 DOH. At D12.3 DOH turn LEFT to intercept 14.3 DME Arc DOH anti-clockwise to GENOT and hold. Climb and maintain to 2000'. Climb in the hold to 3000'. MAX 230 KT.							
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: FL 150		Trans alt: 13000'		



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		230 KT	2000'	DOH 114.4
GS 3.00°	372	478	531	637	743	849	PAPI	PAPI	MAX	↑	

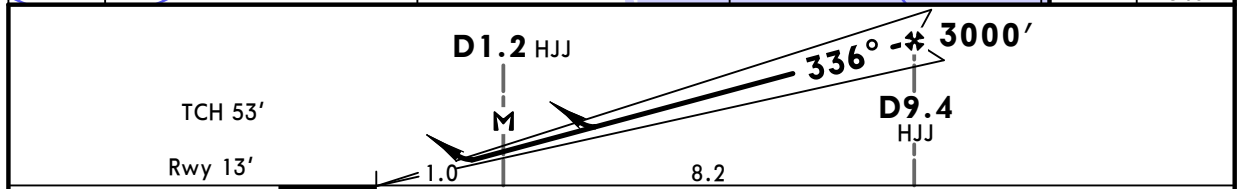
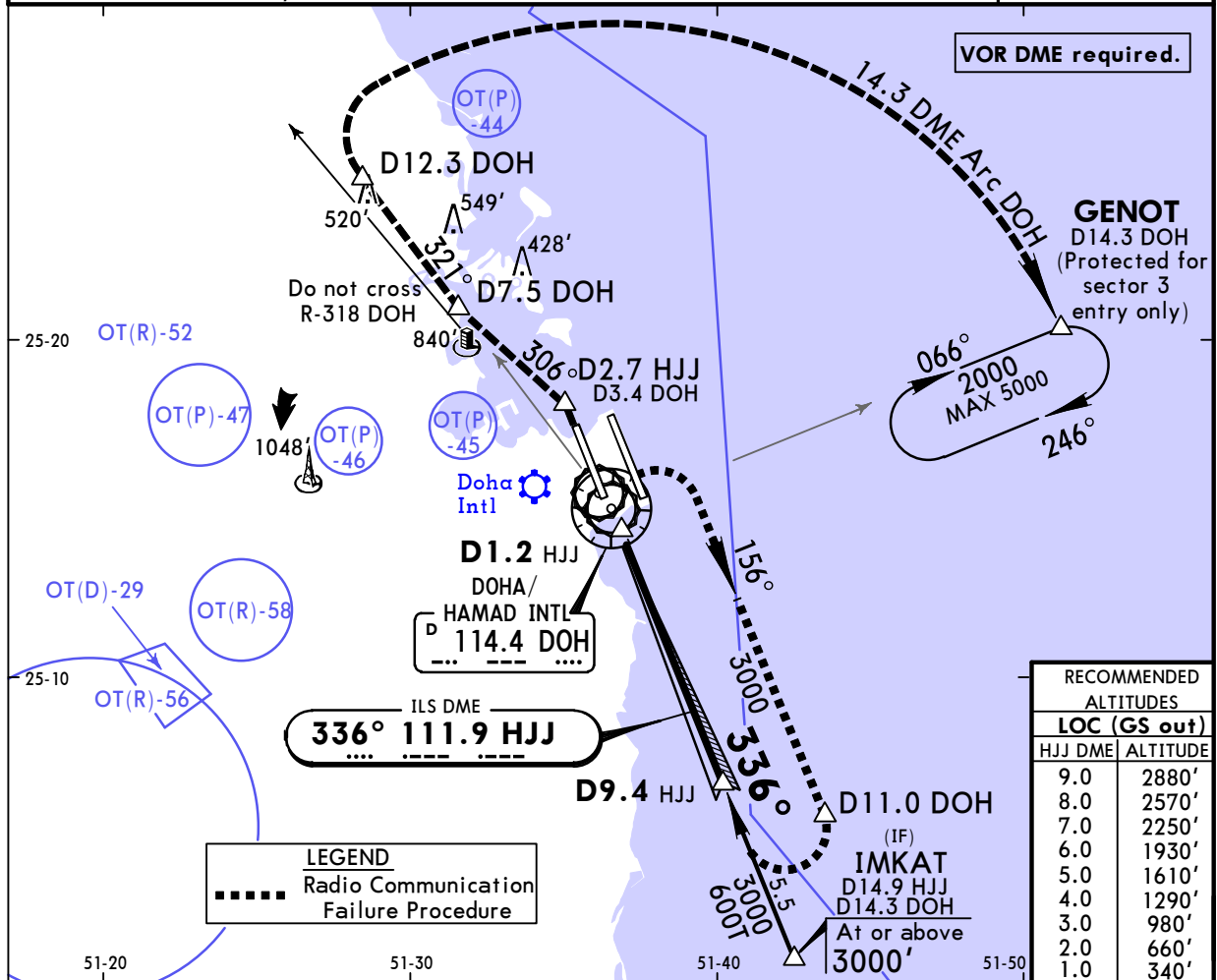
Standard		STRAIGHT-IN LANDING RWY 16R	
CAT IIIA ILS	CAT II ILS		
ABC: DH 50'	ABC: RA 100' DA(H) 113' (100')		
	D: RA 123' DA(H) 132' (119')		
RVR 200m	RVR 300m		

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

OTHH/DOH
HAMAD INTLJEPPesen
25 MAR 16 (21-3)DOHA, QATAR
ILS Rwy 34L

BRIEFING STRIP

D-ATIS	DOHA RADAR (APP)	DOHA Approach	DOHA Director (APP)	HAMAD Tower West East	Ground West East
126.850	121.10	119.725	119.40	118.025 118.525	118.650 120.225
LOC HJJ 111.9	Final Apch Crs 336°	GS D9.4 HJJ 3000' (2987')	ILS DA(H) Refer to Minimums	Apt Elev 13' Rwy 13'	2300'
MISSED APCH: Climb STRAIGHT AHEAD. At D2.7 HJJ turn LEFT onto 306° to intercept R-321 DOH (do not cross R-318 DOH), crossing D7.5 DOH at or above 2500'. At D12.3 DOH turn RIGHT to intercept 14.3 DME Arc DOH at 5000'. Proceed clockwise to GENOT and hold. Maintain 5000'. MAX 230 KT.					MSA DOH VOR
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: FL 150	Trans alt: 13000'		



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	230 KT MAX	D2.7 HJJ
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849			
MAP at D1.2 HJJ									

Standard			STRAIGHT-IN LANDING RWY 34L			LOC (GS out)		CIRCLE-TO-LAND	
Missed apch climb grad min 4.0%			Missed apch climb grad min 2.5%			DA(H)		Max Kts	
ABC: 213' (200')			A: 301' (288') C: 320' (307')			B: 310' (297') D: 330' (317')		MDA(H) 340' (327')	
DA(H) D: 220' (207')									
FULL	Limited	ALS out	FULL	Limited	ALS out	FULL	ALS out	Max Kts	MDA(H) VIS
A								100	620' (607') 1500m
B			RVR 650m					135	620' (607') 1600m
C	RVR 550m	RVR 750m	RVR 1200m	RVR 750m	RVR 1400m	RVR 800m	RVR 1500m	180	1240' (1227') 2400m
D			RVR 700m					205	1240' (1227') 3600m

