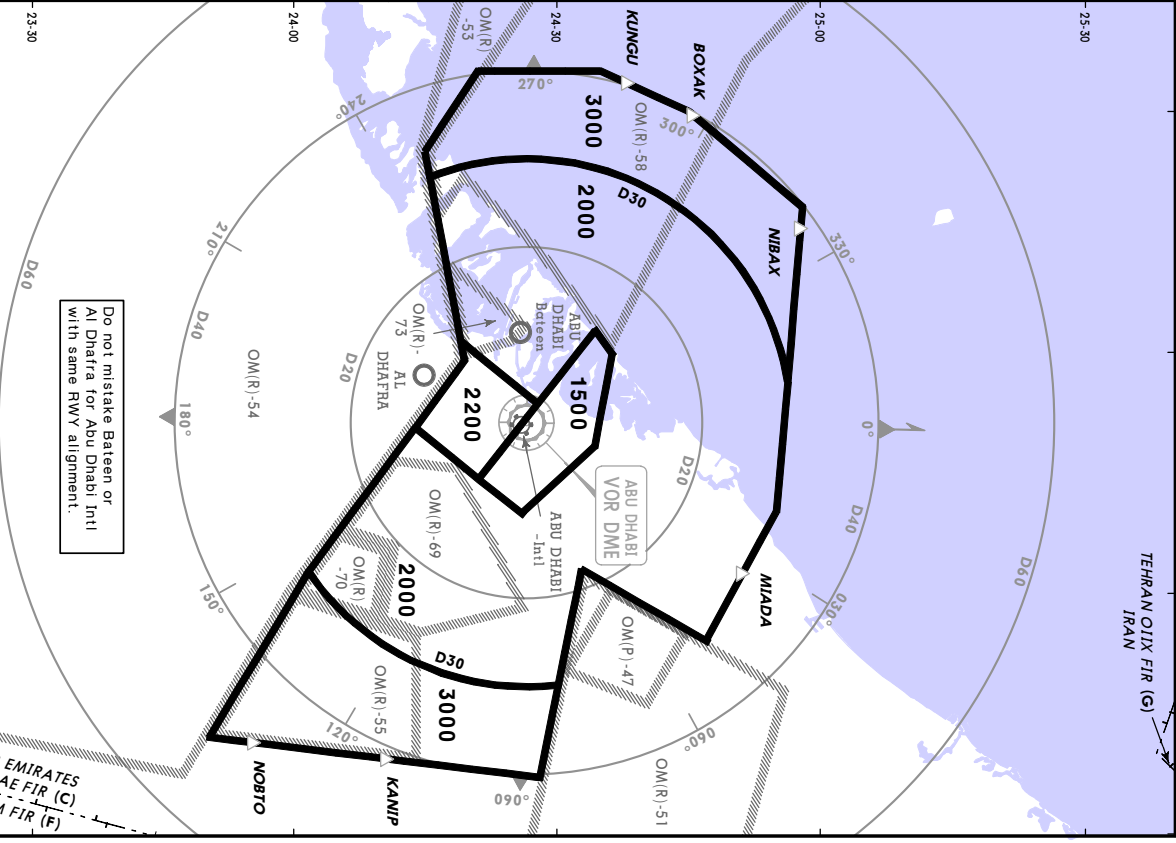


OMAA/AUH
ABU DHABI INTL
15 APR 05
10-IR
ABU DHABI, UAE
RADAR MINIMUM ALTITUDES

Abu Dhabi Radar (APP) 124.4 128.1
 Apr Elev 88'
 Alt Set: MB Trans level: FL150 Trans alt: 13000'
 This chart may only be used for cross-checking of altitudes assigned while under radar control.

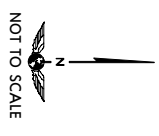
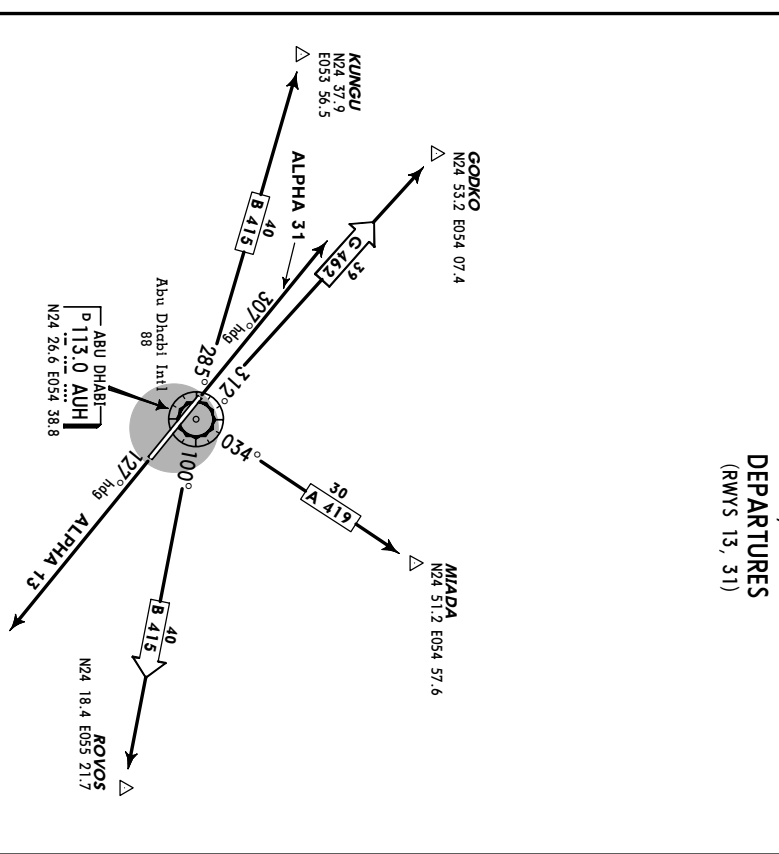


Do not mistake Bateen or Al Dhafra for Abu Dhabi Intl with same RWY alignment.

