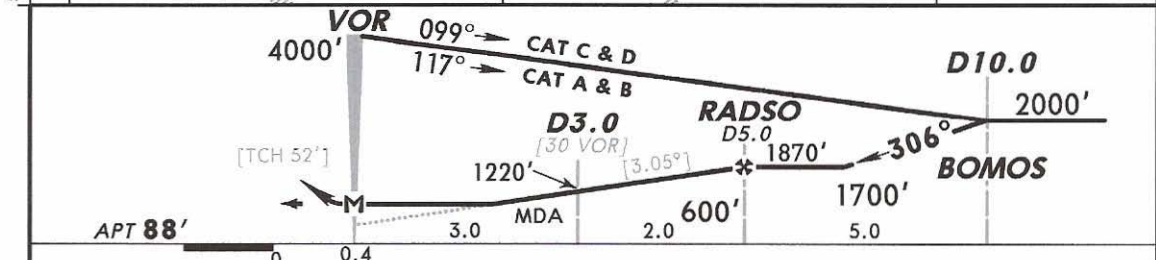
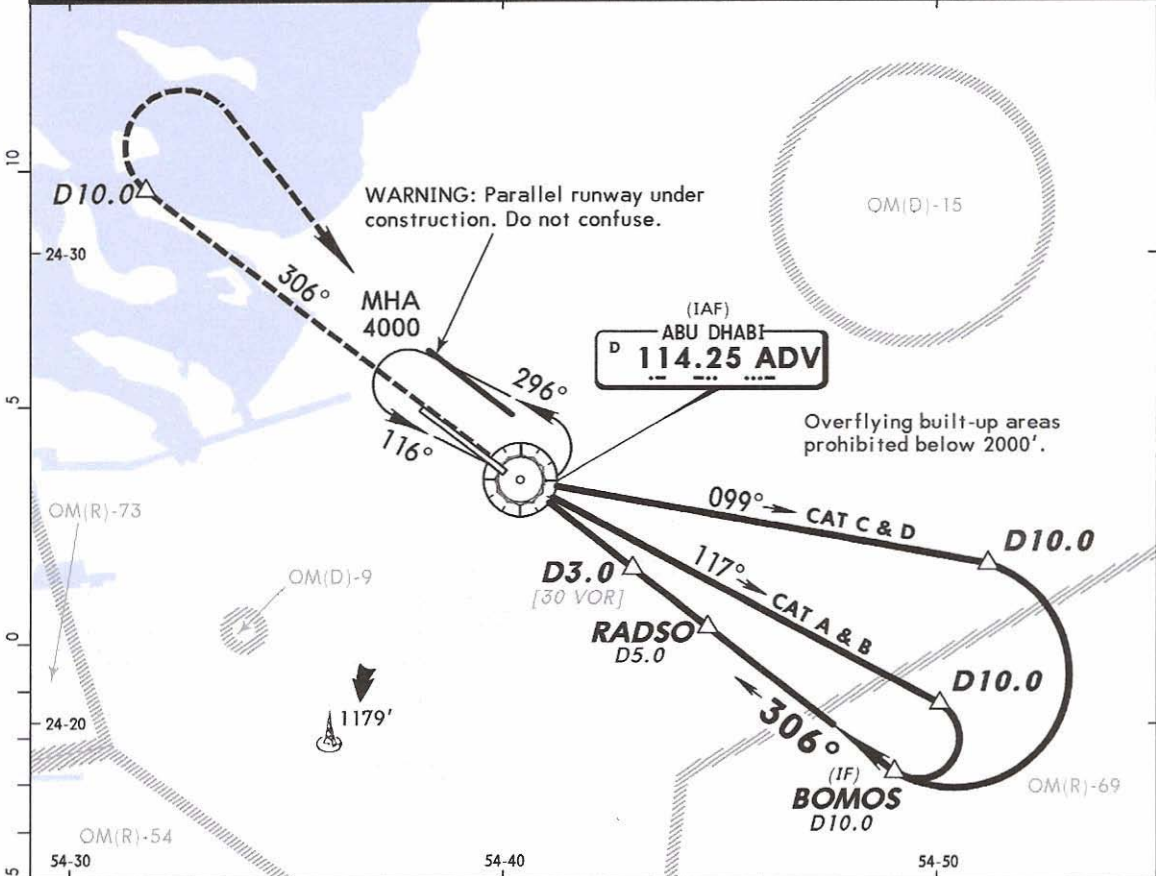


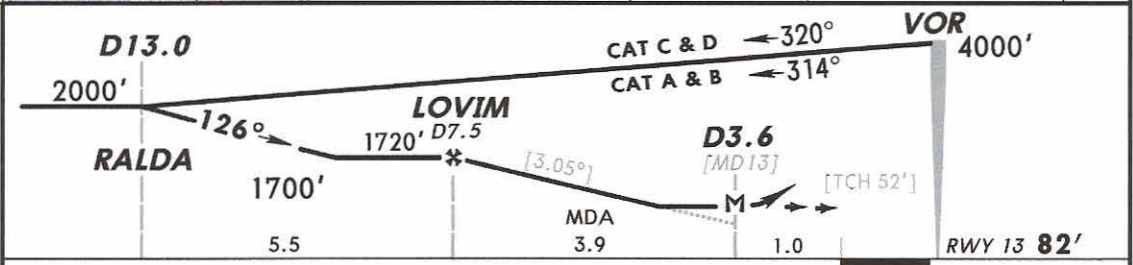
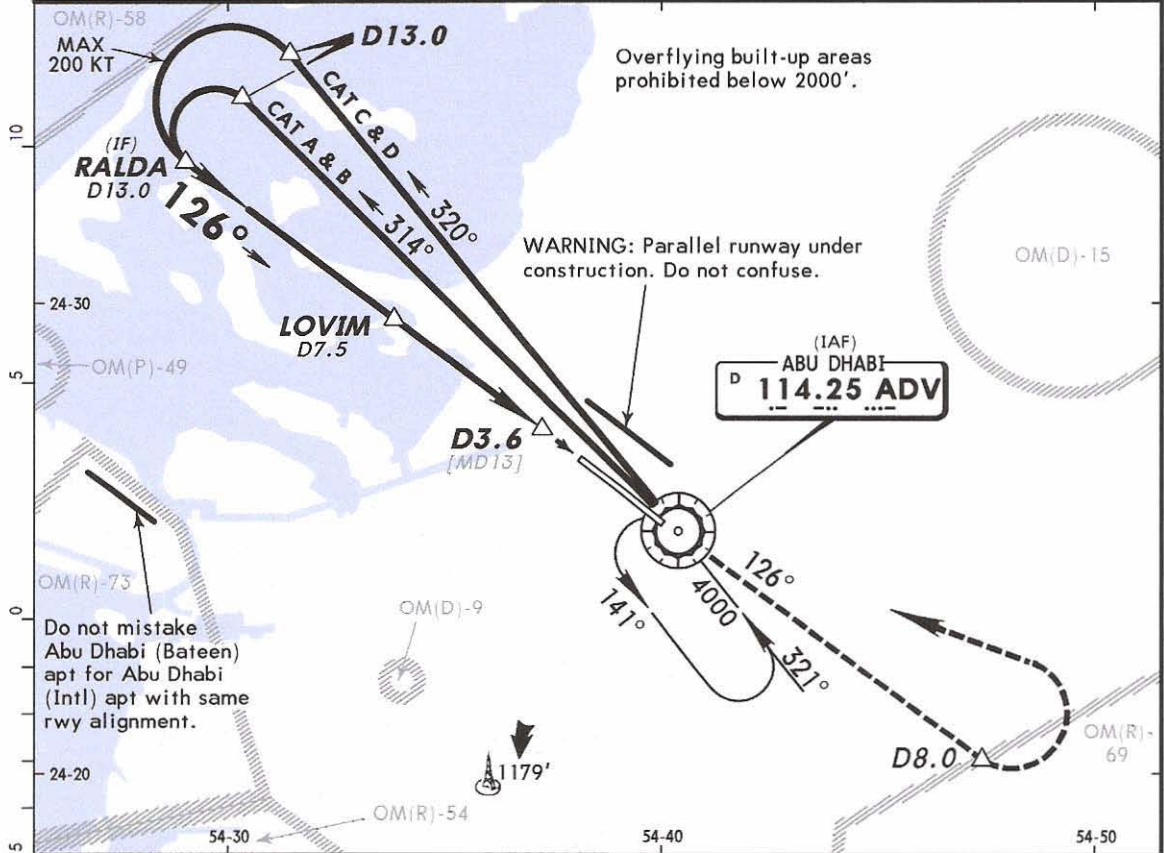
ATIS 125.1		ABU DHABI Radar (APP) 124.4 127.5 128.1		ABU DHABI Tower 119.2 121.75		Ground 119.25
VOR ADV 114.25	Final Apch Crs 306°	Procedure Alt RADSO 1870' (1782')		MDA(H) 540' (452')	Apt Elev 88'	
MISSED APCH: Climb STRAIGHT AHEAD on R-306. At D10.0 turn RIGHT and climb to 4000' to VOR and hold.						
Alt Set: MB		Apt Elev: 3 MB		Trans level: FL 150		Trans alt: 13000'
						MSA ADV VOR



