

Page 1
Changed chart(s) since Disc 06-2010
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.
ACT PROCEDURE IDENT INDEX REV DATE EFF DATE

No revision activity since Disc 06-2010

TERMINAL CHART NOTAMs

Chart NOTAMs for Airport OMDB

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Contact DUBAI Arrival if full rwy length is required for ldg.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Until 9 AUG 10 trial reduced rwy separation mnm. Pilots to be aware of the possibility of a go-around when no ldg clearance has been received approaching 2.5NM from THR, with another acft lined up or departing.

General Info

Dubai, ARE

N 25° 15.2' E 55° 21.9' Mag Var: 1.4°E

Elevation: 59'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: 100LL, Jet A-1

Oxygen: High Pressure

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+4:00 no DST

Runway Info

Runway 12L-30R 13123' x 197' asphalt

Runway 12R-30L 14590' x 197' asphalt

Runway 12L (120.0°M) TDZE 10'

Lights: Edge, ALS, Centerline, REIL, TDZ

Right Traffic

Displaced Threshold Distance 1312'

Stopway Distance 197'

Runway 12R (120.0°M) TDZE 10'

Lights: Edge, ALS, Centerline, REIL, TDZ

Right Traffic

Displaced Threshold Distance 2346'

Stopway Distance 836'

Runway 30L (300.0°M) TDZE 59'

Lights: Edge, ALS, Centerline, REIL, TDZ

Displaced Threshold Distance 433'

Stopway Distance 403'

Runway 30R (300.0°M) TDZE 31'

Lights: Edge, ALS, Centerline, REIL, TDZ

Stopway Distance 197'

Communications Info

ATIS **131.7**

Dubai Tower **119.55**

Dubai Tower **119.05** Secondary

Dubai Tower **118.75**

Dubai Ground Control **118.85** Secondary

Dubai Ground Control **118.35**

Dubai Clearance Delivery **120.35**

Dubai Director Approach Control **127.9**

Dubai Departures Approach Control **126.2**

Dubai Departures Approach Control **124.45** Secondary

Dubai Arrivals Approach Control **124.9**

Dubai Arrivals Approach Control **120.25** Secondary

Notebook Info

OMDB/DXB
DUBAI INTL

28 AUG 09

JEPPESEN

10-1P

DUBAI, UAE
AIRPORT BRIEFING**1. GENERAL****1.1. ATIS**

D-ATIS 131.7

1.2. LOW VISIBILITY PROCEDURES (LVP)

Low Visibility Procedure become effective when:

- Touchdown RVR is 600m or less and/or
- VIS 600m or less and/or
- Ceiling 300' or less.

Regulations require serviceable surface movement radar for operations to continue when VIS or RVR is 350m or less. Any unserviceability may result in delays in the affected areas of coverage.

During LVP pilots are required to use full length departures and the associated CAT II holding points.

Arriving ACFT shall delay reporting "Runway vacated" until the ACFT has completely passed the end of the green/amber coded TWY centerline lights.

1.3. TAXI PROCEDURES

TWYs U, W, Y and Z MAX 10 Kts.

1.4. PARKING INFORMATION**1.4.1. GENERAL**

Broken turn-on lines are for DC10/L1011 and solid turn-on lines are for B747 and all other ACFT.

1.4.2. DOCKING GUIDANCE SYSTEM

Parking stands are equipped with Visual Docking Guidance System.

The ACFT is guided to the stand with the aid of a visual display system consisting of digital stand reference panel, digital guidance lights, digital azimuth lights and remote control panel.

The unit is interactive; i.e. it can be programmed to display the required stand number, the ACFT code type, welcoming messages, etc.

The unit identifies the presence and shape of the ACFT with the aid of laser emission.

The indication lights are based on arrows guiding the pilot to manoeuvre the ACFT towards the centerline.

An alphanumeric display panel is also provided to convey messages. e.g. STOP.

The VDGS should be approached at a MAX 3 kts.

The VDGS units can be controlled and monitored from one central workstation.

No marshaller will be present in bays equipped with full automatic VDGS. In the event of malfunction of VDGS, pilot should hold position and inform ATC.

1.5. OTHER INFORMATION

Birds.

RWYs 12L and 12R right-hand circuit.

OMDB/DXB
DUBAI INTL

28 AUG 09

JEPPESEN

10-1P1

DUBAI, UAE
AIRPORT BRIEFING**2. ARRIVAL****2.1. CAT II/III OPERATIONS**

RWY 12L/30R approved for CAT II/III operations, special aircrew and ACFT certification required.

2.2. RWY OPERATIONS**2.2.1. RWY 30R IN USE-LANDING PRECAUTION**

Positively identify the landing RWY.

When RWY 30R is in use pilots are reminded to ensure that they have correctly identified their landing RWY. As RWY 30L is staggered approx 1.5 NM to the East of RWY 30R, it may be the first RWY visually sighted by crew on approach to RWY 30R. RWY 30R approach lights and PAPI will be selected on at all times when the RWY is in use and those of RWY 30L will be switched-off.

2.2.2. VACATING THE RWY

Pilots are reminded of their responsibilities when vacating the RWY and are therefore requested to:

- Plan their exit points prior to landing.
- Vacate the RWY expeditiously until the entire ACFT is clear of the RWY holding position.
- Do not stop or reduce speed to less than normal taxi speed prior to crossing the RWY holding position.
- Remain on the Tower frequency until instructed otherwise.

It is understood that some confusion may have been caused by certain amber lights on either side of the TWY centreline lights. These do not infer or instruct an ACFT to hold prior to vacating the RWY.

Pilots should note that a yellow dashed line in conjunction with 3 amber lights across a TWY centerline, delineates a TWY Intermediate Holding Position. These positions provide separation for all ACFT from other ACFT on an intersecting TWY. Pilots should not stop at TWY Intermediate Holding Positions, unless specifically instructed to do so by ATC.

OMDB/DXB
DUBAI INTL

JEPPESEN
24 JUL 09 (10-1P2)

DUBAI, UAE
AIRPORT BRIEFING

3. DEPARTURE

3.1. START-UP, PUSH-BACK & TAXI PROCEDURES

Departing ACFT shall contact DUBAI Delivery 10 min prior to start-up and pass the following information:

ACFT callsign, ACFT type, parking stand, requested flight level, destination, route and ACFT routing via A418/P574 or A419 report crossing level for PAPAR/DARAX.

Engine runs on bays are only permitted at IDLE and MAX 5 min.

Requests shall be made at least 30 min prior to start-up.

ACFT will normally be expected to start-up during push-back. ACFT wishing to start engines either before or after push-back should notify ATC. In case of Apron C operations 10 min prior notice is required.

Dubai National Air Travel Agency, Jet Aviation and certain operating companies with own trained drivers are the only approved agencies for executing push-backs. Their procedures are mandatory.

However it is the pilot's responsibility, to obtain push-back clearance from ATC and relay the same to their ground engineer prior to commencing push-back.

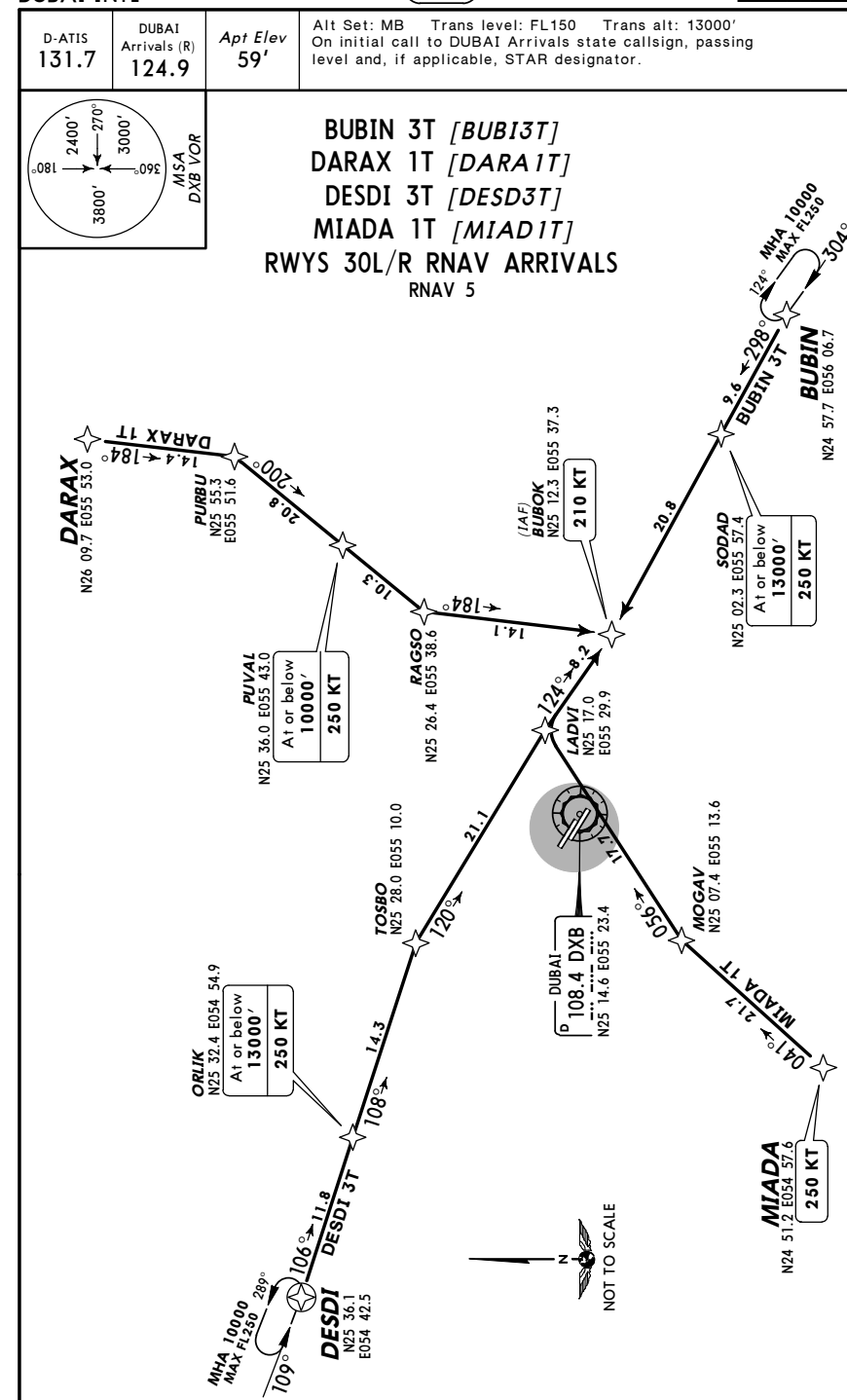
Push-back clearances include instructions to face East or West as appropriate.

Due to road crossings on TWYs J and U Aprons B and F pilots are advised to switch on nose wheel lights while taxiing in these areas. Lights should be switched off prior to entering parking bays.

