

Aeronautical Information Management Air Navigation Department Civil Aviation Authority P.O. Box 73 DOHA STATE OF QATAR Tel: +974 4470 5566 / +974 4470 5577 Fax: +974 4470 5678 AFS: OTHHYOYX Email: aim@caa.gov.qa URL: https://www.caa.gov.qa/en	 STATE OF QATAR  الهيئة العامة للطيران المدني Civil Aviation Authority دولة قطر • State of Qatar	Aeronautical Information Circular 08/2026 Publication date: 11 JUN 2026
--	--	---

OTHH - HAMAD INTERNATIONAL AIRPORT STAR ISSUANCE AND PLANNING GUIDANCE

1 INTRODUCTION

1.1 This AIC provides guidance to aircraft operators on the use of Trombone STARs within the Doha TMA and the expected track shortening that may occur during peak and off-peak periods. The values are provided for reference only and do not constitute mandatory planning minima. Aircraft operators remain fully responsible for ensuring compliance with all applicable flight planning requirements and regulatory obligations.

2 LINEAR HOLDING

2.1 Linear holding is used within the Doha TMA to significantly reduce the need for traditional holding patterns.

2.2 A method of implementing linear holding is by introducing trombone-shaped extended arrival routes (STAR). These Trombone STARs absorb delays at higher levels and allow ATC to delay, sequence, and integrate aircraft arrivals by giving routings along predefined variable legs to specific points, instead of providing radar headings or flying a racetrack holding pattern. The STAR also provides a number of regularly spaced waypoints defined in the trombone and downwind segments to allow the controller to issue track shortening instructions when compliance with the full arrival is not required or for improved sequencing.

2.3 Primary standard arrival procedures at Hamad International Airport include sequencing "Trombones" with extendable tracks, which are used proportionally according to traffic demand. Where traffic demand or sequencing allows for track shortening, instead of vectoring, an aircraft may be cleared direct to an RNAV waypoint and the controller will provide the anticipated track miles to touchdown.

3 FLIGHT PLANNING FOR PEAK/OFF-PEAK PERIODS

3.1 During Peak Periods, ATC will issue a Trombone type STAR and aircraft may be expected to fly the full length of the STAR depending on traffic. It is important to note that, even during off-peak times, longer STAR may be issued tactically due to factors such as military activity, overflight traffic or sequencing purpose. In such cases, ATC will provide estimated track miles for accurate planning.

3.2 During the off-peak periods for Runway 34 aircraft may flight plan the short-cut STAR (Designation letter V, e.g. VEDED 1V). During off-peak arrivals for runway 16 aircraft may flight plan the short-cut STAR (Designation letter H, e.g. VEDED 2H).

4 DOHA ATFM DAILY PLAN

4.1 Refer to Aeronautical Information Management NOTAMs or the Doha ATFM Daily Plan for the latest peak arrival times. All times refer to flight entry into the DOHA FIR (OTDF).

4.2 To request access to the Doha ATFM Daily Plan, email doha.atfm@caa.gov.qa. The plan is at <https://atfm.gov.qa>

5 EXPECTED TRACK SHORTENING

5.1 The table below shows the study completed by QCAA to show the average expected track miles flown on the Trombone STAR by arriving aircraft during peak and off-peak periods.

STAR	RWY 16		RWY 34	
	PEAK (NM)	OFF PEAK (NM)	PEAK (NM)	OFF PEAK(NM)
ALKAN	128	106	112	98
HAYYA	146	134	137	121
VEDED	126	109	130	111
TOSNA	134	122	132	114
LAEEB	101	83	110	90
TOVOX	110	100	112	101
ORLEK	125	118	90	90

Note: The data will be reviewed periodically

6 VARIATIONS

6.1 Actual distances flown may vary due to operational reasons including but not limited to emergencies, weather, traffic loading, airspace and runway availability. Operators may expect additional mileage beyond the table above during single runway operations, weather disruptions, or airspace closures. Operators should consult the NOTAM and Doha ATFM Daily Plan for more details.

6.2 To assist in early planning of diversions during unforeseen disruptions, Doha ATC shall promulgate delays via the arrival ATIS as well as informing neighbouring FIRs.

-END-