Gnd speed-Kts	70	90	100	120	140	160	HTALS-II REIL PAPI PAPI ADV 114.25 R-306 D10.0
Descent Gradient 5.32% or Descent angle [3.05°]	378	486	540	648	755	863	
MAP at VOR							

STRAIGHT-IN LANDING RWY 31			CIRCLE-TO-LAND		
MDA(H) 540' (452')			Not authorized Southwest of runway		
		ALS out	Max Kts	MDA(H)	
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	540' (452')	1600m
B			135	580' (492')	1600m
C	1200m	2000m	180	680' (592')	2400m
D	RVR 1500m VIS 1600m	2400m	205	780' (692')	3600m

ATIS 125.1	ABU DHABI Radar (APP) 124.4 127.5 128.1	ABU DHABI Tower 119.2 121.75	Ground 119.25
VOR ADV 114.25	Final Apch Crs 126°	Procedure Alt LOVIM 1720' (1638')	MDA(H) 470' (388')
		Apt Elev 88'	RWY 82'
MISSED APCH: Climb STRAIGHT AHEAD on R-306 inbound to VOR, then proceed on R-126. At D8.0 turn LEFT and climb to 4000' to VOR and hold.			
Alt Set: MB	Rwy Elev: 3 MB	Trans level: FL 150	Trans alt: 13000'
			MSA ADV VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS	ADV	ADV	
Descent Gradient 5.32% or							REIL	114.25	114.25	
Descent angle [3.05°]	378	486	540	648	755	863	PAPI			D8.0
MAP at D3.6									R-126	

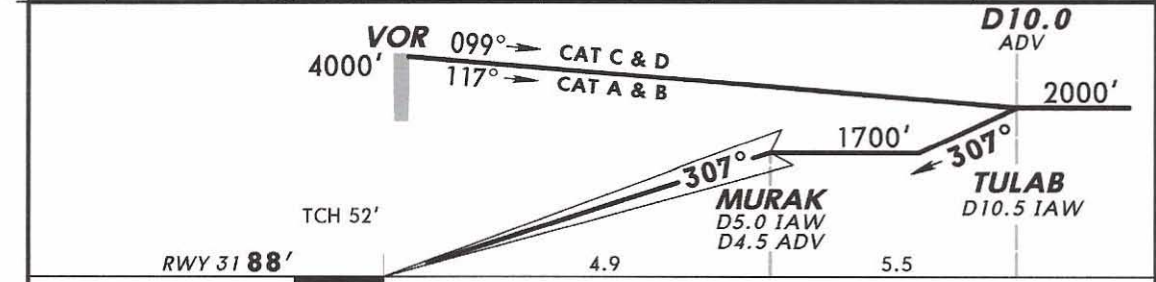
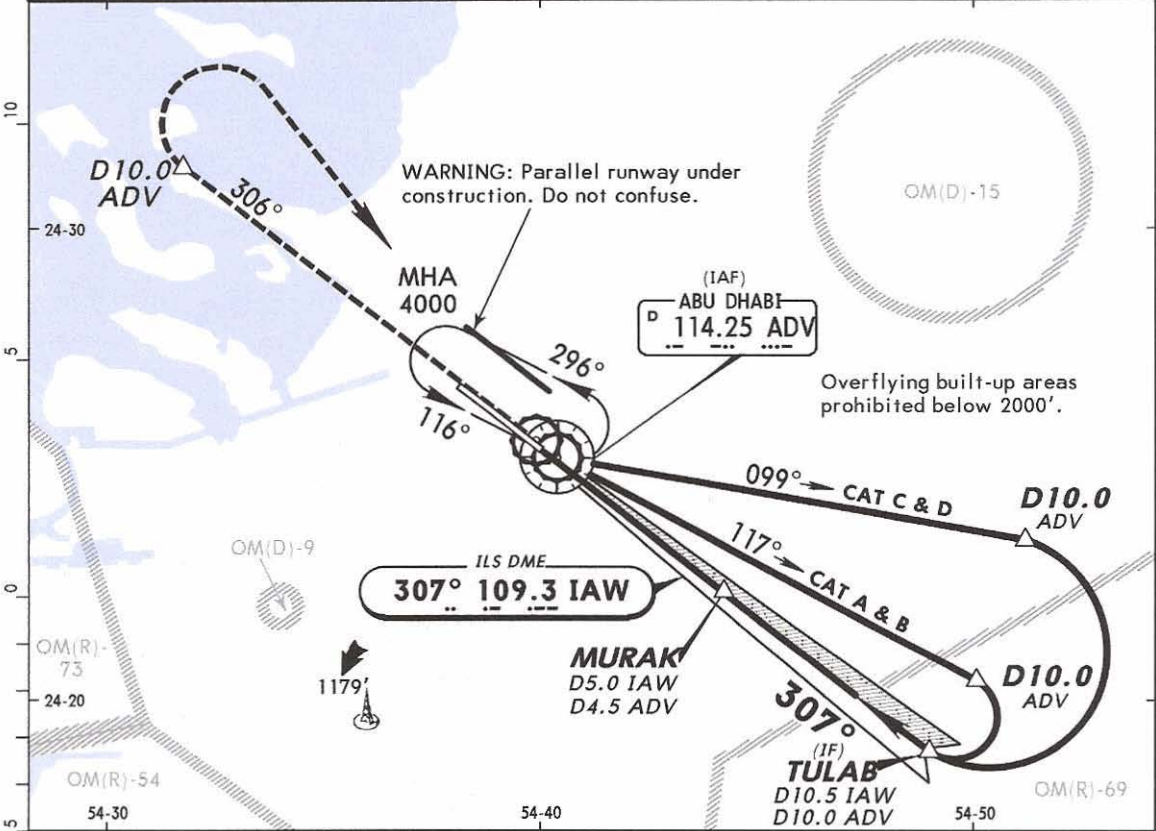
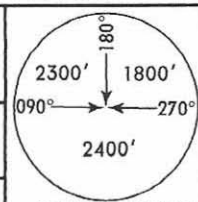
STRAIGHT-IN LANDING RWY 13			CIRCLE-TO-LAND	
MDA(H) 470' (388')			Not authorized Southwest of runway	
	ALS out	Max Kts	MDA(H)	
A	RVR 720m VIS 800m	100	490' (402')	1600m
B	RVR 720m VIS 800m	135	580' (492')	1600m
C	RVR 1500m VIS 1600m	180	680' (592')	2400m
D	RVR 1500m VIS 1600m	205	780' (692')	3600m

