

## Airport Information

Details for DUBAI INTL	
City	DUBAI
State/Province	
Country	ARE
Latitude	N 25° 15' 10.00"
Longitude	E 55° 21' 52.00"
Elevation	59
Longest Runway	14500
Magnetic Variance	E 1.3°
Fuel Type	100 Low Lead (LL) octane fuel is available JET A-1 fuel is available
Oxygen	High pressure is available.
Repair Facility	Minor airframe repairs are available. Minor engine repairs are available.
Landing Fee	There is a landing fee.
Jet Start Unit	A starting unit is not available at the airport.
Precision Approach	One or more charts for the airport support precision approaches.
Beacon Light	A beacon light is not available.
Customs Facilities	Customs are available without restriction
Usage Type	Airport/Heliport is open to the public.
Time Zone Conversion	-4:00=UTC
Daylight Savings	Airport does not observe daylight savings time
Change Notices Available	none

## Terminal Chart Change Notices

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## 1. GENERAL

### 1.1. ATIS

D-ATIS 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 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 350m 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 holding points.

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

### 1.4. TAXI PROCEDURES

TWYs U, W, Y and Z MAX 10 KT.

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

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.

### 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 are equipped with VDGS.

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.

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## 2. ARRIVAL

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### 2.1. SPEED RESTRICTIONS

The following speed restrictions are usually to be enforced:  
180 KT on base leg/closing heading to final approach; between 180 KT and 160 KT when established on final approach and thereafter 160 KT to 4 DME. These speeds are applied for ATC separation and final approach spacing purposes and are mandatory. A non-speed related ATC instruction being issued (e.g. cleared ILS approach) does not negate any speed requirement and pilots shall continue to maintain the previously allocated speed. All speed restrictions shall be followed as accurately as possible.

### 2.2. CAT II/III OPERATIONS

RWY 12L/30R 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 1.5 NM East of RWY 30R.

#### 2.3.2. 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.
- 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.

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.

### 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 A418/P574 or A419 report crossing level for PAPAR/DARAX.

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.

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.

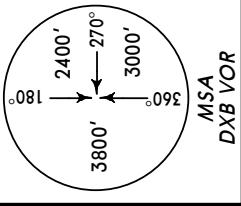
Push-back approval includes instructions to face East or West as appropriate.

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.

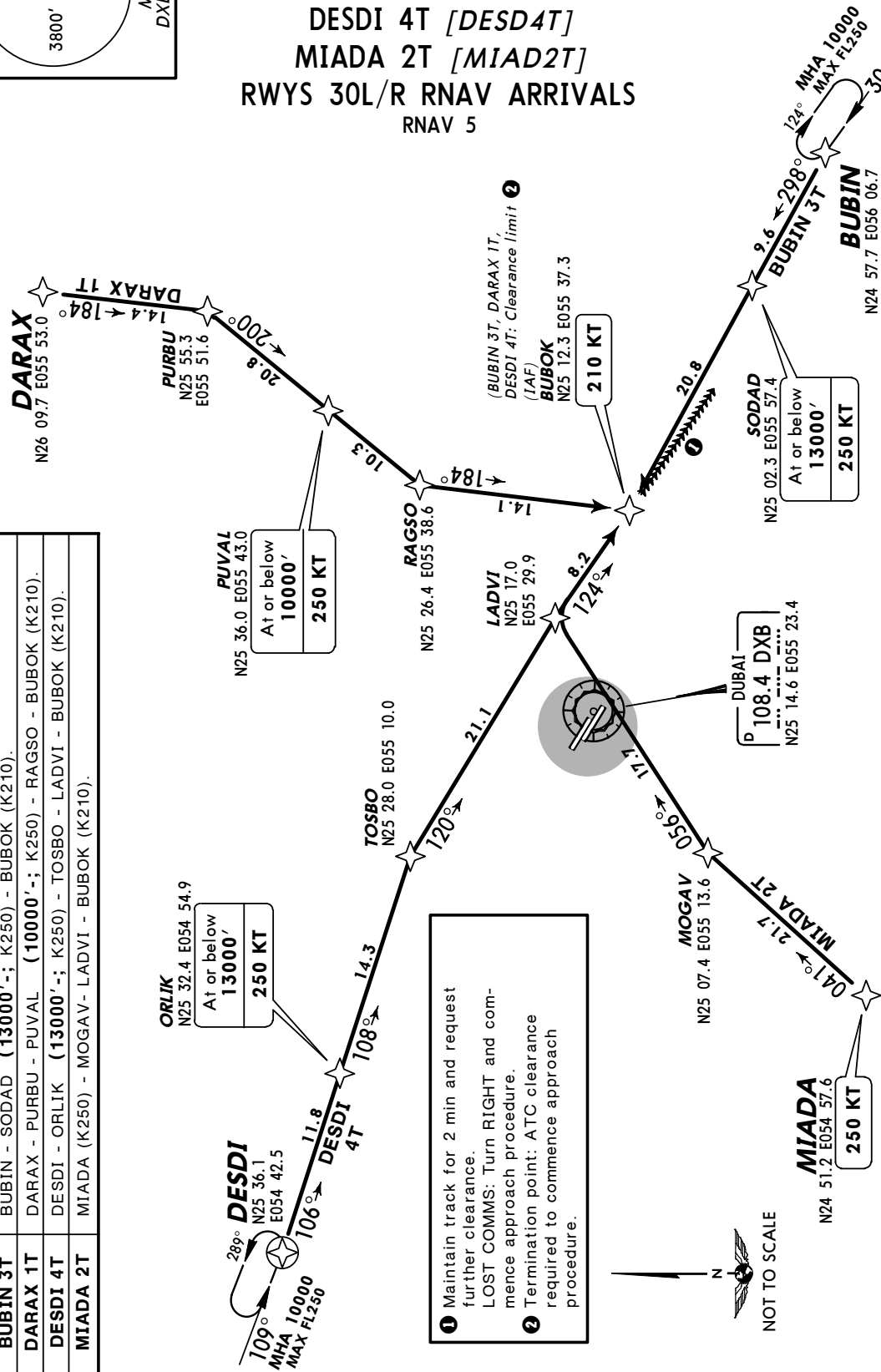
Pilots requiring full RWY length for departure RWY 12R shall advise ATC prior to start and can expect delays at peak times due to RWY dependencies.

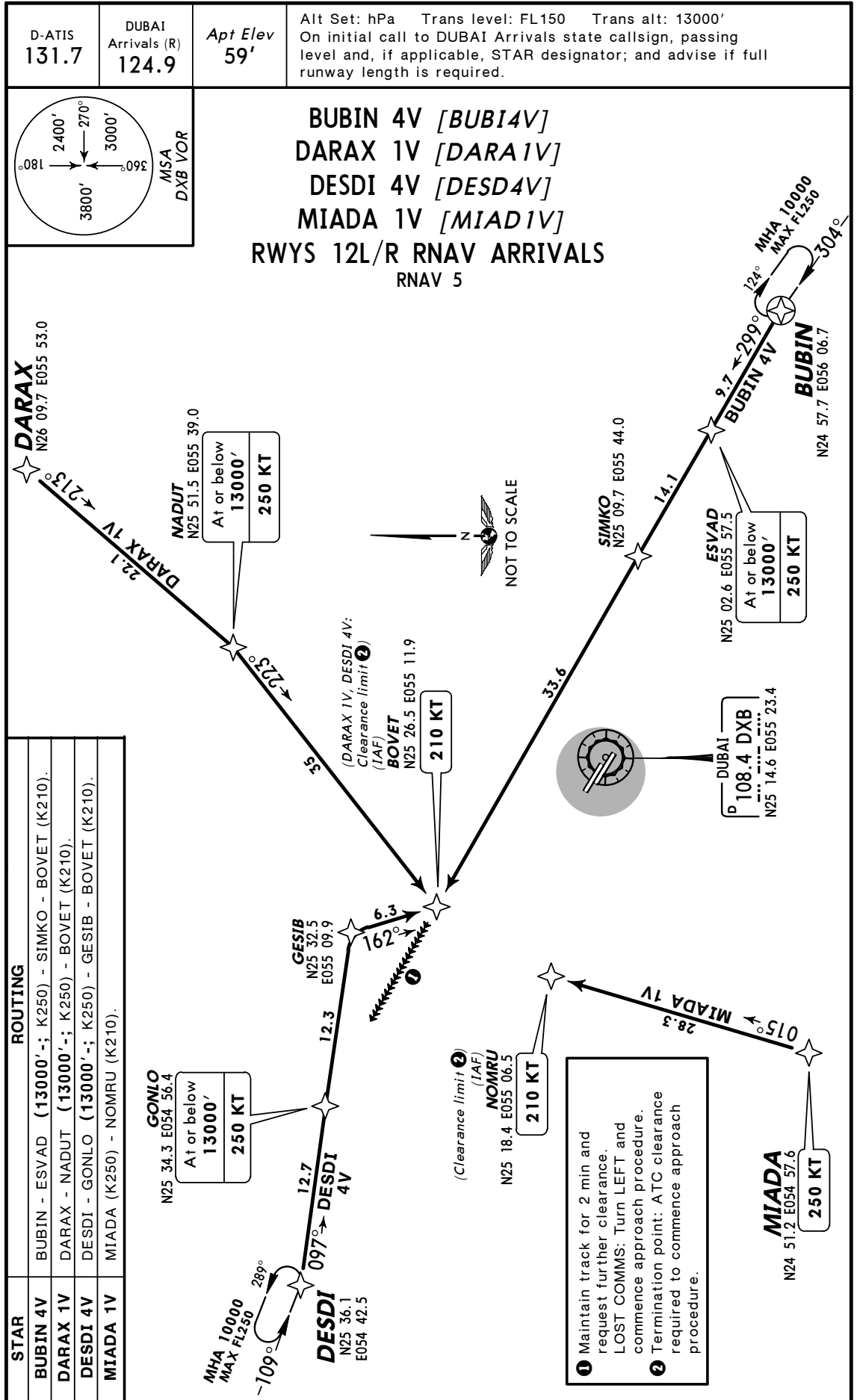
D-ATIS <b>131.7</b>	DUBAI Arrivals (R) <b>124.9</b>	Apt Elev <b>59'</b>	Alt Set: hPa Trans level: FL150 Trans alt: 13000' On initial call to DUBAI Arrivals state callsign, passing level and, if applicable, STAR designator; and advise if full runway length is required.
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**BUBIN 3T [BUBI3T]  
DARAX 1T [DARA1T]  
DESDI 4T [DESD4T]  
MIADA 2T [MIAD2T]  
RWYS 30L/R RNAV ARRIVALS  
RNAV 5**

STAR	ROUTING
BUBIN 3T	BUBIN - SODAD (13000' -; K250) - BUBOK (K210).
DARAX 1T	DARAX - PURBU - PUVAL (10000' -; K250) - RAGSO - BUBOK (K210).
DESDI 4T	DESDI - ORLIK (13000' -; K250) - TOSBO - LADVI - BUBOK (K210).
MIADA 2T	MIADA (K250) - MOGAV - LADVI - BUBOK (K210).

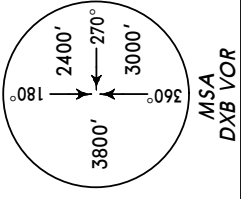




DUBAI  
Departures (R)  
126.2

Apt Elev  
59'

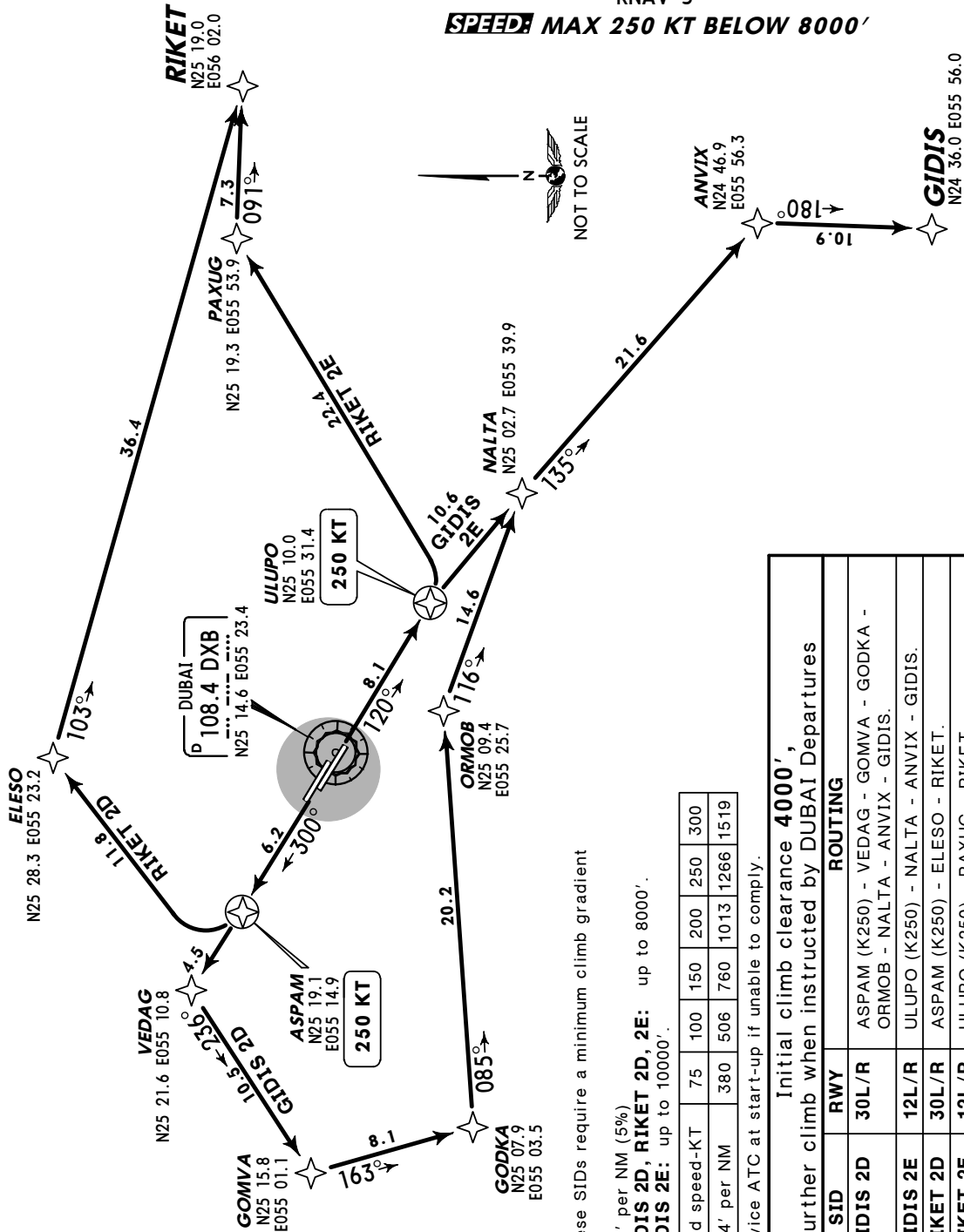
- Trans level: FL150 Trans alt: 13000'
1. Departing aircraft shall not change frequency until advised.
  2. On initial call to DUBAI Departures state callsign, passing level, and if applicable, SID designator.
  3. Advise ATC at startup if unable to comply with SID.



