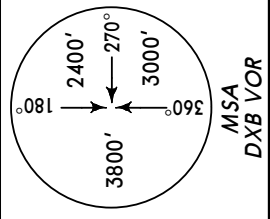
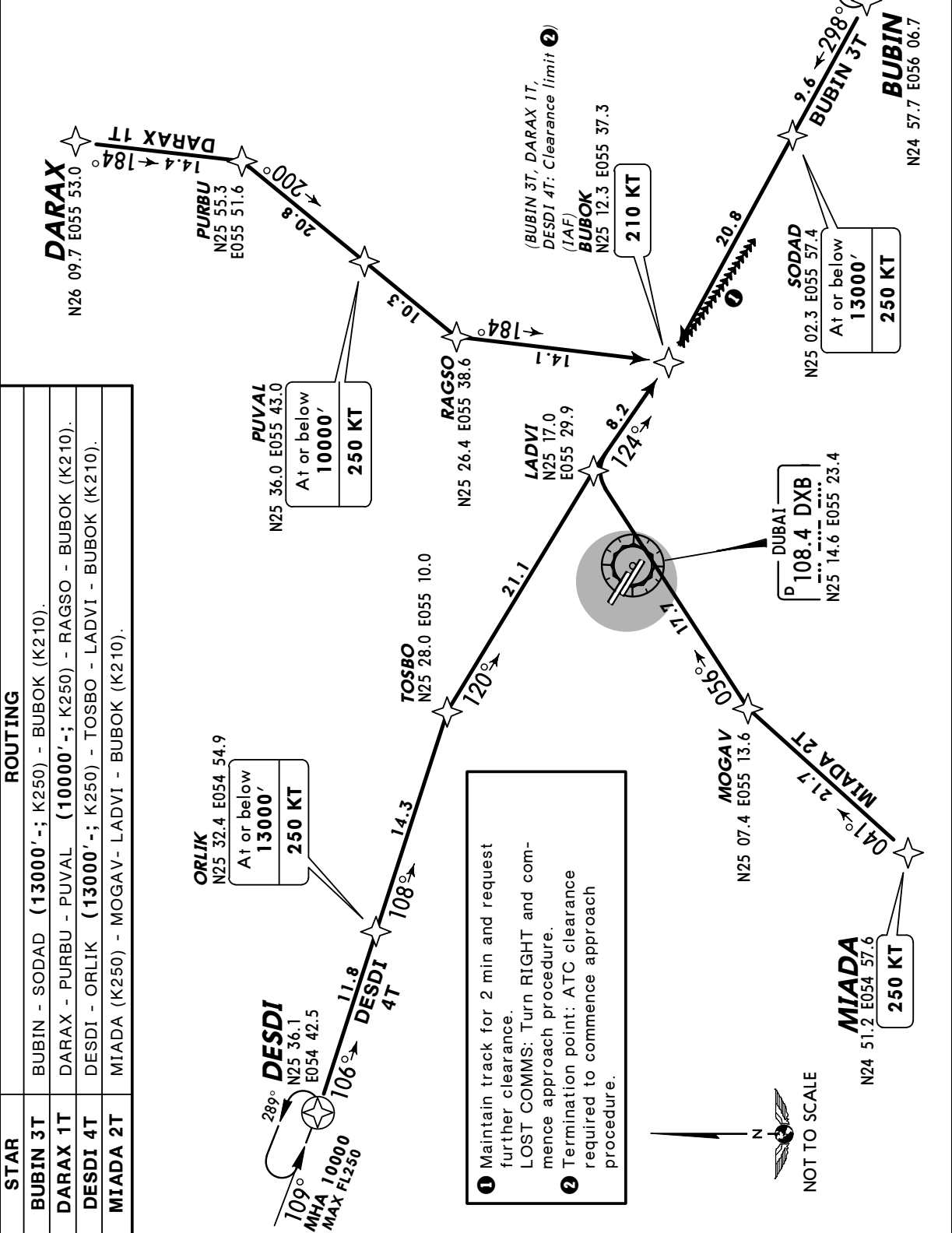


Apt Elev 59'
Alt Set: hPa Trans level: FL150 Trans alt: 13000'
On initial call to DUBAI Arrivals state callsign, passing level and, if applicable, STAR designator; and advise if full runway length is required.

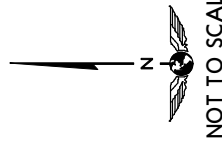


**BUBIN 3T [BUBI3T]
DARAX 1T [DARA1T]
DESDI 4T [DESD4T]
MIADA 2T [MIAD2T]
RWYS 30L/R RNAV ARRIVALS
RNAV 5**



ROUTING	
BUBIN 3T	BUBIN - SODAD (13000' -; K250) - BUBOK (K210).
DARAX 1T	DARAX - PURBU - PUVAL (10000' -; K250) - RAGSO - BUBOK (K210).
DESDI 4T	DESDI - ORLIK (13000' -; K250) - TOSBO - LADVI - BUBOK (K210).
MIADA 2T	MIADA (K250) - MOGAV - LADVI - BUBOK (K210).

1 Maintain track for 2 min and request further clearance.
LOST COMMS: Turn RIGHT and commence approach procedure.
2 Termination point: ATC clearance required to commence approach procedure.



OMDB/DXB
DUBAI INTL

18 SEP 09

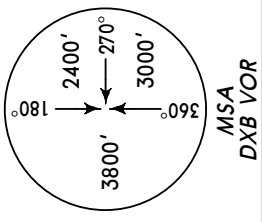
3

DUBAI, UAE

RNAV SID

Apt Elev
59'

- 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.

