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JeppView for Windows

List of pages in this Trip Kit

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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: 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: 0200 Z
Sunset: 1443 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

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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: 119.975 Arrival Service
ATIS: 119.675 Departure Service
Abu Dhabi Tower: 120.425 Secondary
Abu Dhabi Tower: 119.200
Abu Dhabi Tower: 118.675
Abu Dhabi Ground: 119.425 Secondary
Abu Dhabi Ground: 121.950
Abu Dhabi Ground: 123.975
Abu Dhabi Clearance Delivery: 125.100
Abu Dhabi Radar: 124.400
Abu Dhabi Direct (Approach Control Radar): 118.000
Abu Dhabi Direct (Approach Control Radar): 118.425
Abu Dhabi Direct (Approach Control Radar): 121.150 Secondary
Fire Commander Emergency: 121.600
Abu Dhabi Radar: 135.350 Secondary
Abu Dhabi Radar: 135.150
Abu Dhabi Radar: 133.550
Abu Dhabi Radar: 132.675
Abu Dhabi Radar: 128.100
Abu Dhabi Radar: 124.625 Secondary
Abu Dhabi Information: 127.500
Abu Dhabi Information: 124.625 Secondary

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1. GENERAL

1.1. ATIS

D-ATIS Arrival 119.975

D-ATIS Departure 119.675

1.2. LOW VISIBILITY PROCEDURES (LVP)

1.2.1. GENERAL

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

RWY 13L/31R and RWY 31L are suitable for CAT IIIB operations by approved operators.

Pilots shall follow ATC clearances in combination with selected high intensity TWY centerline lights.

Pilots shall not continue taxiing when the high intensity centerline lights are not illuminated or a red stop bar is illuminated.

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

- TWY E15 and D11 for RWY 31L;
- TWY A17 for RWY 31R;
- TWY A2 for RWY 13L.

For arriving ACFT, available RWY exits will be illuminated.

Pilots should vacate via the first convenient illuminated exit or as instructed by ATC.

The preferable RWY exits are:

- TWY E8 or D6 for RWY 31L;
- TWY A10 for RWY 31R;
- TWY A13 for RWY 13L.

Follow-me vehicle will be used in contingency operations and when the follow the greens guidance is not functioning, as follows:

For Arrivals

- ATC shall instruct pilots to hold on a TWY after vacating the RWY.
- ATC shall instruct a Follow-me vehicle to position in front of the ACFT.
- Pilots shall confirm they are visual with the Follow-me vehicle.
- ATC shall issue Follow-me vehicle taxi instructions to the allocated stand.
- Pilots shall report parked once on stand.

For Departures

- Pilots shall request push-back as normal.
- Once push-back is completed, ATC shall instruct the Follow-me vehicle to position in front of the ACFT.
- ATC shall issue Follow-me vehicle taxi instructions to the RWY hold.
- ATC shall instruct the Follow-me vehicle to lead the ACFT to the RWY centerline, before detaching from the ACFT.
- The Follow-me vehicle shall report vacated from the RWY, before ATC issue any further instructions to the ACFT.

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1. GENERAL

1.2.2. TAXIING GUIDANCE SYSTEM

Abu Dhabi APT is provided with A-SMGCS Level 4. Taxiing guidance is provided by means of Follow the Greens with Floating Spacing between ACFT. Follow the Greens is not used during daytime and normal visibility conditions and Floating Spacing will only be applied during low visibility conditions.

- The taxiing guidance system consists of selectable segments of green TWY centerline lights, stop bars, marking and signage.
- ATC will control the A-SMGCS Level 4 and issue Follow the Greens instructions to pilots. Pilots will follow ATC instructions to follow the greens as indicated ahead of them. Extinguished green centerline lights or a lit stop bar shall indicate that an ACFT is to hold and await either green lights for continued taxi or onward clearance from ATC.
- All taxiing guidance lights on TWYs leading to the RWYs terminate with a RWY stop bar. By default, red stop bar lights remain ON unless deselected by the Tower controller.
- When following the directional guidance provided by the green TWY centerline lights and red stop bar lights, pilots are advised to also navigate their taxi route with reference to information and mandatory signs/markings provided at the APT so as to maintain positional awareness of their location at all times.
- In CAT I - Pilots are to ensure longitudinal separation with preceding ACFT is maintained.
- In CAT II - The system will ensure that the ACFT are spaced by 100m.
- In CAT III - The system will ensure that the ACFT are spaced by 200m.

Taxi instructions using the green TWY centerline lights:

- ATC will use the phraseology "FOLLOW THE GREENS ..." when issuing a clearance to pilots to taxi along the directional guidance provided by the green TWY centerline lights. The controller may use the expression "FOLLOW THE GREENS" in a taxi clearance instead of detailing the route to be followed.
- When instructed to follow the greens by ATC, flight crew are reminded of the extreme importance of maintaining a careful lookout and are at all times responsible for wing tip clearance. The use of the Follow the Greens concept, in conditions other than when ATC is required to provide separation, does not necessarily provide separation where an ACFT following the clearance passes behind an ACFT holding on an adjoining TWY or RWY entry.
- When instructed to follow the greens by ATC, the pilot must not taxi if there are no green lights ahead or a red stop bar is illuminated.
- For arriving ACFT, available RWY exits will be illuminated. Pilots should vacate via the first convenient illuminated exit or as instructed by ATC.
- Should Follow the Greens not be available, ATC will broadcast it on the ATIS and will issue standard taxi clearances. The Airfield Ground Lighting will be selected with all greens ON according to MET conditions and time of the day.

1.3. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.3.1. USE OF MODE S TRANSPONDER

ACFT operators with serviceable Mode S transponder equipped ACFT, should ensure that Mode S transponders are able to operate when ACFT is on the ground.

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1. GENERAL

Departing ACFT:

At the gate/stand: Select STANDBY function.

From either push-back or taxi request, whichever the earlier:

- Enter, through the FMS or transponder control panel, the flight identification as specified in item 7 of ICAO FPL or, in the absence of flight identification, enter the ACFT registration.
- Select XPNDR or its equivalent depending on the specifications of the installed model.
- Select AUTO Mode, if the function is available.
- Do not select the OFF or STANDBY functions.
- Set the Mode A code assigned by ATC.

When lining-up on the RWY: Select TA/RA.

Arriving ACFT:

After landing until at the gate/stand:

- Select XPNDR or its equivalent depending on the specifications of the installed mode.
- Select AUTO Mode, if the function is available.
- Do not select the OFF or STANDBY functions.
- Maintain the Mode A code assigned by ATC.

At the gate/stand: Select the STANDBY function.

ACFT on the movement area:

- Select XPNDR or its equivalent depending on the specifications of the installed model.
- Select AUTO Mode, if the function is available.
- Do not select the OFF or STANDBY functions.
- Set Mode A code to 1000.

1.4. RWY OPERATIONS

1.4.1. USE OF PARALLEL RWYs

The Abu Dhabi International APT RWYs are 6562'/2000m apart and comply with ICAO requirements for Simultaneous Operations of Instrument RWYs (SOIR).

- Segregated RWY Operations, i.e. one RWY exclusively for arrivals and one exclusively for departures, are normally in use during busy arrival and departure times.
- Dependent Parallel Instrument Approaches shall be used during peak arrival times and at other times as required by ATC with minimum 3NM separation.
- During periods of reduced traffic demand, single RWY, mixed-mode operations are used.
- During inbound peak-hours ACFT can expect to be vectored to either of the parallel RWYs to optimize the arrival sequence.
- ATIS will transmit "Parallel approaches in progress. Primary arrival RWY is [identifier for main landing RWY]", during peak arrival times when both RWYs are being used for arrivals.
- Pilots should exercise caution when selecting the ILS frequency.
- Pilots requiring the use of RWY 13L/31R for ACFT performance reasons outside of the times when Parallel RWY Operations are in use should advise ATC at the earliest opportunity. Efforts will be made to make RWY 13L/31R available; however, delay may be experienced as returning this RWY to service may take in excess of 15 minutes.
- RWY 13L/31R should not be assumed to be available as a diversion alternate to RWY 13R/31L.

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1. GENERAL

During Parallel RWY Operations pilots should take special care to comply with all ATC instructions due to:

- ACFT landing RWY 13L/31R will be required to cross RWY 13R/31L to access parking stands.
- Military ACFT operating from OMAA North of RWY 13L/31R will be required to cross RWY 13L/31R to facilitate access to and from the military apron.
- Military ACFT can be expected to depart from RWY 13L/31R and arrival ACFT should be aware that there may be departing traffic with possible increased arrival spacing to facilitate.

During Parallel RWY Operations, in the event of a blockage/unserviceability on the arrival RWY, ATC will initiate single RWY, mixed-mode operations and reposition ACFT to the available RWY accordingly.

Training flights will not be facilitated at Abu Dhabi International APT during Parallel RWY Operations.

1.4.2. SCHEDULED CLOSURE OF RWYS

RWY 13R/31L closed every Tuesday between 0700-1400 from 01 April to 31 October and between 0600-1300 from 01 November to 31 March for preventative maintenance.

RWY 13L/31R closed every Thursday between 0700-1400 from 01 April to 31 October and between 0600-1300 from 01 November to 31 March for preventative maintenance.

1.5. WIND SHEAR WARNINGS

Wind Shear Warnings shall be issued where a 15 KT or greater Wind Shear has been either "Forecast", "Reported" or "Observed", these will be updated with appropriate and confirmed updated data.

"Forecast" is used when the phenomenon is only forecast by NCM (National Centre of Meteorology).

"Reported" is used when the phenomenon has been confirmed by a pilot report.

"Observed" is used when the phenomenon is confirmed by ACARS, the Aerodrome wind-profiler, or other wind measurement equipment on the APT.

Wind Shear Warnings shall be broadcast on the approach frequencies and shall be passed to each ACFT on the Tower frequency also will be broadcast on both the departure and arrival ATIS.

Wind Shear Warnings shall be passed to ACFT for a period of 30 minutes after receipt of the last report.

Pilots are requested to inform ATC if they experience any wind shear on arrival or departure, irrespective of whether an alert has been given.

If a Wind Shear Alert has been issued, ACFT may be requested by ATC to state the 1000' winds when able.

1.6. PARKING INFORMATION

Visual Docking System is installed on all stands with the exception of stands 135 and 801 thru 805.

Push-back is mandatory on all stands.

Reduced engine taxi in stand 508 is prohibited for all ACFT types due risk of jet blast.

1.7. OTHER

Caution: Soft shoulders at TWY intersections.

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2. ARRIVAL

2.1. SPEED CONTROL

If it is essential to make an immediate temporary change in speed, ATC shall be notified as soon as possible that such a change has been made. Pilots unable to maintain the last assigned speed during any particular phase of flight, shall inform ATC as soon as possible for alternative speed instructions.

Pilots should typically expect the following speed control restrictions to be enforced by ATC:

- 210 - 250 KT: From CTA entry to downwind;
- 180 - 230 KT: From downwind to base leg;
- 160 - 210 KT: On base leg and closing heading to final approach;
- MAX 180 KT: 10NM from touchdown;
- MAX 160 KT: 4NM from touchdown.

Pilots shall maintain a minimum Indicated Air Speed of 160 KT or greater to 4NM from touchdown, unless otherwise instructed by ATC. ATC considers a zero tolerance with regards to the accuracy of speed control instructions, and non-compliance with ATC instructions will be reported to the authority.

Pilots unable to comply with this minimum speed instruction shall inform ATC on first contact.

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.

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

- **RWY 13R/31L**

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

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2. ARRIVAL

2.4. TAXI PROCEDURES

2.4.1. ABU DHABI AVIATION APRON

Whether instructed by Abu Dhabi Aviation Operations (ADA) or not, all ACFT entering ABU DHABI Aviation Apron shall hold short of TWY F and contact ABU DHABI Ground for further taxi clearance.

2.5. OTHER

Caution: ILS GP possible signal fluctuations during CAT I conditions for arriving ACFT on RWY 13R/31L and RWY 13L/31R due to taxiing and departing ACFT.

Pilots should anticipate possible GP interference and monitor ILS profile, flight display indications and autopilot behavior during manual or coupled ILS approaches.

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3. DEPARTURE

3.1. APT-COLLABORATIVE DECISION MAKING (A-CDM) PROCEDURES

3.1.1. DEFINITIONS

A-CDM procedures coordinate the turnaround process and are tracked in the A-CDM platform by events known as milestones.

A-CDM milestone approach is primarily based on Target Off-Block Time (TOBT) and Target Start-up Approval Time (TSAT).

- TOBT: The time that ground handlers and ACFT operators estimate that an ACFT will be ready, all doors closed, boarding bridge removed, push-back vehicle available and ready to start-up/push-back immediately upon reception of clearance from the TWR.
- TSAT: Calculated time at which start-up clearance can be expected. TSAT includes all parameters such as Calculated Take-Off Time (CTOT), variable taxiing time etc.

3.1.2. A-CDM MILESTONES

3.1.2.1. EOBT -3 HOURS

ACFT operators have to file FPL with Estimated Off-Block Time (EOBT).

FPLs will be checked against their APT slot - Scheduled Off-Block Time (SOBT), destination APT and the ACFT type.

Alerts will be generated in the AODB for further action or attention if there is any discrepancy identified.

The airport operator or Ground Handler (GH) may need to either confirm or resolve the discrepancy as early as possible.

3.1.2.2. EOBT -2 HOURS

TOBT is the time when an ACFT is planned to be "ready to move". TOBT will be provided by the APT Operations Control Center.

The following is used to calculate the TOBT:

EOBT which will have created system calculated TOBT, or updates of it, or manual TOBT update, and/or CTOT.

At EOBT -2 hours, it will be known if flights are regulated or not. All regulated flights receive a CTOT from EMIRATES ACC.

In case of an ACFT having a long ground time, the automated TOBT based on available arrival estimates and minimum turnaround time will not be earlier than the EOBT.

3.1.2.3. EOBT -40 MINUTES TSAT ISSUE TIME

At EOBT -40 minutes, TOBT is confirmed and TSAT issued.

TOBT must be updated by APT operator/GH for any change.

The TSAT is published at EOBT -40 minutes in the AODB. The TSAT is distributed to the various stakeholders at the APT via the A-CDM platform including pilots, to facilitate decision-making.

The TSAT is included in all ATC clearances received via data link service ACARS.

Voice message shall be used if not data link equipped and the TSAT will be issued by ATC.

3.1.2.4. ACFT READY

Departing traffic must be ready within TOBT +5 minutes.

Pilots call for ATC clearance at TOBT {2 minutes unless ATC clearance has been already received via data link.

The AODB receives the ready timestamp, which is currently ASRT and displays it in A-CDM platform.

After ATC advises the TSAT, the pilot will be instructed to monitor the relevant ABU DHABI Ground frequency.

If the ACFT fails to call ready to ATC before TOBT +5 minutes, the TOBT will be deleted, and a new input is needed.

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3. DEPARTURE

ATC clearance to departing ACFT (DCL) is available using data link service via ACARS. Pilots may request DCL clearance by sending RCD message not earlier than 20 minutes prior to EOBT.

If the content of ATC clearance received is accepted, the received clearance should be acknowledged by sending CDA message. If receipt of the clearance has not been acknowledged within 10 minutes, the system will consider an error has occurred. In the event of an error message, pilots should revert to voice message. There is no requirement for the read back of a clearance received via data link.

3.1.2.5. START-UP REQUESTED

ABU DHABI Ground calls the pilot at TSAT {2 minutes for push-back and start-up clearance, if traffic permits.

If the push-back cannot be executed by TSAT +5 minutes due to unexpected late issues related to the ACFT operator, it is the pilot's responsibility to advise ATC, GH and its ACFT operator representatives to update TOBT accordingly for a new TSAT. The pilot will then re-coordinate for new ATC clearance based on the new TOBT.

If the push-back cannot be executed due to ATC reasons, by TSAT +5 minutes, ATC will arrange a new TSAT accordingly.

3.1.3. TOBT ADHERENCE AND UPDATE

APT operator or GH is responsible for the correct update and adherence to TOBT.

TOBT can be updated throughout the flight process without limitation.

If TOBT cannot be met, it must be updated as soon as possible preventing it from expiring.

3.1.4 A-CDM PROCEDURE SUSPENSION

In case of A-CDM system failure, the procedure will be suspended and:

- "A-CDM out of service" will be announced via ATIS;
- A NOTAM will be issued if the suspension lasts more than 12 hours;
- APT operator/GH will be informed by the duty manager airside;
- A standard taxi time scheme will be adopted;
- Operations will follow non A-CDM departure procedures.

3.1.5. NON A-CDM DEPARTURE PROCEDURES - FAILURE OR SUSPENSION

When 'ready', all departing ACFT must contact ABU DHABI Delivery as per the procedures stated in paragraph 3.2.1.

ATC will manage departure sequence according to EOBT/CTOT.

For A-CDM related procedures, contact ACDM@ans.adairports.ae.

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

3.2.1. 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/super wake turbulence category the word "Heavy" or "Super" accordingly;
- 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.

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3. DEPARTURE

3.2.2. MULTIPLE PUSH-BACK PROCEDURES

Multiple push-back of ACFT facing same direction or "nose to nose" (apron 2 and 3 only) shall be permitted provided that the ACFT are separated by 2 or more parking stands on apron 2, 3, 4 North, 4 South, 5 East and 7.

Note: In the "nose to nose" scenario ATC shall ensure that one TWY is available between the two ACFT.

Multiple push-back of ACFT "tail to tail" shall be permitted provided that the ACFT are separated by 3 or more other parking stands on apron 2, 3, 4 North, 4South, 5 East and 7.

APRON 1

A maximum of 4 multiple push-back operations are allowed.

ACFT parked on stands 101 and 102 may expect to push-back:

- To face North;
- Onto the taxilane on apron 3 abeam stand 309 West of TWY E9 intersection facing East;
- On TWY F abeam stand 309 West of TWY E9 intersection facing East;
- On TWY F abeam stand 112 East of TWY E9 facing West.

ACFT parked on stand 103 shall expect to push-back facing South only.

ACFT parked on stands 111 thru 113 may expect to push-back onto TWY F between TWY E9 and TWY E11 and clear of the intersections. ATC will instruct the ACFT to face either East or West.

ACFT parked on stands 121,122, 131 and 132 may expect to:

- Push-back to start-up on a position on the taxilane abeam stand 133 facing North; or
- Push-back to start-up on a position on TWY F abeam stand 112 West of TWY E11 intersection facing East.

ACFT parked on stands 123 and 133 thru 136 may expect to push-back to start-up on a position on the taxilane abeam stand 133 facing North.

ACFT on stands 123, 134 thru 136 and 103 which request to start engine(s) on parking stand, due to APU failure for example, shall be unable to execute the standard push-back onto TWY E9 or TWY E11 facing North due to issues created by the jet blast towards the adjacent service road.

APRON 2

ACFT shall push-back on the apron 2 taxilane centerline facing either East of West with the following restrictions:

- Push-back from stand 201 shall face West;
- Push-back from stand 222 shall face East.

Reduced engine taxi out from stand 201 thru 222 are prohibited with the exception of A320 and A321 ACFT types.

APRON 3

ACFT shall push-back on the apron 3 taxilane centerline facing East or West with the following restrictions:

- Push-back from stand 309 shall face East;
- Push-back from stand 301 shall face West.

Pilots proceeding to and from assigned gates on apron 3 stands 301 thru 309 shall disregard broken dotted white lines adjacent to TWY centerlines, as they are only designed to guide tow tugs during push-back process.

Note: ACFT taxiing out via TWY E9 (including code F ACFT) are deemed to be separated from ACFT that have completed a push-back on TWY E9 from stands 101 thru 103.

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3. DEPARTURE

APRON 4

Apron 4 North

Parking stands on apron 4 North, inclusive of TWY E3A, TWY E3B and TWY E4N, are suitable for code C ACFT types or smaller.

ACFT shall push-back on the apron 4 North taxilane centerline facing East or West.

Push-back from stand 409 shall face East.

Due to lack of appropriate TWY markings and centerline lights the following TWY routings (both directions) are not permitted based on instructions from ADA Air-side Operations, except during daylight operations:

- Inbound to apron 4 via E4N: TWY E (Westbound) - E4 - E4N;
- Outbound from apron 4 via E4N: TWY E4N - TWY E4 - E (Eastbound).

The parking stands cannot be used by A321 and B737 type of ACFT.

Apron 4 South

Parking stands on apron 4 South, inclusive of TWY E4S, are suitable for code C ACFT types.

ACFT A321 will not be allocated adjacent stands between stands 410 to 419.

ACFT shall push-back on the apron 4 South taxilane centerline facing East or West.

When pushing-back from stand 410 facing West, ATC shall instruct the pilots to be pulled abeam stand 412 prior to start-up in order to avoid risk of jet blast incidents for the vehicles using the service road east of stand 410.

The parking stands cannot be used by B737-MAX ACFT type.

APRON 5

Apron 5 West

Stand 508: push-back on TWY F to face West.

Stand 509: push-back on TWY F to face East or West.

Stand 510: push-back on TWY F to face East.

Note: Simultaneous multiple push-backs are not allowed.

Apron 5 East

Stand 511: push-back on TWY F to face West.

Stand 516: push-back on TWY F to face East.

Stand 512 thru 515: push-back on TWY F to face East or West.

APRON 7

ACFT may push-back from any stand to face East or West on TWY N centerline.

Multiple push-back of ACFT on adjacent stands "nose to nose" shall be permitted provided that TWY is available between the 2 ACFT after the push-back, e.g. stand 707 and 708 with TWY C4 between the two ACFT after push-back.

APRON 8

This apron only available for layover parking and silent towing in and out but not available for live operations.

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3. DEPARTURE

3.2.3. TAXIING

3.2.3.1. 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.

3.2.3.2. ABU DHABI AVIATION APRON

After receiving start-up clearance contact Abu Dhabi Aviation Operations (ADA) for taxi guidance on the ABU DHABI Aviation apron.

3.3. RWY OPERATIONS

3.3.1. 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 minimum.

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.

3.3.2. REDUCED RWY SEPARATION MINIMA (RRSM)

3.3.2.1. 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 3.3.1 MINIMUM RWY OCCUPANCY TIME and 3.2.2. TAXIING to reduce RWY occupancy times and ensure the efficiency of operations during RRSM.

3.3.2.2. 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.

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3. DEPARTURE

3.4. SIMULTANEOUS PARALLEL DEPARTURES

Parallel RWYs may be used for independent instrument departures as follows:

- Both RWYs are used exclusively for departure (independent departures);
- One RWY is used exclusively for departures while the other RWY is used for a mixture of arrivals and departures (semi mixed operations);
- Both RWYs are used for mixed arrivals and departures (mixed operations).

The SIDs design permits simultaneous departures from every pair of RWYs because the departure tracks diverge more than 15 degrees, complying with ICAO DOC 9643 requirements.

A minimum of 3NM surveillance separation will be observed between successive departures from the same RWY direction.

Simultaneous parallel departures are available in all weather conditions.

The following conditions are required in the application of this standard between succeeding departing ACFT:

- ATS surveillance systems are used in the provision of aerodrome control service to establish surveillance separation between succeeding departing ACFT;
- Vertical separation shall be applied between successive departures when the following ACFT has a closing airspeed.

When SOIR Mode 3, independent parallel departures are in use, the following SID shall be used:

RWY 13 departures:

RWY 13L	RWY 13R
DAXIB 1F	MEKRI 1G
LORID 1F	BOSEV 1G
TULON 1F	ORNEL 1G
ATUDO 5F	KANIP 3G

RWY 31 departures:

RWY 31L	RWY 31R
MEKRI 2K	LORID 1P
BOSEV 1K	TULON 1P
DAXIB 1K	ATUDO 3P
	KANIP 1N
	KANIP 3P
	ORNEL 1P

3.5. OTHER INFORMATION

ATC requires ACFT to commence its take-off roll within 20 seconds 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.

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OMAA/AUH
ABU DHABI INTL

JEPPESEN
20 JAN 23
.Eff.26.Jan.
10-1R

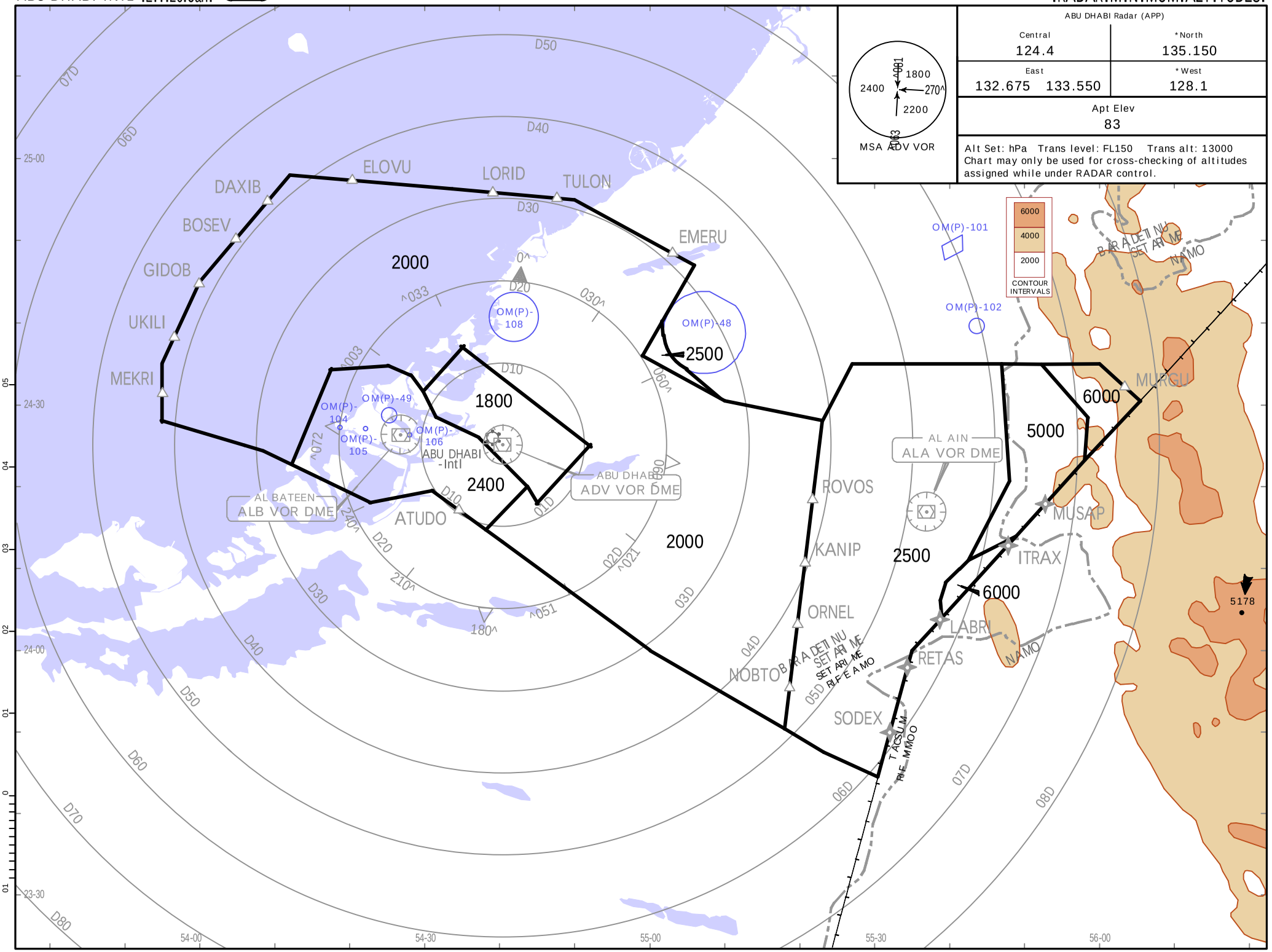
ABU DHABI, UAE
.RADAR.MINIMUM.ALTITUDES.

ABU DHABI Radar (APP)

Central	*North
124.4	135.150
East	*West
132.675 133.550	128.1

Apt Elev
83

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



CHANGES: Sectors revised.

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D-ATIS Arrival	Apt Elev
119.975	83

Alt Set: hPa Trans level: FL150

RNAV 1
GNSS required

1. Do not descend below ATC cleared level.
2. On initial call an arriving ACFT shall pass the following information to ABU DHABI APP: ACFT callsign, ACFT type, and for ACFT in the heavy wake turbulence category the word "HEAVY".

EMERU 2A [EMER2A]
ROVOS 5A [ROVO5A]
ROVOS 3H [ROVO3H]
RNAV ARRIVALS
(RWYS 13L/R)
.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.

ARP

EMERU
MAX 250 KT
FL160

MUNPA
10000

RIDIB
9000

TUMEX
8000
7000

SISUG
8000

LORUP

GEXOD

KITOX

ROVOS
MAX 250 KT
FL150

MAX 240 KT
MAX FL150
MHA 10000

1 Min

MAX 13000
MHA 6000

A2 URE NE

H3 S OVR

RIGIP
MAX 210 KT
5000

AA568
4000

AA583
6000

OVOLA

PAXIK
MAX
210 KT

ORDAK
MAX 210 KT
4000

SODEL
MAX 230 KT

IMSIG
MAX 210 KT
5000

IVEPO

DEGVO

SIVOV
MAX 230 KT

OBVIK
8000

NOPNU
9000

PUVUT
10000

ABU DHABI
Al Bateen Executive
OMAD

1149

21

2400

54

24-30

54-30

55-00

55-30

OVOLA	PAXIK
MAX 230 KT MAX 13000 MHA 4000	MAX 230 KT MAX 13000 MHA 4000

STAR	ROUTING
EMERU 2A	EMERU (K250-; FL160-) - MUNPA (10000+) - RIDIB (9000+) - SISUG (8000) - TUMEX (8000-; 7000+) - IVEPO - SODEL (K230-) - OVOLA - RIGIP (K210-; 5000-) - AA568 (4000) - ORDAK (K210-; 4000).
ROVOS 5A	ROVOS (K250-; FL150-) - KITOX - GEXOD - LORUP - SISUG (8000) - TUMEX (8000-; 7000+) - IVEPO - SODEL (K230-) - OVOLA - RIGIP (K210-; 5000-) - AA568 (4000) - ORDAK (K210-; 4000).
ROVOS 3H	ROVOS (K250-; FL150-) - PUVUT (10000+) - NOPNU (9000-) - OBVIK (8000+) - SIVOV (K230-) - DEGVO - PAXIK (K210-) - AA583 (6000+) - IMSIG (K210-; 5000+).

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OMAA/AUH
ABU DHABI INTL

9 SEP 22

JEPPESEN

10-2A

ABU DHABI, UAE
.RNAV.STAR.

CHANGES: Reissue.

