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List of pages in this Trip Kit

General Information

Location: DOHA QAT
ICAO/IATA: OTHH / DOH
Lat/Long: N25° 16.5', E051° 36.5'
Elevation: 13 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 3.0° E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0207 Z
Sunset: 1458 Z

Runway Information

Runway: 16L
Length x Width: 15912 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 13 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 16R
Length x Width: 13944 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 13 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 34L
Length x Width: 13944 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 13 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 34R
Length x Width: 15912 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 13 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 126.850 Departure Service
ATIS: 126.825 Arrival Service
Hamad Tower: 118.525
Hamad Tower: 118.225 Secondary
Hamad Tower: 118.025
Hamad Ground: 119.075
Hamad Ground: 118.650
Hamad Ground: 120.225
Hamad Ground: 121.675 Secondary
Hamad Ground: 118.575
Hamad Ground: 118.075
Hamad Clearance Delivery: 120.875
Doha Approach: 125.125 Secondary
Doha Approach: 124.775
Doha Approach: 120.600 Secondary
Doha Approach: 119.725
Doha Radar: 121.100
Doha Direct (Approach Control Radar): 119.225 Secondary
Doha Direct (Approach Control Radar): 119.400
Doha Direct (Approach Control Radar): 121.125 Secondary
Doha Direct (Approach Control Radar): 121.775 Secondary
Doha Direct (Approach Control Radar): 123.875
Doha Radar: 121.625 Secondary
Doha Radar: 120.675
Doha Direct (Approach Control Radar): 124.050
Doha Radar: 119.150 Secondary

1. GENERAL

1.1. ATIS

D-ATIS Arrival 126.825
D-ATIS Departure 126.850

1.2. LOW VISIBILITY PROCEDURES (LVP)

LVP at Hamad International APT will be enforced whenever the meteorological visibility condition or the cloud ceiling does not meet the required standards. The procedures will ensure the protection of ILS CAT II/III operations and ILS LOC and GP signals up to ILS CAT III limits.

LVP will only be in force when activation message is broadcasted via ATIS DEP on 126.850 MHz and ATIS ARR on 126.825 MHz.

Requests for practice CAT II or CAT III approaches outside of LVP conditions may be approved but LVP will not be enforced as ILS signal protection cannot be guaranteed.

1.3. TRANSPONDER OPERATING PROCEDURES ON THE GROUND

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

1.4. RWY OPERATIONS

1.4.1. INDEPENDENT PARALLEL RWY OPERATIONS (IPO)

1.4.1.1. PROCEDURES

Simultaneous parallel RWY operations are in use, both for departures and for arrivals. Simultaneous parallel departures (SPD) can be conducted from any of the three parallel instrument RWYs. Simultaneous parallel approaches (SPA) according to the traffic imbalance or to mode of operations, can be conducted as Dependent Parallel Approaches (DPA) or Independent Parallel Approaches (IPA).

1.4.1.2. DEPENDENT PARALLEL APPROACHES (DPA)

DPA are simultaneous approaches to parallel or near-parallel instrument RWYs where radar separation minima between ACFT on adjacent extended RWY centerlines are prescribed.

During DPA operations a 1.5NM diagonal stagger shall be provided between inbound ACFT to OTHH RWYs.

During DPA operations a 2.0NM diagonal stagger shall be provided between inbound ACFT to OTHH West RWY and OTBD RWY.

DPA shall be notified to pilots via ATIS.

1.4.1.3. INDEPENDENT PARALLEL APPROACHES (IPA)

IPA are simultaneous approaches to parallel or near-parallel instrument RWYs where radar separation minima between ACFT on adjacent extended RWY center lines are not prescribed.

IPA shall be notified to pilots via ATIS.

When IPA are in operations, the following altitude or last assigned altitude have to be maintained after ILS clearance is granted until established on the GP. Pilots can expect to intercept the GP from 2500' for OTHH RWY 16L/34R and 3500' for OTHH RWY 16R/34L.

No early descend below GP to the final approach altitude is permitted unless instructed by ATC.

When IPA are in operation, base turn for RWYs 16L/34R (low side) will be instructed by ATC, only once the ACFT is maintaining the final intercept altitude 2500'.

1. GENERAL

1.4.1.4. NORMAL OPERATING ZONE (NOZ)

Airspace of defined dimensions extending to either side of an ILS LOC course final approach track. Only the inner half of the normal operating zone is taken into account in IPA.

1.4.1.5. NO TRANSGRESSION ZONE (NTZ)

In the context of IPA, a corridor of airspace of defined dimensions located centrally between the two extended RWY centerlines, where a penetration by an ACFT requires an ATCO intervention to maneuver any threatened ACFT on the adjacent approach.

1.4.1.6. RNP APPROACHES

RNP approaches will not be authorized for Simultaneous IPA.

Inbound flights unable to accept an ILS approach shall inform DOHA Approach on first contact.

Pilots shall monitor the DOHA ATIS (Arrival) for the expected instrument approach and mode of operation.

1.4.1.7. BREAK-OUT MANEUVERS

If any ACFT is committing a NTZ infringement, a Final Approach Monitoring Controller will provide a breakout instruction to the ACFT under their responsibility to protect it from the threat. Break-out maneuvers consist of heading and altitude instructions.

The Final Approach Monitoring Controller will override the relevant Tower frequency when issuing a break-out maneuver because of the infringement of the NTZ from the adjacent approach path.

1.4.2. SCHEDULED CLOSURE OF RWYs

RWY operations may be suspended if required for routine maintenance and/or operational reasons. Information will be available on ATIS.

1.5. TAXI OPERATIONS

All RWY crossings made under own power should be done with all ACFT engines running.

Code F ACFT operations are permitted on all TWYs except following TWYs:

- TWY E (between TWY D and stand B2 - MAX up to code E);
- TWY M1 (MAX up to code E except ACFT types with four engines e.g. B747 & A340 series);
- TWY N (MAX up to code E);
- TWY W (between TWY H and stand A4 - MAX up to code E);
- TWY Y (MAX up to code C).

1.5.1. SINGLE ENGINE TAXI OPERATIONS

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

Single engine taxi operation shall not be performed when:

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

1.6. PARKING INFORMATION

Pilot shall inform ATC in case of difficulty entering the stand on own power.

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

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

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

1. GENERAL

Parking stands (except for MARS stands, on apron 4, stands F12 thru F16, G7 thru G10, H7 thru H10 and 516 thru 519) are equipped with Visual Docking Guidance System (VDGS). General Aviation ACFT shall be guided by marshallers if no VDGS available.

Push and pull maneuvers will be required to achieve sufficient safety distance from stands A4, A6, A8, B2, B4 and B6.

1.6.1. USE OF AUXILIARY POWER UNIT (APU)

For environmental purposes, for ACFT parked at stands supplied with Ground Power Unit (GPU) and/or preconditioned air, the use of APU shall be avoided/not exceed 10 minutes in total between on-block time and departure of the ACFT from the stand. For stands not equipped with serviceable GPU and/or preconditioned air, the above limitations shall not apply.

1.6.2. PARKING RESTRICTIONS ON APRON 4

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

180° turn on the stands is not allowed.

1.6.3. APRON V BETWEEN ACFT STAND V7R AND TWY E

Stands V8, V8L, V10, V10L, V10R, V12, V12L and V12R are power-in and push-back stands.

If any of the stands mentioned above is/are in use, TWY V between stand V7R and TWY E shall be closed.

If TWY V between V7R and TWY E to be used as TWY, all stands mentioned above shall be closed.

1.7. REDUCED RWY SEPARATION MINIMA (RRSM) APPLICATION

Special landing and departing procedures are implemented at Hamad Intl APT for RWY 16L/34R and 16R/34L, subject to the procedures and conditions shown hereunder.

Note: Pilots unable to comply with the procedures due to their airline SOPs must inform ATC as soon as possible so that alternative clearances may be issued.

Note: RRSM procedures shall apply to CAT 1 and 2 ACFT types as if they were CAT 3 ACFT types.

Subject to the conditions for the application of RRSM the following procedures may be applied for H24 at OTHH between:

- Two successive landing ACFT; or
- A departing ACFT and a succeeding landing ACFT; or
- Two successive departing ACFT;

provided that:

- The tail wind component does not exceed 5 KT, measured at the landing THR, and there are no pilot 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;
- The pilot of the following ACFT is warned i.e. traffic information shall be provided to the pilot of the succeeding ACFT concerned;
- The RWY is dry and there is no evidence that the braking action may be adversely affected;
- The ATC is able to assess separation visually;

1. GENERAL

- 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.

1.7.1. LANDING FOLLOWING LANDING

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:

RWY 16L

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 A5); and is in motion and will vacate the RWY without stopping and/or backtracking.

RWY 34R

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 A7); and is in motion and will vacate the RWY without stopping and/or backtracking.

RWY 16R

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 R); and is in motion and will vacate the RWY without stopping and/or backtracking.

RWY 34L

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 L8); and is in motion and will vacate the RWY without stopping and/or backtracking.

Note: Landing RRSM will only be applied between two successive arrivals provided both ACFT have been instructed to vacate at published Rapid Exit TWYs (RETs).

1.7.2. LANDING FOLLOWING DEPARTURE

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:

RWY 16L

The preceding departing ACFT will be airborne and has passed a point at least 7874'/2400m from the THR of the RWY (abeam TWY A5), or if not airborne, will be at least 7874'/2400m from the THR of the RWY.

RWY 34R

The preceding departing ACFT will be airborne and has passed a point at least 7874'/2400m from the THR of the RWY (abeam TWY A7), or if not airborne, will be at least 7874'/2400m from the THR of the RWY.

RWY 16R

The preceding departing ACFT will be airborne and has passed a point at least 7874'/2400m from the THR of the RWY (abeam TWY R), or if not airborne, will be at least 7874'/2400m from the THR of the RWY.

RWY 34L

The preceding departing ACFT will be airborne and has passed a point at least 7874'/2400m from the THR of the RWY (abeam TWY L8), or if not airborne, will be at least 7874'/2400m from the THR of the RWY.

Note: Pilots should be aware of the possibility of a go-around when no landing clearance has been received approaching 2NM from the THR, with another ACFT lined up or departing.

1. GENERAL

1.7.3. DEPARTURE FOLLOWING DEPARTURE

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 that ATC has reasonable assurance that:

RWY 16L

The preceding ACFT will be airborne and passed a point at least 7874'/2400m from the THR of the RWY (abeam TWY A5) by the time the succeeding ACFT commences its take-off roll and minimum separation will continue to exist, constant or increasing, between the two departing ACFT immediately after take-off of the second ACFT.

RWY 34R

The preceding ACFT will be airborne and passed a point at least 7874'/2400m from the THR of the RWY (abeam TWY A7) by the time the succeeding ACFT commences its take-off roll and minimum separation will continue to exist, constant or increasing, between the two departing ACFT immediately after take-off of the second ACFT.

RWY 16R

The preceding ACFT will be airborne and has passed a point at least 7874'/2400m from the THR of the RWY (abeam TWY R) by the time the succeeding ACFT commences its take-off roll and minimum separation will continue to exist, constant or increasing, between the two departing ACFT immediately after take-off of the second ACFT.

RWY 34L

The preceding ACFT will be airborne and has passed a point at least 7874'/2400m from the THR of the RWY (abeam TWY L8) by the time the succeeding ACFT commences its take-off roll and minimum separation will continue to exist, constant or increasing, between the two departing ACFT immediately after take-off of the second ACFT.

Note: The succeeding departure may commence its take-off roll subject to the same provisos above when departing from:

- RWY 16L from A11;
- RWY 34R from A1;
- RWY 16R from L11;
- RWY 34L from L1.

1.7.4. TRAFFIC INFORMATION PHRASEOLOGY FOR PILOT OF FOLLOWING ACFT

When applying RRSM in a scenario where the RWY is temporarily occupied by a previously landed or departing ACFT, ATC shall provide a warning (traffic information) to the following ACFT when issuing the landing clearance or departure clearance.

The following examples illustrate ICAO standard phraseology that will be used:

- Landing Clearance Phraseology:
  - "(Call sign), (traffic information) (wind) (RWY) cleared to land";
  - "(Call sign), (type) departing ahead (wind) (RWY) cleared to land".
- Departing Clearance Phraseology:
  - "(Call sign), (type) departing ahead (wind) (RWY) cleared for take-off".

Note: When necessary or desirable in order to expedite traffic, a landing ACFT may be requested to expedite vacating the RWY. When there is a requirement to expedite departing traffic, a clearance for immediate take-off may be issued to an ACFT before it enters the RWY.

1. GENERAL

1.8. OTHER INFORMATION

Birds in vicinity of APT.

Large vessel movements are expected in waters close to THR of RWY 16L (approximate distance 2600m/1.40NM) and of RWY 16R (approximate distance 2420m/1.31NM). Information on heights of these vessels can be provided by ATC, if required.

Amended flight procedures will be published via NOTAM during the cruise ship season between 01 October and 30 April (every year). Operators are advised to monitor all NOTAM related to this subject. D-ATIS information will be available in addition to the NOTAM.

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;
- When established on final approach, maintain 180 KT till 10NM from THR and 160 KT till 4NM from THR. An instruction by ATC to comply with 'standard speeds' shall mean that pilots are expected to maintain these speeds on final approach;
- A380 will maintain 180 KT when established on final approach to 10NM final and then reduction to 160 KT to 5NM final.

Speeds are applied for ATC separation purposes.

All speed restrictions are to be flown as accurately as possible. ACFT unable to conform to these speeds must inform ATC in advance 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. ARRIVAL ACFT CONTACT PROCEDURE

On first contact with ATC (entering Qatar FIR) pilots shall mention:

- ACFT call sign;
- Assigned flight level;
- Arrival D-ATIS letter.

If no instruction has been received, landing ACFT are advised to contact HAMAD Tower East on frequency 118.525 MHz or HAMAD Tower West on frequency 118.025 MHz not later than 5NM on final.

2.3. CAT II/III OPERATIONS

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

2.4. RWY OPERATIONS

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

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

2. ARRIVAL

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

- RWY 16L - TWYs A8, A7 and A3.
- RWY 16R - TWYs L8, L5, L3, M9, M7 and M5.
- RWY 34L - TWYs L4, L6, L9, M6, M8 and M10.
- RWY 34R - TWYs A4, A5 and A9.

2.4.1. HIGH INTENSITY RWY OPERATION (HIRO) FOR ARRIVING ACFT

To increase RWY capacity, RWY occupancy times must be reduced to a minimum.

HIRO may only be in force when the RWY surface condition is dry and adverse weather conditions are not present. ATC will inform via ATIS if HIRO for arriving ACFT is in force (Phrase: "High Intensity RWY Operation in force").

During HIRO operations, pilots shall only use standard rapid exit TWYs (RET's) and are encouraged to vacate the landing RWY within 60 seconds.

Note: ACFT shall not vacate the RWY via A6 or L7, unless instructed by ATC.

RWY ID	Standard RWY Exit	Distance to Turn-off*
16L	A7	6217' (1895m)
34R	A5	6581' (2006m)
16R	M7	6467' (1971m)
34L	M8	6040' (1841m)

* Distance from THR to turn-off intersection.

Note: ATC will expect flights to vacate the RWY in accordance with the standard exits unless advised by TWR of an alternative exit.

Note: Pilots unable to comply with HIRO shall advise TWR on first contact.

Note: All rapid exit TWYs (RET's) are equipped with rapid TWY indicator lights (RETIL).

Pilots are encouraged to refer to the following rapid exit TWY configuration information to decide proper exit taxi speed.

Design Speed	Radius	Exit Angle	Straight Distance on RET
50 KT	1804' (550m)	29°	A3 thru A5 and A7 thru A9 (RWY 16L/34R) 886'(270m) L3 thru L6, L8 and L9 (RWY 16R/34L) 886'(270m) M5 thru M10 (RWY 16R/34L) 984'(300m)

After landing, ACFT must not stop on rapid exit TWYs but should continue taxi via the following taxi procedures, unless otherwise instructed by TWR:

- If vacating RWY 16L, continue via TWY B southbound.
- If vacating RWY 34R, continue via TWY B northbound.
- If vacating RWY 16R, continue via TWY K/M southbound.
- If vacating RWY 16R and parking stand is planned on apron 5, expect a northbound turn onto TWY K (HIRO is not applicable).
- If vacating RWY 34L, continue via TWY M northbound, unless ATC instructs to vacate to the East (If vacating to the East, HIRO is not applicable).

2.5. OTHER

Possible ILS GP signal fluctuations for arriving ACFT on RWY 34L 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.

3. DEPARTURE

3.1. CONTACT PROCEDURES

Flight crew should inform HAMAD Clearance Delivery (if requesting clearance via frequency) or Ground Control on first contact if the ACFT livery differs from the call sign. Departing ACFT shall contact HAMAD Clearance Delivery on 120.875 MHz up to 25 minutes prior to EOBT and pass the following information:

- ACFT call sign;
- Type of ACFT;
- Departure D-ATIS letter;
- Parking stand;
- Requested flight level;
- Destination.

All departing ACFT should remain on TWR frequency after departure and report passing 1000'.

Departures from RWY 34L/16R should expect to be transferred to DOHA Approach West on 119.725 MHz and departures from RWY 34R/16L should expect to be transferred to DOHA Approach East on 124.775 MHz.

Departure clearance via Data Link (DCL) and departure clearances by voice on HAMAD Clearance Delivery on 120.875 MHz may be requested by aircrew up to 25 minutes prior to EOBT. Requests for RWY in use should be avoided. Aircrews should as far as practicable only contact Clearance Delivery when requesting departure clearance.

3.2. APT COLLABORATIVE DECISION MAKING (A-CDM)

3.2.1. GENERAL

A-CDM

Concept of operations has been implemented at OTHH, to optimize APT operations by having an efficient turnaround process, departure and arrival sequencing planning and overall improving the predictability of events.

A-CDM involves the sharing of accurate and timely information between APT operator, ACFT operators, ground handlers and ATC through different supporting systems and implementing a set of operational procedures.

Target Off-Block Time (TOBT)

The time an ACFT Operator (AO) or Ground Handling Agent (GHA) or APT authority estimates that an ACFT will be ready, all doors closed, boarding bridge removed, push-back vehicle connected to the ACFT and ready to start-up/push-back immediately upon reception of approval from ATC.

Target Start-Up Approval Time (TSAT)

The time provided by ATC that an ACFT can expect start-up/push-back approval, based on RWY sequencing, push-back and taxi constraints and ATFM measures - Calculated Take-Off Time (CTOT), if applicable.

3.2.2. A-CDM PRE-DEPARTURE PROCEDURES

A-CDM procedures apply to all flights departing from OTHH, except HEAD, Military, SAR, MEDEVAC, HOSP and other special flights, whereby ATC shall have full discretion in the conduct of such operations.

A-CDM will generate and calculate an automated system - TOBT taking into account the Estimated/Actual In-Block Time (EIBT/AIBT), minimum turnaround time and Scheduled Time of Departure (SOBT).

The ground handler (Qatar Aviation Services - QAS) will confirm the system generated TOBT at 45 minutes and later as required update the prior calculated TOBT. TOBT can be updated to an earlier time if needed. TOBT is subsequently updated to an accuracy of ±5 minutes if changes are expected.

3. DEPARTURE

TOBT is available through:

- A-CDM platform;
- Turnaround coordinator;
- Parking stands equipped with VDGS.

TSAT information is available through:

- A-CDM platform at 30 minutes before TOBT;
- Turnaround coordinator;
- Parking stands equipped with VDGS shall display TSAT.

Note: Flight deck crew shall not contact ATC for start-up request earlier than TSAT -2 minutes.

3.2.3. A-CDM START-UP PROCEDURES

ATC/En-route Clearance request:
ATC will communicate TSAT to flight deck crew (if available) but only via voice, DCL cannot provide TSAT.

Flight deck crew shall ensure ACFT is ready to push-back at TOBT.

Start-up and push-back clearance:
The flight deck crew must have a valid ATC en-route clearance.

3.2.3.1. TSAT

At TSAT ±2 minutes:

- Flight deck crew to call the appropriate ATC frequency, allocated during en-route clearance, to request start and push-back or start and taxi.
- Flight deck crew shall continue monitoring the ATC frequency.
- ATC will advise ATC-related changes to TSAT via frequency (if required).
- ACFT are supposed to push-back at TSAT ±2 minutes.

At TSAT +5 minutes:

- If the push-back cannot be executed by TSAT +5 minutes due to any reason (and the crew requested and received start-up clearance from ATC within the TSAT ±2 minutes window), it is the flight deck crew's responsibility to advise the ground handler and its airline representatives to update TOBT accordingly for a new TSAT.
- The flight deck crew may be required to coordinate with ATC for new clearances (start-up approval and/or en-route clearance if required) based on the new TSAT.

Note: Flight deck crew shall not contact ATC or report ready for start-up request prior TSAT. Unless start-up on parking stand is required, ref 3.2.3.2.

3.2.3.2. START-UP PROCEDURE ON PARKING STAND

If an ACFT requires to start engine/s while on parking stand (i.e due APU INOP), flight deck crew shall request engine start on stand at a time that ensures TSAT is met (i.e TSAT -5 minutes.)

Push-back request (after engine start on stand) shall be made at TSAT ±2minutes.

Ref 3.2.3.1. item b., if at TSAT +5 minutes push-back cannot be executed.

3.3. SPEED RESTRICTIONS

All departing ACFTs are required to MAINTAIN 250 KT until passing 10000' unless otherwise instructed by ATC or required by SID.

All traffic departing via B457/UB457 and M444/UM444 are required to cross TULUB at or above FL180 and to not exceed 300 KT.

All traffic departing via L934/UL934 are required to cross LUBET at or above FL180 and to not exceed 300 KT.

3. DEPARTURE

3.4. RWY OPERATIONS

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

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

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

3.4.1. HIGH INTENSITY RWY OPERATION (HIRO) FOR DEPARTING ACFT (ALL RWYs)

HIRO for departing ACFT are in force 24 hours.

All checks should be completed when reaching the assigned holding point.

Line-up without delay when cleared by ATC.

React promptly to take-off clearance.

Whenever possible, use intersection for departures:

RWY ID	Intersection	TORA
16L	A10	13392′ (4082m)
34R	A2	13996′ (4266m)
16R	L10/M11	11857′ (3614m)
	M12	12523′ (3817m)
34L	L2/M4	11962′ (3646m)
	M3	12418′ (3785m)

Note: Pilots should advise GMC/TWR on first contact if unable to accept an intersection departure.

3.5. ACFT TRANSPONDER OPERATING PROCEDURE

ACFT at Parking Stand

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

During Push-back

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

3.6. OTHER INFORMATION

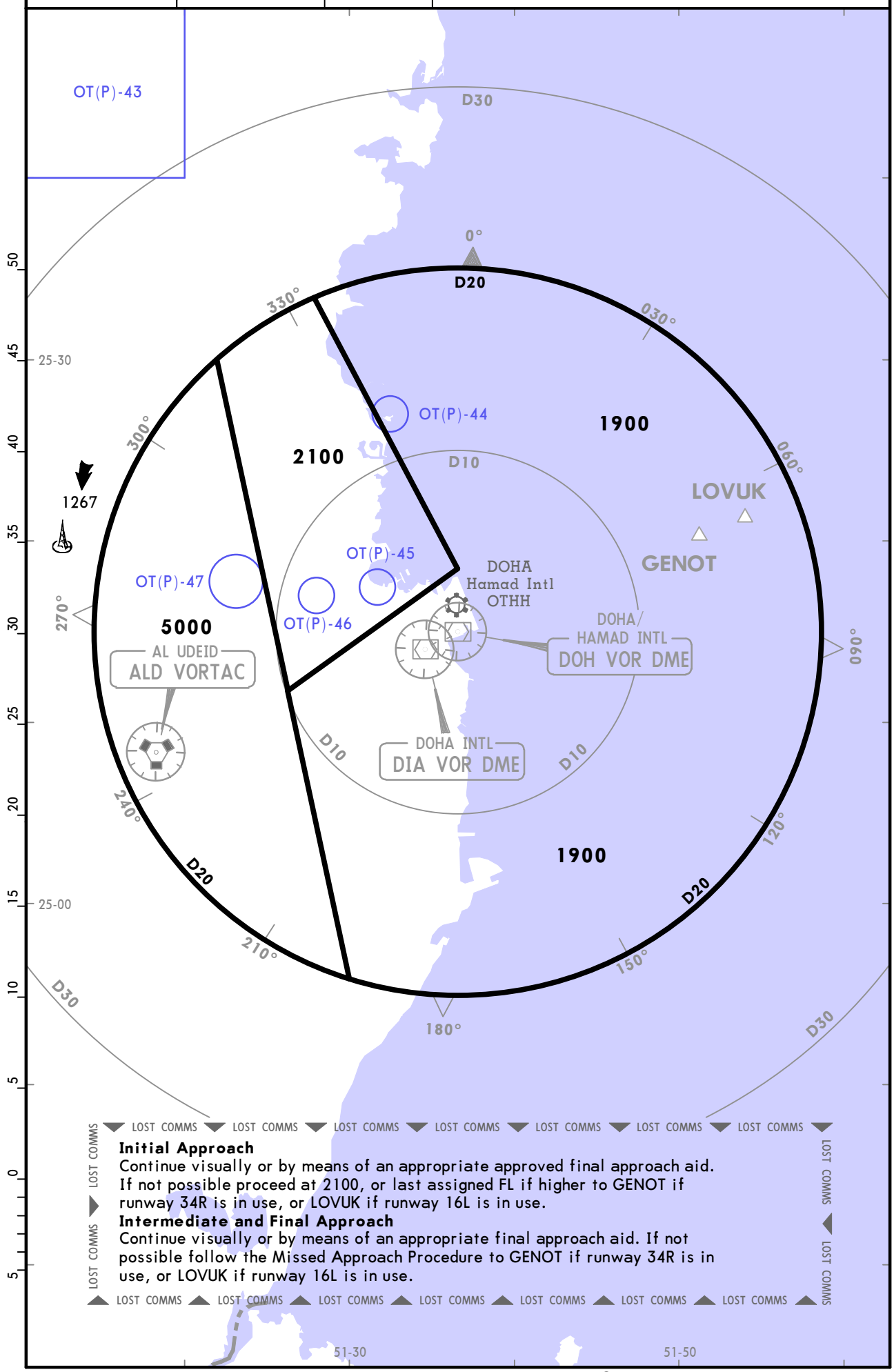
ACFT departing on RWY 16R/34L should be aware of possible TCAS warnings due to VFR (helicopter) operations East of OTBD RWY 15/33. OTBD VFR helicopter traffic is deemed separated from OTHH departing traffic.

OTHH/DOH
HAMAD INTL

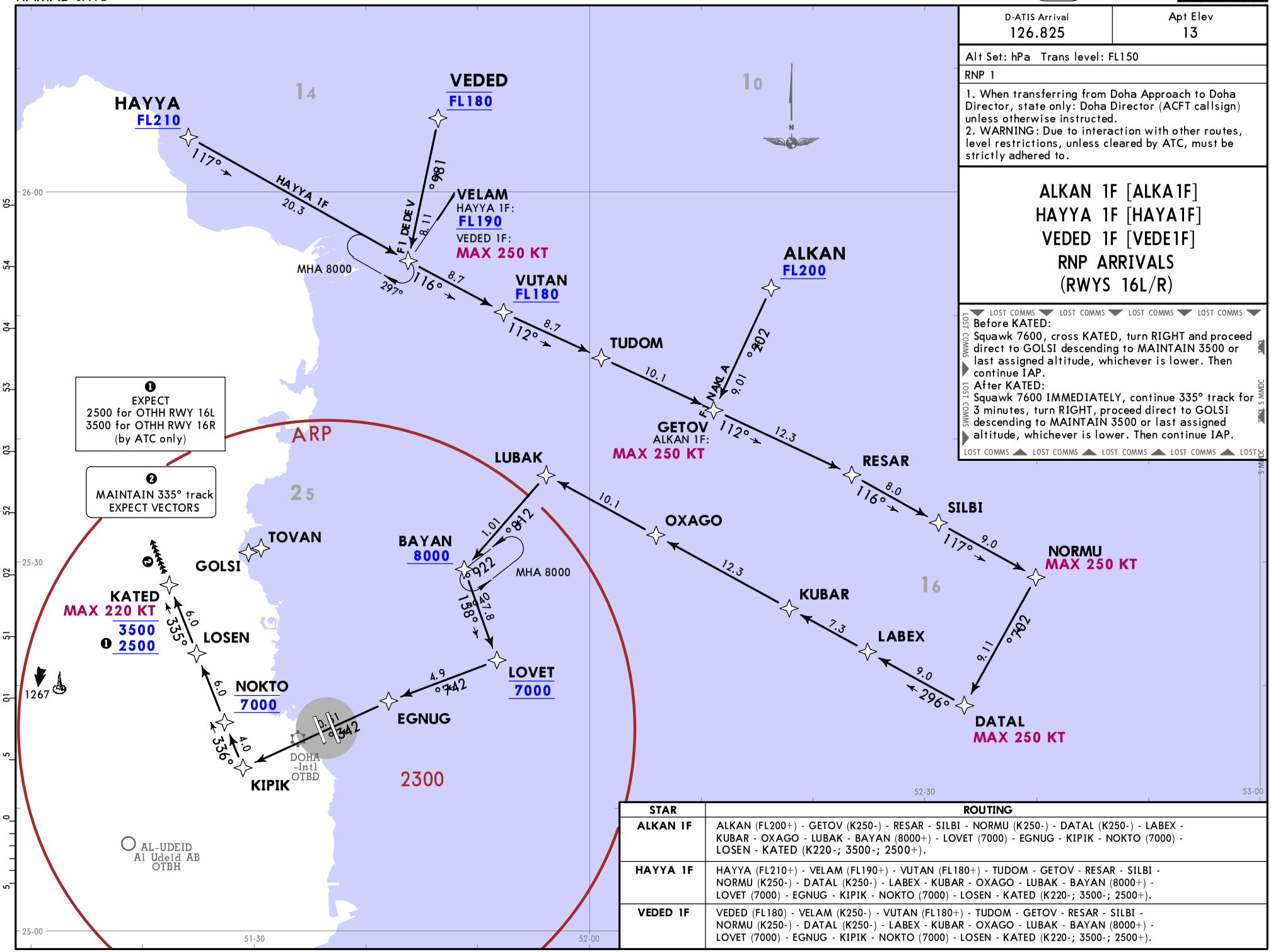
JEPPESEN
26 AUG 22 (20-1R) Eff 8 Sep

DOHA, QATAR
RADAR MINIMUM ALTITUDES

DOHA Radar (APP) North	DOHA Radar (APP) South	Apt Elev	
121.1	120.675X	13	Alt Set: hPa Trans level: FL150 Trans alt: 13000 This chart may only be used for cross-checking of altitudes while under RADAR control.



CHANGES: DOHA Approach/Radar frequencies.



D-ATIS Arrival	Apt Elev
126.825	13

Alt Set: hPa Trans level: FL150

RNP 1

1. When transferring from Doha Approach to Doha Director, state only: Doha Director (ACFT callsign) unless otherwise instructed.
2. WARNING: Due to interaction with other routes, level restrictions, unless cleared by ATC, must be strictly adhered to.

