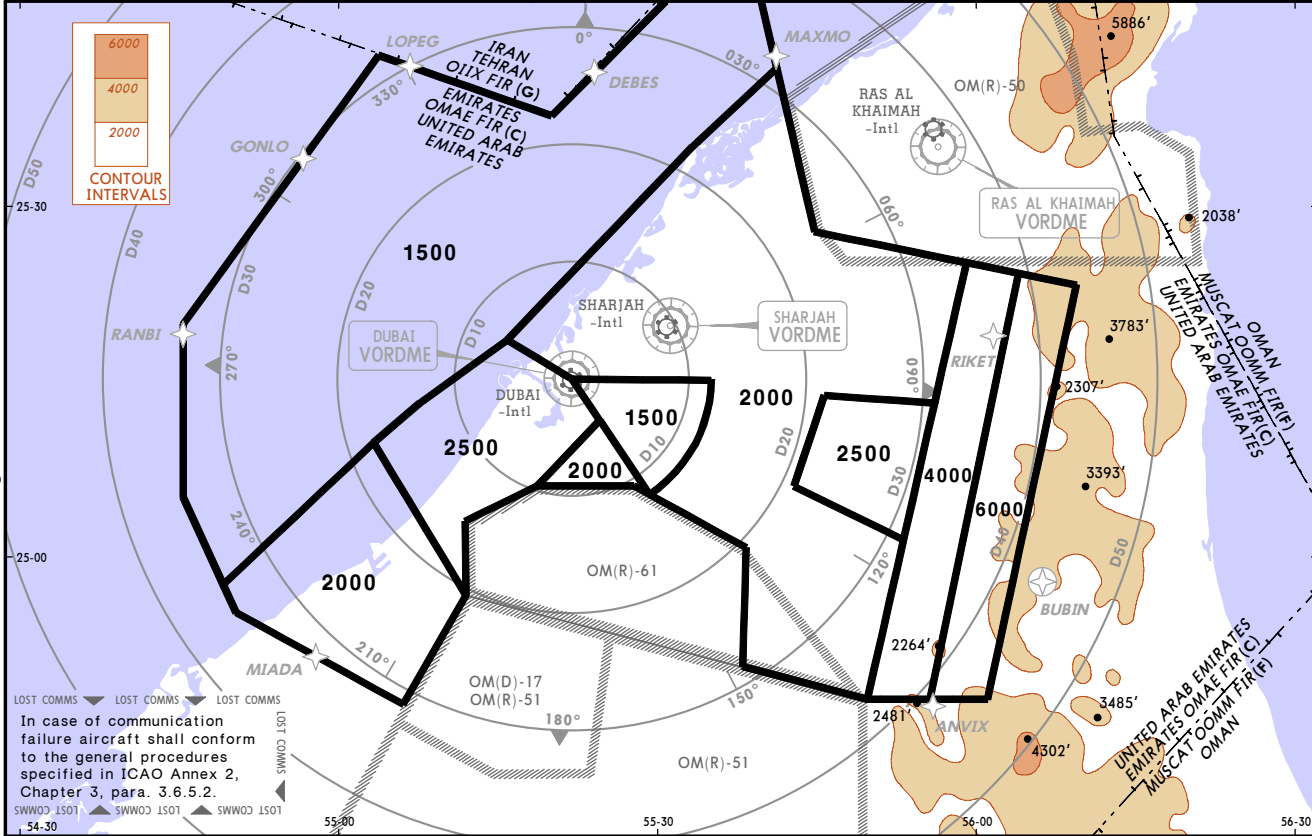


OMDB/DXB
DUBAI INTL

DUBAI Arrivals (APP/R)	124.9	Api Elev 34'	Alt Set: MB Trans level: FL150 Trans alt: 13000'
This chart may only be used for cross-checking of altitudes assigned while under radar control.			

JEPPESSEN
RADAR MINIMUM ALTITUDES

DUBAI, UAE



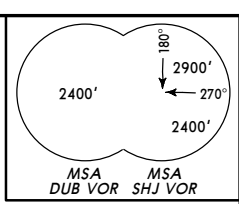
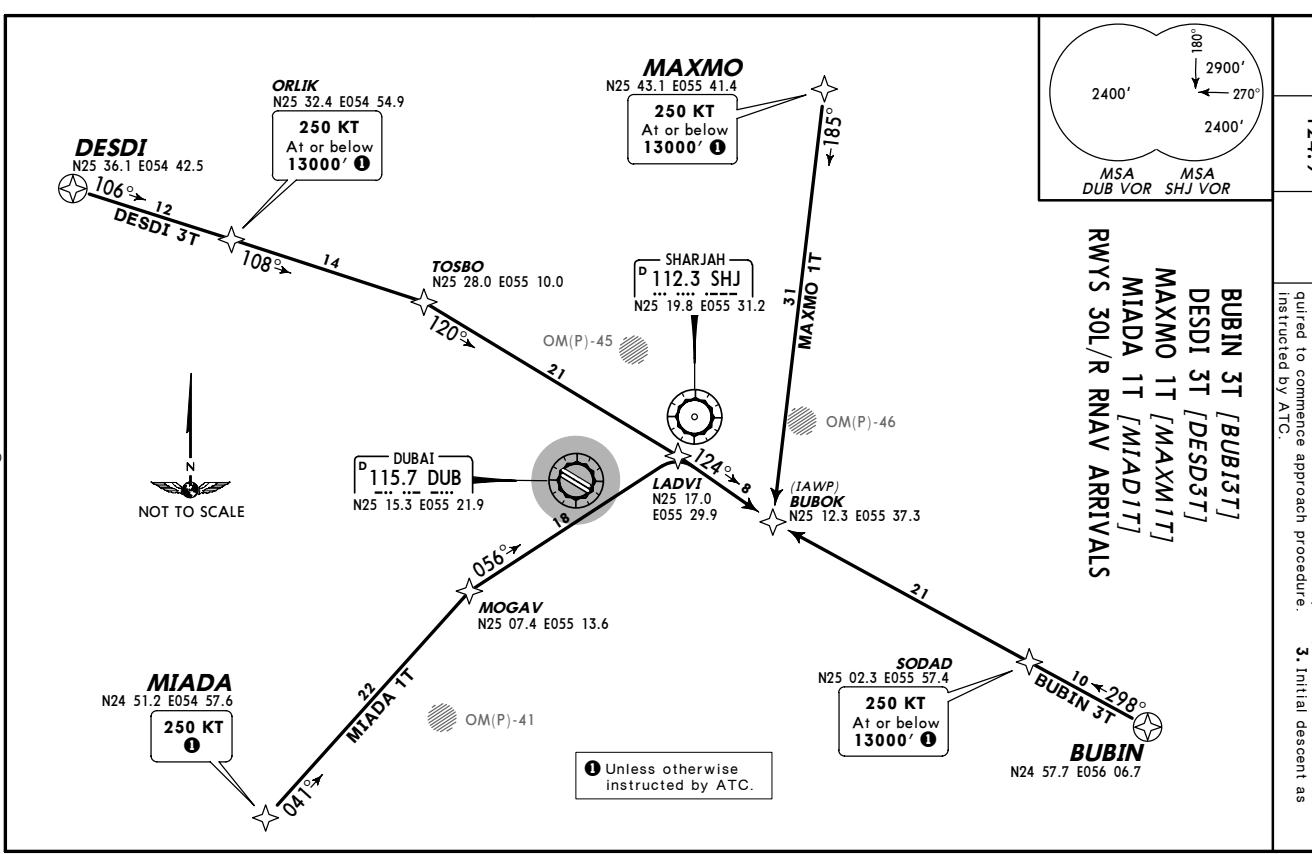
LOST COMMS
In case of communication failure aircraft shall conform to the general procedures specified in ICAO Annex 2, Chapter 3, para. 3.6.5.2.

OMDB/DXB
DUBAI INTL

ATIS 131.7	DUBAI Arrivals (R) 124.9	Api Elev 34'	Alt Set: MB Trans level: FL150 Trans alt: 13000'
1. On initial call to DUBAI Arrivals state call sign, aircraft type, passing level, cleared level and, if applicable, STAR designator. 2. Clearance limit is STAR termination point, ATIS clearance required to commence approach procedure. 3. Initial descent as instructed by ATIS.			

JEPPESSEN
RWAV STAR

DUBAI, UAE



BUBIN 3T [BUBI3T]
DESDI 3T [DESD3T]
MAXMO 1T [MAXM1T]
MIADA 1T [MIAD1T]
RWYS 30L/R RNAV ARRIVALS

NOT TO SCALE

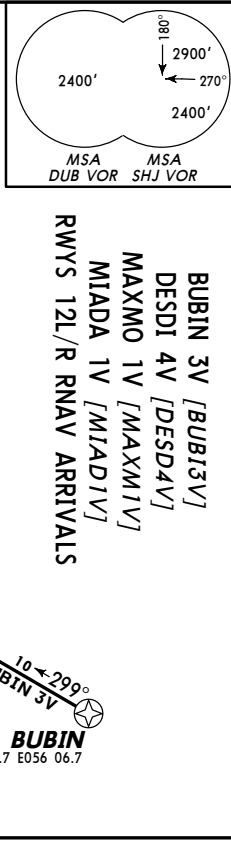
CHANGES: Crossings revised.

OMDB/DXB
DUBAI INTL
DUBAI, UAE
RNAV STAR

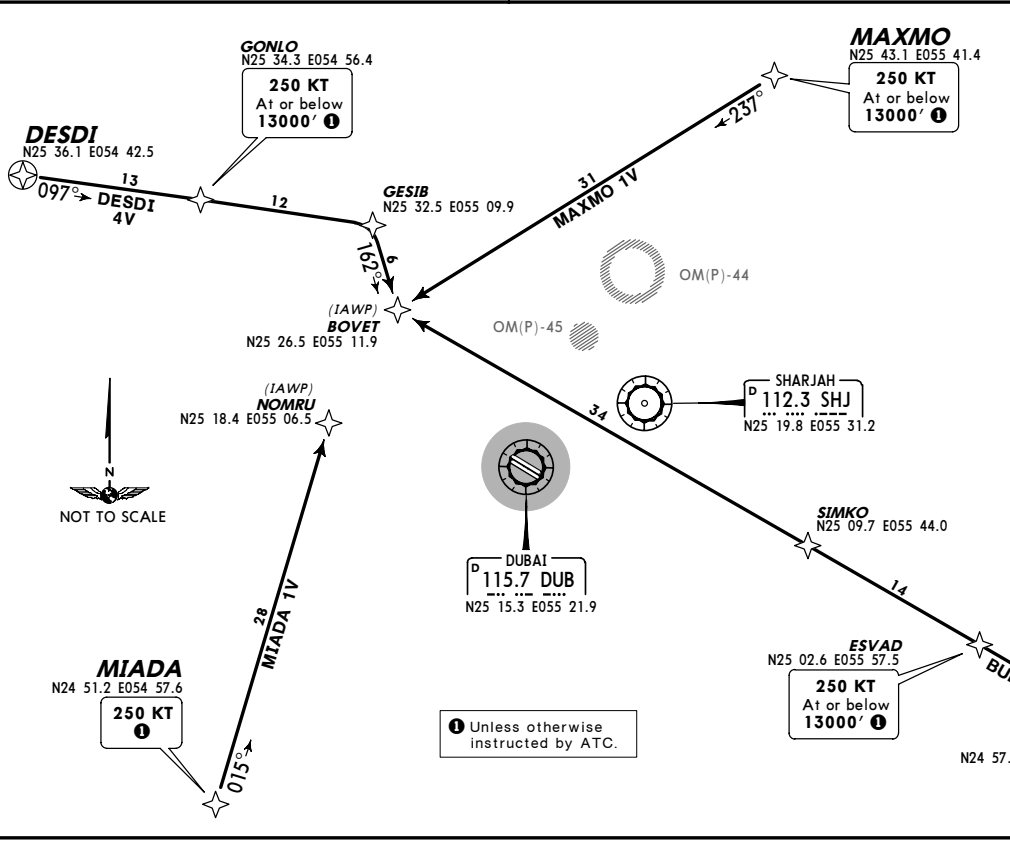
ATIS Arrivals (R) 131.7
124.9
Apt Elev 34'

Trans level: FL150 Trans alt: 13000'

1. On initial call to DUBAI Arrivals state callign, aircraft type, passing level, cleared 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



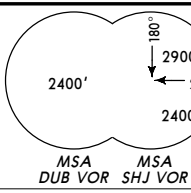
Unless otherwise instructed by ATC.

