GENERAL

Operational Hours

ATS Hours / AD ADMIN Hours: H24

Airport Information

RFF: CAT 10
PCN: RWY 12L/30R: 92/F/A/W/T
RWY 12R/30L: 109/F/A/W/T

Operation

Traffic Note
AD may only be listed as an ALTN for ACFT SKED to arrive between 0300-0800, 1000-1500, 2300-0100.

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

Dependent Approach Peak Offloading (D-APO) Procedures RWY 30L/R: See last page.

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

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

Dependent Dual LVO RWY Operation
OPS apply as follows:
- Landings on RWY 30L and TKOF on RWY 30R or
- Landings on RWY 12L and TKOF on RWY 12R
- ILS for the RWY dedicated for TKOF is turned off
- Vacating RWY via TWY M prohibited during CAT II/III OPS

During LVP pilots are required to use CAT II/III HLDG points and TKOF 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

GENERAL

Hot Spots

HOT SPOT LOCATIONS	DESCRIPTION
A	Pilots are to exercise caution when crossing RWY 30R after LDG RWY 30L. ACFT taxiing on L3 for DEP 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 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 M2 without ATC authorization.
B	Pilots are to exercise caution when crossing RWY 12L for DEP RWY 12R.
C	Known Hot Spot with history and a potential of RWY incursions.
D	Pilots are to be alert when given conditional clearances and to positively identify traffic before entering RWY 30R.
E	Pilots are to exercise caution when crossing RWY 30R for DEP RWY 30L. Pilots are to exercise caution when crossing RWY 30L for DEP RWY 30R.
F	Pilots are warned not to confuse TWY M with RWY 12R after crossing RWY 12L via TWY N4 and TWY M5A for DEP RWY 12R. Pilots are warned not to confuse TWY M with RWY 30R after crossing RWY 30L via TWY K10 and TWY M13B or TWY K11 and M14B for DEP RWY 30R.
G	TWY V is used for HEL OPS and is parallel to RWY 30L/12R ACFT OPS. Pilots are to exercise caution and be prepared to receive traffic information from ATC about DEP/ARR HEL in order preclude reaction to possible TCAS RA and TA.

Transponder Operation

ARR ACFT keep transponders switched on and transmit last assigned code until parked on stand. DEP ACFT switch on transponders when commencing push-back or prior taxiing if push-back is not required.

Reduced RWY Separation Minima (RRSM)

RRSM AVBL H24.

When used, TWR will provide traffic information and the following LDG CLR may be issued to an arriving ACFT provided that the following MNM separation distances will exist when crossing the THR:

- Landing following landing: The preceding LDG ACFT will be at least 2500m from THR or will be clear of the RWY in use.
  Landing RRSM will only be applied between two successive ARR provided both ACFT have been instructed to vacate RWY at published Rapid Exit TWY.
- Landing following departure: The preceding departing ACFT will be airborne and/or at least 2500m from THR of the RWY in use.

TKOF CLR may be issued to a departing ACFT commencing its TKOF-roll provided:

- Departure following departure: The preceding ACFT is airborne and at least 2500m from THR of the RWY in use.

GENERAL

TWY Restriction

Taxilane Q width 18m / 59ft.
Taxilane Q AVBL for ACFT up to code letter C.
The western link from TWY Z to TWY K10 / K11 is not AVBL.
TWY K1 between TWYs K and Z: not AVBL at night and during LVP.

Reduced CLR of 7.5m / 25ft applies between code letter E ACFT on taxilane U and A380 on taxilane J.
Reduced CLR of 7.5m / 25ft applies between code letter F ACFT on taxilane J and objects.

Taxi

The taxiing guidance system at OMDB consists of stop bars and selectable segments of green TWY CL lights. The system is designed to provide pilots with visual guidance while taxiing during day and night OPS as well as during periods of low visibility.
ATC will use the phraseology "follow the greens" when issuing a CLR to pilots to taxi along the directional guidance provided by the green TWY CL lights. The controller may use the expression "follow the greens" in a taxi CLR instead of detailing the route to be followed. When instructed to follow the greens by ATC, flight crew are reminded of the extreme importance of maintaining a careful lookout and are at all times responsible for wing-tip CLR. Additionally, the pilot must not taxi if there are no green lights ahead.

Observe surface marking designators provided for intermediate taxi holding positions and stop bars. Some intermediate holding positions and stop bars are provided without separate signs.

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

MAX speed 15KT on taxilanes J, J1, J2, J3, U, W, Y and Z.

Due to general service road crossing of J, U and proximity of general service roads to APN B and F pilots are required to switch on nose wheel lights while taxiing in these areas. Lights should be switched off prior to entering parking bays to avoid dazzling marshallers and/or ground crew.

Code letter E and F ACFT taxiing from TWY P to TWY N and onto aprons B, C shall have all ENG operating at all times. Do not use more than MNM PWR during turns.

While taxiing on TWY K16, K17 to RWY 30L use MNM PWR due to proximity of APN H.

B747 shall taxi with all ENG operating at all times.

Use MNM PWR when taxiing in vicinity of APN areas to avoid jet blast damage.

Parallel TWYs K, Z, J and U are linked to each other through designated TWYs referred to as crossover TWYs: TWYs Z2-Z16 and TWYs U1-U6. Use Crossover TWY only when authorized by ATC. When taxiing onto stands after ARR, the turn should be made directly from the outer parallel TWY unless ATC authorizes the use of the crossover TWYs.

Parking

Code letter D, E, F ACFTs which have stopped while entering stand and breakaway thrust would be required to complete the maneuver must hold position and call ATC for assistance.

Turn onto bay when nosewheel is approximately in line with bay CL. Keep flight deck over convex curve of the turn-on guidance line on fore side of the bay number from direction of APCH using approximately 40°-45° of nosewheel steering angle.

To maintain safe wingtip CLR, do not cut corner on bay CL.

Broken turn-on lines are for MD10 and L1011, solid turn-on lines for B747 and all other ACFT.

Follow-me vehicle will be provided for all non-standard parkings.

VDGS, on Concourse D, should be approached at MAX speed of 3KT. MAX speed of 2KT for code letter C ACFT.

GENERAL

Engine Run-up Areas: At least 30min before start-up, prior request mandatory on +971 (0)4 216 4080. Engine runs on bays only permitted at ground idle for MAX 5min.

Warnings

Caution with TWY M: Confusion with both RWYs.

Birds in vicinity of AD. Peak period between early DEC and mid FEB, main activity at SR.

ARRIVAL

Speed

Following speeds are mandatory during APCH:
- 210KT-250KT from CTA entry to downwind
- 180KT-230KT from downwind to base leg
- 160KT-210KT on base leg and closing HDG to final APCH
- 180KT 10NM from touchdown
- 160KT 4NM from touchdown

Advise ATC immediately if unable to comply ATC speed restrictions.

Communication

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

Advise if full RWY length is required, and if unable to participate on RRSM procedures.

When changing from DUBAI ARR to DUBAI DIRECTOR state only call sign to avoid FREQ congestion.

ACFT commencing a descent in accordance with ATC instruction must immediately advise ATC if their rate of descent during the level change will be less than 500ft per minute.

COM Failure: Call Dubai APCH on +971 4 813 3579.

Arrival Procedure

Arrival Notes

Between 0000-0259 and 1800-2200, plan ARR (using nominal HLDG time of 8min) at coordinated slot time (STA).

Pilots are reminded (due to a number of incidents):
- To plan their exit points prior to LDG.
- Vacate the RWY expeditiously until the entire ACFT is clear of the RWY holding point.
- Do not stop or reduce speed to less than normal taxi speed prior to crossing the RWY holding PSN.
- Remain on TWR FREQ until instructed otherwise.

ARRIVAL

Minimum Runway Occupancy Time (MROT)
Ensure standard MROT procedures and in addition;
Expect to vacate RWY via the following RETs:
- RWY 12L - TWY M7A, TWY M9.
- RWY 12R - TWY K13.
- RWY 30R - TWY M6, TWY M3A.
- RWY 30L - TWY K9, TWY K8.

VFR Traffic Pattern
RWY 12L/R right-hand circuit.

Avoid Zabil Palace on visual APCH RWY downwind leg, south of Dubai town.

RWY 12L/R base leg over the sea, ACFT to be established on final before crossing coast inbound.

Non-Standard GP Intercept Position on
RWY 12R
GP intercept RWY 12R at *308m / 1011ft* after landing threshold.
Remaining DIST beyond GP is *3292m / 10800ft.*

RWY 30R
GP intercept RWY 30R at *308m / 1011ft* after landing threshold.
Remaining DIST beyond GP is *3692m / 12112ft.*

Warnings

RWY 30R: Reconfirm DME/GP INFO and do not confuse with parallel RWY 30L.

ILS GP possible signal fluctuations during CAT I conditions for arriving ACFT on RWY due to taxiing and departing ACFT. Pilots should anticipate possible GP interference and monitor ILS profile, flight display indications and autopilot behaviour during manual or coupled ILS approaches.

Changes: ARR PROC withdrawn

DEPARTURE

Take-off Minima

RWY		12L/30R, 12R/30L	
All ACFT	ft - m/km	0 - 75R	TD, MP and RO required, by reporting more than 150R, MP and RO required.

Speed

MAX IAS 250KT below 10000ft.

Communication

COM Failure

Maintain last assigned HDG and LVL for a period of 3min, proceed according ICAO Standard.
Call Dubai APCH on +971 4 813 3579.

Departure Procedure

Start-up/Push-back

ACFT are expected to start-up during push-back. ACFT wishing to start ENG either before or after push-back must notify ATC.

During departure stay on FREQ until advised otherwise by ATC.

Departing ACFT shall contact DLV 10min prior to start-up and report:
- ACFT callsign
- ACFT type
- Stand
- Requested FL
- DEST
- Route
- ACFT routing via P574/M318 report crossing LVL for PAPAR / GABKO if below transition ALT.

On initial call report:
- ACFT callsign
- Passing LVL

ACFT starting on stands B9-B12 will be pushed-back and then pulled forward to an ENG start line abeam stand B12. ENG must not be started until ACFT has stopped on ENG start line. If unable inform ATC.

If no push-back is required since ACFT is facing nose out, notify Dubai Delivery on first contact.

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

ACFT being push-back on cargo APN are required to face east.

Pilots requiring full length for departure RWY 12R shall advise ATC prior start-up and can expect delays due to runway dependencies.

Remain on TWR FREQ until instructed by TWR.

Minimum Runway Occupancy Time (MROT)

Ensure standard MROT procedures.

DEPARTURE

Intersection TKOF

RWY 30L

TKOF from TWY K9 not AVBL.

RWY 30R

Due to staggered RWY separation procedure the primary RWY 30R entry point is at TWY M14A / N10 intersection. Departure from TWY M15A / N12 intersection or from TWY M15 / N11 intersection may be subject to additional delay and must be REQ from DLV prior to taxi.

RWY 30L

ACFT entering RWY 30L from TWY K18 / M21 intersection must pull forward to TWY K17 / M20 intersection PSN before commencing TKOF run.

For the purpose of performance calculations the STD DEP points are:

RWY 12R - K5
RWY 12L - M1C / N1C
RWY 30R - M13 / N8A
RWY 30L - K15A / M18A

ATC Slot, Clearance

DCL AVBL ±30min EOBT.

Parallel APCH Separation and Dependent APCH Peak Offloading (D-APO) RROC RWY 30L/R

D-APO Procedure Requirements

During peak arrival periods, in RWY 30 mode operation, RWY 30R will be utilized in mixed mode, combining both DEP and ARR. D-APO will be active:

During VMC

Dual RWY 30L/R OPS is in use with ILS APCH being the preferred type of APCH for RWY 30R

Reduced separation being applied is broatcast on the ARR ATIS.

Landing RWY is assigned not later than 30NM from touchdown, unless otherwise agreed with the pilot.

ATC will allocate and offload light and medium wake category ACFT to RWY 30R and vector ACFT to the final APCH course ensuring that the ARR to the RWY 30R are established 1000ft above ARR to RWY 30L if reduced wake turbulence separation is required on final APCH.

Outside D-APO hours, the pairing of ACFT, including the application of reduced radar and wake turbulence separation minima, may still take place.

During VMC (H24), ATC may apply 2.5NM radar separation between succeeding aircraft and preceding aircraft on the parallel final approach RWY 30L/R, provided that:

Distance-based wake turbulence separation minima is not required for the succeeding ACFT.

ACFT are established on the final approach track within 10NM of the THRs

ACFT are landing on separate RWYs

Reduced separation being applied is broadcast on the ARR ATIS

Expect LDG RWY is assigned not later than 30NM from touchdown.

Visual approaches may be requested by arrivals on final approach. When requesting a visual approach, the pilot must be able to report the preceding aircraft in sight and accept to maintain own separation from that aircraft. 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 aircraft as well as responsibility for wake turbulence avoidance. ATC may initiate a visual approach, provided that the pilot concurs, has the preceding aircraft in sight and accepts to maintain own separation from that aircraft. Whenever deemed necessary, ATC will issue a caution of possible wake turbulence.

Inform ATC if operating ACFT other than in a normal manner.

Parallel APCH Separation and Dependent APCH Peak Offloading (D-APO) RROC RWY 30L/R

Reduced Wake Turbulence Separation

ACFT must follow the glide path for the appropriate APCHs LDG on RWY 30L/R. VMC must exist and visual APCHs on final APCH are available if conditions permit.

Minimum reduced wake turbulence separation between leading and trailing ACFT on the parallel final APCHs RWY 30L/R, shall be applied as follows:

Leading ACFT RWY 30L	Trailing ACFT RWY 30R	Wake Turbulence Separation
Any wake turbulence CAT	Super Heavy or Heavy	No wake turbulence requirement
Heavy	Medium	2.5NM (2.5NM radar separation must be met otherwise 3NM)
Super Heavy	Medium	4.5NM
Medium	Medium	2.5NM MNM radar separation

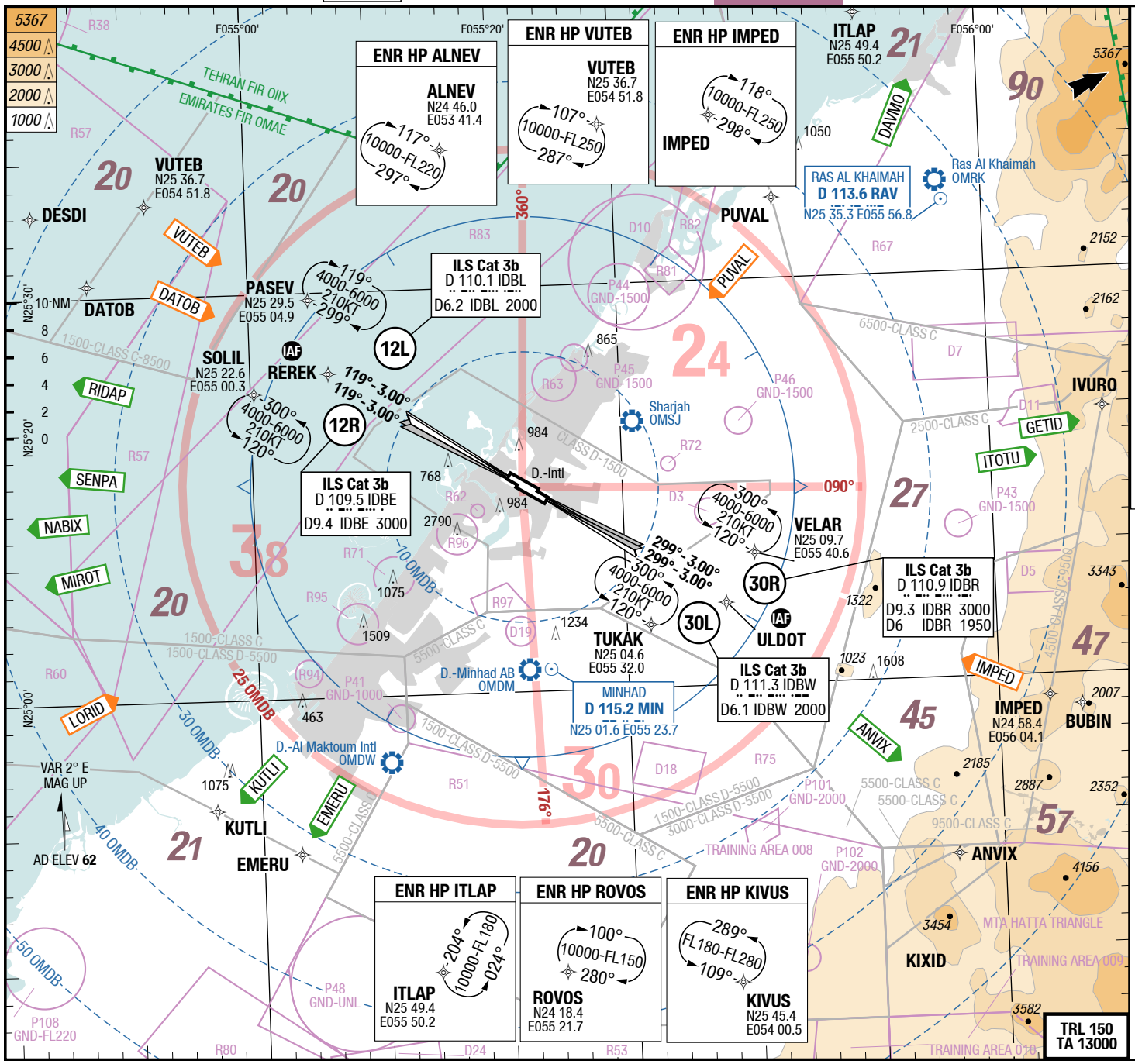
APCH: inform ATC if unable to comply with speed restriction. On first contact report ACFT type, including series, and if applicable SUPER or HEAVY wake turbulence.

