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List of pages in this Trip Kit

General Information

Location: DUBAI ARE
ICAO/IATA: OMDB / DXB
Lat/Long: N25° 15.17', E055° 21.87'
Elevation: 62 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -4:00 = UTC
Magnetic Variation: 2.0° 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: 0157 Z
Sunset: 1441 Z

Runway Information

Runway: 12L
Length x Width: 14275 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 12 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: 620 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: 33 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 984 ft
Stopway: 200 ft

Communication Information

ATIS: 131.700 Departure Service
ATIS: 126.275 Arrival Service
Dubai Tower: 118.750
Dubai Tower: 119.550
Dubai Tower: 119.050 Secondary
Dubai Ground: 121.650
Dubai Ground: 118.850 Secondary
Dubai Ground: 118.350
Dubai Clearance Delivery: 120.350
Minhad Approach: 122.500
Minhad Approach: 126.025 Secondary
Dubai Arrival: 124.900
Dubai Arrival: 120.250 Secondary
Dubai Departure: 126.200
Dubai Departure: 124.450 Secondary
Dubai Departure: 121.025
Dubai South Radar: 126.025 Secondary
Al Maktoum Radar: 124.025
Dubai South Radar: 120.400
Dubai Direct (Approach Control Radar): 127.900
Dubai Direct (Approach Control Radar): 120.250 Secondary

1. GENERAL

1.1. ATIS

D-ATIS Arrival 126.275

D-ATIS Departure 131.7

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;
- VIS 600m or less, if instrumented RVR is not available; 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 the CAT II/III holding points and take-off from:

- TWY N10/TWY M14A for RWY 30R;
- TWY M4/TWY K1 for RWY 12R;
- TWY N1A/TWY M1A for RWY 12L;
- TWY K17/TWY M20 for RWY 30L.

For arriving ACFT available RWY exits will be illuminated.

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

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. FLIGHT PROCEDURES

1.4.1. ENHANCED WAKE TURBULANCE SEPARATION (eWTS)

The ICAO unified eWTS minima RECAT system is applied within DUBAI CTA and airspace controlled by DUBAI Approach. It distinguishes seven (A to G) Wake Turbulence Groups (WTG) of ACFT based on wake generation and resistance characteristics of the ACFT depending primarily on maximum certificated take-off mass, wing characteristics and speeds.

The eWTS system includes distance-based Wake Turbulence Separation minima for ACFT being provided with an ATS surveillance service in the approach and departure phases of flight and time-based separations on departure for the take-off phase of flight.

In order to benefit from this reduction of separation minima, pilots are to fully comply with assigned speeds, particularly on final approach, and to minimize RWY occupancy time. When crews are unable to maintain any assigned speeds, they must inform ATC as soon as possible.

The implementation of the ICAO eWTS scheme does not affect pilot procedures, flight management or changes to the format for completion or filling out a flight plan. The WTC designator on the ICAO flight plan does not change. Pilots are to continue to fill in the flight plan WTC in item 9 with the ICAO ACFT CAT, H, M or L, and J for SUPER HEAVY CAT.

All ACFT operating within the DUBAI CTA must enter the appropriate ACFT type designator. The use of incorrect ACFT type designator may result in possible delays due to RDR system flight plan rejection or system allocation of an unknown ACFT type resulting in larger separation application by ATC.

1. GENERAL

For ACFT in the ICAO SUPER or HEAVY WTC, the suffix of 'SUPER' or 'HEAVY' does not change. On first transmission, the word "SUPER" or "HEAVY" shall still be included, as appropriate, immediately after the ACFT call sign in the initial radiotelephony contact between such ACFT and the ATS units.

Peak traffic periods at OMDB involving a high proportion of (Super) Heavy type ACFT often occur at times when local atmospheric conditions (e.g. quartering tailwinds) favour longer lasting wake at low levels. Pilots are therefore to use caution when quartering tailwinds of 5 KT or less exist as possible transient sporadic low level wake turbulence may persist in the RWY corridor. Pilots are to be alert to larger ACFT upwind from their approach and take-off flight paths. Should unfavourable quartering tailwinds associated with wake encounter reports be prolonged, ATC will consider a RWY direction change.

1.5. TAXI PROCEDURES

1.5.1. GENERAL

All ACFT operating on the movement area of an aerodrome shall display lights intended to attract attention to the ACFT.

Taxilanes J, J1, J2, J3, U, W, Y, Z MAX 15 KT.

ACFT are not permitted to carry out 180^ turn on a TWY. In some circumstances, depending on ACFT type, TWY width and location, Airside Operations may approve such a maneuver with the assistance of a marshaller.

ACFT on TWY M and TWY N are not permitted to taxi behind ACFT holding at any RWY Holding Position (RHP). This is applicable to all ACFT types.

All TWYs are code F compliant except for taxilane Q which is code C and TWYs U1 thru U6, Y1, W1, taxilanes J4, J5, U, W, Y, and Z1 which are code E.

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

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.

1.5.2. WINGTIP CLEARANCE

To ensure wingtip clearance behind, flight crew are to hold as close as possible to RHP to remain visual with RHP paint markings and stopbar lights.

Pilots to use minimum power when using any 90^ link northbound from taxilane Z flight/towing crew are responsible for maintaining wingtip clearance. If in doubt crew should stop, advice ATC and await further instructions.

Minimum wingtip clearance of 24.6'/7.5m for code F operations on TWY N abeam TWY P5 (due to presence of substation South side of TWY N).

In order to ensure safe wingtip clearance, crossover TWYs are used only when authorized by ATC.

1.5.3. ACFT CODE RESTRICTIONS

Code E ACFT and code F ACFT not permitted on adjacent taxilane curves at the same time in any direction.

Code F ACFT pushed onto taxilane J South of concourse B and C must align/report on centerline before an ACFT can pass on taxilane U.

Code F ACFT cannot be on taxilane J and J1 curve at the same time as code E ACFT on taxilane U and taxilane Y curve.

Code F ACFT cannot be on taxilane J and J2 curve at the same time as code E ACFT on taxilane U and W curve.

Code F ACFT cannot be on sections of taxilane W and J2 between TWY K and taxilane Z at the same time.

Code F ACFT cannot be on sections of taxilane J1 and TWY Y between TWY K and taxilane Z at the same time.

Code F ACFT are only permitted to taxi behind when code D or smaller ACFT is at the RHP at TWY K1, K2, K3, K4 and K5.

1. GENERAL

1.5.4. JET BLAST

Due to jet blast concerns, flight crew must use minimum power when taxiing in vicinity of apron areas.

TWY J4 link between taxilane Z and TWY K operational. Northbound powered AFCT movements are not permitted on this link turning from taxilane Z due to jet blast concerns. Pilots to follow ATC instructions.

1.5.5. TURN RESTRICTIONS

Heading South - Right turn onto taxilane Z not available from TWYs K10 and Y.

Heading East - Left turn onto TWY R not available from TWY N.

Heading South - Right turn onto TWY N not available from TWY R.

Heading North - Right turn onto TWY R not available from TWY R1.

Heading West - Right turn onto taxilane S not available from TWY M.

Heading West - Left turn onto TWY M not available from taxilane S.

Heading South - Left turn onto TWY N not available from TWY P8.

Heading South - Left/Right turns onto taxilane Z not available from TWY W.

Heading West - Left turns onto TWY K4 not available from TWY Z11.

1.5.6. 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".

1.6. PARKING INFORMATION

1.6.1. GENERAL

In the event that ACFT comes to a complete halt whilst entering a parking stand or taking a turn towards an adjoining TWY, aircrew must hold position and contact ATC for assistance to ensure the area behind is free from effects of jet blast.

ACFT stands A1, B15 thru B18R, B20 thru B27 (including B21L, B21R, B26L and B26R), C25 thru C47, C49 thru C51 (including C51L and C51R), C53 thru C64 (excluding C53L, C53R, C54L, C54R, C55L and C55R), D10, F5, F17 and G1 thru G21 have less than 12'/3.75m clearance from the ACFT tail to the apron safety line at the rear of stand.

1.6.2. VISUAL DOCKING GUIDANCE SYSTEM (VDGS)

If VDGS is faulty/not available, marshalling assistance would be arranged on the stand.

A pilot must inform ATC immediately and not enter the stand if:

- Unsure of VDGS information;
- VDGS is not activated (missing vertical floating arrows);
- VDGS fails; and
- VDGS displays different ACFT type.

Upon entering the stand, the pilot must hold position and inform ATC if:

- There is a VDGS failure; or
- The ACFT has not stopped at the designated stop position.

The VDGS system is installed for the lead-in line of all stands. It displays to pilots on a large LED Board, azimuth and ‘distance-to-go’ information.

Pilots should follow the lead-in ground marking to initiate the turn from taxilane into the stand. The VDGS unit will be set to capture mode prior to the ACFT arrival. The capture mode will display on LED Board the ACFT type with vertical floating arrows.

In case, the vertical floating arrows are not displayed, pilot should not enter the stand and report to ATC that VDGS is not activated.

Before turning onto the stand, check if ACFT type displayed in the VDGS is correct.

Once the VDGS captures the ACFT, the display will change to tracking mode showing the relative position of the ACFT from the lead-in line (T). A flashing red arrow on the board indicates the direction of turn to align the ACFT nose-wheel with the lead-in line of the stand.

The VDGS will display the final closing rate information in meters, which is shown 20m from the STOP position and rows of light gets extinguished from 12m.

The closing rate is also shown graphically by gradual shortening of the (T) symbol. Slow down the ACFT speed to halt at the STOP position.

Note: Pilot must not proceed unless the vertical floating arrows have been superseded by the closing rate bar.

When the ACFT nose-wheel reaches the correct STOP position, distance-to-go reading reaches zero and the 'STOP' signal and red lights are displayed on the board to halt the ACFT from any further movement.

The 'STOP' will change to an 'OK' signal on the Board to indicate the ACFT is correctly parked. If the ACFT has overshot the STOP position, 'TOO FAR' signal will be displayed on the Board.

VDGS units used at OMDB will not operate effectively below CAT IIIA conditions (visibility down to 175m).

The VDGS should be approached with MAX 3 KT except code C ACFT in concourse D. All code C ACFT approaching VDGS in the concourse D stands should not exceed MAX 2 KT.

1.7. WIND SHEAR WARNINGS

1.7.1. WIND SHEAR REPORTS PASSED BY ATC

On receipt of any report of wind shear, ATC will:

- Immediately relay the report to other ACFT potentially affected;
- Pass the full report to the MET Office; and
- Pass the information to other ATC units that may be affected.

Wind shear reports that are relayed by ATC to other ACFT will contain as many of the following details as possible:

- ACFT type that reported the wind shear;
- Description of event (e.g. light/moderate/severe, or positive/negative);
- Height/altitude wind shear encountered;
- Phase of flight;
- RWY;
- Time of encounter;
- MET/operational information as received from the reporting pilot.

Examples of the phraseology used by ATC to pass on wind shear reports:

- "CAUTION WIND SHEAR. AT (TIME) (ACFT TYPE) REPORTED STRONG WIND AT (HEIGHT/ALTITUDE) FEET ON APPROACH RWY (DESIGNATOR). MAX THRUST REQUIRED."
- "CAUTION WIND SHEAR. AT (TIME) (ACFT TYPE) REPORTED AFTER DEPARTING RWY (DESIGNATOR) AT (HEIGHT/ALTITUDE) FEET AIRSPEED LOSS OF(NUMBER) KNOTS, STRONG (LEFT/RIGHT) DRIFT."

1. GENERAL

1.7.2. WIND SHEAR WARNINGS ON ATIS

Wind shear warning issued by the National Centre of Meteorology (NCM) or received from an ACFT will be broadcast on both the departure and arrival ATIS. Regardless of any relevant information being broadcast on the ATIS, during final approach and prior to take-off, ATC will transmit to ACFT without delay:

- The latest information on wind shear in the approach, final approach, take-off and climb out area;
- Any significant variations in the current surface wind, expressed in terms of minimum and maximum values.

1.7.3. PILOT REPORTS OF WIND SHEAR

For the benefit of subsequent ACFT and for validation and further enhancement of the low-level wind shear warning, pilots are requested to inform ATC if they experience any wind shear on arrival or departure, irrespective of whether a warning has been given. ATC will pass such reports to following ACFT and the MET Office.

ATC will continue to transmit information on wind shear until it is confirmed, either by three (3) consecutive subsequent ACFT reports or by advice from the MET Office that conditions are no longer a hazard to the operations.

1.7.4. LOW LEVEL WIND SHEAR

Caution, transient and sporadic low level wind shear is possible between 1800-0300UTC on the approach and climb out due to land and sea breeze interaction resulting in possible airspeed loss/gain of 10 KT or more.

1.7.5. 1000' AND BELOW WINDS

If a wind shear warning has been issued, ACFT may be requested by ATC to state the 1000’ and below winds when able.

ATC will then subsequently pass this information onto following ACFT whilst the wind shear warning is in force.

1.8. OTHER INFORMATION

Birds.

RWYs 12L and 12R right-hand circuit.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

ATC has zero tolerance with regards to the compliance with speed control instructions. Pilots shall adhere to the speed approved or assigned by ATC and shall request ATC approval before making any changes thereto. When an immediate speed adjustment is required for the safe operation of the flight, ATC shall be notified as soon as possible.

Pilots unable to maintain the last assigned speed during any particular phase of flight, e.g. for ACFT safety or performance reasons, shall inform ATC as soon as possible.

Pilots can 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) 160 - 190 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. ARRIVAL

2.2. CAT II/III OPERATIONS

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

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. RWY OCCUPANCY TIME

Unless otherwise advised by ATC, expect to vacate the RWY via a Rapid Exit TWY.

ATC will advise ACFT on final approach of the expected RWY exit point. This will normally be a Rapid Exit TWY and pilots must advise ATC as soon as practicable if unable to comply.

ACFT are expected to vacate the RWY expeditiously and pilots are reminded to keep moving until the ACFT is completely clear of the RWY stop bars on exiting.

Distance (m) from THR to assigned Rapid Exit TWY							
RWY 12L		RWY 12R		RWY 30L		RWY 30R	
Vacate LEFT	Vacate RIGHT	Vacate LEFT	Vacate RIGHT	Vacate LEFT	Vacate RIGHT	Vacate LEFT	Vacate RIGHT
N5A 1825	M7A 1825	M16 2144	K13 2154	K9 2029	M12B 2029	M6 1775	N5 1775
N6 2143	M9 2143	M18 2745	K15 2845	K8 2390	M11 2387	M3A 2351	N3A 2356
N8 2759	M12A 2759	-	-	K6 2881	M8 2746	M3 2745	N3 2745

Notes:

1. ATC will assign a RWY exit point upon first contact with DUBAI Tower.
2. Pilots are expected to vacate the RWY at the assigned exit point.
3. Pilots must advise ATC if unable to comply for performance reasons.
4. During dual RWY 30 operations, all arrivals landing RWY 30L shall vacate LEFT unless otherwise instructed.
6. Pilots shall remain on DUBAI Tower frequency until instructed to change.

2.3.2. REDUCED RWY SEPARATION MINIMA (RRSM)

2.3.2.1. GENERAL

Dubai Intl APT applies special landing procedures over H24 period for RWYs 12L/30R and 12R/30L.

In order that ATC can plan final approach spacing accordingly, inbound arrivals shall advise DUBAI Arrivals on first contact if their airline Standard Operating Procedures prevent them from participating in these procedures.

It is essential that aircrew adhere to paragraph 2.3.1. "RWY Occupancy Time" to ensure the efficiency of operations during RRSM.

2. ARRIVAL

2.3.2.2. CONDITIONS FOR THE APPLICATION OF RRSM

RRSM may be applied H24 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, 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 braking 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 8202'/2500m from the THR of the RWY (abeam TWYs N7 and M10A for RWY12L, abeam the RWY exit points for TWYs N3A and M3A for RWY 30R) and is in motion and will vacate the RWY without stopping and/or backtracking.

  Landing RRSM will only be applied between two successive arrivals provided both ACFT have been instructed to vacate at published Rapid Exit T WYs.

- RWY 12R/30L:

  The preceding landing ACFT has landed and has passed a point at least 8202'/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 RRSM will only be applied between two successive arrivals provided both ACFT have been instructed to vacate at published Rapid Exit T WYs.

Landing following Departure

- RWY 12L/30R:

  The preceding departing ACFT will be airborne and has passed a point at least 8202'/2500m from the THR of the RWY (abeam TWYs N7 and M10A for RWY12L, abeam the RWY exit points for TWYs N3A and M3A for RWY 30R), or if not airborne, will be at least 8202'/2500m from THR of the RWY.

- RWY 12R/30L:

  The preceding departing ACFT will be airborne and has passed a point at least 8202'/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), or if not airborne, will be at least 8202'/2500m from THR of the RWY.

2. ARRIVAL

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 RWY operations. The exception for dual RWY operations is when the RWY mode becomes dependent in VMC (when ACFT are departing from full RWY length 12R from TWY K1, K2, M4, M5B; or from full length RWY 30R from TWY M15, M15A, N11 or N12). Therefore the difference from single RWY operations, is in the scenario Landing following Departure. In RWY 12 direction, a preceding ACFT off RWY 12R must have passed abeam TWYs M10B and K7, prior to the landing ACFT crossing the THR of RWY 12L. In RWY 30 direction, a preceding departing ACFT off RWY 30R must have passed abeam TWYs M10A and N7, prior to the landing ACFT crossing the THR of RWY 30L.

2.3.3. VISUAL APPROACH WITH OWN SEPARATION

When visual meteorological conditions exist, visual approach may be requested by arrivals on final approach. When requesting a visual approach, the pilot must be able to report the preceding ACFT in sight and accept to maintain own separation from that ACFT.

ATC may initiate a visual approach, provided that the pilot concurs, has the preceding ACFT in sight and accepts to maintain own separation from that ACFT. Whenever deemed necessary, ATC will issue a caution of possible wake turbulence.

Pilot request or acceptance of a visual approach means the pilot can maintain visual reference to the terrain and accepts responsibility for establishing a safe landing interval behind preceding ACFT as well as responsibility for wake turbulence avoidance.

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

2.4. TRANSPONDER OPERATION

Transponder shall remain switched on and transmit last assigned code until parked on stand.

2.5. OTHER

Pilots commencing a descent in accordance with ATC instruction shall immediately advise ATC if their rate of descent during level change will be less than 500' per minute.

Coordinated Arrival Slot Time

Due to capacity constraints from 0000-0259UTC and 1800-2200UTC, airlines and flight crews shall arrange their flights to arrive at their coordinated slot time (STA). This time should be planned using a nominal holding time of 8 minutes.

Caution: Possible signal fluctuation during ILS GP CAT I conditions for arrival ACFT due to taxiing, towing and departing ACFT. Pilots should anticipate possible GP interference and monitor ILS profile, FLT display indications and autopilot behavior during manual or coupled ILS APCH.

3. DEPARTURE

3.1. SPEED RESTRICTIONS

ATC has zero tolerance with regards to the compliance with speed control instructions. Pilots shall adhere to the speed approved or assigned by ATC and shall request ATC approval before making any changes thereto. When an immediate speed adjustment is required for the safe operation of the flight, ATC shall be notified as soon as possible.

Pilots unable to maintain the last assigned speed during any particular phase of flight, e.g. for ACFT safety or performance reasons, shall inform ATC as soon as possible.

3.2. START-UP, PUSH-BACK AND TAXI PROCEDURES

3.2.1. START-UP PROCEDURES

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

ACFT callsign, ACFT type, parking stand, requested flight level, destination, SID (and departure speed if unable to comply with SID minimum speed restrictions) and ACFT routing via M318 to report crossing level for GABKO if below FL150.

Engine runs on stands are permitted at IDLE only and MAX 5 minutes. High power engine runs are permitted at predesignated areas. Prior approval is required for both IDLE and high power engine runs. Engine runs on stand above IDLE is prohibited.

Requests shall be made at least 30 minutes 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.

ACFT requiring a start on stand may only start 50% of their total engines on stand. The remaining engine(s) are only to be started once the push-back has been completed, ACFT is on the TWY centerline and parking brakes applied.

3.2.2. PUSH-BACK PROCEDURES

PUSH-BACK TYPES/DEFINITIONS AND ASSOCIATED STOP POSITIONS

STANDARD PUSH: Push abeam adjacent stand or up to one stand distance.

Example of ATC phraseology: "Push-back approved, face (direction)." No reference to "STANDARD" or a stop position will be included in ATC clearance. Ground crew will know where to stop.

SHORT PUSH: Push and pull abeam the departure stand.

Example of ATC phraseology: "Short push-back approved, face (direction)." No reference to stop position will be included in ATC clearance. Ground crew will know where to stop.

Short push is in fact a push and pull on the TWY and does not involve the traditional "S" like or dog-leg maneuver which is initiated inside the stand before entering the TWY. The "S" like maneuver inside the stand is prohibited.

LONG PUSH: Push up to two stand distance.

Example of ATC phraseology: "Long push approved, face (direction)." No reference to stop position will be included in ATC clearance. Ground crew will know where to stop.

PUSH AND PULL: Push and pull abeam the stand in front.

Example of ATC phraseology: "Push-back and pull forward approved, face (direction)." No reference to stop position will be included in ATC clearance. Ground crew will know where to stop.

Deviations to the above have been published in Dubai APTs' Airside Operating Regulation (AOR).

Where a pull forward maneuver is involved, consider starting ACFT engines only after completing the pull forward maneuver to minimize forward stress on the push-back tractor during the pull.

3. DEPARTURE

SIMULTANEOUS PUSH OF MULTIPLE ACFT IN CLOSE VICINITY

For simultaneous push from adjacent stands or alternate stands with one stand in between:

- ATC will alert the crew of all involved ACFT about the simultaneous push;
- ATC will provide a combination of different push-back instructions (Standard, Long etc.) such that there is a separation of about two (2) stands between the ACFT in the final stop positions on the TWY.

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 North, East, South or West as appropriate.

PUSH-BACK RESTRICTIONS

Pilots on taxilane J and taxilane U must adhere to CL at all times and must confirm ACFT aligned on CL prior to reporting push-back complete.

Due to the extended code F push-back procedures on taxilane J as described, a code E shall hold abeam B16 or B24 until the code F pilot reports to ATC that the push-back is complete on taxilane J.

Simultaneous push-back of a code F onto taxilane J and code E onto taxilane U will require minimum 1 stand gap between ACFT. Due to the reduced wingtip clearance, it is imperative the stagger between the two ACFTs is maintained during push-back. This is never allowed in the corners.

ACFT are permitted to push-back and start-up on the push or to start 1 engine on stand at idle power before push-back.

Push-backs onto the outer TWYs is NOT permitted (except B stand A380).

Under normal circumstances push-backs onto the outer TWYs are not permitted. Exceptions to this are B stands servicing A380 or WIP restrictions.

3.2.3. TAXI PROCEDURES

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.

Code E ACFT on taxilane U shall not pass code F ACFT during push-back onto taxilane J.

After disconnecting, push-back tug will hold on taxilane J centerline in view of the pushed ACFT until completion of engine start. Once cleared by ATC, the tug will cross taxilane U to return to the stand on the North. Pushed ACFT to initiate taxi only after the tug has vacated taxilane J. ACFT taxiing on taxilane U to exercise caution due crossing tugs.

3. DEPARTURE

3.3. RWY OPERATIONS

3.3.1. REDUCED RWY SEPARATION MINIMA (RRSM)

3.3.1.1. GENERAL

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

3.3.1.2. 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 ACFT is airborne and has passed a point at least 8202'/2500m from the THR of the RWY (abeam TWYs N7 and M10A for RWY12L, abeam the RWY exit points for TWYs N3A and M3A 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 8202'/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 displaced THRs, the succeeding departure may commence its take-off roll subject to the same provisions above when departing off

  - RWY 12R from M4 to M7B or K1 to K4;
  - RWY 30L from K17, K18 to M20, M21;
  - RWY 12L from M1 to M1B or N1 to N1B;
  - RWY 30R from M15 to M15A or N11 to N12.

3.3.1.3. 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 RWY operations.

3.3.2. RWY OCCUPANCY TIME

eWTS time based wake turbulence separation will be applied.

On receipt of the line-up clearance, ACFT shall taxi into position expeditiously.

If pilots require more separation than the eWTS time-based standard, or extra time for any other reason, advise ATC early prior to entering the RWY, not when on the RWY. When informed, ATC may be able to make changes in the departure sequence, if necessary, to minimize delays to other succeeding departures.

Cockpit checks shall be complete prior to line-up.

Once ATC issues a take-off clearance, if there is any unreasonable delay in the ACFT commencing the take-off roll, ATC may cancel the take-off clearance and reposition the ACFT in the departure sequence. When cleared for take-off, ATC will expect and will have planned on seeing movement within 8 to 10 seconds of the take-off clearance being issued.

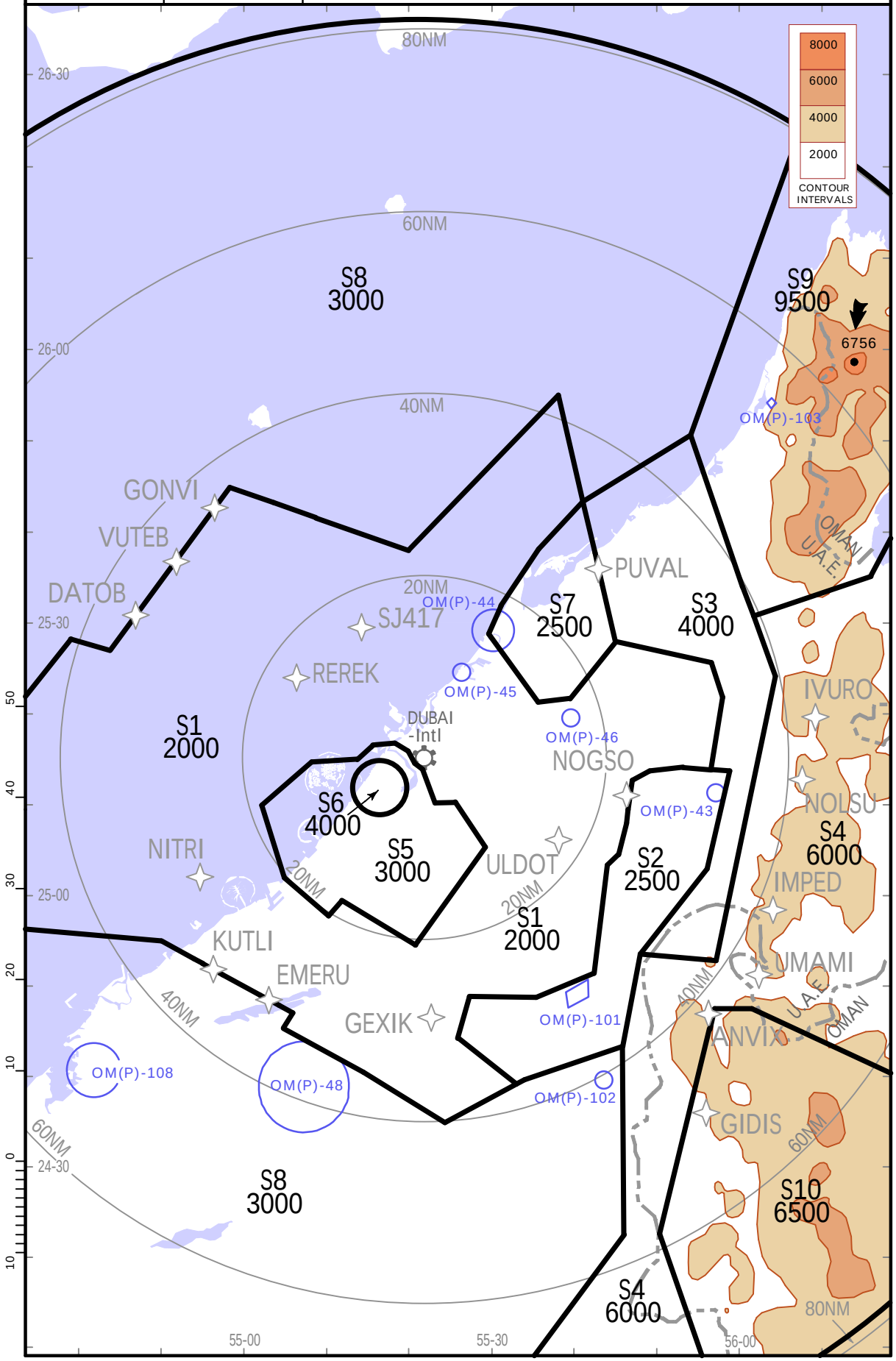
ACFT that cannot comply with these requirements are to notify ATC as soon as possible.

OMDB/DXB
DUBAI INTL

JEPPESEN
17 MAR 23 (10-1R) .Eff.23.Mar.

DUBAI, UAE
.RADAR.MINIMUM.ALTITUDES.

AL MAKTOUM Radar 124.025	Apt Elev 62	Alt Set: hPa Trans level: FL150 Trans alt: 13000 1. This chart should only be used for cross-checking of altitudes while under RADAR control. 2. Altitudes corrected for low temperatures.



CHANGES: Sectors and altitudes revised.

RNAV STAR INSTRUCTIONS

Pilots are required to strictly follow ATC advised STAR clearance and ensure correct readback of STAR clearance at all times.

Unless explicitly cancelled or amended by ATC, the pilot must follow the vertical and lateral profile of the STAR and comply with any published speed restrictions.

The use of a STAR designator without a cleared level does not authorise the pilot to descend on the STAR vertical profile.

A level restriction depicted on a STAR chart does not authorise a pilot to descend to meet that restriction. ATC will issue descent clearance to permit compliance with vertical navigation restrictions. Pilots must inform ATC if a level restriction cannot be met. Do not descend below ATC cleared level.