OMDB/DXB
DUBAI INTL

JEPPESEN
17 JUL 09 (10-2) Eff 30 Jul

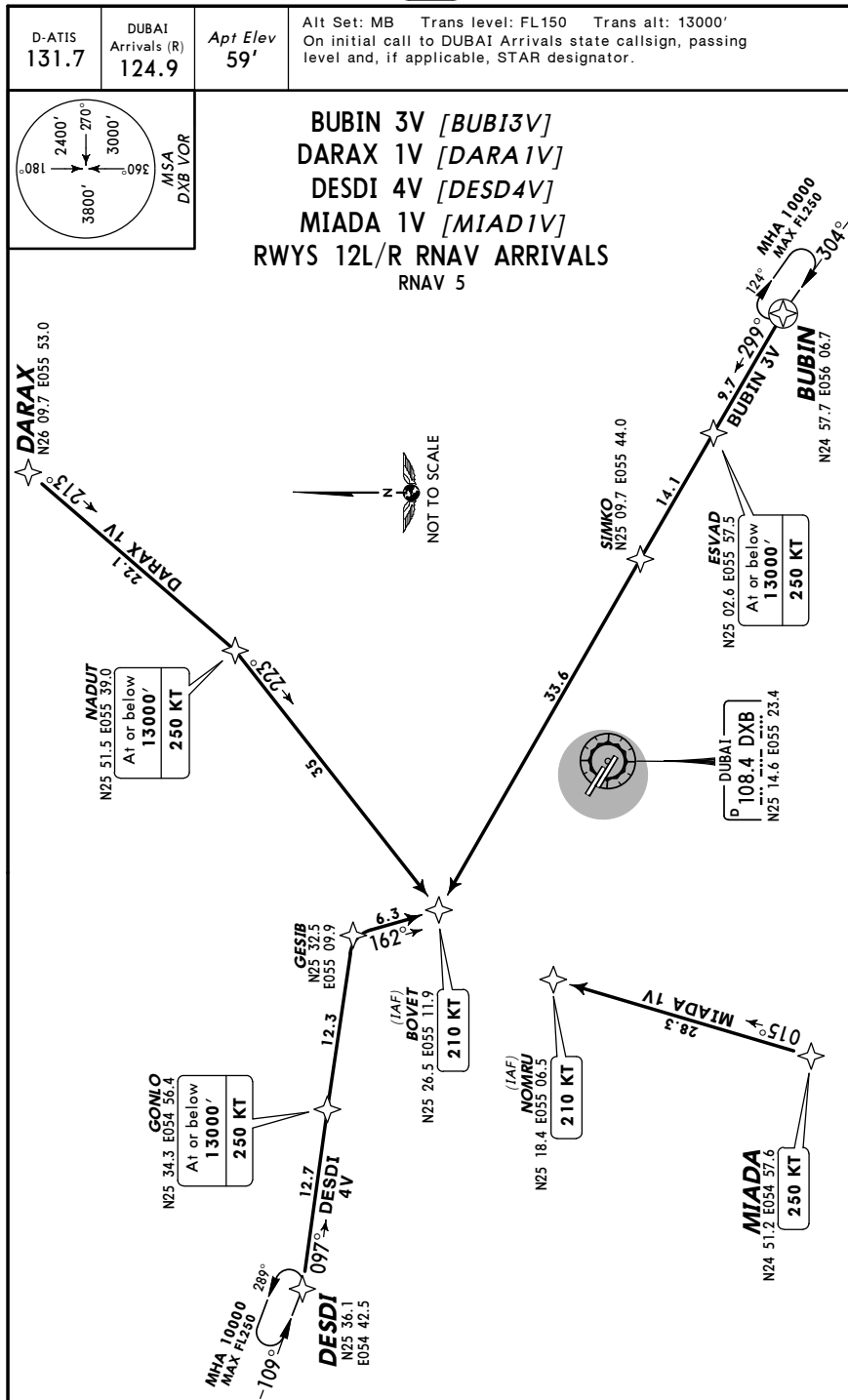
DUBAI, UAE
RNAV STAR



OMDB/DXB
DUBAI INTL

JEPPesen
17 JUL 09 (10-2A) Eff 30 Jul

DUBAI, UAE
RNAV STAR



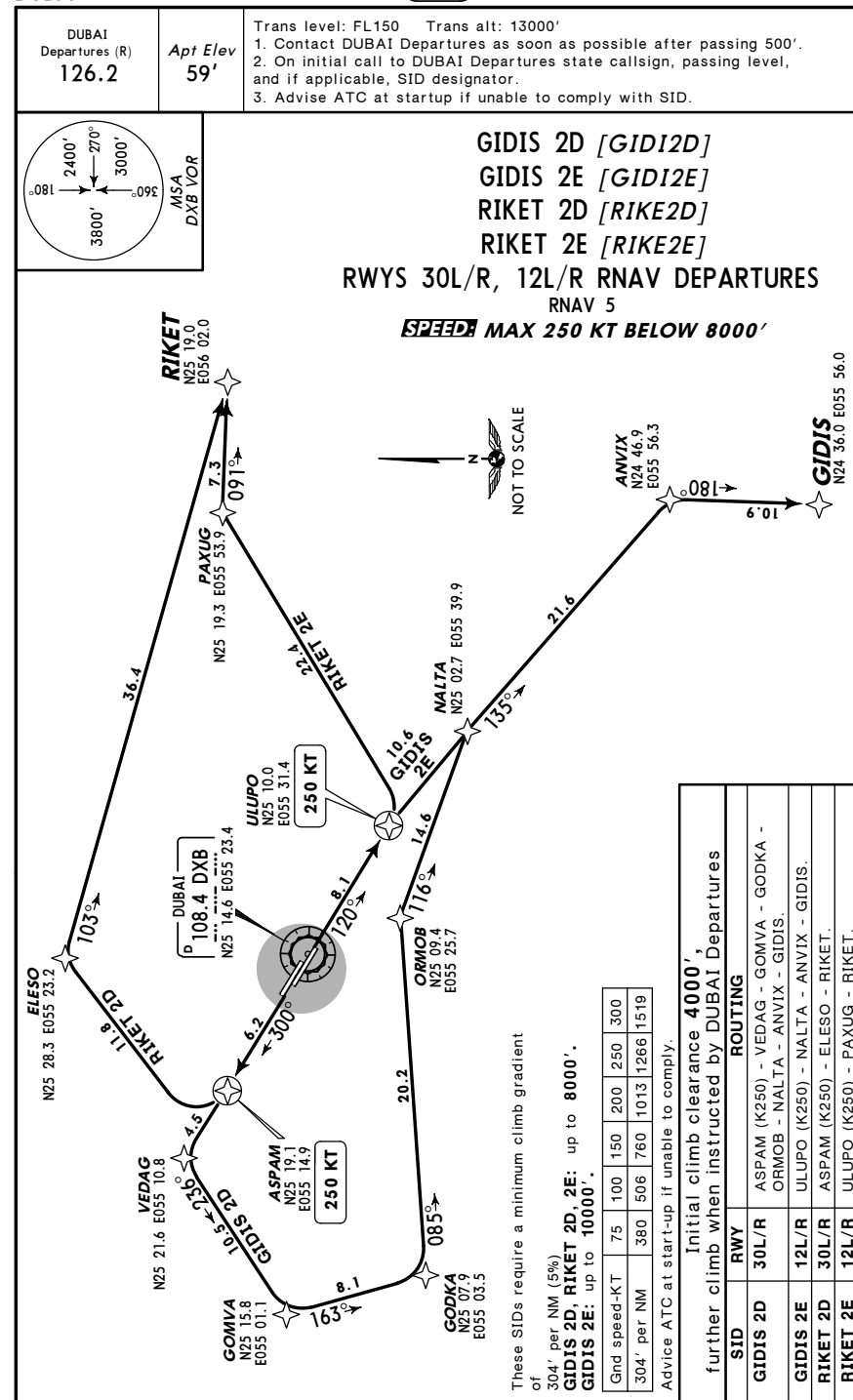
CHANGES: Availability; ballnote withdrawn.

© JEPPesen, 2002, 2009. ALL RIGHTS RESERVED.

OMDB/DXB
DUBAI INTL

JEPPesen
18 SEP 09 (10-3) Eff 24 Sep

DUBAI, UAE
RNAV SID



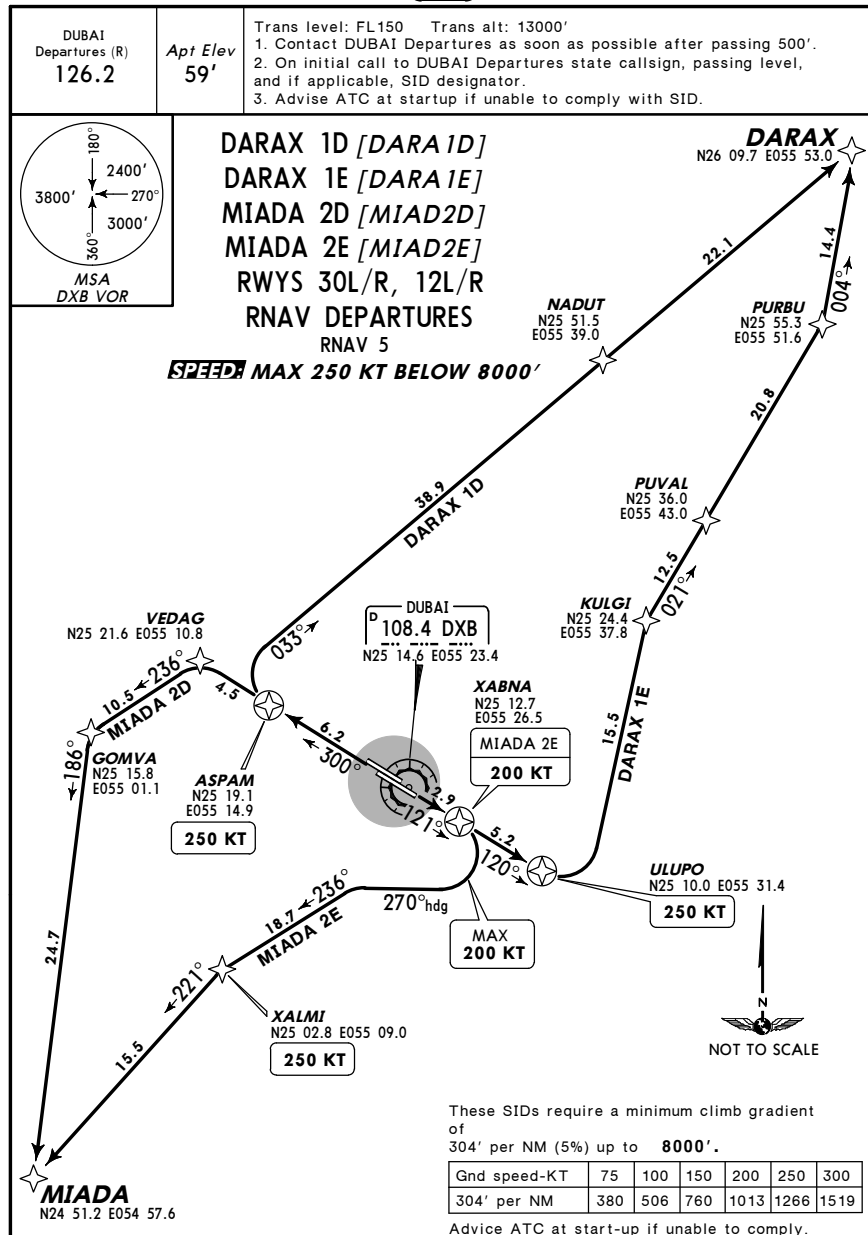
CHANGES: LALDO SIDs replaced by RIKET.

© JEPPesen, 2002, 2009. ALL RIGHTS RESERVED.

OMDB/DXB
DUBAI INTL

JEPPesen
18 SEP 09 10-3A Eff 24 Sep

DUBAI, UAE
RNAV SID



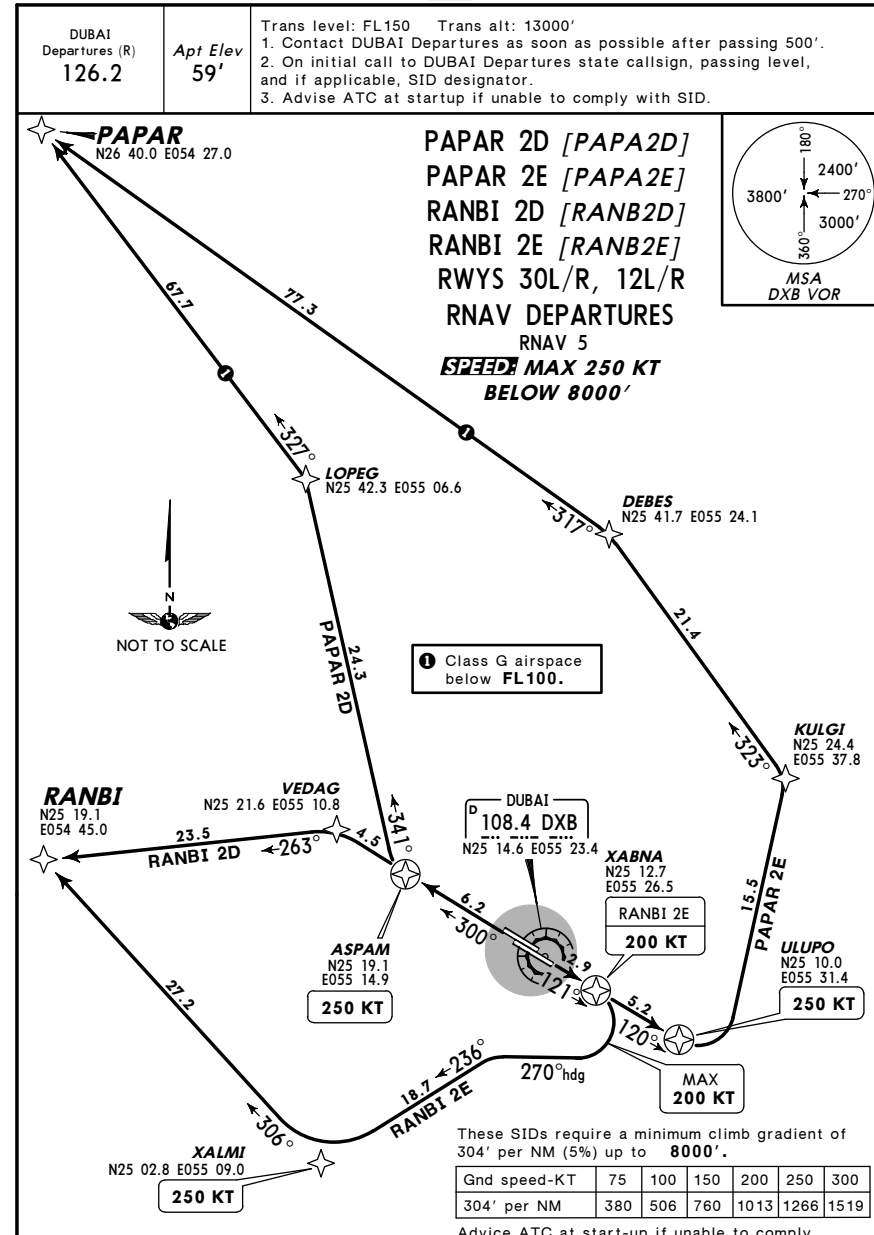
Initial climb clearance 4000', further climb when instructed by DUBAI Departures		
SID	RWY	ROUTING
DARAX 1D	30L/R	ASPAM (K250) - NADUT - DARAX.
DARAX 1E	12L/R	ULUPO (K250) - KULGI - PUVAL - PURBU - DARAX.
MIADA 2D	30L/R	ASPAM (K250) - VEDAG - GOMVA - MIADA.
MIADA 2E	12L/R	XABNA (K200) - XALMI (K250) - MIADA.

