OMDW — DUBAI / AL MAKTOUM INTERNATIONAL

Note: The following sections in this chapter are intentionally left blank:
AD 2.21, AD 2.25.

OMDW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

OMDW — DUBAI / AL MAKTOUM INTERNATIONAL

OMDW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	245506N 0551032E At centre of existing and future RWYs, perpendicular to midpoint of RWY 12 / 30
2	Direction and distance from (city)	20 NM SW of Dubai city
3	Elevation/Reference temperature	171 FT / 44° 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@dubaiairports.ae Post: EFTA OPERATIONS CONTROL CENTRE Tel: +971 4 813 3513 Tel: +971 50 106 0790 (Mobile) Email: eftaocc@emirates.com
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	OMDW operates as a IATA level 2 slot coordinated airport. No operator shall operate to or from OMDW without first obtaining clearance 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 Aircraft greater in size than ICAO Code F (Wingspan Greater than 80 M) must provide 72 hour advance notice to the aerodrome in addition to a slot request to ACL. Email: Safeguarding-aim@dubaiairports.ae EFTA operates to the South of OMDW RWY 12/30. EFTA RWY 13/31 is not available for commercial aircraft. Operators are to be aware of high intensity training activities in this area

OMDW 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 (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	NIL
12	Remarks	Prior Permission required from Dubai Airports and EFTA Operations for any Non-EFTA flights which are operating into EFTA (RWY 13/31). EFTA operates as per the below timings: 01 APR – 30 SEP 0200 – 1800 UTC 01 OCT – 31 MAR 0300 – 1900 UTC Note: There will be no flying outside the above timings.

OMDW AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Complete semi - automatic facilities
2	Fuel/oil types	Jet A1: Emojet, ENOC, Shell, Air BP, Total Energies, Chevron, ADNOC. *Note: Air BP fuel must be arranged in advance. H24 telephone +971 50 5526 712* Oil: Not AVBL.
3	Fuelling facilities/capacity	Hydrant fuelling available, on all stands with the exception of: S804-S812, G100-G108 and G3-G23D, EFTA: 11E-14E, 11W-14W, 21E-24E, 21W-24W, 31E-34E, 31W-34W, 41E-44E, 41W-44W, 51E-54E and 51W-54W. Limited bowser service also available.
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	Limited available on request
7	Remarks	NIL

OMDW AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotel accommodation available in Dubai City and Jebel Ali
2	Restaurants	H24
3	Transportation	Taxis, buses and rental cars.
4	Medical facilities	Medical Centre at airport. Emirates Medical Centre (EFTA only). Hospitals in Dubai City and Jebel Ali.
5	Bank and Post Office	ATM available, Post Office N/A
6	Tourist Office	NIL
7	Remarks	Limited PAX handling capacity for diverted flight.

© General Civil Aviation Authority

OMDW AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 9 (CAT 10 on request). EFTA: CAT 3.
2	Rescue equipment	**Rescue & Firefighting Vehicles:** • 3 MFV for RFFS CAT 9 • 1 MFV for RFFS CAT 10 upgrades (available 24/7) • 1 MFV for RFFS CAT 3 (EFTA) • 3 MFV to cover maintenance and provide emergency breakdown resilience (2 MFV OMDW & 1 MFV EFTA) • 1 ICV • 1 ICV to cover maintenance and provide emergency breakdown resilience • 1 Hose Layer Vehicle • 1 RIV Domestic Response with various rescue equipment • 1 Domestic Fire Vehicle with various rescue equipment • 1 Domestic Fire Vehicle to cover maintenance and provide emergency breakdown resilience • 1 MICC • 1 Rescue Stairs • 1 Off Airport Response Vehicle (OMDW & EFTA)
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

OMDW AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

OMDW 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 Parking /Docking Charts

© General Civil Aviation Authority

6	Remarks	**Aircraft Code Restrictions / Engines Runs / Compass Swing / Speed Restrictions** • All taxiways/taxilanes are code F compliant except for taxiways TXL Z9, TXL Z10, TXL Z13, TXL Z14, TXL Z15, TXL Z16, TXL Z17, TXL Z20, TXL Z91 and TXL Z92 which are code C. • EFTA High Power Engine Runs: Stand 51W for Cirrus SR22 and TWY A for all other aircraft are the only permitted locations for high power engine runs. • Code D, E and F aircraft requiring access to TWY U4 for engine runs must do so under tow only. Powered movements are not allowed. Pilots must follow ATC instructions. • Pilots on code C and below aircraft must be aware that they will see ground markings late due to their size (for Code F aircraft). • All EFTA taxiways/taxilanes: Code B compliant except for TWY Z12S, which is Code A. • Code B aircraft not allowed to hold simultaneously at TWY A1 and TWY A2 and/or TWY A6 and TWY A7. • A compass swing testing area is provided on TWY U; however, Dubai Airports cannot provide assurance that the location continues to be free from any magnetic disturbance and the airlines operators assume any risks associated with performing compass swing tests on this area. • To aid in situational awareness and to improve identification and visual acuity of ground markings and signage, it is recommended that air operators not exceed 30 knots on linear taxiways and 10 knots on turns.
		Aircraft Turns: • Operators vacating RWY 12/30 at any RET are not to conduct 90 degree turns onto TWY V as there is no marking or lighting to allow this turn. Operators often confuse ATC instructions onto TWY W8 to TWY W15 with turning 90 degrees onto TWY V. • The manoeuvring area is a wide space with little environmental contrast therefore taxiway incursions are likely. Pilots must adhere to CL at all times. Turns greater than 90 degrees are NOT permitted. • Operators are to ensure that when vacating the RWY 12/30 on a Rapid Exit Taxiway that they do not inadvertently turn back on to the RWY 12/30 using the adjacent Rapid Exit Taxiway.
		Wingtip Clearance: • TWY Z minimum wingtip clearance reduced to 50.8 M abeam Stands S340-S348L and S440R- S448. There are no operational restrictions or limitations due to reduced wingtip clearance at these locations for Code F and below aircraft.

Apron Designation	Surface	PCR	Notes
S2	Concrete	980/R/A/W/T	
S3	Concrete	980/R/A/W/T	Stand H1 available for Dubai Police Airwing helicopter operations only. Stands H2 and H3 available for Aerogulf Services only.
S4	Concrete	980/R/A/W/T	
S8	Concrete	980/R/A/W/T	
G (1-23D)	Concrete	980/R/A/W/T	G10-G11; G14-G15 and G17A-G23D box stands
G (100-108)	Concrete	980/R/A/W/T	Box stands
APRON 1	Interlock paving	5700 kg/1.22 MPa	Aircraft can park on each stand either east or west.
APRON 2	Interlock paving	5700 kg/1.22 MPa	Aircraft can park on each stand either east or west.
APRON 3	Interlock paving	5700 kg/1.22 MPa	Aircraft can park on each stand either east or west.
APRON 4	Interlock paving	5700 kg/1.22 MPa	Aircraft can park on each stand either east or west.
APRON 5	Interlock paving	5700 kg/1.22 MPa	Aircraft can park on each stand either east or west.

Aprons Restrictions:

1. APRON 1 - APRON 5 are exclusive for EFTA use only, unless approved by Dubai Airports.

Table 1: Apron details

© General Civil Aviation Authority

Designation	ICAO Code	Length (M)[1]	Width (M)	Shoulder either side (M)	Strip (M) (minimum)	Surface	PCR
TWY U	F	424	25	18	115	Asphalt	850/F/A/X/T
TWY U4	F	765	25	18	115	Asphalt	850/F/A/X/T
TWY V	F	4526	25	18	115	Asphalt	850/F/A/X/T
	F		25	18	115	Concrete	980/R/A/W/T
TWY V1	F	200	25	18	115	Asphalt	850/F/A/X/T
	F	83	25	18	115	Concrete	980/R/A/W/T
TWY V2	F	202	30	18	115	Asphalt	850/F/A/X/T
	F	84	30	18	115	Concrete	980/R/A/W/T
TWY V3	F	204	30	18	115	Asphalt	850/F/A/X/T
	F	84	30	18	115	Concrete	980/R/A/W/T
TWY V4	F	203	30	18	115	Asphalt	850/F/A/X/T
	F	84	30	18	115	Concrete	980/R/A/W/T
TWY V6	F	566	25	18	115	Asphalt	850/F/A/X/T
TWY V7	F	571	25	18	115	Asphalt	850/F/A/X/T
TWY V8	F	568	25	18	115	Asphalt	850/F/A/X/T
TWY V9	F	570	25	18	115	Asphalt	850/F/A/X/T
TWY V10	F	449	25	18	115	Asphalt	850/F/A/X/T
TWY V11	F	567	25	18	115	Asphalt	850/F/A/X/T
TWY V12	F	568	25	18	115	Asphalt	850/F/A/X/T
TWY V13	F	560	25	18	115	Asphalt	850/F/A/X/T
TWY V16	F	246	30	18	115	Asphalt	850/F/A/X/T
	F		30	18	115	Concrete	980/R/A/W/T
TWY V17	F	289	30	18	115	Asphalt	850/F/A/X/T
	F		30	18	115	Concrete	980/R/A/W/T
TWY V18	F	286	30	18	115	Asphalt	850/F/A/X/T
	F		30	18	115	Concrete	980/R/A/W/T
TWY V19	F	285	30	18	115	Asphalt	850/F/A/X/T
	F		30	18	115	Concrete	980/R/A/W/T
TWY V20	F	283	30	18	115	Asphalt	850/F/A/X/T
	F		30	18	115	Concrete	980/R/A/W/T
TWY V21	F	285	25	18	115	Asphalt	850/F/A/X/T
	F		25	18	115	Concrete	980/R/A/W/T
TWY W	F	4526	25	18	115	Asphalt	850/F/A/X/T
	F		25	18	115	Concrete	980/R/A/W/T
TWY W1	F	100	25	18	115	Concrete	980/R/A/W/T
TWY W2	F	100	55	18	115	Concrete	980/R/A/W/T
TWY W4	F	100	54	18	115	Concrete	980/R/A/W/T
TWY W7	F	413	25	18	115	Asphalt	850/F/A/X/T

** Crossover Taxilane

[1] Calculated Values: Taxiway lengths are measured along the surveyed taxiway centre lines, including around curves. Where the centre lines 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. TXL Z13 only available during special events or with prior approval from Dubai Airports.
2. Pilots who are unfamiliar with OMDW should advise ATC on first taxi.
3. There is a change in gradient of 2.5% when crossing TWY V from TWY W1 and between TWY W16, TWY W17 to TWY W21. Additional engine thrust may be required. Following aircraft should maintain a safe distance.
4. TWY A, TWY A1 to TWY A7, TWY Z12S and TXL L1 to TXL L6 are exclusive for EFTA use only, unless approved by Dubai Airports.
5. Aircraft are not permitted to carry 180° turn on a taxiway. In some circumstances, depending on aircraft type, taxiway width and location, Airside Operations may approve such manoeuvre with the assistance of a marshaller.
6. After landing, aircraft shall vacate and proceed straight on TWY V in direction of the landing runway. Acute turns from rapid exit taxiways towards the opposite landing direction are not allowed. See Table 3: Taxiway Turn Restrictions.
7. TWY A will be closed daily outside the EFTA Operation Hours, See OMDW AD 2.3.

Table 2: Taxiway details

Designation	ICAO Code	Length (M)[1]	Width (M)	Shoulder either side (M)	Strip (M) (minimum)	Surface	PCR
TWY W8	F	412	25	18	115	Asphalt	850/F/A/X/T
TWY W9	F	100	54	18	115	Asphalt	850/F/A/X/T
TWY W10	F	413	25	18	115	Asphalt	850/F/A/X/T
TWY W11	F	413	25	18	115	Asphalt	850/F/A/X/T
TWY W12	F	100	54	18	115	Asphalt	850/F/A/X/T
TWY W13	F	100	54	18	115	Asphalt	850/F/A/X/T
TWY W14	F	413	25	18	115	Asphalt	850/F/A/X/T
TWY W15	F	413	25	18	115	Asphalt	850/F/A/X/T
TWY W16	F	184	25	18	115	Asphalt	850/F/A/X/T
	F	228	25	18	115	Concrete	980/R/A/W/T
TWY W17	F	185	37	18	115	Asphalt	850/F/A/X/T
	F	228	37	18	115	Concrete	980/R/A/W/T
TWY W18	F	84	38	18	115	Asphalt	850/F/A/X/T
	F	229	38	18	115	Concrete	980/R/A/W/T
TWY W19	F	313	37	18	115	Concrete	980/R/A/W/T
TWY W20	F	313	37	18	115	Concrete	980/R/A/W/T
TWY W21	F	413	25	18	115	Concrete	980/R/A/W/T
TWY Z	F	4544	25	18	115	Asphalt	850/F/A/X/T
	F		25	18	115	Concrete	980/R/A/W/T
TXL Z5	F	1213	25			Concrete	980/R/A/W/T
TXL Z6	F	1213	25			Concrete	980/R/A/W/T
TXL Z7	F	1212	25			Concrete	980/R/A/W/T
TXL Z8	F	1213	25			Concrete	980/R/A/W/T
TXL Z9	C	872	18			Concrete	980/R/A/W/T
TXL Z10	C	872	18			Concrete	980/R/A/W/T
TXL Z11	F	1514	25			Concrete	980/R/A/W/T
TXL Z12	F	1525	25			Asphalt	850/F/A/X/T
TXL Z13	C	443	18			Asphalt	850/F/A/X/T
TXL Z14	C	542	18			Asphalt	850/F/A/X/T
TXL Z15	C	573	18			Asphalt	850/F/A/X/T
TXL Z16	C	432	31			Asphalt	850/F/A/X/T
TXL Z17	C	432	31			Asphalt	850/F/A/X/T
TXL Z20	C	573	18			Asphalt	850/F/A/X/T
TXL Z21	F	100	54			Concrete	980/R/A/W/T
TXL Z22	F	100	54			Concrete	980/R/A/W/T
TXL Z23	F	100	54			Concrete	980/R/A/W/T
TXL Z24	F	100	26			Concrete	980/R/A/W/T
TXL Z51**	F	312	25	18		Concrete	980/R/A/W/T

** Crossover Taxilane

[1] Calculated Values: Taxiway lengths are measured along the surveyed taxiway centre lines, including around curves. Where the centre lines 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. TXL Z13 only available during special events or with prior approval from Dubai Airports.
2. Pilots who are unfamiliar with OMDW should advise ATC on first taxi.
3. There is a change in gradient of 2.5% when crossing TWY V from TWY W1 and between TWY W16, TWY W17 to TWY W21. Additional engine thrust may be required. Following aircraft should maintain a safe distance.
4. TWY A, TWY A1 to TWY A7, TWY Z12S and TXL L1 to TXL L6 are exclusive for EFTA use only, unless approved by Dubai Airports.
5. Aircraft are not permitted to carry 180° turn on a taxiway. In some circumstances, depending on aircraft type, taxiway width and location, Airside Operations may approve such manoeuvre with the assistance of a marshaller.
6. After landing, aircraft shall vacate and proceed straight on TWY V in direction of the landing runway. Acute turns from rapid exit taxiways towards the opposite landing direction are not allowed. See Table 3: Taxiway Turn Restrictions.
7. TWY A will be closed daily outside the EFTA Operation Hours, See OMDW AD 2.3.

Table 2: Taxiway details

© General Civil Aviation Authority

Designation	ICAO Code	Length (M)[1]	Width (M)	Shoulder either side (M)	Strip (M) (minimum)	Surface	PCR
TXL Z52**	F	312	25	18		Concrete	980/R/A/W/T
TXL Z53**	F	315	25	18		Concrete	980/R/A/W/T
TXL Z54**	F	315	25	18		Concrete	980/R/A/W/T
TXL Z71**	F	308	25	18		Concrete	980/R/A/W/T
TXL Z72**	F	308	25	18		Concrete	980/R/A/W/T
TXL Z73**	F	308	25	18		Concrete	980/R/A/W/T
TXL Z74**	F	308	25	18		Concrete	980/R/A/W/T
TXL Z91**	C	187	18	4		Concrete	980/R/A/W/T
TXL Z92**	C	185	18	4		Concrete	980/R/A/W/T
TWY A	B	1827	10	N/A	40	Asphalt	5700 kg/1.22 MPa
TWY A1	B	121	10	N/A	31	Asphalt	5700 kg/1.22 MPa
TWY A2	B	118	11	N/A	31	Asphalt	5700 kg/1.22 MPa
TWY A3	B	201	11	N/A	40	Asphalt	5700 kg/1.22 MPa
TWY A4	B	104	12	N/A	40	Asphalt	5700 kg/1.22 MPa
TWY A5	B	201	11	N/A	40	Asphalt	5700 kg/1.22 MPa
TWY A6	B	120	11	N/A	31	Asphalt	5700 kg/1.22 MPa
TWY A7	B	120	10	N/A	31	Asphalt	5700 kg/1.22 MPa
TWY Z12S	A	253	11	N/A	31	Asphalt	5700 kg/1.22 MPa
TXL L1	B	116	24	N/A		Interlock paving	5700 kg/1.22 MPa
TXL L2	B	116	27	N/A		Interlock paving	5700 kg/1.22 MPa
TXL L3	B	116	34	N/A		Interlock paving	5700 kg/1.22 MPa
TXL L4	B	116	25	N/A		Interlock paving	5700 kg/1.22 MPa
TXL L5	B	131	32	N/A		Interlock paving	5700 kg/1.22 MPa
TXL L6	B	116	24	N/A		Interlock paving	5700 kg/1.22 MPa

** Crossover Taxilane

[1] Calculated Values: Taxiway lengths are measured along the surveyed taxiway centre lines, including around curves. Where the centre lines 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. TXL Z13 only available during special events or with prior approval from Dubai Airports.
2. Pilots who are unfamiliar with OMDW should advise ATC on first taxi.
3. There is a change in gradient of 2.5% when crossing TWY V from TWY W1 and between TWY W16, TWY W17 to TWY W21. Additional engine thrust may be required. Following aircraft should maintain a safe distance.
4. TWY A, TWY A1 to TWY A7, TWY Z12S and TXL L1 to TXL L6 are exclusive for EFTA use only, unless approved by Dubai Airports.
5. Aircraft are not permitted to carry 180° turn on a taxiway. In some circumstances, depending on aircraft type, taxiway width and location, Airside Operations may approve such manoeuvre with the assistance of a marshaller.
6. After landing, aircraft shall vacate and proceed straight on TWY V in direction of the landing runway. Acute turns from rapid exit taxiways towards the opposite landing direction are not allowed. See Table 3: Taxiway Turn Restrictions.
7. TWY A will be closed daily outside the EFTA Operation Hours, See OMDW AD 2.3.

Table 2: Taxiway details

Designation	Turn Restrictions
TWY V4	Heading South right turn onto TWY V not AVBL
TWY V6	Heading West left turn onto TWY V not AVBL
TWY V7	Heading East right turn onto TWY V not AVBL
TWY V8	Heading West left turn onto TWY V not AVBL
TWY V9	Heading East right turn onto TWY V not AVBL
TWY V10	Heading West left turn onto TWY V not AVBL
TWY V11	Heading East right turn onto TWY V not AVBL
TWY V12	Heading West left turn onto TWY V not AVBL
TWY V13	Heading East right turn onto TWY V not AVBL
TWY W17	Heading North left turn onto TWY W not AVBL
	Heading North left/right turns onto TWY V not AVBL
	Heading South left turn onto TWY W not AVBL

Table 3: Taxiway Turn Restrictions

OMDW 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 OMDW AD 2.23.2
2	RWY and TWY markings and lights	**RWY 12/30 markings:** Full ICAO runway designation, side stripes, pre-THR, transverse stripe, CL, TDZ, aiming point. **RWY 13/31 markings:** Full ICAO runway designation, side stripes, displaced THR, transverse stripe, CL, TDZ, aiming point. **TWY markings:** continuous yellow CL, double yellow edge lines and transverse yellow striping on corners and curves, excluding TWY A, TWY A1, TWY A2, TWY A3, TWY A4, TWY A5, TWY A6, TWY A7 and TWY Z12S no transverse 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 OMDW AD 2.14 **TWY LGT:** LIH yellow RETIL with 2 M lateral spacing at distances of 300 M (3 lights), 200 M (2 lights) and 100 M (1 light) from the RET point of tangency. See OMDW AD 2.15
3	Stop bars and runway guard lights	**Stop bar LGT:** Variable intensity red uni-directional inset with additional pair of elevated edge lights are located at all lead-in TWYs and linked to intrusion sensor for RWY. **RWY guard LGT:** RWY holding positions are provided with a pair of yellow flashing lights on either side of the Stop bar. **IHP LGT:** A set of three variable intensity yellow inset lights are provided at all intermediate TWY holding positions, where Red Stopbar lights not available.
4	Remarks	NIL

OMDW AD 2.10 AERODROME OBSTACLES

To acquire Area 2 and Area 3 electronic obstacle data, contact details are available in GEN 3.1.6

© General Civil Aviation Authority

In approach/TKOF areas					
Obstacle ID / Designation	**Obstacle type**	**Obstacle Position**	**Elevation (FT) Height (FT)**	**Markings Lighting Type / Colour**	**Remarks**
OMDW 2872 / 30_LOC	NAVAID	245431.4N 0550822.8E	125 14	Yes STD / RED	30 TOCS
OMDW 2873 / 30_LOC	NAVAID	245430.1N 0550821.9E	125 14	Yes STD / RED	30 TOCS
OMDW 2887 / APPROACH_LIGHT	NAVAID	245141.9N 0551007.6E	162 3	Yes NIL / NIL	13 TOCS
OMDW 2890 / APPROACH_LIGHT	NAVAID	245216.1N 0550905.9E	162 16	Yes NIL / NIL	31 TOCS
OMDW 6183 / 30_LOC_FFM	NAVAID	245304.6N 0551058.1E	183 16	Yes NIL / NIL	12 TOCS
OMDW 6195 / 12_LOC_FFM	NAVAID	245431.0N 0550821.9E	126 15	Yes STD / RED	30 TOCS
OMDW 16136 / 31_LOC_NFM	NAVAID	245215.8N 0550906.4E	161 6	Yes NIL / NIL	31 TOCS

In circling area and at AD					
Obstacle ID / Designation	**Obstacle type**	**Obstacle Position**	**Elevation (FT) Height (FT)**	**Markings Lighting Type/Colour**	**Remarks**
OMDW AD 2242 / ANTENNA	ANTENNA	245319.1N 0551040.2E	176 11	Yes STD / RED	NIL
OMDW AD 2427 / ANTENNA	ANTENNA	245423.9N 0550843.2E	128 11	Yes NIL / NIL	NIL
OMDW AD 2574 / 31_GP_MAST	NAVAID	245154.3N 0550953.4E	207 53	Yes STD / RED	NIL
OMDW AD 2585 / BLDG_AERIAL	BUILDING	245203.4N 0550944.2E	229 71	Yes NIL / NIL	NIL
OMDW AD 2586 / BLDG_AERIAL	BUILDING	245203.5N 0550944.3E	230 72	Yes NIL / NIL	NIL
OMDW AD 2589 / APRON_LIGHT	POLE	245204.2N 0550942.8E	229 73	Yes STD / RED	NIL
OMDW AD 2713 / ATC_TOWER_AERIAL	BUILDING	245320.0N 0550926.2E	443 310	Yes STD / RED	NIL
OMDW AD 6184 / 12_GP_MONITOR	NAVAID	245424.0N 0550842.9E	172 59	Yes STD / RED	NIL
OMDW AD 6186 / 12_GP_MONITOR	NAVAID	245425.4N 0550840.4E	129 14	Yes NIL / NIL	NIL
OMDW AD 6196 / 30_GP_MAST	NAVAID	245319.0N 0551040.4E	221 59	Yes STD / RED	NIL
OMDW AD 6198 / 30_GP_MONITOR	NAVAID	245317.3N 0551043.6E	180 17	Yes STD / RED	NIL
OMDW AD 6212 / ANEMOMETER	NAVAID	245422.1N 0550845.7E	149 36	Yes STD / RED	NIL
OMDW AD 6214 / WINDSLEEVE	NAVAID	245319.4N 0551039.6E	184 19	Yes STD / RED	NIL
OMDW AD 6215 / WINDSLEEVE	NAVAID	245423.1N 0550844.5E	138 25	Yes STD / RED	NIL
OMDW AD 8020 / ANEMOMETER	NAVAID	245319.7N 0551038.4E	196 32	Yes STD / RED	NIL
OMDW AD 8875 / WINDSLEEVE	NAVAID	245209.7N 0550923.0E	174 20	Yes STD / RED	NIL
OMDW AD 8876 / WINDSLEEVE	NAVAID	245146.1N 0550954.5E	171 20	Yes STD / RED	NIL
OMDW AD 8877 / MET_MAST	NAVAID	245208.8N 0550923.8E	187 35	Yes STD / RED	NIL
OMDW AD 8879 / MET_MAST	NAVAID	245154.0N 0550950.9E	190 33	Yes STD / RED	NIL

© General Civil Aviation Authority

OMDW 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	T, 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	Satellite Imagery, Weather Radar
9	ATS units provided with information	OMDW
10	Additional information (limitation of service, etc.)	Tel: +971 4 877 1291 (Observatory) Tel: +971 4 504 2990 (Forecaster) Wind Shear Warnings. Refer to OMDW AD 2.23.5

Abbreviations

T = Telephone, 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	25	27	30	35	40	42	44	44	42	37	31	27
Minimum	13	15	17	21	24	27	30	30	28	23	19	15

© General Civil Aviation Authority

OMDW 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
12	121° / 119°	4500 x 60	850/F/A/X/T Asphalt	245425.74N 0550831.45E 245309.88N 0551048.54E -111.5 FT	115.2 FT 118.4 FT
30	301° / 299°	4500 x 60	850/F/A/X/T Asphalt	245309.88N 0551048.54E 245425.74N 0550831.45E -111.5 FT	170.7 FT 170.7 FT
13	121° / 119°	1838 x 30	5700 kg/1.22 MPa Asphalt	245211.90N 0550913.41E 245143.45N 0551004.82E -111.5 FT	155.4 FT NIL
31	301° / 299°	1838 x 30	5700 kg/1.22 MPa Asphalt	245145.98N 0551000.25E 245214.43N 0550908.84E -111.5 FT	155.4 FT 155.0 FT

Slope of RWY-SWY			SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA (M)	Arresting system
7			8	9	10	11	12
12	+0.11% (first 1762.5 M) +0.5% (next 2737.5 M)	NIL	NIL	NIL	* x 280	240 x 150	Not Implemented
30	-0.5% (first 2737.5 M) -0.11% (next 1762.5 M)	NIL	NIL	NIL	* x 280	240 x 150	
13	0%	NIL	NIL	NIL	* x 140	120 x 80	
31		NIL	NIL	NIL	* x 140	120 x 80	

Obstacle Free Zone		Remarks
13		14
12 30 13 31	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.	1. RWY 12/30 will be closed for planned maintenance every Monday from 1100 to 1400 UTC 2. RWY 12/30: Aircraft up to and including B737/A320 size are permitted to carry out 180° turns. Any larger aircraft must vacate the runway and use taxiways as instructed for repositioning. 3. RWY 13/31 will be closed daily in accordance with the below timings: 01 APR – 30 SEP 1800 – 0200 UTC 01 OCT – 31 MAR 1900 – 0300 UTC 4. RWY 13/31 exclusively used for EFTA approved operations. 5. RWY strip surface for both runways are asphalt & compacted earth 6. RWY 13/31 THR displaced by 150 M 7. Strip dimensions RWY 12/30: * 280 M wide over full length extending to 60 M beyond each end of pavement. 8. Strip dimensions RWY 13/31: * 140 M wide over full length extending to 60 M beyond each end of pavement.

OMDW AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
12	4500	4500	4500	4500	NIL
30	4500	4500	4500	4500	NIL
12	4452	4452	4452		Take-off from V2
12	4352	4352	4352		Take-off from V3
12	4252	4252	4252		Take-off from V4
12	3030	3030	3030		Take-off from V6
12	3030	3030	3030		Take-off from U4
12	2122	2122	2122		Take-off from V10*
30	4390	4390	4390		Take-off from V20
30	4288	4288	4288		Take-off from V19
30	4188	4188	4188		Take-off from V18
30	4088	4088	4088		Take-off from V17
30	3995	3995	3995		Take-off from V16
30	2980	2980	2980		Take-off from V13
30	1622	1622	1622		Take-off from V7*
13	1838	1838	1838	1688	EFTA
31	1838	1838	1838	1688	EFTA
13	1804	1804	1804		Take-off from A2 EFTA
31	1804	1804	1804		Take-off from A6 EFTA

* No TORA sign. For EFTA base aircraft and helicopter departures only.

© General Civil Aviation Authority

OMDW 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
12	ICAO CAT III LIH precision approach lighting system including distance coded CL with sequence flashing lights from 900 M to 330 M. Flashing RTIL Supplementary Approach Light: Side row lights - LIH red side row barrettes extending 270 M from THR.	LIH uni - directional green with wing bars	PAPI Both/3° (80 FT) PAPI / ILS disharmony - on slope ILS flight may show fly up PAPI indications	LIH white uni - directional 900 M long, 30 M spacing	LIH bi - directional, 15 M spacing, first 3600 M white, next 600 M alternate red / white, last 300 M red	LIH bi - directional, 60 M spacing, first 3900 M white, last 600 M yellow	11 LIH uni - directional red lights, spaced 6 M across RWY end	NIL	NIL
30	ICAO CAT III LIH precision approach lighting system including distance coded CL with sequence flashing lights from 900 M to 330 M. Flashing RTIL Supplementary Approach Light: Side row lights - LIH red side row barrettes extending 270 M from THR.	LIH uni - directional green with wing bars	PAPI Both/3° (98 FT) PAPI / ILS disharmony - on slope ILS flight may show fly up PAPI indications	LIH white uni - directional 900 M long, 30 M spacing	LIH bi - directional, 15 M spacing, first 3600 M white, next 600 M alternate red / white, last 300 M red	LIH bi - directional, 60 M spacing, first 3900 M white, last 600 M yellow	11 LIH uni - directional red lights, spaced 6 M across RWY end	NIL	NIL
13	ICAO SALS, 420 M LIH.	LIH Uni - directional green	PAPI Left/3° (53 FT)	NIL	NIL	LIH bi - directional, 60 M spacing, first 150 M red, white until 600 M from RWY end, last 600 M yellow	6 LIH uni - directional red lights, spaced 4.4 M across RWY end	NIL	DTHR identification lights not provided.

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
31	ICAO SALS CAT I, 420 M LIH.	LIH Uni - directional green with wing bars	PAPI Left/3° (53 FT)	NIL	NIL	LIH bi - directional, 60 M spacing, first 150 M red, white until 600 M from RWY end, last 600 M yellow	6 LIH uni - directional red lights, spaced 4.4 M across RWY end	NIL	DTHR identification lights not provided.

OMDW 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 Anemometers RWY 12/30 installed mid - point of the RWY located 220 M (N) of RWY CL, LGTD. AWOS (Anemometer) RWY 13 DTHR: located 71 M from the RWY CL on the left side (N) and 300 M beyond the DTHR, LGTD. AWOS (Anemometer) RWY 31 DTHR: located 75 M from the RWY CL on the right side (N) and 351 M beyond the DTHR, LGTD . WDIs: Illuminated, fabric orange cone and obstruction light. WDI RWY 12 THR: located 120.57 M from the RWY CL on the left side (N) and 355 M beyond the THR. WDI RWY 30 THR: located 120.27 M from the RWY CL on the right side (N) and 367.53 M beyond the THR abeam to TWY V18. WDI FATO H12/H30: located 122.09 M from TWY Z CL on (N) side and 244.36 M beyond THR H12 and 183.53 M beyond THR H30 . WDI RWY 13 DTHR: located 80.01 M from the RWY CL on the left side (N) and 264.92 M beyond the DTHR. WDI RWY 31 DTHR: located 80.25 M from the RWY CL on the left side (S) and 139.75 M beyond the DTHR.
3	TWY edge and centre line lights	Edge LGT: Variable intensity blue Omni directional inset lights only at intersections and turns, excluding TXL Z9 and TXL Z10. EFTA: blue Omni directional elevated fittings. CL LGT: Variable intensity green bi-directional lights are provided for all taxiways except exit taxiways; 15 M spacing on straight sections, 7.5 M spacing on curved sections; Exit taxiways provided with variable intensity alternate Green / Yellow lights from the beginning near the runway centre line to the perimeter of the ILS critical / sensitive area; The light nearest the perimeter always shows yellow. EFTA: taxiways are not provided with centre line or exit taxiway lighting,except TXL L1 - L6 provided with green omnidirectional inset 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 and CAT I for EFTA operations.
5	Remarks	Apron: High mast floodlights EFTA aprons: Canopy lighting.

© General Civil Aviation Authority

OMDW AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	TLOF H12: 245345.30N 0550901.43E TLOF H30: 245338.95N 0550912.92E FATO: THR H12: 245345.73N 0550900.66E FATO: THR H30: 245338.52N 0550913.70E -112 FT
2	TLOF and/or FATO elevation M/FT	TLOF H12: 35.9 M / 117.7 FT TLOF H30: 37.0 M / 121.4 FT FATO: THR H12: 35.8 M / 117.5 FT FATO: THR H30: 37.1 M / 121.7 FT
3	TLOF and FATO area dimensions, surface, strength, marking	TLOF: 13 M x 13 M, Concrete, PCR 980/R/A/W/T TLOF marking: White ‘H’ in the centre, surrounded by a white circle. FATO: 428 M x 20 M, Concrete, PCR 980/R/A/W/T FATO marking: Perimeter and Designation Markings.
4	True BRG of FATO	H12: 121° H30: 301°
5	Declared distance available	TODAH = 428 M RTODAH = 428 M LDAH = 428 M
6	APP and FATO lighting	No FATO lighting
7	Remarks	Helicopter operations at FATO H12/H30 to be used by Dubai Police Airwing and Aerogulf Services helicopters during daylight hours only, as directed by ATC. Helicopter operations at EFTA require pre-approval from the airport authority. MEDEVAC can expect landing at TWY A.

© General Civil Aviation Authority

OMDW AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	AL MAKTOUM CTR 1: 250143N 0550744E 245552N 0551819E Clockwise arc radius 7.3 NM with centre at 245310N 0551049E till 244551N 0551143E 245145N 0550103E Clockwise arc radius 7.3 NM with centre at 245426N 0550831E till 250143N 0550744E AL MAKTOUM CTR 2: 250241N 0550558E 250143N 0550744E Counter clockwise arc radius 7.3 NM with centre at 245426N 0550831E till 245145N 0550103E 245244N 0545917E Clockwise arc radius 7.3 NM with centre at 245524N 0550645E till 250241N 0550558E
2	Vertical limits	CTR 1: 1,500 FT AMSL / GND CTR 2: 1,500 FT AMSL / 1,000 FT AMSL
3	Airspace classification	D
4	ATS unit call sign Language(s)	AL MAKTOUM TOWER English
5	Transition altitude	13,000 FT
6	Remarks	Activities affecting airspace within AL MAKTOUM CTRs 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.