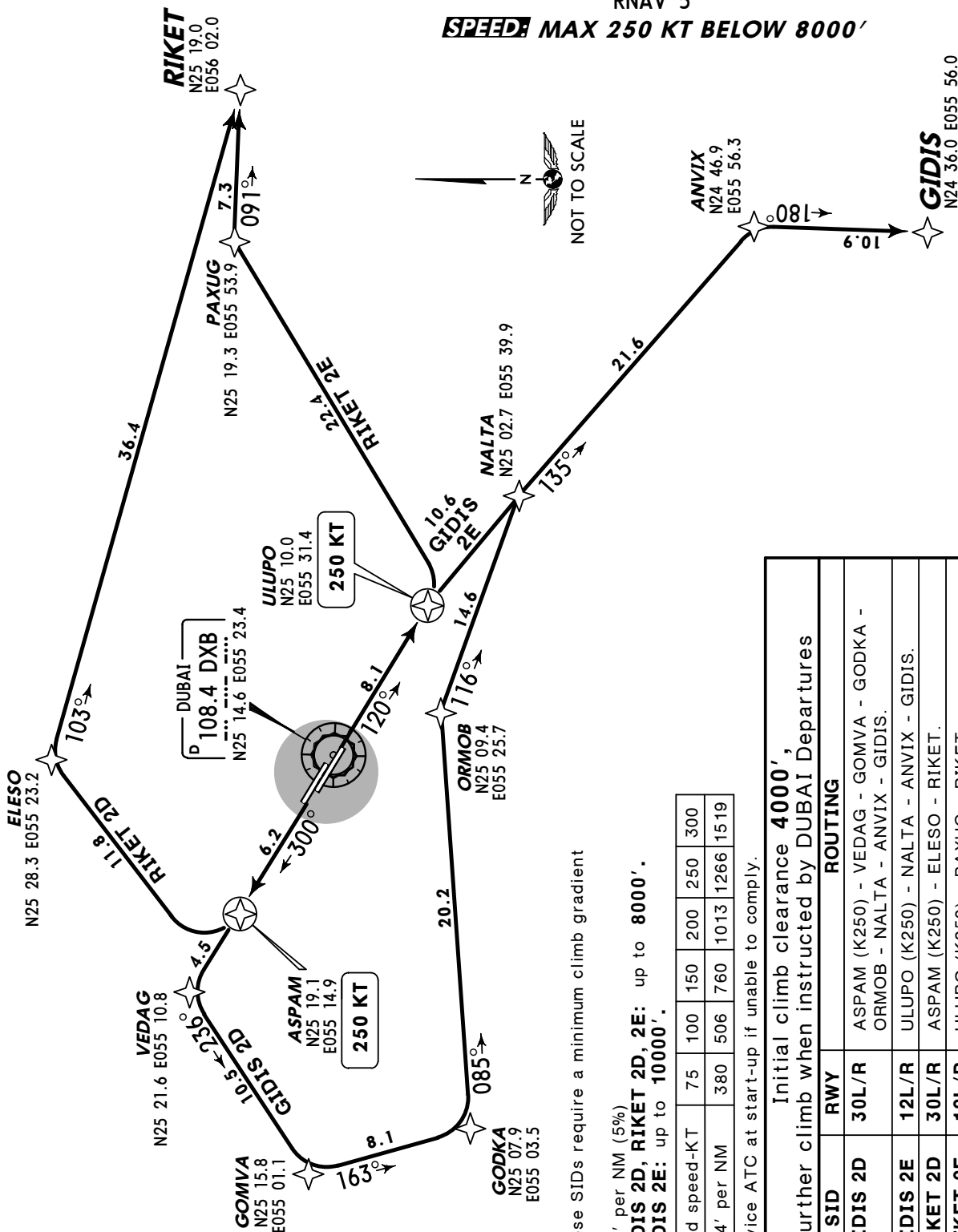


GIDIS 2D [GIDI2D]
GIDIS 2E [GIDI2E]
RIKET 2D [RIKE2D]
RIKET 2E [RIKE2E]

RWYS 30L/R, 12L/R RNAV DEPARTURES

RNAV 5

SPEED: MAX 250 KT BELOW 8000'



These SIDs require a minimum climb gradient of 304' per NM (5%)
GIDIS 2D, RIKET 2D, 2E: up to 8000'.
GIDIS 2E: up to 10000'.

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

Advice ATC at start-up if unable to comply.

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

SID	RWY	ROUTING
GIDIS 2D	30L/R	ASPAM (K250) - VEDAG - GOMVA - GODKA - ORMOb - NALTA - ANVIX - GIDIS.
GIDIS 2E	12L/R	ULUPO (K250) - NALTA - ANVIX - GIDIS.
RIKET 2D	30L/R	ASPAM (K250) - ELESO - RIKET.
RIKET 2E	12L/R	ULUPO (K250) - PAXUG - RIKET.

