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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.

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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.

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

1.5. MODES OF RWY OPERATION

The parallel RWYs at Dubai International APT are spaced 1263'/385m apart and staggered. The RWY spacing restrict operations to Segregated Operations on Parallel RWYs (Mode 4).

Normal operations at Dubai International APT will be conducted as segregated RWY operations with simultaneous arrivals and departures from closely spaced parallel RWYs. Simultaneous operations will be restricted to the following weather conditions:

- Cloud base is 1500' or above;
- Visibility is 5km or greater.

Available approaches during dual RWY operations when visibility is 3000m or greater is as follows:

- RWY 12 in use:
  - RWY 12L ILS (RNP);
  - RWY 12R RNP (VISUAL) (ILS switched OFF).
- RWY 30 in use:
  - RWY 30L ILS (RNP);
  - RWY 30R RNP (ILS) (VISUAL).

Approaches to non-standard arrival RWYs (RWY 12R or RWY 30R) will be either an RNP or a Visual Approach on request with ATC. ILS RWY 30R will be issued at ATC discretion during times when arrival traffic is offloaded to RWY 30R. During single RWY operations or when the visibility reduces below 3000m, an ILS approach will be available onto the arrival RWY in use.

In order to facilitate simultaneous operations departing ACFT may be issued with departure instructions in accordance with chart (10-3J) Omnidirectional Deps. Departing ACFT shall not change frequency until advised.

Pilots shall be aware of the proximity of arriving and departing traffic particularly in the event of a missed approach or baulked landing situation.

Both arriving and departing ACFT may be issued with instructions to turn on to a heading away from the adjacent RWY at any time in order to ensure separation from conflicting ACFT. Turns have been evaluated for obstacle clearance from 800' for all RWYs. For departing traffic, this turn may initially take an ACFT away from its planned departure track. ACFT should expedite climb and comply with ATC instructions without delay.

Pilots requiring full length for departure for 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.

Practice autolands may be conducted in CAT I conditions when LVP are not in effect. In these cases, no safeguarding measures will be in force. Subject to operator requirements, it is not necessary to inform ATC when carrying out a practice autoland. The operator and flight crew are considered solely responsible for these practice autolands and must recognize that changes in the ILS signal may occur without warning.

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1. GENERAL

1.6. TAXI PROCEDURES

1.6.1. 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.

Crew should not take any crossovers unless specifically instructed to by ATC (this applies for arrival and departure traffic).

For arriving traffic, taxiing onto parking stands from outer parallel TWY is permitted, only when instructed by ATC.

Flight crew shall follow the TWY centerline at all times.

No live Acft movements permitted on Apron S (engine starts and taxiing under own power are prohibited within the Apron S boundaries, towed movements only).

1.6.2. WINGTIP CLEARANCE

To ensure wingtip clearance behind, flight crew are to hold as close as possible to RHP/IHP to remain visual with RHP/IHP 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.

1.6.3. 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.

1.6.4. MULTIPLE APRON RAMP SYSTEM (MARS) STANDS

Stand C51L/C51/C51R is a Multiple Apron Ramp System (MARS) stand. The following must be noted as there is a potential for stand signage confusion.

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

1.6.5. JET BLAST

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

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1. GENERAL

1.6.6. 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.

Heading South - Left turn onto TWY K not available from TWY K18.

Heading North - Left turn onto TWY K10 not available from taxilane Z.

1.6.7. 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".

1.6.8. REDUCED ENGINE/SINGLE ENGINE TAXI

Reduced Engine/Single-engine for up to Code C ACFT taxi-in/out allowed.

If RWY crossing is required, crew are expected to be able to expedite the crossing.

Pilots must consider the additional thrust required for manoeuvring and the potential for asymmetrical thrust, special attention must be given to ensuring adequate braking capability and maintaining control during turns and while taxiing in adverse weather conditions.

1.7. PARKING INFORMATION

1.7.1. 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, A10, B15 thru B27 (including B18L, B18R, 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), D1 thru 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.

1.8. WIND SHEAR WARNINGS

1.8.1. 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.

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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."

1.8.2. 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.

1.8.3. 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 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.

1.8.4. 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.

1.8.5. 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.

1.9. 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.

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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 DTHR 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.
5. 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.

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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 TWYs.

- **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 TWYs.

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.

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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.

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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 pass the following information to DUBAI Delivery on request for start-up:

ACFT callsign, ACFT type, parking stand, destination, advise if unable to comply with SID minimum climb gradient and/or speed restriction.

Engine runs on stands are permitted at IDLE only and typically MAX 5 minutes only. If engine runs on stands (in IDLE power) are required for more than 5 minutes (including for cabin cooling purposes where all engines may be operated), this must be explicitly requested by the Airline Engineering.
High power engine runs are permitted at predesignated areas. Prior approval is required for both IDLE and high power engine runs. Request shall be made to Dubai Airports Aerodrome Operations. 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 ATC INSTRUCTION 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.

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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

Push-back onto taxilane J and taxilane U:

- Code F will push back onto taxilane J and code E will push back onto taxilane U. Note that taxilane U is code E compatible and taxilane J is code F compatible.
- Due to proximity of taxilane J and taxilane U (south of B stands), pilots on taxilane J and taxilane U must adhere to centerline at all times and must confirm ACFT aligned on centerline prior to reporting push-back complete.
- Due to code F push-back onto taxilane J, a code E on taxilane U in the vicinity of the pushing code F shall keep clear and hold position until the code F pilot reports to ATC that the push-back is complete on taxilane J. Follow ATC instructions at all times.
- Code E ACFT on taxilane U shall not pass code F ACFT during push-back onto taxilane J.

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

In the event of simultaneous push-back from adjacent stands, ground crew may ask to delay the engine start until the ground crew on the ACFT behind is clear of the forward ACFT's jet blast zone.

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.

A380 Acft from B stands, except B27, shall push onto the outer 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 to crossing tugs.

"HOLD SHORT" instruction expectation is when ATC issues instruction to "hold short of stand" to accomodate incoming traffic, the ACFT must stop its nose landing gear on the centerline of the adjacent stand, thus ensuring adequate clearance between the ACFT and the designated stand.

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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.

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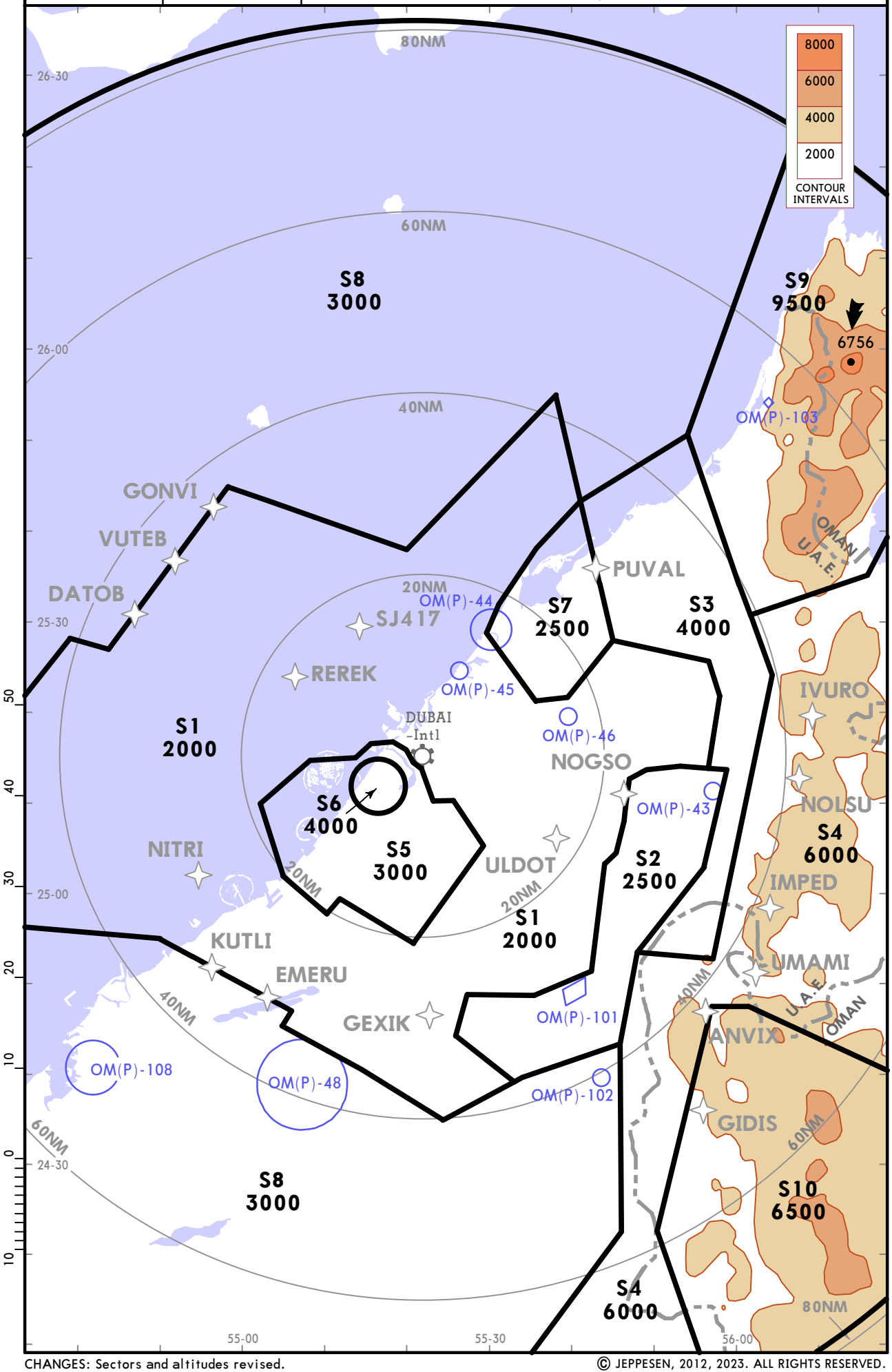
OMDB/DXB
DUBAI INTL

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.

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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.

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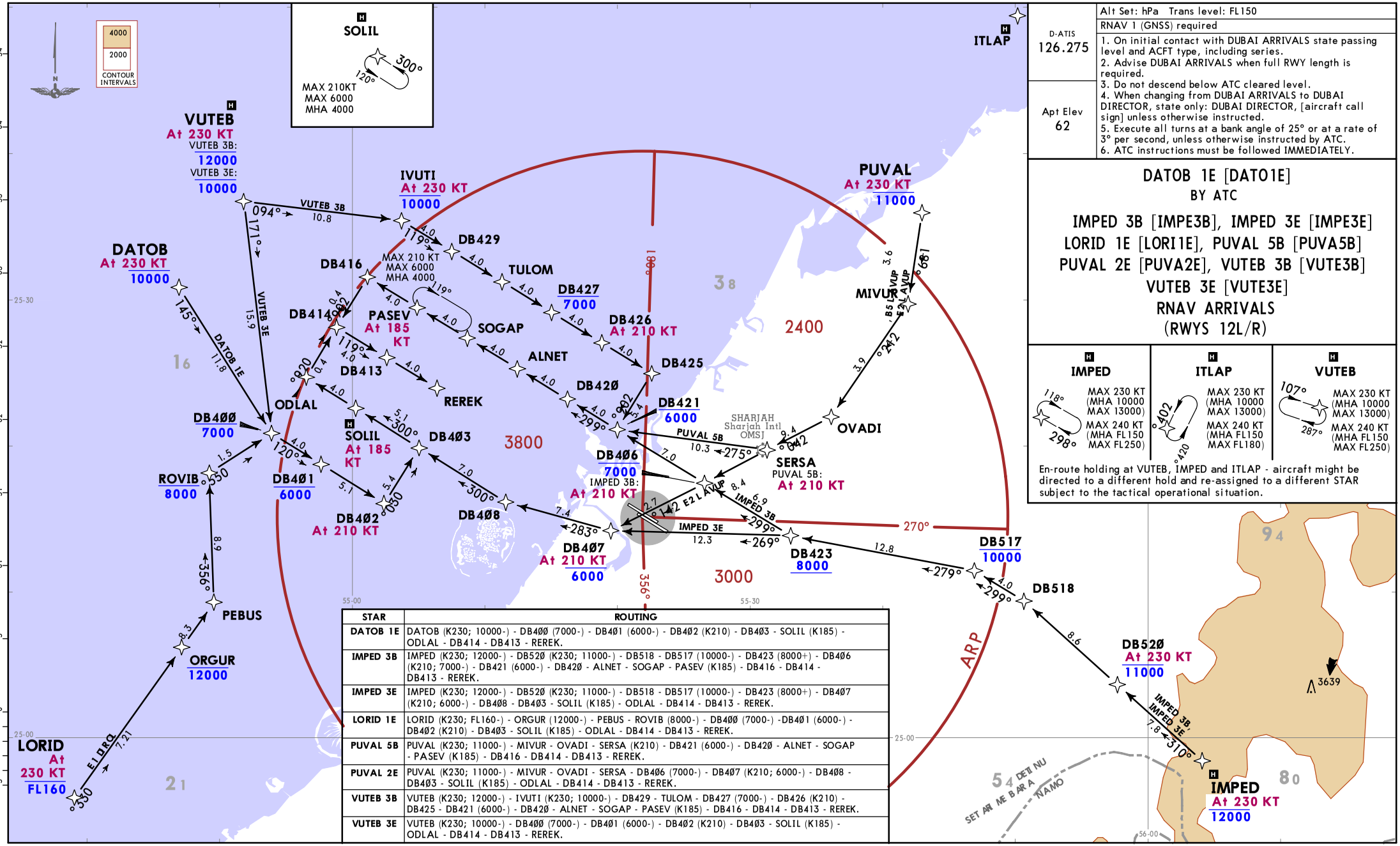
D-ATIS 126.275	Alt Set: hPa Trans level: FL150
	RNAV 1 (GNSS) required
Apt Elev 62	1. On initial contact with DUBAI ARRIVALS state passing level and ACFT type, including series. 2. Advise DUBAI ARRIVALS when full RWY length is required. 3. Do not descend below ATC cleared level. 4. When changing from DUBAI ARRIVALS to DUBAI DIRECTOR, state only: DUBAI DIRECTOR, [aircraft call sign] unless otherwise instructed. 5. Execute all turns at a bank angle of 25° or at a rate of 3° per second, unless otherwise instructed by ATC. 6. ATC instructions must be followed IMMEDIATELY.

DATOB 1E [DATO1E]
BY ATC
IMPED 3B [IMPE3B], IMPED 3E [IMPE3E]
LORID 1E [LORI1E], PUVAL 5B [PUVA5B]
PUVAL 2E [PUVA2E], VUTEB 3B [VUTE3B]
VUTEB 3E [VUTE3E]
RNAV ARRIVALS
(RWYS 12L/R)



STAR	ROUTING
DATOB 1E	DATOB (K230; 10000-) - DB400 (7000-) - DB401 (6000-) - DB402 (K210) - DB403 - SOLIL (K185) - ODLAL - DB414 - DB413 - REREK.
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.
LORID 1E	LORID (K230; FL160-) - ORGUR (12000-) - PEBUS - ROVIB (8000-) - DB400 (7000-) -DB401 (6000-) - DB402 (K210) - DB403 - SOLIL (K185) - ODLAL - DB414 - DB413 - REREK.
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.
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.

IMPED	ITLAP	VUTEB
MAX 230 KT (MHA 10000 MAX 13000)	MAX 230 KT (MHA 10000 MAX 13000)	MAX 230 KT (MHA 10000 MAX 13000)
MAX 240 KT (MHA FL150 MAX FL250)	MAX 240 KT (MHA FL150 MAX FL180)	MAX 240 KT (MHA FL150 MAX FL250)

En-route holding at VUTEB, IMPED and ITLAP - aircraft might be directed to a different hold and re-assigned to a different STAR subject to the tactical operational situation.

CHANGES: Chart resized, procedures transferred, en-route holdings and note established.

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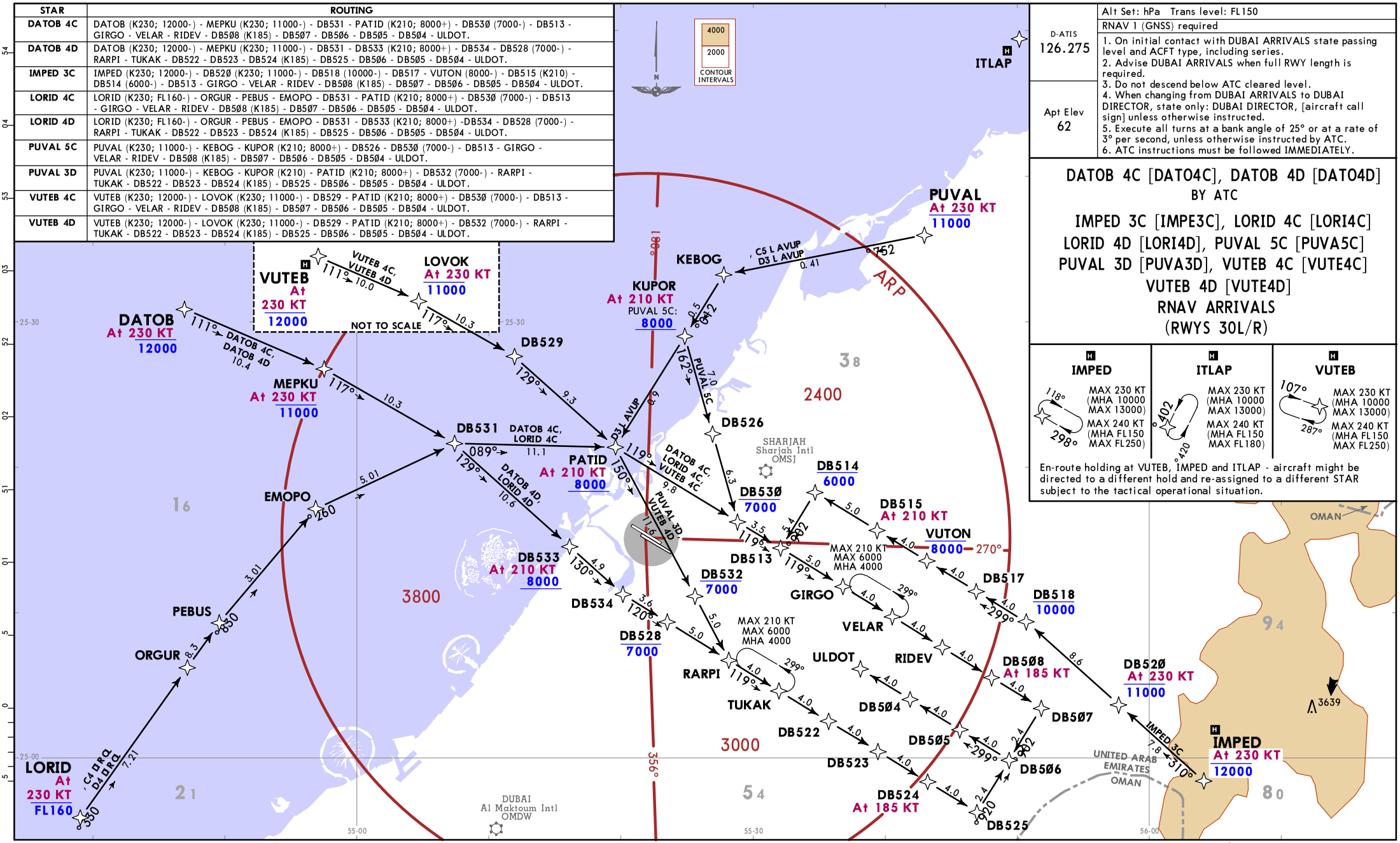
STAR	ROUTING
DATOB 4C	DATOB (K230; 12000-) - MEPKU (K230; 11000-) - DB531 - PATID (K210; 8000+) - DB530 (7000-) - DB513 - GIRGO - VELAR - RIDEV - DB508 (K185) - DB507 - DB506 - DB505 - DB504 - ULDOT.
DATOB 4D	DATOB (K230; 12000-) - MEPKU (K230; 11000-) - DB531 - DB533 (K210; 8000+) - DB534 - DB528 (7000-) - RARPI - TUKAK - DB522 - DB523 - DB524 (K185) - DB525 - DB506 - DB505 - DB504 - ULDOT.
IMPED 3C	IMPED (K230; 12000-) - DB520 (K230; 11000-) - DB518 (10000-) - DB517 - VUTON (8000-) - DB515 (K210) - DB514 (6000-) - DB513 - GIRGO - VELAR - RIDEV - DB508 (K185) - DB507 - DB506 - DB505 - DB504 - ULDOT.
LORID 4C	LORID (K230; FL160-) - ORGUR - PEBUS - EMOPO - DB531 - PATID (K210; 8000+) - DB530 (7000-) - DB513 - GIRGO - VELAR - RIDEV - DB508 (K185) - DB507 - DB506 - DB505 - DB504 - ULDOT.
LORID 4D	LORID (K230; FL160-) - ORGUR - PEBUS - EMOPO - DB531 - DB533 (K210; 8000+) -DB534 - DB528 (7000-) - RARPI - TUKAK - DB522 - DB523 - DB524 (K185) - DB525 - DB506 - DB505 - DB504 - ULDOT.
PUVAL 5C	PUVAL (K230; 11000-) - KEBOG - KUPOR (K210; 8000+) - DB526 - DB530 (7000-) - DB513 - GIRGO - VELAR - RIDEV - DB508 (K185) - DB507 - DB506 - DB505 - DB504 - ULDOT.
PUVAL 3D	PUVAL (K230; 11000-) - KEBOG - KUPOR (K210) - PATID (K210; 8000+) - DB532 (7000-) - RARPI - TUKAK - DB522 - DB523 - DB524 (K185) - DB525 - DB506 - DB505 - DB504 - ULDOT.
VUTEB 4C	VUTEB (K230; 12000-) - LOVOK (K230; 11000-) - DB529 - PATID (K210; 8000+) - DB530 (7000-) - DB513 - GIRGO - VELAR - RIDEV - DB508 (K185) - DB507 - DB506 - DB505 - DB504 - ULDOT.
VUTEB 4D	VUTEB (K230; 12000-) - LOVOK (K230; 11000-) - DB529 - PATID (K210; 8000+) - DB532 (7000-) - RARPI - TUKAK - DB522 - DB523 - DB524 (K185) - DB525 - DB506 - DB505 - DB504 - ULDOT.



D-ATIS 126.275	Alt Set: hPa Trans level: FL150
	RNAV 1 (GNSS) required
Apt Elev 62	1. On initial contact with DUBAI ARRIVALS state passing level and ACFT type, including series. 2. Advise DUBAI ARRIVALS when full RWY length is required. 3. Do not descend below ATC cleared level. 4. When changing from DUBAI ARRIVALS to DUBAI DIRECTOR, state only: DUBAI DIRECTOR, [aircraft call sign] unless otherwise instructed. 5. Execute all turns at a bank angle of 25° or at a rate of 3° per second, unless otherwise instructed by ATC. 6. ATC instructions must be followed IMMEDIATELY.

DATOB 4C [DATO4C], DATOB 4D [DATO4D]
BY ATC

IMPED 3C [IMPE3C], LORID 4C [LORI4C]
LORID 4D [LORI4D], PUVAL 5C [PUVA5C]
PUVAL 3D [PUVA3D], VUTEB 4C [VUTE4C]
VUTEB 4D [VUTE4D]
RNAV ARRIVALS
(RWYS 30L/R)

IMPED	ITLAP	VUTEB
118° / 298°: MAX 230 KT (MHA 10000 MAX 13000) MAX 240 KT (MHA FL150 MAX FL250)	402° / 420°: MAX 230 KT (MHA 10000 MAX 13000) MAX 240 KT (MHA FL150 MAX FL180)	107° / 287°: MAX 230 KT (MHA 10000 MAX 13000) MAX 240 KT (MHA FL150 MAX FL250)

En-route holding at VUTEB, IMPED and ITLAP - aircraft might be directed to a different hold and re-assigned to a different STAR subject to the tactical operational situation.