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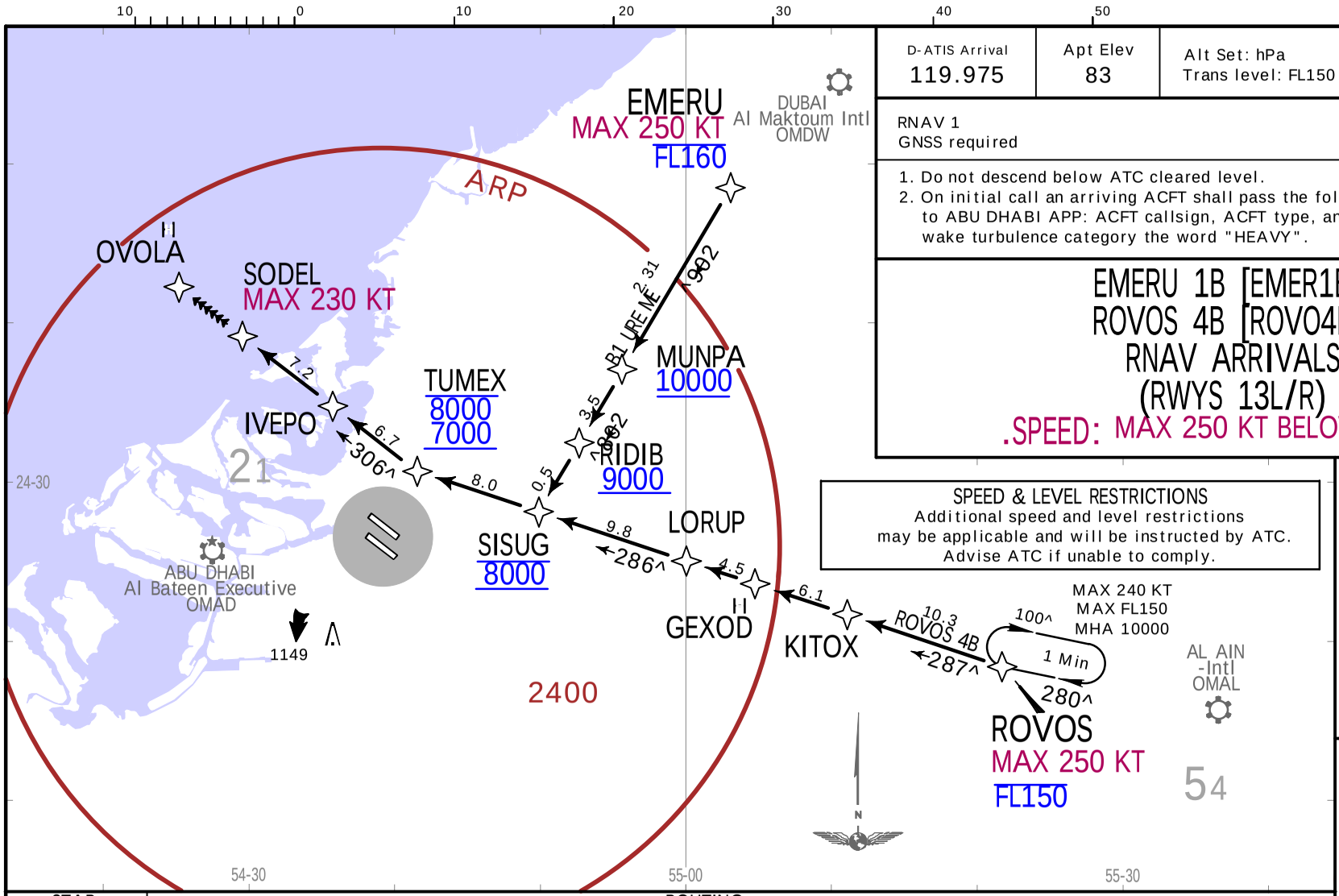
D-ATIS Arrival	Apt Elev	Alt Set: hPa
119.975	83	Trans level: FL150

RNAV 1
GNSS required

1. Do not descend below ATC cleared level.
2. On initial call an arriving ACFT shall pass the following information to ABU DHABI APP: ACFT callsign, ACFT type, and for ACFT in the heavy wake turbulence category the word "HEAVY".

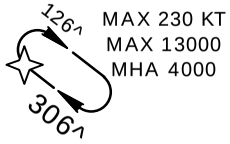
EMERU 1B [EMER1B]
ROVOS 4B [ROVO4B]
RNAV ARRIVALS
(RWYS 13L/R)
.SPEED: MAX 250 KT BELOW 10000

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 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-).

OVOLA



GEXOD

MAX 13000
MHA 6000

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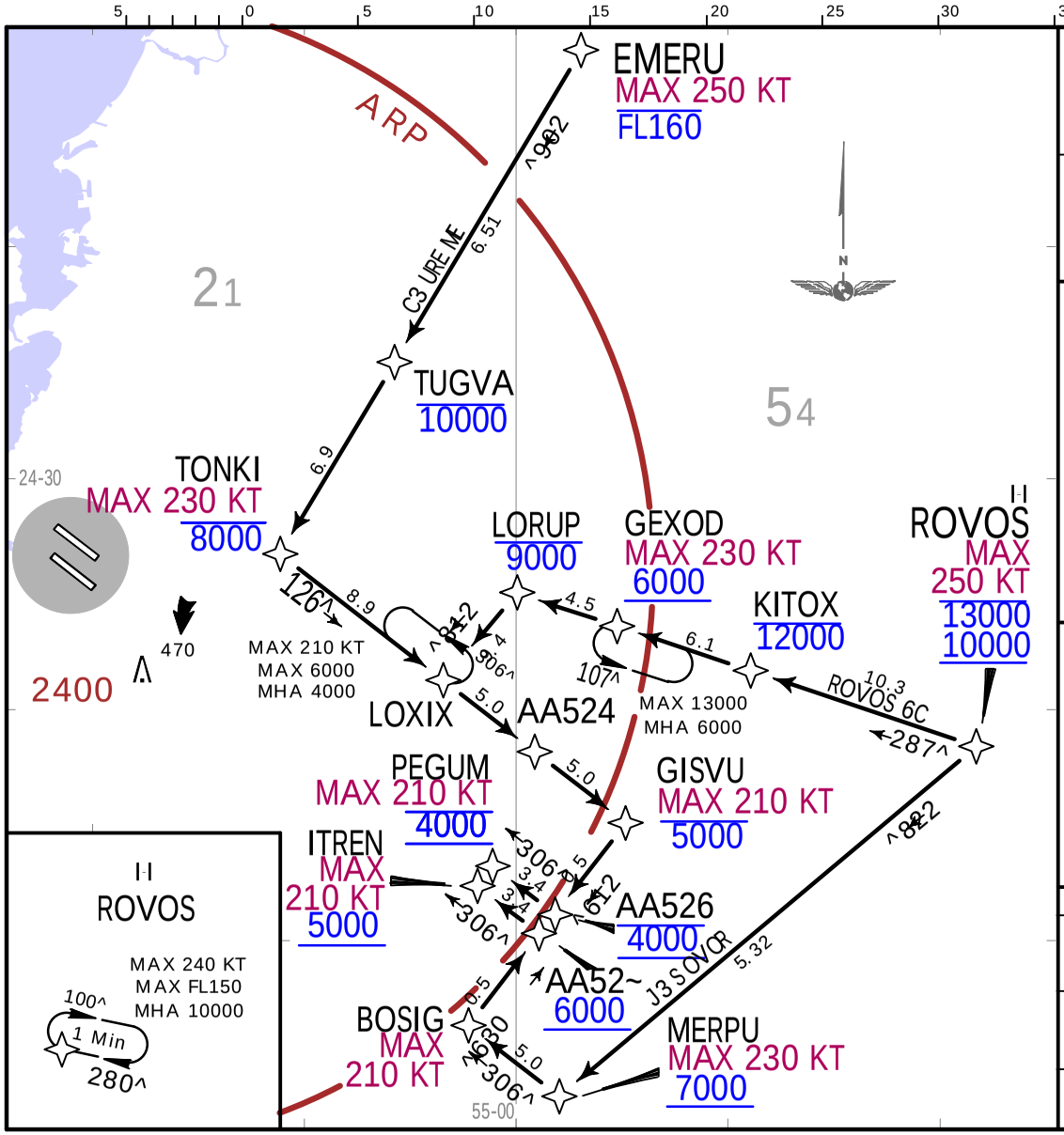

D-ATIS Arrival 119.975	Alt Set: hPa Trans level: FL150
	RNAV 1 GNSS required
Apt Elev 83	1. Do not descend below ATC cleared level. 2. On initial call an arriving ACFT shall pass the following information to ABU DHABI APP: ACFT callsign, ACFT type, and for ACFT in the heavy wake turbulence category the word "HEAVY".

EMERU 3C [EMER3C]
ROVOS 6C [ROVO6C]
ROVOS 3J [ROVO3J]
RNAV ARRIVALS
(RWYS 31L/R)

.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 3C	EMERU (K250-; FL160-) - TUGVA (10000-) - TONKI (K230-; 8000-) - LOXIX - AA524 - GISVU (K210-; 5000-) - AA526 (4000) - PEGUM (K210-; 4000).
ROVOS 6C	ROVOS (K250-; 13000-; 10000+) - KITOX (12000-) - GEXOD (K230-; 6000+) - LORUP (9000-) - LOXIX - AA524 - GISVU (K210-; 5000-) - AA526 (4000) - PEGUM (K210-; 4000).
ROVOS 3J	ROVOS (K250-; 13000-; 10000+) - MERPU (K230-; 7000+) - BOSIG (K210-) - AA520 (6000+) - ITREN (K210-; 5000+).

CHANGES: Reissue.
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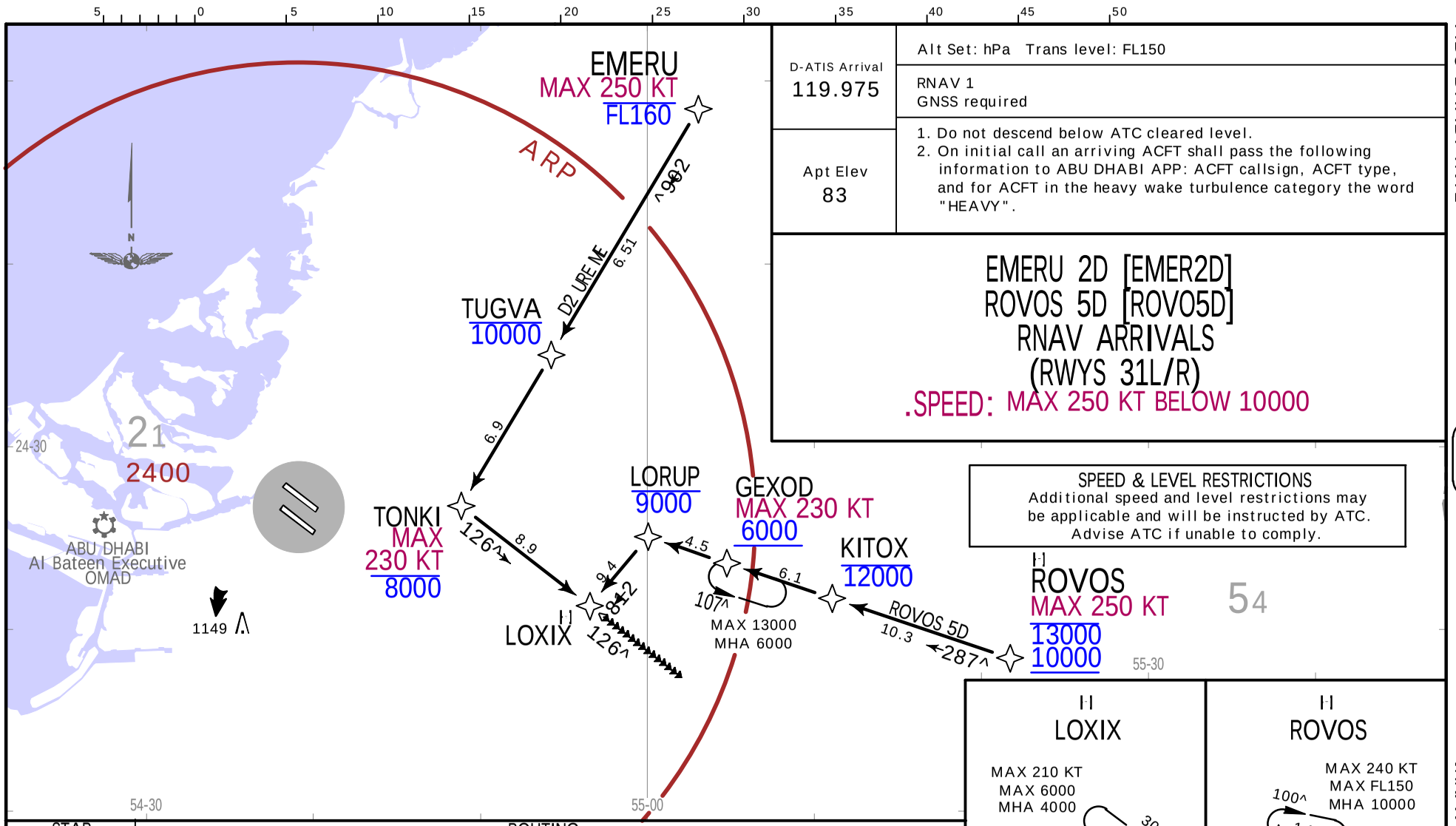


D-ATIS Arrival	Alt Set: hPa Trans level: FL150
119.975	RNAV 1 GNSS required
Apt Elev 83	1. Do not descend below ATC cleared level. 2. On initial call an arriving ACFT shall pass the following information to ABU DHABI APP: ACFT callsign, ACFT type, and for ACFT in the heavy wake turbulence category the word "HEAVY".

EMERU 2D [EMER2D]
ROVOS 5D [ROVO5D]
RNAV ARRIVALS
(RWYS 31L/R)

.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.

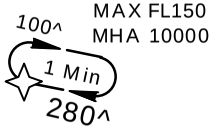
STAR	ROUTING
EMERU 2D	EMERU (K250-; FL160-) - TUGVA (10000-) - TONKI (K230-; 8000-) - LOXIX.
ROVOS 5D	ROVOS (K250-; 13000-; 10000+) - KITOX (12000-) - GEXOD (K230-; 6000+) - LORUP (9000-) - LOXIX.

LOXIX

MAX 210 KT
MAX 6000
MHA 4000

ROVOS

MAX 240 KT
MAX FL150
MHA 10000



CHANGES: Reissue.
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JEPPESEN ABU DHABI, UAE
28 AUG 20 (10-2D) .Eff.10.Sep. .RNAV.STAR.

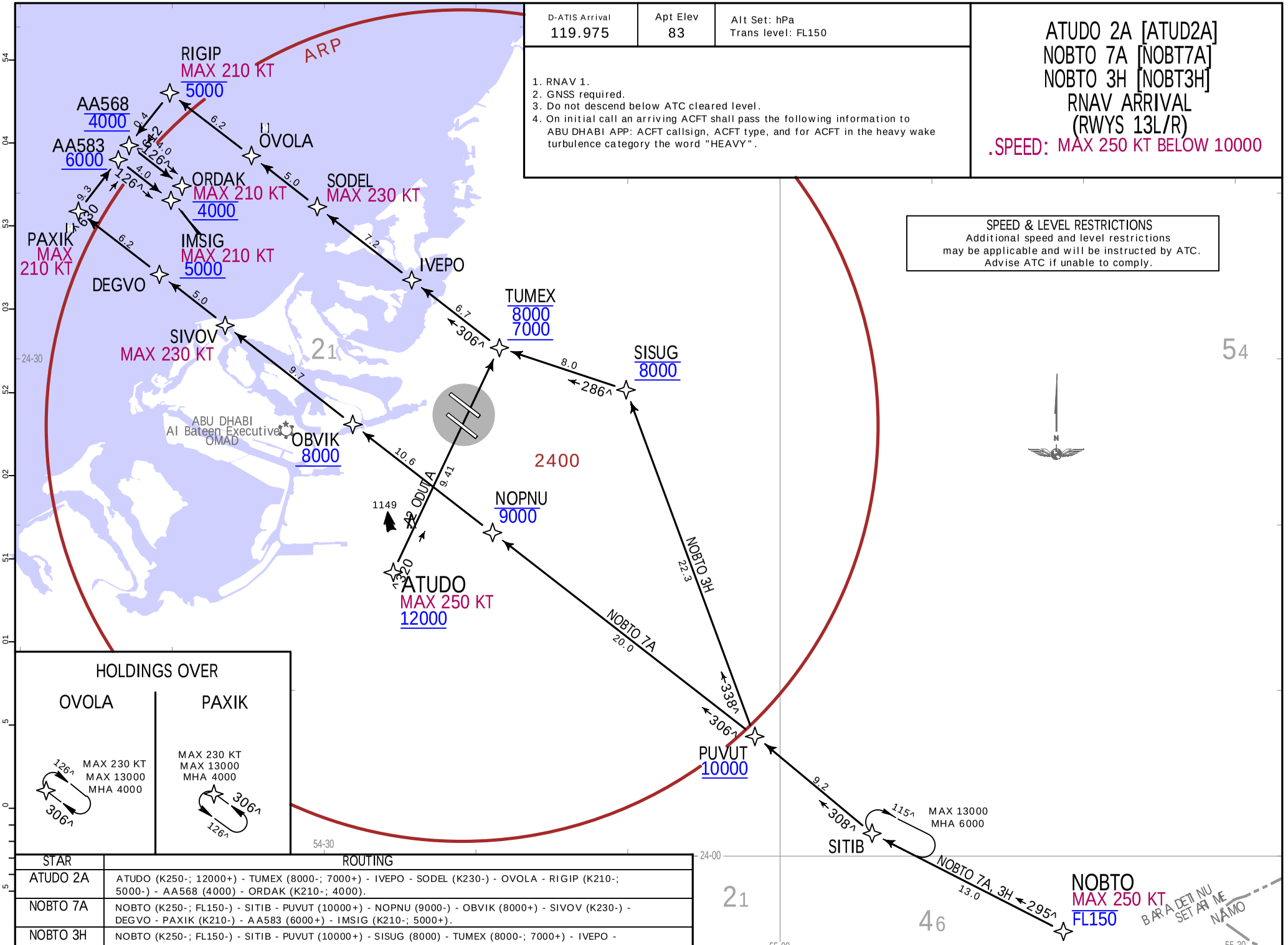
D-ATIS Arrival	Apt Elev	Alt Set: hPa Trans level: FL150
119.975	83	

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, ACFT type, and for ACFT in the heavy wake turbulence category the word "HEAVY".

ATUDO 2A [ATUD2A]
NOBTO 7A [NOBT7A]
NOBTO 3H [NOBT3H]
RNAV ARRIVAL
(RWYS 13L/R)

.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	PAXIK
MAX 230 KT MAX 13000 MHA 4000	MAX 230 KT MAX 13000 MHA 4000

STAR	ROUTING
ATUDO 2A	ATUDO (K250-; 12000+) - TUMEX (8000-; 7000+) - IVEPO - SODEL (K230-) - OVOLA - RIGIP (K210-; 5000-) - AA568 (4000) - ORDAK (K210-; 4000).
NOBTO 7A	NOBTO (K250-; FL150-) - SITIB - PUVUT (10000+) - NOPNU (9000-) - OBVIK (8000+) - SIVOV (K230-) - DEGVO - PAXIK (K210-) - AA583 (6000+) - IMSIG (K210-; 5000+).
NOBTO 3H	NOBTO (K250-; FL150-) - SITIB - PUVUT (10000+) - SISUG (8000) - TUMEX (8000-; 7000+) - IVEPO - SODEL (K230-) - OVOLA - RIGIP (K210-; 5000-) - AA568 (4000) - ORDAK (K210-; 4000).

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OMAA/AUH
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28 AUG 20 (10-2E) .Eff.10.Sep.

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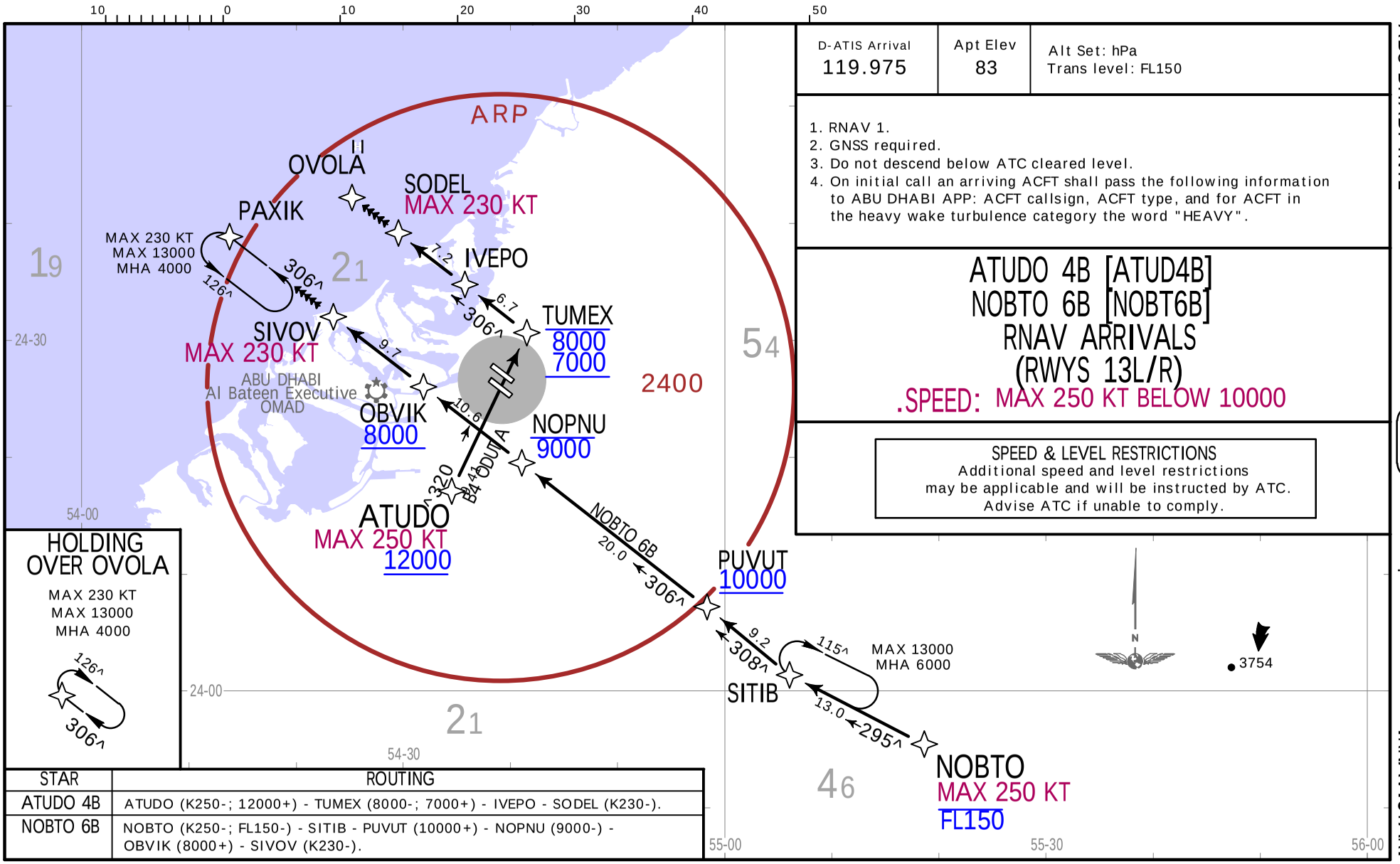
.RNAV.STAR.



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

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, ACFT type, and for ACFT in the heavy wake turbulence category the word "HEAVY".

ATUDO 4B [ATUD4B]
NOBTO 6B [NOBT6B]
RNAV ARRIVALS
(RWYS 13L/R)

.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.

HOLDING OVER OVOLA
MAX 230 KT
MAX 13000
MHA 4000

STAR	ROUTING
ATUDO 4B	ATUDO (K250-; 12000+) - TUMEX (8000-; 7000+) - IVEPO - SODEL (K230-).
NOBTO 6B	NOBTO (K250-; FL150-) - SITIB - PUVUT (10000+) - NOPNU (9000-) - OBVIK (8000+) - SIVOV (K230-).

CHANGES: General note 4. revised.
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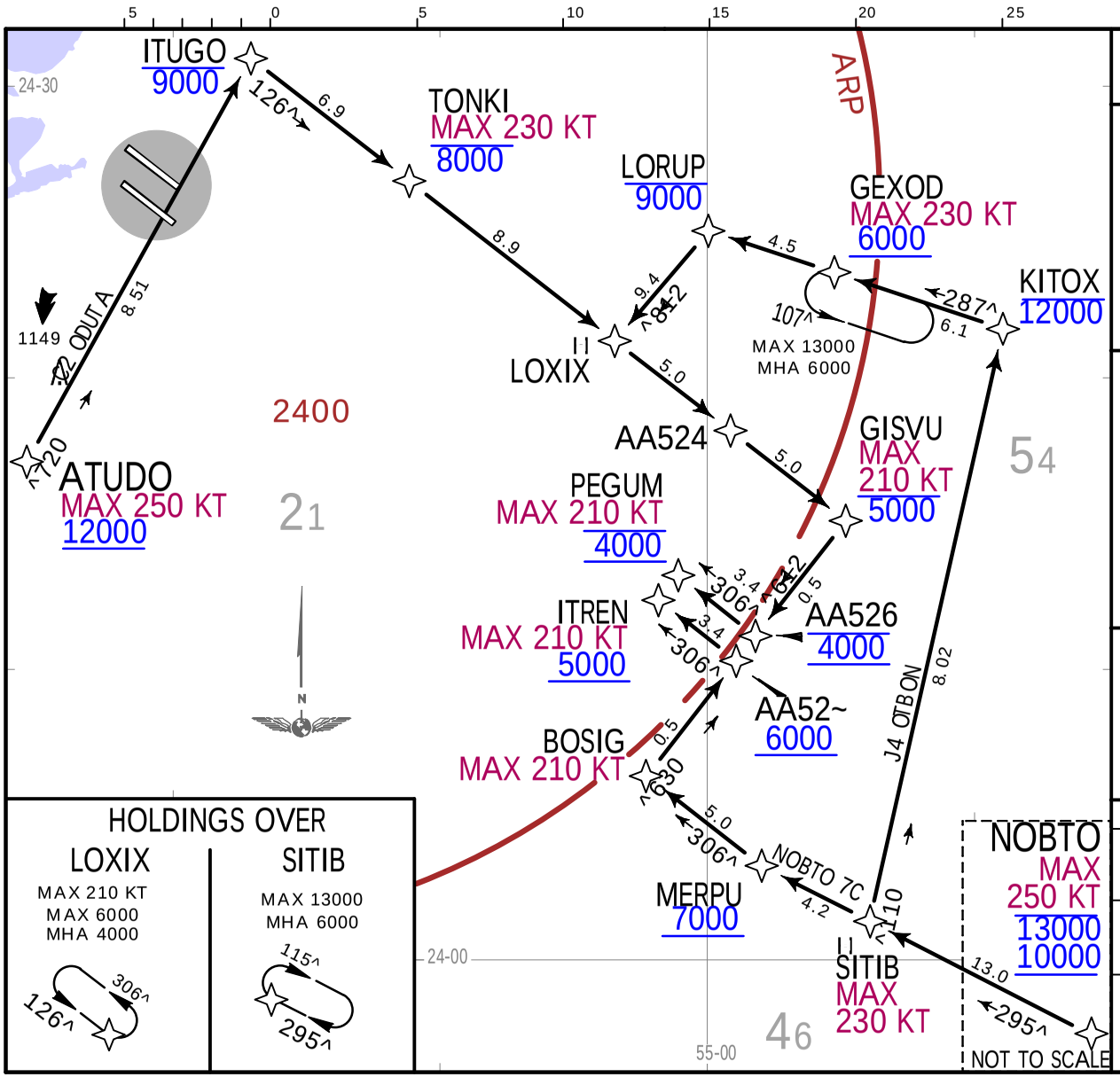
CHANGES: General note 4. revised.



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, ACFT type, and for ACFT in the heavy wake turbulence category the word "HEAVY".

ATUDO 2C [ATUD2C]
NOBTO 7C [NOBT7C]
NOBTO 4J [NOBT4J]
RNAV ARRIVALS
(RWYS 31L/R)

.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 2C	ATUDO (K250-; 12000+) - ITUGO (9000-) - TONKI (K230-; 8000-) - LOXIX - AA524 - GISVU (K210-; 5000-) - AA526 (4000) - PEGUM (K210-; 4000).
NOBTO 7C	NOBTO (K250-; 13000-; 10000+) - SITIB (K230-) - MERPU (7000+) - BOSIG (K210-) - AA52~ (6000+) - ITREN (K210-; 5000+).
NOBTO 4J	NOBTO (K250-; 13000-; 10000+) - SITIB (K230-) - KITOX (12000-) - GEXOD (K230-; 6000+) - LORUP (9000-) - LOXIX - AA524 - GISVU (K210-; 5000-) - AA526 (4000) - PEGUM (K210-; 4000).

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OMAA/AUH
ABU DHABI INTL

JEPPESEN
28 AUG 20 (10-2G) Eff.10.Sep.

ABU DHABI, UAE
.RNAV.STAR.

CHANGES: General note 4. revised.

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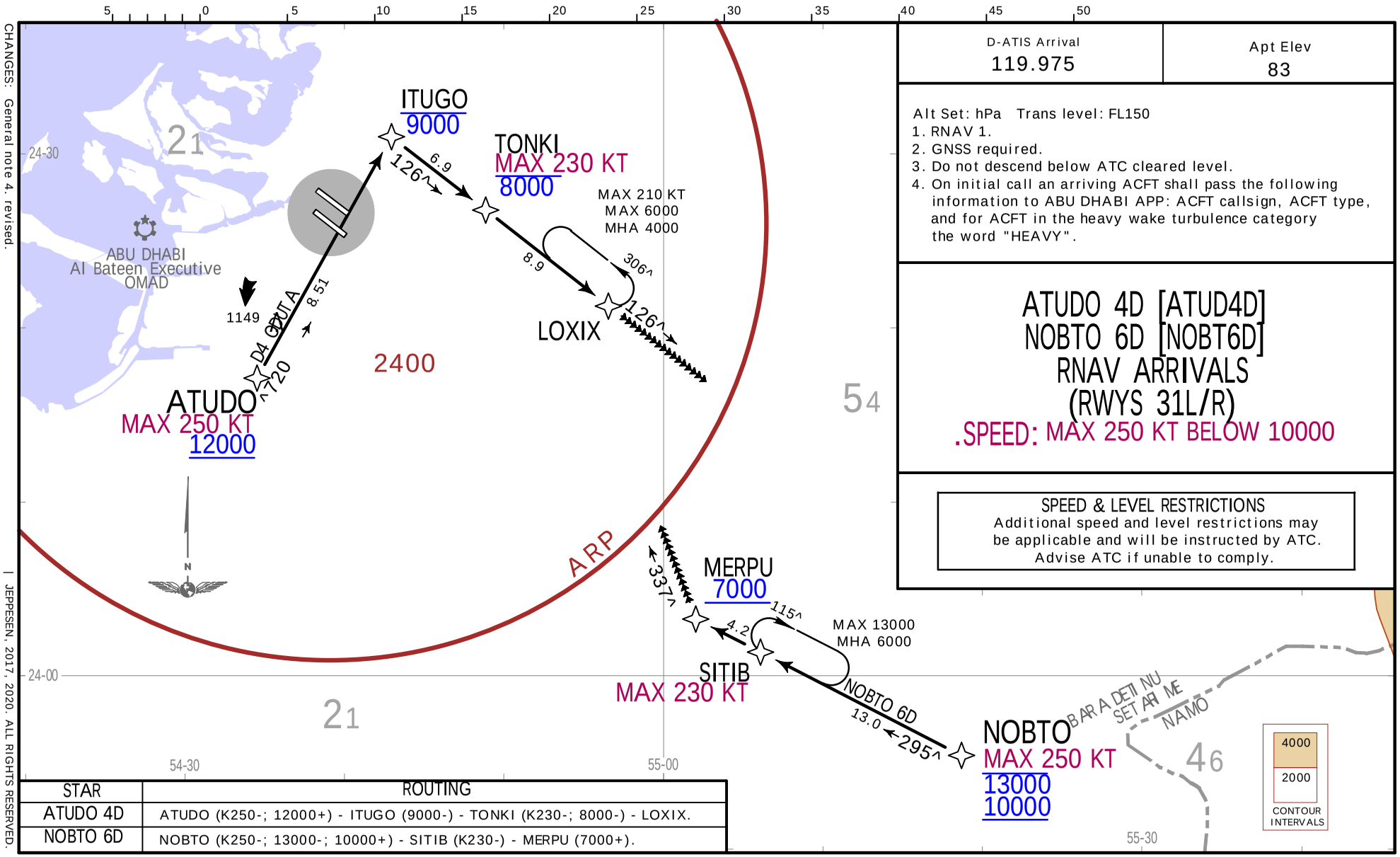
D-ATIS Arrival	Apt Elev
119.975	83

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, ACFT type, and for ACFT in the heavy wake turbulence category the word "HEAVY".

ATUDO 4D [ATUD4D]
NOBTO 6D [NOBT6D]
RNAV ARRIVALS
(RWYS 31L/R)
.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 6D	NOBTO (K250-; 13000-; 10000+) - SITIB (K230-) - MERPU (7000+).