OMDB/DXB
DUBAI INTL

18 SEP 09

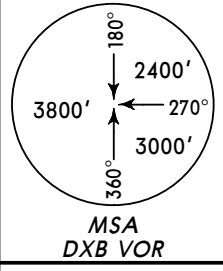
4

DUBAI, UAE

RNAV SID

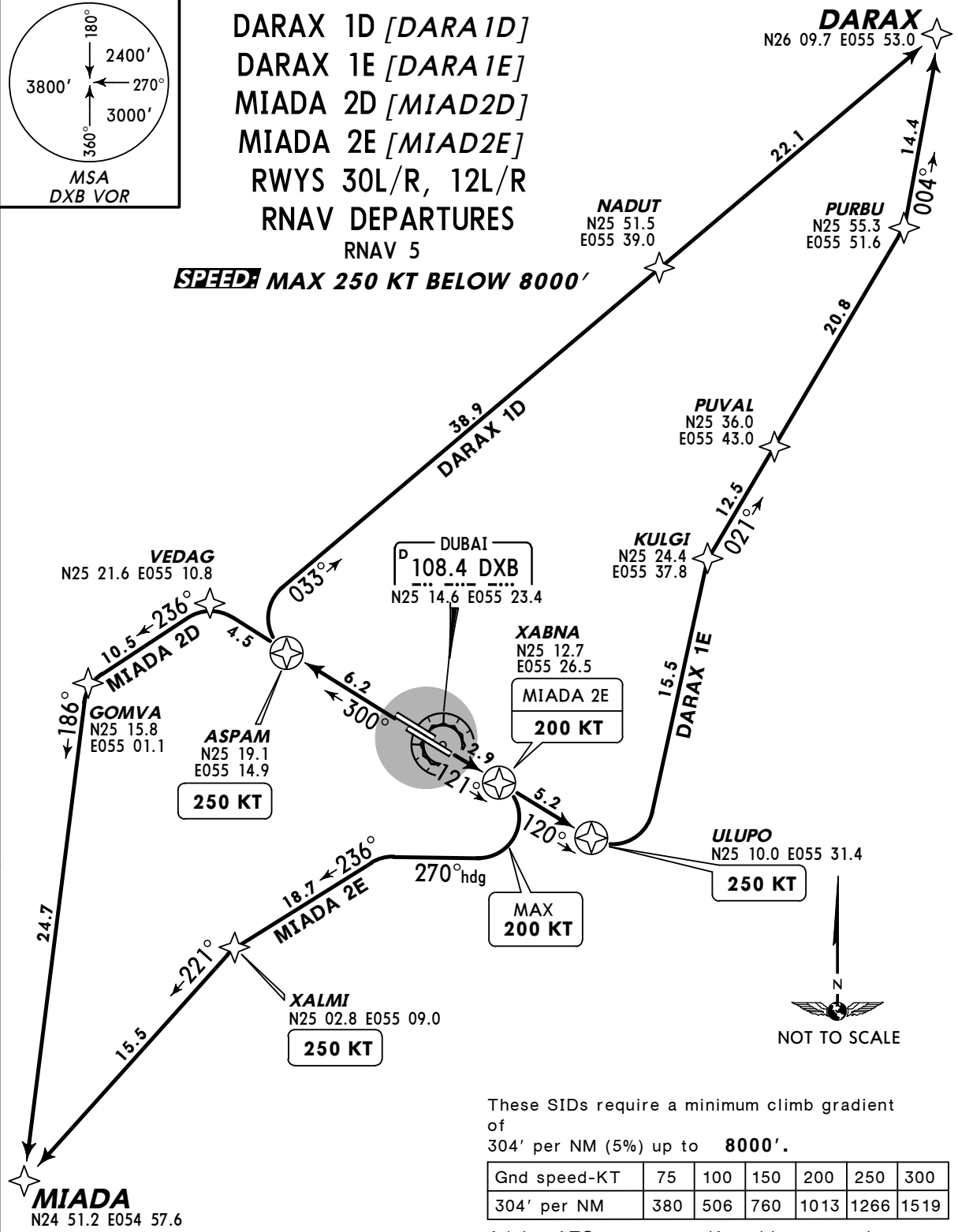
Apt Elev
59'

- 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.



DARAX 1D [DARA1D]
DARAX 1E [DARA1E]
MIADA 2D [MIAD2D]
MIADA 2E [MIAD2E]
 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

Advice ATC at start-up if unable to comply.

SID	RWY	ROUTING
DARAX 1D	30L/R	ASPAM (K250) - NADUT - DARAX.
DARAX 1E	12L/R	ULUPO (K250) - KULGI - PUVAL - PURBU - DARAX.
MIADA 2D	30L/R	ASPAM (K250) - VEDAG - GOMVA - MIADA.
MIADA 2E	12L/R	XABNA (K200) - XALMI (K250) - MIADA.

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

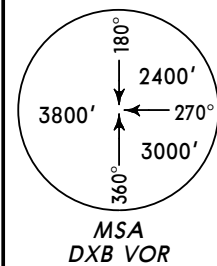
Apt Elev
59'

Trans level: FL150 Trans alt: 13000'

