

List of pages in this Trip Kit

Trip Kit Index

Airport Information For OTBD

Terminal Charts For OTBD

Revision Letter For Cycle 22-2019

Change Notices

Notebook

General Information

Location: DOHA QAT
ICAO/IATA: OTBD / DIA
Lat/Long: N25° 15.7', E051° 33.9'
Elevation: 37 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 2.0° E

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

Sunrise: 0247 Z
Sunset: 1348 Z

Runway Information

Runway: 15
Length x Width: 14993 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 35 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 2460 ft

Runway: 33
Length x Width: 14993 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 27 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 126.450
Doha Tower: 119.025 Secondary
Doha Tower: 118.900
Doha Ground: 121.800
Doha Ground: 121.925
Doha Approach: 119.725
Doha Approach: 120.600 Secondary
Doha Radar: 121.100

Doha Direct (Approach Control Radar): 119.400
Doha Direct (Approach Control Radar): 121.125 Secondary

OTBD/DIA
DOHA INTL

JEPPesen

20 SEP 19

10-1P

DOHA, QATAR
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS 126.450

1.2. LOW VISIBILITY PROCEDURES

1.2.1. GENERAL

Low visibility procedures will be instituted whenever the official meteorological visibility condition is 1500m or less, or whenever the cloud base is 1000' or less, or whenever conditions are such that all of the maneuvering area not visible from Control Tower.

The procedure will ensure protection of the ILS LOC and GP signals to ILS CAT III limits, provide an effective surface movement guidance and control system, and ensure a safe ground environment for ACFT and vehicles.

Low visibility procedure will not normally be introduced for ACFT carrying out practice CAT II or CAT III approaches although a request may be made to ATC for ILS signal protection.

1.3. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

Departing ACFT are advised to switch on their transponder before requesting startup clearance from ATC. If an allocated code has not been assigned under Departure Clearance (DCL) procedures, conspicuity code A2000 should be selected.

Landing ACFT have to maintain their transponder switched on after landing until parked on stand.

1.4. TAXI PROCEDURES

TWY D2C: Taxiing to/from stands with Follow-me car.

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

On TWY D between parking stand A18 and TWY E1, pilots of code F ACFT need to exercise caution due to obstacle on the shoulder of TWY D. Obstacle is marked and lit.

1.5. PARKING INFORMATION

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

Stands A1 thru A6, A9 thru A18, E11, E13 thru E24, E32 thru E37, W6 and W7 equipped with visual docking guidance system.

Parking on all MARS stands at Eastern apron 1, 2, 3, Main apron, VVIP apron, stands A1N, C1 to C9, G1, G2, G2P, G3, G4, E1 to E10, E12, E25 to E31 only with Follow-me car.

1.6. OTHER INFORMATION

Birds in vicinity of APT.

180° turns on RWY are to be made on turning loops, except for ACFT smaller than A320.

OTBD/DIA
DOHA INTL

JEPPESEN

20 SEP 19

10-1P1

DOHA, QATAR
AIRPORT BRIEFING

2. ARRIVAL

2.1. SPEED RESTRICTIONS

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

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

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

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

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

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

2.2. COMMUNICATION FAILURE PROCEDURES

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

Landing at Doha International APT

a) RWY 33 in use:

- BAYAN 1N;
- AFNAN 1N;
- GINTO 1N.

b) RWY 15 in use:

- BAYAN 1S;
- AFNAN 1S;
- GINTO 1S.

2.3. ARRIVAL ACFT CONTACT PROCEDURE

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

2.4. CAT II/III OPERATIONS

RWY 33 approved for CAT II/III operations, special aircrew and ACFT certification required.

2.5. RWY OPERATIONS

To ensure MAX RWY utilisation, arriving flights shall, on completion of landing roll, expect to vacate expeditiously at first available TWY exit, or as instructed by ATC.

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

OTBD/DIA
DOHA INTL

JEPPESEN
20 SEP 19 10-1P2

DOHA, QATAR
AIRPORT BRIEFING

3. DEPARTURE

3.1. SPEED RESTRICTIONS

All traffic departing via B457/UB457 and M444/UM444 are required to cross DENVO at or above FL 180 and to not exceed 300 KT.

All traffic departing via L934/UL934 are required to cross LUBET at or above FL 180 and to not exceed 300 KT.

3.2. RWY OPERATIONS

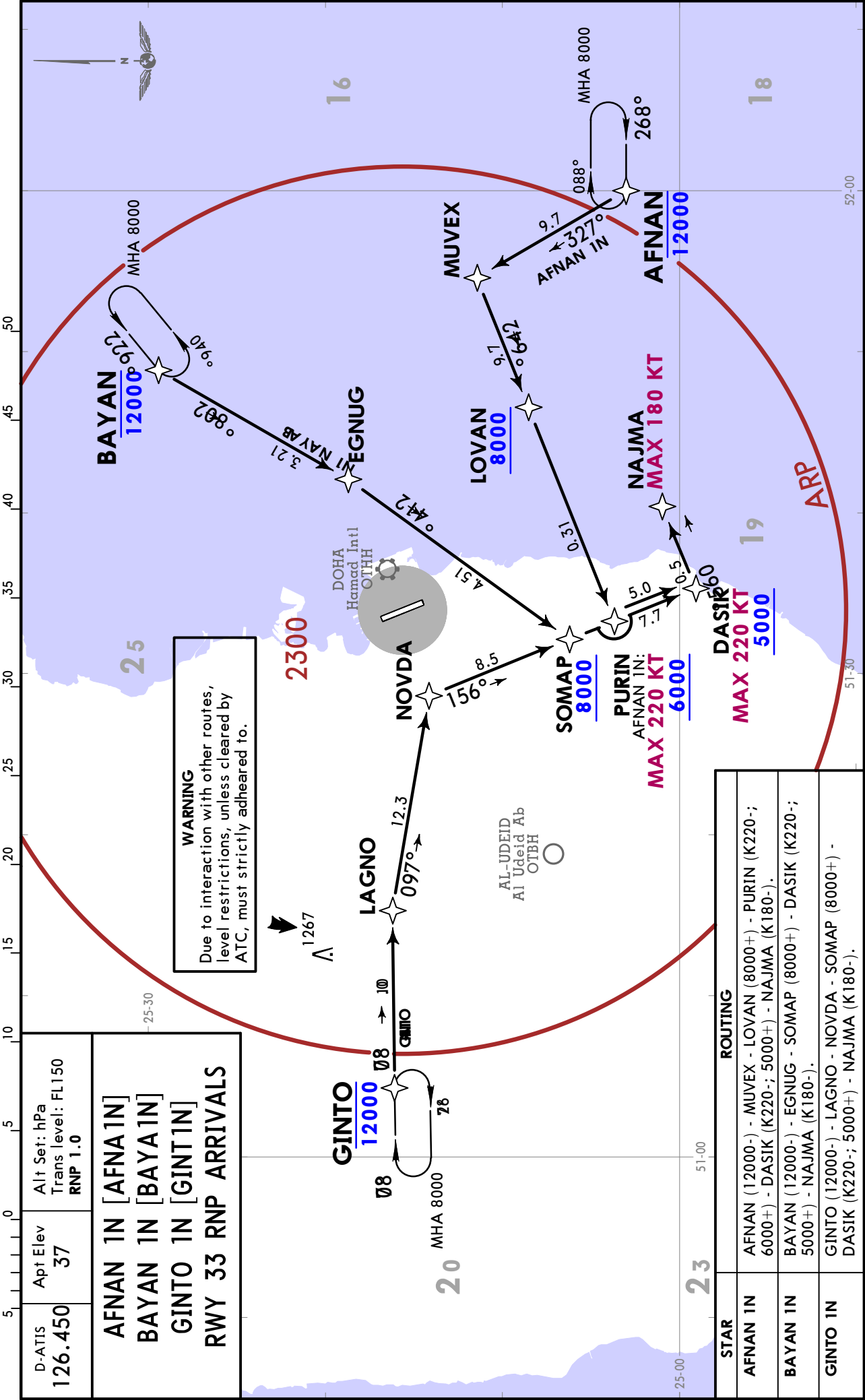
To ensure MAX RWY utilisation, departing flights shall commence maneuver without delay, when clearance to enter RWY and take-off is given.

If pre-take-off checks have not been completed, ATC must be advised and delay taken up at holding point.

