

OMDB — DUBAI / INTERNATIONAL

*Note: The following sections in this chapter are intentionally left blank:
AD 2.25.*

OMDB AD 2.1 AERODROME LOCATION INDICATOR AND NAME**OMDB — DUBAI / INTERNATIONAL****OMDB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	251510N 0552152E, On CL RWY 12R/30L, DTHR RWY 12R
2	Direction and distance from (city)	2.5 NM E of Dubai
3	Elevation/Reference temperature	62 FT / 41 ° C
4	Geoid undulation at AD ELEV PSN	-112 FT
5	MAG VAR/Annual change	2° E (2020) / 0.05° E
6	AD Administration, address, telephone, telefax, telex, AFS	Post: Dubai Airports P.O. BOX 2525 DUBAI UNITED ARAB EMIRATES AIRPORT OPERATIONS CONTROL CENTRE Tel: +971 4 504 5000 Email: aocc@dubaairports.ae
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	OMDB operates as an IATA level 3 slot coordinated airport. No operator shall operate to or from OMDB without first obtaining an allocated slot from Airport Coordination Limited (ACL) and subject to landing permission from the DCAA. Schedules should be sent in IATA SSIM format to ACL in the time scales specified by the IATA schedules calendar to the address below: Email: slots@acl-international.com Fax: +44 (0) 208 564 0691

OMDB AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and Immigration	H24
3	Health and Sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office	H24
6	MET Briefing Office	H24
7	Air Traffic Services	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

OMDB AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Complete semi - automatic facilities
2	Fuel/oil types	Fuel: AVGAS-100LL: Air BP, Jet A1: Emojet, Eppco, Shell, Air BP Oil: All grades: Shell & Emojet
3	Fuelling facilities/capacity	All stands served by hydrants or bowser
4	De-icing facilities	NIL
5	Hangar space available for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	Available on prior arrangement
7	Remarks	NIL

OMDB AD 2.5 PASSENGER FACILITIES

1	Hotels	Transit hotel within airport terminal. Hotel accommodation available in Dubai city
2	Restaurants	24 hour restaurant in terminal building
3	Transportation	Taxis, buses, metro and rental cars
4	Medical facilities	Medical centre at airport. Hospitals in Dubai city
5	Bank and Post Offices	Bank available at airport, Post Office N/A
6	Tourist Office	Available
7	Remarks	NIL

OMDB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	Aerodrome category for fire fighting	CAT 10
2	Rescue equipment	Rescue & Firefighting Vehicles: • 6 MFV for RFFS CAT 10 • 3 MFV to cover maintenance and provide emergency breakdown resilience • 2 ICV (1 Aviation & 1 Domestic) • 2 ICV to cover maintenance • 2 RIV vehicles all fitted with various rescue equipment • 1 Domestic Fire vehicle fitted with various rescue equipment • 1 Domestic Fire vehicle to cover maintenance and emergency breakdown resilience • 1 MICC • 1 Rescue Stairs • 1 Mobile Water Tanker for backup water supply
3	Capability for removal of disabled aircraft	Lifting and hydraulic jacks supplied through SLA (Service Level Agreement) with Emirates Airlines for aircraft sizes up to and including A380. Contact details of the aerodrome coordinator for the removal of disabled aircraft: Tel: +971 4 504 5000 Email: AOCC.Directors@dubaiairports.ae
4	Remarks	NIL

OMDB AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	Aerodrome is available all seasons. There is no requirement for clearing.

OMDB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	See Table 1 for Apron Details
2	Taxiway width, surface and strength	See Table 2 for Taxiway Details
3	Altimeter checkpoint location and elevation	Individual stands serve as altimeter checkpoint. See AIRCRAFT PARKING/DOCKING CHARTS for locations and elevations.
4	VOR checkpoints	NIL
5	INS checkpoints	See AIRCRAFT PARKING/DOCKING CHARTS.

6	Remarks	Aircraft Code Restrictions • Code E aircraft and code F aircraft not permitted on adjacent Taxiway curves at the same time in any direction. • Code F aircraft pushed onto TXL J south of Concourse B & C must align / report on centre line before an aircraft can pass on TXL U. • Code F aircraft cannot be on TXL J & TXL J1 curve at the same time as Code E aircraft on TXL U & TXL Y curve. • Code F aircraft cannot be on TXL J & TXL J2 curve at the same time as Code E aircraft on TXL U & TXL W curve. • Code F aircraft cannot be on sections of TXL W & TXL J2 between TWY K & TXL Z at the same time. • Code F aircraft cannot be on sections of TXL J1 & TWY Y between TWY K & TXL Z at the same time. • Code F aircraft are only permitted to taxi behind when code D or smaller aircraft is at the RHP at TWY K1, TWY K2, TWY K3, TWY K4, and TWY K5. MARS Stands • Pilots to use the correct CL when arriving on assigned stand. • Refer Charts OMDB-AD-2-22B and OMDB-AD-2-22C. • C51L/C51/C51R is a Multiple Apron Ramp System (MARS) stand. The following must be noted as there is a potential for stand signage confusion. * Stand lead-in line for C51L & C51 starts from TWY K and TXL Z. Taxiing westbound, C51 lead-in line is beyond the C51L lead-in line. * Stand lead-in line for C51R originates from TXL Z1. Wingtip Clearances • To ensure wingtip clearance behind, flight crew are to hold as close as possible to RHP/IHP to remain visual with RHP/IHP paint markings and stop bar lights. • Pilots to use minimum power when using any 90-degree link northbound from TXL Z flight/towing crew are responsible for maintaining wingtip clearance. If in doubt crew should stop, advise ATC, and await further instructions. • Minimum wingtip clearance of 7.5 M for Code F operations on TWY N abeam TWY P5 (due to presence of substation south side of TWY N). • In order to ensure safe wingtip clearance, crossover taxiways are used only when authorised by ATC. Jet Blast • Due to Jet blast concerns, flight crew must use minimum power when taxiing in vicinity of Apron areas. • In the event that an aircraft comes to a complete halt whilst entering a parking stand or taking a turn towards an adjoining taxiway, aircrew must hold position and contact ATC for assistance to ensure the area behind is free from effects of jet blast. • Aircraft taxiing via TWY K16 and TWY K17 for departure RWY 30L shall use minimum power due to proximity of Apron H. For jet blast locations, Refer chart OMDB-AD-2-24
---	---------	--

Push-back Restrictions

- Push-back onto TXL J and TXL U:
 - * Code F will push-back onto TXL J and Code E will push-back onto TXL U. Note that TXL U is Code E compatible and TXL J is Code F compatible.
 - * Due to proximity of TXL J and TXL U (south of B stands), pilots on TXL J and TXL U must adhere to CL at all times and must confirm aircraft aligned on CL prior to reporting push-back complete.
 - * Due to Code F push-back onto TXL J, a Code E on TXL U in the vicinity of the pushing Code F shall keep clear and hold position until the Code F pilot reports to ATC that the push-back is complete on TXL J. Follow ATC instructions at all times.
 - * Code F aircraft on TXL J shall not pass code E aircraft during push-back onto TXL U.
 - * Code E aircraft on TXL U shall not pass code F aircraft during push-back onto TXL J.
- Aircraft are permitted to push-back and start up on the push or to start 1 engine on stand at idle power before push-back. In the event of simultaneous push-back from adjacent stands, ground crew may ask to delay the engine start until the ground crew on the aircraft behind is clear of the forward aircraft's jet blast zone. See [OMDB AD 2.23.9](#) for further details
- Under normal circumstances push-backs onto the outer taxiways are NOT permitted. Exceptions to this are B stands servicing A380 or WIP restrictions.
- A380 aircraft from B stands, except B27, shall push onto the outer TXL J. After disconnecting, push-back tug will hold on TXL J centre line in view of the pushed aircraft until completion of engine start. Once cleared by ATC, the tug will cross TXL U to return to the stand on the north. Pushed aircraft to initiate taxi only after the tug has vacated TXL J. Aircraft taxiing on TXL U to exercise caution due to crossing tugs.

Stand Identification Signs

- Stand identification signs at Concourse D positioned above the rotundas may be visible before the aircraft is abeam the stand. Pilots shall commence the turn onto stand only when the aircraft is abeam the stand lead-in line, as early visibility may create an optical illusion and lead to inadvertent entry onto crossover TWY Z2 or TWY Z4.

Apron Designation	Surface	PCR	Notes
ALPHA	Concrete	980/R/A/W/T	All stands equipped with 3 PLB excluding A1 (2 only)
BRAVO	Concrete	980/R/A/W/T	All stands equipped with 2 PLB
CHARLIE	Concrete	980/R/A/W/T	
DELTA	Concrete	980/R/A/W/T	All stands equipped with 3 PLB excluding D10 (2 only)
ECHO	Concrete	980/R/A/W/T	
FOXTROT	Concrete	980/R/A/W/T	All stands equipped with 2 PLB excluding F12, F13 and F18 to F22 which have 3
GOLF	Concrete	980/R/A/W/T	
HOTEL	Concrete	980/R/A/W/T	
QUEBEC	Concrete	980/R/A/W/T	
SIERRA	Concrete	980/R/A/W/T	No Live Aircraft Movements permitted

Table 1: Apron Details

Designation	ICAO Code	Length (M) ⁽¹⁾	Width (M)	Shoulder either side (M)	Strip (M) (minimum)	Surface	PCR
TXL J	F	3474	25			Asphalt	850/F/A/W/T
						Concrete	980/R/A/W/T
TXL J1	F	357	30			Concrete	980/R/A/W/T
TXL J2	F	595	26			Concrete	980/R/A/W/T
TXL J3	F	374	26			Concrete	980/R/A/W/T
TXL J4 south of TXL Z	E	360	23			Concrete	980/R/A/W/T
TWY J4 between TWY K and TXL Z	F	97	56	18	115	Concrete	980/R/A/W/T
TXL J5 south of TXL Z	E	380	23			Concrete	980/R/A/W/T
TWY J5 between TWY K and TXL Z	F	97	37	18	115	Concrete	980/R/A/W/T
TWY K between TWY K18 and IHP KB	F	2928	54	18	115	Concrete	980/R/A/W/T
	F	3463	25	18	115	Asphalt	850/F/A/W/T
TXL K between IHP KB and stand C31	E	208	23			Concrete	980/R/A/W/T
	E	159	23			Asphalt	850/F/A/W/T
TWY K1	F	351	30	18	115	Asphalt	850/F/A/W/T
						Concrete	980/R/A/W/T
TWY K2	F	350	30	18	115	Asphalt	850/F/A/W/T
						Concrete	980/R/A/W/T
TWY K3	F	350	30	18	115	Asphalt	850/F/A/W/T
					115	Concrete	980/R/A/W/T
TWY K4	F	350	28	18	115	Asphalt	850/F/A/W/T
					115	Concrete	980/R/A/W/T
TWY K5	F	253	28	18	115	Asphalt	850/F/A/W/T
					115	Concrete	980/R/A/W/T
TWY K6	F	675	30	18	115	Asphalt	850/F/A/W/T
TWY K7	F	190	32	18	115	Asphalt	850/F/A/W/T
						Concrete	980/R/A/W/T
TWY K8	F	515	30	18	115	Asphalt	850/F/A/W/T
TWY K9	F	536	30	18	115	Asphalt	850/F/A/W/T
TWY K10	F	288	39	18	115	Concrete	980/R/A/W/T
TWY K11	F	190	39	18	115	Asphalt	850/F/A/W/T
						Concrete	980/R/A/W/T

**** Crossover Taxiway**

⁽¹⁾ Calculated Values: Taxiway lengths are measured along the surveyed taxiway centre lines, including around curves. Where the centrelines split into multiple curves at taxiway intersections, the straight parts of the centre lines may be extrapolated to the point of intersection with adjoining centre lines, and the lengths measured from these points.

Taxiways Restrictions:

- All aircraft operating on the movement area of an aerodrome shall display lights intended to attract attention to the aircraft.
- Maximum speed of 15 KT applied on TXL J, TXL J1, TXL J2, TXL J3, TXL U, TXL W, TXL Y, TXL Z.
- Aircraft are not permitted to carry out 180° turn on a taxiway. In some circumstances, depending on aircraft type, taxiway width and location, Airside Operations may approve such a manoeuvre with the assistance of a marshaller.
- Aircraft on TWY M and TWY N are not permitted to taxi behind aircraft holding at any RHP. This is applicable to all aircraft types.
- Crew should not take any crossovers unless specifically instructed to by ATC (this applies for arrival and departure traffic).
- For arriving traffic, taxiing onto parking stands from outer parallel taxiway is permitted, only when instructed by ATC.
- TWY K East of TWY K18 Closed.
- TWY V5 Closed.
- Flight crew shall follow the taxiway centre line at all times.

Table 2: Taxiway Details

Designation	ICAO Code	Length (M) ⁽¹⁾	Width (M)	Shoulder either side (M)	Strip (M) (minimum)	Surface	PCR
TWY K12	F	190	39	18	115	Concrete	980/R/A/W/T
TWY K13	F	508	31	18	115	Asphalt	850/F/A/W/T
TWY K14	F	190	39	18	115	Asphalt	850/F/A/W/T
TWY K15	F	515	30	18	115	Asphalt	850/F/A/W/T
TWY K15A	F	190	34	18	115	Asphalt	850/F/A/W/T
					115	Concrete	980/R/A/W/T
TWY K16	F	190	30	18	115	Asphalt	850/F/A/W/T
TWY K17	F	190	30	18	115	Asphalt	850/F/A/W/T
TWY K18	F	262	26	18	115	Asphalt	850/F/A/W/T
					115	Concrete	980/R/A/W/T
TWY L	F	815	32	18	115	Concrete	980/R/A/W/T
TWY L1	F	554	26	18	115	Asphalt	850/F/A/W/T
TWY L2B	F	98	25	18	115	Asphalt	850/F/A/W/T
TWY L3	F	449	26	18	115	Asphalt	850/F/A/W/T
TWY L4	F	445	25	18	115	Asphalt	850/F/A/W/T
TWY M	F	952	25	18	115	Concrete	980/R/A/W/T
		5268	25	18	115	Asphalt	850/F/A/W/T
TWY M1	F	292	30	18	115	Concrete	980/R/A/W/T
TWY M1A	F	327	30	18	115	Concrete	980/R/A/W/T
TWY M1B	F	192	30	18	115	Concrete	980/R/A/W/T
TWY M1C	F	192	34	18	115	Concrete	980/R/A/W/T
TWY M2	F	192	39	18	115	Concrete	980/R/A/W/T
TWY M3	F	522	30	18	115	Asphalt	850/F/A/W/T
TWY M3A	F	535	30	18	115	Asphalt	850/F/A/W/T
TWY M4	F	192	30	18	115	Asphalt	850/F/A/W/T
					115	Concrete	980/R/A/W/T
TWY M5A	F	192	38	18	115	Concrete	980/R/A/W/T
TWY M5B	F	192	38	18	115	Asphalt	850/F/A/W/T
					115	Concrete	980/R/A/W/T
TWY M6	F	523	30	18	115	Asphalt	850/F/A/W/T
TWY M7A	F	620	28	18	115	Asphalt	850/F/A/W/T
TWY M7B	F	192	38	18	115	Asphalt	850/F/A/W/T
						Concrete	980/R/A/W/T
TWY M8	F	586	30	18	115	Asphalt	850/F/A/W/T
TWY M9	F	568	27	18	115	Asphalt	850/F/A/W/T
TWY M10A	F	192	38	18	115	Concrete	980/R/A/W/T

** Crossover Taxiway

⁽¹⁾ Calculated Values: Taxiway lengths are measured along the surveyed taxiway centre lines, including around curves. Where the centrelines split into multiple curves at taxiway intersections, the straight parts of the centre lines may be extrapolated to the point of intersection with adjoining centre lines, and the lengths measured from these points.

Taxiways Restrictions:

1. All aircraft operating on the movement area of an aerodrome shall display lights intended to attract attention to the aircraft.
2. Maximum speed of 15 KT applied on TXL J, TXL J1, TXL J2, TXL J3, TXL U, TXL W, TXL Y, TXL Z.
3. Aircraft are not permitted to carry out 180° turn on a taxiway. In some circumstances, depending on aircraft type, taxiway width and location, Airside Operations may approve such a manoeuvre with the assistance of a marshaller.
4. Aircraft on TWY M and TWY N are not permitted to taxi behind aircraft holding at any RHP. This is applicable to all aircraft types.
5. Crew should not take any crossovers unless specifically instructed to by ATC (this applies for arrival and departure traffic).
6. For arriving traffic, taxiing onto parking stands from outer parallel taxiway is permitted, only when instructed by ATC.
7. TWY K East of TWY K18 Closed.
8. TWY V5 Closed.
9. Flight crew shall follow the taxiway centre line at all times.

Table 2: Taxiway Details

Designation	ICAO Code	Length (M) ⁽¹⁾	Width (M)	Shoulder either side (M)	Strip (M) (minimum)	Surface	PCR
TWY M10B	F	192	39	18	115	Asphalt	850/F/A/W/T
TWY M11	F	498	30	18	115	Asphalt	850/F/A/W/T
TWY M12A	F	597	25	18	115	Asphalt	850/F/A/W/T
TWY M12B	F	534	30	18	115	Asphalt	850/F/A/W/T
TWY M13	F	191	33	18	115	Concrete	980/R/A/W/T
TWY M13A	F	191	30	18	115	Concrete	980/R/A/W/T
TWY M13B	F	192	38	18	115	Concrete	980/R/A/W/T
TWY M14A	F	191	29	18	115	Concrete	980/R/A/W/T
TWY M14B	F	192	39	18	115	Asphalt	850/F/A/W/T
					115	Concrete	980/R/A/W/T
TWY M15	F	191	25	18	115	Concrete	980/R/A/W/T
TWY M15A	F	191	25	18	115	Concrete	980/R/A/W/T
TWY M15B	F	192	38	18	115	Asphalt	850/F/A/W/T
					115	Concrete	980/R/A/W/T
TWY M16	F	563	26	18	115	Asphalt	850/F/A/W/T
TWY M17	F	192	38	18	115	Asphalt	850/F/A/W/T
TWY M18	F	569	26	18	115	Asphalt	850/F/A/W/T
TWY M18A	F	192	33	18	115	Asphalt	850/F/A/W/T
					115	Concrete	980/R/A/W/T
TWY M19	F	192	30	18	115	Asphalt	850/F/A/W/T
TWY M20	F	192	30	18	115	Asphalt	850/F/A/W/T
TWY M21	F	264	27	18	115	Asphalt	850/F/A/W/T
					115	Concrete	980/R/A/W/T
TWY N	F	4427	25	18	115	Asphalt	850/F/A/W/T
TWY N between TWY N10 and TWY R	F	355	25	18	115	Asphalt	850/F/A/W/T
					115	Concrete	980/R/A/W/T
TWY N1	F	192	30	18	115	Concrete	980/R/A/W/T
TWY N1A	F	192	25	18	115	Concrete	980/R/A/W/T
TWY N1B	F	192	25	18	115	Concrete	980/R/A/W/T
TWY N1C	F	192	34	18	115	Concrete	980/R/A/W/T
TWY N2	F	192	39	18	115	Concrete	980/R/A/W/T
TWY N3	F	523	30	18	115	Asphalt	850/F/A/W/T
TWY N3A	F	517	30	18	115	Asphalt	850/F/A/W/T
TWY N4	F	192	39	18	115	Concrete	980/R/A/W/T
TWY N5	F	523	30	18	115	Asphalt	850/F/A/W/T

** Crossover Taxiway

⁽¹⁾ Calculated Values: Taxiway lengths are measured along the surveyed taxiway centre lines, including around curves. Where the centrelines split into multiple curves at taxiway intersections, the straight parts of the centre lines may be extrapolated to the point of intersection with adjoining centre lines, and the lengths measured from these points.

Taxiways Restrictions:

1. All aircraft operating on the movement area of an aerodrome shall display lights intended to attract attention to the aircraft.
2. Maximum speed of 15 KT applied on TXL J, TXL J1, TXL J2, TXL J3, TXL U, TXL W, TXL Y, TXL Z.
3. Aircraft are not permitted to carry out 180° turn on a taxiway. In some circumstances, depending on aircraft type, taxiway width and location, Airside Operations may approve such a manoeuvre with the assistance of a marshaller.
4. Aircraft on TWY M and TWY N are not permitted to taxi behind aircraft holding at any RHP. This is applicable to all aircraft types.
5. Crew should not take any crossovers unless specifically instructed to by ATC (this applies for arrival and departure traffic).
6. For arriving traffic, taxiing onto parking stands from outer parallel taxiway is permitted, only when instructed by ATC.
7. TWY K East of TWY K18 Closed.
8. TWY V5 Closed.
9. Flight crew shall follow the taxiway centre line at all times.

Table 2: Taxiway Details

Designation	ICAO Code	Length (M) ⁽¹⁾	Width (M)	Shoulder either side (M)	Strip (M) (minimum)	Surface	PCR
TWY N5A	F	523	30	18	115	Asphalt	850/F/A/W/T
TWY N6	F	524	30	18	115	Asphalt	850/F/A/W/T
TWY N7	F	191	33	18	115	Concrete	980/R/A/W/T
TWY N8	F	548	30	18	115	Asphalt	850/F/A/W/T
TWY N8A	F	193	33	18	115	Concrete	980/R/A/W/T
TWY N9	F	193	30	18	115	Concrete	980/R/A/W/T
TWY N10	F	193	25	18	115	Concrete	980/R/A/W/T

**** Crossover Taxiway**

⁽¹⁾ Calculated Values: Taxiway lengths are measured along the surveyed taxiway centre lines, including around curves. Where the centrelines split into multiple curves at taxiway intersections, the straight parts of the centre lines may be extrapolated to the point of intersection with adjoining centre lines, and the lengths measured from these points.

Taxiways Restrictions:

1. All aircraft operating on the movement area of an aerodrome shall display lights intended to attract attention to the aircraft.
2. Maximum speed of 15 KT applied on TXL J, TXL J1, TXL J2, TXL J3, TXL U, TXL W, TXL Y, TXL Z.
3. Aircraft are not permitted to carry out 180° turn on a taxiway. In some circumstances, depending on aircraft type, taxiway width and location, Airside Operations may approve such a manoeuvre with the assistance of a marshaller.
4. Aircraft on TWY M and TWY N are not permitted to taxi behind aircraft holding at any RHP. This is applicable to all aircraft types.
5. Crew should not take any crossovers unless specifically instructed to by ATC (this applies for arrival and departure traffic).
6. For arriving traffic, taxiing onto parking stands from outer parallel taxiway is permitted, only when instructed by ATC.
7. TWY K East of TWY K18 Closed.
8. TWY V5 Closed.
9. Flight crew shall follow the taxiway centre line at all times.

Table 2: Taxiway Details

Designation	ICAO Code	Length (M) ⁽¹⁾	Width (M)	Shoulder either side (M)	Strip (M) (minimum)	Surface	PCR
TWY N11	F	193	26	18	115	Concrete	980/R/A/W/T
TWY N12	F	193	25	18	115	Concrete	980/R/A/W/T
TXL P	F	746	25			Concrete	980/R/A/W/T
	F	3044	25			Asphalt	850/F/A/W/T
TWY P1	F	92	54	18	115	Asphalt	850/F/A/W/T
TWY P2	F	92	53	18	115	Asphalt	850/F/A/W/T
TWY P3	F	92	54	18	115	Asphalt	850/F/A/W/T
TWY P4	F	92	54	18	115	Asphalt	850/F/A/W/T
TWY P5	F	92	54	18	115	Asphalt	850/F/A/W/T
TWY P6	F	92	54	18	115	Asphalt	850/F/A/W/T
TWY P7	F	520	25	18	115	Asphalt	850/F/A/W/T
TWY P8	F	92	54	18	115	Asphalt	850/F/A/W/T
TWY P9	F	534	25	18	115	Asphalt	850/F/A/W/T
TWY P2A	F	92	61	18	115	Concrete	980/R/A/W/T
TWY P4A	F	92	61	18	115	Concrete	980/R/A/W/T
TXL Q	C	456	25			Concrete	980/R/A/W/T
TWY R	F	962	25	18	115	Asphalt	850/F/A/W/T
					115	Concrete	980/R/A/W/T
TWY R1	F	248	25	18	115	Asphalt	850/F/A/W/T
					115	Concrete	980/R/A/W/T
TXL S	F	1139	26			Asphalt	850/F/A/W/T
						Concrete	980/R/A/W/T
TXL T	F	486	27			Asphalt	850/F/A/W/T
						Concrete	980/R/A/W/T
TXL U	E	2259	23			Asphalt	850/F/A/W/T
						Concrete	980/R/A/W/T
TWY U1**	E	227	23	11	95	Asphalt	850/F/A/W/T
					95	Concrete	980/R/A/W/T
TWY U2**	E	271	23	11	95	Asphalt	850/F/A/W/T
					95	Concrete	980/R/A/W/T
TWY U3**	E	252	23	11	95	Asphalt	850/F/A/W/T
TWY U4**	E	248	23	11	95	Asphalt	850/F/A/W/T
TWY U5**	E	250	23	11	95	Asphalt	850/F/A/W/T
TWY U6**	E	245	23	11	95	Asphalt	850/F/A/W/T
TWY V	F	742	63	18	115	Asphalt	850/F/A/W/T
TWY V1	F	120	25	18	115	Asphalt	850/F/A/W/T

** Crossover Taxiway

⁽¹⁾ Calculated Values: Taxiway lengths are measured along the surveyed taxiway centre lines, including around curves. Where the centrelines split into multiple curves at taxiway intersections, the straight parts of the centre lines may be extrapolated to the point of intersection with adjoining centre lines, and the lengths measured from these points.

Taxiways Restrictions:

1. All aircraft operating on the movement area of an aerodrome shall display lights intended to attract attention to the aircraft.
2. Maximum speed of 15 KT applied on TXL J, TXL J1, TXL J2, TXL J3, TXL U, TXL W, TXL Y, TXL Z.
3. Aircraft are not permitted to carry out 180° turn on a taxiway. In some circumstances, depending on aircraft type, taxiway width and location, Airside Operations may approve such a manoeuvre with the assistance of a marshaller.
4. Aircraft on TWY M and TWY N are not permitted to taxi behind aircraft holding at any RHP. This is applicable to all aircraft types.
5. Crew should not take any crossovers unless specifically instructed to by ATC (this applies for arrival and departure traffic).
6. For arriving traffic, taxiing onto parking stands from outer parallel taxiway is permitted, only when instructed by ATC.
7. TWY K East of TWY K18 Closed.
8. TWY V5 Closed.
9. Flight crew shall follow the taxiway centre line at all times.

Table 2: Taxiway Details

Designation	ICAO Code	Length (M) ⁽¹⁾	Width (M)	Shoulder either side (M)	Strip (M) (minimum)	Surface	PCR
TWY V2	F	120	25	18	115	Asphalt	850/F/A/W/T
TWY V3	F	120	25	18	115	Asphalt	850/F/A/W/T
TWY V4	F	120	25	18	115	Asphalt	850/F/A/W/T
TWY V5	E	208	25	18	115	Asphalt	850/F/A/W/T
TXL W south of TXL Z	E	299	23			Asphalt	850/F/A/W/T
TWY W between TWY K and TXL Z	F	120	25	18	115	Asphalt	850/F/A/W/T
TWY W1	E	137	23	11	95	Asphalt	850/F/A/W/T
TXL Y south of TXL Z	E	256	30			Asphalt	850/F/A/W/T
TWY Y between TWY K and TXL Z	F	124	25	18	115	Asphalt	850/F/A/W/T
TWY Y1	E	127	23	11	95	Asphalt	850/F/A/W/T
TXL Z	F	5145	39			Asphalt	850/F/A/W/T
						Concrete	980/R/A/W/T
TXL Z1	E	442	23			Concrete	980/R/A/W/T
TWY Z2**	F	239	25	18	115	Asphalt	850/F/A/W/T
					115	Concrete	980/R/A/W/T
TWY Z3**	F	241	25	18	115	Asphalt	850/F/A/W/T
					115	Concrete	980/R/A/W/T
TWY Z4**	F	242	25	18	115	Asphalt	850/F/A/W/T
					115	Concrete	980/R/A/W/T
TWY Z5**	F	233	25	18	115	Asphalt	850/F/A/W/T
					115	Concrete	980/R/A/W/T
TWY Z6**	F	282	25	18	115	Asphalt	850/F/A/W/T
TWY Z7**	F	284	25	18	115	Asphalt	850/F/A/W/T
TWY Z8**	F	290	25	18	115	Asphalt	850/F/A/W/T
TWY Z9**	F	293	25	18	115	Asphalt	850/F/A/W/T
TWY Z10**	F	287	25	18	115	Asphalt	850/F/A/W/T
TWY Z11**	F	268	25	18	115	Asphalt	850/F/A/W/T
TWY Z15**	F	273	25	18	115	Asphalt	850/F/A/W/T
TWY Z16**	F	291	25	18	115	Asphalt	850/F/A/W/T
TWY Z17**	F	294	25	18	115	Asphalt	850/F/A/W/T

** Crossover Taxiway

⁽¹⁾ Calculated Values: Taxiway lengths are measured along the surveyed taxiway centre lines, including around curves. Where the centrelines split into multiple curves at taxiway intersections, the straight parts of the centre lines may be extrapolated to the point of intersection with adjoining centre lines, and the lengths measured from these points.

Taxiways Restrictions:

1. All aircraft operating on the movement area of an aerodrome shall display lights intended to attract attention to the aircraft.
2. Maximum speed of 15 KT applied on TXL J, TXL J1, TXL J2, TXL J3, TXL U, TXL W, TXL Y, TXL Z.
3. Aircraft are not permitted to carry out 180° turn on a taxiway. In some circumstances, depending on aircraft type, taxiway width and location, Airside Operations may approve such a manoeuvre with the assistance of a marshaller.
4. Aircraft on TWY M and TWY N are not permitted to taxi behind aircraft holding at any RHP. This is applicable to all aircraft types.
5. Crew should not take any crossovers unless specifically instructed to by ATC (this applies for arrival and departure traffic).
6. For arriving traffic, taxiing onto parking stands from outer parallel taxiway is permitted, only when instructed by ATC.
7. TWY K East of TWY K18 Closed.
8. TWY V5 Closed.
9. Flight crew shall follow the taxiway centre line at all times.

Table 2: Taxiway Details

Designation	Turn Restrictions
TWY K10	Heading South right turn onto TXL Z not AVBL
TWY Y	Heading South right turn onto TXL Z not AVBL
TWY N	Heading East left turn onto TWY R not AVBL
TWY R	Heading South right turn onto TWY N not AVBL
TWY R1	Heading North right turn onto TWY R not AVBL
TWY M	Heading West right turn onto TXL S not AVBL
TXL S	Heading West left turn onto TWY M not AVBL
TWY P8	Heading South left turn onto TWY N not AVBL
TWY W	Heading South left & right turns onto TXL Z not AVBL
TWY Z11	Heading West left turn onto TWY K4 not AVBL
TWY K18	Heading South left turn onto TWY K not AVBL
TXL Z	Heading North left turn onto TWY K10 not AVBL

Table 3: Taxiway Turn Restrictions

OMDB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	See OMDB AD 2.23.4
2	RWY and TWY markings and lights	RWY 12R/30L markings: Full ICAO runway designation, side stripes, pre-THR, displaced THR, transverse stripe, CL, TDZ, aiming point markings. RWY 12L/30R markings: Full ICAO designation, side stripes, pre-THR, displaced THR, transverse stripe, CL, TDZ, aiming point markings. TWY markings: continuous yellow CL, double yellow edge lines and transverse yellow striping on corners and curves. CAT II / III holding positions: Yellow pattern B CAT I holding positions: Yellow Pattern A IHP markings: Dashed Yellow RWY LGT: See OMDB AD 2.14 TWY LGT: LIH Yellow lights (RETIL) with 2 M lateral spacing at 300 M (3 lights), 200 M (2 lights) and 100 M (1 light) from the RET. See OMDB AD 2.15
3	Stop bars and runway guard lights	Stop bar LGT: Red inset lights. RWY holding positions (CAT I and CAT II / III) supplemented with elevated lights on either side of the holding position. Intermediate holding positions for general service road crossings are provided with Stop bar lighting. RWY guard LGT: RWY holding positions are provided with a pair of yellow flashing lights on either side of the Stop bar. IHP LGT: Full red stop bar are provided at intermediate holding positions for use during LVO only .
4	Remarks	NIL

OMDB AD 2.10 AERODROME OBSTACLES

To acquire Area 2 and Area 3 electronic obstacle data, contact details are available in [GEN 3.1.6](#)

In approach/TKOF areas					
Obstacle ID / Designation	Obstacle type	Obstacle Position	Elevation (FT) Height (FT)	Markings Lighting Type / Colour	Remarks
OMDB 1069 / BUILDING	BUILDING	251628.8N 0552010.6E	87 80	No NIL / NIL	30R TOCS
OMDB 6650 / BUILDING	BUILDING	251617.3N 0552013.8E	70 51	No NIL / NIL	30R TOCS
OMDB 6657 / BUILDING	BUILDING	251616.0N 0552008.6E	74 59	No NIL / NIL	30R TOCS
OMDB 16993 / STREETLIGHT	POLE	251358.1N 0552413.4E	107 59	No NIL / NIL	12R TOCS
OMDB 17617 / FOD_MONITOR	POLE	251444.5N 0552256.0E	52 23	Yes STD / RED	30R APPS
OMDB 18103 / APRON_LT	POLE	251547.3N 0552023.2E	113 105	No STD / RED	30L TOCS
OMDB 18250 / BLDG_PLANT	BUILDING	251611.1N 0552032.6E	45 33	No NIL / NIL	30R TOCS
OMDB 18261 / BUILDING	BUILDING	251619.0N 0552023.4E	66 56	No NIL / NIL	30R TOCS
← OMDB 18269 / BUILDING	BUILDING	251618.7N 0552017.1E	72 58	No NIL / NIL	30R TOCS
OMDB 18288 / BUILDING	BUILDING	251619.8N 0552019.9E	72 58	No NIL / NIL	30R TOCS
OMDB 23717 / BLDG_LC	BUILDING	251704.6N 0551919.2E	226 211	No NIL / NIL	30R TOCS
OMDB 23724 / BUILDING_LC	BUILDING	251705.0N 0551915.5E	227 211	No STD / RED	30R TOCS
OMDB 23757 / BLDG_AERIAL	BUILDING	251641.1N 0551816.3E	366 354	No STD / RED	30L TOCS
← OMDB 40742 / SIGNBOARD	SIGN	251358.8N 0552410.6E	105 60	No NIL / NIL	12R TOCS
← OMDB 40912 / TREE	VEGETATION	251444.8N 0552318.1E	82 45	No NIL / NIL	30R APPS
← OMDB 40677 / BLDG_AERIAL	BUILDING	251616.7N 0552010.8E	75 60	No NIL / NIL	30R TOCS
OMDB 41923 / BUILDING_AERIAL	ANTENNA	251615.4N 0552008.0E	89 75	No NIL / NIL	30R TOCS
OMDB 41974 / BUILDING_LC	BUILDING	251619.4N 0552023.2E	68 57	No NIL / NIL	30R TOCS
OMDB 42217 / TREE	VEGETATION	251444.6N 0552318.1E	85 46	No NIL / NIL	30R APPS
OMDB 42218 / TREE	VEGETATION	251444.7N 0552318.2E	83 44	No NIL / NIL	30R APPS
OMDB 42219 / TREE	VEGETATION	251445.1N 0552317.8E	84 46	No NIL / NIL	30R APPS
OMDB 42220 / TREE	VEGETATION	251445.1N 0552318.0E	87 49	No NIL / NIL	30R APPS
OMDB 42221 / TREE	VEGETATION	251445.1N 0552317.9E	87 48	No NIL / NIL	30R APPS
OMDB 42222 / TREE	VEGETATION	251445.2N 0552318.0E	87 49	No NIL / NIL	30R APPS
OMDB 42223 / TREE	VEGETATION	251445.2N 0552318.2E	84 46	No NIL / NIL	30R APPS

In circling area and at AD					
Obstacle ID / Designation	Obstacle type	Obstacle Position	Elevation (FT) Height (FT)	Markings Lighting Type / Colour	Remarks
OMDB AD 3041 / 12R_GP_MONITOR	NAVAID	251509.9N 0552200.8E	25 17	Yes NIL / NIL	
OMDB AD 4203 / ANEMOMETER	NAVAID	251418.9N 0552331.0E	85 35	Yes NIL / NIL	
OMDB AD 4205 / ANEMOMETER	NAVAID	251506.9N 0552205.3E	43 35	Yes NIL / NIL	
OMDB AD 16811 / WINDSLEEVE	NAVAID	251436.3N 0552244.7E	43 19	Yes NIL / NIL	
OMDB AD 16812 / ANEMOMETER	NAVAID	251435.3N 0552246.1E	61 37	Yes NIL / NIL	
OMDB AD 16813 / ANEMOMETER	NAVAID	251435.6N 0552245.6E	58 35	Yes NIL / NIL	
OMDB AD 17387 / STREETLIGHT	POLE	251450.1N 0552310.1E	73 43	No NIL / NIL	
OMDB AD 17607 / FOD_MONITOR	ANTENNA	251418.6N 0552315.9E	66 25	Yes STD / RED	
OMDB AD 17608 / FOD_MONITOR	ANTENNA	251426.1N 0552302.2E	61 26	Yes STD / RED	
OMDB AD 17611 / FOD_MONITOR	ANTENNA	251430.4N 0552254.5E	57 28	Yes STD / RED	
OMDB AD 17612 / FOD_MONITOR	ANTENNA	251435.7N 0552245.4E	52 28	Yes STD / RED	
OMDB AD 17616 / FOD_MONITOR	ANTENNA	251444.1N 0552230.3E	43 25	Yes STD / RED	
OMDB AD 17620 / FOD_MONITOR	ANTENNA	251452.2N 0552242.1E	50 26	Yes STD / RED	
OMDB AD 17810 / FOD_MONITOR	ANTENNA	251458.5N 0552230.6E	44 27	Yes STD / RED	
OMDB AD 17811 / FOD_MONITOR	ANTENNA	251503.3N 0552221.8E	40 25	Yes STD / RED	
OMDB AD 17814 / FOD_MONITOR	ANTENNA	251509.2N 0552210.9E	34 27	Yes STD / RED	
OMDB AD 17815 / FOD_MONITOR	ANTENNA	251516.5N 0552158.3E	32 26	Yes STD / RED	
OMDB AD 17819 / FOD_MONITOR	ANTENNA	251450.2N 0552218.8E	39 27	Yes STD / RED	
OMDB AD 17822 / FOD_MONITOR	ANTENNA	251456.7N 0552207.3E	35 28	Yes STD / RED	
OMDB AD 17823 / FOD_MONITOR	ANTENNA	251503.0N 0552155.7E	32 26	Yes STD / RED	
OMDB AD 17830 / ANTENNA	ANTENNA	251508.5N 0552203.4E	23 16	No NIL / NIL	
← OMDB AD 18427 / FOD_MONITOR	ANTENNA	251557.6N 0552044.1E	33 27	Yes STD / RED	
OMDB AD 18454 / FOD_MONITOR	ANTENNA	251546.4N 0552104.0E	33 27	Yes STD / RED	
OMDB AD 18455 / FOD_MONITOR	ANTENNA	251538.8N 0552117.7E	33 26	Yes STD / RED	
OMDB AD 18697 / FOD_MONITOR	ANTENNA	251532.1N 0552129.5E	32 27	Yes STD / RED	
OMDB AD 18698 / FOD_MONITOR	ANTENNA	251528.1N 0552136.8E	33 27	Yes STD / RED	
OMDB AD 18701 / FOD_MONITOR	ANTENNA	251522.0N 0552147.9E	33 26	Yes STD / RED	
OMDB AD 18702 / FOD_MONITOR	ANTENNA	251516.7N 0552130.8E	32 27	Yes STD / RED	

In circling area and at AD					
Obstacle ID / Designation	Obstacle type	Obstacle Position	Elevation (FT) Height (FT)	Markings Lighting Type / Colour	Remarks
OMDB AD 18706 / FOD_MONITOR	ANTENNA	251514.2N 0552135.7E	32 27	Yes STD / RED	
OMDB AD 18713 / ANTENNA	ANTENNA	251550.4N 0552113.4E	23 16	No NIL / NIL	
OMDB AD 18819 / ANTENNA	ANTENNA	251500.8N 0552242.8E	39 15	No NIL / NIL	
OMDB AD 18859 / 30L_GP_MAST	NAVAID	251418.5N 0552333.6E	105 54	Yes STD / RED	
OMDB AD 18862 / ANTENNA	ANTENNA	251418.5N 0552333.4E	67 16	No STD / RED	
OMDB AD 18918 / FOD_MONITOR	ANTENNA	251408.3N 0552334.9E	78 28	Yes STD / RED	
OMDB AD 18919 / FOD_MONITOR	ANTENNA	251409.9N 0552332.1E	76 27	Yes STD / RED	
OMDB AD 18923 / 12R_GP_MAST	NAVAID	251508.6N 0552203.2E	62 54	Yes STD / RED	
OMDB AD 18938 / 30L_GP_MONITOR	NAVAID	251416.8N 0552336.7E	69 16	Yes NIL / NIL	
OMDB AD 18962 / ATC_AERIAL	CONTROL_TOWER	251502.4N 0552127.4E	289 281	Yes STD / RED	
OMDB AD 18968 / WINDSLEEVE	NAVAID	251408.7N 0552334.5E	71 21	Yes STD / RED	
OMDB AD 18969 / WINDSLEEVE	NAVAID	251513.9N 0552135.6E	26 21	Yes STD / RED	
OMDB AD 29068 / MAST_LIGHTNING_CONDUCTOR	ANTENNA	251410.9N 0552315.9E	143 98	No STD / RED	
OMDB AD 29126 / BUILDING_OBS_LIGHT	BUILDING	251522.7N 0552205.5E	30 21	No STD / RED	
OMDB AD 29127 / BUILDING	BUILDING	251522.5N 0552205.5E	29 20	No NIL / NIL	
OMDB AD 29250 / 12L_GP_MAST	NAVAID	251550.5N 0552113.3E	58 51	Yes STD / RED	
OMDB AD 29253 / 12L_GP_MONITOR	NAVAID	251551.8N 0552110.6E	22 15	Yes STD / RED	
OMDB AD 29265 / 30R_GP_MONITOR	NAVAID	251458.9N 0552245.9E	41 17	Yes STD / RED	
OMDB AD 29266 / ANEMOMETER	NAVAID	251501.3N 0552241.5E	60 36	Yes STD / RED	
OMDB AD 29268 / ANEMOMETER	NAVAID	251545.5N 0552107.2E	44 37	Yes STD / RED	
OMDB AD 40294 / 30R_GP_MAST	NAVAID	251500.7N 0552242.9E	73 49	Yes STD / RED	
OMDB AD 40917 / MAST	ANTENNA	251414.1N 0552310.8E	133 89	NO STD / RED	

OMDB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	National Center of Meteorology (NCM)
2	Hours of service MET Office outside hours	H24 NIL
3	Office responsible for TAF preparation Periods of validity	DUBAI MET 30 HR issued every 6 HR
4	Trend forecast and Interval of issuance	TREND H24 issued every 1/2 HR
5	Briefing/consultation provided	AOCC, P, T, D Internet
6	Flight documentation Language(s) used	C, TB English
7	Charts and other information available for briefing or consultation	P _{50 - 450} , SWH, SWM, SWL
8	Supplementary equipment available for providing information	MSG, AWOS, Weather Radar
9	ATS units provided with information	OMDB, OMSJ, OMRK, OMDW
10	Additional information (limitation of service, etc.)	Tel: +971 4 504 2990 (Forecaster) Wind Shear Warnings. See OMDB AD 2.23.8

Abbreviations

P = Personal, T = Telephone, D = Self-Briefing Display, C = Charts,
 TB = Tabular Data, P_{50 - 450} = Prognostic Upper Air Chart FL50-FL450, SWH = Significant Weather High (Chart),
 SWM = Significant Weather Medium (Chart), SWL = Significant Weather Low (Chart)
 Internet: www.avmet.ae - Registration required.