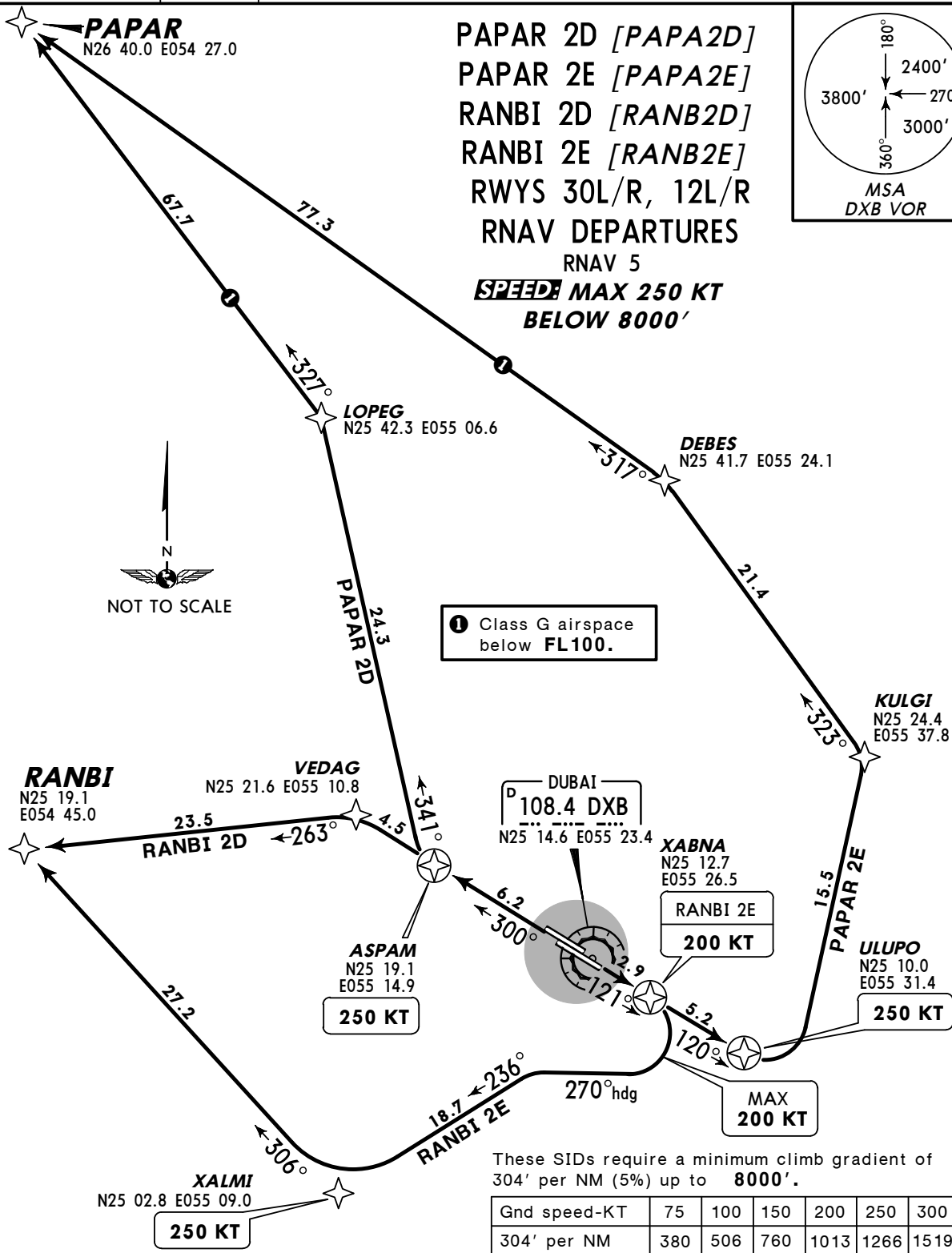
1. Contact DUBAI Departures as soon as possible after passing 500'.
2. On initial call to DUBAI Departures state callsign, passing level, and if applicable, SID designator.
3. Advise ATC at startup if unable to comply with SID.

PAPAR
N26 40.0 E054 27.0

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



1 Class G airspace below FL100.



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

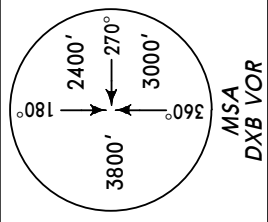
SID	RWY	ROUTING
PAPAR 2D	30L/R	ASPAM (K250) - LOPEG - PAPAR.
