

**General Info**

Dubai, ARE  
 N 25° 15.2' E 55° 21.9' Mag Var: 1.4°E  
 Elevation: 62'

Public, Control Tower, IFR, Landing Fee, Customs  
 Fuel: 100LL, Jet A-1  
 Oxygen: High Pressure  
 Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+4:00 no DST

**Runway Info**

Runway 12L-30R 13123' x 197' asphalt  
 Runway 12R-30L 14157' x 197' asphalt

Runway 12L (120.0°M) TDZE 10'  
 Lights: Edge, ALS, Centerline, REIL, TDZ  
 Right Traffic  
 Displaced Threshold Distance 1312'  
 Stopway Distance 197'

Runway 12R (120.0°M) TDZE 10'  
 Lights: Edge, ALS, Centerline, REIL, TDZ  
 Right Traffic  
 Displaced Threshold Distance 2346'  
 Stopway Distance 837'

Runway 30L (300.0°M) TDZE 59'  
 Lights: Edge, ALS, Centerline, REIL, TDZ  
 Stopway Distance 404'

Runway 30R (300.0°M) TDZE 31'  
 Lights: Edge, ALS, Centerline, REIL, TDZ  
 Stopway Distance 197'

**Communications Info**

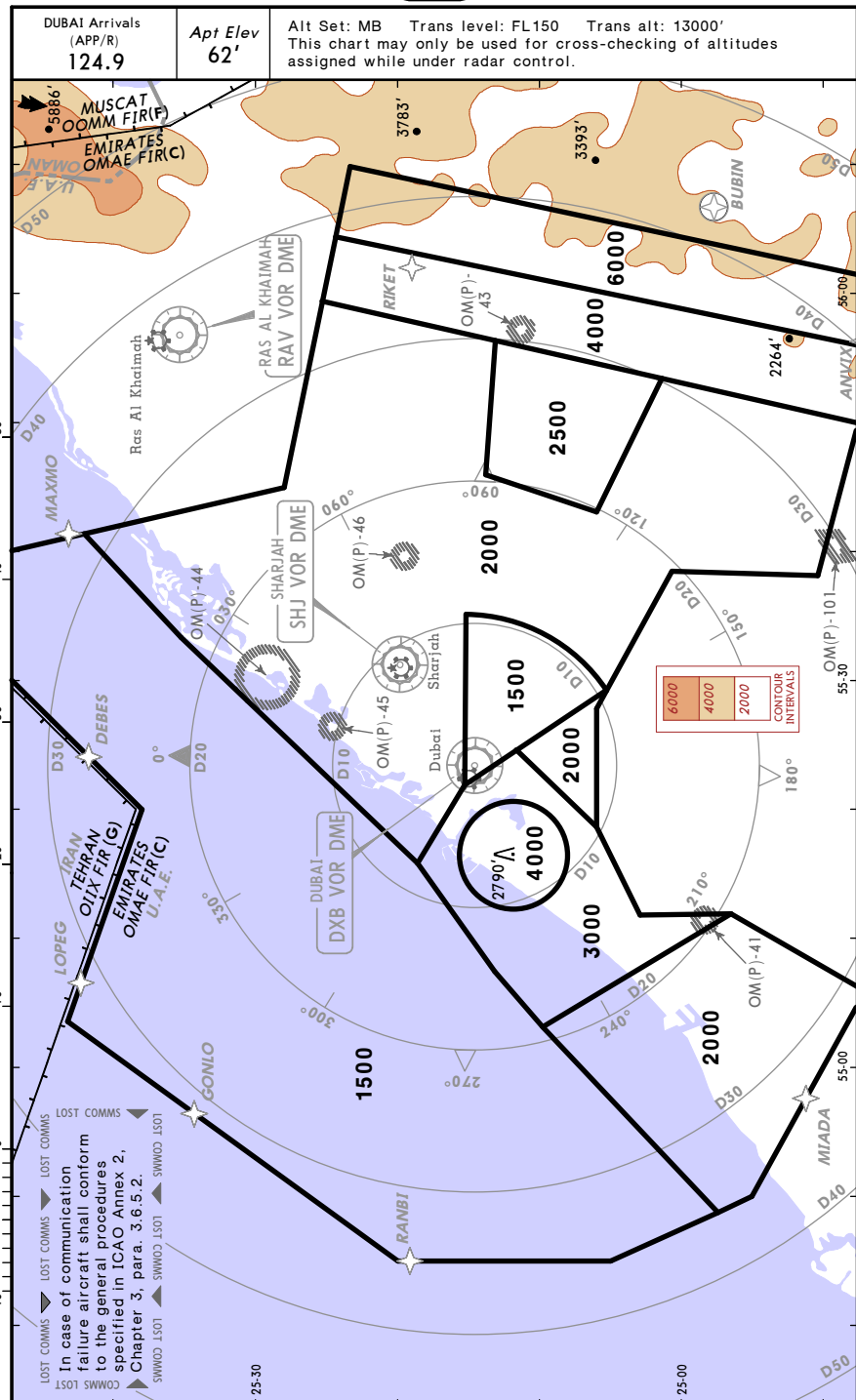
ATIS **131.7**  
 Dubai Tower **119.05** Secondary  
 Dubai Tower **118.75**  
 Dubai Ground Control **119.55** Secondary  
 Dubai Ground Control **118.85** Secondary  
 Dubai Ground Control **118.35**  
 Dubai Director Approach Control **127.9**  
 Dubai Departures Approach Control **124.45**  
 Dubai Departures Approach Control **122.45** Secondary  
 Dubai Arrivals Approach Control **126.2** Secondary  
 Dubai Arrivals Approach Control **124.9**

**Notebook Info**

OMDB/DXB  
 DUBAI INTL

JEPPesen  
 4 JAN 08 10-1R

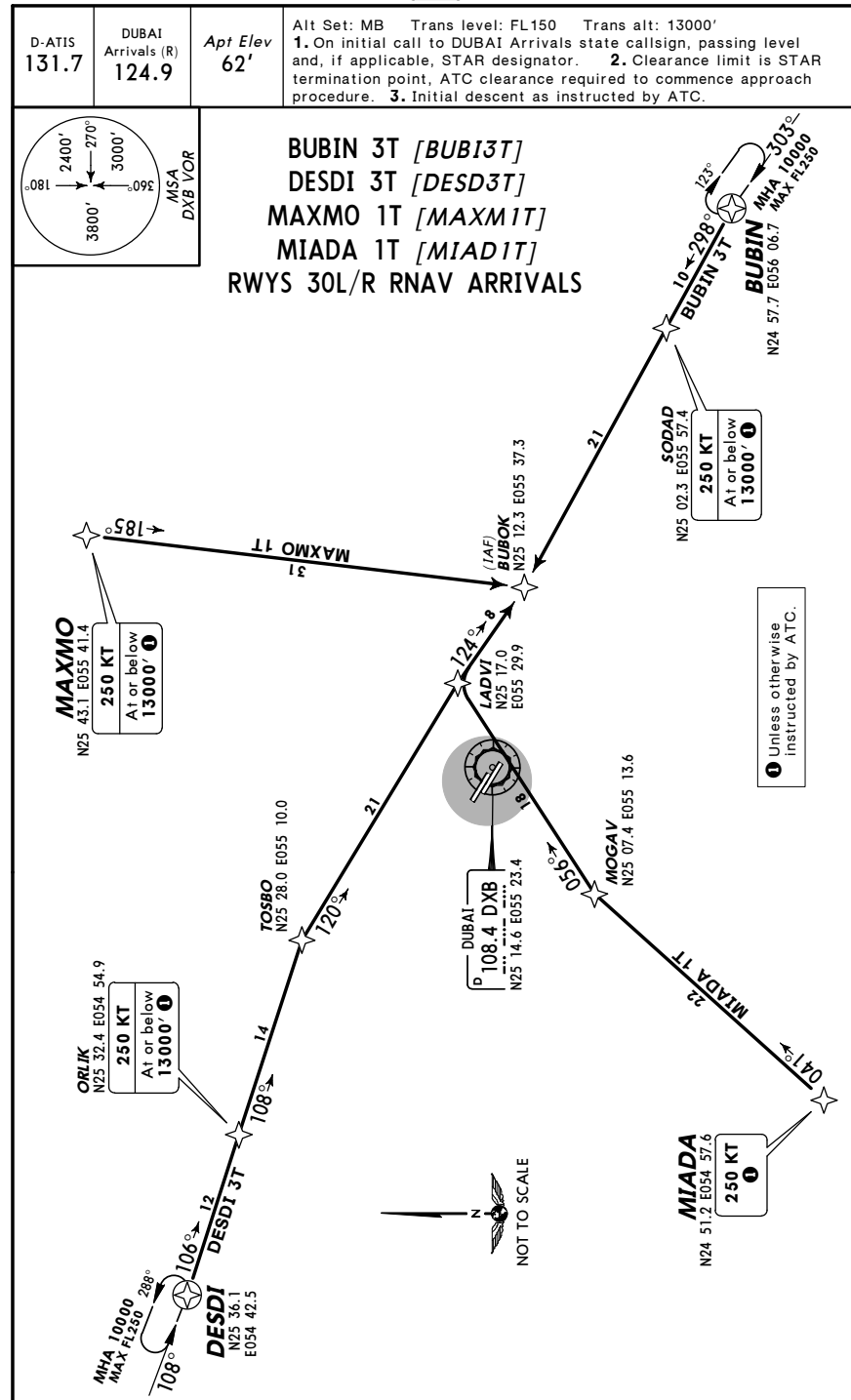
DUBAI, UAE  
 RADAR MINIMUM ALTITUDES



OMDB/DXB  
 DUBAI INTL

JEPPesen  
 17 AUG 07 10-2 Eff 30 Aug

DUBAI, UAE  
 RNAV STAR



OMDB/DXB  
DUBAI INTL

JEPPESEN

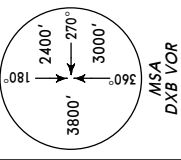
DUBAI, UAE

17 AUG 07 (10-2A) Eff 30 Aug

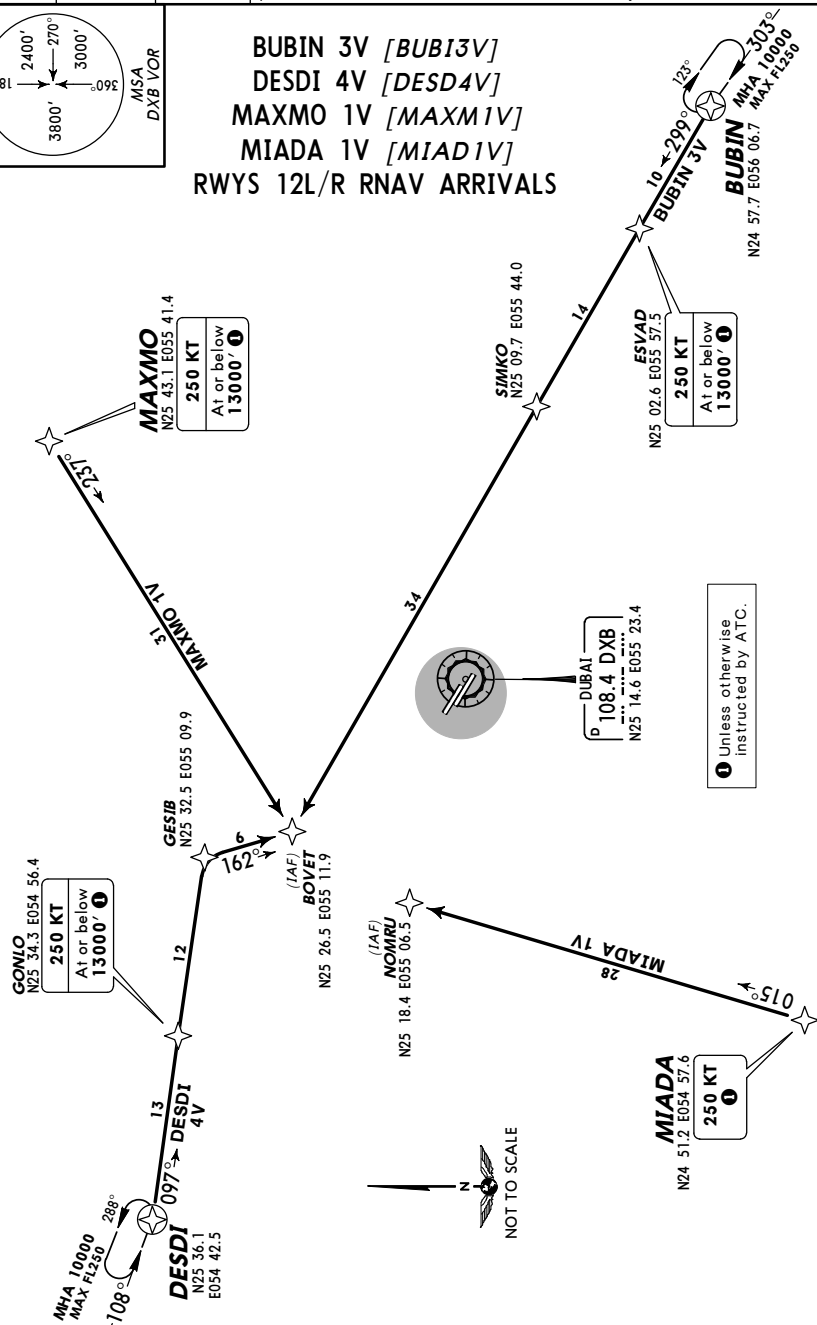
RNAV STAR

D-ATIS <b>131.7</b>	DUBAI Arrivals (R) <b>124.9</b>	Apt Elev <b>62'</b>
------------------------	------------------------------------	------------------------

Alt Set: MB Trans level: FL150 Trans alt: 13000'  
 1. On initial call to DUBAI Arrivals state callsign, passing level and, if applicable, STAR designator. 2. Clearance limit is STAR termination point, ATC clearance required to commence approach procedure. 3. Initial descent as instructed by ATC.