① RNAV 1 required. Advise ATC at start-up if unable to comply.

OMDB/DXB
DUBAI INTL

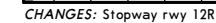
JEPPesen
17 JUL 09 10-3B Eff 30 Jul

DUBAI, UAE
RNAV SID



Initial climb clearance 4000', further climb when instructed by DUBAI Departures		
SID	RWY	ROUTING
PAPAR 2D	30L/R	ASPAM (K250) - LOPEG - PAPAR.
PAPAR 2E	12L/R	ULUPO (K250) - KULGI - DEBES - PAPAR.
RANBI 2D	30L/R	ASPAM (K250) - VEDAG - RANBI.
RANBI 2E	12L/R	XABNA (K200) - XALMI (K250) - RANBI.

② RNAV 1 required. Advise ATC at start-up if unable to comply.



ADDITIONAL RUNWAY INFORMATION									
RWY					USABLE LENGTHS		TAKE-OFF	WIDTH	
					LANDING BEYOND				
					Threshold	Glide Slope			
12L	HIRL (60m) CL (15m) HIALS-II SFL TDZ REIL ①	RVR			11,811' 3600m	10,778' 3285m	②	197'	
30R						11,969' 3648m	③	60m	
① PAPI (angle 3.0°)									
② TORA RWY 12L:					③ TORA RWY 30R:				
From rwy head 13,123' (4000m)					From rwy head 13,123' (4000m)				
twy M2/N2 int 10,630' (3240m)					twy M12/N8 int 11,188' (3410m)				
twy M3/N3 int 9826' (2995m)					twy M10/N7 int 9957' (3035m)				
twy M5/N4 int 7349' (2240m)					twy M9/N6 int 9170' (2795m)				
twy M6/N5 int 6529' (1990m)									
12R	HIRL (60m) CL (15m) HIALS SFL TDZ REIL ①	RVR	12,237' 3730m	11,265' 3434m	⑤	197'			
30L	HIRL (60m) CL (15m) HIALS-II SFL TDZ REIL ①	RVR	14,157' 4315m	13,062' 3982m	⑥	60m			
④ HSTIL, PAPI (angle 3.0°)									
⑤ TORA RWY 12R:					⑥ TORA RWY 30L:				
From rwy head 14,157' (4315m)					From rwy head 14,590' (4447m)				
twy K2/M5 int 13,550' (4130m)					twy K15 int 12,500' (3810m)				
twy K3 int 12,139' (3700m)					twy M18 int 12,139' (3700m)				
twy K4/M7 int 11,844' (3610m)					twy K14/M17 int 10,860' (3310m)				
twy K5 int 11,516' (3510m)					twy K13/M16 int 10,203' (3110m)				
twy K6 int 10,285' (3135m)					twy K12/M15 int 8957' (2730m)				
twy K7/M10 int 9400' (2865m)					twy K11/M14 int 8120' (2475m)				
twy K8/M11 int 8645' (2635m)					twy K9 int 6463' (1970m)				
twy K10/M13 int 6480' (1975m)									

RUNWAY INCURSION HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1 Confusion of TWYs M4 & L4 - There have been several RWY incursions on to RWY 12R at TWY M4 due to the confusion between the two when taxiing westbound on TWY M.

HS2 N4 crossing North to South - Hot Spot area with history of RWY incursions. Pilots are to exercise caution when crossing RWY 12L for DEP RWY 12R.

HS3 TWYs M10 & M11 - Several RWY incursions. TWY M11 permanently closed in 12 direction. TWY M10 - ARR ACFT shall not plan to cross RWY 12R as it blocks the primary Rapid Exit TWY for RWY 12L. TWY M11 stopbar shall be lit to ensure ACFT vacating RWY 12L via TWY M9 do not head straight onto RWY 12R (when stopbar is on associated CL lights are de-energized).

HS4 RWY Holding Points M13A & M14A - Pilots are to be alert when given conditional clearances and to positively identify TFC BFR entering RWY 30R.

HS5 RWY Holding Points M13B & M14B - Hot Spot area with history of RWY incursions. Pilots are to exercise caution when crossing RWY 30R for DEP RWY 30L

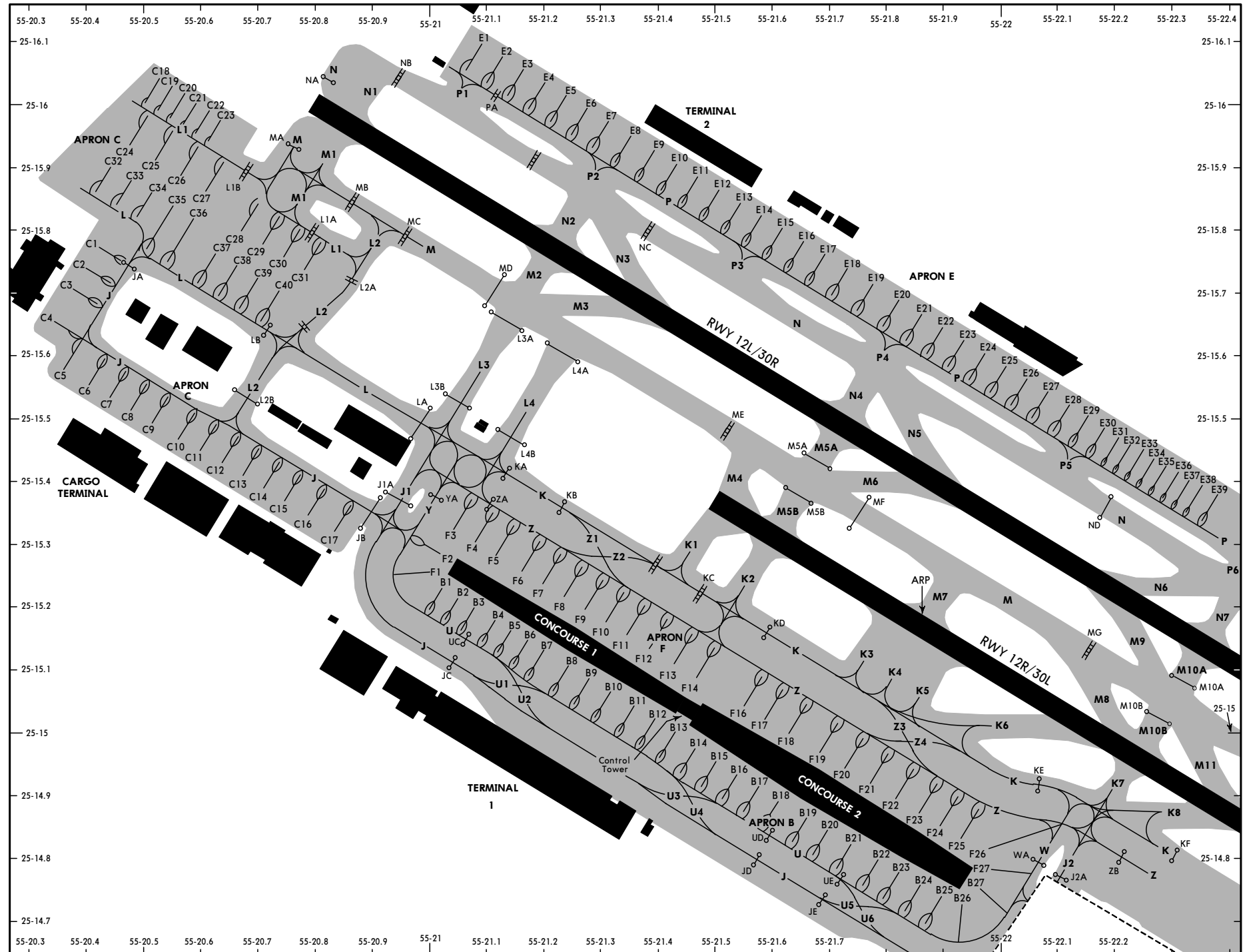
HS6 Confusion of TWY M with both RWYs 12 & 30 direction - Pilots are warned not to confuse TWY M with RWY 12R after crossing RWY 12L via TWY N4 and TWY M5 for DEP RWY 12R. Pilots are warned not to confuse TWY M with RWY 30R after crossing RWY 30L via TWY K10 and TWY M13 or TWY K11 for DEP RWY 30R.

TAKE-OFF									
AIR CARRIER (JAA)					AIR CARRIER (FAR 121)				
All Rwys					Rwy 12R/30L	Rwy 12L/30R	All Rwys		
LVP must be in force ①					①	①			
					CL & RCLM	CL & RCLM			
					TDZ out	TDZ out			
					other two req.	other two req.	Adequate		
							Vis Ref		
A	200m (150m)	250m	400m		2	TDZ RVR 175m	TDZ RVR 200m	RVR 500m	
B					Eng	Mid RVR 175m	Mid RVR 200m		
C									
D	250m (200m)	300m			3 & 4	Roll out RVR 175m	Roll out RVR 150m	VIS 400m	
					Eng				
① For low visibility departures all RVR transmissometers of departure rwy shall be serviceable. If reported meteorological VIS >150m TDZ RVR not required.									

OMDB/DXB

JEPPESEN
10-9B 4 DEC 09

DUBAI, UAE
DUBAI INTL

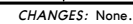


CHANGES: Taxiways renamed.

© JEPPESEN, 2009. ALL RIGHTS RESERVED.

JEPPESSEN
4 DEC 09 10-9C

DUBAI, UAE
DUBAI INTL



OMDB/DXB

JEPPesen
4 DEC 09 (10-9D)

DUBAI, UAE
DUBAI INTL

INS COORDINATES					
STAND No.	COORDINATES		STAND No.	COORDINATES	
B1	N25 15.2	E055 21.0	E24, E25	N25 15.6	E055 22.0
B2 thru B5	N25 15.2	E055 21.1	E26	N25 15.6	E055 22.1
B6	N25 15.2	E055 21.2	E27, E28	N25 15.5	E055 22.1
B7, B8	N25 15.1	E055 21.2	E29 thru E32	N25 15.5	E055 22.2
B9, B10	N25 15.1	E055 21.3	E33	N25 15.5	E055 22.3
B11 thru B13	N25 15.0	E055 21.4	E34 thru E37	N25 15.4	E055 22.3
B14, B15	N25 15.0	E055 21.5	E38 thru E40	N25 15.4	E055 22.4
B16 thru B18	N25 14.9	E055 21.6	E41, E42	N25 15.3	E055 22.5
B19, B20	N25 14.9	E055 21.7	E43	N25 15.3	E055 22.6
B21	N25 14.8	E055 21.7	F1, F2	N25 15.3	E055 21.0
B22, B23	N25 14.8	E055 21.8	F3	N25 15.3	E055 21.3
B24	N25 14.8	E055 21.9	F4, F5	N25 15.3	E055 21.1
B25, B26	N25 14.7	E055 21.9	F6 thru F8	N25 15.2	E055 21.2
B27	N25 14.8	E055 22.0	F9, F10	N25 15.2	E055 21.3
C1	N25 15.8	E055 20.4	F11	N25 15.1	E055 21.3
C2, C3	N25 15.7	E055 20.4	F12, F13	N25 15.1	E055 21.4
C4	N25 15.7	E055 20.3	F14	N25 15.1	E055 21.5
C5, C6	N25 15.6	E055 20.4	F16	N25 15.0	E055 21.5
C7	N25 15.5	E055 20.4	F17, F18	N25 15.0	E055 21.6
C8, C9	N25 15.5	E055 20.5	F19	N25 15.0	E055 21.7
C10	N25 15.5	E055 20.6	F20	N25 14.9	E055 21.7
C11, C12	N25 15.4	E055 20.6	F21, F22	N25 14.9	E055 21.8
C13 thru C15	N25 15.4	E055 20.7	F23	N25 14.9	E055 21.9
C16, C17	N25 15.3	E055 20.8	F24, F25	N25 14.8	E055 21.9
C18, C19	N25 16.0	E055 20.5	F26, F27	N25 14.8	E055 22.0
C20 thru C23	N25 16.0	E055 20.6	G1	N25 14.4	E055 22.7
C24, C25	N25 15.9	E055 20.5	G2 thru G4	N25 14.4	E055 22.8
C26, C27	N25 15.9	E055 20.6	G5	N25 14.4	E055 22.9
C28, C29	N25 15.8	E055 20.7	G6, G7	N25 14.3	E055 22.9
C30	N25 15.7	E055 20.7	G8	N25 14.3	E055 23.0
C31	N25 15.7	E055 20.8	H1, H1A	N25 14.1	E055 23.3
C32	N25 15.9	E055 20.4	H2, H2A	N25 14.1	E055 23.4
C33, C34	N25 15.9	E055 20.5	H3	N25 13.9	E055 23.8
C35	N25 15.9	E055 20.6	H4	N25 14.0	E055 23.6
C36, C37	N25 15.8	E055 20.6			
C38	N25 15.8	E055 20.7			
C39, C40	N25 15.7	E055 20.7			
E1, E2	N25 16.1	E055 21.1			
E3	N25 16.1	E055 21.2			
E4, E5	N25 16.0	E055 21.2			
E6, E7	N25 16.0	E055 21.3			
E8 thru E10	N25 15.9	E055 21.4			
E11, E12	N25 15.9	E055 21.5			
E13	N25 15.8	E055 21.5			
E14, E15	N25 15.8	E055 21.6			
E16, E17	N25 15.8	E055 21.7			
E18	N25 15.7	E055 21.7			
E19, E20	N25 15.7	E055 21.8			
E21	N25 15.7	E055 21.9			
E22, E23	N25 15.6	E055 21.9			