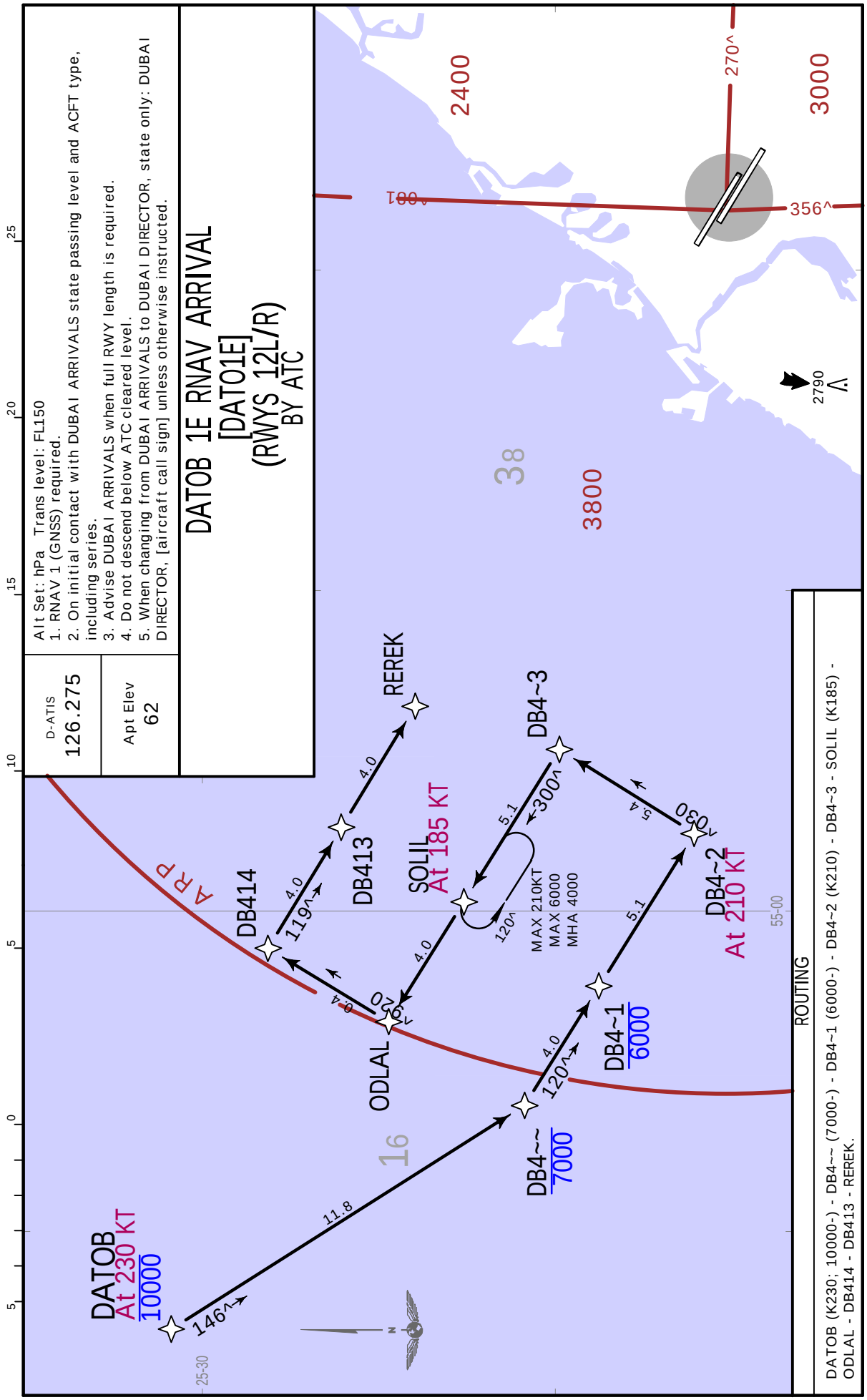
Flight crews are expected to strictly adhere to STAR speed restrictions unless otherwise approved or instructed by ATC.

DATOB 1E RNAV ARRIVAL [DATO1E] (RWYS 12L/R) BY ATC

D-ATIS 126.275

Apt Elev 62

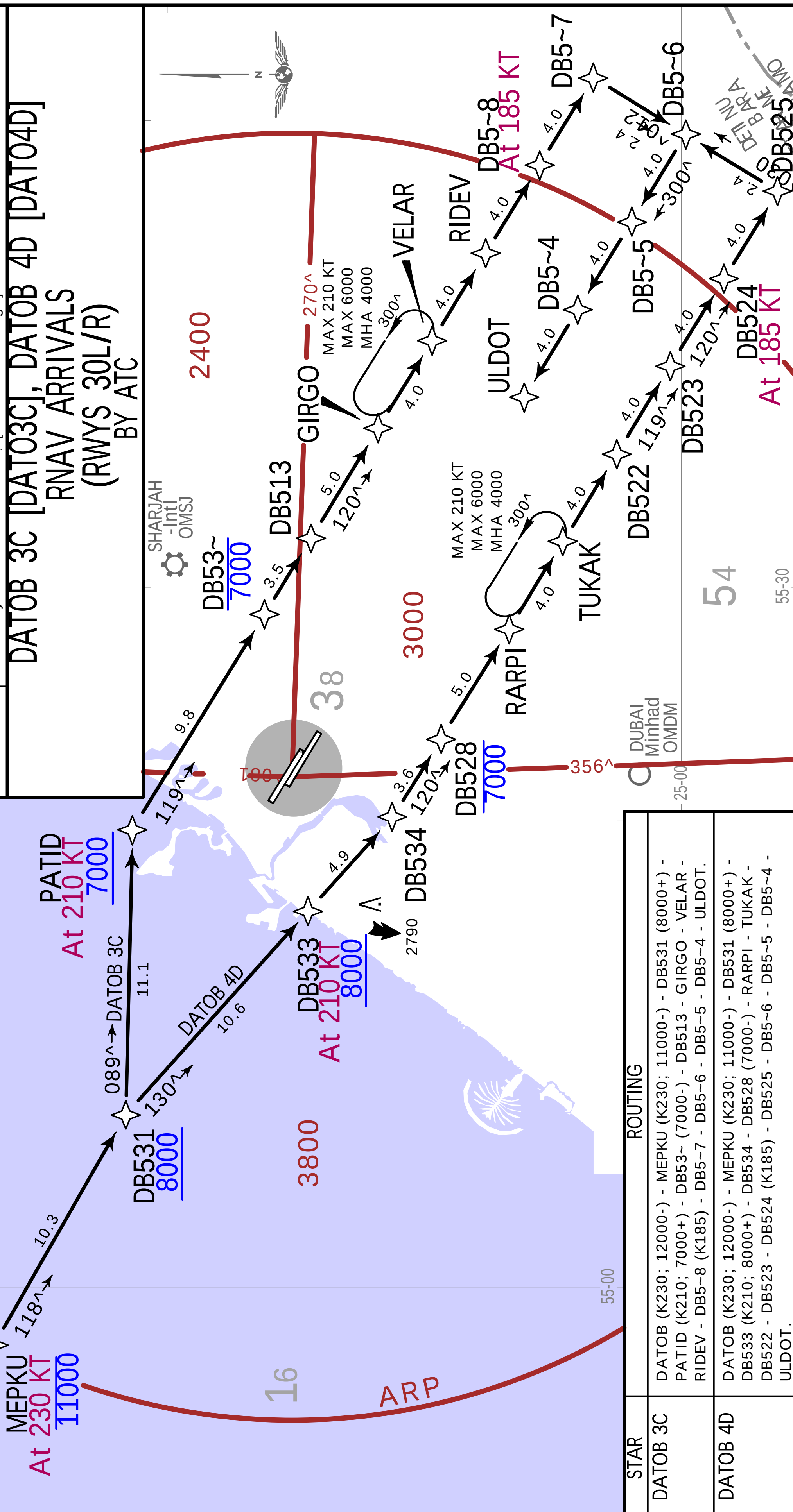
Alt Set: hPa Trans level: FL150
1. RNAV 1 (GNSS) required.
2. On initial contact with DUBAI ARRIVALS state passing level and ACFT type, including series.
3. Advise DUBAI ARRIVALS when full RWY length is required.
4. Do not descend below ATC cleared level.
5. When changing from DUBAI ARRIVALS to DUBAI DIRECTOR, state only: DUBAI DIRECTOR, [aircraft call sign] unless otherwise instructed.



D-ATIS	Apt Elev
126.275	62

Alt Set: hPa Trans level: FL150
1. RNAV 1 (GNSS) required. 2. On initial contact with DUBAI ARRIVALS state passing level and ACFT type, including series. 3. Advise DUBAI ARRIVALS when full RWY length is required. 4. Do not descend below ATC cleared level. 5. When changing from DUBAI ARRIVALS to DUBAI DIRECTOR, state only: DUBAI DIRECTOR, [aircraft call sign] unless otherwise instructed.

DATOB 3C [DATO3C], DATOB 4D [DATO4D]
RNAV ARRIVALS
(RWYS 30L/R)
BY ATC



STAR	ROUTING
DATOB 3C	DATOB (K230; 12000-) - MEPKU (K230; 11000-) - DB531 (8000+) - PATID (K210; 7000+) - DB53~ (7000-) - DB513 - GIRGO - VELAR - RIDEV - DB5~8 (K185) - DB5~7 - DB5~6 - DB5~5 - DB5~4 - ULDOT.
DATOB 4D	DATOB (K230; 12000-) - MEPKU (K230; 11000-) - DB531 (8000+) - DB533 (K210; 8000+) - DB534 - DB528 (7000-) - RARPI - TUKAK - DB522 - DB523 - DB524 (K185) - DB525 - DB5~6 - DB5~5 - DB5~4 - ULDOT.

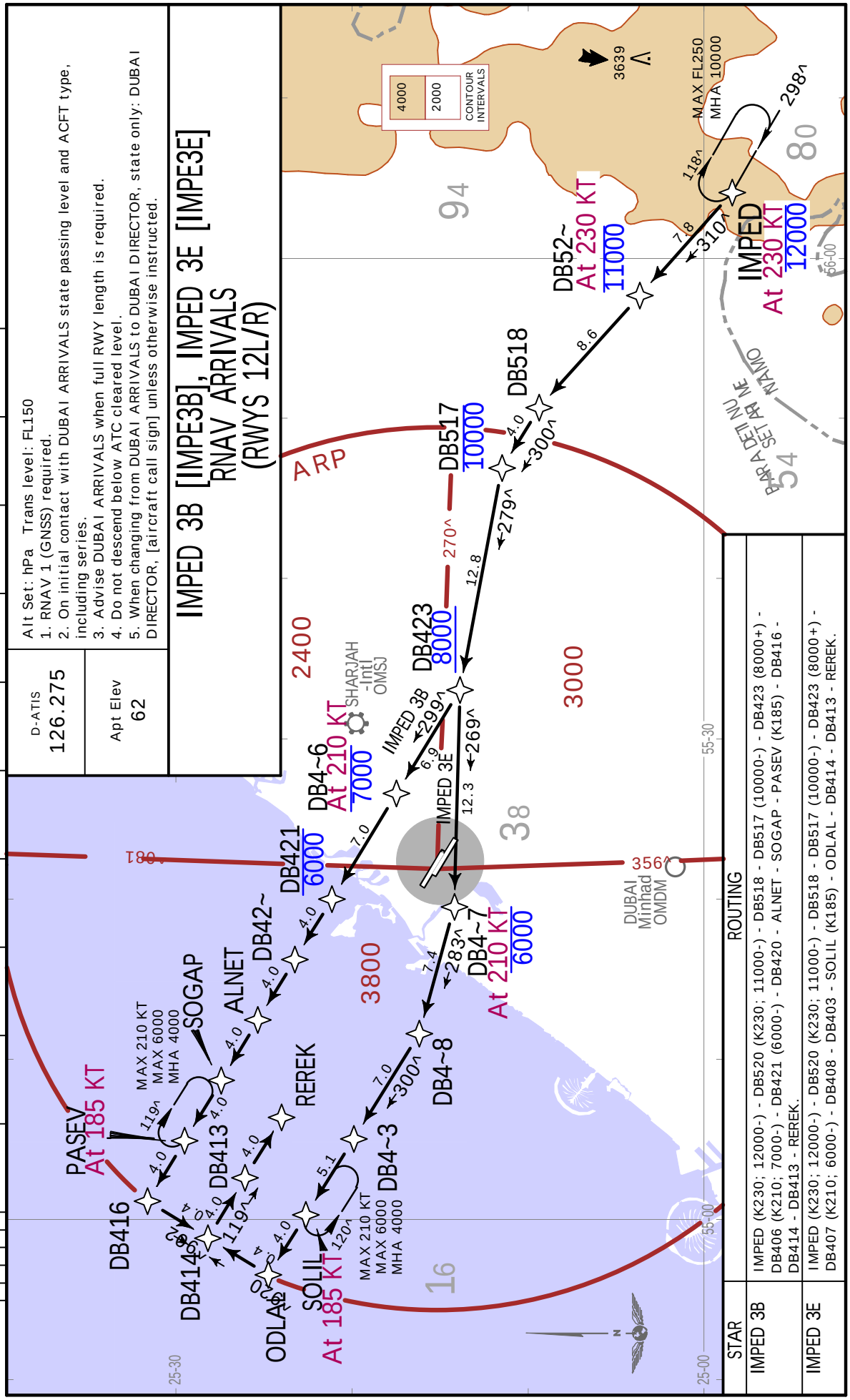
CHANGES: General note 2 revised.

IMPED 3B [IMPE3B], IMPED 3E [IMPE3E] RNAV ARRIVALS (RWYS 12L/R)

D-ATIS 126.275

Apt Elev 62

Alt Set: hPa Trans level: FL150
1. RNAV 1 (GNSS) required.
2. On initial contact with DUBAI ARRIVALS state passing level and ACFT type, including series.
3. Advise DUBAI ARRIVALS when full RWY length is required.
4. Do not descend below ATC cleared level.
5. When changing from DUBAI ARRIVALS to DUBAI DIRECTOR, state only: DUBAI DIRECTOR, [aircraft call sign] unless otherwise instructed.



STAR	ROUTING
IMPED 3B	IMPED (K230; 12000-) - DB520 (K230; 11000-) - DB518 - DB517 (10000-) - DB423 (8000+) - DB406 (K210; 7000-) - DB421 (6000-) - DB420 - ALNET - SOGAP - PASEV (K185) - DB416 - DB414 - DB413 - REREK.
IMPED 3E	IMPED (K230; 12000-) - DB520 (K230; 11000-) - DB518 - DB517 (10000-) - DB423 (8000+) - DB407 (K210; 6000-) - DB408 - DB403 - SOLIL (K185) - ODLAL - DB414 - DB413 - REREK.

OMDB/DXB
DUBAI INTL

JEPPESEN
9 JUL 21 (10-2C) .Eff.15.Jul.

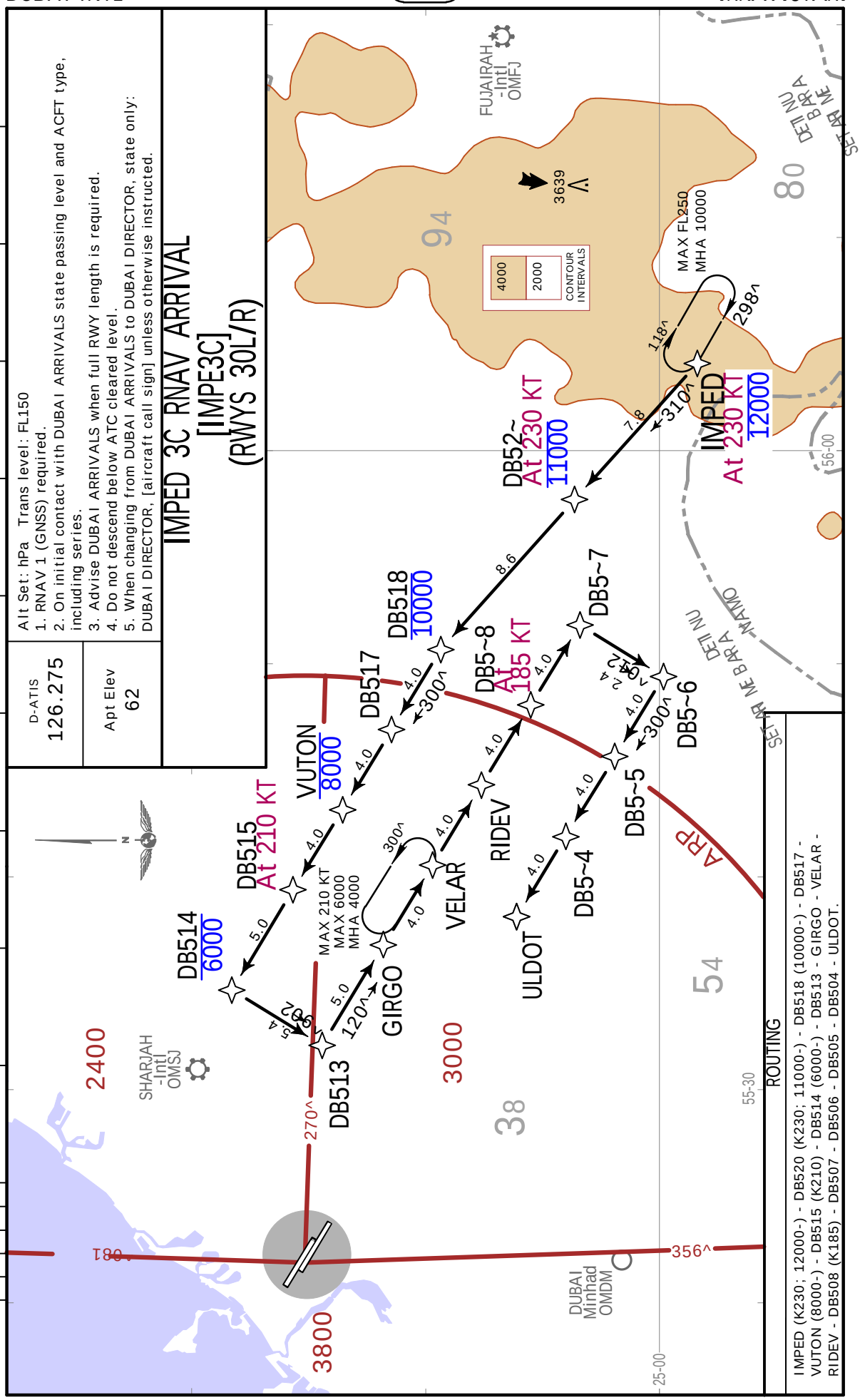
DUBAI, UAE
.RNAV.STAR.

IMPED 3C RNAV ARRIVAL
[IMPE3C]
(RWYS 30L/R)

D-ATIS 126.275

Apt Elev 62

Alt Set: hPa Trans level: FL150
1. RNAV 1 (GNSS) required.
2. On initial contact with DUBAI ARRIVALS state passing level and ACFT type, including series.
3. Advise DUBAI ARRIVALS when full RWY length is required.
4. Do not descend below ATC cleared level.
5. When changing from DUBAI ARRIVALS to DUBAI DIRECTOR, state only: DUBAI DIRECTOR, [aircraft call sign] unless otherwise instructed.



CHANGES: General note 2 revised.

LORID 1E RNAV ARRIVAL [LORI1E] (RWYS 12L/R)

D-ATIS 126.275

Apt Elev 62

Alt Set: hPa Trans level: FL150
1. RNAV 1 (GNSS) required. 2. On initial contact with DUBAI ARRIVALS state passing level and ACFT type, including series. 3. Advise DUBAI ARRIVALS when full RWY length is required. 4. Do not descend below ATC cleared level. 5. When changing from DUBAI ARRIVALS to DUBAI DIRECTOR, state only: DUBAI DIRECTOR, [aircraft call sign] unless otherwise instructed.

ROUTING

LORID (K230; FL160-) - ORGUR (12000-) - PEBUS - ROVIB (8000-) - DB400 (7000-) - DB401 (6000-) - DB402 (K210) - DB403 - SOLIL (K185) - ODLAL - DB414 - DB413 - REREK.

LORID At 230 KT FL160
ORGUR 12000
ROVIB 8000
PEBUS
DB4~~ 7000
DB4~1 6000
DB4~2 At 210 KT
DB4~3
SOLIL At 185 KT
REREK
DB413
DB414
ODLAL
MAX 210 KT
MAX 6000
MHA 4000
ARP
DUBAI Minhad OMDM
2400
3000
3800
2790
270^
356^
300^
120^
119^
8.9
7.21
5.1
4.0
16
21
38
54
55-30
55-00
25-30
25-00

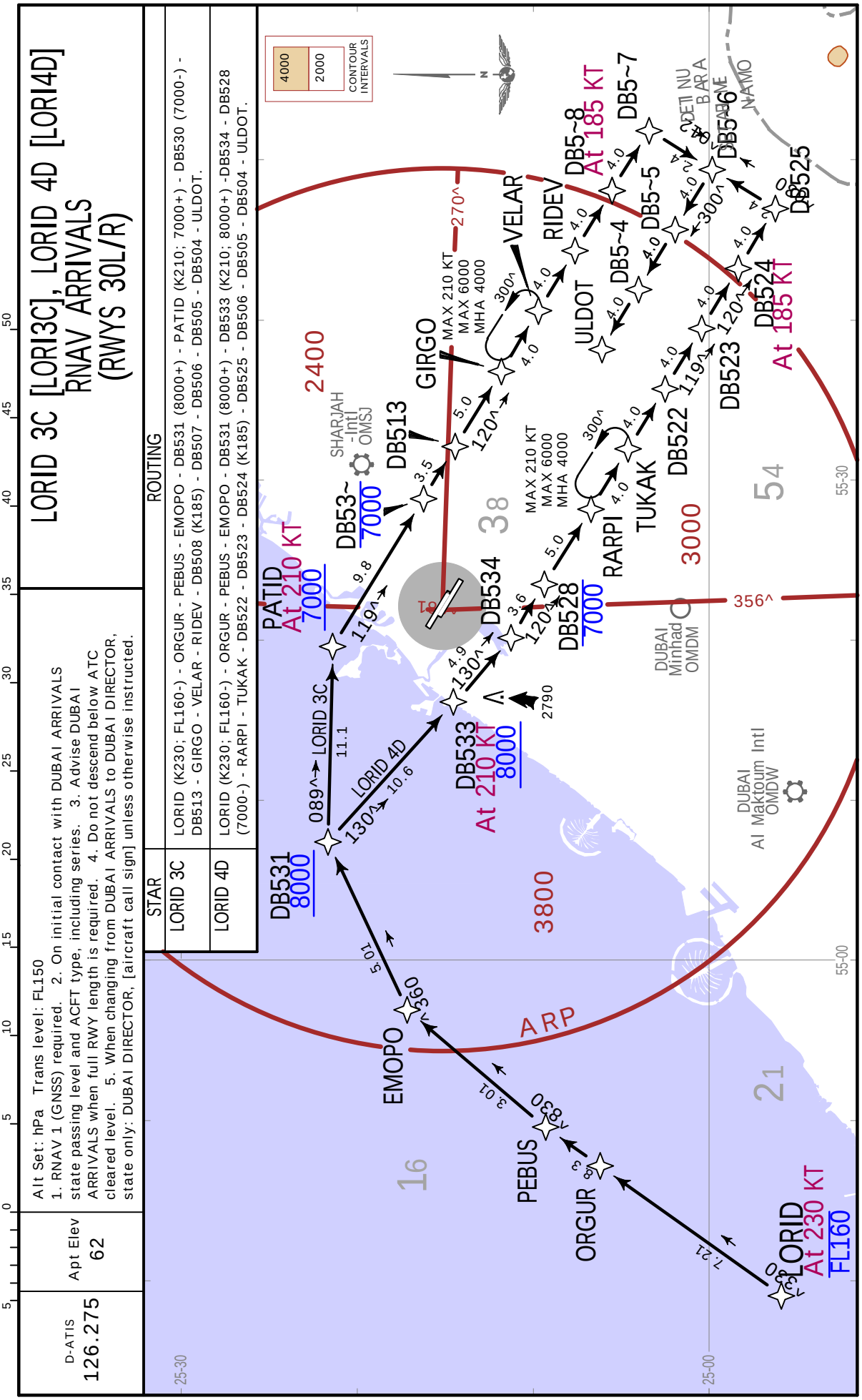
LORID 3C [LORI3C], LORID 4D [LORI4D] RNAV ARRIVALS (RWYS 30L/R)

STAR	ROUTING
LORID 3C	LORID (K230; FL160-) - ORGUR - PEBUS - EMOPO - DB531 (8000+) - PATID (K210; 7000+) - DB530 (7000-) - DB513 - GIRGO - VELAR - RIDEV - DB508 (K185) - DB507 - DB506 - DB505 - DB504 - ULDOT.
LORID 4D	LORID (K230; FL160-) - ORGUR - PEBUS - EMOPO - DB531 (8000+) - DB533 (K210; 8000+) -DB534 - DB528 (7000-) - RARPI - TUKAK - DB522 - DB523 - DB524 (K185) - DB525 - DB506 - DB505 - DB504 - ULDOT.

D-ATIS 126.275

Apt Elev 62

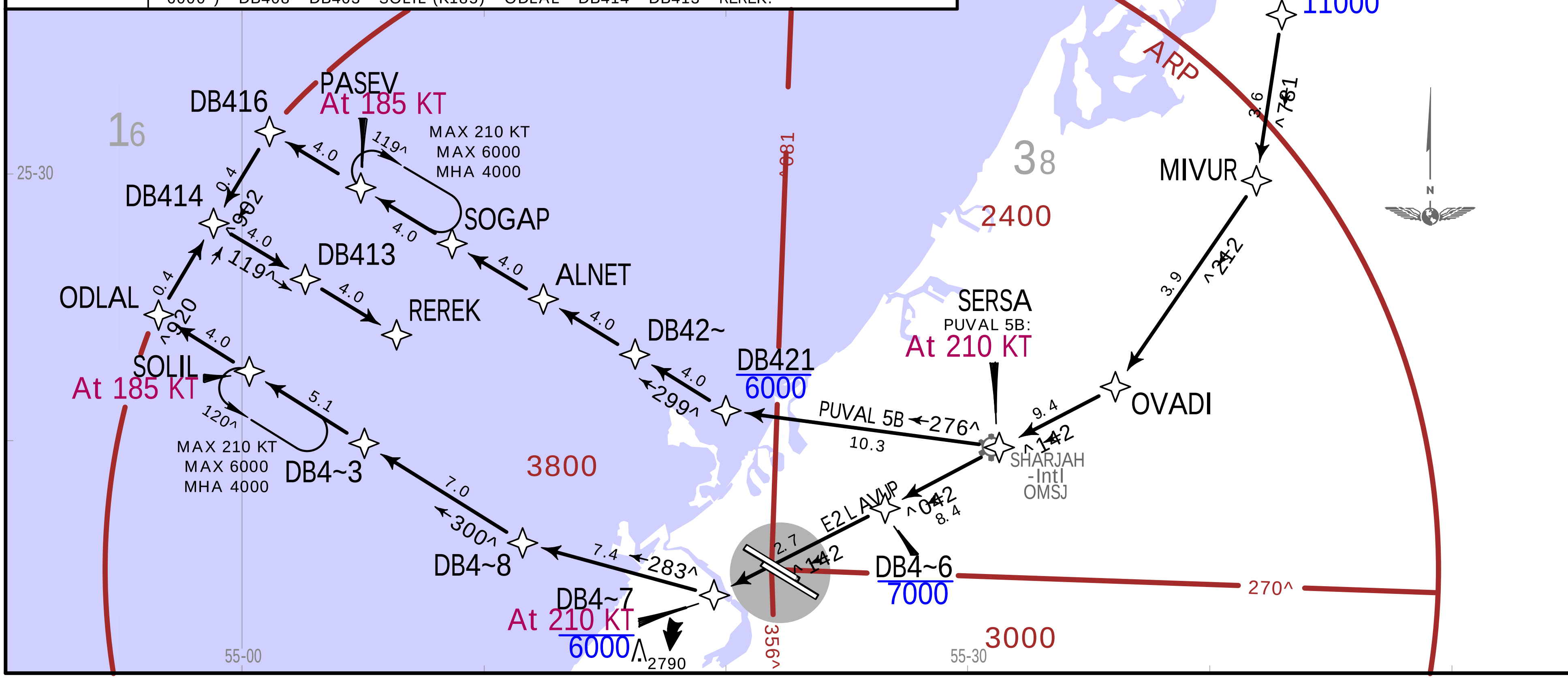
Alt Set: hPa Trans level: FL150
1. RNAV 1 (GNSS) required. 2. On initial contact with DUBAI ARRIVALS state passing level and ACFT type, including series. 3. Advise DUBAI ARRIVALS when full RWY length is required. 4. Do not descend below ATC cleared level. 5. When changing from DUBAI ARRIVALS to DUBAI DIRECTOR, state only: DUBAI DIRECTOR, [aircraft call sign] unless otherwise instructed.



D-ATIS	Apt Elev	
126.275	62	Alt Set: hPa Trans level: FL150 1. RNAV 1 (GNSS) required. 2. On initial contact with DUBAI ARRIVALS state passing level and ACFT type, including series. 3. Advise DUBAI ARRIVALS when full RWY length is required. 4. Do not descend below ATC cleared level. 5. When changing from DUBAI ARRIVALS to DUBAI DIRECTOR, state only: DUBAI DIRECTOR, [aircraft call sign] unless otherwise instructed.