OTBD
DOHA INTL

JEPPESSEN
3 AUG 18 10-2 Eff 16 Aug

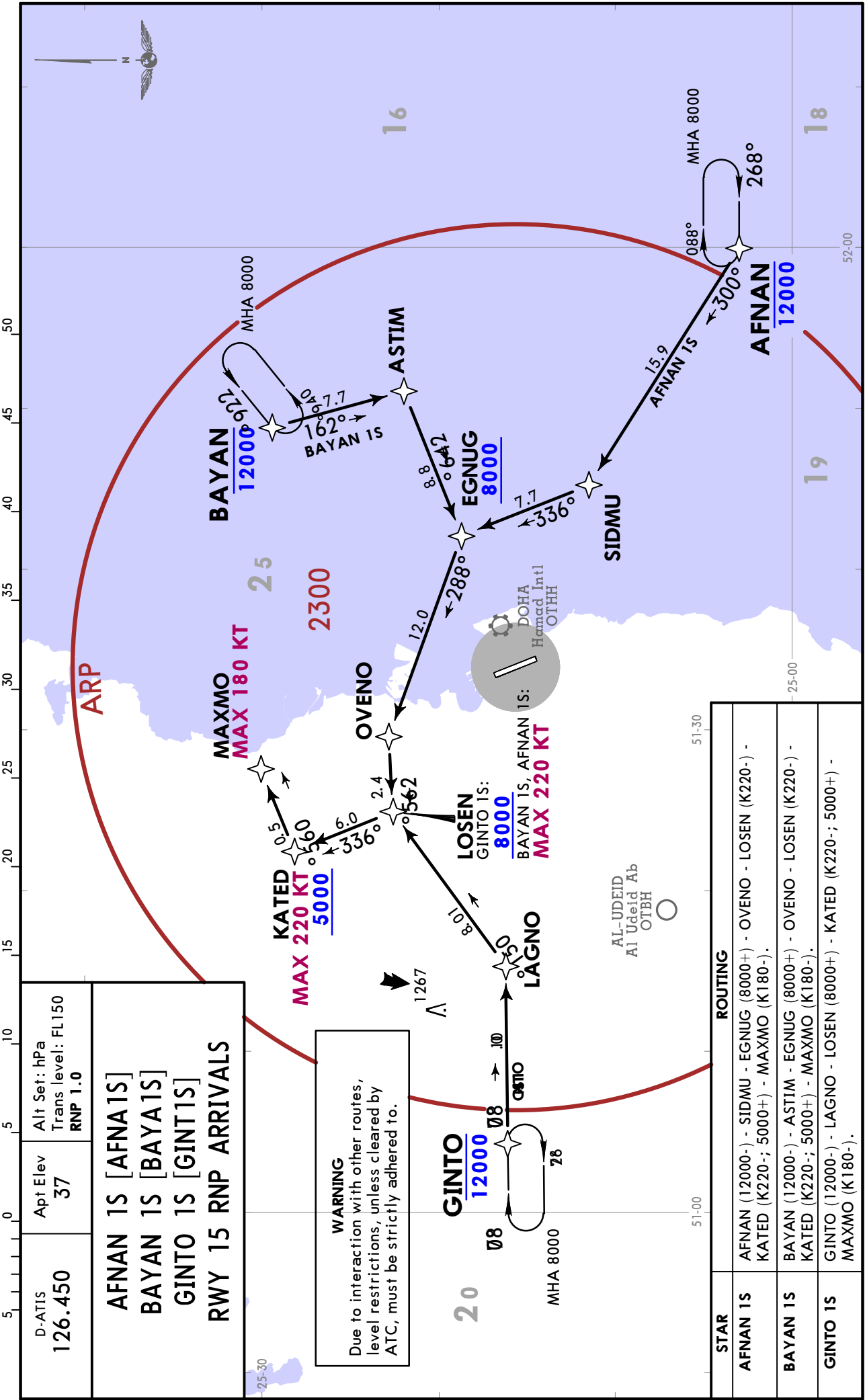
DOHA, QATAR
RNAV STAR



OTBD
DOHA INTL

JEPPESSEN
3 AUG 18 10-2A Eff 16 Aug

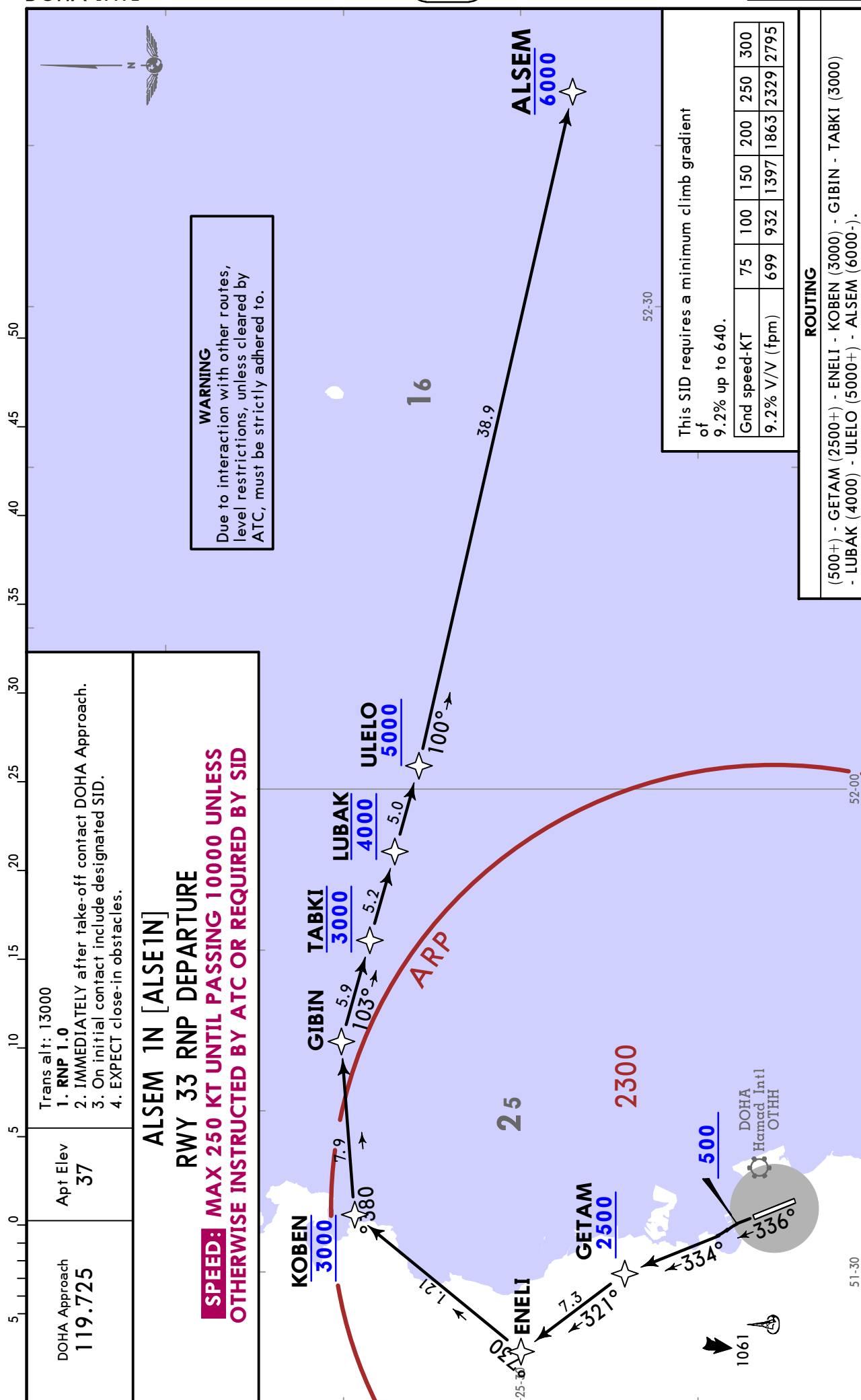
DOHA, QATAR
RNAV STAR



OTBD
DOHA INTL

JEPPESEN
31 MAR 17 10-3

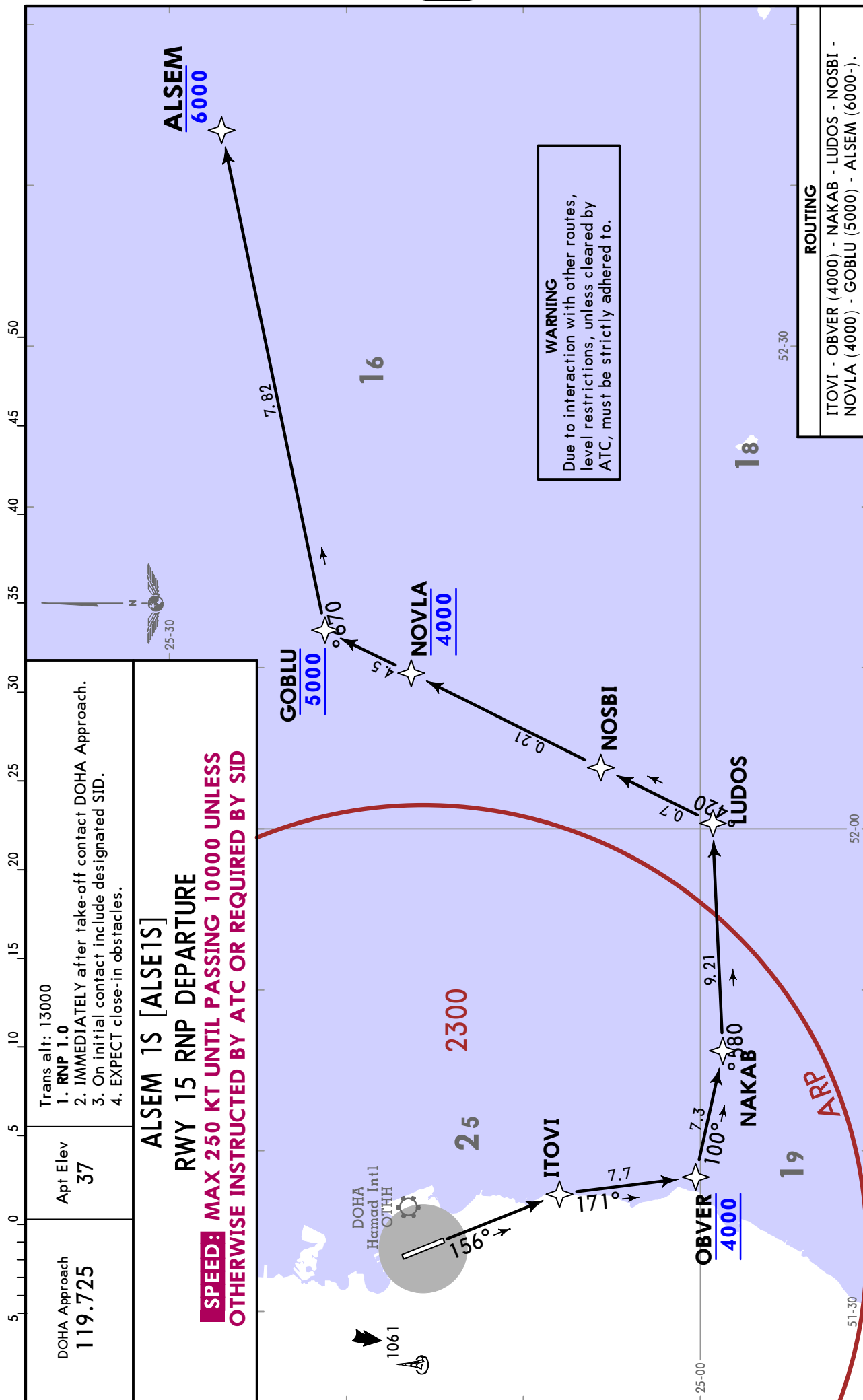
DOHA, QATAR
RNAV SID



OTBD
DOHA INTL

JEPPESSEN
31 MAR 17 10-3A

DOHA, QATAR
RNAV SID



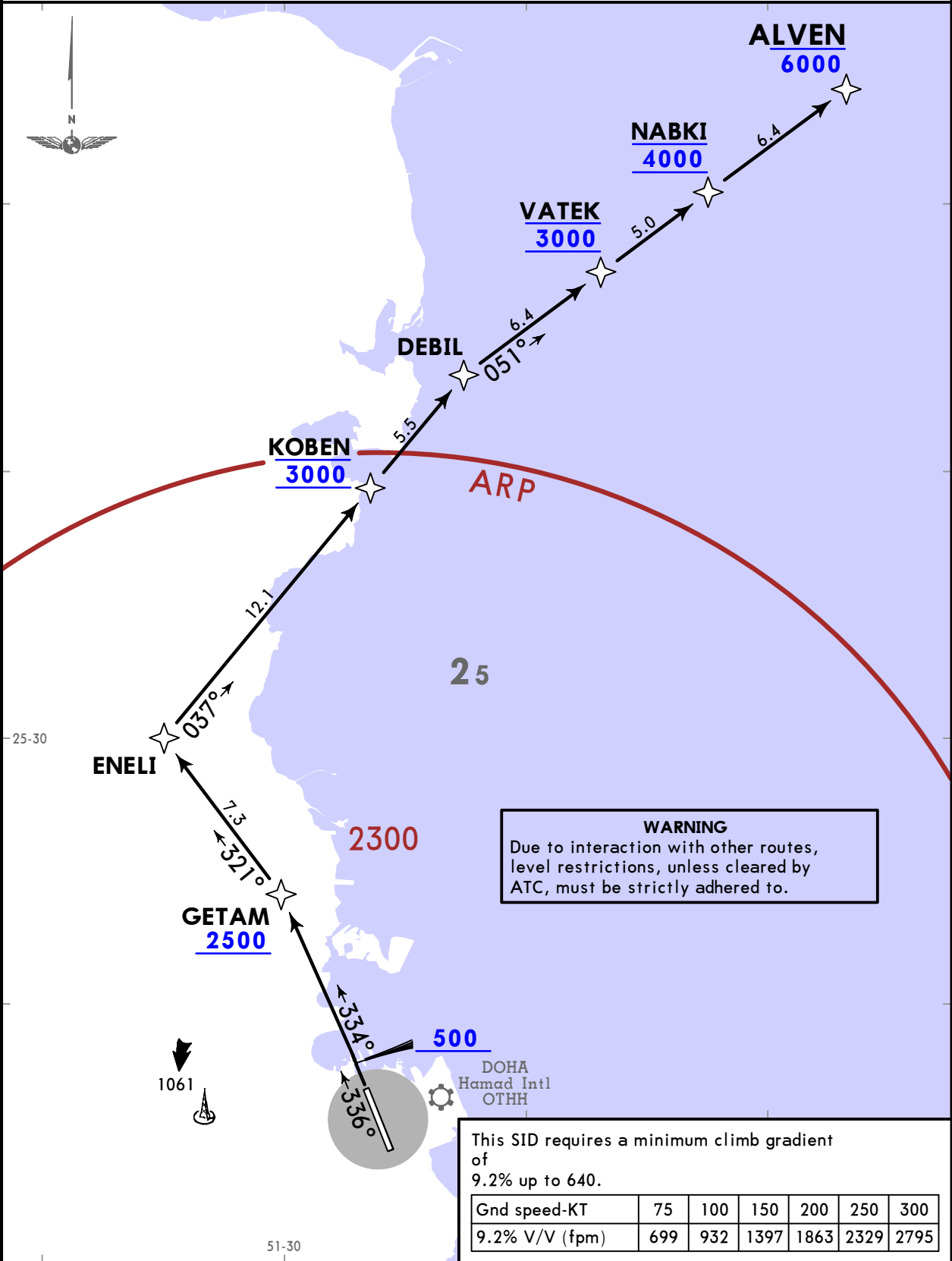
OTBD
DOHA INTL

JEPPESSEN
31 MAR 17 (10-3B)

DOHA, QATAR
RNAV SID

DOHA Approach 119.725	Apt Elev 37	Trans alt: 13000 1. RNP 1.0 2. IMMEDIATELY after take-off contact DOHA Approach. 3. On initial contact include designated SID. 4. EXPECT close-in obstacles.
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ALVEN 1N [ALVE1N]
RWY 33 RNP DEPARTURE
SPEED: MAX 250 KT UNTIL PASSING 10000 UNLESS OTHERWISE INSTRUCTED BY ATC OR REQUIRED BY SID

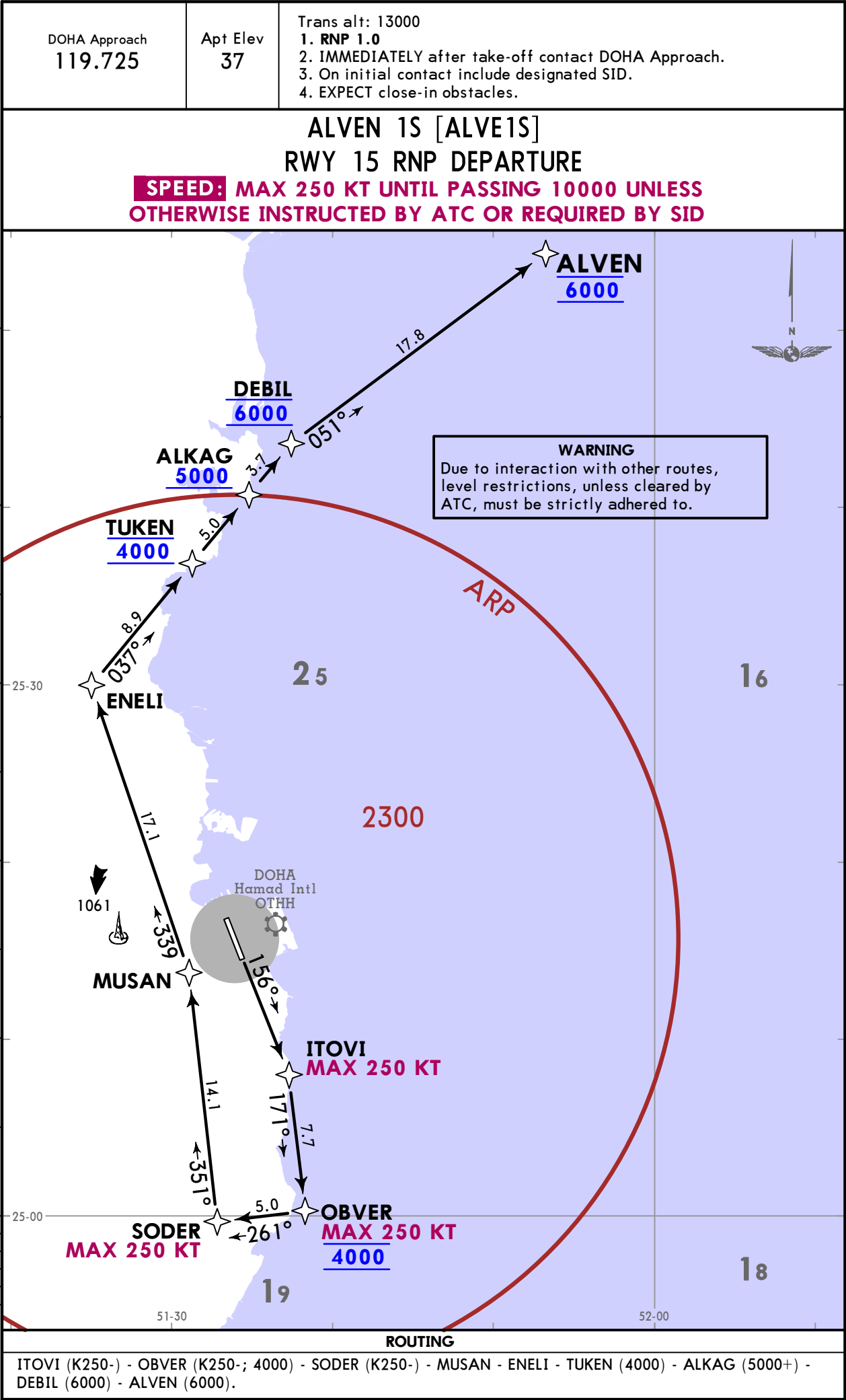


ROUTING
(500+) - GETAM (2500+) - ENELI - KOBEN (3000) - DEBIL - VATEK (3000) - NABKI (4000) - ALVEN (6000-).

OTBD
DOHA INTL

JEPPESSEN
31 MAR 17 (10-3C)

DOHA, QATAR
RNAV SID



OTBD
DOHA INTL

JEPPESSEN
31 MAR 17 10-3D

DOHA, QATAR
RNAV SID

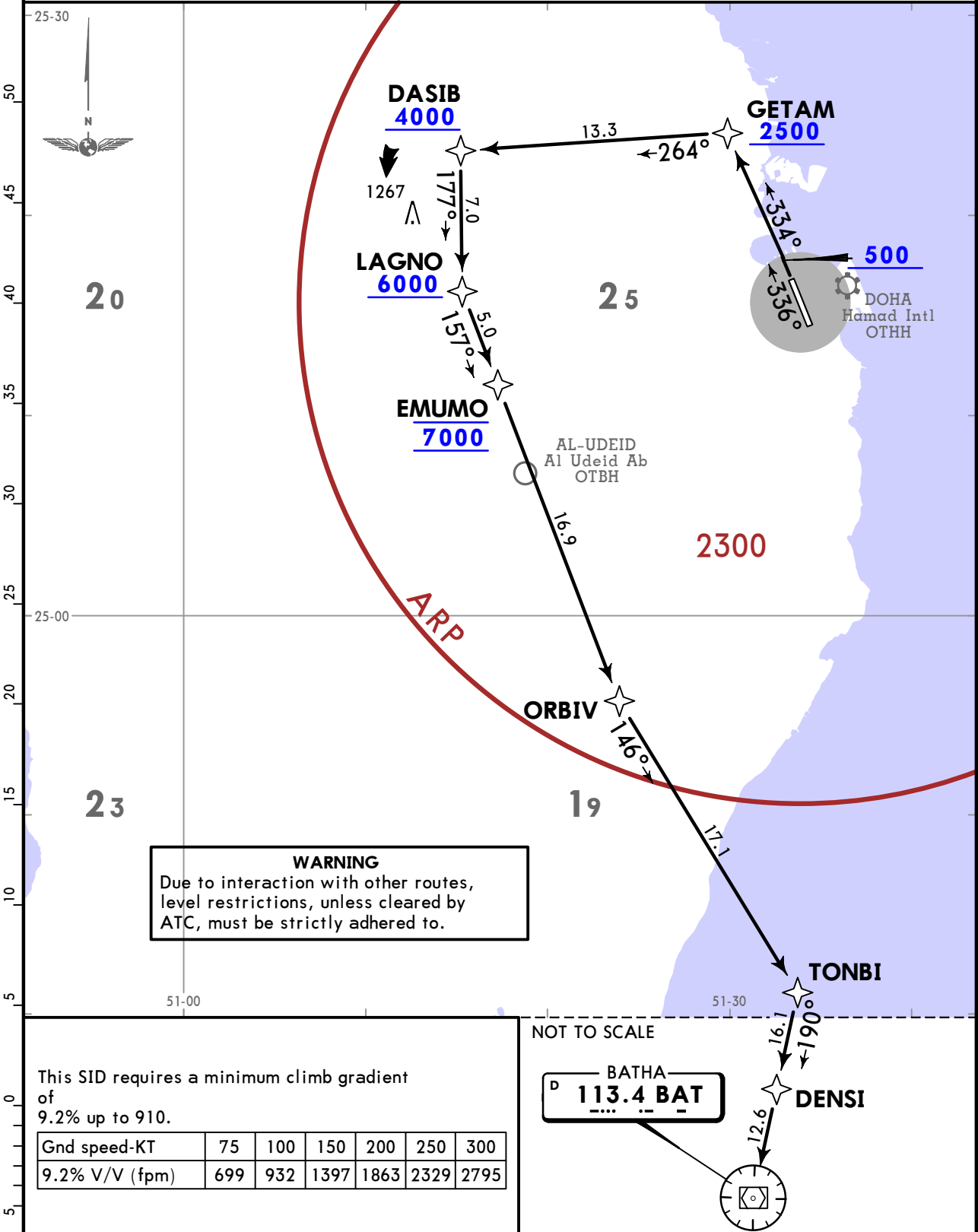
DOHA Approach
119.725

Apt Elev
37

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

BATHA 1N (BAT 1N) [BATH1N]
RWY 33 RNP DEPARTURE

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



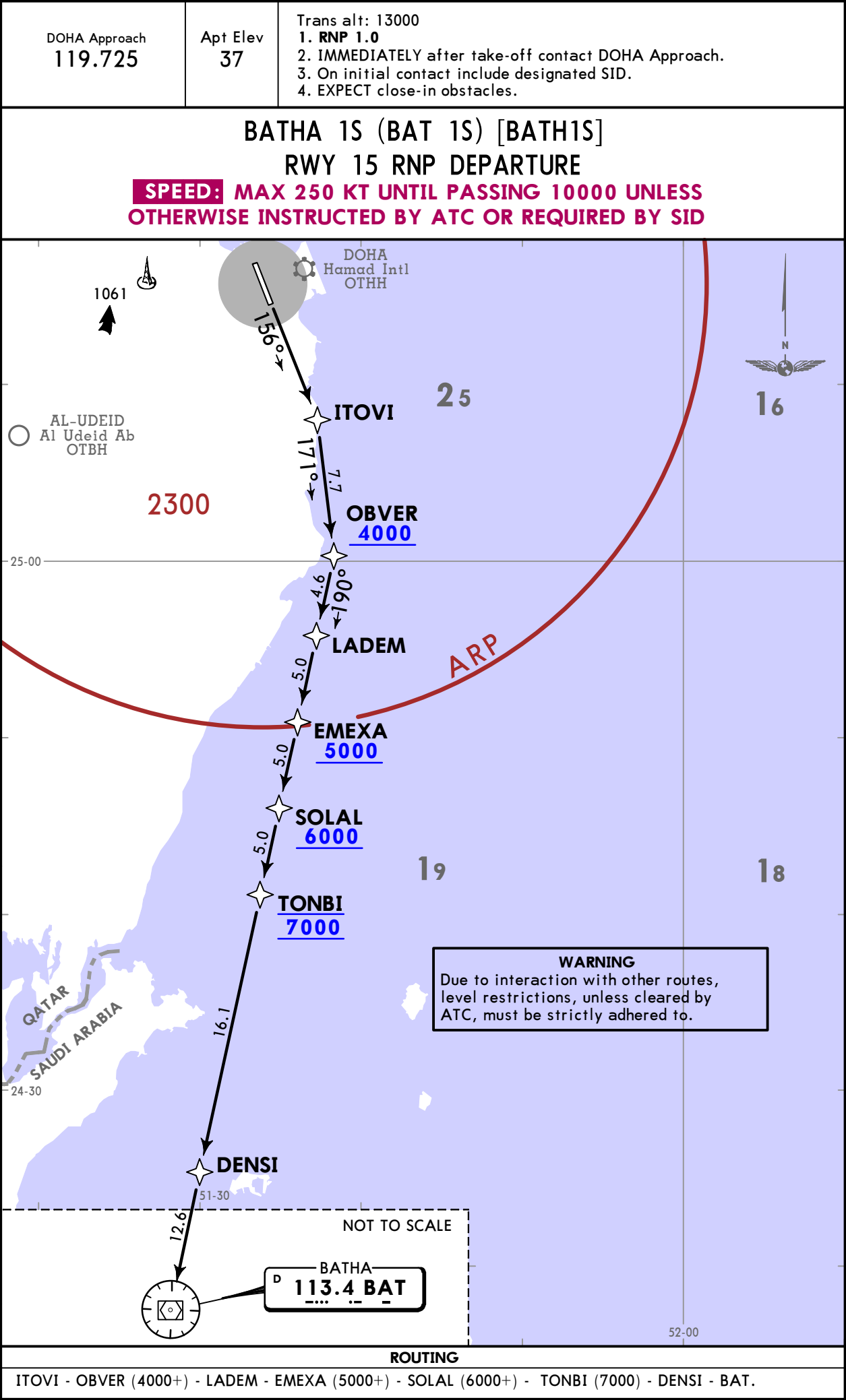
ROUTING

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

OTBD
DOHA INTL

JEPPESSEN
31 MAR 17 (10-3E)

