

# HAAB

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## Airport information:

Country: Ethiopia

City: ADDIS ABABA

Coordinates: N 08° 58.6', E038 48.0

Elevation: 7625

Customs: Customs: 0200-2000

Fuel: Jet A1

RFF: CAT 9

hours: AD 0200-2000, other times PN 24 HR. ATS H24.

## Runways:

Runway 07L

Takeoff length: 3700, Landing length: 3375

Runway 07R

Takeoff length: 3800, Landing length: 3440

Runway 25L

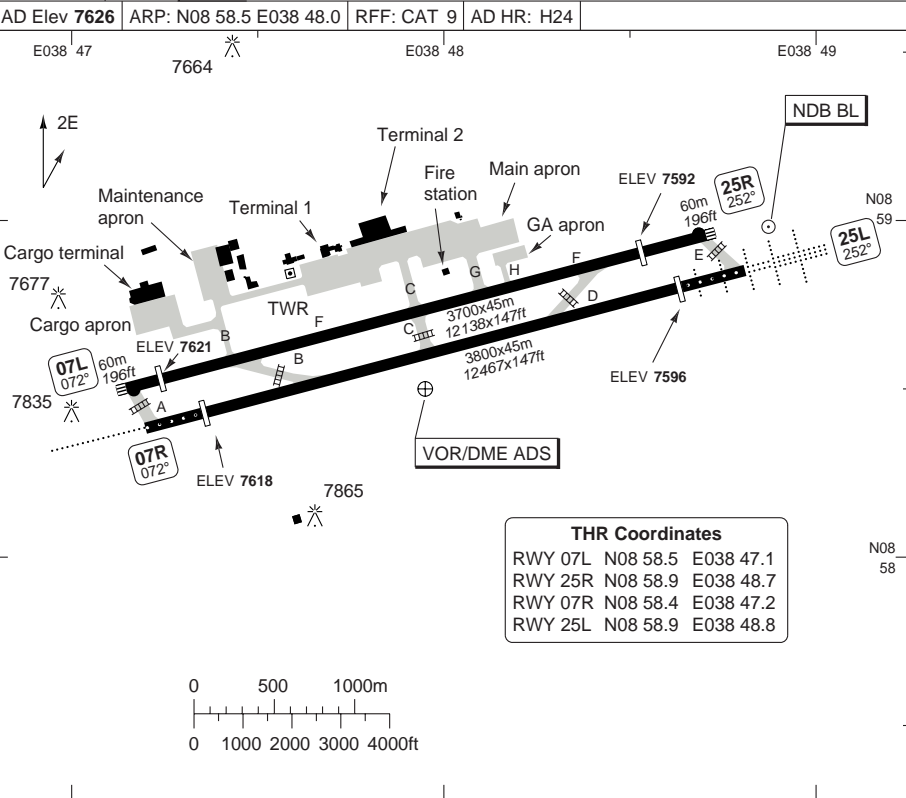
Takeoff length: 3800, Landing length: 3440

Runway 25R

Takeoff length: 3700, Landing length: 3325

# AERODROME

Bole GND <b>121.9</b>	TWR <b>118.1</b>			
AD Elev <b>7626</b>	ARP: N08 58.5 E038 48.0	RFF: CAT 9	AD HR: H24	



THR Coordinates			
RWY 07L	N08 58.5	E038 47.1	
RWY 25R	N08 58.9	E038 48.7	
RWY 07R	N08 58.4	E038 47.2	
RWY 25L	N08 58.9	E038 48.8	

RWY	Slope	TORA m/ft	LDA m/ft	ALS	REDL	Additional
07L	-0.4	3700 / 12138	3375 / 11072	-	H	P 2.95° L/R
25R	+0.4	3700 / 12138	3325 / 10908	- ①	H	P 3° L/R
07R	-0.2	3800 / 12467	3440 / 11286	L-E	H	P 3°
25L	+0.2	3800 / 12467	3440 / 11286	H-C	H	P 3°

① Flashing White Light.

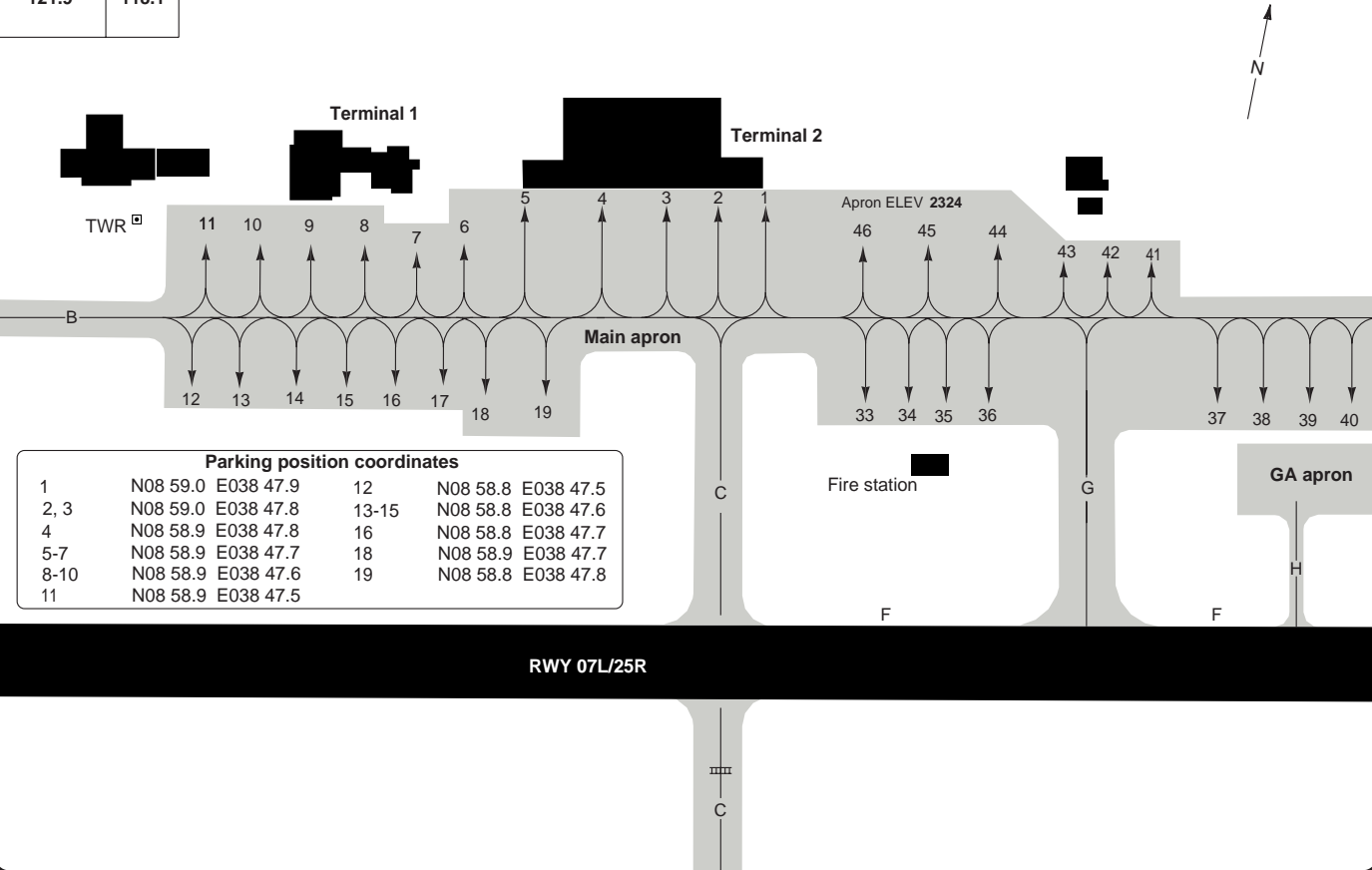
EU OPS		TAKE OFF MINIMA	
RWY	Facilities	RVR	
		A	B C D
07R/25L	RCL (day only) or RCL + REDL	400m	
	NIL (day only)	500m	

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Change: APN, Holds, TWY

**THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY**

Bole GND 121.9	TWR 118.1
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#### Parking position coordinates

1	N08 59.0 E038 47.9	12	N08 58.8 E038 47.5
2, 3	N08 59.0 E038 47.8	13-15	N08 58.8 E038 47.6
4	N08 58.9 E038 47.8	16	N08 58.8 E038 47.7
5-7	N08 58.9 E038 47.7	18	N08 58.9 E038 47.7
8-10	N08 58.9 E038 47.6	19	N08 58.8 E038 47.8
11	N08 58.9 E038 47.5		

## GENERAL INFORMATION

**1. WARNING**

Bird hazard.

**2. CAUTION**

Due to reduced wing-tip clearance at main apron, wide body ACFT (A330,340,B777 and B747) using the main apron taxi lane are advised to exercise caution and request marshallers to act as wing walkers whenever wide body ACFT are parked on stands number 6-19.

**3. TRAFFIC NOTE**

Push-back mandatory from stands 1-19.  
Engine run-up in front of terminal prohibited.

**4. RWY RESTRICTION**

- 4.1 RWY 07L/25R: EMERG RWY only, Now used as TWY F.
- 4.2 RWY 07R/25L: 180° turn on RWY prohibited for heavy and medium ACFT.

**5. TWY RESTRICTION**

- 5.1 TWY H width is less than 23m/ 75ft.
- 5.2 AD Ref code E ACFT must enter and exit the main apron via TWY C and TWY G only.

**6. PARKING**

Parking PSN 2,3,4,6,44,45 and 46 restricted to AD Ref code E ACFT.

Parking PSN 1,5 and 19 restricted to AD Ref code D ACFT (limited to B767-300 size only).

Parking PSN 8 to 18 restricted to AD Ref code D ACFT (limited to B757-200 size only).

Parking PSN 33 to 43 restricted to AD Ref code C ACFT.

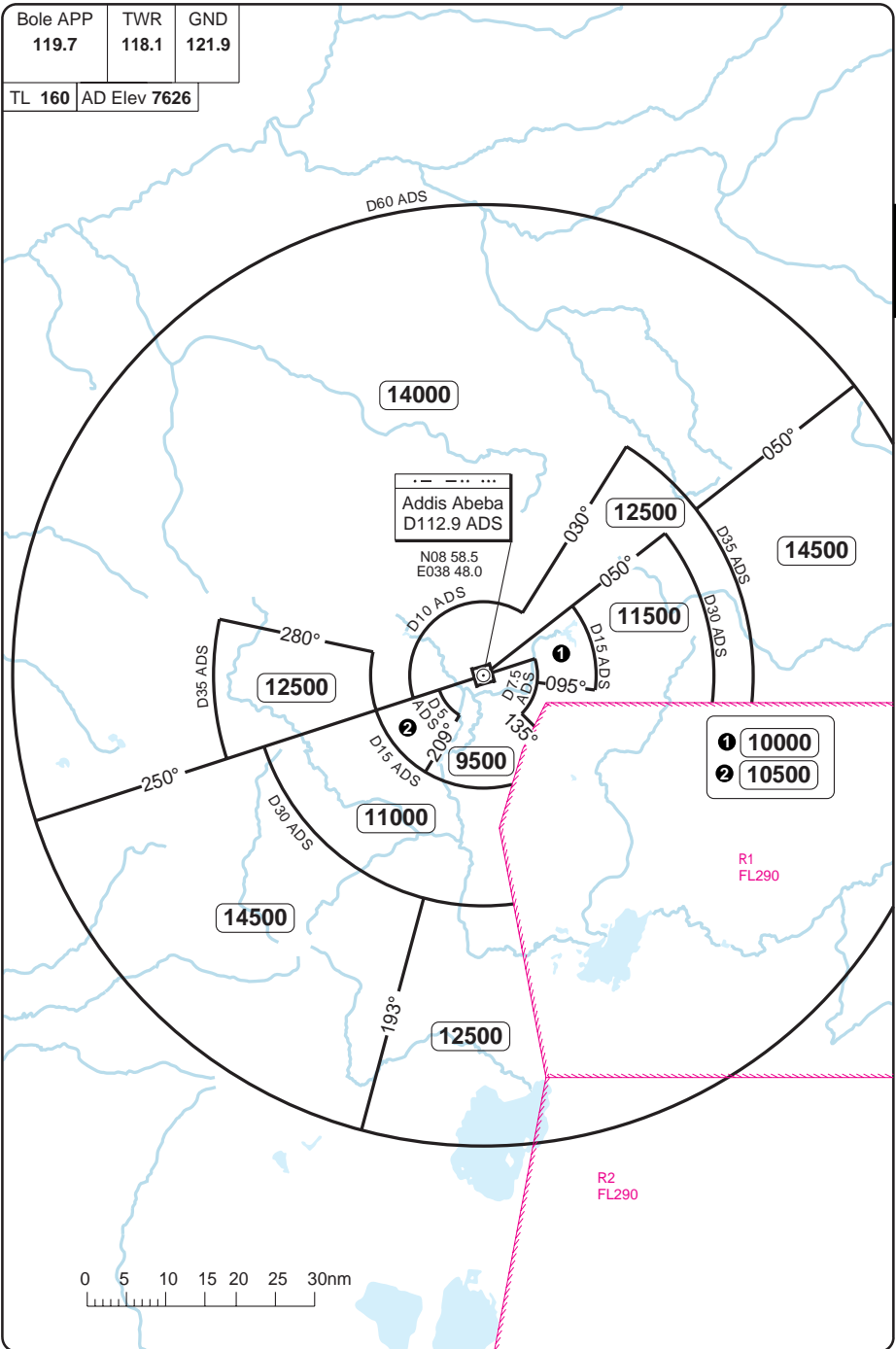
# RADAR Minimum Altitudes

# Bole INTL ADDIS ABEBA

20 - 1

Bole APP 119.7	TWR 118.1	GND 121.9
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TL 160 AD Elev 7626



Change: New chart.