© General Civil Aviation Authority

OMDW 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	AL MAKTOUM RADAR	124.025 MHz (PRI)	Not Implemented	Not Implemented	H24	EMERG 121.500 MHz
		126.025 MHz (SRY)			H24	
	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	
	DUBAI SOUTH RADAR	120.400 MHz (PRI)			H24	EMERG 121.500 MHz FREQ MNT by AL MAKTOUM RADAR BTN 1800-0200
		126.025 MHz (SRY)			H24	
	MINHAD APPROACH	122.500 MHz (PRI)			H24	EMERG 121.500 MHz
		126.025 MHz (SRY)			H24	
TWR	AL MAKTOUM TOWER	118.625 MHz (PRI)	Not Implemented	Not Implemented	H24	EMERG 121.500 MHz
		118.725 MHz (SRY)			H24	
GND	AL MAKTOUM GROUND	118.375 MHz (PRI)	Not Implemented	Not Implemented	H24	EMERG 121.500 MHz Clearance delivery 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.
		118.725 MHz (SRY)			H24	
D-ATIS	AL MAKTOUM INTERNATIONAL	126.475 MHz DEP	Not Implemented	Not Implemented	H24	Data Link Service Available. IDENT OMDW. Messages comply with ARINC 623 Standards. Data updated as required.
		123.175 MHz ARR			H24	
EFTA TWR	ACADEMY TOWER	118.775 MHz (PRI)	Not Implemented	Not Implemented	See Note	EMERG 121.500 MHz
		119.000 MHz (SRY)				
EFTA APRON	ACADEMY APRON INFORMATION	118.700 MHz				EMERG 121.500 MHz

Note :
01 APR – 30 SEP 0200 - 1800 UTC
01 OCT – 31 MAR 0300 – 1900 UTC

OMDW 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 12 (2° E/2020) ILS CAT III	IJEA	111.750 MHz	H24	245304.9N 0551057.6E			MAINT on runway closure
GP RWY 12		333.350 MHz	H24	245424.1N 0550842.8E			Angle 3°, RDH 50 FT, MAINT on runway closure
DME RWY 12	IJEA	CH 54Y	H24	245424.1N 0550842.8E	134 FT		Co - located with GP; Zero indication at TDZ
LOC RWY 30 (2° E/2020) ILS CAT III	IJWA	109.750 MHz	H24	245430.8N 0550822.4E			MAINT on runway closure
GP RWY 30		333.050 MHz	H24	245319.0N 0551040.5E			Angle 3°, RDH 50 FT, MAINT on runway closure
DME RWY 30	IJWA	CH 34Y	H24	245319.0N 0551040.5E	184 FT		Co - located with GP; Zero indication at TDZ
LOC RWY 31 (2° E/2020) ILS CAT I	IDEF	110.550 MHz	H24	245217.5N 0550903.3E			Exclusive use for EFTA aircraft.
GP RWY 31		329.450 MHz	H24	245154.3N 0550953.5E			Angle 3°,RDH 53 FT Exclusive use for EFTA aircraft.
DME RWY 31	IDEF	CH 42Y	H24	245154.4N 0550953.5E	179 FT		Exclusive use for EFTA aircraft.

© General Civil Aviation Authority

OMDW AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 Local VFR Regulations

2.20.1.1 Maximum speed on published VFR routes is 125 KIAS.

2.20.1.2 When the reported MET Visibility falls below 5000 M and / or the cloud ceiling is below 1500 FT, flight according to VFR is not permitted. Special VFR clearance may be issued.

2.20.1.3 Due to limited availability of Visual Reference Points (VRP) Special VFR clearances to enter the AL MAKTOUM CTR (I) may be withheld for separation purposes.

2.20.1.4 Clearance for VFR flight within the AL MAKTOUM CTR (I) will be limited to the following:

- Flights inbound to or outbound from OMDW/EFTA
- Flights inbound to or outbound from a landing site within the AL MAKTOUM CTR (I)
- Flights with an operational requirement to operate within the AL MAKTOUM CTR (I) e.g. Police patrol, aerial survey etc.
- Training flights carrying out practice instrument procedures or visual circuits at OMDW/EFTA

2.20.1.5 VFR flights not included in the above criteria must plan a route that remains clear of the AL MAKTOUM CTR (I). In addition, pilots of such flights are requested not to establish communications with AL MAKTOUM TOWER or ACADEMY TOWER unless an emergency situation requires otherwise.

2.20.2. Visual and instrument training at DUBAI / AL MAKTOUM INTERNATIONAL is subject to prior ATC approval as follows:

- MON - SUN: Training requests shall be submitted to the DAMC one day prior to the intended day of the activity (DAY-1) not later than 0700 UTC.
- DAMC contact details:

  Email: damc@dans.gov.ae
  Tel: +971 4 877 1232
  Tel: +971 50 648 7537 (Mobile)
  Fax: +971 4 887 9866

2.20.2.1 Visual and instrument training at EFTA subject to approval by EFTA operations.

2.20.3 Minimum Runway Occupancy:

a. Arrivals

- Rapid exit from the runway enables the achievement of maximum runway utilisation. On exiting the RWY pilots are reminded not to stop until the entire aircraft has passed the runway holding point.
- Pilots should anticipate joining TWY V in the same direction as arrival unless otherwise instructed.
- Pilots are reminded to pay particular attention to ATC taxiing instruction when vacating to avoid deviations from clearance resulting in taxiway incursions.

b. Departures

- eWTS time based wake turbulence separation may be applied (refer to OMDW AD 2.22.11.2) subject to other departure restrictions e.g. flow control releases.
- Pilots are reminded to pay particular attention to conditional line up clearances to avoid RWY incursions.
- Aircraft are assumed to be ready for departure on reaching the holding point unless otherwise stated.
- If pilots require more separation than the eWTS time-based standard, or extra time for any other reason, they must 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 completed prior to completing the line up so that take-off roll can be commenced without delay.
- 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.

2.20.4. When on approach to RWY 30 and RWY 12, pilots shall reconfirm DME/GP information and ensure that they have correctly identified the landing runway. Do not confuse with EFTA RWY 13 and RWY 31 in close proximity approximately 1.6 NM South of OMDW.

2.20.4.1 When on an ILS approach to RWY 31, pilots shall reconfirm DME/GP information and ensure that they have correctly identified the landing runway. Do not confuse with OMDW RWY 30 in close proximity, approximately 1.6 NM North of EFTA.

2.20.4.2 When on a GNSS approach to EFTA RWY 31 and RWY 13, pilots shall ensure that they have correctly identified the landing runway. Do not confuse with OMDW RWY 30 and RWY 12 in close proximity, approximately 1.6 NM North of EFTA.

2.20.5 Pilots to exercise caution as High intensity VFR traffic to the South East of the AL MAKTOUM CTR transiting between OMR 53 and EFTA.

2.20.6 Before entering AL MAKTOUM CTR-Class D airspace, the pilot in command of a VFR or SVFR aircraft shall establish two-way radio communication as follows:

a. Traffic approaching AL MAKTOUM CTR from the South between during the EFTA operations timings (Refer to OMDW AD 2.3) shall establish contact with the ACADEMY TOWER on 118.775 MHz and shall maintain contact while in Class D airspace unless otherwise advised. Outside of these hours contact shall be established with AL MAKTOUM TOWER on 118.625 MHz.

b. Traffic approaching AL MAKTOUM CTR from the North shall establish contact with AL MAKTOUM TOWER on 118.625 MHz H24 and shall maintain contact while in Class D airspace unless otherwise advised.

Note: 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.

OMDW 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 Ground Contact - IFR

2.22.1.1 Prior to requesting a pushback clearance from OMDW ATC, flight crews are instructed to contact the GMC frequency on 118.375 MHz. Departing aircraft shall establish contact no more than 10 minutes prior to startup and obtain an ATC clearance. The following information will be required:

a. Aircraft callsign

b. Aircraft type

c. Parking stand

d. Destination

e. DUBAI CTA exit point

f. ATIS letter & QNH

2.22.1.2 EFTA Operations: - prior to requesting a start or taxi clearance from EFTA ATC, flight crews are instructed to contact EFTA ATC on frequency on 118.775 MHz. Departing aircraft shall establish contact no more than 10 minutes prior to startup and obtain an ATC clearance. The following information will be required:

a. Aircraft callsign

b. Aircraft type

c. Parking stand

d. Destination

e. DUBAI CTA exit point

f. QNH

© General Civil Aviation Authority

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

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

2.22.3 RNP Approaches to RWY 12/30 and EFTA RWY 13/31

2.22.3.1 These procedures may only be flown using significant position co - ordinates that are stored in the aircraft's navigational data base.

2.22.3.2 Significant points are published in ENR 4.4

2.22.4 Standard Instrument Departures (SID)

2.22.4.1 ATC clearances issued to IFR traffic departing from OMDW will normally include Standard Instrument Departure.

2.22.4.2 Initial climb is restricted to 3000 FT for departures from RWY 12 / 30. Further climb clearance as instructed by AL MAKTOUM RADAR.

Note: See ENR 1.6.1.3 for action in the event of radio failure.

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

a. Minimum ATC Climb Gradient:

i. All SIDs except for DAVMO 4L: 5.0% (300 FT per NM) to 8,000 FT.
ii. DAVMO 4L: 6.4% (390 FT per NM) to 8,000 FT.

b. Observe a maximum 250 KIAS whilst below 10,000 FT

c. Minimum Obstacle Climb Gradient:

i. RWY 31: 3.4% (207 FT per NM) to 500 FT.

d. Advise ATC at startup if unable to comply with the above, or with any part of the SID requirements and restrictions.

Note: Special speed restrictions apply on some SID and STAR.

2.22.4.4 Special navigation performance requirements:

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

2.22.5 SID FMS coding tables

2.22.5.1 Significant point co-ordinates are published in ENR 4.4

2.22.5.2 SID RWY 12

i) **ANVIX 6J (RNAV 1 SID RWY 12)**

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	RWY12		119 (121.3)	-2.3			+570			RNAV 1
20	DF	DW452	No					+2000			RNAV 1
30	TF	DW456	No	119 (121.3)	-2.3	8.4		+5000	-220		RNAV 1
40	TF	DW479	No	069 (071.2)	-2.2	3.4		+6000			RNAV 1
50	TF	DW458	No	069 (071.2)	-2.2	9.5					RNAV 1
60	TF	LOPUV	No	080 (082.1)	-2.2	10.9					RNAV 1
70	TF	ANVIX	No	124 (126.6)	-2.2	6.0		+10000			RNAV 1

ii) **DAVMO 5J (RNAV 1 SID RWY 12)**

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	RWY12		119 (121.3)	-2.3			+570			RNAV 1
20	DF	DW452	No					+2000			RNAV 1
30	TF	DW456	No	119 (121.3)	-2.3	8.4		+5000	-220		RNAV 1
40	TF	DW459	No	029 (031.2)	-2.2	4.9	Left	+6000			RNAV 1
50	TF	DW460	No	300 (302.2)	-2.2	5.4	Left	+7000	-220		RNAV 1
60	TF	DW473	No	299 (301.4)	-2.3	3.0					RNAV 1
70	TF	DW406	No	299 (301.3)	-2.3	7.5					RNAV 1
80	TF	DW478	No	271 (272.9)	-2.3	4.4					RNAV 1
90	TF	KIRUK	No	271 (272.9)	-2.3	6.1		+7000			RNAV 1
100	TF	XARTA	No	299 (301.2)	-2.3	6.9		+8000			RNAV 1
110	TF	GINLA	No	358 (360.0)	-2.3	6.9		+10000			RNAV 1
120	TF	DW467	No	047 (049.1)	-2.4	9.2		+12000			RNAV 1
130	TF	MITIX	No	047 (049.2)	-2.4	5.0		+13000			RNAV 1
140	TF	LOVEM	No	034 (035.9)	-2.4	11.1		+FL 150			RNAV 1
150	TF	OBROG	No	038 (040.1)	-2.4	17.4					RNAV 1
160	TF	DAVMO	No	041 (043.5)	-2.4	15.6					RNAV 1

iii) **EMERU 3J (RNAV 1 SID RWY 12)**

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	RWY12		119 (121.3)	-2.3			+570			RNAV 1
20	DF	DW452	No					+2000			RNAV 1
30	TF	DW456	No	119 (121.3)	-2.3	8.4		+5000	-220		RNAV 1
40	TF	DW459	No	029 (031.2)	-2.2	4.9	Left	+6000			RNAV 1
50	TF	DW460	No	300 (302.2)	-2.2	5.4	Left	+7000	-220		RNAV 1
60	TF	DW473	No	299 (301.4)	-2.3	3.0					RNAV 1
70	TF	DW406	No	299 (301.3)	-2.3	7.5					RNAV 1
80	TF	DW478	No	271 (272.9)	-2.3	4.4					RNAV 1
90	TF	EMERU	No	208 (209.9)	-2.3	10.6					RNAV 1

© General Civil Aviation Authority

iv) **KUTLI 4J (RNAV 1 SID RWY 12)**

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	RWY12		119 (121.3)	-2.3			+570			RNAV 1
20	DF	DW452	No					+2000			RNAV 1
30	TF	DW456	No	119 (121.3)	-2.3	8.4		+5000	-220		RNAV 1
40	TF	DW459	No	029 (031.2)	-2.2	4.9	Left	+6000			RNAV 1
50	TF	DW460	No	300 (302.2)	-2.2	5.4	Left	+7000	-220		RNAV 1
60	TF	DW473	No	299 (301.4)	-2.3	3.0					RNAV 1
70	TF	DW406	No	299 (301.3)	-2.3	7.5					RNAV 1
80	TF	DW478	No	271 (272.9)	-2.3	4.4					RNAV 1
90	TF	KIRUK	No	271 (272.9)	-2.3	6.1		+7000			RNAV 1
100	TF	KUTLI	No	219 (220.9)	-2.3	8.1		+8000			RNAV 1

v) **MIROT 4J (RNAV 1 SID RWY 12)**

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	RWY12		119 (121.3)	-2.3			+570			RNAV 1
20	DF	DW452	No					+2000			RNAV 1
30	TF	DW456	No	119 (121.3)	-2.3	8.4		+5000	-220		RNAV 1
40	TF	DW459	No	029 (031.2)	-2.2	4.9	Left	+6000			RNAV 1
50	TF	DW460	No	300 (302.2)	-2.2	5.4	Left	+7000	-220		RNAV 1
60	TF	DW473	No	299 (301.4)	-2.3	3.0					RNAV 1
70	TF	DW406	No	299 (301.3)	-2.3	7.5					RNAV 1
80	TF	DW478	No	271 (272.9)	-2.3	4.4					RNAV 1
90	TF	KIRUK	No	271 (272.9)	-2.3	6.1		+7000			RNAV 1
100	TF	XARTA	No	299 (301.2)	-2.3	6.9		+8000			RNAV 1
110	TF	DW412	No	299 (301.1)	-2.3	5.0					RNAV 1
120	TF	ORGUR	No	299 (301.3)	-2.4	4.0					RNAV 1
130	TF	MIROT	No	267 (269.8)	-2.4	14.8					RNAV 1

vi) **NABIX 4J (RNAV 1 SID RWY 12)**

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	RWY12		119 (121.3)	-2.3			+570			RNAV 1
20	DF	DW452	No					+2000			RNAV 1
30	TF	DW456	No	119 (121.3)	-2.3	8.4		+5000	-220		RNAV 1
40	TF	DW459	No	029 (031.2)	-2.2	4.9	Left	+6000			RNAV 1
50	TF	DW460	No	300 (302.2)	-2.2	5.4	Left	+7000	-220		RNAV 1
60	TF	DW473	No	299 (301.4)	-2.3	3.0					RNAV 1
70	TF	DW406	No	299 (301.3)	-2.3	7.5					RNAV 1
80	TF	DW478	No	271 (272.9)	-2.3	4.4					RNAV 1
90	TF	KIRUK	No	271 (272.9)	-2.3	6.1		+7000			RNAV 1
100	TF	XARTA	No	299 (301.2)	-2.3	6.9		+8000			RNAV 1
110	TF	DW412	No	299 (301.1)	-2.3	5.0					RNAV 1
120	TF	ORGUR	No	299 (301.3)	-2.4	4.0					RNAV 1
130	TF	NABIX	No	293 (294.9)	-2.4	15.4					RNAV 1

© General Civil Aviation Authority

vii) **NOLSU 3J (RNAV 1 SID RWY 12)**

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	RWY12		119 (121.3)	-2.3			+570			RNAV 1
20	DF	DW452	No					+2000			RNAV 1
30	TF	DW456	No	119 (121.3)	-2.3	8.4		+5000	-220		RNAV 1
40	TF	DW459	No	029 (031.2)	-2.2	4.9	Left	+6000			RNAV 1
50	TF	DW460	No	300 (302.2)	-2.2	5.4	Left	+7000	-220		RNAV 1
60	TF	IMGIL	No	005 (007.5)	-2.3	6.3		+9000			RNAV 1
70	TF	ULADO	No	067 (069.5)	-2.3	8.5		+11000			RNAV 1
80	TF	DW474	No	067 (069.6)	-2.3	7.7					RNAV 1
90	TF	DW475	No	067 (069.6)	-2.3	7.1		+12000			RNAV 1
100	TF	NOLSU	No	067 (069.7)	-2.3	18.5		+FL 150			RNAV 1

viii) **RIDAP 4J (RNAV 1 SID RWY 12)**

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	RWY12		119 (121.3)	-2.3			+570			RNAV 1
20	DF	DW452	No					+2000			RNAV 1
30	TF	DW456	No	119 (121.3)	-2.3	8.4		+5000	-220		RNAV 1
40	TF	DW459	No	029 (031.2)	-2.2	4.9	Left	+6000			RNAV 1
50	TF	DW460	No	300 (302.2)	-2.2	5.4	Left	+7000	-220		RNAV 1
60	TF	DW473	No	299 (301.4)	-2.3	3.0					RNAV 1
70	TF	DW406	No	299 (301.3)	-2.3	7.5					RNAV 1
80	TF	DW478	No	271 (272.9)	-2.3	4.4					RNAV 1
90	TF	KIRUK	No	271 (272.9)	-2.3	6.1		+7000			RNAV 1
100	TF	XARTA	No	299 (301.2)	-2.3	6.9		+8000			RNAV 1
110	TF	DW412	No	299 (301.1)	-2.3	5.0					RNAV 1
120	TF	ORGUR	No	299 (301.3)	-2.4	4.0					RNAV 1
130	TF	LOPAP	No	346 (348.5)	-2.4	5.8					RNAV 1
140	TF	IVILI	No	346 (348.5)	-2.4	5.0					RNAV 1
150	TF	KIXOG	No	346 (348.5)	-2.4	7.5					RNAV 1
160	TF	RIDAP	No	285 (287.4)	-2.4	5.8					RNAV 1

ix) **SENPA 4J (RNAV 1 SID RWY 12)**

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	RWY12		119 (121.3)	-2.3			+570			RNAV 1
20	DF	DW452	No					+2000			RNAV 1
30	TF	DW456	No	119 (121.3)	-2.3	8.4		+5000	-220		RNAV 1
40	TF	DW459	No	029 (031.2)	-2.2	4.9	Left	+6000			RNAV 1
50	TF	DW460	No	300 (302.2)	-2.2	5.4	Left	+7000	-220		RNAV 1
60	TF	DW473	No	299 (301.4)	-2.3	3.0					RNAV 1
70	TF	DW406	No	299 (301.3)	-2.3	7.5					RNAV 1
80	TF	DW478	No	271 (272.9)	-2.3	4.4					RNAV 1
90	TF	KIRUK	No	271 (272.9)	-2.3	6.1		+7000			RNAV 1
100	TF	XARTA	No	299 (301.2)	-2.3	6.9		+8000			RNAV 1
110	TF	DW412	No	299 (301.1)	-2.3	5.0					RNAV 1
120	TF	ORGUR	No	299 (301.3)	-2.4	4.0					RNAV 1
130	TF	LOPAP	No	346 (348.5)	-2.4	5.8					RNAV 1
140	TF	IVILI	No	346 (348.5)	-2.4	5.0					RNAV 1
150	TF	SENPA	No	283 (285.6)	-2.4	11.9					RNAV 1

© General Civil Aviation Authority

2.22.5.3 SID RWY 30

i) **ANVIX 4L (RNAV 1 SID RWY 30)**

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	RWY30		299 (301.2)	-2.3			+520			RNAV 1
20	DF	KIRUK	No					+2000			RNAV 1
30	TF	DW552	No	209 (211.2)	-2.3	5.0	Left	+3000			RNAV 1
40	TF	DW465	No	119 (121.2)	-2.3	4.0	Left	+4000	-220		RNAV 1
50	TF	DW423	No	075 (077.6)	-2.3	7.3					RNAV 1
60	TF	DW466	No	066 (067.8)	-2.3	5.0		+7000			RNAV 1
70	TF	IMGIL	No	066 (067.9)	-2.3	8.4		+10000			RNAV 1
80	TF	ULADO	No	067 (069.5)	-2.3	8.5		+11000			RNAV 1
90	TF	RAPMO	No	118 (120.6)	-2.3	9.2		+13000			RNAV 1
100	TF	LOPUV	No	124 (126.0)	-2.2	10.1					RNAV 1
110	TF	ANVIX	No	124 (126.6)	-2.2	6.0					RNAV 1

ii) **DAVMO 4L (RNAV 1 SID RWY 30)**

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	RWY30		299 (301.2)	-2.3			+520			RNAV 1
20	DF	KIRUK	No					+2000			RNAV 1
30	TF	XARTA	No	299 (301.2)	-2.3	6.9			-220		RNAV 1
40	TF	GINLA	No	358 (360.0)	-2.3	6.9					RNAV 1
50	TF	DW467	No	047 (049.1)	-2.4	9.2		+10000			RNAV 1
60	TF	MITIX	No	047 (049.2)	-2.4	5.0		+11000			RNAV 1
70	TF	LOVEM	No	034 (035.9)	-2.4	11.1		+FL 150			RNAV 1
80	TF	OBROG	No	038 (040.1)	-2.4	17.4					RNAV 1
90	TF	DAVMO	No	041 (043.5)	-2.4	15.6					RNAV 1

iii) **EMERU 1L (RNAV 1 SID RWY 30)**

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	RWY30		299 (301.2)	-2.3			+520			RNAV 1
20	DF	KIRUK	No					+2000			RNAV 1
30	TF	DW552	No	209 (211.2)	-2.3	5.0	Left	+3000			RNAV 1
40	TF	DW465	No	119 (121.2)	-2.3	4.0	Left	+4000	-220		RNAV 1
50	TF	EMERU	No	177 (179.5)	-2.3	3.1					RNAV 1

iv) **KUTLI 3L (RNAV 1 SID RWY 30)**

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	RWY30		299 (301.2)	-2.3			+520			RNAV 1
20	DF	KIRUK	No					+2000			RNAV 1
30	TF	XARTA	No	299 (301.2)	-2.3	6.9			-220		RNAV 1
40	TF	TATMO	No	209 (211.2)	-2.3	5.0	Left		-220		RNAV 1
50	TF	KUTLI	No	147 (149.1)	-2.3	6.3		+8000			RNAV 1

v) **MIROT 3L (RNAV 1 SID RWY 30)**

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	RWY30		299 (301.2)	-2.3			+520			RNAV 1
20	DF	KIRUK	No					+2000			RNAV 1
30	TF	XARTA	No	299 (301.2)	-2.3	6.9			-220		RNAV 1
40	TF	ORGUR	No	299 (301.2)	-2.3	9.0					RNAV 1
50	TF	MIROT	No	267 (269.8)	-2.4	14.8					RNAV 1

© General Civil Aviation Authority

vi) **NABIX 3L (RNAV 1 SID RWY 30)**

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	RWY30		299 (301.2)	-2.3			+520			RNAV 1
20	DF	KIRUK	No					+2000			RNAV 1
30	TF	XARTA	No	299 (301.2)	-2.3	6.9			-220		RNAV 1
40	TF	ORGUR	No	299 (301.2)	-2.3	9.0					RNAV 1
50	TF	NABIX	No	293 (294.9)	-2.4	15.4					RNAV 1

vii) **NOLSU 3L (RNAV 1 SID RWY 30)**

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	RWY30		299 (301.2)	-2.3			+520			RNAV 1
20	DF	KIRUK	No					+2000			RNAV 1
30	TF	DW552	No	209 (211.2)	-2.3	5.0	Left	+3000			RNAV 1
40	TF	DW465	No	119 (121.2)	-2.3	4.0	Left	+4000	-220		RNAV 1
50	TF	DW423	No	075 (077.6)	-2.3	7.3					RNAV 1
60	TF	DW466	No	066 (067.8)	-2.3	5.0		+7000			RNAV 1
70	TF	IMGIL	No	066 (067.9)	-2.3	8.4		+10000			RNAV 1
80	TF	ULADO	No	067 (069.5)	-2.3	8.5		+11000			RNAV 1
90	TF	DW474	No	067 (069.6)	-2.3	7.7					RNAV 1
100	TF	DW475	No	067 (069.6)	-2.3	7.1		+12000			RNAV 1
110	TF	NOLSU	No	067 (069.7)	-2.3	18.5		+FL 150			RNAV 1

viii) **RIDAP 3L (RNAV 1 SID RWY 30)**

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	RWY30		299 (301.2)	-2.3			+520			RNAV 1
20	DF	KIRUK	No					+2000			RNAV 1
30	TF	XARTA	No	299 (301.2)	-2.3	6.9			-220		RNAV 1
40	TF	ORGUR	No	299 (301.2)	-2.3	9.0					RNAV 1
50	TF	LOPAP	No	346 (348.5)	-2.4	5.8					RNAV 1
60	TF	IVILI	No	346 (348.5)	-2.4	5.0					RNAV 1
70	TF	KIXOG	No	346 (348.5)	-2.4	7.5					RNAV 1
80	TF	RIDAP	No	285 (287.4)	-2.4	5.8					RNAV 1

ix) **SENPA 3L (RNAV 1 SID RWY 30)**

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	RWY30		299 (301.2)	-2.3			+520			RNAV 1
20	DF	KIRUK	No					+2000			RNAV 1
30	TF	XARTA	No	299 (301.2)	-2.3	6.9			-220		RNAV 1
40	TF	ORGUR	No	299 (301.2)	-2.3	9.0					RNAV 1
50	TF	LOPAP	No	346 (348.5)	-2.4	5.8					RNAV 1
60	TF	IVILI	No	346 (348.5)	-2.4	5.0					RNAV 1
70	TF	SENPA	No	283 (285.6)	-2.4	11.9					RNAV 1

© General Civil Aviation Authority

2.22.5.4 SID RWY 13

i) **ANVIX 2N (RNAV 1 SID RWY 13)**

SNO	P/T	Waypoint ID	Fly-Over	Course / Track ˚M(˚T)	MAG VAR (˚)	DIST (NM)	Turn Direction	ALT (FT)	Speed Limit (KT)	VPA/TCH	NAV SPEC
10	CA	RWY13		119 (121.2)	-2.3			+570			RNAV 1
20	DF	EF801	Yes								RNAV 1
30	TF	EF802	No	149 (151.6)	-2.3	4.8					RNAV 1
40	TF	EF803	No	119 (121.3)	-2.3	9.4					RNAV 1
50	TF	DW456	No	029 (031.2)	-2.2	4.0	Left	+5000	-220		RNAV 1
60	TF	DW479	No	069 (071.2)	-2.2	3.4		+6000			RNAV 1
70	TF	DW458	No	069 (071.2)	-2.2	9.5					RNAV 1
80	TF	LOPUV	No	080 (082.1)	-2.2	10.9					RNAV 1
90	TF	ANVIX	No	124 (126.6)	-2.2	6.0		+10000			RNAV 1

ii) **MIROT 1N (RNAV 1 SID RWY 13)**

SNO	P/T	Waypoint ID	Fly-Over	Course / Track ˚M(˚T)	MAG VAR (˚)	DIST (NM)	Turn Direction	ALT (FT)	Speed Limit (KT)	VPA/TCH	NAV SPEC
10	CA	RWY13		119 (121.2)	-2.3			+570			RNAV 1
20	DF	EF801	Yes								RNAV 1
30	TF	EF802	No	149 (151.6)	-2.3	4.8					RNAV 1
40	TF	EF803	No	119 (121.3)	-2.3	9.4					RNAV 1
50	TF	DW456	No	029 (031.2)	-2.2	4.0	Left	+5000	-220		RNAV 1
60	TF	DW459	No	029 (031.2)	-2.2	4.9		+6000			RNAV 1
70	TF	DW460	No	300 (302.2)	-2.2	5.4	Left	+7000			RNAV 1
80	TF	DW473	No	299 (301.4)	-2.3	3.0					RNAV 1
90	TF	DW406	No	299 (301.3)	-2.3	7.5					RNAV 1
100	TF	DW478	No	271 (272.9)	-2.3	4.4					RNAV 1
110	TF	KIRUK	No	271 (272.9)	-2.3	6.1		+7000			RNAV 1
120	TF	XARTA	No	299 (301.2)	-2.3	6.9		+8000			RNAV 1
130	TF	DW412	No	299 (301.1)	-2.3	5.0					RNAV 1
140	TF	ORGUR	No	299 (301.3)	-2.4	4.0					RNAV 1
150	TF	MIROT	No	267 (269.8)	-2.4	14.8					RNAV 1

iii) **NABIX 1N (RNAV 1 SID RWY 13)**

SNO	P/T	Waypoint ID	Fly-Over	Course / Track ˚M(˚T)	MAG VAR (˚)	DIST (NM)	Turn Direction	ALT (FT)	Speed Limit (KT)	VPA/TCH	NAV SPEC
10	CA	RWY13		119 (121.2)	-2.3			+570			RNAV 1
20	DF	EF801	Yes								RNAV 1
30	TF	EF802	No	149 (151.6)	-2.3	4.8					RNAV 1
40	TF	EF803	No	119 (121.3)	-2.3	9.4					RNAV 1
50	TF	DW456	No	029 (031.2)	-2.2	4.0	Left	+5000	-220		RNAV 1
60	TF	DW459	No	029 (031.2)	-2.2	4.9		+6000			RNAV 1
70	TF	DW460	No	300 (302.2)	-2.2	5.4	Left	+7000			RNAV 1
80	TF	DW473	No	299 (301.4)	-2.3	3.0					RNAV 1
90	TF	DW406	No	299 (301.3)	-2.3	7.5					RNAV 1
100	TF	DW478	No	271 (272.9)	-2.3	4.4					RNAV 1
110	TF	KIRUK	No	271 (272.9)	-2.3	6.1		+7000			RNAV 1
120	TF	XARTA	No	299 (301.2)	-2.3	6.9		+8000			RNAV 1
130	TF	DW412	No	299 (301.1)	-2.3	5.0					RNAV 1
140	TF	ORGUR	No	299 (301.3)	-2.4	4.0					RNAV 1
150	TF	NABIX	No	293 (294.9)	-2.4	15.4					RNAV 1

© General Civil Aviation Authority

2.22.5.5 SID RWY 31

i) **ANVIX 1P (RNAV 1 SID RWY 31)**

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	RWY31		299 (301.2)	-2.2			+570			RNAV 1
20	DF	EF851	Yes								RNAV 1
30	TF	EF852	No	262 (264.6)	-2.3	4.1			-130		RNAV 1
40	TF	EF853	No	210 (212.2)	-2.3	2.0			-130		RNAV 1
50	TF	EF854	No	119 (121.1)	-2.3	6.4	Left		-220		RNAV 1
60	TF	EF855	No	065 (067.6)	-2.3	9.8		+7000			RNAV 1
70	TF	IMGIL	No	042 (044.7)	-2.3	9.1		+10000			RNAV 1
80	TF	ULADO	No	067 (069.5)	-2.3	8.5		+11000			RNAV 1
90	TF	RAPMO	No	118 (120.6)	-2.3	9.2		+13000			RNAV 1
100	TF	LOPUV	No	124 (126.0)	-2.2	10.1					RNAV 1
110	TF	ANVIX	No	124 (126.6)	-2.2	6.0					RNAV 1

ii) **MIROT 1P (RNAV 1 SID RWY 31)**

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	RWY31		299 (301.2)	-2.2			+570			RNAV 1
20	DF	EF851	Yes								RNAV 1
30	TF	EF852	No	262 (264.6)	-2.3	4.1			-130		RNAV 1
40	TF	DW552	No	280 (282.4)	-2.3	3.1					RNAV 1
50	TF	TATMO	No	299 (301.0)	-2.3	6.9			-220		RNAV 1
60	TF	EF856	No	304 (306.2)	-2.3	9.0					RNAV 1
70	TF	MIROT	No	283 (285.7)	-2.4	13.1					RNAV 1

iii) **NABIX 1P (RNAV 1 SID RWY 31)**

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	RWY31		299 (301.2)	-2.2			+570			RNAV 1
20	DF	EF851	Yes								RNAV 1
30	TF	EF852	No	262 (264.6)	-2.3	4.1			-130		RNAV 1
40	TF	DW552	No	280 (282.4)	-2.3	3.1					RNAV 1
50	TF	TATMO	No	299 (301.0)	-2.3	6.9			-220		RNAV 1
60	TF	EF856	No	304 (306.2)	-2.3	9.0					RNAV 1
70	TF	NABIX	No	308 (310.6)	-2.4	15.5					RNAV 1

© General Civil Aviation Authority

2.22.6 Standard Instrument Arrivals (STAR)

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

2.22.6.2 STAR FMS coding tables below. Significant point co-ordinates are published in ENR 4.4 .
Speed control points depicted in STAR coding tables and on STAR charts are mandatory unless instructed by ATC.

