1. GENERAL

1.1. ATIS

D-ATIS DEP 131.70
ARR 126.275

1.2. NOISE ABATEMENT PROCEDURES

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

1.3. LOW VISIBILITY PROCEDURES (LVP)

LVP become effective when:

- Touchdown RVR is 600m or less; and/or
- VIS 600m or less; and/or
- Ceiling 300' or less.

Regulations require serviceable surface movement radar for operations to continue when VIS or RVR is 300m or less. Any unserviceability may result in delays in the affected areas of coverage.

During LVP, pilots are required to use full length departures and the associated CAT II/III holding points.

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

During CAT III operations:

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

1.4. TAXI PROCEDURES

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

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

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

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

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

1.4.1. TAXI GUIDANCE SYSTEM

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

1. GENERAL

1.5. PARKING INFORMATION

1.5.1. GENERAL

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

1.5.2. VISUAL DOCKING GUIDANCE SYSTEM (VDGS)

Parking stands E8 and E13 are equipped with VDGS. Marshalling will be provided.

The ACFT is guided to the stand with the aid of a visual display system consisting of digital stand reference panel, digital guidance lights, digital azimuth lights and remote control panel.

The unit is interactive; i.e. it can be programmed to display the required stand number, the ACFT code type, welcoming messages, etc.

The unit identifies the presence and shape of the ACFT with the aid of laser emission.

The indication lights are based on arrows guiding the pilot to manoeuvre the ACFT towards the centerline.

An alphanumeric display panel is also provided to convey messages. e g. STOP.

The VDGS should be approached with MAX 3 KT.

The VDGS units are controlled and monitored from a central workstation.

No marshaller will be present in bays equipped with full automatic VDGS. In the event of malfunction of VDGS, pilot should hold position and inform ATC.

1.6. OTHER INFORMATION

Birds.

RWYs 12L and 12R right-hand circuit.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

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

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

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

2.2. CAT II/III OPERATIONS

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

During CAT III operations available RWY exits will be illuminated.

2.3. RWY OPERATIONS

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

2.3.1. VACATING THE RWY

Pilots are reminded of their responsibilities when vacating the RWY and are therefore requested to:

- plan their exit points prior to landing. ATC will advise ACFT on the final approach of the expected RWY exit point;
- vacate the RWY expeditiously until the entire ACFT is clear of the RWY holding position;
- do not stop or reduce speed to less than normal taxi speed prior to crossing the RWY holding position;
- remain on the Tower frequency until instructed otherwise.

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

It is understood that some confusion may have been caused by certain amber lights on either side of the TWY centreline lights. These do not infer or instruct an ACFT to hold prior to vacating the RWY.

Pilots should note that a yellow dashed line in conjunction with 3 amber lights across a TWY centerline, delineates a TWY Intermediate Holding Position.

These positions provide separation for all ACFT from other ACFT on an intersecting TWY. Pilots should not stop at TWY Intermediate Holding Positions, unless specifically instructed to do so by ATC.

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

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

2.3.2. REDUCED RWY SEPARATION MINIMA (RRSM)

2.3.2.1. GENERAL

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

2. ARRIVAL

2.3.2.2. CONDITIONS FOR THE APPLICATION OF RRSM

RRSM may be applied by DAY only between:

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

Provided:

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

2.3.2.3. SINGLE RWY MODE PROCEDURE

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

Landing following landing

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

Landing following departure

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

2.3.2.4. DUAL DEPENDENT RWY MODE PROCEDURE (BOTH DIRECTIONS)

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

2. ARRIVAL

2.3.3. DEPENDENT DIAGONAL (DD) OPERATIONS

2.3.3.1. GENERAL

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

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

2.3.3.2. PROCEDURE

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

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

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

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

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

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

2.3.3.3. ENHANCED GROUND FLOW

Pilots must observe minimum RWY occupancy at all times.

Taxiway Flows

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

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

2.4. TRANSPONDER OPERATION

Transponder shall be 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.

3. DEPARTURE

3.1. START-UP, PUSH-BACK & TAXI PROCEDURES

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

ACFT callsign, ACFT type, parking stand, requested flight level, destination, route and ACFT routing via P574 or M318 report crossing level for PAPAR/DARAX if below transition altitude.

Engine runs on bays are only permitted at IDLE and MAX 5 min.

Requests shall be made at least 30 min prior to start-up.

ACFT will normally be expected to start-up during push-back. ACFT wishing to start engines either before or after push-back should notify ATC. In case of Apron C operations 10 min prior notice is required.

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

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

Dubai National Air Travel Agency, Jet Aviation and certain operating companies with own trained drivers are the only approved agencies for executing push-backs.

Their procedures are mandatory. However, it is the pilot's responsibility, to obtain push-back approval from ATC and relay the same to their ground engineer prior to commencing push-back.

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

Due to road crossings on TWYs J and U and the proximity of roads to Aprons B and F, pilots are advised to switch on nose wheel lights while taxiing in these areas. Lights should be switched off prior to entering parking bays.

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

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

3. DEPARTURE

3.2. RWY OPERATIONS

3.2.1. REDUCED RWY SEPARATION MINIMA (RRSM)

3.2.1.1. GENERAL

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

3.2.1.2. SINGLE RWY MODE PROCEDURE

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

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

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

3.2.1.3. DUAL DEPENDENT RWY MODE PROCEDURE (BOTH DIRECTIONS)

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

3.2.2. DEPENDENT DIAGONAL (DD) OPERATIONS

3.2.2.1. ENHANCED GROUND FLOW

Pilots must observe minimum RWY occupancy at all times.

Taxiway Flows

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

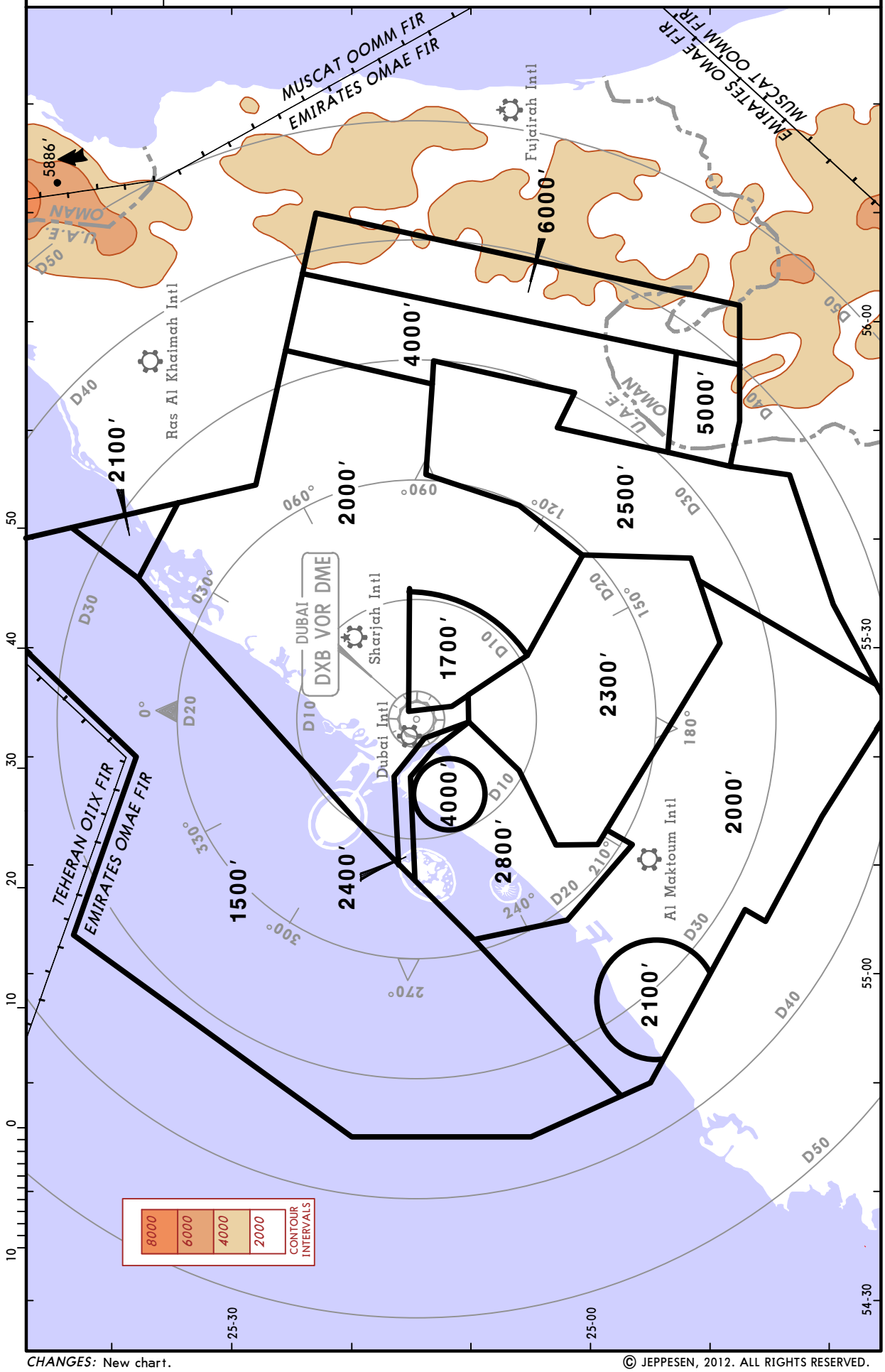
- ACFT departing from RWY 30R can expect to route via TWY K to hold at TWY K12 or TWY K14;
- ACFT departing from RWY 12R can expect to hold at holding points to the South of RWY 12R.

OMDB/DXB
DUBAI INTL

17 AUG 12 (10-1R) Eff 23 Aug

DUBAI, UAE
RADAR MINIMUM ALTITUDES

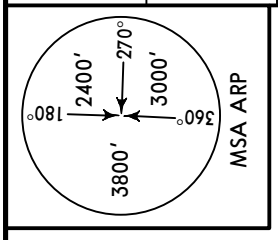
Apt Elev	
60′	Alt Set: hPa Trans level: FL150 Trans alt: 13000′ This chart should only be used for cross-checking of altitudes while under radar control.



CHANGES: New chart.

D-ATIS	DUBAI Arrivals (R)	Apt Elev
126.275	124.9	62′

Alt Set: hPa Trans level: FL150 Trans alt: 13000′
Advise ATC if unable to comply. ATC will issue an alternative clearance.



BUBIN 8A [BUBI8A]
BUBIN 8B [BUBI8B]
RWYS 12L/R RNAV ARRIVALS
RNAV 1 (GNSS)

NOT TO SCALE

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

BUBIN
N24 57.7 E056 06.7
MHA 10000
MAX FL250
303°
123°
299°
9.8
BUBIN 8A, 8B

GIRMI
N25 02.7 E055 57.5
At or below 11000′
230 KT
288°
10.5

MESGA
N25 06.3
E055 46.6
300°
14.5

DB423
N25 13.9 E055 33.1
At or above 6000′
8.4

TALVI
N25 18.2 E055 25.2
210 KT
5.6

DB421
N25 21.1
E055 20.0
4.0

DB420
N25 23.2
E055 16.2
4.0

ALNET
N25 25.3
E055 12.5
4.0

SOGAP
N25 27.4
E055 08.7
4.0

DB417
N25 29.5
E055 04.9
185 KT
4.0
299°

UKRIM
PEDOV
SEE INSET

REREK
N25 24.0
E055 06.4
4.0

DB413
N25 26.1
E055 02.6
4.0
120°

DB416
N25 31.6
E055 01.1
4.0
209°
0.4

DB414
N25 28.2
E054 58.8

UKRIM
N25 22.1 E055 09.8
At or above 2000′

PEDOV
N25 21.3 E055 10.7
At or above 2000′

BUBIN 8A
3.7
120°

BUBIN 8B
4.7
122°

REREK

STAR	RWY	ROUTING
BUBIN 8A	12L	BUBIN - GIRMI (11000′-; K230) - MESGA - DB423 (6000′+) - TALVI (K210) - DB421 - DB420 - ALNET - SOGAP - DB417 (K185) - DB416 - DB414 - DB413 - REREK - UKRIM (2000′+).
BUBIN 8B	12R	BUBIN - GIRMI (11000′-; K230) - MESGA - DB423 (6000′+) - TALVI (K210) - DB421 - DB420 - ALNET - SOGAP - DB417 (K185) - DB416 - DB414 - DB413 - REREK - PEDOV (2000′+).

CHANGES: STARs renumbered & revised.

D-ATIS	DUBAI Arrivals (R)	Apt Elev
126.275	124.9	62′

Alt Set: hPa Trans level: FL150 Trans alt: 13000′
Advise ATC if unable to comply. ATC will issue an alternative clearance.

MSA ARP: 180°–360° 2400′ 3000′ 3800′

BUBIN 7C [BUBI7C]
BUBIN 7D [BUBI7D]
RWYS 30L/R RNAV ARRIVALS
RNAV 1 (GNSS)

Direct distances to Dubai Intl from:
LOVOL 13 NM
SEDPO 13 NM

BUBIN N24 57.7 E056 06.7
303° MHA 10000 MAX FL250
123° 299° 9.8 BUBIN 7C, 7D

GIRMI N25 02.7 E055 57.5
At or below 11000′ / 230 KT

DB508 N25 05.5 E055 48.1 185 KT

316° 9.2

DB518 N25 09.4 E055 50.7
300° 4.0

DB517 N25 11.5 E055 46.9
4.0

VUTON N25 13.6 E055 43.2
4.0

DB515 N25 15.7 E055 39.4 210 KT
5.0

DB514 N25 18.3 E055 34.7
210° 4.5

DB513 N25 14.4 E055 32.1
120° 5.0

GIRGO N25 11.8 E055 36.8
4.0

VELAR N25 09.7 E055 40.6
4.0

DB509 N25 07.6 E055 44.3
4.0

DB504 N25 04.0 E055 41.9
4.0

ULDOT N25 06.1 E055 38.1
4.0

DB505 N25 01.9 E055 45.7
4.0 300°

DB507 N25 03.4 E055 51.8
4.2 210°

DB506 N24 59.8 E055 49.4

LOVOL
SEDPO
SEE INSET

BUBIN 7D
4.5 302°
ULDOT
4.6 300°
BUBIN 7C

LOVOL N25 08.7 E055 34.0 At or above 2000′
SEDPO N25 08.5 E055 33.9 At or above 2000′

N
NOT TO SCALE

STAR	RWY	ROUTING
BUBIN 7C	30L	BUBIN - GIRMI (11000′-; K230) - DB518 - DB517 - VUTON - DB515 (K210) - DB514 - DB513 - GIRGO - VELAR - DB509 - DB508 (K185) DB507 - DB506 - DB505 - DB504 - ULDOT - SEDPO (2000′+).
BUBIN 7D	30R	BUBIN - GIRMI (11000′-; K230) - DB518 - DB517 - VUTON - DB515 (K210) - DB514 - DB513 - GIRGO - VELAR - DB509 - DB508 (K185) DB507 - DB506 - DB505 - DB504 - ULDOT - LOVOL (2000′+).

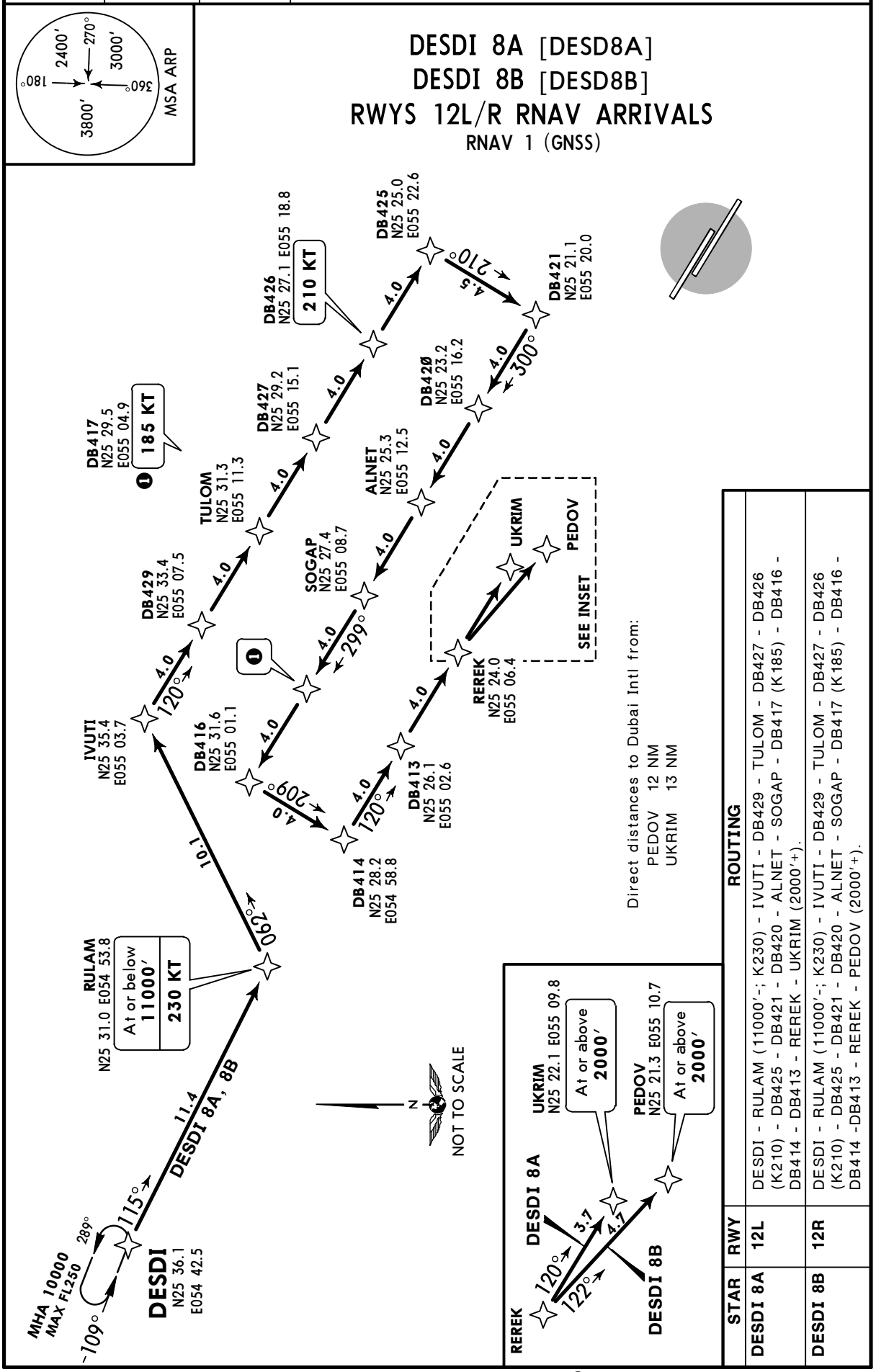
CHANGES: STARs renumbered & revised.

D-ATIS	DUBAI Arrivals (R)	Apt Elev
126.275	124.9	62′

Alt Set: hPa Trans level: FL150 Trans alt: 13000′
Advise ATC if unable to comply. ATC will issue an alternative clearance.

MSA ARP: 2400′ (270°–360°), 3000′ (360°–180°), 3800′ (180°–270°)

DESDI 8A [DESD8A]
DESDI 8B [DESD8B]
RWYS 12L/R RNAV ARRIVALS
RNAV 1 (GNSS)



STAR	RWY	ROUTING
DESDI 8A	12L	DESDI - RULAM (11000′-; K230) - IVUTI - DB429 - TULOM - DB427 - DB426 (K210) - DB425 - DB421 - DB420 - ALNET - SOGAP - DB417 (K185) - DB416 - DB414 - DB413 - REREK - UKRIM (2000′+).
DESDI 8B	12R	DESDI - RULAM (11000′-; K230) - IVUTI - DB429 - TULOM - DB427 - DB426 (K210) - DB425 - DB421 - DB420 - ALNET - SOGAP - DB417 (K185) - DB416 - DB414 -DB413 - REREK - PEDOV (2000′+).

CHANGES: STARs renumbered & revised; chart reindexed.

D-ATIS	DUBAI Arrivals (R)	Apt Elev
126.275	124.9	62′

Alt Set: hPa Trans level: FL150 Trans alt: 13000′
Advise ATC if unable to comply. ATC will issue an alternative clearance.

MSA ARP
2400′ 270° 3000′ 180° 360° 3800′

DESDI 8C [DESD8C]
DESDI 8D [DESD8D]
RWYS 30L/R RNAV ARRIVALS
RNAV 1 (GNSS)

NOT TO SCALE

Direct distances to Dubai Intl from:
LOVOL 13 NM
SEDPO 13 NM

DESDI N25 36.1 E054 42.5
MHA 10000 MAX FL250
109° 289°
096° 12.7 DESDI 8C, 8D
120° 29.2

GITBO N25 34.2 E054 56.4
At or below 11000′ | 230 KT

ULASO N25 19.0 E055 23.8
At or above 6000′ | 210 KT

DB519 N25 16.9 E055 27.6
4.1 4.7

DB513 N25 14.4 E055 32.1
5.0

GIRGO N25 11.8 E055 36.8
4.0

VELAR N25 09.7 E055 40.6
4.0

DB509 N25 07.6 E055 44.3
4.0

DB508 N25 05.5 E055 48.1
185 KT
4.0

DB507 N25 03.4 E055 51.8
210° 4.2

DB506 N24 59.8 E055 49.4
300° 4.0

DB505 N25 01.9 E055 45.7
4.0

DB504 N25 04.0 E055 41.9
4.0

ULDOT N25 06.1 E055 38.1
4.0

LOVOL
SEDPO
SEE INSET

LOVOL N25 08.7 E055 34.0
At or above 2000′

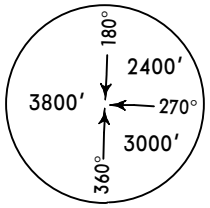
SEDPO N25 08.5 E055 33.9
At or above 2000′

DESDI 8D
4.5 302°
4.5 300°
ULDOT
DESDI 8C

STAR	RWY	ROUTING
DESDI 8C	30L	DESDI - GITBO (11000′-; K230) - ULASO (6000′+; K210) - DB519 - DB513 - GIRGO - VELAR - DB509 - DB508 (K185) - DB507 - DB506 - DB505 - DB504 - ULDOT - SEDPO (2000′+).
DESDI 8D	30R	DESDI - GITBO (11000′-; K230) - ULASO (6000′+; K210) - DB519 - DB513 - GIRGO - VELAR - DB509 - DB508 (K185) - DB507 - DB506 - DB505 - DB504 - ULDOT - LOVOL (2000′+).