LOST COMMS
 In case of communication failure aircraft shall conform to the general procedures specified in ICAO Annex 2, Chapter 3, para. 3.6.5.2.
 SWMO 1501 SWMO 1501 SWMO 1501 SWMO 1501
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JEPPESEN
14 JUL 00
10-3
ABU DHABI, UAE
ABU DHABI INTL

Abu Dhabi Approach (R) 124.4
 TRANS LEVEL: FL150
 TRANS ALT: 13000



ALPHA 13, ALPHA 31 DEPARTURES
 (RWYS 13, 31)

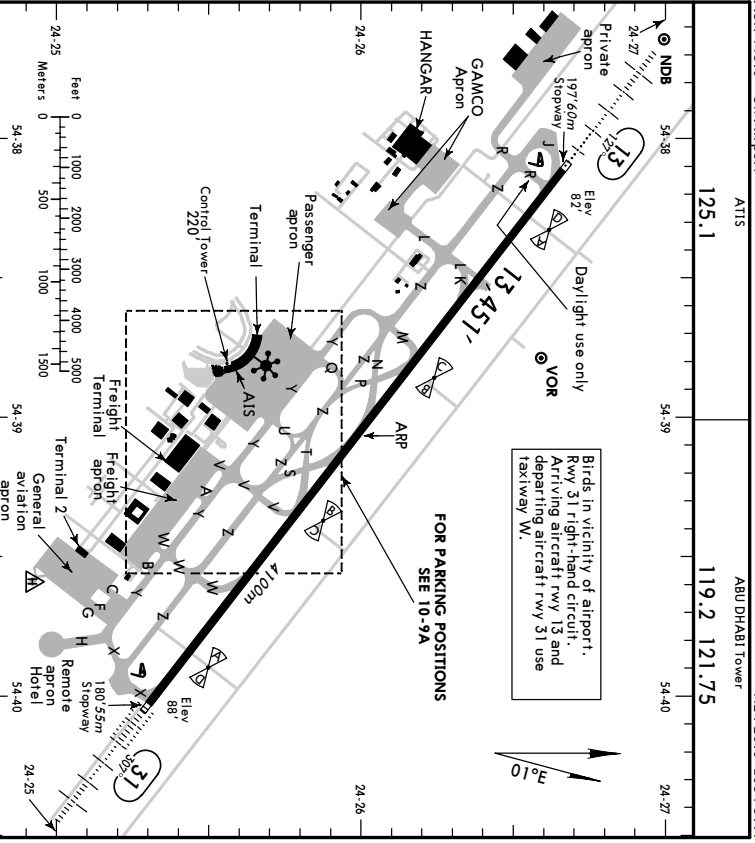
ROUTING

SID	RWY	ROUTING
ALPHA 13	13	Maintain 127° heading and climb to 3000', expect vectoring enroute by Abu Dhabi Approach.
ALPHA 31	31	Maintain 307° heading and climb to 3000', expect vectoring enroute by Abu Dhabi Approach.

Maintain listening watch on Tower frequency until leaving 500', then contact Abu Dhabi Approach.

CHANGES: Radial from AUH VORDME to Rovos Int.

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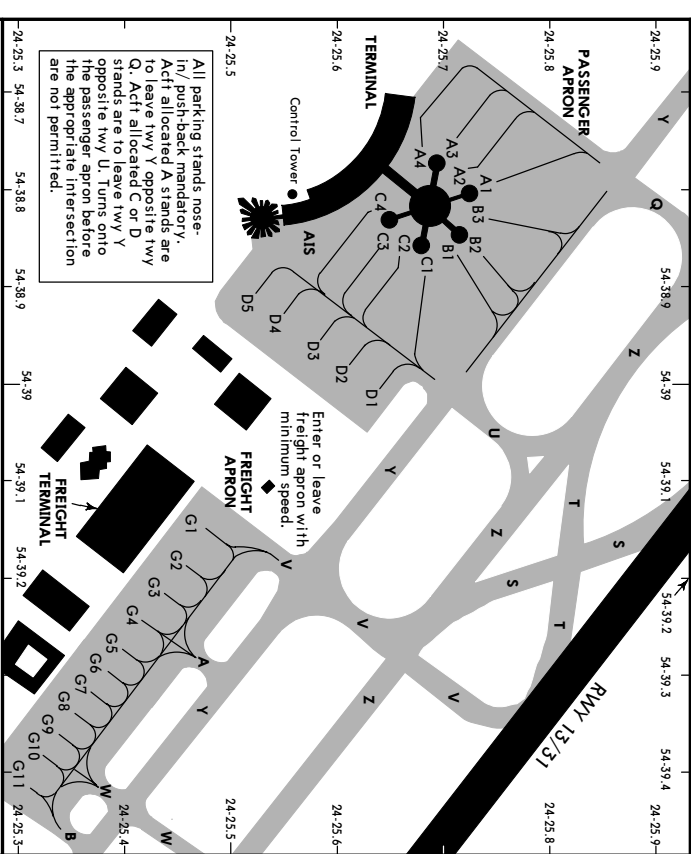
RWY	ADDITIONAL RUNWAY INFORMATION		USABLE LENGTHS		TAKE-OFF	WIDTH
	THRSHOLD	GLIDE SLOPE	LANDING BEYOND	GLIDE SLOPE		
13	HRL CL (15m) HIALS SFL REIL PAP (angle 3.0°) HST-P, S, W				R/R	148'
31	HRL CL (15m) HIALS SFL REIL TDZ PAP (angle 3.0°) HST-T, N, K		12,357' 3766m		R/R	45m
			12,175' 3711m			

1 TAKE-OFF RUN AVAILABLE
 RWY 13:
 From rwy head 13,451' (4100m)
 twy K Int 10,171' (3100m)
 twy M Int 8530' (2600m)
 twy N Int 6726' (2050m)

RWY 31:
 From rwy head 13,451' (4100m)
 twy W Int 10,499' (3200m)
 twy V Int 8530' (2600m)
 twy S Int 6726' (2050m)

LOW VISIBILITY PROCEDURE
 Procedure shall be in force when:
 a) Two or more IRRV readings and/or the reported meteorological visibility indicate 1000m or less;
 and/or
 b) reported cloud base is 300' or less.

	AIR CARRIER (JAA)		AIR CARRIER (JAR 121)	
	All Rwy's	All Rwy's	All Rwy's	All Rwy's
LVP must be in force	RCLM (DAY only) or RL	RCLM (DAY only) or RL	CL & RCLM any RWY out, other two req.	Adequate Vis Ref
A	200m (150m)	250m	2	R/R 500m
B	250m	400m	Eng 3 & 4	Mid R/R 200m
C	300m		Eng	Roll out R/R 150m
				R/R 400m



STAND No.	COORDINATES	STAND No.	COORDINATES
A1 thru A4	N24 25.7 E054 38.8	G1	N24 25.5 E054 39.1
B1, B2	N24 25.7 E054 38.9	G2	N24 25.5 E054 39.2
B3	N24 25.7 E054 38.8	G3, G4	N24 25.4 E054 39.2
C1, C2	N24 25.7 E054 38.9	G5, G6	N24 25.4 E054 39.3
C3	N24 25.6 E054 38.9	G7	N24 25.3 E054 39.3
C4	N24 25.6 E054 38.8	G8 thru G10	N24 25.3 E054 39.4
D1 thru D5	N24 25.6 E054 39.0	G11	N24 25.2 E054 39.5
D4, D5	N24 25.5 E054 38.9		

VISUAL DOCKING/PARKING GUIDANCE SYSTEM
 APIS Visual docking system is installed on all stands.