PUVAL 5B [PUVA5B]
PUVAL 2E [PUVA2E]
RNAV ARRIVALS
(RWYS 12L/R)

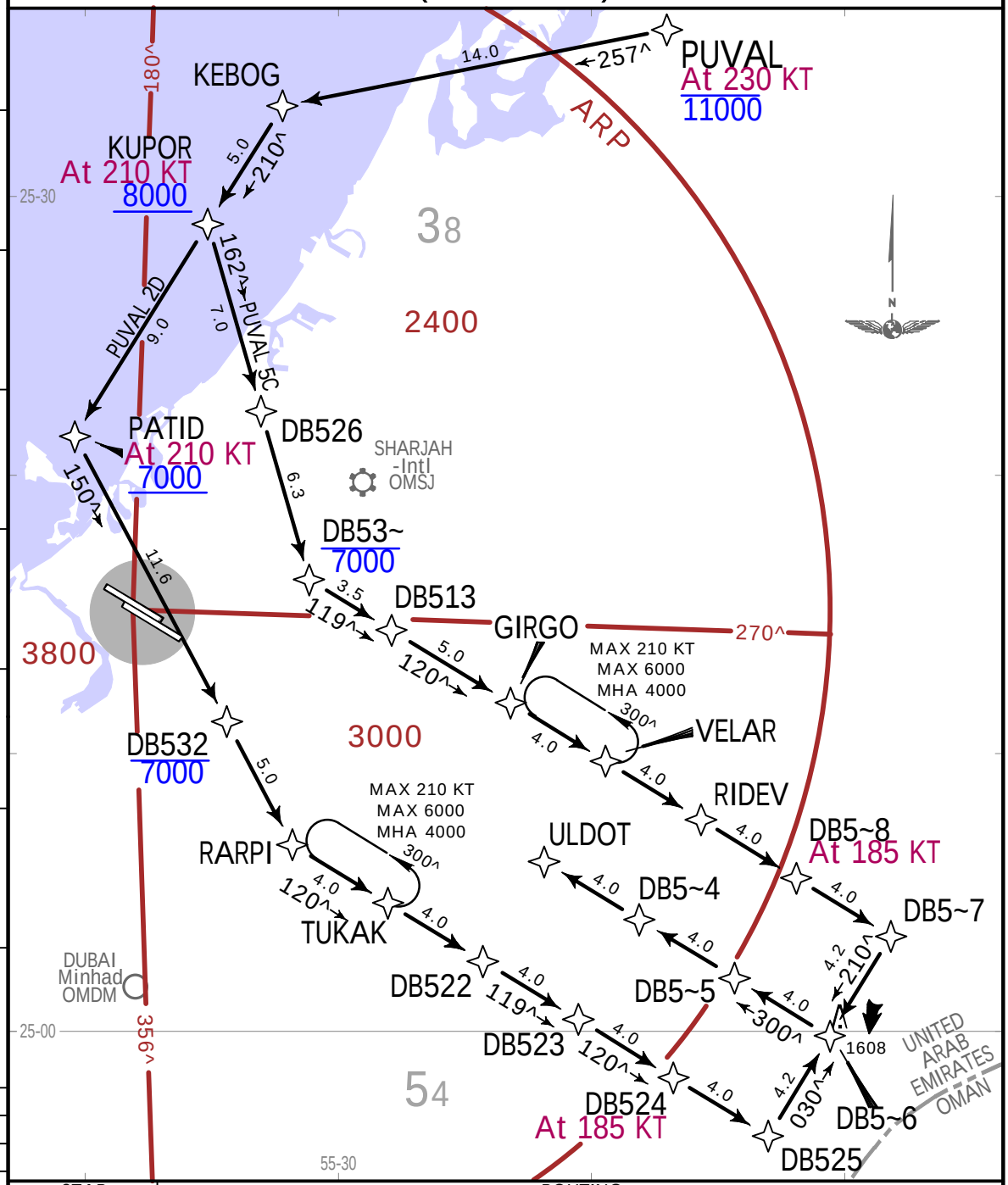
STAR	ROUTING
PUVAL 5B	PUVAL (K230; 11000-) - MIVUR - OVADI - SERSA (K210) - DB421 (6000-) - DB420 - ALNET - SOGAP - PASEV (K185) - DB416 - DB414 - DB413 - REREK.
PUVAL 2E	PUVAL (K230; 11000-) - MIVUR - OVADI - SERSA - DB406 (7000-) - DB407 (K210; 6000-) - DB408 - DB403 - SOLIL (K185) - ODLAL - DB414 - DB413 - REREK.



D-ATIS	Apt Elev
126.275	62

Alt Set: hPa Trans level: FL150
1. RNAV 1 (GNSS) required. 2. On initial contact with DUBAI ARRIVALS state passing level and ACFT type, including series. 3. Advise DUBAI ARRIVALS when full RWY length is required. 4. Do not descend below ATC cleared level. 5. When changing from DUBAI ARRIVALS to DUBAI DIRECTOR, state only: DUBAI DIRECTOR, [aircraft call sign] unless otherwise instructed.

PUVAL 5C [PUVA5C]
PUVAL 2D [PUVA2D]
RNAV ARRIVALS
(RWYS 30L/R)



STAR	ROUTING
PUVAL 5C	PUVAL (K230; 11000-) - KEBOG - KUPOR (K210; 8000+) - DB526 - DB530 (7000-) - DB513 - GIRGO - VELAR - RIDEV - DB508 (K185) - DB507 - DB506 - DB505 - DB504 - ULDOT.
PUVAL 2D	PUVAL (K230; 11000-) - KEBOG - KUPOR (K210; 8000+) - PATID (K210; 7000+) - DB532 (7000-) - RARPI - TUKAK - DB522 - DB523 - DB524 (K185) - DB525 - DB506 - DB505 - DB504 - ULDOT.

CHANGES: General note 2 revised.

OMDB/DXB
DUBAI INTL

JEPPESEN
9 JUL 21 (10-2H) .Eff.15.Jul.

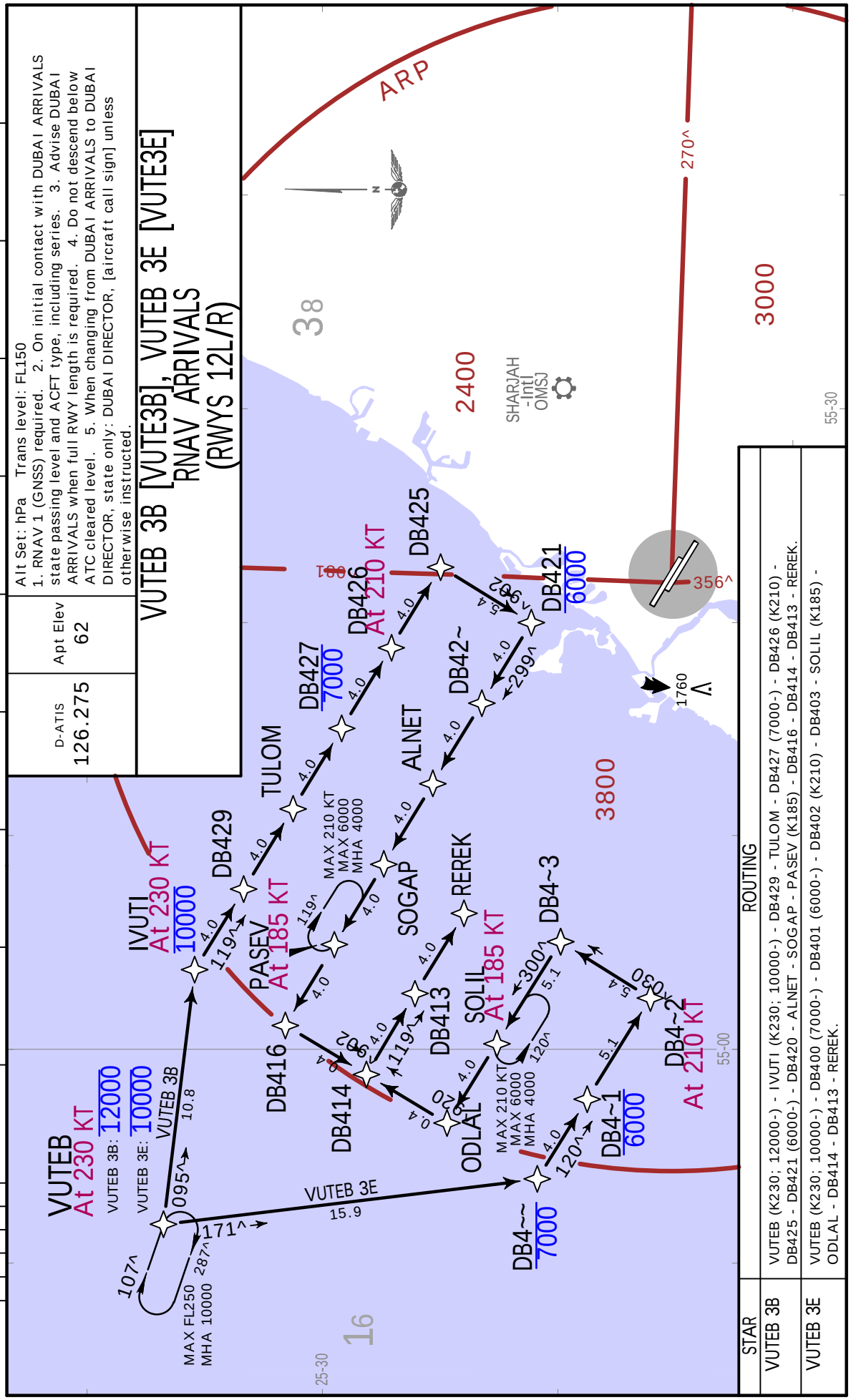
DUBAI, UAE
.RNAV.STAR.

VUTEB 3B [VUTE3B], VUTEB 3E [VUTE3E]
RNAV ARRIVALS
(RWYS 12L/R)

D-ATIS 126.275

Apt Elev 62

Alt Set: hPa Trans level: FL150
1. RNAV 1 (GNSS) required. 2. On initial contact with DUBAI ARRIVALS state passing level and ACFT type, including series. 3. Advise DUBAI ARRIVALS when full RWY length is required. 4. Do not descend below ATC cleared level. 5. When changing from DUBAI ARRIVALS to DUBAI DIRECTOR, state only: DUBAI DIRECTOR, [aircraft call sign] unless otherwise instructed.



STAR	ROUTING
VUTEB 3B	VUTEB (K230; 12000-) - IVUTI (K230; 10000-) - DB429 - TULOM - DB427 (7000-) - DB426 (K210) - DB425 - DB421 (6000-) - DB420 - ALNET - SOGAP - PASEV (K185) - DB416 - DB414 - DB413 - REREK.
VUTEB 3E	VUTEB (K230; 10000-) - DB400 (7000-) - DB401 (6000-) - DB402 (K210) - DB403 - SOLIL (K185) - ODLAL - DB414 - DB413 - REREK.

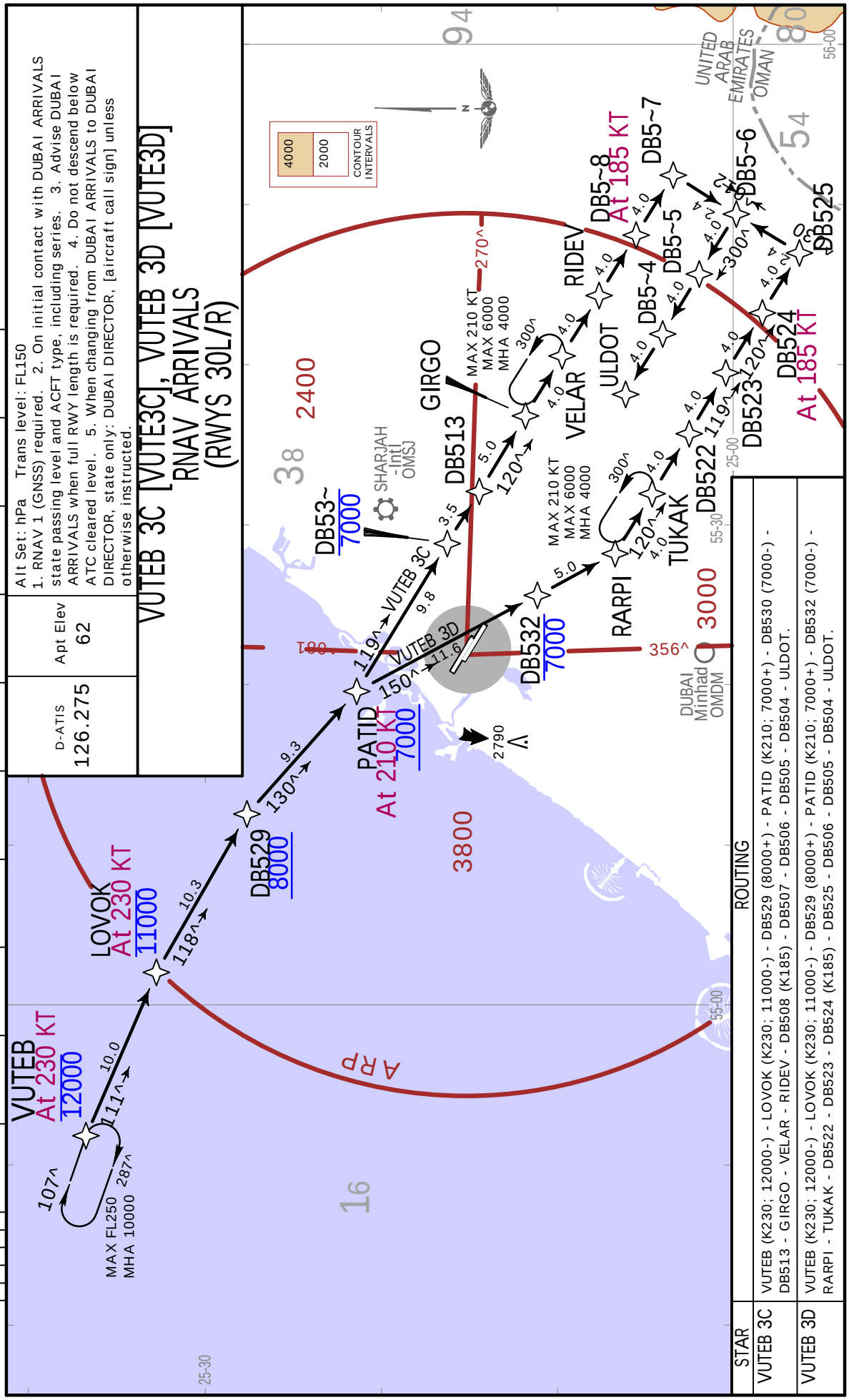
CHANGES: General note 2 revised.

VUTEB 3C [VUTE3C], VUTEB 3D [VUTE3D]
RNAV ARRIVALS
(RWYS 30L/R)

D-ATIS 126.275

Apt Elev 62

Alt Set: hPa Trans level: FL150
1. RNAV 1 (GNSS) required. 2. On initial contact with DUBAI ARRIVALS state passing level and ACFT type, including series. 3. Advise DUBAI ARRIVALS when full RWY length is required. 4. Do not descend below ATC cleared level. 5. When changing from DUBAI ARRIVALS to DUBAI DIRECTOR, state only: DUBAI DIRECTOR, [aircraft call sign] unless otherwise instructed.



STAR	ROUTING
VUTEB 3C	VUTEB (K230; 12000-) - LOVOK (K230; 11000-) - DB529 (8000+) - PATID (K210; 7000+) - DB530 (7000-) - DB513 - GIRGO - VELAR - RIDEV - DB508 (K185) - DB507 - DB506 - DB505 - DB504 - ULDOT.
VUTEB 3D	VUTEB (K230; 12000-) - LOVOK (K230; 11000-) - DB529 (8000+) - PATID (K210; 7000+) - DB532 (7000-) - RARPI - TUKAK - DB522 - DB523 - DB524 (K185) - DB525 - DB506 - DB505 - DB504 - ULDOT.

SID INSTRUCTIONS

Unless explicitly cancelled or amended by ATC, the pilot must follow the vertical and lateral profile of the SID and comply with any published speed restrictions.

A level restriction depicted on a SID chart does not authorise a pilot to climb to meet that restriction. ATC will issue climb clearance to permit compliance with vertical navigation restrictions. Pilots must inform ATC if a level restriction cannot be met. Do not climb above ATC cleared level.

When conducting a SID, the priority is to meet the vertical navigation restrictions of the SID. When speed restrictions do not enable the aircraft to meet a SID level restriction, the pilot must advise ATC of any speed deviation requirement prior to departure or as soon as the situation is identified. Pilots must advise ATC when able to resume the SID speed restrictions.

Operators or pilots should establish procedures to ensure compliance with the SID. The application of a performance margin on the published climb requirements is at the operator's/pilot's discretion taking into account the achievable climb performance of the aircraft and the means of monitoring the gradient achieved.

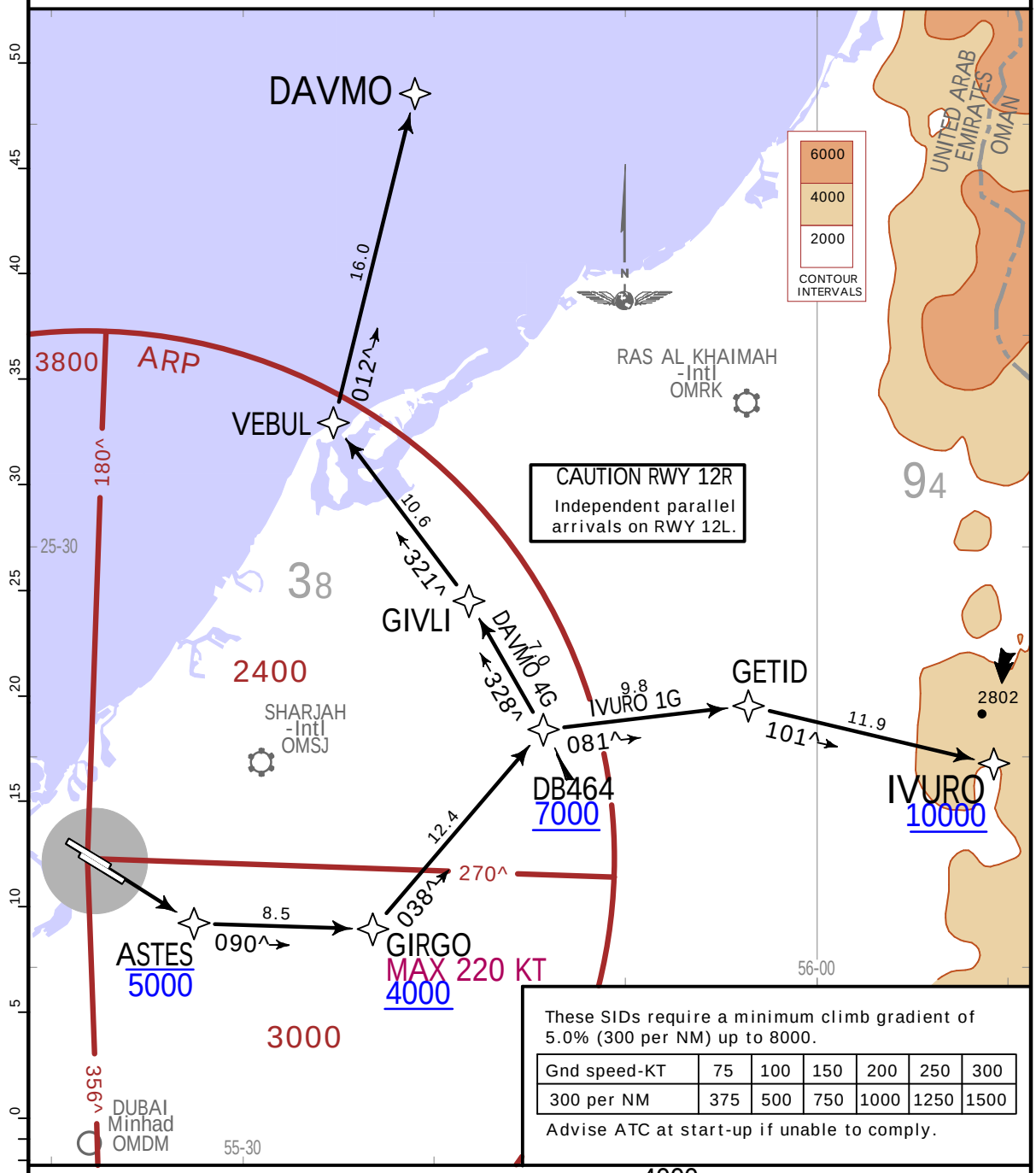
Flight crews are expected to strictly adhere to SID speed restrictions unless otherwise approved or instructed by ATC.

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

DUBAI Departures (R) North	DUBAI Departures (R) South	Apt Elev	
126.2	121.025	62	Trans alt: 13000 1. RNAV 1 (GNSS) required. 2. Carry out all turns with bank angle 25^. 3. Remain on Tower frequency until instructed otherwise by DUBAI Tower. 4. Do not climb above ATC cleared level.

DAVMO 4G [DAVM4G], IVURO 1G [IVUR1G]
RNAV DEPARTURES
(RWYS 12L/R)

.SPEED: MAX 250 KT BELOW 10000



These SIDs require a minimum climb gradient of 5.0% (300 per NM) up to 8000.

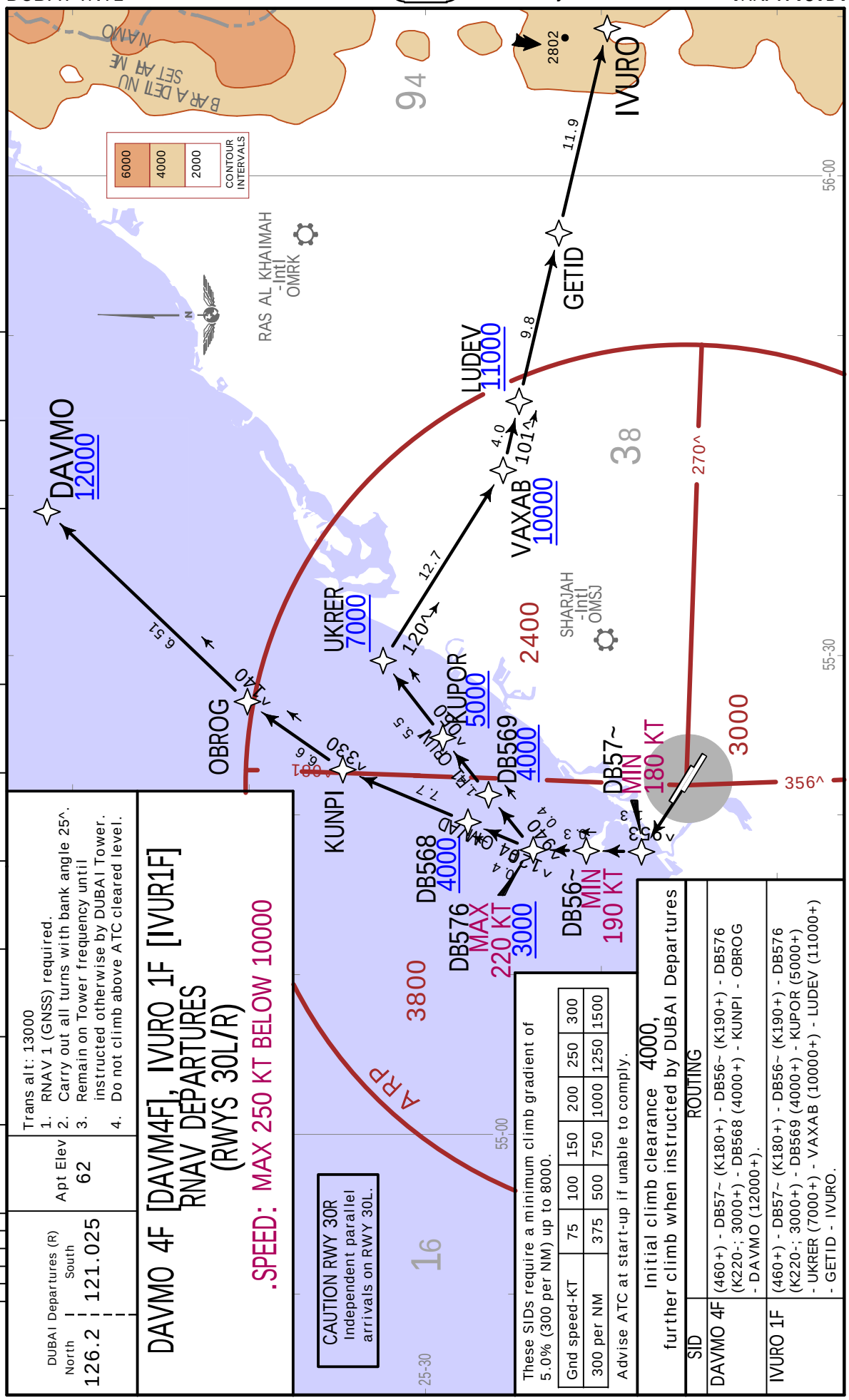
Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

Advise ATC at start-up if unable to comply.

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

SID	ROUTING
DAVMO 4G	(460+) - ASTES (5000-) - GIRGO (K220-; 4000+) - DB464 (7000+) - GIVLI - VEBUL - DAVMO.
IVURO 1G	(460+) - ASTES (5000-) - GIRGO (K220-; 4000+) - DB464 (7000+) - GETID - IVURO (10000+).

CHANGES: Chart reindexed, RNAV SIDs renumbered, renamed and revised.



DUBAI Departures (R)
North 126.2 | South 121.025

Apt Elev 62

Trans alt: 13000
1. RNAV 1 (GNSS) required.
2. Carry out all turns with bank angle 25^.
3. Remain on Tower frequency until instructed otherwise by DUBAI Tower.
4. Do not climb above ATC cleared level.

DAVMO 4F [DAVM4F], IVURO 1F [IVUR1F]
RNAV DEPARTURES
(RWYS 30L/R)

.SPEED: MAX 250 KT BELOW 10000

These SIDs require a minimum climb gradient of 5.0% (300 per NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

Advise ATC at start-up if unable to comply.

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

SID	ROUTING
DAVMO 4F	(460+) - DB57~ (K180+) - DB56~ (K190+) - DB576 (K220-; 3000+) - DB568 (4000+) - KUNPI - OBROG - DAVMO (12000+).
IVURO 1F	(460+) - DB57~ (K180+) - DB56~ (K190+) - DB576 (K220-; 3000+) - DB569 (4000+) - KUPOR (5000+) - UKRER (7000+) - VAXAB (10000+) - LUDEV (11000+) - GETID - IVURO.

OMDB/DXB
DUBAI INTL

JEPPESEN
15 MAY 20 (10-3C) .Eff.21.May.

DUBAI, UAE
.RNAV.SID.

ANVIX 5G RNAV DEPARTURE [ANVI5G] (RWYS 12L/R)

.SPEED: MAX 250 KT BELOW 10000

Trans alt: 13000
1. RNAV 1 (GNSS) required.
2. Carry out all turns with bank angle 25^.
3. Remain on Tower frequency until instructed otherwise by DUBAI Tower.
4. Do not climb above ATC cleared level.

Apt Elev 62

DUBAI Departures (R)
North 126.2
South 121.025

ASTES 5000
120^
10.0
DB469
MAX 220 KT
4000
133^
14.4
LUBAP
155^
6.6
LOPUV
125^
6.0
ANVIX 10000

CAUTION RWY 12R
Independent parallel arrivals on RWY 12L.

This SID requires a minimum climb gradient of 5.0% (300 per NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

Advise ATC at start-up if unable to comply.

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

ROUTING

(460+) - ASTES (5000-) - DB469 (K220-; 4000+) - LUBAP - LOPUV - ANVIX (10000+).

CONTOUR INTERVALS: 6000, 4000, 2000

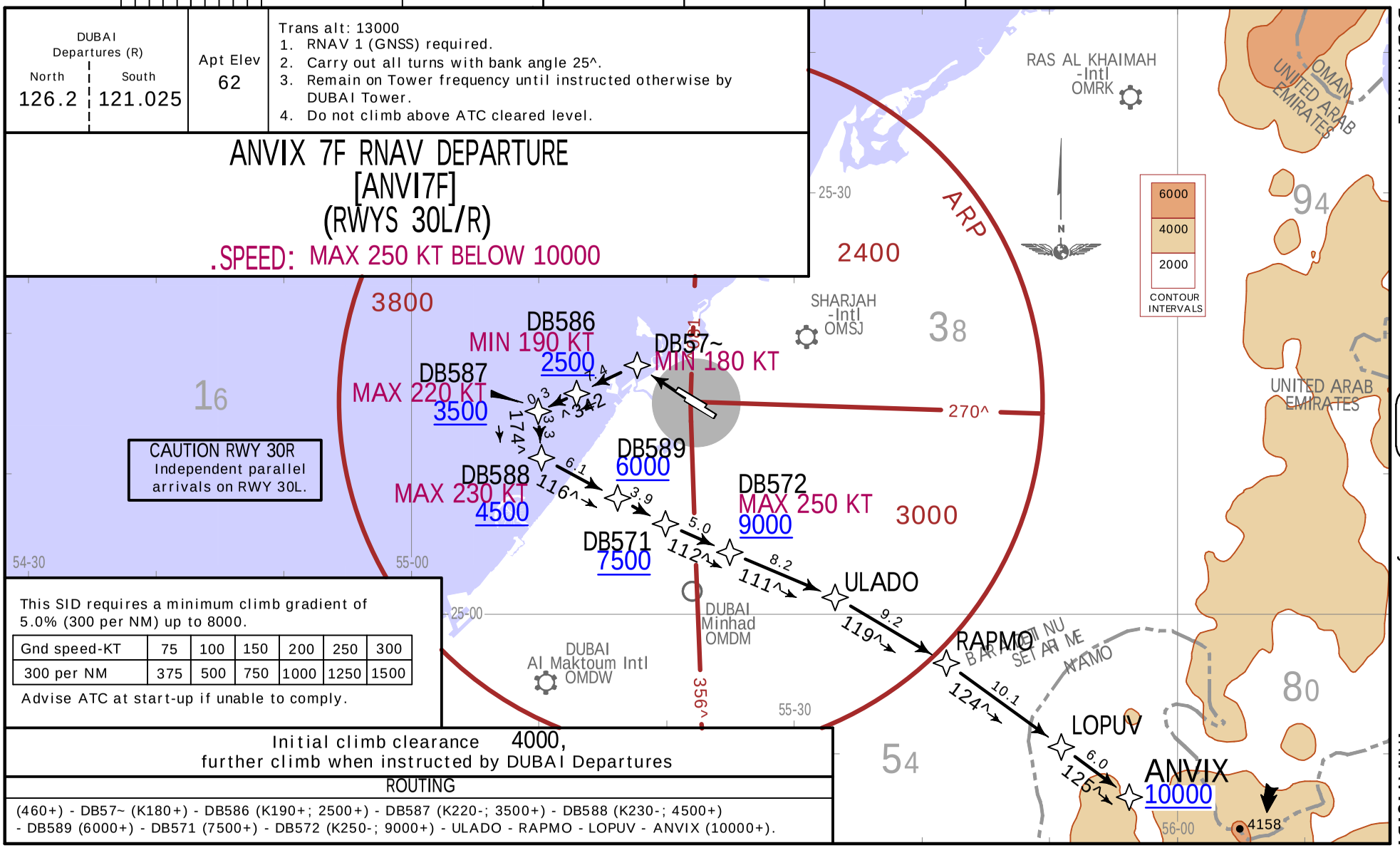
SHARJAH -Intl OMSJ
DUBAI Minhad OMDM
DUBAI Al Maktoum Intl OMDW

DUBAI Departures (R) North	DUBAI Departures (R) South	Apt Elev
126.2	121.025	62

Trans alt: 13000
1. RNAV 1 (GNSS) required.
2. Carry out all turns with bank angle 25^.
3. Remain on Tower frequency until instructed otherwise by DUBAI Tower.
4. Do not climb above ATC cleared level.