2.22.6.2.1 STAR RWY 12/13

i) **DATOB 5Y (RNAV 1 STAR RWY 12/13)**

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					-FL 160	@230		RNAV 1
20	TF	DW426	No	107 (109.5)	-2.4	12.7					RNAV 1
30	TF	MITIX	No	141 (143.1)	-2.4	11.0		-FL 150			RNAV 1
40	TF	DW427	No	138 (140.4)	-2.4	16.2		+10000			RNAV 1
50	TF	DW406	No	209 (211.4)	-2.3	9.1		-10000			RNAV 1
60	TF	DW423	No	209 (211.3)	-2.3	5.0					RNAV 1
70	TF	DEDAX	No	209 (211.2)	-2.3	5.0	Right	-8000	@210		RNAV 1
80	TF	ORPAT	No	299 (301.2)	-2.3	7.4		-6000			RNAV 1
90	TF	IVOPU	No	299 (301.2)	-2.3	5.7					RNAV 1
100	TF	DW400	No	299 (301.2)	-2.3	8.0	Right		@185		RNAV 1
110	TF	DW412	No	029 (031.1)	-2.3	5.0	Right				RNAV 1
120	TF	NITRI	No	119 (121.0)	-2.4	4.0		+3000			RNAV 1

ii) **ELOVU 3Y (RNAV 1 STAR RWY 12/13)**

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	ELOVU	No					-12000	@230		RNAV 1
20	TF	MISOL	No	118 (120.5)	-2.4	7.2					RNAV 1
30	TF	LORID	No	076 (078.6)	-2.4	11.1		-9000	@210		RNAV 1
40	TF	TOVLA	No	050 (052.1)	-2.3	4.0		-7000			RNAV 1
50	TF	DW400	No	071 (073.5)	-2.3	5.3			@185		RNAV 1
60	TF	DW412	No	029 (031.1)	-2.3	5.0	Right				RNAV 1
70	TF	NITRI	No	119 (121.0)	-2.4	4.0		+3000			RNAV 1

iii) **GERUL 3Y (RNAV 1 STAR RWY 12/13)**

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	GERUL	No					-10000	@210		RNAV 1
20	TF	TOVLA	No	094 (096.6)	-2.4	14.5		-7000			RNAV 1
30	TF	DW400	No	071 (073.5)	-2.3	5.3			@185		RNAV 1
40	TF	DW412	No	029 (031.1)	-2.3	5.0	Right				RNAV 1
50	TF	NITRI	No	119 (121.0)	-2.4	4.0		+3000			RNAV 1

iv) **GIDIS 5Y (RNAV 1 STAR RWY 12/13)**

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	GIDIS	No					-12000	@230		RNAV 1
20	TF	RERAG	No	304 (306.3)	-2.2	6.8		-10000	@230		RNAV 1
30	TF	SINPU	No	268 (270.1)	-2.2	12.9					RNAV 1
40	TF	DW416	No	265 (266.9)	-2.2	10.0					RNAV 1
50	TF	DEDAX	No	299 (301.3)	-2.2	18.1		-8000	@210		RNAV 1
60	TF	ORPAT	No	299 (301.2)	-2.3	7.4		-6000			RNAV 1
70	TF	IVOPU	No	299 (301.2)	-2.3	5.7					RNAV 1
80	TF	DW400	No	299 (301.2)	-2.3	8.0	Right		@185		RNAV 1
90	TF	DW412	No	029 (031.1)	-2.3	5.0	Right				RNAV 1
100	TF	NITRI	No	119 (121.0)	-2.4	4.0		+3000			RNAV 1

© General Civil Aviation Authority

v) **GONVI 5Y (RNAV 1 STAR RWY 12/13)**

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	GONVI	No					-FL 160	@230		RNAV 1
20	TF	ALRAR	No	107 (109.4)	-2.5	5.1					RNAV 1
30	TF	LOVEM	No	138 (140.6)	-2.4	18.3		-FL 150			RNAV 1
40	TF	DW427	No	168 (169.9)	-2.4	21.8		+10000			RNAV 1
50	TF	DW406	No	209 (211.4)	-2.3	9.1		-10000			RNAV 1
60	TF	DW423	No	209 (211.3)	-2.3	5.0					RNAV 1
70	TF	DEDAX	No	209 (211.2)	-2.3	5.0	Right	-8000	@210		RNAV 1
80	TF	ORPAT	No	299 (301.2)	-2.3	7.4		-6000			RNAV 1
90	TF	IVOPU	No	299 (301.2)	-2.3	5.7					RNAV 1
100	TF	DW400	No	299 (301.2)	-2.3	8.0	Right		@185		RNAV 1
110	TF	DW412	No	029 (031.1)	-2.3	5.0	Right				RNAV 1
120	TF	NITRI	No	119 (121.0)	-2.4	4.0		+3000			RNAV 1

vi) **LORID 3Y (RNAV 1 STAR RWY 12/13)**

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					-9000	@210		RNAV 1
20	TF	TOVLA	No	050 (052.1)	-2.3	4.0		-7000			RNAV 1
30	TF	DW400	No	071 (073.5)	-2.3	5.3			@185		RNAV 1
40	TF	DW412	No	029 (031.1)	-2.3	5.0	Right				RNAV 1
50	TF	NITRI	No	119 (121.0)	-2.4	4.0		+3000			RNAV 1

vii) **PUVAL 6Y (RNAV 1 STAR RWY 12/13)**

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					-FL 160	@230		RNAV 1
20	TF	DETGU	No	211 (213.2)	-2.4	11.4		-FL 150			RNAV 1
30	TF	SERSA	No	211 (213.1)	-2.3	7.9					RNAV 1
40	TF	IVOXI	No	216 (218.0)	-2.3	9.0					RNAV 1
50	TF	DW427	No	216 (217.9)	-2.3	9.4		+10000			RNAV 1
60	TF	DW406	No	209 (211.4)	-2.3	9.1		-10000			RNAV 1
70	TF	DW423	No	209 (211.3)	-2.3	5.0					RNAV 1
80	TF	DEDAX	No	209 (211.2)	-2.3	5.0	Right	-8000	@210		RNAV 1
90	TF	ORPAT	No	299 (301.2)	-2.3	7.4		-6000			RNAV 1
100	TF	IVOPU	No	299 (301.2)	-2.3	5.7					RNAV 1
110	TF	DW400	No	299 (301.2)	-2.3	8.0	Right		@185		RNAV 1
120	TF	DW412	No	029 (031.1)	-2.3	5.0	Right				RNAV 1
130	TF	NITRI	No	119 (121.0)	-2.4	4.0		+3000			RNAV 1

viii) **UMAMI 4Y (RNAV 1 STAR RWY 12/13)**

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	UMAMI	No					-12000	@230		RNAV 1
20	TF	DW422	No	303 (305.3)	-2.2	4.5					RNAV 1
30	TF	DW425	No	234 (236.2)	-2.2	9.9		-10000			RNAV 1
40	TF	SINPU	No	234 (236.2)	-2.2	14.8					RNAV 1
50	TF	DW416	No	265 (266.9)	-2.2	10.0					RNAV 1
60	TF	DEDAX	No	299 (301.3)	-2.2	18.1		-8000	@210		RNAV 1
70	TF	ORPAT	No	299 (301.2)	-2.3	7.4		-6000			RNAV 1
80	TF	IVOPU	No	299 (301.2)	-2.3	5.7					RNAV 1
90	TF	DW400	No	299 (301.2)	-2.3	8.0	Right		@185		RNAV 1
100	TF	DW412	No	029 (031.1)	-2.3	5.0	Right				RNAV 1
110	TF	NITRI	No	119 (121.0)	-2.4	4.0		+3000			RNAV 1

© General Civil Aviation Authority

2.22.6.2.2 STAR RWY 30/31

i) **DATOB 5Z (RNAV 1 STAR RWY 30/31)**

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					-FL 160	@230		RNAV 1
20	TF	DW426	No	107 (109.5)	-2.4	12.7					RNAV 1
30	TF	MITIX	No	141 (143.1)	-2.4	11.0		-FL 150			RNAV 1
40	TF	DW427	No	138 (140.4)	-2.4	16.2		+10000			RNAV 1
50	TF	DW406	No	209 (211.4)	-2.3	9.1		-10000			RNAV 1
60	TF	DW423	No	209 (211.3)	-2.3	5.0					RNAV 1
70	TF	DEDAX	No	209 (211.2)	-2.3	5.0	Left	-8000	@210		RNAV 1
80	TF	SIBVA	No	119 (121.3)	-2.3	5.3					RNAV 1
90	TF	ODGAK	No	119 (121.3)	-2.3	5.3					RNAV 1
100	TF	SOBOB	No	119 (121.3)	-2.2	6.0	Left		@185		RNAV 1
110	TF	UKSUL	No	029 (031.3)	-2.2	5.0	Left		@185		RNAV 1
120	TF	GEXIK	No	299 (301.2)	-2.2	3.8		+3000			RNAV 1

ii) **ELOVU 3Z (RNAV 1 STAR RWY 30/31)**

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	ELOVU						-12000	@230		RNAV 1
20	TF	MISOL	No	118 (120.5)	-2.4	7.2					RNAV 1
30	TF	LORID	No	076 (078.6)	-2.4	11.1		-11000	@230		RNAV 1
40	TF	TOVLA	No	050 (052.1)	-2.3	4.0		-10000			RNAV 1
50	TF	TATMO	No	094 (096.7)	-2.3	9.3					RNAV 1
60	TF	ORPAT	No	119 (121.0)	-2.3	8.7					RNAV 1
70	TF	DEDAX	No	119 (121.1)	-2.3	7.4		-8000	@210		RNAV 1
80	TF	SIBVA	No	119 (121.3)	-2.3	5.3					RNAV 1
90	TF	ODGAK	No	119 (121.3)	-2.3	5.3					RNAV 1
100	TF	SOBOB	No	119 (121.3)	-2.2	6.0	Left		@185		RNAV 1
110	TF	UKSUL	No	029 (031.3)	-2.2	5.0	Left		@185		RNAV 1
120	TF	GEXIK	No	299 (301.2)	-2.2	3.8		+3000			RNAV 1

iii) **GERUL 3Z (RNAV 1 STAR RWY 30/31)**

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	GERUL	No					-11000	@230		RNAV 1
20	TF	TOVLA	No	094 (096.6)	-2.4	14.5		-10000			RNAV 1
30	TF	TATMO	No	094 (096.7)	-2.3	9.3					RNAV 1
40	TF	ORPAT	No	119 (121.0)	-2.3	8.7					RNAV 1
50	TF	DEDAX	No	119 (121.1)	-2.3	7.4		-8000	@210		RNAV 1
60	TF	SIBVA	No	119 (121.3)	-2.3	5.3					RNAV 1
70	TF	ODGAK	No	119 (121.3)	-2.3	5.3					RNAV 1
80	TF	SOBOB	No	119 (121.3)	-2.2	6.0	Left		@185		RNAV 1
90	TF	UKSUL	No	029 (031.3)	-2.2	5.0	Left		@185		RNAV 1
100	TF	GEXIK	No	299 (301.2)	-2.2	3.8		+3000			RNAV 1

iv) **GIDIS 5Z (RNAV 1 STAR RWY 30/31)**

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	GIDIS	No					-11000	@230		RNAV 1
20	TF	RERAG	No	304 (306.3)	-2.2	6.8		-10000	@230		RNAV 1
30	TF	SINPU	No	268 (270.1)	-2.2	12.9		-7000	@210		RNAV 1
40	TF	UKSUL	No	295 (297.6)	-2.2	9.8			@185		RNAV 1
50	TF	GEXIK	No	299 (301.2)	-2.2	3.8		+3000			RNAV 1

© General Civil Aviation Authority

v) **GONVI 5Z (RNAV 1 STAR RWY 30/31)**

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	GONVI	No					-FL 160	@230		RNAV 1
20	TF	ALRAR	No	107 (109.4)	-2.5	5.1					RNAV 1
30	TF	LOVEM	No	138 (140.6)	-2.4	18.3		-FL 150			RNAV 1
40	TF	DW427	No	168 (169.9)	-2.4	21.8		+10000			RNAV 1
50	TF	DW406	No	209 (211.4)	-2.3	9.1		-10000			RNAV 1
60	TF	DW423	No	209 (211.3)	-2.3	5.0					RNAV 1
70	TF	DEDAX	No	209 (211.2)	-2.3	5.0	Left	-8000	@210		RNAV 1
80	TF	SIBVA	No	119 (121.3)	-2.3	5.3					RNAV 1
90	TF	ODGAK	No	119 (121.3)	-2.3	5.3					RNAV 1
100	TF	SOBOB	No	119 (121.3)	-2.2	6.0	Left		@185		RNAV 1
110	TF	UKSUL	No	029 (031.3)	-2.2	5.0	Left		@185		RNAV 1
120	TF	GEXIK	No	299 (301.2)	-2.2	3.8		+3000			RNAV 1

vi) **LORID 3Z (RNAV 1 STAR RWY 30/31)**

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					-11000	@230		RNAV 1
20	TF	TOVLA	No	050 (052.1)	-2.3	4.0		-10000			RNAV 1
30	TF	TATMO	No	094 (096.7)	-2.3	9.3					RNAV 1
40	TF	ORPAT	No	119 (121.0)	-2.3	8.7					RNAV 1
50	TF	DEDAX	No	119 (121.1)	-2.3	7.4		-8000	@210		RNAV 1
60	TF	SIBVA	No	119 (121.3)	-2.3	5.3					RNAV 1
70	TF	ODGAK	No	119 (121.3)	-2.3	5.3					RNAV 1
80	TF	SOBOB	No	119 (121.3)	-2.2	6.0	Left		@185		RNAV 1
90	TF	UKSUL	No	029 (031.3)	-2.2	5.0	Left		@185		RNAV 1
100	TF	GEXIK	No	299 (301.2)	-2.2	3.8		+3000			RNAV 1

vii) **PUVAL 6Z (RNAV 1 STAR RWY 30/31)**

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					-FL 160	@230		RNAV 1
20	TF	DETGU	No	211 (213.2)	-2.4	11.4		-FL 150			RNAV 1
30	TF	SERSA	No	211 (213.1)	-2.3	7.9					RNAV 1
40	TF	IVOXI	No	216 (218.0)	-2.3	9.0					RNAV 1
50	TF	DW427	No	216 (217.9)	-2.3	9.4		+10000			RNAV 1
60	TF	DW406	No	209 (211.4)	-2.3	9.1		-10000			RNAV 1
70	TF	DW423	No	209 (211.3)	-2.3	5.0					RNAV 1
80	TF	DEDAX	No	209 (211.2)	-2.3	5.0	Left	-8000	@210		RNAV 1
90	TF	SIBVA	No	119 (121.3)	-2.3	5.3					RNAV 1
100	TF	ODGAK	No	119 (121.3)	-2.3	5.3					RNAV 1
110	TF	SOBOB	No	119 (121.3)	-2.2	6.0	Left		@185		RNAV 1
120	TF	UKSUL	No	029 (031.3)	-2.2	5.0	Left		@185		RNAV 1
130	TF	GEXIK	No	299 (301.2)	-2.2	3.8		+3000			RNAV 1

viii) **UMAMI 4Z (RNAV 1 STAR RWY 30/31)**

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	UMAMI	No					-12000	@230		RNAV 1
20	TF	DW422	No	303 (305.3)	-2.2	4.5					RNAV 1
30	TF	DW425	No	234 (236.2)	-2.2	9.9		-10000			RNAV 1
40	TF	SINPU	No	234 (236.2)	-2.2	14.8		-7000	@210		RNAV 1
50	TF	UKSUL	No	295 (297.6)	-2.2	9.8			@185		RNAV 1
60	TF	GEXIK	No	299 (301.2)	-2.2	3.8		+3000			RNAV 1

© General Civil Aviation Authority

2.22.7 VFR routes

2.22.7.1 For VFR routes defined within DUBAI CTA including detailed information regarding the VFR reporting points established on those VFR routes, see charts ENR 6-4.1 and ENR 6-4.2.

2.22.7.2 The following procedures apply to VFR aircraft experiencing transmitter, or complete radio failure, intending to land at OMDW (See: AD 2.22.10 for EFTA RCF Procedures):

VFR traffic operating to the North of OMDW:

1. Squawk 7600;
2. Proceed to the Bird Cage (BRC) VRP and hold for 5 minutes, if able;
3. Ascertain the runway in use by ATIS or observing other aircraft;
4. Join the northern visual circuit in the downwind position, proceed to final and land;
5. After landing, vacate the runway at the earliest opportunity, hold on the taxiway and await a Follow-Me vehicle.

VFR traffic operating to the South of OMDW:

1. Squawk 7600;
2. Proceed to Industrial City Offices (ICO) VRP and hold for 5 minutes, if able;
3. Ascertain the runway in use by ATIS or observing other aircraft;
4. Join the southern visual circuit in the downwind position, proceed to final and land;
5. After landing, vacate the runway at the earliest opportunity, hold on the taxiway and await a Follow-Me vehicle.

© General Civil Aviation Authority

2.22.8 Approach Procedures

2.22.8.1 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

2.22.8.2 RNP Approach Procedure Coding

2.22.8.2.1 **RNP RWY 12 (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	NITRI						+3000	-185		RNP APCH
20	TF	PUSVO	N	119 (121.2)	-2.4	4.0		+3000			RNP APCH
30	TF	DW660	N	119 (121.2)	-2.3	4.5		@2000			RNP APCH
40	TF	RWY12	Y	119 (121.2)	-2.3	6.2		+165		-2.8/50	RNP APCH
50	DF	REVUL	Y					@3000	-210		RNP APCH
60	HM	REVUL	Y	299 (301.3)	-2.3	1 MIN	Left	@3000	-210		RNAV 1

2.22.8.2.2 **RNP RWY 30 (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	GEXIK						+3000	-185		RNP APCH
20	TF	REVUL	N	299 (301.3)	-2.3	2.2		+3000			RNP APCH
30	TF	DW760	N	299 (301.3)	-2.3	4.5		@2000			RNP APCH
40	TF	RWY30	Y	299 (301.3)	-2.3	6.0		+221		-2.8/50	RNP APCH
50	DF	LADMO	Y					@3000	-210		RNP APCH
60	HM	LADMO	Y	119 (121.3)	-2.4	1 MIN	Left	@3000	-230		RNAV 1

2.22.8.2.3 **RNP RWY 13 (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	ORPAT									RNP APCH
20	TF	IVOPU	N	299 (301.2)	-2.3	5.7					RNP APCH
30	TF	EF670	N	299 (301.2)	-2.3	4.0	Right	@2000			RNP APCH
40	TF	EF671	N	029 (031.2)	-2.4	3.4	Right	@2000			RNP APCH
50	TF	EF672	N	119 (121.2)	-2.4	4.0		@2000			RNP APCH

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	TOVLA									RNP APCH
20	TF	DW400	N	071 (073.5)	-2.4	5.3		@2000			RNP APCH
30	TF	EF671	N	078 (080.4)	-2.4	5.3		@2000			RNP APCH
40	TF	EF672	N	119 (121.2)	-2.4	4.0		@2000			RNP APCH

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	EF672						@2000			RNP APCH
20	TF	EF667	N	119 (121.2)	-2.3	6.3		@2000			RNP APCH
30	TF	RWY13	Y	119 (121.2)	-2.3	6.0		+205		-2.8/50	RNP APCH
40	DF	EF673	N								RNP APCH
50	TF	SEVNU	Y	168 (170.1)	-2.3	4.5		@2000	-130		RNP APCH
60	HM	SEVNU	Y	299 (301.0)	-2.3	1 MIN	Left	@2000	-150		RNAV 1

© General Civil Aviation Authority

2.22.8.2.4 **RNP RWY 31 (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	SIBVA						+2000			RNP APCH
20	TF	ODGAK	N	119 (121.3)	-2.3	5.3		+2000			RNP APCH
30	TF	EF870	N	119 (121.4)	-2.3	3.6	Left	@2000			RNP APCH
40	TF	PEBER	N	029 (031.3)	-2.3	3.4	Left	@2000			RNP APCH
50	TF	EF871	N	299 (301.3)	-2.3	3.6		@2000			RNP APCH

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	KUKPO						+3000			RNP APCH
20	TF	EF870	N	001 (002.7)	-2.2	7.4		@2000			RNP APCH
30	TF	PEBER	N	029 (031.3)	-2.3	3.4	Left	@2000			RNP APCH
40	TF	EF871	N	299 (301.3)	-2.3	3.6		@2000			RNP APCH
	HM	KUKPO	Y	089 (091.0)	-2.2	1 MIN	Right	-4000 +3000	-150		RNAV 1

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	SINPU						-7000			RNP APCH
20	TF	EF869	N	280 (281.7)	-2.2	6.6					RNP APCH
30	TF	PEBER	N	299 (301.3)	-2.2	6.0		@2000			RNP APCH
40	TF	EF871	N	299 (301.3)	-2.3	3.6		@2000			RNP APCH

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	EF871						@2000			RNP APCH
20	TF	EF866	N	299 (301.3)	-2.3	4.4		@2000			RNP APCH
30	TF	RWY31	Y	299 (301.3)	-2.3	6.0		+205		-2.8/50	RNP APCH
40	DF	EF868	N				Left				RNP APCH
50	TF	EF872	N	209 (211.2)	-2.3	3.0					RNP APCH
60	TF	SIBVA	Y	122 (124.3)	-2.3	8.3		@2000	-130		RNP APCH
70	HM	SIBVA	Y	119 (121.3)	-2.3	1 MIN	Right	@2000	-150		RNAV 1

2.22.8.3 ILS Approach Procedure Coding

2.22.8.3.1 **RWY 12 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	NITRI						+3000	-185		RNAV 1
20	TF	PUSVO	N	119 (121.2)	-2.4	4.0		+3000			RNAV 1
30	CF	DW661	N	119 (121.2)	-2.3	5.0		@2000			CONVENTIONAL
40	CF	RWY12	Y	119 (121.2)	-2.3	5.7		+165		-3.0/50	CONVENTIONAL
50	DF	REVUL	Y					@3000	-210		RNAV 1
60	HM	REVUL	Y	299 (301.3)	-2.3	1 MIN	Left	@3000	-210		RNAV 1

2.22.8.3.2 **RWY 30 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	GEXIK						+3000	-185		RNAV 1
20	TF	REVUL	N	299 (301.3)	-2.3	2.2		+3000			RNAV 1
30	CF	DW761	N	299 (301.2)	-2.3	5.0		@2000			CONVENTIONAL
40	CF	RWY30	Y	299 (301.2)	-2.3	5.5		+221		-3.0/50	CONVENTIONAL
50	DF	LADMO	Y					@3000	-210		RNAV 1
60	HM	LADMO	Y	119 (121.3)	-2.4	1 MIN	Left	@3000	-230		RNAV 1

© General Civil Aviation Authority

2.22.8.3.3 **RWY 31 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	SIBVA						+2000			RNAV 1
20	TF	ODGAK	N	119 (121.3)	-2.3	5.3		+2000			RNAV 1
30	TF	EF870	N	119 (121.4)	-2.3	3.6	Left	@2000			RNAV 1
40	TF	PEBER	N	029 (031.3)	-2.3	3.4	Left	@2000			RNAV 1
50	TF	EF871	N	299 (301.3)	-2.3	3.6		@2000			RNAV 1

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	KUKPO						+3000			RNAV 1
20	TF	EF870	N	000 (002.7)	-2.2	7.4		@2000			RNAV 1
30	TF	PEBER	N	029 (031.3)	-2.3	3.4	Left	@2000			RNAV 1
40	TF	EF871	N	299 (301.3)	-2.3	3.6		@2000			RNAV 1
	HM	KUKPO	Y	089 (091.0)	-2.2	1 MIN	Right	-4000 +3000	-150		RNAV 1

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	SINPU						-7000			RNAV 1
20	TF	EF869	N	279 (281.7)	-2.2	6.6					RNAV 1
30	TF	PEBER	N	299 (301.3)	-2.2	6.0		@2000			RNAV 1
40	TF	EF871	N	299 (301.3)	-2.3	3.6		@2000			RNAV 1

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	EF871						@2000			RNAV 1
20	CF	EF813	N	299 (301.2)	-2.3	4.8		@2000			CONVENTIONAL
30	CF	RWY31	Y	299 (301.2)	-2.3	5.6		+208		-3.0/53	CONVENTIONAL
40	DF	EF868	N				Left				RNAV 1
50	TF	EF872	N	209 (211.2)	-2.3	3.0					RNAV 1
60	TF	SIBVA	Y	122 (124.3)	-2.3	8.3		@2000	-130		RNAV 1
70	HM	SIBVA	Y	119 (121.3)	-2.3	1 MIN	Right	@2000	-150		RNAV 1

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 push-back.

2.22.9.2 Aircraft not requiring push-back 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 EFTA Radio Failure Procedures

2.22.10.1 The following procedures apply to EFTA aircraft experiencing transmitter, or complete radio failure, intending to land at EFTA :

2.22.10.2 Traffic operating in the EFTA local circuit shall:

a. Squawk 7600
b. Maintain circuit altitude
c. Overfly the RWY
d. Complete a standard EFTA local circuit, while observing EFTA local circuit traffic
e. Carry out a full stop landing
f. After landing, vacate the runway at the earliest opportunity (Except TWY A4), taxi to hold short of TXL L1 or TXL L6 and await a Follow-Me vehicle.

2.22.10.3 VFR Departures EFTA RWY 13/31.

© General Civil Aviation Authority

2.22.10.3.1 If no radio contact is established with DUBAI APPROACH (AL MAKTOUM RADAR 124.025 MHz or DUBAI SOUTH RADAR 120.400 MHz), pilots are to remain within the confines of the EFTA Tower area of responsibility and to immediately return to the ACADEMY TOWER frequency for assistance. If no contact is established with the ACADEMY TOWER, pilots are to follow the procedures as per AD 2.22.10.2.

2.22.10.3.2 VFR Cross country flights (East) or flights departing to the below areas, i) to iv), shall comply with below procedures, a) to f).

AREAS:

i. General flying areas
ii. Areas requiring to be in contact with ABU DHABI INFORMATION
iii. MBZ 2 - JUMEIRAH B
iv. MBZ 2 - JUMEIRAH C

PROCEDURES:

a. Squawk 7600
b. Maintain 1500 FT; proceed to CONMIX Factory (CMX) VRP clear of controlled airspace
c. If able, orbit at (CMX) VRP for 5 minutes
d. Endeavour to ascertain the runway in use by observing other aircraft
e. Join the "Outer circuit", then standard circuit, proceed to final and land
f. After landing, vacate the runway at the earliest opportunity (Except TWY A4), taxi to hold short of TXL L1 or TXL L6 and await a Follow-Me vehicle.

2.22.10.4 IFR departure EFTA RWY 13/31

2.22.10.4.1 As per ENR 1.6.1.3 Radio and radar failure procedures.

2.22.10.5 VFR arrivals EFTA RWY 13/31.

2.22.10.5.1 Traffic arriving from the areas in AD 2.22.10.3.2 i) to iv), shall comply with procedures, AD 2.22.10.3.2 a) to f).

2.22.10.6 IFR arrivals EFTA RWY 13/31

2.22.10.6.1 IFR arrivals shall follow ENR-1.6.1.3 Radio and radar failure procedure. Once established on final approach, carry out a full-stop landing and comply with AD 2.22.10.2 f).

2.22.11 Enhanced Wake Turbulence Separation (eWTS).

2.22.11.1 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.

2.22.11.2 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).

2.22.11.3 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.

2.22.11.4 The implementation of the ICAO eWTS scheme does not change 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.

2.22.11.5 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.

2.22.11.6 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.

© General Civil Aviation Authority

2.22.12 Low visibility procedures

2.22.12.1 Low visibility operations shall commence when:

a. Touchdown IRVR readings indicate a visibility of 600 M or less;

b. The reported meteorological visibility indicates 800 M or less (if IRVR is not available);

c. The reported cloud base is less than 300 FT.

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

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

2.22.12.4 TXL Z11, TXL Z12, TXL Z13, TXL Z14, TXL Z15, TXL Z16, TXL Z17, TXL Z20,TXL Z21, TXL Z22, TXL Z23 and TXL Z24 restricted to CAT II during LVO. Refer to local procedures.

2.22.12.5 EFTA RWY 31 CAT I with minimum RVR 1000 M / DH 270 FT only. RWY 31 LOC, RNP RWY 13/31 with 1500 M MET visibility.

OMDW AD 2.23 ADDITIONAL INFORMATION

2.23.1 Bird activity

2.23.1.1 Bird hazard exists; activity in the vicinity of the aerodrome increases from October to March with maximum numbers between early December and mid-February. Refer Chart OMDW-AD-2-85

← 2.23.2 Surface movement guidance and control system and markings

Note: Long range radar available (H24).

← 2.23.2.1 Arrival Procedures

2.23.2.1.1 Nose-wheel guidelines on taxiways and aprons, except box stands.

2.23.2.1.2 Nose-in parking is mandatory, exemptions only given in special cases with specific authorisation from the airport authority.

2.23.2.1.3 Turn onto stand when the nose-wheel is approximately in line with the stand centre line marking. Operators are not permitted to self manoeuvre off stand centre line. In the event an operator enters the wrong stand, hold position and contact ATC.

2.23.2.1.4 Parking stands are equipped with VDGS except for G3 - G8, G10 - G11, G14 - G15, G17A - G23D, G100 - G108 and EFTA stands located on APRON 1 to APRON 5, aircraft must be marshalled (excluding EFTA fleet aircraft).

Note 1: Pilots should not enter an aircraft stand unless the VDGS is illuminated or a marshaller has signalled clearance to proceed. In the event of there being no activated VDGS displayed upon approach to the stand, flight crews should contact ATC to request marshalling assistance. Aircrew must not attempt to self park if the VDGS is not illuminated or calibrated for their aircraft type.

Note 2: VDGS units used at OMDW will not operate below CAT III conditions (visibility down to 175 M), if VDGS unit is not illuminated or failing to capture aircraft, aircrew must stop and request marshalling assistance from ATC.

2.23.2.1.5 VDGS is not suitable for all aircraft types; a marshaller is provided in these cases.

2.23.2.1.6 Aircraft taxiing on Taxilane Z16 and Taxilane Z17 must use no more than idle power. If aircraft is stopped prior to docking on stands G1 - G9, G12, G13 and G16, docking must be completed under tow.

2.23.2.1.7 **VDGS**

a. The VDGS system is installed for the CL of all stands except for G3 - G8, G10 - G11, G14 - G15, G17A - G23D, G100 - G108 and EFTA stands located on APRON 1 to APRON 5. It displays to pilots on large LED Board azimuth and distance - to - go information to position arriving aircraft accurately to the pre-set aircraft stop position in the parking stand.

b. The Aircraft docking guidance system consists of an LED Board to display real time docking guidance information to pilots, a microprocessor Control Unit, a Laser Scanning Unit and an operator Control Panel with real time information display.

© General Civil Aviation Authority

c. Pilots should follow the taxilane lead-in ground marking to initiate the turn into the parking 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 floating areas (^) below (as shown in OMDW VDGS AD 2.23.2.1.9). The docking system will capture the aircraft about 20 degrees from the CL.

d. Check aircraft type displayed is correct.

e. Once the VDGS captures the aircraft, the display will change to tracking mode which displays the azimuth guidance on LED Board which shows the relative position of the aircraft (↑) from the CL (T). A flashing red arrow (>) on the LED Board indicates the direction of turn to align the aircraft nose-wheel with the CL of the parking stand (as shown in OMDW AD 2.23.2.1.9).

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 20 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 2.23.2.1.9)

Note: Aircrew must not proceed unless the 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 LED board to halt the aircraft from any further movement.

h. The "STOP" will change to an "OK" signal on the LED Board to indicate the aircraft is correctly parked. If the aircraft has overshot the STOP position, "TOO FAR" signal will be displayed on the LED Board.

i. The VDGS should be approached at speed not exceeding 3 M per second (5.83 KT) at distance of 10 – 20 M before stop position and 2 M per second (3.89 KT) at distance of 0 – 10 M before stop position.

j. The VDGS units are controlled and monitored from a central workstation. No Marshaller will be present in stands equipped with fully automatic VDGS.

k. In the event of malfunction of VDGS, pilots should hold position and inform ATC.

2.23.2.1.8 A follow me vehicle will be provided for all non - standard parking.

2.23.2.1.9 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 a figure shows EIBT with countdown timer appears on the VDGS. • However VDGS is not yet activated, as vertical floating arrows are missing. • Report to ATC if VDGS not activated. • Wait for the vertical floating arrows to enter the stand.
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 stop position.

© General Civil Aviation Authority

2.23.2.1.10 LED Board Display – Examples of VDGS Failures

Failure Type	Display	Description
OVERSHOOT		If the aircraft has overshot 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 M 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.

2.23.2.2 Engine runs on stand are permitted for single engine at idle power, for a duration of 5 minutes. Requests shall be made via telephone to the Operations Duty Manager Airside (+971 56 788 2374) for OMDW operations and EFTA Officer Airside (+971 56 508 7924) for EFTA operations. Requests for any engine runs that will be required above idle, longer than 5 minutes or for multiple engines, are subject to assessment by the respective Airside in-charge. The airport operator reserves the right to refuse a request for operational or safety reasons. ATC are to be notified prior to the commencement of the run.

← 2.23.2.3 Aircraft operators that arrive at OMDW with an unknown departure time or a departure time greater than 12 hours
← are restricted from refueling their tanks above 85%. This is to prevent fuel expansion which results in fuel spillage. Aircraft operators can fill their remaining requirements within 3 hours of departure.

← 2.23.2.4 Start-up and Push-back approval procedures.

←

← 2.23.2.4.1 Aircraft are expected to start-up during push-back unless otherwise advised by ATC. Aircraft wishing to start engines either before or after push-back should notify ATC.

2.23.2.4.2 Engine starts on the stand using more than idle power are prohibited. Aircraft requiring cross bleed start are required to request via ATC and be pushed back prior to the commencement of cross bleed.

2.23.2.4.3 Push-backs are onto active taxiways and can only be obtained from AL MAKTOUM GROUND. Approval to start on stand does not imply an approval to push-back.

2.23.2.4.4 DNATA and certain operating companies with trained drivers, are the only approved agencies for executing push-backs. Their procedures are mandatory. However, it is the pilots responsibility to obtain push-back approval from ATC and relay the same to their ground engineers prior to commencing push-back.

2.23.2.4.5 Self-push-backs (reverse thrust) and self-manoeuvring on stand is not permitted unless approval is given from the airport authority. It is the Ground Handlers responsibility to ensure that the correct facilities and equipment are available for the aircraft type prior to acceptance.

2.23.2.4.6 Pushbacks are only permitted to the taxiway closest to the stand. Pushbacks to outer taxiways are prohibited.

2.23.2.5 Start-up approval procedures (EFTA)

2.23.2.5.1 Aircraft operating at EFTA are to request start-up and initial taxi instructions from the EFTA Operations Centre. Start-up is expected on the stand and to taxi forward (pushback not required).

2.23.2.5.2 Aircraft operating at EFTA are to contact ACADEMY TOWER upon reaching L1, L2, L3, L4, L5 and L6 IHP. Entry onto TWY A requires ATC approval.

2.23.2.6 Taxiing guidance system at DUBAI / AL MAKTOUM INTERNATIONAL

2.23.2.6.1 The taxiing guidance system at DUBAI / AL MAKTOUM INTERNATIONAL consists of stop bars and selectable segments of green taxiway centre line lights when switched on. It is controlled by tower Air Traffic Controllers using a Taxiway Lighting Control Panel.

2.23.2.6.2 While generally all taxiway centre line lights may remain on, at times not limited to low visibility, ATC may select a specific route for the cockpit crew to follow, illuminated by taxiway centre line lights, referred to as ”route selectable lighting” or “follow the greens” concept. When a taxiing route is selected by ATC, corresponding segments of taxiway centre line lights on the manoeuvring area are switched on to highlight the route to be followed. Segments that are not selected for specific routes will remain off.

2.23.2.6.3 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 ATC. When deselected, these stop bar lights will re-activate automatically back to red once an aircraft or vehicle has crossed. Aircraft shall NOT cross lighted red stop bars unless explicitly instructed by ATC as a result of stop bar faults. If in doubt pilots are to seek clarification and query ATC as to the intent of the instruction issued.

2.23.2.6.4 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.

2.23.2.6.5 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 V21 RUNWAY 30 FOLLOW THE GREENS”

2.23.2.6.6 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.

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

2.23.3 Runway visual range

2.23.3.1 Transmissometers are available for reporting RVR. For locations see Charts OMDW AD 2-21A and OMDW AD 2-21C.

2.23.3.2 For radio transmission purposes the locations on RWY 12 / 30 will be designated as:

ALPHA: Touchdown

BRAVO: Mid-point

CHARLIE: Stop end

2.23.3.3 For radio transmission purposes the locations on RWY 13/31 will be designated as:

ALPHA : touchdown

BRAVO: STOP end

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

a) RWY 12 / 30

50 M to 400 M: 25 M

400 M to 800 M: 50 M

800 M to 2000 M: 100 M

b) RWY 13/31

800 M to 2000 M: 100 M

© General Civil Aviation Authority

Note: See GEN 3.5.3.5 for reporting procedures

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

← 2.23.4 Reduced Runway Separation Minima (RRSM)

⇐ ← 2.23.4.1 When conditions permit, special landing and departing procedures may be used at DUBAI / AL MAKTOUM INTERNATIONAL for RWY 12/30, subject to the procedures and conditions shown hereunder:

← 2.23.4.2 Landing following landing

When the runway in use is temporarily occupied by the previous landing traffic, a landing clearance may be issued to the next landing aircraft provided that ATC has reasonable assurance that the following separation distance will be met when the landing aircraft crosses the runway threshold:

a. RWY 12
The preceding landing aircraft has landed and has vacated the runway or has passed a point at least 2400 M from the threshold (abeam TWY W12); and is in motion and will vacate the runway without stopping and/or backtracking.

b. RWY 30
The preceding landing aircraft has landed and has vacated the runway or has passed a point at least 2400 M from the threshold (abeam TWY W10); and is in motion and will vacate the runway without stopping and/or backtracking.

