

List of pages in this Trip Kit

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- Revision Letter For Cycle 01-2015
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General Information

Location: Dubai Are
IATA Code: DXB
Lat/Long: N25° 15.2' E055° 21.9'
Elevation: 62 ft

Airport Use: Public
Magnetic Variation: 1.9°E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0305 Z
Sunset: 1343 Z,

Runway Information

Runway: 12L
Length x Width: 14275 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 11 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 1476 ft
Stopway: 413 ft

Runway: 12R
Length x Width: 14590 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 17 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 2346 ft
Stopway: 719 ft

Runway: 30L
Length x Width: 14590 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 60 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 433 ft
Stopway: 771 ft

Runway: 30R

Length x Width: 14275 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 32 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 984 ft
Stopway: 479 ft

Communication Information

ATIS 131.7 Departure Service
ATIS 126.275 Arrival Service
Dubai Tower 119.55
Dubai Tower 119.05 Secondary
Dubai Tower 118.75
Dubai Ground Control 121.65
Dubai Ground Control 118.85 Secondary
Dubai Ground Control 118.35
Dubai Clearance Delivery 120.35
Minhad App Approach Control 122.5
Minhad App Approach Control 121.025 Secondary
Dubai Director Approach Control 127.9
Dubai Arrivals Approach Control 124.9
Dubai Arrivals Approach Control 120.25 Secondary
Dubai Departures N Departure Control 126.2
Dubai Departures N Departure Control 124.45 Secondary
Dubai Departure S Departure Control 122.5 Secondary
Dubai Departure S Departure Control 121.025

1. GENERAL

1.1. ATIS

D-ATIS DEP 131.70
ARR 126.275

1.2. NOISE ABATEMENT PROCEDURES

Except for passenger operations, ACFT not in possession of noise certification in accordance with Annex 16 to the ICAO and/or ACFT whose noise certification does not conform to the minimum standards set out in Annex 16, Chapter 3, Part 2, Volume 1 are not permitted to operate to/from Dubai APT.

1.3. LOW VISIBILITY PROCEDURES (LVP)

LVP 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 300m 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/III holding points.

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

During CAT III operations:

Pilots shall follow ATC clearances in combination with selected high intensity TWY centerline lights. Pilots shall not continue taxiing if high intensity TWY centerline lights are not illuminated.

1.4. TAXI PROCEDURES

TWYs U, W, Y, Z and on TWY J between TWY J1 abeam stand F1 and TWY JC abeam stand B26 MAX 15 KT.

180° turns on RWYs not permitted for ACFT larger than A320.

Code E/F ACFT taxiing from TWY P to TWY N and into Aprons E, C and B with only one engine operating is not allowed. Minimum power shall be used in the turns.

B747 ACFT shall taxi with all engines operating at all times.

Parallel TWYs K, Z, J and U are linked to each other through designated TWYs referred to as "crossovers". In order to ensure safe wingtip clearance, crossover TWYs are used only when authorized by ATC. When taxiing onto the parking stands after arrival, the turn onto the stand should be made directly from the outer parallel TWY unless an instruction authorizing the use of the crossovers has been issued by ATC.

1.4.1. TAXI GUIDANCE SYSTEM

ATC will use the phraseology "Follow the greens..." when issuing a clearance to pilots to taxi along the directional guidance provided by the green TWY centerline lights. The controller may use the expression "follow the greens" in a taxi clearance instead of detailing the route to be followed. The instruction however will always include a clearance limit, e.g. "EMIRATES 12 TAXI TO HOLDING POINT M13A RWY 30R FOLLOW GREENS".

1. GENERAL

1.5. PARKING INFORMATION

1.5.1. GENERAL

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

1.5.2. VISUAL DOCKING GUIDANCE SYSTEM (VDGS)

Parking stands are equipped with VDGS.

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 with MAX 3 KT.

The VDGS units are controlled and monitored from a 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.

1.6. OTHER INFORMATION

Birds.

RWYs 12L and 12R right-hand circuit.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

Pilots should expect the following speed control restrictions to be enforced by ATC:

- a) 210 - 250 KT: From CTA entry to downwind;
- b) 180 - 230 KT: From downwind to base leg;
- c) 160 - 210 KT: On base leg and closing heading to final approach;
- d) 180 KT: 10NM from touchdown;
- e) 160 KT: 4NM from touchdown.

Pilots must advise ATC if a speed adjustment is considered excessive or contrary to ACFT operating specifications.

2.2. CAT II/III OPERATIONS

All RWYs approved for CAT II/III operations, special aircrew and ACFT certification required.

During CAT III operations available RWY exits will be illuminated.

2.3. RWY OPERATIONS

When on approach to RWY 30R, pilots shall reconfirm DME/GP information and ensure that they have correctly identified the landing RWY. Do not confuse with staggered parallel RWY 30L with THR approximately 1.5NM East of RWY 30R.

2.3.1. 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. ATC will advise ACFT on the final approach of the expected RWY exit point;
- 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.

ACFT that cannot comply with these requirements are to notify ATC as soon as possible.

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.

Runway Vacate Points - unless otherwise advised by ATC, expect to vacate RWY at the following HSTs:

- RWY 12L - TWY M7A, TWY M9, TWY M12A (South) or TWY N5A, TWY N6, TWY N8 (North).
- RWY 12R - TWY K13, TWY K15 (South) or TWY M16, TWY M18 (North).
- RWY 30R - TWY M6, TWY M3A, TWY M3 (South) or TWY N5, TWY N3A, TWY N3 (North).
- RWY 30L - TWY K9, TWY K8, TWY K6 (South) or TWY M12B, TWY M11, TWY M8 (North).

2.3.2. REDUCED RWY SEPARATION MINIMA (RRSM)

2.3.2.1. GENERAL

Special landing procedures may be utilized at Dubai INTL Airport for RWY 12L/30R and 12R/30L. It is essential that aircrew adhere to paragraph 2.3.1. "Vacating the RWY" to ensure the efficiency of operations during RRSM.

2. ARRIVAL

2.3.2.2. CONDITIONS FOR THE APPLICATION OF RRSM

RRSM may be applied by DAY only between:

- A departing ACFT and a succeeding landing ACFT using a single RWY; or
- Two successive landing ACFT; or
- Two successive departing ACFT.

Provided:

- Tail wind does not exceed 5 KT, and there are no reports of wind shear.
- Met visibility shall be equal to or greater than 5km and the cloud ceiling shall not be lower than 1000' and the ATC is satisfied that the pilot of the following ACFT will be able to observe the relevant traffic clearly and continuously.
- The pilot of the following ACFT is warned.
- The RWY is dry and there is no evidence that the breaking action may be adversely affected.
- The controller is able to assess separation visually or by radar-derived information.
- Wake turbulence separation minima shall be applied.
- Minimum separation continues to exist between two departing ACFT immediately after take-off of the second ACFT.

2.3.2.3. SINGLE RWY MODE PROCEDURE

When the RWY in use is temporarily occupied by other traffic, landing clearance may be issued to an arriving ACFT, provided that the controller has reasonable assurance that the following separation distances/criteria will be met when the landing ACFT crosses the RWY THR:

Landing following landing

- RWY 12L/30R:
The preceding landing ACFT has landed and has vacated the RWY or has passed a point at least 2500m from the THR of the RWY (abeam TWYs N7 and M10A for RWY12L, midway TWYs N3A/N4 and M3A/M5A for RWY 30R) and is in motion and will vacate the RWY without stopping and/or backtracking.
- RWY 12R/30L:
The preceding landing ACFT has landed and has passed a point at least 2500m from THR of the RWY (abeam TWYs M17 and K14 for RWY 12R, abeam the RWY exit points for TWYs M11 and K8 for RWY 30L) and is in motion and will vacate the RWY without stopping and/or backtracking.

Landing following departure

- RWY 12L/30R:
The preceding departing ACFT is/will be airborne and has passed a point at least 2500m from the THR of the RWY (abeam TWYs N7 and M10A for RWY12L, midway TWYs N3A/N4 and M3A/M5A for RWY 30R).
- RWY 12R/30L:
The preceding departing ACFT is/will be airborne and has passed a point at least 2500m from THR of the RWY (abeam TWYs M17 and K14 for RWY 12R, abeam the RWY exit points for TWYs M11 and K8 for RWY 30L).

2.3.2.4. DUAL DEPENDENT RWY MODE PROCEDURE (BOTH DIRECTIONS)

The procedures described in the previous section for single RWY operations for "Landing following landing" shall be applied in the same manner on respective RWYs during dual dependent RWY operations. The exception for Dual Dependent RWY Operations is in the scenario of "Landing following departure". In either RWY direction, a preceding departing ACFT must have passed abeam the upwind THR of the landing RWY, prior to the landing ACFT crossing the THR of the landing RWY.

2. ARRIVAL

2.3.3. DEPENDENT DIAGONAL (DD) OPERATIONS

2.3.3.1. GENERAL

The Dependent Diagonal project allows the separation on final approach to be reduced from 3NM to 2.5NM between non-ICAO wake pairs of ACFT.

DUBAI Approach will vector non-ICAO wake turbulence applicable pairs of ACFT spaced diagonally 2.5NM apart on to adjacent final approaches to the two parallel RWYs.

2.3.3.2. PROCEDURE

Radar separation between pairs of ACFT established on final approach to RWYs 12L/R or RWYs 30L/R may be reduced to a minimum of 2.5NM provided:

- Distance-based wake turbulence separation minima is not required.
- Operations are performed during VMC only.
- The ACFT are landing on separate RWYs.
- ACFT are established on the final approach track within 10NM from the RWY thresholds.
- Reduced separation being applied is broadcast on ATIS(ARR); and
- the landing RWY designator is assigned not later than 30NM from touchdown, unless otherwise agreed with the pilot.

On initial contact arriving ACFT are reminded to pass their ACFT type.

It is the pilot's responsibility to inform ATC if they are operating their ACFT in other than a normal manner.

During the reduced 2.5NM separation strict adherence to the speed restrictions will be necessary.

RNAV approach will be the preferred type of approach for RWY 30R and RWY 12R.

2.3.3.3. ENHANCED GROUND FLOW

Pilots must observe minimum RWY occupancy at all times.

Taxiway Flows

During DD operations the following ground ACFT traffic flow will be put in place:

- ACFT landing on RWY 30R that are allocated to parking stands at Concourse A, B or C, can expect to vacate the RWY at TWY M6, TWY M3A or TWY M3, then route via TWY M and TWY L3.
- ACFT landing on RWY 12R can expect to vacate the RWY at rapid exit TWY M16/TWY K13 or at TWY M18/TWY K15.
- ACFT landing on RWY 12R allocated to park at Apron E can expect to taxi via TWY R, while ACFT allocated to park at aprons South of RWY 12R can expect to hold short of TWY K11 whilst on TWY K or TWY Z.
- ACFT landing on RWY 12L allocated to park at aprons South of RWY 12L can expect to route via TWY M and TWY L3/TWY L4.

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 P574 or M318 report crossing level for PAPAR/DARAX if below transition altitude.

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.

ACFT are required to switch on transponders when commencing push-back. ACFT not requiring push-back shall switch on transponders prior to commencing taxiing.

If no push-back is required due to ACFT facing nose out, this must be notified to DUBAI Delivery on first contact.

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 approval from ATC and relay the same to their ground engineer prior to commencing push-back.

Push-back approval includes instructions to face East or West as appropriate.

Due to road crossings on TWYs J and U and the proximity of roads to 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.

ACFT taxiing via TWYs K16 and K17 for departure RWY 30L shall use minimum power due to proximity of Apron H.

Pilots requiring full RWY length for departure RWY 12R or RWY 30R shall advise ATC of the required departure point on first contact and can expect delays at peak times due to RWY dependencies.

3. DEPARTURE

3.2. RWY OPERATIONS

3.2.1. REDUCED RWY SEPARATION MINIMA (RRSM)

3.2.1.1. GENERAL

Special departing procedures may be utilized at Dubai INTL Airport for RWY 12L/30R and 12R/30L.

3.2.1.2. SINGLE RWY MODE PROCEDURE

Take-off clearance may be issued to a departing ACFT, commencing its take-off roll from full length, before the preceding departure has passed the upwind end of the RWY, provided:

- RWY 12L/30R:
The preceding landing ACFT is airborne and has passed a point at least 2500m from the THR of the RWY (abeam TWYs N7 and M10A for RWY12L, midway TWYs N3A/N4 and M3A/M5A for RWY 30R), and minimum separation continues to exist, constant or increasing, between the two departing ACFT immediately after take-off of the second ACFT.
- RWY 12R/30L:
The preceding ACFT is airborne and has passed a point at least 2500m from THR of the RWY (abeam TWYs M17 and K14 for RWY 12R, abeam the RWY exit points for TWYs M11 and K8 for RWY 30L), and minimum separation continues to exist, constant or increasing, between the two departing ACFT immediately after take-off of the second ACFT.

Due to a displaced THR on RWY 12R only, the succeeding departure may commence its take-off roll from TWYs M4 to M7B or from K1 to K4, subject to the same provisos above.

3.2.1.3. DUAL DEPENDENT RWY MODE PROCEDURE (BOTH DIRECTIONS)

The procedures described in the previous section for single RWY operations shall be applied in the same manner on respective RWYs during dual dependent RWY operations.

3.2.2. DEPENDENT DIAGONAL (DD) OPERATIONS

3.2.2.1. ENHANCED GROUND FLOW

Pilots must observe minimum RWY occupancy at all times.

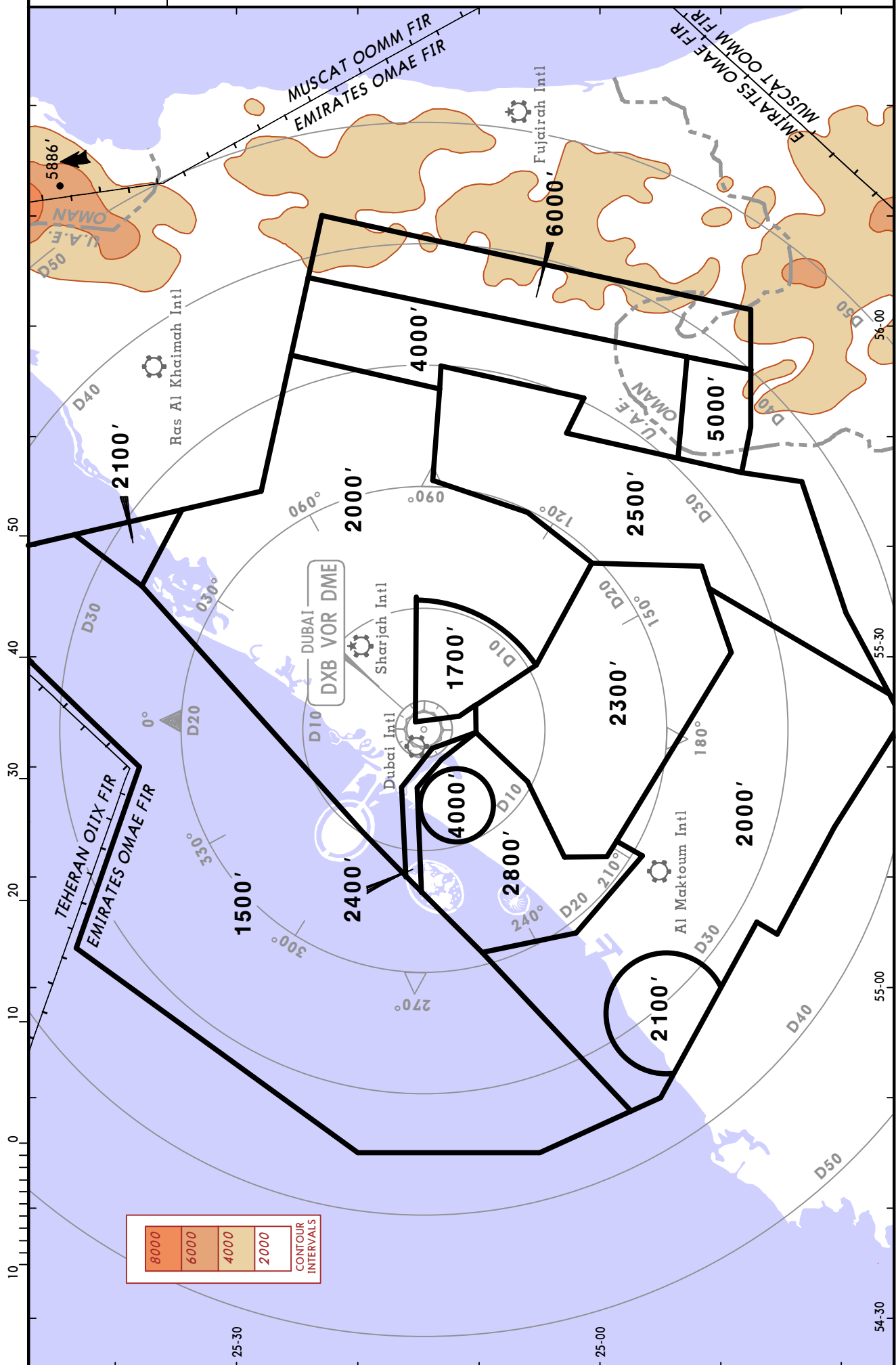
Taxiway Flows

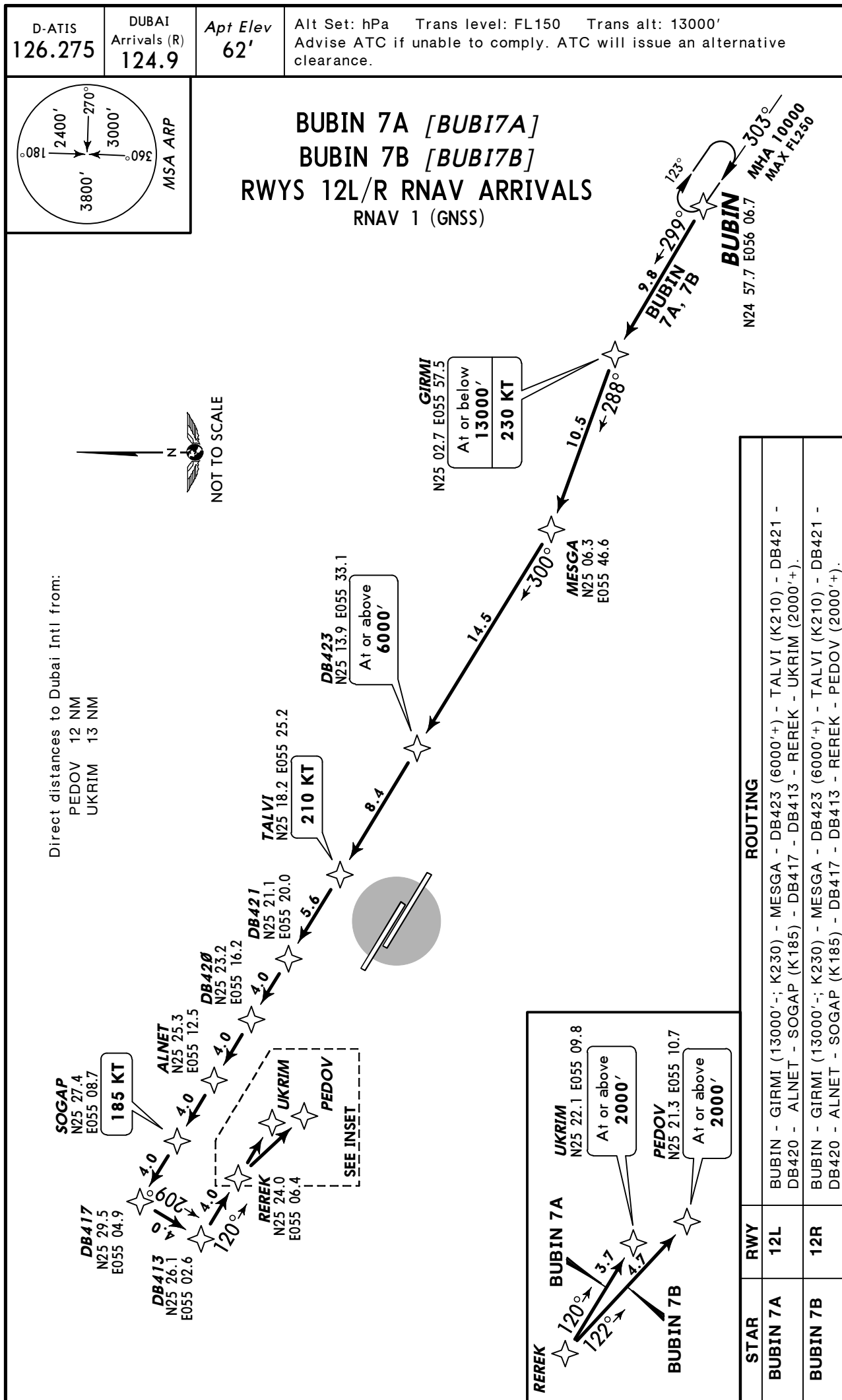
During DD operations the following ground ACFT traffic flow will be put in place:

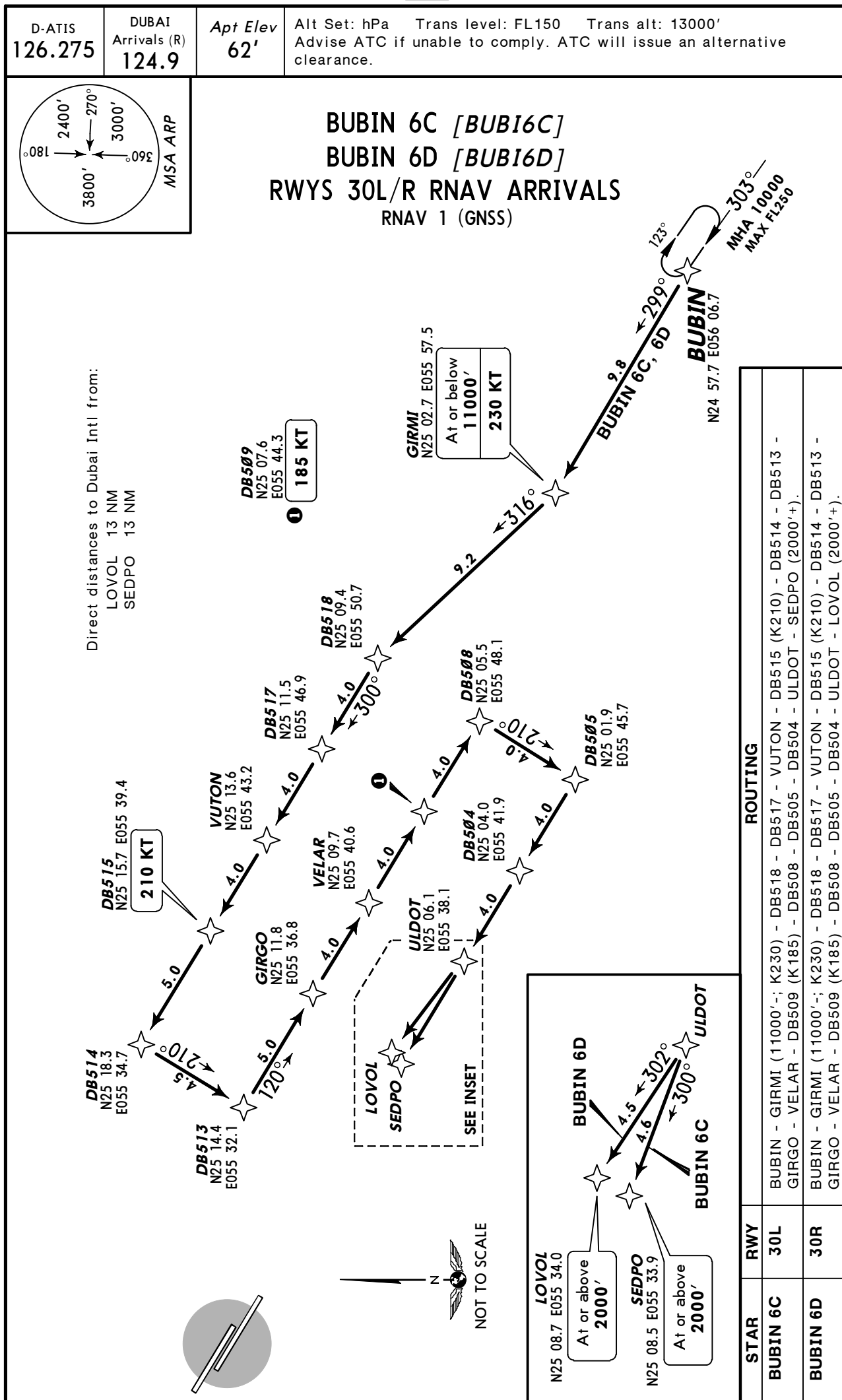
- ACFT departing from RWY 30R can expect to route via TWY K to hold at TWY K12 or TWY K14;
- ACFT departing from RWY 12R can expect to hold at holding points to the South of RWY 12R.