ALKAN 1F [ALKA1F]
HAYYA 1F [HAYA1F]
VEDED 1F [VEDE1F]
RNP ARRIVALS
(RWYS 16L/R)

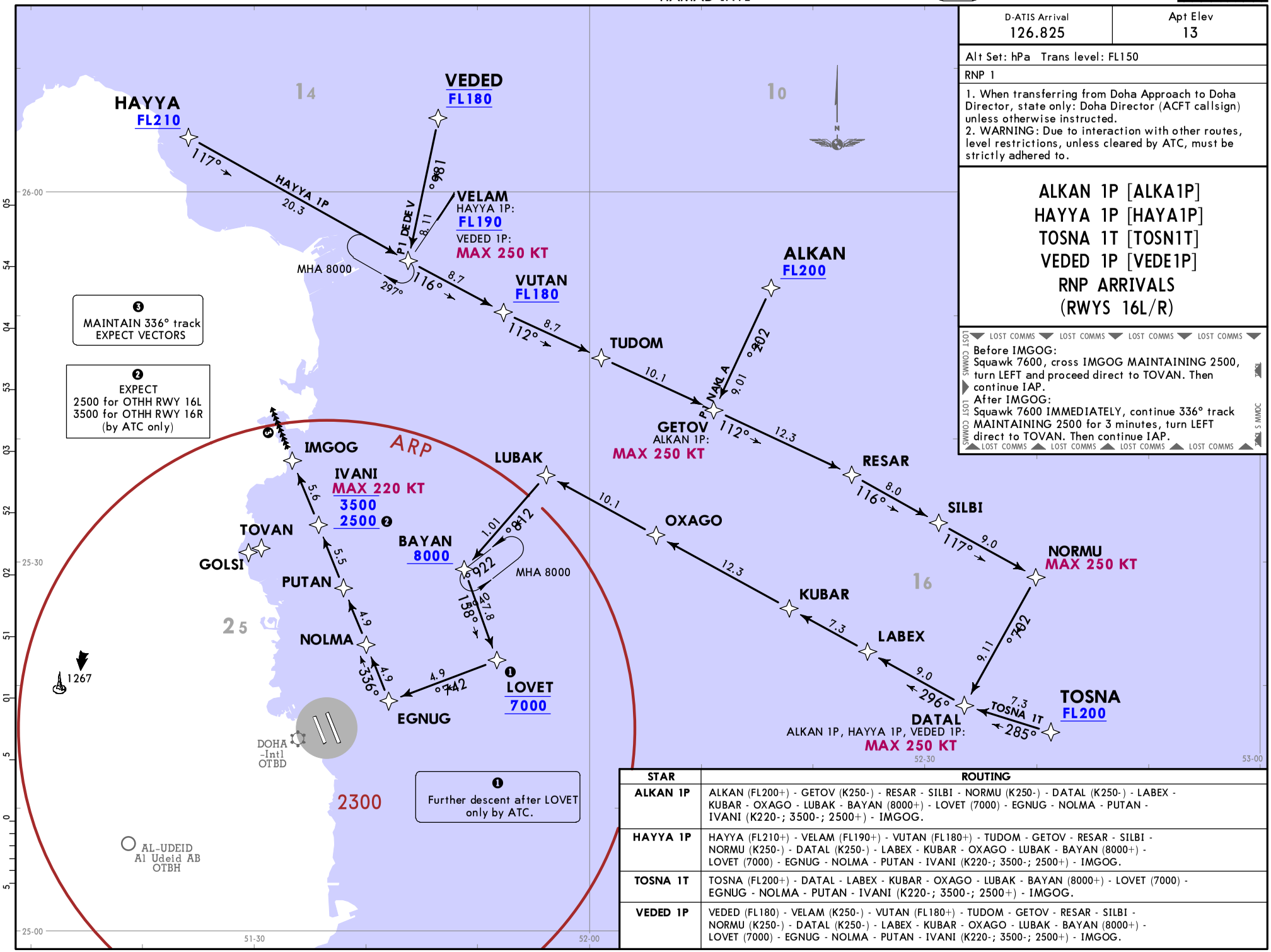
LOST COMMS

Before KATED:
Squawk 7600, cross KATED, turn RIGHT and proceed direct to GOLSI descending to MAINTAIN 3500 or last assigned altitude, whichever is lower. Then continue IAP.

After KATED:
Squawk 7600 IMMEDIATELY, continue 335° track for 3 minutes, turn RIGHT, proceed direct to GOLSI descending to MAINTAIN 3500 or last assigned altitude, whichever is lower. Then continue IAP.

STAR	ROUTING
ALKAN 1F	ALKAN (FL200+) - GETOV (K250-) - RESAR - SILBI - NORMU (K250-) - DATAL (K250-) - LABEX - KUBAR - OXAGO - LUBAK - BAYAN (8000+) - LOVET (7000) - EGNUG - KIPIK - NOKTO (7000) - LOSEN - KATED (K220-; 3500-; 2500+).
HAYYA 1F	HAYYA (FL210+) - VELAM (FL190+) - VUTAN (FL180+) - TUDOM - GETOV - RESAR - SILBI - NORMU (K250-) - DATAL (K250-) - LABEX - KUBAR - OXAGO - LUBAK - BAYAN (8000+) - LOVET (7000) - EGNUG - KIPIK - NOKTO (7000) - LOSEN - KATED (K220-; 3500-; 2500+).
VEDED 1F	VEDED (FL180) - VELAM (K250-) - VUTAN (FL180+) - TUDOM - GETOV - RESAR - SILBI - NORMU (K250-) - DATAL (K250-) - LABEX - KUBAR - OXAGO - LUBAK - BAYAN (8000+) - LOVET (7000) - EGNUG - KIPIK - NOKTO (7000) - LOSEN - KATED (K220-; 3500-; 2500+).

CHANGES: STAR RASDI 1F replaced by HAYYA 1F, wpt RASDI renamed HAYYA.



D-ATIS Arrival	Apt Elev
126.825	13

Alt Set: hPa Trans level: FL150

RNP 1

1. When transferring from Doha Approach to Doha Director, state only: Doha Director (ACFT callsign) unless otherwise instructed.
2. WARNING: Due to interaction with other routes, level restrictions, unless cleared by ATC, must be strictly adhered to.

ALKAN 1P [ALKA1P]
HAYYA 1P [HAYA1P]
TOSNA 1T [TOSN1T]
VEDED 1P [VEDE1P]
RNP ARRIVALS
(RWYS 16L/R)

LOST COMMS

Before IMGOG:
Squawk 7600, cross IMGOG MAINTAINING 2500, turn LEFT and proceed direct to TOVAN. Then continue IAP.

After IMGOG:
Squawk 7600 IMMEDIATELY, continue 336° track MAINTAINING 2500 for 3 minutes, turn LEFT direct to TOVAN. Then continue IAP.

STAR	ROUTING
ALKAN 1P	ALKAN (FL200+) - GETOV (K250-) - RESAR - SILBI - NORMU (K250-) - DATAL (K250-) - LABEX - KUBAR - OXAGO - LUBAK - BAYAN (8000+) - LOVET (7000) - EGNUG - NOLMA - PUTAN - IVANI (K220-; 3500-; 2500+) - IMGOG.
HAYYA 1P	HAYYA (FL210+) - VELAM (FL190+) - VUTAN (FL180+) - TUDOM - GETOV - RESAR - SILBI - NORMU (K250-) - DATAL (K250-) - LABEX - KUBAR - OXAGO - LUBAK - BAYAN (8000+) - LOVET (7000) - EGNUG - NOLMA - PUTAN - IVANI (K220-; 3500-; 2500+) - IMGOG.
TOSNA 1T	TOSNA (FL200+) - DATAL - LABEX - KUBAR - OXAGO - LUBAK - BAYAN (8000+) - LOVET (7000) - EGNUG - NOLMA - PUTAN - IVANI (K220-; 3500-; 2500+) - IMGOG.
VEDED 1P	VEDED (FL180) - VELAM (K250-) - VUTAN (FL180+) - TUDOM - GETOV - RESAR - SILBI - NORMU (K250-) - DATAL (K250-) - LABEX - KUBAR - OXAGO - LUBAK - BAYAN (8000+) - LOVET (7000) - EGNUG - NOLMA - PUTAN - IVANI (K220-; 3500-; 2500+) - IMGOG.

CHANGES: STAR RASDI 1P replaced by HAYYA 1P, wpt RASDI renamed HAYYA.

JEPPESEN
17 MAR 23 (20-2B) Eff 23 Mar

DOHA, QATAR
RNAV STAR

D-ATIS Arrival	Apt Elev
126.825	13

Alt Set: hPa Trans level: FL150

RNP 1

1. When transferring from Doha Approach to Doha Director, state only: Doha Director (ACFT callsign) unless otherwise instructed.
2. WARNING: Due to interaction with other routes, level restrictions, unless cleared by ATC, must be strictly adhered to.

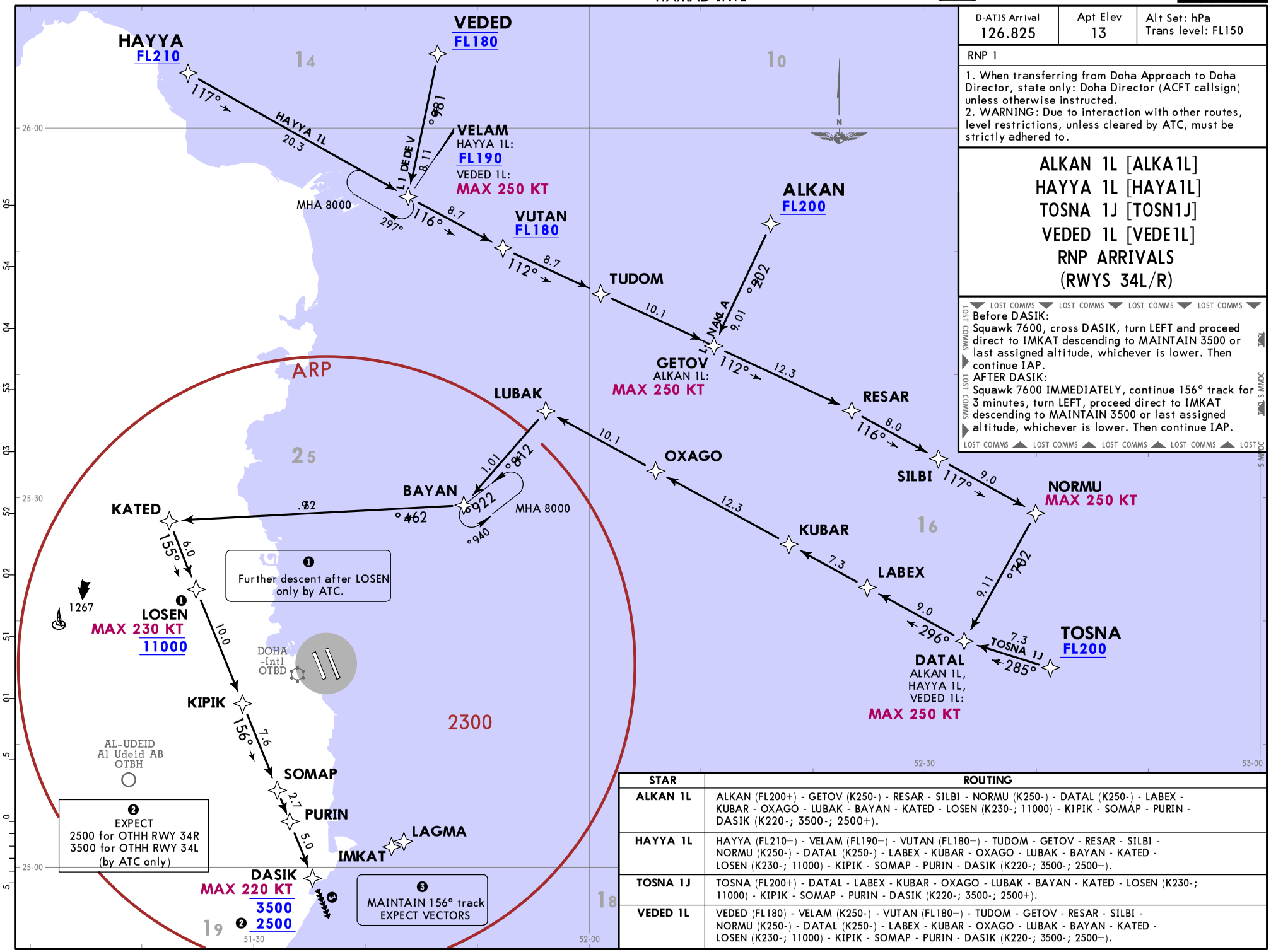
ALKAN 1H [ALKA1H]
HAYYA 1H [HAYA1H]
VEDED 1H [VEDE1H]
RNP ARRIVALS
(RWYS 16L/R)

LOST COMMS
Before IMGOG:
Squawk 7600, cross IMGOG MAINTAINING 2500, turn LEFT and proceed direct to TOVAN. Then continue IAP.
After IMGOG:
Squawk 7600 IMMEDIATELY, continue 336° track MAINTAINING 2500 for 3 minutes, turn LEFT direct to TOVAN. Then continue IAP.

HAYYA
FL210
117°
HAYYA 1H
20.3
VEDED
FL180
098°
VELAM
HAYYA 1H:
FL190
VEDED 1H:
MAX 250 KT
HI DEDEV
8.11
MHA 8000
297°
116°
8.7
VUTAN
FL180
112°
8.7
TUDOM
MAX
250 KT
ALKAN
FL200
3.8
322°
HI NAKLA
SENKI
5.01
302°
3.51
322°
14.3
6.2
271°
SIVET
6000
LUBAK
IMGOG
MAX 220 KT
3500
2500
TOVAN
GOLSI
ARP
❷ MAINTAIN 336° track
EXPECT VECTORS
❶ EXPECT
2500 for OTHH RWY 16L
3500 for OTHH RWY 16R
(by ATC only)
1267
DOHA
-Intl
OTBD
AL-UDEID
Al Udeid AB
OTBH
2300
14
10
16
25
19
18
26-00
25-30
25-00
51-30
52-00
52-30

STAR	ROUTING
ALKAN 1H	ALKAN (FL200+) - SENKI - LUBAK - SIVET (6000-) - IMGOG (K220-; 3500-; 2500+).
HAYYA 1H	HAYYA (FL210+) - VELAM (FL190+) - VUTAN (FL180+) - TUDOM (K250-) - LUBAK - SIVET (6000-) - IMGOG (K220-; 3500-; 2500+).
VEDED 1H	VEDED (FL180) - VELAM (K250-) - VUTAN (FL180+) - TUDOM (K250-) - LUBAK - SIVET (6000-) - IMGOG (K220-; 3500-; 2500+).

CHANGES: STAR RASDI 1H replaced by HAYYA 1H, wpt RASDI renamed HAYYA.



D-ATIS Arrival	Apt Elev	Alt Set: hPa
126.825	13	Trans level: FL150

RNP 1

1. When transferring from Doha Approach to Doha Director, state only: Doha Director (ACFT callsign) unless otherwise instructed.
2. WARNING: Due to interaction with other routes, level restrictions, unless cleared by ATC, must be strictly adhered to.

ALKAN 1L [ALKA1L]
HAYYA 1L [HAYA1L]
TOSNA 1J [TOSN1J]
VEDED 1L [VEDE1L]
RNP ARRIVALS
(RWYS 34L/R)

LOST COMMS

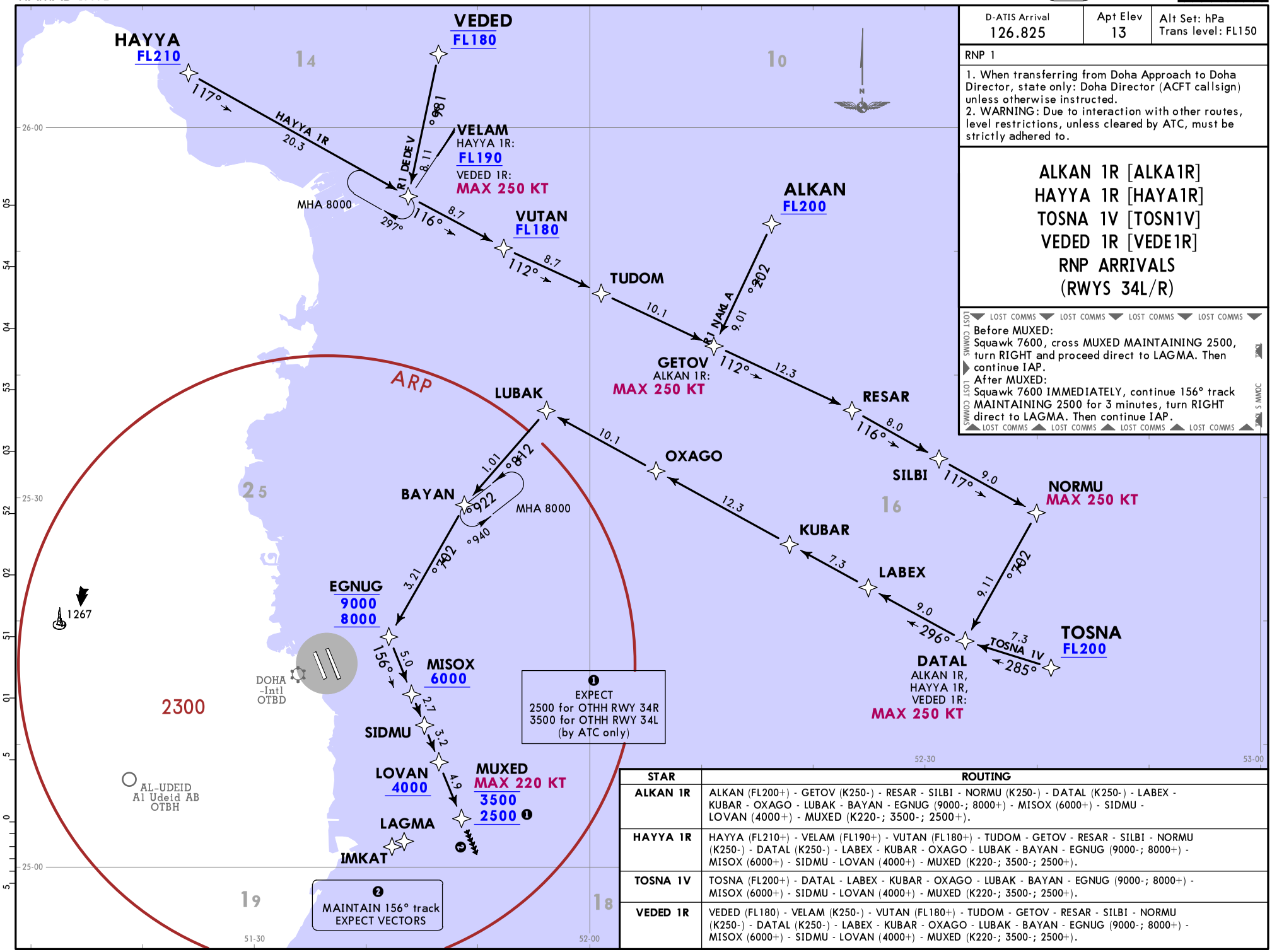
Before DASIK:
Squawk 7600, cross DASIK, turn LEFT and proceed direct to IMKAT descending to MAINTAIN 3500 or last assigned altitude, whichever is lower. Then continue IAP.

AFTER DASIK:
Squawk 7600 IMMEDIATELY, continue 156° track for 3 minutes, turn LEFT, proceed direct to IMKAT descending to MAINTAIN 3500 or last assigned altitude, whichever is lower. Then continue IAP.

STAR	ROUTING
ALKAN 1L	ALKAN (FL200+) - GETOV (K250-) - RESAR - SILBI - NORMU (K250-) - DATAL (K250-) - LABEX - KUBAR - OXAGO - LUBAK - BAYAN - KATED - LOSEN (K230-; 11000) - KIPIK - SOMAP - PURIN - DASIK (K220-; 3500-; 2500+).
HAYYA 1L	HAYYA (FL210+) - VELAM (FL190+) - VUTAN (FL180+) - TUDOM - GETOV - RESAR - SILBI - NORMU (K250-) - DATAL (K250-) - LABEX - KUBAR - OXAGO - LUBAK - BAYAN - KATED - LOSEN (K230-; 11000) - KIPIK - SOMAP - PURIN - DASIK (K220-; 3500-; 2500+).
TOSNA 1J	TOSNA (FL200+) - DATAL - LABEX - KUBAR - OXAGO - LUBAK - BAYAN - KATED - LOSEN (K230-; 11000) - KIPIK - SOMAP - PURIN - DASIK (K220-; 3500-; 2500+).
VEDED 1L	VEDED (FL180) - VELAM (K250-) - VUTAN (FL180+) - TUDOM - GETOV - RESAR - SILBI - NORMU (K250-) - DATAL (K250-) - LABEX - KUBAR - OXAGO - LUBAK - BAYAN - KATED - LOSEN (K230-; 11000) - KIPIK - SOMAP - PURIN - DASIK (K220-; 3500-; 2500+).

CHANGES: STAR RASDI 1L replaced by HAYYA 1L, wpt RASDI renamed HAYYA.

JEPPESEN DOHA, QATAR
5 MAY 23 20-2D Eff 18 May RNAV STAR



D-ATIS Arrival	Apt Elev	Alt Set: hPa
126.825	13	Trans level: FL150

RNP 1

1. When transferring from Doha Approach to Doha Director, state only: Doha Director (ACFT callsign) unless otherwise instructed.
2. WARNING: Due to interaction with other routes, level restrictions, unless cleared by ATC, must be strictly adhered to.

ALKAN 1R [ALKA1R]
HAYYA 1R [HAYA1R]
TOSNA 1V [TOSN1V]
VEDED 1R [VEDE1R]
RNP ARRIVALS
(RWYS 34L/R)

LOST COMMS

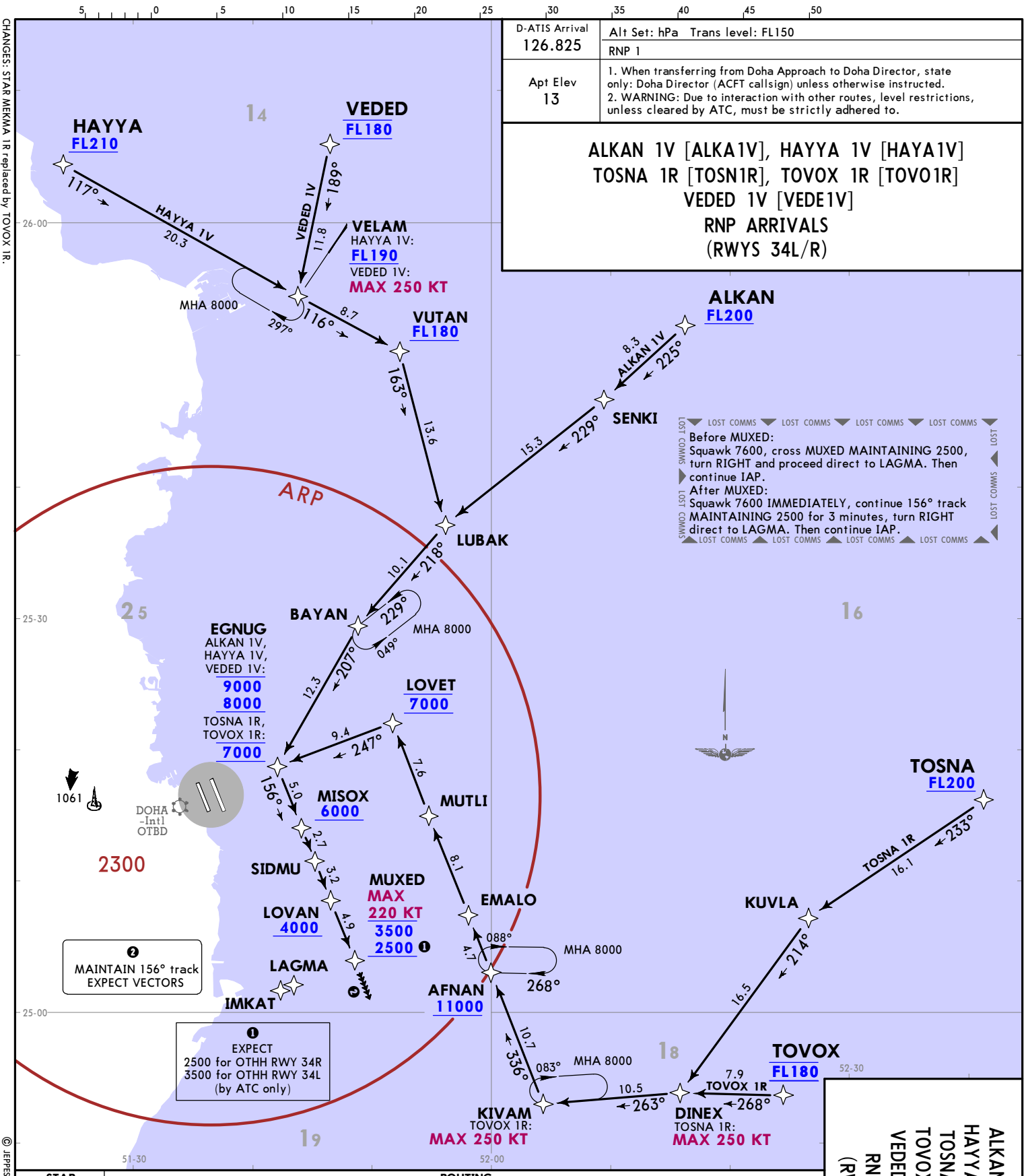
Before MUXED:
Squawk 7600, cross MUXED MAINTAINING 2500, turn RIGHT and proceed direct to LAGMA. Then continue IAP.
After MUXED:
Squawk 7600 IMMEDIATELY, continue 156° track MAINTAINING 2500 for 3 minutes, turn RIGHT direct to LAGMA. Then continue IAP.

STAR	ROUTING
ALKAN 1R	ALKAN (FL200+) - GETOV (K250-) - RESAR - SILBI - NORMU (K250-) - DATAL (K250-) - LABEX - KUBAR - OXAGO - LUBAK - BAYAN - EGNUG (9000-; 8000+) - MISOX (6000+) - SIDMU - LOVAN (4000+) - MUXED (K220-; 3500-; 2500+).
HAYYA 1R	HAYYA (FL210+) - VELAM (FL190+) - VUTAN (FL180+) - TUDOM - GETOV - RESAR - SILBI - NORMU (K250-) - DATAL (K250-) - LABEX - KUBAR - OXAGO - LUBAK - BAYAN - EGNUG (9000-; 8000+) - MISOX (6000+) - SIDMU - LOVAN (4000+) - MUXED (K220-; 3500-; 2500+).
TOSNA 1V	TOSNA (FL200+) - DATAL - LABEX - KUBAR - OXAGO - LUBAK - BAYAN - EGNUG (9000-; 8000+) - MISOX (6000+) - SIDMU - LOVAN (4000+) - MUXED (K220-; 3500-; 2500+).
VEDED 1R	VEDED (FL180) - VELAM (K250-) - VUTAN (FL180+) - TUDOM - GETOV - RESAR - SILBI - NORMU (K250-) - DATAL (K250-) - LABEX - KUBAR - OXAGO - LUBAK - BAYAN - EGNUG (9000-; 8000+) - MISOX (6000+) - SIDMU - LOVAN (4000+) - MUXED (K220-; 3500-; 2500+).

CHANGES: None.

D-ATIS Arrival	Alt Set: hPa Trans level: FL150
126.825	RNP 1
Apt Elev 13	1. When transferring from Doha Approach to Doha Director, state only: Doha Director (ACFT callsign) unless otherwise instructed. 2. WARNING: Due to interaction with other routes, level restrictions, unless cleared by ATC, must be strictly adhered to.

ALKAN 1V [ALKA1V], HAYYA 1V [HAYA1V]
TOSNA 1R [TOSN1R], TOVOX 1R [TOVO1R]
VEDED 1V [VEDE1V]
RNP ARRIVALS
(RWYS 34L/R)



STAR	ROUTING
ALKAN 1V	ALKAN (FL200+) - SENKI - LUBAK - BAYAN - EGNUG (9000-; 8000+) - MISOX (6000+) - SIDMU - LOVAN (4000+) - MUXED (K220-; 3500-; 2500+).
HAYYA 1V	HAYYA (FL210+) - VELAM (FL190+) - VUTAN (FL180+) - LUBAK - BAYAN - EGNUG (9000-; 8000+) - MISOX (6000+) - SIDMU - LOVAN (4000+) - MUXED (K220-; 3500-; 2500+).
TOSNA 1R	TOSNA (FL200+) - KUVLA - DINEX (K250-) - KIVAM - AFNAN (11000+) - EMALO - MUTLI - LOVET (7000) - EGNUG (7000) - MISOX (6000+) - SIDMU - LOVAN (4000+) - MUXED (K220-; 3500-; 2500+).
TOVOX 1R	TOVOX (FL180) - DINEX - KIVAM (K250-) - AFNAN (11000+) - EMALO - MUTLI - LOVET (7000) - EGNUG (7000) - MISOX (6000+) - SIDMU - LOVAN (4000+) - MUXED (K220-; 3500-; 2500+).
VEDED 1V	VEDED (FL180) - VELAM (K250-) - VUTAN (FL180+) - LUBAK - BAYAN - EGNUG (9000-; 8000+) - MISOX (6000+) - SIDMU - LOVAN (4000+) - MUXED (K220-; 3500-; 2500+).