Mean daily maximum and minimum temperatures (°C) for each month of the year

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Maximum	24	26	29	34	38	40	42	42	40	36	31	27
Minimum	15	16	19	22	26	29	31	31	29	25	21	17

OMDB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY(M)	Strength (PCR) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
12R	121° / 119°	4447 x 60	850/F/A/W/T Asphalt	251510.21N 0552151.75E 251407.06N 0552345.61E -111.8 FT	10.9 FT 16.6 FT
30L	301° / 299°	4447 x 60	850/F/A/W/T Asphalt	251409.31N 0552341.57E 251522.30N 0552129.92E -111.8 FT	59.8 FT 59.8 FT
12L	121° / 119°	4351 x 60	850/F/A/W/T Asphalt	251552.66N 0552101.52E 251446.67N 0552300.51E -111.8 FT	11.7 FT 11.8 FT
30R	301° / 299°	4351 x 60	850/F/A/W/T Asphalt	251451.75N 0552251.35E 251600.28N 0552047.76E -111.8 FT	32.6 FT 32.6 FT

Slope of RWY-SWY			SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA (M)	Arresting system
7			8	9	10	11	12
12R	0% (first 592 M) +0.5% (next 3758 M)	+0.5% (first 132 M) -0.2% (next 87 M)	189 x 60	60 x 150	* x 280	240 x 150	Not Implemented
30L	-0.5% (first 3758 M) 0% (next 592 M)	0%	235 x 60	60 x 150	* x 280	240 x 150	
12L	0% (first 2522 M) +0.4% (next 1528 M)	+0.4%	126 x 60	60 x 150	* x 280	240 x 150	
30R	-0.4% (first 1828 M) 0% (next 2472 M)	0%	61 x 60	60 x 150	* x 280	240 x 150	

Obstacle Free Zone		Remarks
13		14
12R	Provided in compliance with CAR AGA PART ADR - ADR.OPS.B.075 Safeguarding of aerodromes and surroundings and in accordance with ICAO Annex 14 and PANS-OPS Volume II.	THR displaced by 715 M Strip dimensions: * 280 M wide over full length extending to 60 M beyond each end of pavement. RWY 12R has 7.5 M asphalt load bearing shoulders and 10 M non load bearing sealed area on both sides. 180° turns on RWY 12R are not permitted for aircraft larger than A320.
30L		THR displaced by 132 M Strip dimensions: * 280 M wide over full length extending to 60 M beyond each end of pavement. RWY 30L has 7.5 M asphalt load bearing shoulders and 10 M non load bearing sealed area on both sides. 180° turns on RWY 30L are not permitted for aircraft larger than A320.
12L		THR displaced by 450 M Strip dimensions: * 280 M wide over full length extending to 60 M beyond each end of pavement. RWY 12L has 7.5 M asphalt load bearing shoulders and 12.5 M non load bearing sealed area on both sides. 180° turns on RWY 12L are not permitted for aircraft larger than A320.
30R		THR displaced by 300 M Strip dimensions: * 280 M wide over full length extending to 60 M beyond each end of pavement. RWY 30R has 7.5 M asphalt load bearing shoulders and 12.5 M non load bearing sealed area on both sides. 180° turns on RWY 30R are not permitted for aircraft larger than A320.

OMDB AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
12R	4315	4375	4504	3600	NIL
30L	4447	4507	4682	4315	See Note 3
12L	4050	4110	4176	3600	NIL
30R	4300	4360	4361	4000	See Note 2
12R	4129	4189	4318		Take-off from M5B
12R	4125	4185	4314		Take-off from K2
12R	3708	3768	3897		Take-off from K3
12R	3615	3675	3804		Take-off from M7B
12R	3610	3670	3799		Take-off from K4
12R	3513	3573	3702		Take-off from K5
12R	2878	2938	3067		Take-off from M10B
12R	2875	2935	3064		Take-off from K7
12R	1977	2037	2166		Take-off from K10
12R	1967	2027	2156		Take-off from M13B
12R	1879	1939	2068		Take-off from K11
12R	1870	1930	2059		Take-off from M14B
30L	4350	4410	4585		Take-off from K16
30L	4350	4410	4585		Take-off from M19
30L	4252	4312	4487		Take-off from K15A
30L	4251	4311	4486		Take-off from M18A
30L	3327	3387	3562		Take-off from K14
30L	3326	3386	3561		Take-off from M17
30L	2742	2802	2977		Take-off from K12
30L	2742	2802	2977		Take-off from M15B
30L	2485	2545	2720		Take-off from M14B
30L	2475	2535	2710		Take-off from K11
30L	2388	2448	2623		Take-off from M13B
30L	2377	2437	2612		Take-off from K10
12L	3953	4013	4079		Take-off from M1A
12L	3950	4010	4076		Take-off from N1A
12L	3853	3913	3979		Take off from M1B
12L	3850	3910	3976		Take-off from N1B
12L	3576	3636	3702		Take-off from M1C
12L	3576	3636	3702		Take-off from N1C
12L	3244	3304	3370		Take-off from M2
12L	3244	3304	3370		Take-off from N2
12L	2249	2309	2375		Take-off from N4
12L	2249	2309	2375		Take-off from M5A
30R	4175	4235	4236		Take-off from M15 See Note 2.
30R	4175	4235	4236		Take-off from N11 See Note 2.

Note 1: RWY 30L Take-off from TWY K9 not available.

Note 2: RWY 30R full-length figures shown are from TWY M15A / TWY N12 entry points. However, due to staggered runway separation procedures the primary RWY 30R entry point is at the TWY M14A / TWY N10 intersection. Departure from TWY M15A / TWY N12 intersection or from the TWY M15 / TWY N11 intersection may be subject to additional delay and must be requested from Clearance Delivery prior to taxi.

Note 3: RWY 30L full-length figures shown are from TWY K17 / TWY M20 intersection. Aircraft entering RWY 30L from TWY K18 / TWY M21 intersection must taxi forward without delay to the TWY K17 / TWY M20 intersection position before commencing take-off run.

Note 4: Intersection departures via Rapid Exit Taxiways (RETs) are not permitted.

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
30R	4051	4111	4112		Take-off from M14A See Note 2.
30R	4049	4109	4110		Take-off from N10 See Note 2.
30R	3954	4014	4015		Take-off from M13A
30R	3954	4014	4015		Take-off from N9
30R	3855	3915	3916		Take-off from M13
30R	3855	3915	3916		Take-off from N8A
30R	3040	3100	3101		Take-off from M10A
30R	3038	3098	3099		Take-off from N7

Note 1: RWY 30L Take-off from TWY K9 not available.

Note 2: RWY 30R full-length figures shown are from TWY M15A / TWY N12 entry points. However, due to staggered runway separation procedures the primary RWY 30R entry point is at the TWY M14A / TWY N10 intersection. Departure from TWY M15A / TWY N12 intersection or from the TWY M15 / TWY N11 intersection may be subject to additional delay and must be requested from Clearance Delivery prior to taxi.

Note 3: RWY 30L full-length figures shown are from TWY K17 / TWY M20 intersection. Aircraft entering RWY 30L from TWY K18 / TWY M21 intersection must taxi forward without delay to the TWY K17 / TWY M20 intersection position before commencing take-off run.

Note 4: Intersection departures via Rapid Exit Taxiways (RETs) are not permitted.

2.13.1 For the purpose of performance calculations the STD departure points are:

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

Crews should base their performance calculations on departure from standard departure points from the notified runway in use if there is no restriction to payload.

ATC may tactically use a different departure point nearer the runway end based on the traffic situation.

If the standard departure point is insufficient, crews must advise ATC of the required departure point on first contact. There may be a delay for these departures based on runway dependency requirements, as priority will be given to STD departure points.

Requests for departures from other than the notified runway in use may not be available. They will be subject to approval from ATC on a case by case basis and may be subject to extensive delays.

Note: See [OMDB AD 2.22.12](#) Intersection Departures.

OMDB AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT Type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, Colour, INTST	RWY edge LGT LEN, spacing, Colour INTST	RWY End LGT Colour WBAR	SWY LGT LEN (M) Colour	Remarks
1	2	3	4	5	6	7	8	9	10
12R	ICAO CAT III precision approach lighting system including distance coded CL with sequence flashing lights from 900 M to 300 M, Flashing RTIL Supplementary Approach Light: Side row lights - LIH red side row barrettes extending 270 M from DTHR.	LIH green wing bars	PAPI Both/3° (72 FT)	LIH white directional 900 M long, 30 M spacing	LIH white bi-directional, 15 M spacing, first 3420 M white, next 600 M alternate white / red, last 300 M red	LIH bi-directional, 60 M spacing, first 720 M red, next 3000 M white, last 600 M yellow	LIH, Red, NIL Wing bars	Red	NIL
30L	ICAO CAT III precision approach lighting system including distance coded CL with sequence flashing lights from 900 M to 300 M, Flashing RTIL Supplementary Approach Light: Side row lights - LIH red side row barrettes extending 270 M from DTHR.	LIH green wing bars	PAPI Both/3° (85 FT)	LIH white directional 900 M long, 30 M spacing	LIH white bi-directional, 15 M spacing, first 3420 M white, next 600 M alternate white / red, last 300 M red	LIH bi-directional, 60 M spacing, first 3720 M white, last 600 M yellow	LIH, Red, NIL Wing bars	Red	NIL
12L	ICAO CAT III precision approach lighting system including distance coded CL with sequence flashing lights from 900 M to 300 M, Flashing RTIL Supplementary Approach Light: Side row lights - LIH red side row barrettes extending 270 M from DTHR.	LIH green wing bars	PAPI Both/3° (61 FT)	LIH white directional 900 M long, 30 M spacing	LIH white bi-directional, 15 M spacing, first 3100 M white, next 600 M alternate white / red, last 300 M red	LIH bi-directional, 60 M spacing, first 400 M red, next 3000 M white, last 600 M yellow	LIH, Red, NIL Wing bars	Red	NIL
30R	ICAO CAT III precision approach lighting system including distance coded CL with sequence flashing lights from 900 M to 300 M, Flashing RTIL Supplementary Approach Light: Side row lights - LIH red side row barrettes extending 270 M from DTHR.	LIH green wing bars	PAPI Both/3° (69 FT)	LIH white directional 900 M long, 30 M spacing	LIH white bi-directional, 15 M spacing, first 3100 M white, next 600 M alternate white / red, last 300 M red	LIH bi-directional, 60 M spacing, first 3400 M white, last 600 M yellow	LIH, Red, NIL Wing bars	Red	NIL

OMDB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and operational hours	NIL
2	LDI location and LGT Anemometer location and LGT WDI	NIL Anemometer RWY 12L: located 105 M from the RWY CL on the right side (S) and 250 M beyond the DTHR. Anemometer RWY 30L: located 100 M from the RWY CL on the right side (N) and 405 M beyond the DTHR. Anemometer RWY 30L: located 124 M from the RWY CL on the left side (S) and 1743 M beyond the DTHR. Anemometer RWY 30L: located 124 M from the RWY CL on the left side (S) and 1758 M beyond the DTHR. Anemometer RWY 30L: located 111 M from the RWY CL on the right side (N) and 3222 M beyond the DTHR. Anemometer RWY 12R: located 111 M from the RWY CL on the left side (N) and 378 M beyond the DTHR. Anemometer RWY 30R: located 106 M from the RWY CL on the right side (N) and 388 M beyond the DTHR. Anemometer RWY 30R: located 102 M from the RWY CL on the left side (S) and 3360 M beyond the DTHR. WDIs: Illuminated, fabric orange cone and obstruction light. WDI RWY 12L: located 249.13 M (N) from the RWY CL, 223.18 M (NW) beyond the DTHR. WDI RWY12R: located (E) of TWY K2 139.22 M (S) from the RWY CL. WDI RWY 30L: located 118.85 M (S) from the RWY CL (W) of TWY K15A. WDI between TWY K and (S) RWY 12R/30L: located 70.29 M (E) of TWY K11 CL, 69.88 M (N) of TWY K CL.
3	TWY edge and centre line lights	Edge LGT: blue omni directional inset lights only at turns CL LGT: green bi - directional lights; 15 M spacing on straight sections and 7.5 M spacing on curved sections; 7.5 M spacing on sections 60 M before and after the curve. Exit taxiways are provided with alternate green / yellow lights.
4	Secondary power supply/switch-over time	Conforms fully with the requirements of CAR AGA PART ADR - Table CS-S- 1 and ICAO Annex 14, chapter 8 for CAT III operations.
5	Remarks	Apron lights: Floodlights

OMDB AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	TLOF WEST: 251406.67N 0552325.00E, 130 M to HOLD V - K15 on centre line of TWY V. TLOF CENTRE: 251401.80N 0552333.79E, 25 M west of HOLD V - K16 on TWY V. TLOF EAST: 251357.13N 0552342.22E, 30 M to HOLD V - K17 on centre line of TWY V. GUND: NIL
2	TLOF and/or FATO elevation M/FT	TLOF WEST: 15 M. TLOF CENTRE: 15 M. TLOF EAST: 15 M.
3	TLOF and FATO area dimensions, surface, strength, marking	TLOF / FATO are coincident. TLOF WEST: 30 M x 30 M (D-Value 20 M), Asphalt PCR 850/F/A/W/T, White. TLOF CENTRE: 30 M x 30 M (D-Value 20 M), Asphalt PCR 850/F/A/W/T, White. TLOF EAST: 30 M x 30 M (D-Value 20 M), Asphalt PCR 850/F/A/W/T, White.
4	True BRG of FATO	FATO WEST: 114° / 294°. FATO CENTRE: 121° / 301°. FATO EAST: 128° / 308°.
5	Declared distance available	FATO WEST TODAH/LDAH: 30 M/30 M. FATO CENTRE TODAH/LDAH: 30 M/30 M. FATO EAST TODAH/LDAH: 30 M/30 M.
6	APP and FATO lighting	NOT AVBL.
7	Remarks	As directed by ATC. Only for approved operators. Helicopter operations at OMDB require pre-approval from DAW. Details on Obstacles available upon request. See OMDB AD 2.20.7.6 for restrictions.

OMDB AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	DUBAI CTR Straight lines joining positions 252403N 0551711E 251500N 0553300E 251500N 0554200E 251400N 0554200E 250600N 0552750E 250600N 0551840E 251056N 0551855E 251222N 0551618E 251748N 0550814E 252000N 0551000E 252403N 0551711E
2	Vertical limits	1,500 FT AMSL / GND
3	Airspace classification	D
4	ATS unit call sign Language(s)	DUBAI TOWER English
5	Transition altitude	13,000 FT
6	Remarks	Activities affecting airspace within the Dubai CTR are subject to safety and impact assessments. A formal request must be submitted to DANS at least 15 working days prior to the planned activity to allow for necessary coordination. Requests shall be submitted via email to dans_api@dans.gov.ae.

OMDB AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel(s)	SATVOICE	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
APP	DUBAI ARRIVALS	124.900 MHz (PRI)	Not Implemented	Not Implemented	H24	EMERG 121.500 MHz
		120.250 MHz (SRY)			H24	
	DUBAI DIRECTOR	127.900 MHz (PRI)			O/R	EMERG 121.500 MHz
		120.250 MHz (SRY)			O/R	
	DUBAI DEPARTURES NORTH	124.675 MHz (PRI)			H24	EMERG 121.500 MHz
		120.250 MHz (SRY)			H24	
	DUBAI DEPARTURES SOUTH	121.025 MHz (PRI)			H24	EMERG 121.500 MHz
		120.250 MHz (SRY)			H24	
	MINHAD APPROACH	122.500 MHz (PRI)			H24	EMERG 121.500 MHz
		126.025 MHz (SRY)			H24	
TWR	DUBAI TOWER	118.750 MHz (PRI) AIR NORTH	Not Implemented	Not Implemented	H24	EMERG 121.500 MHz
		119.550 MHz (PRI) AIR SOUTH			H24	
		119.050 MHz (SRY)			H24	
DXB FIS	DUBAI TOWER	126.775 MHz	Not Implemented	Not Implemented	H24	Only applicable to VFR traffic operating within the DUBAI CTR - Class D Airspace. VFR traffic unable to establish contact with DUBAI TOWER on 126.775 MHz shall remain clear of DUBAI CTR - Class D Airspace until contact is established with DUBAI TOWER on either 118.750 MHz (When RWY 12 L/R in use) or 119.550 MHz (When RWY 30 L/R in use).

Service designation	Call sign	Channel(s)	SATVOICE	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
GND	DUBAI GROUND	118.350 MHz (PRI) GMC-1	Not Implemented	Not Implemented	H24	NIL
		121.650 MHz (PRI) GMC-2				Aircraft on TXL P, APRON C, APRON E, APRON Q, APRON S and Emirates hangar shall contact GROUND MOVEMENT CONTROL on this frequency.
		118.850 MHz (SRY)				NIL
CLEARANCE DELIVERY	DUBAI DELIVERY	120.350 MHz	Not Implemented	Not Implemented	H24	Service available via Datalink (DCL) from 30 minutes before until 30 minutes after EOBT. When requesting clearance via DCL, ensure aircraft type is entered exactly as per flight plan. Pilots shall advise in receipt of clearance when requesting pushback. Voice message shall be used if not datalink equipped.
D-ATIS	DUBAI AIRPORT	131.700 MHz DEP	Not Implemented	Not Implemented	H24	Data Link Service Available. IDENT OMDB. Messages comply with ARINC 623 Standards. Data updated as required
		126.275 MHz ARR			H24	

OMDB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service volume radius from the GBAS reference point	Remarks
1	2	3	4	5	6	7	8
LOC RWY 30L (2° E/2020) ILS CAT III	IDBW	111.300 MHz	H24	251531.5N 0552113.4E			MAINT on runway closure
GP RWY 30L		332.300 MHz	H24	251418.5N 0552333.6E			Angle 3°; RDH 50 FT; MAINT on runway closure
DME RWY 30L	IDBW	CH 50X	H24	251418.5N 0552333.6E	72 FT		Co - located with GP; Zero indication at TDZ
LOC RWY 12R (2° E/2020) ILS CAT III	IDBE	109.500 MHz	H24	251400.9N 0552356.7E			MAINT on runway closure ILS RWY 12R LOC CLR SGL reduced coverage due to ACFT hangar. Beyond 17 NM, BLW 3000 FT AMSL and beyond 20 DEG left of RCL, LOC is not to be used for guidance.
GP RWY 12R		332.600 MHz	H24	251508.6N 0552203.2E			Angle 3°; RDH 53 FT; MAINT on runway closure
DME RWY 12R	IDBE	CH 32X	H24	251508.6N 0552203.2E	30 FT		Co - located with GP; Zero indication at TDZ
LOC RWY 30R (2° E/2020) ILS CAT III/E/4	IDBR	110.900 MHz	H24	251605.6N 0552038.2E			MAINT on runway closure
GP RWY 30R		330.800 MHz	H24	251500.6N 0552243.0E			Angle 3°; RDH 53 FT; MAINT on runway closure
DME RWY 30R	IDBR	CH 46X	H24	251500.6N 0552243.0E	45 FT		Co - located with GP; Zero indication at TDZ
LOC RWY 12L (2° E/2020) ILS CAT III/E/4	IDBL	110.100 MHz	H24	251444.0N 0552305.4E			MAINT on runway closure
GP RWY 12L		334.400 MHz	H24	251550.5N 0552113.2E			Angle 3°; RDH 50 FT; MAINT on runway closure
DME RWY 12L	IDBL	CH 38X	H24	251550.5N 0552113.2E	29 FT		Co - located with GP; Zero indication at TDZ

OMDB AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1. Right hand traffic circuit RWY 12R & 12L.

2.20.2. Visual circuits / approaches both RWYs downwind leg to be made south of Dubai town avoiding Zabeel Palace.

2.20.3. RWY 12R & 12L base leg over the sea, aircraft are to be established on final track before crossing the coast inbound.

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

2.20.5. Minimum Runway Occupancy:

2.20.5.1 In order to maximise runway capacity aircraft shall minimise runway occupancy time.

a. Arrivals

- * Unless otherwise advised by ATC, expect to vacate the runway via a RET.
- * ATC will advise aircraft on final approach of the expected runway exit point. This will normally be a RET and pilots must advise ATC as soon as practicable if unable to comply.
- * Aircraft are expected to vacate the runway expeditiously and pilots are reminded to keep moving until the aircraft is completely clear of the runway stop bars on exiting.

Distance (M) from RWY DTHR to assigned RET							
RWY 12L		RWY 12R		RWY 30L		RWY 30R	
Vacate LEFT	Vacate RIGHT	Vacate LEFT	Vacate RIGHT	Vacate LEFT	Vacate RIGHT	Vacate LEFT	Vacate RIGHT
N5A 1825	M7A 1825	M16 2144	K13 2154	K9 2029	M12B 2029	M6 1775	N5 1775
N6 2143	M9 2143	M18 2745	K15 2845	K8 2390	M11 2387	M3A 2351	N3A 2356
N8 2759	M12A 2759	-	-	K6 2881	M8 2746	M3 2745	N3 2745

Note:

1. ATC will assign a runway exit point upon first contact with DUBAI TOWER.
2. Pilots are expected to vacate the runway at the assigned exit point.
3. Pilots must advise ATC if unable to comply for performance reasons.
4. ATC will assign a runway exit point based on the following:
 - a. Aircraft type and performance
 - b. Surface wind direction and speed
 - c. Runway surface conditions
 - d. Runway demand
 - e. Application of RRSM (Reduced Runway Separation Minima)
 - f. Application of eWTS (Enhanced Wake Turbulence Separation)
 - g. Taxiway restrictions
 - h. Runway closures
 - i. Location of parking stand
 - j. Ground flow and complexity
 - k. Any other operational requirements
5. During dual RWY 30 operations, all arrivals landing RWY 30L shall vacate LEFT unless otherwise instructed.
6. Pilots shall remain on DUBAI TOWER frequency until instructed to change.

b. Departures

- * eWTS time based wake turbulence separation will be applied (See [OMDB AD 2.22.13.2](#)).
- * On receipt of the line-up clearance, aircraft shall taxi into position expeditiously.
- * If pilots require more separation than the eWTS time-based standard, or extra time for any other reason, advise ATC early PRIOR to entering the runway, NOT when on the runway. When informed, ATC may be able to make changes in the departure sequence, if necessary, to minimise delays to other succeeding departures.
- * Cockpit checks shall be complete prior to line-up.
- * Once ATC issues a take-off clearance, if there is any unreasonable delay in the aircraft commencing the take-off roll, ATC may cancel the take-off clearance and reposition the aircraft in the departure sequence. When cleared for take-off, ATC will expect and will have planned on seeing movement within 8 to 10 seconds of the take-off clearance being issued.

Note: Aircraft that cannot comply with these requirements are to notify ATC as soon as possible.

2.20.5.2 Conditional Line-up Clearance

2.20.5.2.1 On receipt of a line-up clearance pilots shall ensure, complying with safety and standard operating procedures, that they are able to line-up on the runway as soon as the preceding aircraft has commenced take-off roll.

2.20.5.2.2 Pilots in receipt of a conditional line-up clearance on a preceding departing aircraft shall remain behind the subject aircraft but may cross the runway holding point, subject to no illuminated red stop bar and then enter the runway upon receipt of the clearance. There is no requirement for the subject aircraft to have commenced take-off roll before entering the runway. Pilots must be aware that there may be a blast hazard as the aircraft on the runway applies power.

2.20.5.2.3 Pilots in receipt of a conditional clearance shall not cross an illuminated stop bar until it has been deselected by ATC.

2.20.6 Using OMDB (DUBAI / INTERNATIONAL) as alternate aerodrome for diversion flights

2.20.6.1 Dubai International is not available as an alternate aerodrome for Cargo Flights.

2.20.6.2 Non-emergency diversions by Cargo Flights will be routed to OMDW (DUBAI / AL MAKTOUM INTERNATIONAL).

2.20.6.3 All General Aviation Flights shall be routed to OMDW (DUBAI / AL MAKTOUM INTERNATIONAL) in case of diversion.

2.20.6.4 OMDB (DUBAI / INTERNATIONAL) may only be listed as an alternate for Passenger Flights scheduled to arrive between:

- 0300 - 0800 UTC
- 1000 - 1500 UTC
- 2300 - 0100 UTC

2.20.7 Local VFR regulations

2.20.7.1 Maximum speed on published VFR routes is 125 KIAS.

2.20.7.2 Before entering DUBAI CTR Class D airspace, the pilot in command of a VFR or SVFR aircraft shall establish two-way radio communication with DUBAI TOWER on frequency 126.775 MHz and shall maintain it while in Class D airspace.

Note 1: Radio contact must be initiated far enough from the Class D airspace boundary to preclude entering the Class D airspace before two-way radio communication is established. If the controller responds with instructions to enter the CTR then radio communications have been established and the pilot may enter the Class D airspace.

Note 2: If workload or traffic conditions prevent immediate entry into the Class D airspace, the controller will inform the pilot to remain outside of the CTR until conditions permit entry.

Example "... (Aircraft call sign) remain outside the control zone/controlled airspace..."

2.20.7.3 In initiating two-way communications, the pilot shall advise current position, altitude, intention and any request.

2.20.7.4 Radiotelephony Phraseology: On first contact with Dubai Tower pilots shall use the following RTF Phraseology format:

DUBAI TOWER, CALLSIGN, POSITION, ALTITUDE, ROUTE DESIGNATOR (for initial part of the route), DESTINATION (if within the CTR) / EXIT POINT.

Example: Pilot: "Dubai Tower – A6ABC – Safa Park – VR1 – Nikki Beach"

ATC: "ABC – QNH 1010 – Routing Approved – No reported traffic/Traffic is ..."

2.20.7.5 Except in case of emergency, helicopter landing not allowed on or around Palm Jumeirah without written permission of DCAA.

2.20.7.6 Except in case of emergency, helicopter movements not permitted at OMDB except helicopters landing at Dubai Air Wing (DAW) with DAW approval.

OMDB AD 2.21 NOISE ABATEMENT PROCEDURES

2.21.1. Except for passenger operations, aircraft not in possession of noise certification in accordance with the standards of Annex 16 to the ICAO and/or aircraft 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 OMDB.

OMDB AD 2.22 FLIGHT PROCEDURES

Note 1: RNAV 1 performance required for IFR flights.

Note 2: All turns within the Dubai CTA on a SID, STAR, or while being vectored by ATC must be executed at a bank angle of 25° or at a rate of 3° per second (rate one turn), unless otherwise instructed by ATC.

Note 3: ATC instructions must be followed immediately.

2.22.1 Initial contact instructions - Departures

Departing aircraft shall pass the following information to DUBAI DELIVERY on request for start-up:

- a. Aircraft callsign
- b. Aircraft type
- c. Parking stand
- d. Destination
- e. Advise if unable to comply with SID minimum climb gradient and/or speed restriction

2.22.2 Initial contact instructions - Airborne

2.22.2.1 On initial call, departing IFR aircraft shall pass the following information to DUBAI DEPARTURES:

- a. Aircraft callsign
- b. Passing level
- c. Departure speed, if unable to comply with SID minimum speed restrictions (See [OMDB AD 2.22.4.6](#))

2.22.2.2 On initial call, arriving IFR aircraft shall pass the following information to DUBAI ARRIVALS:

- a. Aircraft callsign
- b. Passing level
- c. Aircraft Type, including series

Note 1: Inbound traffic shall advise DUBAI ARRIVALS on first contact if full runway length is required.

Note 2: Dubai International applies special landing procedures over a H24 period for runways 12L / 30R and 12R / 30L (See [OMDB AD 2.23.6](#).) In order that ATC can plan final approach spacing accordingly, inbound arrivals shall advise DUBAI ARRIVALS on first contact if their airline SOPs prevent them from participating in these procedures.

2.22.2.3 Aircraft crews commencing a descent in accordance with ATC instruction shall immediately advise ATC if their rate of descent during the level change will be less than 500 FT per minute.

2.22.2.4 In order to avoid frequency congestion when changing from DUBAI ARRIVALS to DUBAI DIRECTOR, state only: DUBAI DIRECTOR, [aircraft call sign] (e.g. DUBAI DIRECTOR UAE123) unless otherwise instructed.

2.22.3 COORDINATED ARRIVAL SLOT TIME

2.22.3.1 Due capacity constraints from 0000 - 0259 UTC and 1800 - 2200 UTC, airlines and flight crews shall arrange their flights to arrive at their coordinated slot time (STA). This time should be planned using a nominal holding time of 8 minutes.

2.22.4 Standard Instrument Departures (SID)

2.22.4.1 ATC clearances issued to traffic departing from OMDB will include a SID. Pilots are required to strictly follow ATC advised SID clearance and ensure correct read back of SID clearance at all times.

2.22.4.2 Departing aircraft shall remain on Tower frequency until instructed otherwise by DUBAI TOWER.

2.22.4.3 Departing IFR aircraft while on a SID or under radar control are required to:

- a. Climb initially to 4,000 FT and expect further climb only when instructed by ATC.
- b. Minimum ATC Climb Gradients:
 - i. All SIDs except for KUTLI 4F and EMERU 2F: 5.0% (300 FT per NM) to 8,000 FT.
 - ii. KUTLI 4F and EMERU 2F: 7.0% (425 FT per NM) to 8,000 FT.
- c. Maintain a maximum speed of 250 KIAS below 10,000 FT except where specified elsewhere.
- d. Minimum Obstacle Climb Gradients:
 - i. RWY 12R: EMERU 2G, KUTLI 4G, MIROT 3G, NABIX 3G, RIDAP 3G, SENPA 3G: 4.2% (255 FT per NM) to 1000 FT.
 - ii. RWY 30L: ANVIX 7F, DAVMO 4F, EMERU 2F, IVURO 1F, KUTLI 4F, MIROT 3F, NABIX 3F, SENPA 2F: 4.2% (255 FT per NM) to 1000 FT.
 - iii. RWY 30R: ANVIX 7F, DAVMO 4F, EMERU 2F, IVURO 1F, KUTLI 4F, MIROT 3F, NABIX 3F, SENPA 2F: 4.4% (267 FT per NM) to 1000 FT.
- e. Advise ATC at startup if unable to comply with the above, or with any part of the SID requirements and restrictions.

2.22.4.4 Unless explicitly cancelled or amended by ATC, the pilot must follow the vertical and lateral profile of the SID and comply with any published speed restrictions.

2.22.4.5 A level restriction depicted on a SID chart does not authorise a pilot to climb to meet that restriction. ATC will issue climb clearance to permit compliance with vertical navigation restrictions. Pilots must inform ATC if a level restriction cannot be met. Do not climb above ATC cleared level.

2.22.4.6 When conducting a SID, the priority is to meet the vertical navigation restrictions of the SID. When speed restrictions do not enable the aircraft to meet a SID level restriction, the pilot must advise ATC of any speed deviation requirement prior to departure or as soon as the situation is identified. Pilots must advise ATC when able to resume the SID speed restrictions.

2.22.4.7 Operators or pilots should establish procedures to ensure compliance with the SID. The application of a performance margin on the published climb requirements is at the operator's/pilot's discretion taking into account the achievable climb performance of the aircraft and the means of monitoring the gradient achieved.

2.22.4.8 Special navigation performance requirements:

- a. Aircraft flying SIDs shall be certified for RNAV 1 with GNSS operations.

Note: See [ENR 1.6.1.3](#) for action in the event of radio failure.

2.22.4.9 SID FMS coding tables

2.22.4.9.1 Significant point co-ordinates are published in [ENR 4.4](#).

2.22.4.9.2 SID RWY 12 L/R

i) **ANVIX 5G (RNAV 1 SID RWY 12 L/R)**

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	CA	RW12 L/R		119 (121.4)	-2.3			+460			RNAV 1
20	DF	ASTES	No					-5000			RNAV 1
30	TF	DB469	No	119 (121.7)	-2.3	10.0		+4000	-220		RNAV 1
40	TF	LUBAP	No	132 (134.8)	-2.3	14.4					RNAV 1
50	TF	LOPUV	No	154 (156.6)	-2.2	6.6					RNAV 1
60	TF	ANVIX	No	124 (126.6)	-2.2	6.0		+10000			RNAV 1

ii) DAVMO 4G (RNAV 1 SID RWY 12 L/R)

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	CA	RW12 L/R		119 (121.4)	-2.3			+460			RNAV 1
20	DF	ASTES	No					-5000			RNAV 1
30	TF	GIRGO	No	089 (091.7)	-2.3	8.5		+4000	-220		RNAV 1
40	TF	DB464	No	038 (040.5)	-2.3	12.4		+7000			RNAV 1
50	TF	GIVLI	No	328 (330.0)	-2.3	7.0					RNAV 1
60	TF	VEBUL	No	320 (322.8)	-2.3	10.6					RNAV 1
70	TF	DAVMO	No	011 (013.9)	-2.4	16.0					RNAV 1

iii) EMERU 2G (RNAV 1 SID RWY 12 L/R)

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	CA	RW12 L/R		119 (121.4)	-2.3			+460			RNAV 1
20	DF	ASTES	No				Right	-5000			RNAV 1
30	TF	DB451	No	209 (211.4)	-2.3	4.3			+200		RNAV 1
40	TF	DB460	No	273 (275.5)	-2.3	6.2		+4000	-220		RNAV 1
50	TF	DB465	No	283 (285.2)	-2.3	4.0					RNAV 1
60	TF	DB467	No	283 (285.4)	-2.3	7.9		+7000			RNAV 1
70	TF	GINLA	No	245 (247.7)	-2.4	9.7					RNAV 1
80	TF	XARTA	No	178 (180.0)	-2.4	6.9					RNAV 1
90	TF	EMERU	No	150 (152.6)	-2.3	14.7					RNAV 1

iv) IVURO 1G (RNAV 1 SID RWY 12 L/R)

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	CA	RW12 L/R		119 (121.4)	-2.3			+460			RNAV 1
20	DF	ASTES	No					-5000			RNAV 1
30	TF	GIRGO	No	089 (091.7)	-2.3	8.5		+4000	-220		RNAV 1
40	TF	DB464	No	038 (040.5)	-2.3	12.4		+7000			RNAV 1
50	TF	GETID	No	081 (083.4)	-2.3	9.8					RNAV 1
60	TF	IVURO	No	101 (103.3)	-2.3	11.9		+10000			RNAV 1

v) KUTLI 4G (RNAV 1 SID RWY 12 L/R)

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	CA	RW12 L/R		119 (121.4)	-2.3			+460			RNAV 1
20	DF	ASTES	No				Right	-5000			RNAV 1
30	TF	DB451	No	209 (211.4)	-2.3	4.3			+200		RNAV 1
40	TF	DB460	No	273 (275.5)	-2.3	6.2		+4000	-220		RNAV 1
50	TF	DB465	No	283 (285.2)	-2.3	4.0					RNAV 1
60	TF	DB467	No	283 (285.4)	-2.3	7.9		+7000			RNAV 1
70	TF	GINLA	No	245 (247.7)	-2.4	9.7		+10000			RNAV 1
80	TF	XARTA	No	178 (180.0)	-2.4	6.9		+13000			RNAV 1
90	TF	KUTLI	No	174 (176.4)	-2.3	9.7		+FL 160			RNAV 1

vi) **MIROT 3G (RNAV 1 SID RWY 12 L/R)**

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	CA	RW12 L/R		119 (121.4)	-2.3			+460			RNAV 1
20	DF	ASTES	No				Right	-5000			RNAV 1
30	TF	DB451	No	209 (211.4)	-2.3	4.3			+200		RNAV 1
40	TF	DB460	No	273 (275.5)	-2.3	6.2		+4000	-220		RNAV 1
50	TF	DB465	No	283 (285.2)	-2.3	4.0					RNAV 1
60	TF	DB467	No	283 (285.4)	-2.3	7.9		+7000			RNAV 1
70	TF	DB463	No	256 (258.6)	-2.4	6.5					RNAV 1
80	TF	LOPAP	No	273 (275.1)	-2.4	11.5					RNAV 1
90	TF	MIROT	No	245 (247.4)	-2.4	14.8					RNAV 1

vii) **NABIX 3G (RNAV 1 SID RWY 12 L/R)**

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	CA	RW12 L/R		119 (121.4)	-2.3			+460			RNAV 1
20	DF	ASTES	No				Right	-5000			RNAV 1
30	TF	DB451	No	209 (211.4)	-2.3	4.3			+200		RNAV 1
40	TF	DB460	No	273 (275.5)	-2.3	6.2		+4000	-220		RNAV 1
50	TF	DB465	No	283 (285.2)	-2.3	4.0					RNAV 1
60	TF	DB467	No	283 (285.4)	-2.3	7.9		+7000			RNAV 1
70	TF	DB463	No	256 (258.6)	-2.4	6.5					RNAV 1
80	TF	LOPAP	No	273 (275.1)	-2.4	11.5					RNAV 1
90	TF	NABIX	No	271 (273.7)	-2.4	12.8					RNAV 1

viii) **RIDAP 3G (RNAV 1 SID RWY 12 L/R)**

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	CA	RW12 L/R		119 (121.4)	-2.3			+460			RNAV 1
20	DF	ASTES	No				Right	-5000			RNAV 1
30	TF	DB451	No	209 (211.4)	-2.3	4.3			+200		RNAV 1
40	TF	DB460	No	273 (275.5)	-2.3	6.2		+4000	-220		RNAV 1
50	TF	DB465	No	283 (285.2)	-2.3	4.0					RNAV 1
60	TF	DB466	No	299 (301.7)	-2.3	7.9		+7000			RNAV 1
70	TF	DB468	No	299 (301.6)	-2.4	6.4		+9000			RNAV 1
80	TF	ORLAD	No	299 (301.6)	-2.4	6.3					RNAV 1
90	TF	KIXOG	No	285 (287.5)	-2.4	10.8					RNAV 1
100	TF	RIDAP	No	285 (287.4)	-2.4	5.8					RNAV 1

ix) **SENPA 3G (RNAV 1 SID RWY 12 L/R)**

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	CA	RW12 L/R		119 (121.4)	-2.3			+460			RNAV 1
20	DF	ASTES	No				Right	-5000			RNAV 1
30	TF	DB451	No	209 (211.4)	-2.3	4.3			+200		RNAV 1
40	TF	DB460	No	273 (275.5)	-2.3	6.2		+4000	-220		RNAV 1
50	TF	DB465	No	283 (285.2)	-2.3	4.0					RNAV 1
60	TF	DB467	No	283 (285.4)	-2.3	7.9		+7000			RNAV 1
70	TF	DB461	No	283 (285.2)	-2.4	4.6					RNAV 1
80	TF	IVATU	No	281 (283.6)	-2.4	6.3					RNAV 1
90	TF	IVILI	No	281 (283.5)	-2.4	8.4					RNAV 1
100	TF	SENPA	No	283 (285.6)	-2.4	11.9					RNAV 1