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# Additional Landing Minima

Bole INTL **ADDIS ABEBA**

Bole APP <b>119.7</b>	TWR <b>118.1</b>	GND <b>121.9</b>
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## NDB RWY 25R (NON CDFA)

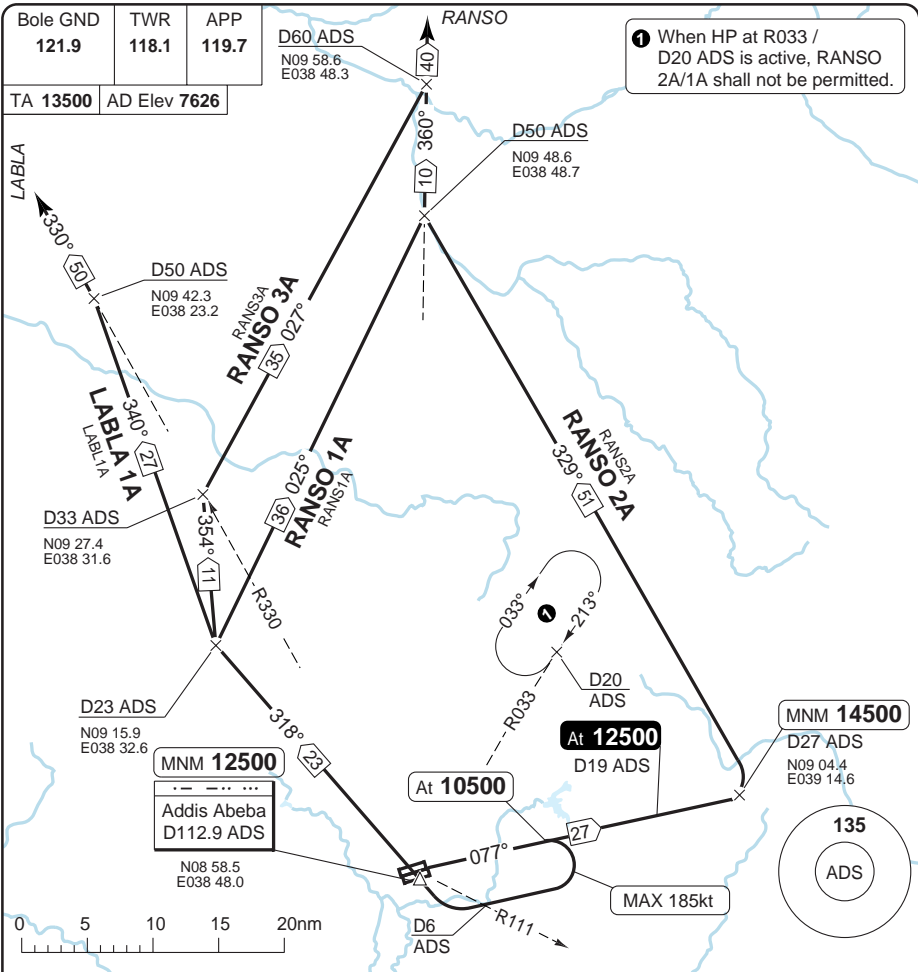
ACFT	2NDB	Circling <b>(a)</b>	<b>(a)</b> NA between sector R315 clockwise to R068.
<b>EU OPS</b>	A	<b>8000</b> (408) 2100m	<b>8110</b> (485) 2.1km
	B		<b>8140</b> (515) 2.1km
	C	<b>8000</b> (408) 2300m	<b>8630</b> (1005) 2.4km
	D		<b>8630</b> (1005) 3.6km

Change: New chart.

**THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY**

SID RWY 07L/R North

Bole INTL ADDIS ABEBA



30 - 1

SID	Routeing	Altitudes
LABLA 1A	Climb on R077 ADS - at <b>10500</b> turn right (MAX 185kt) via R111/D6 ADS to ADS - R318 ADS - at D23 ADS turn right to 340° - R330/D50 ADS - LABLA.	ADS MNM <b>12500</b>
RANSO 1A	Climb on R077 ADS - at <b>10500</b> turn right (MAX 185kt) via R111/D6 ADS to ADS - R318 ADS - at D23 ADS to 329° - R360/D50 ADS - RANSO.	ADS MNM <b>12500</b>
RANSO 2A	Climb on R077 ADS - at D27 ADS turn left to 329° - R360/D50 ADS - RANSO.	D19 ADS At <b>12500</b> D27 ADS MNM <b>14500</b>
RANSO 3A	Climb on R077 ADS - at <b>10500</b> turn right (MAX 185kt) via R111/D6 ADS to ADS - R318 ADS - at D23 ADS turn right to 354° - at R330/D33 ADS turn right to 027° - R360/D60 ADS - RANSO.	ADS MNM <b>12500</b>

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Change: New spec.

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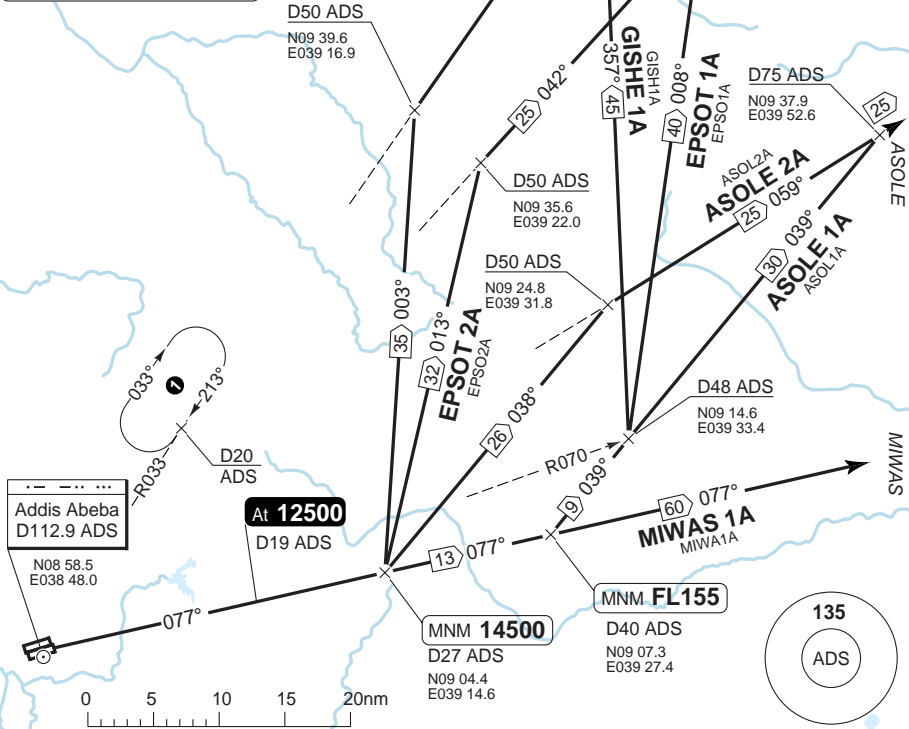
SID RWY 07L/R East

Bole INTL ADDIS ABEBA

Bole GND <b>121.9</b>	TWR <b>118.1</b>	APP <b>119.7</b>
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TA **13500** AD Elev **7626**

① When HP at R033/D20 ADS is active, ASOLE 2A, EPSOT 2A, GISHE 2A shall not be permitted.



30 - 2

SID	Routing	Altitudes
<b>1A (INITIAL CLIMB)</b>	Climb on R077 ADS to D40 ADS - follow SID.	D19 ADS At <b>12500</b>
<b>2A (INITIAL CLIMB)</b> (EXC MIWAS 1A)	Climb on R077 ADS to D27 ADS - follow SID.	D27 ADS MNM <b>14500</b> D40 ADS MNM <b>FL155</b>
<b>ASOLE 1A</b>	Turn left to 039° - R059/D75 ADS - ASOLE.	
<b>ASOLE 2A</b>	Turn left to 038° - R059/D50 ADS - ASOLE.	
<b>EPSOT 1A</b>	Turn left to 039° - at R070/D48 ADS turn left to 008° - R042/D75 ADS - EPSOT.	
<b>EPSOT 2A</b>	Turn left to 013° - R042/D50 ADS - EPSOT.	
<b>GISHE 1A</b>	Turn left to 039° - at R070/D48 ADS turn left to 357° - R035/D75 ADS - GISHE.	
<b>GISHE 2A</b>	Turn left to 003° - R035/D50 ADS - GISHE.	
<b>MIWAS 1A</b>	Climb on R077 ADS - MIWAS.	D19 ADS At <b>12500</b> D27 ADS MNM <b>14500</b> D40 ADS MNM <b>FL155</b>

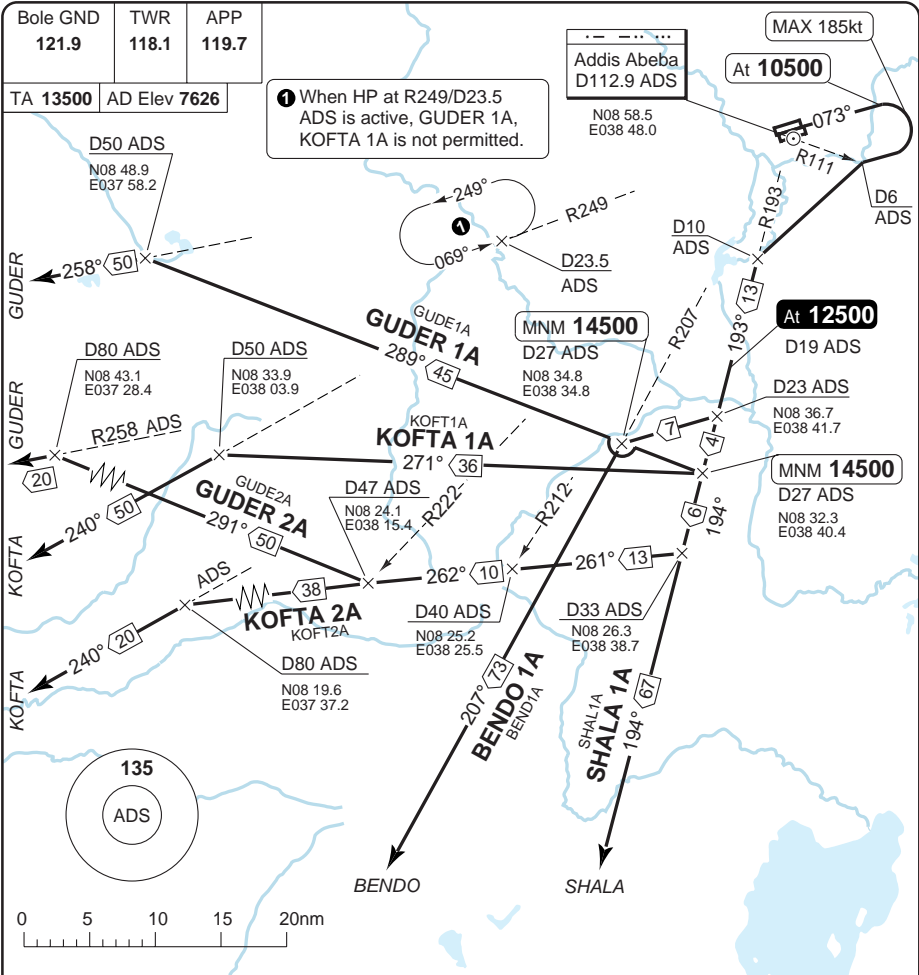
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Change: New spec.