**BUBIN 3V [BUBI3V]**  
**DESDI 4V [DESD4V]**  
**MAXMO 1V [MAXM1V]**  
**MIADA 1V [MIAD1V]**  
 RWYS 12L/R RNAV ARRIVALS



OMDB/DXB  
DUBAI INTL

JEPPESEN

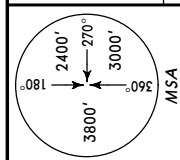
DUBAI, UAE

7 DEC 07 (10-3)

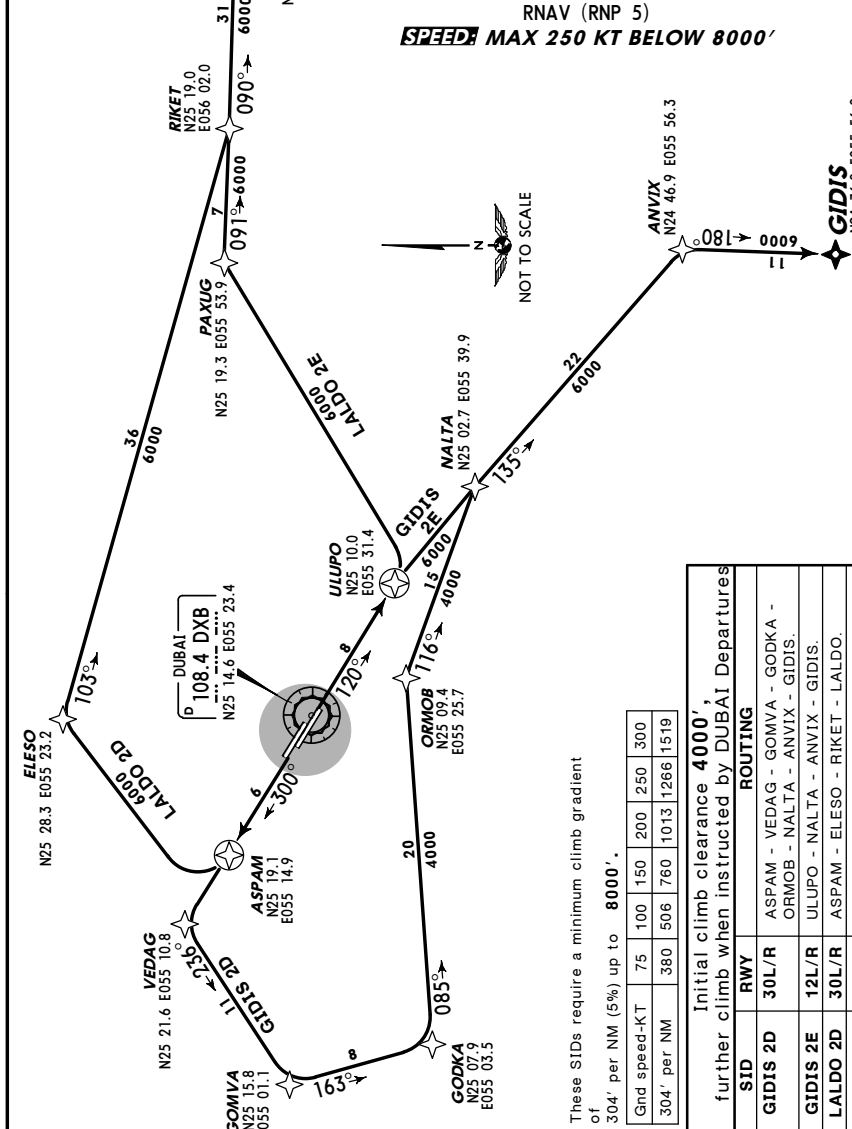
RNAV SID

DUBAI Departures (R) <b>124.45</b>	Apt Elev <b>62'</b>
---------------------------------------	------------------------

Trans level: FL150 Trans alt: 13000'  
 1. Contact DUBAI Departures as soon as possible after passing 500'. 2. On initial call to DUBAI Departures state callsign, passing level, and, if applicable, SID designator. 3. Advise ATC at startup if unable to comply with SID. 4. RWYs 12L/R: P-RNAV required. Advise ATC if unable to comply.



**GIDIS 2D [GIDI2D]**  
**GIDIS 2E [GIDI2E]**  
**LALDO 2D [LALD2D]**  
**LALDO 2E [LALD2E]**  
 RWYS 30L/R, 12L/R RNAV DEPARTURES  
 RNAV (RNP 5)  
**SPEEDS MAX 250 KT BELOW 8000'**



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

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

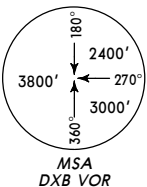
SID	RWY	ROUTING	
		Initial climb clearance 4000', further climb when instructed by DUBAI Departures	ROUTING
GIDIS 2D	30L/R	ASPAM - VEDAG - GOMVA - GODKA - ORMOB - NALTA - ANVIX - GIDIS.	
GIDIS 2E	12L/R	ULUPO - NALTA - ANVIX - GIDIS.	
LALDO 2D	30L/R	ASPAM - ELESO - RIKET - LALDO.	
LALDO 2E	12L/R	ULUPO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

OMDB/DXB  
 DUBAI INTL

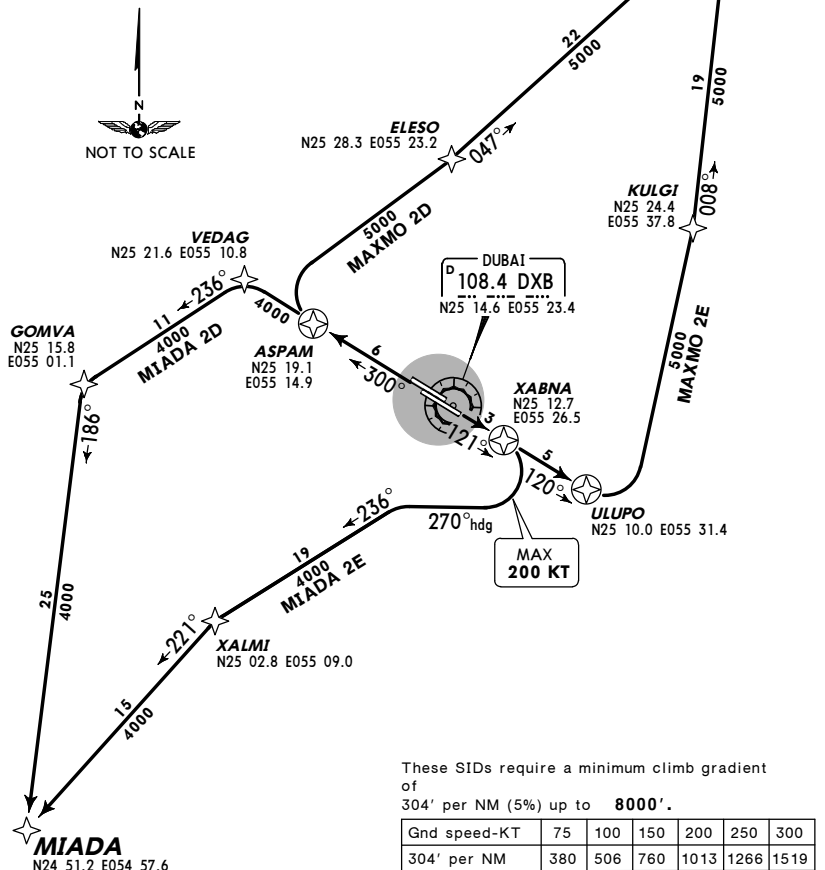
JEPPesen  
 7 DEC 07 (10-3A)

DUBAI, UAE  
 RNAV SID

DUBAI Departures (R) 124.45  
 Apt Elev 62'  
 Trans level: FL150 Trans alt: 13000'  
 1. Contact DUBAI Departures as soon as possible after passing 500'.  
 2. On initial call to DUBAI Departures state call sign, passing level, and, if applicable, SID designator.  
 3. Advise ATC at startup if unable to comply with SID.  
 4. RWYs 12L/R: P-RNAV required. Advise ATC if unable to comply.



MAXMO 2D [MAXM2D]  
 MAXMO 2E [MAXM2E]  
 MIADA 2D [MIAD2D]  
 MIADA 2E [MIAD2E]  
 RWYS 30L/R, 12L/R RNAV DEPARTURES  
 RNAV (RNP 5)  
**SPEEDS MAX 250 KT BELOW 8000'**



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

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

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

SID	RWY	ROUTING
MAXMO 2D	30L/R	ASPAM - ELESO - MAXMO.
MAXMO 2E	12L/R	ULUPO - KULGI - MAXMO.
MIADA 2D	30L/R	ASPAM - VEDAG - GOMVA - MIADA.
MIADA 2E	12L/R	XABNA - XALMI - MIADA.

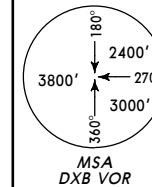
① P-RNAV/RNP 1 required. Advise ATC at start-up if unable to comply.

OMDB/DXB  
 DUBAI INTL

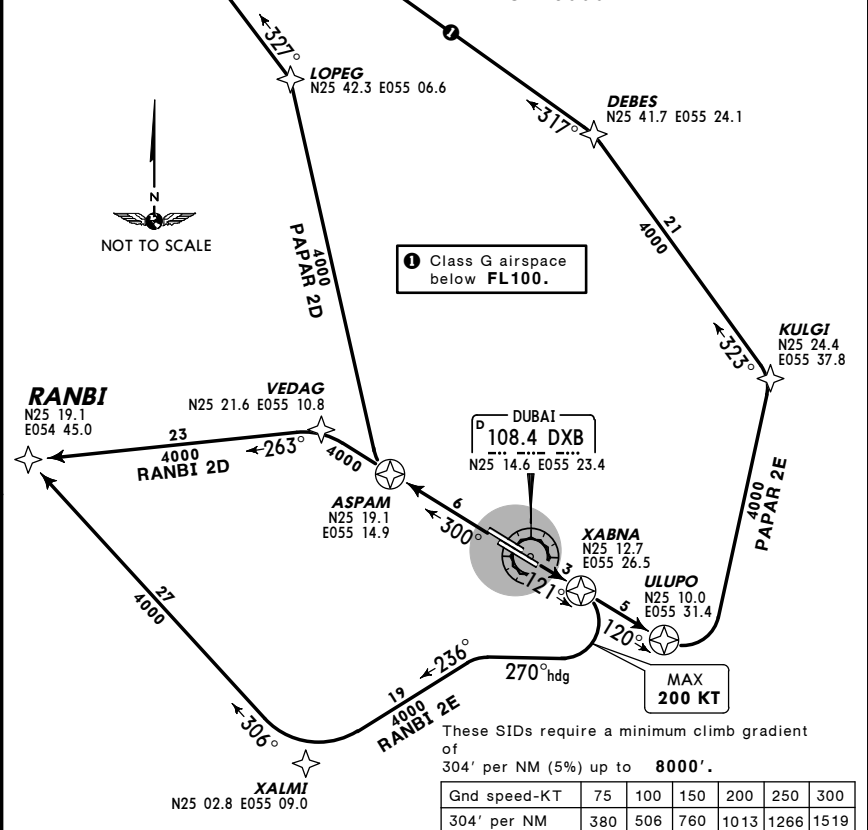
JEPPesen  
 7 DEC 07 (10-3B)

DUBAI, UAE  
 RNAV SID

DUBAI Departures (R) 124.45  
 Apt Elev 62'  
 Trans level: FL150 Trans alt: 13000'  
 1. Contact DUBAI Departures as soon as possible after passing 500'.  
 2. On initial call to DUBAI Departures state call sign, passing level, and, if applicable, SID designator.  
 3. Advise ATC at startup if unable to comply with SID.  
 4. RWYs 12L/R: P-RNAV required. Advise ATC if unable to comply.



PAPAR 2D [PAPA2D]  
 PAPAR 2E [PAPA2E]  
 RANBI 2D [RANB2D]  
 RANBI 2E [RANB2E]  
 RWYS 30L/R, 12L/R RNAV DEPARTURES  
 RNAV (RNP 5)  
**SPEEDS MAX 250 KT BELOW 8000'**



① Class G airspace below FL100.

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

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

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

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

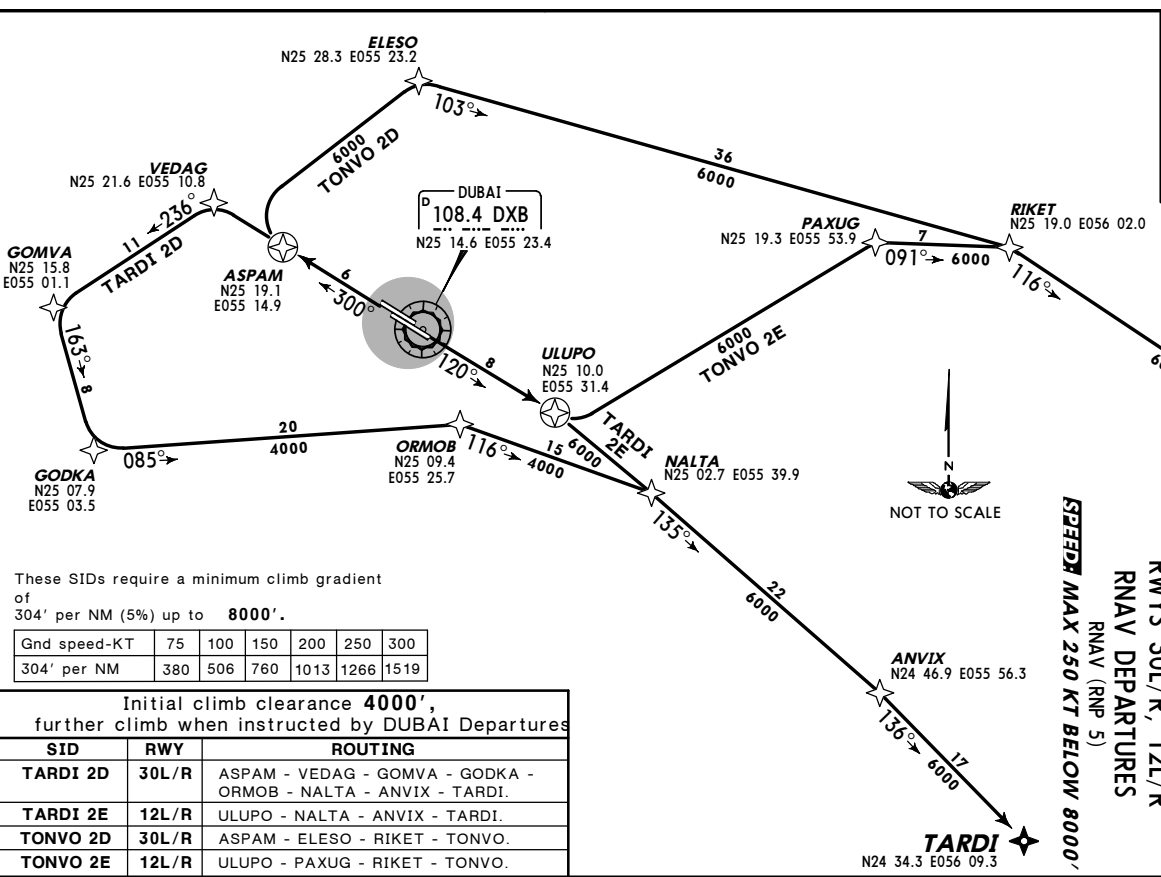
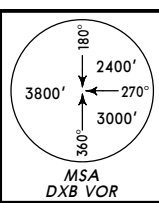
② P-RNAV/RNP 1 required. Advise ATC at start-up if unable to comply.