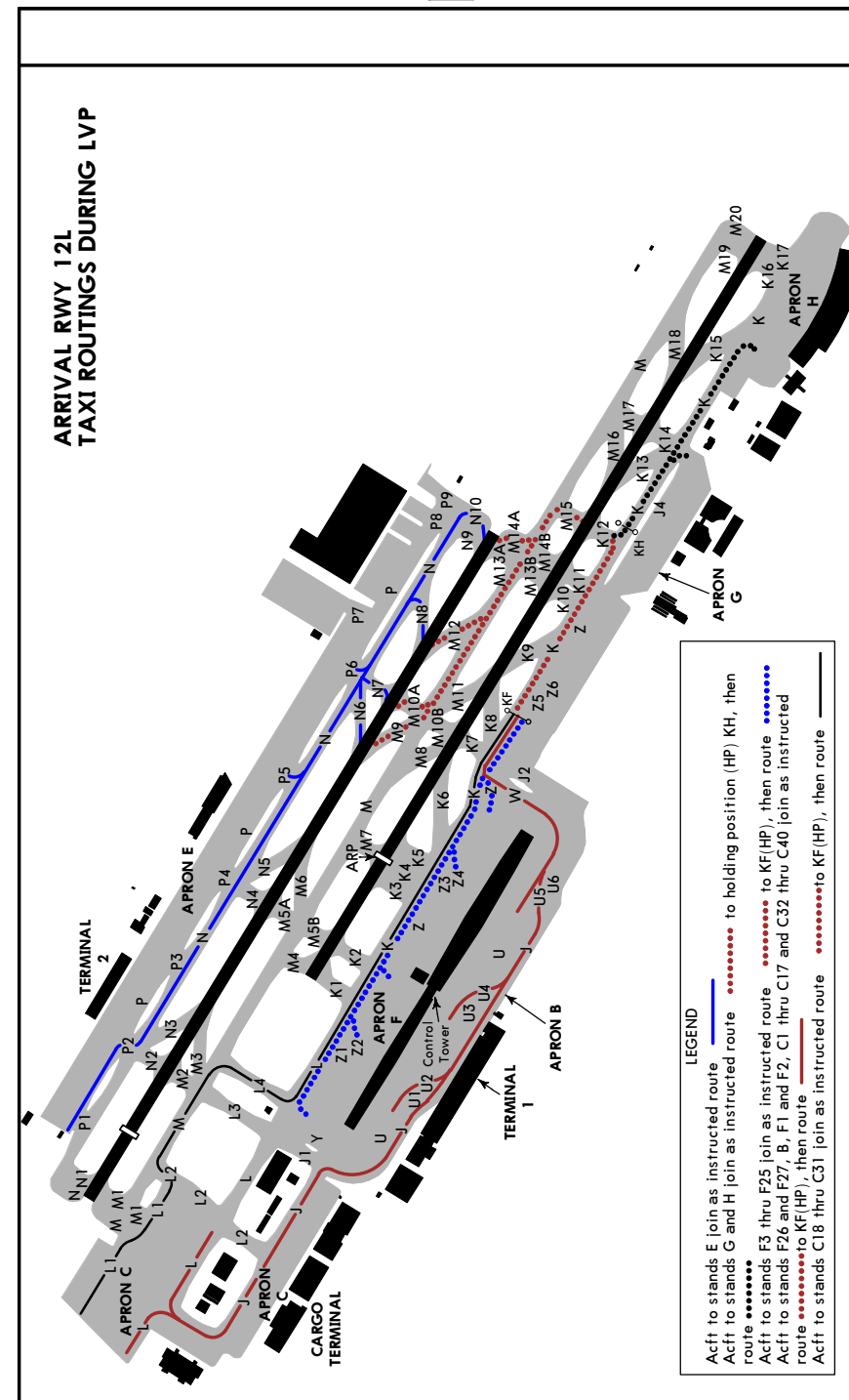
CHANGES: None.

© JEPPesen, 2009. ALL RIGHTS RESERVED.

OMDB/DXB

JEPPesen
4 DEC 09 (10-9E)

DUBAI, UAE
DUBAI INTL



CHANGES: Taxiways renamed.

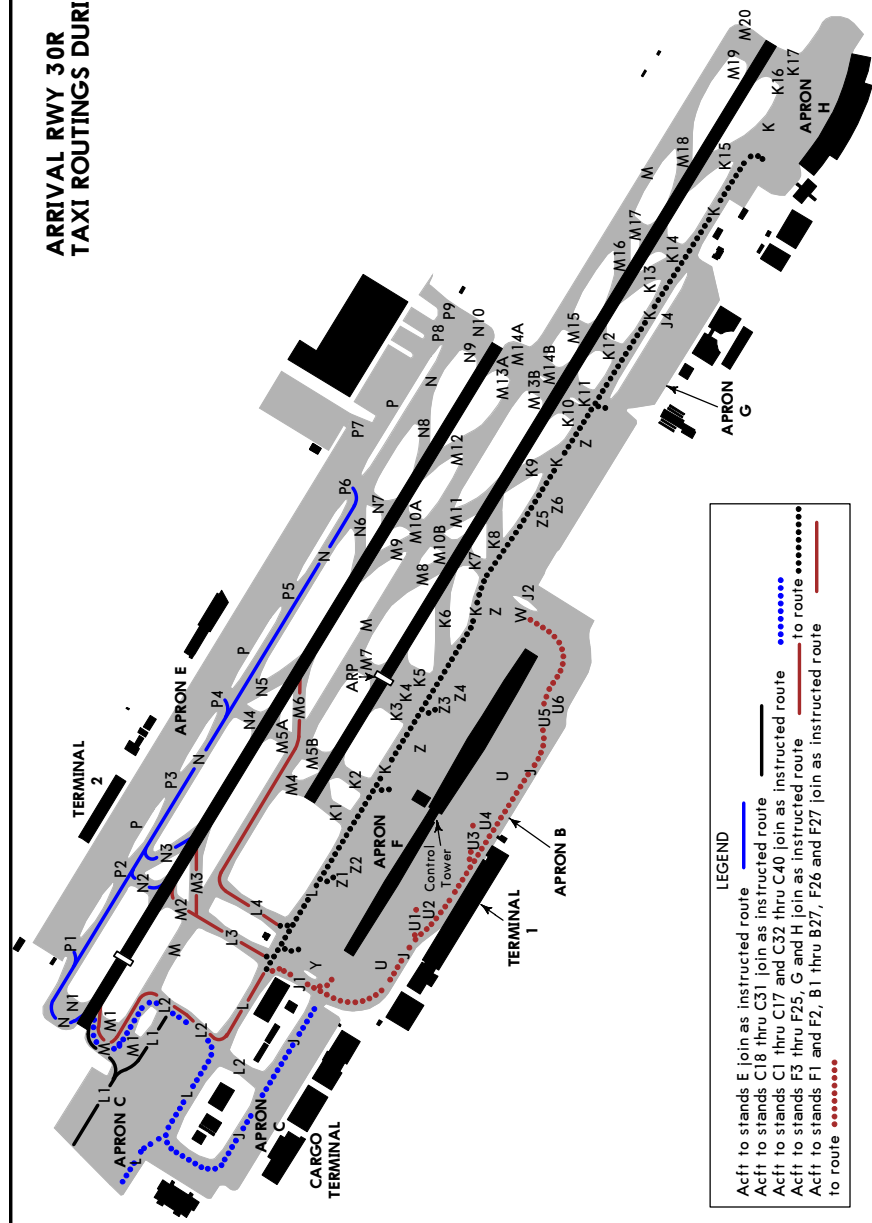
© JEPPesen, 2009. ALL RIGHTS RESERVED.

OMDB/DXB

JEPPesen
4 DEC 09 (10-9F)

DUBAI, UAE
DUBAI INTL

ARRIVAL RWY 30R TAXI ROUTINGS DURING LVP



CHANGES: Taxiways renamed.

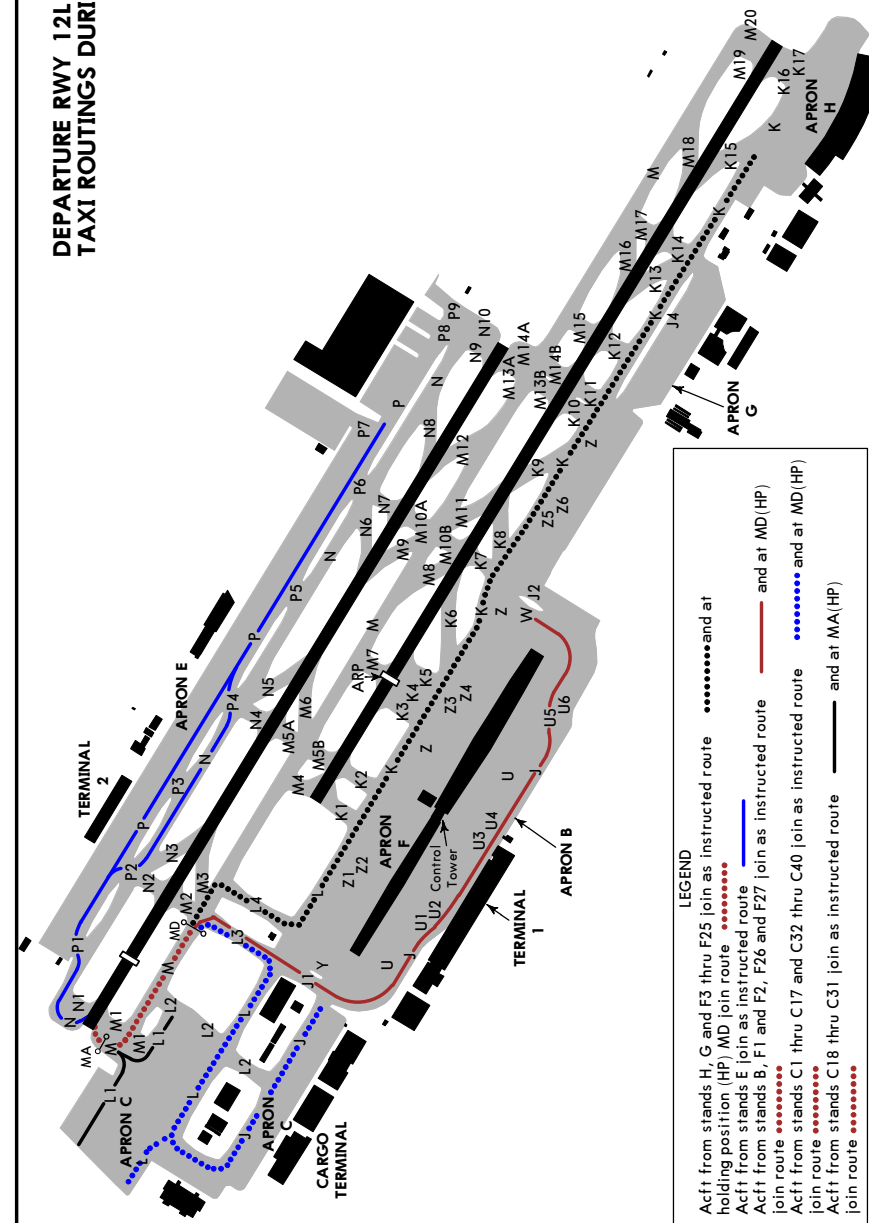
© JEPPesen, 2009. ALL RIGHTS RESERVED.