CHANGES: Chart resized, procedures transferred, en-route holdings and note established.

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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.

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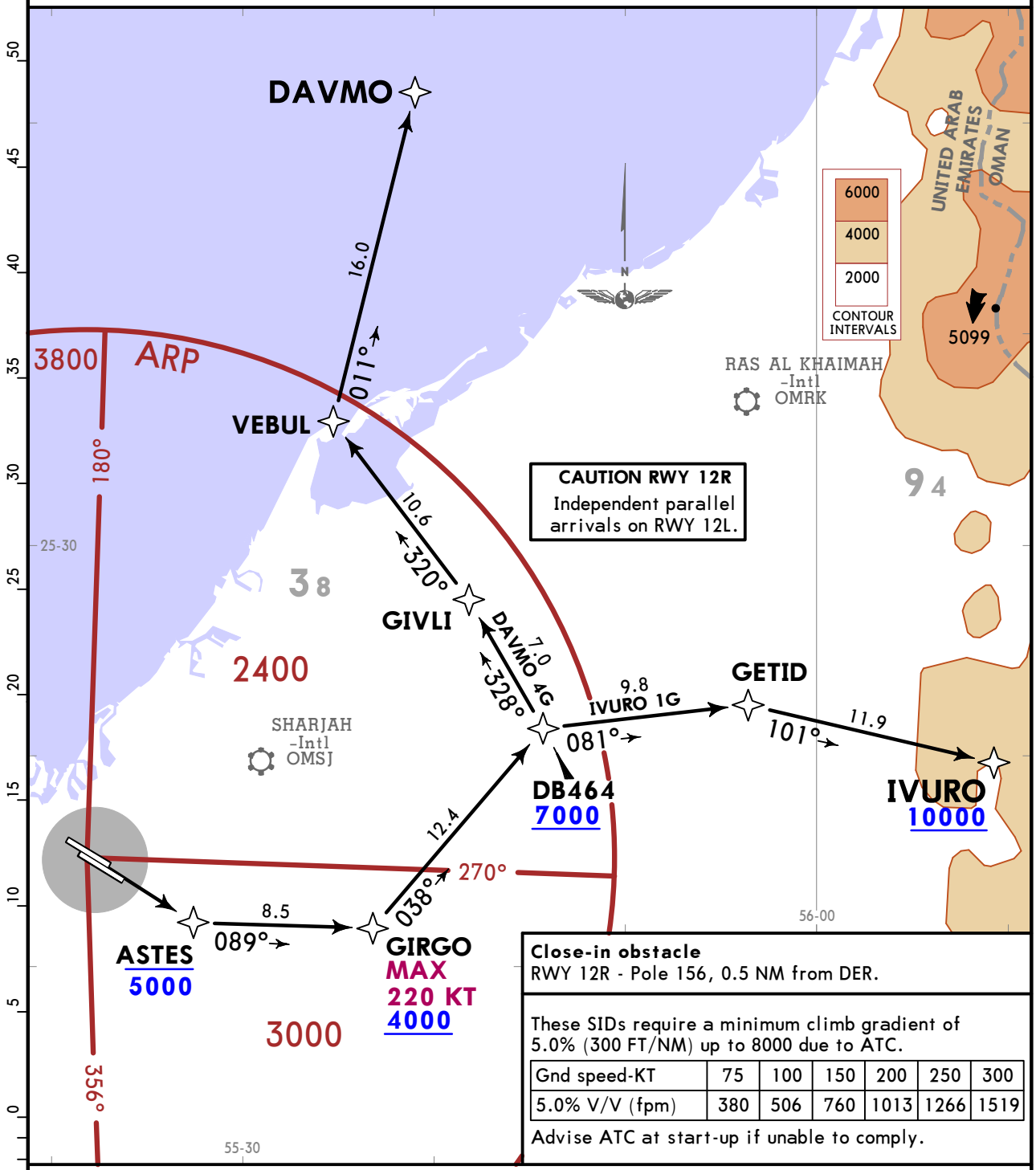
DUBAI Departures (R) North	South	Apt Elev	RNAV 1 (GNSS) required	Trans alt: 13000
124.675	121.025	62	1. Execute all turns at a bank angle of 25° or at a rate of 3° per second, unless otherwise instructed by ATC. 2. Remain on Tower frequency until instructed otherwise by DUBAI Tower. 3. Do not climb above ATC cleared level. 4. ATC instructions must be followed IMMEDIATELY.	

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

SPEED: MAX 250 KT BELOW 10000



Close-in obstacle
RWY 12R - Pole 156, 0.5 NM from DER.

These SIDs require a minimum climb gradient of 5.0% (300 FT/NM) up to 8000 due to ATC.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Advise ATC at start-up if unable to comply.

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

SID	ROUTING
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: Close-in obstacle note established.

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DUBAI Departures (R) North	South
124.675	121.025

Apt Elev
62

RNAV 1 (GNSS) required | Trans alt: 13000

1. Execute all turns at a bank angle of 25° or at a rate of 3° per second, unless otherwise instructed by ATC.
2. Remain on Tower frequency until instructed otherwise by DUBAI Tower.
3. Do not climb above ATC cleared level.
4. ATC instructions must be followed IMMEDIATELY.

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

SPEED: MAX 250 KT BELOW 10000

Close-in obstacles
RWY 30R - FOD monitor pole 33, 0.1 NM from DER.
RWY 30R - Streetlight pole 35, 0.1 NM from DER.
RWY 30R - Apron LT pole 44, 0.1 NM from DER.
RWY 30R - Water tower 46, 0.1 NM from DER.

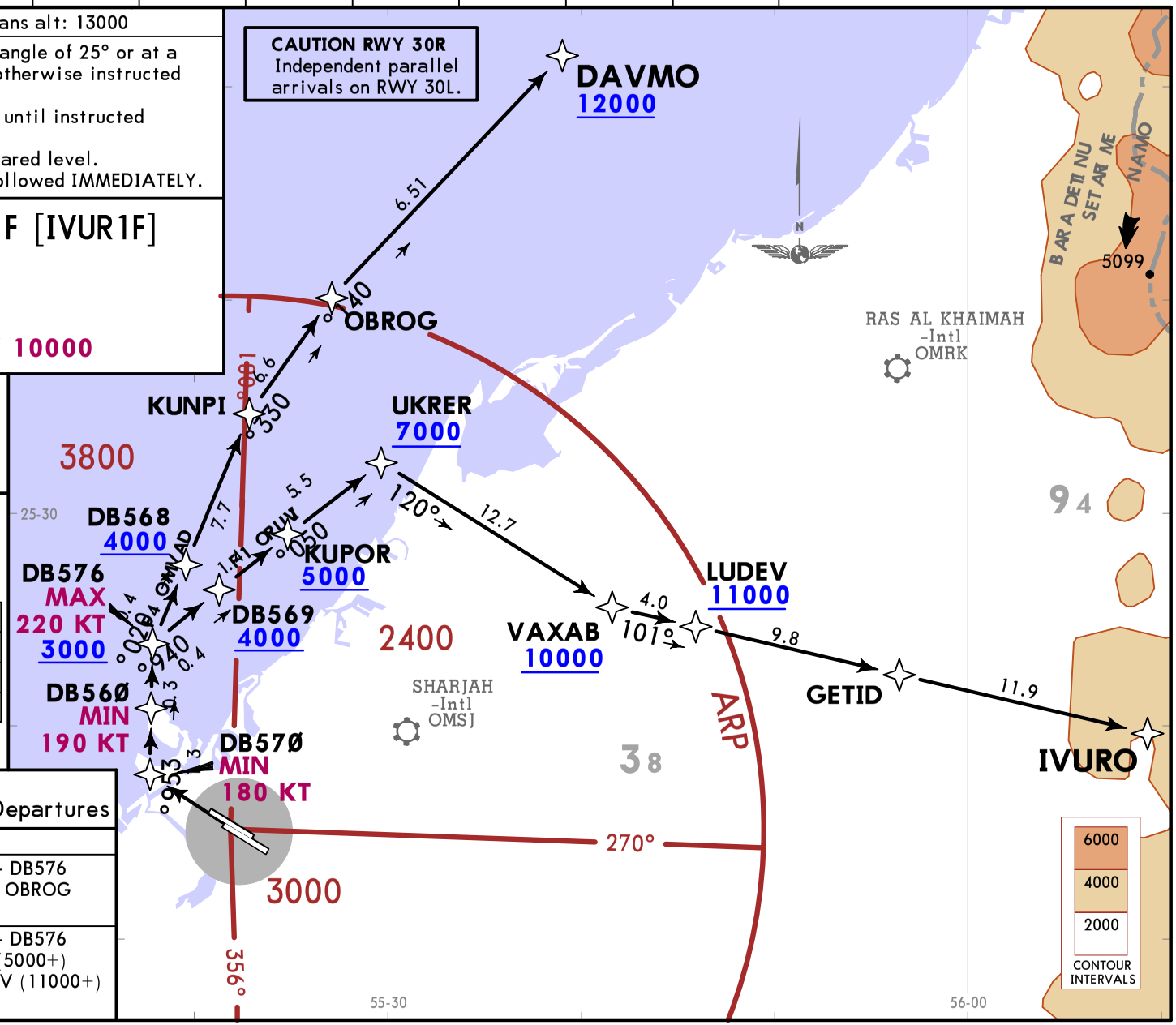
These SIDs require minimum climb gradients of
RWY 30L: 4.2% (255 FT/NM) up to 1000,
RWY 30R: 4.4% (267 FT/NM) up to 1000.
ATC climb gradient: 5.0% (300 FT/NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276
4.4% V/V (fpm)	334	446	668	891	1114	1337
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Advise ATC at start-up if unable to comply.

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

SID	ROUTING
DAVMO 4F	(460+) - DB57Ø (K180+) - DB56Ø (K190+) - DB576 (K220-; 3000+) - DB568 (4000+) - KUNPI - OBROG - DAVMO (12000+).
IVURO 1F	(460+) - DB57Ø (K180+) - DB56Ø (K190+) - DB576 (K220-; 3000+) - DB569 (4000+) - KUPOR (5000+) - UKRER (7000+) - VAXAB (10000+) - LUDEV (11000+) - GETID - IVURO.



CHANGES: Climb gradients established.

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OMDB/DXB
DUBAI INTL

JEPPESEN
19 SEP 25 (10-3C) Eff 2 Oct

DUBAI, UAE
RNAV SID

DUBAI Departures (R)

North	South
124.675	121.025

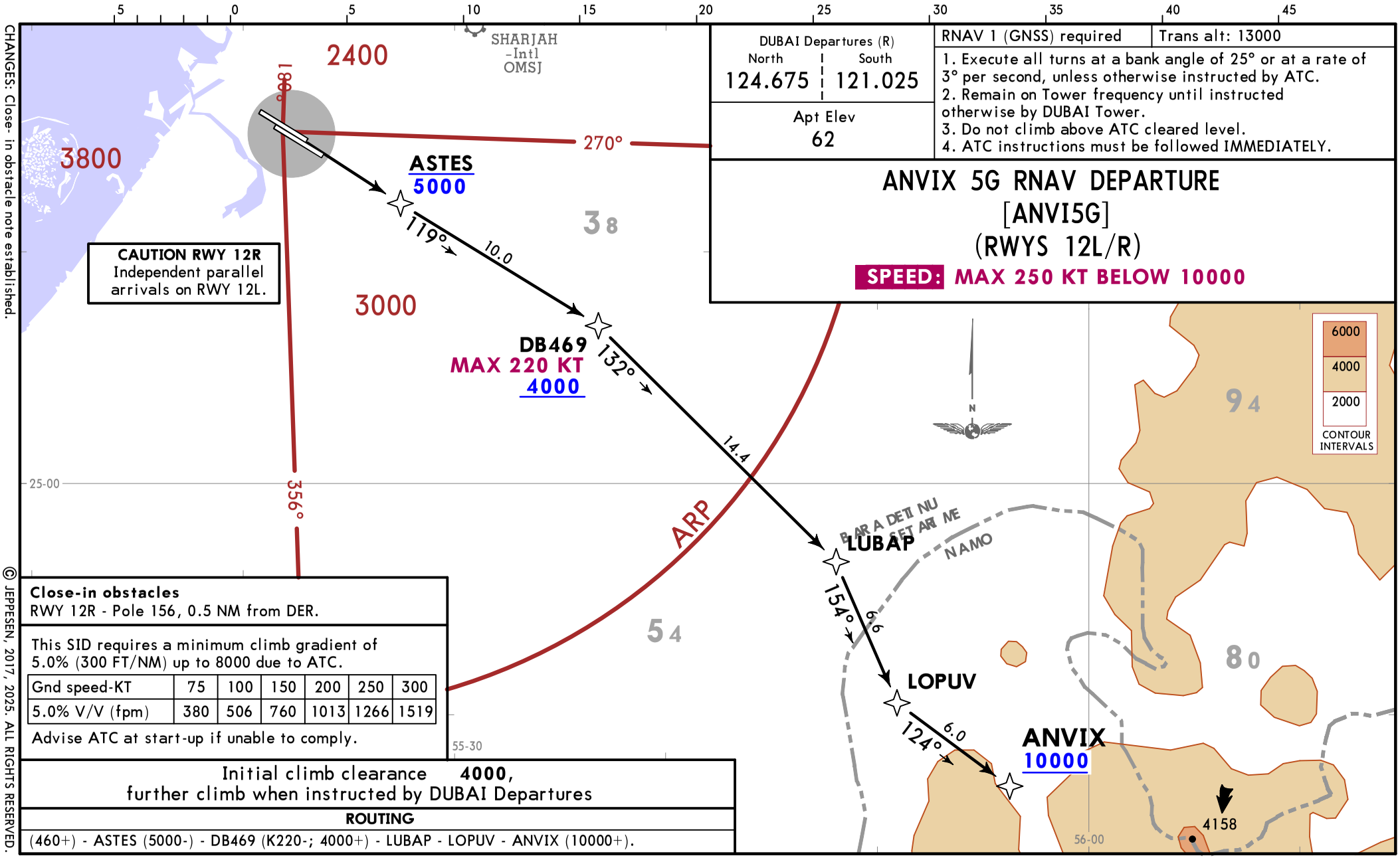
Apt Elev
62

RNAV 1 (GNSS) required | Trans alt: 13000

1. Execute all turns at a bank angle of 25° or at a rate of 3° per second, unless otherwise instructed by ATC.
2. Remain on Tower frequency until instructed otherwise by DUBAI Tower.
3. Do not climb above ATC cleared level.
4. ATC instructions must be followed IMMEDIATELY.

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

SPEED: MAX 250 KT BELOW 10000



Close-in obstacles
RWY 12R - Pole 156, 0.5 NM from DER.

This SID requires a minimum climb gradient of 5.0% (300 FT/NM) up to 8000 due to ATC.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Advise ATC at start-up if unable to comply.

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

ROUTING

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

CHANGES: Close- in obstacle note established.

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DUBAI Departures (R) North	South	Apt Elev	RNAV 1 (GNSS) required	Trans alt: 13000
124.675	121.025	62	1. Execute all turns at a bank angle of 25° or at a rate of 3° per second, unless otherwise instructed by ATC. 2. Remain on Tower frequency until instructed otherwise by DUBAI Tower. 3. Do not climb above ATC cleared level. 4. ATC instructions must be followed IMMEDIATELY.	

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

SPEED: MAX 250 KT BELOW 10000

Close-in obstacles
RWY 30R - FOD monitor pole 33, 0.1 NM from DER.
RWY 30R - Streetlight pole 35, 0.1 NM from DER.
RWY 30R - Apron LT pole 44, 0.1 NM from DER.
RWY 30R - Water tower 46, 0.1 NM from DER.

This SID requires minimum climb gradients of
RWY 30L: 4.2% (255 FT/NM) up to 1000,
RWY 30R: 4.4% (267 FT/NM) up to 1000.
ATC climb gradient: 5.0% (300 FT/NM) up to 8000.

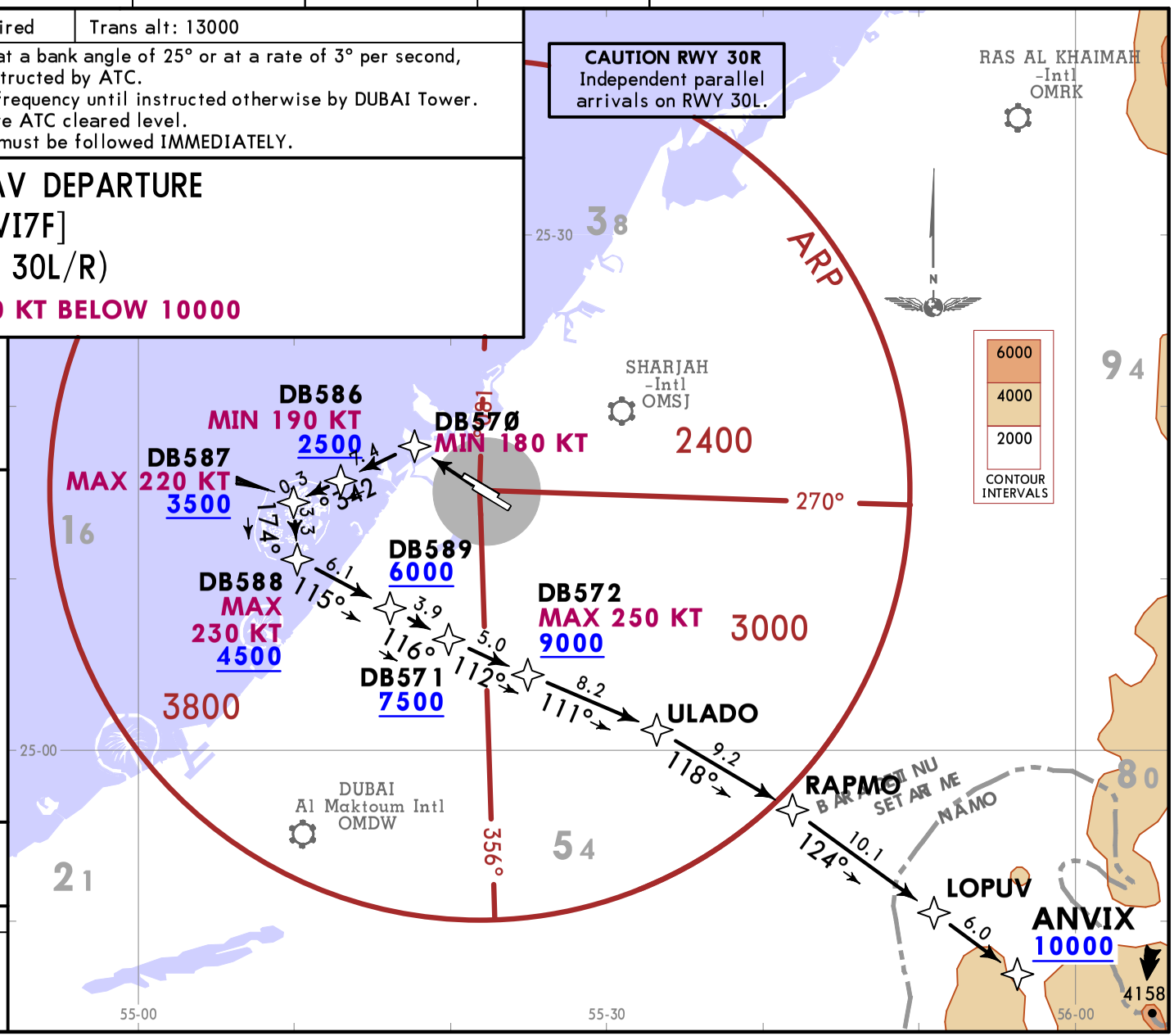
Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276
4.4% V/V (fpm)	334	446	668	891	1114	1337
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Advise ATC at start-up if unable to comply.

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

ROUTING

(460+) - DB57Ø (K180+) - DB586 (K190+; 2500+) - DB587 (K220-; 3500+) - DB588 (K230-; 4500+) - DB589 (6000+) - DB571 (7500+) - DB572 (K250-; 9000+) - ULADO - RAPMO - LOPUV - ANVIX (10000+).



CHANGES: Climb gradients established.
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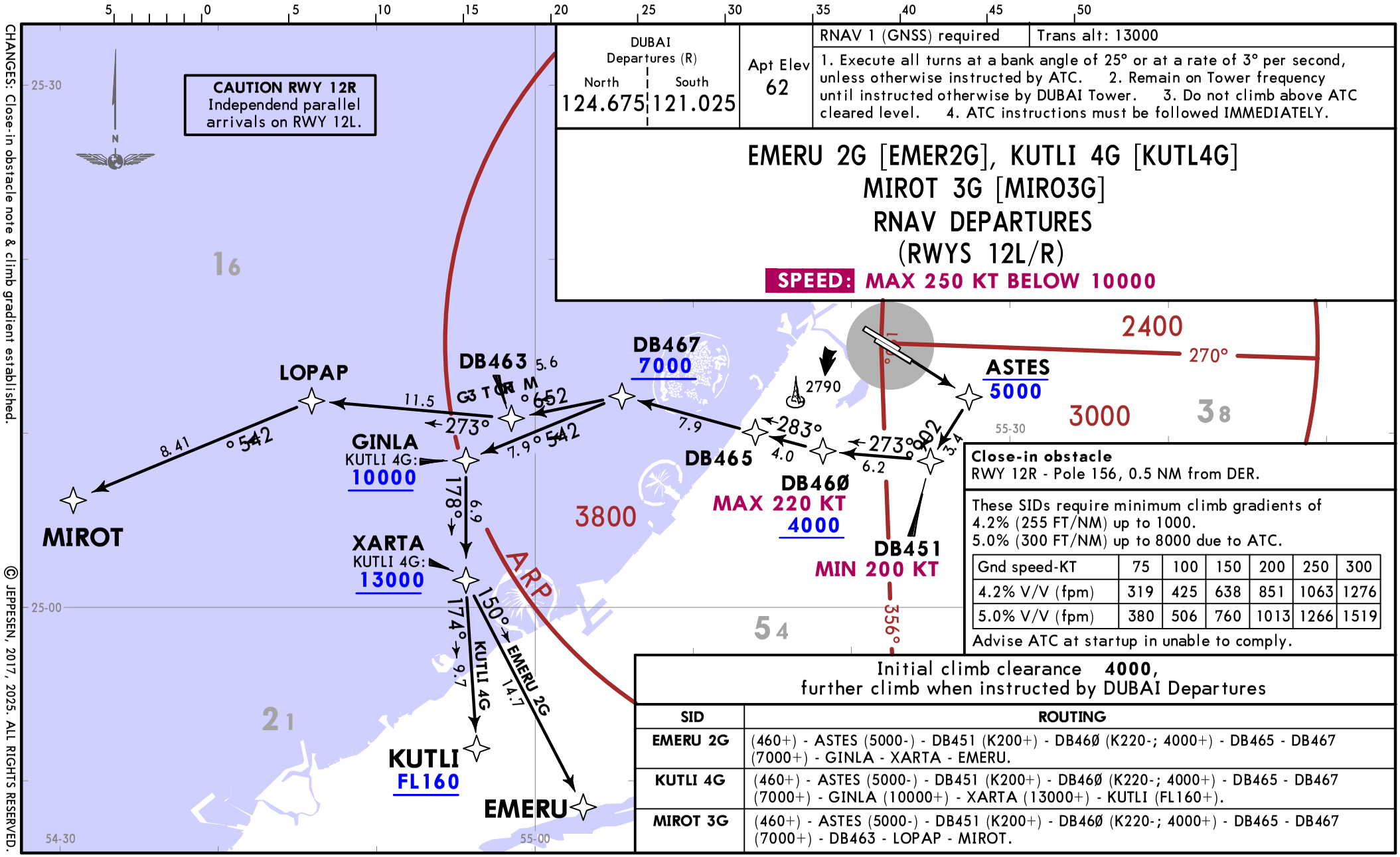
DUBAI Departures (R) North	South	Apt Elev	RNAV 1 (GNSS) required	Trans alt: 13000
124.675	121.025	62	1. Execute all turns at a bank angle of 25° or at a rate of 3° per second, unless otherwise instructed by ATC. 2. Remain on Tower frequency until instructed otherwise by DUBAI Tower. 3. Do not climb above ATC cleared level. 4. ATC instructions must be followed IMMEDIATELY.	