DUBAI (R)  
 Departures (R)  
 124.45

Apt Elev  
 62'

Trans alt: 13000'  
 Trans alt: 13000'  
 as soon as possible after passing 500'.  
 Departures state callign, passing level, and, if applicable, SID designator. 3. Advise ATIS at startup if unable to comply with SID. 4. RWYS 12L/R, P-RNAV required. Advise ATIS if unable to comply.

1. Contact DUBAI Departures  
 2. On initial call to DUBAI  
 3. Advise ATIS at startup if unable to comply with SID.  
 4. RWYS 12L/R, P-RNAV required. Advise ATIS if unable to comply.



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

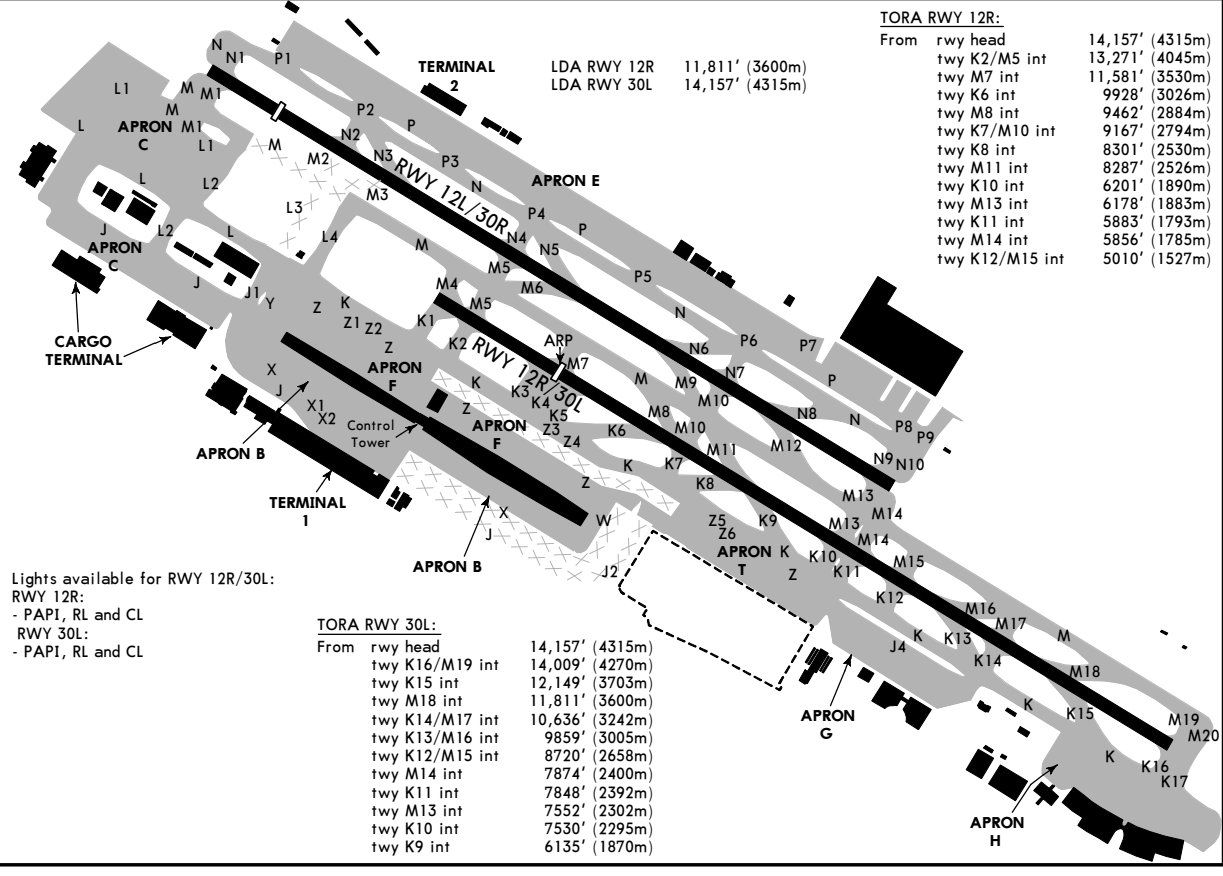
Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

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

SID	RWY	ROUTING
TARDI 2D	30L/R	ASPAM - VEDAG - GOMVA - GODKA - ORMOB - NALTA - ANVIX - TARDI.
TARDI 2E	12L/R	ULUPO - NALTA - ANVIX - TARDI.
TONVO 2D	30L/R	ASPAM - ELESO - RIKET - TONVO.
TONVO 2E	12L/R	ULUPO - PAXUG - RIKET - TONVO.

**AIRPORT CONSTRUCTION WORKS**  
 REFER ALSO TO LATEST NOTAMS  
**PHASE 20**

Rwy 12R may be used for departure only and should be planned from int M5/K2. Departing act will be issued with radar heading for initial climb out after take-off. If departing from intersection K1 or M4 is operationally required first contact ATIS. Rwy 30L will not be used except in an emergency. During VMC act unable to vacate Rwy 12L/30R after landing will be used Rwy 12R/30L. Pilots carrying out an approach to Rwy 30R are reminded that they have correctly identified the RWY. Do not continue parallel staggered Rwy 30L with Rwy 30R. Dual rwy dependant mode. Rwy 12L used for arrival and Rwy 12R used for departure. Mode of operation notified via ATIS.



**TORA RWY 12R:**

From rwy head	14,157'	(4315m)
twy K2/M5 int	13,271'	(4045m)
twy M7 int	11,581'	(3530m)
twy K6 int	9928'	(3026m)
twy M8 int	9462'	(2884m)
twy K7/M10 int	9167'	(2794m)
twy K8 int	8301'	(2530m)
twy M11 int	8287'	(2526m)
twy K10 int	6201'	(1890m)
twy M13 int	6178'	(1883m)
twy K11 int	5883'	(1793m)
twy M14 int	5856'	(1785m)
twy K12/M15 int	5010'	(1527m)

**TORA RWY 30L:**

From rwy head	14,157'	(4315m)
twy K16/M19 int	14,009'	(4270m)
twy K15 int	12,149'	(3703m)
twy M18 int	11,811'	(3600m)
twy K14/M17 int	10,636'	(3242m)
twy K13/M16 int	9859'	(3005m)
twy K12/M15 int	8720'	(2658m)
twy M14 int	7874'	(2400m)
twy K11 int	7848'	(2392m)
twy M13 int	7552'	(2302m)
twy K10 int	7530'	(2295m)
twy K9 int	6135'	(1870m)

Lights available for RWY 12R/30L:  
 RWY 12R:  
 - PAPI, RL and CL  
 RWY 30L:  
 - PAPI, RL and CL

OMDB/DXB

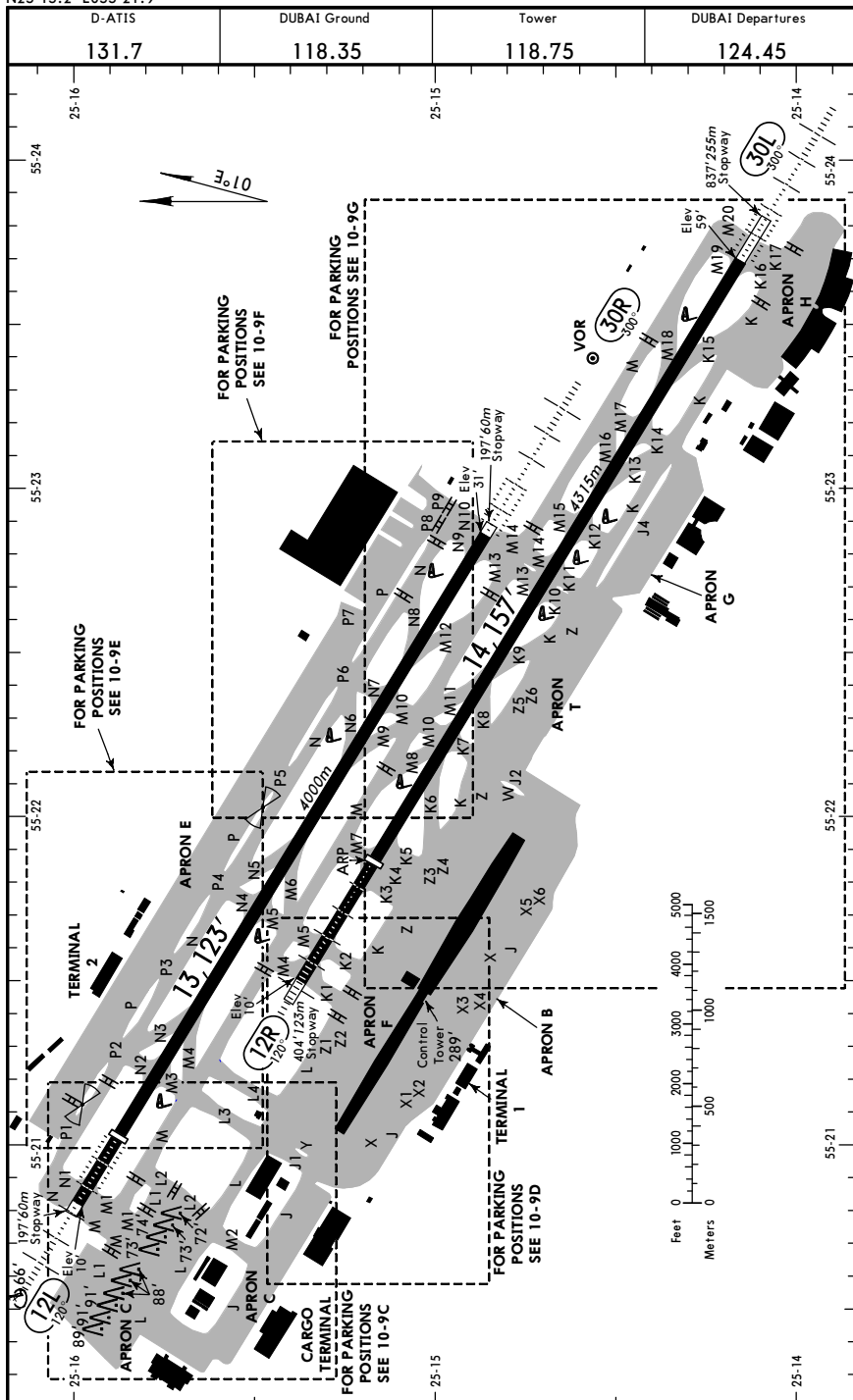
Apt Elev 62'  
 N25 15.2 E055 21.9



17 AUG 07 (10-9) Eff 30 Aug

DUBAI, UAE

DUBAI INTL



OMDB/DXB



17 AUG 07 (10-9A) Eff 30 Aug

DUBAI, UAE

DUBAI INTL

**GENERAL**  
 All inbound traffic should advise DUBAI Arrivals on first contact if full rwy length is required for landing.  
 Rwy 12L/30R is approved for CAT II operations, special aircrew and aircraft certification required. 180° turns on runways are not permitted for aircraft larger than A 320.  
 Birds in vicinity of airport. Rws 12L and 12R right-hand-circuit.

**ADDITIONAL RUNWAY INFORMATION**

RWY	USABLE LENGTHS	TAKE-OFF	WIDTH		
				Threshold	LANDING BEYOND Glide Slope
12L	HIRL (60m) CL (15m) HIALS-II SFL TDZ REIL ① RVR	11,811' 3600m	10,778' 3285m	②	197'
30R			11,969' 3648m	③	60m

① PAPI (angle 3.0°)  
 ② TORA RWY 12L:  
 From rwy head 13,123' (4000m)  
 twy N3/M4 int 9482' (2890m)  
 twy N4/M5 int 7316' (2230m)  
 twy N5/M6 int 6234' (1900m)

③ TORA RWY 30R:  
 From rwy head 11,811' (3600m)  
 twy N8/M12 int 9531' (2905m)  
 twy N7/M10 int 8596' (2620m)  
 twy N6/M9 int 7513' (2290m)  
 twy N4/M5 int 4495' (1370m)

12R	HIRL (60m) CL (15m) HIALS SFL TDZ REIL ④ RVR	11,811' 3600m	10,839' 3304m	⑤	197'
30L	HIRL (60m) CL (15m) HIALS-II SFL TDZ REIL ④ RVR		13,063' 3982m	⑥	60m

④ HSTIL, PAPI (angle 3.0°)  
 ⑤ TORA RWY 12R:  
 From rwy head 14,157' (4315m)  
 twy K2/M5 int 13,271' (4045m)  
 twy M7 int 11,581' (3530m)  
 twy K6 int 9928' (3026m)  
 twy M8 int 9462' (2884m)  
 twy K7/M10 int 9167' (2794m)  
 twy K8 int 8301' (2530m)  
 twy M11 int 8287' (2526m)  
 twy K10 int 6201' (1890m)  
 twy M13 int 6178' (1883m)  
 twy K11 int 5883' (1793m)  
 twy M14 int 5856' (1785m)  
 twy K12/M15 int 5010' (1527m)

⑥ TORA RWY 30L:  
 From rwy head 14,157' (4315m)  
 twy K16/M19 int 14,009' (4270m)  
 twy K15 int 12,149' (3703m)  
 twy M18 int 11,811' (3600m)  
 twy K14/M17 int 10,636' (3242m)  
 twy K13/M16 int 9859' (3005m)  
 twy K12/M15 int 8720' (2658m)  
 twy M14 int 7874' (2400m)  
 twy K11 int 7848' (2392m)  
 twy M13 int 7552' (2302m)  
 twy K10 int 7530' (2295m)  
 twy K9 int 6135' (1870m)

**START-UP & TAXI PROCEDURES**

Twys J3, W, X, Y and Z to be used with MAX 10 Kts.  
 Acft will normally be expected to start-up during push-back. Aircraft wishing to start engines either before or after push-back should notify ATC. In case of Apron C operations ten minutes prior notice is required.  
 Due to road crossings on twy J, X, Y and Z and aprons B & F pilots are advised to switch on nose wheel lights while taxiing in these areas. Lights should be switched off prior to entering parking bays.  
 Dubai National Air Travel Agency is responsible for the execution of push-backs, and their procedures are mandatory.  
 Engine runs on bays are only permitted at idle speed and max duration of five minutes. Requests shall be made at least 30 Min prior to start-up.  
 Push-back clearances include instructions to face east or west as appropriate.

