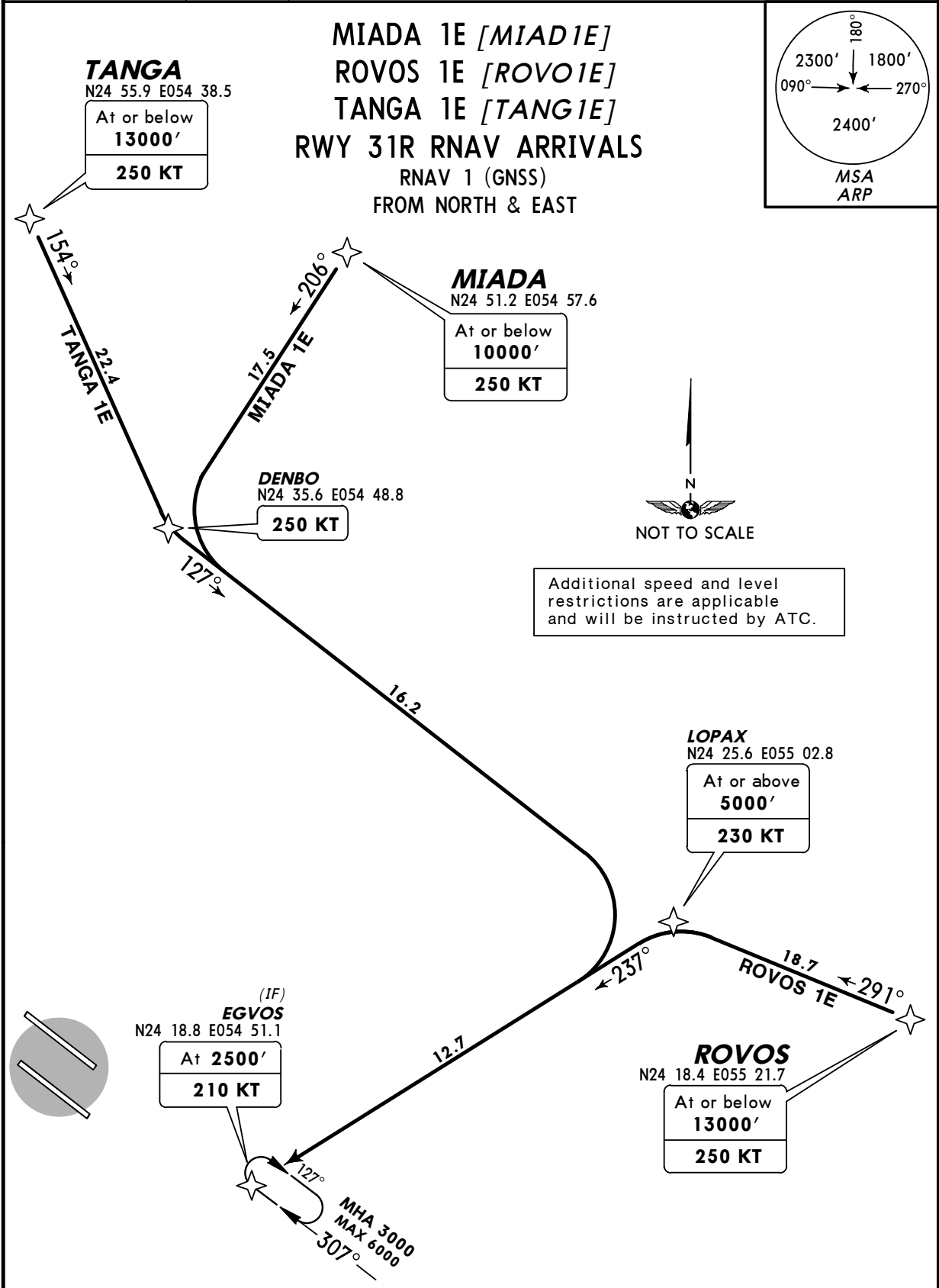
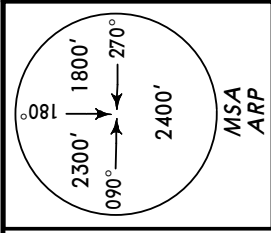


| | | |
|--|------------------------|---|
| | Apt Elev 88' | Alt Set: hPa Trans level: FL150 Trans alt: 13000' 1. Clearance limit is STAR termination point, ATC clearance required to commence approach procedure. 2. Initial descent as instructed by ATC. |
|--|------------------------|---|



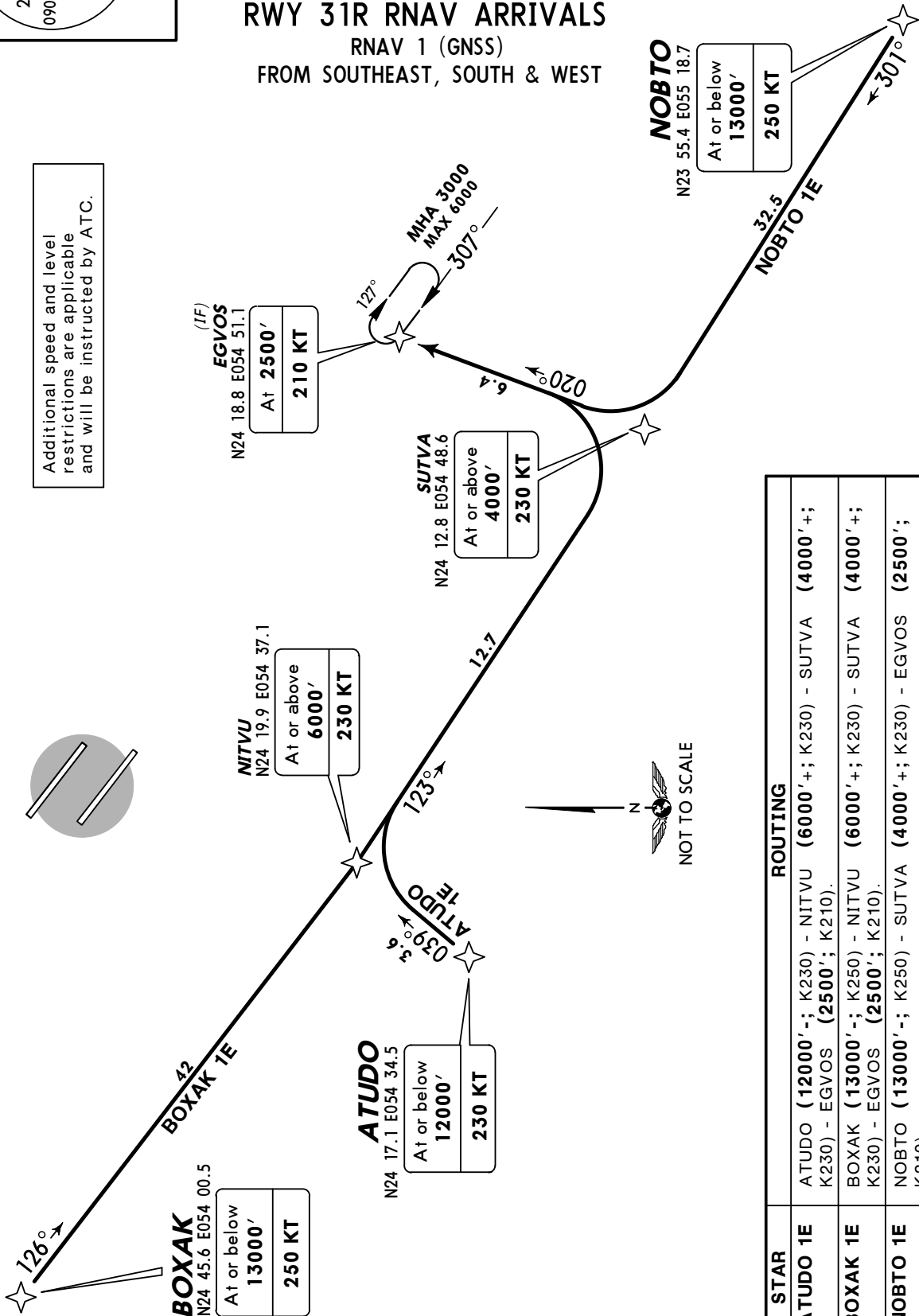
| STAR | ROUTING |
|-----------------|--|
| MIADA 1E | MIADA (10000'-; K250) - DENBO (K250) - LOPAX (5000'+; K230) - EGVOS (2500'; K210). |
| ROVOS 1E | ROVOS (13000'-; K250) - LOPAX (5000'+; K230) - EGVOS (2500'; K210). |
| TANGA 1E | TANGA (13000'-; K250) - DENBO (K250) - LOPAX (5000'+; K230) - EGVOS (2500'; K210). |

| | | |
|--|---------------------------------------|---|
| | <p><i>Apt Elev</i> 88'</p> | <p>Alt Set: hPa Trans level: FL150 Trans alt: 13000'</p> <p>1. Clearance limit is STAR termination point, ATC clearance required to commence approach procedure. 2. Initial descent as instructed by ATC.</p> |
|--|---------------------------------------|---|



**ATUDO 1E [ATUD1E]
BOXAK 1E [BOXA1E]
NOBTO 1E [NOBT1E]
RWY 31R RNAV ARRIVALS
RNAV 1 (GNSS)
FROM SOUTHEAST, SOUTH & WEST**

Additional speed and level restrictions are applicable and will be instructed by ATC.

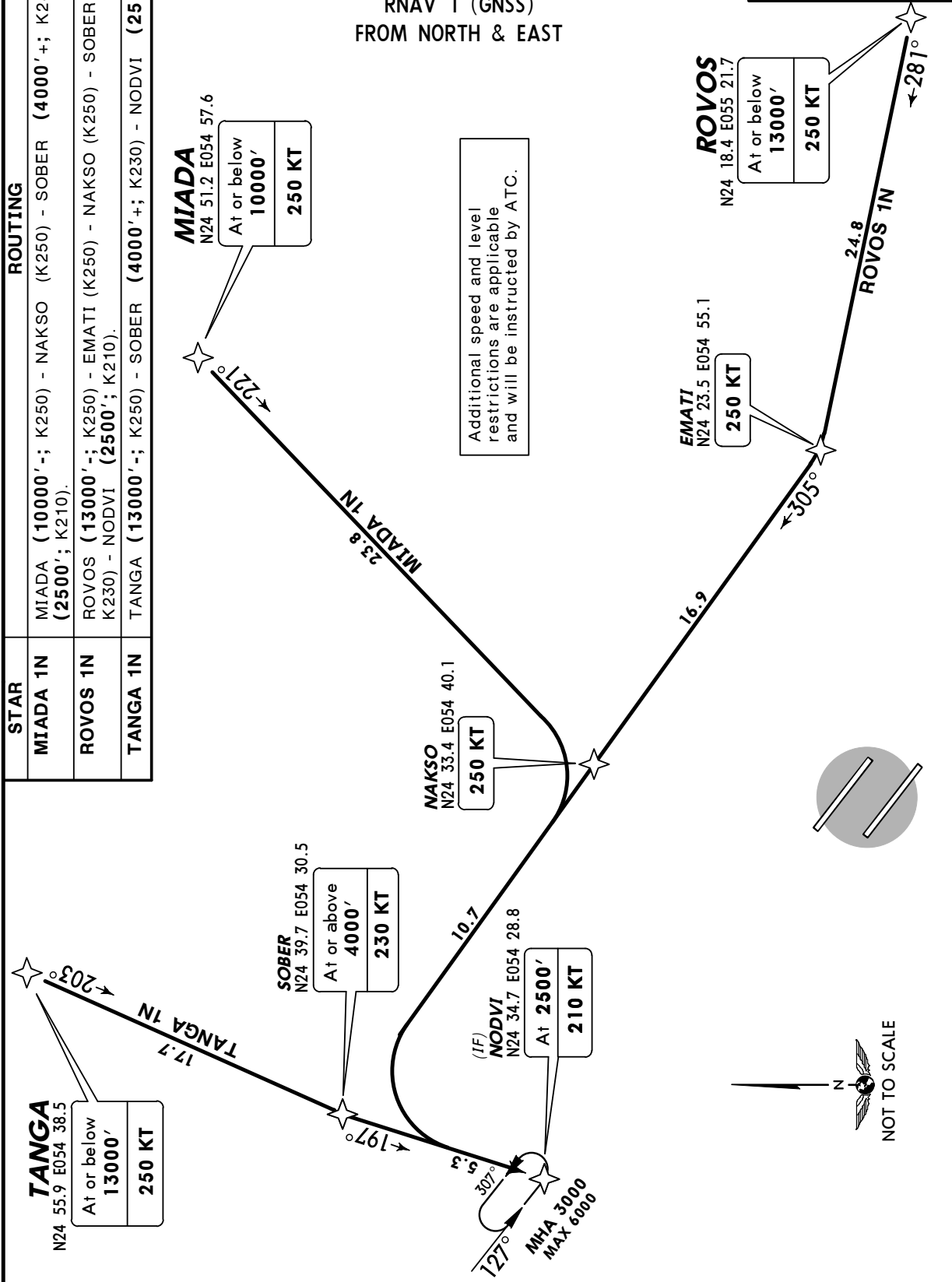
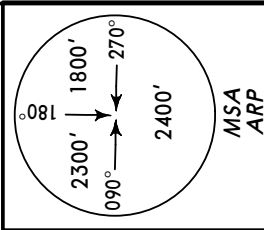


| STAR | ROUTING |
|-----------------|---|
| ATUDO 1E | ATUDO (12000' -; K230) - NITVU (6000' +; K230) - SUTVA (4000' +; K230) - EGVOS (2500'; K210). |
| BOXAK 1E | BOXAK (13000' -; K250) - NITVU (6000' +; K230) - SUTVA (4000' +; K230) - EGVOS (2500'; K210). |
| NOBTO 1E | NOBTO (13000' -; K250) - SUTVA (4000' +; K230) - EGVOS (2500'; K210). |

| | | |
|--|------------------------|---|
| | Apt Elev 88' | Alt Set: hPa Trans level: FL150 Trans alt: 13000' 1. Clearance limit is STAR termination point, ATC clearance required to commence approach procedure. 2. Initial descent as instructed by ATC. |
|--|------------------------|---|

| STAR | ROUTING |
|----------|---|
| MIADA 1N | MIADA (10000' -; K250) - NAKSO (K250) - SOBER (4000' +; K230) - NODVI (2500' +; K210). |
| ROVOS 1N | ROVOS (13000' -; K250) - EMATI (K250) - NAKSO (K250) - SOBER (4000' +; K230) - NODVI (2500' +; K210). |
| TANGA 1N | TANGA (13000' -; K250) - SOBER (4000' +; K230) - NODVI (2500' +; K210). |

MIADA 1N [MIAD1N]
ROVOS 1N [ROVO1N]
TANGA 1N [TANG1N]
RWY 13L RNAV ARRIVALS
 RNAV 1 (GNSS)
 FROM NORTH & EAST

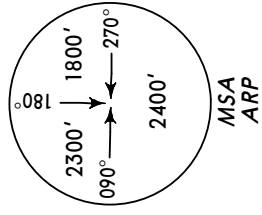


Apt Elev
88'

Alt Set: hPa

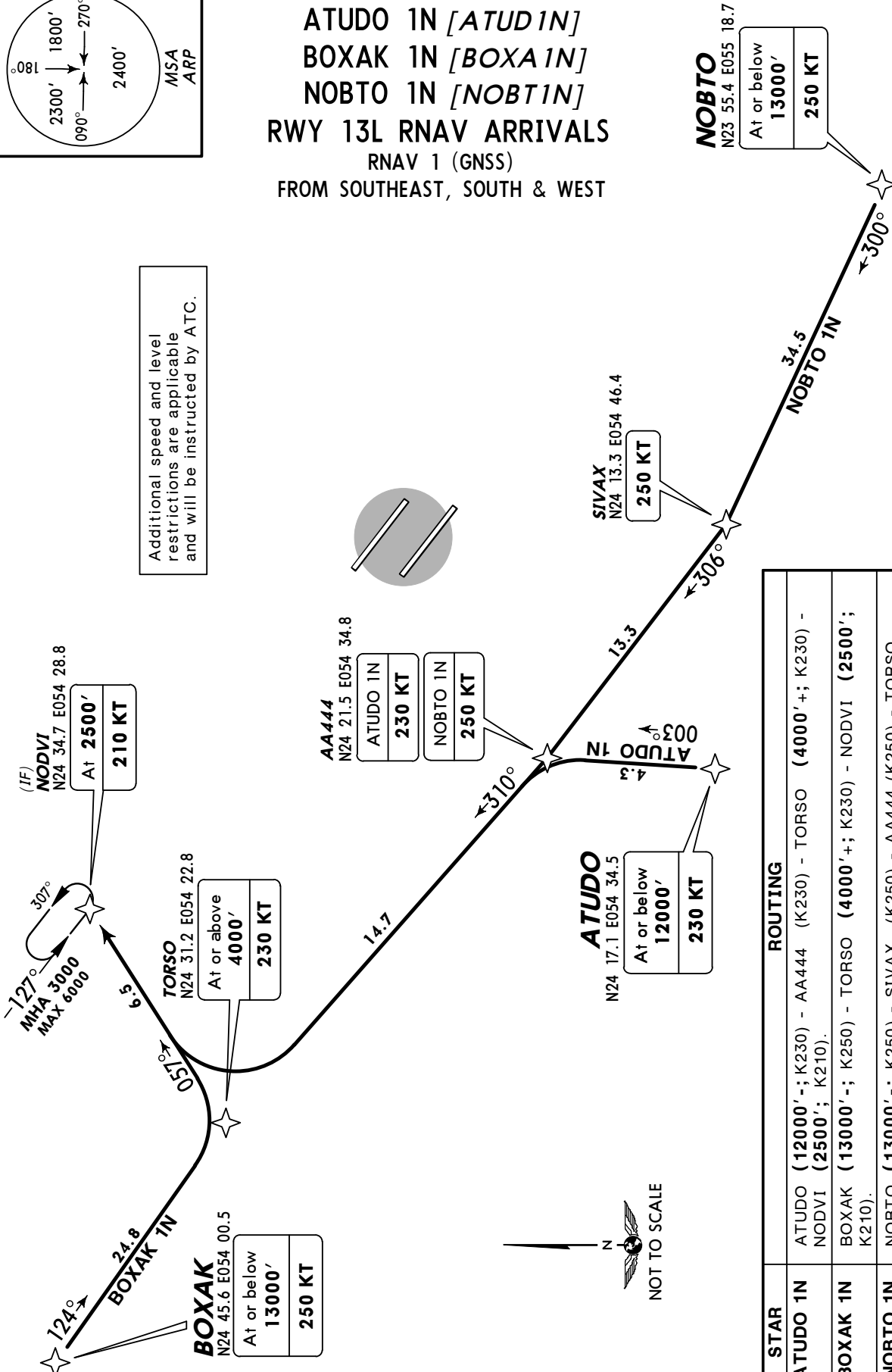
Trans level: FL150 Trans alt: 13000'

1. Clearance limit is STAR termination point, ATC clearance required to commence approach procedure.
2. Initial descent as instructed by ATC.