Apt Elev
60'

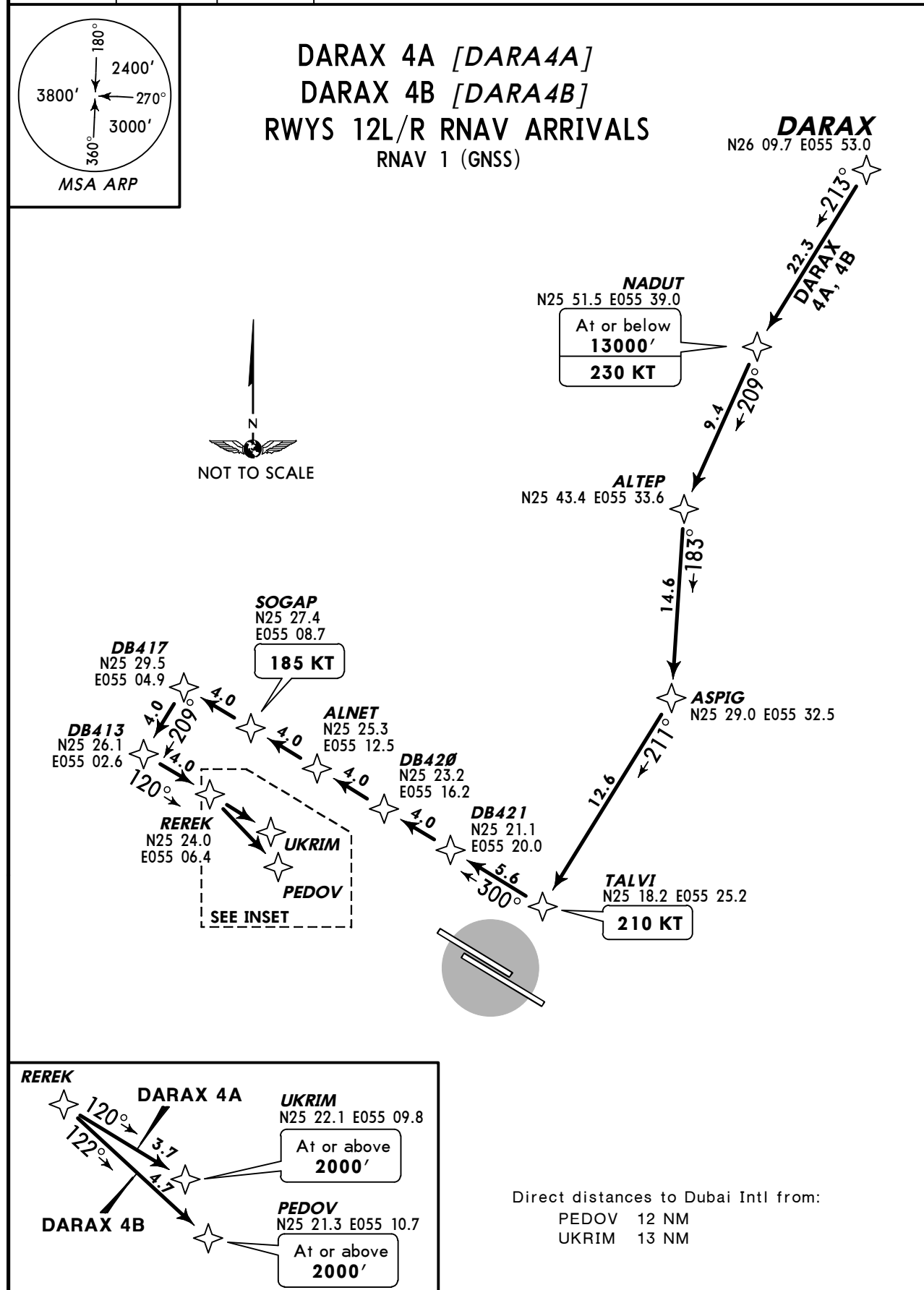
Alt Set: hPa Trans level: FL150 Trans alt: 13000'
This chart should only be used for cross-checking of altitudes while
under radar control.







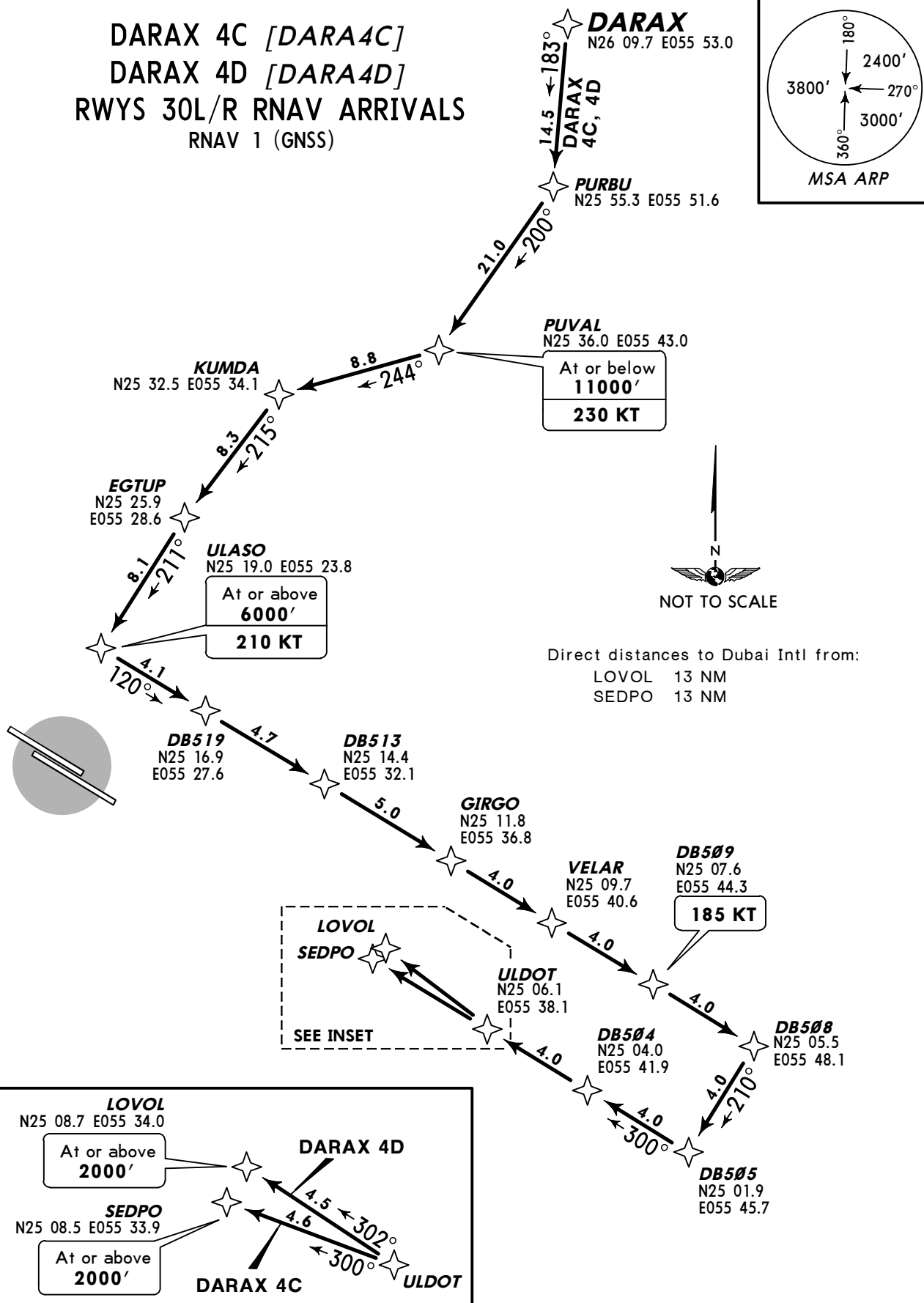
D-ATIS 126.275	DUBAI Arrivals (R) 124.9	Apt Elev 62'	Alt Set: hPa Trans level: FL150 Trans alt: 13000' Advise ATC if unable to comply. ATC will issue an alternative clearance.
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STAR	RWY	ROUTING
DARAX 4A	12L	DARAX - NADUT (13000'-; K230) - ALTEP - ASPIG - TALVI (K210) - DB421 - DB420 - ALNET - SOGAP (K185) - DB417 - DB413 - REREK - UKRIM (2000'+).
DARAX 4B	12R	DARAX - NADUT (13000'-; K230) - ALTEP - ASPIG - TALVI (K210) - DB421 - DB420 - ALNET - SOGAP -(K185) - DB417 - DB413 - REREK - PEDOV (2000'+).

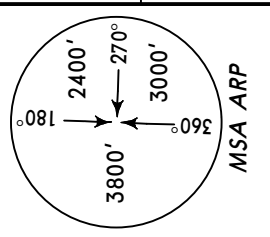
D-ATIS 126.275	DUBAI Arrivals (R) 124.9	Apt Elev 62'	Alt Set: hPa Trans level: FL150 Trans alt: 13000' Advise ATC if unable to comply. ATC will issue an alternative clearance.
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**DARAX 4C [DARA4C]
DARAX 4D [DARA4D]
RWYS 30L/R RNAV ARRIVALS**
RNAV 1 (GNSS)

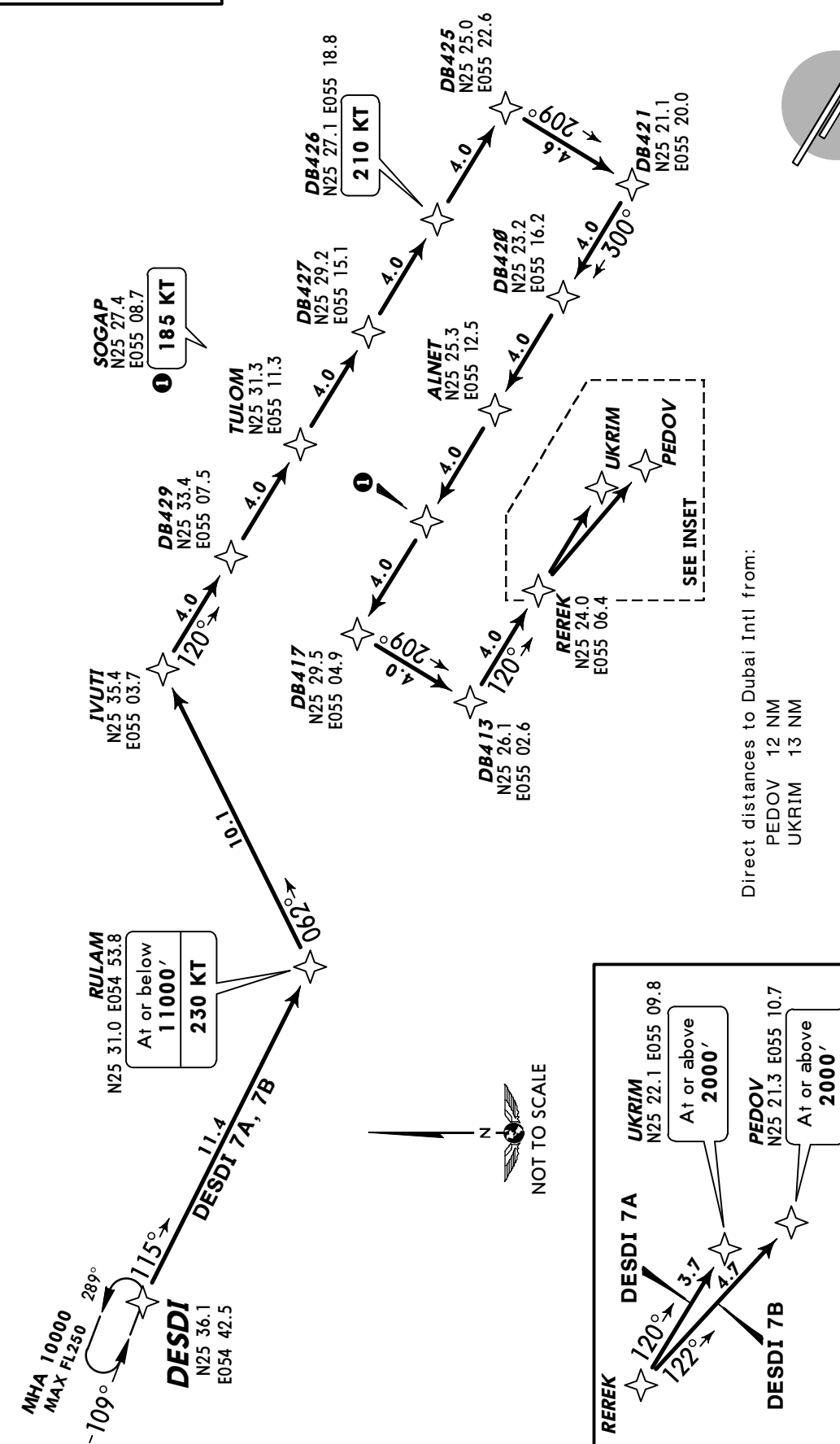


STAR	RWY	ROUTING
DARAX 4C	30L	DARAX - PURBU - PUVAL (11000'-; K230) - KUMDA - EGTUP - ULASO (6000'+; K210) - DB519 - DB513 - GIRGO - VELAR - DB509 (K185) - DB508 - DB505 - DB504 - ULDOT - SEDPO (2000'+).
DARAX 4D	30R	DARAX - PURBU - PUVAL (11000'-; K230) - KUMDA - EGTUP - ULASO (6000'+; K210) - DB519 - DB513 - GIRGO - VELAR - DB509 (K185) - DB508 - DB505 - DB504 - ULDOT - LOVOL (2000'+).

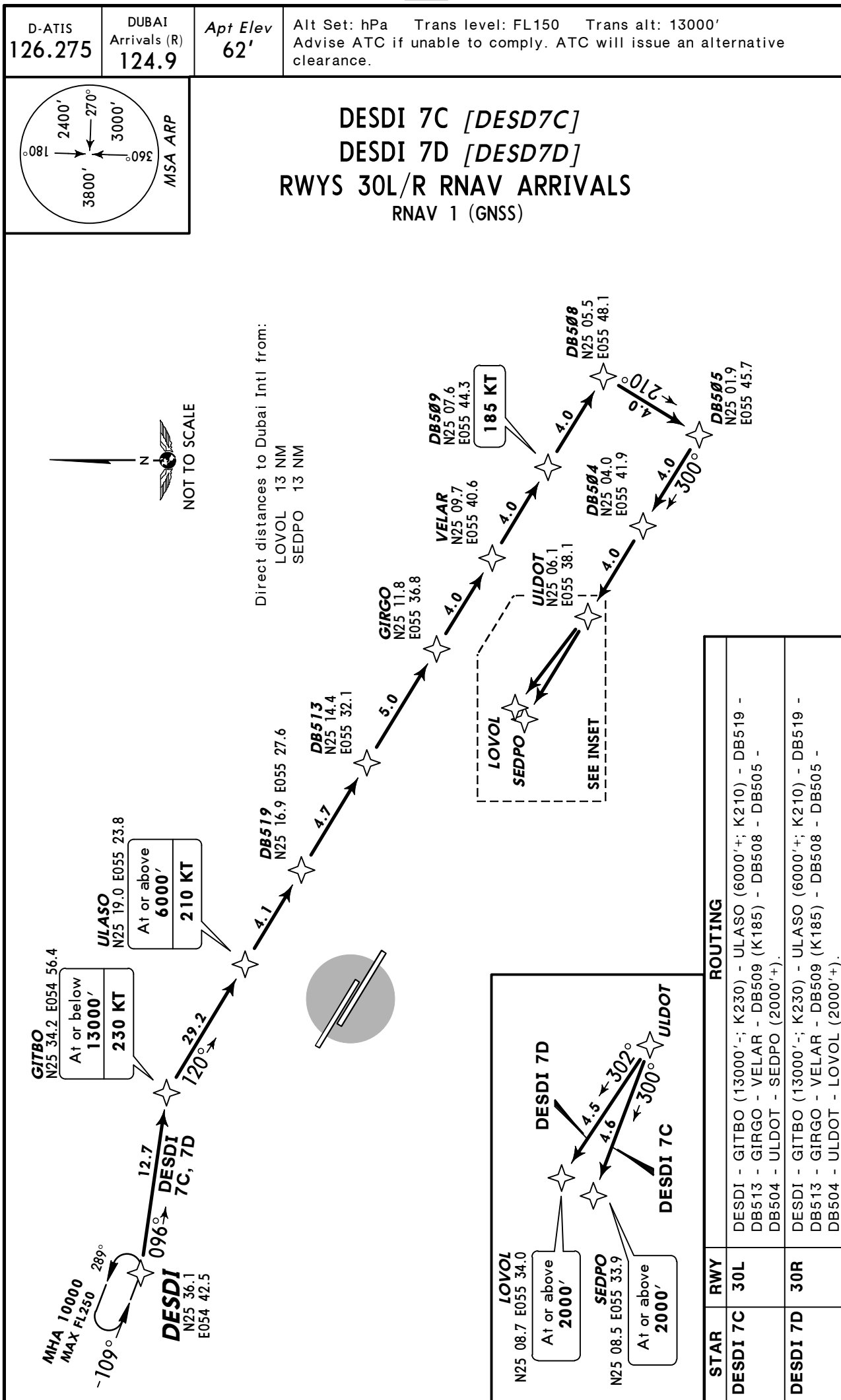
D-ATIS 126.275	DUBAI Arrivals (R) 124.9	Apt Elev 62'	Alt Set: hPa Trans level: FL150 Trans alt: 13000' Advise ATC if unable to comply. ATC will issue an alternative clearance.
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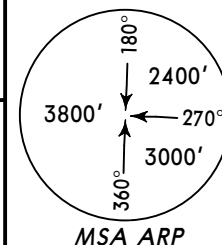
DESDI 7A [DESD7A]
DESDI 7B [DESD7B]
RWYS 12L/R RNAV ARRIVALS
RNAV 1 (GNSS)



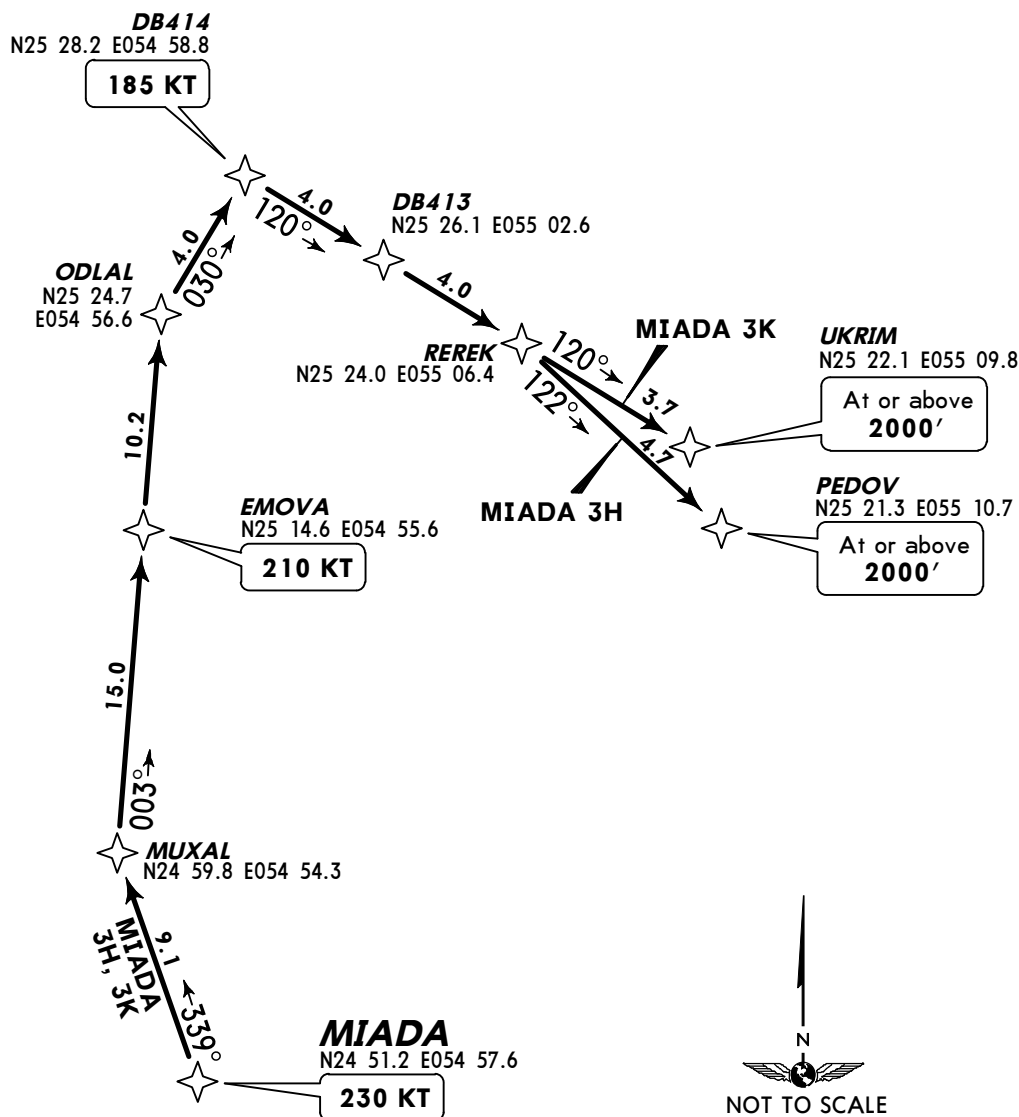
ROUTING	
DESDI 7A	DESDI - RULAM (11000'-; K230) - IVUTI - DB429 - TULOM - DB427 - DB426 (K210) - DB425 - DB421 - DB420 - ALNET - SOGAP (K185) - DB417 - DB413 - REREK - UKRIM (2000'+).
DESDI 7B	DESDI - RULAM (11000'-; K230) - IVUTI - DB429 - TULOM - DB427 - DB426 (K210) - DB425 - DB421 - DB420 - ALNET - SOGAP (K185) - DB417 - DB413 - REREK - PEDOV (2000'+).



D-ATIS 126.275	DUBAI Arrivals (R) 124.9	Apt Elev 62'	Alt Set: hPa Trans level: FL150 Trans alt: 13000'
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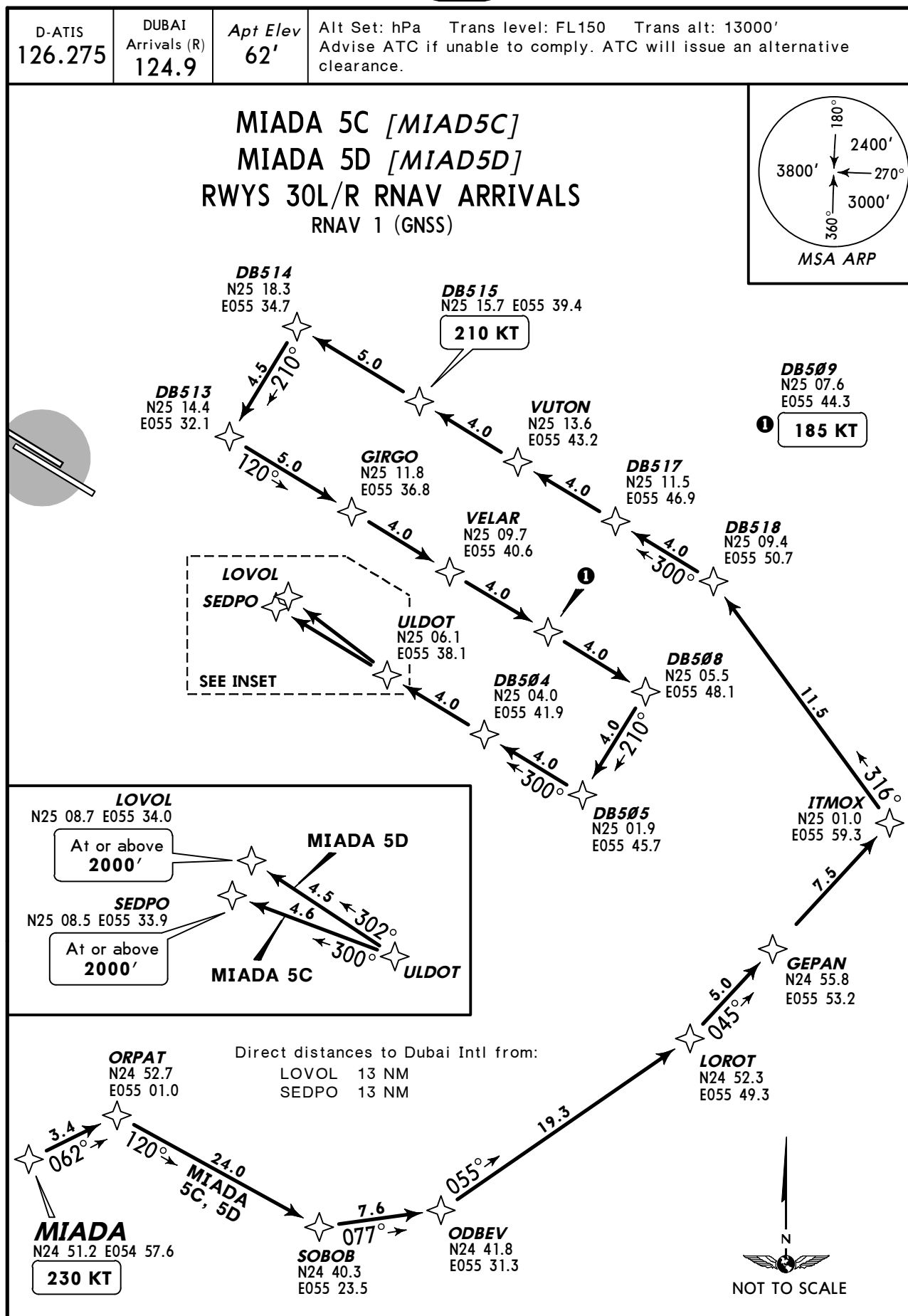


MIADA 3H [MIAD3H]
MIADA 3K [MIAD3K]
RWYS 12R/L RNAV ARRIVALS
RNAV 1 (GNSS)



Direct distances to Dubai Intl from:
PEDOV 12 NM
UKRIM 13 NM

STAR	RWY	ROUTING
MIADA 3H	12R	MIADA (K230) - MUXAL - EMOVA (K210) - ODLAL - DB414 (K185) - DB413 - REREK - PEDOV (2000'+).
MIADA 3K	12L	MIADA (K230) - MUXAL - EMOVA (K210) - ODLAL - DB414 (K185) - DB413 - REREK - UKRIM (2000'+).