PANS OPS 3

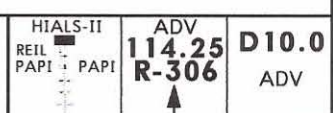
CHANGES: Rwy elev. Procedure.

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ATIS 125.1	ABU DHABI Radar (APP) 124.4 127.5 128.1	ABU DHABI Tower 119.2 121.75	Ground 119.25
LOC IAW 109.3	Final Apch Crs 307°	GS MURAK 1700' (1612')	CAT II ILS RA 95' DA(H) 188' (100')
MISSED APCH: Climb STRAIGHT AHEAD to intercept R-306. At D10.0 ADV turn RIGHT and climb to 4000' to VOR and hold.			Apt Elev 88' RWY 88'
Alt Set: MB Rwy Elev: 3 MB Trans level: FL150			Trans alt: 13000'
Special Aircrew & Aircraft Certification Required.			MSA ADV VOR



Gnd speed-Kts	70	90	100	120	140	160	
GS	3.00°	377	485	539	647	755	862



STRAIGHT-IN LANDING RWY 31
CAT II ILS
ABCD
RA 95'
DA(H) 188' (100')

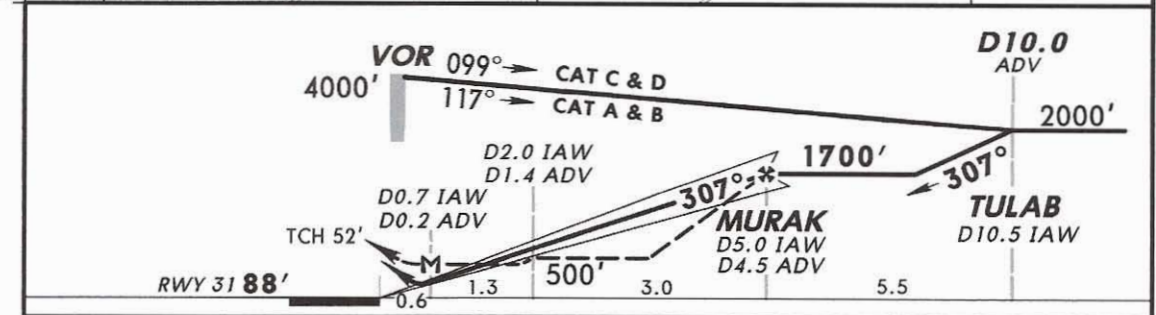
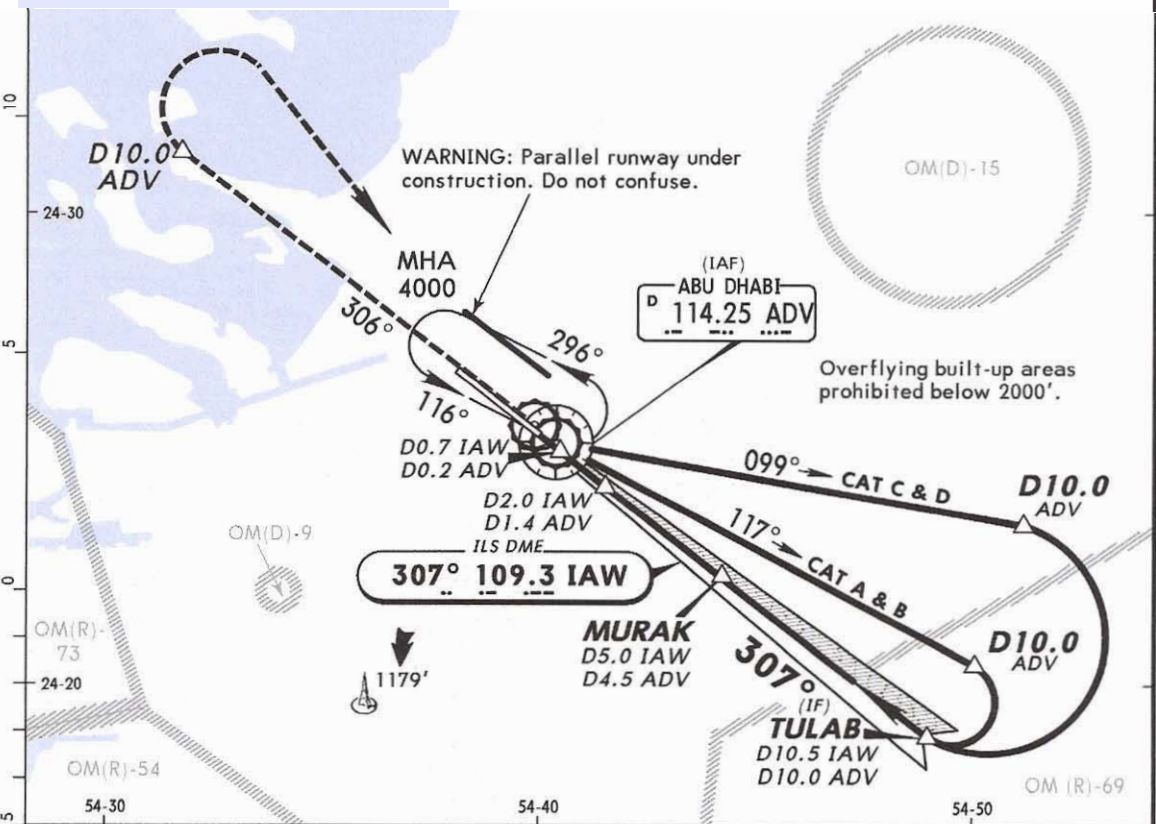
PANS OPS 3

RVR 350m

CHANGES: Rwy elev. Procedure.