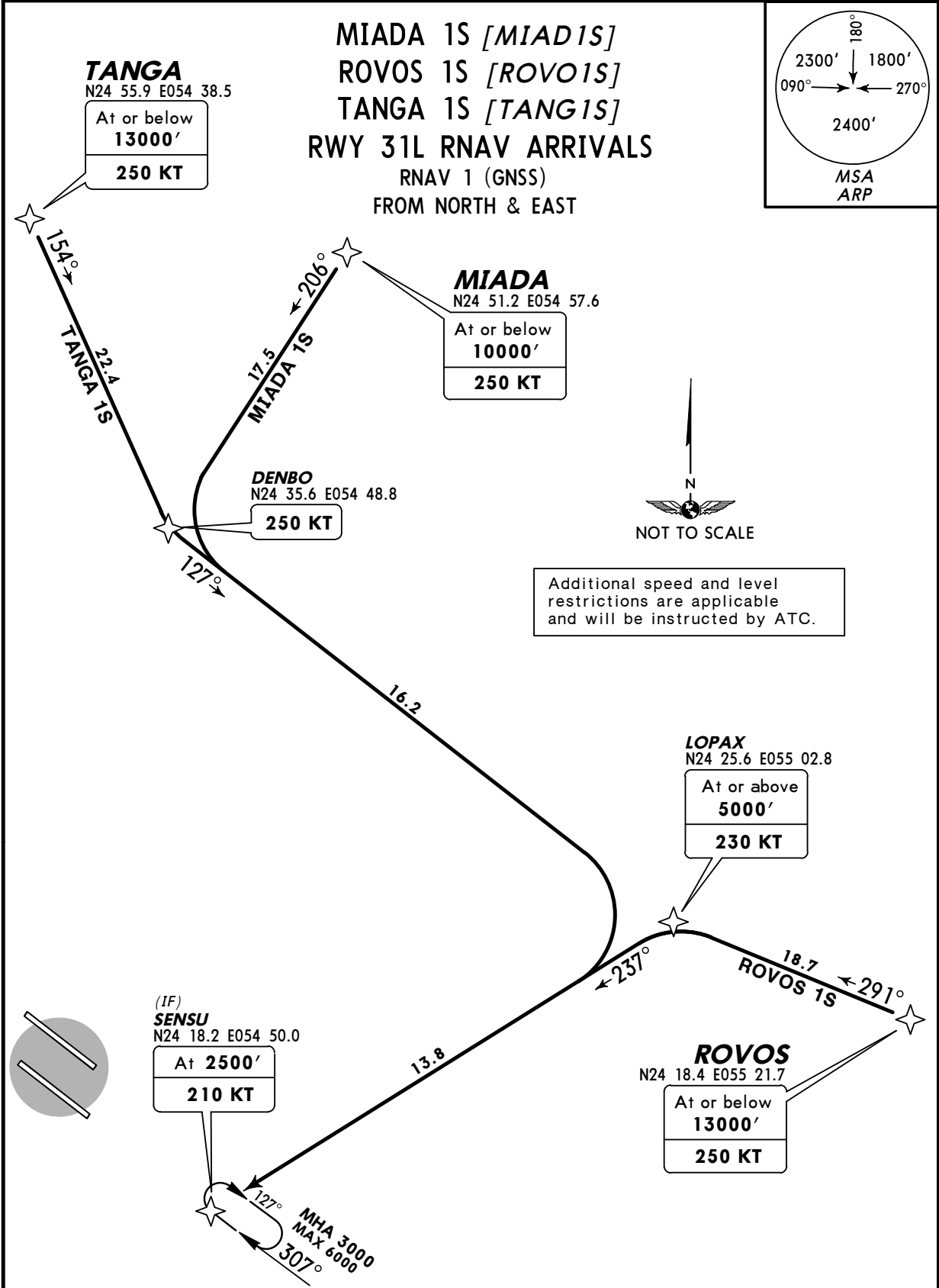
**ATUDO 1N [ATUD1N]
BOXAK 1N [BOXA1N]
NOBTO 1N [NOBT1N]
RWY 13L RNAV ARRIVALS
RNAV 1 (GNSS)
FROM SOUTHEAST, SOUTH & WEST**

Additional speed and level restrictions are applicable and will be instructed by ATC.



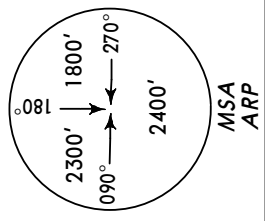
| STAR | ROUTING |
|----------|---|
| ATUDO 1N | ATUDO (12000'-; K230) - AA444 (K230) - TORSO (4000'+; K230) - NODVI (2500'; K210). |
| BOXAK 1N | BOXAK (13000'-; K250) - TORSO (4000'+; K230) - NODVI (2500'; K210). |
| NOBTO 1N | NOBTO (13000'-; K250) - SIVAX (K250) - AA444 (K250) - TORSO (4000'+; K230) - NODVI (2500'; K210). |

| | | |
|--|------------------------|--|
| | Apt Elev 88' | Alt Set: hPa Trans level: FL150 Trans alt: 13000' 1. Clearance limit is STAR termination point, ATC clearance required to commence approach procedure. 2. Initial descent as instructed by ATC. |
|--|------------------------|--|



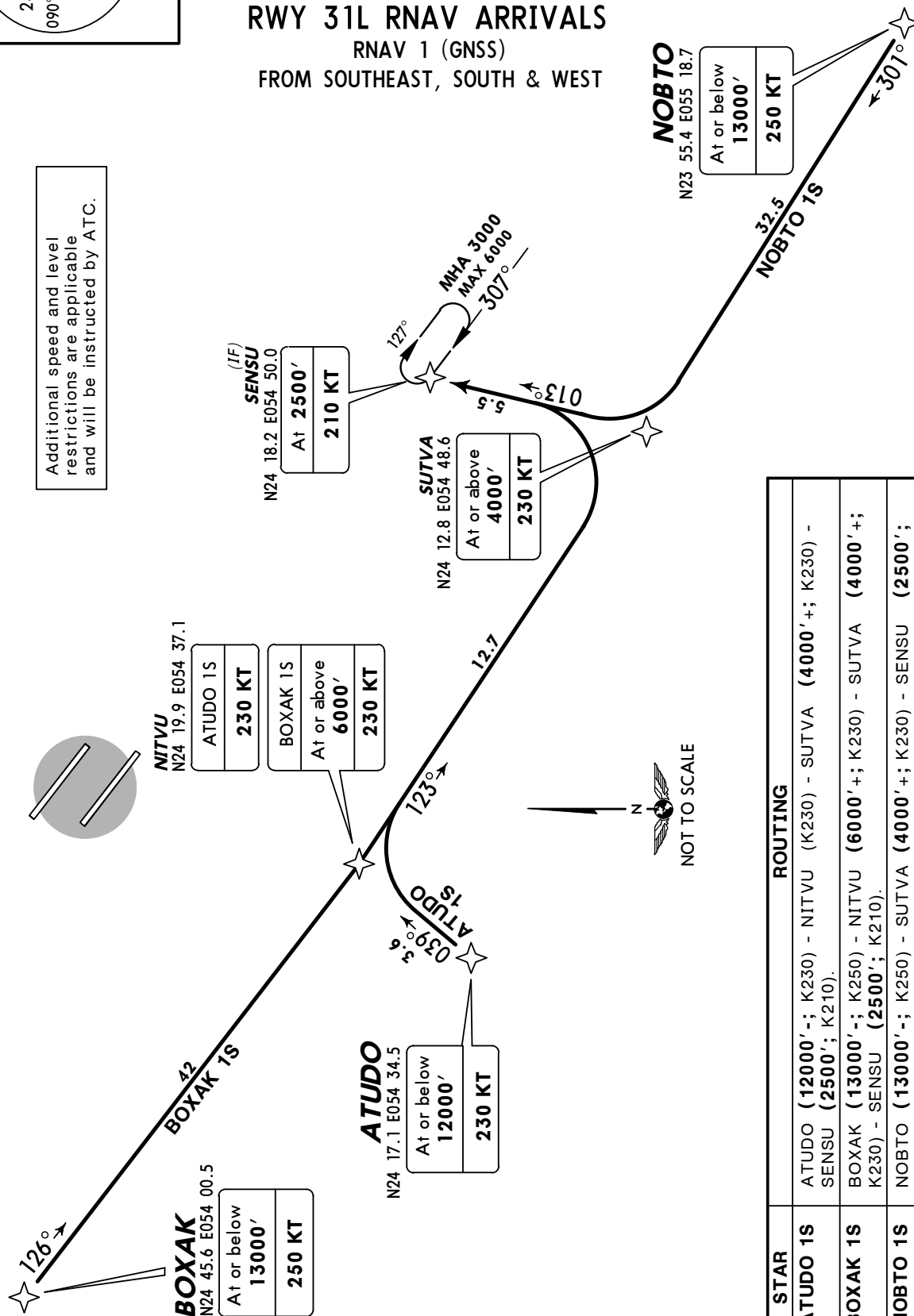
| STAR | ROUTING |
|-----------------|--|
| MIADA 1S | MIADA (10000'-; K250) - DENBO (K250) - LOPAX (5000'+; K230) - SENSU (2500'; K210). |
| ROVOS 1S | ROVOS (13000'-; K250) - LOPAX (5000'+; K230) - SENSU (2500'; K210). |
| TANGA 1S | TANGA (13000'-; K250) - DENBO (K250) - LOPAX (5000'+; K230) - SENSU (2500'; K210). |

| | | |
|--|------------------------|--|
| | Apt Elev 88' | Alt Set: hPa Trans level: FL150 Trans alt: 13000' 1. Clearance limit is STAR termination point, ATC clearance required to commence approach procedure. 2. Initial descent as instructed by ATC. |
|--|------------------------|--|



**ATUDO 1S [ATUD1S]
BOXAK 1S [BOXA1S]
NOBTO 1S [NOBT1S]
RWY 31L RNAV ARRIVALS
RNAV 1 (GNSS)
FROM SOUTHEAST, SOUTH & WEST**

Additional speed and level restrictions are applicable and will be instructed by ATC.

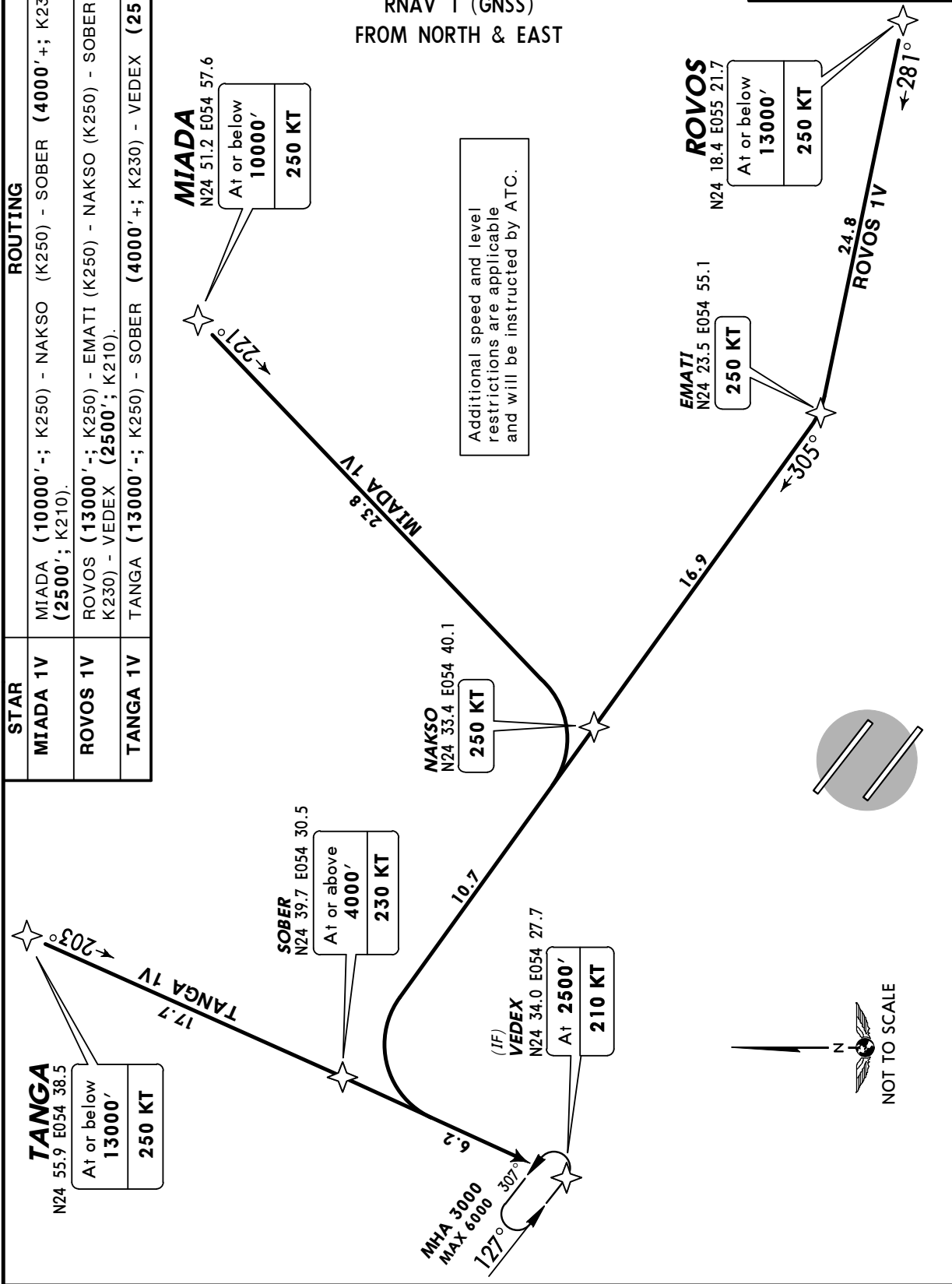
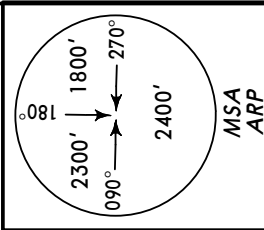


| STAR | ROUTING |
|-----------------|--|
| ATUDO 1S | ATUDO (12000'-; K230) - NITVU (K230) - SUTVA (4000'+; K230) - SENSU (2500'; K210). |
| BOXAK 1S | BOXAK (13000'-; K250) - NITVU (6000'+; K230) - SUTVA (4000'+; K230) - SENSU (2500'; K210). |
| NOBTO 1S | NOBTO (13000'-; K250) - SUTVA (4000'+; K230) - SENSU (2500'; K210). |

| | | |
|--|------------------------|---|
| | Apt Elev 88' | Alt Set: hPa Trans level: FL150 Trans alt: 13000' 1. Clearance limit is STAR termination point, ATC clearance required to commence approach procedure. 2. Initial descent as instructed by ATC. |
|--|------------------------|---|

| STAR | ROUTING |
|----------|--|
| MIADA 1V | MIADA (10000'-; K250) - NAKSO (K250) - SOBER (4000'+; K230) - VEDEX (2500'+; K210). |
| ROVOS 1V | ROVOS (13000'-; K250) - EMATI (K250) - NAKSO (K250) - SOBER (4000'+; K230) - VEDEX (2500'+; K210). |
| TANGA 1V | TANGA (13000'-; K250) - SOBER (4000'+; K230) - VEDEX (2500'+; K210). |

MIADA 1V [MIAD1V]
ROVOS 1V [ROVO1V]
TANGA 1V [TANG1V]
RWY 13R RNAV ARRIVALS
 RNAV 1 (GNSS)
 FROM NORTH & EAST

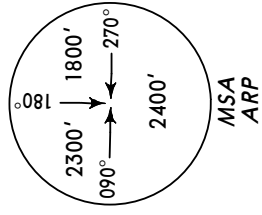


Apt Elev
88'

Alt Set: hPa

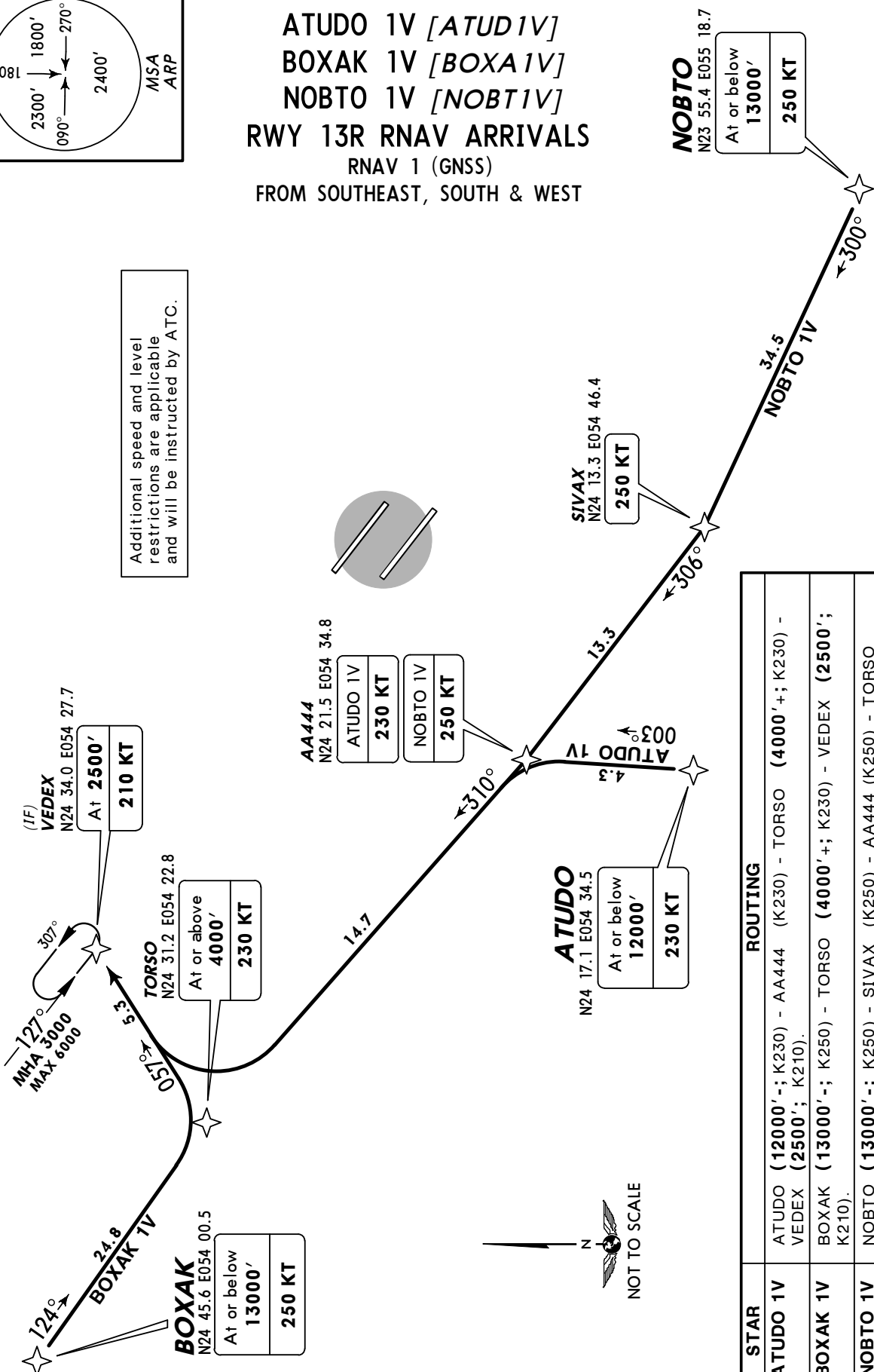
Trans level: FL150 Trans alt: 13000'

1. Clearance limit is STAR termination point, ATC clearance required to commence approach procedure.
2. Initial descent as instructed by ATC.

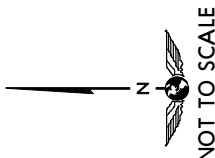


**ATUDO 1V [ATUD1V]
BOXAK 1V [BOXA1V]
NOBTO 1V [NOBT1V]
RWY 13R RNAV ARRIVALS
RNAV 1 (GNSS)
FROM SOUTHEAST, SOUTH & WEST**

Additional speed and level restrictions are applicable and will be instructed by ATC.