2.22.4.9.3 SID RWY30 L/R

i) ANVIX 7F (RNAV 1 SID RWY 30 L/R)

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	CA	RW30 L/R		299 (301.4)	-2.3			+460			RNAV 1
20	DF	DB570	No						+180		RNAV 1
30	TF	DB586	No	243 (245.0)	-2.4	4.7		+2500	+190		RNAV 1
40	TF	DB587	No	243 (245.0)	-2.4	3.0		+3500	-220		RNAV 1
50	TF	DB588	No	174 (176.2)	-2.4	3.3		+4500	-230		RNAV 1
60	TF	DB589	No	115 (117.8)	-2.3	6.1		+6000			RNAV 1
70	TF	DB571	No	116 (117.9)	-2.3	3.9		+7500			RNAV 1
80	TF	DB572	No	112 (114.3)	-2.3	5.0		+9000	-250		RNAV 1
90	TF	ULADO	No	111 (112.9)	-2.3	8.2					RNAV 1
100	TF	RAPMO	No	118 (120.6)	-2.3	9.2					RNAV 1
110	TF	LOPUV	No	124 (126.0)	-2.2	10.1					RNAV 1
120	TF	ANVIX	No	124 (126.6)	-2.2	6.0		+10000			RNAV 1

ii) DAVMO 4F (RNAV 1 SID RWY 30 L/R)

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	CA	RW30 L/R		299 (301.4)	-2.3			+460			RNAV 1
20	DF	DB570	No						+180		RNAV 1
30	TF	DB560	No	359 (001.2)	-2.4	3.1			+190		RNAV 1
40	TF	DB576	No	359 (001.2)	-2.4	3.0		+3000	-220		RNAV 1
50	TF	DB568	No	020 (022.9)	-2.4	4.0		+4000			RNAV 1
60	TF	KUNPI	No	020 (022.9)	-2.4	7.7					RNAV 1
70	TF	OBROG	No	033 (035.3)	-2.4	6.6					RNAV 1
80	TF	DAVMO	No	041 (043.5)	-2.4	15.6		+12000			RNAV 1

iii) EMERU 2F (RNAV 1 SID RWY 30 L/R)

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	CA	RW30 L/R		299 (301.4)	-2.3			+460			RNAV 1
20	DF	DB570	No						+180		RNAV 1
30	TF	DB586	No	243 (245.0)	-2.4	4.7		+2500	+190		RNAV 1
40	TF	DB587	No	243 (245.0)	-2.4	3.0		+3500	-220		RNAV 1
50	TF	DB467	No	238 (240.2)	-2.4	4.7		+7000			RNAV 1
60	TF	GINLA	No	245 (247.7)	-2.4	9.7					RNAV 1
70	TF	XARTA	No	178 (180.0)	-2.4	6.9					RNAV 1
80	TF	EMERU	No	150 (152.6)	-2.3	14.7					RNAV 1

iv) IVURO 1F (RNAV 1 SID RWY 30 L/R)

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	CA	RW30 L/R		299 (301.4)	-2.3			+460			RNAV 1
20	DF	DB570	No						+180		RNAV 1
30	TF	DB560	No	359 (001.2)	-2.4	3.1			+190		RNAV 1
40	TF	DB576	No	359 (001.2)	-2.4	3.0		+3000	-220		RNAV 1
50	TF	DB569	No	049 (051.1)	-2.4	4.0		+4000			RNAV 1
60	TF	KUPOR	No	049 (051.1)	-2.4	4.1		+5000			RNAV 1
70	TF	UKRER	No	050 (052.4)	-2.4	5.5		+7000			RNAV 1
80	TF	VAXAB	No	120 (122.1)	-2.4	12.7		+10000			RNAV 1
90	TF	LUDEV	No	101 (103.2)	-2.3	4.0		+11000			RNAV 1
100	TF	GETID	No	101 (103.2)	-2.3	9.8					RNAV 1
110	TF	IVURO	No	101 (103.3)	-2.3	11.9					RNAV 1

v) KUTLI 4F (RNAV 1 SID RWY 30 L/R)

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	CA	RW30 L/R		299 (301.4)	-2.3			+460			RNAV 1
20	DF	DB570	No						+180		RNAV 1
30	TF	DB586	No	243 (245.0)	-2.4	4.7		+2500	+190		RNAV 1
40	TF	DB587	No	243 (245.0)	-2.4	3.0		+3500	-220		RNAV 1
50	TF	DB467	No	238 (240.2)	-2.4	4.7		+7000			RNAV 1
60	TF	GINLA	No	245 (247.7)	-2.4	9.7		+10000			RNAV 1
70	TF	XARTA	No	178 (180.0)	-2.4	6.9		+13000			RNAV 1
80	TF	KUTLI	No	174 (176.4)	-2.3	9.7		+FL 160			RNAV 1

vi) MIROT 3F (RNAV 1 SID RWY 30 L/R)

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	CA	RW30 L/R		299 (301.4)	-2.3			+460			RNAV 1
20	DF	DB570	No						+180		RNAV 1
30	TF	DB586	No	243 (245.0)	-2.4	4.7		+2500	+190		RNAV 1
40	TF	DB587	No	243 (245.0)	-2.4	3.0		+3500	-220		RNAV 1
50	TF	DB410	No	259 (261.5)	-2.4	12.0					RNAV 1
60	TF	LOPAP	No	263 (265.5)	-2.4	10.0					RNAV 1
70	TF	MIROT	No	245 (247.4)	-2.4	14.8					RNAV 1

vii) NABIX 3F (RNAV 1 SID RWY 30 L/R)

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	CA	RW30 L/R		299 (301.4)	-2.3			+460			RNAV 1
20	DF	DB570	No						+180		RNAV 1
30	TF	DB586	No	243 (245.0)	-2.4	4.7		+2500	+190		RNAV 1
40	TF	DB587	No	243 (245.0)	-2.4	3.0		+3500	-220		RNAV 1
50	TF	DB410	No	259 (261.5)	-2.4	12.0					RNAV 1
60	TF	LOPAP	No	263 (265.5)	-2.4	10.0					RNAV 1
70	TF	NABIX	No	271 (273.7)	-2.4	12.8					RNAV 1

viii) RIDAP 2F (RNAV 1 SID RWY 30 L/R)

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	CA	RW30 L/R		299 (301.4)	-2.3			+460			RNAV 1
20	DF	DB570	No						+180		RNAV 1
30	TF	DB584	No	303 (305.0)	-2.4	3.6			+190		RNAV 1
40	TF	DB585	No	303 (305.0)	-2.4	3.0			-220		RNAV 1
50	TF	ORLAD	No	265 (267.8)	-2.4	15.6					RNAV 1
60	TF	KIXOG	No	285 (287.5)	-2.4	10.8					RNAV 1
70	TF	RIDAP	No	285 (287.4)	-2.4	5.8					RNAV 1

ix) SENPA 2F (RNAV 1 SID RWY 30 L/R)

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	CA	RW30 L/R		299 (301.4)	-2.3			+460			RNAV 1
20	DF	DB570	No						+180		RNAV 1
30	TF	DB582	No	273 (275.0)	-2.3	3.0			+190		RNAV 1
40	TF	DB583	No	273 (275.0)	-2.3	3.0			-220		RNAV 1
50	TF	EMOPO	No	263 (265.2)	-2.3	12.9					RNAV 1
60	TF	GIBUR	No	266 (268.2)	-2.3	5.6					RNAV 1
70	TF	IVILI	No	266 (268.2)	-2.4	5.4					RNAV 1
80	TF	SENPA	No	283 (285.6)	-2.4	11.9					RNAV 1

2.22.5 Standard Instrument Arrivals (STAR)

2.22.5.1 ATC clearances issued to traffic arriving to OMDB will include a STAR. Pilots are required to strictly follow ATC advised STAR clearance and ensure correct readback of STAR clearance at all times.

2.22.5.2 Unless explicitly cancelled or amended by ATC, the pilot must follow the vertical and lateral profile of the STAR and comply with any published speed restrictions.

2.22.5.3 The use of a STAR designator without a cleared level does not authorise the pilot to descend on the STAR vertical profile.

2.22.5.4 A level restriction depicted on a STAR chart does not authorise a pilot to descend to meet that restriction. ATC will issue descent clearance to permit compliance with vertical navigation restrictions. Pilots must inform ATC if a level restriction cannot be met. Do not descend below ATC cleared level.

2.22.5.5 Arrivals via DATOB at ATC discretion only.

2.22.5.6 Special navigation performance requirements:

- a. Aircraft flying STARs shall be certified for RNAV 1 with GNSS operations.

Note: See [ENR 1.6.1.3](#) for action in the event of radio failure.

2.22.5.7 STAR FMS coding tables

2.22.5.7.1 Significant point co-ordinates are published in [ENR 4.4](#).

2.22.5.7.2 STAR RWY 12 L/R

i) **DATOB 1E (RNAV 1 STAR RWY 12 L/R)**

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	IF	DATOB	No					-10000	@230		RNAV 1
20	TF	DB400	No	145 (147.6)	-2.4	11.8		-7000			RNAV 1
30	TF	DB401	No	120 (121.9)	-2.4	4.0		-6000			RNAV 1
40	TF	DB402	No	120 (122.0)	-2.4	5.1	Left		@210		RNAV 1
50	TF	DB403	No	030 (032.0)	-2.4	4.5	Left				RNAV 1
60	TF	SOLIL	No	300 (302.0)	-2.4	5.1			@185		RNAV 1
70	TF	ODLAL	No	300 (302.1)	-2.4	4.0	Right				RNAV 1
80	TF	DB414	No	029 (031.3)	-2.4	4.0	Right				RNAV 1
90	TF	DB413	No	119 (121.3)	-2.4	4.0					RNAV 1
100	TF	REREK	No	119 (121.4)	-2.4	4.0					RNAV 1

ii) **IMPED 3E (RNAV 1 STAR RWY 12 L/R)**

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	IF	IMPED	No					-12000	@230		RNAV 1
20	TF	DB520	No	310 (311.9)	-2.2	7.8		-11000	@230		RNAV 1
30	TF	DB518	No	310 (311.8)	-2.2	8.6					RNAV 1
40	TF	DB517	No	299 (301.6)	-2.3	4.0		-10000			RNAV 1
50	TF	DB423	No	279 (280.8)	-2.3	12.8		+8000			RNAV 1
60	TF	DB407	No	269 (271.6)	-2.3	12.3		-6000	@210		RNAV 1
70	TF	DB408	No	283 (285.4)	-2.3	7.4					RNAV 1
80	TF	DB403	No	300 (302.1)	-2.4	7.0					RNAV 1
90	TF	SOLIL	No	300 (302.0)	-2.4	5.1			@185		RNAV 1
100	TF	ODLAL	No	300 (302.1)	-2.4	4.0	Right				RNAV 1
110	TF	DB414	No	029 (031.3)	-2.4	4.0	Right				RNAV 1
120	TF	DB413	No	119 (121.3)	-2.4	4.0					RNAV 1
130	TF	REREK	No	119 (121.4)	-2.4	4.0					RNAV 1

iii) IMPED 3B (RNAV 1 STAR RWY 12 L/R)

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	IF	IMPED	No					-12000	@230		RNAV 1
20	TF	DB520	No	310 (311.9)	-2.2	7.8		-11000	@230		RNAV 1
30	TF	DB518	No	310 (311.8)	-2.2	8.6					RNAV 1
40	TF	DB517	No	299 (301.6)	-2.3	4.0		-10000			RNAV 1
50	TF	DB423	No	279 (280.8)	-2.3	12.8		+8000			RNAV 1
60	TF	DB406	No	299 (301.4)	-2.3	6.9		-7000	@210		RNAV 1
70	TF	DB421	No	299 (301.5)	-2.3	7.0		-6000			RNAV 1
80	TF	DB420	No	299 (301.4)	-2.4	4.0					RNAV 1
90	TF	ALNET	No	299 (301.4)	-2.4	4.0					RNAV 1
100	TF	SOGAP	No	299 (301.4)	-2.4	4.0					RNAV 1
110	TF	PASEV	No	299 (301.4)	-2.4	4.0			@185		RNAV 1
120	TF	DB416	No	299 (301.4)	-2.4	4.0	Left				RNAV 1
130	TF	DB414	No	209 (211.4)	-2.4	4.0	Left				RNAV 1
140	TF	DB413	No	119 (121.3)	-2.4	4.0					RNAV 1
150	TF	REREK	No	119 (121.4)	-2.4	4.0					RNAV 1

iv) LORID 1E (RNAV 1 STAR RWY 12 L/R)

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	IF	LORID	No					-FL 160	@230		RNAV 1
20	TF	ORGUR	No	033 (035.5)	-2.3	12.7		-12000			RNAV 1
30	TF	PEBUS	No	033 (035.5)	-2.4	3.8					RNAV 1
40	TF	ROVIB	No	356 (357.9)	-2.4	8.9		-8000			RNAV 1
50	TF	DB400	No	055 (057.7)	-2.4	5.1		-7000			RNAV 1
60	TF	DB401	No	120 (121.9)	-2.4	4.0		-6000			RNAV 1
70	TF	DB402	No	120 (122.0)	-2.4	5.1	Left		@210		RNAV 1
80	TF	DB403	No	030 (032.0)	-2.4	4.5	Left				RNAV 1
90	TF	SOLIL	No	300 (302.0)	-2.4	5.1			@185		RNAV 1
100	TF	ODLAL	No	300 (302.1)	-2.4	4.0	Right				RNAV 1
110	TF	DB414	No	029 (031.3)	-2.4	4.0	Right				RNAV 1
120	TF	DB413	No	119 (121.3)	-2.4	4.0					RNAV 1
130	TF	REREK	No	119 (121.4)	-2.4	4.0					RNAV 1

v) PUVAL 5B (RNAV 1 STAR RWY 12 L/R)

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	IF	PUVAL	No					-11000	@230		RNAV 1
20	TF	MIVUR	No	186 (188.6)	-2.4	6.3					RNAV 1
30	TF	OVADI	No	212 (214.3)	-2.4	9.3					RNAV 1
40	TF	SERSA	No	240 (242.7)	-2.3	4.9			@210		RNAV 1
50	TF	DB421	No	275 (277.7)	-2.3	10.3		-6000			RNAV 1
60	TF	DB420	No	299 (301.4)	-2.4	4.0					RNAV 1
70	TF	ALNET	No	299 (301.4)	-2.4	4.0					RNAV 1
80	TF	SOGAP	No	299 (301.4)	-2.4	4.0					RNAV 1
90	TF	PASEV	No	299 (301.4)	-2.4	4.0			@185		RNAV 1
100	TF	DB416	No	299 (301.4)	-2.4	4.0	Left				RNAV 1
110	TF	DB414	No	209 (211.4)	-2.4	4.0	Left				RNAV 1
120	TF	DB413	No	119 (121.3)	-2.4	4.0					RNAV 1
130	TF	REREK	No	119 (121.4)	-2.4	4.0					RNAV 1

vi) PUVAL 2E (RNAV 1 STAR RWY 12 L/R)

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	IF	PUVAL	No					-11000	@230		RNAV 1
20	TF	MIVUR	No	186 (188.6)	-2.4	6.3					RNAV 1
30	TF	OVADI	No	212 (214.3)	-2.4	9.3					RNAV 1
40	TF	SERSA	No	240 (242.7)	-2.3	4.9					RNAV 1
50	TF	DB406	No	240 (242.1)	-2.3	4.8		-7000			RNAV 1
60	TF	DB407	No	241 (243.1)	-2.3	7.2		-6000	@210		RNAV 1
70	TF	DB408	No	283 (285.4)	-2.3	7.4					RNAV 1
80	TF	DB403	No	300 (302.1)	-2.4	7.0					RNAV 1
90	TF	SOLIL	No	300 (302.0)	-2.4	5.1			@185		RNAV 1
100	TF	ODLAL	No	300 (302.1)	-2.4	4.0	Right				RNAV 1
110	TF	DB414	No	029 (031.3)	-2.4	4.0	Right				RNAV 1
120	TF	DB413	No	119 (121.3)	-2.4	4.0					RNAV 1
130	TF	REREK	No	119 (121.4)	-2.4	4.0					RNAV 1

vii) VUTEB 3B (RNAV 1 STAR RWY 12 L/R)

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	IF	VUTEB	No					-12000	@230		RNAV 1
20	TF	IVUTI	No	094 (096.9)	-2.5	10.8		-10000	@230		RNAV 1
30	TF	DB429	No	119 (121.4)	-2.4	4.0					RNAV 1
40	TF	TULOM	No	119 (121.4)	-2.4	4.0					RNAV 1
50	TF	DB427	No	119 (121.4)	-2.4	4.0		-7000			RNAV 1
60	TF	DB426	No	119 (121.4)	-2.4	4.0			@210		RNAV 1
70	TF	DB425	No	119 (121.4)	-2.4	4.0	Right				RNAV 1
80	TF	DB421	No	209 (211.4)	-2.4	4.5	Right	-6000			RNAV 1
90	TF	DB420	No	299 (301.4)	-2.4	4.0					RNAV 1
100	TF	ALNET	No	299 (301.4)	-2.4	4.0					RNAV 1
110	TF	SOGAP	No	299 (301.4)	-2.4	4.0					RNAV 1
120	TF	PASEV	No	299 (301.4)	-2.4	4.0			@185		RNAV 1
130	TF	DB416	No	299 (301.4)	-2.4	4.0	Left				RNAV 1
140	TF	DB414	No	209 (211.4)	-2.4	4.0	Left				RNAV 1
150	TF	DB413	No	119 (121.3)	-2.4	4.0					RNAV 1
160	TF	REREK	No	119 (121.4)	-2.4	4.0					RNAV 1

viii) VUTEB 3E (RNAV 1 STAR RWY 12 L/R)

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	IF	VUTEB	No					-10000	@230		RNAV 1
20	TF	DB400	No	171 (173.1)	-2.5	15.9		-7000			RNAV 1
30	TF	DB401	No	120 (121.9)	-2.4	4.0		-6000			RNAV 1
40	TF	DB402	No	120 (122.0)	-2.4	5.1	Left		@210		RNAV 1
50	TF	DB403	No	030 (032.0)	-2.4	4.5	Left				RNAV 1
60	TF	SOLIL	No	300 (302.0)	-2.4	5.1			@185		RNAV 1
70	TF	ODLAL	No	300 (302.1)	-2.4	4.0	Right				RNAV 1
80	TF	DB414	No	029 (031.3)	-2.4	4.0	Right				RNAV 1
90	TF	DB413	No	119 (121.3)	-2.4	4.0					RNAV 1
100	TF	REREK	No	119 (121.4)	-2.4	4.0					RNAV 1

2.22.5.7.3 STAR RWY 30 L/R

i) DATOB 4C (RNAV 1 STAR RWY 30 L/R)

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	IF	DATOB						-12000	@230		RNAV 1
20	TF	MEPKU	No	111 (113.2)	-2.4	10.4		-11000	@230		RNAV 1
30	TF	DB531	No	117 (119.7)	-2.4	10.3					RNAV 1
40	TF	PATID	No	089 (091.3)	-2.3	11.1		+8000	@210		RNAV 1
50	TF	DB530	No	119 (121.4)	-2.3	9.8		-7000			RNAV 1
60	TF	DB513	No	119 (121.4)	-2.3	3.5					RNAV 1
70	TF	GIRGO	No	119 (121.5)	-2.3	5.0					RNAV 1
80	TF	VELAR	No	119 (121.4)	-2.3	4.0					RNAV 1
90	TF	RIDEV	No	119 (121.5)	-2.2	4.0					RNAV 1
100	TF	DB508	No	119 (121.5)	-2.2	4.0			@185		RNAV 1
110	TF	DB507	No	119 (121.6)	-2.2	4.0	Right				RNAV 1
120	TF	DB506	No	209 (211.6)	-2.2	4.2	Right				RNAV 1
130	TF	DB505	No	299 (301.5)	-2.2	4.0					RNAV 1
140	TF	DB504	No	299 (301.5)	-2.2	4.0					RNAV 1
150	TF	ULDOT	No	299 (301.5)	-2.2	4.0					RNAV 1

ii) DATOB 4D (RNAV 1 STAR RWY 30 L/R)

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	IF	DATOB						-12000	@230		RNAV 1
20	TF	MEPKU	No	111 (113.2)	-2.4	10.4		-11000	@230		RNAV 1
30	TF	DB531	No	117 (119.7)	-2.4	10.3					RNAV 1
40	TF	DB533	No	129 (131.8)	-2.3	10.6		+8000	@210		RNAV 1
50	TF	DB534	No	130 (131.9)	-2.3	4.9					RNAV 1
60	TF	DB528	No	120 (121.8)	-2.3	3.6		-7000			RNAV 1
70	TF	RARPI	No	120 (121.9)	-2.3	5.0					RNAV 1
80	TF	TUKAK	No	119 (121.5)	-2.3	4.0					RNAV 1
90	TF	DB522	No	119 (121.6)	-2.2	4.0					RNAV 1
100	TF	DB523	No	119 (121.2)	-2.2	4.0					RNAV 1
110	TF	DB524	No	119 (121.6)	-2.2	4.0			@185		RNAV 1
120	TF	DB525	No	119 (121.5)	-2.2	4.0	Left				RNAV 1
130	TF	DB506	No	029 (031.6)	-2.2	4.2	Left				RNAV 1
140	TF	DB505	No	299 (301.5)	-2.2	4.0					RNAV 1
150	TF	DB504	No	299 (301.5)	-2.2	4.0					RNAV 1
160	TF	ULDOT	No	299 (301.5)	-2.2	4.0					RNAV 1

iii) IMPED 3C (RNAV 1 STAR RWY 30 L/R)

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	IF	IMPED	No					-12000	@230		RNAV 1
20	TF	DB520	No	310 (311.9)	-2.2	7.8		-11000	@230		RNAV 1
30	TF	DB518	No	310 (311.8)	-2.2	8.6		-10000			RNAV 1
40	TF	DB517	No	299 (301.6)	-2.3	4.0					RNAV 1
50	TF	VUTON	No	299 (301.5)	-2.3	4.0		-8000			RNAV 1
60	TF	DB515	No	299 (301.5)	-2.3	4.0			@210		RNAV 1
70	TF	DB514	No	299 (301.5)	-2.3	5.0	Left	-6000			RNAV 1
80	TF	DB513	No	209 (211.5)	-2.3	4.5	Left				RNAV 1
90	TF	GIRGO	No	119 (121.5)	-2.3	5.0					RNAV 1
100	TF	VELAR	No	119 (121.4)	-2.3	4.0					RNAV 1
110	TF	RIDEV	No	119 (121.5)	-2.3	4.0					RNAV 1
120	TF	DB508	No	119 (121.5)	-2.3	4.0			@185		RNAV 1
130	TF	DB507	No	119 (121.6)	-2.3	4.0	Right				RNAV 1
140	TF	DB506	No	209 (211.6)	-2.3	4.2	Right				RNAV 1
150	TF	DB505	No	299 (301.5)	-2.2	4.0					RNAV 1
160	TF	DB504	No	299 (301.5)	-2.3	4.0					RNAV 1
170	TF	ULDOT	No	299 (301.5)	-2.3	4.0					RNAV 1

iv) LORID 4C (RNAV 1 STAR RWY 30 L/R)

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	IF	LORID						-FL 160	@230		RNAV 1
20	TF	ORGUR	No	033 (035.5)	-2.3	12.7					RNAV 1
30	TF	PEBUS	No	033 (035.5)	-2.4	3.8					RNAV 1
40	TF	EMOPO	No	038 (040.3)	-2.4	10.3					RNAV 1
50	TF	DB531	No	062 (064.7)	-2.4	10.5					RNAV 1
60	TF	PATID	No	089 (091.3)	-2.4	11.1		+8000	@210		RNAV 1
70	TF	DB530	No	119 (121.4)	-2.4	9.8		-7000			RNAV 1
80	TF	DB513	No	119 (121.4)	-2.3	3.5					RNAV 1
90	TF	GIRGO	No	119 (121.5)	-2.3	5.0					RNAV 1
100	TF	VELAR	No	119 (121.4)	-2.3	4.0					RNAV 1
110	TF	RIDEV	No	119 (121.5)	-2.3	4.0					RNAV 1
120	TF	DB508	No	119 (121.5)	-2.3	4.0			@185		RNAV 1
130	TF	DB507	No	119 (121.6)	-2.3	4.0	Right				RNAV 1
140	TF	DB506	No	209 (211.6)	-2.3	4.2	Right				RNAV 1
150	TF	DB505	No	299 (301.5)	-2.2	4.0					RNAV 1
160	TF	DB504	No	299 (301.5)	-2.3	4.0					RNAV 1
170	TF	ULDOT	No	299 (301.5)	-2.3	4.0					RNAV 1

v) LORID 4D (RNAV 1 STAR RWY 30 L/R)

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	IF	LORID	No					-FL 160	@230		RNAV 1
20	TF	ORGUR	No	033 (035.5)	-2.3	12.7					RNAV 1
30	TF	PEBUS	No	033 (035.5)	-2.4	3.8					RNAV 1
40	TF	EMOPO	No	038 (040.3)	-2.4	10.3					RNAV 1
50	TF	DB531	No	062 (064.7)	-2.4	10.5					RNAV 1
60	TF	DB533	No	129 (131.8)	-2.4	10.6		+8000	@210		RNAV 1
70	TF	DB534	No	130 (131.9)	-2.3	4.9					RNAV 1
80	TF	DB528	No	120 (121.8)	-2.3	3.6		-7000			RNAV 1
90	TF	RARPI	No	120 (121.9)	-2.3	5.0					RNAV 1
100	TF	TUKAK	No	119 (121.5)	-2.3	4.0					RNAV 1
110	TF	DB522	No	119 (121.6)	-2.3	4.0					RNAV 1
120	TF	DB523	No	119 (121.2)	-2.3	4.0					RNAV 1
130	TF	DB524	No	119 (121.6)	-2.3	4.0			@185		RNAV 1
140	TF	DB525	No	119 (121.5)	-2.2	4.0	Left				RNAV 1
150	TF	DB506	No	029 (031.6)	-2.2	4.2	Left				RNAV 1
160	TF	DB505	No	299 (301.5)	-2.2	4.0					RNAV 1
170	TF	DB504	No	299 (301.5)	-2.3	4.0					RNAV 1
180	TF	ULDOT	No	299 (301.5)	-2.3	4.0					RNAV 1

vi) PUVAL 5C (RNAV 1 STAR RWY 30 L/R)

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	IF	PUVAL						-11000	@230		RNAV 1
20	TF	KEBOG	No	257 (258.9)	-2.4	14.0					RNAV 1
30	TF	KUPOR	No	210 (212.4)	-2.4	5.0		+8000	@210		RNAV 1
40	TF	DB526	No	162 (164.1)	-2.4	7.0					RNAV 1
50	TF	DB530	No	162 (164.1)	-2.4	6.3		-7000			RNAV 1
60	TF	DB513	No	119 (121.4)	-2.3	3.5					RNAV 1
70	TF	GIRGO	No	119 (121.5)	-2.3	5.0					RNAV 1
80	TF	VELAR	No	119 (121.4)	-2.3	4.0					RNAV 1
90	TF	RIDEV	No	119 (121.5)	-2.3	4.0					RNAV 1
100	TF	DB508	No	119 (121.5)	-2.3	4.0			@185		RNAV 1
110	TF	DB507	No	119 (121.6)	-2.3	4.0	Right				RNAV 1
120	TF	DB506	No	209 (211.6)	-2.3	4.2	Right				RNAV 1
130	TF	DB505	No	299 (301.5)	-2.2	4.0					RNAV 1
140	TF	DB504	No	299 (301.5)	-2.3	4.0					RNAV 1
150	TF	ULDOT	No	299 (301.5)	-2.3	4.0					RNAV 1

vii) **PUVAL 3D (RNAV 1 STAR RWY 30 L/R)**

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	IF	PUVAL	No					-11000	@230		RNAV 1
20	TF	KEBOG	No	257 (258.9)	-2.4	14.0					RNAV 1
30	TF	KUPOR	No	210 (212.4)	-2.4	5.0			@210		RNAV 1
40	TF	PATID	No	210 (212.0)	-2.4	9.0		+8000	@210		RNAV 1
50	TF	DB532	No	150 (151.9)	-2.4	11.6		-7000			RNAV 1
60	TF	RARPI	No	150 (152.0)	-2.3	5.0					RNAV 1
70	TF	TUKAK	No	119 (121.5)	-2.3	4.0					RNAV 1
80	TF	DB522	No	119 (121.6)	-2.3	4.0					RNAV 1
90	TF	DB523	No	119 (121.2)	-2.3	4.0					RNAV 1
100	TF	DB524	No	119 (121.6)	-2.3	4.0			@185		RNAV 1
110	TF	DB525	No	119 (121.5)	-2.2	4.0	Left				RNAV 1
120	TF	DB506	No	029 (031.6)	-2.2	4.2	Left				RNAV 1
130	TF	DB505	No	299 (301.5)	-2.2	4.0					RNAV 1
140	TF	DB504	No	299 (301.5)	-2.3	4.0					RNAV 1
150	TF	ULDOT	No	299 (301.5)	-2.3	4.0					RNAV 1

viii) **VUTEB 4C (RNAV 1 STAR RWY 30 L/R)**

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	IF	VUTEB	No					-12000	@230		RNAV 1
20	TF	LOVOK	No	111 (113.2)	-2.4	10.0		-11000	@230		RNAV 1
30	TF	DB529	No	117 (119.7)	-2.4	10.3					RNAV 1
40	TF	PATID	No	129 (131.8)	-2.3	9.3		+8000	@210		RNAV 1
50	TF	DB530	No	119 (121.4)	-2.3	9.8		-7000			RNAV 1
60	TF	DB513	No	119 (121.4)	-2.3	3.5					RNAV 1
70	TF	GIRGO	No	119 (121.5)	-2.3	5.0					RNAV 1
80	TF	VELAR	No	119 (121.4)	-2.3	4.0					RNAV 1
90	TF	RIDEV	No	119 (121.5)	-2.2	4.0					RNAV 1
100	TF	DB508	No	119 (121.5)	-2.2	4.0			@185		RNAV 1
110	TF	DB507	No	119 (121.6)	-2.2	4.0	Right				RNAV 1
120	TF	DB506	No	209 (211.6)	-2.2	4.2	Right				RNAV 1
130	TF	DB505	No	299 (301.5)	-2.2	4.0					RNAV 1
140	TF	DB504	No	299 (301.5)	-2.2	4.0					RNAV 1
150	TF	ULDOT	No	299 (301.5)	-2.2	4.0					RNAV 1

ix) **VUTEB 4D (RNAV 1 STAR RWY 30 L/R)**

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	IF	VUTEB	No					-12000	@230		RNAV 1
20	TF	LOVOK	No	111 (113.2)	-2.5	10.0		-11000	@230		RNAV 1
30	TF	DB529	No	117 (119.7)	-2.4	10.3					RNAV 1
40	TF	PATID	No	129 (131.8)	-2.4	9.3		+8000	@210		RNAV 1
50	TF	DB532	No	150 (151.9)	-2.4	11.6		-7000			RNAV 1
60	TF	RARPI	No	150 (152.0)	-2.3	5.0					RNAV 1
70	TF	TUKAK	No	119 (121.5)	-2.3	4.0					RNAV 1
80	TF	DB522	No	119 (121.6)	-2.3	4.0					RNAV 1
90	TF	DB523	No	119 (121.2)	-2.3	4.0					RNAV 1
100	TF	DB524	No	119 (121.6)	-2.3	4.0			@185		RNAV 1
110	TF	DB525	No	119 (121.5)	-2.2	4.0	Left				RNAV 1
120	TF	DB506	No	029 (031.6)	-2.2	4.2	Left				RNAV 1
130	TF	DB505	No	299 (301.5)	-2.2	4.0					RNAV 1
140	TF	DB504	No	299 (301.5)	-2.3	4.0					RNAV 1
150	TF	ULDOT	No	299 (301.5)	-2.3	4.0					RNAV 1

2.22.5.8 STAR Fuel Planning Guidance

For safety reasons and to provide ATC with sequencing flexibility, the downwind segments of the STARs extend beyond what is typically flown by arriving aircraft. The typical flight distances from the STAR commencement point until touchdown by arriving aircraft on a particular STAR may be used as a reference for fuel planning purposes. Actual flying distances vary depending on weather, traffic, and other factors. Depending on the tactical operational situation, any aircraft may be required to fly the full STAR distance. The typical flight distances shown below are for reference only, usage of these distances for fuel planning purposes is strictly at the aircraft operator's discretion and responsibility. The aircraft operator is solely and fully accountable for complying with the relevant fuel planning regulations.

RUNWAY	STAR commencement point	STAR ID	Typical flight distance (NM) from STAR commencement point until landing	Note
12 L/R	DATOB	DATOB 1E	55	At ATC discretion only.
12 L/R	IMPED	IMPED 3B	88	
12 L/R	IMPED	IMPED 3E	90	Primary STAR.
12 L/R	LORID	LORID 1E	74	Primary STAR.
12 L/R	PUVAL	PUVAL 5B	72	
12 L/R	PUVAL	PUVAL 2E	77	Primary STAR.
12 L/R	VUTEB	VUTEB 3B	76	Primary STAR.
12 L/R	VUTEB	VUTEB 3E	59	
30 L/R	DATOB	DATOB 4C	83	At ATC discretion only.
30 L/R	DATOB	DATOB 4D	82	At ATC discretion only.
30 L/R	IMPED	IMPED 3C	76	Primary STAR.
30 L/R	LORID	LORID 4C	100	Primary STAR between 0300-1500 UTC*.
30 L/R	LORID	LORID 4D	98	Primary STAR between 1500-0300 UTC*.
30 L/R	PUVAL	PUVAL 5C	74	Primary STAR.
30 L/R	PUVAL	PUVAL 3D	81	
30 L/R	VUTEB	VUTEB 4C	81	Primary STAR between 0300-1500 UTC*.
30 L/R	VUTEB	VUTEB 4D	82	Primary STAR between 1500-0300 UTC*.
Note 1: (*) STAR usage timings are indicative only and are subject to the tactical operational situation.				
Note 2: Primary STARs are normally assigned to arriving aircraft. Alternate STARs may be assigned for tactical reasons at any time.				
Note 3: STARs indicated to be at ATC discretion only shall not be flight/fuel planned.				
Table 4: STAR Fuel Planning Guidance				

2.22.6 Approach Procedures

2.22.6.1 These procedures may only be flown using significant position co-ordinates that are stored in the aircrafts navigational data base. Significant point co-ordinates are published in [ENR 4.4](#)

2.22.6.2 RNP Approach Procedure Coding

2.22.6.2.1 RNP RWY 30L (LNAV/Baro-VNAV) VPA 2.8°

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	IF	ULDOT						+2000	-185		RNP APCH
20	TF	SEDPO	N	299 (301.5)	-2.3	4.5		+2000			RNP APCH
30	TF	DB713	N	299 (301.5)	-2.3	4.5		@2000			RNP APCH
40	TF	RW30L	Y	299 (301.4)	-2.3	6.4		+110		-2.8/50	RNP APCH
50	DF	DB707	Y						-210		RNP APCH
60	TF	EGNOT	Y	284 (286.4)	-2.4	14.1		@3000			RNP APCH
70	HM	EGNOT	Y	104 (106.3)	-2.4		Right	@3000	-230		RNAV 1

2.22.6.2.2 RNP RWY 12R (LNAV/Baro-VNAV) VPA 2.8°

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	IF	REREK						+3000	-185		RNP APCH
20	TF	PEDOV	N	122 (123.9)	-2.4	4.7		+3000			RNP APCH
30	TF	DB658	N	119 (121.2)	-2.4	2.0		@3000			RNP APCH
40	TF	RW12R	Y	119 (121.3)	-2.4	9.9		+64		-2.8/53	RNP APCH
50	DF	DB614	Y						-210		RNP APCH
60	TF	DB655	N	134 (136.4)	-2.4	11.9		@4000			RNP APCH
70	TF	TALTU	Y	044 (046.4)	-2.3	7.2		@4000			RNP APCH
80	HM	TALTU	Y	284 (286.4)	-2.3		Left	@4000	-230		RNAV 1

2.22.6.2.3 RNP RWY 30R (LNAV/Baro-VNAV) VPA 2.8°

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	IF	ULDOT						+3000	-185		RNP APCH
20	TF	LOVOL	N	302 (304.1)	-2.3	4.5		+3000			RNP APCH
30	TF	DB780	N	299 (301.5)	-2.3	2.1		@3000			RNP APCH
40	TF	RW30R	Y	299 (301.4)	-2.3	9.8		+86		-2.8/53	RNP APCH
50	DF	DB755	Y						-210		RNP APCH
60	TF	DB756	N	314 (316.3)	-2.4	12.3		@4000			RNP APCH
70	TF	EGNOT	Y	224 (226.2)	-2.4	7.3		@4000			RNP APCH
80	HM	EGNOT	Y	104 (106.3)	-2.4		Right	@4000	-230		RNAV 1

2.22.6.2.4 RNP RWY 12L (LNAV/Baro-VNAV) VPA 2.8°

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	IF	REREK						+2000	-185		RNP APCH
20	TF	UKRIM	N	119 (121.4)	-2.4	3.7		+2000			RNP APCH
30	TF	DB601	N	119 (121.3)	-2.4	5.4		@2000			RNP APCH
40	TF	RW12L	Y	119 (121.3)	-2.4	6.5		+62		-2.8/50	RNP APCH
50	DF	DB611	Y						-210		RNP APCH
60	TF	TALTU	Y	104 (106.4)	-2.3	14.3		@3000			RNP APCH
70	HM	TALTU	Y	284 (286.4)	-2.3		Left	@3000	-230		RNAV 1

2.22.6.3 ILS Approach Procedure Coding

2.22.6.3.1 RWY 30L ILS

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	IF	ULDOT						+2000	-185		RNAV 1
20	TF	SEDPO	N	299 (301.5)	-2.3	4.5		+2000			RNAV 1
30	CF	MODUS	N	299 (301.4)	-2.4	5.0		@2000			CONVENTIONAL
40	CF	RW30L	Y	299 (301.4)	-2.4	5.9		+110		-3.0/50	CONVENTIONAL
50	DF	DB707	Y						-210		RNAV 1
60	TF	EGNOT	Y	284 (286.4)	-2.4	14.1		@3000			RNAV 1
70	HM	EGNOT	Y	104 (106.3)	-2.4		Right	@3000	-230		RNAV 1

2.22.6.3.2 RWY 12R ILS

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	IF	REREK						+3000	-185		RNAV 1
20	TF	PEDOV	N	122 (123.9)	-2.4	4.7		+3000			RNAV 1
30	CF	DB657	N	119 (121.4)	-2.3	2.6		@3000			CONVENTIONAL
40	CF	RW12R	Y	119 (121.4)	-2.3	9.2		+64		-3.0/53	CONVENTIONAL
50	DF	DB614	Y						-210		RNAV 1
60	TF	DB655	N	134 (136.4)	-2.4	11.9		@4000			RNAV 1
70	TF	TALTU	Y	044 (046.4)	-2.3	7.2		@4000			RNAV 1
80	HM	TALTU	Y	284 (286.4)	-2.3		Left	@4000	-230		RNAV 1

2.22.6.3.3 RWY 30R ILS

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	IF	ULDOT						+3000	-185		RNAV 1
20	TF	LOVOL	N	302 (304.1)	-2.3	4.5		+3000			RNAV 1
30	CF	DB759	N	299 (301.4)	-2.4	2.7		@3000			CONVENTIONAL
40	CF	RW30R	Y	299 (301.4)	-2.4	9.2		+86		-3.0/53	CONVENTIONAL
50	DF	DB755	Y						-210		RNAV 1
60	TF	DB756	N	314 (316.3)	-2.4	12.3		@4000			RNAV 1
70	TF	EGNOT	Y	224 (226.2)	-2.4	7.3		@4000			RNAV 1
80	HM	EGNOT	Y	104 (106.3)	-2.4		Right	@4000	-230		RNAV 1

2.22.6.3.4 RWY 12L ILS

SNO	P/T	Waypoint ID	Fly-Over	Course / Track °M(°T)	MAG VAR (°)	DIST (NM)	Turn Direction	ALT (FT)	Speed (KT)	VPA/TCH	NAV SPEC
10	IF	REREK						+2000	-185		RNAV 1
20	TF	UKRIM	N	119 (121.4)	-2.4	3.7		+2000			RNAV 1
30	CF	DB612	N	119 (121.4)	-2.4	5.8		@2000			CONVENTIONAL
40	CF	RW12L	Y	119 (121.4)	-2.3	6.1		+62		-3.0/50	CONVENTIONAL
50	DF	DB611	Y						-210		RNAV 1
60	TF	TALTU	Y	104 (106.4)	-2.3	14.3		@3000			RNAV 1
70	HM	TALTU	Y	284 (286.4)	-2.3		Left	@3000	-230		RNAV 1

2.22.7 Dubai ATC Speed Restrictions

2.22.7.1 General

2.22.7.1.1 ATC has zero tolerance with regards to the compliance with speed control instructions. Pilots shall adhere to the speed (KIAS) approved or assigned by ATC and shall request ATC approval before making any changes thereto. When an immediate speed adjustment is required for the safe operation of the flight, ATC shall be notified as soon as possible.