2.23.4.3 Landing following departure

When the runway in use is temporarily occupied by a previous departing aircraft, a landing clearance may be issued provided that ATC has reasonable assurance that the following separation distance will be met when the landing aircraft crosses the runway threshold:

a. RWY 12
The preceding departing aircraft is, or will be, airborne and has passed a point at least 2400 M from the threshold (abeam TWY W12).

b. RWY 30
The preceding departing aircraft is, or will be, airborne and has passed a point at least 2400 M from the threshold (abeam TWY W10).

2.23.4.4 Departure following a departure

Take-off clearance may be issued to a departing aircraft, commencing its take-off roll from the threshold (TWY V1 or TWY V21) before the preceding departing aircraft has passed the upwind end of the runway, provided that:

a. RWY 12
The preceding aircraft is airborne and has passed a point at least 2450 M from the threshold (abeam TWY W12) and increasing separation continues to exist between the two aircraft immediately after take-off of the second.

b. RWY 30
The preceding aircraft is airborne and has passed a point at least 2400 M from the threshold (abeam TWY W10) and increasing separation continues to exist between the two aircraft immediately after take-off of the second.

© General Civil Aviation Authority

2.23.4.5 Conditions for the Application of RRSM

RRSM may be applied by day only between:

a. A departing aircraft and a succeeding landing aircraft; or
b. Two successive landing aircraft; or
c. Two successive departing aircraft.

Provided that:

i. Tail wind does not exceed 5 KTS, and there are no reports of wind shear;
ii. 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;
iii. The pilot of the following aircraft is provided with traffic information;
iv. The runway is dry and there is no evidence that the braking action may be adversely affected;
v. The controller is able to assess separation visually or by radar derived information;
vi. Wake turbulence separation minima shall be applied;
vii. Minimum separation continues to exist between two departing aircraft immediately after takeoff of the second aircraft.

2.23.4.6 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:

a. Landing Clearance Phraseology
"(Call sign) (traffic information e.g. aircraft type & vacating point), wind (direction (.) / speed (knots)), Runway (number) cleared to land"

"(Call sign) (traffic information e.g. aircraft type departing ahead), wind (direction (.) / speed (knots)), Runway (number) cleared to land"

b. Departing Clearance Phraseology
"(Call sign) (traffic information e.g. aircraft type departing ahead), wind (direction (.) /speed (knots)), Runway (number) cleared for take-off"

2.23.5 Wind Shear Warnings

2.23.5.1 General

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

2.23.5.2 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 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;
- Effect on aircraft and/or action taken by the 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 WAS 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".

2.23.5.3 Wind Shear Warnings on ATIS

i. Wind shear warning issued by NCM or received from an aircraft will be broadcast on the 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.

2.23.5.4 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. Wind shear reports will continue to be passed by ATC to pilots likely to be affected until it is confirmed, either by subsequent aircraft reports or by advice from the MET Office that conditions are no longer a hazard to the operations.

2.23.5.5 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.

© General Civil Aviation Authority

OMDW AD 2.24 CHARTS RELATED TO AERODROME

AD CHART - ICAO (Chart OMDW-AD-2-21A) ..... Chart OMDW-AD-2-21A
HELIPORT CHART - ICAO (Chart OMDW-AD-2-21B) ..... Chart OMDW-AD-2-21B
EFTA CHART (Chart OMDW-AD-2-21C) ..... Chart OMDW-AD-2-21C
AIRCRAFT PARKING/DOCKING CHART - ICAO APRONS S2, S3, S4, S8 (Chart OMDW-AD-2-22A) ..... Chart OMDW-AD-2-22A
AIRCRAFT PARKING/DOCKING CHART - ICAO APRON G (Chart OMDW-AD-2-22B) ..... Chart OMDW-AD-2-22B
AIRCRAFT PARKING/DOCKING CHART - ICAO EFTA APRONS 1, 2, 3, 4, 5 (Chart OMDW-AD-2-22C) ..... Chart OMDW-AD-2-22C
TAXIWAYS COMPATIBILITY CHART (Chart OMDW-AD-2-25) ..... Chart OMDW-AD-2-25
LOW VIS TAXI RTE ARR RWY 12 (Chart OMDW-AD-2-26) ..... Chart OMDW-AD-2-26
LOW VIS TAXI RTE ARR RWY 30 (Chart OMDW-AD-2-27) ..... Chart OMDW-AD-2-27
LOW VIS TAXI RTE DEP RWY 12 (Chart OMDW-AD-2-28) ..... Chart OMDW-AD-2-28
LOW VIS TAXI RTE DEP RWY 30 (Chart OMDW-AD-2-29) ..... Chart OMDW-AD-2-29
AD OBSTACLE CHART - ICAO TYPE A RWY 12/30 (Chart OMDW-AD-2-31) ..... Chart OMDW-AD-2-31
AD OBSTACLE CHART - ICAO TYPE A RWY 13/31 (Chart OMDW-AD-2-33) ..... Chart OMDW-AD-2-33
PRECISION APPROACH TERRAIN CHART - ICAO RWY 12 (Chart OMDW-AD-2-35) ..... Chart OMDW-AD-2-35
PRECISION APPROACH TERRAIN CHART - ICAO RWY 30 (Chart OMDW-AD-2-36) ..... Chart OMDW-AD-2-36
SID CHART - ICAO RWY 30 RNAV1 ANVIX 4L, DAVMO 4L, EMERU 1L, KUTLI 3L, MIROT 3L, NABIX 3L, NOLSU 3L, RIDAP 3L, SENPA 3L (Chart OMDW-AD-2-41) ..... Chart OMDW-AD-2-41
SID CHART - ICAO RWY 12 RNAV1 ANVIX 6J, DAVMO 5J, EMERU 3J, KUTLI 4J, MIROT 4J, NABIX 4J, NOLSU 3J, RIDAP 4J, SENPA 4J (Chart OMDW-AD-2-42) ..... Chart OMDW-AD-2-42
SID CHART - ICAO RWY 31 RNAV1 ANVIX 1P, MIROT 1P, NABIX 1P (Chart OMDW-AD-2-43) .... Chart OMDW-AD-2-43
SID CHART - ICAO RWY 13 RNAV1 ANVIX 2N, MIROT 1N, NABIX 1N (Chart OMDW-AD-2-44) ... Chart OMDW-AD-2-44
STAR CHART - ICAO RWY 30 / 31 RNAV1 DATOB 5Z, ELOVU 3Z, GERUL 3Z, GIDIS 5Z, GONVI 5Z, LORID 3Z, PUVAL 6Z, UMAMI 4Z (Chart OMDW-AD-2-45) ..... Chart OMDW-AD-2-45
STAR CHART - ICAO RWY 12 / 13 RNAV1 DATOB 5Y, ELOVU 3Y, GERUL 3Y, GIDIS 5Y, GONVI 5Y, LORID 3Y, PUVAL 6Y, UMAMI 4Y (Chart OMDW-AD-2-46) ..... Chart OMDW-AD-2-46
IAC - ICAO RWY 12 ILS CAT A-D_L (Chart OMDW-AD-2-61) ..... Chart OMDW-AD-2-61
IAC - ICAO RNP RWY 12 CAT A-D_L (Chart OMDW-AD-2-62) ..... Chart OMDW-AD-2-62
IAC - ICAO RWY 30 ILS CAT A-D_L (Chart OMDW-AD-2-63) ..... Chart OMDW-AD-2-63
IAC - ICAO RNP RWY 30 CAT A-D_L (Chart OMDW-AD-2-64) ..... Chart OMDW-AD-2-64
IAC - ICAO RNP RWY 13 CAT A-B (Chart OMDW-AD-2-65) ..... Chart OMDW-AD-2-65
IAC - ICAO RWY 31 ILS CAT A-B (Chart OMDW-AD-2-66) ..... Chart OMDW-AD-2-66
IAC - ICAO RNP RWY 31 CAT A-B (Chart OMDW-AD-2-67) ..... Chart OMDW-AD-2-67
BIRD CONCENTRATION CHART (Chart OMDW-AD-2-85) ..... Chart OMDW-AD-2-85

© General Civil Aviation Authority

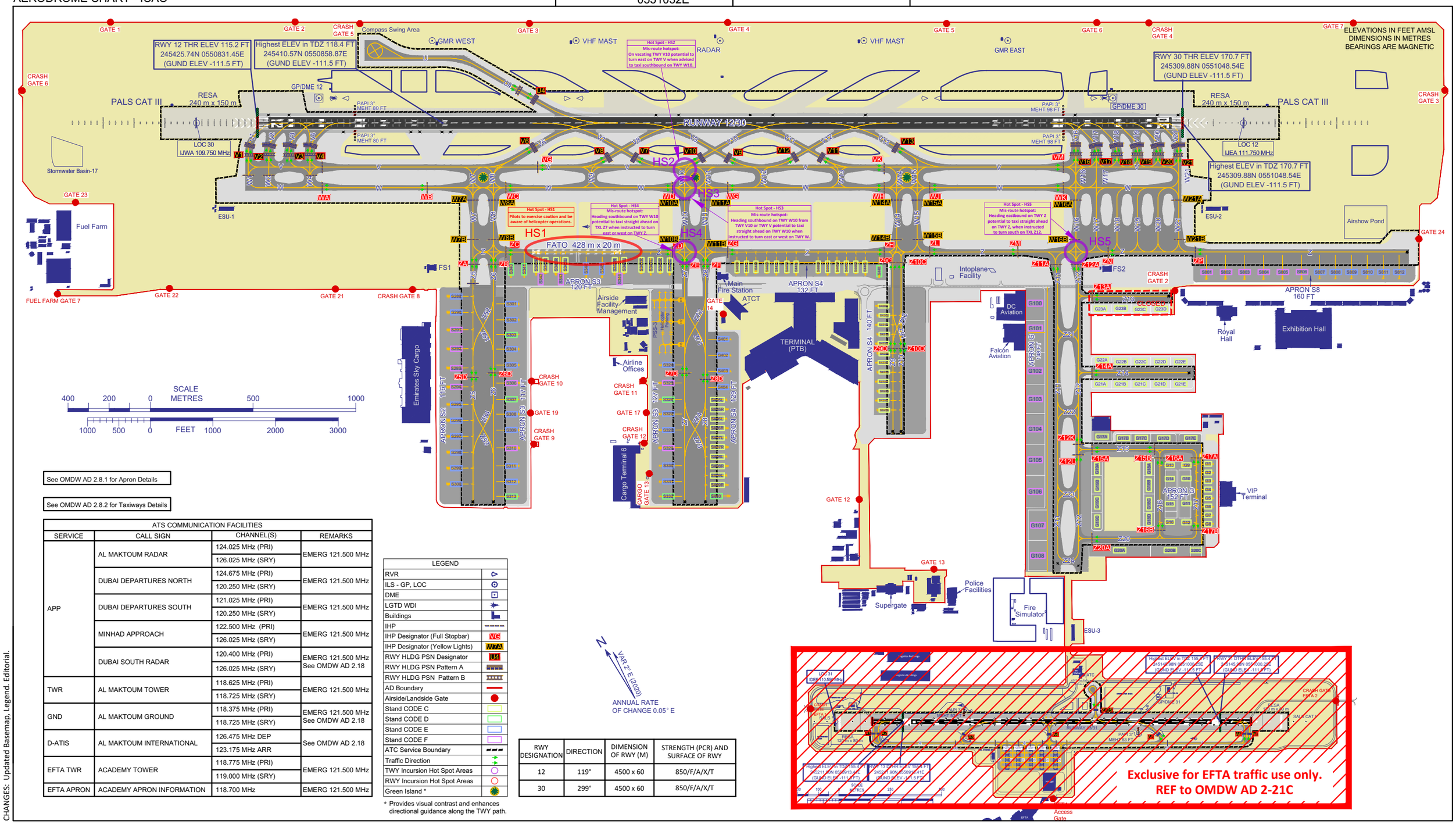
PAGE INTENTIONALLY LEFT BLANK

AERODROME CHART - ICAO

ARP 245506N 0551032E

AD ELEV 171 FT

DUBAI / AL MAKTOUM INTL.
UNITED ARAB EMIRATES



See OMDW AD 2.8.1 for Apron Details

See OMDW AD 2.8.2 for Taxiways Details

ATS COMMUNICATION FACILITIES			
SERVICE	CALL SIGN	CHANNEL(S)	REMARKS
APP	AL MAKTOUM RADAR	124.025 MHz (PRI)	EMERG 121.500 MHz
		126.025 MHz (SRY)	
	DUBAI DEPARTURES NORTH	124.675 MHz (PRI)	EMERG 121.500 MHz
		120.250 MHz (SRY)	
	DUBAI DEPARTURES SOUTH	121.025 MHz (PRI)	EMERG 121.500 MHz
		120.250 MHz (SRY)	
	MINHAD APPROACH	122.500 MHz (PRI)	EMERG 121.500 MHz
		126.025 MHz (SRY)	
	DUBAI SOUTH RADAR	120.400 MHz (PRI)	EMERG 121.500 MHz See OMDW AD 2.18
		126.025 MHz (SRY)	
TWR	AL MAKTOUM TOWER	118.625 MHz (PRI)	EMERG 121.500 MHz
		118.725 MHz (SRY)	
GND	AL MAKTOUM GROUND	118.375 MHz (PRI)	EMERG 121.500 MHz See OMDW AD 2.18
		118.725 MHz (SRY)	
D-ATIS	AL MAKTOUM INTERNATIONAL	126.475 MHz DEP	See OMDW AD 2.18
		123.175 MHz ARR	
EFTA TWR	ACADEMY TOWER	118.775 MHz (PRI)	EMERG 121.500 MHz
		119.000 MHz (SRY)	
EFTA APRON	ACADEMY APRON INFORMATION	118.700 MHz	EMERG 121.500 MHz

LEGEND	
RVR	
ILS - GP, LOC	
DME	
LGTD WDI	
Buildings	
IHP	
IHP Designator (Full Stopbar)	VC
IHP Designator (Yellow Lights)	W7A
RWY HLDG PSN Designator	UA
RWY HLDG PSN Pattern A	
RWY HLDG PSN Pattern B	
AD Boundary	
Airside/Landside Gate	
Stand CODE C	
Stand CODE D	
Stand CODE E	
Stand CODE F	
ATC Service Boundary	
Traffic Direction	
TWY Incursion Hot Spot Areas	
RWY Incursion Hot Spot Areas	
Green Island *	

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

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

RWY DESIGNATION	DIRECTION	DIMENSION OF RWY (M)	STRENGTH (PCR) AND SURFACE OF RWY
12	119°	4500 x 60	850/F/A/X/T
30	299°	4500 x 60	850/F/A/X/T

CHANGES: Updated Basemap, Legend. Editorial.

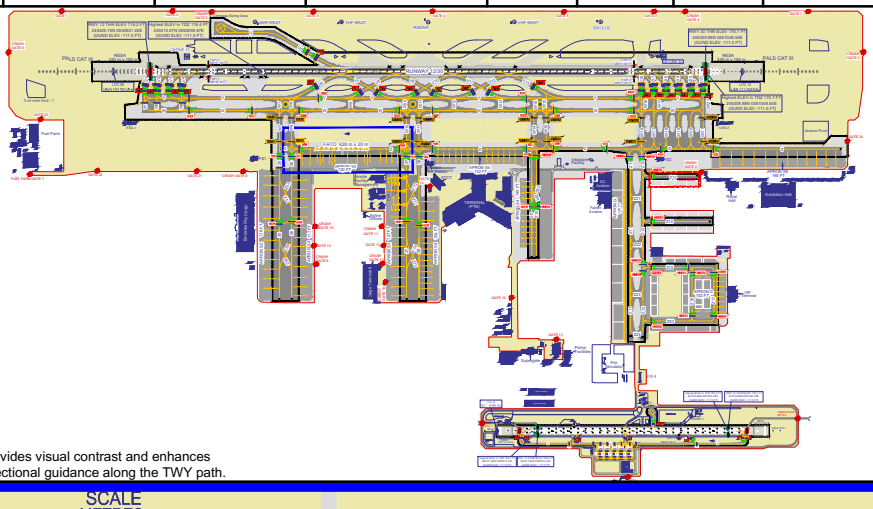
PAGE INTENTIONALLY LEFT BLANK

HELIPORT CHART - ICAO	ARP 245506N 0551032E	AD ELEV 171 FT	DUBAI/ AL MAKTOUM INTL. UNITED ARAB EMIRATES

ELEVATIONS ARE AMSL

FATO	BRG (TRUE)	ELEV	THR COORD	TLOF COORD	SURFACE, STRENGTH	DECLARED DISTANCES (M)			TWY AND APRON	TLOF AREA (M)
						TODAH	RTODAH	LDAH		
H12	121°	35.8 M / 117 FT	245345.7N 0550900.7E	245345.3N 0550901.4E	CONCRETE PCR 980/R/A/W/T	428	428	428	TWY Z WIDTH = 25 M CONC, PCR 980/R/A/W/T	13 x 13
H30	301°	37.1 M / 122 FT	245338.5N 0550913.7E	245338.9N 0550912.9E						

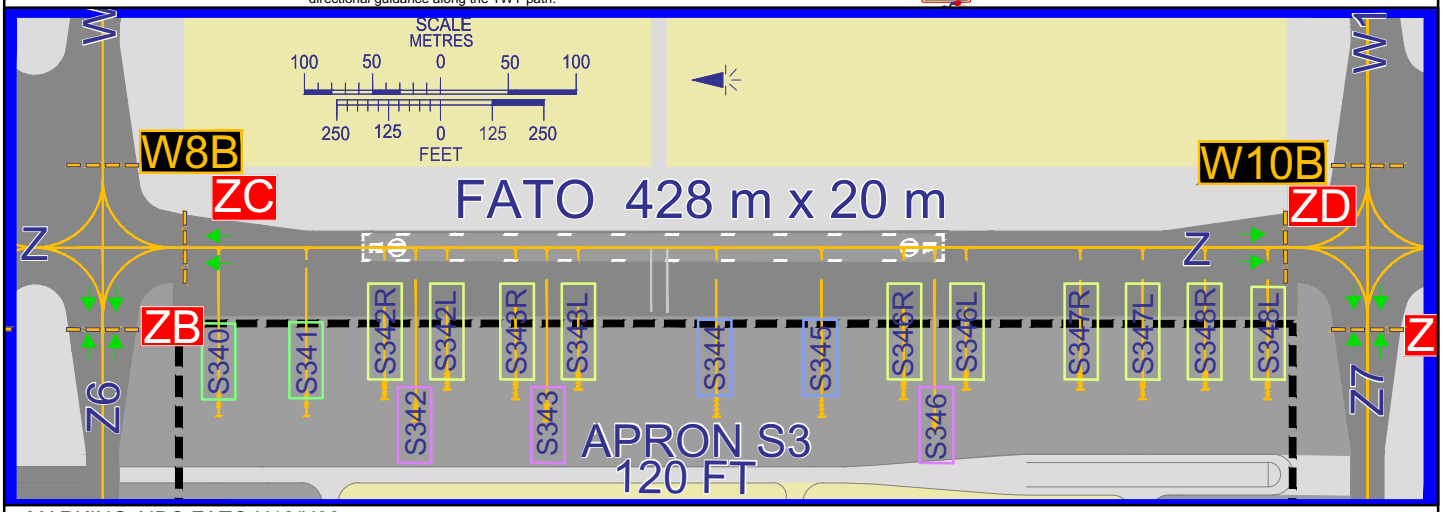
LEGEND	
RVR	
ILS - GP, LOC	
DME	
LGTD WDI	
Buildings	
IHP	
IHP Designator (Full Stopbar)	VC
IHP Designator (Yellow Lights)	W7A
RWY HLDG PSN Designator	U4
RWY HLDG PSN Pattern A	
RWY HLDG PSN Pattern B	
AD Boundary	
Airside/Landside Gate	
Stand CODE C	
Stand CODE D	
Stand CODE E	
Stand CODE F	
ATC Service Boundary	
Traffic Direction	
Green Island *	



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

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

NOT TO SCALE



MARKING AIDS FATO H12/H30



NO FATO LIGHTING

NOTES-REMARKS

- SAFETY AREA 435 M x 40 M
- SLOPE 0%

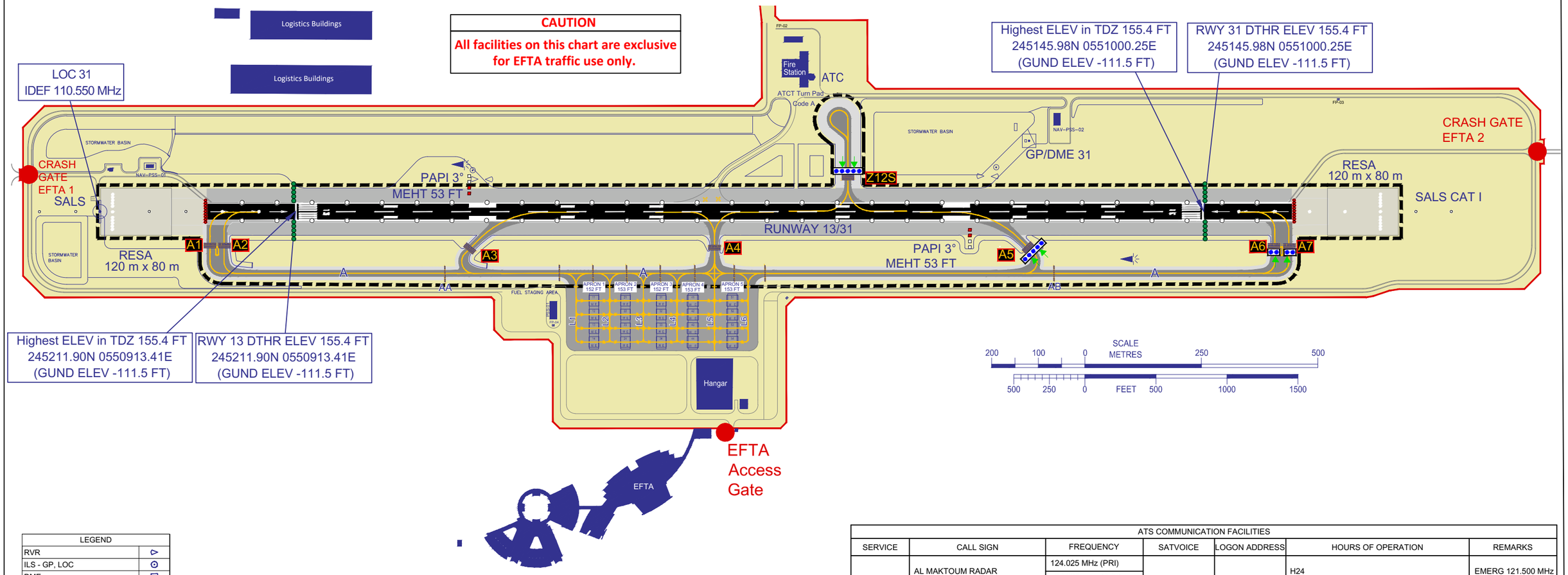
Helicopter operations at FATO H12/H30 to be used by Dubai Police Airwing and Aerogulf Services helicopters during daylight hours only, as directed by ATC.

ATS COMMUNICATION FACILITIES			
SERVICE	CALL SIGN	CHANNEL(S)	REMARKS
APP	AL MAKTOUM RADAR	124.025 MHz (PRI) 126.025 MHz (SRY)	EMERG 121.500 MHz
	DUBAI DEPARTURES NORTH	124.675 MHz (PRI) 120.250 MHz (SRY)	EMERG 121.500 MHz
	DUBAI DEPARTURES SOUTH	121.025 MHz (PRI) 120.250 MHz (SRY)	EMERG 121.500 MHz
	MINHAD APPROACH	122.500 MHz (PRI) 126.025 MHz (SRY)	EMERG 121.500 MHz
	DUBAI SOUTH RADAR	120.400 MHz (PRI) 126.025 MHz (SRY)	EMERG 121.500 MHz See OMDW AD 2.18
TWR	AL MAKTOUM TOWER	118.625 MHz (PRI) 118.725 MHz (SRY)	EMERG 121.500 MHz
GND	AL MAKTOUM GROUND	118.375 MHz (PRI) 118.725 MHz (SRY)	EMERG 121.500 MHz See OMDW AD 2.18
D-ATIS	AL MAKTOUM INTERNATIONAL	126.475 MHz DEP 123.175 MHz ARR	See OMDW AD 2.18
EFTA TWR	ACADEMY TOWER	118.775 MHz (PRI) 119.000 MHz (SRY)	EMERG 121.500 MHz
EFTA APRON	ACADEMY APRON INFORMATION	118.700 MHz	EMERG 121.500 MHz

CHANGES: Updated Basemap, Legend. Editorial.

PAGE INTENTIONALLY LEFT BLANK

ELEVATIONS IN FEET AMSL
DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC



LEGEND	
RVR	
ILS - GP, LOC	
DME	
LGTD WDI	
Buildings	
IHP	
RWY HLDG PSN Pattern A	
RWY HLDG PSN Pattern B	
RWY HLDG PSN Designator	A1
AD Boundary	
Airside/Landside Gate	
RWY Hold Stopbar CAT I	
ATC Service Boundary	
Traffic Direction	

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

RWY DESIGNATION	DIRECTION	DIMENSION OF RWY (M)	STRENGTH AND SURFACE OF RWY
13	119°	1838 x 30	5700 kg/1.22 MPa Asphalt
31	299°	1838 x 30	5700 kg/1.22 MPa Asphalt

See OMDW AD 2.8.1 for Apron Details
See OMDW AD 2.8.2 for Taxiways Details

ATS COMMUNICATION FACILITIES

SERVICE	CALL SIGN	FREQUENCY	SATVOICE	LOGON ADDRESS	HOURS OF OPERATION	REMARKS
APP	AL MAKTOUM RADAR	124.025 MHz (PRI)	Not Implemented	Not Implemented	H24	EMERG 121.500 MHz
		126.025 MHz (SRY)				
	DUBAI DEPARTURES SOUTH	121.025 MHz (PRI)			H24	EMERG 121.500 MHz
		120.250 MHz (SRY)				
	DUBAI SOUTH RADAR	120.400 MHz (PRI)			H24	EMERG 121.500 MHz See OMDW AD 2.18
		126.025 MHz (SRY)				
EFTA TWR	ACADEMY TOWER	118.775 MHz (PRI)			01 APR - 30 SEP 0200 - 1800 UTC 01 OCT - 31 MAR 0300 - 1900 UTC	EMERG 121.500 MHz
		119.000 MHz (SRY)				
EFTA APRON	ACADEMY APRON INFORMATION	118.700 MHz				
TWR	AL MAKTOUM TOWER	118.625 MHz (PRI)			H24	EMERG 121.500 MHz
		118.725 MHz (SRY)				

CHANGES: Added MEHT. Editorial.

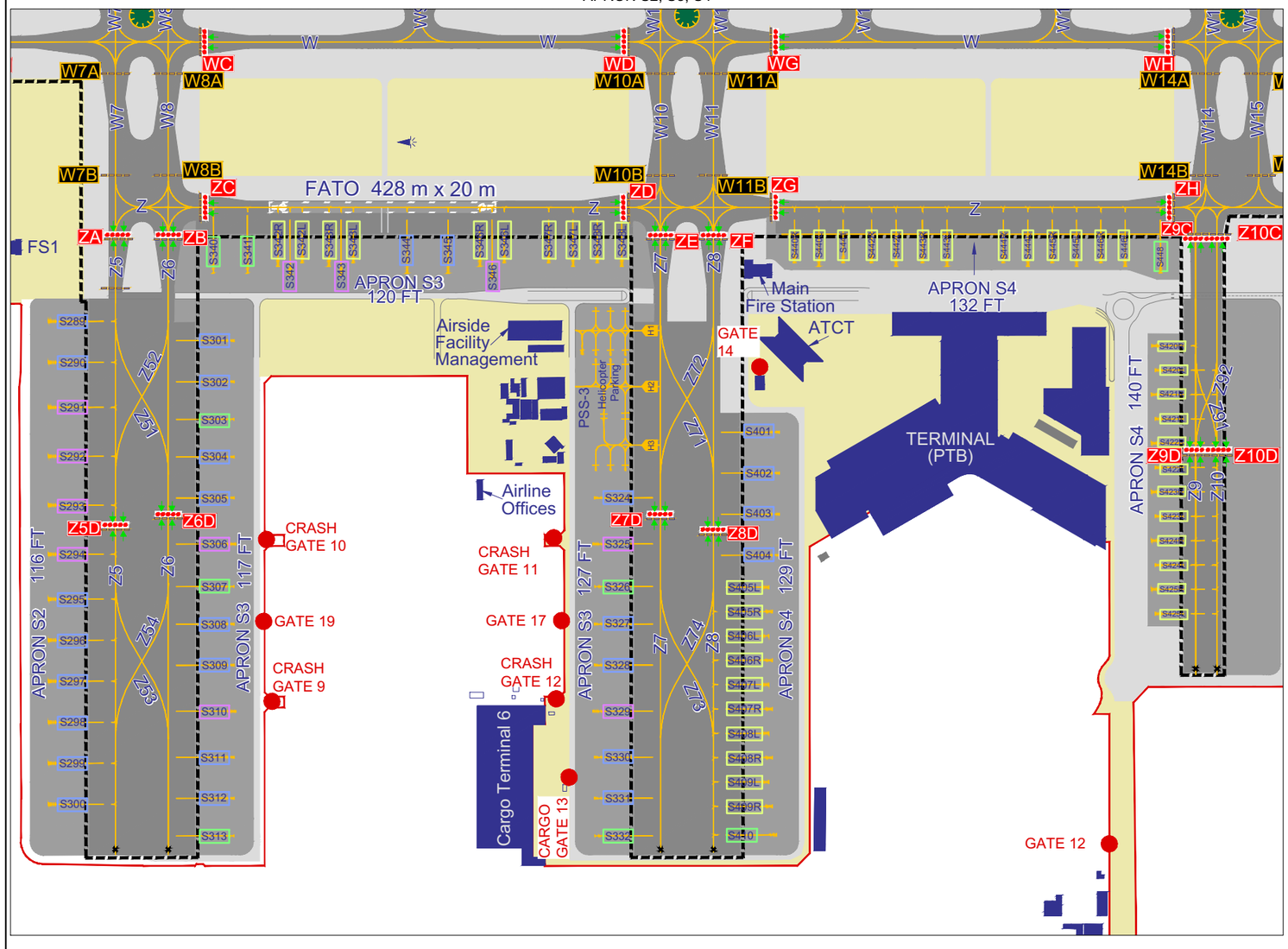
PAGE INTENTIONALLY LEFT BLANK

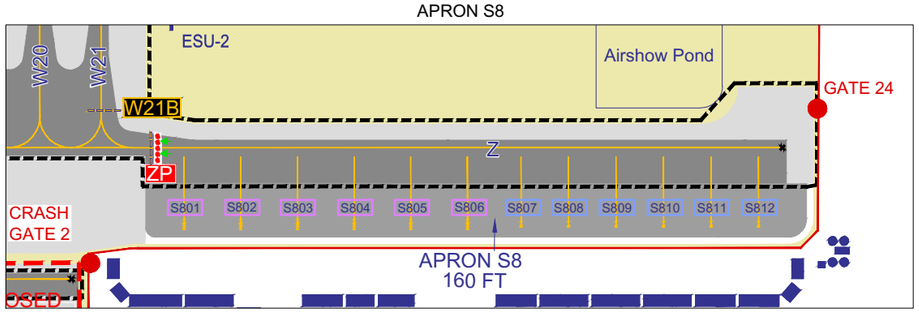
AIRCRAFT PARKING/DOCKING CHART - ICAO
Aprons - S2, S3, S4, S8

ARP	AD ELEV 171 FT
245506N 0551032E	

DUBAI / AL MAKTOUM INTL.
UNITED ARAB EMIRATES

APRON S2, S3, S4





APRON DATA		
DESCRIPTION	SURFACE	STRENGTH (Stands)
APRON S2	Concrete	PCR 980/R/A/W/T (S289 - S300)
APRON S3	Concrete	PCR 980/R/A/W/T (S301 - S313) PCR 980/R/A/W/T (S324 - S332) PCR 980/R/A/W/T (S340 - S348L) PCR 980/R/A/W/T (H1 - H3)
APRON S4	Concrete	PCR 980/R/A/W/T (S401 - S410) PCR 980/R/A/W/T (S420R - S425L) PCR 980/R/A/W/T (S440R - S448)
APRON S8	Concrete	PCR 980/R/A/W/T (S801 - S812)

APRON S4			
STAND	LATITUDE	LONGITUDE	ELEV (FT)
S401	245317.67N	0550922.19E	129.5
S402	245315.52N	0550920.76E	129.4
S403	245313.37N	0550919.33E	129.4
S404	245311.21N	0550917.89E	129.4
S405L	245309.87N	0550916.17E	129.2
S405R	245308.48N	0550915.53E	129.3
S406L	245307.32N	0550914.46E	129.1
S406R	245305.92N	0550913.83E	129.3
S407L	245304.76N	0550912.76E	129.2
S407R	245303.36N	0550912.13E	129.3
S408L	245302.20N	0550911.06E	129.2
S408R	245300.81N	0550910.43E	129.3
S409L	245259.65N	0550909.37E	129.1
S409R	245258.25N	0550908.73E	129.3
S410	245256.62N	0550907.98E	129.3
S420L	245308.95N	0550946.01E	138.8
S420R	245310.34N	0550946.65E	138.2
S421L	245306.39N	0550944.31E	140.1
S421R	245307.78N	0550944.95E	139.6
S422L	245303.83N	0550942.61E	141.6
S422R	245305.23N	0550943.25E	141.0
S423L	245301.28N	0550940.91E	141.7
S423R	245302.67N	0550941.55E	141.9
S424L	245258.72N	0550939.21E	141.7
S424R	245300.12N	0550939.85E	141.8
S425L	245256.16N	0550937.51E	141.7
S425R	245257.56N	0550938.15E	141.8
S440L	245325.12N	0550930.26E	127.9
S440R	245326.09N	0550928.99E	127.4
S441	245324.54N	0550931.79E	128.2
S442L	245322.66N	0550934.71E	129.3
S442R	245323.64N	0550933.42E	128.8
S443L	245321.03N	0550937.65E	130.3
S443R	245322.01N	0550936.36E	129.7
S444L	245318.45N	0550942.30E	131.9
S444R	245319.43N	0550941.01E	131.3
S445L	245316.90N	0550945.10E	133.5
S445R	245317.87N	0550943.83E	132.3
S446L	245315.35N	0550947.91E	135.7
S446R	245316.32N	0550946.63E	134.4
S448	245313.88N	0550949.71E	137.3

APRON S2			
STAND	LATITUDE	LONGITUDE	ELEV (FT)
S289	245346.78N	0550843.96E	114.7
S290	245344.63N	0550842.53E	116.2
S291	245342.27N	0550840.96E	116.5
S292	245339.70N	0550839.25E	116.4
S293	245337.13N	0550837.54E	116.4
S294	245334.56N	0550835.83E	116.5
S295	245332.19N	0550834.26E	116.4
S296	245330.04N	0550832.83E	116.5
S297	245327.89N	0550831.40E	116.3
S298	245325.73N	0550829.97E	116.4
S299	245323.58N	0550828.54E	116.5
S300	245321.43N	0550827.10E	116.5

APRON S8			
STAND	LATITUDE	LONGITUDE	ELEV (FT)
S801	245246.79N	0551038.04E	161.8
S802	245245.23N	0551040.86E	161.0
S803	245243.67N	0551043.67E	160.2
S804	245242.11N	0551046.49E	159.5
S805	245240.55N	0551049.31E	158.7
S806	245238.99N	0551052.13E	157.9
S807	245237.62N	0551054.86E	157.1
S808	245236.31N	0551057.22E	156.4
S809	245235.01N	0551059.58E	155.8
S810	245233.70N	0551101.94E	155.3
S811	245232.39N	0551104.30E	156.0
S812	245231.09N	0551106.66E	157.3