ALKAN 1V [ALKA1V]
HAYYA 1V [HAYA1V]
TOSNA 1R [TOSN1R]
TOVOX 1R [TOVO1R]
VEDED 1V [VEDE1V]
RNP ARRIVALS
(RWYS 34L/R)

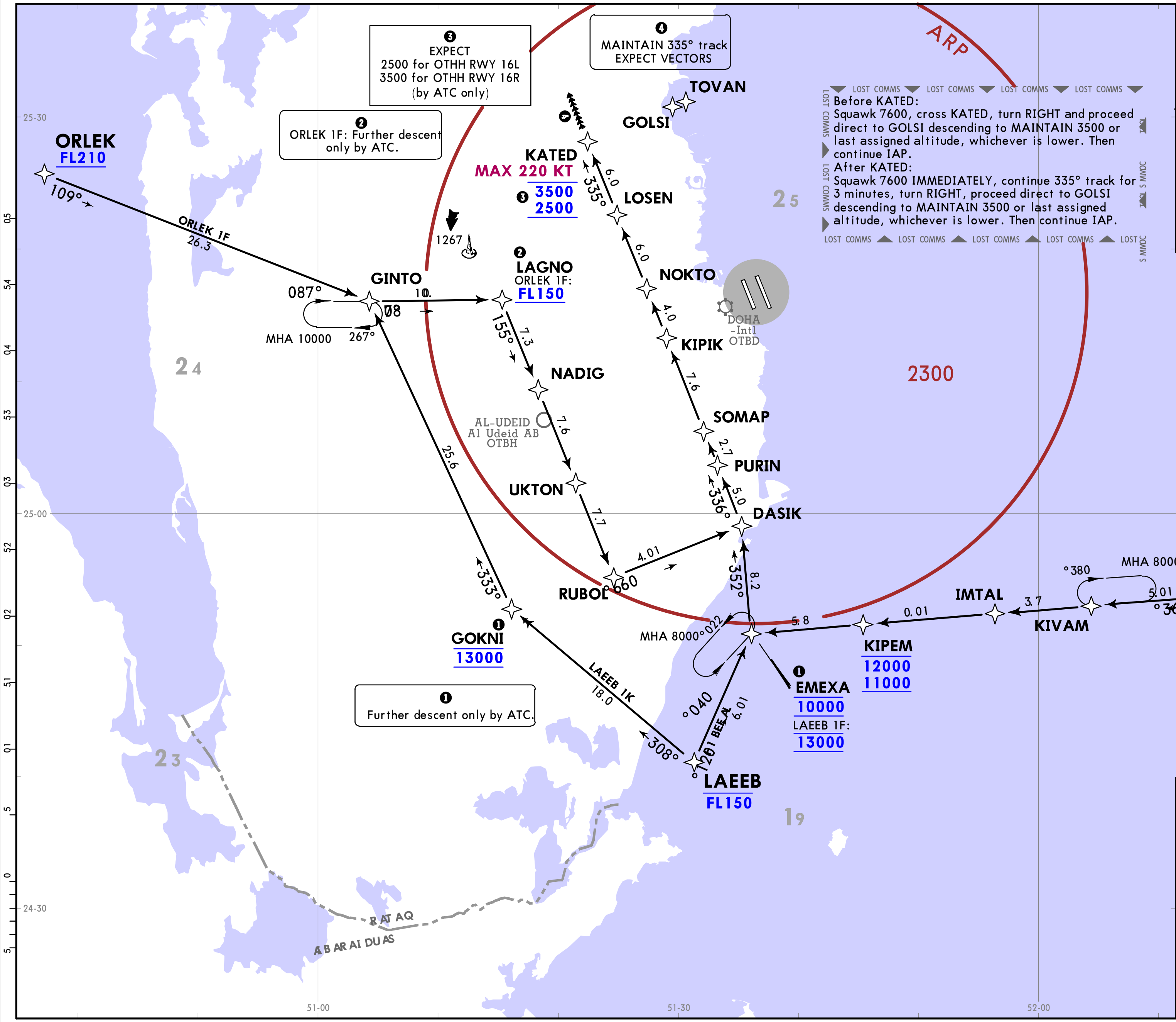
OTHH/DOH
HAMAD INTL

JEPPESEN
5 MAY 23
20-2E
Eff 18 May

DOHA, QATAR
RNAV STAR

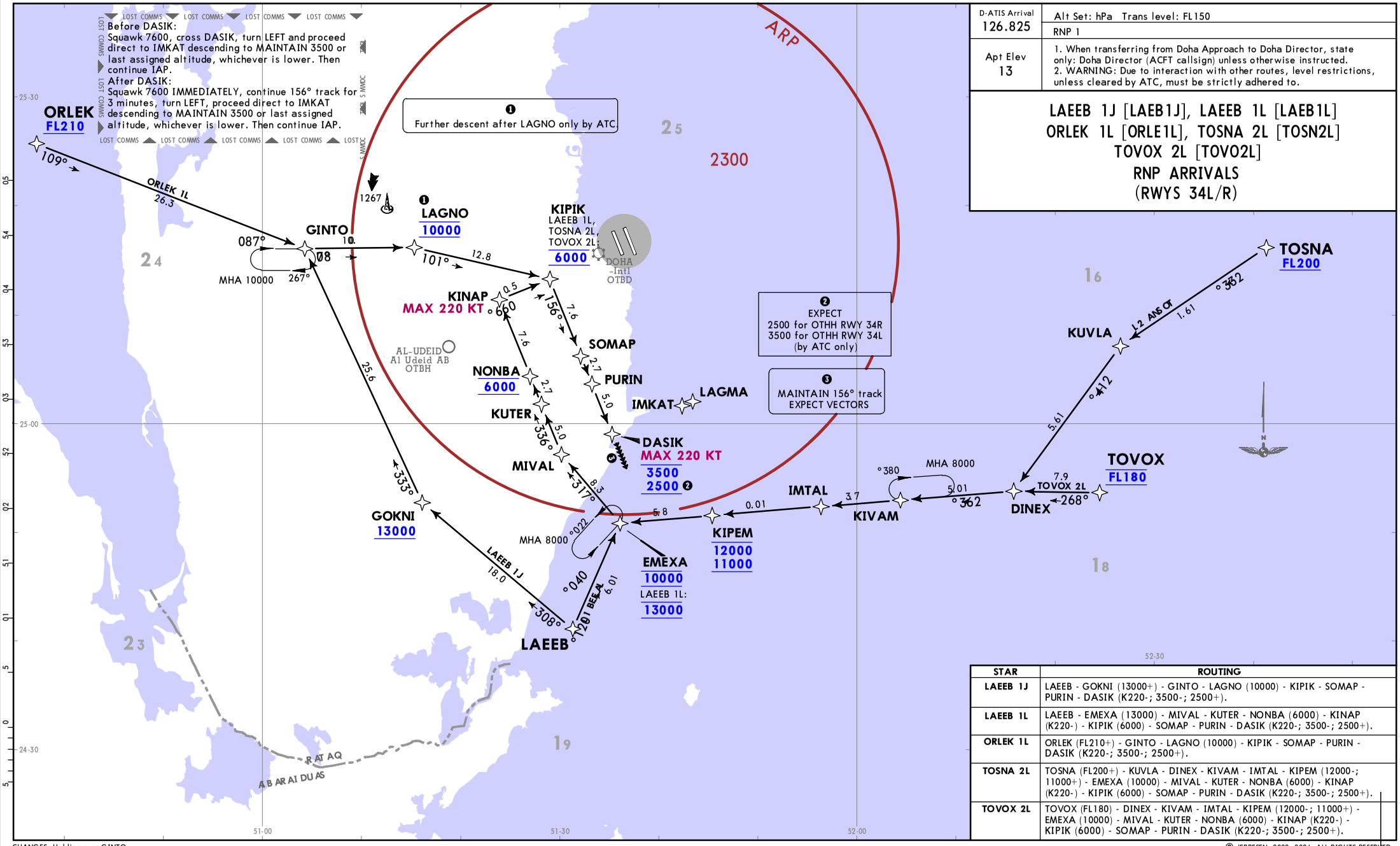
D-ATIS Arrival	Alt Set: hPa Trans level: FL150
126.825	RNP 1
Apt Elev 13	1. When transferring from Doha Approach to Doha Director, state only: Doha Director (ACFT callsign) unless otherwise instructed. 2. WARNING: Due to interaction with other routes, level restrictions, unless cleared by ATC, must be strictly adhered to.

LAEEB 1F [LAEB1F], LAEEB 1K [LAEB1K] ORLEK 1F [ORLE1F], TOSNA 2F [TOSN2F] TOVOX 2F [TOVO2F] RNP ARRIVALS (RWYS 16L/R)



STAR	ROUTING
LAEEB 1F	LAEEB (FL150-) - EMEXA (13000) - DASIK - PURIN - SOMAP - KIPIK - NOKTO - LOSEN - KATED (K220-; 3500-; 2500+).
LAEEB 1K	LAEEB (FL150-) - GOKNI (13000) - GINTO - LAGNO - NADIG - UKTON - RUBOL - DASIK - PURIN - SOMAP - KIPIK - NOKTO - LOSEN - KATED (K220-; 3500-; 2500+).
ORLEK 1F	ORLEK (FL210+) - GINTO - LAGNO (FL150+) - NADIG - UKTON - RUBOL - DASIK - PURIN - SOMAP - KIPIK - NOKTO - LOSEN - KATED (K220-; 3500-; 2500+).
TOSNA 2F	TOSNA (FL200+) - KUVLA - DINEX - KIVAM - IMTAL - KIPEM (12000-; 11000+) - EMEXA (10000) - DASIK - PURIN - SOMAP - KIPIK - NOKTO - LOSEN - KATED (K220-; 3500-; 2500+).
TOVOX 2F	TOVOX (FL180) - DINEX - KIVAM - IMTAL - KIPEM (12000-; 11000+) - EMEXA (10000) - DASIK - PURIN - SOMAP - KIPIK - NOKTO - LOSEN - KATED (K220-; 3500-; 2500+).

CHANGES: Holding over GINTO.



D-ATIS Arrival 126.825	Alt Set: hPa Trans level: FL150
	RNP 1
Apt Elev 13	1. When transferring from Doha Approach to Doha Director, state only: Doha Director (ACFT callsign) unless otherwise instructed. 2. WARNING: Due to interaction with other routes, level restrictions, unless cleared by ATC, must be strictly adhered to.

LAEEB 1J [LAEB1J], LAEEB 1L [LAEB1L]
ORLEK 1L [ORLE1L], TOSNA 2L [TOSN2L]
TOVOX 2L [TOVO2L]
RNP ARRIVALS
(RWYS 34L/R)

STAR	ROUTING
LAEEB 1J	LAEEB - GOKNI (13000+) - GINTO - LAGNO (10000) - KIPIK - SOMAP - PURIN - DASIK (K220-; 3500-; 2500+).
LAEEB 1L	LAEEB - EMEXA (13000) - MIVAL - KUTER - NONBA (6000) - KINAP (K220-) - KIPIK (6000) - SOMAP - PURIN - DASIK (K220-; 3500-; 2500+).
ORLEK 1L	ORLEK (FL210+) - GINTO - LAGNO (10000) - KIPIK - SOMAP - PURIN - DASIK (K220-; 3500-; 2500+).
TOSNA 2L	TOSNA (FL200+) - KUVLA - DINEX - KIVAM - IMTAL - KIPEM (12000-; 11000+) - EMEXA (10000) - MIVAL - KUTER - NONBA (6000) - KINAP (K220-) - KIPIK (6000) - SOMAP - PURIN - DASIK (K220-; 3500-; 2500+).
TOVOX 2L	TOVOX (FL180) - DINEX - KIVAM - IMTAL - KIPEM (12000-; 11000+) - EMEXA (10000) - MIVAL - KUTER - NONBA (6000) - KINAP (K220-) - KIPIK (6000) - SOMAP - PURIN - DASIK (K220-; 3500-; 2500+).

CHANGES: Holding over GINTO.

JEPPESEN
5 MAY 23 20-2H Eff 18 May

DOHA, QATAR

RNAV STAR

D-ATIS Arrival	Apt Elev
126.825	13

Alt Set: hPa Trans level: FL150

RNP 1

1. When transferring from Doha Approach to Doha Director, state only: Doha Director (ACFT callsign) unless otherwise instructed.
2. WARNING: Due to interaction with other routes, level restrictions, unless cleared by ATC, must be strictly adhered to.

TOSNA 1P [TOSN1P]
TOVOX 1P [TOV01P]
RNP ARRIVALS
(RWYS 16L/R)

LOST COMMS

Before IMGOG:
Squawk 7600, cross IMGOG MAINTAINING 2500, turn LEFT and proceed direct to TOVAN. Then continue IAP.
After IMGOG:
Squawk 7600 IMMEDIATELY, continue 336° track MAINTAINING 2500 for 3 minutes, turn LEFT direct to TOVAN. Then continue IAP.

❸ MAINTAIN 336° track
EXPECT VECTORS

❷ EXPECT
2500 for OTHH RWY 16L
3500 for OTHH RWY 16R
(by ATC only)

❶ Further descent after SIDMU only by ATC.

ARP

IMGOG
IVANI
MAX 220 KT
3500
2500 ❷
TOVAN
GOLSI
PUTAN
NOLMA
EGNUG
❶ SIDMU
8000
MUXED
UKOBA
11000
KIVAM
TOSNA 1P:
MAX 250 KT
DINEX
KUVLA
TOSNA
FL200
TOVOX
FL180

5.6
5.5
4.9
4.9
7.7
8.1
336°
9.3
8.7
380°
305°
MHA 8000
5.01
362°
7.9
TOVOX 1P
268°
5.61
312°
P1 ANS OT
1.61
332°

DOHA
-Intl
OTBD
1061
AL-UDEID
Al Udeid AB
OTBH
2300

25-30
25-00
51-30
52-00
52-30
53-00

STAR	ROUTING
TOSNA 1P	TOSNA (FL200+) - KUVLA - DINEX - KIVAM (K250-) - UKOBA (11000) - MUXED - SIDMU (8000+) - EGNUG - NOLMA - PUTAN - IVANI (K220-; 3500-; 2500+) - IMGOG.
TOVOX 1P	TOVOX (FL180) - DINEX - KIVAM - UKOBA (11000) - MUXED - SIDMU (8000+) - EGNUG - NOLMA - PUTAN - IVANI (K220-; 3500-; 2500+) - IMGOG.

CHANGES: STAR MEKMA 1P replaced by TOVOX 1P.

JEPPESEN
31 JAN 25 20-3

DOHA, QATAR

RNAV SID

DOHA Approach East	Apt Elev	Trans alt: 13000
124.775X	13	RNP 1

1. Remain on Tower frequency after departure and report passing 1000. EXPECT to be transferred to DOHA Approach East.
2. On initial contact with DOHA Approach include designated SID.
3. WARNING: Due to interaction with other routes, level restrictions, unless cleared by ATC, must be strictly adhered to.

ALVEN 2M [ALVE2M]
LUBET 1M [LUBE1M]
LUBET 1Y [LUBE1Y]
TULUB 1M [TULU1M]
RNP DEPARTURES
(RWY 16L)

LOST COMMS
-Squawk 7600.
-Climb to 3000 or last assigned ALT/FL, whichever is higher.
-Leave last assigned ALT/FL 3 minutes after reaching it or after selecting squawk code, whichever is later.
-Continue climb to flight plan FL and proceed to first en-route point according to flight plan.

LUBET
FL180
By ATC only

TULUB
FL180
By ATC only

MISEL

PATOM
FL160
By ATC only

IMSUN
FL170

ALVEN
FL150
By ATC only

ALNAK

EMISA

DEBIL
13000

GIBIN

PASIS
8000
7000

GIDOS
5000

DERTI
4000

MIRAV
MAX 250 KT

KIVOD
500

ARP

2300

7.2 318°
18.2 TULUB 1M 295°
13.9 LUBET 1Y 318°
30.3 296°
15.8 296°
8.4 335°
7.9 334°
7.1 NM A 341° LUBET 1M
3.6
12.3 LUBET 1Y TULUB 1M 339°
8.5
3.0 NM A 310° MI TEBUL
7.4
5.9
6.0 336°
1.8 156°

❷ Further climb clearance by ATC

❶ Turn when passing 500 but not before KIVOD.

DOHA -Intl OTBD

AL-UDEID
Al Udeid AB
OTBH

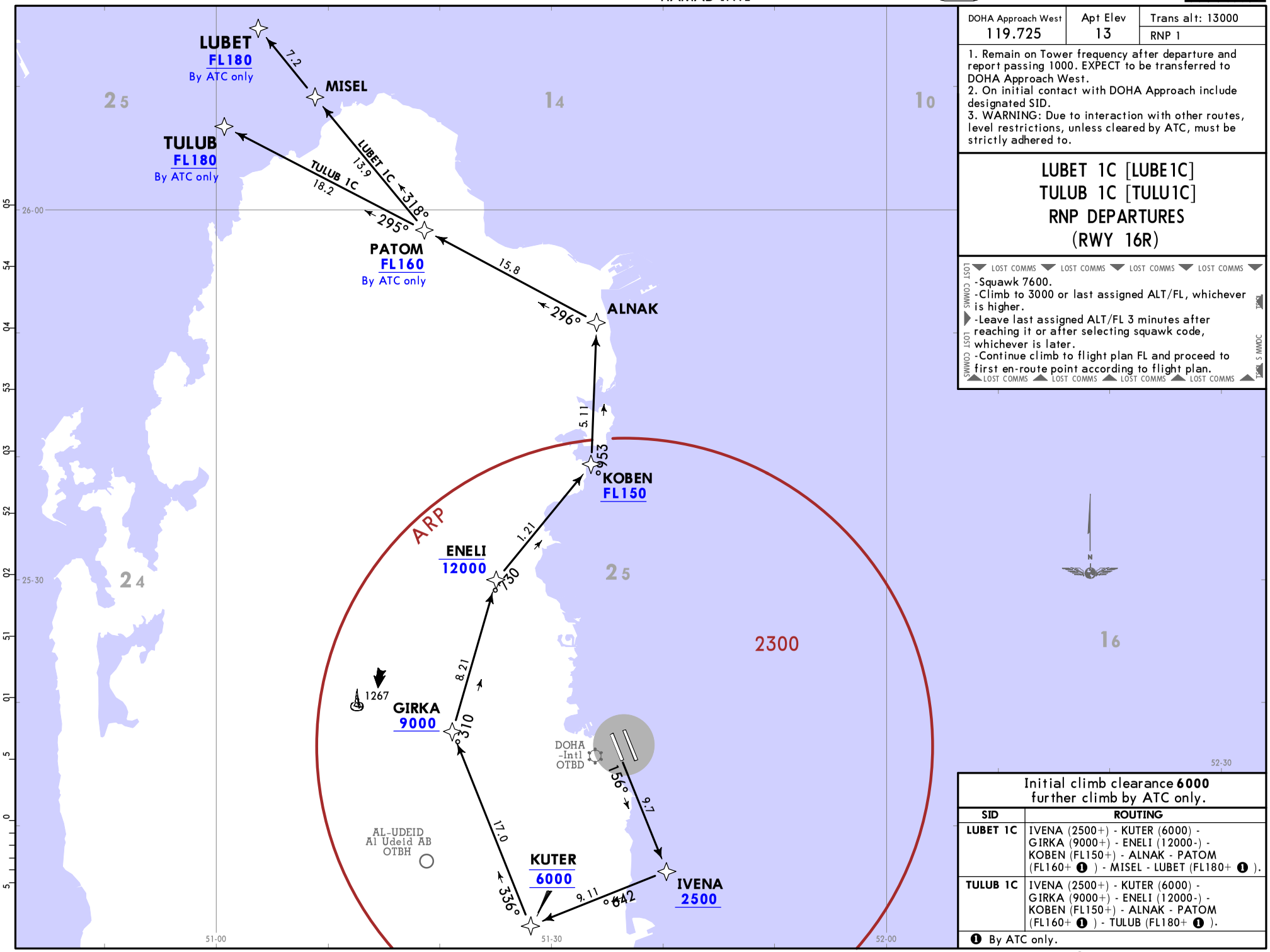
1267

Initial climb clearance **5000**
further climb by ATC only.

SID	ROUTING
ALVEN 2M	KIVOD (500+) - MIRAV (K250-) - DERTI (4000+) - GIDOS (5000) - PASIS (7000+; 8000-) - GIBIN - ALVEN (FL150- ❸).
LUBET 1M	KIVOD (500+) - MIRAV (K250-) - DERTI (4000+) - GIDOS (5000) - PASIS (7000+; 8000-) - GIBIN - EMISA - IMSUN (FL170-) - MISEL - LUBET (FL180+ ❸).
LUBET 1Y	KIVOD (500+) - MIRAV (K250-) - DERTI (4000+) - GIDOS (5000) - PASIS (7000+; 8000-) - DEBIL (13000-) - ALNAK - PATOM (FL160+ ❸) - MISEL - LUBET (FL180+ ❸).
TULUB 1M	KIVOD (500+) - MIRAV (K250-) - DERTI (4000+) - GIDOS (5000) - PASIS (7000+; 8000-) - DEBIL (13000-) - ALNAK - PATOM (FL160+ ❸) - TULUB (FL180+ ❸).

❸ By ATC only.

CHANGES: Initial climb clearance established.



DOHA Approach West	Apt Elev	Trans alt: 13000
119.725	13	RNP 1

1. Remain on Tower frequency after departure and report passing 1000. EXPECT to be transferred to DOHA Approach West.
2. On initial contact with DOHA Approach include designated SID.
3. WARNING: Due to interaction with other routes, level restrictions, unless cleared by ATC, must be strictly adhered to.

LUBET 1C [LUBE1C]
TULUB 1C [TULU1C]
RNP DEPARTURES
(RWY 16R)

LOST COMMS
-Squawk 7600.
-Climb to 3000 or last assigned ALT/FL, whichever is higher.
-Leave last assigned ALT/FL 3 minutes after reaching it or after selecting squawk code, whichever is later.
-Continue climb to flight plan FL and proceed to first en-route point according to flight plan.

Initial climb clearance **6000**
further climb by ATC only.

SID	ROUTING
LUBET 1C	IVENA (2500+) - KUTER (6000) - GIRKA (9000+) - ENELI (12000-) - KOBEN (FL150+) - ALNAK - PATOM (FL160+ ❶) - MISEL - LUBET (FL180+ ❶).
TULUB 1C	IVENA (2500+) - KUTER (6000) - GIRKA (9000+) - ENELI (12000-) - KOBEN (FL150+) - ALNAK - PATOM (FL160+ ❶) - TULUB (FL180+ ❶).

❶ By ATC only.

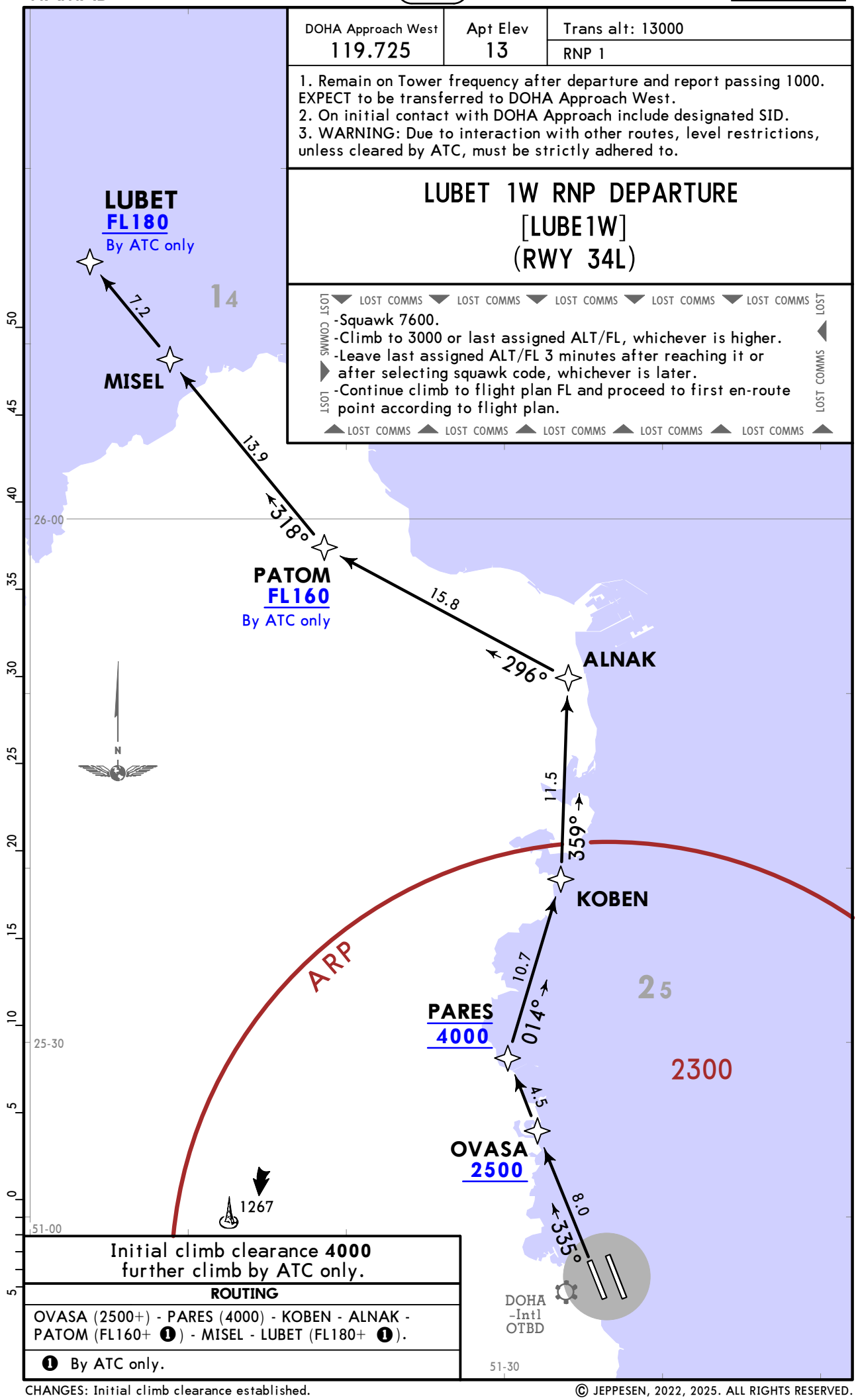
CHANGES: Initial climb clearance established.

DOHA Approach West	Apt Elev	Trans alt: 13000
119.725	13	RNP 1

1. Remain on Tower frequency after departure and report passing 1000. EXPECT to be transferred to DOHA Approach West.
2. On initial contact with DOHA Approach include designated SID.
3. WARNING: Due to interaction with other routes, level restrictions, unless cleared by ATC, must be strictly adhered to.

LUBET 1W RNP DEPARTURE
[LUBE1W]
(RWY 34L)

LOST COMMS -Squawk 7600.
-Climb to 3000 or last assigned ALT/FL, whichever is higher.
-Leave last assigned ALT/FL 3 minutes after reaching it or after selecting squawk code, whichever is later.
-Continue climb to flight plan FL and proceed to first en-route point according to flight plan.



Initial climb clearance **4000**
further climb by ATC only.

ROUTING

OVASA (2500+) - PARES (4000) - KOBEN - ALNAK - PATOM (FL160+ ❶) - MISEL - LUBET (FL180+ ❶).

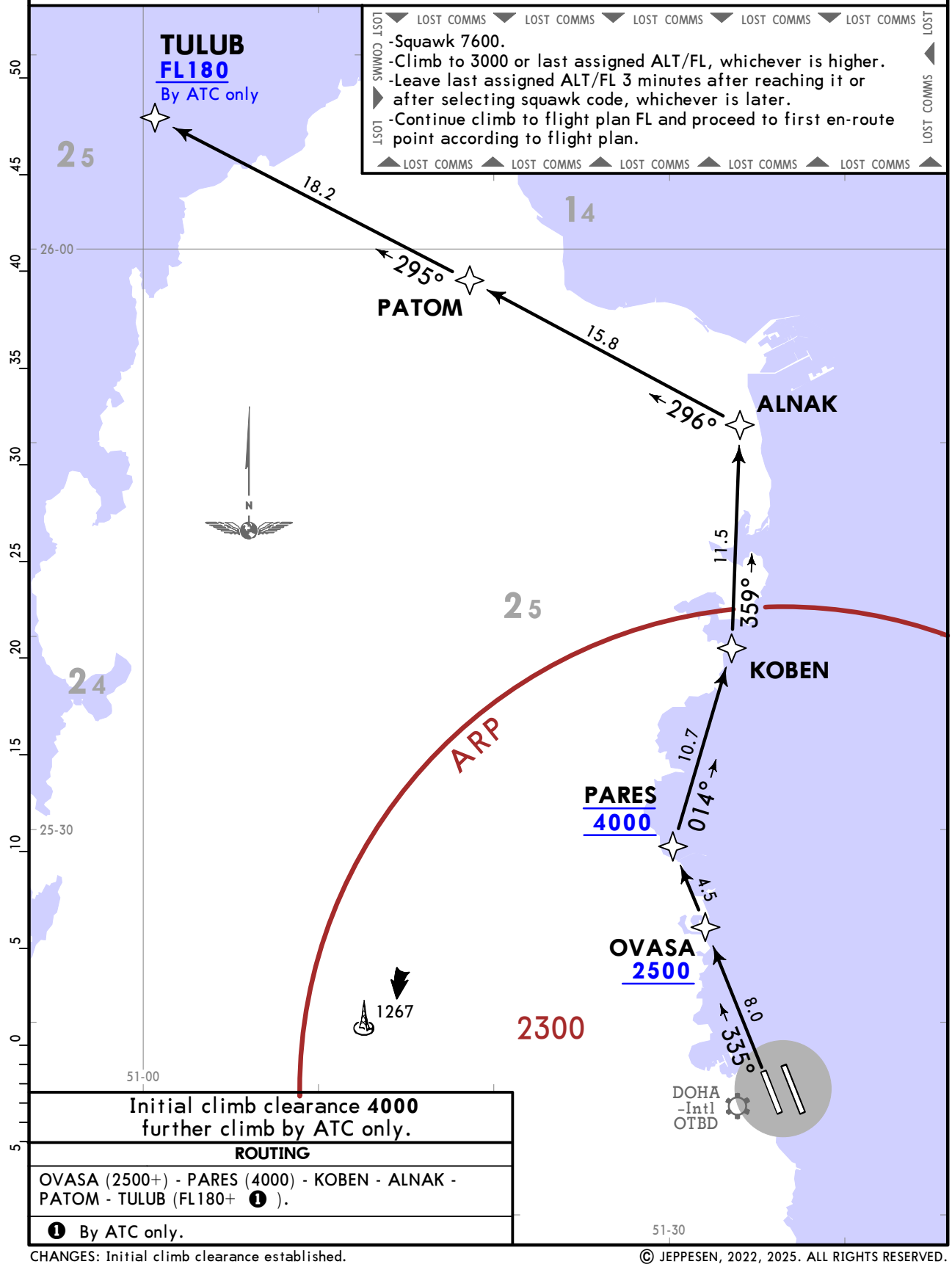
❶ By ATC only.

CHANGES: Initial climb clearance established.

DOHA Approach West	Apt Elev	Trans alt: 13000
119.725	13	RNP 1

1. Remain on Tower frequency after departure and report passing 1000. EXPECT to be transferred to DOHA Approach West.
2. On initial contact with DOHA Approach include designated SID.
3. WARNING: Due to interaction with other routes, level restrictions, unless cleared by ATC, must be strictly adhered to.

TULUB 1W RNP DEPARTURE
[TULU1W]
(RWY 34L)



Initial climb clearance **4000**
further climb by ATC only.

ROUTING

OVASA (2500+) - PARES (4000) - KOBEN - ALNAK - PATOM - TULUB (FL180+ ❶).

❶ By ATC only.

CHANGES: Initial climb clearance established.