OMDB/DXB
DUBAI INTL
DUBAI, UAE
RNAV SID

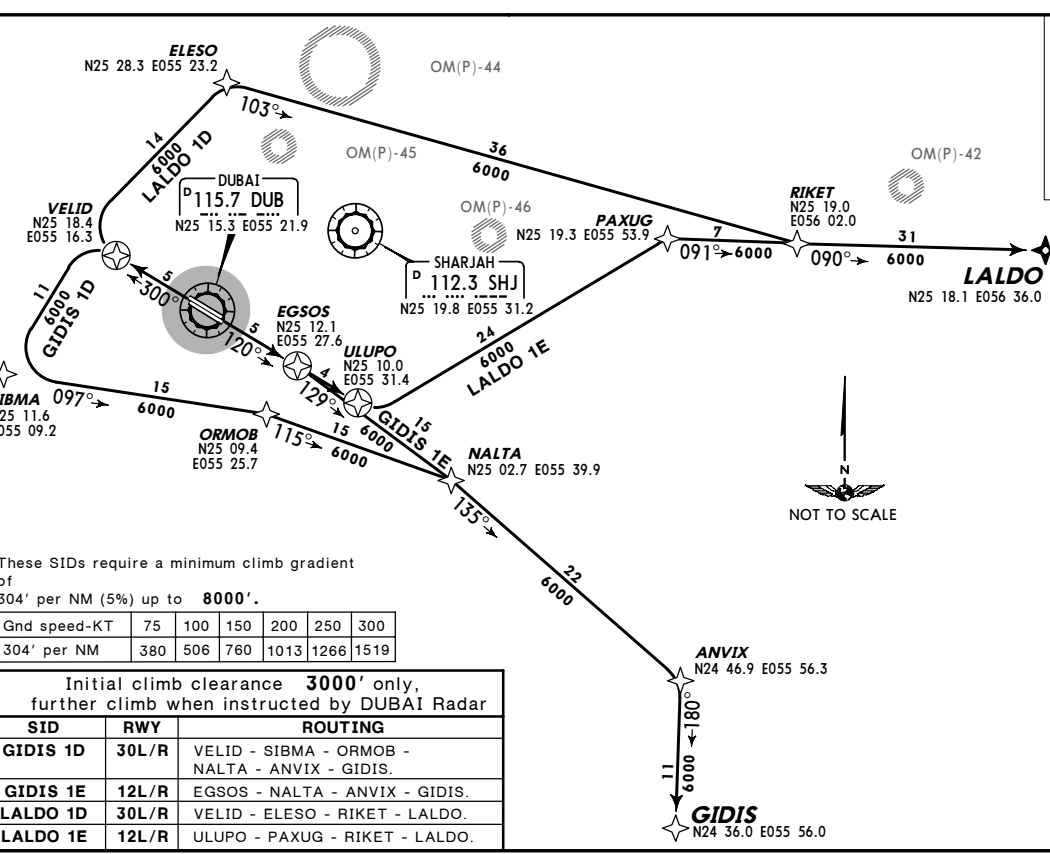
DUBAI Departures (R) 124.45
Apt Elev 34'

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 callign, aircraft type, passing level, cleared level and, if applicable, SID designator.



GIDIS 1D [GID11D]
GIDIS 1E [GID11E]
LALDO 1D [LALD1D]
LALDO 1E [LALD1E]
RWYS 30L/R, 12L/R RNAV DEPARTURES
[SPEED] MAX 250 KT BELOW 8000'



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

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

Initial climb clearance 3000' only, further climb when instructed by DUBAI Radar

SID	RWY	ROUTING
GIDIS 1D	30L/R	VELID - SIBMA - ORMOB - NALTA - ANVIX - GIDIS.
GIDIS 1E	12L/R	EGSOS - NALTA - ANVIX - GIDIS.
LALDO 1D	30L/R	VELID - ELESO - RIKET - LALDO.
LALDO 1E	12L/R	ULUPO - PAXUG - RIKET - LALDO.

JEPPESSEN
 22 APR 05 (10-3A)

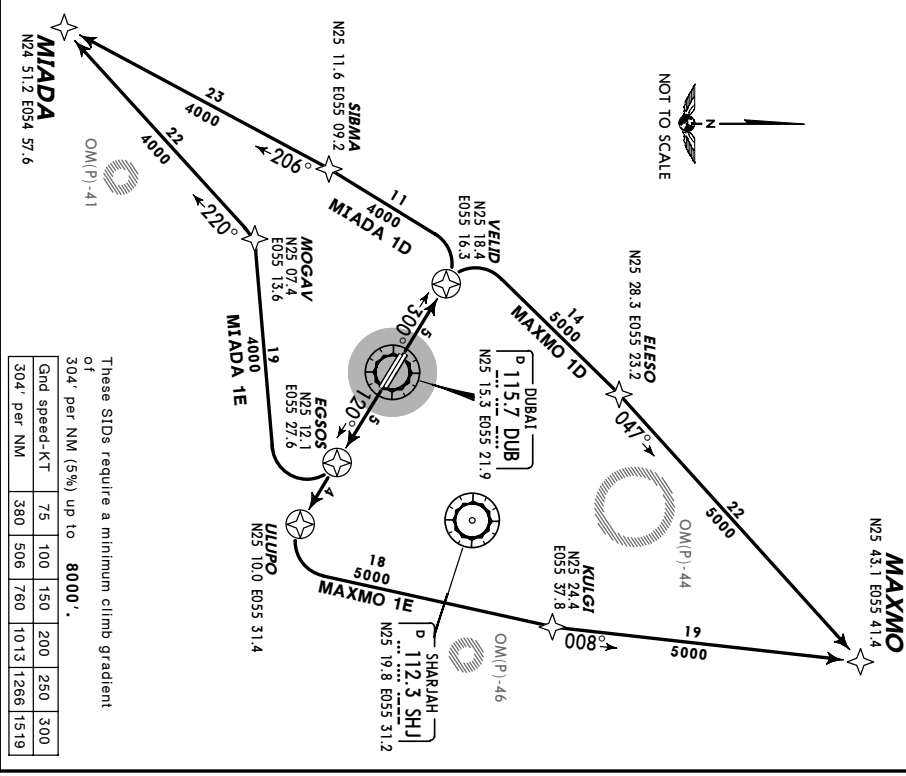
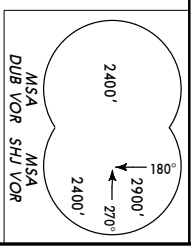
DUBAI, UAE
RNAV SID

DUBAI Departures (R) 124.45	Apt Elev 34'	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, aircraft type, passing level, cleared level and, if applicable, SID designator.

**MAXMO 1D [MAXM1D]
 MAXMO 1E [MAXM1E]
 MIADA 1D [MIAD1D]
 MIADA 1E [MIAD1E]**

**RWYS 30L/R, 12L/R RNAV DEPARTURES
 SPEED MAX 250 KT BELOW 8000'**



These SIDs require a minimum climb gradient of 304' per NM (5%) up to 8000'.
 Gnd speed-KT 75 100 150 200 250 300
 304' per NM 380 506 760 1013 1266 1519

Initial climb clearance 3000' only,
 further climb when instructed by DUBAI Radar

ROUTING

SID	RWY	VELID - ELESO - MAXMO.
MAXMO 1D	30L/R	VELID - ELESO - MAXMO.
MAXMO 1E	12L/R	ULUPO - KULGI - MAXMO.
MIADA 1D	30L/R	VELID - SIBMA - MIADA.
MIADA 1E	12L/R	EGSOS - MOGAV - MIADA.

CHANGES: Climb instruction.
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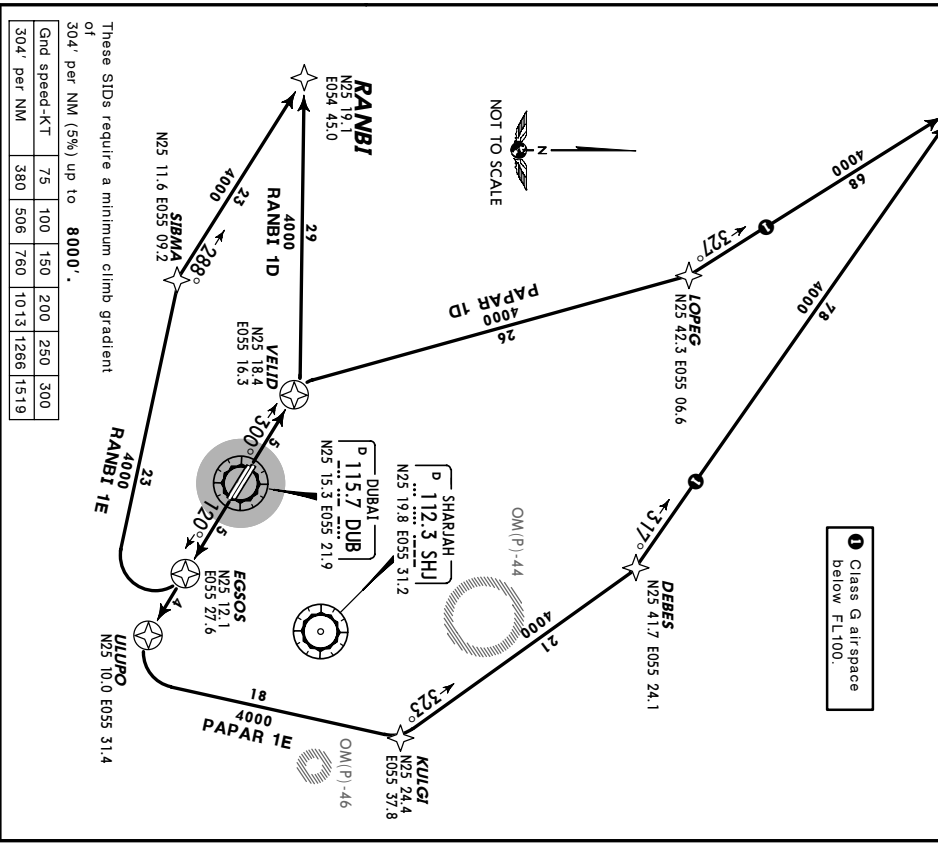
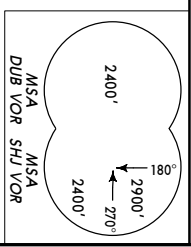
JEPPESSEN
 22 APR 05 (10-3B)

DUBAI, UAE
RNAV SID

DUBAI Departures (R) 124.45	Apt Elev 34'	Trans level: FL150 Trans alt: 13000'
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1. Contact DUBAI Departures as soon as possible after passing 500'.
 2. On initial call to DUBAI Departures state call sign, aircraft type, passing level, cleared level and, if applicable, SID designator.

**PAPAR 1D [PAPA1D], PAPAR 1E [PAPA1E]
 RANBI 1D [RANB1D], RANBI 1E [RANB1E]
 RWYS 30L/R, 12L/R RNAV DEPARTURES
 SPEED MAX 250 KT BELOW 8000'**



These SIDs require a minimum climb gradient of 304' per NM (5%) up to 8000'.
 Gnd speed-KT 75 100 150 200 250 300
 304' per NM 380 506 760 1013 1266 1519

Initial climb clearance 3000' only,
 further climb when instructed by DUBAI Radar

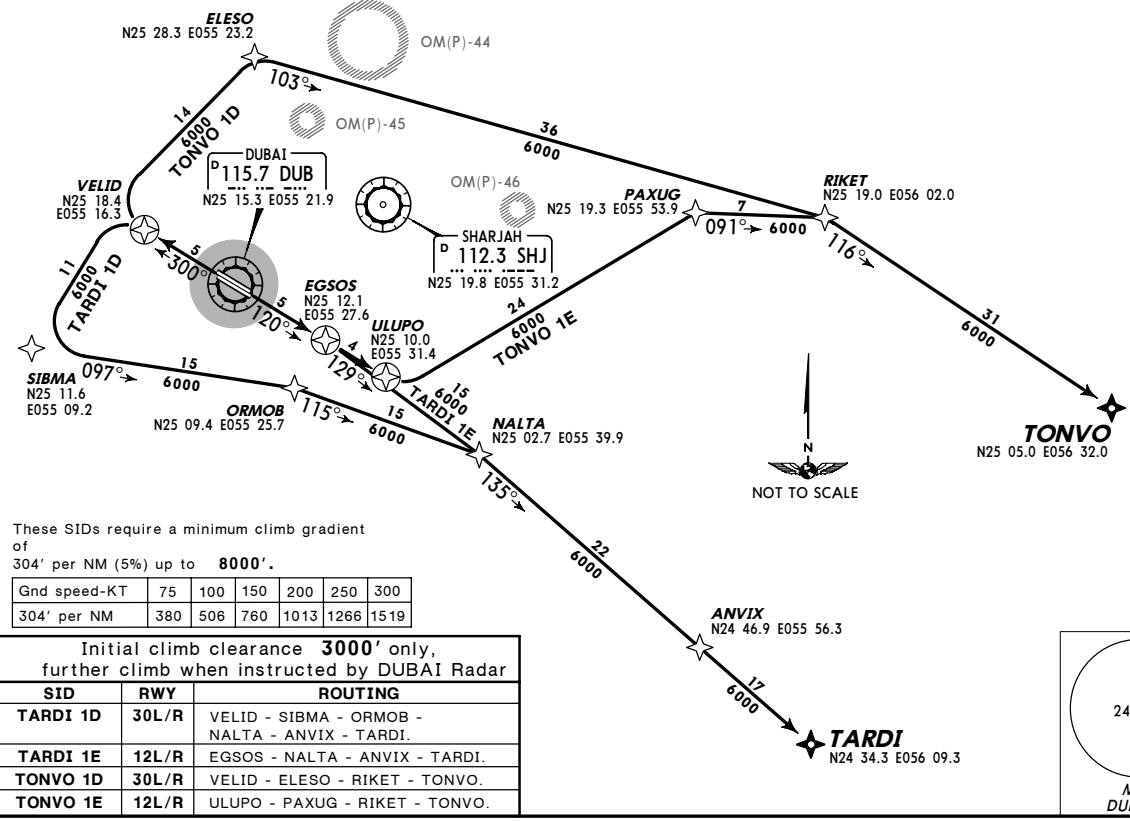
ROUTING

SID	RWY	VELID - LOPEG - PAPAR.
PAPAR 1D	30L/R	VELID - LOPEG - PAPAR.
PAPAR 1E	12L/R	ULUPO - KULGI - DEBES - PAPAR.
RANBI 1D	30L/R	VELID - RANBI.
RANBI 1E	12L/R	EGSOS - SIBMA - RANBI.