GIDIS 2D [GIDI2D]  
GIDIS 2E [GIDI2E]  
RIKET 2D [RIKE2D]  
RIKET 2E [RIKE2E]

RWYS 30L/R, 12L/R RNAV DEPARTURES  
RNAV 5

**SPEEDS** MAX 250 KT BELOW 8000'



These SIDs require a minimum climb gradient of 304' per NM (5%)

GIDIS 2D, RIKET 2D, 2E: up to 8000'.  
GIDIS 2E: up to 10000'.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

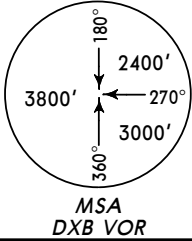
Advice ATC at start-up if unable to comply.

Initial climb clearance 4000', further climb when instructed by DUBAI Departures		ROUTING
SID	RWY	
GIDIS 2D	30L/R	ASPAM (K250) - VEDAG - GOMVA - GODKA - ORMOB - NALTA - ANVIX - GIDIS.
GIDIS 2E	12L/R	ULUPO (K250) - NALTA - ANVIX - GIDIS.
RIKET 2D	30L/R	ASPAM (K250) - ELESO - RIKET.
RIKET 2E	12L/R	ULUPO (K250) - PAXUG - RIKET.

DUBAI  
Departures (R)  
126.2

Apt Elev  
59'

- Trans level: FL150 Trans alt: 13000'
1. Departing aircraft shall not change frequency until advised.
  2. On initial call to DUBAI Departures state callsign, passing level, and if applicable, SID designator.
  3. Advise ATC at startup if unable to comply with SID.

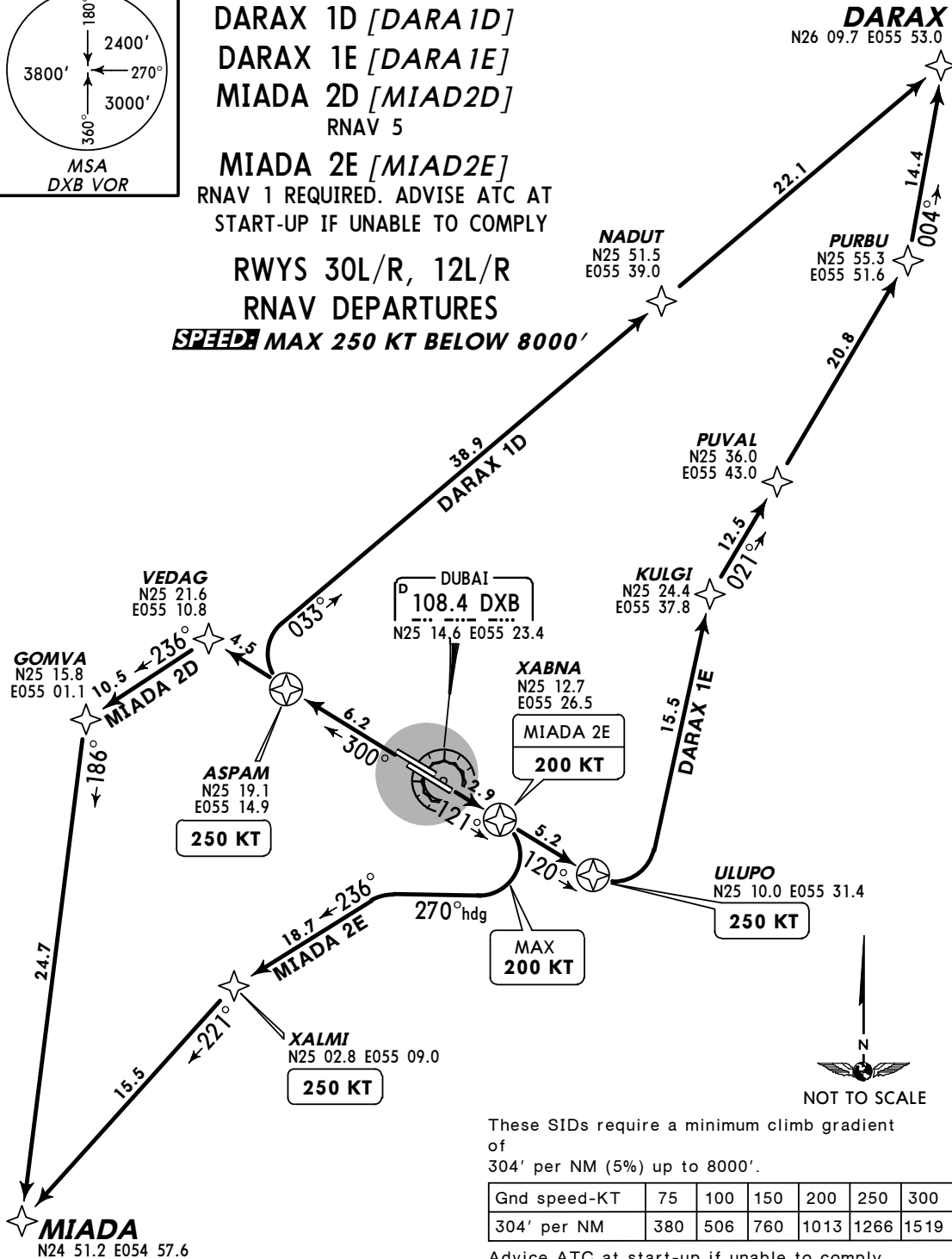


**DARAX 1D [DARA 1D]**  
**DARAX 1E [DARA 1E]**  
**MIADA 2D [MIAD2D]**  
RNAV 5

**MIADA 2E [MIAD2E]**  
RNAV 1 REQUIRED. ADVISE ATC AT  
START-UP IF UNABLE TO COMPLY

**RWYS 30L/R, 12L/R**  
**RNAV DEPARTURES**

**~~SPEED~~ MAX 250 KT BELOW 8000'**



These SIDs require a minimum climb gradient of 304' per NM (5%) up to 8000'.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	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	RWY	ROUTING
DARAX 1D	30L/R	ASPAM (K250) - NADUT - DARAX.
DARAX 1E	12L/R	ULUPO (K250) - KULGI - PUVAL - PURBU - DARAX.
MIADA 2D	30L/R	ASPAM (K250) - VEDAG - GOMVA - MIADA.
MIADA 2E	12L/R	XABNA (K200) - XALMI (K250) - MIADA.



DUBAI Departures (R)  
**126.2**

Apt Elev  
**59'**

- Trans level: FL150 Trans alt: 13000'
1. Departing aircraft shall not change frequency until advised.
  2. On initial call to DUBAI Departures state callsign, passing level, and if applicable, SID designator.
  3. Advise ATC at startup if unable to comply with SID.

**PAPAR 2D [PAPA2D]**

**PAPAR 2E [PAPA2E]**

**RANBI 2D [RANB2D]**

RNAV 5

**RANBI 2E [RANB2E]**

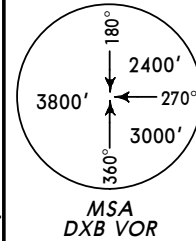
RNAV 1 REQUIRED. ADVISE ATC AT START-UP IF UNABLE TO COMPLY

**RWYS 30L/R, 12L/R**

**RNAV DEPARTURES**

**SPEEDS MAX 250 KT**

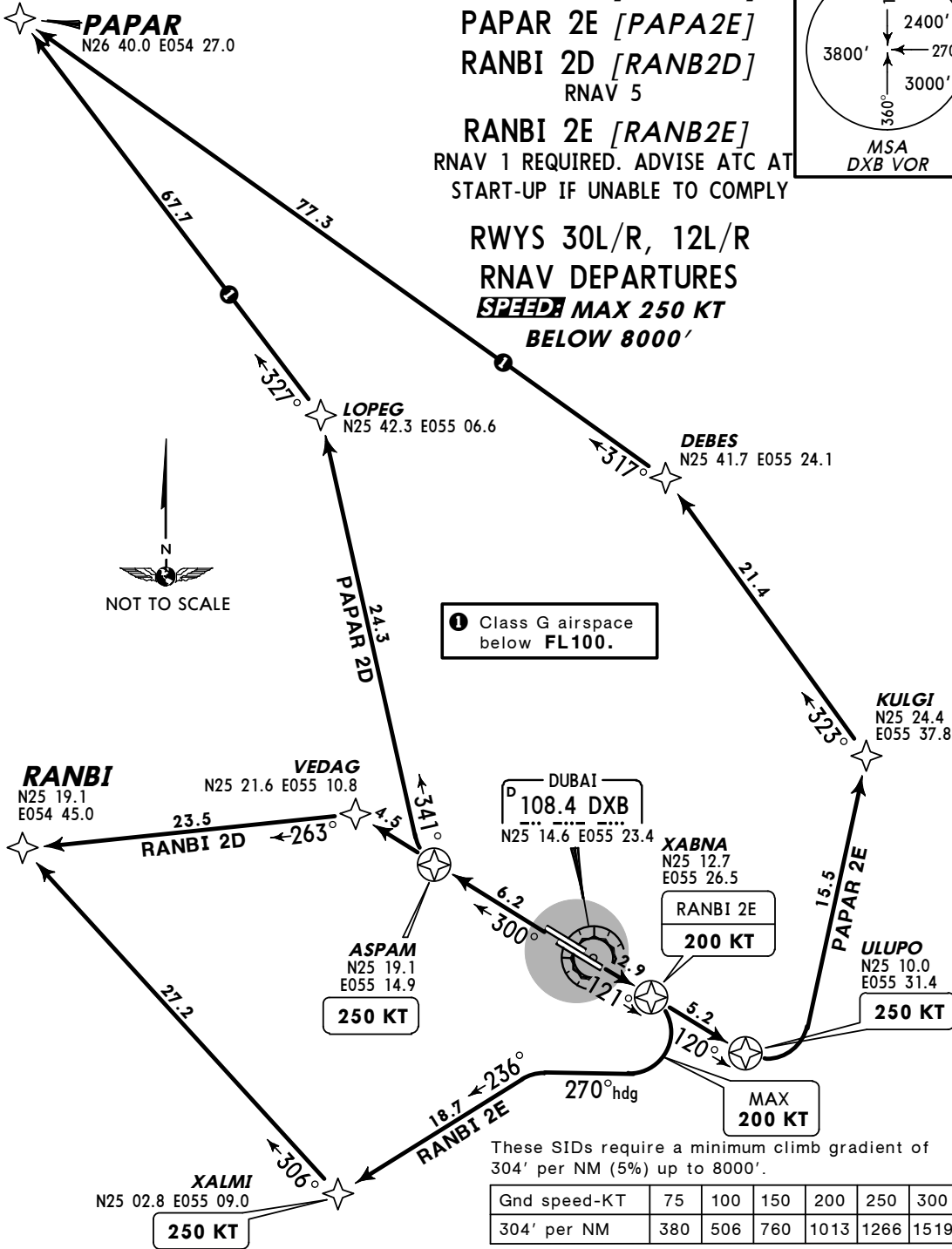
**BELOW 8000'**



**PAPAR**  
N26 40.0 E054 27.0



**1** Class G airspace below FL100.



These SIDs require a minimum climb gradient of 304' per NM (5%) up to 8000'.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

Advice ATC at start-up if unable to comply.

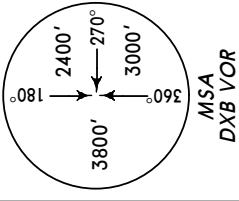
Initial climb clearance **4000'**,  
further climb when instructed by DUBAI Departures

SID	RWY	ROUTING
PAPAR 2D	30L/R	ASPAM (K250) - LOPEG - PAPAR.
PAPAR 2E	12L/R	ULUPO (K250) - KULGI - DEBES - PAPAR.
RANBI 2D	30L/R	ASPAM (K250) - VEDAG - RANBI.
RANBI 2E	12L/R	XABNA (K200) - XALMI (K250) - RANBI.

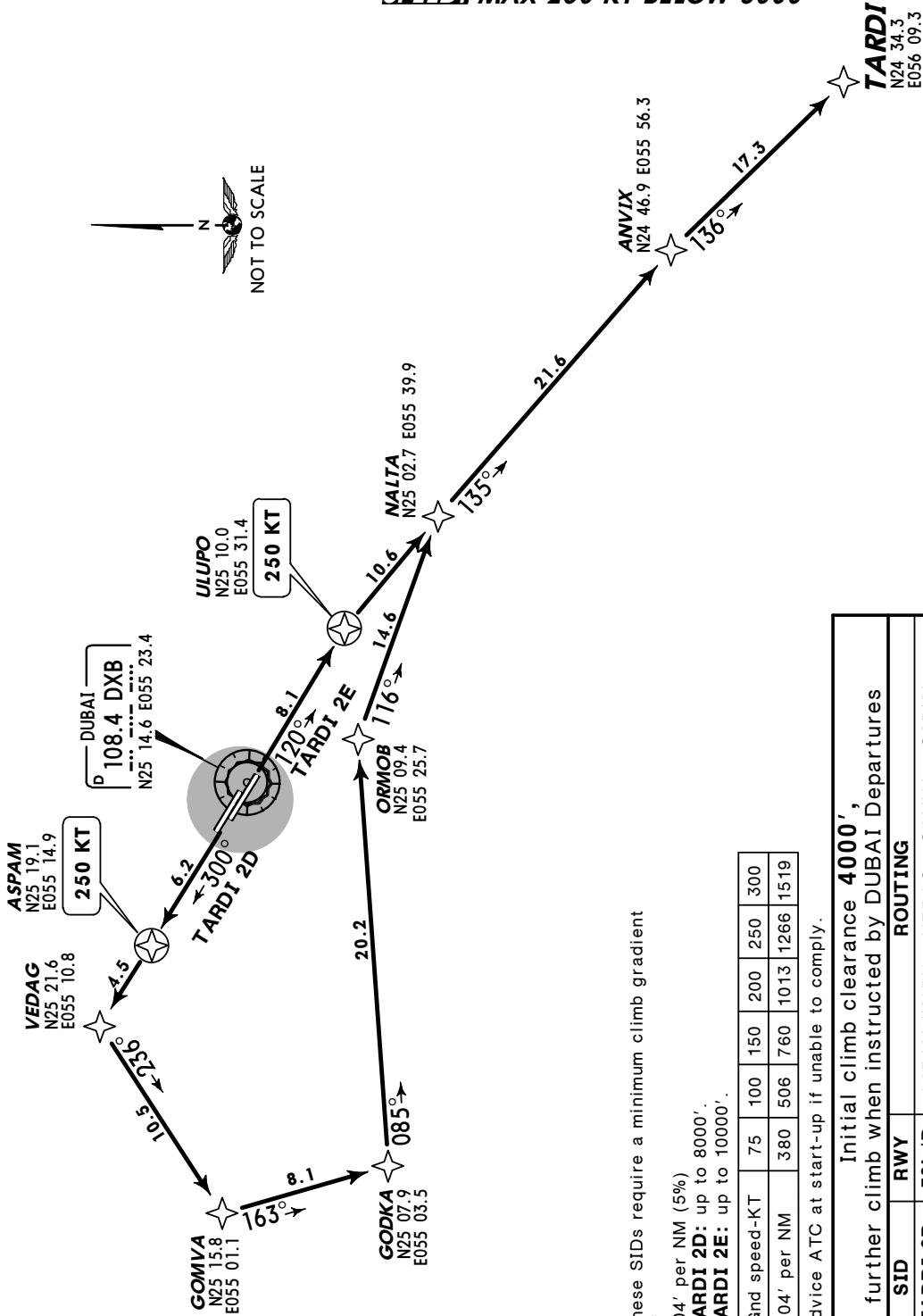
DUBAI  
Departures (R)  
**126.2**

Apt Elev  
**59'**

- Trans level: FL150 Trans alt: 13000'
1. Departing aircraft shall not change frequency until advised.
  2. On initial call to DUBAI Departures state callsign, passing level, and if applicable, SID designator.
  3. Advise ATC at startup if unable to comply with SID.