**INITIAL CONTACT INSTRUCTIONS**  
 Departing acft shall contact Dubai Ground 10 minutes prior to start-up and pass the following information:  
 Aircraft callsign, aircraft type, parking stand, requested flight level, destination, route and aircraft routing via A418/P574 or A419 report crossing level for PAPAR/DARAX.

**TAKE-OFF**

	AIR CARRIER (JAA)			AIR CARRIER (FAR 121)		
	All Rws LVP must be in force ①			Rwy 12R/30L ①	Rwy 12L/30R ①	All Rws
	CL & RCL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	CL & RCLM TDZ out other two req.	CL & RCLM TDZ out other two req.	Adequate Vis Ref
A	200m (150m)	250m	400m	2 Eng TDZ RVR 175m	TDZ RVR 200m	RVR 500m
B				3 & 4 Eng Mid RVR 175m	Mid RVR 200m	VIS 400m
C				Roll out RVR 175m	Roll out RVR 150m	
D	250m (200m)	300m				

① For low visibility departures all RVR transmissometers of departure rwy shall be serviceable. If reported meteorological VIS > 150m TDZ RVR not required.

OMDB/DXB

**JEPPESEN**  
 16 FEB 07 (10-9B)

DUBAI, UAE  
 DUBAI INTL

**LOW VISIBILITY PROCEDURES (LVP)**

Low Visibility Procedure become effective when:

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

Regulations require serviceable surface movement radar for operations to continue when VIS or RVR is 350m or less. Any unserviceability may result in delays in the affected areas of coverage.

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

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

**VACATING THE RUNWAY AFTER LANDING**

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

- Plan their exit points prior to landing.
- Vacate the runway expeditiously until the entire aircraft is clear of the runway holding position.
- Do not stop or reduce speed to less than normal taxi speed prior to crossing the runway holding position.
- Remain on the Tower frequency until instructed otherwise.

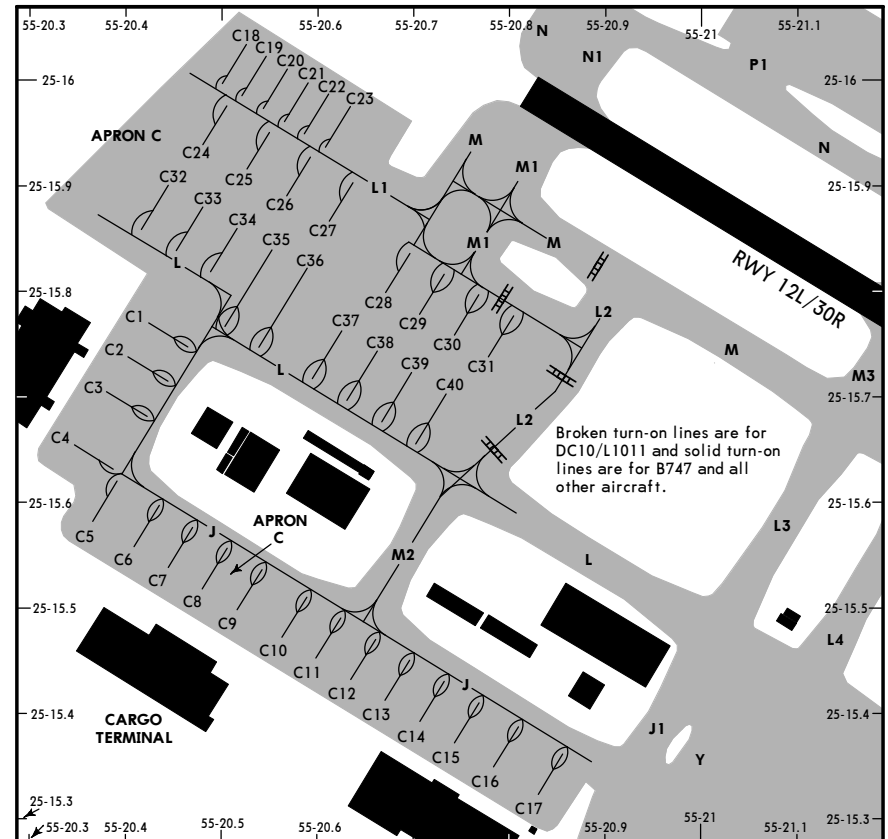
It is understood that some confusion may have been caused by certain amber lights on either side of the taxiway centreline lights. These do not infer or instruct an aircraft to hold prior to vacating the runway.

Pilots should note that a yellow dashed line in conjunction with 3 amber lights across a taxiway centerline, delineates a Taxiway Intermediate Holding Position. These positions provide separation for all aircraft from other aircraft on an intersecting taxiway. Pilots should not stop at Taxiway Intermediate Holding Positions, unless specifically instructed to do so by ATC.

OMDB/DXB

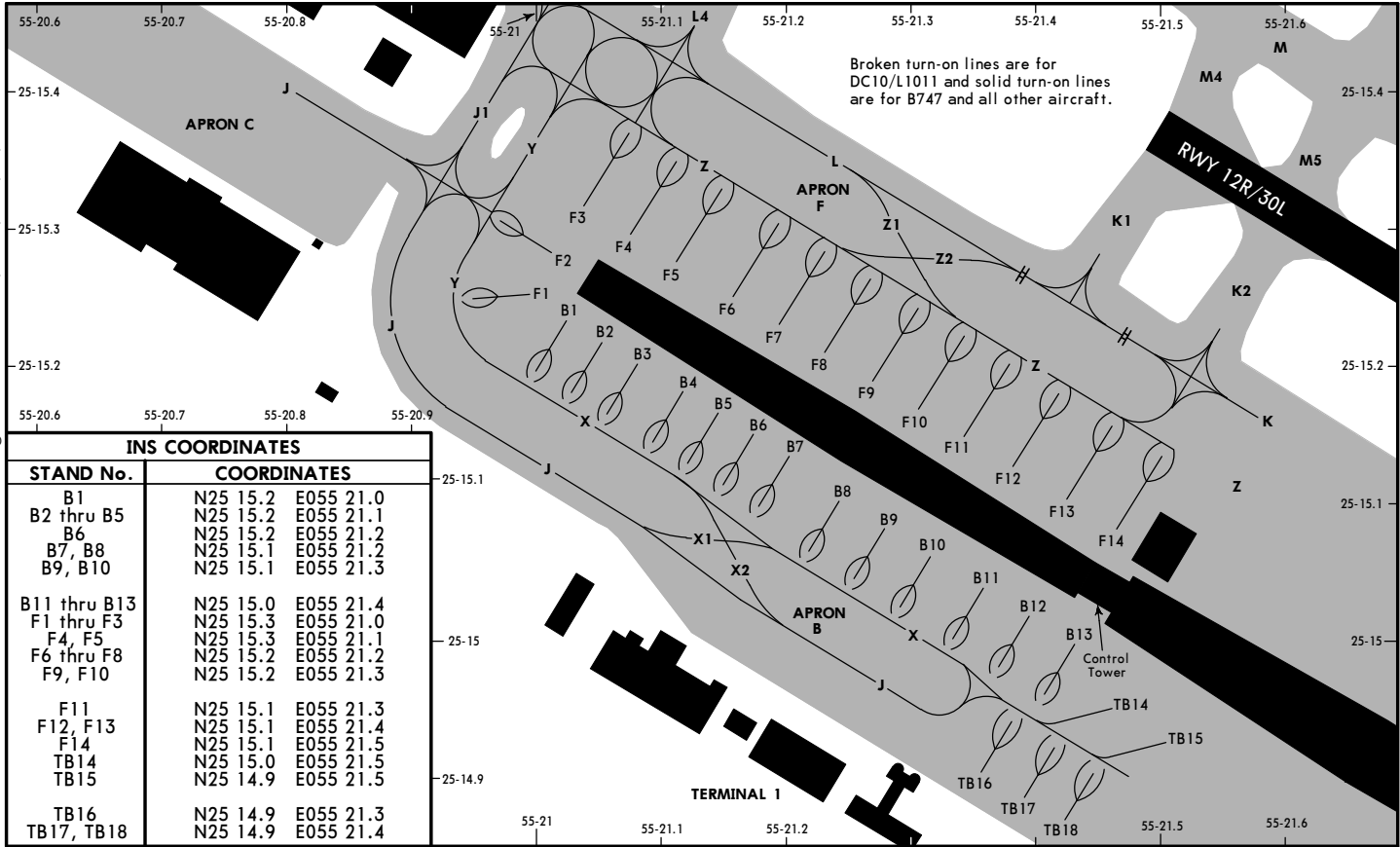
**JEPPESEN**  
 16 FEB 07 (10-9C)

DUBAI, UAE  
 DUBAI INTL

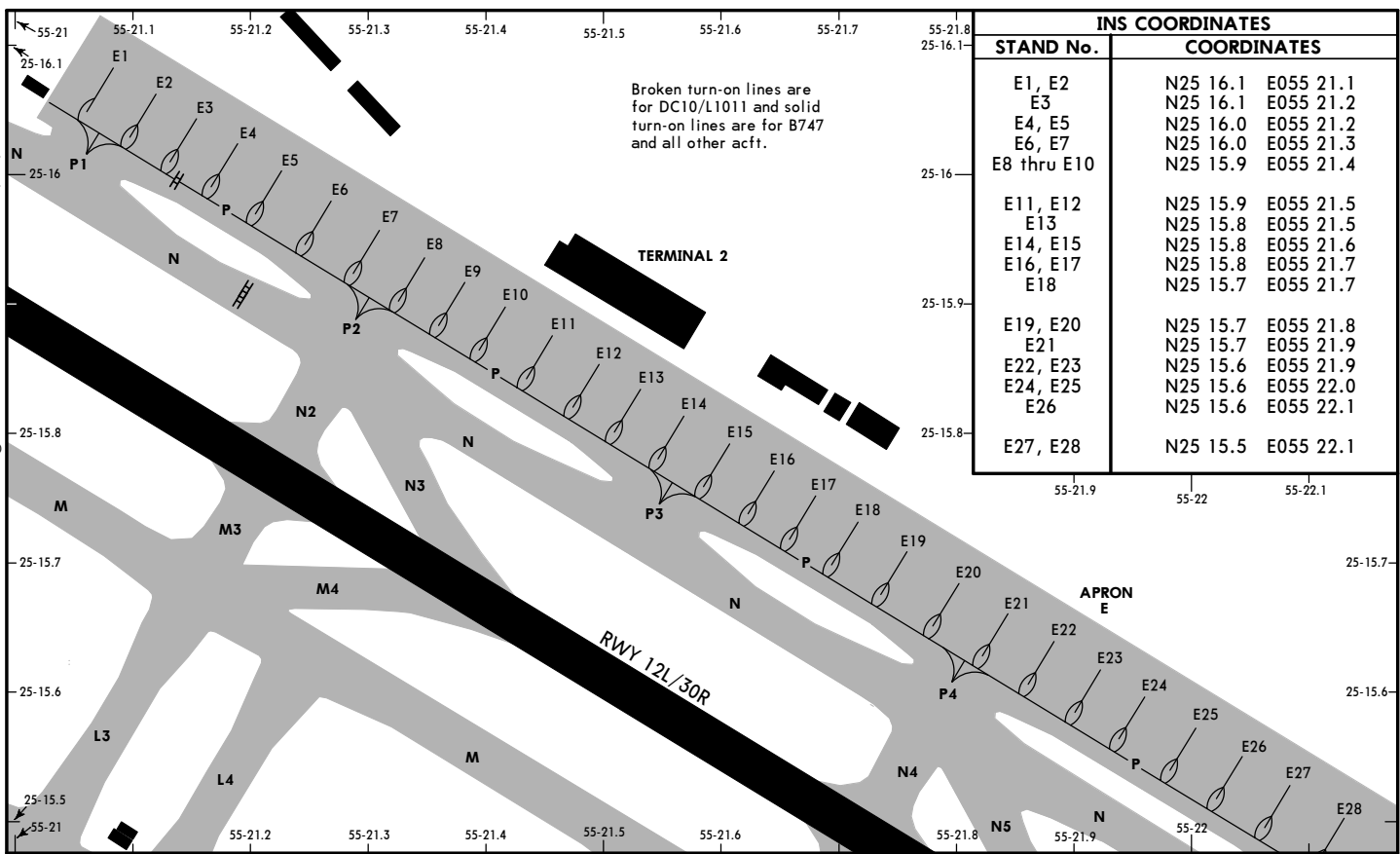


**INS COORDINATES**

STAND No.	COORDINATES	STAND No.	COORDINATES
C1	N25 15.8 E055 20.4	C30	N25 15.7 E055 20.7
C2, C3	N25 15.7 E055 20.4	C31	N25 15.7 E055 20.8
C4	N25 15.7 E055 20.3	C32	N25 15.9 E055 20.4
C5, C6	N25 15.6 E055 20.4	C33, C34	N25 15.9 E055 20.5
C7	N25 15.5 E055 20.4	C35	N25 15.9 E055 20.6
C8, C9	N25 15.5 E055 20.5	C36, C37	N25 15.8 E055 20.6
C10	N25 15.5 E055 20.6	C38	N25 15.8 E055 20.7
C11, C12	N25 15.4 E055 20.6	C39, C40	N25 15.7 E055 20.7
C13 thru C15	N25 15.4 E055 20.7		
C16, C17	N25 15.3 E055 20.8		
C18, C19	N25 16.0 E055 20.5		
C20 thru C23	N25 16.0 E055 20.6		
C24, C25	N25 15.9 E055 20.5		
C26, C27	N25 15.9 E055 20.6		
C28, C29	N25 15.8 E055 20.7		



INS COORDINATES	
STAND No.	COORDINATES
B1	N25 15.2 E055 21.0
B2 thru B5	N25 15.2 E055 21.1
B6	N25 15.2 E055 21.2
B7, B8	N25 15.1 E055 21.2
B9, B10	N25 15.1 E055 21.3
B11 thru B13	N25 15.0 E055 21.4
F1 thru F3	N25 15.3 E055 21.0
F4, F5	N25 15.3 E055 21.1
F6 thru F8	N25 15.2 E055 21.2
F9, F10	N25 15.2 E055 21.3
F11	N25 15.1 E055 21.3
F12, F13	N25 15.1 E055 21.4
F14	N25 15.1 E055 21.5
TB14	N25 15.0 E055 21.5
TB15	N25 14.9 E055 21.5
TB16	N25 14.9 E055 21.3
TB17, TB18	N25 14.9 E055 21.4