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SID RWY 07L/R South, West

Bole INTL ADDIS ABEBA



30 - 3

SID	Routeing	Altitudes
<b>(INITIAL CLIMB)</b>	Climb on R073 ADS - at <b>10500</b> turn right (MAX 185kt) via R111/D6 ADS to R193/D10 ADS - follow SID.	
<b>BENDO 1A</b>	At D23 ADS turn right - R207/D27 ADS - BENDO.	D19 ADS At <b>12500</b> D27 ADS <b>MNM 14500</b>
<b>GUDER 1A</b>	At D27 ADS turn right to 289° - R258/D50 ADS - GUDER.	
<b>GUDER 2A</b>	At D33 ADS turn right to 261° - at R212/D40 ADS turn right to 262° - at R222/D47 ADS turn right to 291° - R258/D80 ADS - GUDER.	
<b>KOFTA 1A</b>	At D27 ADS turn right to 271° - R240/D50 ADS - KOFTA.	
<b>KOFTA 2A</b>	At D33 ADS turn right to 261° - at R212/D40 ADS turn right to 262° - R240/D80 ADS - KOFTA.	
<b>SHALA 1A</b>	SHALA.	

Change: New spec.

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SID RWY 07L/R Northwest

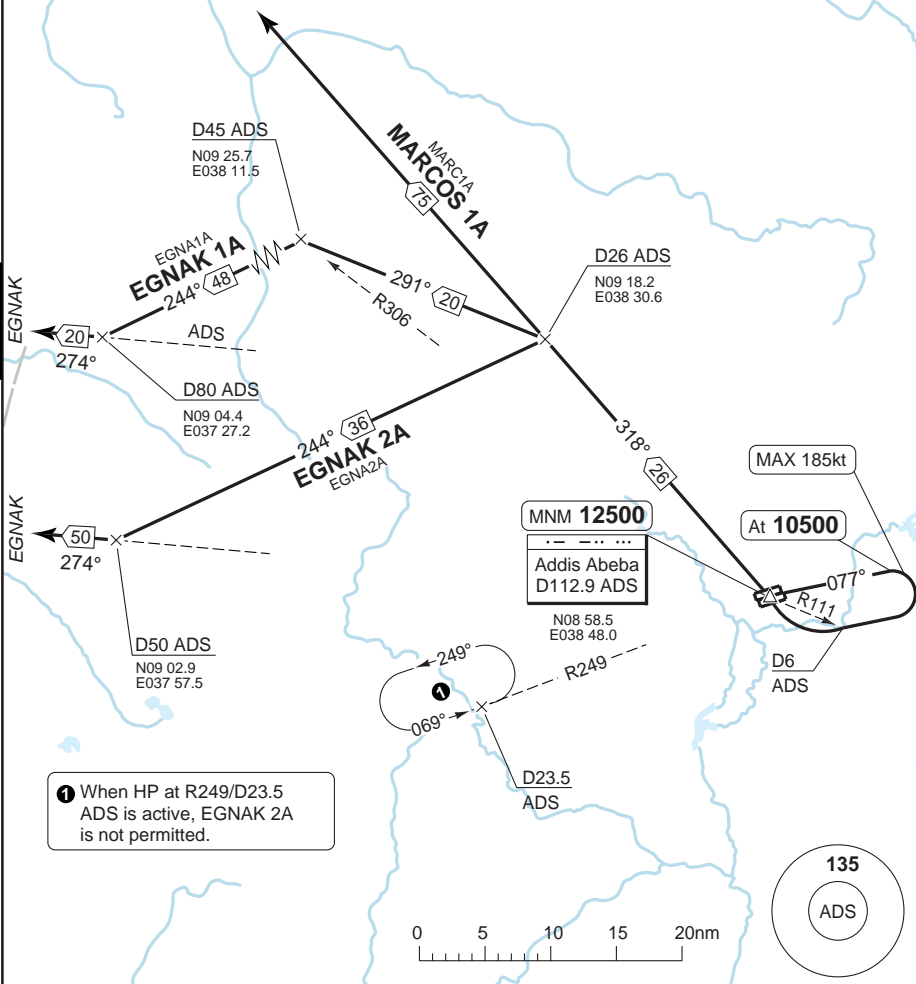
Bole INTL ADDIS ABEBA

Bole GND 121.9	TWR 118.1	APP 119.7
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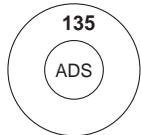
TA 13500	AD Elev 7626
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Debre Marcos 235 DM

30 - 4  
EGNAK



1 When HP at R249/D23.5 ADS is active, EGNAK 2A is not permitted.



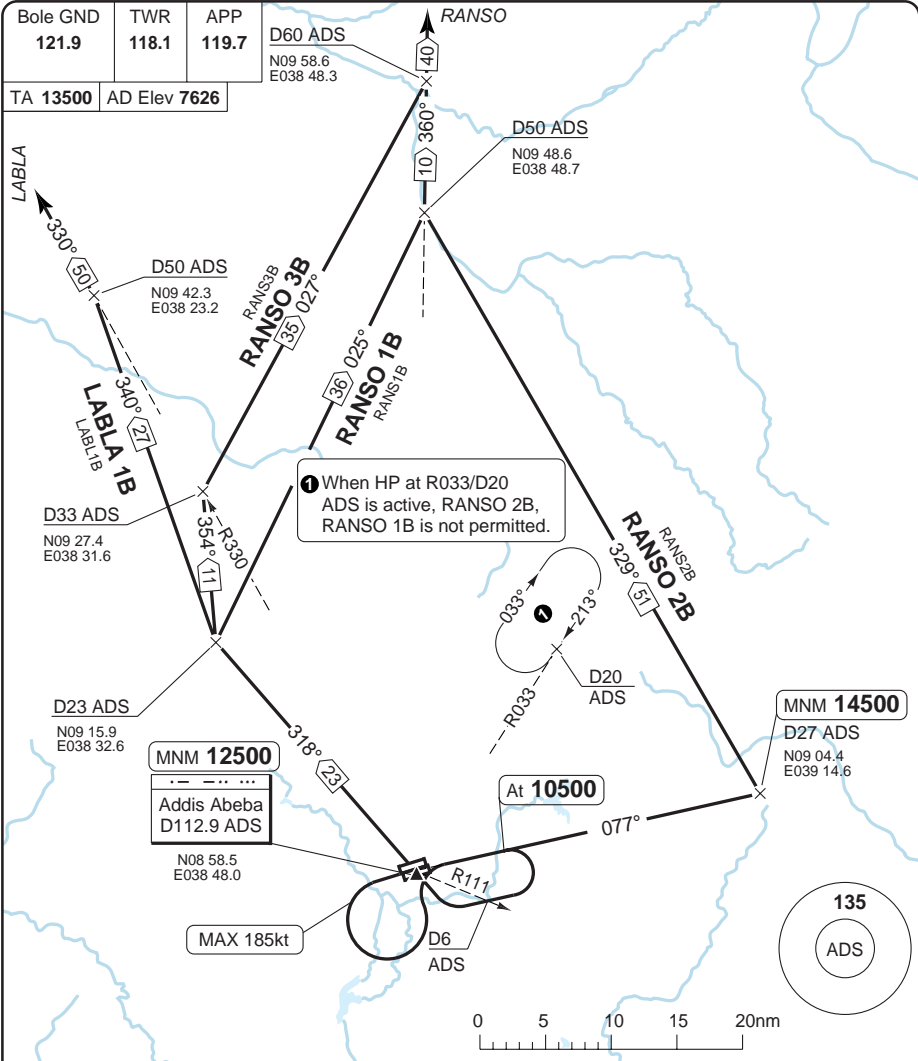
SID	Routeing	Altitudes
<b>EGNAK 1A</b>	Climb on R077 ADS - at <b>10500</b> turn right (MAX 185kt) via R111/D6 ADS to ADS - R318 ADS - at D26 ADS turn left to 291° - at R306/D45 ADS turn left to 244° - R274/D80 ADS - EGNAK.	ADS MNM <b>12500</b>
<b>EGNAK 2A</b>	Climb on R077 ADS - at <b>10500</b> turn right (MAX 185kt) via R111/D6 ADS to ADS - R318 ADS - at D26 ADS turn left to 244° - R274/D50 ADS - EGNAK.	
<b>MARCOS 1A</b>	Climb on R077 ADS - at <b>10500</b> turn right (MAX 185kt) via R111/D6 ADS to ADS - R318 ADS - DM.	

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Change: New print.

SID RWY 25L/R North

Bole INTL ADDIS ABEBA



30 - 5

SID	Routeing	Altitudes
<b>(INITIAL CLIMB)</b> <i>(EXC RANSO 2B)</i>	Turn left (MAX 185kt) to R077 ADS - at 10500 turn right R111/D6 ADS to ADS - R318 ADS - follow SID.	ADS MNM 12500
<b>LABLA 1B</b>	At D23 ADS turn right to 340° - R330/D50 ADS - LABLA.	
<b>RANSO 1B</b>	At D23 ADS turn right to 025° - R360/D50 ADS - RANSO.	
<b>RANSO 2B</b>	Turn left (MAX 185kt) to R077 ADS - at D27 ADS turn left to 329° - R360/D50 ADS - RANSO.	D27 ADS MNM 14500
<b>RANSO 3B</b>	At D23 ADS turn right to 354° - at R330/D33 ADS turn right to 027° - R360/D60 ADS - RANSO.	

Change: New spec.

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SID RWY 25L/R East

Bole INTL ADDIS ABEBA

Bole GND <b>121.9</b>	TWR <b>118.1</b>	APP <b>119.7</b>
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TA <b>13500</b>	AD Elev <b>7626</b>
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30 - 6

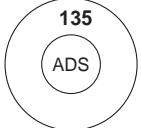
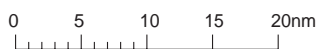
① When HP at R033 / D20 ADS is active, ASOLE 2B, EPSOT 2B, GISHE 2B is not permitted.

Addis Abeba  
D112.9 ADS  
N08 58.5  
E038 48.0

At **12500**  
D19 ADS

MNM **14500**  
D27 ADS  
N09 04.4  
E039 14.6

MNM **FL155**  
D40 ADS  
N09 07.3  
E039 27.4



SID	Routeing	Altitudes
<b>(INITIAL CLIMB)</b>	Turn left (MAX 185kt) to R077 ADS - follow SID.	D19 ADS At <b>12500</b>
<b>ASOLE 1B</b>	At D40 ADS turn left to 039° - R059/D75 ADS - ASOLE.	D27 ADS MNM <b>14500</b> D40 ADS MNM <b>FL155</b>
<b>ASOLE 2B</b>	At D27 ADS turn left to 038° - R059/D50 ADS - ASOLE.	D27 ADS MNM <b>14500</b>
<b>EPSOT 1B</b>	At D40 ADS turn left to 039° - at R070/D48 ADS turn left to 008° - R042/D75 ADS - EPSOT.	D27 ADS MNM <b>14500</b> D40 ADS MNM <b>FL155</b>
<b>EPSOT 2B</b>	At D27 ADS turn left to 013° - R042/D50 ADS - EPSOT.	D27 ADS MNM <b>14500</b>
<b>GISHE 1B</b>	At D40 ADS turn left to 039° - at R070/D48 ADS turn left to 357° - R035/D75 ADS - GISHE.	D27 ADS MNM <b>14500</b> D40 ADS MNM <b>FL155</b>
<b>GISHE 2B</b>	At D27 ADS turn left to 003° - R035/D50 ADS - GISHE.	D27 ADS MNM <b>14500</b>
<b>MIWAS 1B</b>	R077 ADS - MIWAS.	D27 ADS MNM <b>14500</b> D40 ADS MNM <b>FL155</b>

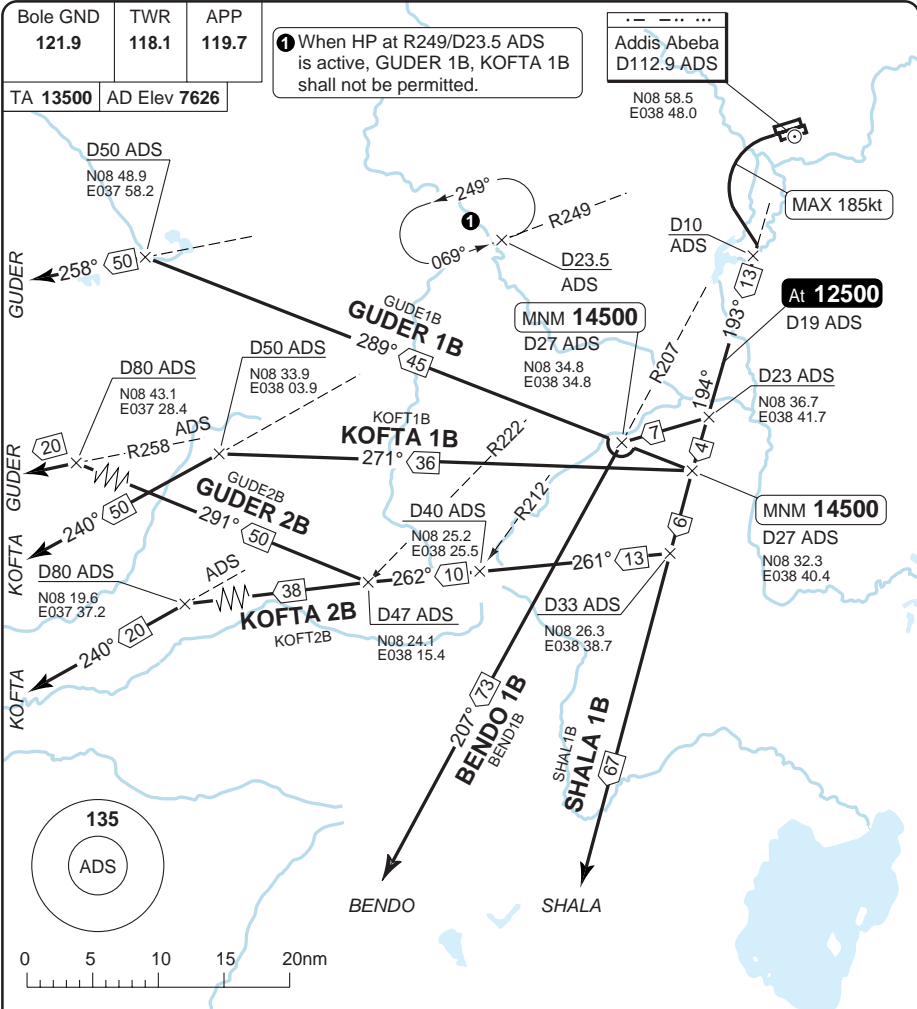
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Change: New spec.