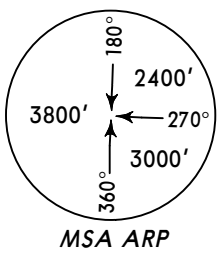


STAR	RWY	ROUTING
MIADA 5C	30L	MIADA (K230) - ORPAT - SOBOB - ODBEV - LOROT - GEPAN - ITMOX - DB518 - DB517 - VUTON - DB515 (K210) - DB514 - DB513 - GIRGO - VELAR - DB509 (K185) - DB508 - DB505 - DB504 - ULDOT - SEDPO (2000'+).
MIADA 5D	30R	MIADA (K230) - ORPAT - SOBOB - ODBEV - LOROT - GEPAN - ITMOX - DB518 - DB517 - VUTON - DB515 (K210) - DB514 - DB513 - GIRGO - VELAR - DB509 (K185) - DB508 - DB505 - DB504 - ULDOT - LOVOL (2000'+).

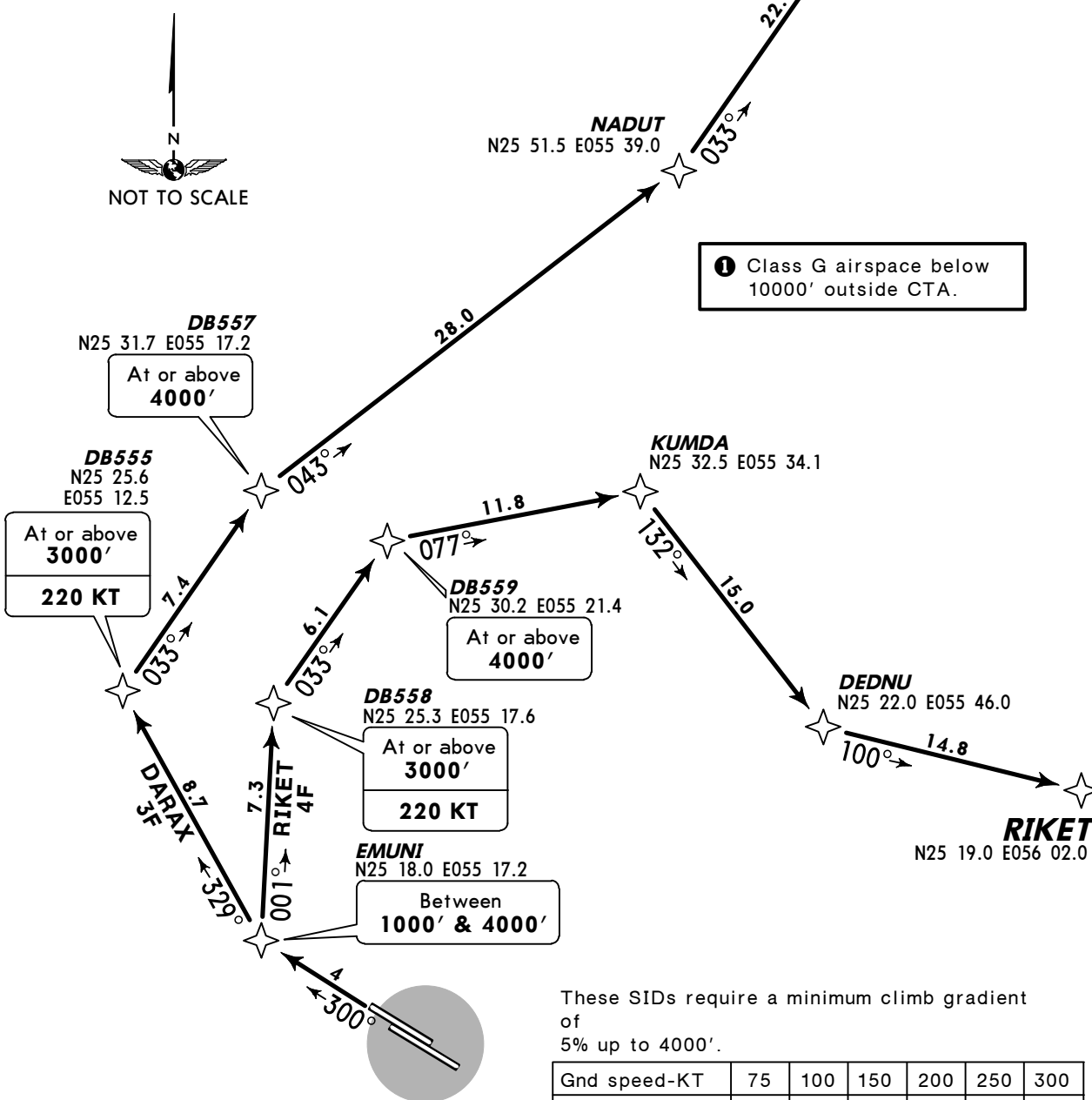
DUBAI Departures (R)
North 126.2 South 121.025

Apt Elev
62'

Trans level: FL150 Trans alt: 13000'
1. Advise ATC if unable to comply. ATC will issue an alternative clearance.
2. Carry out all turns with bank angle 25°.
3. Remain Tower frequency until instructed to change frequency.



**DARAX 3F [DARA3F]
RIKET 4F [RIKE4F]
RWYS 30L/R RNAV DEPARTURES**
RNAV 1 (GNSS)
~~SPEED~~ MAX 250 KT BELOW 10000'



Initial climb clearance **4000'**,
further climb when instructed by DUBAI Departures

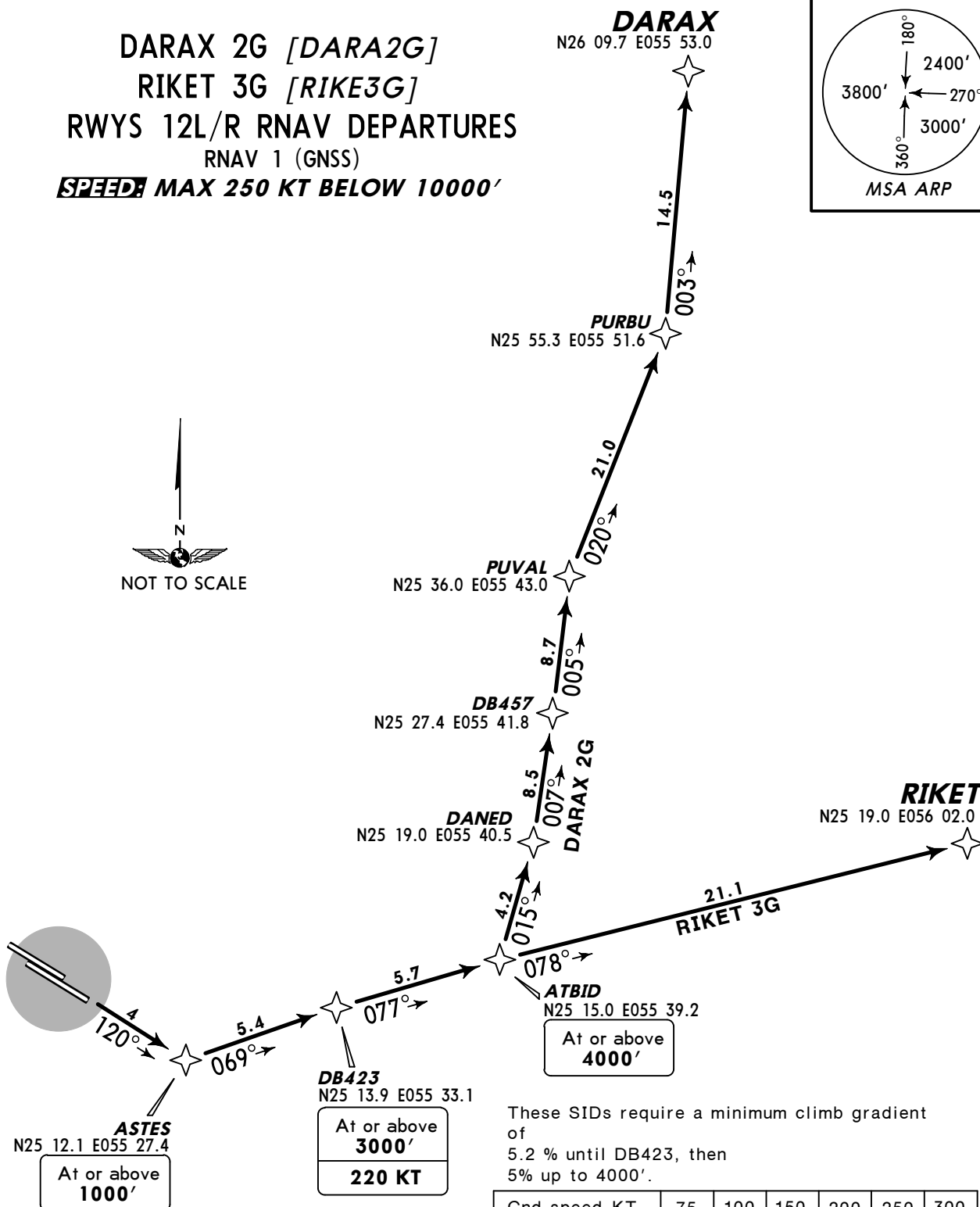
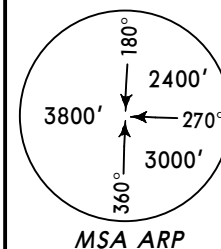
SID	ROUTING
DARAX 3F	(460'+) - EMUNI (1000'+; 4000'-) - DB555 (3000'+, K220) - DB557 (4000'+) - NADUT - DARAX.
RIKET 4F	(460'+) - EMUNI (1000'+; 4000'-) - DB558 (3000'+, K220) - DB559 (4000'+) - KUMDA - DEDNU - RIKET.

DUBAI Departures (R)
North 126.2 South 121.025

Apt Elev
62'

Trans level: FL150 Trans alt: 13000'
1. Advise ATC if unable to comply. ATC will issue an alternative clearance.
2. Carry out all turns with bank angle 25°.
3. Remain Tower frequency until instructed to change frequency.

DARAX 2G [DARA2G]
RIKET 3G [RIKE3G]
RWYS 12L/R RNAV DEPARTURES
RNAV 1 (GNSS)
~~SPEED~~ MAX 250 KT BELOW 10000'



Initial climb clearance **4000'**,
further climb when instructed by DUBAI Departures

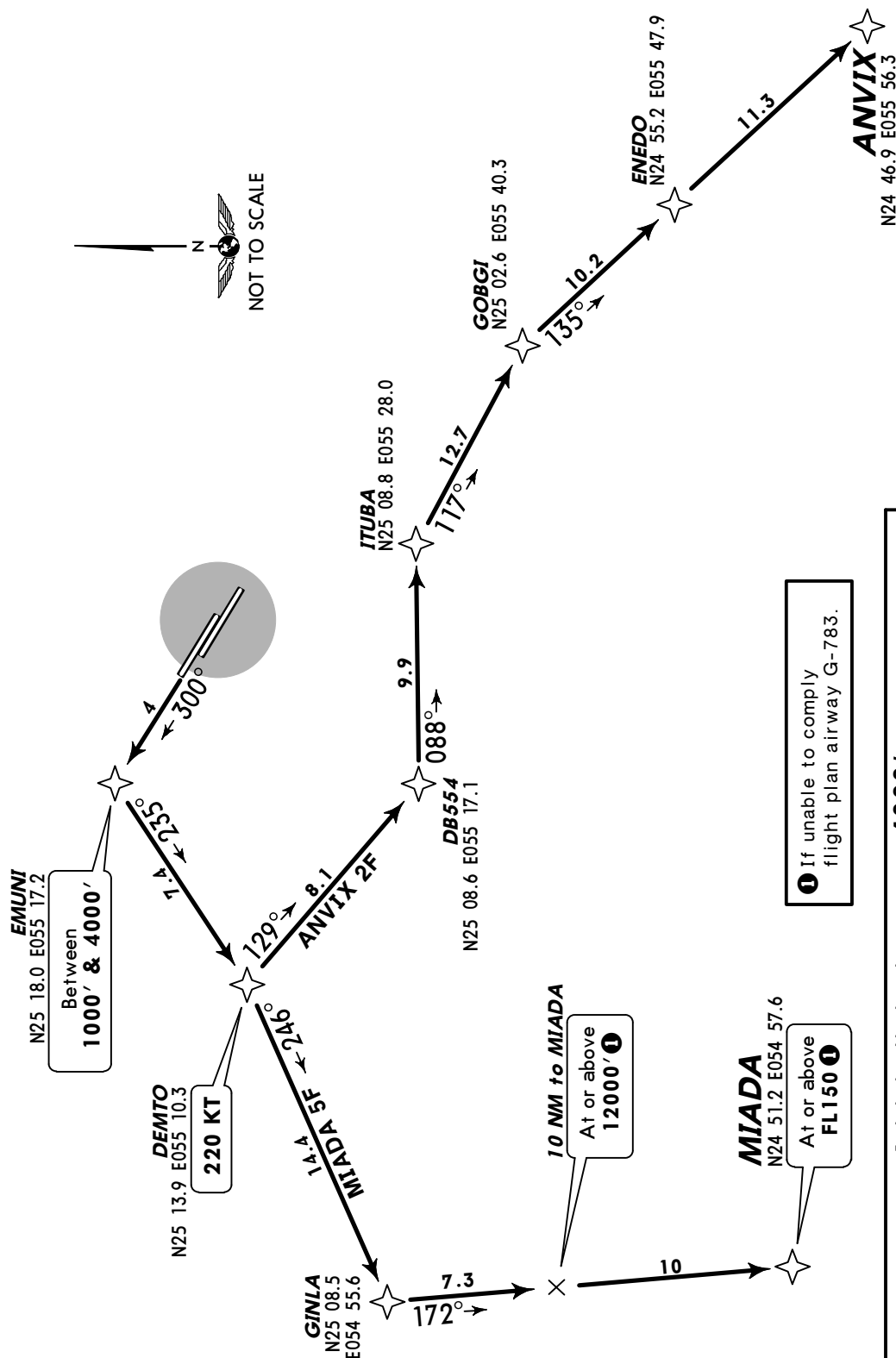
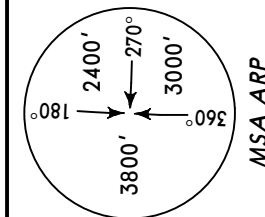
SID	ROUTING
DARAX 2G	(460'+) - ASTES (1000'+) - DB423 (3000'+; K220) - ATBID (4000'+) - DANED - DB457 - PUVAL - PURBU - DARAX.
RIKET 3G	(460'+) - ASTES (1000'+) - DB423 (3000'+; K220) - ATBID (4000'+) - RIKET.

DUBAI Departures (R)
North 126.2 South 121.025

Apt Elev
62'

- Trans level: FL150 Trans alt: 13000'
1. Advise ATC if unable to comply. ATC will issue an alternative clearance.
 2. Carry out all turns with bank angle 25°.
 3. Remain Tower frequency until instructed to change frequency.

ANVIX 2F [ANVI2F]
MIADA 5F [MIAD5F]
RWYS 30L/R RNAV DEPARTURES
RNAV 1 (GNSS)
~~SPEED~~ MAX 250 KT BELOW 10000'



These SIDs require a minimum climb gradient of 5% up to 4000'.

Gnd speed-KT	75	100	150	200	250	300
5% V/V (fpm)	380	506	760	1013	1266	1519

Advise ATC at start-up if unable to comply.

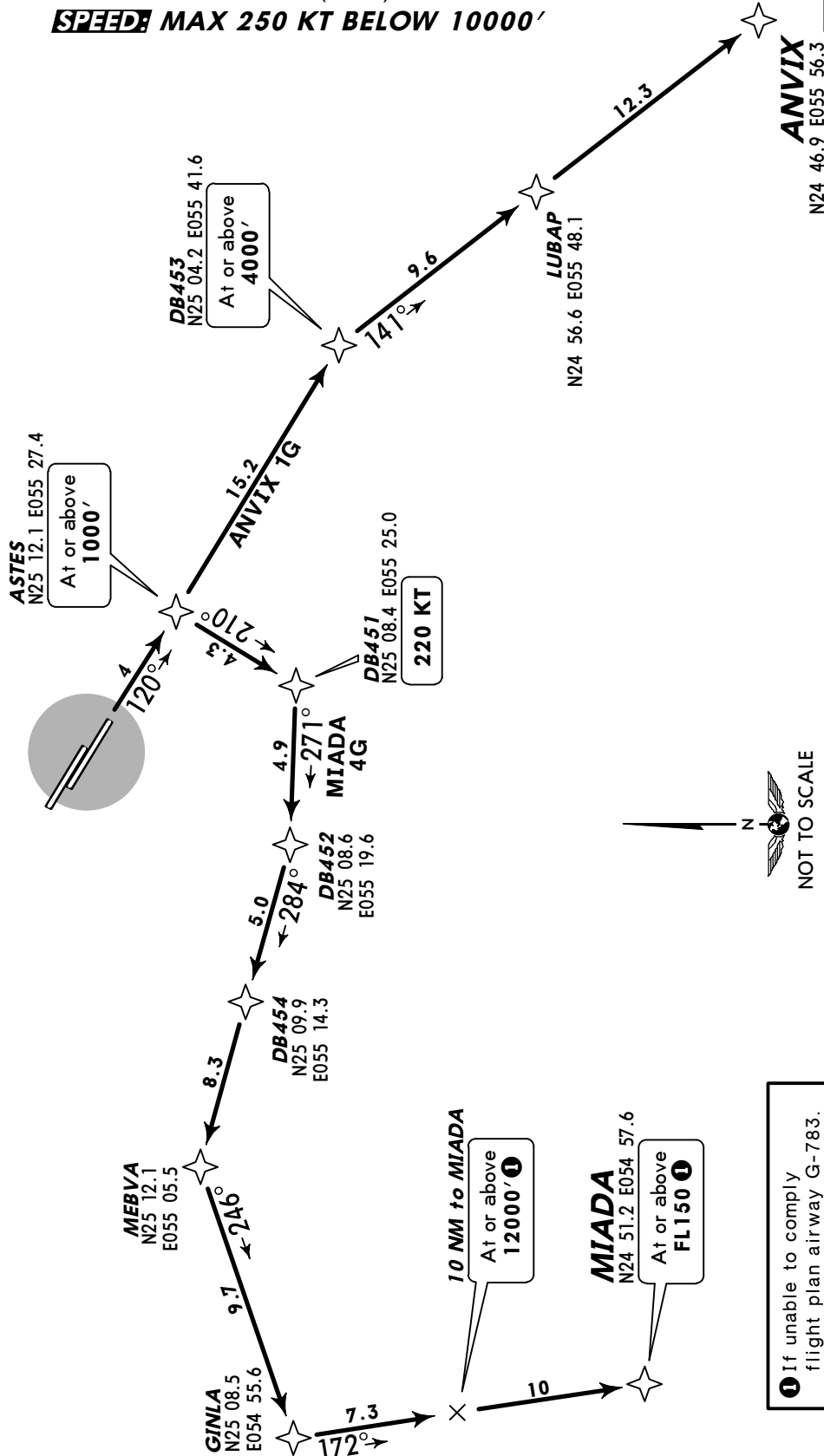
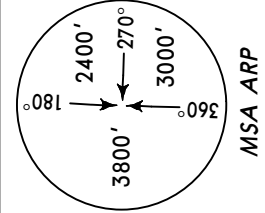
Initial climb clearance 4000', further climb when instructed by DUBAI Departures	
SID	ROUTING
ANVIX 2F	(460'+) - EMUNI (1000'+; 4000'-) - DEMTO (K220) - DB554 - ITUBA - GOBGI - ENEDO - ANVIX.
MIADA 5F	(460'+) - EMUNI (1000'+; 4000'-) - DEMTO (K220) - GINLA - MIADA.

DUBAI Departures (R)
North 126.2 South 121.025

Apt Elev
62'

- Trans level: FL150 Trans alt: 13000'
1. Advise ATC if unable to comply. ATC will issue an alternative clearance.
 2. Carry out all turns with bank angle 25°.
 3. Remain Tower frequency until instructed to change frequency.

**ANVIX 1G [ANV11G]
MIADA 4G [MIAD4G]
RWYS 12L/R RNAV DEPARTURES**
RNAV 1 (GNSS)
~~SPEEDS~~ MAX 250 KT BELOW 10000'



These SIDs require a minimum climb gradient of 5% up to 4000'.

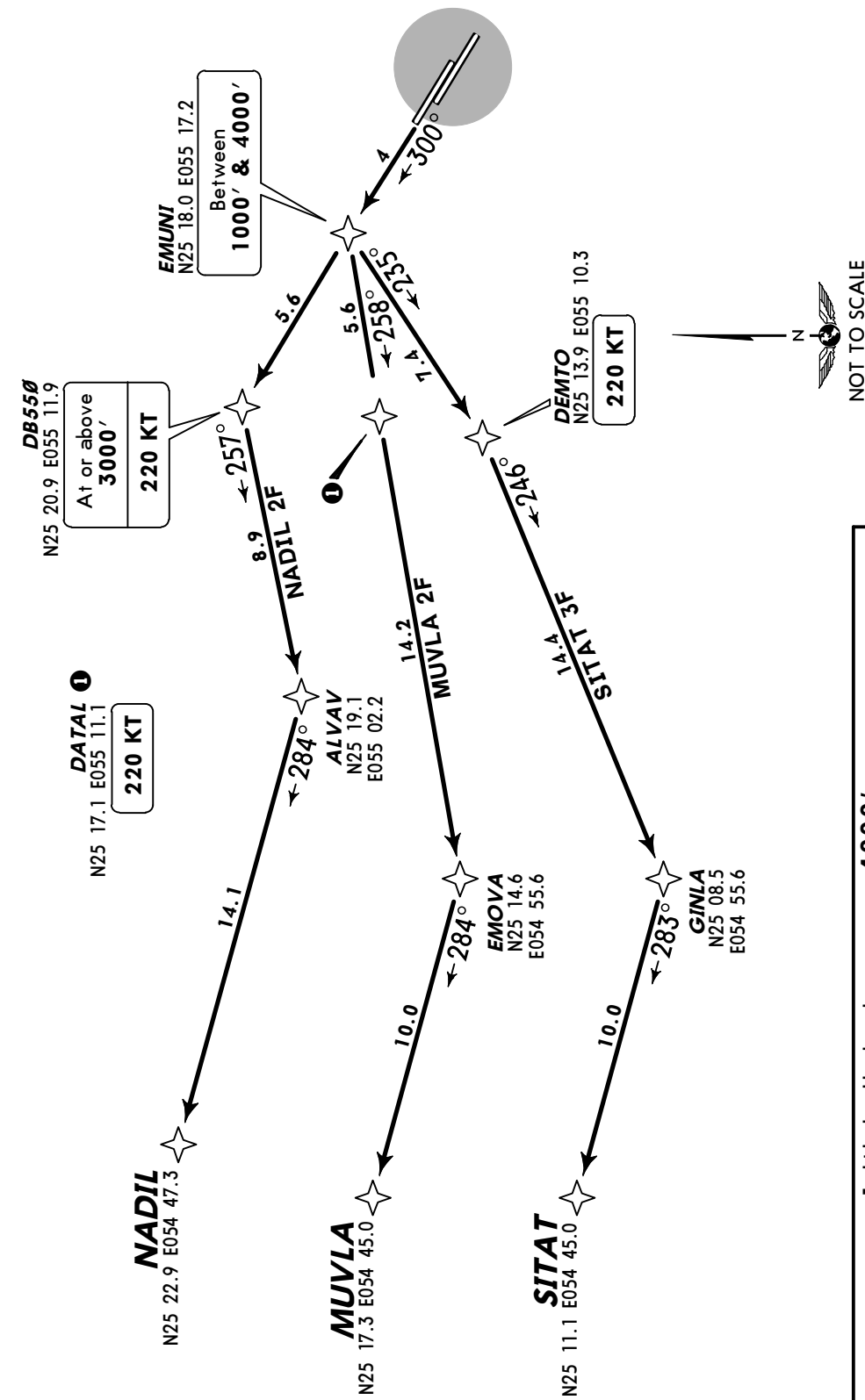
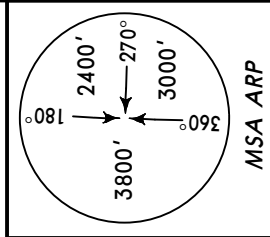
Gnd speed-KT	75	100	150	200	250	300
5% V/V (fpm)	380	506	760	1013	1266	1519

Advise ATC at start-up if unable to comply.