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

SPEED: MAX 250 KT BELOW 10000



Close-in obstacle
RWY 12R - Pole 156, 0.5 NM from DER.

These SIDs require minimum climb gradients of
4.2% (255 FT/NM) up to 1000.
5.0% (300 FT/NM) up to 8000 due to ATC.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276
5.0% V/V (fpm)	380	506	760	1013	1266	1519

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+) - DB46Ø (K220-; 4000+) - DB465 - DB467 (7000+) - GINLA - XARTA - EMERU.
KUTLI 4G	(460+) - ASTES (5000-) - DB451 (K200+) - DB46Ø (K220-; 4000+) - DB465 - DB467 (7000+) - GINLA (10000+) - XARTA (13000+) - KUTLI (FL160+).
MIROT 3G	(460+) - ASTES (5000-) - DB451 (K200+) - DB46Ø (K220-; 4000+) - DB465 - DB467 (7000+) - DB463 - LOPAP - MIROT.

CHANGES: Close-in obstacle note & climb gradient established.

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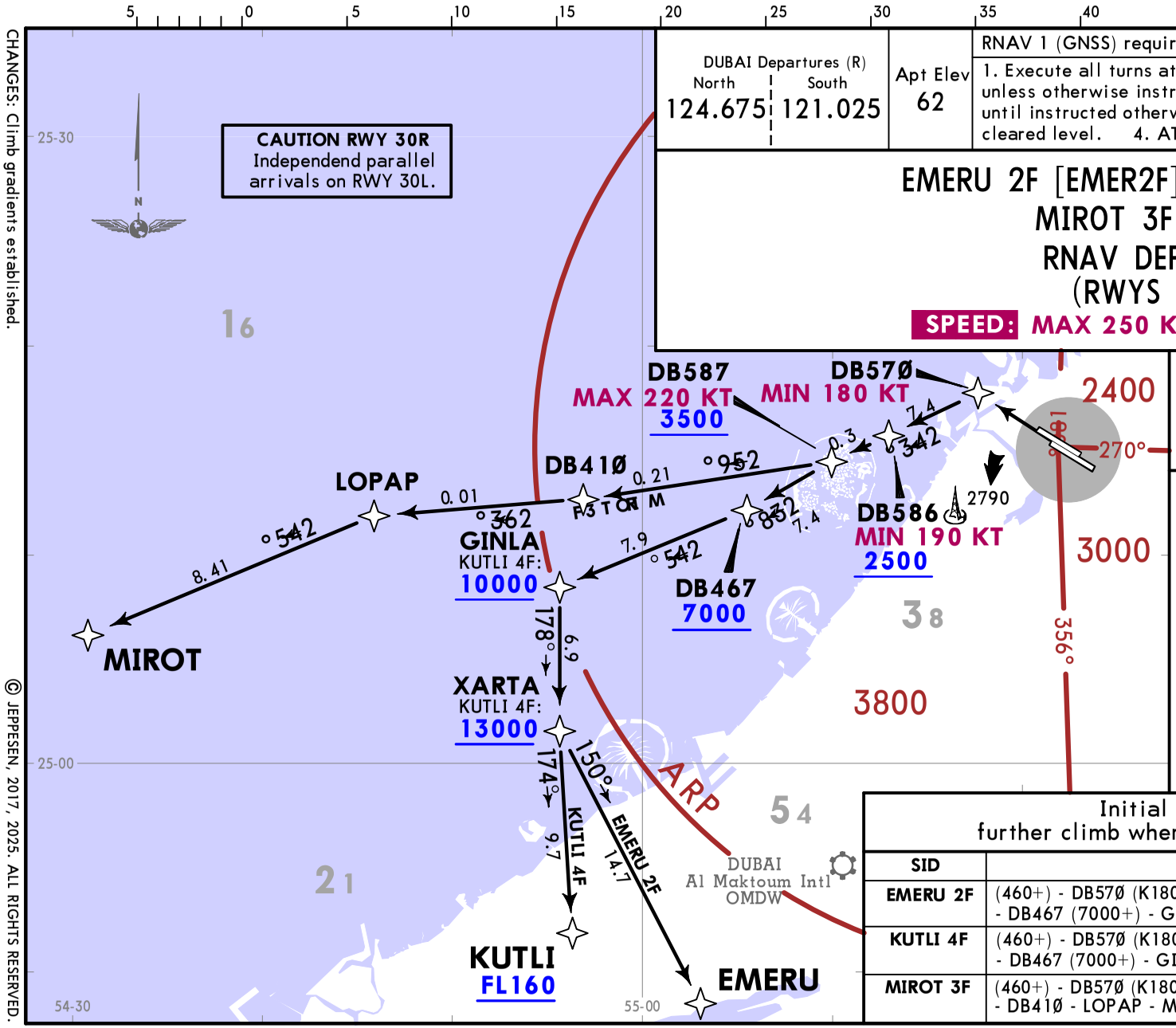
DUBAI Departures (R) North	South	Apt Elev	RNAV 1 (GNSS) required	Trans alt: 13000
124.675	121.025	62	1. Execute all turns at a bank angle of 25° or at a rate of 3° per second, unless otherwise instructed by ATC. 2. Remain on Tower frequency until instructed otherwise by DUBAI Tower. 3. Do not climb above ATC cleared level. 4. ATC instructions must be followed IMMEDIATELY.	

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

SPEED: MAX 250 KT BELOW 10000



Close-in obstacles
RWY 30R - FOD monitor pole 33, 0.1 NM from DER.
RWY 30R - Streetlight pole 35, 0.1 NM from DER.
RWY 30R - Apron LT pole 44, 0.1 NM from DER.
RWY 30R - Water tower 46, 0.1 NM from DER.

These SIDs require minimum climb gradients of
RWY 30L: 4.2% (255 FT/NM) up to 1000,
RWY 30R: 4.4% (267 FT/NM) up to 1000.
ATC climb gradient:
EMERU 2F, KUTLI 4F: 7.0% (425 FT/NM) up to 8000,
MIROT 3F: 5.0% (300 FT/NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276
4.4% V/V (fpm)	334	446	668	891	1114	1337
5.0% V/V (fpm)	380	506	760	1013	1266	1519
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

Advise ATC at start-up if unable to comply.

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

SID	ROUTING
EMERU 2F	(460+) - DB570 (K180+) - DB586 (K190+; 2500+) - DB587 (K220-; 3500+) - DB467 (7000+) - GINLA - XARTA - EMERU.
KUTLI 4F	(460+) - DB570 (K180+) - DB586 (K190+; 2500+) - DB587 (K220-; 3500+) - DB467 (7000+) - GINLA (10000+) - XARTA (13000+) - KUTLI (FL160+).
MIROT 3F	(460+) - DB570 (K180+) - DB586 (K190+; 2500+) - DB587 (K220-; 3500+) - DB410 - LOPAP - MIROT.

CHANGES: Climb gradients established.

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JEPPESEN
19 SEP 25 (10-3G) Eff 2 Oct

DUBAI, UAE
RNAV SID

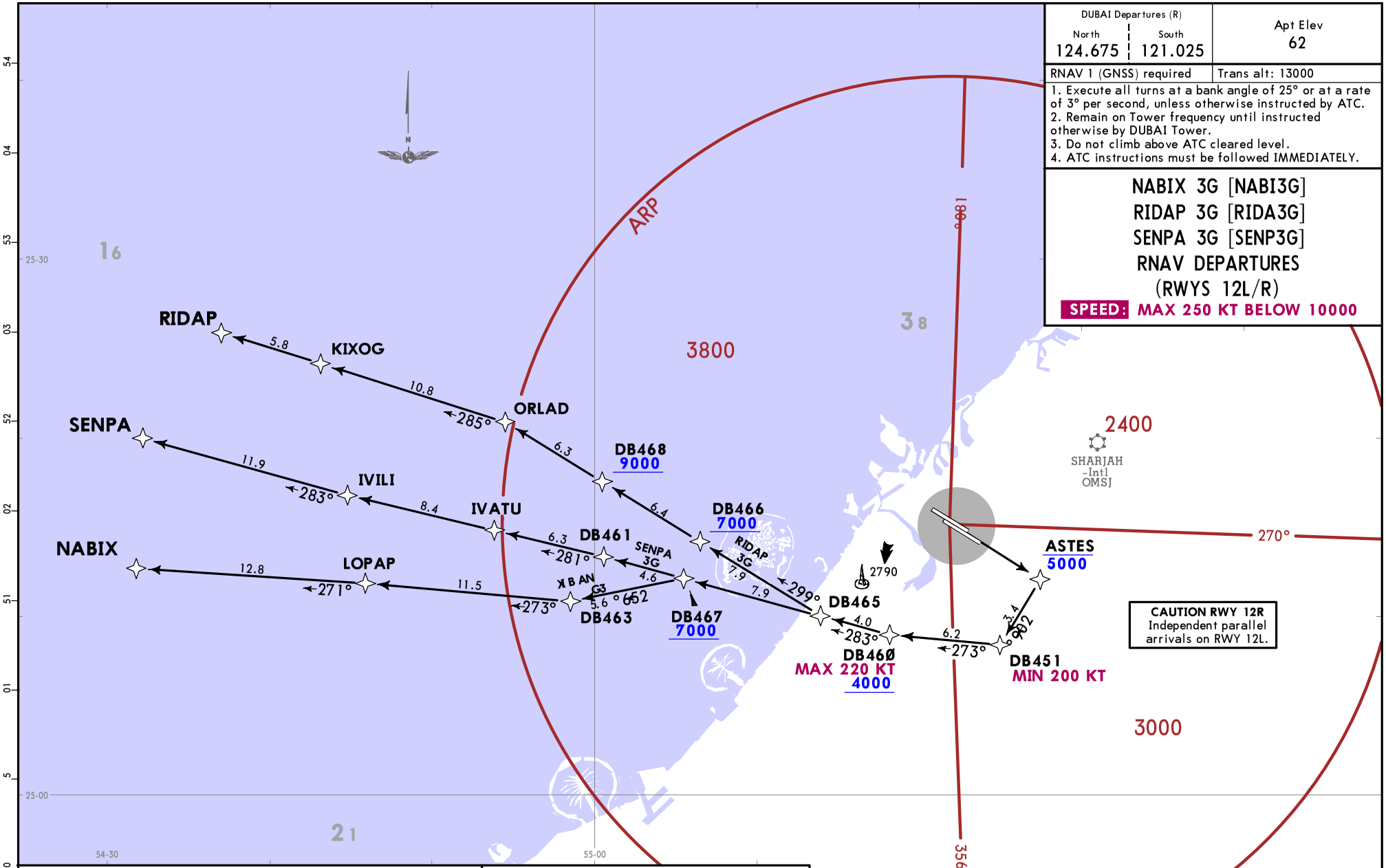
DUBAI Departures (R)		Apt Elev
North	South	62
124.675	121.025	

RNAV 1 (GNSS) required | Trans alt: 13000

1. Execute all turns at a bank angle of 25° or at a rate of 3° per second, unless otherwise instructed by ATC.
2. Remain on Tower frequency until instructed otherwise by DUBAI Tower.
3. Do not climb above ATC cleared level.
4. ATC instructions must be followed IMMEDIATELY.

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+) - DB46Ø (K220-; 4000+) - DB465 - DB467 (7000+) - DB463 - LOPAP - NABIX.
RIDAP 3G	(460+) - ASTES (5000-) - DB451 (K200+) - DB46Ø (K220-; 4000+) - DB465 - DB466 (7000+) - DB468 (9000+) - ORLAD - KIXOG - RIDAP.
SENPA 3G	(460+) - ASTES (5000-) - DB451 (K200+) - DB46Ø (K220-; 4000+) - DB465 - DB467 (7000+) - DB461 - IVATU - IVILI - SENPA.

Close-in obstacle
RWY 12R - Pole 156, 0.5 NM from DER.

These SIDs require minimum climb gradients of
4.2% (255 FT/NM) up to 1000.
5.0% (300 FT/NM) up to 8000 due to ATC.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Advise ATC at startup in unable to comply.

CHANGES: Close-in obstacle note & climb gradient established.

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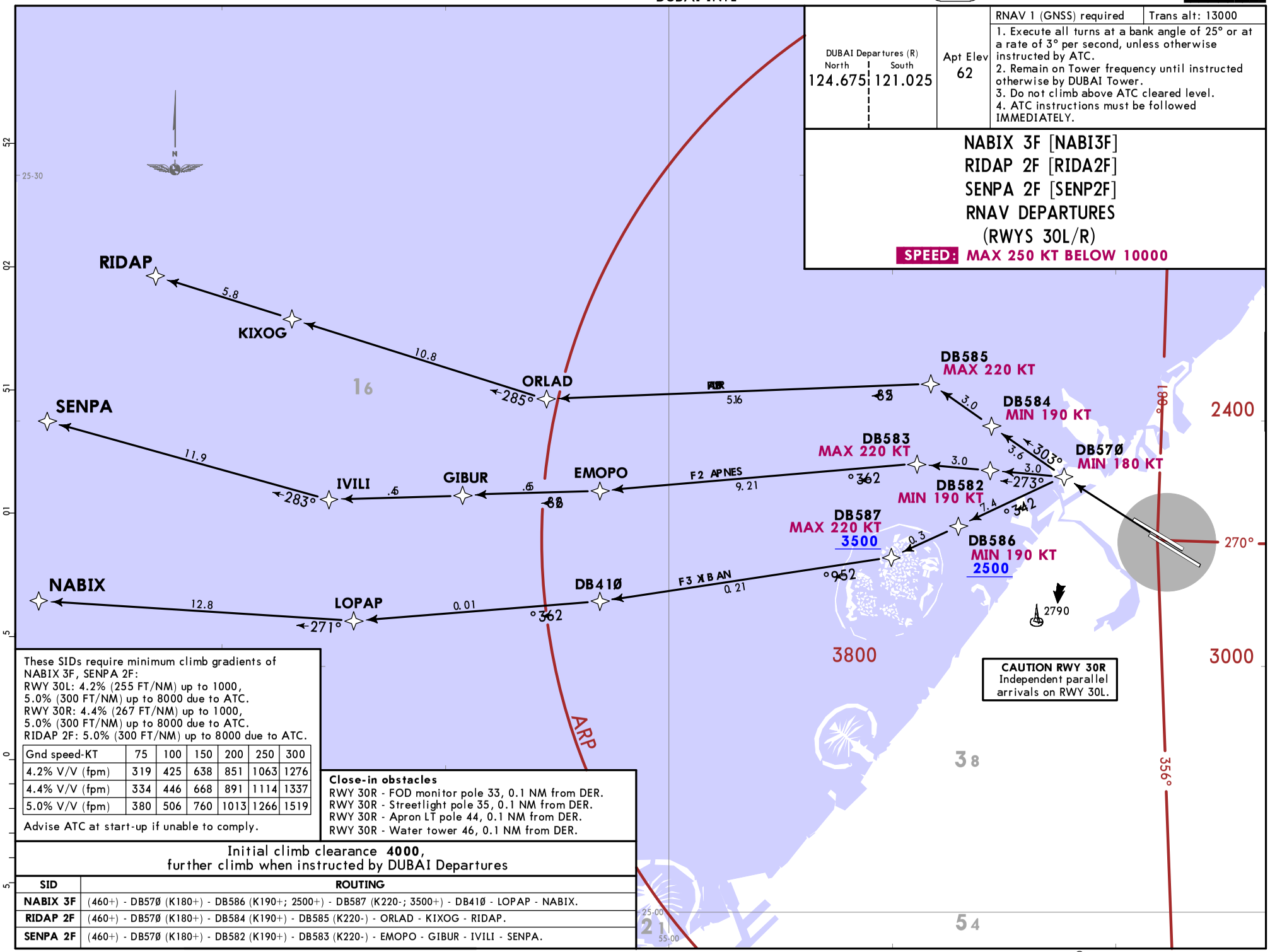
DUBAI Departures (R) North	South	Apt Elev	RNAV 1 (GNSS) required	Trans alt: 13000
124.675	121.025	62	1. Execute all turns at a bank angle of 25° or at a rate of 3° per second, unless otherwise instructed by ATC. 2. Remain on Tower frequency until instructed otherwise by DUBAI Tower. 3. Do not climb above ATC cleared level. 4. ATC instructions must be followed IMMEDIATELY.	

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

SPEED: MAX 250 KT BELOW 10000



CAUTION RWY 30R
Independent parallel arrivals on RWY 30L.

These SIDs require minimum climb gradients of NABIX 3F, SENPA 2F:
RWY 30L: 4.2% (255 FT/NM) up to 1000,
5.0% (300 FT/NM) up to 8000 due to ATC.
RWY 30R: 4.4% (267 FT/NM) up to 1000,
5.0% (300 FT/NM) up to 8000 due to ATC.
RIDAP 2F: 5.0% (300 FT/NM) up to 8000 due to ATC.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276
4.4% V/V (fpm)	334	446	668	891	1114	1337
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Advise ATC at start-up if unable to comply.

Close-in obstacles
RWY 30R - FOD monitor pole 33, 0.1 NM from DER.
RWY 30R - Streetlight pole 35, 0.1 NM from DER.
RWY 30R - Apron LT pole 44, 0.1 NM from DER.
RWY 30R - Water tower 46, 0.1 NM from DER.

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

SID	ROUTING
NABIX 3F	(460+) - DB570 (K180+) - DB586 (K190+; 2500+) - DB587 (K220-; 3500+) - DB410 - LOPAP - NABIX.
RIDAP 2F	(460+) - DB570 (K180+) - DB584 (K190+) - DB585 (K220-) - ORLAD - KIXOG - RIDAP.
SENPA 2F	(460+) - DB570 (K180+) - DB582 (K190+) - DB583 (K220-) - EMOPO - GIBUR - IVILI - SENPA.

CHANGES: Climb gradients established.

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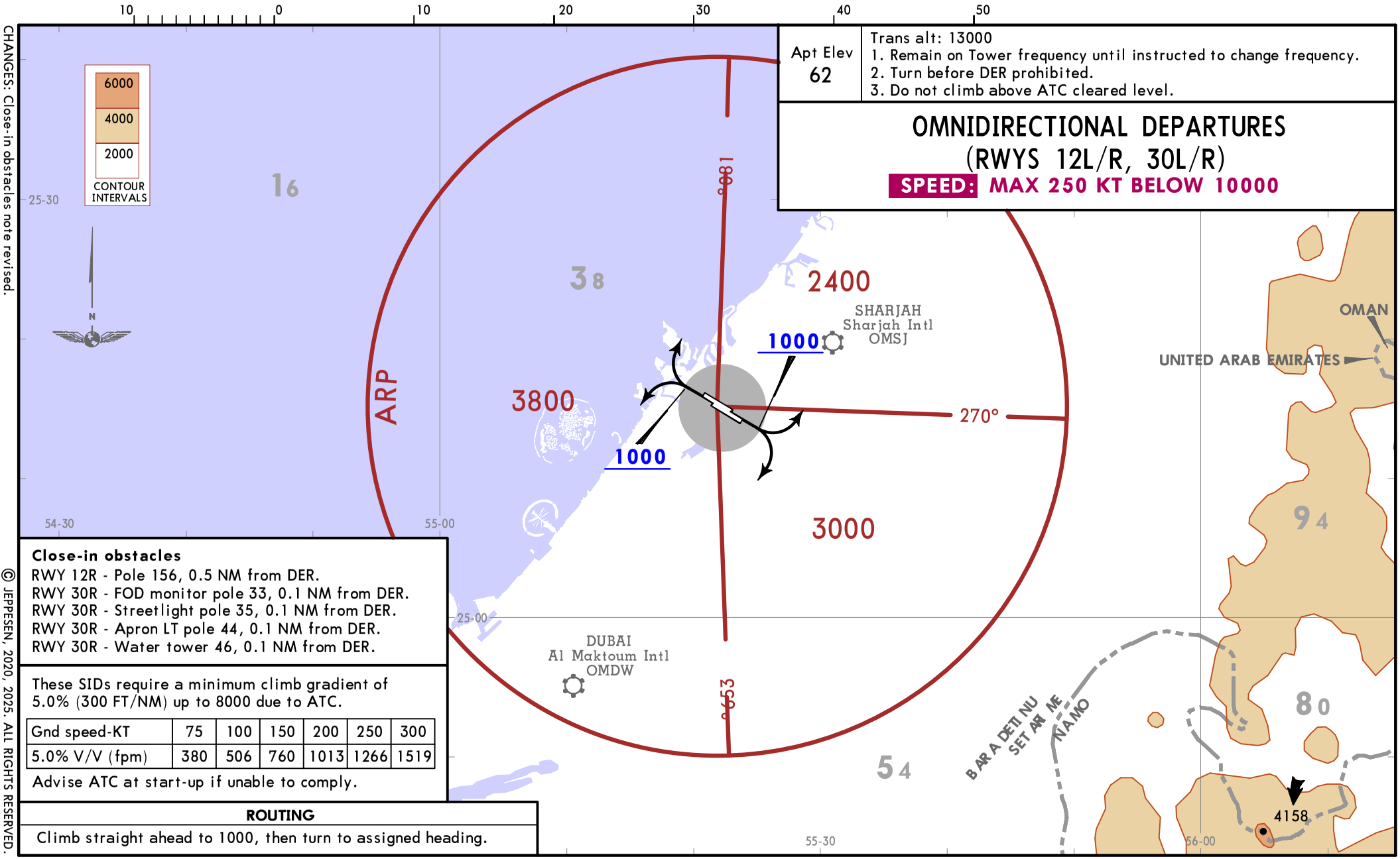
Apt Elev	
62	Trans alt: 13000 1. Remain on Tower frequency until instructed to change frequency. 2. Turn before DER prohibited. 3. Do not climb above ATC cleared level.

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

SPEED: MAX 250 KT BELOW 10000



Close-in obstacles

RWY 12R - Pole 156, 0.5 NM from DER.
RWY 30R - FOD monitor pole 33, 0.1 NM from DER.
RWY 30R - Streetlight pole 35, 0.1 NM from DER.
RWY 30R - Apron LT pole 44, 0.1 NM from DER.
RWY 30R - Water tower 46, 0.1 NM from DER.

These SIDs require a minimum climb gradient of 5.0% (300 FT/NM) up to 8000 due to ATC.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Advise ATC at start-up if unable to comply.

ROUTING

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

CHANGES: Close-in obstacles note revised.

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TEMPORARY CLOSURE OF TAXIWAYS (AIP SUP 40/25)

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 C02

a. Section of taxilane Z between taxiway Z5 and taxiway Y closed.
b. Sections of taxilane J1 and taxiway Y North of taxilane Z closed.
c. Taxiway Z5 closed.
d. Taxiway Y East link onto taxilane Z/taxiway L4 temporarily relocated to the East. Taxiway centreline installed with green reflectors instead of centreline lights.
e. Section of taxilane U behind stands B1 thru B3 diverted with temporary centreline installed with green reflectors instead of centreline lights.
f. Temporary crossover taxiway U2A implemented between taxilane J and taxilane U West of stand B3. Taxiway centreline installed with green reflectors instead of centreline lights.
g. Aforementioned temporary taxiway centrelines will be available for unrestricted movements up to Code F. In CAT II/III conditions, movements will be allowed under ''Follow-me'' guidance as advised by ATC.
h. Code F movement permitted on taxilane Y and the section of taxilane U West of temporary crossover taxiway U2A.
i. Code F aircraft are not permitted on taxilane J1 and taxilane Y at the same time.
j. Intermediate Holding Position (IHP) UA not available in CAT II/III conditions.
k. IHP YA is available but has no sign, marking is available.
l. Aircraft turning/moving on taxiway Y1:
   1. Must use minimum power to prevent jet blast onto the stands behind.
   2. Must continue movement under constant power setting without coming to a full stop.
   3. If the aircraft has to stop for any reason on taxiway Y1, report to ATC for Airside assistance to assess jet blast impact before re-commencing movement.