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SID RWY 25L/R South, West

Bole INTL ADDIS ABEBA



SID	Routing	Altitudes
<b>(INITIAL CLIMB)</b>	Turn left (MAX 185kt) to R193/D10 ADS - follow SID.	
<b>BENDO 1B</b>	At D23 turn right - R207/D27 ADS - BENDO.	D19 ADS At <b>12500</b> D27 ADS MNM <b>14500</b>
<b>GUDER 1B</b>	At D27 ADS turn right to 289° - R258/D50 ADS - GUDER.	
<b>GUDER 2B</b>	At D33 ADS turn right to 261° - at R212/D40 turn right to 262° - at R222/D47 ADS turn right to 291° - R258/D80 ADS - GUDER.	
<b>KOFTA 1B</b>	At D27 ADS turn right to 271° - R240/D50 ADS - KOFTA.	
<b>KOFTA 2B</b>	At D33 ADS turn right to 261° - at R212/D40 turn right to 262° - R240/D80 ADS - KOFTA.	
<b>SHALA 1B</b>	R193 ADS - SHALA.	

Change: New spec.

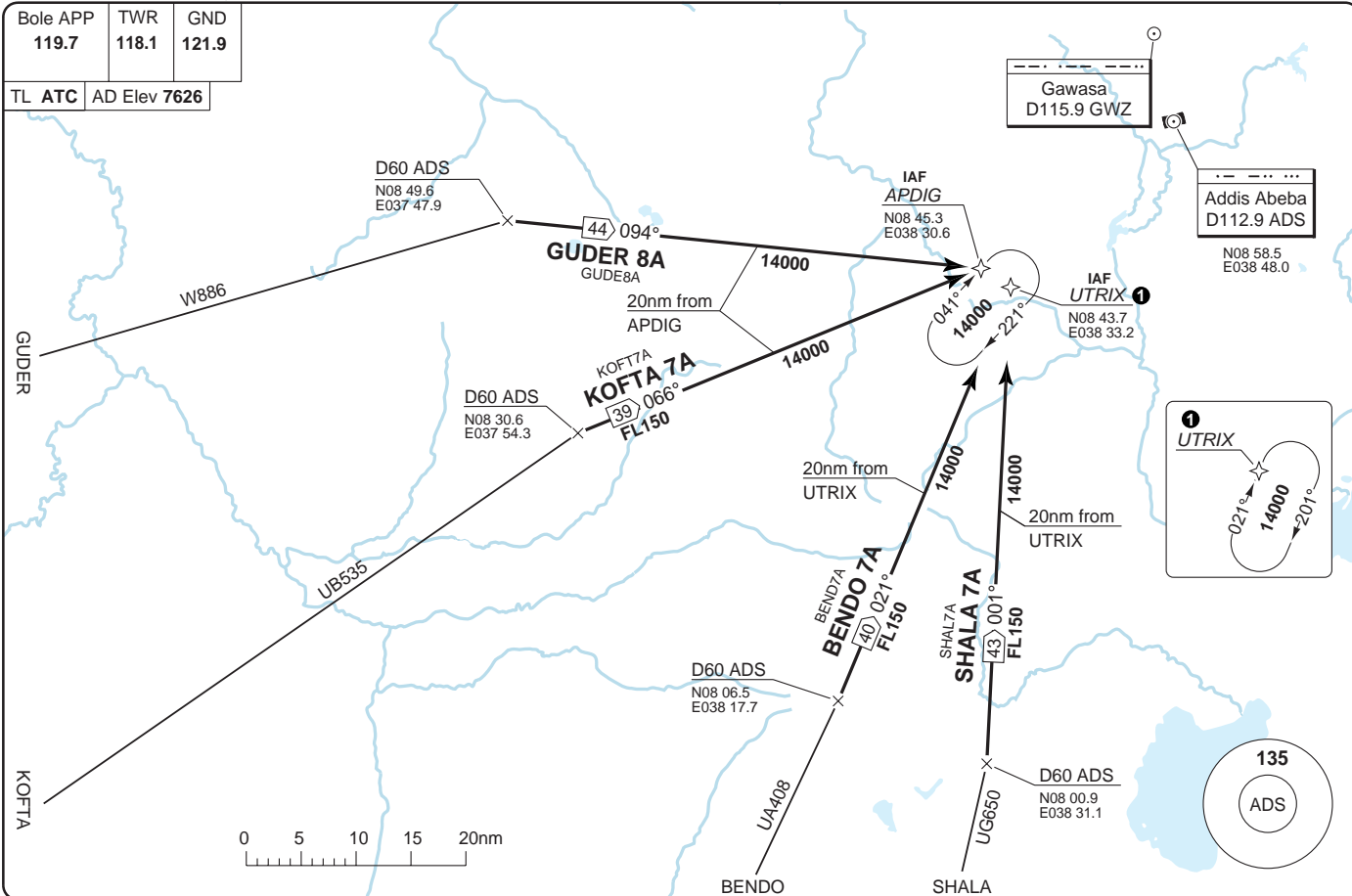
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Bole APP	TWR	GND
119.7	118.1	121.9

TL ATC	AD Elev 7626
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STAR for APDIG / UTRIX **RNAV**

40 - 1 | 08 SEP 10

Bole INTL ADDIS ABEBA

Ethiopia - HAAB / ADD

Change: New spec. THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY

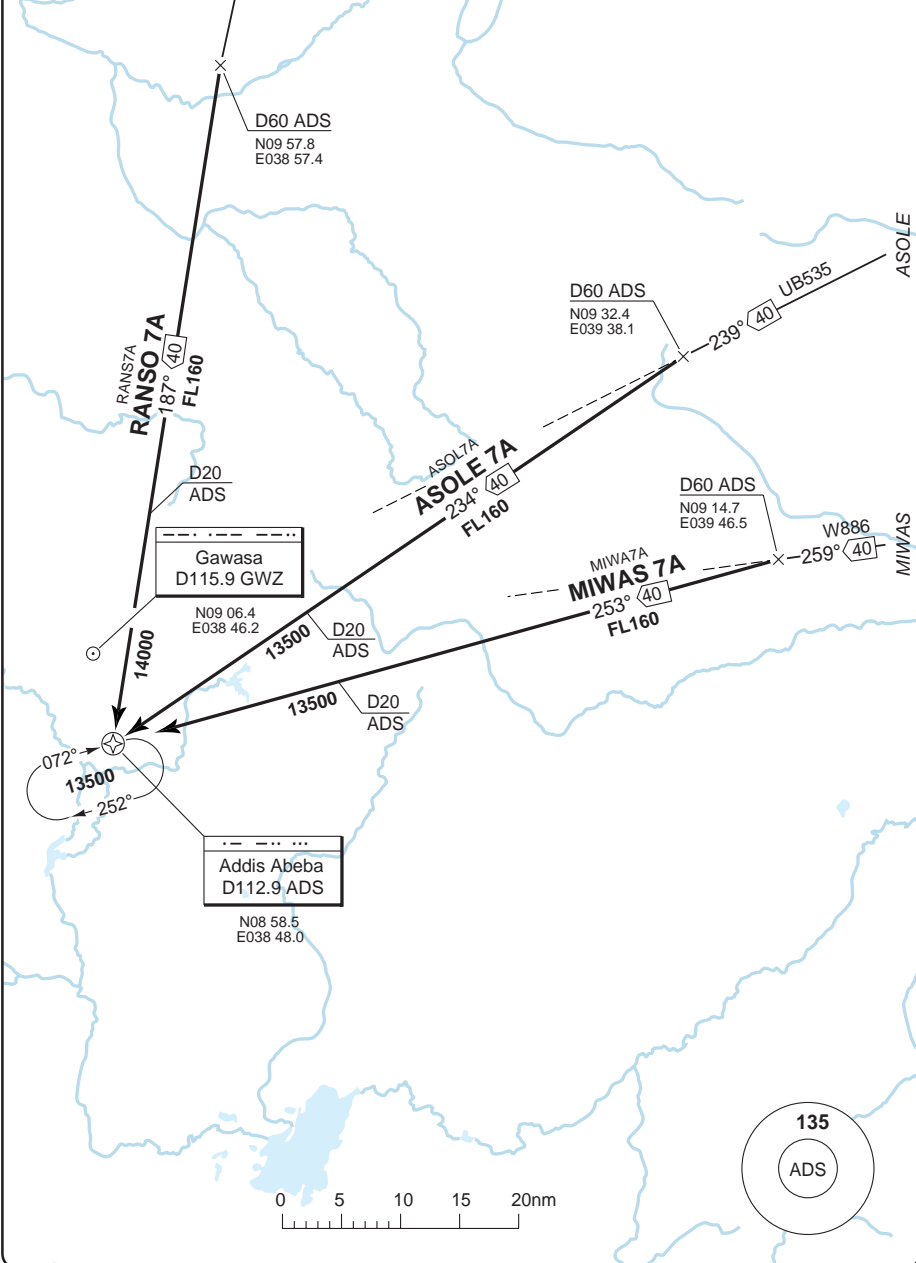


# STAR for VOR ADS **RNAV**

# Bole INTL ADDIS ABEBA

Bole APP <b>119.7</b>	TWR <b>118.1</b>	GND <b>121.9</b>
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TL **ATC** AD Elev **7626** From **HAMK**



40 - 3

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Change: New print.