JEPPESEN
31 JAN 25 (20-3D)

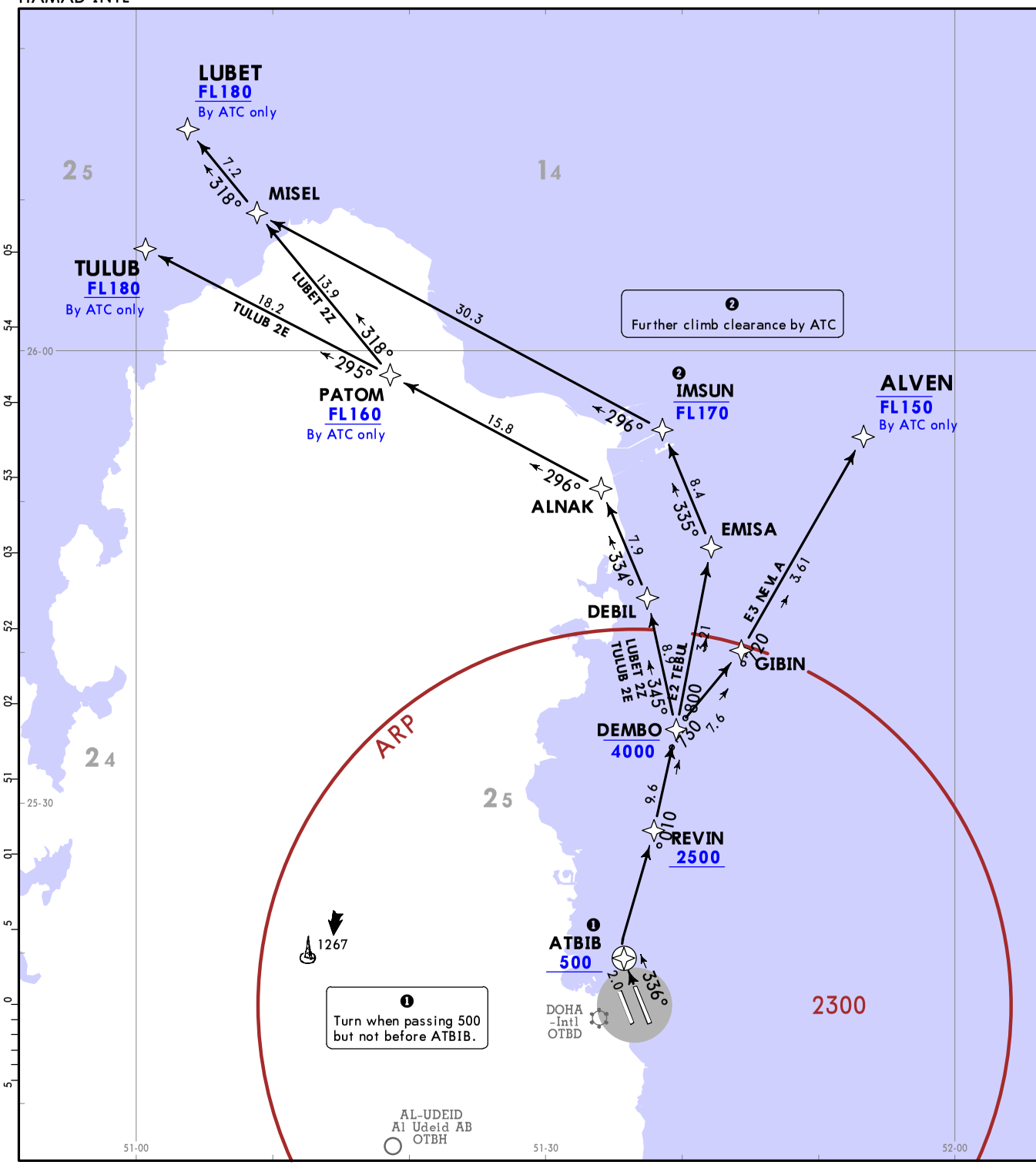
DOHA, QATAR
RNAV SID

DOHA Approach East	Apt Elev	Trans alt: 13000
124.775X	13	RNP 1

1. Remain on Tower frequency after departure and report passing 1000. EXPECT to be transferred to DOHA Approach East.
2. On initial contact with DOHA Approach include designated SID.
3. WARNING: Due to interaction with other routes, level restrictions, unless cleared by ATC, must be strictly adhered to.

ALVEN 3E [ALVE3E]
LUBET 2E [LUBE2E]
LUBET 2Z [LUBE2Z]
TULUB 2E [TULU2E]
RNP DEPARTURES
(RWY 34R)

LOST COMMS
-Squawk 7600.
-Climb to 3000 or last assigned ALT/FL, whichever is higher.
-Leave last assigned ALT/FL 3 minutes after reaching it or after selecting squawk code, whichever is later.
-Continue climb to flight plan FL and proceed to first en-route point according to flight plan.



Initial climb clearance **4000**
further climb by ATC only.

SID	ROUTING
ALVEN 3E	ATBIB (500+) - REVIN (2500+) - DEMBO (4000-) - GIBIN - ALVEN (FL150- ❸).
LUBET 2E	ATBIB (500+) - REVIN (2500+) -DEMBO (4000-) - EMISA - IMSUN (FL170-) - MISEL - LUBET (FL180+ ❸).
LUBET 2Z	ATBIB (500+) - REVIN (2500+) - DEMBO (4000-) - DEBIL - ALNAK - PATOM (FL160+ ❸) - MISEL - LUBET (FL180+ ❸).
TULUB 2E	ATBIB (500+) - REVIN (2500+) - DEMBO (4000-) - DEBIL - ALNAK - PATOM (FL160+ ❸) - TULUB (FL180+ ❸).

❸ By ATC only.

CHANGES: Initial climb clearance established.

DOHA Approach East	Apt Elev	Trans alt: 13000
124.775X	13	RNP 1

1. Remain on Tower frequency after departure and report passing 1000. EXPECT to be transferred to DOHA Approach East.
2. On initial contact with DOHA Approach include designated SID.
3. WARNING: Due to interaction with other routes, level restrictions, unless cleared by ATC, must be strictly adhered to.

ALSEM 2M [ALSE2M]
KUPRO 1M [KUPR1M]
VAXIN 2M [VAXI2M]
RNP DEPARTURES
(RWY 16L)

LOST COMMS
-Squawk 7600.
-Climb to 3000 or last assigned ALT/FL, whichever is higher.
-Leave last assigned ALT/FL 3 minutes after reaching it or after selecting squawk code, whichever is later.
-Continue climb to flight plan FL and proceed to first en-route point according to flight plan.

ARP
2300
Turn when passing 500 but not before KIVOD.
1061
DOHA -Intl OTBD
156°
1.8
KIVOD
500
7.91
KASIS
MAX 250 KT
5000
AL-UDEID
Al Udeid AB
OTBH
(KUPRO 1M only)
LOTUM
0.7
GOBLU
M2 N XAV
2.12
VAXIN
FL150
By ATC only
M2 MESL A
7.82
ALSEM
FL210
By ATC only
107°
KUPRO 1M
17.6
ASLIN
10.7
KUPRO
FL250
By ATC only

Initial climb clearance **5000** further climb by ATC only.

SID	ROUTING
ALSEM 2M	KIVOD (500+) - KASIS (K250-; 5000-) - GOBLU - ALSEM (FL210- ❷).
KUPRO 1M	KIVOD (500+) - KASIS (K250-; 5000-) - LOTUM - ASLIN - KUPRO (FL250- ❷).
VAXIN 2M	KIVOD (500+) - KASIS (K250-; 5000-) - GOBLU - VAXIN (FL150- ❷).

❷ By ATC only.

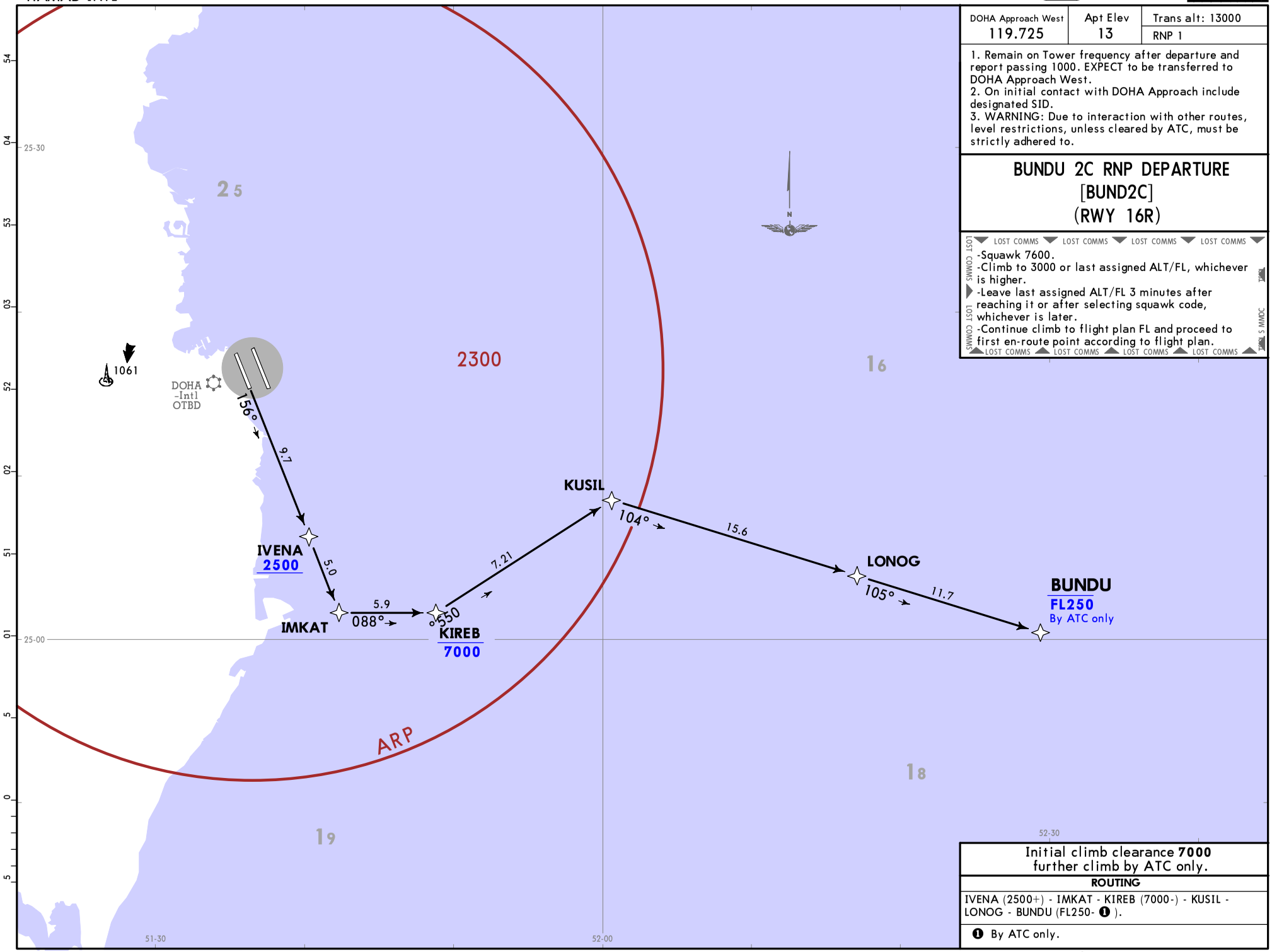
CHANGES: Initial climb clearance established.

DOHA Approach West	Apt Elev	Trans alt: 13000
119.725	13	RNP 1

1. Remain on Tower frequency after departure and report passing 1000. EXPECT to be transferred to DOHA Approach West.
2. On initial contact with DOHA Approach include designated SID.
3. WARNING: Due to interaction with other routes, level restrictions, unless cleared by ATC, must be strictly adhered to.

BUNDU 2C RNP DEPARTURE
[BUND2C]
(RWY 16R)

LOST COMMS
-Squawk 7600.
-Climb to 3000 or last assigned ALT/FL, whichever is higher.
-Leave last assigned ALT/FL 3 minutes after reaching it or after selecting squawk code, whichever is later.
-Continue climb to flight plan FL and proceed to first en-route point according to flight plan.



Initial climb clearance **7000**
further climb by ATC only.

ROUTING

IVENA (2500+) - IMKAT - KIREB (7000-) - KUSIL - LONOG - BUNDU (FL250- ❶).

❶ By ATC only.

CHANGES: Initial climb clearance established.

DOHA Approach East	Apt Elev	Trans alt: 13000
124.775X	13	RNP 1

1. Remain on Tower frequency after departure and report passing 1000. EXPECT to be transferred to DOHA Approach East.
2. On initial contact with DOHA Approach include designated SID.
3. WARNING: Due to interaction with other routes, level restrictions, unless cleared by ATC, must be strictly adhered to.

ALSEM 2E [ALSE2E]
BUNDU 2E [BUND2E]
KUPRO 1E [KUPR1E]
VAXIN 2E [VAXI2E]
RNP DEPARTURES
(RWY 34R)

LOST COMMS
-Squawk 7600.
-Climb to 3000 or last assigned ALT/FL, whichever is higher.
-Leave last assigned ALT/FL 3 minutes after reaching it or after selecting squawk code, whichever is later.
-Continue climb to flight plan FL and proceed to first en-route point according to flight plan.

ARP
2300
REVIN
MAX 230 KT
2500
ALPED
MAX 250 KT
4000
ATBIB
500
OBNOB
MAX 210 KT
1500
SERGA
4000
GOBLU
LOTUM
IVOMO
VAXIN
FL150
By ATC only
ALSEM
FL210
By ATC only
KUPRO
FL250
By ATC only
ASLIN
BUNDU
FL250
By ATC only
100°
13.5
18.3
8.5
100°
13.3
336°
2.0
1061
DOHA
-Intl
OTBD
AL-UDEID
Al Udeid AB
OTBH
E2 NXAV
2.12
E2 NESL A
7.82
107°
126°
KUPRO 1E
17.6
BUNDU 2E
16.3
10.7
11.1

❶ Turn when passing 500 but not before ATBIB.

Initial climb clearance **4000**
further climb by ATC only.

SID	ROUTING
ALSEM 2E	ATBIB (500+) - REVIN (K230-; 2500+) - ALPED (K250-; 4000-) - GOBLU - ALSEM (FL210- ❷).
BUNDU 2E	ATBIB (500+) - OBNOB (K210-;1500+) - SERGA (4000-) - LOTUM - IVOMO - BUNDU (FL250- ❷).
KUPRO 1E	ATBIB (500+) - OBNOB (K210-; 1500+) - SERGA (4000-) - LOTUM - ASLIN - KUPRO (FL250- ❷).
VAXIN 2E	ATBIB (500+) - REVIN (K230-; 2500+) - ALPED (K250-; 4000-) - GOBLU - VAXIN (FL150- ❷).

❷ By ATC only.

CHANGES: Initial climb clearance established.

JEPPESEN
31 JAN 25 (20-3H)

DOHA, QATAR

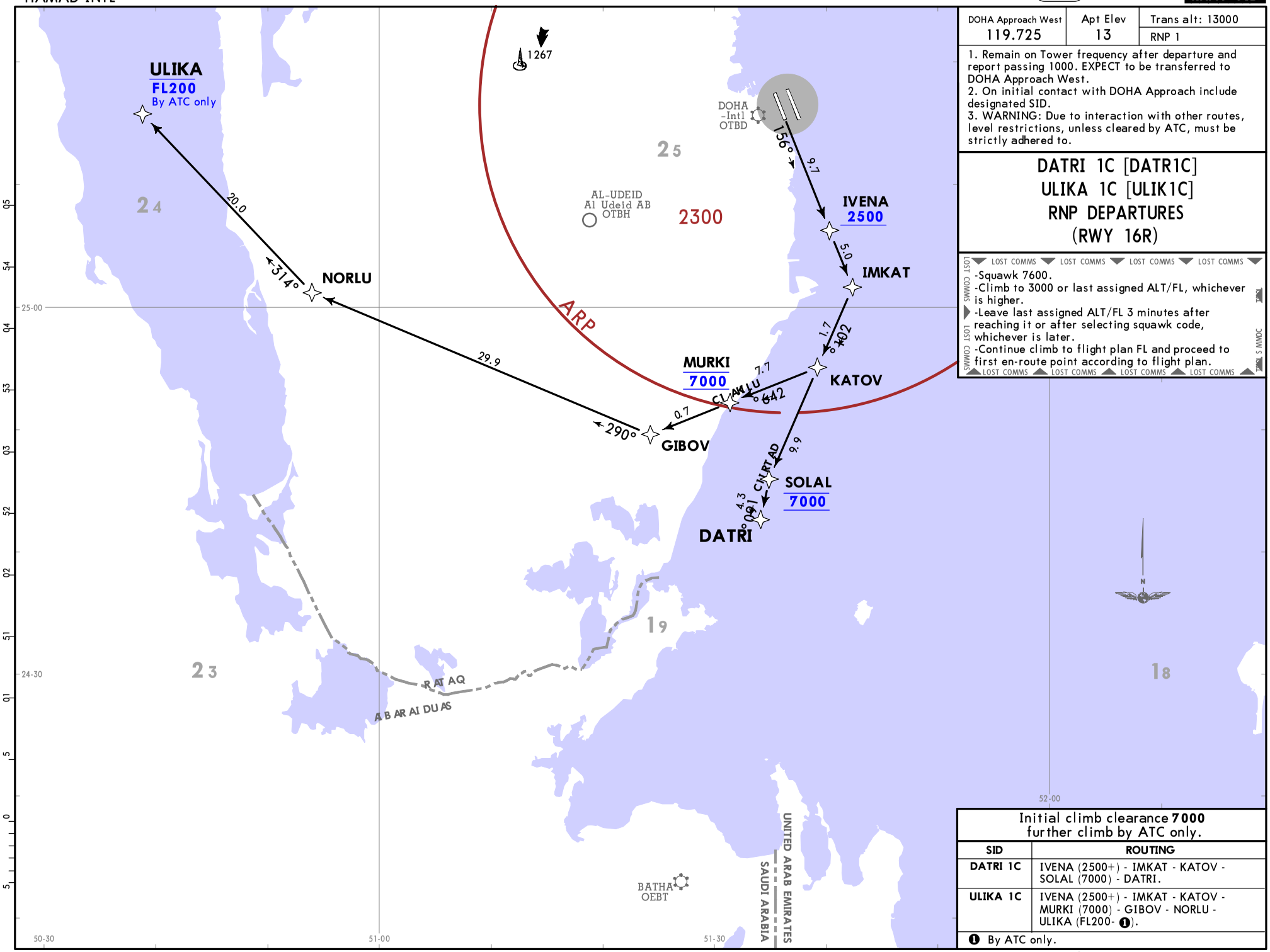
RNAV SID

DOHA Approach West	Apt Elev	Trans alt: 13000
119.725	13	RNP 1

1. Remain on Tower frequency after departure and report passing 1000. EXPECT to be transferred to DOHA Approach West.
2. On initial contact with DOHA Approach include designated SID.
3. WARNING: Due to interaction with other routes, level restrictions, unless cleared by ATC, must be strictly adhered to.

DATRI 1C [DATR1C]
ULIKA 1C [ULIK1C]
RNP DEPARTURES
(RWY 16R)

LOST COMMS
-Squawk 7600.
-Climb to 3000 or last assigned ALT/FL, whichever is higher.
-Leave last assigned ALT/FL 3 minutes after reaching it or after selecting squawk code, whichever is later.
-Continue climb to flight plan FL and proceed to first en-route point according to flight plan.



Initial climb clearance **7000**
further climb by ATC only.

SID	ROUTING
DATRI 1C	IVENA (2500+) - IMKAT - KATOV - SOLAL (7000) - DATRI.
ULIKA 1C	IVENA (2500+) - IMKAT - KATOV - MURKI (7000) - GIBOV - NORLU - ULIKA (FL200- ❶).

❶ By ATC only.

CHANGES: Initial climb clearance established.

DOHA Approach West	Apt Elev	Trans alt: 13000
119.725	13	RNP 1

1. Remain on Tower frequency after departure and report passing 1000. EXPECT to be transferred to DOHA Approach West.
2. On initial contact with DOHA Approach include designated SID.
3. WARNING: Due to interaction with other routes, level restrictions, unless cleared by ATC, must be strictly adhered to.

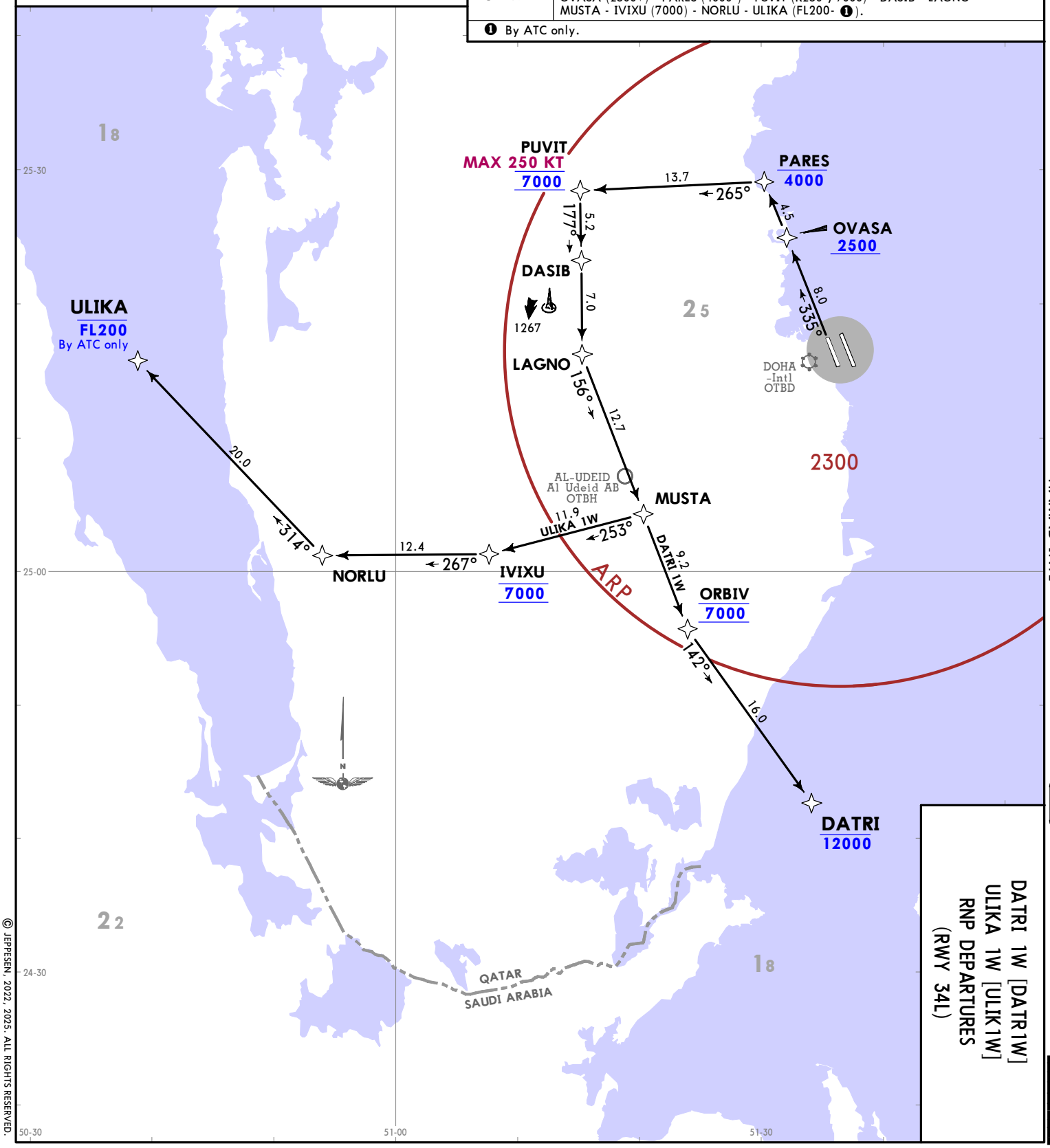
LOST COMMS
-Squawk 7600.
-Climb to 3000 or last assigned ALT/FL, whichever is higher.
-Leave last assigned ALT/FL 3 minutes after reaching it or after selecting squawk code, whichever is later.
-Continue climb to flight plan FL and proceed to first en-route point according to flight plan.

DATRI 1W [DATR1W]
ULIKA 1W [ULIK1W]
RNP DEPARTURES
(RWY 34L)

Initial climb clearance **4000** , further climb by ATC only.

SID	ROUTING
DATRI 1W	OVASA (2500+) - PARES (4000-) - PUVIT (K250-; 7000) - DASIB - LAGNO - MUSTA - ORBIV (7000)- DATRI (12000-).
ULIKA 1W	OVASA (2500+) - PARES (4000-) - PUVIT (K250-; 7000) - DASIB - LAGNO - MUSTA - IVIXU (7000) - NORLU - ULIKA (FL200- ❶).

❶ By ATC only.



OTHH/DOH
HAMAD INTL

31 JAN 25 (20-3J)

JEPPESEN

DOHA, QATAR
RNAV SID

DATRI 1W [DATR1W]
ULIKA 1W [ULIK1W]
RNP DEPARTURES
(RWY 34L)

CHANGES: Initial climb clearance established.

JEPPESEN
31 JAN 25 (20-3K)

DOHA, QATAR
RNAV SID

DOHA Approach East	Apt Elev	Trans alt: 13000
124.775X	13	RNP 1

1. RADAR required.
2. EXPECT direct to clearances. MCAs apply.
3. Remain on Tower frequency after departure and report passing 1000. EXPECT to be transferred to DOHA Approach East.
4. On initial contact with DOHA Approach include designated SID.
5. WARNING: Due to interaction with other routes, level restrictions, unless cleared by ATC, must be strictly adhered to.

KASIS 2 RNP RADAR DEPARTURE
[KASIS2]
(RWY 16L)

LOST COMMS
-Squawk 7600.
-Climb to 3000 or last assigned ALT/FL, whichever is higher.
-Leave last assigned ALT/FL 3 minutes after reaching it or after selecting squawk code, whichever is later.
-Continue climb to flight plan FL and proceed to first en-route point according to flight plan.

TULUB
PATOM
FL160
By ATC only
ALNAK
KOBEN
FL150
ENELI
12000
GIRKA
9000
KIVOD
500
KASIS
MAX 250 KT
5000
KUTER
6000
IMKAT
KATOV
MURKI
7000
SOLAL
7000
DATRI
GIBOV
NORLU
ULIKA
FL200
By ATC only
KUSIL
LONOG
BUNDU
FL250
By ATC only
ARP
2300
Turn when passing 500 but not before KIVOD.
DOHA - Intl OTBD
AL-UDEID Al Udeid AB OTBH
BAHRAIN Sakhir AB OBKH
BAHRAIN Isa AB OBBS
DELMA OMDL
RAT AQ
ABARAI DUAS

Initial climb clearance **5000**
further climb by ATC only.

ROUTING

KIVOD (500+) - KASIS (K250-; 5000-).

FPL route via	EXPECTED ATC routing after KASIS
BUNDU	KUSIL - LONOG - BUNDU.
DATRI	IMKAT - KATOV - SOLAL - DATRI.
TULUB	IMKAT - KUTER - GIRKA - ENELI - KOBEN - ALNAK - PATOM - TULUB.
ULIKA	IMKAT - KATOV - MURKI - GIBOV - NORLU - ULIKA.

CHANGES: Initial climb clearance established.

DOHA Approach West	Apt Elev	Trans alt: 13000
119.725	13	RNP 1

1. RADAR required.
2. EXPECT direct to clearances. MCAs apply.
3. Remain on Tower frequency after departure and report passing 1000. EXPECT to be transferred to DOHA Approach West.
4. On initial contact with DOHA Approach include designated SID.
5. WARNING: Due to interaction with other routes, level restrictions, unless cleared by ATC, must be strictly adhered to.

IVENA 2 RNP RADAR DEPARTURE
[IVENA2]
(RWY 16R)

LOST COMMS
-Squawk 7600.
-Climb to 3000 or last assigned ALT/FL, whichever is higher.
-Leave last assigned ALT/FL 3 minutes after reaching it or after selecting squawk code, whichever is later.
-Continue climb to flight plan FL and proceed to first en-route point according to flight plan.

LUBET FL180 By ATC only
MISEL
PATOM FL160 By ATC only
IMSUN FL170
ALVEN FL150 By ATC only
ALNAK
EMISA
DEBIL 13000
GIBIN
ARP
PASIS 8000 7000
GIDOS 5000
DERTI 4000
MIRAV
KASIS 5000
IVENA 2500
VAXIN FL150 By ATC only
GOBLU
LOTUM
ALSEM FL210 By ATC only
ASLIN
KUPRO FL250 By ATC only

BAHRAIN Intl OBBI
BAHRAIN Sakhir AB OBKH
BAHRAIN Isa AB OBBS
DOHA Intl OTBD
AL-UDEID Al Udeid AB OTBH
DELMA OMDL
QATAR
SAUDI ARABIA

1267
2300

Initial climb clearance **5000**
further climb by ATC only.

ROUTING

IVENA (2500+).

FPL route via	EXPECTED ATC routing after IVENA
ALSEM	KASIS - GOBLU - ALSEM.
ALVEN	KASIS - MIRAV - DERTI - GIDOS - PASIS - GIBIN - ALVEN.
KUPRO	KASIS - LOTUM - ASLIN - KUPRO.
LUBET	KASIS - MIRAV - DERTI - GIDOS - PASIS - GIBIN - EMISA - IMSUN - MISEL - LUBET.
PATOM	KASIS - MIRAV - DERTI - GIDOS - PASIS - DEBIL - ALNAK - PATOM.
VAXIN	KASIS - GOBLU - VAXIN.

CHANGES: Initial climb clearance established.

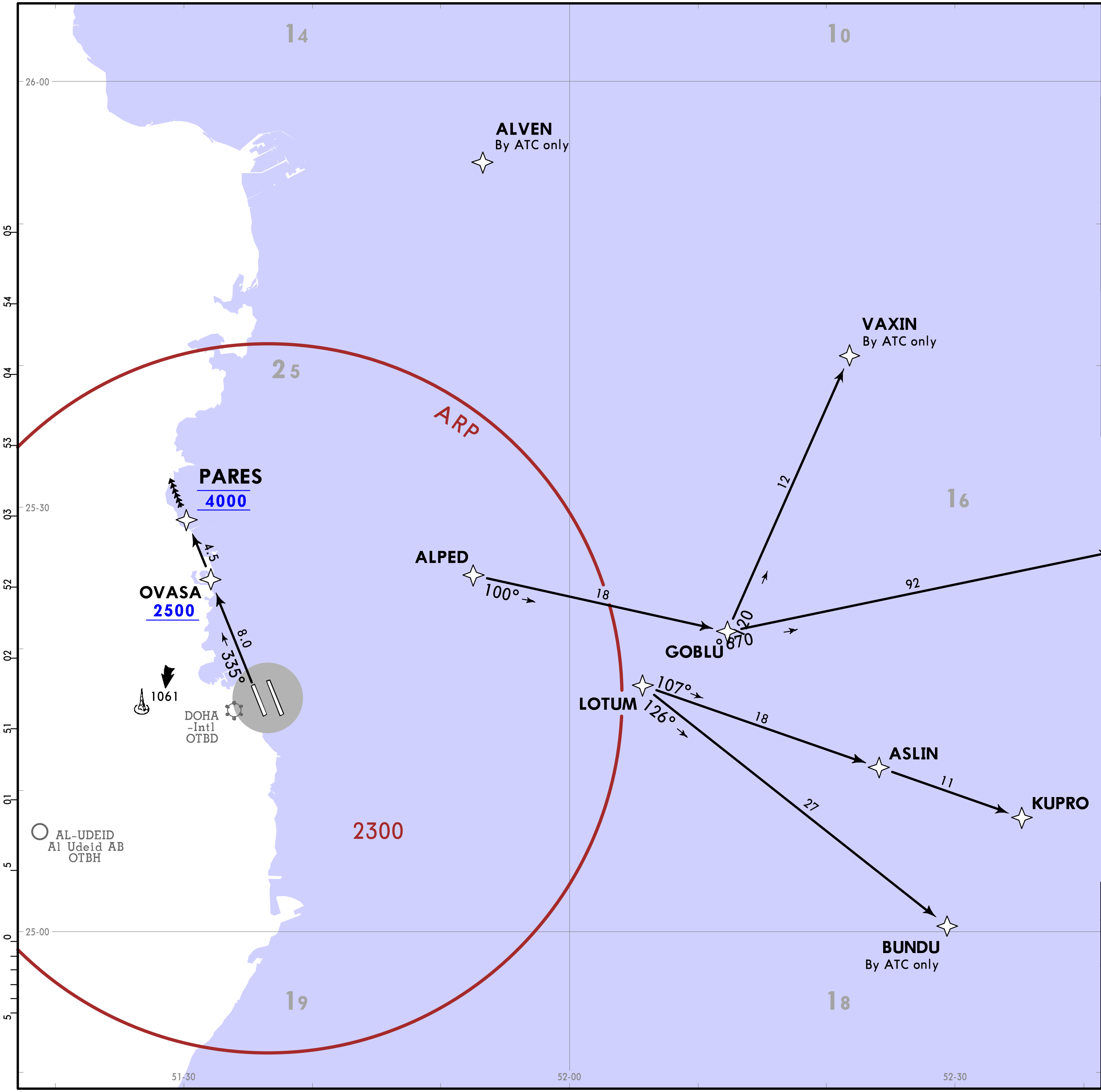
DOHA Approach West	Apt Elev	Trans alt: 13000
119.725	13	RNP 1

1. RADAR required.
2. EXPECT direct to clearances. MCAs apply.
3. Remain on Tower frequency after departure and report passing 1000. EXPECT to be transferred to DOHA Approach West.
4. On initial contact with DOHA Approach include designated SID.
5. WARNING: Due to interaction with other routes, level restrictions, unless cleared by ATC, must be strictly adhered to.