2.22.7.1.2 Pilots unable to maintain the last assigned speed during any particular phase of flight, e.g. for aircraft safety or performance reasons, shall inform ATC as soon as possible.

2.22.7.2 Arriving Aircraft

2.22.7.2.1 Flight crews are expected to strictly adhere to STAR speed restrictions unless otherwise approved or instructed by ATC.

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

- a. 210 – 250 KIAS: from CTA entry to downwind;
- b. 180 – 230 KIAS: from downwind to base leg;
- c. 160 – 210 KIAS: on base leg and closing heading to final approach;
- d. 160 - 190 KIAS: 10 NM from touchdown;
- e. 160 KIAS: 4 NM from touchdown

2.22.7.2.3 Additional ATC initiated speed restrictions may be imposed on arriving aircraft for traffic management purposes.

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

2.22.7.3 Departing Aircraft

2.22.7.3.1 Flight crews are expected to strictly adhere to SID speed restrictions unless otherwise approved or instructed by ATC.

2.22.7.3.2 Additional ATC initiated speed restrictions may be imposed on departing aircraft for traffic management purposes.

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

2.22.8 VFR routes

2.22.8.1 For VFR routes defined within DUBAI CTA including detailed information regarding the VFR reporting points established on those VFR routes, Refer OMDB AD 2-91.1/2-91.2 and ENR 6-4.1/6-4.2.

2.22.9 Ground Movement Surveillance - Transponders Operation

2.22.9.1 In addition to the transponder requirements specified in [GEN 1.5.4](#) aircraft are required to switch on transponders when commencing pushback.

2.22.9.2 Aircraft not requiring pushback shall switch on transponders prior to commencing taxiing.

2.22.9.3 Arriving aircraft shall ensure that transponders remain switched on and transmit last assigned code until parked on stand.

2.22.10 APPROACH SEPARATION

2.22.10.1 Visual approach with own separation

2.22.10.1.1 When visual meteorological conditions exist, visual approach may be requested by arrivals on final approach. When requesting a visual approach, the pilot must be able to report the preceding aircraft in sight and accept to maintain own separation from that aircraft.

2.22.10.1.2 ATC may initiate a visual approach, provided that the pilot concurs, has the preceding aircraft in sight and accepts to maintain own separation from that aircraft. Whenever deemed necessary, ATC will issue a caution of possible wake turbulence.

2.22.10.1.3 Pilot request or acceptance of a visual approach means the pilot can maintain visual reference to the terrain and accepts responsibility for establishing a safe landing interval behind preceding aircraft as well as responsibility for wake turbulence avoidance.

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

2.22.11 Domestic Arrivals during peak periods

2.22.11.1 Priority for landing will be given to aircraft already airborne.

2.22.11.2 During peak periods (1900 to 2300 UTC) when aircraft landing OMDB are holding, traffic departing from UAE airports with destination OMDB can expect to be held on the ground whilst awaiting their turn in the traffic sequence.

2.22.11.3 On call for start-up Dubai ATC will assess the aircraft's arrival time at OMDB and calculate it's position in the landing sequence. The local ATC unit will then be advised a departure window during which time the aircraft must be airborne.

2.22.12 Intersection Departures

2.22.12.1 Unless otherwise instructed, Pilots are encouraged to take advantage of intersection departures to minimise runway occupancy time (See [OMDB AD 2.13.1](#))

2.22.12.1.1 Intersection departures may be initiated by ATC, pilots must advise ATC if they are not able to comply with this request.

2.22.12.1.2 Intermediate departures for the purpose of wake vortex. The following are considered by ATC to be the same departure points:

- Taxiways K1/K2/M4 AND M5B
- Taxiways K3/K4/K5 AND M7B
- Taxiways M1/M1A/M1B/N1/N1A AND N1B
- Taxiways M13/M13A/M14A/N8A/N9 AND N10
- Taxiways M13A/M14A/M15/N9/N10 AND N11
- Taxiways M14A/M15/M15A/N10/N11 AND N12
- Taxiways K15A/K16/K17/K18/M18A/M19/M20 AND M21

2.22.13 Enhanced Wake Turbulence Separation (eWTS)

2.22.13.1 The ICAO unified eWTS minima RECAT system is applied within DUBAI CTA and airspace controlled by Dubai Approach. It distinguishes seven (A to G) Wake Turbulence Groups (WTG) of aircraft based on wake generation and resistance characteristics of the aircraft depending primarily on maximum certificated take-off mass, wing characteristics and speeds.

2.22.13.2 The eWTS system includes distance-based Wake Turbulence Separation minima for aircraft being provided with an ATS surveillance service in the approach and departure phases of flight and time-based separations on departure for the takeoff phase of flight (Refer ICAO Doc 4444 PANS - ATM, Chapters 4,5 and 8).

2.22.13.3 In order to benefit from this reduction of separation minima, pilots are to fully comply with assigned speeds, particularly on final approach, and to minimise runway occupancy time. When crews are unable to maintain any assigned speeds, they must inform ATC as soon as possible (See [OMDB AD 2.22.7](#)).

2.22.13.4 The implementation of the ICAO eWTS scheme does not affect pilot procedures, flight management or changes to the format for completion or filling out a flight plan. The WTC designator on the flight plan does not change. Pilots are to continue to fill in the flight plan WTC in item 9 with the ICAO aircraft category, H, M or L, and J for SUPER HEAVY category.

2.22.13.5 All aircraft operating within the DUBAI CTA must enter the appropriate aircraft type designator, as per ICAO document 8643, in item 9 of their flight plan. The use of incorrect aircraft type designator may result in possible delays due to RDR system flight plan rejection or system allocation of an unknown aircraft type resulting in larger separation application by ATC.

2.22.13.6 For aircraft in the ICAO SUPER or HEAVY WTC, the suffix of 'SUPER' or 'HEAVY' does not change. On first transmission, the word "SUPER" or "HEAVY" shall still be included, as appropriate, immediately after the aircraft call sign in the initial radiotelephony contact between such aircraft and the ATS units.

2.22.13.7 Peak traffic periods at OMDB involving a high proportion of (Super) Heavy type aircraft often occur at times when local atmospheric conditions (e.g. quartering tailwinds) favour longer lasting wake at low levels. Pilots are therefore to use caution when quartering tailwinds of 5 KT or less exist as possible transient sporadic low level wake turbulence may persist in the runway corridor. Pilots are to be alert to larger aircraft upwind from their approach and take off flight paths. Should unfavourable quartering tailwinds associated with wake encounter reports be prolonged, ATC will consider a runway direction change.

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

OMDB AD 2.23 ADDITIONAL INFORMATION

2.23.1 Bird activity

2.23.1.1 Flocks of gulls and most wading species are active in the vicinity of the aerodrome from late October to early March. Maximum numbers are recorded between December and February.

2.23.1.2 The main period of activity is at sunrise when flocks of gulls leave from Dubai creek and Al Badia, travelling North eastwards (NE) to vicinity 251636.20N and 0552612.97E approximately 6 KM from ARP, crossing the approach to RWY 12R / 30L and RWY 30R between 500 FT and 1500 FT AGL. Any bird strike to be reported to ATC. Refer [Chart OMDB-AD-2-85](#).

Note: Information supplied by Ornithologists.

2.23.2 Low Visibility Operations

2.23.2.1 Low Visibility Operations shall commence when:

- a. Touchdown IRVR readings indicate a visibility of 600 M or less;
- b. The reported meteorological visibility indicates 600 M or less, (if IRVR is not available), and/or;
- c. The reported cloud ceiling is less than 300 FT.

2.23.2.2 Regulations require serviceable surface movement radar for operations to continue when meteorological visibility or IRVR is 300 M or less. Any unserviceability may result in delays in the affected areas of coverage.

2.23.2.3 When low visibility procedures are in force, a much reduced landing rate can be expected due to the requirement for increased spacing between arriving aircraft.

2.23.2.4 Both runways 12L/30R and 12R/30L subject to serviceability of the required facilities, are suitable for CAT III operations by operators approved by the GCAA. Minimum RVR 50 M.

2.23.2.5 Dependent Dual LVO runway operations apply as follows:

- a. Landings on RWY 30L and take-offs on RWY 30R or;
- b. Landings on RWY 12L and take-offs on RWY 12R.
- c. ILS for the runway dedicated for take-offs is turned off.
- d. Vacating runway to TWY M is not allowed during CAT II and CAT III operations.

Note: No take-offs are permitted from the runway dedicated for landings.

2.23.2.6 Selectable TWY CL lights are installed. Pilots shall follow ATC clearances in combination with selected high intensity TWY CL lights. Pilots shall not continue taxiing when the high intensity CL lights are not illuminated.

2.23.2.7 During LVOs pilots are required to use the CAT II / III holding points and take-off from

- a. TWY N10 / TWY M14A for RWY 30R;
- b. TWY M4 / TWY K1 for RWY 12R;
- c. TWY N1A / TWY M1A for RWY 12L;
- d. TWY K17 / TWY M20 for RWY 30L.

2.23.2.8 For arriving aircraft, available RWY exits will be illuminated. Pilots should select the first convenient illuminated exit or as instructed by ATC.

2.23.2.9 Arriving aircraft shall delay reporting "Runway vacated" until the aircraft has passed the end of the green / yellow coded TWY CL lights.

2.23.2.10 Standard Low Visibility Taxi Routes are normally used. However, deviations could be made at ATC discretions. Pilots shall follow ATC taxi clearances on routes illuminated by route selectable high intensity CL lights.

2.23.2.11 The runway dedicated for landings must not be crossed. Arriving traffic may be instructed to cross the runway dedicated for take-offs only at:

- a. TWY M1A / TWY N1A for RWY 30R or;
- b. TWY M20 / TWY K17 for RWY 12R.

Note: Refer Charts OMDB AD-2-27 to OMDB AD-2-30 for Standard Low Visibility Taxi Routes.

2.23.2.12 The following are available during daylight hours only and not available when Low Visibility Procedures are in force:

- a. TWY link south of TWY K1 between TWY K and TXL Z.
- b. TWY link between TWY Z11 and TWY K4.
- c. Eastern link between TWY P8 and TXL P.

2.23.3 Time Check Requirements

Pilots requiring correct Local or UTC time are to obtain it from other sources such as GPS. Correct time is available on request with ATC.

2.23.4 Surface movement guidance and control system and markings

Note: Long range radar available (H24).

2.23.4.1 Taxiing guidance system at Dubai international airport

2.23.4.1.1 Introduction

2.23.4.1.1.1 The taxiing guidance system at Dubai International Airport consists of stop bars and selectable segments of green taxiway centre line lights. The system guides arriving and departing aircraft between the runways and parking positions by the use of airfield lighting, referred to as "follow the greens" concept. Cockpit crew will be guided by green taxiway centre line lights in front of the aircraft to provide dedicated, safe and efficient ground movement. The system at OMDB is designed to provide pilots with visual guidance while taxiing during, but not limited to periods of low visibility. It is controlled by tower Air Traffic Controllers using a Taxiway Lighting Control Panel.

2.23.4.1.2 Route Selection

2.23.4.1.2.1 When a taxiing route is selected, corresponding segments of taxiway centre line lights approximately 300 M ahead of the aircraft are switched on automatically and are then extinguished once the aircraft has taxied passed. This is achieved using the aircraft positional information provided through Ground Surveillance System.

2.23.4.1.2.2 All taxiing guidance lights on taxiways leading to the runways terminate at the runway holding positions where, by default, red stop bar lights remain on unless deselected by the Tower controller. When deselected, these stop bar lights will re-activate automatically back to red once an aircraft or vehicle has crossed.

2.23.4.1.3 Information and mandatory signs/markings

2.23.4.1.3.1 When following the directional guidance provided by the green taxiway centre line lights and red stop bar lights, pilots are advised to also navigate their taxi route with reference to information and mandatory signs/markings provided at the airport so as to maintain positional awareness of their location at all times.

2.23.4.1.3.2 It is not possible to safely locate signs for some IHP stop bars. Surface marking designators are in place and chart [OMDB AD 2-26](#) indicates where IHP with no signs are located.

2.23.4.1.4 Taxi instructions using the green taxiway centre line lights

2.23.4.1.4.1 ATC will use the phraseology "Follow the greens" when issuing a clearance to pilots to taxi along the directional guidance provided by the green taxiway centre line 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 123 TAXI TO HOLDING POINT M13A RUNWAY 30R FOLLOW THE GREENS"

2.23.4.1.4.2 When instructed to follow the greens by ATC, Flight crew are reminded of the extreme importance of maintaining a careful lookout and are at all times responsible for wing tip clearance. The use of the "follow the greens" concept, in conditions other than when ATC is required to provide separation, does not necessarily provide separation where an aircraft following the clearance passes behind an aircraft holding on an adjoining taxiway or runway entry.

2.23.4.1.4.3 When instructed to follow the greens by ATC, the pilot must not taxi if there are no Green lights ahead.

2.23.4.2 Stand identification / taxiway guide lines / visual docking / parking guidance system

2.23.4.2.1 Nosewheel guide lines on taxiways and aprons.

2.23.4.2.2 Nose-in parking is mandatory. Exemptions only given in special cases with specific authorisation from ATC.

2.23.4.2.3 To maintain a safe wingtip clearance from adjacent parked aircraft it is essential that aircraft do not cut the corner on the stand centre line.

2.23.4.2.4 Parking stands are equipped with Visual Docking Guidance System (VDGS) and hence no wing walkers / marshaller is available on the stand. If VDGS is faulty / not available, marshaling assistance would be arranged on the stand.

2.23.4.2.4.1 A pilot must inform ATC immediately, and not enter the stand if:

- a. Unsure of VDGS information;
- b. VDGS is not activated (missing vertical floating arrows);
- c. VDGS fails (see details of VDGS failure types in section 2.23.4.2.4.5) and
- d. VDGS display different aircraft type.

2.23.4.2.4.2 Upon entering the stand, the pilot must hold position and inform ATC if :

- a. There is a VDGS failure or
- b. The aircraft has not stopped at the designated stop position.

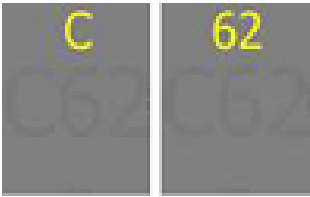
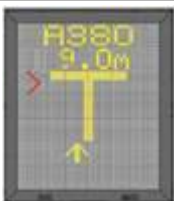
2.23.4.2.4.3 VDGS

- a. The VDGS system is installed for the lead-in line of all stands. It displays to pilots on a large LED Board, azimuth and 'distance-to-go' information.
- b. Pilots should follow the lead-in ground marking to initiate the turn from taxilane into the stand. The VDGS unit will be set to capture mode prior to the aircraft arrival. The capture mode will display on LED Board the aircraft type with vertical floating arrows (^) as shown in 2.23.4.2.4.4.
- c. In case, the vertical floating arrows are not displayed, pilot should not enter the stand and report to ATC that VDGS is not activated.
- d. Before turning onto the stand, check if aircraft type displayed in the VDGS is correct.
- e. Once the VDGS captures the aircraft, the display will change to tracking mode showing the relative position of the aircraft (↑) from the lead-in line (T). A flashing red arrow (>) on the board indicates the direction of turn to align the aircraft nose-wheel with the lead-in line of the stand (as shown in 2.23.4.2.4.4).
- f. The VDGS will display the final closing rate information in meters, which is shown 20 M from the STOP position and rows of light gets extinguished from 12 M. The closing rate is also shown graphically by gradual shortening of the (T) symbol. Slow down the aircraft speed to halt at the STOP position (as shown in 2.23.4.2.4.4)

Note: Pilot must not proceed unless the vertical floating arrows have been superseded by the closing rate bar.

- g. When the aircraft nose-wheel reaches the correct STOP position, distance-to-go reading reaches zero and the 'STOP' signal and red lights are displayed on the board to halt the aircraft from any further movement.
- h. The 'STOP' will change to an 'OK' signal on the Board to indicate the aircraft is correctly parked. If the aircraft has overshoot the STOP position, 'TOO FAR' signal will be displayed on the Board.
- i. The VDGS should be approached at a speed less than 2 KT.

2.23.4.2.4.4 LED Board Display – When VDGS is functioning optimally

Mode	Display	Description
Not scheduled and not activated		- If only stand number is shown, it means VDGS is not activated. - Aircraft should not enter stand.
Scheduled but not activated		- The aircraft is allocated to the stand and hence call sign and EIBT with countdown timers appears on the VDGS. - However VDGS is not yet activated, as vertical floating arrows are missing. - Report to ATC, if VDGS not activated. - Wait for the vertical floating arrows to enter the stand.
Capture		- The vertical floating arrows indicate that the system is activated and is in Capture mode and searching for an approaching aircraft. - Pilots shall check that the correct aircraft type is displayed. - Pilot must not proceed beyond the boarding bridge unless the vertical floating arrows are superseded by yellow Closing Rate Bar.
Tracking		- When the aircraft has been caught by the laser, the vertical floating arrows is replaced by the yellow Closing Rate Bar. - If a flashing red indicator is displayed, then this is indicating the direction of turn required to be taken to align onto the lead-in line.
Closing Rate (digital)		This is the digital count down from a specific distance to the final stop position.

2.23.4.2.4.5 LED Board Display – Examples of VDGS Failures

Failure Type	Display	Description
OVERSHOOT		If the aircraft has overshoot the stop-position, 'TOO FAR' will be displayed.
STOP SHORT		If the aircraft is found standing still but has not reached the intended stop position, the message 'STOP, OK' will be shown after a pre- configured time.
AIRCRAFT VERIFICATION FAILURE		During entry into the Stand, the aircraft geometry is being checked. If, for any reason, aircraft verification is not made 12 meters before the stop-position, the display will first show 'WAIT' and make a second verification check. If this fails, 'STOP' and 'ID FAIL' will be displayed.
GATE BLOCKED		If an object is found blocking the approach to gate/apron view from the Safedock to the planned stop position for the aircraft, the docking procedure will be halted with a 'WAIT' and 'GATE BLOCK' message.

Note 1: Pilots must not enter an aircraft stand unless the VDGS is illuminated or a marshaller has signalled clearance to proceed.

Note 2: Pilots must not attempt to self-park if the VDGS is not illuminated or calibrated for their aircraft type.

Note 3: VDGS units used at OMDB will not operate effectively below CAT III conditions (visibility down to 175 M), if VDGS unit is not illuminated or failing to capture aircraft, Pilots must stop and request marshaling assistance from ATC.

2.23.4.2.5 Yellow aircraft stand manoeuvring guidance lights and red position lights for final stop position.

2.23.4.2.6 A Follow-me vehicle will be provided for all non-standard parking.

2.23.4.3 Start-up Approval Procedures

2.23.4.3.1 Aircraft will normally be expected to start-up during push-back. Aircraft wishing to start engines either before or after push-back should notify ATC.

2.23.4.3.2 Aircraft requiring a start on stand, may only start 50% of their total engines on stand. The remaining engine(s) are only to be started once the push-back has been completed, aircraft is on the taxiway centre line and parking brakes applied.

2.23.4.4 Engine Runs

2.23.4.4.1 Engine runs on parking stands are permitted at ground idle only and typically for a maximum duration of five minutes only.

2.23.4.4.2 If engine runs on stands (in idle power) are required for more than five minutes (including for cabin cooling purposes where all engines may be operated), this must be explicitly requested by the Airline Engineering.

2.23.4.4.3 High power engine runs are permitted at predesignated areas.

2.23.4.4.4 Prior approval is required for both idle and high power engine runs. Requests shall be made to Dubai Airports Aerodrome Operations on telephone +971 4 505 4723 at least 30 minutes prior to engine run.

2.23.4.4.5 Engine runs on stand above ground idle is prohibited.

2.23.5 Runway visual range

2.23.5.1 Transmissometers are available for reporting IRVR. For locations Refer Chart OMDB AD 2-21.

2.23.5.2 For radio transmission purposes the locations will be designated as:

ALFA	: Touchdown
BRAVO	: Mid - point
CHARLIE	: Stop end

2.23.5.3 Visibility below 2000 M is reported in the following incremental steps:

- | | | |
|----|-----------------|---------|
| a. | 50 M to 400 M | : 25 M |
| | 400 M to 800 M | : 50 M |
| | 800 M to 2000 M | : 100 M |

Note: See [GEN 3.5.3.5](#) for reporting procedures

2.23.5.4 For low visibility departures all IRVR for the departure runway shall be serviceable except that the threshold IRVR is not required when reported meteorological visibility is more than 150 M.

2.23.6 Reduced Runway Separation Minima (RRSM)

2.23.6.1 Special landing and departing procedures may be utilized, at Dubai International airport for runways 12L/30R and 12R/30L, subject to the procedures and conditions shown here under.

Note 1: Pilots unable to participate in the procedures due to their airline SOPs must inform ATC as soon as possible so that alternative clearances may be issued (See [OMDB AD 2.22.2](#) Initial Contact Instructions - Airborne Note 2)

Note 2: It is essential that aircrew adhere to [OMDB AD 2.20.5](#) Minimum Runway Occupancy to ensure the efficiency of operations during RRSM.

2.23.6.2 Single Runway Mode Procedure

Subject to the 'conditions for the application of RRSM' the following procedure(s) may be applied H24 at DXB

1. Landing following landing:
When the runway-in-use is temporarily occupied by other traffic, landing clearance may be issued to an arriving aircraft, provided that the controller has reasonable assurance that the following separation distances/criteria will be met when the landing aircraft crosses the runway threshold:
 - a. RWY 12L/30R
The preceding landing aircraft has landed and has vacated the runway; or has passed a point at least 2500 M from the threshold of the runway (abeam TWY N7 and TWY M10A for RWY 12L, abeam the runway exit points for TWY N3A and TWY M3A for RWY 30R); and is in motion and will vacate the runway without stopping and/or backtracking.

Landing RRSM will only be applied between two successive arrivals provided both aircraft have been instructed to vacate at published Rapid Exit Taxiways (RETs).
 - b. RWY 12R/30L
The preceding landing aircraft has landed and has vacated the runway; or has passed a point at least 2500 M from the threshold of the runway (abeam TWY M17 and TWY K14 for RWY 12R; abeam the runway exit points for TWY M11 and TWY K8 for RWY 30L); and is in motion and will vacate the runway without stopping and/or backtracking.

Landing RRSM will only be applied between two successive arrivals provided both aircraft have been instructed to vacate at published Rapid Exit Taxiways (RETs).
2. Landing following departure:
When the runway-in-use is temporarily occupied by other traffic, landing clearance may be issued to an arriving aircraft, provided that the controller has reasonable assurance that the following separation distances/criteria will be met when the landing aircraft crosses the runway threshold:
 - a. RWY 12L/30R
The preceding departing aircraft will be airborne and has passed a point at least 2500 M from the threshold of the runway (abeam TWY N7 and TWY M10A for RWY 12L, abeam the runway exit points for TWY N3A and TWY M3A for RWY 30R) , or if not airborne, will be at least 2500 M from the threshold of the runway.
 - b. RWY 12R/30L
The preceding departing aircraft will be airborne and has passed a point at least 2500 M from the threshold of the runway (abeam TWY M17 and TWY K14 for RWY 12R; abeam the runway exit points for TWY M11 and TWY K8 for RWY 30L) , or if not airborne, will be at least 2500 M from the threshold of the runway.

Note: Crew of flights should be aware of the possibility of a go-around when no landing clearance has been received approaching 2 NM from the threshold, with another aircraft lined up or departing.

3. Departure following departure:

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

a. RWY 12L/30R

The preceding aircraft is airborne, and has passed a point at least 2500 M from the threshold of the runway (abeam TWY N7 and TWY M10A for RWY 12L, abeam the RWY exit points for TWY N3A and TWY M3A for RWY 30R) and minimum separation continues to exist, constant or increasing, between the two departing aircraft immediately after take-off of the second aircraft.

b. RWY 12R/30L

The preceding aircraft is airborne, and has passed a point at least 2500 M from the threshold of the runway (abeam TWY M17 and TWY K14 for RWY 12R; abeam the runway exit points for TWY M11 and TWY K8 for RWY 30L) and minimum separation continues to exist, constant or increasing, between the two departing aircraft immediately after take-off of the second aircraft.

Note: Exception- Due to displaced thresholds, the succeeding departure may commence its take-off roll subject to the same provisos above when departing off

- 1) RWY 12R from M4 to M7B or K1 to K4;
- 2) RWY 30L from K17, K18 to M20, M21.
- 3) RWY12L from M1 to M1B or N1 to N1B;
- 4) RWY 30R from M15 to M15A or N11 to N12

2.23.6.3 Dual Dependent Runway Mode Procedure (Both Directions):

The procedures described above for single runway operations for "landing following landing", and "departure following departure" shall be applied in the same manner on respective runways during dual runway operations.

The exception for Dual Runway Operations is when the runway mode becomes Dependent in VMC (i.e. when aircraft are departing from the full length 12R from K1, K2, M4, M5B; or from the full length 30R from M15, M15A, N11, N12), Therefore the difference from Single Runway Operations, is in the scenario of "landing following departure". In RWY 12 direction, a preceding departing aircraft off RWY 12R must have passed abeam TWY M10B and TWY K7, prior to the landing aircraft crossing the threshold of RWY 12L. In RWY 30 direction, a preceding departing aircraft off RWY 30R must have passed abeam TWY M10A and TWY N7, prior to the landing aircraft crossing the threshold of RWY 30L.

2.23.6.3.1 Conditions for the Application of RRSM:

RRSM may be applied H24 between:

- a. a departing aircraft and a succeeding landing aircraft using a single runway; or
- b. two successive landing aircraft; or
- c. two successive departing aircraft.

Note: RRSM H24 procedures shall apply to Category 1 and 2 aircraft types as if they were Category 3 aircraft types.

Provided:

- a. The tail wind component does not exceed 5 knots, measured at the landing threshold, and there are no pilot reports of wind shear.
- b. Met visibility shall be equal to or greater than 5 KM and the cloud ceiling shall not be lower than 1000 FT and the Air Traffic Controller is satisfied that the pilot of the following aircraft will be able to observe the relevant traffic clearly and continuously.
- c. The pilot of the following aircraft is warned i.e. Traffic information shall be provided to the flight crew of the succeeding aircraft concerned.
- d. The runway is dry and there is no evidence that the braking action may be adversely affected
- e. The controller is able to assess separation visually or by radar derived information. The surveillance system that provides the controller with position information shall be utilised in combination with visual means and shall be usable at all times.
- f. The runway incursion monitoring and collision avoidance system (RIMCAS) shall be utilised and serviceable at all times.
- g. Suitable landmarks and markers on the surface surveillance system shall be available to assist the controller in assessing the distances between aircraft.
- h. Wake turbulence separation minima shall be applied.
- i. Minimum separation continues to exist between two departing aircraft immediately after take-off of the second aircraft.
- j. In order to ensure that the preceding aircraft vacates the runway in a timely manner, the pilot shall be advised of the exit at which to plan to vacate.

2.23.6.4 Traffic Information Phraseology for pilot of following aircraft

When applying RRSM in a scenario where the runway is temporarily occupied by a previously landed or departing aircraft, ATC shall provide a warning (traffic information) to the following aircraft when issuing the landing clearance or departure clearance.

The following examples illustrate ICAO standard phraseology that will be used:

1. Landing Clearance Phraseology

- i. "(Call sign), (traffic Information) (wind) (runway) cleared to land".
- ii. "(Call sign), (type) departing ahead (wind) (runway) cleared to land"

2. Departing Clearance Phraseology

- i. "(Call sign), (type) departing ahead (wind) (runway) cleared for take-off"

Note: When necessary or desirable in order to expedite traffic, a landing aircraft may be requested to expedite vacating the runway. When there is a requirement to expedite departing traffic, a clearance for immediate take-off may be issued to an aircraft before it enters the runway.

2.23.7 ILS Glide Path Fluctuations for Arriving Aircraft

2.23.7.1 Caution ILS Glide Path possible signal fluctuations during CAT I conditions for arriving aircraft on RWY 12R/30L and 12L/30R due to taxiing and departing aircraft. Pilots should anticipate possible Glide Path interference and monitor ILS profile, flight display indications and autopilot behaviour during manual or coupled ILS Approaches.

2.23.8 Wind Shear Warnings

2.23.8.1 General

Wind shear reports added to a METAR will be as per ICAO Annex 3, Appendix 3, Table A3-2.

2.23.8.2 Wind shear reports passed by ATC

- i. On receipt of any report of wind shear, ATC will:
 - * Immediately relay the report to other aircraft potentially affected;
 - * Pass the full report to the MET Office; and
 - * Pass the information to other ATC units that may be affected.
- ii. Wind shear reports that are relayed by ATC to other aircraft will contain as many of the following details as possible:
 - * Aircraft type that reported the wind shear;
 - * Description of event (e.g. light/moderate/severe, or positive/negative);
 - * Height/altitude wind shear encountered;
 - * Phase of flight;
 - * Runway;
 - * Time of encounter;
 - * MET/operational information as received from the reporting pilot.
- iii. Examples of the phraseology used by ATC to pass on wind shear reports:
 - a. "CAUTION WIND SHEAR. AT (TIME) (AIRCRAFT TYPE) REPORTED STRONG WIND AT (HEIGHT/ALTITUDE) FEET ON APPROACH RWY (DESIGNATOR).MAX THRUST REQUIRED.
 - b. "CAUTION WIND SHEAR. AT (TIME) (AIRCRAFT TYPE) REPORTED AFTER DEPARTING RUNWAY (DESIGNATOR) AT (HEIGHT/ALTITUDE) FEET AIRSPEED LOSS OF(NUMBER) KNOTS, STRONG (LEFT/RIGHT) DRIFT"

2.23.8.3 Wind shear warnings on ATIS

- i. Wind shear warning issued by NCM or received from an aircraft will be broadcast on both the departure and arrival ATIS.
- ii. Regardless of any relevant information being broadcast on the ATIS, during final approach and prior to take-off,ATC will transmit to aircraft without delay:
 - * The latest information, on wind shear in the approach, final approach, take off and climb out area; and
 - * Any significant variations in the current surface wind, expressed in terms of minimum and maximum values.

2.23.8.4 Pilot reports of wind shear

- i. For the benefit of subsequent aircraft and for validation and further enhancement of the low-level wind shear warning, pilots are requested to inform ATC if they experience any wind shear on arrival or departure, irrespective of whether a warning has been given.ATC will pass such reports to following aircraft and the MET Office. Pilot reports should conform to the requirements of ICAO Annex 3, Appendix 4, section 4.1.
- ii. ATC will continue to transmit information on wind shear until it is confirmed, either by three (3) consecutive subsequent aircraft reports or by advice from the MET Office that conditions are no longer a hazard to the operations.

2.23.8.5 Low Level Wind Shear

Caution, transient and sporadic low level wind shear is possible between 1800 to 0300 UTC on the approach and climb out due to land and sea breeze interaction resulting in possible airspeed loss/gain of 10 KT or more.

2.23.8.6 1000 FT and Below Winds

If a wind shear warning has been issued, aircraft may be requested by ATC to state the 1000 FT and below winds when able. ATC will then subsequently pass this information onto following aircraft whilst the wind shear warning is in force.

2.23.9 Aircraft Push-back/Towing

2.23.9.1 Push-back ATC instruction, stop positions and aircraft separation expectation for simultaneous push-back

2.23.9.1.1 At DUBAI / INTERNATIONAL, push-back types and associated aircraft stop positions have been defined to ensure safe, consistent and efficient push-back process, also taking into consideration jet blast separation required for simultaneous aircraft push-back.

a. **Push-back ATC instruction and Associated Stop Positions**

i. **Standard push:** Push abeam adjacent stand or up to one stand distance

- Example of ATC phraseology : *"Push-back approved, face (direction)." No reference to "STANDARD" or a stop position will be included in ATC clearance. Ground crew will know where to stop.*

ii. **Short push:** Push and pull abeam the departure stand

- Example of ATC phraseology: *"Short push-back approved, face (direction)." No reference to stop position will be included in ATC clearance. Ground crew will know where to stop.*
- Note that the Short push is in fact a push and pull on the taxiway and does not involve the traditional "S" like or dog-leg manoeuvre which is initiated inside the stand before entering the taxiway. The "S" like manoeuvre inside the stand is prohibited at DUBAI / INTERNATIONAL due to safety reasons.

iii. **Long push:** Push up to two stand distance

- Example of ATC phraseology: *"Long push approved, face (direction)." No reference to stop position will be included in ATC clearance. Ground crew will know where to stop.*

iv. **Push and Pull:** Push and pull abeam the stand in front

- Example of ATC phraseology: *"Push-back and pull forward approved, face (direction)." No reference to stop position will be included in ATC clearance. Ground crew will know where to stop.*

b. Deviations to the above where applicable due to location of the stand (corner/end of apron or concourse etc.), presence of fixed obstacles etc., have been published in Dubai Airports' Airside Operating Regulation (AOR) issued to the airport stakeholders (including aircraft line maintenance companies).

c. Ground crew (Headset man and Push-back Operator) must be familiar with the push-back definitions, associated stop positions and deviations.

d. ATC will not specify the stop position for push-back manoeuvres that are already defined as per (a) and (b). Ground crew is required to be aware of the stop positions associated with a push-back definition/manoeuvre and complete the push to that stop position [all relevant information in this regard has been published in the AOR which is accessible to airport stakeholders including push-back and line maintenance companies]. This reduces clutter on VHF radio and associated confusion, and improves overall efficiency with radio communication and push-back process.

e. As an exception, ATC may issue a push-back instruction that is not defined as per (a) or (b) in which case ATC will specify the stop position ensuring that the push-back tractor will be able to vacate safely to a stand or GSE road without having to cross live taxiways. This option gives ATC flexibility to optimize instructions to suit specific traffic flow situations.

f. In cul-de-sacs or in vicinity of obstacles, push-back from stands nearest to the obstacle will involve a push and pull forward manoeuvre. Additional ground markings have been provided where required to guide the Push-back Operator. The pull forward limits (ground marking references such as stand lead-in line) have been defined for each cul-de-sac to allow ATC to simultaneously clear other aircraft outside of this point where required. Aircraft must not be pulled forward beyond the specified limit points without first notifying ATC. Ground crew is required to be aware of these limits.

g. Where a pull forward manoeuvre is involved, consider starting aircraft engines only after completing the pull forward manoeuvre to minimize forward stress on the push-back tractor during the pull (Refer IATA Ground Operations Manual recommendation).

h. **Simultaneous push of multiple aircraft in close vicinity**

For simultaneous push from adjacent stands OR alternate stands with one stand in between,

i. ATC will alert the crew of all involved aircraft about the simultaneous push

ii. ATC will provide a combination of different push-back instructions (Standard, Long etc) such that there is a separation of about two (2) stands between the aircraft in the final stop positions on the taxiway. This is the separation to be maintained to mitigate jet blast hazards from forward aircraft on the ground crew of rear aircraft.

iii. Ground crew is responsible to ensure safe physical separation between aircraft during the push with overall accountability resting on Headset man since he/she will have a better visuals/perspectives of the pushing aircraft.

iv. Upon completion of push-back, Headset man of the forward aircraft MUST disconnect the headset / wave off to the pilot only after ensuring that the ground crew of the rear aircraft is clear of the jet blast zone of the forward aircraft. Note that the risk of jet blast is more if the forward aircraft is of a larger size than the aircraft in the rear.

- i. If ground crew are not clear on any of the ATC instructions / stop positions or unsure of how to execute a push-back manoeuvre, push-back MUST be suspended and clarification sought from ATC before continuing the push. If Airside Operations (AO) assistance is required in the form of Follow-me, wing walker etc. to safely complete a push-back, ground crew must request ATC for AO attendance and complete the push only under AO guidance.

2.23.9.2 Push-back Approval Procedures

2.23.9.2.1 Push-backs are onto active taxiways:

- a. "DUBAI DELIVERY" is responsible for issuing an airways/route clearance.
- b. Approval to start on stand does not imply an approval to push-back.
- c. "DUBAI GROUND" is responsible for issuing start and push-back approval, along with the taxi clearance.

Note: Push-back approval can only be obtained from DUBAI GROUND.

2.23.9.2.2 If no push-back is required due to aircraft facing nose out, this must be notified to "DUBAI DELIVERY" on first contact.

2.23.9.2.3 DNATA, 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.

2.23.9.2.4 Push-back approval includes instructions to face North, East, South or West as appropriate.

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

2.23.10 Modes of Runway Operation

2.23.10.1 The parallel runways at Dubai International Airport are spaced 385 M apart and staggered in compliance with CAR ADR, 8.3.8 and ICAO SARPS published in Annex 14 Volume 1- Aerodromes.

The runway spacing restrict operations to Segregated Operations on Parallel Runways (Mode 4) as defined in ICAO Document 9643 - Manual on Simultaneous Operations on Parallel or Near-Parallel Instrument Runways (SOIR).

2.23.10.2 Normal operations at Dubai International will be conducted as segregated runway operations with simultaneous arrivals and departures from closely spaced parallel runways.

Simultaneous operations will be restricted to the following weather conditions:

- a. Cloud base is 1500 FT or above
- b. Visibility is 5 KM or greater

2.23.10.3 Available approaches during dual runway operations when visibility is 3000 M or greater is as follows:

- a. Runway 12 in use:
 - * RWY 12L ILS (RNP)
 - * RWY 12R RNP (VISUAL) *ILS switched OFF
- b. Runway 30 in use:
 - * RWY 30L ILS (RNP)
 - * RWY 30R RNP (ILS) (VISUAL)

Approaches to non-standard arrival runways (RWY 12R or RWY 30R) will be either an RNP or a Visual Approach on request with ATC. ILS RWY 30R will be issued at ATC discretion during times when arrival traffic is offloaded to RWY 30R.

During single runway operations or when the visibility reduces below 3000 M, an ILS approach will be available onto the arrival runway in use.

2.23.10.4 In order to facilitate simultaneous operations departing aircraft may be issued with departure instructions in accordance with Omni Directional Departure Chart OMDB AD 2-48. Departing aircraft shall not change frequency until advised.

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

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

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

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

2.23.11 Reduced Engine/Single Engine Taxi

2.23.11.1 Reduced Engine/Single-engine for up to Code-C aircraft Taxi-in/out allowed.

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

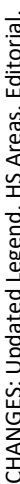
2.23.11.3 Pilots must consider the additional thrust required for manoeuvring and the potential for asymmetrical thrust, special attention must be given to ensuring adequate braking capability and maintaining control during turns and while taxiing in adverse weather conditions.