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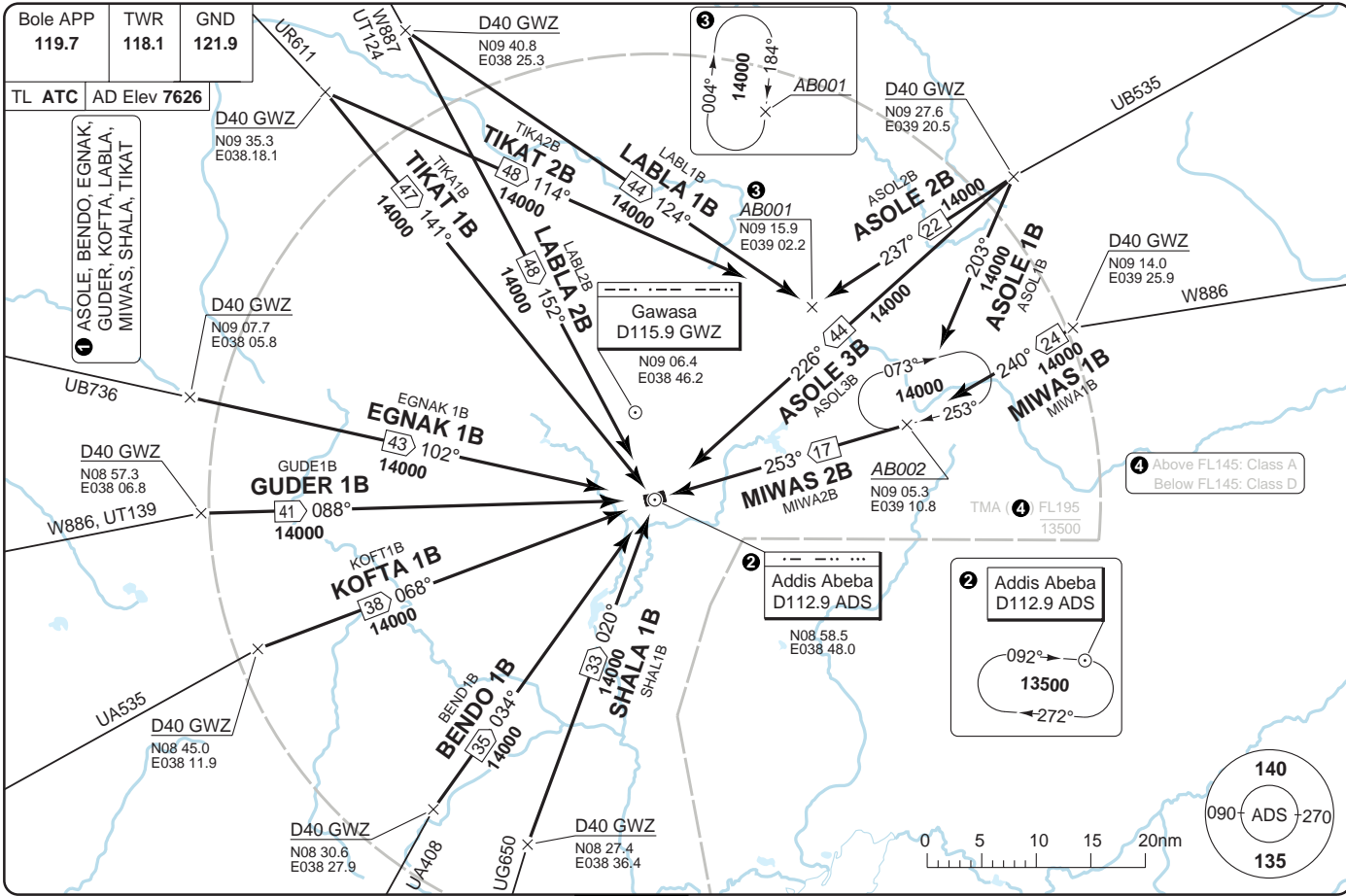
STAR 1

Bole INTL ADDIS ABEBA

Bole APP	TWR	GND
119.7	118.1	121.9

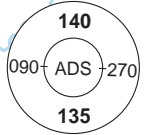
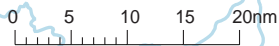
TL ATC AD Elev 7626

- 1 ASOLE, BENDO, EGNAK, GUDER, KOFTA, LABLA, MIWAS, SHALA, TIKAT



Change: Completely revised

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4 Above FL145: Class A  
Below FL145: Class D

2 Addis Abeba D112.9 ADS

092°

13500

272°

2 Addis Abeba D112.9 ADS

N08 58.5  
E038 48.0

Gawasa D115.9 GWZ

N09 06.4  
E038 46.2

3

004°

14000

184°

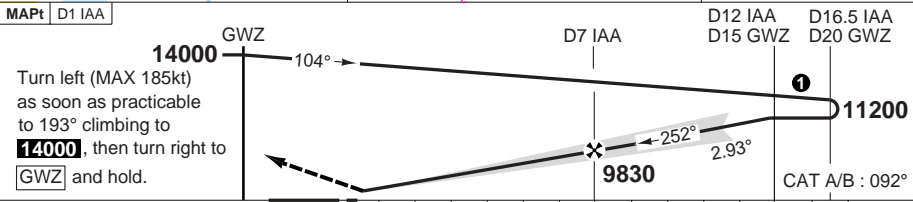
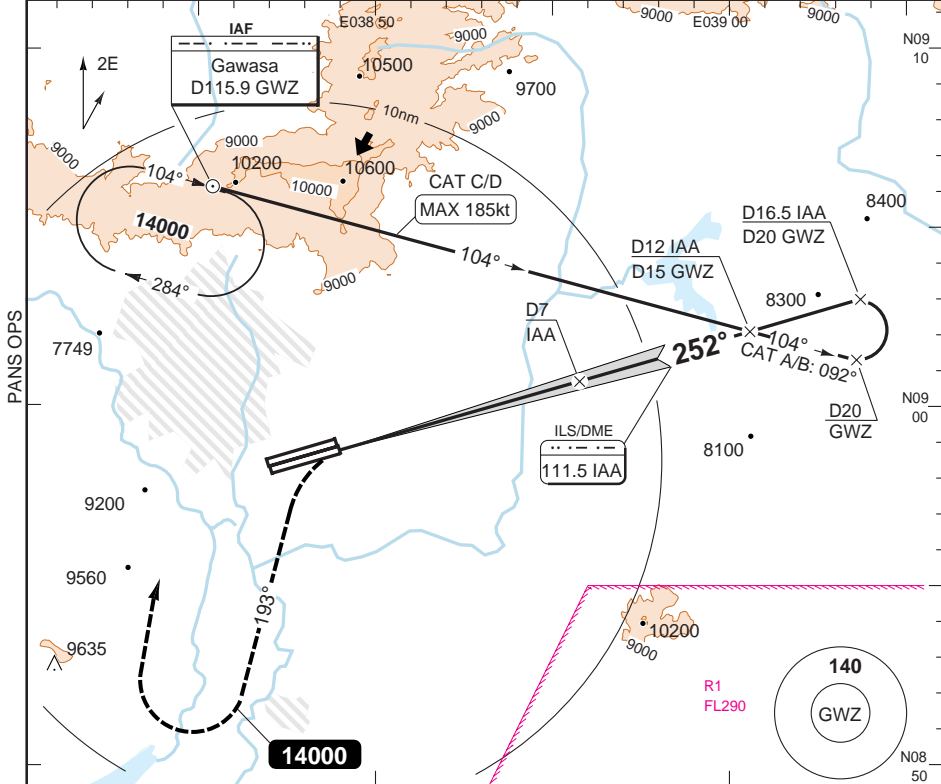
AB001

ILS RWY 25L GWZ

Bole INTL ADDIS ABEBA

Bole APP <b>119.7</b>	TWR <b>118.1</b>	GND <b>121.9</b>
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ILS/DME <b>111.5 IAA</b>	FAT <b>252°</b>	DTHR Elev <b>7596</b>	AD Elev <b>7626</b>	TL ATC	TA <b>13500</b>
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Turn left (MAX 185kt) as soon as practicable to 193° climbing to **14000**, then turn right to **GWZ** and hold.

TCH 59	0	1	2	3	4	5	6	7	8	9	10	11	12	16	17	nm
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ACFT	ILS+DME	LOC+DME	Circling <sup>a</sup>
A			<b>8110</b> (485) 1.5km
B	<b>7800</b> (200) 550m	<b>7970</b> (370) 1000m	<b>8160</b> (530) 1.6km
C			<b>8660</b> (1030) 2.4km
D			<b>8660</b> (1030) 3.6km

<sup>a</sup> NA between sector R315 clockwise to R068.

DME IAA	2.9° ALT	LDA 3440x45 11286x147ft
11.4	<b>11200</b>	P 3°
7	<b>9840</b>	
6	<b>9520</b>	
5	<b>9210</b>	
4	<b>8900</b>	
3	<b>8590</b>	
2	<b>8280</b>	
1.0	<b>7970</b>	

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Change: New print.

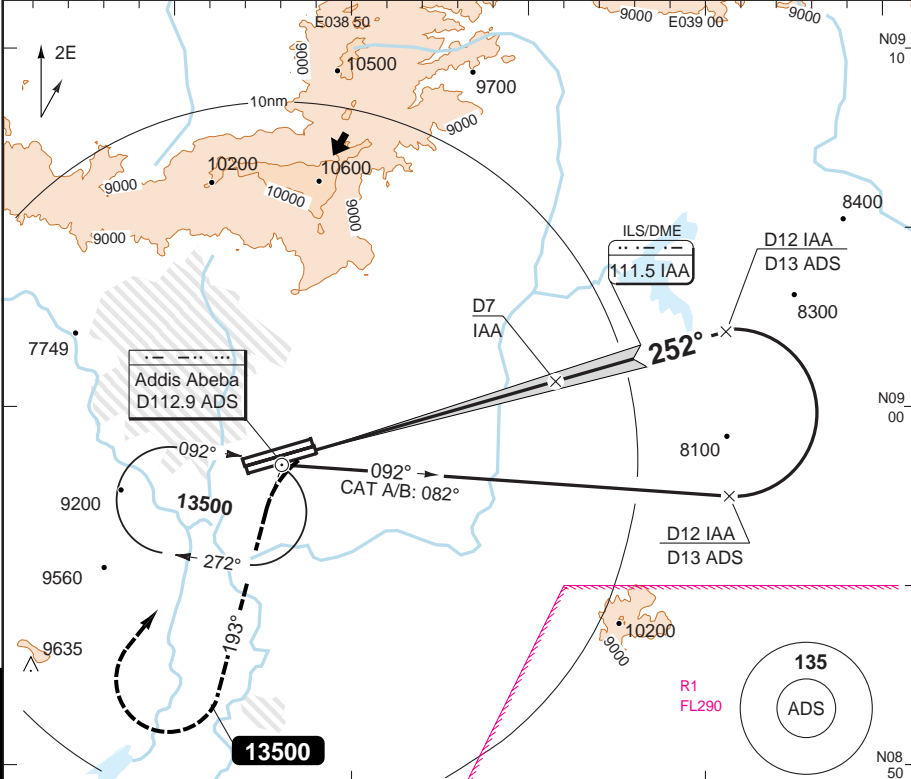
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ILS RWY 25L ADS

Bole INTL ADDIS ABEBA

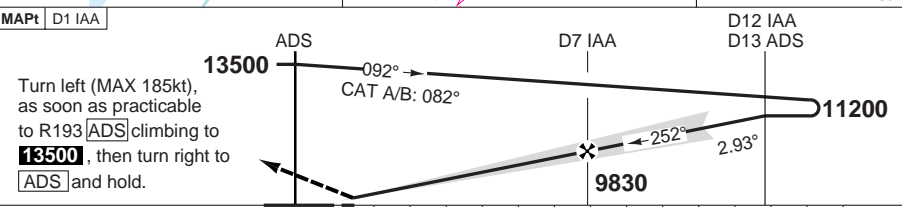
Bole APP <b>119.7</b>	TWR <b>118.1</b>	GND <b>121.9</b>
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ILS/DME <b>111.5 IAA</b>	FAT <b>252°</b>	DTHR Elev <b>7596</b>	AD Elev <b>7626</b>	TL ATC	TA <b>13500</b>
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PANS OPS

50 - 2



Turn left (MAX 185kt), as soon as practicable to R193 ADS climbing to 13500, then turn right to 13500 ADS and hold.

TCH 59	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	nm
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ACFT	ILS+DME	LOC+DME	Circling <b>a</b>
A			<b>8110</b> (485) 1.5km
B	<b>7800</b> (200)	<b>7970</b> (370)	<b>8160</b> (530) 1.6km
C	550m	1000m	<b>8660</b> (1030) 2.4km
D			<b>8660</b> (1030) 3.6km

**a** NA between sector R315 clockwise to R068.

DME IAA	2.9° ALT	LDA 3440x45 11286x147ft
11.4	<b>11200</b>	P 3°
7	<b>9840</b>	
6	<b>9520</b>	
5	<b>9210</b>	
4	<b>8900</b>	
3	<b>8590</b>	
2	<b>8280</b>	
1.0	<b>7970</b>	