ANVIX 7F RNAV DEPARTURE
[ANVI7F]
(RWYS 30L/R)

.SPEED: MAX 250 KT BELOW 10000



This SID requires a minimum climb gradient of 5.0% (300 per NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

Advise ATC at start-up if unable to comply.

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

ROUTING

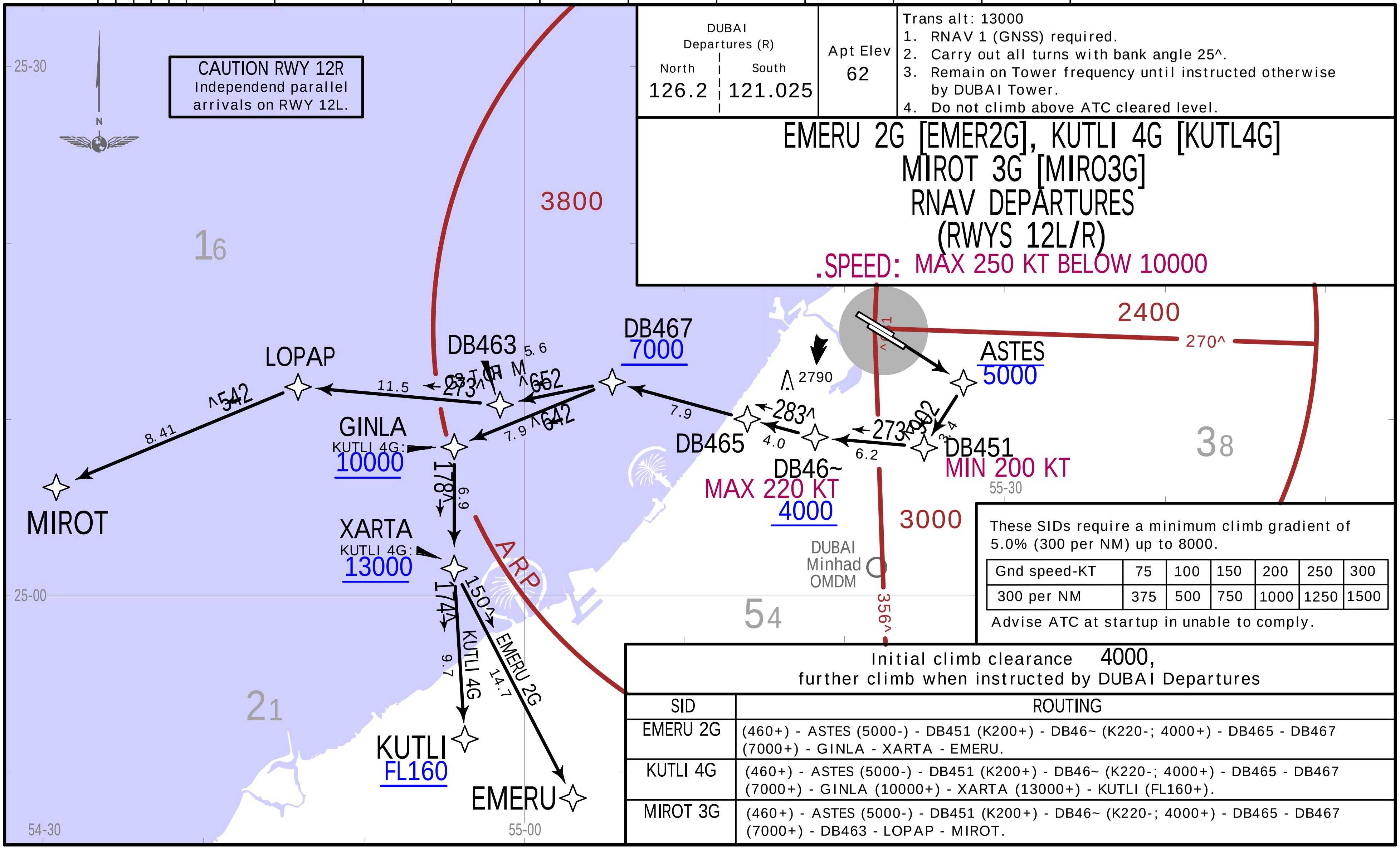
(460+) - DB57~ (K180+) - DB586 (K190+; 2500+) - DB587 (K220-; 3500+) - DB588 (K230-; 4500+) - DB589 (6000+) - DB571 (7500+) - DB572 (K250-; 9000+) - ULADO - RAPMO - LOPUV - ANVIX (10000+).

DUBAI Departures (R) North	South	Apt Elev
126.2	121.025	62

Trans alt: 13000
1. RNAV 1 (GNSS) required.
2. Carry out all turns with bank angle 25^.
3. Remain on Tower frequency until instructed otherwise by DUBAI Tower.
4. Do not climb above ATC cleared level.

EMERU 2G [EMER2G], KUTLI 4G [KUTL4G] MIROT 3G [MIRO3G] RNAV DEPARTURES (RWYS 12L/R)

.SPEED: MAX 250 KT BELOW 10000



These SIDs require a minimum climb gradient of 5.0% (300 per NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

Advise ATC at startup in unable to comply.

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

SID	ROUTING
EMERU 2G	(460+) - ASTES (5000-) - DB451 (K200+) - DB46~ (K220-; 4000+) - DB465 - DB467 (7000+) - GINLA - XARTA - EMERU.
KUTLI 4G	(460+) - ASTES (5000-) - DB451 (K200+) - DB46~ (K220-; 4000+) - DB465 - DB467 (7000+) - GINLA (10000+) - XARTA (13000+) - KUTLI (FL160+).
MIROT 3G	(460+) - ASTES (5000-) - DB451 (K200+) - DB46~ (K220-; 4000+) - DB465 - DB467 (7000+) - DB463 - LOPAP - MIROT.

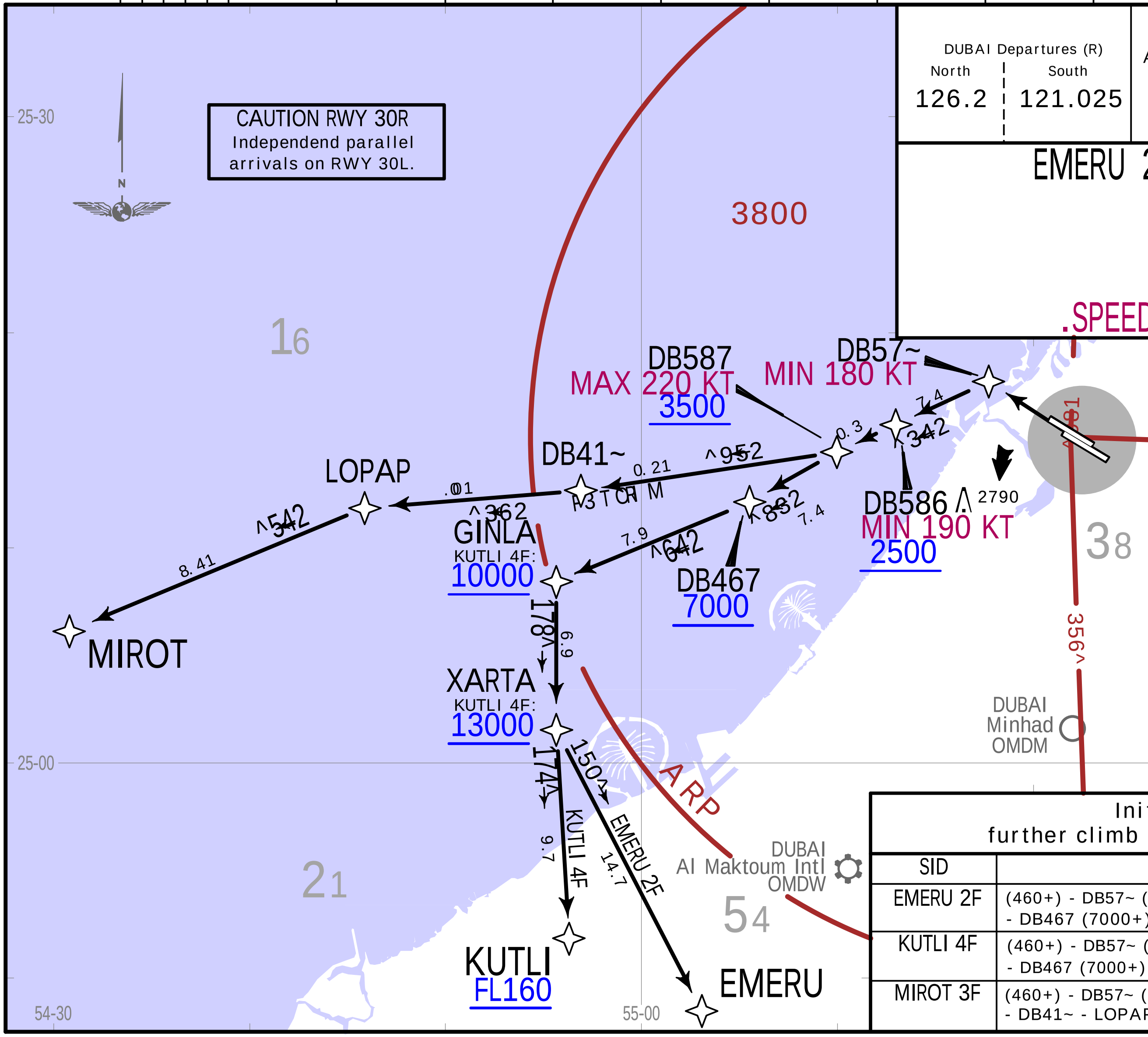
CHANGES: Chart reindexed, RNAV SIDs renumbered & revised.

DUBAI Departures (R) North	DUBAI Departures (R) South	Apt Elev
126.2	121.025	62

Trans alt: 13000
1. RNAV 1 (GNSS) required.
2. Carry out all turns with bank angle 25^.
3. Remain on Tower frequency until instructed otherwise by DUBAI Tower.
4. Do not climb above ATC cleared level.

EMERU 2F [EMER2F], KUTLI 4F [KUTL4F] MIROT 3F [MIRO3F] RNAV DEPARTURES (RWYS 30L/R)

.SPEED: MAX 250 KT BELOW 10000



These SIDs require a minimum climb gradient of
EMERU 2F, KUTLI 4F: 7.0% (425 per NM) up to 8000.
MIROT 3F: 5.0% (300 per NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500
425 per NM	531	708	1063	1417	1771	2125

Advise ATC at startup in unable to comply.

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

SID	ROUTING
EMERU 2F	(460+) - DB57~ (K180+) - DB586 (K190+; 2500+) - DB587 (K220-; 3500+) - DB467 (7000+) - GINLA - XARTA - EMERU.
KUTLI 4F	(460+) - DB57~ (K180+) - DB586 (K190+; 2500+) - DB587 (K220-; 3500+) - DB467 (7000+) - GINLA (10000+) - XARTA (13000+) - KUTLI (FL160+).
MIROT 3F	(460+) - DB57~ (K180+) - DB586 (K190+; 2500+) - DB587 (K220-; 3500+) - DB41~ - LOPAP - MIROT.

CHANGES: Chart reindexed, RNAV SIDs renumbered & revised.

JEPPESEN
15 MAY 20 10-3G .Eff.21.May.

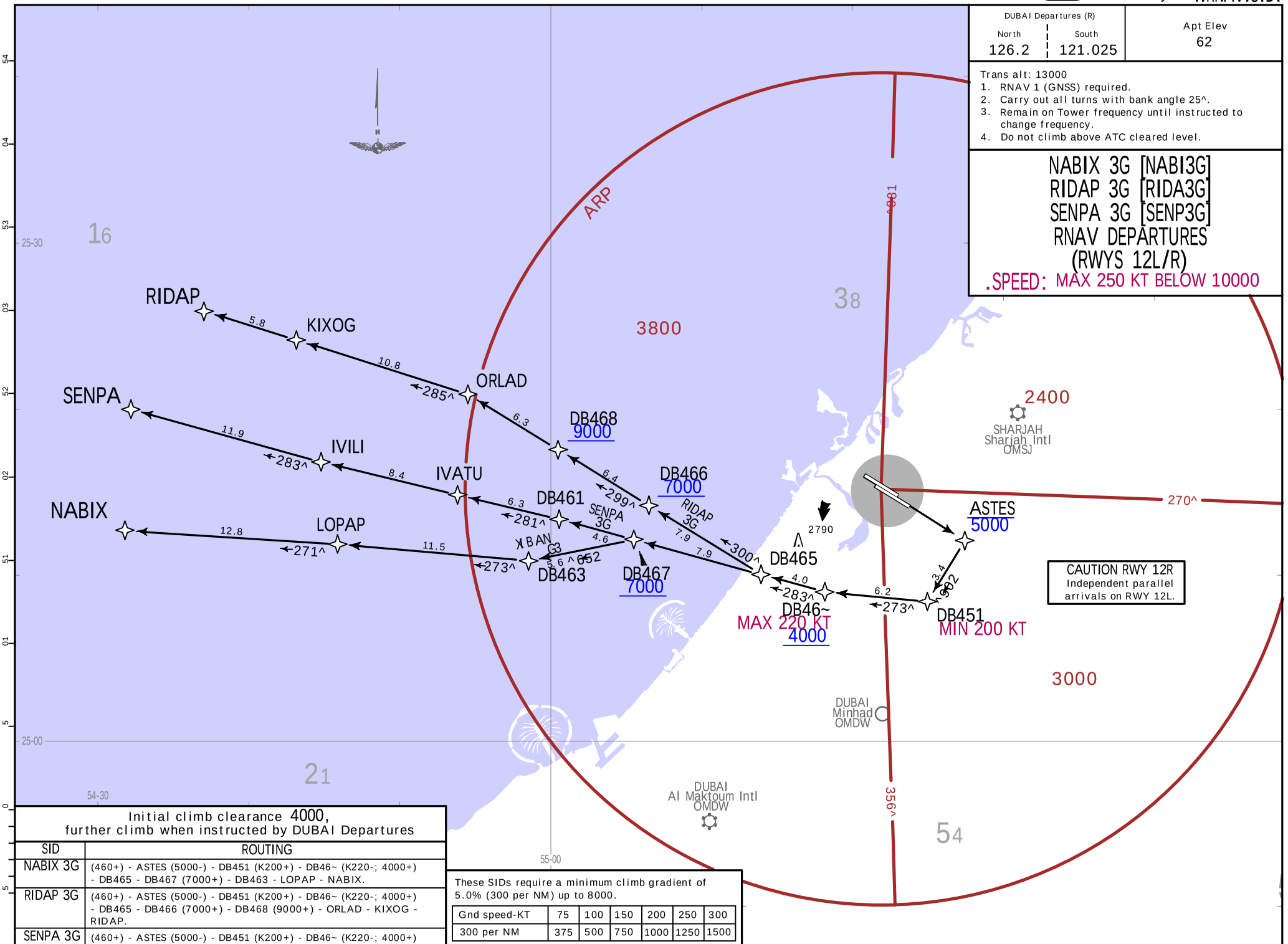
DUBAI, UAE
..RNAV.SID.

DUBAI Departures (R)		Apt Elev
North	South	
126.2	121.025	62

Trans alt: 13000
1. RNAV 1 (GNSS) required.
2. Carry out all turns with bank angle 25^.
3. Remain on Tower frequency until instructed to change frequency.
4. Do not climb above ATC cleared level.

NABIX 3G [NABI3G]
RIDAP 3G [RIDA3G]
SENPA 3G [SENP3G]
RNAV DEPARTURES
(RWYS 12L/R)

.SPEED: MAX 250 KT BELOW 10000



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

SID	ROUTING
NABIX 3G	(460+) - ASTES (5000-) - DB451 (K200+) - DB46~ (K220-; 4000+) - DB465 - DB467 (7000+) - DB463 - LOPAP - NABIX.
RIDAP 3G	(460+) - ASTES (5000-) - DB451 (K200+) - DB46~ (K220-; 4000+) - DB465 - DB466 (7000+) - DB468 (9000+) - ORLAD - KIXOG - RIDAP.
SENPA 3G	(460+) - ASTES (5000-) - DB451 (K200+) - DB46~ (K220-; 4000+) - DB465 - DB467 (7000+) - DB461 - IVATU - IVILI - SENPA.

These SIDs require a minimum climb gradient of 5.0% (300 per NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

Advise ATC at startup in unable to comply.

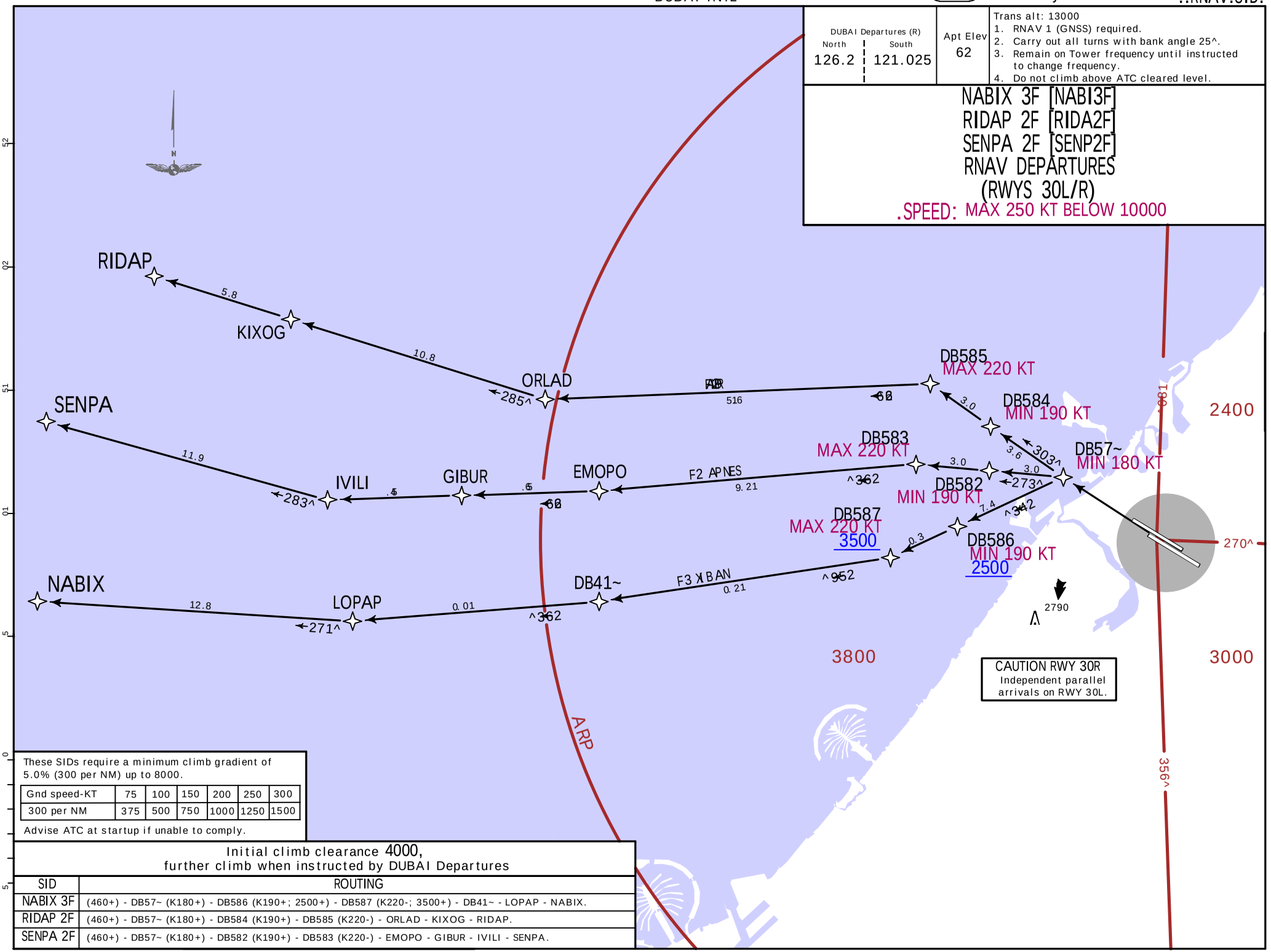
CHANGES: Chart reindexed, RNAV SIIDs renumbered & revised.

DUBAI Departures (R) North	DUBAI Departures (R) South	Apt Elev
126.2	121.025	62

Trans alt: 13000
1. RNAV 1 (GNSS) required.
2. Carry out all turns with bank angle 25^.
3. Remain on Tower frequency until instructed to change frequency.
4. Do not climb above ATC cleared level.

NABIX 3F [NABI3F]
RIDAP 2F [RIDA2F]
SENPA 2F [SENP2F]
RNAV DEPARTURES
(RWYS 30L/R)

.SPEED: MAX 250 KT BELOW 10000



These SIDs require a minimum climb gradient of 5.0% (300 per NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

Advise ATC at startup if unable to comply.

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

SID	ROUTING
NABIX 3F	(460+) - DB57~ (K180+) - DB586 (K190+; 2500+) - DB587 (K220-; 3500+) - DB41~ - LOPAP - NABIX.
RIDAP 2F	(460+) - DB57~ (K180+) - DB584 (K190+) - DB585 (K220-) - ORLAD - KIXOG - RIDAP.
SENPA 2F	(460+) - DB57~ (K180+) - DB582 (K190+) - DB583 (K220-) - EMOPO - GIBUR - IVILI - SENPA.

CHANGES: Chart reindexed, RNAV SIIDs renumbered & revised.

OMDB/DXB
DUBAI INTL

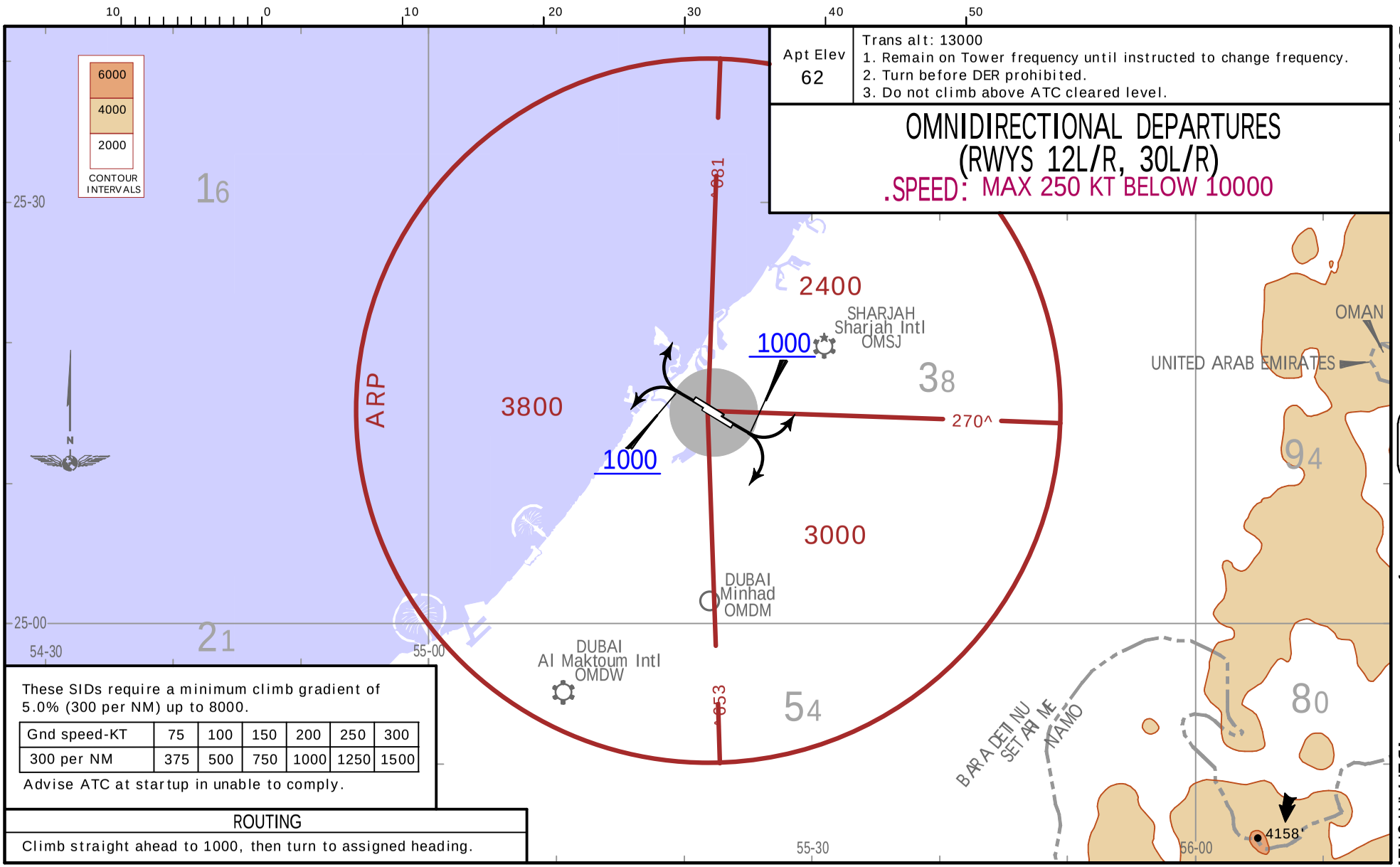
JEPPESEN
15 MAY 20 (10-3J) .Eff.21.May.

DUBAI, UAE
.DEPARTURE.

Apt Elev	
62	Trans alt: 13000 1. Remain on Tower frequency until instructed to change frequency. 2. Turn before DER prohibited. 3. Do not climb above ATC cleared level.

OMNIDIRECTIONAL DEPARTURES (RWYS 12L/R, 30L/R)

.SPEED: MAX 250 KT BELOW 10000



These SIDs require a minimum climb gradient of 5.0% (300 per NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

Advise ATC at startup in 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 as indicated below.
Note: The work/closure phases listed below are not in any particular order.

AREA C01

TWY L3 and TWY Z4 closed.
Section of TWY K between TWY L2B and TWY L4 closed.
Sections of taxiline J1 and TWY Y north of taxiline Z closed.

AREA C02

TWY Z5 closed.
Section of taxiline Z between TWY Z5 and TWY Y closed.
Sections of taxiline J1 and TWY Y north of taxiline Z closed.
West link of TWY L4 onto taxiline Z closed.

AREA C03

Section of taxilane Y South of taxilane Z closed.
TWY Y1 closed.
Temporary crossover taxiway ''U1A'' implemented between IHP JA and stand B4. Taxiway centreline installed with green reflectors. No centreline lights are available. TWY U1A is not available in CAT II/III conditions.

AREA C04

Section of taxilane J between TWY U3 and TWY U6 closed.
TWY U4 and TWY U5 closed.
Section of taxilane U between stands B12 and B23 temporarily relocated marginally to the south to provide Code F clearance. There are no centreline lights. Instead, taxiway centreline will be installed with green reflectors with separation of 25''/7.5m.

Temporary Arrival Procedures / Restrictions:

Code F arrivals to stands B18R and B21R will be via relocated taxilane U.
Code E arrivals to stands abeam the relocated taxilane U will be via relocated taxilane U.

Temporary Pushback Procedures / Restrictions:

Code F departures from stands B18R and B21R will be via relocated taxilane U.
Code E departures from stands abeam the relocated taxilane U will be onto the relocated taxilane U.

In "Follow the Greens" (FTG):

a. For Code F: "Follow-Me" guidance will be provided for ACFT movement on the relocated taxilane U section:
- Between 1400 - 1600 UTC in CAT I.
- At all times in CAT II/III conditions.

Reporting points will be IHPs JB (eastbound) and JF (westbound).

b. For Code E and below: "Follow-Me" will be provided for ACFT movement on the relocated taxilane U section in CAT II/III conditions only; reporting points will be IHPs UB (eastbound) and UF (westbound).

Risk of inadvertent Code F (A380) movement on non-Code F section of taxilane U:

To mitigate the risk of Code F on the relocated taxilane U section continuing straight onto non-Code F taxilane U sections, below will be applied:

a. In CAT I conditions outside of FTG, ATC will provide sequential taxi clearance - initially until IHP UD and subsequently onto crossover TWY U3 / TWY U6.

b. Additional "Keep Left" ↖A380 or "Keep Right" A380 ↗guidance marking will be provided on relocated taxilane U just before the crossover TWY U3 and TWY U6 respectively to caution the pilots.

AREA C23

Section of taxilane Z between stands F3 and F6 closed.
East link of TWY L4 onto taxilane Z closed.

AREA C24

TWY Z6 and TWY Z7 closed.
Section of taxilane Z between stands F8 and F10 closed.

CHANGES: Temporary closure of taxiways revised.

TEMPORARY CLOSURE OF TAXIWAYS

REFER ALSO TO LATEST NOTAMS

AREA D1

Section of TWY N between TWY N5A and TWY N8 closed.
East link of TWY N5A closed.
West link of TWY N8 closed.
TWY P6, TWY N6 and TWY N7 closed.
Section of taxiline P between TWY P5 and TWY P8 may be downgraded for Code E and below aircraft operations only; to be confirmed by NOTAM.

CHANGES: Temporary closure of taxiways revised.

