DUBAI INTL (DXB/OMDB)

Elevation 62ft

CATEGORY B

No AV brief available.

GENERAL

- OMDB is major global hub serving Dubai, and rest of the United Arab Emirates
- It is a hub for following airlines - expected heavy traffic flow:
  - Passenger: Emirates Airlines, Fly Dubai
  - Cargo: FedEx Express
- OMDB has two main parallel runways, RWY 12L/30R and RWY 12R/30L
- Operations are affected by winds and also noise abatement procedures
- Due to congested airspace, expected delays and holds (norm during heavy periods)
- Transition altitude: 13000', Transition Level: FL150
- OMDB is surrounded by residential, industrial, and commercial real estate

Threats

Runway Incursion
- RWYs and TWYs are clearly marked in most cases, there are some potential conflict areas
- Hot-Spots are described in detail in chart 10-9A, there are too many to mention

Low Visibility:
Low visibility operations (LVO) are commenced when:
  - Touchdown RVR is indicated to be 600 metres or less
  - Reported meteorological visibility is 600 metres or less
  - The reported cloud ceiling is less than 300 feet
- LVO may be pre-emptively initiated when RVR or meteorological visibility is reported at or below 1500 m and forecast to reduce below LVO minima, or the cloud ceiling is reported as 500 ft, and forecast to reduce below LVO minima. Runway crossings shall be kept to a minimum.

Loss of Control
- Birds in vicinity of airport

ARRIVAL

Diversion Airports

SHARJAH INTL	SHJ/OMSJ	9 nm/059°T	CAT A
FUJAIRAH INTL	FJR/OMFJ	53 nm/097°T	CAT A
ABU DHABI INTL	AUH/OMAA	63 nm/216°T	CAT B
MUSCAT INTL	MCT/OOMS	188 nm/119°T	CAT A
DOHA HAMAD INTL	DOH/OTHH	204 nm/269°T	CAT A
BAHRAIN INTL	BAH/OBBI	263 nm/282°T	CAT A

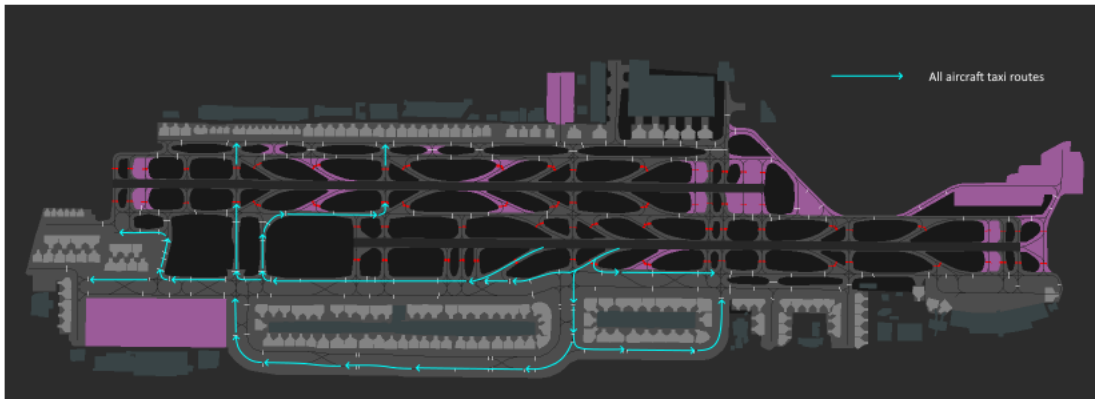
Approach

- There are several STARs from various directions, all have speed and altitude restrictions
- Plan accordingly and in advance – ATC and traffic volume can get busy at times
- Plan to meet all restrictions (speed and altitude)
- Be ready to be offered short cuts if traffic is light – make sure that you can meet criteria prior to accepting such shortcut
- Expect speed limit instructions from the ATC
- Preferred exit points