AREA J1

a. Section of taxilane J between stands C63 and stand B3 closed.
b. Section of taxilane U behind stands B1 thru B3 diverted with temporary centreline installed with green reflectors instead of centreline lights.
c. Temporary crossover taxiway U2A implemented between taxilane J and taxilane U West of stand B3. Taxiway centreline installed with green reflectors instead of centreline lights.
d. Aforementioned temporary taxiway centrelines will be available for unrestricted movements up to Code F. In CAT II/III conditions, movements will be allowed under ''Follow-me'' guidance as advised by ATC.
e. Code F movement permitted on taxilane Y and the section of taxilane U West of temporary crossover taxiway U2A.
f. Code F aircraft are not permitted on taxilane J1 and taxilane Y at the same time.
g. Aircraft turning/moving on taxiway Y1:
   1. Must use minimum power to prevent jet blast onto the stands behind.
   2. Must continue movement under constant power setting without coming to a full stop.
   3. If the aircraft has to stop for any reason on taxiway Y1, report to ATC for Airside assistance to assess jet blast impact before re-commencing movement.
h. Taxiway crossing road may be maintained through the worksite.

AREA B17

a. Section of taxiline U behind stand B17 closed.
b. Taxiway U3 closed.

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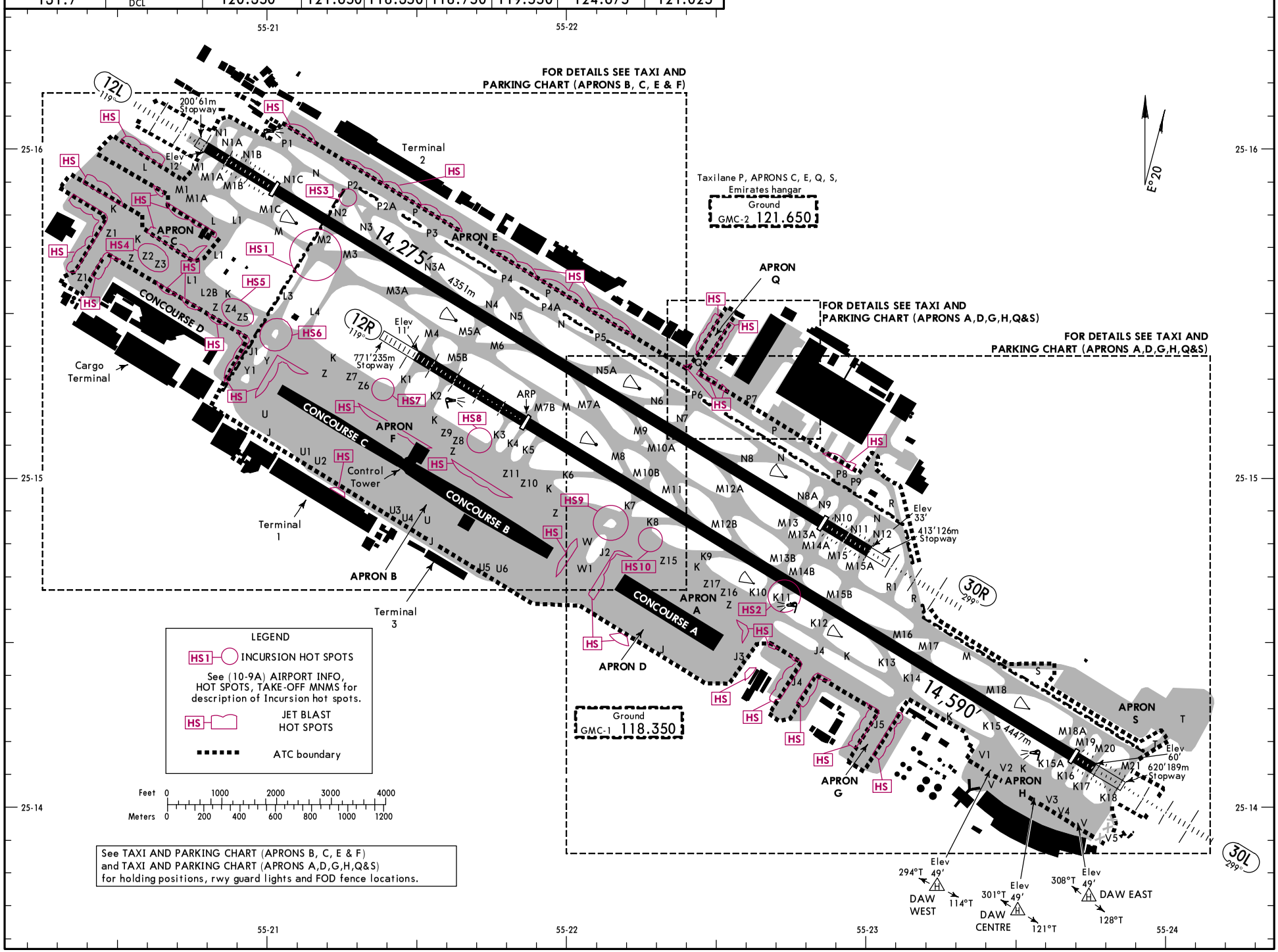
D-ATIS Departure	Data Comm ACARS: D-ATIS DCL	DUBAI Delivery	DUBAI Ground GMC-2	DUBAI Ground GMC-1	Tower North	Tower South	DUBAI Departures North	DUBAI Departures South
131.7		120.350	121.650	118.350	118.750	119.550	124.675	121.025



CHANGES: Twys M9 & N3 shape.

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

- HS1 Misroute Hotspot: Potential to proceed onto RWY holding position M2 from TWY L3.
- HS2 Pilots to ensure ATC clearance to cross RWY at RWY holding position K11.
- HS3 Pilots to ensure ATC clearance to enter/cross RWY at RWY holding position N2.
- HS4 Misroute Hotspot: Pilots to ensure ATC clearance to use TWY crossover Z2.
- HS5 Misroute Hotspot: Pilots to ensure ATC clearance to use TWY crossover Z4.
- HS6 Premature turn from TWY K (Westbound) onto TXL Y (taxilane) instead of TXL J1.
- HS7 Misroute Hotspot: Potential to miss TWY crossover Z6 and proceed Westbound on TWY K.
- HS8 Misroute Hotspot: Potential to miss TWY crossover Z8 and proceed Westbound on TWY K.
- HS9 Misroute Hotspot intersection. Potential to wrongly turn onto TWY K, TXL J2, TXL W or TXL Z.
- HS10 Potential to not hold at intermediate holding position KP when instructed.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
12L	HIRL (60m) CL (15m) ❶ HIALS-II SFL TDZ	OFZ RVR	11,811′ 3600m	11,766′ 3586m	❷ ❸	197′
30R	REIL HSTIL PAPI (angle 3.0°)		13,123′ 4000m	12,197′ 3718m		60m

❶ length 900m

❷ TAKE-OFF RUN AVAILABLE

RWY 12L:		RWY 30R:	
From rwy head	13,287′ (4050m)	From rwy head ❹	14,108′ (4300m)
twy M1A int	12,969′ (3953m)	twy M15/N11 int	13,698′ (4175m)
twy N1A int	12,959′ (3950m)	twy M14A int ❺	13,291′ (4051m)
twy M1B int	12,641′ (3853m)	twy N10 int ❺	13,284′ (4049m)
twy N1B int	12,631′ (3850m)	twy M13A/N9 int	12,972′ (3954m)
twy M1C/N1C int	11,732′ (3576m)	twy M13/N8A int	12,648′ (3855m)
twy M2/N2 int	10,643′ (3244m)	twy M10A int	9974′ (3040m)
twy M5A/N4 int	7379′ (2249m)	twy N7 int	9967′ (3038m)

❸ Intersection departures via Rapid Exit Taxiways (RETs) are not permitted.

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

❺ Primary entry point.

12R	HIRL (60m) CL (15m) ❶ HIALS-II SFL TDZ	OFZ RVR	11,811′ 3600m	10,839′ 3304m	❻ ❸	197′
30L	REIL HSTIL PAPI (angle 3.0°)		14,157′ 4315m	13,063′ 3982m		60m

❻ TAKE-OFF RUN AVAILABLE

RWY 12R:		RWY 30L:	
From rwy head	14,157′ (4315m)	From rwy head ❼	14,590′ (4447m)
twy M5B int	13,547′ (4129m)	twy K16/M19 int	14,272′ (4350m)
twy K2 int	13,533′ (4125m)	twy K15A int	13,950′ (4252m)
twy K3 int	12,165′ (3708m)	twy M18A int	13,947′ (4251m)
twy M7B int	11,860′ (3615m)	twy K14 int	10,915′ (3327m)
twy K4 int	11,844′ (3610m)	twy M17 int	10,912′ (3326m)
twy K5 int	11,525′ (3513m)	twy K12/M15B int	8996′ (2742m)
twy M10B int	9442′ (2878m)	twy M14B int	8153′ (2485m)
twy K7 int	9432′ (2875m)	twy K11 int	8120′ (2475m)
twy K10 int	6486′ (1977m)	twy M13B int	7835′ (2388m)
twy M13B int	6453′ (1967m)	twy K10 int	7799′ (2377m)
twy K11 int	6165′ (1879m)		
twy M14B int	6135′ (1870m)		

❼ 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 ❶								
❷ 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

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

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

CHANGES: TORA from RETs withdrawn, TORA from ints, departure via RETs note.

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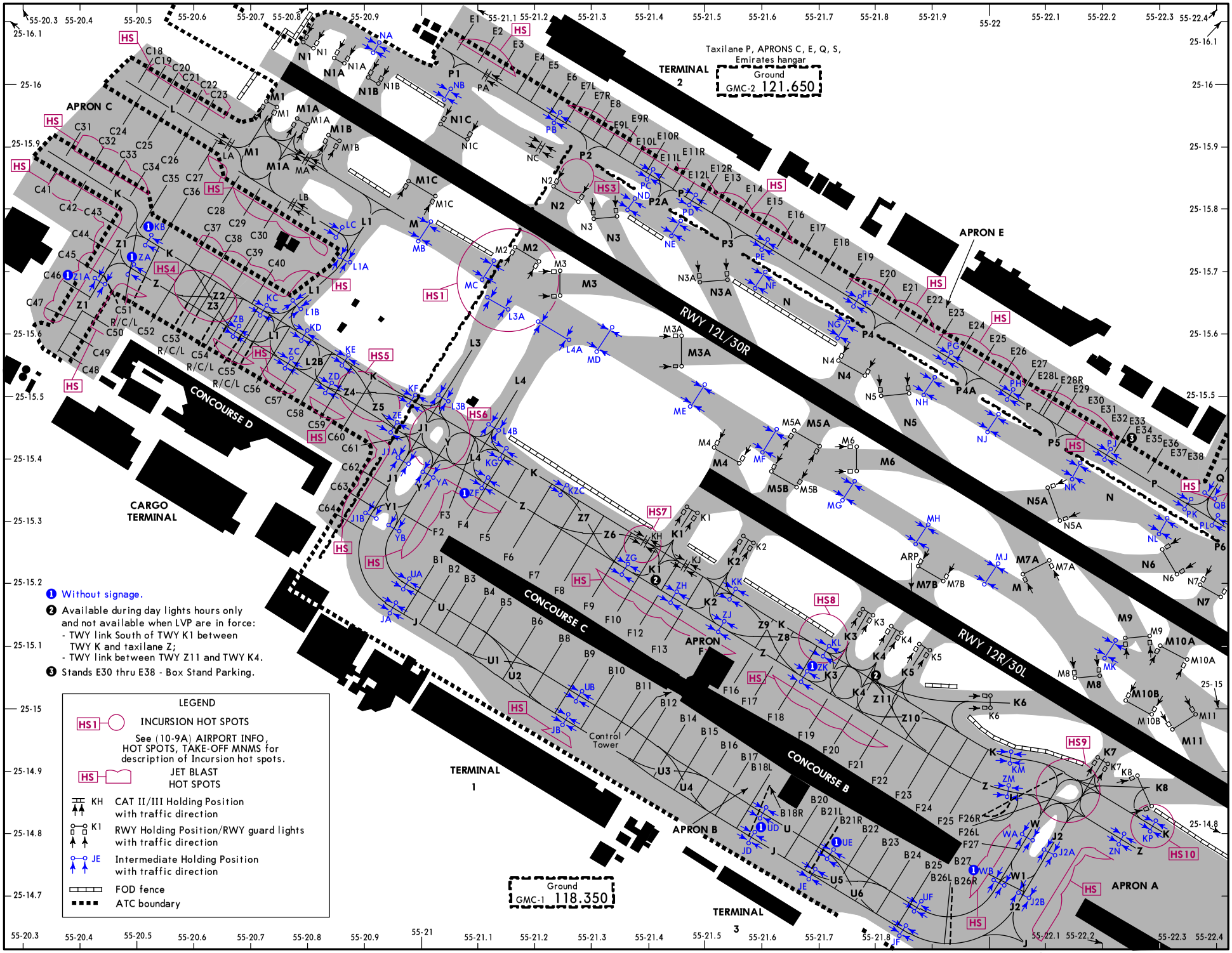

CHANGES: Guidelines to stands E33 and E36 added.

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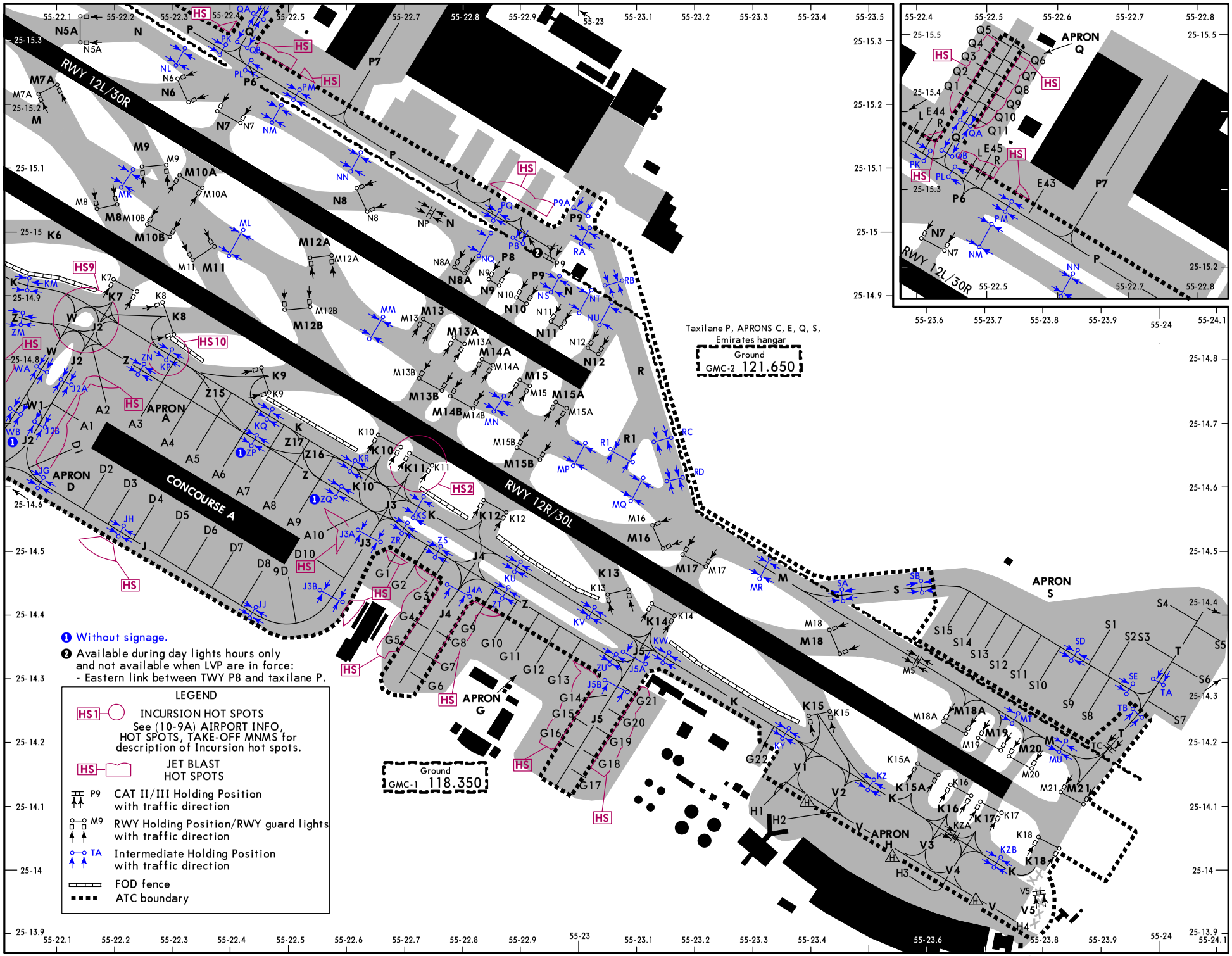

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INS COORDINATES

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
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

CHANGES: Stands E30 thru E37 coords withdrawn.

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INS COORDINATES

STAND No.	COORDINATES	ELEV
APRON E (CONTD)		
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
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 E38 coords withdrawn.

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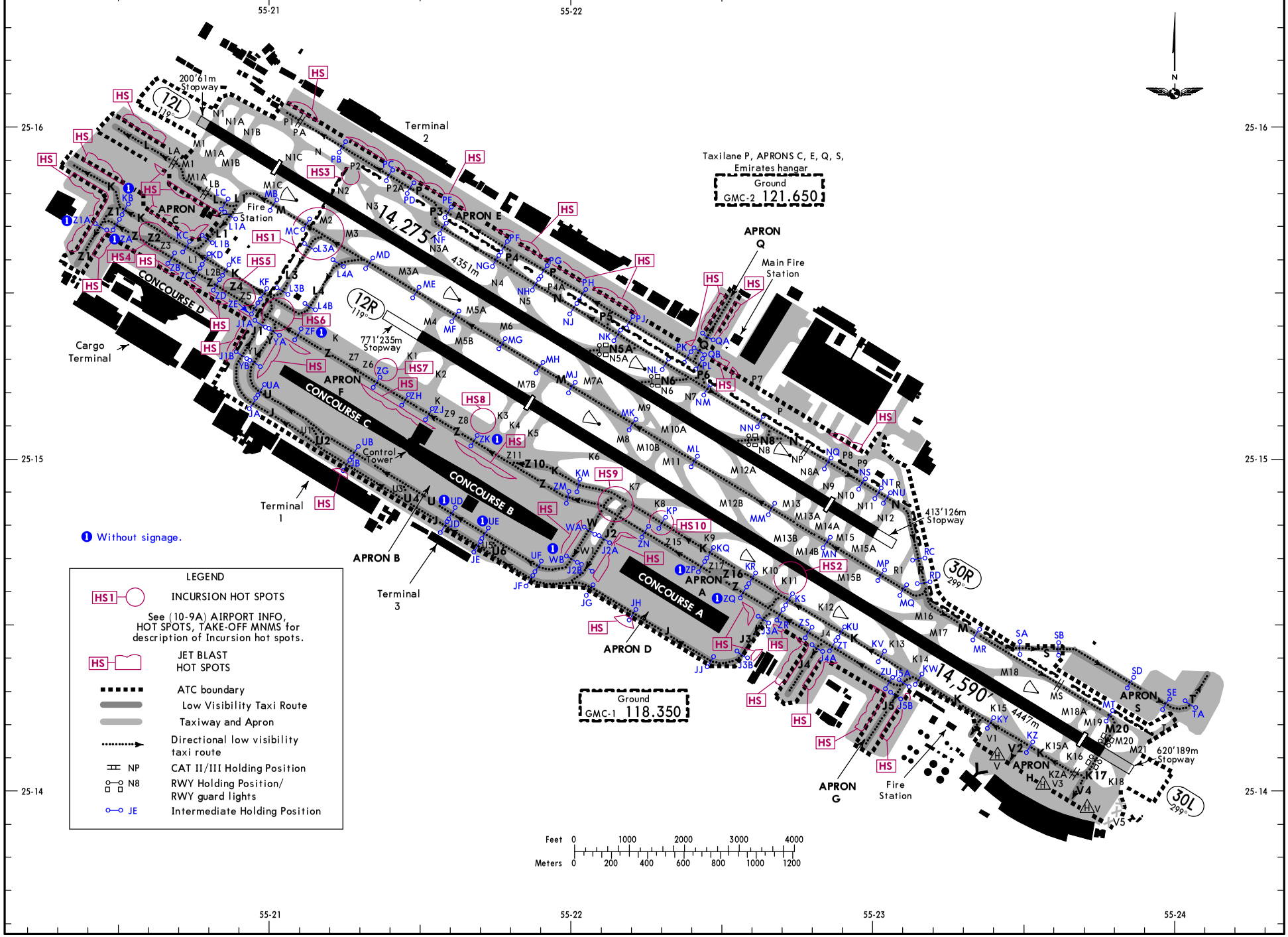
JEPPESEN
17 JAN 25
Eff 23 Jan

DUBAI, UAE

(10-9F) 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	124.675	121.025



CHANGES: Twys M9 & N3 shape, holding position on Twy V4 withdrawn.