OMDB AD 2.24 CHARTS RELATED TO AN AERODROME

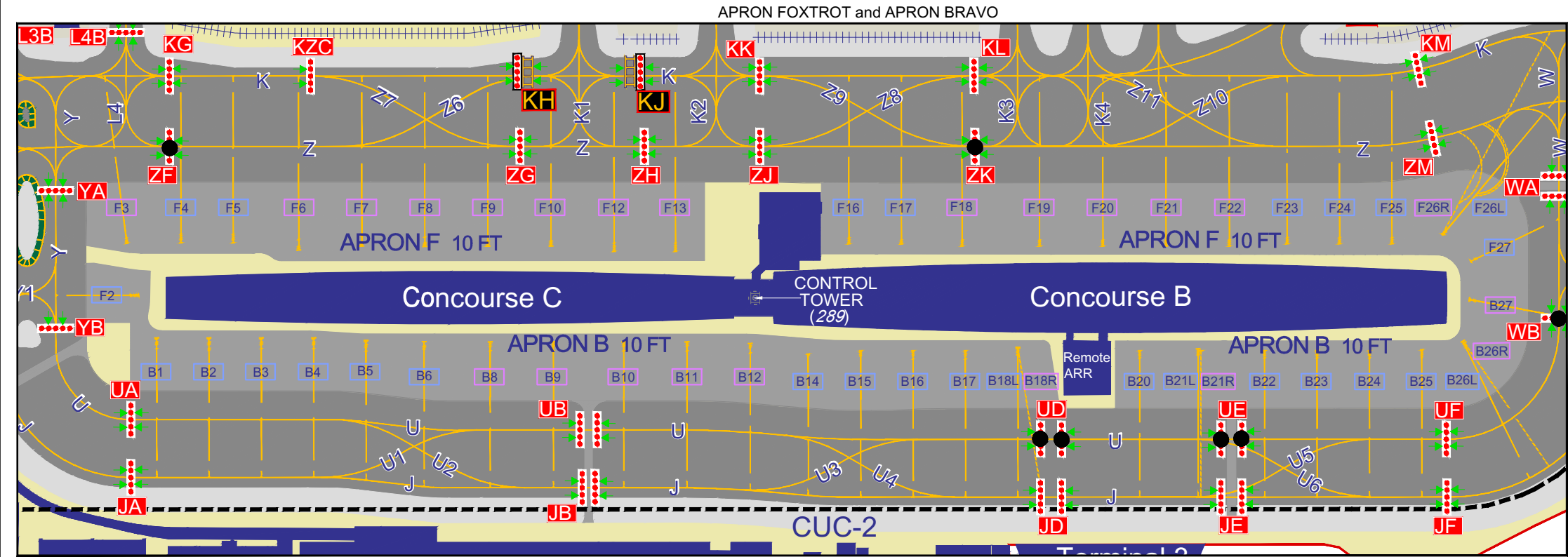
AD CHART - ICAO (Chart OMDB-AD-2-21)	Chart OMDB-AD-2-21
AIRCRAFT PARKING/DOCKING CHART - ICAO APRONS Alpha, Bravo, Delta, Foxtrot, Sierra (Chart OMDB-AD-2-22A)	Chart OMDB-AD-2-22A
AIRCRAFT PARKING/DOCKING CHART - ICAO APRONS Echo, Golf, Hotel, Quebec (Chart OMDB-AD-2-22B)	Chart OMDB-AD-2-22B
AIRCRAFT PARKING/DOCKING CHART- ICAO APRONS Charlie (Chart OMDB-AD-2-22C)	Chart OMDB-AD-2-22C
HOT SPOT - JET BLAST (Chart OMDB-AD-2-24)	Chart OMDB-AD-2-24
TAXIWAYS COMPATIBILITY CHART (Chart OMDB-AD-2-25)	Chart OMDB-AD-2-25
STOPBARS AND INTERMEDIATE HLDG PSN (Chart OMDB-AD-2-26)	Chart OMDB-AD-2-26
LOW VIS TAXI RTE ARR RWY 30L (Chart OMDB-AD-2-27)	Chart OMDB-AD-2-27
LOW VIS TAXI RTE ARR RWY 12L (Chart OMDB-AD-2-28)	Chart OMDB-AD-2-28
LOW VIS TAXI RTE DEP RWY 30R (Chart OMDB-AD-2-29)	Chart OMDB-AD-2-29
LOW VIS TAXI RTE DEP RWY 12R (Chart OMDB-AD-2-30)	Chart OMDB-AD-2-30
AD OBSTACLE CHART - ICAO TYPE A RWY 12R/30L (Chart OMDB-AD-2-31)	Chart OMDB-AD-2-31
AD OBSTACLE CHART - ICAO TYPE A RWY 12L/30R (Chart OMDB-AD-2-33)	Chart OMDB-AD-2-33
PRECISION APPROACH TERRAIN CHART - ICAO RWY 30R (Chart OMDB-AD-2-36)	Chart OMDB-AD-2-36
PRECISION APPROACH TERRAIN CHART - ICAO RWY 12L (Chart OMDB-AD-2-38)	Chart OMDB-AD-2-38
PRECISION APPROACH TERRAIN CHART - ICAO RWY 30L (Chart OMDB-AD-2-39)	Chart OMDB-AD-2-39
PRECISION APPROACH TERRAIN CHART - ICAO RWY 12R (Chart OMDB-AD-2-40)	Chart OMDB-AD-2-40
SID CHART - ICAO RWY 12 L/R RNAV1 ANVIX 5G, DAVMO 4G, EMERU 2G, IVURO 1G, KUTLI 4G, MIROT 3G, NABIX 3G, RIDAP 3G, SENPA 3G (Chart OMDB-AD-2-41)	Chart OMDB-AD-2-41
SID CHART - ICAO RWY 30 L/R RNAV1 ANVIX 7F, DAVMO 4F, EMERU 2F, IVURO 1F, KUTLI 4F, MIROT 3F, NABIX 3F, RIDAP 2F, SENPA 2F (Chart OMDB-AD-2-42)	Chart OMDB-AD-2-42
STAR CHART - ICAO RWY 12 L/R RNAV1 DATOB 1E, IMPED 3B, IMPED 3E, LORID 1E, PUVAL 5B, PUVAL 2E, VUTEB 3B, VUTEB 3E (Chart OMDB-AD-2-43)	Chart OMDB-AD-2-43
STAR CHART - ICAO RWY 30 L/R RNAV1 DATOB 4C, DATOB 4D, IMPED 3C, LORID 4C, LORID 4D, PUVAL 5C, PUVAL 3D, VUTEB 4C, VUTEB 4D (Chart OMDB-AD-2-44)	Chart OMDB-AD-2-44
STANDARD DEPARTURE CHART - OMNI DIRECTIONAL DEPARTURE (Chart OMDB-AD-2-48) ..	Chart OMDB-AD-2-48
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO (Chart OMDB-AD-2-51)	Chart OMDB-AD-2-51
ATC SURVEILLANCE MINIMUM ALTITUDE TEXT (Text OMDB-AD-2-51-1)	Text OMDB-AD-2-51-1
ATC SURVEILLANCE MINIMUM ALTITUDE TEXT (Text OMDB-AD-2-51-2)	Text OMDB-AD-2-51-2
ATC SURVEILLANCE MINIMUM ALTITUDE TEXT (Text OMDB-AD-2-51-3)	Text OMDB-AD-2-51-3
ATC SURVEILLANCE MINIMUM ALTITUDE TEXT (Text OMDB-AD-2-51-4)	Text OMDB-AD-2-51-4
IAC - ICAO RWY 30L ILS CAT A-D _L (Chart OMDB-AD-2-61)	Chart OMDB-AD-2-61
IAC - ICAO RWY 12R ILS CAT A-D _L (Chart OMDB-AD-2-62)	Chart OMDB-AD-2-62
IAC - ICAO RWY 30R ILS CAT A-D _L (Chart OMDB-AD-2-65)	Chart OMDB-AD-2-65
IAC - ICAO RWY 12L ILS CAT A-D _L (Chart OMDB-AD-2-66)	Chart OMDB-AD-2-66
IAC - ICAO RNP RWY 12L CAT A-D _L (Chart OMDB-AD-2-69)	Chart OMDB-AD-2-69
IAC - ICAO RNP RWY 30R CAT A-D _L (Chart OMDB-AD-2-70)	Chart OMDB-AD-2-70
IAC - ICAO RNP RWY 30L CAT A-D _L (Chart OMDB-AD-2-71)	Chart OMDB-AD-2-71
IAC - ICAO RNP RWY 12R CAT A-D _L (Chart OMDB-AD-2-72)	Chart OMDB-AD-2-72
BIRD CONCENTRATION CHART (Chart OMDB-AD-2-85)	Chart OMDB-AD-2-85
VFR CHART - DUBAI CREEK VFR ROUTES (Chart OMDB-AD-2-91.1)	Chart-OMDB-AD-2-91.1
DUBAI CREEK VISUAL REPORTING POINTS (VRP) (Chart OMDB-AD-2-91.2)	Chart-OMDB-AD-2-91.2

←

PAGE INTENTIONALLY LEFT BLANK

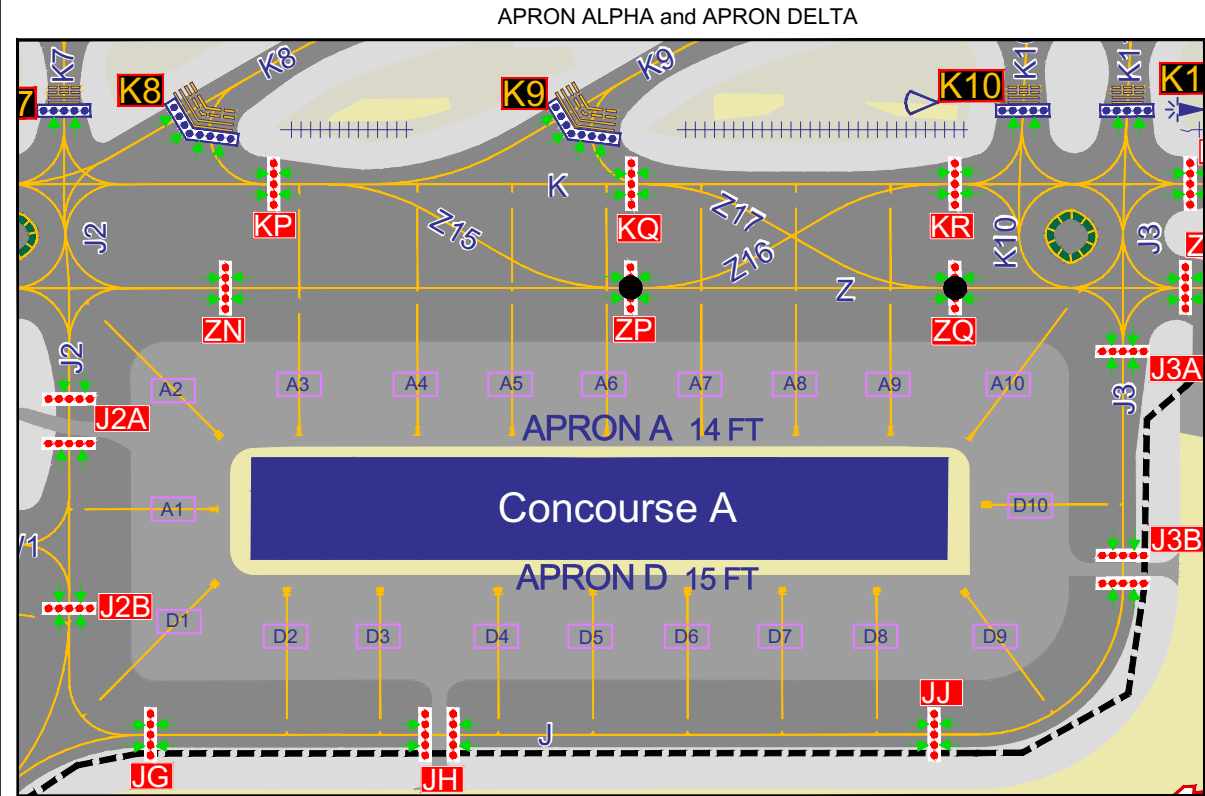


PAGE INTENTIONALLY LEFT BLANK



APRON FOXTROT			
STAND	LATITUDE	LONGITUDE	ELEV (FT)
F2	251516.92N	0552101.44E	7.9
F3	251519.19N	0552102.28E	7.6
F4	251517.94N	0552104.57E	7.8
F5	251516.72N	0552106.78E	7.8
F6	251514.91N	0552109.37E	8.0
F7	251513.59N	0552112.13E	7.9
F8	251512.11N	0552114.79E	7.9
F9	251510.63N	0552117.45E	7.9
F10	251509.16N	0552120.12E	7.9
F12	251507.47N	0552122.64E	8.0
F13	251506.04N	0552125.23E	8.0
F16	251502.27N	0552132.75E	8.6
F17	251501.04N	0552134.96E	10.7
F18	251459.54N	0552137.47E	12.9
F19	251457.73N	0552140.74E	12.9
F20	251456.25N	0552143.41E	13.0
F21	251454.77N	0552146.08E	12.9
F22	251453.29N	0552148.75E	12.9
F23	251452.01N	0552151.25E	12.9
F24	251450.79N	0552153.46E	12.9
F25	251449.56N	0552155.67E	12.9
F26L	251448.75N	0552158.12E	12.4
F26R	251448.74N	0552158.05E	12.5
F27	251447.05N	0552158.55E	12.7

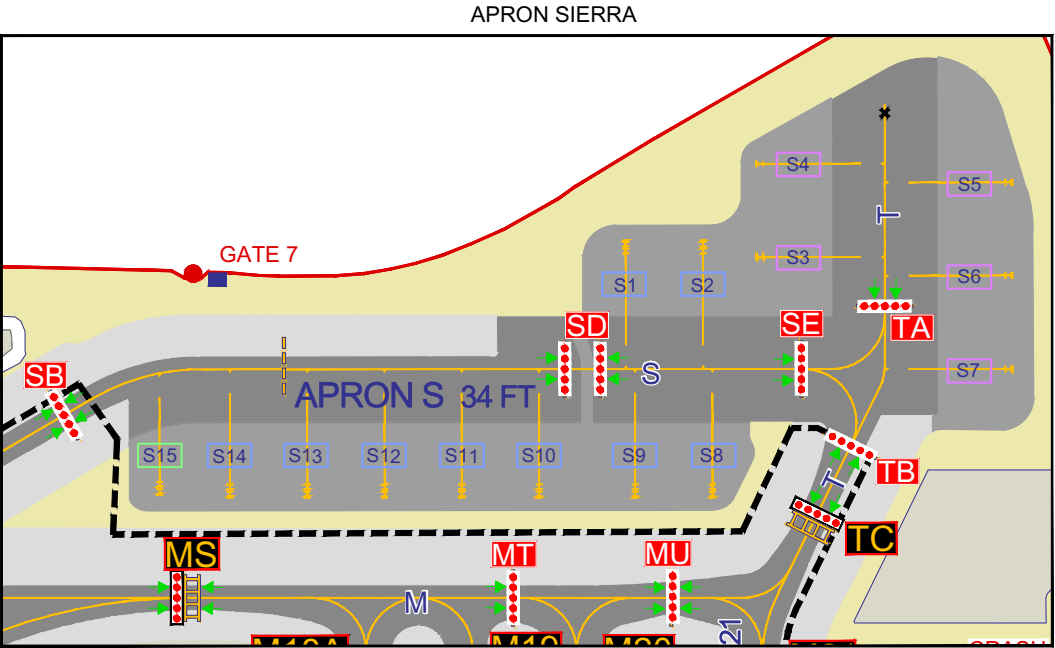
APRON BRAVO			
STAND	LATITUDE	LONGITUDE	ELEV (FT)
B1	251514.86N	0552101.11E	8.2
B2	251513.64N	0552103.32E	8.2
B3	251512.42N	0552105.53E	8.1
B4	251511.19N	0552107.74E	8.1
B5	251509.87N	0552109.88E	8.1
B6	251508.46N	0552112.30E	8.1
B8	251506.90N	0552115.08E	7.7
B9	251505.42N	0552117.75E	7.2
B10	251503.78N	0552120.72E	7.2
B11	251502.30N	0552123.39E	7.3
B12	251500.76N	0552126.02E	7.1
B14	251458.99N	0552128.20E	7.2
B15	251457.90N	0552130.50E	9.1
B16	251456.67N	0552132.71E	11.5
B17	251455.45N	0552134.92E	12.6
B18L	251454.35N	0552137.22E	12.7
B18R	251454.30N	0552137.19E	12.7
B20	251451.37N	0552142.28E	12.7
B21L	251450.07N	0552144.79E	12.6
B21R	251449.93N	0552144.85E	12.6
B22	251448.45N	0552147.55E	12.7
B23	251447.22N	0552149.76E	12.7
B24	251445.99N	0552151.97E	12.7
B25	251444.80N	0552154.20E	12.7
B26L	251444.17N	0552156.16E	12.8
B26R	251444.06N	0552156.19E	12.6
B27	251445.61N	0552157.50E	12.8



APRON ALPHA			
STAND	LATITUDE	LONGITUDE	ELEV (FT)
A1	251441.50N	0552209.54E	13.1
A2	251443.33N	0552210.90E	12.5
A3	251442.15N	0552213.18E	14.5
A4	251440.27N	0552216.56E	14.8
A5	251438.77N	0552219.27E	14.8
A6	251437.26N	0552221.98E	14.8
A7	251435.76N	0552224.69E	14.9
A8	251434.26N	0552227.40E	14.9
A9	251432.76N	0552230.11E	14.8
A10	251431.40N	0552232.27E	15.2

APRON DELTA			
STAND	LATITUDE	LONGITUDE	ELEV (FT)
D1	251439.62N	0552208.25E	13.8
D2	251438.36N	0552210.15E	14.5
D3	251436.88N	0552212.82E	14.7
D4	251435.00N	0552216.20E	14.8
D5	251433.50N	0552218.91E	14.7
D6	251431.99N	0552221.62E	14.7
D7	251430.49N	0552224.33E	14.8
D8	251428.99N	0552227.04E	14.8
D9	251427.55N	0552229.47E	14.8
D10	251429.49N	0552231.51E	14.8

For ATS Communication facilities refer to OMDB-AD-2-21
For Aircraft Stands Restrictions refer to OMDB AD 2.8.6



- NOTES
- It is incumbent on pilots to obtain pushback approval from ATC and to relay such approval to their ground engineer prior to commencing pushback.
 - B18L, B21L, B26L & F26L Code E Aircraft and below B18R, B21R, B26R & F26R A380 Aircraft only
 - Aircraft stands A1, A10, B15 to B27 (including B18L/R, B21L/R and B26L/R), F5, F17 and D1 to D10 has less than 3.75 M clearance, from the aircraft tail to the apron safety line at the rear of stand.

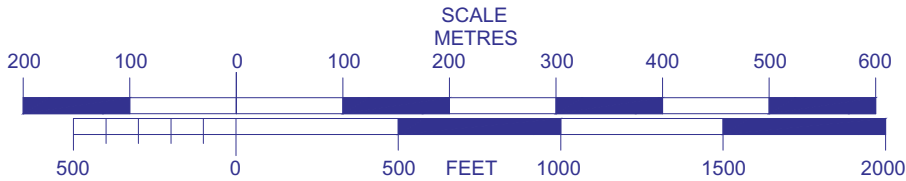
APRON SIERRA			
STAND	LATITUDE	LONGITUDE	ELEV (FT)
S1	251421.16N	0552356.37E	32.7
S2	251419.94N	0552358.58E	33.6
S3	251418.66N	0552359.81E	34.5
S4	251421.09N	0552401.44E	32.3
S5	251416.54N	0552408.45E	33.8
S6	251414.11N	0552406.82E	36.3
S7	251411.68N	0552405.20E	38.9
S8	251413.10N	0552354.37E	38.3
S9	251414.33N	0552352.15E	36.1
S10	251415.85N	0552349.40E	34.4
S11	251417.08N	0552347.19E	33.4
S12	251418.30N	0552344.98E	32.5
S13	251419.53N	0552342.77E	31.6
S14	251420.76N	0552340.56E	32.8
S15	251421.94N	0552338.59E	34.4

APRON DATA		
DESCRIPTION	SURFACE	STRENGTH
ALPHA	Concrete	PCR 980/R/A/W/T
BRAVO	Concrete	PCR 980/R/A/W/T
DELTA	Concrete	PCR 980/R/A/W/T
FOXTROT	Concrete	PCR 980/R/A/W/T
SIERRA	Concrete	PCR 980/R/A/W/T

LEGEND	
RVR	▶
ILS - GP, LOC	⊙
DME	⊕
LGTD WDI	✦
FOD Fence	+++++
Buildings	■
IHP	---
IHP Designator (Full Stopbar)	UD
RWY HLDG PSN Pattern A	▬▬▬
RWY HLDG PSN Pattern B	▬▬▬▬
RWY HLDG PSN Designator	K2
AD Boundary	—
Airside/Landside Gate	●
Stand CODE D	□
Stand CODE E	□
Stand CODE F	□
IHP Stopbar	●●●●
RWY Hold Stopbar CAT I	●●●●●
RWY Hold Stopbar CAT II/III	●●●●●
IHP Without Signage	●
Traffic Direction	→
ATC Service Boundary	---
Green Island *	■

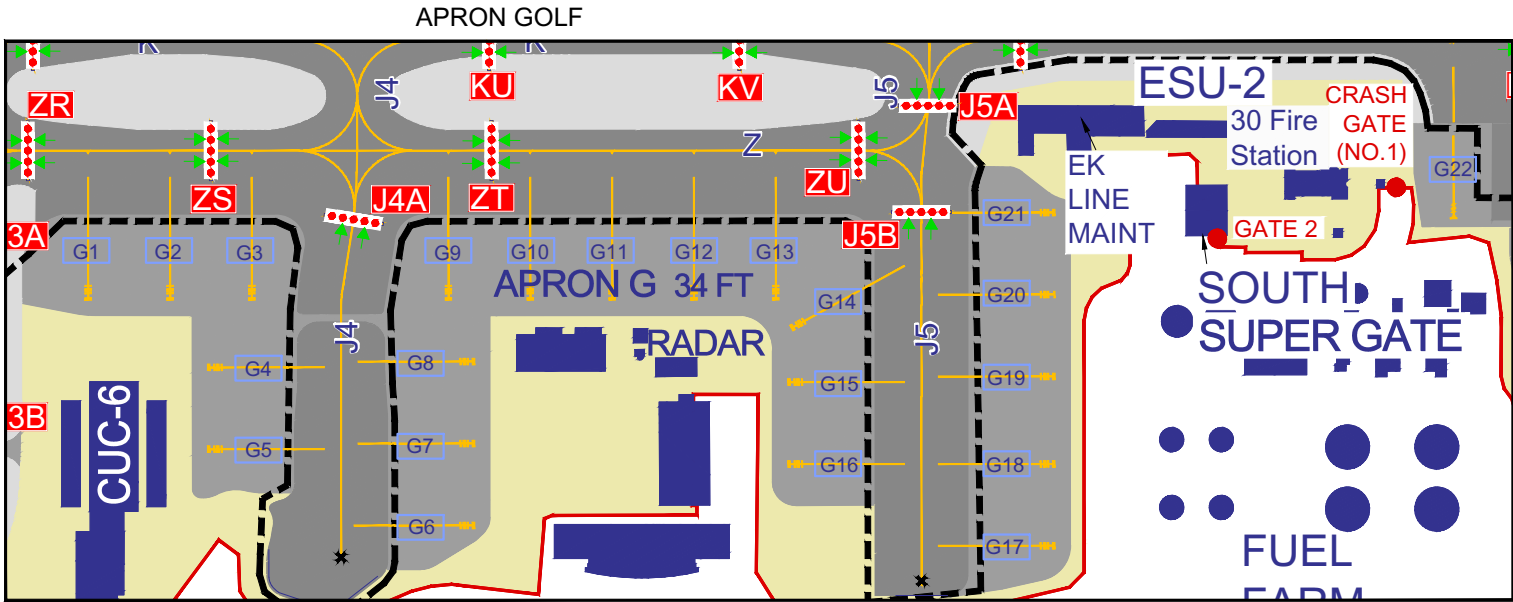
* Provides visual contrast and enhances directional guidance along the TWY path.

CHANGES: Updated Legend. Editorial.



N
VAR 2° E (2020)
ANNUAL RATE OF CHANGE 0.05° E

PAGE INTENTIONALLY LEFT BLANK



APRON GOLF			
STAND	LATITUDE	LONGITUDE	ELEV (FT)
G1	251427.33N	0552240.29E	26.8
G2	251426.11N	0552242.50E	27.7
G3	251424.88N	0552244.71E	28.5
G4	251423.87N	0552242.41E	30.5
G5	251421.86N	0552241.06E	32.8
G6	251416.00N	0552247.00E	35.9
G7	251418.01N	0552248.35E	33.6
G8	251420.02N	0552249.70E	31.7
G9	251421.93N	0552250.02E	30.5
G10	251420.71N	0552252.23E	31.3
G11	251419.48N	0552254.44E	32.1
G12	251418.25N	0552256.66E	33.0
G13	251417.03N	0552258.87E	33.8
G14	251416.10N	0552258.83E	34.8
G15	251414.81N	0552257.85E	36.3
G16	251412.80N	0552256.50E	38.6
G17	251406.80N	0552302.34E	40.9
G18	251408.81N	0552303.69E	38.8
G19	251410.96N	0552305.13E	36.8
G20	251412.97N	0552306.48E	35.1
G21	251414.99N	0552307.83E	33.1
G22	251408.87N	0552318.52E	50.1

APRON ECHO			
STAND	LATITUDE	LONGITUDE	ELEV (FT)
E1	251605.70N	0552105.78E	8.9
E2	251604.48N	0552108.00E	9.3
E3	251603.25N	0552110.21E	9.7
E4	251601.69N	0552112.25E	9.8
E5	251600.93N	0552113.62E	10.0
E6	251559.73N	0552115.39E	10.3
E7L	251558.99N	0552116.78E	10.5
E7R	251558.21N	0552118.14E	10.7
E8	251557.27N	0552120.19E	11.2
E9L	251556.51N	0552121.57E	11.3
E9R	251555.75N	0552122.94E	11.3
E10L	251554.99N	0552124.31E	11.4
E10R	251554.23N	0552125.69E	11.3
E11L	251553.47N	0552127.06E	11.3
E11R	251552.71N	0552128.43E	11.3
E12L	251551.94N	0552129.81E	11.4
E12R	251551.18N	0552131.18E	11.4
E13	251550.42N	0552132.55E	11.4
E14	251549.37N	0552135.10E	11.4
E15	251548.14N	0552137.31E	11.5
E16	251546.91N	0552139.52E	11.5
E17	251545.69N	0552141.73E	11.5
E18	251544.47N	0552144.27E	11.5
E19	251542.99N	0552146.94E	11.5
E20	251541.51N	0552149.61E	11.5

APRON ECHO			
STAND	LATITUDE	LONGITUDE	ELEV (FT)
E21	251540.13N	0552152.03E	11.6
E22	251538.90N	0552154.25E	12.0
E23	251537.68N	0552156.46E	12.6
E24	251536.45N	0552158.67E	11.9
E25	251535.23N	0552200.88E	11.4
E26	251534.00N	0552203.10E	11.9
E27	251532.77N	0552205.31E	12.6
E28L	251531.55N	0552207.52E	12.5
E28R	251531.32N	0552207.68E	12.5
E29	251529.98N	0552209.55E	12.8
E30	BOX STAND PARKING		
E31	BOX STAND PARKING		
E32	BOX STAND PARKING		
E33	BOX STAND PARKING		
E34	BOX STAND PARKING		
E35	BOX STAND PARKING		
E36	BOX STAND PARKING		
E37	BOX STAND PARKING		
E38	BOX STAND PARKING		
E43	251516.63N	0552234.41E	21.7
E44	251522.28N	0552224.36E	17.2
E44L	251522.38N	0552223.48E	16.6
E44R	251521.62N	0552224.85E	17.4
E45	251519.54N	0552229.30E	19.8
E45L	251519.64N	0552228.42E	19.4
E45R	251518.87N	0552229.80E	19.8

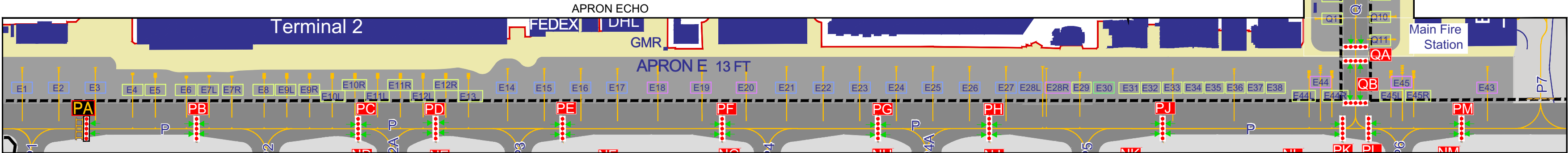
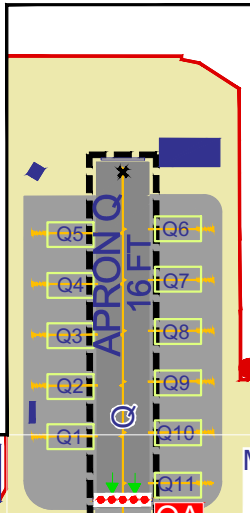
LEGEND	
Buildings	
IHP	
IHP Designator (Full Stopbar)	
RWY HLDG PSN Pattern B	
RWY HLDG PSN Designator	
AD Boundary	
Airside/Landside Gate	
Stand CODE C	
Stand CODE D	
Stand CODE E	
Stand CODE F	
IHP Stopbar	
RWY Hold Stopbar CAT I	
RWY Hold Stopbar CAT II/III	
IHP Without Signage	
Traffic Direction	
ATC Service Boundary	
TWY Closed	



APRON HOTEL			
STAND	LATITUDE	LONGITUDE	ELEV (FT)
H1	251405.60N	0552319.91E	50.6
H2	251404.36N	0552321.61E	51.0
H3	251358.98N	0552335.51E	51.4
H4	251354.28N	0552347.40E	51.9

APRON QUEBEC			
STAND	LATITUDE	LONGITUDE	ELEV (FT)
Q1	251525.05N	0552225.77E	16.5
Q2	251526.30N	0552226.60E	15.6
Q3	251527.55N	0552227.44E	14.8
Q4	251528.80N	0552228.28E	13.9
Q5	251530.05N	0552229.12E	13.2
Q6	251527.43N	0552234.07E	15.1
Q7	251526.18N	0552233.23E	15.8
Q8	251524.94N	0552232.40E	16.7
Q9	251523.69N	0552231.56E	17.5
Q10	251522.44N	0552230.72E	18.2
Q11	251521.19N	0552229.88E	19.2

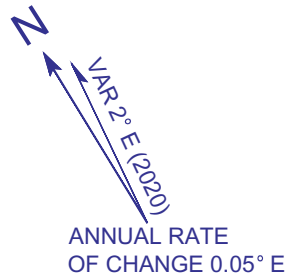
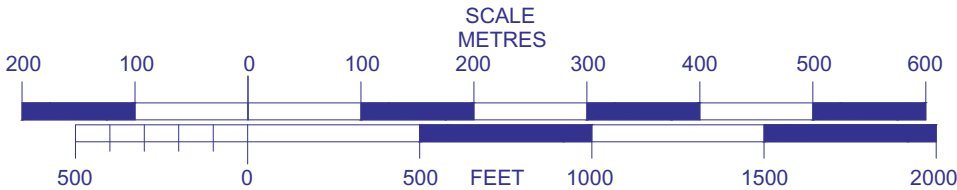
APRON QUEBEC



APRON DATA		
DESCRIPTION	SURFACE	STRENGTH (Stands)
ECHO	Concrete	PCR 980/R/A/W/T
GOLF	Concrete	PCR 980/R/A/W/T
HOTEL	Concrete	PCR 980/R/A/W/T
QUEBEC	Concrete	PCR 980/R/A/W/T

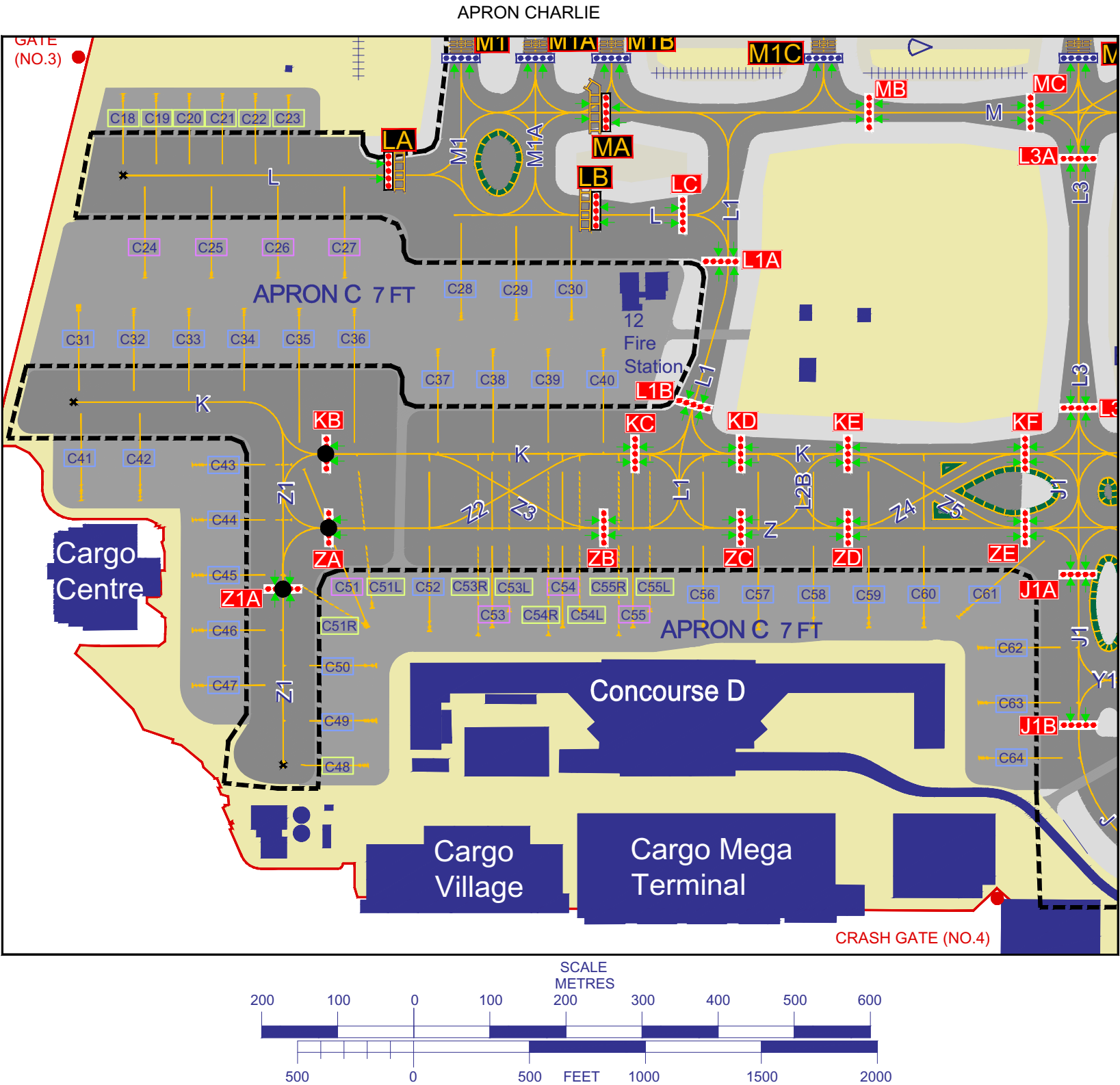
NOTES	
1	It is incumbent on pilots to obtain pushback approval from ATC and to relay such approval to their ground engineer prior to commencing pushback.
2	Aircraft stands E44L/E44/E44R and E45L/E45/E45R are Multi Aircraft Ramp System (MARS).
3	Aircraft stands E44 and E45 are for Code F aircraft with solid CL and can be used also for Code D and E only.
4	Aircraft stands G1 - G21 has less than 3.75 M clearance, from the aircraft tail to the apron safety line at the rear of stand.

For ATS Communication facilities refer to OMDB-AD-2-21
For Aircraft Stands Restrictions refer to OMDB AD 2.8.6



CHANGES: Updated Basemap.

PAGE INTENTIONALLY LEFT BLANK



APRON CHARLIE			
STAND	LATITUDE	LONGITUDE	ELEV (FT)
C18	251602.91N	0552031.55E	7.6
C19	251602.17N	0552032.88E	8.7
C20	251601.44N	0552034.20E	9.0
C21	251600.70N	0552035.53E	7.9
C22	251559.97N	0552036.86E	7.3
C23	251559.17N	0552038.15E	7.3
C24	251555.71N	0552027.92E	9.7
C25	251554.23N	0552030.59E	7.9
C26	251552.75N	0552033.26E	6.9
C27	251551.27N	0552035.93E	7.1
C28	251547.15N	0552039.59E	7.2
C29	251545.92N	0552041.80E	7.4
C30	251544.70N	0552044.01E	7.1
C31	251556.19N	0552024.60E	8.1
C32	251554.83N	0552026.72E	9.7
C33	251553.60N	0552028.93E	8.6
C34	251552.38N	0552031.14E	6.9
C35	251551.15N	0552033.36E	6.8
C36	251549.93N	0552035.57E	7.0
C37	251546.59N	0552037.93E	6.9
C38	251545.37N	0552040.14E	7.0
C39	251544.14N	0552042.36E	7.0
C40	251542.91N	0552044.57E	6.5
C41	251549.01N	0552019.92E	8.5
C42	251547.70N	0552022.29E	8.9
C43	251547.83N	0552025.26E	6.9
C44	251545.82N	0552023.91E	7.2
C45	251543.81N	0552022.56E	7.6

APRON CHARLIE			
STAND	LATITUDE	LONGITUDE	ELEV (FT)
C46	251541.80N	0552021.21E	8.0
C47	251539.78N	0552019.86E	8.5
C48	251532.96N	0552024.96E	7.6
C49	251534.41N	0552026.38E	6.6
C50	251536.42N	0552027.73E	6.5
C51	251538.00N	0552028.32E	5.3
C51L	251538.60N	0552028.97E	4.6
C51R	251538.14N	0552028.28E	5.3
C52	251536.49N	0552030.69E	5.8
C53	251535.23N	0552033.30E	5.7
C53L	251535.43N	0552034.38E	5.2
C53R	251535.25N	0552032.54E	5.9
C54	251533.66N	0552036.12E	5.7
C54L	251533.86N	0552037.20E	5.2
C54R	251533.69N	0552035.37E	5.9
C55	251532.10N	0552038.95E	5.7
C55L	251532.30N	0552040.02E	5.3
C55R	251532.12N	0552038.19E	6.0
C56	251530.46N	0552041.72E	5.5
C57	251529.23N	0552043.93E	5.3
C58	251528.08N	0552046.19E	5.2
C59	251526.86N	0552048.41E	5.2
C60	251525.63N	0552050.62E	5.2
C61	251525.24N	0552052.26E	4.8
C62	251523.69N	0552052.31E	6.0
C63	251521.68N	0552050.96E	6.8
C64	251519.65N	0552049.65E	6.3

NOTES	
1	It is incumbent on pilots to obtain pushback approval from ATC and to relay such approval to their ground engineer prior to commencing pushback.
2	Aircraft stands C51L/C51/C51R, C53L/C53/C53R, C54L/C54/C54R and C55L/C55/C55R are Multi Aircraft Ramp System (MARS).
3	Aircraft stands C51, C53, C54 and C55 are for Code F aircraft with solid CL and can be used also for Code D and E only.
4	Aircraft stands C25 - C47, C49 - C51 (including C51L/R), C53 - C64 (excluding C53L/R, C54L/R, C55L/R) has less than 3.75 M clearance, from the aircraft tail to the apron safety line at the rear of stand.

For ATS Communication facilities refer to OMDB-AD-2-21
For Aircraft Stands Restrictions refer to OMDB AD 2.8.6

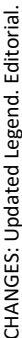
VAR 2° E (2020)
ANNUAL RATE OF CHANGE 0.05° E

LEGEND	
RVR	
FOD Fence	
Buildings	
IHP Designator (Full Stopbar)	
RWY HLDG PSN Pattern A	
RWY HLDG PSN Pattern B	
RWY HLDG PSN Designator	
AD Boundary	
Airside/Landside Gate	
Stand CODE C	
Stand CODE E	
Stand CODE F	
IHP Stopbar	
RWY Hold Stopbar CAT I	
RWY Hold Stopbar CAT II/III	
IHP Without Signage	
Traffic Direction	
ATC Service Boundary	
Green Island *	

* Provides visual contrast and enhances directional guidance along the TWY path.