PAPAR 2E	12L/R	ULUPO (K250) - KULGI - DEBES - PAPAR.
RANBI 2D	30L/R	ASPAM (K250) - VEDAG - RANBI.
RANBI 2E 2	12L/R	XABNA (K200) - XALMI (K250) - RANBI.

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

Apt Elev 59'

Trans level: FL150 Trans alt: 13000'

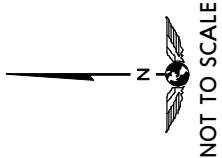
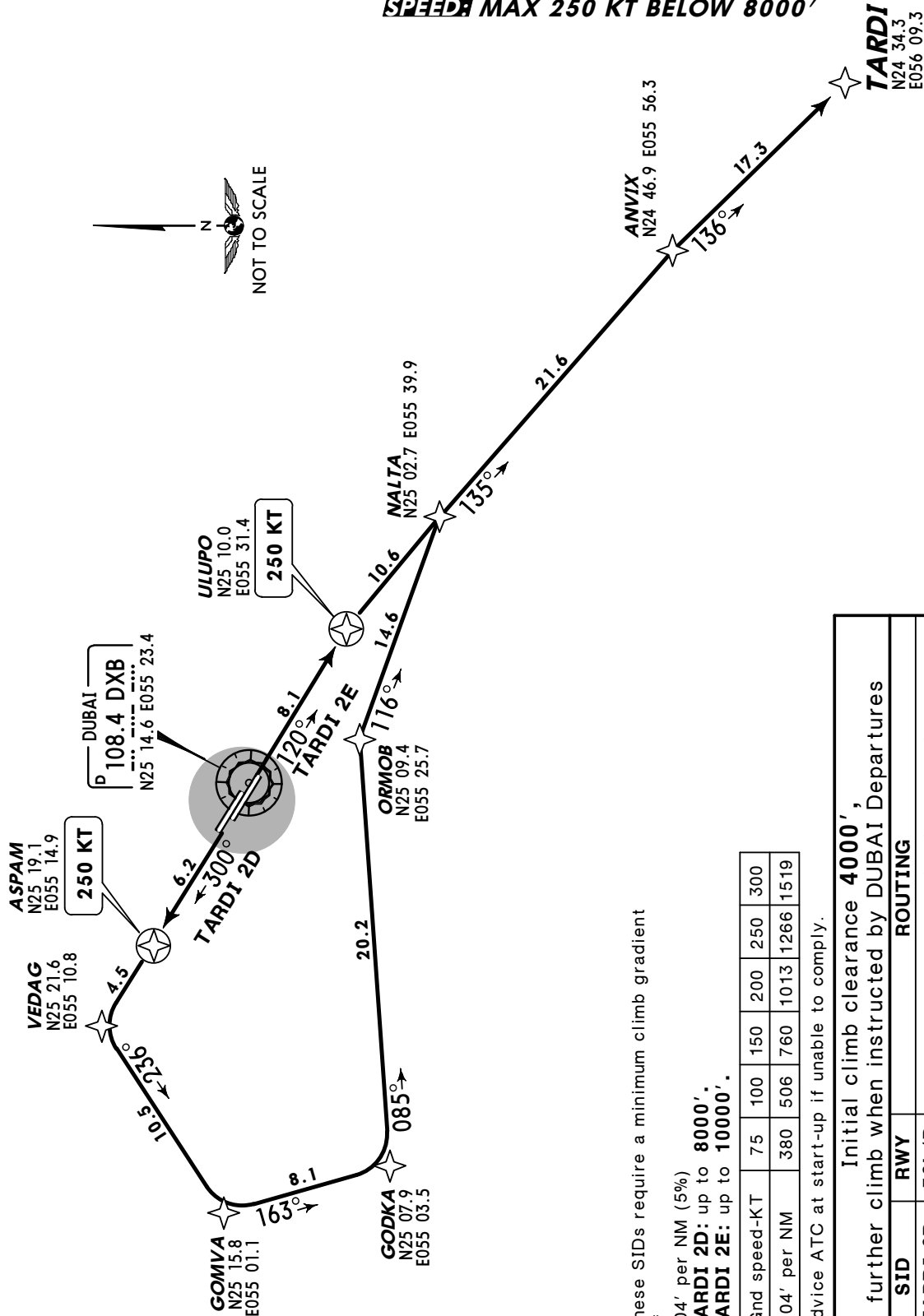
1. Contact DUBAI Departures as soon as possible after passing 500'.
2. On initial call to DUBAI Departures state callsign, passing level, and if applicable, SID designator.
3. Advise ATC at startup if unable to comply with SID.