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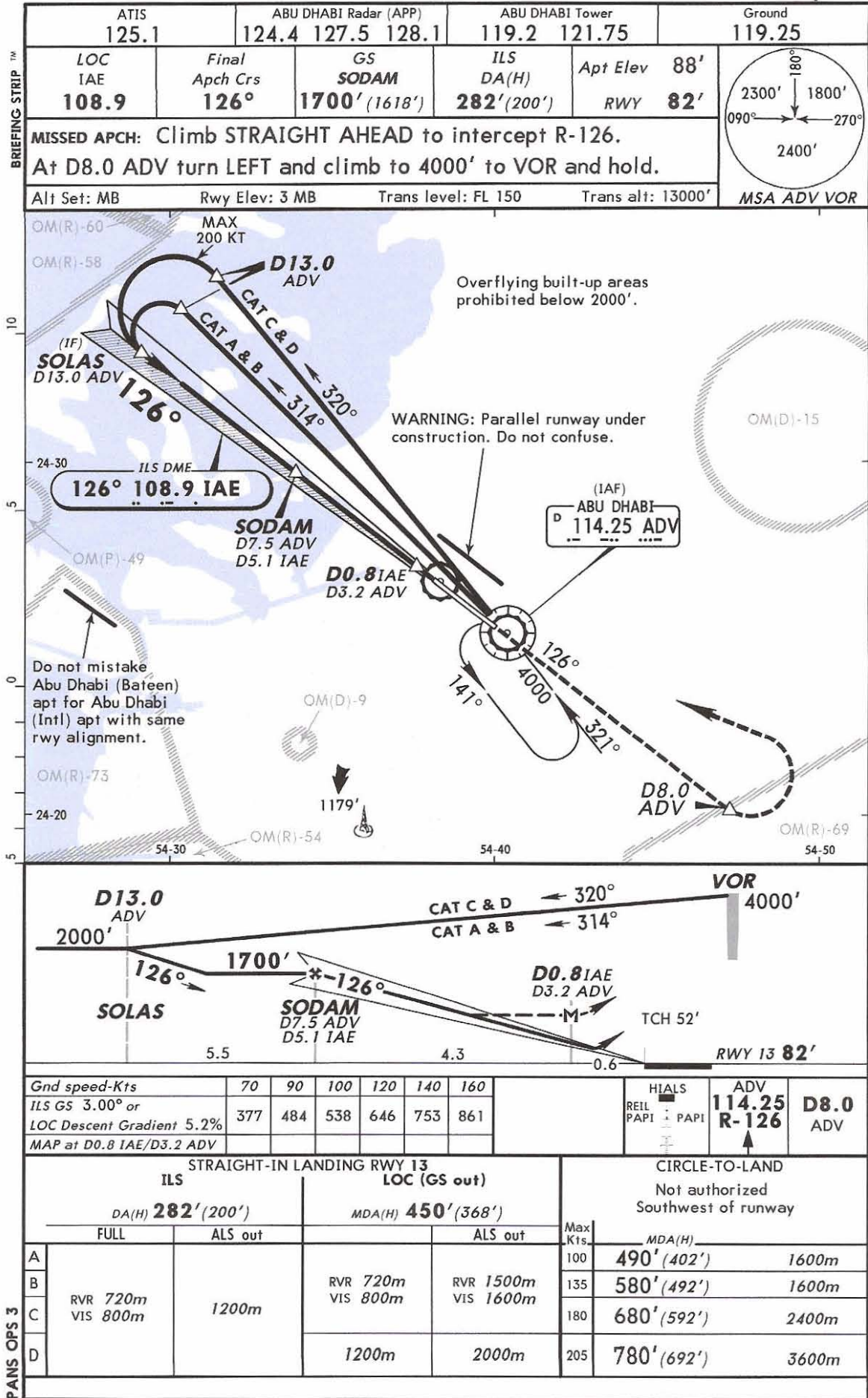
ATIS 125.1		ABU DHABI Radar (APP) 124.4 127.5 128.1			ABU DHABI Tower 119.2 121.75		Ground
LOC IAW 109.3	Final Apch Crs 307°	GS MURAK 1700' (1612')	ILS DA(H) 288' (200')	Apt Elev 88'	RWY 88'		
MISSED APCH: Climb STRAIGHT AHEAD to intercept R-306. At D10.0 ADV turn RIGHT and climb to 4000' to VOR and hold.							MSA ADV VOR
Alt Set: MB		Rwy Elev: 3 MB		Trans level: FL 150		Trans alt: 13000'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI PAPI ADV 114.25 R-306 D10.0 ADV	
ILS GS	3.00°	377	484	538	646	753		861
MAP at D0.7 IAW/D0.2 ADV								

STRAIGHT-IN LANDING RWY 31					CIRCLE-TO-LAND	
ILS DA(H) 288' (200')			LOC (GS out) MDA(H) 440' (352')		Not authorized Southwest of runway	
FULL	TDZ or CL out	ALS out	ALS out		Max Kts	MDA(H)
A					100	490' (402') 1600m
B	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	135	580' (492') 1600m
C				RVR 1500m VIS 1600m	180	680' (592') 2400m
D				1200m 2000m	205	780' (692') 3600m

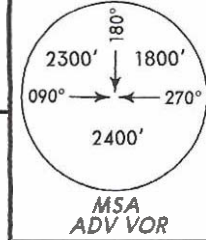
CHANGES: Rwy elev. Procedure. Minimums. © JEPPESEN SANDERSON, INC., 1999, 2007. ALL RIGHTS RESERVED.