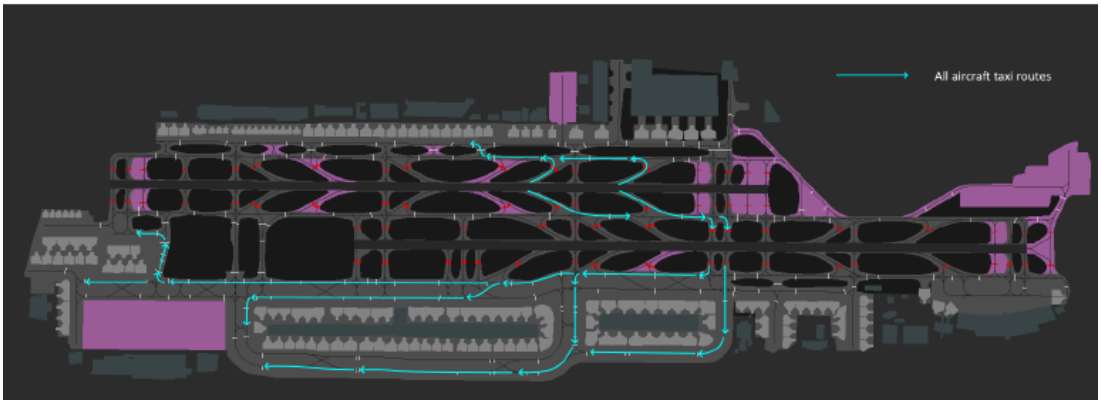
Landing RWY	Preferred Exit
RWY 30L	TWY K8 or TWY K6
RWY 30R	TWY M6 or TWY N5
RWY 12L	southern aprons, TWY M9 or TWY M12A
RWY 12L	northern aprons, TWY N6 or TWY N8
RWY 12R	TWY K13

- Single RWY Mode Procedure:
  - ATC may issue landing clearance, even if other ACFT temporarily occupies landing RWY – assuming ATC has a reasonable assurance that separation criteria will be met, when landing ACFT crossover the RWY THR – stay on high alert; for more information refer to chart 10-1P4
- Reduced RWY Separation Minima operations are in effect 24H, advise ATC if SOP allow for it
- Consult chart 10-1P5 for Parallel Approach Separation and D-APO procedures

A2. Runway 30L taxi-in diagram



A5. Runway 12L taxi-in diagram



- Vacate landing RWY expeditiously and ensure to be fully vacated before stopping

GROUND

- RWYs:
  - RWY 12L/30R
  - RWY 12R/30L
  - Preferred RWY configuration – up to tailwind of 10 kts:
    - Landing: RWY 30L
    - Departing: RWY 30R
  - Alternative RWY configuration:
    - Landing: RWY 12R
    - Departing: RWY 12L
- ATC may instruct ACFT "Follow the greens..." instead of detailed route instructions
- For standard taxi routes, kindly refer to chart 10-9, 10-9B, 10-9C
- Code F ACFT refer to chart 10-9P
- Low visibility routes are presented in charts 10-9F, 10-9G, 10-9H, 10-9J
- OMDB may be confusing to navigate on ground, despite best efforts from the ATC and planning from the crew
- Brief in detail for expected taxi route and any Hot Spot en-route to RWY / stand (there are many of them)
- Clearance may be obtained via CPDLC
- CTOT is provided with clearance
- TSAT and TOBT operations in use – expect push back near CTOT – 15 minutes (during heavy traffic periods earlier), to depart on TOBT
- General Stand information:
  - Concourse A (aprons A and D) assigned to Emirates (EK) only
  - Concourse B (stands B14 to B27, F16 to F27), assigned to EK only
  - Concourse C (stands B1 to B13, F1 to F14) assigned to EK only
  - Concourse D (stands C48 to C64) assigned to all other international airlines, except low cost carriers (LCCs)
  - Apron E stands are for LCCs (mainly FlyDubai and Air India Express), stands E1 to E36; they may be shared with cargo operators
  - Apron H is for VIP Aircraft (government and state aircraft)
  - *Overflow stands*: stands C38 to C47 (Cargo + LCC), stands G1 to G17 (EK), and S1 to S15
- Preferred Stands:
  - Pax: Concourse D
    - Gates: C53 – C64
  - Cargo: Apron E
    - Stands: E14 – E30

DEPARTURE

- Departing ACFT from aprons F, B and D are usually taxied out using the TWYs closest to the
- concourses (U, W, Y, Z) – *only exception to this is A380 (code E) traffic departing from apron B which must taxi using J and must not be allowed to taxi on U, W or Y*
- Several "cross-over" TWYs exist to allow ACFT to transfer between the inner and outer TWYs
- Expected intermediate holding point instruction, in order to de-conflict ground traffic

- OMDB has standard departure points – expect them on your departure and cross check calculated performance data

RWY	Standard departure points
30L	K16
30R	M13A
12L	M1A
12R	K5

- For TORA distances, from respective departure points, refer to chart 10-9A
- OMDB primarily uses RNAV standard instrument departures (SIDs) as preferred departure type for IFR ACFT
- Regional Altitude / FL Restrictions