APRON DATA		
DESCRIPTION	SURFACE	STRENGTH (Stands)
CHARLIE	Concrete	PCR 980/R/A/W/T

PAGE INTENTIONALLY LEFT BLANK



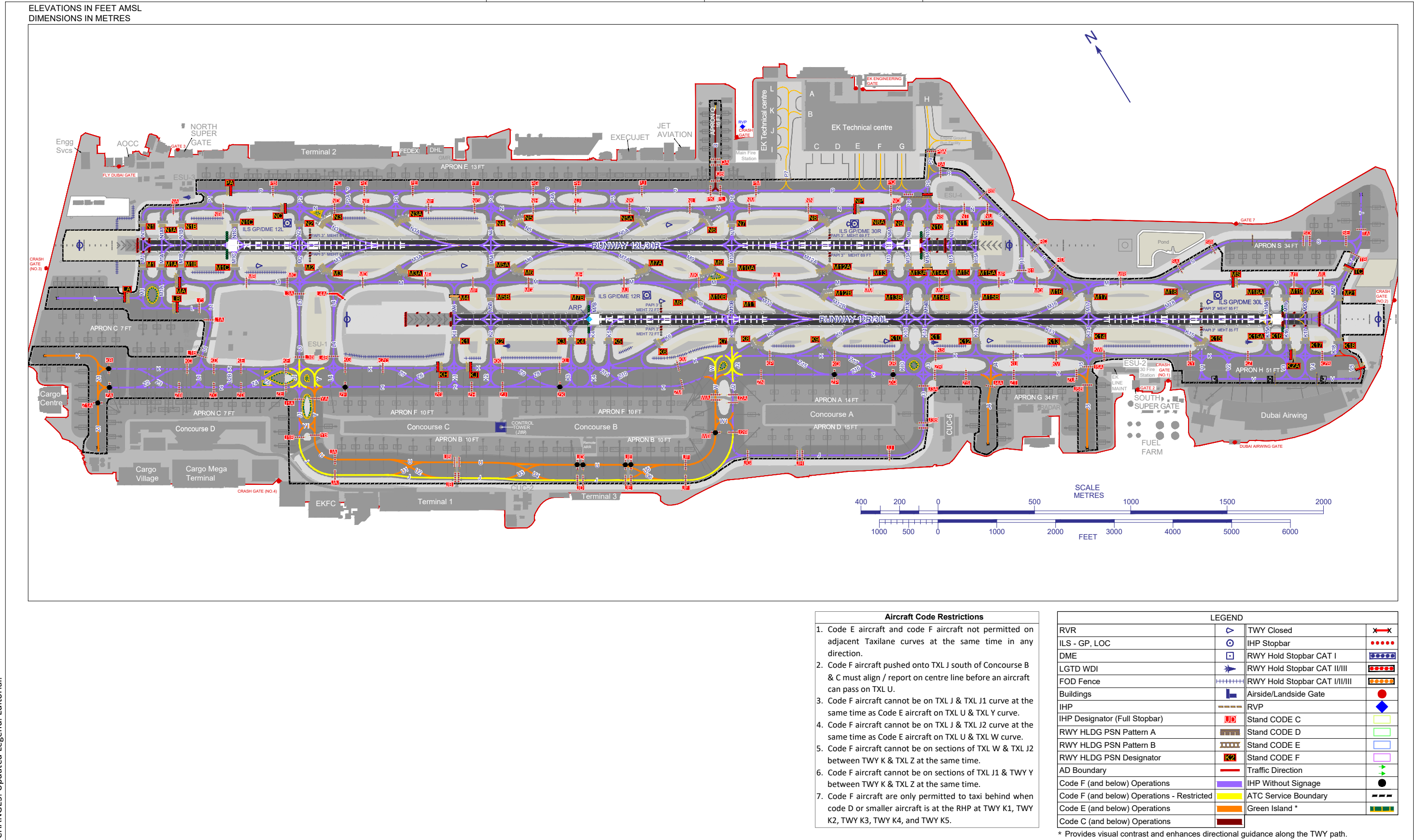
PAGE INTENTIONALLY LEFT BLANK

TAXIWAYS COMPATIBILITY CHART

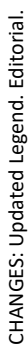
ARP 251510N
0552152E

AD ELEV 62 FT

DUBAI / INTL.
UNITED ARAB EMIRATES

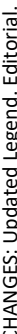


PAGE INTENTIONALLY LEFT BLANK

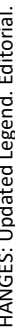


PAGE INTENTIONALLY LEFT BLANK

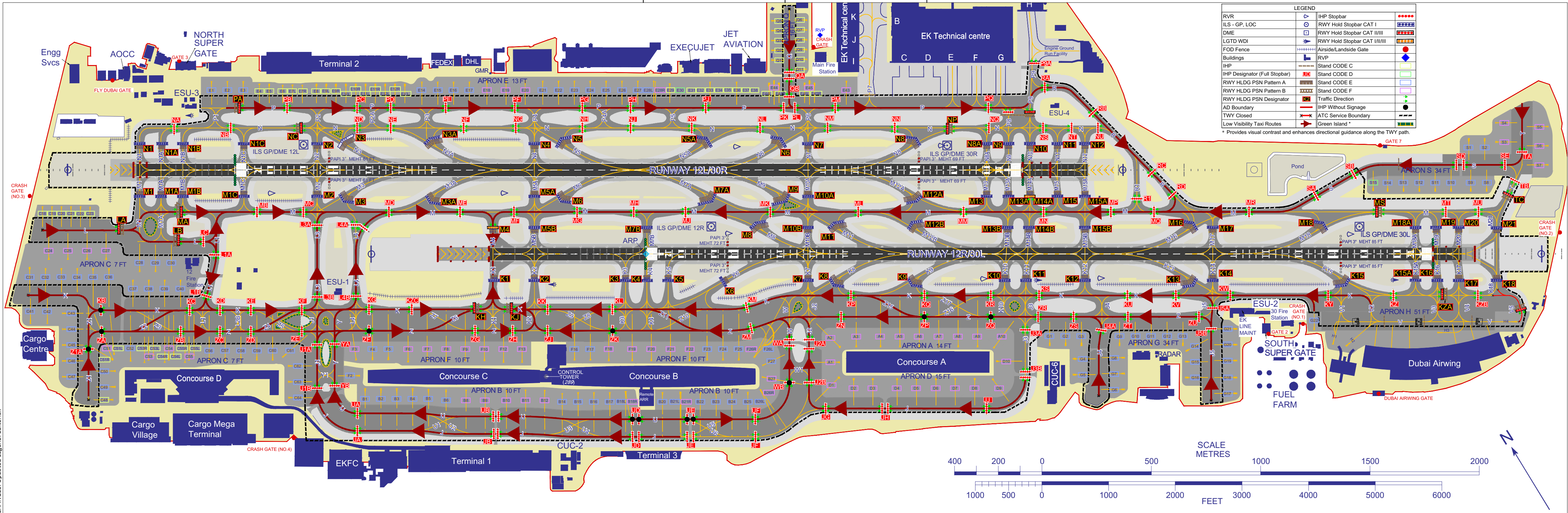
PAGE INTENTIONALLY LEFT BLANK



PAGE INTENTIONALLY LEFT BLANK



PAGE INTENTIONALLY LEFT BLANK



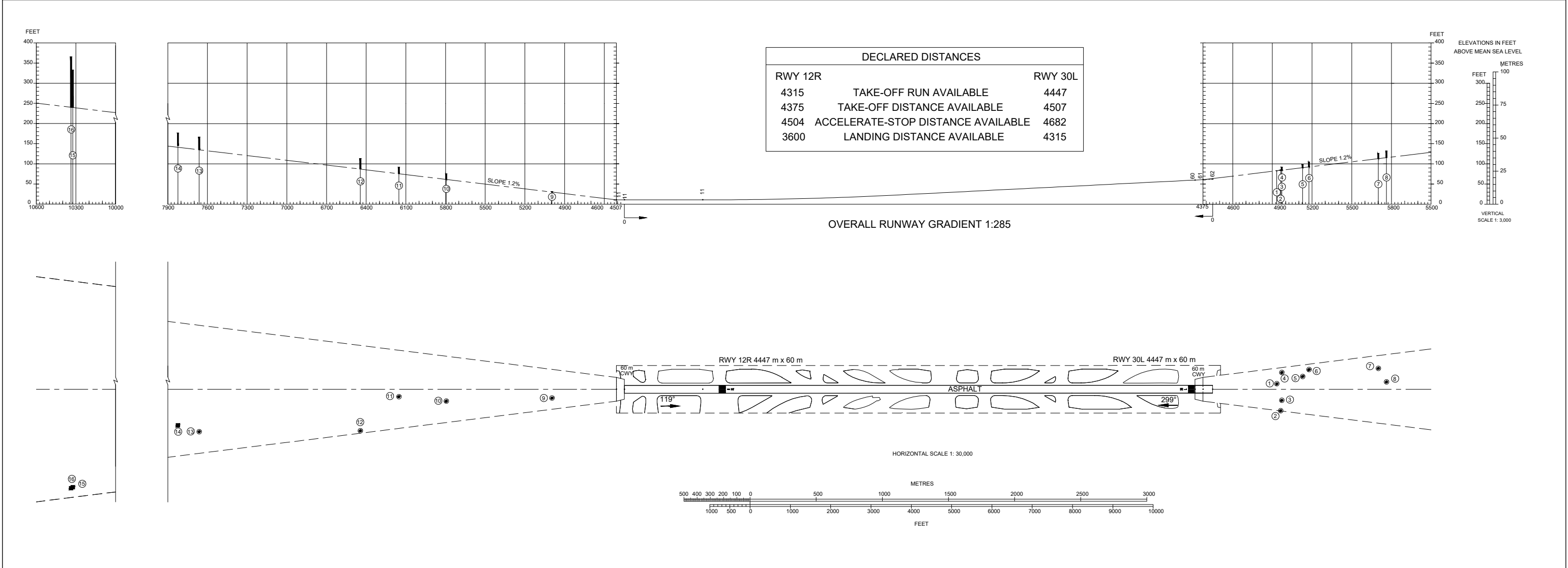
PAGE INTENTIONALLY LEFT BLANK

ELEVATIONS IN FEET
ALL OTHER DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

DUBAI / INTL.
UNITED ARAB EMIRATES
RWY 12R / 30L

AERODROME OBSTACLE CHART - ICAO
TYPE A - OPERATING LIMITATIONS

MAGNETIC VARIATION 2°E (2020)
ORDER OF ACCURACY: Horizontal 3M; Vertical 1FT



LEGEND		
		PROFILE
IDENTIFICATION NUMBER	⑩	
HEIGHT AMSL	25	
BUILDING	■	⑬
TREE / BUSH	*	
POLE, AERIAL, TOWER, ETC	●	
LOCALISER	⚡	
MOBILE OBSTACLE	⊔	

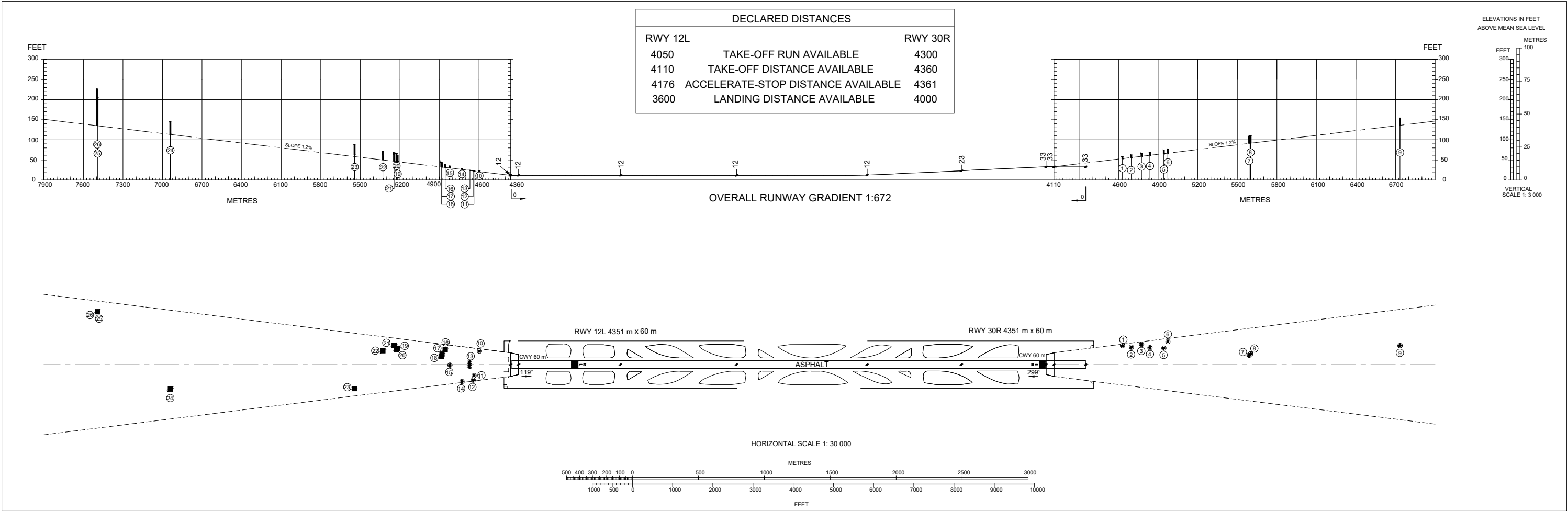
#	Description	WGS-84 Coordinates		ELEV AMSL	Survey Ref #
		Latitude	Longitude	FT	
1	ROADSIGN	251359.9924N	0552401.1556E	83	42084
2	STREETLIGHT	251353.8450N	0552358.2815E	85	17266
3	STREETLIGHT	251355.8954N	0552359.9939E	86	17041
4	STREETLIGHT	251401.7149N	0552403.9308E	92	17010
5	STREETLIGHT	251358.2313N	0552408.1625E	98	23053
6	SIGNBOARD	251358.8498N	0552410.5817E	105	40742
7	HV_PYLON	251350.2259N	0552426.7721E	127	22908
8	HV_PYLON	251346.3545N	0552426.7347E	132	22953
9	ANTENNA	251529.7141N	0552111.9981E	32	18546
10	APRON_LT	251542.5702N	0552047.1612E	75	18391
11	APRON_LT	251549.5856N	0552036.8509E	92	18845
12	APRON_LT	251547.3443N	0552023.1825E	113	18103
13	BLDG MAST	251607.7608N	0551945.8662E	167	18178
14	BLDG MAST	251611.8081N	0551941.8376E	177	40706
15	BLDG_EXTENT	251641.0780N	0551816.8295E	333	23760
16	BLDG_AERIAL	251641.0897N	0551816.2976E	366	23757

PAGE INTENTIONALLY LEFT BLANK

AERODROME OBSTACLE CHART - ICAO

TYPE A - OPERATING LIMITATIONS

MAGNETIC VARIATION 2° E (2020)
ORDER OF ACCURACY: Horizontal 3 M; Vertical 1 FT



#	Description	WGS-84 Coordinates		ELEV AMSL	Survey Ref #
		Latitude	Longitude	FT	
1	STREETLIGHT	251445.8771N	0552311.6503E	58	40879
2	STREETLIGHT	251444.4456N	0552313.5155E	62	17372
3	STREETLIGHT	251443.7481N	0552316.2695E	66	17399
4	STREETLIGHT	251441.9576N	0552317.7433E	69	17402
5	STREETLIGHT	251440.0829N	0552320.8823E	75	17408
6	STREETLIGHT	251440.9304N	0552322.7383E	77	17409
7	MAST	251427.6454N	0552339.5784E	109	17443
8	MAST	251427.7364N	0552340.1327E	110	17445
9	STREETLIGHT	251410.3022N	0552415.8303E	154	16939
10	FLOODLIGHT	251607.2791N	0552042.1062E	23	27548
11	FLOODLIGHT	251602.7969N	0552037.4302E	23	27580
12	STREETLIGHT	251601.9766N	0552036.5889E	24	40287
13	LOC_12L_FFM	251605.6702N	0552038.0557E	24	29248

#	Description	WGS-84 Coordinates		ELEV AMSL	Survey Ref #
		Latitude	Longitude	FT	
14	STREETLIGHT	251603.1245N	0552033.8043E	29	18010
15	ROADSIGN	251608.1048N	0552033.3299E	35	42014
16	BLDG	251611.9740N	0552034.4287E	38	18246
17	BLDG_PLANT	251611.4395N	0552033.0491E	43	18249
18	BLDG_PLANT	251611.0602N	0552032.5766E	45	18250
19	BLDG	251618.3633N	0552023.6149E	62	18262
20	BLDG	251618.2002N	0552023.1452E	66	18263
21	BUILDING_LC	251619.4264N	0552023.1883E	68	41974
22	BLDG	251619.7567N	0552019.8697E	72	18288
23	BUILDING_AERIAL	251615.3757N	0552007.9680E	89	41923
24	MINARET	251638.8978N	0551925.2738E	146	23697
25	BLDG_EXTENT	251704.5551N	0551919.3104E	205	23720
26	BLDG_LC	251704.5674N	0551919.2064E	226	23717

LEGEND		
		PROFILE
IDENTIFICATION NUMBER	⑩	
HEIGHT AMSL	25	
BUILDING	■	
TREE / BUSH	*	
POLE, AERIAL, TOWER, ETC	⦿	
LOCALIZER	⦿	

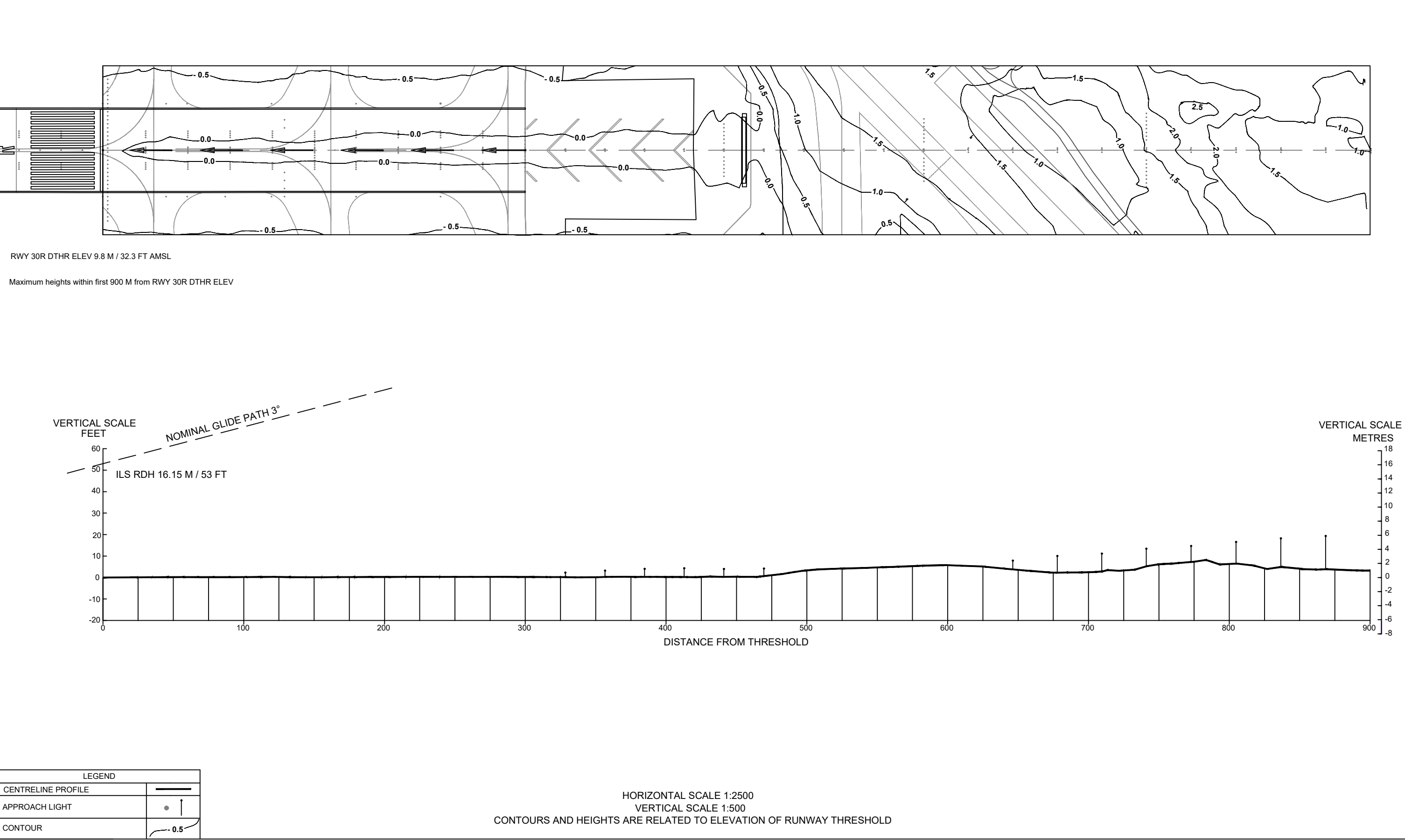
CHANGES: Updated Obstacles. Editorial.

PAGE INTENTIONALLY LEFT BLANK

ELEVATIONS AND HEIGHTS ARE IN METRES/FEET
DISTANCES IN METRES

PRECISION APPROACH TERRAIN CHART - ICAO

DUBAI / INTL.
UNITED ARAB EMIRATES
RWY 30R

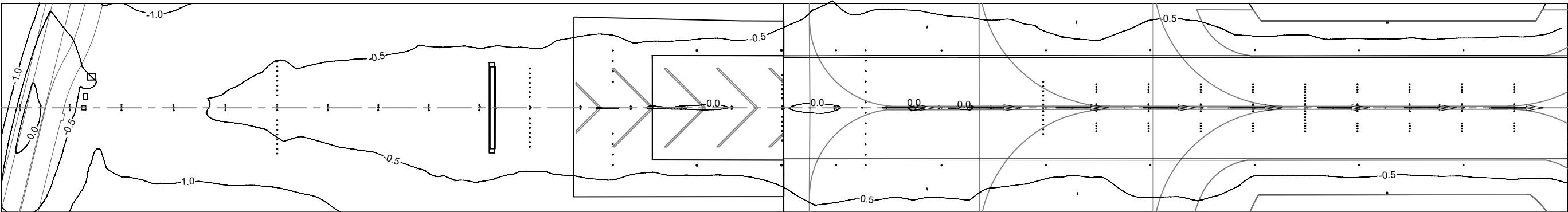


PAGE INTENTIONALLY LEFT BLANK

ELEVATIONS AND HEIGHTS ARE IN METRES/FEET
DISTANCES IN METRES

DUBAI / INTL.
UNITED ARAB EMIRATES
RWY 12L

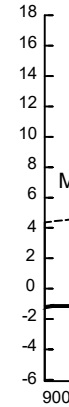
PRECISION APPROACH TERRAIN CHART - ICAO



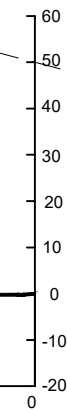
RWY 12L DTHR ELEV 3.4 M / 11.2 FT AMSL

Maximum heights within first 900 M from RWY 12L DTHR ELEV

VERTICAL SCALE
METRES



VERTICAL SCALE
FEET



NOMINAL GLIDE PATH 3°

ILS RDH 15.24 M / 50 FT

DISTANCE FROM THRESHOLD

LEGEND	
MOBILE OBSTACLE	
CENTRELINE PROFILE	
APPROACH LIGHT	
CONTOUR	

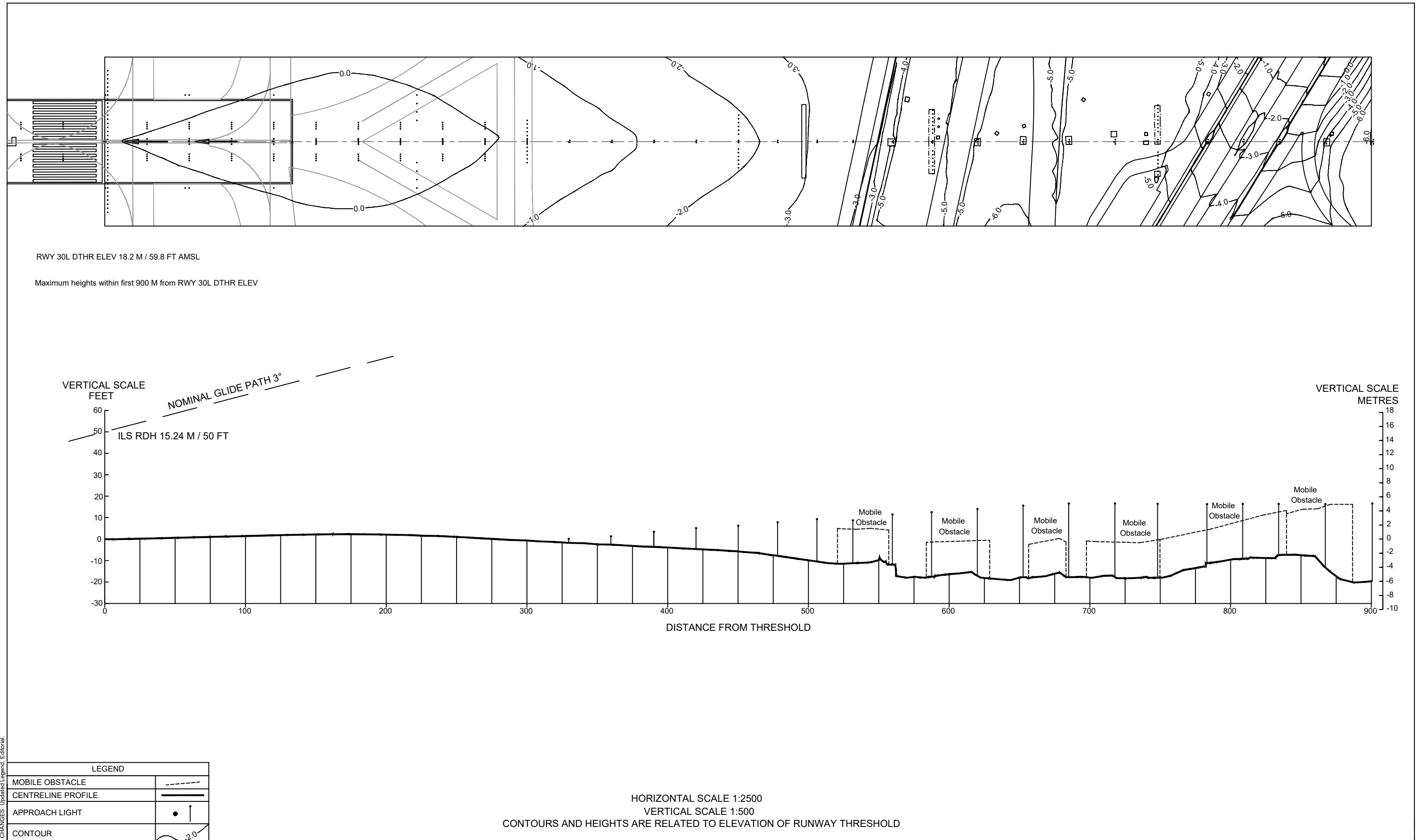
HORIZONTAL SCALE 1:2500
VERTICAL SCALE 1:500

CONTOURS AND HEIGHTS ARE RELATED TO ELEVATION OF RUNWAY THRESHOLD

PAGE INTENTIONALLY LEFT BLANK

ELEVATIONS AND HEIGHTS ARE IN METRES/FEET
DISTANCES IN METRES

PRECISION APPROACH TERRAIN CHART - ICAO

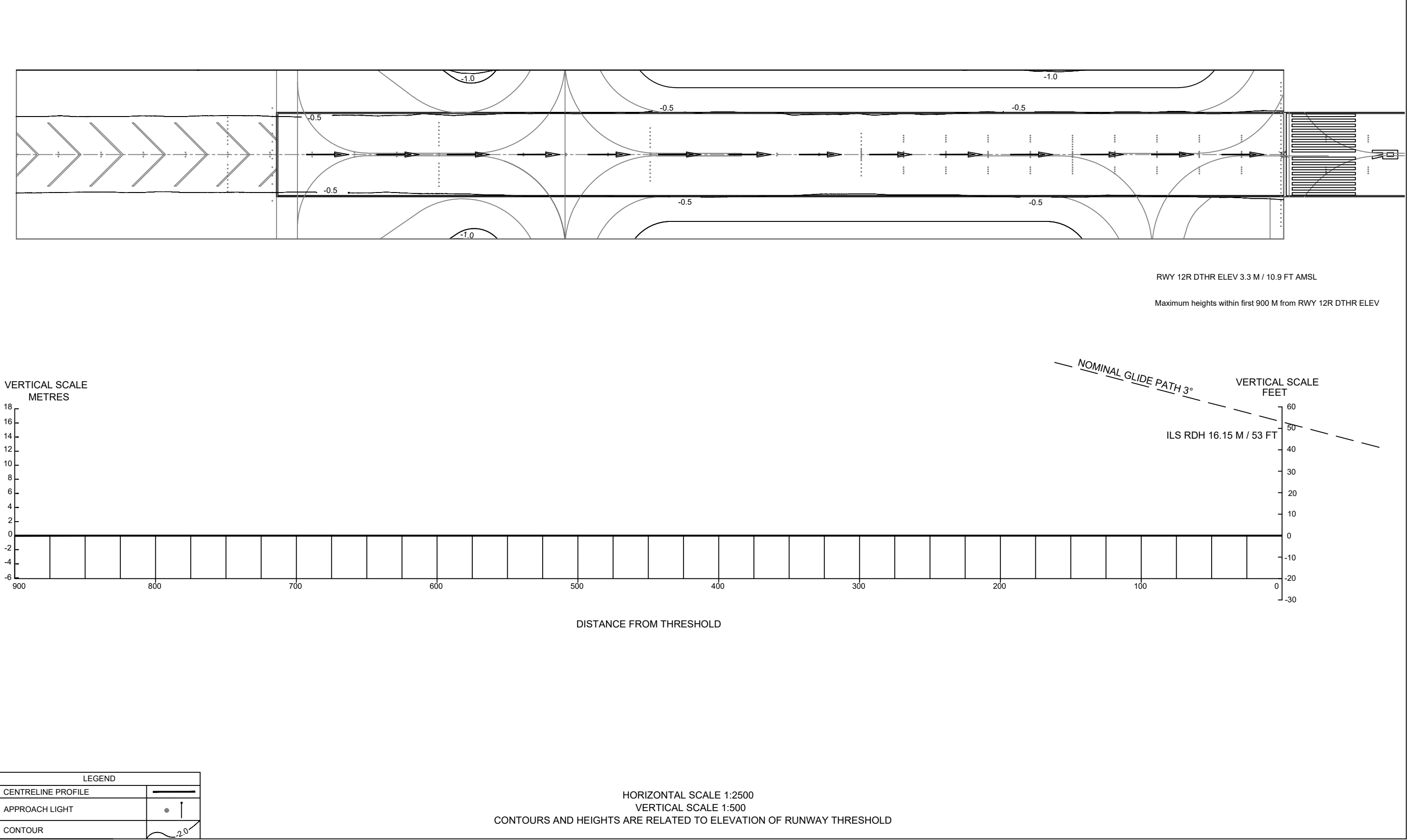


PAGE INTENTIONALLY LEFT BLANK

ELEVATIONS AND HEIGHTS ARE IN METRES/FEET
DISTANCES IN METRES

DUBAI / INTL.
UNITED ARAB EMIRATES
RWY 12R

PRECISION APPROACH TERRAIN CHART - ICAO



PAGE INTENTIONALLY LEFT BLANK

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

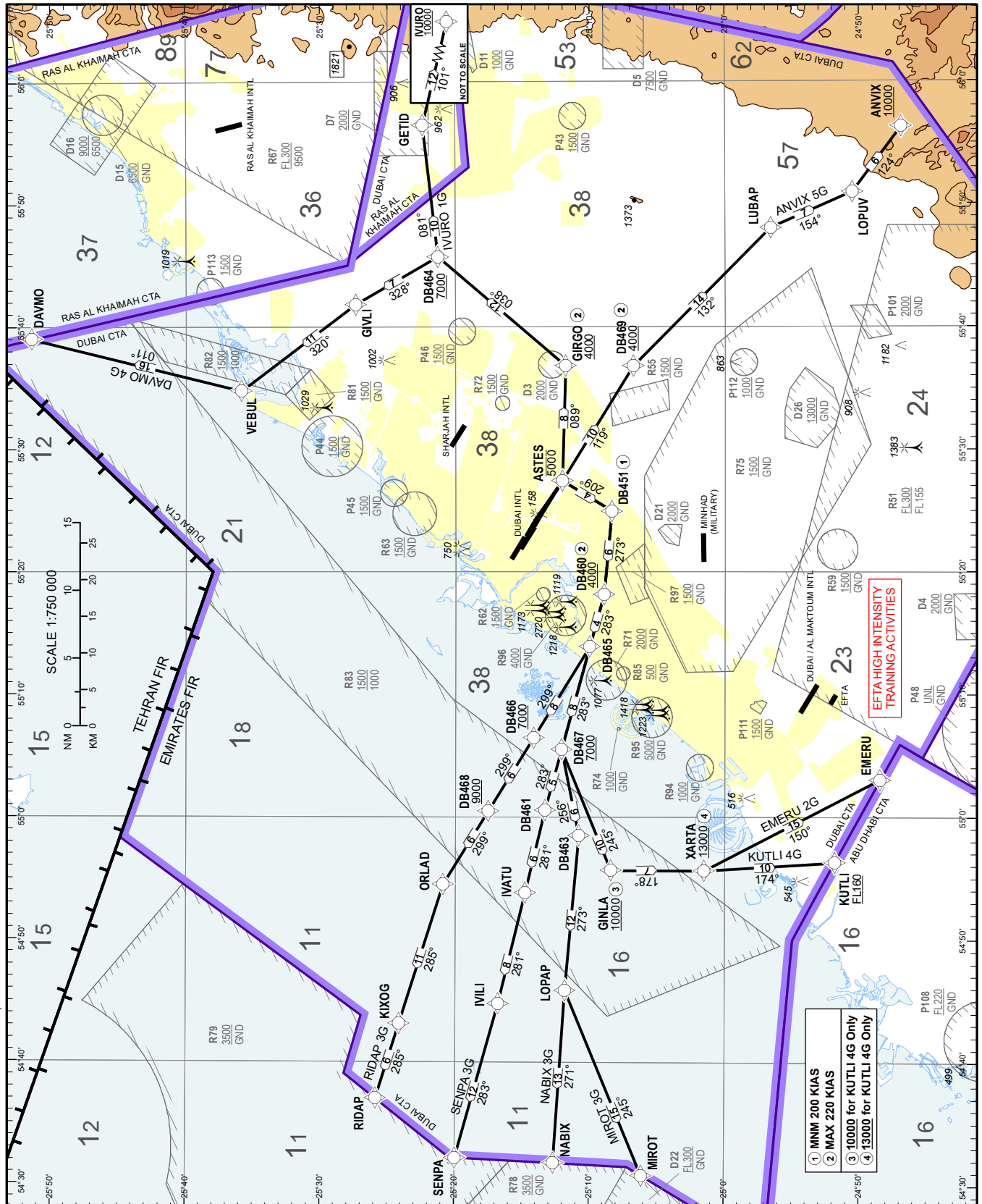
AD ELEV 62 FT

DUBAI / INTL

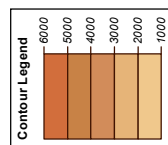
RNAV 1 SID RWY 12L/R

ANVIX 5G, DAVMO 4G, EMERU 2G, IVURO 1G, KUTLI 4G, MIROT 3G, NABIX 3G, RIDAP 3G, SENPA 3G

CHANGES: Amended Restrictions. Added Close-In Obstacle, OBST 158. Editorial.



DUBAI AIRPORT	131.700	DEP
AL MAKTOUM RDR	124.025	PRI
DUBAI DEP N	124.675	PRI
DUBAI DEP S	121.025	PRI
DUBAI TWR N	118.750	PRI
DUBAI TWR S	118.550	PRI
DUBAI GND	118.350	PRI GMC-1
DUBAI GND	121.650	PRI GMC-2

FOR ROUTE DESCRIPTION
SEE OMDB AD 2.22TRANSITION ALTITUDE
13000 FTDIST IN NM
BEARINGS ARE MAGNETIC
ELEV, ALT, HGT IN FEET
Refer ENR 5.1 for vertical limits detailsNOTES
Do not climb above ATC
cleared level.See UAE AIP OMDB AD 2.22.4
for SID requirementsRESTRICTIONS
RNAV 1 (GNSS) REQUIRED
MAX 250 KIAS below
10000 FT25° angle of bank or at rate of 3°
per second required on all turnsMNM (ATC) required climb
gradient 5.0% to 8000 FT
(300 FT per NM)On DEP climb to 4000 FT only.
Further climb when instructed
by Dubai DEPARTURESATC instructions must be
followed immediatelyRWY 12R: EMERU 2G, KUTLI 4G,
MIROT 3G, NABIX 3G, RIDAP 3G,
SENPA 3G. MNM obstacle climb
gradient 4.2% (255 FT per NM) to
1000 FT.CLOSE-IN OBSTACLES
RWY TYPE ELEV (FT) DIST FM DER (M)
12R POLE 156 946Caution: DEP RWY 12R
Independent Parallel Arrivals on RWY 12L

PAGE INTENTIONALLY LEFT BLANK

PAGE INTENTIONALLY LEFT BLANK

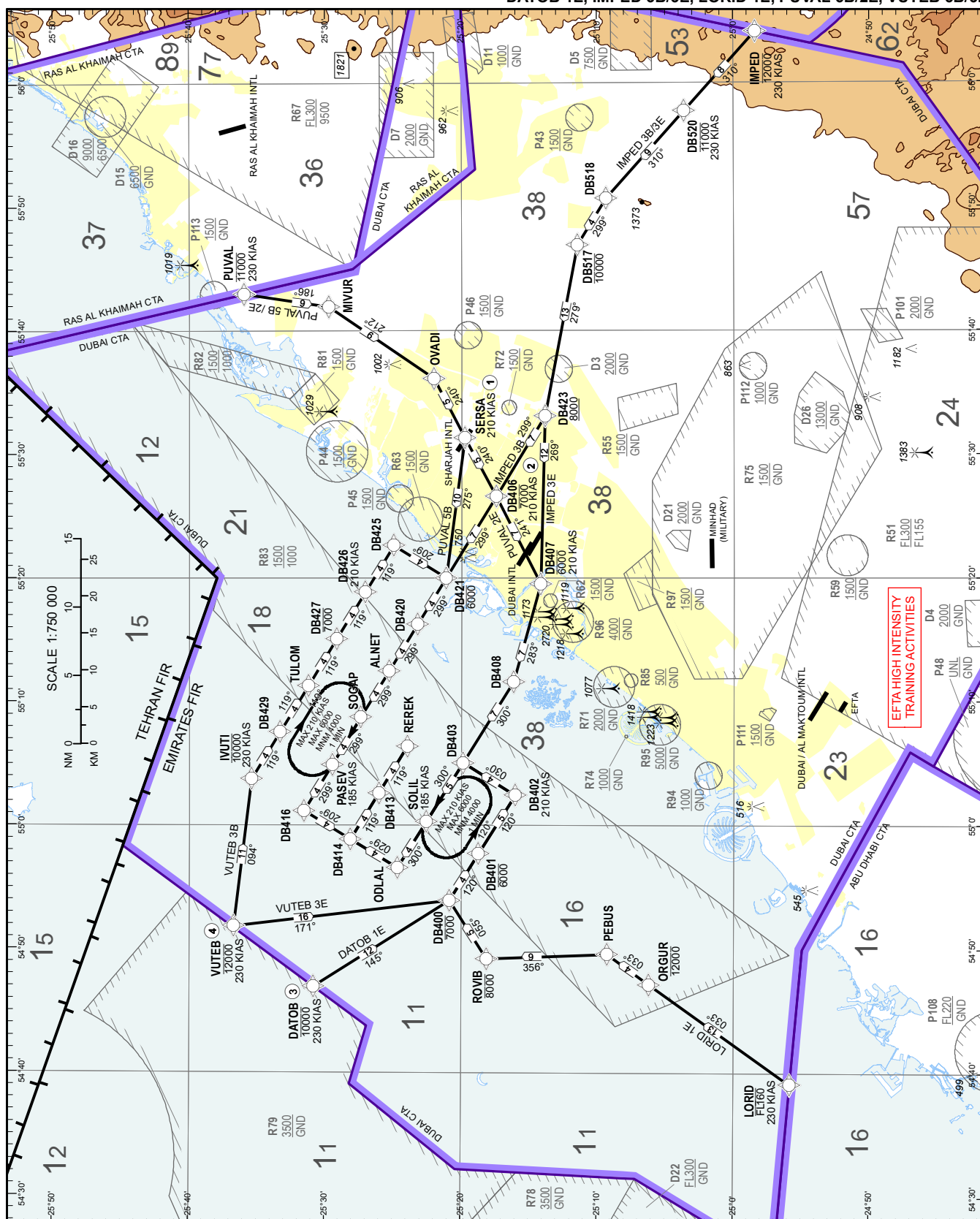
STANDARD ARRIVAL CHART- INSTRUMENT (STAR) - ICAO

AD ELEV 62 FT

DUBAI / INTL

RNAV 1 STAR RWY 12L/R

DATOB 1E, IMPED 3B/3E, LORID 1E, PUVAL 5B/2E, VUTEB 3B/3E



CHANGES: Added Restrictions. Editorial.

DUBAI AIRPORT	126.275	ARR
DUBAI/ARR	124.900	PRI
DUBAI/DIR	127.900	PRI
DUBAI TWR N	118.750	PRI
DUBAI TWR S	119.550	PRI
DUBAI/ GND	118.350	PRI/ GMC-1
DUBAI/ GND	121.650	PRI/ GMC-2

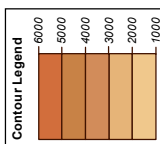
FOR ROUTE DESCRIPTION
SEE OMDb AD 2.22

TRANSITION ALTITUDE

13000 FT

24

DIST IN NM
BEARINGS ARE MAGNETIC
ELEV, ALT, HGT IN FEET
SPEEDS INTENDED TO BE "AT"
Refer ENR 5.1 for vertical limits details



NOTES

When Changing from DUBAI ARRIVALS to DUBAI DIRECTOR, state only: DUBAI DIRECTOR, [aircraft call sign] unless otherwise instructed.

