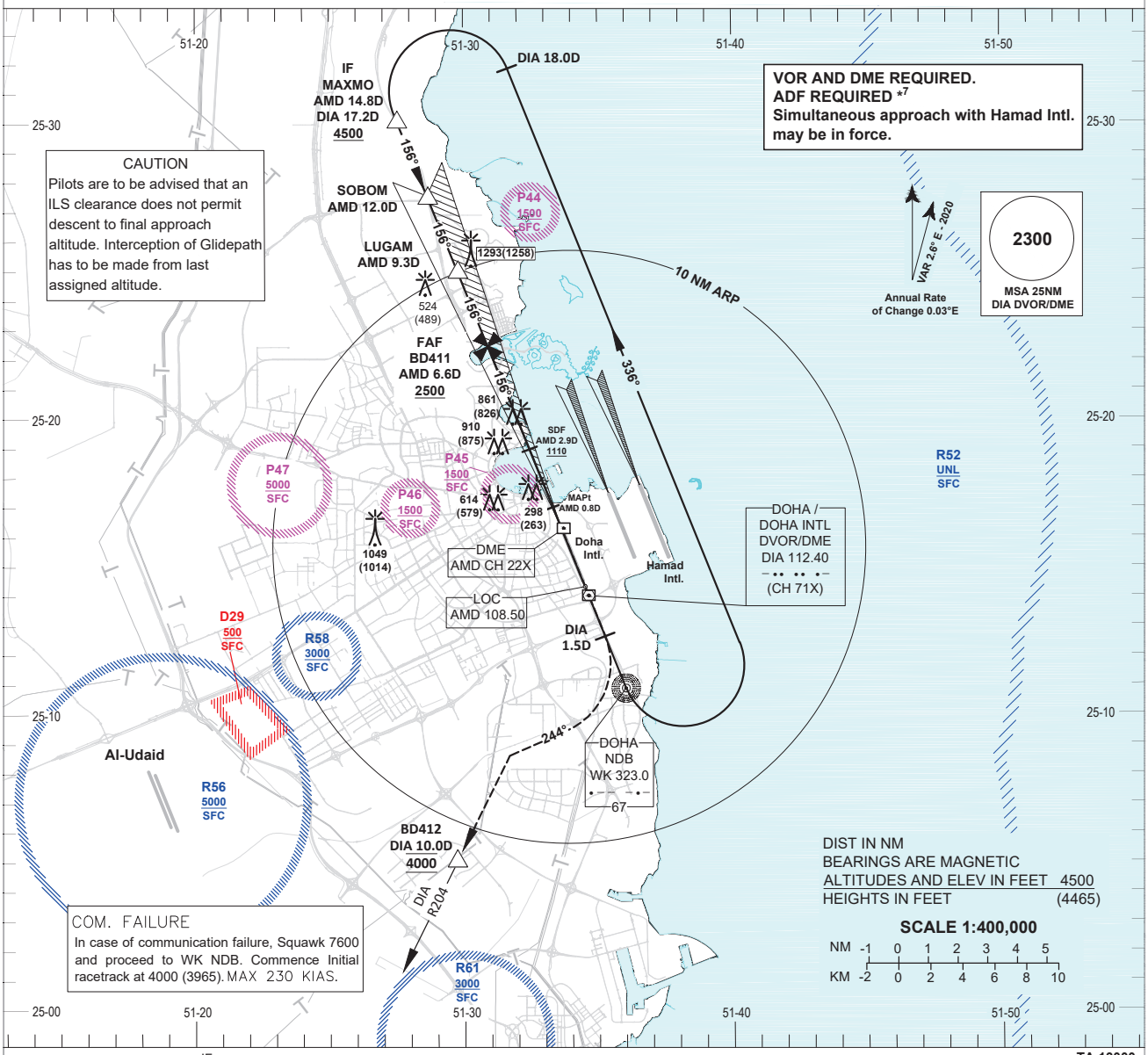
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 37
HEIGHTS RELATED TO THR RWY 15 - ELEV 35