**TARDI 2D [TARD2D]**  
**TARDI 2E [TARD2E]**  
**RWYS 30L/R, 12L/R RNAV DEPARTURES**  
**RNAV 5**  
**SPEEDS MAX 250 KT BELOW 8000'**



These SIDs require a minimum climb gradient

of 304' per NM (5%)

TARDI 2D: up to 8000'

TARDI 2E: up to 10000'

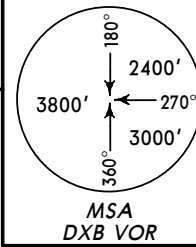
Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

Advice ATC at start-up if unable to comply.

Initial climb clearance 4000', further climb when instructed by DUBAI Departures		ROUTING
SID	RWY	
TARDI 2D	30L/R	ASPAM (K250) - VEDAG - GOMIVA - GODKA - ORMOB - NALTA - ANVIX - TARDI.
TARDI 2E	12L/R	ULUPO (K250) - NALTA - ANVIX - TARDI.

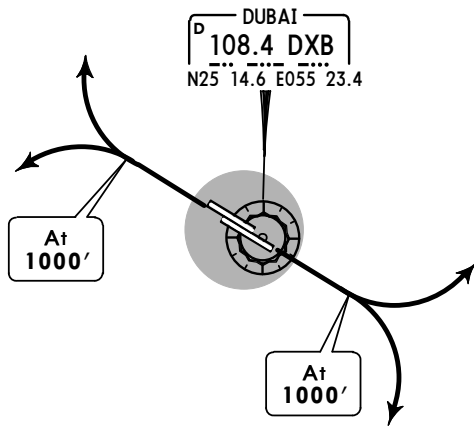
Apt Elev  
59'

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



RWYS 12L/R, 30L/R  
OMNIDIRECTIONAL DEPARTURES  
~~SPEED~~ MAX 250 KT BELOW 8000'

△ **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.  
▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT

This departure requires a minimum climb gradient  
of  
304' per NM (5%).

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

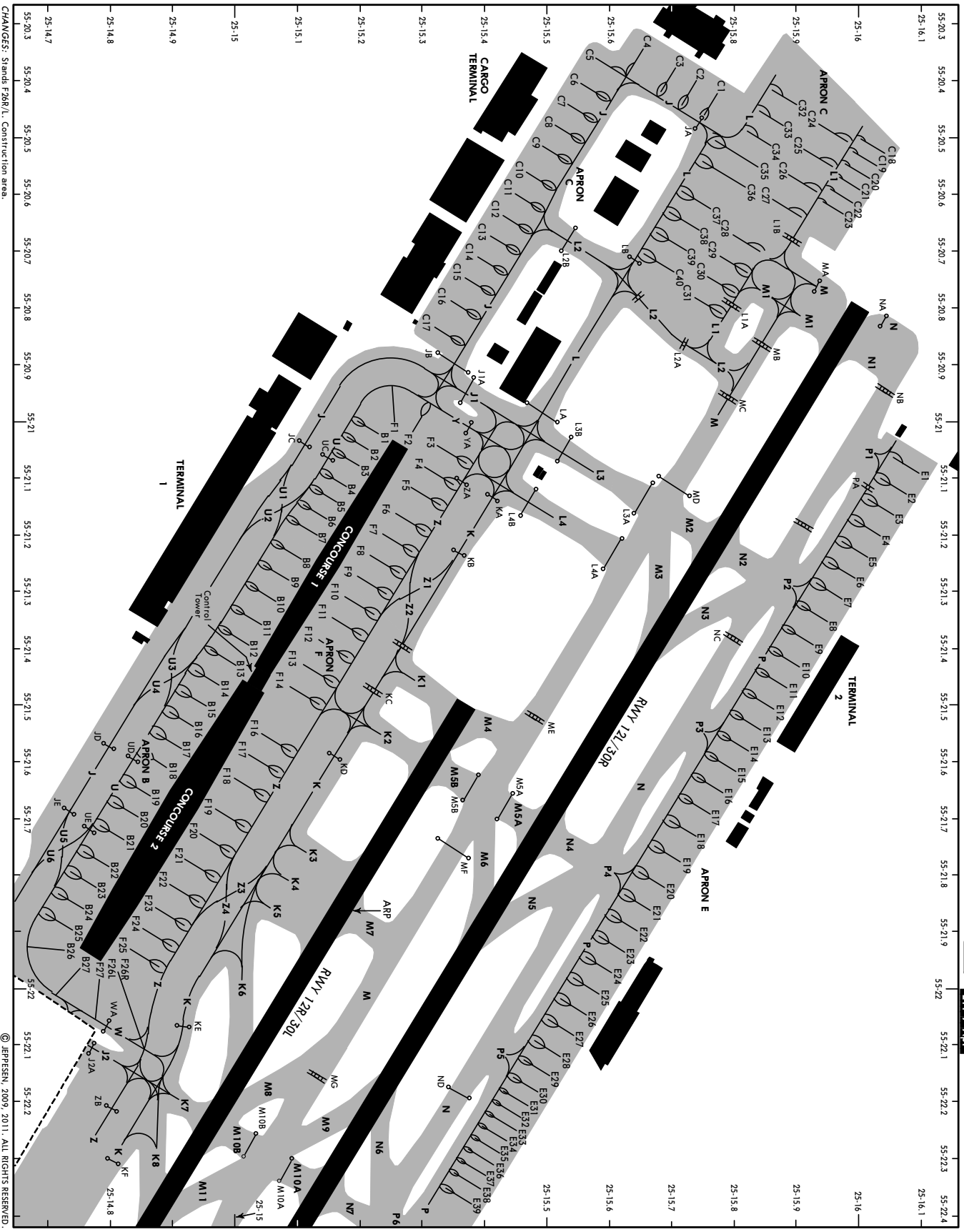
Advice ATC at start-up if unable to comply.

**ROUTING**

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



ADDITIONAL RUNWAY INFORMATION							
RWY			RVR	USABLE LENGTHS		WIDTH	
				Threshold	Glide Slope		TAKE-OFF
12L 30R	HIRL (60m) CL (15m) HIALS-II SFL TDZ REIL ①			11,811' 3600m	10,778' 3285m	②	197' 60m
					11,969' 3648m	③	
<b>①</b> PAPI (angle 3.0°) <b>②</b> TORA RWY 12L: From rwy head 13,123' (4000m) twy M2/N2 int 10,630' (3240m) twy M3/N3 int 9826' (2995m) twy M5/N4 int 7349' (2240m) twy M6/N5 int 6529' (1990m)							
<b>③</b> TORA RWY 30R: From rwy head 13,123' (4000m) twy M12/N8 int 11,188' (3410m) twy M10/N7 int 9957' (3035m) twy M9/N6 int 9170' (2795m)							
12R 30L	HIRL (60m) CL (15m) HIALS SFL TDZ REIL ④			12,237' 3730m	11,265' 3434m	⑤	197' 60m
	HIRL (60m) CL (15m) HIALS-II SFL TDZ REIL ④			14,157' 4315m	13,062' 3982m	⑥	
<b>④</b> HSTIL, PAPI (angle 3.0°) <b>⑤</b> TORA RWY 12R: From rwy head 14,157' (4315m) twy K2/M5 int 13,550' (4130m) twy K3 int 12,139' (3700m) twy K4/M7 int 11,844' (3610m) twy K5 int 11,516' (3510m) twy K6 int 10,285' (3135m) twy K7/M10 int 9400' (2865m) twy K8/M11 int 8645' (2635m) twy K10/M13 int 6480' (1975m)							
<b>⑥</b> TORA RWY 30L: From rwy head 14,590' (4447m) twy K15 int 12,500' (3810m) twy M18 int 12,139' (3700m) twy K14/M17 int 10,860' (3310m) twy K13/M16 int 10,203' (3110m) twy K12/M15 int 8957' (2730m) twy K11/M14 int 8120' (2475m) twy K9 int 6463' (1970m)							
RUNWAY INCURSION HOT SPOTS							
(For information only, not to be construed as ATC instructions.)							
<b>HS1</b> Confusion of TWYs M4 & L4 - There have been several RWY incursions on to RWY 12R at TWY M4 due to the confusion between the two when taxiing westbound on TWY M.							
<b>HS2</b> 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.							
<b>HS3</b> TWYs M10 & M11 - Several RWY incursions. TWY M11 permanently closed in 12 direction. TWY M10 - ARR ACFT shall not plan to cross RWY 12R as it blocks the primary Rapid Exit TWY for RWY 12L. TWY M11 stopbar shall be lit to ensure ACFT vacating RWY 12L via TWY M9 do not head straight onto RWY 12R (when stopbar is on associated CL lights are de-energized).							
<b>HS4</b> RWY Holding Points M13A & M14A - Pilots are to be alert when given conditional clearances and to positively identify TFC BFR entering RWY 30R.							
<b>HS5</b> RWY Holding Points M13B & M14B - Hot Spot area with history of RWY incursions. Pilots are to exercise caution when crossing RWY 30R for DEP RWY 30L.							
<b>HS6</b> 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 M5 for DEP RWY 12R. Pilots are warned not to confuse TWY M with RWY 30R after crossing RWY 30L via TWY K10 and TWY M13 or TWY K11 for DEP RWY 30R.							
JAR-OPS TAKE-OFF ①							
All Rwys							
LVP must be in force ②							
	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)		
A							
B	125m	150m	250m	400m	500m		
C							
D	150m	200m	300m				
<b>①</b> Operators applying U.S. Ops Specs: CL required below 300m. <b>②</b> For low visibility departures all RVR transmissometers of departure rwy shall be serviceable. If reported meteorological VIS >150m TDZ RVR not required.							



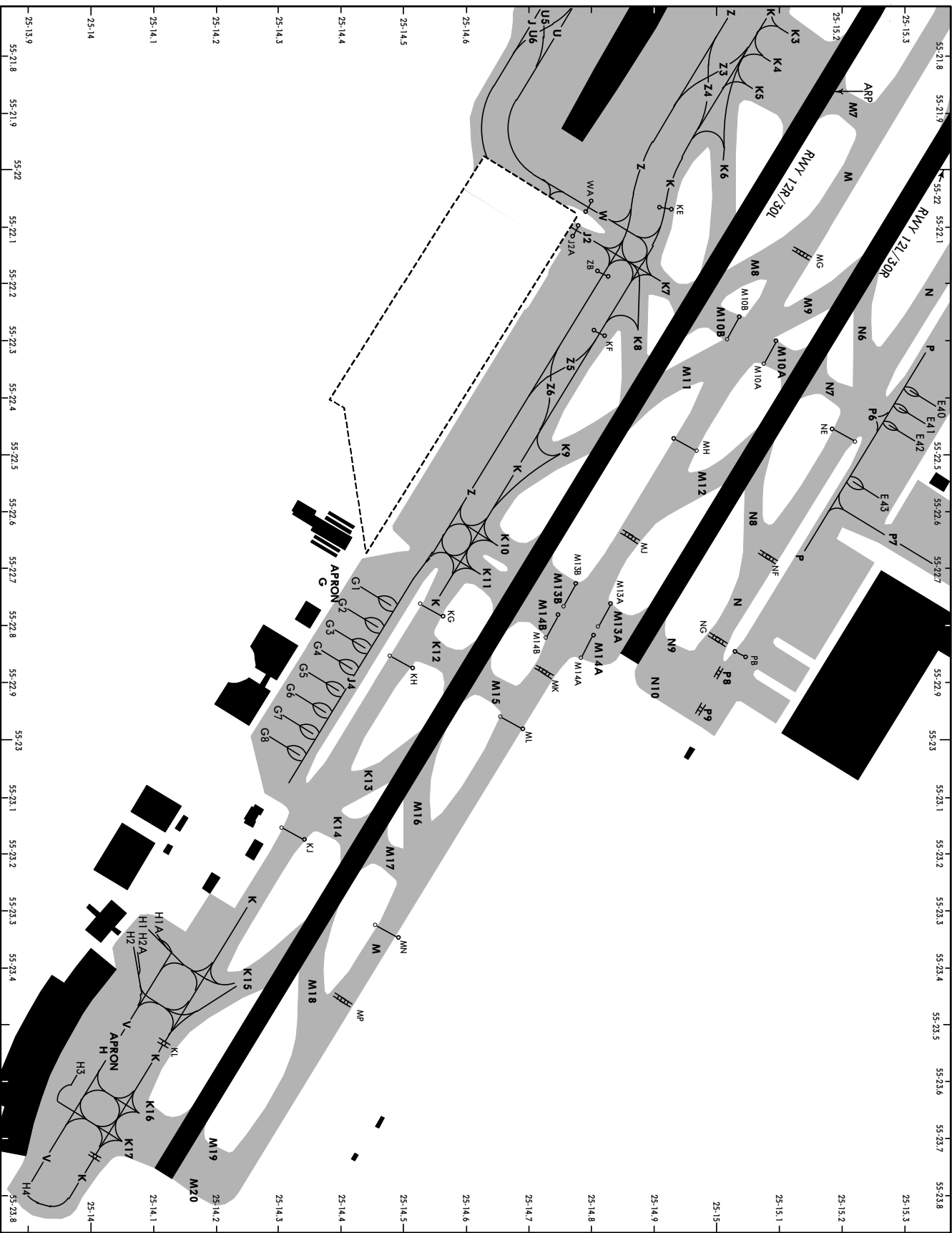
CHANGES: Stand F36R/L. Construction area.