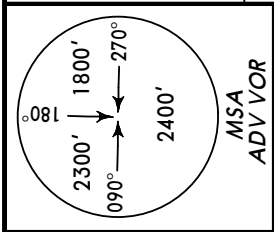
| STAR | ROUTING |
|----------|---|
| ATUDO 1V | ATUDO (12000'-; K230) - AA444 (K230) - TORSO (4000'+; K230) - VEDEX (2500'; K210). |
| BOXAK 1V | BOXAK (13000'-; K250) - TORSO (4000'+; K230) - VEDEX (2500'; K210). |
| NOBTO 1V | NOBTO (13000'-; K250) - SIVAX (K250) - AA444 (K250) - TORSO (4000'+; K230) - VEDEX (2500'; K210). |



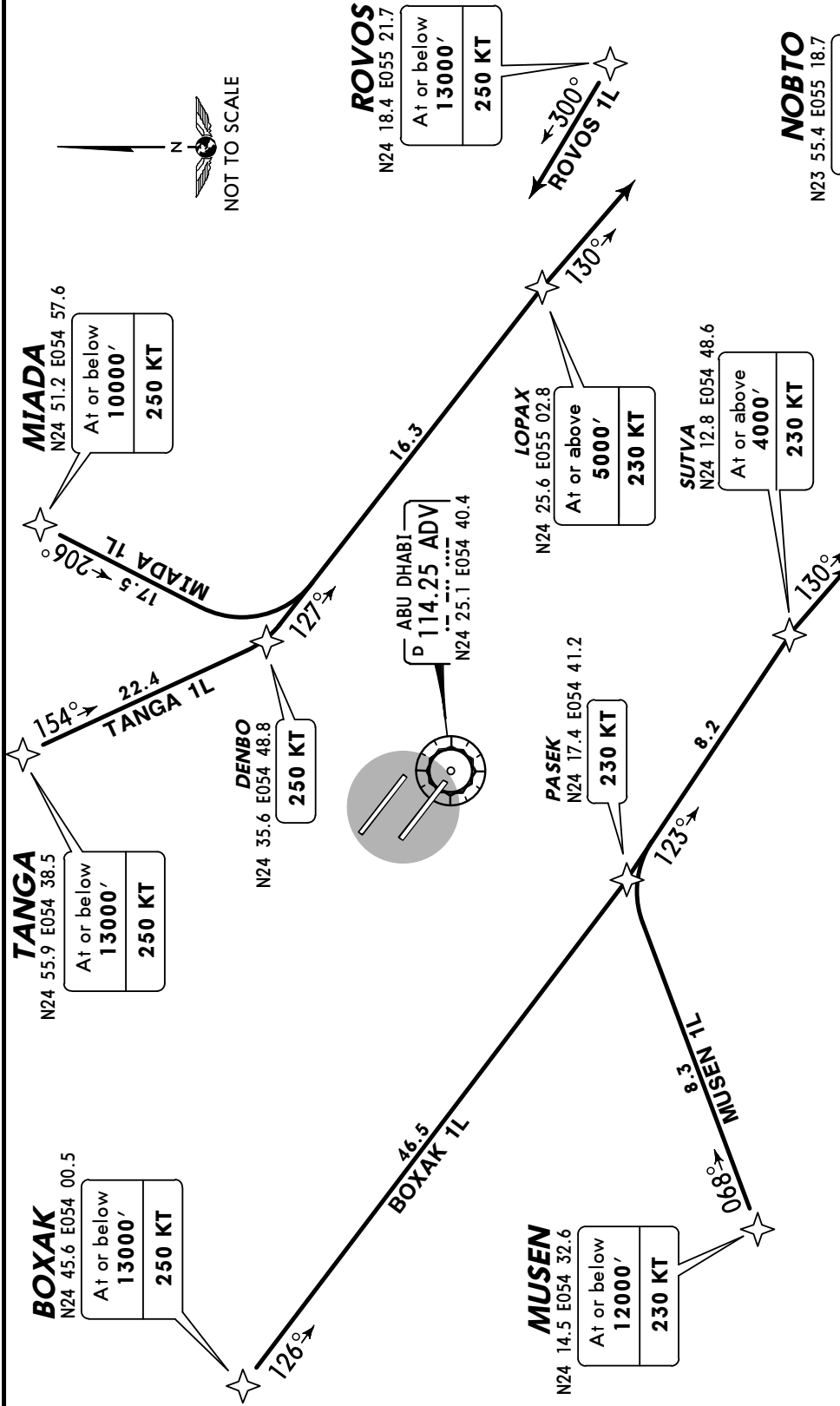
Apt Elev 88'

Alt Set: hPa
Trans level: FL150 Trans alt: 13000'

1. Clearance limit is STAR termination point, ATC clearance required to commence approach procedure.
2. Initial descent as instructed by ATC.

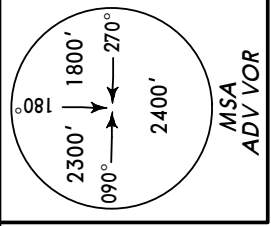


**BOXAK 1L [BOXA1L], MIADA 1L [MIAD1L]
MUSEN 1L [MUSE1L], NOBTO 1L [NOBT1L]
ROVOS 1L [ROVO1L], TANGA 1L [TANG1L]
RWYS 31L/R RNAV ARRIVALS
RNAV 5**



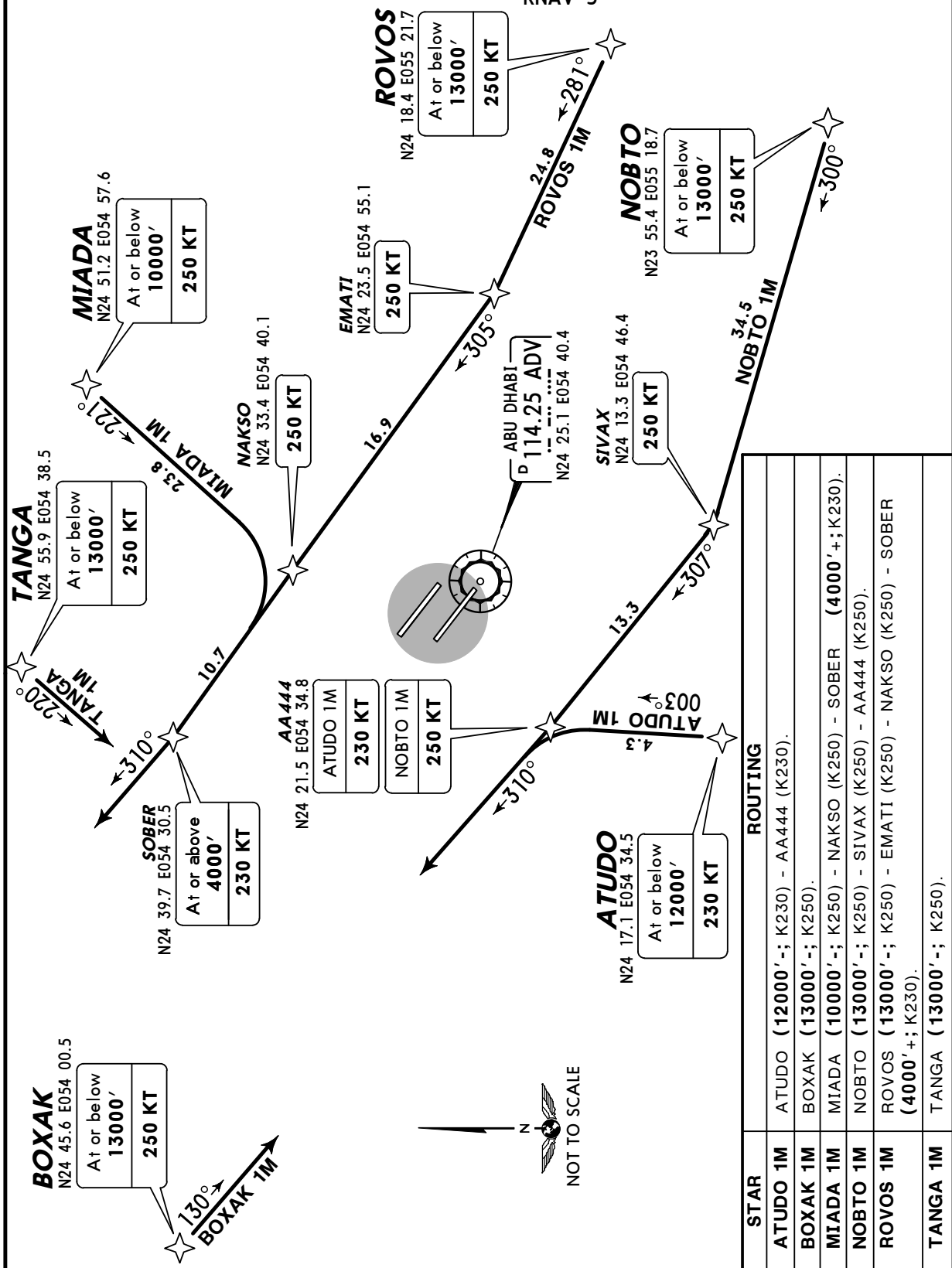
| STAR | ROUTING |
|----------|--|
| BOXAK 1L | BOXAK (13000' -; K250) - PASEK (K230) - SUTVA (4000' +; K230). |
| MIADA 1L | MIADA (10000' -; K250) - DENBO (K250) - LOPAX (5000' +; K230). |
| MUSEN 1L | MUSEN (12000' -; K230) - PASEK (K230) - SUTVA (4000' +; K230). |
| NOBTO 1L | NOBTO (13000' -; K250). |
| ROVOS 1L | ROVOS (13000' -; K250). |
| TANGA 1L | TANGA (13000' -; K250) - DENBO (K250) - LOPAX (5000' +; K230). |

Apt Elev 88'
Alt Set: hPa
Trans level: FL150 Trans alt: 13000'
1. Clearance limit is STAR termination point, ATC clearance required to commence approach procedure.
2. Initial descent as instructed by ATC.



ATUDO 1M [ATUD1M], BOXAK 1M [BOXA1M]
MIADA 1M [MIAD1M], NOBTO 1M [NOBT1M]
ROVOS 1M [ROVO1M], TANGA 1M [TANG1M]
RWYS 13L/R RNAV ARRIVALS

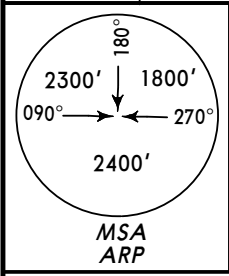
RNAV 5



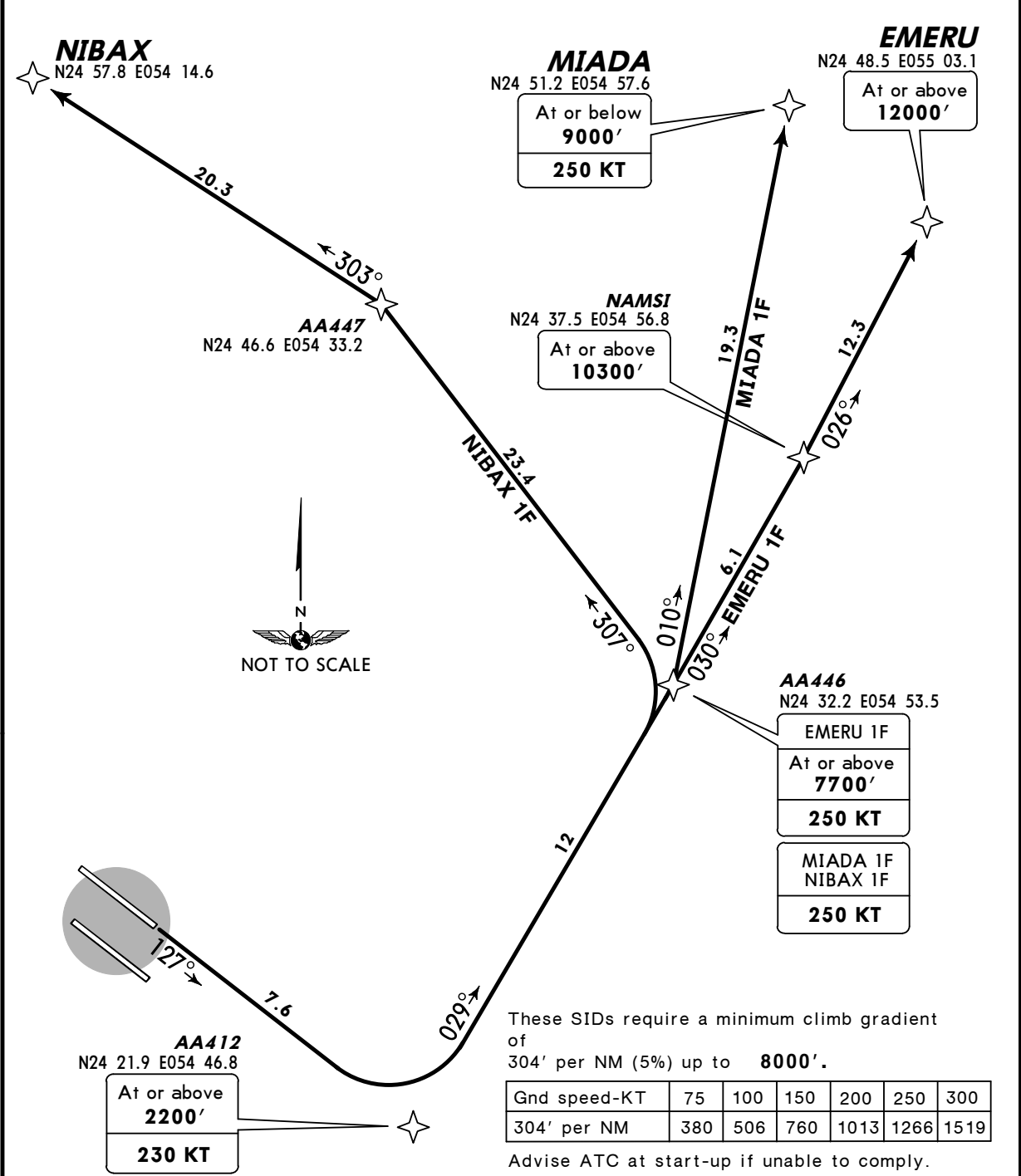
| STAR | ROUTING |
|----------|---|
| ATUDO 1M | ATUDO (12000'-; K230) - AA444 (K230). |
| BOXAK 1M | BOXAK (13000'-; K250). |
| MIADA 1M | MIADA (10000'-; K250) - NAKSO (K250) - SOBER (4000'+; K230). |
| NOBTO 1M | NOBTO (13000'-; K250) - SIVAX (K250) - AA444 (K250). |
| ROVOS 1M | ROVOS (13000'-; K250) - EMATI (K250) - NAKSO (K250) - SOBER (4000'+; K230). |
| TANGA 1M | TANGA (13000'-; K250). |

NOT TO SCALE

Apt Elev 88' Trans level: FL150 Trans alt: 13000'
Contact Abu Dhabi Approach as soon as possible after passing 500'.



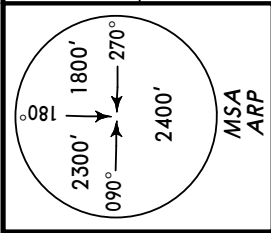
**EMERU 1F [EMER1F]
MIADA 1F [MIAD1F]
NIBAX 1F [NIBA1F]**
RWY 13L RNAV DEPARTURES
RNAV 1 WITH GNSS REQUIRED
TO NORTH



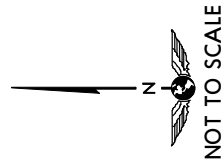
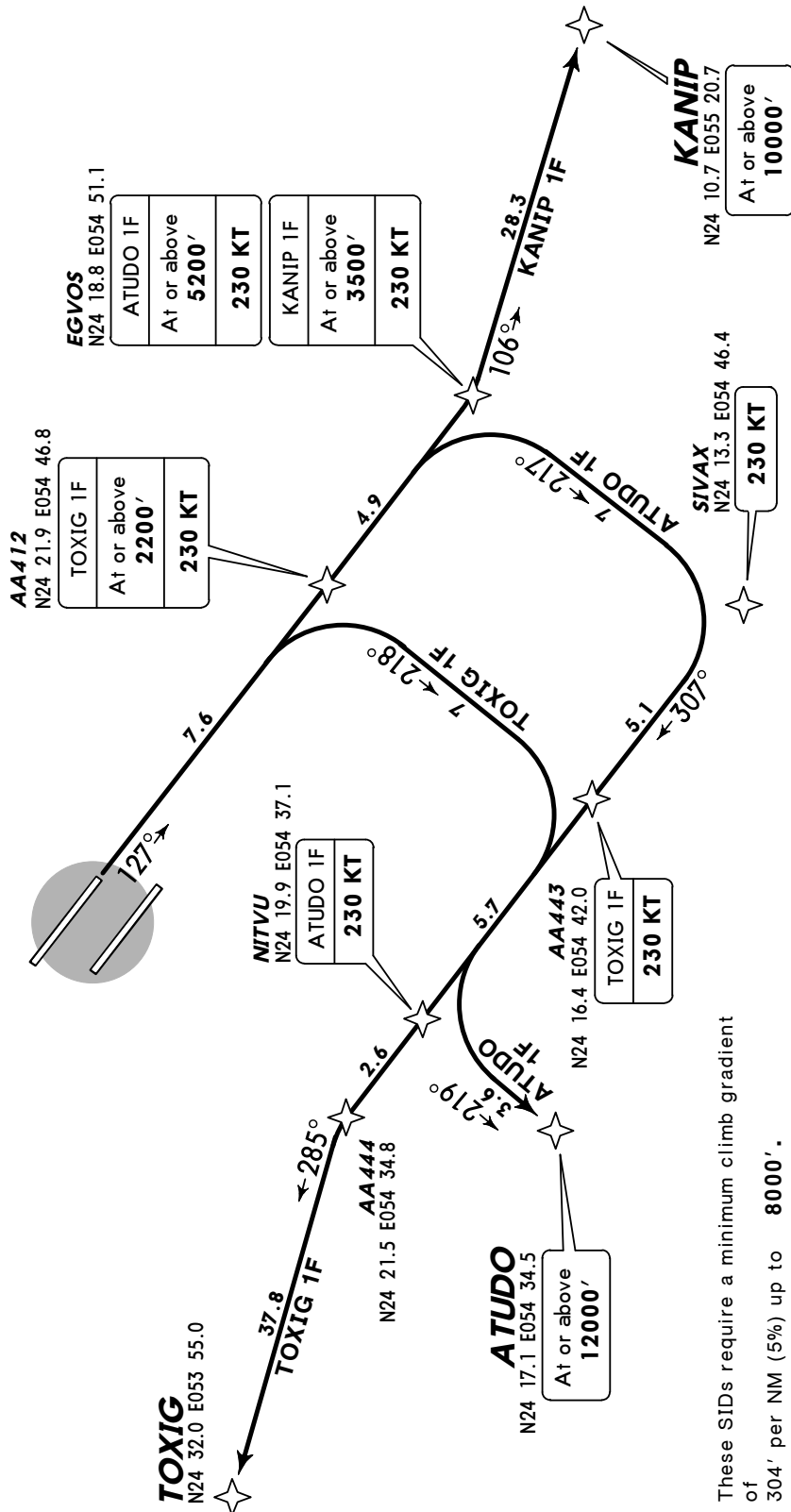
Initial climb clearance 3000', further climb when instructed by ABU DHABI Approach

| SID | ROUTING |
|-----------------|--|
| EMERU 1F | AA412 (2200'+; K230) - AA446 (7700'+; K250) - NAMS1 (10300'+) - EMERU (12000'+). |
| MIADA 1F | AA412 (2200'+; K230) - AA446 (K250) - MIADA (9000'-; K250). |
| NIBAX 1F | AA412 (2200'+; K230) - AA446 (K250) - AA447 - NIBAX. |

Apt Elev 88' Trans level: FL150 Trans alt: 13000'
Contact Abu Dhabi Approach as soon as possible after passing 500'.