Azimuth guidance is indicated by a straight black line on a yellow background when on centerline and if displaced, black arrows on a yellow background indicating the direction to turn in order to regain the centerline. A measuring device continuously calculates the distance to the actf. When the actf is about 105'(32m) from the stop position the system flashes in alpha numeric format the type of actf and door number if applicable. This becomes a steady indication at about 69'(21m) from the stop position. A distance to go indication in the form of a thermometer operates from 49'(15m) to go. At this position the lowermost row of the thermometer changes from yellow to black. Thereafter, one additional row changes from yellow to black for each 2'(0.75m) travelled until only the uppermost row remains yellow when less than 2'(0.75m) from the stop position. If the actf speed exceeds 3m/sec within 69'(21m) from the stop position the alphanumeric display indicates STOP and the correct stop position the alphanumeric display indicates SLOW DOWN. When the actf reaches the correct stop position the alphanumeric display indicates STOP and the thermometer turns entirely black. If the actf stops within the permissible tolerance the alphanumeric display indicates OK. If the actf continues past the permissible tolerance the alphanumeric display indicates TOO FAR. The system self checks for errors. Should an error be detected the system will indicate STOP ERRK where X indicates the type of error.

OMAA/AUH



JAA MINIMUMS
 ABU DHABI, UAE
 ABU DHABI INTL

TAKE-OFF RWY 13, 31

	LVP must be in Force				RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
	Approved Operators HRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RL & CL			
A	125m	150m	200m	250m	400m	500m	
B							
C							
D	150m	200m	250m	300m			

OMAA/AUH



JAA MINIMUMS
 ABU DHABI, UAE
 ABU DHABI INTL

STRAIGHT-IN RWY

ILS	A				B				C				D			
	293' (211')		301' (219')		310' (228')		318' (236')		318' (228')		318' (236')		318' (236')		318' (236')	
ALS out	R600m	R1000m	R600m	R1000m	R600m	R1000m	R600m	R1000m	R600m	R1000m	R600m	R1000m	R600m	R1000m	R600m	R1000m
LOC ①	420' (338')	420' (338')	420' (338')	420' (338')	420' (338')	420' (338')	420' (338')	420' (338')	420' (338')	420' (338')	420' (338')	420' (338')	420' (338')	420' (338')	420' (338')	420' (338')
ALS out	R900m	R1500m	R1000m	R1500m	R900m	R1500m	R1000m	R1500m	R900m	R1500m	R1000m	R1500m	R900m	R1500m	R1000m	R1500m
VOR DME	380' (292')	410' (322')	430' (342')	450' (362')	380' (292')	410' (322')	430' (342')	450' (362')	380' (292')	410' (322')	430' (342')	450' (362')	380' (292')	410' (322')	430' (342')	450' (362')
ALS out	R800m	R1500m	R1000m	R1800m	R800m	R1500m	R1000m	R1800m	R800m	R1500m	R1000m	R1800m	R800m	R1500m	R1000m	R1800m
VOR	700' (612')	700' (612')	700' (612')	700' (612')	700' (612')	700' (612')	700' (612')	700' (612')	700' (612')	700' (612')	700' (612')	700' (612')	700' (612')	700' (612')	700' (612')	700' (612')
ALS out	R1000m	R1500m	R1200m	R2000m	R1000m	R1500m	R1200m	R2000m	R1000m	R1500m	R1200m	R2000m	R1000m	R1500m	R1200m	R2000m
NDB	750' (662')	750' (662')	750' (662')	750' (662')	750' (662')	750' (662')	750' (662')	750' (662')	750' (662')	750' (662')	750' (662')	750' (662')	750' (662')	750' (662')	750' (662')	750' (662')
ALS out	R1200m	R1500m	R1400m	R2000m	R1200m	R1500m	R1400m	R2000m	R1200m	R1500m	R1400m	R2000m	R1200m	R1500m	R1400m	R2000m
31	CAT II ILS				CAT II ILS				CAT II ILS				CAT II ILS			
ILS	188' (100')	188' (100')	188' (100')	188' (100')	288' (200')	288' (200')	288' (200')	288' (200')	188' (100')	188' (100')	188' (100')	188' (100')	188' (100')	188' (100')	188' (100')	188' (100')
ALS out	R550m	R1000m	R550m	R1000m	R550m	R1000m	R550m	R1000m	R550m	R1000m	R550m	R1000m	R550m	R1000m	R550m	R1000m
LOC ①	420' (332')	420' (332')	420' (332')	420' (332')	420' (332')	420' (332')	420' (332')	420' (332')	420' (332')	420' (332')	420' (332')	420' (332')	420' (332')	420' (332')	420' (332')	420' (332')
ALS out	R900m	R1500m	R1000m	R1800m	R900m	R1500m	R1000m	R1800m	R900m	R1500m	R1000m	R1800m	R900m	R1500m	R1000m	R1800m
VOR DME	420' (332')	420' (332')	430' (342')	450' (362')	420' (332')	420' (332')	430' (342')	450' (362')	420' (332')	420' (332')	430' (342')	450' (362')	420' (332')	420' (332')	430' (342')	450' (362')
ALS out	R900m	R1500m	R1000m	R1800m	R900m	R1500m	R1000m	R1800m	R900m	R1500m	R1000m	R1800m	R900m	R1500m	R1000m	R1800m
VOR	610' (522')	610' (522')	610' (522')	610' (522')	610' (522')	610' (522')	610' (522')	610' (522')	610' (522')	610' (522')	610' (522')	610' (522')	610' (522')	610' (522')	610' (522')	610' (522')
ALS out	R1000m	R1500m	R1200m	R2000m	R1000m	R1500m	R1200m	R2000m	R1000m	R1500m	R1200m	R2000m	R1000m	R1500m	R1200m	R2000m
NDB	600' (512')	600' (512')	600' (512')	600' (512')	600' (512')	600' (512')	600' (512')	600' (512')	600' (512')	600' (512')	600' (512')	600' (512')	600' (512')	600' (512')	600' (512')	600' (512')
ALS out	R1000m	R1500m	R1200m	R2000m	R1000m	R1500m	R1200m	R2000m	R1000m	R1500m	R1200m	R2000m	R1000m	R1500m	R1200m	R2000m