Initial climb clearance 4000', further climb when instructed by DUBAI Departures	
SID	ROUTING
ANVIX 1G	(460'+) - ASTES (1000'+) - DB453 (4000'+) - LUBAP - ANVIX.
MIADA 4G	(460'+) - ASTES (1000'+) - DB451 (K220) - DB452 - DB454 - MEBVA - GINLA - MIADA.

DUBAI Departures (R)		Apt Elev 62'	Trans level: FL150 Trans alt: 13000' 1. Advise ATC if unable to comply. ATC will issue an alternative clearance. 2. Carry out all turns with bank angle 25°. 3. Remain Tower frequency until instructed to change frequency.
North 126.2	South 121.025		

MUVLA 2F [MUVL2F]
NADIL 2F [NADI2F]
SITAT 3F [SITA3F]
RWYS 30L/R RNAV DEPARTURES
RNAV 1 (GNSS)
~~SPEED~~ MAX 250 KT BELOW 10000'



These SIDs require a minimum climb gradient of 5% up to 4000'.

Gnd speed-KT	75	100	150	200	250	300
5% V/V (fpm)	380	506	760	1013	1266	1519

Advise ATC at start-up if unable to comply.

Initial climb clearance 4000', further climb when instructed by DUBAI Departures	
SID	ROUTING
MUVLA 2F	(460'+) - EMUNI (1000'+; 4000'-) - DATAL (K220) - EMOVA - MUVLA.
NADIL 2F	(460'+) - EMUNI (1000'+; 4000'-) - DB550 (3000'+, K220) - ALVAV - NADIL.
SITAT 3F	(460'+) - EMUNI (1000'+; 4000'-) - DEMTO (K220) - GINLA - SITAT.

DUBAI Departures (R)
North 126.2 South 121.025

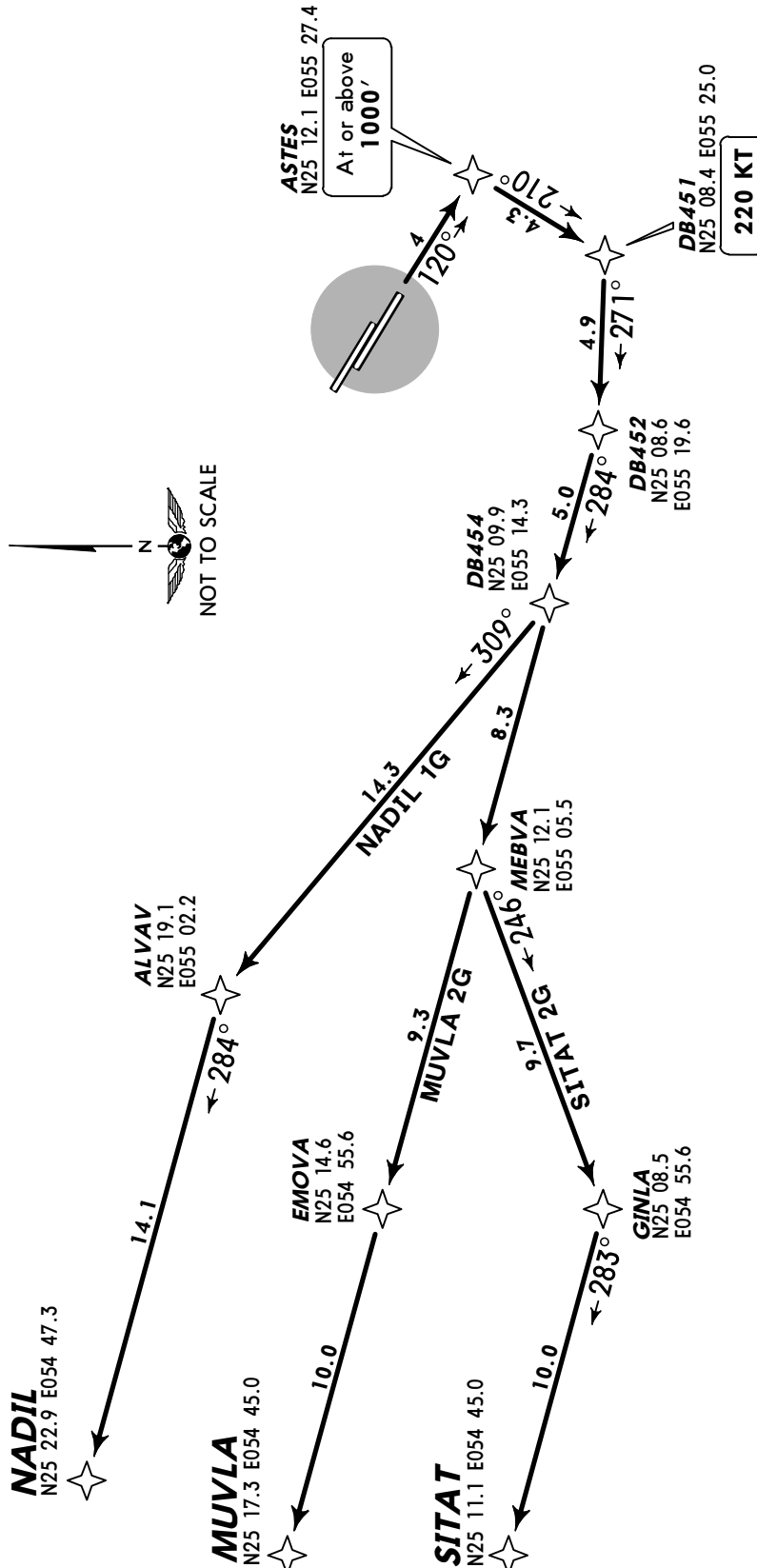
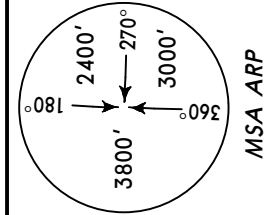
Apt Elev
62'

Trans level: FL150 Trans alt: 13000'

1. Advise ATC if unable to comply. ATC will issue an alternative clearance.
2. Carry out all turns with bank angle 25°.
3. Remain Tower frequency until instructed to change frequency.

MUVLA 2G [MUVL2G], NADIL 1G [NADI1G]
SITAT 2G [SITA2G]
RWYS 12L/R RNAV DEPARTURES
RNAV 1 (GNSS)

SPEED MAX 250 KT BELOW 10000'



These SIDs require a minimum climb gradient of 5% up to 4000'.

Gnd speed-KT	75	100	150	200	250	300
5% V/V (fpm)	380	506	760	1013	1266	1519

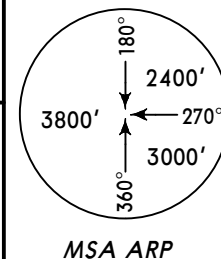
Advice ATC at start-up if unable to comply.

Initial climb clearance 4000', further climb when instructed by DUBAI Departures

SID	ROUTING
MUVLA 2G	(460'+) - ASTES (1000'+) - DB451 (K220) - DB452 - DB454 - MEBVA - EMOVA - MUVLA.
NADIL 1G	(460'+) - ASTES (1000'+) - DB451 (K220) - DB452 - DB454 - ALVAV - NADIL.
SITAT 2G	(460'+) - ASTES (1000'+) - DB451 (K220) - DB452 - DB454 - MEBVA - GINLA - SITAT.

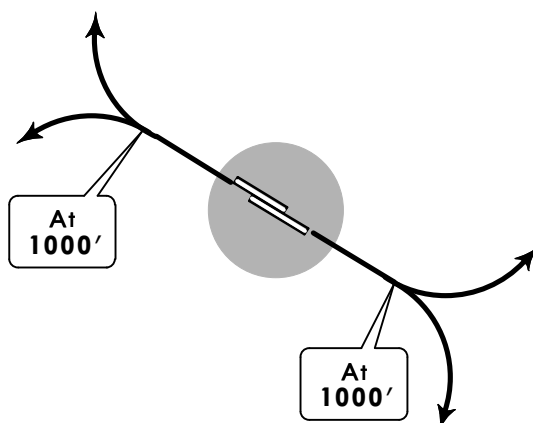
Apt Elev
62'

Trans level: FL150 Trans alt: 13000'
1. Remain Tower frequency until instructed to change frequency.
2. Turn before DER prohibited.



RWYS 12L/R, 30L/R
OMNIDIRECTIONAL DEPARTURES
~~SPEED~~ MAX 250 KT BELOW 10000'

△ **DESDI**
N25 36.1 E054 42.5



△ **BUBIN**
N24 57.7 E056 06.7



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
BUBIN and DESDI are designated holds
for traffic landing at Dubai Intl Apt.
LOST COMMS ▲ SWW03 1S01 ▲ LOST COMMS ▲ SWW03 1S01 ▲ LOST COMMS ▲ SWW03 1S01 ▲ LOST COMMS ▲ SWW03 1S01

This departure requires a minimum climb
gradient of 5%.

Gnd speed-KT	75	100	150	200	250	300
5% V/V (fpm)	380	506	760	1013	1266	1519

Advice ATC at start-up if unable to comply.

ROUTING

Climb straight ahead to 1000', then turn to assigned heading.

TEMPORARY CLOSURE OF TAXIWAYS

REFER ALSO TO LATEST NOTAMS

Work is planned in various phases and indicates extensive closures of TWYs and associated links.

AREA 18

Zone A: TWY L3 and associated links.

Zone B: Section of TWY M between TWYs L2, L3 and associated links.

Zone C: TWY L2 and associated links.

Zone D: Section of TWY L between TWYs L2, L3 and associated links.

AREA 23**PHASE 2A**

Section of TWY Z behind stands F10 to F13 and TWY Z1.

PHASE 2B

Section of TWY Z behind stands F12 and F13 and associated links.

PHASE 2C

Section of TWY Z behind stands F10, F11 and TWY Z1.

AREA B**PHASE 1**

TWYs N1B, N1C, section of TWY N between TWYs P1 and P2 and associated links.

PHASE 2

TWYs N1, N1A, section of TWY N between TWYs N1A and N1C including TWY P1 and associated links.

AREA 24**PHASE 1**

Section of TWY K between TWYs K2 and K6 including TWYs K3, K4, K5, Z3, Z4 and associated links.

PHASE 2

Section of TWY Z behind stands F18, F19, F20, F21 including TWY Z4 and associated links.

PHASE 3A

TWYs K3, K4, Z3, section of TWY K btn TWYs K2 and K5, and the western link from TWY K6.

PHASE 3B

TWYs K4, K5, Z3, section of TWY K btn TWYs K3 and K6, along with western link of TWY K6.

PHASE 4A

Section of TWY Z abeam stands F18 and F19.

PHASE 4B

TWY Z4, section of TWY Z abeam stands F19 and F20.

AREA 01

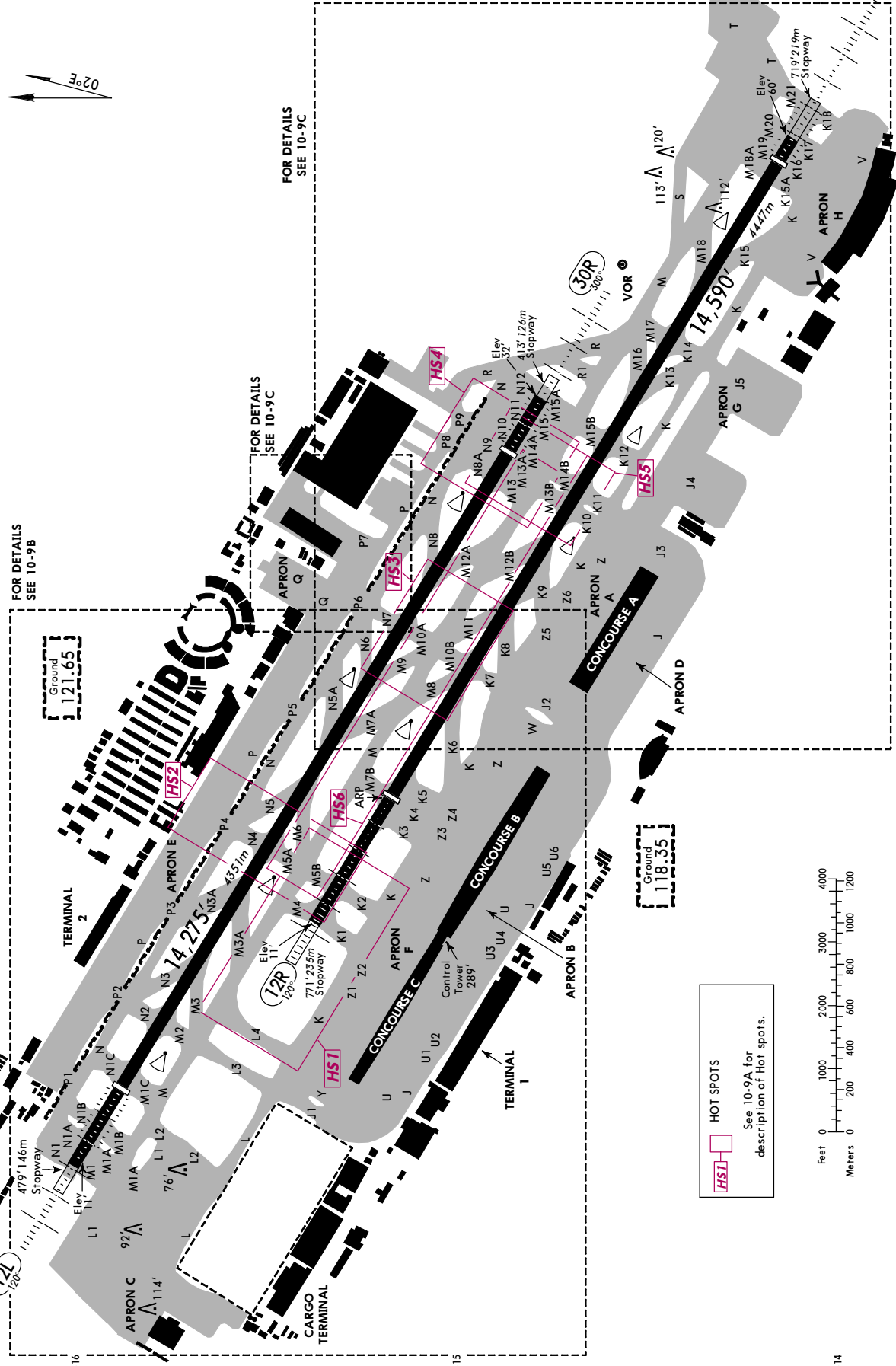
TWYs P2, N2, N3, section of TWY N between TWYs N1C and P3.

AREA 03

TWYs P4, N4, N5, section of TWY N between TWYs P3 and P5.

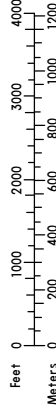
D-ATIS Departure	ACARS: D-ATIS DCL	DUBAI Delivery	Ground North	Ground South	Tower	DUBAI Departures North	DUBAI Departures South
131.7		120.35	121.65	118.35	118.75	126.2	121.025

For AIRPORT BRIEFING refer to 10-1P pages

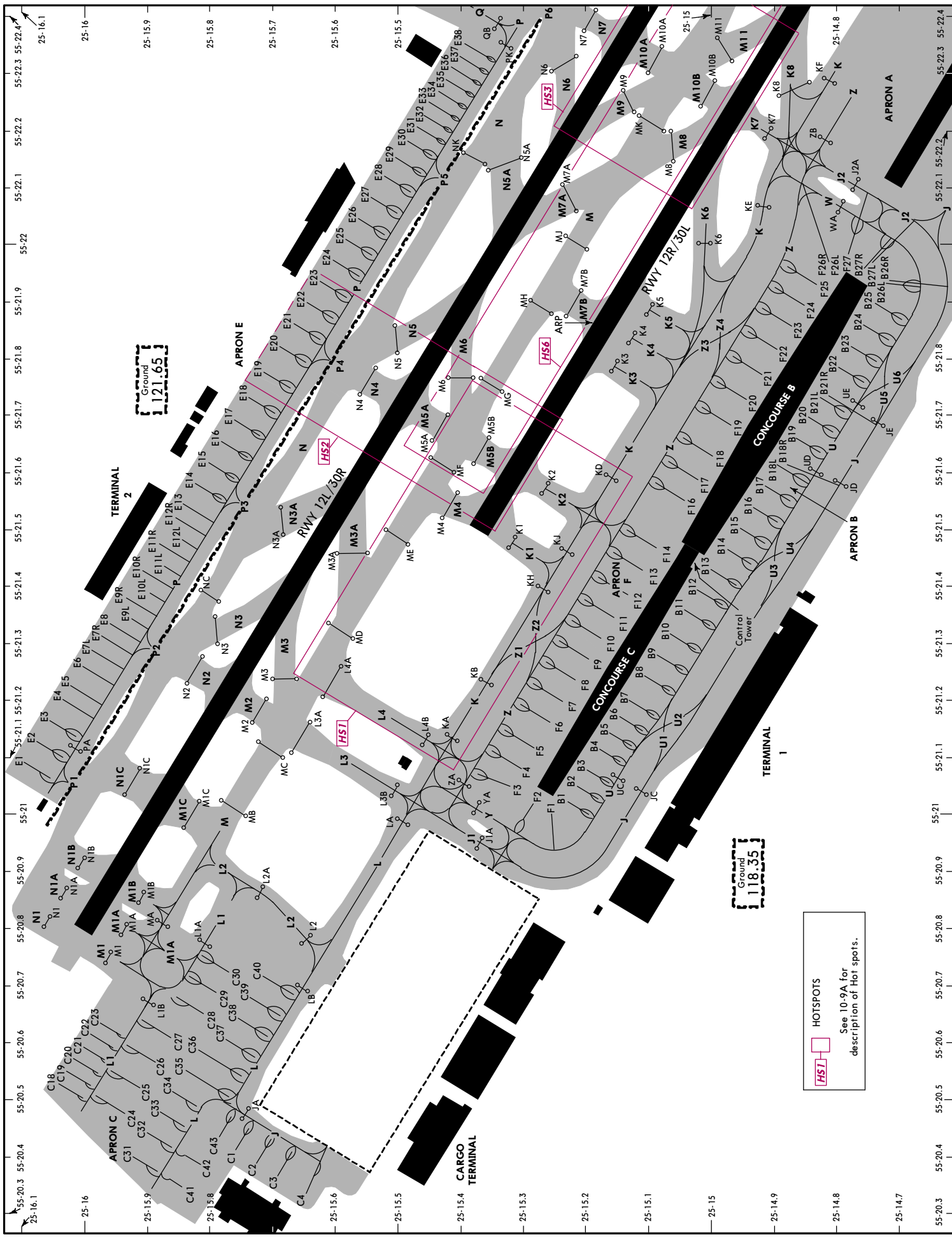


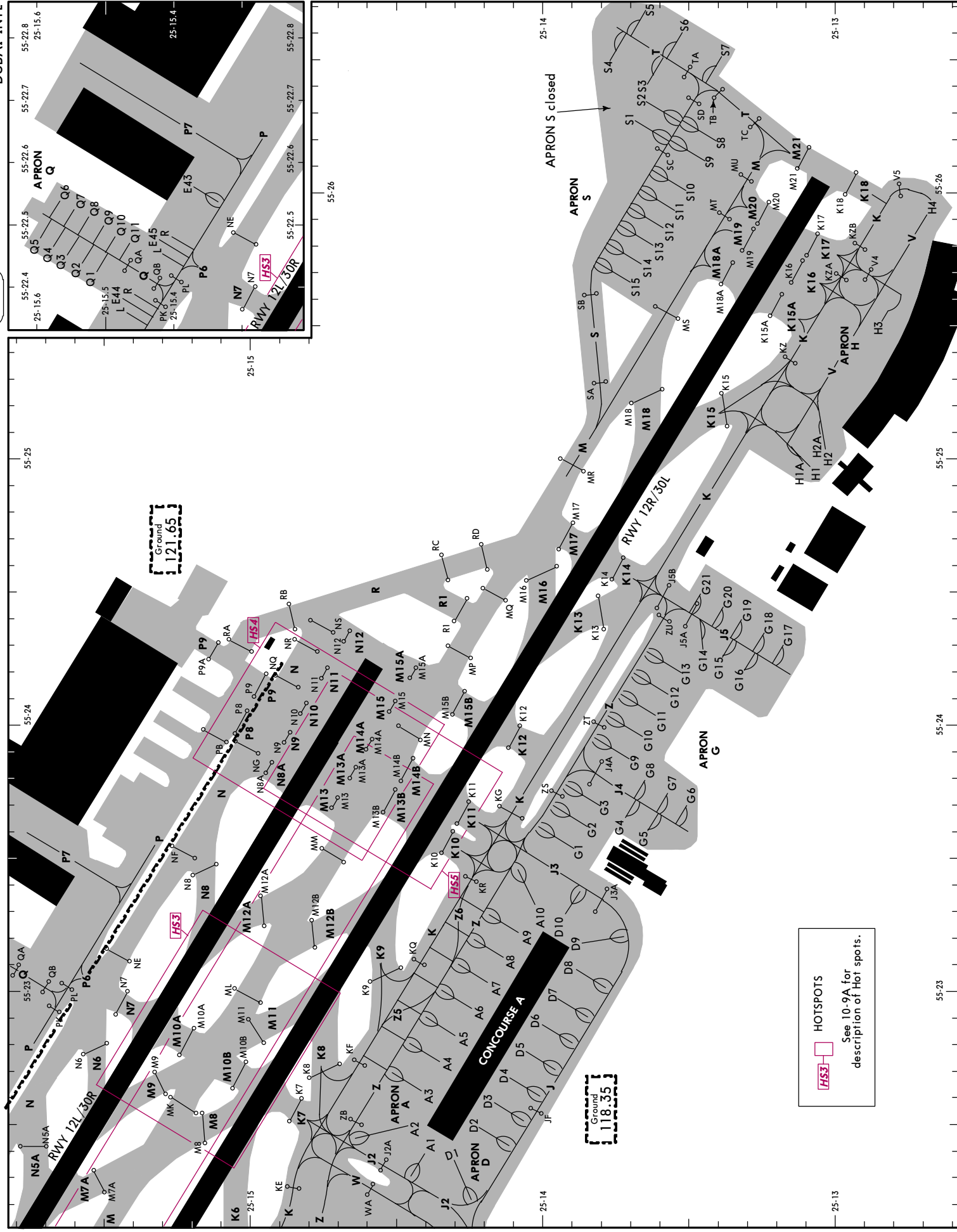
HOT SPOTS

See 10-9A for description of Hot spots.