CHANGES: Climb instruction.
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Dubai Departures (R)
 124.45
 Apr Elev 34'
 1. Contact DUBAI Departures as soon as possible after passing 500'.
 2. On Initial call to DUBAI Departures state call sign, aircraft type, passing level, cleared level and, if applicable, SID designator.

TARDI 1D [TARD1D], TARDI 1E [TARD1E]
 TONVO 1D [TONV1D], TONVO 1E [TONV1E]
 RWYS 30L/R, 12L/R RNAV DEPARTURES
 SPEED MAX 250 KT BELOW 8000'

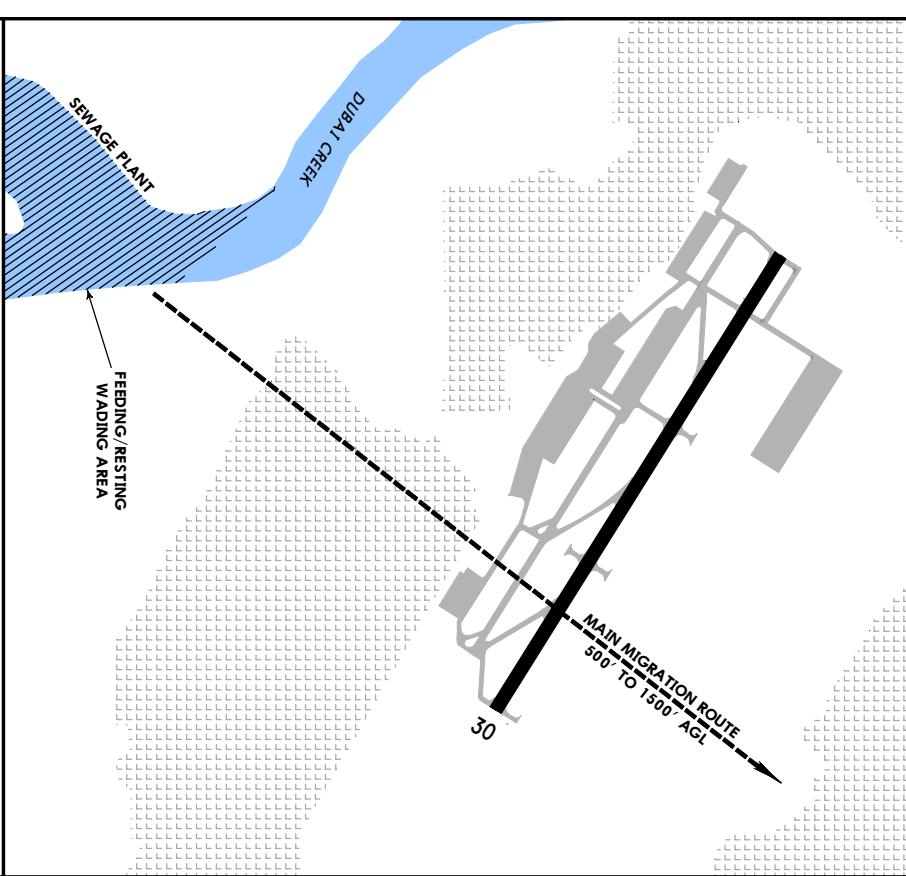


These SIDs require a minimum climb gradient of 304' per NM (5%) up to 8000'.

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

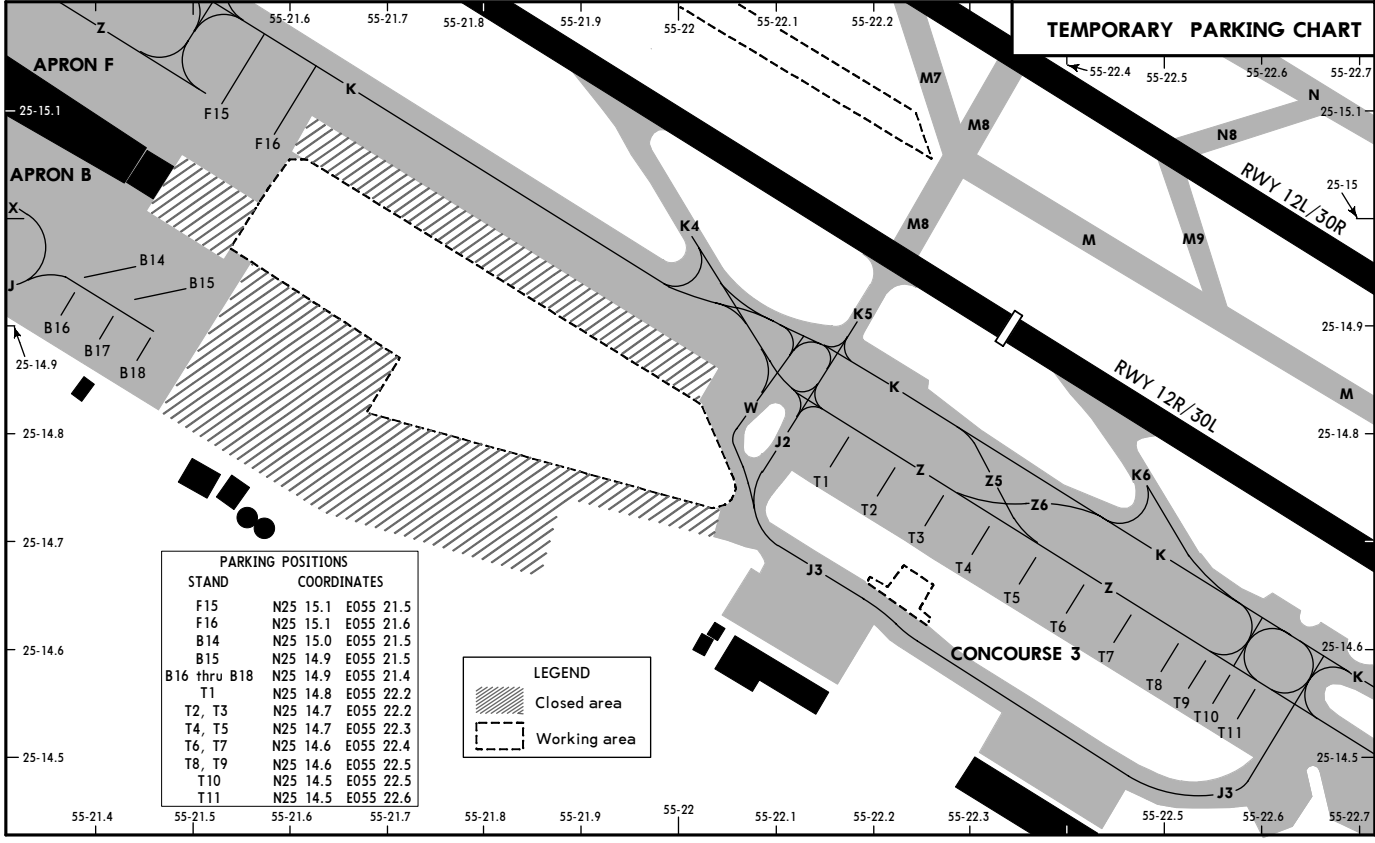
Initial climb clearance 3000' only, further climb when instructed by DUBAI Radar

SID	RWY	ROUTING
TARDI 1D	30L/R	VELID - SIBMA - ORMOB - NALTA - ANVIX - TARDI.
TARDI 1E	12L/R	EGSOS - NALTA - ANVIX - TARDI.
TONVO 1D	30L/R	VELID - ELESO - RIKET - TONVO.
TONVO 1E	12L/R	ULUPO - PAXUG - RIKET - TONVO.

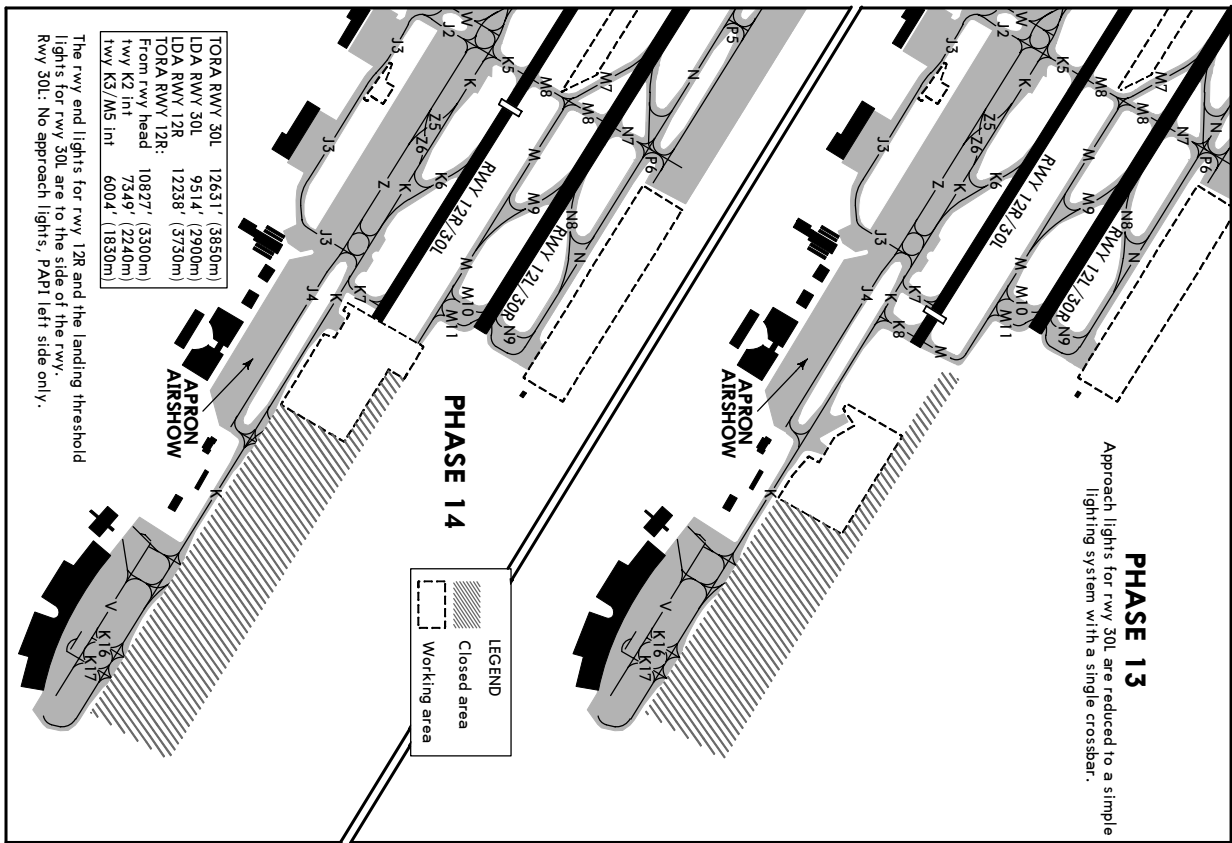


NOTE
 Period of Activity: End of September until end of march.
 Type of Activity: Flocks of Gulls, Herons, Cormorants, Sand Plovers and Sandpipers.
 Daily Activity: At sunrise, leaving the Dubai Creek (sewage plant) northeastwards, crossing approaches to RWY 30 between 500' and 1500' AGL. Only Cormorants, Herons and Gulls seen. Wading species seem to remain near the Dubai Creek (sewage plant) which is a probable source of food. No bird migration seen over the airport in opposite direction towards the sewage plant (may be other route).

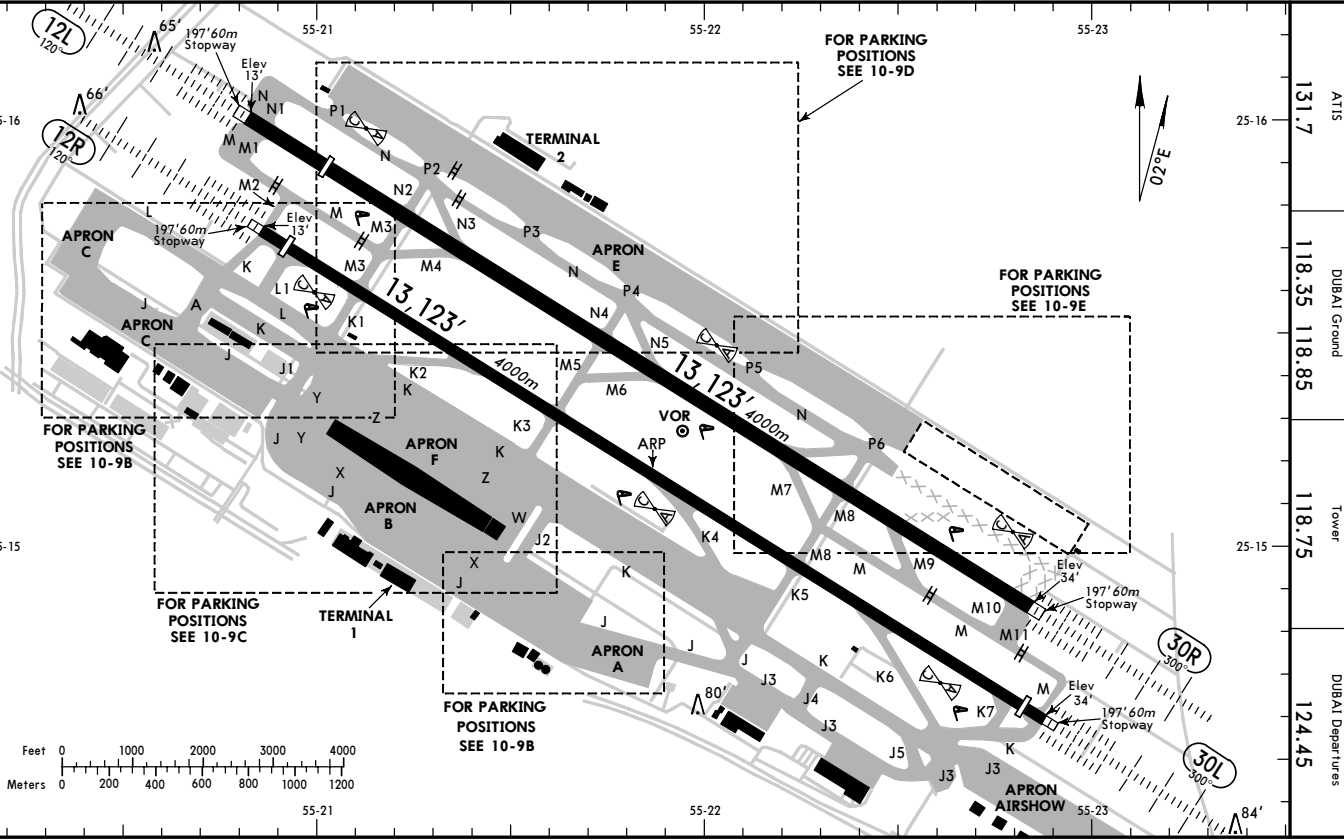
TEMPORARY PARKING CHART



TEMPORARY TAXIWAY CONSTRUCTION WORK
 REFER ALSO TO CHART NOTAMS
 CAUTION: Do not mistake the new extension to rwy 30L/12R for the operational threshold of rwy 30L.