ATUDO 1F [ATUD1F]
KANIP 1F [KANI1F]
TOXIG 1F [TOXI1F]
RWY 13L RNAV DEPARTURES
RNAV 1 WITH GNSS REQUIRED
TO EAST, SOUTH & WEST

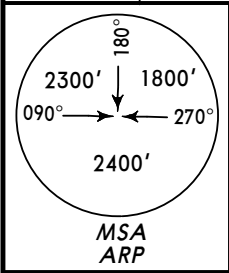


These SIDs require a minimum climb gradient of 304' per NM (5%) up to 8000'.
Advise ATC at start-up if unable to comply.

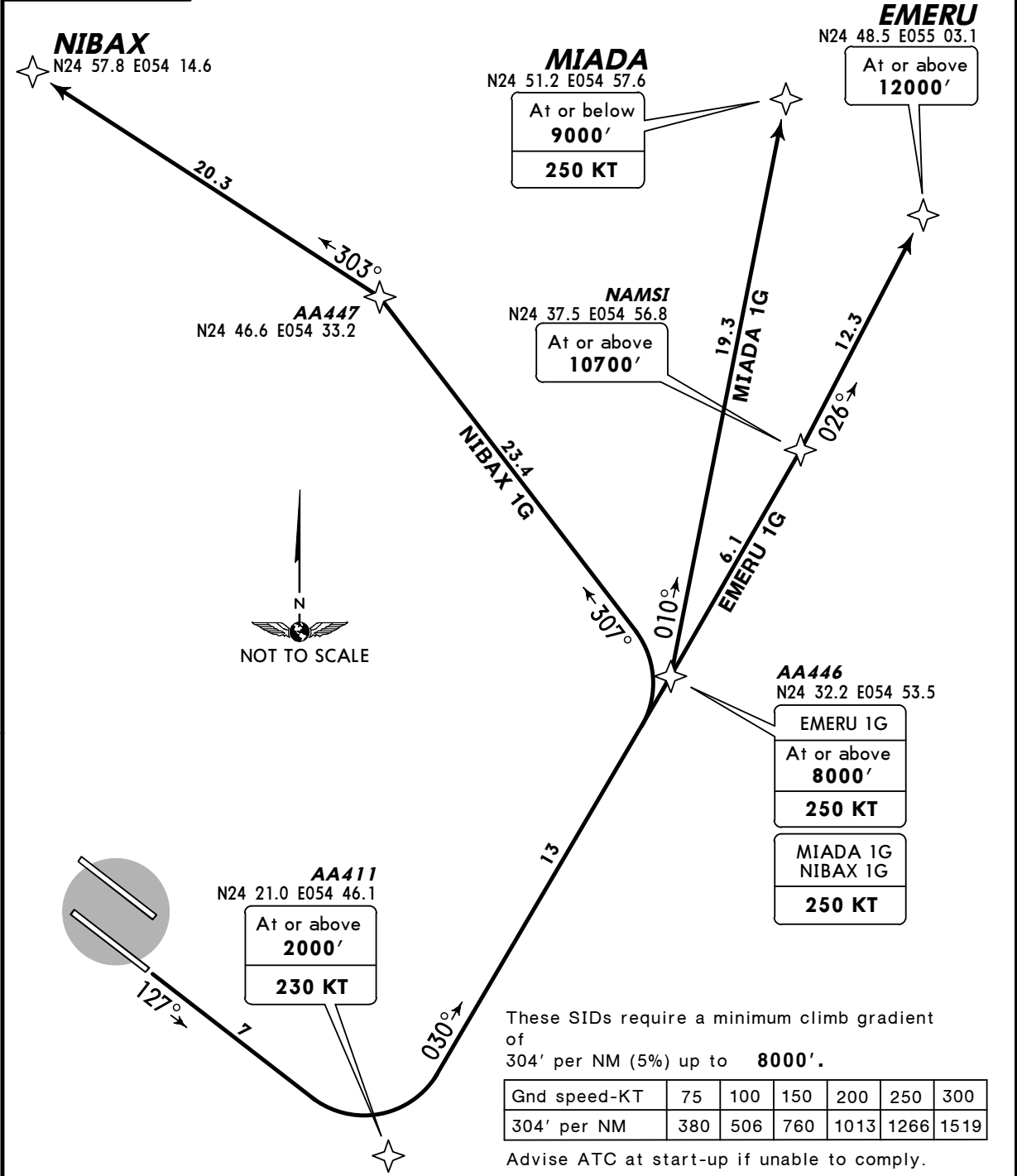
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|--------------|-----|-----|-----|------|------|------|
| 304' per NM | 380 | 506 | 760 | 1013 | 1266 | 1519 |

| Initial climb clearance 3000', further climb when instructed by ABU DHABI Approach | |
|--|---|
| SID | ROUTING |
| ATUDO 1F | EGVOS (5200'+; K230) - SIVAX (K230) - NITVU (K230) - ATUDO (12000'+). |
| KANIP 1F | EGVOS (3500'+; K230) - KANIP (10000'+). |
| TOXIG 1F | AA412 (2200'+; K230) - AA443 (K230) - AA444 - TOXIG. |

Apt Elev 88' Trans level: FL150 Trans alt: 13000'
Contact Abu Dhabi Approach as soon as possible after passing 500'.



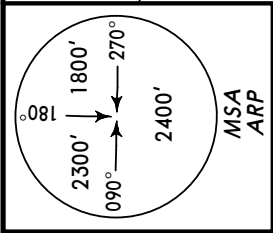
**EMERU 1G [EMER1G]
MIADA 1G [MIAD1G]
NIBAX 1G [NIBA1G]
RWY 13R RNAV DEPARTURES
RNAV 1 WITH GNSS REQUIRED
TO NORTH**



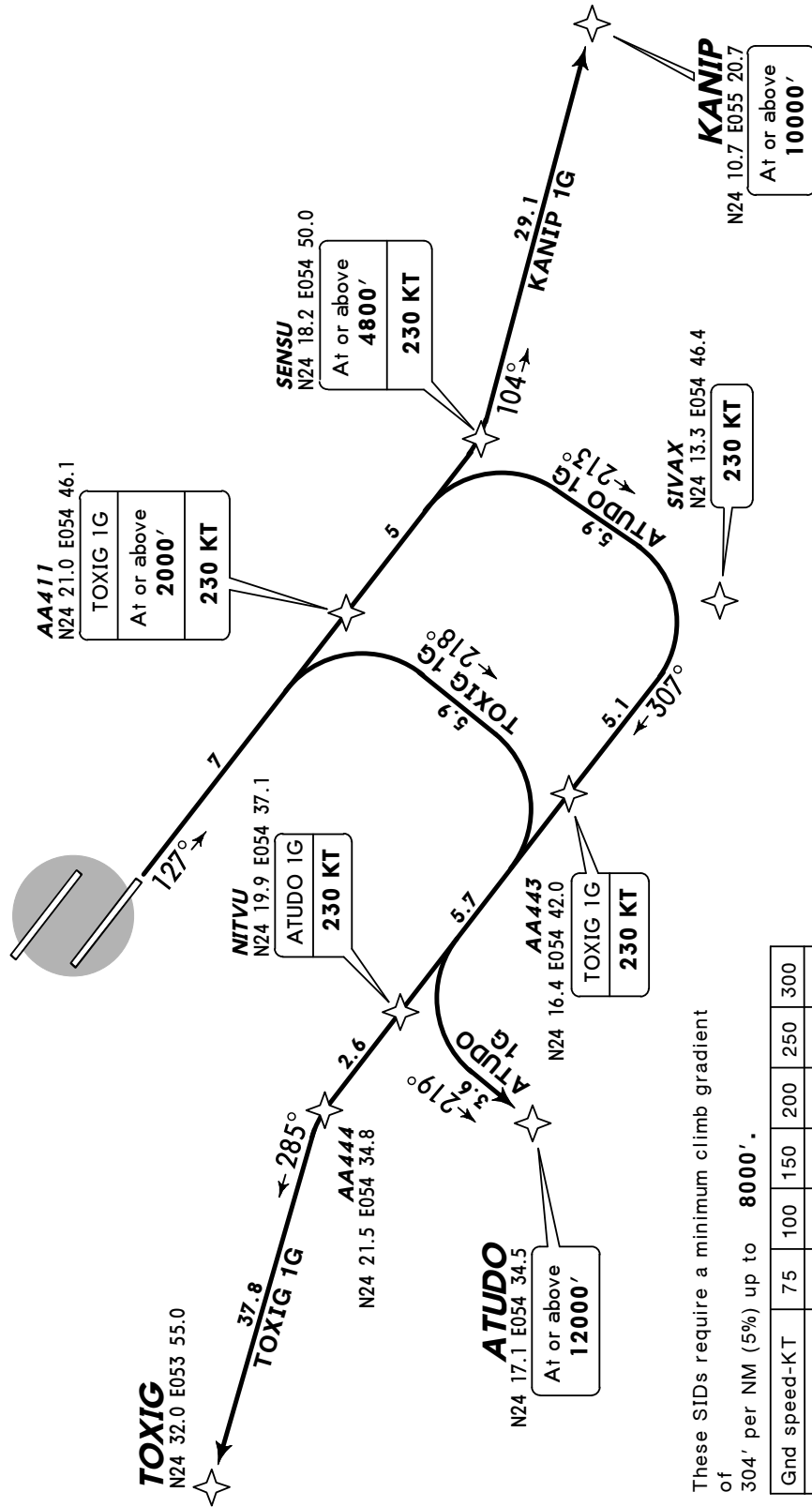
Initial climb clearance **3000'**,
further climb when instructed by ABU DHABI Approach

| SID | ROUTING |
|-----------------|--|
| EMERU 1G | AA411 (2000'+; K230) - AA446 (8000'+; K250) - NAMS1 (10700'+) - EMERU (12000'+). |
| MIADA 1G | AA411 (2000'+; K230) - AA446 (K250) - MIADA (9000'-; K250). |
| NIBAX 1G | AA411 (2000'+; K230) - AA446 (K250) - AA447 - NIBAX. |

Apt Elev 88'
Trans level: FL150 Trans alt: 13000'
Contact Abu Dhabi Approach as soon as possible after passing 500'.



ATUDO 1G [ATUD1G]
KANIP 1G [KANI1G]
TOXIG 1G [TOXI1G]
RWY 13R RNAV DEPARTURES
RNAV 1 WITH GNSS REQUIRED
TO EAST, SOUTH & WEST

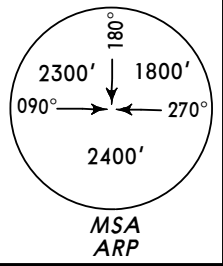


These SIDs require a minimum climb gradient of 304' per NM (5%) up to 8000'.
Advise ATC at start-up if unable to comply.

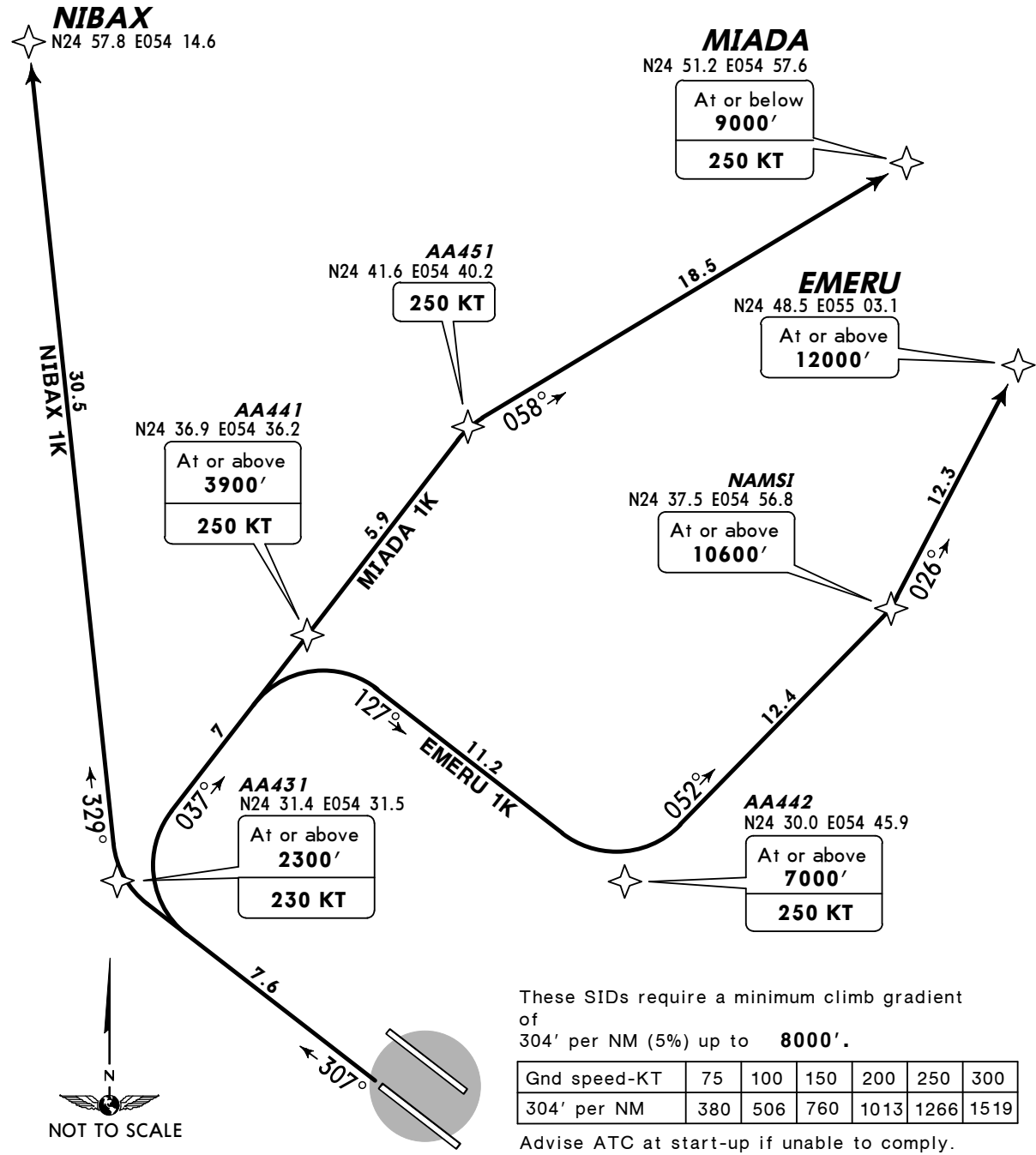
| | | | | | | |
|--------------|-----|-----|-----|------|------|------|
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 304' per NM | 380 | 506 | 760 | 1013 | 1266 | 1519 |

| Initial climb clearance 3000', further climb when instructed by ABU DHABI Approach | |
|--|---|
| SID | ROUTING |
| ATUDO 1G | SENSU (4800'+; K230) - SIVAX (K230) - NITVU (K230) - ATUDO (12000'+). |
| KANIP 1G | SENSU (4800'+; K230) - KANIP (10000'+). |
| TOXIG 1G | AA411 (2000'+; K230) - AA443 (K230) - AA444 - TOXIG. |

Apt Elev 88' Trans level: FL150 Trans alt: 13000'
Contact Abu Dhabi Approach as soon as possible after passing 500'.



**EMERU 1K [EMER1K]
MIADA 1K [MIAD1K]
NIBAX 1K [NIBA1K]
RWY 31L RNAV DEPARTURES
RNAV 1 WITH GNSS REQUIRED
TO NORTH**

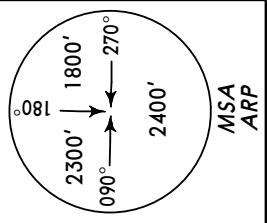


Initial climb clearance 3000', further climb when instructed by ABU DHABI Approach

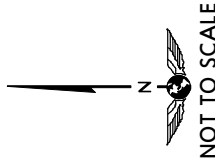
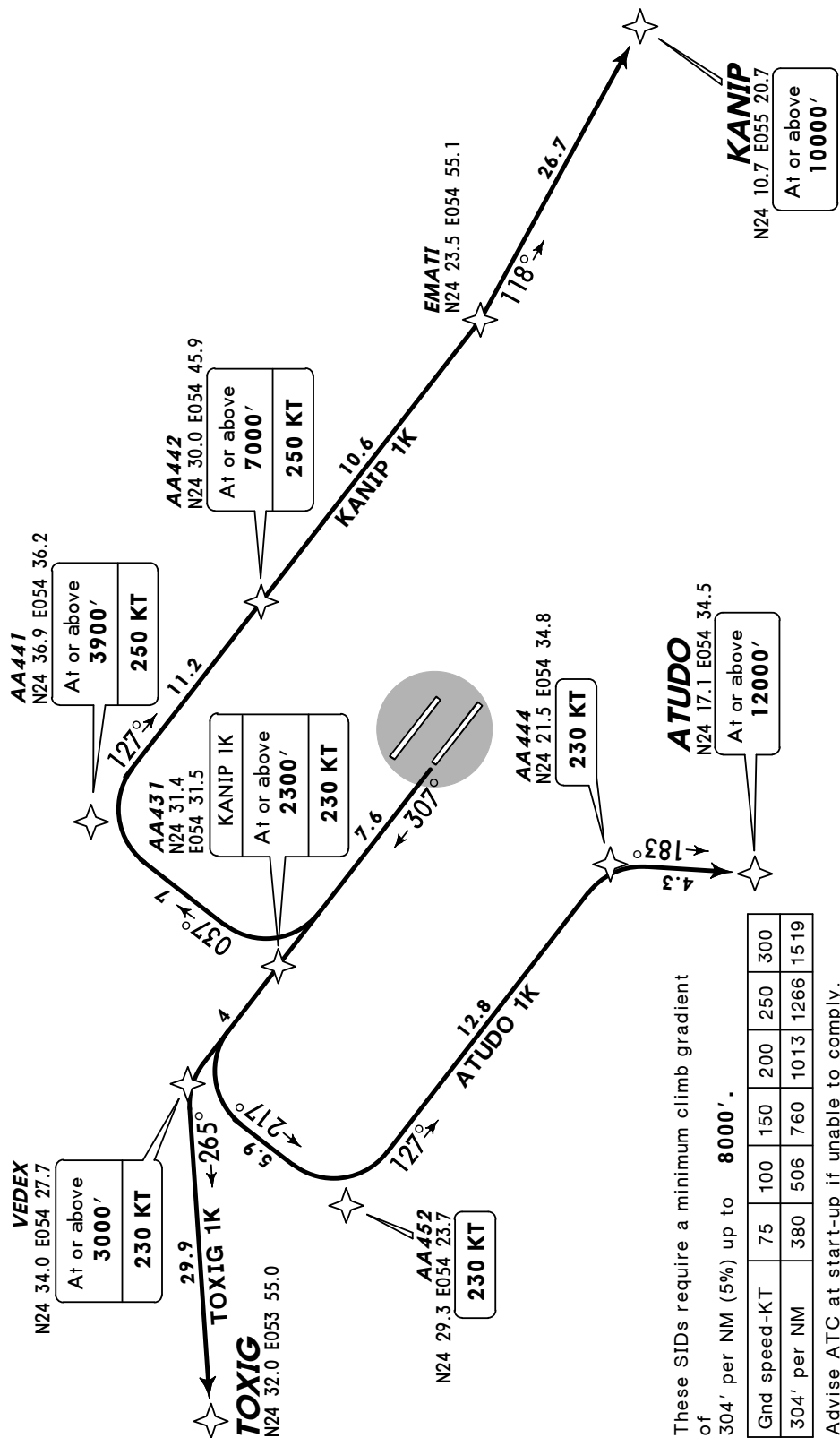
| SID | ROUTING |
|-----------------|---|
| EMERU 1K | AA431 (2300'+; K230) - AA441 (3900'+; K250) - AA442 (7000'+; K250) - NANSI (10600'+) - EMERU (12000'+). |
| MIADA 1K | AA431 (2300'+; K230) - AA441 (3900'+; K250) - AA451 (K250) - MIADA (9000-; K250). |
| NIBAX 1K | AA431 (2300'+; K230)- NIBAX. |

Apt Elev
88'

Trans level: FL150 Trans alt: 13000'
Contact Abu Dhabi Approach as soon as possible after passing 500'.