DEP: if more separation required, or extra time, advice ATC prior to entering RWY and not on the RWY. ATC may cancel the TKOF CLR if there are unreasonable delay.

Missed Approaches

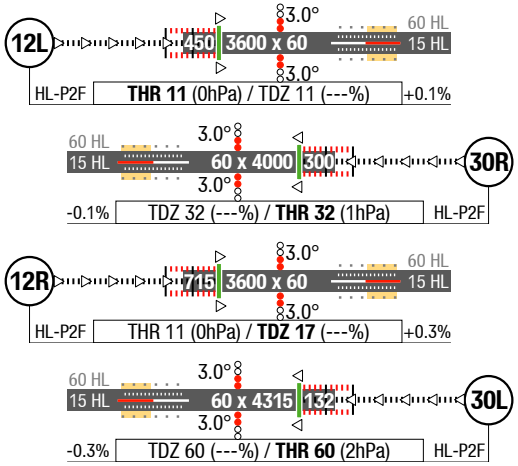
If the spacing reduces below the required separation minima, the trailing ACFT will be issued missed approach instructions by ATC.

If a leading ACFT on RWY 30L APCH executes a go around, then the trailing ACFT on RWY 30R APCH may continue provided the separation to be applied remains.

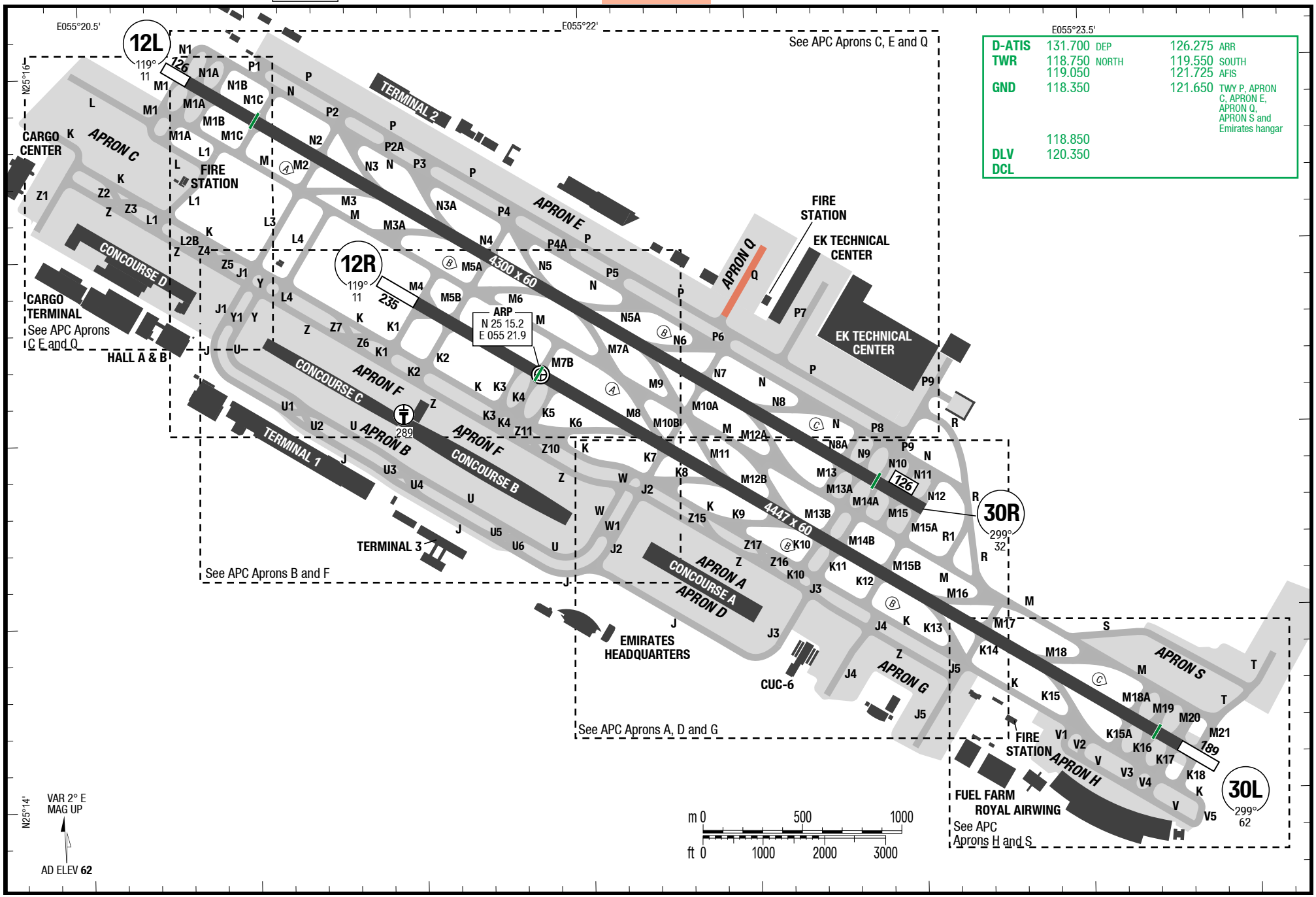


D-ATIS	131.700	DEP
	126.275	ARR
ARR	124.450	N
	120.250	N
	124.900	S
	120.250	S
Minhad APP	122.500	
	126.025	
Al Maktoum RAD	124.025	
	126.025	
DIR	127.900	O/R
DEP	126.200	N
	120.250	N
	121.025	S
	126.025	S
TWR	118.750	NORTH
	119.550	SOUTH
	119.050	
	121.725	AFIS
GND	118.350	
	121.650	TWY P, APRON C, APRON E, APRON Q, APRON S and Emirates hangar
	118.850	
DLV	120.350	
DCL		

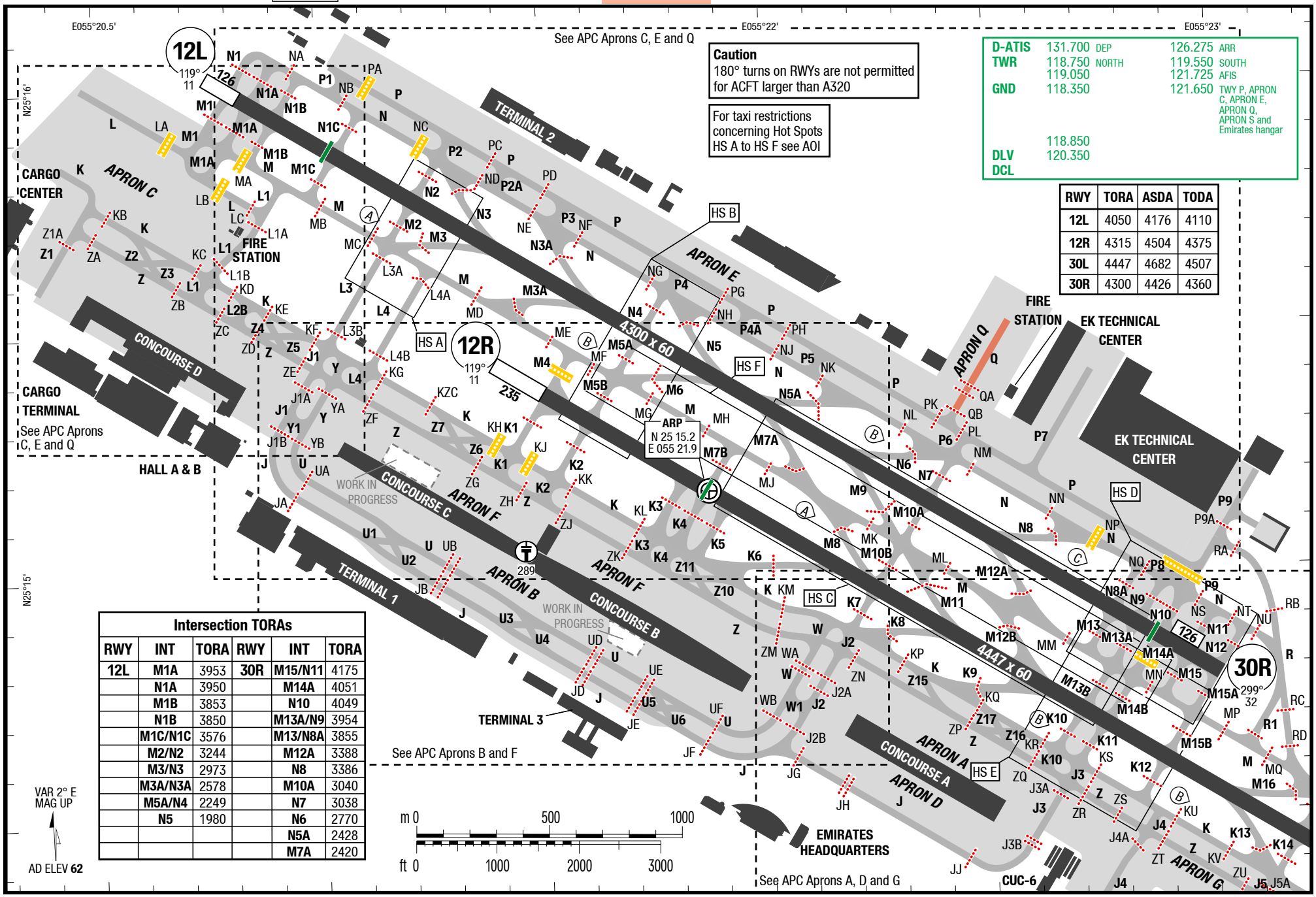
Landing RWY system:



Changes: OBST, HLDG



Changes: Nil



Changes: WIP, HLDG POS

United Arab Emirates **Dubai** Dubai Intl — AGC

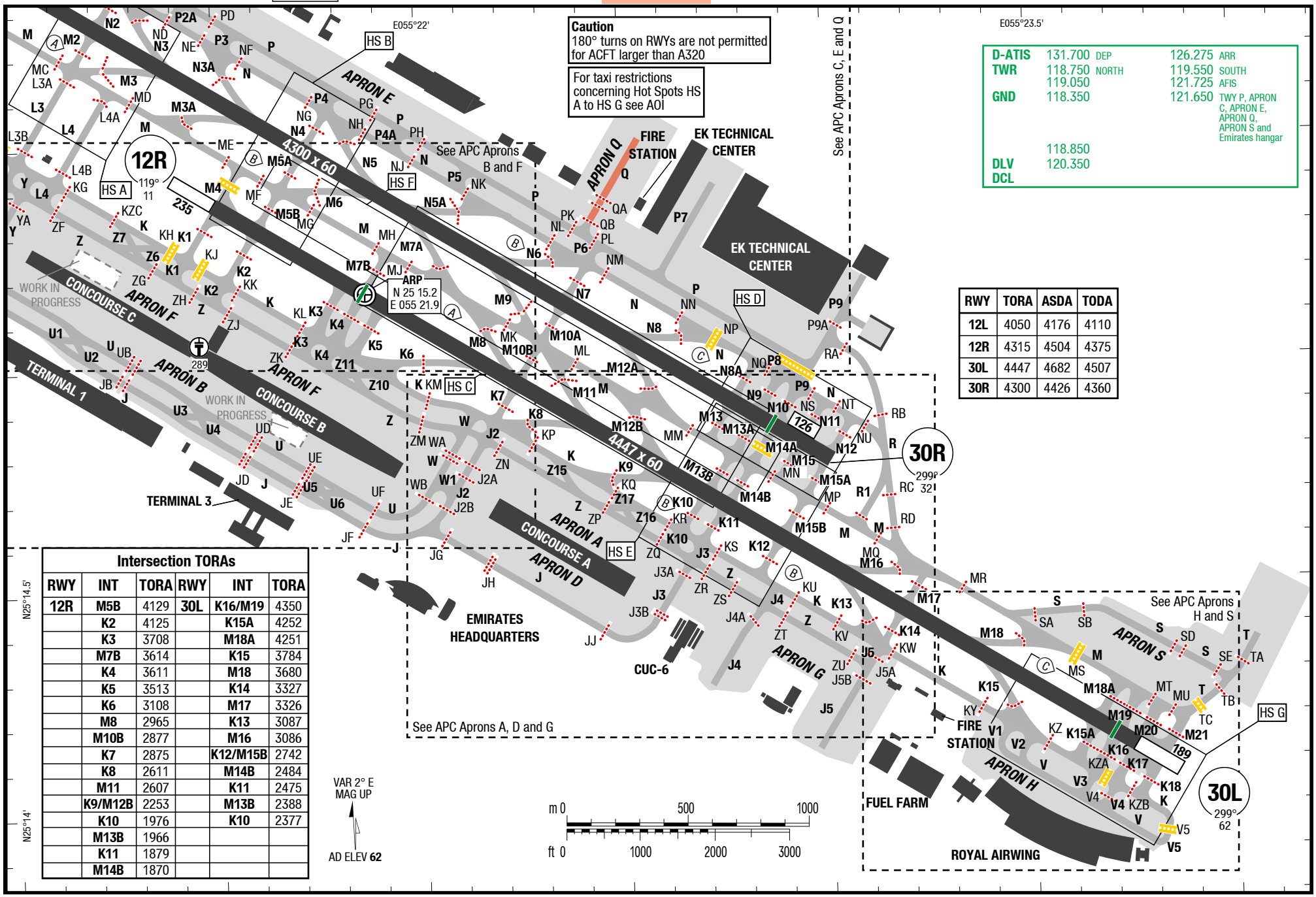
DXB-OMDB

3-40

AGC RWY 12R/30L

Dubai Intl **Dubai** United Arab Emirates — AGC

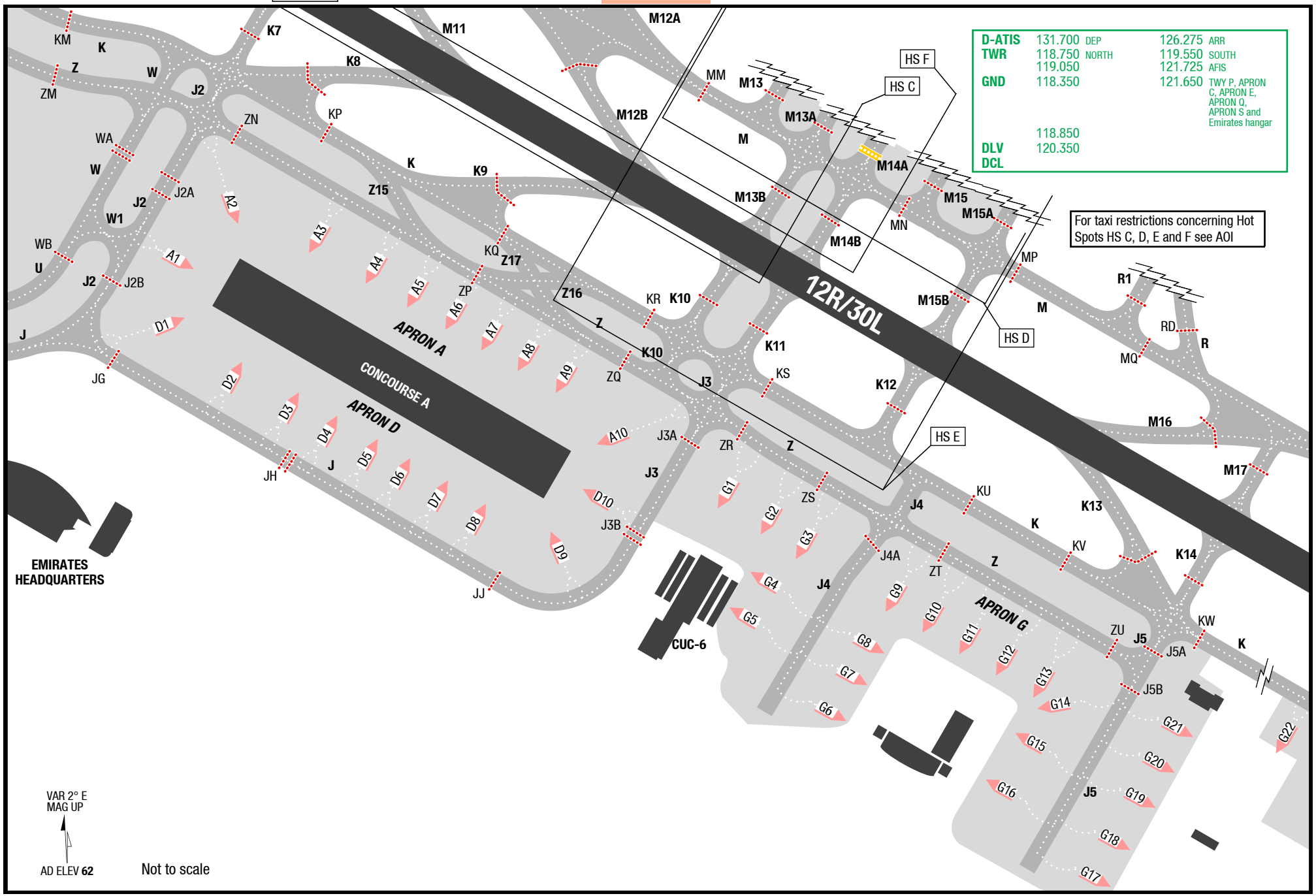
AGC RWY 12R/30L



Intersection TORAs

RWY	INT	TORA	RWY	INT	TORA
12R	M5B	4129	30L	K16/M19	4350
	K2	4125		K15A	4252
	K3	3708		M18A	4251
	M7B	3614		K15	3784
	K4	3611		M18	3680
	K5	3513		K14	3327
	K6	3108		M17	3326
	M8	2965		K13	3087
	M10B	2877		M16	3086
	K7	2875		K12/M15B	2742
	K8	2611		M14B	2484
	M11	2607		K11	2475
	K9/M12B	2253		M13B	2388
	K10	1976		K10	2377
	M13B	1966			
	K11	1879			
	M14B	1870			