PANS OPS

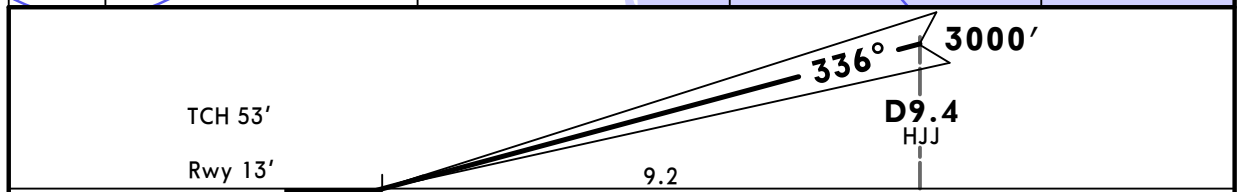
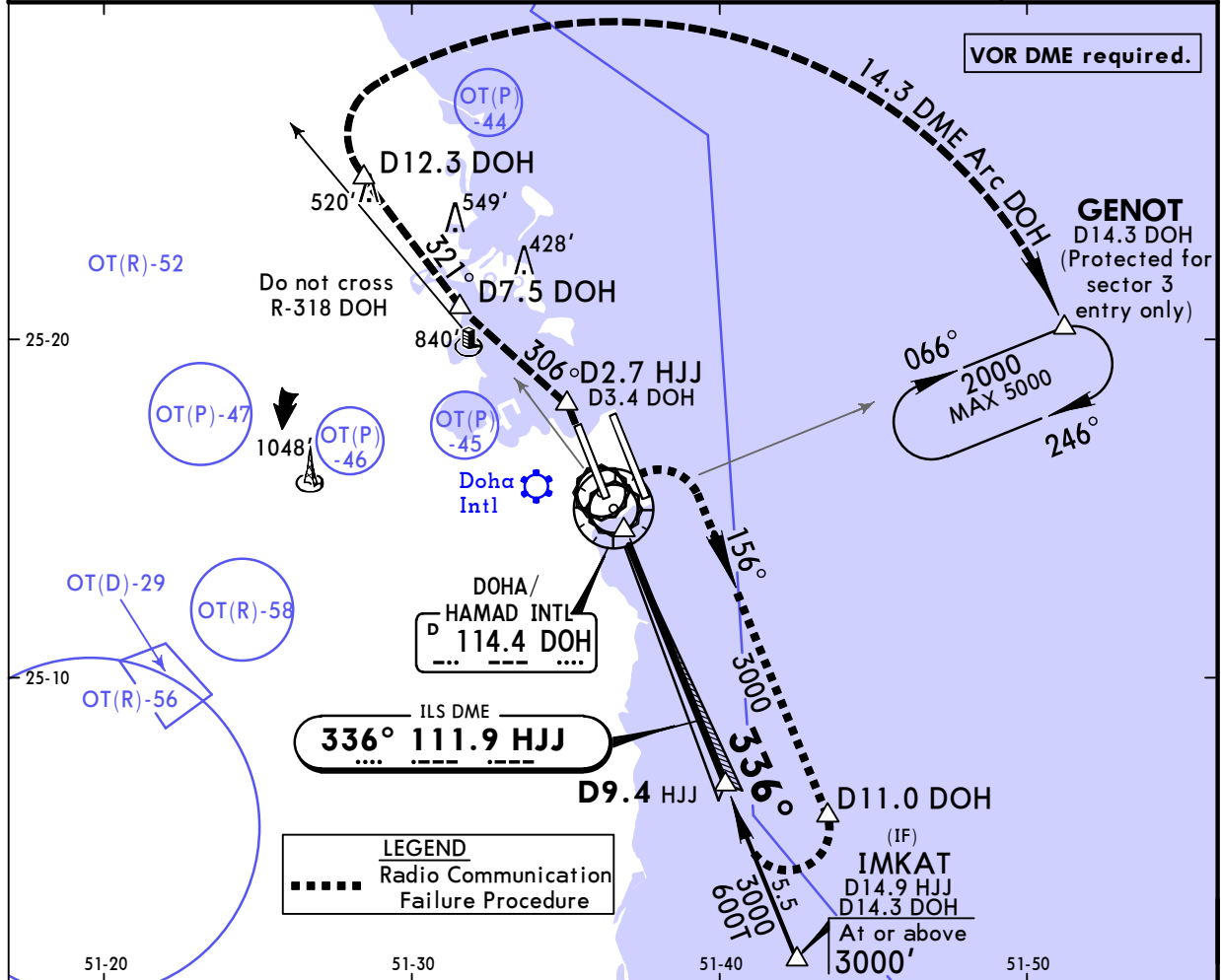
OTHH/DOH
HAMAD INTL

JEPPesen
25 MAR 16 (21-3A)

DOHA, QATAR
CAT II/III ILS Rwy 34L

BRIEFING STRIP

D-ATIS	DOHA RADAR (APP)	DOHA Approach	DOHA Director (APP)	HAMAD Tower		Ground	
126.850	121.10	119.725	119.40	West 118.025	East 118.525	West 118.650	East 120.225
LOC HJJ 111.9	Final Apc Crs 336°	GS D9.4 HJJ 3000' (2987')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 13' Rwy 13'		<div>2300'</div> <div>MSA DOH VOR</div>	
MISSED APCH: Climb STRAIGHT AHEAD. At D2.7 HJJ turn LEFT onto 306° to intercept R-321 DOH (do not cross R-318 DOH), crossing D7.5 DOH at or above 2500'. At D12.3 DOH turn RIGHT to intercept 14.3 DME Arc DOH at 5000'. Proceed clockwise to GENOT and hold. Maintain 5000'. MAX 230 KT.							
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: FL 150		Trans alt: 13000'		



Gnd speed-Kts	70	90	100	120	140	160	<div style="display: flex; align-items: center;"> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> HIALS-II PAPI </div>	<div style="display: flex; align-items: center;"> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> 230 KT MAX </div>	<div style="display: flex; align-items: center;"> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> D2.7 HJJ ↑ </div>
GS 3.00°	372	478	531	637	743	849			

Standard		STRAIGHT-IN LANDING RWY 34L			
CAT IIIA ILS	Missed apch climb grad mim 4.0%		CAT II ILS		Missed apch climb grad mim 2.5%
	ABC: RA 99' DA(H) 113'(100')		A: RA 174' DA(H) 184'(171')		D: RA 213'
	DH 50' D: RA 120' DA(H) 132'(119')		B: RA 191' DA(H) 200'(187')		DA(H) 226'(213')
			C: RA 204' DA(H) 213'(200')		
RVR 200m	RVR 300m I		RVR 450m		

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

CHANGES: MSA.

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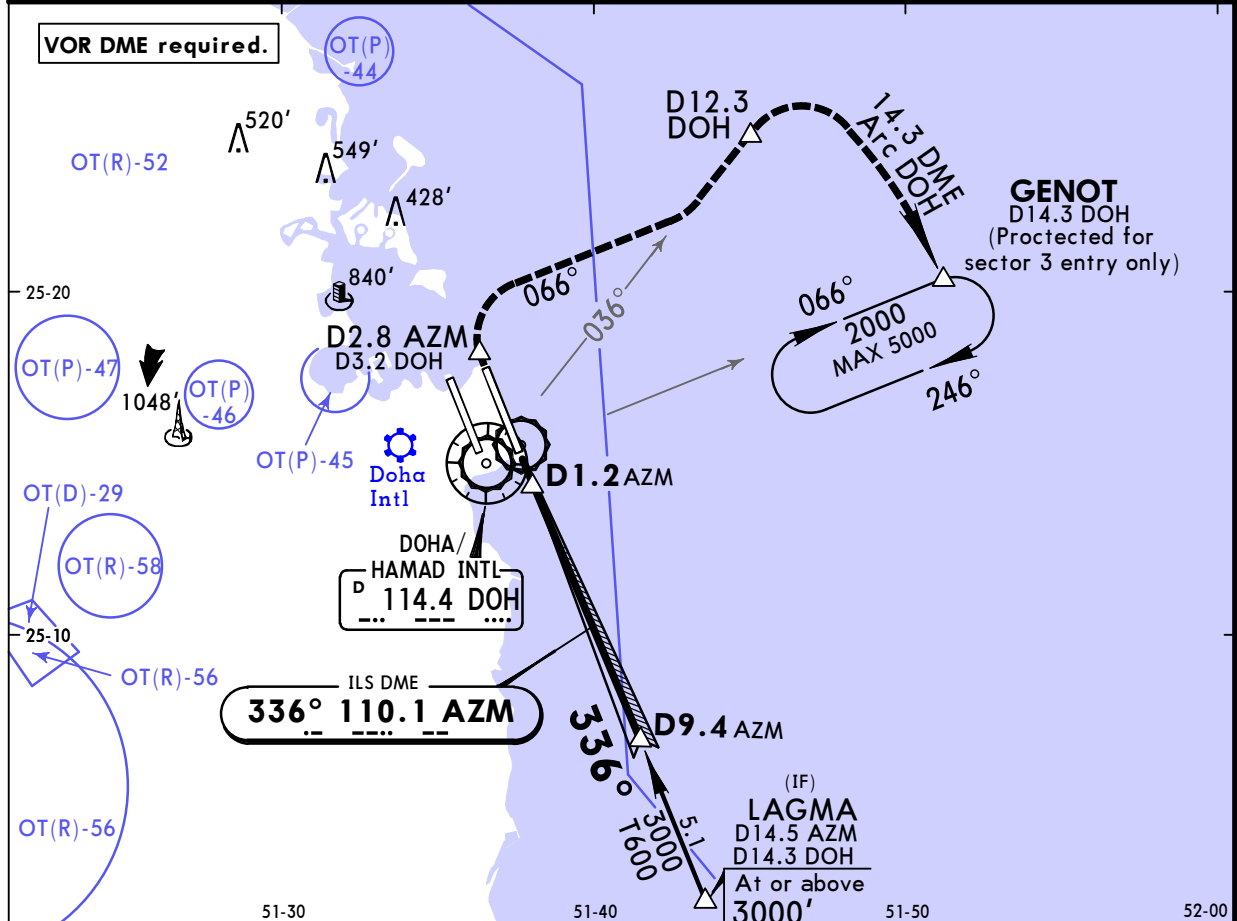
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HAMAD INTL

JEPPesen
25 MAR 16 (21-4)

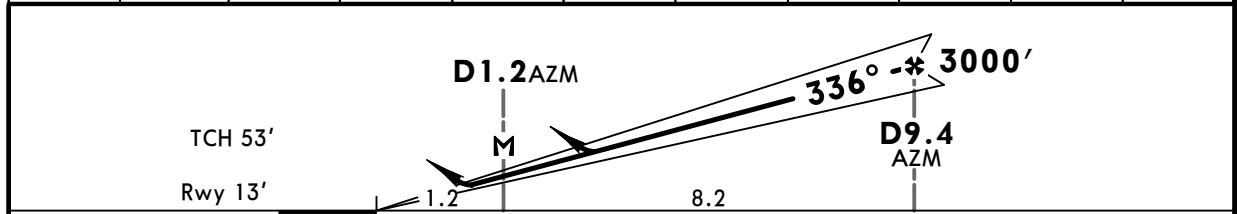
DOHA, QATAR
ILS Rwy 34R

BRIEFING STRIP

D-ATIS	DOHA RADAR (APP)	DOHA Approach	DOHA Director (APP)	HAMAD Tower		Ground	
				West	East	West	East
126.850	121.10	119.725	119.40	118.025	118.525	118.650	120.225
LOC AZM 110.1	Final Apch Crs 336°	GS D9.4 AZM 3000' (2987')	ILS DA(H) Refer to Minimums	Apt Elev 13' Rwy 13'		<div>2300'</div> <div>MSA DOH VOR</div>	
MISSED APCH: Climb STRAIGHT AHEAD. At D2.8 AZM turn RIGHT onto 066° to intercept R-036 DOH. At D12.3 DOH turn RIGHT to intercept 14.3 DME Arc DOH clockwise to GENOT and hold. Climb and maintain 4000'. MAX 230 KT.							
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: FL 150		Trans alt: 13000'		