**ATUDO 1K [ATUD1K]
KANIP 1K [KANI1K]
TOXIG 1K [TOXI1K]
RWY 31L RNAV DEPARTURES**
RNAV 1 WITH GNSS REQUIRED
TO EAST, SOUTH & WEST



These SIDs require a minimum climb gradient of 304' per NM (5%) up to 8000'.

| | | | | | | |
|--------------|-----|-----|-----|------|------|------|
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 304' per NM | 380 | 506 | 760 | 1013 | 1266 | 1519 |

Advise ATC at start-up if unable to comply.

| Initial climb clearance 3000', further climb when instructed by ABU DHABI Approach | |
|--|---|
| SID | ROUTING |
| ATUDO 1K | VEDEX (3000'+; K230) - AA452 (K230) - AA444 (K230) - ATUDO (12000'+). |
| KANIP 1K | AA437 (2300'+; K230) - AA441 (3900'+; K250) - AA442 (7000'+; K250) - EMATI - KANIP (10000'+). |
| TOXIG 1K | VEDEX (3000'+; K230) - TOXIG. |

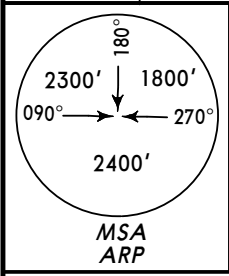
OMAA/AUH
ABU DHABI INTL

17 JUL 09 18

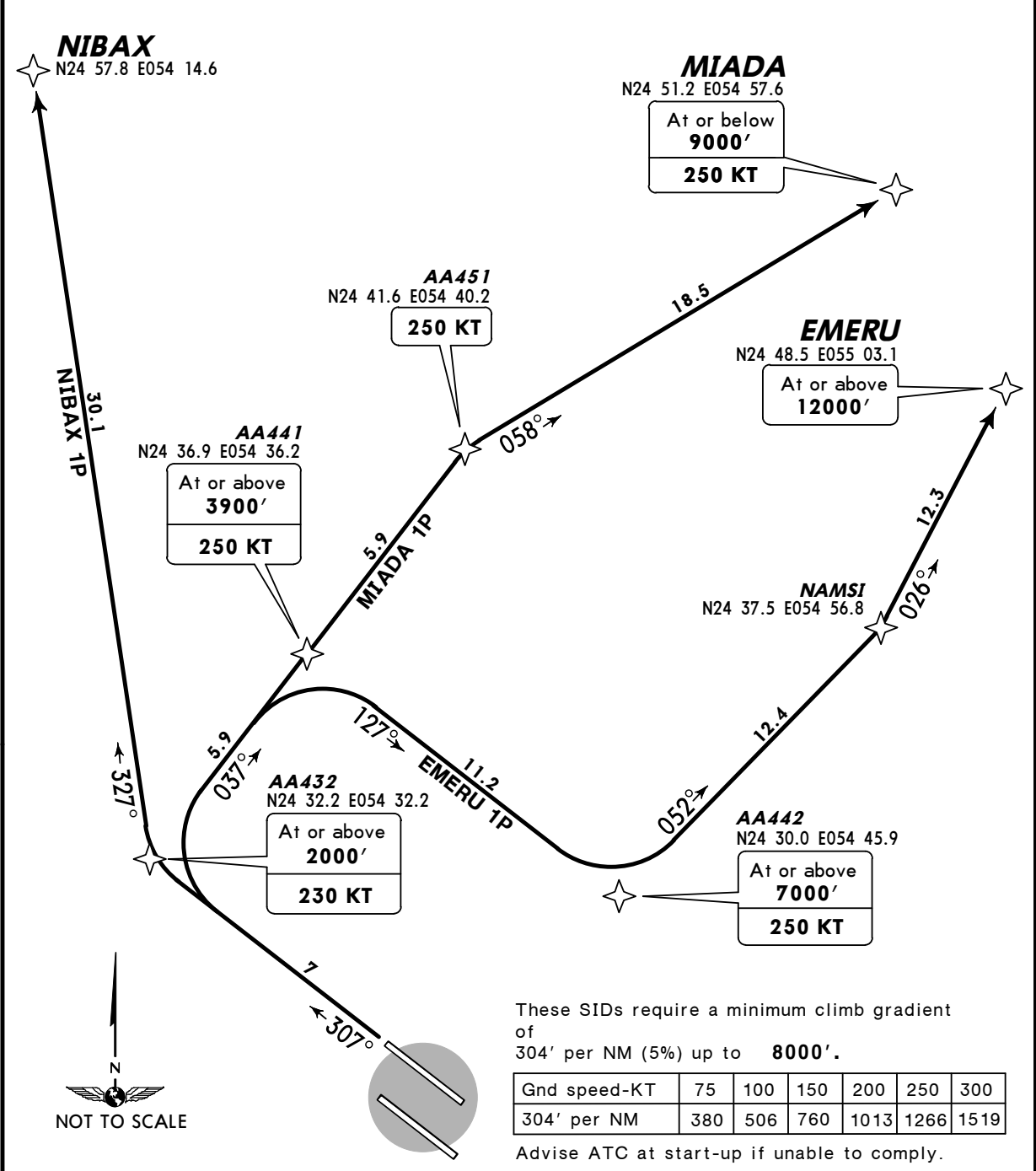
ABU DHABI, UAE

RNAV SID

Apt Elev 88' Trans level: FL150 Trans alt: 13000'
Contact Abu Dhabi Approach as soon as possible after passing 500'.



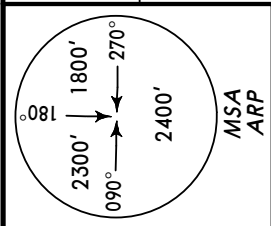
**EMERU 1P [EMER1P]
MIADA 1P [MIAD1P]
NIBAX 1P [NIBA1P]
RWY 31R RNAV DEPARTURES
RNAV 1 WITH GNSS REQUIRED
TO NORTH**



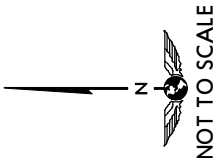
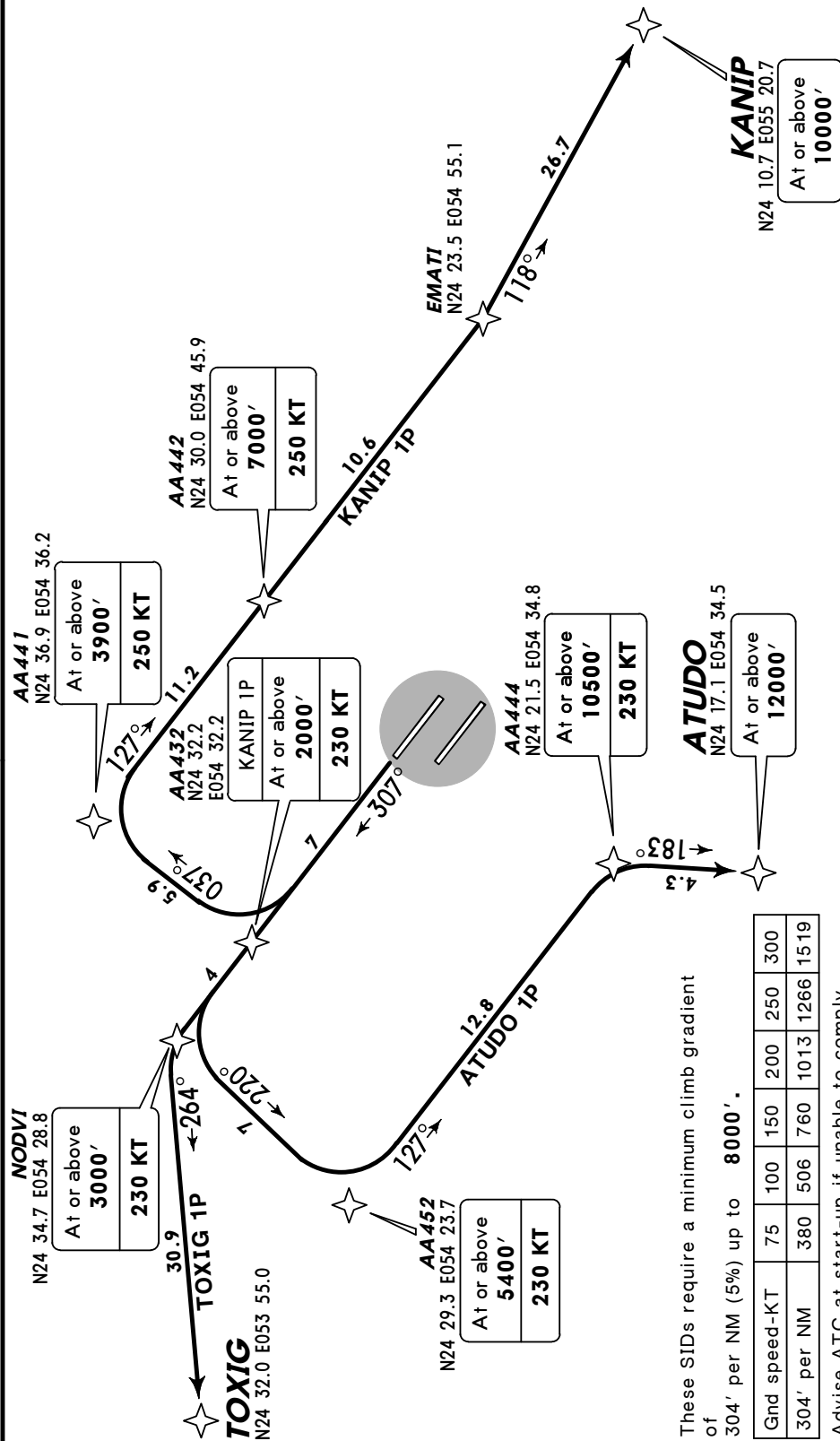
Initial climb clearance 3000', further climb when instructed by ABU DHABI Approach

| SID | ROUTING |
|-----------------|---|
| EMERU 1P | AA432 (2000'+; K230) - AA441 (3900'+; K250) - AA442 (7000'+; K250) - NAMS1 - EMERU (12000'+). |
| MIADA 1P | AA432 (2000'+; K230) - AA441 (3900'+; K250) - AA451 (K250) - MIADA (9000'-; K250). |
| NIBAX 1P | AA432 (2000'+; K230) - NIBAX. |

Apt Elev 88' Trans level: FL150 Trans alt: 13000'
Contact Abu Dhabi Approach as soon as possible after passing 500'.



**ATUDO 1P [ATUD1P]
KANIP 1P [KANI1P]
TOXIG 1P [TOXI1P]
RWY 31R RNAV DEPARTURES**
RNAV 1 WITH GNSS REQUIRED
TO EAST, SOUTH & WEST



These SIDs require a minimum climb gradient of 304' per NM (5%) up to 8000'.
Advise ATC at start-up if unable to comply.

| | | | | | | |
|--------------|-----|-----|-----|------|------|------|
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 304' per NM | 380 | 506 | 760 | 1013 | 1266 | 1519 |

| Initial climb clearance 3000', further climb when instructed by ABU DHABI Approach | |
|--|---|
| SID | ROUTING |
| ATUDO 1P | NODVI (3000'+; K230) - AA452 (5400'+; K230) - AA444 (10500'+; K230) - ATUDO (12000'+). |
| KANIP 1P | AA432 (2000'+; K230) - AA441 (3900'+; K250) - AA442 (7000'+; K250) - EMATI - KANIP (10000'+). |
| TOXIG 1P | NODVI (3000'+; K230) - TOXIG. |

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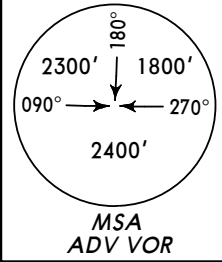
17 JUL 09 20

ABU DHABI, UAE

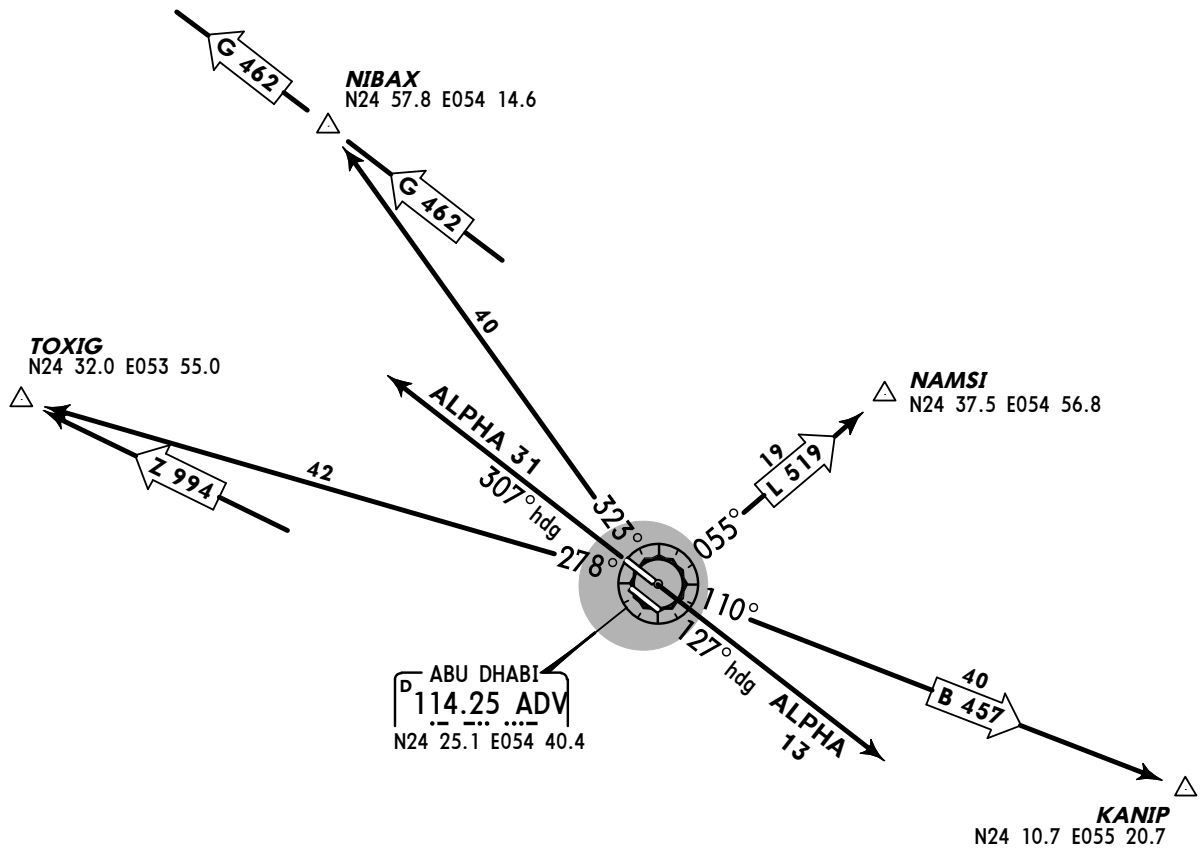
SID

Apt Elev
88'

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

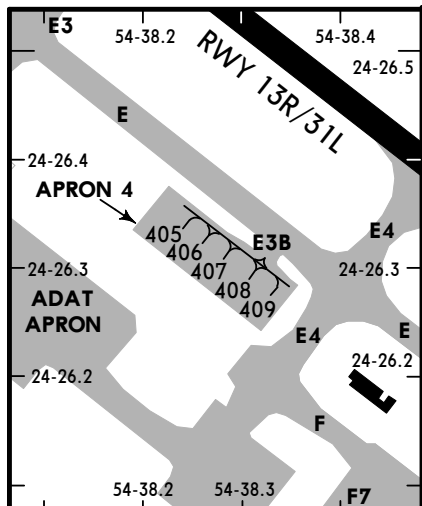
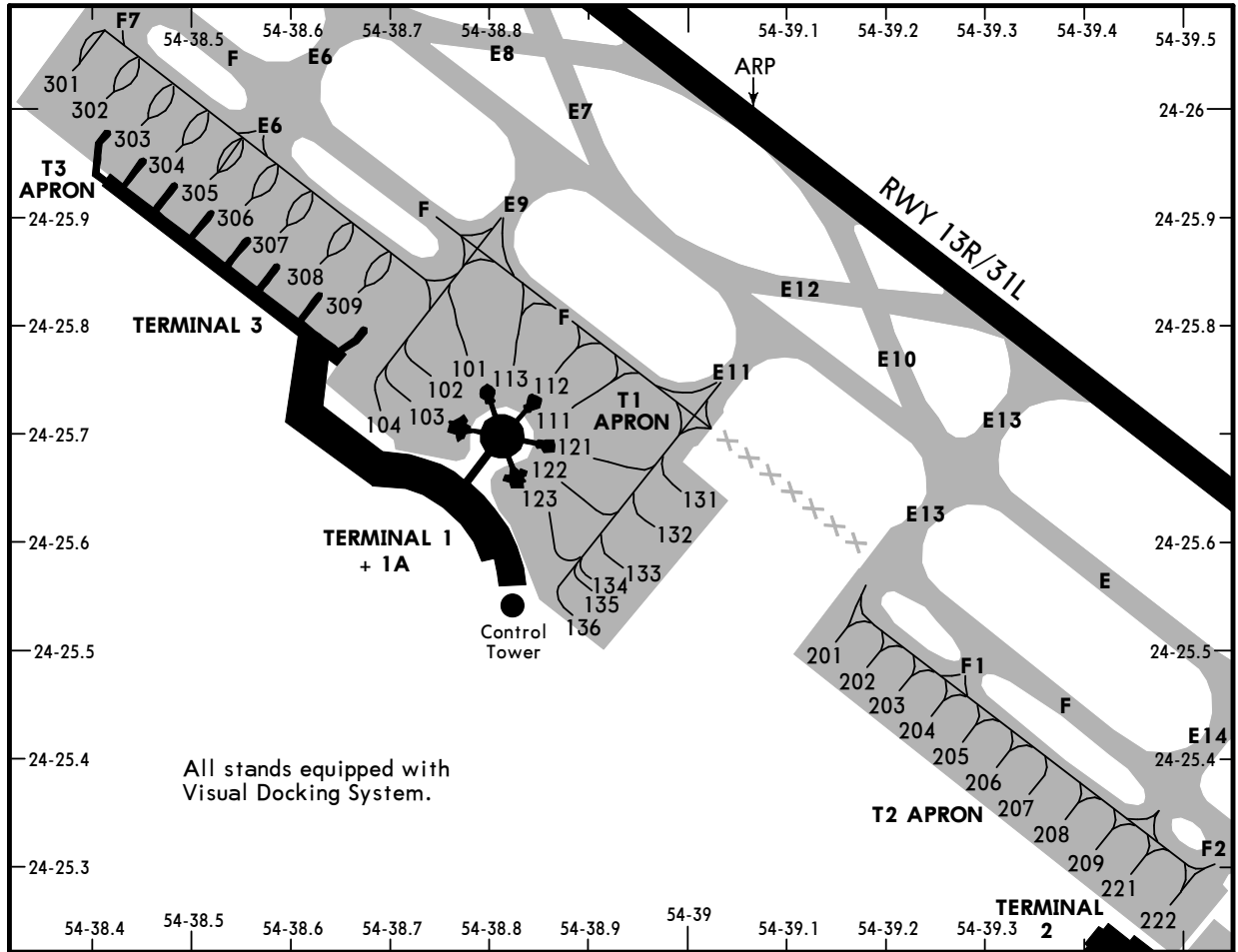