Changes: WIP, HLDG POS

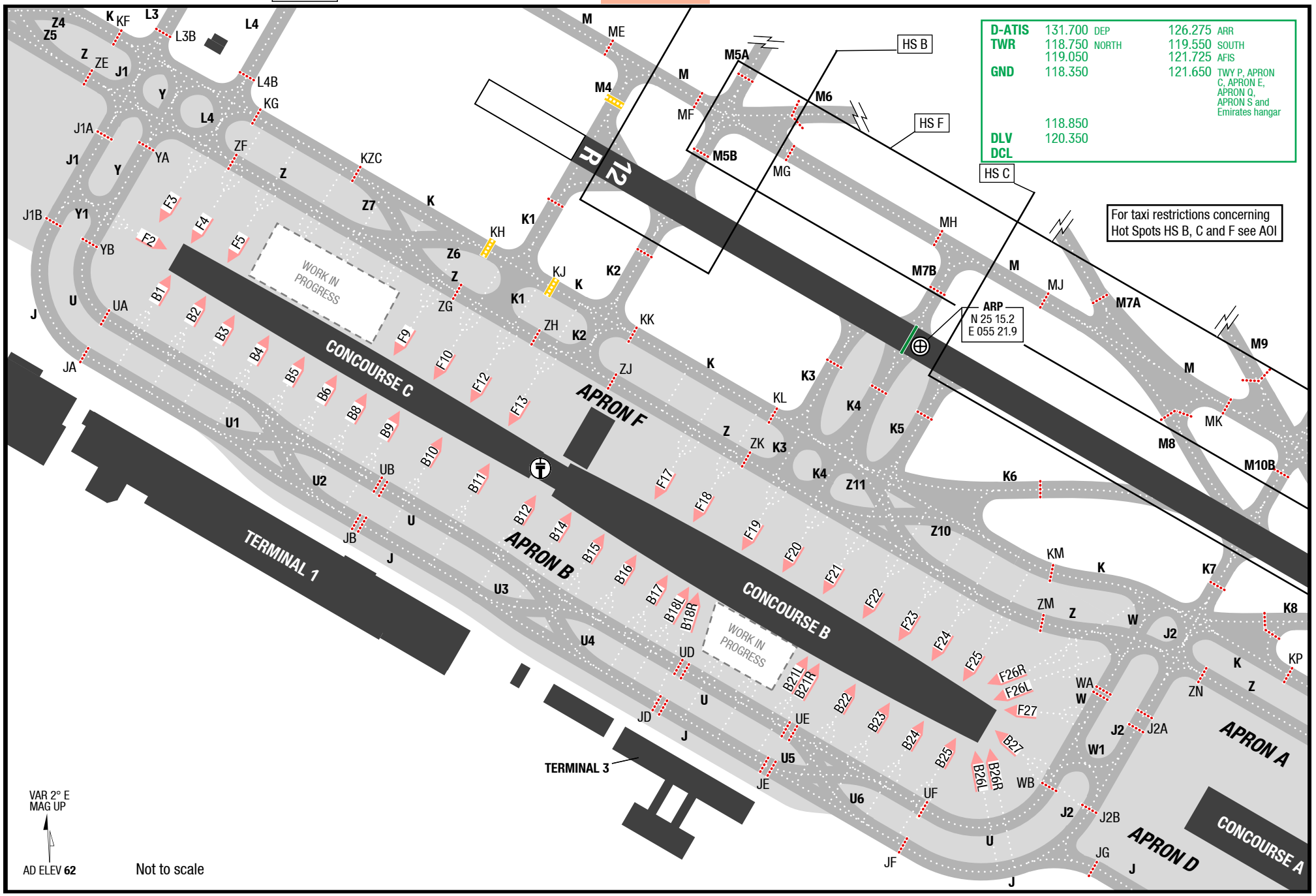

D-ATIS 131.700 DEP 126.275 ARR
TWR 118.750 NORTH 119.550 SOUTH
119.050 121.725 AFIS
GND 118.350 121.650 TWY P, APRON C, APRON E, APRON Q, APRON S and Emirates hangar
118.850
DLV 120.350
DCL
For taxi restrictions concerning Hot Spots HS C, D, E and F see AOI
12R/30L
APRON A
CONCOURSE A
APRON D
APRON G
CUC-6
EMIRATES HEADQUARTERS
HS C
HS D
HS E
HS F
VAR 2° E MAG UP
AD ELEV 62
Not to scale

