

DUBAI (OMDB) CHEAT SHEET

MAY 2017

RUNWAY ALLOCATION

ILS RWY 12L/30R for North Dep/Arr. **120°/300° 110.1/110.9**

ILS RWY 12R/30L for West Dep/Arr and VFR circuits. **120/300° 109.5/111.3 IDBE/IDBW**

Missed Approach: 12R/30R: 4000' on runway hdg **12L/30L:** 3000' on runway hdg

NOTE: VATSIM procedure is to use **30L for all arrivals**; this is due to ILS frequency discrepancies on 30R. **VFR circuits should be to the South of the airport**

TRANSITION ALTITUDES AND LEVELS

- TA 13000 ft
- TL FL150
- Cruising levels as per RVSM - Odd eastbound, even westbound up to FL410
- VFR at or below altitude 1500 ft

SQUAWK CODE ALLOCATION – DEPARTURES ONLY

- Domestic
1301 – 1377 2401 - 2477
- International
0501 - 0577 3701 - 3777
- VFR
7000
- CVFR
7101>

SIDS AND STARS

SID	Orientation	Rwy 12 L/R	Rwy 30L/R	Recommended altitudes		Notes	
DAVMO	North	1G	1F	4000 ft init, then FL150 if able		Instead of MAXMO/DARAX	
ANVIX	South East	2G	3F				
MIADA	South	5G	6F				
NADIL	West	2G	3F				
SITAT	West	2G	3F				
RIKET	East	3G	4F				
MUVLA	West	2G	2F			Supersedes LALDO and TONVO	
STAR	Orientation	Rwy 12 L/R	Rwy 30L/R	Initial descent planning		Recommended altitudes	Suggested vectors
BUBIN	East	1B	9C	FL150 by BUBIN		B/C: 11000 @ GIRMI	B: Leave REREK AT OR BELOW 3000ft C: Leave ULDOT AT OR BELOW 3000ft
PUVAL	North	3B	3C	B/C: 11000’ PUVAL		SEE INITIAL DESCENT PLANNING	
DESDI	West	1B	1C	B: 11000’ RULAM	C: 11000’ GITBO		
MIADA	South	2B	8C	B: 11000’ MIADA	C: FL150 MIADA	SEE INITIAL DESCENT PLANNING	

All SIDs/STARs are RNP/RNAV5

TRAFFIC CIRCUITS – EXAMPLE PHRASEOLOGY

- At 1500ft

Clearance (given at runway holding point):

GXJ, *hold position*, VFR right hand circuits in the zone, Runway 12R, not above altitude 1500 feet, squawk 7000. QNH 998 millibars. Report right midfield downwind.

Hold position only necessary when clearance is given short of runway.
Remember: Right hand circuits off 12 runways, left hand off 30s.

Conditional runway entry (as required):

GXJ, readback correct, *after* the landing PA28 on base, line-up and wait, runway 12R.

Immediate takeoff clearance (as required):

GXJ take-off immediately or vacate runway

OR if short of the runway...

GXJ take-off immediately or hold short of runway

Cancelling takeoff clearance (only when necessary):

GXJ, hold position, cancel take-off, I say again cancel take-off, acknowledge

OR if already rolling...

GXJ stop immediately, I say again, GXJ stop immediately, acknowledge.

- South of the field (ie, right hand circuits on 12L/12R)

- Squawk 7000

Advising on relevant traffic in the circuit (as necessary):

GXJ, number 2 behind the Cherokee on *right* base. Report *right* base leg with intentions.

GXJ, Number 2 behind a Turbo Commander on final, report final.

Low approach clearance (as requested):

GXJ, cleared low approach, runway 12L, *not below* 300 feet above threshold elevation.

Delaying action - extending downwind:

GXJ, extend downwind, number 2 to an ATR 72 on 4 mile final.

Delaying action - orbit (single):

GXJ, delaying action. Orbit right and report again on base with intentions.

Delaying action - orbit (until advised):

GXJ, delaying action. Orbit right on present position until advised, expected delay 5 minutes.

GXJ, cancel orbit, report downwind.