PARES 2 RNP RADAR DEPARTURE [PARES2] (RWY 34L)

LOST COMMS

- Squawk 7600.
- Climb to 3000 or last assigned ALT/FL, whichever is higher.
- Leave last assigned ALT/FL 3 minutes after reaching it or after selecting squawk code, whichever is later.
- Continue climb to flight plan FL and proceed to first en-route point according to flight plan.



Initial climb clearance 4000 further climb by ATC only.

ROUTING

OVASA (2500+) - PARES (4000).

FPL route via	EXPECTED ATC routing after PARES
ALSEM	ALPED - GOBLU - ALSEM.
ALVEN	ALVEN.
BUNDU	LOTUM - BUNDU.
KUPRO	LOTUM - ASLIN - KUPRO.
VAXIN	ALPED - GOBLU - VAXIN.

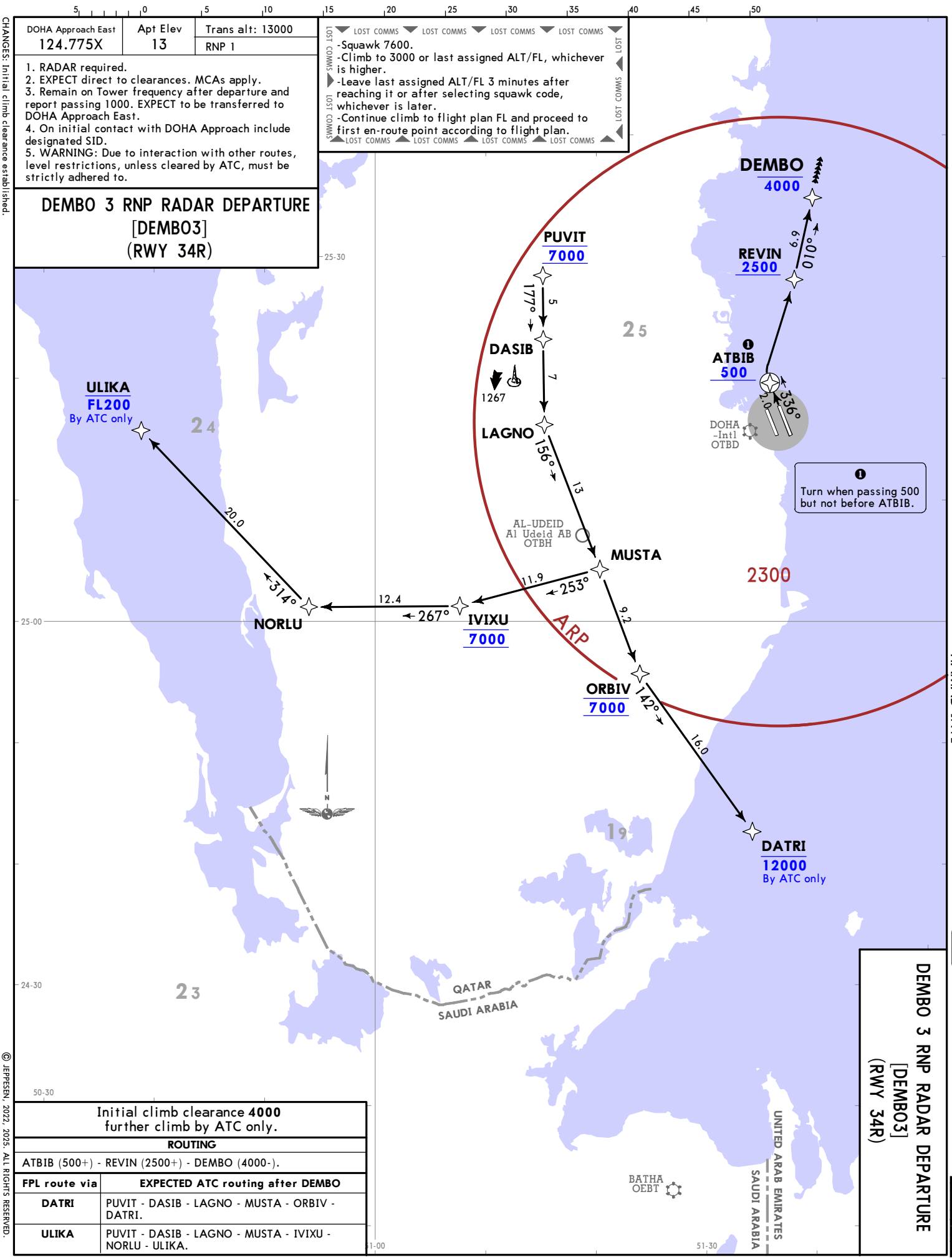
CHANGES: Initial climb clearance established.

DOHA Approach East	Apt Elev	Trans alt: 13000
124.775X	13	RNP 1

1. RADAR required.
2. EXPECT direct to clearances. MCAs apply.
3. Remain on Tower frequency after departure and report passing 1000. EXPECT to be transferred to DOHA Approach East.
4. On initial contact with DOHA Approach include designated SID.
5. WARNING: Due to interaction with other routes, level restrictions, unless cleared by ATC, must be strictly adhered to.

LOST COMMS
-Squawk 7600.
-Climb to 3000 or last assigned ALT/FL, whichever is higher.
-Leave last assigned ALT/FL 3 minutes after reaching it or after selecting squawk code, whichever is later.
-Continue climb to flight plan FL and proceed to first en-route point according to flight plan.

DEMBO 3 RNP RADAR DEPARTURE [DEMBO3] (RWY 34R)



Initial climb clearance **4000**
further climb by ATC only.

ROUTING	
ATBIB (500+) - REVIN (2500+) - DEMBO (4000-).	
FPL route via	**EXPECTED ATC routing after DEMBO**
DATRI	PUVIT - DASIB - LAGNO - MUSTA - ORBIV - DATRI.
ULIKA	PUVIT - DASIB - LAGNO - MUSTA - IVIXU - NORLU - ULIKA.

OTHH/DOH
HAMAD INTL

DEMBO 3 RNP RADAR DEPARTURE
[DEMBO3]
(RWY 34R)

JEPPESEN
31 JAN 25 (20-3N)

DOHA, QATAR
RNAV SID

CHANGES: Initial climb clearance established.

OTHH/DOH
HAMAD INTL

DOHA Approach West	Apt Elev	Trans alt: 13000
119.725	13	RNP 1

1. WARNING: Due to interaction with other routes, level restrictions, unless cleared by ATC, must be strictly adhered to.
2. Remain on Tower frequency after departure and report passing 1000. EXPECT to be transferred to DOHA Approach West.

LUBET 1A [LUBE1A]
TULUB 1A [TULU1A]
RNP DEPARTURES
CONTINUOUS CLIMB OPERATION (CCO)
(RWY 34L)

AVAILABLE DAILY 07:00 - 04:00 UTC

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

LOST COMMS
-Squawk 7600.
-Climb to 3000 or last assigned ALT/FL, whichever is higher.
-Leave last assigned ALT/FL 3 minutes after reaching it or after selecting squawk code, whichever is later.
-Continue climb to flight plan FL and proceed to first en-route point according to flight plan.

Initial climb clearance **10000**
further climb by ATC only.

SID	ROUTING
LUBET 1A	OVASA (2500+) - PARES - KOBEN (6000+; 10000-) - NOPLI - PATOM - MISEL - LUBET (FL180+).
TULUB 1A	OVASA (2500+) - PARES - KOBEN (6000+; 10000-) - NOPLI - PATOM - TULUB (FL180+).

LUBET
FL180
TULUB
FL180
MISEL
PATOM
NOPLI
KOBEN
10000
6000
PARES
OVASA
2500
7.2
LUBET 1A
13.9
TULUB 1A
18.2
318°
295°
12.4
305°
11.9
339°
10.7
014°
4.5
8.0
335°
ARP
2300
1267
DOHA
- Intl
OTBD
1 4
2 4
2 5
1 8
26-00
25-30
51-00
51-30

LUBET 1A [LUBE1A]
TULUB 1A [TULU1A]
RNP DEPARTURES
CONTINUOUS CLIMB OPERATION (CCO)
(RWY 34L)
AVAILABLE DAILY 07:00 - 04:00 UTC
TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

JEPPESEN DOHA, QATAR
7 FEB 25 (20-3P) Eff 20 Feb
RNAV SID

ULIKA 1A RNP DEPARTURE [ULIK1A]
CONTINUOUS CLIMB OPERATION (CCO) (RWY 34L)

AVAILABLE DAILY 22:00 - 01:00 UTC

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

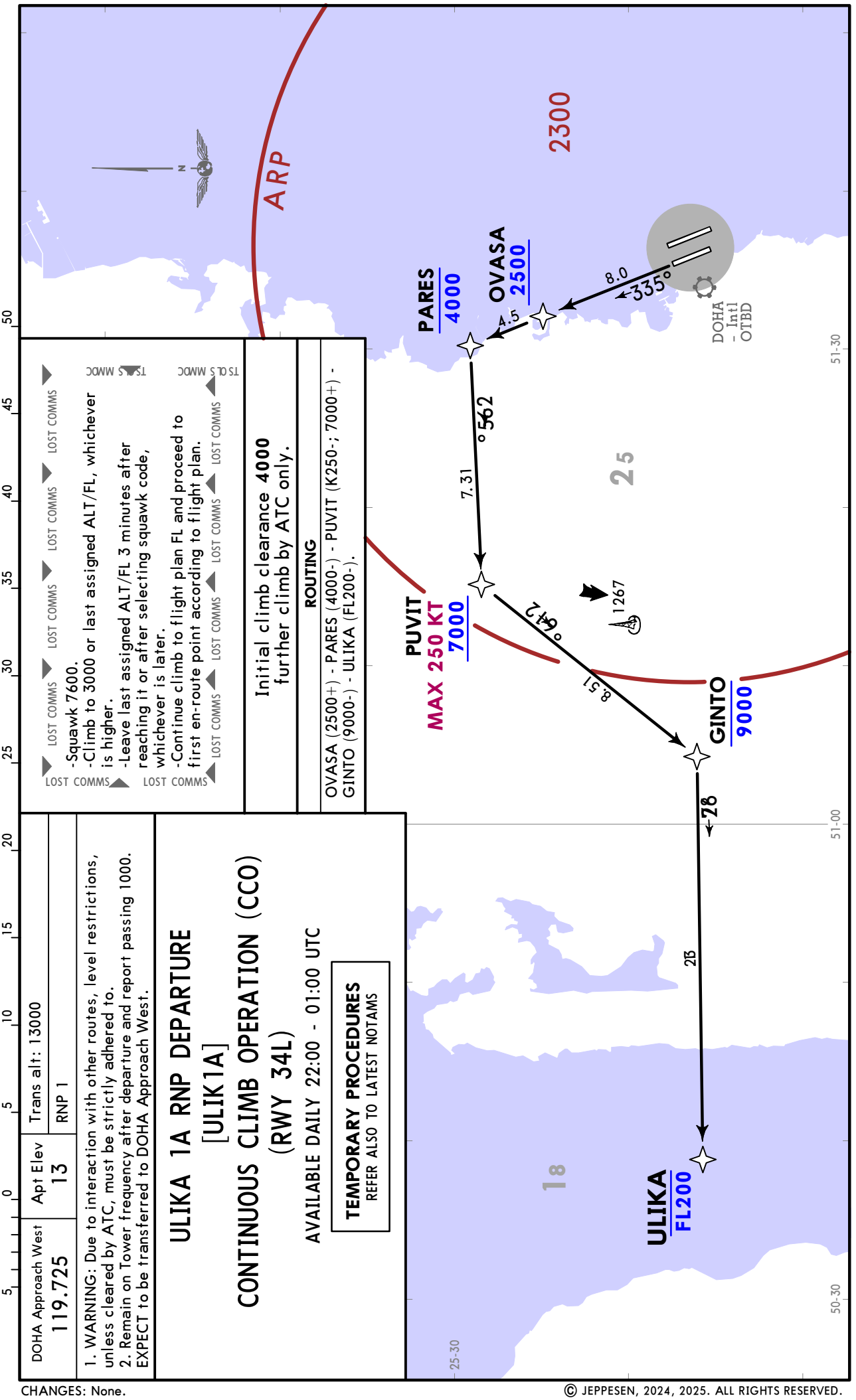
DOHA Approach West	Apt Elev	Trans alt: 13000
119.725	13	RNP 1

1. WARNING: Due to interaction with other routes, level restrictions, unless cleared by ATC, must be strictly adhered to.
2. Remain on Tower frequency after departure and report passing 1000. EXPECT to be transferred to DOHA Approach West.

LOST COMMS
-Squawk 7600.
-Climb to 3000 or last assigned ALT/FL, whichever is higher.
-Leave last assigned ALT/FL 3 minutes after reaching it or after selecting squawk code, whichever is later.
-Continue climb to flight plan FL and proceed to first en-route point according to flight plan.

Initial climb clearance **4000** further climb by ATC only.

ROUTING
OVASA (2500+) - PARES (4000-) - PUVIT (K250-; 7000+) - GINTO (9000-) - ULIKA (FL200-).



TEMPORARY CLOSURE OF PARKING STANDS
(SUP 12/2024 AIRAC)

REFER ALSO TO LATEST NOTAMS


Following parking stands are closed:
219, 220, 221, 222L, 222, 222R, 223L, 223, 223R, 224L, 224, 224R, 225L, 225, 225R, 226, 308L, 308, 308R, 309L, 309, 309R, 608, 608R, 621L, 621R, 622L, 623L, 625L, 625R, 626L, 626, 627L, 627, 627R, 633L, 633, 634L, 634, 634R, 635L.
VDGS not available at parking stands: 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563 and 564.
All aircraft will be hand marshalled.
16R 156°
16L 156°
34L 336°
34R 336°
Elev 13'
15,912' 4850m
13,944' 4250m
03°E
Isolation stand
MAINTENANCE
GA Terminal
GA APRON
APRON 4
APRON 5
APRON 3
APRON 6
APRON V
CARGO
Cargo Terminal
Control Tower
ARP
REMOTE TRANSFER G
REMOTE TRANSFER H
Passenger Terminal
EMIRI APRON
Emiri Terminal
VOR DME
HS 01
HS 02
HS 03
HS 04
HS 05
LEGEND
219 Stand closed
HS 01 HOT SPOTS
See (20-9A) AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot Spots.

CHANGES: Parking stands 301, 301L, 301R and 302 opened, parking stands 219, 220, 221, 222L, 222, 222R, 223L, 223, 223R, 224L, 224, 224R, 225L, 225, 225R, 226 closed.

D-ATIS Departure	Data Comm CPDLC: DCL	HAMAD Clearance
126.850		120.875

Ground					Tower	
West	Central	East	Planner	Overflow	West	East
118.575	118.650	120.225	119.075X	118.075X	118.025	118.525

HS 01 HOT SPOTS

See (20-9A) AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot Spots.

3.6°

FOR DETAILS SEE PARK STANDS (APRONS 4, 5, CARGO, GA)

FOR DETAILS SEE PARK STANDS (APRONS 3, EMIRI, V, CONCOURSE A-E)

FOR DETAILS SEE PARKING STANDS (APRON 6)

MAINTENANCE

APRON 4

GA Terminal

MAINTENANCE

CARGO

Cargo Terminal

GA APRON

APRON 5

Control Tower

ARP

APRON 3

REMOTE TRANSFER G

REMOTE TRANSFER H

APRON 6

APRON V

Passenger Terminal

EMIRI APRON

Emiri Terminal

Isolation stand

Elev 13'

15,912' 4850m

13,944' 4250m

16L 156°

16R 156°

34L 336°

34R 336°

HS 01 HS 02 HS 03 HS 04 HS 05

Feet 0 500 1000 1500 2000 2500 3000

Meters 0 200 400 600 800 1000

VOR DME

51-36 51-37 25-18 25-17 25-16 25-15

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
16L 34R	HIRL (60m) CL (15m) ❶HIALS-II TDZ ❷ OFZ RVR		14,879′ 4535m	❸	197′ 60m

❶ length 900m

❷ PAPI (3.0°), HSTIL

❸ TAKE-OFF RUN AVAILABLE

RWY 16L:		RWY 34R:	
From rwy head	15,912′ (4850m)	From rwy head	15,912′ (4850m)
twy A11 int	15,518′ (4730m)	twy A1 int	15,518′ (4730m)
twy A10 int	13,392′ (4082m)	twy A2 int	13,996′ (4266m)
twy A6 int	8192′ (2497m)	twy A3 int	10,095′ (3077m)
		twy A6 int	7828′ (2386m)

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
16R 34L	HIRL (60m) CL (15m) ❶HIALS-II TDZ ❹ OFZ RVR		12,911′ 3935m 12,729′ 3880m	❺	197′ 60m

❹ PAPI (3.0°), HSTIL

❺ TAKE-OFF RUN AVAILABLE

RWY 16R:		RWY 34L:	
From rwy head	13,944′ (4250m)	From rwy head	13,944′ (4250m)
twy M13 int	13,819′ (4212m)	twy M2 int	13,763′ (4195m)
twy L11 int	13,550′ (4130m)	twy L1 int	13,524′ (4122m)
twy M12 int	12,523′ (3817m)	twy M3 int	12,418′ (3785m)
twy L10 int	11,857′ (3614m)	twy L2 int	11,962′ (3646m)
twy M11 int	11,854′ (3613m)	twy M4 int	11,962′ (3646m)
twy L7 int	7703′ (2348m)	twy S int	8766′ (2672m)
twy R int	5591′ (1704m)	twy S1 int	8766′ (2672m)
twy R1 int	5591′ (1704m)	twy R int	8438′ (2572m)
twy S int	5262′ (1604m)	twy R1 int	8438′ (2572m)
twy S1 int	5262′ (1604m)	twy L7 int	6348′ (1935m)

HOT SPOTS

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

HS 01 Increased risk of RWY incursions due to traffic flow.
Pilots should use due diligence while approaching the RWY holding positions.
Obtain clearance to enter or cross the RWY.

HS 02
HS 03

HS 04 Complex Twy layout.

HS 05 Pilots to excercise caution while exiting Rwy for traffic pushing back from Apron 5.

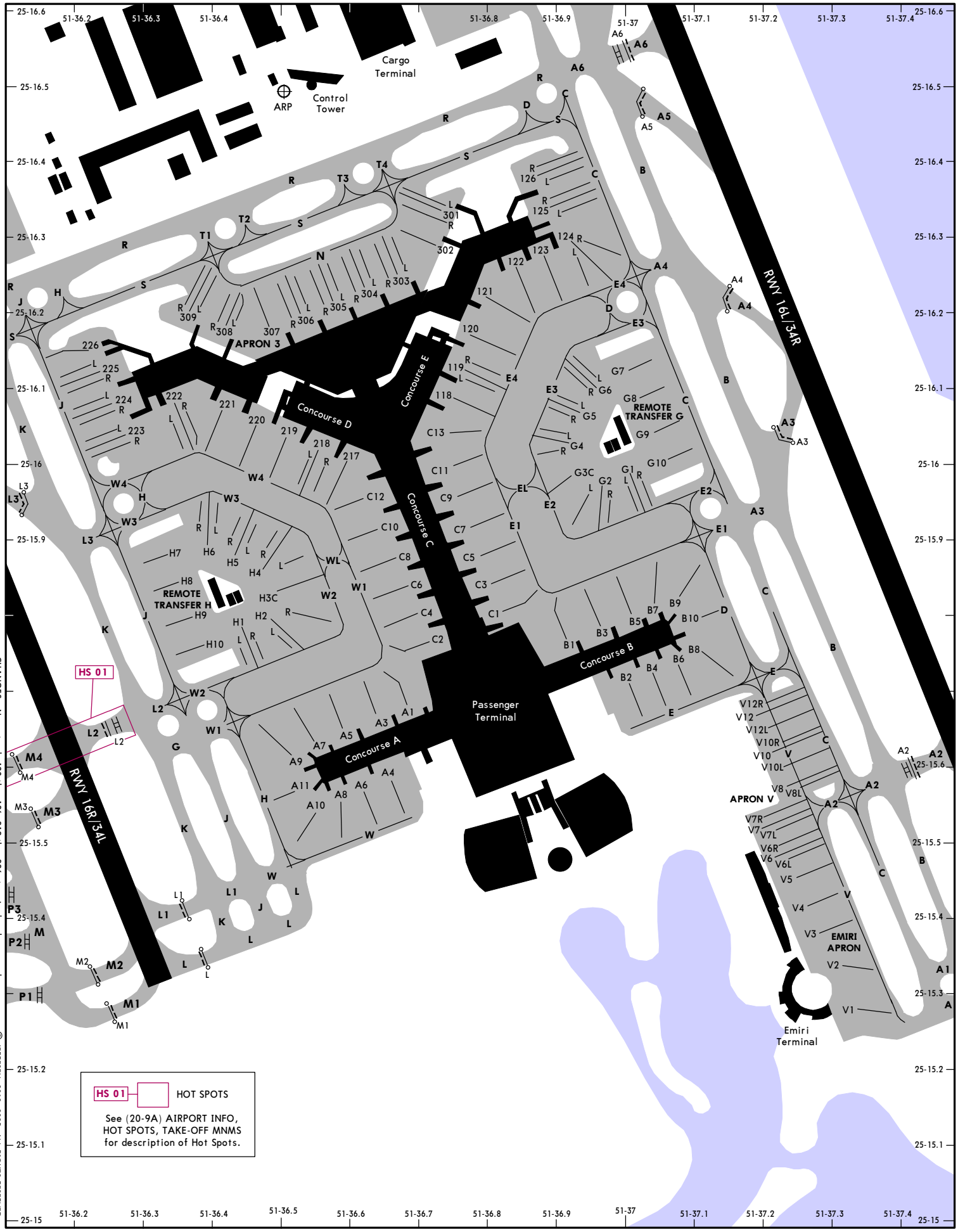
Std/State TAKE-OFF

Low Visibility Procedures required				RCLM or RL or CL	RL or CL	Adequate Vis Ref	
Approval for Low Visibility Take-off required							
RCLM & RL & CL (spacing 15m or less) & RVR	RCLM & RL & CL & RVR	RCLM & RL & RVR	RCLM & RVR & RL or CL				
		DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
❶ R125m	R150m	R300m		R/V400m		R/V500m	NA

❶ R75m with approved lateral guidance system.

CHANGES: None.

CHANGES: New stands 124 thru 126, terminal and apron shape.



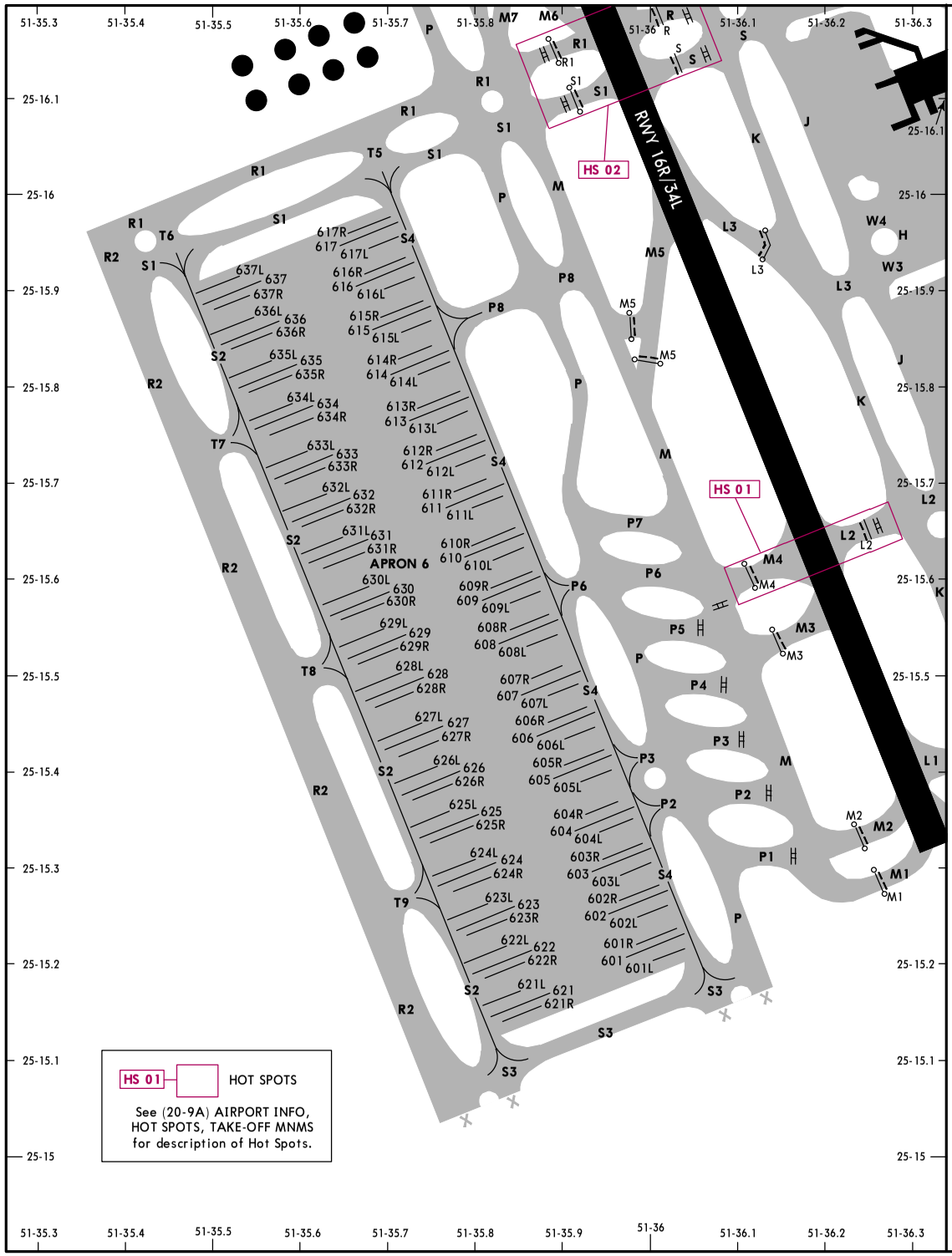
CHANGES: New stands 120 thru 126, 219 thru 226, terminal and aprons shape.