LOC (GS out)	AZM DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	340'	660'	980'	1290'	1610'	1930'	2250'	2570'	2880'



Gnd speed-Kts	70	90	100	120	140	160	<div> HIALS-II PAPI </div>	230 KT MAX	D2.8 AZM ↑
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			
MAP at D1.2 AZM									

Standard STRAIGHT-IN LANDING RWY 34R					CIRCLE-TO-LAND		
ILS			LOC (GS out)				
C: 222' (209')			MDA(H) 320' (307')				
DA(H) AB: 213' (200') D: 235' (222')							
	FULL	Limited	ALS out	ALS out	Max Kts	MDA(H)	VIS
A					100	620' (607')	1500m
B					135	620' (607')	1600m
C	RVR 550m	RVR 750m	RVR 1200m	RVR 750m	180	1240' (1227')	2400m
D					205	1240' (1227')	3600m

PANS OPS

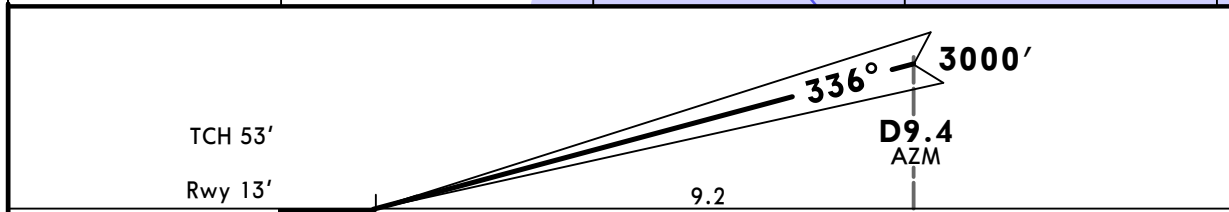
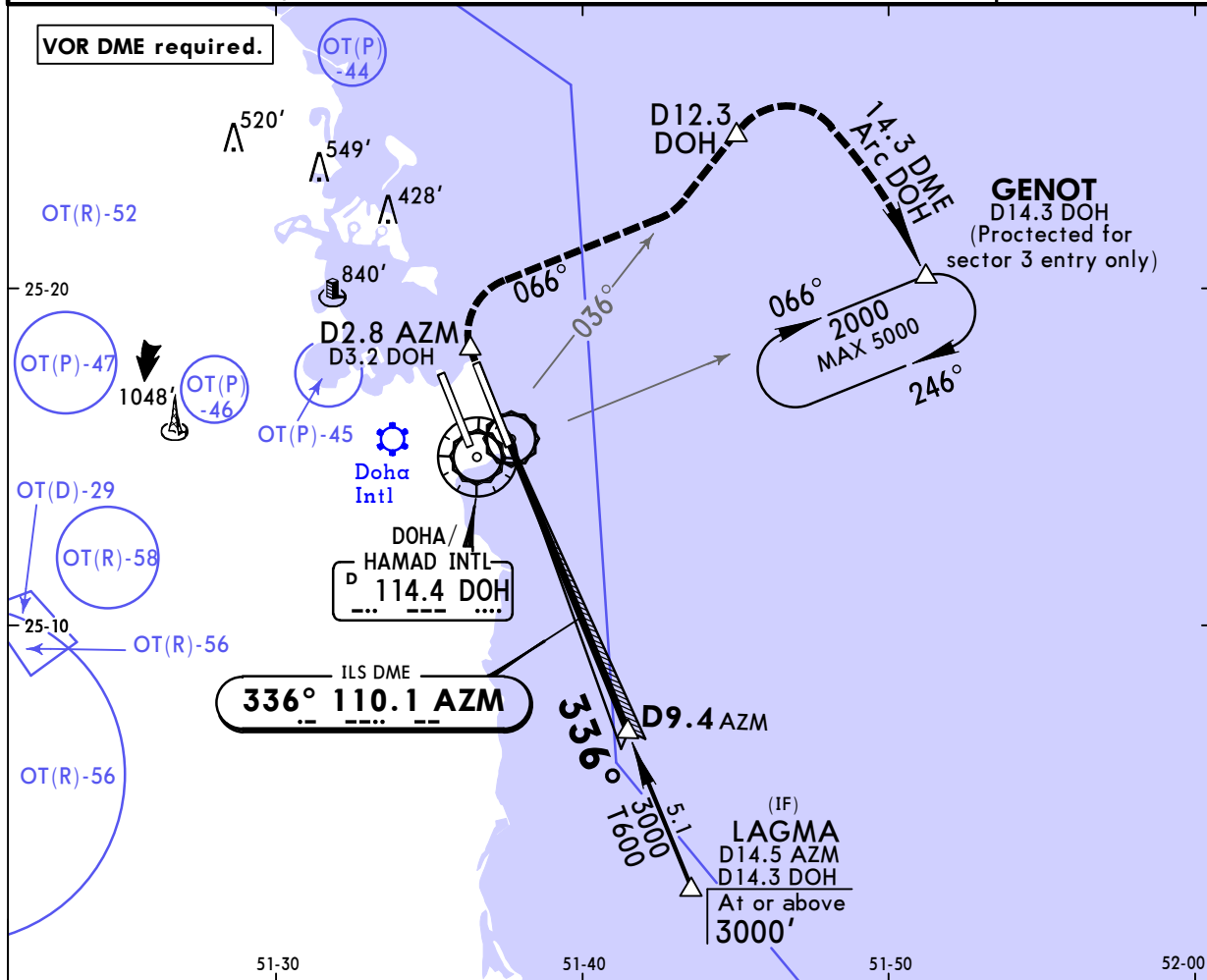
OTHH/DOH
HAMAD INTL

JEPPesen
25 MAR 16 **(21-4A)**

DOHA, QATAR
CAT II/III ILS Rwy 34R

BRIEFING STRIP

D-ATIS	DOHA RADAR (APP)	DOHA Approach	DOHA Director (APP)	HAMAD Tower		Ground	
				West	East	West	East
126.850	121.10	119.725	119.40	118.025	118.525	118.650	120.225
LOC AZM 110.1	Final Apch Crs 336°	GS D9.4 AZM 3000' (2987')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 13'		<div>2300'</div>	
Rwy 13'							
MISSED APCH: Climb STRAIGHT AHEAD. At D2.8 AZM turn RIGHT onto 066° to intercept R-036 DOH. At D12.3 DOH turn RIGHT to intercept 14.3 DME Arc DOH clockwise to GENOT and hold. Climb and maintain 4000'. MAX 230 KT.							
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: FL 150		Trans alt: 13000'		MSA DOH VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	230 KT MAX	D2.8 AZM ↑
GS	3.00°	372	478	531	637	743			

Standard		STRAIGHT-IN LANDING RWY 34R			
CAT IIIA ILS		CAT II ILS			
DH 50'		A RA 100' DA(H) 113' (100')	B RA 113' DA(H) 124' (111')	C RA 132' DA(H) 137' (124')	D RA 151' DA(H) 156' (143')
RVR 200m		RVR 300m		RVR 400m	RVR 450m