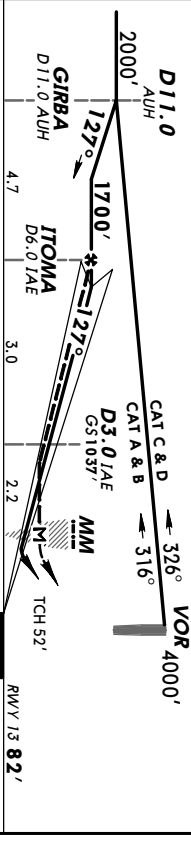
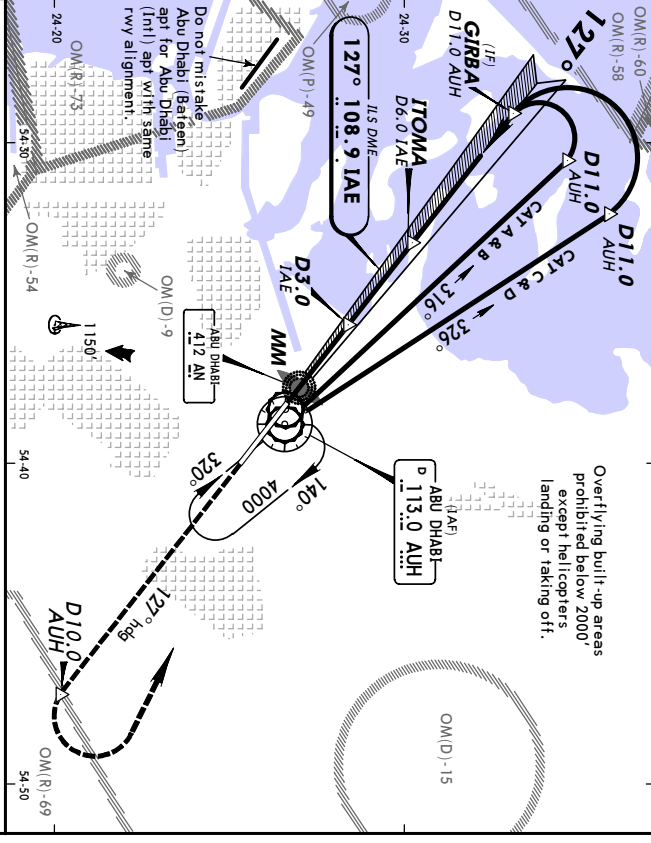
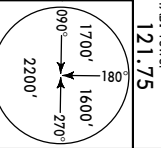
①MM out: NOT AUTHORIZED.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
Not authorized	490' (402')	590' (502')	690' (602')	790' (702')
Southwest of runway	V1500m	V1600m	V2400m	V3600m

- ② After VOR 13: MDA(H) 700' (612').
- ③ After VOR 31: MDA(H) 610' (522'), after NDB 31: MDA(H) 600' (512').
- ④ After NDB 13: MDA(H) 750' (662').

OMAA/AUH **16 APR 04 (1-1)** **ABU DHABI, UAE**
ABU DHABI INTL **ABU DHABI Tower** **VOR DME ILS RWY 13**

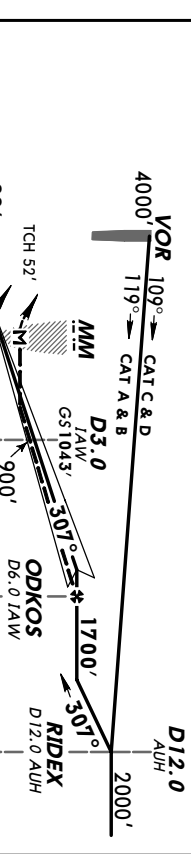
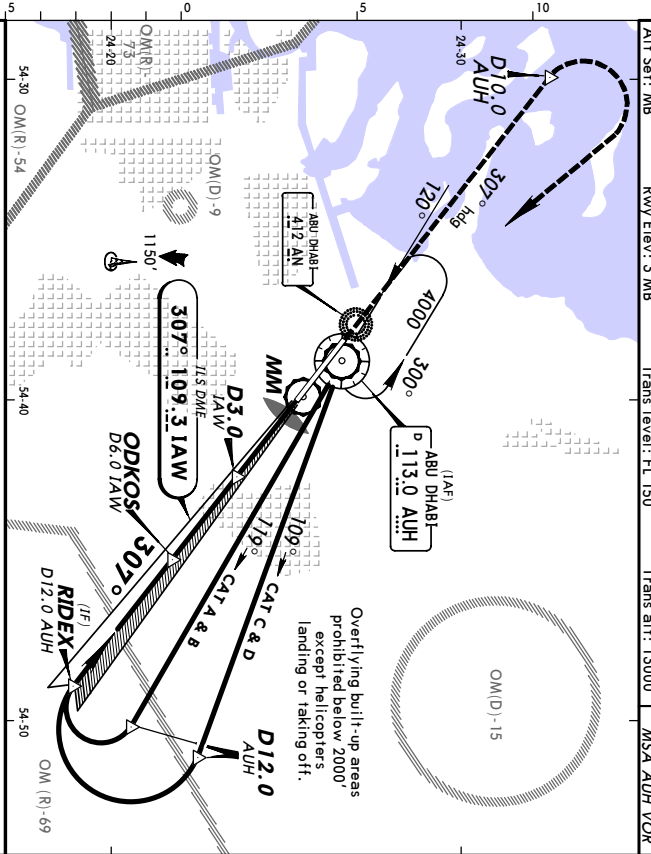
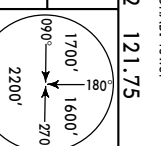
ATIS		ABU DHABI Radar (APP)		ABU DHABI Tower	
LOC	125.1	GS	124.4	128.1	119.2
IAE	108.9	D3.0 IAE	1037' (955')	D(A/H) Refer to Minimums	82'
Final	127°	Apch Crs	316°	Apch Elev	88'
Apch Crs	127°	MM	4000'	RWY	82'
MISSED APCH: Climb on heading 127° to 3000' to D10.0 AUH, then turn LEFT climbing to 4000' to VOR and hold.					
Alt Set:	MB	Rwy Elev:	3 MB	Trans level:	FL 150
			Trans alt:	13000'	MSA AUH VOR