GS	80	100	120	140	160
ROD 2.9°	420	530	630	730	840
FAF-MAPt	4:30	3:35	3:00	2:34	2:15

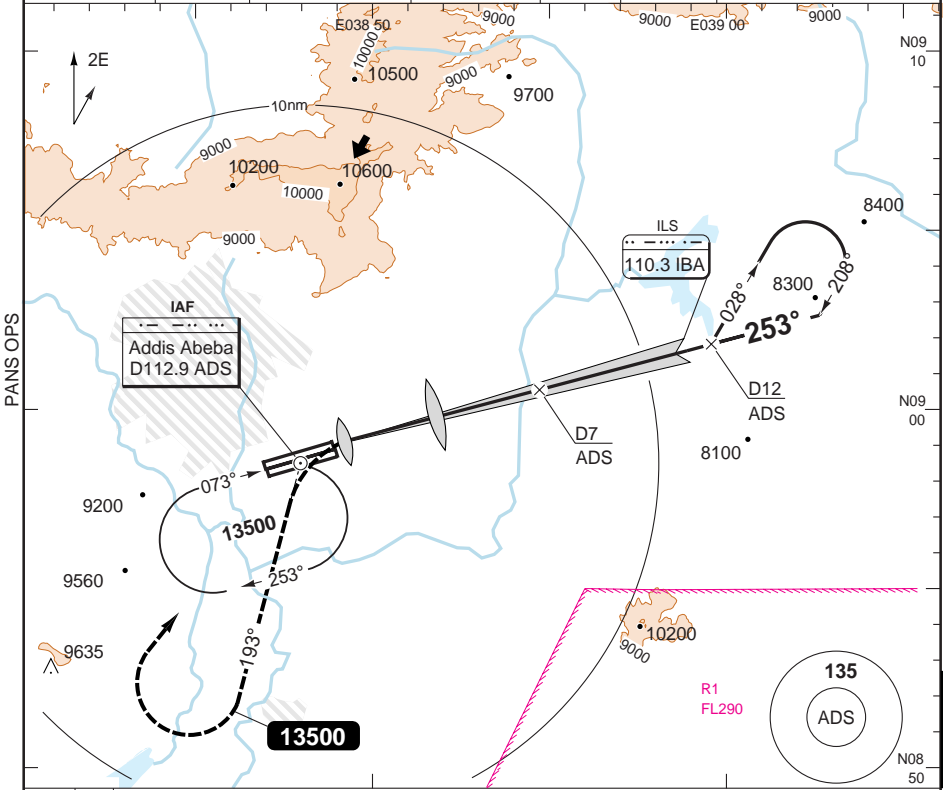
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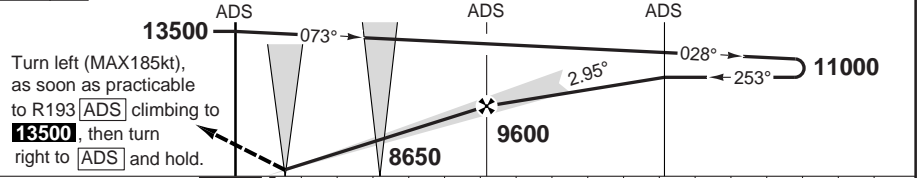
ILS RWY 25R

Bole APP <b>119.7</b>	TWR <b>118.1</b>	GND <b>121.9</b>
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ILS <b>110.3 IBA</b>	FAT <b>253°</b>	DTHR Elev <b>7592</b>	AD Elev <b>7626</b>	TL ATC	TA <b>13500</b>
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MAPt MM



TCH 50

ACFT	ILS+DME	LOC+DME	Circling <b>a</b>		
A			<b>8110</b> (485) 1.5km		
B	<b>7800</b> (200)	<b>7840</b> (248)	<b>8160</b> (530) 1.6km		
C	1200m	1300m	<b>8660</b> (1030) 2.4km		
D			<b>8660</b> (1030) 3.6km		
GS	80	100	120	140	160
ROD 3.0°	440	540	650	760	860
FAF-MAPt	4:14	3:23	2:50	2:25	2:07

**a** NA between sector R315 clockwise to R068.

DME ADS	3.0° ALT	LDA 3325x45
11.3	<b>11000</b>	10908x147ft
9	<b>10270</b>	P 3° L/R
8	<b>9950</b>	
7	<b>9630</b>	
5	<b>8990</b>	
4	<b>8660</b>	
3	<b>8340</b>	
1.5	<b>7850</b>	



NALS

50 - 3

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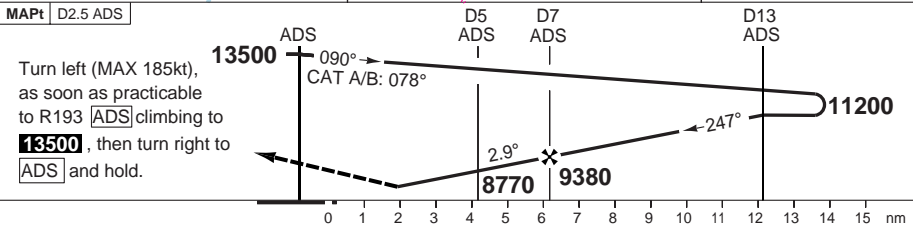
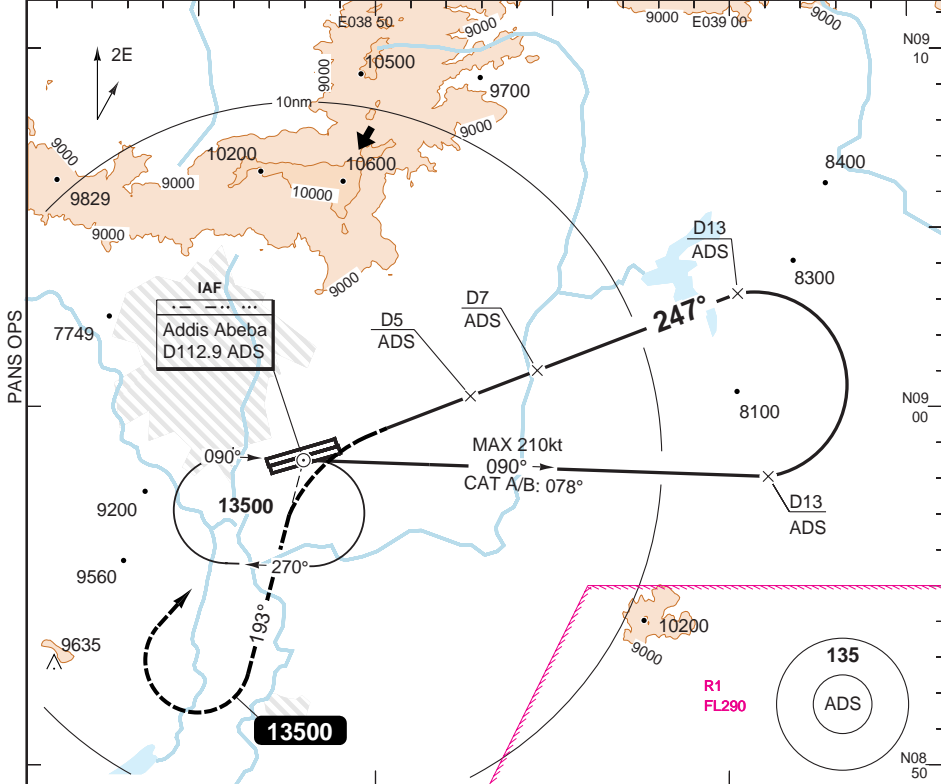


VOR RWY 25R VOR/DME

Bole INTL ADDIS ABEBA

Bole APP <b>119.7</b>	TWR <b>118.1</b>	GND <b>121.9</b>
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VOR/DME <b>112.9 ADS</b>	FAT <b>247°</b>	DTHR Elev <b>7592</b>	AD Elev <b>7626</b>	TL ATC	TA <b>13500</b>
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ACFT	<b>VOR+DME</b>	<b>Circling <sup>a</sup></b>	<b>a</b> NA between sector R315 clockwise to R048.					DME ADS	2.8° ALT	LDA 3325x45 10908x147ft P 3° L/R
A	<b>8010</b> (420) 1500m	<b>8110</b> (485) 1.5km	13	<b>11200</b>						 NALS
B		<b>8160</b> (530) 1.6km	9	<b>10040</b>						
C	<b>8010</b> (420)	<b>8660</b> (1030) 2.4km	7	<b>9450</b>						
D	1900m	<b>8660</b> (1030) 3.6km	6	<b>9160</b>						
GS	80 100 120 140 160		5	<b>8860</b>						
ROD 2.8°	400 490 590 690 790		4	<b>8570</b>						
FAF-MAPt	3:22 2:41 2:15 1:55 1:41		MAPt	<b>8130</b>						
			2.1	<b>8010</b>						

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50 - 5

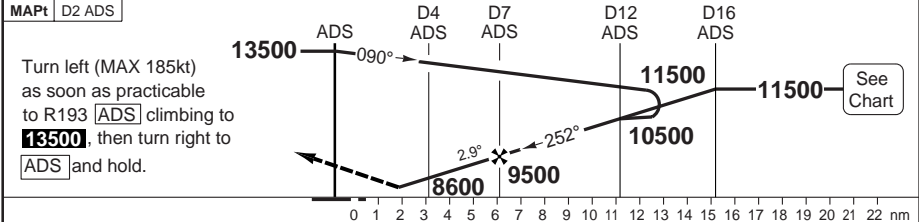
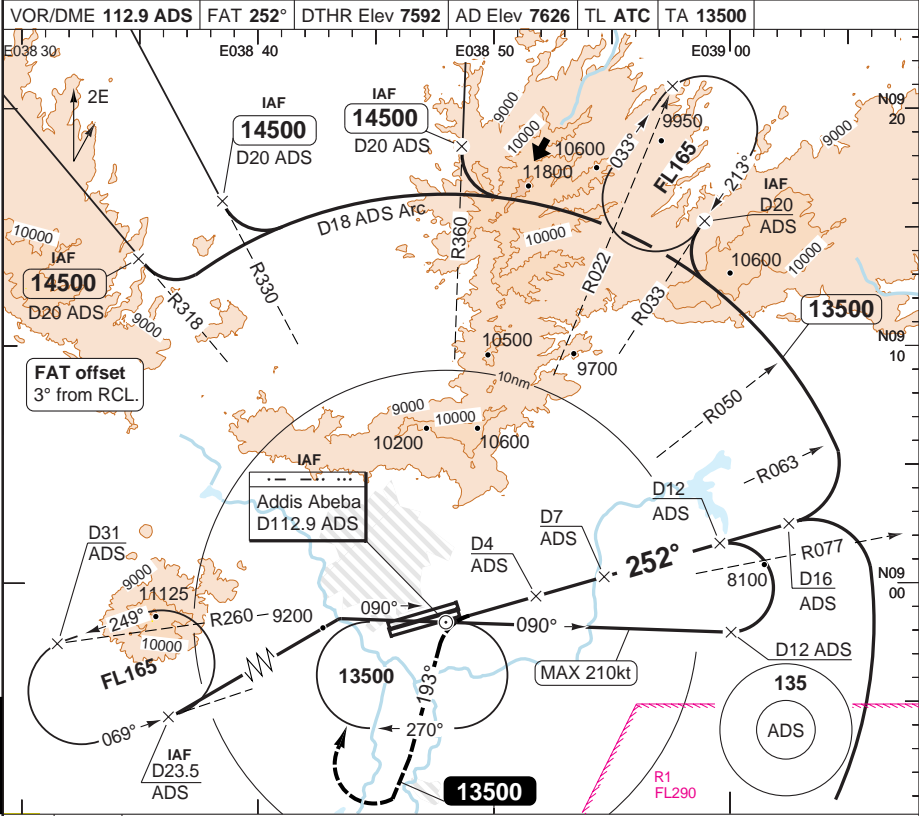
Change: New print.

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VOR RWY 25R ARC VOR/DME

Bole INTL ADDIS ABEBA

Bole APP 119.7	TWR 118.1	GND 121.9
VOR/DME 112.9 ADS	FAT 252°	DTHR Elev 7592
AD Elev 7626	TL ATC	TA 13500



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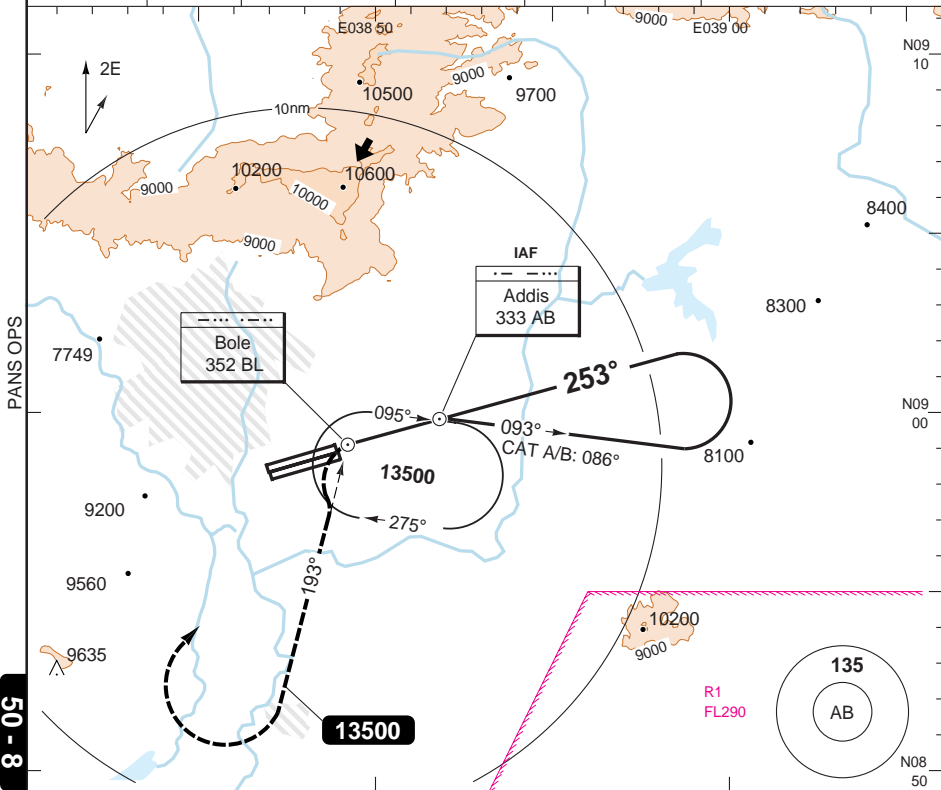


# NDB RWY 25R

# Bole INTL ADDIS ABEBA

Bole APP <b>119.7</b>	TWR <b>118.1</b>	GND <b>121.9</b>
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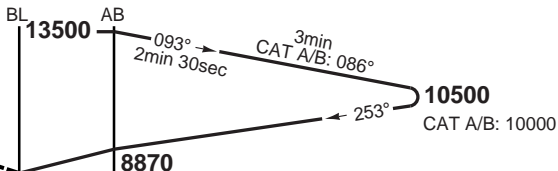
NDB <b>333 AB</b>	FAT <b>253°</b>	DTHR Elev <b>7592</b>	AD Elev <b>7626</b>	TL ATC	TA <b>13500</b>
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50 - 8

MAPt BL

Turn left as soon as practicable to 193° from [BL] climbing to **13500**, then turn right to [AB] and hold.