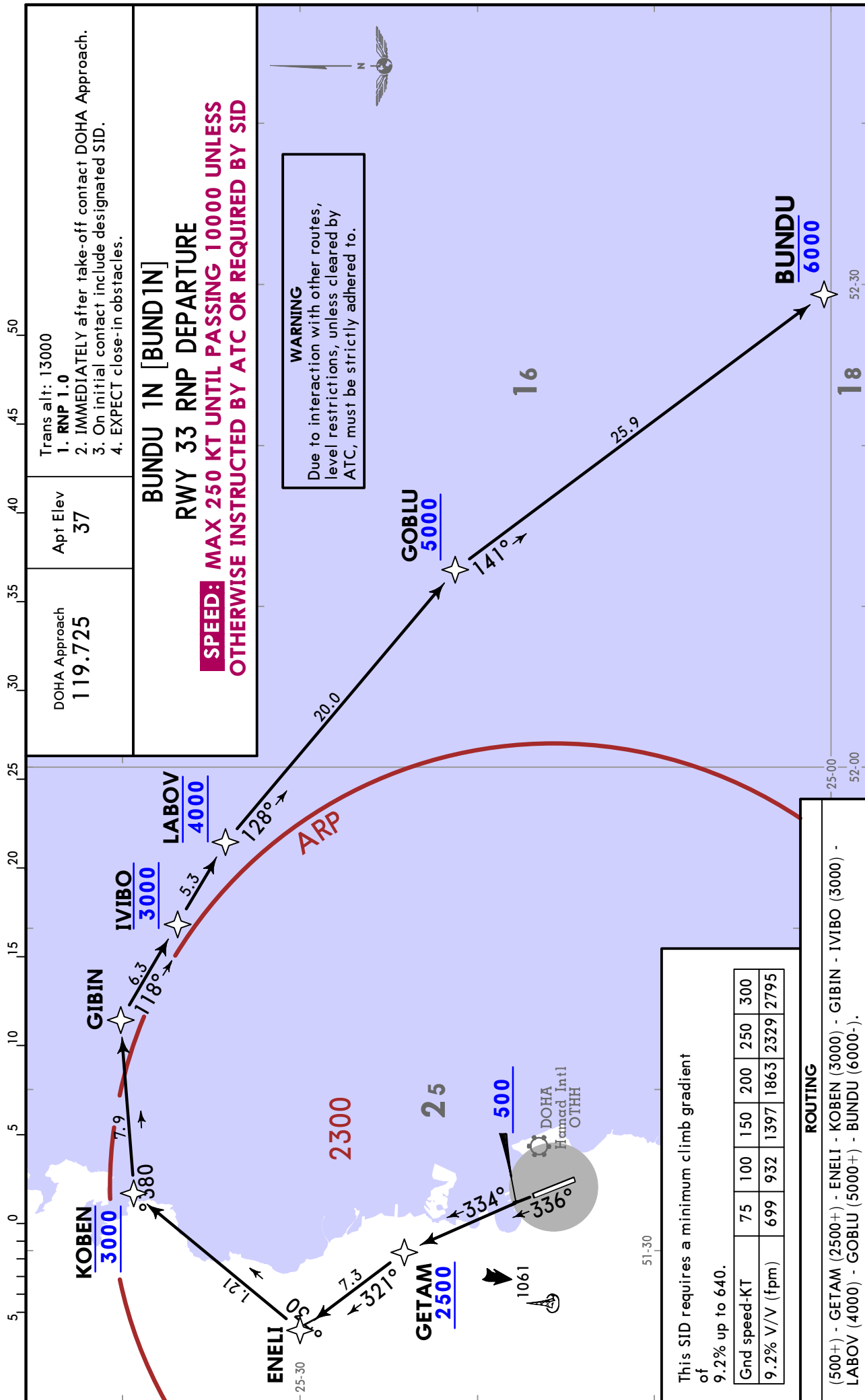
DOHA, QATAR
RNAV SID



OTBD
DOHA INTL

JEPPESSEN
31 MAR 17 10-3F

DOHA, QATAR
RNAV SID



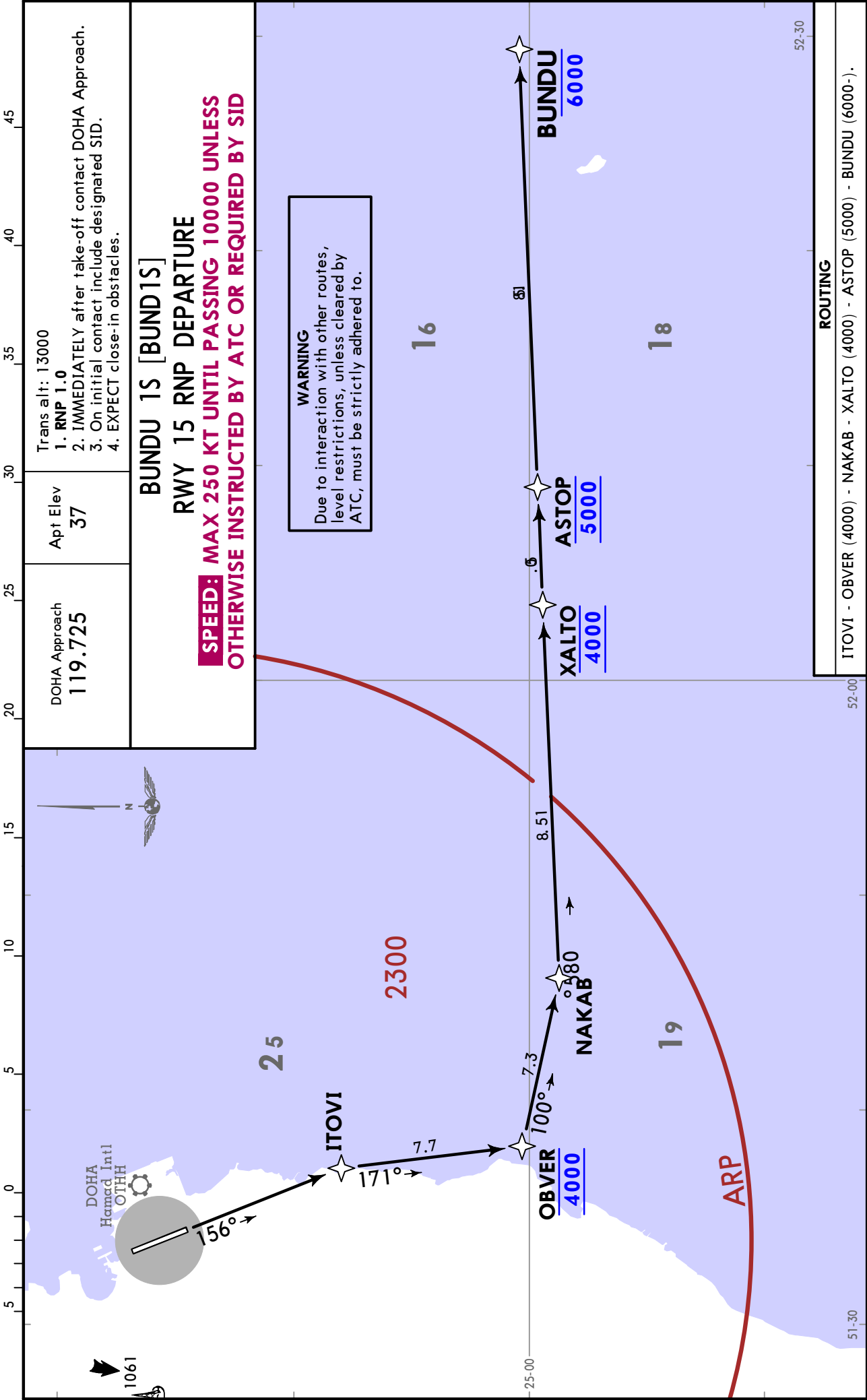
CHANGES: New format.

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OTBD
DOHA INTL

JEPPESSEN
31 MAR 17 10-3G

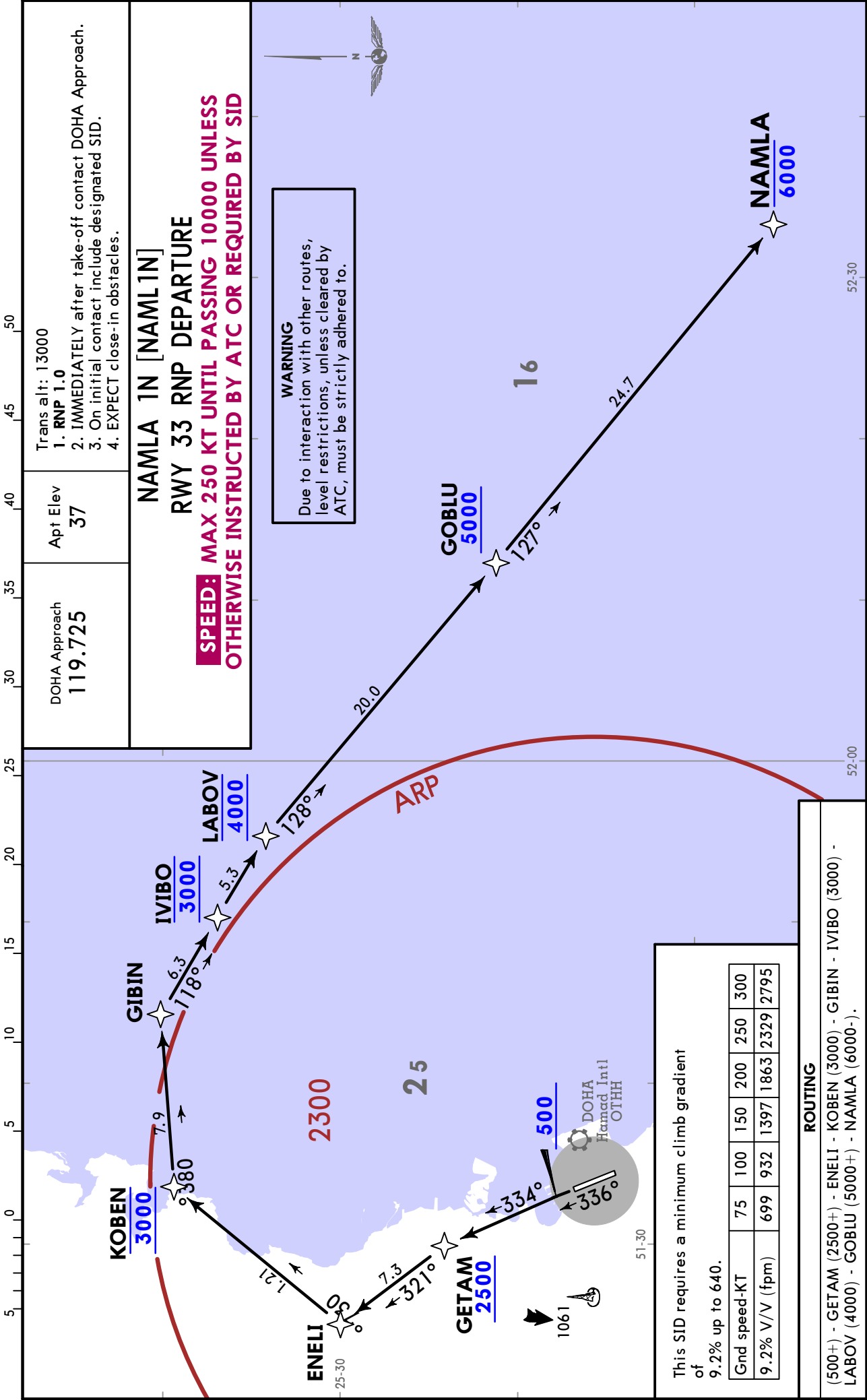
DOHA, QATAR
RNAV SID



OTBD
DOHA INTL

JEPPESSEN
31 MAR 17 10-3H

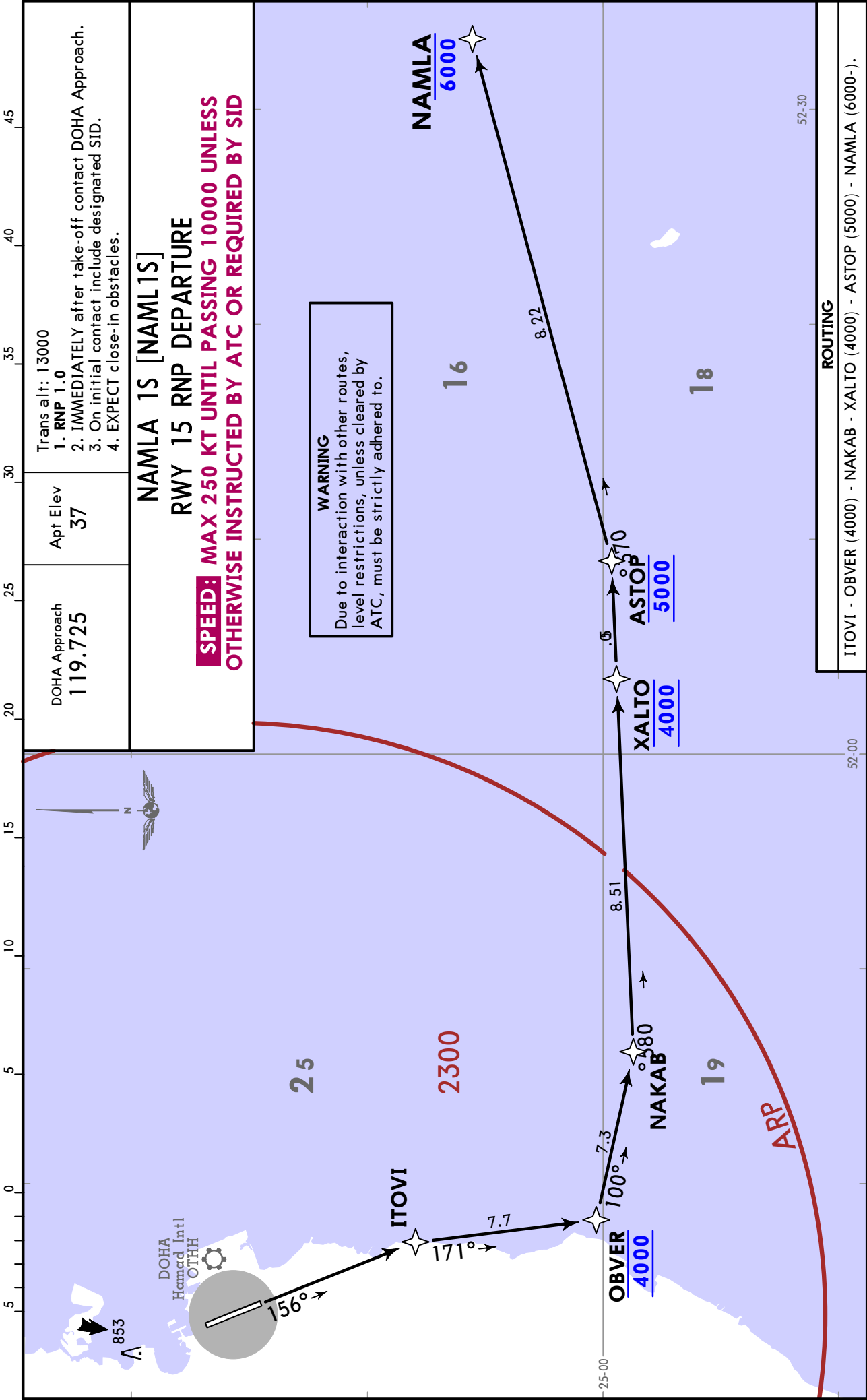
DOHA, QATAR
RNAV SID



OTBD
DOHA INTL

JEPPESSEN
31 MAR 17 10-3J

DOHA, QATAR
RNAV SID



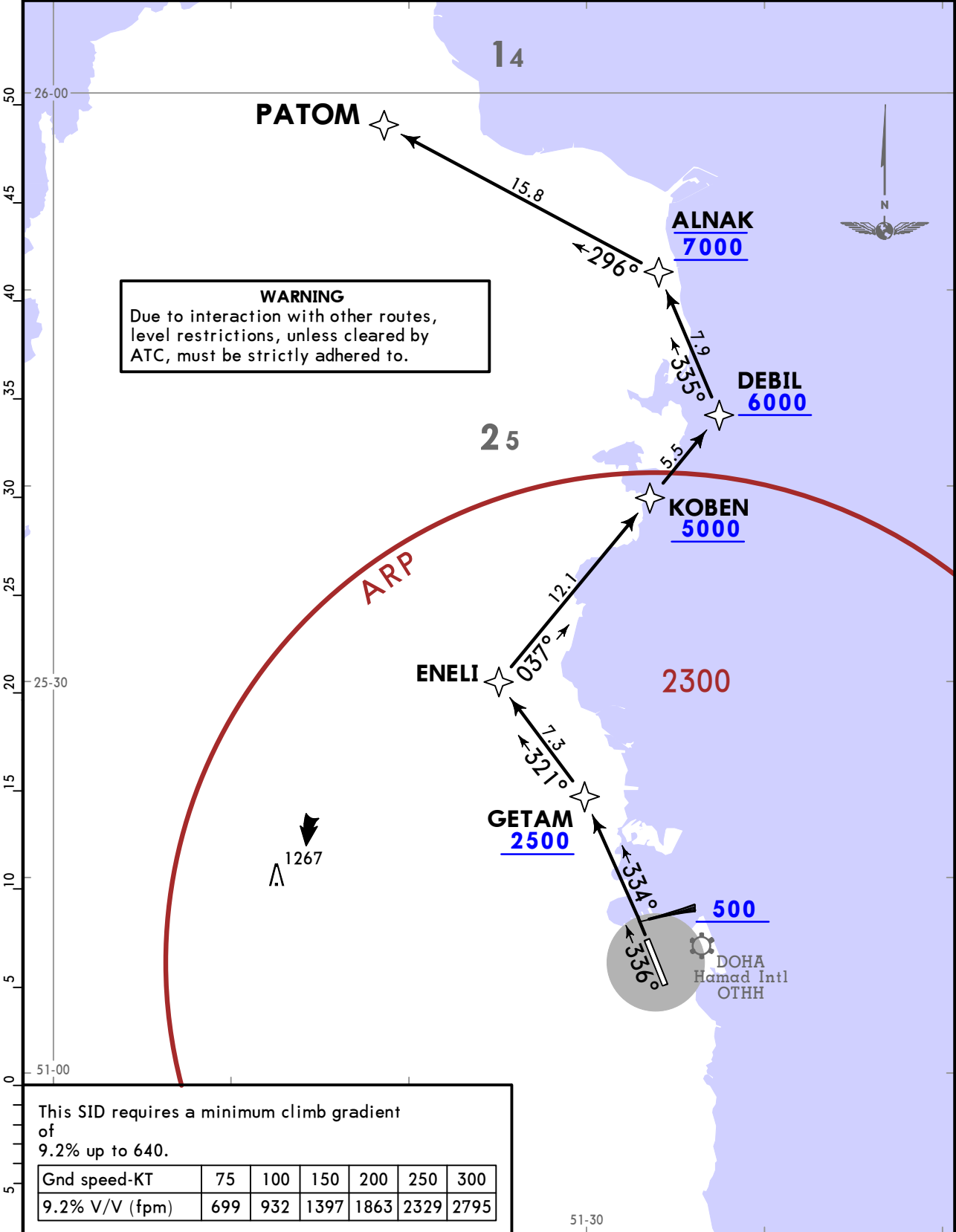
OTBD
DOHA INTL

JEPPESSEN
14 JUL 17 10-3K Eff 20 Jul

DOHA, QATAR
RNAV SID

DOHA Approach 119.725	Apt Elev 37	Trans alt: 13000 1. RNP 1.0 2. IMMEDIATELY after take-off contact DOHA Approach. 3. On initial contact include designated SID. 4. EXPECT close-in obstacles.
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PATOM 1N [PATO1N]
RWY 33 RNP DEPARTURE
SPEED: MAX 250 KT UNTIL PASSING 10000 UNLESS OTHERWISE INSTRUCTED BY ATC OR REQUIRED BY SID