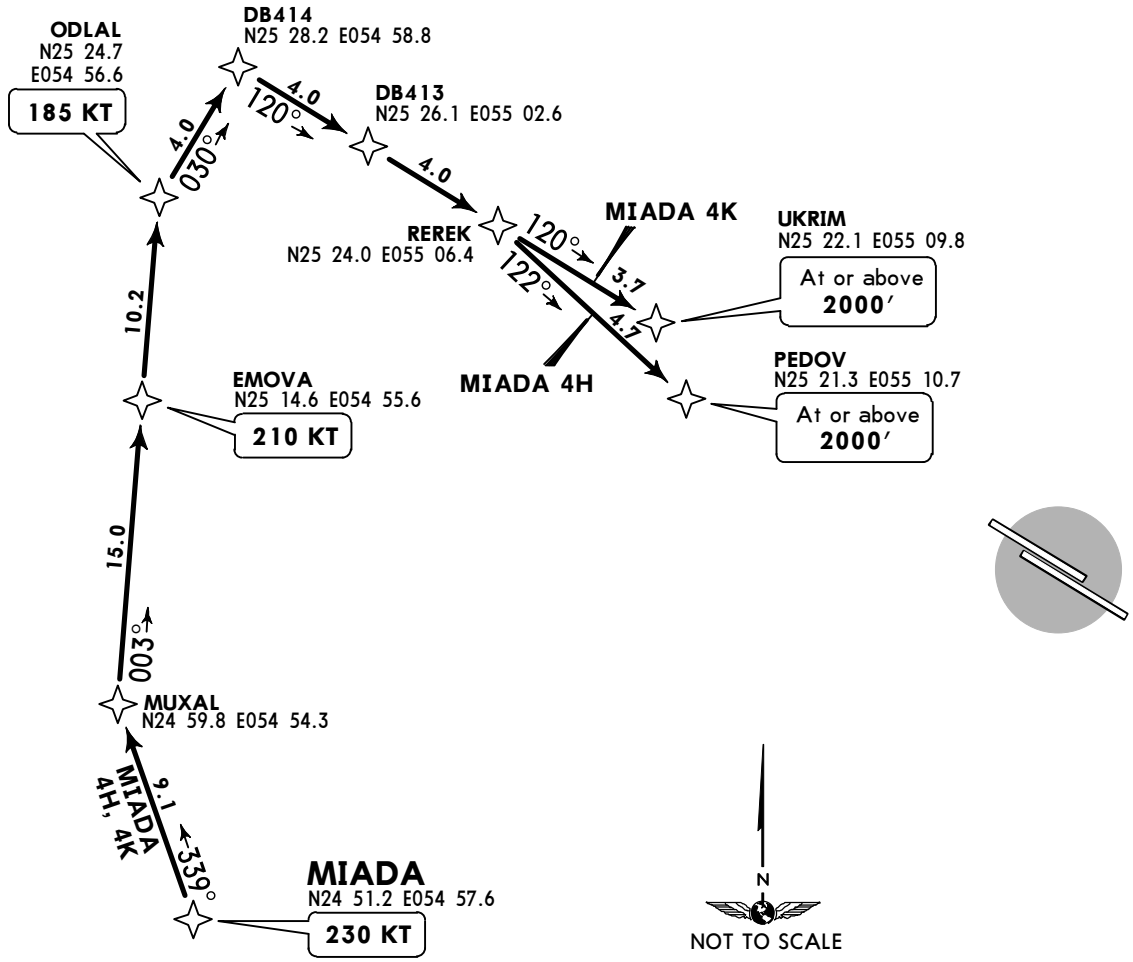
CHANGES: STARs renumbered & revised; chart reindexed.

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



MSA ARP

MIADA 4H [MIAD4H]
MIADA 4K [MIAD4K]
RWYS 12R/L RNAV ARRIVALS
RNAV 1 (GNSS)



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

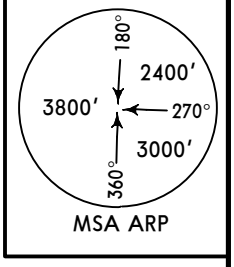
STAR	RWY	ROUTING
MIADA 4H	12R	MIADA (K230) - MUXAL - EMOVA (K210) - ODLAL (K185) - DB414 - DB413 - REREK - PEDOV (2000′+).
MIADA 4K	12L	MIADA (K230) - MUXAL - EMOVA (K210) - ODLAL (K185) - DB414 - DB413 - REREK - UKRIM (2000′+).

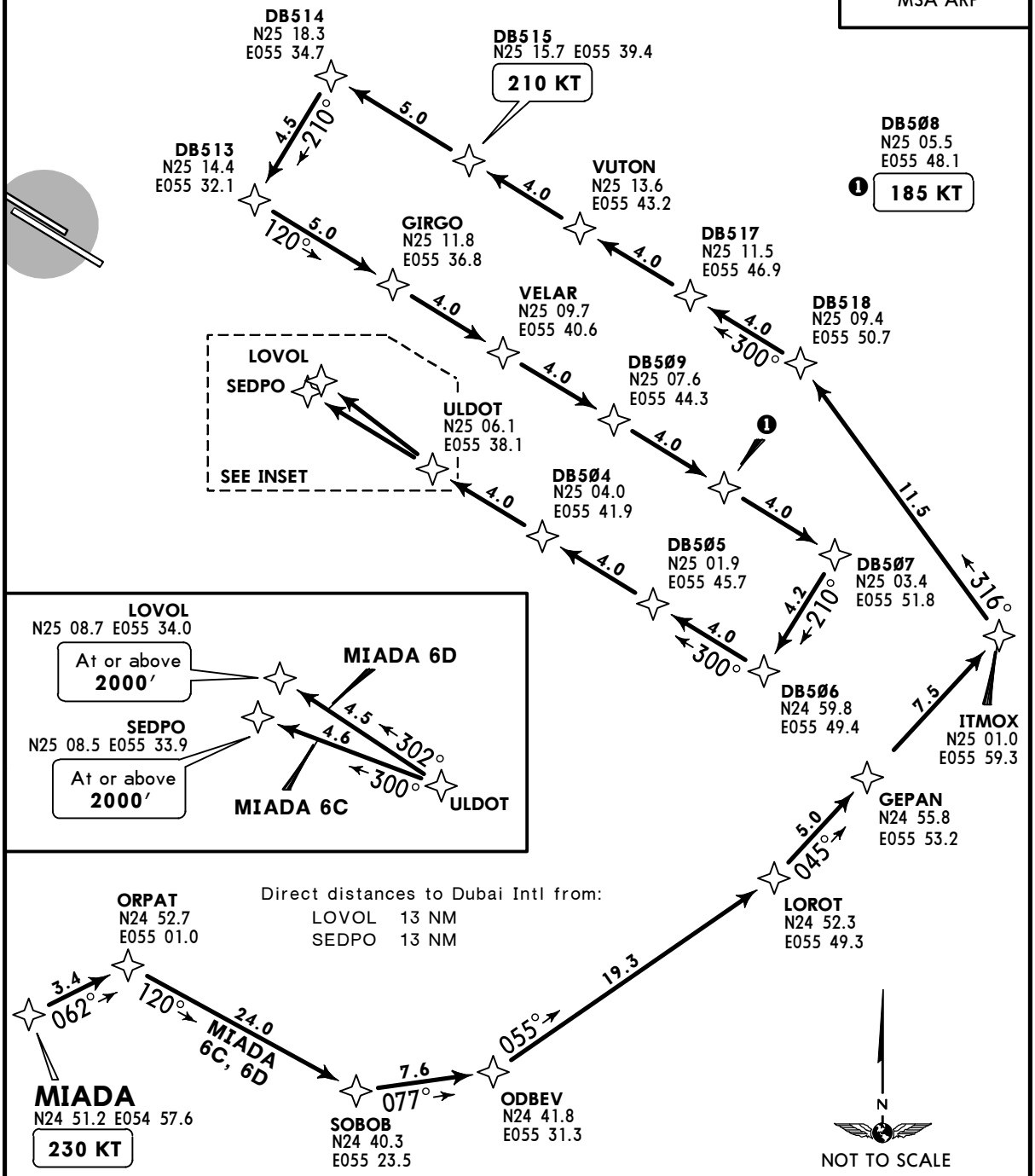
CHANGES: STARs renumbered & revised; chart reindexed.

D-ATIS	DUBAI Arrivals (R)	Apt Elev
126.275	124.9	62′

Alt Set: hPa Trans level: FL150 Trans alt: 13000′
Advise ATC if unable to comply. ATC will issue an alternative clearance.

MIADA 6C [MIAD6C]
MIADA 6D [MIAD6D]
RWYS 30L/R RNAV ARRIVALS
RNAV 1 (GNSS)





STAR	RWY	ROUTING
MIADA 6C	30L	MIADA (K230) - ORPAT - SOBOB - ODBEV - LOROT - GEPAN - ITMOX - DB518 - DB517 - VUTON - DB515 (K210) - DB514 - DB513 - GIRGO - VELAR - DB509 - DB508 (K185) - DB507 - DB506 - DB505 - DB504 - ULDOT - SEDPO (2000′+).
MIADA 6D	30R	MIADA (K230) - ORPAT - SOBOB - ODBEV - LOROT - GEPAN - ITMOX - DB518 - DB517 - VUTON - DB515 (K210) - DB514 - DB513 - GIRGO - VELAR - DB509 - DB508 (K185) - DB507 - DB506 - DB505 - DB504 - ULDOT - LOVOL (2000′+).

CHANGES: STARs renumbered & revised; chart reindexed.

D-ATIS	DUBAI Arrivals (R)	Apt Elev
126.275	124.9	62′

Alt Set: hPa Trans level: FL150 Trans alt: 13000′
Advise ATC if unable to comply. ATC will issue an alternative clearance.

MSA ARP: 180°–2400′, 270°–3000′, 360°–3800′

PUVAL 1A [PUVA1A]
PUVAL 1B [PUVA1B]
RWYS 12L/R RNAV ARRIVALS
RNAV 1 (GNSS)

NOT TO SCALE

PUVAL N25 36.0 E055 43.0 — At or below 11000′ / 230 KT
PUVAL 1A, 1B 11.0 186°
SIGDI N25 25.1 E055 41.4 5.1 214°
GESET N25 20.9 E055 38.1 8.3 211°
DB423 N25 13.9 E055 33.1 — At or above 6000′
8.3 300°
TALVI N25 18.2 E055 25.2 — 210 KT
5.6
DB421 N25 21.1 E055 20.0
4.0
DB420 N25 23.2 E055 16.2
4.0
ALNET N25 25.3 E055 12.5
4.0
SOGAP N25 27.4 E055 08.7
4.0
DB417 N25 29.5 E055 04.9 — 185 KT
4.0
4.0 209°
DB416 N25 31.6 E055 01.1
4.0
4.0 120°
DB414 N25 28.2 E054 58.8
DB413 N25 26.1 E055 02.6
4.0
REREK N25 24.0 E055 06.4
UKRIM
PEDOV
SEE INSET

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

REREK
PUVAL 1A 120° 3.7
UKRIM N25 22.1 E055 09.8 — At or above 2000′
4.7 122°
PUVAL 1B
PEDOV N25 21.3 E055 10.7 — At or above 2000′

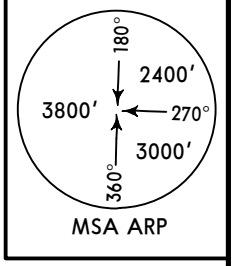
STAR	RWY	ROUTING
PUVAL 1A	12L	PUVAL (11000′-; K230) - SIGDI - GESET - DB423 (6000′+) - TALVI (K210) - DB421 - DB420 - ALNET - SOGAP - DB417 (K185) - DB416 - DB414 - DB413 - REREK - UKRIM (2000′+).
PUVAL 1B	12R	PUVAL (11000′-; K230) - SIGDI - GESET - DB423 (6000′+) - TALVI (K210) - DB421 - DB420 - ALNET - SOGAP - DB417 (K185) - DB416 - DB414 - DB413 - REREK - PEDOV (2000′+).

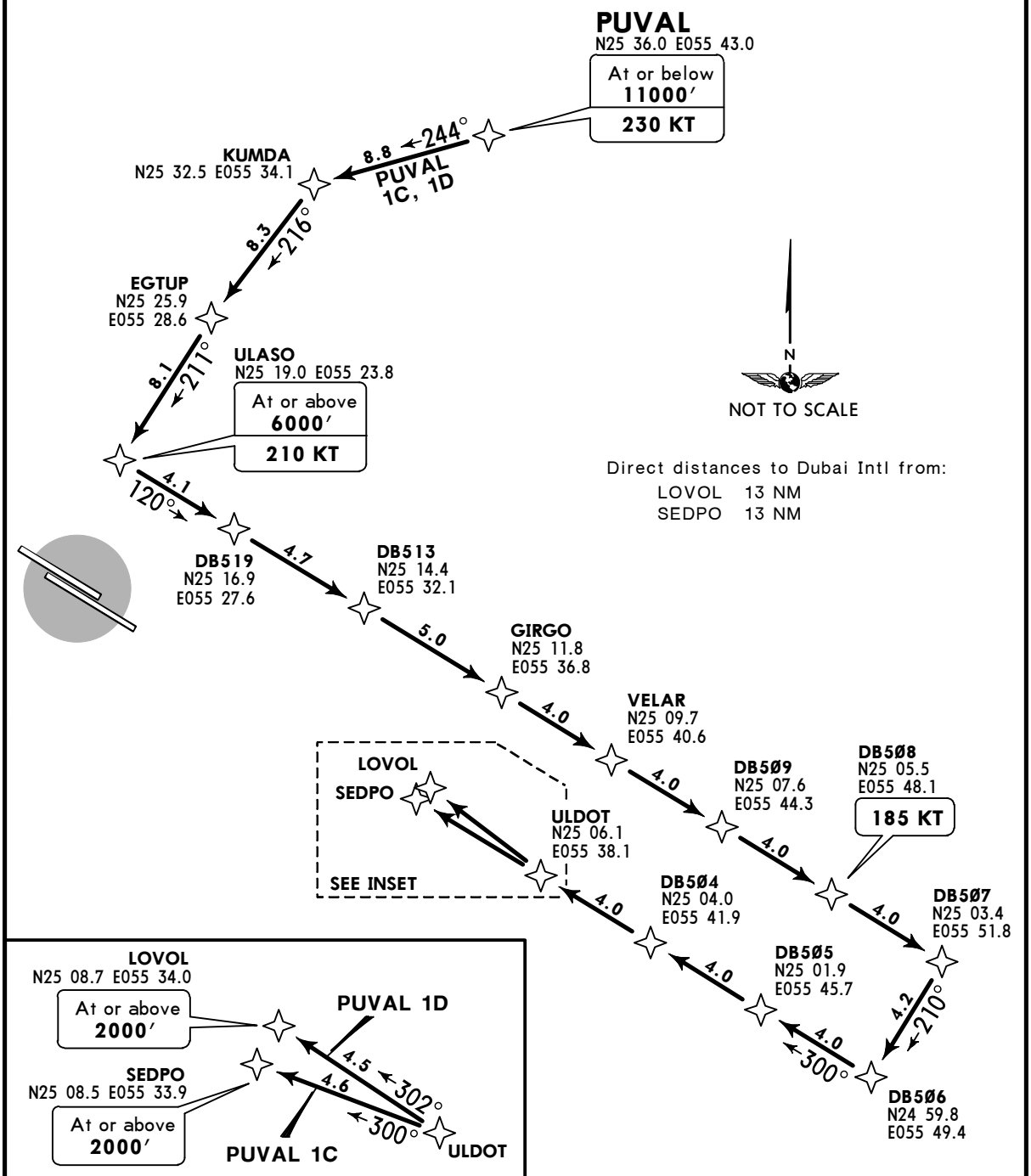
CHANGES: PUVAL RNAV STARs established.

D-ATIS	DUBAI Arrivals (R)	Apt Elev
126.275	124.9	62′

Alt Set: hPa Trans level: FL150 Trans alt: 13000′
Advise ATC if unable to comply. ATC will issue an alternative clearance.

PUVAL 1C [PUVA1C]
PUVAL 1D [PUVA1D]
RWYS 30L/R RNAV ARRIVALS
RNAV 1 (GNSS)





STAR	RWY	ROUTING
PUVAL 1C	30L	PUVAL (11000′-; K230) - KUMDA - EGTUP - ULASO (6000′+; K210) - DB519 - DB513 - GIRGO - VELAR - DB509 - DB508 (K185) - DB507 - DB506 - DB505 - DB504 - ULDOT - SEDPO (2000′+).
PUVAL 1D	30R	PUVAL (11000′-; K230) - KUMDA - EGTUP - ULASO (6000′+; K210) - DB519 - DB513 - GIRGO - VELAR - DB509 - DB508 (K185) - DB507 - DB506 - DB505 - DB504 - ULDOT - LOVOL (2000′+).

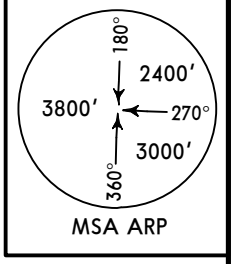
CHANGES: PUVAL RNAV STARs established.

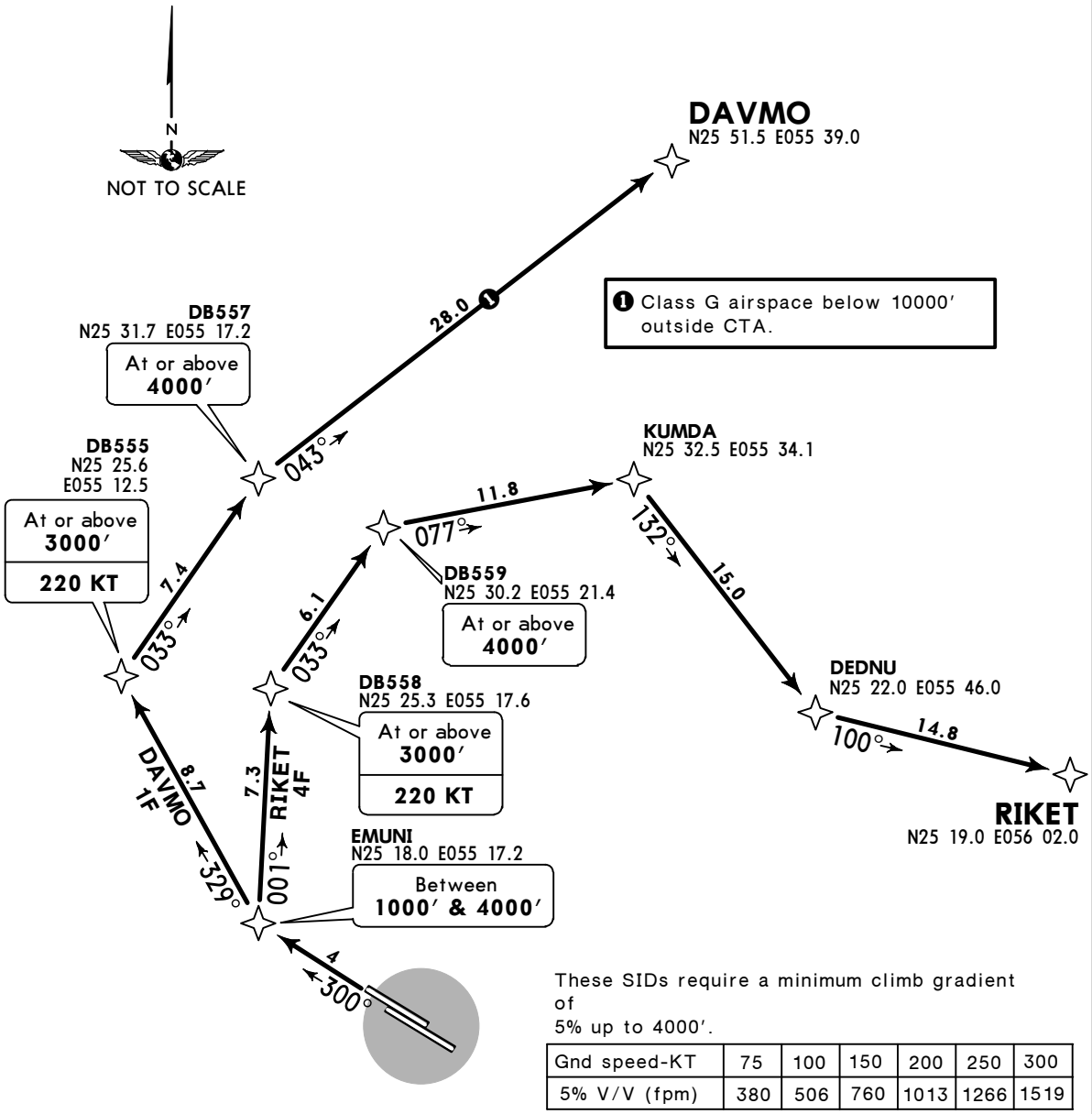
DUBAI Departures (R) North	DUBAI Departures (R) South	Apt Elev	
126.2	121.025	62′	Trans level: FL150 Trans alt: 13000′ 1. Advise ATC if unable to comply. ATC will issue an alternative clearance. 2. Carry out all turns with bank angle 25°. 3. Remain Tower frequency until instructed to change frequency.

DAVMO 1F [DAVM1F]
RIKET 4F [RIKE4F]
RWYS 30L/R RNAV DEPARTURES

RNAV 1 (GNSS)

SPEED: MAX 250 KT BELOW 10000′





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

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

Advice ATC at start-up if unable to comply.

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

SID	ROUTING
DAVMO 1F	(460′+) - EMUNI (1000′+; 4000′-) - DB555 (3000′+, K220) - DB557 (4000′+) - DAVMO.
RIKET 4F	(460′+) - EMUNI (1000′+; 4000′-) - DB558 (3000′+, K220) - DB559 (4000′+) - KUMDA - DEDNU - RIKET.