ACFT	2NDB	Circling <sup>a</sup>
A	8000 (408) 1900m	<b>8110</b> (485) 1.9km
B		<b>8140</b> (515) 1.9km
C		<b>8630</b> (1005) 2.4km
D		<b>8630</b> (1005) 3.6km

<sup>a</sup> NA between sector R315 clockwise to R068.

GS	80	100	120	140	160
ROD 3.6°	520	650	770	900	1030
AB +20s	<b>8700</b>	<b>8660</b>	<b>8620</b>	<b>8580</b>	<b>8530</b>
+40s	<b>8530</b>	<b>8450</b>	<b>8360</b>	<b>8280</b>	<b>8190</b>
+60s	<b>8360</b>	<b>8240</b>	<b>8110</b>	-	-
AB - 8020	1:40	1:20	1:07	0:57	0:50

LDA 3325x45  
10908x147ft  
P 3° L/R



NALS

Note: Non CDFA minima shown on page 51 - 1.

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Change: New print.

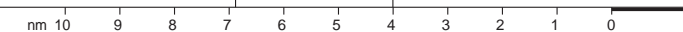
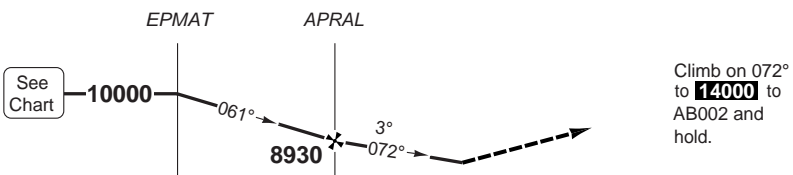
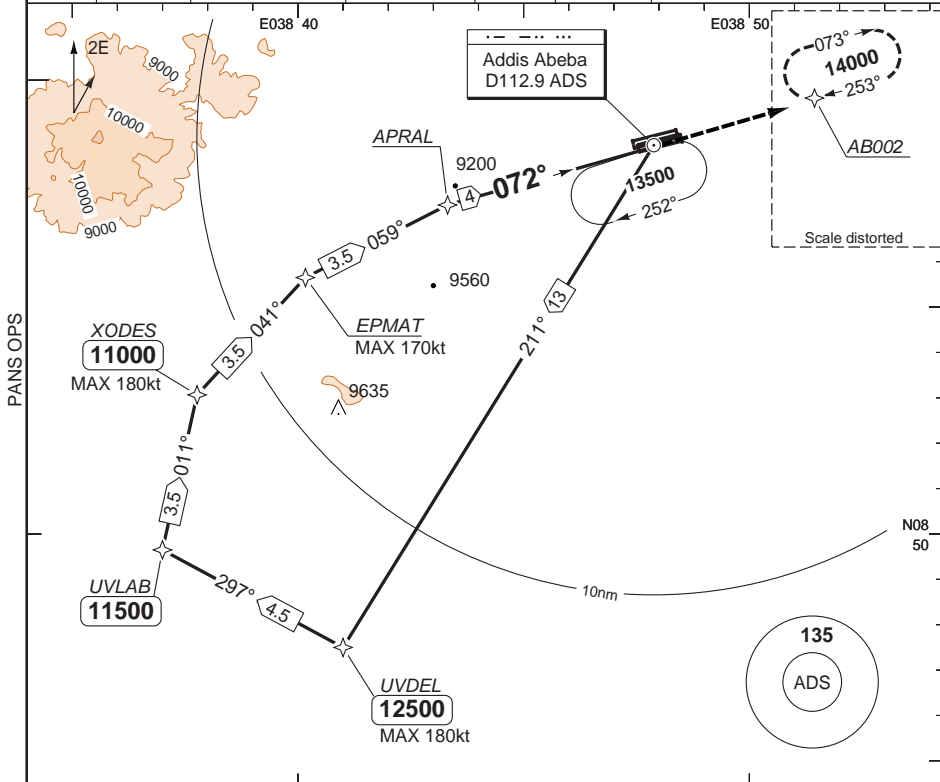
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# RNAV (GPS) RWY 07L VOR

# Bole INTL ADDIS ABEBA

Bole APP <b>119.7</b>	TWR <b>118.1</b>	GND <b>121.9</b>
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RNAV	FAT <b>072°</b>	DTHR Elev <b>7618</b>	AD Elev <b>7626</b>	TL ATC	TA <b>13500</b>
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ACFT	LNAV	Circling <b>(a)</b>
A	<b>8250</b> (632)	<b>8260</b> (632) 1.5km
B	1500m	<b>8260</b> (632) 1.6km
C	<b>8250</b> (632)	<b>8660</b> (1030) 2.4km
D	2400m	<b>8660</b> (1030) 3.6km

**(a)** Not permitted North of RWY

THR	3.0° ALT
07L	
4	<b>8930</b>
3	<b>8620</b>
2	<b>8300</b>
1.8	<b>8250</b>

LDA 3375x45  
11072x147ft  
P 2.95°L/R



GS	80	100	120	140	160
ROD 3.0°	430	530	640	740	850

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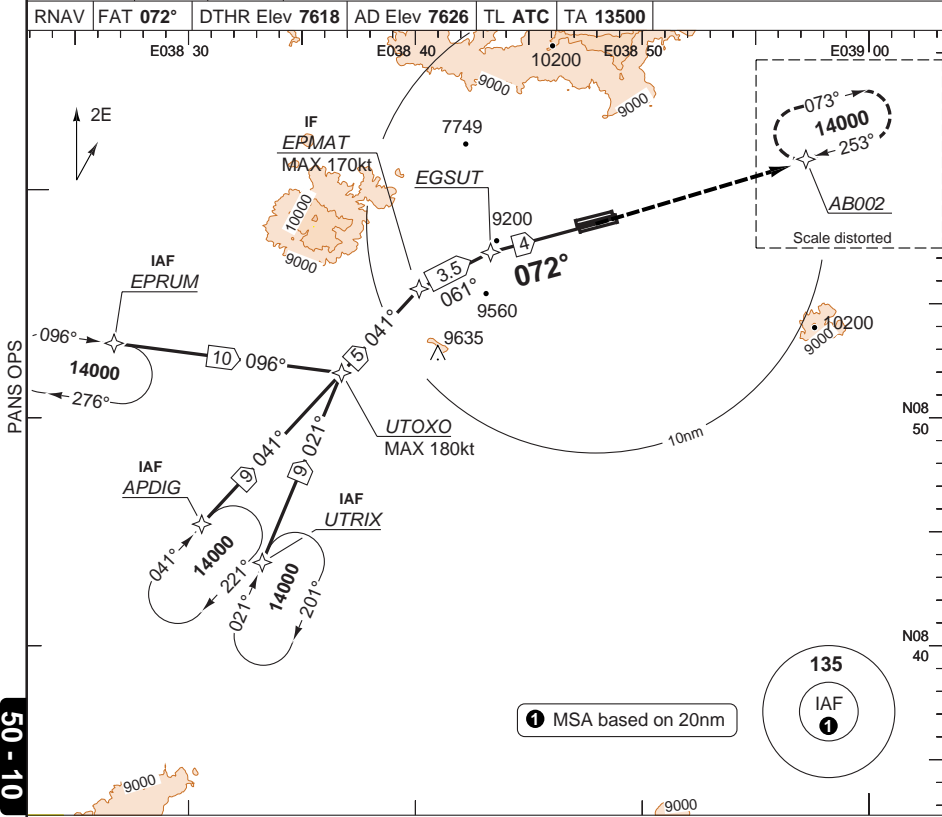
NALS

50 - 9

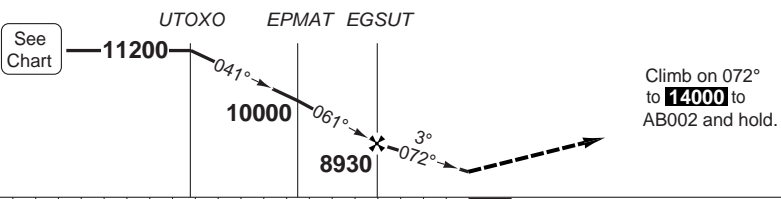
# RNAV (GPS) RWY 07R

# Bole INTL ADDIS ABEBA

Bole APP <b>119.7</b>	TWR <b>118.1</b>	GND <b>121.9</b>
RNAV <b>072°</b>	FAT <b>072°</b>	DTHR Elev <b>7618</b>
AD Elev <b>7626</b>	TL ATC <b>13500</b>	TA <b>13500</b>



50 - 10



nm 23 22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1 0

ACFT	LNAV	Circling <sup>(a)</sup>	<sup>(a)</sup> Not permitted North of RWY
A	<b>8250</b> (632)	<b>8260</b> (632) 1.5km	
B	1500m	<b>8260</b> (632) 1.6km	
C	<b>8250</b> (632)	<b>8660</b> (1030) 2.4km	
D	2400m	<b>8660</b> (1030) 3.6km	

THR 07R	3.0° ALT	LDA 3440x45 11286x147ft
4	<b>8930</b>	P 3°
3	<b>8620</b>	
2	<b>8300</b>	
1.8	<b>8250</b>	

GS	80	100	120	140	160
ROD 3.0°	430	530	640	740	850



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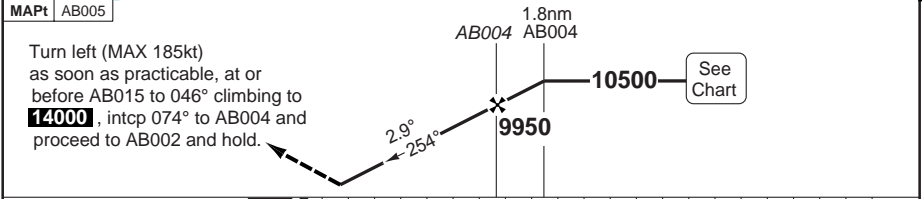
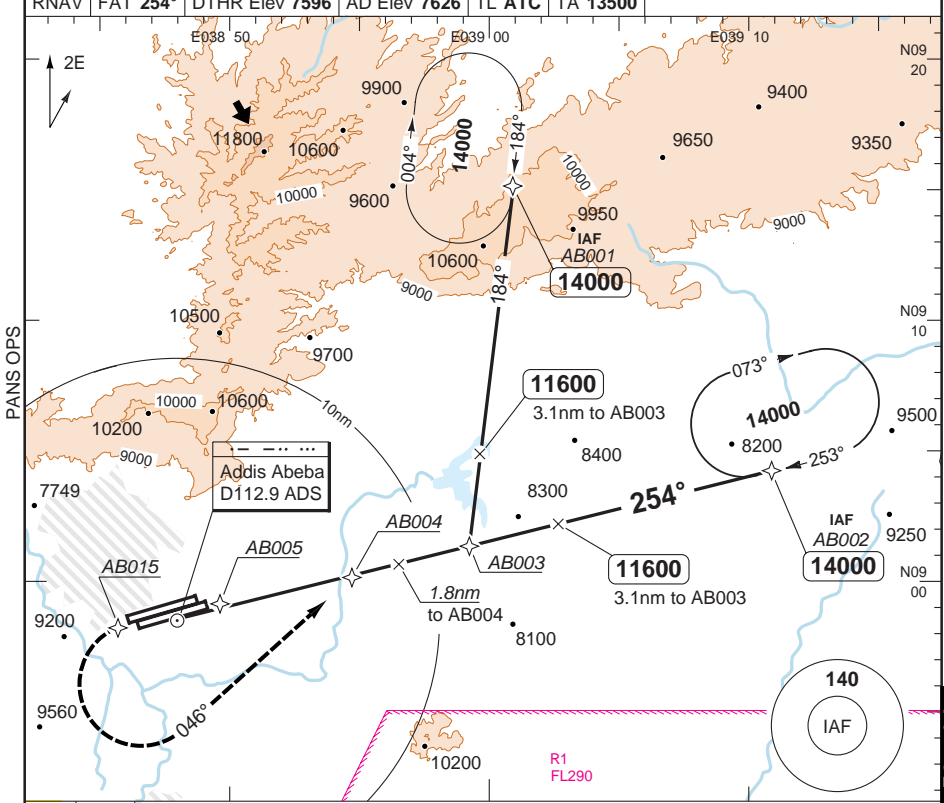
BALS