ATIS	131.7	DUBAI Ground	118.35	118.85	Tower	118.75	DUBAI Departures	124.45
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GENERAL
 Rwy 12L/30R is approved for CAT II/III 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. Rwy 12L and 12R right-hand circuit.

RWY	ADDITIONAL RUNWAY INFORMATION		USABLE LENGTHS		TAKE-OFF	WIDTH
	HIRL (60m)	CL (15m)	LANDING BEYOND	GLIDE SLOPE		
12L	HIRL (60m)	CL (15m)	11,811' (3600m)	10,778' (3285m)	1	197'
30R	HIRL (60m)	CL (15m)	11,908' (3650m)			60m

RWY	TAKE-OFF RUN AVAILABLE		RWY 30R:
	From rwy head	To	
RWY 12L:	From rwy head	13,123' (4000m)	From rwy head
	twy N5/M4 int	9482' (2890m)	twy M9 int
	twy N4/M5 int	7316' (2230m)	twy M8 int
RWY 30L:	From rwy head	6234' (1900m)	twy M7 int
	twy N5/M6 int		twy M4/M5 int
			4495' (1370m)

RWY	HIRL (60m) / CL (15m) / HIALS-II SFL TDZ		PAPI	RVR
	HIRL (60m)	CL (15m)		
12R	HIRL (60m) <td>CL (15m) <td>2 PAPI</td> <td>3 RVR</td> </td>	CL (15m) <td>2 PAPI</td> <td>3 RVR</td>	2 PAPI	3 RVR
30L	HIRL (60m) <td>CL (15m) <td>2 PAPI</td> <td>4 RVR</td> </td>	CL (15m) <td>2 PAPI</td> <td>4 RVR</td>	2 PAPI	4 RVR

RWY	START-UP & TAXI PROCEDURES	
	From rwy head	To
RWY 12R:	From rwy head	13,123' (4000m)
	twy L1 int	12,697' (3870m)
	twy K2 int	9649' (2931m)
	twy K3/M5 int	8304' (2531m)
RWY 30L:	From rwy head	13,123' (4000m)
	twy K5 int	10,279' (3135m)
	twy K4 int	6978' (2127m)
	twy K3/M5 int	4816' (1468m)

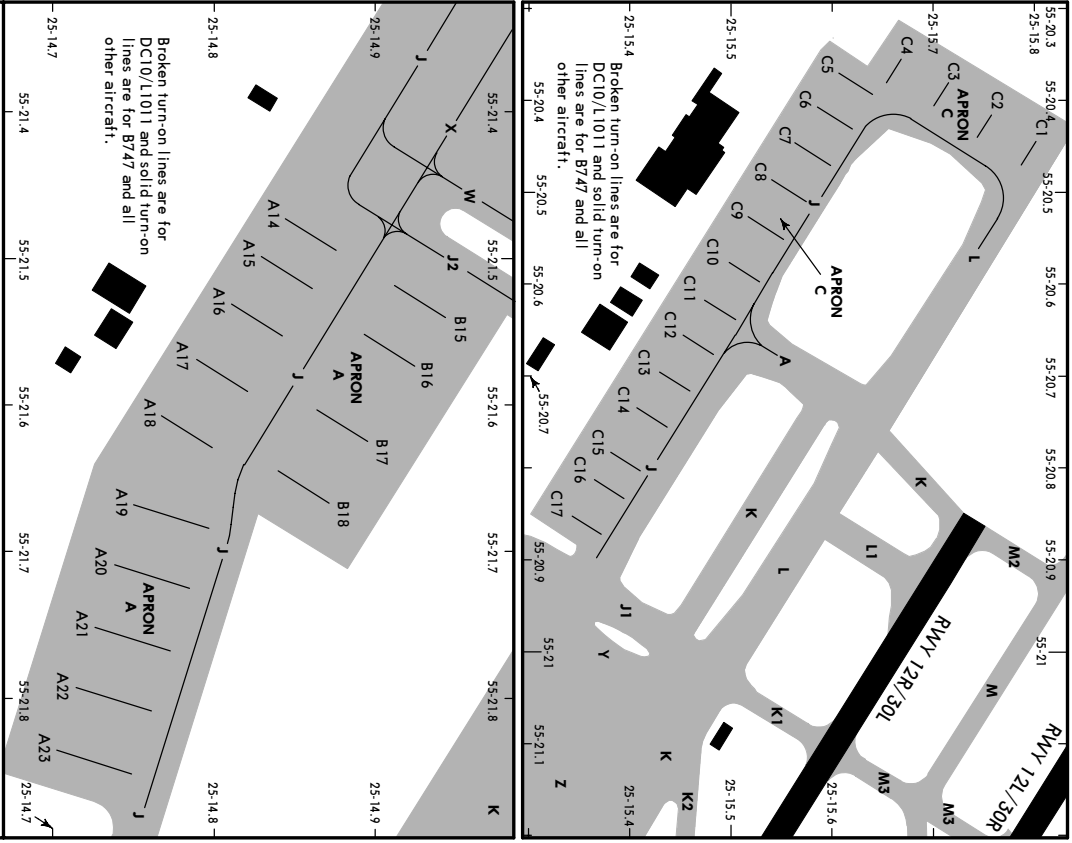
START-UP & TAXI PROCEDURES
 Twys J3, W, X, Y and Z to be used with MAX 10 Kts.
 Due to road crossings on twy J, X, Y & Z and aprons B & F pilots are advised to switch on nose wheel lights while taxiing in these areas. Lights should be switched off prior to entering parking bays.
 Dubai National Air Travel 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 call sign, aircraft type, parking stand, requested flight level, destination, route and aircraft routing via A418/A419 report crossing level for PAPI/DARAX.

RWY	AIR CARRIER (JAA)		AIR CARRIER (FAR 121)		All Rwys
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	
A	250m		400m		2 Eng
B	200m (150m)				3 & 4 Eng
C	250m (200m)				Eng

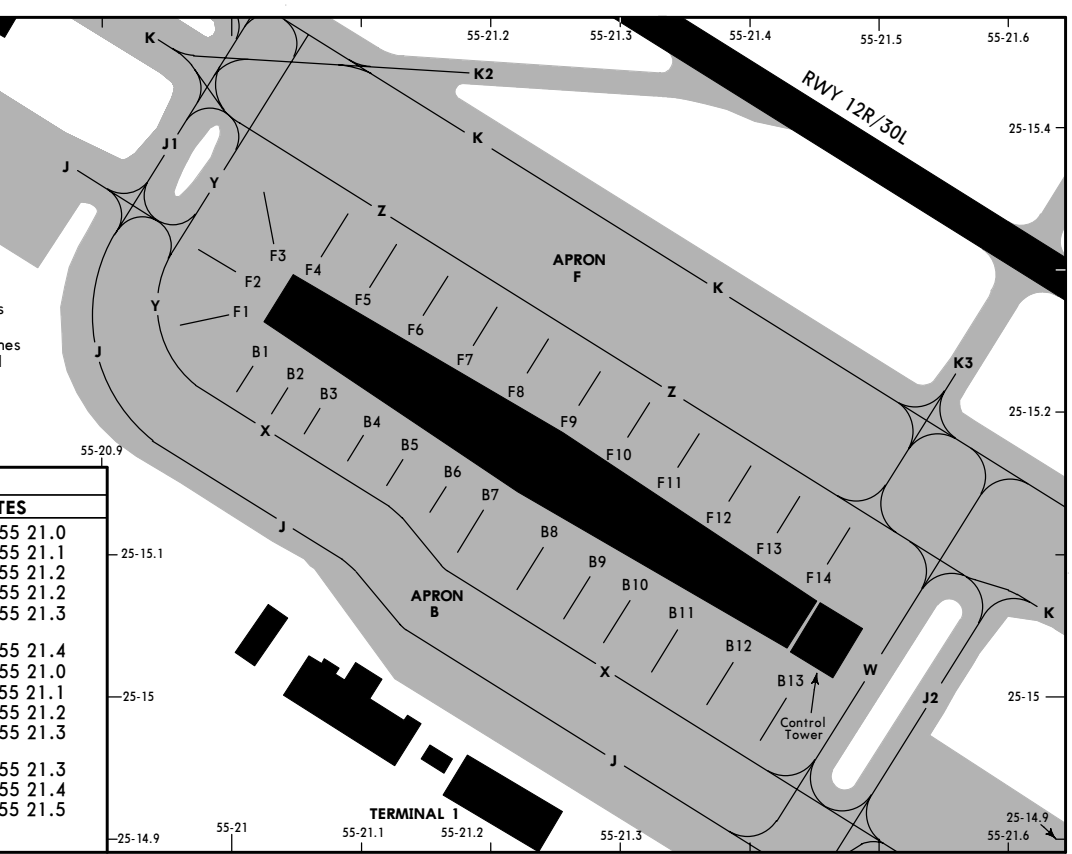
RWY	LVP must be in Force		RWY 12R/30L	RWY 12L/30R	All Rwys
	RCLM (DAY only) or RL	RCLM (DAY only) or RL			
A	250m				2 Eng
B	200m (150m)				3 & 4 Eng
C	250m (200m)				Eng

For low visibility departure all RVR transmitters of departure rwy shall be serviceable. If reported meteorological VIS > 1500m TDZ RVR not required.



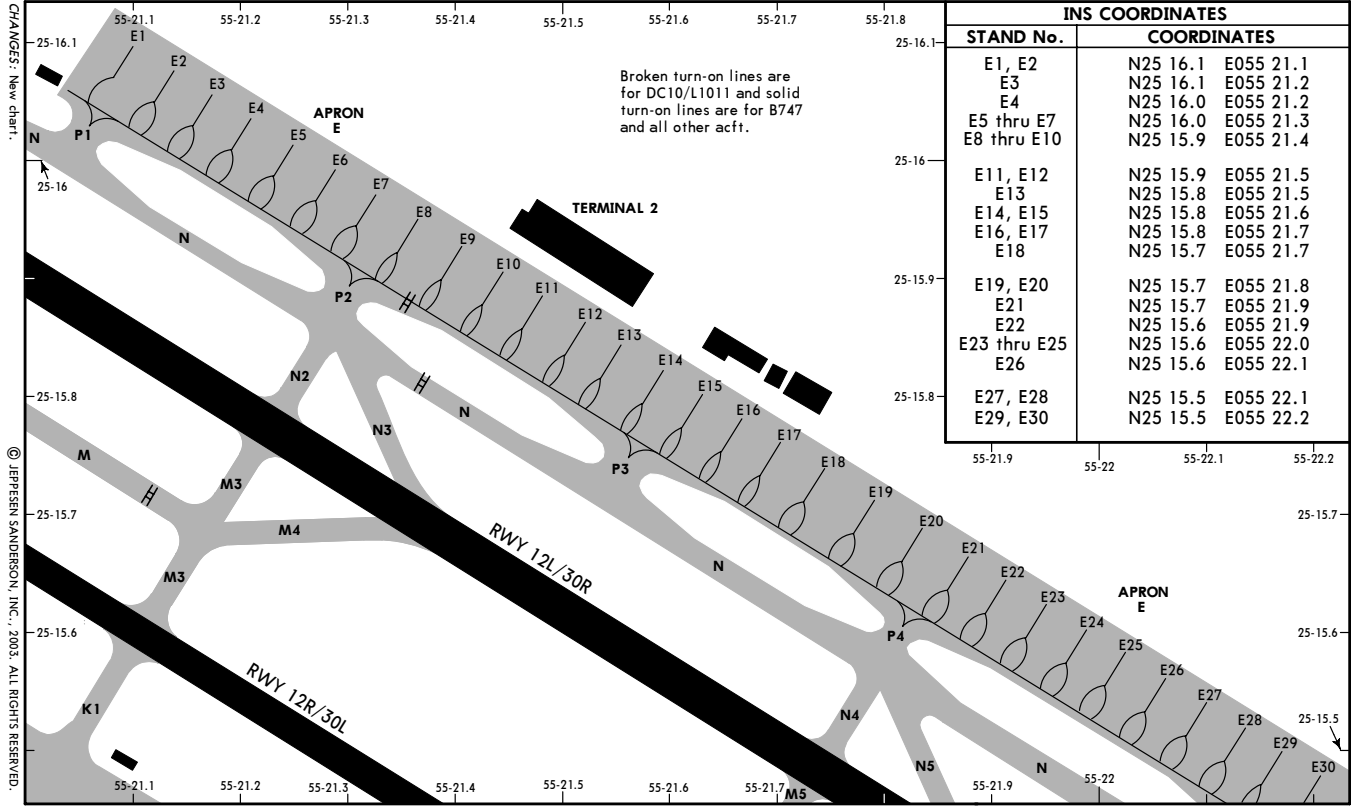
STAND No.	COORDINATES	STAND No.	COORDINATES
A14 thru A16	N25 14.8 E055 21.5	C8, C9	N25 15.5 E055 20.5
A17, A18	N25 14.8 E055 21.6	C10, C11	N25 15.5 E055 20.6
A19, A20	N25 14.7 E055 21.7	C12	N25 15.4 E055 20.6
A21 thru A23	N25 14.7 E055 21.8	C13, C14	N25 15.4 E055 20.7
B15 thru B17	N25 14.9 E055 21.6	C15, C16	N25 15.4 E055 20.8
B18	N25 14.9 E055 21.7	C17	N25 15.3 E055 20.8
C1, C2	N25 15.8 E055 20.4		
C3	N25 15.7 E055 20.4		
C4	N25 15.7 E055 20.3		
C5 thru C7	N25 15.6 E055 20.4		