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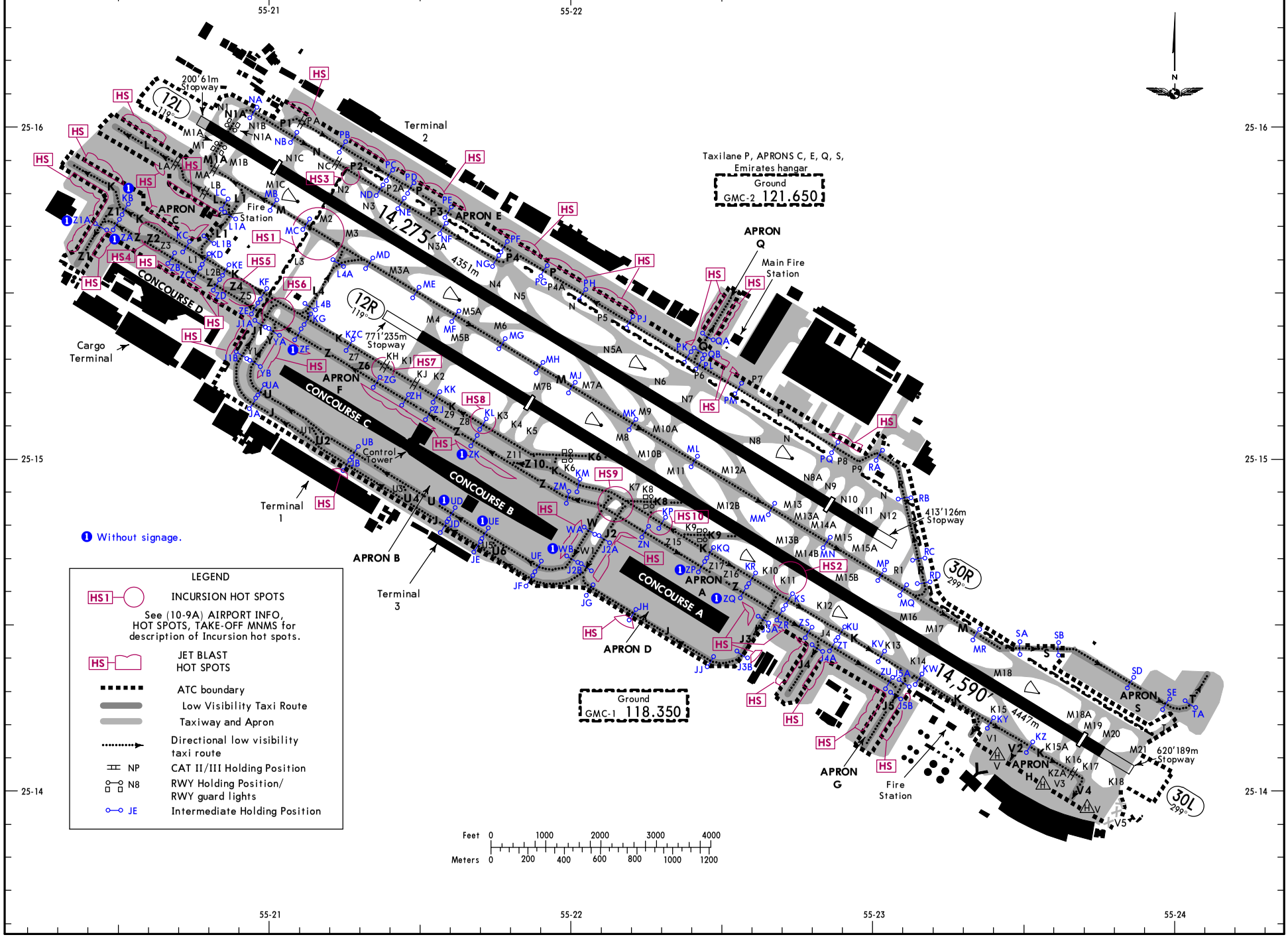
DUBAI, UAE
LOW VISIBILITY TAXI ROUTES
ARRIVAL RWY 30L

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	124.675	121.025



CHANGES: Twys M9 & N3 shape, holding position on Twy V4 withdrawn.

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OMDB/DXB

DUBAI INTL

JEPPESEN

17 JAN 25

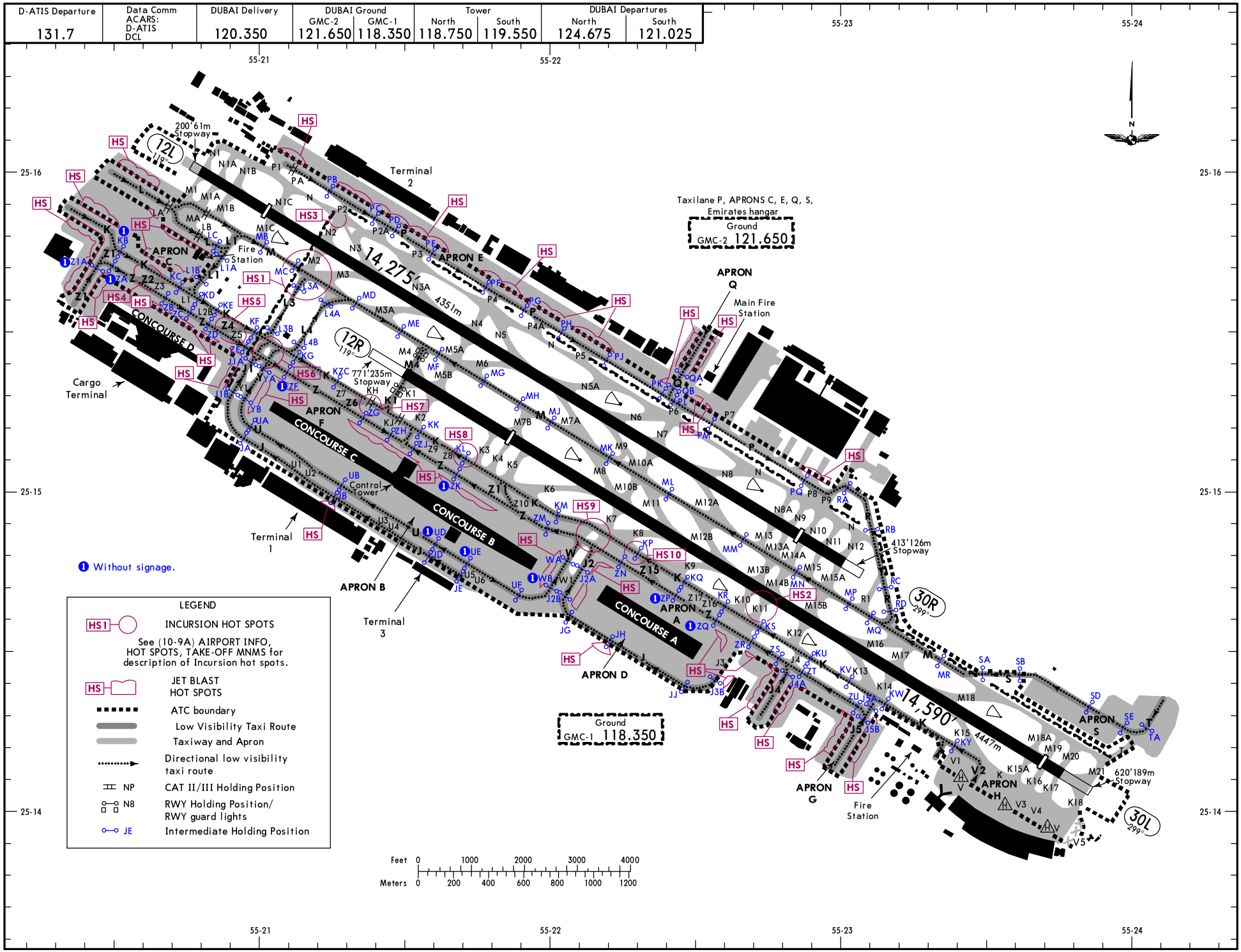
Eff 23 Jan

(10-9H)

DUBAI, UAE

LOW VISIBILITY TAXI ROUTES DEPARTURE RWY 12R

D-ATIS Departure	Data Comm ACARS: D-ATIS DCL	DUBAI Delivery	DUBAI Ground		Tower		DUBAI Departures	
			GMC-2	GMC-1	North	South	North	South
131.7		120.350	121.650	118.350	118.750	119.550	124.675	121.025



CHANGES: Twys M9 & N3 shape.

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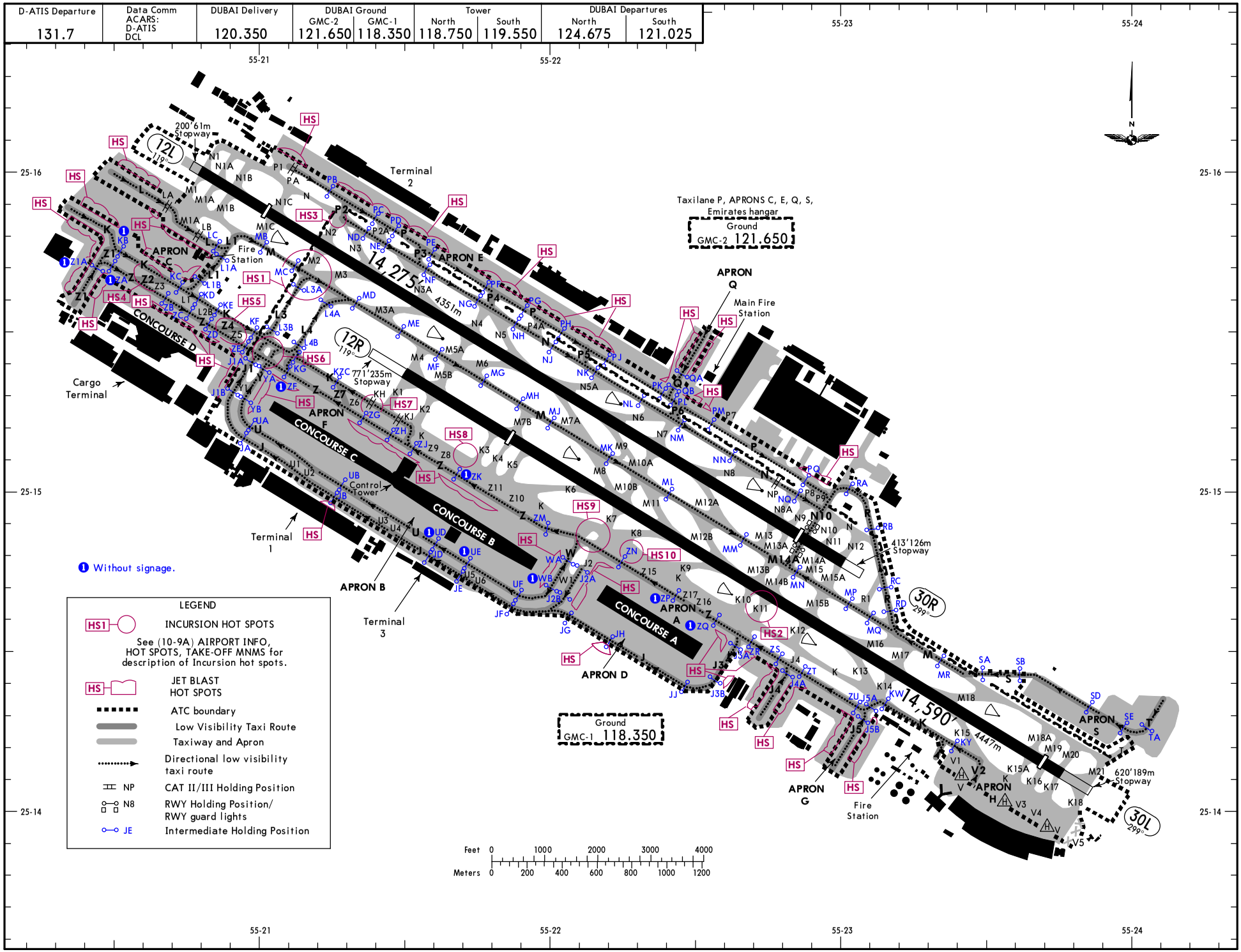
DUBAI, UAE
LOW VISIBILITY TAXI ROUTES
DEPARTURE RWY 30R

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	124.675	121.025



CHANGES: Twys M9 & N3 shape.

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VISUAL DOCKING GUIDANCE SYSTEMS (VDGS)

1. INTRODUCTION

Parking stands are equipped with visual docking guidance system (VDGS) and hence no wing walkers/marshaller is available on the stand. If VDGS is faulty/not available, marshaling 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 66'/20m from the STOP position and rows of light gets extinguished from 39'/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.

The VDGS should be approached at a speed less than 2 KT.

Notes:

- Pilots must not enter an ACFT stand unless the VDGS is illuminated or a marshaller has signalled clearance to proceed.

- Pilots must not attempt to self-park if the VDGS is not illuminated or calibrated for their ACFT type.

- VDGS units used at OMDB will not operate effectively below CAT III conditions (visibility down to 175m), if VDGS unit is not illuminated or failing to capture ACFT, Pilots must stop and request marshaling assistance from ATC.

CHANGES: The VDGS should be approached at a speed less than 2 KT.

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VISUAL DOCKING GUIDANCE SYSTEMS (VDGS) (contd)

2. LED Board Display - When VDGS is functioning optimally

2.1. NOT SCHEDULED AND NOT ACTIVATED

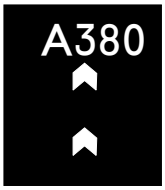
- If only stand number is shown, it means VDGS is not activated.
- ACFT should not enter stand.

2.2. SCHEDULED BUT NOT ACTIVATED

- The ACFT is allocated to the stand and hence call sign and EIBT with countdown timer appears on the VDGS.
- However VDGS is not yet activated, as vertical floating arrows are missing.
- Report to ATC, if VDGS not activated.
- Wait for the vertical floating arrows to enter the stand.

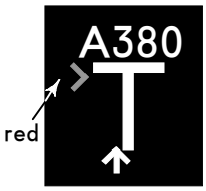
2.3. CAPTURE

- The vertical floating arrows indicate that the system is activated and is in Capture mode and searching for an approaching ACFT.
- Pilots shall check that the correct ACFT type is displayed.
- Pilot must not proceed beyond the boarding bridge unless the vertical floating arrows are superseded by yellow Closing Rate Bar.



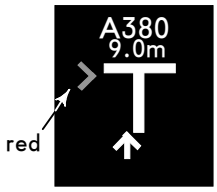
2.4. TRACKING

- When the ACFT has been caught by the laser, the vertical floating arrow is replaced by the yellow Closing Rate Bar.
- If a flashing red indicator is displayed, then this is indicating the direction of turn required to be taken to align onto the lead-in line.



2.5. CLOSING RATE (DIGITAL)

This is the digital count down from a specific distance to the final stop position.



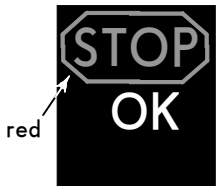
3. LED Board Display - Examples of VDGS Failures

3.1. OVERSHOOT

If the ACFT has overshot the stop-position, 'TOO FAR' will be displayed.

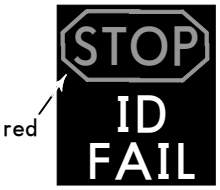
3.2. STOP SHORT

If the ACFT is found standing still but has not reached the intended stop position, the message 'STOP, OK' will be shown after a pre-configured time.



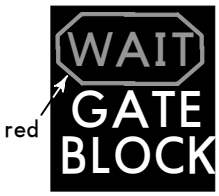
3.3. AIRCRAFT VERIFICATION FAILURE

During entry into the Stand, the ACFT geometry is being checked. If, for any reason, ACFT verification is not made 39'/12m before the stop-position, the display will first show 'WAIT' and make a second verification check. If this fails, 'STOP' and 'ID FAIL' will be displayed.



3.4. GATE BLOCKED

If an object is found blocking the approach to gate/apron view from the Safedock to the planned stop position for the ACFT, the docking procedure will be halted with a 'WAIT' and 'GATE BLOCK' message.



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OMDB/DXB
DUBAI INTL

JEPPESEN

11 APR 25 (11-1) Eff 17 Apr

DUBAI, UAE
❶ ILS Rwy 12L

BRIEFING STRIP™

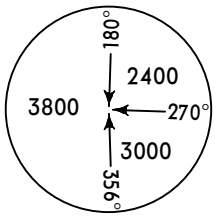
D-ATIS Arrival	MINHAD Approach	DUBAI Arrivals	DUBAI Director	DUBAI Tower North	DUBAI Tower South	Ground
126.275	122.5	124.9	127.9X	118.750	119.550	118.350

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

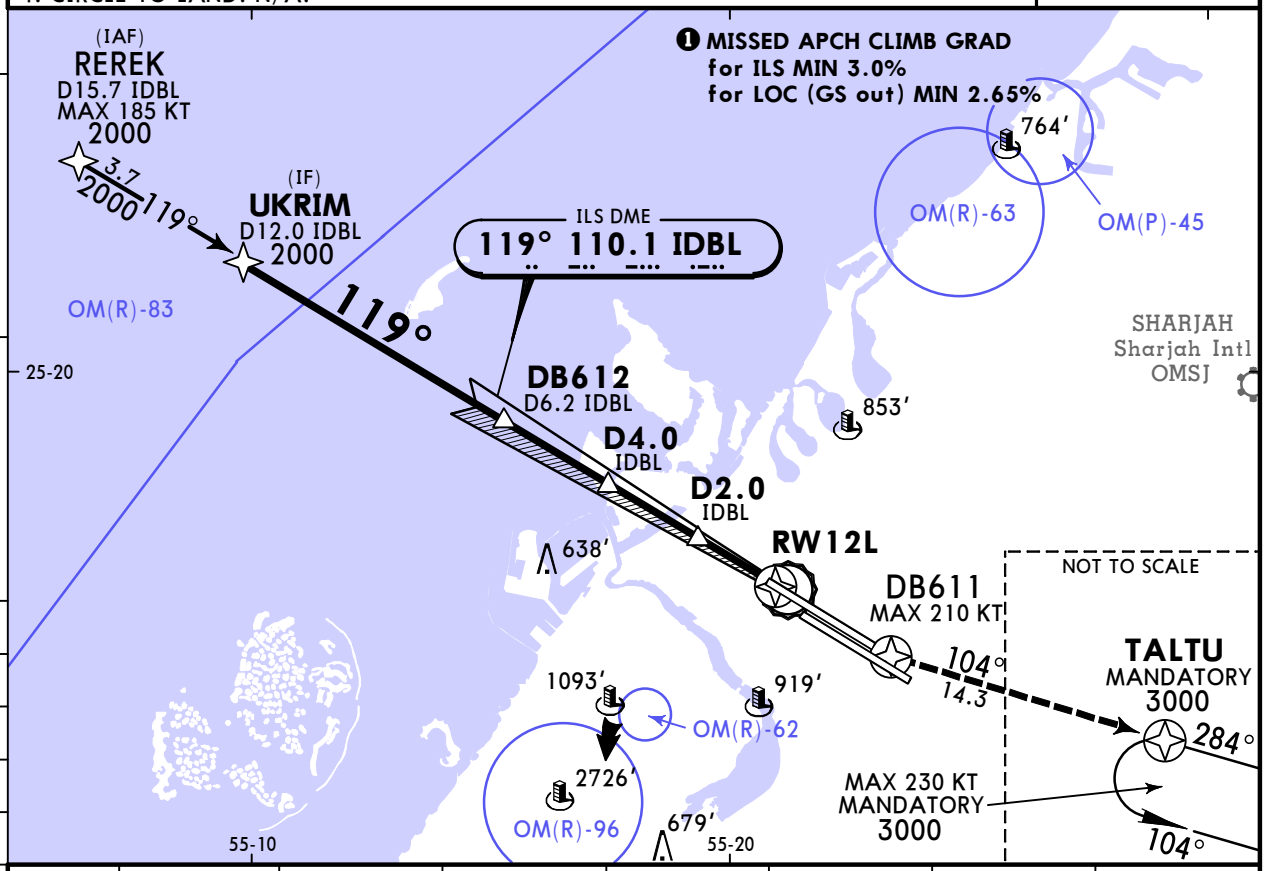
MISSED APCH: Climb direct to DB611, then on track 104° to TALTU, hold at 3000′. Refer to minimums for missed apch climb gradients.

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

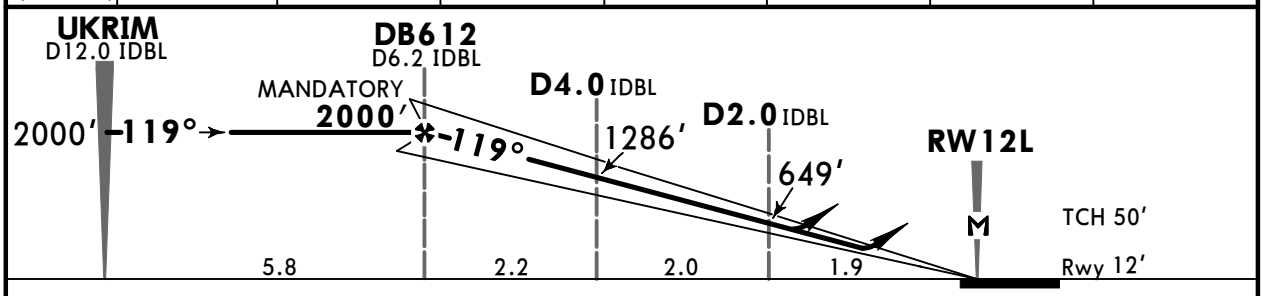
1. RNAV 1 required for initial, intermediate and missed apch transitions. 2. CAUTION: Independent Parallel Departures on RWY 12R. 3. ILS DME reads zero at TDZ. 4. CIRCLE-TO-LAND: N/A.



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 104°

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
❷ DA/MDA(H) **480′** (468′)

PANS OPS

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

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

CHANGES: OM(D)-10 withdrawn, TALTU and holding at TALTU restrictions.

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OMDB/DXB
DUBAI INTL

JEPPESEN

11 APR 25
Eff 17 Apr
(11-1A)

DUBAI, UAE
❶ CAT II/III ILS Rwy 12L

BRIEFING STRIP™

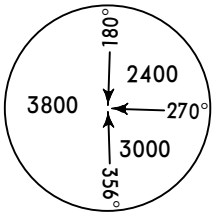
D-ATIS Arrival	MINHAD Approach	DUBAI Arrivals	DUBAI Director	DUBAI Tower North	DUBAI Tower South	Ground
126.275	122.5	124.9	127.9X	118.750	119.550	118.350

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′)		

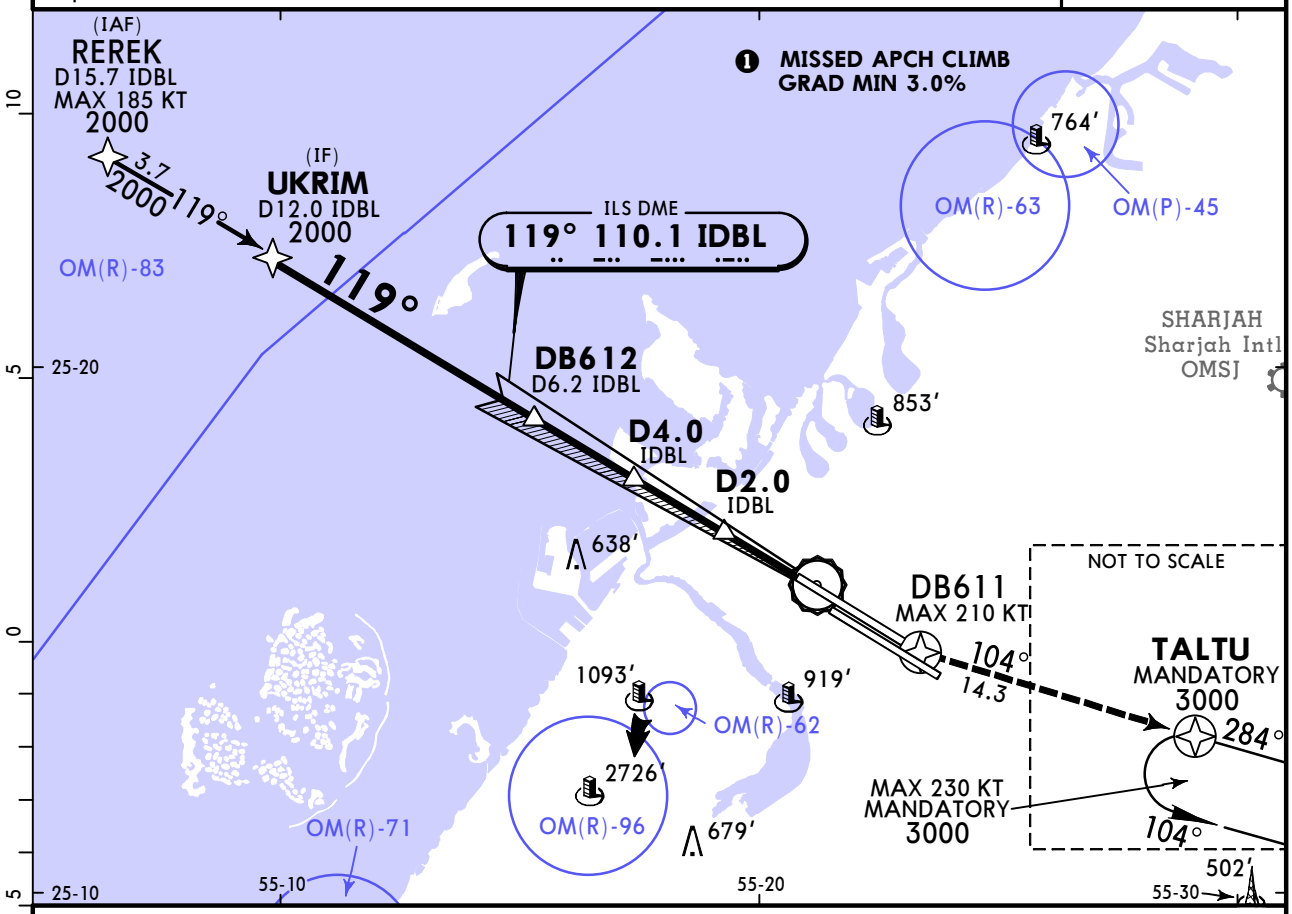
MISSED APCH: Climb direct to DB611, then on track 104° to TALTU, hold at 3000′. Missed apch requires a minimum climb gradient of 3.0%.