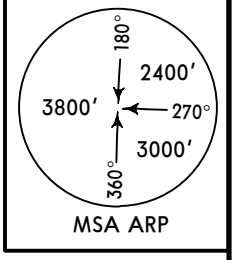
CHANGES: RNAV SID DARAX 3F replaced by DAVMO 1F.

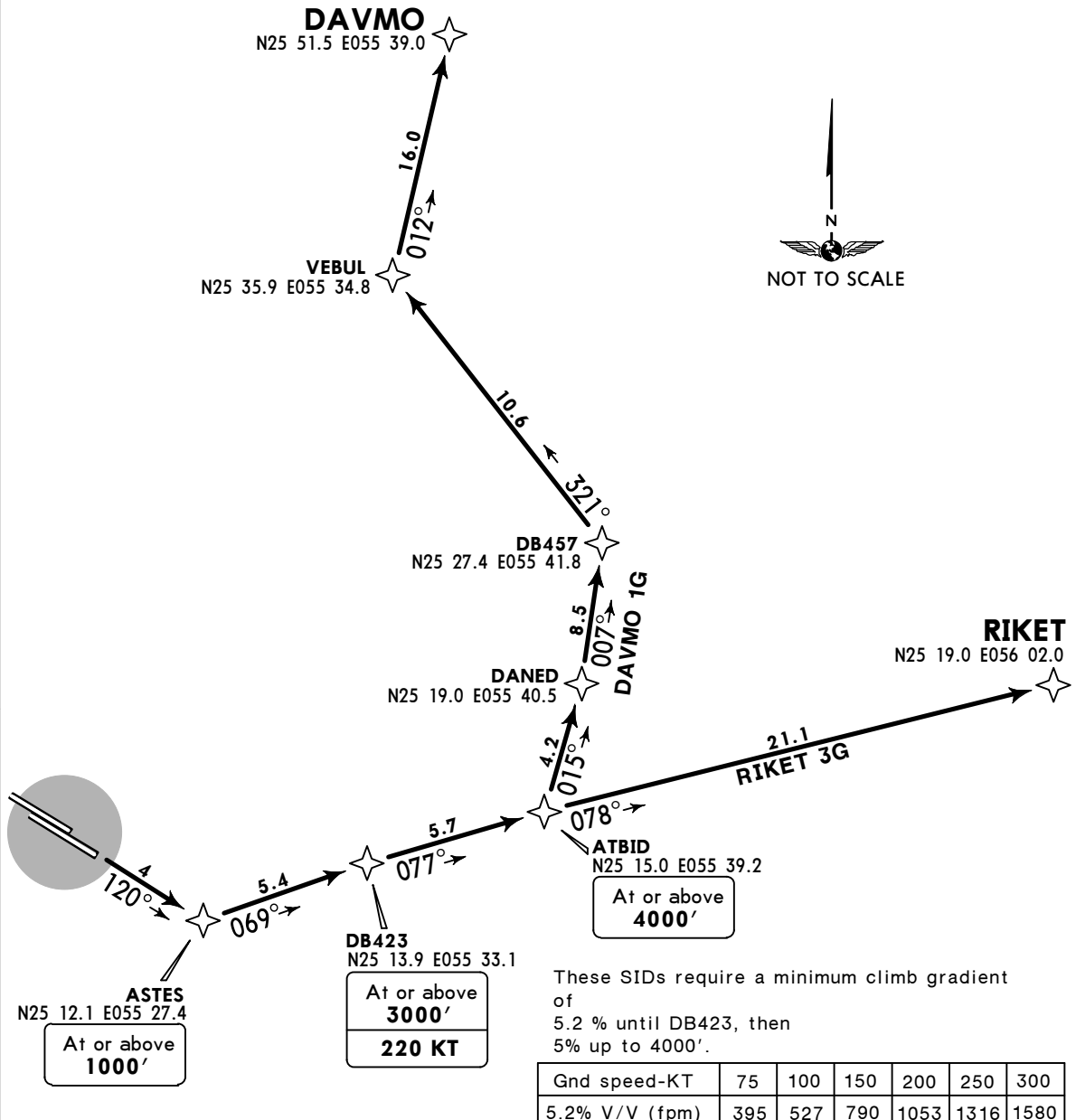
DUBAI Departures (R) North	DUBAI Departures (R) South	Apt Elev	Trans level: FL150 Trans alt: 13000′
126.2	121.025	62′	1. Advise ATC if unable to comply. ATC will issue an alternative clearance. 2. Carry out all turns with bank angle 25°. 3. Remain Tower frequency until instructed to change frequency.

DAVMO 1G [DAVM1G]
RIKET 3G [RIKE3G]
RWYS 12L/R RNAV DEPARTURES

RNAV 1 (GNSS)

SPEED: MAX 250 KT BELOW 10000′





These SIDs require a minimum climb gradient of
5.2 % until DB423, then
5% up to 4000′.

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580
5% V/V (fpm)	380	506	760	1013	1266	1519

Advice ATC at start-up if unable to comply.

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

SID	ROUTING
DAVMO 1G	(460′+) - ASTES (1000′+) - DB423 (3000′+; K220) - ATBID (4000′+) - DANED - DB457 - VEBUL - DAVMO.
RIKET 3G	(460′+) - ASTES (1000′+) - DB423 (3000′+; K220) - ATBID (4000′+) - RIKET.

CHANGES: RNAV SID DARAX 2G replaced by DAVMO 1G.

DUBAI Departures (R)
North 126.2 | South 121.025

Apt Elev 62′

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

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

MSA ARP
180° 2400′ 270° 3000′ 360° 3800′

NOT TO SCALE

EMUNI
N25 18.0 E055 17.2
Between 1000′ & 4000′

DEMTO
N25 13.9 E055 10.3
220 KT

DB554
N25 08.6 E055 17.1

ITUBA
N25 08.8 E055 28.0

GOBGI
N25 02.6 E055 40.3

ENEDO
N24 55.2 E055 47.9

ANVIX
N24 46.9 E055 56.3

GINLA
N25 08.5 E054 55.6

MIADA
N24 51.2 E054 57.6

300° 4
253° 1.4
129° 8.1 ANVIX 2F
088° 9.9
117° 12.7
135° 10.2
11.3
246° 14.4 MIADA 5F
172° 17.3

1 If unable to cross 12000′ 10NM prior to MIADA and MIADA at or above FL150, flight plan airway G-783.

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

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

Advice ATC at start-up if unable to comply.

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

SID	ROUTING
ANVIX 2F	(460′+) - EMUNI (1000′+; 4000′-) - DEMTO (K220) - DB554 - ITUBA - GOBGI - ENEDO - ANVIX.
MIADA 5F	(460′+) - EMUNI (1000′+; 4000′-) - DEMTO (K220) - GINLA - MIADA.

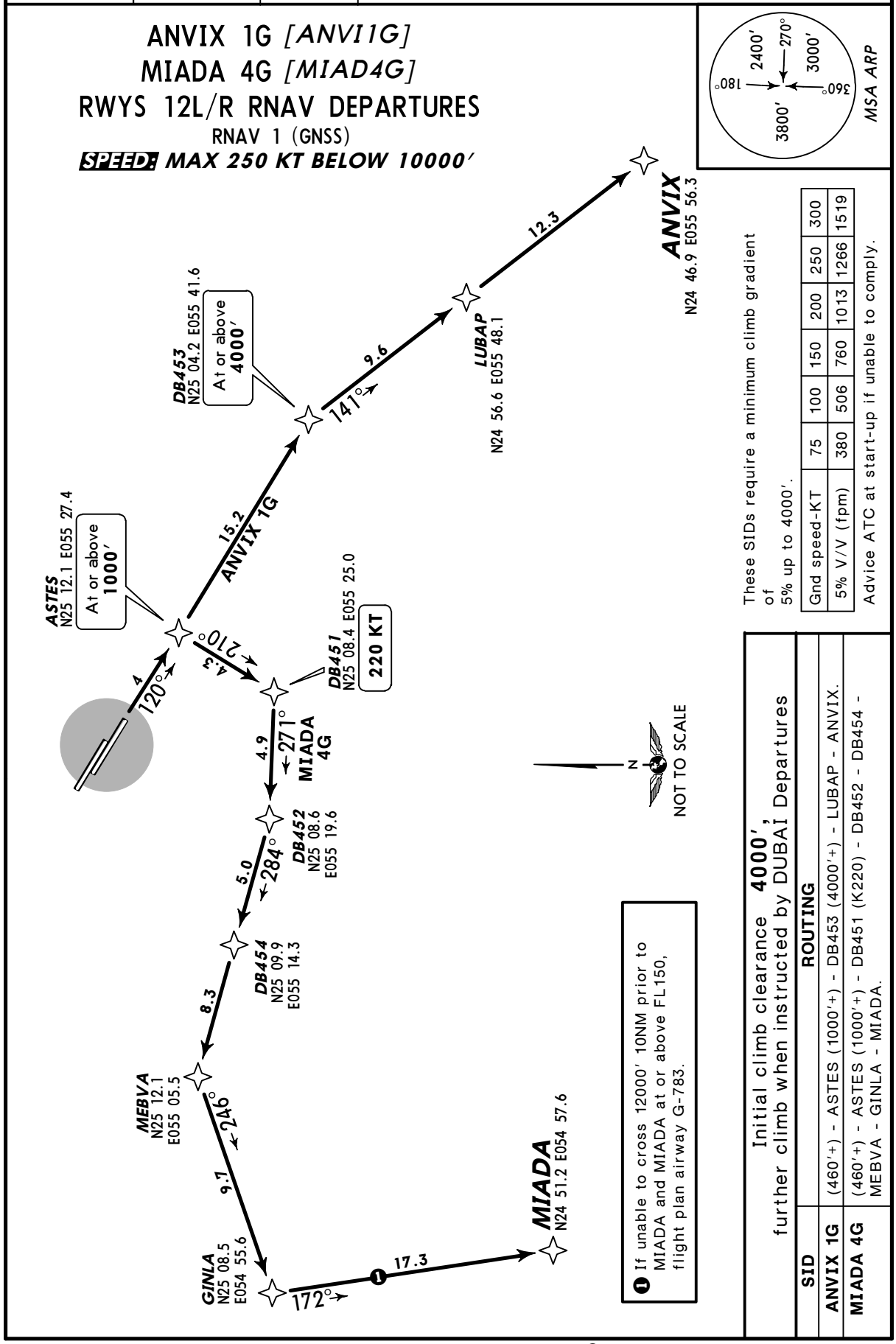
CHANGES: RNAV SID MIADA 5F crossings & restrictions.

DUBAI Departures (R)
North 126.2 | South 121.025

Apt Elev 62′

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

ANVIX 1G *[ANVI1G]*
MIADA 4G *[MIAD4G]*
RWYS 12L/R RNAV DEPARTURES
RNAV 1 (GNSS)
SPEED: MAX 250 KT BELOW 10000′



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

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

Advice ATC at start-up if unable to comply.

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

SID	ROUTING
ANVIX 1G	(460′+) - ASTES (1000′+) - DB453 (4000′+) - LUBAP - ANVIX.
MIADA 4G	(460′+) - ASTES (1000′+) - DB451 (K220) - DB452 - DB454 - MEBVA - GINLA - MIADA.

❶ If unable to cross 12000′ 10NM prior to MIADA and MIADA at or above FL150, flight plan airway G-783.

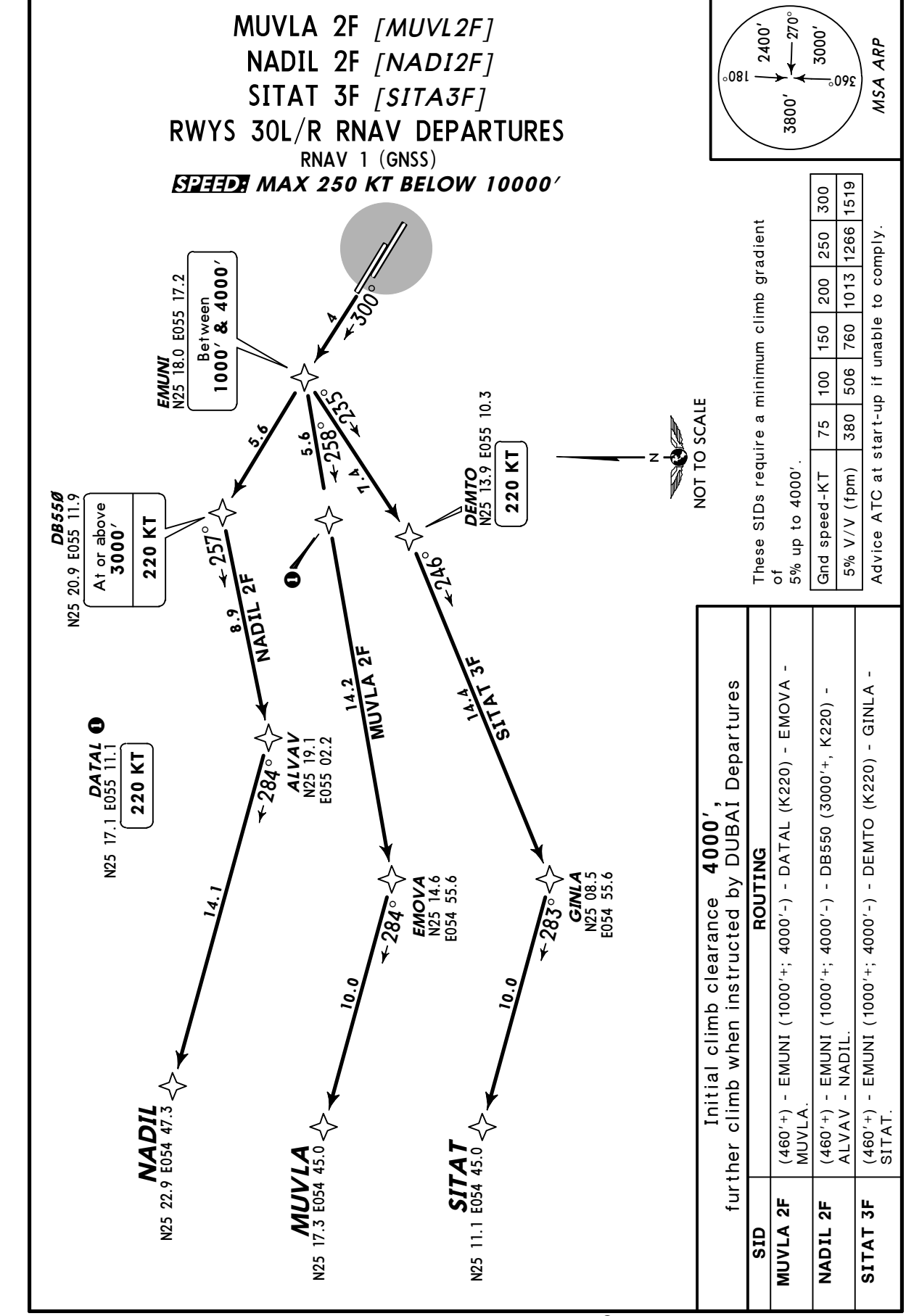
CHANGES: RNAV SID MIADA 4G crossings & restrictions.

DUBAI Departures (R)
North 126.2 | South 121.025

Apt Elev 62′

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

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



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

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

Advice ATC at start-up if unable to comply.

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

SID	ROUTING
MUVLA 2F	(460′+) - EMUNI (1000′+; 4000′-) - DATAL (K220) - EMOVA - MUVLA.
NADIL 2F	(460′+) - EMUNI (1000′+; 4000′-) - DB550 (3000′+, K220) - ALVAV - NADIL.
SITAT 3F	(460′+) - EMUNI (1000′+; 4000′-) - DEMTO (K220) - GINLA - SITAT.

CHANGES: DXB VORDME withdrawn, MSA.

DUBAI Departures (R)

North	South
126.2	121.025

Apt Elev 62′

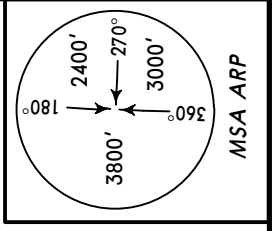
Trans level: FL150 Trans alt: 13000′

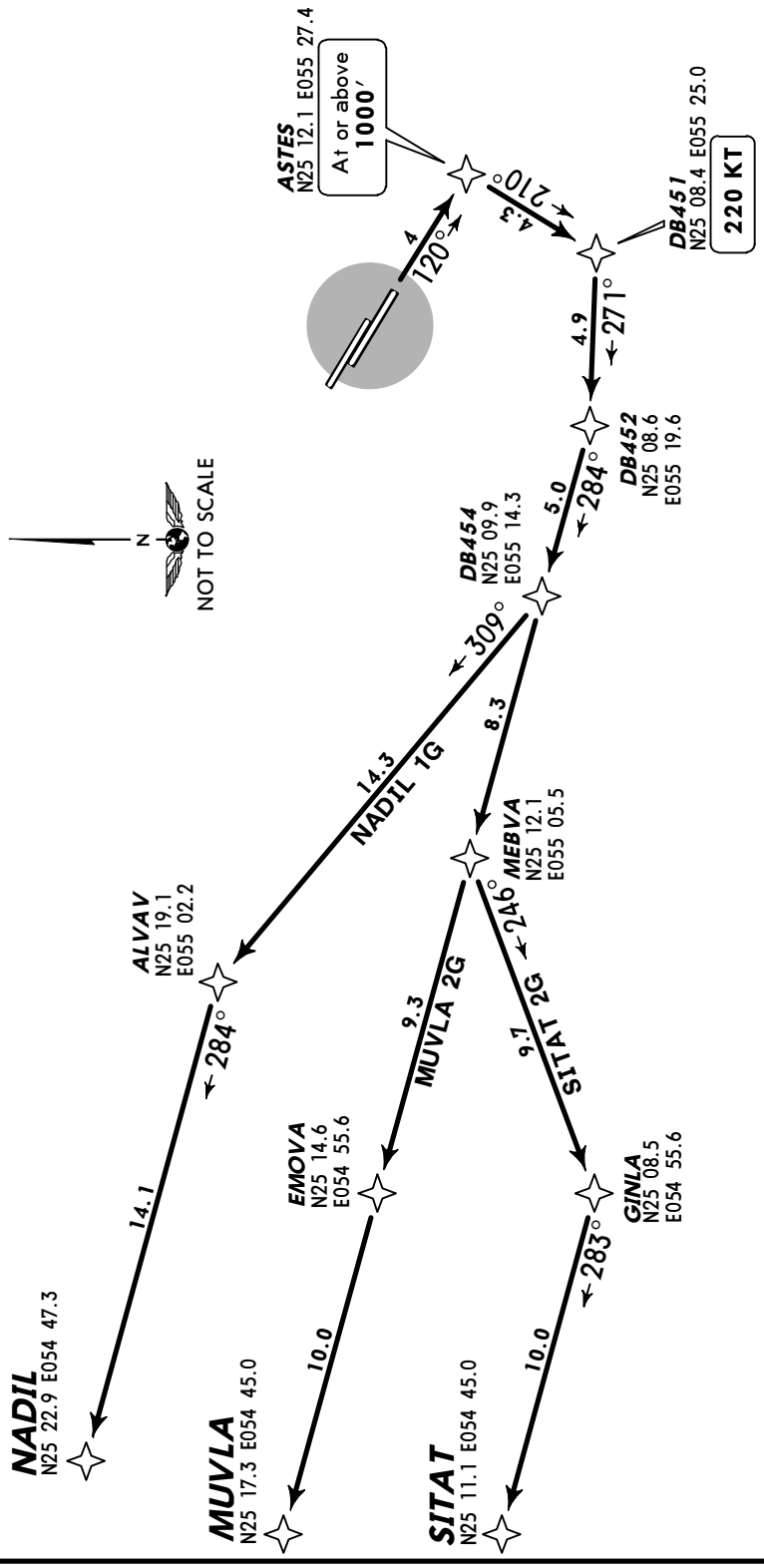
1. Advise ATC if unable to comply. ATC will issue an alternative clearance.
2. Carry out all turns with bank angle 25°.
3. Remain Tower frequency until instructed to change frequency.

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

RNAV 1 (GNSS)

SPEED: MAX 250 KT BELOW 10000′





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

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

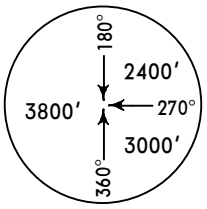
Advice ATC at start-up if unable to comply.

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

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

CHANGES: DXB VORDME withdrawn, MSA.

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

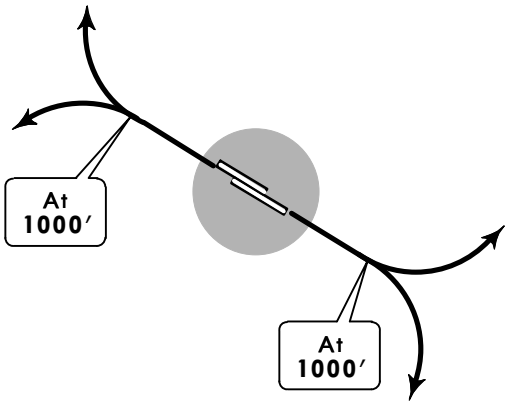


MSA ARP

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

SPEED: MAX 250 KT BELOW 10000′

△ ***DESDI***
N25 36.1 E054 42.5



△ ***BUBIN***
N24 57.7 E056 06.7

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

BUBIN and DESDI are designated holds for traffic landing at Dubai Intl Apt.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

NOT TO SCALE

This departure requires a minimum climb gradient of 5%.

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

Advice ATC at start-up if unable to comply.

ROUTING

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

CHANGES: DXB VORDME withdrawn, MSA.

TEMPORARY CLOSURE OF TAXIWAYS

REFER ALSO TO LATEST NOTAMS

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

AREA 18

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

AREA 23

PHASE 2A

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

PHASE 2B

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

PHASE 2C

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

AREA B

PHASE 1

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

PHASE 2

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

AREA 24

PHASE 1

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

PHASE 2

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

PHASE 3A

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

PHASE 3B

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

PHASE 4A

Section of TWY Z abeam stands F18 and F19.