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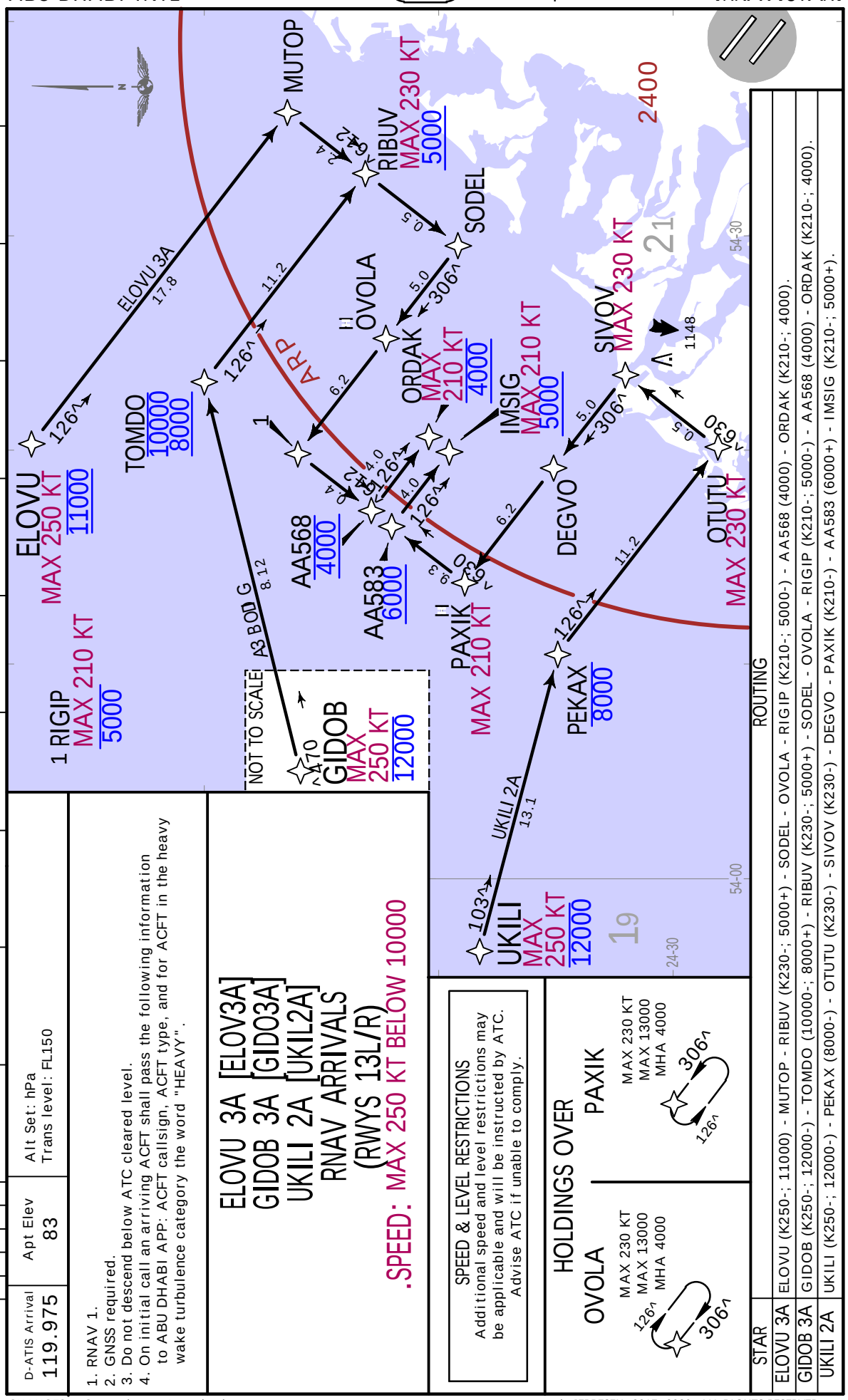
OMAA/AUH
ABU DHABI INTL

JEPPESEN
28 AUG 20 (10-2H) .Eff.10.Sep.

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, ACFT type, and for ACFT in the heavy wake turbulence category the word "HEAVY".

ELOVU 3A [ELOV3A]
GIDOB 3A [GID03A]
UKILI 2A [UKIL2A]
RNAV ARRIVALS
(RWYS 13L/R)

.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
306°
126°

ROUTING

STAR	ROUTING
ELOVU 3A	ELOVU (K250-; 11000) - MUTOP - RIBUV (K230-; 5000+) - SODEL - OVOLA - RIGIP (K210-; 5000-) - AA568 (4000) - ORDAK (K210-; 4000).
GIDOB 3A	GIDOB (K250-; 12000-) - TOMDO (10000-; 8000+) - RIBUV (K230-; 5000+) - SODEL - OVOLA - RIGIP (K210-; 5000-) - AA568 (4000) - ORDAK (K210-; 4000).
UKILI 2A	UKILI (K250-; 12000-) - PEKAX (8000-) - OTUTU (K230-) - SIVOV (K230-) - DEGVO - PAXIK (K210-) - AA583 (6000+) - IMSIG (K210-; 5000+).

CHANGES: General note 4. revised.

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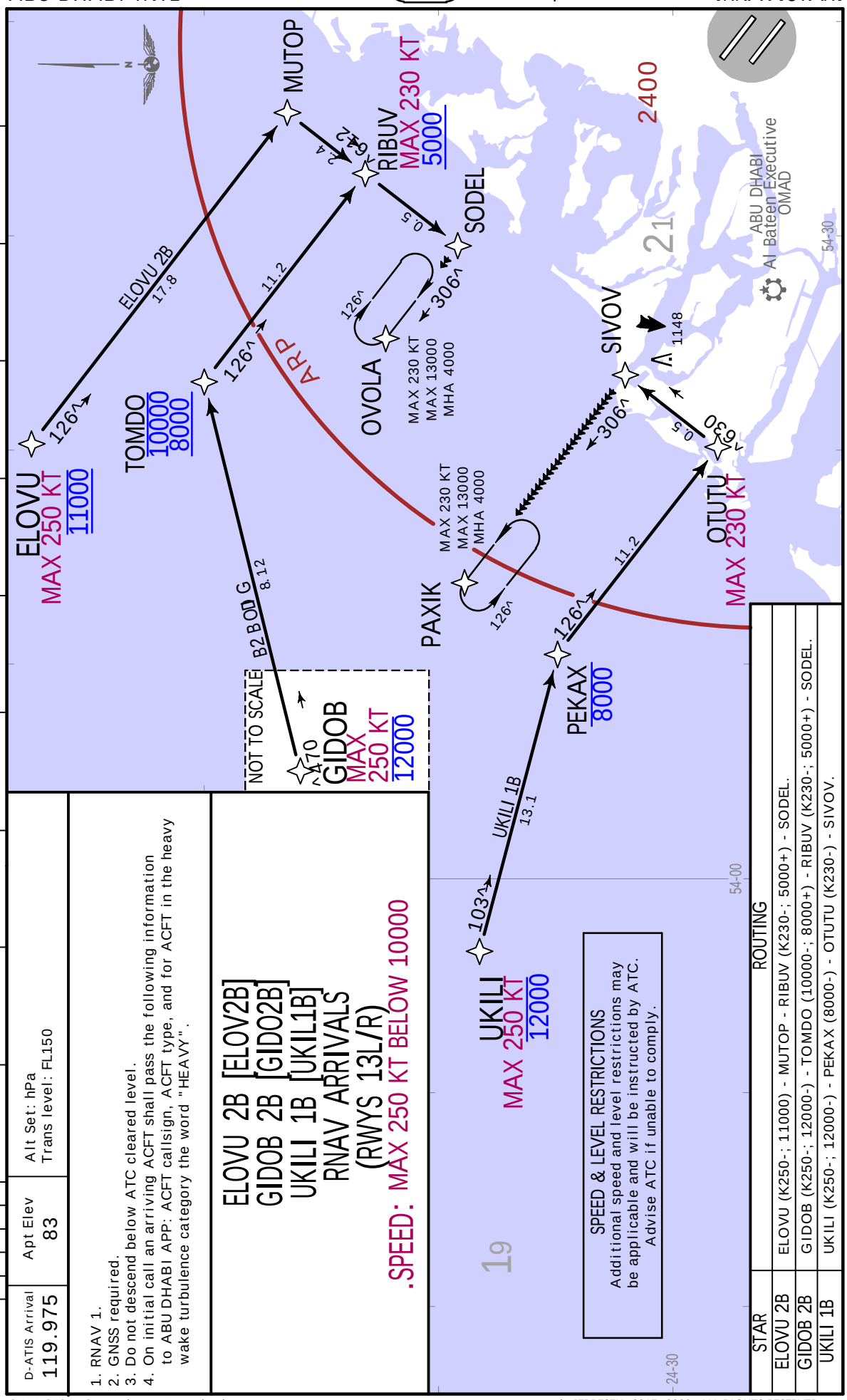
OMAA/AUH
ABU DHABI INTL

JEPPESEN
28 AUG 20 (10-2J) .Eff.10.Sep.

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, ACFT type, and for ACFT in the heavy wake turbulence category the word "HEAVY".

ELOVU 2B [ELOV2B]
GIDOB 2B [GID02B]
UKILI 1B [UKIL1B]
RNAV ARRIVALS
(RWYS 13L/R)

.SPEED: MAX 250 KT BELOW 10000

CHANGES: General note 4. revised.

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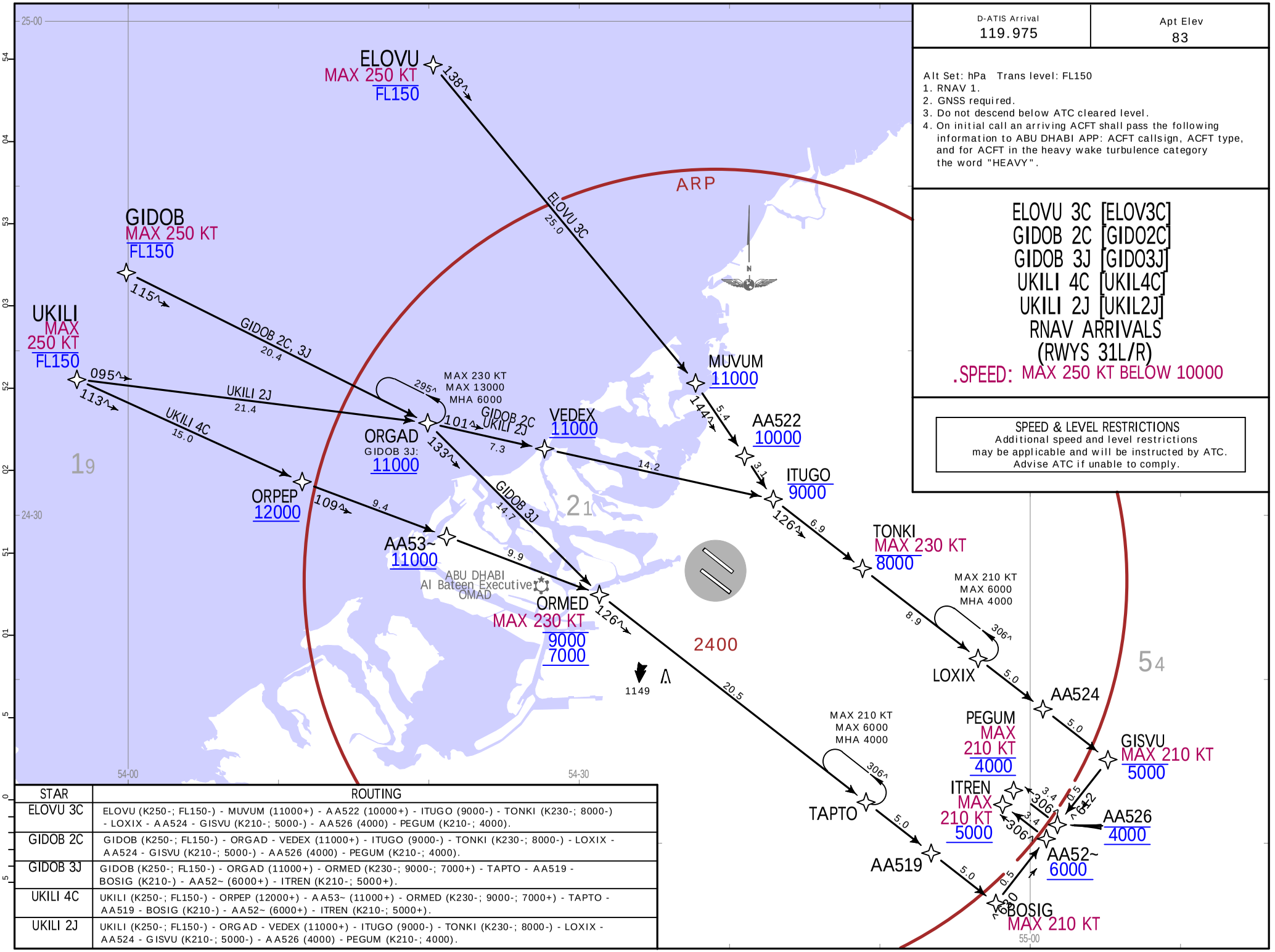
D-ATIS Arrival	Apt Elev
119.975	83

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, ACFT type, and for ACFT in the heavy wake turbulence category the word "HEAVY".

ELOVU 3C [ELOV3C]
GIDOB 2C [GIDO2C]
GIDOB 3J [GIDO3J]
UKILI 4C [UKIL4C]
UKILI 2J [UKIL2J]
RNAV ARRIVALS
(RWYS 31L/R)

.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 3C	ELOVU (K250-; FL150-) - MUVUM (11000+) - AA522 (10000+) - ITUGO (9000-) - TONKI (K230-; 8000-) - LOXIX - AA524 - GISVU (K210-; 5000-) - AA526 (4000) - PEGUM (K210-; 4000).
GIDOB 2C	GIDOB (K250-; FL150-) - ORGAD - VEDEX (11000+) - ITUGO (9000-) - TONKI (K230-; 8000-) - LOXIX - AA524 - GISVU (K210-; 5000-) - AA526 (4000) - PEGUM (K210-; 4000).
GIDOB 3J	GIDOB (K250-; FL150-) - ORGAD (11000+) - ORMED (K230-; 9000-; 7000+) - TAPTO - AA519 - BOSIG (K210-) - AA52~ (6000+) - ITREN (K210-; 5000+).
UKILI 4C	UKILI (K250-; FL150-) - ORPEP (12000+) - AA53~ (11000+) - ORMED (K230-; 9000-; 7000+) - TAPTO - AA519 - BOSIG (K210-) - AA52~ (6000+) - ITREN (K210-; 5000+).
UKILI 2J	UKILI (K250-; FL150-) - ORGAD - VEDEX (11000+) - ITUGO (9000-) - TONKI (K230-; 8000-) - LOXIX - AA524 - GISVU (K210-; 5000-) - AA526 (4000) - PEGUM (K210-; 4000).

CHANGES: General note 4. revised.

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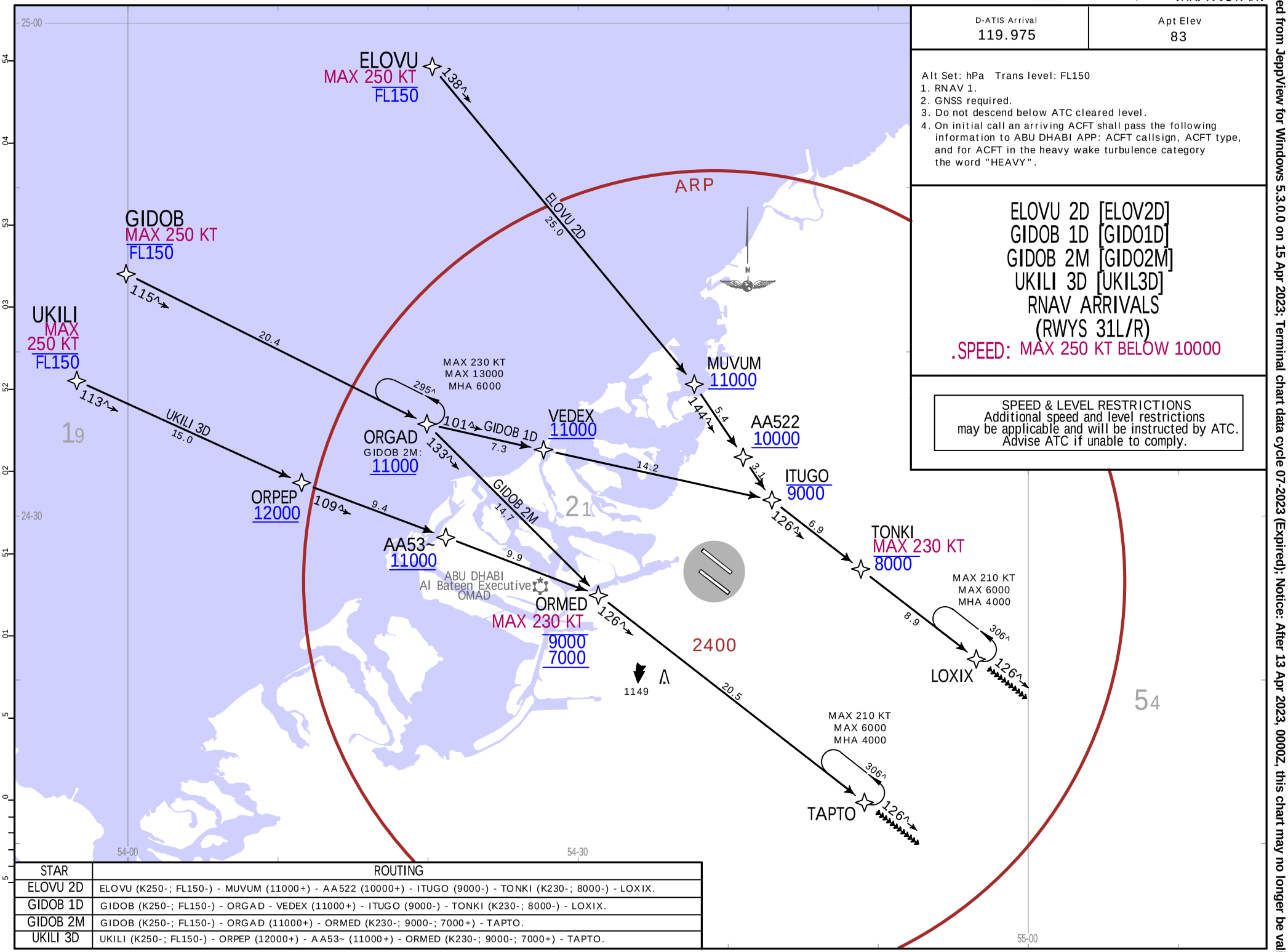

D-ATIS Arrival	Apt Elev
119.975	83

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, ACFT type, and for ACFT in the heavy wake turbulence category the word "HEAVY".

ELOVU 2D [ELOV2D]
GIDOB 1D [GIDO1D]
GIDOB 2M [GIDO2M]
UKILI 3D [UKIL3D]
RNAV ARRIVALS
(RWYS 31L/R)

.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 2D	ELOVU (K250-; FL150-) - MUVUM (11000+) - AA522 (10000+) - ITUGO (9000-) - TONKI (K230-; 8000-) - LOXIX.
GIDOB 1D	GIDOB (K250-; FL150-) - ORGAD - VEDEX (11000+) - ITUGO (9000-) - TONKI (K230-; 8000-) - LOXIX.
GIDOB 2M	GIDOB (K250-; FL150-) - ORGAD (11000+) - ORMED (K230-; 9000-; 7000+) - TAPTO.
UKILI 3D	UKILI (K250-; FL150-) - ORPEP (12000+) - AA53~ (11000+) - ORMED (K230-; 9000-; 7000+) - TAPTO.

CHANGES: General note 4. revised.

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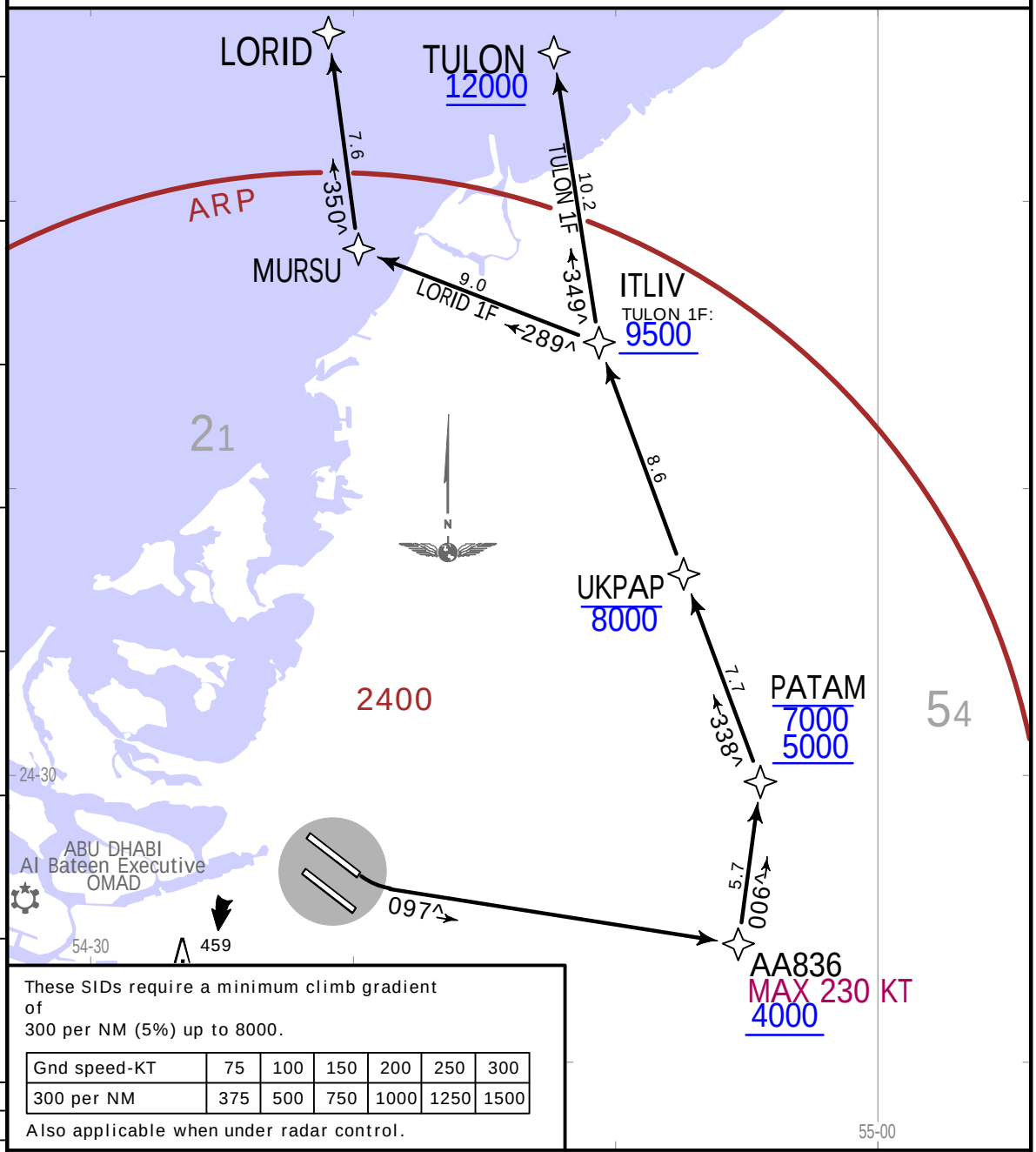
ABU DHABI Radar (C) 124.4	Trans alt: 13000
ABU DHABI Delivery 125.1	1. RNAV 1 (GNSS) required. 2. Non-compliance with RNAV 1 (GNSS) requirements shall be reported on first contact with ABU DHABI Delivery. 3. On initial call a departing ACFT shall pass the following information to ABU DHABI APP: ACFT Callsign, passing level and SID designation. 4. Advise ATC at start-up if unable to comply. 5. Contact ABU DHABI Radar as soon as possible after passing 1000, unless otherwise instructed by ABU DHABI Tower. 6. For all stages of flight, ATC clearances to climb, cancel any previous restrictions or levels, unless they are reiterated as part of the clearance. 7. Do not climb above ATC cleared level.
Apt Elev 83	

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+).

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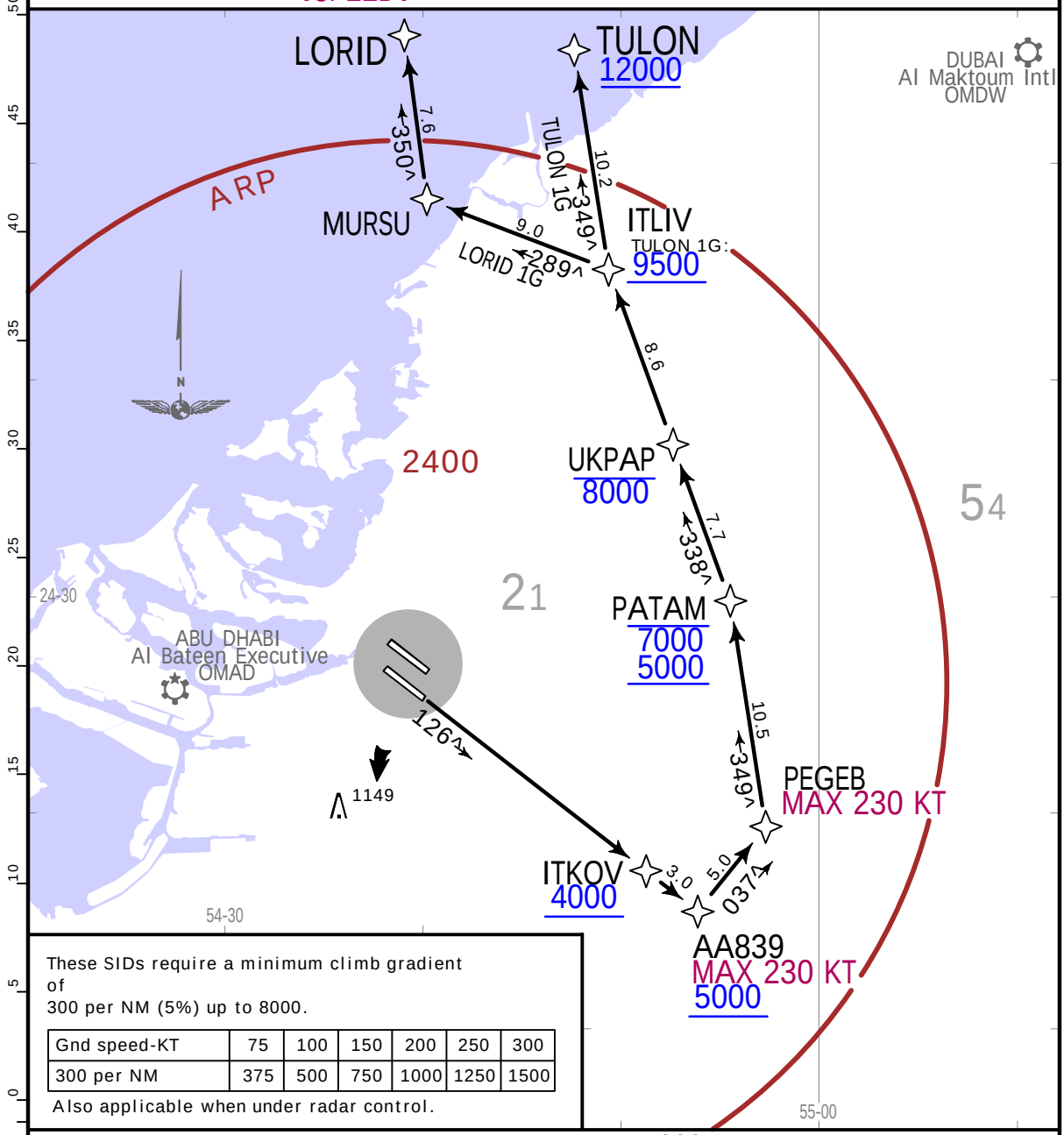
ABU DHABI Radar (C) 124.4	Trans alt: 13000
ABU DHABI Delivery 125.1	1. RNAV 1 (GNSS) required. 2. Non-compliance with RNAV 1 (GNSS) requirements shall be reported on first contact with ABU DHABI Delivery. 3. On initial call a departing ACFT shall pass the following information to ABU DHABI APP: ACFT Callsign, passing level and SID designation. 4. Advise ATC at start-up if unable to comply. 5. Contact ABU DHABI Radar as soon as possible after passing 1000, unless otherwise instructed by ABU DHABI Tower. 6. For all stages of flight, ATC clearances to climb, cancel any previous restrictions or levels, unless they are reiterated as part of the clearance. 7. Do not climb above ATC cleared level.
Apt Elev 83	

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+).

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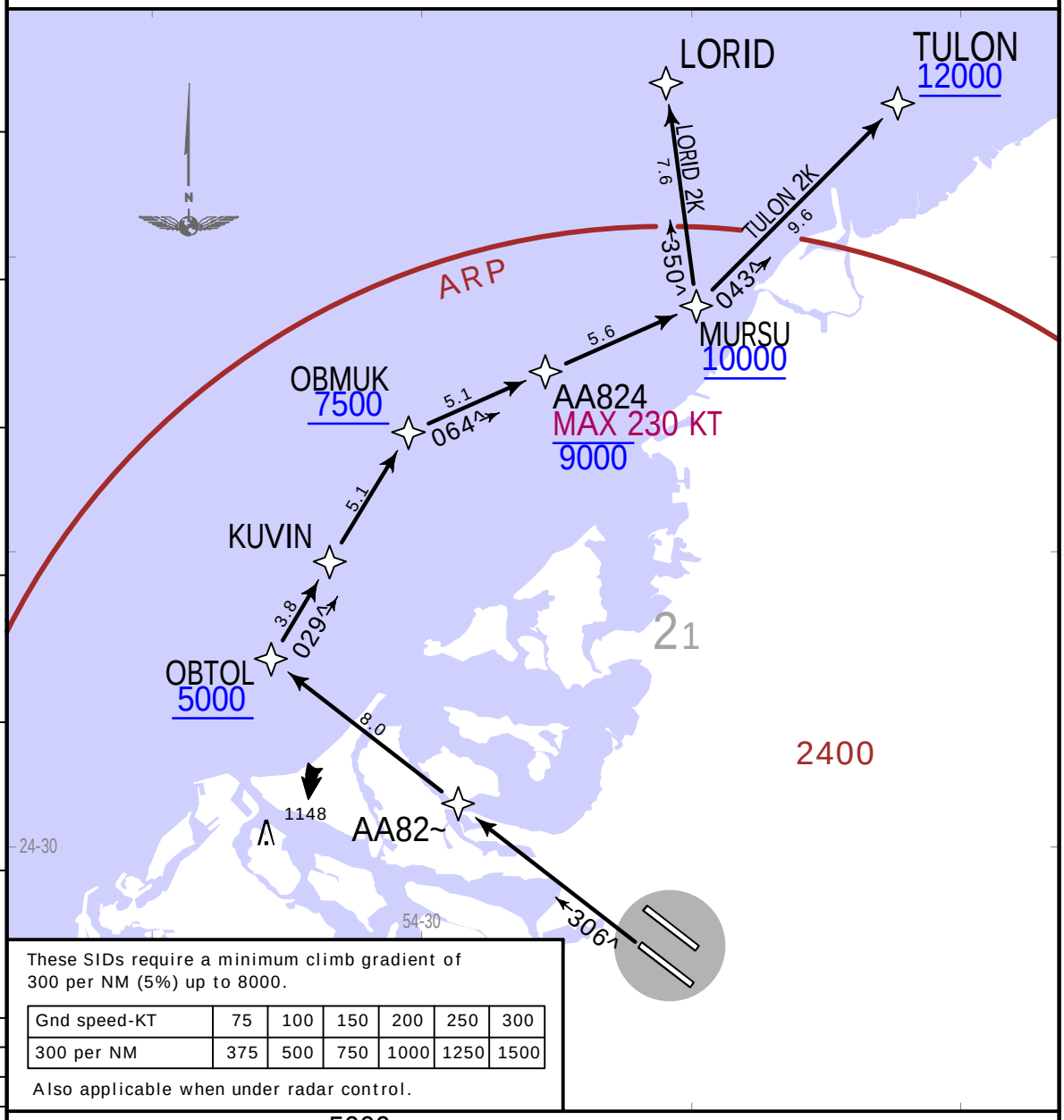
ABU DHABI Radar (W) 128.1
ABU DHABI Delivery 125.1
Apt Elev 83

Trans alt: 13000
1. RNAV 1 (GNSS) required.
2. Non-compliance with RNAV 1 (GNSS) requirements shall be reported on first contact with ABU DHABI Delivery. 3. On initial call a departing ACFT shall pass the following information to ABU DHABI APP: ACFT Callsign, passing level and SID designation. 4. Advise ATC at start-up if unable to comply. 5. Contact ABU DHABI Radar as soon as possible after passing 1000, unless otherwise instructed by ABU DHABI Tower. 6. Do not climb above ATC cleared level.

