

DOHA/HAMAD INTL (DOH/OTHH)

Elevation 13ft

CATEGORY A

No AV brief required

GENERAL

Hamad International Airport is located 10 km east of Doha City centre. It has replaced the nearby but still operational Doha International Airport as Qatar's main national airport and is one of the busiest airports in the Middle East

Threats**Mid Air Collision**

- Independent parallel runway operations (IPO) are in use for departures and arrivals. Pay close attention to DPA, IPA, NOZ, NTZ and BREAK-OUT notes.

Special Considerations

- OTHH is located very close to the single-runway DOHA INTL (OTBD) airport, which has a similar runway alignment.
- Large vessel movements in waters close to THR of RWY 16L and 16R. Information of vessel height can be obtained from ATC if required.

ARRIVAL**Diversion Airports**

DUBAI INTL	DXB/OMDB	234 nm/089°T	CAT B
ABU DHABI INTL	AUH/OMAA	189 nm/106°T	CAT B
BAHRAIN INTL	BAH/OBBI	138 nm/318°T	CAT A

Approach

- CAT II/III ILS available for all runways
- High intensity runway operations (HIRO) may be in force when surface condition dry and no adverse weather conditions. During HIRO, pilots shall only use rapid exit taxiways (RETs) and are encouraged to vacate runway within 60 seconds. Do not stop on RET. If unable, advise TWR on first contact.
- Speed restrictions: Expect 210-230 kt during initial approach phase. 180 kt on base leg. Maintain 180 kt until 10 nm from THR and 160 until 4nm. An ATC instruction to comply with "standard speeds" refers to these speeds.

GROUND

- Hamad International is a large modern airport which should be able to handle Worldflight traffic levels. Sufficient stands are available. The best catering is available at the Emiri apron.
- All taxiways except the entry to the GA apron (TWY Y) are approved for code E aircraft. Runway entry M1 not available for 4-engined aircraft.

DEPARTURE

- High intensity runway operations (HIRO) in force 24 hours. All checks should be complete when reaching assigned holding point. Line up without delay. React promptly to take-off clearance.
- When possible, use intersection departure (all relevant intersections have more than 3600m TORA)
- Aircraft departing 16R/34L should be aware of possible TCAS warnings due to VFR traffic east of OTBD

WEATHER

- In Doha, the summers are long, sweltering, muggy, arid and partly cloudy. The winters are comfortable, dry, windy and mostly clear.
- De-icing not required due to local climate.

OPERATIONAL INFORMATION

Handling Agent	DNATA
Handling Agent VHF	-
Potable Water	Uplift permitted

IF ONLY Electrical Power is required	Use ground power at all times, max 10 minutes of APU between on-block and departure from stand.
IF BOTH electrical power and air conditioning is required:	Use both ground services at all times