APRON S3			
STAND	LATITUDE	LONGITUDE	ELEV (FT)
S301	245339.85N	0550853.98E	117.3
S302	245337.70N	0550852.55E	117.3
S303	245335.73N	0550851.22E	117.3
S304	245333.75N	0550849.93E	117.3
S305	245331.60N	0550848.49E	117.3
S306	245329.13N	0550846.98E	117.3
S307	245326.95N	0550845.38E	117.3
S308	245324.97N	0550844.09E	117.3
S309	245322.82N	0550842.66E	117.3
S310	245320.35N	0550841.14E	117.3
S311	245317.98N	0550839.44E	117.3
S312	245315.83N	0550838.01E	117.3
S313	245313.86N	0550836.68E	117.3
S324	245320.11N	0550909.26E	127.8
S325	245317.74N	0550907.56E	127.8
S326	245315.44N	0550906.18E	127.7
S327	245313.48N	0550904.86E	127.7
S328	245311.33N	0550903.42E	127.8
S329	245308.96N	0550901.72E	127.8
S330	245306.49N	0550900.21E	127.6
S331	245304.34N	0550858.78E	127.8
S332	245302.36N	0550857.48E	127.7
S340	245344.07N	0550855.15E	116.8
S341	245342.98N	0550857.12E	117.5
S342	245341.53N	0550859.50E	118.3
S342L	245341.78N	0550900.63E	118.2
S342R	245342.36N	0550859.10E	117.9
S343	245339.90N	0550902.44E	119.3
S343L	245340.15N	0550903.57E	119.2
S343R	245340.73N	0550902.04E	118.8
S344	245337.88N	0550906.30E	120.4
S345	245336.58N	0550908.66E	121.2
S346	245334.91N	0550911.02E	122.3
S346L	245335.34N	0550912.26E	122.0
S346R	245335.92N	0550910.73E	121.6
S347L	245332.95N	0550916.10E	123.4
S347R	245333.92N	0550914.82E	122.8
S348L	245331.40N	0550918.90E	124.2
S348R	245332.37N	0550917.63E	123.7
H1	245328.93N	0550917.55E	126.4
	245329.40N	0550916.70E	126.6
	245329.87N	0550915.84E	127.0
	245328.26N	0550913.71E	128.1
	245327.84N	0550914.48E	127.8
	245327.37N	0550915.34E	127.2
	245326.89N	0550916.19E	126.8
H2	245326.14N	0550915.70E	126.8
	245326.62N	0550914.84E	127.3
	245327.09N	0550914.00E	127.7
	245324.22N	0550912.73E	127.7
	245323.58N	0550913.99E	126.8
H3	245324.00N	0550912.58E	127.7
	245323.27N	0550913.79E	126.8
	245321.79N	0550910.47E	127.7
	245321.32N	0550911.32E	127.2
	245320.85N	0550912.18E	126.8

LEGEND	
LGTD WDI	
Buildings	
IHP	
IHP Designator (Full Stopbar)	VC
IHP Designator (Yellow Lights)	W7A
IHP Stopbar	
Traffic Direction	
AD Boundary	
Airside/Landside Gate	
Stand CODE C	
Stand CODE D	
Stand CODE E	
Stand CODE F	
ATC Service Boundary	
Green Island *	

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

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

For ATS Communication facilities refer to OMDW-AD-2-21A

SCALE
400 200 0 500 1000 METRES
1000 500 0 1000 2000 3000 FEET

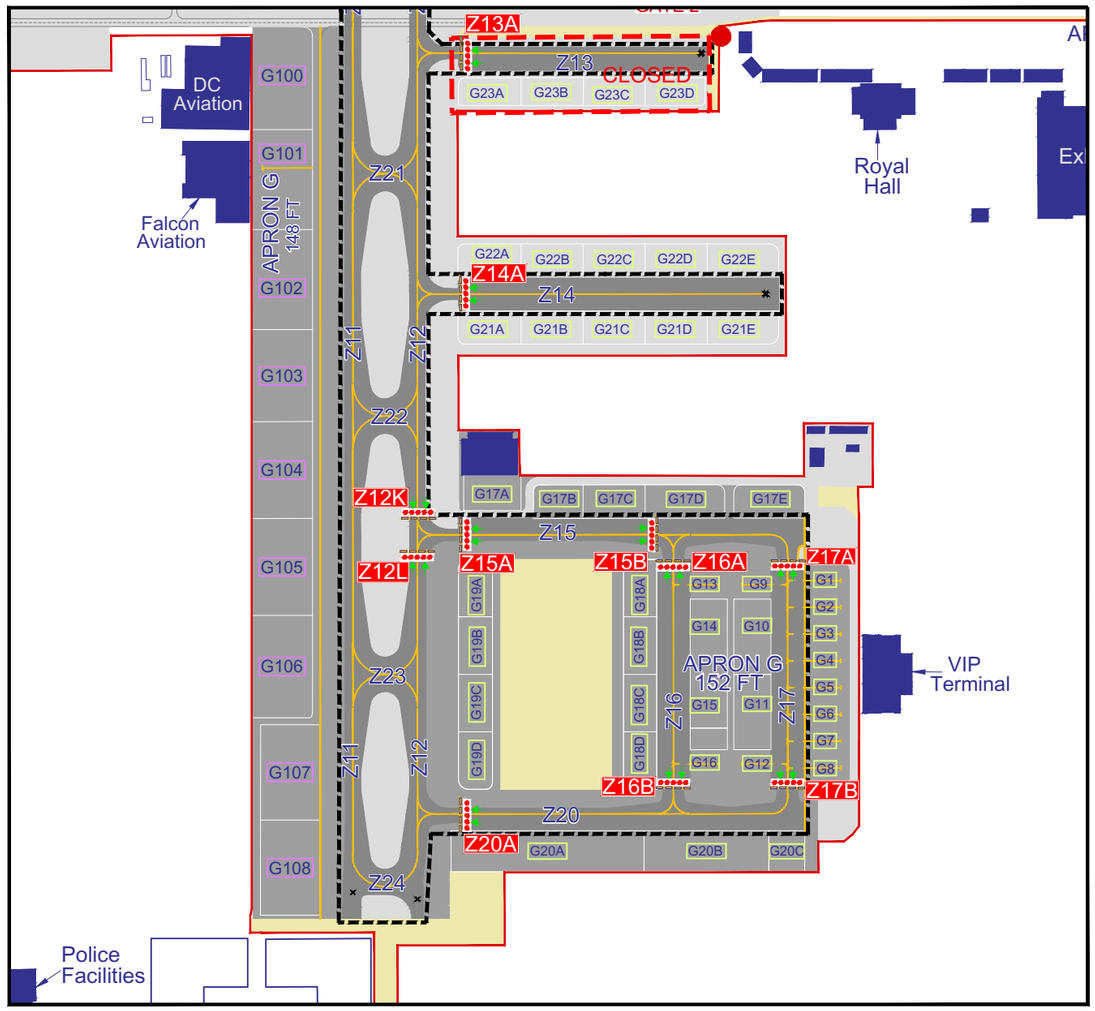
CHANGES: Updated Basemap, Legend. Editorial.

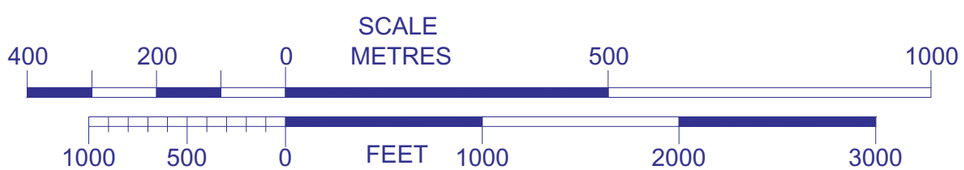
PAGE INTENTIONALLY LEFT BLANK

AIRCRAFT PARKING/DOCKING CHART - ICAO
Apron - G

ARP	AD ELEV 171 FT
245506N 0551032E	

DUBAI / AL MAKTOUM INTL.
UNITED ARAB EMIRATES





APRON G			
STAND	LATITUDE	LONGITUDE	ELEV (FT)
G1	245221.30N	0551022.44E	152.3
G2	245220.14N	0551021.67E	152.4
G3	245218.99N	0551020.91E	152.4
G4	245217.84N	0551020.14E	152.4
G5	245216.69N	0551019.37E	152.4
G6	245215.53N	0551018.60E	152.4
G7	245214.38N	0551017.84E	152.4
G8	245213.23N	0551017.07E	152.4
G9	245223.70N	0551017.65E	151.8
G12	245215.99N	0551012.52E	151.8
G13	245224.29N	0551016.58E	151.8
G16	245216.58N	0551011.45E	151.8
BOX STANDS	LATITUDE	LONGITUDE	ELEV (FT)
G10	Box Stand Parking		
G11	Box Stand Parking		
G14	Box Stand Parking		
G15	Box Stand Parking		
G17A	Box Stand Parking		
G17B	Box Stand Parking		
G17C	Box Stand Parking		
G17D	Box Stand Parking		
G17E	Box Stand Parking		
G18A	Box Stand Parking		
G18B	Box Stand Parking		
G18C	Box Stand Parking		
G18D	Box Stand Parking		
G19A	Box Stand Parking		
G19B	Box Stand Parking		
G19C	Box Stand Parking		
G19D	Box Stand Parking		
G20A	Box Stand Parking		
G20B	Box Stand Parking		
G20C	Box Stand Parking		

APRON G			
BOX STANDS	LATITUDE	LONGITUDE	ELEV (FT)
G21A	Box Stand Parking		
G21B	Box Stand Parking		
G21C	Box Stand Parking		
G21D	Box Stand Parking		
G21E	Box Stand Parking		
G22A	Box Stand Parking		
G22B	Box Stand Parking		
G22C	Box Stand Parking		
G22D	Box Stand Parking		
G22E	Box Stand Parking		
G23A	Box Stand Parking		
G23B	Box Stand Parking		
G23C	Box Stand Parking		
G23D	Box Stand Parking		
G100	Box Stand Parking		
G101	Box Stand Parking		
G102	Box Stand Parking		
G103	Box Stand Parking		
G104	Box Stand Parking		
G105	Box Stand Parking		
G106	Box Stand Parking		
G107	Box Stand Parking		
G108	Box Stand Parking		

APRON DATA		
DESCRIPTION	SURFACE	STRENGTH (Stands)
APRON G	Concrete	PCR 980/R/A/W/T (G1 - G23D) PCR 980/R/A/W/T (G100 - G108)



LEGEND	
Buildings	
IHP	
IHP Designator (Full Stopbar)	VG
IHP Stopbar	
Traffic Direction	
AD Boundary	
Airside/Landside Gate	
Stand CODE C	
Stand CODE F	
ATC Service Boundary	

For ATS Communication facilities refer to OMDW-AD-2-21A

CHANGES: Updated Apron Data Table.

PAGE INTENTIONALLY LEFT BLANK

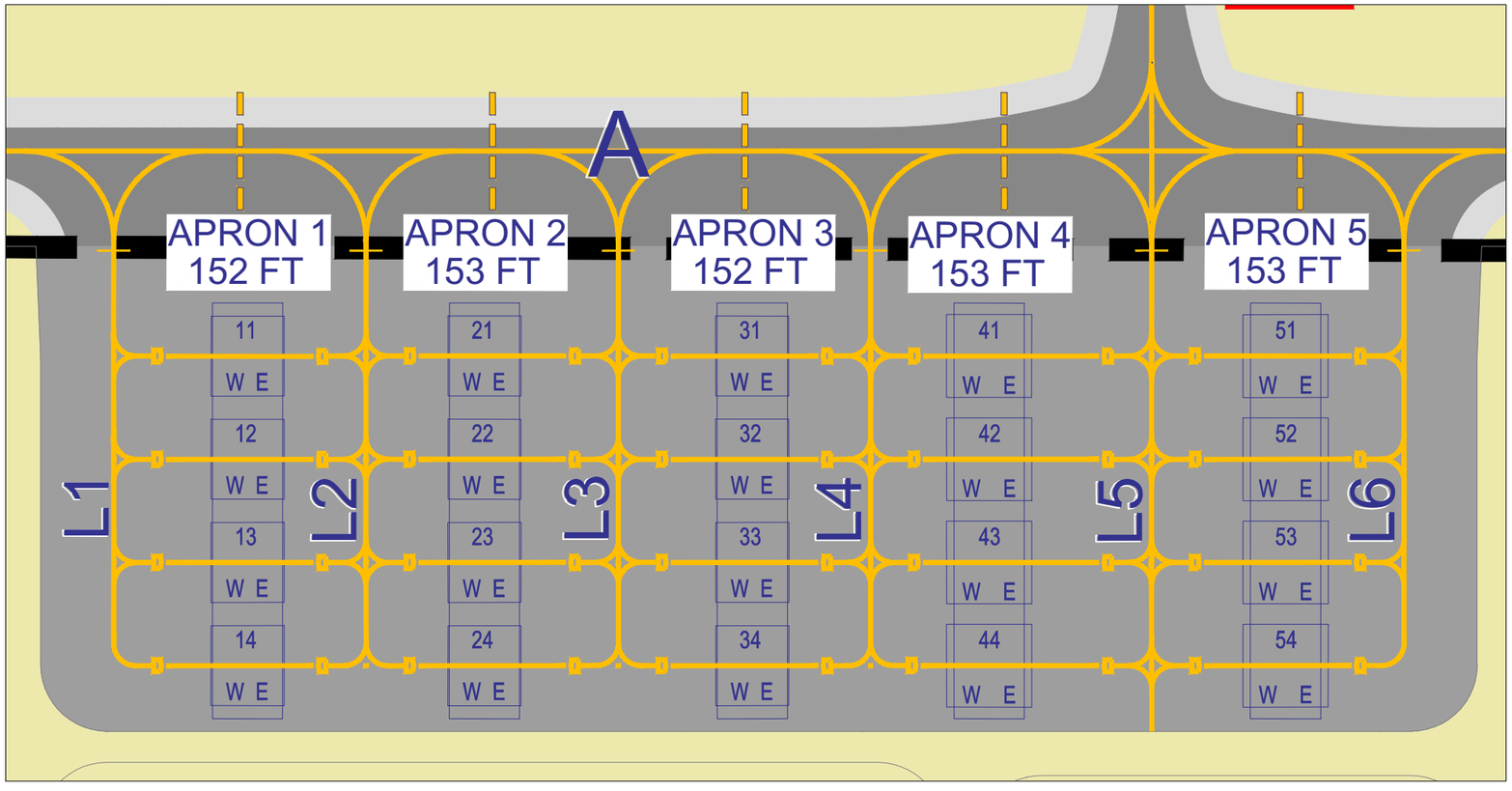
AIRCRAFT PARKING/DOCKING CHART - ICAO
EFTA Aprons 1, 2, 3, 4, 5

ARP 245506N 0551032E

AD ELEV 171 FT

DUBAI / AL MAKTOUM INTL.
UNITED ARAB EMIRATES

CAUTION
All facilities on this chart are exclusive for EFTA traffic use only.



APRON 1

STAND	LATITUDE	LONGITUDE	ELEV (FT)
11 E	245159.15N	0550926.09E	151.8
11 W	245159.23N	0550925.95E	151.9
12 E	245158.50N	0550925.66E	152.3
12 W	245158.58N	0550925.52E	152.3
13 E	245157.86N	0550925.23E	152.7
13 W	245157.93N	0550925.09E	152.7
14 E	245157.21N	0550924.80E	153.1
14 W	245157.29N	0550924.66E	153.1

APRON 2

STAND	LATITUDE	LONGITUDE	ELEV (FT)
21 E	245158.25N	0550927.72E	151.9
21 W	245158.33N	0550927.58E	151.9
22 E	245157.60N	0550927.29E	152.4
22 W	245157.68N	0550927.15E	152.3
23 E	245156.95N	0550926.86E	152.7
23 W	245157.03N	0550926.72E	152.7
24 E	245156.31N	0550926.43E	153.2
24 W	245156.38N	0550926.29E	153.2

APRON 3

STAND	LATITUDE	LONGITUDE	ELEV (FT)
31 E	245157.23N	0550929.56E	151.8
31 W	245157.31N	0550929.42E	151.9
32 E	245156.58N	0550929.13E	152.3
32 W	245156.66N	0550928.99E	152.3
33 E	245155.93N	0550928.70E	152.7
33 W	245156.01N	0550928.56E	152.7
34 E	245155.29N	0550928.27E	153.1
34 W	245155.36N	0550928.13E	153.1

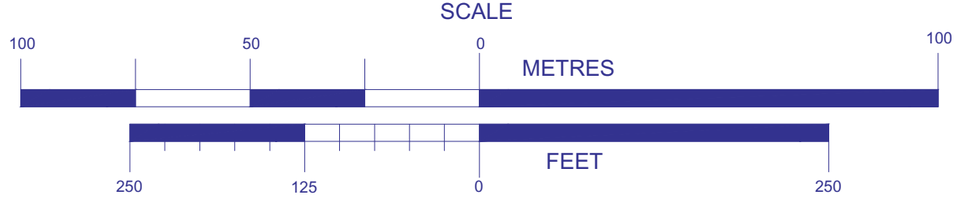
APRON 4

STAND	LATITUDE	LONGITUDE	ELEV (FT)
41 E	245156.29N	0550931.27E	152.0
41 W	245156.45N	0550930.98E	152.0
42 E	245155.64N	0550930.84E	152.4
42 W	245155.80N	0550930.55E	152.5
43 E	245154.99N	0550930.41E	152.9
43 W	245155.15N	0550930.12E	152.8
44 E	245154.34N	0550929.98E	153.4
44 W	245154.50N	0550929.69E	153.3

APRON 5

STAND	LATITUDE	LONGITUDE	ELEV (FT)
51 E	245155.16N	0550933.31E	151.9
51 W	245155.32N	0550933.02E	152.0
52 E	245154.51N	0550932.88E	152.3
52 W	245154.67N	0550932.59E	152.4
53 E	245153.86N	0550932.45E	152.8
53 W	245154.02N	0550932.16E	152.9
54 E	245153.21N	0550932.02E	153.3
54 W	245153.38N	0550931.73E	153.4

LEGEND	
IHP	- - - -
ATC Service Boundary	▬ ▬ ▬



APRON DATA

DESCRIPTION	SURFACE	STRENGTH (STANDS)
APRON 1	Interlock Paving	5700 kg/1.22 MPa
APRON 2	Interlock Paving	5700 kg/1.22 MPa
APRON 3	Interlock Paving	5700 kg/1.22 MPa
APRON 4	Interlock Paving	5700 kg/1.22 MPa
APRON 5	Interlock Paving	5700 kg/1.22 MPa



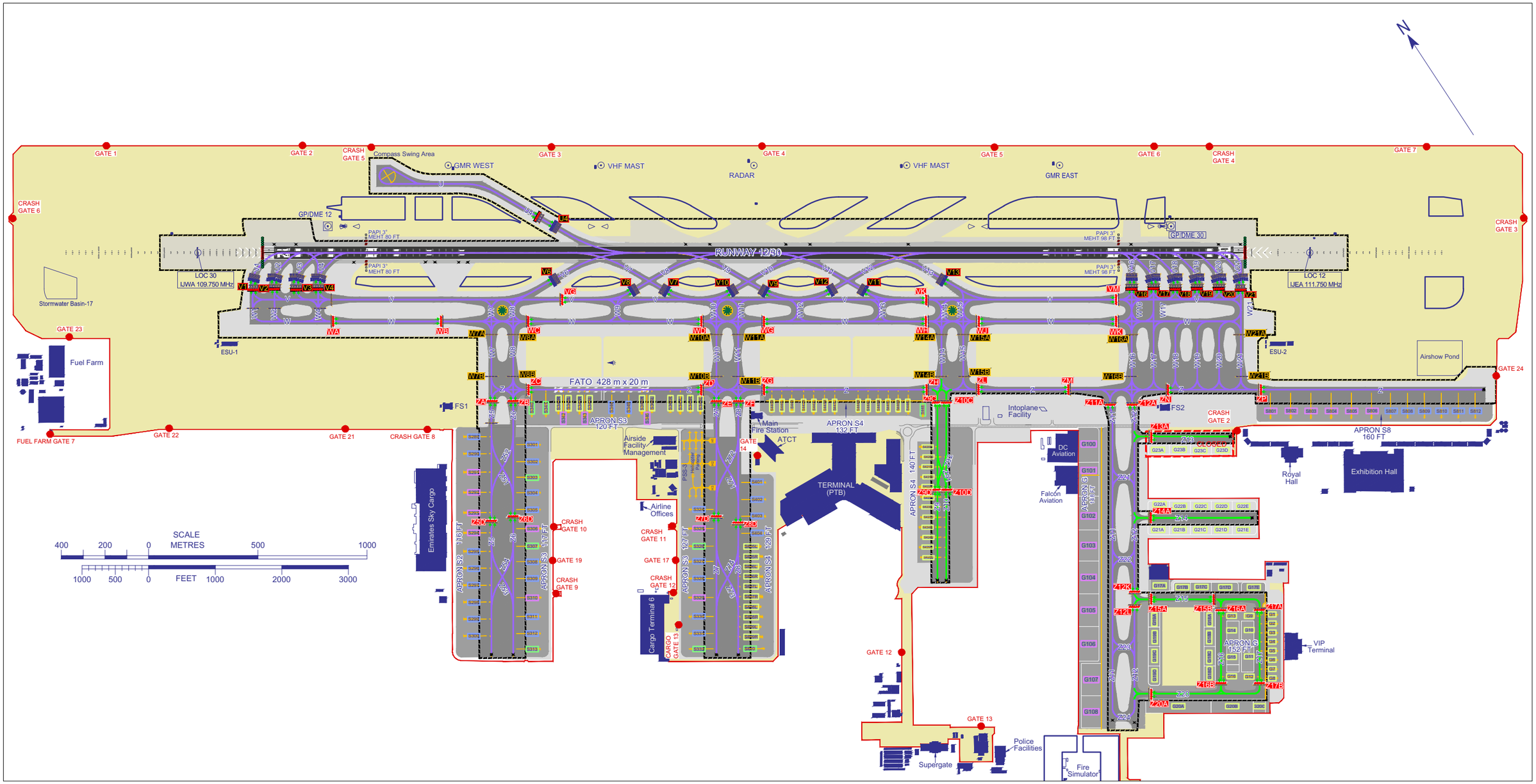
For ATS Communication facilities refer to OMDW-AD-2-21C

CHANGES: Updated Apron Data Table.

PAGE INTENTIONALLY LEFT BLANK

TAXIWAYS COMPATIBILITY CHART	ARP 245506N 0551032E	AD ELEV 171 FT	DUBAI / AL MAKTOUM INTL. UNITED ARAB EMIRATES

ELEVATIONS IN FEET AMSL
DIMENSIONS IN METRES



LEGEND			
RVR		IHP Stopbar	
ILS - GP, LOC		RWY Hold Stopbar CAT I	
DME		RWY Hold Stopbar CAT II/III	
LGTD WDI		Stand CODE C	
Buildings		Stand CODE D	
IHP		Stand CODE E	
IHP Designator (Full Stopbar)	VC	Stand CODE F	
IHP Designator (Yellow Lights)	W7A	Traffic Direction	
RWY HLDG PSN Designator	UJ	Code C (and below) Operations	
RWY HLDG PSN Pattern A		Code F (and below) Operations	
RWY HLDG PSN Pattern B		AD Boundary	
Airside/Landside Gate		ATC Service Boundary	
Green Island *			

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

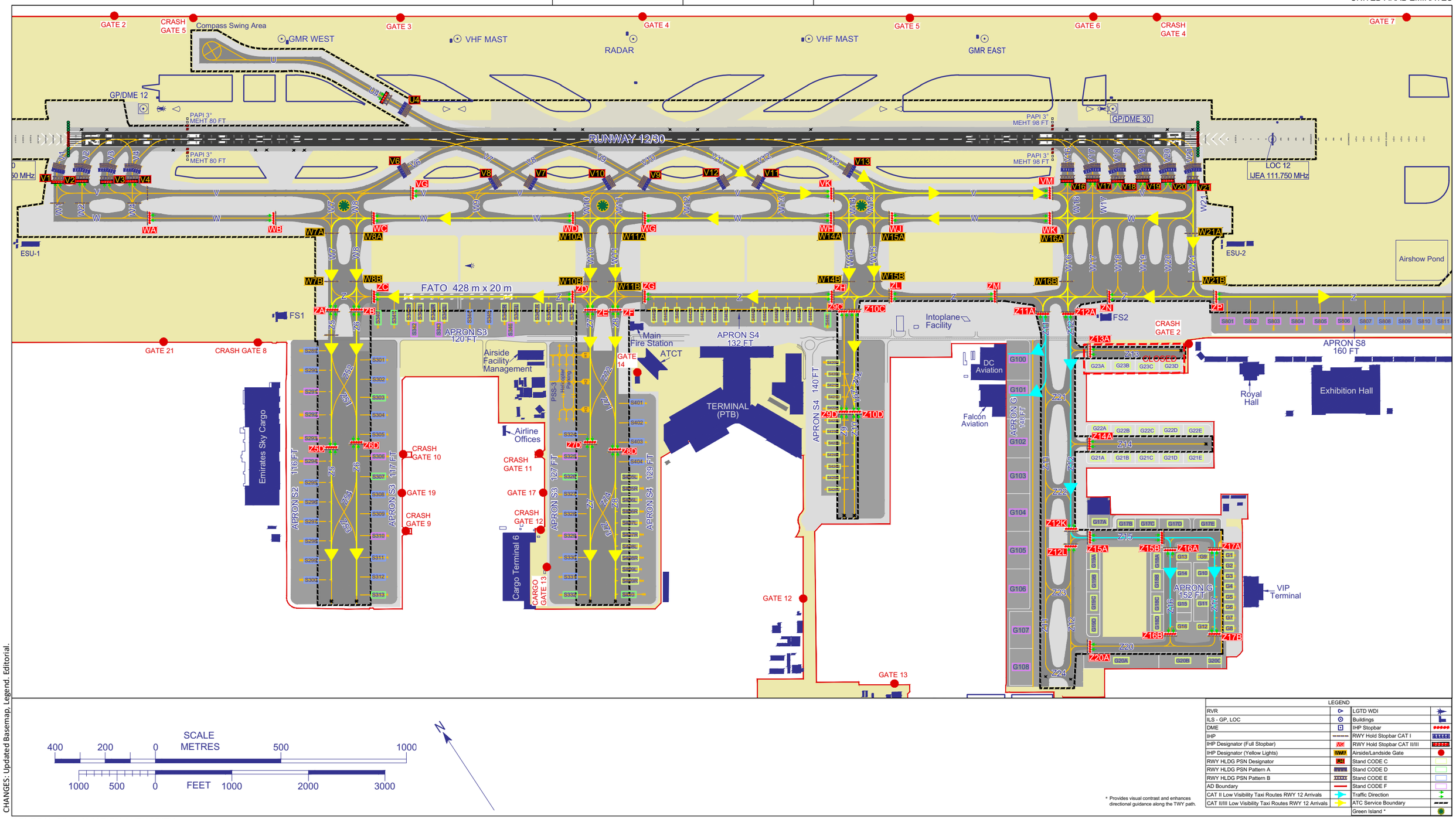
CHANGES: Updated Basemap, Legend. Editorial.

PAGE INTENTIONALLY LEFT BLANK

Low Visibility Taxi Routes - Arrivals RWY 12

ARP	245506N 0551032E	AD ELEV 171 FT

DUBAI / AL MAKTOUM INTL.
UNITED ARAB EMIRATES



SCALE
METRES 400 200 0 500 1000
FEET 1000 500 0 1000 2000 3000

N

LEGEND			
RVR		LGTD WDI	
ILS - GP, LOC		Buildings	
DME		IHP Stopbar	
IHP		RWY Hold Stopbar CAT I	
IHP Designator (Full Stopbar)		RWY Hold Stopbar CAT II/III	
IHP Designator (Yellow Lights)		Airside/Landside Gate	
RWY HLDG PSN Designator		Stand CODE C	
RWY HLDG PSN Pattern A		Stand CODE D	
RWY HLDG PSN Pattern B		Stand CODE E	
AD Boundary		Stand CODE F	
CAT II Low Visibility Taxi Routes RWY 12 Arrivals		Traffic Direction	
CAT II/III Low Visibility Taxi Routes RWY 12 Arrivals		ATC Service Boundary	
		Green Island *	

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

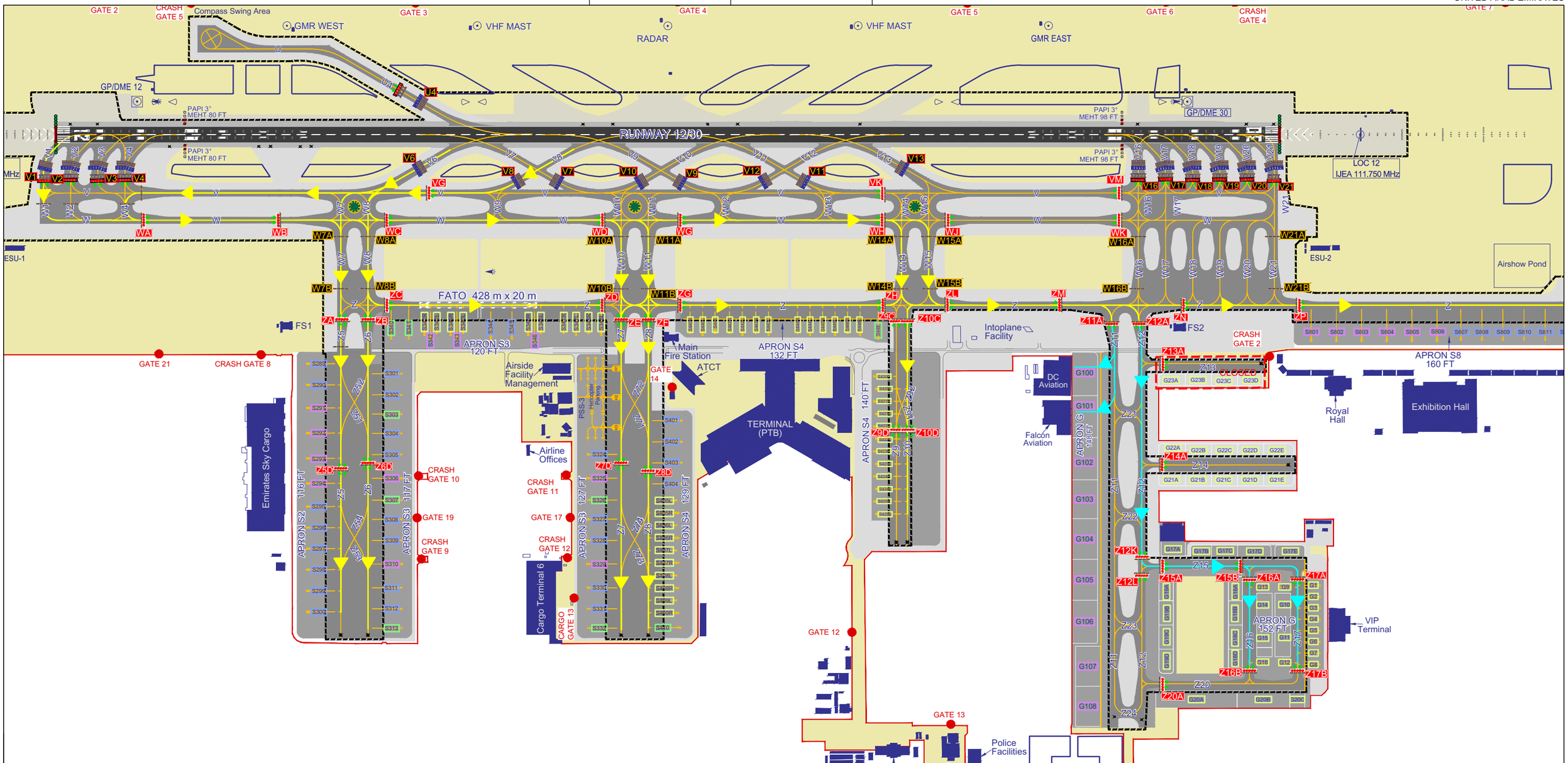
CHANGES: Updated Basemap, Legend. Editorial.

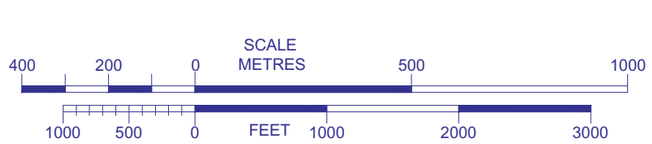
PAGE INTENTIONALLY LEFT BLANK

Low Visibility Taxi Routes - Arrivals RWY 30

ARP	AD ELEV
245506N 0551032E	171 FT

DUBAI / AL MAKTOUM INTL.
UNITED ARAB EMIRATES





LEGEND			
RVR		LGTD WDI	
ILS - GP, LOC		Buildings	
DME		IHP Stopbar	
IHP		RWY Hold Stopbar CAT I	
IHP Designator (Full Stopbar)		RWY Hold Stopbar CAT II/III	
IHP Designator (Yellow Lights)		Airside/Landside Gate	
RWY HLDG PSN Designator		Stand CODE C	
RWY HLDG PSN Pattern A		Stand CODE D	
RWY HLDG PSN Pattern B		Stand CODE E	
AD Boundary		Stand CODE F	
CAT II Low Visibility Taxi Toutes RWY 30 Arrivals		Traffic Direction	
CAT II/III Low Visibility Taxi Routes RWY 30 Arrivals		ATC Service Boundary	
		Green Island *	

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

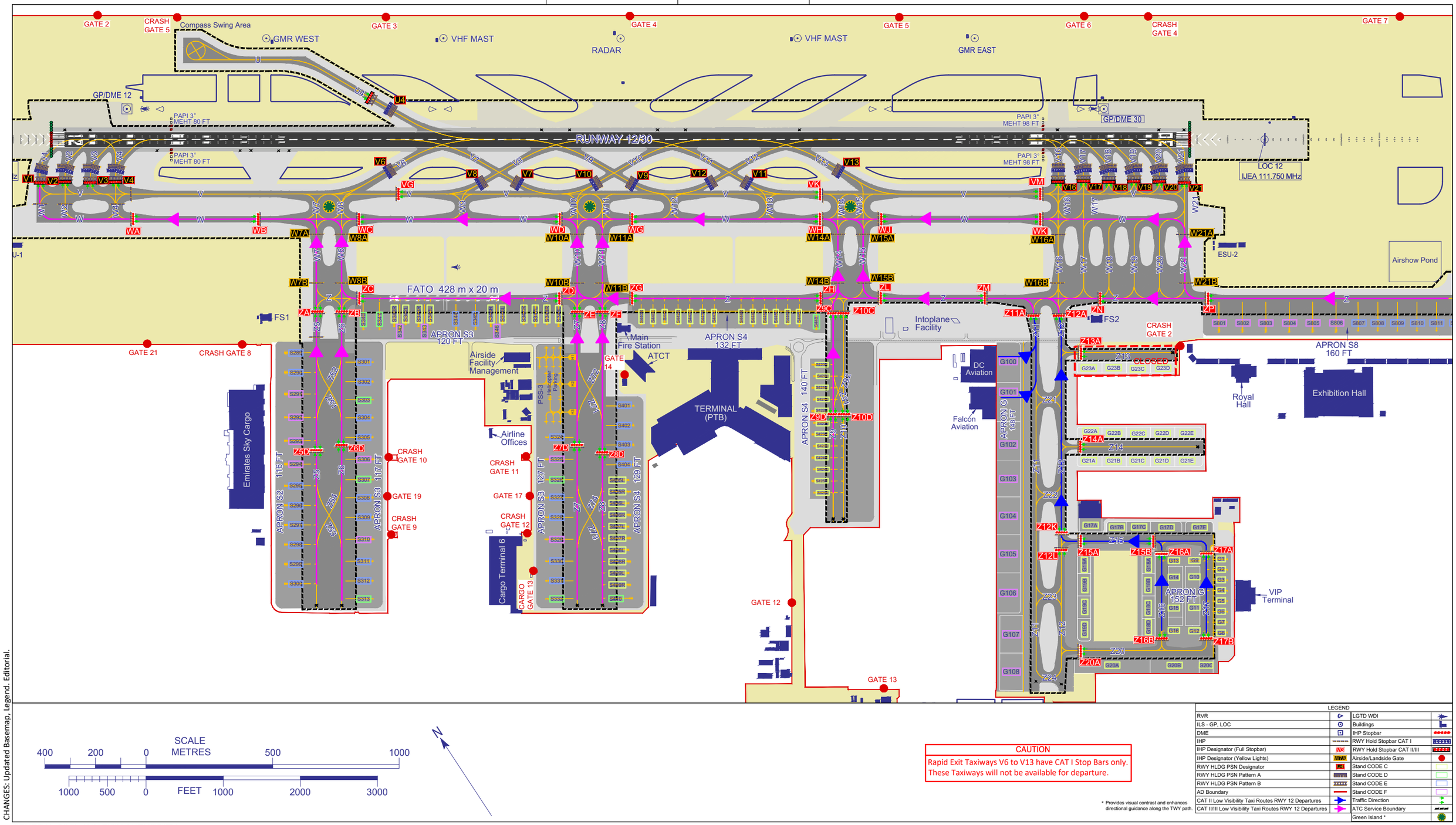
CHANGES: Updated Basemap, Legend. Editorial.