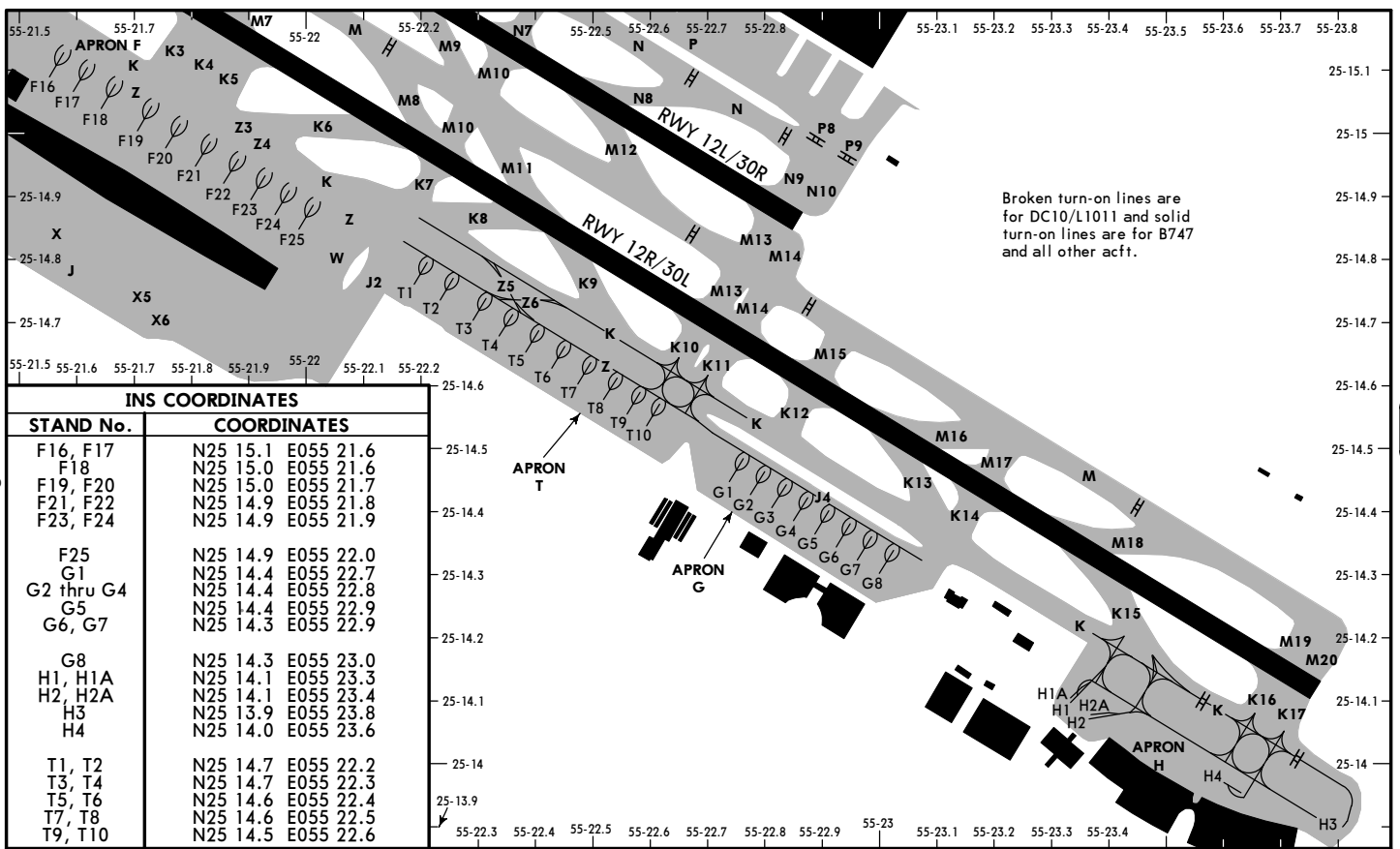
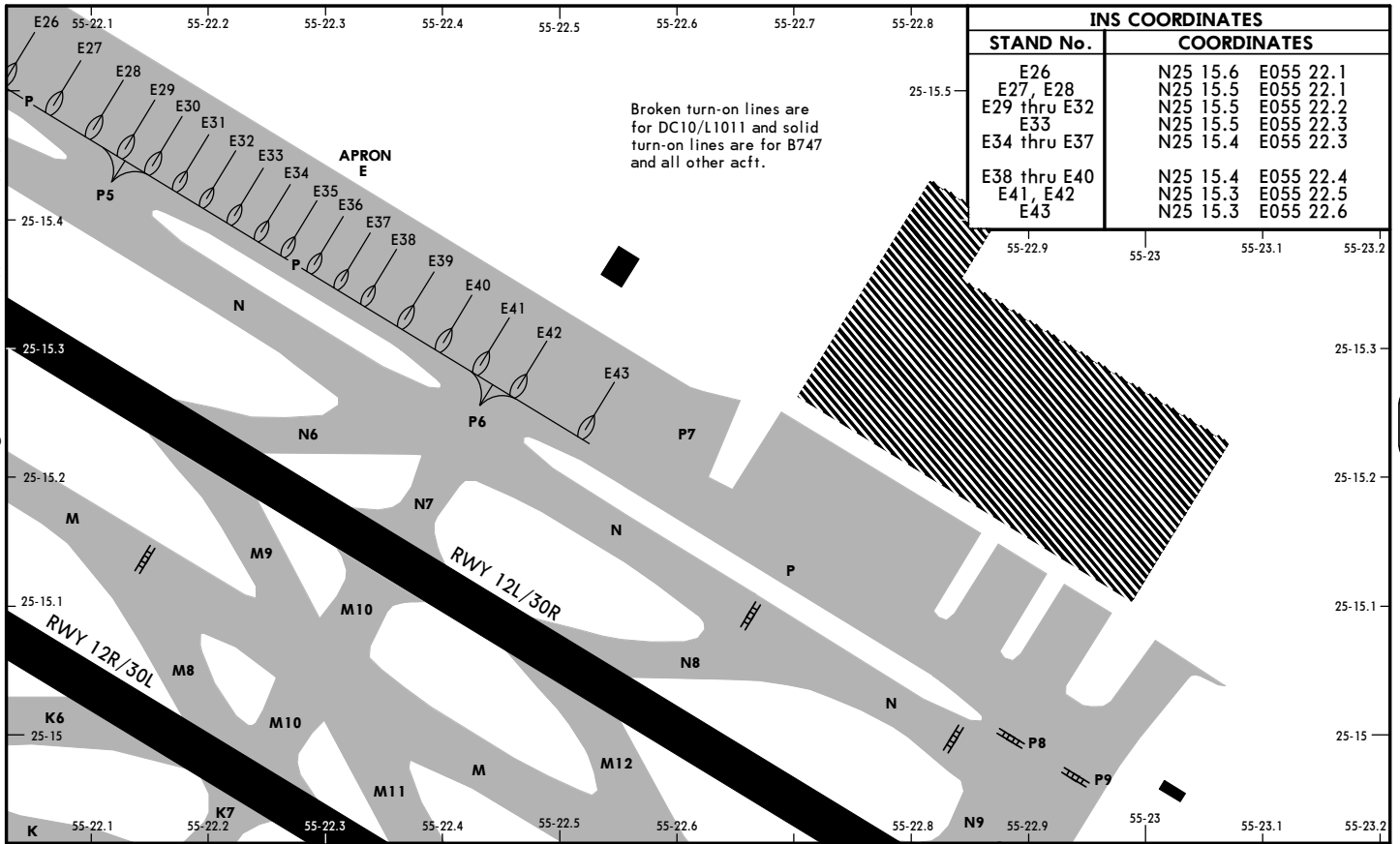


INS COORDINATES	
STAND No.	COORDINATES
E1, E2	N25 16.1 E055 21.1
E3	N25 16.1 E055 21.2
E4, E5	N25 16.0 E055 21.2
E6, E7	N25 16.0 E055 21.3
E8 thru E10	N25 15.9 E055 21.4
E11, E12	N25 15.9 E055 21.5
E13	N25 15.8 E055 21.5
E14, E15	N25 15.8 E055 21.6
E16, E17	N25 15.8 E055 21.7
E18	N25 15.7 E055 21.7
E19, E20	N25 15.7 E055 21.8
E21	N25 15.7 E055 21.9
E22, E23	N25 15.6 E055 21.9
E24, E25	N25 15.6 E055 22.0
E26	N25 15.6 E055 22.1
E27, E28	N25 15.5 E055 22.1

CHANGES: Chart reinforced. Stands. Coordinates.  
© JEPPESEN SANDERSON, INC., 1999, 2007. ALL RIGHTS RESERVED.

CHANGES: Chart reinforced.  
© JEPPESEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED.





OMDB/DXB

**JEPPesen**  
 16 FEB 07 (10-9H)

DUBAI, UAE  
 DUBAI INTL

**DOCKING GUIDANCE SYSTEMS**

Parking stands are equipped with visual docking systems, either AGNIS or VDGS.

**AGNIS**

- The aircraft is guided to the stand with the aid of a visual display system consisting of stand reference panel, guidance lights, azimuth lights and remote control panel.
- The reference panel is backlit.
- The guidance lights are based on red/green flashing lights: steady red lights indicate stop/emergency and red/green flashing lights for approach.
- Azimuth lights are fixed on a panel with two filters. To be on the stand centerline, the pilot has to see both filters in green. Otherwise, if the filters show different colours, the pilot has to manoeuvre the aircraft to the indicated side.
- The unit is controlled from a remote unit handled by the ground operator.

**VDGS**

- The aircraft is guided to the stand with the aid of a visual display system consisting of digital stand reference panel, digital guidance lights, digital azimuth lights and remote control panel.
- The unit is interactive; i.e it can be programmed to display the required stand number, the aircraft code type, welcoming messages, etc.
- The unit identifies the presence and shape of the aircraft with the aid of laser emission.
- The indication lights are based on arrows guiding the pilot to manoeuvre the aircraft towards the centerline.
- An alphanumeric display panel is also provided to convey messages. e.g. STOP.
- The VDGS should be approached at a maximum speed of 3 Knots.
- The VDGS units can be controlled and monitored from one central workstation, however, this is not yet implemented at Dubai where the unit is controlled from a remote unit handled by a ground operator.

OMDB/DXB

**JEPPesen**  
 9 NOV 07 (10-9X) Eff 22 Nov

**JAA MINIMUMS**  
 DUBAI, UAE  
 DUBAI INTL

STRAIGHT-IN RWY		A	B	C	D
12L	CAT 2 RNAV ILS	110'(100')	110'(100')	110'(100')	110'(100')
		RA100'R350m	RA100'R350m	RA100'R350m	RA100'R350m
	RNAV ILS	210'(200')	210'(200')	210'(200')	210'(200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC ①	590'(580')	590'(580')	590'(580')	590'(580')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	RNAV (GNSS)	590'(580')	590'(580')	590'(580')	590'(580')
		R1000m	R1200m	R1200m	R1600m
ALS out	R1500m	R1500m	R2000m	R2000m	
VOR DME	960'(950')	960'(950')	960'(950')	960'(950')	
	R1200m	R1400m	R1400m	R1800m	
ALS out	R1500m	R1500m	R2000m	R2000m	
12R	RNAV ILS	210'(200')	210'(200')	210'(200')	210'(200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	370'(360')	370'(360')	370'(360')	370'(360')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
VOR DME	540'(530')	540'(530')	540'(530')	540'(530')	
	R1000m	R1200m	R1200m	R1600m	
ALS out	R1500m	R1500m	R2000m	R2000m	
30L	RNAV ILS	259'(200')	259'(200')	259'(200')	259'(200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	520'(461')	520'(461')	520'(461')	520'(461')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
30R	CAT 2 RNAV ILS	131'(100')	131'(100')	131'(100')	131'(100')
		RA100'R350m	RA100'R350m	RA100'R350m	RA100'R350m
	RNAV ILS	231'(200')	231'(200')	231'(200')	238'(207')
		R550m	R550m	R550m	R600m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC ①	540'(509')	540'(509')	540'(509')	540'(509')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	RNAV (GNSS)	540'(509')	540'(509')	540'(509')	540'(509')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	VOR DME	890'(859')	890'(859')	890'(859')	890'(859')
		R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m

① MM out: NOT AUTHORIZED.

OMDB/DXB

**JEPPESSEN**  
 9 NOV 07 **(10-9X1)** Eff 22 Nov

**JAA MINIMUMS**  
 DUBAI, UAE  
 DUBAI INTL

CIRCLE-TO-LAND	A	B	C	D
	NOT AUTHORIZED			

**TAKE-OFF RWY 12L/R, 30L/R**

	LVP must be in Force ①				
	Approved Operators HIRL & CL	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A					
B	125m	150m	250m	400m	500m
C					
D	150m	200m	300m		

① For Low Visibility departures all RVR transmissometers of departure rwy shall be serviceable. If reported meteorological VIS > 150m TDZ RVR not required.

OMDB/DXB  
 DUBAI INTL

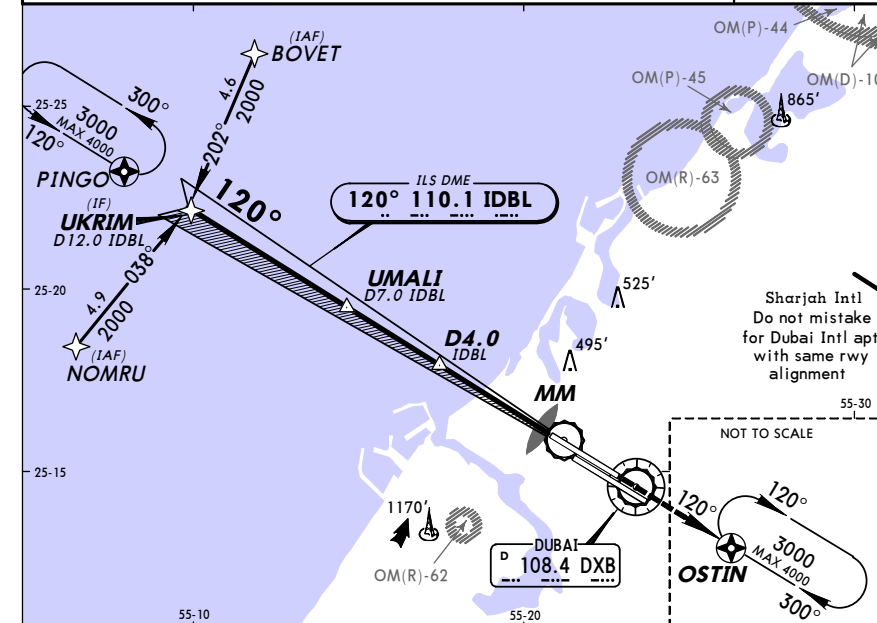
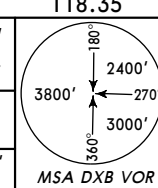
**JEPPESSEN**  
 17 AUG 07 **(11-1)** Eff 30 Aug

DUBAI, UAE  
 RNAV ILS Rwy 12L

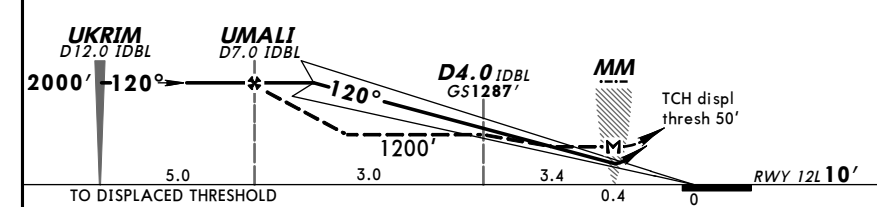
D-ATIS <b>131.7</b>	DUBAI Arrivals (APP/R) <b>124.9</b>	DUBAI Director (APP/R) <b>127.9</b>	DUBAI Tower <b>118.75</b>	Ground <b>118.35</b>
LOC IDBL <b>110.1</b>	Final Apch Crs <b>120°</b>	GS <b>D4.0 IDBL</b> 1287' (1277')	ILS DA(H) <b>210' (200')</b>	Apt Elev 62' RWY 10'

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

Alt Set: MB Rwy Elev: 0 MB Trans level: FL 150 Trans alt: 13000'  
 ILS DME reads zero at TDZ.