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OMDB/DXB



DUBAI, UAE  
DUBAI INTL



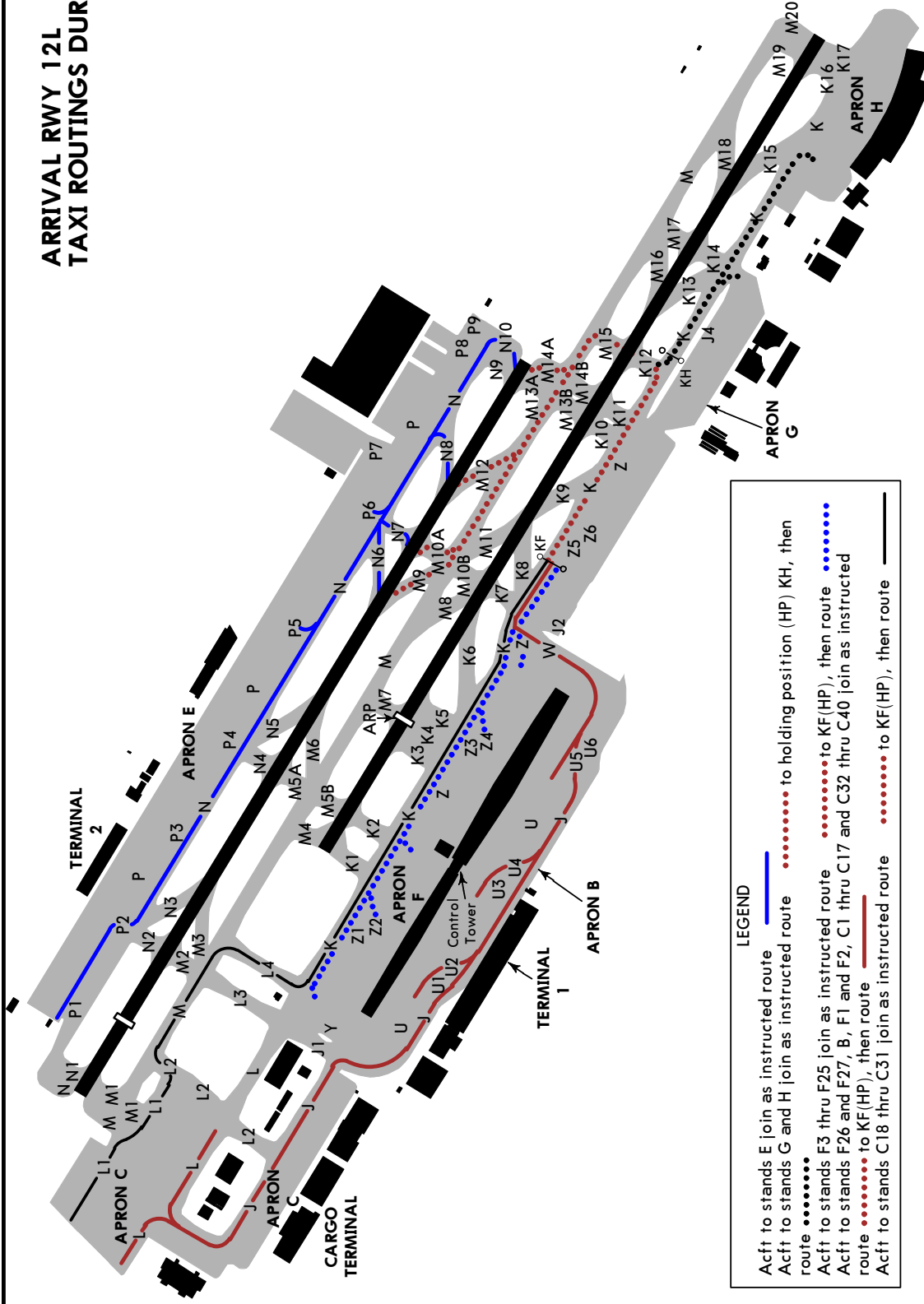
CHANGES: Stands H3 & H4, construction area.

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INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
B1	N25 15.2 E055 21.0	E24, E25	N25 15.6 E055 22.0
B2 thru B5	N25 15.2 E055 21.1	E26	N25 15.6 E055 22.1
B6	N25 15.2 E055 21.2	E27, E28	N25 15.5 E055 22.1
B7, B8	N25 15.1 E055 21.2	E29 thru E32	N25 15.5 E055 22.2
B9, B10	N25 15.1 E055 21.3	E33	N25 15.5 E055 22.3
B11 thru B13	N25 15.0 E055 21.4	E34 thru E37	N25 15.4 E055 22.3
B14, B15	N25 15.0 E055 21.5	E38 thru E40	N25 15.4 E055 22.4
B16 thru B18	N25 14.9 E055 21.6	E41, E42	N25 15.3 E055 22.5
B19, B20	N25 14.9 E055 21.7	E43	N25 15.3 E055 22.6
B21	N25 14.8 E055 21.7	F1, F2	N25 15.3 E055 21.0
B22, B23	N25 14.8 E055 21.8	F3	N25 15.3 E055 21.3
B24	N25 14.8 E055 21.9	F4, F5	N25 15.3 E055 21.1
B25, B26	N25 14.7 E055 21.9	F6 thru F8	N25 15.2 E055 21.2
B27	N25 14.8 E055 22.0	F9, F10	N25 15.2 E055 21.3
C1	N25 15.8 E055 20.4	F11	N25 15.1 E055 21.3
C2, C3	N25 15.7 E055 20.4	F12, F13	N25 15.1 E055 21.4
C4	N25 15.7 E055 20.3	F14	N25 15.1 E055 21.5
C5, C6	N25 15.6 E055 20.4	F16	N25 15.0 E055 21.5
C7	N25 15.5 E055 20.4	F17, F18	N25 15.0 E055 21.6
C8, C9	N25 15.5 E055 20.5	F19	N25 15.0 E055 21.7
C10	N25 15.5 E055 20.6	F20	N25 14.9 E055 21.7
C11, C12	N25 15.4 E055 20.6	F21, F22	N25 14.9 E055 21.8
C13 thru C15	N25 15.4 E055 20.7	F23	N25 14.9 E055 21.9
C16, C17	N25 15.3 E055 20.8	F24, F25	N25 14.8 E055 21.9
C18, C19	N25 16.0 E055 20.5	F26L thru F27	N25 14.8 E055 22.0
C20 thru C23	N25 16.0 E055 20.6	G1	N25 14.4 E055 22.7
C24, C25	N25 15.9 E055 20.5	G2 thru G4	N25 14.4 E055 22.8
C26, C27	N25 15.9 E055 20.6	G5	N25 14.4 E055 22.9
C28, C29	N25 15.8 E055 20.7	G6, G7	N25 14.3 E055 22.9
C30	N25 15.7 E055 20.7	G8	N25 14.3 E055 23.0
C31	N25 15.7 E055 20.8	H1, H1A	N25 14.1 E055 23.3
C32	N25 15.9 E055 20.4	H2, H2A	N25 14.1 E055 23.4
C33, C34	N25 15.9 E055 20.5	H3	N25 14.0 E055 23.6
C35	N25 15.9 E055 20.6	H4	N25 13.9 E055 23.8
C36, C37	N25 15.8 E055 20.6		
C38	N25 15.8 E055 20.7		
C39, C40	N25 15.7 E055 20.7		
E1, E2	N25 16.1 E055 21.1		
E3	N25 16.1 E055 21.2		
E4, E5	N25 16.0 E055 21.2		
E6, E7	N25 16.0 E055 21.3		
E8 thru E10	N25 15.9 E055 21.4		
E11, E12	N25 15.9 E055 21.5		
E13	N25 15.8 E055 21.5		
E14, E15	N25 15.8 E055 21.6		
E16, E17	N25 15.8 E055 21.7		
E18	N25 15.7 E055 21.7		
E19, E20	N25 15.7 E055 21.8		
E21	N25 15.7 E055 21.9		
E22, E23	N25 15.6 E055 21.9		



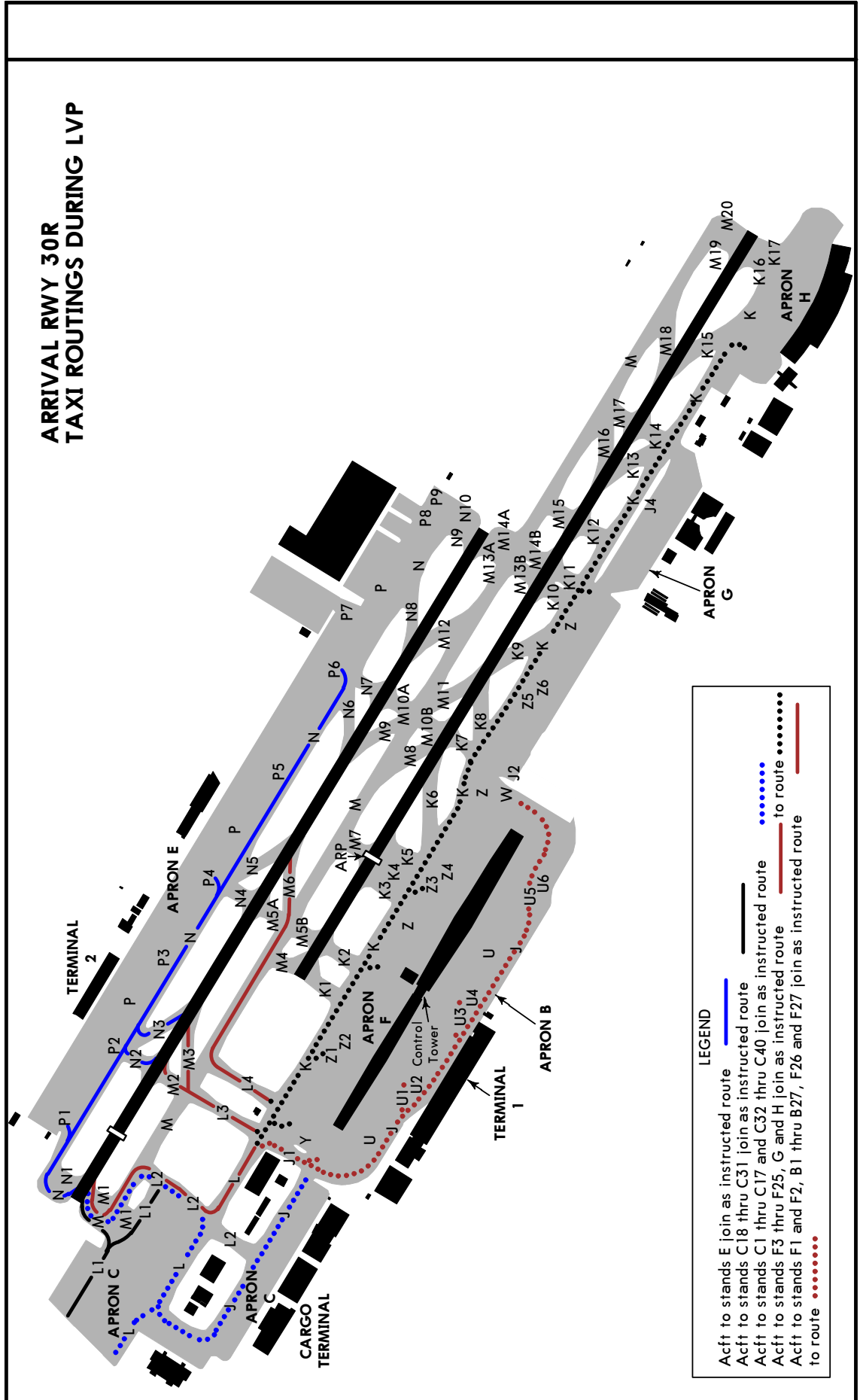
ARRIVAL RWY 12L  
TAXI ROUTINGS DURING LVP



**LEGEND**

- Acft to stands E join as instructed route ———
- Acft to stands G and H join as instructed route ———
- route ..... to holding position (HP) KH, then route ..... to KF(HP), then route ———
- Acft to stands F3 thru F25 join as instructed route ..... to KF(HP), then route ..... to KF(HP), then route ———
- Acft to stands F26 and F27, B, F1 and F2, C1 thru C17 and C32 thru C40 join as instructed route ..... to KF(HP), then route ..... to KF(HP), then route ———
- Acft to stands C18 thru C31 join as instructed route ..... to KF(HP), then route ———

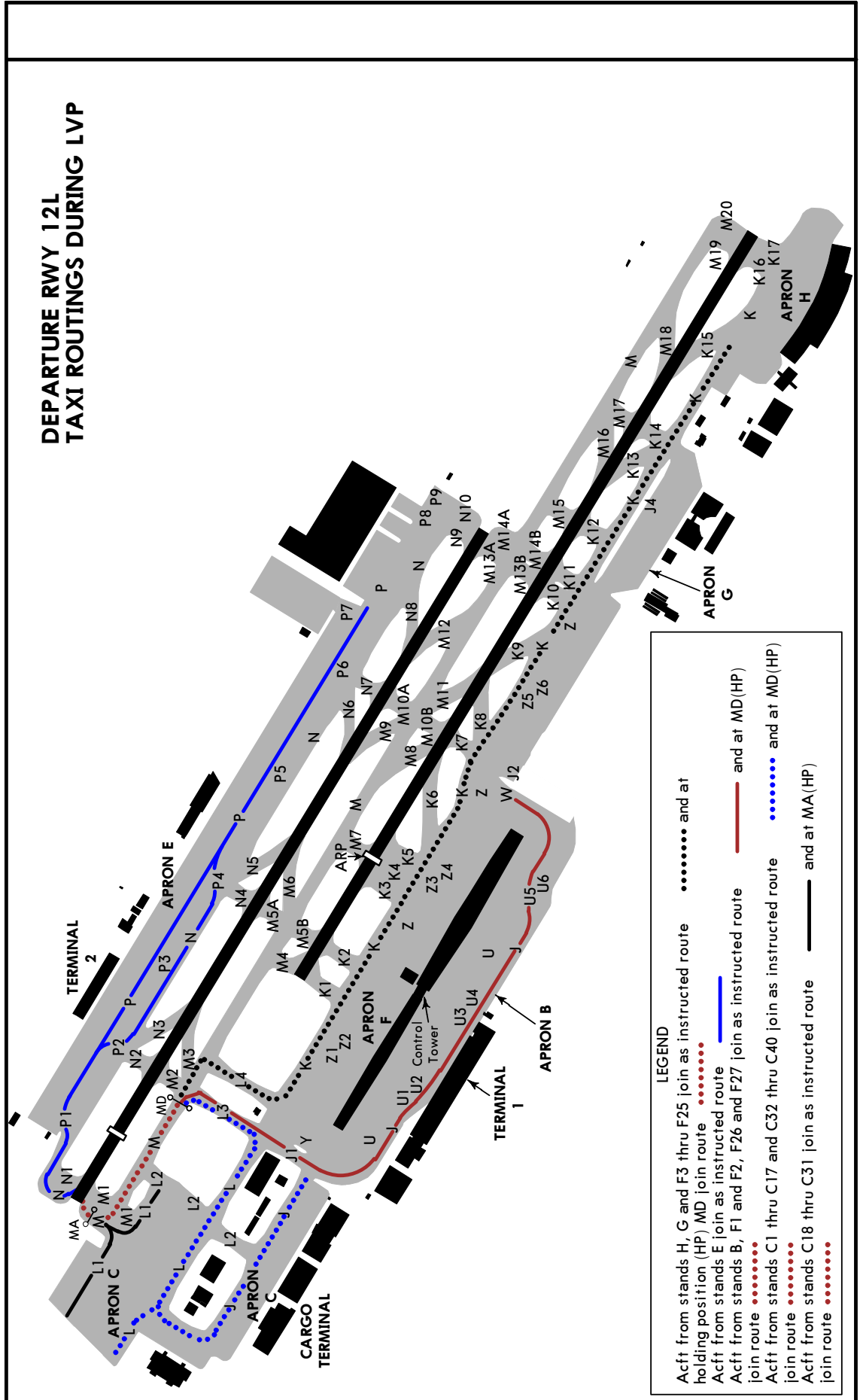
ARRIVAL RWY 30R  
TAXI ROUTINGS DURING LVP