INS COORDINATES



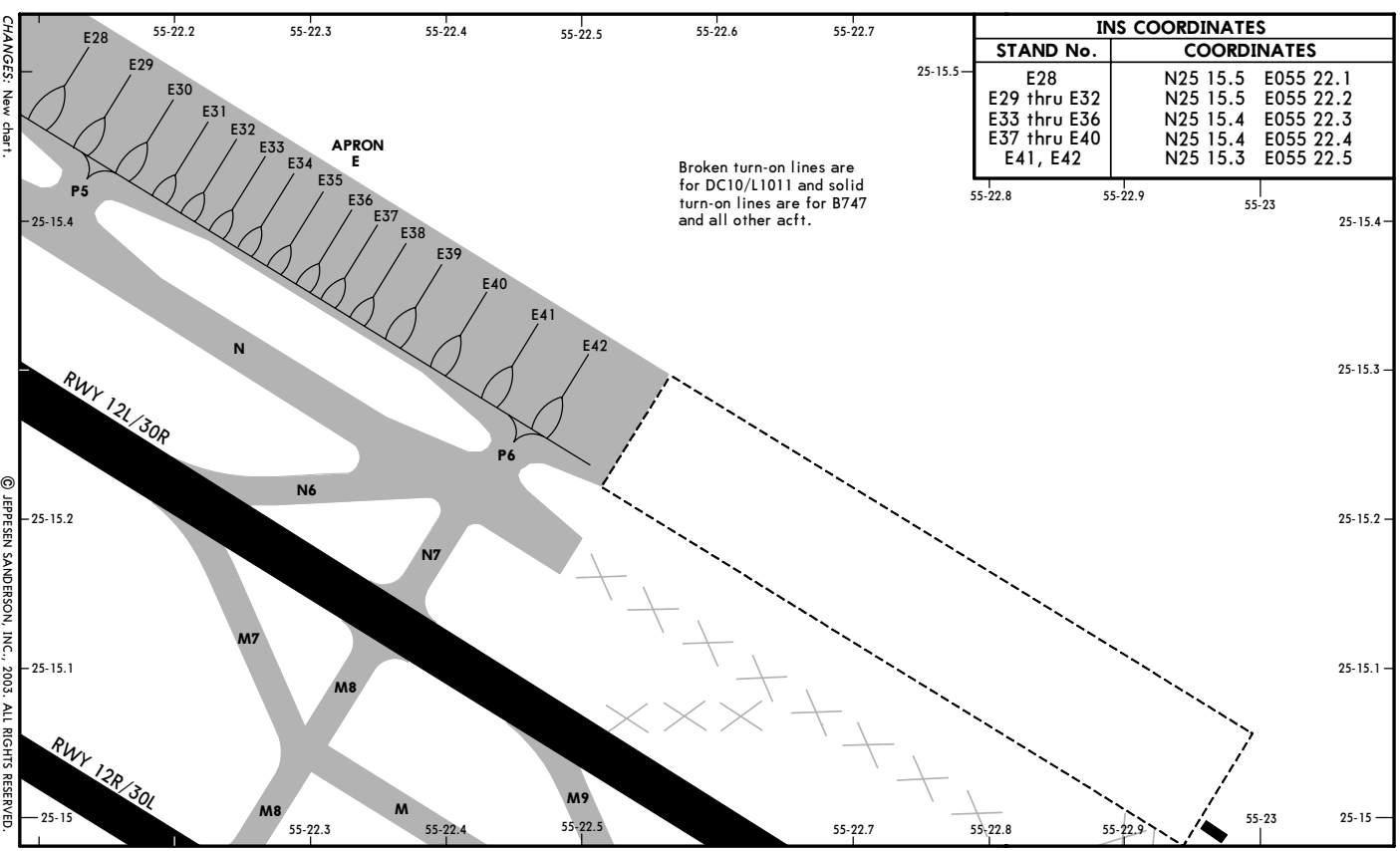
STAND No.	COORDINATES
B1	N25 15.2 E055 21.0
B2 thru B5	N25 15.2 E055 21.1
B6	N25 15.2 E055 21.2
B7, B8	N25 15.1 E055 21.2
B9, B10	N25 15.1 E055 21.3
B11 thru B13	N25 15.0 E055 21.4
F1 thru F3	N25 15.3 E055 21.0
F4, F5	N25 15.3 E055 21.1
F6 thru F8	N25 15.2 E055 21.2
F9, F10	N25 15.2 E055 21.3
F11	N25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

INS COORDINATES



OMDB/DXB
 8 AUG 03
 JEPPESSEN
 10-9D
 DUBAI, UAE
 DUBAI INTL

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 Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMS.



OMDB/DXB
 8 AUG 03
 JEPPESSEN
 10-9E
 DUBAI, UAE
 DUBAI INTL

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 Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMS.

OMDB/DXB

JEPPesen
4 MAR 05 (10-9F)

DUBAI, UAE
DUBAI INTL

DOCKING GUIDANCE SYSTEMS

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

AGNIS

1. 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.
2. The reference panel is backlit.
3. The guidance lights are based on red/green flashing lights: steady red lights indicate stop/emergency and red/green flashing lights for approach.
4. 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.
5. The unit is controlled from a remote unit handled by the ground operator.

VDGS

1. 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.
2. The unit is interactive; i.e. it can be programmed to display the required stand number, the aircraft code type, welcoming messages, etc.
3. The unit identifies the presence and shape of the aircraft with the aid of laser emission.
4. The indication lights are based on arrows guiding the pilot to manoeuvre the aircraft towards the centerline.
5. An alphanumeric display panel is also provided to convey messages. e.g. STOP.
6. The VDGS should be approached at a maximum speed of 3 Knots.
7. 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
15 NOV 02 (10-9X1)
EFF 28 Nov

JAA MINIMUMS
DUBAI, UAE
DUBAI INTL

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
To adjacent parallel rwy only	810' (776')	810' (776')	810' (776')	810' (776')
	V4600m	V4600m	V4600m	V4600m

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

Approved Operators	LVP must be in Force ①			
HIRL, CL	RL, CL	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A				NIL (DAY only)
B	125m	150m	200m	250m
C				400m
D	150m	200m	250m	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** **JAA MINIMUMS**
 15 NOV 02 **(10-9X)**
DUBAI, UAE
DUBAI INTL

EFF 28 NOV

STRAIGHT-IN RWY	A	B	C	D
12L CAT II RNAV ILS	113' (100') RA100 / R350m	113' (100') RA100 / R350m	113' (100') RA100 / R350m	113' (100') RA100 / R350m
RNAV ILS	213' (200') R550m	213' (200') R550m	213' (200') R550m	213' (200') R550m
ALS out	R1000m	R1000m	R1000m	R1000m
LOC ①	590' (577') R1000m	590' (577') R1200m	590' (577') R1200m	590' (577') R1600m
ALS out	R1500m	R1500m	R2000m	R2000m
RNAV VOR DME	590' (577') R1000m	590' (577') R1200m	590' (577') R1200m	590' (577') R1600m
ALS out	R1500m	R1500m	R2000m	R2000m
GPS	590' (577') R1000m	590' (577') R1200m	590' (577') R1200m	590' (577') R1600m
ALS out	R1500m	R1500m	R2000m	R2000m
12R RNAV ILS	213' (200') R550m	213' (200') R550m	213' (200') R550m	213' (200') R550m
ALS out	R1000m	R1000m	R1000m	R1000m
LOC ①	590' (577') R1000m	590' (577') R1200m	590' (577') R1200m	590' (577') R1600m
ALS out	R1500m	R1500m	R2000m	R2000m
RNAV VOR DME	590' (577') R1000m	590' (577') R1200m	590' (577') R1200m	590' (577') R1600m
ALS out	R1500m	R1500m	R2000m	R2000m
30L RNAV ILS	234' (200') R550m	234' (200') R550m	234' (200') R550m	242' (208') R600m
ALS out	R1000m	R1000m	R1000m	R1000m
LOC ①	540' (506') R1000m	540' (506') R1200m	540' (506') R1200m	540' (506') R1600m
ALS out	R1500m	R1500m	R2000m	R2000m
RNAV VOR DME	540' (506') R1000m	540' (506') R1200m	540' (506') R1200m	540' (506') R1600m
ALS out	R1500m	R1500m	R2000m	R2000m
30R CAT II RNAV ILS	134' (100') RA100 / R350m	134' (100') RA100 / R350m	134' (100') RA100 / R350m	134' (100') RA100 / R350m
RNAV ILS	234' (200') R550m	234' (200') R550m	234' (200') R550m	238' (204') R550m
ALS out	R1000m	R1000m	R1000m	R1000m
LOC ①	540' (506') R1000m	540' (506') R1200m	540' (506') R1200m	540' (506') R1600m
ALS out	R1500m	R1500m	R2000m	R2000m
RNAV VOR DME	540' (506') R1000m	540' (506') R1200m	540' (506') R1200m	540' (506') R1600m
ALS out	R1500m	R1500m	R2000m	R2000m
GPS	540' (506') R1000m	540' (506') R1200m	540' (506') R1200m	540' (506') R1600m
ALS out	R1500m	R1500m	R2000m	R2000m
ALS out	R1500m	R1500m	R2000m	R2000m

①MM out: NOT AUTHORIZED.

OMDB **JEPPESEN** **(11-0)**
 7 DEC 01
DUBAI, UAE
DUBAI INTL

RNAV WAYPOINTS

PROCEDURE	WAYPOINT	COORDINATES
RNAV ILS Rwy 12L	BOVET	N25 26.5 E055 11.9
	NOMRU	N25 18.4 E055 06.5
	UKRIM	N25 22.1 E055 09.8
	UMALI	N25 19.5 E055 14.5
	PINGO	N25 23.2 E055 07.9
RNAV ILS Rwy 12R	OSTIN	N25 07.4 E055 36.0
	BOVET	N25 26.5 E055 11.9
	NOMRU	N25 18.4 E055 06.5
	EGNEK	N25 21.9 E055 09.7
	GEROK	N25 19.3 E055 14.5
RNAV ILS Rwy 30L	PINGO	N25 23.2 E055 07.9
	OSTIN	N25 07.4 E055 36.0
	BUBOK	N25 12.3 E055 37.3
	GIDOX	N25 08.5 E055 34.0
	TAGPA	N25 11.1 E055 29.3
RNAV ILS Rwy 30R	OSTIN	N25 07.4 E055 36.0
	PINGO	N25 23.2 E055 07.9
	BUBOK	N25 12.3 E055 37.3
	LOYOL	N25 08.7 E055 34.0
	LADGA	N25 11.3 E055 29.3
RNAV VOR DME Rwy 12L	OSTIN	N25 07.4 E055 36.0
	PINGO	N25 23.2 E055 07.9
	BOVET	N25 26.5 E055 11.9
	NOMRU	N25 18.4 E055 06.5
	ITENDU	N25 22.5 E055 10.0
RNAV VOR DME Rwy 12R	ITOSO	N25 19.7 E055 14.6
	OSTIN	N25 07.4 E055 36.0
	PINGO	N25 23.2 E055 07.9
	BOVET	N25 26.5 E055 11.9
	NOMRU	N25 18.4 E055 06.5
RNAV VOR DME Rwy 30L	BLIXI	N25 21.3 E055 09.2
	EMINU	N25 19.0 E055 14.1
	PINGO	N25 23.2 E055 07.9
	OSTIN	N25 07.4 E055 36.0
	BUBOK	N25 12.3 E055 37.3
RNAV VOR DME Rwy 30R	DERLA	N25 07.8 E055 33.7
	IVEDA	N25 10.7 E055 29.2
	PINGO	N25 23.2 E055 07.9
	OSTIN	N25 07.4 E055 36.0
	BUBOK	N25 12.3 E055 37.3
RNAV VOR DME Rwy 30R	ORDEL	N25 09.0 E055 34.5
	CRDEB	N25 11.4 E055 29.7
	OSTIN	N25 07.4 E055 36.0
	PINGO	N25 23.2 E055 07.9
	BUBOK	N25 12.3 E055 37.3