**TARDI 2D [TARD2D]
TARDI 2E [TARD2E]
RWYS 30L/R, 12L/R RNAV DEPARTURES**

RNAV 5

SPEEDS MAX 250 KT BELOW 8000'

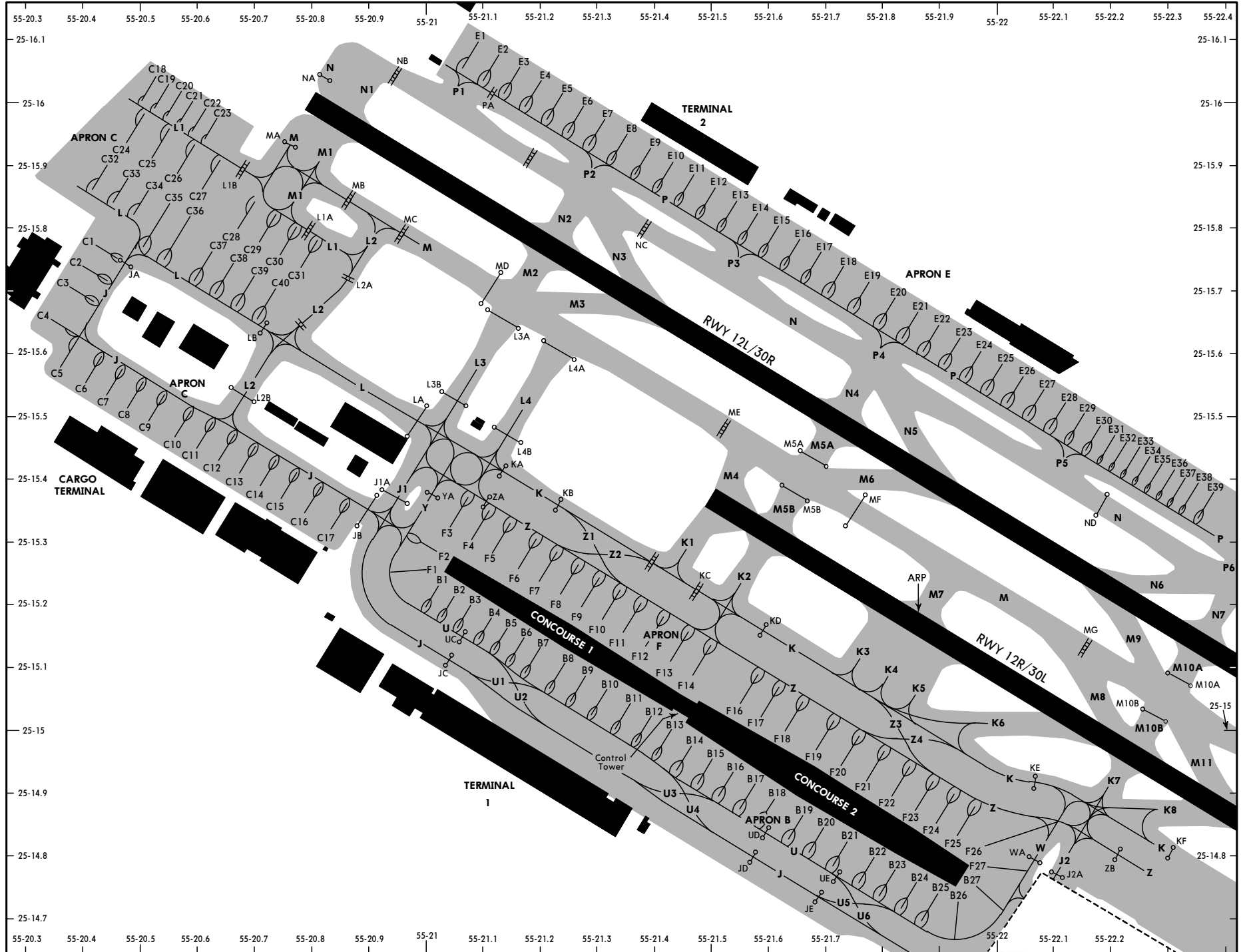


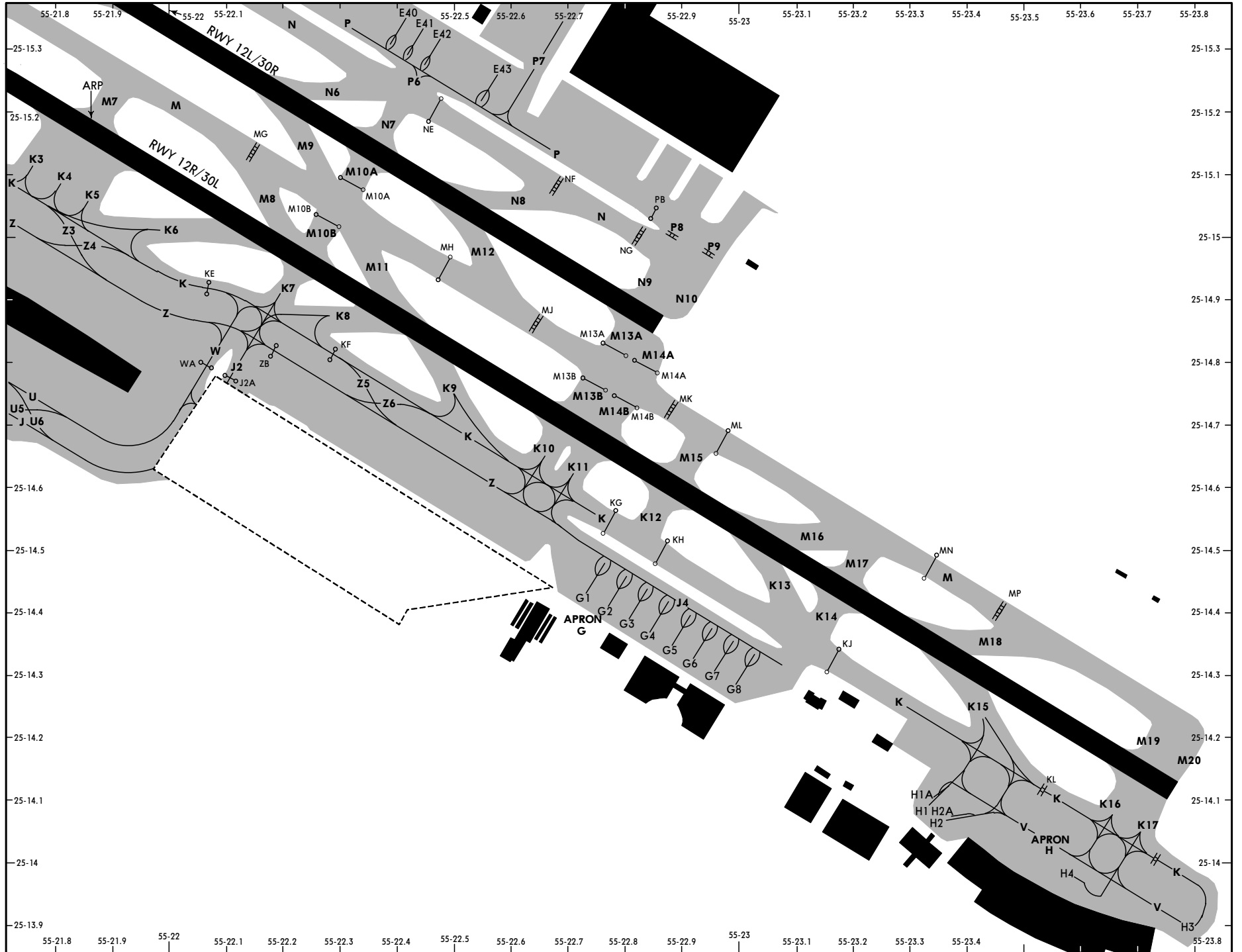
These SIDs require a minimum climb gradient of 304' per NM (5%)
TARDI 2D: up to 8000'.
TARDI 2E: up to 10000'.