En-route holding at VUTEB or IMPED, or ITLAP as published in ENR 3.6. Aircraft might be directed to a different hold and re-assigned to a different STAR subject to the tactical operational situation.

RESTRICTIONS

RNAV 1 (GNSS) REQUIRED
25° angle of bank or at rate of 3° per second required on all turns
ATC instructions must be followed immediately.

1 210 KIAS APPLIES FOR PUAL 5B
2 210 KIAS APPLIES FOR IMPD 3B

③ Arrivals via DATOB at ATC discretion only

4 ALT below 10000 FT for VUTEB 3E
discretion only

PAGE INTENTIONALLY LEFT BLANK

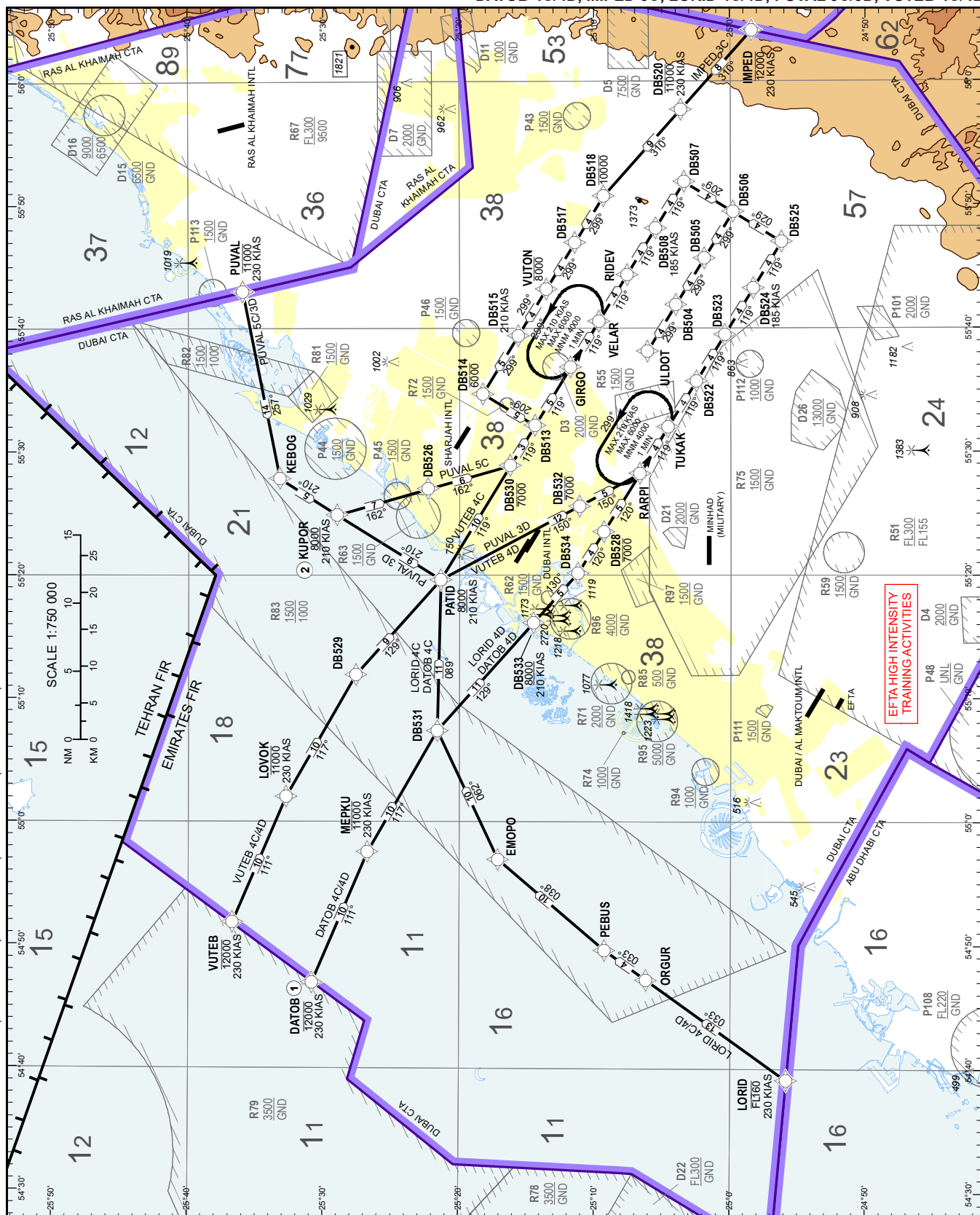
STANDARD ARRIVAL CHART- INSTRUMENT (STAR) - ICAO

AD ELEV 62 FT

DUBAI / INTL

RNAV 1 STAR RWY 30L/R

DATOB 4C/4D, IMPED 3C, LORID 4C/4D, PUVAL 5C/3D, VUTEB 4C/4D

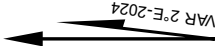


CHANGES: Added Restrictions. Amended STAR DATOB 4C, LORID 4C, PUVAL 3D, VUTEB 4C, VUTEB 4D, Editorial.

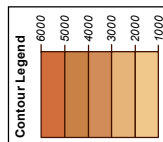
DUBAI AIRPORT	126,275	ARR
DUBAI ARR	124,900	PRI
DUBAI DIR	127,900	PRI
DUBAI TWR N	118,750	PRI
DUBAI TWR S	119,550	PRI
DUBAI GND	118,350	PRI GMC-1
DUBAI GND	121,650	PRI GMC-2

FOR ROUTE DESCRIPTION
SEE OMDB AD 2.22

TRANSITION ALTITUDE
13000 FT



DIST IN NM
BEARINGS ARE MAGNETIC
ELEV, ALT, HGT IN FEET
SPEEDS INTENDED TO BE "AT"
Refer ENR 5.1 for vertical limits details



NOTES

Do not descend below ATC cleared level

When Changing from DUBAI ARRIVALS to DUBAI DIRECTOR, state only: DUBAI DIRECTOR, [aircraft call sign] unless otherwise instructed.

En-route holding at VUTEB or IMPED, or ITLAP as published in ENR 3.6. Aircraft might be directed to a different hold and re-assigned to a different STAR subject to the tactical operational situation.

RESTRICTIONS

RNAV 1 (GNSS) REQUIRED
25° angle of bank or at rate of 3° per second required on all turns

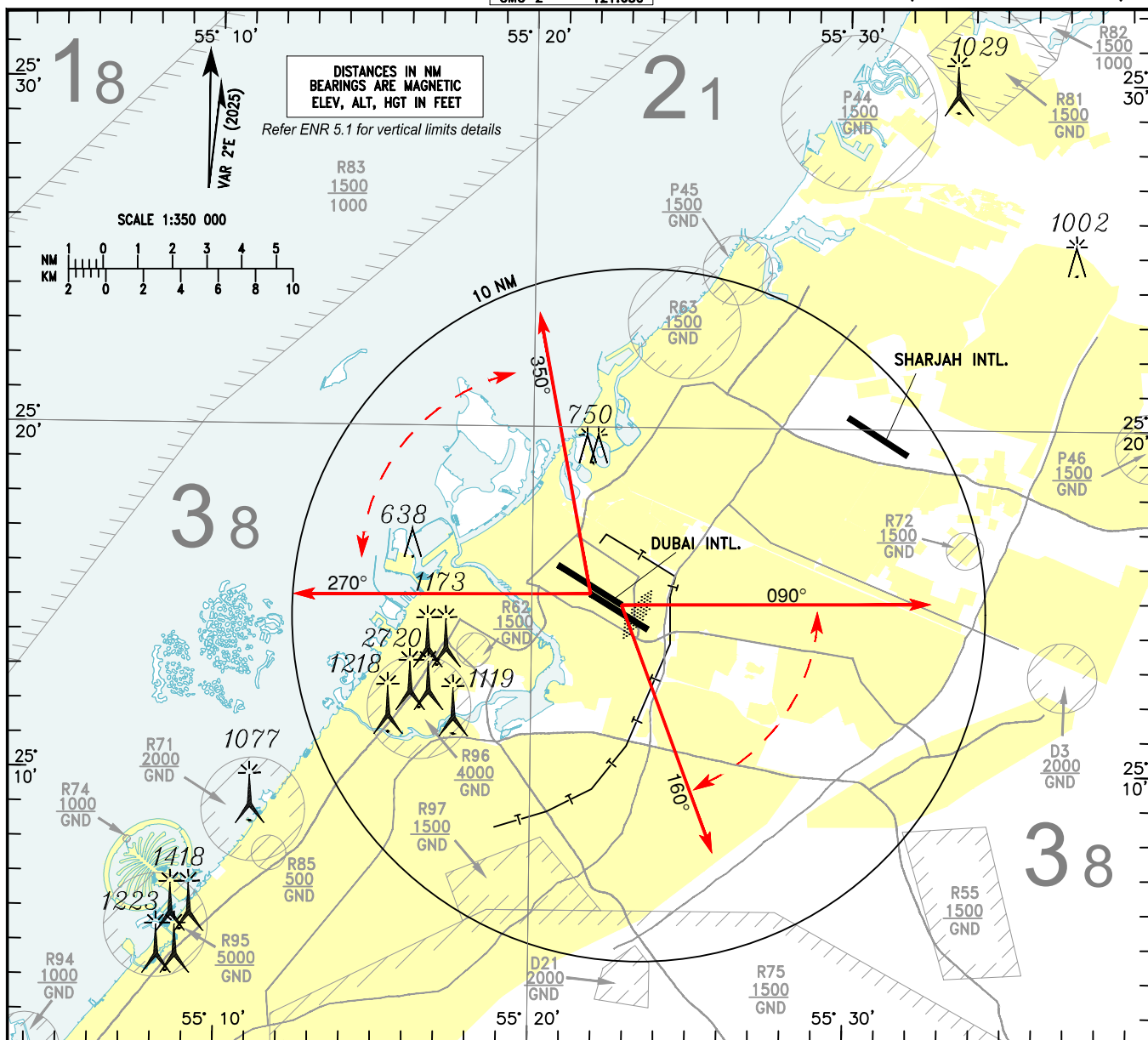
Arrivals via DATOB at

2 8000 for PUVAL 5C Only

PAGE INTENTIONALLY LEFT BLANK

STANDARD AD ELEV 62 FT
DEPARTURE
CHART

D-ATIS (DEP)	131.700
DEP (N)	124.675
DEP (S)	121.025
TWR (N)	118.750
TWR (S)	119.550
GMC-1	118.350
GMC-2	121.650

DUBAI / INTL
OMNI DIRECTIONAL DEPARTURE
RWY 12L/R & RWY 30L/R

ATC will issue clearance for departure between indicated tracks as follows:

TL FL150
TA 13000

AFTER DEPARTURE FLY HEADING DEG CLIMB TO FEET

After departure remain on Tower frequency until instructed to change frequency

Climb at a minimum ATC gradient of 5.0% to 8000 FT (300 FT per NM). See OMDB AD 2.22.4

Advise ATC at startup if unable to comply.

(Procedures design gradient until passing 2000 FT : RWY 12L/R 3.3%, RWY 30L/R 5.0%)

Aircraft shall climb straight ahead to 1000 FT then turn to assigned heading.

Turn before the departure end of runway prohibited.

NOTES

Do not climb above ATC
cleared level.

CLOSE-IN OBSTACLES

RWY	TYPE	ELEV (FT)	DIST FM DER(M)
30R	APRON LT POLE	44	178
30R	WATER TOWER	46	200
30R	STREETLIGHT POLE	35	68
30R	FOD MONITOR POLE	33	35
12R	POLE	156	946

Loss of communications

Conform to the requirements specified in ICAO Annex 2, Chapter 3, paragraph 3.6.5.2

Note: The requirement maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 minutes is amended to 3 minutes.

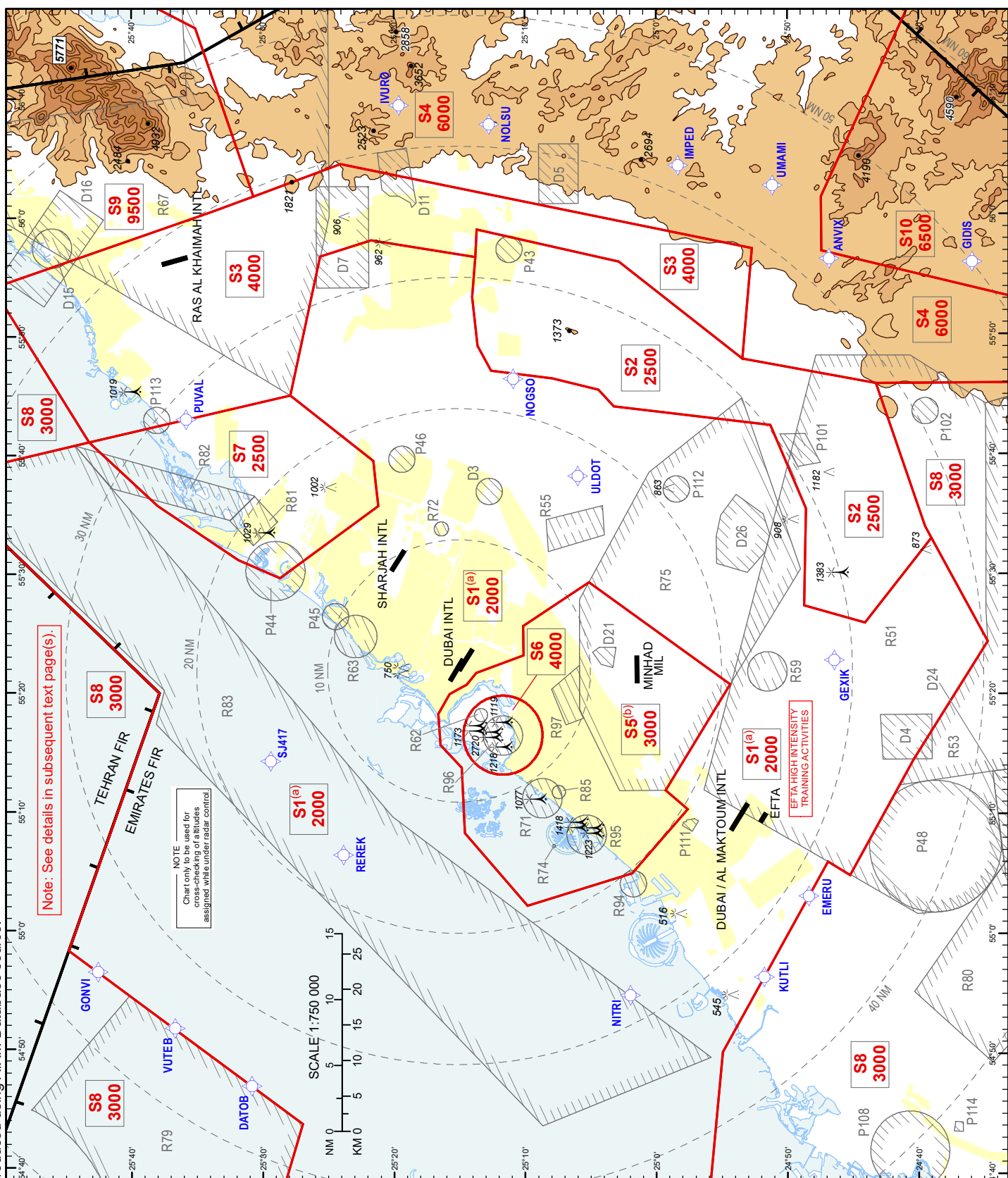
Following unsuccessful attempts to communicate via RTF call Dubai Approach on +971 4 887 9929

CHANGES: Added Close-In Obstacle. Editorial.

PAGE INTENTIONALLY LEFT BLANK

ATC SURVEILLANCE MINIMUM
ALTITUDE CHART - ICAODUBAI / INTL
DUBAI CTA

CHANGES: Editorial. Note - Chart produced using AIXM Database source.

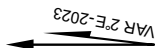


DUBAI AIRPORT	131.700	DEP
DUBAI AIRPORT	126.275	ARR
DUBAI AIRPORT	124.900	PRI
DUBAI DR	127.900	PRI
DUBAI DEP N	124.675	PRI
DUBAI DEP S	121.025	PRI

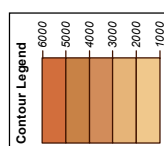
In case of communication failure
aircraft shall conform to the procedures
specified in ENR 1.6.1.3

**AERODROME
ELEVATIONS**
OMDB 62 FT
OMDW 171 FT
OMSJ 119 FT
OMRK 94 FT

TRANSITION ALTITUDE
13000 FT



Dist in NM
ELEV. ALT, HGT IN FEET
Refer ENR 5.1 for vertical limits details



NOTES

- Altitudes corrected for low temperature.
- Sector coordinates on verso.
- (a) Sector 1 exclude Sector 5 & 6 limits.
- (b) Sector 5 exclude Sector 6 limits.
- Distance circles centered at OMDB ARP.

LEGEND

SECTOR	S2	2500
--------	----	------

PAGE INTENTIONALLY LEFT BLANK

Sector No and Altitude	LATITUDE	LONGITUDE
S1 ^(a) 2000 FT	254453.0000N	0545818.0000E
	254313.0000N	0550334.0000E
	254135.0000N	0550842.0000E
	253800.0000N	0552000.0000E
	255500.0000N	0553805.0000E
	254320.7758N	0554104.5562E
	253809.0000N	0553543.0000E
	253159.0000N	0553109.0000E
	252849.0000N	0552938.0000E
	252119.0000N	0553541.0000E
	252142.0000N	0553929.0000E
	252800.0000N	0554500.0000E
	252541.0000N	0555638.0000E
	252149.0000N	0555759.0000E
	251353.0000N	0555634.0000E
	251407.0000N	0555310.0000E
	251344.0000N	0554907.0000E
	251242.0000N	0554702.0000E
	250801.0000N	0554621.0000E
	250431.0000N	0554524.0000E
	250321.0000N	0554401.0000E
	245125.0000N	0554226.0000E
	244843.0000N	0553526.0000E
	244851.0000N	0552720.0000E
	244413.0000N	0552555.0000E
	243910.0000N	0553300.0000E
	243453.0000N	0552421.0000E
	244030.0000N	0551430.0000E
	244520.0000N	0550450.0000E
	244702.0000N	0550556.0000E
	245302.0000N	0545358.0000E
	245500.0000N	0545000.0000E
	245700.0000N	0542446.0000E
	250713.0000N	0543130.0000E
	250805.0000N	0543133.0000E
	252024.0000N	0543212.0000E
	252814.0000N	0543904.0000E
	252659.0000N	0544348.0000E
	254453.0000N	0545818.0000E

^(a) Sector 1 exclude Sector 5 & 6 limits.

PAGE INTENTIONALLY LEFT BLANK

Sector No and Altitude	LATITUDE	LONGITUDE
S2 2500 FT	250431.0000N	0554524.0000E
	250801.0000N	0554621.0000E
	251242.0000N	0554702.0000E
	251344.0000N	0554907.0000E
	251407.0000N	0555310.0000E
	251353.0000N	0555634.0000E
	251345.0000N	0555851.0000E
	250256.0000N	0555608.0000E
	245333.0000N	0554759.0000E
	244322.0000N	0554554.0000E
	243939.0000N	0553358.0000E
	243910.0000N	0553300.0000E
	244413.0000N	0552555.0000E
	244851.0000N	0552720.0000E
	244843.0000N	0553526.0000E
	245125.0000N	0554226.0000E
	250321.0000N	0554401.0000E
	250431.0000N	0554524.0000E
S3 4000 FT	252149.0000N	0555759.0000E
	252541.0000N	0555638.0000E
	252800.0000N	0554500.0000E
	254320.7758N	0554104.5562E
	255039.0000N	0555407.0000E
	253402.0000N	0560023.0000E
	253045.0000N	0560142.0000E
	252408.0000N	0560423.0000E
	245248.0000N	0555713.0000E
	245333.0000N	0554759.0000E
	250256.0000N	0555608.0000E
	251345.0000N	0555851.0000E
	251353.0000N	0555634.0000E
	252149.0000N	0555759.0000E

PAGE INTENTIONALLY LEFT BLANK

Sector No and Altitude	LATITUDE	LONGITUDE
S4 6000 FT	260340.0000N	0563232.0000E
	An arc with radius 80 NM clockwise centered on	
	251613.6000N	0552105.7000E
	243309.0000N	0563522.0000E
	244730.0000N	0560130.0000E
	244730.0000N	0555700.0000E
	242236.0000N	0555021.0000E
	240315.7000N	0555742.1000E
	An arc with radius 80 NM clockwise centered on	
	251613.6000N	0552105.7000E
	235602.2004N	0552447.1000E
	242230.0000N	0554601.0000E
	244322.0000N	0554554.0000E
	245333.0000N	0554759.0000E
	245248.0000N	0555713.0000E
	252408.0000N	0560423.0000E
	253045.0000N	0560142.0000E
	253508.0000N	0561553.0000E
	260340.0000N	0563232.0000E
S5 ^(b) 3000 FT	250956.0000N	0550211.0000E
	251444.0000N	0550815.0000E
	251459.0000N	0551345.0000E
	251635.0000N	0551539.0000E
	251645.0000N	0551816.0000E
	251553.0000N	0551955.0000E
	251435.0000N	0552043.0000E
	251352.0000N	0552142.0000E
	251015.0000N	0552309.0000E
	251017.0000N	0552538.0000E
	250517.0597N	0552916.0280E
	245429.8075N	0552045.8483E
	245925.0000N	0551153.0000E
	245745.0000N	0551019.0000E
	250157.0000N	0550456.0000E
	250956.0000N	0550211.0000E
S6 4000 FT	Circle 3 NM centered on	
	251149.7000N	0551628.9000E
S7 2500 FT	252142.0000N	0553929.0000E
	252800.0000N	0554500.0000E
	254320.7758N	0554104.5562E
	253809.0000N	0553543.0000E
	253159.0000N	0553109.0000E
	252849.0000N	0552938.0000E
	252119.0000N	0553541.0000E
	252142.0000N	0553929.0000E

^(b) Sector 5 exclude Sector 6 limits.

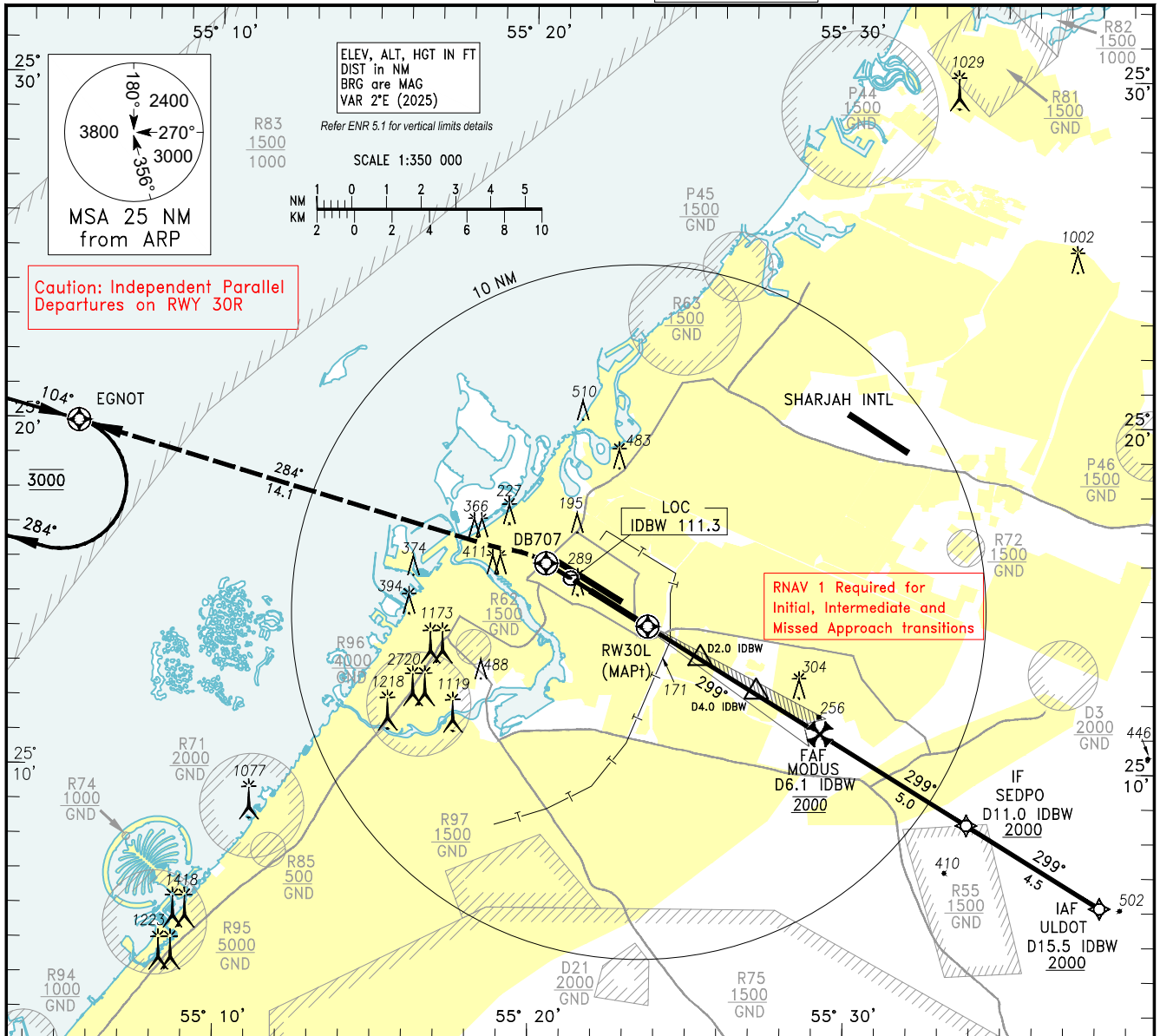
PAGE INTENTIONALLY LEFT BLANK

Sector No and Altitude	LATITUDE	LONGITUDE
S8 3000 FT	262432.3000N	0560739.0000E
	255039.0000N	0555407.0000E
	254320.7758N	0554104.5562E
	255500.0000N	0553805.0000E
	253800.0000N	0552000.0000E
	254135.0000N	0550842.0000E
	254313.0000N	0550334.0000E
	254453.0000N	0545818.0000E
	252659.0000N	0544348.0000E
	252814.0000N	0543904.0000E
	252024.0000N	0543212.0000E
	250805.0000N	0543133.0000E
	250713.0000N	0543130.0000E
	245700.0000N	0542446.0000E
	245500.0000N	0545000.0000E
	245302.0000N	0545358.0000E
	244702.0000N	0550556.0000E
	244520.0000N	0550450.0000E
	244030.0000N	0551430.0000E
	243453.0000N	0552421.0000E
	243910.0000N	0553300.0000E
	243939.0000N	0553358.0000E
	244322.0000N	0554554.0000E
	242230.0000N	0554601.0000E
	235602.2000N	0552447.1001E
	An arc with radius 80 NM clockwise centered on	
	251613.6000N	0552105.7000E
	262432.3000N	0560739.0000E
S9 9500 FT	262432.3000N	0560739.0000E
	An arc with radius 80 NM clockwise centered on	
	251613.6000N	0552105.7000E
	260340.0000N	0563232.0000E
	253508.0000N	0561553.0000E
	253045.0000N	0560142.0000E
	253402.0000N	0560023.0000E
	255039.0000N	0555407.0000E
	262432.3000N	0560739.0000E
S10 6500 FT	243309.0000N	0563522.0000E
	An arc with radius 80 NM clockwise centered on	
	251613.6000N	0552105.7000E
	240315.7000N	0555742.1000E
	242236.0000N	0555021.0000E
	244730.0000N	0555700.0000E
	244730.0000N	0560130.0000E
	243309.0000N	0563522.0000E

PAGE INTENTIONALLY LEFT BLANK

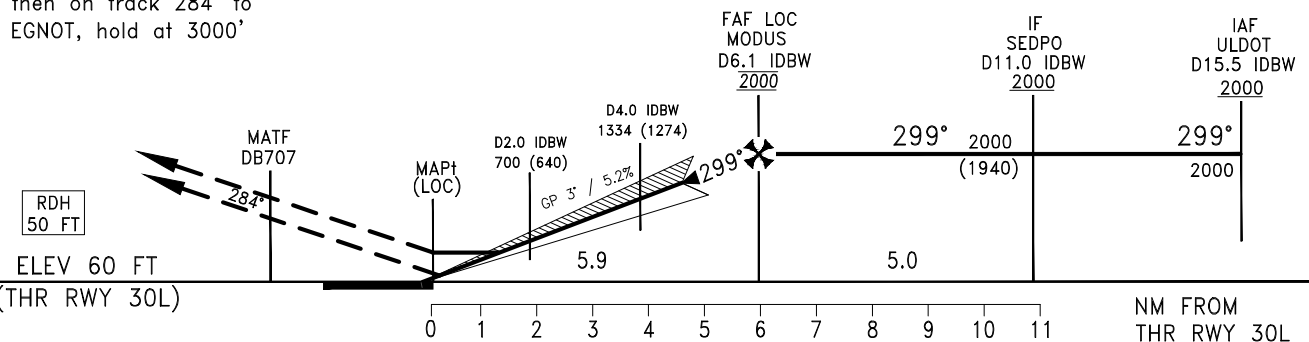
INSTRUMENT
APPROACH
CHART-ICAOAD ELEV 62 FT
HEIGHTS RELATED TO
THR RWY 30L ELEV 60 FT

D-ATIS (ARR)	126.275
ARR	124.900
DIR	127.900
TWR (N)	118.750
TWR (S)	119.550
GMC-1	118.350
GMC-2	121.650

DUBAI / INTL
ILS RWY 30L
CAT A-D_L

MISSED APPROACH:
Climb direct to DB707
then on track 284° to
EGNOT, hold at 3000'

TL FL150
TA 13000



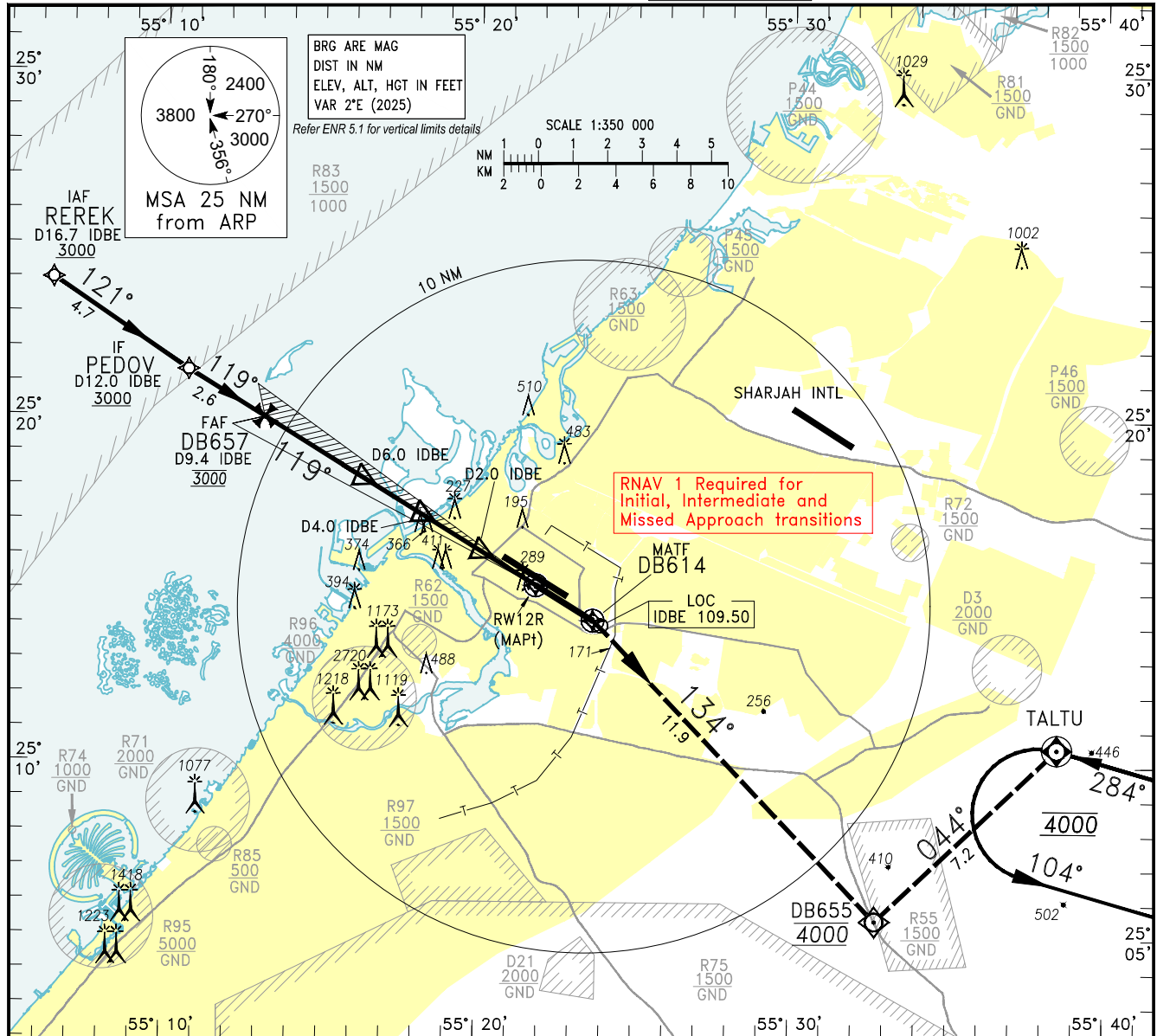
OCA/H		A	B	C	D	D _L					
Straight-in Approach	ILS CAT I①MACG 2.80%	192(132)	204(144)	213(153)	223(163)	223(163)					
	ILS CAT II②MACG 2.83%	104(44)	122(62)	133(73)	148(88)	148(88)					
	LOC	560(498)									
Circling		N/A									
ILS CAT III available, MNM RVR 50 M			Distance from IDBW		NM	6.1	5.1	4.1	3.1	2.1	1.1
① Minimum DH CAT I A,B,C,D,D _L - 200 FT			Altitude		FT	1980	1670	1350	1040	720	410
② Minimum DH CAT II A,B,C,D,D _L - 100 FT			Ground Speed		KT	80	100	120	140	160	180
			Rate of Descent		FT/MIN	430	540	650	760	870	980

PAGE INTENTIONALLY LEFT BLANK

INSTRUMENT AD ELEV 62 FT
APPROACH
CHART-ICAO HEIGHTS RELATED TO
THR RWY 12R ELEV 11 FT

D-ATIS (ARR)	126.275
ARR	124.900
DIR	127.900
TWR (N)	118.750
TWR (S)	119.550
GMC-1	118.350
GMC-2	121.650

DUBAI / INTL
ILS RWY 12R
CAT A-D_L



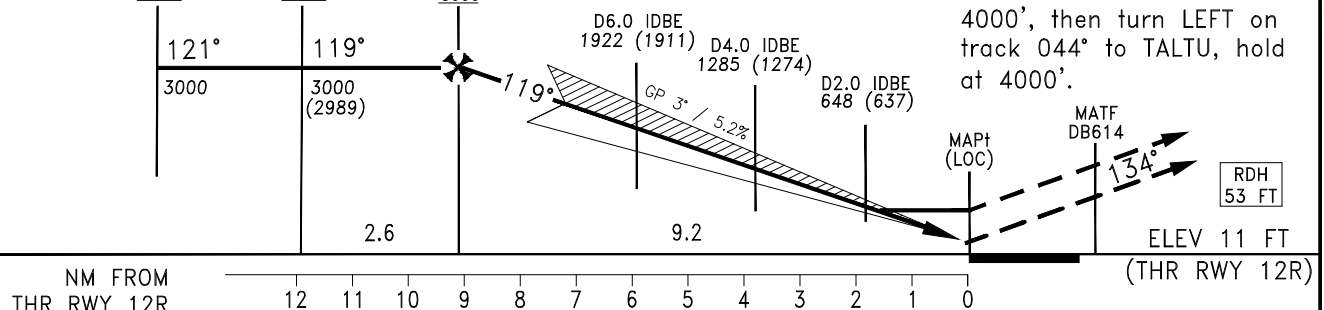
TL FL150
TA 13000

IAF REREK
D16.7 IDBE
3000

IF PEDOV
D12.0 IDBE
3000

FAF LOC
DB657
D9.4 IDBE
3000

MISSED APPROACH:
Climb direct to DB614 then
on track 134° to DB655 at
4000', then turn LEFT
on track 044° to TALTU,
hold at 4000'.



OCA/H			A	B	C	D	D _L				
Straight-in Approach	ILS CAT I ①MACG 5.00%		166(155)	178(167)	186(175)	197(186)	197(186)				
	ILS CAT II ②MACG 5.00%		78(67)	95(84)	107(96)	121(110)	121(110)				
	LOC MACG 4.30%		620(609)								
Circling			N/A								
ILS CAT III available, MNM RVR 50 M			Distance from IDBE		NM	6.1	5.1	4.1	3.1	2.1	1.1
① Minimum DH CAT I A,B,C,D,D _L - 200 FT			Altitude		FT	1940	1620	1300	990	680	370
② Minimum DH CAT II A,B,C - 100 FT			Ground Speed		KT	80	100	120	140	160	180
			Rate of Descent		FT/MIN	430	540	650	760	870	980

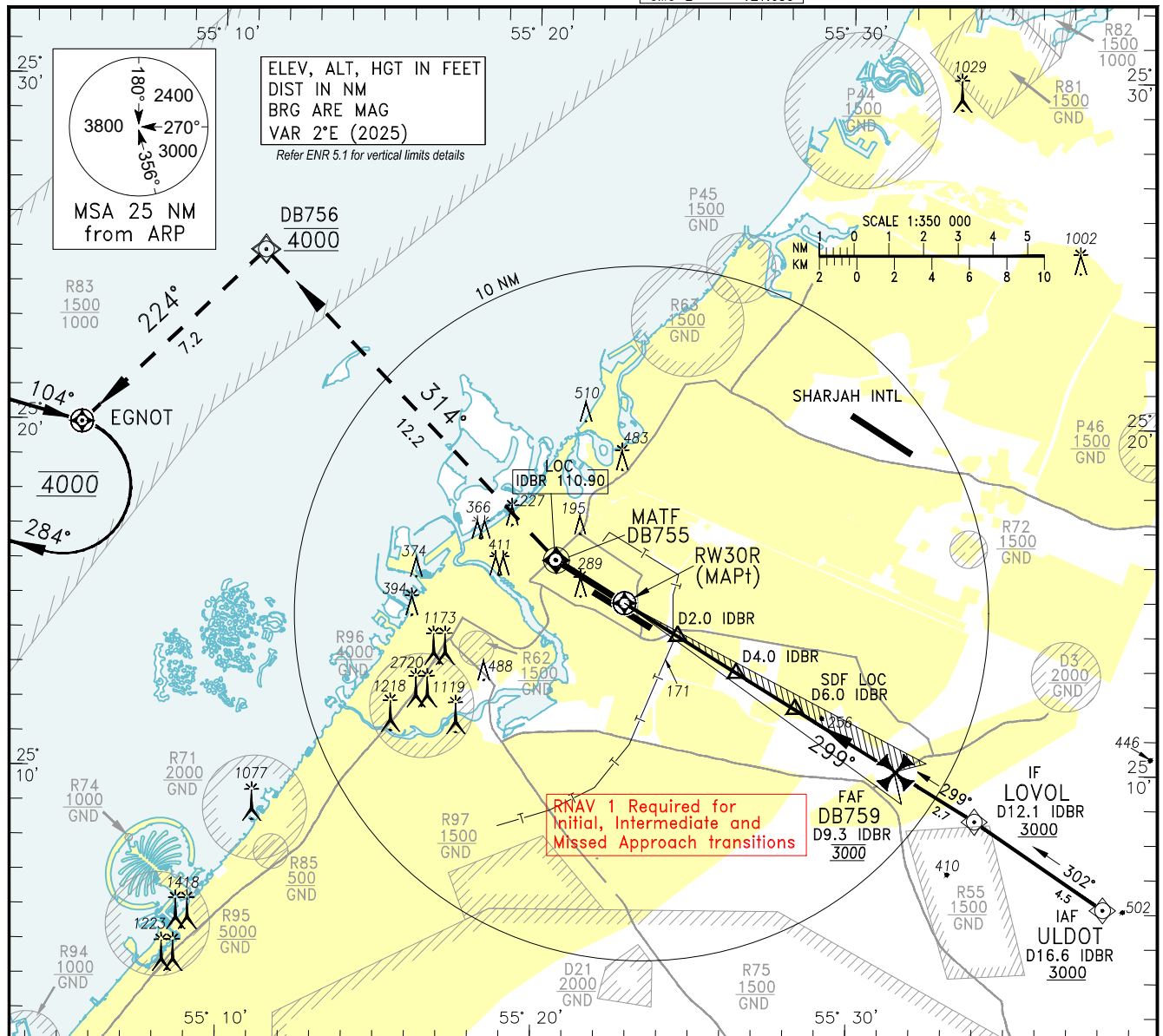
PAGE INTENTIONALLY LEFT BLANK

INSTRUMENT
APPROACH
CHART-ICAO

AD ELEV 62 FT
HEIGHTS RELATED TO
THR RWY 30R ELEV 33 FT

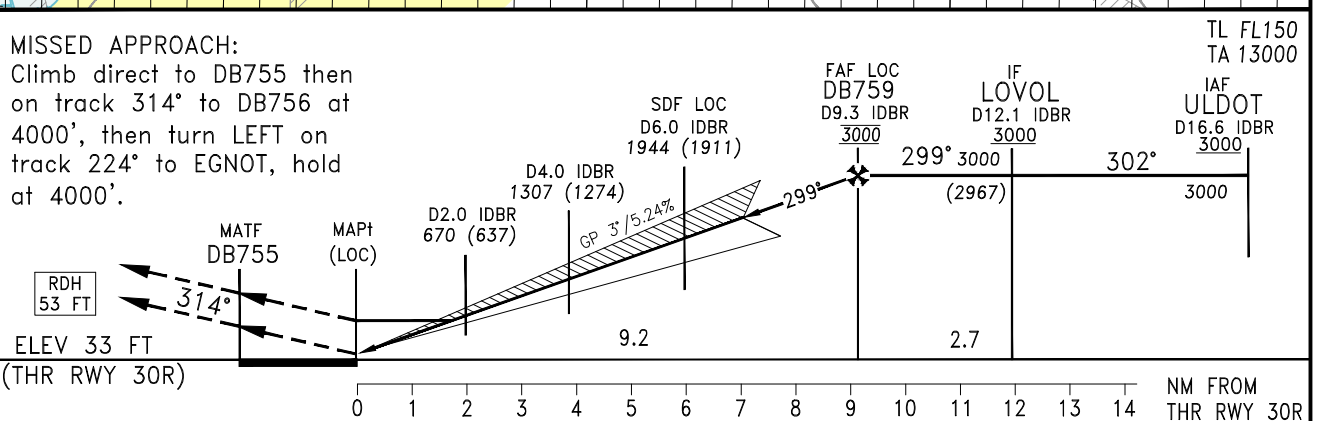
D-ATIS (ARR)	126.275
ARR	124.900
DIR	127.900
TWR (N)	118.750
TWR (S)	119.550
GMC-1	118.350
GMC-2	121.650

DUBAI / INTL
ILS RWY 30R
CAT A - D_L



MISSSED APPROACH:

Climb direct to DB755 then on track 314° to DB756 at 4000', then turn LEFT on track 224° to EGNOT, hold at 4000'.