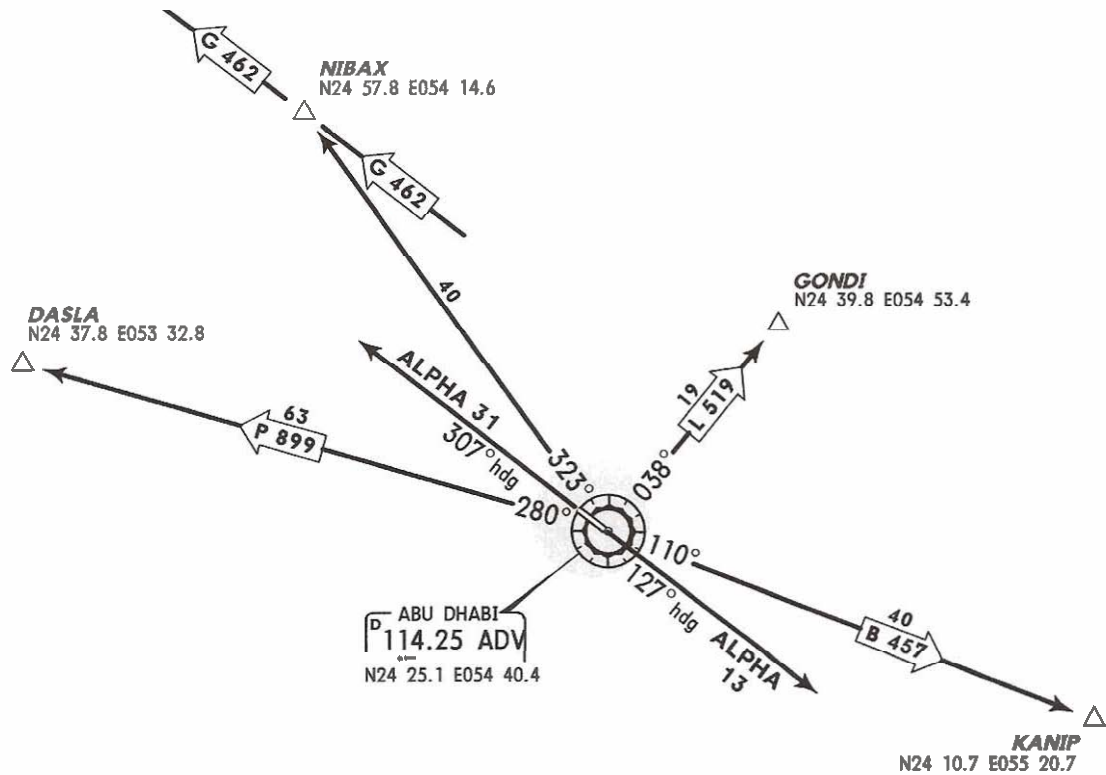
ABU DHABI
Approach (R)
124.4

88'

Trans level: FL150 Trans alt: 13000'
Maintain listening watch on Tower frequency
until leaving 500', then contact ABU DHABI
Approach.



ALPHA 13, ALPHA 31
RWYS 13, 31 DEPARTURES



SID	RWY	ROUTING
ALPHA 13	13	Continue on 127° heading and climb to 3000', expect vectoring enroute by ABU DHABI Approach.
ALPHA 31	31	Continue on 307° heading and climb to 3000', expect vectoring enroute by ABU DHABI Approach.

STRAIGHT-IN RWY		A	B	C	D
13	ILS	282' (200')	282' (200')	282' (200')	282' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	450' (368')	450' (368')	450' (368')	450' (368')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	VOR DME	470' (388')	470' (388')	470' (388')	470' (388')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
31	CAT 2 ILS	188' (100')	188' (100')	188' (100')	188' (100')
		RA95' R300m	RA95' R300m	RA95' R300m	RA95' R300m
	ILS	288' (200')	288' (200')	288' (200')	288' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	440' (352')	440' (352')	440' (352')	440' (352')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	VOR DME	540' (452')	540' (452')	540' (452')	540' (452')
		R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m

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

ⓐ After VOR DME 31: MDA(H) **540'**(452').

TAKE-OFF RWY 13, 31				
LVP must be in force				
RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A B C D	200m	200m	250m	400m
		250m	300m	
				500m

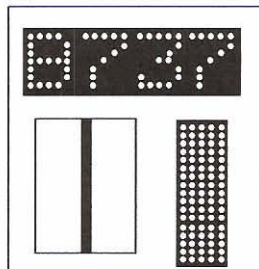
LOW VISIBILITY PROCEDURE

Procedure shall be in force when:

- a) One or more IRVR readings and/or the reported meteorological visibility indicate 1000m or less; and/or
- b) reported cloud base is 300' or less.

During LVP operations pilots are requested to use full length departures and the associated CAT II holding points.

VISUAL DOCKING/PARKING GUIDANCE SYSTEM



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 acft.

When the acft is about 105'/32m from the stop position the system flashes in alphanumeric format the type of acft 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 acft speed exceeds 3m/sec within 69'/21m of the stop position the alphanumeric display indicates SLOW DOWN.

When the acft reaches the correct stop position the alphanumeric display indicates STOP and the thermometer turns entirely black.

If the acft stops within the permissible tolerance the alphanumeric display indicates OK.

If the acft continues past the permissible stop tolerance the alphanumeric display indicates TOO FAR.