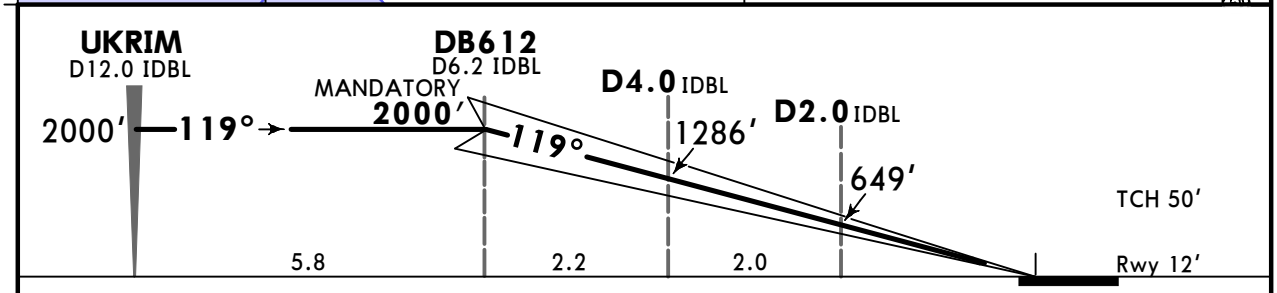
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL150 Trans alt: 13000′

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.



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 → DB611 TALTU on 104°

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′)

PANS OPS

	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
A	R75m	R200m	R300m
B			
C			R400m
D			

CHANGES: OM(D)-10 withdrawn, TALTU and holding at TALTU restrictions.

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OMDB/DXB
DUBAI INTL

JEPPESEN

11 APR 25 (11-2) Eff 17 Apr

DUBAI, UAE
❶ 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

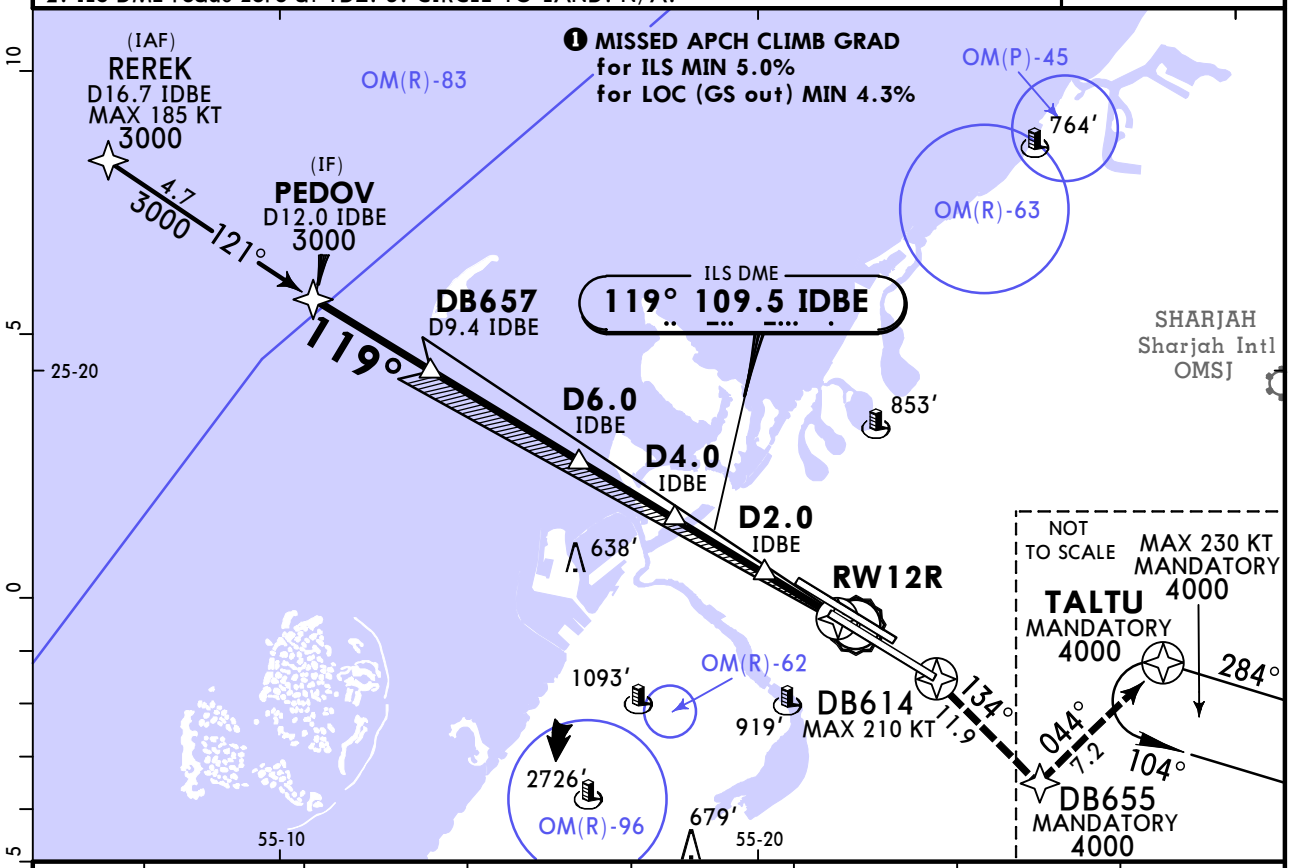
LOC IDBE	Final Apch Crs	DB657 MANDATORY	ILS DA(H)	Apt Elev 62′ / Rwy 11′
109.5	119°	3000′ (2989′)	211′ (200′)	

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.

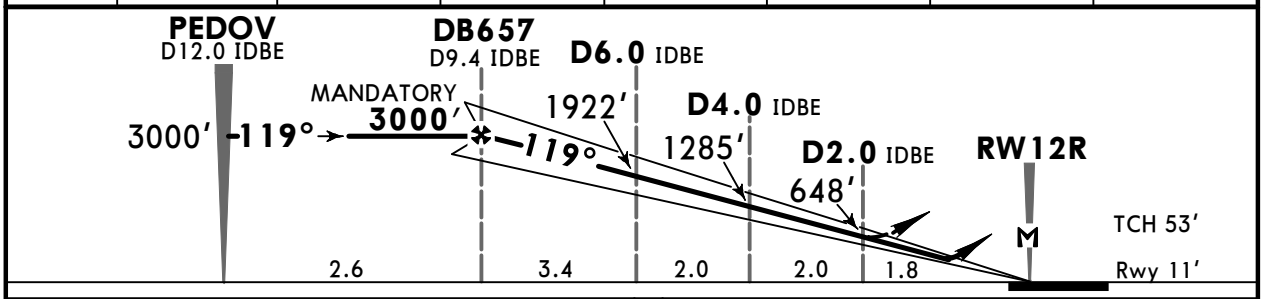
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL150 Trans alt: 13000′

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° 3800; 356° 3000



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
❷ DA/MDA(H) **620′** (609′)

PANS OPS

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

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

CHANGES: OM(D)-10 withdrawn, TALTU and holding at TALTU restrictions.

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OMDB/DXB
DUBAI INTL

JEPPESEN

11 APR 25
Eff 17 Apr
(11-2A)

DUBAI, UAE
❶ 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

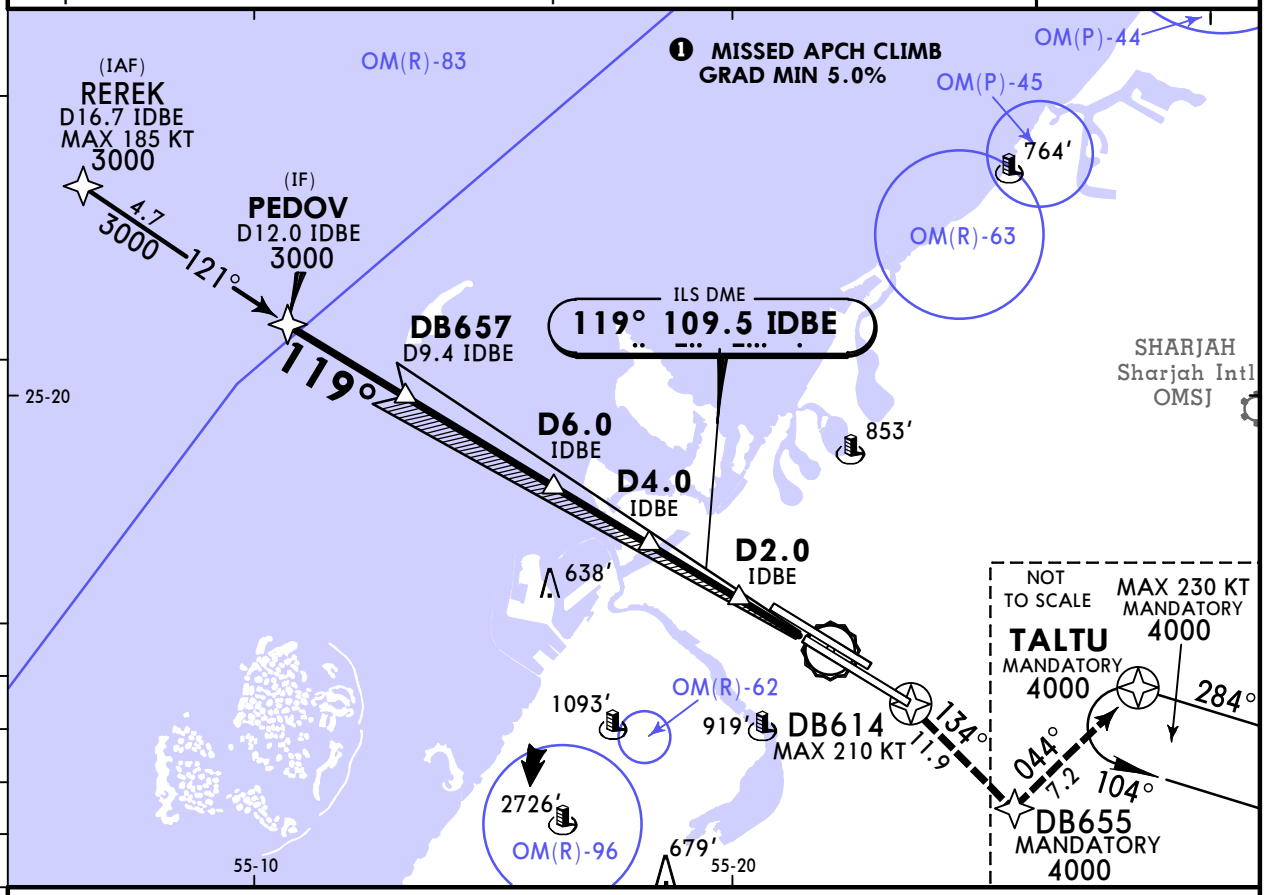
LOC IDBE	Final Apch Crs	DB657 MANDATORY	CAT IIIB, IIIA & II ILS	Apt Elev 62′
109.5	119°	3000′ (2989′)	Refer to Minimums	Rwy 11′

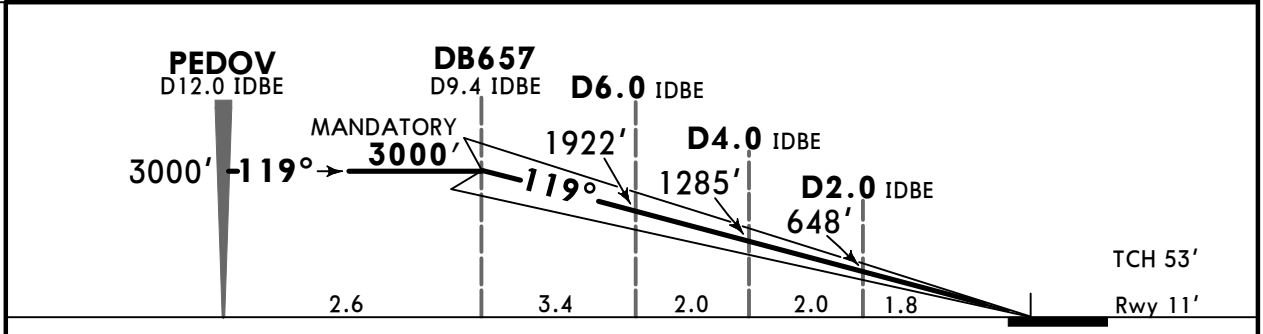
MISSED APCH: Climb direct to DB614, then on track 134° to DB655 at 4000′, then turn LEFT on track 044° to TALTU, hold at 4000′.
Missed apch requires a minimum climb gradient of 5.0%.

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.

MSA ARP: 180° 2400; 270° 3800; 356° 3000





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

HIALS-II
REIL PAPI PAPI

D → 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′)
PANS OPS A, B, C, D	R75m	R200m	❶R300m

❶ CAT D without autoland: R350m.

CHANGES: OM(D)-10 withdrawn, TALTU and holding at TALTU restrictions.

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OMDB/DXB
DUBAI INTL

JEPPESEN

31 JAN 25 (11-3)

DUBAI, UAE
❶ ILS Rwy 30L

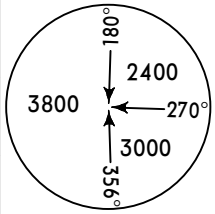
D-ATIS Arrival	MINHAD Approach	DUBAI Arrivals	DUBAI Director	DUBAI Tower North	DUBAI Tower South	Ground
126.275	122.5	124.9	127.9X	118.750	119.550	118.350

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 DB7Ø7, then on track 284° to EGNOT, hold at 3000′. Refer to minimums for missed apch climb gradients.

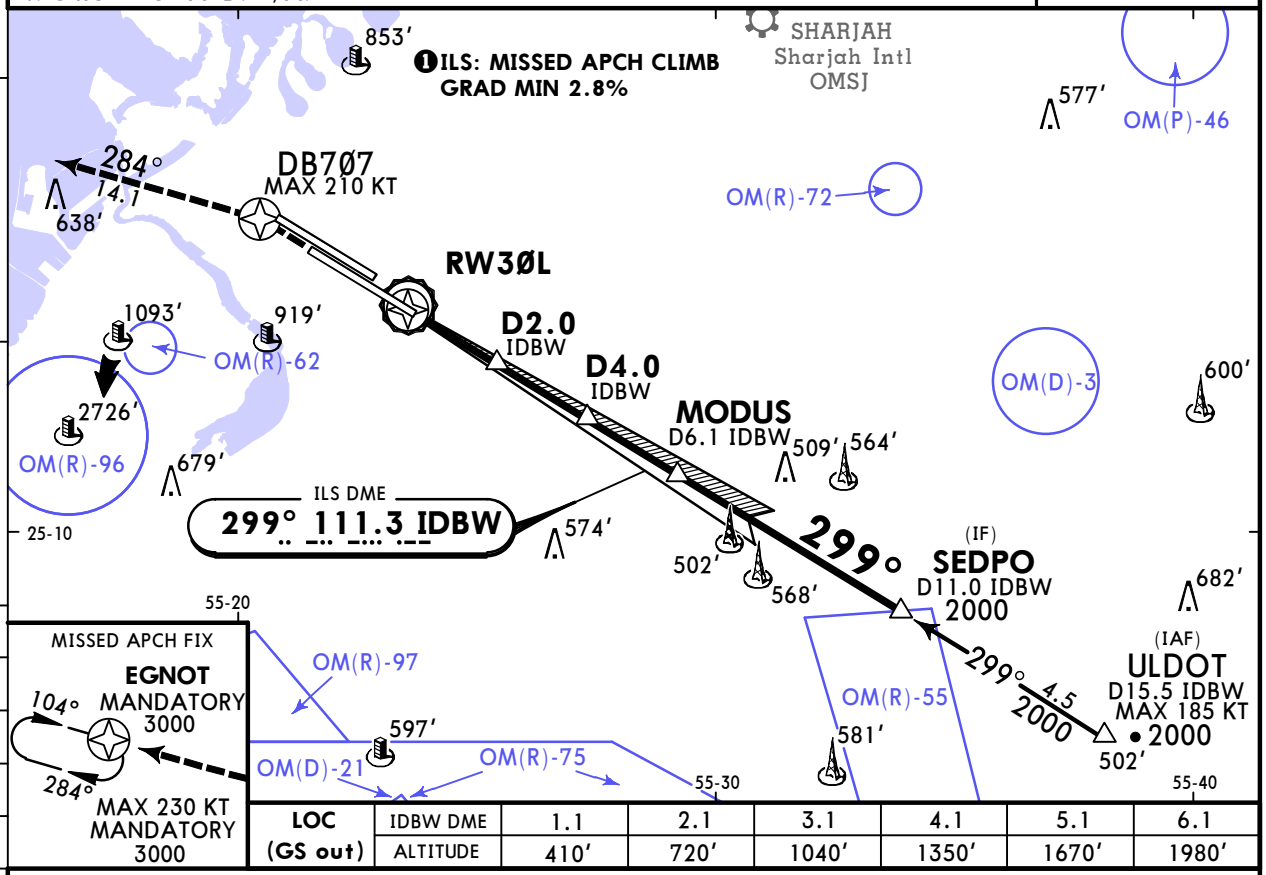
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL150 Trans alt: 13000′

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.

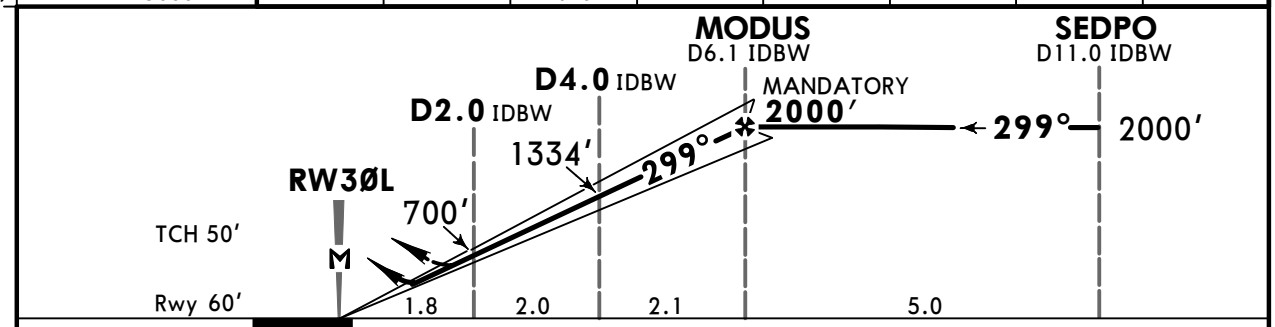


MSA ARP

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 RW3ØL							

HIALS-II REIL PAPI PAPI

DB7Ø7 EGNOT on 284°

Std/State

STRAIGHT-IN LANDING

	ILS: Missed apch climb gradient MIN 2.8%, DA(H) 260′ (200′)			LOC (GS out): CDFA, ❷ DA/MDA(H) 560′ (500′)	
		TDZ or CL out	ALS out		ALS out
A	R550m	❶ R550m	R1200m	R1500m	R1500m
B					
C					R2300m
D					
D_L					

PANS OPS

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

CHANGES: Altitude at ULDOT added.

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OMDB/DXB
DUBAI INTL

JEPPESEN

31 JAN 25 (11-3A)

DUBAI, UAE
❶ CAT II/III ILS Rwy 30L

BRIEFING STRIP ™

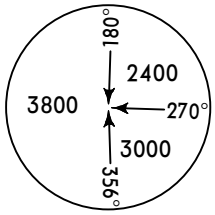
D-ATIS Arrival	MINHAD Approach	DUBAI Arrivals	DUBAI Director	DUBAI Tower North	DUBAI Tower South	Ground
126.275	122.5	124.9	127.9X	118.750	119.550	118.350

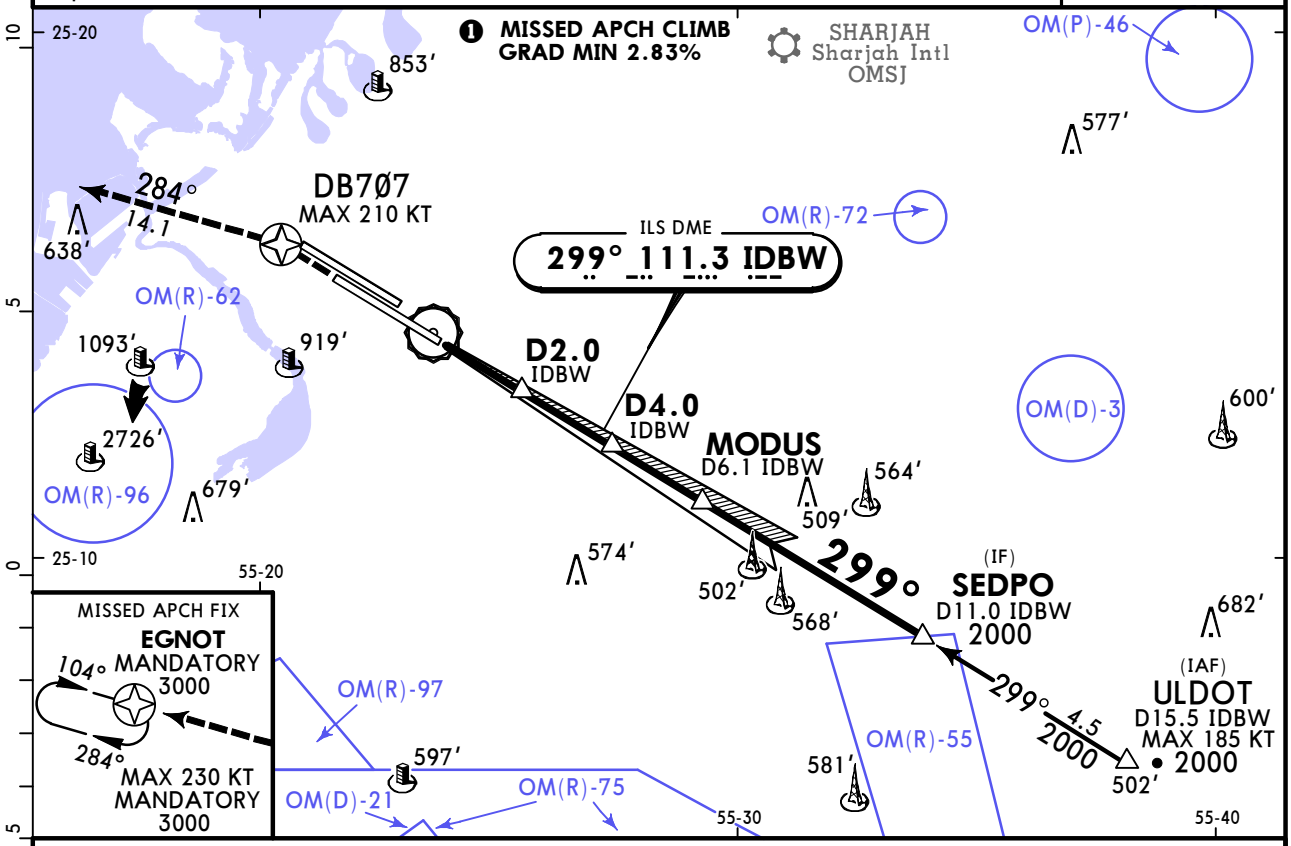
LOC IDBW	Final Apch Crs	MODUS MANDATORY	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 62′ Rwy 60′
111.3	299°	2000′ (1940′)		

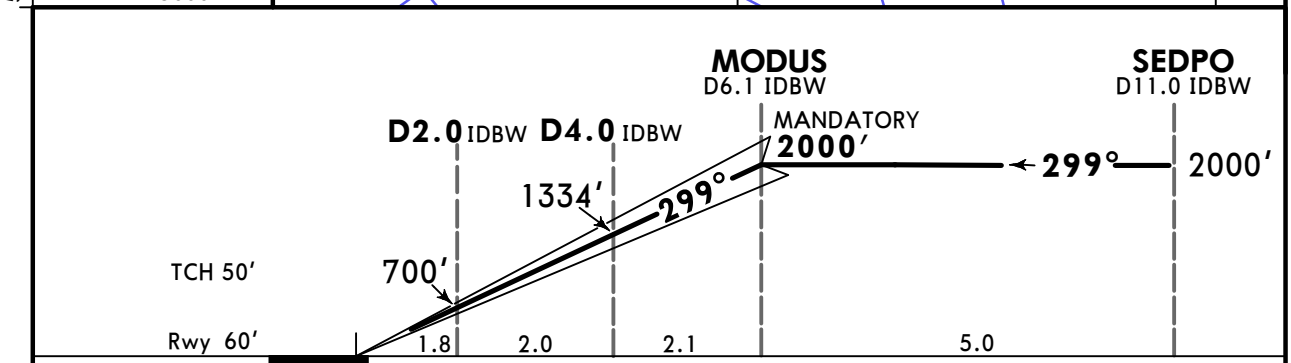
MISSED APCH: Climb direct to DB7Ø7, then on track 284° to EGNOT, hold at 3000′. Missed apch requires a minimum climb gradient of 2.83%.