DXB-OMDB

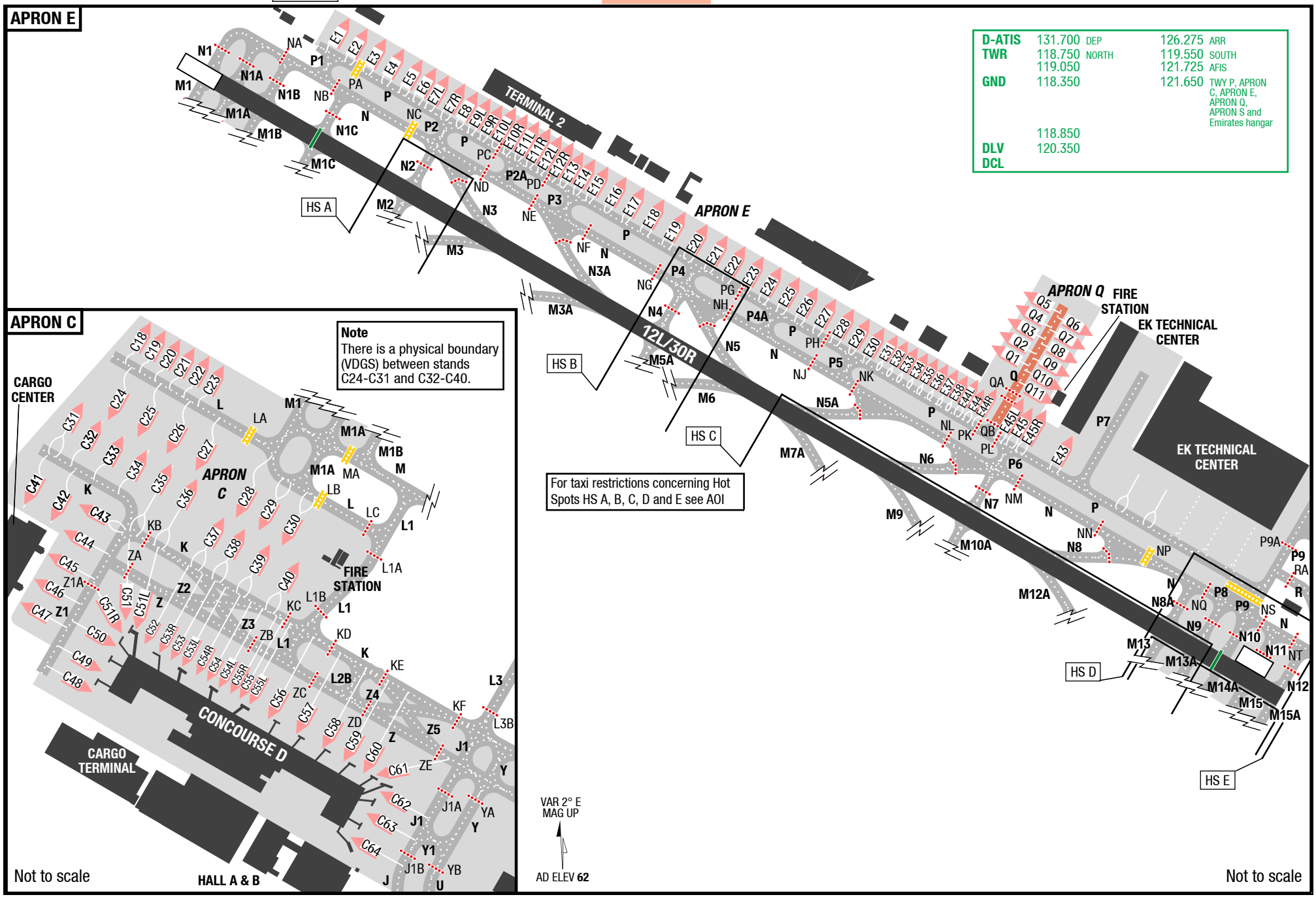
3-60

APC Aprons B and F

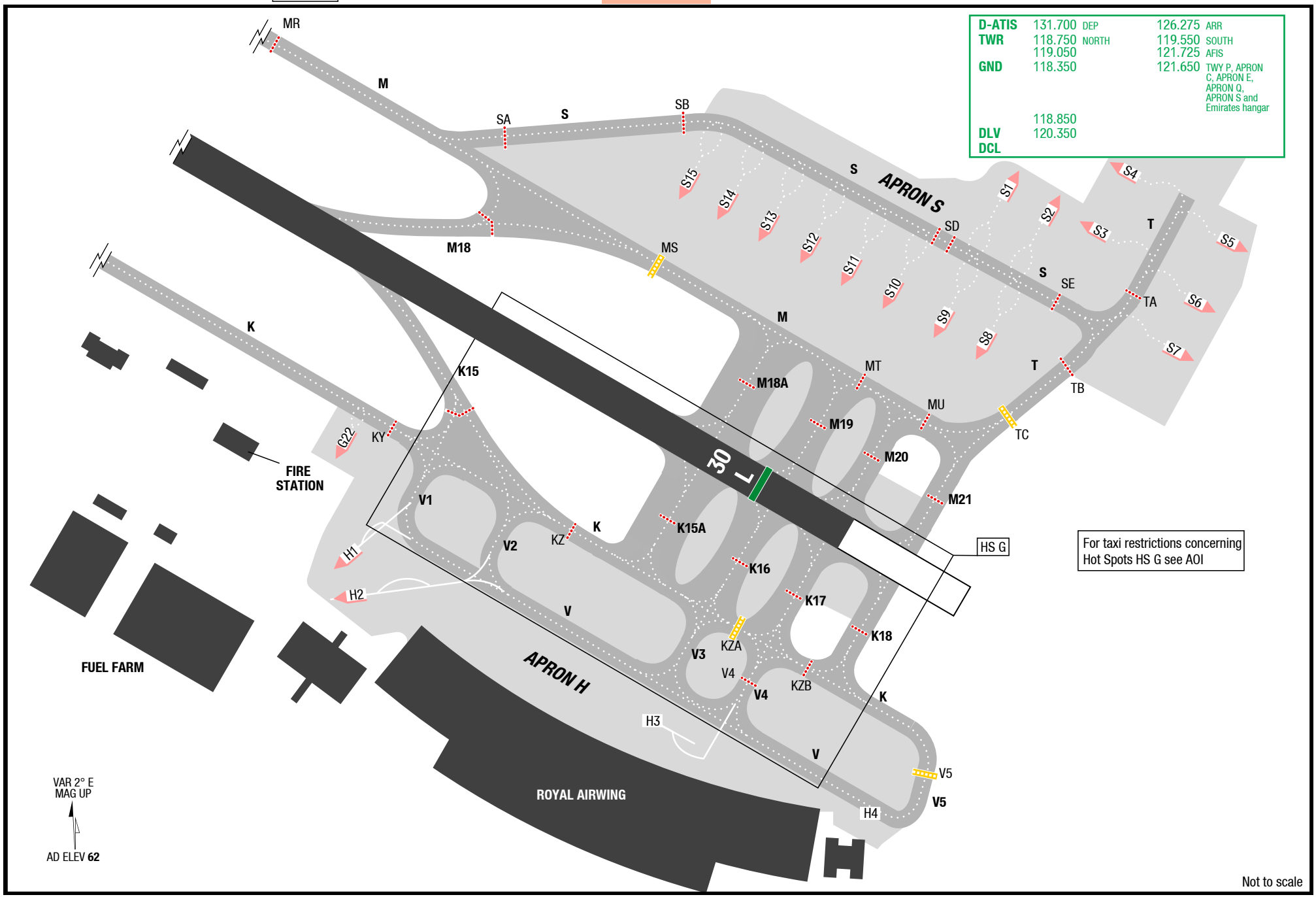
APC Aprons B and F



Changes: WIP, Parking Stands



Changes: HLDG POS



Changes: Nil

Stand Coordinates

A1-A3	N25 14.7 E055 22.2	**C58**	N25 15.5 E055 20.8	**F26L/R, F27**	N25 14.8 E055 22.0
A4	N25 14.7 E055 22.3	**C59, C60**	N25 15.4 E055 20.8	**G1**	N25 14.5 E055 22.7 *
A5	N25 14.6 E055 22.3	**C61, C62**	N25 15.4 E055 20.9	**G2-G5**	N25 14.4 E055 22.7
A6, A7	N25 14.6 E055 22.4	**C63**	N25 15.4 E055 20.8	**G6-G8**	N25 14.3 E055 22.8
A8	N25 14.6 E055 22.5	**C64**	N25 15.3 E055 20.8	**G9**	N25 14.4 E055 22.8
A9, A10	N25 14.5 E055 22.5	**D1**	N25 14.7 E055 22.1	**G10-G12**	N25 14.3 E055 22.9 *
B1	N25 15.2 E055 21.0	**D2,D3**	N25 14.6 E055 22.2	**G13**	N25 14.3 E055 23.0 *
B2-B4	N25 15.2 E055 21.1	**D4, D5**	N25 14.6 E055 22.3	**G14**	N25 14.3 E055 23.0
B5	N25 15.2 E055 21.2	**D6, D7**	N25 14.5 E055 22.4	**G15**	N25 14.2 E055 23.0
B6	N25 15.1 E055 21.2	**D8-D10**	N25 14.5 E055 22.5	**G16**	N25 14.2 E055 22.9
B8	N25 15.1 E055 21.3	**E1, E2**	N25 16.1 E055 21.1	**G17**	N25 14.1 E055 23.0
B9, B10	N25 15.1 E055 21.3	**E3**	N25 16.1 E055 21.2	**G18**	N25 14.1 E055 23.1
B11, B12	N25 15.0 E055 21.4	**E4, E5**	N25 16.0 E055 21.2	**G19-G21**	N25 14.2 E055 23.1
B14, B15	N25 15.0 E055 21.5	**E6-E8**	N25 16.0 E055 21.3	**G22, H1**	N25 14.1 E055 23.3
B16	N25 14.9 E055 21.5	**E9L-E10R**	N25 15.9 E055 21.4	**H2**	N25 14.1 E055 23.4
B17-B18R	N25 14.9 E055 21.6	**E11L-E12R**	N25 15.9 E055 21.5	**H3**	N25 14.0 E055 23.6
B19, B20	N25 14.9 E055 21.7	**E13**	N25 15.8 E055 21.5	**H4**	N25 13.9 E055 23.8
B21L, B21R	N25 14.8 E055 21.7	**E14, E15**	N25 15.8 E055 21.6	**Q1, Q2**	N25 15.4 E055 22.4
B22, B23	N25 14.8 E055 21.8	**E16, E17**	N25 15.8 E055 21.7	**Q3-Q5**	N25 15.5 E055 22.5
B24	N25 14.8 E055 21.9	**E18**	N25 15.7 E055 21.7	**Q6**	N25 15.5 E055 22.6
B25-B26R	N25 14.7 E055 21.9	**E19, E20**	N25 15.7 E055 21.8	**Q7**	N25 15.4 E055 22.6
B27	N25 14.8 E055 22.0	**E21**	N25 15.7 E055 21.9	**Q8-Q11**	N25 15.4 E055 22.5
C18, C19	N25 16.0 E055 20.5 *	**E22, E23**	N25 15.6 E055 21.9	**S1**	N25 14.4 E055 23.9
C20-C23	N25 16.0 E055 20.6 *	**E24, E25**	N25 15.6 E055 22.0	**S2, S3**	N25 14.3 E055 24.0
C24, C25	N25 15.9 E055 20.5 *	**E26**	N25 15.6 E055 22.1	**S4**	N25 14.4 E055 24.0
C26, C27	N25 15.9 E055 20.6 *	**E27, E28**	N25 15.5 E055 22.1	**S5**	N25 14.3 E055 24.1
C28, C29	N25 15.8 E055 20.7 *	**E29-E32**	N25 15.5 E055 22.2	**S6, S7**	N25 14.2 E055 24.1
C30	N25 15.7 E055 20.7 *	**E33**	N25 15.5 E055 22.3	**S8, S9**	N25 14.2 E055 23.9
C31, C32	N25 15.9 E055 20.4 *	**E34-E37**	N25 15.4 E055 22.3	**S10, S11**	N25 14.3 E055 23.8
C33, C34	N25 15.9 E055 20.5 *	**E38**	N25 15.4 E055 22.4	**S12-S14**	N25 14.3 E055 23.7
C35	N25 15.9 E055 20.6 *	**E43**	N25 15.3 E055 22.6	**S15**	N25 14.4 E055 23.6
C36, C37	N25 15.8 E055 20.6 *	**E44L-E44R**	N25 15.4 E055 22.4		
C38	N25 15.8 E055 20.7 *	**E45L-E45R**	N25 15.3 E055 22.5		
C39	N25 15.7 E055 20.7	**F2**	N25 15.3 E055 21.0		
C40	N25 15.7 E055 20.7 *	**F3**	N25 15.3 E055 21.0		
C41	N25 15.8 E055 20.3	**F4, F5**	N25 15.3 E055 21.1		
C42-C44	N25 15.8 E055 20.4	**F6-F8**	N25 15.2 E055 21.2		
C45, C46	N25 15.7 E055.20.4	**F9, F10**	N25 15.2 E055 21.3		
C47	N25 15.7 E055 20.3	**F12, F13**	N25 15.1 E055 21.4		
C48	N25 15.5 E055 20.4	**F17, F18**	N25 15.0 E055 21.6		
C49	N25 15.6 E055 20.4	**F19**	N25 15.0 E055 21.7		
C50-C53R	N25 15.6 E055 20.5	**F20**	N25 14.9 E055 21.7		
C53-C54R	N25 15.6 E055 20.6	**F21, F22**	N25 14.9 E055 21.8		
C55, C55R	N25 15.5 E055 20.6	**F23**	N25 14.9 E055 21.9		
C55L-C57	N25 15.5 E055 20.7	**F24, F25**	N25 14.8 E055 21.9		

* Indicate design coordinates. Crew to verify coordinates on the stand identification sign

United Arab Emirates **Dubai** Dubai Intl

Taxi Routes RWY 30L Cat II/III Arrivals

3-110

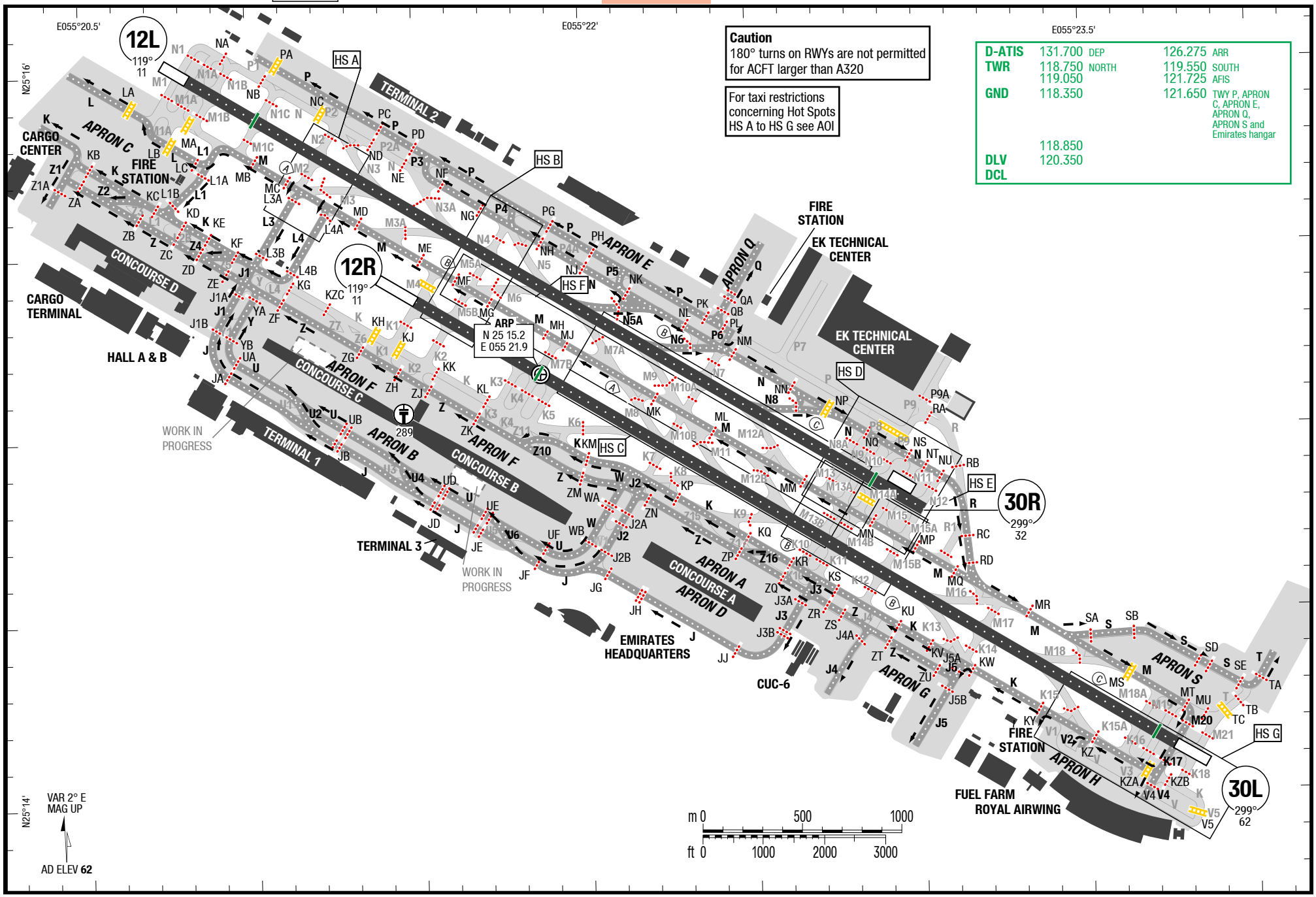
Taxi Routes RWY 12L Cat II/III Arrivals

LVC LVC

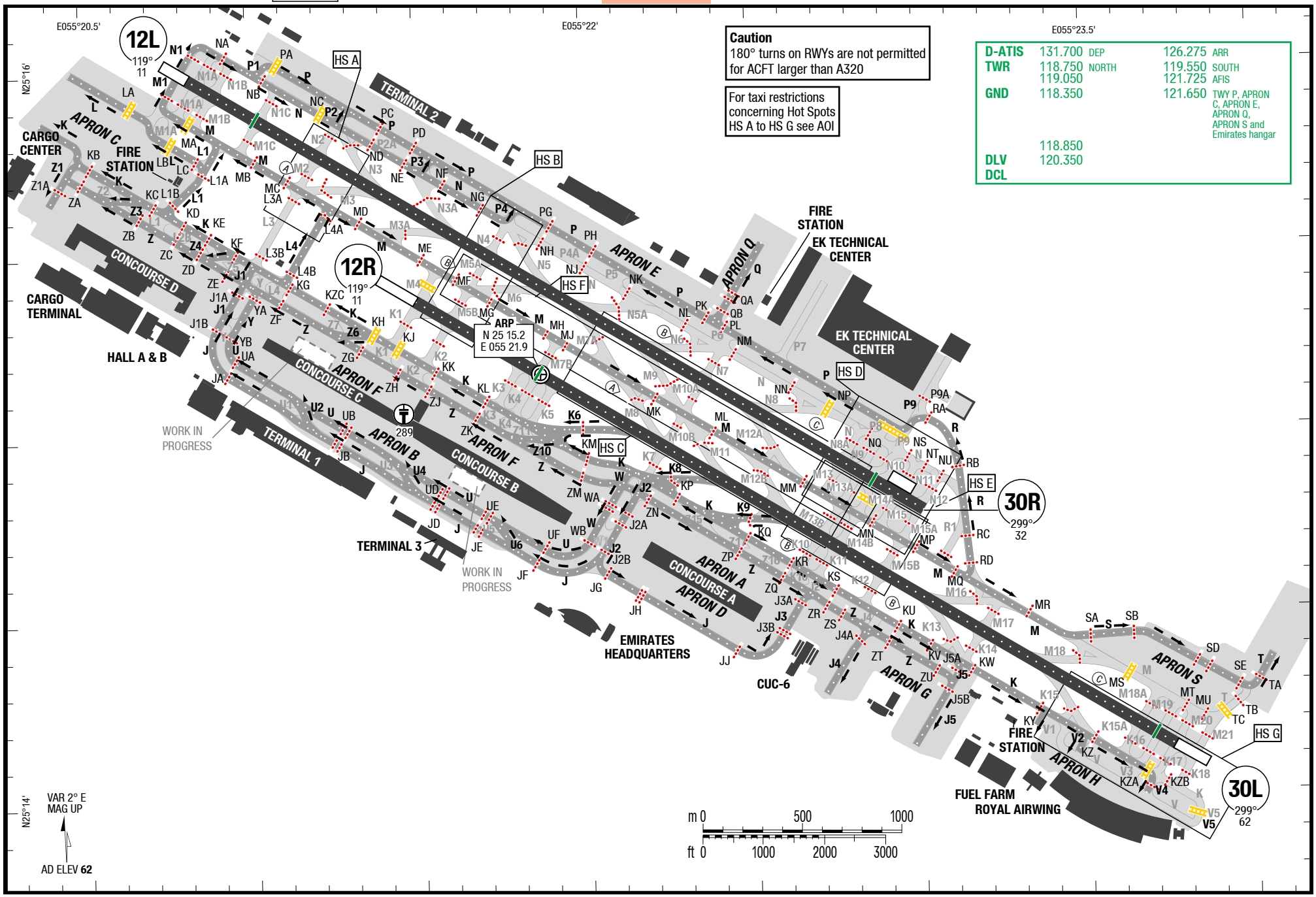
Dubai Intl **Dubai** United Arab Emirates

Taxi Routes RWY 30L Cat II/III Arrivals

Taxi Routes RWY 12L Cat II/III Arrivals



Changes: WIP, HLDG POS



Changes: WIP, HLDG POS

DXB-OMDB

United Arab Emirates **Dubai** Dubai Intl

Taxi Routes RWY 30R Cat II/III Departures

3-130

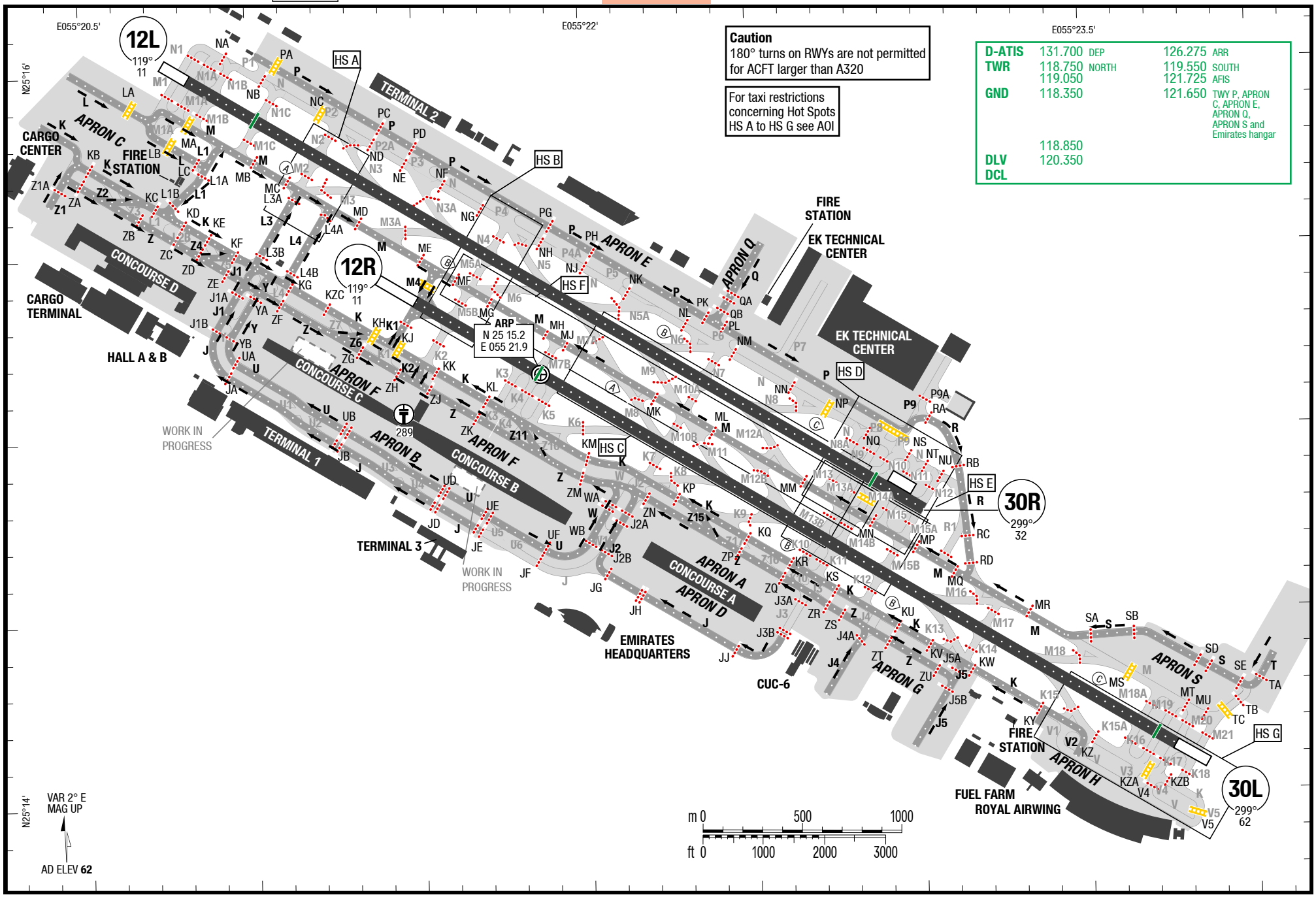
Taxi Routes RWY 12R Cat II/III Departures