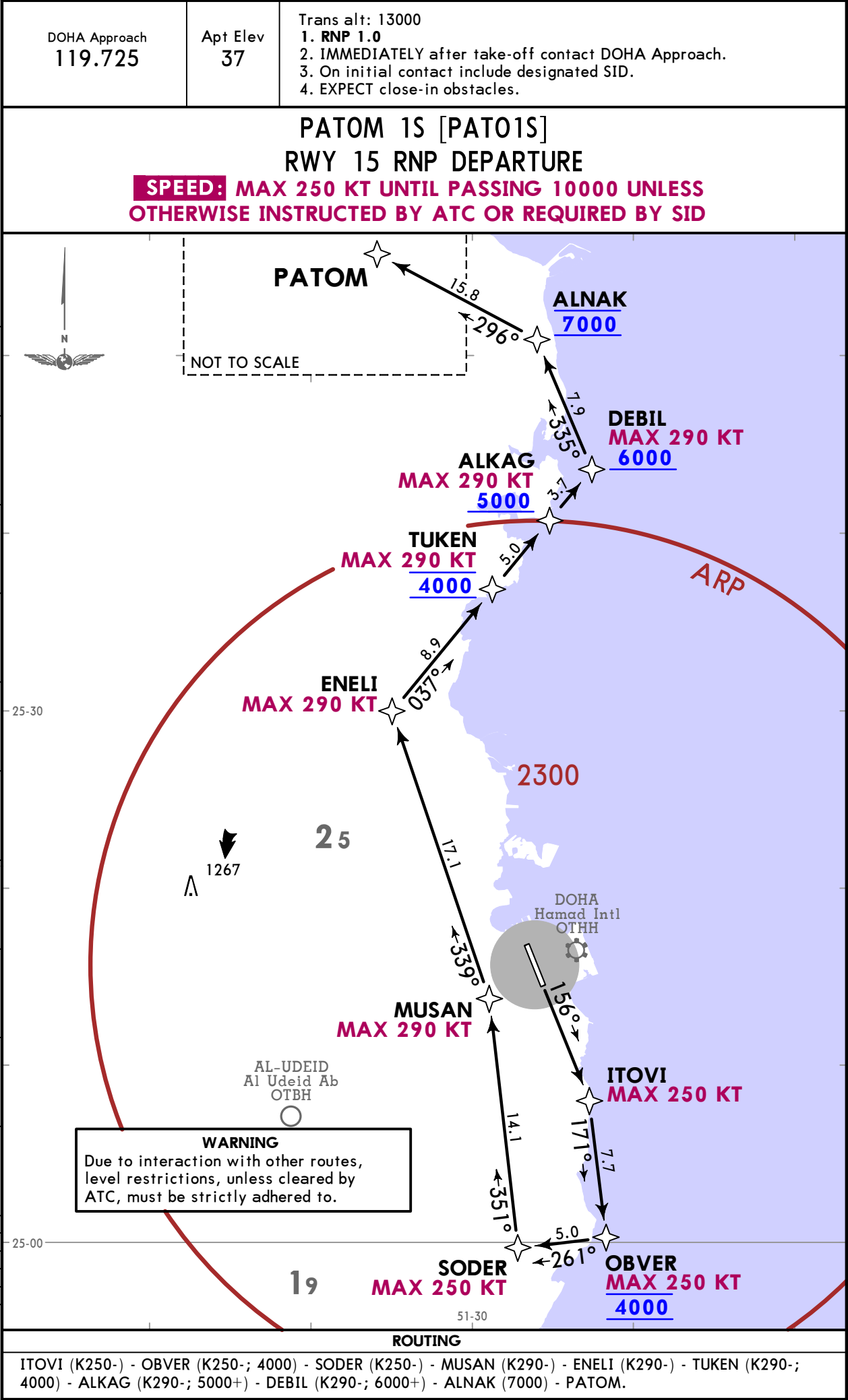


ROUTING
(500+) - GETAM (2500+) - ENELI - KOBEN (5000+) - DEBIL (6000+) - ALNAK (7000) - PATOM.

OTBD
DOHA INTL

JEPPESSEN
14 JUL 17 10-3L Eff 20 Jul

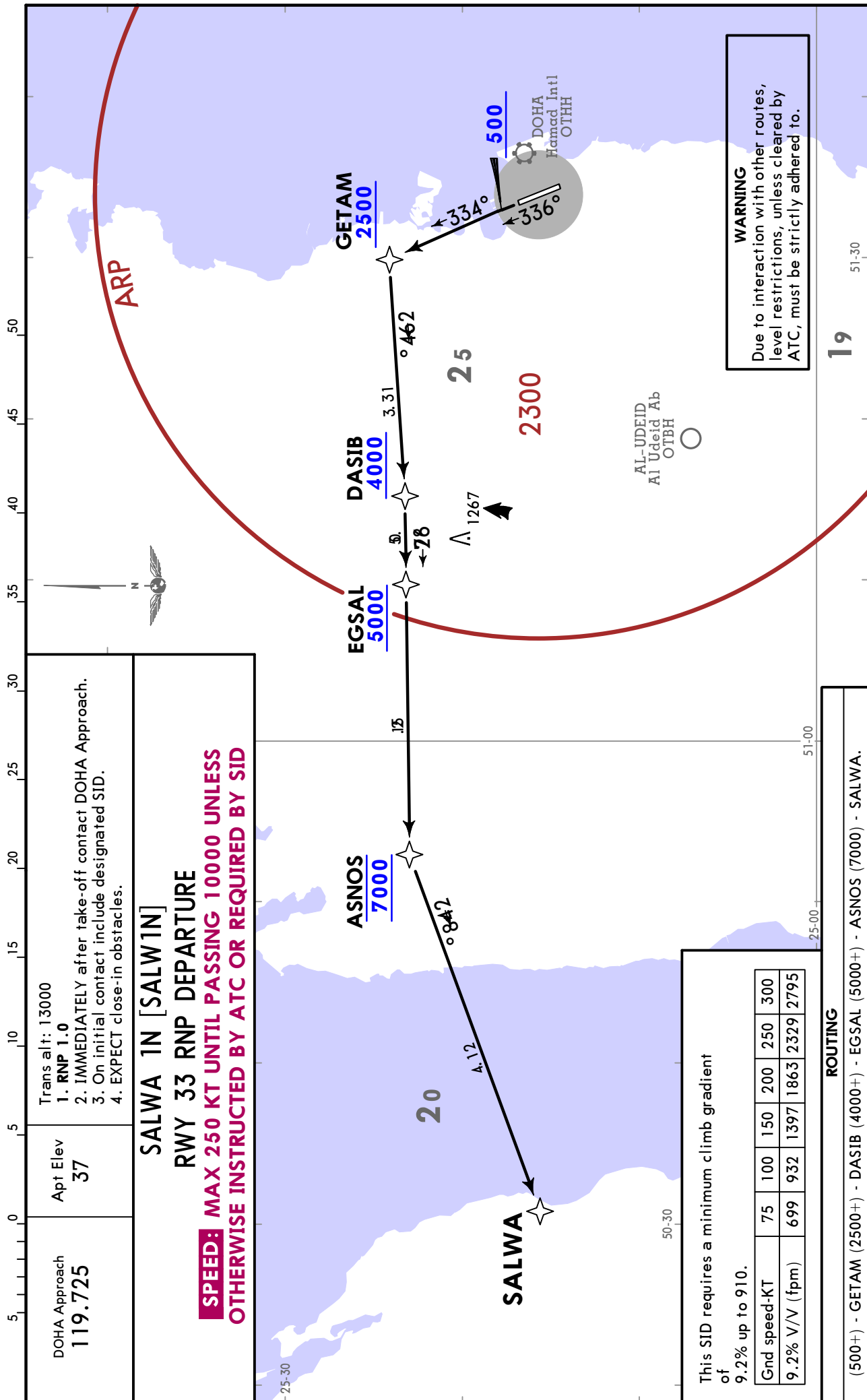
DOHA, QATAR
RNAV SID



OTBD
DOHA INTL

JEPPESSEN
31 MAR 17 10-3M

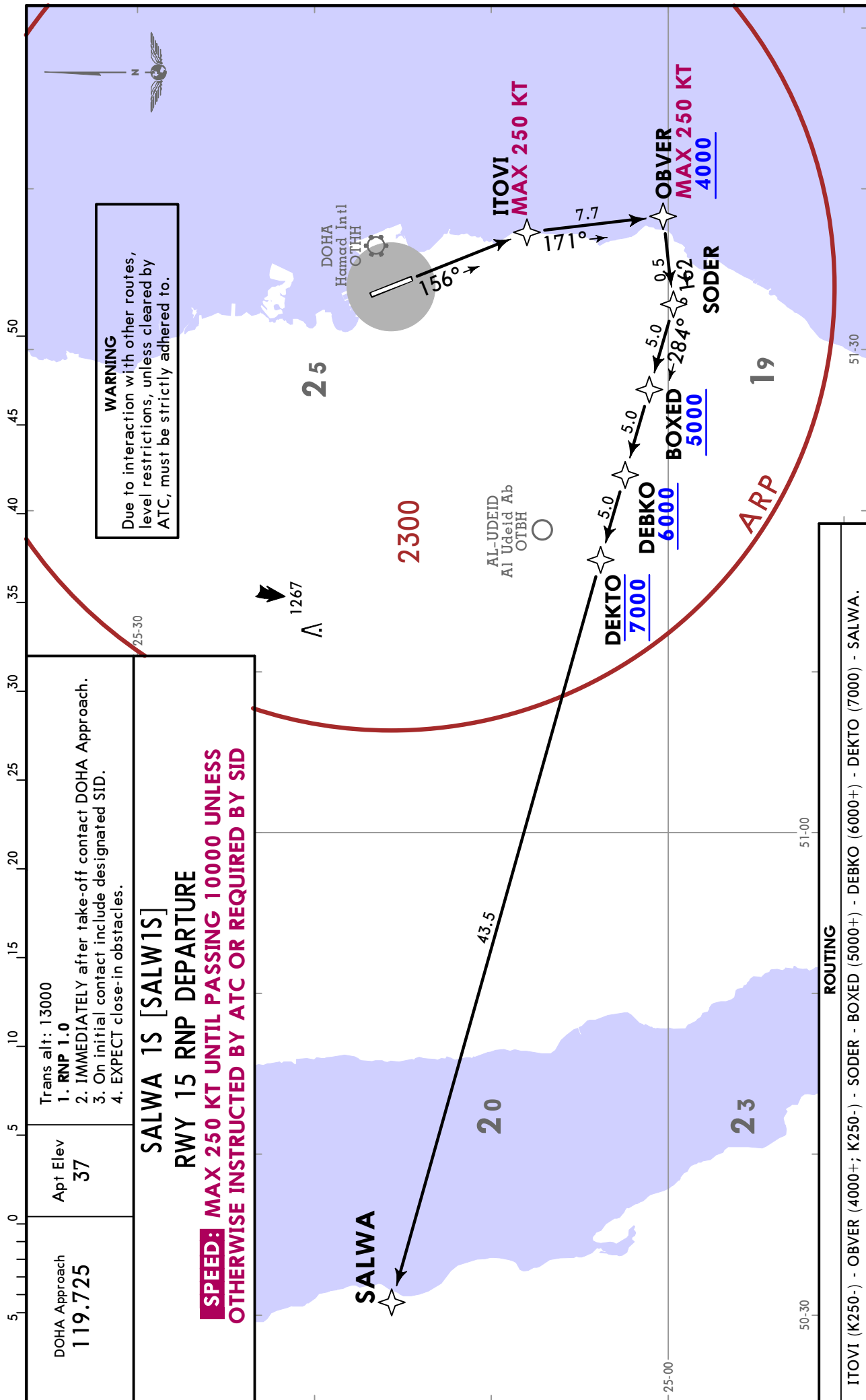
DOHA, QATAR
RNAV SID



OTBD
DOHA INTL

JEPPESSEN
31 MAR 17 10-3N

DOHA, QATAR
RNAV SID

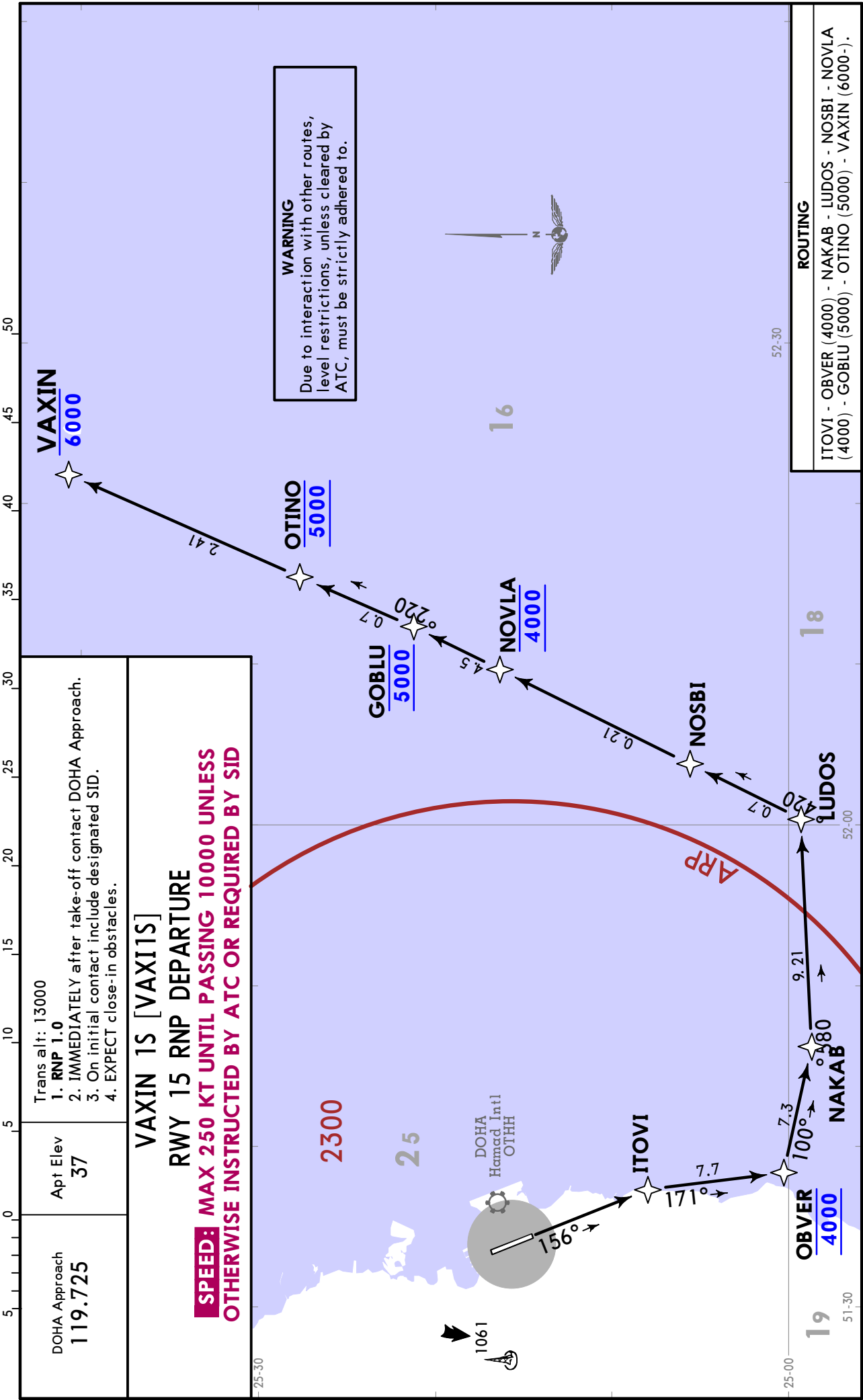




OTBD
DOHA INTL

JEPPESSEN
13 APR 18 (10-3N2) Eff 26 Apr

DOHA, QATAR
RNAV SID



OTBD
DOHA INTL

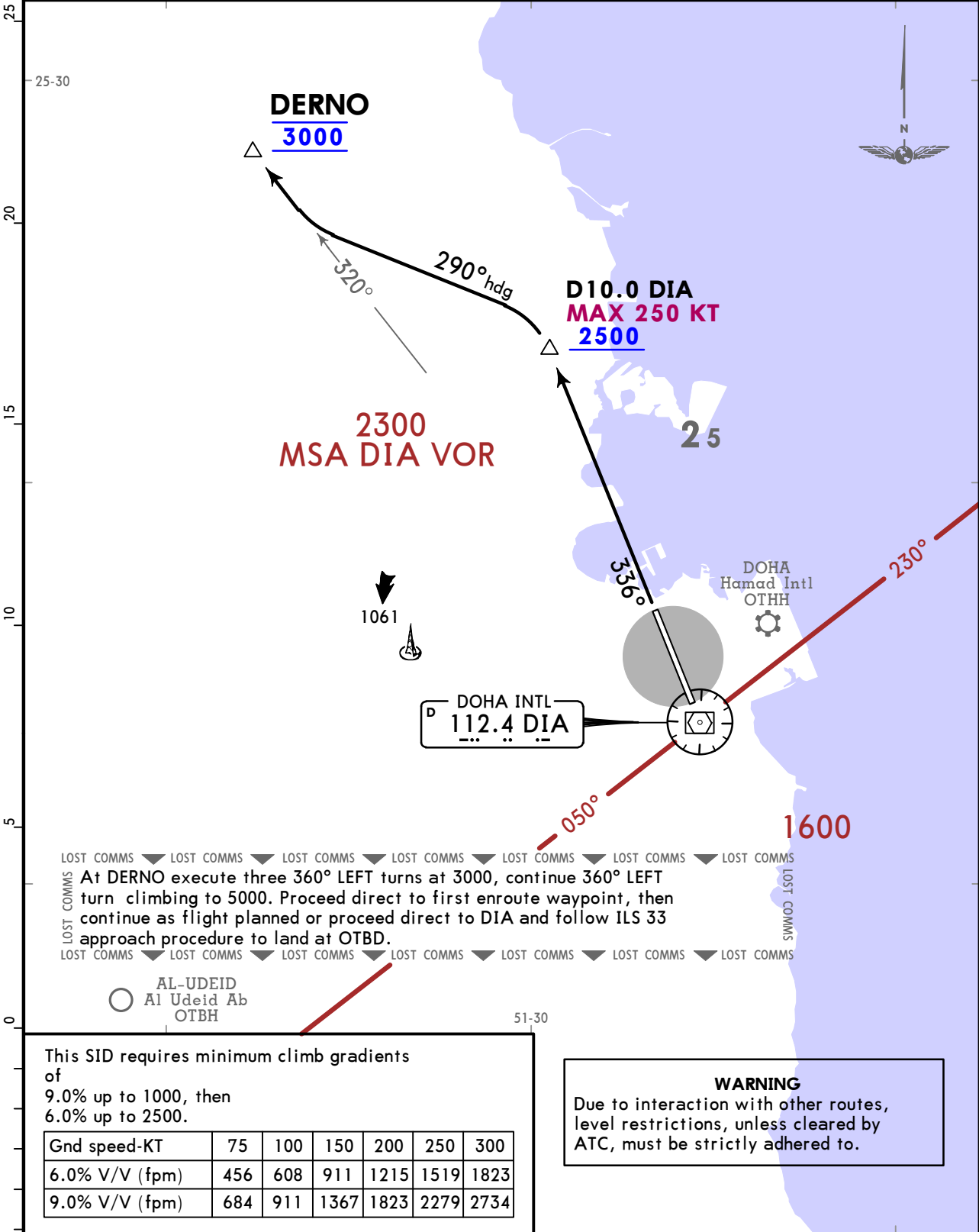
JEPPESSEN
16 JUN 17 10-3P Eff 22 Jun

DOHA, QATAR
SID

DOHA Approach 119.725	Apt Elev 37	Trans alt: 13000 1. IMMEDIATELY after take-off contact DOHA Approach. 2. On initial contact include designated SID. 3. EXPECT close-in obstacles.
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DERNO 1N [DERN1N]
RWY 33 DEPARTURE