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

OTHH/DOH
HAMAD INTL

18 NOV 16

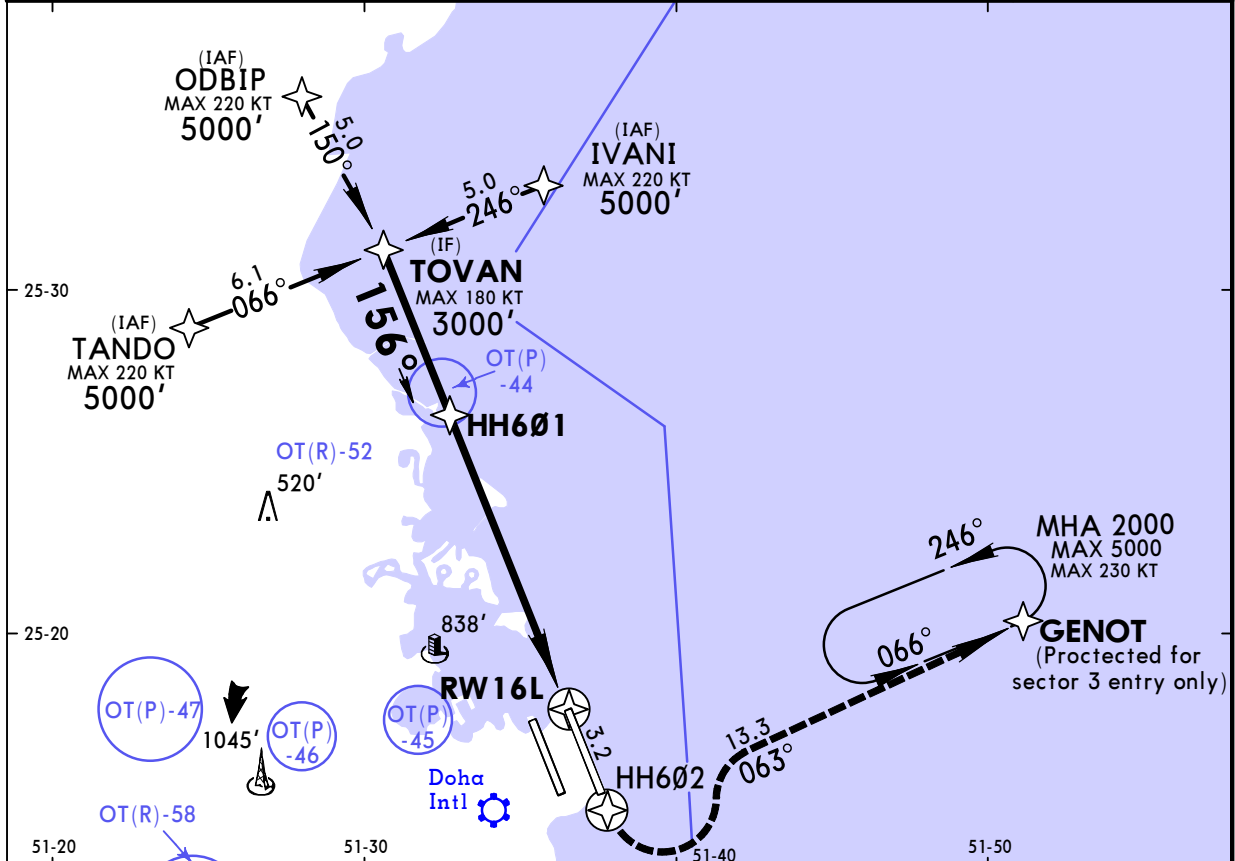
JEPPesen

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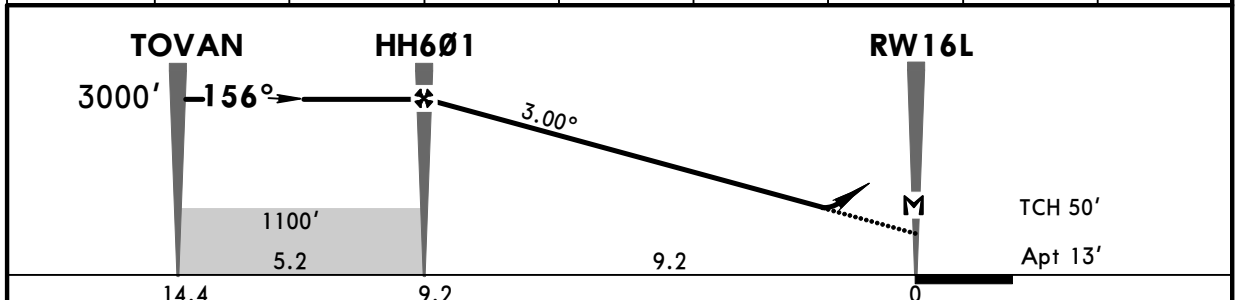
DOHA, QATAR
RNP Rwy 16L

BRIEFING STRIP

D-ATIS	DOHA RADAR (APP)	DOHA Approach	DOHA Director (APP)	HAMAD Tower		Ground	
				West	East	West	East
126.850	121.10	119.725	119.40	118.025	118.525	118.650	120.225
RNAV	Final Apch Crs 156°	Procedure Alt HH601 3000' (2987')	LNAV/VNAV DA(H) 370' (357')	Apt Elev 13'		<div>2300'</div> <div>MSA ARP</div>	
MISSED APCH: Climb STRAIGHT AHEAD to HH602. At HH602 turn LEFT to GENOT. Climb and maintain 4000'. MAX 230 KT.							
Alt Set: hPa		Apt Elev: 0 hPa		Trans level: FL 150			
Baro-VNAV not authorized below +15°C.							



DIST to RW16L	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2930'	2620'	2300'	1980'	1660'	1340'	1020'	700'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	230 KT	HH602
Descent Angle	3.00°	372	478	531	637	743	PAPI	MAX	↑
MAP at RW16L									

STRAIGHT-IN LANDING RWY 16L				CIRCLE-TO-LAND	
LNAV/VNAV		LNAV CDFA			
DA(H) 370' (357')		MDA(H) 570' (557')			
ALS out		ALS out		Max Kts	MDA(H) VIS
A				100	620' (607') 1 1600m
B				135	620' (607') 1 1600m
C	RVR 900m	RVR 1600m	RVR 1800m	180	1240' (1227') 1 2400m
D			CMV 2500m	205	1240' (1227') 3600m

1 After LNAV apch: VIS 2500m.

CHANGES: Procedure identifier.

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OTHH/DOH
HAMAD INTL

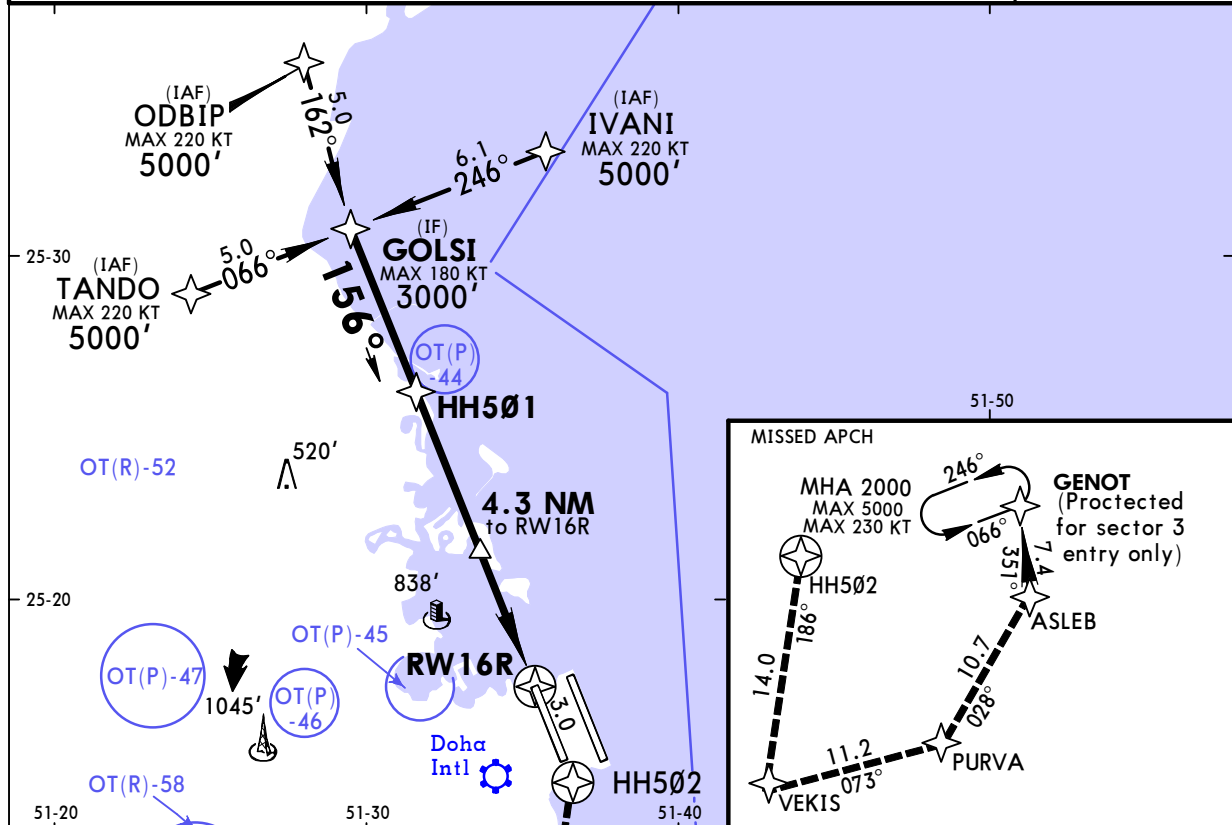
18 NOV 16

JEPPesen
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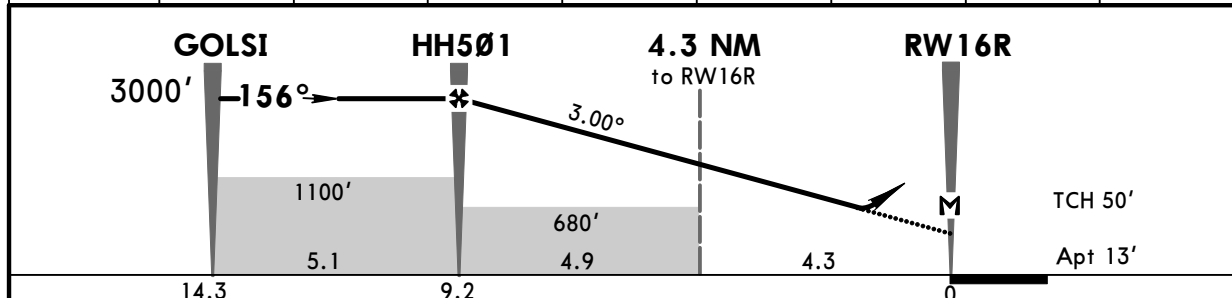
DOHA, QATAR
RNP Rwy 16R

BRIEFING STRIP

D-ATIS	DOHA RADAR (APP)	DOHA Approach	DOHA Director (APP)	HAMAD Tower		Ground	
				West	East	West	East
126.850	121.10	119.725	119.40	118.025	118.525	118.650	120.225
RNAV	Final Apch Crs 156°	Procedure Alt HH501 3000' (2987')	LNAV/VNAV DA(H) 380' (367')	Apt Elev 13'		<div>2300'</div> <div>MSA ARP</div>	
MISSED APCH: Climb STRAIGHT AHEAD to HH502. At HH502 turn RIGHT to VEKIS, then LEFT to PURVA, then LEFTto ASLEB and then LEFT to GENOT. Climb and maintain 2000'. Climb in holding to 3000'. MAX 230 KT.							
Alt Set: hPa Apt Elev: 0 hPa Trans level: FL 150 Trans alt: 13000'							
Baro-VNAV not authorized below +15°C.							