OTHH/DOH

JEPPESEN 17 JAN 25 (20-9C) Eff 23 Jan

DOHA, QATAR
HAMAD INTL

DOHA, QATAR
HAMAD INTL



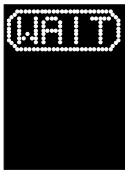
CHANGES: Terminal and apron shape.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES	STAND No.	COORDINATES	STAND No.	COORDINATES
A1	N25 15.7 E051 36.7	H4R	N25 15.9 E051 36.5	503, 503R	N25 16.4 E051 36.1	630L thru 631R	N25 15.6 E051 35.7
A3	N25 15.7 E051 36.6	H5L thru H6R	N25 15.9 E051 36.4	504L	N25 16.5 E051 36.0	632L	N25 15.7 E051 35.6
A4	N25 15.6 E051 36.7	H7	N25 15.9 E051 36.3	504, 504R	N25 16.4 E051 36.0	632, 632R	N25 15.7 E051 35.7
A5 thru A8	N25 15.6 E051 36.6	H8	N25 15.9 E051 36.4	505L thru 506R	N25 16.5 E051 36.0	633L thru 633R	N25 15.7 E051 35.6
A9	N25 15.6 E051 36.5	H9, H10	N25 15.8 E051 36.4	507L thru 507R	N25 16.6 E051 36.0	634L thru 635R	N25 15.8 E051 35.6
A10	N25 15.6 E051 36.6	Q1	N25 17.0 E051 36.5	508L	N25 16.6 E051 35.9	636L thru 636R	N25 15.9 E051 35.6
A11	N25 15.6 E051 36.5	Q2, Q3	N25 17.1 E051 36.5	508, 508R	N25 16.6 E051 36.0	637L	N25 15.9 E051 35.5
B1	N25 15.8 E051 36.9	Q4	N25 17.1 E051 36.4	509L thru 510R	N25 16.7 E051 35.9	637, 637R	N25 15.9 E051 35.6
B2	N25 15.7 E051 37.0	Q20, Q21	N25 17.1 E051 36.1	511L, 511	N25 16.8 E051 35.9		
B3	N25 15.8 E051 37.0	Q40L thru Q41L	N25 17.3 E051 36.4	511R	N25 16.7 E051 35.9		
B4	N25 15.7 E051 37.0	Q41, Q41R	N25 17.4 E051 36.5	512L	N25 16.9 E051 35.8		
B5	N25 15.8 E051 37.0	Q50, Q51	N25 17.4 E051 36.4	512	N25 16.9 E051 35.9		
B6	N25 15.7 E051 37.1	V1	N25 15.3 E051 37.3	512R	N25 16.8 E051 35.9		
B7	N25 15.8 E051 37.0	V2, V3	N25 15.4 E051 37.3	513L thru 514R	N25 16.9 E051 35.8		
B8 thru B10	N25 15.8 E051 37.1	V4	N25 15.4 E051 37.2	515L thru 516	N25 17.0 E051 35.8		
C1	N25 15.8 E051 36.8	V5 thru V7R	N25 15.5 E051 37.2	517	N25 17.1 E051 35.8		
C2	N25 15.8 E051 36.7	V8L thru V10R	N25 15.6 E051 37.2	518, 519	N25 17.1 E051 35.7		
C3	N25 15.8 E051 36.8	V12L thru V12R	N25 15.7 E051 37.2	551	N25 16.8 E051 35.9		
C4	N25 15.8 E051 36.7	118	N25 16.1 E051 36.7	552	N25 16.9 E051 35.9		
C5	N25 15.9 E051 36.8	119L thru 119R	N25 16.1 E051 36.8	553 thru 556	N25 16.9 E051 36.0		
C6	N25 15.8 E051 36.7	120, 121	N25 16.2 E051 36.8	557	N25 16.8 E051 35.9		
C7	N25 15.9 E051 36.8	122	N25 16.3 E051 36.8	558 thru 561	N25 16.8 E051 36.0		
C8	N25 15.9 E051 36.7	123 thru 125R	N25 16.3 E051 36.9	562 thru 564	N25 16.8 E051 36.1		
C9	N25 16.0 E051 36.7	126	N25 16.4 E051 36.9	601L thru 602L	N25 15.2 E051 36.0		
C10	N25 15.9 E051 36.7	217	N25 16.0 E051 36.6	602	N25 15.2 E051 35.9		
C11	N25 16.0 E051 36.7	218L, 219	N25 16.0 E051 36.5	602R	N25 15.3 E051 35.9		
C12	N25 16.0 E051 36.6	218, 218R	N25 16.0 E051 36.6	603L	N25 15.3 E051 36.0		
C13	N25 16.0 E051 36.7	220	N25 16.1 E051 36.5	603 thru 604R	N25 15.3 E051 35.9		
F1, F2	N25 16.6 E051 36.7	221, 222R	N25 16.1 E051 36.4	605L thru 606R	N25 15.4 E051 35.9		
F3, F4	N25 16.7 E051 36.7	222L, 222	N25 16.1 E051 36.3	607L	N25 15.5 E051 35.9		
F5	N25 16.7 E051 36.6	223L	N25 16.1 E051 36.3	607 thru 608R	N25 15.5 E051 35.8		
F6, F7	N25 16.8 E051 36.6	223, 223R	N25 16.0 E051 36.3	609L thru 610R	N25 15.6 E051 35.8		
F8 thru F10	N25 16.9 E051 36.6	224L, 225, 225L	N25 16.1 E051 36.2	611L thru 612L	N25 15.7 E051 35.8		
F11	N25 17.0 E051 36.5	224, 224R, 225R	N25 16.1 E051 36.3	612, 612R	N25 15.7 E051 35.7		
F12, F13	N25 16.8 E051 36.8	226	N25 16.2 E051 36.2	613L thru 615L	N25 15.8 E051 35.7		
F14	N25 16.9 E051 36.8	301L thru 303L	N25 16.3 E051 36.7	615 thru 617L	N25 15.9 E051 35.7		
F15, F16	N25 17.0 E051 36.7	303, 303R	N25 16.2 E051 36.7	617	N25 15.9 E051 35.6		
G1L thru G1R	N25 16.0 E051 37.0	304L thru 305R	N25 16.2 E051 36.6	617R	N25 16.0 E051 35.6		
G2L	N25 16.0 E051 36.9	306L thru 307	N25 16.2 E051 36.5	621L thru 621R	N25 15.2 E051 35.9		
G2, G2R	N25 16.0 E051 37.0	308L thru 309R	N25 16.2 E051 36.4	622L	N25 15.2 E051 35.8		
G3C thru G4R	N25 16.0 E051 36.9	425E, 425W	N25 17.2 E051 36.5	622, 622R	N25 15.2 E051 35.9		
G5L	N25 16.1 E051 36.9	426E	N25 17.2 E051 36.6	623L, 623	N25 15.3 E051 35.8		
G5	N25 16.1 E051 37.0	426W	N25 17.2 E051 36.5	623R	N25 15.2 E051 35.8		
G5R	N25 16.1 E051 36.9	427E	N25 17.2 E051 36.6	624L thru 624R	N25 15.3 E051 35.8		
G6L thru G8	N25 16.1 E051 37.0	427W	N25 17.2 E051 36.5	625L, 625	N25 15.4 E051 35.8		
G9, G10	N25 16.0 E051 37.0	428E thru 429W	N25 17.1 E051 36.6	625R	N25 15.3 E051 35.8		
H1L thru H1R	N25 15.8 E051 36.4	501L thru 501R	N25 16.3 E051 36.1	626L thru 626R	N25 15.4 E051 35.8		
H2L thru H3C	N25 15.8 E051 36.5	502L, 502	N25 16.4 E051 36.1	627L	N25 15.4 E051 35.7		
H4L	N25 15.9 E051 36.5	502R	N25 16.3 E051 36.1	627, 627R	N25 15.4 E051 35.8		
H4	N25 15.8 E051 36.5	503L	N25 16.4 E051 36.0	628L thru 629R	N25 15.5 E051 35.7		

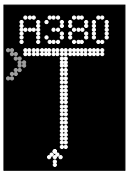
CHANGES: New stands 120 thru 126, 219 thru 226, 309R coordinates changed.

VISUAL DOCKING GUIDANCE SYSTEM (VDGS)

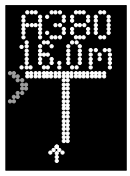


START-OF-DOCKING
The system is activated by pressing one of the ACFT type buttons on the operator panel. When the system has been activated, "WAIT" will be displayed.

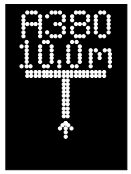
CAPTURE
The yellow scrolling arrows indicate that the system is activated and in capture mode, searching for an approaching ACFT. It shall be checked that the correct ACFT type is displayed. The lead-in line shall be followed.
The pilot must not enter the parking stand area unless the yellow scrolling arrows are displayed.



TRACKING
On successful capture of the ACFT, the yellow scrolling arrows are replaced by the yellow centre line indicator (Closing Rate Bar).
The flashing red arrow indicates the direction the ACFT should turn. The yellow arrow shows position in relation to the centre line. This indicator gives the correct position and azimuth guidance.
In the figure, the yellow arrow indicates an ACFT to the Left of the centre line and the red flashing arrow indicates the direction to steer in-order to align the ACFT with the centre line.

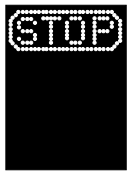


CLOSING RATE
Display of digital countdown starts when the ACFT is 66'/20m from stop position.
When the ACFT is less than 39'/12m from the stop-position, the closing rate is indicated by turning off one row of the centre line symbol per half a metre of the distance, covered by the ACFT towards the stop-position of the stand.
The picture illustrates the ACFT is 52'/16m from the stop-position, slightly Left of the centre line. The red arrow indicates the direction to steer.



ALIGNED TO CENTRE
The absence of any direction arrow indicates the ACFT is on the centre line.
The picture illustrates that the ACFT is 33'/10m from the stop-position and is on the centre line.

SLOW (DECREASE SPEED)
If the ACFT is approaching faster than the accepted speed, the system will show "SLOW" as a warning to the pilot.



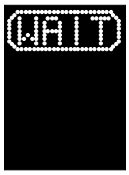
STOP POSITION REACHED
When the correct stop-position is reached, the display will show "STOP".

DOCKING COMPLETED
When the ACFT has parked, "OK" will be displayed.

OVERSHOOT
If the ACFT overshot the stop-position, "TOO FAR" will be displayed.

STOP SHORT
If the ACFT is found standing still but has not reached the intended stop-position, the message "STOP OK" will be shown after a while.

WAIT
If some object is blocking the view toward approaching ACFT or the detected ACFT is lost during docking close to STOP, the display will show "WAIT".
The docking will continue as soon as the blocking object has disappeared or the system detects the ACFT again.
The pilot must not proceed further, unless the "WAIT" message has been superseded by the closing rate bar.

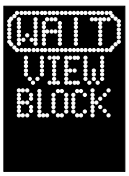


ACFT VERIFICATION FAILURE
During entry into the stand, the ACFT geometry is being checked. If, for any reason, ACFT verification is not made 39'/12m before the stop-position, the display will first show "WAIT" and make a second verification check. If this fails "STOP" and "ID FAIL" will be displayed.
The pilot must not proceed further without manual guidance, unless the "WAIT" message has been superseded by the closing rate bar.

SLOW (IN ABNORMAL SITUATIONS)
This display can be shown for two reasons:
a) BAD WEATHER CONDITION
During heavy fog, rain or sandstorm, the visibility for the docking system can be reduced. When the system is activated and in capture mode, the display will disable the yellow scrolling arrows and display "SLOW" and the ACFT type. As soon as the system detects the approaching ACFT, the closing rate bar will appear.
If the system has been configured in this mode to make a shortened ID verification (check of engine position excluded), the ACFT symbol will blink to give attention.
b) ACFT LOST DURING DOCKING
If the ACFT is lost during docking, the display will show "SLOW". As soon as the system detects the approaching ACFT, the closing rate bar will re-appear.
The pilot must not proceed further, unless the closing rate bar is shown.

GATE BLOCKED
If an object is found blocking the view from the docking system to the planned stop position for the ACFT, the docking procedure will be halted with a "WAIT" and "GATE BLOCK" message. The docking procedure will resume as soon as the blocking object has been removed.
The pilot must not proceed further without manual guidance, unless the "WAIT" message has been superseded by the closing rate bar.

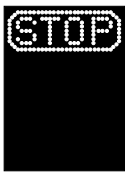
VIEW BLOCKED
If the view towards the approaching ACFT is hindered, for example internally in the unit on the laser lens or on the laser window by dirt, or another obstacle in the closest view area, the docking system will report a view blocked condition, i.e. "VIEW BLOCK". Once the system is able to see the ACFT through the hinder, the message will be replaced by closing rate bar.
The pilot must not proceed further without manual guidance, unless the "WAIT" message has been superseded by the closing rate bar.



SBU - STOP
Any unrecoverable error during the docking procedure will generate an SBU (safety back-up) condition. The display will show the text "STOP SBU". A manual backup procedure will be used for docking guidance.

TOO FAST
If the ACFT approaches with a speed higher than the docking system can handle, the message "STOP" and "TOO FAST" will be displayed. The docking system must be re-started or the docking procedure completed by manual guidance.

EMERGENCY STOP
Pilots should stop the ACFT immediately when "STOP" is displayed.



CHOCKS ON
"CHOCK ON" will be displayed, when the ground staff has put the chocks in front of the nose wheel and pressed the "CHOCKS ON" button on the operator panel.

ERROR
If a system error occurs, the message "ERROR" will be displayed with an error code.

SYSTEM BREAKDOWN/POWER FAILURE
In case of a severe system failure or power failure, the display will go black. A manual backup procedure must be used for docking guidance.

OTHH/DOH
HAMAD INTL

JEPPESEN
30 AUG 24 (21-1) Eff 5 Sep

DOHA, QATAR
ILS Rwy 16L

D-ATIS Arrival	DOHA RADAR (APP) North	DOHA RADAR (APP) South	DOHA Approach East
126.825	121.1	120.675X	124.775X

DOHA Director (APP) East	HAMAD Tower East	Ground West	Ground Central	Ground East	Planner	Overflow
119.4	118.525	118.575	118.650	120.225	119.075X	118.075X

BRIEFING STRIP

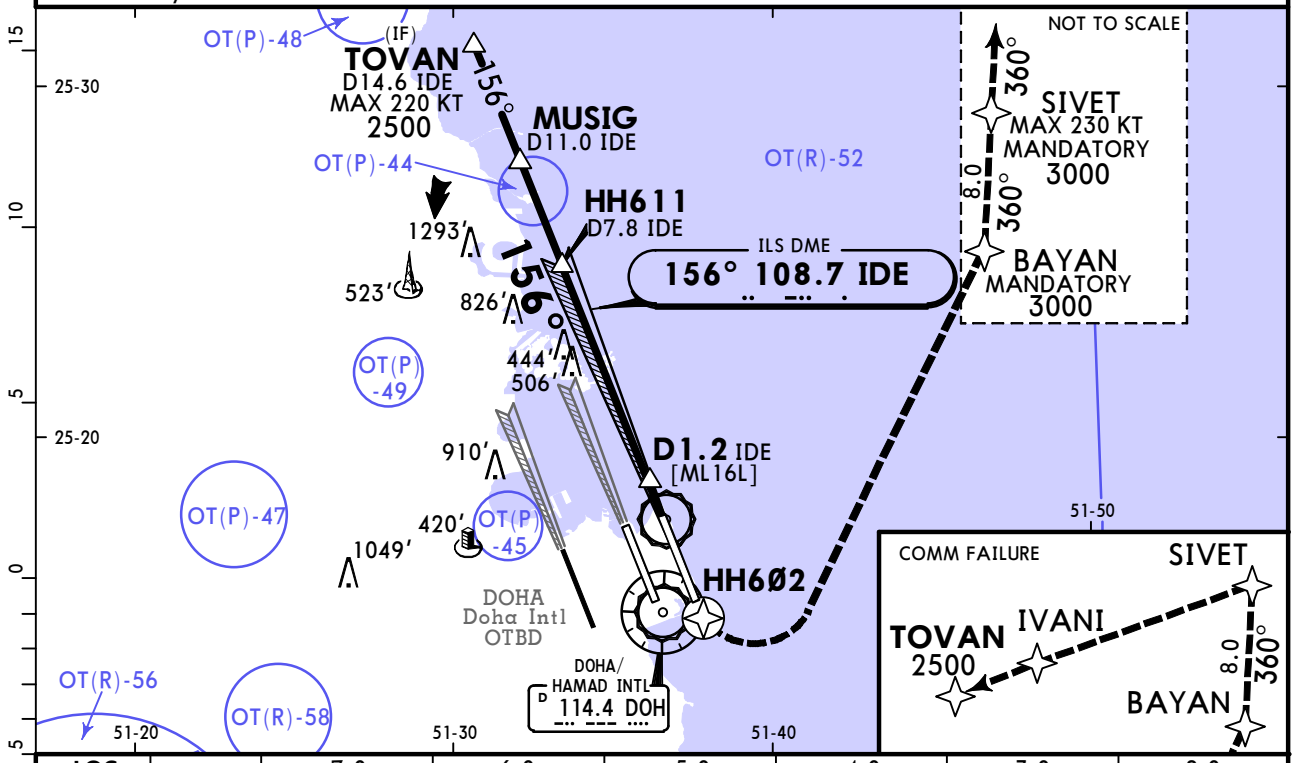
LOC IDE	Final Apch Crs	HH611	ILS DA(H)	Apt Elev 13'
108.7	156°	2500' (2487')	Refer to Minimums	Rwy 13'

MISSED APCH: Climb STRAIGHT AHEAD to HH6Ø2. When passing 1000' but not before HH6Ø2, turn LEFT direct to BAYAN climbing to 3000'. Proceed on track 360° to SIVET maintaining 3000'. Continue on track 360° and expect RADAR vectors. MAX 230 KT.
COMM FAILURE: Squawk 7600, proceed via BAYAN, SIVET to IVANI maintaining 3000' then continue to TOVAN descending to 2500' and execute the instrument approach procedure again.

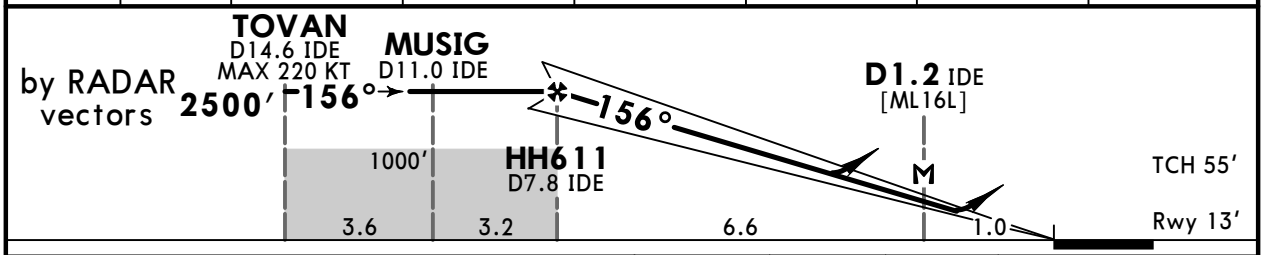
2300
MSA ARP

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL150 | Trans alt: 13000'

1. RNP 1 required. RNP 1 required in the Missed Approach. 2. DME required. 3. ILS DME reads zero at Rwy 16L TDZ. 4. Simultaneous approach may be in force. 5. In case of Missed Approach inform ATC immediately.



LOC (GS out)	IDE DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2240'	1920'	1600'	1280'	970'	650'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.2 IDE							

Timing not authorized for defining the MAP.

HIALS-II PAPI PAPI

230 KT MAX | 1000' | HH6Ø2 | BAYAN LT

Std/State

STRAIGHT-IN LANDING

ILS DA(H) ABC: 213' (200') D: 230' (217')

LOC (GS out) CDFA 2 DA/MDA(H) 390' (377')

	ILS TDZ or CL out	ILS ALS out	LOC (GS out) TDZ or CL out	LOC (GS out) ALS out
A	R550m	1 R550m	R1200m	R1000m
B				R1500m
C			R1000m	R1700m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	620' (607')	V1500m
135	620' (607')	V1600m
180	1260' (1247')	V2400m
205	1260' (1247')	V3600m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Missed approach, waypoint HH6Ø2, speed for SIVET, ILS & LOC mnms.

OTHH/DOH
HAMAD INTL

JEPPESEN
30 AUG 24 (21-1A) Eff 5 Sep

DOHA, QATAR
CAT II/III ILS Rwy 16L

D-ATIS Arrival	DOHA RADAR (APP) North	DOHA RADAR (APP) South	DOHA Approach East
126.825	121.1	120.675X	124.775X

DOHA Director (APP) East	HAMAD Tower East	Ground West	Ground Central	Ground East	Planner	Overflow
119.4	118.525	118.575	118.650	120.225	119.075X	118.075X

BRIEFING STRIP™

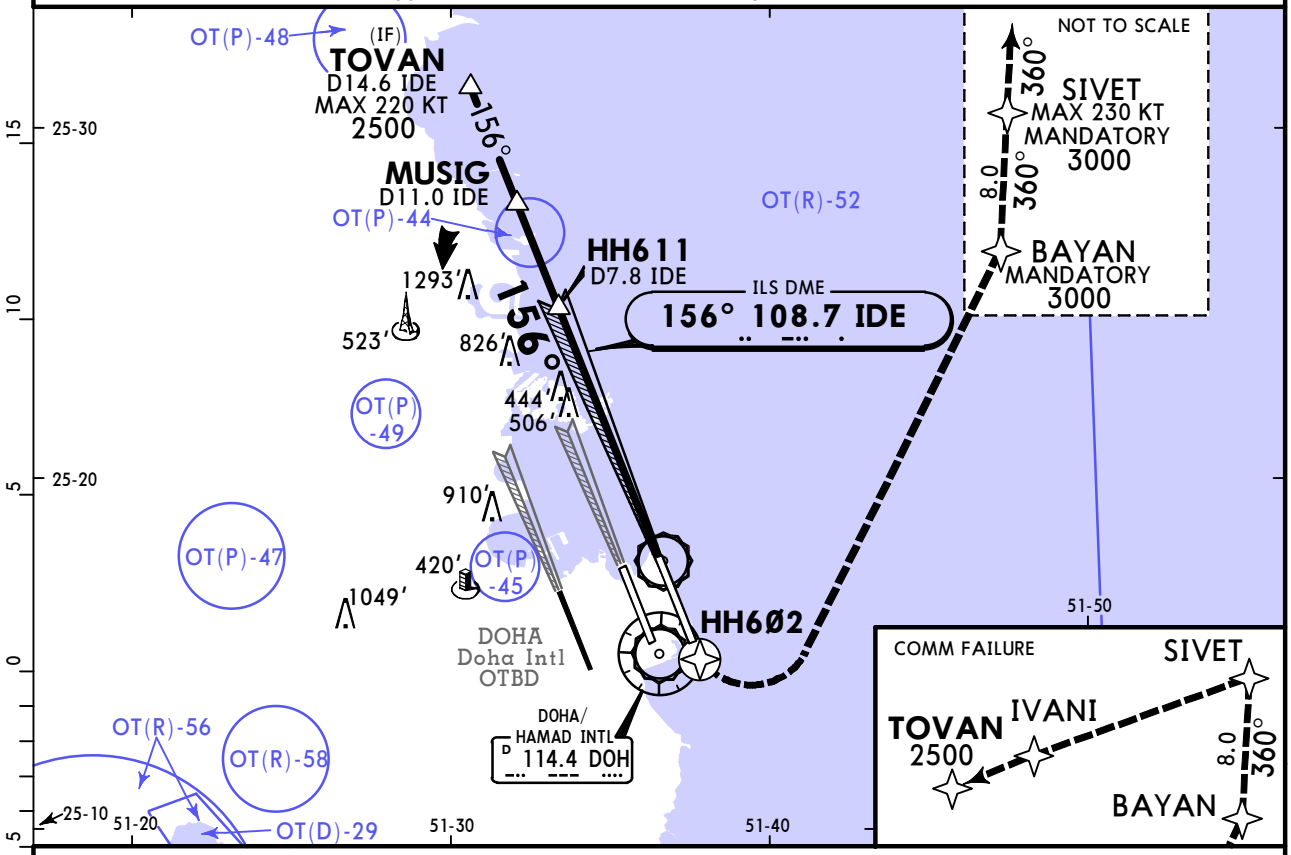
LOC IDE	Final Apch Crs	HH611	CAT III & II ILS Refer to Minimums	Apt Elev 13′ Rwy 13′
108.7	156°	2500′ (2487′)		

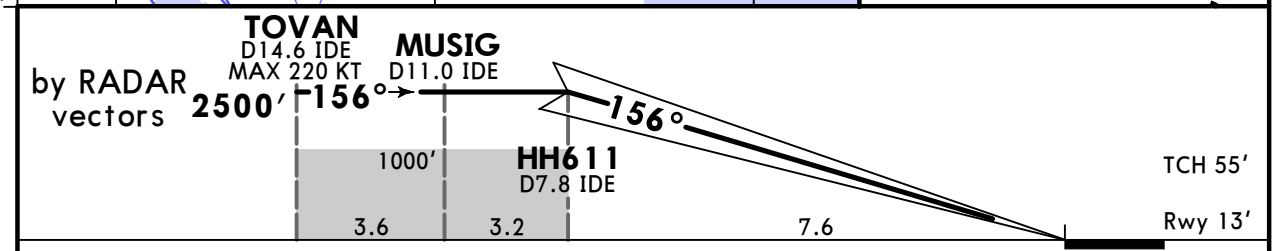
MISSED APCH: Climb STRAIGHT AHEAD to HH6Ø2. When passing 1000′ but not before HH6Ø2, turn LEFT direct to BAYAN climbing to 3000′. Proceed on track 360° to SIVET maintaining 3000′. Continue on track 360° and expect RADAR vectors. MAX 230 KT.
COMM FAILURE: Squawk 7600, proceed via BAYAN, SIVET to IVANI maintaining 3000′ then continue to TOVAN descending to 2500′ and execute the instrument approach procedure again.

2300
MSA ARP

Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: FL150	Trans alt: 13000′

1. RNP 1 required. RNP1 required in the Missed Approach. 2. Special Aircrew & Acft Certification Required. 3. DME required. 4. ILS DME reads zero at Rwy 16L TDZ. 5. Simultaneous approach may be in force. 6. In case of Missed Approach inform ATC immediately.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI PAPI

230 KT MAX

1000′

HH6Ø2

BAYAN LT

Std/State STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	A: RA 100′ DA(H) 113′(100′) B: RA 106′ DA(H) 119′(106′) C: RA 118′ DA(H) 130′(117′) D: RA 137′ DA(H) 147′(134′)

PANS OPS

A	R75m	R300m
B		
C		
D		R400m

CHANGES: Missed approach, waypoint HH6Ø2, speed for SIVET, ILS CAT II mnms.

OTHH/DOH
HAMAD INTL

JEPPESEN
3 MAY 24 (21-2) Eff 16 May

DOHA, QATAR
ILS Rwy 16R

D-ATIS Arrival	DOHA RADAR (APP) North	DOHA RADAR (APP) South	DOHA Approach West	DOHA Approach East
126.825	121.1	120.675X	119.725	124.775X

DOHA Director (APP) West	HAMAD Tower West	Ground West	Ground Central	Ground East	Ground Planner	Ground Overflow
123.875X	118.025	118.575	118.650	120.225	119.075X	118.075X

BRIEFING STRIP ™

LOC QAT	Final Apch Crs	HH511	ILS DA(H)	Apt Elev 13′
108.1	156°	2500′ (2487′)	Refer to Minimums	Rwy 13′

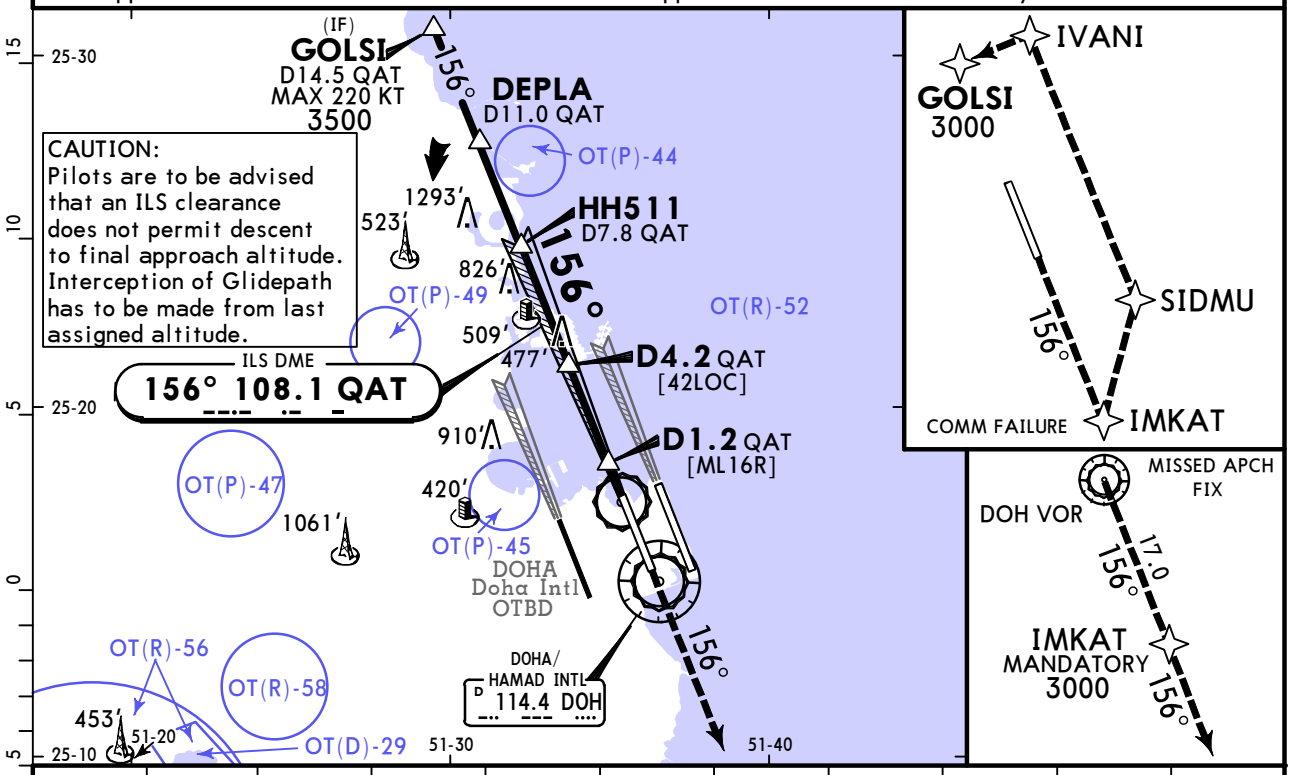
MISSED APCH: Climb STRAIGHT AHEAD to IMKAT at 3000′, then continue on track 156° maintaining 3000′ and expect RADAR vectors.

COMM FAILURE: Squawk 7600, proceed via IMKAT, SIDMU to IVANI maintaining 3000′ then continue to GOLSI and execute the instrument approach procedure again at 3000′.

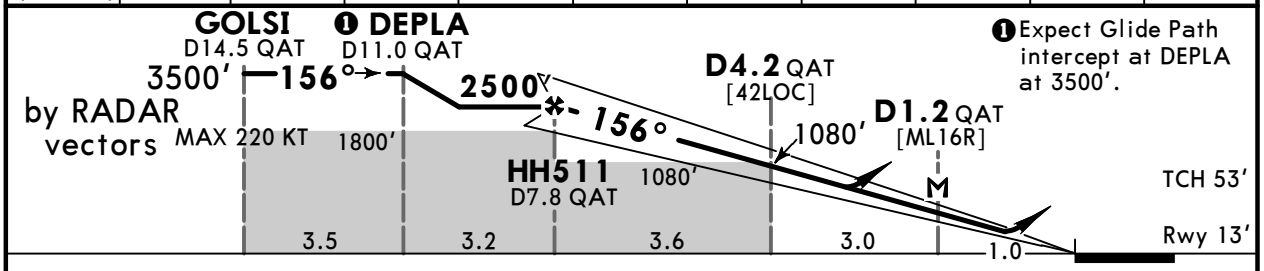
2300
MSA ARP

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL150 | Trans alt: 13000′

1. RNP 1 required. RNP 1 required in the Missed Approach. 2. DME required. 3. ILS DME reads zero at Rwy 16R TDZ. 4. Simultaneous approach may be in force. 5. Expect RADAR vectors to establish on final approach course at GOLSI. 6. In case of Missed Approach inform ATC immediately.



LOC (GS out)	QAT DME	11.0	10.0	9.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3500′	3190′	2870′	2240′	1920′	1600′	1280′	960′	650′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.2 QAT							

Timing not authorized for defining the MAP.

HIALS-II | PAPI | PAPI | MANDATORY 3000′ | IMKAT

Std/State STRAIGHT-IN LANDING

	ILS DA(H)	TDZ or CL out	ALS out	LOC (GS out) CDFA 2 DA/MDA(H) 370′ (357′)	TDZ or CL out	ALS out
A	ABC: 213′ (200′)	R550m	1 R550m	R1200m	R900m	R900m	R1500m
B							
C	D: 228′ (215′)						R1600m
D							

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	620′ (607′)	V1500m
135	620′ (607′)	V1600m
180	1260′ (1247′)	V2400m
205	1260′ (1247′)	V3600m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Prohibited airspaces, circle-to-land minimums.