LVC LVC

Dubai Intl **Dubai** United Arab Emirates

Taxi Routes RWY 30R Cat II/III Departures

Taxi Routes RWY 12R Cat II/III Departures



Changes: WIP, HLDG POS

DXB-OMDB

United Arab Emirates **Dubai** Dubai Intl

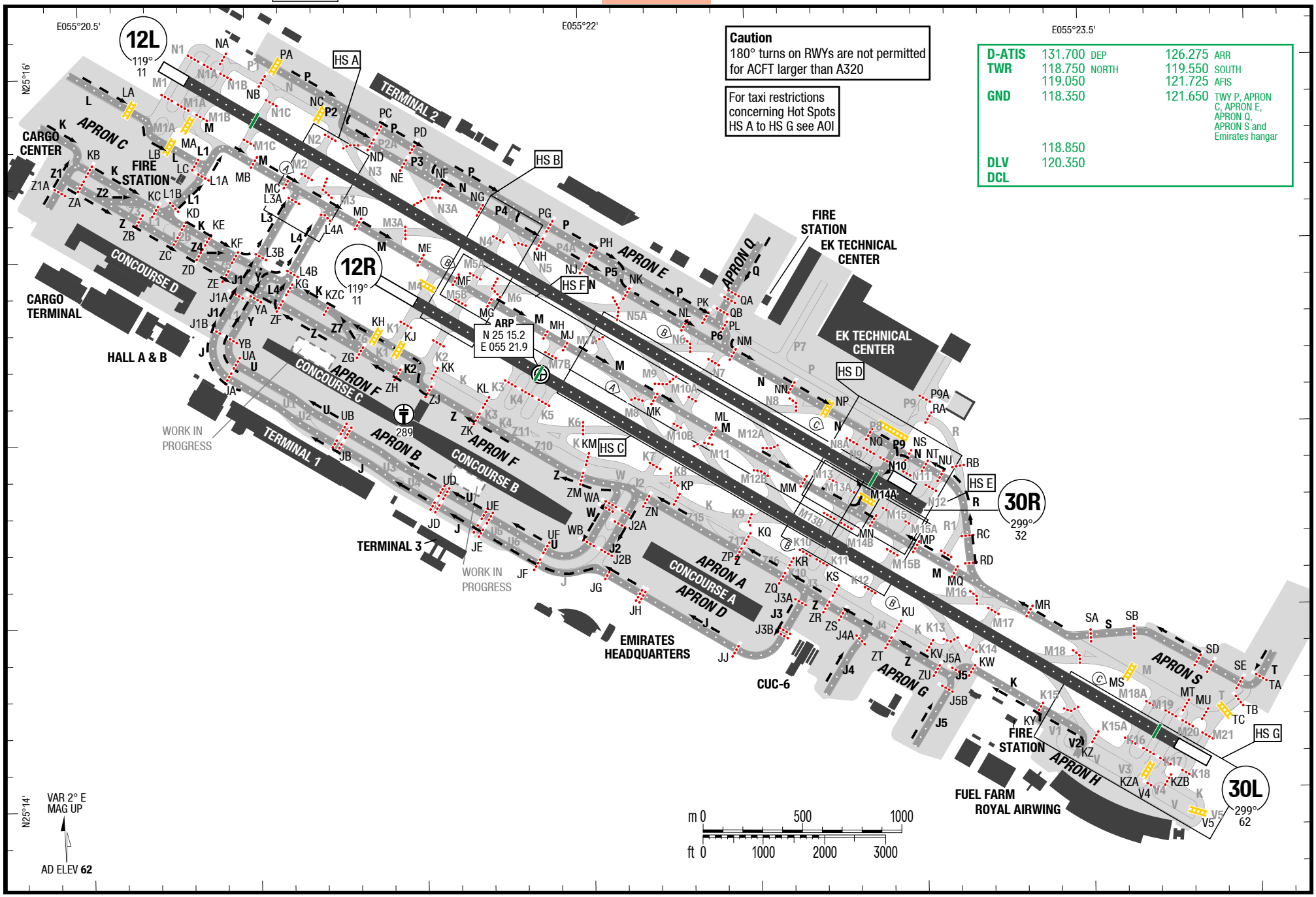
3-140

Taxi Routes RWY 30R Cat II/III Departures

LVC LVC

Dubai Intl **Dubai** United Arab Emirates

Taxi Routes RWY 30R Cat II/III Departures

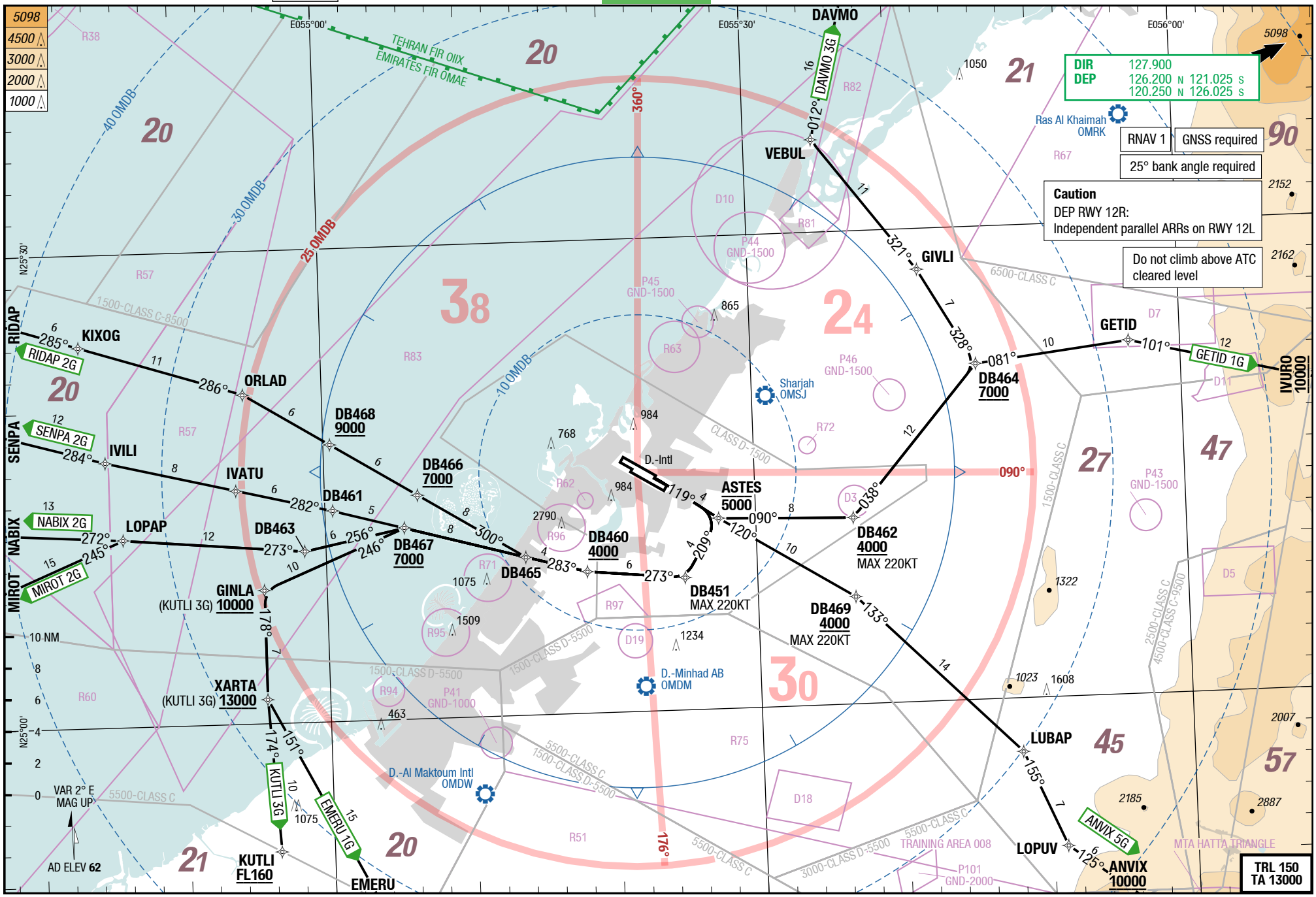


Caution
180° turns on RWYs are not permitted for ACFT larger than A320

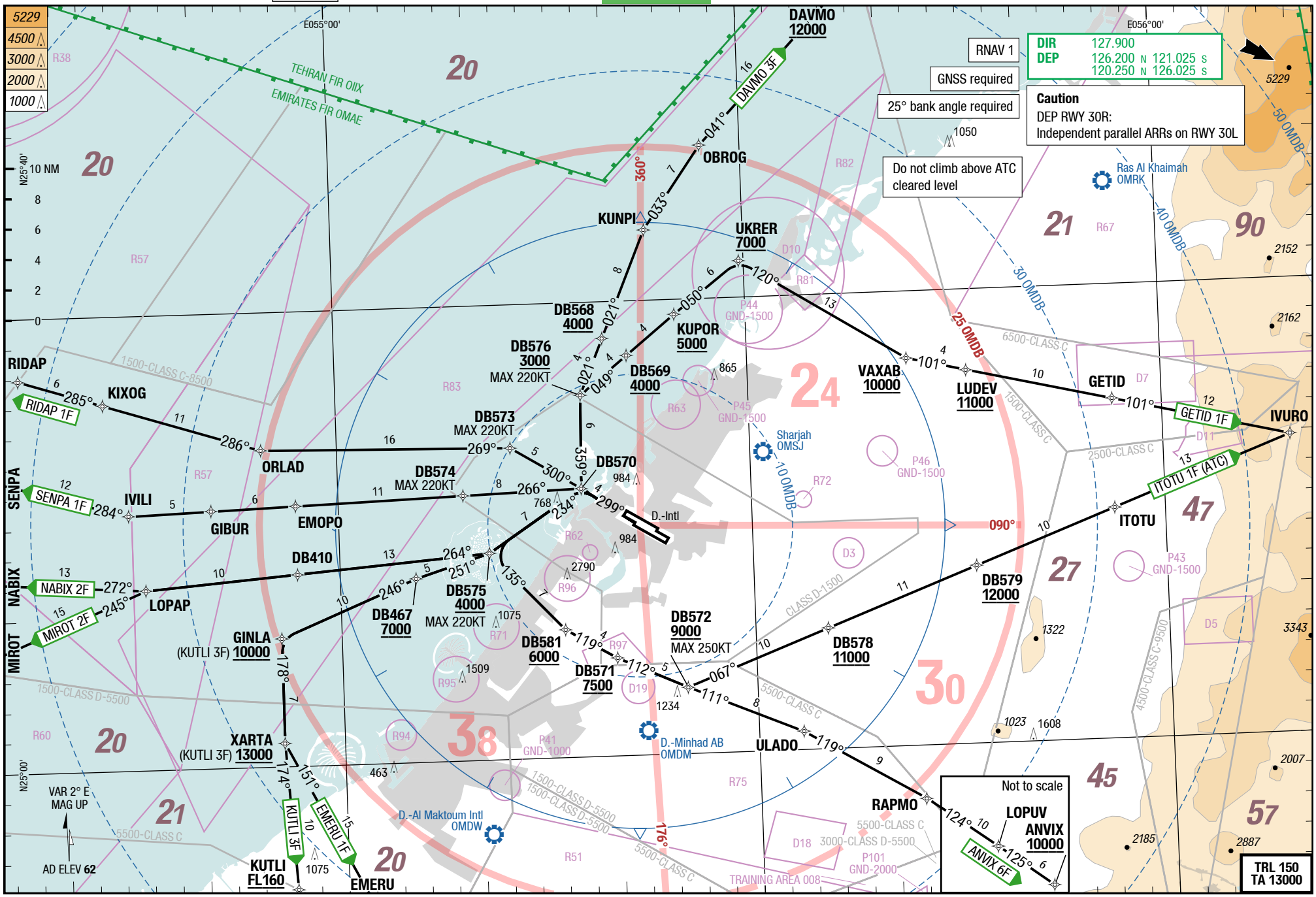
For taxi restrictions concerning Hot Spots HS A to HS G see AOI

D-ATIS	131.700	DEP	126.275	ARR
TWR	118.750	NORTH	119.550	SOUTH
	119.050		121.725	AFIS
GND	118.350		121.650	TWY P, APRON C, APRON E, APRON Q, APRON S and Emirates hangar
	118.850			
DLV	120.350			
DCL				

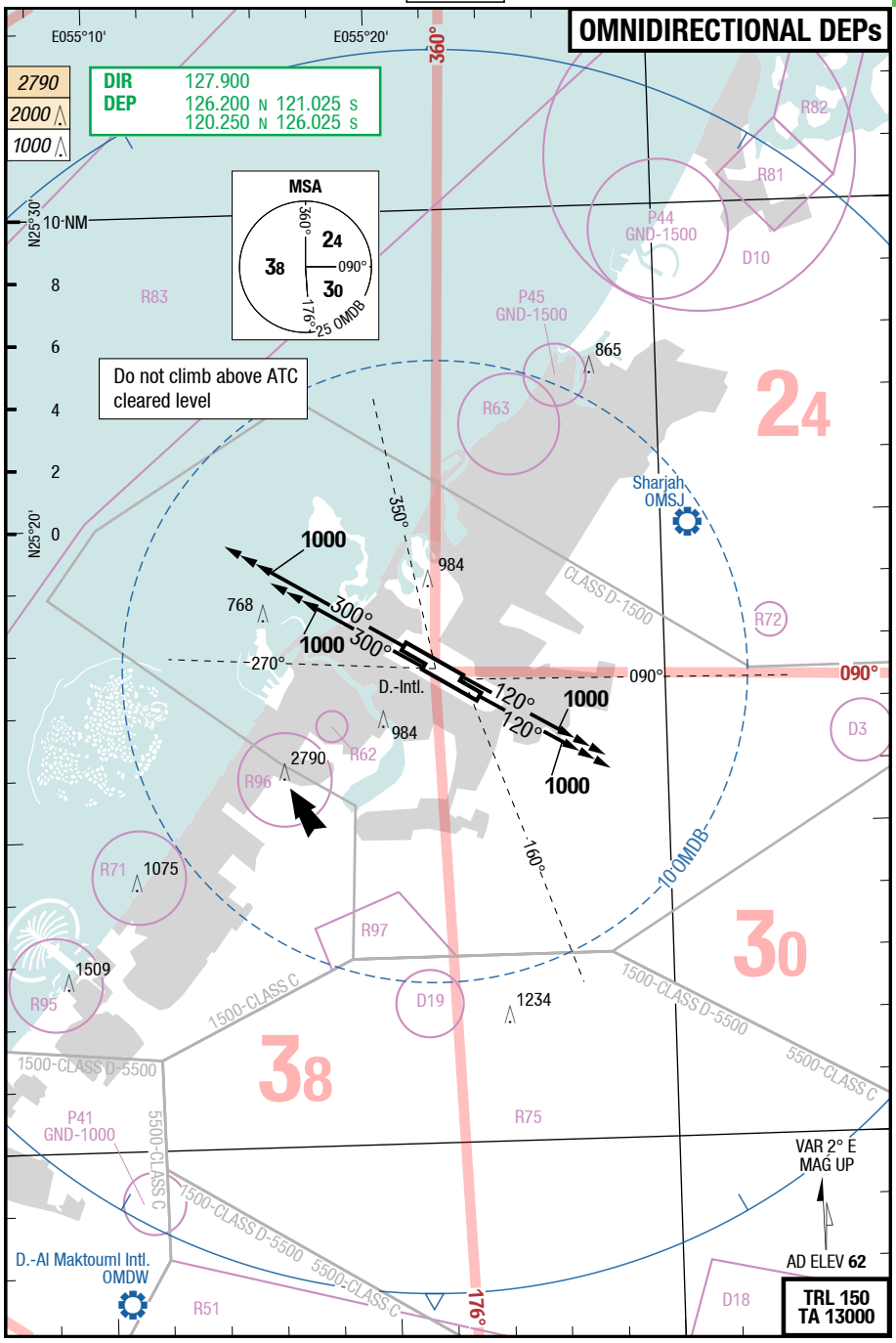
Changes: WIP, HLDG POS



Changes: Track, RWY polygon, OBST



Changes: RWY polygon, PROC



Changes: ASP, MSA, Note, OBST

DXB-OMDB

5-10

RNAV SIDs RWY 12L/R

ANVIX 5G / DAVMO 3G / EMERU 1G / GETID 1G / KUTLI 3G / MIROT 2G

RWYs 12L (119°) / 12R (119°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12L/12R	
ANVIX 5G 5.0% to 8000 **126.200** (N) **121.025** (S) ①②③	119° [A460+] - DCT ASTES - DB469 [K220-] - LUBAP - LOPUV - ANVIX	ASTES MAX **5000** DB469 MNM **4000** ANVIX MNM **10000** Initial climb **4000**
DAVMO 3G 5.0% to 8000 **126.200** (N) **121.025** (S) ①②③	119° [A460+] - DCT ASTES - DB462 [K220-] - DB464 - GIVLI - VEBUL - DAVMO	ASTES MAX **5000** DB462 MNM **4000** DB464 MNM **7000** Initial climb **4000**
EMERU 1G 5.0% to 8000 **126.200** (N) **121.025** (S) ①②③	119° [A460+] - DCT ASTES - DB451 [K220-] - DB460 - DB465 - DB467 - GINLA - XARTA - EMERU	ASTES MAX **5000** DB460 MNM **4000** DB467 MNM **7000** Initial climb **4000**
GETID 1G 5.0% to 8000 **126.200** (N) **121.025** (S) ①②③	119° [A460+] - DCT ASTES - DB462 [K220-] - DB464 - GETID - IVURO	ASTES MAX **5000** DB462 MNM **4000** DB464 MNM **7000** IVURO MNM **10000** Initial climb **4000**
KUTLI 3G 5.0% to 8000 **126.200** (N) **121.025** (S) ①②③	119° [A460+] - DCT ASTES - DB451 [K220-] - DB460 - DB465 - DB467 - GINLA - XARTA - KUTLI	ASTES MAX **5000** DB460 MNM **4000** DB467 MNM **7000** GINLA MNM **10000** XARTA MNM **13000** KUTLI MNM **FL160** Initial climb **4000**
MIROT 2G 5.0% to 8000 **126.200** (N) **121.025** (S) ①②③	119° [A460+] - DCT ASTES - DB451 [K220-] - DB460 - DB465 - DB467 - DB463 - LOPAP - MIROT	ASTES MAX **5000** DB460 MNM **4000** DB467 MNM **7000** Initial climb **4000**

① 25° bank angle required.