**LEGEND**

- Acft to stands E join as instructed route
- Acft to stands C18 thru C31 join as instructed route
- Acft to stands C1 thru C17 and C32 thru C40 join as instructed route
- Acft to stands F3 thru F25, G and H join as instructed route
- Acft to stands F1 and F2, B1 thru B27, F26 and F27 join as instructed route to route

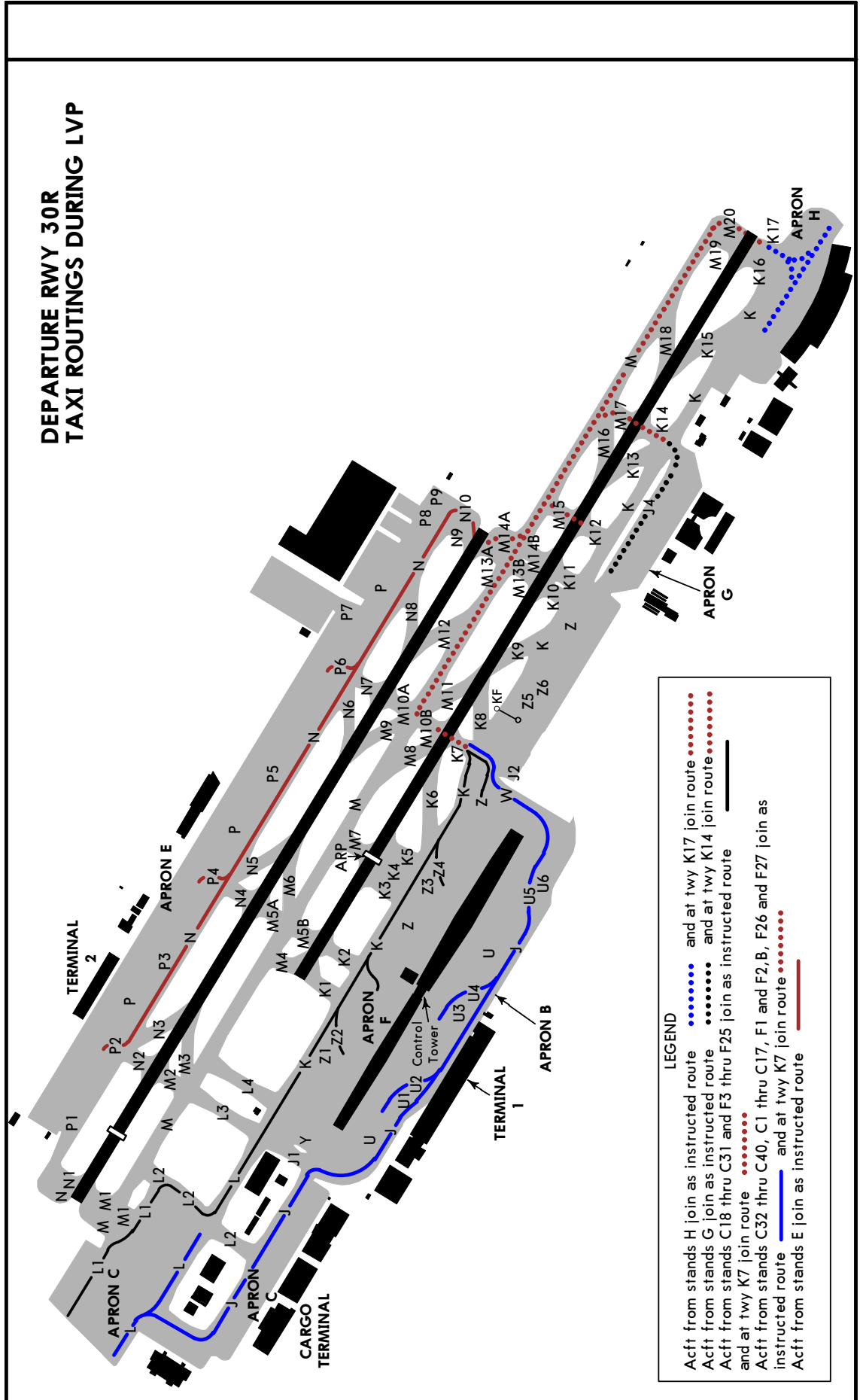
DEPARTURE RWY 12L  
TAXI ROUTINGS DURING LVP



**LEGEND**

- Acft from stands H, G and F3 thru F25 join as instructed route ..... and at holding position (HP) MD join route .....
- Acft from stands E join as instructed route ..... and at MD/HP
- Acft from stands B, F1 and F2, F26 and F27 join as instructed route ..... and at MD/HP
- Acft from stands C1 thru C17 and C32 thru C40 join as instructed route ..... and at MD/HP
- Acft from stands C18 thru C31 join as instructed route ..... and at MA/HP
- Acft from stands C1 thru C17 and C32 thru C40 join as instructed route ..... and at MD/HP
- Acft from stands C18 thru C31 join as instructed route ..... and at MA/HP

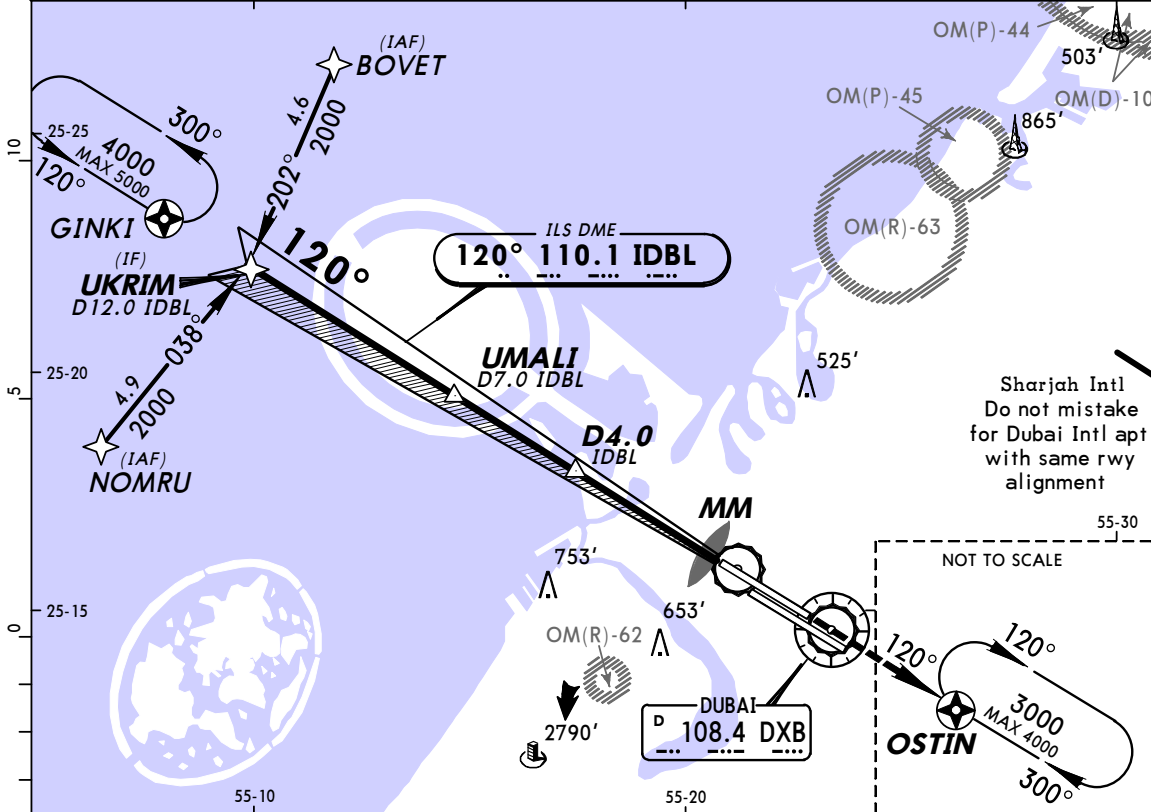
DEPARTURE RWY 30R  
TAXI ROUTINGS DURING LVP



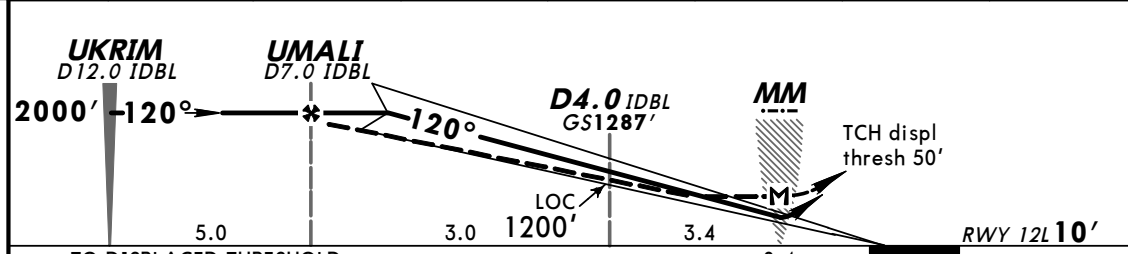
**LEGEND**

- Acft from stands H join as instructed route ———
- Acft from stands G join as instructed route ..... and at twy K17 join route .....
- Acft from stands C18 thru C31 and F3 thru F25 join as instructed route .....
- and at twy K7 join route .....
- Acft from stands C32 thru C40, C1 thru C17, F1 and F2, B, F26 and F27 join as instructed route ———
- Acft from stands E join as instructed route ———

D-ATIS 131.7	DUBAI Arrivals (APP/R) 124.9	*DUBAI Director (APP/R) 127.9	DUBAI Tower 118.75 119.55	Ground 118.35
LOC IDBL 110.1	Final Apch Crs 120°	GS D4.0 IDBL 1287' (1277')	ILS DA(H) 210' (200')	Apt Elev 59' RWY 10'
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 DXB VOR



LOC (GS out)	IDBL DME	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1860'	1550'	1240'	930'	620'	310'

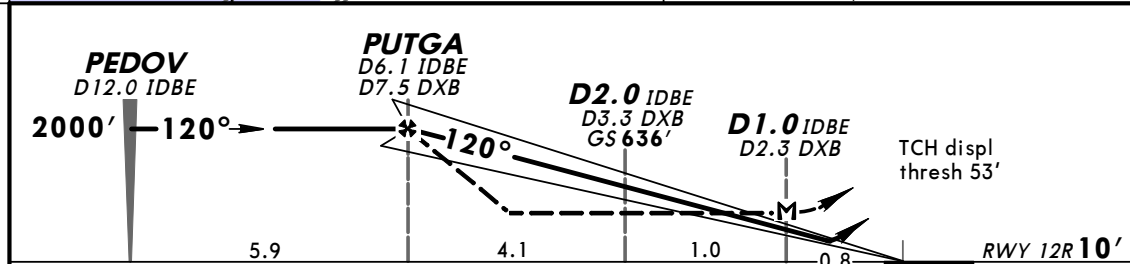
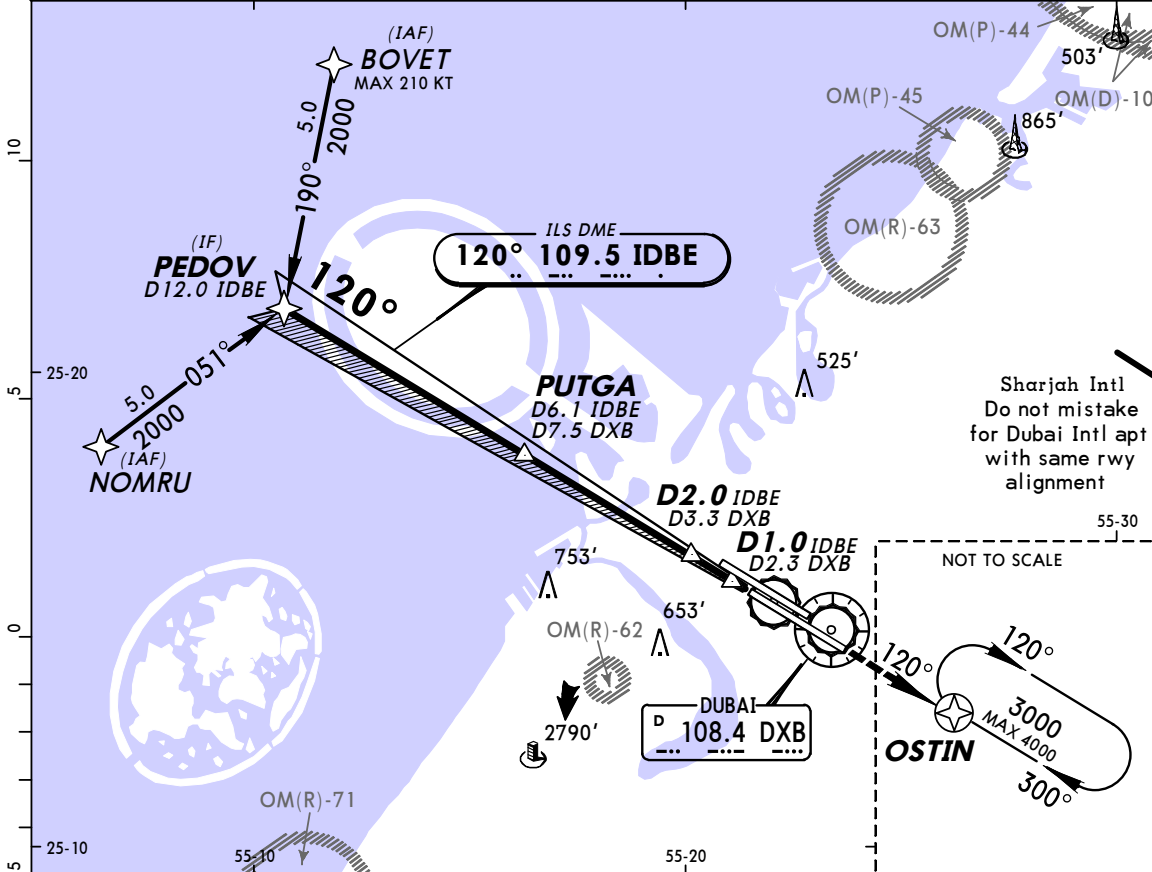
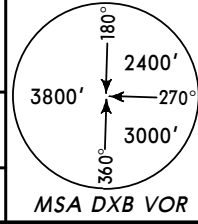


Gnd speed-Kts	70	90	100	120	140	160			
ILS GS	3.00°	377	484	538	646	753			861
LOC Descent Angle	2.69°	333	428	476	571	666			761

PANS OPS 3	STRAIGHT-IN LANDING RWY 12L				CIRCLE-TO-LAND	
	ILS DA(H) 210' (200')		LOC (GS out) MDA(H) 590' (580')			
	FULL	ALS out	MM out	ALS out		
	A		RVR 1000m		RVR 1500m	NOT AUTHORIZED
B						
C	RVR 550m	RVR 1000m	NOT AUTH	RVR 2000m		
D						



D-ATIS 131.7	DUBAI Arrivals (APP/R) 124.9	*DUBAI Director (APP/R) 127.9	DUBAI Tower 118.75 119.55	Ground 118.35
LOC IDBE 109.5	Final Apch Crs 120°	GS D2.0 IDBE 636' (626')	ILS DA(H) Refer to Minimums	Apt Elev 59' RWY 10'
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 5 required for transition and missed apch. 2. ILS DME reads zero at TDZ.				