PAGE INTENTIONALLY LEFT BLANK

Low Visibility Taxi Routes - Departures RWY 12

ARP	AD ELEV
245506N 0551032E	171 FT

DUBAI / AL MAKTOUM INTL.
UNITED ARAB EMIRATES



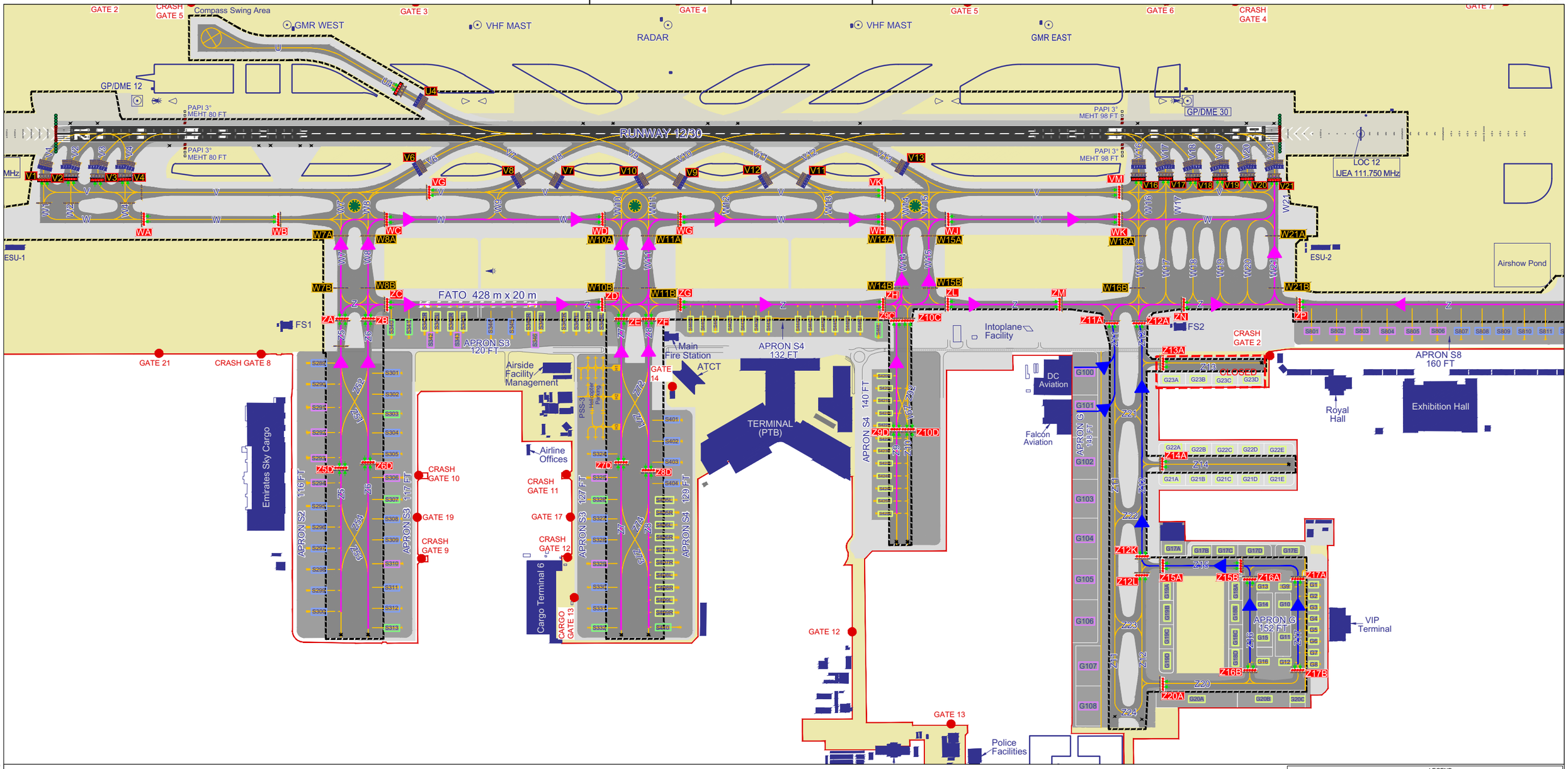
CHANGES: Updated Basemap, Legend. Editorial.

PAGE INTENTIONALLY LEFT BLANK

Low Visibility Taxi Routes - Departures RWY 30

ARP	AD ELEV
245506N 0551032E	171 FT

DUBAI / AL MAKTOUM INTL.
UNITED ARAB EMIRATES



SCALE

METRES						
400	200	0		500		1000
1000	500	0	FEET	1000	2000	3000

CAUTION

Rapid Exit Taxiways V6 to V13 have CAT I Stop Bars only. These Taxiways will not be available for departure.

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

LEGEND			
RVR		LGTD WDI	
ILS - GP, LOC		Buildings	
DME		IHP Stopbar	
IHP		RWY Hold Stopbar CAT I	
IHP Designator (Full Stopbar)		RWY Hold Stopbar CAT II/III	
IHP Designator (Yellow Lights)		Airside/Landside Gate	
RWY HLDG PSN Designator		Stand CODE C	
RWY HLDG PSN Pattern A		Stand CODE D	
RWY HLDG PSN Pattern B		Stand CODE E	
AD Boundary		Stand CODE F	
CAT II Low Visibility Taxi Routes RWY 30 Departures		Traffic Direction	
CAT II/III Low Visibility Taxi Routes RWY 30 Departures		ATC Service Boundary	
		Green Island *	

CHANGES: Updated Basemap, Legend. Editorial.

PAGE INTENTIONALLY LEFT BLANK

ELEVATIONS IN FEET
ALL OTHER DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

AERODROME OBSTACLE CHART - ICAO

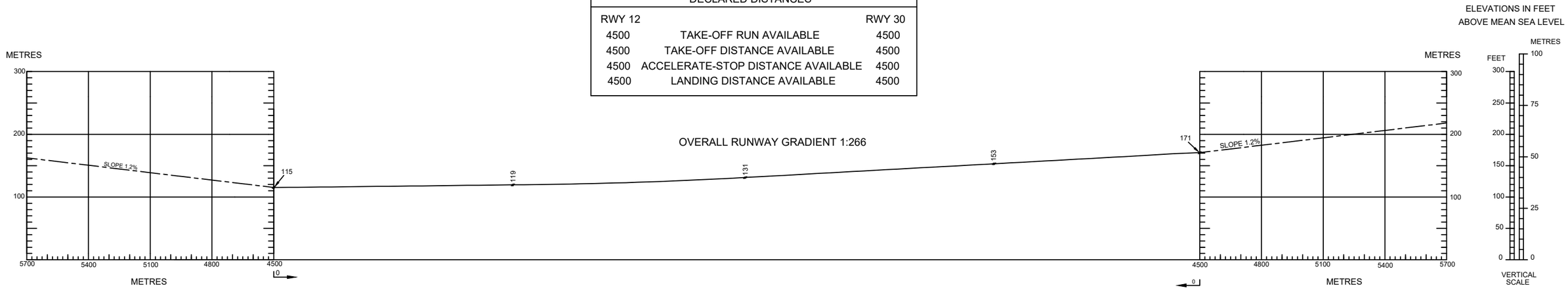
TYPE A - OPERATING LIMITATIONS

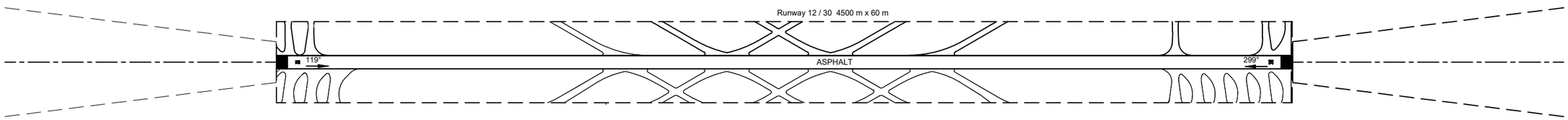
DUBAI / Al Maktoum Intl.
UNITED ARAB EMIRATES
RWY 12/30

MAGNETIC VARIATION 2° E (2020)

RUNWAY 12/30

DECLARED DISTANCES		
RWY 12		RWY 30
4500	TAKE-OFF RUN AVAILABLE	4500
4500	TAKE-OFF DISTANCE AVAILABLE	4500
4500	ACCELERATE-STOP DISTANCE AVAILABLE	4500
4500	LANDING DISTANCE AVAILABLE	4500

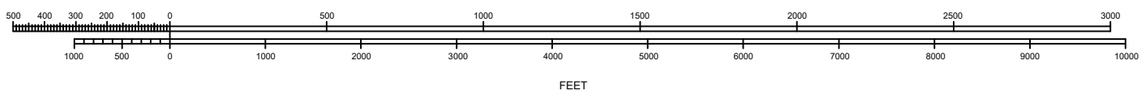




LEGEND

		PROFILE
IDENTIFICATION NUMBER	(10)	
HEIGHT AMSL	25	
BUILDING	■	(13)
TREE / BUSH	*	
POLE, AERIAL, TOWER, ETC	◉	
MOBILE OBSTACLE	=○=	

HORIZONTAL SCALE



ORDER OF ACCURACY:Horizontal 3 M; Vertical 1 FT

CHANGES: Amended MAG VAR Year. Editorial.

PAGE INTENTIONALLY LEFT BLANK

ELEVATIONS IN FEET AMSL
ALL OTHER DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

AERODROME OBSTACLE CHART - ICAO

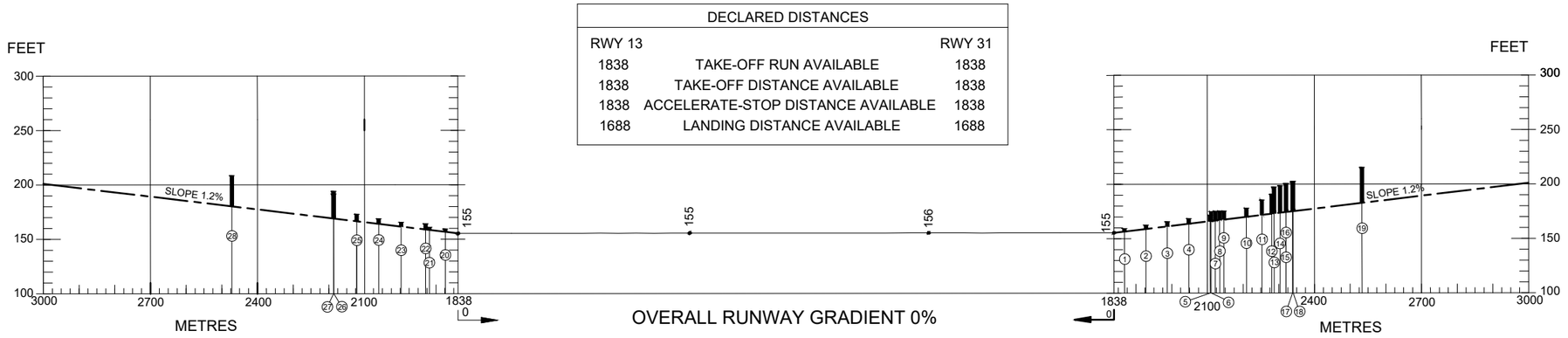
TYPE A - OPERATING LIMITATIONS

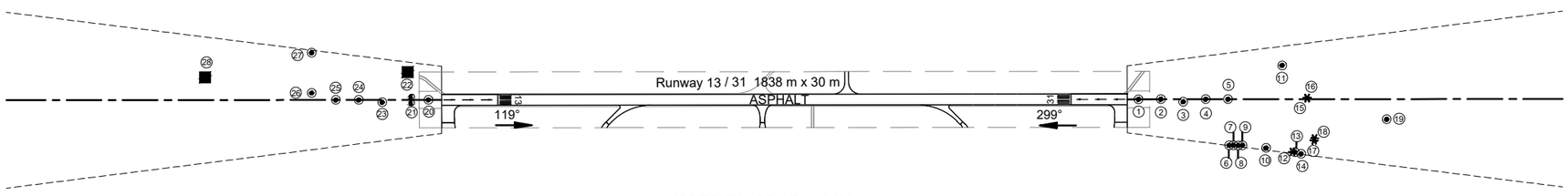
DUBAI / AL MAKTOUM INTL.
UNITED ARAB EMIRATES

RWY 13/31

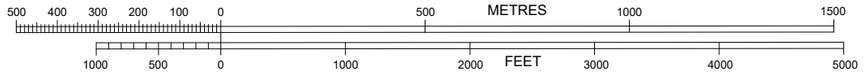
MAGNETIC VARIATION 2° E (2020)
ORDER OF ACCURACY: Horizontal 3M; Vertical 1FT

DECLARED DISTANCES		
RWY 13		RWY 31
1838	TAKE-OFF RUN AVAILABLE	1838
1838	TAKE-OFF DISTANCE AVAILABLE	1838
1838	ACCELERATE-STOP DISTANCE AVAILABLE	1838
1688	LANDING DISTANCE AVAILABLE	1688





HORIZONTAL SCALE 1:15,000



CAUTION

EXCLUSIVE USE FOR EFTA AIRCRAFT ONLY

LEGEND		PROFILE
IDENTIFICATION NUMBER	⑩	
HEIGHT AMSL	25	
BUILDING	■	⑬
TREE / BUSH	*	
POLE, AERIAL, TOWER, ETC	◉	
LOCALISER		

#	Description	WGS-84 Coordinates		ELEV AMSL	Survey Ref #
		Latitude	Longitude	FT	
1	APPROACH_LT	245142.9469N	0551005.7261E	159.25	2888
2	APPROACH_LT	245141.9346N	0551007.5551E	162.29	2887
3	APPROACH_LT	245140.7324N	0551009.2512E	165.42	2879
4	APPROACH_LT	245139.9105N	0551011.2115E	168.39	2875
5	APPROACH_LT	245138.9009N	0551013.0370E	171.43	2874
6	STREETLIGHT	245135.4140N	0551010.8300E	174.81	2542
7	STREETLIGHT	245135.2243N	0551011.1991E	175.06	2541
8	STREETLIGHT	245134.9924N	0551011.5511E	175.30	2540
9	STREETLIGHT	245134.8082N	0551011.9270E	175.31	2539
10	FENCE	245133.5521N	0551013.7163E	177.88	2551
11	STREETLIGHT	245138.9683N	0551019.1222E	185.33	2526
12	TREE_SMALL	245132.0463N	0551015.6625E	190.63	34575
13	STREETLIGHT	245131.9331N	0551015.8668E	197.19	2005
14	STREETLIGHT	245131.5132N	0551016.2918E	198.45	2094
15	TREE	245135.3549N	0551019.5209E	199.41	35255

#	Description	WGS-84 Coordinates		ELEV AMSL	Survey Ref #
		Latitude	Longitude	FT	
16	TREE	245135.4074N	0551019.5612E	200.55	35254
17	TREE	245131.9139N	0551017.9995E	201.67	35272
18	TREE	245132.0454N	0551018.1549E	202.76	35271
19	ROADSIGN	245130.2194N	0551024.9898E	215.26	31606
20	APPROACH_LT	245215.0316N	0550907.7520E	159.25	2889
21	31_LOC_NFM	245215.7764N	0550906.4004E	160.96	16136
22	LIGHTNING_CONDUCTOR	245218.0396N	0550907.4578E	164.24	2905
23	APPROACH_LT	245216.9273N	0550903.8483E	165.56	2894
24	APPROACH_LT	245218.1773N	0550902.0711E	168.69	2623
25	APPROACH_LT	245219.2114N	0550900.1934E	172.92	2624
26	STREETLIGHT	245220.8179N	0550858.5760E	191.47	2656
27	STREETLIGHT	245223.8223N	0550900.5596E	194.02	2658
28	BUILDING	245226.8090N	0550850.6638E	208.45	33131

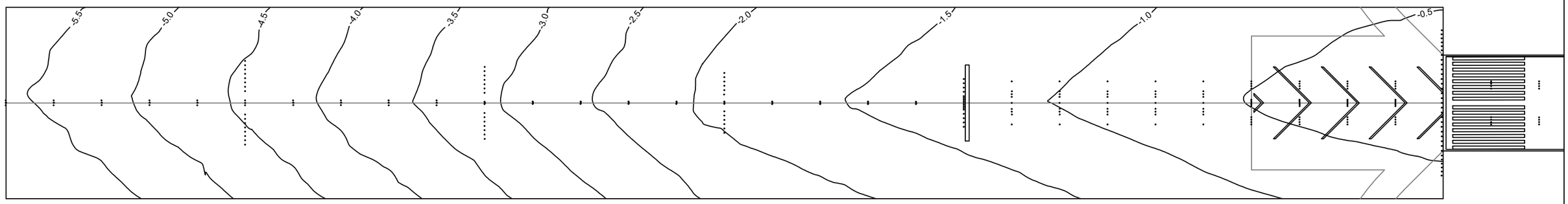
CHANGES: Updated OBST. Editorial.

PAGE INTENTIONALLY LEFT BLANK

ELEVATIONS AND HEIGHTS ARE IN METERS/FEET.
DISTANCES IN METERS

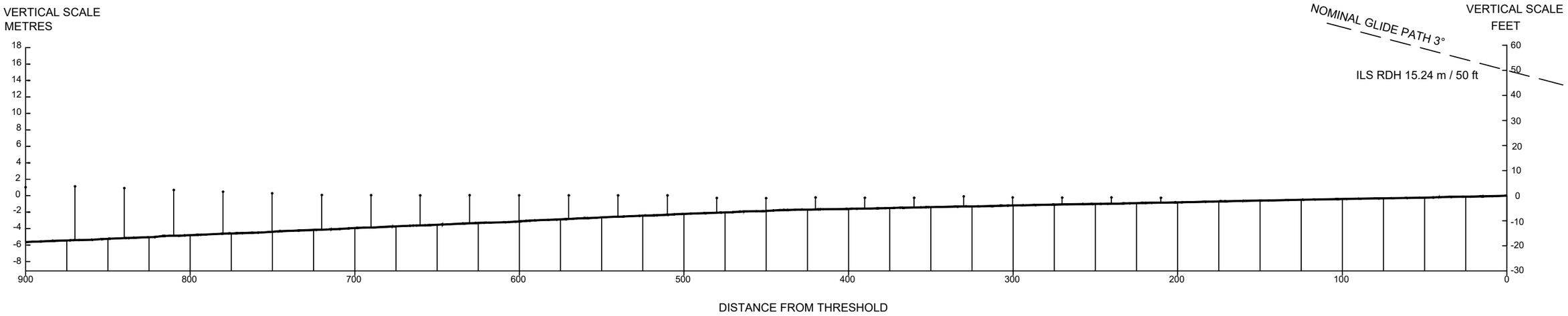
PRECISION APPROACH TERRAIN CHART - ICAO

DUBAI / AL MAKTOUM INTL.
UNITED ARAB EMIRATES
RWY 12



RWY 12 THR ELEV 35.1 m / 115.2 ft AMSL

Maximum heights within first 900 m from RWY 12 THR ELEV



LEGEND	
CENTRELINE PROFILE	
APPROACH LIGHT	
CONTOUR	20

HORIZONTAL SCALE 1:2500
VERTICAL SCALE 1:500
CONTOURS AND HEIGHTS ARE RELATED TO ELEVATION OF RUNWAY THRESHOLD

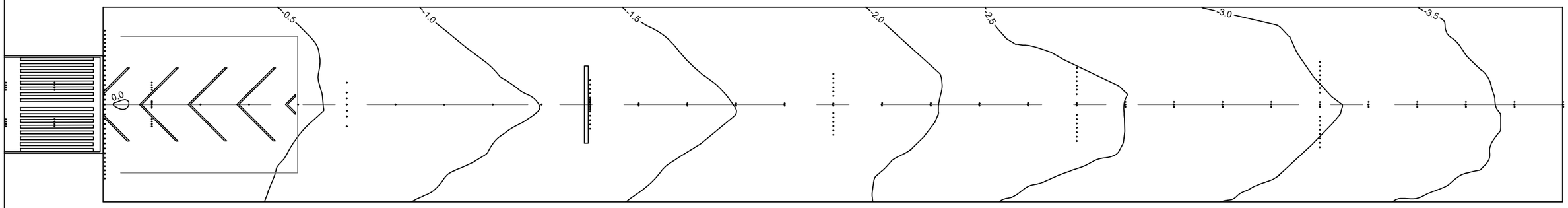
CHANGES: Updated Legend. Editorial.

PAGE INTENTIONALLY LEFT BLANK

ELEVATIONS AND HEIGHTS ARE IN METERS/FEET.
DISTANCES IN METERS

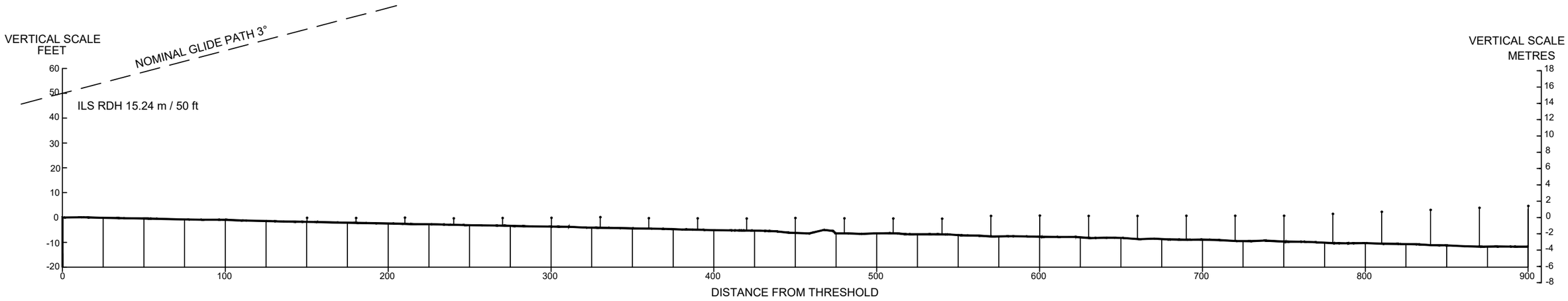
PRECISION APPROACH TERRAIN CHART - ICAO

DUBAI / AL MAKTOUM INTL.
UNITED ARAB EMIRATES
RWY 30



RWY 30 THR ELEV 52.0 m / 170.7 ft AMSL

Maximum heights within first 900 m from RWY 30 THR ELEV



CHANGES: Updated Legend. Editorial.

LEGEND	
CENTRELINE PROFILE	
APPROACH LIGHT	
CONTOUR	20

HORIZONTAL SCALE 1:2500
VERTICAL SCALE 1:500
CONTOURS AND HEIGHTS ARE RELATED TO ELEVATION OF RUNWAY THRESHOLD

PAGE INTENTIONALLY LEFT BLANK

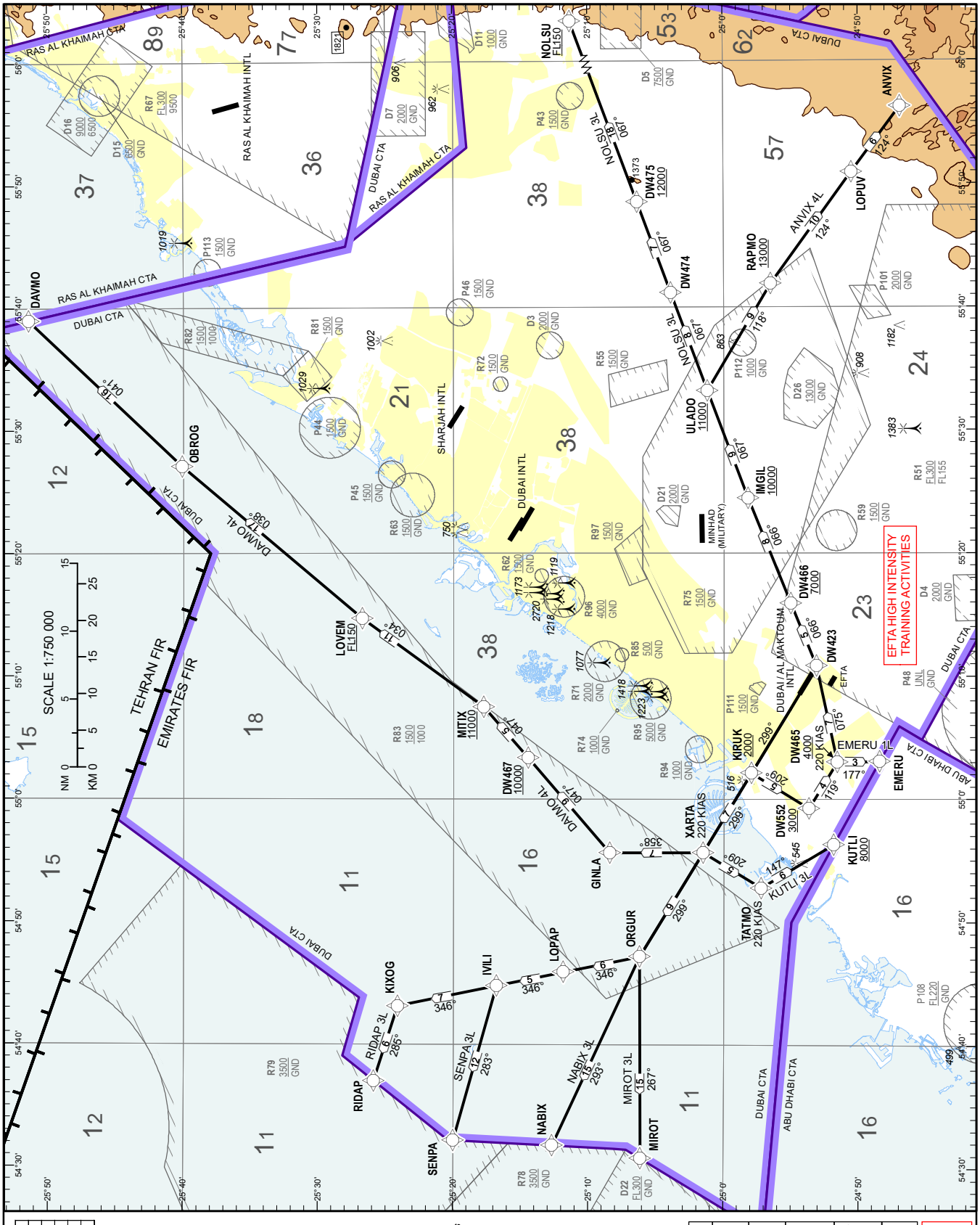
STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

AD ELEV 171 FT

DUBAI / AL MAKTOUM INTL

RNAV 1 SID RWY 30

ANVIX 4L, DAVMO 4L, EMERU 1L, KUTLI 3L, MIROT 3L, NABIX 3L, NOLSU 3L, RIDAP 3L, SENPA 3L



CHANGES: Amended Restrictions. Editorial.		
AL MAKTOUM INTL	126.475	DEP
AL MAKTOUM RDR	124.025	PRI
DUBAI DEP N	124.675	PRI
DUBAI DEP S	121.025	PRI
AL MAKTOUM TWR	118.625	PRI
AL MAKTOUM GND	118.375	PRI

FOR ROUTE DESCRIPTION SEE OMDW AD 2.22

TRANSITION ALTITUDE 13000 FT

VAR 2°E-2024

DIST IN NM
BEARINGS ARE MAGNETIC
ELEV, ALT, HGT IN FEET
SPEEDS ARE MAXIMUM
Refer ENR 5.1 for vertical limits details

Contour Legend: 6000 5000 4000 3000 2000 1000

NOTES

Do not climb above ATC cleared level.

RESTRICTIONS

RNAV 1 (GNSS) REQUIRED
MAX 250 KIAS below 10000 FT
25° angle of bank or at rate of 3° per second required on all turns
MNM (ATC) required climb gradient 5.0% to 8000 FT (300 FT per NM)
MNM (ATC) required climb gradient 6.4% to 8000 FT (390 FT per NM) for DAVMO 4L.
ATC instructions must be followed immediately.

CAUTION: INDEPENDENT HIGH INTENSITY CIRCUIT TRAINING TRAFFIC SOUTH OF THE AIRFIELD

PAGE INTENTIONALLY LEFT BLANK

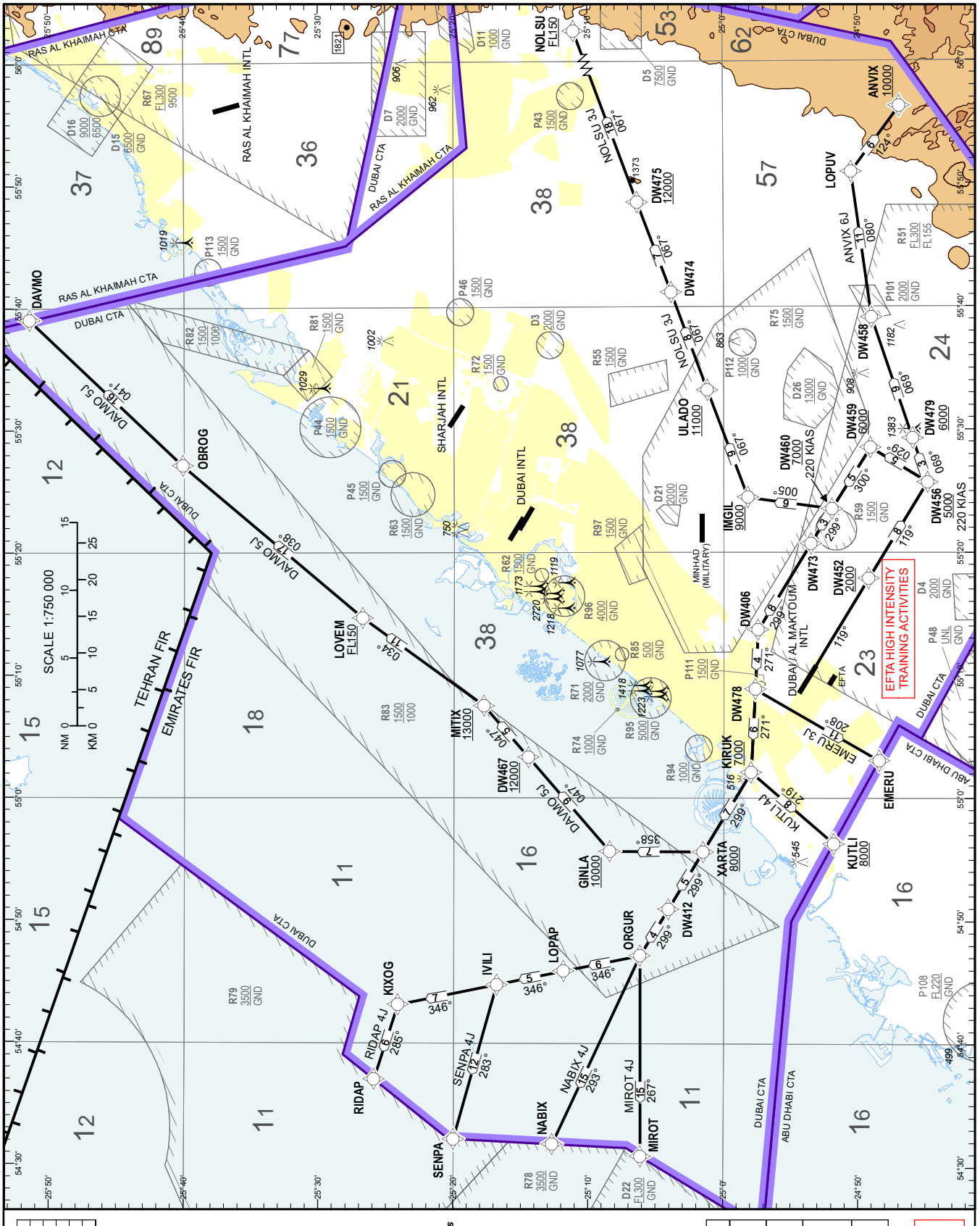
STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

AD ELEV 171 FT

DUBAI / AL MAKTOUM INTL

RNAV 1 SID RWY 12

ANVIX 6J, DAVMO 5J, EMERU 3J, KUTLI 4J, MIROT 4J, NABIX 4J, NOLSU 3J, RIDAP 4J, SENPA 4J



CHANGES: Amended Restrictions.

AL MAKTOUM INTL	126.475	DEP
AL MAKTOUM RDR	124.025	PRI
DUBAI DEP N	124.675	PRI
DUBAI DEP S	121.025	PRI
AL MAKTOUM TWR	118.625	PRI
AL MAKTOUM GND	118.375	PRI

FOR ROUTE DESCRIPTION SEE OMDW AD 2.22

TRANSITION ALTITUDE 13000 FT

VAR 2°E-2024

DIST IN NM
BEARINGS ARE MAGNETIC
ELEV, ALT, HGT IN FEET
SPEEDS ARE MAXIMUM
Refer ENR 5.1 for vertical limits details

Contour Legend: 6000, 5000, 4000, 3000, 2000, 1000

NOTES

Do not climb above ATC cleared level.

RESTRICTIONS

RNAV 1 (GNSS) REQUIRED
MAX 250 KIAS below 10000 FT
25° angle of bank or rate of 3° per second required on all turns
MNM (ATC) required climb gradient 5.0% to 8000 FT (300 FT per NM)
ATC instructions must be followed immediately.