LOC (GS out)	IDBL DME	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1870'	1560'	1240'	930'	620'	310'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	3000'	OSTIN	
ILS Gs	3.00°	377	485	539	647	755				862
LOC Descent Gradient	4.7%	333	428	476	571	666				762

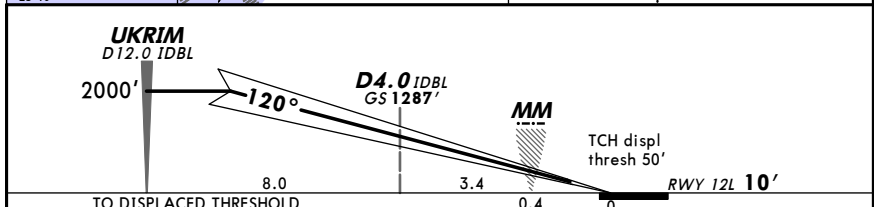
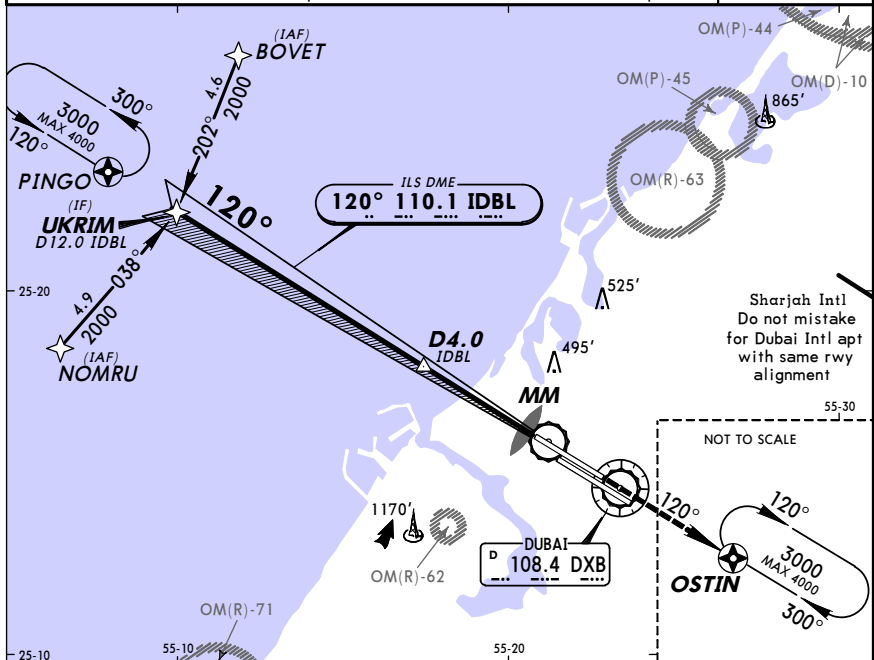
	STRAIGHT-IN LANDING RWY 12L			CIRCLE-TO-LAND	
	ILS DA(H) 210' (200')		LOC (GS out) MDA(H) 590' (580')		NOT AUTHORIZED
	FULL	TDZ or CL out	ALS out	MM out	
A					
B	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m
C				NOT AUTH	2400m
D					2800m

**OMDB/DXB**  
 DUBAI INTL  
 17 AUG 07  
 Eff 30 Aug (11-1A) **JEPPESEN**  
 DUBAI, UAE  
 CAT II RNAV ILS Rwy 12L

D-ATIS	DUBAI Arrivals (APP/R)	DUBAI Director (APP/R)	DUBAI Tower	Ground
131.7	124.9	127.9	118.75	118.35
LOC IDBL	Final Apch Crs	GS	CAT II ILS RA 100' DA(H) 110'(100')	Apt Elev 62' RWY 10'
110.1	120°	D4.0 IDBL 1287' (1277')		

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

Alt Set: MB Rwy Elev: 0 MB Trans level: FL 150 Trans alt: 13000'  
 1. ILS DME reads zero at TDZ. 2. Special Aircrew & Aircraft Certification Required. **MSA DXB VOR**



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	3000'	D	OSTIN
ILS GS	3.00°	377	485	539	647	755	PAPI			

STRAIGHT-IN LANDING RWY 12L  
 CAT II ILS  
 ABCD  
**RA 100'**  
 DA(H) 110' (100')

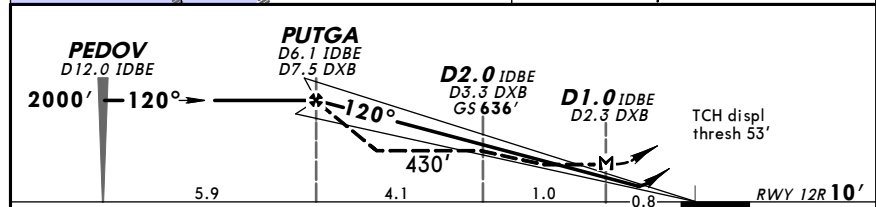
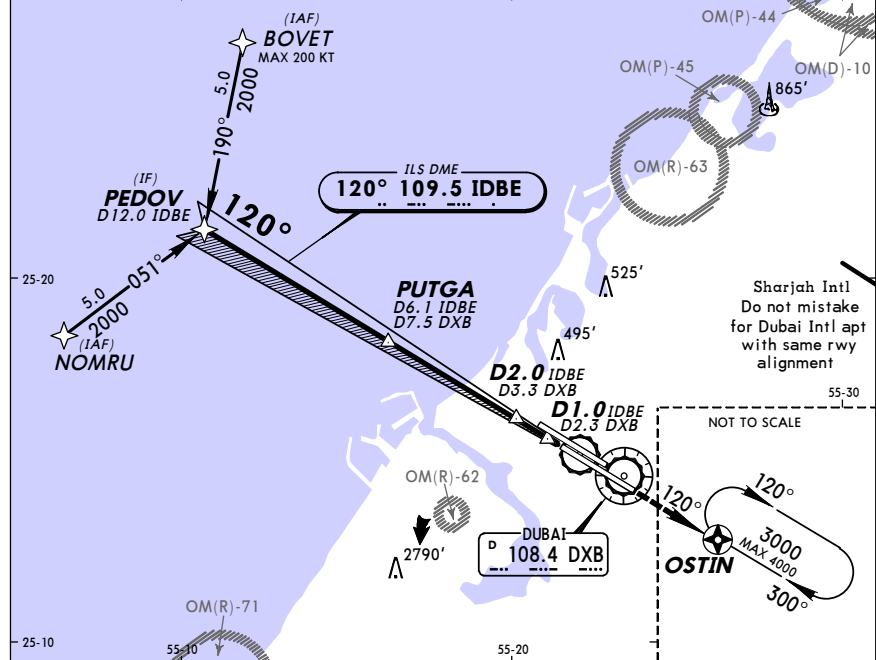
RVR 350m

**OMDB/DXB**  
 DUBAI INTL  
 9 NOV 07  
 Eff 22 Nov (11-2) **JEPPESEN**  
 DUBAI, UAE  
 RNAV ILS Rwy 12R

D-ATIS	DUBAI Arrivals (APP/R)	DUBAI Director (APP/R)	DUBAI Tower	Ground
131.7	124.9	127.9	118.75	118.35
LOC IDBE	Final Apch Crs	GS	ILS DA(H)	Apt Elev 62' RWY 10'
109.5	120°	D2.0 IDBE 636' (626')	210' (200')	

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

Alt Set: MB Rwy Elev: 0 MB Trans level: FL 150 Trans alt: 13000'  
 ILS DME reads zero at TDZ. **MSA DXB VOR**



Gnd speed-Kts	70	90	100	120	140	160	HIALS	3000'	D	OSTIN
ILS GS	3.00°	377	485	539	647	755	REIL PAPI			

STRAIGHT-IN LANDING RWY 12R  
 ILS  
 DA(H) 210' (200')  
 LOC (GS out)  
 MDA(H) 370' (360')

A										
B	RVR 550m	RVR 720m	1200m	RVR 720m	RVR 1500m					
C	VIS 800m	VIS 800m		VIS 800m	VIS 1600m					NOT AUTHORIZED
D				1200m	2000m					

**OMDB/DXB**  
 DUBAI INTL

**JEPPESEN** 9 NOV 07 (11-3) Eff 22 Nov  
**DUBAI, UAE**  
 RNAV ILS Rwy 30L

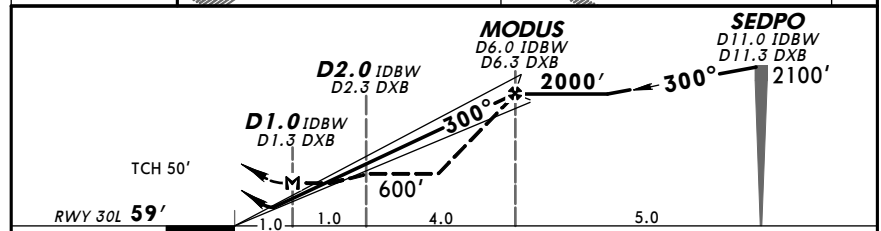
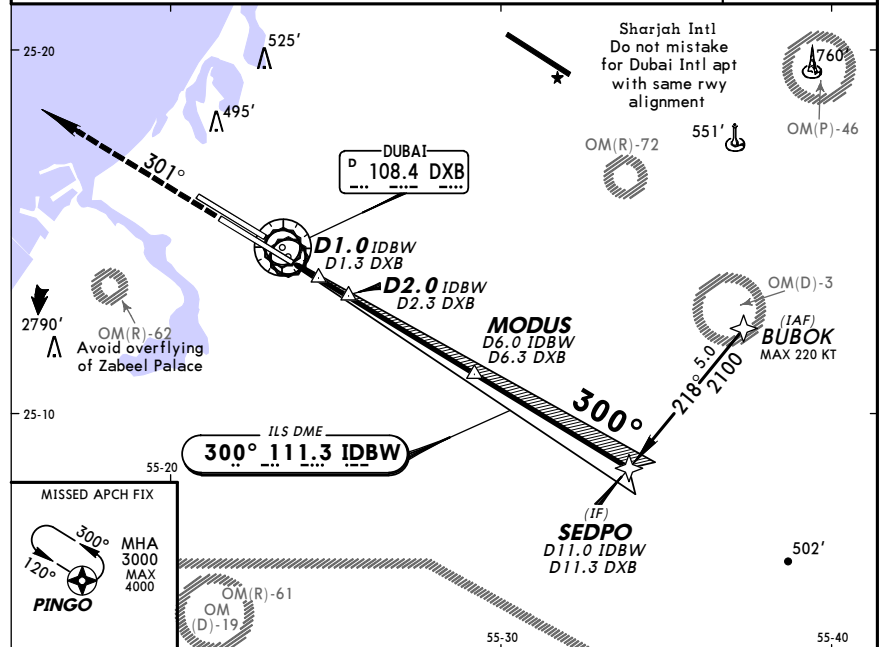
D-ATIS <b>131.7</b>	DUBAI Arrivals (APP/R) <b>124.9</b>	DUBAI Director (APP/R) <b>127.9</b>	DUBAI Tower <b>118.75</b>	Ground <b>118.35</b>
LOC IDBW <b>111.3</b>	Final Apch Crs <b>300°</b>	GS MODUS <b>2000'</b> (1941')	ILS DA(H) <b>259'</b> (200')	Apt Elev <b>62'</b> RWY <b>59'</b>

**MISSED APCH:** Climb to 3000' on 301° to PINGO and hold.

Alt Set: MB Rwy Elev: 1 MB Trans level: FL 150 Trans alt: 13000'

ILS DME reads zero at TDZ.

MSA **DXB VOR**



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II 3000'	PAP1	PAP1	301°	PINGO	
ILS GS	3.00°	377	485	539	647	755						862
MAP at D1.0 IDBW/D1.3 DXB												

STRAIGHT-IN LANDING RWY 30L				CIRCLE-TO-LAND	
ILS		LOC (GS out)		CIRCLE-TO-LAND	
DA(H) <b>259'</b> (200')		MDA(H) <b>520'</b> (461')			
FULL	TDZ or CL out	ALS out	ALS out		
A				RVR 720m VIS 800m	RVR 1500m VIS 1600m
B	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m		
C				1200m	2000m
D				RVR 1500m VIS 1600m	2400m

CHANGES: Procedure. Minimums.

© JEPPESEN SANDERSON, INC., 2007. ALL RIGHTS RESERVED.