OTHH/DOH
HAMAD INTL

JEPPESEN
3 MAY 24
Eff 16 May
21-2A

DOHA, QATAR
CAT II/III ILS Rwy 16R

D-ATIS Arrival	DOHA RADAR (APP) North	DOHA RADAR (APP) South	DOHA Approach West	DOHA Approach East
126.825	121.1	120.675X	119.725	124.775X

DOHA Director (APP) West	HAMAD Tower West	Ground West	Ground Central	Ground East	Ground Planner	Ground Overflow
123.875X	118.025	118.575	118.650	120.225	119.075X	118.075X

BRIEFING STRIP ™

LOC QAT	Final Apch Crs	HH511	CAT III & II ILS Refer to Minimums	Apt Elev 13′ Rwy 13′
108.1	156°	2500′ (2487′)		

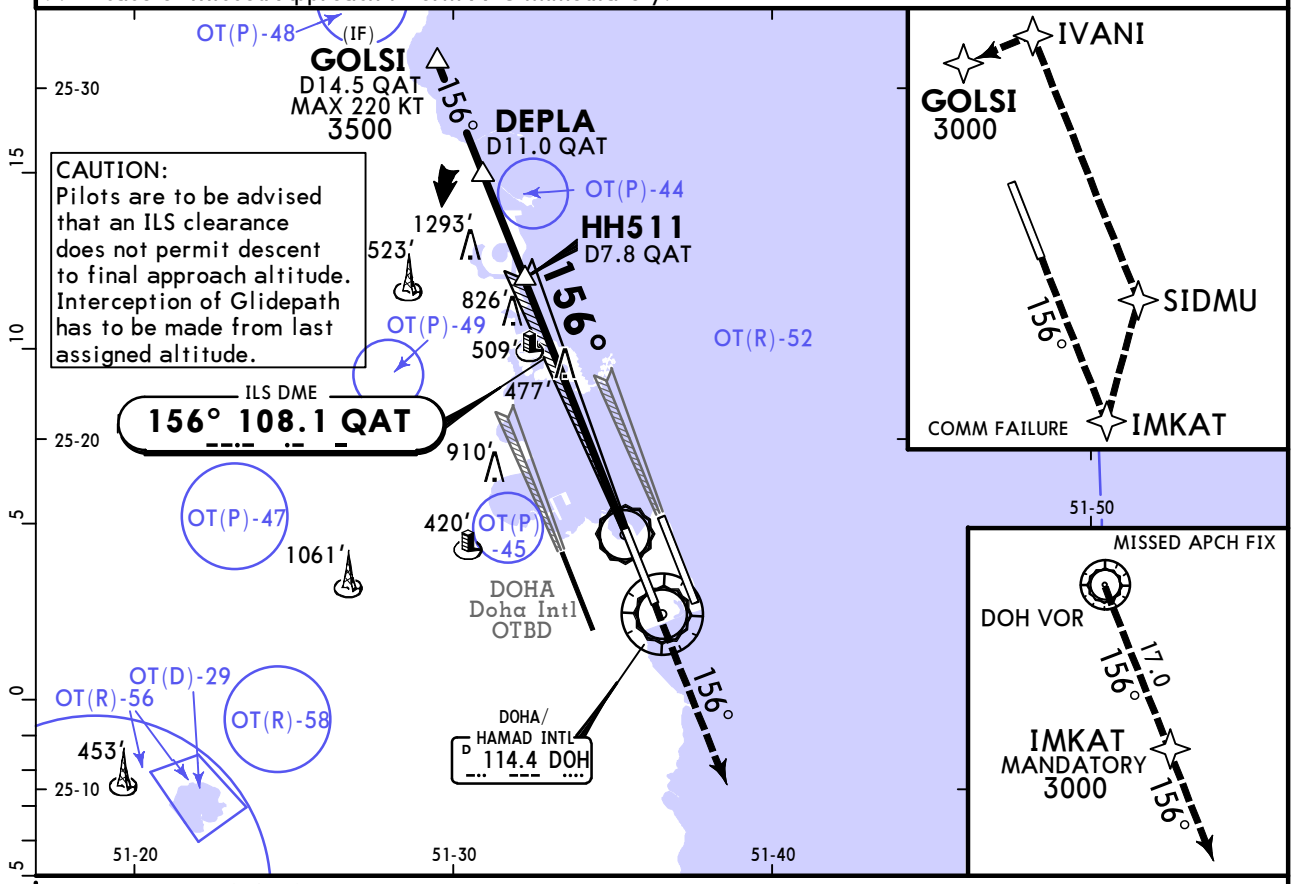
MISSED APCH: Climb STRAIGHT AHEAD to IMKAT at 3000′, then continue on track 156° maintaining 3000′ and expect RADAR vectors.

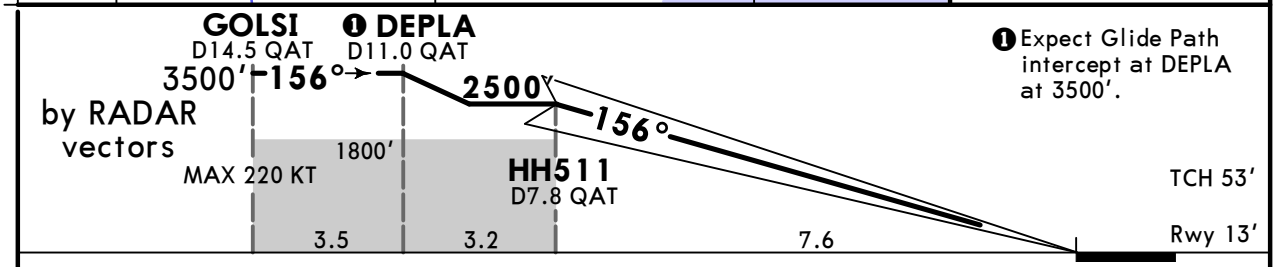
COMM FAILURE: Squawk 7600, proceed via IMKAT, SIDMU to IVANI maintaining 3000′ then continue to GOLSI and execute the instrument approach procedure again at 3000′.

2300
MSA ARP

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL150 | Trans alt: 13000′

1. RNP 1 required. RNP 1 required in Missed Approach. 2. Special Aircrew & Acft Certification Required. 3. DME required. 4. ILS DME reads zero at Rwy 16R TDZ. 5. Simultaneous approach may be in force. 6. Expect RADAR vectors to establish on final approach course at GOLSI. 7. In case of Missed Approach inform ATC immediately.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI PAPI | MANDATORY 3000′ | IMKAT

Std/State STRAIGHT-IN LANDING

	CAT III ILS	CAT II ILS
		AB: RA 100′ DA(H) 113′ (100′) C: RA 101′ DA(H) 114′ (101′) D: RA 125′ DA(H) 135′ (122′)

PANS OPS

A	R75m	R300m
B		
C		R400m
D		

CHANGES: Prohibited airspaces, minimums.

OTHH/DOH
HAMAD INTL

JEPPESEN
3 MAY 24 (21-3) Eff 16 May

DOHA, QATAR
ILS Rwy 34L

D-ATIS Arrival	DOHA RADAR (APP) North	DOHA RADAR (APP) South	DOHA Approach West	DOHA Approach East
126.825	121.1	120.675X	119.725	124.775X

DOHA Director (APP) West	HAMAD Tower West	Ground West	Ground Central	Ground East	Ground Planner	Ground Overflow
123.875X	118.025	118.575	118.650	120.225	119.075X	118.075X

BRIEFING STRIP™

LOC HJJ	Final Apch Crs	HH811	ILS DA(H) Refer to Minimums	Apt Elev 13′ Rwy 13′
111.9	336°	2500′ (2487′)		

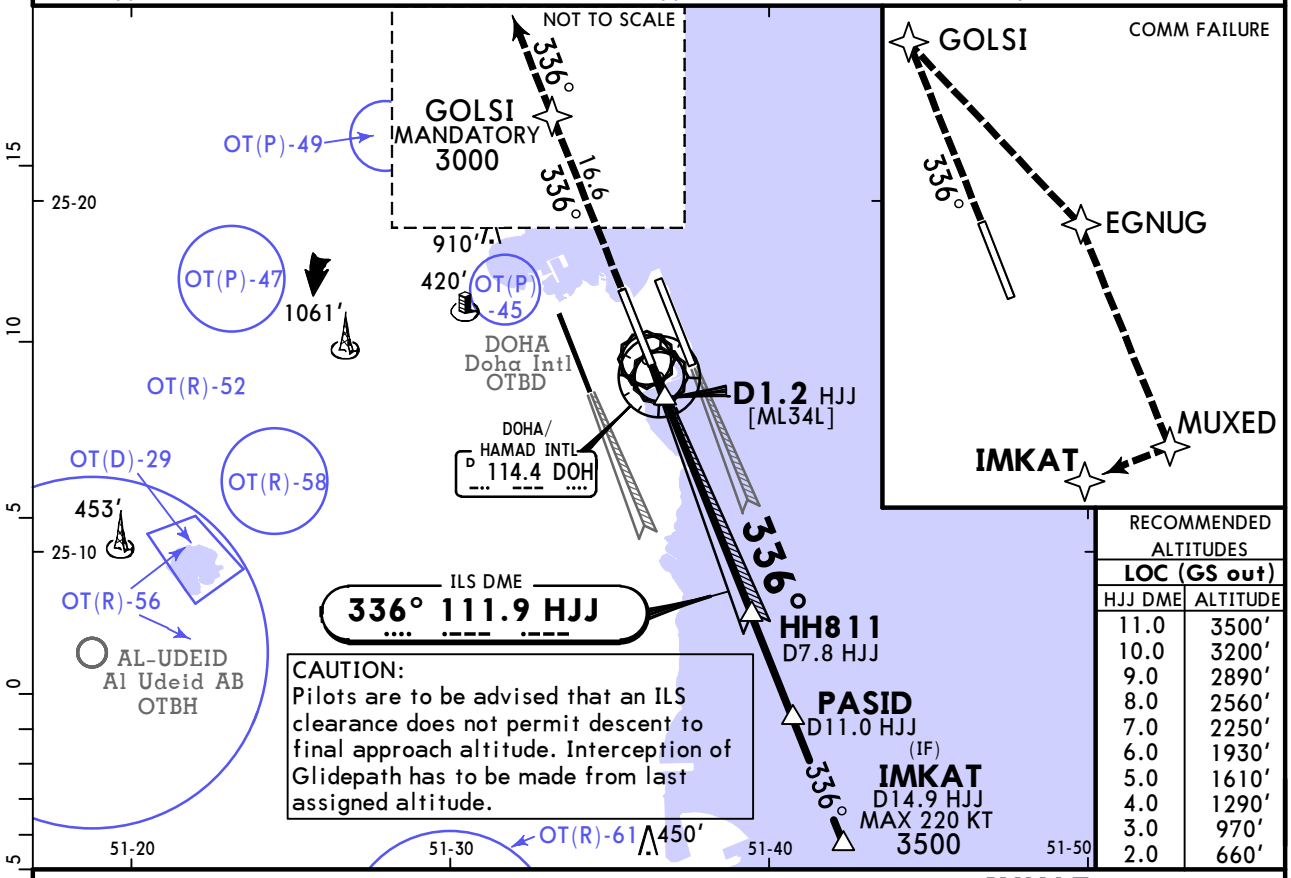
MISSED APCH: Climb STRAIGHT AHEAD to GOLSI at 3000′, then continue on track 336° maintaining 3000′ and expect RADAR vectors.

COMM FAILURE: Squawk 7600, proceed via GOLSI, EGNUG to MUXED maintaining 3000′ then continue to IMKAT and execute the instrument approach procedure again.

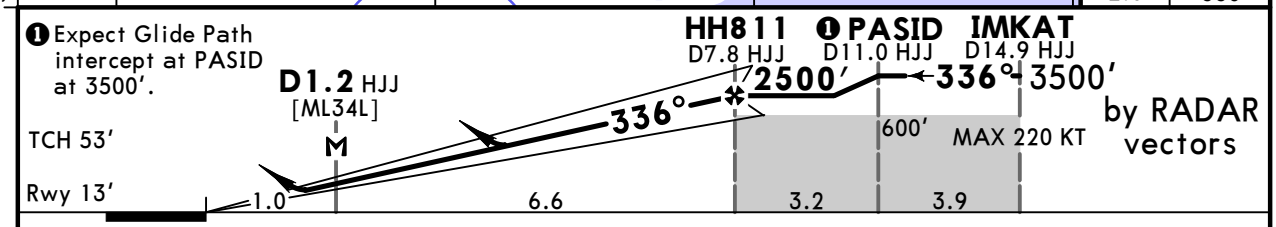
2300
MSA ARP

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL150 | Trans alt: 13000′

1. RNP 1 required. RNP 1 required in Missed Approach. 2. DME required. 3. ILS DME reads zero at Rwy 34L TDZ. 4. Simultaneous approach may be in force. 5. Expect RADAR vectors to establish on final approach course at IMKAT. 6. In case of Missed Approach inform ATC immediately.



RECOMMENDED ALTITUDES LOC (GS out)	
HJJ DME	ALTITUDE
11.0	3500′
10.0	3200′
9.0	2890′
8.0	2560′
7.0	2250′
6.0	1930′
5.0	1610′
4.0	1290′
3.0	970′
2.0	660′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.2 HJJ							

Timing not authorized for defining the MAP.

HIALS-II PAPI PAPI | MANDATORY 3000′ | GOLSI

Std/State STRAIGHT-IN LANDING

ILS
DA(H) AB: 213′ (200′) C: 215′ (202′) D: 229′ (216′)

LOC (GS out)
CDFA
2 DA/MDA(H) 340′ (327′)

CIRCLE-TO-LAND

	ILS TDZ or CL out	ILS ALS out	LOC (GS out) TDZ or CL out	LOC (GS out) ALS out
A, B, C, D	R550m	1 R550m	R1200m	R800m	R800m	R1500m

Max Kts.	MDA(H)
100	620′ (607′) V1500m
135	620′ (607′) V1600m
180	1260′ (1247′) V2400m
205	1260′ (1247′) V3600m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Prohibited airspaces, minimums.

OTHH/DOH
HAMAD INTL

JEPPESEN
3 MAY 24
Eff 16 May
21-3A

DOHA, QATAR
CAT II/III ILS Rwy 34L

D-ATIS Arrival	DOHA RADAR (APP) North	DOHA RADAR (APP) South	DOHA Approach West	DOHA Approach East
126.825	121.1	120.675X	119.725	124.775X

DOHA Director (APP) West	HAMAD Tower West	Ground West	Ground Central	Ground East	Ground Planner	Ground Overflow
123.875X	118.025	118.575	118.650	120.225	119.075X	118.075X

BRIEFING STRIP™

LOC HJJ	Final Apch Crs	HH811	CAT III & II ILS Refer to Minimums	Apt Elev 13′ Rwy 13′
111.9	336°	2500′ (2487′)		

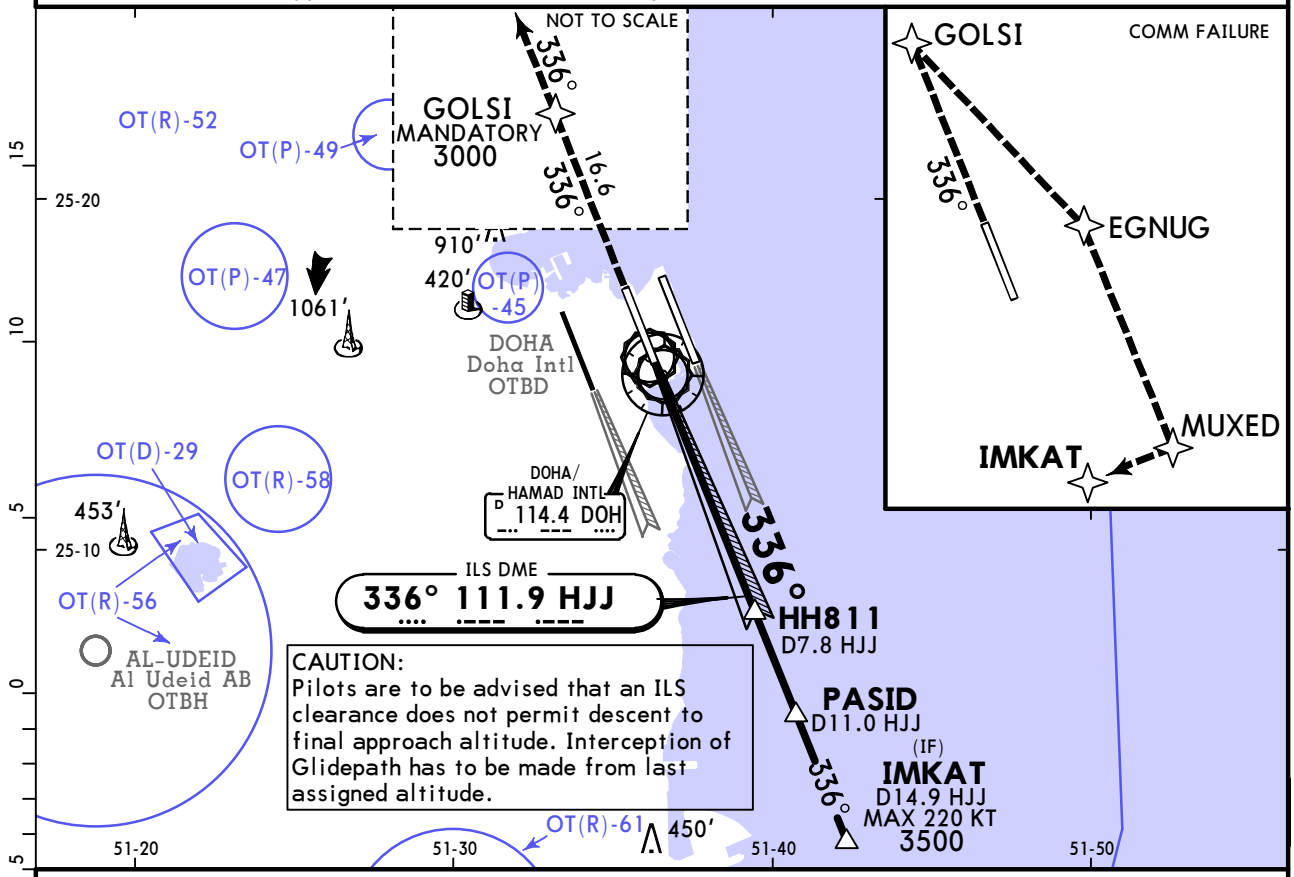
MISSED APCH: Climb STRAIGHT AHEAD to GOLSI at 3000′, then continue on track 336° maintaining 3000′ and expect RADAR vectors.

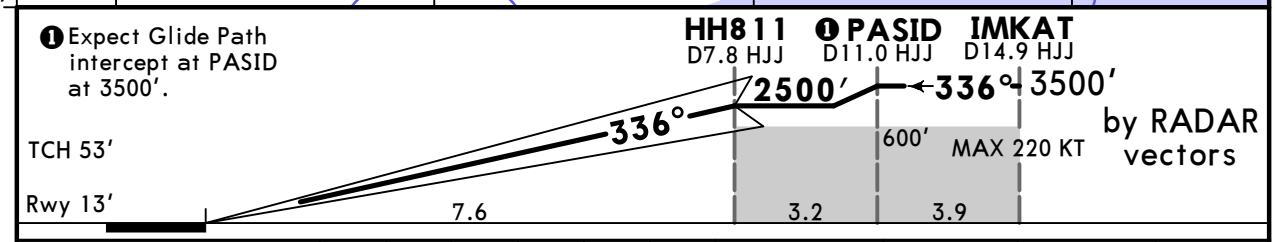
COMM FAILURE: Squawk 7600, proceed via GOLSI, EGNUG to MUXED maintaining 3000′ then continue to IMKAT and execute the instrument approach procedure again.

2300
MSA ARP

Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: FL150	Trans alt: 13000′

1. RNP 1 required. RNP 1 required in Missed Approach. 2. Special Aircrew & Acft Certification Required. 3. DME required. 4. ILS DME reads zero at Rwy 34L TDZ. 5. Simultaneous approach may be in force. 6. Expect RADAR vectors to establish on final approach course at IMKAT. 7. In case of Missed Approach inform ATC immediately.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI PAPI | MANDATORY 3000′ | GOLSI

Std/State STRAIGHT-IN LANDING

PANS OPS

	CAT III ILS	CAT II ILS
		ABC: **RA 99′** DA(H) **113′**(100′) D: **RA 110′** DA(H) **122′**(109′)
A	R75m	1 R300m
B		
C		
D		

1 CAT D requires autoland or HUDLS, otherwise: R350m.

CHANGES: Prohibited airpsaces, minimums.

OTHH/DOH
HAMAD INTL

JEPPESEN
30 AUG 24 (21-4) Eff 5 Sep

DOHA, QATAR
ILS Rwy 34R

D-ATIS Arrival	DOHA RADAR (APP) North	DOHA RADAR (APP) South	DOHA Approach East
126.825	121.1	120.675X	124.775X

DOHA Director (APP) East	HAMAD Tower East	Ground West	Ground Central	Ground East	Planner	Overflow
119.4	118.525	118.575	118.650	120.225	119.075X	118.075X

BRIEFING STRIP ™

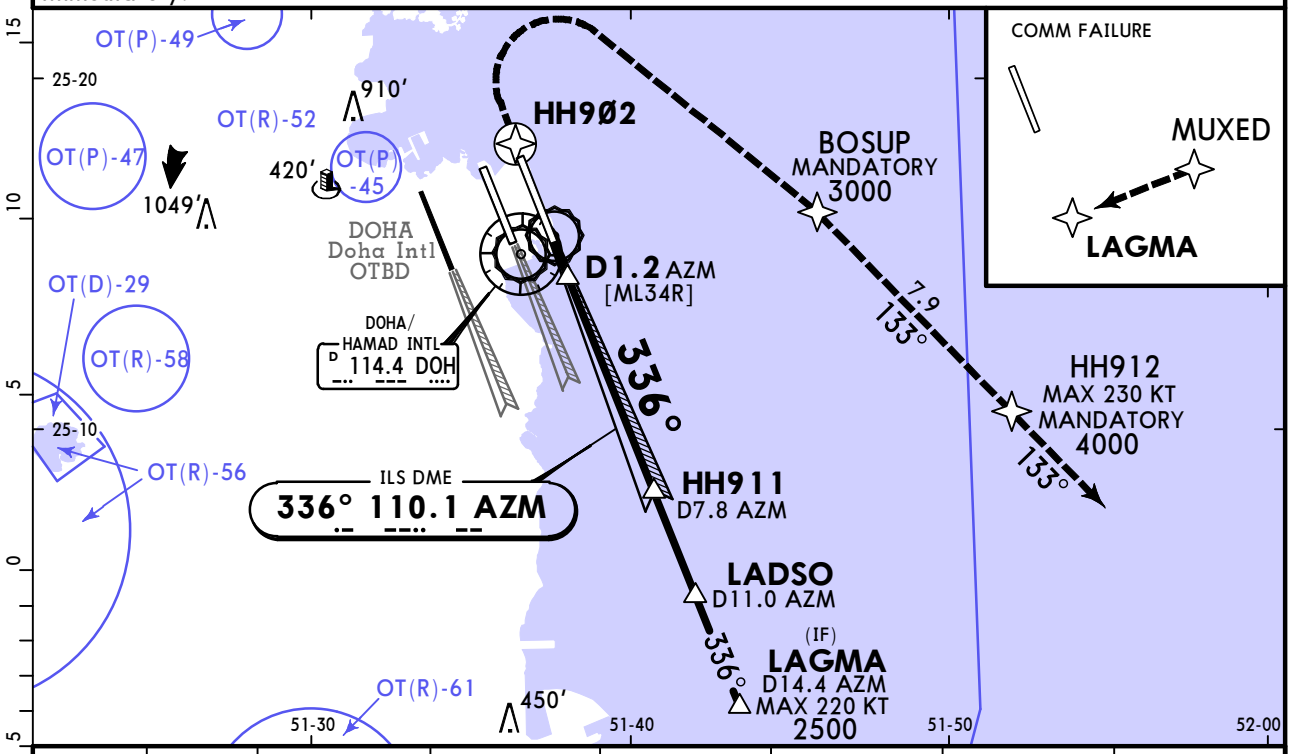
LOC AZM	Final Apch Crs	HH911	ILS DA(H)	Apt Elev 13′
110.1	336°	2500′ (2487′)	Refer to Minimums	Rwy 13′

MISSED APCH: Climb STRAIGHT AHEAD to HH9Ø2. When passing 1000′ but not before HH9Ø2, turn RIGHT direct to BOSUP climbing to 3000′. After BOSUP continue climb to 4000′ on track 133° to HH912. Continue on track 133° maintaining 4000′ and expect RADAR vectors. MAX 230 KT.
COMM FAILURE: Squawk 7600, proceed to MUXED maintaining 4000′ then continue to LAGMA descending to 2500′ and execute the instrument approach procedure again.

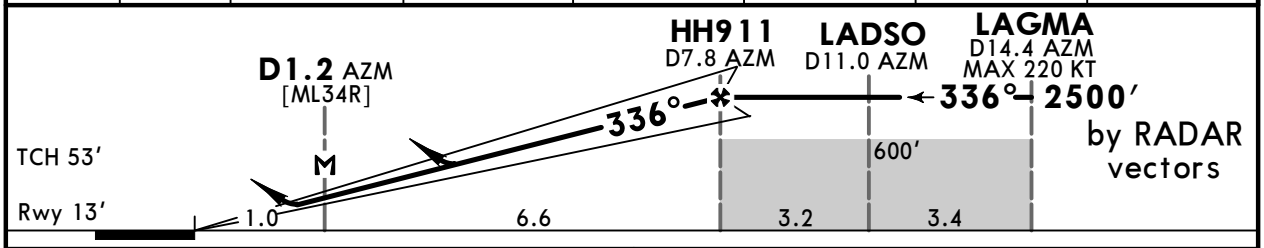
2300
MSA ARP

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL150 | Trans alt: 13000′

1. RNP 1 required. RNP 1 required in Missed Approach. 2. DME required. 3. ILS DME reads zero at Rwy 34R TDZ. 4. Simultaneous approach may be in force. 5. In case of Missed Approach inform ATC immediately.



LOC (GS out)	AZM DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	650′	970′	1290′	1610′	1930′	2240′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.2 AZM							

Timing not authorized for defining the MAP.

HIALS-II
PAPI PAPI

230 KT MAX | 1000′ | HH9Ø2 | BOSUP RT

Std/State — STRAIGHT-IN LANDING

	ILS DA(H)	TDZ or CL out	ALS out	LOC (GS out) CDFA DA/MDA(H)	TDZ or CL out	ALS out
A	A: 213′ (200′) B: 215′ (202′)			2 340′ (327′)		
B	C: 226′ (213′) D: 239′ (226′)	R550m	1 R550m	R1200m	R800m	R800m	R1500m
C						
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	620′ (607′)	V1500m
135	620′ (607′)	V1600m
180	1260′ (1247′)	V2400m
205	1260′ (1247′)	V3600m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Missed approach, waypoint HH9Ø2, speed for HH912, ILS minimums.

OTHH/DOH
HAMAD INTL

JEPPESEN
30 AUG 24
Eff 5 Sep
21-4A

DOHA, QATAR
CAT II/III ILS Rwy 34R

D-ATIS Arrival	DOHA RADAR (APP) North	DOHA RADAR (APP) South	DOHA Approach East
126.825	121.1	120.675X	124.775X

DOHA Director (APP) East	HAMAD Tower East	Ground West	Ground Central	Ground East	Planner	Overflow
119.4	118.525	118.575	118.650	120.225	119.075X	118.075X

BRIEFING STRIP™

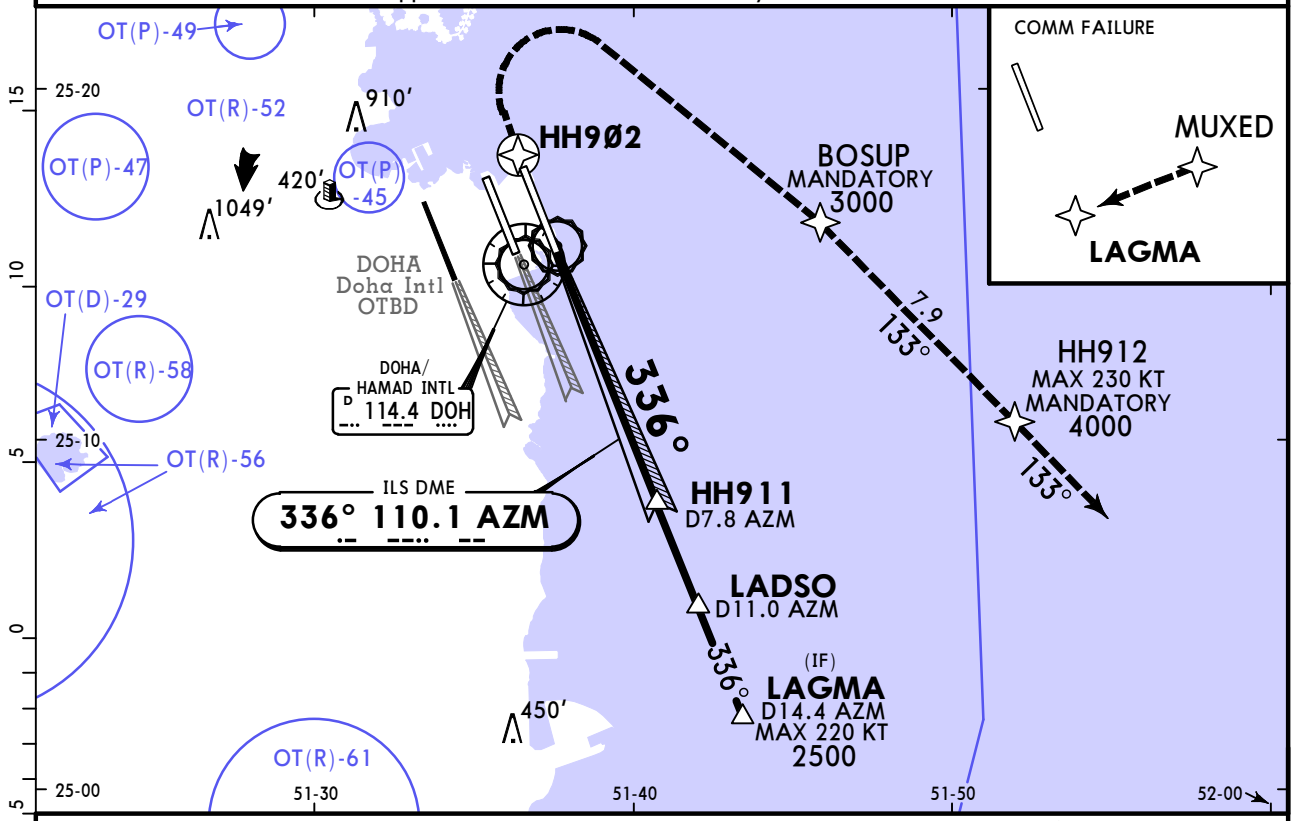
LOC AZM	Final Apch Crs	HH911	CAT III & II ILS	Apt Elev 13′
110.1	336°	2500′ (2487′)	Refer to Minimums	Rwy 13′

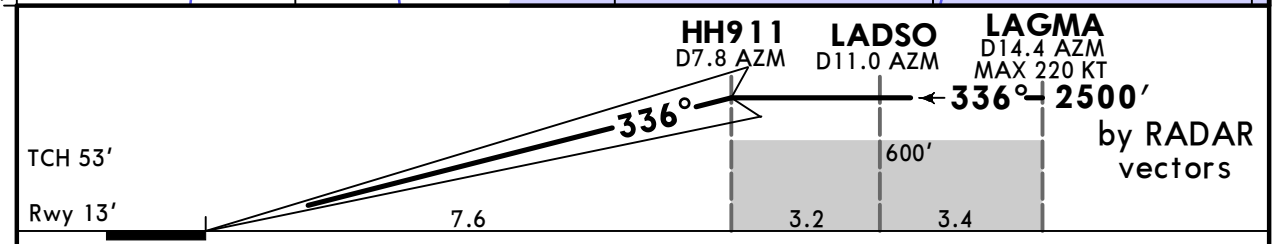
MISSED APCH: Climb STRAIGHT AHEAD to HH9Ø2. When passing 1000′ but not before HH9Ø2, turn RIGHT direct to BOSUP climbing to 3000′. After BOSUP continue climb to 4000′ on track 133° to HH912. Continue on track 133° maintaining 4000′ and expect RADAR vectors. MAX 230 KT.
COMM FAILURE: Squawk 7600, proceed to MUXED maintaining 4000′ then continue to LAGMA descending to 2500′ and execute the instrument approach procedure again.