PHASE 4B

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

AREA 01

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

AREA 03

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

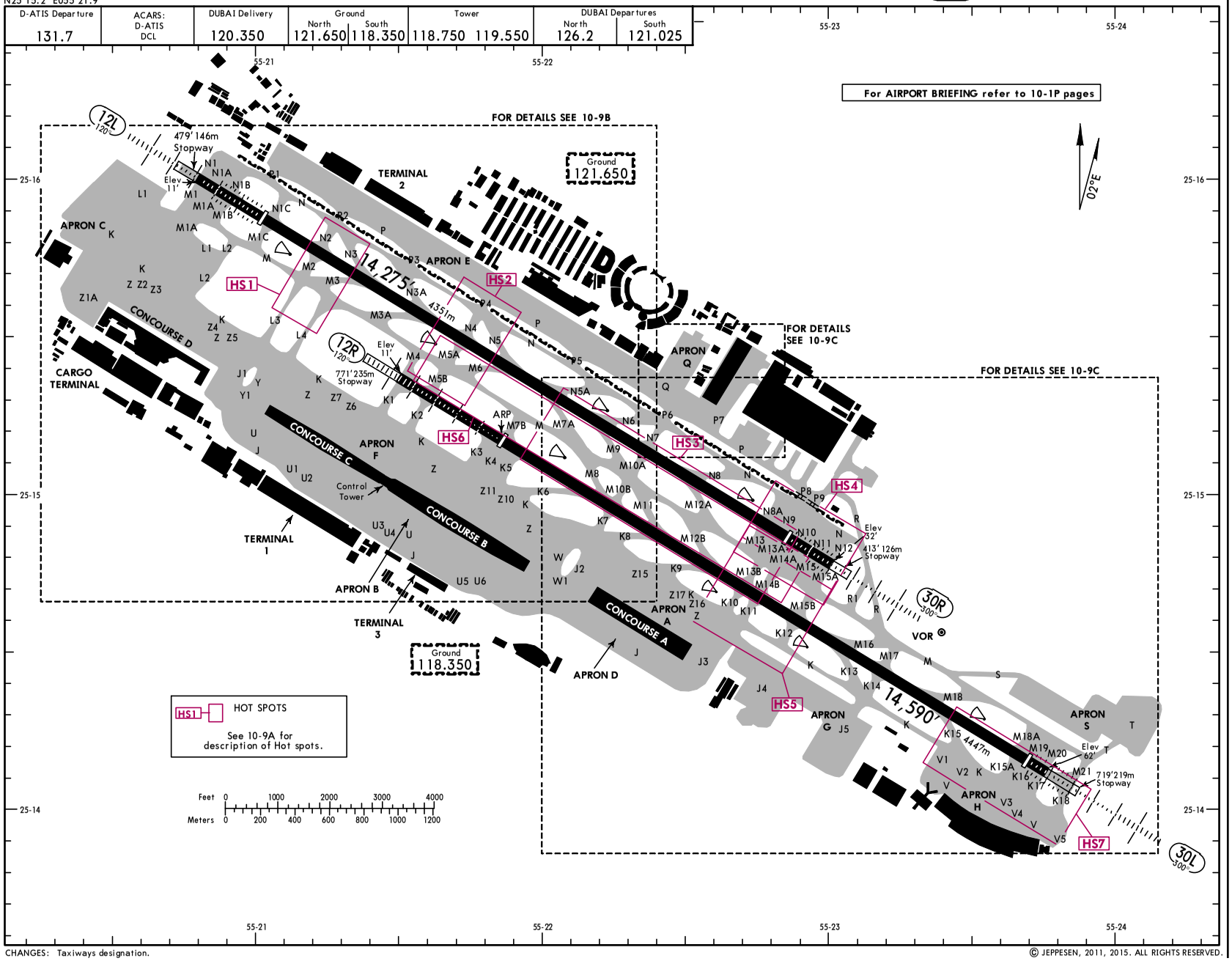
OMDB/DXB

Apt Elev 62'
N25 15.2 E055 21.9

29 MAY 15 (10-9)

DUBAI, UAE
DUBAI INTL

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



CHANGES: Taxiways designation.

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

HS1 RWY Holding Point M2 crossing South to North - Hot spot area with a history of RWY incursions. Pilots are to excerise caution when crossing RWY 30R after landing on RWY 30L. Acft taxiing on TWY L3 for departure off RWY 30R are often instructed to turn RIGHT onto TWY M to hold short of RWY 30R at M13A. Pilots should use diligence when approaching the intersection of TWY M2 and TWY M when turning RIGHT onto TWY M. If the RIGHT turn onto TWY M is missed do not cross the hold marking on TWY M2 without ATC authorization.

HS2 N4 crossing North to South - Hot Spot area with history of RWY incursions. Pilots are to exercise caution when crossing RWY 12L for DEP RWY 12R.

HS3 TWYs M8 to M13B - Known Hot Spot area with history and a potential of RWY incursion.

HS4 RWY Holding Points M13A to M15A & N8A to N12 - Pilots are to be alert when given conditional clearances and to positively identify TFC BFR entering RWY 30R.

HS5 RWY Holding Points M13B, M14B & M15B - Hot Spot area with history of RWY incursions. Pilots are to exercise caution when crossing RWY 30R for DEP RWY 30L.
RWY Holding Points K10 thru K12 - Hot Spot area with history of RWY incursions. Pilots are to exercise caution when crossing RWY 30L for DEP RWY 30R.

HS6 Confusion of TWY M with both RWYs 12 & 30 direction - Pilots are warned not to confuse TWY M with RWY 12R after crossing RWY 12L via TWY N4 and TWY M5A for DEP RWY 12R. Pilots are warned not to confuse TWY M with RWY 30R after crossing RWY 30L via TWY K10 and TWY M13B or TWY K11 and TWY M14B for DEP RWY 30R.

HS7 TWY V - 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 preclude reaction to possible TCAS Resolution Advisory and Traffic Advisory for DEP RWY 30R.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
12L	HIRL (60m) CL (15m) HIALS-II SFL TDZ REIL ❶ RVR	11,811′ 3600m	10,778′ 3285m	❷	197′ 60m
30R		13,123′ 4000m	11,969′ 3648m	❸	

❶ HSTIL, PAPI (angle 3.0°)

❷ TORA RWY 12L:

From rwy head	13,287′ (4050m)
twy M1A int	12,969′ (3953m)
twy N1A int	12,959′ (3950m)
twy M1B int	12,641′ (3853m)
twy N1B int	12,631′ (3850m)
twy M1C/N1C int	11,732′ (3576m)
twy M2/N2 int	10,643′ (3244m)
twy M3/N3 int	9754′ (2973m)
twy M3A/N3A int	8458′ (2578m)
twy M5A/N4 int	7379′ (2249m)
twy M6/N5 int	6496′ (1980m)

❸ TORA RWY 30R:

From rwy head ❹	14,108′ (4300m)
twy M15/N11 int	13,698′ (4175m)
twy M14A int ❺	13,291′ (4051m)
twy N10 int ❺	13,284′ (4049m)
twy M13A/N9 int	12,972′ (3954m)
twy M13/N8A int	12,648′ (3855m)
twy M12A int	11,115′ (3388m)
twy N8 int	11,109′ (3386m)
twy M10A int	9974′ (3040m)
twy N7 int	9967′ (3038m)
twy N6 int	9088′ (2770m)
twy M9 int	9078′ (2767m)
twy N5A int	7966′ (2428m)
twy M7A int	7940′ (2420m)

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

❺ Primary entry point.

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

❻ HSTIL, PAPI (angle 3.0°)

❼ TORA RWY 12R:

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

❽ TORA RWY 30L:

From rwy head ❾	14,590′ (4447m)
twy K16/M19 int	14,272′ (4350m)
twy K15A int	13,950′ (4252m)
twy M18A int	13,947′ (4251m)
twy K15 int	12,415′ (3784m)
twy M18 int	12,073′ (3680m)
twy K14 int	10,915′ (3327m)
twy M17 int	10,912′ (3326m)
twy K13 int	10,128′ (3087m)
twy M16 int	10,125′ (3086m)
twy K12/M15 int	8996′ (2742m)
twy M14B int	8150′ (2484m)
twy K11 int	8120′ (2475m)
twy M13B int	7835′ (2388m)
twy K10 int	7799′ (2377m)

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

Standard

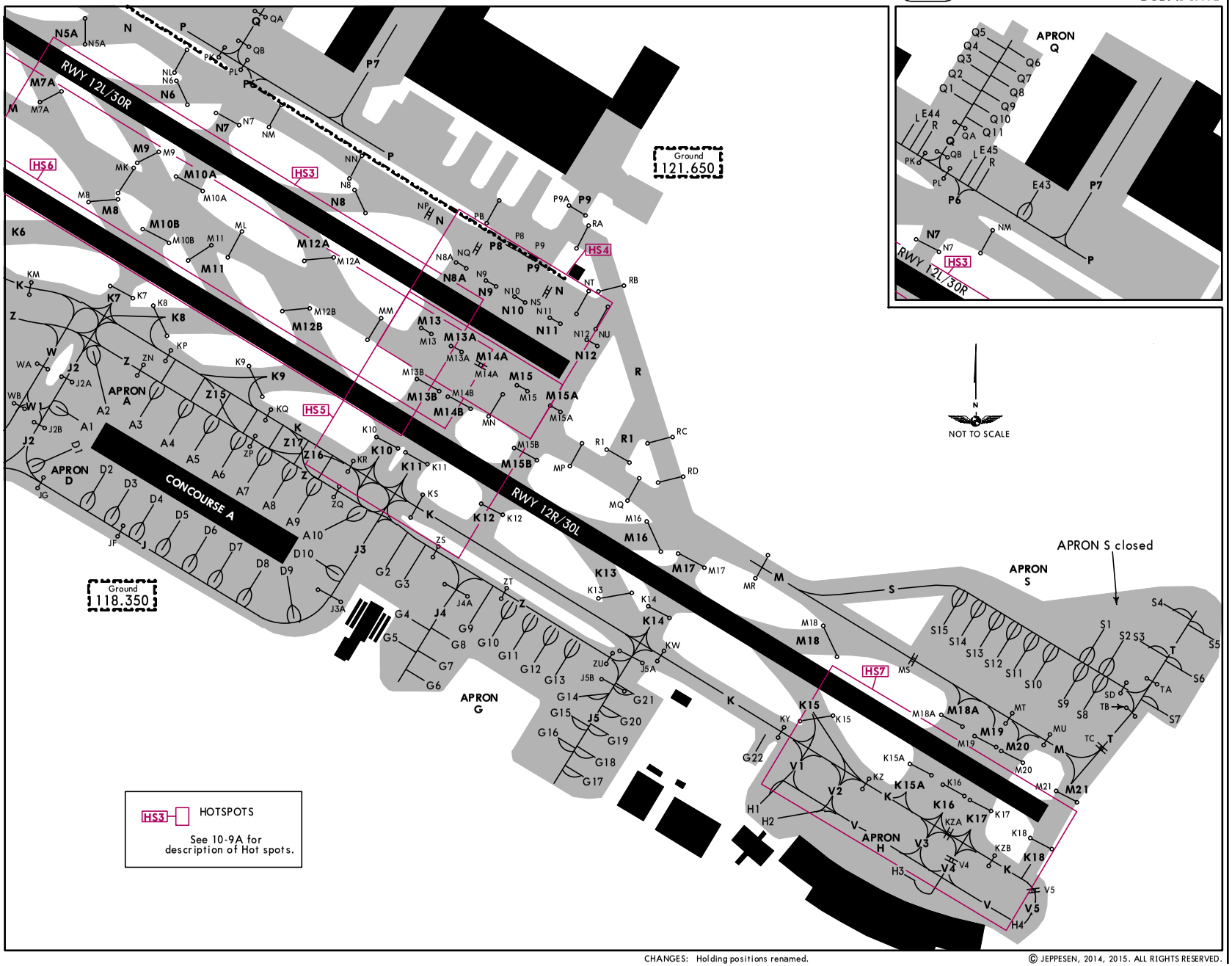
TAKE-OFF ❶

	Approved Operators HIRL, CL & mult. RVR req	LVP must be in force ❷ RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		

❶ Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.
❷ For low visibility departures all RVR transmissometers of departure rwy shall be serviceable. If reported meteorological VIS >150m TDZ RVR not required.

CHANGES: None.

CHANGES: Taxiways designation. Holding positions. Crossover taxiways. Stands.



CHANGES: Holding positions renamed.

INS COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
A1, A2	N25 14.7 E055 22.2	13	C55L	N25 15.5 E055 20.7	-
A3	N25 14.7 E055 22.2	15	C55R	N25 15.5 E055 20.6	-
A4	N25 14.7 E055 22.3	15	C56, C57	N25 15.5 E055 20.7	-
A5	N25 14.6 E055 22.3	15	C58	N25 15.5 E055 20.8	-
A6, A7	N25 14.6 E055 22.4	15	C59, C60	N25 15.4 E055 20.8	-
A8	N25 14.6 E055 22.5	15	C61, C62	N25 15.4 E055 20.9	-
A9, A10	N25 14.5 E055 22.5	15	C63	N25 15.4 E055 20.8	-
B1	N25 15.2 E055 21.0	8	C64	N25 15.3 E055 20.8	-
B2 thru B5	N25 15.2 E055 21.1	8	D1	N25 14.7 E055 22.1	14
B6	N25 15.2 E055 21.2	8	D2, D3	N25 14.6 E055 22.2	15
B7, B8	N25 15.1 E055 21.2	8	D4, D5	N25 14.6 E055 22.3	15
B9, B10	N25 15.1 E055 21.3	7	D6, D7	N25 14.5 E055 22.4	15
B11 thru B13	N25 15.0 E055 21.4	7	D8 thru D10	N25 14.5 E055 22.5	15
B14	N25 15.0 E055 21.5	7	E1,E2	N25 16.1 E055 21.1	9
B15	N25 15.0 E055 21.5	9	E3	N25 16.1 E055 21.2	10
B16	N25 14.9 E055 21.5	12	E4, E5	N25 16.0 E055 21.2	10
B17 thru B18R	N25 14.9 E055 21.6	13	E6	N25 16.0 E055 21.3	10
B19, B20	N25 14.9 E055 21.7	13	E7L/R, E8	N25 16.0 E055 21.3	11
B21L/R	N25 14.8 E055 21.7	13	E9L thru E10R	N25 15.9 E055 21.4	11
B22, B23	N25 14.8 E055 21.8	13	E11L thru E12R	N25 15.9 E055 21.5	11
B24	N25 14.8 E055 21.9	13	E13	N25 15.8 E055 21.5	11
B25, B26	N25 14.7 E055 21.9	13	E14	N25 15.8 E055 21.6	11
B27	N25 14.8 E055 22.0	13	E15	N25 15.8 E055 21.6	12
C18	N25 16.0 E055 20.5	8	E16, E17	N25 15.8 E055 21.7	12
C19	N25 16.0 E055 20.5	9	E18	N25 15.7 E055 21.7	12
C20	N25 16.0 E055 20.6	9	E19	N25 15.7 E055 21.8	12
C21	N25 16.0 E055 20.6	8	E20	N25 15.7 E055 21.8	11
C22, C23	N25 16.0 E055 20.6	7	E21	N25 15.7 E055 21.9	12
C24	N25 15.9 E055 20.5	10	E22	N25 15.6 E055 21.9	12
C25	N25 15.9 E055 20.5	8	E23	N25 15.6 E055 21.9	13
C26, C27	N25 15.9 E055 20.6	7	E24	N25 15.6 E055 22.0	12
C28, C29	N25 15.8 E055 20.7	7	E25	N25 15.6 E055 22.0	11
C30	N25 15.7 E055 20.7	7	E26	N25 15.6 E055 22.1	12
C31	N25 15.9 E055 20.4	8	E27, E28	N25 15.5 E055 22.1	13
C32	N25 15.9 E055 20.4	10	E29	N25 15.5 E055 22.2	13
C33	N25 15.9 E055 20.5	9	E30 thru E32	N25 15.5 E055 22.2	14
C34	N25 15.9 E055 20.5	7	E33	N25 15.5 E055 22.3	14
C35	N25 15.9 E055 20.6	7	E34, E35	N25 15.4 E055 22.3	15
C36, C37	N25 15.8 E055 20.6	7	E36, E37	N25 15.4 E055 22.3	16
C38	N25 15.8 E055 20.7	7	E38	N25 15.4 E055 22.4	16
C39, C40	N25 15.7 E055 20.7	7	E43	N25 15.3 E055 22.6	22
C41	N25 15.8 E055 20.3	9	E44 thru E44R	N25 15.4 E055 22.4	17
C42	N25 15.8 E055 20.4	9	E45	N25 15.3 E055 22.5	20
C43	N25 15.8 E055 20.4	7	E45L	N25 15.3 E055 22.5	19
C44	N25 15.8 E055 20.4	-	E45R	N25 15.3 E055 22.5	20
C45, C46	N25 15.7 E055 20.4	-	F1 thru F3	N25 15.3 E055 21.0	8
C47	N25 15.7 E055 20.3	-	F4, F5	N25 15.3 E055 21.1	8
C48	N25 15.5 E055 20.4	-	F6 thru F8	N25 15.2 E055 21.2	8
C49	N25 15.6 E055 20.4	-	F9, F10	N25 15.2 E055 21.3	8
C50 thru C52	N25 15.6 E055 20.5	-	F11	N25 15.1 E055 21.3	8
C53, C53L	N25 15.6 E055 20.6	-	F12, F13	N25 15.1 E055 21.4	8
C53R	N25 15.6 E055 20.5	-	F14	N25 15.1 E055 21.5	8
C54 thru C54R	N25 15.6 E055 20.6	-	F16	N25 15.0 E055 21.5	8
C55	N25 15.5 E055 20.6	-	F17	N25 15.0 E055 21.6	11
			F18	N25 15.0 E055 21.6	13

CHANGES: None.

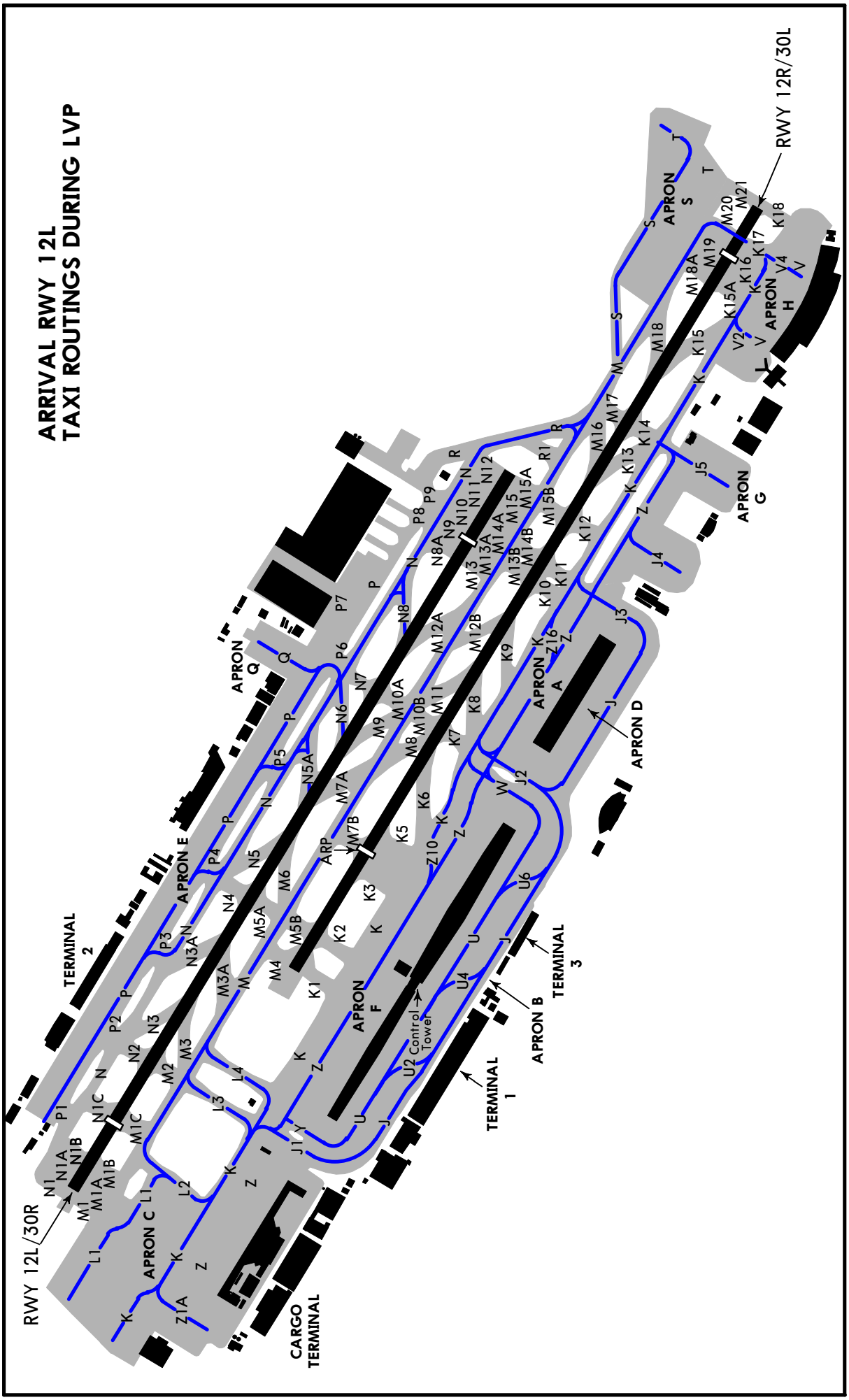
INS COORDINATES

STAND No.	COORDINATES	ELEV
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
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 14.4 E055 22.9	31
G11, G12	N25 14.3 E055 22.9	32
G13	N25 14.3 E055 23.0	33
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	-
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
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
S1	N25 14.4 E055 23.9	-
S2, S3	N25 14.3 E055 24.0	-
S4	N25 14.4 E055 24.0	-
S5	N25 14.3 E055 24.1	-
S6, S7	N25 14.2 E055 24.1	-
S8, S9	N25 14.2 E055 23.9	-
S10, S11	N25 14.3 E055 23.8	-
S12 thru S14	N25 14.3 E055 23.7	-
S15	N25 14.4 E055 23.6	-

CHANGES: G22 established.