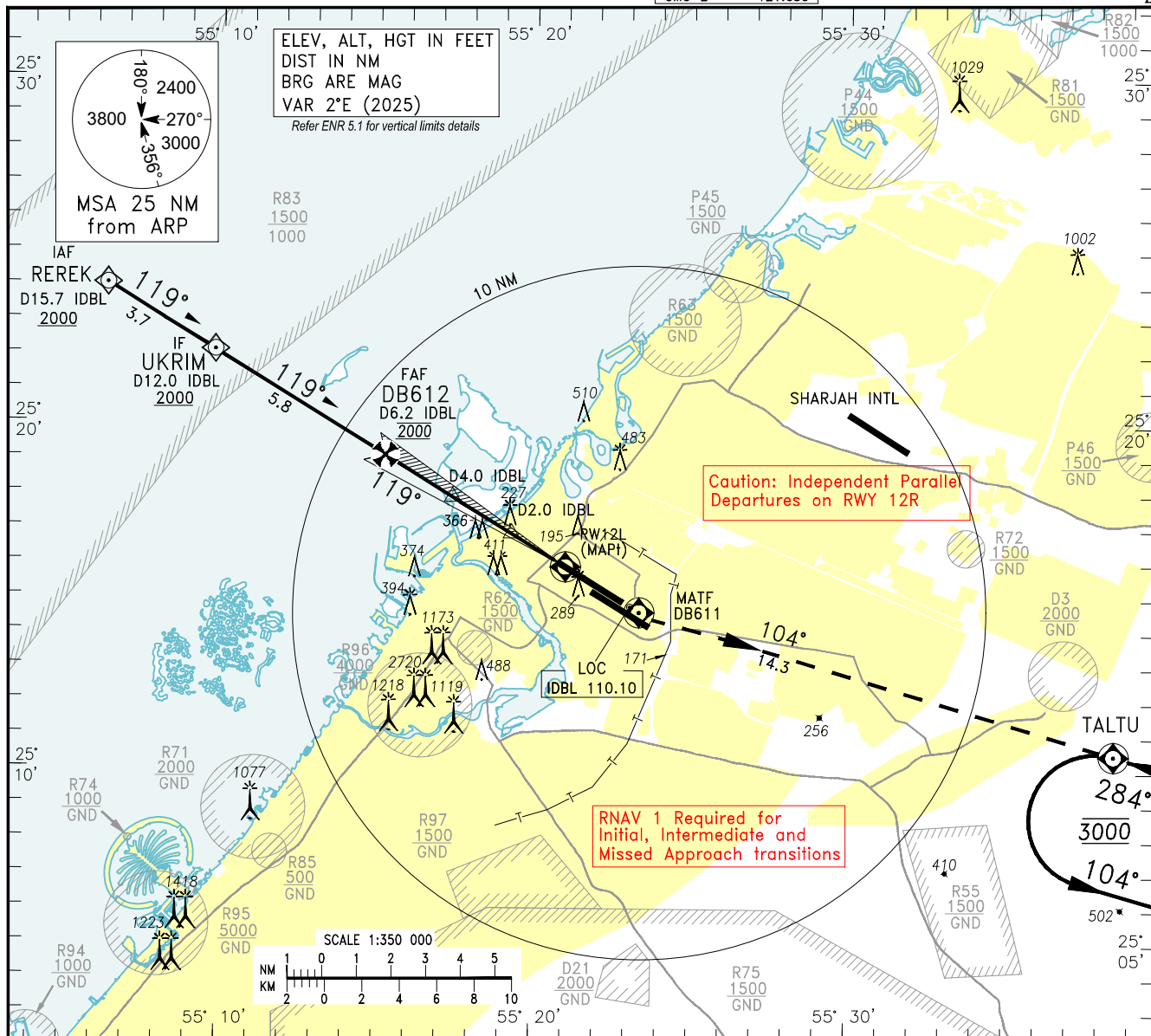
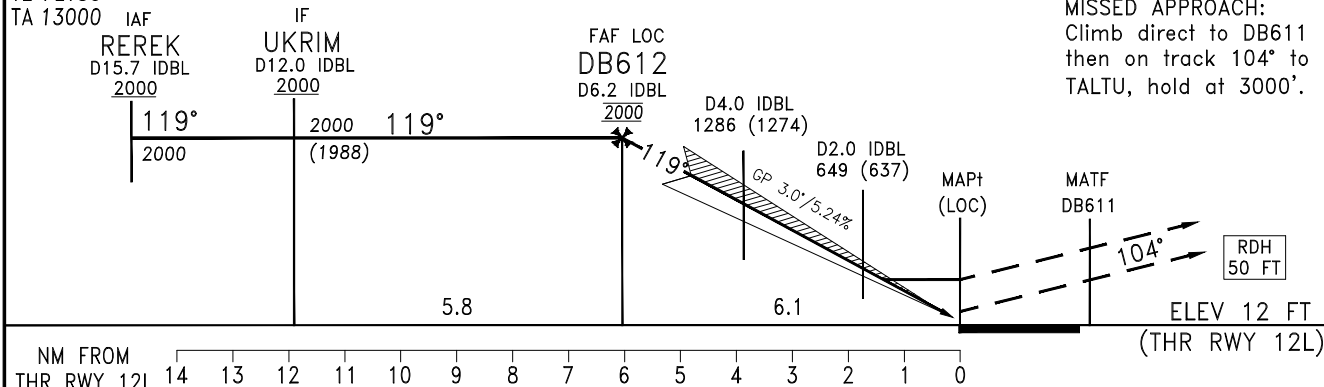


OCA/H		A	B	C	D	D _L		
Straight-in Approach	ILS CAT I ① MACG 4.83%	210(177)	221(188)	230(197)	240(207)	240(207)		
	ILS CAT II ② MACG 4.84%	121(88)	138(105)	150(117)	165(132)	165(132)		
	LOC MACG 4.24%	510(477)						
Circling		N/A						
ILS CAT III available. MNM RVR 50 M		Distance from IDBR	NM	6.2	5.2	4.2	3.2	2.2
① Minimum DH CAT I A,B,C - 200 FT		Altitude	FT	1990	1670	1360	1040	730
② Minimum DH CAT II A - 100 FT		Ground Speed	KT	80	100	120	140	160
		Rate of Descent	FT/MIN	430	540	650	760	870

PAGE INTENTIONALLY LEFT BLANK

INSTRUMENT
APPROACH
CHART-ICAOAD ELEV 62 FT
HEIGHTS RELATED TO
THR RWY 12L ELEV 12 FT

D-ATIS (ARR)	126.275
ARR	124.900
DIR	127.900
TWR (N)	118.750
TWR (S)	119.550
GMC-1	118.350
GMC-2	121.650

DUBAI / INTL
ILS RWY 12L
CAT A - D_LTL FL150
TA 13000MISSED APPROACH:
Climb direct to DB611
then on track 104° to
TALTU, hold at 3000'.

OCA/H		A	B	C	D	D _L				
Straight-in Approach	ILS CAT I ① MACG 3.00%	192(180)	204(192)	212(200)	223(211)	223(211)				
	ILS CAT II② MACG 3.00%	104(92)	121(109)	133(121)	147(135)	147(135)				
	LOC MACG 2.65%	480(468)								
Circling		N/A								
ILS CAT III available. MNM RVR 50 M		Distance from IDBL		NM	6.2	5.2	4.2	3.2	2.2	1.2
① Minimum DH CAT I A,B – 200 FT		Altitude		FT	1970	1650	1330	1020	710	400
② Minimum DH CAT II A – 100 FT		Ground Speed		KT	80	100	120	140	160	180
		Rate of Descent		FT/MIN	430	540	650	760	870	980

CHANGES: Amended GP INOP to LOC.

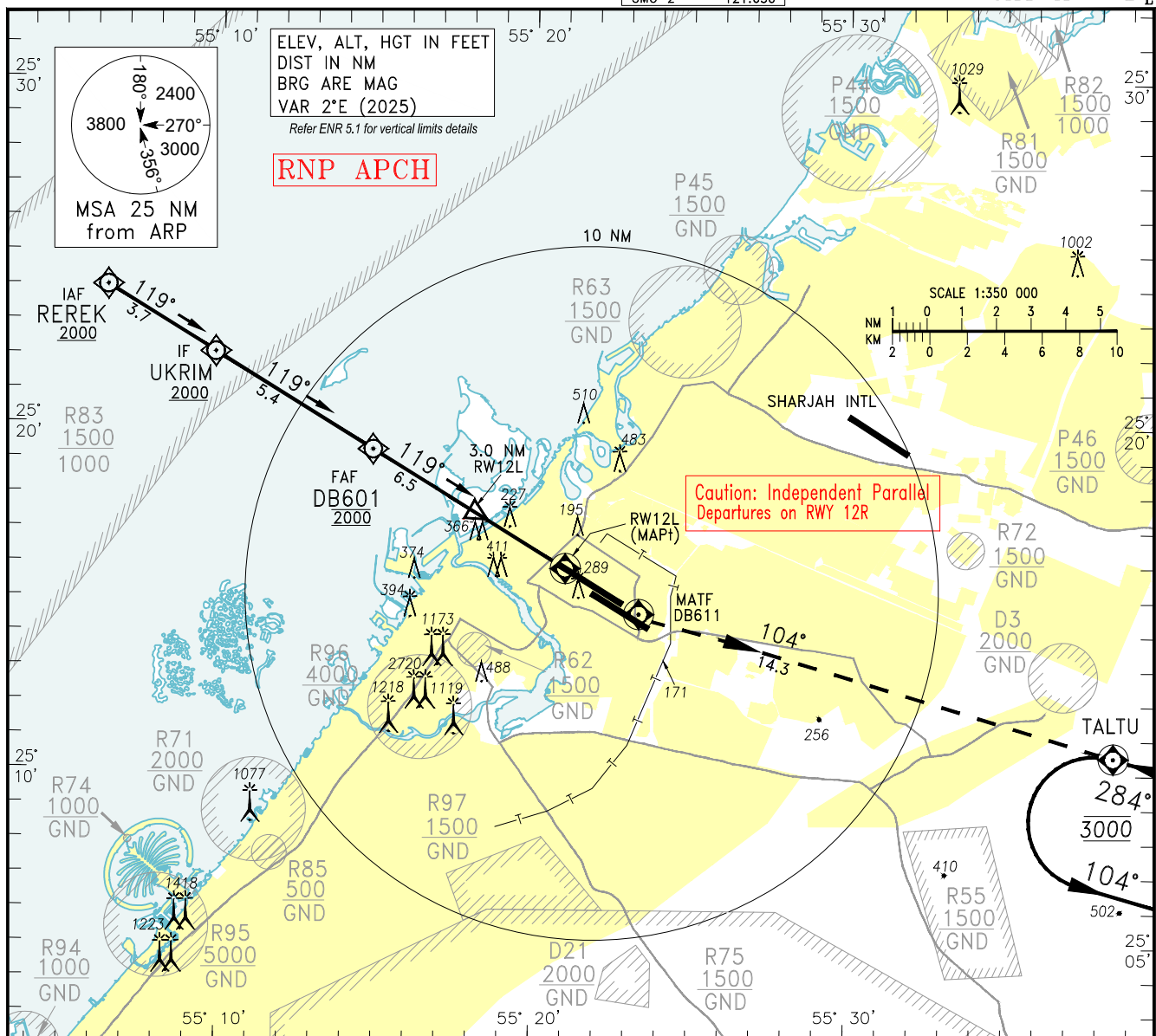
PAGE INTENTIONALLY LEFT BLANK

INSTRUMENT
APPROACH
CHART-ICAO

AD ELEV 62 FT
HEIGHTS RELATED TO
THR RWY 12L ELEV 12 FT
MNM TEMP FOR VNAV 5°C

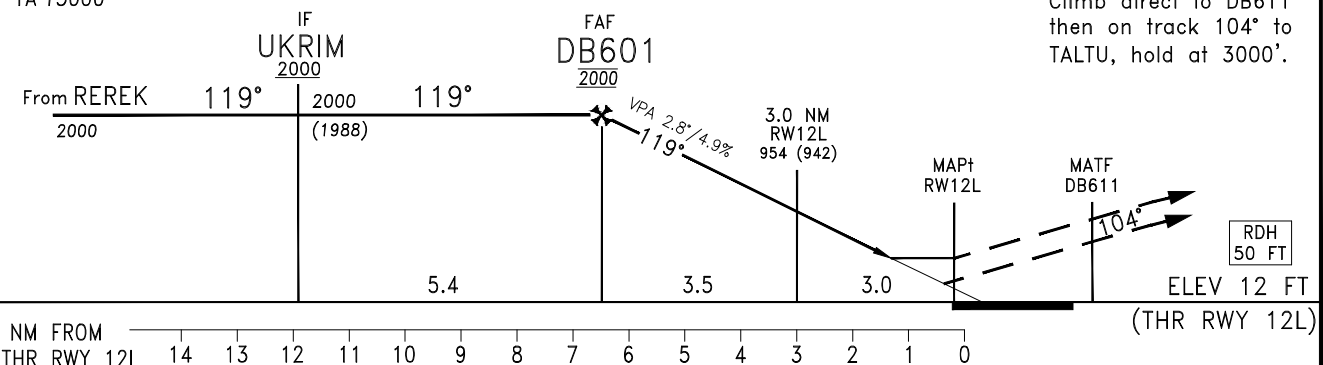
D-ATIS (ARR)	126.275
ARR	124.900
DIR	127.900
TWR (N)	118.750
TWR (S)	119.550
GMC-1	118.350
GMC-2	121.650

DUBAI / INTL
RNP RWY 12L
CAT A - D_L



TL FL150
TA 13000

MISSED APPROACH:
Climb direct to DB611
then on track 104° to
TALTU, hold at 3000'.



OCA/H		A	B	C	D	D _L					
Straight-in Approach	LNAV/VNAV MACG 2.75%	330(318)	350(338)	350(338)	370(358)	370(358)					
	LNAV MACG 2.60%	550(538)									
Circling		N/A									
		Distance from RW12L	NM	5.5	4.5	3.5	2.5	1.5	0.5		
		Altitude	FT	1690	1390	1100	800	500	200		
		Ground Speed	KT	80	100	120	140	160	180		
		Rate of Descent	FT/MIN	400	500	600	710	810	910		

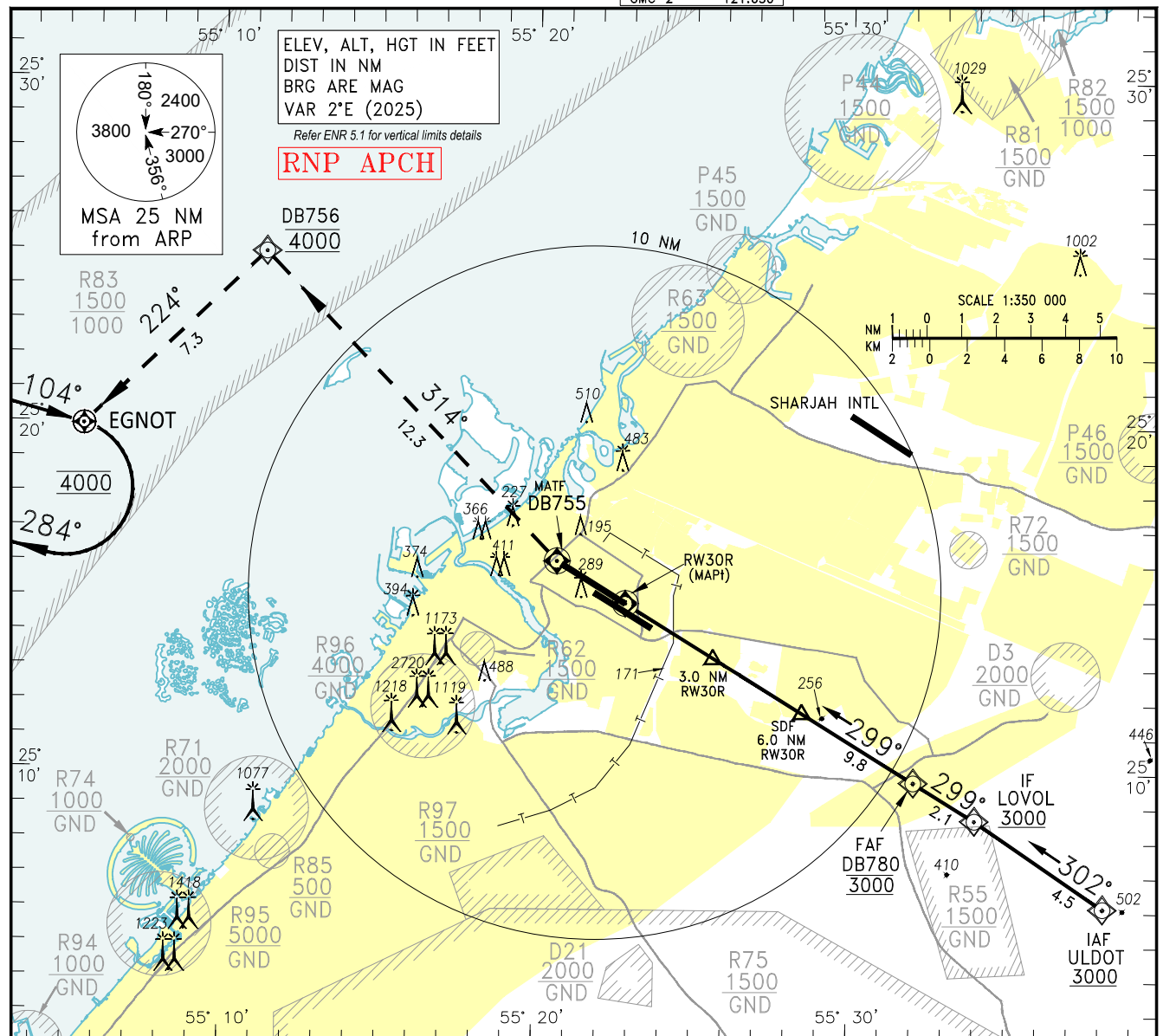
PAGE INTENTIONALLY LEFT BLANK

INSTRUMENT APPROACH CHART-ICAO

AD ELEV 62 FT
HEIGHTS RELATED TO
THR RWY 30R ELEV 33 FT
MNM TEMP FOR VNAV 5°C

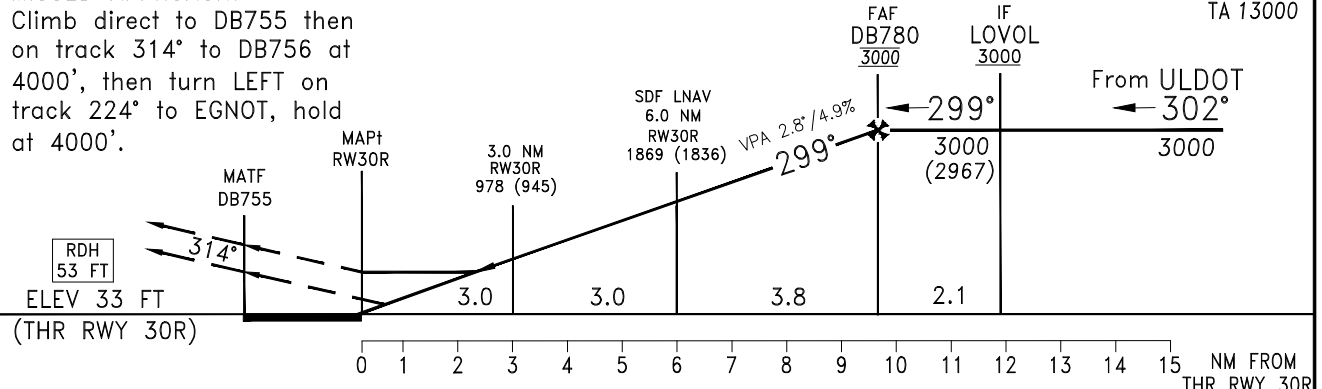
D-ATIS (ARR)	126.275
ARR	124.900
DIR	127.900
TWR (N)	118.750
TWR (S)	119.550
GMC-1	118.350
GMC-2	121.650

DUBAI / INTL
RNP RWY 30R
CAT A - D_L



MISSED APPROACH:

Climb direct to DB755 then on track 314° to DB756 at 4000', then turn LEFT on track 224° to EGNOT, hold at 4000'.



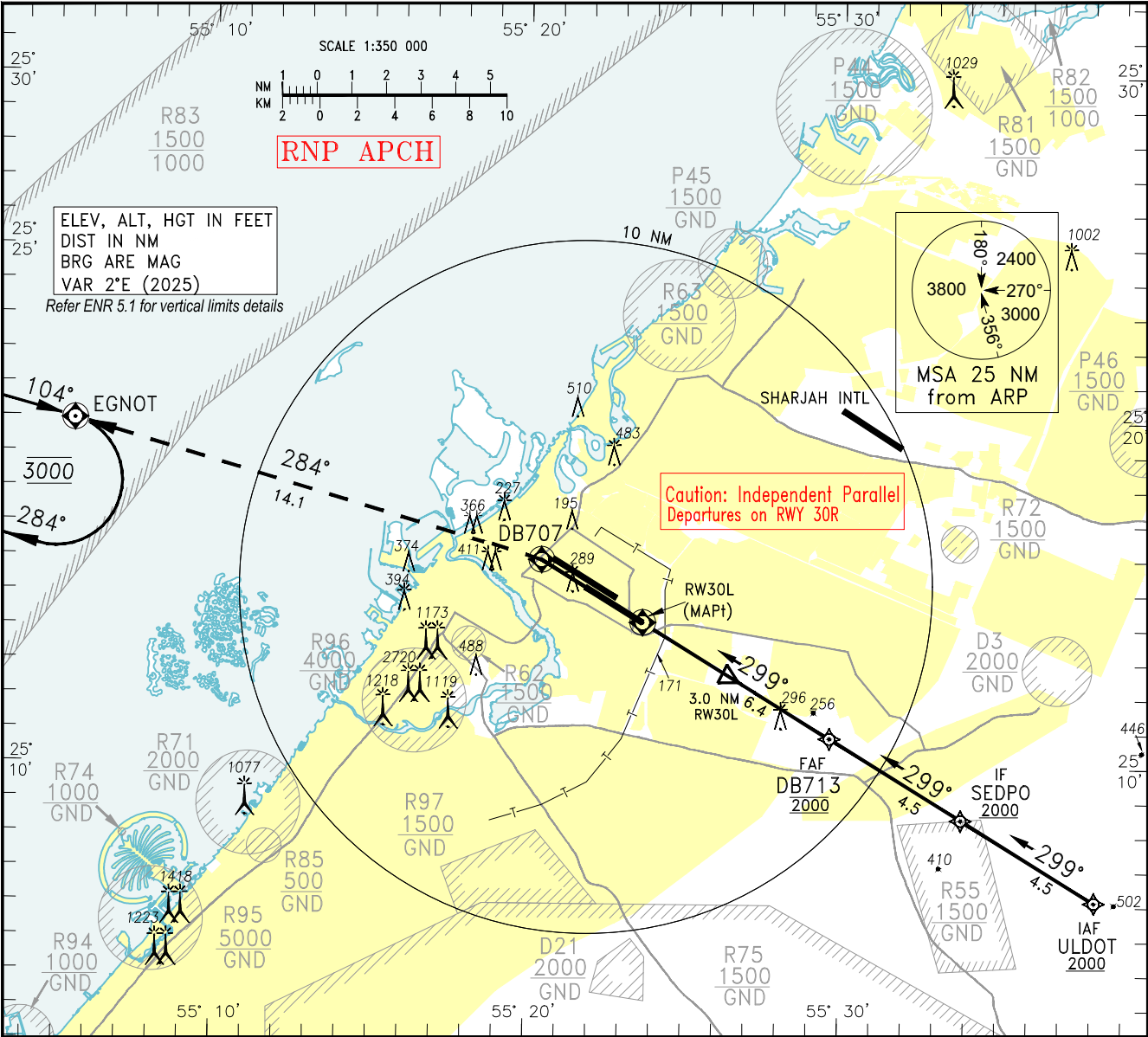
OCA/H				A					B					C					D					D _L					THR RWY 30R	
Straight-in Approach	LNAV/VNAV		MACG 4.52%	350(317)					360(327)					370(337)					380(347)					380(347)						
	LNAV		MACG 4.50%	510(477)																										
Circling				N/A																										
				Distance from RW30R					NM		6.4		5.4		4.4		3.4		2.4		1.4									
				Altitude					FT		1980		1680		1390		1090		790		500									
				Ground Speed					KT		80		100		120		140		160		180									
				Rate of Descent					FT/MIN		400		500		610		710		810		910									

PAGE INTENTIONALLY LEFT BLANK

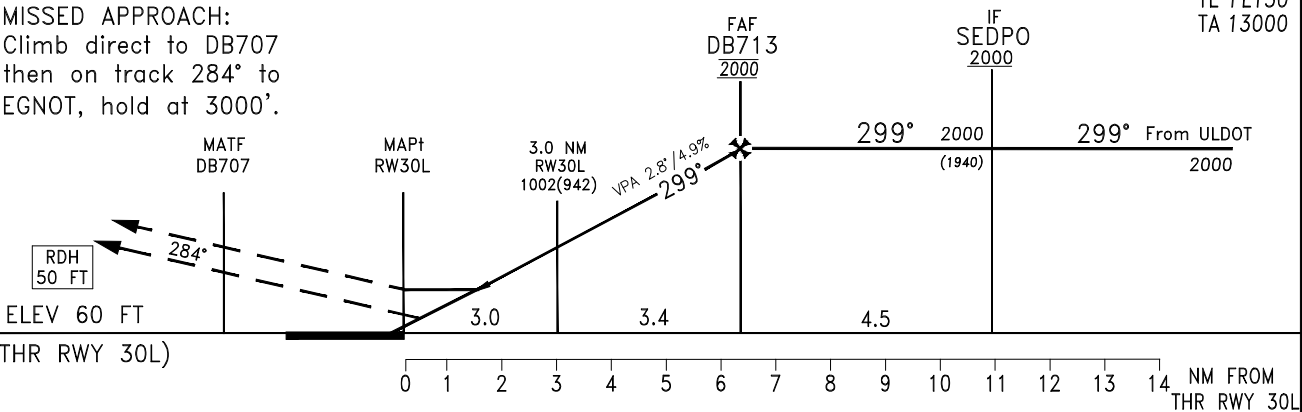
INSTRUMENT AD ELEV 62 FT
APPROACH HEIGHTS RELATED TO
CHART-ICAO THR RWY 30L ELEV 60 FT
MNM TEMP FOR VNAV 5°C

D-ATIS (ARR)	126.275
ARR	124.900
DIR	127.900
TWR (N)	118.750
TWR (S)	119.550
GMC-1	118.350
GMC-2	121.650

DUBAI / INTL
RNP RWY 30L
CAT A - D_L



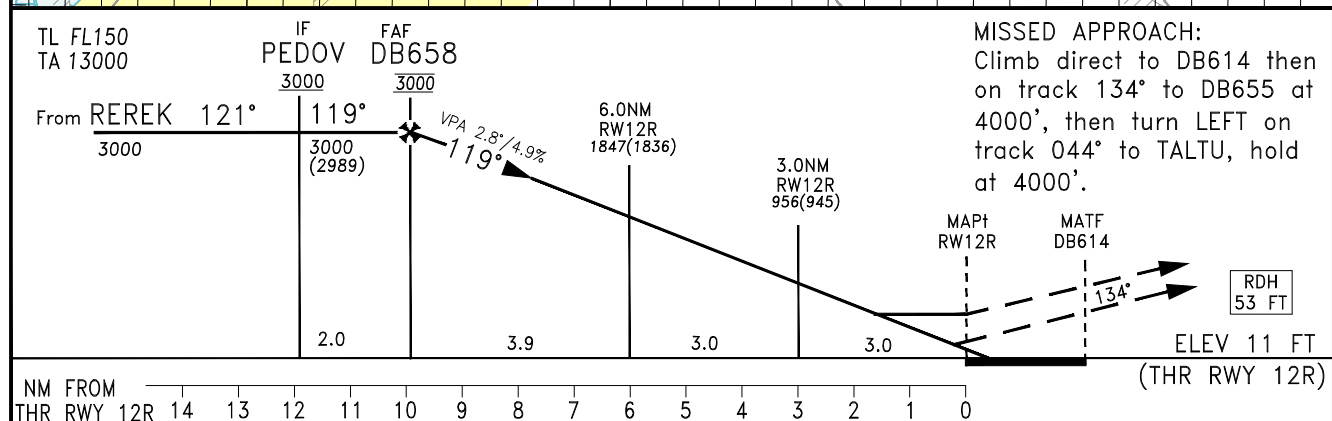
MISSED APPROACH:
Climb direct to DB707
then on track 284° to
EGNOT, hold at 3000'.



OCA/H		A	B	C	D	D _L							
Straight-in Approach	LNAV/VNAV MACG 2.60%	370 (310)	380 (320)	390 (330)	400 (340)	400 (340)							
	LNAV MACG 2.55%	560 (498)											
Circling		N/A											
		Distance from RW30L		NM	6.3	5.3	4.3	3.3	2.3	1.3			
		Altitude		FT	1980	1680	1380	1090	790	490			
		Ground Speed		KT	80	100	120	140	160	180			
		Rate of Descent		FT/MIN	400	500	610	710	810	910			

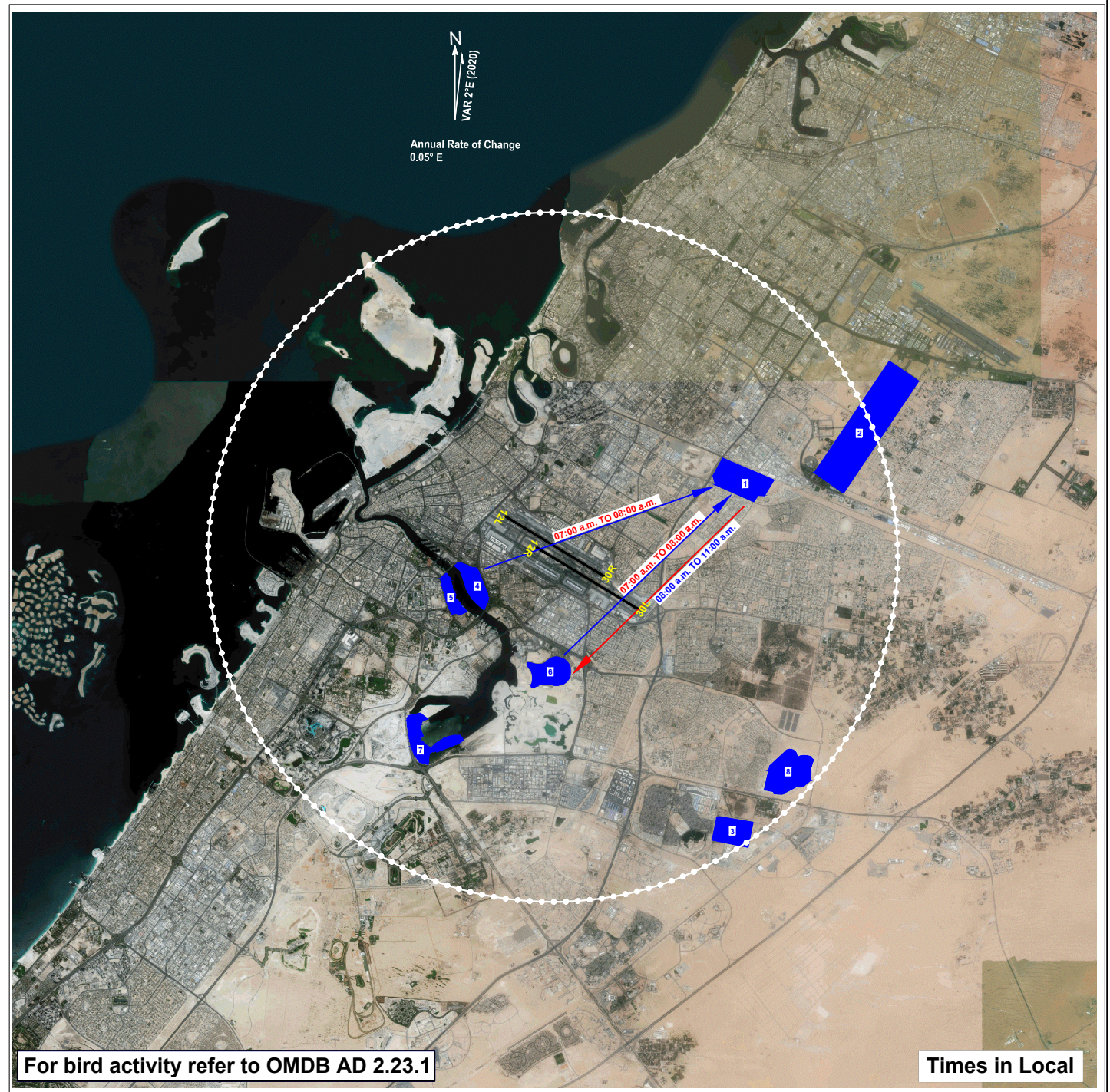
PAGE INTENTIONALLY LEFT BLANK

DUBAI / INTL
RNP RWY 12R
CAT A - D_L



OCA/H		A	B	C	D	D _L						
Straight-in Approach	LNAV/VNAV MACG 4.55%	420 (409)	440 (429)	440 (429)	450 (439)	450 (439)						
	LNAV MACG 4.65%	620 (609)										
Circling		N/A										
			Distance from RW12R		NM	6.5	5.5	4.5	3.5	2.5	1.5	0.5
			Altitude		FT	1990	1690	1400	1100	800	500	210
			Ground Speed		KT	60	80	100	120	140	160	180
			Rate of Descent		FT/MIN	300	400	500	610	710	810	910

PAGE INTENTIONALLY LEFT BLANK



LEGEND

- 13 KM RADIUS FROM ARP
- SPECIAL BIRD HAZARD ZONE:
 - 1 AL QUSAIS LANDFILL
 - 2 SHARJAH UNIVERSITY LANDSCAPED AREA
 - 3 AL AWEER SEWAGE TREATMENT PLANT & LANDFILL
 - 4 PARK HYATT DUBAI GOLF COURSE
 - 5 CREEK PARK
 - 6 AL BADIA GOLF CLUB
 - 7 RAS AL KHOR WILD LIFE RESERVE
 - 8 DUBAI SAFARI PARK
- BIRD MOVEMENT

CHANGES: Editorial.

NOT TO SCALE

PAGE INTENTIONALLY LEFT BLANK

VFR CHART

DUBAI TWR 126.775
MBZ 2 134.650

DUBAI CREEK VFR ROUTES

- For VRP details and coordinates, refer Chart OMDB AD 2-91.2.
- For Dubai CTA VFR/VRP, refer charts ENR 6-4.1 and ENR 6-4.2.
- For Local VFR Regulations, see OMDB AD 2.20.
- For MBZ 2 details and procedures, see ENR 2.2.3.
- VFR traffic is not permitted to enter the DUBAI CTR without clearance from Dubai Tower which may instruct VFR traffic to hold outside the DUBAI CTR until further advised.
- VFR traffic operating within or transiting through the DUBAI CTR shall fly the above VFR routes, comply with specified altitude restrictions and defined VRPs.
- Military, Police, Rescue and VIP flights may request direct routing from Dubai Tower.
- Non-standard VFR routing inside DUBAI CTR is subject to prior approval from Dubai Tower.
- For SVFR clearance into the DUBAI CTR, pilots shall contact Dubai Tower inbound to Safa Park (SFP) or Country Club Intersection (CCI).
- For CTA Class G airspace definition see ENR 2.1.

VFR ROUTES:		
NAME	DESCRIPTION	MAX ALT (FT)
VR1 (3)	SFP, STR, GBR, MBR, QEL, NBC, SHP (1)	1000 1500 BTN NBC - SHP
VR2 (4)	GBR, CCI, EIN (2)	1000
VR5 (5)	SFP, FLP, HCG (1)	1000 1500 BTN FLP - HCG
VR6 (6)	CCI, RCG, DFB, MKI (2)	1000
VR7 (7)	EIN, RCG, WTK (2)	1000
VR8 (8)	WTK, GBR (2)	1000

- (1) A uni-directional route connecting indicated VRPs.
(2) A bi-directional route connecting indicated VRPs.
(3) Opposite direction traffic may be expected along VR1 between SHP-NBC-QEL-MBR-GBR due to seaplane operations arriving and departing to/from Creek and Port Rashid water runways.
Caution: Drone activity on segments STR-GBR, MBR-QEL and QEL-NBC from GND to 400 FT AGL. Exercise vigilance when operating within these segments.
(4) Traffic transiting (OMR 75) shall at VRP EIN contact (122.500 MHz - Minhad APP) for approval.
(5) Do not climb to 1500 FT until established Southbound.
(6) For segments between RCG, DFB, MKI see ENR 6-4.1 and ENR 6-4.2.
(7) Traffic transiting (OMR 75) shall at VRP EIN contact (122.500 MHz - Minhad APP) for approval. Dubai TWR may request to hold at WTK.
(8) Dubai TWR may request to hold at WTK.

Refer AIP Text for airspace's vertical limits details.
For CTA Class G airspace definition, see UAE AIP ENR 2.1.
For complete D,P,R Areas information, see UAE AIP ENR 5.1.
Satellite images provided by Mohammed Bin Rashid Space Centre (November 2022).

LEGEND:

CTR

MBZ 2 A

P, R, D Areas

Birds Sanctuary

Uni-directional Route

Bi-directional Route

Prominent Transmission Line

Compulsory VRP

On Request VRP

Obstacle

Group of Obstacles

Lighted Obstacle

Obstacle Height 1000 FT or Higher

Group of Obstacles with Heights 1000 FT or Higher

GENERAL CIVIL AVIATION AUTHORITY

AIRAC 08/2026 effective 06 AUG 26

PAGE INTENTIONALLY LEFT BLANK

VFR CHART

DUBAI CREEK VISUAL REPORTING POINTS (VRP)



CHANGES: New Chart replacing OMDB AD 2–91.

PAGE INTENTIONALLY LEFT BLANK