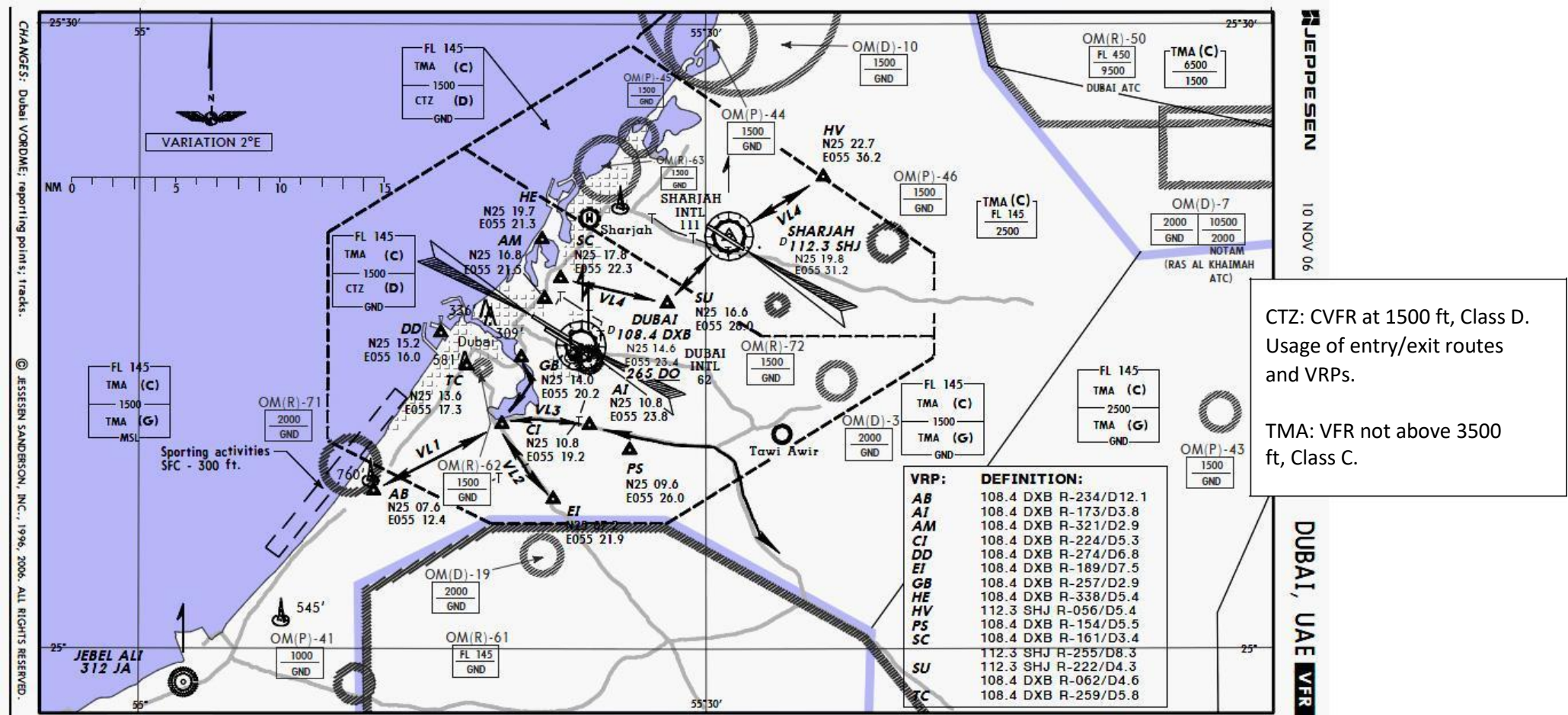
GXJ, unable to approve due traffic, make full stop landing runway 30, surface wind calm.

GXJ, Surface wind calm. Runway 30, land *after* the departing Cessna 172.

GXJ, go around, *I say again*, go around! Acknowledge.

GXJ, join left downwind runway 30L, report downwind.

NOTE: Deadside go-arounds are not permitted at Dubai.



VFR EXIT AERODROME CONTROL ZONE (CTZ) VIA EXIT LANE – EXAMPLE PHRASEOLOGY

Clearance (zone departure):

GAVXJ, Dubai Tower, *hold position*, leave the zone CVFR on VL2, not above altitude 1500 feet, Squawk 7101. QNH 1004.

Takeoff clearance (with optional turnout reminder):

GXJ, *left turnout*, wind 265 degrees at 7 knots, runway 30L, cleared for takeoff.

Once airborne, request pilot to report overhead VRP:

GXJ, report overhead CI.

On report of being overhead VRP:

GXJ, contact Dubai Departures, 124.450, good bye.

On first contact with DEP (with optional boundary report request):


GAVXJ, Dubai Departures, identified. Report *at the zone boundary*.

On reaching the zone boundary:


GXJ, leaving the control zone, radar service terminated. Squawk 7000, maintain VFR own navigation. Monitor Unicom 122.8. Good bye.

VFR ENTRY AERODROME CONTROL ZONE (CTZ) VIA ENTRY LANE – EXAMPLE PHRASEOLOGY


NOTE: Passing of flight details and radar identification are only necessary for aircraft not already in receipt of a radar service.