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



This SID requires minimum climb gradients of
9.0% up to 1000, then
6.0% up to 2500.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823
9.0% V/V (fpm)	684	911	1367	1823	2279	2734

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

Initial climb clearance **3000**

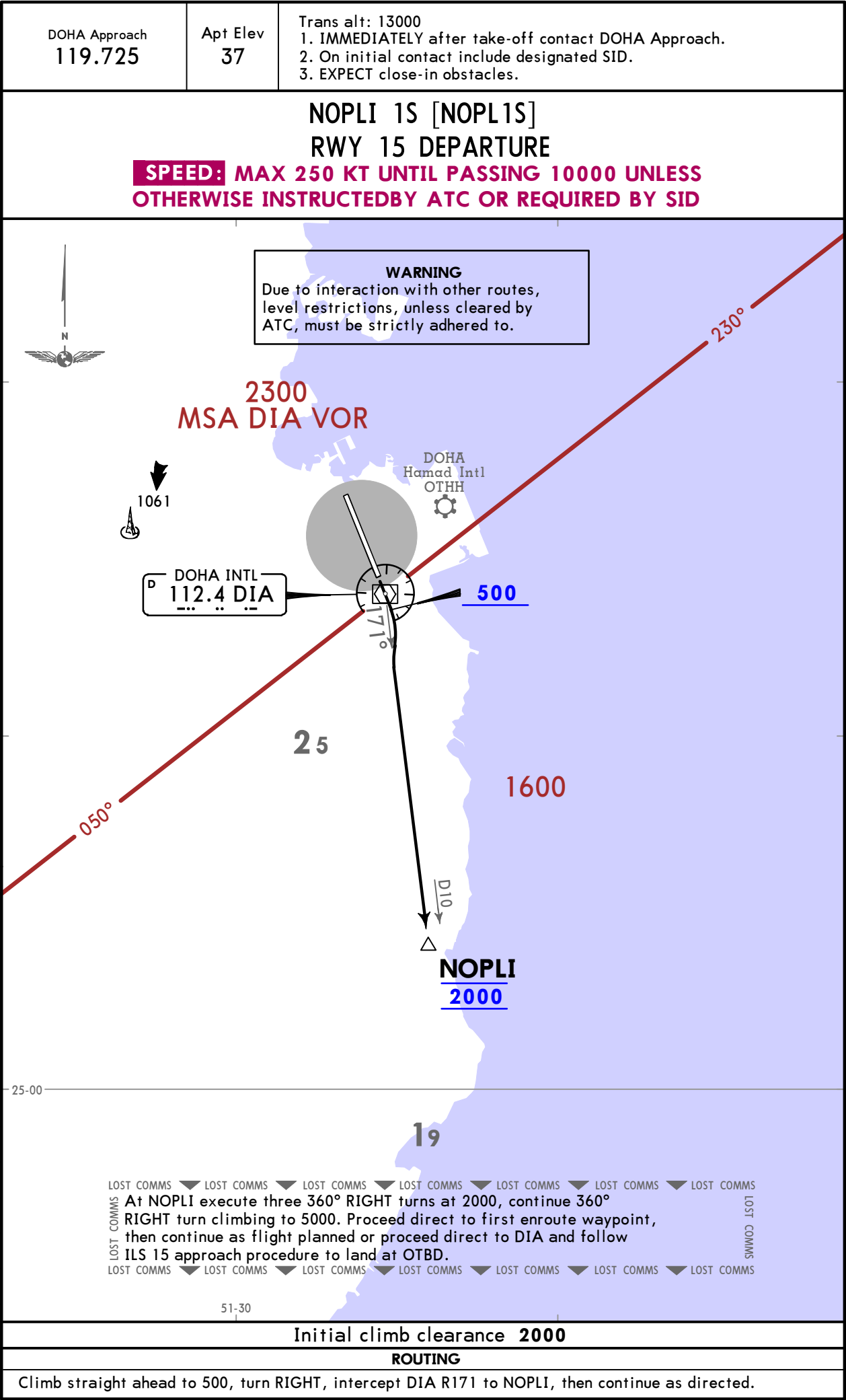
ROUTING

Climb on DIA R336 to D10.0 DIA, turn LEFT, 290° heading, intercept DIA R320 to DERNO, then continue as directed.

OTBD
DOHA INTL

JEPPesen
16 JUN 17 10-3Q Eff 22 Jun

DOHA, QATAR
SID



OTBD/DIA

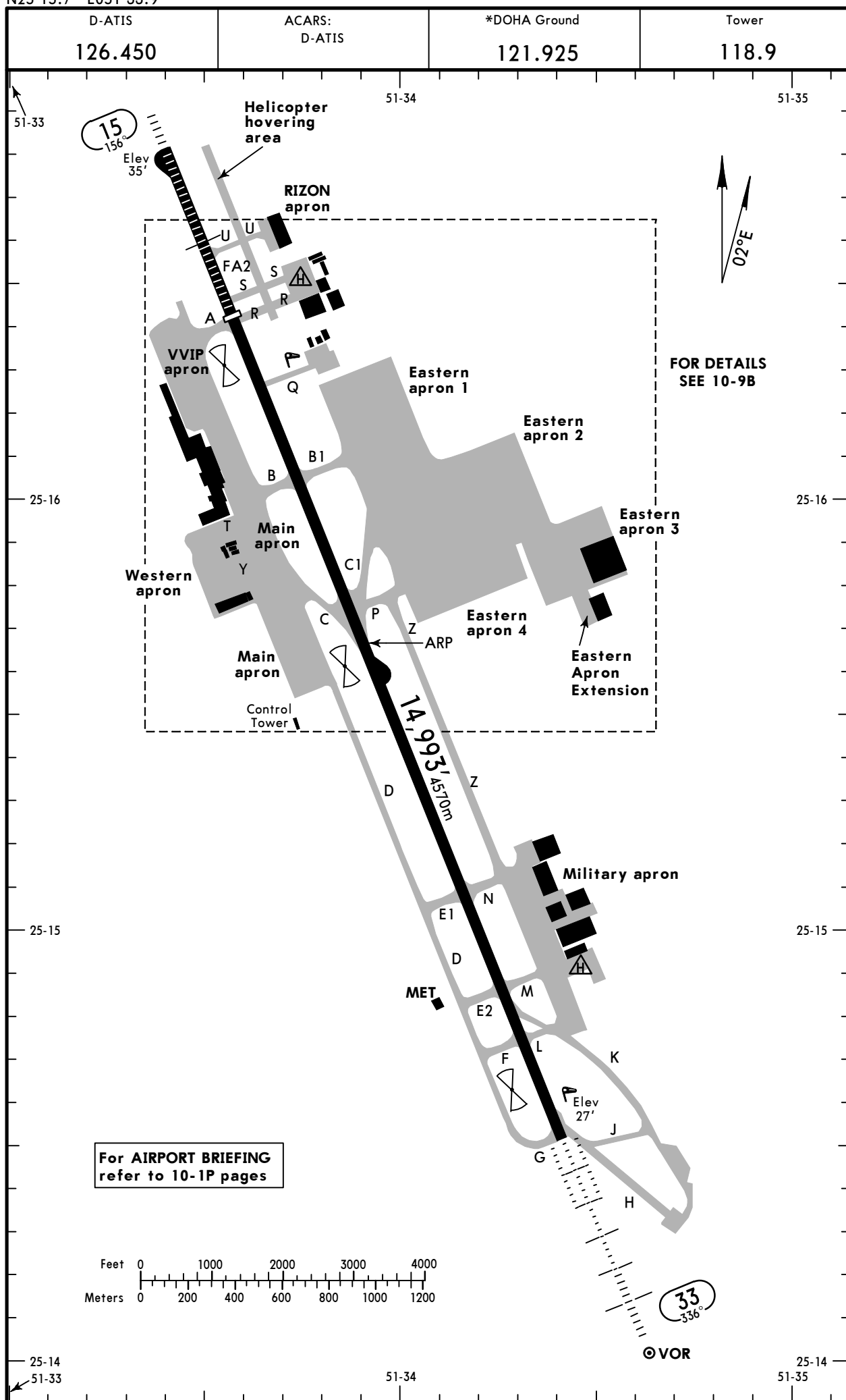
Apt Elev **37'**
N25 15.7 E051 33.9

JEPPesen

6 SEP 19 **(10-9)** Eff 12 Sep

DOHA, QATAR

DOHA INTL



CHANGES: Isolated parking area withdrawn. VVIP apron renamed.

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OTBD/DIA

DOHA, QATAR

DOHA INTL

ADDITIONAL RUNWAY INFORMATION												
RWY							USABLE LENGTHS		TAKE-OFF	WIDTH		
							Threshold	Glide Slope				
15	HIRL (60m)	CL (30m)	HIALS	SFL	PAPI (3.5°)	RVR	12,533'	3820m	11,500'	3505m	2	151'
33	HIRL (60m)	CL (30m)	HIALS-II	SFL	TDZ 1	RVR			13,899'	4236m		46m
1 PAPI (3.0°) 2 TAKE-OFF RUN AVAILABLE RWY 15: From rwy head 14,993' (4570m) twy A int 12,536' (3821m) twy B/B1 int 10,033' (3058m) twy C1 int 8255' (2516m) twy C int 8169' (2490m) twy P int 8041' (2451m) twy E1/N int 3753' (1144m) twy E2/M int 2316' (706m) RWY 33: From rwy head 14,993' (4570m) twy F/L int 13,537' (4126m) twy K int 13,202' (4024m) twy E2/M int 12,762' (3890m) twy E1/N int 11,319' (3450m) turning pad 8143' (2482m) twy C/P int 7037' (2145m) twy B/B1 int 5059' (1542m)												

OTBD/DIA

JEPPesen

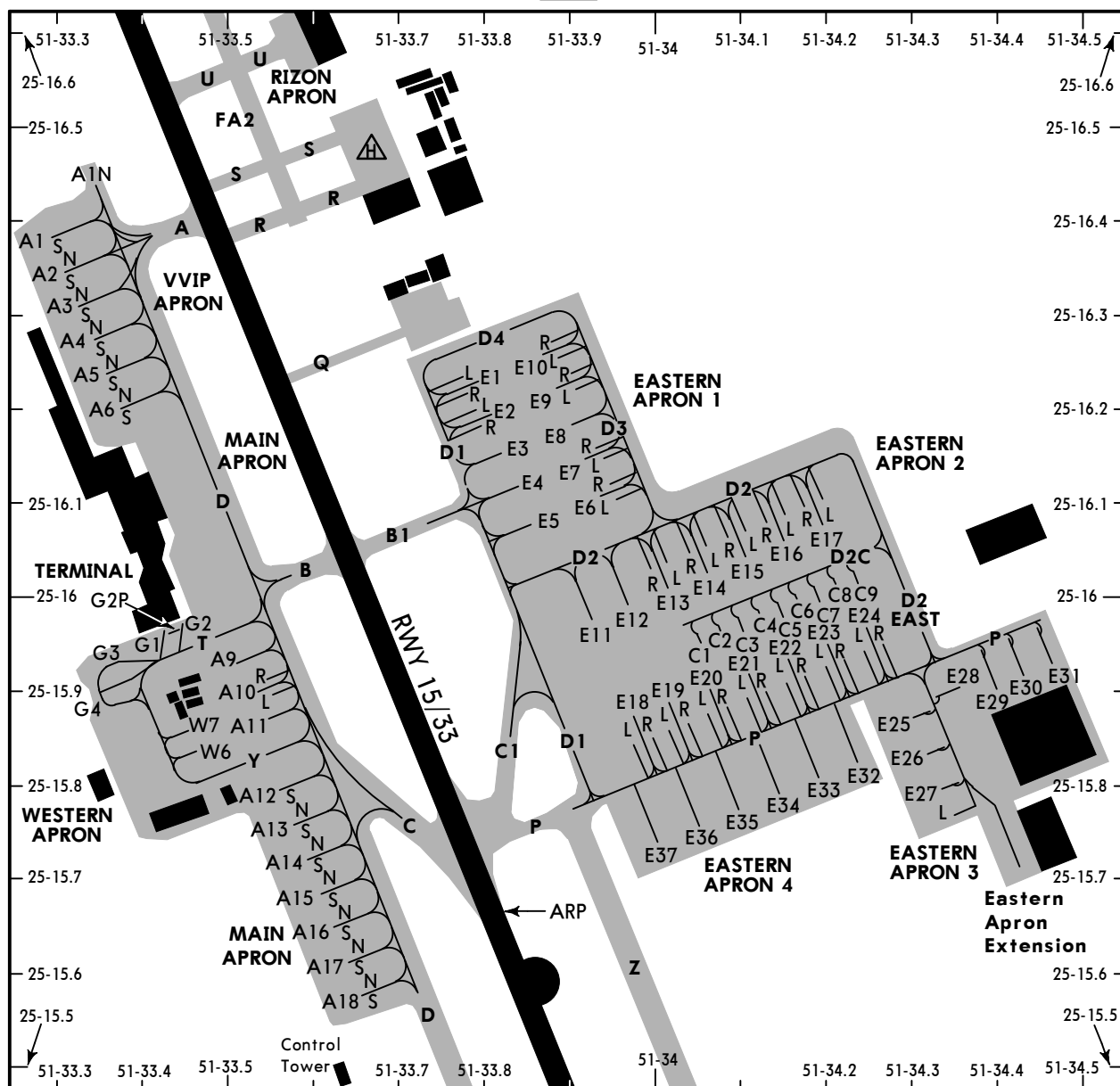
6 SEP 19

10-9B

Eff 12 Sep

DOHA, QATAR

DOHA INTL



CHANGES: Isolated parking area withdrawn. VVIP apron renamed.