Grnd speed-Kts	70	90	100	120	140	160	HIAS	3000'	127°	
ILS GS	3.00°	377	485	539	647	755	862	REL PAPI	on hdg	
LOC Descr	Grad 4.4%	312	401	446	535	624	713	REL PAPI	on hdg	
MAP ar MM	STRAIGHT-IN LANDING RWY 13						CIRCLE-TO-LAND			
D(A/H) A: 2933' (2117) C: 3101' (2287)						Not authorized Southwest of runway				
D(A/H) B: 3011' (2197) D: 3181' (2367)						MVA(H) 420' (332')				
FULL						ALS out				
A	RVR 720m						100			
B	RVR 720m						135			
C	RVR 720m						180			
D	RVR 720m						205			

OMAA/AUH **16 APR 04 (1-2)** **ABU DHABI, UAE**
ABU DHABI INTL **ABU DHABI Tower** **VOR DME ILS RWY 31**

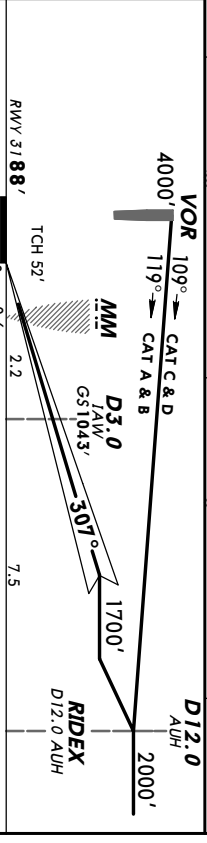
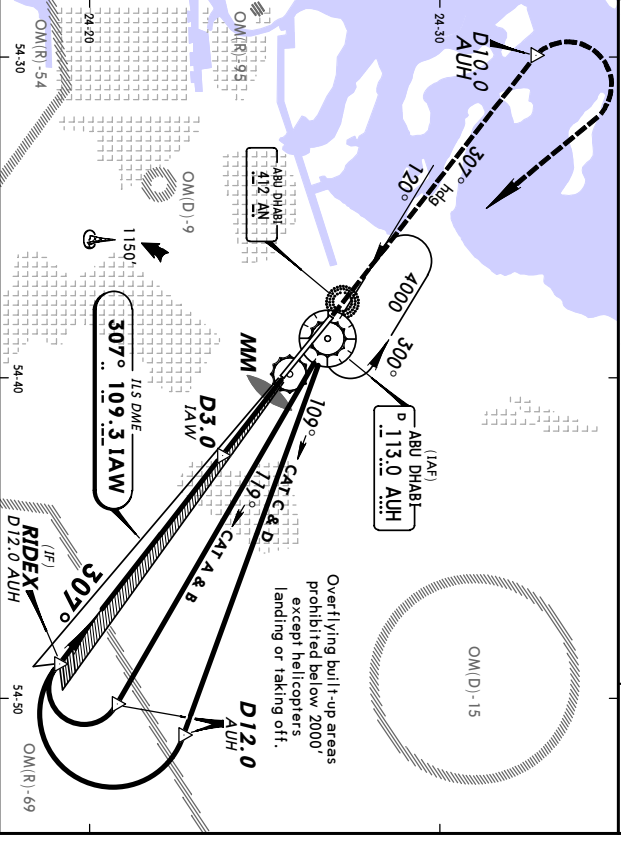
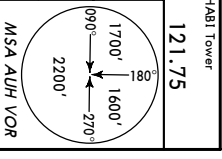
ATIS		ABU DHABI Radar (APP)		ABU DHABI Tower	
LOC	125.1	GS	124.4	128.1	119.2
LAW	109.3	D3.0 LAW	1043' (955')	D(A/H) Refer to Minimums	88'
Final	307°	Apch Crs	307°	Apch Elev	88'
Apch Crs	307°	MM	4000'	RWY	88'
MISSED APCH: Climb on heading 307° to 3000' to D10.0 AUH, then turn RIGHT climbing to 4000' to VOR and hold.					
Alt Set:	MB	Rwy Elev:	3 MB	Trans level:	FL 150
			Trans alt:	13000'	MSA AUH VOR



Grnd speed-Kts	70	90	100	120	140	160	HIAS	3000'	307°	
ILS GS	3.00°	377	485	539	647	755	862	REL PAPI	on hdg	
LOC Descr	Gradient 4.4%	312	401	446	535	624	713	REL PAPI	on hdg	
MAP ar MM	STRAIGHT-IN LANDING RWY 31						CIRCLE-TO-LAND			
D(A/H) 288' (200')						Not authorized Southwest of runway				
MVA(H) 420' (332')						MVA(H) 490' (402')				
FULL						ALS out				
A	RVR 720m						100			
B	RVR 720m						135			
C	RVR 720m						180			
D	RVR 720m						205			

OMAA/AUH **JEPPESEN** **ABU DHABI, UAE**
ABU DHABI INTL **(1-2A) CAT II VOR DME ILS RWY 31**

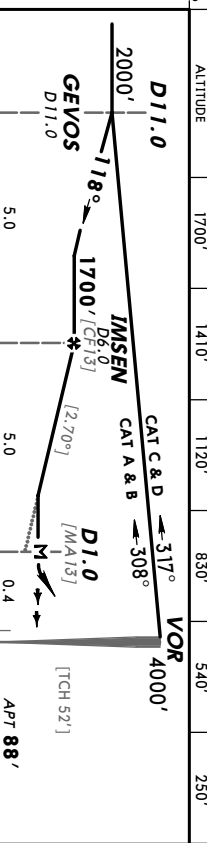
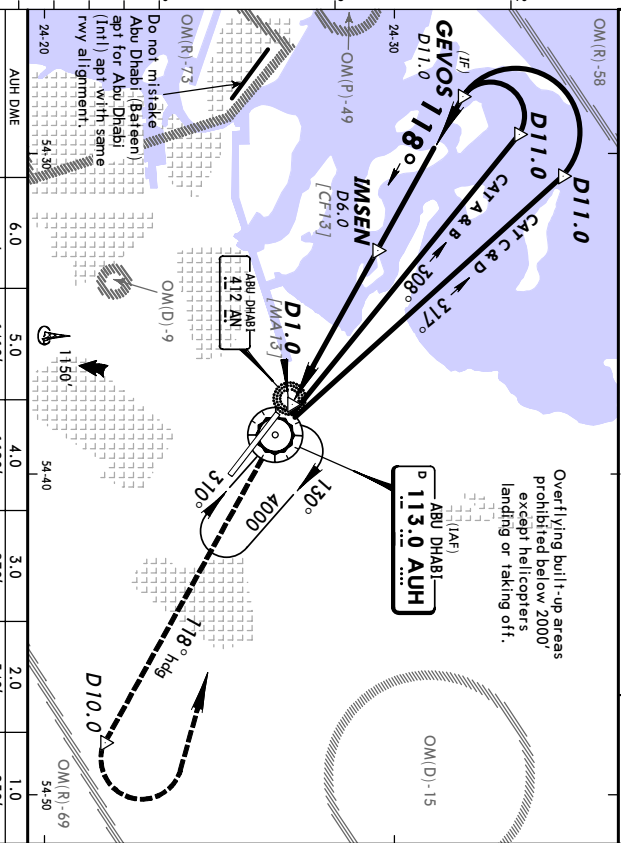
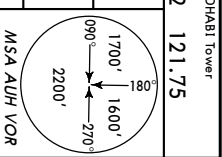
ATIS	125.1	ABU DHABI Radar (APP)	124.4	128.1	ABU DHABI Tower	119.2	121.75
LOC	<i>Final</i> 109.3	<i>Apch Crs</i> 307°	D3.0 IAW <i>(955')</i>	CAT II ILS <i>Refer to Minimums</i>	Appt Elev 88' <i>88'</i>	RWY	88'
MISSED APCH: Climb on heading 307° to 3000' to D10.0 AUH, then turn RIGHT climbing to 4000' to VOR and hold.							
Special Aircrew & Aircraft Certification Required.							