LORID 2K [LORI2K], TULON 2K [TULO2K]
RWY 31L RNAV DEPARTURES
.SPEED: MAX 250 KT BELOW 10000

SPEED RESTRICTION
Additional speed restrictions may be applicable to achieve spacing requirements and will be instructed by ATC.



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 2K	AA82~ - OBTOL (5000+) - KUVIN - OBMUK (7500+) - AA824 (K230-; 9000-) - MURSU (10000+) - LORID.
TULON 2K	AA820 - OBTOL (5000+) - KUVIN - OBMUK (7500+) - AA824 (K230-; 9000-) - MURSU (10000+) - TULON (12000+).

CHANGES: RNAV SIDs renumbered & revised; notes revised.

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ABU DHABI Radar (W) 128.1

ABU DHABI Delivery 125.1

Apt Elev 83

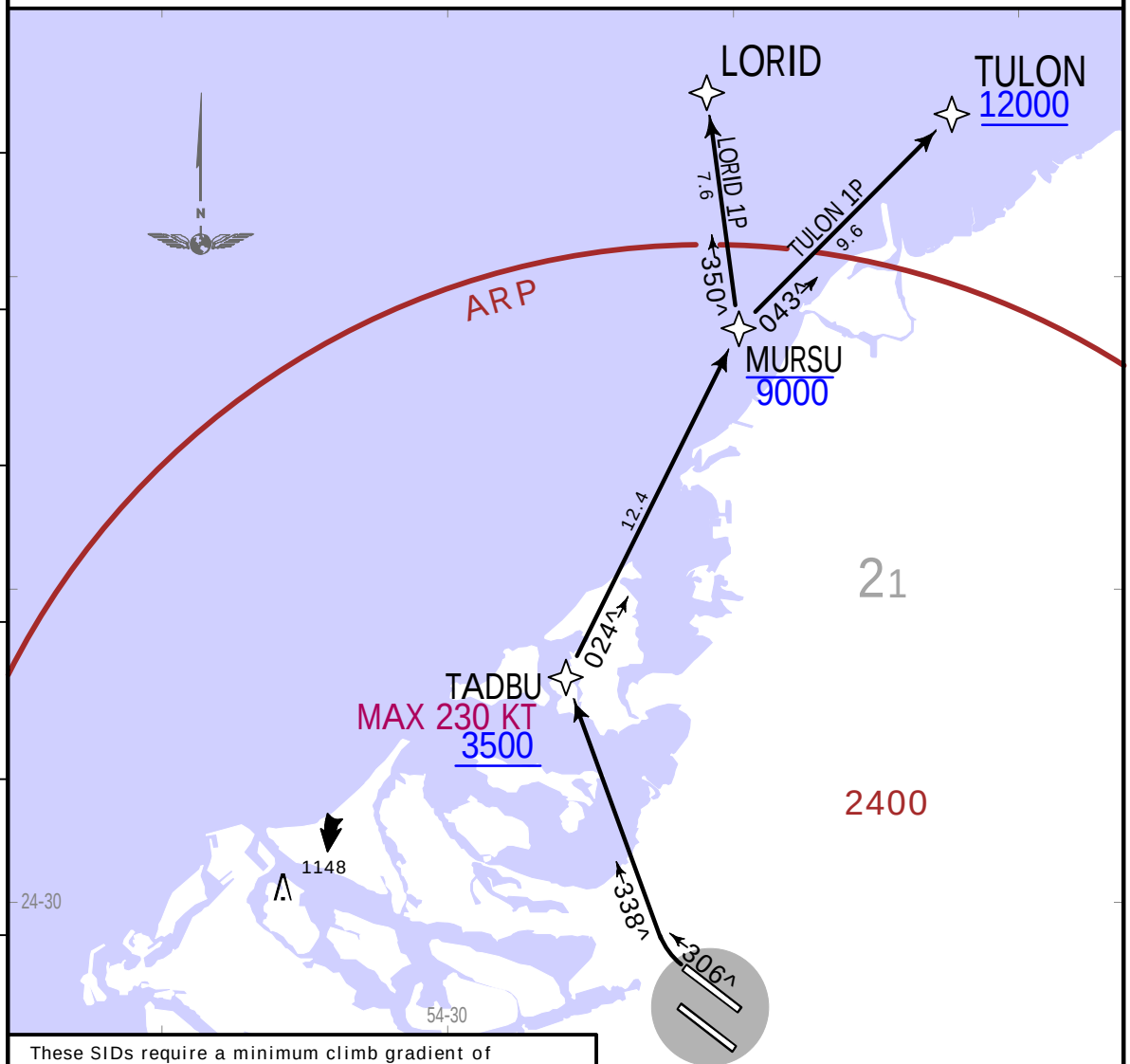
Trans alt: 13000

1. RNAV 1 (GNSS) required.

2. Non-compliance with RNAV 1 (GNSS) requirements shall be reported on first contact with ABU DHABI Delivery. 3. On initial call a departing ACFT shall pass the following information to ABU DHABI APP: ACFT Callsign, passing level and SID designation. 4. Advise ATC at start-up if unable to comply. 5. Contact ABU DHABI Radar as soon as possible after passing 1000, unless otherwise instructed by ABU DHABI Tower. 6. Do not climb above ATC cleared level.

LORID 1P [LORI1P], TULON 1P [TULO1P]
RWY 31R RNAV DEPARTURES
.SPEED: MAX 250 KT BELOW 10000

SPEED RESTRICTION
Additional speed restrictions may be applicable to achieve spacing requirements and will be instructed by ATC.



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

CHANGES: Notes revised.

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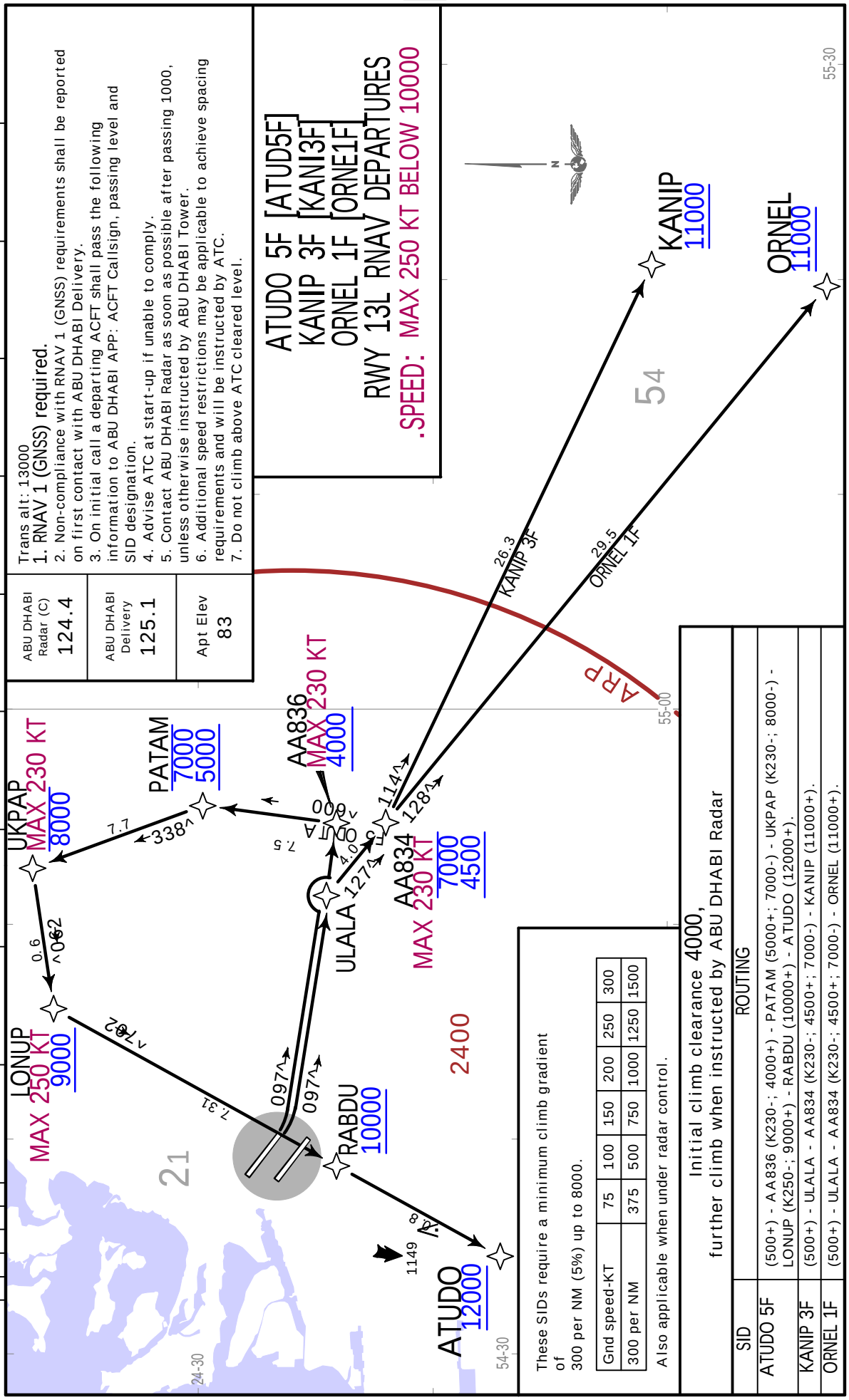
OMAA/AUH
ABU DHABI INTL

JEPPESEN
7 SEP 18 (10-3D) .Eff.13.Sep.

ABU DHABI, UAE
.RNAV.SID.



CHANGES: AA832 renamed RABDU; ATUDO 4F renumbered 5F.

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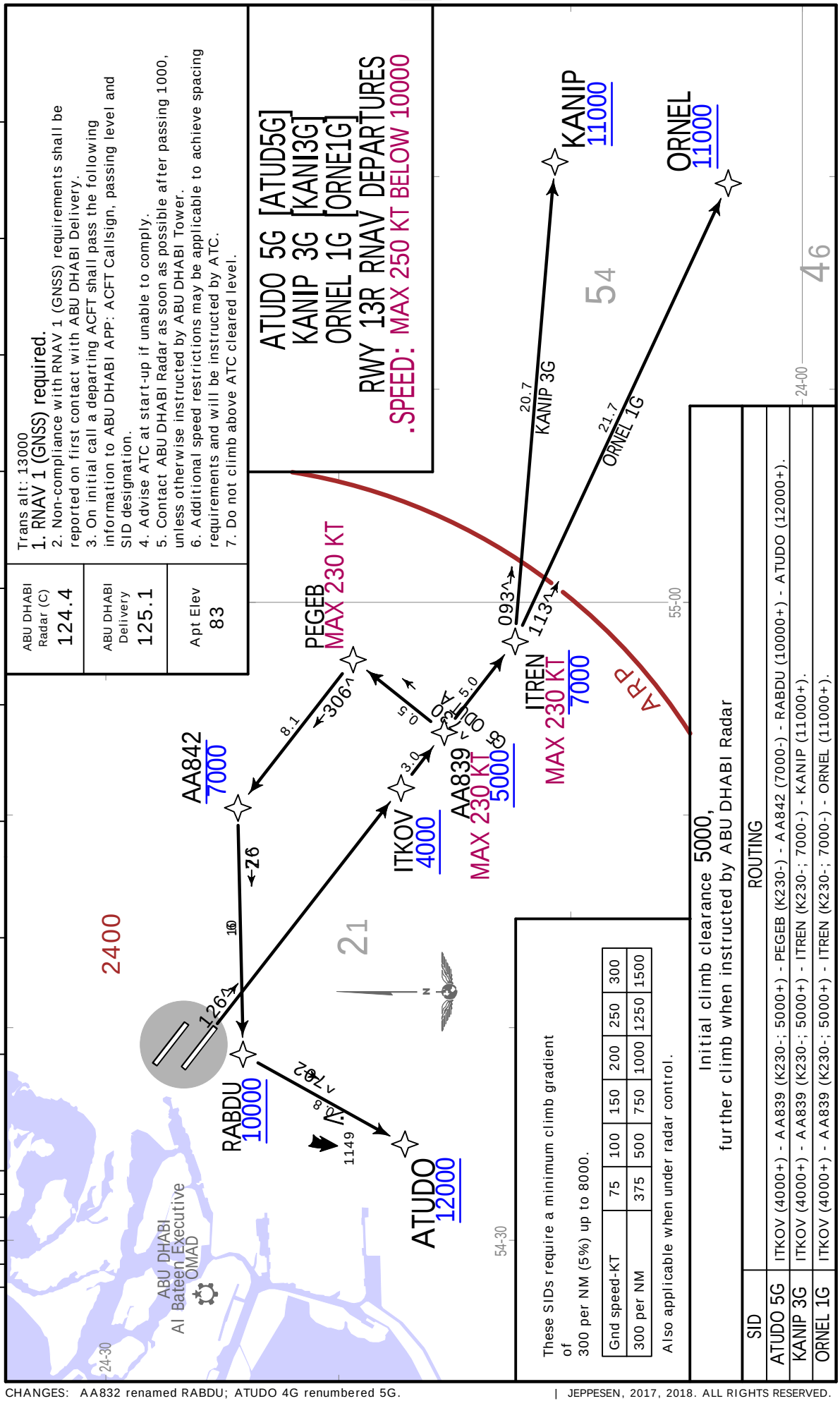
OMAA/AUH
ABU DHABI INTL

JEPPESEN
7 SEP 18 (10-3E) .Eff.13.Sep.

ABU DHABI, UAE
.RNAV.SID.



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

SID	ROUTING
ATUDO 5G	ITKOV (4000+) - AA839 (K230-; 5000+) - PEGEB (K230-) - AA842 (7000-) - RABDU (10000+) - 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: AA832 renamed RABDU; ATUDO 4G renumbered 5G.

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JEPPESEN

ABU DHABI Radar (W)	128.1
ABU DHABI Delivery	125.1
Apt Elev	83

Trans alt: 13000
1. RNAV 1 (GNSS) required.
2. Non-compliance with RNAV 1 (GNSS) requirements shall be reported on first contact with ABU DHABI Delivery. 3. On initial call a departing ACFT shall pass the following information to ABU DHABI APP: ACFT Callsign, passing level and SID designation. 4. Advise ATC at start-up if unable to comply. 5. Contact ABU DHABI Radar as soon as possible after passing 1000, unless otherwise instructed by ABU DHABI Tower. 6. Do not climb above ATC cleared level.

ATUDO 4K [ATUD4K], KANIP 2U [KANI2U] ORNEL 2K [ORNE2K] RWY 31L RNAV DEPARTURES

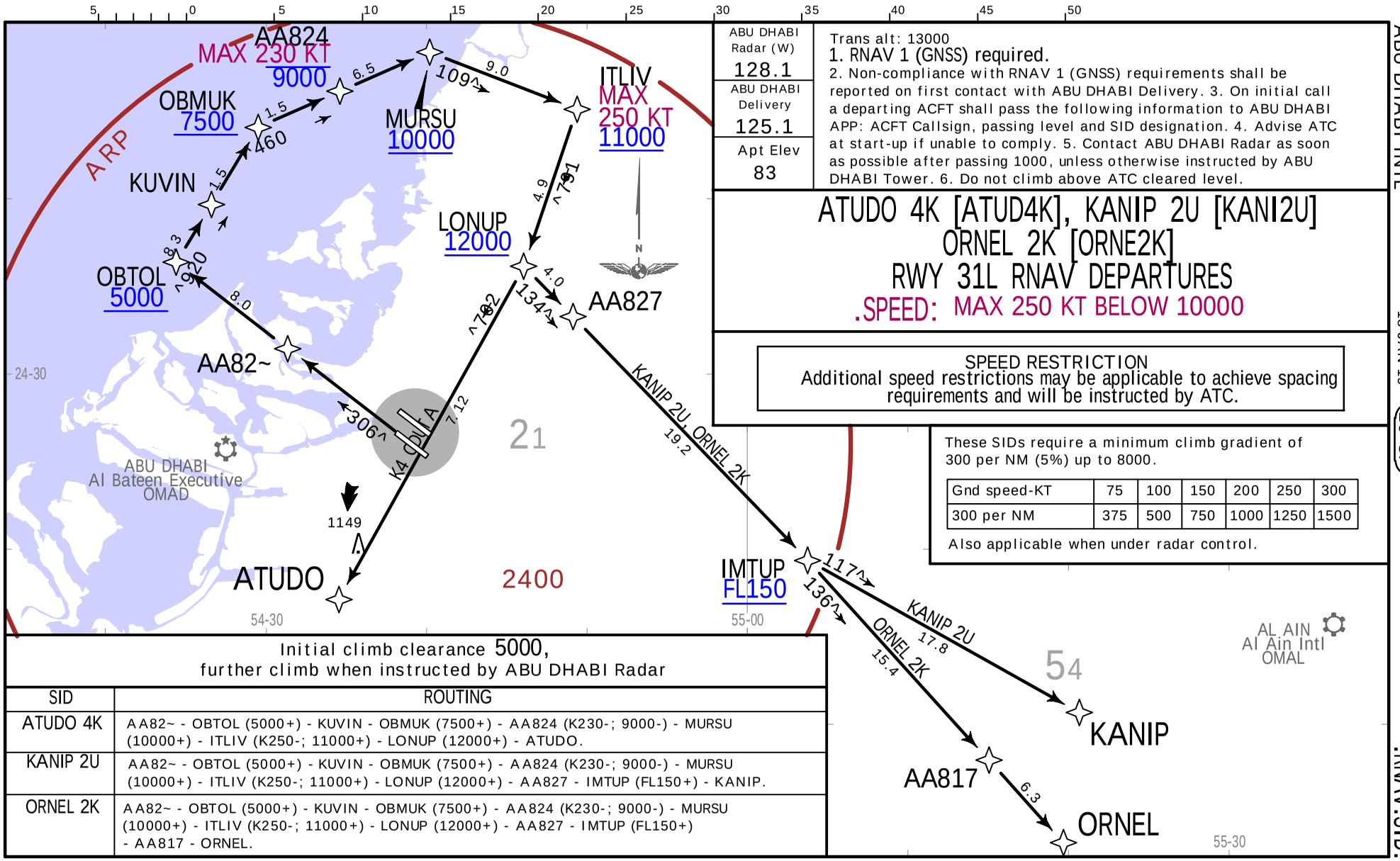
.SPEED: MAX 250 KT BELOW 10000

SPEED RESTRICTION
Additional speed restrictions may be applicable to achieve spacing requirements and will be instructed by ATC.

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 4K	AA82~ - OBTOL (5000+) - KUVIN - OBMUK (7500+) - AA824 (K230-; 9000-) - MURSU (10000+) - ITLIV (K250-; 11000+) - LONUP (12000+) - ATUDO.
KANIP 2U	AA82~ - OBTOL (5000+) - KUVIN - OBMUK (7500+) - AA824 (K230-; 9000-) - MURSU (10000+) - ITLIV (K250-; 11000+) - LONUP (12000+) - AA827 - IMTUP (FL150+) - KANIP.
ORNEL 2K	AA82~ - OBTOL (5000+) - KUVIN - OBMUK (7500+) - AA824 (K230-; 9000-) - MURSU (10000+) - ITLIV (K250-; 11000+) - LONUP (12000+) - AA827 - IMTUP (FL150+) - AA817 - ORNEL.

CHANGES: RNAV SIDs renumbered, revised & transferred; notes revised.
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ABU DHABI Radar (W)	ABU DHABI Delivery	Apt Elev
128.1	125.1	83

Trans alt: 13000
1. RNAV 1 (GNSS) required.
2. Non-compliance with RNAV 1 (GNSS) requirements shall be reported on first contact with ABU DHABI Delivery. 3. On initial call a departing ACFT shall pass the following information to ABU DHABI APP: ACFT Callsign, passing level and SID designation. 4. Advise ATC at start-up if unable to comply. 5. Contact ABU DHABI Radar as soon as possible after passing 1000, unless otherwise instructed by ABU DHABI Tower. 6. Do not climb above ATC cleared level.

ATUDO 1U [ATUD1U], KANIP 4K [KANI4K] ORNEL 1U [ORNE1U] RWY 31L RNAV DEPARTURES

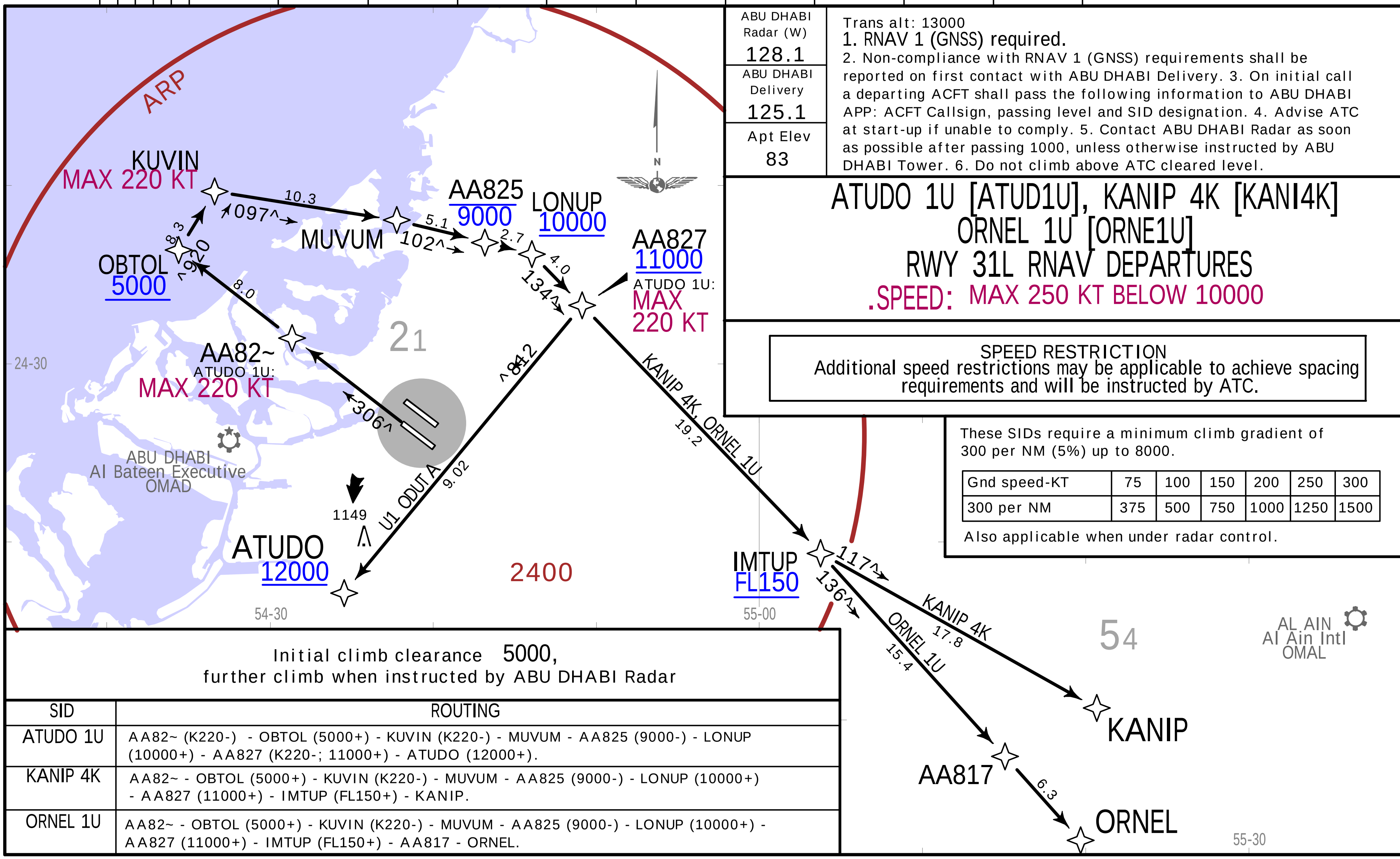
.SPEED: MAX 250 KT BELOW 10000

SPEED RESTRICTION
Additional speed restrictions may be applicable to achieve spacing requirements and will be instructed by ATC.

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 1U	AA82~ (K220-) - OBTOL (5000+) - KUVIN (K220-) - MUVUM - AA825 (9000-) - LONUP (10000+) - AA827 (K220-; 11000+) - ATUDO (12000+).
KANIP 4K	AA82~ - OBTOL (5000+) - KUVIN (K220-) - MUVUM - AA825 (9000-) - LONUP (10000+) - AA827 (11000+) - IMTUP (FL150+) - KANIP.
ORNEL 1U	AA82~ - OBTOL (5000+) - KUVIN (K220-) - MUVUM - AA825 (9000-) - LONUP (10000+) - AA827 (11000+) - IMTUP (FL150+) - AA817 - ORNEL.

CHANGES: RNAV STARs completely revised & transferred.

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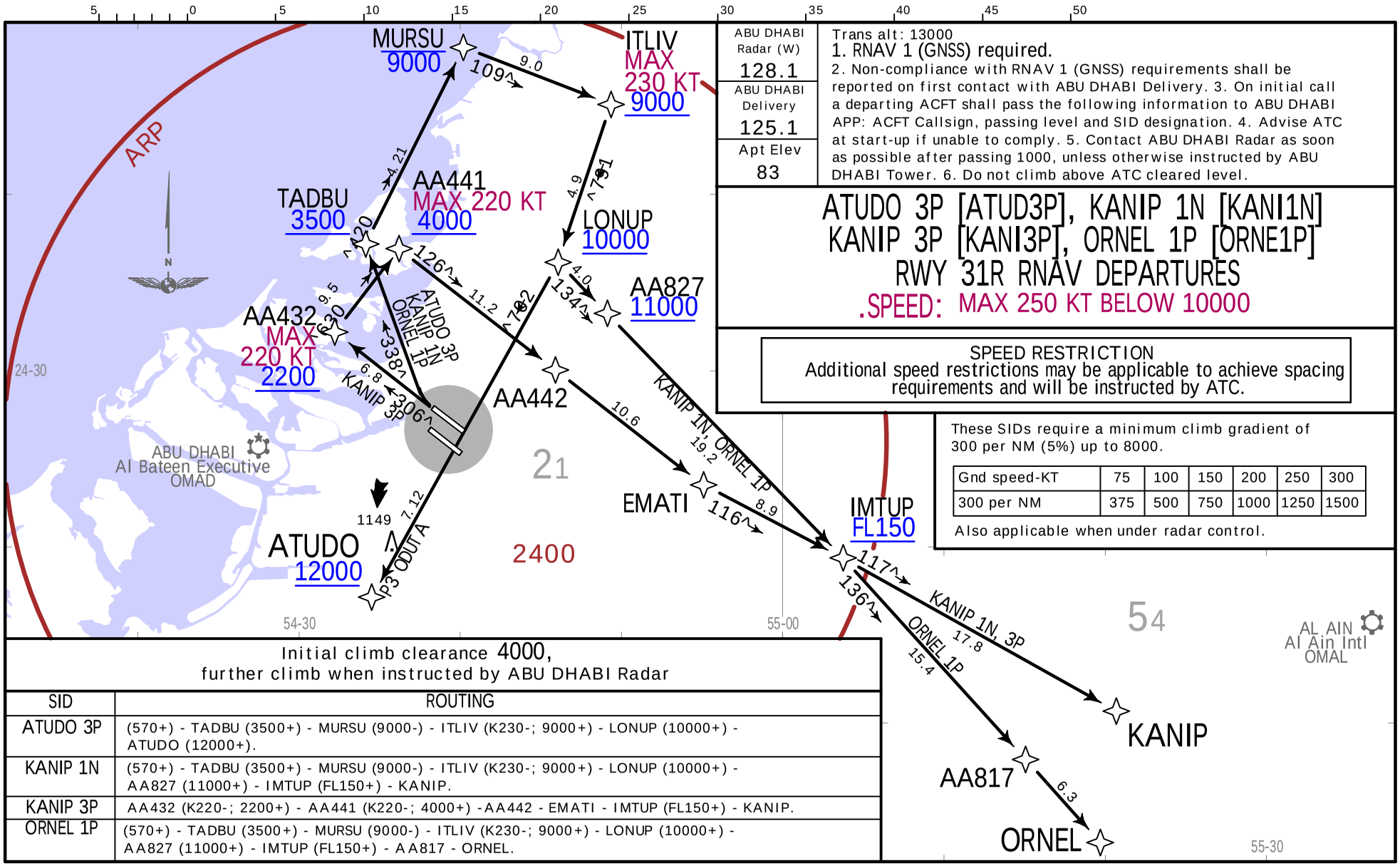
CHANGES: New chart (chart reindexed; notes revised).



ABU DHABI Radar (W)
128.1
ABU DHABI Delivery
125.1
Apt Elev
83

Trans alt: 13000

1. RNAV 1 (GNSS) required.
2. Non-compliance with RNAV 1 (GNSS) requirements shall be reported on first contact with ABU DHABI Delivery. 3. On initial call a departing ACFT shall pass the following information to ABU DHABI APP: ACFT Callsign, passing level and SID designation. 4. Advise ATC at start-up if unable to comply. 5. Contact ABU DHABI Radar as soon as possible after passing 1000, unless otherwise instructed by ABU DHABI Tower. 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

SPEED RESTRICTION
Additional speed restrictions may be applicable to achieve spacing requirements and will be instructed by ATC.

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.

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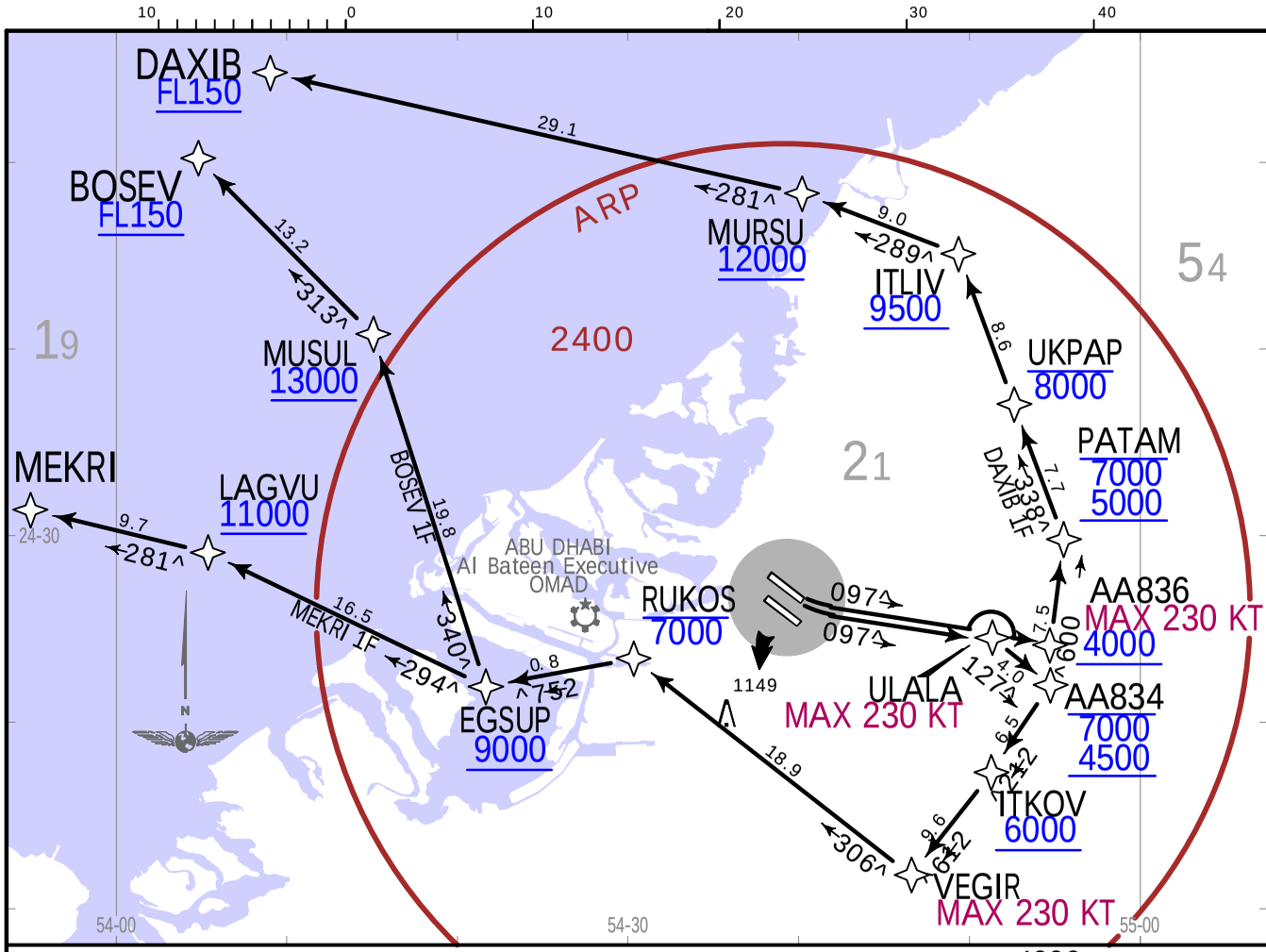

ABU DHABI Radar (C)	ABU DHABI Delivery	Apt Elev
124.4	125.1	83

Trans alt: 13000

1. RNAV 1 (GNSS) required.
2. Non-compliance with RNAV 1 (GNSS) requirements shall be reported on first contact with ABU DHABI Delivery. 3. On initial call a departing ACFT shall pass the following information to ABU DHABI APP: ACFT Callsign, passing level and SID designation. 4. Advise ATC at start-up if unable to comply. 5. Contact ABU DHABI Radar as soon as possible after passing 1000, unless otherwise instructed by ABU DHABI Tower. 6. For all stages of flight, ATC clearances to climb, cancel any previous restrictions or levels, unless they are reiterated as part of the clearance. 7. 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: General notes & communications.