DUBAI, UAE

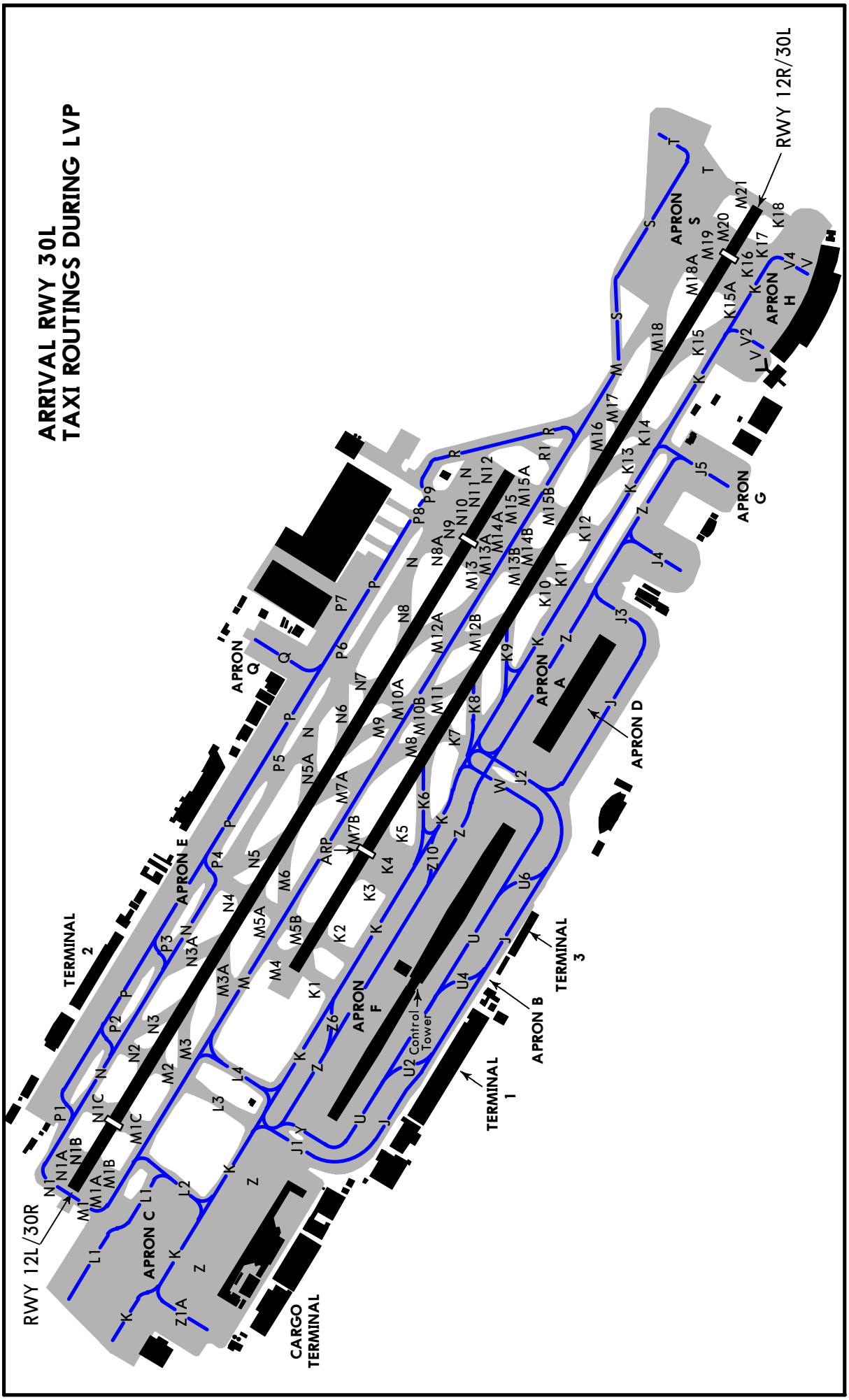
DUBAI INTL



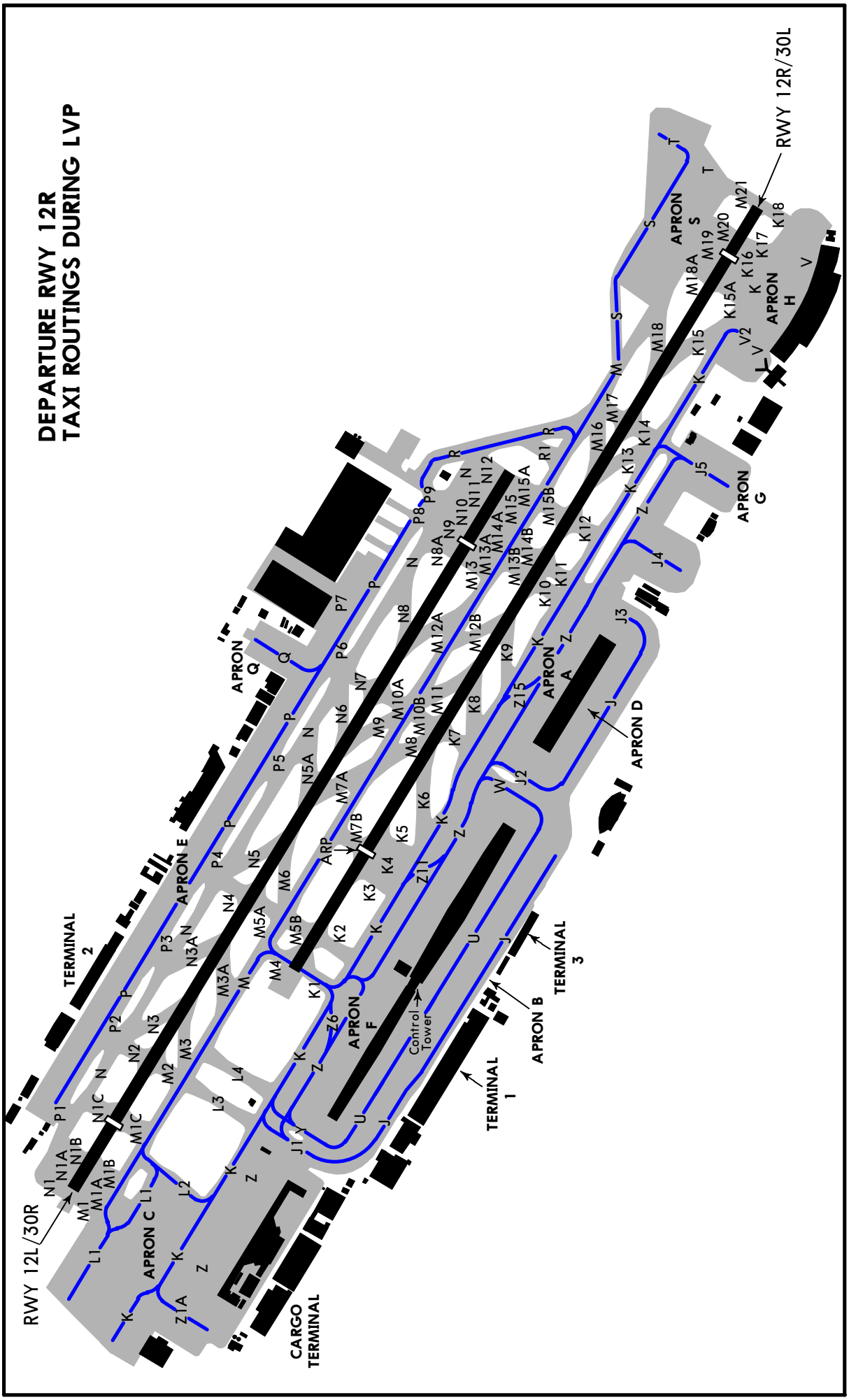
CHANGES: Taxiways designation.

DUBAI, UAE

DUBAI INTL



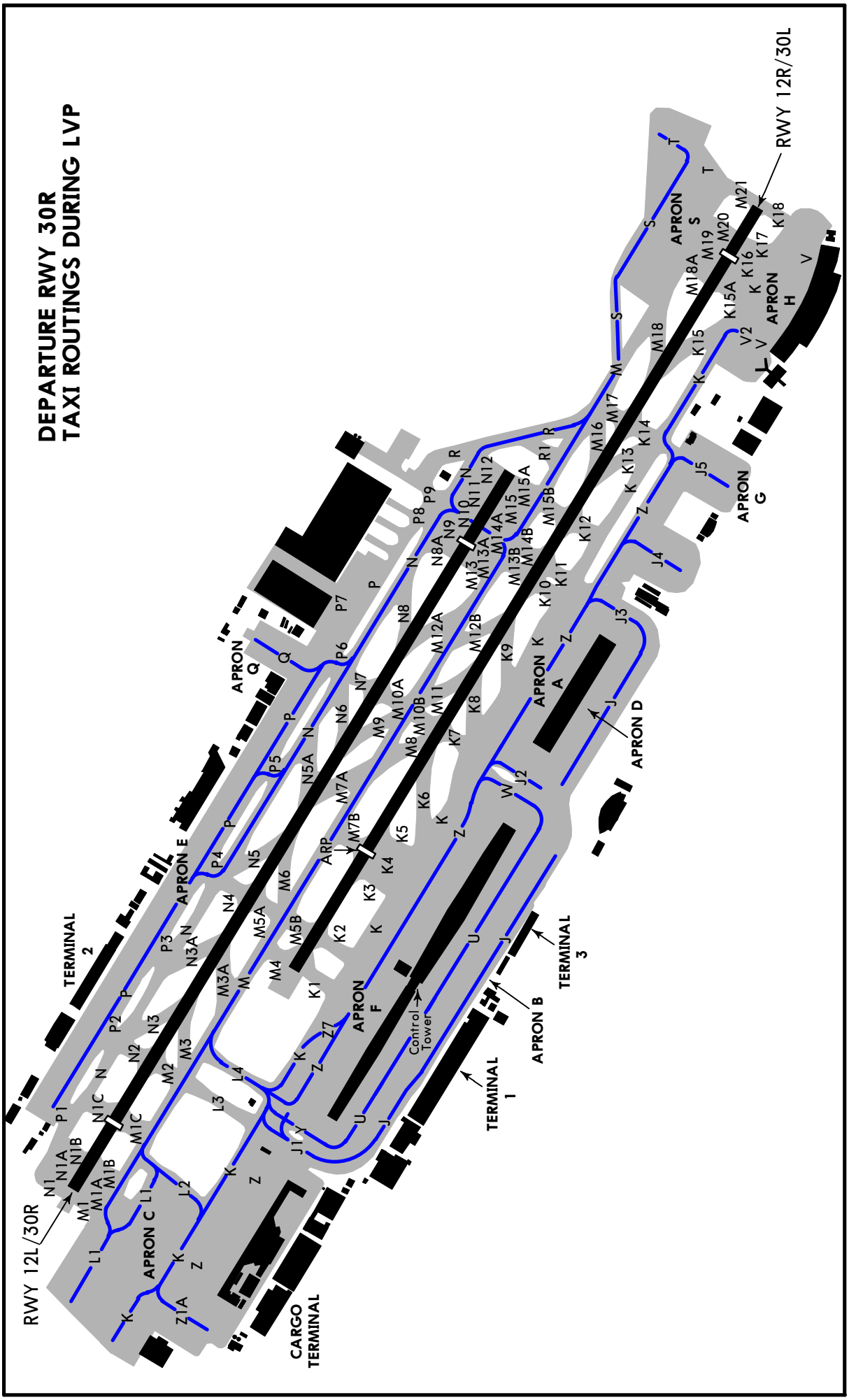
CHANGES: Taxiways designation.



CHANGES: Taxiways designation.

DUBAI, UAE

DUBAI INTL



CHANGES: Taxiways designation.

OMDB/DXB
DUBAI INTL

15 AUG 14 (11-1) **Eff 21 Aug**

DUBAI, UAE
ILS Rwy 12L

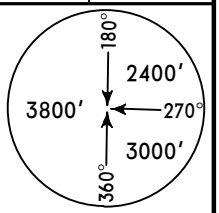
D-ATIS Arrival	MINHAD Approach	DUBAI Arrivals (APP/R)	*DUBAI Director (APP/R)	DUBAI Tower	Ground
126.275	122.5	124.9	127.9	118.750 119.550	118.350

BRIEFING STRIP™

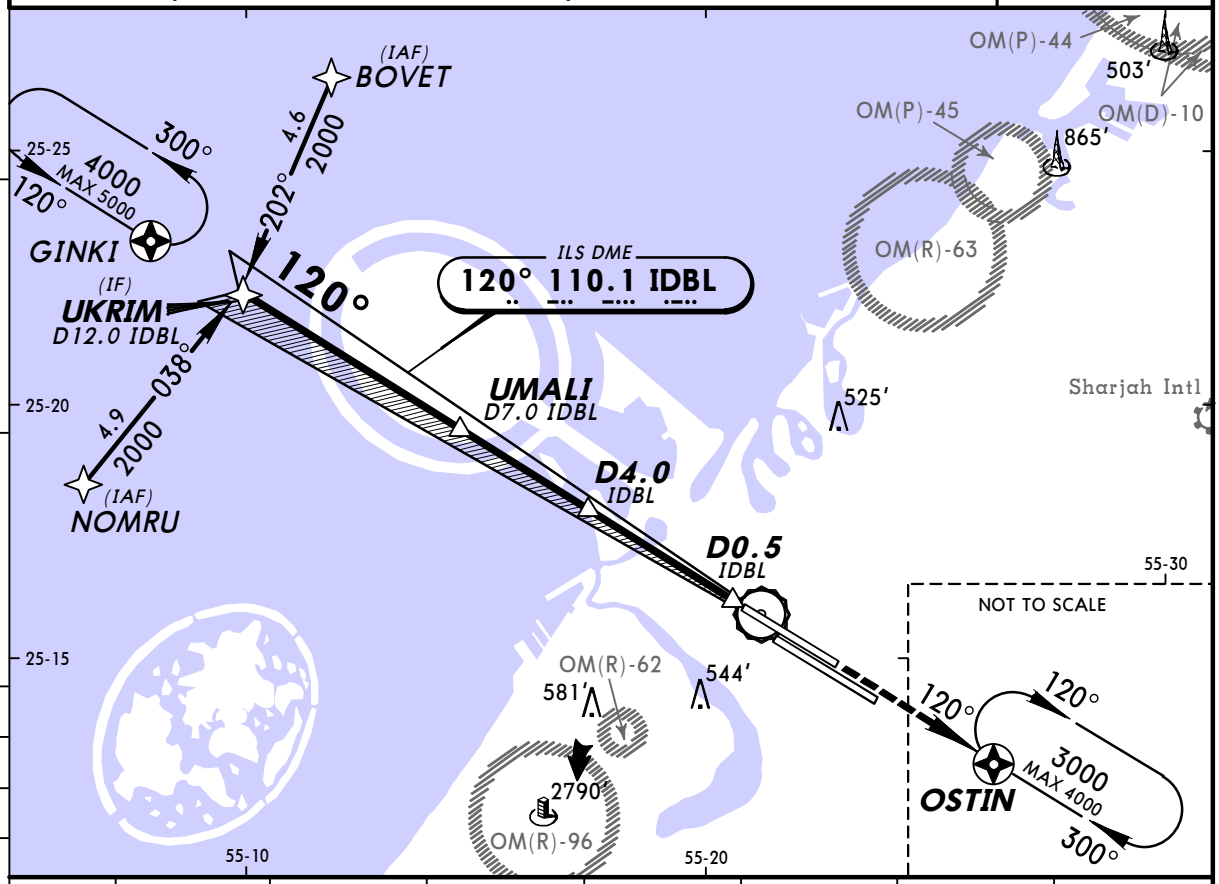
LOC IDBL	Final Apch Crs	GS D4.0 IDBL	ILS DA(H)	Apt Elev 62′
110.1	120°	1287′ (1276′)	211′ (200′)	RWY 11′

MISSED APCH: Climb to 3000′ direct to OSTIN and hold.

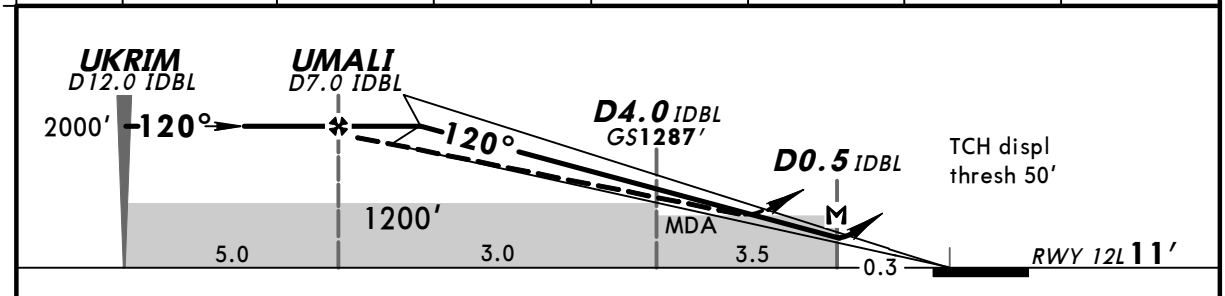
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 150 Trans alt: 13000′
1. **RNAV 5 required for transition and missed apch.** 2. ILS DME reads zero at TDZ.



MSA ARP



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



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

HIALS-II PAPI PAPI

3000′

D

OSTIN

Standard

STRAIGHT-IN LANDING RWY 12L
ILS
DA(H) 211′ (200′)

LOC (GS out)
CDFA
DA/MDA(H) 590′ (579′)

PANS OPS

	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	
B					
C				RVR 1900m	CMV 2400m
D					

CHANGES: MSA. VOR withdrawn. D-ATIS.

OMDB/DXB
DUBAI INTL

15 AUG 14
Eff 21 Aug
11-1A

DUBAI, UAE
CAT II/III ILS Rwy 12L

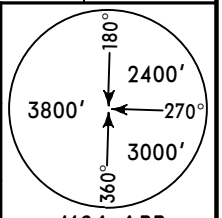
D-ATIS Arrival	MINHAD Approach	DUBAI Arrivals (APP/R)	*DUBAI Director (APP/R)	DUBAI Tower	Ground
126.275	122.5	124.9	127.9	118.750 119.550	118.350

BRIEFING STRIP™

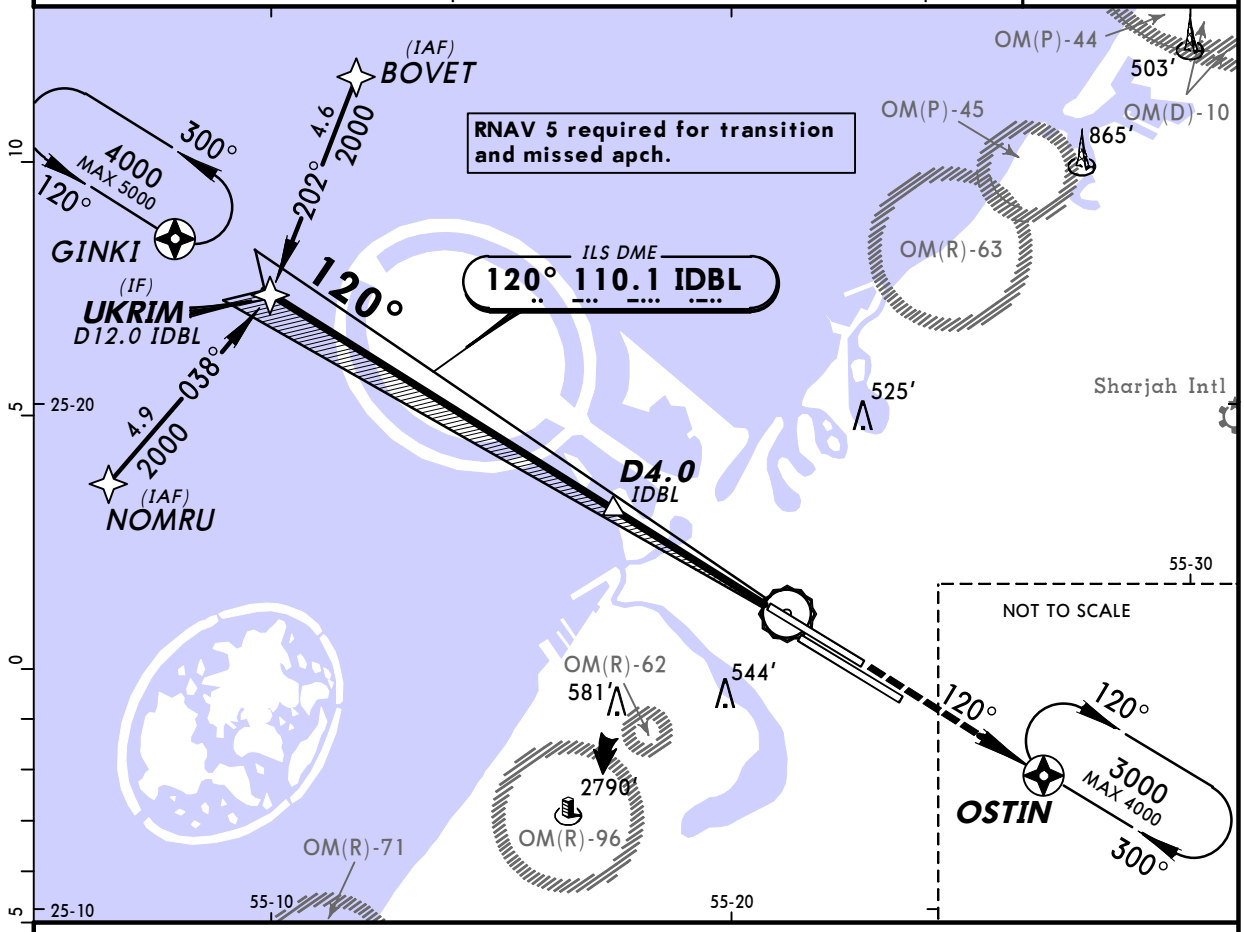
LOC IDBL	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 62′
110.1	120°	D4.0 IDBL 1287′ (1276′)	Refer to Minimums	RWY 11′

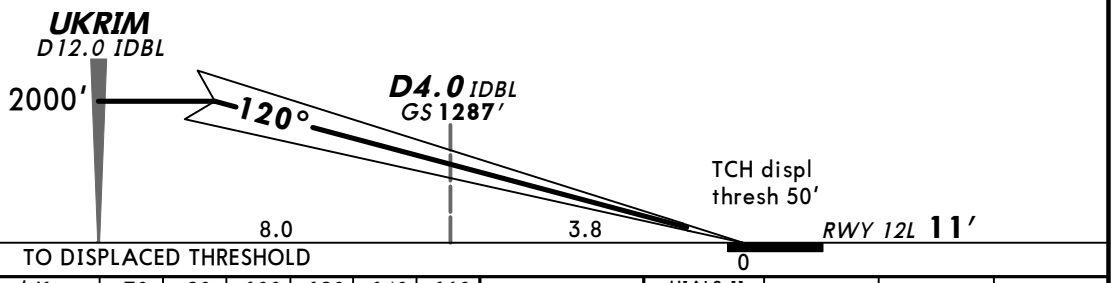
MISSED APCH: Climb to 3000′ direct to OSTIN and hold.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 150 Trans alt: 13000′
1. ILS DME reads zero at TDZ. 2. Special Aircrew & Aircraft Certification Required.