OMDB/DXB

JEPPesen
4 DEC 09 (10-9G)

DUBAI, UAE
DUBAI INTL

DEPARTURE RWY 12L TAXI ROUTINGS DURING LVP



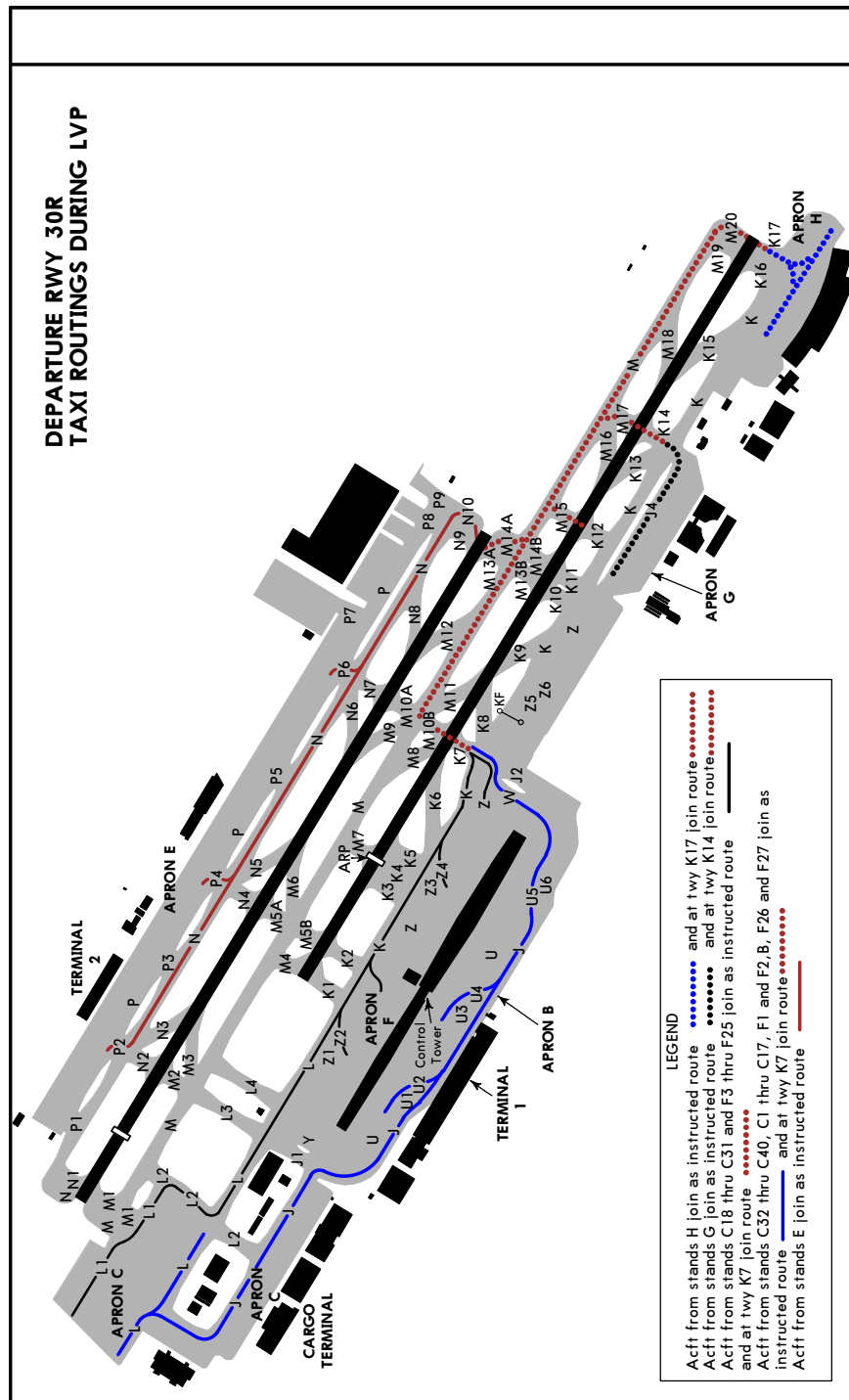
CHANGES: Taxiways renamed.

© JEPPesen, 2009. ALL RIGHTS RESERVED.

OMDB/DXB

JEPPesen
4 DEC 09 10-9H

DUBAI, UAE
DUBAI INTL



OMDB/DXB

JEPPesen
6 NOV 09 10-9S Eff 19 Nov

Standard
DUBAI, UAE
DUBAI INTL

STRAIGHT-IN RWY	A	B	C	D
12L				
CAT 3B ILS	approved	approved	approved	approved
CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
CAT 2 ILS	110' (100')	110' (100')	110' (100')	110' (100')
	RA100' R350m	RA100' R350m	RA100' R350m	RA100' R350m
ILS	210' (200')	210' (200')	210' (200')	210' (200')
FULL	R550m	R550m	R550m	R550m
Limited	R750m	R750m	R750m	R750m
ALS out	R1200m	R1200m	R1200m	R1200m
LOC ①	590' (580')	590' (580')	590' (580')	590' (580')
	R1500m	R1500m	R1900m	R1900m
ALS out	R1500m	R1500m	C2400m	C2400m
RNAV ①	590' (580')	590' (580')	590' (580')	590' (580')
	R1500m	R1500m	R1900m	R1900m
ALS out	R1500m	R1500m	C2400m	C2400m
VOR ①	960' (950')	960' (950')	960' (950')	960' (950')
	R1500m	R1500m	C2400m	C2400m
12R				
ILS	362' (352')	371' (361')	381' (371')	391' (381')
FULL	R900m	R1000m	R1000m	R1100m
ALS out	R1500m	R1500m	R1700m	R1800m
LOC ①	580' (570')	580' (570')	580' (570')	580' (570')
	R1500m	R1500m	R1900m	R1900m
ALS out	R1500m	R1500m	C2400m	C2400m
LOC	580' (570')	580' (570')	580' (570')	580' (570')
	C2100m	C2300m	C2300m	C2300m
ALS out	C2800m	C2800m	C3000m	C3000m
VOR ①	580' (570')	580' (570')	580' (570')	580' (570')
	R1500m	R1500m	R1900m	R1900m
ALS out	R1500m	R1500m	C2400m	C2400m
30L				
ILS	317' (258')	327' (268')	337' (278')	346' (287')
FULL	R600m	R600m	R600m	R650m
Limited	R750m	R750m	R750m	R750m
ALS out	R1300m	R1300m	R1300m	R1400m
LOC ①	580' (521')	580' (521')	580' (521')	580' (521')
	R1500m	R1500m	R1700m	R1700m
ALS out	R1500m	R1500m	C2400m	C2400m
LOC	580' (521')	580' (521')	580' (521')	580' (521')
	R1900m	R1900m	C2100m	C2100m
ALS out	C2600m	C2600m	C2800m	C2800m

① Continuous Descent Final Approach.

OMDB/DXB



6 NOV 09 **10-9S1** Eff 19 Nov

Standard

DUBAI, UAE
DUBAI INTL

STRAIGHT-IN RWY		A	B	C	D
30R	CAT 3B ILS	approved	approved	approved	approved
	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	131'(100')	131'(100')	131'(100')	131'(100')
		RA100' R350m	RA100' R350m	RA100' R350m	RA100' R350m
	ILS	231'(200')	231'(200')	231'(200')	238'(207')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ❶	580'(549')	580'(549')	580'(549')	580'(549')
		R1500m	R1500m	R1800m	R1800m
ALS out	RNAV ❶	R1500m	R1500m	C2400m	C2400m
		580'(549')	580'(549')	580'(549')	580'(549')
ALS out	RNAV ❶	R1500m	R1500m	R1800m	R1800m
		580'(549')	580'(549')	580'(549')	580'(549')
ALS out	VOR ❶	R1500m	R1500m	C2400m	C2400m
		890'(859')	890'(859')	890'(859')	890'(859')
ALS out	VOR ❶	R1500m	R1500m	C2400m	C2400m
		890'(859')	890'(859')	890'(859')	890'(859')

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND	A	B	C	D
	NOT AUTHORIZED			

TAKE-OFF RWY 12L/R, 30L/R

LVP must be in Force ❶				
Approved Operators		RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
HIRL & CL	RL & CL			
A	150m	150m	250m	400m
B				
C				
D				
		200m	300m	500m

❶ For Low Visibility departures all RVR transmissiometers of departure rwy shall be serviceable. If reported meteorological VIS ≥50m TDZ RVR not required.

OMDB/DXB



6 NOV 09 **10-9X** Eff 19 Nov

JAA MINIMUMS

DUBAI, UAE
DUBAI INTL

STRAIGHT-IN RWY		A	B	C	D
12L	CAT 3B ILS	approved	approved	approved	approved
	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	110'(100')	110'(100')	110'(100')	110'(100')
		RA100' R350m	RA100' R350m	RA100' R350m	RA100' R350m
	ILS	210'(200')	210'(200')	210'(200')	210'(200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC ❶	590'(580')	590'(580')	590'(580')	590'(580')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R2000m	R2000m	R2000m
RNAV (GNSS)	ALS out	590'(580')	590'(580')	590'(580')	590'(580')
		R1000m	R1200m	R1200m	R1600m
ALS out	VOR	R1500m	R1500m	R2000m	R2000m
		960'(950')	960'(950')	960'(950')	960'(950')
ALS out	VOR	R1200m	R1400m	R1400m	R1800m
		R1500m	R1500m	R2000m	R2000m
12R	ILS	362'(352')	371'(361')	381'(371')	391'(381')
		R800m	R800m	R800m	R800m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	580'(570')	580'(570')	580'(570')	580'(570')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	VOR	580'(570')	580'(570')	580'(570')	580'(570')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	ALS out	R1500m	R1500m	R2000m	R2000m
30L	ILS	317'(258')	327'(268')	337'(278')	346'(287')
		R650m	R650m	R650m	R650m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	580'(521')	580'(521')	580'(521')	580'(521')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	ALS out	580'(521')	580'(521')	580'(521')	580'(521')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
		580'(521')	580'(521')	580'(521')	580'(521')
30R	CAT 3B ILS	approved	approved	approved	approved
	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	131'(100')	131'(100')	131'(100')	131'(100')
		RA100' R350m	RA100' R350m	RA100' R350m	RA100' R350m
	ILS	231'(200')	231'(200')	231'(200')	238'(207')
		R550m	R550m	R550m	R600m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC ❶	580'(549')	580'(549')	580'(549')	580'(549')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
RNAV (GNSS)	ALS out	580'(549')	580'(549')	580'(549')	580'(549')
		R1000m	R1200m	R1200m	R1600m
ALS out	VOR	R1500m	R1500m	R2000m	R2000m
		890'(859')	890'(859')	890'(859')	890'(859')
ALS out	VOR	R1200m	R1400m	R1400m	R1800m
		R1500m	R1500m	R2000m	R2000m

❶ MM out: NOT AUTHORIZED.

JEPPESEN
6 NOV 09 10-9X1 Eff 19 Nov

JAA MINIMUMS
DUBAI, UAE
DUBAI INTL

CIRCLE-TO-LAND	A	B	C	D
	NOT AUTHORIZED			

LVP must be in Force ①				
Approved Operators		RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
HIRL & CL	RL & CL			
A	150m	150m	400m	500m
B		250m		
C		200m		
D		300m		

① For Low Visibility departures all RVR transmissometers of departure rwy shall be serviceable. If reported meteorological VIS > 150m TDZ RVR not required.

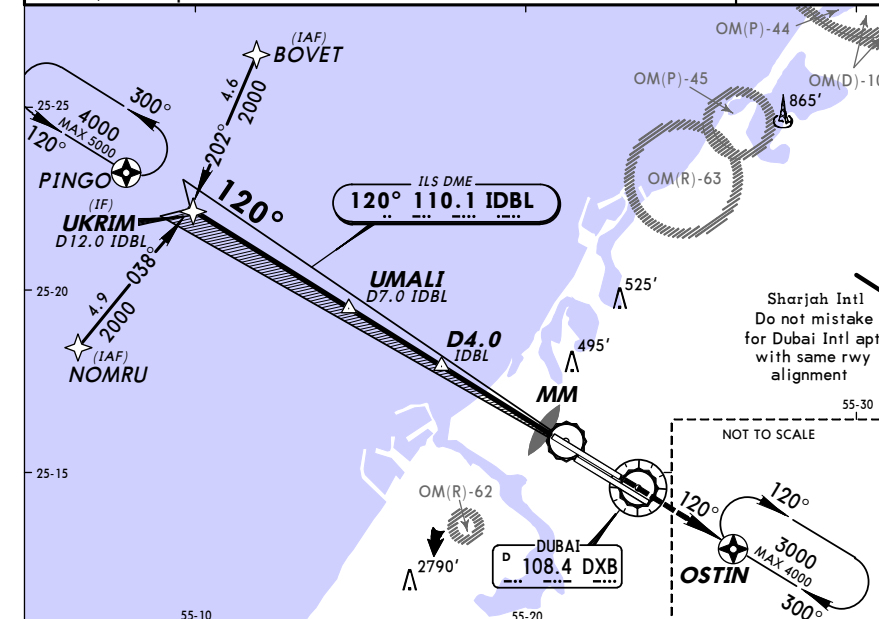
JEPPESSEN
14 NOV 08 (11-1) Eff 20 Nov

DUBAI, UAE
ILS Rwy 12L

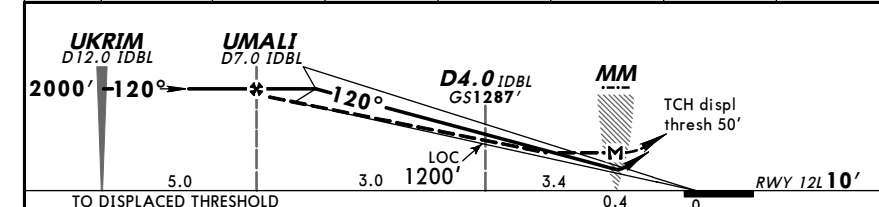
S STRIP™	D-ATIS 131.7		DUBAI Arrivals (APP/R) 124.9	DUBAI Director (APP/R) 127.9	DUBAI Tower 118.75 119.55		Ground 118.35
	LOC IDBL 110.1	Final Appch Crs 120°	GS DA.0 IDBL 1287' (1277')	ILS DA(H) 210' (200')	Apt Elev RWY 59' 10'		

R1F MISSED APCH: Climb to 3000' direct to OSTIN and hold.