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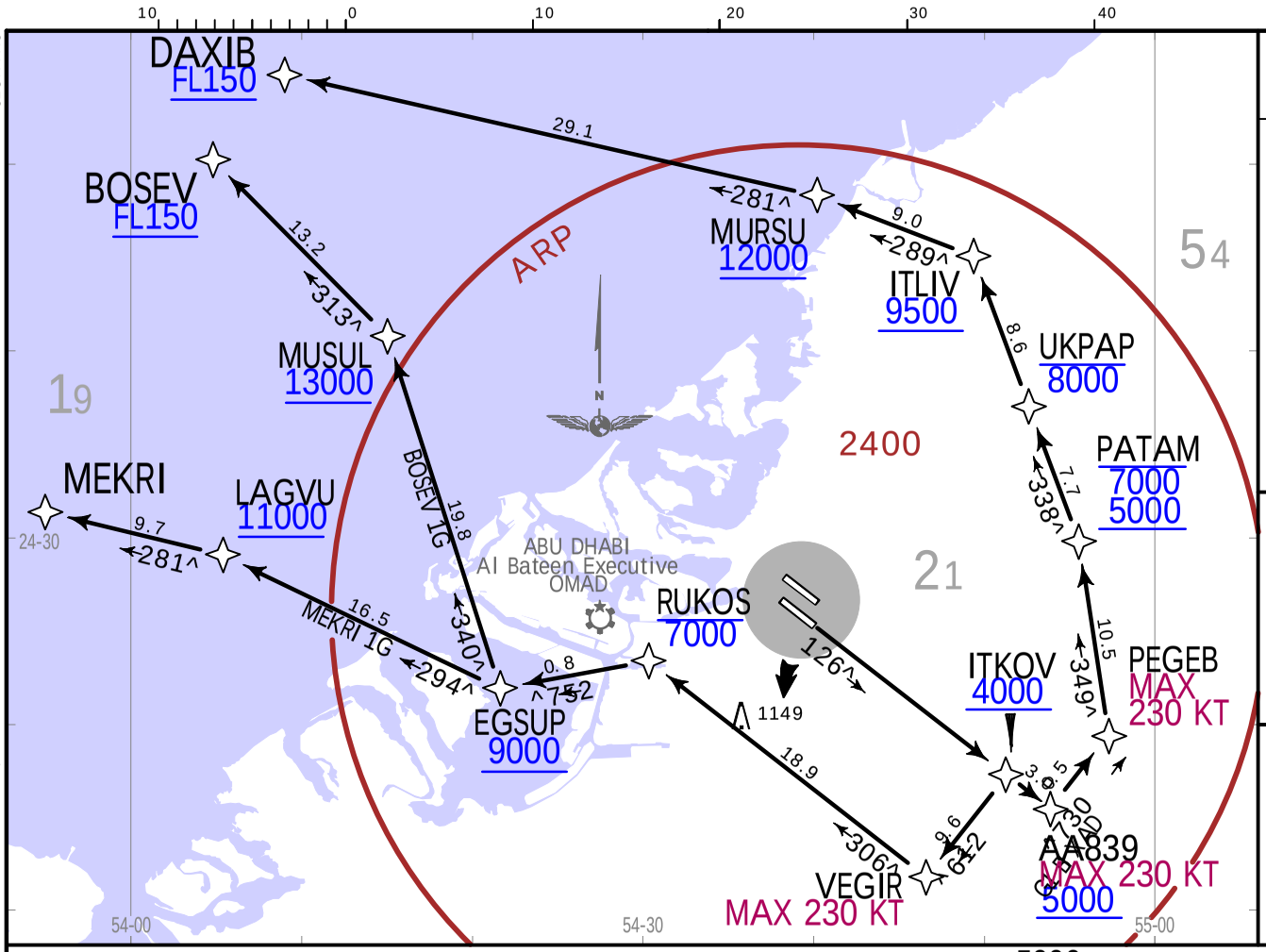
OMAA/AUH
ABU DHABI INTL

JEPPESEN
5 JAN 18
10-3J

ABU DHABI, UAE
.RNAV.SID.



ABU DHABI Radar (C)	ABU DHABI Delivery	Apt Elev
124.4	125.1	83

Trans alt: 13000

1. RNAV 1 (GNSS) required.

2. Non-compliance with RNAV 1 (GNSS) requirements shall be reported on first contact with ABU DHABI Delivery. 3. On initial call a departing ACFT shall pass the following information to ABU DHABI APP: ACFT Callsign, passing level and SID designation. 4. Advise ATC at start-up if unable to comply. 5. Contact ABU DHABI Radar as soon as possible after passing 1000, unless otherwise instructed by ABU DHABI Tower. 6. For all stages of flight, ATC clearances to climb, cancel any previous restrictions or levels, unless they are reiterated as part of the clearance. 7. 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.

CHANGES: General notes & communications.

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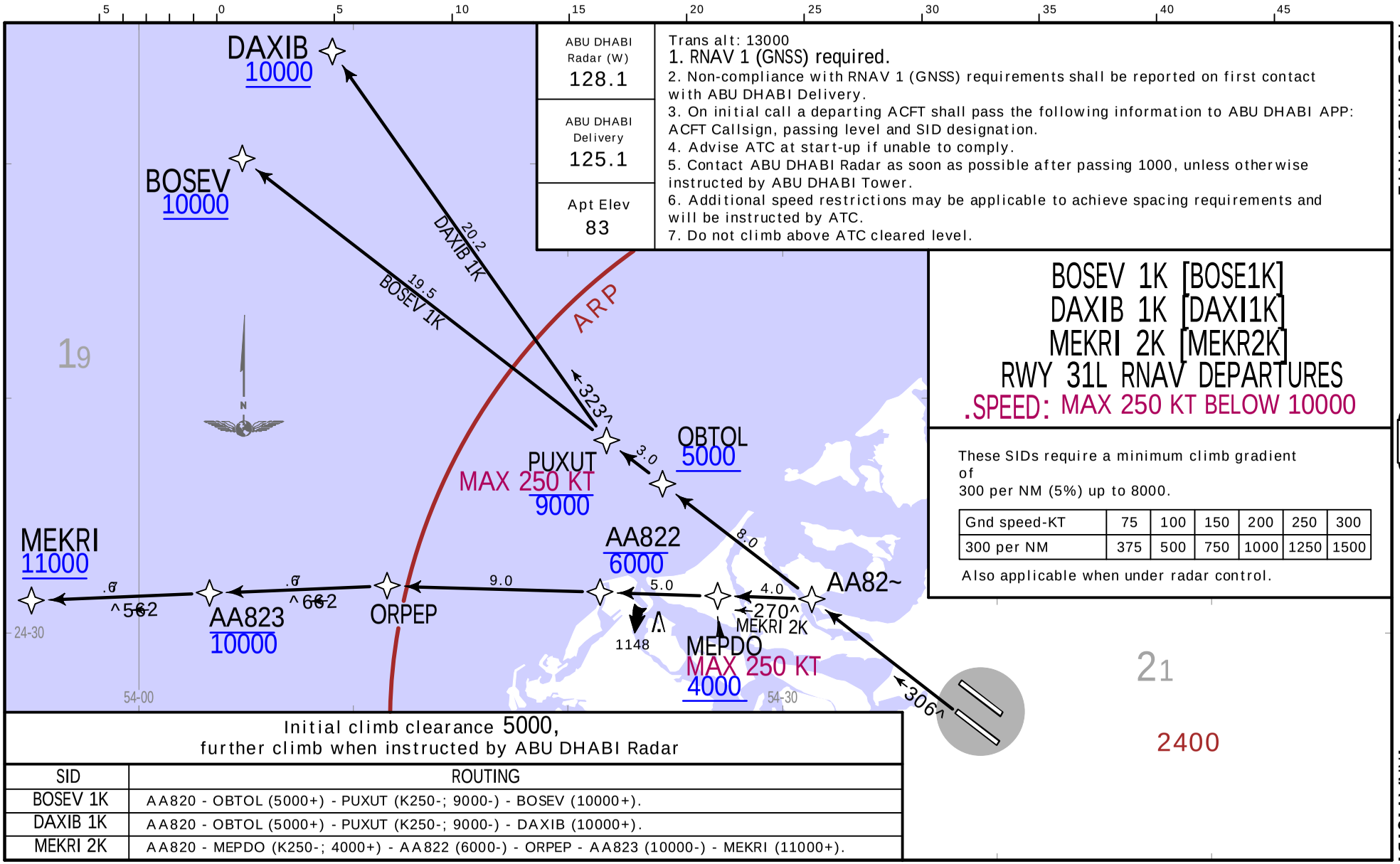
OMAA/AUH
ABU DHABI INTL

JEPPESEN
18 MAY 18 (10-3K) .Eff.24.May.

ABU DHABI, UAE
.RNAV.SID.



ABU DHABI Radar (W)	128.1
ABU DHABI Delivery	125.1
Apt Elev	83

Trans alt: 13000
1. RNAV 1 (GNSS) required.
2. Non-compliance with RNAV 1 (GNSS) requirements shall be reported on first contact with ABU DHABI Delivery.
3. On initial call a departing ACFT shall pass the following information to ABU DHABI APP: ACFT Callsign, passing level and SID designation.
4. Advise ATC at start-up if unable to comply.
5. Contact ABU DHABI Radar as soon as possible after passing 1000, unless otherwise instructed by ABU DHABI Tower.
6. Additional speed restrictions may be applicable to achieve spacing requirements and will be instructed by ATC.
7. Do not climb above ATC cleared level.

BOSEV 1K [BOSE1K]
DAXIB 1K [DAXI1K]
MEKRI 2K [MEKR2K]
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
BOSEV 1K	AA820 - OBTOL (5000+) - PUXUT (K250-; 9000-) - BOSEV (10000+).
DAXIB 1K	AA820 - OBTOL (5000+) - PUXUT (K250-; 9000-) - DAXIB (10000+).
MEKRI 2K	AA820 - MEPDO (K250-; 4000+) - AA822 (6000-) - ORPEP - AA823 (10000-) - MEKRI (11000+).

CHANGES: MEKRI 1K renumbered 2K & revised, general note 6 revised.

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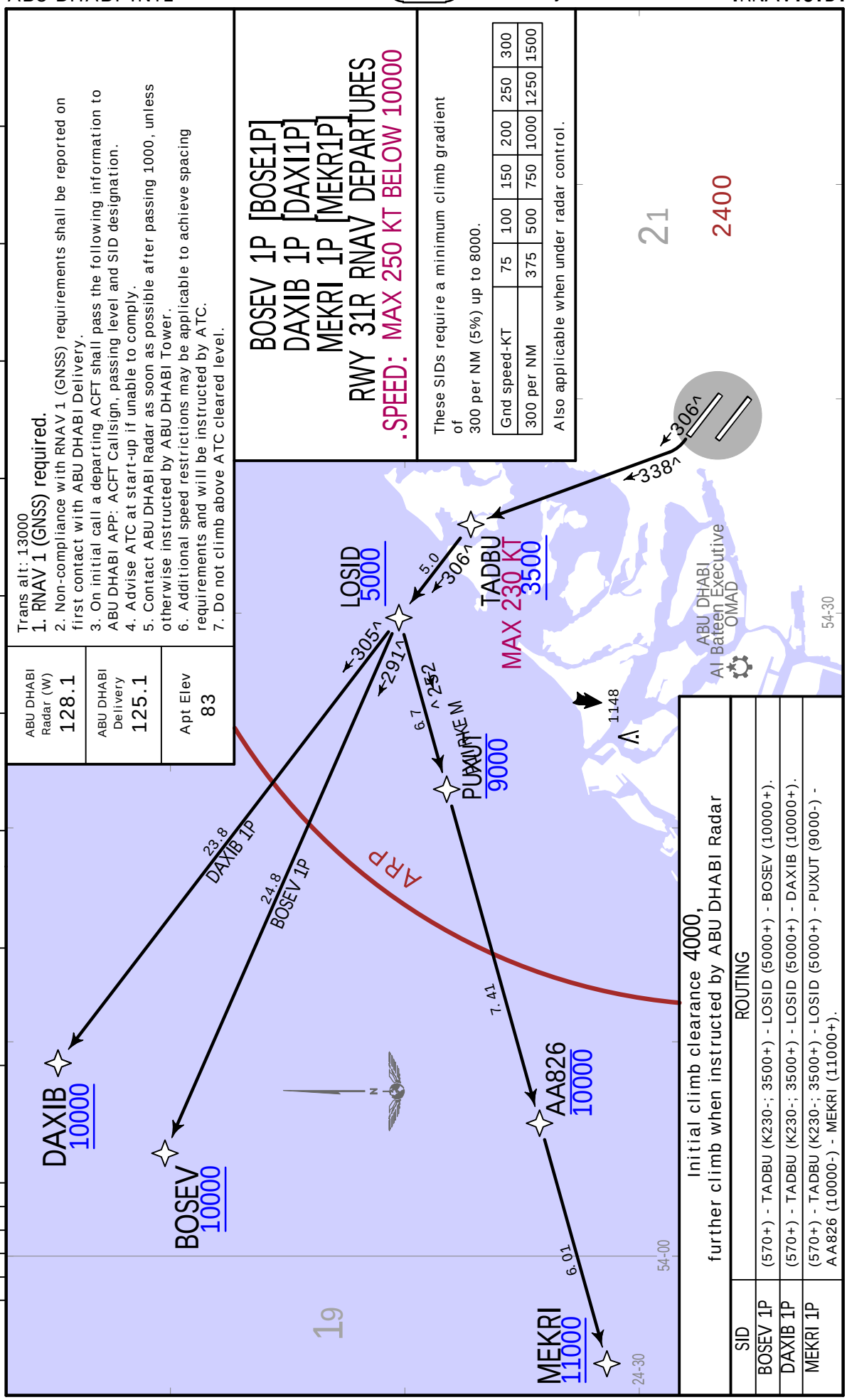
OMAA/AUH
ABU DHABI INTL

JEPPESEN
18 MAY 18 (10-3L) .Eff.24.May.

ABU DHABI, UAE
.RNAV.SID.



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D-ATIS Departure	Data Comm 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 83
Apt Elev
N24 26.0 E054 39.1

JEPPESEN
2 SEP 22
10-9
Eff.8.Sep.

CHANGES: None.

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

13L 126°
13R 126°
31R 306°
31L 306°
13,451' 4100m
13,471' 4106m
H13 984' 300m 126°
H31 306°
Elev 62'
Elev 78'
Elev 72'
Elev 83'
Elev 81'
Elev 88'

Unless otherwise instructed by ATC arriving ACFT shall expect to enter via TWY E3, RIGHT turn onto TWY F to hold at FP1 and departing ACFT shall expect to exit via TWY E, hold at EP1 for handover to ATC.

FOR DETAILS SEE 10-9B

FOR DETAILS SEE 10-9C

PRESIDENTIAL FLIGHT APRON
ETIHAD HANGAR
APRON 4 NORTH
APRON 4 SOUTH
APRON 3
APRON 1
APRON 1A
APRON 5 WEST
APRON 5 EAST
APRON 7
APRON 2
TERMINAL 3
TERMINAL 1 + 1A
TERMINAL 2
Control Tower
ARP
VOR
ABU DHABI AVIATION TERMINAL
ABU DHABI AVIATION APRON
APRON 8
ISOLATED AIRCRAFT PARKING
Heliport FATO

Taxiways E3A, E3B, E4S and E4N not available for ACFT with wingspan greater than 118' (36m).

Enter and exit via TWY F5.

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

ABU DHABI, UAE
ABU DHABI INTL

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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
13L	HIRL (30m) CL (15m) HIALS-II SFL REIL 1 RVR		12,418' 3785m	3	197' 60m
31R	HIRL (30m) CL (15m) HIALS-II SFL REIL 2 RVR				

1 TDZ PAPI (angle 3.0^) HSTIL - A11, A13
2 TDZ PAPI (angle 3.0^) HSTIL - A6, A8, A10
3 TAKE-OFF RUN AVAILABLE

RWY 13L:		RWY 31R:	
From rwy head	13,451' (4100m)	From rwy head	13,451' (4100m)
twy A5 int	10,965' (3342m)	twy A14 int	10,935' (3333m)
		twy Z2 int	10,876' (3315m)
		twy Z1 int	8458' (2578m)

13R	HIRL (60m) CL (15m) HIALS SFL REIL 4 RVR		12,438' 3791m	6	197' 60m
31L	HIRL (60m) CL (15m) HIALS-II SFL REIL 5 RVR		12,316' 3754m		

4 PAPI (angle 3.0^) HSTIL - E7, E10
5 TDZ PAPI (angle 3.0^) HSTIL - E8, E12
6 TAKE-OFF RUN AVAILABLE

RWY 13R:		RWY 31L:	
From rwy head	13,471' (4106m)	From rwy head	13,471' (4106m)
twy D2/E3 int	13,045' (3976m)	twy D10 int	13,084' (3988m)
twy D3 int	12,477' (3803m)	twy D9/E14 int	10,942' (3335m)
twy D4/E4 int	10,748' (3276m)	twy E13 int	8888' (2709m)
twy E6/H int	8891' (2710m)	twy H int	4665' (1422m)
		twy E6	4659' (1420m)

H13 7 H31					56' 17m

7 FATO is restricted to day time operations only.

HOT SPOTS

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

HS1 Increased risk of Rwy incursions within the Rwy hold area.

HS2 Potential for Rwy incursion due to Twy A11 junction with Twy G and H. Potential for Twy incursion due to RET A11, Twy G and H junctions with Twy A and B. Potential for Twy incursion due to vehicle crossing on Twy G and H.

HS3 Increased risk of Rwy incursions within the Rwy hold area.

HS4 Potential for Rwy incursion due to Twy complexity and traffic flow.

HS5 Potential for Rwy incursion due to holding points set further back from the previous location.

HS6 The intersections of Twy H and E6 with Rwy 13R/31L have high traffic volume of ACFT and vehicles crossing and, or, vacating the Rwy.

HS7 Increased risk of Rwy incursions within the Rwy hold area.

HS8 Increased risk of Twy incursion at the junction of Twy E and Twy E15. A trend of misroute at this junction, pilots to exercise more caution and increase situational awareness.

HS9 The intersections with Twy E4N and E4S have high traffic volume of ACFT entering and exiting Apron 4. Potential for Twy incursion due to vehicle crossing on TWY E4S.

HS10 Increased risk of TWY incursion at the junction of Twy E6 and Twy F. A trend of misroute at this junction, pilots to exercise more caution and increase situational awareness.

HS11 A history of incidents between ACFT and Ground Service Equipment due to vehicle crossing on Twy F3, F4 and F5, pilots to exercise more caution and increase situational awareness.

.Standard. TAKE-OFF

	Low Visibility Take-off: 1 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 B C D	TDZ, MID, RO RVR 125m	TDZ, MID, RO RVR 150m	RVR 200m	RVR 300m	400m	500m

1 RWY 13L, 31R, 31L: RVR 75m with approved guidance system or HUD/HUDLS.

CHANGES: Declared distances.

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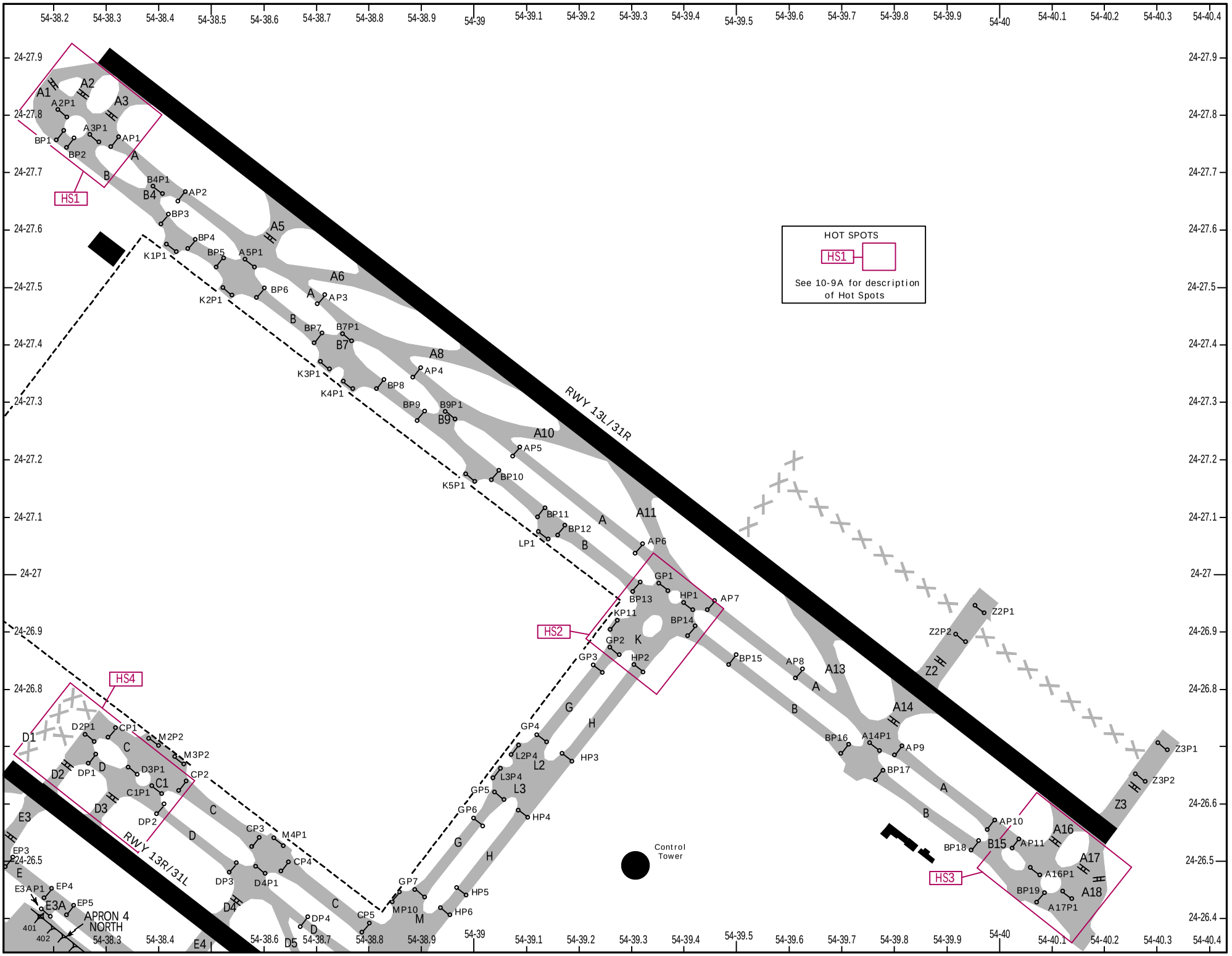

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CHANGES: Twy D1 closed. Stop bar M4P2 renamed to M4P1.

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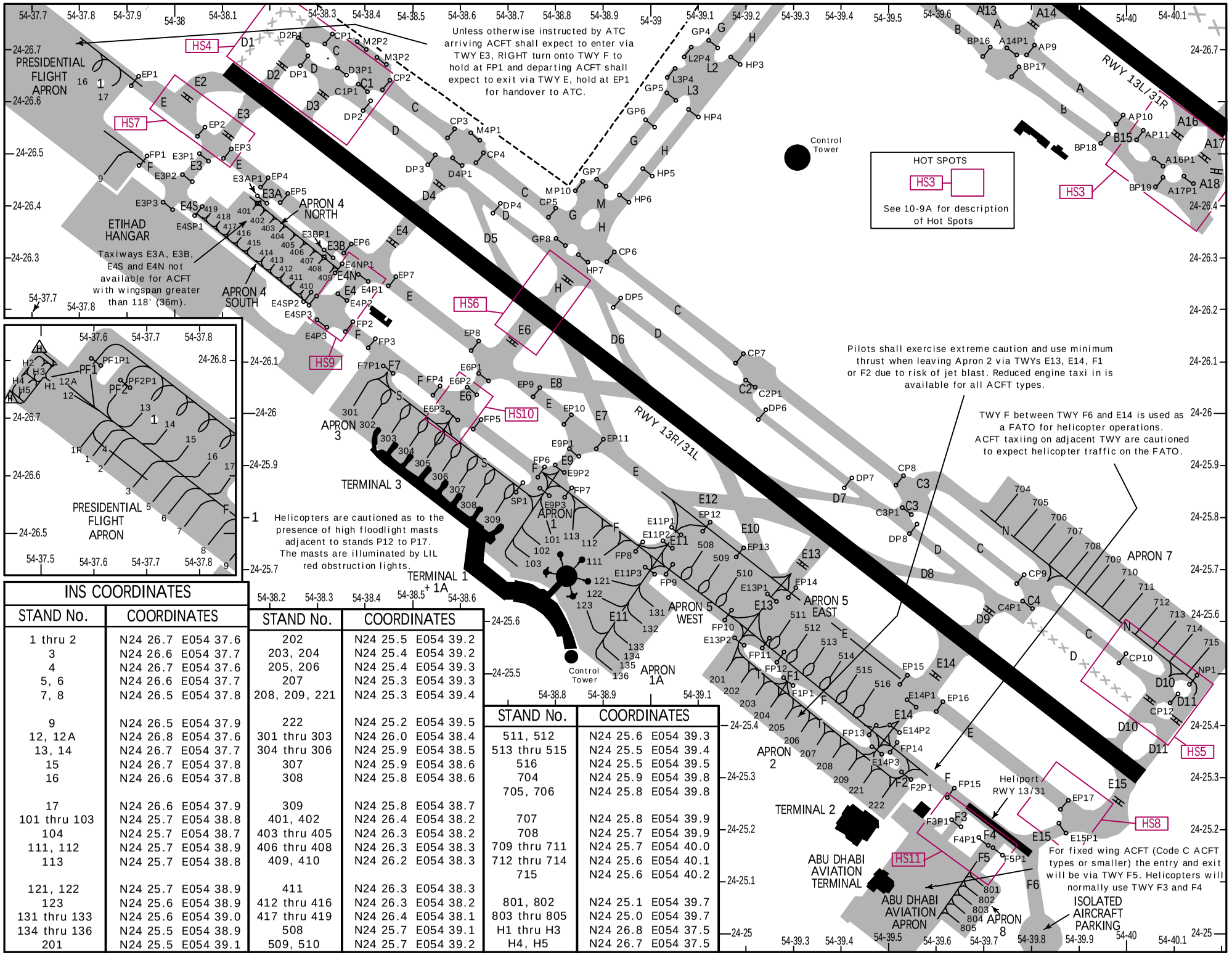

INS COORDINATES

STAND No.	COORDINATES
1 thru 2	N24 26.7 E054 37.6
3	N24 26.6 E054 37.7
4	N24 26.7 E054 37.6
5, 6	N24 26.6 E054 37.7
7, 8	N24 26.5 E054 37.8
9	N24 26.5 E054 37.9
12, 12A	N24 26.8 E054 37.6
13, 14	N24 26.7 E054 37.7
15	N24 26.7 E054 37.8
16	N24 26.6 E054 37.8
17	N24 26.6 E054 37.9
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
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
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
H1 thru H3	N24 26.8 E054 37.5
H4, H5	N24 26.7 E054 37.5

CHANGES: Twy D1 and portion of Twy D closed. Stop bars.

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CHANGES: Twy D1 and portion of Twy D closed. Stop bar M4P2 renamed to M4P1. Stop bar CP11 renamed to CP12.

OMAA/AUH
ABU DHABI INTL
21 JAN 22
JEPPESEN
10-9D .Eff.27.Jan.

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

LEGEND
- Low visibility taxi route
- Taxiway and apron
- Directional low visibility taxi route (Arrival)
- Directional low visibility taxi route (Departure)
- Stop bar
- ILS hold line

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

RWY 13L/31R
RWY 13R/31L

PRESIDENTIAL FLIGHT APRON
ETIHAD HANGAR
APRON 4 NORTH
APRON 4 SOUTH
APRON 3
APRON 1
APRON 1A
APRON 2
APRON 5 WEST
APRON 5 EAST
APRON 7
APRON 8
TERMINAL 3
TERMINAL 1 + 1A
TERMINAL 2
Sub Fire Station 1
Sub Fire Station 2
Sub Fire Station 3
Main Fire Station
Control Tower
Control Tower
Heliport RWY 13/31
ABU DHABI AVIATION TERMINAL
ABU DHABI AVIATION APRON
ISOLATED AIRCRAFT PARKING

Taxiways E3A, E3B, E4S and E4N not available for ACFT with wingspan greater than 118' (36m).

1 Pilots shall exercise extreme caution and use minimum thrust when leaving Apron 2 via TWYs E13, E14, F1 or F2 due to risk of jet blast. Reduced engine taxi in is available for all ACFT types.

2 TWY F between TWY F6 and E14 is used as a FATO for helicopter operations. ACFT taxiing on adjacent TWY are cautioned to expect helicopter traffic on the FATO.

3 For fixed wing ACFT (Code C ACFT types or smaller) the entry and exit will be via TWY F5. Helicopters will normally use TWY F3 and F4.

4 Unless otherwise instructed by ATC arriving ACFT shall expect to enter via TWY E3, RIGHT turn onto TWY F to hold at FP1 and departing ACFT shall expect to exit via TWY E, hold at EP1 for handover to ATC.

ABU DHABI, UAE
LOW VISIBILITY TAXI ROUTES
ARRIVAL/DEPARTURE RWY 13L

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OMAA/AUH
ABU DHABI INTL

JEPPESEN
21 JAN 22
Eff.27.Jan.
10-9E

ABU DHABI, UAE
LOW VISIBILITY TAXI ROUTES
ARRIVAL/DEPARTURE RWY 31L

D-ATIS Departure	Data Comm 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

1 Unless otherwise instructed by ATC arriving ACFT shall expect to enter via TWY E3, RIGHT turn onto TWY F to hold at FP1 and departing ACFT shall expect to exit via TWY E, hold at EP1 for handover to ATC.

2 TWY F between TWY F6 and E14 is used as a FATO for helicopter operations. ACFT taxiing on adjacent TWY are cautioned to expect helicopter traffic on the FATO.

ACFT vacating RWY 31L shall have priority over ACFT/vehicles on TWYs.

LEGEND
- Low visibility taxi route
- Taxiway and apron
- Directional low visibility taxi route (Arrival)
- Directional low visibility taxi route (Departure)
- Stop bar
- ILS hold line

Taxiways E3A, E3B, E4S and E4N not available for ACFT with wingspan greater than 118' (36m).

HOT SPOTS
HS3
See 10-9A for description of Hot Spots

Pilots shall exercise extreme caution and use minimum thrust when leaving Apron 2 via TWYs E13, E14, F1 or F2 due to risk of jet blast. Reduced engine taxi in is available for all ACFT types.

For fixed wing ACFT (Code C ACFT types or smaller) the entry and exit will be via TWY F5. Helicopters will normally use TWY F3 and F4.