Gnd speed-Kts	70	90	100	120	140	160	HIAS-II	3000'	118°
	GS	377	485	539	647	755	REL PAPI	3000'	307°
STRAIGHT-IN LANDING RWY 31 CAT II ILS									
ABCD RA 95' <i>DA(H) 188 (100')</i>					ABCD RA 135' <i>DA(H) 238 (150')</i>				
RWY 3500m					RWY 5000m				

OMAA/AUH **JEPPESEN** **ABU DHABI, UAE**
ABU DHABI INTL **(3-1) VOR DME RWY 13**

ATIS	125.1	ABU DHABI Radar (APP)	124.4	128.1	ABU DHABI Tower	119.2	121.75
VOR	<i>Final</i> 113.0	<i>Apch Crs</i> 118°	IMSEN <i>(1612')</i>	MDA(H) <i>Refer to Minimums</i>	Appt Elev 88' <i>88'</i>	RWY	88'
MISSED APCH: Climb on heading 118° to 3000' to D10.0, then turn LEFT climbing to 4000' to VOR and hold.							
Special Aircrew & Aircraft Certification Required.							

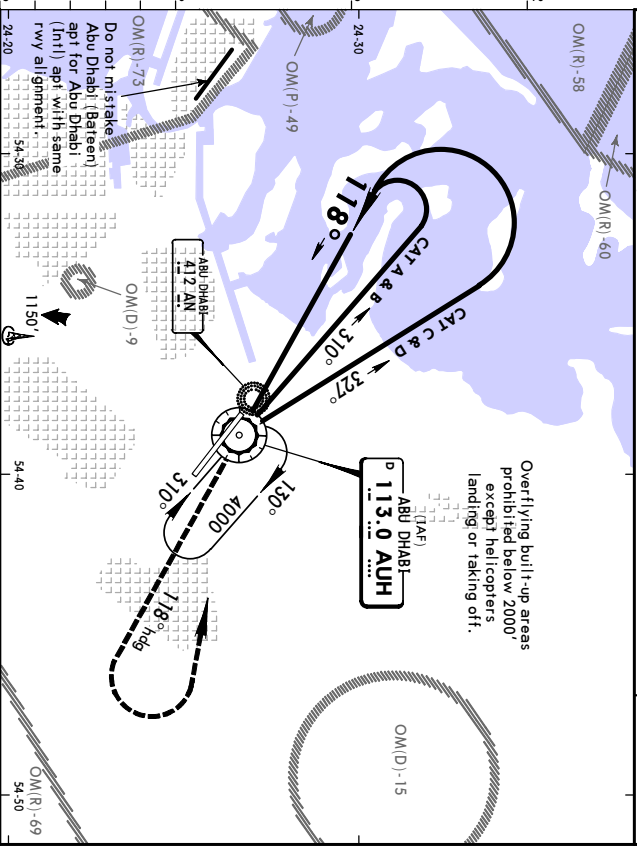


Gnd speed-Kts	70	90	100	120	140	160	HIAS	3000'	118°
	Descent Gradient	4.70%	or	337	433	481	577	674	770
STRAIGHT-IN LANDING RWY 13 CAT II ILS									
MDA(H) A: 380' (292'), C: 430' (342'), B: 410' (322'), D: 450' (362')					MSA 410' (322')				
RWY 1500m VIS 1600m					RWY 2000m				

OMAA/AUH
ABU DHABI INTL

ABU DHABI, UAE
VOR RWY 13

ATIS	125.1	ABU DHABI Radar (APP)	124.4	128.1	ABU DHABI Tower	119.2	121.75	
VOR AUH	113.0	Final Appch Crs	118°	Minimum Alt	MDA(H)	700' (612')	Appt Elev	88'
MISSED APCH:		Climb 3 Min on heading 118° to 3000', then turn LEFT climbing to 4000' to VOR and hold.						
Alt Set:	MB	Appt Elev:	3 MB	Trans level:	FL 150	Trans alt:	13000'	MSA AUH VOR