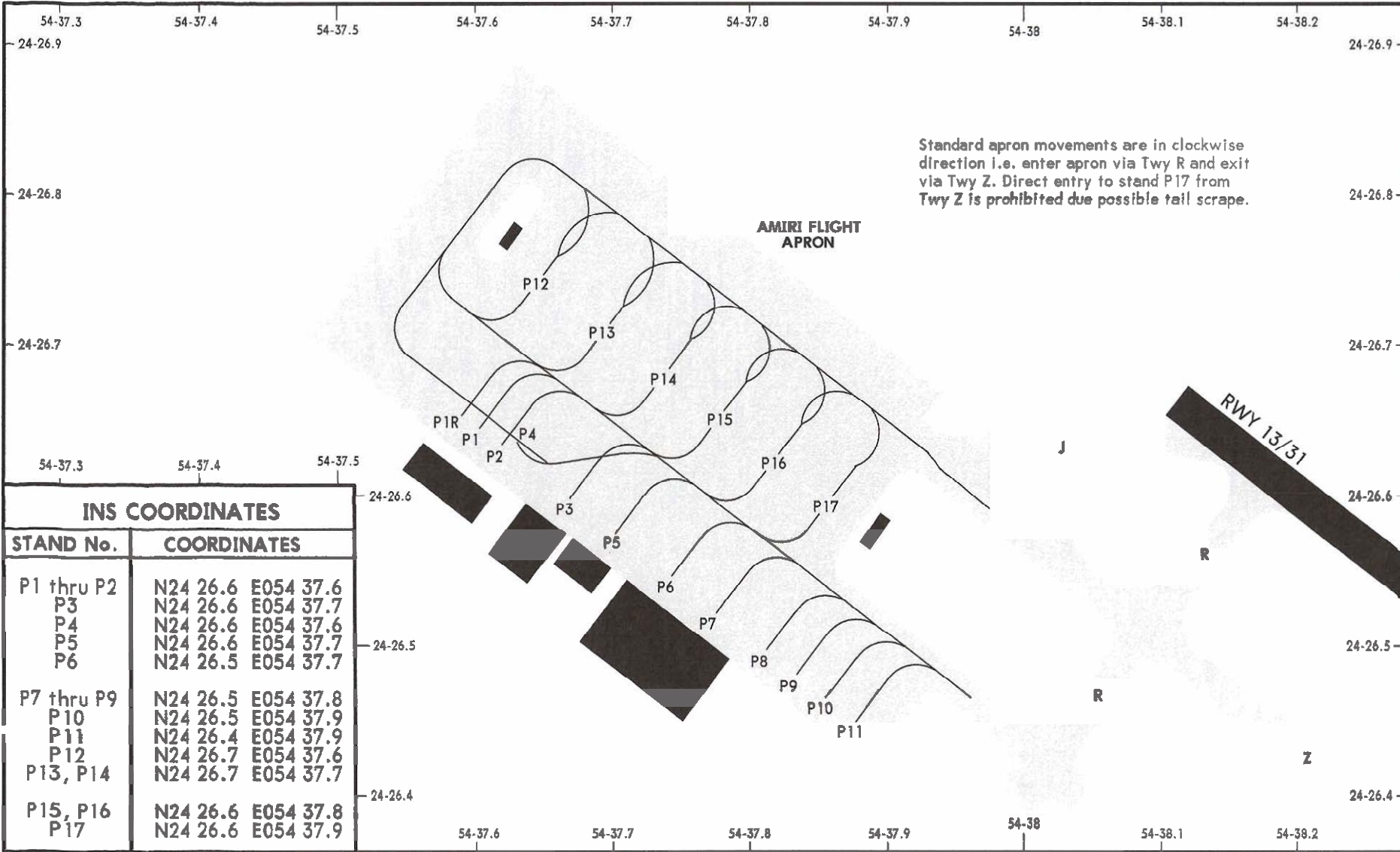
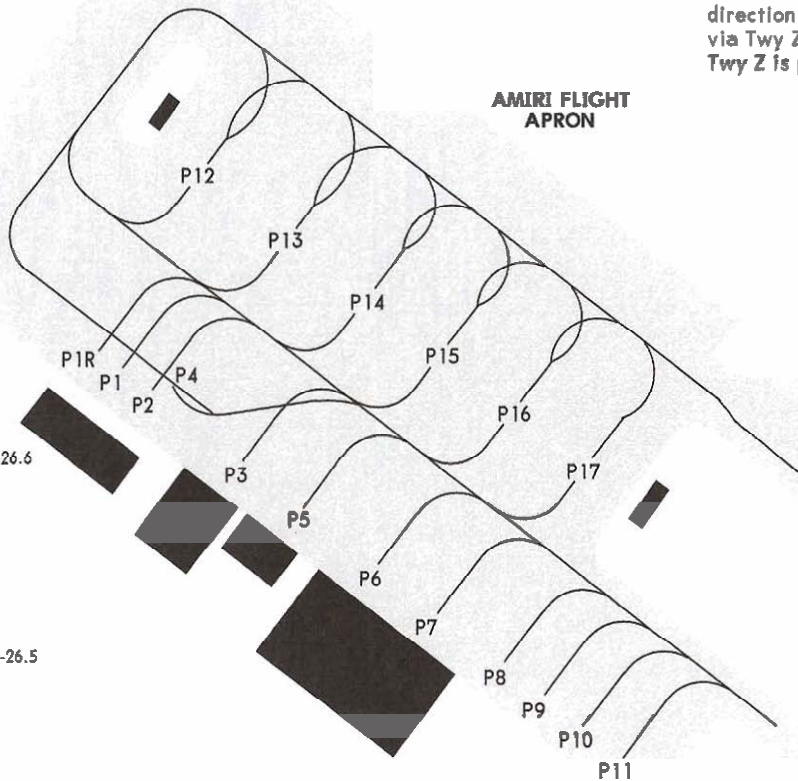
The system self checks for errors. Should an error be detected the system will indicate STOP ERRX where X indicates the type of error.

OMAA/AUH

9 NOV 07
JEPPESEN
10-9B Eft 22 Nov

ABU DHABI, UAE
 ABU DHABI INTL

Standard apron movements are in clockwise direction i.e. enter apron via Twy R and exit via Twy Z. Direct entry to stand P17 from Twy Z is prohibited due possible tail scrape.



INS COORDINATES	
STAND No.	COORDINATES
P1 thru P2	N24 26.6 E054 37.6
P3	N24 26.6 E054 37.7
P4	N24 26.6 E054 37.6
P5	N24 26.6 E054 37.7
P6	N24 26.5 E054 37.7
P7 thru P9	N24 26.5 E054 37.8
P10	N24 26.5 E054 37.9
P11	N24 26.4 E054 37.9
P12	N24 26.7 E054 37.6
P13, P14	N24 26.7 E054 37.7
P15, P16	N24 26.6 E054 37.8
P17	N24 26.6 E054 37.9

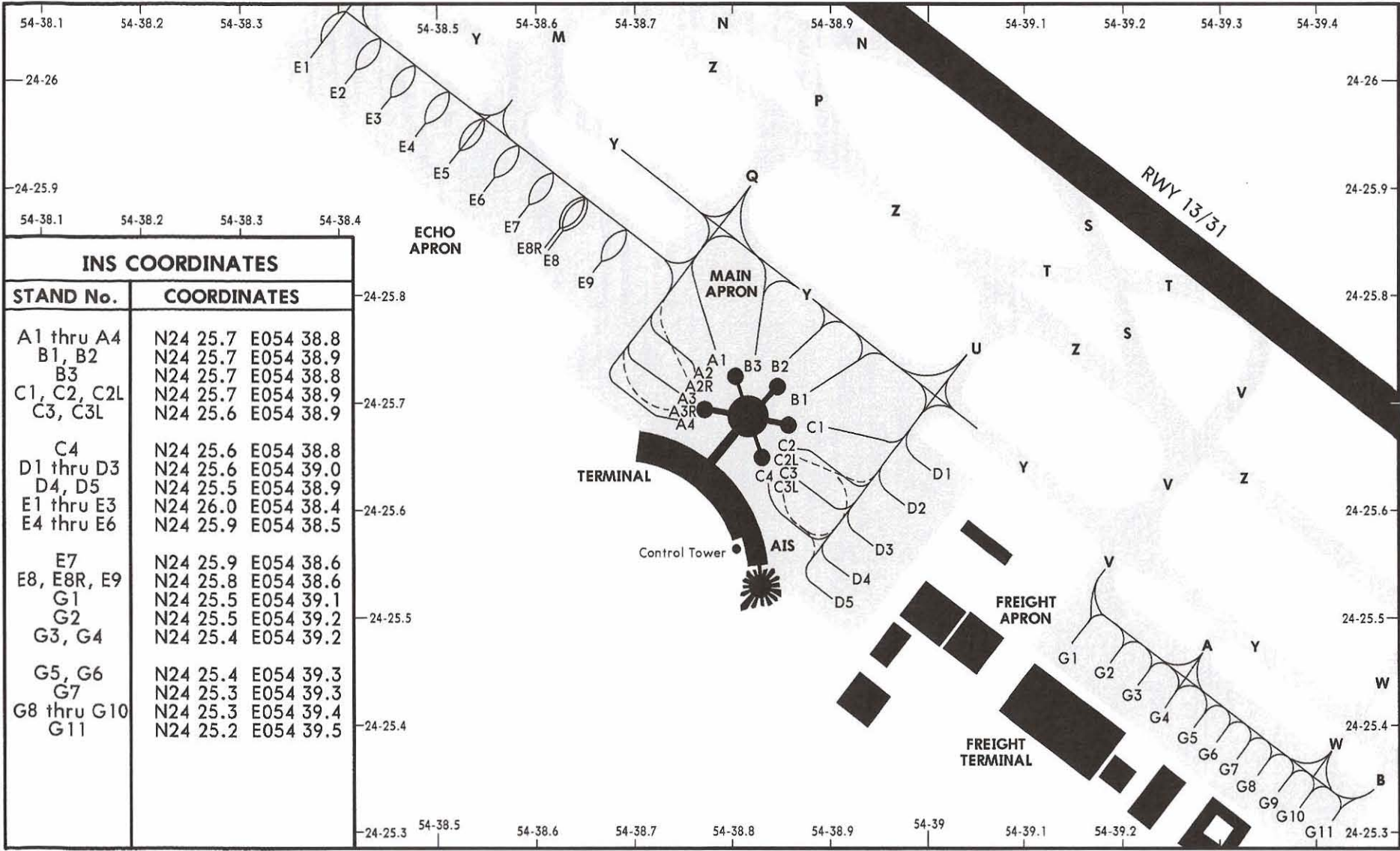
CHANGES: None.