Alt Set: MB Rwy Elev: 0 MB Trans level: FL 150 Trans alt: 13000'
1. RNAV/RNP5 required. 2. ILS DME reads zero at TDZ.



LOC (GS out)	IDBL DME	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1860'	1550'	1240'	930'	620'	310'



<i>Gnd speed-Kts</i>	70	90	100	120	140	160		
<i>ILS GS</i> 3.00°	377	485	539	647	755	862		
<i>LOC Descent Gradient</i> 4.7%	333	428	476	571	666	762		
<i>MAP at MM</i>								

STRAIGHT-IN LANDING RWY 12L							CIRCLE-TO-LAND	
ILS				LOC (GS out)				
DA(H) 210' (200')				MDA(H) 590' (580')				
FULL		TDZ or CL out	ALS out	MM out		ALS out		
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m	NOT AUTH	RVR 1500m		NOT AUTHORIZED
B				VIS 800m		VIS 1600m		
C				RVR 1500m		2400m		
D				2000m		2800m		

PANS OPS 3

CHANGES: Procedure. Comm. Apt elev.

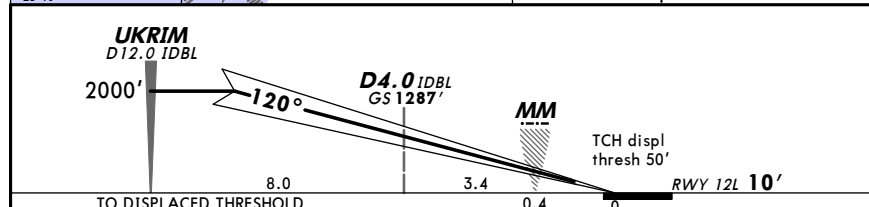
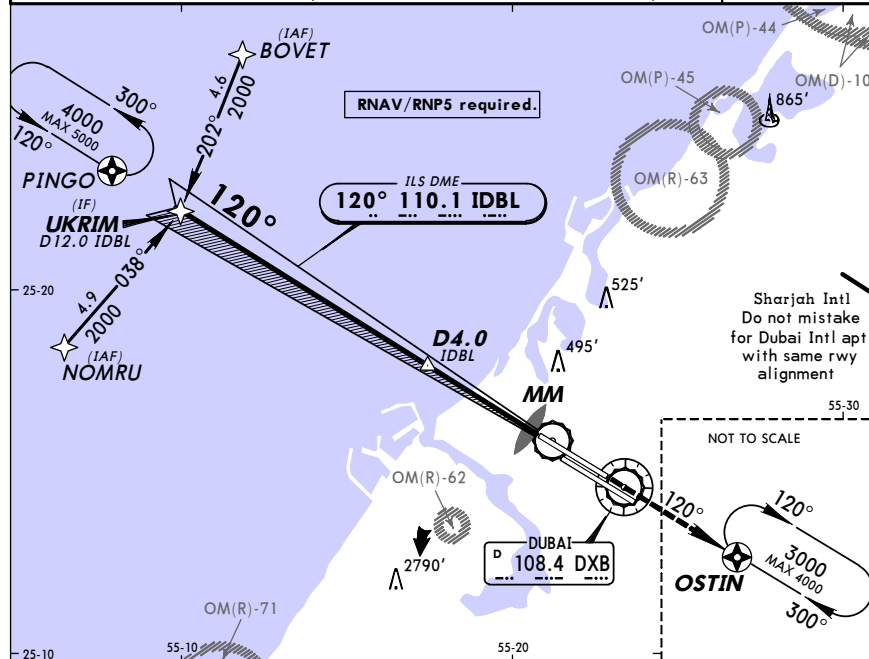
© JEPPESEN, 2000, 2008. ALL RIGHTS RESERVED

OMDB/DXB
DUBAI INTL

JEPPesen
14 NOV 08 (11-1A) Eff 20 Nov

DUBAI, UAE
CAT II ILS Rwy 12L

D-ATIS	DUBAI Arrivals (APP/R)	DUBAI Director (APP/R)	DUBAI Tower	Ground
131.7	124.9	127.9	118.75 119.55	118.35
LOC IDBL 110.1	Final Apch Crs 120°	GS D4.0 IDBL 1287' (1277')	CAT II ILS RA 100' DA(H) 110' (100')	Apt Elev 59' RWY 10'
MISSED APCH: Climb to 3000' direct to OSTIN and hold.				MSA DXB VOR
Alt Set: MB Rwy Elev: 0 MB Trans level: FL 150 Trans alt: 13000'				1. ILS DME reads zero at TDZ. 2. Special Aircrew & Aircraft Certification Required.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	3000'	D	OSTIN
GS	3.00°	377	485	539	647	755	PAPI			

STRAIGHT-IN LANDING RWY 12L		CAT II ILS		ABCD		RA 100'		DA(H) 110' (100')		RVR 350m	

CHANGES: Procedure title. Communications. Apt elev. Note.

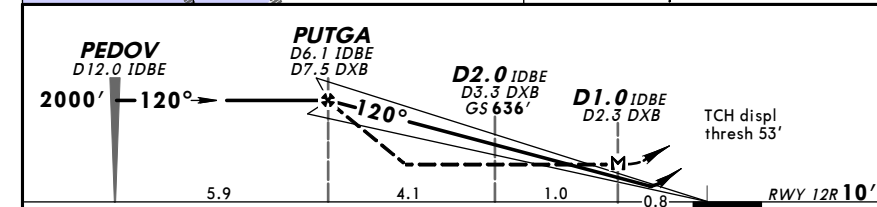
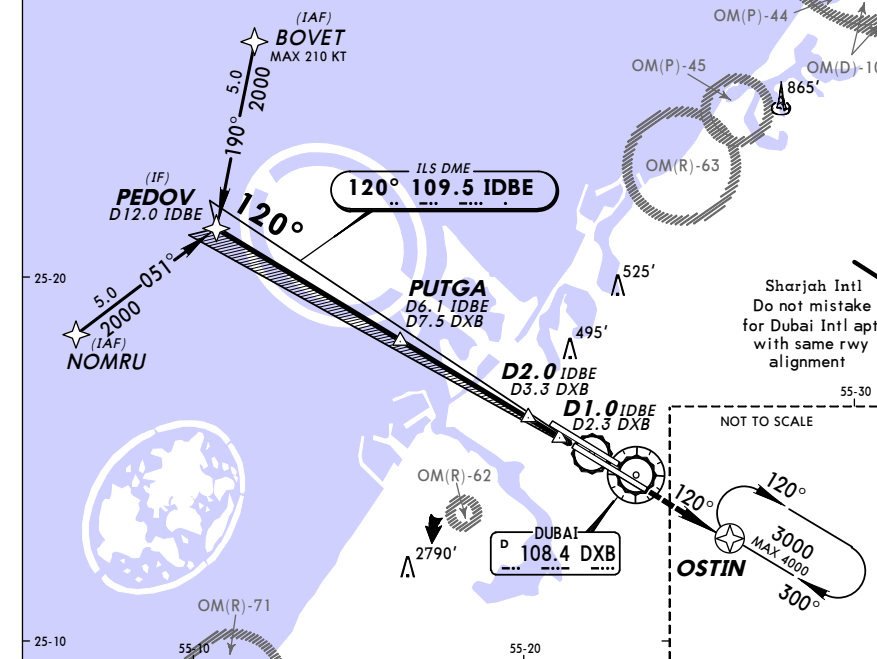
© JEPPESEN, 2001, 2008. ALL RIGHTS RESERVED.

OMDB/DXB
DUBAI INTL

JEPPesen
6 NOV 09 (11-2) Eff 19 Nov

DUBAI, UAE
ILS Rwy 12R

D-ATIS	DUBAI Arrivals (APP/R)	DUBAI Director (APP/R)	DUBAI Tower	Ground
131.7	124.9	127.9	118.75 119.55	118.35
LOC IDBE 109.5	Final Apch Crs 120°	GS D2.0 IDBE 636' (626')	ILS DA(H) Refer to Minimums	Apt Elev 59' RWY 10'
MISSED APCH: Climb to 3000' on 120° to OSTIN and hold.				MSA DXB VOR
Alt Set: MB Rwy Elev: 0 MB Trans level: FL 150 Trans alt: 13000'				1. RNAV 5 required for transition and missed apch. 2. ILS DME reads zero at TDZ.



Gnd speed-Kts	70	90	100	120	140	160	HIALS	3000'	D	OSTIN
ILS GS	3.00°	377	485	539	647	755	REIL			
MAP at D1.0 IDBE/D2.3 DXB							PAPI			

STRAIGHT-IN LANDING RWY 12R		CAT II ILS		ABCD		RA 100'		DA(H) 110' (100')		RVR 350m	

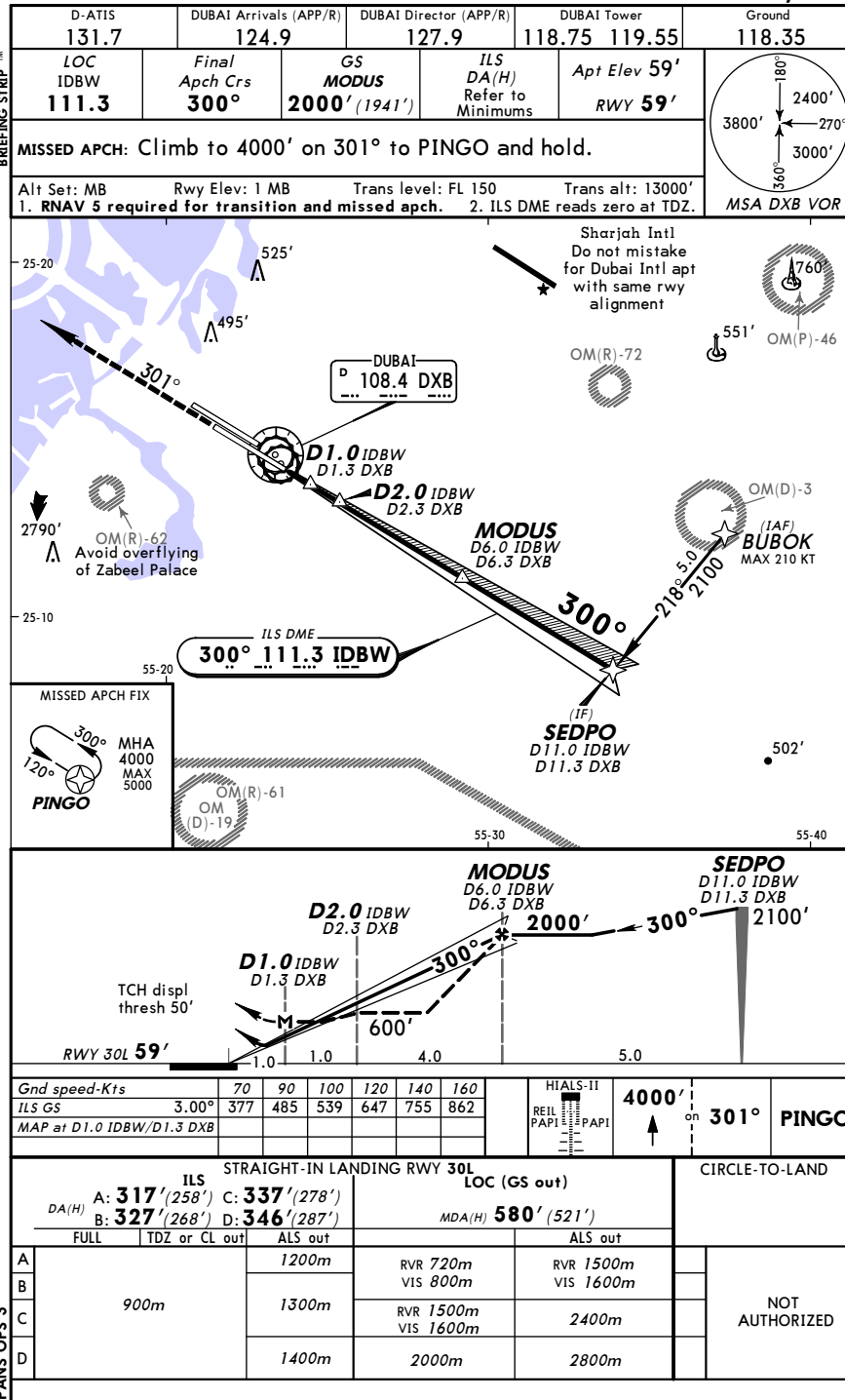
CHANGES: Minimums.