ADDITIONAL RUNWAY INFORMATION					USABLE LENGTHS			
RWY					LANDING BEYOND		TAKE-OFF	WIDTH
					Threshold	Glide Slope		
12L	HIRL (60m) CL (15m) HIALS-II SFL TDZ REIL ❶ RVR				11,811' 3600m	10,778' 3285m	❷	197'
30R					13,123' 4000m	11,969' 3648m	❸	60m
❶ HSTIL, PAPI (angle 3.0°)					❸ TORA RWY 30R:			
❷ TORA RWY 12L:					From rwy head ❹			
From rwy head					13,287' (4050m)	14,108' (4300m)	❹ M15A/N12 entry points.	
twy M1A int					12,969' (3953m)	13,698' (4175m)	Departure from twy	
twy N1A int					12,959' (3950m)	13,291' (4051m)	M15A/N12 int or twy	
twy M1B int					12,641' (3853m)	13,284' (4049m)	M15/N11 int may be	
twy N1B int					12,631' (3850m)	12,972' (3954m)	subject to add delay and	
twy M1C/N1C int					11,732' (3576m)	12,648' (3855m)	must be requested from	
twy M2/N2 int					10,643' (3244m)	11,115' (3388m)	Clearance Delivery prior	
twy M3/N3 int					9754' (2973m)	11,109' (3386m)	to taxi.	
twy M3A/N3A int					8458' (2578m)	9974' (3040m)	❺ Primary entry point.	
twy M5A/N4 int					7379' (2249m)	9967' (3038m)		
twy M6/N5 int					6496' (1980m)	9088' (2770m)		
					twy M9 int	9078' (2767m)		
					twy N5A int	7966' (2428m)		
					twy M7A int	7940' (2420m)		
12R	HIRL (60m) CL (15m) HIALS SFL TDZ REIL ❹ RVR				11,811' 3600m	10,839' 3304m	❷	197'
30L	HIRL (60m) CL (15m) HIALS-II SFL TDZ REIL ❹ RVR				14,157' 4315m	13,063' 3982m	❸	60m
❹ HSTIL, PAPI (angle 3.0°)					❸ TORA RWY 30L:			
❷ TORA RWY 12R:					From rwy head ❹			
From rwy head					14,157' (4315m)	14,590' (4447m)		
twy M5B int					13,547' (4129m)	14,272' (4350m)		
twy K2 int					13,533' (4125m)	13,950' (4252m)		
twy K3 int					12,165' (3708m)	13,947' (4251m)		
twy M7B int					11,857' (3614m)	12,415' (3784m)		
twy K4 int					11,847' (3611m)	12,073' (3680m)		
twy K5 int					11,525' (3513m)	10,915' (3327m)		
twy K6 int					10,197' (3108m)	10,912' (3326m)		
twy M8 int					9728' (2965m)	10,128' (3087m)		
twy M10B int					9439' (2877m)	10,125' (3086m)		
twy K7 int					9432' (2875m)	8996' (2742m)		
twy K8 int					8566' (2611m)	8150' (2484m)		
twy M11 int					8553' (2607m)	8120' (2475m)		
twy K9/M12B int					7392' (2253m)	7835' (2388m)		
twy K10 int					6483' (1976m)	7799' (2377m)		
twy M13B int					6450' (1966m)			
twy K11 int					6165' (1879m)			
twy M14B int					6135' (1870m)			
HOT SPOTS (For information only, not to be construed as ATC instructions.)								
HS1 Confusion of TWYs M4 & L4 - There have been several RWY incursions onto RWY 12R with acft travelling westbound on TWY M turning at M4 and not L4.								
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 M10B & M11 - Previous RWY incursions. TWYs M10B and M11 closed and pilots should continue to exercise caution.								
HS4 RWY Holding Points M13A & M14A - Pilots are to be alert when given conditional clearances and to positively identify TFC BFR entering RWY 30R. Other holding points on area D are under construction.								
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. Other holding points on area E are under construction.								
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 and TWY M4 for DEP RWY 30R.								
Standard TAKE-OFF ❶								
LVP must be in force ❷								
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)		
A								
B	125m	150m	200m	250m	400m	500m		
C								
D	150m	200m	250m	300m				
❶ Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.								
❷ For low visibility departures all RVR transmissometers of departure rwy shall be serviceable. If reported meteorological VIS >150m TDZ RVR not required.								



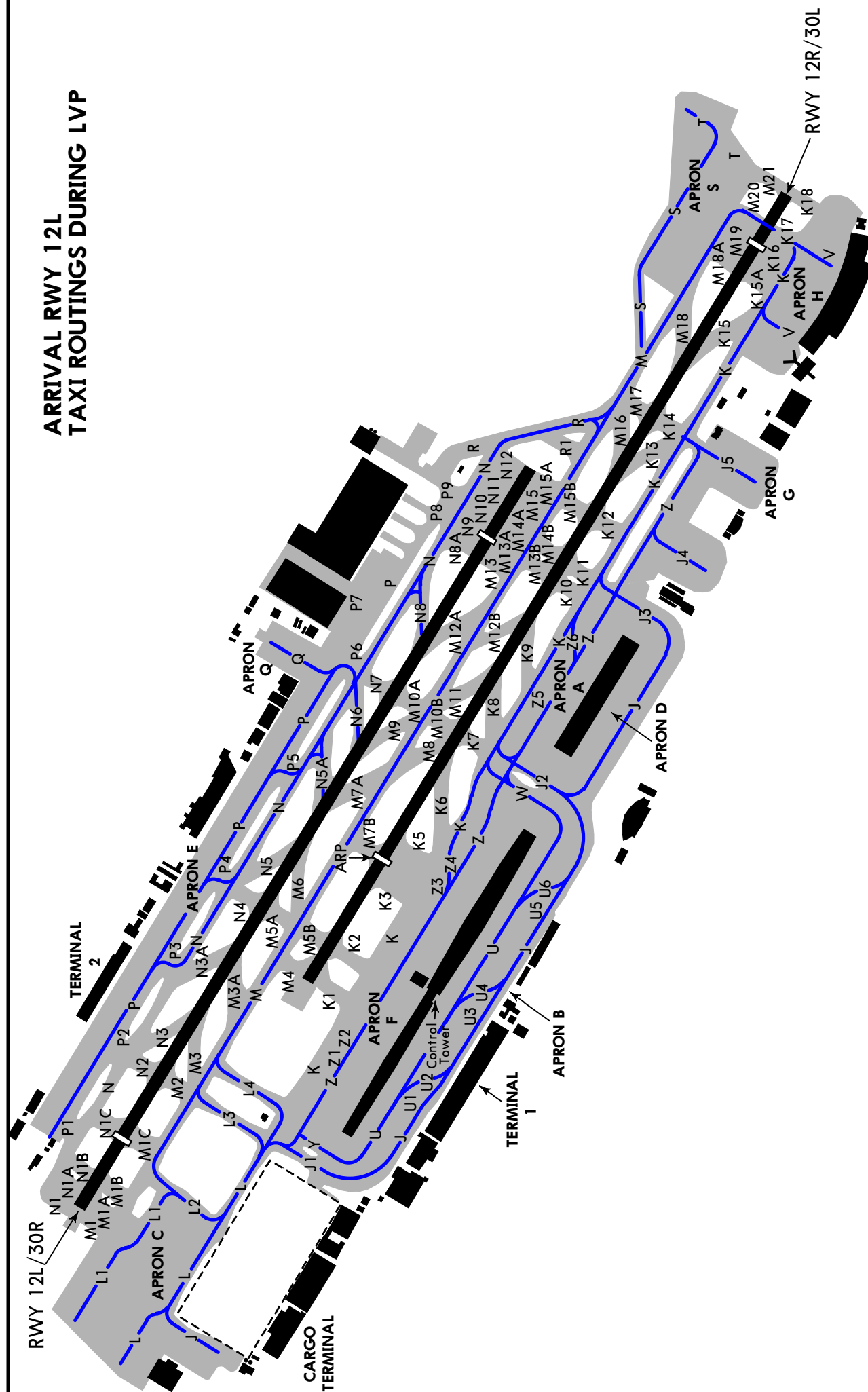


H53 HOTSPOTS
See 10-9A for
description of Hot spots.

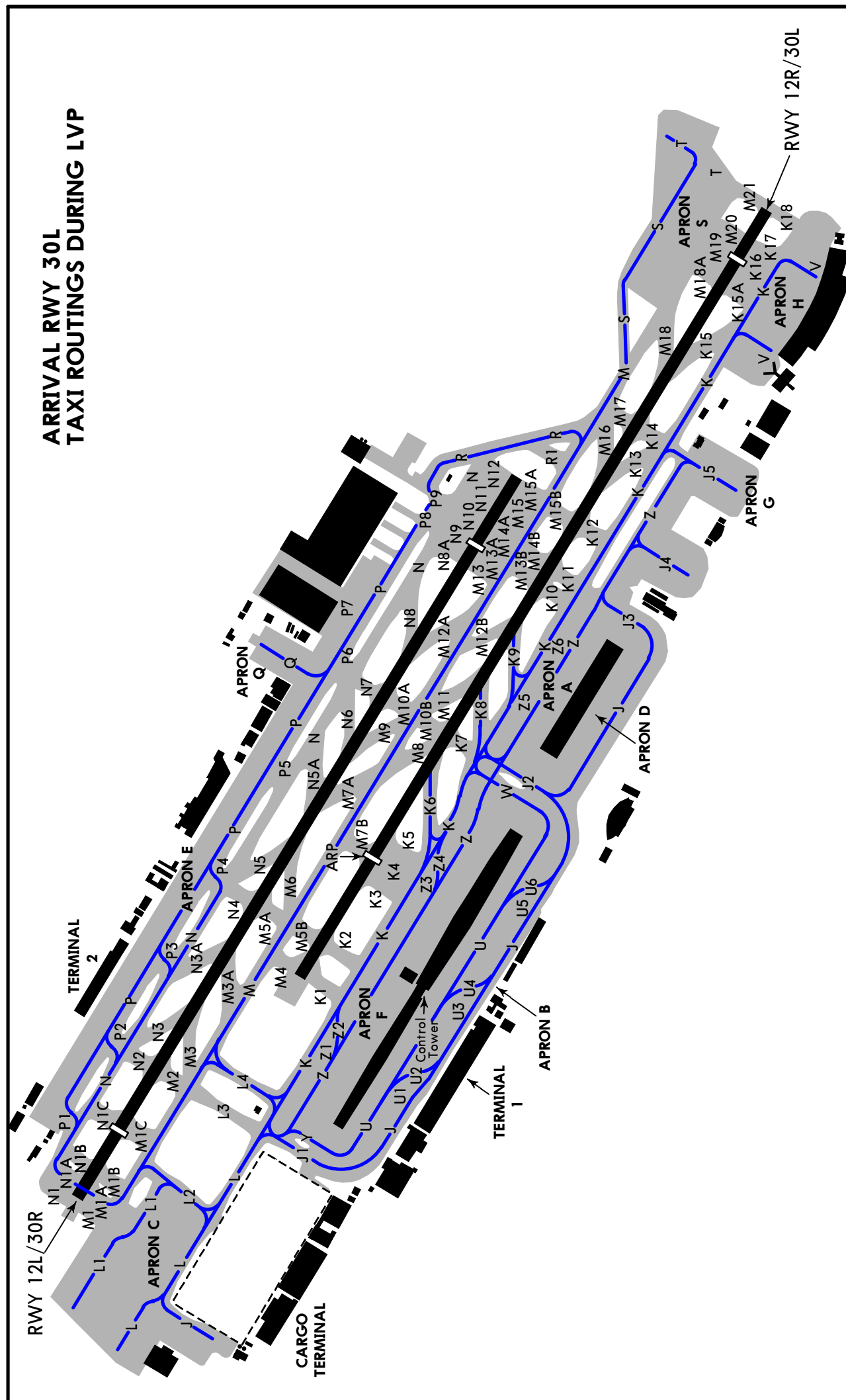
INS COORDINATES					
STAND No.	COORDINATES		STAND No.	COORDINATES	
A1 thru A3	N25 14.7	E055 22.2	E16, E17	N25 15.8	E055 21.7
A4	N25 14.7	E055 22.3	E18	N25 15.7	E055 21.7
A5	N25 14.6	E055 22.3	E19, E20	N25 15.7	E055 21.8
A6, A7	N25 14.6	E055 22.4	E21	N25 15.7	E055 21.9
A8	N25 14.6	E055 22.5	E22, E23	N25 15.6	E055 21.9
A9, A10	N25 14.5	E055 22.5	E24, E25	N25 15.6	E055 22.0
B1	N25 15.2	E055 21.0	E26	N25 15.6	E055 22.1
B2 thru B5	N25 15.2	E055 21.1	E27, E28	N25 15.5	E055 22.1
B6	N25 15.2	E055 21.2	E29 thru E32	N25 15.5	E055 22.2
B7, B8	N25 15.1	E055 21.2	E33	N25 15.5	E055 22.3
B9, B10	N25 15.1	E055 21.3	E34 thru E37	N25 15.4	E055 22.3
B11 thru B13	N25 15.0	E055 21.4	E38	N25 15.4	E055 22.4
B14, B15	N25 15.0	E055 21.5	E44 thru E44R	N25 15.4	E055 22.4
B16 thru B18R	N25 14.9	E055 21.6	E45 thru E45R	N25 15.3	E055 22.5
B19, B20	N25 14.9	E055 21.7	F1, F2	N25 15.3	E055 21.0
B21L, B21R	N25 14.8	E055 21.7	F3	N25 15.3	E055 21.0
B22, B23	N25 14.8	E055 21.8	F4, F5	N25 15.3	E055 21.1
B24	N25 14.8	E055 21.9	F6 thru F8	N25 15.2	E055 21.2
B25 thru B26R	N25 14.7	E055 21.9	F9, F10	N25 15.2	E055 21.3
B27L	N25 14.7	E055 22.0	F11	N25 15.1	E055 21.3
B27R	N25 14.8	E055 22.0	F12, F13	N25 15.1	E055 21.4
C1	N25 15.8	E055 20.4	F14	N25 15.1	E055 21.5
C2, C3	N25 15.7	E055 20.4	F16	N25 15.0	E055 21.5
C4	N25 15.7	E055 20.3	F17, F18	N25 15.0	E055 21.6
C18, C19	N25 16.0	E055 20.5	F19	N25 15.0	E055 21.7
C20 thru C23	N25 16.0	E055 20.6	F20	N25 14.9	E055 21.7
C24, C25	N25 15.9	E055 20.5	F21, F22	N25 14.9	E055 21.8
C26, C27	N25 15.9	E055 20.6	F23	N25 14.9	E055 21.9
C28, C29	N25 15.8	E055 20.7	F24, F25	N25 14.8	E055 21.9
C30	N25 15.7	E055 20.7	F26L thru F27	N25 14.8	E055 22.0
C31, C32	N25 15.9	E055 20.4	G1	N25 14.5	E055 22.7
C33, C34	N25 15.9	E055 20.5	G2 thru G5	N25 14.4	E055 22.7
C35	N25 15.9	E055 20.6	G6 thru G8	N25 14.3	E055 22.8
C36, C37	N25 15.8	E055 20.6	G9	N25 14.4	E055 22.8
C38	N25 15.8	E055 20.7	G10	N25 14.4	E055 22.9
C39, C40	N25 15.7	E055 20.7	G11, G12	N25 14.3	E055 22.9
C41	N25 15.8	E055 20.3	G13, G14	N25 14.3	E055 23.0
C42, C43	N25 15.8	E055 20.4	G15	N25 14.2	E055 23.0
D1	N25 14.7	E055 22.1	G16	N25 14.2	E055 22.9
D2, D3	N25 14.6	E055 22.2	G17	N25 14.1	E055 23.0
D4, D5	N25 14.6	E055 22.3	G18	N25 14.1	E055 23.1
D6, D7	N25 14.5	E055 22.4	G19 thru G21	N25 14.2	E055 23.1
D8	N25 14.5	E055 22.5			
D9	N25 14.4	E055 22.5			
D10	N25 14.5	E055 22.5			
E1, E2	N25 16.1	E055 21.1			
E3	N25 16.1	E055 21.2			
E4, E5	N25 16.0	E055 21.2			
E6, E7L, E7R	N25 16.0	E055 21.3			
E8	N25 16.0	E055 21.3			
E9L, E9R	N25 15.9	E055 21.4			
E10L, E10R	N25 15.9	E055 21.4			
E11L thru E12R	N25 15.9	E055 21.5			
E13	N25 15.8	E055 21.5			
E14, E15	N25 15.8	E055 21.6			

INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
H1, H1A	N25 14.1 E055 23.3		
H2, H2A	N25 14.1 E055 23.4		
H3	N25 14.0 E055 23.6		
H4	N25 13.9 E055 23.8		
Q1, Q2	N25 15.4 E055 22.4		
Q3 thru Q5	N25 15.5 E055 22.5		
Q6	N25 15.5 E055 22.6		
Q7	N25 15.4 E055 22.6		
Q8 thru Q11	N25 15.4 E055 22.5		
S1	N25 14.4 E055 23.9		
S2, S3	N25 14.3 E055 24.0		
S4	N25 14.4 E055 24.0		
S5	N25 14.3 E055 24.1		
S6, S7	N25 14.2 E055 24.1		
S8, S9	N25 14.2 E055 23.9		
S10, S11	N25 14.3 E055 23.8		
S12 thru S14	N25 14.3 E055 23.7		
S15	N25 14.4 E055 23.6		

ARRIVAL RWY 12L TAXI ROUTINGS DURING LVP

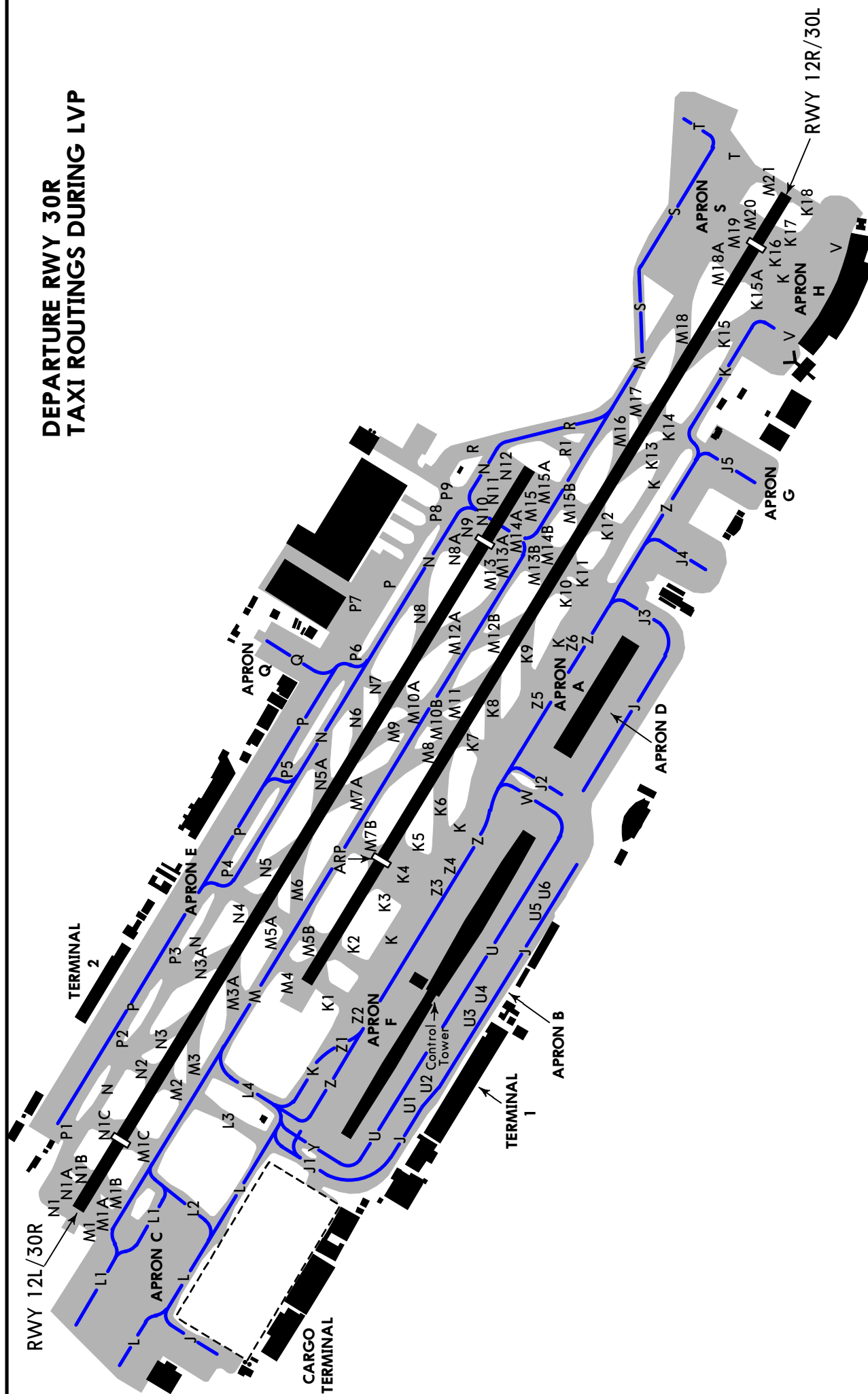


ARRIVAL RWY 30L TAXI ROUTINGS DURING LVP

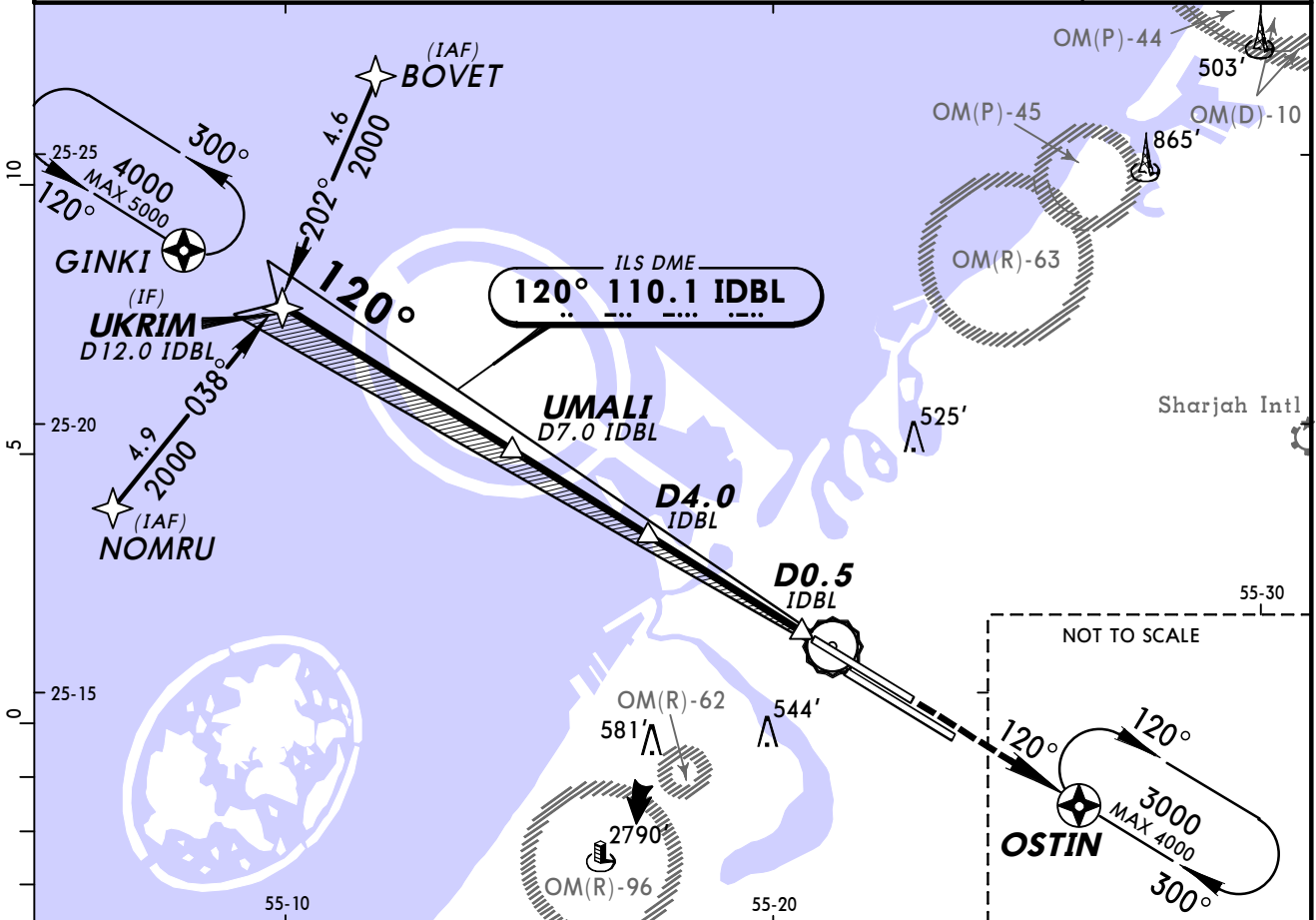
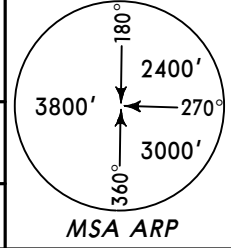