D-ATIS Departure	Data Comm ACARS: D-ATIS DCL	DUBAI Delivery	DUBAI Ground GMC-2	DUBAI Ground GMC-1	Tower North	Tower South	DUBAI Departures North	DUBAI Departures South
131.7		120.350	121.650	118.350	118.750	119.550	126.2	121.025

FOR DETAILS SEE TAXI AND PARKING CHART (APRONS B, C, E & F)

FOR DETAILS SEE TAXI AND PARKING CHART (APRONS A,D,G,H,Q&S)

FOR DETAILS SEE TAXI AND PARKING CHART (APRONS A,D,G,H,Q&S)

Taxilane P, APRONS C, E, Q, S, Emirates hangar
Ground GMC-2 121.650

Ground GMC-1 118.350

12L 119° 200'61m Stopway
12R 119° Elev 11' 771'235m Stopway
30R 299° Elev 33' 413'126m Stopway
30L 299° Elev 60' 620'189m Stopway

14,275'
4351m
14,590'
4447m

TERMINAL 1
TERMINAL 2
TERMINAL 3
CARGO TERMINAL
Control Tower
ARP

APRON A
APRON B
APRON C
APRON D
APRON E
APRON F
APRON G
APRON H
APRON Q
APRON S

CONCOURSE A
CONCOURSE B
CONCOURSE C
CONCOURSE D

HS A1 TWY
HS A2 TWY
HS B TWY
HS C TWY
HS D TWY
HS E TWY
HS F TWY
HS G TWY

LEGEND
HS A — INCURSION HOT SPOTS
See (10-9A) AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Incursion hot spots.
HS — JET BLAST HOT SPOTS
ATC boundary

Feet 0 1000 2000 3000 4000
Meters 0 200 400 600 800 1000 1200

See TAXI AND PARKING CHART (APRONS B, C, E & F) and TAXI AND PARKING CHART (APRONS A,D,G,H,Q&S) for holding positions, rwy guard lights and FOD fence locations.

CHANGES: HOT SPOTS F and G added.

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

HS A RWY Holding Point TWY M2 crossing South to North - Hot Spot area with a history of RWY incursions. Pilots are to exercise caution when crossing RWY 30R after landing RWY 30L. ACFT taxiing on TWY L3 for departure off RWY 30R are often instructed to turn Right onto TWY M to hold short of RWY 30R at M13A. Pilots should use diligence when approaching the intersection of TWYs M2 and M when turning Right onto TWY M. If the Right turn onto TWY M is missed do not cross the hold marking on TWY M2 without ATC authorization.

HS B RWY Holding Points K11 - Hot spot area with history of RWY incursions. Pilots are to exercise caution when crossing RWY 30L for DEP RWY 30R.

HS C TWY V - TWY V is used for helicopter operations and is parallel to RWY 30L/12R ACFT operations. Pilots are to exercise caution and be prepared to receive traffic information from ATC about departing/arriving helicopters in order to preclude reaction to possible TCAS RA and TA.

HS A1 TWY
HS A2 TWY Code E and Code F ACFT not permitted simultaneously on TXL (taxilane) curves (J-J1/U-Y and J-J2/U-W) in any direction. Potential for conflict exist in the event of oversteering/deviation from centerline.

HS B TWY Hotspot area with history of stand signage confusion resulting in TXL incursions. C51L/C51/C51R is a Multiple Apron Ramp System (MARS) stand. The following has to be noted:

- Stand lead-in line for C51L & C51 starts from TWY K and TXL Z. Taxiing Westbound, C51 lead-in line is beyond the C51L lead-in line,
- Stand lead-in line for C51R originates from TXL Z1.

HS C TWY Hotspot area with history of TWY incursions. Occurrence of prematurely turning from TXL Z and TWY K (Westbound) onto TXL Y instead of J1. Pilots to exercise caution and use ground markings/signage for guidance.

HS D TWY Hotspot area with history of TWY incursions. Occurrence of turning to TWY K instead of TXL J2 (Westbound) on vacating TWY K8. Occurrence of taxiing straight ahead on TXL J2 instead of TXL Z right from TXL J2.

HS E TWY Hotspot area with history of TWY incursions. Occurrence of missing the intermediate hold position (ITHP) KP on vacating K9. KP is the first ITHP on TWY K after vacating TWY K9 Westbound.

HS F TWY Hotspot area with history of TWY incursions:
- Prematurely turning onto TWY Z2 (crossover) from TXL Z when instructed to turn Left at TWY L1 (Eastbound).
- Prematurely turning onto TWY Z2 (crossover) when instructed to route via TWY K to stand C52 (Westbound).

HS G TWY Hotspot area with history of TWY incursions:
- Prematurely turning onto TWY Z4 (crossover) from TXL Z when instructed to route via TXL J1 (Left)/TWY L4 (Eastbound).
- Prematurely turning onto TWY Z4 (crossover) when instructed route via TWY K to stands C56, C57, C58, C59 (Westbound).

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS: LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
12L	HIRL (60m) CL (15m) HIALS-II SFL TDZ REIL 1 RVR	11,811' 3600m	11,766' 3586m	2	197'
30R		13,123' 4000m	12,197' 3718m	3	60m

1 HSTIL, PAPI (angle 3.0^)

2 TORA RWY 12L:

From rwy head	13,287' (4050m)
twy M1A int	12,969' (3953m)
twy N1A int	12,959' (3950m)
twy M1B int	12,641' (3853m)
twy N1B int	12,631' (3850m)
twy M1C/N1C int	11,732' (3576m)
twy M2/N2 int	10,643' (3244m)
twy M3/N3 int 6	9754' (2973m)
twy M3A/N3A int 6	8458' (2578m)
twy M5A/N4 int	7379' (2249m)
twy N5 int	6496' (1980m)

3 TORA RWY 30R:

From rwy head 4	14,108' (4300m)
twy M15/N11 int	13,698' (4175m)
twy M14A int 5	13,291' (4051m)
twy N10 int 5	13,284' (4049m)
twy M13A/N9 int	12,972' (3954m)
twy M13/N8A int	12,648' (3855m)
twy M12A int 6	11,115' (3388m)
twy N8 int 6	11,109' (3386m)
twy M10A int	9974' (3040m)
twy N7 int	9967' (3038m)
twy N6 int 6	9088' (2770m)
twy N5A int 6	7966' (2428m)
twy M7A int 6	7940' (2420m)

4 M15A/N12 entry points. Departure from twy M15A/N12 int or twy M15/N11 int may be subject to add delay and must be requested from Clearance Delivery prior to taxi.

5 Primary entry point.

6 Rapid Exit Taxiway (RET). Intersection departures via RETs are permitted only as a contingency. Information signs advising the available TORA are not provided at RETs.

12R	HIRL (60m) CL (15m) HIALS-II SFL TDZ REIL 7 RVR	11,811' 3600m	10,839' 3304m	8	197'
30L		14,157' 4315m	13,063' 3982m	9	60m

7 HSTIL, PAPI (angle 3.0^)

8 TORA RWY 12R:

From rwy head	14,157' (4315m)
twy M5B int	13,547' (4129m)
twy K2 int	13,533' (4125m)
twy K3 int	12,165' (3708m)
twy M7B int	11,857' (3614m)
twy K4 int	11,847' (3611m)
twy K5 int	11,525' (3513m)
twy K6 int 6	10,197' (3108m)
twy M8 int 6	9728' (2965m)
twy M10B int	9439' (2877m)
twy K7 int	9432' (2875m)
twy K8 int 6	8566' (2611m)
twy M11 int 6	8553' (2607m)
twy K9/M12B int 6	7392' (2253m)
twy K10 int	6483' (1976m)
twy M13B int	6450' (1966m)
twy K11 int	6165' (1879m)
twy M14B int	6135' (1870m)

9 TORA RWY 30L:

From rwy head 0	14,590' (4447m)
twy K16/M19 int	14,272' (4350m)
twy K15A int	13,950' (4252m)
twy M18A int	13,947' (4251m)
twy K15 int 6	12,415' (3784m)
twy M18 int 6	12,073' (3680m)
twy K14 int	10,915' (3327m)
twy M17 int	10,912' (3326m)
twy K13 int 6	10,128' (3087m)
twy M16 int 6	10,125' (3086m)
twy K12/M15B int	8996' (2742m)
twy M14B int	8150' (2484m)
twy K11 int	8120' (2475m)
twy M13B int	7835' (2388m)
twy K10 int	7799' (2377m)

0 Twy K17/M20 int. ACFT entering RWY 30L from twy K18/M21 int must taxi forward to the twy K17/M20 int position before commencing take-off run.

.Std/State. TAKE-OFF

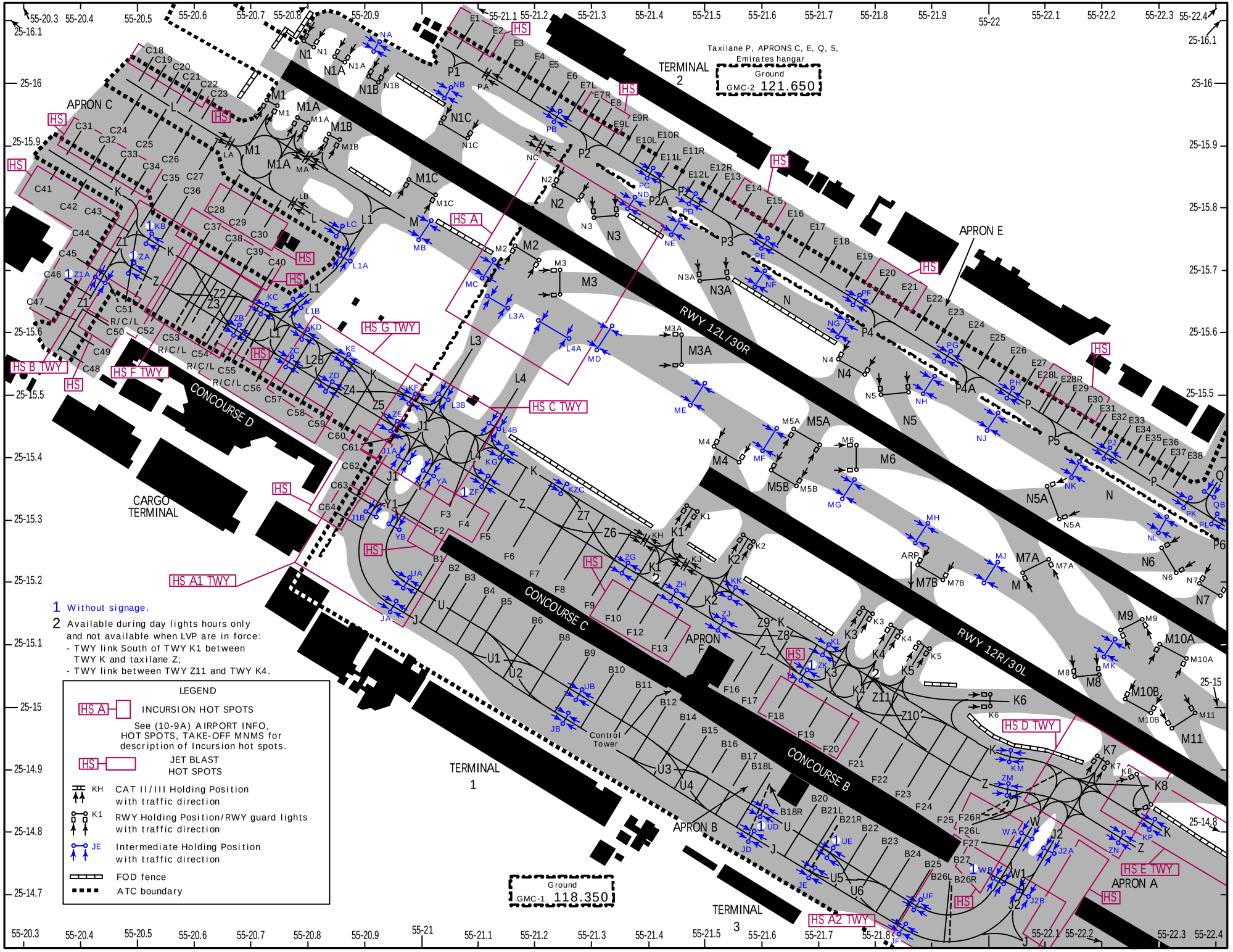
Low Visibility Take-off 1

2 HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	RL & RCLM DAY	RL or CL NIGHT	RL or RCLM DAY	RL or CL NIGHT	Adequate Vis Ref DAY	Adequate Vis Ref NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R/V400m		R/V500m	NA

1 For low visibility departures all RVR transmissometers of departure RWY shall be serviceable. If reported meteorological VIS more than 150m TDZ RVR not required.

2 R75m with approved lateral guidance system or HUD/HUDLS.

CHANGES: HOT SPOTS F and G added, Rapid Exit Taxiways.



1 Without signage.

2 Available during day lights hours only and not available when LVP are in force:
- TWY link South of TWY K1 between TWY K and taxilane Z;
- TWY link between TWY Z11 and TWY K4.

LEGEND

HS A — INCURSION HOT SPOTS
See (10-9A) AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Incursion hot spots.

HS — JET BLAST HOT SPOTS

KH — CAT II/III Holding Position with traffic direction

K1 — RWY Holding Position/RWY guard lights with traffic direction

JE — Intermediate Holding Position with traffic direction

FOD fence

ATC boundary

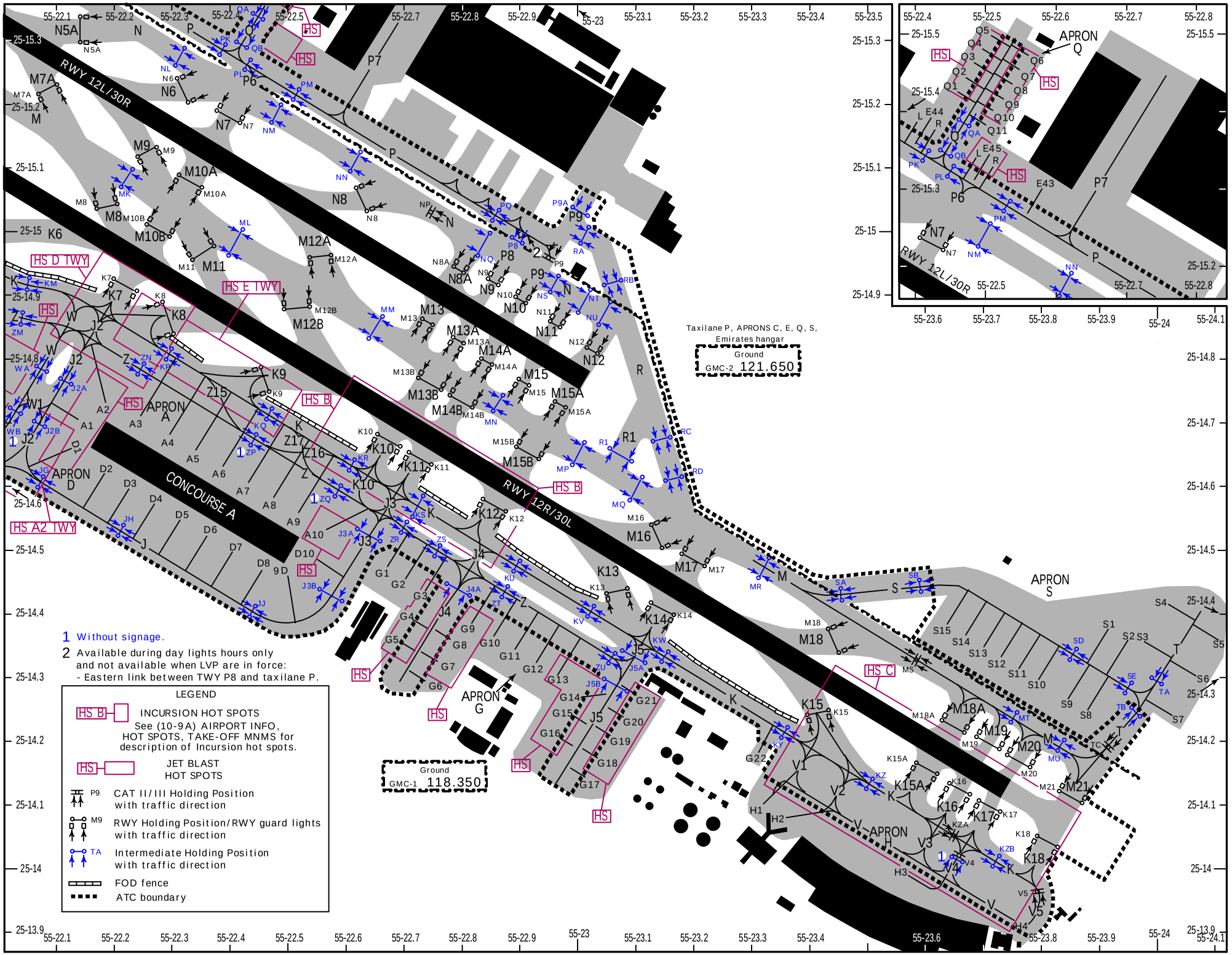
CHANGES: HOT SPOTS F and G added.

JEPPESEN

25 NOV 22 (10-9C) .Eff.1.Dec.

DUBAI, UAE

DUBAI INTL



CHANGES: None.

INS COORDINATES

STAND No.	COORDINATES	ELEV
APRON A		
A1, A2	N25 14.7 E055 22.2	13
A3	N25 14.7 E055 22.2	15
A4	N25 14.7 E055 22.3	15
A5	N25 14.6 E055 22.3	15
A6, A7	N25 14.6 E055 22.4	15
A8	N25 14.6 E055 22.5	15
A9, A10	N25 14.5 E055 22.5	15
APRON B		
B1	N25 15.2 E055 21.0	8
B2 thru B4	N25 15.2 E055 21.1	8
B5	N25 15.2 E055 21.2	8
B6	N25 15.1 E055 21.2	8
B8	N25 15.1 E055 21.3	8
B9, B10	N25 15.1 E055 21.3	7
B11, B12	N25 15.0 E055 21.4	7
B14	N25 15.0 E055 21.5	7
B15	N25 15.0 E055 21.5	9
B16	N25 14.9 E055 21.5	12
B17 thru B18R	N25 14.9 E055 21.6	13
B20	N25 14.9 E055 21.7	13
B21L/R	N25 14.8 E055 21.7	13
B22, B23	N25 14.8 E055 21.8	13
B24	N25 14.8 E055 21.9	13
B25 thru B26R	N25 14.7 E055 21.9	13
B27	N25 14.8 E055 22.0	13
APRON C		
C18	N25 16.0 E055 20.5	8
C19	N25 16.0 E055 20.5	9
C20	N25 16.0 E055 20.6	9
C21	N25 16.0 E055 20.6	8
C22, C23	N25 16.0 E055 20.6	7
C24	N25 15.9 E055 20.5	10
C25	N25 15.9 E055 20.5	8
C26, C27	N25 15.9 E055 20.6	7
C28, C29	N25 15.8 E055 20.7	7
C30	N25 15.7 E055 20.7	7
C31	N25 15.9 E055 20.4	8
C32	N25 15.9 E055 20.4	10
C33	N25 15.9 E055 20.5	9
C34	N25 15.9 E055 20.5	7
C35	N25 15.9 E055 20.6	7
C36, C37	N25 15.8 E055 20.6	7
C38	N25 15.8 E055 20.7	7
C39, C40	N25 15.7 E055 20.7	7
C41	N25 15.8 E055 20.3	9
C42	N25 15.8 E055 20.4	9
C43, C44	N25 15.8 E055 20.4	7
C45, C46	N25 15.7 E055 20.4	8
C47	N25 15.7 E055 20.3	9
C48	N25 15.5 E055 20.4	8
C49	N25 15.6 E055 20.4	7
C50	N25 15.6 E055 20.5	7
C51 thru C51R	N25 15.6 E055 20.5	5
C52	N25 15.6 E055 20.5	6
C53	N25 15.6 E055 20.6	6
C53L	N25 15.6 E055 20.6	5
C53R	N25 15.6 E055 20.5	6
C54	N25 15.6 E055 20.6	6
C54L	N25 15.6 E055 20.6	5
C54R	N25 15.6 E055 20.6	6
C55	N25 15.5 E055 20.6	6
C55L	N25 15.5 E055 20.7	5
C55R	N25 15.5 E055 20.6	6
C56	N25 15.5 E055 20.7	6
C57	N25 15.5 E055 20.7	5
C58	N25 15.5 E055 20.8	5
C59	N25 15.4 E055 20.8	5
C60	N25 15.4 E055 20.8	5
C61	N25 15.4 E055 20.9	5
C62	N25 15.4 E055 20.9	6
C63	N25 15.4 E055 20.8	7
C64	N25 15.3 E055 20.8	6
APRON D		
D1	N25 14.7 E055 22.1	14
D2, D3	N25 14.6 E055 22.2	15
D4, D5	N25 14.6 E055 22.3	15
D6, D7	N25 14.5 E055 22.4	15
D8 thru D10	N25 14.5 E055 22.5	15
APRON E		
E1,E2	N25 16.1 E055 21.1	9
E3	N25 16.1 E055 21.2	10
E4, E5	N25 16.0 E055 21.2	10
E6	N25 16.0 E055 21.3	10
E7L/R, E8	N25 16.0 E055 21.3	11
E9L thru E10R	N25 15.9 E055 21.4	11
E11L thru E12R	N25 15.9 E055 21.5	11
E13	N25 15.8 E055 21.5	11
E14	N25 15.8 E055 21.6	11
E15	N25 15.8 E055 21.6	12
E16, E17	N25 15.8 E055 21.7	12
E18	N25 15.7 E055 21.7	12
E19, E20	N25 15.7 E055 21.8	12
E21	N25 15.7 E055 21.9	12
E22	N25 15.6 E055 21.9	12
E23	N25 15.6 E055 21.9	13
E24	N25 15.6 E055 22.0	12
E25	N25 15.6 E055 22.0	11
E26	N25 15.6 E055 22.1	12
E27 thru E28R	N25 15.5 E055 22.1	13
E29	N25 15.5 E055 22.2	13
E30 thru E32	N25 15.5 E055 22.2	14
E33	N25 15.5 E055 22.3	14
E34, E35	N25 15.4 E055 22.3	15
E36, E37	N25 15.4 E055 22.3	16

CHANGES: Stand C47 and C50 elev.

INS COORDINATES

STAND No.	COORDINATES	ELEV
APRON E (CONTD)		
E38	N25 15.4 E055 22.4	16
E43	N25 15.3 E055 22.6	22
E44 thru E44R	N25 15.4 E055 22.4	17
E45	N25 15.3 E055 22.5	20
E45L	N25 15.3 E055 22.5	19
E45R	N25 15.3 E055 22.5	20
APRON F		
F2, F3	N25 15.3 E055 21.0	8
F4, F5	N25 15.3 E055 21.1	8
F6 thru F8	N25 15.2 E055 21.2	8
F9, F10	N25 15.2 E055 21.3	8
F12, F13	N25 15.1 E055 21.4	8
F16	N25 15.0 E055 21.5	8
F17	N25 15.0 E055 21.6	11
F18	N25 15.0 E055 21.6	13
F19	N25 15.0 E055 21.7	13
F20	N25 14.9 E055 21.7	13
F21, F22	N25 14.9 E055 21.8	13
F23	N25 14.9 E055 21.9	13
F24, F25	N25 14.8 E055 21.9	13
F26L	N25 14.8 E055 22.0	12
F26R, F27	N25 14.8 E055 22.0	13
APRON G		
G1	N25 14.5 E055 22.7	27
G2	N25 14.4 E055 22.7	28
G3	N25 14.4 E055 22.7	29
G4	N25 14.4 E055 22.7	31
G5	N25 14.4 E055 22.7	33
G6	N25 14.3 E055 22.8	36
G7	N25 14.3 E055 22.8	34
G8	N25 14.3 E055 22.8	32
G9	N25 14.4 E055 22.8	31
G10	N25 14.3 E055 22.9	31
G11	N25 14.3 E055 22.9	32
G12	N25 14.3 E055 22.9	33
G13	N25 14.3 E055 23.0	34
G14	N25 14.3 E055 23.0	35
G15	N25 14.2 E055 23.0	36
G16	N25 14.2 E055 22.9	39
G17	N25 14.1 E055 23.0	41
G18	N25 14.1 E055 23.1	39
G19	N25 14.2 E055 23.1	37
G20	N25 14.2 E055 23.1	35
G21	N25 14.2 E055 23.1	33
G22	N25 14.1 E055 23.3	50
APRON H		
H1	N25 14.1 E055 23.3	51
H2	N25 14.1 E055 23.4	51
H3	N25 14.0 E055 23.6	51
H4	N25 13.9 E055 23.8	52

STAND No.	COORDINATES	ELEV
APRON Q		
Q1	N25 15.4 E055 22.4	17
Q2	N25 15.4 E055 22.4	16
Q3	N25 15.5 E055 22.5	15
Q4	N25 15.5 E055 22.5	14
Q5	N25 15.5 E055 22.5	13
Q6	N25 15.5 E055 22.6	15
Q7	N25 15.4 E055 22.6	16
Q8	N25 15.4 E055 22.5	17
Q9, Q10	N25 15.4 E055 22.5	18
Q11	N25 15.4 E055 22.5	19
APRON S		
S1	N25 14.4 E055 23.9	33
S2	N25 14.3 E055 24.0	34
S3	N25 14.3 E055 24.0	35
S4	N25 14.4 E055 24.0	32
S5	N25 14.3 E055 24.1	34
S6	N25 14.2 E055 24.1	36
S7	N25 14.2 E055 24.1	39
S8	N25 14.2 E055 23.9	38
S9	N25 14.2 E055 23.9	36
S10	N25 14.3 E055 23.8	34
S11	N25 14.3 E055 23.8	33
S12	N25 14.3 E055 23.7	33
S13	N25 14.3 E055 23.7	32
S14	N25 14.3 E055 23.7	33
S15	N25 14.4 E055 23.6	34

CHANGES: Stand F16 added, stand S3 elev.

OMDB/DXB

DUBAI INTL

JEPPESEN

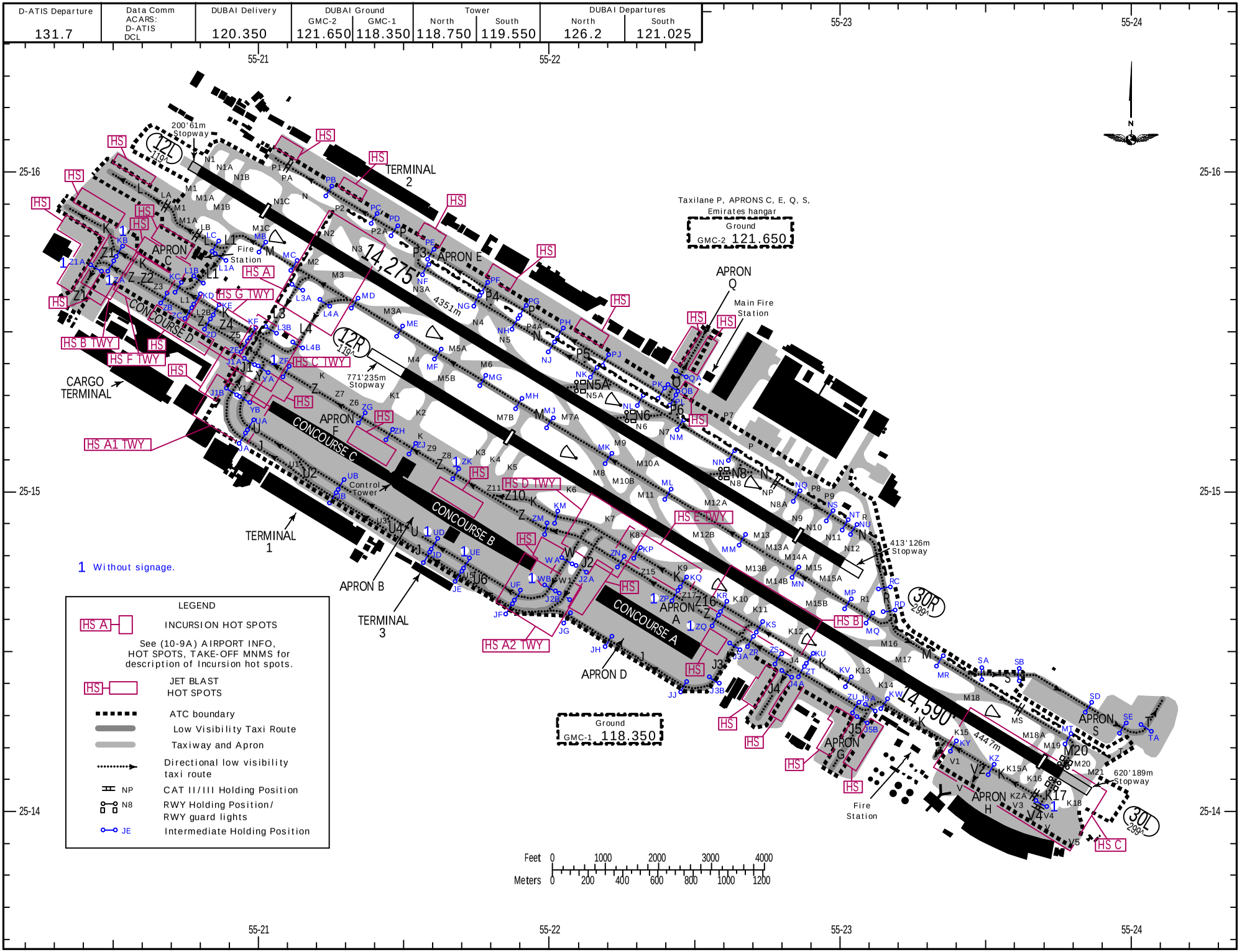
25 NOV 22
.Eff.1.Dec.

10-9F

DUBAI, UAE

LOW VISIBILITY TAXI ROUTES
ARRIVAL RWY 12L

D-ATIS Departure	Data Comm ACARS: D-ATIS DCL	DUBAI Delivery	DUBAI Ground GMC-2	DUBAI Ground GMC-1	Tower North	Tower South	DUBAI Departures North	DUBAI Departures South
131.7		120.350	121.650	118.350	118.750	119.550	126.2	121.025



CHANGES: HOT SPOTS F and G added.

D-ATIS Departure	Data Comm ACARS: D-ATIS DCL	DUBAI Delivery	DUBAI Ground GMC-2	DUBAI Ground GMC-1	Tower North	Tower South	DUBAI Departures North	DUBAI Departures South
131.7		120.350	121.650	118.350	118.750	119.550	126.2	121.025

Taxilane P, APRONS C, E, Q, S, Emirates hangar
Ground
GMC-2 121.650

Ground
GMC-1 118.350

1 Without signage.

LEGEND

HS A — INCURSION HOT SPOTS
See (10-9A) AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Incursion hot spots.