② If unable to comply with climb gradient, advise ATC at start-up.

③ During departure stay on FREQ until advised otherwise by ATC.

Changes: PROC, ALT

NABIX 2G / RIDAP 2G / SENPA 2G

RWYs 12L (119°) / 12R (119°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12L/12R	
NABIX 2G 5.0% to 8000 **126.200** (N) **121.025** (S) ①②③	119° [A460+] - DCT ASTES - DB451 [K220-] - DB460 - DB465 - DB467 - DB463 - LOPAP - NABIX	ASTES MAX **5000** DB460 MNM **4000** DB467 MNM **7000** Initial climb **4000**
RIDAP 2G 5.0% to 8000 **126.200** (N) **121.025** (S) ①②③	119° [A460+] - DCT ASTES - DB451 [K220-] - DB460 - DB465 - DB466 - DB468 - ORLAD - KIXOG - RIDAP	ASTES MAX **5000** DB460 MNM **4000** DB466 MNM **7000** DB468 MNM **9000** Initial climb **4000**
SENPA 2G 5.0% to 8000 **126.200** (N) **121.025** (S) ①②③	119° [A460+] - DCT ASTES - DB451 [K220-] - DB460 - DB465 - DB467 - DB461 - IVATU - IVILI - SENPA	ASTES MAX **5000** DB460 MNM **4000** DB467 MNM **7000** Initial climb **4000**

① 25° bank angle required.

② If unable to comply with climb gradient, advise ATC at start-up.

③ During departure stay on FREQ until advised otherwise by ATC.

ANVIX 6F / DAVMO 3F / EMERU 1F / GETID 1F / ITOTU 1F

RWYs 30R (299°) / 30L (299°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 30L/30R	
ANVIX 6F 5.0% to 8000 **126.200** (N) **121.025** (S) ①②③	299° [A460+] - DCT DB570 - DB575 [K220-] - DB581 - DB571 - DB572 [K250-] - ULADO - RAPMO - LOPUV - ANVIX	DB575 MNM **4000** DB581 MNM **6000** DB571 MNM **7500** DB572 MNM **9000** ANVIX MNM **10000** Initial climb **4000**
DAVMO 3F 5.0% to 8000 **126.200** (N) **121.025** (S) ①②③	299° [A460+] - DCT DB570 - DB576 [K220-] - DB568 - KUNPI - OBROG - DAVMO	DB576 MNM **3000** DB568 MNM **4000** DAVMO MNM **12000** Initial climb **4000**
EMERU 1F 7.0% to 8000 **126.200** (N) **121.025** (S) ①②③	299° [A460+] - DCT DB570 - DB575 [K220-] - DB467 - GINLA - XARTA - EMERU	DB575 MNM **4000** DB467 MNM **7000** Initial climb **4000**
GETID 1F 5.0% to 8000 **126.200** (N) **121.025** (S) ①②③	299° [A460+] - DCT DB570 - DB576 [K220-] - DB569 - KUPOR - UKRER - VAXAB - LUDEV - GETID - IVURO	DB576 MNM **3000** DB569 MNM **4000** KUPOR MNM **5000** UKRER MNM **7000** VAXAB MNM **10000** LUDEV MNM **11000** Initial climb **4000**
ITOTU 1F (ATC) 5.0% to 8000 **126.200** (N) **121.025** (S) ①②③	299° [A460+] - DCT DB570 - DB575 [K220-] - DB581 - DB571 - DB572 [K250-] - DB578 - DB579 - ITOTU - IVURO	DB575 MNM **4000** DB581 MNM **6000** DB571 MNM **7500** DB572 MNM **9000** DB578 MNM **11000** DB579 MNM **12000** Initial climb **4000**

① 25° bank angle required.

② If unable to comply with climb gradient, advise ATC at start-up.

③ During departure stay on FREQ until advised otherwise by ATC.

Changes: PROC

KUTLI 3F / MIROT 2F / NABIX 2F / RIDAP 1F / SENPA 1F

RWYs 30R (299°) / 30L (299°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 30L/30R	
KUTLI 3F 7.0% to 8000 **126.200** (N) **121.025** (S) ①②③	299° [A460+] - DCT DB570 - DB575 [K220-] - DB467 - GINLA - XARTA - KUTLI	DB575 MNM **4000** DB467 MNM **7000** GINLA MNM **10000** XARTA MNM **13000** KUTLI MNM **FL160** initial climb **4000**
MIROT 2F 5.0% to 8000 **126.200** (N) **121.025** (S) ①②③	299° [A460+] - DCT DB570 - DB575 [K220-] - DB410 - LOPAP - MIROT	DB575 MNM **4000** initial climb **4000**
NABIX 2F 5.0% to 8000 **126.200** (N) **121.025** (S) ①②③	299° [A460+] - DCT DB570 - DB575 [K220-] - DB410 - LOPAP - NABIX	DB575 MNM **4000** initial climb **4000**
RIDAP 1F 5.0% to 8000 **126.200** (N) **121.025** (S) ①②③	299° [A460+] - DCT DB570 - DB573 [K220-] - ORLAD - KIXOG - RIDAP	 initial climb **4000**
SENPA 1F 5.0% to 8000 **126.200** (N) **121.025** (S) ①②③	299° [A460+] - DCT DB570 - DB574 [K220-] - EMOPO - GIBUR - IVILI - SENPA	 initial climb **4000**

① 25° bank angle required.

② If unable to comply with climb gradient, advise ATC at start-up.

③ During departure stay on FREQ until advised otherwise by ATC.

OMNIDIRECTIONAL DEPARTURES

RWYs 12L/R (119°) / 30L/R (299°)

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

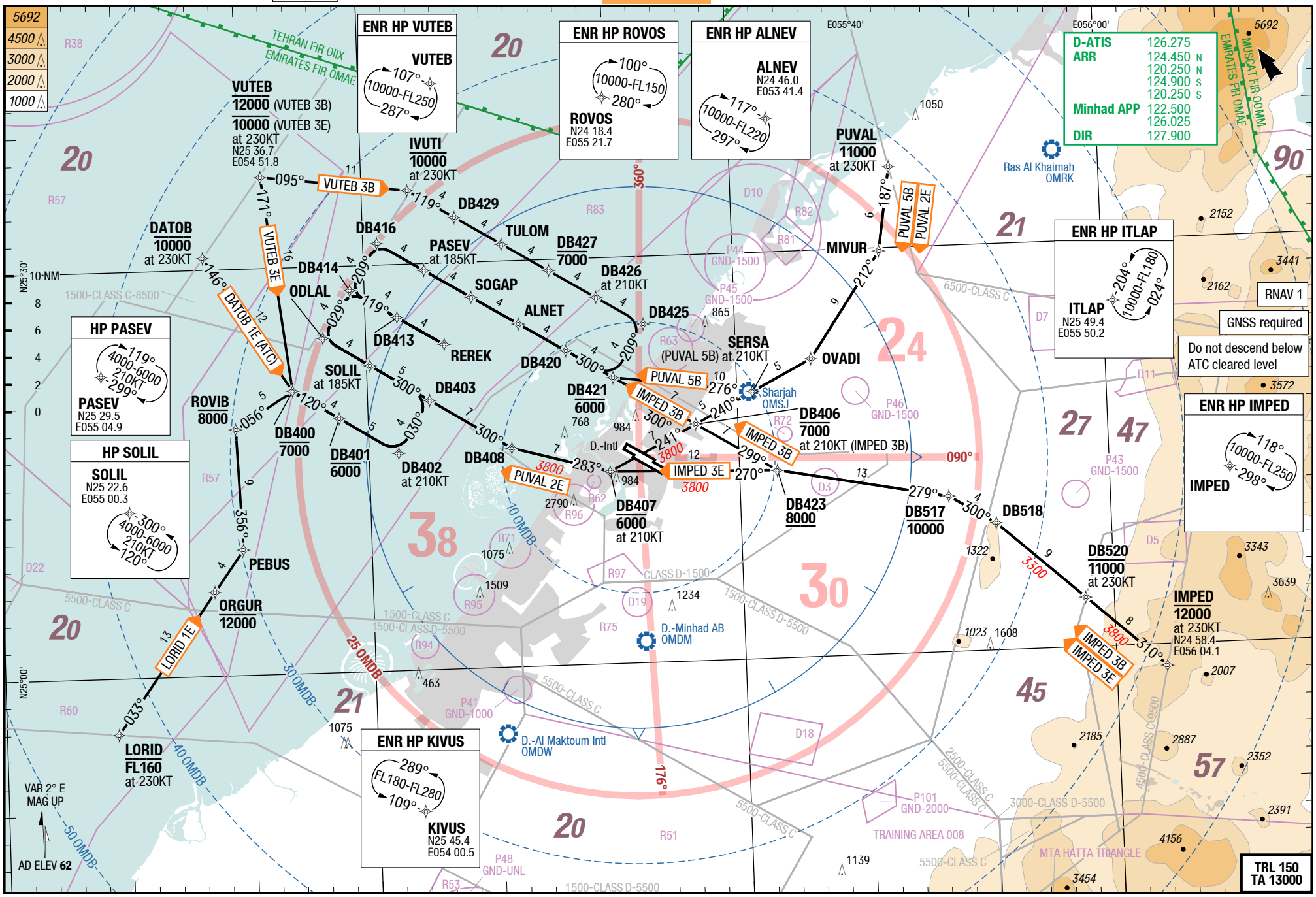
DESIGNATOR	ROUTING	ALTITUDES
	Runway 12L/12R	
OMNIDIRECTIONAL DEPARTURES 5.0% to 8000 **126.200** (N) **121.025** (S)	at **1000** turn to assigned HDG - expect radar vectors	
	Runway 30L/30R	
OMNIDIRECTIONAL DEPARTURES 5.0% to 8000 **126.200** (N) **121.025** (S)	at **1000** turn to assigned HDG - expect radar vectors	

Changes: Climb gradient

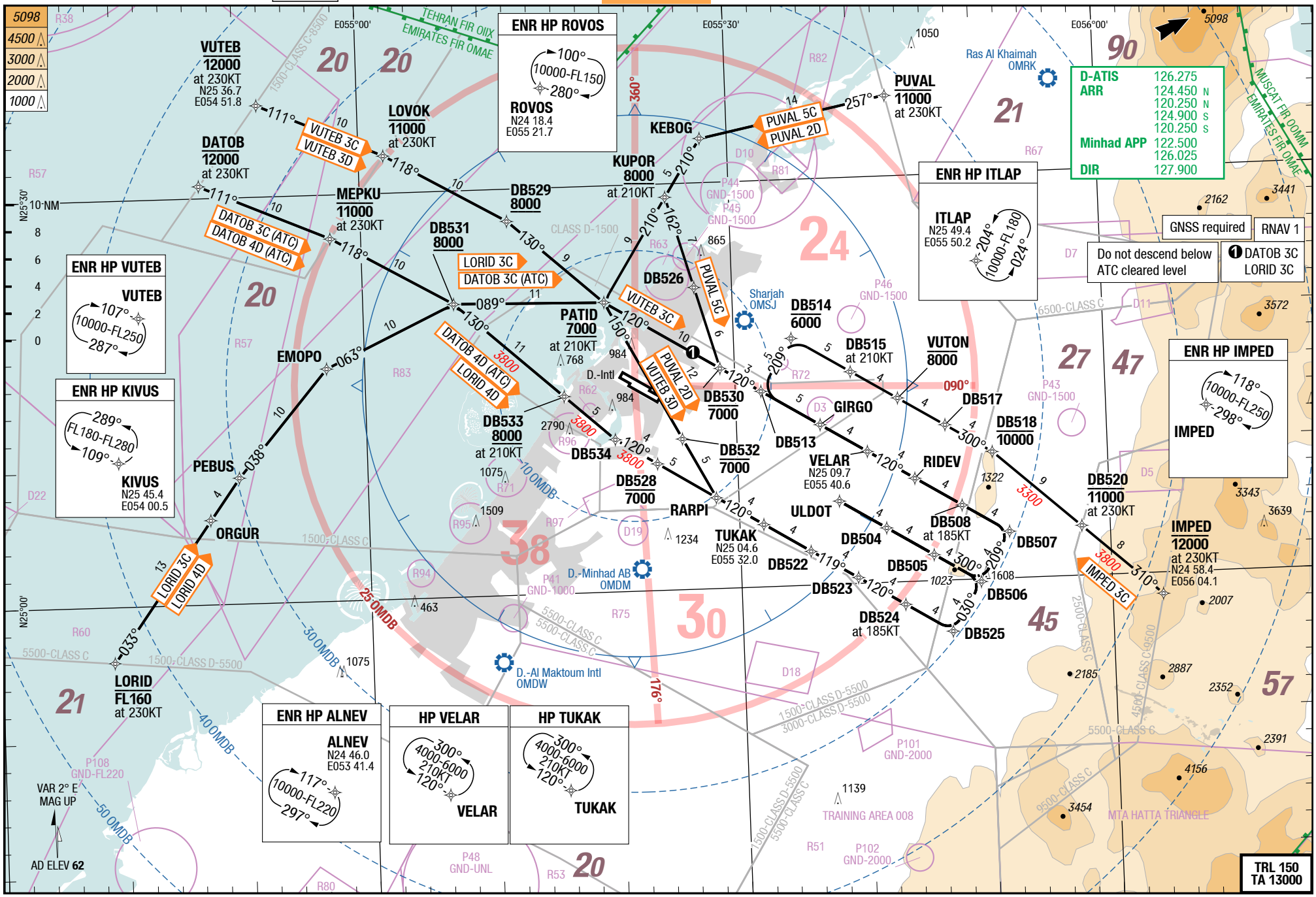
United Arab Emirates **Dubai** Dubai Intl
RNAV STARs RWY 30L/R
RNAV STARs RWY 12L/R

STAR STAR

Dubai Intl **Dubai** United Arab Emirates
RNAV STARs RWY 30L/R
RNAV STARs RWY 12L/R