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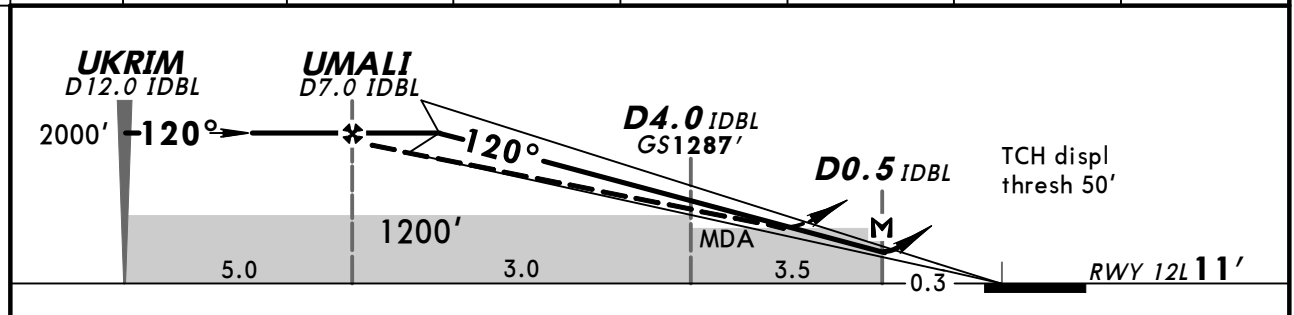
DEPARTURE RWY 30R TAXI ROUTINGS DURING LVP



D-ATIS Arrival 126.275	MINHAD Approach 122.5	DUBAI Arrivals (APP/R) 124.9	*DUBAI Director (APP/R) 127.9	DUBAI Tower 118.750 119.550	Ground 118.350
LOC IDBL 110.1	Final Apch Crs 120°	GS D4.0 IDBL 1287' (1276')	ILS DA(H) 211' (200')	Apt Elev 62' RWY 11'	
MISSED APCH: Climb to 3000' direct to OSTIN and hold.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 150 Trans alt: 13000'					
1. RNAV 5 required for transition and missed apch. 2. ILS DME reads zero at TDZ.					MSA ARP



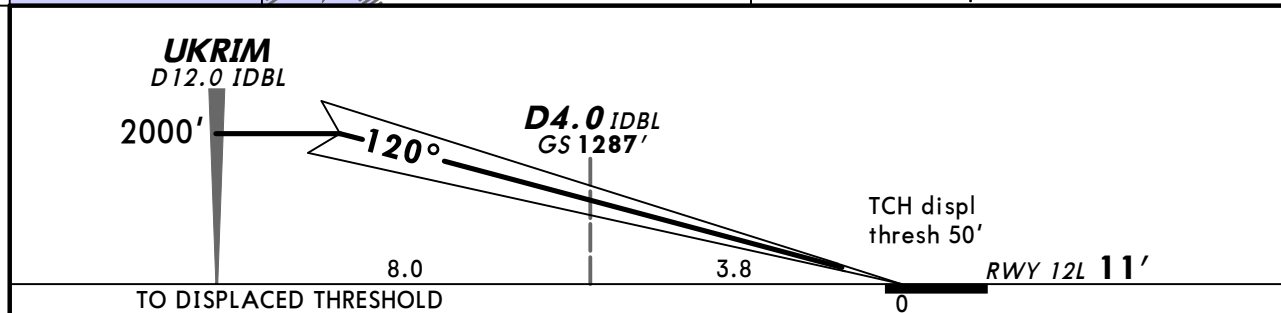
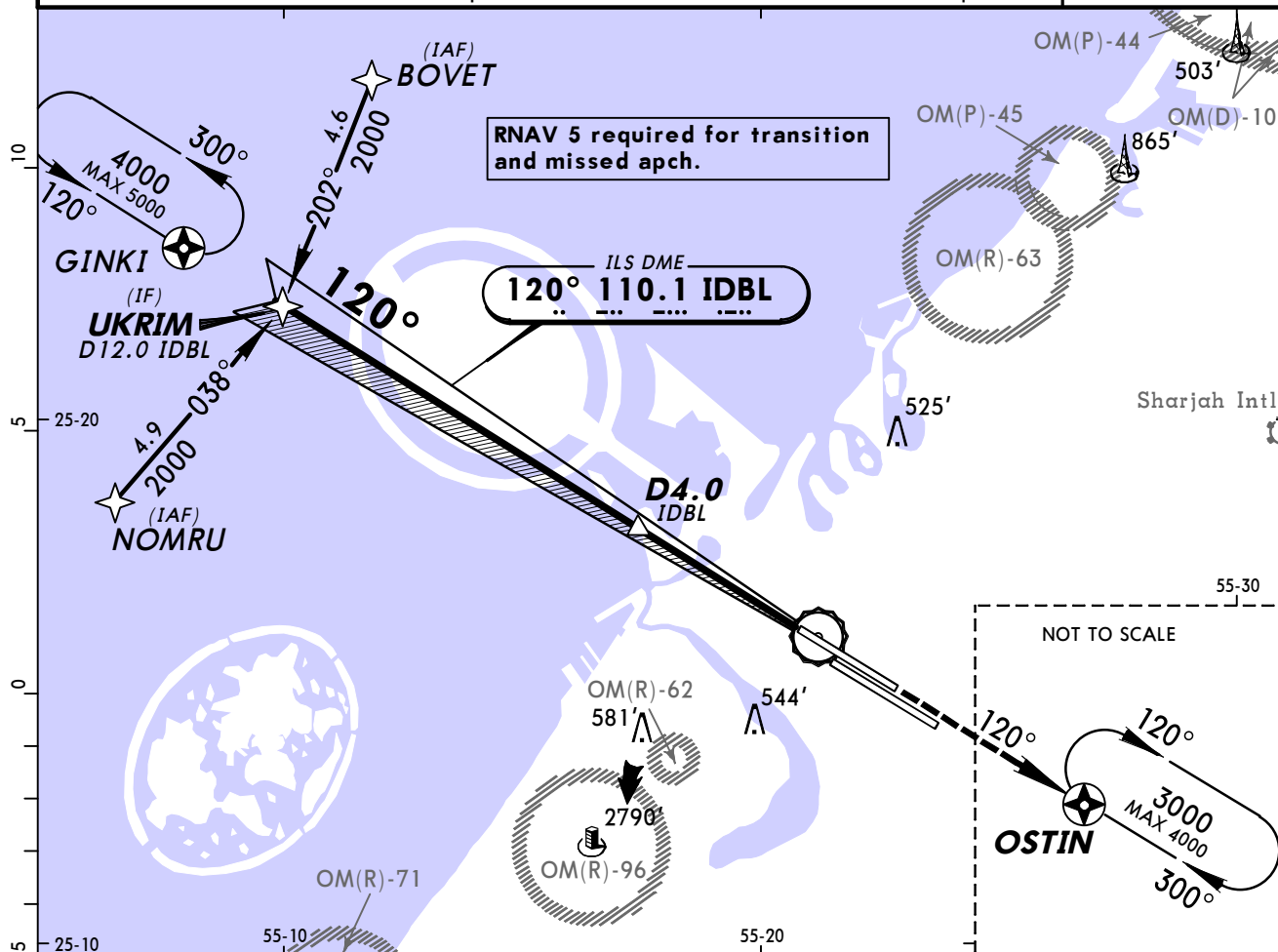
LOC	IDBL DME	6.0	5.0	4.0	3.0	2.0	1.0
(GS out)	ALTITUDE	1780'	1490'	1210'	920'	640'	350'



Gnd speed-Kts	70	90	100	120	140	160			
ILS GS	3.00°	372	478	531	637	743	849		
LOC Descent Angle	2.69°	333	428	476	571	666	761		
MAP at D0.5 IDBL									

Standard				STRAIGHT-IN LANDING RWY 12L		LOC (GS out)		CDFA	
				ILS				DA/MDA(H) 590' (579')	
				DA(H) 211' (200')					
FULL		Limited		ALS out				ALS out	
A							RVR 1500m		
B									
C	RVR 550m		RVR 750m		RVR 1200m				
D							RVR 1900m		CMV 2400m

D-ATIS Arrival	MINHAD Approach	DUBAI Arrivals (APP/R)	*DUBAI Director (APP/R)	DUBAI Tower		Ground
126.275	122.5	124.9	127.9	118.750	119.550	118.350
LOC IDBL 110.1	Final Apch Crs 120°	GS D4.0 IDBL 1287' (1276')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 62' RWY 11'	 MSA ARP	
MISSED APCH: Climb to 3000' direct to OSTIN and hold.						
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 150 Trans alt: 13000' 1. ILS DME reads zero at TDZ. 2. Special Aircrew & Aircraft Certification Required.						

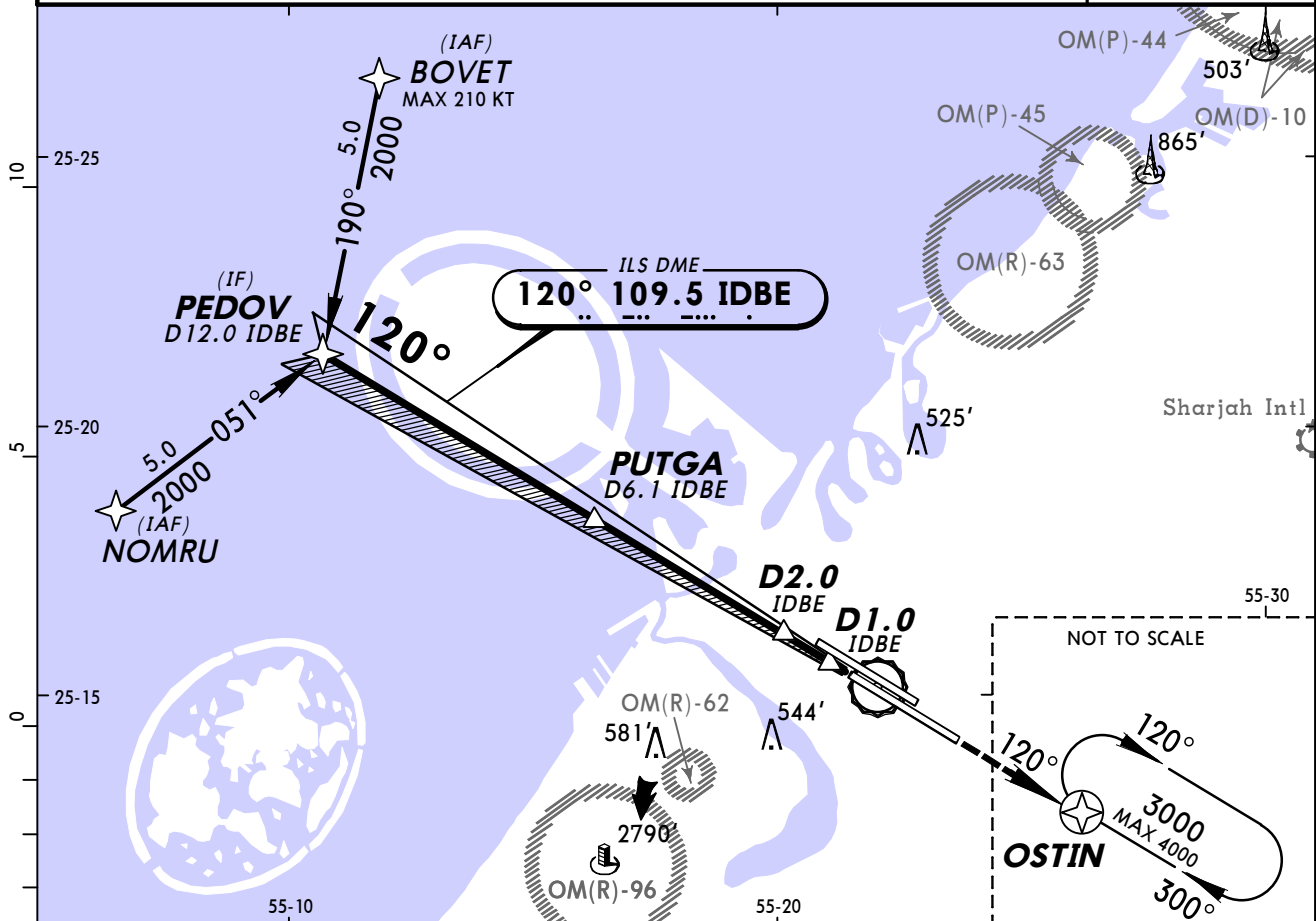
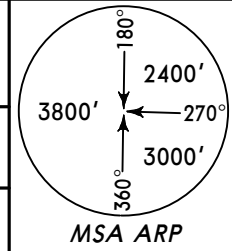


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	3000' ↑		OSTIN
GS	3.00°	372	478	531	637	743				

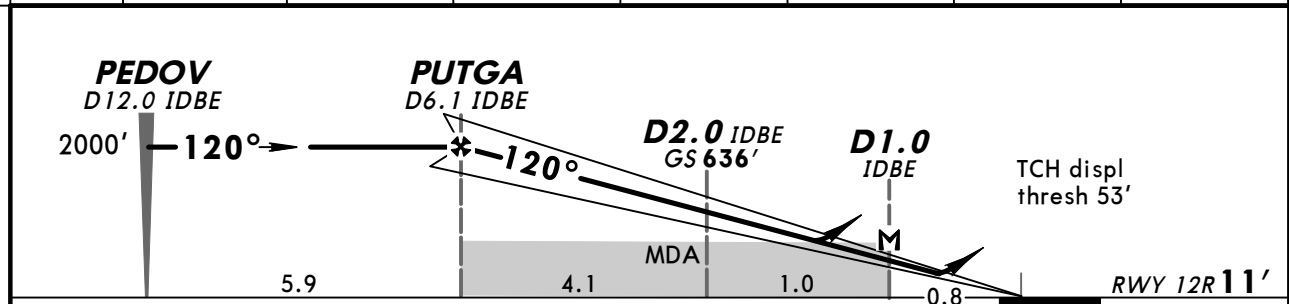
Standard		STRAIGHT-IN LANDING RWY 12L	
CAT IIIA ILS		CAT II ILS	
DH 50'		RA 100' DA(H) 111' (100')	
RVR 200m		RVR 300m	

Operators applying U.S. Specs: Autoland or HUD required below RVR 350m.

D-ATIS Arrival 126.275	MINHAD Approach 122.5	DUBAI Arrivals (APP/R) 124.9	*DUBAI Director (APP/R) 127.9	DUBAI Tower 118.750 119.550	Ground 118.350
LOC IDBE 109.5	Final Apch Crs 120°	GS D2.0 IDBE 636' (625')	ILS DA(H) Refer to Minimums	Apt Elev 62' RWY 11'	
MISSED APCH: Climb to 3000' on 120° to OSTIN and hold.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 150 Trans alt: 13000'					
1. RNAV 1 required for transition and missed apch. 2. ILS DME reads zero at TDZ.					MSA ARP



LOC	IDBE DME	6.0	5.0	4.0	3.0	2.0	1.0
(GS out)	ALTITUDE	1952'	1624'	1298'	973'	650'	329'



Gnd speed-Kts	70	90	100	120	140	160			
ILS GS or									
LOC Descent Angle	3.00°	372	478	531	637	743	849		
MAP at D1.0 IDBE									

Standard		STRAIGHT-IN LANDING RWY 12R					
ILS				LOC (GS out)			
DA(H) A: 363' (352') C: 382' (371') B: 372' (361') D: 392' (381')				CDFA DA/MDA(H) 590' (579')			
FULL		Limited		ALS out			
A	RVR 900m			RVR 1500m		RVR 1500m	
B	RVR 1000m						
C	RVR 1100m			RVR 1700m		RVR 1900m CMV 2400m	
D	RVR 1100m			RVR 1800m			

OMDB/DXB
DUBAI INTL

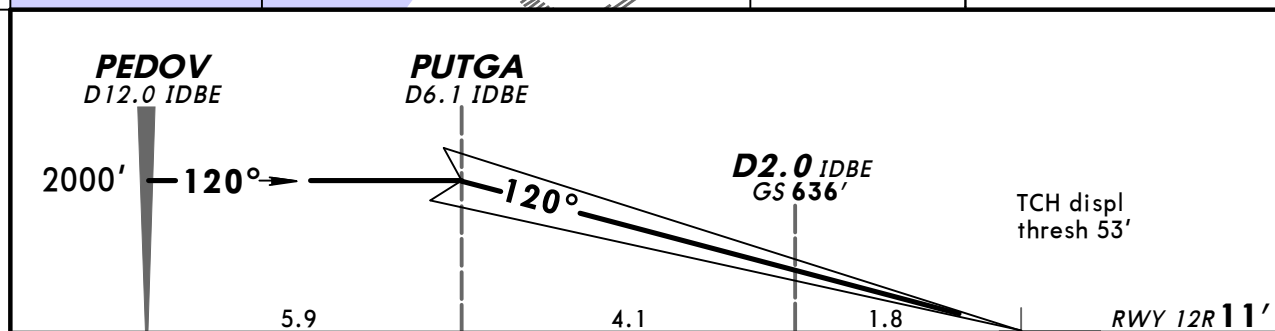
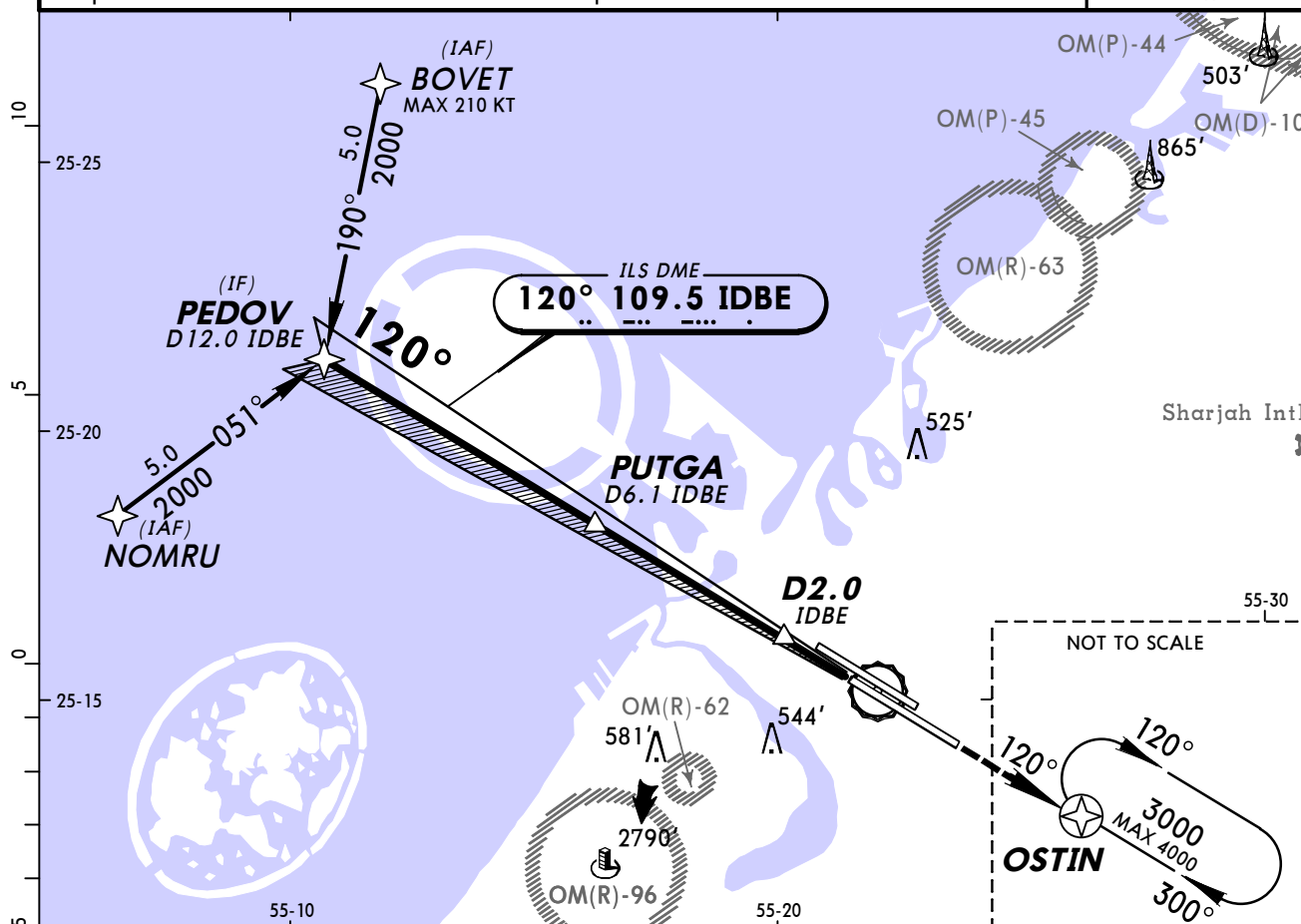
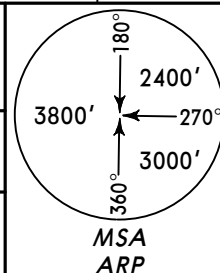
JEPPESEN
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Eff 21 Aug 11-2A

DUBAI, UAE
CAT II/III ILS Rwy 12R

D-ATIS Arrival 126.275	MINHAD Approach 122.5	DUBAI Arrivals (APP/R) 124.9	*DUBAI Director (APP/R) 127.9	DUBAI Tower 118.750 119.550	Ground 118.350
LOC IDBE 109.5	Final Apch Crs 120°	GS D2.0 IDBE 636' (625')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 62' RWY 11'	

MISSED APCH: Climb to 3000' on 120° to OSTIN and hold.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 150 Trans alt: 13000'
1. RNAV 1 required for transition and missed apch. 2. ILS DME reads zero at TDZ.
3. Special Aircrew & Aircraft Certification Required.



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	3000'	120°	OSTIN
GS	3.00°	372	478	531	637	743	849	REIL PAPI	↑		

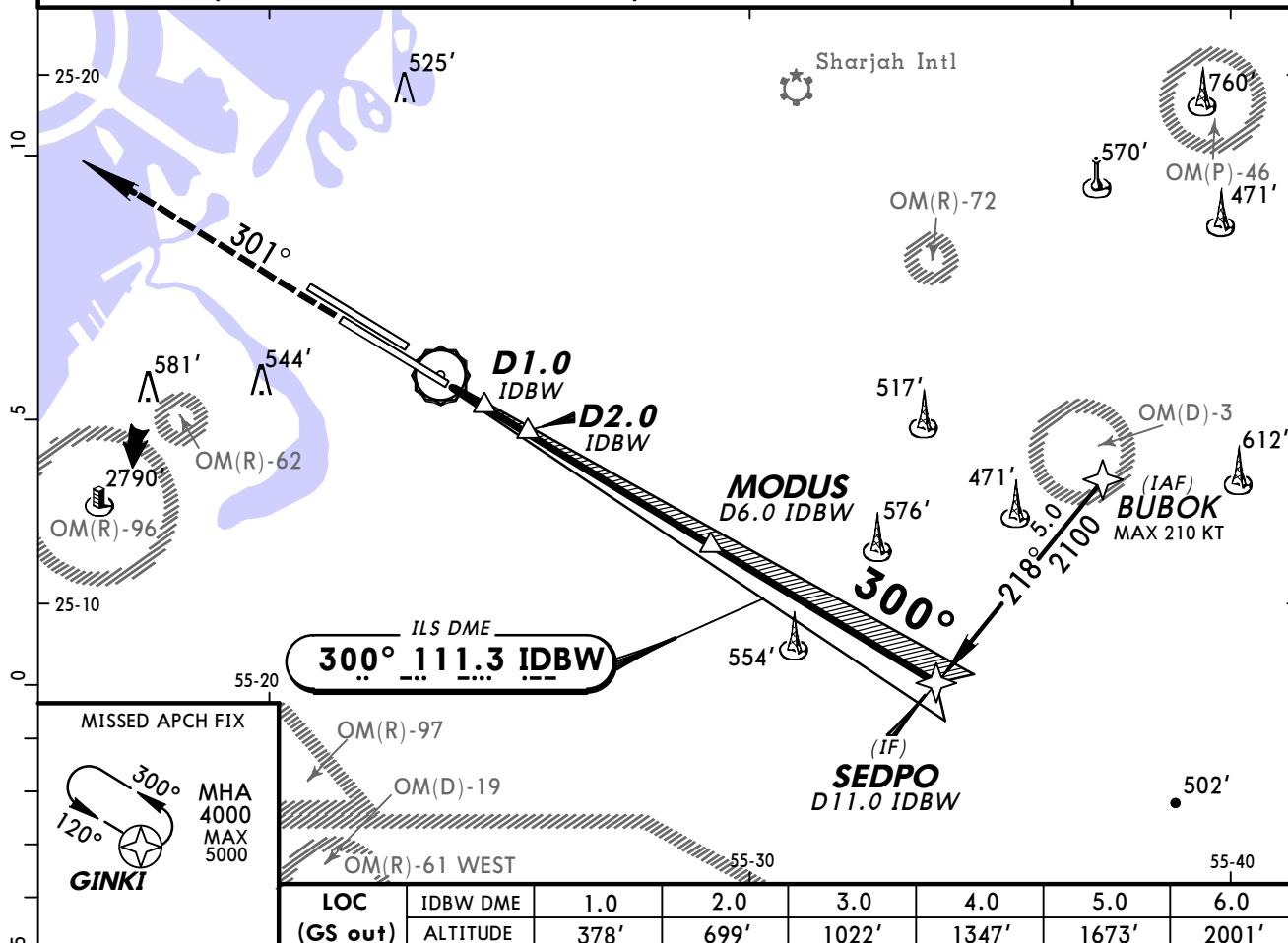
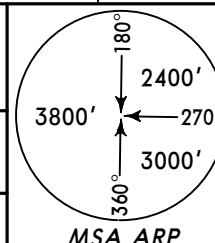
Standard		STRAIGHT-IN LANDING RWY 12R	
CAT IIIA ILS		CAT II ILS	
ABC		D	
RA 100'		RA 102'	
DA(H) 111' (100')		DA(H) 113' (102')	
RVR 200m		RVR 300m	

Operators applying U.S. Specs: Autoland or HUD required below RVR 350m.