HS — JET BLAST HOT SPOTS

ATC boundary

Low Visibility Taxi Route

Taxiway and Apron

Directional low visibility taxi route

NP — CAT II/III Holding Position

N8 — RWY Holding Position/ RWY guard lights

JE — Intermediate Holding Position

Feet 0 1000 2000 3000 4000
Meters 0 200 400 600 800 1000 1200

CHANGES: HOT SPOTS F and G added.

OMDB/DXB

DUBAI INTL

JEPPESEN

25 NOV 22
.Eff.1.Dec.

(10-9H)

DUBAI, UAE

LOW VISIBILITY TAXI ROUTES
DEPARTURE RWY 12R

D-ATIS Departure	Data Comm ACARS: D-ATIS DCL	DUBAI Delivery	DUBAI Ground GMC-2	DUBAI Ground GMC-1	Tower North	Tower South	DUBAI Departures North	DUBAI Departures South
131.7		120.350	121.650	118.350	118.750	119.550	126.2	121.025

Taxilane P, APRONS C, E, Q, S, Emirates hangar
Ground
GMC-2 121.650

Ground
GMC-1 118.350

1 Without signage.

LEGEND

HS A — INCURSION HOT SPOTS
See (10-9A) AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Incursion hot spots.

HS — JET BLAST HOT SPOTS

ATC boundary

Low Visibility Taxi Route

Taxiway and Apron

Directional low visibility taxi route

NP — CAT II/III Holding Position

N8 — RWY Holding Position/ RWY guard lights

JE — Intermediate Holding Position

Feet 0 1000 2000 3000 4000
Meters 0 200 400 600 800 1000 1200

CHANGES: HOT SPOTS F and G added.

D-ATIS Departure	Data Comm ACARS: D-ATIS DCL	DUBAI Delivery	DUBAI Ground GMC-2	DUBAI Ground GMC-1	Tower North	Tower South	DUBAI Departures North	DUBAI Departures South
131.7		120.350	121.650	118.350	118.750	119.550	126.2	121.025

Taxilane P, APRONS C, E, Q, S, Emirates hangar
Ground
GMC-2 121.650

Ground
GMC-1 118.350

1 Without signage.

LEGEND

HS A — INCURSION HOT SPOTS
See (10-9A) AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Incursion hot spots.

HS — JET BLAST HOT SPOTS

ATC boundary

Low Visibility Taxi Route

Taxiway and Apron

Directional low visibility taxi route

NP — CAT II/III Holding Position

N8 — RWY Holding Position/ RWY guard lights

JE — Intermediate Holding Position

Feet 0 1000 2000 3000 4000
Meters 0 200 400 600 800 1000 1200

OMDB/DXB
DUBAI INTL

JEPPESEN

28 OCT 22 (11-1) .Eff.3.Nov.

DUBAI, UAE
1 ILS Rwy 12L

BRIEFING STRIP™

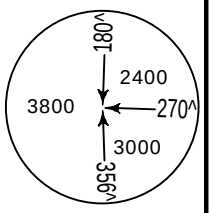
D-ATIS Arrival	MINHAD Approach	DUBAI Arrivals	DUBAI Director	DUBAI Tower North	DUBAI Tower South	Ground
126.275	122.5	124.9	127.9X	118.750	119.550	118.350

LOC IDBL	Final Apch Crs	DB612 MANDATORY	ILS DA(H) Refer to Minimums	Apt Elev 62' / Rwy 12'
110.1	119^	2000' (1988')		

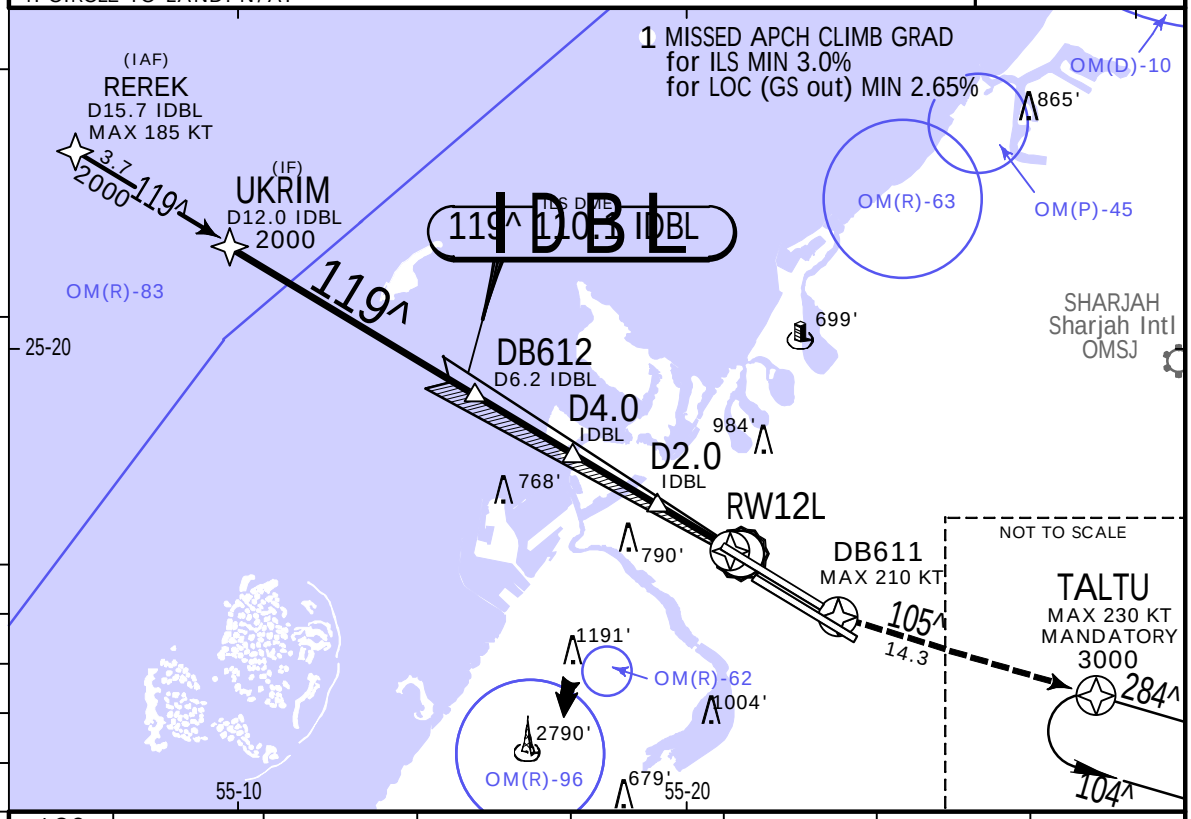
MISSED APCH: Climb direct to DB611, then on track 105^ to TALTU, hold at 3000'. Refer to minimums for missed apch climb gradients.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL150 | Trans alt: 13000'

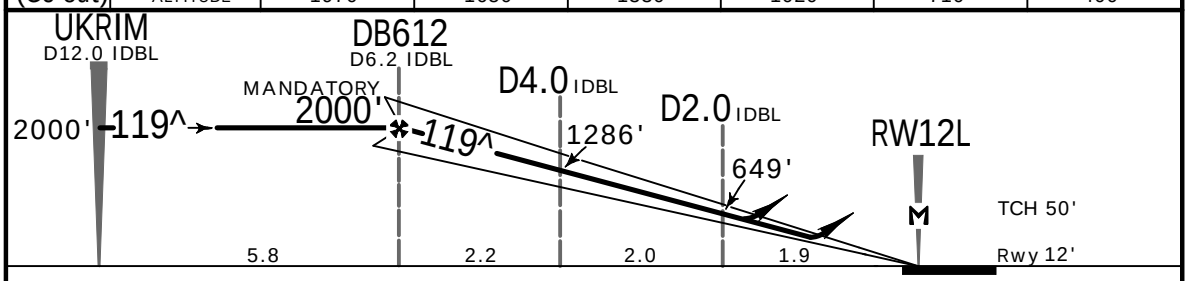
1. RNAV 1 required for initial, intermediate and missed apch transitions. 2. CAUTION: Independent Parallel Departures on RWY 12R. 3. ILS DME reads zero at TDZ. 4. CIRCLE-TO-LAND: N/A.



MSA ARP



LOC (GS out)	IDBL DME	6.2	5.2	4.2	3.2	2.2	1.2
	ALTITUDE	1970'	1650'	1330'	1020'	710'	400'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at RW12L							

HIALS-II
REIL PAPI PAPI

D DB611 TALTU on 105^

.Std/State.

STRAIGHT-IN LANDING

ILS
Missed apch climb gradient MIN 3.0%
DA(H) ABC: 212' (200') D: 223' (211')

LOC (GS out)
Missed apch climb gradient MIN 2.65%
CDFA
2 DA/MDA(H) 480' (468')

	FULL	TDZ or CL out	ALS out		ALS out
A	R550m	1 R550m	R1200m	R1500m	
B					
C				R1500m	R2200m
D					

PANS OPS

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Rwy elev, minimums.

OMDB/DXB
DUBAI INTL

JEPPESEN

28 OCT 22
.Eff.3.Nov.
11-1A

DUBAI, UAE
1 CAT II/III ILS Rwy 12L

BRIEFING STRIP™

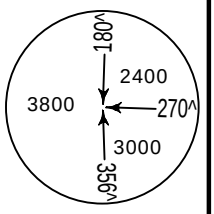
D-ATIS Arrival	MINHAD Approach	DUBAI Arrivals	DUBAI Director	DUBAI Tower North	DUBAI Tower South	Ground
126.275	122.5	124.9	127.9X	118.750	119.550	118.350

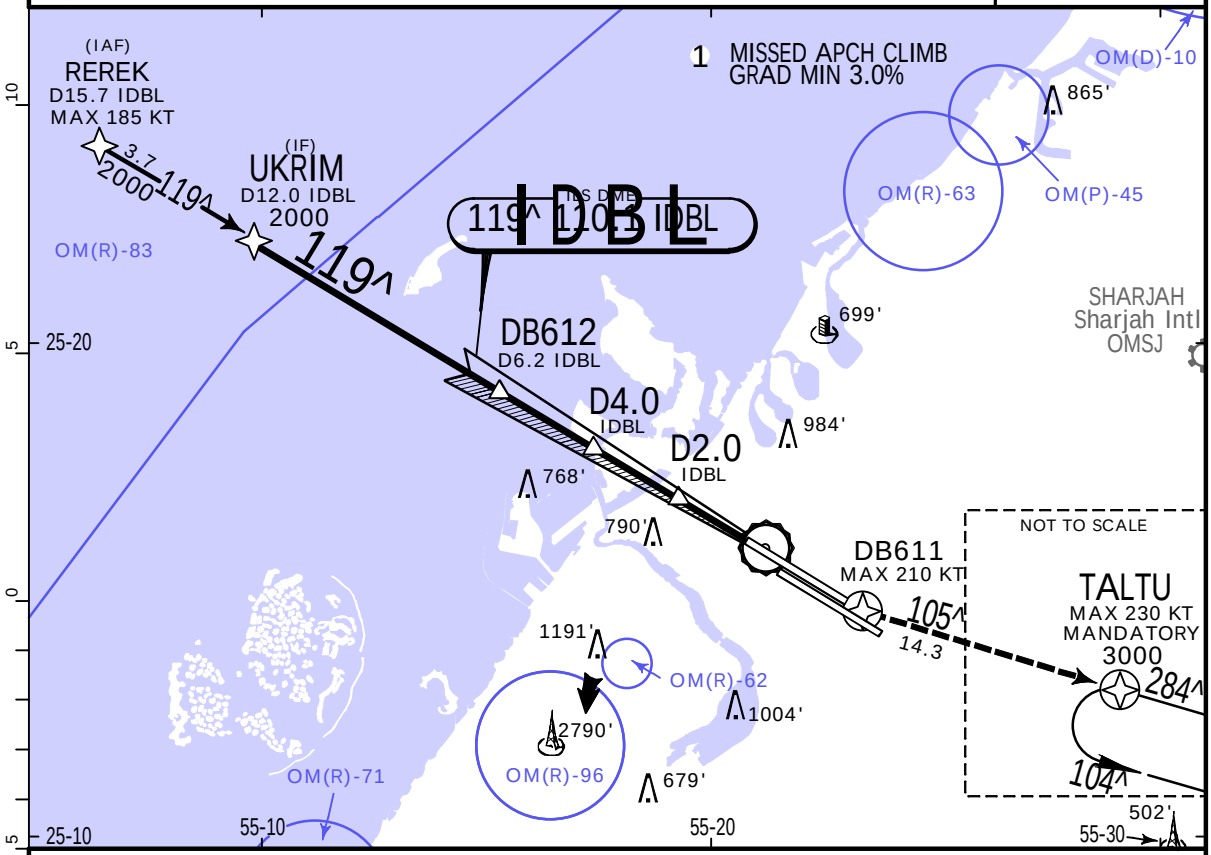
LOC IDBL	Final Apch Crs	DB612 MANDATORY	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 62' / Rwy 12'
110.1	119^	2000' (1988')		

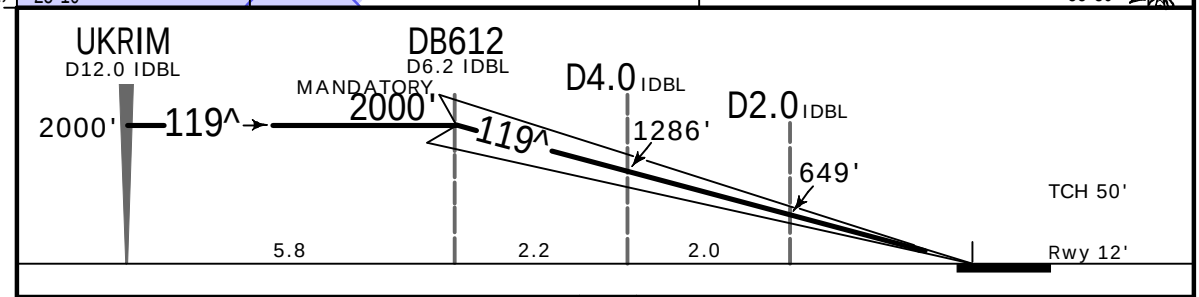
MISSED APCH: Climb direct to DB611, then on track 105^ to TALTU, hold at 3000'. Missed apch requires a minimum climb gradient of 3.0%.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL150 | Trans alt: 13000'

1. RNAV 1 required for initial, intermediate and missed apch transitions. 2. Special Aircrew & Aircraft Certification Required. 3. CAUTION: Independent Parallel Departures on RWY 12R. 4. ILS DME reads zero at TDZ.







Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

HIALS-II
REIL PAPI PAPI

D → DB611 TALTU on 105^

.Std/State.

STRAIGHT-IN LANDING

	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
		DH 50'	A: RA 100' DA(H) 112' (100') C: RA 121' DA(H) 133' (121') B: RA 109' DA(H) 121' (109') D: RA 135' DA(H) 147' (135')
A	R75m	R200m	R300m
B			
C			R400m
D			

PANS OPS

CHANGES: Rwy elev, CAT II ILS minimums.

OMDB/DXB
DUBAI INTL

JEPPESEN
22 JUL 22 (11-2)

DUBAI, UAE
1 ILS Rwy 12R

BRIEFING STRIP™

D-ATIS Arrival	MINHAD Approach	DUBAI Arrivals	DUBAI Director	DUBAI Tower North	DUBAI Tower South	Ground
126.275	122.5	124.9	127.9X	118.750	119.550	118.350

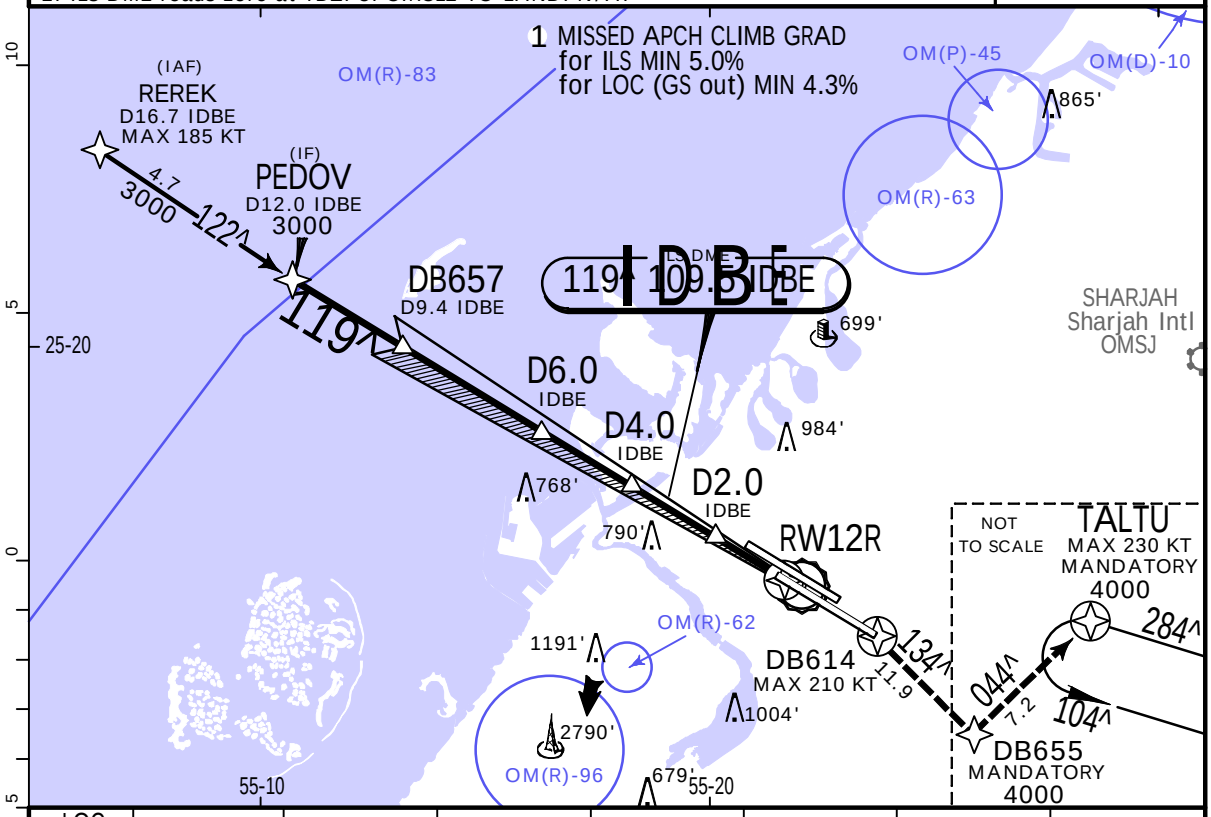
LOC IDBE	Final Apch Crs	DB657 MANDATORY	ILS DA(H)	Apt Elev 62'
109.5	119^	3000' (2989')	211' (200')	Rwy 11'

MISSED APCH: Climb direct to DB614, then on track 134^ to DB655 at 4000', then turn LEFT on track 044^ to TALTU, hold at 4000'.
Refer to minimums for missed apch climb gradients.

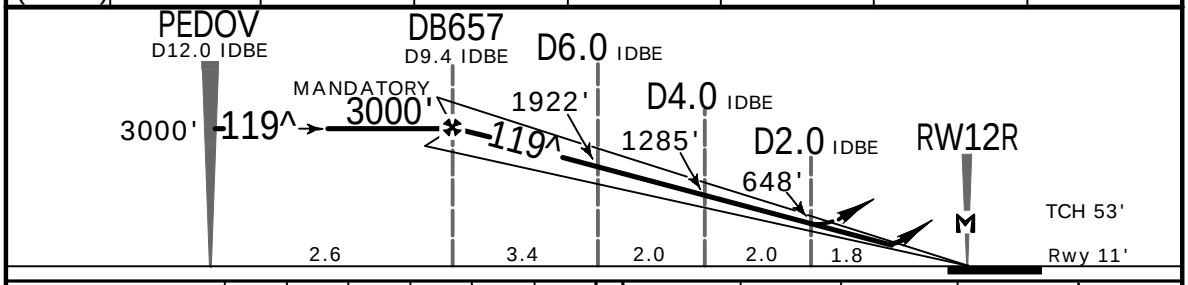
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL150 | Trans alt: 13000'

1. RNAV 1 required for initial, intermediate and missed apch transitions.
2. ILS DME reads zero at TDZ. 3. CIRCLE-TO-LAND: N/A.

MSA ARP
180^ 2400 270^ 3000 360^ 3800



LOC (GS out)	IDBE DME	6.1	5.1	4.1	3.1	2.1	1.1
	ALTITUDE	1940'	1620'	1300'	990'	680'	370'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at RW12R							

HIALS-II
REIL PAPI PAPI

D DB614 DB655 on 134^

.Std/State.

STRAIGHT-IN LANDING

ILS
Missed apch climb gradient MIN 5.0%
DA(H) 211' (200')

LOC (GS out)
Missed apch climb gradient MIN 4.3%
CDFA
2 DA/MDA(H) 620' (609')

	FULL	TDZ or CL out	ALS out		ALS out
A	R550m	1 R550m	R1200m	R1500m	
B					
C				R2100m	R2400m
D					

PANS OPS

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New AOM concept.

OMDB/DXB
DUBAI INTL

JEPPESEN

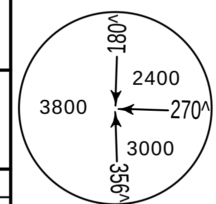
22 JUL 22 (11-2A)

DUBAI, UAE
1 CAT II/III ILS Rwy 12R

BRIEFING STRIP ™

D-ATIS Arrival	MINHAD Approach	DUBAI Arrivals	DUBAI Director	DUBAI Tower North	DUBAI Tower South	Ground
126.275	122.5	124.9	127.9X	118.750	119.550	118.350

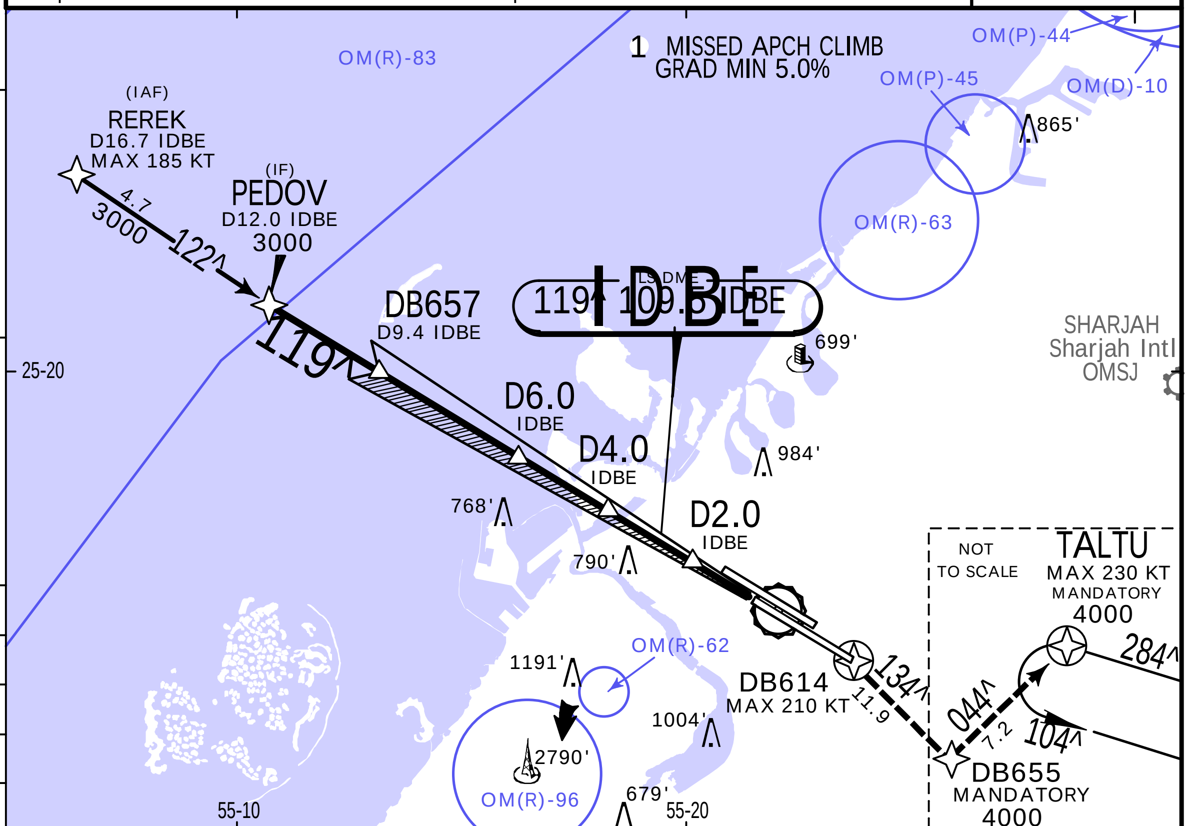
LOC IDBE	Final Apch Crs	DB657 MANDATORY	CAT IIIB, IIIA & II ILS	Apt Elev / Rwy
109.5	119^	3000' (2989')	Refer to Minimums	Apt Elev 62', Rwy 11'

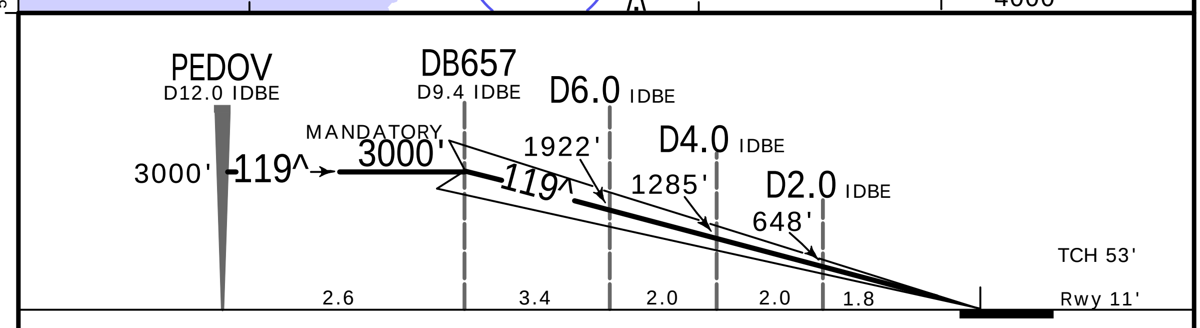


MISSED APCH: Climb direct to DB614, then on track 134^ to DB655 at 4000', then turn LEFT on track 044^ to TALTU, hold at 4000'.
Missed apch requires a minimum climb gradient of 5.0%.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL150 | Trans alt: 13000'

1. RNAV 1 required for initial, intermediate and missed apch transitions.
2. Special Aircrew & Aircraft Certification Required. 3. ILS DME reads zero at TDZ.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

HIALS-II, REIL, PAPI, PAPI

DB614 | DB655 on 134^

.Std/State.

STRAIGHT-IN LANDING

	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
		DH 50'	ABC: RA 100' DA(H) 111'(100') D: RA 110' DA(H) 121'(110')
A B C D	R75m	R200m	1 R300m

1 CAT D without autoland: R350m.

PANS OPS

CHANGES: Minimums revised, new AOM concept.

OMDB/DXB
DUBAI INTL

JEPPESEN
20 JAN 23 (11-3) .Eff.26.Jan.

DUBAI, UAE
1 ILS Rwy 30L

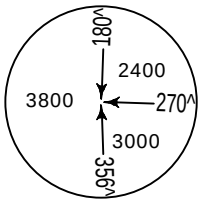
D-ATIS Arrival	MINHAD Approach	DUBAI Arrivals	DUBAI Director	DUBAI Tower North	DUBAI Tower South	Ground
126.275	122.5	124.9	127.9X	118.750	119.550	118.350

LOC IDBW	Final Apch Crs	MODUS MANDATORY	ILS DA(H)	Apt Elev 62'
111.3	299^	2000' (1940')	260' (200')	Rwy 60'

MISSED APCH: Climb direct to DB7~7, then on track 284^ to EGNOT, hold at 3000'. Refer to minimums for missed apch climb gradients.

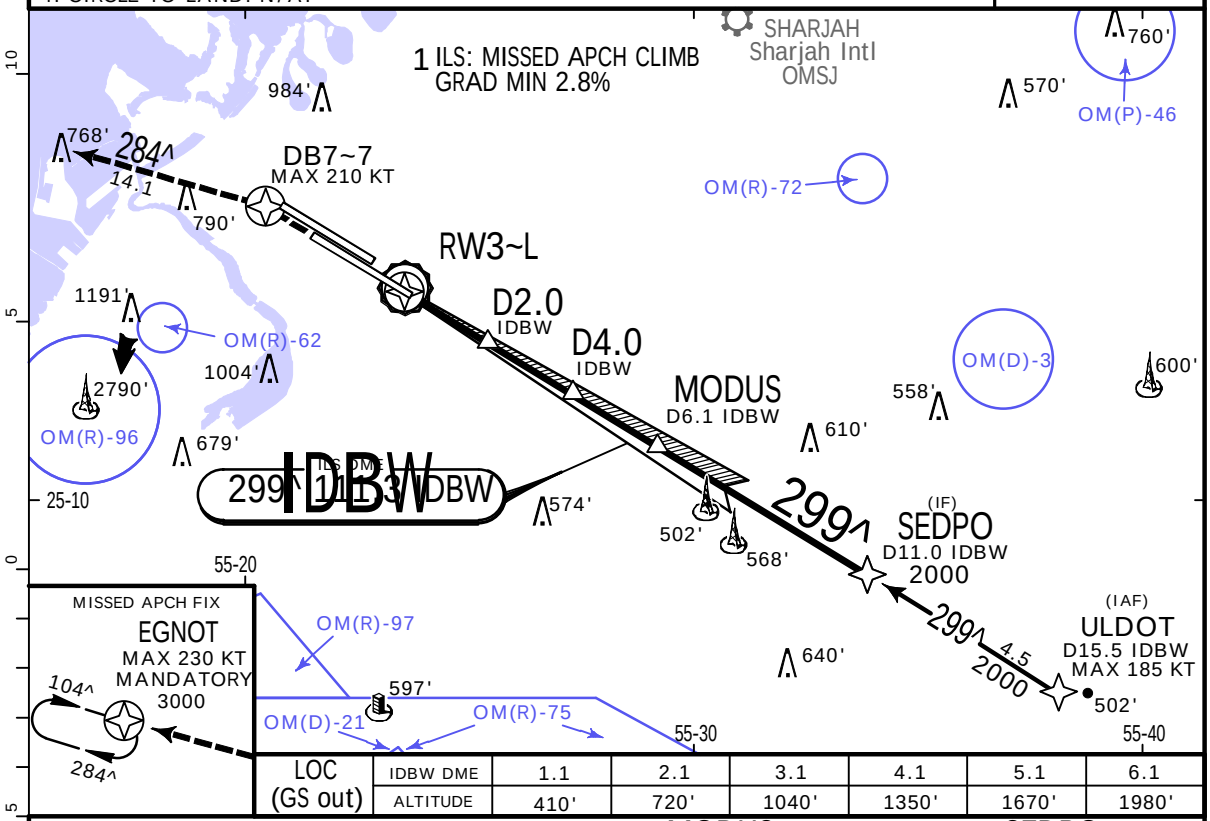
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL150 | Trans alt: 13000'

1. RNAV 1 required for initial, intermediate and missed apch transitions. 2. CAUTION: Independent Parallel Departures on RWY 30R. 3. ILS DME reads zero at TDZ.
4. CIRCLE-TO-LAND: N/A.