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OTBD/DIA

 **JEPPESSEN**

6 SEP 19

10-9C

Eff 12 Sep

DOHA, QATAR

DOHA INTL

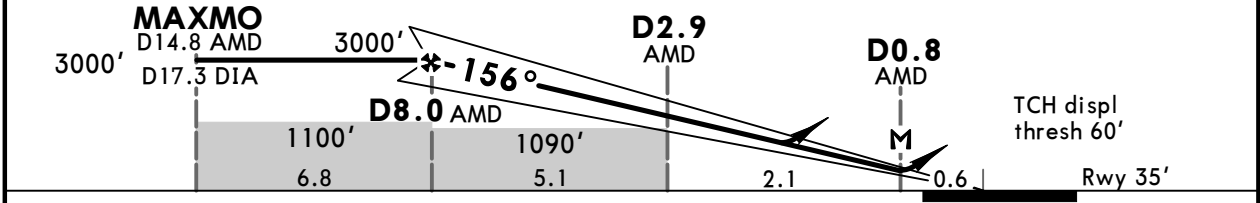
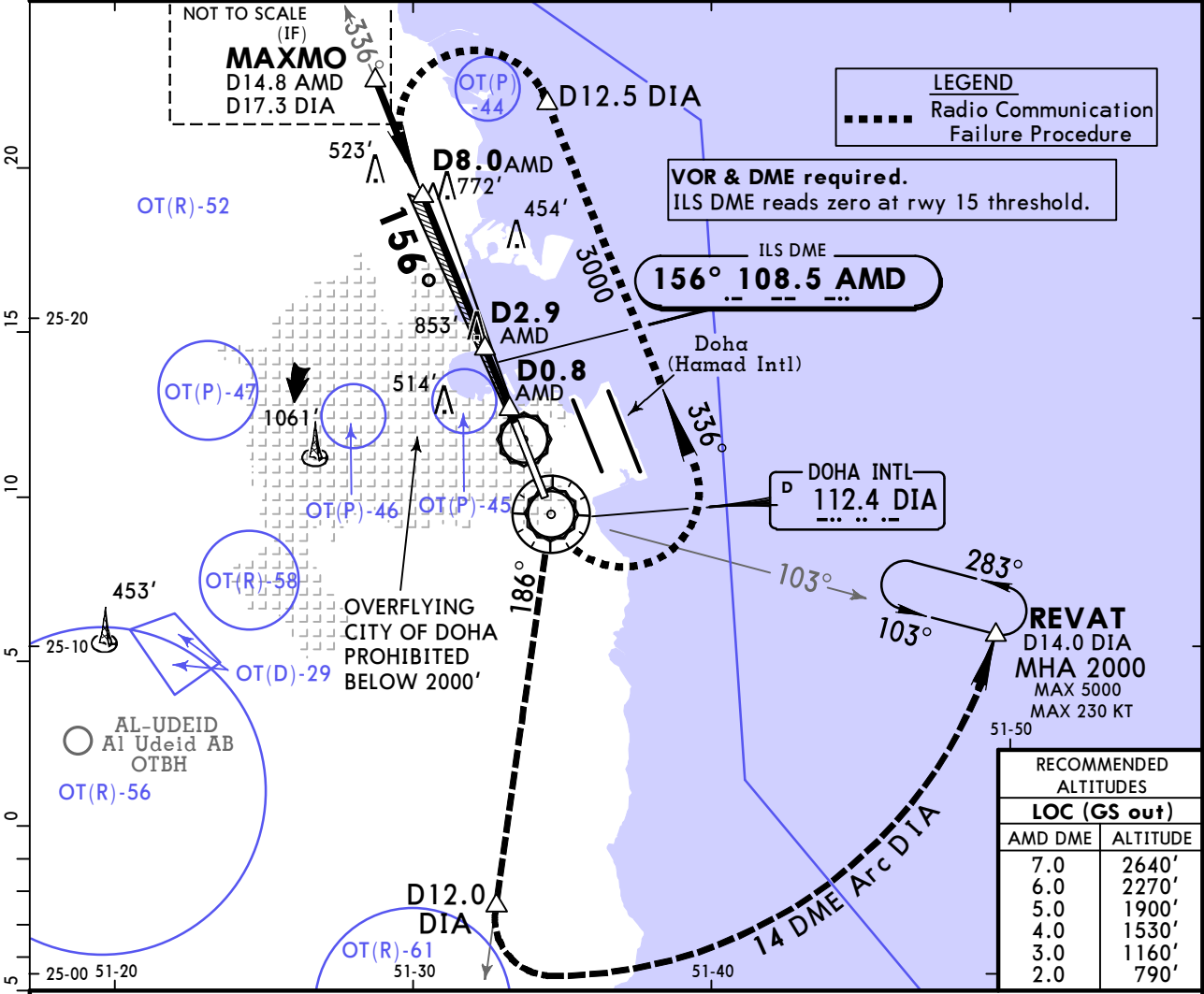
INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
A1	N25 16.4 E051 33.4	E11, E12	N25 16.0 E051 34.0
A1N	N25 16.5 E051 33.4	E13 thru E14R	N25 16.0 E051 34.1
A1S	N25 16.4 E051 33.4	E15 thru E16	N25 16.0 E051 34.2
A2	N25 16.3 E051 33.4	E16L	N25 16.1 E051 34.2
A2N	N25 16.4 E051 33.4	E16R	N25 16.0 E051 34.2
A2S thru A3N	N25 16.3 E051 33.4	E17, E17L	N25 16.1 E051 34.3
A3S	N25 16.3 E051 33.5	E17R	N25 16.1 E051 34.2
A4	N25 16.3 E051 33.4	E18, E18L	N25 15.9 E051 34.0
A4N, A4S	N25 16.3 E051 33.5	E18R thru E20R	N25 15.9 E051 34.1
A5	N25 16.2 E051 33.4	E21 thru E22R	N25 15.9 E051 34.2
A5N	N25 16.3 E051 33.5	E23	N25 16.0 E051 34.3
A5S	N25 16.2 E051 33.5	E23L	N25 15.9 E051 34.2
A6 thru A6S	N25 16.2 E051 33.5	E23R	N25 15.9 E051 34.3
A9 thru A11	N25 15.9 E051 33.6	E24 thru E24R	N25 16.0 E051 34.3
A12	N25 15.8 E051 33.6	E25	N25 15.9 E051 34.3
A12S, A13N	N25 15.8 E051 33.7	E26	N25 15.8 E051 34.3
A13 thru A16N	N25 15.7 E051 33.7	E27, E27L	N25 15.8 E051 34.4
A16 thru A18	N25 15.6 E051 33.7	E28 thru E31	N25 15.9 E051 34.5
A18N, A18S	N25 15.6 E051 33.8	E32, E33	N25 15.8 E051 34.3
C1, C2	N25 15.9 E051 34.1	E34, E35	N25 15.8 E051 34.2
C3 thru C6	N25 16.0 E051 34.2	E36E	N25 15.8 E051 34.1
C7 thru C9	N25 16.0 E051 34.3	37	N25 15.7 E051 34.1
E1 thru E3	N25 16.2 E051 33.9	G1	N25 15.9 E051 33.5
E4	N25 16.1 E051 33.9	G2	N25 16.0 E051 33.6
E5 thru E7R	N25 16.1 E051 34.0	G2P thru G4	N25 15.9 E051 33.5
E8	N25 16.2 E051 34.0	W6	N25 15.8 E051 33.6
E9	N25 16.2 E051 33.9	W7	N25 15.9 E051 33.6
E9L	N25 16.2 E051 34.0		
E9R thru E10L	N25 16.2 E051 33.9		
E10R	N25 16.3 E051 33.9		

OTBD
DOHA INTL

JEPPESEN
3 AUG 18 11-1 Eff 16 Aug

DOHA, QATAR
ILS Rwy 15

D-ATIS 126.450	DOHA Approach/Radar 119.725 121.1	DOHA Director (APP) 119.4	DOHA Tower 118.9	*Ground 121.925
LOC AMD 108.5	Final Apch Crs 156°	GS D8.0 AMD 3000' (2965')	ILS DA(H) Refer to Minimums	Apt Elev 37' Rwy 35'
MISSED APCH: Climb STRAIGHT AHEAD to VOR, then turn RIGHT on R-186 DIA to D12.0 DIA climbing to 2000'. Then turn LEFT to intercept and follow 14 DME Arc DIA to REVAT and hold. Climb in hold to 3000'. Do not turn before MAP. MAX 230 KT.				
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 150	Trans alt: 13000'	MSA DIA VOR



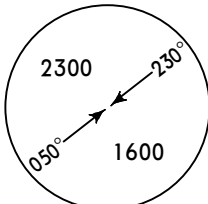
Gnd speed-Kts	70	90	100	120	140	160	HIALS	230 KT	DIA
ILS GS or LOC Descent Angle	3.50°	434	557	619	743	867	PAPI	MAX	112.4
MAP at D0.8 AMD									

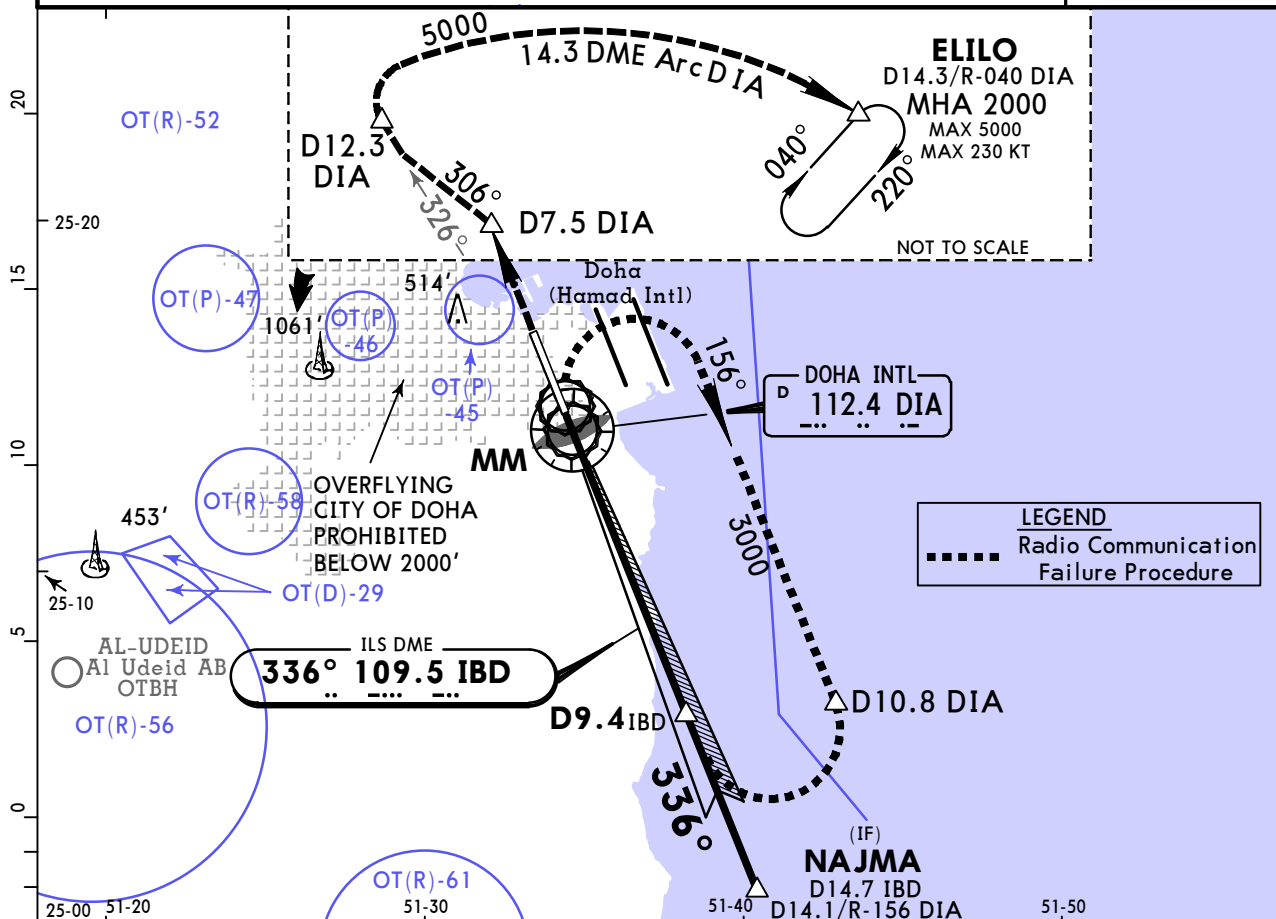
Standard STRAIGHT-IN LANDING RWY 15				CIRCLE-TO-LAND		
ILS A: 245' (210') C: 263' (228') DA(H) B: 254' (219') D: 272' (237')		LOC (GS out) CDFA DA/MDA(H) 520' (485')		Max Kts	MDA(H) VIS	
FULL		ALS out		100	620' (583') 2 1500m	
A	RVR 550m 1	RVR 1200m	RVR 1500m	RVR 2300m	135	850' (813') 2 1600m
B						
C					180	1240' (1203') 2400m
D					205	1240' (1203') 3600m
1 W/o HUD/AP/FD: RVR 750m 2 or higher straight-in minimums.						

OTBD
DOHA INTL

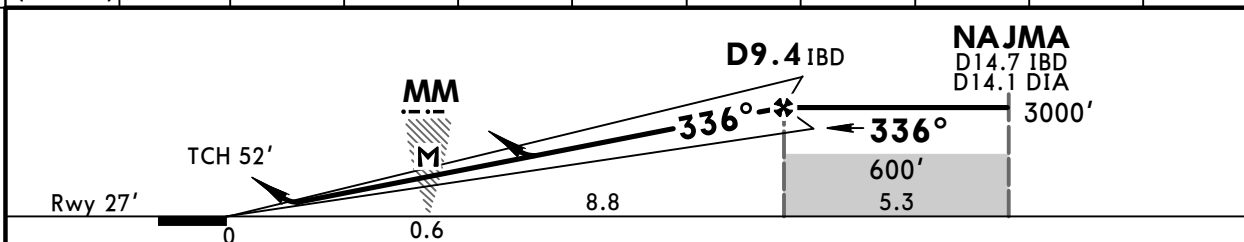
JEPPESSEN
5 APR 19 **(11-2)**

DOHA, QATAR
ILS Rwy 33

D-ATIS	DOHA Approach/Radar	DOHA Director (APP)	DOHA Tower	*Ground
126.450	119.725 121.1	119.4	118.9	121.925
LOC IBD 109.5	Final Apch Crs 336°	GS D9.4 IBD 3000' (2973')	ILS DA(H) Refer to Minimums	Apt Elev 37' Rwy 27'
MISSED APCH: Climb STRAIGHT AHEAD to D7.5 DIA at or above 2500'. Turn LEFT onto 306° to intercept R-326 DIA. At D12.3 DIA turn RIGHT to intercept the 14.3 DME Arc DIA at 5000' to ELILO and hold. MAX 230 KT.				
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 150	Trans alt: 13000'	MSA DIA VOR
1. VOR & DME required. 2. ILS reads zero at rwy 33 threshold.				



LOC (GS out)	IBD DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	350'	670'	990'	1310'	1620'	1940'	2260'	2580'	2900'



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	230 KT	D7.5 DIA
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	PAPI	MAX	↑
MAP at MM										

STRAIGHT-IN LANDING RWY 33					CIRCLE-TO-LAND				
ILS					LOC (GS out) CDFA				
A: 233' (206') C: 255' (228')					DA/MDA(H) 420' (393')				
DA(H) B: 243' (216') D: 266' (239')									
FULL	TDZ or CL out	ALS out		ALS out	Max Kts	MDA(H)	VIS		
A					100	620' (583')	2 1500m		
B	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1100m	135	850' (813')	2 1600m		
C					180	1240' (1203')	2400m		
D					205	1240' (1203')	3600m		
1 W/o HUD/AP/FD: RVR 750m 2 or higher straight-in minimums.									

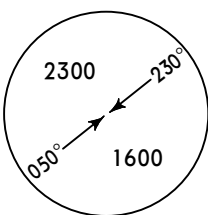
CHANGES: None.

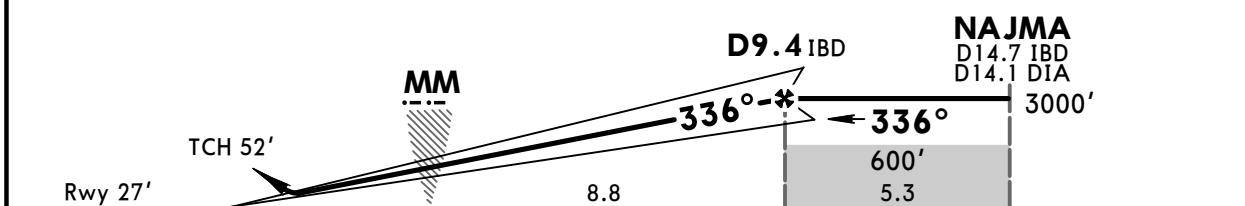
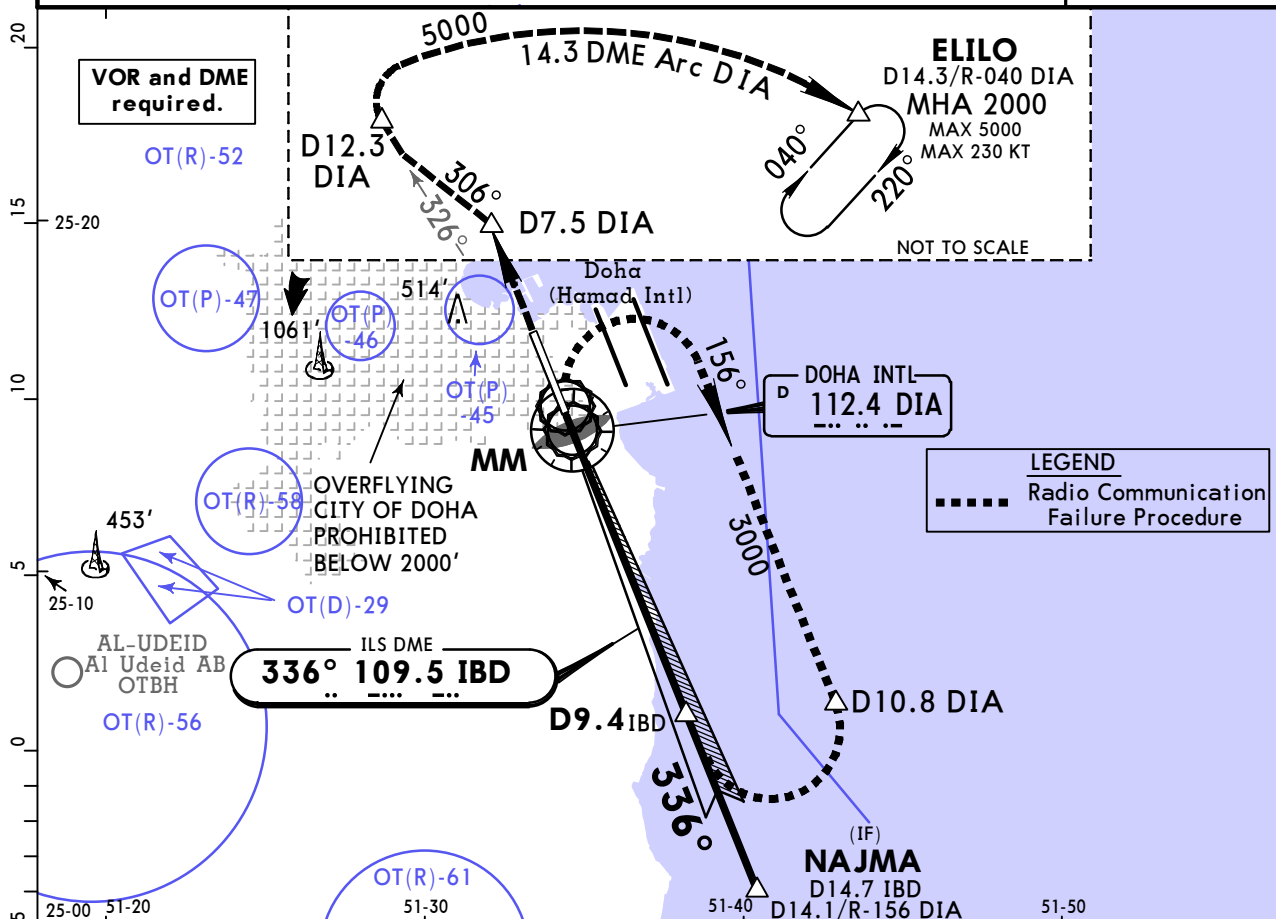
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OTBD
DOHA INTL

JEPPESSEN
5 APR 19 **(11-2A)**

DOHA, QATAR
CAT II/III ILS Rwy 33

D-ATIS	DOHA Approach/Radar	DOHA Director (APP)	DOHA Tower	*Ground
126.450	119.725 121.1	119.4	118.9	121.925
LOC IBD 109.5	Final Apch Crs 336°	GS D9.4 IBD 3000' (2973')	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 37' Rwy 27'
MISSED APCH: Climb STRAIGHT AHEAD to D7.5 DIA at or above 2500'. Turn LEFT onto 306° to intercept R-326 DIA. At D12.3 DIA turn RIGHT to intercept the 14.3 DME Arc DIA at 5000' to ELILO and hold. MAX 230 KT.				
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 150 Trans alt: 13000' 1. Special Aircrew & ACFT Certification required. 2. ILS reads zero at rwy 33 thresh.				MSA DIA VOR



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	230 KT	D7.5
GS	3.00°	372	478	531	637	743	849	PAPI	MAX	DIA