DOHA RADAR NORTH	121.10 / 121.625	DOHA DIRECTOR WEST	123.875 / 119.225
DOHA RADAR SOUTH	120.675 / 119.15	DOHA DIRECTOR	124.05 / 121.775
DOHA APP EAST	124.775 / 120.60	DOHA TWR	118.90 / 119.025
DOHA APP WEST	119.725 / 125.125		

DOHA/Doha Intl. (OTBD)
ILS RWY15
ACFT CAT A B C D



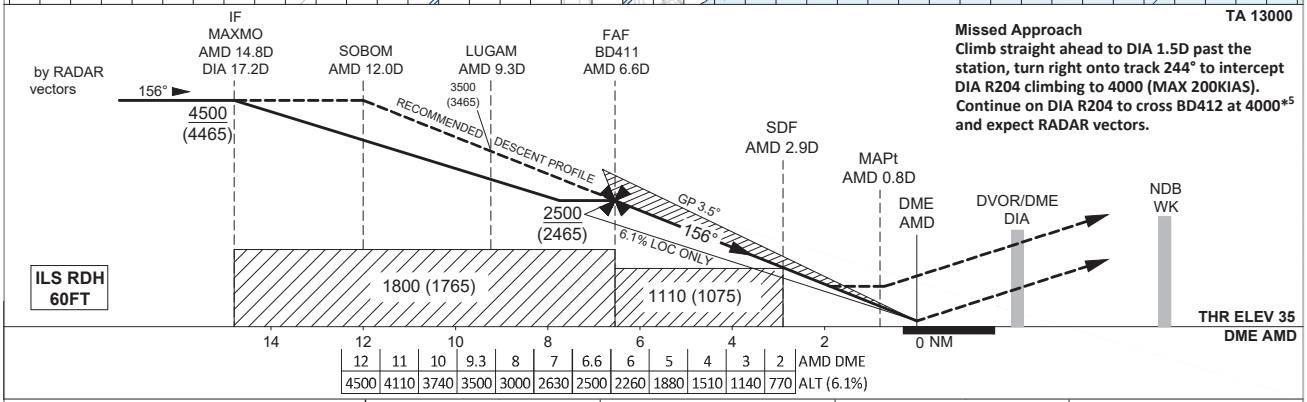
VOR AND DME REQUIRED.
ADF REQUIRED *7
Simultaneous approach with Hamad Intl. may be in force.

CAUTION
Pilots are to be advised that an ILS clearance does not permit descent to final approach altitude. Interception of Glidepath has to be made from last assigned altitude.

COM. FAILURE
In case of communication failure, Squawk 7600 and proceed to WK NDB. Commence Initial racetrack at 4000 (3965). MAX 230 KIAS.

TA 13000

Missed Approach
Climb straight ahead to DIA 1.5D past the station, turn right onto track 244° to intercept DIA R204 climbing to 4000 (MAX 200KIAS). Continue on DIA R204 to cross BD412 at 4000*5 and expect RADAR vectors.



OCA (OCH)		A	B	C	D
Straight in Approach	ILS	207 (172)	217 (182)	236 (201)	248 (213)
	LOC ONLY	500 (465)			
Circling		720 (683)	910 (873)	1310 (1273)	

LOC ONLY Approach: MAPt at AMD 0.8D							
Speed	KT	80	100	120	140	160	180
Time	MIN:SEC	Timing Not Authorized					
RATE OF DESCENT	FT/MIN	500	620	740	870	990	1110

1. AMD DME Zero Ranged to TDZ.
2. Expect RADAR vectors to establish on final approach course.
3. Expect Glide Path intercept at SOBOM 4500 (4465).
4. In case of Missed Approach inform ATC immediately.
5. * If unable, report to ATC.
6. Racetrack to be used only in case of communication failure.
7. * Aircraft not equipped with ADF proceed direct to MAXMO in the event of communication failure.
8. LOC/DME AMD not usable beyond 17 DME from AMD.

Change: Crossing altitude at FAF BD411. Add caution note.