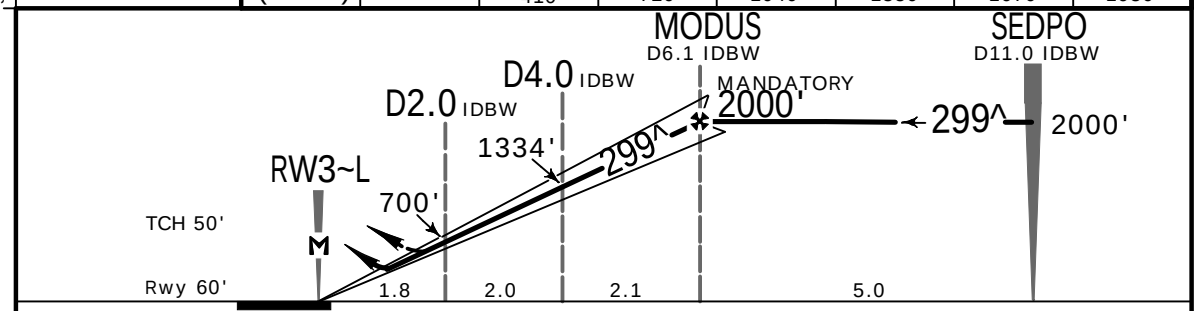


MSA ARP

BRIEFING STRIP ™



LOC (GS out)	IDBW DME	1.1	2.1	3.1	4.1	5.1	6.1
	ALTITUDE	410'	720'	1040'	1350'	1670'	1980'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at RW3~L							

HIALS-II
REIL PAPI PAPI

D DB7~7 EGNOT on 284^

.Std/State.

STRAIGHT-IN LANDING

ILS
Missed apch climb gradient MIN 2.8%
DA(H) 260' (200')

LOC (GS out)
CDFA
2 DA/MDA(H) 470' (410')

	FULL	TDZ or CL out	ALS out		ALS out
A	R550m	1 R550m	R1200m	R1200m	R1500m
B					
C					R1900m
D					

PANS OPS

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: OM(D)-21 added, OM(D)-19 removed.

OMDB/DXB
DUBAI INTL

JEPPESEN
20 JAN 23
.Eff.26.Jan.
11-3A

DUBAI, UAE
1 CAT II/III ILS Rwy 30L

BRIEFING STRIP ™

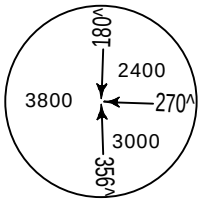
D-ATIS Arrival	MINHAD Approach	DUBAI Arrivals	DUBAI Director	DUBAI Tower North	DUBAI Tower South	Ground
126.275	122.5	124.9	127.9X	118.750	119.550	118.350

LOC IDBW	Final Apch Crs	MODUS MANDATORY	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 62' Rwy 60'
111.3	299^	2000' (1940')		

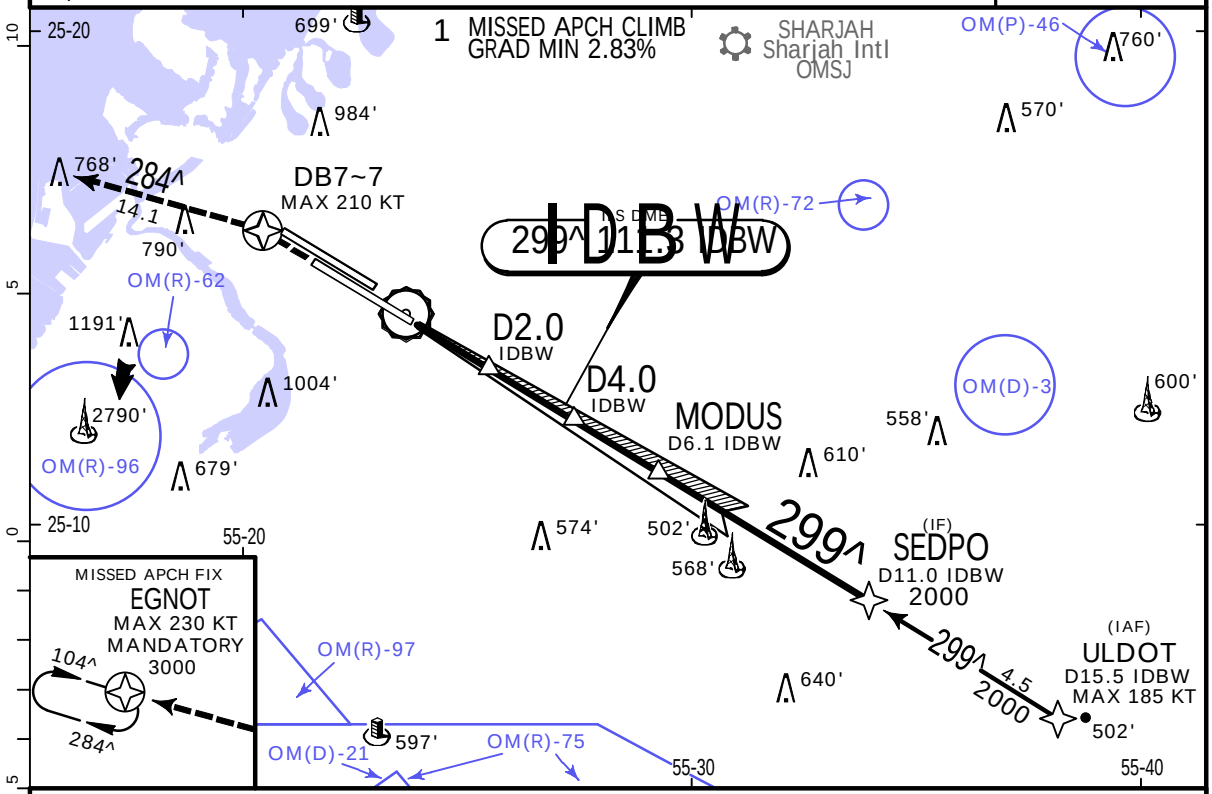
MISSED APCH: Climb direct to DB7~7, then on track 284^ to EGNOT, hold at 3000'. Missed apch requires a minimum climb gradient of 2.83%.

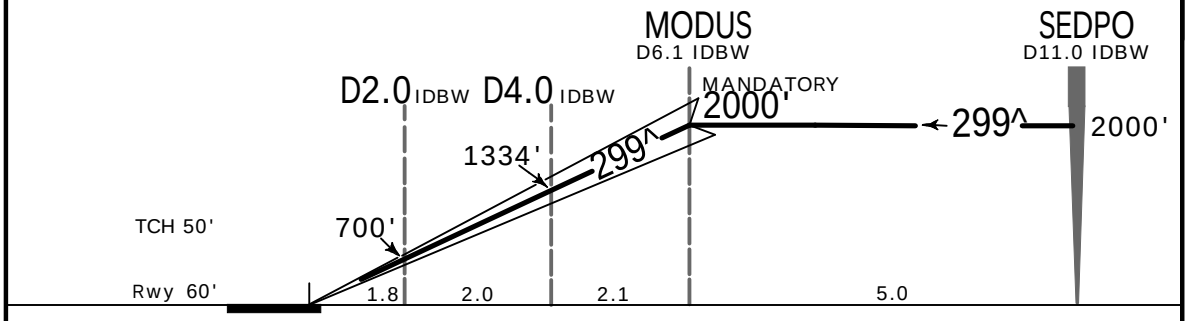
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL150 | Trans alt: 13000'

1. RNAV 1 required for initial, intermediate and missed apch transitions. 2. Special Aircrew & Aircraft Certification Required. 3. CAUTION: Independent Parallel Departures on RWY 30R. 4. ILS DME reads zero at TDZ.



MSA ARP





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

HIALS-II
REIL PAPI PAPI

D → DB7~7 EGNOT on 284^

.Std/State.

STRAIGHT-IN LANDING

	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
		DH 50'	RA 100' DA(H) 160' (100')
A	R75m	R200m	1 R300m
B			
C			
D			

PANS OPS

1 CAT D without autoland: R350m.

CHANGES: OM(D)-21 added, OM(D)-19 removed.

OMDB/DXB
DUBAI INTL

JEPPESEN
20 JAN 23 (11-4) .Eff.26.Jan.

DUBAI, UAE
1 ILS Rwy 30R

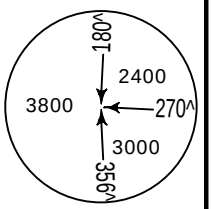
D-ATIS Arrival	MINHAD Approach	DUBAI Arrivals	DUBAI Director	DUBAI Tower North	DUBAI Tower South	Ground
126.275	122.5	124.9	127.9X	118.750	119.550	118.350

LOC IDBR	Final Apch Crs	DB759 MANDATORY	ILS DA(H) Refer to Minimums	Apt Elev 62' / Rwy 33'
110.9	299^	3000' (2967')		

MISSED APCH: Climb direct to DB755, then on track 314^ to DB756 at 4000', then turn LEFT on track 224^ to EGNOT, hold at 4000'.
Refer to minimums for missed apch climb gradients.

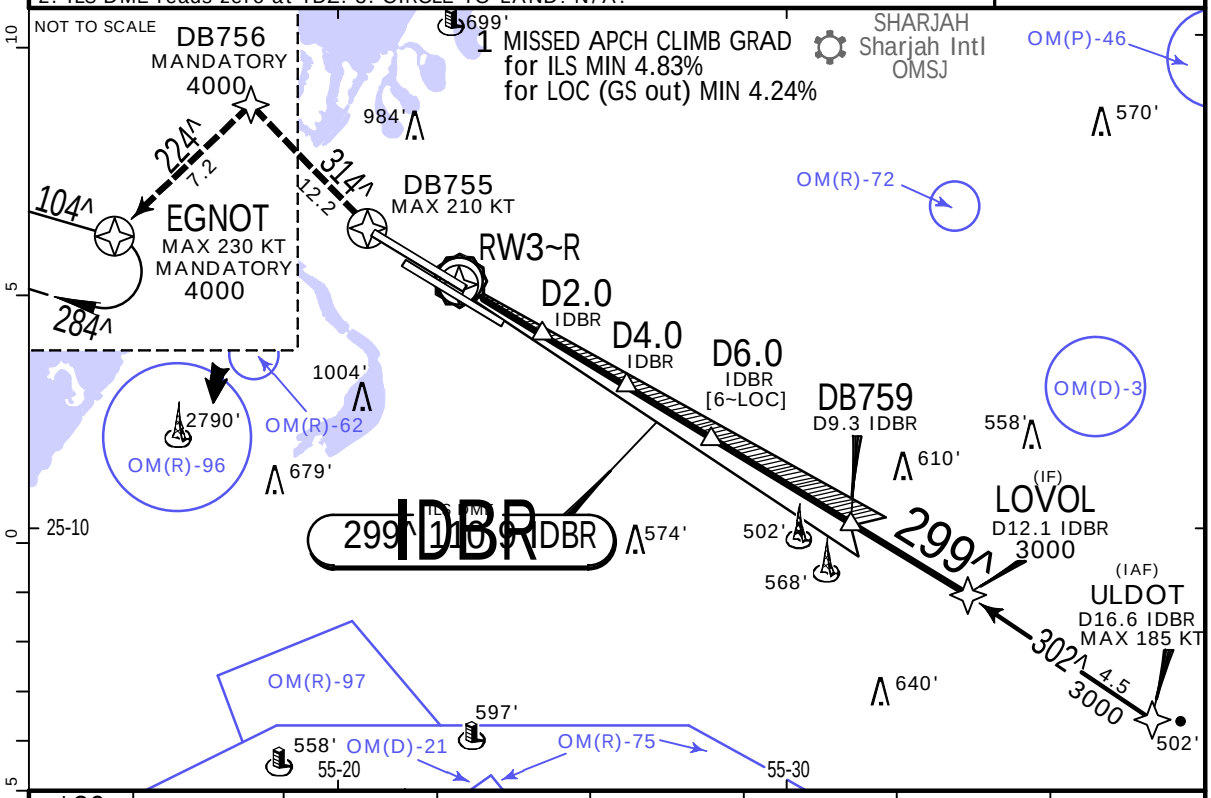
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL150 | Trans alt: 13000'

1. RNAV 1 required for initial, intermediate and missed apch transitions.
2. ILS DME reads zero at TDZ. 3. CIRCLE-TO-LAND: N/A.

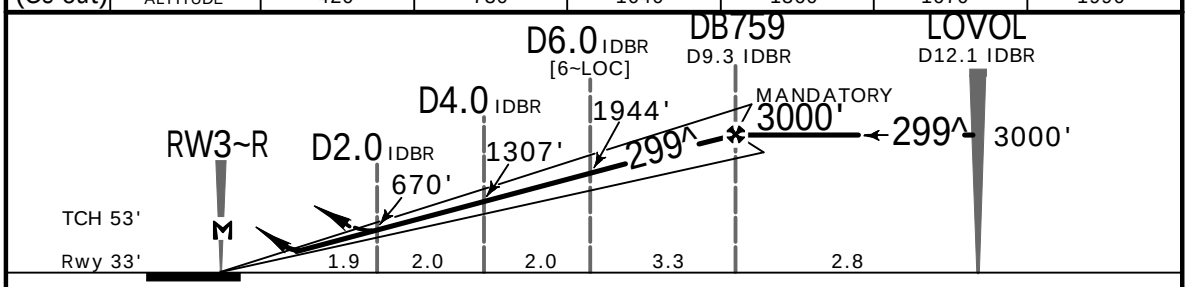


MSA ARP

BRIEFING STRIP ™



LOC (GS out)	IDBR DME	1.2	2.2	3.2	4.2	5.2	6.2
	ALTITUDE	420'	730'	1040'	1360'	1670'	1990'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at RW3~R							

HIALS-II
REIL PAPI PAPI

D → DB755 DB756 on 314^

.Std/State.

STRAIGHT-IN LANDING

ILS
Missed apch climb gradient MIN 4.83%
DA(H) ABC: 233' (200') D: 240' (207')

LOC (GS out)
Missed apch climb gradient MIN 4.24%
CDFA
2 DA/MDA(H) 510' (477')

	FULL	TDZ or CL out	ALS out		ALS out
A	R550m	1 R550m	R1200m	R1500m	
B					
C				R1500m	R2200m
D					

PANS OPS

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: OM(D)-21 added, OM(D)-19 removed.

OMDB/DXB
DUBAI INTL

JEPPESEN

20 JAN 23
.Eff.26.Jan.

11-4A

DUBAI, UAE
1 CAT II/III ILS Rwy 30R

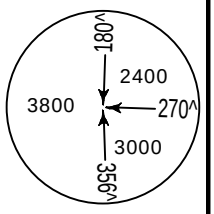
D-ATIS Arrival	MINHAD Approach	DUBAI Arrivals	DUBAI Director	DUBAI Tower North	DUBAI Tower South	Ground
126.275	122.5	124.9	127.9X	118.750	119.550	118.350

LOC IDBR	Final Apch Crs	DB759 MANDATORY	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 62' / Rwy 33'
110.9	299^	3000' (2967')		

MISSED APCH: Climb direct to DB755, then on track 314^ to DB756 at 4000', then turn LEFT on track 224^ to EGNOT, hold at 4000'.
Missed apch requires a minimum climb gradient of 4.84%.

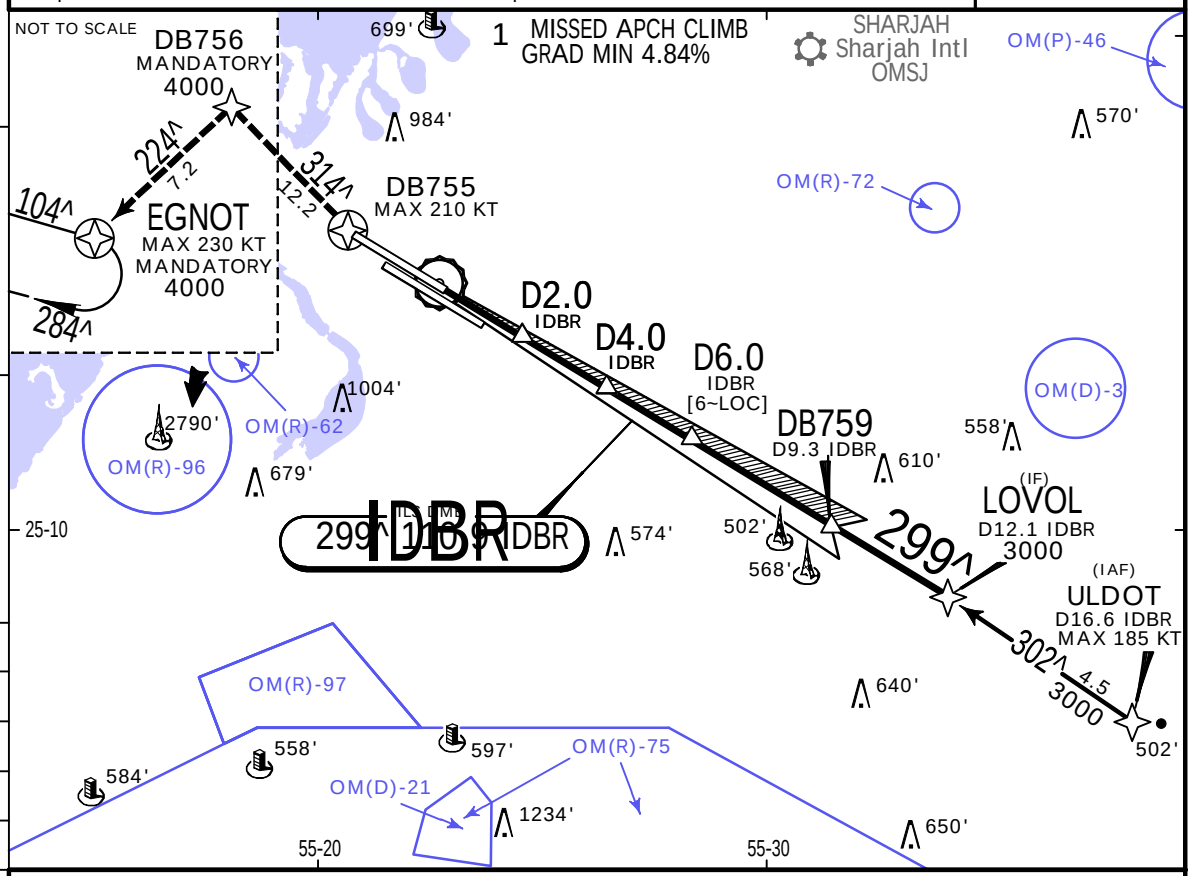
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL150 | Trans alt: 13000'

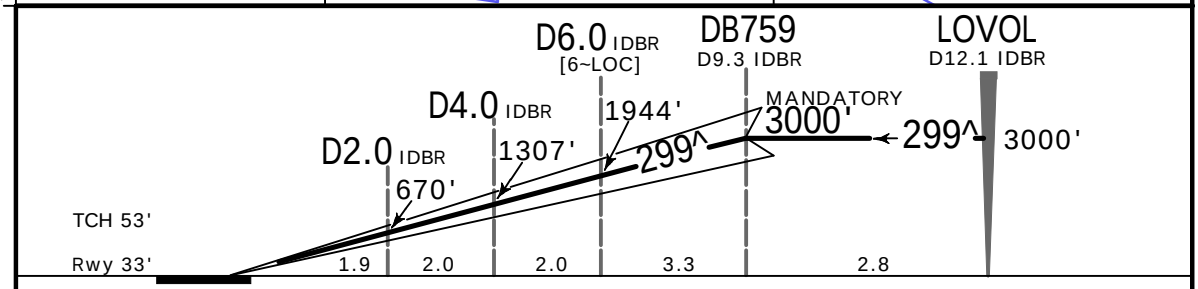
1. RNAV 1 required for initial, intermediate and missed apch transitions.
2. Special Aircrew & Aircraft Certification Required. 3. ILS DME reads zero at TDZ.



MSA ARP

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

HIALS-II
REIL PAPI PAPI

D→ DB755 | DB756 on 314^

.Std/State.

STRAIGHT-IN LANDING

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
	DH 50'	A: RA 100' DA(H) 133' (100') C: RA 117' DA(H) 150' (117')
		B: RA 105' DA(H) 138' (105') D: RA 132' DA(H) 165' (132')

PANS OPS

A	R75m	R200m	R300m
B			
C			
D			R400m

CHANGES: OM(D)-21 added, OM(D)-19 removed.

OMDB/DXB
DUBAI INTL

JEPPESEN
28 OCT 22 (12-1) .Eff.3.Nov.

DUBAI, UAE
1 RNP Rwy 12L

BRIEFING STRIP ™

D-ATIS Arrival	MINHAD Approach	DUBAI Arrivals	DUBAI Director	DUBAI Tower North	DUBAI Tower South	Ground
126.275	122.5	124.9	127.9X	118.750	119.550	118.350

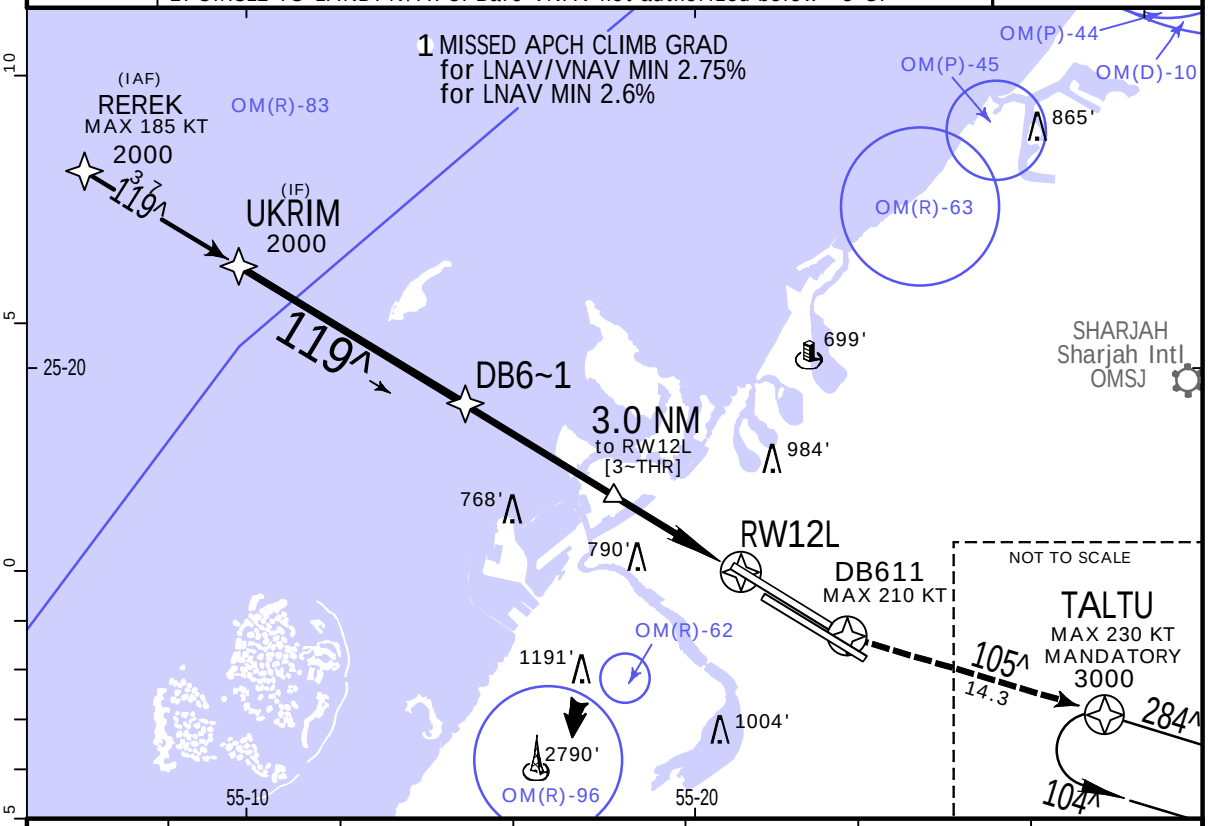
RNAV	Final Apch Crs 119^	DB6~1 MANDATORY 2000' (1988')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 62' Rwy 12'

MISSED APCH: Climb direct to DB611, then on track 105^ to TALTU, hold at 3000.' Refer to minimums for missed apch climb gradients.

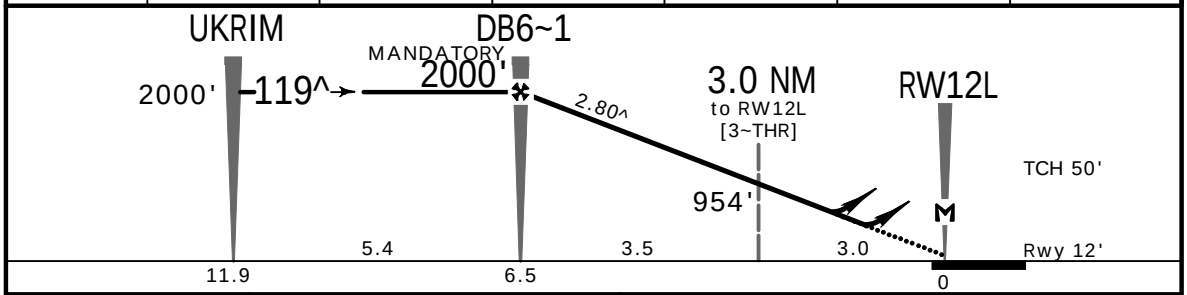
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL150 | Trans alt: 13000'

RNP Apch
1. CAUTION: Independent Parallel Departures on RWY 12R.
2. CIRCLE-TO-LAND: N/A. 3. Baro-VNAV not authorized below +5^C.

MSA ARP: 180^ 2400 | 270^ 3000 | 360^ 3800



DIST to RW12L	5.5	4.5	3.5	2.5	1.5	0.5
ALTITUDE	1690'	1390'	1100'	800'	500'	200'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	2.80^	347	446	495	594	693	792
MAP at RW12L							

HIALS-II
REIL PAPI PAPI

D → DB611 TALTU on 105^

.Std/State.

STRAIGHT-IN LANDING

	LNAV/VNAV		LNAV	
	Missed apch climb gradient MIN 2.75%		Missed apch climb gradient MIN 2.6%	
			CDFA	
DA(H)	A: 330' (318') C: 350' (338')		2 DA/MDA(H) 550' (538')	
	B: 342' (330') D: 361' (349')			
		ALS out		ALS out
A	1 R750m	R1400m	R1500m	
B	R800m	R1500m		
C			R1700m	R2400m
D	R900m	R1600m		

PANS OPS

1 With TDZ & CL & HUD: R700m. 2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Procedure title, Rwy elev, RNP note, minimums.

OMDB/DXB
DUBAI INTL

JEPPESEN
28 OCT 22 (12-2) .Eff.3.Nov.