MSA ARP





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

HIALS-II PAPI PAPI 3000′ D OSTIN

PANS OPS

Standard STRAIGHT-IN LANDING RWY 12L

CAT IIIA ILS	CAT II ILS
DH 50′	RA 100′ DA(H) 111′ (100′)
RVR 200m	RVR 300m[1]

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

CHANGES: MSA. VOR withdrawn. D-ATIS.

OMDB/DXB
DUBAI INTL

15 AUG 14 (11-2) **Eff 21 Aug**

DUBAI, UAE
ILS Rwy 12R

D-ATIS Arrival	MINHAD Approach	DUBAI Arrivals (APP/R)	*DUBAI Director (APP/R)	DUBAI Tower	Ground
126.275	122.5	124.9	127.9	118.750 119.550	118.350

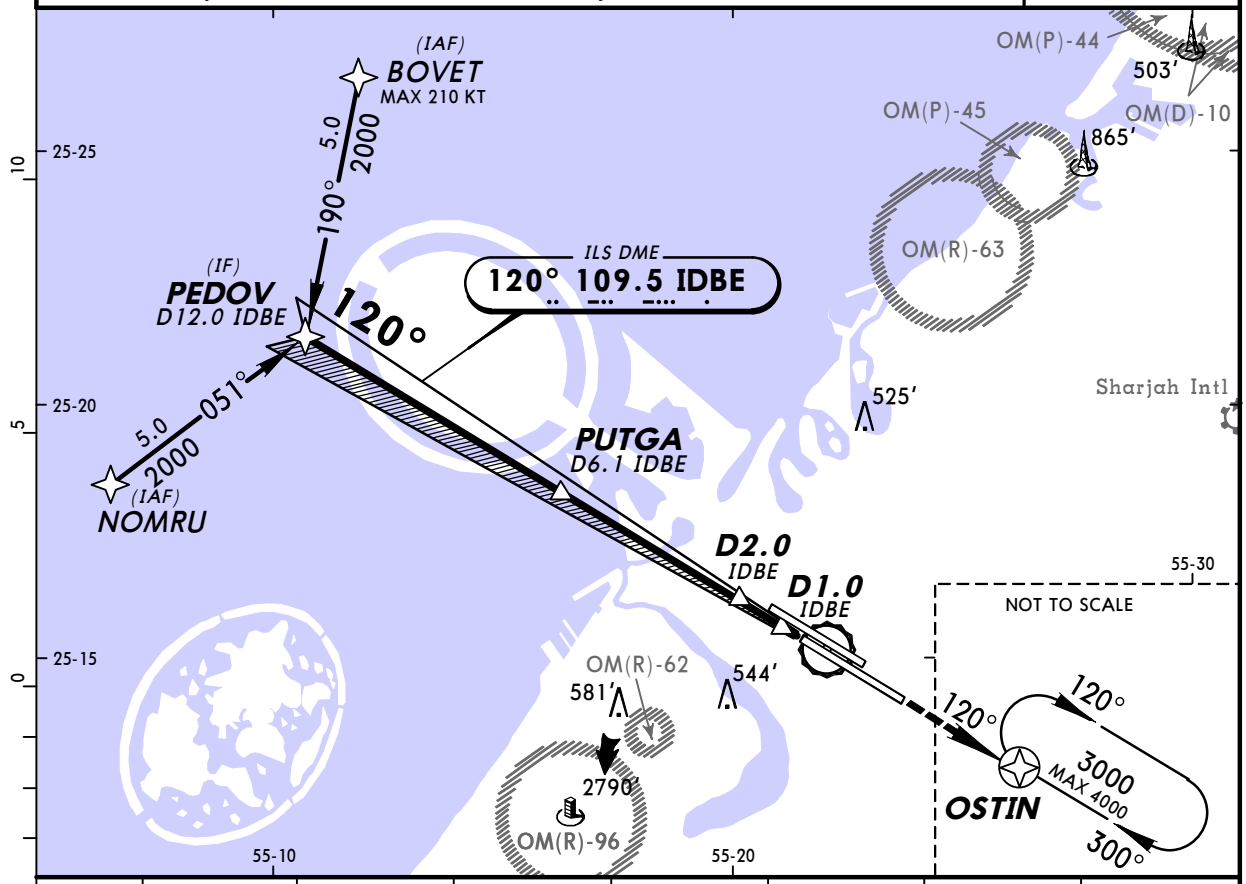
BRIEFING STRIP™

LOC IDBE	Final Apch Crs	GS D2.0 IDBE	ILS DA(H) Refer to Minimums	Apt Elev 62′ RWY 11′
109.5	120°	636′ (625′)		

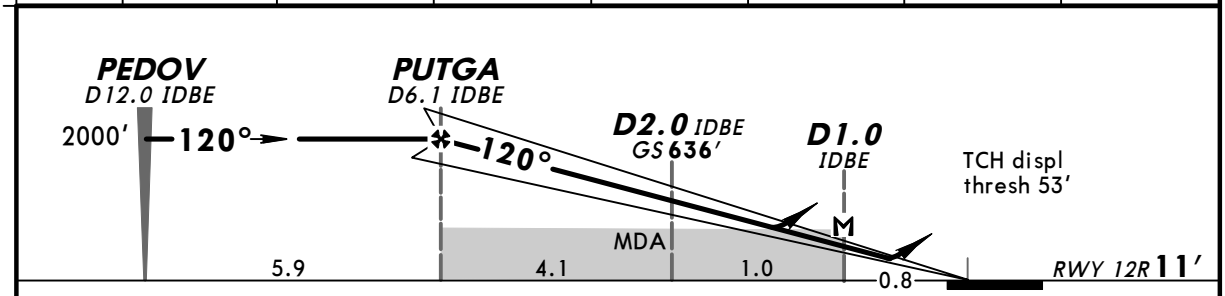
MISSED APCH: Climb to 3000′ on 120° to OSTIN and hold.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 150 Trans alt: 13000′
1. **RNAV 1 required for transition and missed apch.** 2. ILS DME reads zero at TDZ.

MSA ARP: 180°–2400′, 270°–3800′, 360°–3000′



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



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

HIALS-II
REIL PAPI PAPI

3000′ on 120° OSTIN

Standard STRAIGHT-IN LANDING RWY 12R

	ILS	LOC (GS out) CDFA
DA(H)	A: 363′ (352′) C: 382′ (371′) B: 372′ (361′) D: 392′ (381′)	DA/MDA(H) 590′ (579′)

PANS OPS

	FULL	Limited	ALS out		ALS out
A	RVR 900m		RVR 1500m	RVR 1500m	
B	RVR 1000m				
C			RVR 1700m	RVR 1900m	CMV 2400m
D	RVR 1100m		RVR 1800m		

CHANGES: D-ATIS.

OMDB/DXB
DUBAI INTL

15 AUG 14
Eff 21 Aug
11-2A

DUBAI, UAE
CAT II/III ILS Rwy 12R

D-ATIS Arrival	MINHAD Approach	DUBAI Arrivals (APP/R)	*DUBAI Director (APP/R)	DUBAI Tower	Ground
126.275	122.5	124.9	127.9	118.750 119.550	118.350

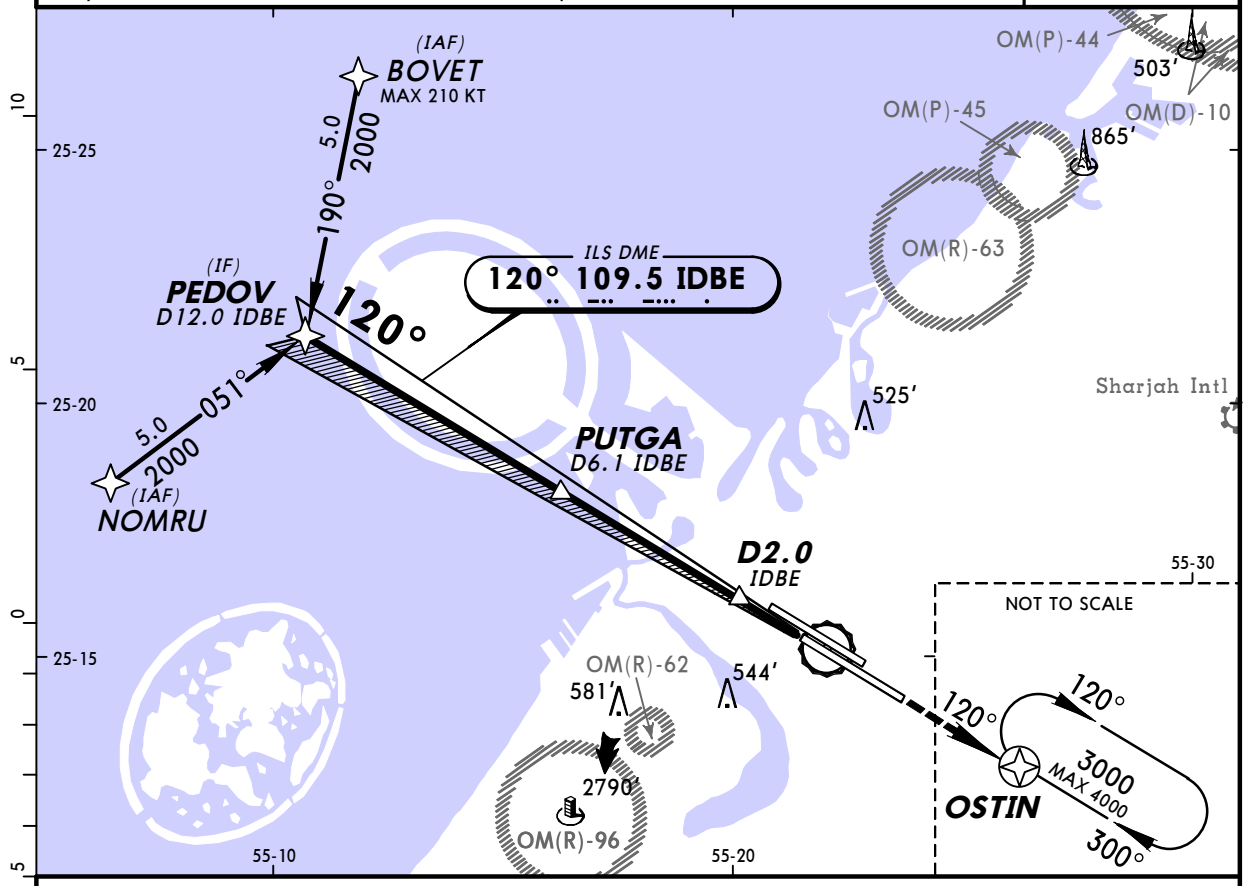
BRIEFING STRIP™

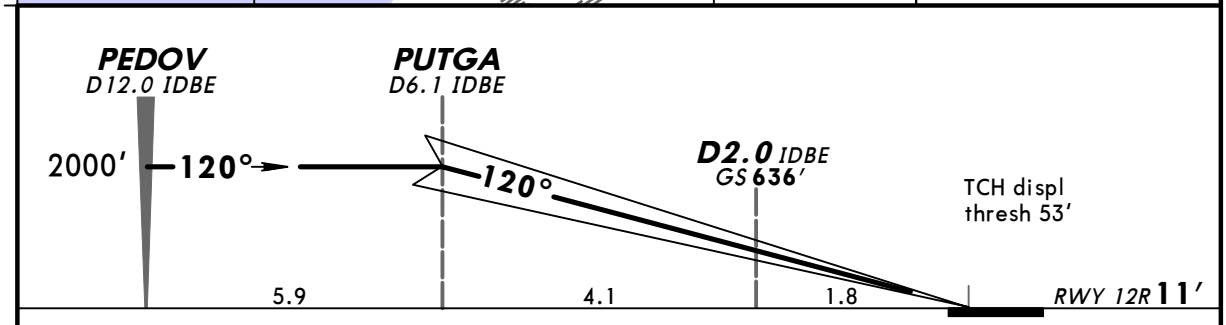
LOC IDBE	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev / RWY
109.5	120°	D2.0 IDBE 636′ (625′)	Refer to Minimums	62′ / 11′

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

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

MSA
ARP
180° 2400′ 270° 3000′ 360° 3800′





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

HIALS-II
REIL PAPI PAPI

3000′ on 120° OSTIN

PANS OPS

Standard STRAIGHT-IN LANDING RWY **12R**

CAT IIIA ILS	CAT II ILS	
	ABC	D
DH 50′	RA 100′ DA(H) 111′ (100′)	RA 102′ DA(H) 113′ (102′)
RVR 200m	RVR 300m [1]	

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

CHANGES: D-ATIS.

OMDB/DXB
DUBAI INTL

15 AUG 14 (11-3) **Eff 21 Aug**

DUBAI, UAE
ILS Rwy 30L

D-ATIS Arrival	MINHAD Approach	DUBAI Arrivals (APP/R)	*DUBAI Director (APP/R)	DUBAI Tower	Ground
126.275	122.5	124.9	127.9	118.750 119.550	118.350

BRIEFING STRIP™

LOC IDBW	Final Apch Crs	GS MODUS	ILS DA(H)	Apt Elev 62′
111.3	300°	2000′ (1940′)	Refer to Minimums	RWY 60′

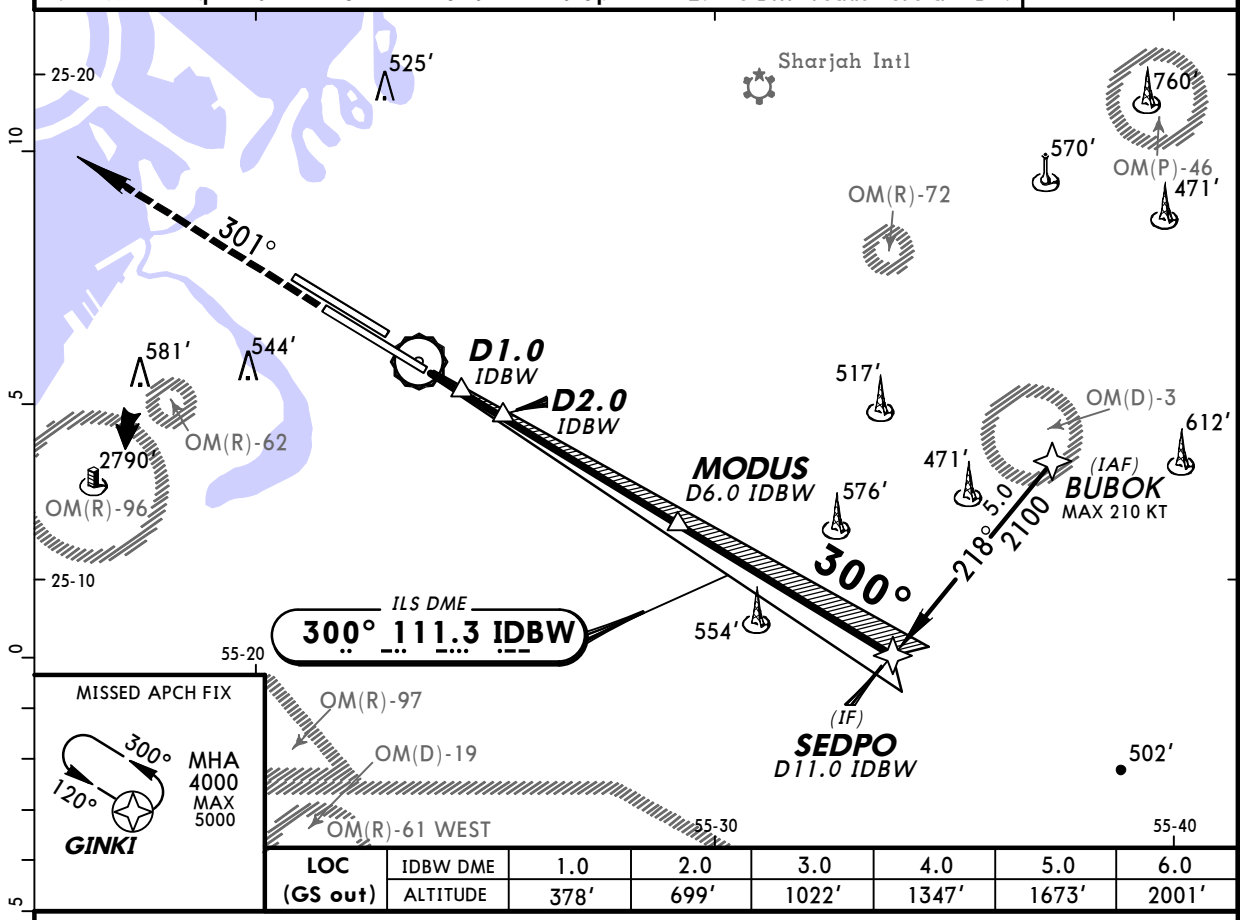
MISSED APCH: Climb to 4000′ on 301° to GINKI and hold.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 150 Trans alt: 13000′

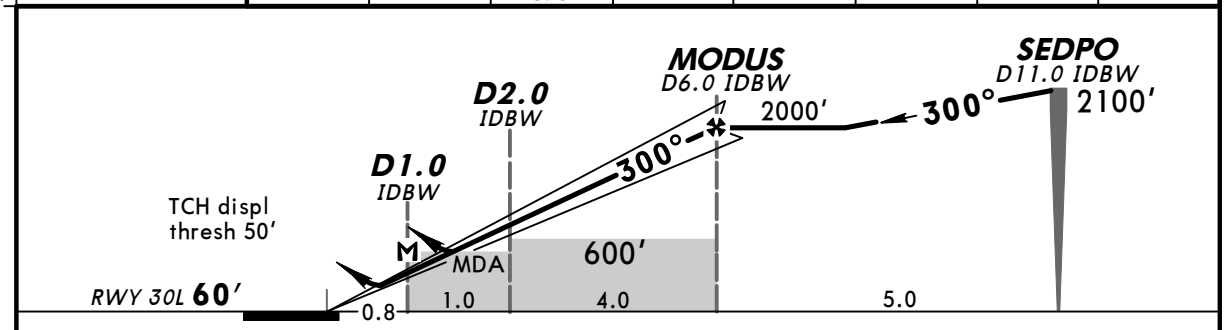
1. **RNAV 1 required for transition and missed apch.** 2. ILS DME reads zero at TDZ.

MSA ARP

180° 2400′ 270° 3000′ 360° 3800′



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



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

HIALS-II
REIL PAPI PAPI

4000′ on 301° GINKI

Standard STRAIGHT-IN LANDING RWY 30L

	ILS	LOC (GS out) CDFA
DA(H)	A: 317′ (257′) C: 337′ (277′) B: 327′ (267′) D: 346′ (286′)	DA/MDA(H) 580′ (520′)

PANS OPS

	FULL	Limited	ALS out		ALS out
A	RVR 600m	RVR 750m	RVR 1300m	RVR 1500m	
B					
C				RVR 1600m	CMV 2400m
D	RVR 650m		RVR 1400m		

CHANGES: D-ATIS.