DIST to RW16R	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2930'	2620'	2300'	1980'	1660'	1340'	1020'	700'



Gnd speed-Kts	70	90	100	120	140	160	<div style="display: flex; align-items: center;"> <div style="text-align: center;"> 230 KT MAX </div> <div style="margin-left: 10px;"> HH502 ↑ </div> </div>	
Descent Angle	3.00°	372	478	531	637	743		
MAP at RW16R								

STRAIGHT-IN LANDING RWY 16R				CIRCLE-TO-LAND	
LNAV/VNAV		LNAV CDFA			
DA(H) 380' (367')		MDA(H) 570' (557')			
ALS out		ALS out		Max Kts	MDA(H) VIS
A				100	620' (607') 1700m
B				135	620' (607') 1700m
C	RVR 1000m	RVR 1700m	RVR 1800m	180	1240' (1227') 2400m
D			CMV 2500m	205	1240' (1227') 3600m

1 After LNAV apch: VIS 2500m.

CHANGES: Procedure identifier.

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PANS OPS

OTHH/DOH
HAMAD INTL

18 NOV 16

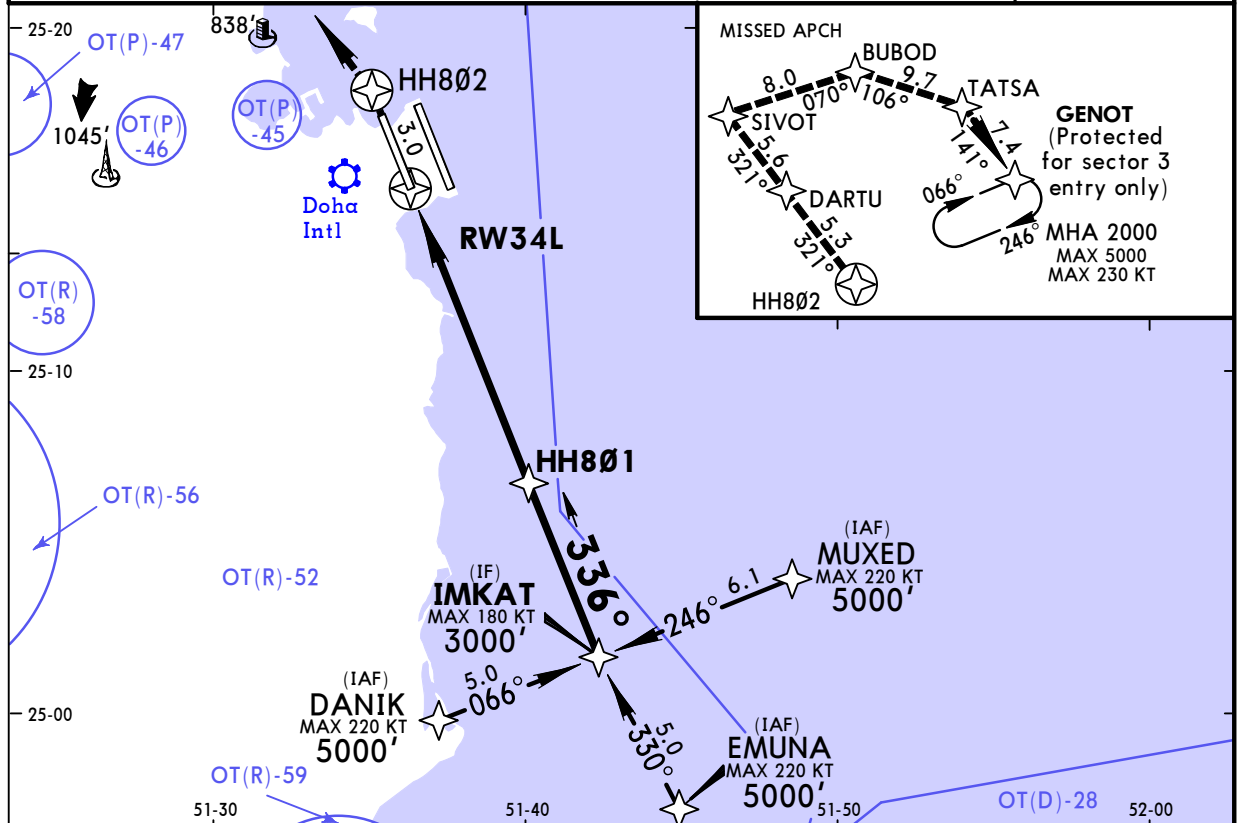
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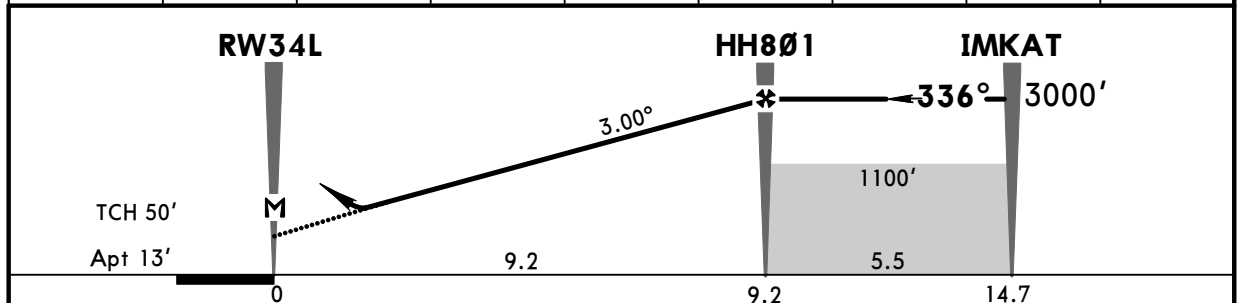
DOHA, QATAR
RNP Rwy 34L

BRIEFING STRIP

D-ATIS	DOHA RADAR (APP)	DOHA Approach	DOHA Director (APP)	HAMAD Tower		Ground			
				West	East	West	East		
126.850	121.10	119.725	119.40	118.025	118.525	118.650	120.225		
RNAV	Final Apch Crs 336°	Procedure Alt HH801 3000' (2987')	LNAV/VNAV DA(H) 370' (357')	Apt Elev 13'		<div><div>2300'</div><div>MSA ARP</div></div>			
MISSED APCH: Climb STRAIGHT AHEAD to HH802, then turn LEFT to DARTU at or above 2500', then STRAIGHT AHEAD to SIVOT at 5000', then turn RIGHT to BUBOD, then turn RIGHT to TATSA and then turn RIGHT to GENOT. Maintain 5000'. MAX 210 KT.									
Alt Set: hPa		Apt Elev: 0 hPa		Trans level: FL 150				Trans alt: 13000'	
Baro-VNAV not authorized below +15°C.									



DIST to RW34L	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	700'	1020'	1340'	1660'	1980'	2300'	2620'	2930'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	210 KT MAX	HH802 ↑
Descent Angle	3.00°	372	478	531	637	743	849		
MAP at RW34L									

STRAIGHT-IN LANDING RWY 34L				CIRCLE-TO-LAND	
LNAV/VNAV		LNAV CDFA			
DA(H) 370' (357')		MDA(H) 570' (557')			
ALS out		ALS out		Max Kts	MDA(H) VIS
A				100	620' (607') 1600m
B				135	620' (607') 1600m
C	RVR 900m	RVR 1600m	RVR 1800m	180	1240' (1227') 2400m
D				205	1240' (1227') 3600m

After LNAV apch: VIS 2500m.

CHANGES: Procedure identifier.