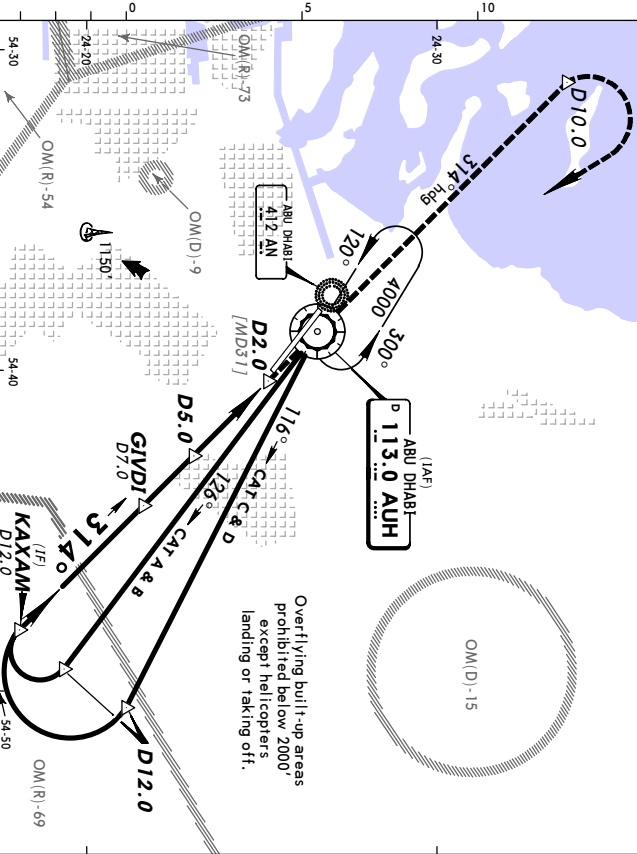


Start turn at CAT C & D	1600'	CAT C & D	327°	VOR	4000'
CAT A & B	1800'	CAT A & B	310°		
<p>Start turn at CAT C & D: 2 Min CAT A & B: 3 Min</p>					
<p>MAP at VOR</p>					
<p>STRAIGHT-IN LANDING RWY 13</p>					
<p>MAP at D2.0</p>					
<p>Circle-to-land: Not authorized Southwest of runway</p>					
<p>Circle-to-land: Not authorized Southwest of runway</p>					
<p>MAP at D2.0</p>					
<p>Circle-to-land: Not authorized Southwest of runway</p>					

OMAA/AUH
ABU DHABI INTL

ABU DHABI, UAE
VOR DME RWY 31

ATIS	125.1	ABU DHABI Radar (APP)	124.4	128.1	ABU DHABI Tower	119.2	121.75	
VOR AUH	113.0	Final Appch Crs	314°	Minimum Alt	MDA(H)	1700' (1612')	Appt Elev	88'
MISSED APCH:		Climb on heading 314° to 3000', then turn RIGHT climbing to 4000' to VOR and hold.						
Alt Set:	MB	Appt Elev:	3 MB	Trans level:	FL 150	Trans alt:	13000'	MSA AUH VOR



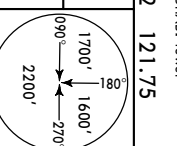
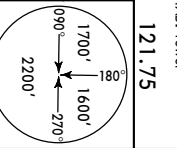
Start turn at CAT C & D	1600'	CAT C & D	327°	VOR	4000'
CAT A & B	1800'	CAT A & B	310°		
<p>Start turn at CAT C & D: 2 Min CAT A & B: 3 Min</p>					
<p>MAP at VOR</p>					
<p>STRAIGHT-IN LANDING RWY 31</p>					
<p>MAP at D2.0</p>					
<p>Circle-to-land: Not authorized Southwest of runway</p>					
<p>Circle-to-land: Not authorized Southwest of runway</p>					
<p>MAP at D2.0</p>					
<p>Circle-to-land: Not authorized Southwest of runway</p>					

OMAA/AUH
ABU DHABI INTL

OMAA/AUH
ABU DHABI INTL

ATIS	125.1	ABU DHABI Radar (APP)	124.4	128.1	ABU DHABI Tower	119.2	121.75
VOR	Final Auh 113.0	Apch Crs 314°	Minimum Alt No FAF	MDA(H) 610' (522')	Appt Elev	88'	

ATIS	125.1	ABU DHABI Radar (APP)	124.4	128.1	ABU DHABI Tower	119.2	121.75
NDB	AN 412	Apch Crs 128°	Minimum Alt No FAF	MDA(H) 750' (662')	Appt Elev	88'	

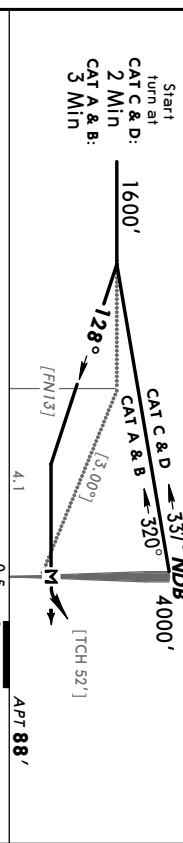
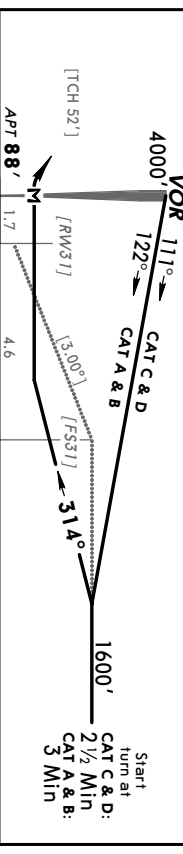
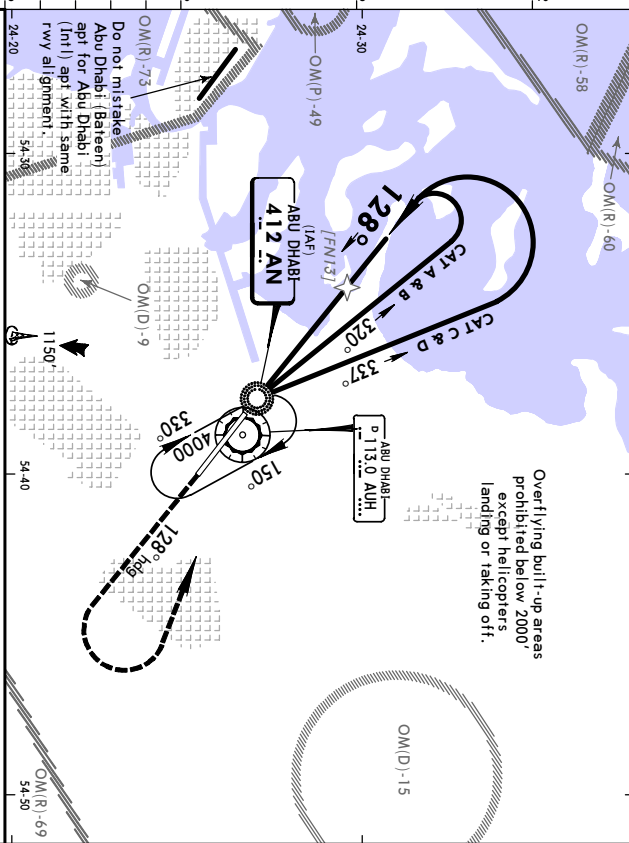
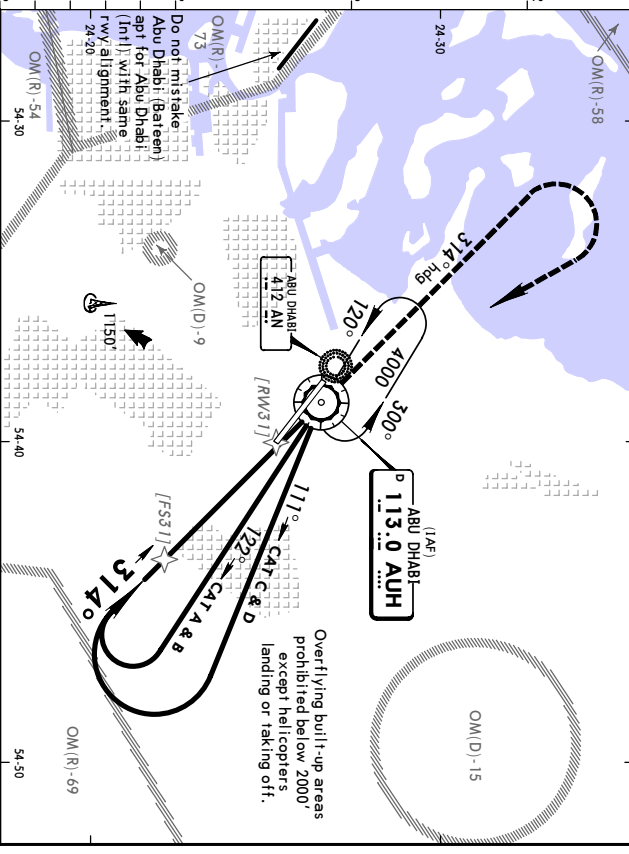