OMDB/DXB
DUBAI INTL

15 AUG 14
Eff 21 Aug
11-3A

DUBAI, UAE
CAT II/III ILS Rwy 30L

D-ATIS Arrival	MINHAD Approach	DUBAI Arrivals (APP/R)	*DUBAI Director (APP/R)	DUBAI Tower	Ground
126.275	122.5	124.9	127.9	118.750 119.550	118.350

BRIEFING STRIP™

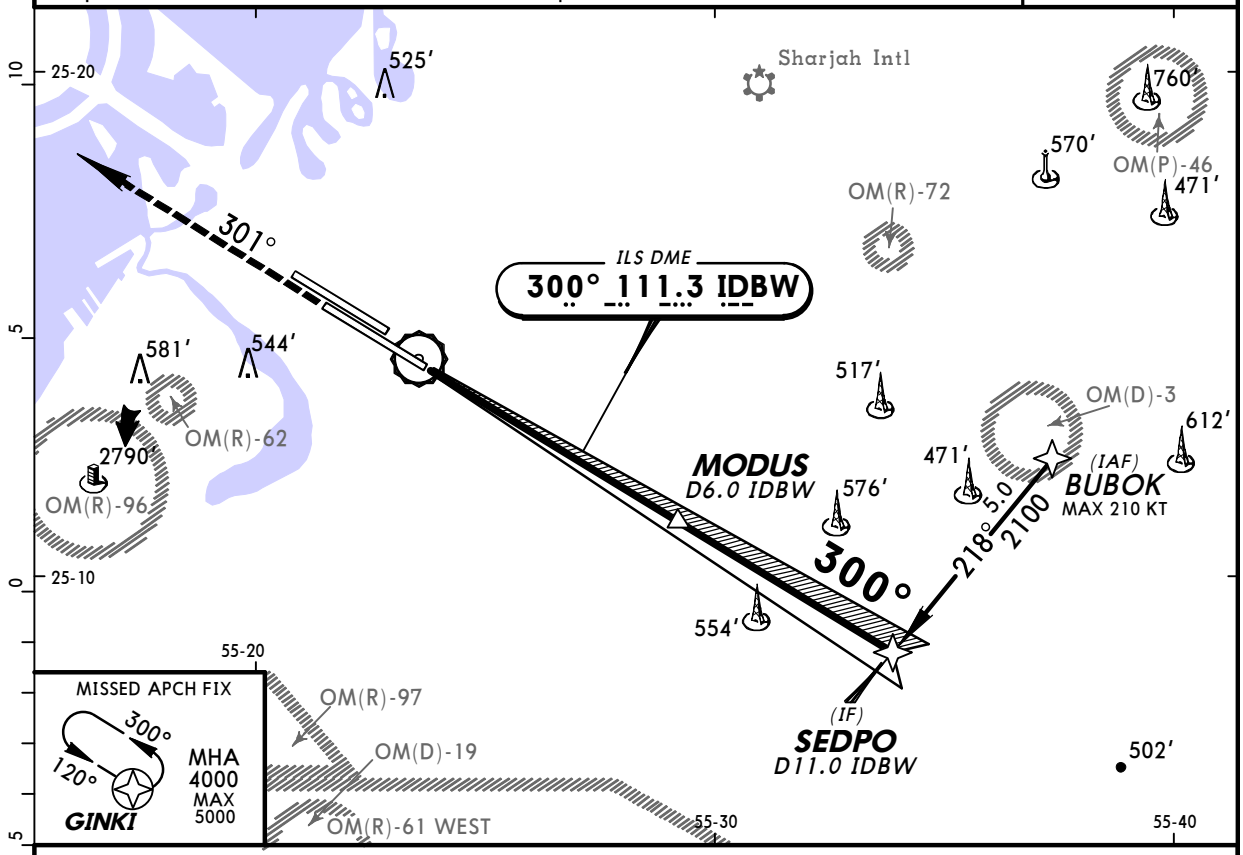
LOC IDBW 111.3	Final Apch Crs 300°	GS MODUS 2000′ (1940′)	CAT II & IIIA ILS Refer to Minimums	Apt Elev 62′ RWY 60′

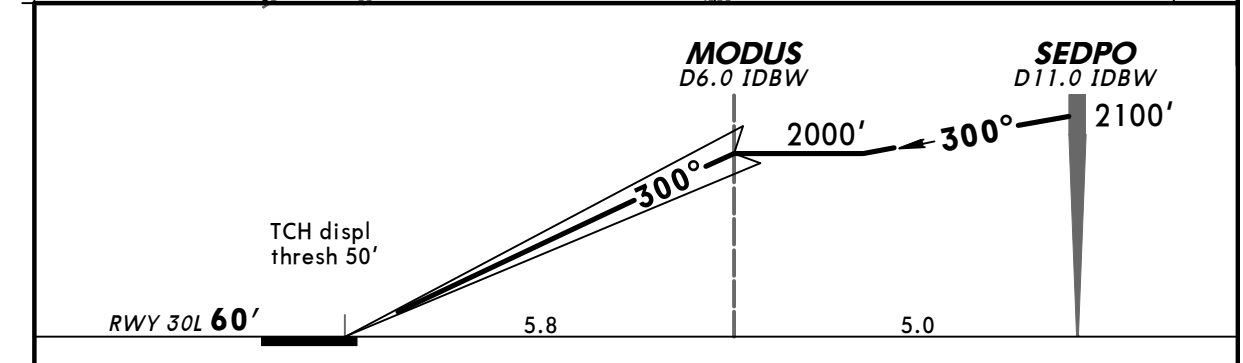
MISSED APCH: Climb to 4000′ on 301° to GINKI and hold.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 150 Trans alt: 13000′

1. **RNAV 1 required for transition and missed apch.**
2. ILS DME reads zero at TDZ.
3. Special Aircrew & Aircraft Certification Required.

MSA
ARP
180°
2400′
270°
3000′
360°
3800′





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

HIALS-II
REIL
PAPI
PAPI

4000′ on 301°

GINKI

Standard

STRAIGHT-IN LANDING RWY **30L**

CAT IIIA ILS	CAT II ILS
DH 50′	RA 100′ DA(H) 160′ (100′)
RVR 200m	RVR 300m 1

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

PANS OPS

CHANGES: D-ATIS.

OMDB/DXB
DUBAI INTL

19 DEC 14 (11-4)

DUBAI, UAE
ILS Rwy 30R

D-ATIS Arrival	MINHAD Approach	DUBAI Arrivals (APP/R)	*DUBAI Director (APP/R)	DUBAI Tower	Ground
126.275	122.5	124.9	127.9	118.750 119.550	118.350

BRIEFING STRIP™

LOC IDBR	Final Apch Crs	GS D4.0 IDBR	ILS DA(H)	Apt Elev 62′
110.9	300°	1300′ (1268′)	Refer to Minimums	RWY 32′

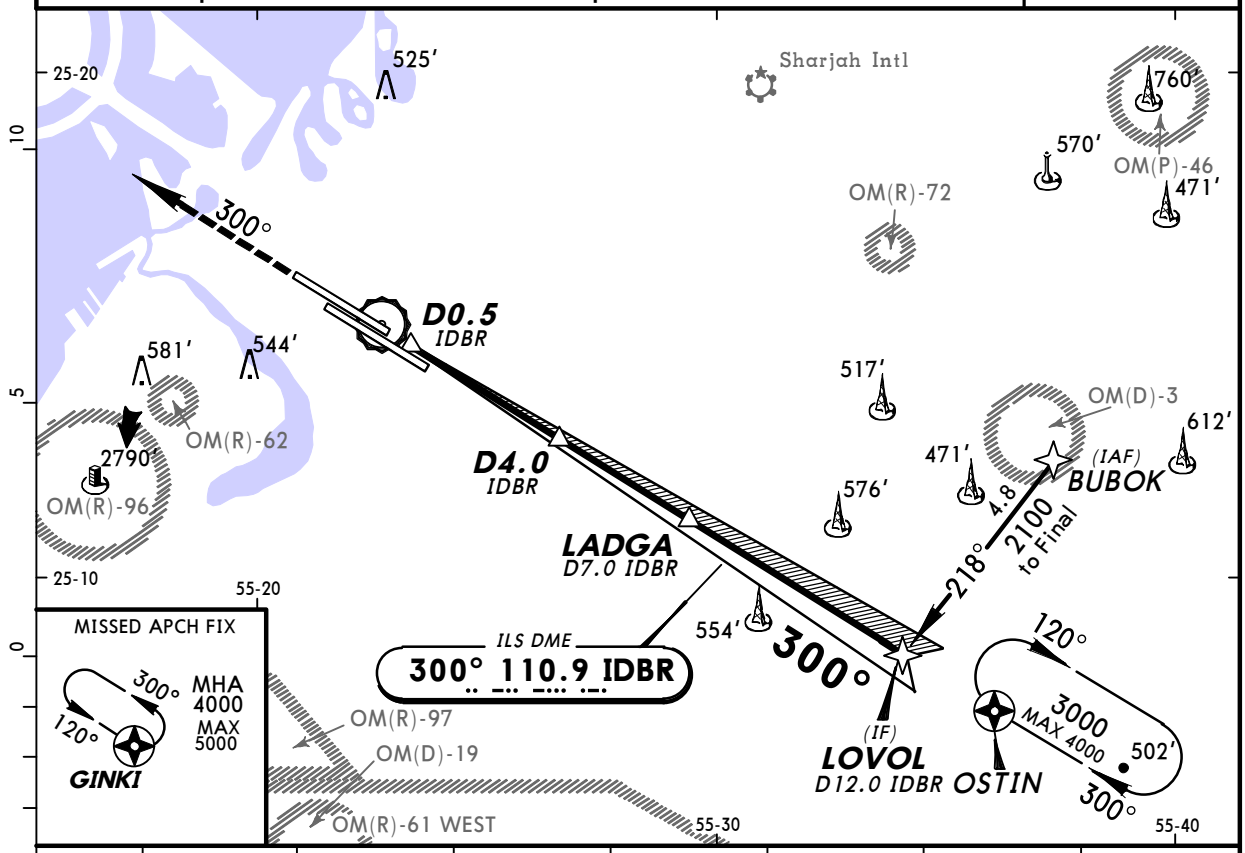
MISSED APCH: Climb to 4000′ direct to GINKI and hold.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 150 Trans alt: 13000′

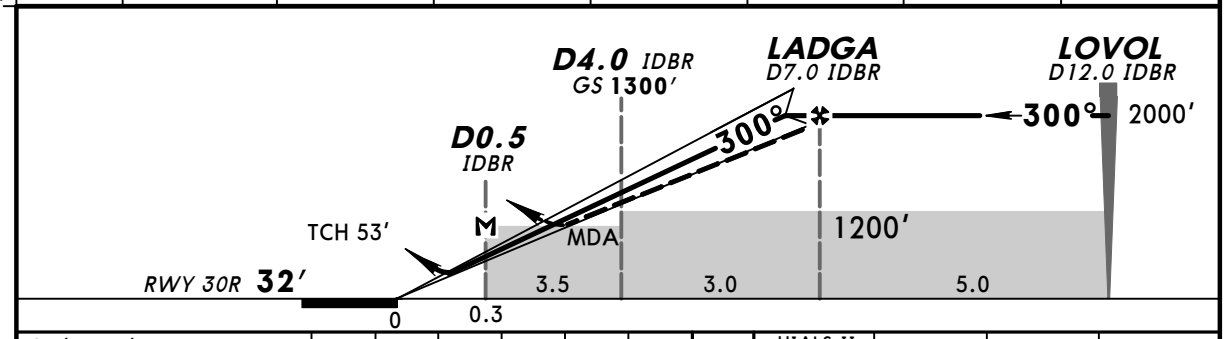
1. **RNAV 5 required for transition and missed apch.** 2. ILS DME reads zero at TDZ.

MSA ARP

180° 2400′ 270° 3000′ 360° 3800′



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



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

HIALS-II
REIL PAPI PAPI

4000′

GINKI

Standard STRAIGHT-IN LANDING RWY **30R**

ILS

DA(H) ABC: **232′** (200′) D: **239′** (207′)

	FULL	Limited	ALS out
A B C D	RVR 550m	RVR 750m	RVR 1200m

LOC (GS out) CDFA

DA/MDA(H) **580′** (548′)

		ALS out
	RVR 1500m	
	RVR 1800m	CMV 2400m

PANS OPS

CHANGES: GS altitude.

OMDB/DXB
DUBAI INTL

19 DEC 14 (11-4A)

DUBAI, UAE
CAT II/III ILS Rwy 30R

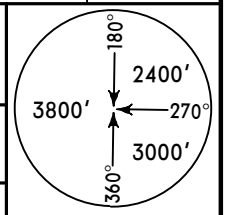
D-ATIS Arrival	MINHAD Approach	DUBAI Arrivals (APP/R)	*DUBAI Director (APP/R)	DUBAI Tower	Ground
126.275	122.5	124.9	127.9	118.750 119.550	118.350

BRIEFING STRIP™

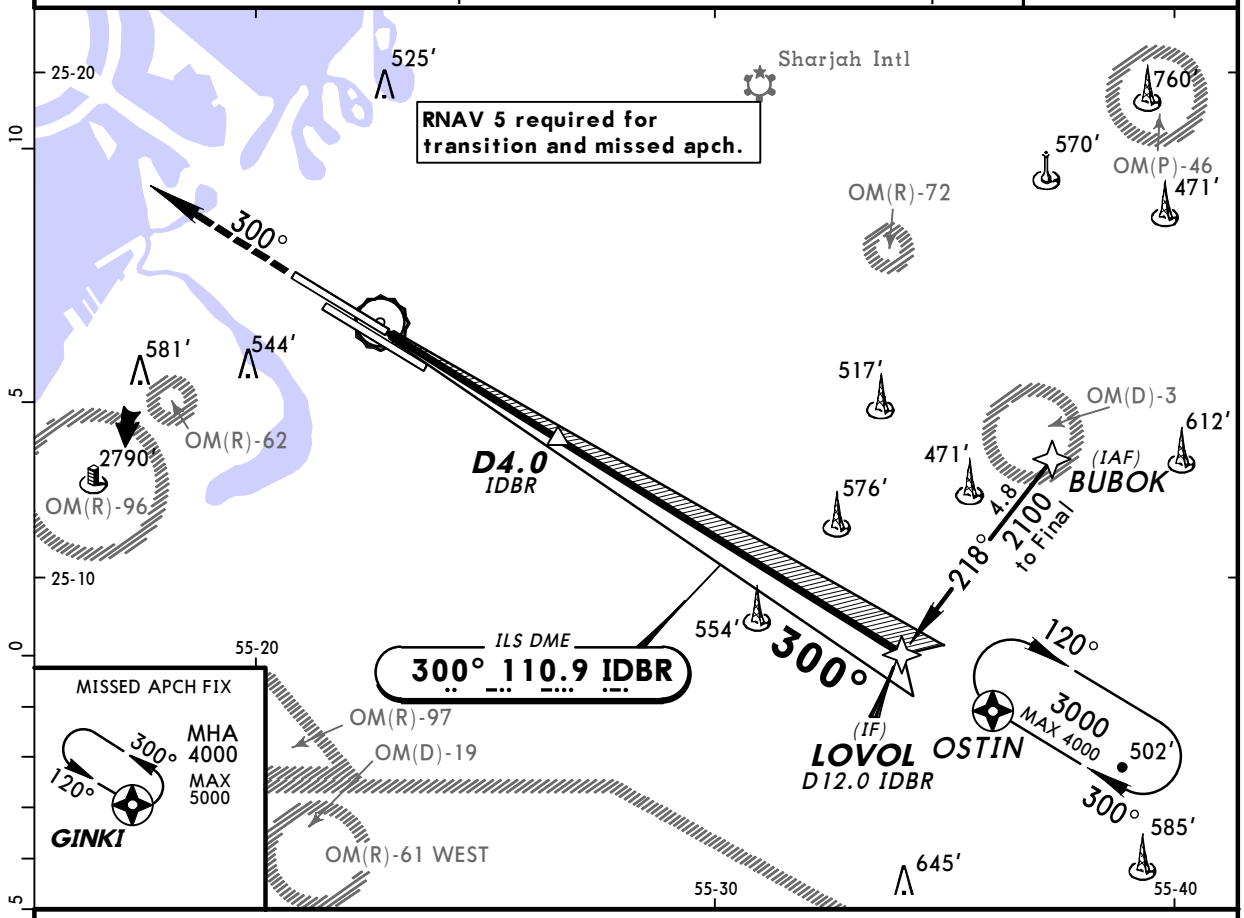
LOC IDBR	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev / RWY
110.9	300°	D4.0 IDBR 1300′ (1268′)	Refer to Minimums	62′ / 32′

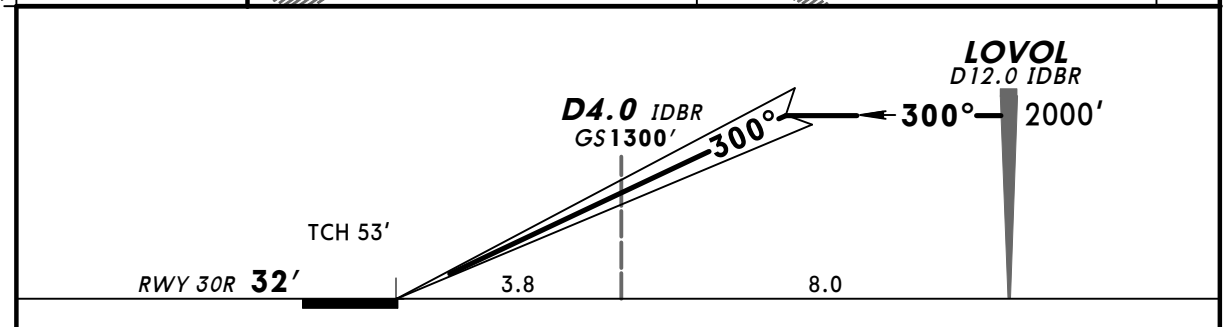
MISSED APCH: Climb to 4000′ direct to GINKI and hold.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 150 Trans alt: 13000′
1. ILS DME reads zero at TDZ. 2. Special Aircrew & Aircraft Certification Required.



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 4000′ D GINKI

Standard STRAIGHT-IN LANDING RWY **30R**

CAT IIIA ILS	CAT II ILS
DH 50′	RA 100′ DA(H) 132′ (100′)
RVR 200m	RVR 300m 1

PANS OPS

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

CHANGES: GS altitude.

OMDB/DXB DUBAI INTL

15 AUG 14 (12-1) Eff 21 Aug

DUBAI, UAE RNAV (GNSS) Rwy 12L

D-ATIS Arrival	MINHAD Approach	DUBAI Arrivals (APP/R)	*DUBAI Director (APP/R)	DUBAI Tower	Ground
126.275	122.5	124.9	127.9	118.750 119.550	118.350

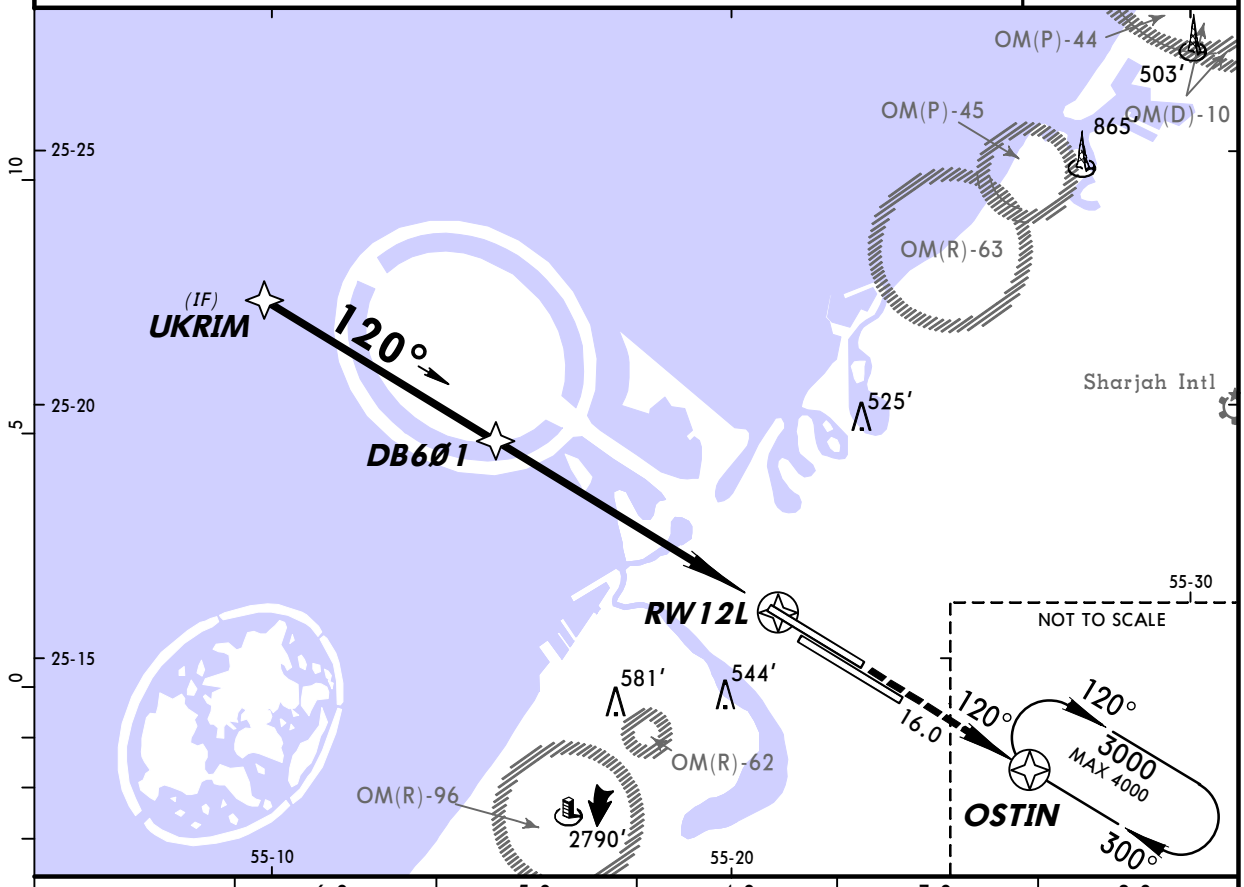
BRIEFING STRIP™

RNAV	Final Apch Crs	Procedure Alt DB6Ø1	LNAV/VNAV DA(H)	Apt Elev	62′
	120°	2000′ (1989′)	561′ (550′)	RWY	11′

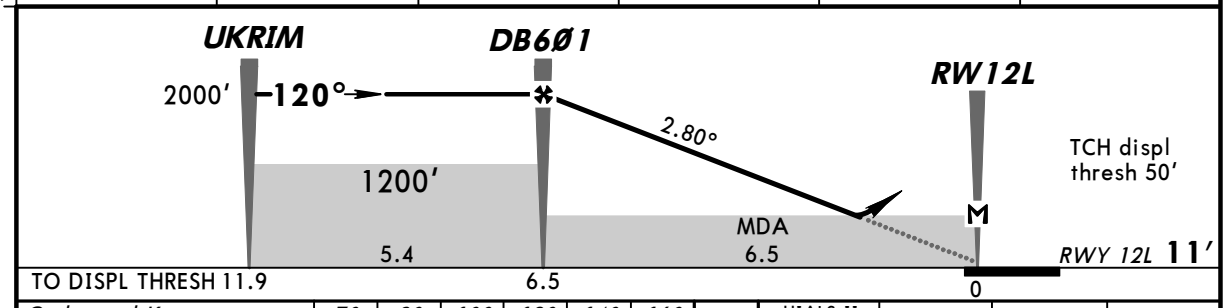
MISSED APCH: Climb to 3000′ direct to OSTIN and hold.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 150 Trans alt: 13000′
Baro-VNAV not authorized below +5°C.