PRESIDENTIAL FLIGHT APRON
ETIHAD HANGAR
APRON 4 NORTH
APRON 4 SOUTH
APRON 3
APRON 1
APRON 1A
APRON 2
APRON 5 WEST
APRON 5 EAST
APRON 7
APRON 8
TERMINAL 3
TERMINAL 1 + 1A
TERMINAL 2
ABU DHABI AVIATION TERMINAL
ABU DHABI AVIATION APRON
ISOLATED AIRCRAFT PARKING
Control Tower
Main Fire Station
Sub Fire Station 2
Sub Fire Station 3
Heliport RWY 13/31
RWY 13R/31L
RWY 13L/31R
HS3 HS4 HS5 HS6 HS7 HS8 HS9 HS10 HS11

CHANGES: Twy D1 and portion of twy D closed. Stop bars.
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D-ATIS Departure	Data Comm 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

LEGEND
- Low visibility taxi route
- Taxiway and apron
- Directional low visibility taxi route (Arrival)
- Directional low visibility taxi route (Departure)
- Stop bar
- ILS hold line

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

RWY 13L/31R
RWY 13R/31L
PRESIDENTIAL FLIGHT APRON
ETIHAD HANGAR
APRON 4 NORTH
APRON 4 SOUTH
Taxiways E3A, E3B, E4S and E4N not available for ACFT with wingspan greater than 118' (36m).
TERMINAL 3
APRON 3
APRON 1
TERMINAL 1 + 1A
APRON 1A
APRON 5 WEST
APRON 5 EAST
APRON 2
TERMINAL 2
ABU DHABI AVIATION TERMINAL
ABU DHABI AVIATION APRON
APRON 8
ISOLATED AIRCRAFT PARKING
APRON 7
Heliport RWY 13/31
Control Tower
Main Fire Station
Sub Fire Station 1
Sub Fire Station 2
Sub Fire Station 3

1 Pilots shall exercise extreme caution and use minimum thrust when leaving Apron 2 via TWYs E13, E14, F1 or F2 due to risk of jet blast. Reduced engine taxi in is available for all ACFT types.

2 TWY F between TWY F6 and E14 is used as a FATO for helicopter operations.ACFT taxiing on adjacent TWY are cautioned to expect helicopter traffic on the FATO.

3 For fixed wing ACFT (Code C ACFT types or smaller) the entry and exit will be via TWY F5. Helicopters will normally use TWY F3 and F4.

4 Unless otherwise instructed by ATC arriving ACFT shall expect to enter via TWY E3, RIGHT turn onto TWY F to hold at FP1 and departing ACFT shall expect to exit via TWY E, hold at EP1 for handover to ATC.

ABU DHABI, UAE
LOW VISIBILITY TAXI ROUTES
ARRIVAL/DEPARTURE RWY 31R

CHANGES: Twy D1 and portion of Twy D closed. Stop bar M4P2 renamed to M4P1. Stop bar CP11 renamed to CP12.
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OMAA/AUH
ABU DHABI INTL

JEPPESEN
20 JAN 23 (11-1) .Eff.26.Jan.

ABU DHABI, UAE
ILS Rwy 13L

BRIEFING STRIP ™

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

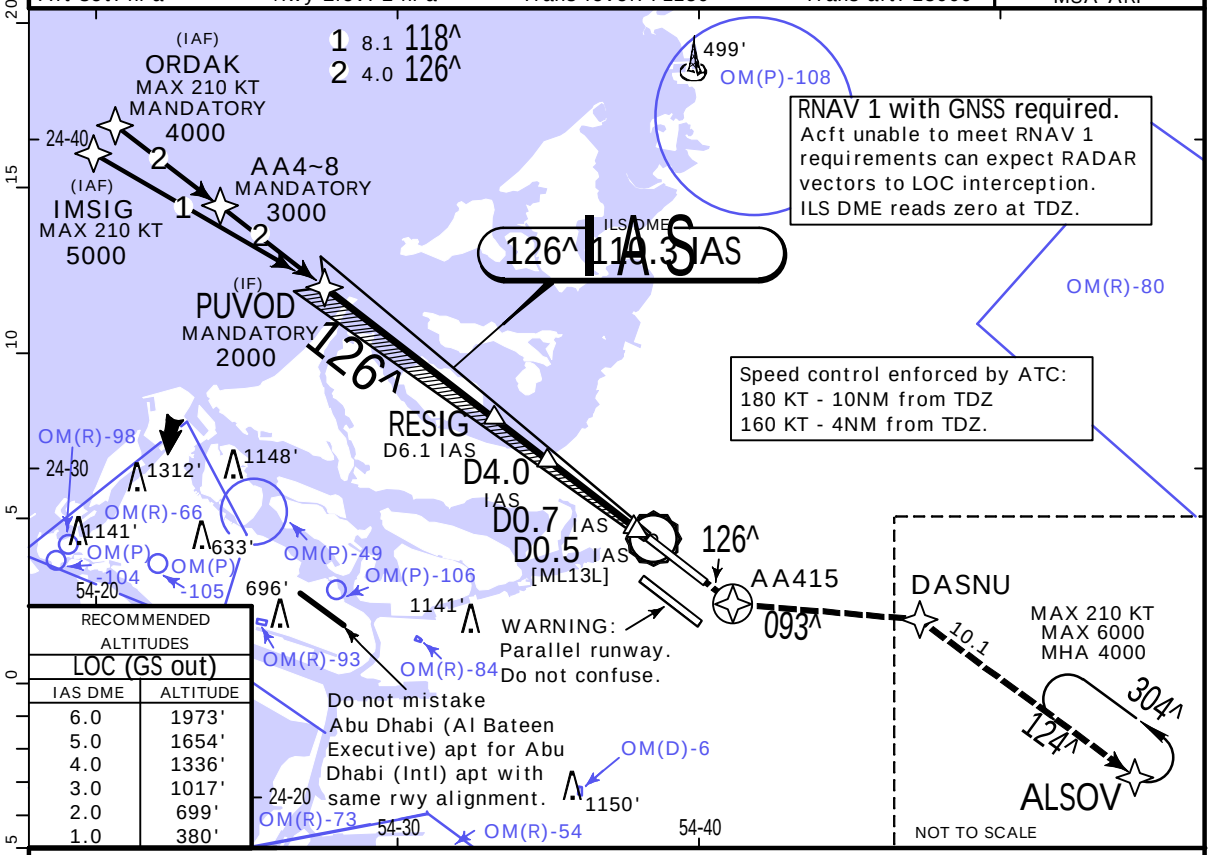
ABU DHABI Director North	ABU DHABI Director South	ABU DHABI Tower North	ABU DHABI Tower South	Ground North	Ground South
118.425	118.0	118.675	119.2	121.950	123.975

LOC IAS	Final Apch Crs	RESIG MANDATORY	ILS DA(H)	Apt Elev / Rwy
110.3	126^	2000' (1938')	262' (200')	Apt Elev 83' / Rwy 62'

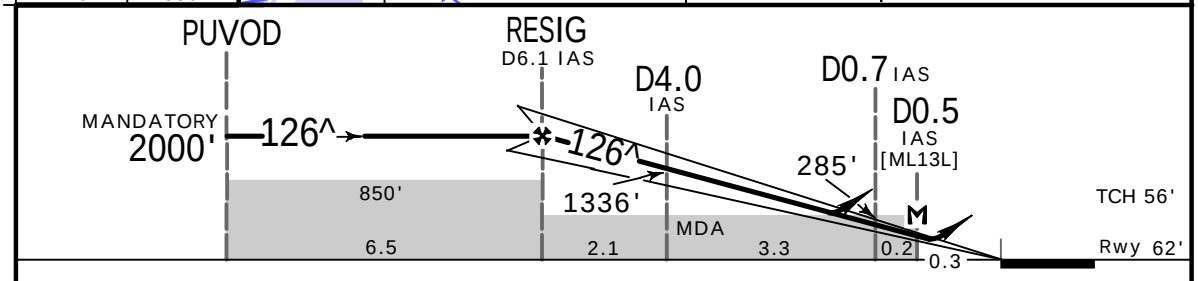
MISSED APCH: Climb STRAIGHT AHEAD to AA415. Fly over AA415 and turn LEFT (MAX 210 KT) on track 093^ to DASNU, then turn RIGHT to ALSOV climbing to 4000' and hold.

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL150 | Trans alt: 13000'

2400
MSA ARP



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
GS	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			LOC (GS out) CDFA	
DA(H) 262' (200')			DA/MDA(H) 570' (508')	
FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m 1	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

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: OM(D)-9 withdrawn, OM(D)-6 added.

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OMAA/AUH
ABU DHABI INTL

JEPPESEN

20 JAN 23
.Eff.26.Jan.

11-1A

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

BRIEFING STRIP ™

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

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

LOC IAS	Final Apch Crs	RESIG MANDATORY	CAT IIIB, IIIA & II ILS	Apt Elev / Rwy
110.3	126^	2000' (1938')	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: FL150 | Trans alt: 13000'

2400

MSA ARP

(IAF) ORDAK
MAX 210 KT
MANDATORY
4000

1 8.1 118^
2 4.0 126^

24-40

(IAF) IMSIG
MAX 210 KT
5000

AA4~8
MANDATORY
3000

(IF) PUVOD
MANDATORY
2000

126^

ILS DME
126^ 110.3 IAS

RESIG
D6.1 IAS

D4.0
IAS

D0.7 IAS

126^

AA415

093^

DASNU

MAX 210 KT
MAX 6000
MHA 4000

10.1

304^

124^

ALSOV

NOT TO SCALE

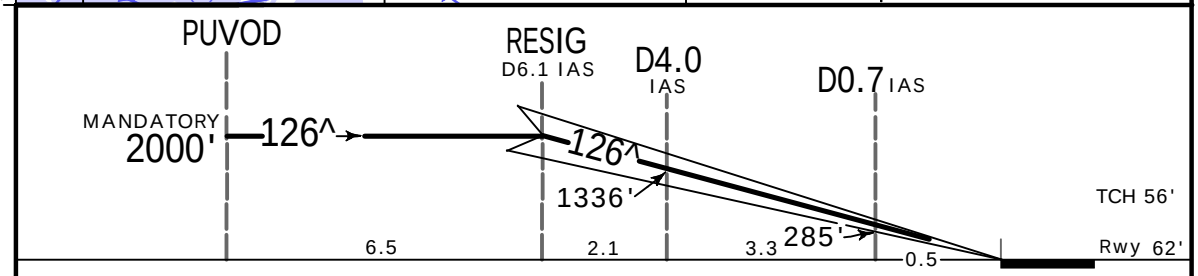
RNAV 1 with GNSS required.
Acft unable to meet RNAV 1 requirements can expect RADAR vectors to LOC interception.
ILS DME reads zero at TDZ.
Special Aircrew & Aircraft Certification Required.

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

WARNING:
Parallel runway.
Do not confuse.

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

OM(P)-108 499'
OM(R)-80
OM(R)-98 1312' 1148'
OM(R)-66 1141' 633'
OM(P)-49
OM(P)-104
OM(P)-105
OM(P)-106 1141'
696'
OM(R)-93
OM(R)-84
OM(D)-12
OM(D)-6 1150'
24-30
24-20
54-20
OM(R)-54
OM(R)-73
54-30
OM(R)-54
54-40



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

.Standard. STRAIGHT-IN LANDING RWY 13L

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
	DH 50'	RA 107' DA(H) 162' (100')
RVR 75m	RVR 200m	RVR 300m

PANS OPS

CHANGES: OM(D)-9 withdrawn, OM(D)-6 added.

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OMAA/AUH
ABU DHABI INTL

JEPPESEN
20 JAN 23 (11-2) .Eff.26.Jan.

ABU DHABI, UAE
ILS Rwy 13R

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

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

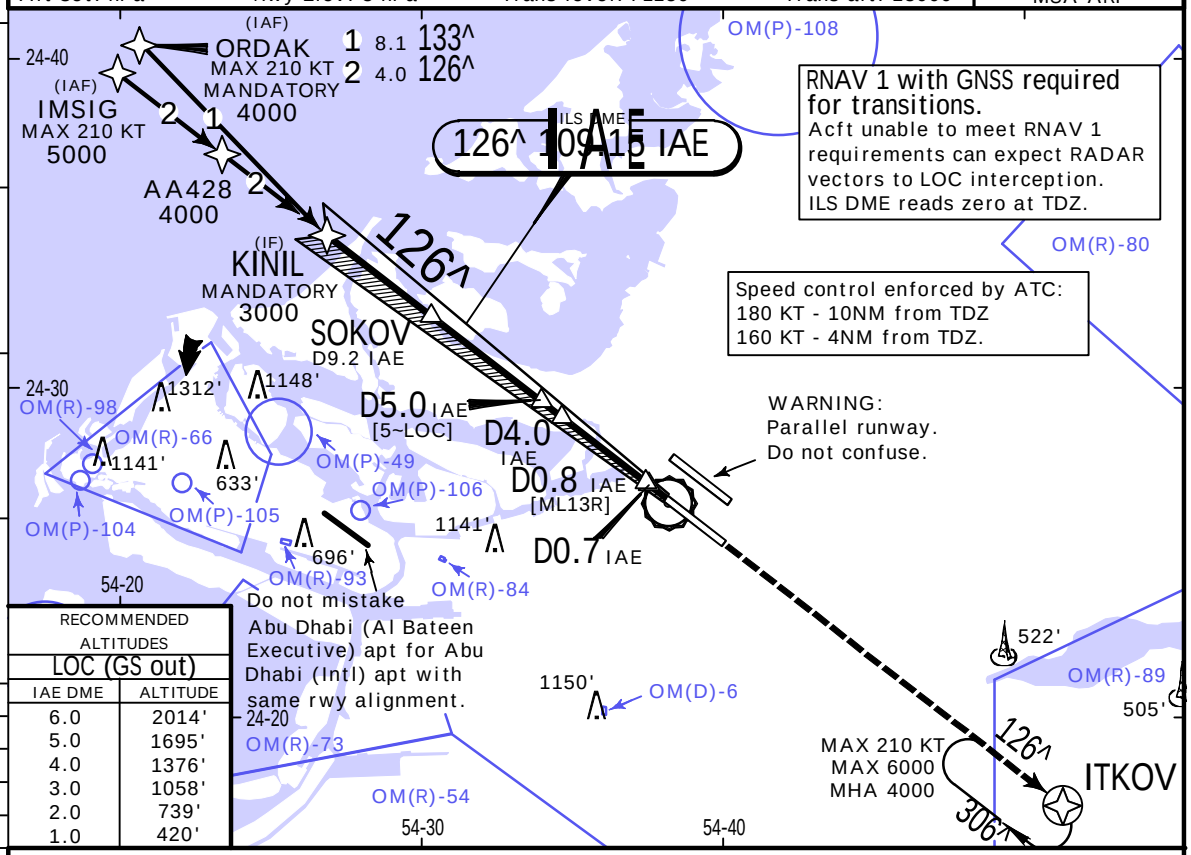
LOC IAE	Final Apch Crs	SOKOV MANDATORY	ILS DA(H)	Apt Elev 83' / Rwy 78'
109.15	126^	3000' (2922')	278' (200')	

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

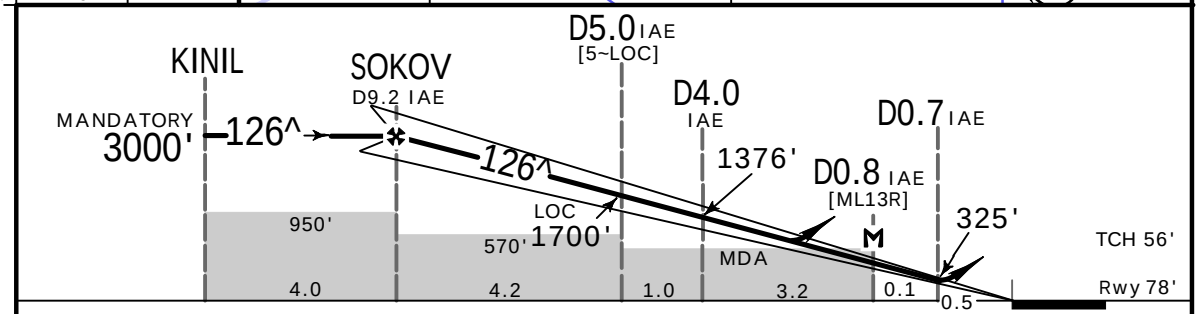
Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL150 | Trans alt: 13000'

2400
MSA ARP

BRIEFING STRIP ™



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	3.00^	372	478	531	637	743	849
LOC Descent Angle	3.05^	378	486	540	648	755	863
MAP at D0.8 IAE							

HIALS
REIL PAPI PAPI
4000'
ITKOV

.Standard. STRAIGHT-IN LANDING RWY 13R

	ILS DA(H) 278' (200') FULL	ILS DA(H) 278' (200') ALS out	LOC (GS out) With D5.0 IAE CDFA DA/MDA(H) 510' (432') ALS out	LOC (GS out) W/o D5.0 IAE CDFA DA/MDA(H) 570' (492') ALS out
A	RVR 550m 1	RVR 1200m	RVR 1300m	RVR 1500m
B				RVR 1500m
C			RVR 2000m	RVR 1500m
D				RVR 2300m

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 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

PANS OPS

CHANGES: OM(D)-9 withdrawn, OM(D)-6 added.

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OMAA/AUH
ABU DHABI INTL

JEPPESEN
20 JAN 23 (11-3) .Eff.26.Jan.

ABU DHABI, UAE
ILS Rwy 31L

BRIEFING STRIP™

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

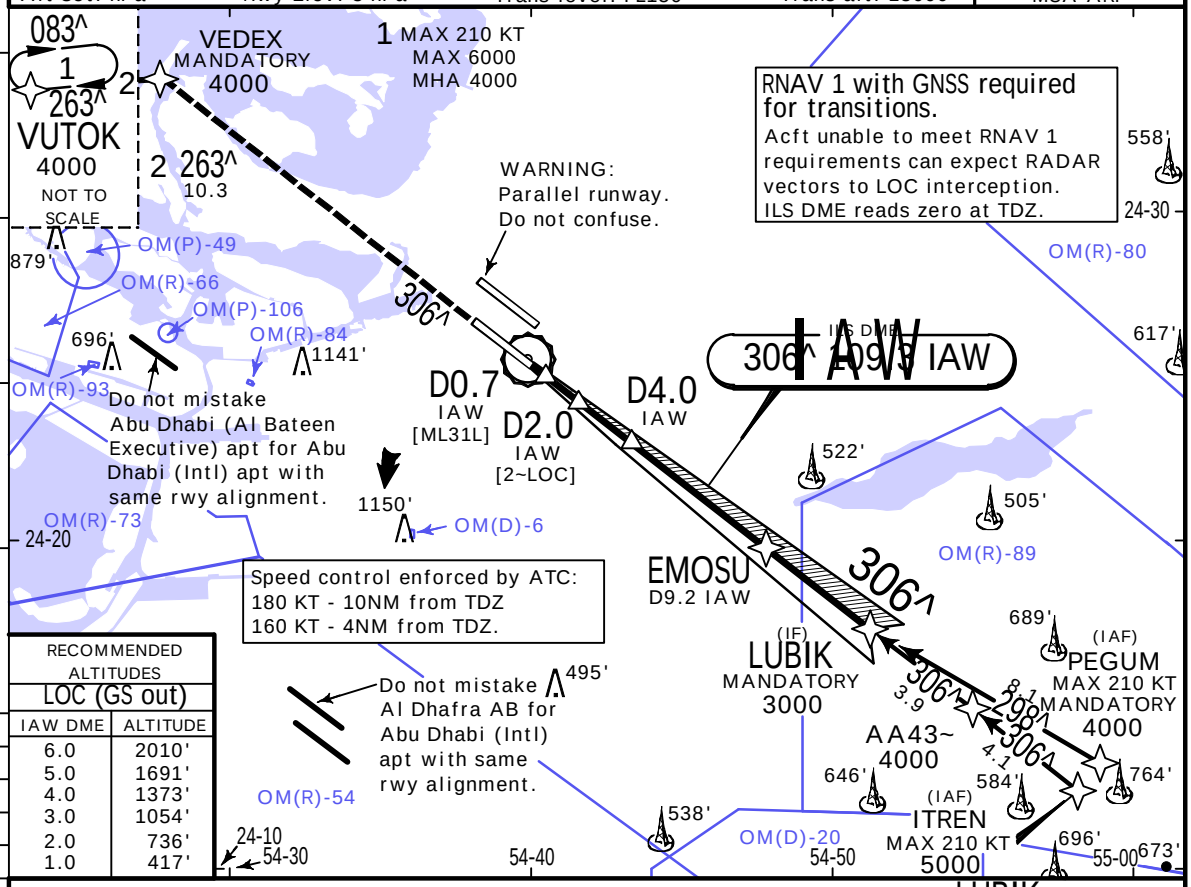
ABU DHABI Tower North	South	Ground North	South
118.675	119.2	121.950	123.975

LOC IAW	Final Apch Crs	EMOSU MANDATORY	ILS DA(H)	Apt Elev 83' / Rwy 83'
109.3	306^	3000' (2917')	283' (200')	

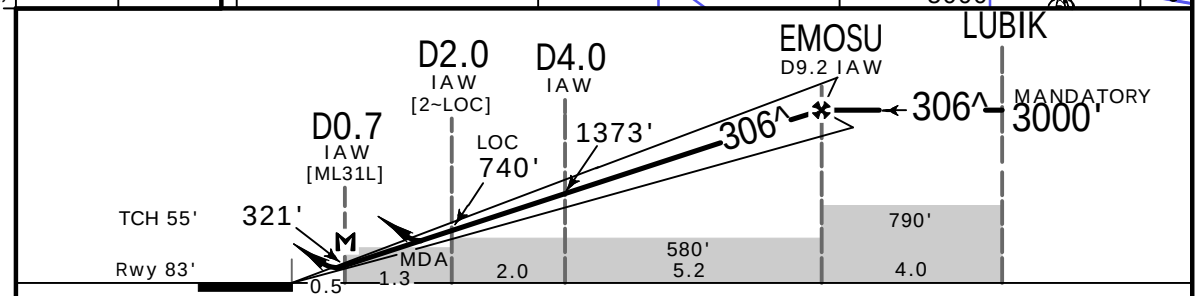
MISSED APCH: Climb STRAIGHT AHEAD to VEDEX (at 4000'), then turn LEFT (MAX 210 KT) to VUTOK and hold. Climb to 4000'.

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL150 | Trans alt: 13000'

2400
MSA ARP



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	3.00^	372	478	531	637	743	849
LOC Descent Angle	3.13^	388	498	554	665	775	886
MAP at D0.7 IAW							

HIALS-II
REIL PAPI PAPI

210 KT MAX

VEDEX at 4000'

.Standard.

STRAIGHT-IN LANDING RWY 31L

ILS

DA(H) 283' (200')

LOC (GS out)

With D2.0 IAW
CDFA
DA/MDA(H) 450' (367')

W/o D2.0 IAW
CDFA
DA/MDA(H) 580' (497')

CIRCLE-TO-LAND
Not authorized
Southwest of runway

	FULL	TDZ or CL out	ALS out	With D2.0 IAW ALS out	W/o D2.0 IAW ALS out
A	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1000m	RVR 1500m
B				RVR 1500m	
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

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: OM(D)-9 withdrawn, OM(D)-6 added.

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OMAA/AUH
ABU DHABI INTL

JEPPESEN
20 JAN 23
.Eff.26.Jan.
11-3A

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

BRIEFING STRIP™

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

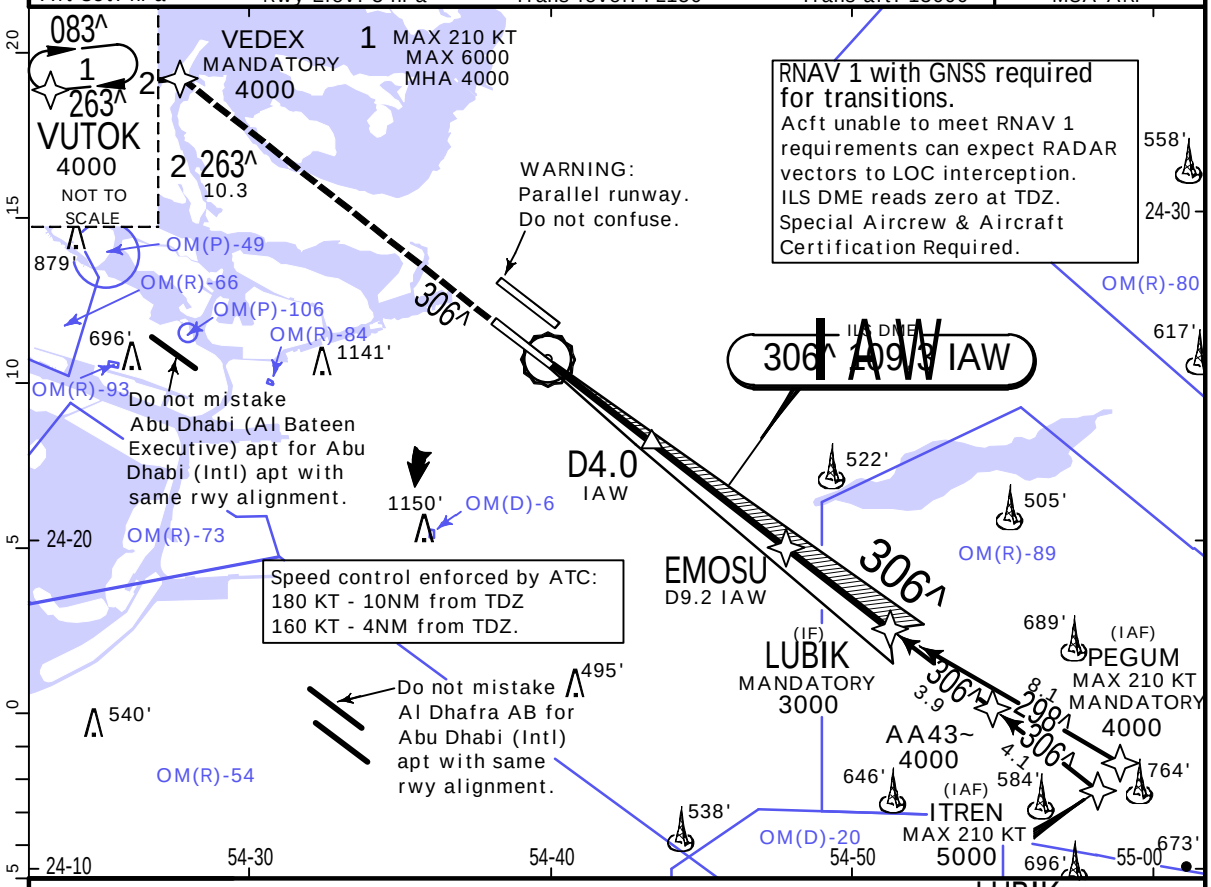
ABU DHABI Tower North	South	Ground North	South
118.675	119.2	121.950	123.975

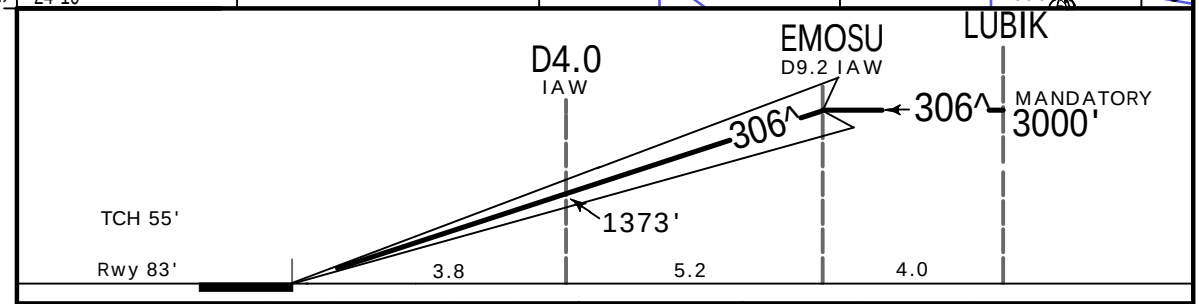
LOC IAW	Final Apch Crs	EMOSU MANDATORY	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 83' Rwy 83'
109.3	306^	3000' (2917')		

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: FL150 | Trans alt: 13000'





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 IIIB ILS	CAT IIIA ILS	CAT II ILS
	DH 50'	RA 94' DA(H) 183' (100')
RVR 75m	RVR 200m	RVR 300m

PANS OPS

CHANGES: OM(D)-9 withdrawn, OM(D)-6 added.

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OMAA/AUH
ABU DHABI INTL

JEPPESEN
20 JAN 23 (11-4) .Eff.26.Jan.

ABU DHABI, UAE
ILS Rwy 31R

BRIEFING STRIP™

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

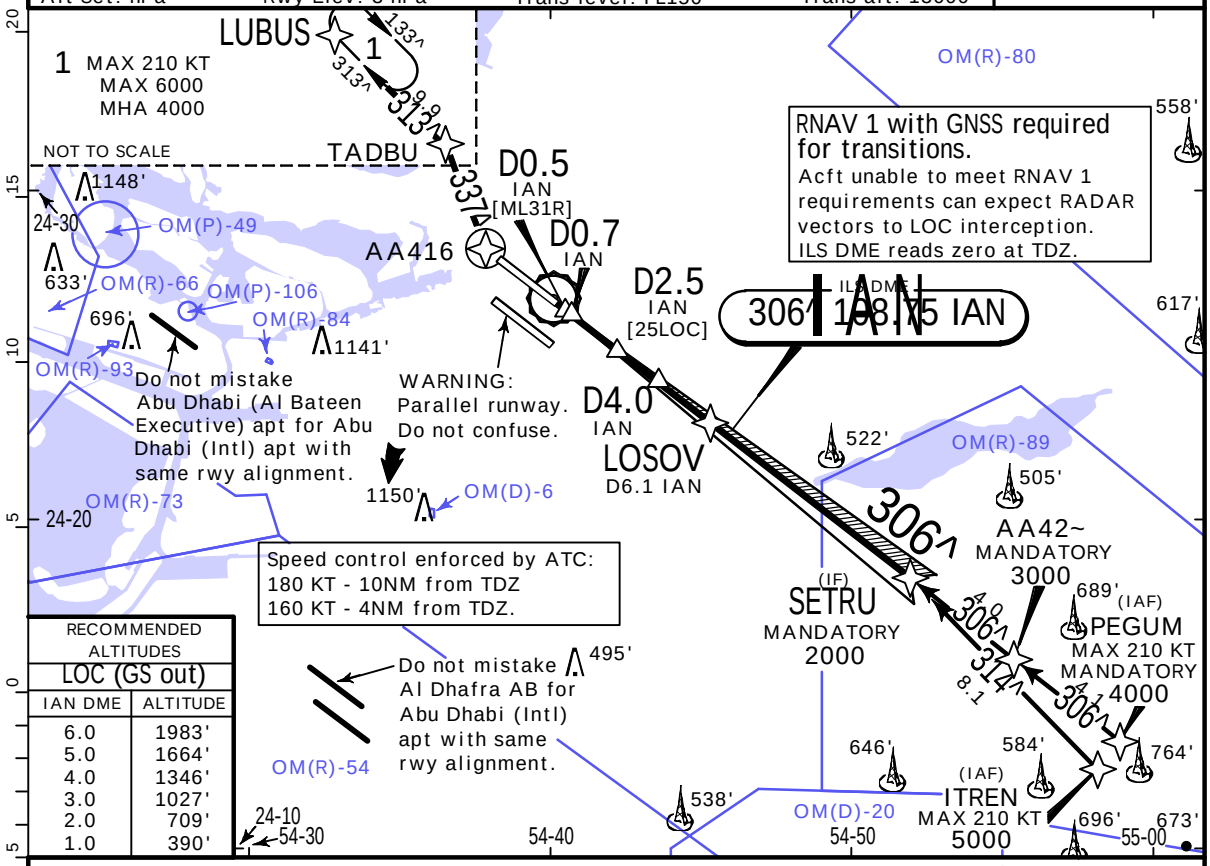
ABU DHABI Tower North	South	Ground North	South
118.675	119.2	121.950	123.975

LOC IAN	Final Apch Crs	LOSOV MANDATORY	ILS DA(H)	Apt Elev 83' / Rwy 72'
108.75	306^	2000' (1928')	272' (200')	

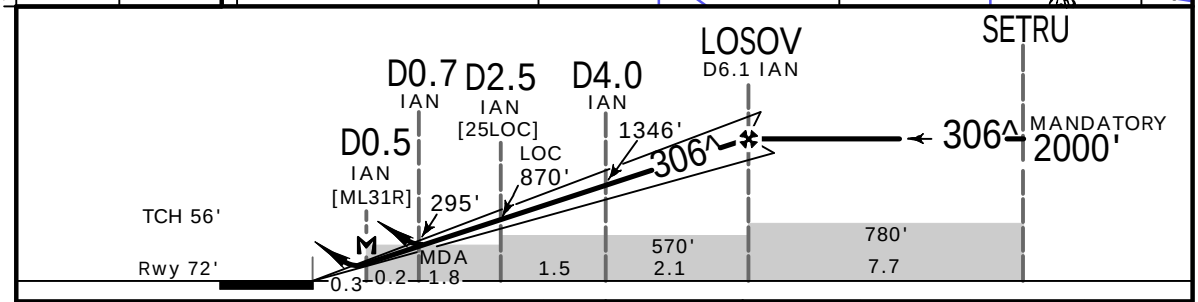
MISSED APCH: Climb STRAIGHT AHEAD to AA416. Fly over AA416 and turn RIGHT (MAX 210 KT) on track 337^ to TADBU, then turn LEFT (MAX 210 KT) to LUBUS climbing to 4000' and hold.