**ALPHA 13, ALPHA 31
RWYS 13L/R, 31L/R DEPARTURES**



| 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. |

26 MAR 10 22

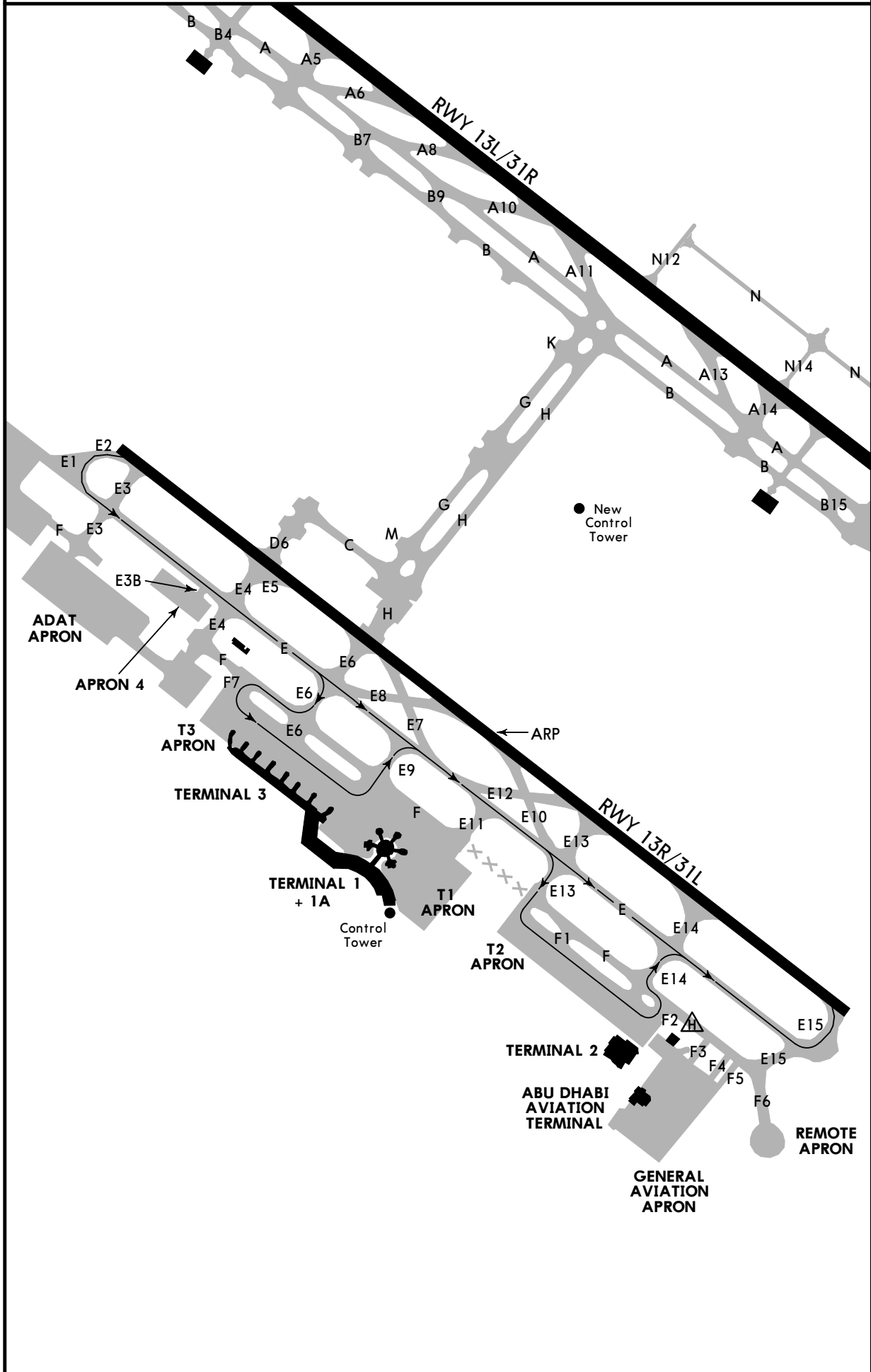


All stands equipped with Visual Docking System.

INS COORDINATES

| STAND No. | COORDINATES |
|---------------|--------------------|
| 101 thru 103 | N24 25.7 E054 38.8 |
| 104 | N24 25.7 E054 38.7 |
| 111, 112 | N24 25.7 E054 38.9 |
| 113 | N24 25.7 E054 38.8 |
| 121, 122 | N24 25.7 E054 38.9 |
| 123 | N24 25.6 E054 38.9 |
| 131 thru 133 | N24 25.6 E054 39.0 |
| 134 thru 136 | N24 25.5 E054 38.9 |
| 201 | N24 25.5 E054 39.1 |
| 202 | N24 25.5 E054 39.2 |
| 203, 204 | N24 25.4 E054 39.2 |
| 205, 206 | N24 25.4 E054 39.3 |
| 207 | N24 25.3 E054 39.3 |
| 208, 209, 221 | N24 25.3 E054 39.4 |
| 222 | N24 25.2 E054 39.5 |
| 301 thru 303 | N24 26.0 E054 38.4 |
| 304 thru 306 | N24 25.9 E054 38.5 |
| 307 | N24 25.9 E054 38.6 |
| 308 | N24 25.8 E054 38.6 |
| 309 | N24 25.8 E054 38.7 |
| 405 | N24 26.3 E054 38.2 |
| 406 thru 408 | N24 26.3 E054 38.3 |
| 409 | N24 26.2 E054 38.3 |

TAXI ROUTING DURING LVP RWY 31L

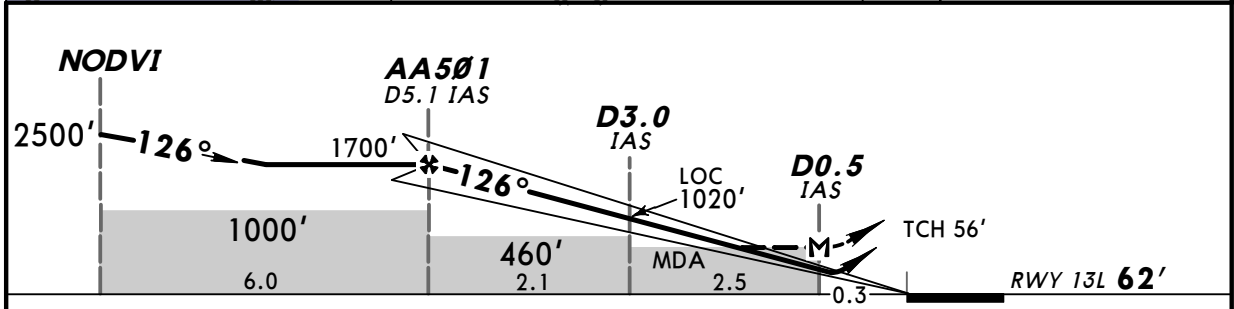
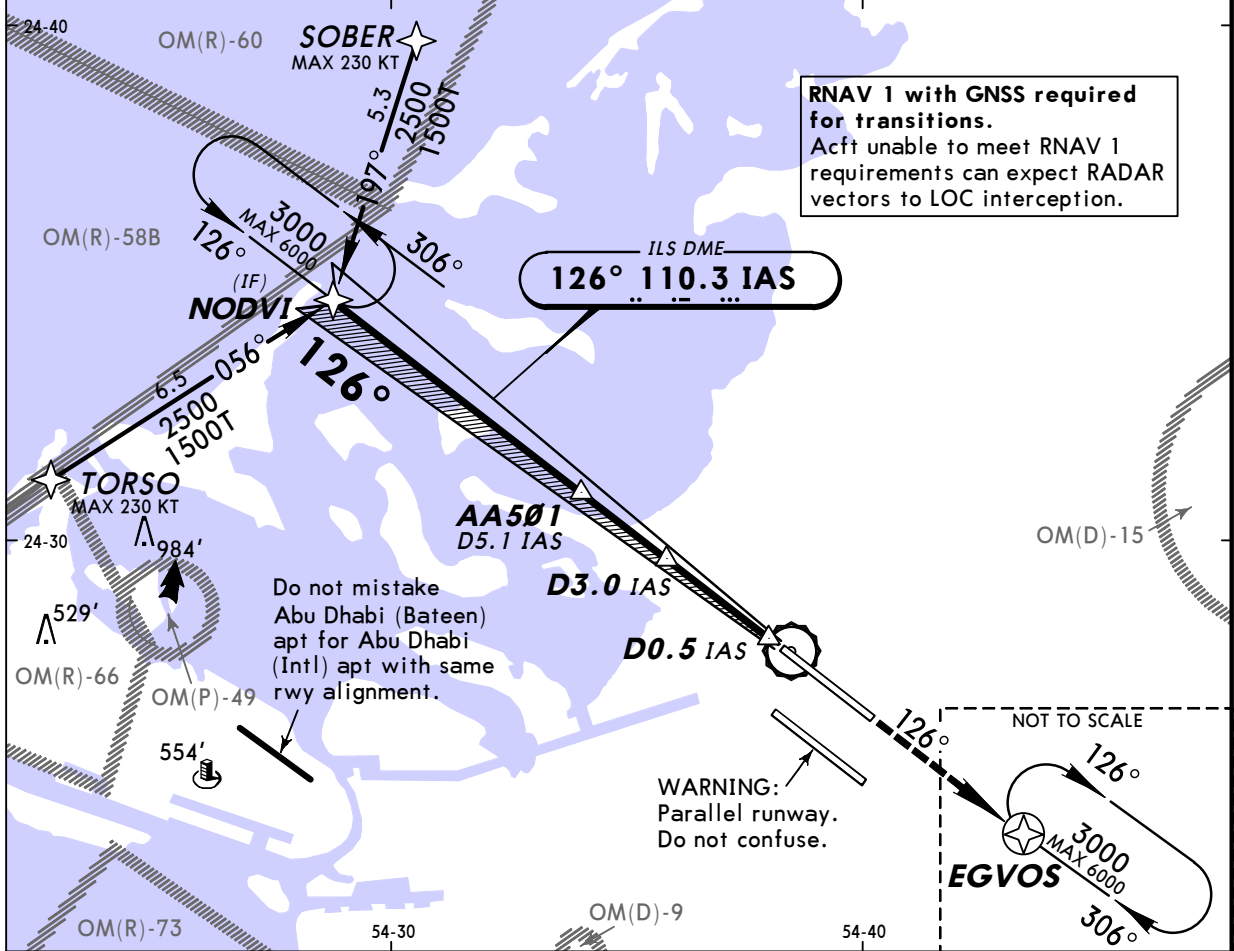


OMAA/AUH
ABU DHABI INTL

4 JUN 10 (24)

ABU DHABI, UAE
ILS Rwy 13L

| | | | | | |
|---|-------------------------------|-------------------------------------|--------------------------------|-------------------------|---------|
| LOC IAS 110.3 | Final Apch Crs 126° | GS AA501 1700' (1638') | ILS DA(H) Refer to Minimums | Apt Elev 88' RWY 62' | |
| MISSED APCH: Climb STRAIGHT AHEAD to EGVOS and hold. Climb to 4000'. | | | | | |
| Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 150 | Trans alt: 13000' | | MSA ARP |



| | | | | | | | | |
|-----------------------------|-------|-----|-----|-----|-----|-----|--|-------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | | |
| ILS GS or LOC Descent Angle | 3.00° | 377 | 484 | 538 | 646 | 753 | | 4000 |
| MAP at D0.5 IAS | | | | | | | | EGVOS |

| JAR-OPS STRAIGHT-IN LANDING RWY 13L | | | | CIRCLE-TO-LAND | |
|--|----------|---------------------------------|-----------|------------------------------------|-------------------|
| ILS DA(H) A: 328' (266') C: 348' (286') B: 338' (276') D: 358' (296') | | LOC (GS out) MDA(H) 370' (308') | | Not authorized Southwest of runway | |
| | FULL | ALS out | | Max Kts | MDA(H) VIS |
| A | | | RVR 900m | 100 | 490' (428') 1500m |
| B | | | | 135 | 590' (528') 1600m |
| C | RVR 650m | RVR 1200m | RVR 1000m | 180 | 690' (628') 2400m |
| D | | | RVR 1400m | 205 | 790' (728') 3600m |

1 Circling height based on rwy 13L thresh elev of 62'.

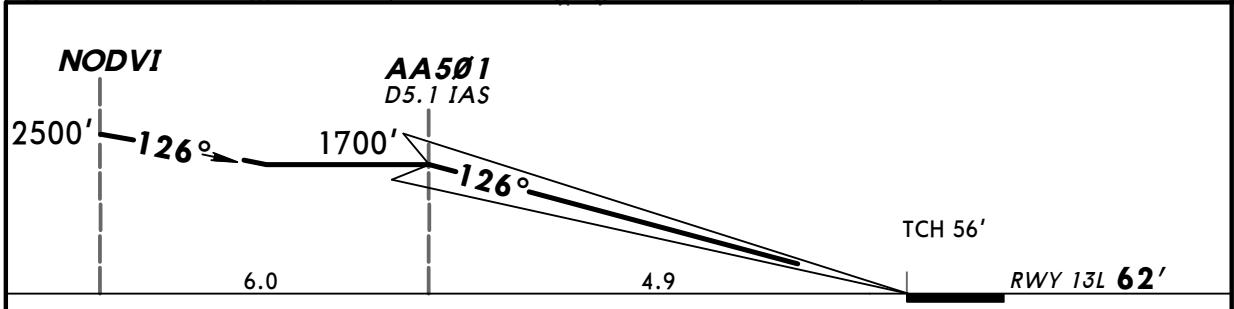
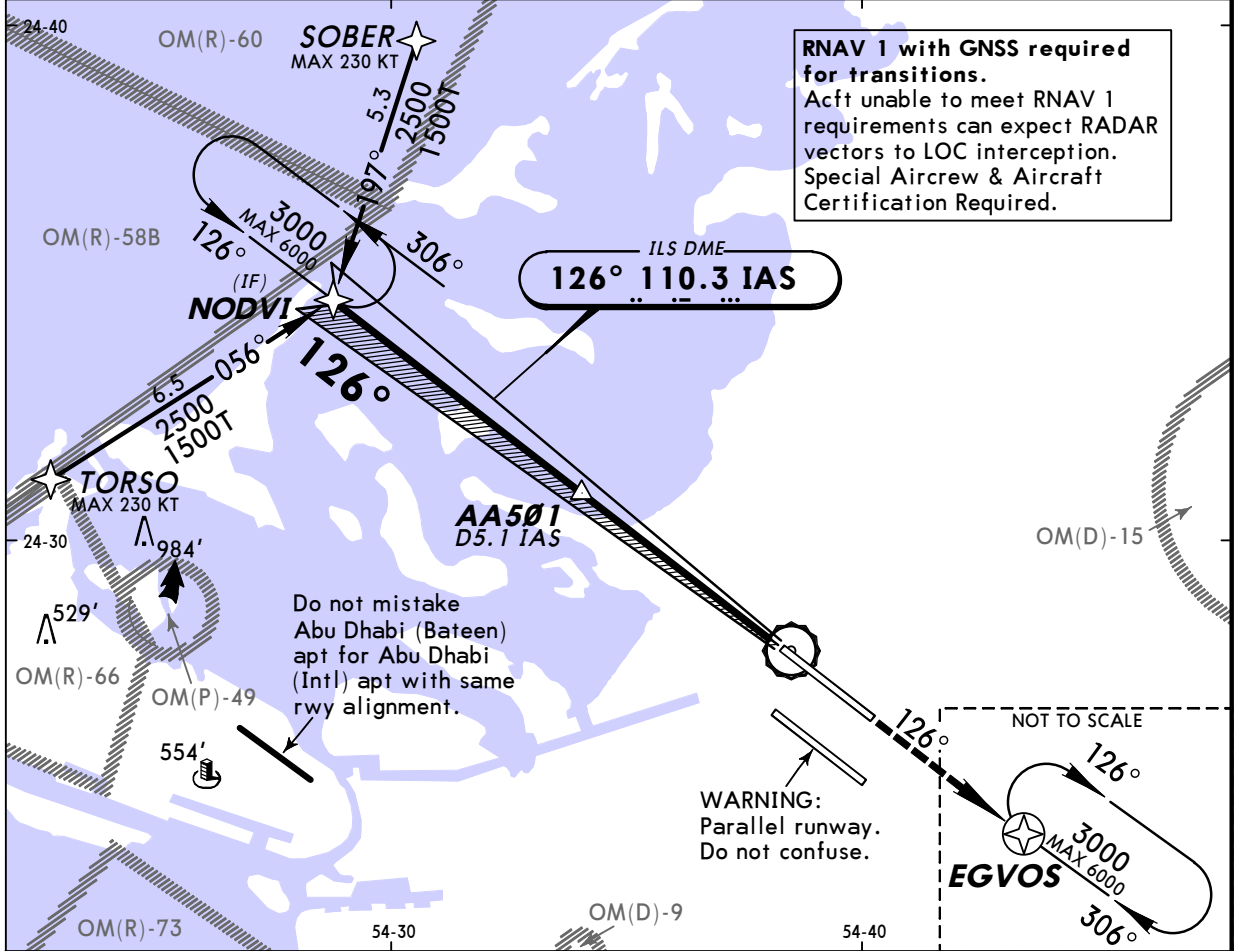
OMAA/AUH
ABU DHABI INTL

4 JUN 10

25

ABU DHABI, UAE
CAT II ILS Rwy 13L

| | | | | | |
|---|-------------------------------|-------------------------------------|---|-------------------------|--|
| LOC IAS 110.3 | Final Apch Crs 126° | GS AA501 1700' (1638') | CAT II ILS RA 107' DA(H) 162' (100') | Apt Elev 88' RWY 62' | |
| MISSED APCH: Climb STRAIGHT AHEAD to EGVOS and hold. Climb to 4000'. | | | | | |
| Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 150 | Trans alt: 13000' | MSA ARP | |



| | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|--|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | HIALS-II REIL PAPI PAPI 4000 ↑ EGVOS |
| GS | 3.00° | 377 | 484 | 538 | 646 | 753 | |

JAR-OPS STRAIGHT-IN LANDING RWY 13L
 CAT II ILS
 ABCD
RA 107'
 DA(H) 162' (100')

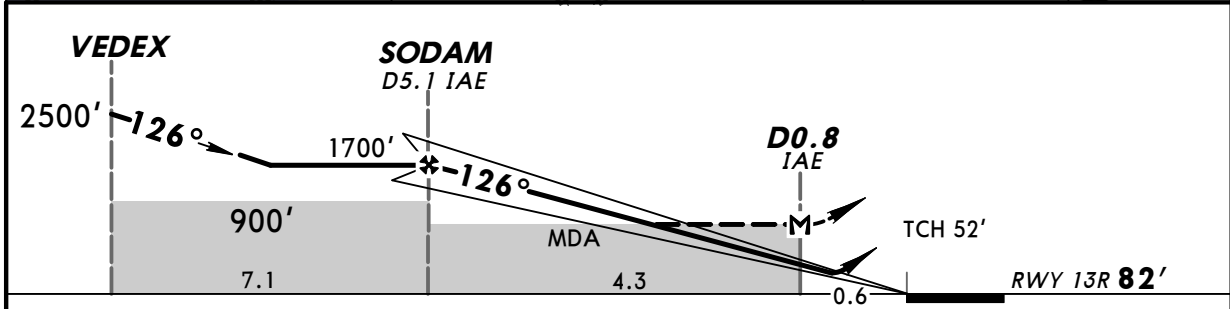
RVR 350m

OMAA/AUH
ABU DHABI INTL

4 JUN 10 (26)

ABU DHABI, UAE
ILS Rwy 13R

| | | | | | |
|---|-------------------------------|----------------------------------|---------------------------------|--------------------------------|--|
| LOC IAE 108.9 | Final Apch Crs 126° | GS SODAM 1700' (1618') | ILS DA(H) 282' (200') | Apt Elev 88' RWY 82' | |
| MISSED APCH: Climb STRAIGHT AHEAD to SENSU and hold. Climb to 4000'. | | | | | |
| Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL 150 | Trans alt: 13000' | MSA ARP | |



| | | | | | | | | |
|-----------------------------|-------|-----|-----|-----|-----|-----|--|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | HIALS REIL PAPI PAPI 4000 SENSU | |
| ILS GS or LOC Descent Angle | 3.00° | 377 | 484 | 538 | 646 | 753 | | 861 |
| MAP at D0.8 IAE | | | | | | | | |

| JAR-OPS STRAIGHT-IN LANDING RWY 13R | | | | CIRCLE-TO-LAND | | |
|-------------------------------------|----------|--------------------|-----------|------------------------------------|-------------|-------|
| ILS | | LOC (GS out) | | Not authorized Southwest of runway | | |
| DA(H) 282' (200') | | MDA(H) 450' (368') | | | | |
| FULL | | ALS out | | Max Kts | MDA(H) | VIS |
| A | | | RVR 900m | 100 | 490' (408') | 1500m |
| B | | | RVR 1500m | 135 | 590' (508') | 1600m |
| C | RVR 550m | RVR 1000m | RVR 1000m | 180 | 690' (608') | 2400m |
| D | | | RVR 1400m | 205 | 790' (708') | 3600m |