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.







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

HIALS-II REIL PAPI PAPI

D DB7Ø7 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′)
PANS OPS A, B, C, D, D_L	R75m	R200m	❶ R300m

❶ CAT D/DL without autoland: R350m.

CHANGES: Altitude at ULDOT added.

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OMDB/DXB
DUBAI INTL

JEPPESEN

31 JAN 25 (11-4)

DUBAI, UAE
❶ ILS Rwy 30R

BRIEFING STRIP ™

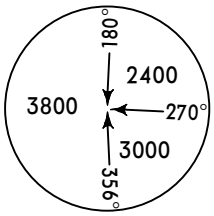
D-ATIS Arrival	MINHAD Approach	DUBAI Arrivals	DUBAI Director	DUBAI Tower North	DUBAI Tower South	Ground
126.275	122.5	124.9	127.9X	118.750	119.550	118.350

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

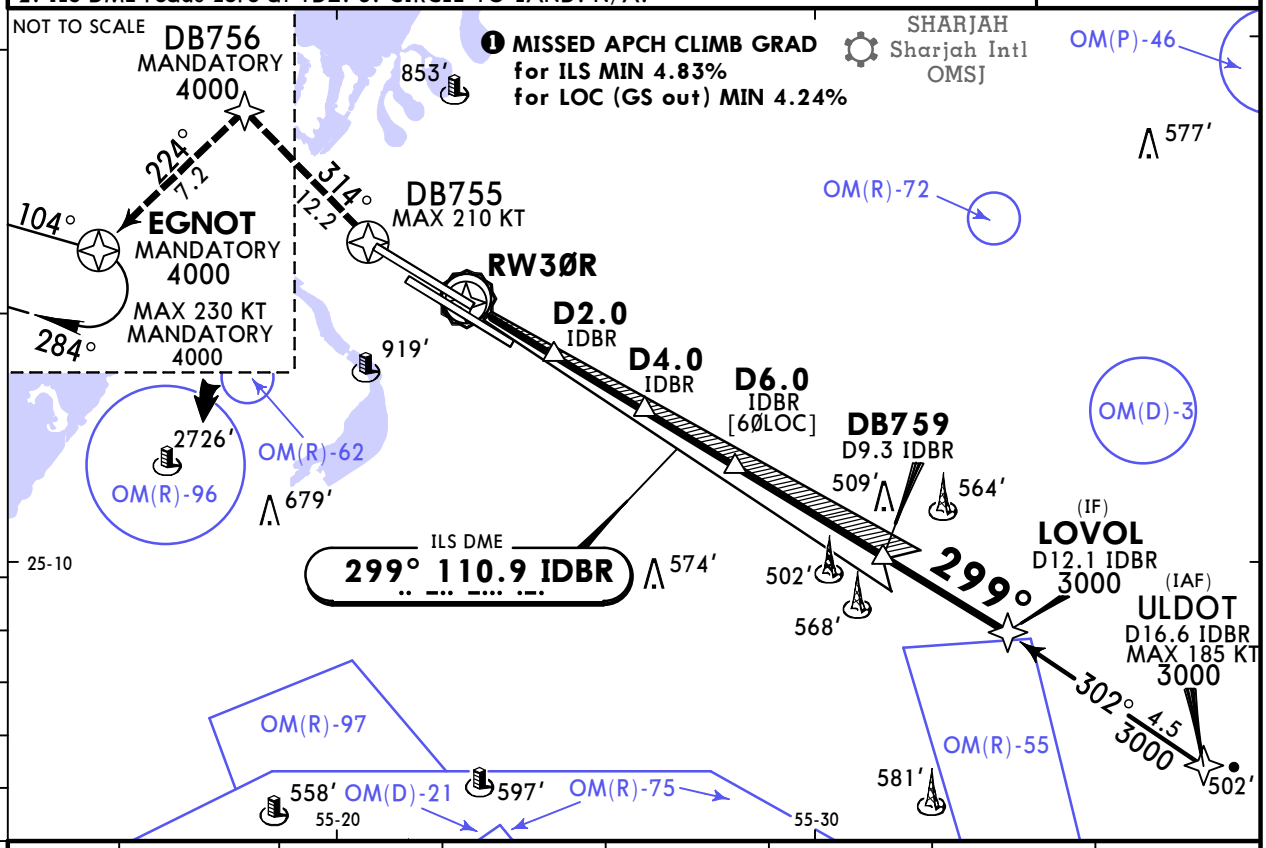
MISSED APCH: Climb direct to DB755, then on track 314° to DB756 at 4000′, then turn LEFT on track 224° to EGNOT, hold at 4000′.
Refer to minimums for missed apch climb gradients.

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

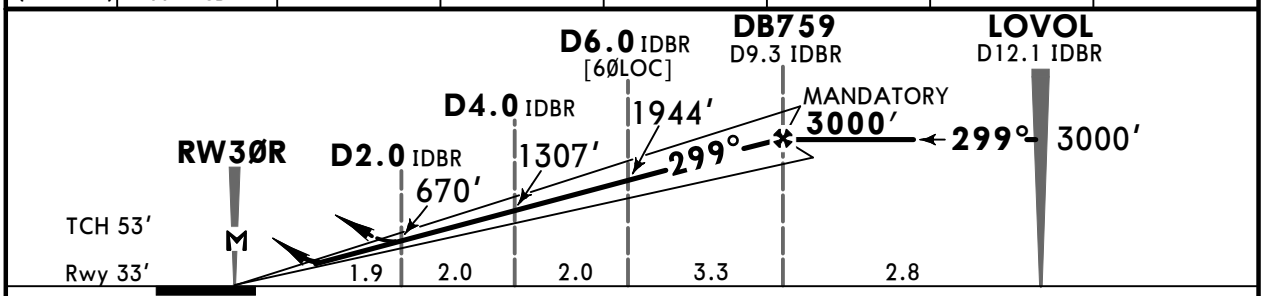
1. RNAV 1 required for initial, intermediate and missed apch transitions.
2. ILS DME reads zero at TDZ. 3. CIRCLE-TO-LAND: N/A.



MSA ARP



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 RW30R						

HIALS-II
REIL PAPI PAPI

D → DB755 DB756 on 314°

Std/State STRAIGHT-IN LANDING

	ILS			LOC (GS out)	
	Missed apch climb gradient MIN 4.83%			Missed apch climb gradient MIN 4.24%	
	DA(H) ABC: 233′(200′) D: 240′(207′)			CDFA ❷ DA/MDA(H) 510′ (477′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	R550m	❶ R550m	R1200m	R1500m	
B					
C				R1500m	R2200m
D					

PANS OPS

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

CHANGES: Altitude at ULDOT added.

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OMDB/DXB
DUBAI INTL

JEPPESEN

31 JAN 25 (11-4A)

DUBAI, UAE
❶ CAT II/III ILS 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

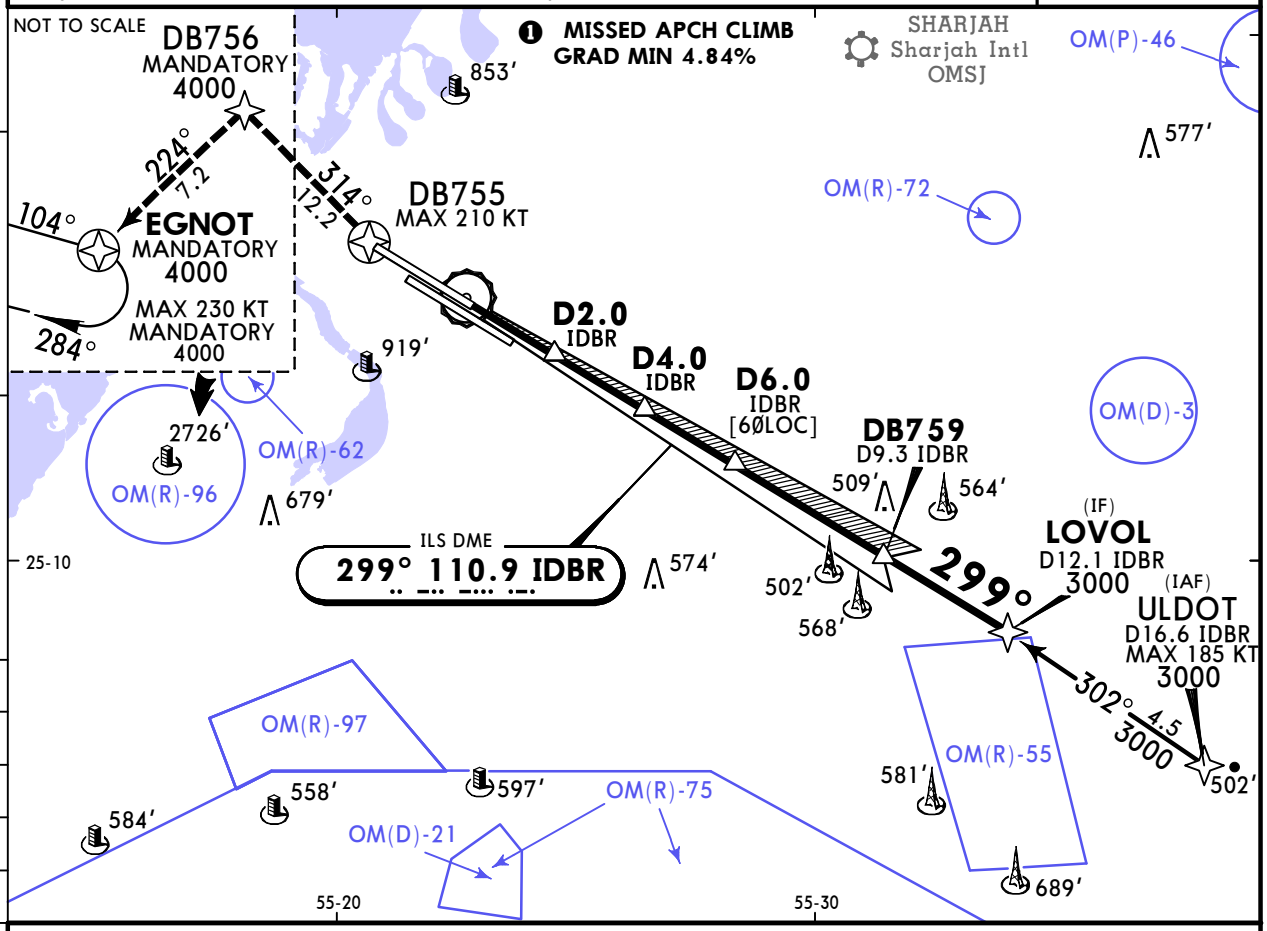
LOC IDBR	Final Apch Crs	DB759 MANDATORY	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 62′ / Rwy 33′
110.9	299°	3000′ (2967′)		

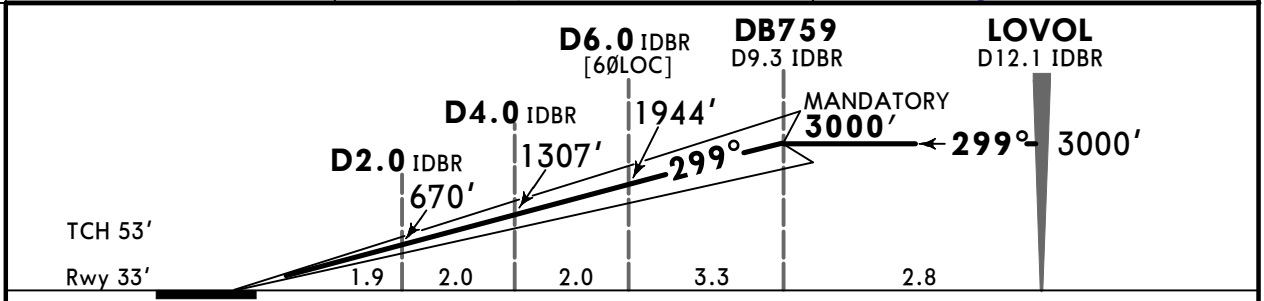
MISSED APCH: Climb direct to DB755, then on track 314° to DB756 at 4000′, then turn LEFT on track 224° to EGNOT, hold at 4000′.
Missed apch requires a minimum climb gradient of 4.84%.

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: 180° 2400; 270° 3800; 356° 3000





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

HIALS-II REIL PAPI PAPI

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
PANS OPS B			
PANS OPS C			
PANS OPS D			R400m

CHANGES: Altitude at ULDOT added.

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OMDB/DXB
DUBAI INTL

JEPPESEN
11 APR 25 (12-1) Eff 17 Apr

DUBAI, UAE
❶ 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

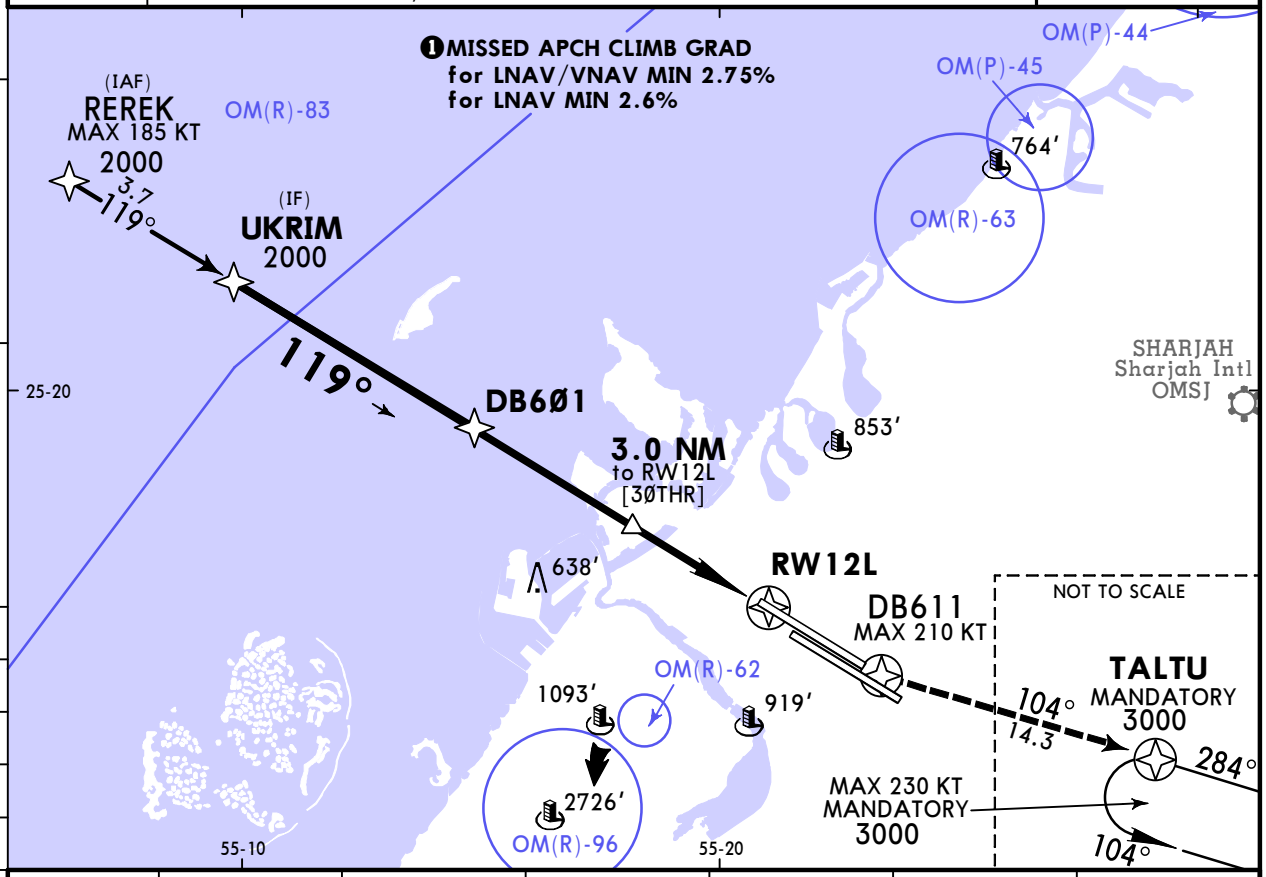
RNAV	Final Apch Crs	DB6Ø1 MANDATORY	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 62′ Rwy 12′
	119°	2000′(1988′)		

MISSED APCH: Climb direct to DB611, then on track 104° to TALTU, hold at 3000.′ Refer to minimums for missed apch climb gradients.

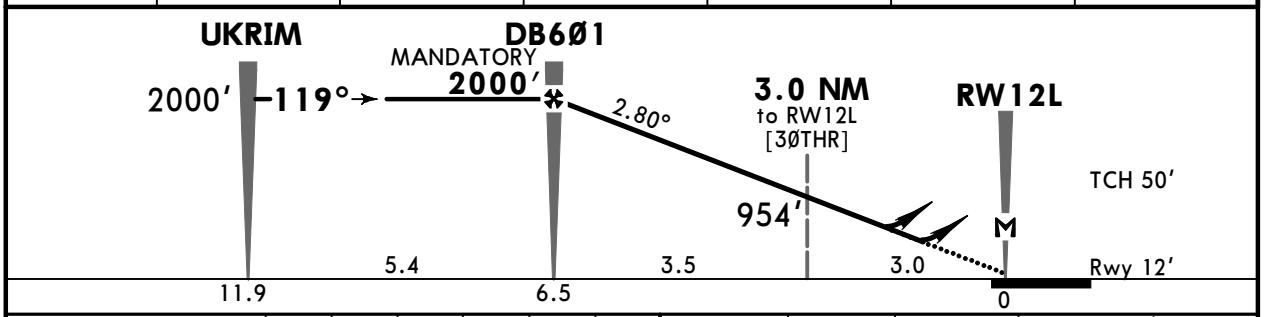
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL150 | Trans alt: 13000′

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° 3800; 356° 3000



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 104°

Std/State STRAIGHT-IN LANDING

	LNAV/VNAV		LNAV	
	Missed apch climb gradient MIN 2.75%		Missed apch climb gradient MIN 2.6%	
	A: 330′(318′)		CDFA	
	DA(H) BC: 350′(338′)	DDL: 370′(358′)	❷ DA/MDA(H) 550′(538′)	
		ALS out		ALS out
A	❶R750m	R1400m	R1500m	
B	R800m	R1500m		
C			R1700m	R2400m
D	R900m	R1600m		
D_L				

PANS OPS

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

CHANGES: OM(D)-10 withdrawn, TALTU and holding at TALTU restrictions.

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OMDB/DXB
DUBAI INTL

JEPPESEN
11 APR 25 (12-2) Eff 17 Apr

DUBAI, UAE
❶ RNP Rwy 12R

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

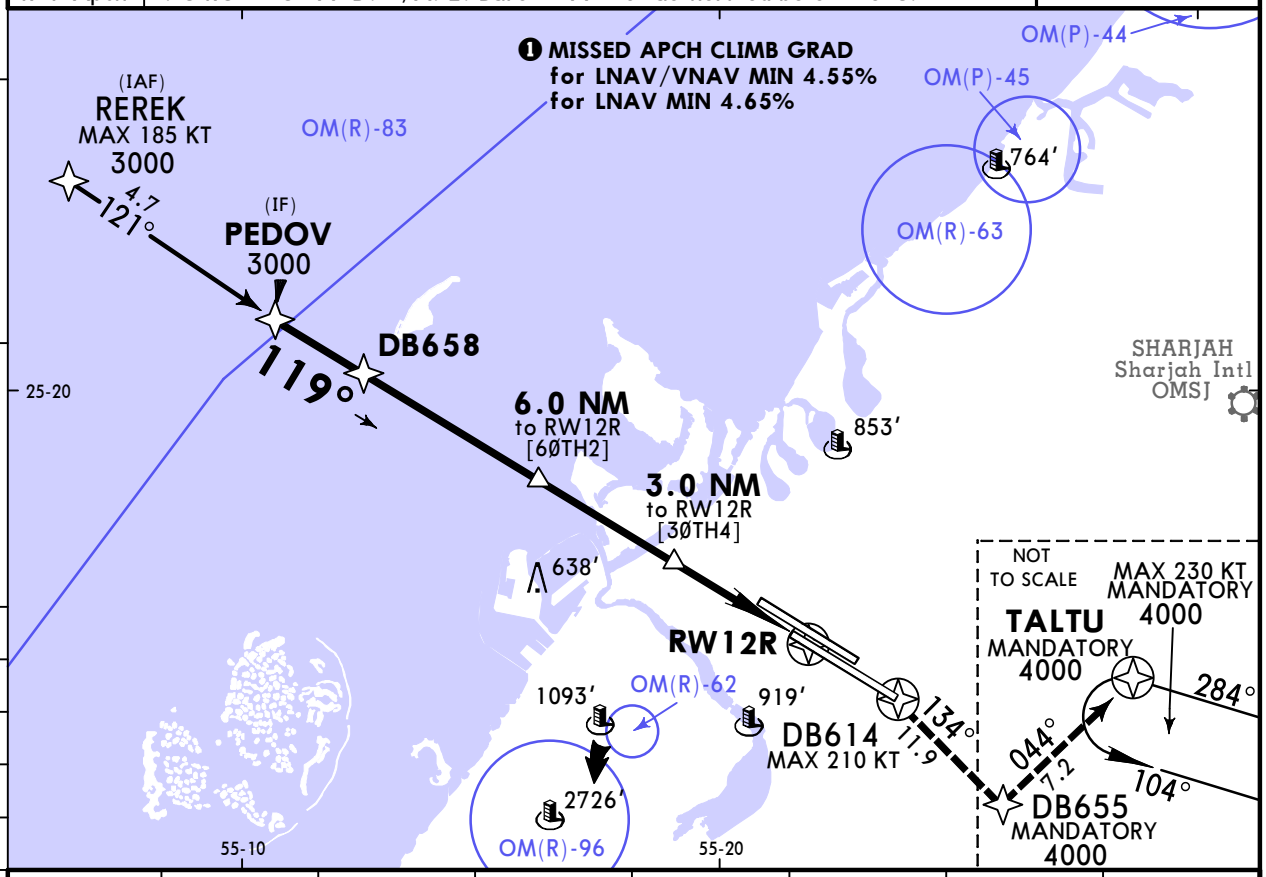
RNAV	Final Apch Crs	DB658 MANDATORY	LNAV/VNAV DA(H)	Apt Elev 62′
	119°	3000′(2989′)	Refer to Minimums	Rwy 11′

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.