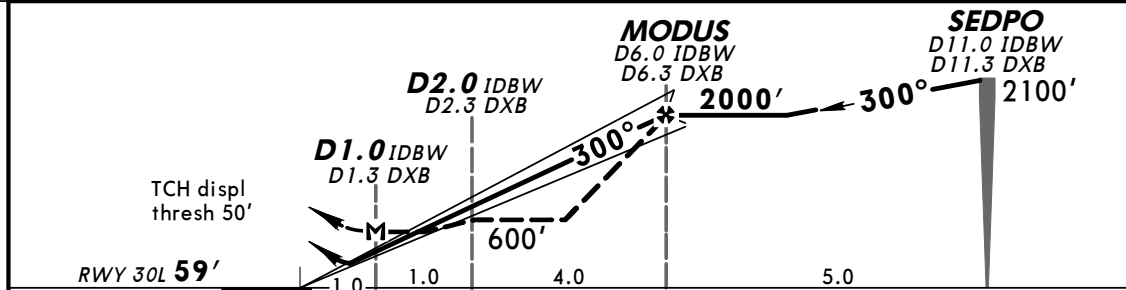
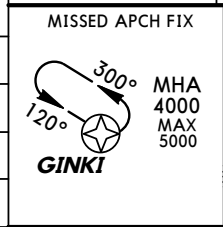
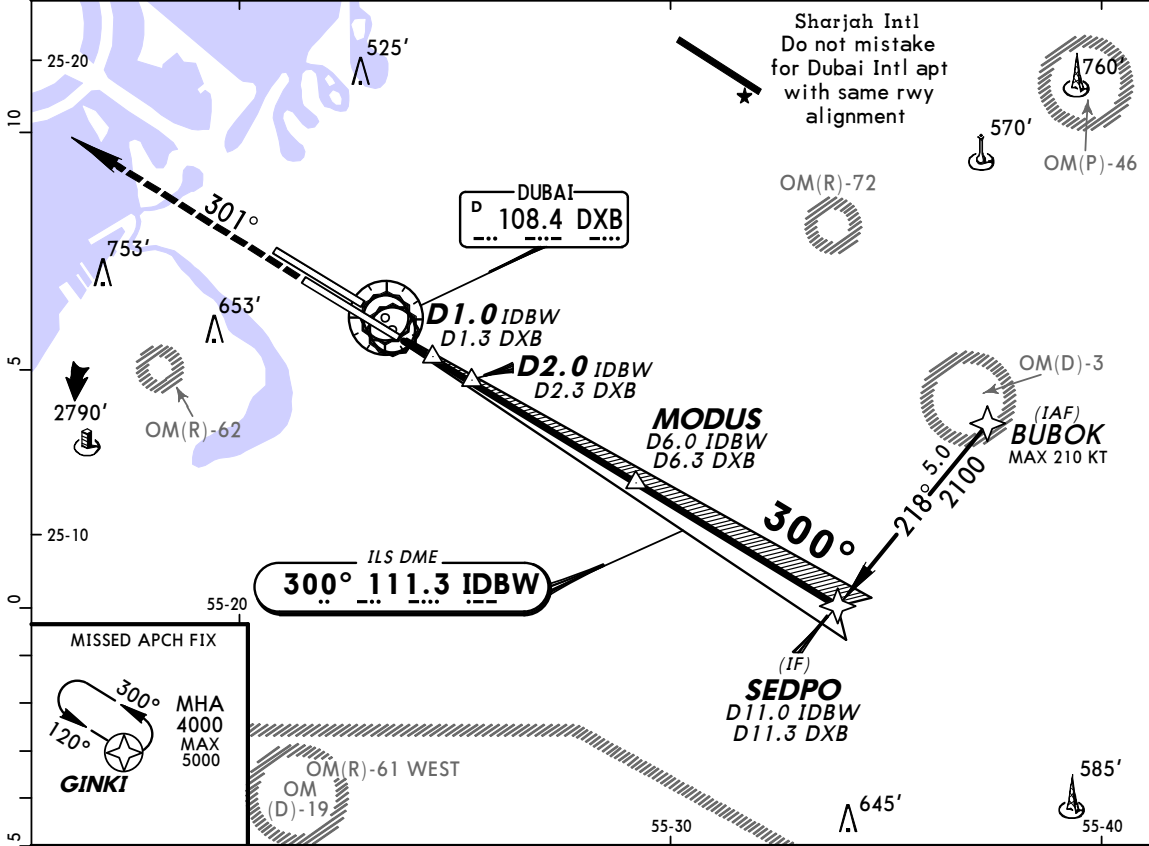
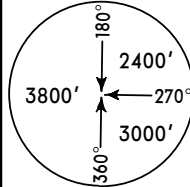
Gnd speed-Kts	70	90	100	120	140	160		3000' on 120° OSTIN	
ILS GS	3.00°	373	484	538	646	753			861
MAP at D1.0 IDBE/D2.3 DXB									

JAR-OPS STRAIGHT-IN LANDING RWY 12R				CIRCLE-TO-LAND	
ILS A: 362' (352') C: 381' (371') B: 371' (361') D: 391' (381')		LOC (GS out) MDA(H) 580' (570')			
FULL		ALS out		ALS out	
A			RVR 1000m	RVR 1500m	NOT AUTHORIZED
B	RVR 800m	RVR 1200m	RVR 1200m	RVR 2000m	
C					
D			RVR 1600m		

PANS OPS 3



D-ATIS <b>131.7</b>	DUBAI Arrivals (APP/R) <b>124.9</b>	*DUBAI Director (APP/R) <b>127.9</b>	DUBAI Tower <b>118.75 119.55</b>	Ground <b>118.35</b>
LOC IDBW <b>111.3</b>	Final Apch Crs <b>300°</b>	GS MODUS <b>2000' (1941')</b>	ILS DA(H) Refer to Minimums	Apt Elev <b>59'</b> RWY <b>59'</b>
<b>MISSED APCH: Climb to 4000' on 301° to GINKI and hold.</b>				
Alt Set: hPa		Rwy Elev: 2 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 DXB VOR



Gnd speed-Kts	70	90	100	120	140	160		
ILS Gs	3.00°	373	484	538	646	753		861
MAP at D1.0 IDBW/D1.3 DXB								

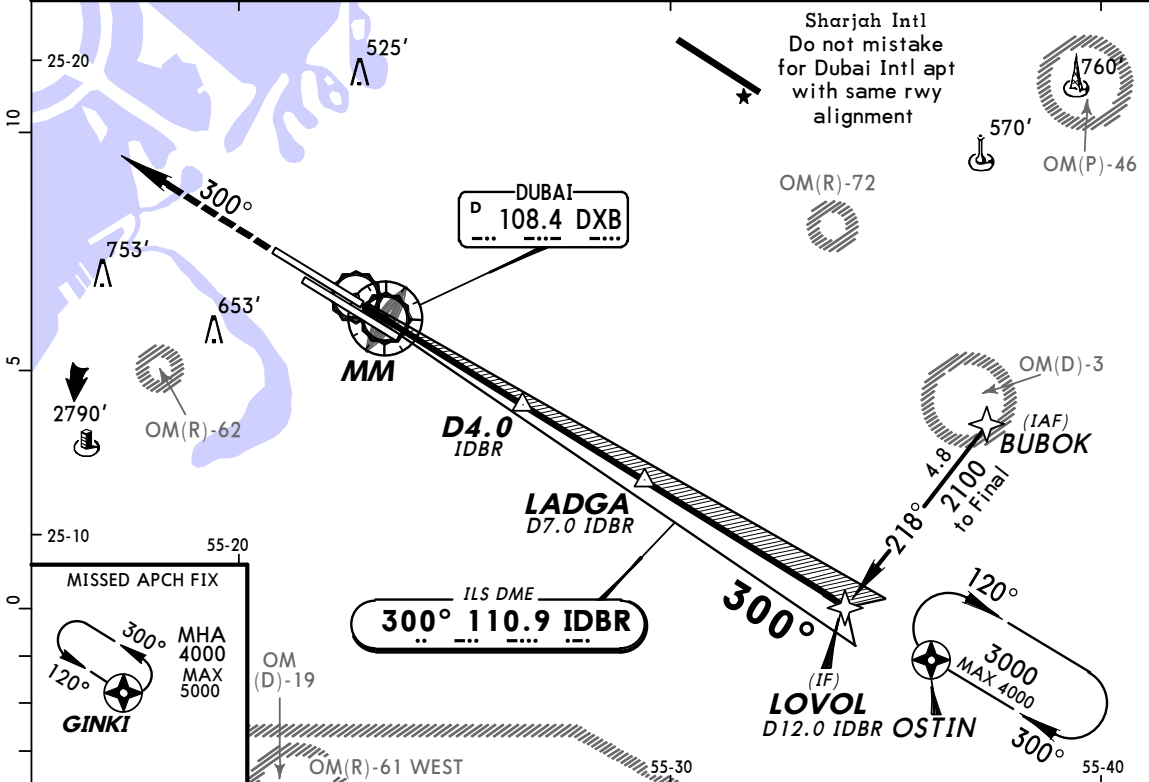
<b>JAR-OPS</b>		STRAIGHT-IN LANDING RWY 30L		CIRCLE-TO-LAND	
<b>ILS</b> DA(H) A: <b>317'</b> (258') C: <b>337'</b> (278') B: <b>327'</b> (268') D: <b>346'</b> (287')		<b>LOC (GS out)</b> MDA(H) <b>580'</b> (521')			
FULL		ALS out		ALS out	
A			RVR 1000m	RVR 1500m	NOT AUTHORIZED
B	RVR 650m	RVR 1200m	RVR 1200m	RVR 2000m	
C					
D			RVR 1600m		



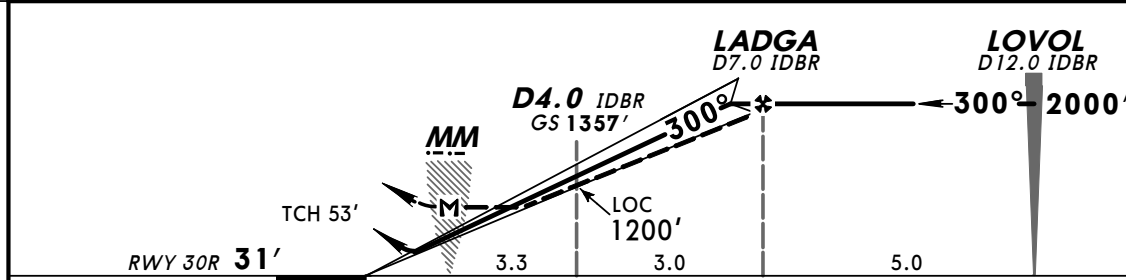
**OMDB/DXB**  
DUBAI INTL

**DUBAI, UAE**  
ILS Rwy 30R

D-ATIS <b>131.7</b>	DUBAI Arrivals (APP/R) <b>124.9</b>	*DUBAI Director (APP/R) <b>127.9</b>	DUBAI Tower <b>118.75 119.55</b>	Ground <b>118.35</b>
LOC IDBR <b>110.9</b>	Final Apch Crs <b>300°</b>	GS <b>D4.0 IDBR</b> <b>1357' (1326')</b>	ILS DA(H) Refer to Minimums	Apt Elev <b>59'</b> RWY <b>31'</b>
<b>MISSED APCH: Climb to 4000' direct to GINKI and hold.</b>				
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.				



LOC (GS out)	IDBR DME	1.0	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	310'	620'	930'	1240'	1550'	1860'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI PAPI 4000' 	GINKI 	
ILS GS	3.00°	373	484	538	646	753			861
LOC Descent Angle	2.63°	326	419	465	558	651			744

<b>JAR-OPS</b>				STRAIGHT-IN LANDING RWY 30R		CIRCLE-TO-LAND	
ILS DA(H) ABC: <b>231' (200')</b>		LOC (GS out) MDA(H) <b>580' (549')</b>		D: <b>238' (207')</b>			
FULL		ALS out		MM out		ALS out	
A			RVR 1000m	NOT AUTH		RVR 1500m	NOT AUTHORIZED
B	RVR 550m	RVR 1000m	RVR 1200m			RVR 2000m	
C			RVR 1600m				
D	RVR 600m						

PANS OPS 3

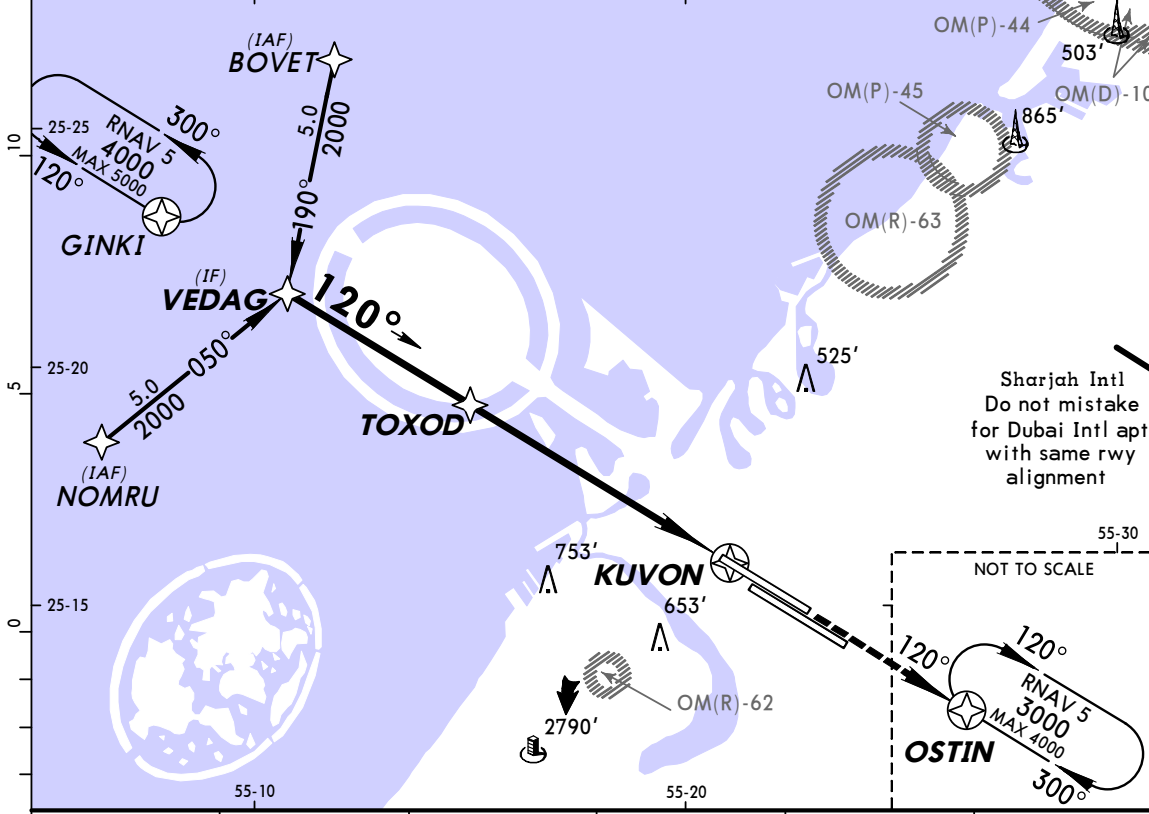
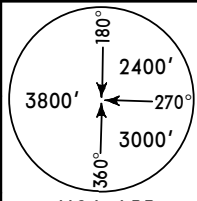
CHANGES: PINGO renamed GINKI.