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OMAA/AUH

JEPESEN
20 JUL 07
10-9A
Eft 2 Aug

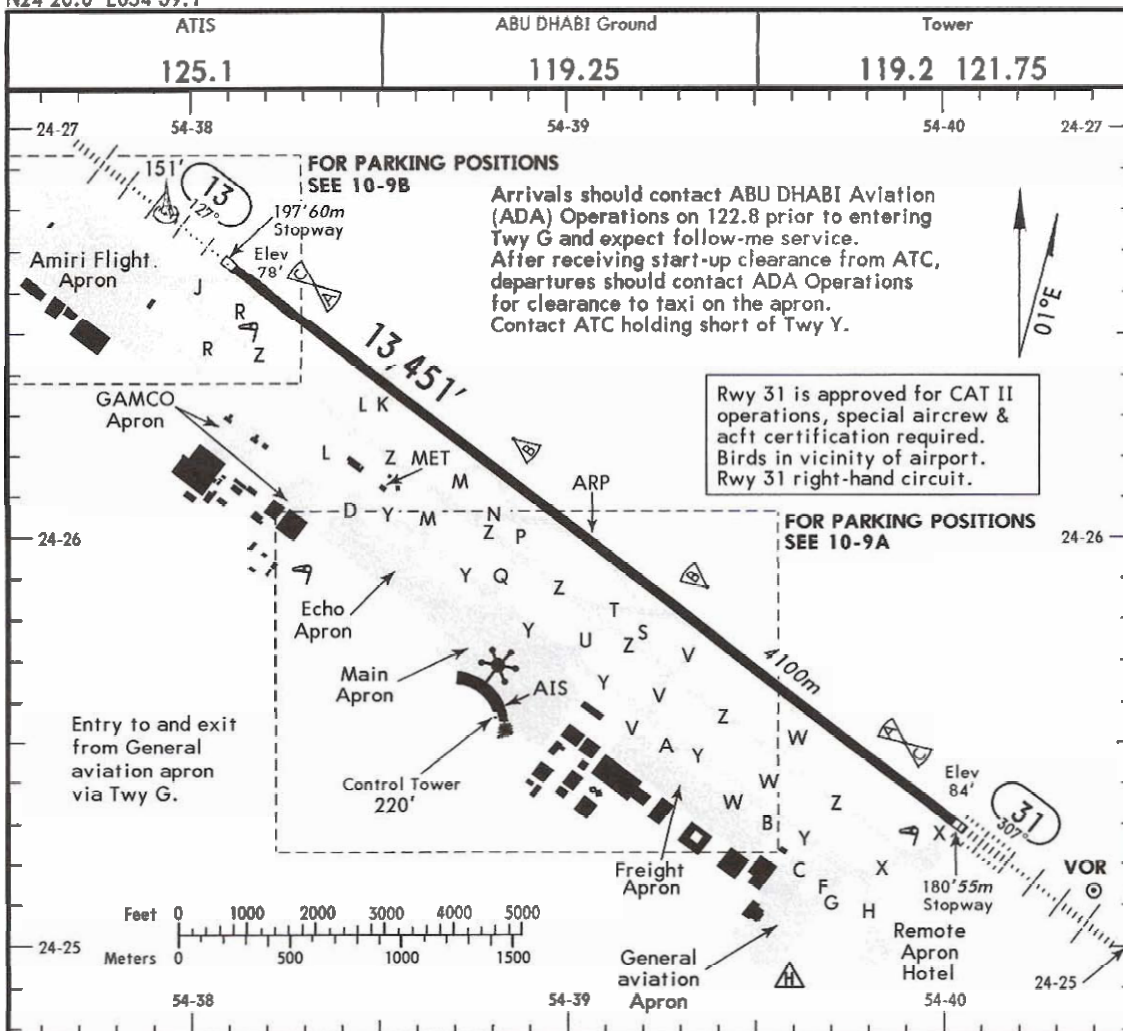
ABU DHABI, UAE
ABU DHABI INTL



INS COORDINATES	
STAND No.	COORDINATES
A1 thru A4	N24 25.7 E054 38.8
B1, B2	N24 25.7 E054 38.9
B3	N24 25.7 E054 38.8
C1, C2, C2L	N24 25.7 E054 38.9
C3, C3L	N24 25.6 E054 38.9
C4	N24 25.6 E054 38.8
D1 thru D3	N24 25.6 E054 39.0
D4, D5	N24 25.5 E054 38.9
E1 thru E3	N24 26.0 E054 38.4
E4 thru E6	N24 25.9 E054 38.5
E7	N24 25.9 E054 38.6
E8, E8R, E9	N24 25.8 E054 38.6
G1	N24 25.5 E054 39.1
G2	N24 25.5 E054 39.2
G3, G4	N24 25.4 E054 39.2
G5, G6	N24 25.4 E054 39.3
G7	N24 25.3 E054 39.3
G8 thru G10	N24 25.3 E054 39.4
G11	N24 25.2 E054 39.5

CHANGES: None.

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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	WIDTH
13	HIRL CL (15m) HIALS SFL REIL ① ② RVR		12,357' 3766m	④	148'
31	HIRL CL (15m) HIALS-II SFL REIL TDZ ① ③ RVR		12,175' 3711m		45m

- ① PAPI (angle 3.0°)
- ② HST-P, S & W
- ③ HST-T, N & K

④ 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)

TAKE-OFF

	AIR CARRIER (JAA) All Rwys			AIR CARRIER (FAR 121) All Rwys		
	LVP must be in force			CL & RCLM any RVR out, other two req.	Adequate Vis Ref	
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL			
A	200m	250m	400m	2 Eng	TDZ RVR 200m Mid RVR 200m Roll out RVR 200m	
B						RVR 500m VIS 400m
C						
D	250m (200m)	300m		3 & 4 Eng		

CHANGES: Notes. Threshold elevations.