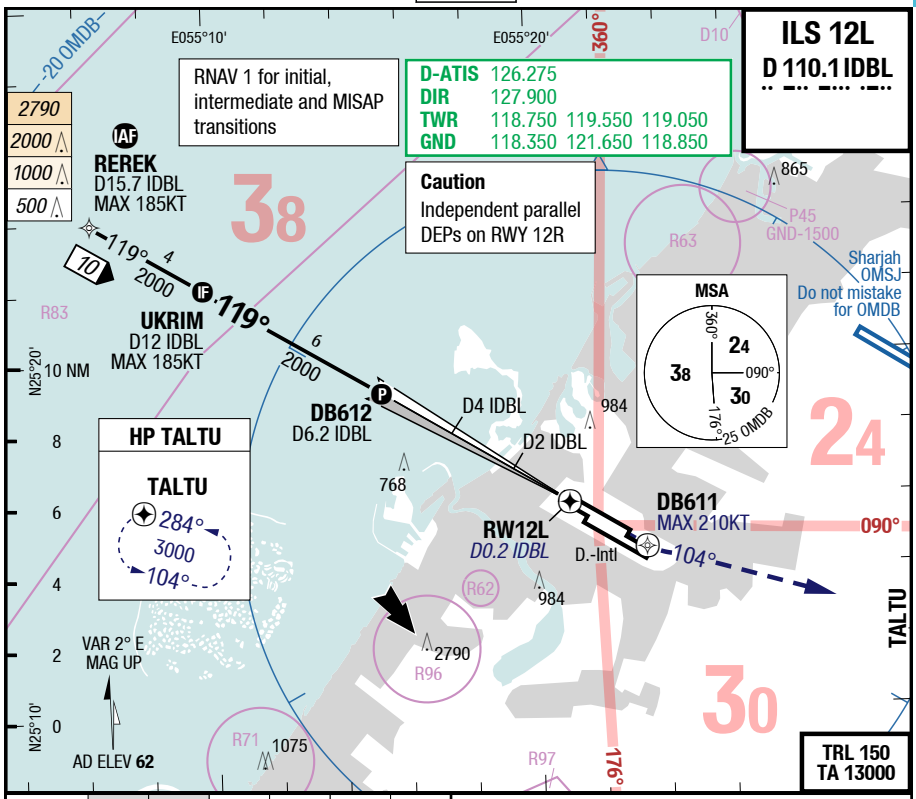
Changes: HLDG, OBST



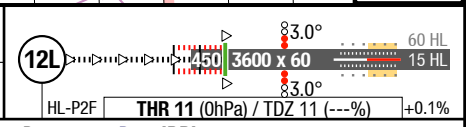
Changes: HLDG, OBST

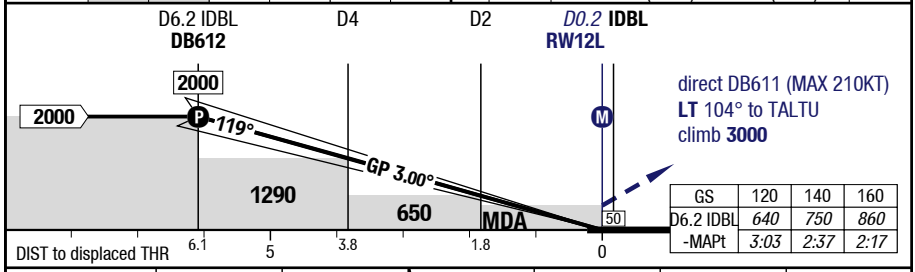
DXB-OMDB

ILS 12L



LOC 3.02°					
D IDBL			6.2	6	5	3
			2000	*1940*	*1610*	*970*





GS	120	140	160
D6.2 IDBL	*640*	*750*	*860*
-MAPt	*3:03*	*2:37*	*2:17*

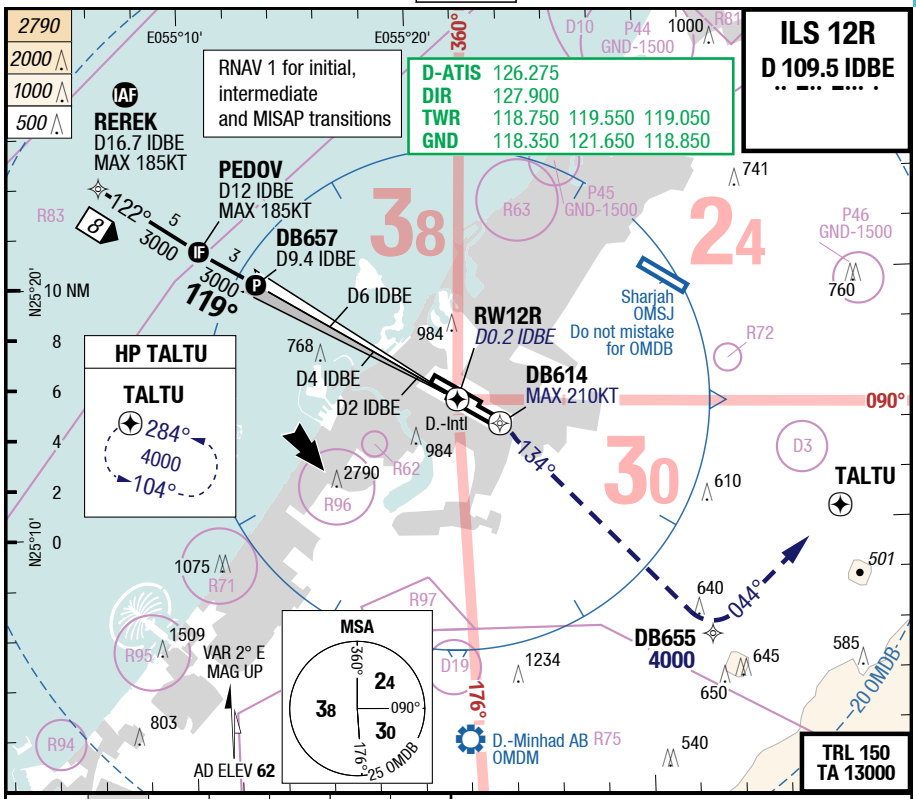
12L		Cat 3b DME GA 3.0%	Cat 2 DME GA 3.0%	Cat 1 DME LTS GA 3.0% 1)	Cat 1 DME GA 3.0% 1)	LOC DME GA 2.7%	Circling
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **100** RA	200 - 400 **220**	200 - 550 **220**	470 - 1.5 **480**	Not applicable
D	ft - m/km ft	0 - 75R **Company**	100 - 300R **100** RA 2)	200 - 400 **220**	200 - 550 **220**	470 - 1.5 **480**	Not applicable

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

Changes: PROC, MIN, OBST, Editorial

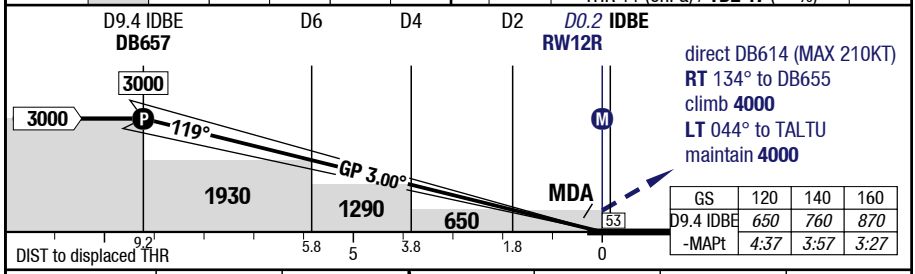
DXB-OMDB

ILS 12R



LOC 3.07° D IDBE	9.4	8	7	5	3
	3000	2620	2290	1640	990

12R 3.0° 715 3600 x 60 60 HL 15 HL 3.0°
HL-P2F THR 11 (0hPa) / TDZ 17 (---%) +0.3%



GS	120	140	160
D9.4 IDBE -MAPt	650 4:37	760 3:57	870 3:27

12R		Cat 3b DME GA 5.0%	Cat 2 DME GA 5.0%	Cat 1 DME GA 5.0% 1)	Cat 1 DME GA 5.0% 1)	LOC DME GA 4.3%	Circling
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **100** RA	200 - 400 **220**	200 - 550 **220**	610 - 2.1 **620**	Not applicable
D	ft - m/km ft	0 - 75R **Company**	100 - 300R **100** RA 2)	200 - 400 **220**	200 - 550 **220**	610 - 2.1 **620**	Not applicable

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

Changes: PROC, MIN, OBST, Editorial

DXB-OMDB

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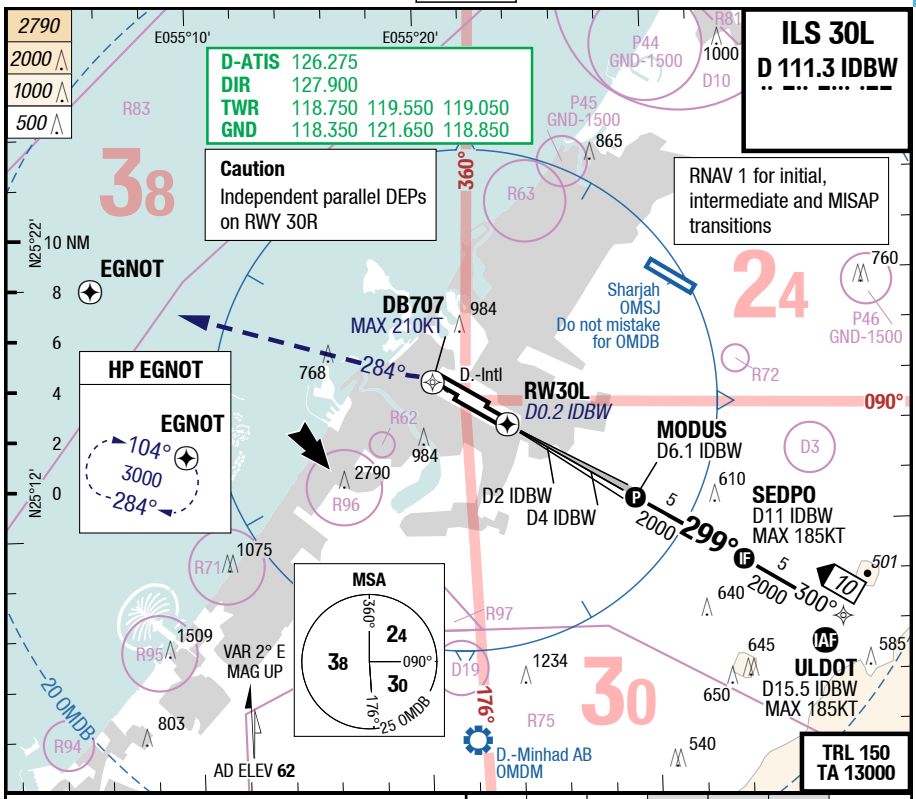
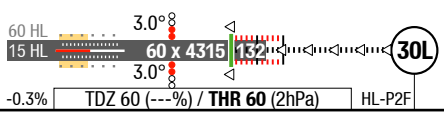
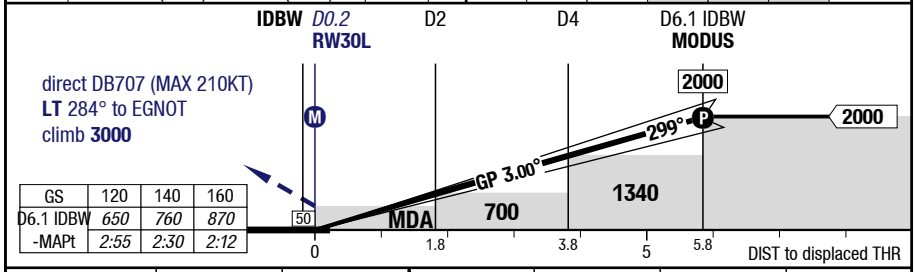
ILS 30L





3	5	6.1				LOC 3.06°
1030	1680	2000				D IDBW



GS	120	140	160
D6.1 IDBW	*650*	*760*	*870*
-MAPt	*2:55*	*2:30*	*2:12*

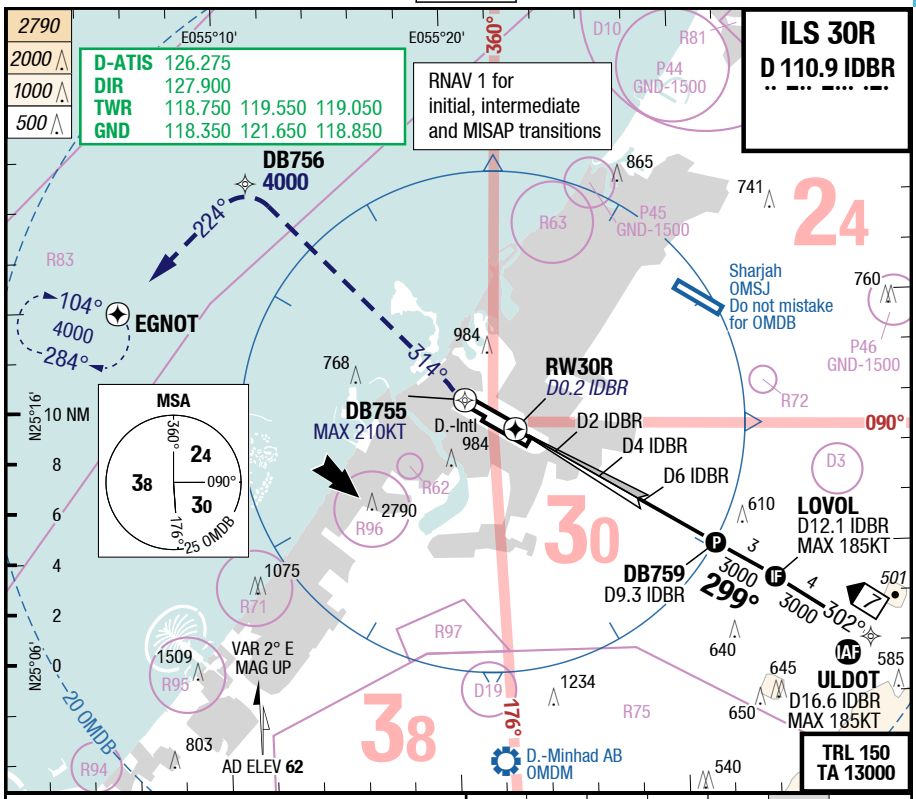
30L		Cat 3b DME GA 2.9%	Cat 2 DME GA 2.9%	Cat 1 DME LTS GA 2.8% 1)	Cat 1 DME GA 2.8% 1)	LOC DME	Circling
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **100** RA	200 - 400 **260**	200 - 550 **260**	410 - 1.2 **470**	Not applicable
D	ft - m/km ft	0 - 75R **Company**	100 - 300R **100** RA 2)	200 - 400 **260**	200 - 550 **260**	410 - 1.2 **470**	Not applicable

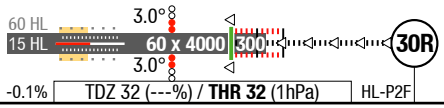
1) With EVS 350m
2) If not conducting autoland RVR 350m required

Changes: PROC, MIN, OBST, Editorial

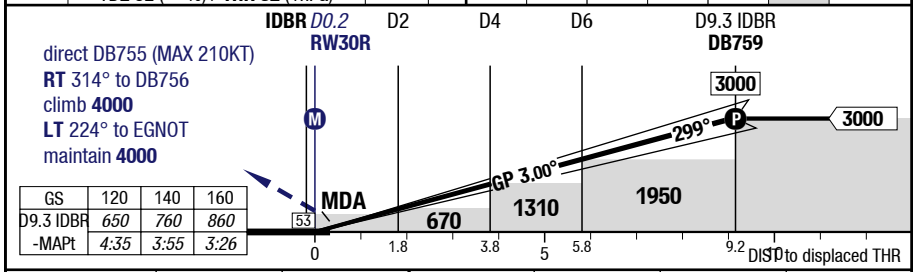
DXB-OMDB

ILS 30R





3	5	7	9	9.3		LOC 3.05° D IDBR
1000	*1640*	*2290*	*2940*	3000		



GS	120	140	160
D9.3 IDBR	*650*	*760*	*860*
-MAPt	*4:35*	*3:55*	*3:26*

30R		Cat 3b DME GA 4.9%	Cat 2 DME GA 4.9%	Cat 1 DME LTS GA 4.9% 1)	Cat 1 DME GA 4.9% 1)	LOC DME GA 4.3%	Circling
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **100** RA	200 - 400 **240**	200 - 550 **240**	480 - 1.5 **510**	Not applicable
D	ft - m/km ft	0 - 75R **Company**	100 - 300R **100** RA 2)	200 - 400 **240**	200 - 550 **240**	480 - 1.5 **510**	Not applicable

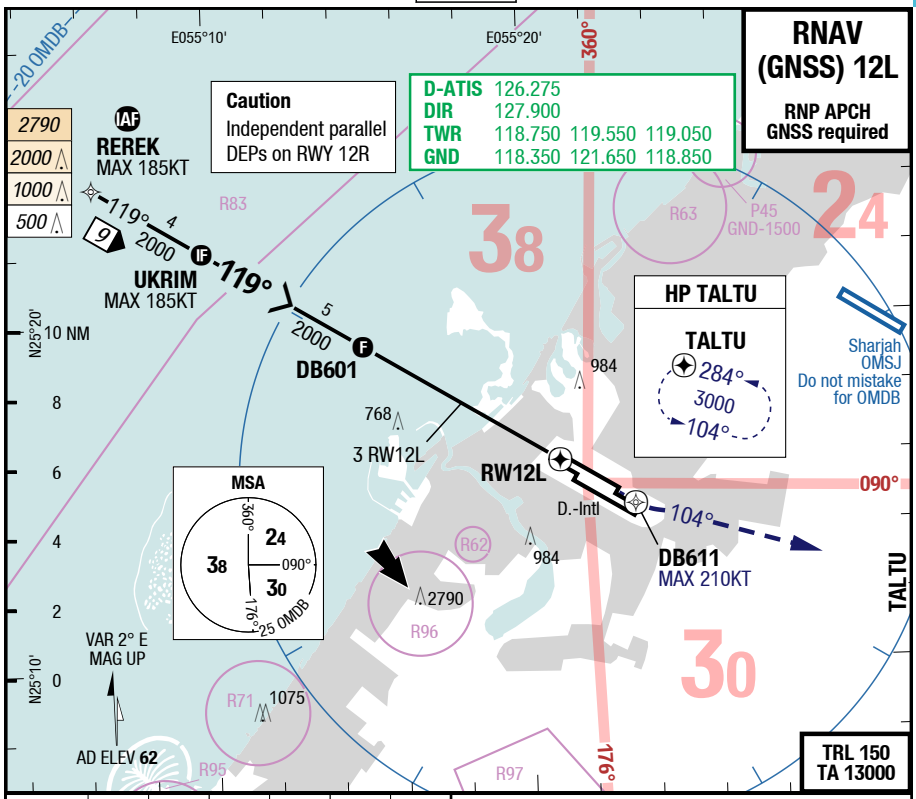
1) With EVS 350m
2) If not conducting autoland RVR 350m required