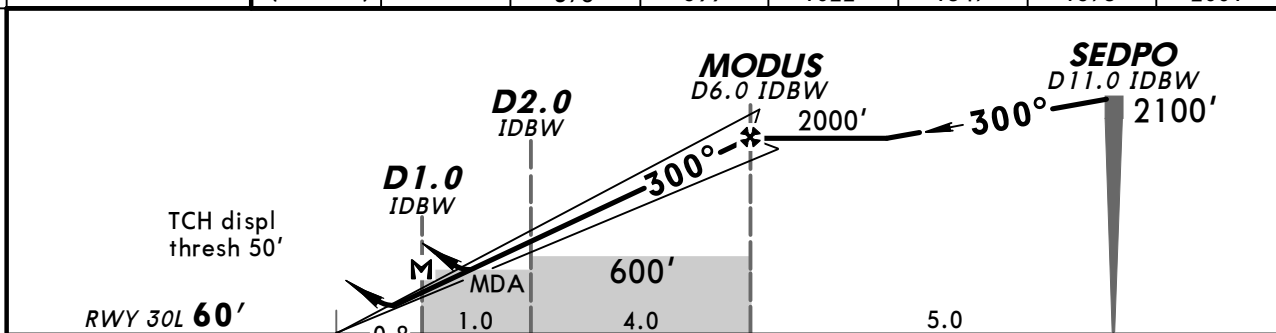
CHANGES: D-ATIS.

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D-ATIS Arrival 126.275	MINHAD Approach 122.5	DUBAI Arrivals (APP/R) 124.9	*DUBAI Director (APP/R) 127.9	DUBAI Tower 118.750 119.550	Ground 118.350
LOC IDBW 111.3	Final Apch Crs 300°	GS MODUS 2000' (1940')	ILS DA(H) Refer to Minimums	Apt Elev 62' RWY 60'	
MISSED APCH: Climb to 4000' on 301° to GINKI and hold.					
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 150	Trans alt: 13000'	MSA ARP	
1. RNAV 1 required for transition and missed apch. 2. ILS DME reads zero at TDZ.					

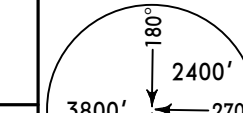


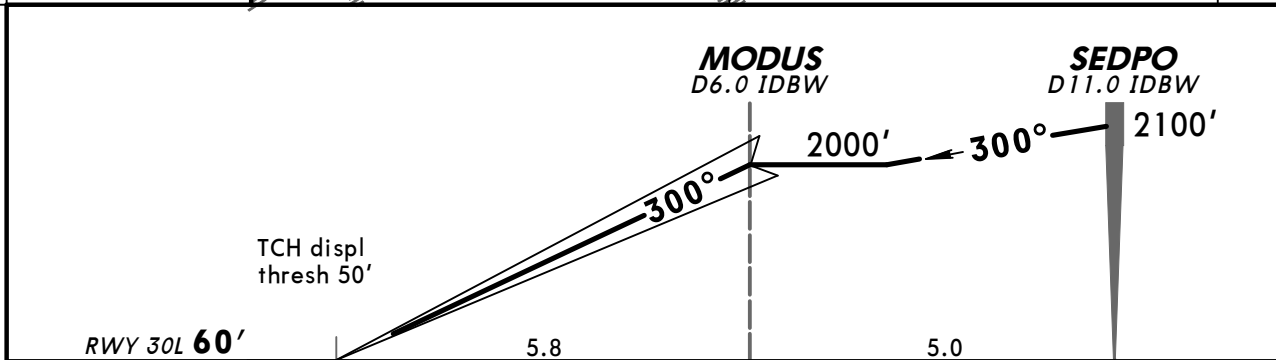
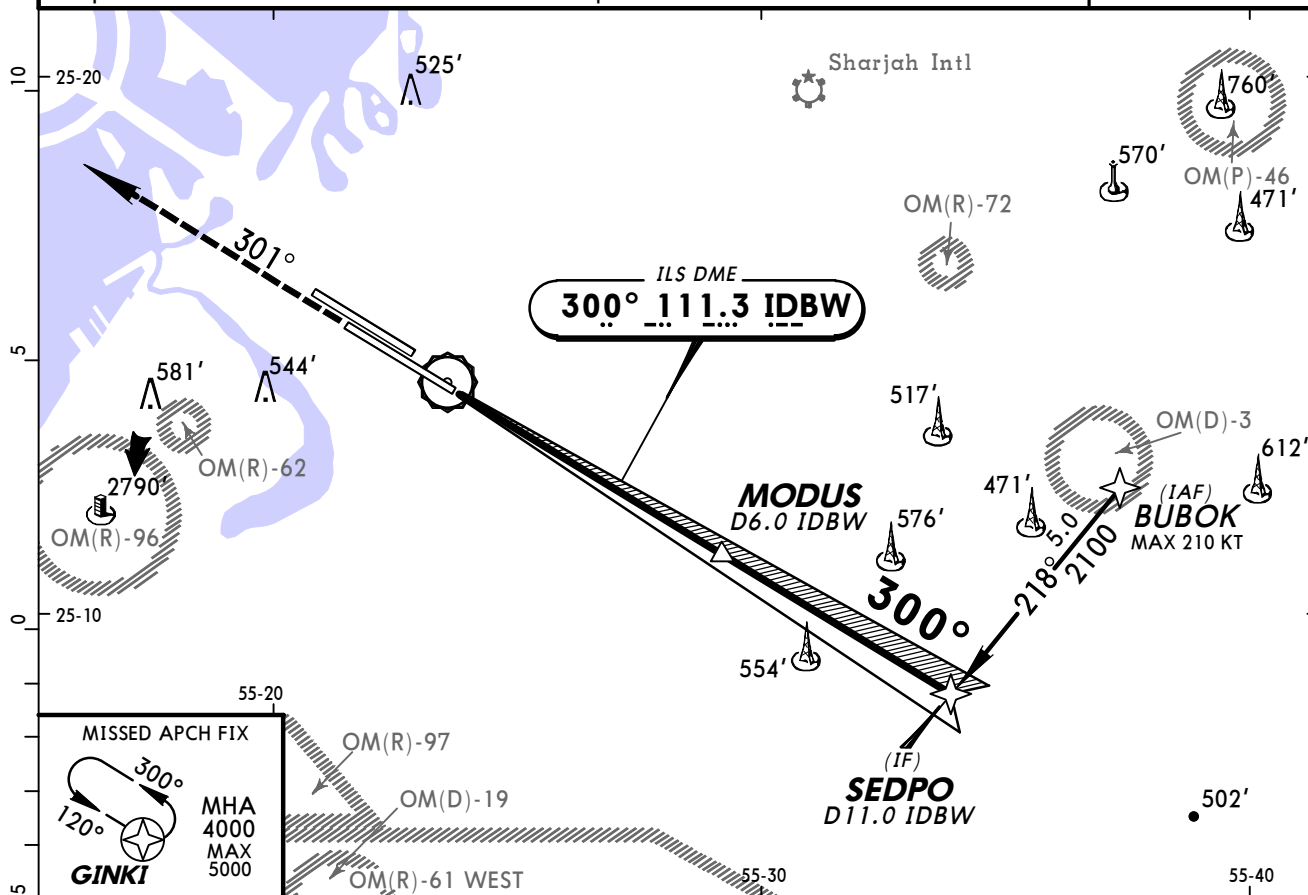
LOC (GS out)	IDBW DME	1.0	2.0	3.0	4.0	5.0	6.0
ALTITUDE		378'	699'	1022'	1347'	1673'	2001'



Gnd speed-Kts	70	90	100	120	140	160			
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849			
MAP at D1.0 IDBW									

Standard STRAIGHT-IN LANDING RWY 30L									
ILS DA(H) A: 317' (257') C: 337' (277') B: 327' (267') D: 346' (286')					LOC (GS out) CDFA DA/MDA(H) 580' (520')				
FULL		Limited		ALS out		ALS out			
A									
B	RVR 600m				RVR 1300m			RVR 1500m	
C		RVR 750m							
D	RVR 650m				RVR 1400m			RVR 1600m	CMV 2400m

D-ATIS Arrival 126.275	MINHAD Approach 122.5	DUBAI Arrivals (APP/R) 124.9	*DUBAI Director (APP/R) 127.9	DUBAI Tower 118.750 119.550	Ground 118.350
LOC IDBW 111.3	Final Apch Crs 300°	GS MODUS 2000' (1940')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 62' RWY 60'	 MSA ARP
MISSED APCH: Climb to 4000' on 301° to GINKI and hold.					
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 150 Trans alt: 13000' 1. RNAV 1 required for transition and missed apch. 2. ILS DME reads zero at TDZ. 3. Special Aircrew & Aircraft Certification Required.					

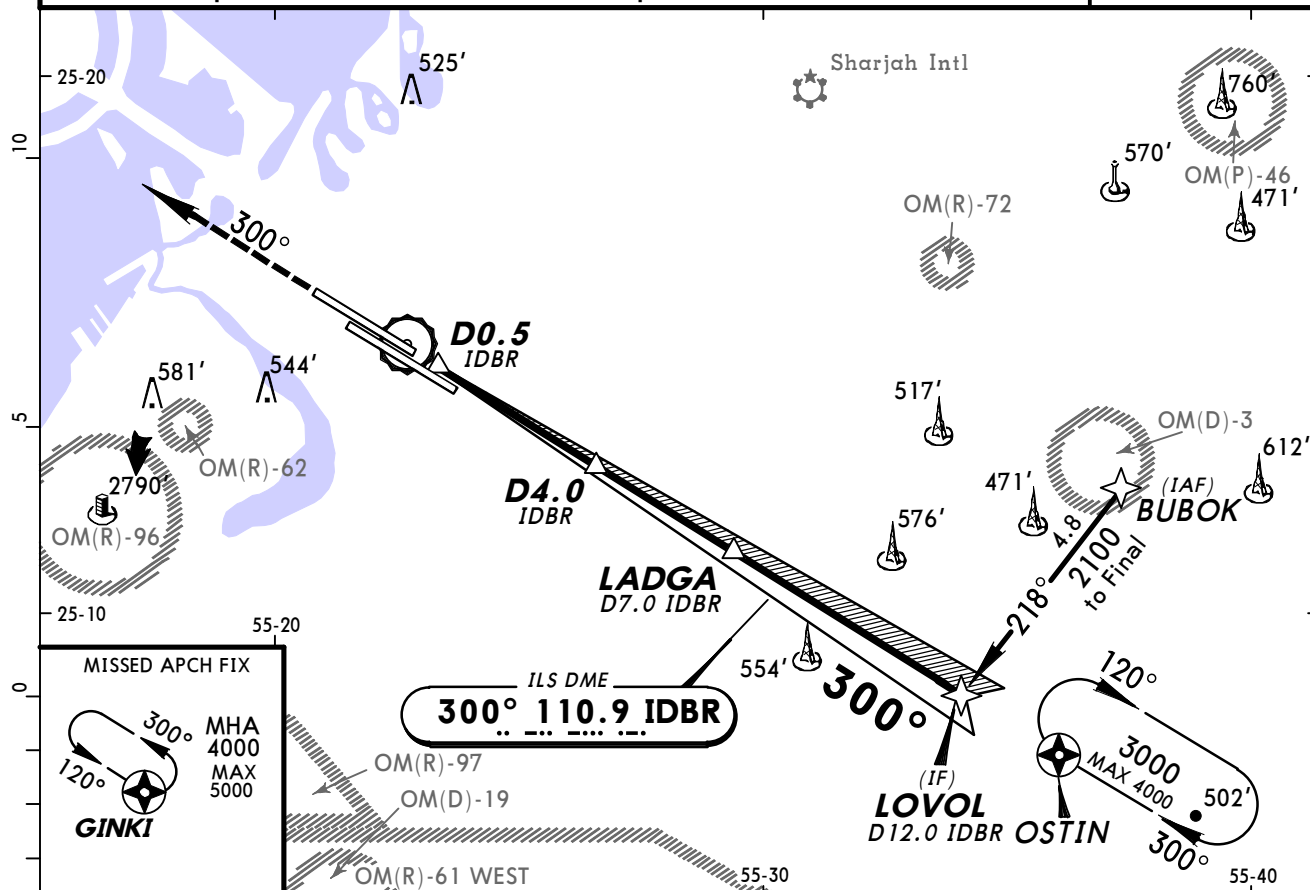
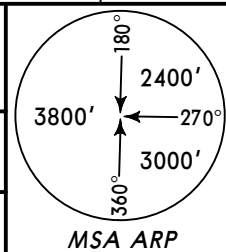


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI PAPI	4000' on 301°	GINKI
GS	3.00°	372	478	531	637	743			

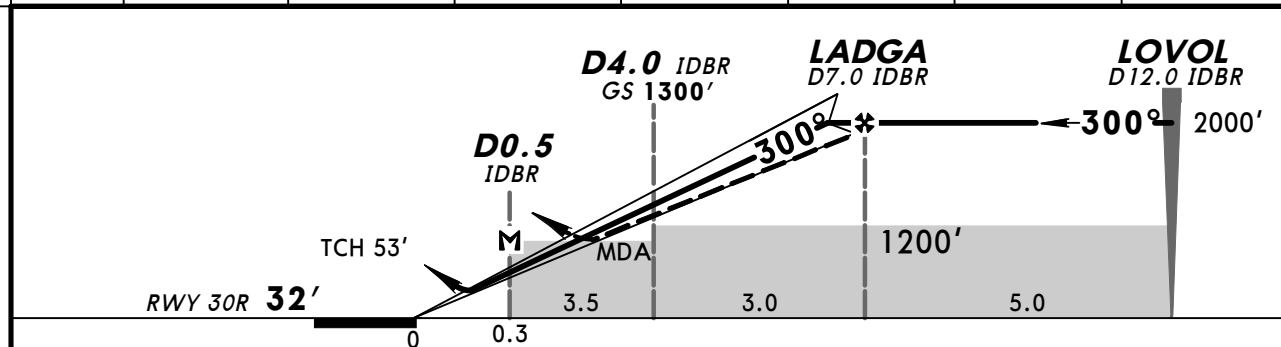
Standard		STRAIGHT-IN LANDING RWY 30L	
CAT IIIA ILS		CAT II ILS	
DH 50'		RA 100' DA(H) 160' (100')	
RVR 200m		RVR 300m	

Operators applying U.S. Specs: Autoland or HUD required below RVR 350m.

D-ATIS Arrival 126.275	MINHAD Approach 122.5	DUBAI Arrivals (APP/R) 124.9	*DUBAI Director (APP/R) 127.9	DUBAI Tower 118.750 119.550	Ground 118.350
LOC IDBR 110.9	Final Apch Crs 300°	GS D4.0 IDBR 1300' (1268')	ILS DA(H) Refer to Minimums	Apt Elev 62' RWY 32'	
MISSED APCH: Climb to 4000' direct to GINKI and hold.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 150 Trans alt: 13000'					
1. RNAV 5 required for transition and missed apch. 2. ILS DME reads zero at TDZ.					MSA ARP



LOC	IDBR DME	1.0	2.0	3.0	4.0	5.0	6.0
(GS out)	ALTITUDE	390'	660'	940'	1220'	1500'	1780'



Gnd speed-Kts	70	90	100	120	140	160			
ILS GS	3.00°	372	478	531	637	743	849		
LOC Descent Angle	2.63°	326	419	465	558	651	744		
MAP at D0.5 IDBR									

Standard				STRAIGHT-IN LANDING RWY 30R			
ILS				LOC (GS out)			
DA(H) ABC: 232' (200') D: 239' (207')				CDFA			
FULL				DA/MDA(H) 580' (548')			
Limited				ALS out			
ALS out				ALS out			
A	RVR 550m			RVR 1500m			
B				RVR 1800m			
C							
D							
	RVR 750m			CMV 2400m			
	RVR 1200m						

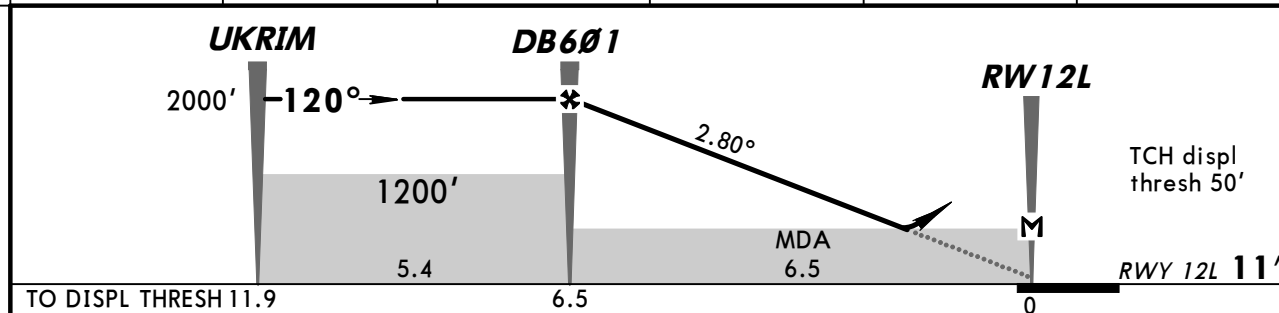
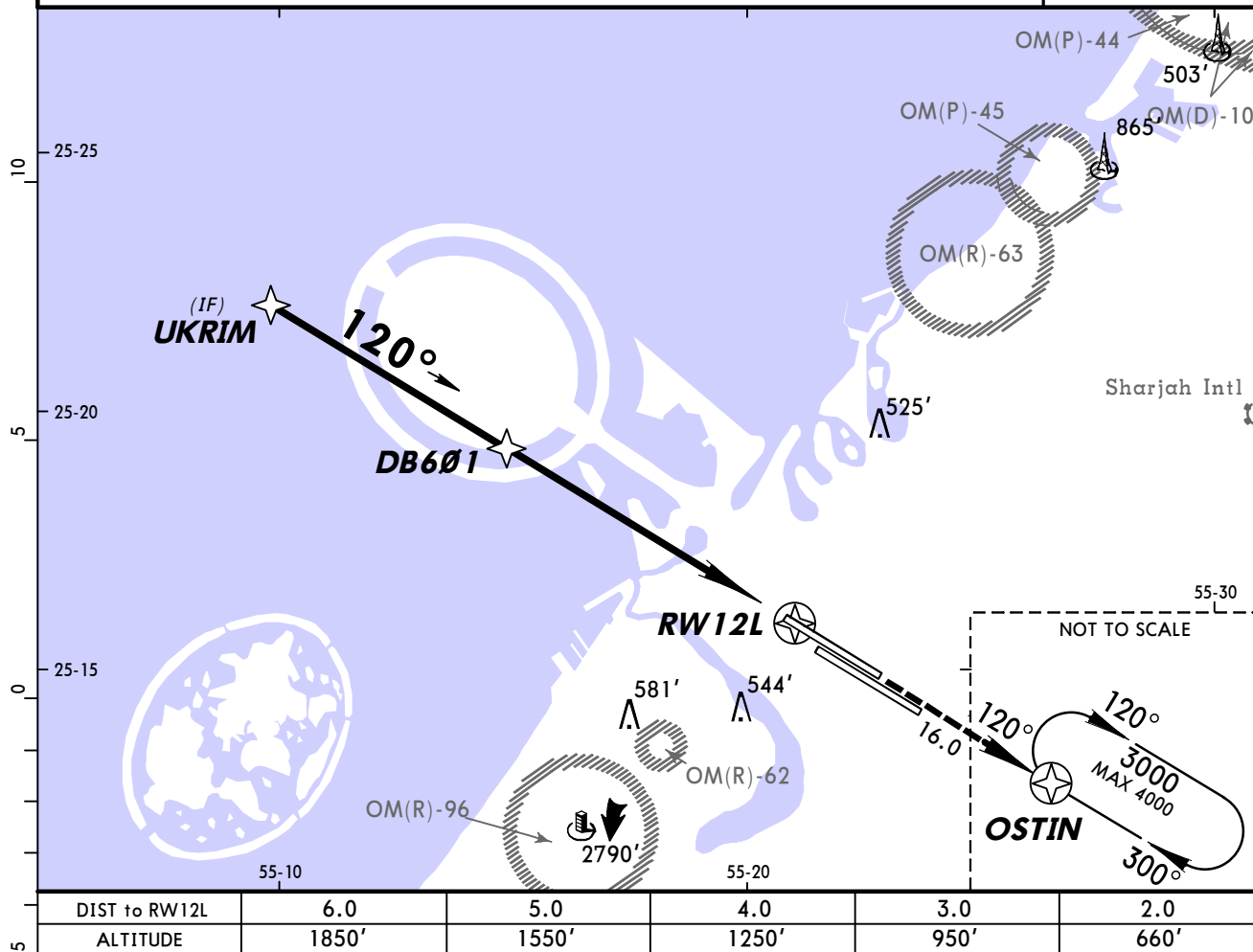
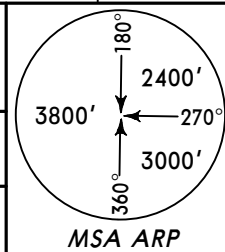
BRIEFING STRIP™



Standard		STRAIGHT-IN LANDING RWY 30R	
CAT IIIA ILS		CAT II ILS	
DH 50'		RA 100'	
		DA(H) 132' (100')	
RVR 200m		RVR 300m I	

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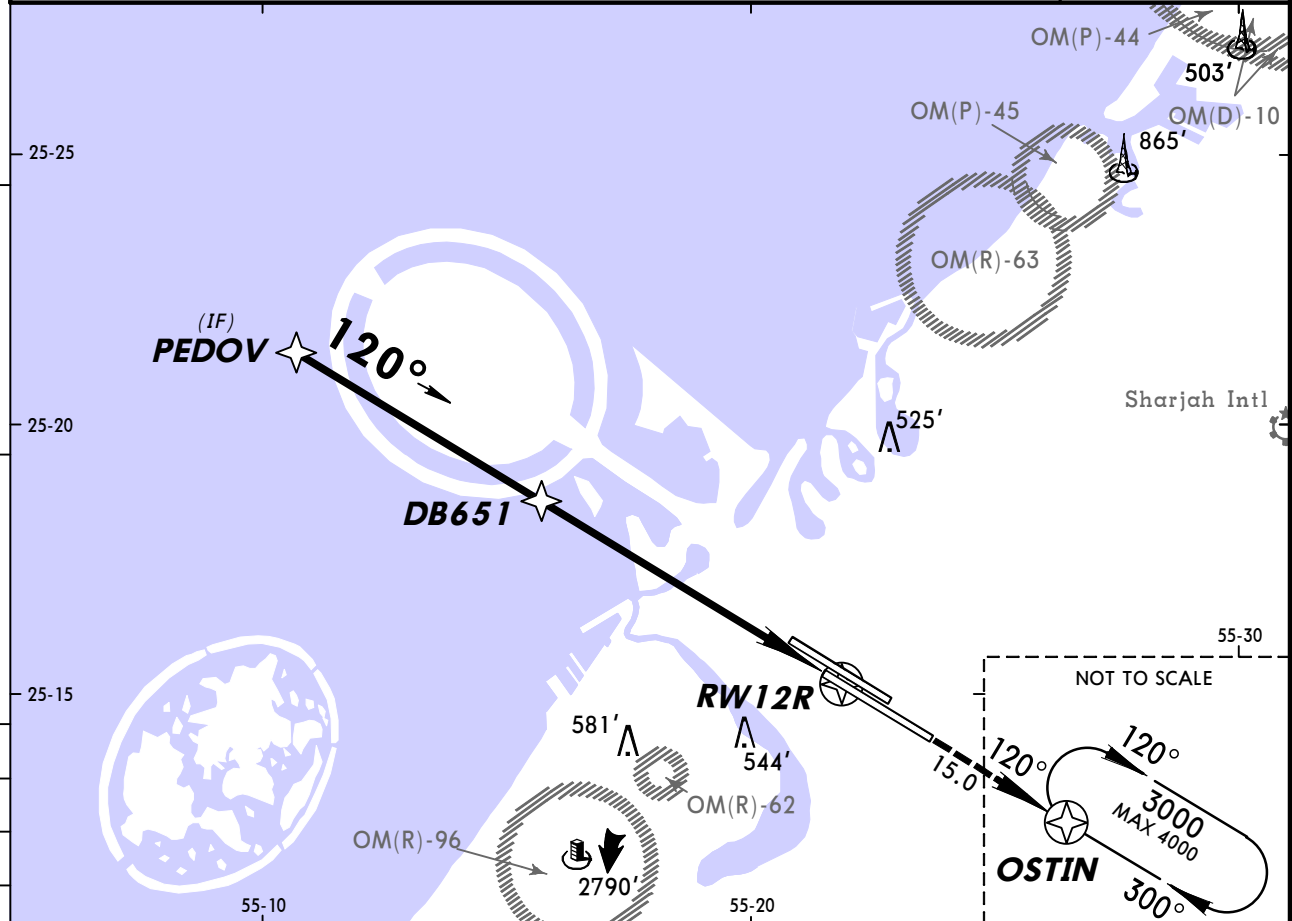
D-ATIS Arrival 126.275	MINHAD Approach 122.5	DUBAI Arrivals (APP/R) 124.9	*DUBAI Director (APP/R) 127.9	DUBAI Tower 118.750 119.550	Ground 118.350
RNAV	Final Apch Crs 120°	Procedure Alt DB601 2000' (1989')	LNAV/VNAV DA(H) 561' (550')	Apt Elev 62' RWY 11'	
MISSED APCH: Climb to 3000' direct to OSTIN and hold.					
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: FL 150	Trans alt: 13000'	
Baro-VNAV not authorized below +5°C.					MSA ARP