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# RNAV (GPS) RWY 25L

# Bole INTL ADDIS ABEBA

Bole APP <b>119.7</b>	TWR <b>118.1</b>	GND <b>121.9</b>
RNAV <b>FAT 254°</b>	DTHR Elev <b>7596</b>	AD Elev <b>7626</b>
TL ATC	TA <b>13500</b>	



ACFT		<b>LNAV 4%</b>	<b>Circling</b>		<b>ⓐ</b> Not permitted North of RWY Note: CAT A/B NA		THR 25L	2.8° ALT	LDA 3440x45 11286x147ft
C	8020 (420) 1200m	8660 (1030) 2.4km	8660 (1030) 3.6km	8660 (1030) 3.6km	8660 (1030) 3.6km	8660 (1030) 3.6km	9.5	10500	P 3°
D							8	10050	
							7	9750	
							5	9150	
							4	8850	
							3	8550	
							MAPt	8100	
GS	80	100	120	140	160		1.3	8020	
ROD 2.8°	410	510	610	710	810				

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50 - 11

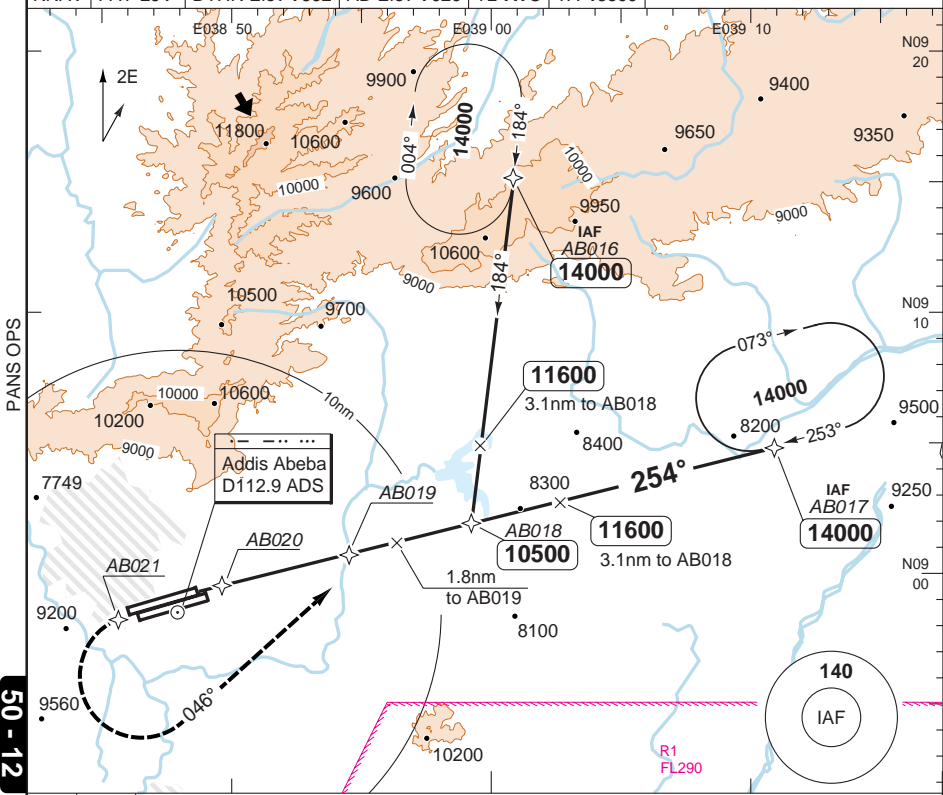
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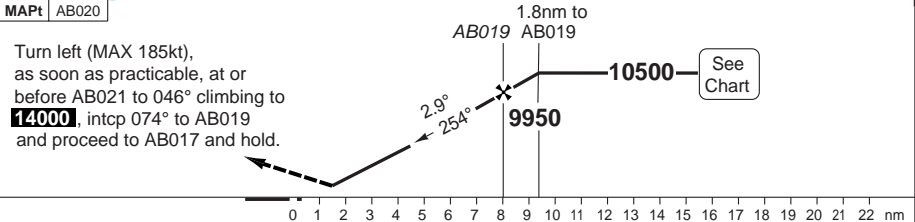
# RNAV (GPS) RWY 25R

# Bole INTL ADDIS ABEBA

Bole APP <b>119.7</b>	TWR <b>118.1</b>	GND <b>121.9</b>
RNAV <b>FAT 254°</b>	DTHR Elev <b>7592</b>	AD Elev <b>7626</b>
TL ATC	TA <b>13500</b>	



50 - 12



ACFT	<b>LNAV 4%</b>	<b>Circling</b>	Not permitted North of RWY <b>Note:</b> CAT A/B NA					THR 25R	2.8° ALT	LDA 3325x45 10908x147ft P 3° L/R
C	<b>8020</b> (420) 1900m	<b>8660</b> (1030) 2.4km						9.5	<b>10500</b>	 NALS
D		<b>8660</b> (1030) 3.6km						8	<b>10050</b>	
							7	<b>9750</b>		
							5	<b>9150</b>		
							4	<b>8850</b>		
							3	<b>8550</b>		
GS	80	100	120	140	160	MAPt	<b>8100</b>			
ROD 2.8°	410	510	610	710	810	1.3	<b>8020</b>			

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## JAR-OPS Landing Minima

Bole INTL ADDIS ABEBA

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		C				D			
R/W	Procedure	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m
07L	RNAV (GPS)	<b>8250</b>	640	2000	N/A	<b>8250</b>	640	2000	N/A
07R	RNAV (GPS)	<b>8250</b>	640	1800	2000	<b>8250</b>	640	2000	2000
25L	ILS/DME	<b>7800</b>	200	550	1000	<b>7800</b>	200	550	1000
25L	LOC/DME	<b>7970</b>	370	1000	1800	<b>7970</b>	370	1400	2000
25L	VOR/DME	<b>8020</b>	420	1000	1800	<b>8020</b>	420	1400	2000
25L	RNAV (GPS)(M/App 4%)	<b>8020</b>	420	1000	1800	<b>8020</b>	420	1400	2000
25R	ILS	<b>7800</b>	200	1000	N/A	<b>7800</b>	200	1000	N/A
25R	LOC	<b>7850</b>	250	1600	N/A	<b>7850</b>	250	1800	N/A
25R	VOR/DME	<b>8020</b>	420	1800	N/A	<b>8020</b>	420	2000	N/A
25R	VOR/DME (via DME arc)	<b>8000</b>	410	1800	N/A	<b>8000</b>	410	2000	N/A
25R	VOR/DME (ADS)+2NDB (AB/BL)	<b>N/A</b>	N/A	N/A	N/A	<b>N/A</b>	N/A	N/A	N/A
25R	2NDB (AB/BL)	<b>8000</b>	410	1800	N/A	<b>8000</b>	410	2000	N/A
25R	RNAV (GPS)(M/App 4%)	<b>8020</b>	420	1800	N/A	<b>8020</b>	420	2000	N/A

Notes:

CIRCLING		C			D		
R/W	Procedure	MDA QNH ft	MDH QFE ft	Vis m	MDA QNH ft	MDH QFE ft	Vis m
07L/R	RNAV (GPS)(4)	<b>8660</b>	1030	2400	<b>8660</b>	1030	3600
25L/R	RNAV (GPS)(M/App 4%)(4)	<b>8660</b>	1030	2400	<b>8660</b>	1030	3600
25L	VOR/DME (2)	<b>8660</b>	1030	2400	<b>8660</b>	1030	3600
25L/R	ILS, LOC (1)	<b>8660</b>	1030	2400	<b>8660</b>	1030	3600
25R	VOR/DME (ARC)(1)	<b>8660</b>	1030	2400	<b>8660</b>	1030	3600
25R	2NDB (1)	<b>8630</b>	1010	2400	<b>8630</b>	1010	3600
25R	VOR/DME (3)	<b>8660</b>	1030	2400	<b>8660</b>	1030	3600
25R	VOR/DME+2NDB (3)	<b>N/A</b>	N/A	N/A	<b>N/A</b>	N/A	N/A

Notes:

- (1) NA between sector R315 clockwise to R068.
- (2) NA between sector R315 clockwise to R058.
- (3) NA between sector R315 clockwise to R048.
- (4) NA North of AD.

TAKE-OFF		C		D	
Runway	Facilities	RVR	Vis	RVR	Vis
All	REDL and/or RCL	400	-	400	-
All	Nil (Day only)	500	-	500	-

Notes:

## JAR-OPS Landing Minima

Bole INTL **ADDIS ABEBA**

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		A				B			
R/W	Procedure	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m
07L	RNAV (GPS)	<b>8250</b>	640	1500	N/A	<b>8250</b>	640	1500	N/A
07R	RNAV (GPS)	<b>8250</b>	640	1500	1500	<b>8250</b>	640	1500	1500
25L	ILS/DME	<b>7800</b>	200	550	1000	<b>7800</b>	200	550	1000
25L	LOC/DME	<b>7970</b>	370	900	1500	<b>7970</b>	370	1000	1500
25L	VOR/DME	<b>8020</b>	420	900	1500	<b>8020</b>	420	1000	1500
25L	RNAV (GPS)(M/App 4%)	<b>N/A</b>	N/A	N/A	N/A	<b>N/A</b>	N/A	N/A	N/A
25R	ILS	<b>7800</b>	200	1000	N/A	<b>7800</b>	200	1000	N/A
25R	LOC	<b>7850</b>	250	1500	N/A	<b>7850</b>	250	1500	N/A
25R	VOR/DME	<b>8020</b>	420	1500	N/A	<b>8020</b>	420	1500	N/A
25R	VOR/DME (via DME arc)	<b>N/A</b>	N/A	N/A	N/A	<b>N/A</b>	N/A	N/A	N/A
25R	VOR/DME (ADS)+2NDB (AB/BL)	<b>8000</b>	410	1500	N/A	<b>8000</b>	410	1500	N/A
25R	2NDB (AB/BL)	<b>8000</b>	410	1500	N/A	<b>8000</b>	410	1500	N/A
25R	RNAV (GPS)(M/App 4%)	<b>N/A</b>	N/A	N/A	N/A	<b>N/A</b>	N/A	N/A	N/A

Notes:

CIRCLING		A			B		
R/W	Procedure	MDA QNH ft	MDH QFE ft	Vis m	MDA QNH ft	MDH QFE ft	Vis m
07L/R	RNAV (GPS)(4)	<b>8110</b>	490	1500	<b>8160</b>	540	1600
25L/R	RNAV (GPS)(M/App 4%)(4)	<b>N/A</b>	N/A	N/A	<b>N/A</b>	N/A	N/A
25L	VOR/DME (2)	<b>8110</b>	490	1500	<b>8160</b>	530	1600
25L/R	ILS, LOC (1)	<b>8110</b>	490	1500	<b>8160</b>	530	1600
25R	VOR/DME (ARC)(1)	<b>N/A</b>	N/A	N/A	<b>N/A</b>	N/A	N/A
25R	2NDB (1)	<b>8110</b>	490	1500	<b>8140</b>	520	1600
25R	VOR/DME (3)	<b>8110</b>	490	1500	<b>8160</b>	530	1600
25R	VOR/DME+2NDB (3)	<b>8110</b>	490	1500	<b>8140</b>	520	1600

Notes:

- (1) NA between sector R315 clockwise to R068.
- (2) NA between sector R315 clockwise to R058.
- (3) NA between sector R315 clockwise to R048.
- (4) NA North of AD.

TAKE-OFF		A		B	
Runway	Facilities	RVR	Vis	RVR	Vis
All	REDL and/or RCL	400	-	400	-
All	Nil (Day only)	500	-	500	-

Notes: