GENERAL

Operational Hours

ATS Hours / AD ADMIN Hours: H24

Airport Information

RFF: CAT 10
PCN: RWY 12/30: 140/F/A/X/T

Operation

RNAV PROC: ACFT with RNAV 5 status only must advice ATC. Expect RAD assistance.

Low Visibility Procedure
LVP in force when:
- Touchdown RVR readings indicate a visibility of 600m or below and/or
- MET VIS 800m or below and/or
- CEIL below 300ft.

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

TWY Z11-Z17 and Z20-Z24 restricted to Cat II during LVP.

Reduced Runway Separation Minima Between Aircraft Using the Same Runway
Reduced spacing procedure is applied on RWYs 12 and 30 according ICAO standards.
Exception RWY 12:
Departure following departure: TKOF CLR may be issued to a departing ACFT provided the preceeding departing ACFT is airborne and has passed a point at least 2450m / 8038ft (abeam TWY W12) from RWY THR.

Minimum Runway Occupancy Time (MROT)
Ensure standard MROT procedures and in addition:
Pilots should anticipate a turn onto TWY V in the same direction as arrival unless otherwise instructed. Pilots are reminded to pay particular attention to ATC taxiing instruction when vacating to avoid deviations from CLR resulting in TWY incursions.

RWY Restriction
RWY 12/30 CLSD for planned MAINT on winter season: MON 1100-1400.
RWY 13/31 is for Emirates Flight Training Academy (EFTA) only.

TWY Restriction
Taxilane Z9, Z10 width 18m / 59ft and AVBL up to code letter C ACFT.
TWY Z13-Z17, Z20 width 18m / 59ft and AVBL up to code letter C ACFT.

Hot Spots: See separate header "Hot Spots" below.

Taxi/Parking
Visual Docking Guidance System (VDGS) AVBL at all stands except for stands G100-G102 and G3-G8, ACFT must be marshalled. Do not enter stand unless VDGS is illuminated or a marshaller has signalled CLR to proceed. If VDGS is not activated upon approach to stand, contact ATC and REQ marshaller. VDGS will not operate below CAT IIIA conditions. If VDGS is not illuminated or failing to capture ACFT, stop ACFT and REQ marshaller.

Nose-in parking is mandatory, exceptions by ATC specific authorization only.

Change in gradient of 2.5% when crossing TWY V from TWY W1 and between TWY W16 to TWY W21. Additional ENG thrust may be required. Following ACFT maintain a safe distance.

GENERAL

Engine Run-up Areas

ENG runs on stand are permitted for single ENG at idle PWR, for a duration of 5min. Request shall be made via phone to Operations Duty Manager Airside (+971 56 788 2374). Request for any ENG runs that will be required above idle, longer than 5min or for multiple ENG, are subject to assessment by the Operations Duty Manager Airside. ATC are to be notified prior to the commencement of the run.

Warnings

Sandstorms can result in sand drifting onto the RWY. Operation of reverse thrust in such conditions may result in ENG damage.

Exercise caution due to VFR traffic to the south-east of AL Maktoum CTR transiting between OMR 53 and Emirates Flight Training Academy.

High intensity training OPS on RWY 13/31.

Birds in vicinity of AD, especially NOV-MAR.

ARRIVAL

Communication

On initial contact with RADAR report:
- ACFT callsign
- Passing LVL
- ACFT type

Arrival Procedure

When on APCH to RWY 30 and RWY 12, pilots shall reconfirm DME/GP information and ensure that they have correctly identified the landing RWY. Do not confuse with Emirates Flight Training Academy RWY 31 and RWY 13 in close proximity APPROX 1.6NM south of AD.

Warnings

PAPI RWY 12/30: PAPI/ILS disharmony. PAPI may show fly up indications.

DEPARTURE

Take-off Minima

RWY		12/30	
All ACFT	ft - m/km	0 - 75R	-

Departure Procedure

Start-up/Push-back

ENG starts on stand using more than idle PWR prohibited. ACFT requiring cross bleed start shall request via ATC and shall be pushed back prior to commencement of cross bleed.

Departure Note

Refueling of tanks above 85% is restricted if DEP time unknown or DEP time greater than 12HR. Operators can fill remaining requirements within 3HR of DEP.

Minimum Runway Occupancy Time (MROT)

Ensure standard MROT procedures.

Changes: WRNG, DEP PROC withdrawn

DEPARTURE

ATC Slot, Clearance

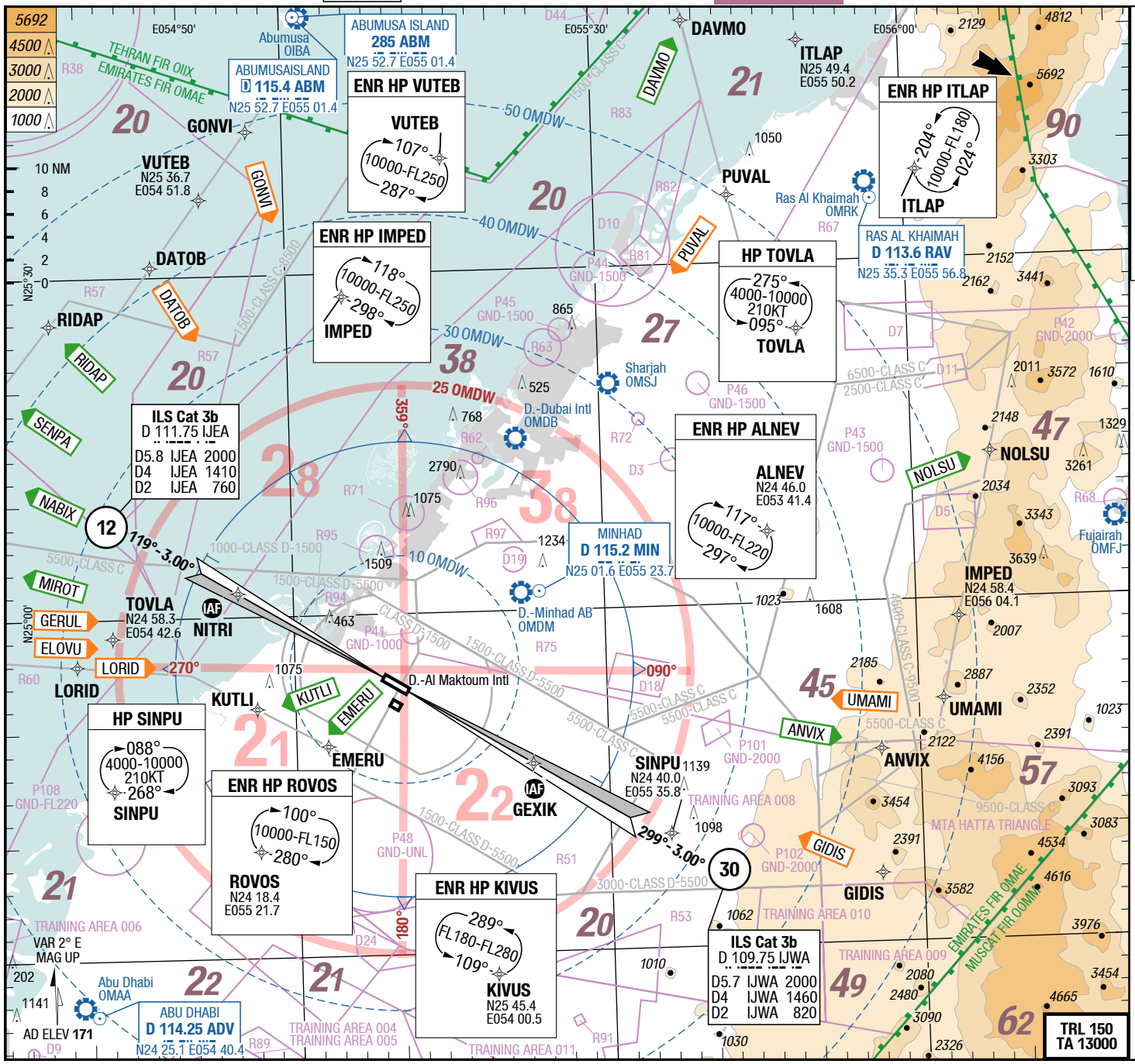
Prior requesting push-back CLR from ATC, flight crews are instructed to contact GND on 118.375.
Departing ACFT shall establish contact MAX 10min prior to start-up and obtain ATC CLR.
Report:
- Call sign
- ACFT type
- Parking stand
- DEST
- Dubai CTA exit point
- ATIS letter and QNH

On initial contact with RADAR report:
- ACFT callsign
- Passing LVL

Hot Spots

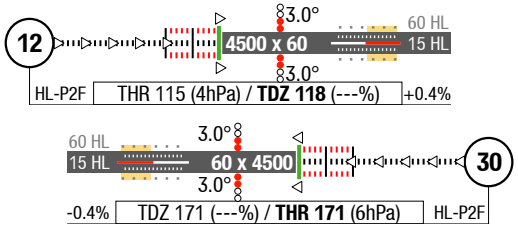
Hot Spots

Hot Spot No.	DESCRIPTION
Ar, Br, Cr	Operators are to ensure that when vacating the RWY 12/30 on a rapid exit TWY that they do not inadvertently turn back on to the RWY 12/30 using the adjacent rapid exit TWY.
Dr, Er	Operators are to be aware of FATO 12/30.
At	Operators vacating the RWY at any rapid exit TWY are not to conduct 90° turns onto TWY V as there is no marking or lighting to allow this turn. Operators often confuse ATC instructions on to TWY W8-15 turning 90° on to TWY V.
Bt	Operators vacating at rapid exit TWY V6 are to be vigilant when approaching adjoining TWY W7 and W8. Rapid exit TWY V6 connects with TWY W8, access onto TWY W7 requires a right turn on to TWY V first.
Ct	Operators are to be vigilant at the junction of TWY W, W10, W11. This area is high risk for ARR and DEP ACFT.
Dt	Operators are to be vigilant when vacating rapid exit TWY V12 or using TWY V eastbound at the intersection of TWY W14 and W15.
Et	Operators taxiing for DEP from TWY Z7 and Z8 are to be vigilant at the intersection of TWY Z. Operators routinely miss the turn onto TWY Z.
Ft	GA operators are to be vigilant when ARR or DEP from TWY Z11 or Z12. The alignment with TWY W16 is via TWY Z12, not Z11.

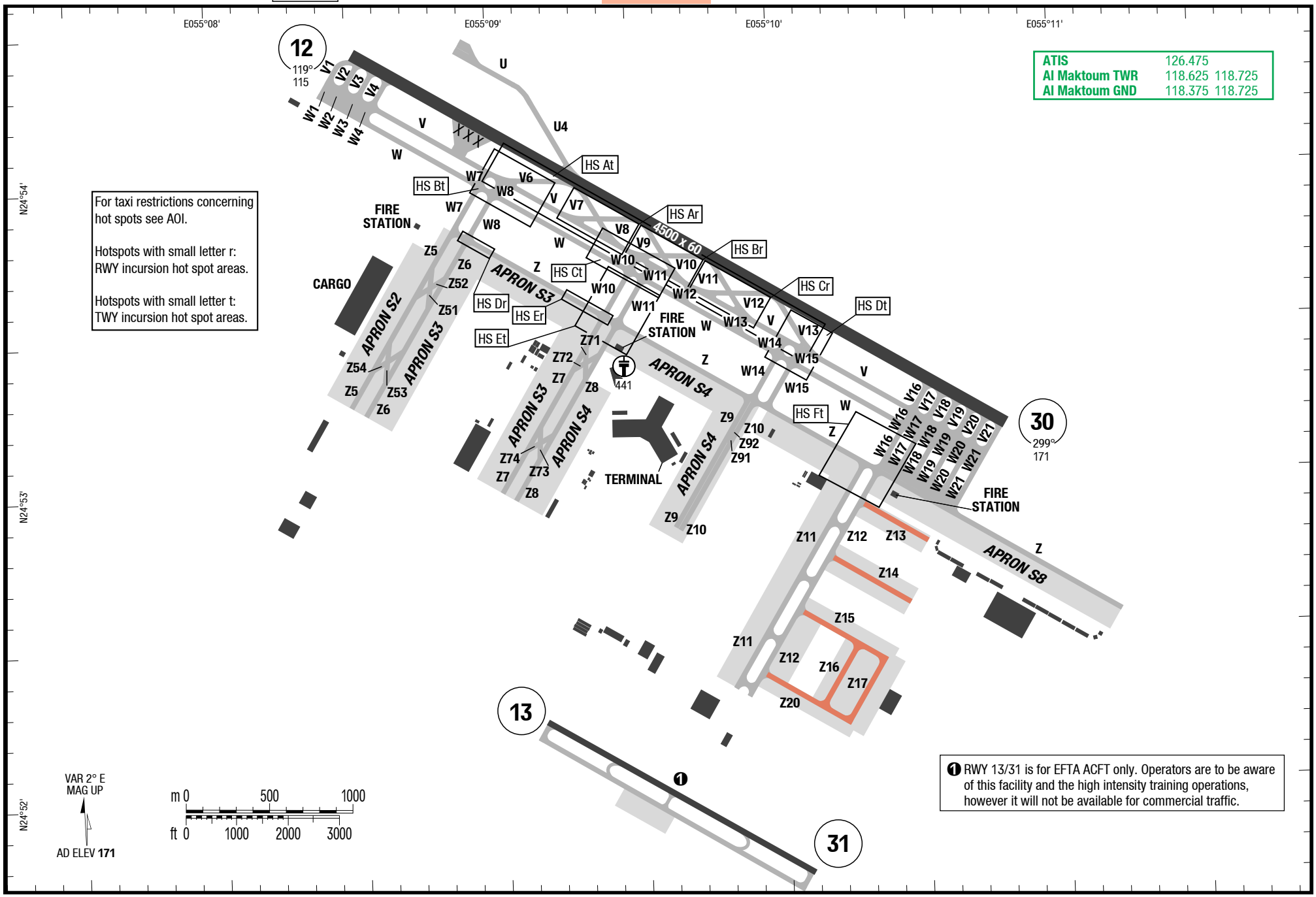


ATIS	126.475
Al Maktoum RAD	124.025 126.025
Minhad APP	122.500 126.025
DEP	126.200 N 120.250 N 121.025 S 126.025 S
Al Maktoum TWR	118.625 118.725
Al Maktoum GND	118.375 118.725

Landing RWY system:



Changes: Navaid , FREQ, HLDG


E055°08'
E055°09'
E055°10'
E055°11'
N24°54'
N24°53'
N24°52'
12
119°
115
30
299°
171
13
31
4500 x 60
ATIS 126.475
Al Maktoum TWR 118.625 118.725
Al Maktoum GND 118.375 118.725
For taxi restrictions concerning hot spots see AOI.
Hotspots with small letter r: RWY incursion hot spot areas.
Hotspots with small letter t: TWY incursion hot spot areas.
HS At
HS Bt
HS Ar
HS Br
HS Ct
HS Cr
HS Dr
HS Dt
HS Er
HS Et
HS Ft
FIRE STATION
CARGO
APRON S2
APRON S3
APRON S4
APRON S8
TERMINAL
441
U
U4
V
W
X X X
Z
Z5
Z6
Z52
Z51
Z54
Z53
Z71
Z72
Z7
Z8
Z73
Z74
Z9
Z10
Z92
Z91
Z11
Z12
Z13
Z14
Z15
Z16
Z17
Z20
VAR 2° E
MAG UP
AD ELEV 171
m 0 500 1000
ft 0 1000 2000 3000
❶ RWY 13/31 is for EFTA ACFT only. Operators are to be aware of this facility and the high intensity training operations, however it will not be available for commercial traffic.

United Arab Emirates **Dubai** Al Maktoum Intl

NIL

3-28

Tempo AGC SUP 11/2018

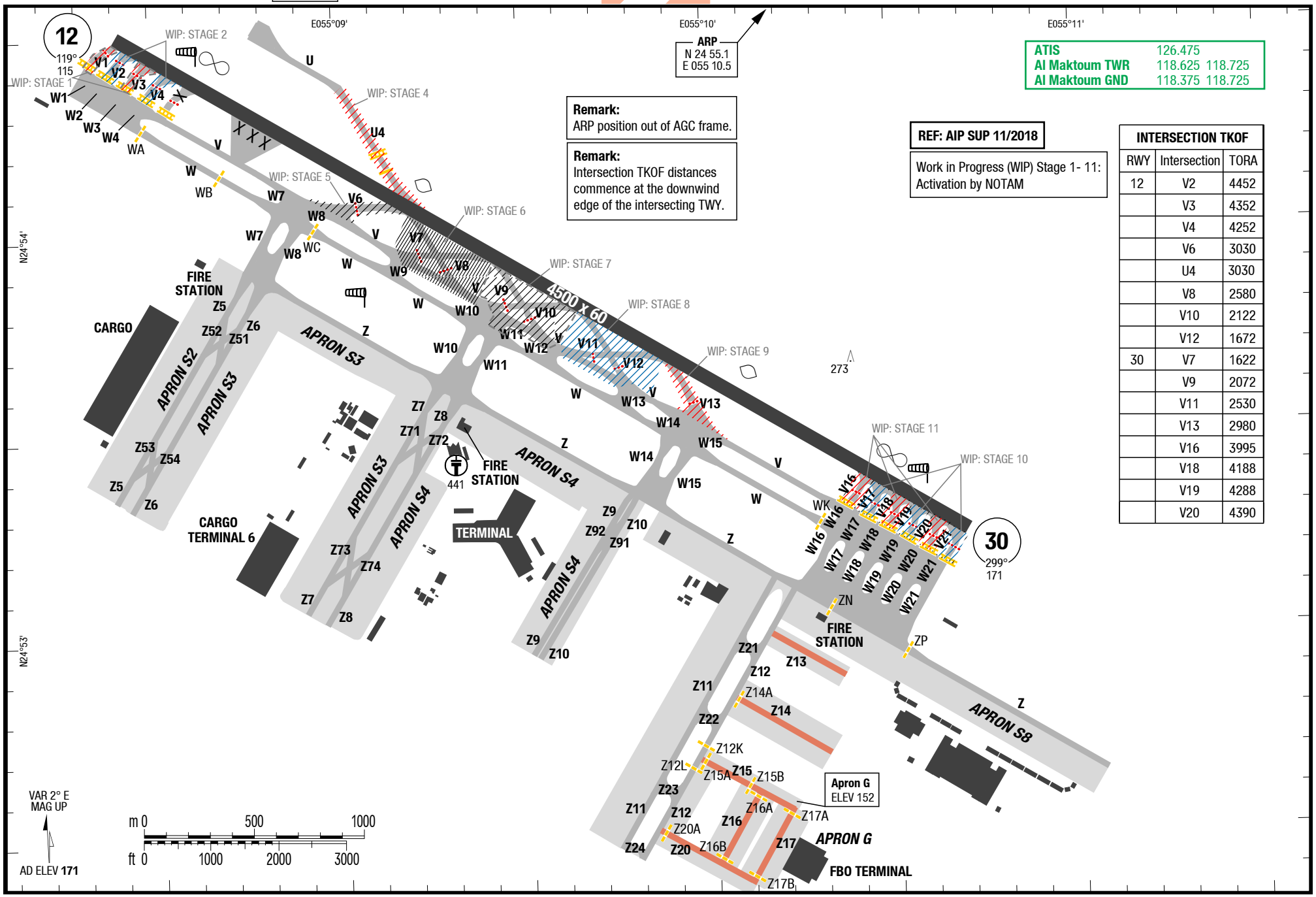
AGC

AGC

Al Maktoum Intl **Dubai** United Arab Emirates

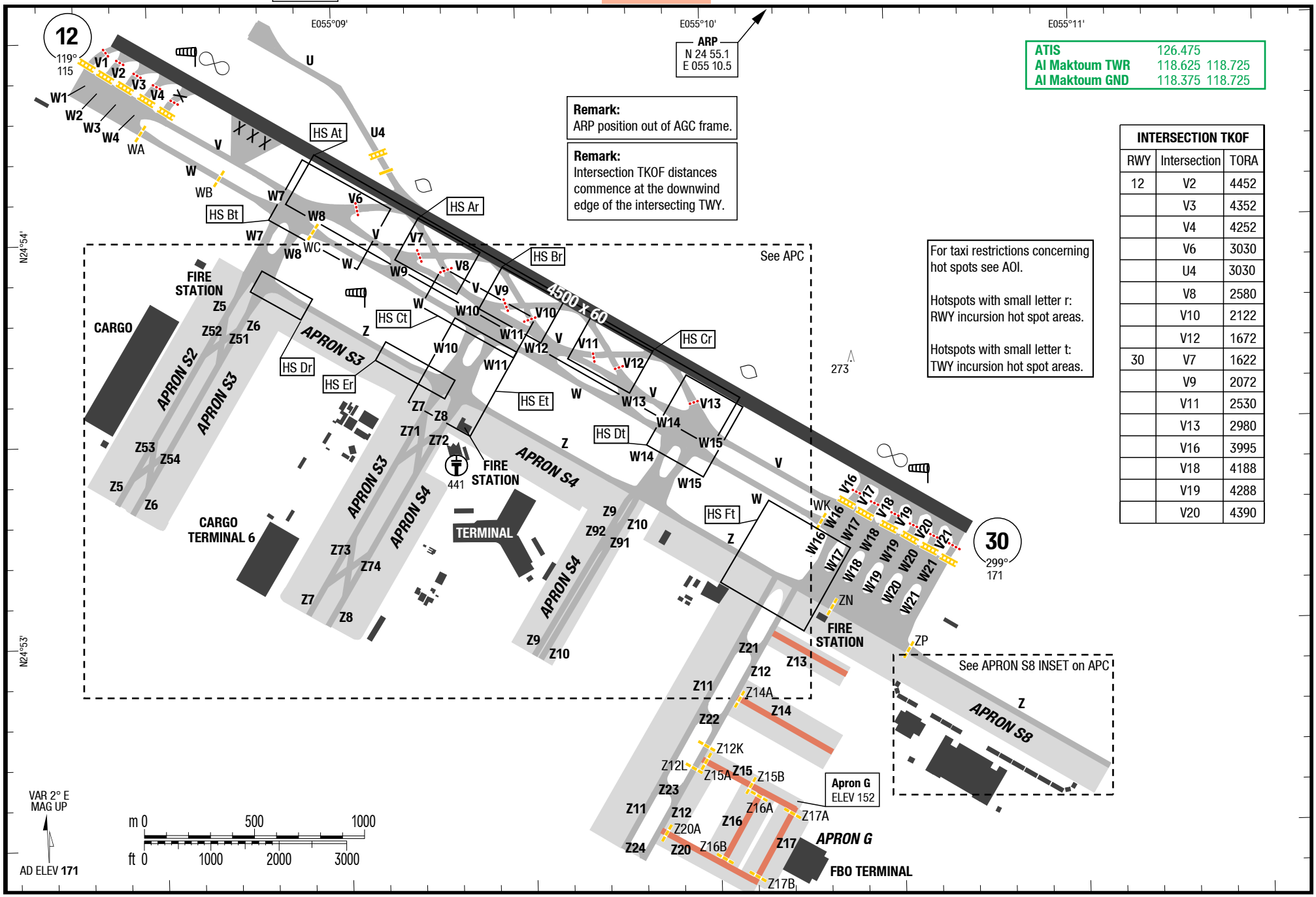
NIL

Tempo AGC SUP 11/2018



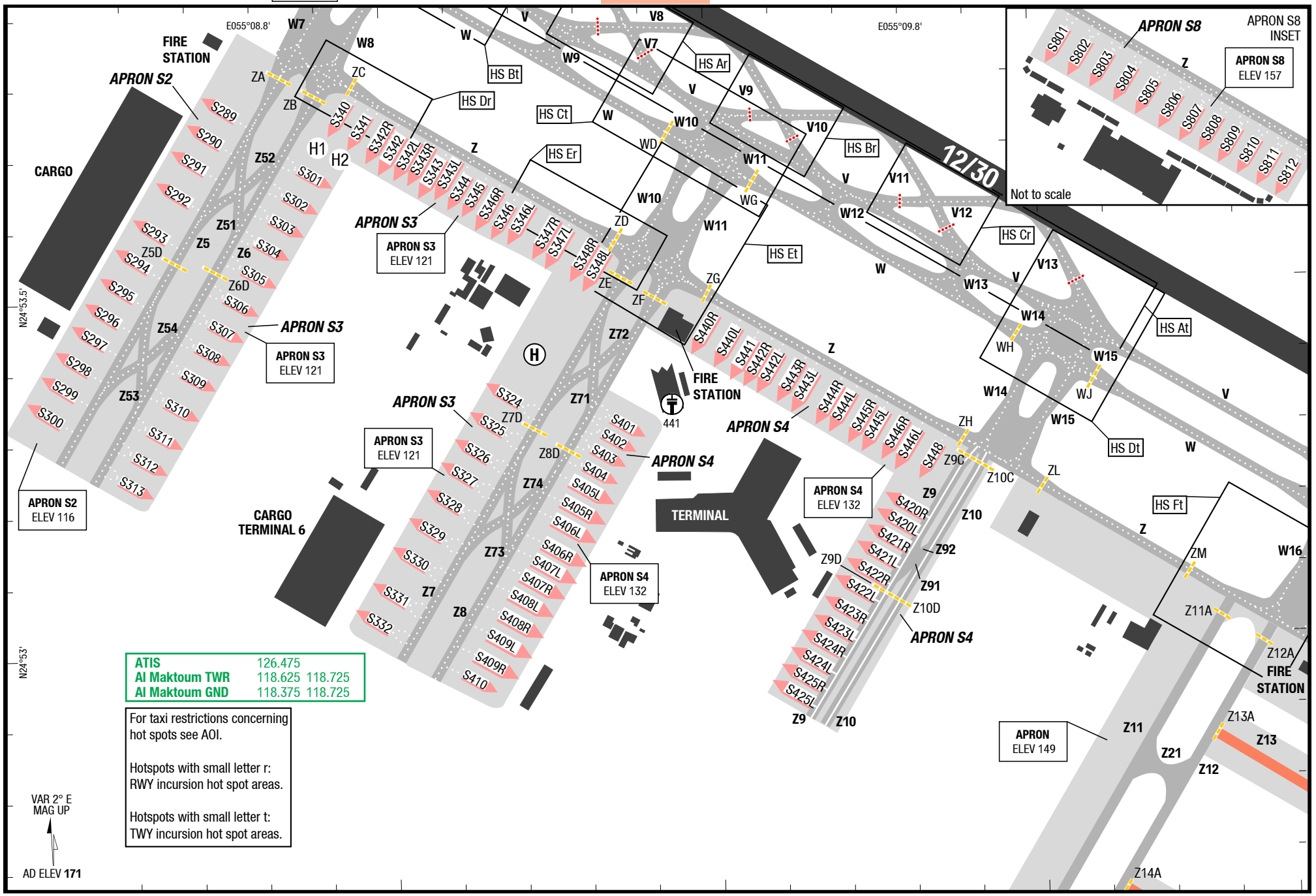
INTERSECTION TKOF		
RWY	Intersection	TORA
12	V2	4452
	V3	4352
	V4	4252
	V6	3030
	U4	3030
	V8	2580
	V10	2122
	V12	1672
30	V7	1622
	V9	2072
	V11	2530
	V13	2980
	V16	3995
	V18	4188
	V19	4288
	V20	4390

Changes: NAVAID



INTERSECTION TKOF		
RWY	Intersection	TORA
12	V2	4452
	V3	4352
	V4	4252
	V6	3030
	U4	3030
	V8	2580
	V10	2122
	V12	1672
30	V7	1622
	V9	2072
	V11	2530
	V13	2980
	V16	3995
	V18	4188
	V19	4288
	V20	4390

Changes: NAVAID, TWY


E055°08.8'
E055°09.8'
N24°53.5'
N24°53'
FIRE STATION
APRON S2
CARGO
APRON S3
APRON S3 ELEV 121
APRON S2 ELEV 116
CARGO TERMINAL 6
APRON S4
APRON S4 ELEV 132
TERMINAL
FIRE STATION
APRON ELEV 149
APRON S8 INSET
APRON S8 ELEV 157
Not to scale
12/30
HS Bt
HS Ar
HS Dr
HS Ct
HS Er
HS Br
HS Et
HS Cr
HS At
HS Dt
HS Ft
ATIS 126.475
Al Maktoum TWR 118.625 118.725
Al Maktoum GND 118.375 118.725
For taxi restrictions concerning hot spots see AOI.
Hotspots with small letter r: RWY incursion hot spot areas.
Hotspots with small letter t: TWY incursion hot spot areas.
VAR 2° E MAG UP
AD ELEV 171

Stand Coordinates

Apron S2

S289	N24 53.8	E055 08.7
S290-S292	N24 53.7	E055 08.7
S293, S294	N24 53.6	E055 08.6
S295	N24 53.5	E055 08.6
S296, S297	N24 53.5	E055 08.5
S298-S300	N24 53.4	E055 08.5

Apron S3

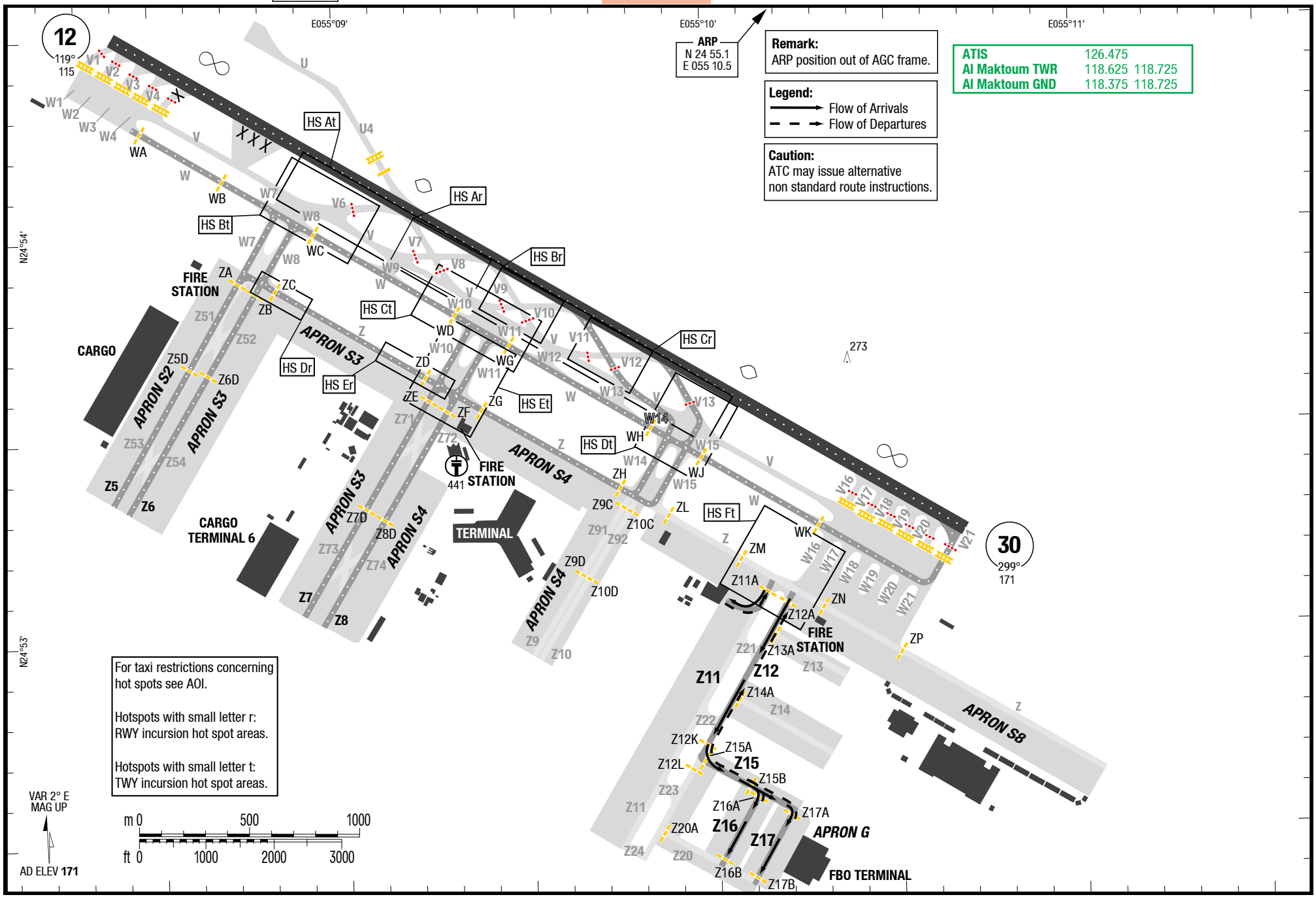
S301	N24 53.7	E055 08.9
S302, S303	N24 53.6	E055 08.9
S304	N24 53.6	E055 08.8
S305, S306	N24 53.5	E055 08.8
S307	N24 53.4	E055 08.8
S308, S309	N24 53.4	E055 08.7
S310, S311	N24 53.3	E055 08.7
S312	N24 53.3	E055 08.6
S313	N24 53.2	E055 08.6
S324	N24 53.3	E055 09.2
S325, S326	N24 53.3	E055 09.1
S327, S328	N24 53.2	E055 09.1
S329-S331	N24 53.1	E055 09.0
S332	N24 53.0	E055 09.0
S340	N24 53.7	E055 08.9
S341-S343R	N24 53.7	E055 09.0
S343L, 344, 345	N24 53.7	E055 09.1
S346-S347R	N24 53.6	E055 09.2
S347L-S348L	N24 53.5	E055 09.3

Apron S4

S401	N24 53.3	E055 09.4
S402	N24 53.3	E055 09.3
S403, S404	N24 53.2	E055 09.3
S405L	N24 53.2	E055 09.3
S405R	N24 53.1	E055 09.3
S406L-S407R	N24 53.1	E055 09.2
S408L-S409L	N24 53.0	E055 09.2
S409R, S410	N24 53.0	E055 09.1
S420R	N24 53.2	E055 09.8
S420L	N24 53.1	E055 09.8
S421R-S422L	N24 53.1	E055 09.7
S423R-S424L	N24 53.0	E055 09.7
S425R, S425L	N24 53.0	E055 09.6
S440R-S441	N24 53.4	E055 09.5
S442R-S443L	N24 53.4	E055 09.6
S444R-S445R	N24 53.3	E055 09.7
S445L-S446R	N24 53.3	E055 09.8
S446L, S448	N24 53.2	E055 09.8

Apron S8

S801	N24 52.8	E055 10.6
S802	N24 52.8	E055 10.7
S803	N24 52.7	E055 10.7
S804, S805	N24 52.7	E055 10.8
S806, S807	N24 52.6	E055 10.9
S808-S810	N24 52.6	E055 11.0
S811, S812	N24 52.5	E055 11.1



Changes: NAVAID, TWY

United Arab Emirates **Dubai** Al Maktoum Intl

LVC RWY 30 CAT II

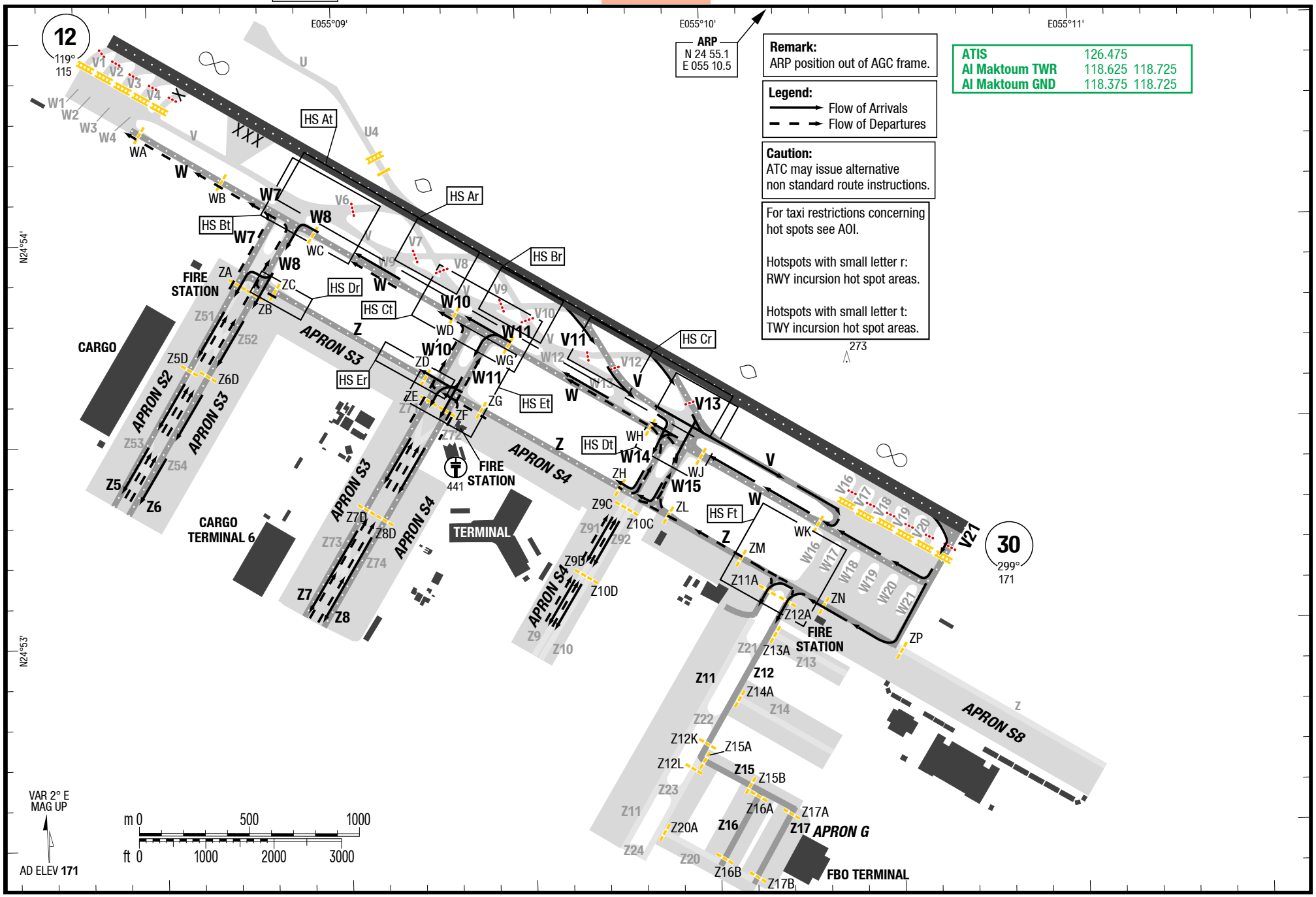
LVC RWY 12 CAT III

LVC LVC

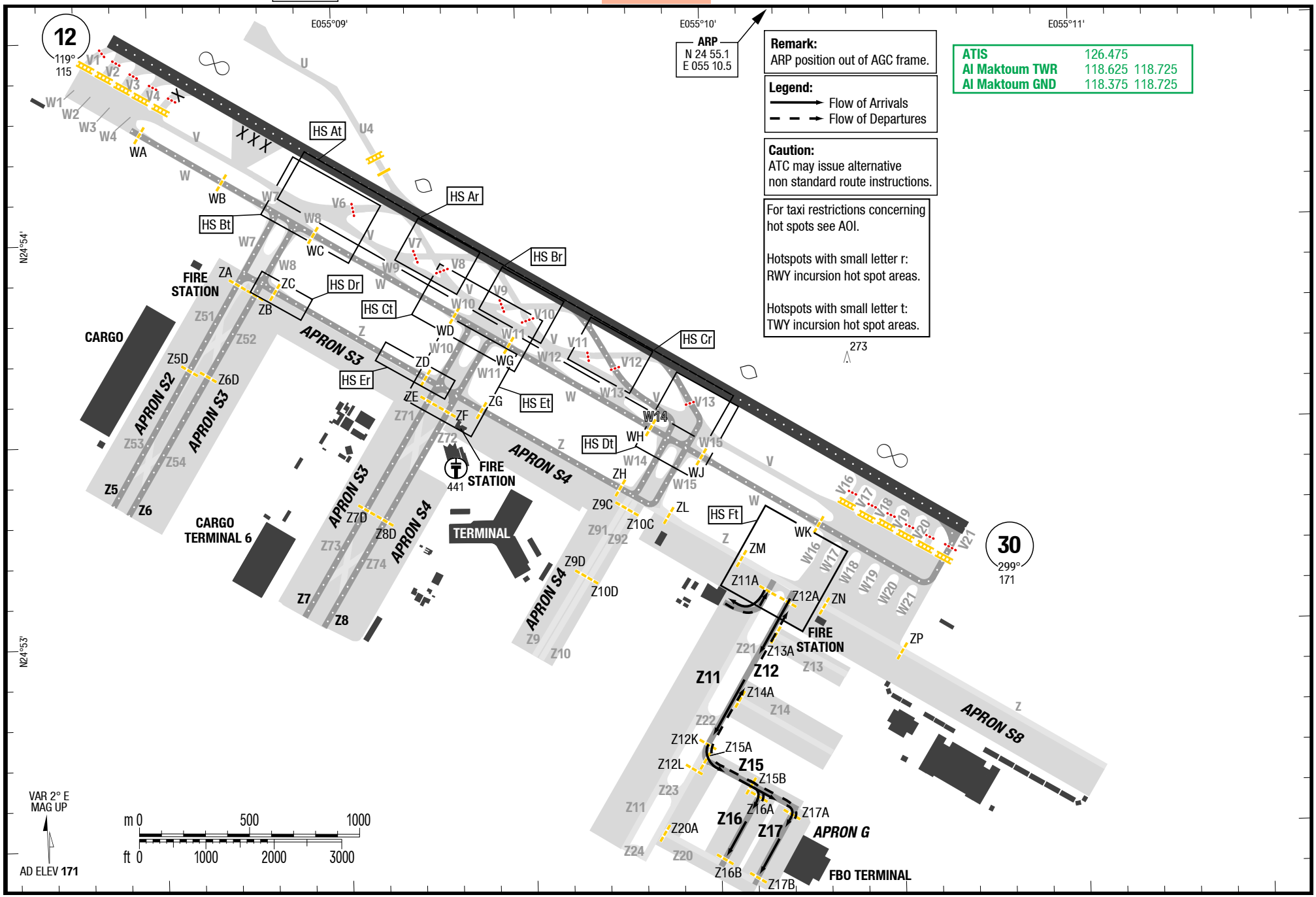
Al Maktoum Intl **Dubai** United Arab Emirates

LVC RWY 30 CAT II

LVC RWY 12 CAT III



Changes: NAVAID, TWY



Changes: NAVAID, TWY

United Arab Emirates **Dubai** Al Maktoum Intl

NIL

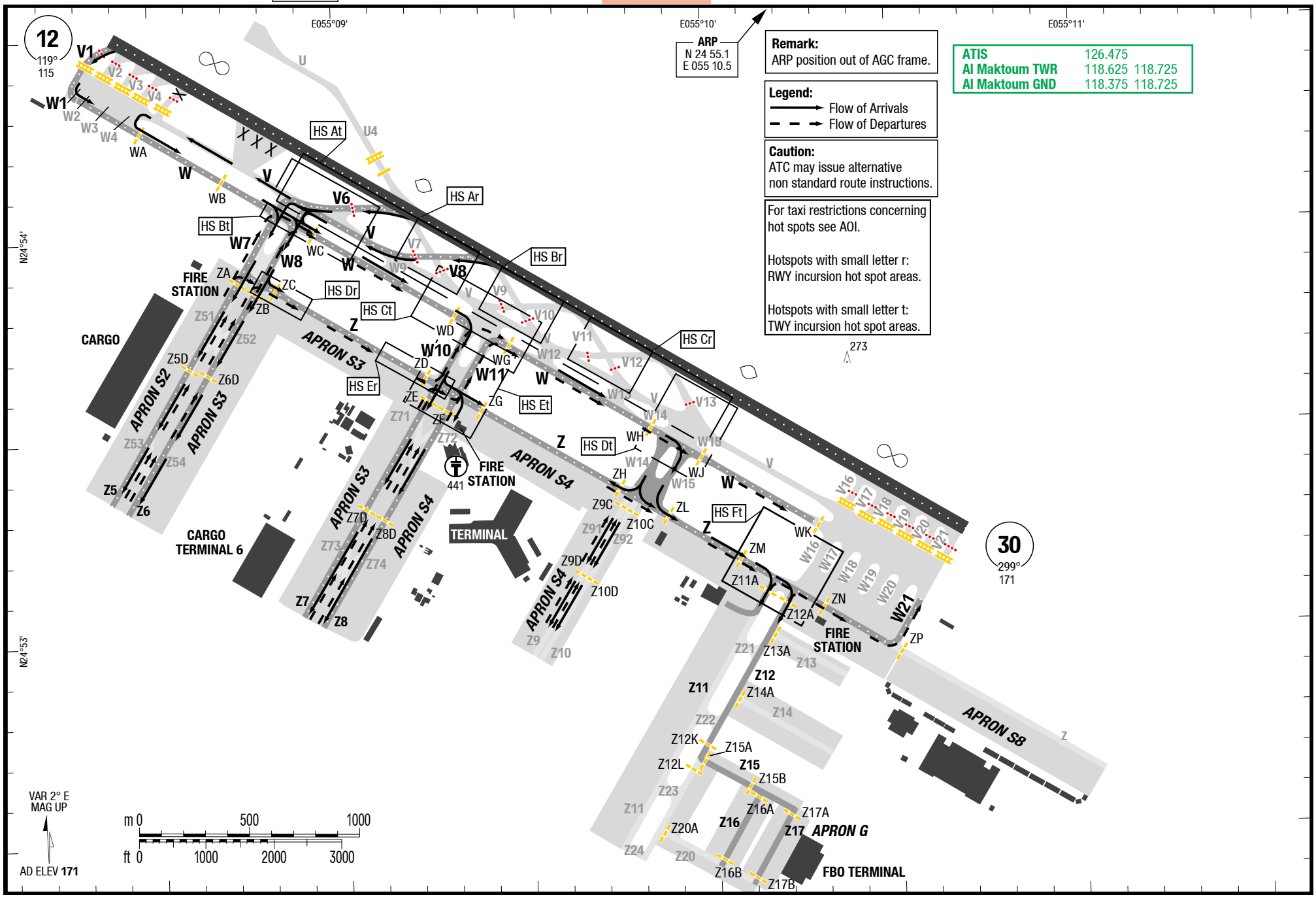
LVC RWY 30 CAT III

LVC LVC

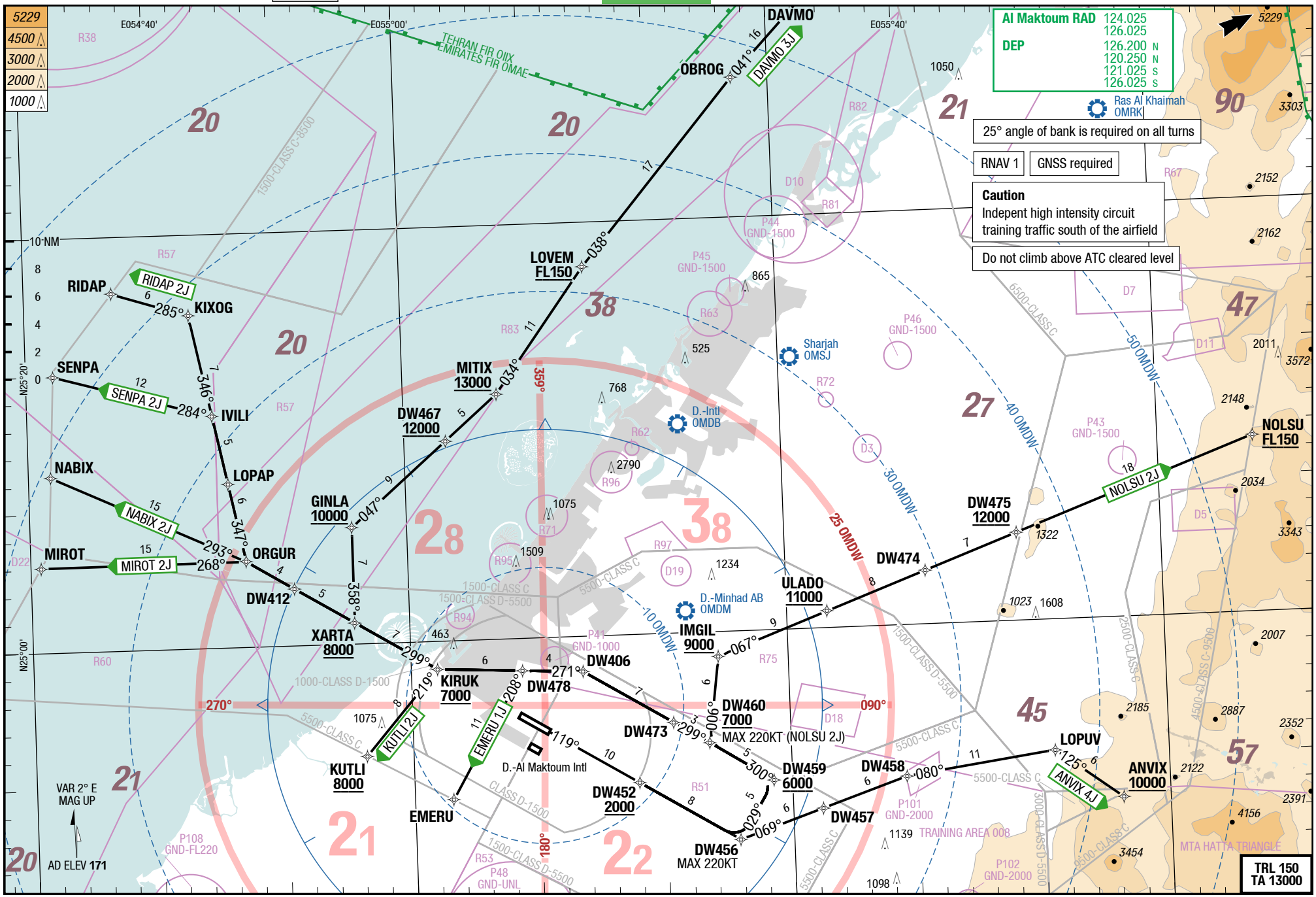
Al Maktoum Intl **Dubai** United Arab Emirates

NIL

LVC RWY 30 CAT III

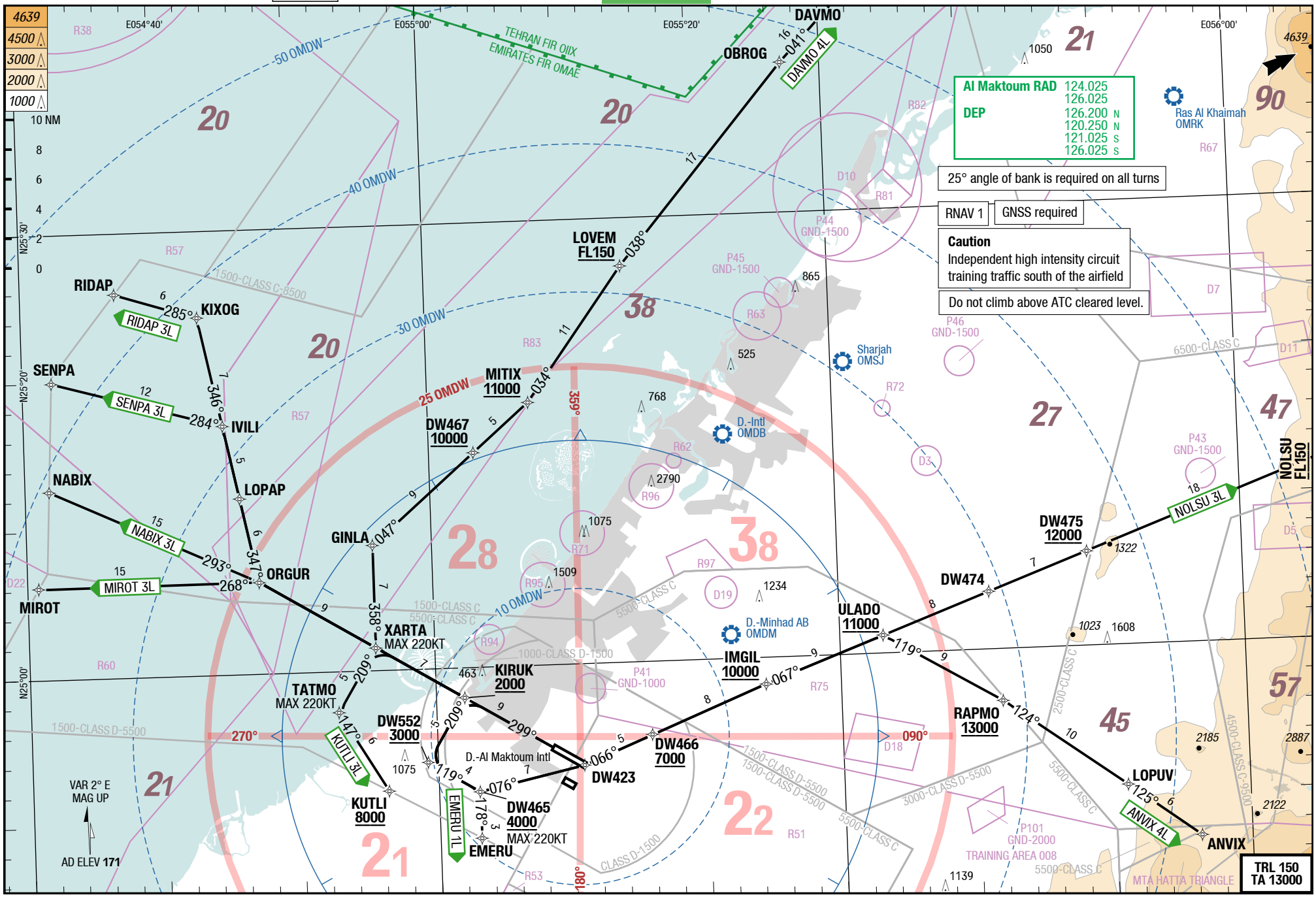


Changes: NAVAID, TWY



Changes: FREQ

DWC-OMDW



Changes: FREQ

ANVIX 4J / DAVMO 3J / EMERU 1J / KUTLI 2J / MIROT 2J

RWY 12 (119°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
ANVIX 4J 5.0% to 8000 **121.025** ①	RW12 - DW452 - DW456 [K220-] - DW457 - DW458 - LOPUV - ANVIX	DW452 MNM **2000** ANVIX MNM **10000** Initial climb **3000**
DAVMO 3J 5.0% to 8000 **121.025** ①	RW12 - DW452 - DW456 [K220-] - DW459 - DW460 - DW473 - DW406 - DW478 - KIRUK - XARTA - GINLA - DW467 - MITIX - LOVEM - OBROG - DAVMO	DW452 MNM **2000** DW459 MNM **6000** DW460 MNM **7000** KIRUK MNM **7000** XARTA MNM **8000** GINLA MNM **10000** DW467 MNM **12000** MITIX MNM **13000** LOVEM MNM **FL150** Initial climb **3000**
EMERU 1J 5.0% to 8000 **121.025** ①	RW12 - DW452 - DW456 [K220-] - DW459 - DW460 - DW473 - DW406 - DW478 - EMERU	DW452 MNM **2000** DW459 MNM **6000** DW460 MNM **7000** Initial climb **3000**
KUTLI 2J 5.0% to 8000 **121.025** ①	RW12 - DW452 - DW456 [K220-] - DW459 - DW460 - DW473 - DW406 - DW478 - KIRUK - KUTLI	DW452 MNM **2000** DW459 MNM **6000** DW460 MNM **7000** KIRUK MNM **7000** KUTLI MNM **8000** Initial climb **3000**
MIROT 2J 5.0% to 8000 **121.025** ①	RW12 - DW452 - DW456 [K220-] - DW459 - DW460 - DW473 - DW406 - DW478 - KIRUK - XARTA - DW412 - ORGUR - MIROT	DW452 MNM **2000** DW459 MNM **6000** DW460 MNM **7000** KIRUK MNM **7000** XARTA MNM **8000** Initial climb **3000**

① If unable to comply with climb gradient, advise ATC at start-up.

Changes: PROC, ALT, WPT , PROC renumbered

NABIX 2J / NOLSU 2J / RIDAP 2J / SENPA 2J

RWY 12 (119°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
NABIX 2J 5.0% to 8000 **121.025** ①	RW12 - DW452 - DW456 [K220-] - DW459 - DW460 - DW473 - DW406 - DW478 - KIRUK - XARTA - DW412 - ORGUR - NABIX	DW452 MNM **2000** DW459 MNM **6000** DW460 MNM **7000** KIRUK MNM **7000** XARTA MNM **8000** initial climb **3000**
NOLSU 2J 5.0% to 8000 **121.025** ①	RW12 - DW452 - DW456 [K220-] - DW459 - DW460 [K220-] - IMGIL - ULADO - DW474 - DW475 - NOLSU	DW452 MNM **2000** DW459 MNM **6000** DW460 MNM **7000** IMGIL MNM **9000** ULADO MNM **11000** DW475 MNM **12000** NOLSU MNM **FL150** initial climb **3000**
RIDAP 2J 5.0% to 8000 **121.025** ①	RW12 - DW452 - DW456 [K220-] - DW459 - DW460 - DW473 - DW406 - DW478 - KIRUK - XARTA - DW412 - ORGUR - LOPAP - IVILI - KIXOG - RIDAP	DW452 MNM **2000** DW459 MNM **6000** DW460 MNM **7000** KIRUK MNM **7000** XARTA MNM **8000** initial climb **3000**
SENPA 2J 5.0% to 8000 **121.025** ①	RW12 - DW452 - DW456 [K220-] - DW459 - DW460 - DW473 - DW406 - DW478 - KIRUK - XARTA - DW412 - ORGUR - LOPAP - IVILI - SENPA	DW452 MNM **2000** DW459 MNM **6000** DW460 MNM **7000** KIRUK MNM **7000** XARTA MNM **8000** initial climb **3000**

① If unable to comply with climb gradient, advise ATC at start-up.

Changes: PROC, ALT, WPT , PROC renumbered

DWC-OMDW

RNAV SIDs RWY 30

ANVIX 4L / DAVMO 4L / EMERU 1L / KUTLI 3L / MIROT 3L / NABIX 3L

RWY 30 (299°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.4%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 30	
ANVIX 4L 5.0% to 8000 **121.025** ①	RW30 - KIRUK - DW552 - DW465 [K220-] - DW423 - DW466 - IMGIL - ULADO - RAPMO - LOPUV - ANVIX	KIRUK MNM **2000** DW552 MNM **3000** DW465 MNM **4000** DW466 MNM **7000** IMGIL MNM **10000** ULADO MNM **11000** RAPMO MNM **13000** Initial climb **3000**
DAVMO 4L 6.4% to 8000 **121.025** ①	RW30 - KIRUK - XARTA [K220-] - GINLA - DW467 - MITIX - LOVEM - OBROG - DAVMO	KIRUK MNM **2000** DW467 MNM **10000** MITIX MNM **11000** LOVEM MNM **FL150** Initial climb **3000**
EMERU 1L 5.0% to 8000 **121.025** ①	RW30 - KIRUK - DW552 - DW465 [K220-] - EMERU	KIRUK MNM **2000** DW552 MNM **3000** DW465 MNM **4000** Initial climb **3000**
KUTLI 3L 5.0% to 8000 **121.025** ①	RW30 - KIRUK - XARTA [K220-] - TATMO [K220-] - KUTLI	KIRUK MNM **2000** KUTLI MNM **8000** Initial climb **3000**
MIROT 3L 5.0% to 8000 **121.025** ①	RW30 - KIRUK - XARTA [K220-] - ORGUR - MIROT	KIRUK MNM **2000** Initial climb **3000**
NABIX 3L 5.0% to 8000 **121.025** ①	RW30 - KIRUK - XARTA [K220-] - ORGUR - NABIX	KIRUK MNM **2000** Initial climb **3000**

① If unable to comply with climd gradient, advise ATC at start-up.

Changes: ALT, PROC, WPT , PROC renumbered

NOLSU 3L / RIDAP 3L / SENPA 3L

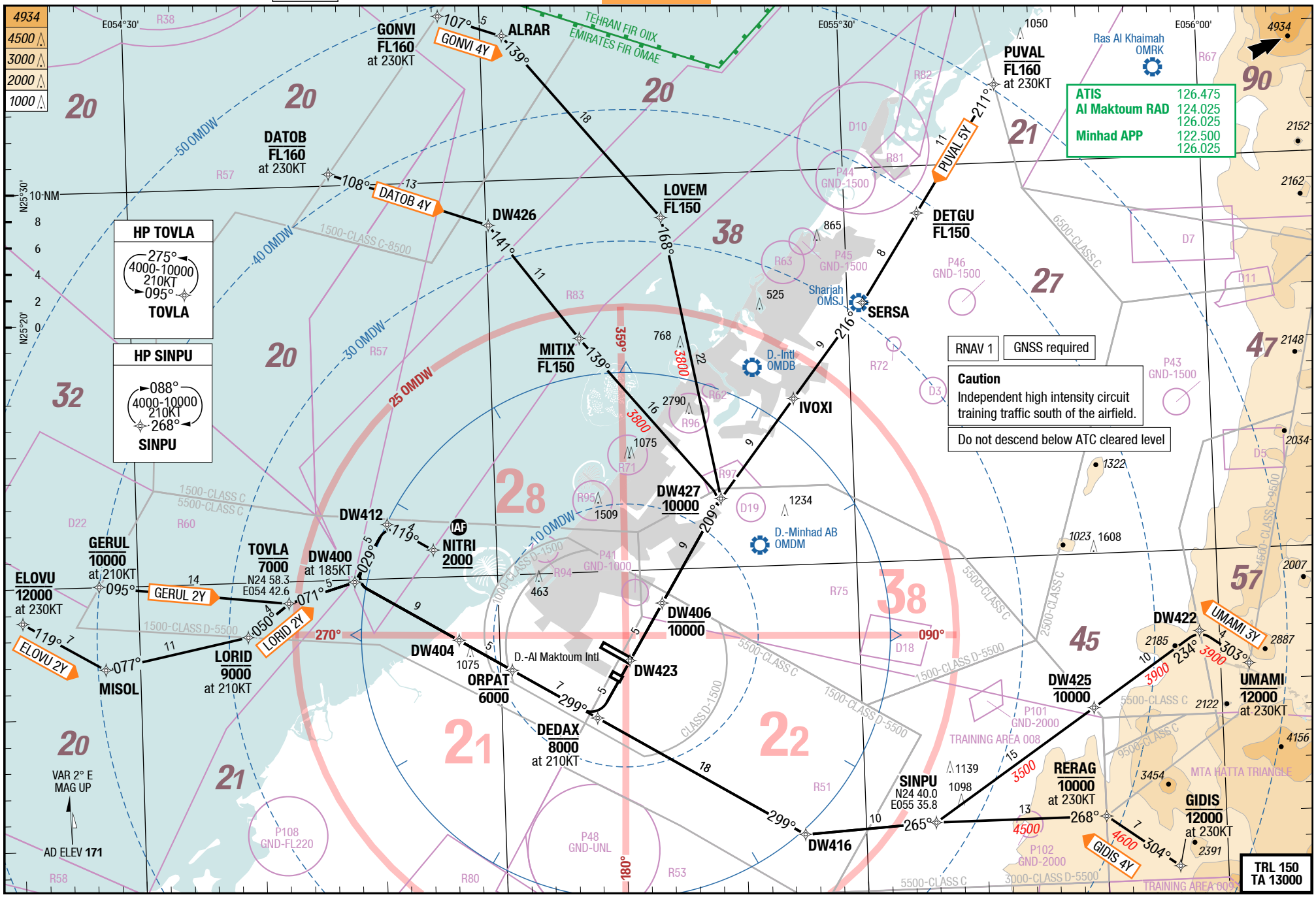
RWY 30 (299°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

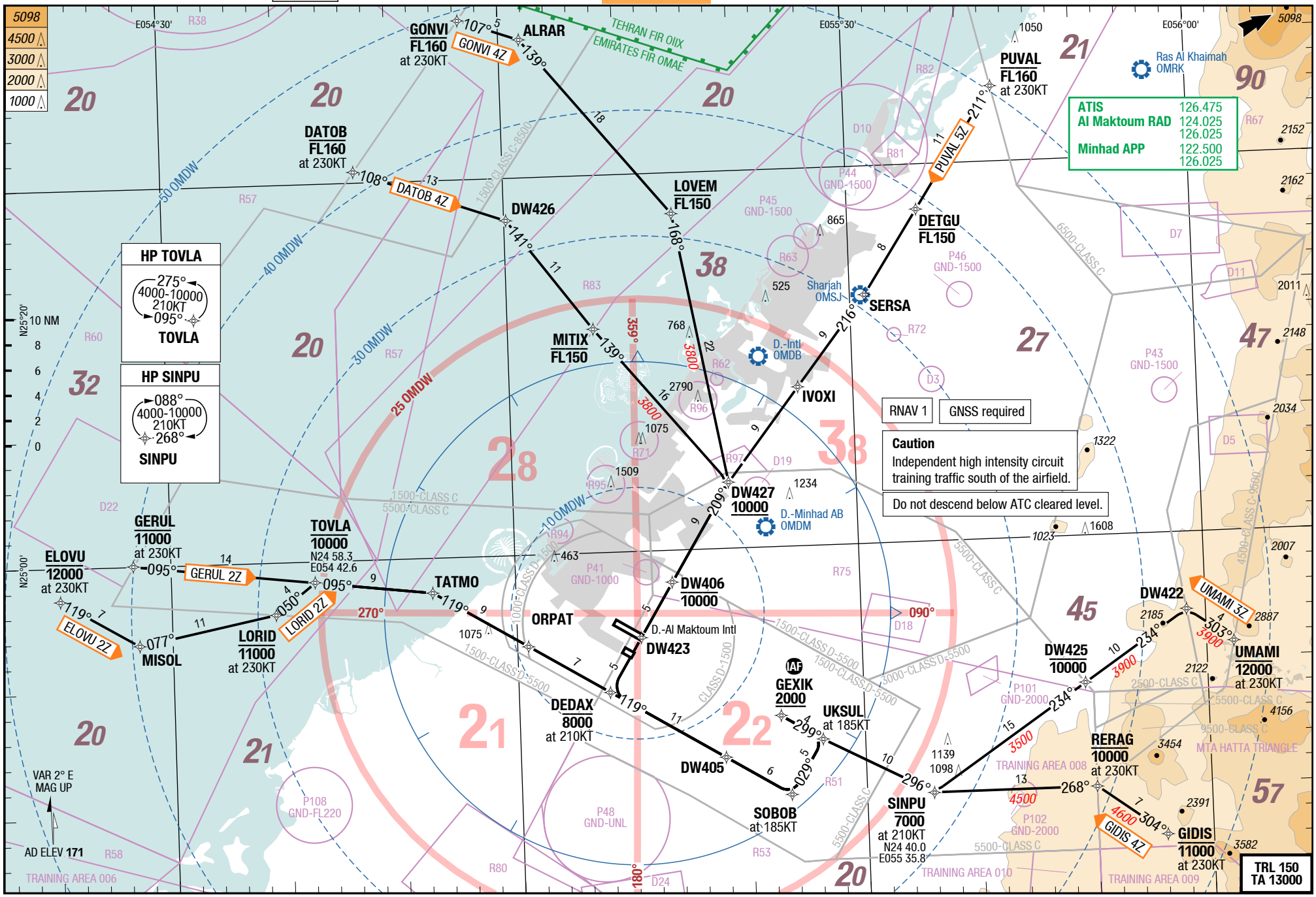
DESIGNATOR	ROUTING	ALTITUDES
	Runway 30	
NOLSU 3L 5.0% to 8000 **121.025** ①	RW30 - KIRUK - DW552 - DW465 [K220-] - DW423 - DW466 - IMGIL - ULADO - DW474 - DW475 - NOLSU	KIRUK MNM **2000** DW552 MNM **3000** DW465 MNM **4000** DW466 MNM **7000** IMGIL MNM **10000** ULADO MNM **11000** DW475 MNM **12000** NOLSU MNM **FL150** Initial climb **3000**
RIDAP 3L 5.0% to 8000 **121.025** ①	RW30 - KIRUK - XARTA [K220-] - ORGUR - LOPAP - IVILI - KIXOG - RIDAP	KIRUK MNM **2000** Initial climb **3000**
SENPA 3L 5.0% to 8000 **121.025** ①	RW30 - KIRUK - XARTA [K220-] - ORGUR - LOPAP - IVILI - SENPA	KIRUK MNM **2000** Initial climb **3000**

① If unable to comply with climd gradient, advise ATC at start-up.

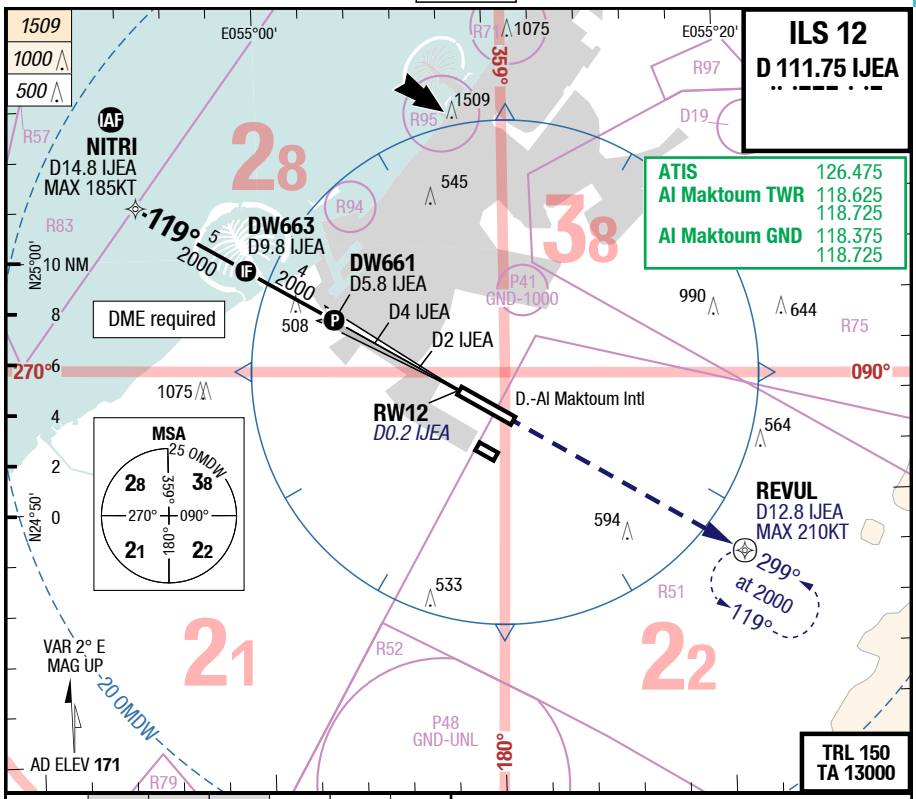
Changes: ALT, PROC, WPT , PROC renumbered



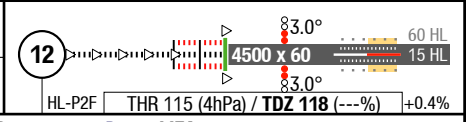
Changes: Speed RESTR, ALT, PROC renumbered, HLDG

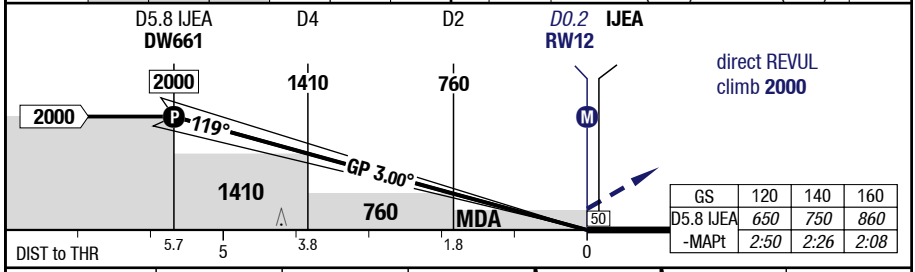


Changes: Speed RESTR, ALT, PROC renumbered, HLDG



LOC 3.00° D IJEA				5.8	5	3
				2000	*1730*	*1080*



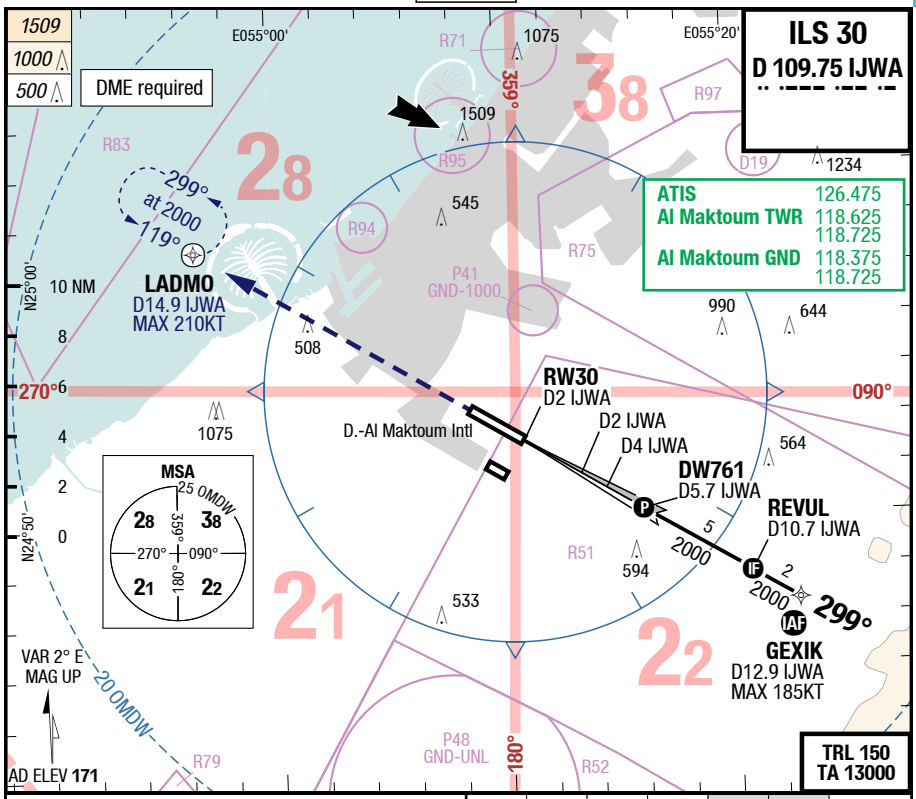


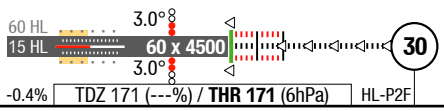
GS	120	140	160
D5.8 IJEA	*650*	*750*	*860*
-MAPt	*2:50*	*2:26*	*2:08*

12		Cat 3b DME	Cat 2 DME ACFT MAX 65/7	Cat 2 DME	Cat 1 DME ACFT MAX 65/7 1) LTS	Cat 1 DME LTS 1)	Circling
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **104** RA	110 - 300R **110** RA	210 - 400 **330**	220 - 450 **340**	Not applicable
D	ft - m/km ft	0 - 75R **Company**	110 - 300R **110** RA 2)	110 - 300R **110** RA 2)	220 - 450 **340**	220 - 450 **340**	Not applicable