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

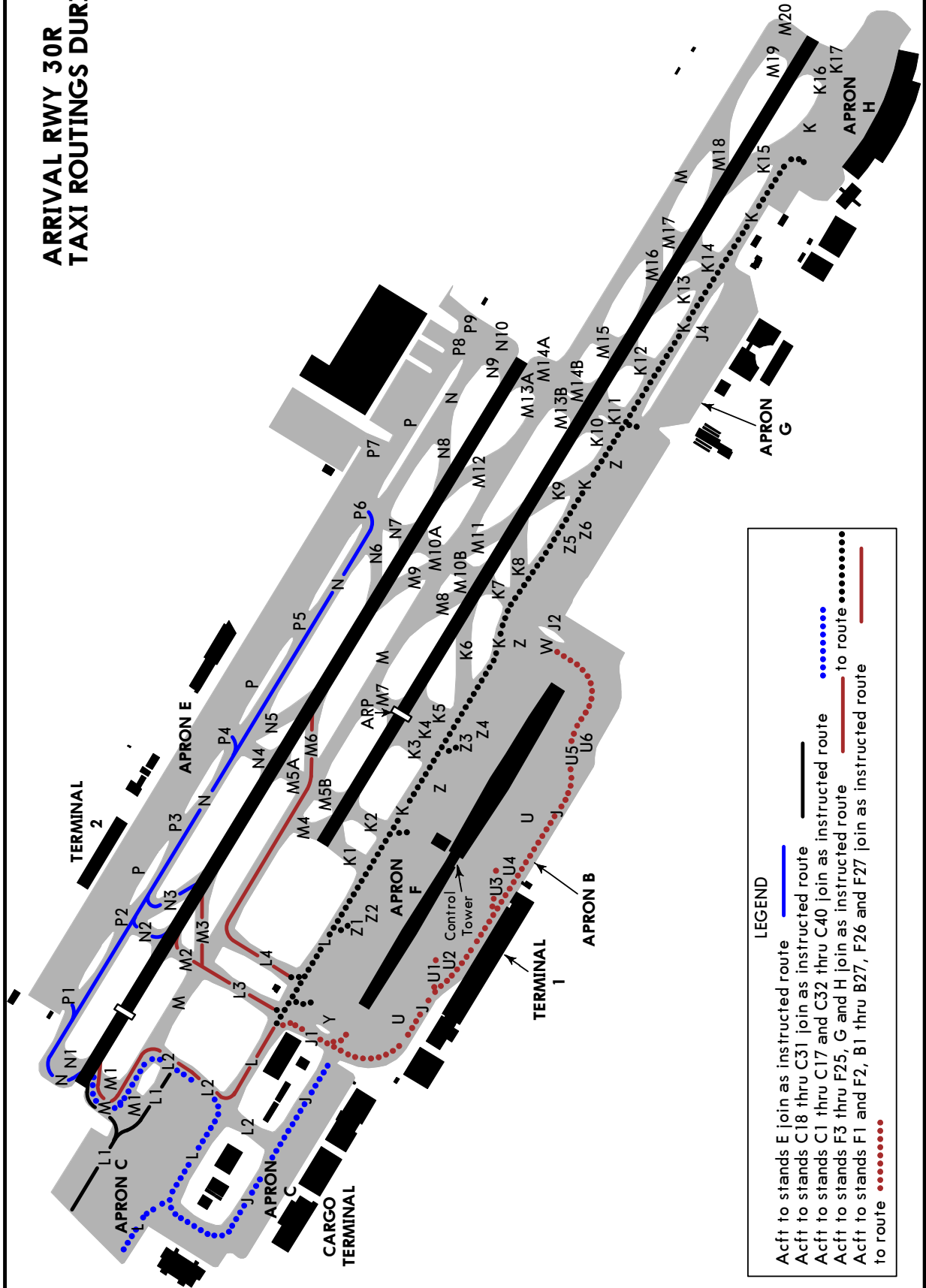
Advice ATC at start-up if unable to comply.

Initial climb clearance 4000', further climb when instructed by DUBAI Departures		ROUTING
SID	RWY	
TARDI 2D	30L/R	ASPAM (K250) - VEDAG - GOMVA - GODKA - ORMOb - NALTA - ANVIX - TARDI.
TARDI 2E	12L/R	ULUPO (K250) - NALTA - ANVIX - TARDI.





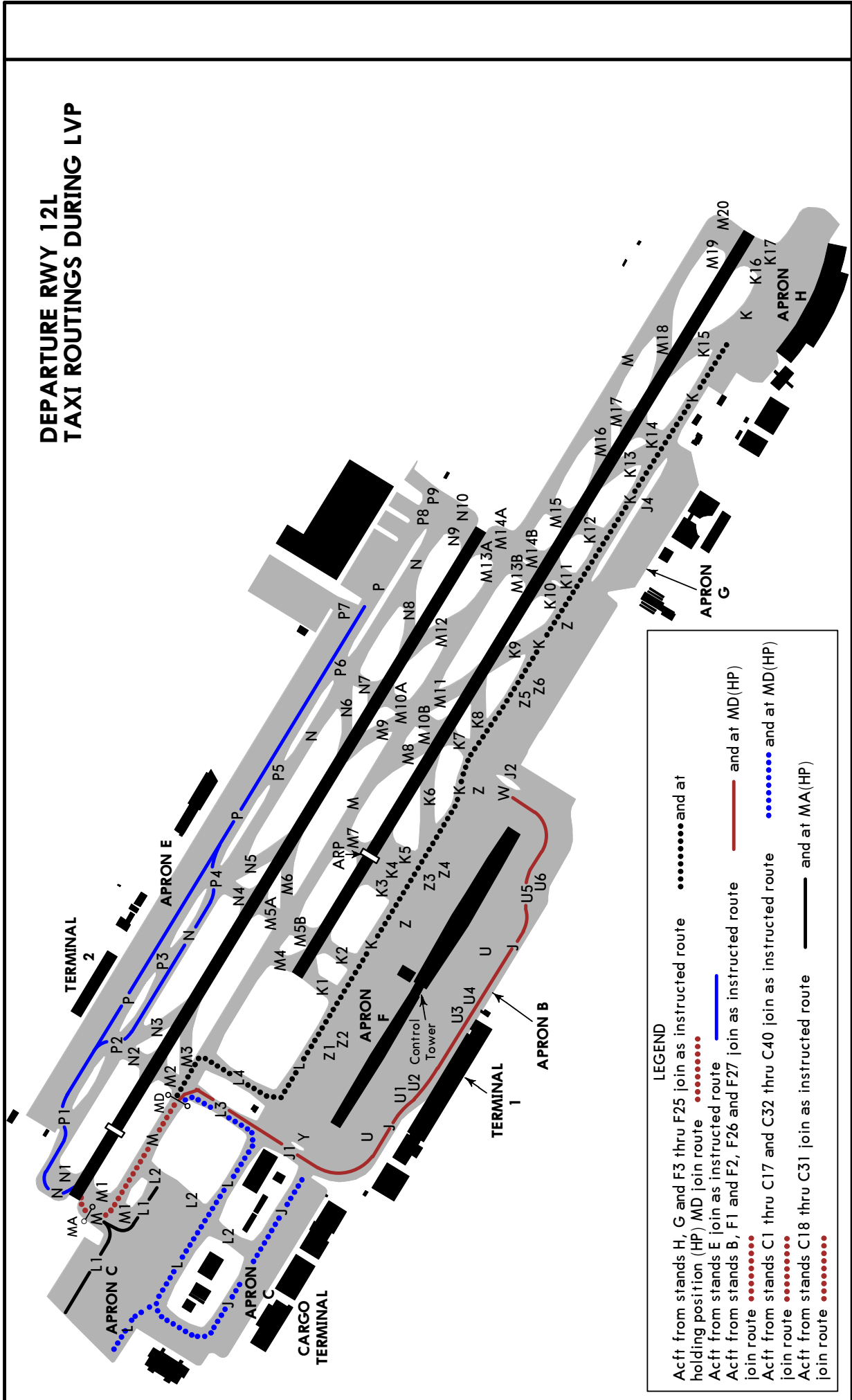
ARRIVAL RWY 30R
TAXI ROUTINGS DURING LVP