Changes: PROC, MIN, OBST, Editorial

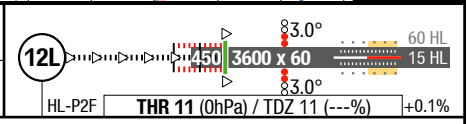
DXB-OMDB

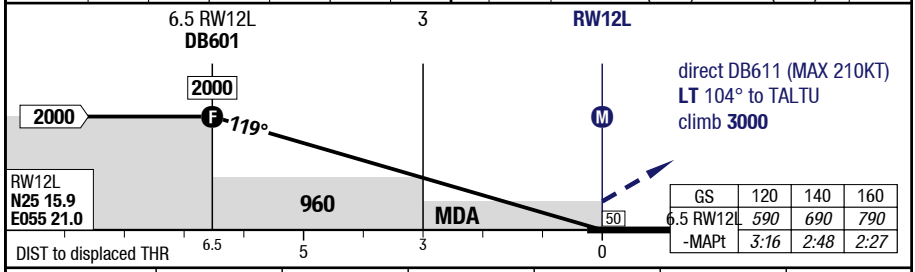
7-50

RNAV (GNSS) 12L



2.80° RW12L	6.5	6	5	4	3	2
	2000	1850	1550	1250	960	660





GS	120	140	160
6.5 RW12L	590	690	790
-MAPt	3:16	2:48	2:27

12L		RNAV GNSS VNAV GA 2.8% 1) 2)	RNAV GNSS LNAV GA 2.6%				Circling
C	ft - m/km ft	340 - 800 **350** 3) 4)	540 - 1.7 **550**				Not applicable
D	ft - m/km ft	350 - 900 **360** 5)	540 - 1.7 **550**				Not applicable

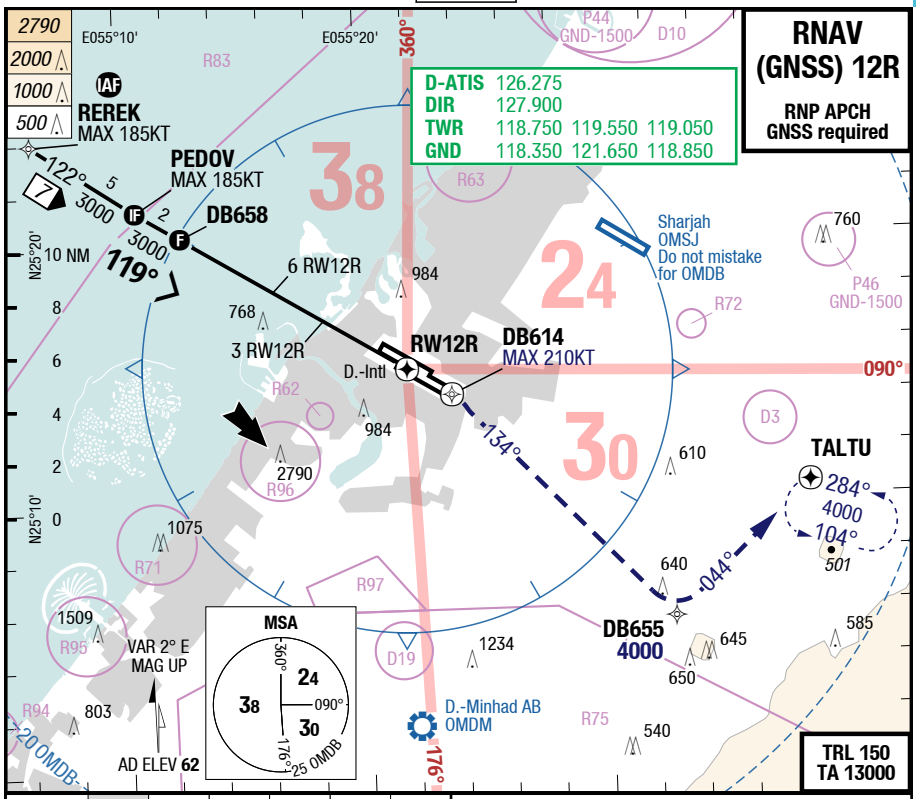
1) SBAS use for VNAV not applicable or not authorized 2) Uncompensated BARO VNAV NA below 5°C (41°F) 3) With EVS 550m 4) For ACFT>65/7 use CAT D minima 5) With EVS 600m

Changes: PROC, MIN, OBST, Editorial

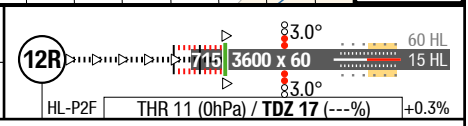
DXB-OMDB

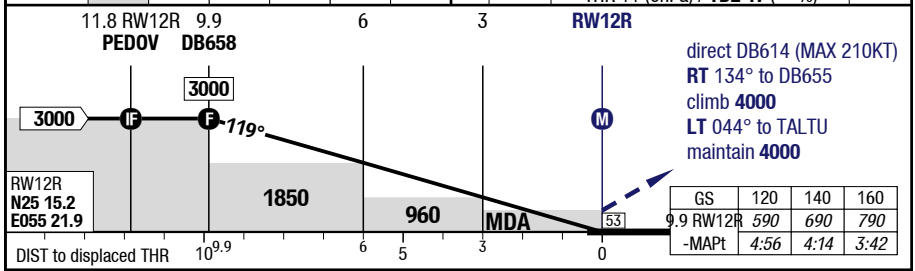
7-60

RNAV (GNSS) 12R



2.80° RW12R		9.9	9	7	5	3
		3000	2760	2160	1560	960





GS	120	140	160
9.9 RW12R -MAPt	590 4:56	690 4:14	790 3:42

12R		RNAV GNSS VNAV GA 4.6% 1) 2) 3)	RNAV GNSS LNAV GA 4.7%				Circling
C	ft - m/km ft	430 - 1.3 **440** 4)	610 - 2.1 **620**				Not applicable
D	ft - m/km ft	440 - 1.3 **450**	610 - 2.1 **620**				Not applicable

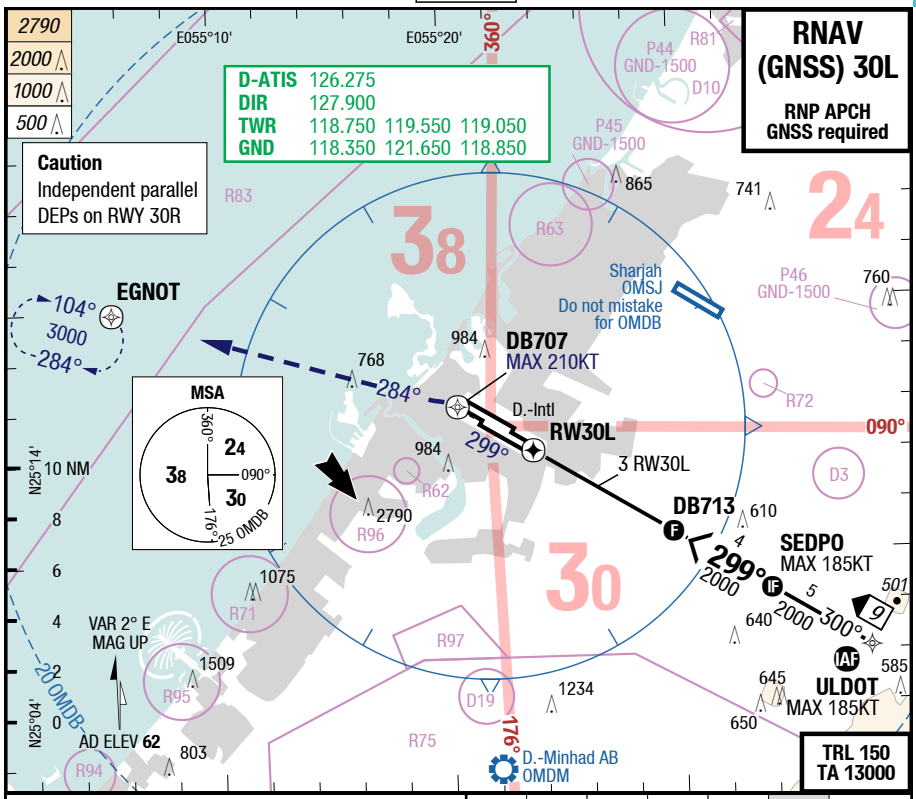
1) With EVS 900m
2) SBAS use for VNAV not applicable or not authorized
3) Uncompensated BARO VNAV NA below 5°C (41°F)
4) For ACFT>65/7 use CAT D minima

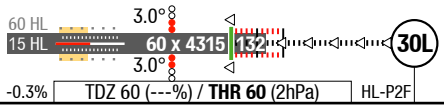
Changes: PROC, MIN, OBST, Editorial

DXB-OMDB

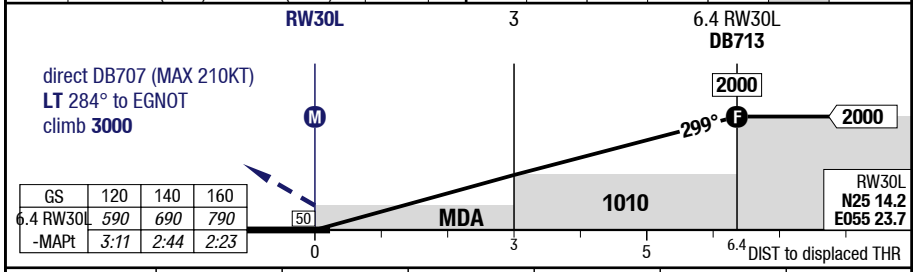
7-70

RNAV (GNSS) 30L





2	4	5	6	6.4		2.80° RW30L
710	1300	1600	1900	2000		

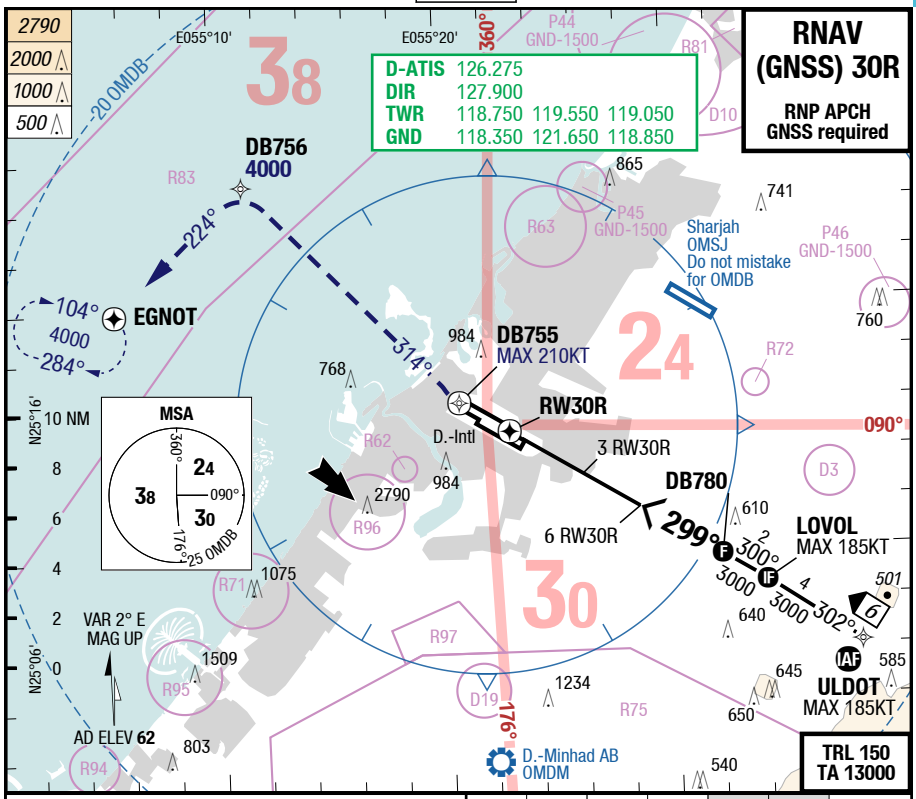


GS	120	140	160
6.4 RW30L	590	690	790
-MAPt	3:11	2:44	2:23

30L		RNAV GNSS VNAV GA 2.6% 1) 2) 3)	RNAV GNSS LNAV GA 2.6%				Circling
C	ft - m/km ft	330 - 800 **390** 4)	420 - 1.2 **480**				Not applicable
D	ft - m/km ft	340 - 800 **400**	420 - 1.2 **480**				Not applicable

1) SBAS use for VNAV not applicable or not authorized
2) Uncompensated BARO VNAV NA below 5°C (41°F)
3) With EVS 550m
4) For ACFT>65/7 use CAT D minima

Changes: PROC, MIN, OBST, Editorial



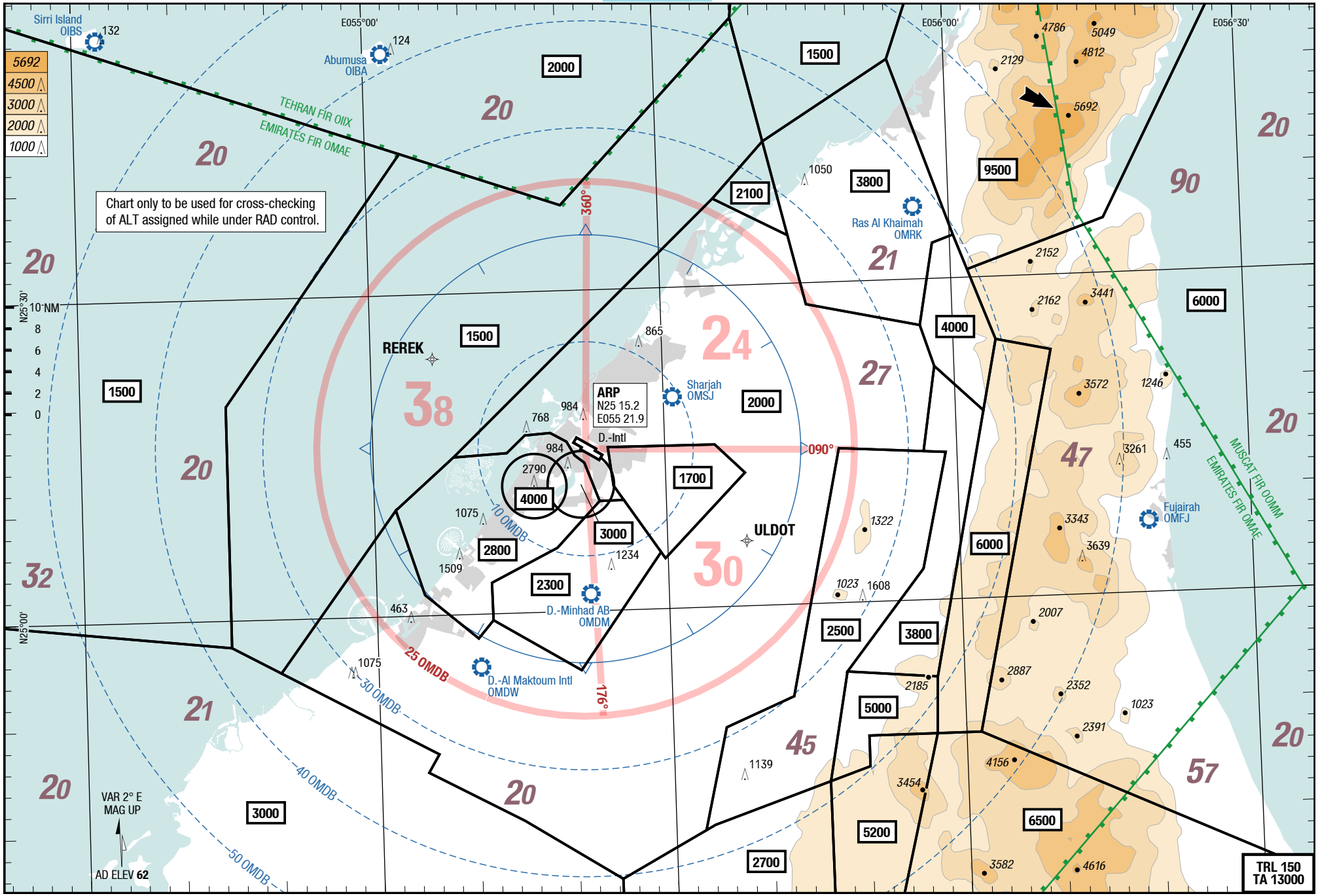
GS	120	140	160
9.8 RW30R	590	690	790
-MAPt	4:54	4:12	3:41

5	7	9	9.8			
1570	2170	2760	3000			

30R		RNAV GNSS VNAV GA 4.6% 1) 2) 3)	RNAV GNSS LNAV GA 4.5%				Circling
C	ft - m/km ft	330 - 800 **360** 4)	480 - 1.5 **510**				Not applicable
D	ft - m/km ft	340 - 800 **370**	480 - 1.5 **510**				Not applicable

1) SBAS use for VNAV not applicable or not authorized
2) Uncompensated BARO VNAV NA below 5°C (41°F)
3) With EVS 550m
4) For ACFT>65/7 use CAT D minima

Changes: PROC, MIN, OBST, Editorial



Changes: MSA, MGA, WPT , OBST