**OMDB/DXB**  
 DUBAI INTL

**JEPPESEN** 17 AUG 07 (11-4) Eff 30 Aug  
**DUBAI, UAE**  
 RNAV ILS Rwy 30R

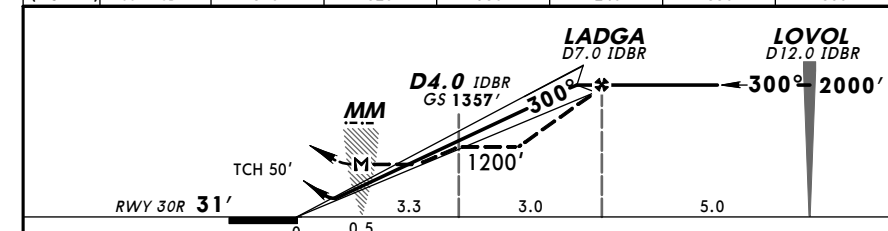
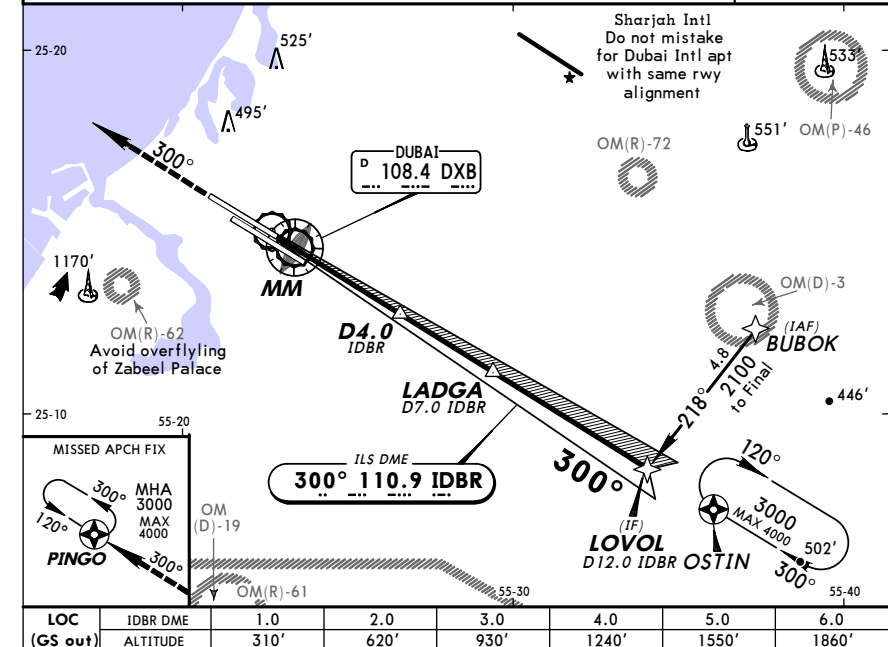
D-ATIS <b>131.7</b>	DUBAI Arrivals (APP/R) <b>124.9</b>	DUBAI Director (APP/R) <b>127.9</b>	DUBAI Tower <b>118.75</b>	Ground <b>118.35</b>
LOC IDBR <b>110.9</b>	Final Apch Crs <b>300°</b>	GS D4.0 IDBR <b>1357'</b> (1326')	ILS DA(H) Refer to Minimums	Apt Elev <b>62'</b> RWY <b>31'</b>

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

Alt Set: MB Rwy Elev: 1 MB Trans level: FL 150 Trans alt: 13000'

ILS DME reads zero at TDZ.

MSA **DXB VOR**



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II 3000'	PAP1	PAP1	PINGO	
ILS GS	3.00°	377	485	539	647	755					862
LOC Descent Gradient	4.6%	326	419	466	559	652					745

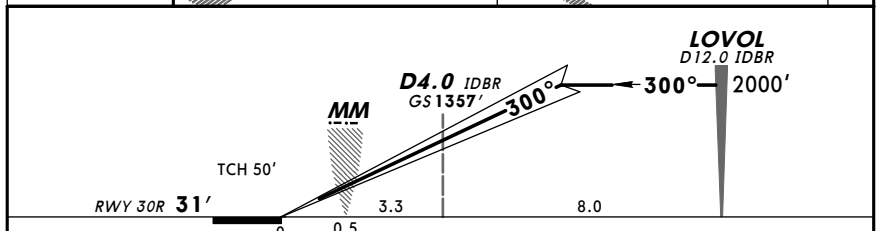
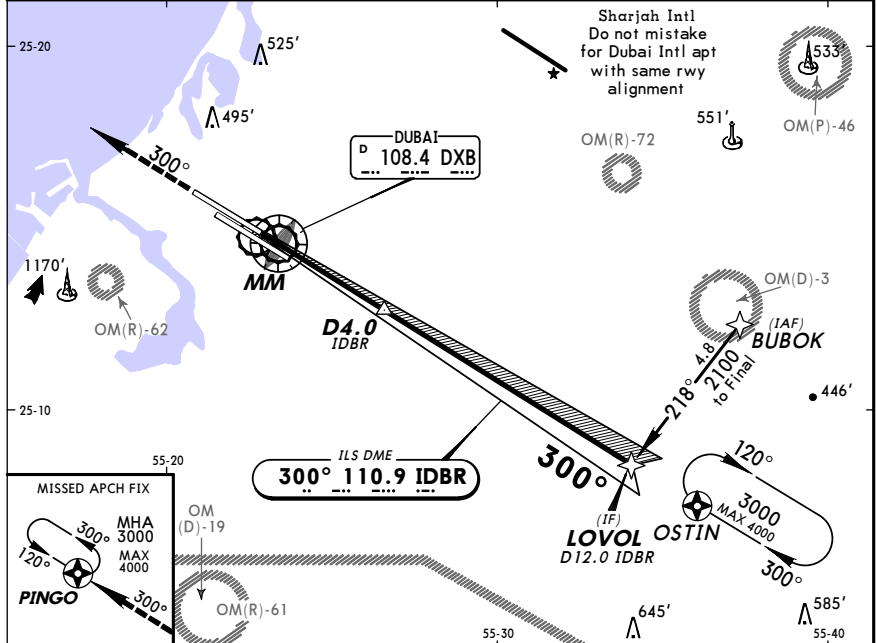
STRAIGHT-IN LANDING RWY 30R				CIRCLE-TO-LAND	
ILS		LOC (GS out)		CIRCLE-TO-LAND	
DA(H) ABC: <b>231'</b> (200')		MDA(H) <b>540'</b> (509')			
D: <b>238'</b> (207')					
FULL	TDZ or CL out	ALS out	ALS out		
A				RVR 720m VIS 800m	RVR 1500m VIS 1600m
B	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m		
C				1200m	2000m
D				RVR 1500m VIS 1600m	2400m

CHANGES: Chart reindexed. MSA. Rwy elev.

© JEPPESEN SANDERSON, INC., 2000, 2007. ALL RIGHTS RESERVED.

**OMDB/DXB**  
 DUBAI INTL  
 17 AUG 07 Eff 30 Aug (11-4A)  
**DUBAI, UAE**  
 CAT II RNAV ILS Rwy 30R

D-ATIS 131.7	DUBAI Arrivals (APP/R) 124.9	DUBAI Director (APP/R) 127.9	DUBAI Tower 118.75	Ground 118.35
LOC IDBR 110.9	Final Apch Crs 300°	GS D4.0 IDBR 1357' (1326')	CAT II ILS RA 100' DA(H) 131' (100')	Apt Elev 62' RWY 31'



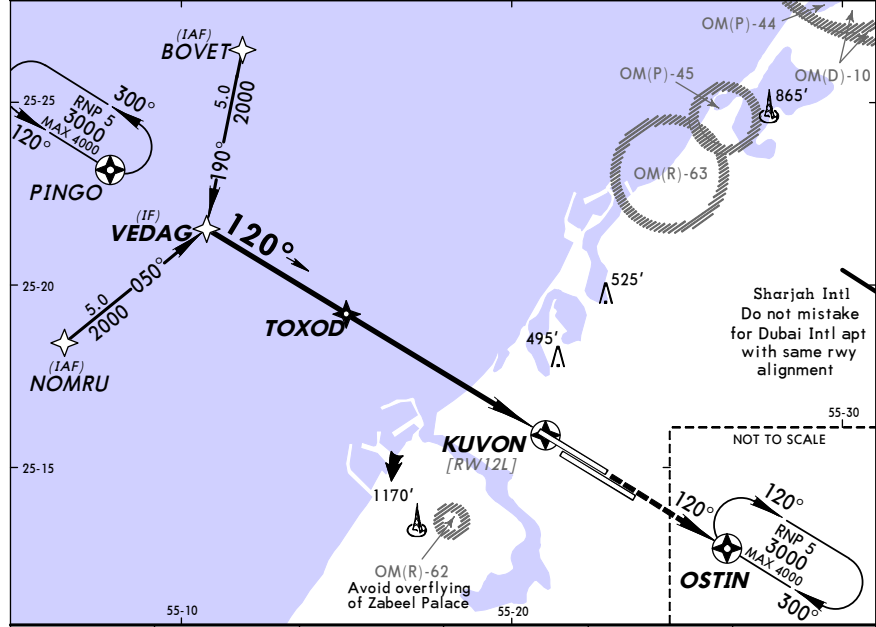
Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	3000'	↔	PINGO
Gs	3.00°	377	485	539	647	755	862	REIL PAPI			

STRAIGHT-IN LANDING RWY 30R  
 CAT II ILS  
 ABCD  
 RA 100'  
 DA(H) 131' (100')

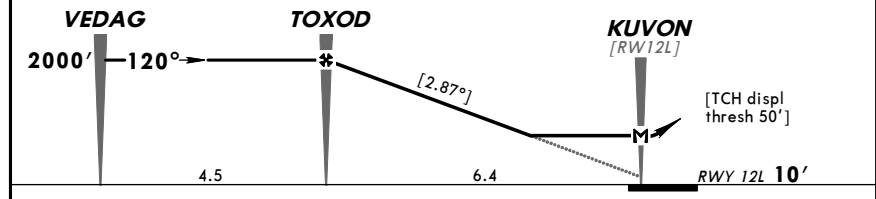
RVR 350m

**OMDB/DXB**  
 DUBAI INTL  
 17 AUG 07 Eff 30 Aug (12-1)  
**DUBAI, UAE**  
 RNAV (GNSS) Rwy 12L

D-ATIS 131.7	DUBAI Arrivals (APP/R) 124.9	DUBAI Director (APP/R) 127.9	DUBAI Tower 118.75	Ground 118.35
RNAV	Final Apch Crs 120°	Minimum Alt TOXOD 2000' (1990')	MDA(H) 590' (580')	Apt Elev 62' RWY 10'



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



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	3000'	↔	OSTIN
Descent angle	[2.87°]	355	457	508	609	711	812	REIL PAPI			

STRAIGHT-IN LANDING RWY 12L  
 MDA(H) 590' (580')

CIRCLE-TO-LAND

A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	NOT AUTHORIZED
B	RVR 1500m VIS 1600m	2400m	
C	2000m	2800m	
D			



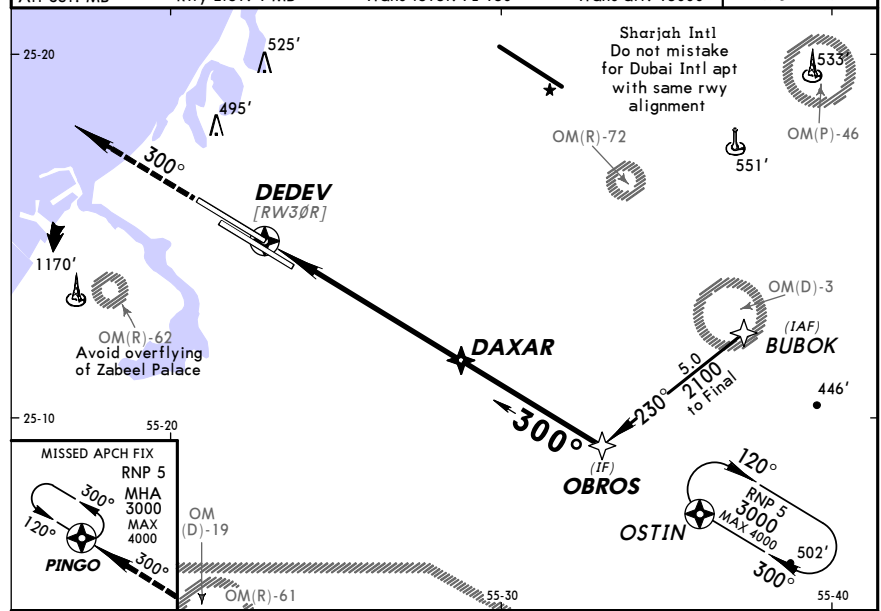
**OMDB/DXB**  
 DUBAI INTL  
 DUBAI, UAE  
 RNAV (GNSS) Rwy 30R

JEPPESEN  
 17 AUG 07  
 Eff 30 Aug 12-2

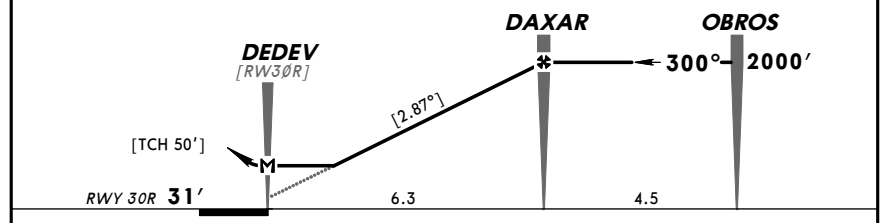
D-ATIS 131.7	DUBAI Arrivals (APP/R) 124.9	DUBAI Director (APP/R) 127.9	DUBAI Tower 118.75	Ground 118.35
-----------------	---------------------------------	---------------------------------	-----------------------	------------------

RNAV	Final Apch Crs 300°	Minimum Alt DAXAR 2000' (1969')	MDA(H) 540' (509')	Apt Elev 62' RWY 31'	
------	---------------------------	---------------------------------------	-----------------------	-------------------------	--

MISSED APCH: Climb to 3000' direct to PINGO and hold.  
 Alt Set: MB Rwy Elev: 1 MB Trans level: FL 150 Trans alt: 13000' MSA ARP



DIST to DEDEV	2.0	3.0	4.0	5.0	6.0
ALTITUDE	690'	1000'	1300'	1600'	1910'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI PAPI	3000'	D	PINGO
Descent angle	[2.87°]	355	457	508	609	711				

STRAIGHT-IN LANDING RWY 30R		CIRCLE-TO-LAND	
MDA(H) 540' (509')		ALS out	
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	
B			
C	RVR 1500m VIS 1600m	2400m	NOT AUTHORIZED
D			