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL150 | Trans alt: 13000'

2400
MSA ARP



RECOMMENDED ALTITUDES LOC (GS out)	
IAN DME	ALTITUDE
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
GS	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	LOC (GS out) With D2.5 IAN	LOC (GS out) W/o D2.5 IAN
DA(H) 272' (200')	CDFA DA/MDA(H) 520' (448')	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 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: OM(D)-9 withdrawn, OM(D)-6 added.

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OMAA/AUH
ABU DHABI INTL

JEPPESEN
20 JAN 23 11-4A
.Eff.26.Jan.

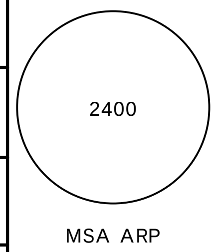
ABU DHABI, UAE
CAT II/III ILS Rwy 31R

BRIEFING STRIP™

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

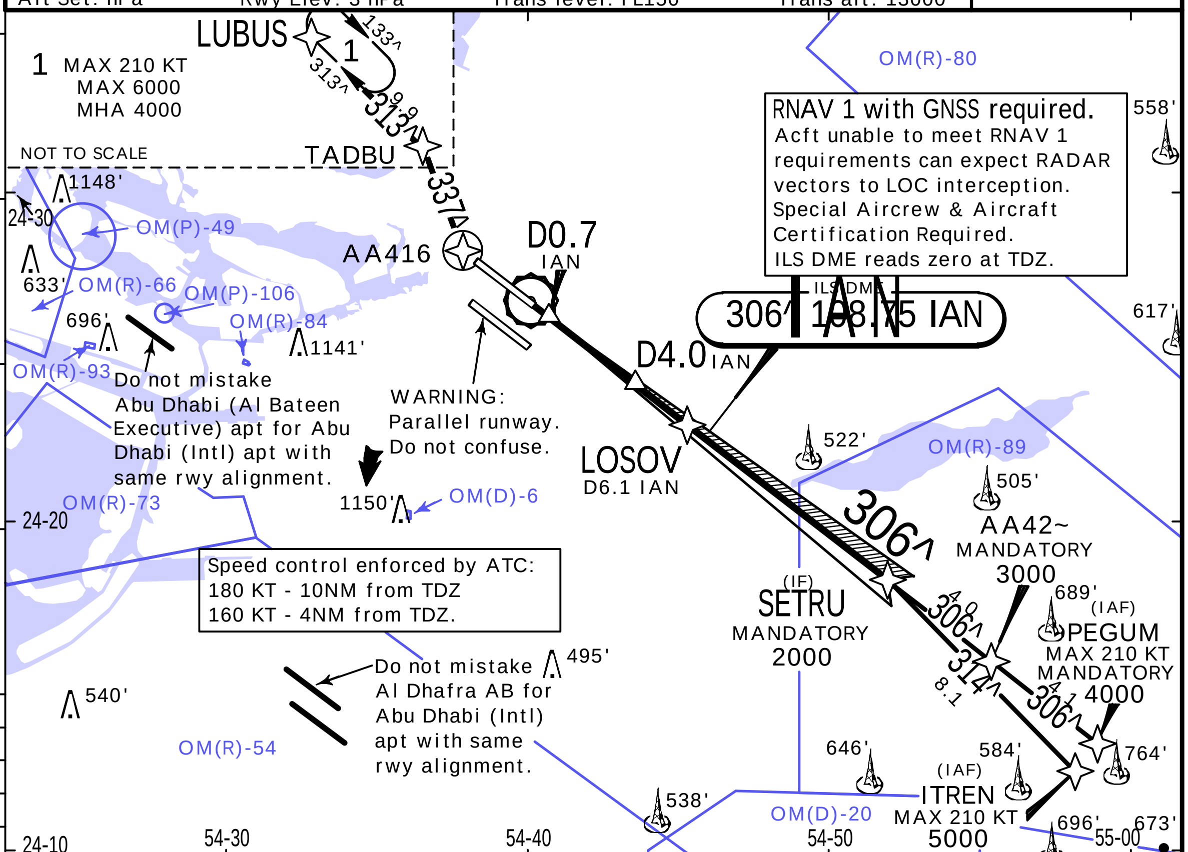
ABU DHABI Tower North	South	Ground North	South
118.675	119.2	121.950	123.975

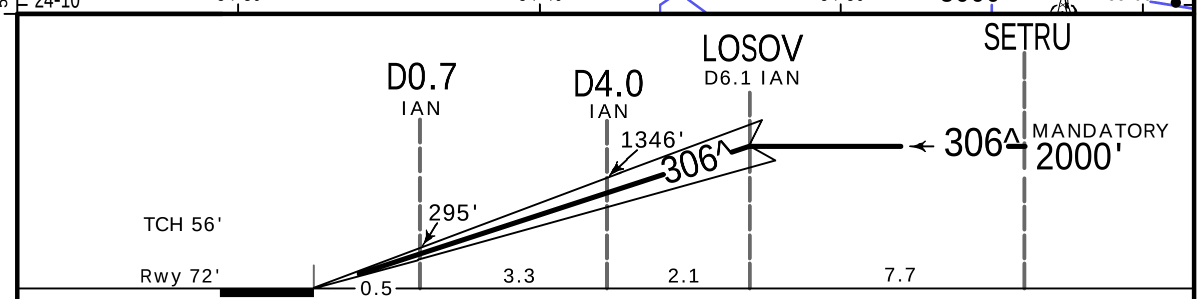
LOC IAN	Final Apch Crs	LOSOV MANDATORY	CAT IIIB, IIIA & II ILS	Apt Elev 83'
108.75	306^	2000' (1928')	Refer to Minimums	Rwy 72'



MISSED APCH: Climb STRAIGHT AHEAD to AA416. Fly over AA416 and turn RIGHT (MAX 210 KT) on track 337^ to TADBU, then turn LEFT (MAX 210 KT) to LUBUS climbing to 4000' and hold.

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL150 | Trans alt: 13000'





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 IIIB ILS	CAT IIIA ILS	CAT II ILS
	DH 50'	ABCD RA 105' DA(H) 172'(100')
RVR 75m	RVR 200m	RVR 300m

PANS OPS

CHANGES: OM(D)-9 withdrawn, OM(D)-6 added.

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OMAA/AUH
ABU DHABI INTL

JEPPESEN
20 JAN 23 (12-1) .Eff.26.Jan.

ABU DHABI, UAE
RNP Z Rwy 13L

BRIEFING STRIP ™

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

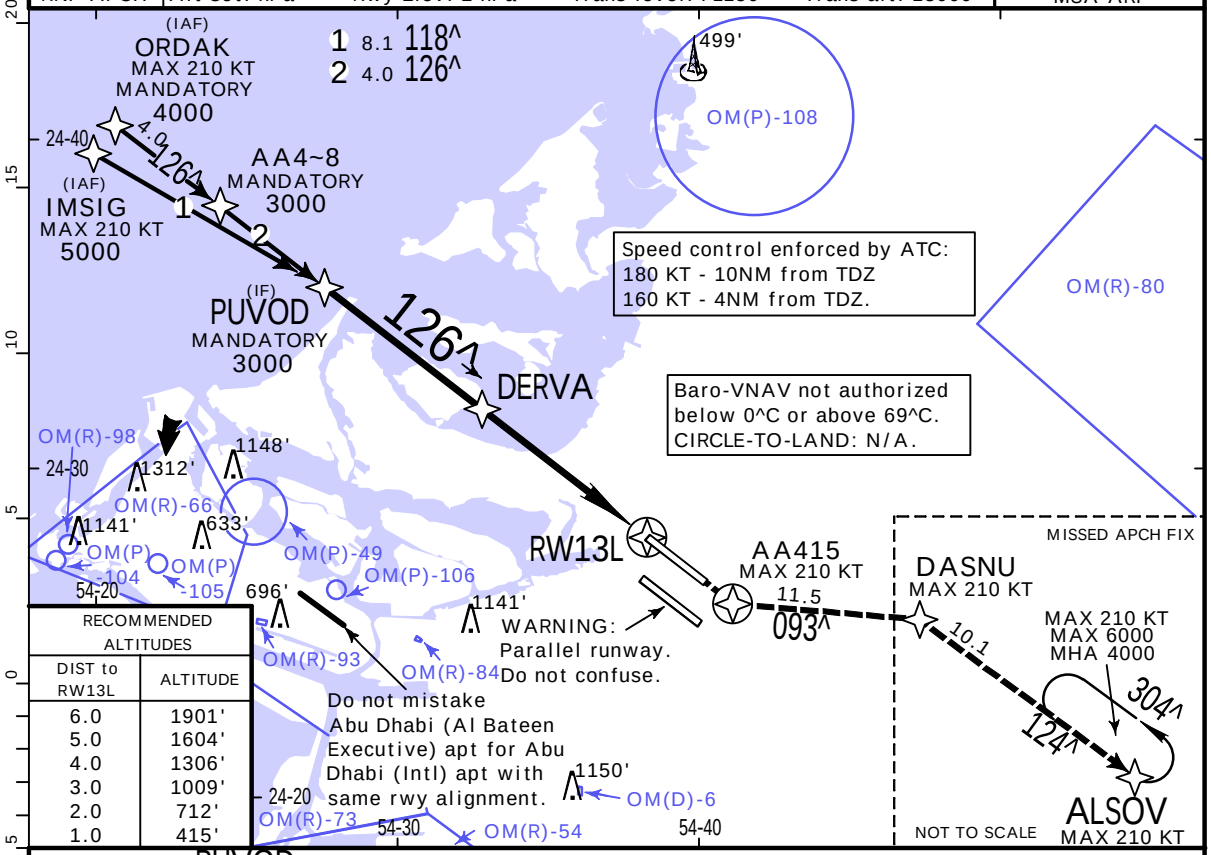
ABU DHABI Director North	ABU DHABI Director South	ABU DHABI Tower North	ABU DHABI Tower South	Ground North	Ground South
118.425	118.0	118.675	119.2	121.950	123.975

RNAV	Final Apch Crs	DERVA MANDATORY	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev / Rwy
	126^	2000' (1938')		Apt Elev 83' / Rwy 62'

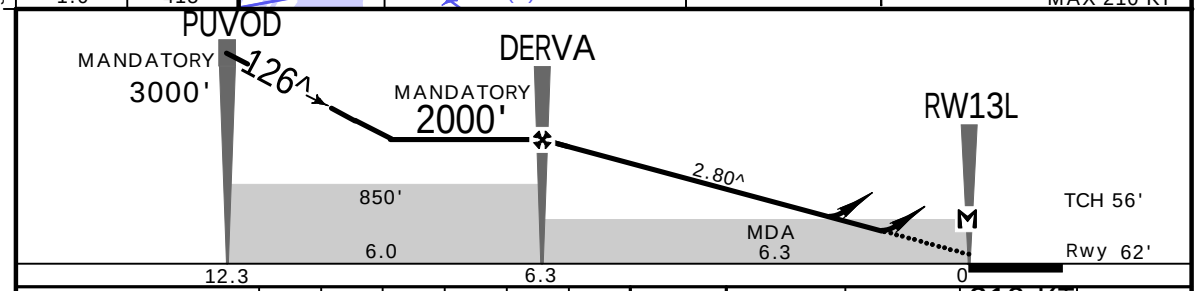
MISSED APCH: Proceed direct to AA415. Fly over AA415 and turn LEFT (MAX 210 KT) on track 093^ to DASNU, then turn RIGHT to ALSOV climbing to 4000' and hold.

2400
MSA ARP

RNP APCH | Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL150 | Trans alt: 13000'



RECOMMENDED ALTITUDES	
DIST to RW13L	ALTITUDE
6.0	1901'
5.0	1604'
4.0	1306'
3.0	1009'
2.0	712'
1.0	415'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	2.80^	347	446	495	594	693	792
MAP at RW13L							

HIALS-II
REIL PAPI PAPI

AA415

210 KT MAX LT

DASNU

.Standard.

STRAIGHT-IN LANDING RWY 13L

	LNAV/VNAV DA(H)	LNAV CDFA DA/MDA(H)
A	350' (288')	510' (448')
B	360' (298')	
C	380' (318')	
D	410' (348')	

	ALS out	ALS out
A	RVR 750m 1	RVR 1400m
B		RVR 1500m
C	RVR 1400m	
D	RVR 900m	RVR 1600m
		RVR 2100m

PANS OPS

1 With TDZ & CL & HUD: CAT A & B RVR 650m, CAT C RVR 700m.

CHANGES: OM(D)-9 withdrawn, OM(D)-6 added.

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OMAA/AUH
ABU DHABI INTL

JEPPESEN
20 JAN 23 (12-2) .Eff.26.Jan.

ABU DHABI, UAE
RNP Z Rwy 13R

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

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

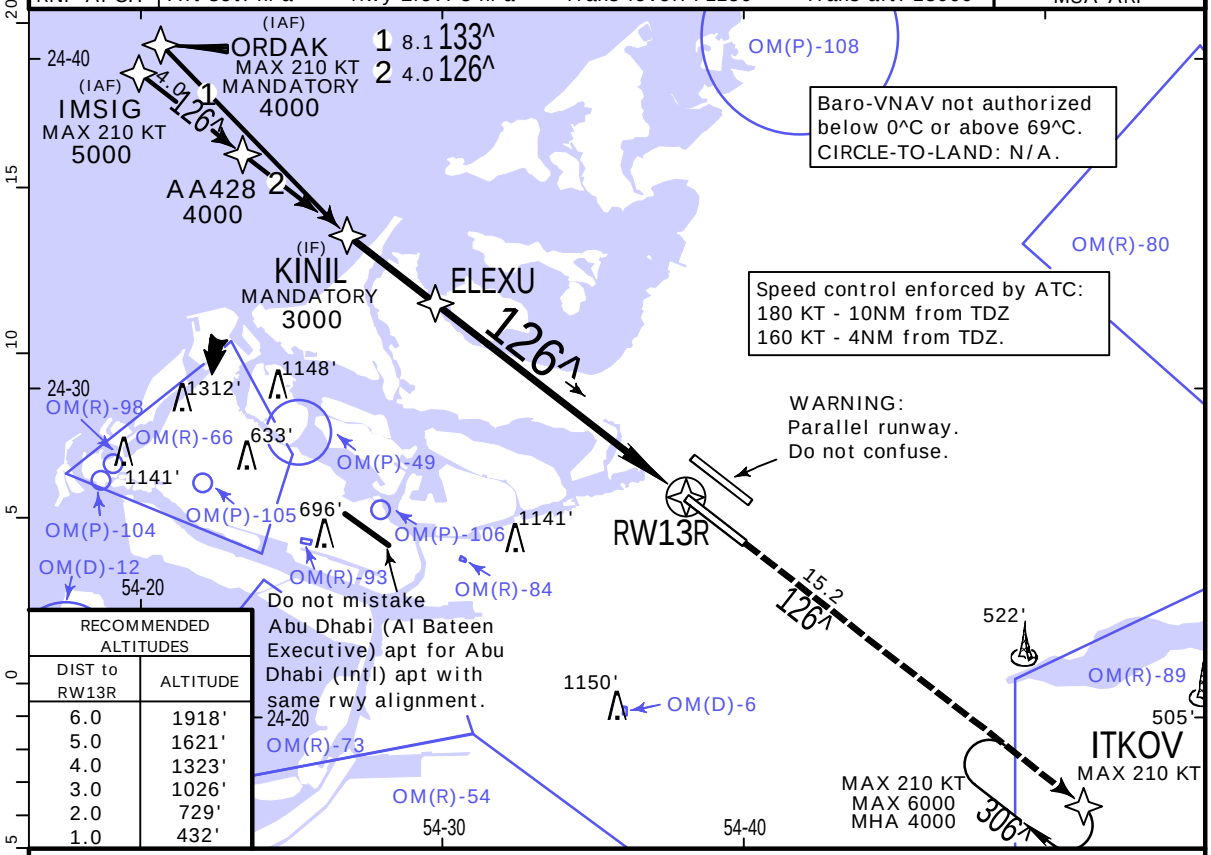
RNAV	Final Apch Crs 126^	ELEXU MANDATORY 3000' (2922')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 83' Rwy 78'

MISSED APCH: Proceed direct to ITKOV climbing to 4000' and hold.

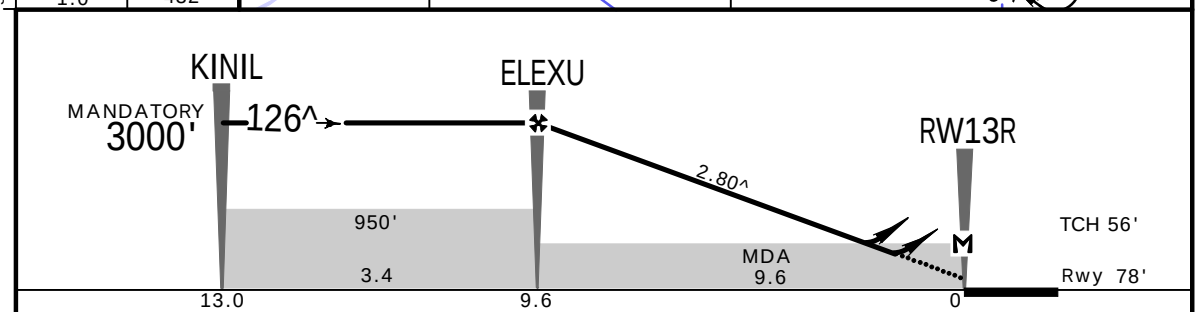
RNP APCH	Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: FL150	Trans alt: 13000'

2400
MSA ARP

BRIEFING STRIP ™



RECOMMENDED ALTITUDES	
DIST to RW13R	ALTITUDE
6.0	1918'
5.0	1621'
4.0	1323'
3.0	1026'
2.0	729'
1.0	432'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	2.80^	347	446	495	594	693	792
MAP at RW13R							

HIALS
REIL PAPI PAPI

4000'

D

ITKOV

.Standard.

STRAIGHT-IN LANDING RWY 13R

	LNAV/VNAV DA(H)		LNAV CDFA DA/MDA(H)	
	A: 420' (342')	C: 450' (372')	600' (522')	
	B: 430' (352')	D: 480' (402')		
		ALS out		ALS out
A	RVR 900m	RVR 1500m	RVR 1500m	
B				
C	RVR 1000m	RVR 1700m	RVR 1700m	RVR 2400m
D	RVR 1200m	RVR 1900m		

PANS OPS

CHANGES: OM(D)-9 withdrawn, OM(D)-6 added.

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OMAA/AUH
ABU DHABI INTL

JEPPESEN
20 JAN 23 (12-3) .Eff.26.Jan.

ABU DHABI, UAE
RNP Z Rwy 31L

BRIEFING STRIP ™

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

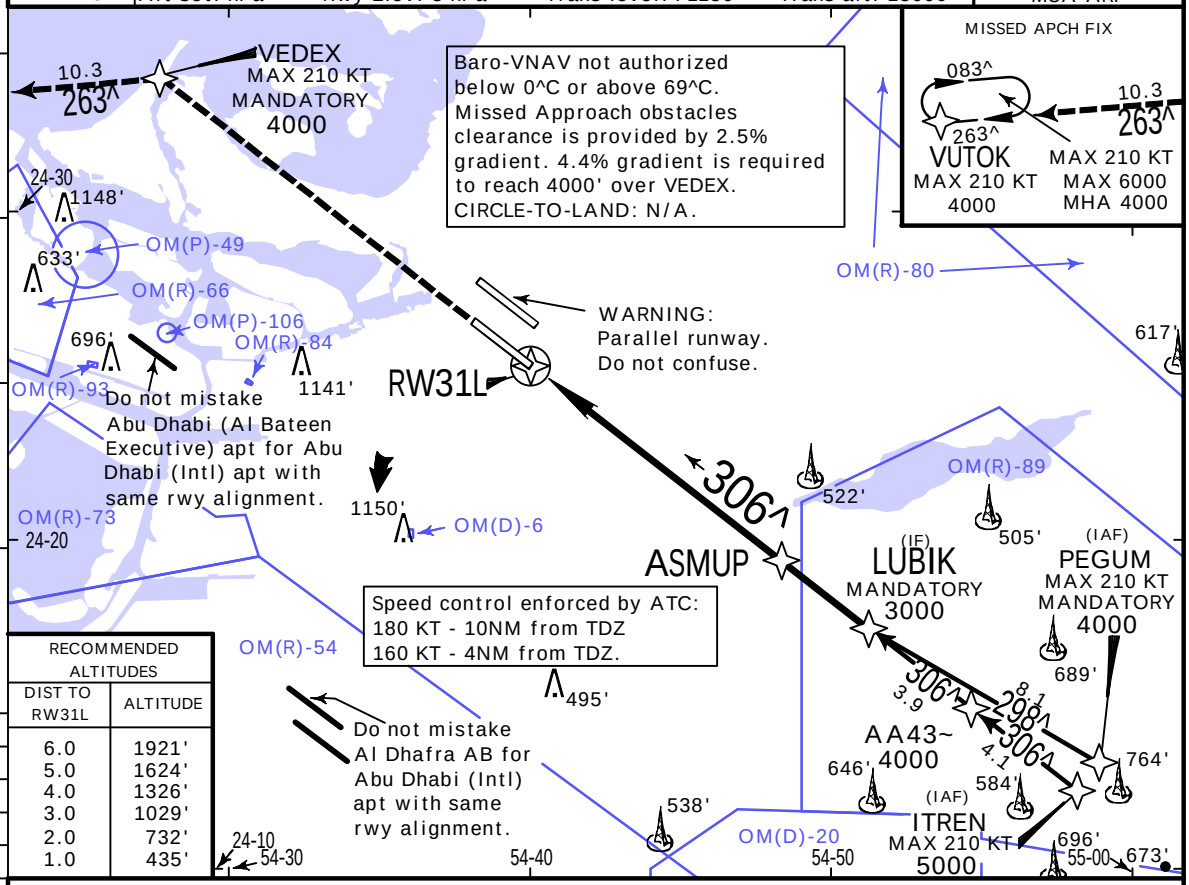
ABU DHABI Tower		Ground	
North	South	North	South
118.675	119.2	121.950	123.975

RNAV	Final Apch Crs	ASMUP MANDATORY	LNAV/VNAV DA(H)	Apt Elev 83'
	306^	3000' (2917')	Refer to Minimums	Rwy 83'

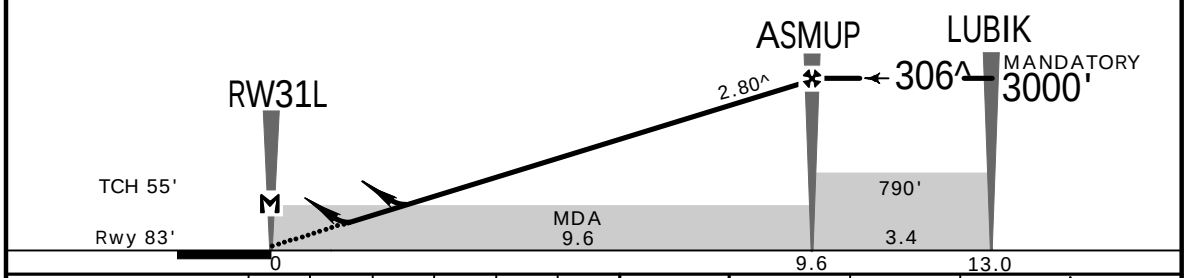
MISSED APCH: Proceed direct to VEDEX at 4000' (mim climb gradient 4.4% (267'/NM)), then turn LEFT (MAX 210 KT) to VUTOK and hold.

RNP APCH	Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: FL150	Trans alt: 13000'

2400
MSA ARP



RECOMMENDED ALTITUDES	
DIST TO RW31L	ALTITUDE
6.0	1921'
5.0	1624'
4.0	1326'
3.0	1029'
2.0	732'
1.0	435'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	2.80^	347	446	495	594	693	792
MAP at RW31L							

HIALS-II
REIL PAPI PAPI

210 KT MAX

VEDEX at 4000'

.Standard.

STRAIGHT-IN LANDING RWY 31L

	LNAV/VNAV DA(H)	LNAV CDFA DA/MDA(H)
A	390' (307')	560' (477')
B	400' (317')	
C	420' (337')	
D	450' (367')	

PANS OPS

	ALS out	ALS out
A	RVR 750m 1	RVR 1400m
B		RVR 1500m
C	RVR 800m	RVR 1500m
D	RVR 1000m	RVR 1700m
		RVR 2200m

1 With TDZ & CL & HUD: RVR 700m.

CHANGES: OM(D)-9 withdrawn, OM(D)-6 added.

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OMAA/AUH
ABU DHABI INTL

JEPPESEN
20 JAN 23 (12-4) .Eff.26.Jan.

ABU DHABI, UAE
RNP Z Rwy 31R

BRIEFING STRIP™

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

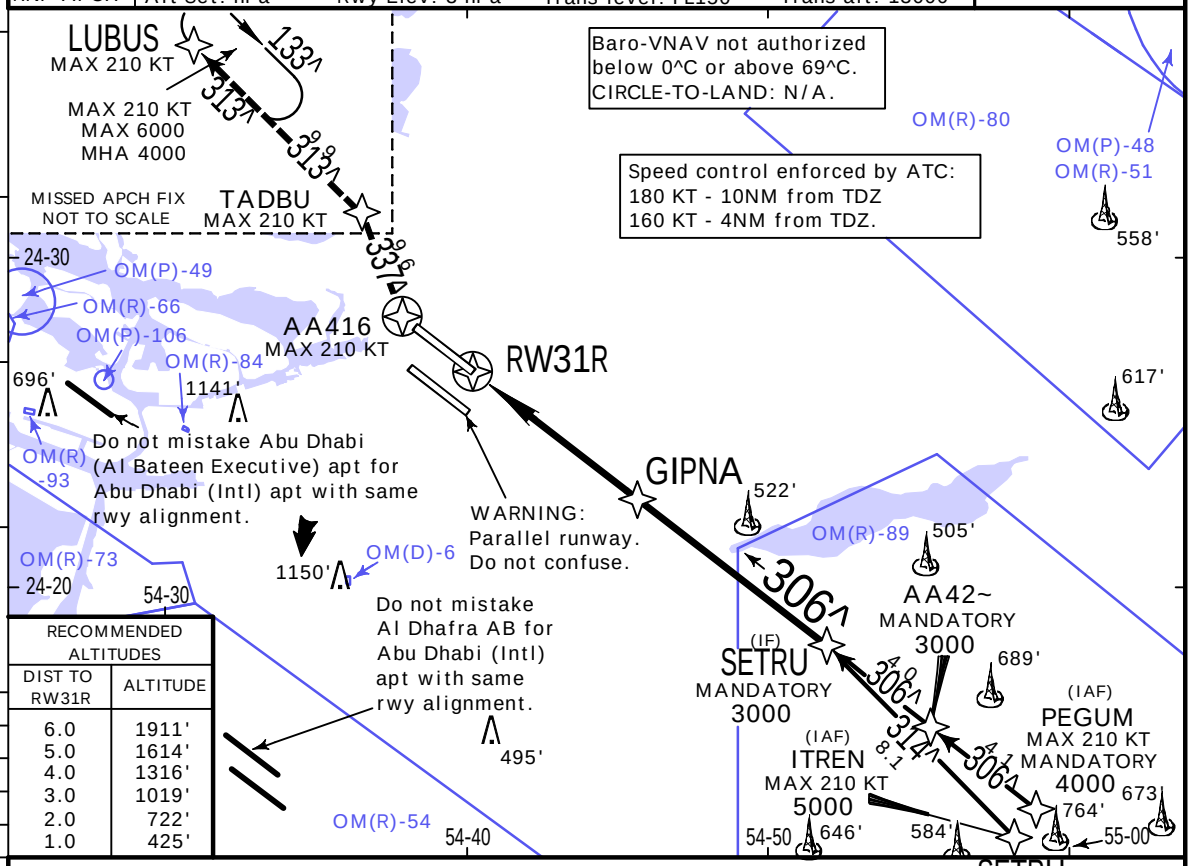
ABU DHABI Tower North	South	Ground North	South
118.675	119.2	121.950	123.975

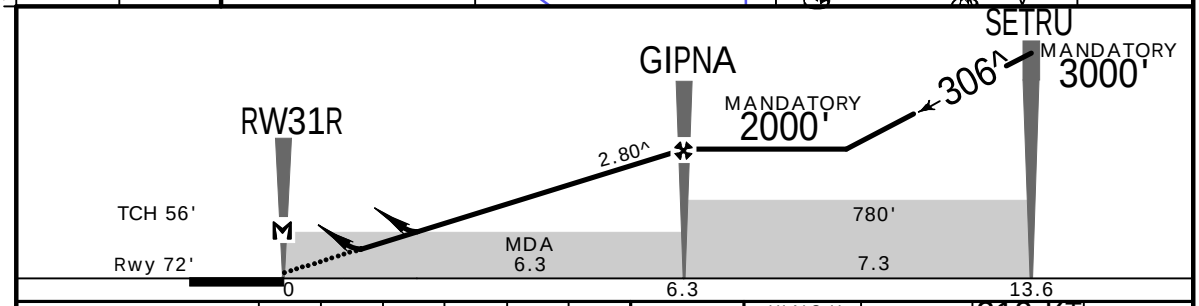
RNAV	Final Apch Crs	GIPNA MANDATORY	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 83' Rwy 72'
	306^	2000' (1928')		

MISSED APCH: Proceed direct to AA416. Fly over AA416 and turn RIGHT (MAX 210 KT) on track 337^ to TADBU, then turn LEFT (MAX 210 KT) to LUBUS climbing to 4000' and hold.

2400
MSA ARP

RNP APCH | Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL150 | Trans alt: 13000'





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 2.80^	347	446	495	594	693	792
MAP at RW31R						

HIALS-II
REIL PAPI PAPI

AA416

210 KT MAX RT

TADBU

.Standard.

STRAIGHT-IN LANDING RWY 31R

LNAV/VNAV
DA(H)
A: 450' (378') C: 480' (408')
B: 460' (388') D: 620' (548')

LNAV
CDFA
DA/MDA(H) 710' (638')

PANS OPS

		ALS out		ALS out
A	RVR 1000m	RVR 1500m	RVR 1500m	
B	RVR 1100m			
C	RVR 1200m	RVR 1900m	RVR 2200m	RVR 2400m
D	RVR 1800m	RVR 2400m		

CHANGES: OM(D)-9 withdrawn, OM(D)-6 added.