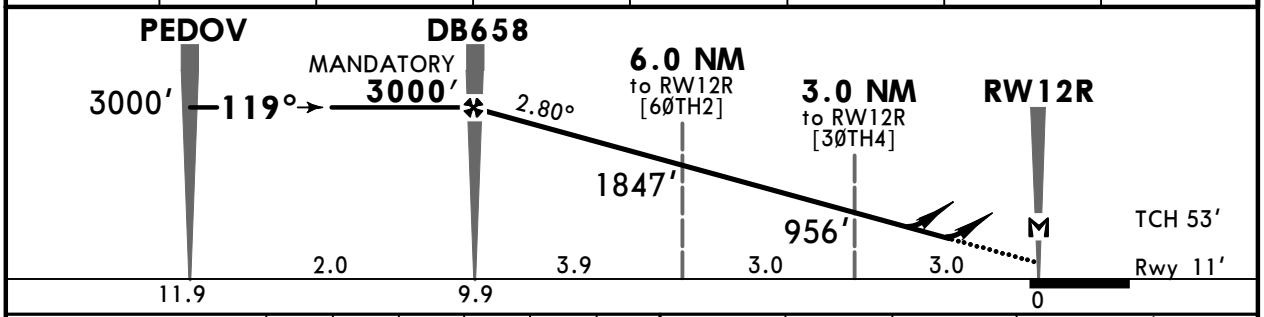
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL150 | Trans alt: 13000′

RNP Apch | 1. CIRCLE-TO-LAND: N/A. 2. Baro-VNAV not authorized below +5°C.

MSA ARP: 180° 2400; 270° 3800; 356° 3000



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: 420′(409′)	CDFA
DA(H) BC: 440′(429′) DDL: 450′(439′)	❶ DA/MDA(H) 620′(609′)

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

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

CHANGES: OM(D)-10 withdrawn, TALTU and holding at TALTU restrictions.

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OMDB/DXB
DUBAI INTL

JEPPESEN
17 JAN 25 (12-3) Eff 23 Jan

DUBAI, UAE
❶ 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

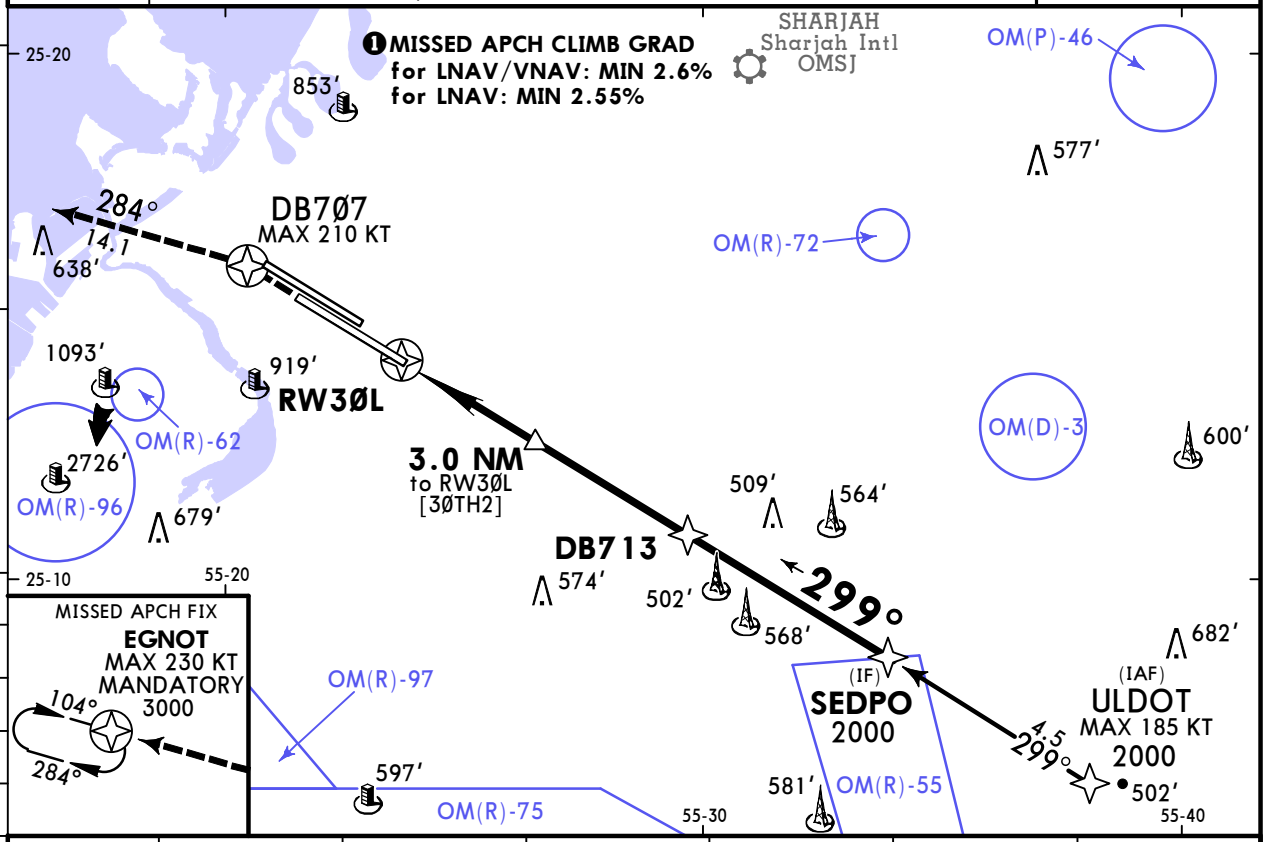
RNAV	Final Apch Crs	DB713 MANDATORY	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 62′ Rwy 60′
	299°	2000′ (1940′)		

MISSED APCH: Climb direct to DB7Ø7, then on track 284° to EGNOT, hold at 3000′. Refer to minimums for missed apch climb gradients.

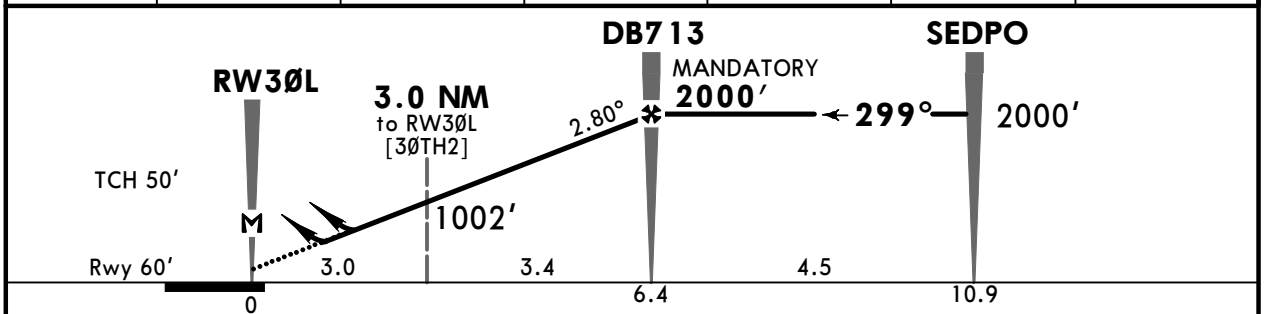
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL150 Trans alt: 13000′

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; 270° 3000; 356° 3800



DIST to RW3ØL	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 RW3ØL							

HIALS-II; REIL; PAPI; PAPI

DB7Ø7 EGNOT on 284°

Std/State STRAIGHT-IN LANDING

LNAV/VNAV
Missed apch climb gradient MIN 2.6%
A: **370′**(310′) C: **390′**(330′)
DA(H) B: **380′**(320′) DDL: **400′**(340′)

LNAV
Missed apch climb gradient MIN 2.55%
CDFA
❷ DA/MDA(H) **560′**(500′)

PANS OPS

		ALS out		ALS out
A, B	❶R750m	R1400m	R1500m	R1500m
C, D, D_L	R800m	R1500m		R2300m

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

CHANGES: Minimums.

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OMDB/DXB
DUBAI INTL

JEPPESEN
17 JAN 25 (12-4) Eff 23 Jan

DUBAI, UAE
❶ 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

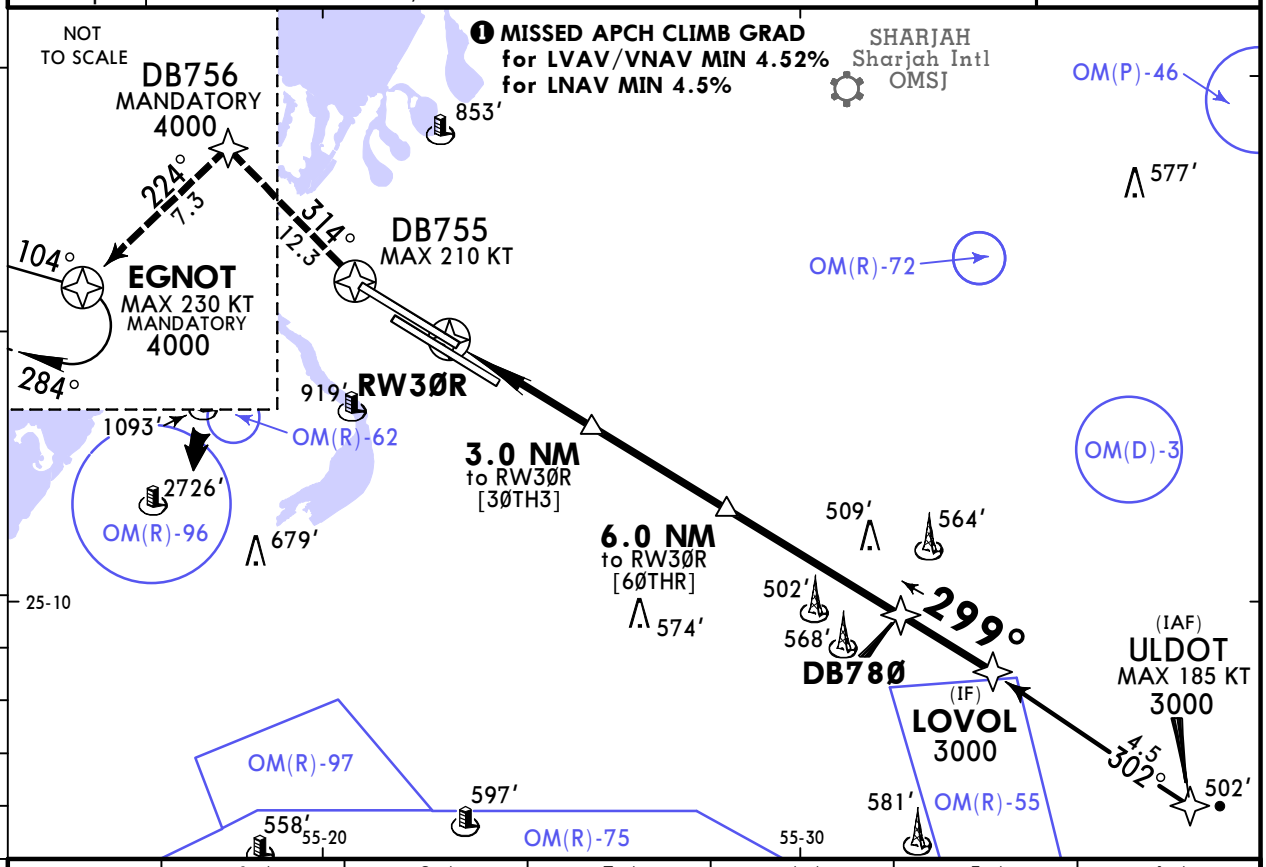
RNAV	Final Apch Crs	DB78Ø MANDATORY	LNAV/VNAV DA(H)	Apt Elev 62′
	299°	3000′ (2967′)	Refer to Minimums	Rwy 33′

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.

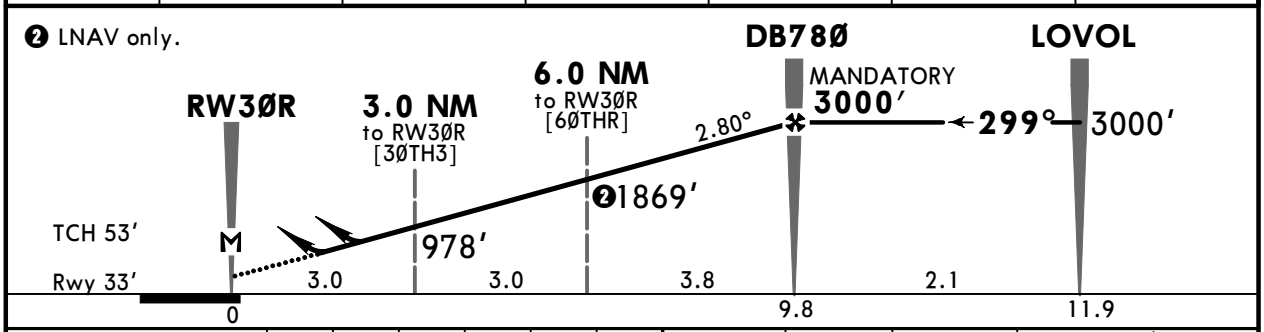
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL150 | Trans alt: 13000′

RNP Apch | 1. CIRCLE-TO-LAND: N/A. 2. Baro-VNAV not authorized below +5°C.

MSA ARP: 180° 2400; 270° 3800; 356° 3000



DIST to RW3ØR	1.4	2.4	3.4	4.4	5.4	6.4
ALTITUDE	500′	790′	1090′	1390′	1680′	1980′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	2.80°	347	446	495	594	693	792
MAP at RW3ØR							

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: 350′(317′) C: 370′(337′)		CDFA	
	DA(H) B: 360′(327′) DDL: 380′(347′)		❷ DA/MDA(H) 510′(477′)	
		ALS out		ALS out
A	❶R750m	R1400m	R1500m	
B	R800m	R1500m		
C			R1500m	R2200m
D	R900m	R1600m		
DL				

PANS OPS

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

CHANGES: Missed appraoch distances, minimums.

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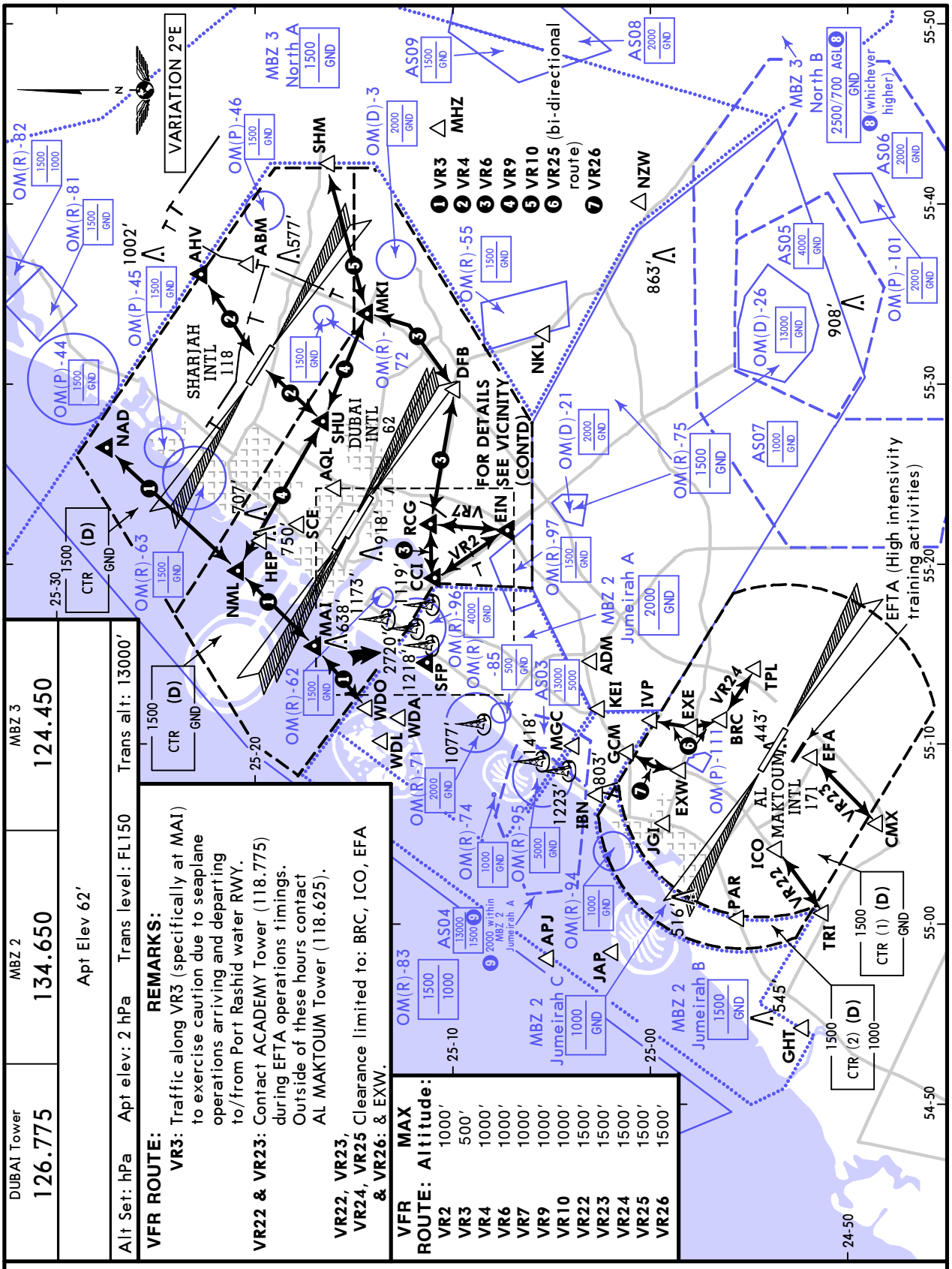
OMDB/DXB
DUBAI INTL

JEPPESEN

8 AUG 25 (19-10)

DUBAI, UAE VFR



CHANGES: Airspaces AS09 and AS08 added, VRP MHZ added.

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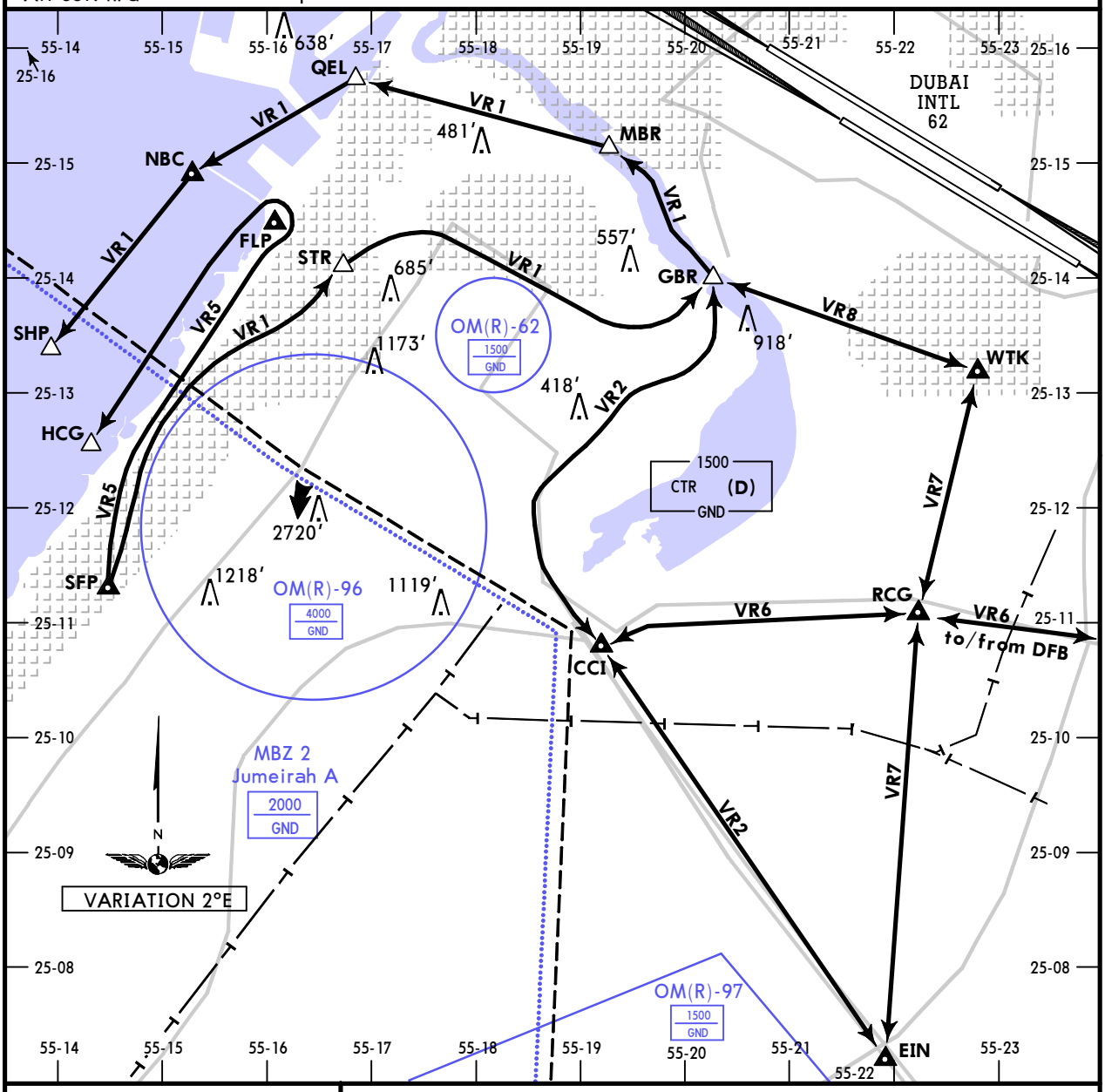
DUBAI Tower	MBZ 2
126.775	134.650

Apt Elev 62′

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



VRP:	DEFINITION:	
CCI	N25 10.8	E055 19.2
EIN	N25 07.2	E055 21.9
FLP	N25 14.5	E055 16.1
GBR	N25 14.0	E055 20.3
HCG	N25 12.6	E055 14.3
MBR	N25 15.1	E055 19.3
NBC	N25 14.9	E055 15.3
QEL	N25 15.7	E055 16.8
RCG	N25 11.1	E055 22.2
SFP	N25 11.3	E055 14.5
SHP	N25 13.4	E055 13.9
STR	N25 14.1	E055 16.7
WTK	N25 13.2	E055 22.8

VFR ROUTE:	MAX Altitude:	REMARKS:
VR1	1000′ (1500′ between NBC and SHP)	Opposite direction traffic may be expected along VR1 between SHP-NBC-QEL-MBR-GBR due to seaplane operations arriving and departing to/from Creek and Port Rashid water runways Caution: Drone activity on segments STR-GBR, MBR-QEL and QEL-NBC from GND to 400′ AGL. Exercise vigilance when operating within these segments.
VR2	1000′	Traffic transiting OM(R)-75 shall at VRP EIN contact MINHAD App (122.5) for approval.
VR5	1000′ (1500′ between FLP and HCG)	Do not climb to 1500′ until established Southbound.
VR6	1000′	For segments between RCG, DFB, MKI see 19-10.
VR7	1000′	Traffic transiting OM(R)-75 shall at VRP EIN contact MINHAD App (122.5) for approval. DUBAI Tower may request to hold at WTK.
VR8	1000′	DUBAI Tower may request to hold at WTK.

CHANGES: None.

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