MSA ARP
180° 2400′ 270° 3000′ 360° 3800′



DIST to RW12L	6.0	5.0	4.0	3.0	2.0
ALTITUDE	1850′	1550′	1250′	950′	660′



TO DISPL THRESH 11.9

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

HIALS-II REIL PAPI PAPI

3000′

D

OSTIN

Standard STRAIGHT-IN LANDING RWY 12L

	LNAV/VNAV DA(H) 561′ (550′)		LNAV CDFA DA/MDA(H) 560′ (549′)	
		ALS out		ALS out
A B	RVR 1500m		RVR 1500m	
C D	RVR 1800m	CMV 2400m	RVR 1800m	CMV 2400m

PANS OPS

CHANGES: D-ATIS

OMDB/DXB
DUBAI INTL

15 AUG 14 (12-2) **Eff 21 Aug**

DUBAI, UAE
RNAV (GNSS) Rwy 12R

D-ATIS Arrival	MINHAD Approach	DUBAI Arrivals (APP/R)	*DUBAI Director (APP/R)	DUBAI Tower	Ground
126.275	122.5	124.9	127.9	118.750 119.550	118.350

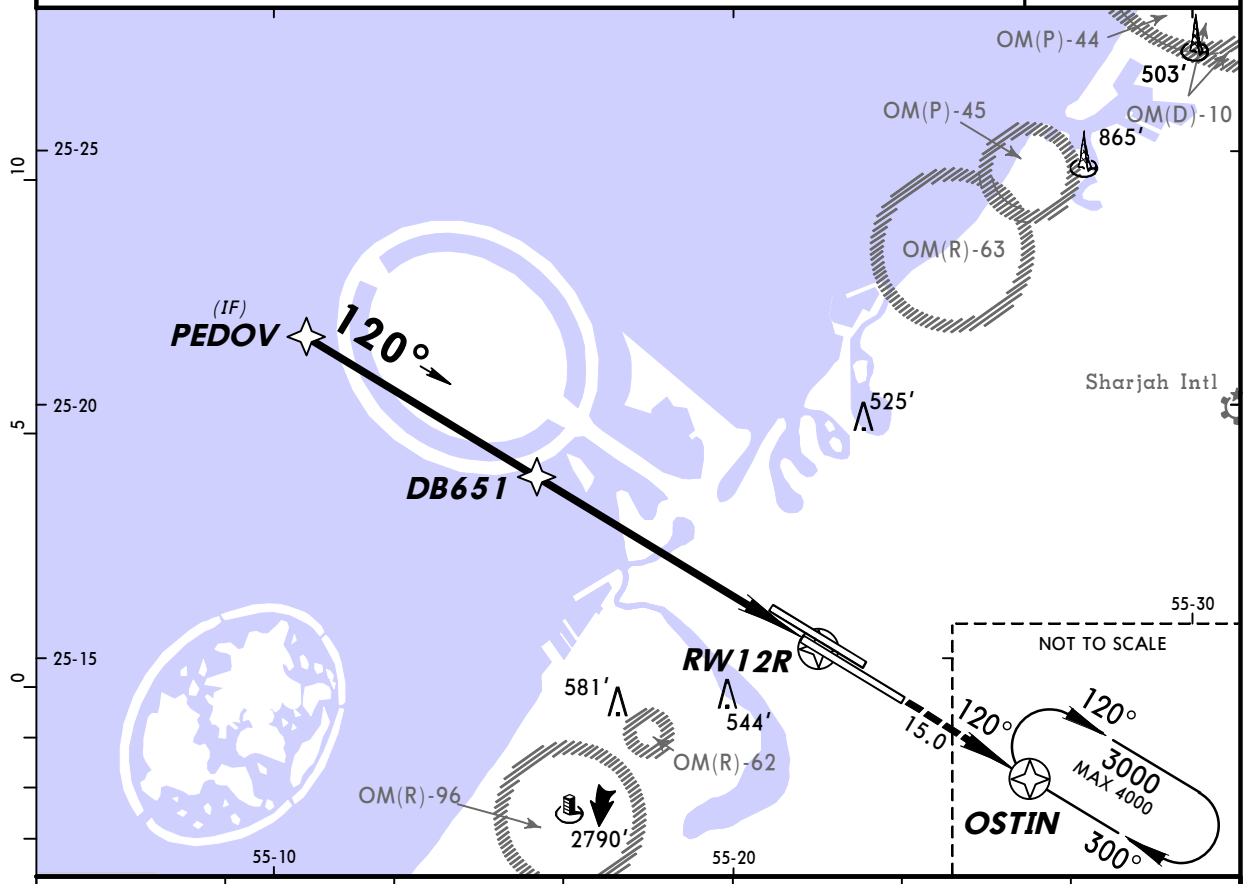
BRIEFING STRIP™

RNAV	Final Apch Crs 120°	Procedure Alt DB651 2000′ (1989′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 62′ RWY 11′

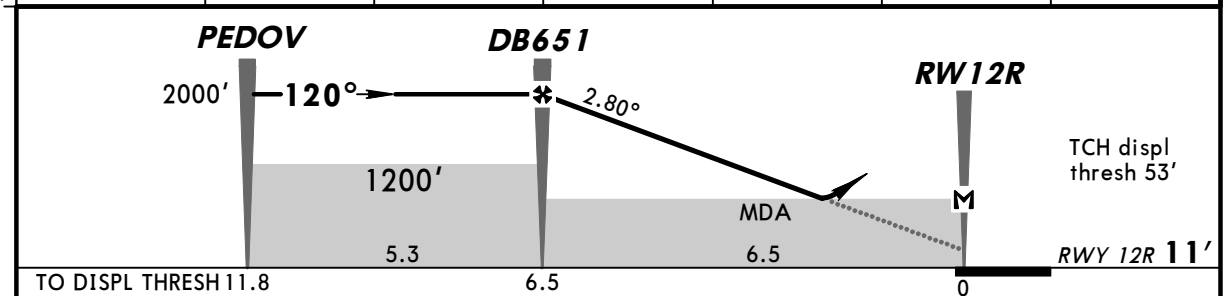
MISSED APCH: Climb to 3000′ direct to OSTIN and hold.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 150 Trans alt: 13000′
Baro-VNAV not authorized below +5°C.

MSA ARP: 180° 2400′ / 270° 3000′ / 360° 3800′



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



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

HIALS-II
REIL PAPI PAPI

3000′

OSTIN

PANS OPS

Standard **LNAV/VNAV** STRAIGHT-IN LANDING RWY **12R**

DA(H) AB: **411′** (400′) D: **441′** (430′) C: **421′** (410′)

LNAV CDFA

DA/MDA(H) **670′** (659′)

	ALS out		ALS out
A, B	RVR 1100m	RVR 1500m	RVR 1500m
C	RVR 1200m	RVR 1900m	CMV 2300m / CMV 2400m
D	RVR 1300m	RVR 2000m	

CHANGES: D-ATIS.

OMDB/DXB DUBAI INTL

15 AUG 14 (12-3) Eff 21 Aug

DUBAI, UAE RNAV (GNSS) Rwy 30L

D-ATIS Arrival	MINHAD Approach	DUBAI Arrivals (APP/R)	*DUBAI Director (APP/R)	DUBAI Tower	Ground
126.275	122.5	124.9	127.9	118.750 119.550	118.350

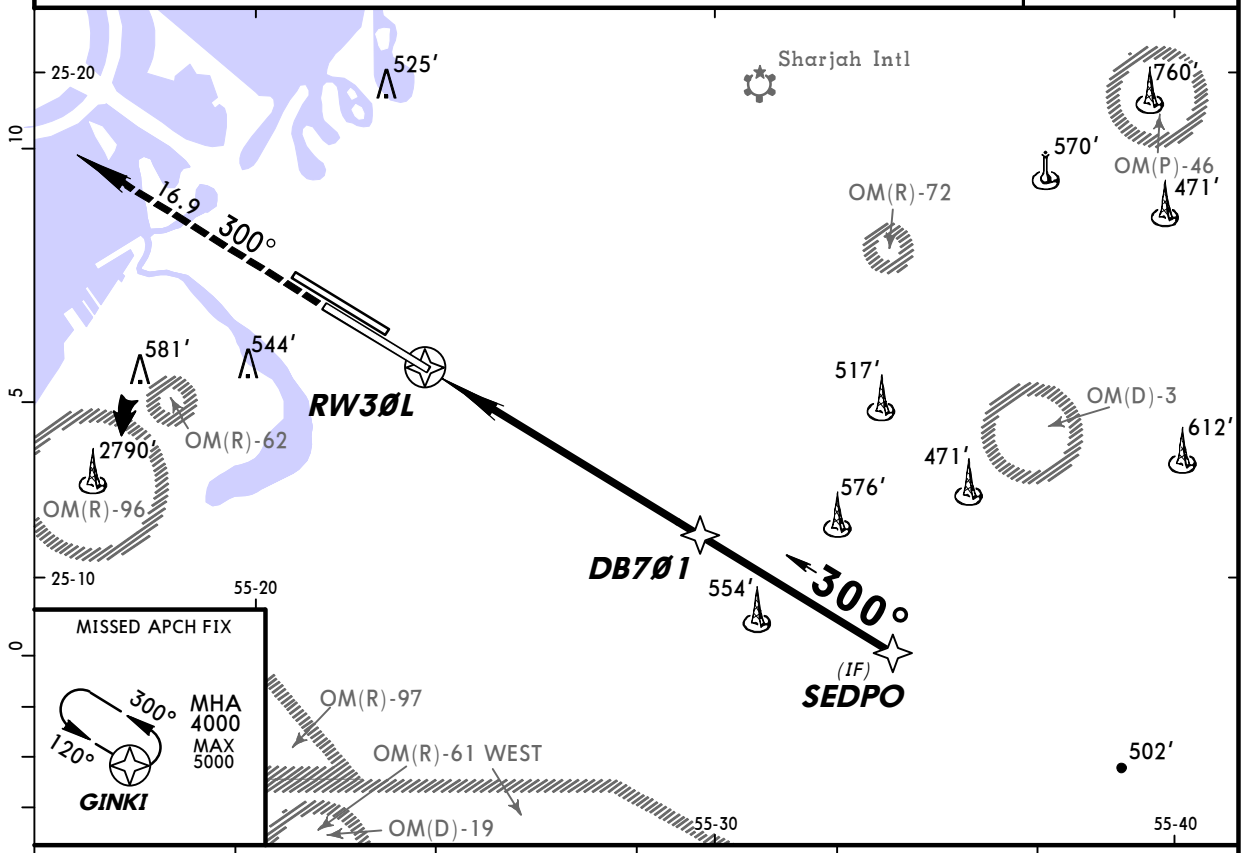
BRIEFING STRIP™

RNAV	Final Apch Crs	Procedure Alt DB7Ø1	LNAV/VNAV DA(H)	Apt Elev 62′
	300°	2000′ (1940′)	470′ (410′)	RWY 60′

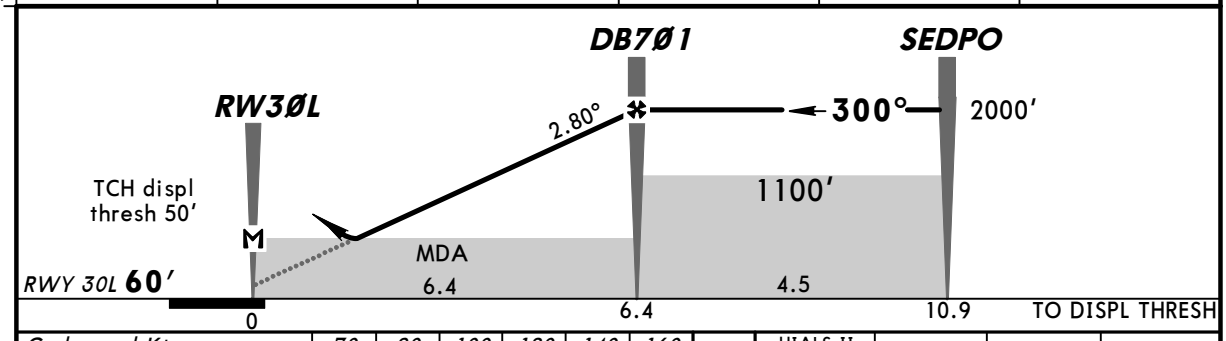
MISSED APCH: Climb to 4000′ direct to GINKI and hold.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 150 Trans alt: 13000′
Baro-VNAV not authorized below +5°C.

MSA ARP: 180°–2400′, 270°–3800′, 360°–3000′



DIST to RW3ØL	2.0	3.0	4.0	5.0	6.0
ALTITUDE	710′	1010′	1300′	1600′	1900′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.80°	347	446	495	594	693	792
MAP at RW3ØL							

HIALS-II, REIL, PAPI, PAPI

4000′

D

GINKI

Standard STRAIGHT-IN LANDING RWY 30L

	LNAV/VNAV DA(H) 470′ (410′)		LNAV CDFA DA/MDA(H) 610′ (550′)	
		ALS out		ALS out
A	RVR 1200m	RVR 1500m	RVR 1500m	
B				
C		RVR 1900m	RVR 1800m	CMV 2400m
D				

PANS OPS

CHANGES: D-ATIS.

OMDB/DXB DUBAI INTL

15 AUG 14 (12-4) Eff 21 Aug

DUBAI, UAE RNAV (GNSS) Rwy 30R

D-ATIS Arrival	MINHAD Approach	DUBAI Arrivals (APP/R)	*DUBAI Director (APP/R)	DUBAI Tower	Ground
126.275	122.5	124.9	127.9	118.750 119.550	118.350

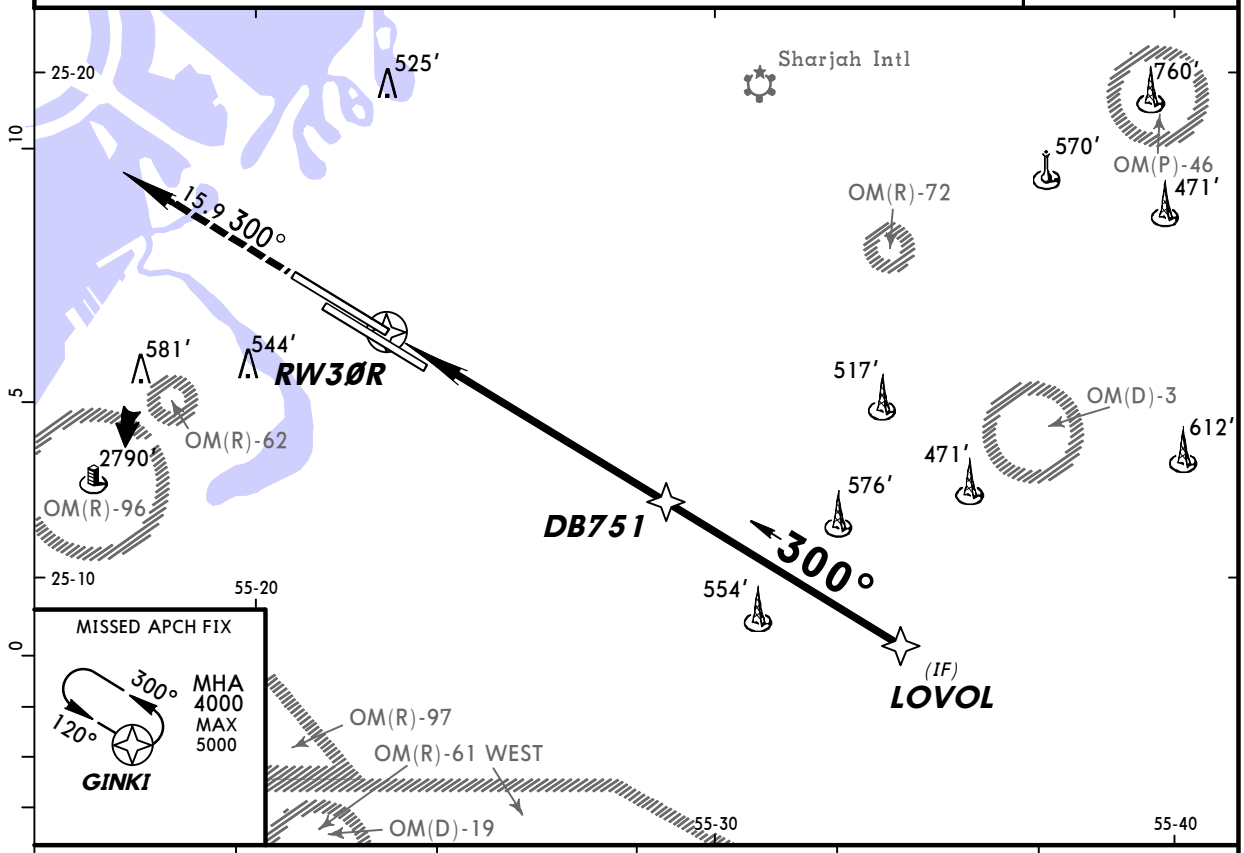
BRIEFING STRIP™

RNAV	Final Apch Crs	Procedure Alt DB751	LNAV/VNAV DA(H)	Apt Elev 62′ RWY 32′
	300°	2000′ (1968′)	461′ (429′)	

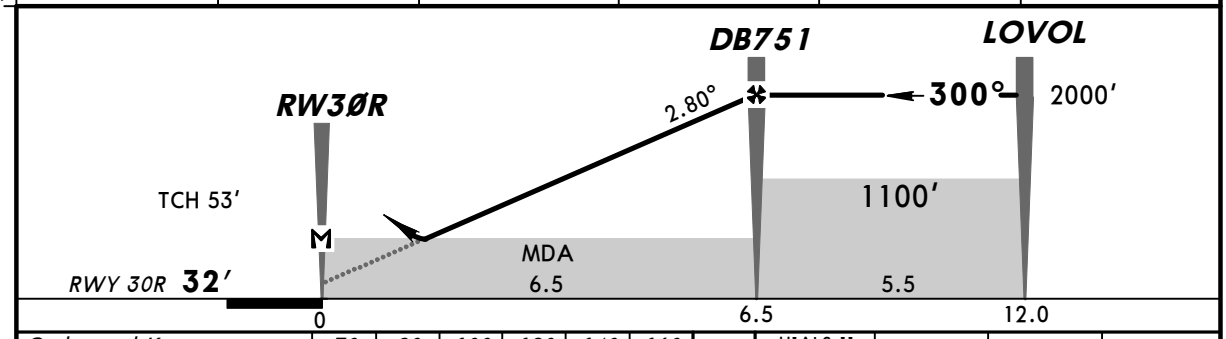
MISSED APCH: Climb to 4000′ direct to GINKI and hold.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 150 Trans alt: 13000′
Baro-VNAV not authorized below +5°C.

MSA ARP: 180°–2400′, 270°–3800′, 360°–3000′



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



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.80°	347	446	495	594	693	792
MAP at RW30R							

HIALS-II, REIL, PAPI, PAPI

4000′

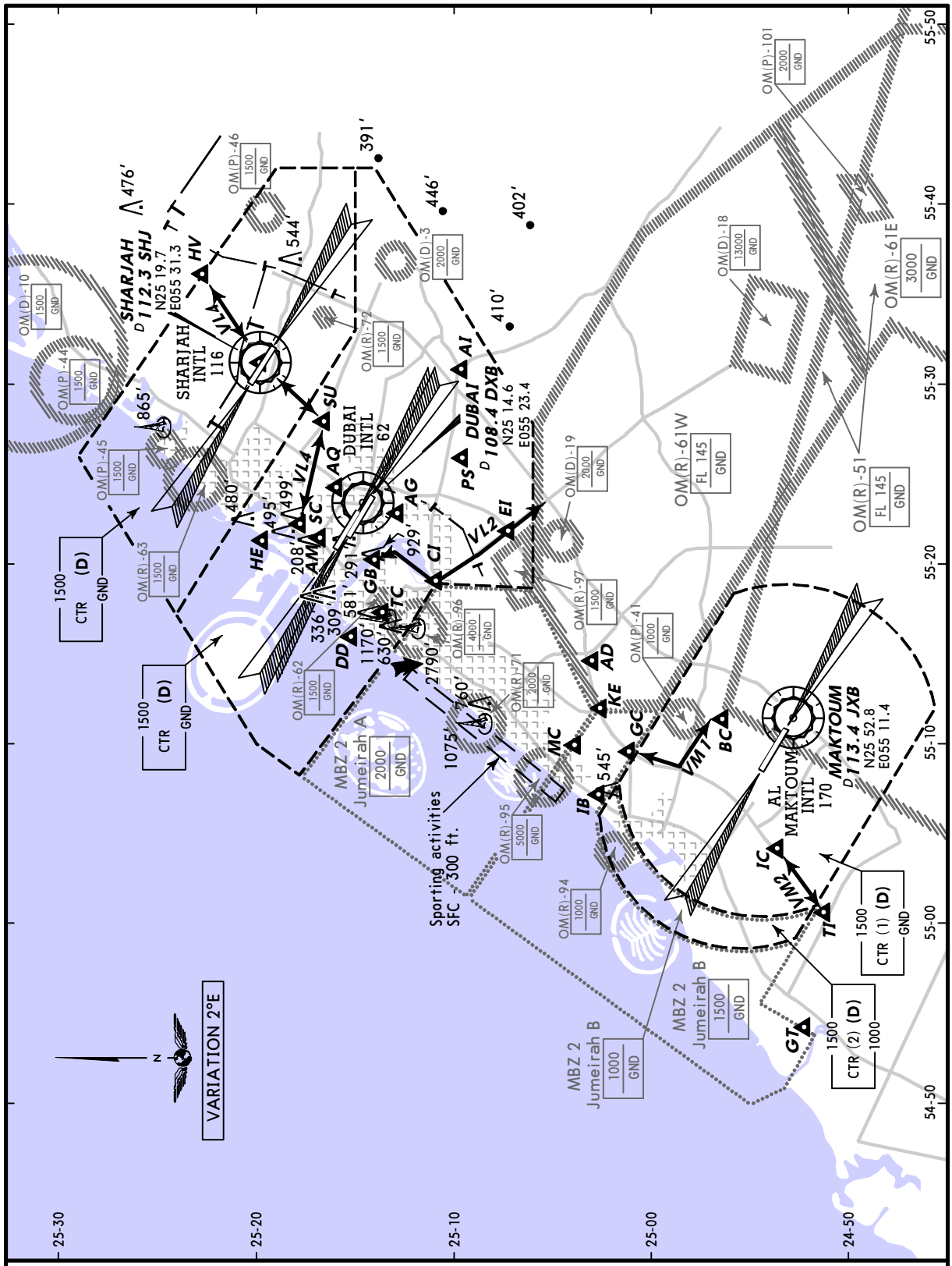
GINKI

Standard STRAIGHT-IN LANDING RWY **30R**

	LNAV/VNAV DA(H) 461′ (429′)		LNAV CDFA DA/MDA(H) 610′ (578′)	
		ALS out		ALS out
A	RVR 1300m	RVR 1500m	RVR 1500m	
B				
C		RVR 2000m	RVR 1900m	CMV 2400m
D				

PANS OPS

CHANGES: D-ATIS.



VRP: DEFINITION:

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

CHANGES: VM1 & VM2. VM3 & VM4 withdrawn. Areas.