© JEPPESEN, 2007, 2009. ALL RIGHTS RESERVED.

OMDB/DXB
DUBAI INTL

JEPPesen
6 NOV 09 (11-3) Eff 19 Nov

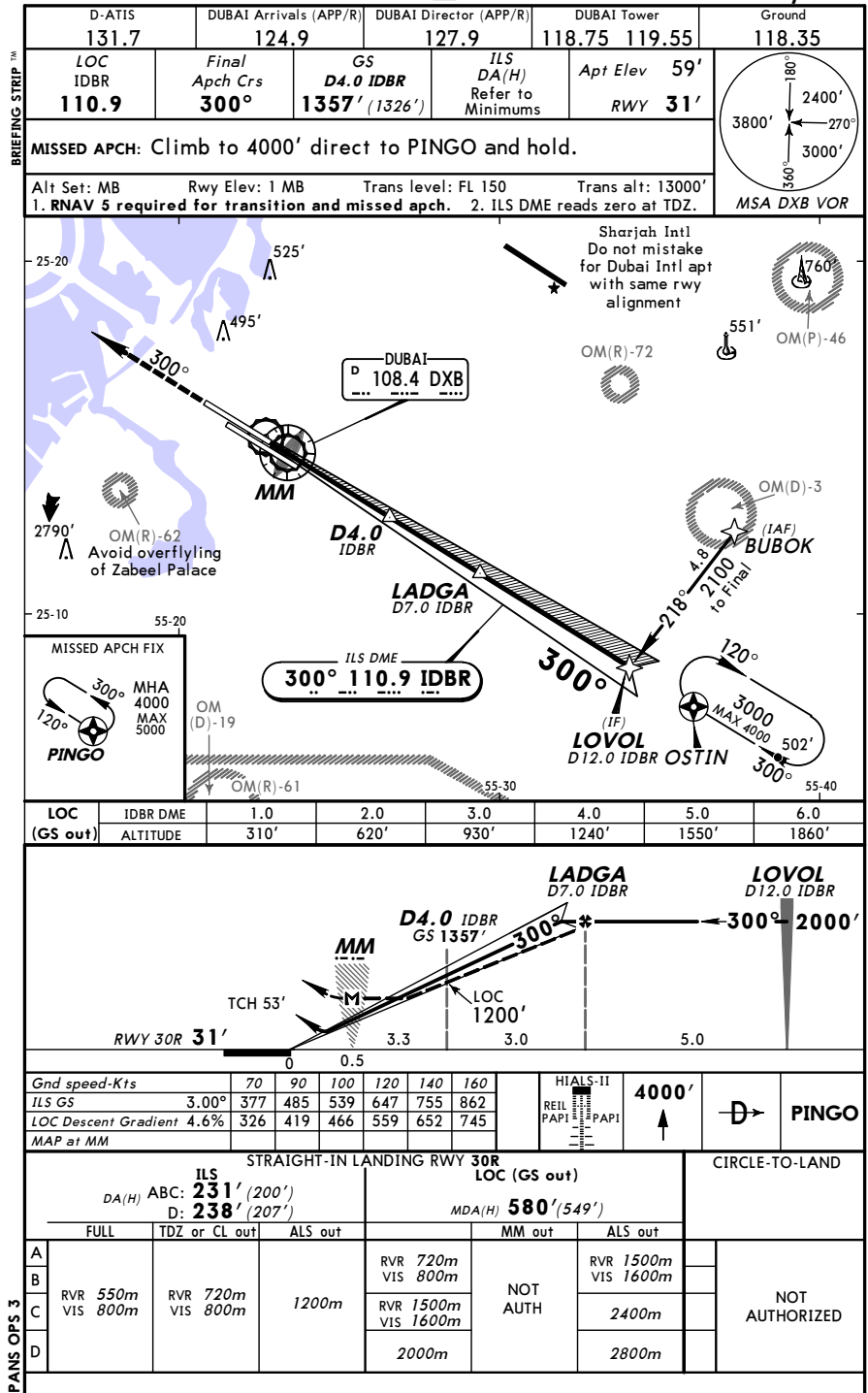
DUBAI, UAE
ILS Rwy 30L



OMDB/DXB
DUBAI INTL

JEPPesen
6 NOV 09 (11-4) Eff 19 Nov

DUBAI, UAE
ILS Rwy 30R



JEPPESSEN
6 NOV 09 (11-4A) Eff

DUBAI, UAE
CAT II ILS Rwy 30R

D-ATIS 131.7	DUBAI Arrivals (APP/R) 124.9	DUBAI Director (APP/R) 127.9	DUBAI Tower 118.75 119.55	Ground 118.35
LOC IDBR 110.9	Final Apch Crs 300°	GS DA.0 IDBR 1357' (1326')	CAT II ILS RA 100' DA(H) 131' (100')	Apt Elev 59' RWY 31'
MISSED APCH: Climb to 4000' direct to PINGO and hold.				
Alt Set: MB Rwy Elev: 1 MB Trans level: FL 150 Trans alt: 13000' 1. ILS DME reads zero at TDZ. 2. Special Aircrew & Aircraft Certification Required.				
MSA DXB VOR				

25-20

525'

RNAV 5 required for transition and missed apch.

DUBAI-108.4 DXB

495'

300°

MM

2790' OM(R)-62

25-10

55-20

MISSED APCH FIX

MHA 4000 MAX 5000

PINGO

OM(D)-19

OM(R)-61

300° 110.9 IDBR

ILS DME

D4.0 IDBR

300°

55-30

55-40

645'

LOV OSTIN D12.0 IDBR

300°

120°

3000 MAX 1000

4.8

218° to Final

OM(D)-3 (IAF) BUBOK

446'

585'

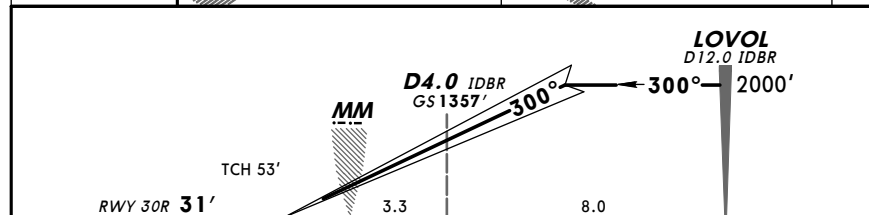
551'

OM(R)-72

OM(P)-46

533'

Sharjah Intl Do not mistake for Dubai Intl apt with same rwy alignment

[illegible]

STRAIGHT-IN LANDING RWY 30R
CAT II ILS
ABCD
RA 100'
DA(H) **131'** (100')

RVR **350m**

JEPPESEN
6 NOV 09 (12-1) Eff

DUBAI, UAE
NSS) Rwy 12L

BRIEFING STRIP™	D-ATIS 131.7		DUBAI Arrivals (APP/R) 124.9		DUBAI Director (APP/R) 127.9		DUBAI Tower 118.75 119.55		Ground 118.35	
	RNAV	Final Apch Crs 120°	Procedure Alt TOXOD 2000' (1990')		MDA(H) 590' (580')		Apt Elev 59' RWY 10'			
	MISSED APCH: Climb to 3000' direct to OSTIN and hold.									
	Alt Set: MB		Rwy Elev: 0 MB		Trans level: FL 150		Trans alt: 13000'			

25-25

300°

120°

RVAV 5 4000 MAX 5000

BOVET (IAF)

190°

5.0 2000

PINGO

25-20

050°

5.0 2000

VEDAG (IF)

120°

TOXOD

525'

495'

KUVON

2790'

OM(R)-62

Avoid overflying of Zabeel Palace

OM(P)-44

OM(P)-45

OM(D)-1

OM(R)-63

Sharjah Intl
Do not mistake
for Dubai Intl ap
with same rwy
alignment

55-30

NOT TO SCALE

120°

RVAV 5 3000 MAX 4000

OSTIN

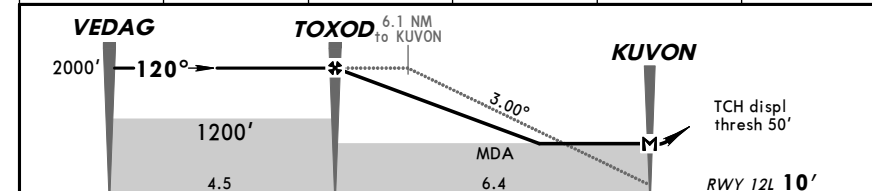
300°

55-20

25-15

55-10

NM to KUVON	6.0	5.0	4.0	3.0	2.0
ALTITUDE	1880'	1580'	1280'	970'	670'



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	 HIALS-II REIL PAPI PAPI	3000' ↑	 OSTIN
<i>Descent Angle</i> 3.00°	372	478	531	637	743	849			
<i>MAP at KII/VON</i>									

STRAIGHT-IN LANDING RWY 12L

LNAV
MDA(H) **590'** (580')