Standard STRAIGHT-IN LANDING RWY 33

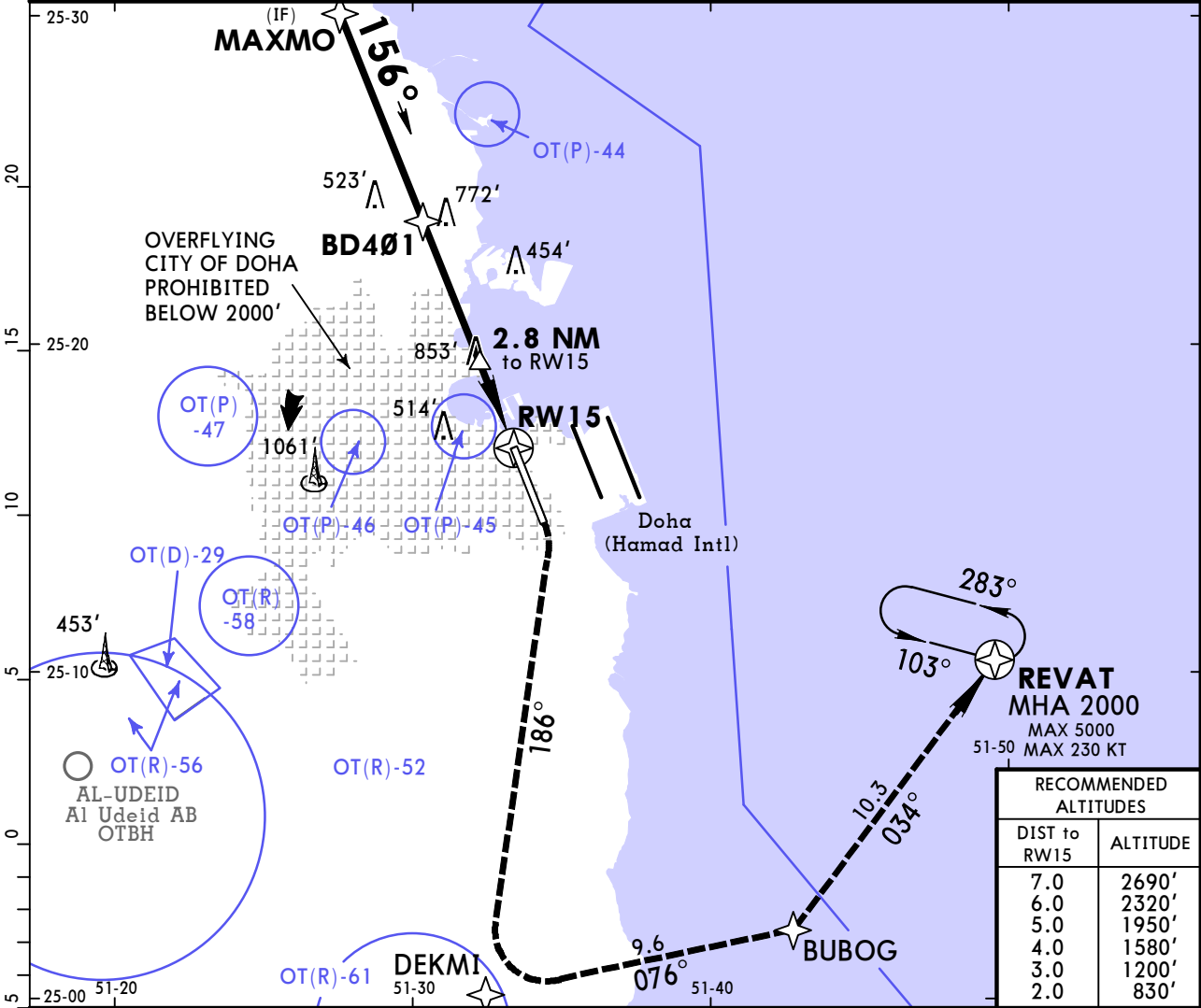
CAT IIIB ILS	CAT IIIA ILS	CAT II ILS			
	DH 50'	A: RA 126' DA(H) 147' (120')	B: RA 139' DA(H) 160' (133')	C: RA 150' DA(H) 171' (144')	D: RA 163' DA(H) 185' (158')
RVR 75m	RVR 200m	RVR 300m	RVR 400m	RVR 450m	

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DOHA INTL

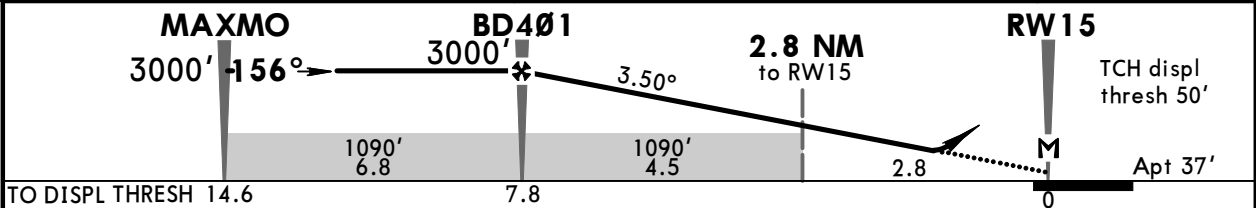
JEPPESEN
3 AUG 18 (12-1) Eff 16 Aug

DOHA, QATAR
RNP Rwy 15

D-ATIS 126.450	DOHA Approach/Radar 119.725 121.1	DOHA Director (APP) 119.4	DOHA Tower 118.9	*Ground 121.925
RNAV	Final Apch Crs 156°	Procedure Alt BD401 3000' (2963')	LNAV DA/MDA(H) 520' (483')	Appt Elev 37'
MISSED APCH: Climb STRAIGHT AHEAD, then turn RIGHT to intercept 186° to DEKMI. At DEKMI turn LEFT to BUBOG, then turn LEFT to REVAT and hold. Climb and maintain 2000'. Climb in hold to 3000'. MAX 230 KT.				2300
Alt Set: hPa	Appt Elev: 1 hPa	Trans level: FL 150	Trans alt: 13000'	MSA ARP



RECOMMENDED ALTITUDES	
DIST to RW15	ALTITUDE
7.0	2690'
6.0	2320'
5.0	1950'
4.0	1580'
3.0	1200'
2.0	830'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	230 KT MAX	2000' ↑
Descent Angle	3.50°	434	557	619	743	867			
MAP at RW15									

STRAIGHT-IN LANDING RWY 15		CIRCLE-TO-LAND	
LNAV CDFA DA/MDA(H) 520' (483')		Max Kts MDA(H) VIS	
ALS out		100	620' (583') 1500m
		135	850' (813') 1600m
		180	1240' (1203') 2400m
		205	1240' (1203') 3600m

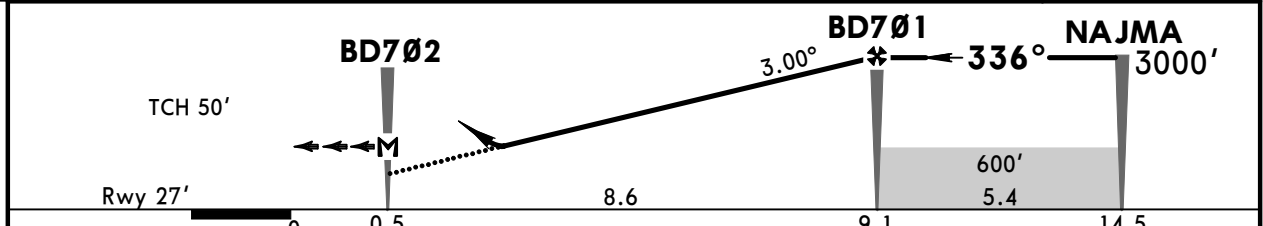
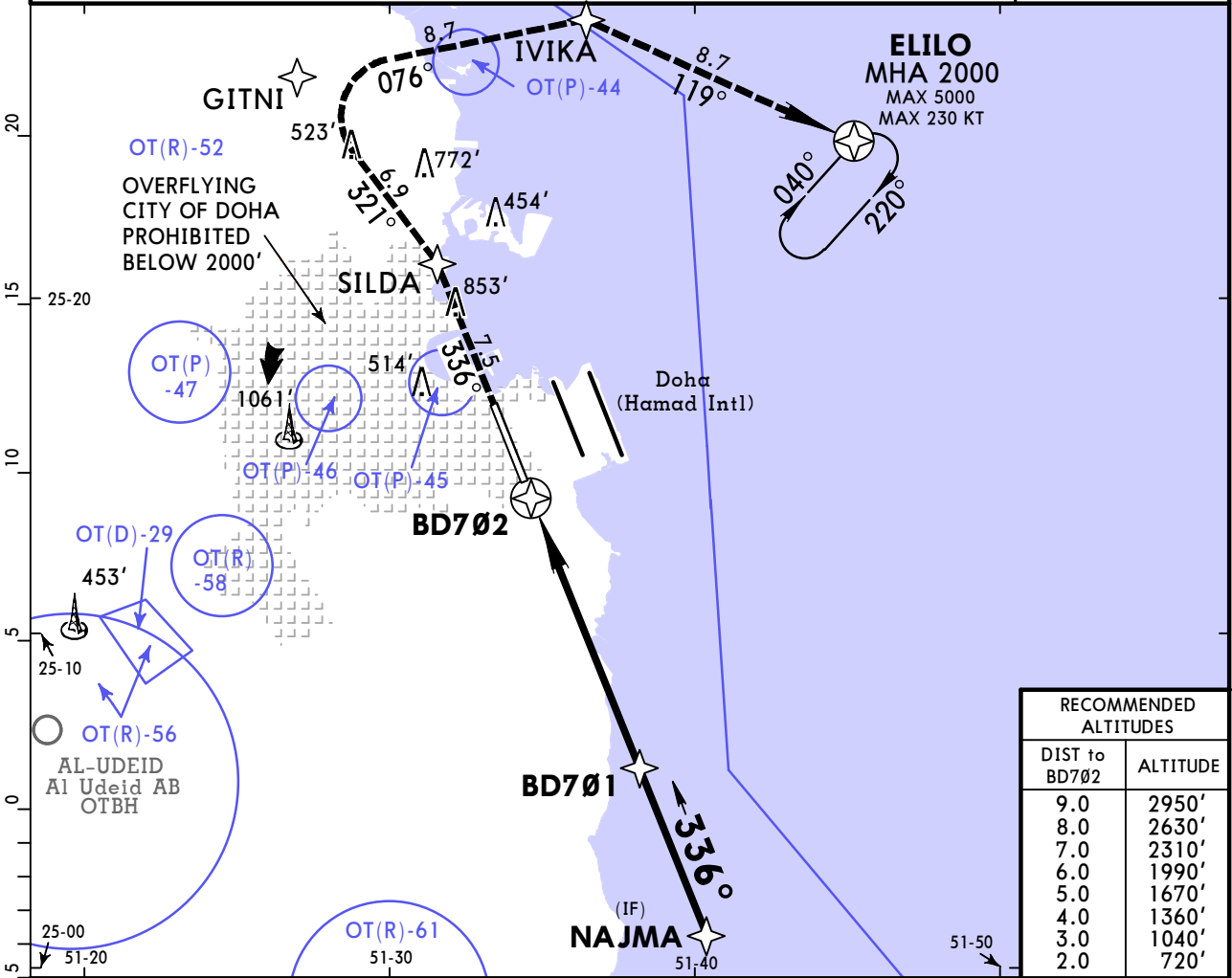
OTBD
DOHA INTL

JEPPESEN
3 AUG 18
Eff 16 Aug 12-2

MISSED APCH CLIMB GRAD
MIM 5.8% until SILDA

DOHA, QATAR
RNP Rwy 33

D-ATIS 126.450	DOHA Approach/Radar 119.725 121.1	DOHA Director (APP) 119.4	DOHA Tower 118.9	*Ground 121.925
RNAV	Final Apch Crs 336°	Procedure Alt BD701 3000' (2973')	LNAV/VNAV DA(H) 390' (363')	Apt Elev 37' Rwy 27'
MISSED APCH: Climb STRAIGHT AHEAD to SILDA, at or above 2500'. At SILDA turn LEFT to GITNI at 5000'. At GITNI turn RIGHT to IVIKA, at IVIKA turn RIGHT to ELILO and hold. MAX 210 KT until ELILO.				
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 150	Trans alt: 13000'	MSA ARP
Baro-VNAV not authorized below +15°C.				



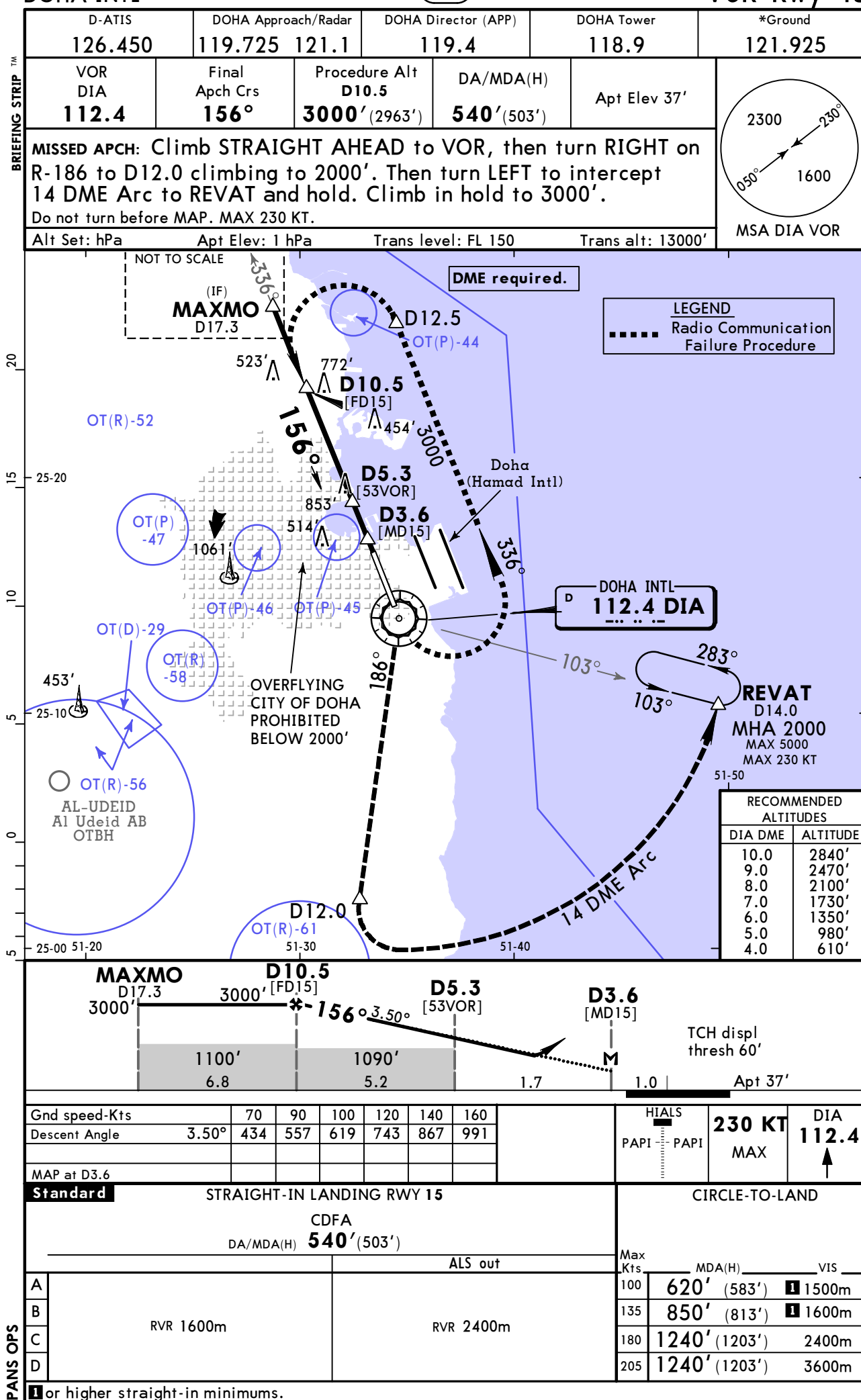
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	210 KT	2500'
Descent Angle	3.00°	372	478	531	637	743	PAPI	MAX	↑
MAP at BD702									

STRAIGHT-IN LANDING RWY 33				CIRCLE-TO-LAND			
LNAV/VNAV		LNAV		CDFA		DA/MDA(H)	
DA(H) 390' (363')		DA/MDA(H) 420' (393')					
ALS out		ALS out					
A	RVR 1000m	RVR 1700m	RVR 1100m	RVR 1800m	Max Kts	MDA(H)	VIS
B					100	620' (583')	1500m
C					135	850' (813')	1600m
D					180	1240' (1203')	2400m
					205	1240' (1203')	3600m