CAUTION: INDEPENDENT HIGH INTENSITY CIRCUIT TRAINING TRAFFIC SOUTH OF THE AIRFIELD

PAGE INTENTIONALLY LEFT BLANK

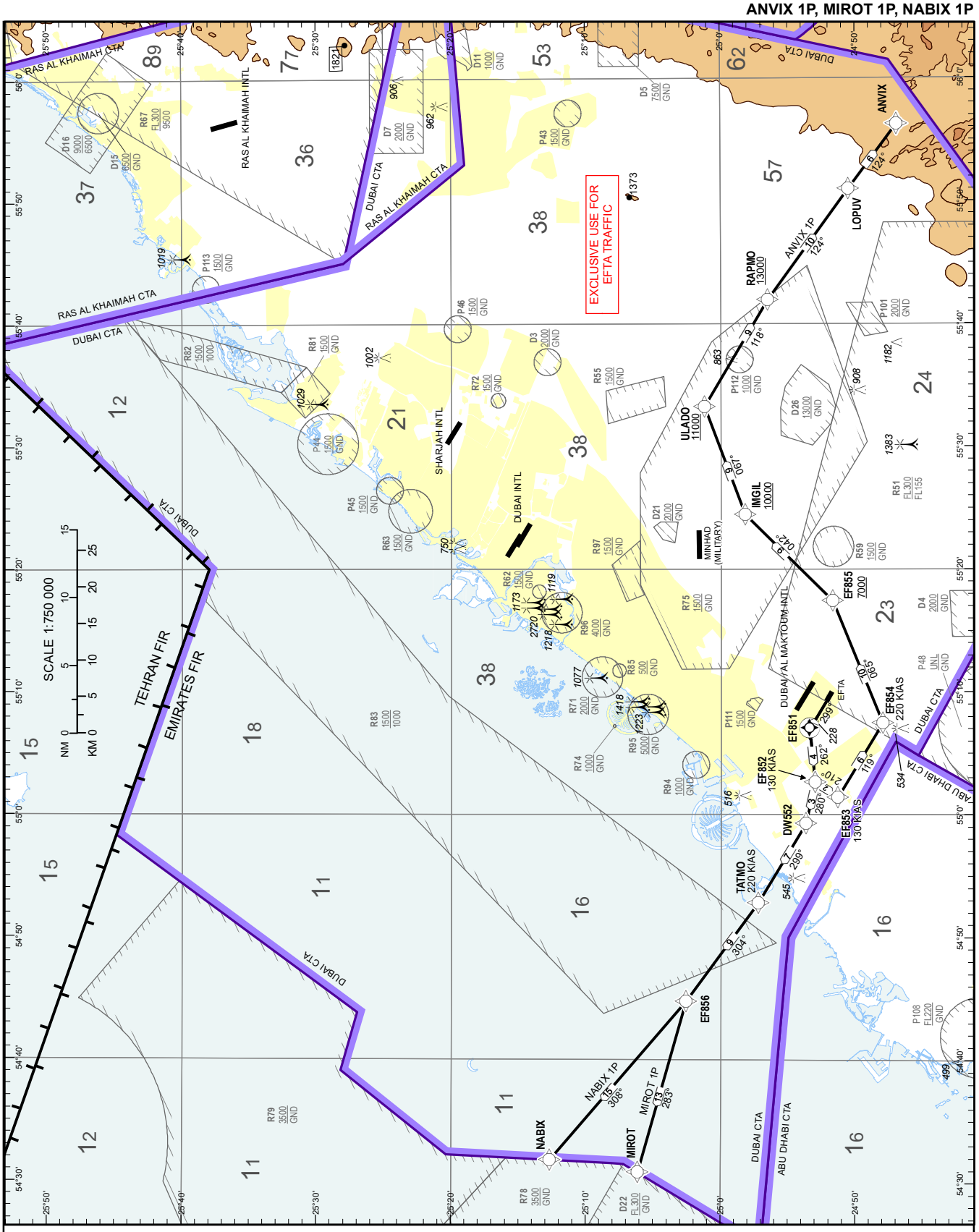
STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

AD ELEV 171 FT

DUBAI / AL MAKTOUM INTL

RNAV 1 SID RWY 31 (CAT A–B)

ANVIX 1P, MIROT 1P, NABIX 1P



CHANGES: Added Restrictions; OBST 228. Editorial.

AL MAKTOUM INTL	126.475	DEP
AL MAKTOUM RDR	124.025	PRI
DUBAI DEP N	124.675	PRI
DUBAI DEP S	121.025	PRI
ACADEMY TWR	118.775	PRI

FOR ROUTE DESCRIPTION SEE OMDW AD 2.22

TRANSITION ALTITUDE 13000 FT

VAR 2°E-2024

DIST IN NM
BEARINGS ARE MAGNETIC
ELEV, ALT, HGT IN FEET
SPEEDS ARE MAXIMUM
Refer ENR 5.1 for vertical limits details

Contour Legend: 6000, 5000, 4000, 3000, 2000, 1000

NOTES

Do not climb above ATC cleared level.

RESTRICTIONS

RNAV 1 (GNSS) REQUIRED
MAX 250 KIAS below 10000 FT
25° angle of bank or at rate of 3° per second required on all turns
MNM (ATC) required climb gradient 5.0% to 8000 FT (300 FT per NM)
MNM obstacle climb gradient 3.4% (207 FT per NM) to 500 FT.
Initial climb limited to 2000 FT. Further climb when instructed by ATC.
ATC instructions must be followed immediately.

CLOSE-IN OBSTACLES

TYPE	ELEV (FT)	DIST FM DER (M)
STREETLIGHT POLE	176	68
STREETLIGHT POLE	177	27
STREETLIGHT POLE	174	3

PAGE INTENTIONALLY LEFT BLANK

STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

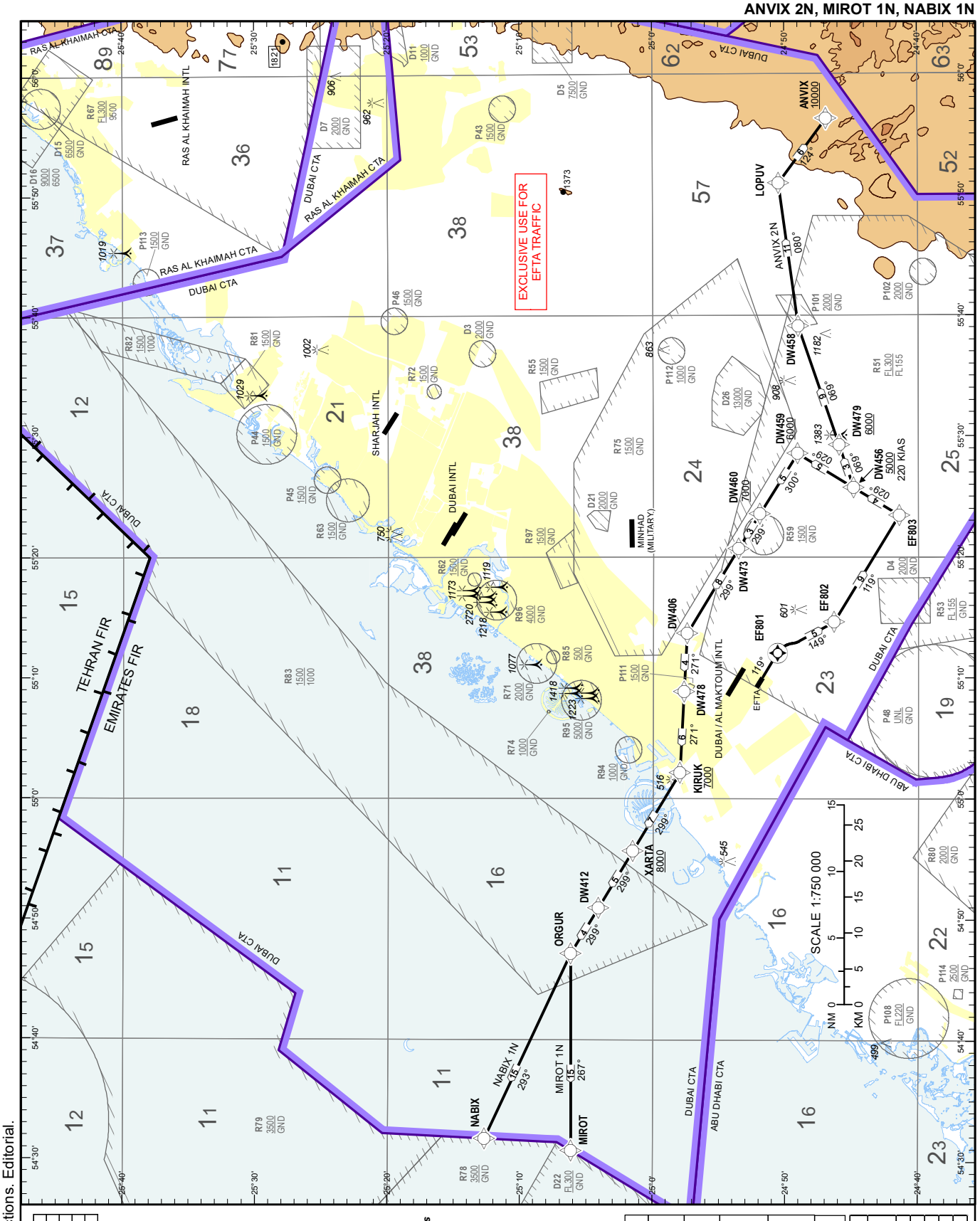
AD ELEV 171 FT

DUBAI / AL MAKTOUM INTL

RNAV 1 SID RWY 13 (CAT A–B)

ANVIX 2N, MIROT 1N, NABIX 1N

CHANGES: Amended Restrictions. Editorial.



AL MAKTOUM INTL	126.475	DEP
AL MAKTOUM RDR	124.025	PRI
DUBAI DEP N	124.675	PRI
DUBAI DEP S	121.025	PRI
ACADEMY TWR	118.775	PRI

FOR ROUTE DESCRIPTION SEE OMDW AD 2.22

TRANSITION ALTITUDE 13000 FT

VAR 2°E-2024

DIST IN NM
BEARINGS ARE MAGNETIC
ELEV, ALT, HGT IN FEET
SPEEDS ARE MAXIMUM
Refer ENR 5.1 for vertical limits details

Contour Legend: 6000 5000 4000 3000 2000 1000

NOTES

Do not climb above ATC cleared level.

RESTRICTIONS

RNAV 1 (GNSS) REQUIRED
MAX 250 KIAS below 10000 FT
25° angle of bank or at rate of 3° per second required on all turns
MNM (ATC) required climb gradient 5.0% to 8000 FT (300 FT per NM)
Initial climb limited to 2000 FT. Further climb when instructed by ATC.
ATC instructions must be followed immediately.

CLOSE-IN OBSTACLES

TYPE	ELEV (FT)	DIST FM DER (M)
STREETLIGHT POLE	229	418
STREETLIGHT POLE	224	570
STREETLIGHT POLE	183	130
STREETLIGHT POLE	181	70
STREETLIGHT POLE	180	10

PAGE INTENTIONALLY LEFT BLANK

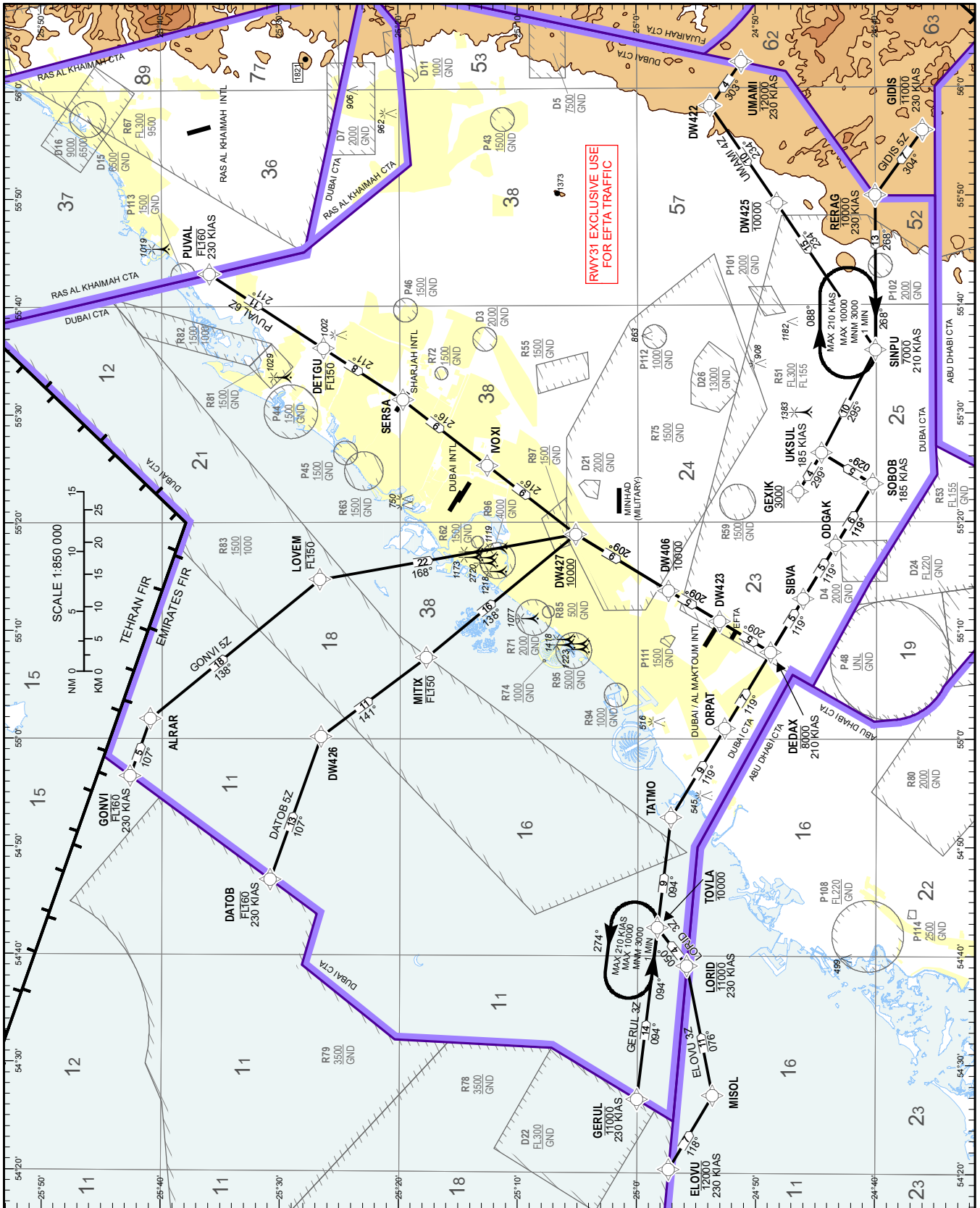
STANDARD ARRIVAL CHART-INSTRUMENT (STAR) - ICAO

AD ELEV 171 FT

DUBAI / AL MAKTOUM INTL

RNAV 1 STAR RWY 30 / 31

DATOB 5Z, ELOVU 3Z, GERUL 3Z, GIDIS 5Z, GONVI 5Z, LORID 3Z, PUVAL 6Z, UMAMI 4Z



AL MAKTOUM INTL	123.175	ARR
AL MAKTOUM RDR	124.025	PRI
DUBAI DEP N	124.675	PRI
DUBAI DEP S	121.025	PRI
DUBAI S RDR	120.400	PRI
AL MAKTOUM TWR	118.625	PRI
AL MAKTOUM GND	118.375	PRI
ACADEMY TWR	118.775	PRI

FOR ROUTE DESCRIPTION SEE OMDW AD 2.22

TRANSITION ALTITUDE 13000 FT

VAR 2°E-2024

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

Contour Legend: 6000 5000 4000 3000 2000 1000

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.

NOTES

Do not descend below ATC cleared level.

CAUTION: INDEPENDENT HIGH INTENSITY CIRCUIT TRAINING TRAFFIC SOUTH OF THE AIRFIELD

CHANGES: Added Restrictions. Editorial.

PAGE INTENTIONALLY LEFT BLANK

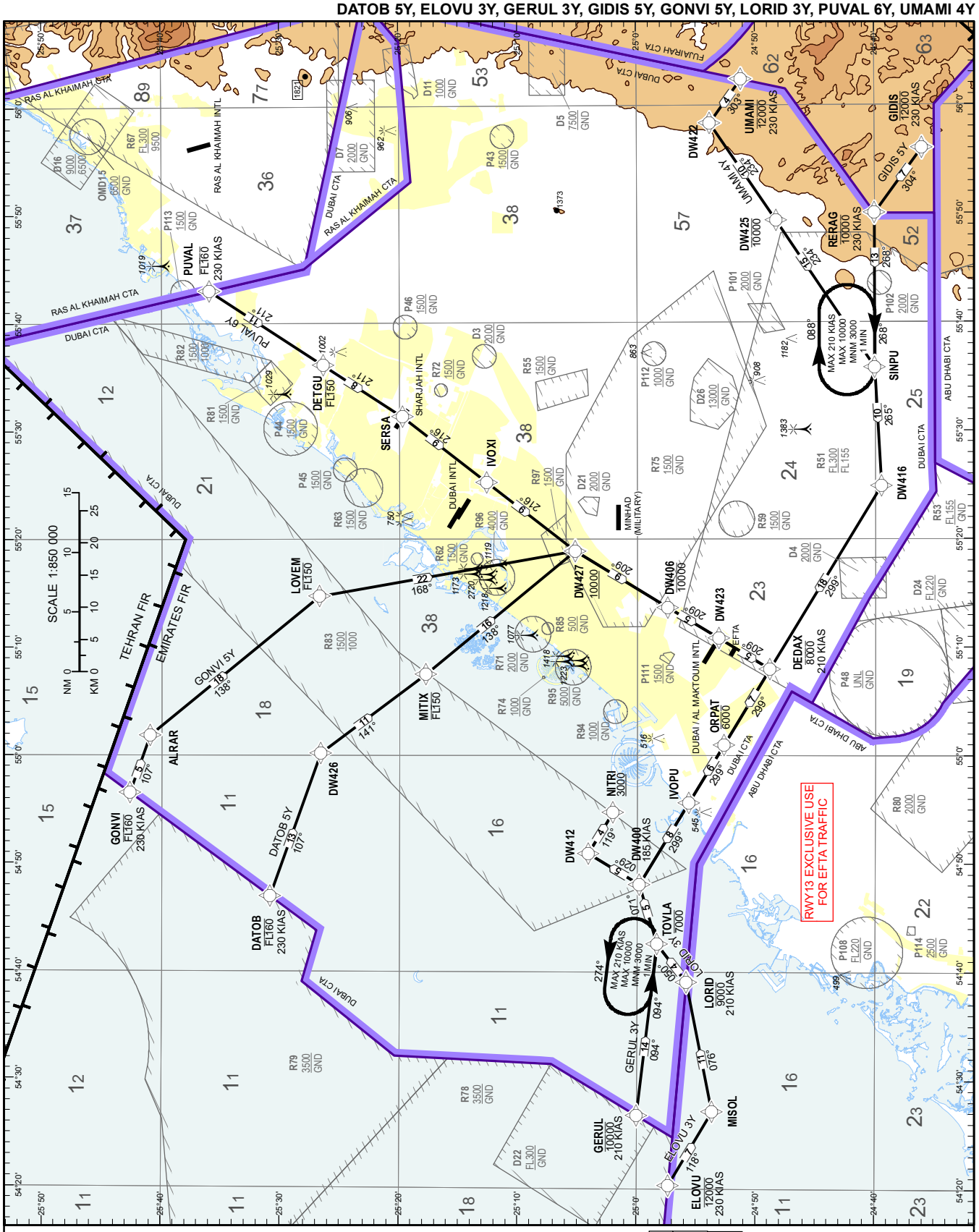
STANDARD ARRIVAL CHART-INSTRUMENT (STAR) - ICAO

AD ELEV 171 FT

DUBAI / AL MAKTOUM INTL

RNAV 1 STAR RWY 12 / 13

DATOB 5Y, ELOVU 3Y, GERUL 3Y, GIDIS 5Y, GONVI 5Y, LORID 3Y, PUVAL 6Y, UMAMI 4Y



AL MAKTOUM INTL	123.175	ARR
AL MAKTOUM RDR	124.025	PRI
DUBAI DEP N	124.675	PRI
DUBAI DEP S	121.025	PRI
DUBAI S RDR	120.400	PRI
AL MAKTOUM TWR	118.625	PRI
AL MAKTOUM GND	118.375	PRI
ACADEMY TWR	118.775	PRI

FOR ROUTE DESCRIPTION SEE OMDW AD 2.22

TRANSITION ALTITUDE 13000 FT

VAR 2°E-2024

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

Contour Legend 6000 5000 4000 3000 2000 1000

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.

NOTES

Do not descend below ATC cleared level.

CAUTION: INDEPENDENT HIGH INTENSITY CIRCUIT TRAINING TRAFFIC SOUTH OF THE AIRFIELD

CHANGES: Added Restrictions. Editorial.

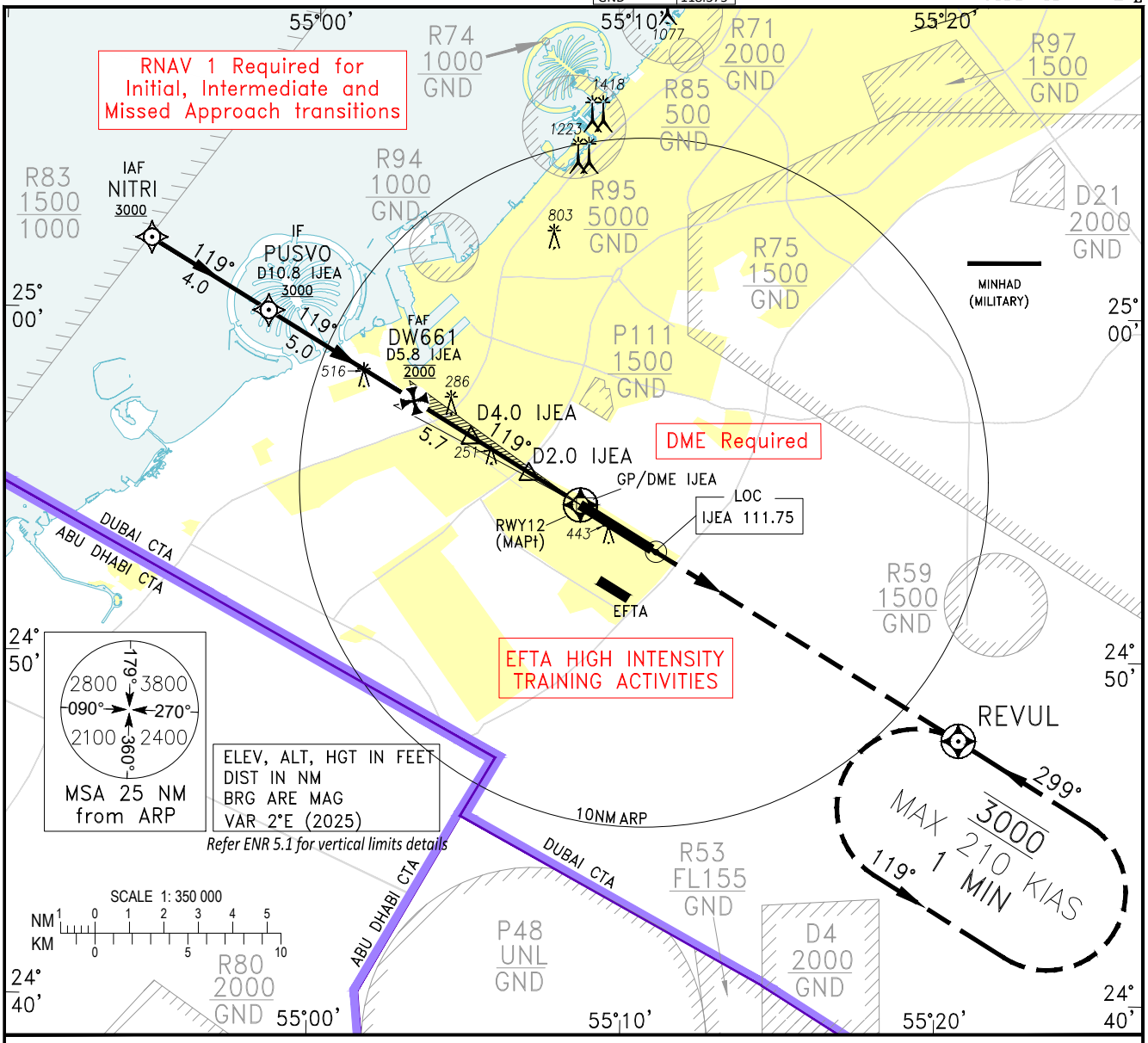
PAGE INTENTIONALLY LEFT BLANK

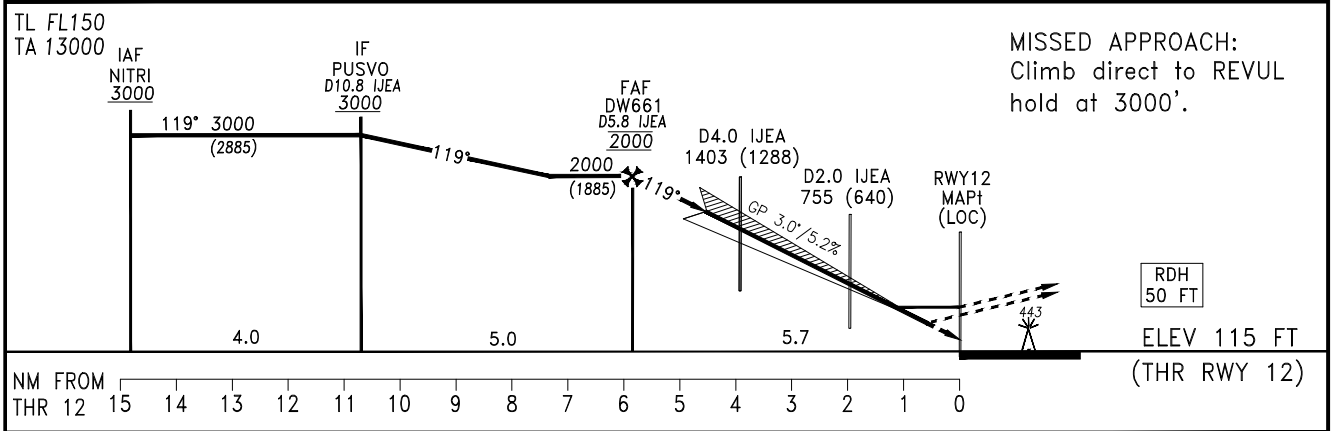
INSTRUMENT APPROACH CHART–ICAO

AD ELEV 171 FT
HEIGHTS RELATED TO THR RWY 12 ELEV 115 FT

D-ATIS (ARR)	123.175
AMR	124.025
DEP (N)	124.675
DEP (S)	121.025
DSR	120.400
TWR	118.625
GND	118.375

DUBAI/AL MAKTOUM INTL
ILS RWY 12
CAT A – D_L





OCA/H		A	B	C	D	D_L
Straight–in Approach	ILS CAT I ① MACG 3.0%	302 (187)	315 (200)	323 (208)	333 (218)	333 (218)
	ILS CAT II② MACG 3.0%	176 (61)	193 (78)	205 (90)	220 (105)	220 (105)
	LOC MACG 3.0%	550 (435)				
Circling		N/A				

ILS CAT III available MNM RVR 50 M
① MNM DH CAT I A – 200 FT
② MNM DH CAT II A,B,C – 100 FT

Distance from IJEA	NM	5.8	4.8	3.8	2.8	1.8	0.8
Altitude	FT	1940	1630	1310	1000	680	370
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. ATS COM FAC. Editorial.

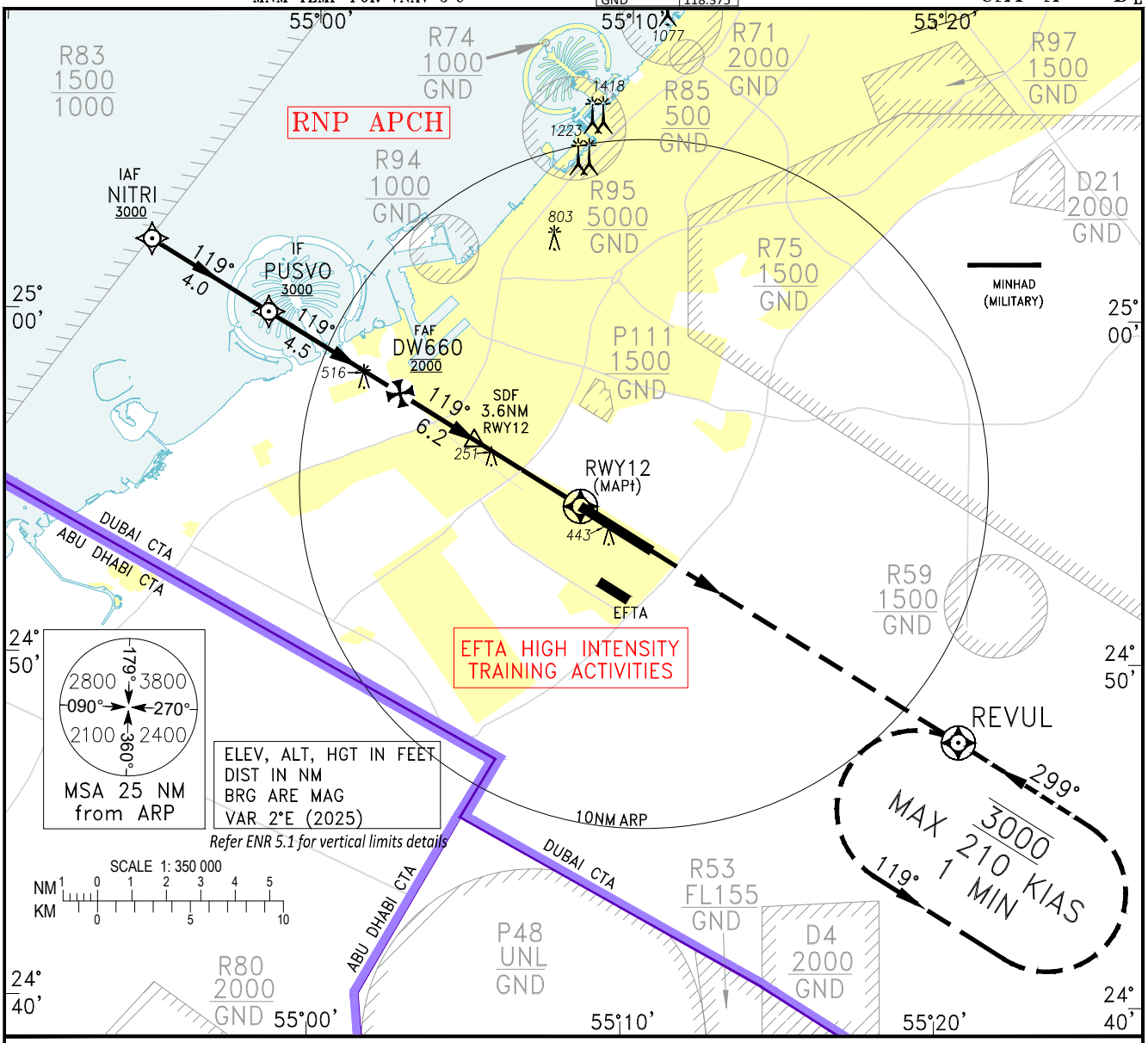
PAGE INTENTIONALLY LEFT BLANK

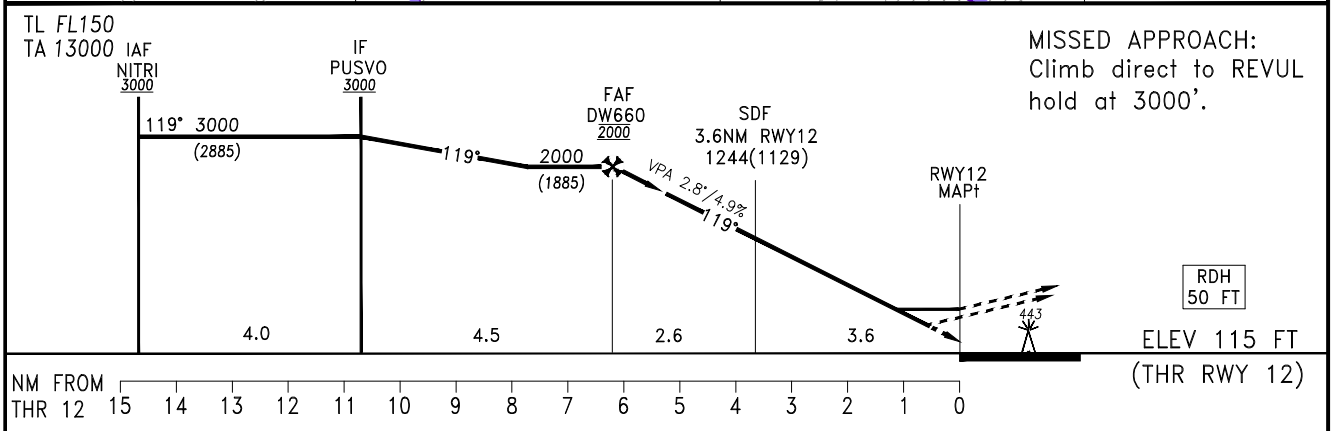
INSTRUMENT APPROACH CHART–ICAO

AD ELEV 171 FT
HEIGHTS RELATED TO THR RWY 12 ELEV 115 FT
MNM TEMP FOR VNAV 5°C

D-ATIS (ARR)	123.175
AMR	124.025
DEP (N)	124.675
DEP (S)	121.025
DSR	120.400
TWR	118.625
GND	118.375

DUBAI/AL MAKTOUM INTL
RNP RWY 12
CAT A – D_L





OCA/H		A	B	C	D	D_L
Straight–in Approach	LNAV/VNAV MACG 3.00%	470 (355)	480 (365)	480 (365)	490 (375)	490 (375)
	LNAV MACG 3.00%	550 (435)				
Circling		N/A				

Distance from RWY12	NM	6.1	5.1	4.1	3.1	2.1	1.1
Altitude	FT	1970	1680	1380	1080	780	490
Ground Speed	KT	80	100	120	140	160	180
Rate of Descent	FT/MIN	400	500	610	710	810	910

CHANGES: Updated ATS COM FAC. Editorial.