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OTHH/DOH
HAMAD INTL

18 NOV 16

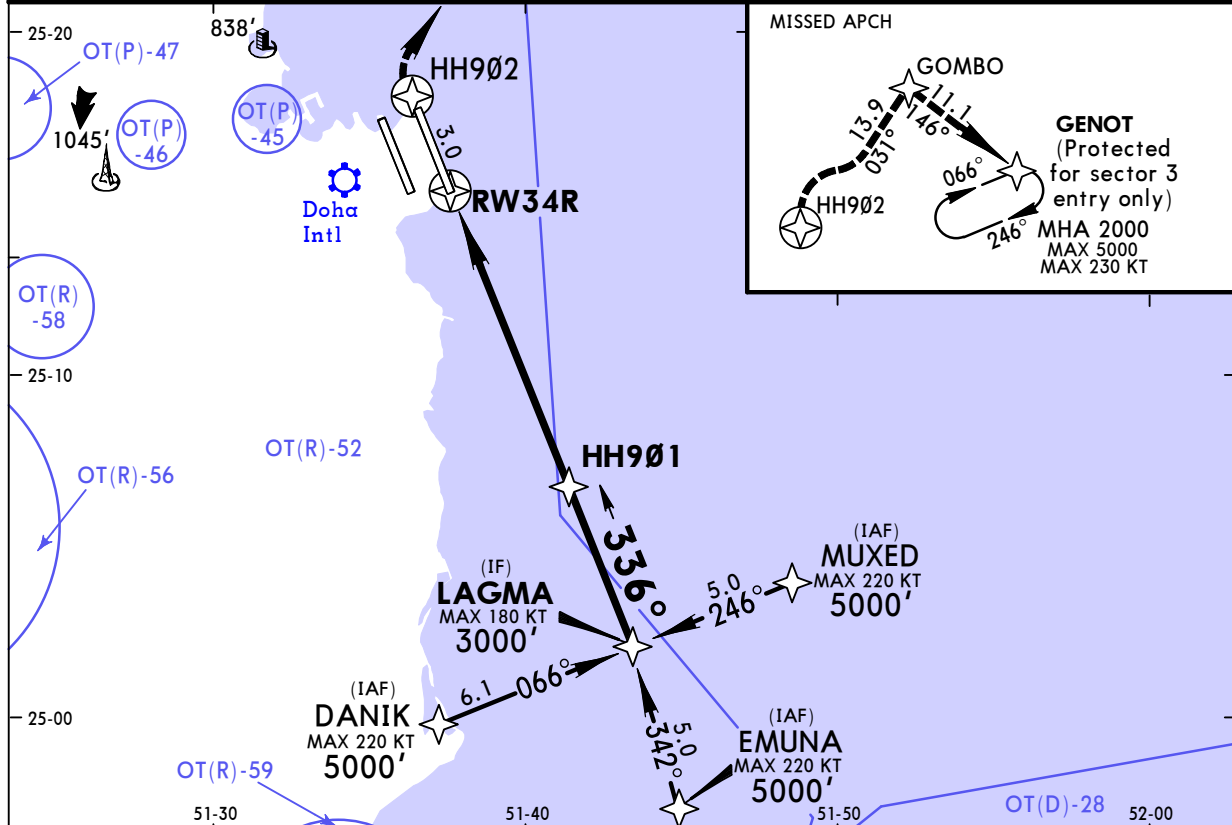
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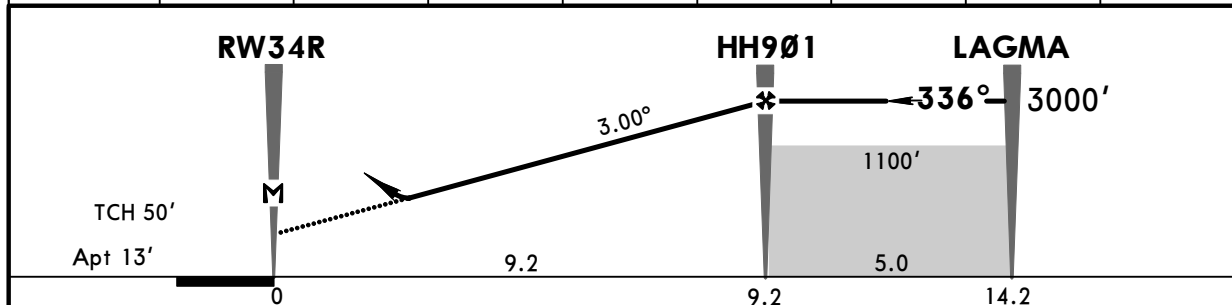
DOHA, QATAR
RNP Rwy 34R

BRIEFING STRIP

D-ATIS	DOHA RADAR (APP)	DOHA Approach	DOHA Director (APP)	HAMAD Tower		Ground	
				West	East	West	East
126.850	121.10	119.725	119.40	118.025	118.525	118.650	120.225
RNAV	Final Apch Crs 336°	Procedure Alt HH901 3000' (2987')	LNAV/VNAV DA(H) 310' (297')	Apt Elev 13'		<div><div></div><div>2300'</div><div>MSA ARP</div></div>	
MISSED APCH: Climb STRAIGHT AHEAD to HH902. Turn RIGHT to GOMBO, then turn RIGHT to GENOT. Climb and maintain 4000'. MAX 230 KT.							
Alt Set: hPa Apt Elev: 0 hPa Trans level: FL 150 Trans alt: 13000' Baro-VNAV not authorized below +15°C.							



DIST to RW34R	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	700'	1020'	1340'	1660'	1980'	2300'	2620'	2930'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI 230 KT MAX HH902 ↑
Descent Angle	3.00°	372	478	531	637	743	
MAP at RW34R							

Standard		STRAIGHT-IN LANDING RWY 34R				CIRCLE-TO-LAND			
		LNAV/VNAV		LNAV CDFA					
		DA(H) 310'(297')		MDA(H) 410'(397')					
		ALS out		ALS out		Max Kts	MDA(H)		VIS
A	RVR 750m 1	RVR 1400m	RVR 1100m	RVR 1800m	100	620'(607')		2 1500m	
B					135	620'(607')		2 1600m	
C					180	1240'(1227')		2400m	
D					205	1240'(1227')		3600m	

1 With TDZ, CL and HUD: RVR 650m. **2** After LNAV apch: VIS 1800m.

CHANGES: Procedure identifier.

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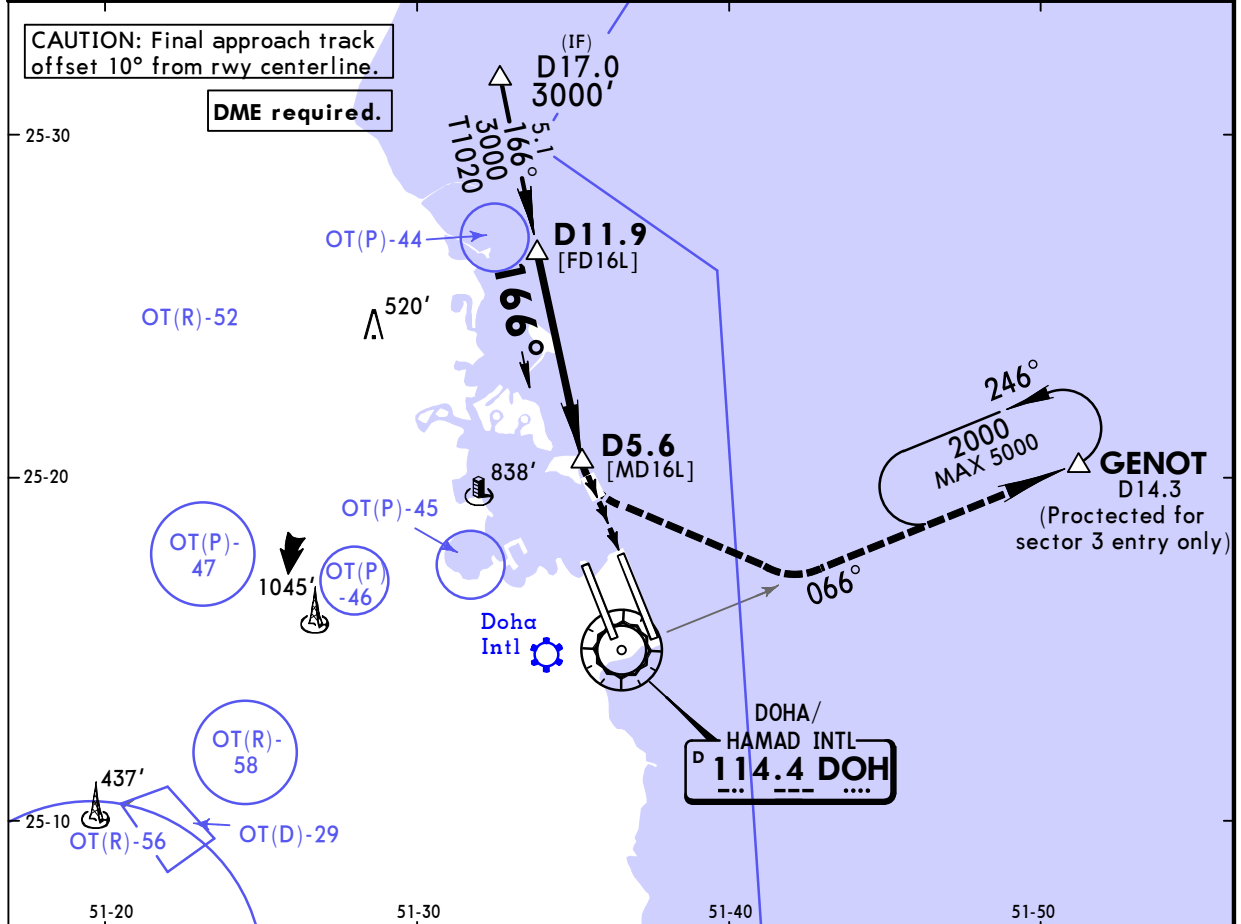
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HAMAD INTL

JEPPESEN
25 MAR 16 (23-1)

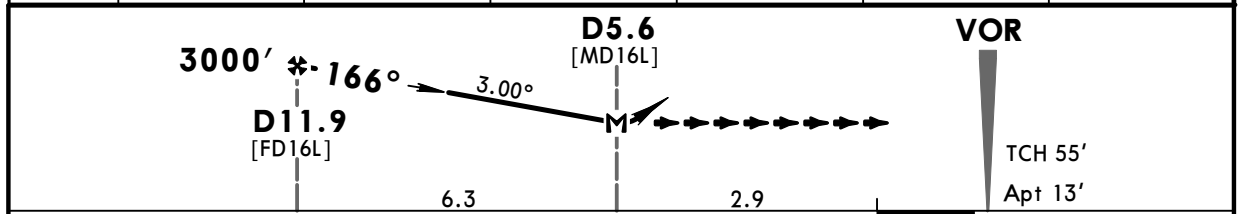
DOHA, QATAR
VOR Rwy 16L

BRIEFING STRIP

D-ATIS	DOHA RADAR (APP)	DOHA Approach	DOHA Director (APP)	HAMAD Tower		Ground	
				West	East	West	East
126.850	121.10	119.725	119.40	118.025	118.525	118.650	120.225
VOR DOH 114.4	Final Apch Crs 166°	Minimum Alt D11.9 3000' (2987')	MDA(H) 1020' (1007')	Apt Elev 13'		<div>2300'</div> <div>MSA DOH VOR</div>	
MISSED APCH: Turn LEFT onto R-066 to GENOT and hold. Climb and maintain 4000'. Do not turn before MAP. MAX 230 KT.							
Alt Set: hPa		Apt Elev: 0 hPa		Trans level: FL 150			