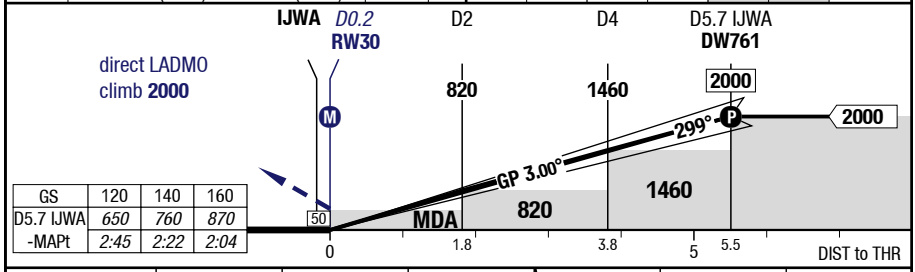
1) With EVS 350m
2) If not conducting autoland RVR 350m required

Changes: MSA, Speed RESTR, ROD





1	3	5	5.7			LOC 3.00° D IJWA
490	1140	1790	2000			



GS	120	140	160
D5.7 IJWA	650	760	870
-MAPt	2:45	2:22	2:04

30		Cat 3b DME	Cat 2 DME ACFT MAX 65/7	Cat 2 DME	Cat 1 DME Ltg 1)	Cat 1 DME 1)	Circling
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **105** RA	120 - 300R **118** RA	200 - 400 **380**	200 - 550 **380**	Not applicable
D	ft - m/km ft	0 - 75R **Company**	120 - 300R **118** RA 2)	120 - 300R **118** RA 2)	200 - 400 **380**	200 - 550 **380**	Not applicable

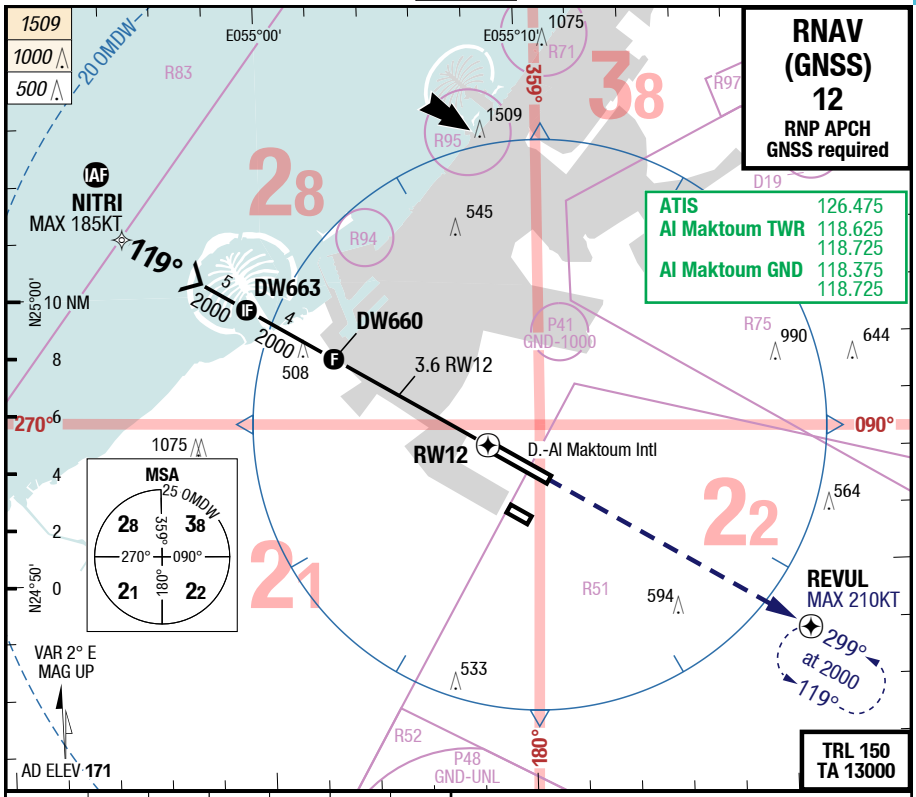
1) With EVS 350m
2) If not conducting autoland RVR 350m required

Changes: Speed RESTR, MSA, SUAs

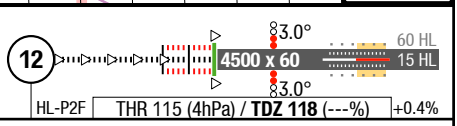
DWC-OMDW

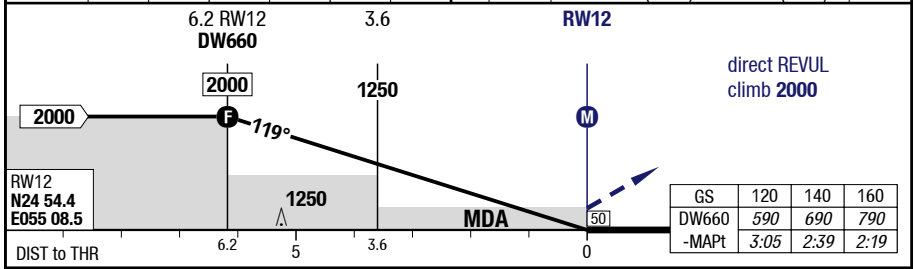
7-30

RNAV (GNSS) 12



2.80° RW12	6.2	6	5	4	3	2
	2000	1950	1650	1360	1060	760





GS	120	140	160
DW660	*590*	*690*	*790*
-MAPt	*3:05*	*2:39*	*2:19*

12		RNAV GNSS VNAV ACFT MAX 65/7 1) 2)	RNAV GNSS VNAV 1) 2) 3)	RNAV GNSS LNAV			Circling
C	ft - m/km ft	370 - 1.0 **480** 3)	370 - 1.0 **490**	410 - 1.2 **520**			Not applicable
D	ft - m/km ft	370 - 1.0 **490** 3)	370 - 1.0 **490**	410 - 1.2 **520**			Not applicable

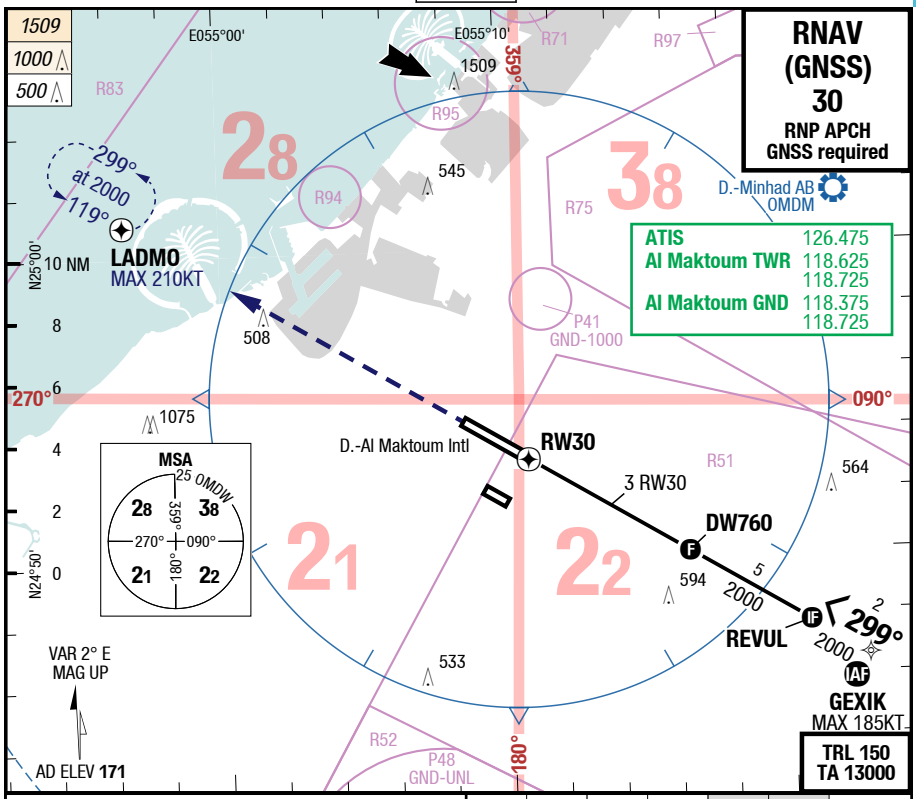
1) Uncompensated BARO VNAV NA below 5°C (41°F)
2) SBAS-VNAV not authorized
3) With EVS 650m

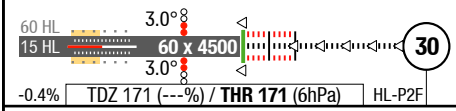
Changes: Speed RESTR, MSA

DWC-OMDW

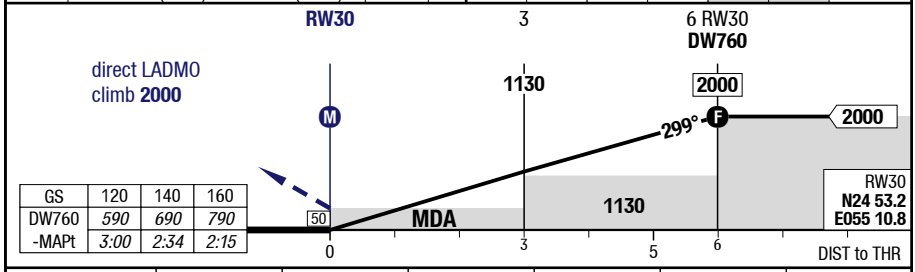
7-40

RNAV (GNSS) 30





2	4	5	6			2.80° RW30
820	1410	1710	2000			



GS	120	140	160
DW760	*590*	*690*	*790*
-MAPt	*3:00*	*2:34*	*2:15*

30		RNAV GNSS VNAV ACFT MAX 65/7 1) 2)	RNAV GNSS VNAV 1) 2) 3)	RNAV GNSS LNAV			Circling
C	ft - m/km ft	260 - 600 **430** 4) 5)	330 - 800 **500**	350 - 900 **520**			Not applicable
D	ft - m/km ft	330 - 800 **500** 3)	330 - 800 **500**	350 - 900 **520**			Not applicable

1) Uncompensated BARO VNAV NA below 5°C (41°F) 2) SBAS-VNAV not authorized 3) With EVS 550m 4) With EVS 400m 5) wo HGS RVR 750m required

Changes: MSA, Speed RESTR, SUAs

DWC-OMDW

7-50

WxMinima Overflow

12		Cat 1 DME ACFT MAX 65/7 1)	Cat 1 DME 1)	LOC DME			
C	ft - m/km ft	210 - 550 **330**	220 - 550 **340**	410 - 1.2 **520**			
D	ft - m/km ft	220 - 550 **340**	220 - 550 **340**	410 - 1.2 **520**			

1) With EVS 350m

30		LOC DME					
C	ft - m/km ft	310 - 750 **480**					
D	ft - m/km ft	310 - 750 **480**					