DUBAI, UAE
1 RNP Rwy 12R

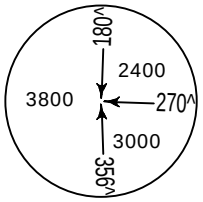
BRIEFING STRIP ™

D-ATIS Arrival	MINHAD Approach	DUBAI Arrivals	DUBAI Director	DUBAI Tower North	DUBAI Tower South	Ground
126.275	122.5	124.9	127.9X	118.750	119.550	118.350

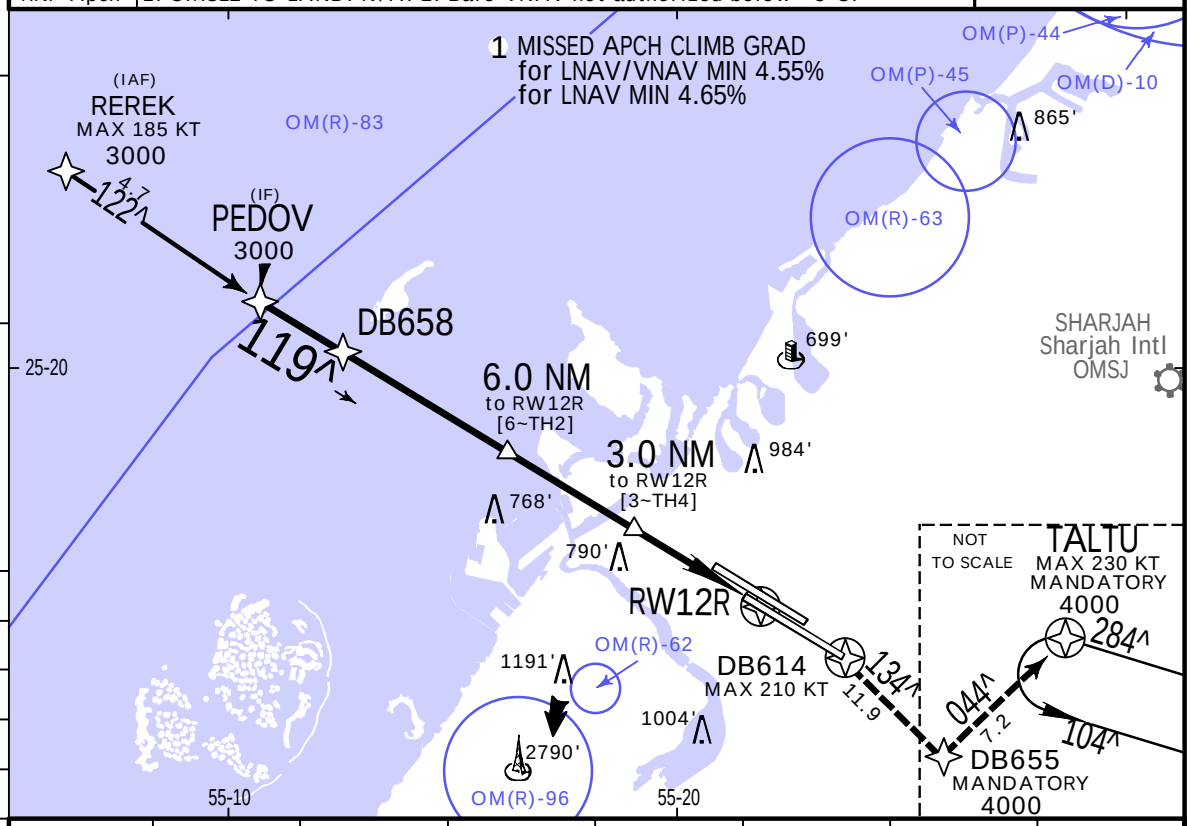
RNAV	Final Apch Crs	DB658 MANDATORY	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 62' Rwy 11'
	119^	3000' (2989')		

MISSED APCH: Climb direct to DB614, then on track 134^ to DB655 at 4000', then turn LEFT on track 044^ to TALTU, hold at 4000'.
Refer to minimums for missed apch climb gradients.

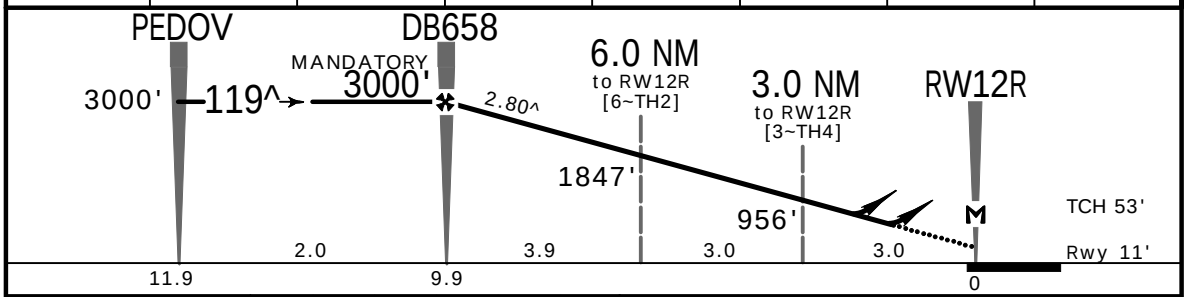
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: FL150	Trans alt: 13000'
RNP Apch	1. CIRCLE-TO-LAND: N/A. 2. Baro-VNAV not authorized below +5^C.		



MSA ARP



DIST to RW12R	6.5	5.5	4.5	3.5	2.5	1.5	0.5
ALTITUDE	1990'	1690'	1400'	1100'	800'	500'	210'



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 2.80^	347	446	495	594	693	792
MAP at RW12R						

HIALS-II
REIL PAPI PAPI

D → DB614 DB655 on 134^

.Std/State.

STRAIGHT-IN LANDING

	LNAV/VNAV	LNAV
	Missed apch climb gradient MIN 4.55%	Missed apch climb gradient MIN 4.65%
	A: 419' (408') C: 439' (428')	CDFA
DA(H)	B: 431' (420') D: 449' (438')	1 DA/MDA(H) 620' (609')

	ALS out		ALS out	
A B	R1200m	R1500m	R1500m	
C D	R1300m	R2000m	R2100m	R2400m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Procedure title, RNP note.

OMDB/DXB
DUBAI INTL

JEPPESEN
20 JAN 23 (12-3) .Eff.26.Jan.

DUBAI, UAE
1 RNP Rwy 30L

BRIEFING STRIP ™

D-ATIS Arrival	MINHAD Approach	DUBAI Arrivals	DUBAI Director	DUBAI Tower North	DUBAI Tower South	Ground
126.275	122.5	124.9	127.9X	118.750	119.550	118.350

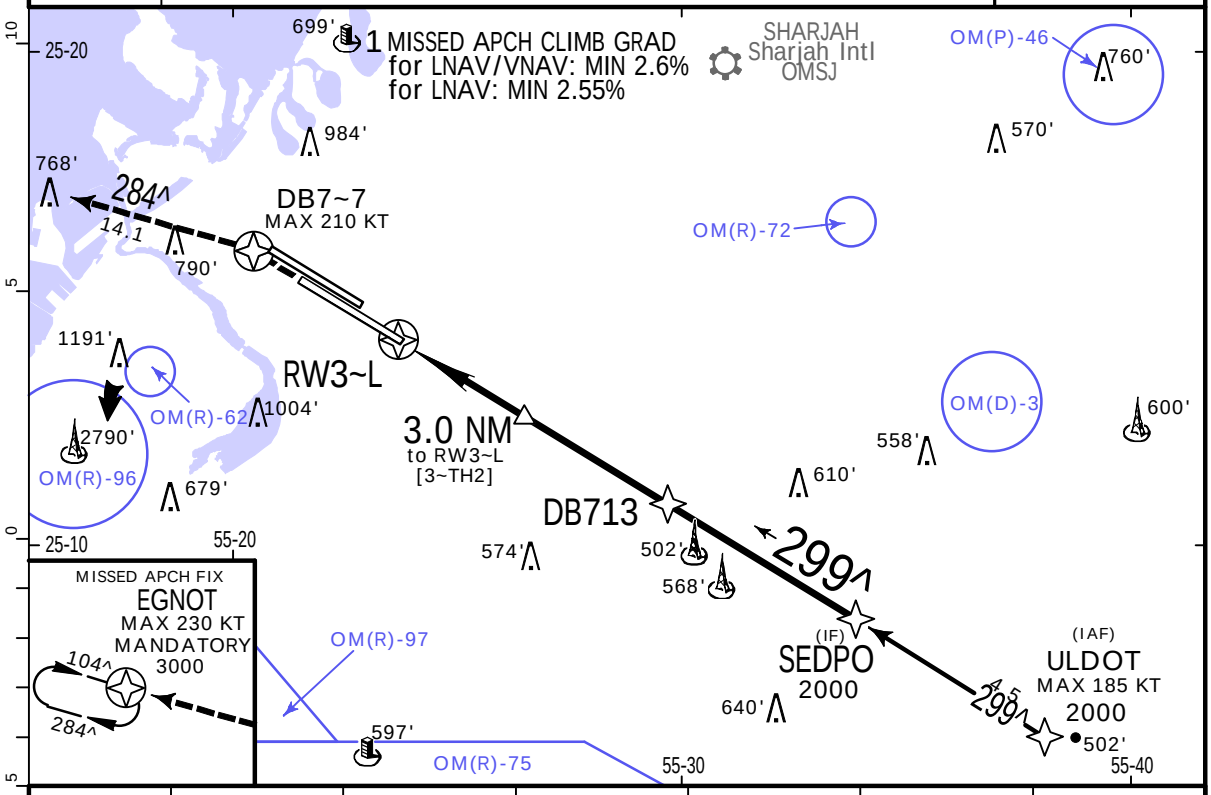
RNAV	Final Apch Crs	DB713 MANDATORY	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 62' Rwy 60'
	299^	2000' (1940')		

MISSED APCH: Climb direct to DB7~7, then on track 284^ to EGNOT, hold at 3000'. Refer to minimums for missed apch climb gradients.

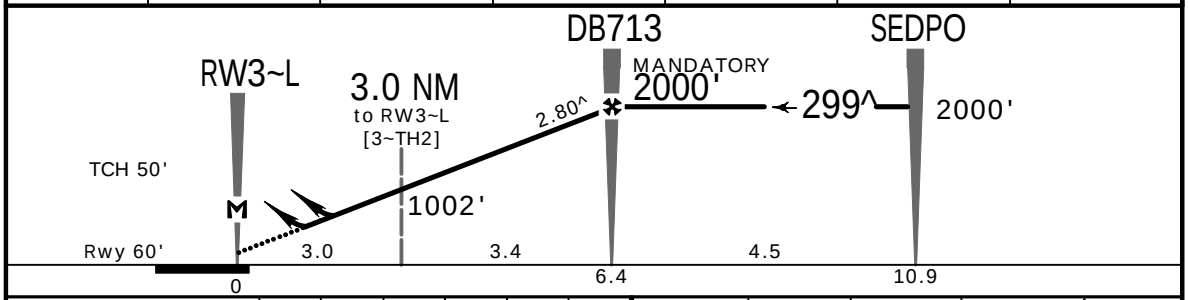
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL150 | Trans alt: 13000'

RNP Apch
1. CAUTION: Independent Parallel Departures on RWY 30R.
2. CIRCLE-TO-LAND: N/A. 3. Baro-VNAV not authorized below +5^C.

MSA ARP
180^ 2400
3800 270^
3000
360^



DIST to RW3~L	1.3	2.3	3.3	4.3	5.3	6.3
ALTITUDE	490'	790'	1090'	1380'	1680'	1980'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	2.80^	347	446	495	594	693	792
MAP at RW3~L							

HIALS-II
REIL PAPI PAPI

D DB7~7 EGNOT on 284^

STRAIGHT-IN LANDING

.Std/State.

LNAV/VNAV
Missed apch climb gradient MIN 2.6%
A: 360' (300') C: 381' (321')
DA(H) B: 373' (313') D: 391' (331')

LNAV
Missed apch climb gradient MIN 2.55%
CDFA
3 DA/MDA(H) 480' (420')

		ALS out		ALS out
A	1 R750m	R1400m	R1200m	R1500m
B	2 R750m			
C	R800m	R1500m		R1900m
D				

PANS OPS

1 With TDZ & CL & HUD: R650m. 2 With TDZ & CL & HUD: R700m.
3 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: OM(D)-19 removed.

OMDB/DXB
DUBAI INTL

JEPPESEN
20 JAN 23 (12-4) .Eff.26.Jan.

DUBAI, UAE
1 RNP Rwy 30R

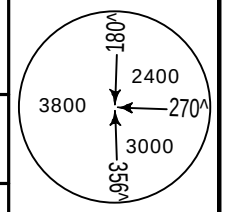
BRIEFING STRIP ™

D-ATIS Arrival	MINHAD Approach	DUBAI Arrivals	DUBAI Director	DUBAI Tower North	DUBAI Tower South	Ground
126.275	122.5	124.9	127.9X	118.750	119.550	118.350

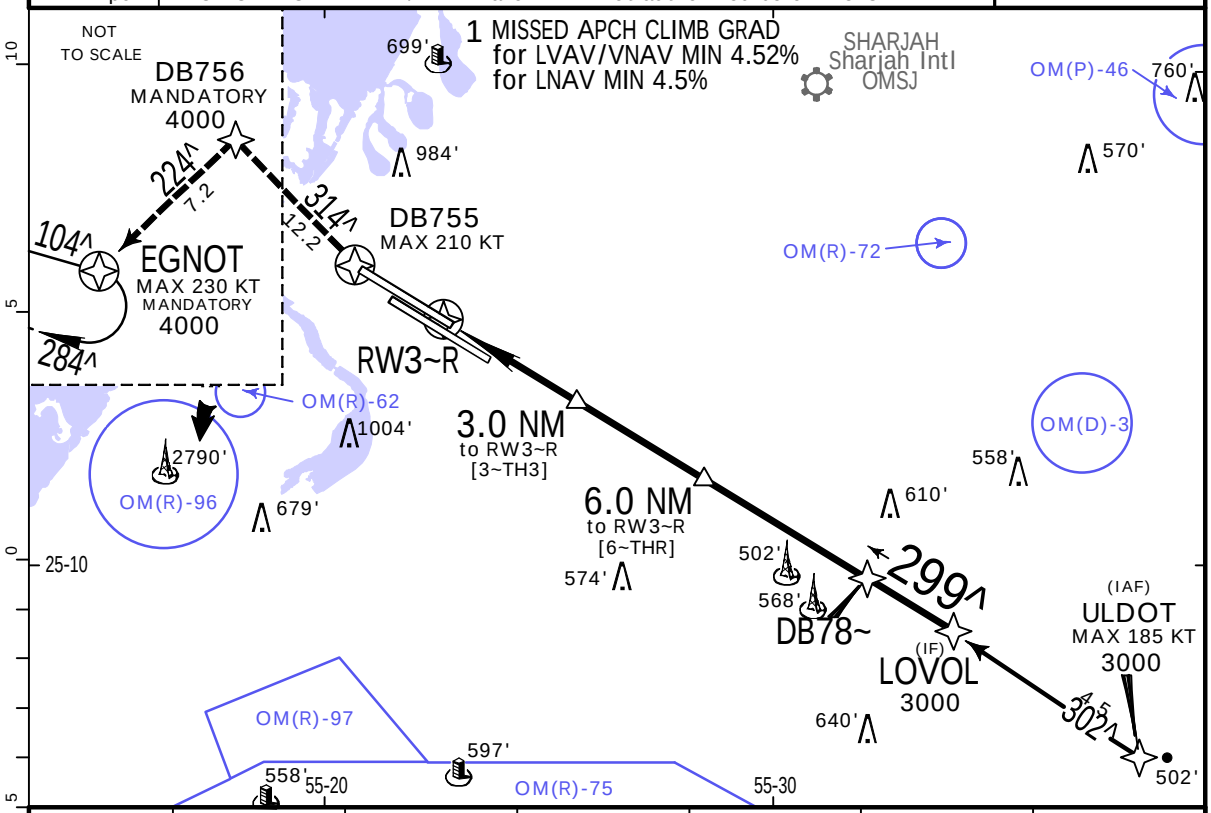
RNAV	Final Apch Crs	DB78~ MANDATORY	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 62' / Rwy 33'
	299^	3000' (2967')		

MISSED APCH: Climb direct to DB755, then on track 314^ to DB756 at 4000', then turn LEFT on track 224^ to EGNOT, hold at 4000'.
Refer to minimums for missed apch climb gradients.

Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL150	Trans alt: 13000'
RNP Apch	1. CIRCLE-TO-LAND: N/A. 2. Baro-VNAV not authorized below +5^C.		

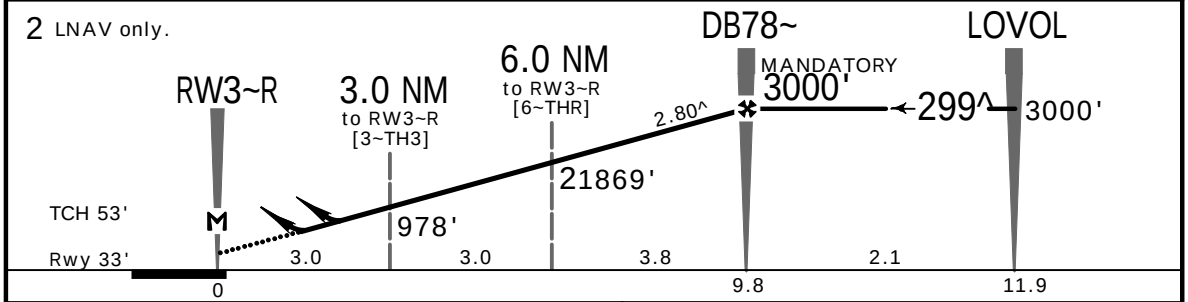


MSA ARP



DIST to RW3~R	1.4	2.4	3.4	4.4	5.4	6.4
ALTITUDE	500'	790'	1090'	1390'	1680'	1980'

2 LNAV only.



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	2.80^	347	446	495	594	693	792
MAP at RW3~R							

HIALS-II
REIL PAPI PAPI

D | DB755 | DB756 on 314^

.Std/State.

STRAIGHT-IN LANDING

	LNAV/VNAV		LNAV	
	Missed apch climb gradient MIN 4.52%		Missed apch climb gradient MIN 4.5%	
	A: 340' (307') C: 361' (328')		CDFA	
DA(H)	B: 353' (320') D: 371' (338')		2 DA/MDA(H) 510' (477')	
	ALS out		ALS out	
A B	1 R750m	R1400m	R1500m	
C D	R800m	R1500m	R1500m	R2200m

PANS OPS

1 With TDZ & CL & HUD: R700m. 2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: OM(D)-19 removed.

DUBAI Tower	MBZ 2
126.775	134.650

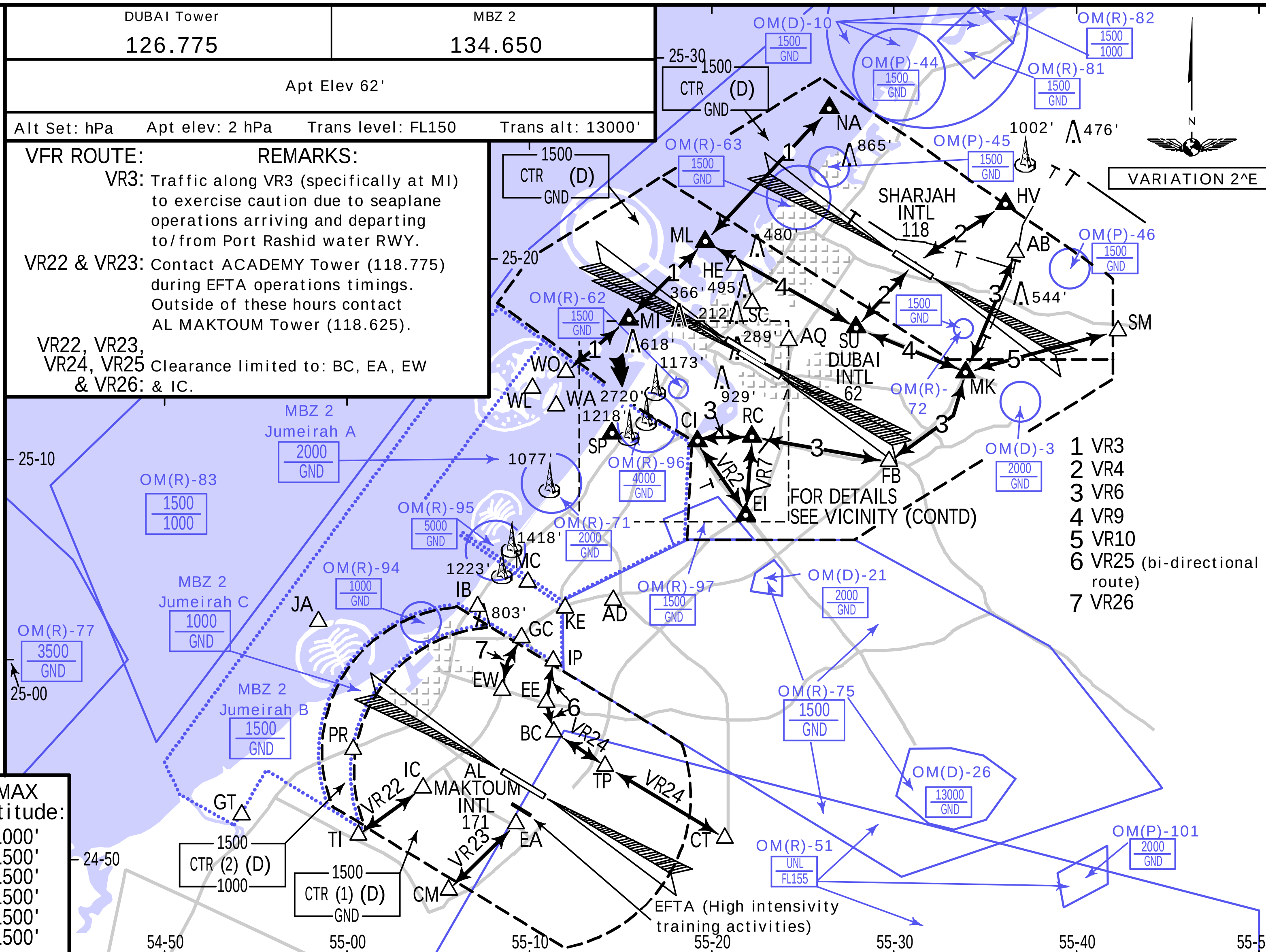
Apt Elev 62'

Alt Set: hPa   Apt elev: 2 hPa   Trans level: FL150   Trans alt: 13000'

VFR ROUTE:	REMARKS:
VR3:	Traffic along VR3 (specifically at MI) to exercise caution due to seaplane operations arriving and departing to/from Port Rashid water RWY.
VR22 & VR23:	Contact ACADEMY Tower (118.775) during EFTA operations timings. Outside of these hours contact AL MAKTOUM Tower (118.625).
VR22, VR23, VR24, VR25 & VR26:	Clearance limited to: BC, EA, EW & IC.

VRP:	DEFINITION:	
AB	N25 20.3	E055 36.7
AD	N25 03.0	E055 14.6
AQ	N25 15.9	E055 24.3
BC	N24 56.4	E055 11.4
CI	N25 10.8	E055 19.2
CM	N24 48.5	E055 05.6
CT	N24 51.1	E055 20.7
EA	N24 51.8	E055 09.3
EE	N24 57.9	E055 10.9
EI	N25 07.2	E055 21.9
EW	N24 58.5	E055 08.5
FB	N25 09.9	E055 29.7
GC	N25 01.2	E055 09.6
GT	N24 52.3	E054 54.2
HE	N25 19.7	E055 21.3
HV	N25 22.7	E055 36.2
IB	N25 02.7	E055 07.2
IC	N24 53.6	E055 04.2
IP	N25 00.0	E055 11.3
JA	N25 01.9	E054 58.4
KE	N25 02.6	E055 12.0
MC	N25 03.9	E055 10.0
MI	N25 17.0	E055 15.5
MK	N25 14.3	E055 34.0
ML	N25 20.8	E055 19.6
NA	N25 27.5	E055 26.5
PR	N24 55.5	E055 00.3
RC	N25 11.1	E055 22.2
SC	N25 17.8	E055 22.3
SM	N25 16.4	E055 42.3
SP	N25 11.3	E055 14.5
SU	N25 16.6	E055 28.0
TI	N24 51.3	E055 00.6
TP	N24 54.7	E055 14.2
WA	N25 12.7	E055 11.5
WL	N25 13.6	E055 10.2
WO	N25 14.4	E055 12.0

VFR ROUTE:	MAX Altitude:	VFR ROUTE:	MAX Altitude:
VR2	1000'	VR10	1000'
VR3	500'	VR22	1500'
VR4	1000'	VR23	1500'
VR6	1000'	VR24	1500'
VR7	1000'	VR25	1500'
VR9	1000'	VR26	1500'



CHANGES: Obstacles.

OMDB/DXB
DUBAI INTL

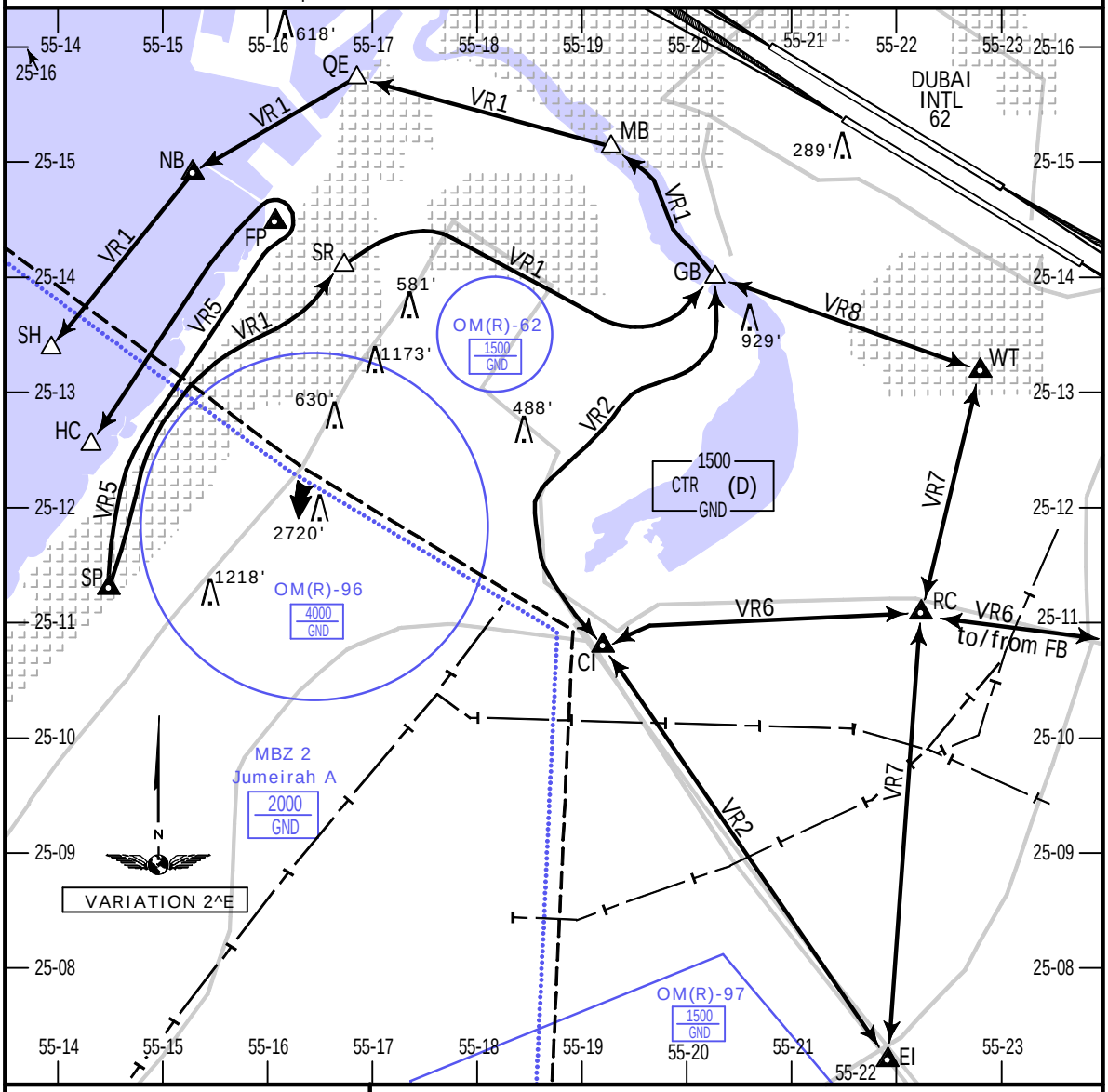
JEPPESEN
17 MAR 23 (19-11) .Eff.23.Mar.

DUBAI, UAE.VFR.

DUBAI Tower	MBZ 2
126.775	134.650

Apt Elev 62'

Alt Set: hPa | Apt elev: 2 hPa | Trans level: FL150 | Trans alt: 13000'



VRP:	DEFINITION:
CI	N25 10.8 E055 19.2
EI	N25 07.2 E055 21.9
FP	N25 14.5 E055 16.1
GB	N25 14.0 E055 20.3
HC	N25 12.6 E055 14.3
MB	N25 15.1 E055 19.3
NB	N25 14.9 E055 15.3
QE	N25 15.7 E055 16.8
RC	N25 11.1 E055 22.2
SH	N25 13.4 E055 13.9
SP	N25 11.3 E055 14.5
SR	N25 14.1 E055 16.7
WT	N25 13.2 E055 22.8

VFR ROUTE:	MAX Altitude:	REMARKS:
VR1	1000' (1500' between NB and SH)	Opposite direction traffic may be expected along VR1 between SH-NB-QE-MB-GB due to seaplane operations arriving and departing to/from Creek and Port Rashid water runways
VR2	1000'	Traffic transiting OM(R)-75 shall at VRP EI contact MINHAD App (122.5) for approval.
VR5	1000' (1500' between FP and HC)	Do not climb to 1500' until established Southbound.
VR6	1000'	For segments between RC, FB, MK, AB see 19-10.
VR7	1000'	Traffic transiting OM(R)-75 shall at VRP EI contact MINHAD App (122.5) for approval. DUBAI Tower may request to hold at WT.
VR8	1000'	DUBAI Tower may request to hold at WT.

CHANGES: Obstacles.

Chart changes since cycle 06-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

DUBAI, (DUBAI INTL - OMDB)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport OMDB

Type: Terminal
Effectivity: Temporary
Begin Date: 20221103
End Date: Until Further Notice

Based on AIP SUP 53/2022, (11-3) ILS Rwy 30L minimums for LOC (GS out) changed as follows: CDFA, DA/MDA(H) 540' (480'), with lights R1500m, ALS out CAT A & B R1500m, CAT C & D R2200m. (12-3) RNP Rwy 30L minimums for LNAV changed as follows: MACG MIN 2.55%, CDFA, DA/MDA(H) 530' (470'), with lights R1500m, ALS out CAT A & B R1500m, CAT C & D R2200m.

Type: Terminal
Effectivity: Temporary
Begin Date: 20230210
End Date: Until Further Notice

Based on AIP SUP 02/2023, construction works on twys in various phases. Refer to charts 10-8, 10-8A and latest NOTAMs.

Type: Terminal
Effectivity: Temporary
Begin Date: 20220520
End Date: Until Further Notice

Based on AIP SUP 27/2022 minimums changed as follow: (11-3) ILS Rwy 30L: ILS DA(H) CAT A&B as on chart, CAT C 264'(204'), CAT D 275'(215'), RVR values for all categories as on chart. (11-3A) CAT II/III ILS Rwy 30L: CAT II ILS CAT A RA and DA(H) as on chart, CAT B RA 121' DA(H) 177'(117') R300m, CAT C RA 135' DA(H) 189'(129') R400m, CAT D RA 154' DA(H) 203'(143') R450m.