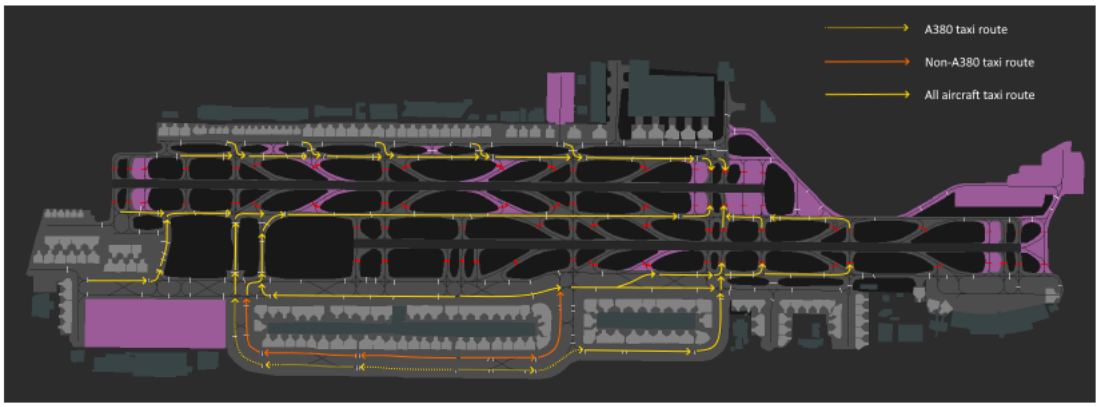
ARPT	FL Limit
OMAA	10000’
OTHH, OTDB, OBBI	Max FL260
OOSH	11000’

- Crew shall expect to be assigned an appropriate RNAV departure according to the first fix in the flight plan and runways in use

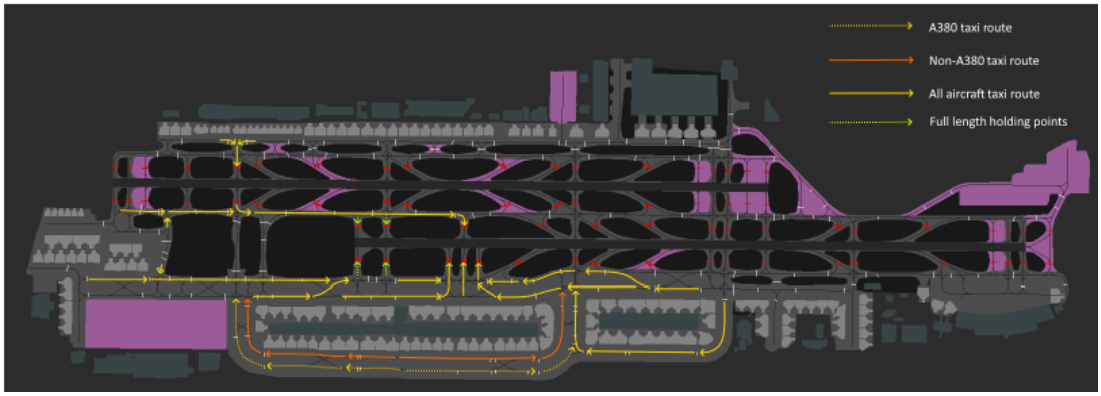
First Fix	RWY 30L / RWY 30R	RWY 12L / RWY 12R
ANVIX	6F	5G
DAVMO	3F	3G
EMERU	1F	1G
IVURO	GETID1F	GETID1G
KUTLI	3F	3G
MIROT	2F	2G
NABIX	2F	2G
RIDAP	1F	2G
SENPA	1F	2G

- The omnidirectional departure procedure shall only be used when ACFT is unable to accept an RNAV departure
- ATC has zero tolerance on assigned speed – crews are advised strictly to adhere to it
  - Immediately inform ATC when ACFT is unable to follow speed assigned by the ATC
  - Request safe operational speed as soon as possible
- Single RWY mode procedure:
  - T/O clearance may be issued to ACFT commencing its T/O roll from full length, before preceding ACFT has passed the upwind end of the RWY – see chart 10-1P7

A1. Runway 30R taxi-out diagram



A4. Runway 12R taxi-out diagram



- Pilots should be ready for a rapid line-up according to ATC instructions
- Cockpit checks should be completed prior to line-up and any checks requiring completion whilst on the runway should be kept to a minimum required. Commence take-off roll immediately after receiving take-off clearance. Pilots not able to comply with the above requirements shall notify ATC as soon as possible

WEATHER

- OMDB has a hot desert climate
- There are two distinct seasons - summer and winter climate
- Summer is characterized by hot weather, warm winds and high humidity
- Winter is characterized by warm weather, lower humidity
- Periods of seasonal changes are known to produce unstable weather (thunderstorms, rain, and fog) – in recent years there has been more rainfall
- Summer seasons are associated with sandstorms
- Average annual daily temperature is 28.0*C
- Annual rainfall average 95 mm (Jan – Mar most active)
- Prevailing winds are westerly about 53 percent of the year

OPERATIONAL INFORMATION

Handling Agent	DNATA
Handling Agent VHF	-
Potable Water	Uplift permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use both ground services at all times