 Dubai Arrivals, hello, GAVXJ request to enter the zone.

GAVXJ, Dubai Arrivals, hello, *pass your message*.

 GAVXJ is type Hawker-Siddeley 748 routing from Abu Dhabi to Dubai, VFR. 10 nautical miles south of AB, altitude 1500 feet with information B. Request joining instructions

GAVXJ squawk 7101 and ident.

 Squawk 7101 and ident, GAVXJ.

GAVXJ identified; altitude 1500 feet, abeam AB.

GAVXJ, enter the control zone VFR on VL1, not above altitude 1500 feet. Dubai QNH 1006. Field is at your 1 o'clock, report in sight.

When the pilot reports the field in sight, they should be handed off to TWR...

GAVXJ, Dubai Tower, Hello. Join and report *right* base runway 12R, state intentions.

or sometimes a straight in approach may be appropriate...

GAVXJ, Dubai Tower, Hello. Straight in visual approach runway 27, report final with intentions.

TERMINAL MANOUVERING AREA (TMA)

SFC TO 1500 FT AMSL, CLASS G.

- ATSOCAS (FIS and RIS) from OMDB_APP by request only.

1500/2500 FT AMSL TO FL145, CLASS C

- It will be necessary for pilots to enter this airspace at times due to terrain
- Pilots must obtain permission prior to entering TMA-C from OMDB_APP
- VFR aircraft should be cleared not above 3500 ft AMSL
- FIS and RIS by request only, not default

CLIMBING IN TO THE TERMINAL MANOEUEVERING AREA (TMA) VFR

Pilots should call OMDB_APP or OMAE_CTR before entering the TMA Class C (1500 ft/2500 ft – FL145). **Much like a zone entry aircraft will need to pass full flight details if the controller does not have these and then be radar identified; before they can be cleared to enter controlled airspace.**

Dubai Arrivals, GAVXJ is type Hawker-Siddeley 748 routing from Abu Dhabi to Dubai, VFR. 35 nautical miles south of AB, altitude 1500 feet with Information B. Request climb in to controlled airspace.

Radar identify and then you may clear them to enter:

GAVXJ, cleared to enter controlled airspace at present position, not above altitude 3500 feet, Dubai QNH 1001.

or if necessary, tell them to remain outside CAS...

G-RDVC remain outside controlled airspace expect joining clearance at time 55 time is 44

ATSOCAS AND TRAFFIC INFORMATION

If a pilot requests a FIS or RIS, it is customary to obtain full flight details and then radar identify them before providing a FIS or RIS, much like a zone entry as detailed previously.

FLIGHT INFORMATION SERVICE (FIS)

FIS gives advice and information useful for the safe and efficient conduct of flights. This may include weather information, changes of serviceability of facilities, conditions at aerodromes, general airspace activity information, and any other information likely to affect safety. The avoidance of other traffic is solely the pilot's responsibility and FIS does NOT provide traffic alerts, other than general info:

GXJ, gliding activity around Garhoud Bridge.

GXJ, fast jet routing Ras Al-Khaimah to Minhad AB, below altitude 500 feet.

GXJ, helicopter conducting power line inspection 5 miles North East of Burj Khalifa.

Pilots wishing to receive traffic information should request a RIS.
Controllers have the right to refuse a request for FIS or RIS when busy.

RADAR INFORMATION SERVICE (RIS)

Traffic information should be given in the following order:

- Bearing and distance of traffic, from the aircraft being informed
- Direction of travel, which should be described as:
 - Overtaking
 - Parallel
 - Same direction
 - Opposite direction
 - Crossing left to right
 - Crossing right to left
 - Reciprocal heading
 - Converging
- Altitude of traffic, relative to that of the aircraft being informed
- Aircraft type, if relevant

Remember that traffic in receipt of a traffic service cannot be given vectors or avoiding action.

Information on known traffic:

GXJ, traffic at your 2 o'clock, 6 miles, *crossing right to left, 500 feet below. Type PA28.*

Information on unknown traffic:

GXJ, *unknown* traffic at your 8 o'clock, 6 miles, *overtaking. Indicating slightly above, fast moving.*

The phrase height unknown can be used for aircraft transmitting in mode A or a primary radar contact.