ALS out

RVR 1500
L 1600

VIS 1600

2400m

2800m

CIRCLE-TO-LAND

NOT AUTHORIZED

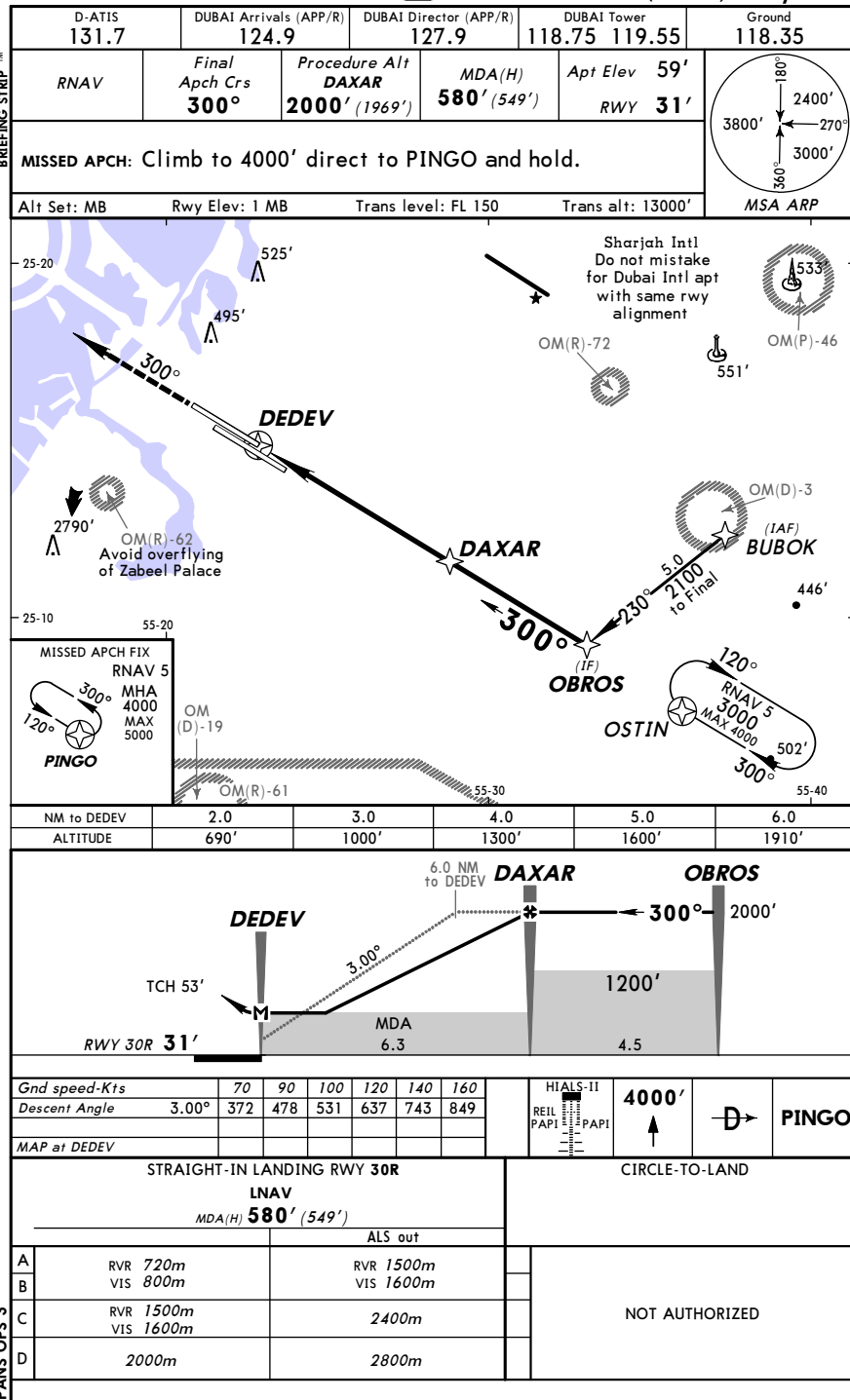
NOT AUTHORIZED

PESEN, 2000, 2009. ALL RI

OMDB/DXB
DUBAI INTL

JEPPesen
6 NOV 09 (12-2) Eff 19 Nov

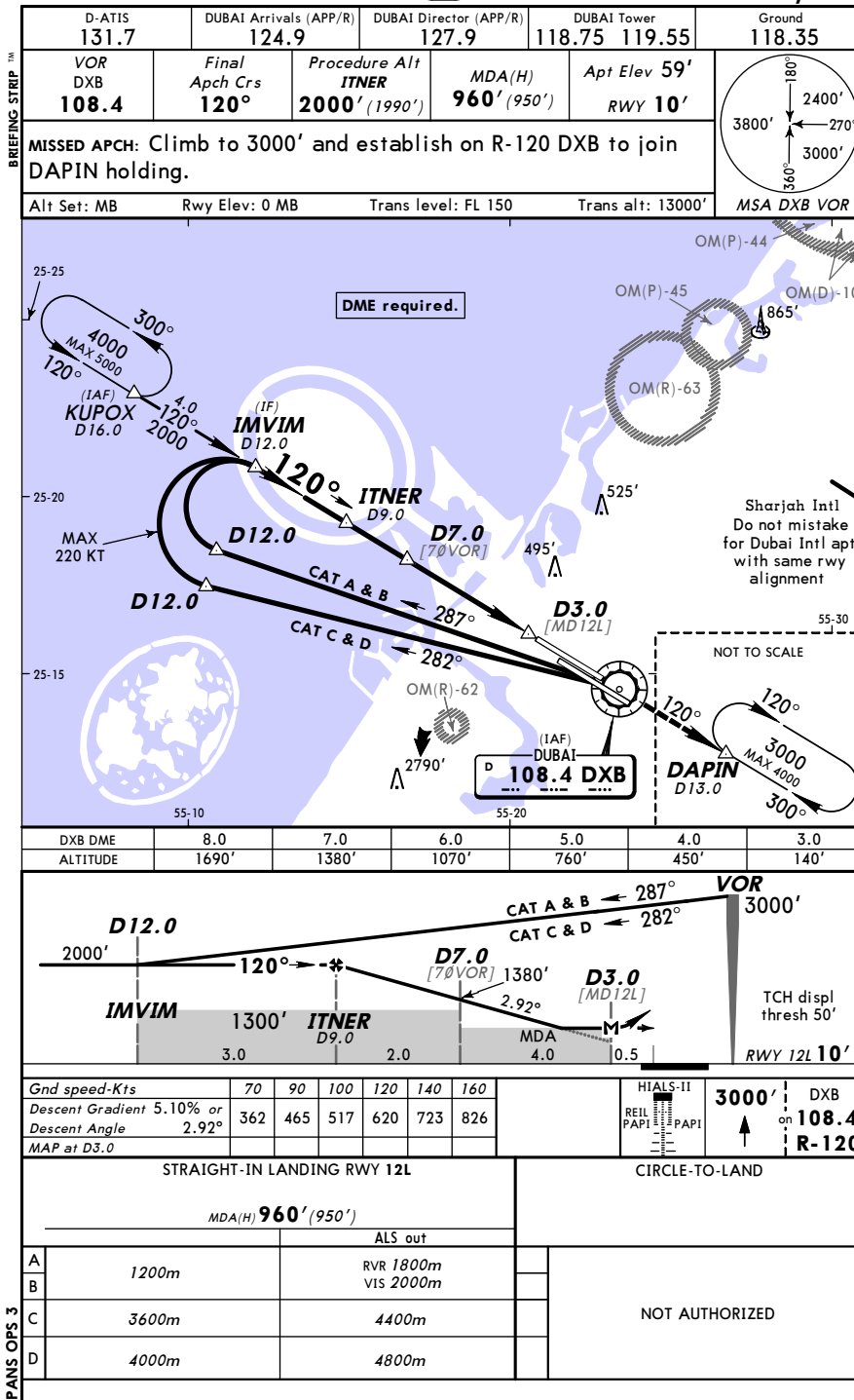
DUBAI, UAE
RNAV (GNSS) Rwy 30R



OMDB/DXB
DUBAI INTL

JEPPesen
6 NOV 09 (13-1) Eff 19 Nov

DUBAI, UAE
VOR Rwy 12L

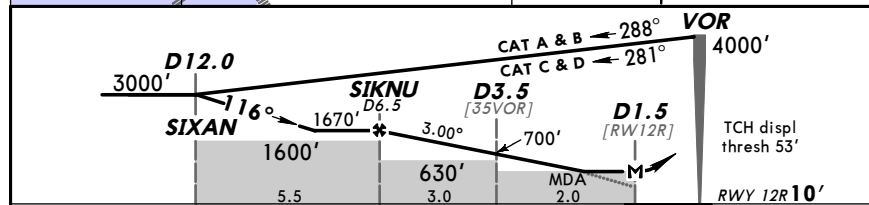
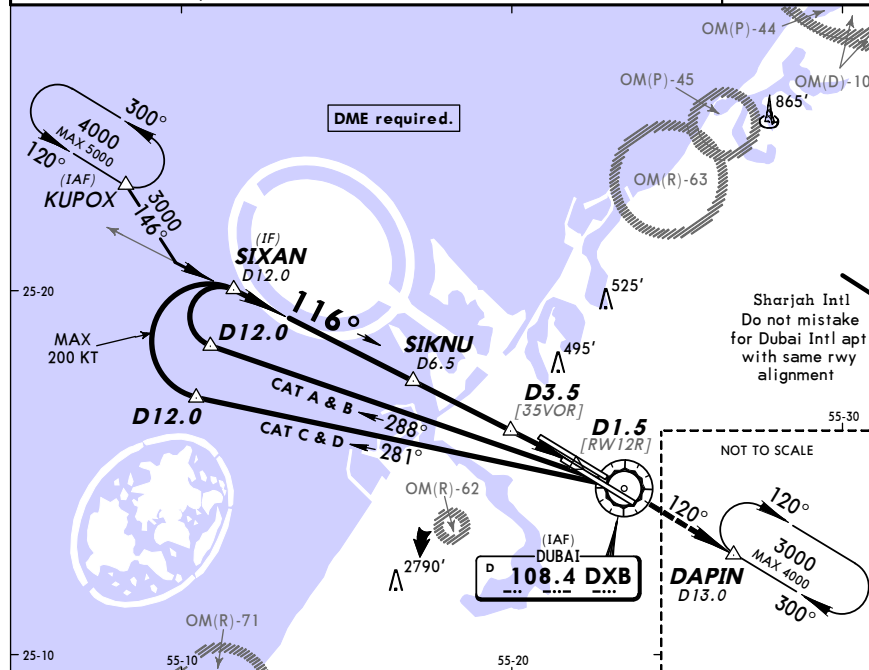


OMDB/DXB
DUBAI INTL

JEPPesen
6 NOV 09 (13-2) Eff 19 Nov

DUBAI, UAE
VOR Rwy 12R

D-ATIS	DUBAI Arrivals (APP/R)	DUBAI Director (APP/R)	DUBAI Tower	Ground
131.7	124.9	127.9	118.75 119.55	118.35
VOR DXB 108.4	Final Apch Crs 116°	Procedure Alt SIKNU 1670' (1660')	MDA(H) 580' (570')	Apt Elev 59' RWY 10'
MISSED APCH: Climb to 3000'. After VOR proceed on R-120 to join DAPIN holding.				
Alt Set: MB	Rwy Elev: 0 MB	Trans level: FL 150	Trans alt: 13000'	MSA DXB VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS	3000'	DXB
Descent Gradient 5.2% or Descent Angle 3.00°	372	478	531	637	743	849	REIL PAPI	↑	on 108.4
MAP at D1.5									R-120

STRAIGHT-IN LANDING RWY 12R				CIRCLE-TO-LAND			
MDA(H) 580' (570')							
ALS out							
A	RVR 720m		RVR 1500m				
B	VIS 800m		VIS 1600m				
C	RVR 1500m		2400m				
D	VIS 1600m		2800m				
				NOT AUTHORIZED			

CHANGES: Minimums.

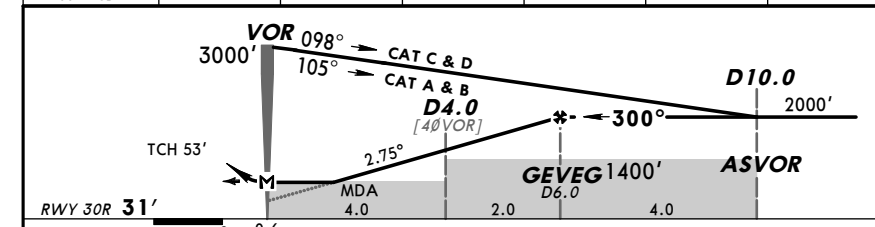
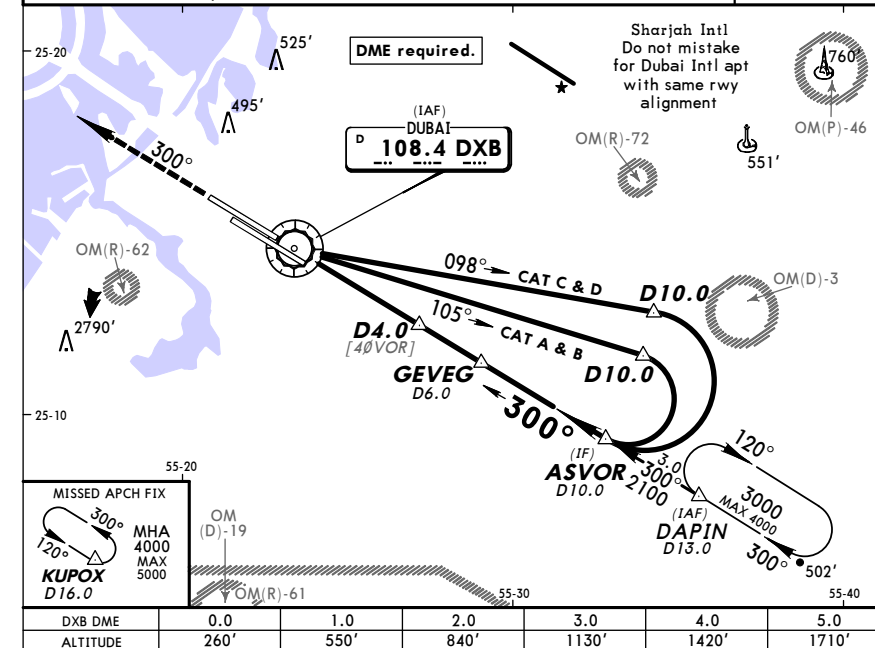
© JEPPesen, 2007, 2009. ALL RIGHTS RESERVED.

OMDB/DXB
DUBAI INTL

JEPPesen
24 JUL 09 (13-3) Eff 30 Jul

DUBAI, UAE
VOR Rwy 30R

D-ATIS	DUBAI Arrivals (APP/R)	DUBAI Director (APP/R)	DUBAI Tower	Ground
131.7	124.9	127.9	118.75 119.55	118.35
VOR DXB 108.4	Final Apch Crs 300°	Procedure Alt GEVEG 2000' (1969')	MDA(H) 890' (859')	Apt Elev 59' RWY 31'
MISSED APCH: Climb to 4000' and establish on R-300 DXB to join KUPOX holding.				
Alt Set: MB	Rwy Elev: 1 MB	Trans level: FL 150	Trans alt: 13000'	MSA DXB VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	4000'	DXB
Descent Gradient 4.80% or Descent Angle 2.75°	340	438	486	584	681	778	REIL PAPI	↑	on 108.4
MAP at VOR									R-300

STRAIGHT-IN LANDING RWY 30R				CIRCLE-TO-LAND			
MDA(H) 890' (859')							
ALS out							
A	RVR 720m	VIS 800m	RVR 1500m	VIS 1600m			
B	1200m		RVR 1800m	VIS 2000m			
C	3200m		4000m				
D	3600m		4400m				
				NOT AUTHORIZED			

CHANGES: Procedure title. Procedure. Note.

© JEPPesen, 2000, 2009. ALL RIGHTS RESERVED.