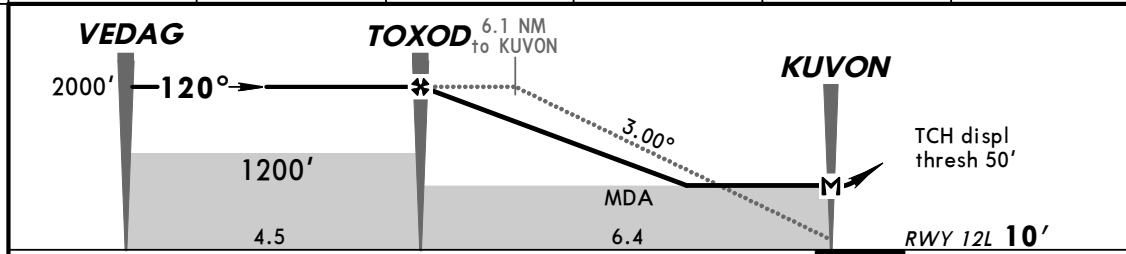
D-ATIS 131.7	DUBAI Arrivals (APP/R) 124.9	*DUBAI Director (APP/R) 127.9	DUBAI Tower 118.75 119.55	Ground 118.35
RNAV	Final ApcH Crs 120°	Procedure Alt TOXOD 2000' (1990')	MDA(H) 590' (580')	Apt Elev 59' RWY 10'

**MISSED APCH:** Climb to 3000' direct to OSTIN and hold.

Alt Set: hPa    Rwy Elev: 0 hPa    Trans level: FL 150    Trans alt: 13000'    MSA ARP



DIST to KUVON	6.0	5.0	4.0	3.0	2.0
ALTITUDE	1880'	1580'	1280'	970'	670'

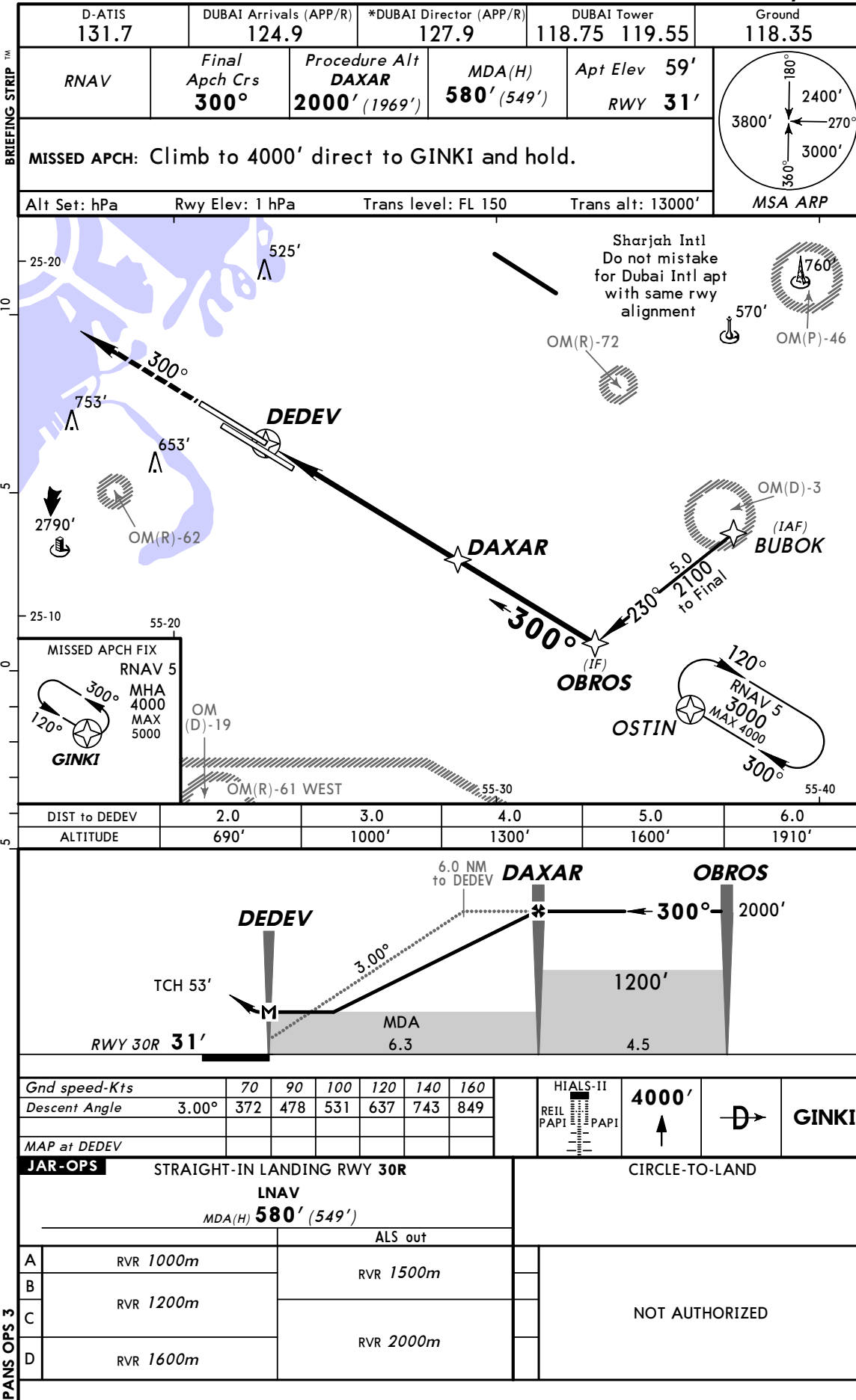


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI PAPI 3000' OSTIN
Descent Angle	3.00°	372	478	531	637	743	

**JAR-OPS** STRAIGHT-IN LANDING RWY 12L  
**LNAV**  
 MDA(H) 590' (580')

ALS out		NOT AUTHORIZED
A	RVR 1000m	
B	RVR 1500m	
C	RVR 2000m	
D	RVR 1600m	

PANS OPS 3



**OMDB/DXB**  
DUBAI INTL

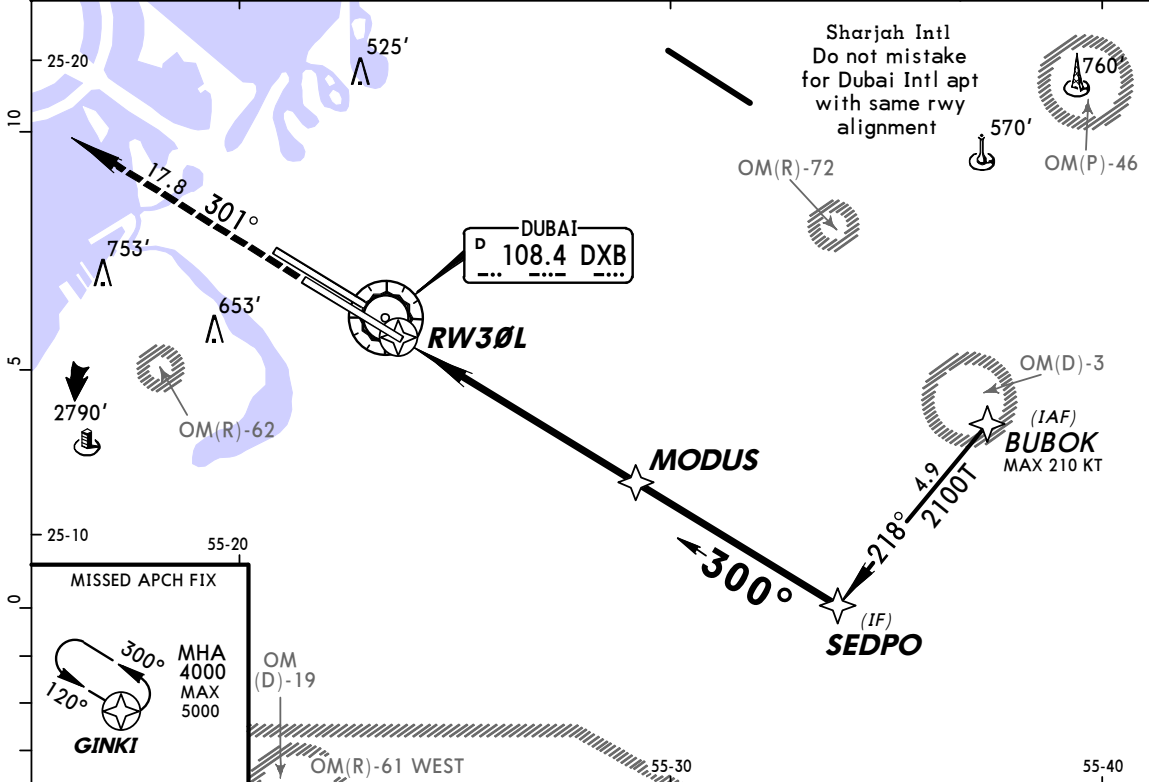
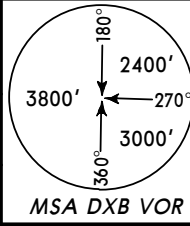


24 JUN 11 (12-3) Eff 30 Jun

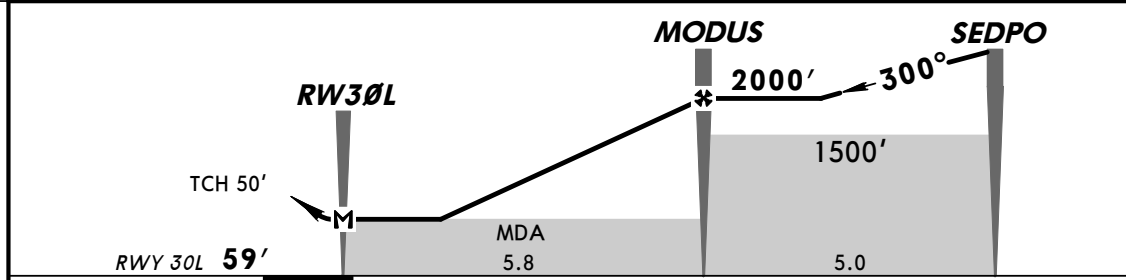
DUBAI, UAE

**RNAV (GNSS) Rwy 30L**

D-ATIS <b>131.7</b>	DUBAI Arrivals (APP/R) <b>124.9</b>	*DUBAI Director (APP/R) <b>127.9</b>	DUBAI Tower <b>118.75 119.55</b>	Ground <b>118.35</b>
RNAV	Final Apch Crs <b>300°</b>	Procedure Alt <b>MODUS</b> <b>2000'</b> (1941')	LNAV/VNAV DA(H) <b>490'</b> (431')	Apt Elev <b>59'</b> RWY <b>59'</b>
<b>MISSED APCH: Climb to 4000' on 301° to GINKI and hold.</b>				
Alt Set: hPa		Rwy Elev: 2 hPa	Trans level: FL 150	Trans alt: 13000'
<b>1. RNP apch required.</b>		<b>2. Minimum temperature for VNAV 5°C.</b>		MSA DXB VOR



DIST to TDZ	2.0	3.0	4.0	5.0
ALTITUDE	700'	1030'	1350'	1680'



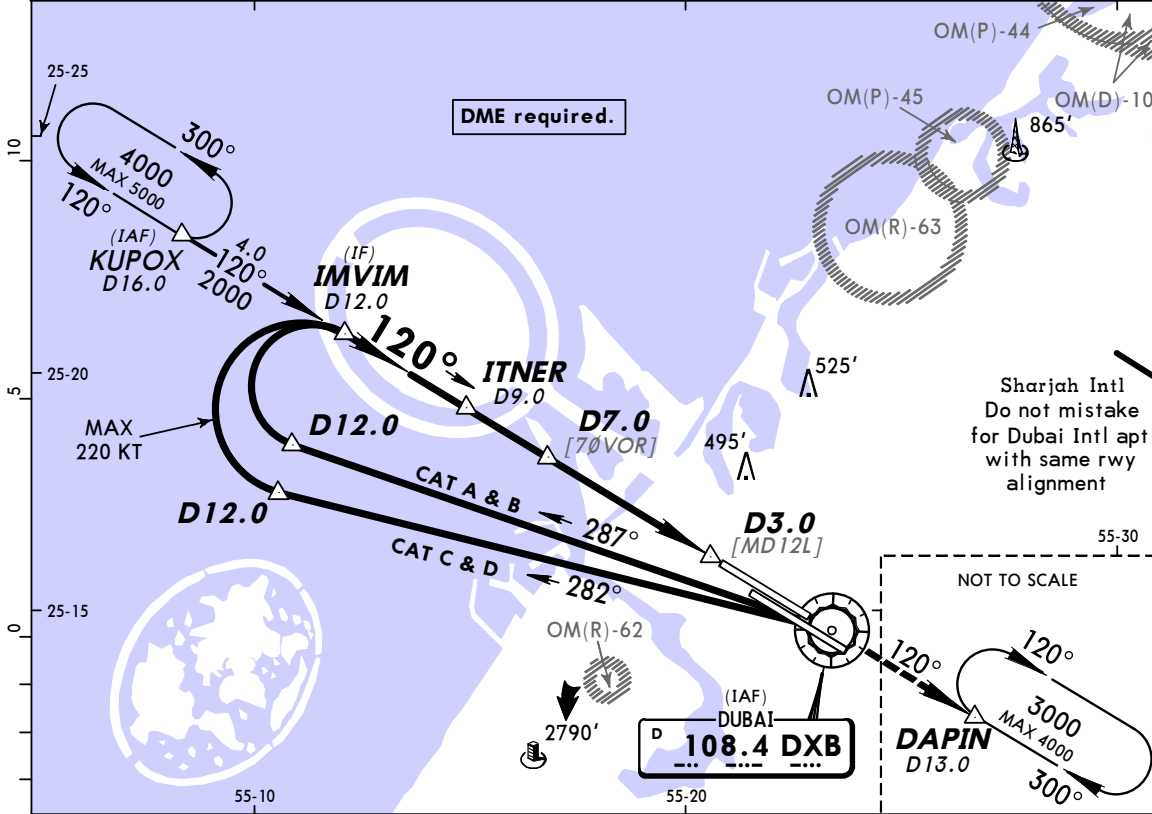
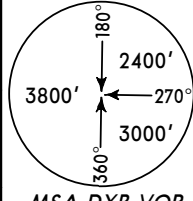
Gnd speed-Kts	70	90	100	120	140	160		<b>GINKI</b>
Descent Angle	3.05°	378	486	540	648	755		
MAP at RWY 30L								