SHARJAH (OMSJ) CHEAT SHEET

MAY 2017

RUNWAY ALLOCATION

ILS RWY 12/30 for North Dep/Arr. 120'/300' 108.55/111.95 VFR CIRCUITS TO THE NORTH

Missed Approach: RWY12: 2000' dct GIDOL RWY30: 2000' dct KITUR

CVFR as Dubai OMDDB with VFR lanes and VRPs. VFR circuits to the North at 1500 ft (i.e. right hand from runway 30)

TRANSITION ALTITUDES AND LEVELS

- TA 13000 ft
- TL FL150
- Cruising levels as per RVSM - Odd eastbound, even westbound up to FL410
- VFR same altitudes as Dubai OMDDB

SQUAWK CODE ALLOCATION – DEPARTURES ONLY

- Domestic
1301 – 1377 2401 - 2477
- International
0501 - 0577 3701 - 3777
- VFR
7000
- CVFR
7101>

SIDS AND STARS

SID	Orientation	Rwy 12	Rwy 30	Recommended altitudes		Notes
DAVMO	North	1Q	1R	<div>DAVMO/RIKET/MUVLA/SITAT</div> <div>3000 ft init</div> <div>ANVIX2Q/NADIL 2R</div> <div>2000 ft init</div>		Instead of MAXMO/DARAX
ANVIX	South East	2Q	3R			
MIADA	South	2Q	3R			
NADIL	West	2Q	2R			
SITAT	West	1Q	2R			
RIKET	East	1Q	2R			
MUVLA	West	1Q	2R			Supersedes LALDO and TONVO
STAR	Orientation	Rwy 12	Rwy 30	Initial descent planning	Recommended altitudes	Suggested vectors
ALRAR	East	2K	3M	11000’ by ALRAR	K: 2000@SJ402 M: 6000@EGTUP	No suggested vectors
PUVAL	North	3K	2M	11000’ by PUVAL	3K/4K: 6000@GESET	
ELELA	West	4K	2M	11000’ by ELELA	PUVA2M: 6000@EGTUP	
MIADA	South	2K	2M	FL150 by MIADA	2M: 4000@ITMOX 2K: 2000@SJ402	

ABU DHABI (OMAA) CHEAT SHEET

MAY 2017

ILS RWY 13R 126' 108.9 IAE Missed App: Climb straight ahead 4000 ft direct SENSU

ILS RWY 31L 306' 109.3 IAW Missed App: Climb straight ahead 4000 ft direct VEDEX

ILS RWY 31R/13L is not modelled in FS9 or FSX default scenery and subsequently any procedures relevant to those runways has been omitted. Single runway ops.

STARS: Most of the STARS at OMAA terminate before the IAF and will require vectoring by ATC.

VFR Circuits are to the South at 1500 ft, others follow published VFR routes

Squawk codes (departures only): • Domestic 1301-1377, 2401-2477 • International 0501-0577, 3701-3777 • VFR 7000 • CVFR 7101>

SID	Orientation	Rwy 13 L/R	Rwy 31 L/R	Recommended altitudes		Notes
ALPHA	East/West	13	31	RADAR VECTORED		Vectors KANIP, EMERU, NIBAX or TOXIG
ATUDO	South	2F/2G	2K/2P	3000 ft init, then FL150 if able		
EMERU	North East	2F/2G	2K/2P			
KANIP	East	2F/2G	2K/2P			
MIADA	North	2F/2G	2K/2P			
NIBAX	North West	2F/2G	2K/2P			
TOXIG	West	2F/2G	2K/2P			
STAR	Orientation	Rwy 13 L/R	Rwy 31 L/R	Initial descent planning	Recommended descents and termination point	Suggested vectors
ATUDO	South	3B	3D	12000 ft ATUDO	3B: NORPU@5000, SOBER@3000 3D: ODBAS@5000	SOBER: Leave @ 185’ <210kt 3000 ft IMLAD: Leave @ 270’ <210kt 3000 ft All other terminations have no suggested vectors
BOXAK	West	3A	3C	6000 - 13000 ft BOXAK	BOX3A: OBTOL@3000 NOB3A/3B: KODAS@4000	
		1B	3D		BOX1B: ADV @ 5000 BOX3C/D: ASKIN @ 3000	
NOBTO	South East	3A 3B	3C 3D	10000 - 13000 ft NOTBO	NOB3C: LOSUR @ 3000 NOB3D: AA831 @ 5000	
MIADA	North	3A	3C	6000 - 8000 ft MIADA	MIA/TAN3A: 3000 @ SOBER MIA/TAN3C: 5000 @ ODBAS ROVO3A: 5000 @ NORPU ROVO3C: 3000 @ IMLAD	
ROVOS	East	3A	3C	10000 - 13000 ft ROVOS		
TANGA	North West	3A	3C	13000 ft TANGA		

All SID/STAR are RNAV/RNP5, except ALPHA