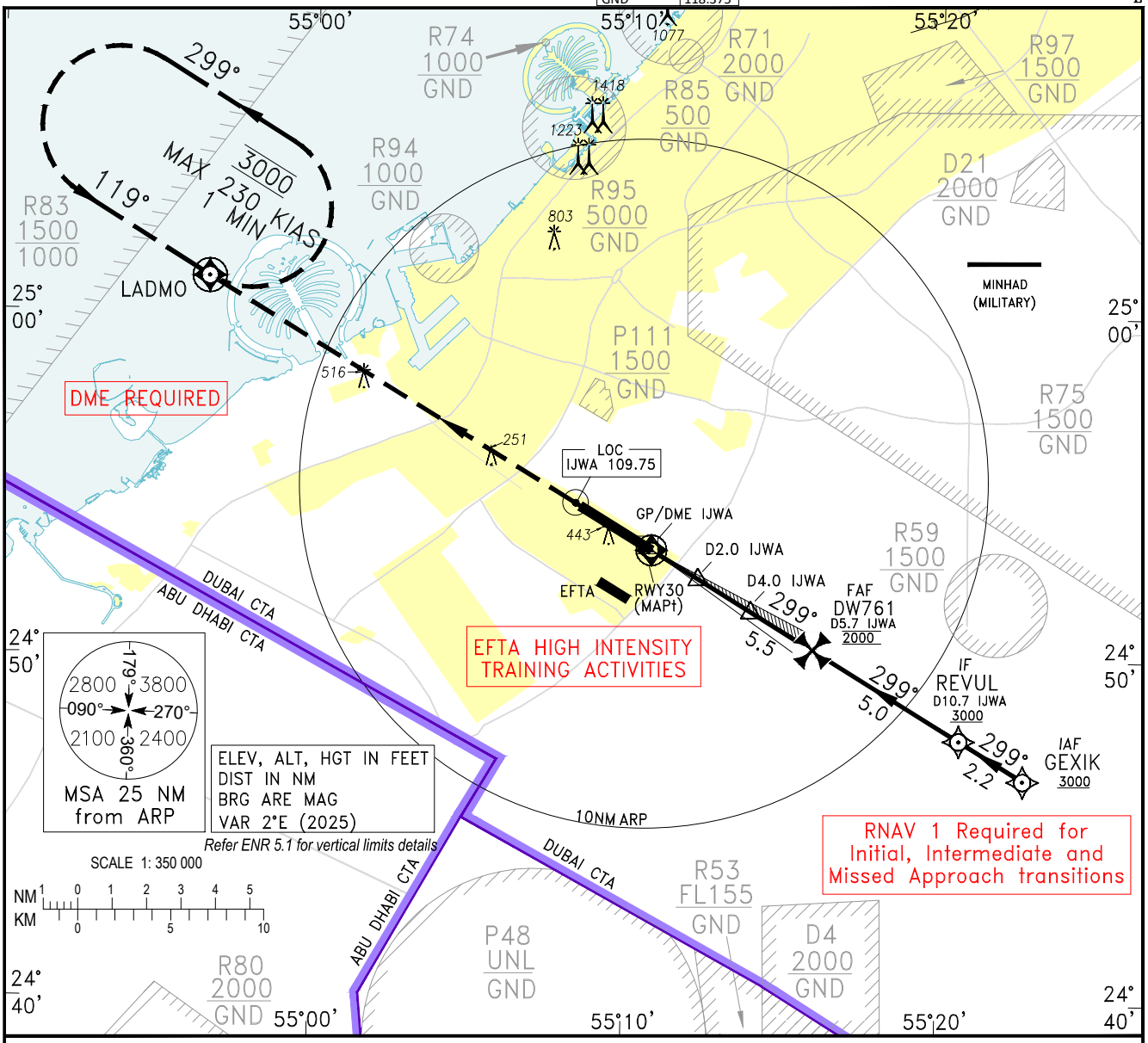
PAGE INTENTIONALLY LEFT BLANK

INSTRUMENT APPROACH CHART–ICAO

AD ELEV 171 FT
HEIGHTS RELATED TO THR RWY 30 ELEV 171 FT

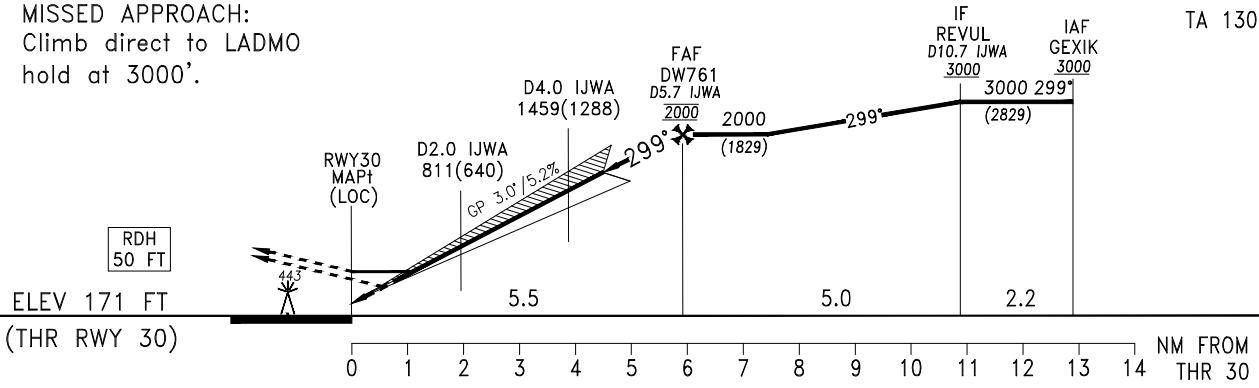
D-ATIS (ARR)	123.175
AMR	124.025
DEP (N)	124.675
DEP (S)	121.025
DSR	120.400
TWR	118.625
GND	118.375

DUBAI/AL MAKTOUM INTL
ILS RWY 30
CAT A – D_L



MISSED APPROACH:
Climb direct to LADMO
hold at 3000'.

TL FL150
TA 13000



OCA/H		A	B	C	D	D_L
Straight-in Approach	ILS CAT I① MACG 3.0%	326 (155)	339 (168)	347 (176)	357 (186)	357 (186)
	ILS CAT II② MACG 3.0%	238 (67)	256 (85)	267 (96)	282 (111)	282 (111)
	LOC MACG 3.0%	480 (309)				
Circling		N/A				

ILS CAT III available MNM RVR 50 M
① MNM DH CAT I A,B,C,D,D_L – 200 FT
② MNM DH CAT II A,B,C – 100 FT

Distance from IJWA	NM	5.7	4.7	3.7	2.7	1.7	0.7
Altitude	FT	1990	1670	1350	1030	710	400
Ground Speed	KT	80	100	120	140	160	180
Rate of Descent	FT/MIN	440	550	660	770	880	990

CHANGES: Amended GP INOP to LOC. ATS COM FAC. Editorial.

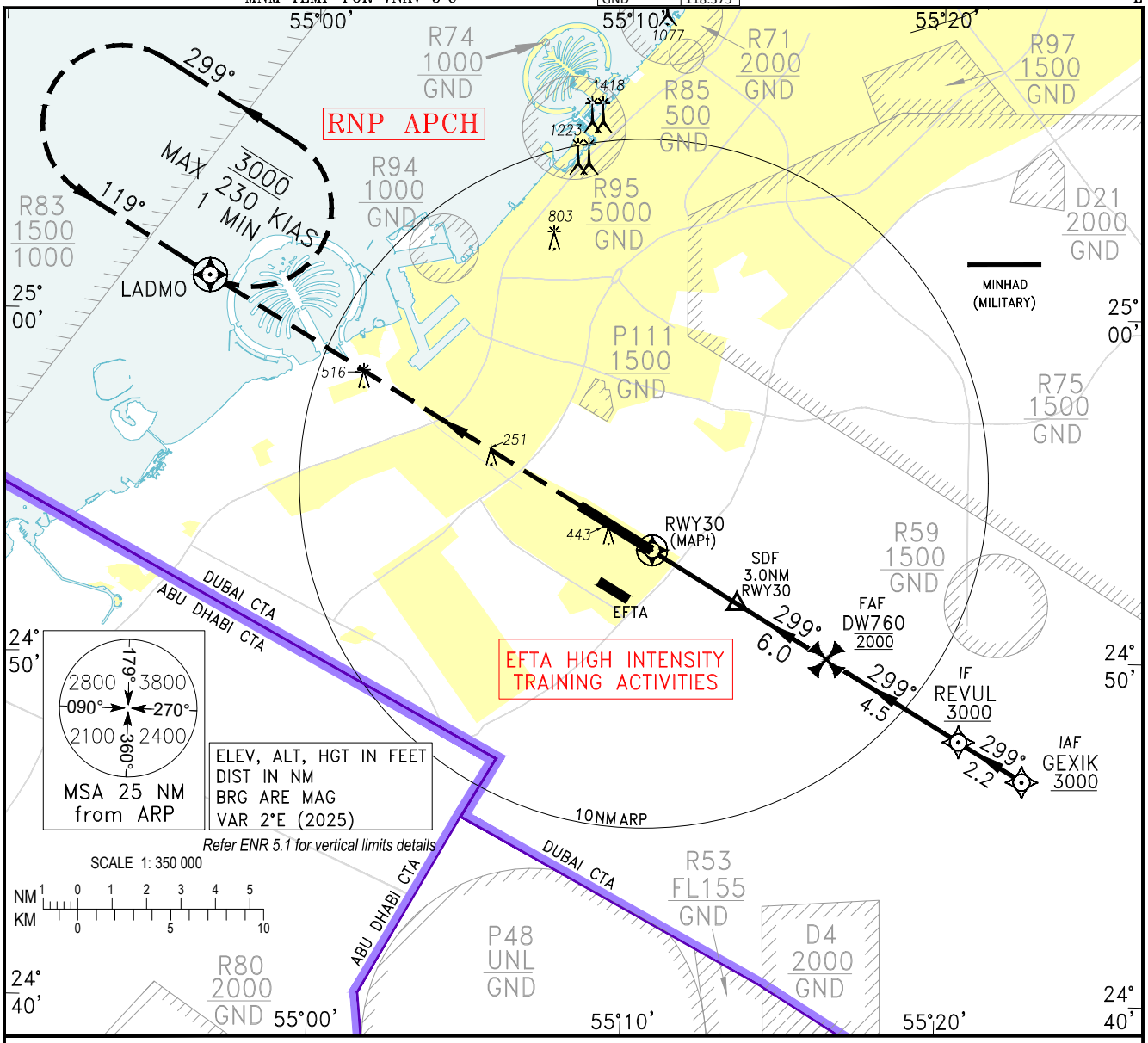
PAGE INTENTIONALLY LEFT BLANK

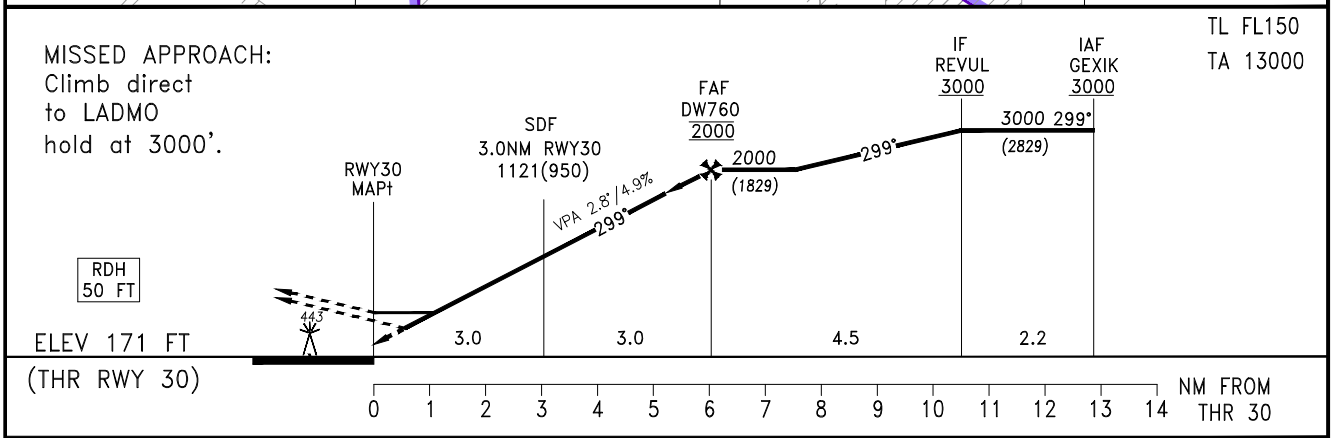
INSTRUMENT APPROACH CHART–ICAO

AD ELEV 171 FT
HEIGHTS RELATED TO THR RWY 30 ELEV 171 FT
MNM TEMP FOR VNAV 5°C

D-ATIS (ARR)	123.175
AMR	124.025
DEP (N)	124.675
DEP (S)	121.025
DSR	120.400
TWR	118.625
GND	118.375

DUBAI/AL MAKTOUM INTL
RNP RWY 30
CAT A – D_L





OCA/H		A	B	C	D	D_L
Straight-in Approach	LNAV/VNAV① MACG 3.00%	410 (239)	420 (249)	430 (259)	460 (289)	460(289)
	LNAV MACG 3.00%	570 (399)				
Circling		N/A				

①LNAV/VNAV DH 250 FT ACFT CAT A,B.

Distance from RWY30	NM	5.9	4.9	3.9	2.9	1.9	0.9
Altitude	FT	1970	1670	1370	1080	780	480
Ground Speed	KT	80	100	120	140	160	180
Rate of Descent	FT/MIN	400	500	610	710	810	910

CHANGES: Updated ATS COM FAC. Editorial.

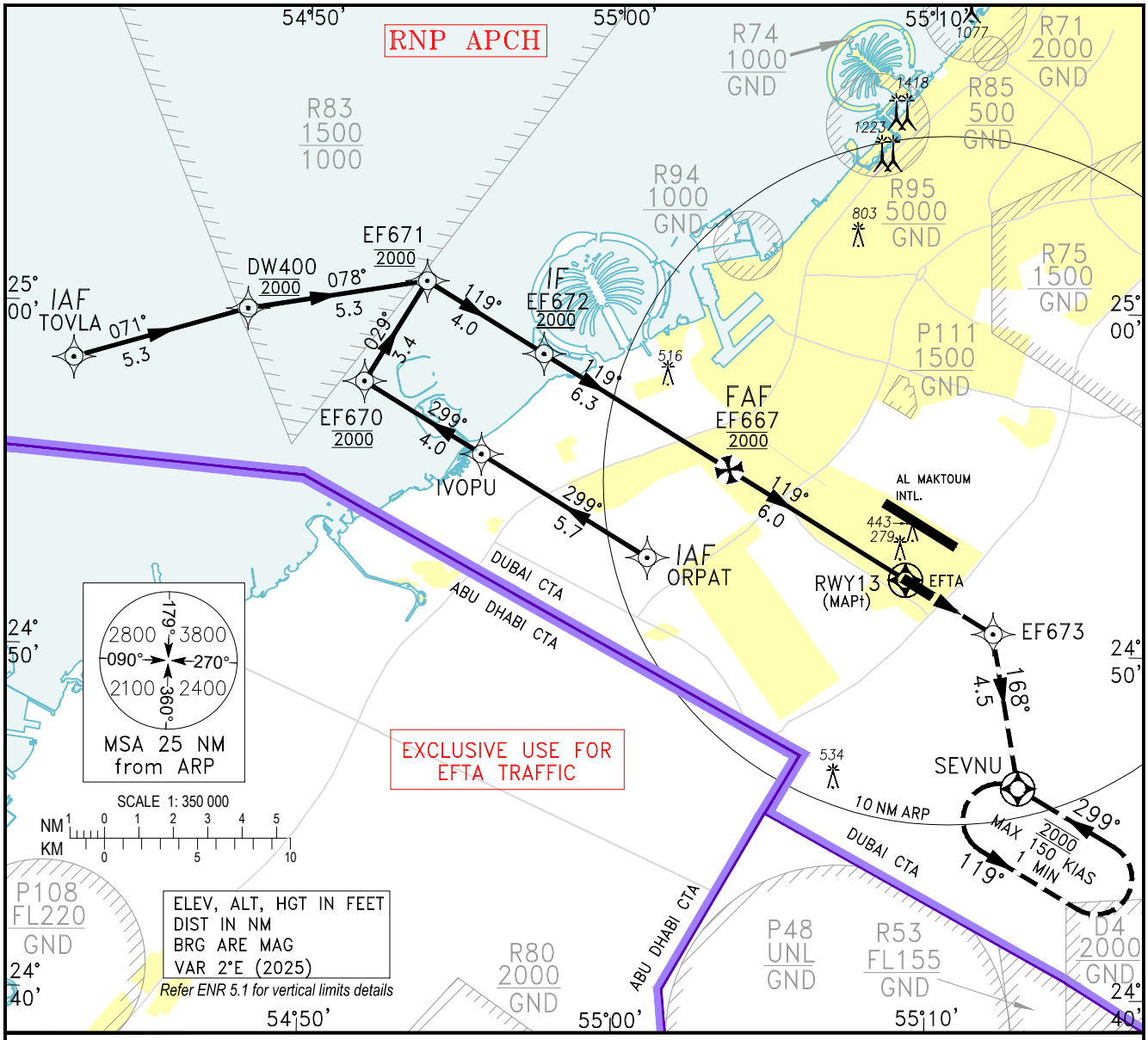
PAGE INTENTIONALLY LEFT BLANK

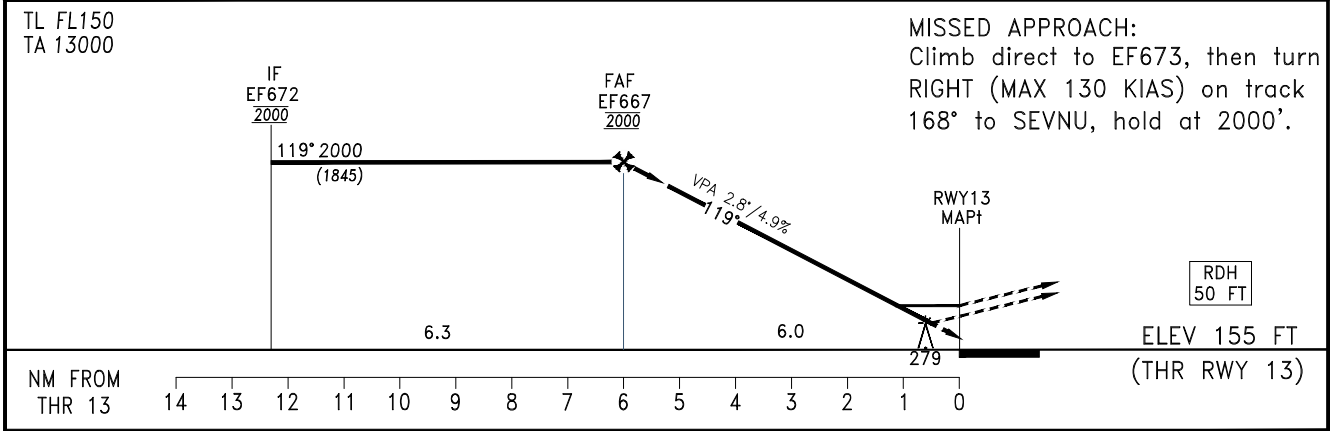
INSTRUMENT APPROACH CHART–ICAO

AD ELEV 171 FT
HEIGHTS RELATED TO THR RWY 13 ELEV 155 FT
MNM TEMP FOR VNAV 5°C

AMR	124.025
DSR	120.400
EFTA TWR	118.775

DUBAI/AL MAKTOUM INTL
RNP RWY 13
CAT A – B





MISSED APPROACH:
Climb direct to EF673, then turn RIGHT (MAX 130 KIAS) on track 168° to SEVNU, hold at 2000'.

OCA/H		A	B			
Straight-in Approach	LNAV/VNAV MACG 3.50%	410 (255)	430 (275)			
	LNAV MACG 3.50%	530 (375)				
Circling ①		740 (569)				

LNAV/VNAV & LNAV MNM RVR 1500 M
① Circling not authorised N of the RWY CL



Distance from RWY13	NM	6.0	5.0	4.0	3.0	2.0	1.0
Altitude	FT	1990	1690	1390	1090	800	500
Ground Speed	KT	80	100	120	140		
Rate of Descent	FT/MIN	400	500	610	710		

CHANGES: Added Note. Editorial.

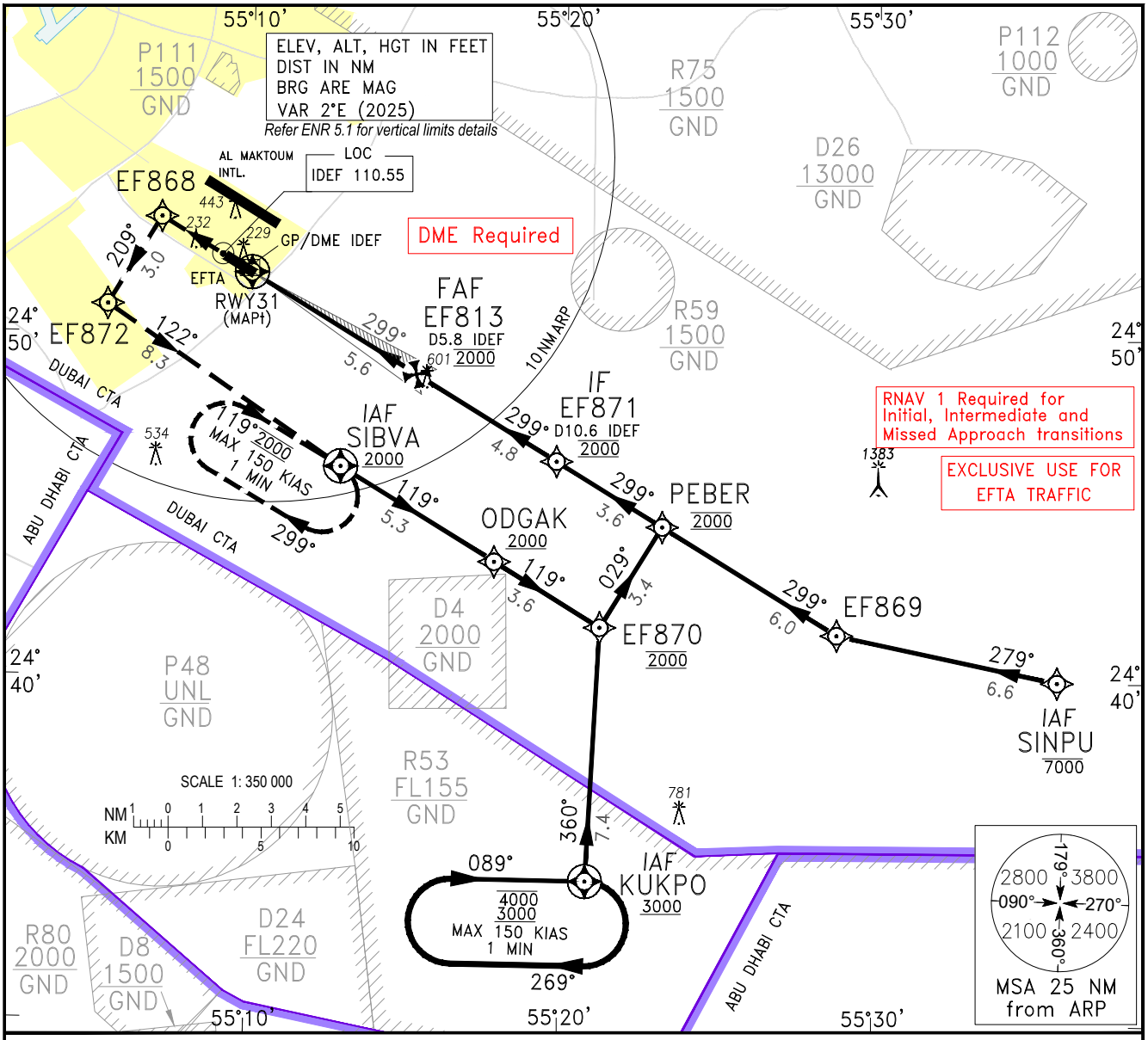
PAGE INTENTIONALLY LEFT BLANK

INSTRUMENT APPROACH CHART–ICAO

AD ELEV 171 FT
HEIGHTS RELATED TO
THR RWY 31 ELEV 155 FT

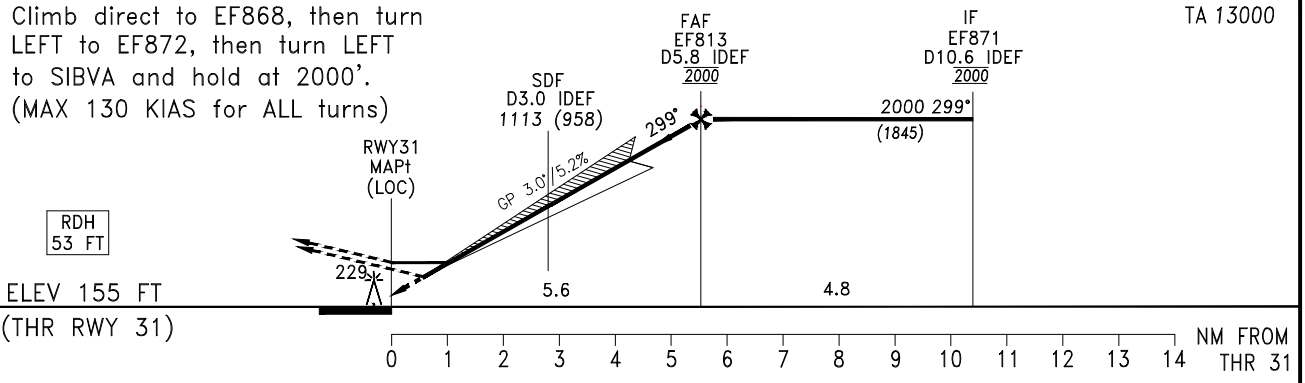
AMR	124.025
DSR	120.400
EFTA TWR	118.775

DUBAI/AL MAKTOUM INTL
ILS RWY 31
CAT A – B



MISSED APPROACH:
Climb direct to EF868, then turn LEFT to EF872, then turn LEFT to SIBVA and hold at 2000'.
(MAX 130 KIAS for ALL turns)

TL FL150
TA 13000



OCA/H		A	B
Straight-in Approach	ILS CAT I ①	360 (205)	372 (217)
	LOC	480 (325)	
Circling ②		740 (569)	

ILS CAT I MNM RVR 1000 M
LOC MNM RVR 1500 M
① MNM DH CAT I A, B – 270 FT
② Circling not authorised N of the RWY CL



Distance from IDEF	NM	5.8	4.8	3.8	2.8	1.8	0.8
Altitude	FT	1990	1670	1350	1040	720	400
Ground Speed	KT	80	100	120	140		
Rate of Descent	FT/MIN	420	530	630	740		

CHANGES: Added D8.

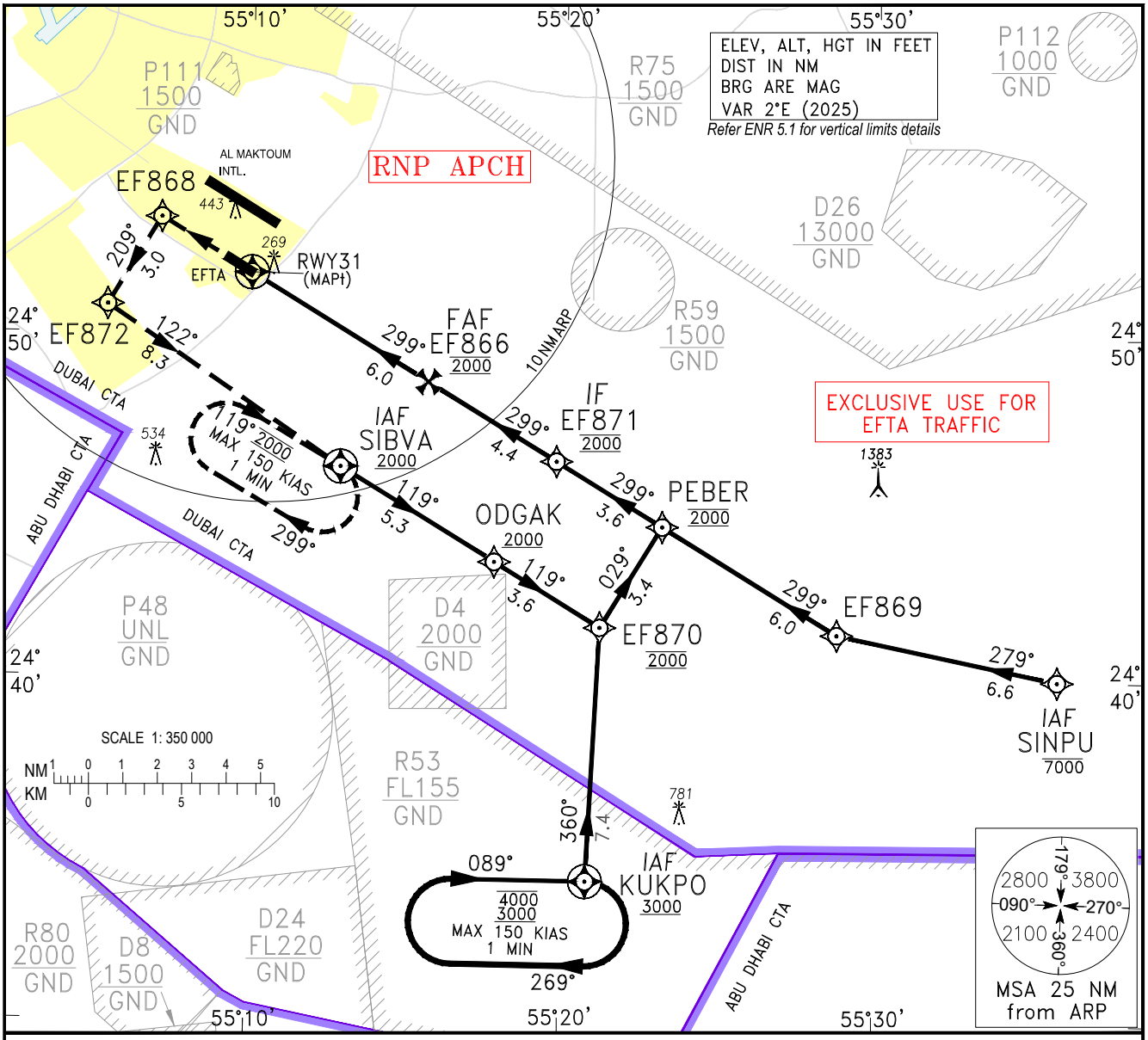
PAGE INTENTIONALLY LEFT BLANK

INSTRUMENT APPROACH CHART–ICAO

AD ELEV 171 FT
HEIGHTS RELATED TO THR RWY 31 ELEV 155 FT
MNM TEMP FOR VNAV 5°C

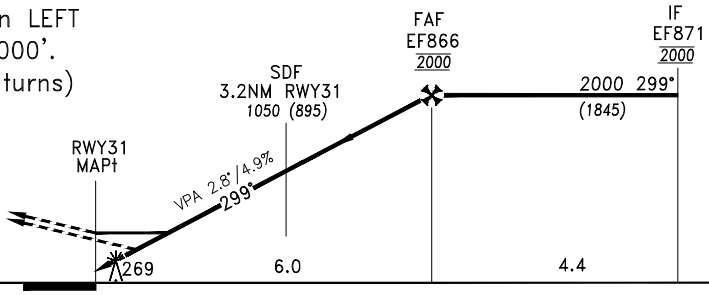
AMR	124.025
DSR	120.400
EFTA TWR	118.775

DUBAI/AL MAKTOUM INTL
RNP RWY 31
CAT A – B



MISSED APPROACH:
Climb direct to EF868, then turn LEFT to EF872, then turn LEFT to SIBVA and hold at 2000'.
(MAX 130 KIAS for ALL turns)

TL FL150
TA 13000



OCA/H		A	B
Straight-in Approach	LNAV/VNAV MACG 4.00%	410 (255)	420 (265)
	LNAV MACG 4.00%	520 (365)	
Circling ①		740 (569)	

LNAV/VNAV & LNAV MNM RVR 1500 M
① Circling not authorised N of the RWY CL



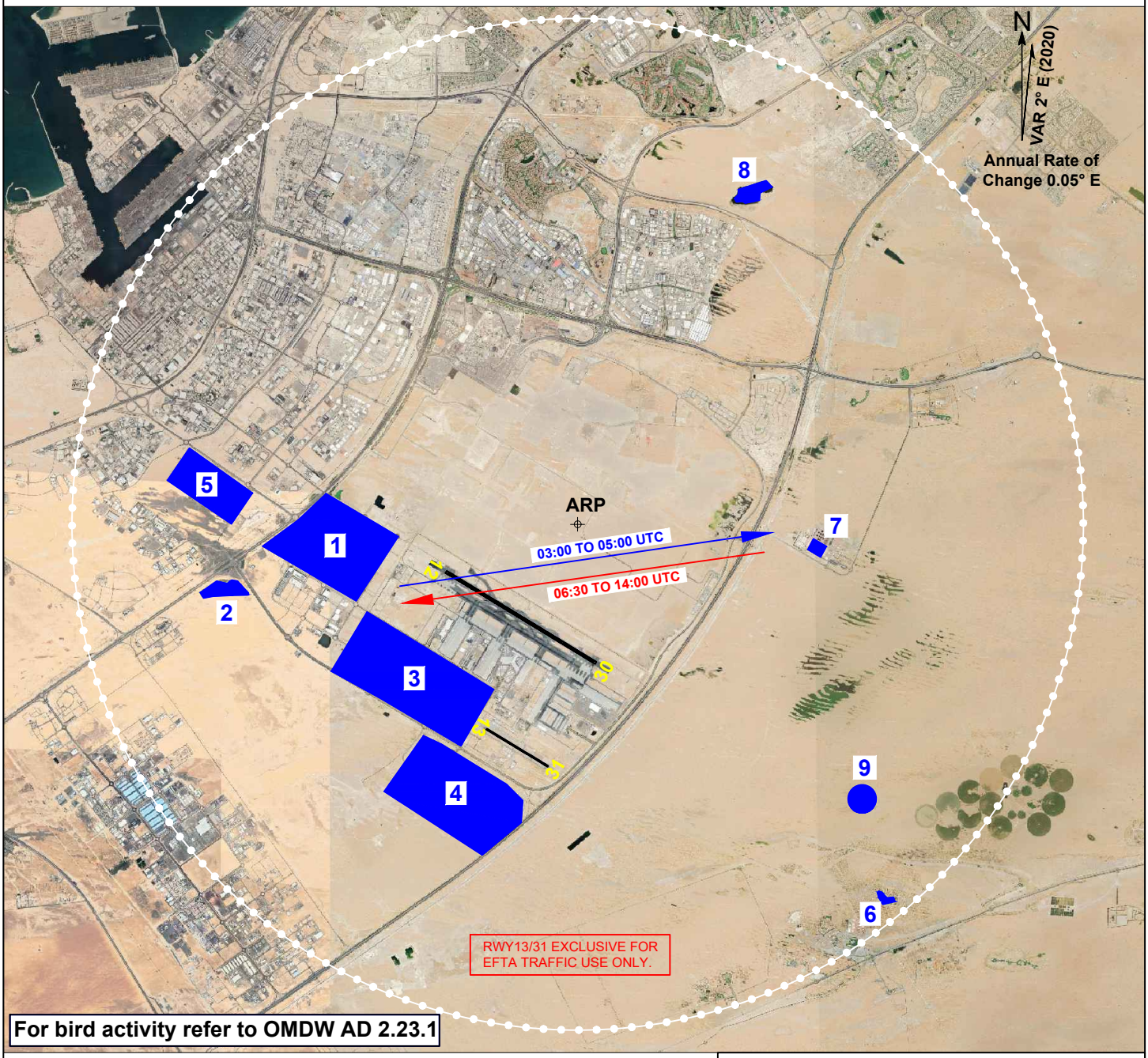
Distance from RWY31	NM	6.0	5.0	4.0	3.0	2.0	1.0
Altitude	FT	1990	1690	1390	1090	800	500
Ground Speed	KT	80	100	120	140		
Rate of Descent	FT/MIN	400	500	610	710		

CHANGES: Added D8.

PAGE INTENTIONALLY LEFT BLANK

BIRD CONCENTRATION CHART

DUBAI / AL MAKTOUM INTL.



LEGEND

- 13 KM RADIUS FROM ARP
- SPECIAL BIRD HAZARD ZONE
- 1 DUBAI SOUTH HQ
- 2 DUBAI SOUTH WATER STORAGE PONDS
- 3 LOGISTICS CITY
- 4 EMAAR SOUTH
- 5 JEBEL ALI HAZARDOUS WASTE TREATMENT FACILITY
- 6 SAIH AL SALAM LAKE
- 7 JEBEL ALI SEWAGE TREATMENT PLANT (JASTP)
- 8 DIP LAKE
- 9 EXPO LAKE
- BIRD MOVEMENT

NOT TO SCALE

CHANGES: Renamed Special Bird Hazard Zone 5 and 7. Editorial.

PAGE INTENTIONALLY LEFT BLANK