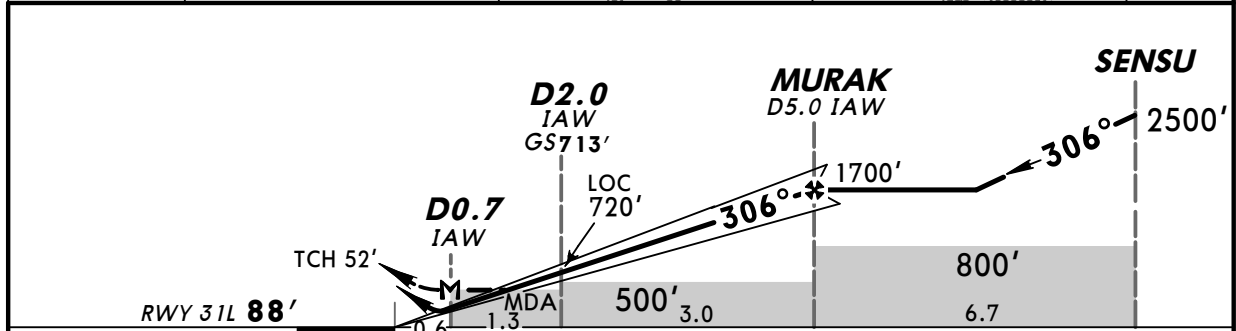
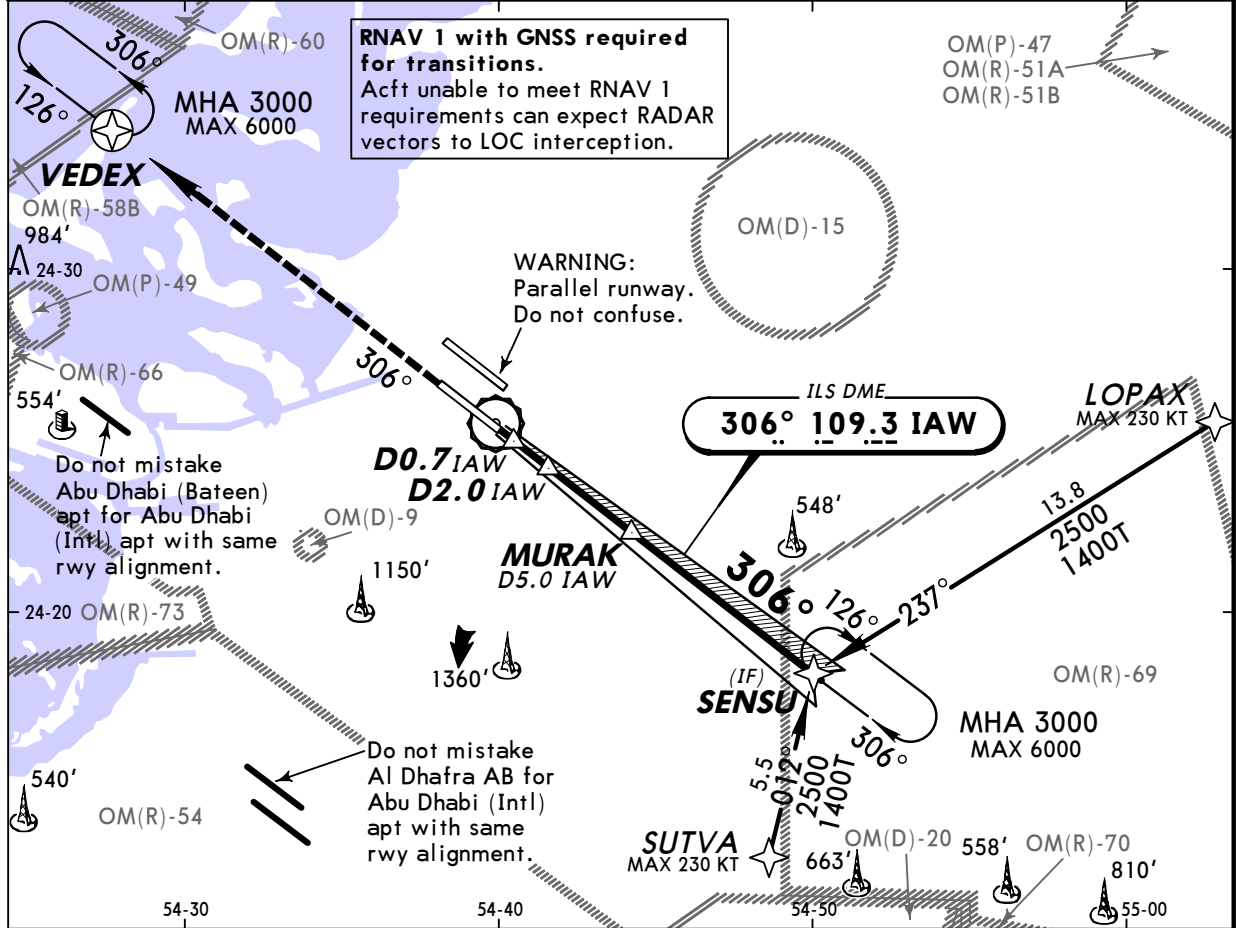
1 Circling height based on rwy 13R thresh elev of 82'.

OMAA/AUH
ABU DHABI INTL

4 JUN 10 (27)

ABU DHABI, UAE
ILS Rwy 31L

| | | | | | | | |
|--|-------------------------------|---|---------------------------------|---------------------------------------|----------------|-------------------|--|
| LOC IAW 109.3 | Final Apch Crs 306° | GS D2.0 IAW 713' (625') | ILS DA(H) 288' (200') | Apt Elev 88' RWY 88' | <p>MSA ARP</p> | | |
| <p>MISSED APCH: Climb STRAIGHT AHEAD to VEDEX and hold. Climb to 4000'.</p> | | | | | | | |
| Alt Set: hPa | | Rwy Elev: 3 hPa | | Trans level: FL 150 | | Trans alt: 13000' | |



| | | | | | | | | |
|-----------------------------------|-----|-----|-----|-----|-----|-----|--|--------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | | VEDEX |
| ILS GS or LOC Descent Angle 3.00° | 377 | 484 | 538 | 646 | 753 | 861 | | |
| MAP at D0.7 IAW | | | | | | | | |

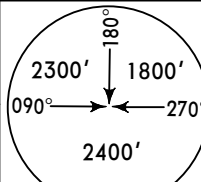
| JAR-OPS STRAIGHT-IN LANDING RWY 31L | | | | CIRCLE-TO-LAND | | |
|-------------------------------------|----------|---------------------------|-----------|------------------------------------|--------------------|-------|
| ILS | | LOC (GS out) | | Not authorized Southwest of runway | | |
| DA(H) 288' (200') | | MDA(H) 440' (352') | | Max Kts. | MDA(H) | VIS |
| FULL | ALS out | | ALS out | | | |
| A | | RVR 900m | RVR 1500m | 100 | 490' (402') | 1500m |
| B | | | | 135 | 590' (502') | 1600m |
| C | RVR 550m | RVR 1000m | RVR 1800m | 180 | 690' (602') | 2400m |
| D | | RVR 1400m | RVR 2000m | 205 | 790' (702') | 3600m |

OMAA/AUH
ABU DHABI INTL

4 JUN 10 28

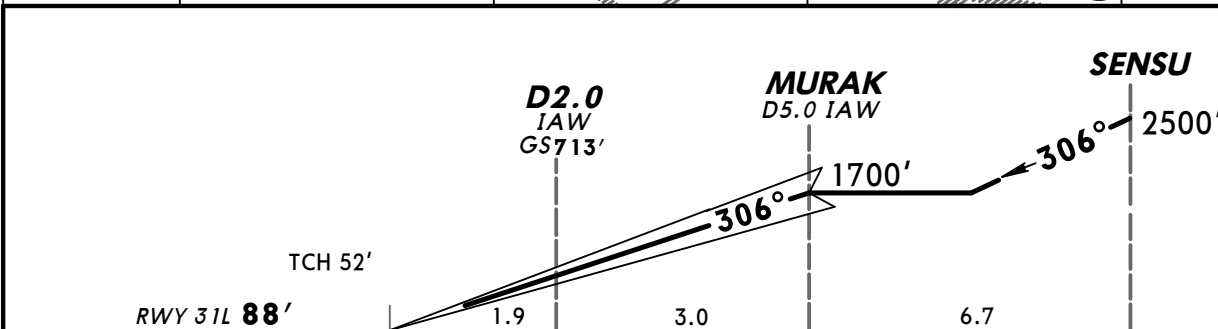
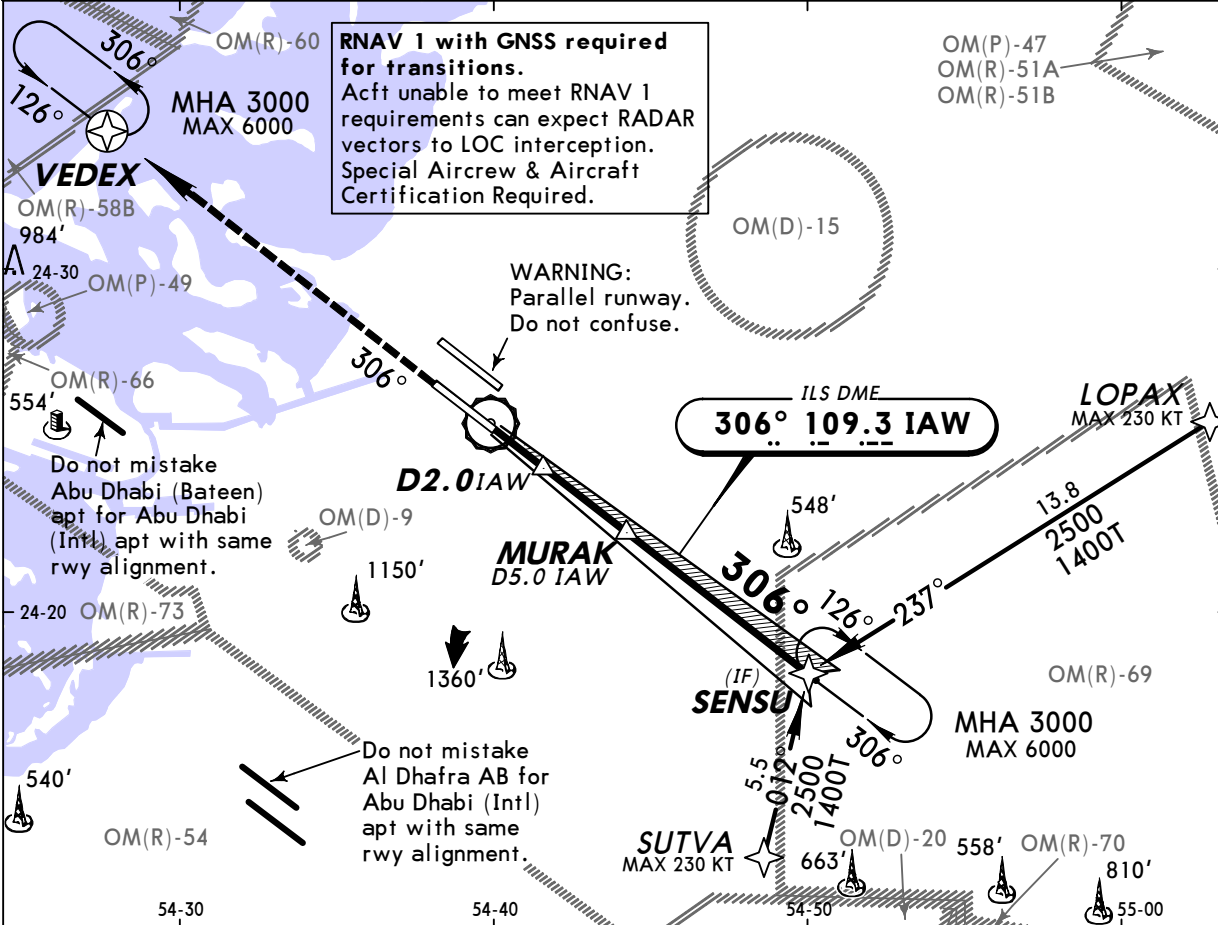
ABU DHABI, UAE
CAT II ILS Rwy 31L

| | | | | |
|-------------------------|-------------------------------|--------------------------------------|--|--------------------------------|
| LOC IAW 109.3 | Final Apch Crs 306° | GS D2.0 IAW 713' (625') | CAT II ILS RA 94' DA(H) 188' (100') | Apt Elev 88' RWY 88' |
|-------------------------|-------------------------------|--------------------------------------|--|--------------------------------|



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

Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 150 Trans alt: 13000'



| | | | | | | | | | |
|---------------|-----|-----|-----|-----|-----|-----|--------------------------|-------|-------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | HIALS-II REIL PAPI | 4000' | VEDEX |
| GS 3.00° | 377 | 485 | 539 | 647 | 755 | 862 | | | |

JAR-OPS STRAIGHT-IN LANDING RWY 31L
CAT II ILS
ABCD
RA 94'
DA(H) 188' (100')

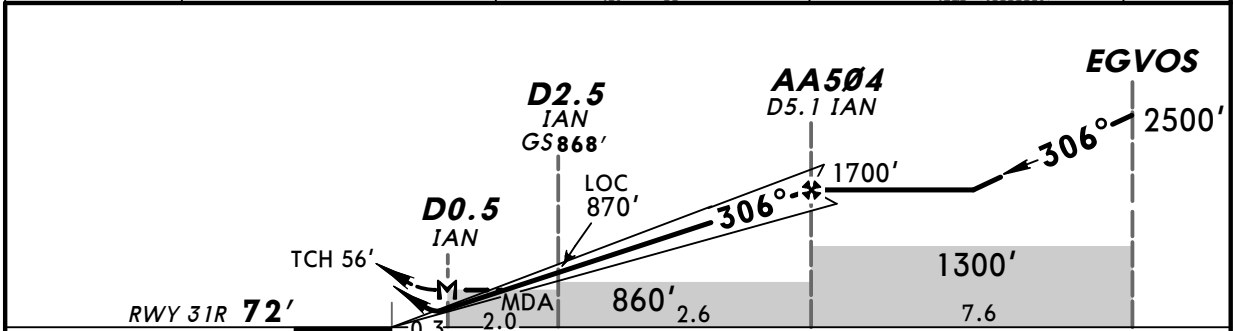
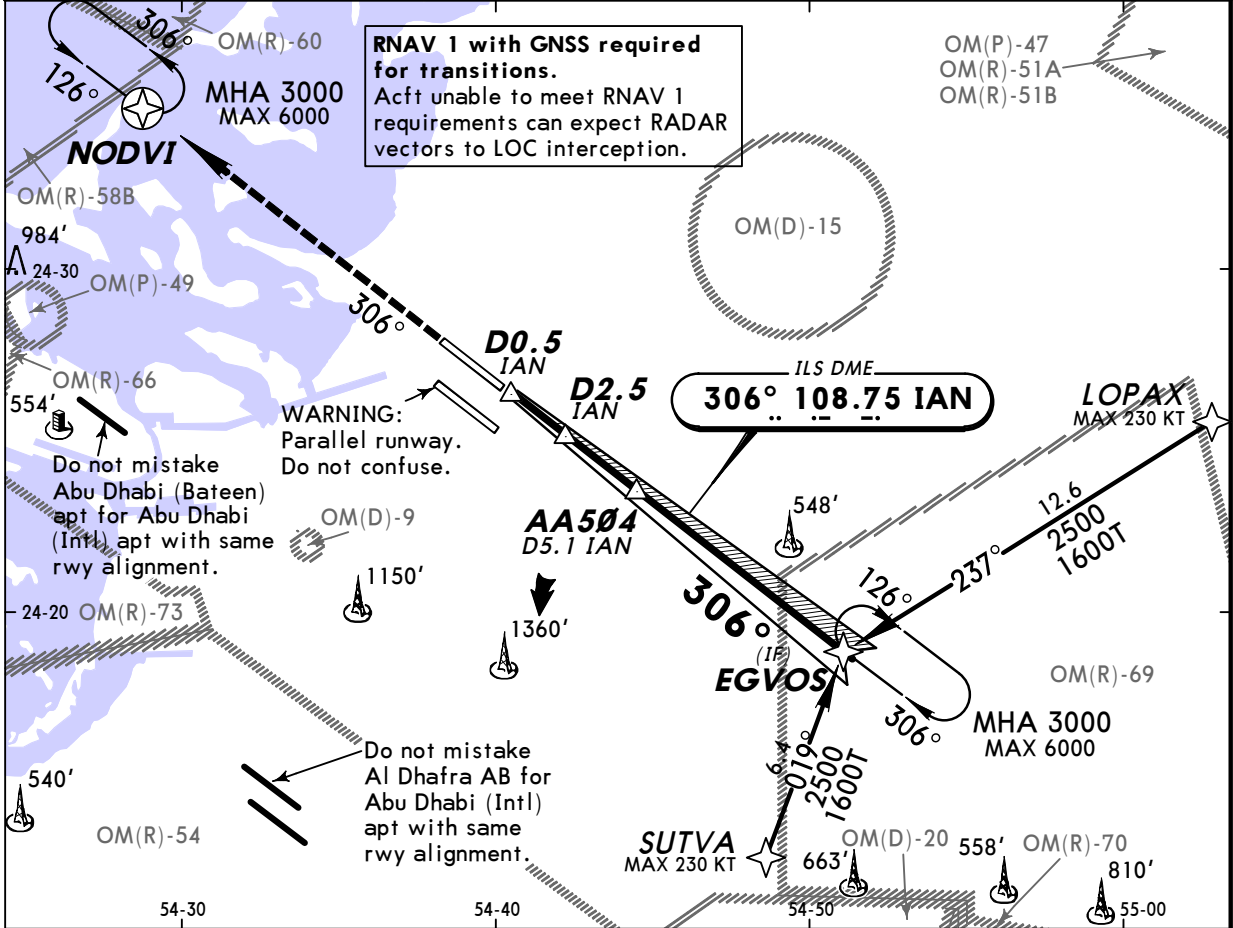
RVR 350m

OMAA/AUH
ABU DHABI INTL

4 JUN 10 (29)

ABU DHABI, UAE
ILS Rwy 31R

| | | | | | |
|---|----------------------------------|--------------------------------------|------------------------------------|---------------------------------------|----------------|
| LOC IAN 108.75 | Final Apch Crs 306° | GS D2.5 IAN 868' (796') | ILS DA(H) 347' (275') | Apt Elev 88' RWY 72' | <p>MSA ARP</p> |
| MISSED APCH: Climb STRAIGHT AHEAD to NODVI and hold. Climb to 4000'. | | | | | |
| Alt Set: hPa | | Rwy Elev: 3 hPa | Trans level: FL 150 | Trans alt: 13000' | |



| | | | | | | | |
|--------------------------------------|-----|-----|-----|-----|-----|-----|--|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | HIALS-II REIL PAPI PAPI 4000' NODVI |
| ILS GS or LOC Descent Angle 3.00° | 377 | 484 | 538 | 646 | 753 | 861 | |
| MAP at D0.5 IAN | | | | | | | |

| JAR-OPS STRAIGHT-IN LANDING RWY 31R | | | | CIRCLE-TO-LAND I | |
|-------------------------------------|-----------|------------------------------------|-----------|------------------------------------|-------------------|
| ILS DA(H) 347' (275') | | LOC (GS out) MDA(H) 420' (348') | | Not authorized Southwest of runway | |
| FULL | ALS out | | ALS out | Max Kts | MDA(H) VIS |
| | | RVR 900m | RVR 1500m | 100 | 490' (418') 1500m |
| | | | | 135 | 590' (518') 1600m |
| RVR 650m | RVR 1200m | RVR 1000m | RVR 1800m | 180 | 690' (618') 2400m |
| | | RVR 1400m | RVR 2000m | 205 | 790' (718') 3600m |

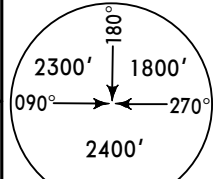
I Circling height based on rwy 31R thresh elev of 72'.