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OMAA/AUH
ABU DHABI INTL

JEPPESEN
20 JAN 23
.Eff.26.Jan.
12-20

ABU DHABI, UAE
RNP Y Rwy 13L (AR)

BRIEFING STRIP ™

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

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

RNAV	Final Apch Crs 126^	LOVUB MANDATORY 1300' (1238')	RNP 0.30 DA(H) Refer to Minimums	Apt Elev 83' Rwy 62'

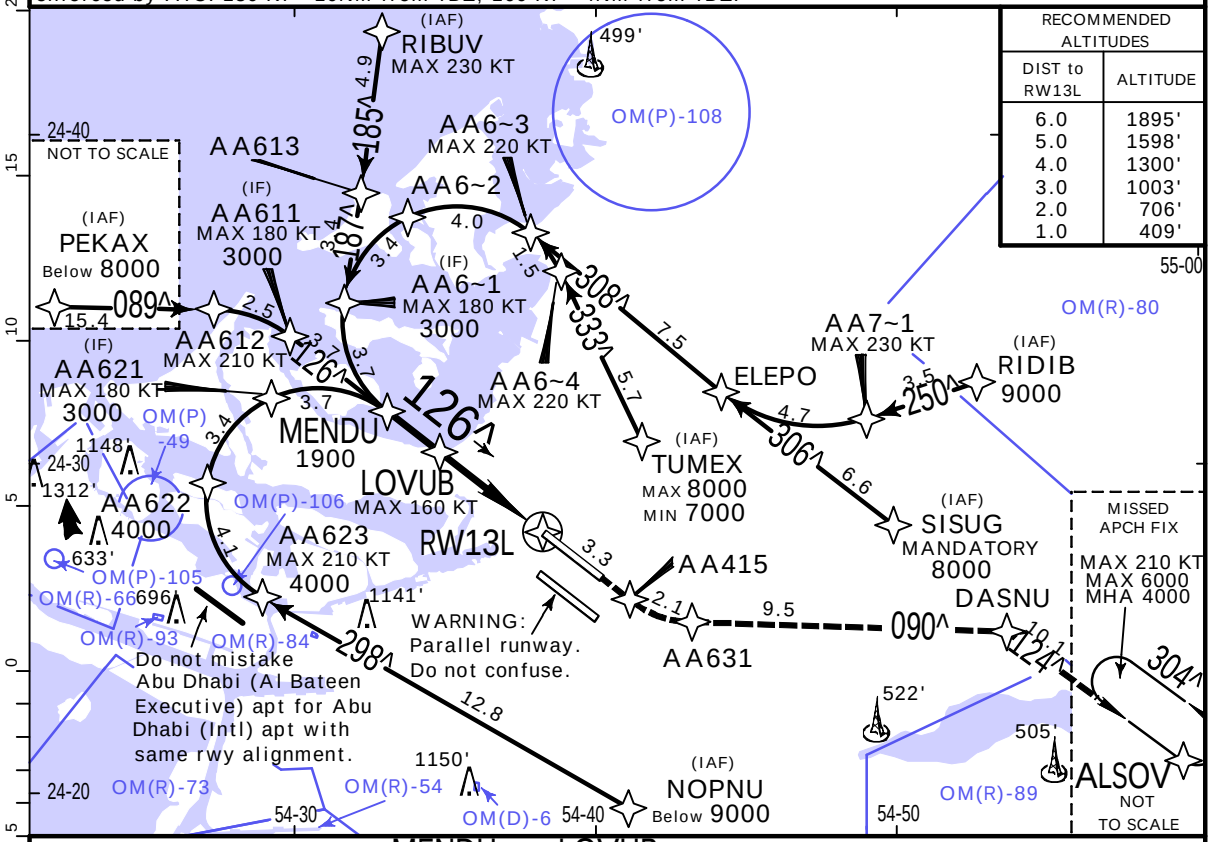
MISSED APCH: Climb STRAIGHT AHEAD to AA415, then turn LEFT with with 3.3 NM radius to AA631, then to DASNU, then to ALSOV at 4000' and hold. (MAX 210 KT) Transition to missed approach RNP for lateral guidance must not be initiated prior to the along-track position of DA(H).

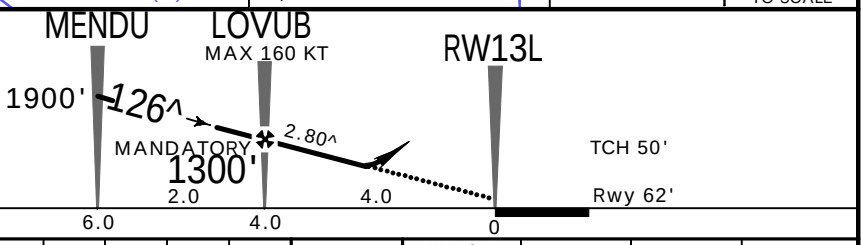
2400
MSA ARP

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL150 | Trans alt: 13000'

RNP AR APCH. RF required. Dual GNSS and IRU required.

1. Authorization required. 2. Baro-VNAV not authorized below 0^C and above 69^C. 3. Speed control enforced by ATC: 180 KT - 10NM from TDZ, 160 KT - 4NM from TDZ.





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	2.80^	347	446	495	594	693	792

HIALS-II REIL PAPI PAPI

210 KT MAX | 4000' | AA415

.Standard.

STRAIGHT-IN LANDING RWY 13L

RNP 0.30

DA(H) A: 485' (423') B: 495' (433') C: 505' (443') D: 515' (453')

		ALS out
A	RVR 1300m	RVR 1500m
B		
C	RVR 1400m	RVR 2100m
D		

PANS OPS

CHANGES: OM(D)-9 withdrawn, OM(D)-6 added.

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OMAA/AUH
ABU DHABI INTL

JEPPESEN
20 JAN 23
.Eff.26.Jan.
12-21

ABU DHABI, UAE
RNP Y Rwy 13R (AR)

BRIEFING STRIP ™

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

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

RNAV	Final Apch Crs 126^	ORSOB MANDATORY 1300' (1222')	RNP 0.30 DA(H) Refer to Minimums	Apt Elev 83' Rwy 78'

MISSED APCH: Climb STRAIGHT AHEAD to ITKOV at 4000' and hold. (MAX 210 KT)

2400
MSA ARP

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL150 | Trans alt: 13000'

RNP AR APCH. RF required. Dual GNSS and IRU required.

1. Authorization required. 2. Baro-VNAV not authorized below 0^C and above 69^C. 3. Speed control enforced by ATC: 180 KT - 10NM from TDZ, 160 KT - 4NM from TDZ.

NOT TO SCALE

(IAF) RIBUV MAX 230 KT
(IAF) PEKAX Below 8000
(IF) AA671 MAX 180 KT 3000
(IF) AA672 MAX 210 KT
(IF) AA651 MAX 180 KT 3000
(IF) AA641 MAX 180 KT 3000
AA673
AA642
AA643 MAX 220 KT
AA644 MAX 220 KT
(IAF) AA7~1 MAX 230 KT
(IAF) RIDIB 9000
(IAF) TUMEX MAX 8000 MIN 7000
(IAF) SISUG MANDATORY 8000
(IAF) NOPNU Below 9000
RETUX 1900
ORSOB MAX 160 KT
ELEPO
AA652 4000
AA653 MAX 210 KT 4000
RW13R
ITKOV MAX 210 KT MAX 6000 MHA 4000

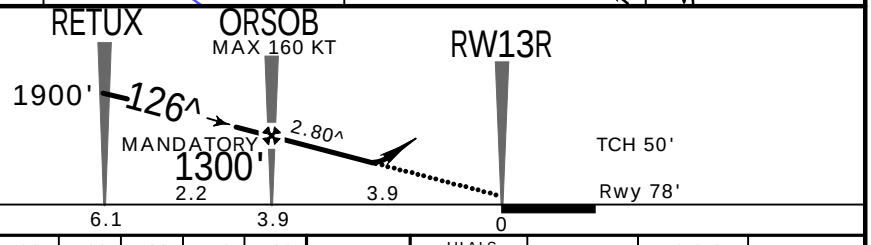
WARNING: Parallel runway. Do not confuse.

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

ABU DHABI Al Bateen Executive OMAD

OM(P)-108 OM(R)-80 OM(R)-98 OM(R)-66 OM(P)-49 OM(P)-106 OM(P)-105 OM(P)-104 OM(R)-93 OM(R)-84 OM(D)-12 OM(R)-73 OM(R)-54 OM(R)-89 OM(D)-6

RECOMMENDED ALTITUDES	
DIST to RW13R	ALTITUDE
6.0	1911'
5.0	1614'
4.0	1317'
3.0	1020'
2.0	722'
1.0	425'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	2.80^	347	446	495	594	693	792

HIALS | REIL | PAPI | PAPI | 210 KT MAX | 4000' | ITKOV

.Standard. STRAIGHT-IN LANDING RWY 13R

RNP 0.30

DA(H) A: 590' (512') B: 600' (522') C: 610' (532') D: 620' (542')

ALS out

PANS OPS

A	RVR 1500m	
B		
C	RVR 1700m	RVR 2400m
D	RVR 1800m	

CHANGES: OM(D)-9 withdrawn, OM(D)-6 added.

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OMAA/AUH
ABU DHABI INTL

JEPPESEN
20 JAN 23
.Eff.26.Jan.
12-22

ABU DHABI, UAE
RNP Y Rwy 31L (AR)

BRIEFING STRIP ™

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

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

RNAV	Final Apch Crs 306^	KATIG MANDATORY 1300' (1217')	RNP 0.30 DA(H) Refer to Minimums	Apt Elev 83' Rwy 83'

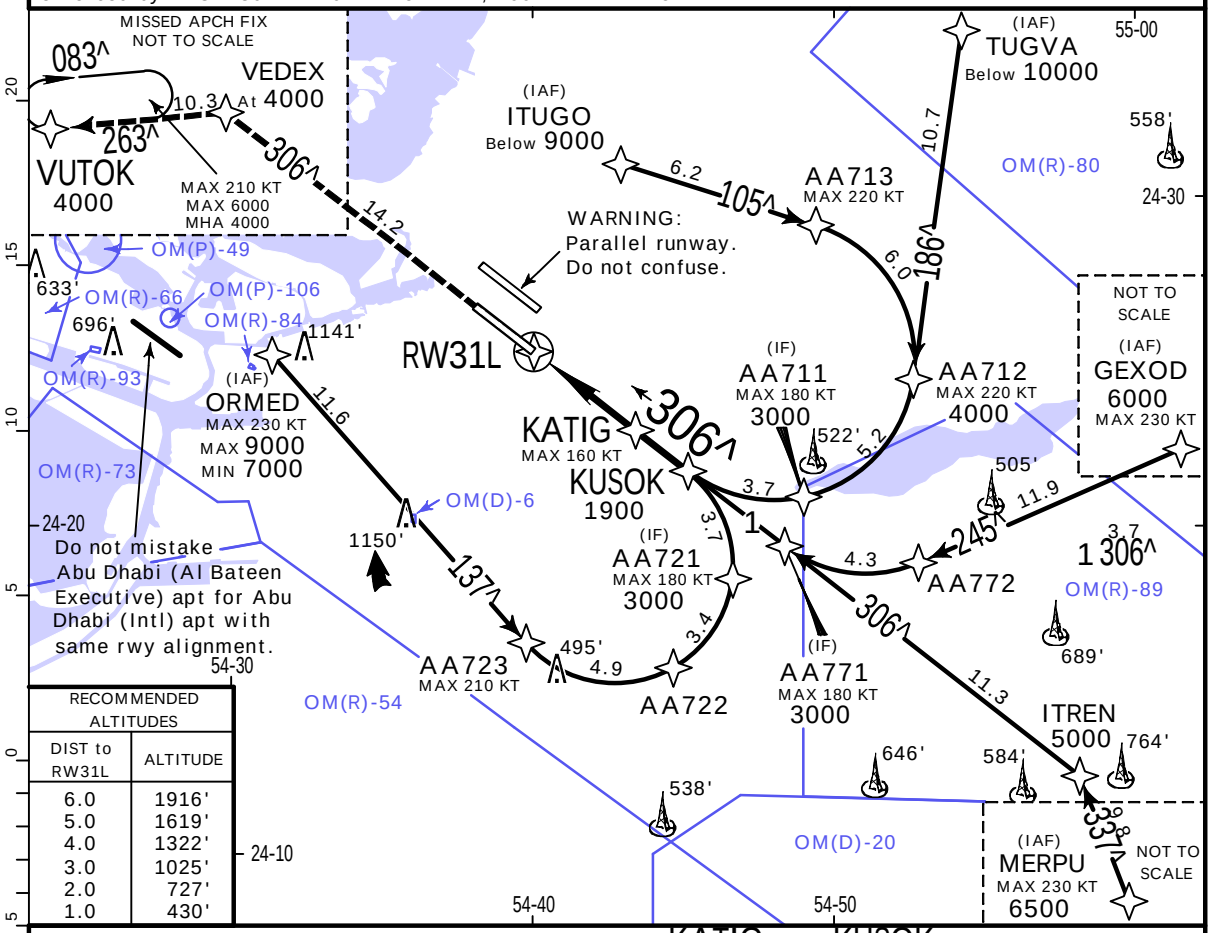
2400
MSA ARP

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

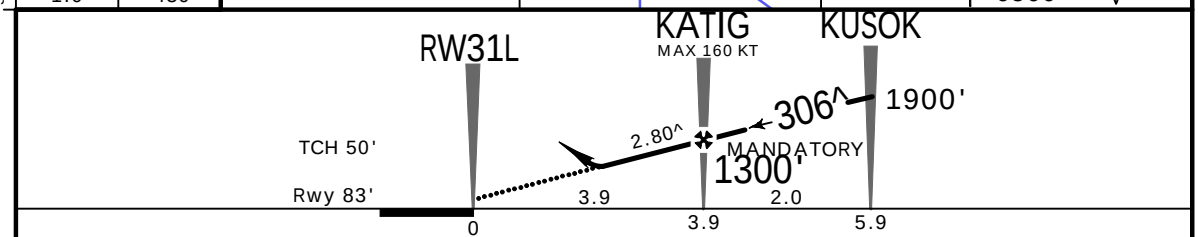
Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL150 | Trans alt: 13000'

RNP AR APCH. RF required. Dual GNSS and IRU required.

1. Authorization required. 2. Baro-VNAV not authorized below 0^C and above 69^C. 3. Speed control enforced by ATC: 180 KT - 10NM from TDZ, 160 KT - 4NM from TDZ.



RECOMMENDED ALTITUDES	
DIST to RW31L	ALTITUDE
6.0	1916'
5.0	1619'
4.0	1322'
3.0	1025'
2.0	727'
1.0	430'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	2.80^	347	446	495	594	693	792

HIALS-II
REIL PAPI PAPI

210 KT MAX

VEDEX at 4000'

.Standard.

STRAIGHT-IN LANDING RWY 31L
RNP 0.30
DA(H) A: 450' (367') B: 460' (377') C: 470' (387') D: 480' (397')

PANS OPS		ALS out
A	RVR 1000m	RVR 1500m
B		
C	RVR 1100m	RVR 1800m
D		

CHANGES: OM(D)-9 withdrawn, OM(D)-6 added.

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OMAA/AUH
ABU DHABI INTL

JEPPESEN
20 JAN 23
.Eff.26.Jan.
12-23

ABU DHABI, UAE
RNP Y Rwy 31R (AR)

BRIEFING STRIP ™

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

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

RNAV	Final Apch Crs 306^	RUDON MANDATORY 1300' (1228')	RNP 0.30 DA(H) Refer to Minimums	Apt Elev 83' Rwy 72'

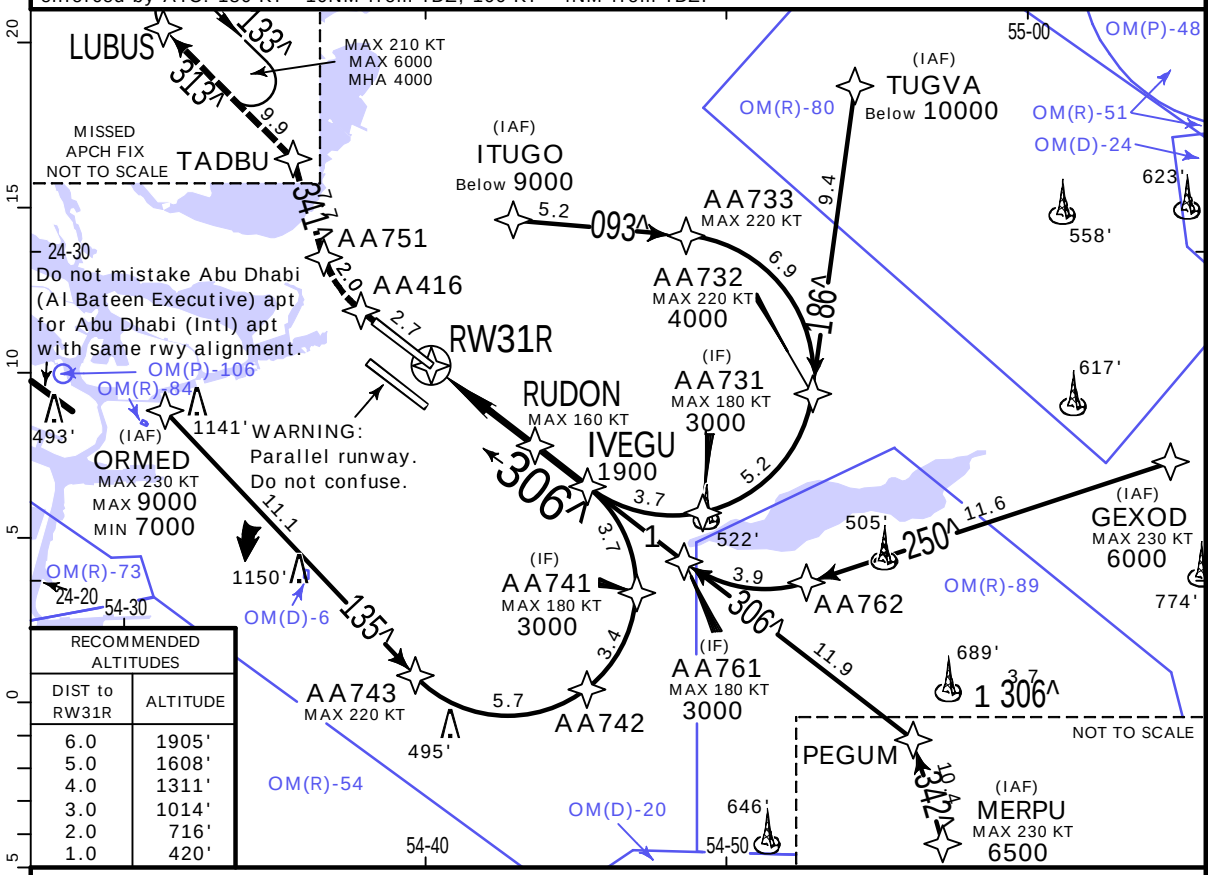
2400
MSA ARP

MISSED APCH: Climb STRAIGHT AHEAD to AA416, then turn RIGHT with 3.3 NM radius to AA751, then to TADBU, then to LUBUS at 4000' and hold. (MAX 210 KT) Transition to missed approach RNP for lateral guidance must not be initiated prior to the along-track position of DA(H).

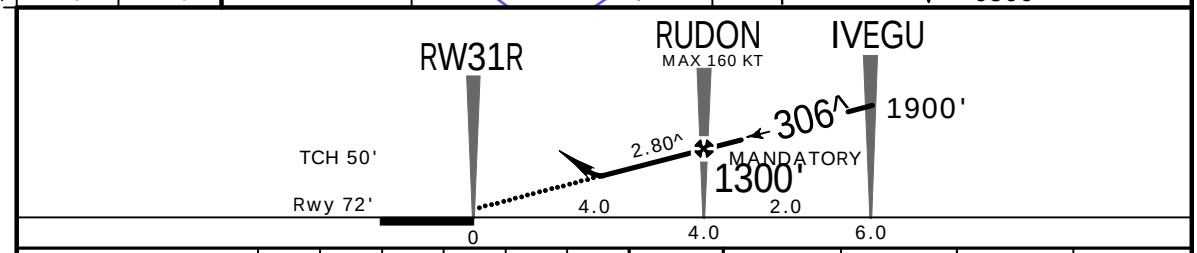
Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL150 | Trans alt: 13000'

RNP AR APCH. RF required. Dual GNSS and IRU required.

1. Authorization required. 2. Baro-VNAV not authorized below 0^C and above 69^C. 3. Speed control enforced by ATC: 180 KT - 10NM from TDZ, 160 KT - 4NM from TDZ.



RECOMMENDED ALTITUDES	
DIST to RW31R	ALTITUDE
6.0	1905'
5.0	1608'
4.0	1311'
3.0	1014'
2.0	716'
1.0	420'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	2.80^	347	446	495	594	693	792

HIALS-II
REIL PAPI PAPI

210 KT MAX | AA416 | AA751 RT

.Standard.

STRAIGHT-IN LANDING RWY 31R
RNP 0.30
DA(H) A: 590' (518') B: 600' (528') C: 610' (538') D: 620' (548')
ALS out

PANS OPS

A	RVR 1500m	
B		
C	RVR 1700m	RVR 2400m
D	RVR 1800m	

CHANGES: OM(D)-9 withdrawn, OM(D)-6 added.

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OMAA/AUH
ABU DHABI INTL

JEPPESEN
20 JAN 23 (13-1) .Eff.26.Jan.

ABU DHABI, UAE
VOR Rwy 13R

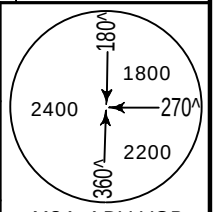
BRIEFING STRIP ™

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

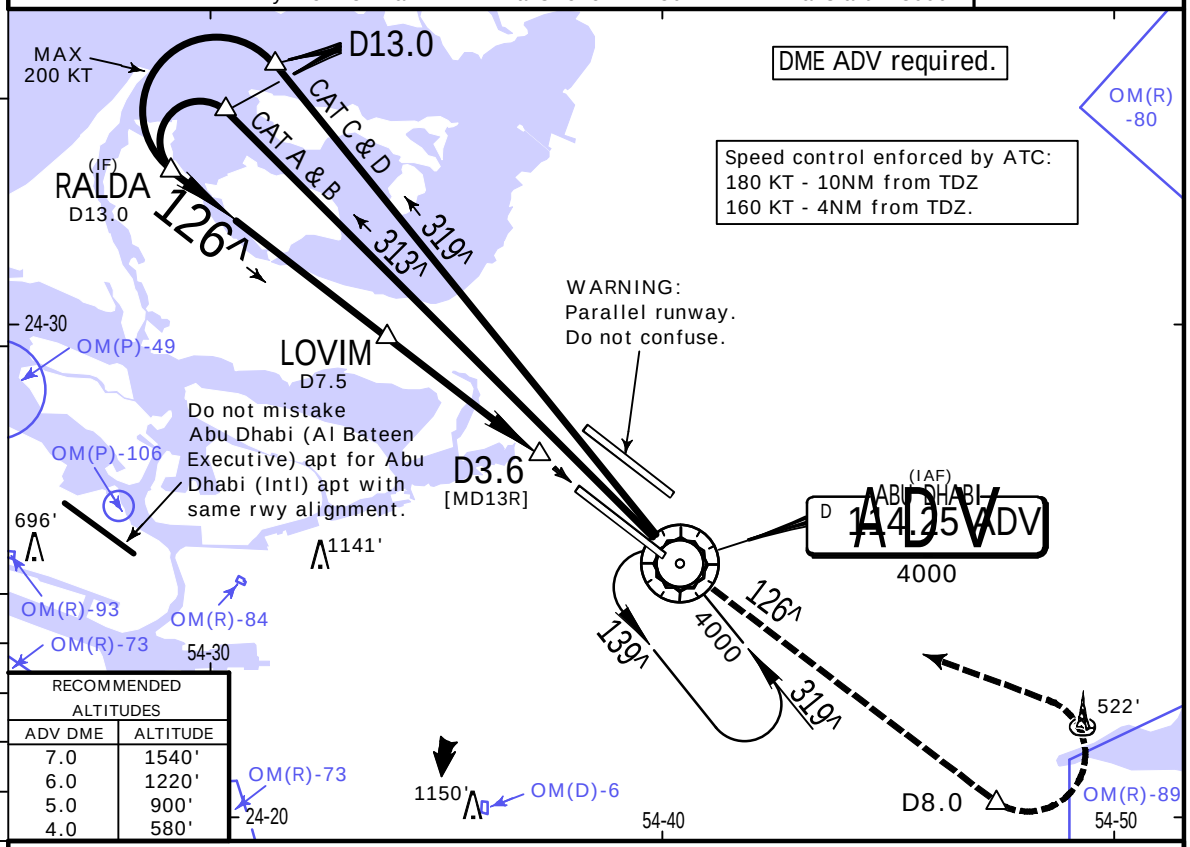
ABU DHABI Director		ABU DHABI Tower		Ground	
North	South	North	South	North	South
118.425	118.0	118.675	119.2	121.950	123.975

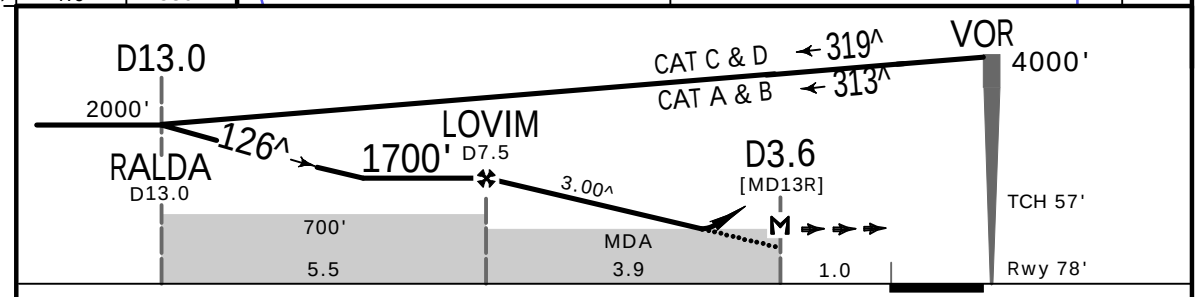
VOR ADV	Final Apch Crs	LOVIM	DA/MDA(H)	Apt Elev 83'
114.25	126^	1700' (1622')	510' (432')	Rwy 78'

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: FL150 | Trans alt: 13000'





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	ADV	
114.25	114.25	D8.0
	R-126	

PANS OPS

.Standard. STRAIGHT-IN LANDING RWY 13R

CDFA
DA/MDA(H) 510' (432')

		ALS out
A	RVR 1300m	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: OM(D)-9 withdrawn, OM(D)-6 added.

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OMAA/AUH
ABU DHABI INTL

JEPPESEN
20 JAN 23 (13-2) .Eff.26.Jan.

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

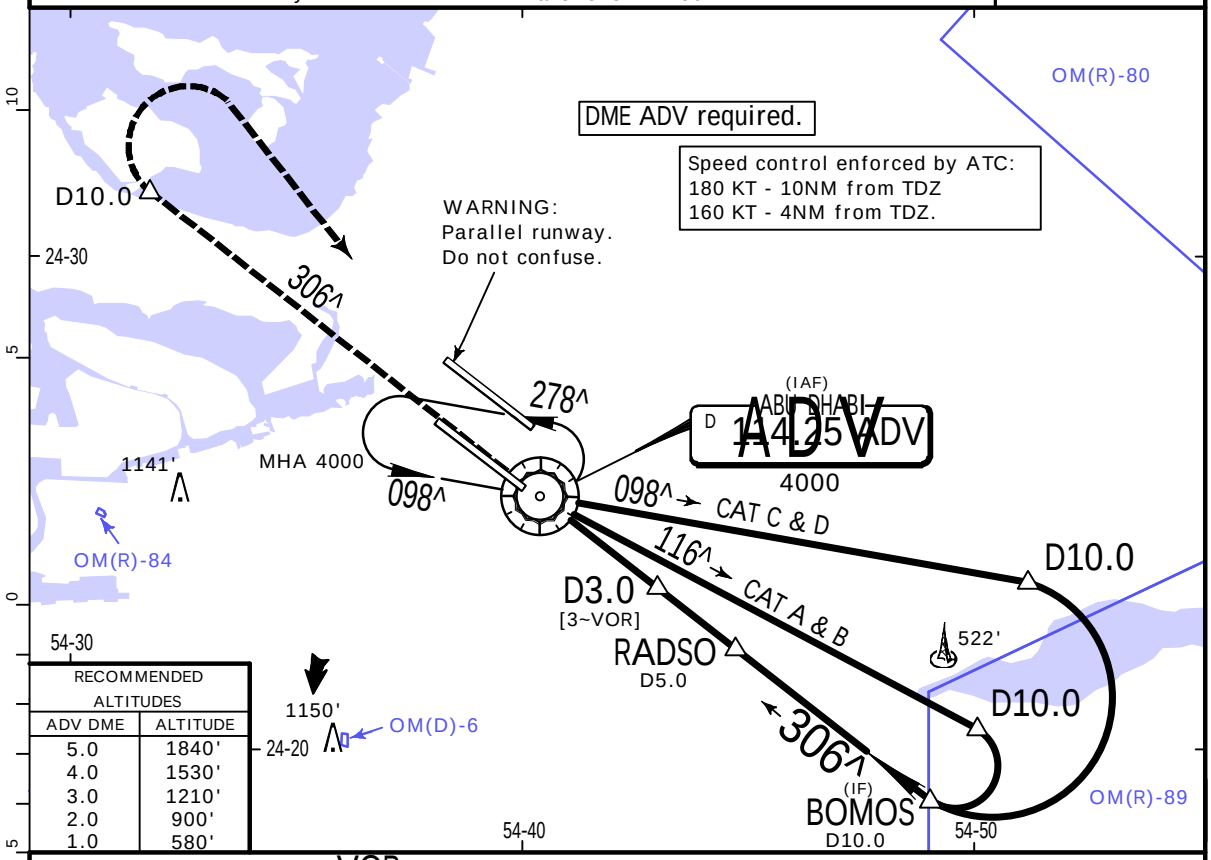
ABU DHABI Director		ABU DHABI Tower		Ground	
North	South	North	South	North	South
118.425	118.0	118.675	119.2	121.950	123.975

VOR ADV	Final Apch Crs	RADSO	DA/MDA(H)	Apt Elev 83'
114.25	306^	1840' (1757')	Refer to Minimums	Rwy 83'

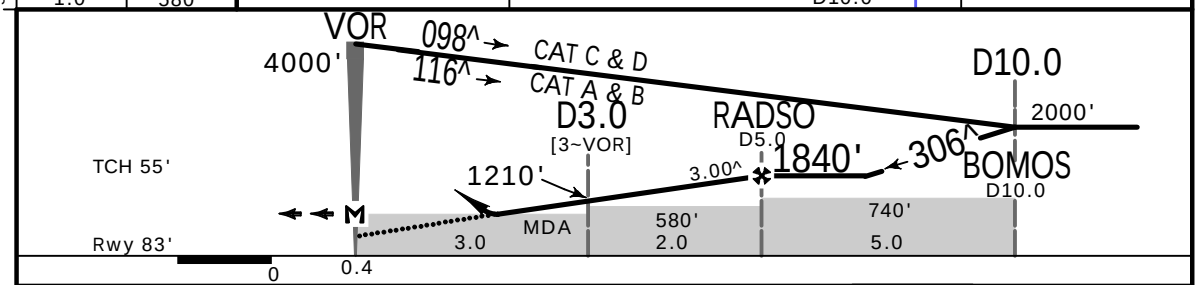
MISSED APCH: Climb STRAIGHT AHEAD on R-306. At D10.0 turn RIGHT and climb to 4000' to VOR and hold.

MSA ADV VOR: 180^ 1800 | 270^ 2400 | 360^ 2200

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL150 | Trans alt: 13000'



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

.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				

PANS OPS

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: OM(D)-9 withdrawn, OM(D)-6 added.

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Chart changes since cycle 06-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

ABU DHABI, (ABU DHABI INTL - OMAA)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport OMAA

Type: Terminal
Effectivity: Temporary
Begin Date: 20201203
End Date: Until Further Notice

Based on AIP SUP 046/20: TWY N between TWY C3 and TWY C4 closed. TWY C is closed, except intersections with TWY G, TWY H, TWY C4, TWY D10 and TWY D11 due to work in progress.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Based on AIP SUP 55/2022: Due to work in progress following taxiways are closed: TWY C between TWY H and TWY D10 except intersection TWY C3 and TWY C4; TWY D between TWY D10 and TWY D11 excluding the intersections; TWY F6 (2 hours prior notice is required to access). TWY C between TWY D2 and TWY D4 is downgraded to ACFT Code E and smaller.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Based on AIP SUP 043-21: Stand 135 is only available for ACFT type A330-200 and A330-300. Follow-me vehicle (FMV) will provide guidance to arrival ACFT from TWY E11 abeam stand 132 to stand 135 between 1400-0200 UTC. Departure ACFT shall be pushed back on TWY F to face WEST or EAST clear of TWY E11.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(10-3F) Based on SUP 022/19: RNAV SIDs ATUDO 4K, KANIP 2U & ORNEL 2K are temporarily suspended.

Type: Terminal
Effectivity: Temporary
Begin Date: 20190131
End Date: Until Further Notice

(10-3 / A/ H/ J) general note 6 withdrawn.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Based on AIP SUP 006/22: TWY S and TWY T are not in use. Apron 3 and Apron 2 are used in ATC clearance.