DOH DME	11.0	10.0	9.0	8.0	7.0	6.0
ALTITUDE	2720'	2400'	2090'	1770'	1450'	1130'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	230 KT MAX	GENOT LT on R-066	DOH 114.4
Descent Angle	3.00°	372	478	531	637	743				
MAP at D5.6										

Standard				STRAIGHT-IN LANDING RWY 16L				CIRCLE-TO-LAND			
				MDA(H) 1020' (1007')							
				ALS out							
A									Max Kts	MDA(H)	VIS
B									100	1020' (1007')	4900m
C									135		
D									180		
									205	1240' (1227')	4900m

PANS OPS

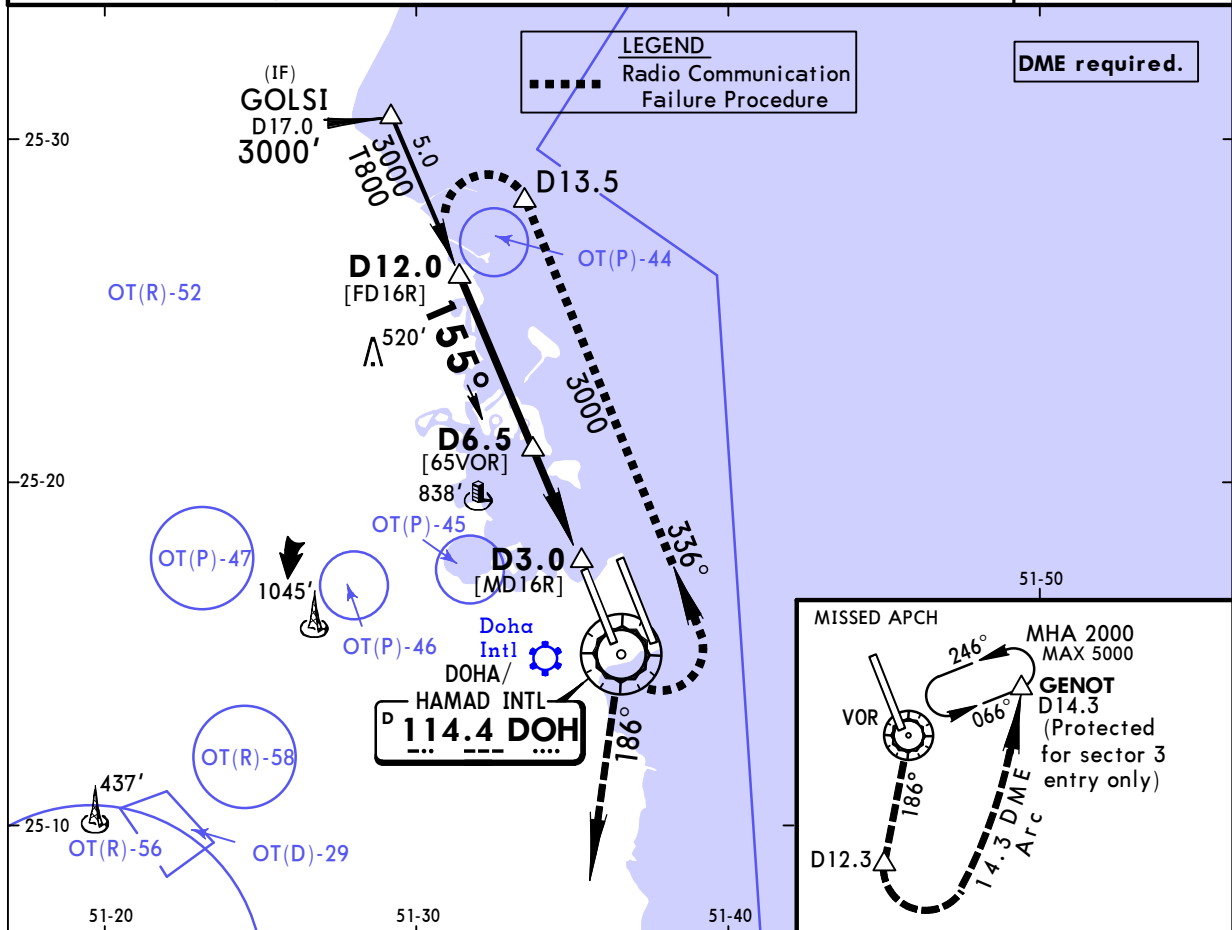
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25 MAR 16 (23-2)

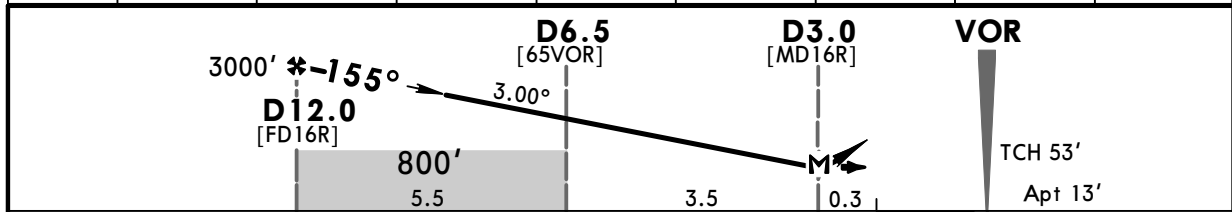
DOHA, QATAR
VOR Rwy 16R

BRIEFING STRIP

D-ATIS	DOHA RADAR (APP)	DOHA Approach	DOHA Director (APP)	HAMAD Tower	Ground
126.850	121.10	119.725	119.40	West 118.025 East 118.525	West 118.650 East 120.225
VOR DOH 114.4	Final Apch Crs 155°	Procedure Alt D12.0 3000' (2987')	MDA(H) 410' (397')	Apt Elev 13'	2300'
MISSED APCH: Climb STRAIGHT AHEAD until VOR turn RIGHT onto R-186. At D12.3 turn LEFT to intercept 14.3 DME Arc anti-clockwise to GENOT and hold. Climb and maintain to 2000'. Climb in the hold to 3000'. MAX 230 KT.					MSA DOH VOR
Alt Set: hPa	Apt Elev: 0 hPa	Trans level: FL 150	Trans alt: 13000'		



DOH DME	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0
ALTITUDE	2720'	2400'	2080'	1760'	1440'	1120'	810'	490'



Gnd speed-Kts	70	90	100	120	140	160	230 KT MAX DOH 114.4
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D3.0							

Standard				STRAIGHT-IN LANDING RWY 16R				CIRCLE-TO-LAND			
				MDA(H) 410' (397')							
				ALS out				Max Kts			
A	RVR 1100m			RVR 1800m			100	MDA(H)		VIS	
B							135	620' (607')		1800m	
C							180	1240' (1227')		2400m	
D							205	1240' (1227')		3600m	

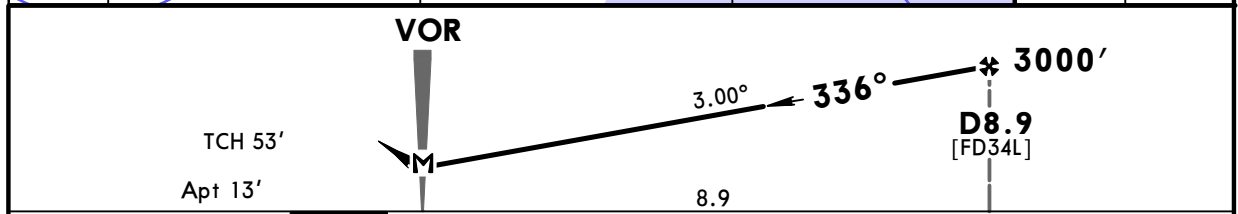
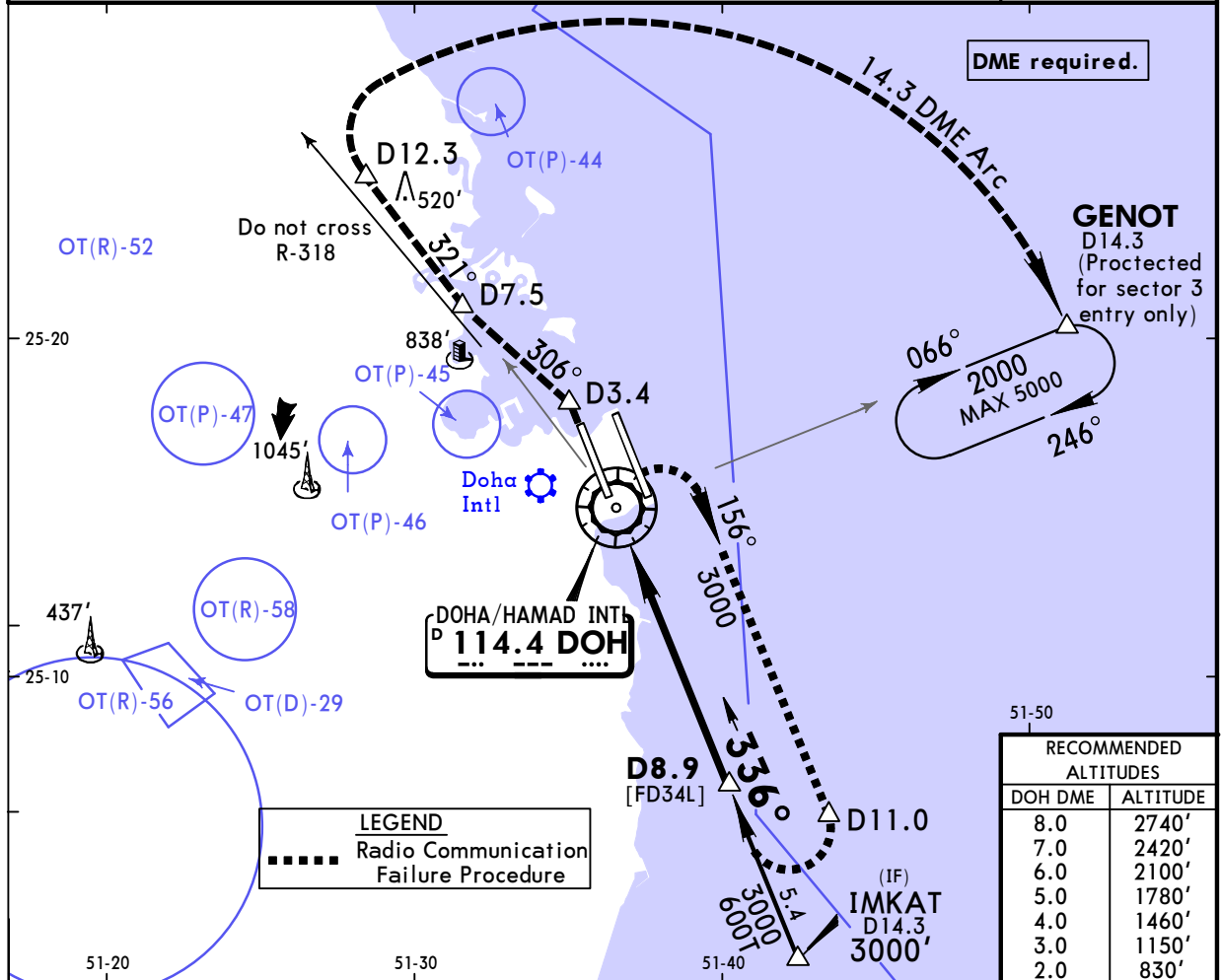
OTHH/DOH
HAMAD INTL