OMDB **DUBAI INTL** **JEPPESEN** **DUBAI, UAE**
 21 SEP 01 **(11-1)** **ETX OCB** **RNAV ILS RWY 12L**

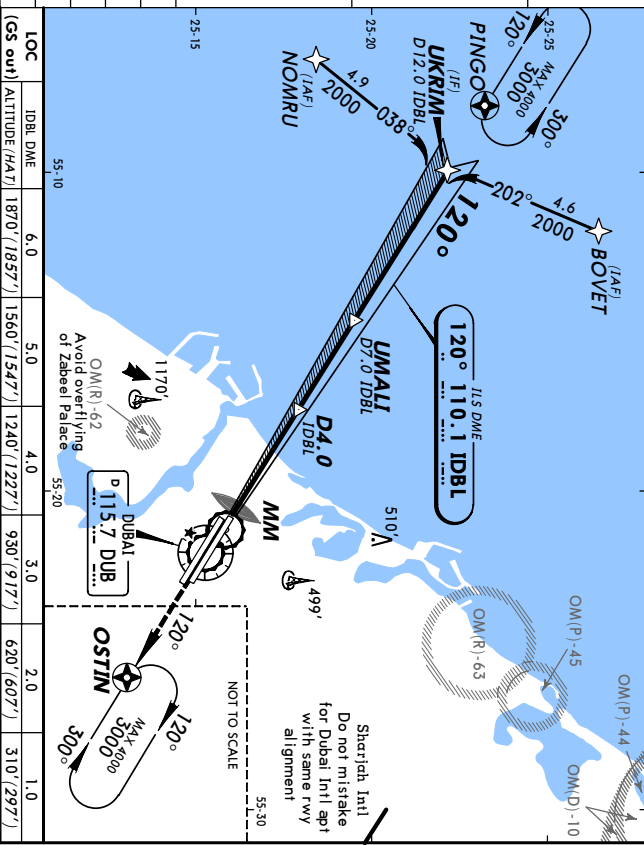
ATIS	DUBAI Arrivals (APP/R)	DUBAI Director (APP/R)	DUBAI Tower	Ground
131.7	124.9	127.9	118.75	118.35
LOC	Final	GS	ILS	Apr Elev
110.1	Apch Crs	D4.0 IDBL	DA(H)	34'
120°	120°	1287' (1274')	213' (200')	RWY 13'

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

Alt Set: MB Rwy Elev: 0 MB Trans level: FL 150 Trans alt: 13000' (12987')

ILS DME reads zero at TDZ.

MSA DUB VOR



TO DISPLACED THRESHOLD										
LOC	IDBL DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	
(GS out)	ALTITUDE (HAT)	1870 (1857')	1560 (1547')	1240 (1227')	930 (917')	620 (607')	310 (297')			
TO DISPLACED THRESHOLD										
Grid speed-Kts	70	90	100	120	140	160	HIAS			
ILS GS	3.00°	377	485	539	647	755	862	3000'		
LOC Descend Gradient	4.7%	333	428	476	571	666	762	D → OSTIN		
MAP at MM	STRAIGHT-IN LANDING RWY 12L									
LOC (GS out)										
DA(H) 213' (200')										
MDA(H) 590' (577')										
CIRCLE-TO-LAND										
To adjacent parallel rwy only										
FULL TDZ or CI out ALS out MDA(H)										
A	RVR 550m	RVR 720m								
B	VIS 800m	VIS 800m								
C	VIS 800m	VIS 1500m								
D	VIS 800m	VIS 1600m								

OMDB **DUBAI INTL** **JEPPESEN** **DUBAI, UAE**
 21 SEP 01 **(11-1A)** **ETX OCB** **CAT II RNAV ILS RWY 12L**

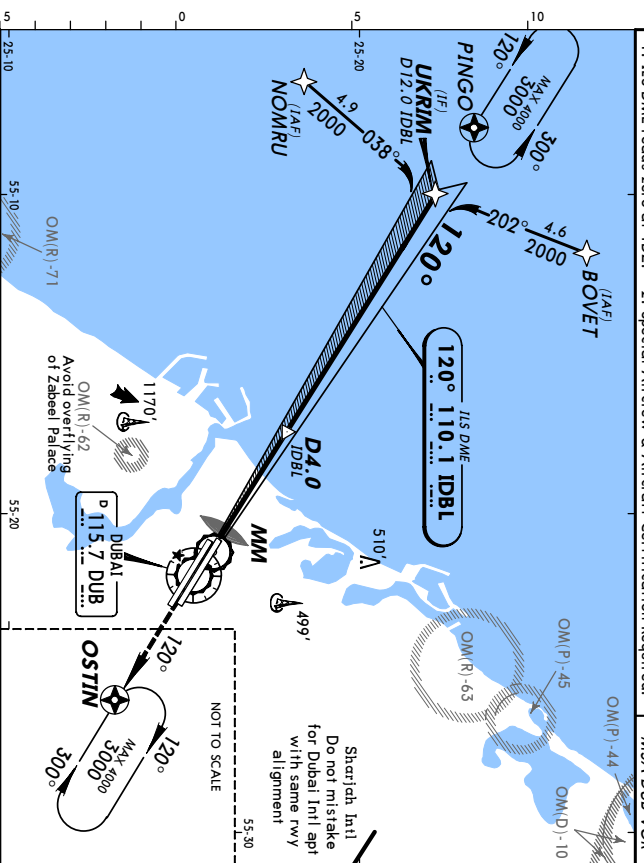
ATIS	DUBAI Arrivals (APP/R)	DUBAI Director (APP/R)	DUBAI Tower	Ground
131.7	124.9	127.9	118.75	118.35
LOC	Final	GS	CAT II ILS	Apr Elev
110.1	Apch Crs	D4.0 IDBL	RA 100'	34'
120°	120°	1287' (1274')	113' (100')	RWY 13'

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

Alt Set: MB Rwy Elev: 0 MB Trans level: FL 150 Trans alt: 13000' (12987')

1. ILS DME reads zero at TDZ. 2. Special Aircrew & Aircraft Certification Required.

MSA DUB VOR



TO DISPLACED THRESHOLD										
LOC	IDBL DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	
(GS out)	ALTITUDE (HAT)	1870 (1857')	1560 (1547')	1240 (1227')	930 (917')	620 (607')	310 (297')			
TO DISPLACED THRESHOLD										
Grid speed-Kts	70	90	100	120	140	160	HIAS			
GS	3.00°	377	485	539	647	755	862	3000'		
STRAIGHT-IN LANDING RWY 12L										
CAT II ILS										
ABCD RA 100'										
DA(H) 113' (100')										
ABCD RA 150'										
DA(H) 163' (150')										
RVR 350m										
RVR 500m										

OMDB DUBAI INTL **JEPPIESSEN** **21 SEP 01 (11-2) EFX OCT** **RNAV ILS RWY 12R** **DUBAI, UAE**

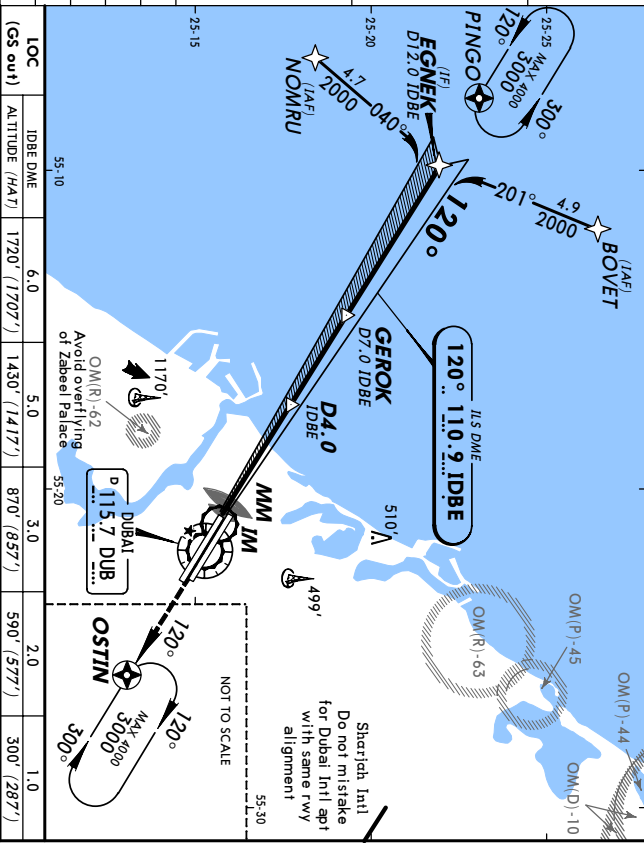
ATIS	DUBAI Arrivals (APP/R)	DUBAI Director (APP/R)	DUBAI Tower	Ground
131.7	124.9	127.9	118.75	118.35
LOC	Final	GS	ILS	Appt Elev
IDBE	Appch Crs	D4.0 IDBE	DA(H)	34'
110.9	120°	1287' (1274')	213' (200')	RWY 13'

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

All Set: MB Rwy Elev: 0 MB Trans level: FL 150 Trans alt: 13000' (12987')

ILS DME reads zero at TDZ.

MSA DUB VOR



LOC	IDBE DME	ALTITUDE (HAT)	1720° (1707')	1430° (1417')	870° (857')	590° (577')	300° (287')
(GS out)							

EGNEK D12.0 IDBE
 D7.0 IDBE
 2000' (-120°) (1987')

GEROK D7.0 IDBE
 D4.0 IDBE
 G51287' (1274')

OSTIN MHA 3000
 MAX 4000
 ILS A: 149' (156')
 B: 158' (165')
 C: 169' (177')
 D: 184' (191')

TO DISPLACED THRESHOLD
 5.0 3.0 3.4 0.5 0.3 0.2 0

GRID SPEED-KTS

70	90	100	120	140	160
377	485	539	647	755	862

LOC Descant Gradient 4.7%
 333 428 476 571 666 762

MAP at MM

ILS STRAIGHT-IN LANDING RWY 12R
 LOC (GS out)
 DA(H) 213' (200')
 MDA(H) 590' (577')

CIRCLE-TO-LAND
 to adjacent parallel rwy only

Full	TDZ or Cl out	ALS out	MM out	ALS out	Max Kts	MDA(H)

OMDB DUBAI INTL **JEPPIESSEN** **21 SEP 01 (11-3) EFX OCT** **RNAV ILS RWY 30L** **DUBAI, UAE**

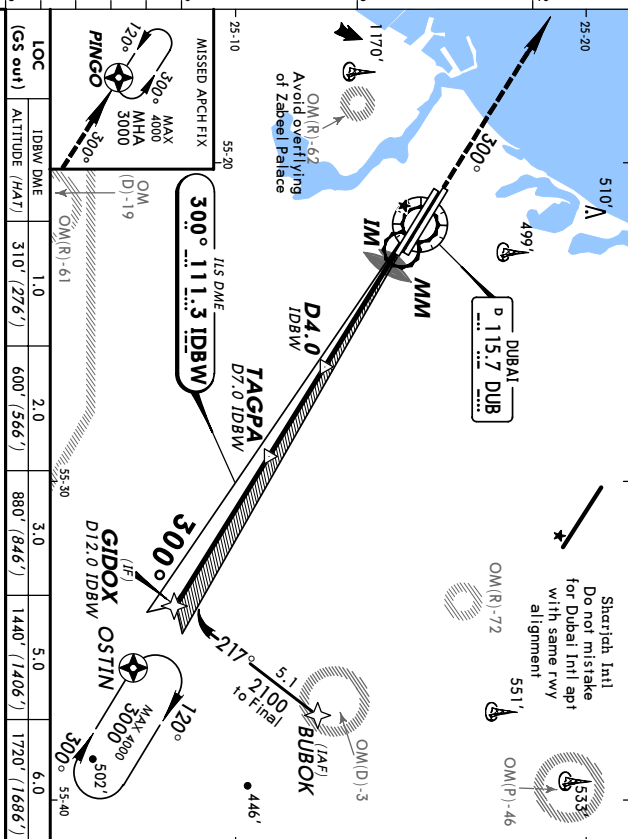
ATIS	DUBAI Arrivals (APP/R)	DUBAI Director (APP/R)	DUBAI Tower	Ground
131.7	124.9	127.9	118.75	118.35
LOC	Final	GS	ILS	Appt Elev
IDBW	Appch Crs	D4.0 IDBW	DA(H)	34'
111.3	300°	1357' (1323')	Refer to Minimums	RWY 34'

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

All Set: MB Rwy Elev: 1 MB Trans level: FL 150 Trans alt: 13000' (12966')

ILS DME reads zero at TDZ.