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DOHA INTL

JEPPESSEN
3 AUG 18 **(13-1)** **Eff 16 Aug**

DOHA, QATAR
VOR Rwy 15

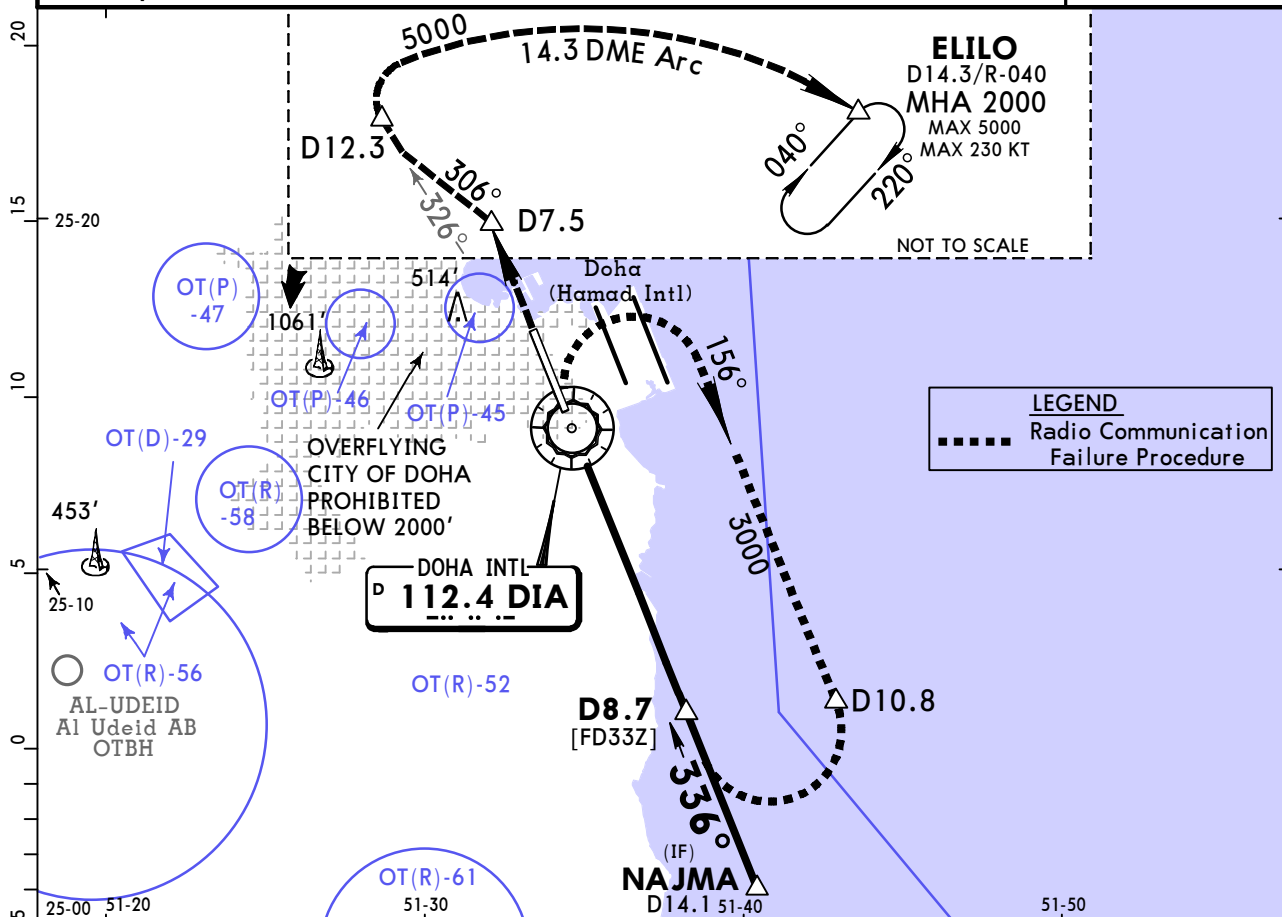


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DOHA INTL

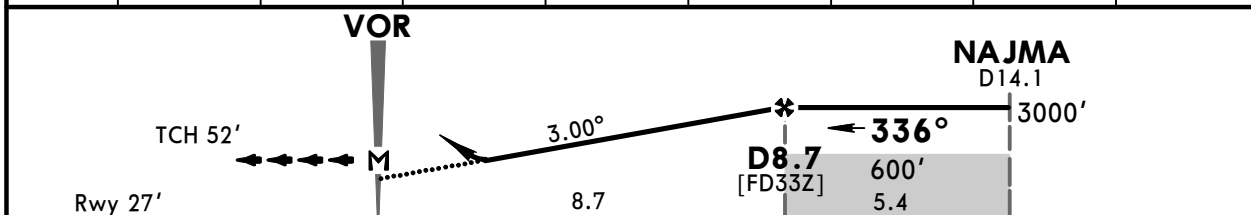
JEPPESSEN
3 AUG 18 **(13-2)** Eff 16 Aug

DOHA, QATAR
VOR Z Rwy 33

D-ATIS	DOHA Approach/Radar	DOHA Director (APP)	DOHA Tower	*Ground
126.450	119.725 121.1	119.4	118.9	121.925
VOR DIA 112.4	Final Apch Crs 336°	Procedure Alt D8.7 3000' (2973')	DA/MDA(H) 420' (393')	Apt Elev 37' Rwy 27'
MISSED APCH: Climb STRAIGHT AHEAD to D7.5 at or above 2500'. Turn LEFT onto 306° to intercept R-326. At D12.3 turn RIGHT to intercept the 14.3 DME Arc at 5000' to ELILO and hold. MAX 230 KT.				
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 150	Trans alt: 13000'	MSA DIA VOR
DME required.				



DIA DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	570'	890'	1210'	1520'	1840'	2160'	2480'	2800'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	230 KT	D7.5	DIA
Descent Angle	3.00°	372	478	531	637	743	PAPI	MAX	DIA	on 112.4
MAP at VOR										R-336°

STRAIGHT-IN LANDING RWY 33				CIRCLE-TO-LAND			
CDFA DA/MDA(H) 420' (393')							
ALS out				Max Kts	MDA(H)	VIS	
A				100	620' (583')	1500m	
B				135	850' (813')	1600m	
C	RVR 1100m			180	1240' (1203')	2400m	
D	RVR 1800m			205	1240' (1203')	3600m	

or higher straight-in minimums.

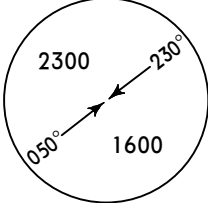
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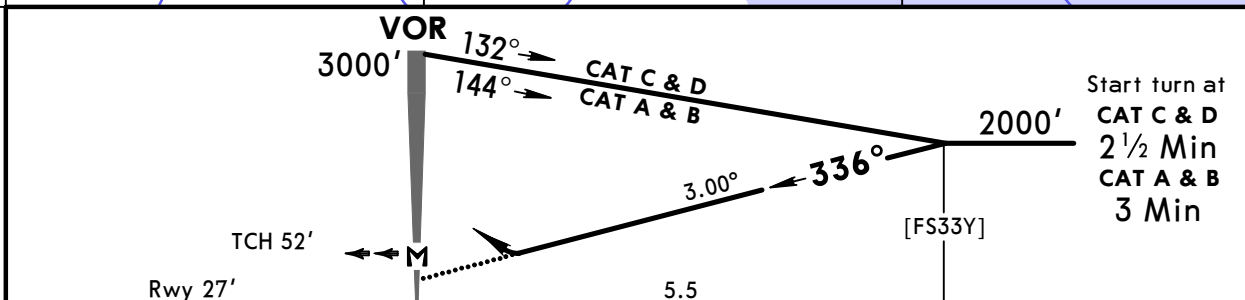
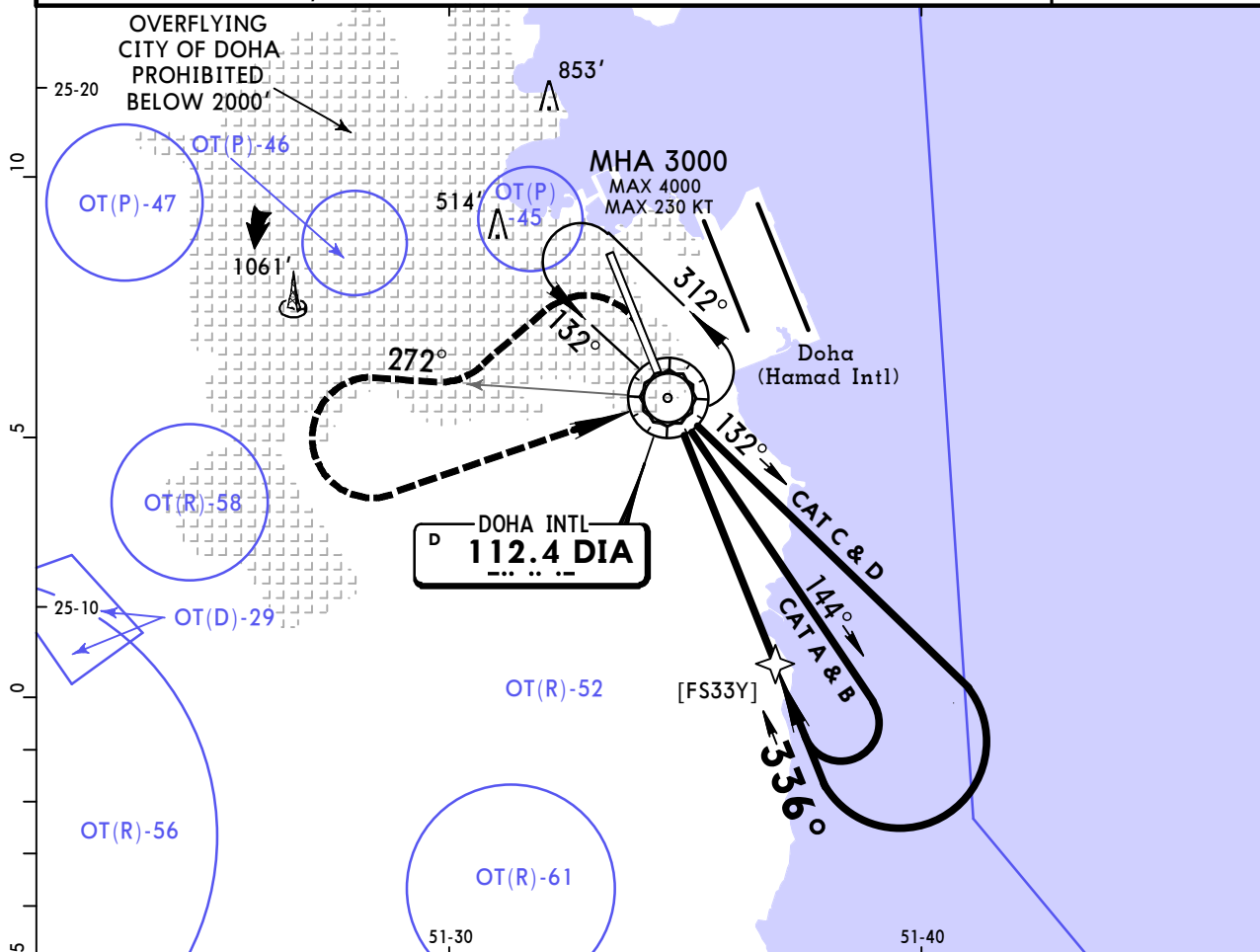
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OTBD
DOHA INTL

JEPPESSEN
16 JUN 17 **(13-3)** Eff 22 Jun

DOHA, QATAR
VOR Y Rwy 33

D-ATIS	DOHA Approach/Radar	DOHA Director (APP)	DOHA Tower	*Ground
126.450	119.725 121.1	119.4	118.9	121.925
VOR DIA 112.4	Final Apch Crs 336°	No FAF	CDFA DA/MDA(H) 470' (443')	Apt Elev 37' Rwy 27'
MISSED APCH: Turn LEFT as soon as practicable to intercept R-272 climbing to 2500'. At 2500' turn LEFT to VOR and hold. Climb and maintain 3000'. No turns prior to MAP. MAX 230 KT.				
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 150	Trans alt: 13000'	MSA DIA VOR



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	230 KT		DIA
Descent Angle	3.00°	372	478	531	637	743	849	PAPI	MAX	LT	112.4
MAP at VOR											R-272

	STRAIGHT-IN LANDING RWY 33				CIRCLE-TO-LAND			
	Standard		non-CDFA		Max Kts		MDA(H) VIS	
	DA/MDA(H)	ALS out	MDA(H)	ALS out				
A	470' (443')		470' (443')		100	620' (583')	1	1500m
B					135	850' (813')	1	1600m
C	RVR 1400m	RVR 2100m	RVR 1600m	RVR 2300m	180	1240' (1203')	1	2400m
D			RVR 1800m	RVR 2500m	205	1240' (1203')		3600m

1 or higher straight-in minimums.

CHANGES: MSA. Restriction note. Circling minimums.

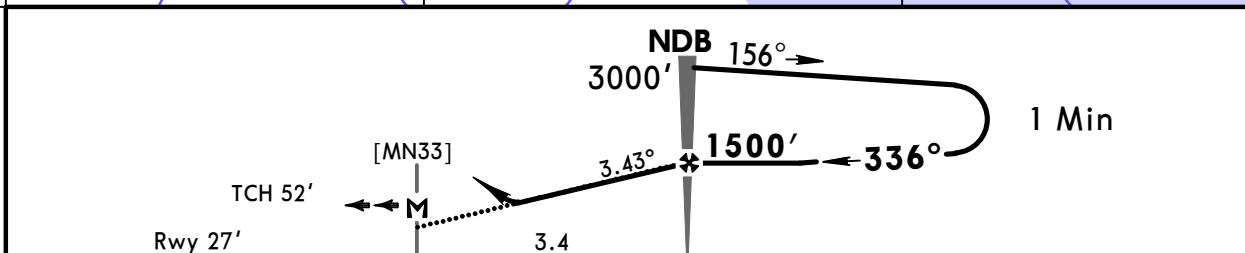
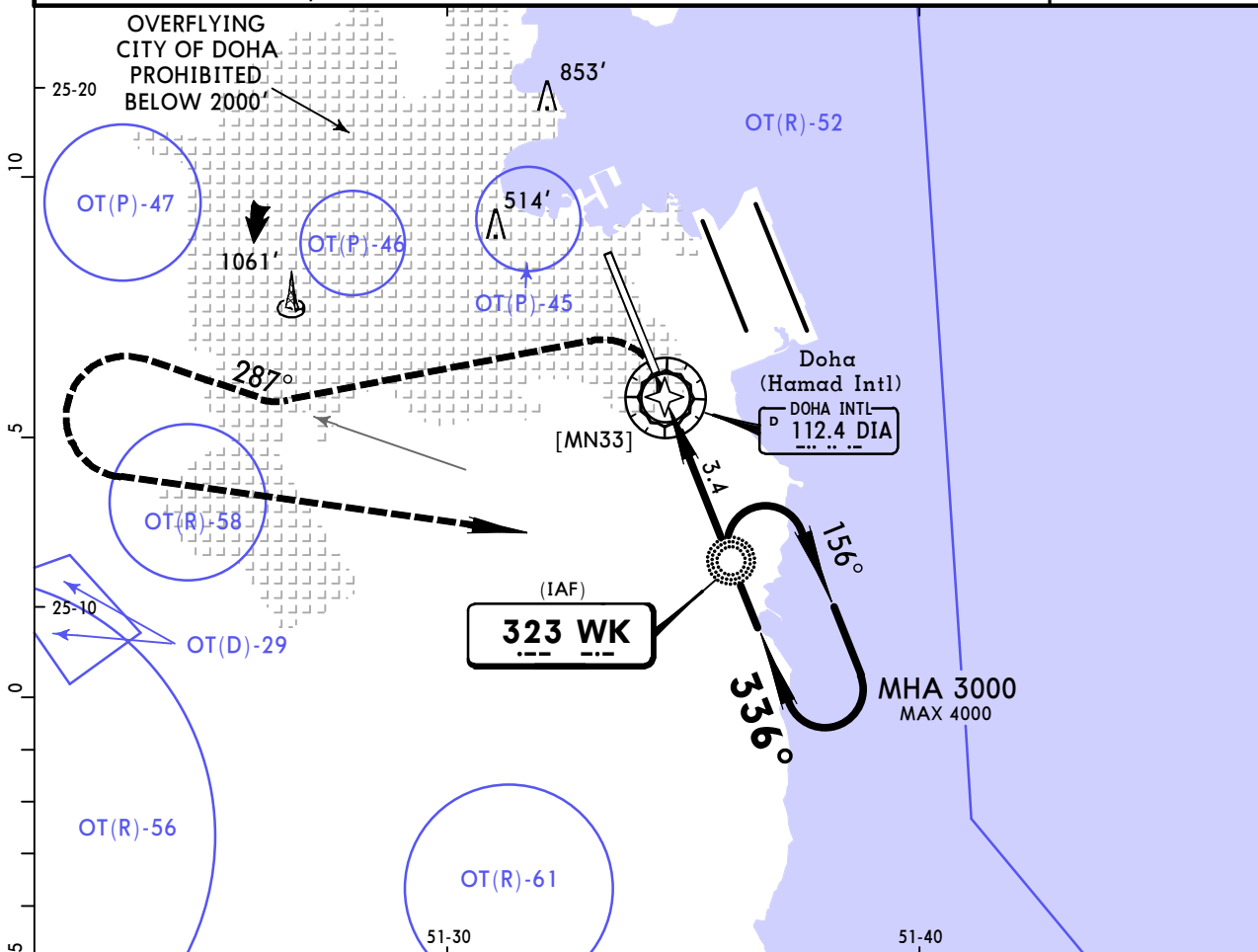
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DOHA INTL

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16 JUN 17 **(16-1)** Eff 22 Jun

DOHA, QATAR
NDB Rwy 33

D-ATIS	DOHA Approach/Radar	DOHA Director (APP)	DOHA Tower	*Ground
126.450	119.725 121.1	119.4	118.9	121.925
NDB WK 323	Final Apch Crs 336°	Minimum Alt WK 1500' (1473')	DA/MDA(H) Refer to Minimums	Apt Elev 37' Rwy 27'
MISSED APCH: Turn LEFT as soon as practicable to intercept 287° bearing from NDB climbing to 2500'. At 2500', turn LEFT to NDB and hold. Climb and maintain 3000'. No turns prior to MAP. MAX 230 KT.				2300
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 150	Trans alt: 13000'	MSA WK NDB



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	230 KT	287°
Descent Angle 3.43°	425	546	607	728	850	971		PAPI	MAX	from WK
NDB to MAP 3.4	2:55	2:16	2:02	1:42	1:27	1:16				323

STRAIGHT-IN LANDING RWY 33				CIRCLE-TO-LAND			
Missed apch climb grad mim 4.0% CDFA DA/MDA(H) 420' (393')		Missed apch climb grad mim 2.5% CDFA DA/MDA(H) 550' (523')					
ALS out		ALS out		Max Kts	MDA(H)	VIS	
A				100	620' (583')	1500m	
B				135	850' (813')	1600m	
C	RVR 1100m	RVR 1800m	RVR 1700m	180	1240' (1203')	2400m	
D				205	1240' (1203')	3600m	

1 or higher straight-in minimums.

CHANGES: Restriction note. Circling minimums.

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DOHA, (DOHA INTL - OTBD)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport OTBD

Type: Terminal

Effectivity: Temporary

Begin Date: 20190103

End Date: 20191231

Circle-to-land minimums CAT A changed for all procedures to MDA(H) 690' (653')

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

IATA code is DIA.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: 20190816

(11-2) ILS Rwy 33 minimums for ILS approach raised as follows: DA(H) for CAT A 244'(217'), CAT B 256'(229'), CAT C 264'(237'), CAT D 293'(266'), with FULL lights RVR 550m for CAT A & B & C and RVR 600m for CAT D, with TDZ or CL out RVR 550m (RVR 750m when a Flight Director or Autopilot or HUD to DA is not used) for CAT A & B & C and RVR 600m (RVR 750m when a Flight Director or Autopilot or HUD to DA is not used) for CAT D, without lights RVR 1200m for CAT A & B & C and RVR 1300m for CAT D. (11-2A) CAT II/III ILS Rwy 33 minimums for CAT II ILS approach raised as follows: DA(H) for CAT A 199'(172'), CAT B 217'(190'), CAT C 228'(201'), CAT D 243'(216'), RVR 450m for all categories.