<b>PANS OPS 3</b>	<b>JAR-OPS</b>				<b>STRAIGHT-IN LANDING RWY 30L</b>		<b>CIRCLE-TO-LAND</b>	
	<b>LNAV/VNAV</b>		<b>LNAV</b>					
	DA(H) <b>490'</b> (431')		MDA(H) <b>590'</b> (531')					
	ALS out		ALS out					
	A	RVR 900m	RVR 1500m	RVR 1000m	RVR 1500m		<b>NOT AUTHORIZED</b>	
B	RVR 1000m	RVR 1800m	RVR 1200m	RVR 2000m				
C	RVR 1400m	RVR 2000m	RVR 1600m					
D								

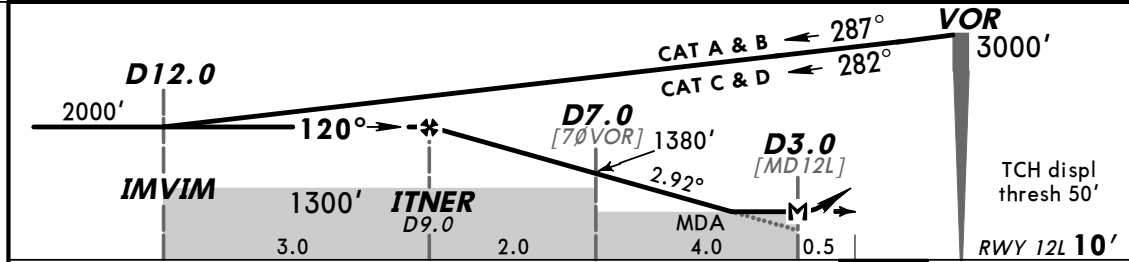
CHANGES: New procedure.

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D-ATIS 131.7	DUBAI Arrivals (APP/R) 124.9	*DUBAI Director (APP/R) 127.9	DUBAI Tower 118.75 119.55	Ground 118.35
VOR DXB 108.4	Final Apch Crs 120°	Procedure Alt ITNER 2000' (1990')	MDA(H) 960' (950')	Apt Elev 59' RWY 10'
MISSED APCH: Climb to 3000' and establish on R-120 DXB to join DAPIN holding.				
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: FL 150	Trans alt: 13000'	MSA DXB VOR



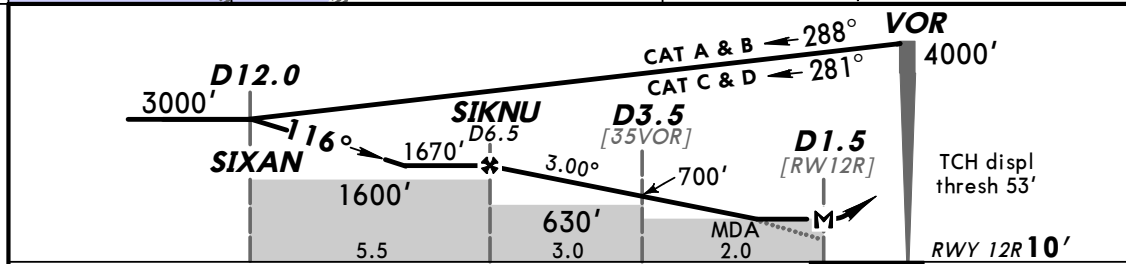
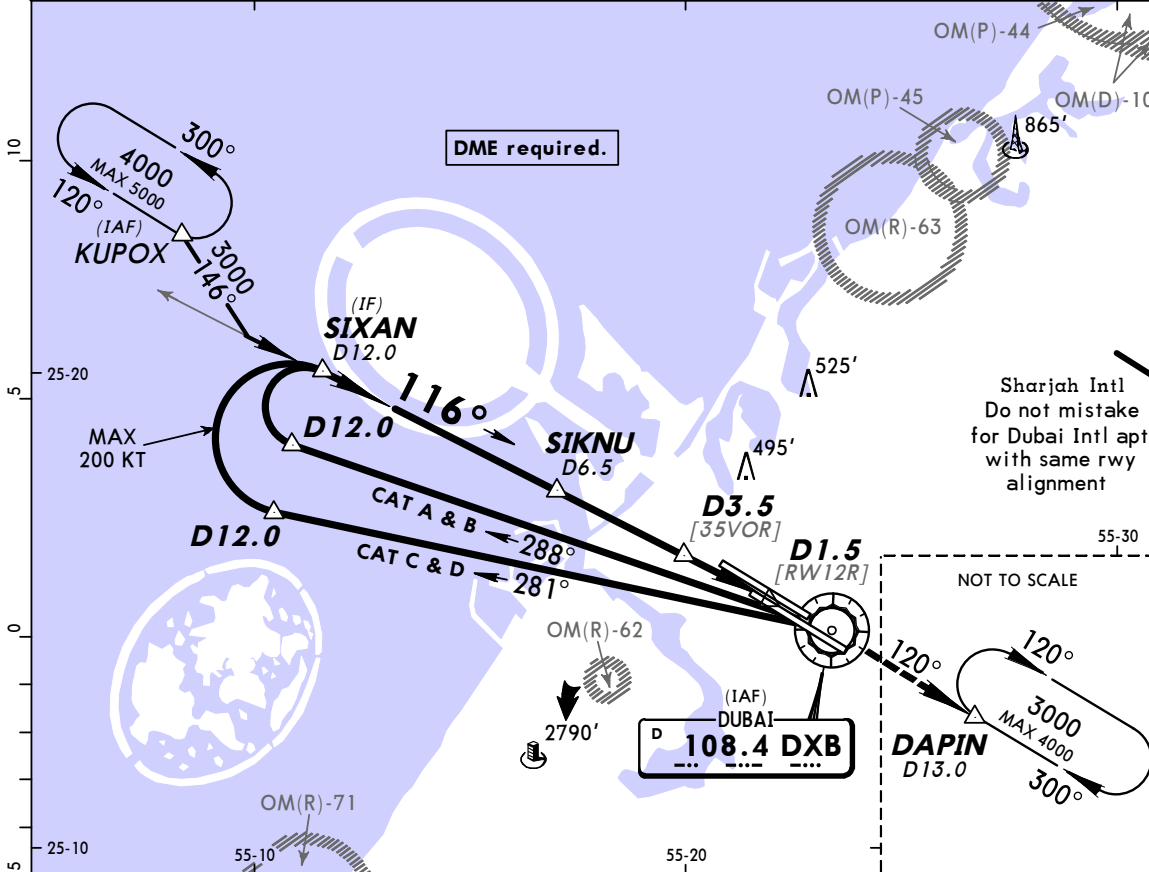
DXB DME	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	1690'	1380'	1070'	760'	450'	140'



Gnd speed-Kts	70	90	100	120	140	160	HI ALS-II REIL PAPI 3000' on 108.4 DXB R-120
Descent Angle	2.92°	362	465	517	620	723	
MAP at D3.0							

PANS OPS 3	JAR-OPS STRAIGHT-IN LANDING RWY 12L		CIRCLE-TO-LAND	
	MDA(H) 960' (950')			
	ALS out			
	A	RVR 1200m	RVR 1500m	
B	RVR 1400m	NOT AUTHORIZED		
C	RVR 1800m			
D	RVR 1800m			

D-ATIS 131.7	DUBAI Arrivals (APP/R) 124.9	*DUBAI Director (APP/R) 127.9	DUBAI Tower 118.75 119.55	Ground 118.35
VOR DXB 108.4	Final Apch Crs 116°	Procedure Alt SIKNU 1670' (1660')	MDA(H) 580' (570')	Apt Elev 59' RWY 10'
MISSED APCH: Climb to 3000'. After VOR proceed on R-120 to join DAPIN holding.				
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: FL 150	Trans alt: 13000'	MSA DXB VOR

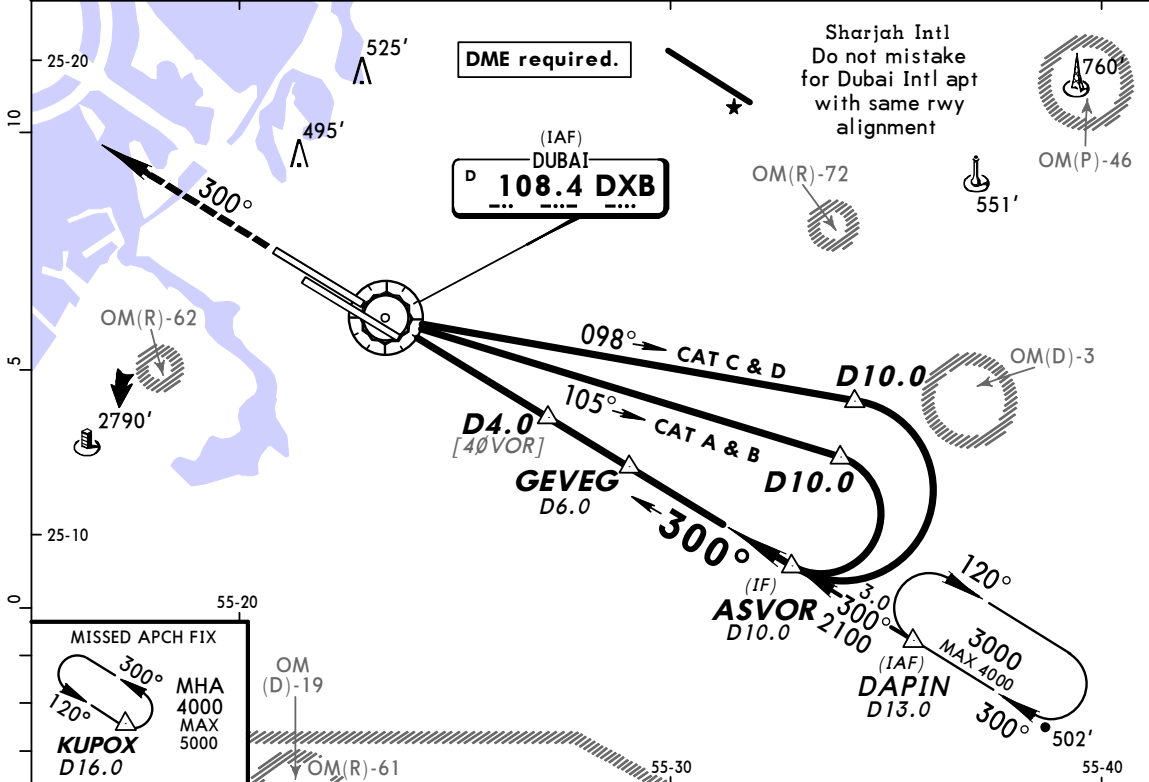


Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle	3.00°	372	478	531	637	743	
MAP at D1.5							

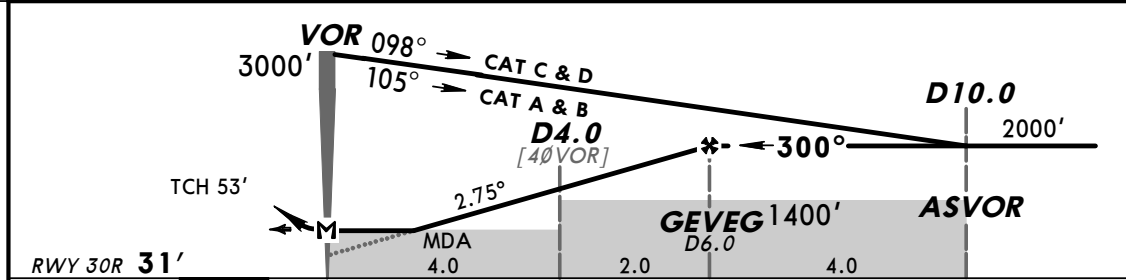
PANS OPS 3	JAR-OPS STRAIGHT-IN LANDING RWY 12R		CIRCLE-TO-LAND	
	MDA(H) 580' (570')			
	ALS out			
	A	RVR 1000m	RVR 1500m	
B	RVR 1200m	NOT AUTHORIZED		
C	RVR 1600m			
D	RVR 2000m			



D-ATIS <b>131.7</b>	DUBAI Arrivals (APP/R) <b>124.9</b>	*DUBAI Director (APP/R) <b>127.9</b>	DUBAI Tower <b>118.75 119.55</b>	Ground <b>118.35</b>
VOR DXB <b>108.4</b>	Final Apch Crs <b>300°</b>	Procedure Alt <b>GEVEG</b> <b>2000'</b> (1969')	MDA(H) <b>890'</b> (859')	Apt Elev 59' <b>RWY 31'</b>
<b>MISSED APCH: Climb to 4000' and establish on R-300 DXB to join KUPOX holding.</b>				
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 150	Trans alt: 13000'	MSA DXB VOR



DXB DME	0.0	1.0	2.0	3.0	4.0	5.0
ALTITUDE	260'	550'	840'	1130'	1420'	1710'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI PAPI 4000' on 108.4 DXB R-300
Descent Angle	2.75°	340	438	486	584	681	
MAP at VOR							

<b>PANS OPS 3</b>	<b>JAR-OPS</b>		STRAIGHT-IN LANDING RWY 30R		CIRCLE-TO-LAND	
	MDA(H) <b>890'</b> (859')					
	ALS out					
	A	RVR 1200m	RVR 1500m			
B	RVR 1400m					
C	RVR 1800m			NOT AUTHORIZED		
D	RVR 1800m	RVR 2000m				