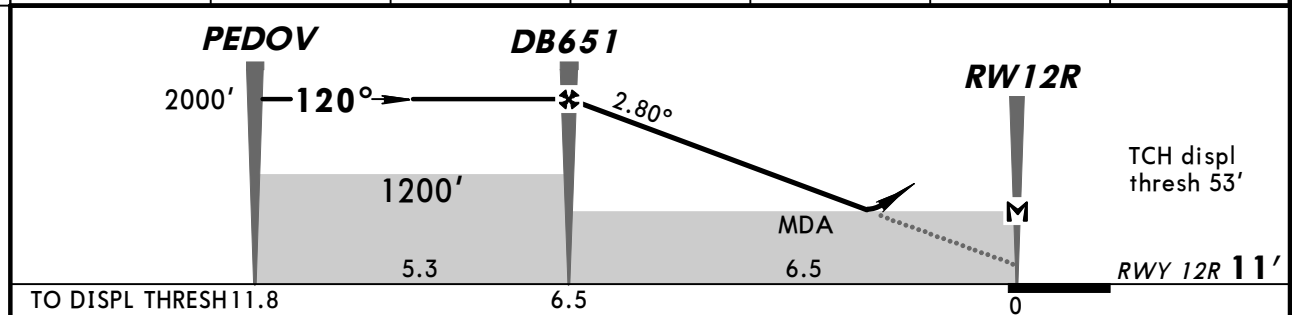
Gnd speed-Kts	70	90	100	120	140	160		3000'		OSTIN
Descent Angle	2.80°	347	446	495	594	693	792			
MAP at RW12L										

Standard		STRAIGHT-IN LANDING RWY 12L			
		LNAV/VNAV		LNAV CDFA	
		DA(H) 561' (550')		DA/MDA(H) 560' (549')	
		ALS out		ALS out	
A	RVR 1500m			RVR 1500m	
B					
C	RVR 1800m	CMV 2400m		RVR 1800m	CMV 2400m
D					

D-ATIS Arrival 126.275	MINHAD Approach 122.5	DUBAI Arrivals (APP/R) 124.9	*DUBAI Director (APP/R) 127.9	DUBAI Tower 118.750 119.550	Ground 118.350
RNAV	Final Apch Crs 120°	Procedure Alt DB651 2000' (1989')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 62' RWY 11'	
MISSED APCH: Climb to 3000' direct to OSTIN and hold.					
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: FL 150	Trans alt: 13000'	
Baro-VNAV not authorized below +5°C.					MSA ARP

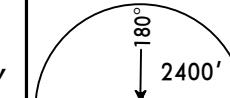


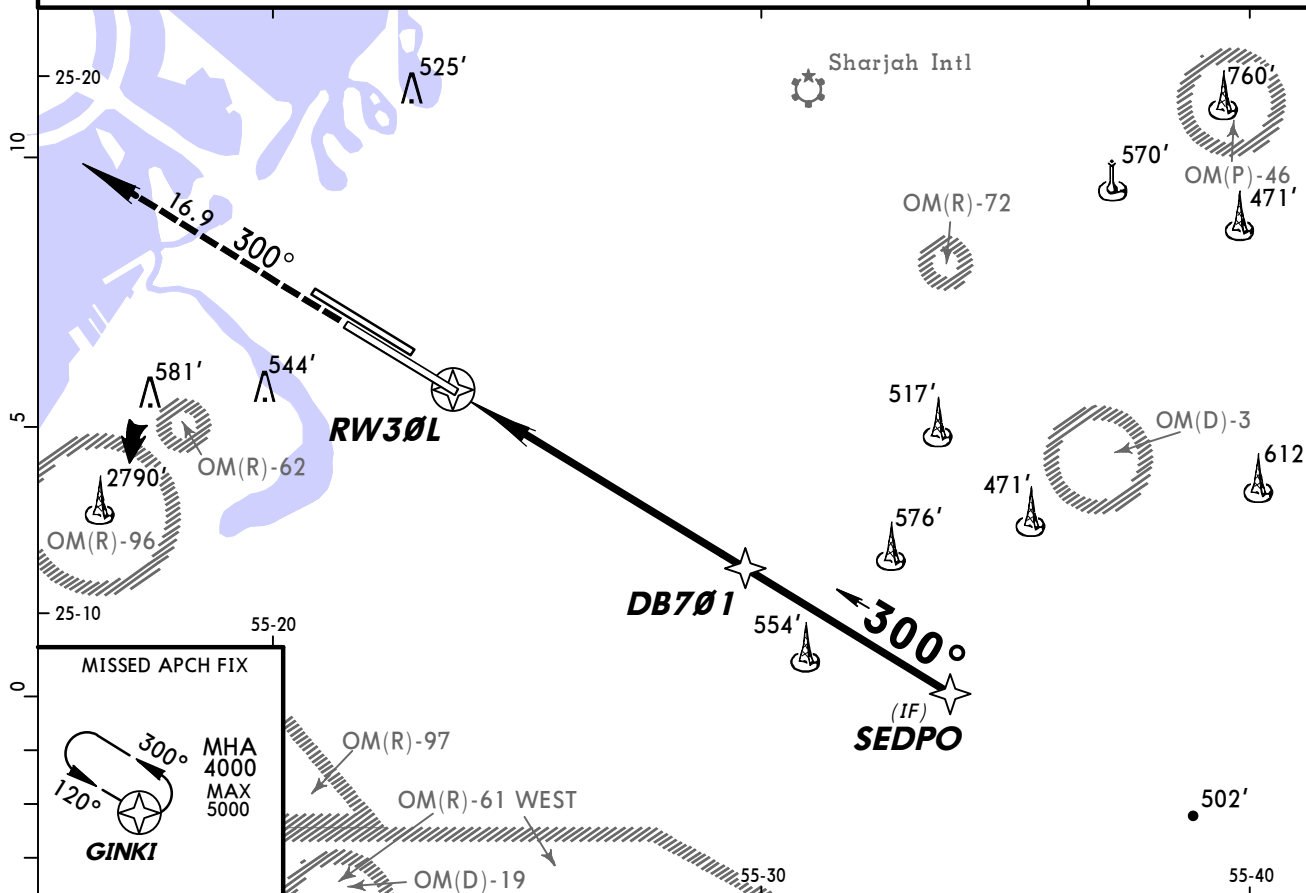
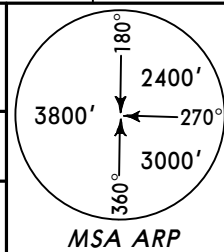
DIST to RW12R	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2000'	1850'	1550'	1250'	960'	660'



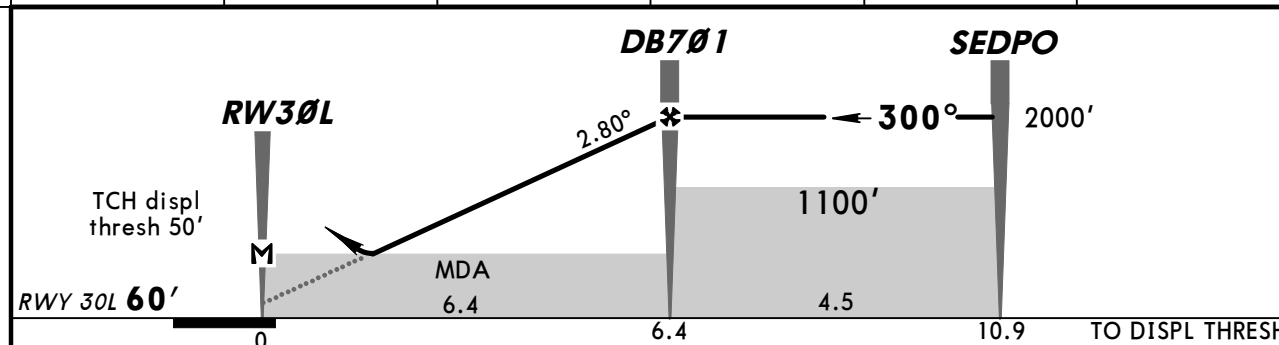
TO DISPL THRESH 11.8	6.5	0				
Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	2.80°	347	446	495	594	693
MAP at RW12R						

Standard LNAV/VNAV STRAIGHT-IN LANDING RWY 12R						
C: 421' (410')			LNAV CDFA			
DA(H) AB: 411' (400') D: 441' (430')			DA/MDA(H) 670' (659')			
ALS out			ALS out			
A	RVR 1100m	RVR 1500m	RVR 1500m			
B	RVR 1100m	RVR 1500m	RVR 1500m			
C	RVR 1200m	RVR 1900m	CMV 2300m			
D	RVR 1300m	RVR 2000m	CMV 2400m			

D-ATIS Arrival 126.275	MINHAD Approach 122.5	DUBAI Arrivals (APP/R) 124.9	*DUBAI Director (APP/R) 127.9	DUBAI Tower 118.750 119.550	Ground 118.350
RNAV	Final Apch Crs 300°	Procedure Alt DB701 2000' (1940')	LNAV/VNAV DA(H) 470' (410')	Apt Elev 62' RWY 60'	 MSA ARP
MISSED APCH: Climb to 4000' direct to GINKI and hold.					
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 150 Trans alt: 13000'					
Baro-VNAV not authorized below +5°C.					

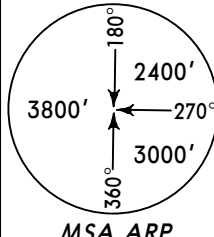


DIST to RW30L	2.0	3.0	4.0	5.0	6.0
ALTITUDE	710'	1010'	1300'	1600'	1900'

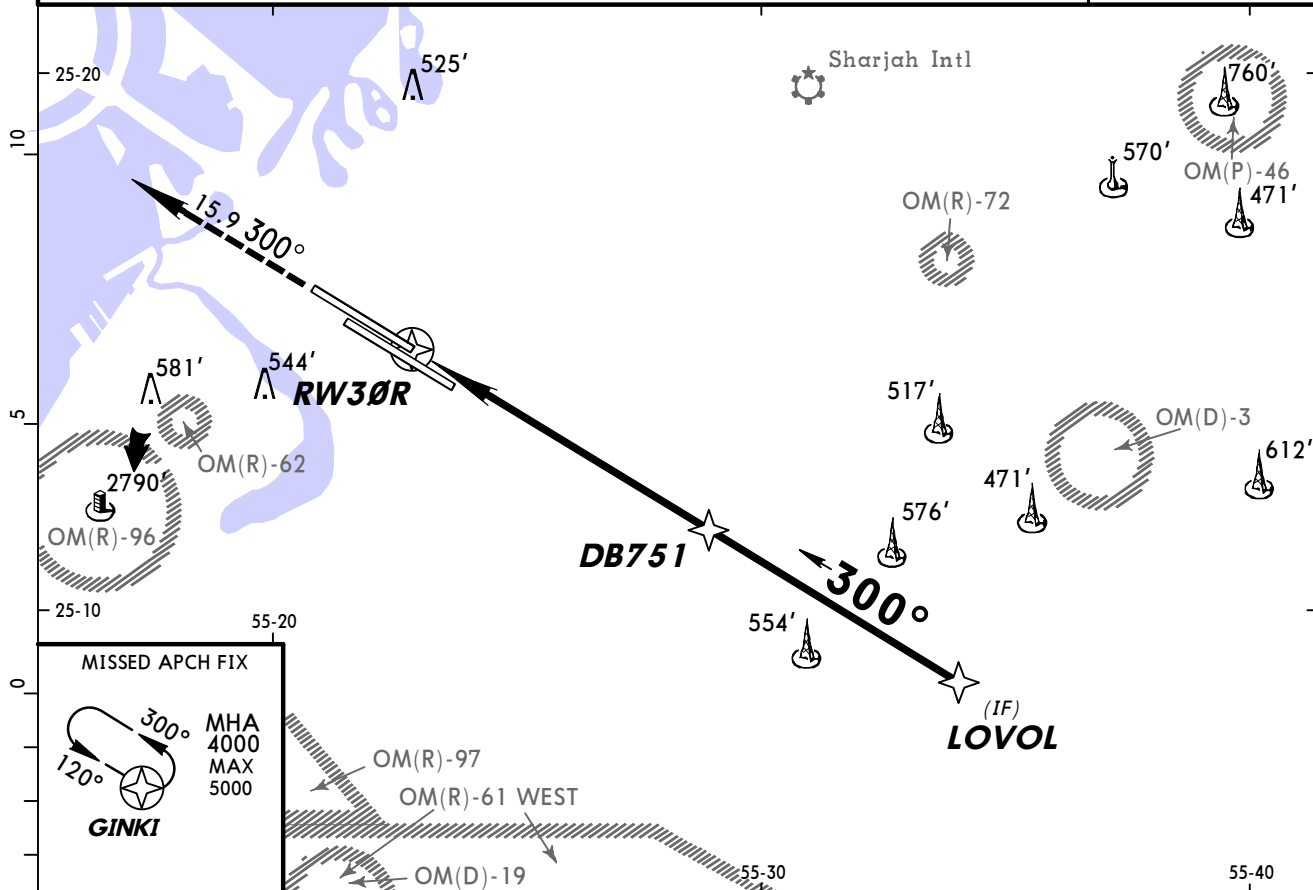


Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	4000'	→	GINKI
Descent Angle	2.80°	347	446	495	594	693	792	REIL PAPI	↑		
MAP at RW30L											

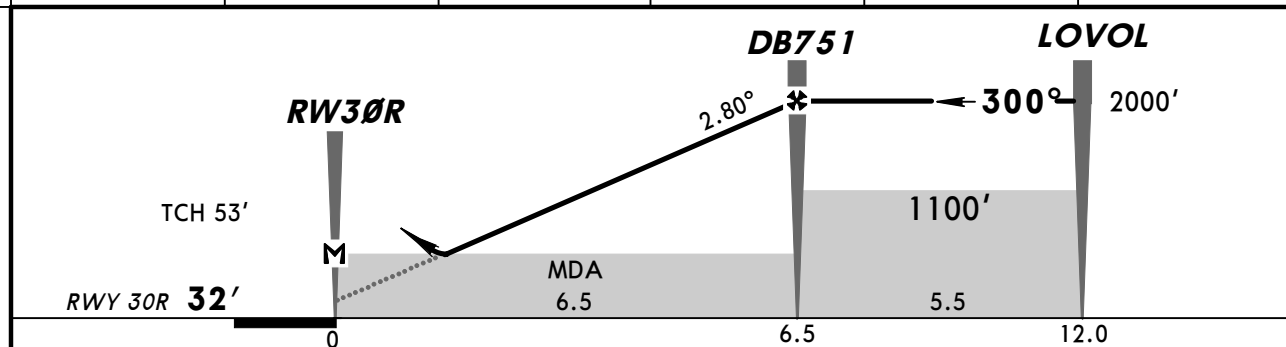
STRAIGHT-IN LANDING RWY 30L											
LNAV/VNAV						LNAV CDFA					
DA(H) 470' (410')						DA/MDA(H) 610' (550')					
ALS out						ALS out					
RVR 1200m						RVR 1500m					
						RVR 1500m					
RVR 1900m						RVR 1800m					
						CMV 2400m					

D-ATIS Arrival 126.275	MINHAD Approach 122.5	DUBAI Arrivals (APP/R) 124.9	*DUBAI Director (APP/R) 127.9	DUBAI Tower 118.750 119.550	Ground 118.350
RNAV	Final Apch Crs 300°	Procedure Alt DB751 2000' (1968')	LNAV/VNAV DA(H) 461' (429')	Apt Elev 62' RWY 32'	
MISSED APCH: Climb to 4000' direct to GINKI and hold.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 150 Trans alt: 13000'					
Baro-VNAV not authorized below +5°C.					

MSA ARP

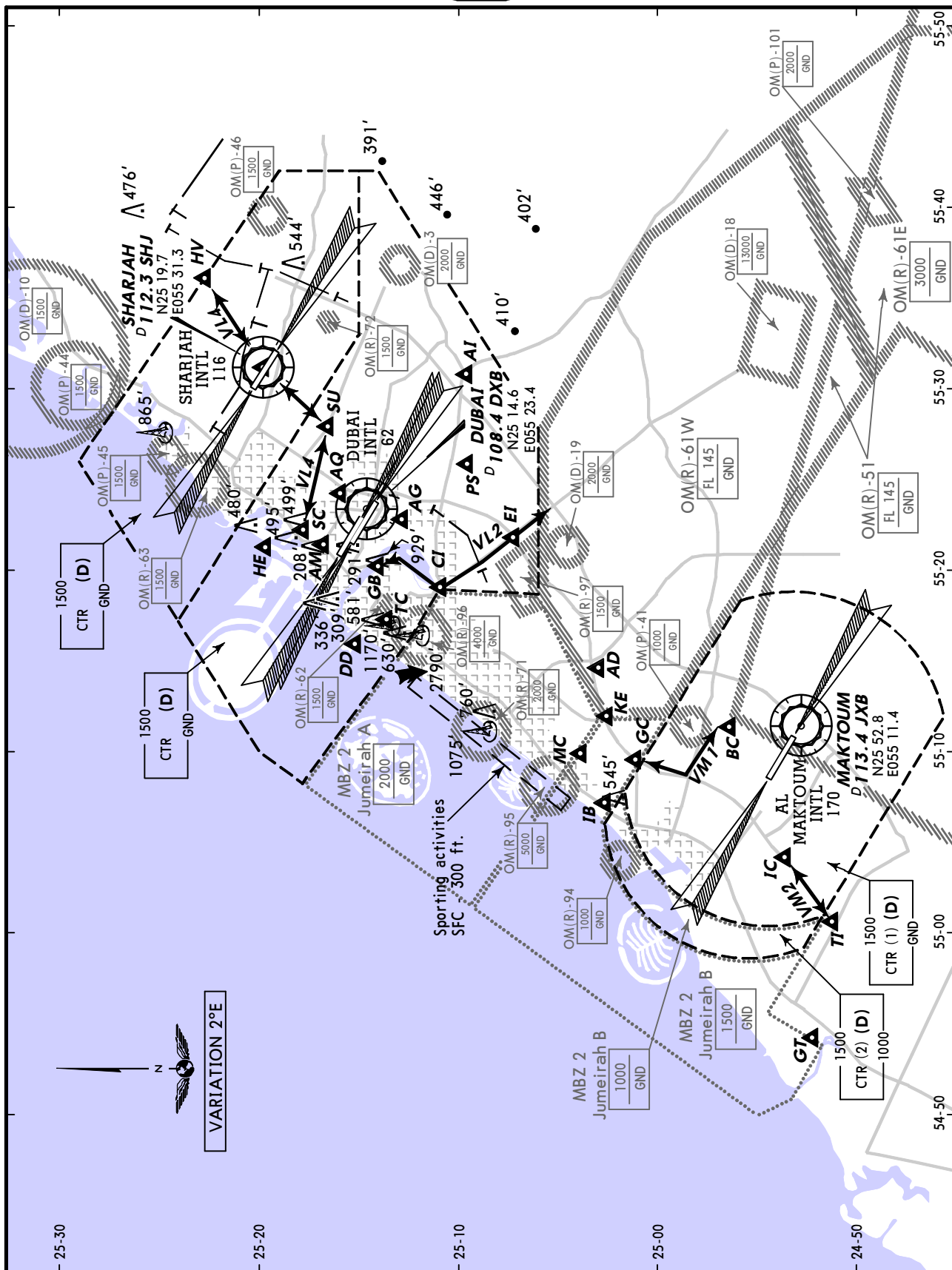


DIST to RW30R	2.0	3.0	4.0	5.0	6.0
ALTITUDE	680'	980'	1270'	1570'	1870'



Gnd speed-Kts	70	90	100	120	140	160		4000'	D	GINKI
Descent Angle	2.80°	347	446	495	594	693				
MAP at RW30R										

Standard STRAIGHT-IN LANDING RWY 30R										
LNAV/VNAV						LNAV CDFA				
DA(H) 461' (429')						DA/MDA(H) 610' (578')				
ALS out			ALS out			ALS out				
A	RVR 1300m			RVR 1500m			RVR 1500m			
B				RVR 1500m			RVR 1500m			
C				RVR 2000m			RVR 1900m			
D							CMV 2400m			



DEFINITION:

108.4 DXB R-213/D14.1
N25 03.0 E055 14.6
108.4 DXB R-195/D1.8
N25 12.8 E055 22.8
108.4 DXB R-173/D3.8
N25 09.7 E055 30.7
108.4 DXB R-321/D2.9
N25 16.8 E055 21.5
108.4 DXB R-034/D1.6
N25 15.9 E055 24.3
113.4 JXB R-358/D3.6
N24 56.4 E055 11.4
108.4 DXB R-224/D5.3
N25 10.8 E055 19.2
108.4 DXB R-274/D6.8
N25 15.2 E055 16.0
108.4 DXB R-189/D7.5
N25 07.2 E055 21.9
108.4 DXB R-257/D2.9
N25 14.0 E055 20.2
113.4 JXB R-347/D8.5
N25 01.2 E055 09.6
113.4 JXB R-268/D15.7
N24 52.3 E054 54.2
108.4 DXB R-338/D5.4
N25 19.7 E055 21.3
112.3 SHR R-056/D5.4
N25 22.7 E055 36.2
113.4 JXB R-337/D10.6
N25 02.7 E055 07.2
113.4 JXB R-275/D6.6
N24 53.6 E055 04.2
113.4 JXB R-002/D9.7
N25 02.6 E055 12.0
113.4 JXB R-352/D11.0
N25 03.9 E055 10.0
108.4 DXB R-154/D5.5
N25 09.6 E055 26.0
108.4 DXB R-341/D3.4
N25 12.3 SHR R-255/D8.3
N25 17.8 E055 22.3
112.3 SHR R-222/D4.3
108.4 DXB R-062/D4.6
N25 16.6 E055 28.0
108.4 DXB R-259/D5.6
N25 13.6 E055 17.3
113.4 JXB R-259/D9.9
N24 51.3 E055 00.6

VRP:

AD
AG
AI
AM
AQ
BC
CI
DD
EI
GB
GC
GT
HE
HV
IB
IC
KE
MC
PS
SC
SU
TC
TI

Chart changes since cycle 26-2014

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
DUBAI, (DUBAI INTL - OMDB)				
REV	ILS RWY 30R	11-4	28 Nov 2014	11 Dec 2014
REV	CAT II/III ILS RWY 30R	11-4A	28 Nov 2014	11 Dec 2014

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport OMDB

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(SIDs) All departing aircraft shall remain on DUBAI Tower until instructed otherwise.

Type: Terminal

Effectivity: Temporary

Begin Date: 20131018

End Date: Until Further Notice

(10-9, 10-9A, 10-9B, 10-9C, 10-9D, 10-9E), as part of the airport expansion temporary runway closures are planed and several parking stands and taxiways are under construction. Refer to temp charts 10-8A thru 10-8G and latest NOTAMS.

Type: Terminal

Effectivity: Temporary

Begin Date: 20140117

End Date: Until Further Notice

Construction works on twys in various phases. Refer to adnl APT info (10-8) and latest NOTAMS.

Type: Terminal

Effectivity: Permanent

Begin Date: 20140601

End Date: No end date

HIALS rwy 12R upgraded to HIALS-II.