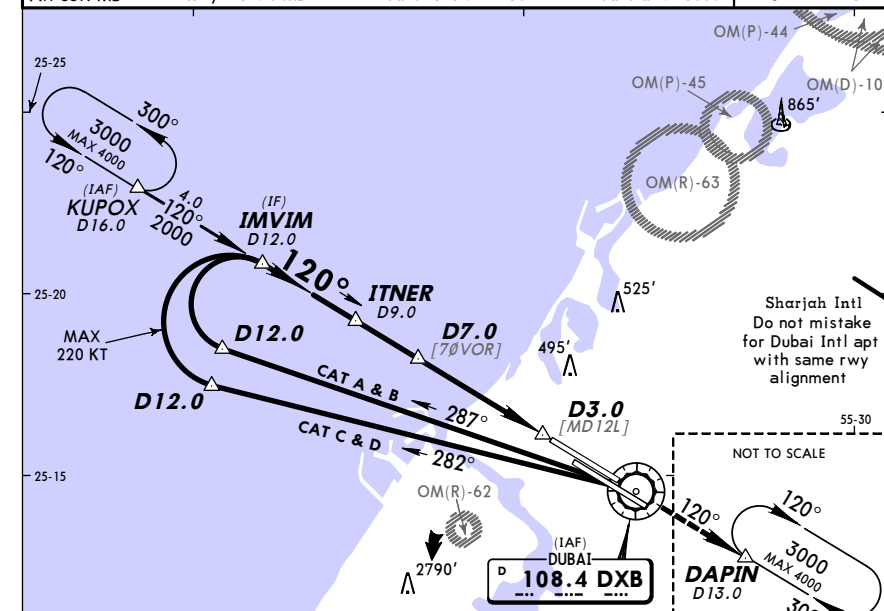
**OMDB/DXB**  
 DUBAI INTL  
 DUBAI, UAE  
 VOR DME Rwy 12L

JEPPESEN  
 9 NOV 07  
 Eff 22 Nov 13-1

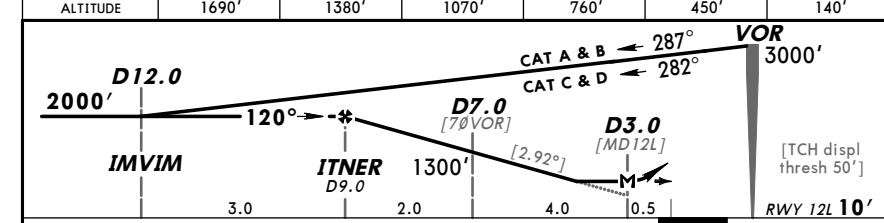
D-ATIS 131.7	DUBAI Arrivals (APP/R) 124.9	DUBAI Director (APP/R) 127.9	DUBAI Tower 118.75	Ground 118.35
-----------------	---------------------------------	---------------------------------	-----------------------	------------------

VOR DXB 108.4	Final Apch Crs 120°	Minimum Alt ITNER 2000' (1990')	MDA(H) 960' (950')	Apt Elev 62' RWY 10'	
---------------------	---------------------------	---------------------------------------	-----------------------	-------------------------	--

MISSED APCH: Climb to 3000' and establish on R-120 DXB to join DAPIN holding.  
 Alt Set: MB Rwy Elev: 0 MB Trans level: FL 150 Trans alt: 13000' MSA DXB VOR



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI PAPI	3000'	DXB on 108.4 R-120
Descent Gradient 5.10% or Descent angle	[2.92°]	362	465	517	620	723			

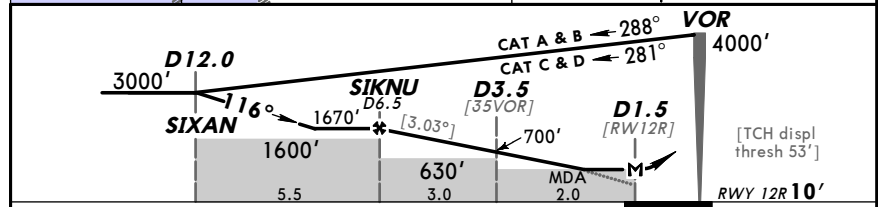
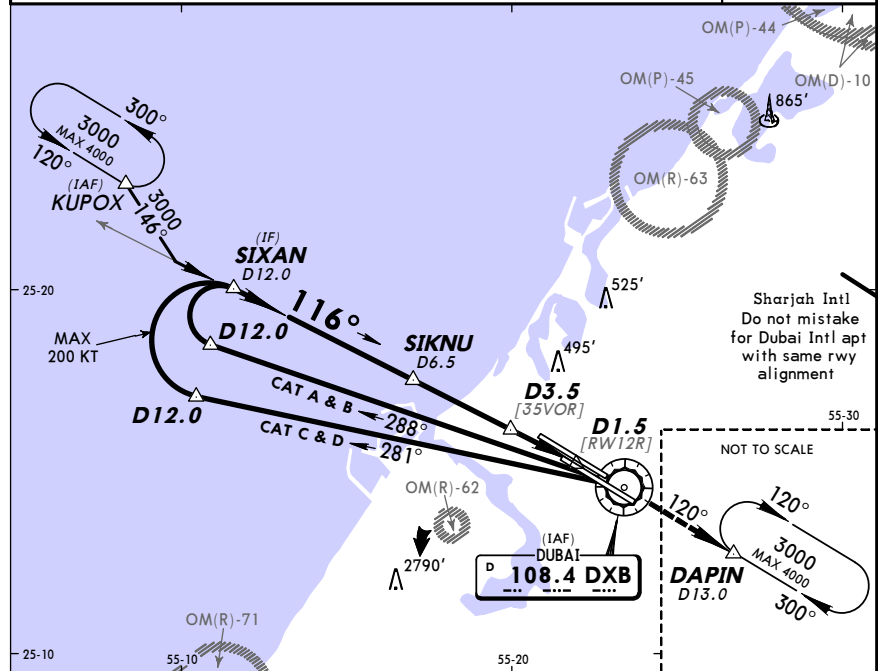
STRAIGHT-IN LANDING RWY 12L		CIRCLE-TO-LAND	
MDA(H) 960' (950')		ALS out	
A	1200m	RVR 1800m VIS 2000m	
B			
C	3600m	4400m	NOT AUTHORIZED
D	4000m	4800m	

**OMDB/DXB**  
 DUBAI INTL  
 9 NOV 07 (13-2) Eff 22 Nov VOR DME Rwy 12R

D-ATIS 131.7	DUBAI Arrivals (APP/R) 124.9	DUBAI Director (APP/R) 127.9	DUBAI Tower 118.75	Ground 118.35
VOR DXB 108.4	Final Apch Crs 116°	Procedure Alt SIKNU 1670' (1660')	MDA(H) 540' (530')	Apt Elev 62' RWY 10'

MISSED APCH: Climb to 3000'. After VOR proceed on R-120 to join DAPIN holding.

Alt Set: MB Rwy Elev: 0 MB Trans level: FL 150 Trans alt: 13000' MSA DXB VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS	3000'	DXB
Descent Gradient 5.29% or							REIL	↑	on 108.4
Descent angle [3.03°]	375	482	536	643	750	858	PAPI		R-120

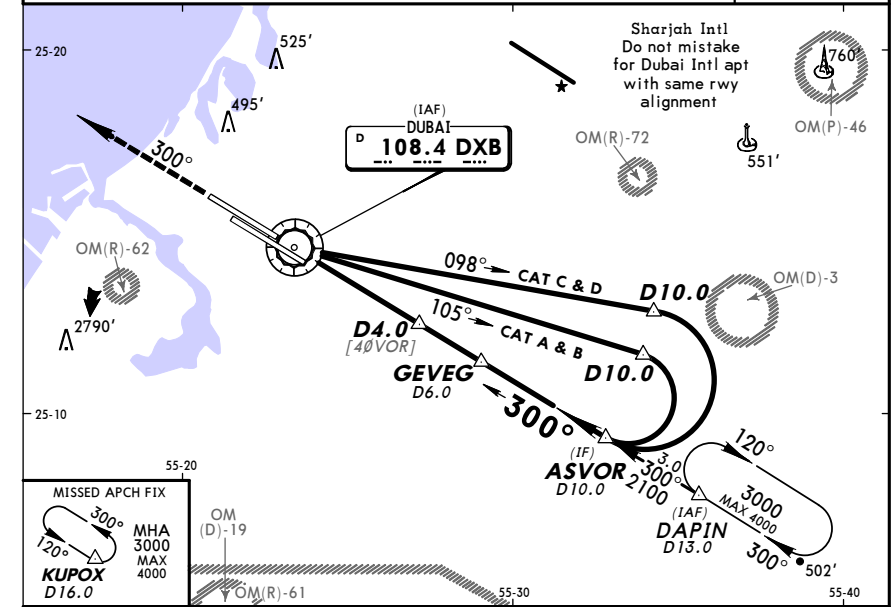
STRAIGHT-IN LANDING RWY 12R		CIRCLE-TO-LAND	
MDA(H) 540' (530')			
ALS out			
A	RVR 720m	RVR 1500m	VIS 1600m
B	VIS 800m		
C	RVR 1500m	2400m	
D	2000m	2800m	
NOT AUTHORIZED			

**OMDB/DXB**  
 DUBAI INTL  
 9 NOV 07 (13-3) Eff 22 Nov VOR DME Rwy 30R

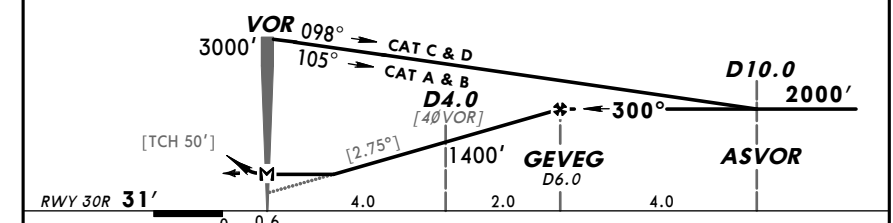
D-ATIS 131.7	DUBAI Arrivals (APP/R) 124.9	DUBAI Director (APP/R) 127.9	DUBAI Tower 118.75	Ground 118.35
VOR DXB 108.4	Final Apch Crs 300°	Minimum Alt GEVEG 2000' (1969')	MDA(H) 890' (859')	Apt Elev 62' RWY 31'

MISSED APCH: Climb to 3000' and establish on R-300 DXB to join KUPOX holding.

Alt Set: MB Rwy Elev: 1 MB Trans level: FL 150 Trans alt: 13000' MSA DXB VOR



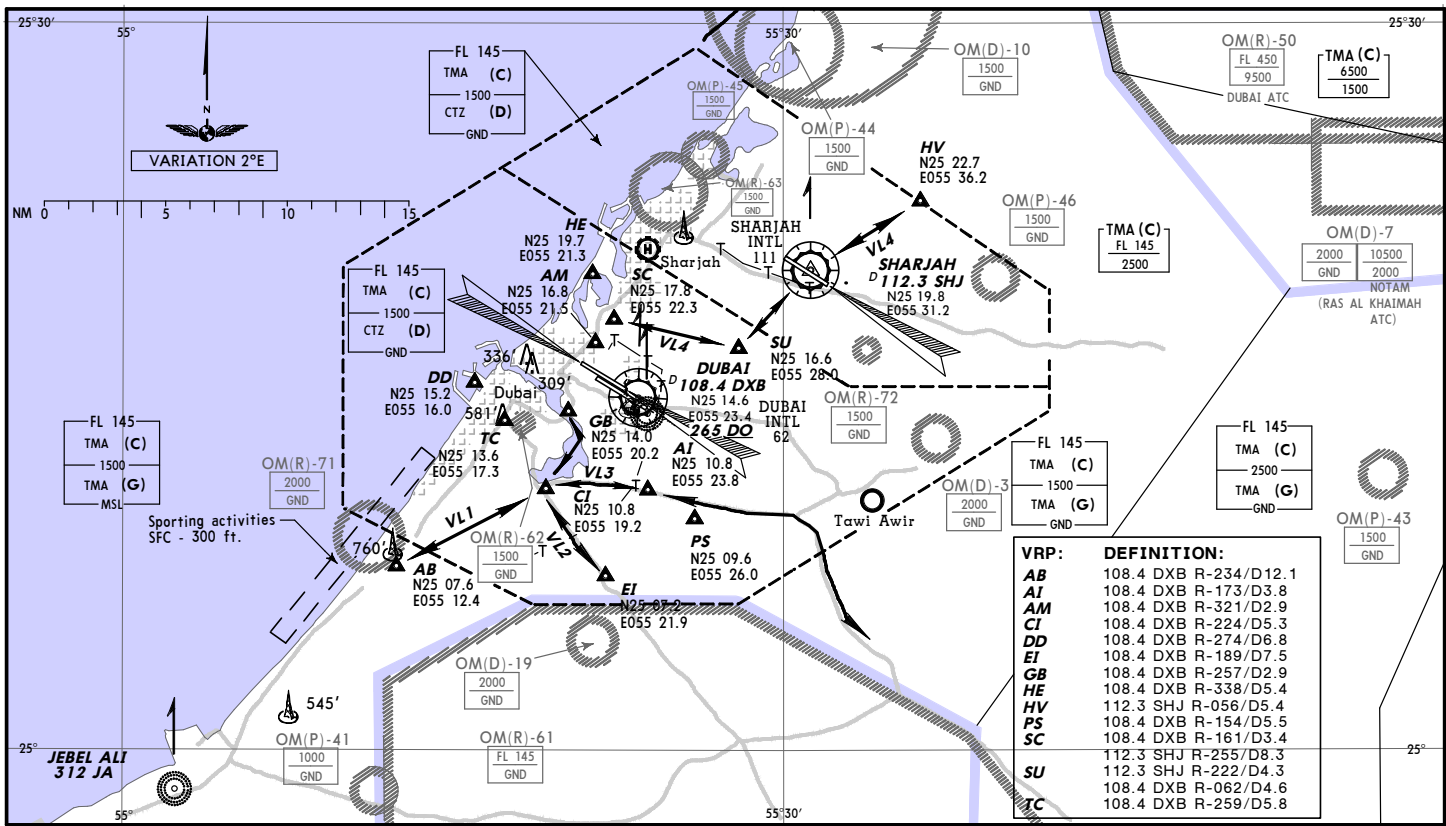
DXB DME	0.0	1.0	2.0	3.0	4.0	5.0
ALTITUDE	260'	550'	840'	1130'	1420'	1710'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	3000'	DXB
Descent Gradient 4.80% or							REIL	↑	on 108.4
Descent angle [2.75°]	340	438	486	584	681	778	PAPI		R-300

STRAIGHT-IN LANDING RWY 30R		CIRCLE-TO-LAND	
MDA(H) 890' (859')			
ALS out			
A	RVR 720m	VIS 800m	RVR 1500m VIS 1600m
B	1200m		RVR 1800m VIS 2000m
C	3200m		4000m
D	3600m		4400m
NOT AUTHORIZED			





CHANGES: Dubai VOR/DME: reporting points; tracks.  
 © JESSESEN SANDERSON, INC., 1996, 2006. ALL RIGHTS RESERVED.