MSA DUB VOR



LOC	IDBW DME	ALTITUDE (HAT)	310° (276')	600° (566')	880° (846')	1440° (1406')	1720° (1686')
(GS out)							

OSTIN MHA 3000
 MAX 4000
 ILS A: 205' (171')
 B: 217' (183')
 C: 229' (195')
 D: 242' (208')

TO DISPLACED THRESHOLD
 5.0 3.3 3.0 0.3 0.5

GRID SPEED-KTS

70	90	100	120	140	160
377	485	539	647	755	862

LOC Descant Gradient 4.6%
 326 419 466 559 652 745

MAP at MM

ILS STRAIGHT-IN LANDING RWY 30L
 LOC (GS out)
 DA(H) ABC: 234' (200')
 D: 242' (208')

CIRCLE-TO-LAND
 to adjacent parallel rwy only

Full	TDZ or Cl out	ALS out	MM out	ALS out	Max Kts	MDA(H)

OMDB **DUBAI INTL** **21 SEP 01** **11-4A** **EFZ Oct** **RNAV ILS RWY 30R** **DUBAI, UAE**

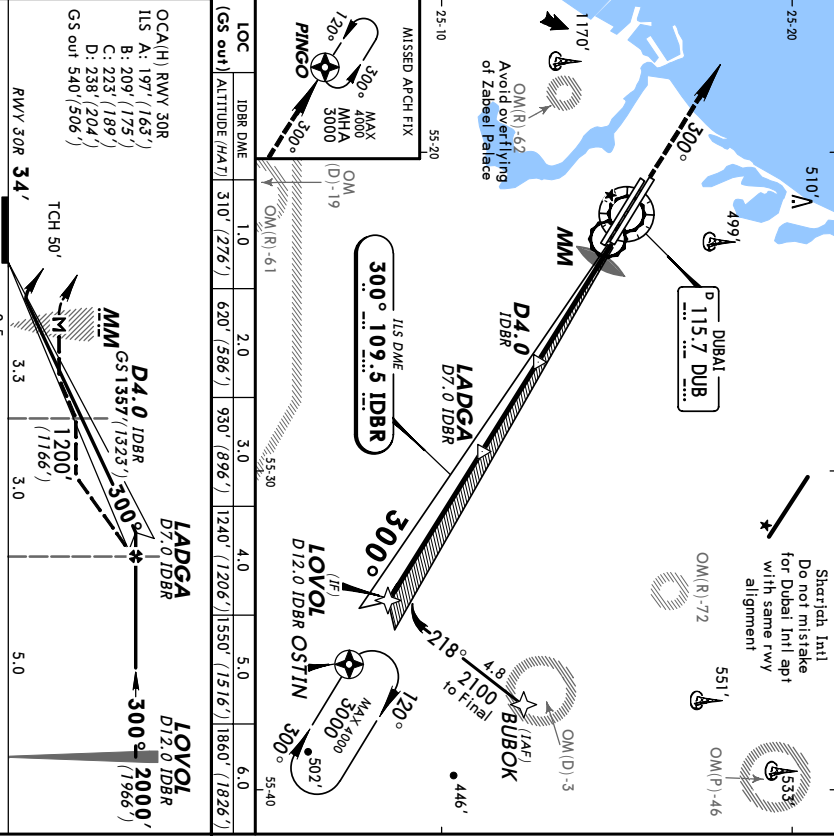
ATIS	DUBAI Arrivals (APP/R)	DUBAI Director (APP/R)	DUBAI Tower	Ground
131.7	124.9	127.9	118.75	118.35
LOC	Final	GS	DA(H)	Apt Elev
IDBR	Apch Crs	D4.0 IDBR	1357' (1323')	34'
109.5	300°	Refer to Minimums		RWY 34'

MISSED APCh: Climb to 3000' direct to PINGO and hold.

Alt Set: MB Rwy Elev: 1 MB Trans level: FL 150 Trans alt: 13000' (12966')

1. ILS DME reads zero at TDZ. 2. Special Aircrew & Aircraft Certification Required.

MSA DUB YOR



Grid speed-Kts	70	90	100	120	140	160	HIAS	3000'	D	PINGO	
LS GS	3.00°	3.77	4.83	5.39	6.47	7.55	862				
LOC Descend Gradient	4.6%	3.26	4.19	4.66	5.59	6.52	7.45				
MAP at MM											
DA(H) ABCD	115 STRAIGHT-IN LANDING RWY 30R LOC (GS out)						CIRCLE-TO-LAND to adjacent parallel rwy only				
D	FULL TDZ or CL out ALS out						MM out ALS out Max Kts MDA(H)				
A	RVR 550m						RVR 720m				
B	RVR 800m						RVR 1500m				
C	VIS 800m						VIS 1600m				
D	RVR 800m						RVR 1500m				

OMDB **DUBAI INTL** **21 SEP 01** **11-4A** **EFZ Oct** **CAT II RNAV ILS RWY 30R** **DUBAI, UAE**

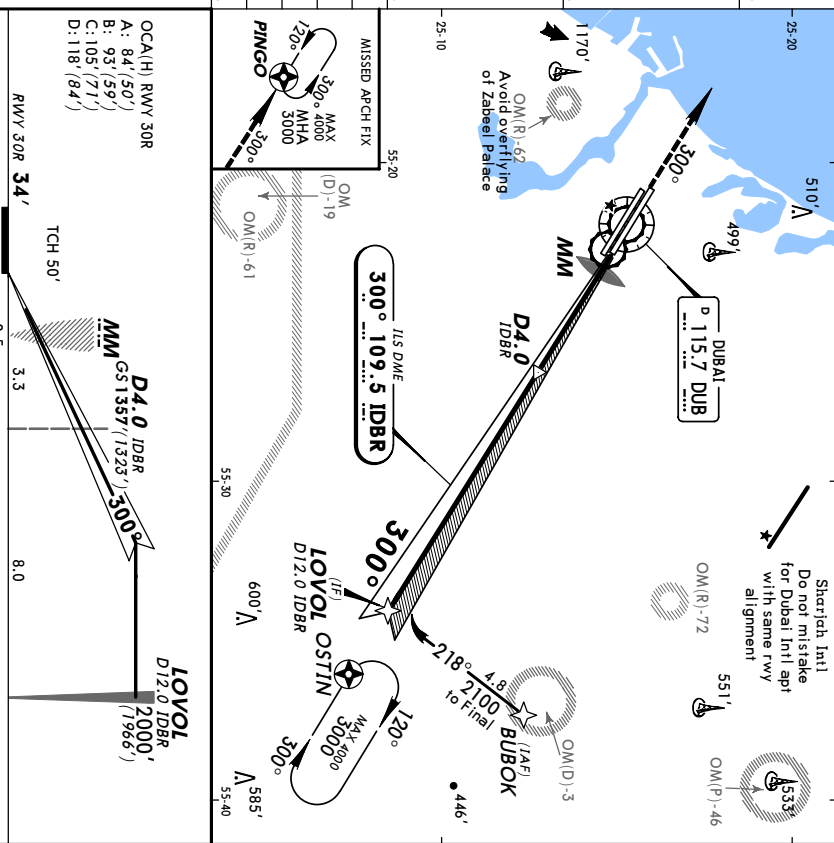
ATIS	DUBAI Arrivals (APP/R)	DUBAI Director (APP/R)	DUBAI Tower	Ground
131.7	124.9	127.9	118.75	118.35
LOC	Final	GS	CAT II ILS DA(H)	Apt Elev
IDBR	Apch Crs	D4.0 IDBR	RA 100' 134' (100')	34'
109.5	300°	Refer to Minimums		RWY 34'

MISSED APCh: Climb to 3000' direct to PINGO and hold.

Alt Set: MB Rwy Elev: 1 MB Trans level: FL 150 Trans alt: 13000' (12966')

1. ILS DME reads zero at TDZ. 2. Special Aircrew & Aircraft Certification Required.

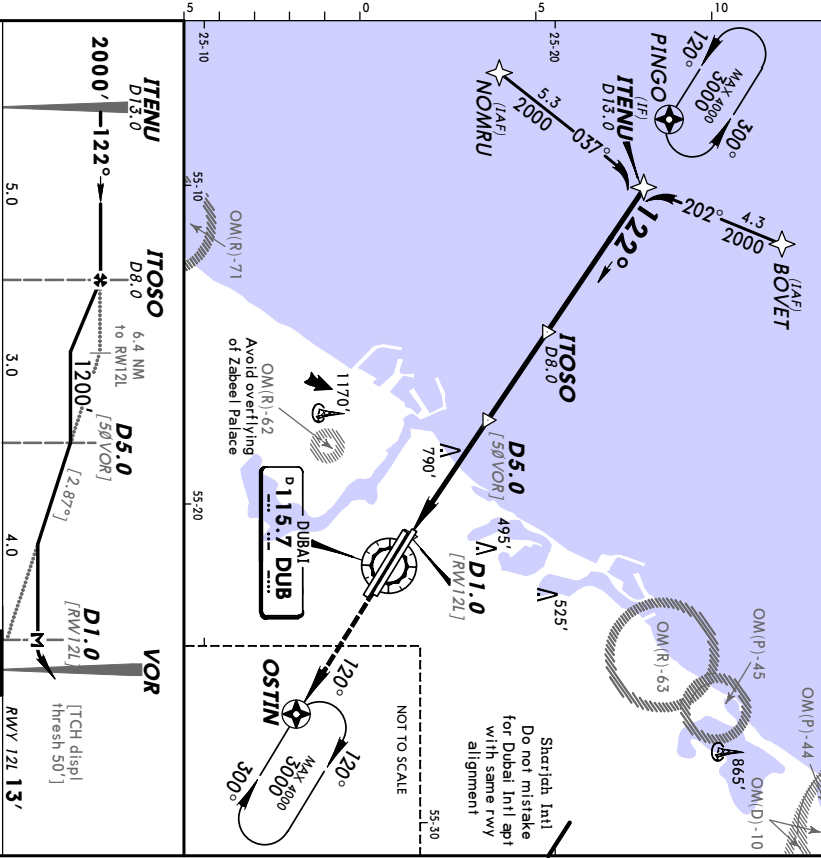
MSA DUB YOR



Grid speed-Kts	70	90	100	120	140	160	HIAS	3000'	D	PINGO	
GS	3.00°	3.77	4.83	5.39	6.47	7.55	862				
LOC Descend Gradient	4.6%	3.26	4.19	4.66	5.59	6.52	7.45				
MAP at MM											
DA(H) ABCD	115 STRAIGHT-IN LANDING RWY 30R LOC (GS out)						CIRCLE-TO-LAND to adjacent parallel rwy only				
D	FULL TDZ or CL out ALS out						MM out ALS out Max Kts MDA(H)				
A	RVR 550m						RVR 720m				
B	RVR 800m						RVR 1500m				
C	VIS 800m						VIS 1600m				
D	RVR 800m						RVR 1500m				

OMDB/DXB		17 JUN 05 (3-1)		DUBAI, UAE	
DUBAI INTL		RNAV VOR DME Rwy 12L		DUBAI INTL	
ATIS	DUBAI Arrivals (APP/R)	DUBAI Director (APP/R)	DUBAI Tower	Ground	
131.7	124.9	127.9	118.75	118.35	
VOR	Final	Minimum Alt	MDA(H)	Appt Elev	
DUB	122°	2000' (1987')	590' (577')	34'	
	Apch Crs			Rwy	
				13'	
MISSED APCH: Climb to 3000' direct to OSTIN and hold.					
2400'					

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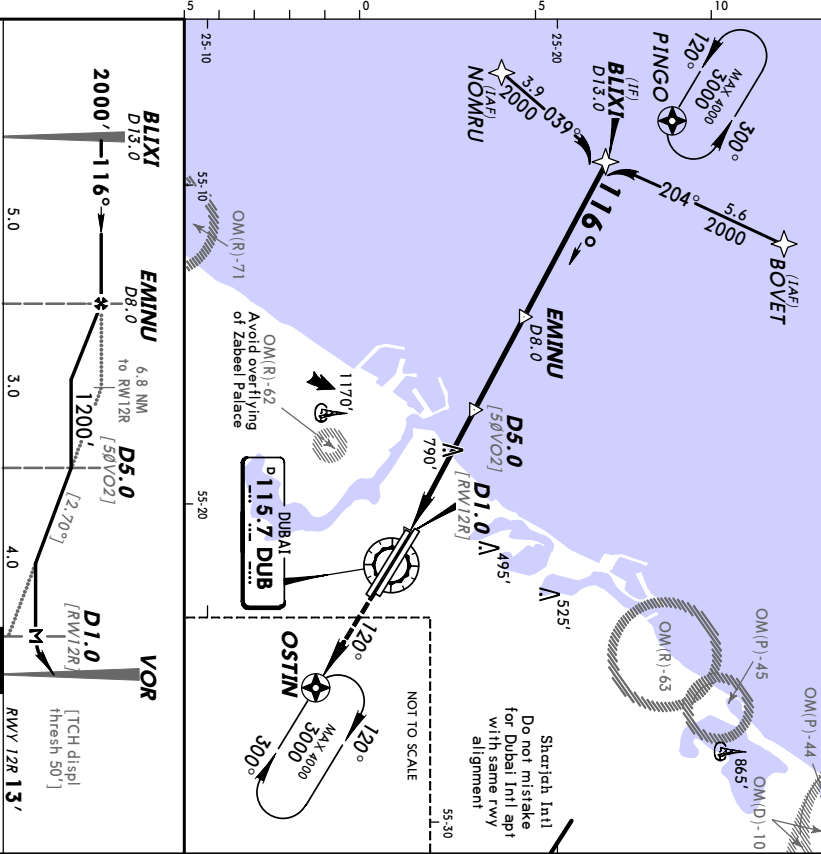


Grnd speed-Kts	70	90	100	120	140	160	HIAS	3000'	D	OSTIN	
Descent Gradient	5.00% or [2.87°]							PAPI			
Descent angle	[2.87°]							PAPI			
MAP at D1.0	STRAIGHT-IN LANDING Rwy 12L										
CIRCLE-TO-LAND to adjacent parallel rwy only											
MDA(H) 590' (577')											
ALS out											

A	RVR 720m	VIS 800m								
B	RVR 1500m	VIS 1600m								
C	RVR 1500m	VIS 1600m							810' (776')	4600m
D	2000m									