JEPPesen
25 MAR 16 (23-3)

DOHA, QATAR
VOR Rwy 34L

BRIEFING STRIP

D-ATIS	DOHA RADAR (APP)	DOHA Approach	DOHA Director (APP)	HAMAD Tower		Ground	
				West	East	West	East
126.850	121.10	119.725	119.40	118.025	118.525	118.650	120.225
VOR DOH 114.4	Final Apch Crs 336°	Minimum Alt D8.9 3000' (2987')	MDA(H) 530' (517')	Apt Elev 13'		<div>2300'</div> <div>MSA DOH VOR</div>	
MISSED APCH: Climb STRAIGHT AHEAD to D3.4, then turn LEFT onto 306° to intercept R-321 (do not cross R-318) crossing D7.5 at or above 2500'. At D12.3 turn RIGHT to intercept 14.3 DME Arc at 5000'. Proceed clockwise to GENOT and hold. Maintain 5000'. MAX 230 KT.							
Alt Set: hPa Apt Elev: 0 hPa Trans level: FL 150 Trans alt: 13000'							



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II PAPI	230 KT	D3.4
Descent Angle 3.00°	372	478	531	637	743	849		PAPI	MAX	↑
MAP at VOR										

Standard				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 34L							
MDA(H) 530' (517')							
ALS out				Max Kts	MDA(H)	VIS	
RVR 1600m CMV 2400m				100	620' (607')		2400m
				135			
				180	1240' (1227')		2400m
				205	1240' (1227')		3600m

PANS OPS

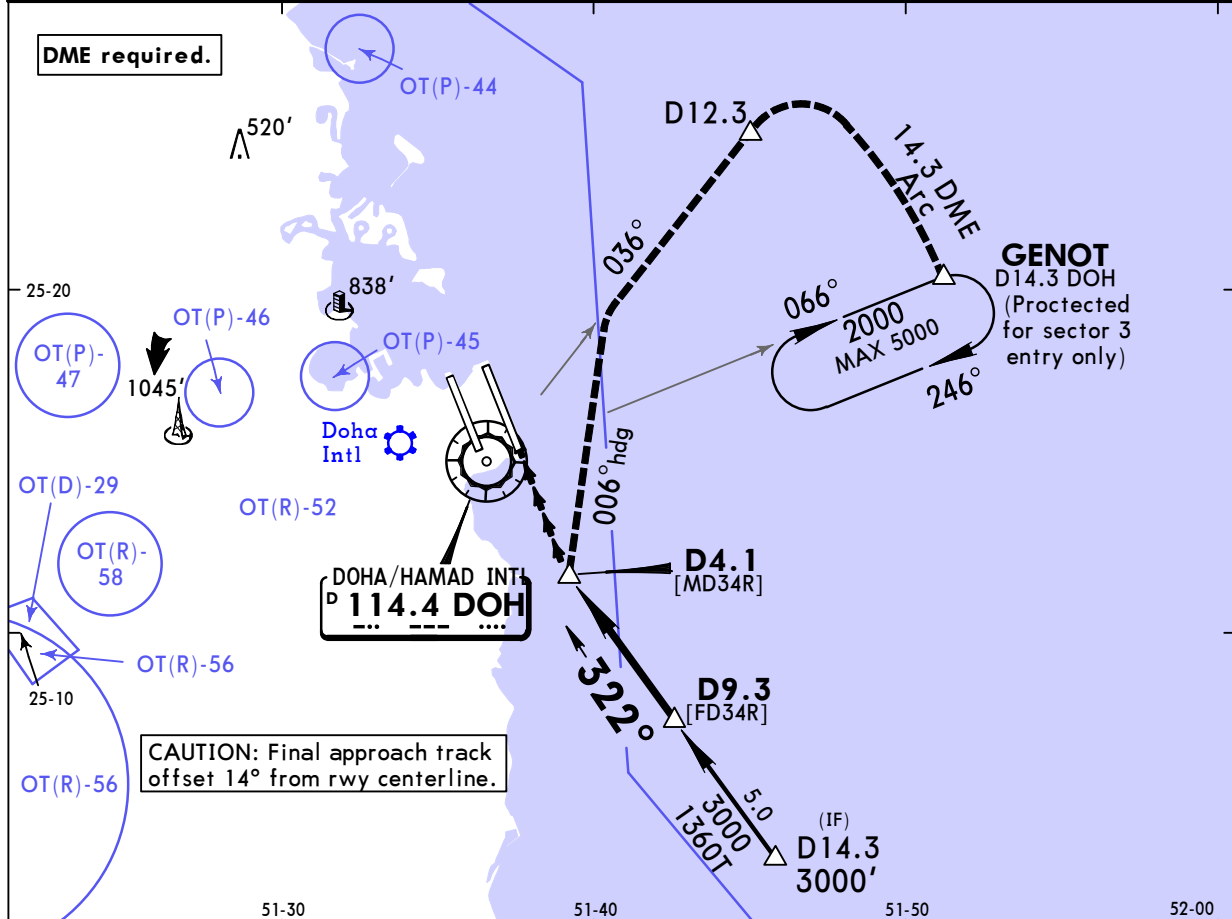
OTHH/DOH
HAMAD INTL

JEPPesen
25 MAR 16 (23-4)

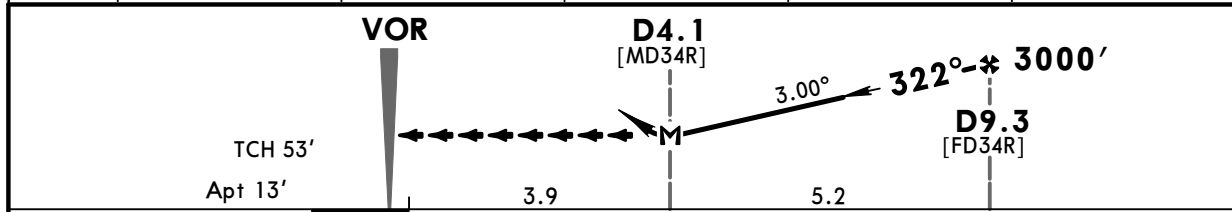
DOHA, QATAR
VOR Rwy 34R

BRIEFING STRIP

D-ATIS	DOHA RADAR (APP)	DOHA Approach	DOHA Director (APP)	HAMAD Tower		Ground	
				West	East	West	East
126.850	121.10	119.725	119.40	118.025	118.525	118.650	120.225
VOR DOH 114.4	Final Apch Crs 322°	Minimum Alt D9.3 3000' (2987')	MDA(H) 1360' (1347')	Apt Elev 13'		<div>2300'</div> <div>MSA DOH VOR</div>	
MISSED APCH: Turn RIGHT onto heading 006° to intercept R-036. At D12.3 turn RIGHT to intercept 14.3 DME Arc clockwise to GENOT and hold. Climb and maintain 4000'. Do not turn before MAP. MAX 230 KT.							
Alt Set: hPa		Apt Elev: 0 hPa	Trans level: FL 150	Trans alt: 13000'			



DOH DME	5.0	6.0	7.0	8.0	9.0
ALTITUDE	1610'	1930'	2250'	2560'	2880'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D4.1						

Standard		STRAIGHT-IN LANDING RWY 34R		CIRCLE-TO-LAND	
		MDA(H) 1360' (1347')			
		ALS out		Max Kts	
A	CMV 5000m			100	MDA(H) VIS
B				135	1360' (1347') 5000m
C				180	
D				205	