OMAA/AUH
ABU DHABI INTL

4 JUN 10 30

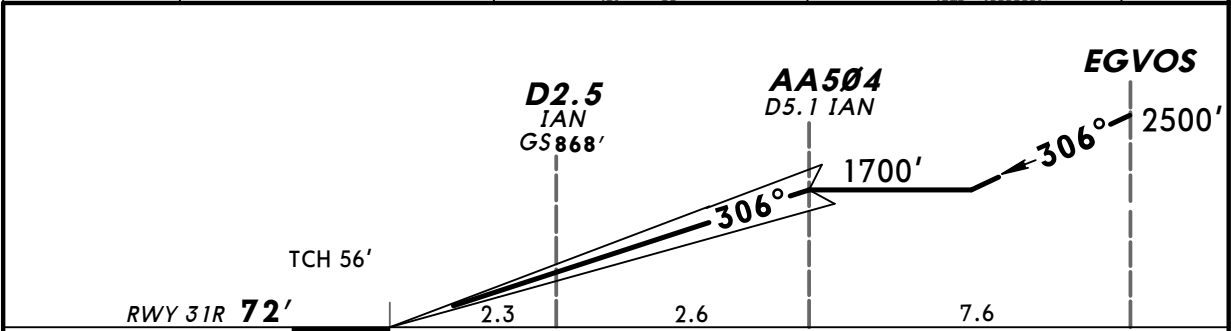
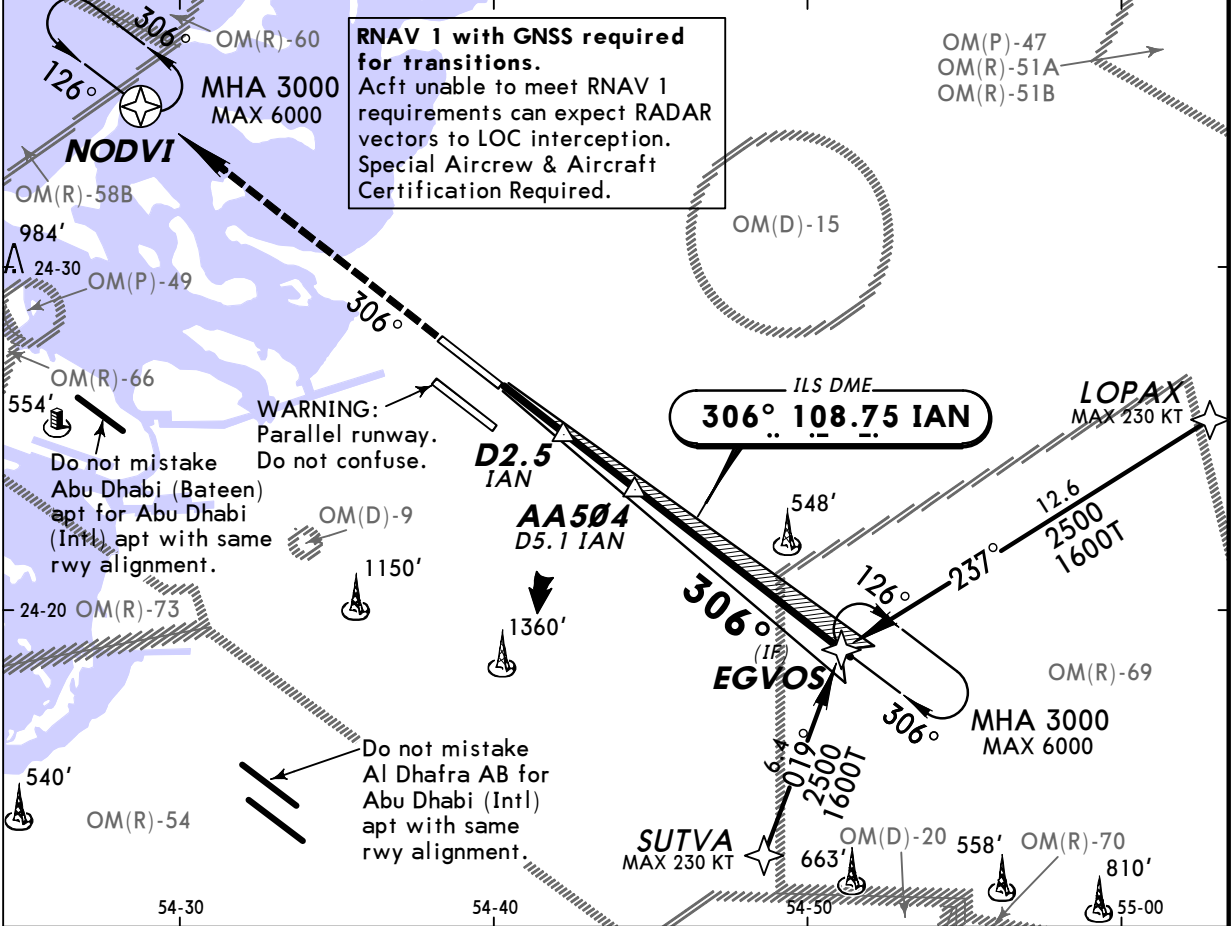
ABU DHABI, UAE
CAT II ILS Rwy 31R

| | | | | |
|-----------------------------|----------------------------------|---|--|---------------------------------------|
| LOC IAN 108.75 | Final Apch Crs 306° | GS D2.5 IAN 868' (796') | CAT II ILS RA 105' DA(H) 172' (100') | Apt Elev 88' RWY 72' |
|-----------------------------|----------------------------------|---|--|---------------------------------------|



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

Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 150 Trans alt: 13000'



| | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|----------------------------------|---------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | HIALS-II REIL PAPI PAPI | 4000' ↑ NODVI |
| GS | 3.00° | 377 | 484 | 538 | 646 | 753 | | |

JAR-OPS STRAIGHT-IN LANDING RWY 31R
 CAT II ILS
 ABCD
RA 105'
 DA(H) **172' (100')**

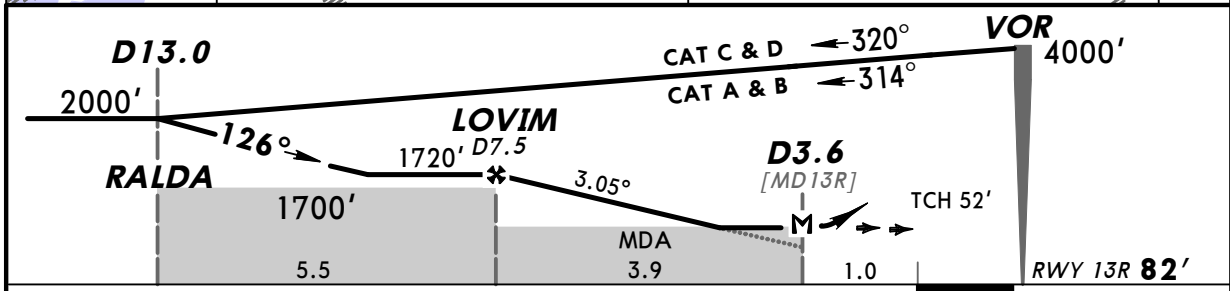
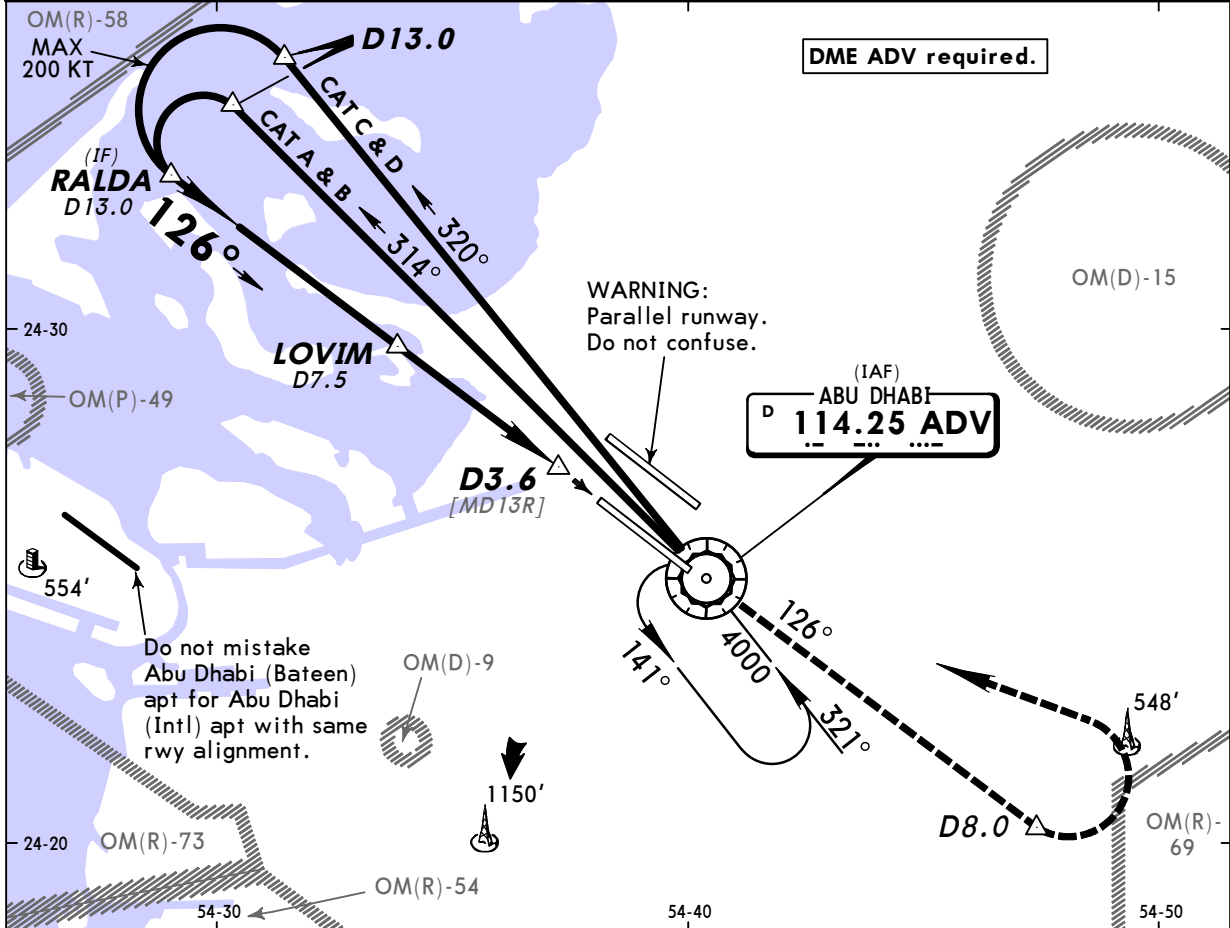
RVR 350m

OMAA/AUH
ABU DHABI INTL

4 JUN 10 (31)

ABU DHABI, UAE
VOR Rwy 13R

| | | | | | |
|--|----------------------------------|--|------------------------------|--------------------------------|-------------|
| 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: hPa | | Rwy Elev: 3 hPa | Trans level: FL 150 | Trans alt: 13000' | MSA ADV VOR |



| | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|--|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | HIALS REIL PAPI PAPI ADV 114.25 ADV 114.25 R-126 D8.0 | |
| Descent Angle | 3.05° | 378 | 486 | 540 | 648 | 755 | | 863 |
| MAP at D3.6 | | | | | | | | |

| JAR-OPS STRAIGHT-IN LANDING RWY 13R | | | CIRCLE-TO-LAND | |
|-------------------------------------|-----------|-----------|------------------------------------|------------------------------|
| MDA(H) 470' (388') | | | Not authorized Southwest of runway | |
| | | ALS out | Max Kts | |
| A | RVR 900m | RVR 1500m | 100 | MDA(H) 490' (408') VIS 1500m |
| B | | RVR 1800m | 135 | 590' (508') 1600m |
| C | RVR 1000m | RVR 2000m | 180 | 690' (608') 2400m |
| D | RVR 1400m | | 205 | 790' (708') 3600m |

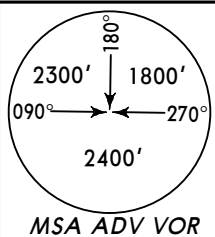
1 Circling height based on rwy 13R thresh elev of 82'.

OMAA/AUH
ABU DHABI INTL

4 JUN 10 (32)

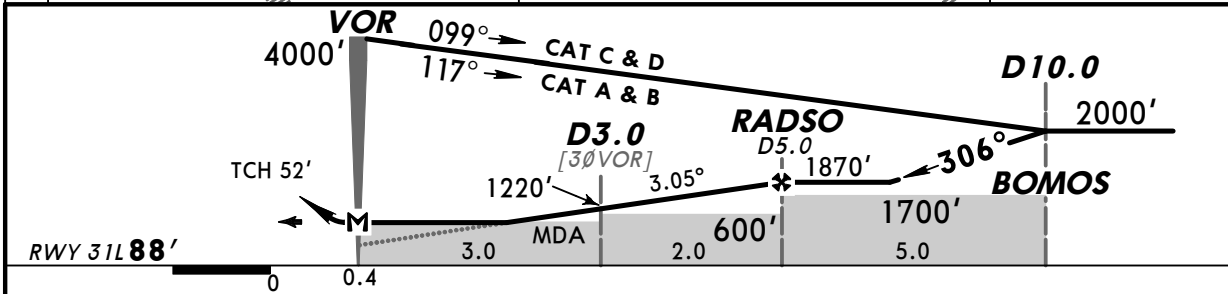
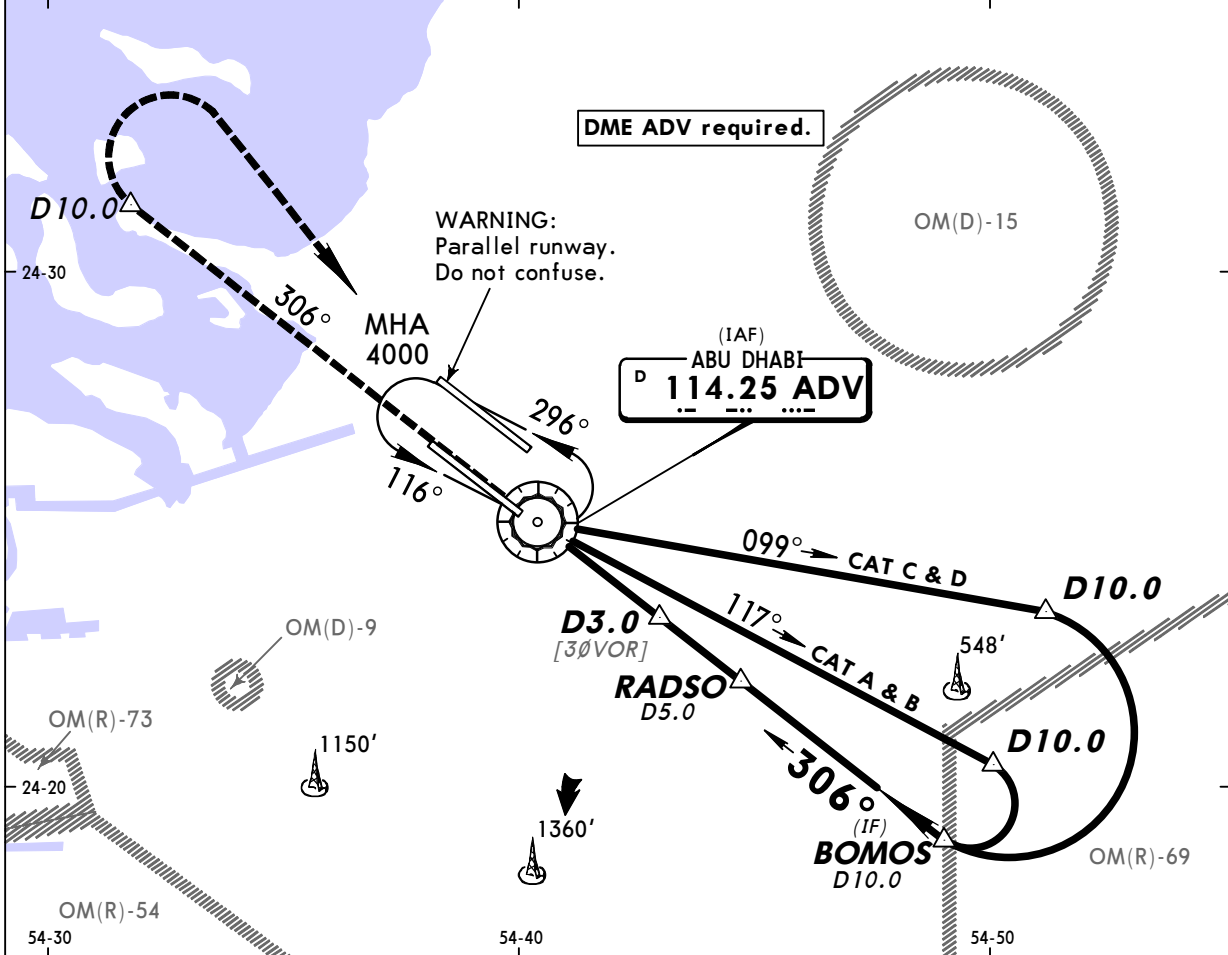
ABU DHABI, UAE
VOR Rwy 31L

| | | | | |
|--------------------------|-------------------------------|---|------------------------------|---------------------------------------|
| VOR ADV 114.25 | Final Apch Crs 306° | Procedure Alt RADSO 1870' (1782') | MDA(H) 540' (452') | Apt Elev 88' RWY 88' |
|--------------------------|-------------------------------|---|------------------------------|---------------------------------------|

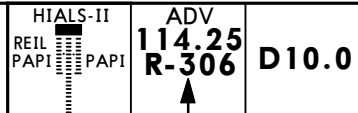


MISSED APCH: Climb STRAIGHT AHEAD on R-306. At D10.0 turn RIGHT and climb to 4000' to VOR and hold.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 150 Trans alt: 13000'



| | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
| Descent Angle | 3.05° | 378 | 486 | 540 | 648 | 755 |
| MAP at VOR | | | | | | |



| JAR-OPS | | STRAIGHT-IN LANDING RWY 31L | | CIRCLE-TO-LAND | |
|---------|-----------|-----------------------------|--|------------------------------------|-------------------|
| | | MDA(H) 540' (452') | | Not authorized Southwest of runway | |
| | | ALS out | | Max Kts | |
| A | RVR 1000m | RVR 1500m | | 100 | 540' (452') 1500m |
| B | RVR 1200m | | | 135 | 590' (502') 1600m |
| C | RVR 1200m | RVR 2000m | | 180 | 690' (602') 2400m |
| D | RVR 1600m | | | 205 | 790' (702') 3600m |