OMDB/DXB		17 JUN 05 (3-2)		DUBAI, UAE	
DUBAI INTL		RNAV VOR DME Rwy 12R		DUBAI INTL	
ATIS	DUBAI Arrivals (APP/R)	DUBAI Director (APP/R)	DUBAI Tower	Ground	
131.7	124.9	127.9	118.75	118.35	
VOR	Final	Minimum Alt	MDA(H)	Appt Elev	
DUB	116°	2000' (1987')	590' (577')	34'	
	Apch Crs			Rwy	
				13'	
MISSED APCH: Climb to 3000' direct to OSTIN and hold.					
2400'					

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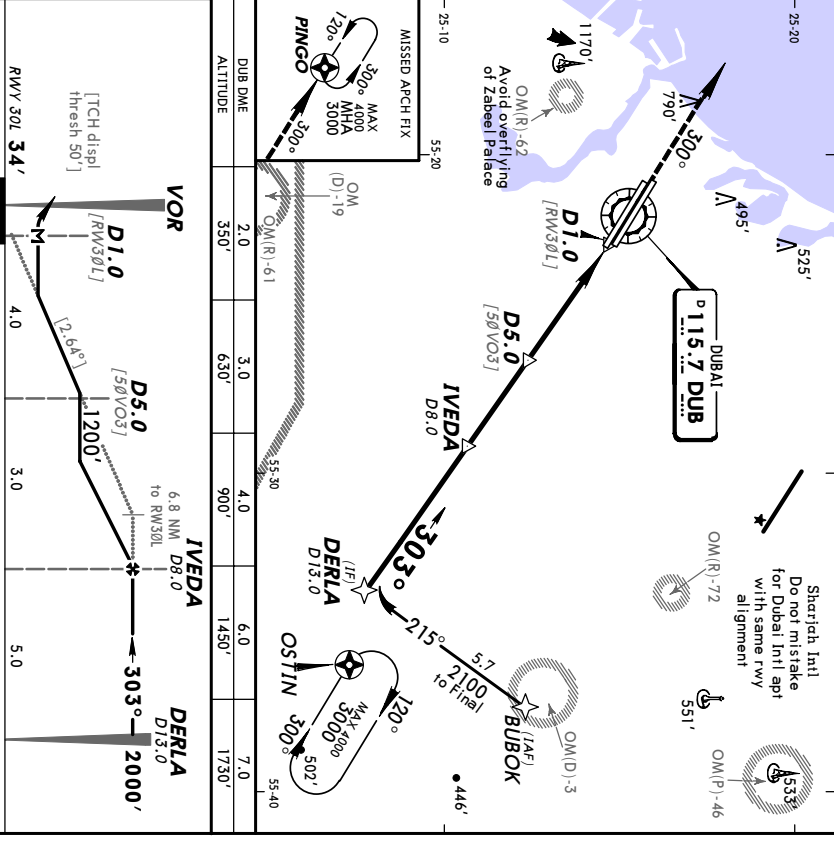


Grnd speed-Kts	70	90	100	120	140	160	HIAS	3000'	D	OSTIN	
Descent Gradient	4.70% or [2.70°]							PAPI			
Descent angle	[2.70°]							PAPI			
MAP at D1.0	STRAIGHT-IN LANDING Rwy 12R										
CIRCLE-TO-LAND to adjacent parallel rwy only											
MDA(H) 590' (577')											
ALS out											

A	RVR 720m	VIS 800m								
B	RVR 1500m	VIS 1600m								
C	RVR 1500m	VIS 1600m							810' (776')	4600m
D	2000m									

OMDB/DXB **JEPPESEN** **DUBAI, UAE**
DUBAI INTL 17 JUN 05 (3-3) **RNAV VOR DME RWY 30L**

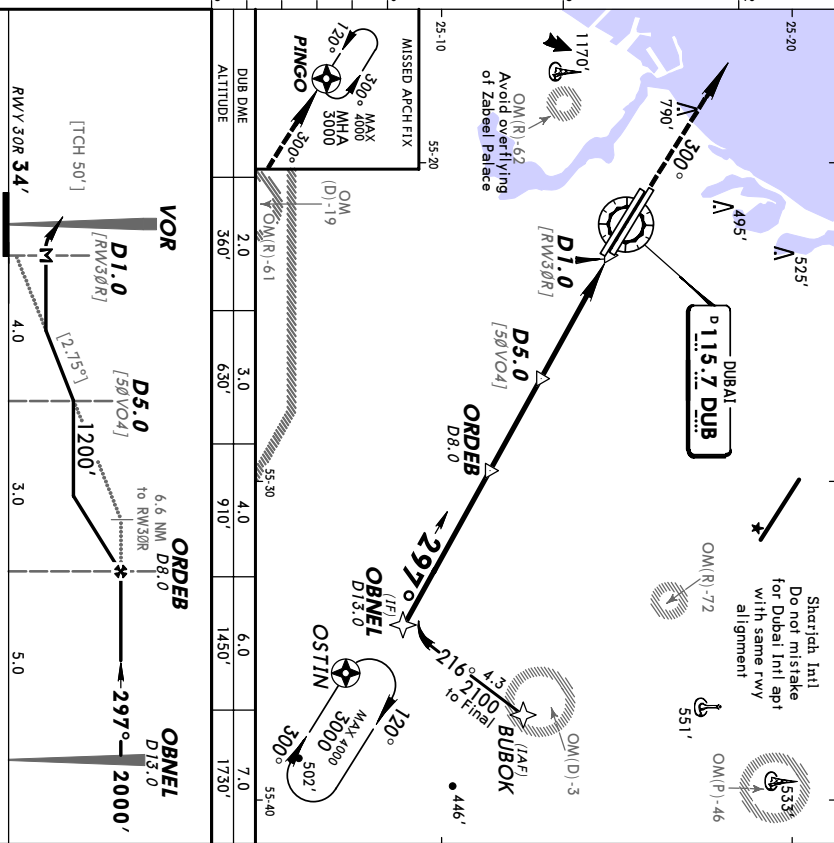
ATIS	DUBAI Arrivals (APP/R)	DUBAI Director (APP/R)	DUBAI Tower	Ground
131.7	124.9	127.9	118.75	118.35
VOR	Final	Minimum Alt	MDA(H)	Appt Elev 34'
DUB	115.7	2000' (1966')	540' (506')	RWY 34'
MISSED APCH: Climb to 3000' direct to PINGO and hold.				
Alt Set: MB	Rwy Elev: 1 MB	Trans level: FL 150	Trans alt: 13000'	MSA DUB VOR



Grid speed-Kts	70	90	100	120	140	160	HIALS	3000'	D	PINGO				
Descent Gradient	4.60% or						327	420	467	560	654	747	PAR	ARI
Descent angle	2.64°											CIRCLE-TO-LAND to adjacent parallel rwy only		
MAP at D1.0	STRAIGHT-IN LANDING RWY 30L													
MDA(H) 540' (506')												ALS out		
A	RVR 720m						RVR 1500m						New	
B	VIS 800m						VIS 1600m						Kts	
C	RVR 1500m						VIS 1600m						MDA(H)	
D	VIS 1600m						2400m						205	

OMDB/DXB **JEPPESEN** **DUBAI, UAE**
DUBAI INTL 17 JUN 05 (3-4) **RNAV VOR DME RWY 30R**

ATIS	DUBAI Arrivals (APP/R)	DUBAI Director (APP/R)	DUBAI Tower	Ground
131.7	124.9	127.9	118.75	118.35
VOR	Final	Minimum Alt	MDA(H)	Appt Elev 34'
DUB	115.7	2000' (1966')	540' (506')	RWY 34'
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 DUB VOR



Grid speed-Kts	70	90	100	120	140	160	HIALS	3000'	D	PINGO				
Descent Gradient	4.80% or						340	438	486	584	681	778	PAR	ARI
Descent angle	2.75°											CIRCLE-TO-LAND to adjacent parallel rwy only		
MAP at D1.0	STRAIGHT-IN LANDING RWY 30R													
MDA(H) 540' (506')												ALS out		
A	RVR 720m						RVR 1500m						New	
B	VIS 800m						VIS 1600m						Kts	
C	RVR 1500m						VIS 1600m						MDA(H)	
D	VIS 1600m						2400m						205	

JEPPESSEN
 17 JUN 05 (8-1)

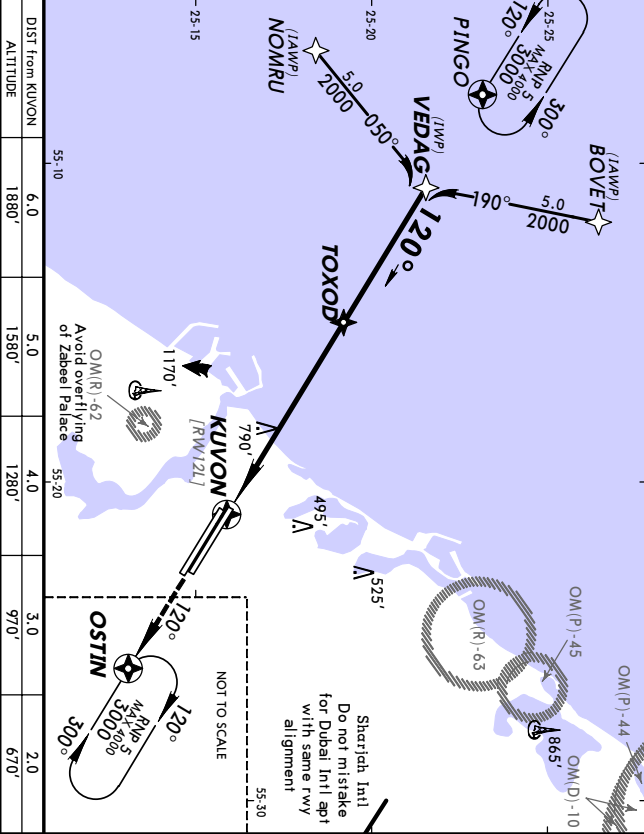
DUBAI, UAE
 GPS RWY 12L

OMDB/DXB
 DUBAI INTL

ATIS	DUBAI Arrivals (APP/R)	DUBAI Director (APP/R)	DUBAI Tower	Ground
131.7	124.9	127.9	118.75	118.35
GPS	Final Appch Crs	Minimum Alt TOXOD	MDA(H)	App Elev
	120°	2000' (1987')	590' (577')	34'
				RWY 13'

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

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



Dist from KUVON	6.0	5.0	4.0	3.0	2.0
Altitude	1880'	1580'	1280'	970'	670'

Grid speed-Kts	70	90	100	120	140	160
Descent Gradient	5.00% or [2.87°]					
Descent angle	355	457	508	609	711	812
MAP at KUVON	STRAIGHT-IN LANDING RWY 12L					
	MDA(H) 590' (577')					
	ALS out					
A	RVR 720m					Max Kts 100
B	VIS 800m					135
C	RVR 1500m					180
D	VIS 1600m					205

JEPPESSEN
 17 JUN 05 (8-2)

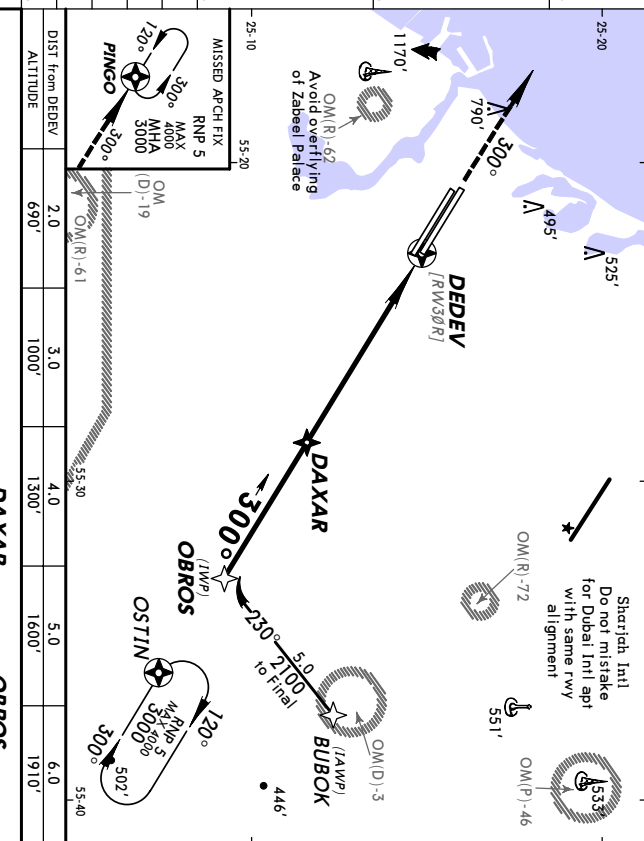
DUBAI, UAE
 GPS RWY 30R

OMDB/DXB
 DUBAI INTL

ATIS	DUBAI Arrivals (APP/R)	DUBAI Director (APP/R)	DUBAI Tower	Ground
131.7	124.9	127.9	118.75	118.35
GPS	Final Appch Crs	Minimum Alt DAXAR	MDA(H)	App Elev
	300°	2000' (1966')	540' (506')	34'
				RWY 34'

MISSED ARCH: Climb to 3000' direct to PINGO and hold.

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



Dist from DEDEV	2.0	3.0	4.0	5.0	6.0
Altitude	690'	1000'	1300'	1600'	1910'

Grid speed-Kts	70	90	100	120	140	160
Descent Gradient	5.00% or [2.87°]					
Descent angle	355	457	508	609	711	812
MAP at DEDEV	STRAIGHT-IN LANDING RWY 30R					
	MDA(H) 540' (506')					
	ALS out					
A	RVR 720m					Max Kts 100
B	VIS 800m					135
C	RVR 1500m					180
D	VIS 1600m					205