Alt Ser: MB Apt Elev: 3 MB Trans level: FL 150 Trans alt: 13000' MSA AUH VOR

Alt Ser: MB Apt Elev: 3 MB Trans level: FL 150 Trans alt: 13000' MSA AN NDB

MISSED APCH: Climb 3 Min on heading 314° to 3000', then turn RIGHT climbing to 4000' to VOR and hold.

MISSED APCH: Climb 3 Min on heading 128° to 3000', then turn LEFT climbing to 4000' to NDB and hold.



Grnd speed-Kts	70	90	100	120	140	160			
Descent angle (3.00°)	372	478	531	637	743	849			
MAP at VOR								REL PAPI	3000'
								REL PAPI	128°

Grnd speed-Kts	70	90	100	120	140	160			
Descent angle (3.00°)	372	478	531	637	743	849			
MAP at NDB								REL PAPI	3000'
								REL PAPI	128°

STRAIGHT-IN LANDING RWY 31

MDA(H) **610' (522')**

ALS out

Not authorized Southwest of runway

STRAIGHT-IN LANDING RWY 13

MDA(H) **750' (662')**

ALS out

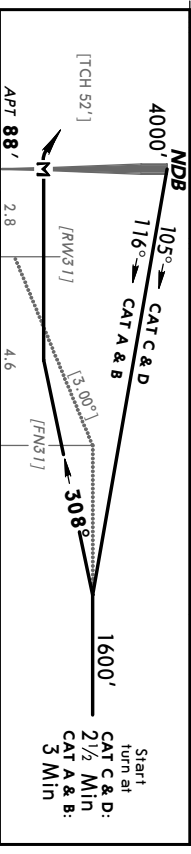
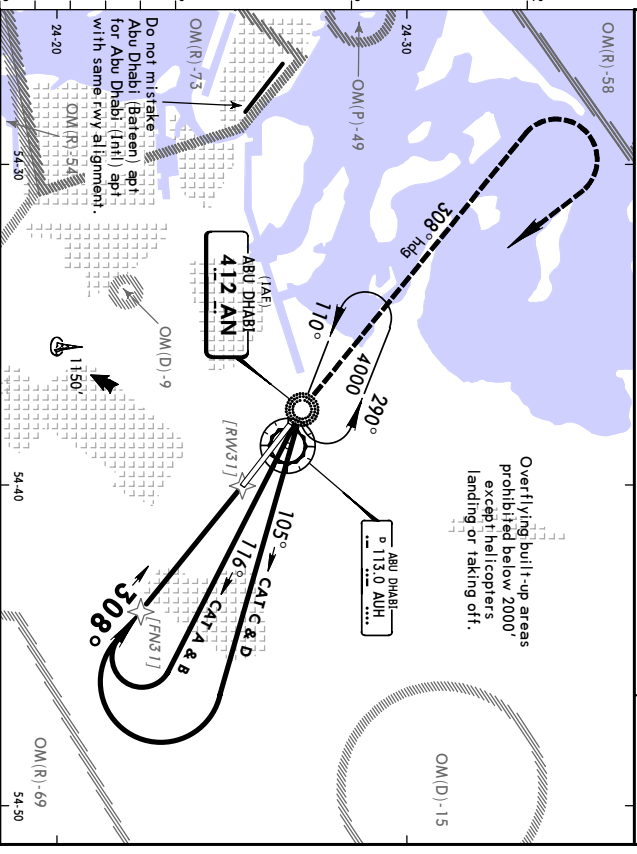
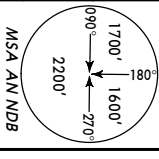
Not authorized Southwest of runway

A	RVR 720m VIS 800m							
B	RVR 1500m VIS 1600m							
C	RVR 1500m VIS 1600m							
D	2000m							

A	1200m							
B	2000m							
C	2000m							
D	2800m							

OMAA/AUH
ABU DHABI INTL
 16 APR 04 (6-2)
JEPPESSEN
 ABU DHABI, UAE
NDB Rwy 31

ATIS		ABU DHABI Radar (APP)		ABU DHABI Tower	
NDB AN	Final Apt Chrs	Minimum Alt	MDA(H)	Apt Elev	
412	308°	No FAE	600' (512')	88'	
MISSED APCH: Climb 3 Min on heading 308° to 3000', then turn RIGHT climbing to 4000' to NDB and hold.					
Alt Ser: MB		Apt Elev: 3 MB		Trans level: FL 150	
				Trans alt: 13000'	



Gnd speed-Kts		70	90	100	120	140	160	HIALS-II	
Descent angle [3.00°]		372	478	531	637	743	849	REL PAPI	3000'
MAP at NDB								PAPI	308'
								hdg	
STRAIGHT-IN LANDING RWY 31									
MDA(H) 600' (512')									
ALS out									
A	1200m	RVR 1500m		VIS 1600m		Max Kts		MDA(H)	
B	1500m	RVR 1500m		VIS 1600m		100		600' (512')	
C	1500m	RVR 1500m		VIS 1600m		135		680' (592')	
D	2400m	RVR 1500m		VIS 1600m		180		780' (692')	
		2800m		205				3600m	