2300
MSA ARP

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL150 | Trans alt: 13000′

1. RNP 1 required. RNP 1 required in Missed Approach. 2. Special Aircrew & Acft Certification Required. 3. DME required. 4. ILS DME reads zero at Rwy 34R TDZ. 5. Simultaneous approach may be in force. 6. In case of Missed Approach inform ATC immediately.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI PAPI | 230 KT MAX | 1000′ | HH9Ø2 | BOSUP RT

Std/State STRAIGHT-IN LANDING

	CAT III ILS	CAT II ILS
		A: **RA 125′** DA(H) **134′** (121′) B: **RA 139′** DA(H) **144′** (131′) C: **RA 150′** DA(H) **155′** (142′) D: **RA 166′** DA(H) **171′** (158′)

PANS OPS

A	R75m	R400m
B		
C		R450m
D		

CHANGES: Missed approach, waypoint HH9Ø2, speed for HH912, CAT II ILS mnms.

OTHH/DOH
HAMAD INTL

JEPPESEN
3 MAY 24 (22-1) Eff 16 May

DOHA, QATAR
RNP Rwy 16L

D-ATIS Arrival	DOHA RADAR (APP) North	DOHA RADAR (APP) South	DOHA Approach East
126.825	121.1	120.675X	124.775X

DOHA Director (APP) East	HAMAD Tower East	Ground West	Ground Central	Ground East	Planner	Overflow
119.4	118.525	118.575	118.650	120.225	119.075X	118.075X

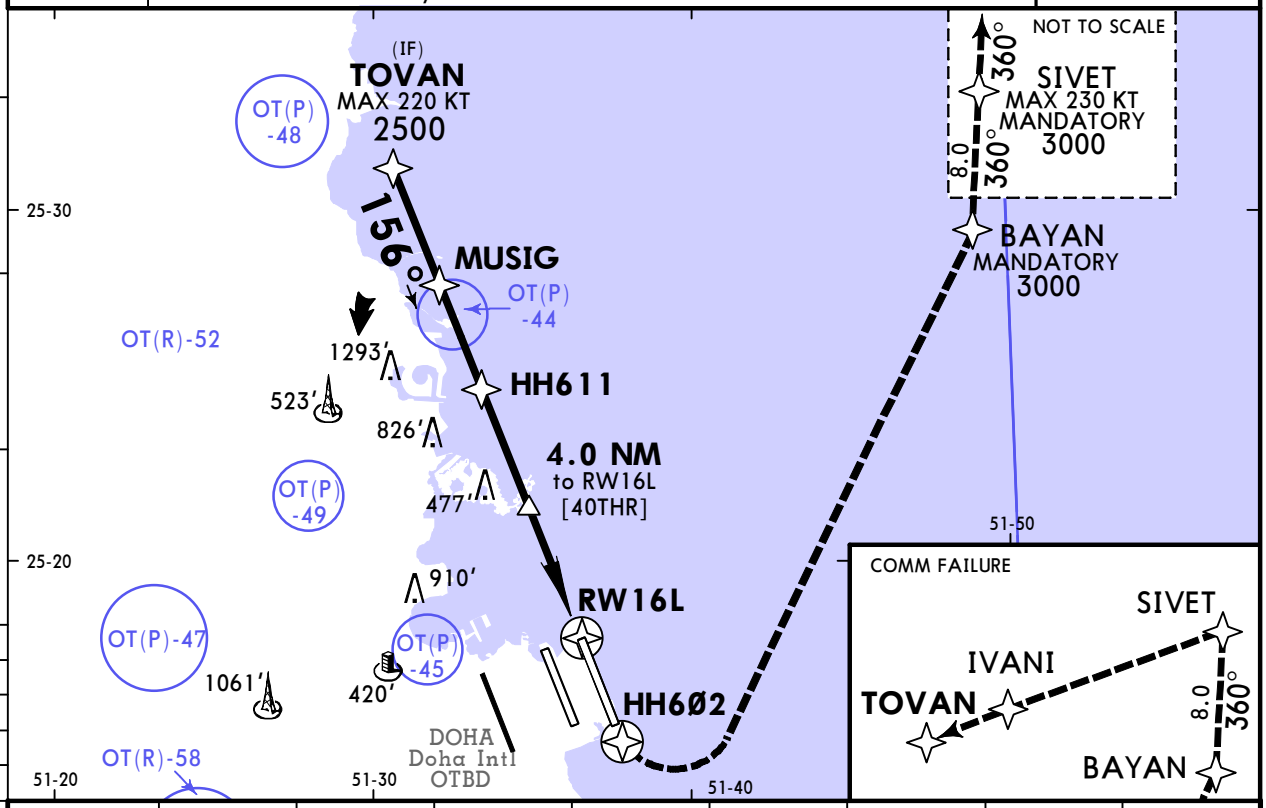
RNAV	Final Apch Crs	HH611	LNAV/VNAV DA(H) Refer to Minumums	Apt Elev 13' Rwy 13'
	156°	2500' (2487')		

MISSED APCH: Climb STRAIGHT AHEAD to HH6Ø2. When passing 1000' but not before HH6Ø2, turn LEFT direct to BAYAN climbing to 3000'. Proceed on track to SIVET maintaining 3000'. Continue on track 360° and expect RADAR vectors. MAX 230 KT.
COMM FAILURE: Squawk 7600, proceed via BAYAN, SIVET to IVANI maintaining 3000'. Continue to TOVAN and execute the approach procedure again.

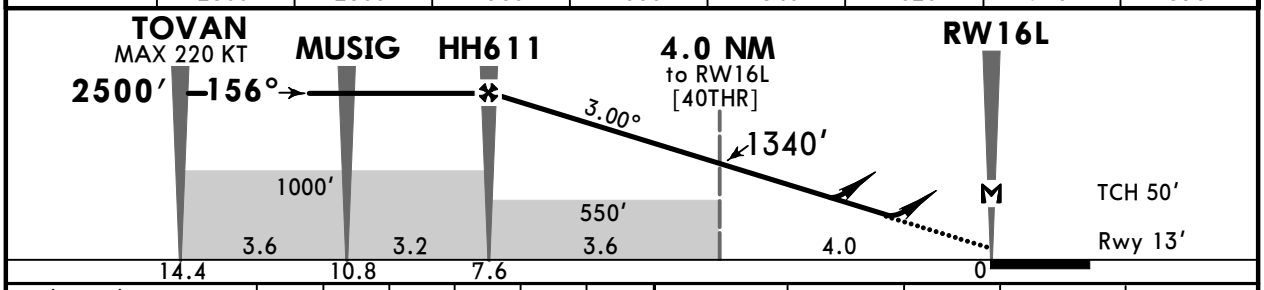
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: FL150	Trans alt: 13000'

RNP Apch — 1. Baro-VNAV not authorized below +10°C. 2. In case of Missed Approach inform ATC immediately.

2300
MSA ARP



DIST to RW16L	7.6	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2500'	2300'	1980'	1660'	1340'	1020'	710'	390'



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW16L						

Timing not authorized for defining the MAP.

HIALS-II PAPI PAPI

230 KT MAX | 1000' | HH6Ø2 | BAYAN LT

Std/State STRAIGHT-IN LANDING

	LNAV/VNAV DA(H)	TDZ or CL out	ALS out	LNAV CDFA DA/MDA(H)	TDZ or CL out	ALS out
A	A: 290' (277') C: 320' (307')	1 R600m	R1300m	2 440' (427')		R1500m
B	B: 300' (287') D: 340' (327')	1 R650m	R1400m		R1300m	
C		1 R700m				R2000m
D		R800m	R1500m			

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	620' (607')	V1500m
135	620' (607')	V1600m
180	1260' (1247')	V2400m
205	1260' (1247')	V3600m

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

CHANGES: Procedure revised.

OTHH/DOH
HAMAD INTL

JEPPESEN
3 MAY 24 (22-2) Eff 16 May

DOHA, QATAR
RNP Rwy 16R

BRIEFING STRIP™

D-ATIS Arrival	DOHA RADAR (APP) North	DOHA RADAR (APP) South	DOHA Approach West	DOHA Approach East
126.825	121.1	120.675X	119.725	124.775X

DOHA Director (APP) West	HAMAD Tower West	Ground West	Ground Central	Ground East	Ground Planner	Ground Overflow
123.875X	118.025	118.575	118.650	120.225	119.075X	118.075X

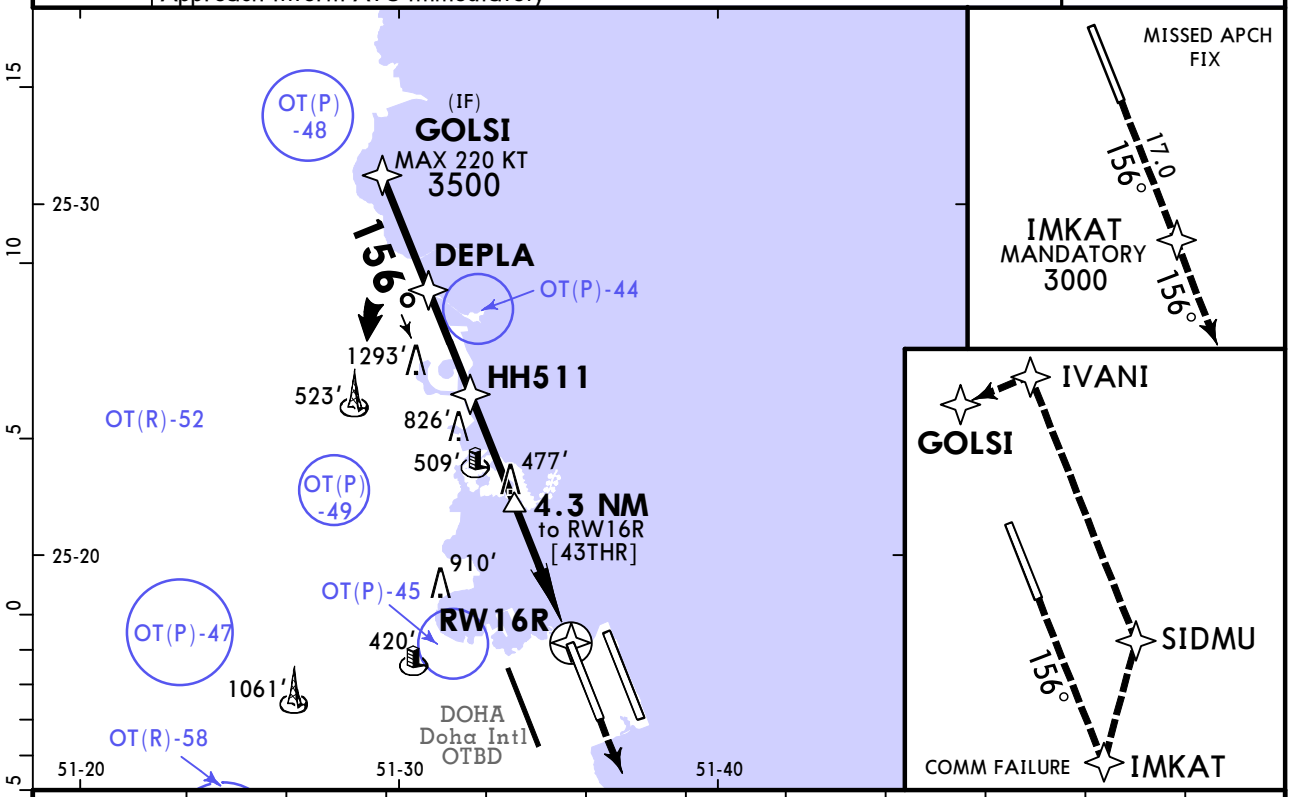
RNAV	Final Apch Crs	HH511	LNAV/VNAV DA(H) Refer to Minumums	Apt Elev 13' Rwy 13'
	156°	2500' (2487')		

MISSED APCH: Climb STRAIGHT AHEAD to IMKAT at 3000', then continue on track 156° maintaining 3000' and expect RADAR vectors.
COMM FAILURE: Squawk 7600, proceed via IMKAT, SIDMU to IVANI maintaining 3000'. Continue to GOLSI and execute the approach procedure again.

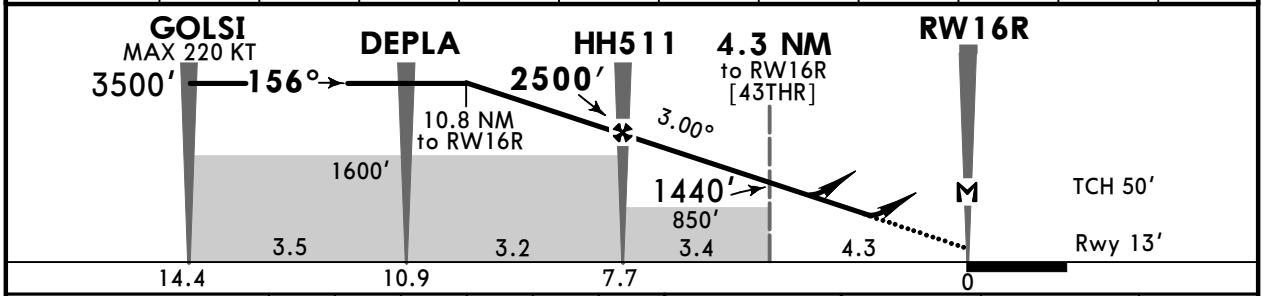
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: FL150	Trans alt: 13000'

RNP Apch: 1. Baro-VNAV not authorized below +10°C. 2. Expect RADAR vectors to establish on final approach course at GOLSI (IF). 3. In case of Missed Approach inform ATC immediately

2300
MSA ARP



DIST to RW16R	10.8	10.0	9.0	7.6	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	3500'	3250'	2930'	2500'	2300'	1980'	1660'	1340'	1020'	700'	390'



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW16R						

Timing not authorized for defining the MAP.

HIALS-II PAPI PAPI | MANDATORY 3000' | IMKAT

PANS OPS

Std/State STRAIGHT-IN LANDING

	LNAV/VNAV DA(H)	TDZ or CL out	ALS out	LNAV CDFA DA/MDA(H)	TDZ or CL out	ALS out
A	A: 270' (257') C: 310' (297')			2 430' (417')		
B	B: 290' (277') D: 330' (317')	R600m	1 R600m	R1300m	R1200m	R1500m
C		R650m	1 R650m	R1400m		R1900m
D		R700m	1 R700m			

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	620' (607')	V1500m
135	620' (607')	V1600m
180	1260' (1247')	V2400m
205	1260' (1247')	V3600m

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Procedure revised.

OTHH/DOH
HAMAD INTL

JEPPESEN
28 JUN 24 (22-3)

DOHA, QATAR
RNP Rwy 34L

BRIEFING STRIP™

D-ATIS Arrival	DOHA RADAR (APP) North	DOHA RADAR (APP) South	DOHA Approach West	DOHA Approach East
126.825	121.1	120.675X	119.725	124.775X

DOHA Director (APP) West	HAMAD Tower West	Ground West	Ground Central	Ground East	Ground Planner	Ground Overflow
123.875X	118.025	118.575	118.650	120.225	119.075X	118.075X

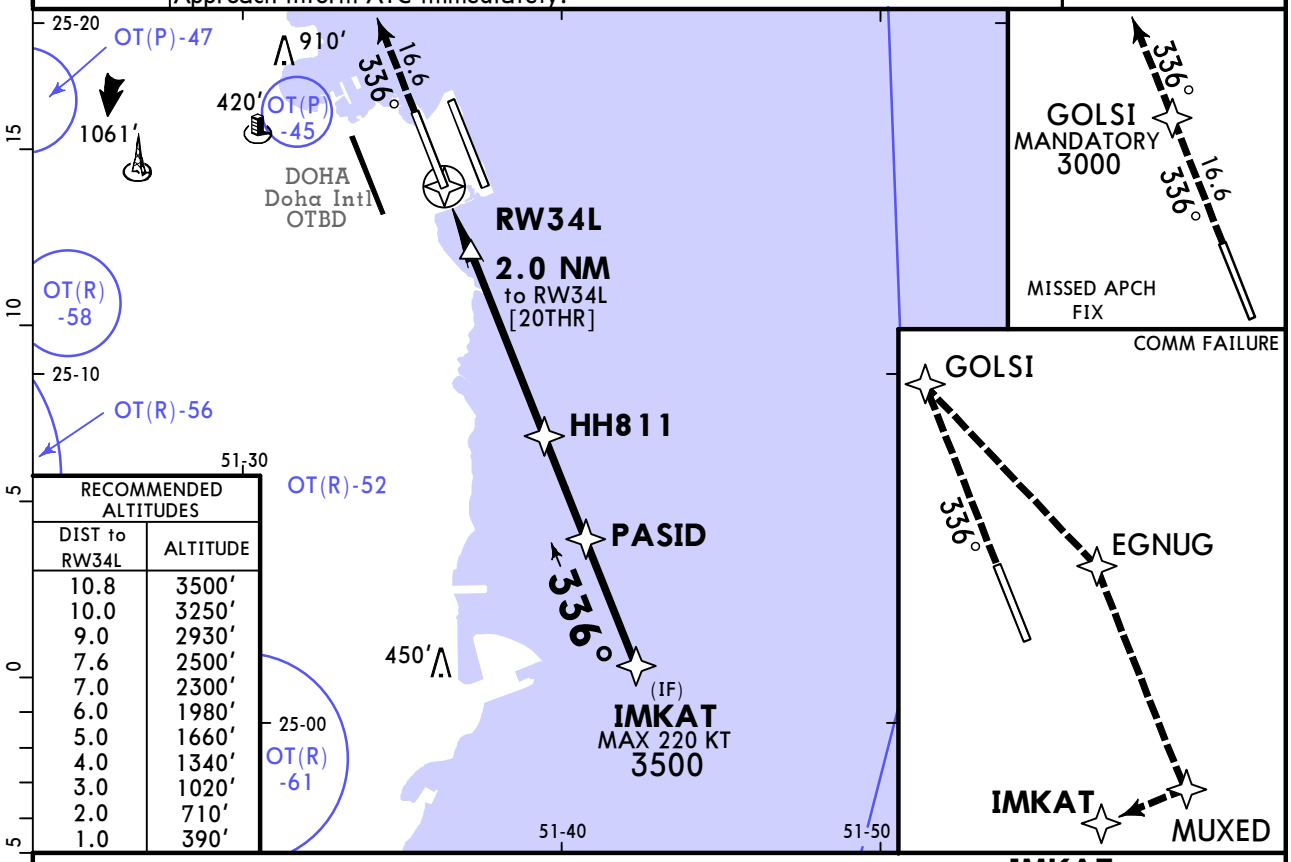
RNAV	Final Apch Crs	HH811	LNAV/VNAV DA(H) Refer to Minumums	Apt Elev 13' Rwy 13'
	336°	2500' (2487')		

MISSED APCH: Climb STRAIGHT AHEAD to GOLSI at 3000', then continue on track 336° maintaining 3000' and expect RADAR vectors.
COMM FAILURE: Squawk 7600, proceed via GOLSI, EGNUG to MUXED maintaining 3000'. Continue to IMKAT and execute the approach procedure again.

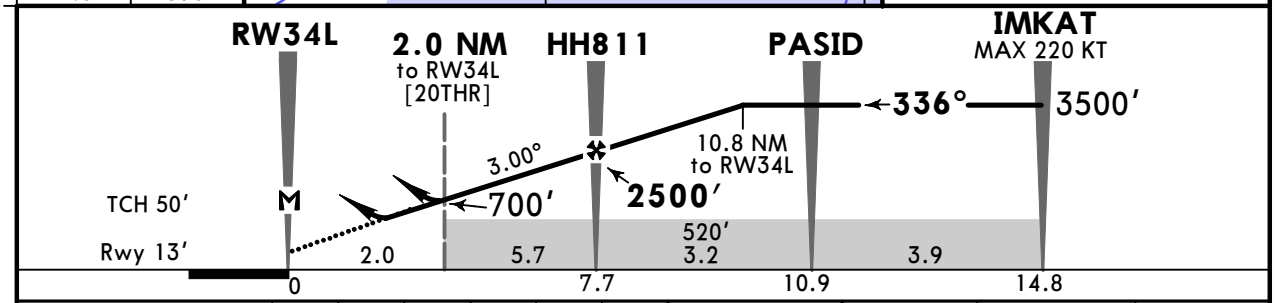
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: FL150	Trans alt: 13000'

RNP Apch: 1. Baro-VNAV not authorized below +10°C. 2. Expect RADAR vectors to establish on final apprach course at IMKAT (IF). 3. In case of Missed Approach inform ATC immediately.

2300
MSA ARP



RECOMMENDED ALTITUDES	
DIST to RW34L	ALTITUDE
10.8	3500'
10.0	3250'
9.0	2930'
7.6	2500'
7.0	2300'
6.0	1980'
5.0	1660'
4.0	1340'
3.0	1020'
2.0	710'
1.0	390'



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW34L						

Timing not authorized for defining the MAP.

HIALS-II PAPI PAPI

MANDATORY 3000'

GOLSI

Std/State STRAIGHT-IN LANDING

LNAV/VNAV
DA(H) A: 330' (317') C: 360' (347')
B: 340' (327') D: 390' (377')

	TDZ or CL out	ALS out
A	R700m / 1 R700m	R1400m
B	R800m	R1500m
C	R900m	R1600m
D	R1000m	R1700m

LNAV
CDFA
2 DA/MDA(H) 500' (487')

TDZ or CL out	ALS out
R1500m	R1500m
	R2300m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	620' (607')	V1500m
135	620' (607')	V1600m
180	1260' (1247')	V2400m
205	1260' (1247')	V3600m

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

CHANGES: Profile.

OTHH/DOH
HAMAD INTL

JEPPESEN
28 JUN 24 (22-4)

DOHA, QATAR
RNP Rwy 34R

BRIEFING STRIP ™

D-ATIS Arrival	DOHA RADAR (APP) North	DOHA RADAR (APP) South	DOHA Approach East
126.825	121.1	120.675X	124.775X

DOHA Director (APP) East	HAMAD Tower East	Ground West	Ground Central	Ground East	Planner	Overflow
119.4	118.525	118.575	118.650	120.225	119.075X	118.075X

RNAV	Final Apch Crs	HH911	LNAV/VNAV DA(H) Refer to Minumums	Apt Elev 13′ Rwy 13′
	336°	2500′(2487′)		

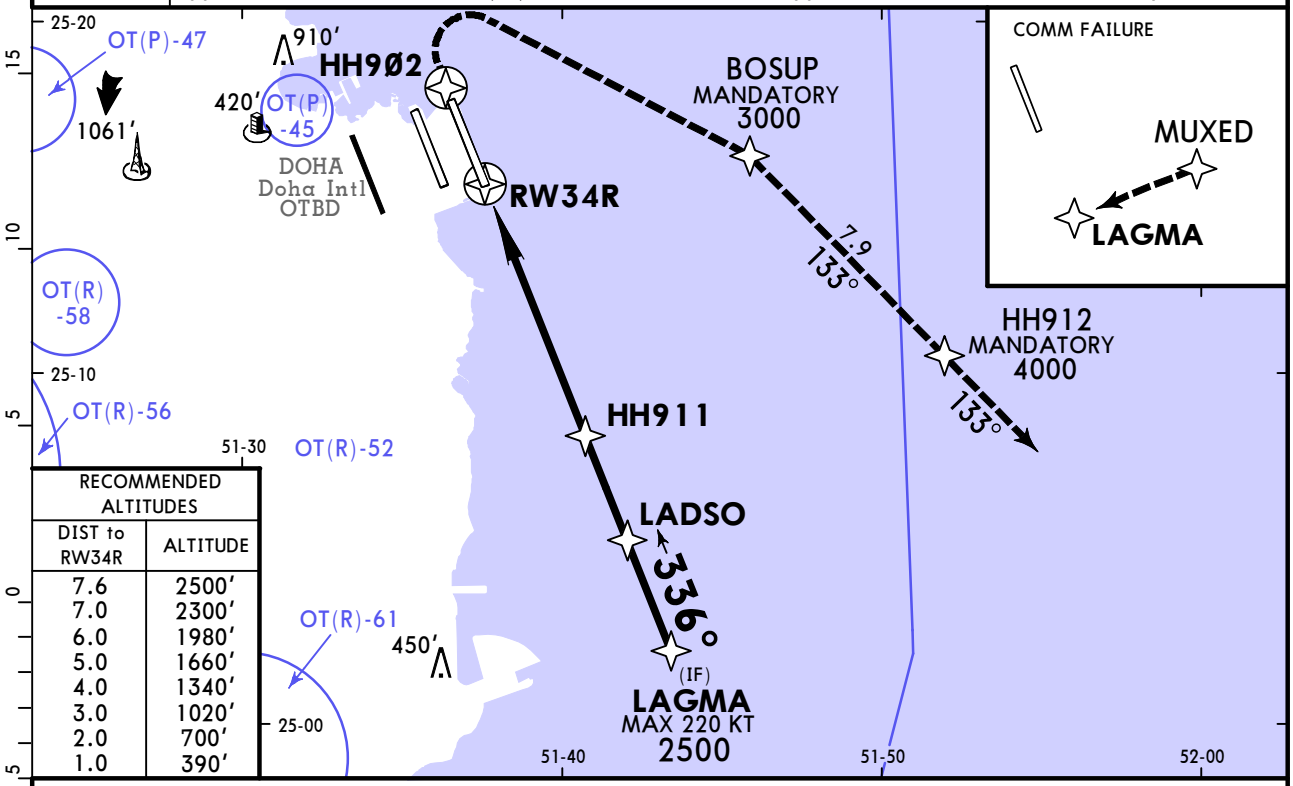
MISSED APCH: Climb STRAIGHT AHEAD to HH9Ø2. When passing 1000′ but not before HH9Ø2 turn RIGHT direct to BOSUP climbing to 3000′. After BOSUP continue climb to 4000′ on track to HH912. Continue on track 133° maintaining 4000′ and expect RADAR vectors. MAX 230 KT.

COMM FAILURE: Squawk 7600, proceed to MUXED maintaining 4000′, then continue to LAGMA descending to 3000′ and execute the approach procedure again.

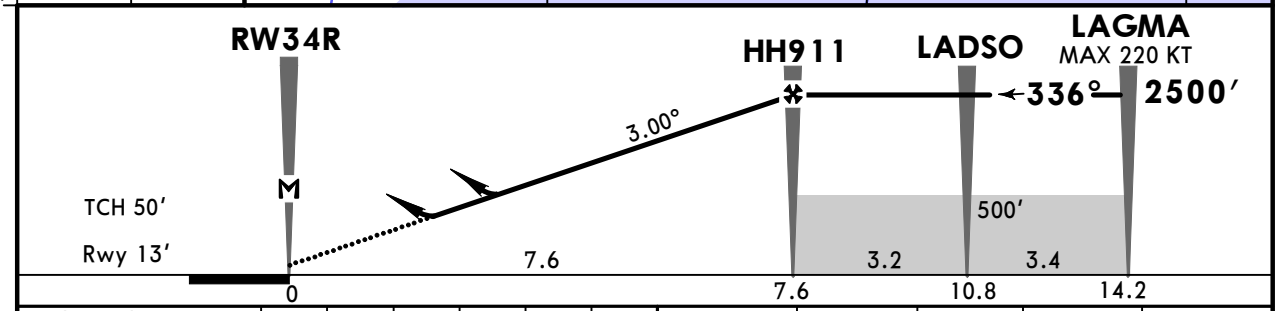
2300
MSA ARP

Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: FL150	Trans alt: 13000′

RNP Apch: 1. Baro-VNAV not authorized below +10°C. 2. Expect RADAR vectors to establish on final approach course at LAGMA (IF). 3. In case of Missed Approach inform ATC immediately.



RECOMMENDED ALTITUDES	
DIST to RW34R	ALTITUDE
7.6	2500′
7.0	2300′
6.0	1980′
5.0	1660′
4.0	1340′
3.0	1020′
2.0	700′
1.0	390′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW34R						

Timing not authorized for defining the MAP.

HIALS-II PAPI PAPI

230 KT MAX	1000′	HH9Ø2	BOSUP RT

Std/State STRAIGHT-IN LANDING

LNAV/VNAV

DA(H) A: 290′(277′) C: 320′(307′)
B: 300′(287′) D: 340′(327′)

	TDZ or CL out	ALS out
A	R600m	1R600m	R1300m
B	R650m	1R650m	R1400m
C	R700m	1R700m	
D	R800m		R1500m

LNAV CDFA

2 DA/MDA(H) 440′ (427′)

TDZ or CL out	ALS out
R1300m	R1500m
	R2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	620′(607′)	V1500m
135	620′(607′)	V1600m
180	1260′(1247′)	V2400m
205	1260′(1247′)	V3600m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: None.

Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
DOHA, (HAMAD INTL - OTHH)				
REV	AIRPORT BRIEFING (GEN CON...	20-1P2	28 Feb 2025	
REV	AIRPORT BRIEFING (GEN CON...	20-1P3	28 Feb 2025	
REV	PARKING STANDS CLOSURES (...	20-8	21 Feb 2025	
DEL	CHANGE OF DA(H) (TEMP)	21-0C	21 Feb 2025	

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport OTHH

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20250412

(21-1) ILS Rwy 16L, LOC (GS out) minimums changed as follows: DA/MDA(H) 490' (477'), with lights R1500m, TDZ or CL out R1500m, ALS out CAT A & B R1500m, CAT C & D R2200m.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20250412

(22-2) RNP Rwy 16R, LNAV/VNAV minimums changed as follows: DA(H) CAT A 367' (354'), CAT B 380' (367'), CAT C 388' (375'), CAT D 398' (385'), with lights CAT A R900m, CAT B & C R1000m, CAT D R1100m, TDZ or CL out CAT A R900m, CAT B & C R1000m, CAT D R1100m, ALS out CAT A & B R1500m, CAT C R1700m, CAT D R1800m. LNAV minimums changed as follows: DA/MDA(H) 490' (477'), with lights R1500m, TDZ or CL out R1500m, ALS out CAT A & B R1500m, CAT C & D R2200m.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20250412

(22-1) RNP Rwy 16L, LNAV/VNAV minimums changed as follows: DA(H) CAT A 367' (354'), CAT B 380' (367'), CAT C 388' (375'), CAT D 398' (385'), with lights CAT A R900m, CAT B & C R1000m, CAT D R1100m, TDZ or CL out CAT A R900m, CAT B & C R1000m, CAT D R1100m, ALS out CAT A & B R1500m, CAT C R1700m, CAT D R1800m. LNAV minimums changed as follows: DA/MDA(H) 490' (477'), with lights R1500m, TDZ or CL out R1500m, ALS out CAT A & B R1500m, CAT C & D R2200m.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20250412

(21-2) ILS Rwy 16R, LOC (GS out) minimums changed as follows: DA/MDA(H) 490' (477'), with lights R1500m, TDZ or CL out R1500m, ALS out CAT A & B R1500m, CAT C & D R2200m.