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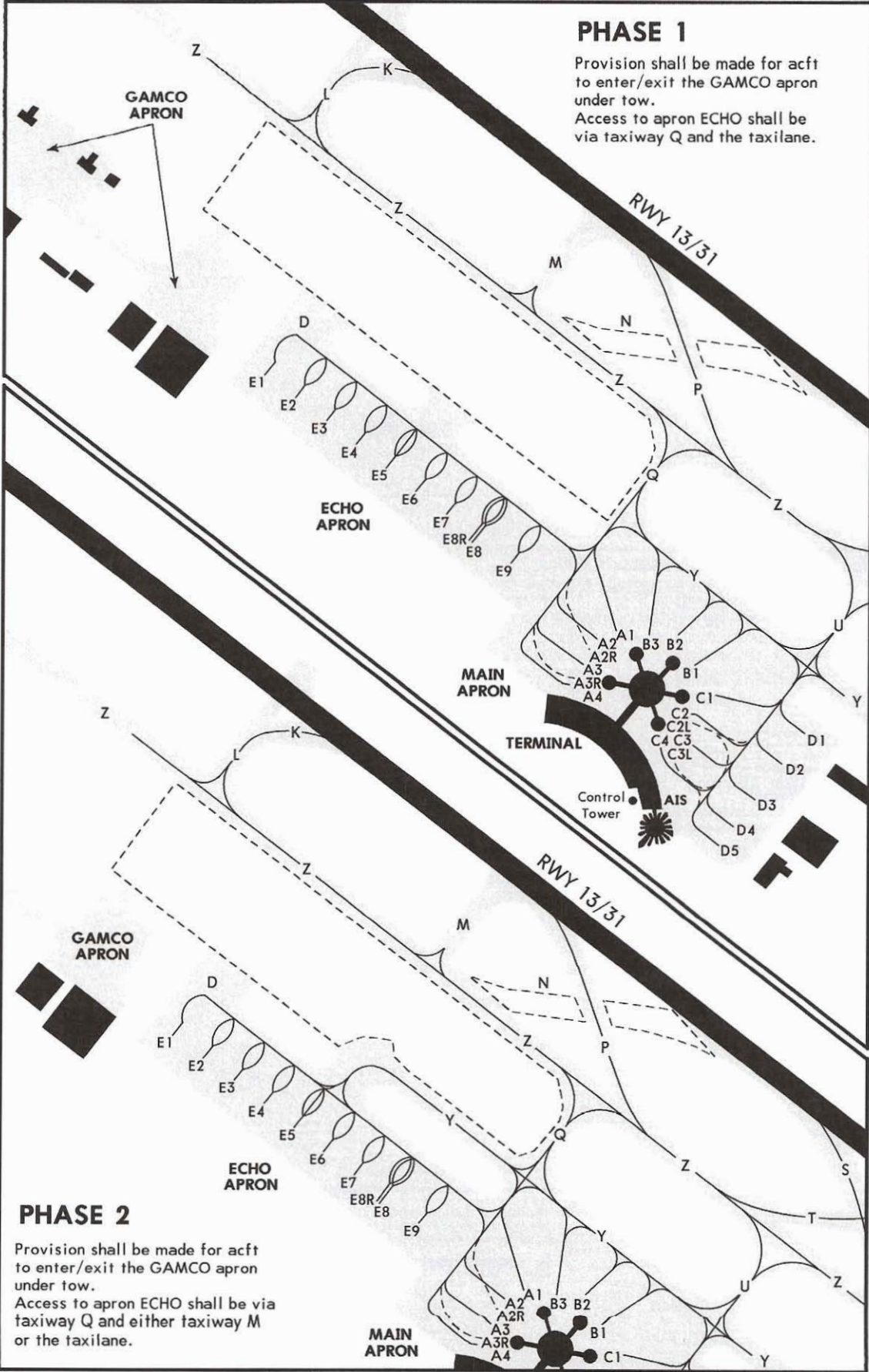
TEMPORARY TAXIWAY CONSTRUCTION WORK IN TWO PHASES

REFER ALSO TO LATEST NOTAMS

PHASE 1

Provision shall be made for acft to enter/exit the GAMCO apron under tow.

Access to apron ECHO shall be via taxiway Q and the taxilane.



PHASE 2

Provision shall be made for acft to enter/exit the GAMCO apron under tow.

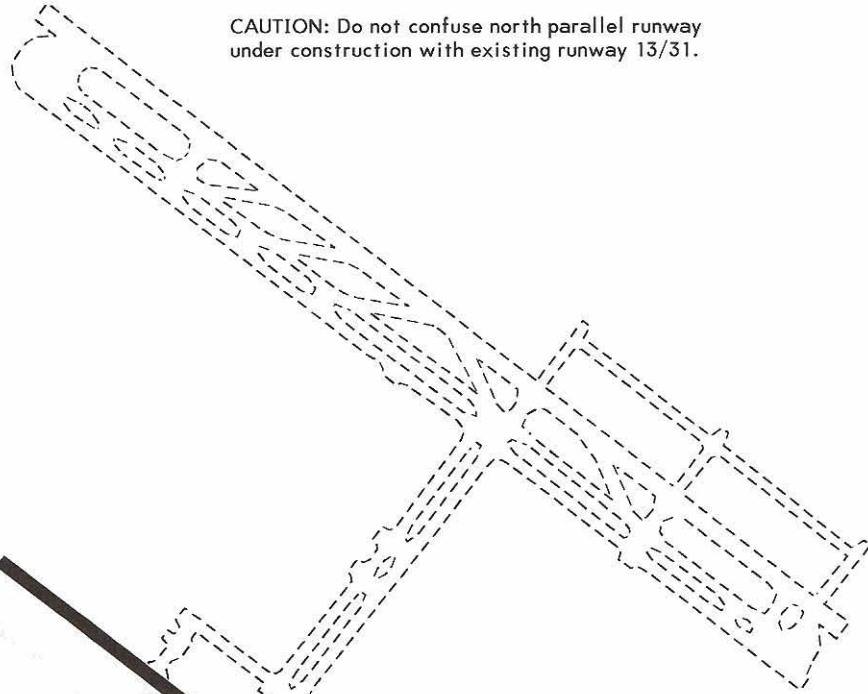
Access to apron ECHO shall be via taxiway Q and either taxiway M or the taxilane.

CHANGES: New temporary chart.

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TEMPORARY CONSTRUCTION WORK OF PARALLEL RUNWAY
REFER ALSO TO LATEST NOTAMS

CAUTION: Do not confuse north parallel runway
under construction with existing runway 13/31.



OMAA/AUH
ABU DHABI INTL

JEPPESEN

ABU DHABI, UAE

20 JUL 07 10-1R Eff 2 Aug

RADAR MINIMUM ALTITUDES

ABU DHABI Radar (APP)
124.4 127.5 128.1
Apt 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.