LEGEND

- Acft to stands E join as instructed route ———
- Acft to stands C18 thru C31 join as instructed route ———
- Acft to stands C1 thru C17 and C32 thru C40 join as instructed route
- Acft to stands F3 thru F25, G and H join as instructed route
- Acft to stands F1 and F2, B1 thru B27, F26 and F27 join as instructed route ———
- to route

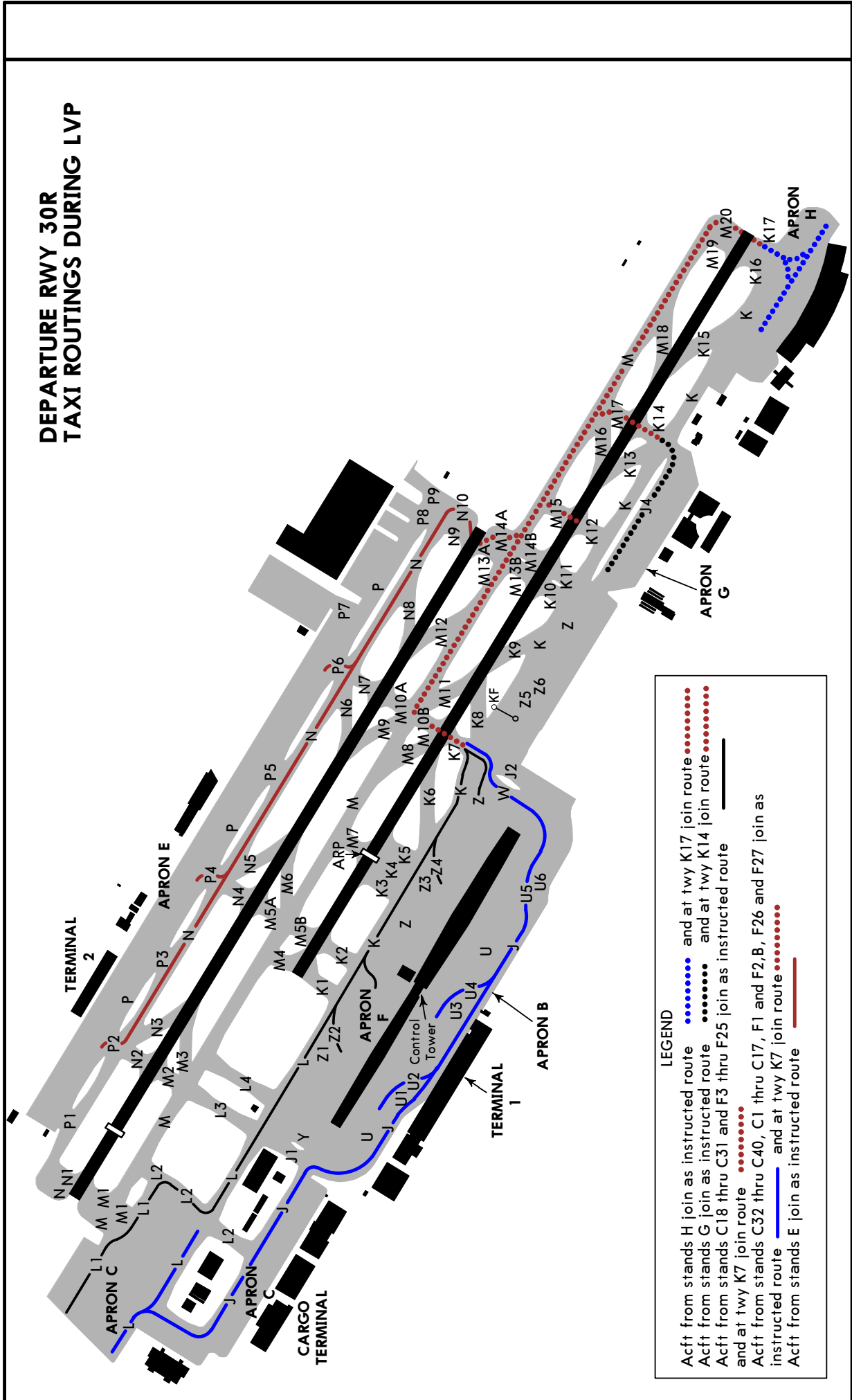
DEPARTURE RWY 12L
TAXI ROUTINGS DURING LVP



LEGEND

- Acft from stands H, G and F3 thru F25 join as instructed routeand at holding position (HP) MD join route
- Acft from stands E join as instructed routeand at MD(HP) join route
- Acft from stands B, F1 and F2, F26 and F27 join as instructed routeand at MD(HP) join route
- Acft from stands C1 thru C17 and C32 thru C40 join as instructed routeand at MD(HP) join route
- Acft from stands C18 thru C31 join as instructed routeand at MA(HP) join route

DEPARTURE RWY 30R
TAXI ROUTINGS DURING LVP



LEGEND

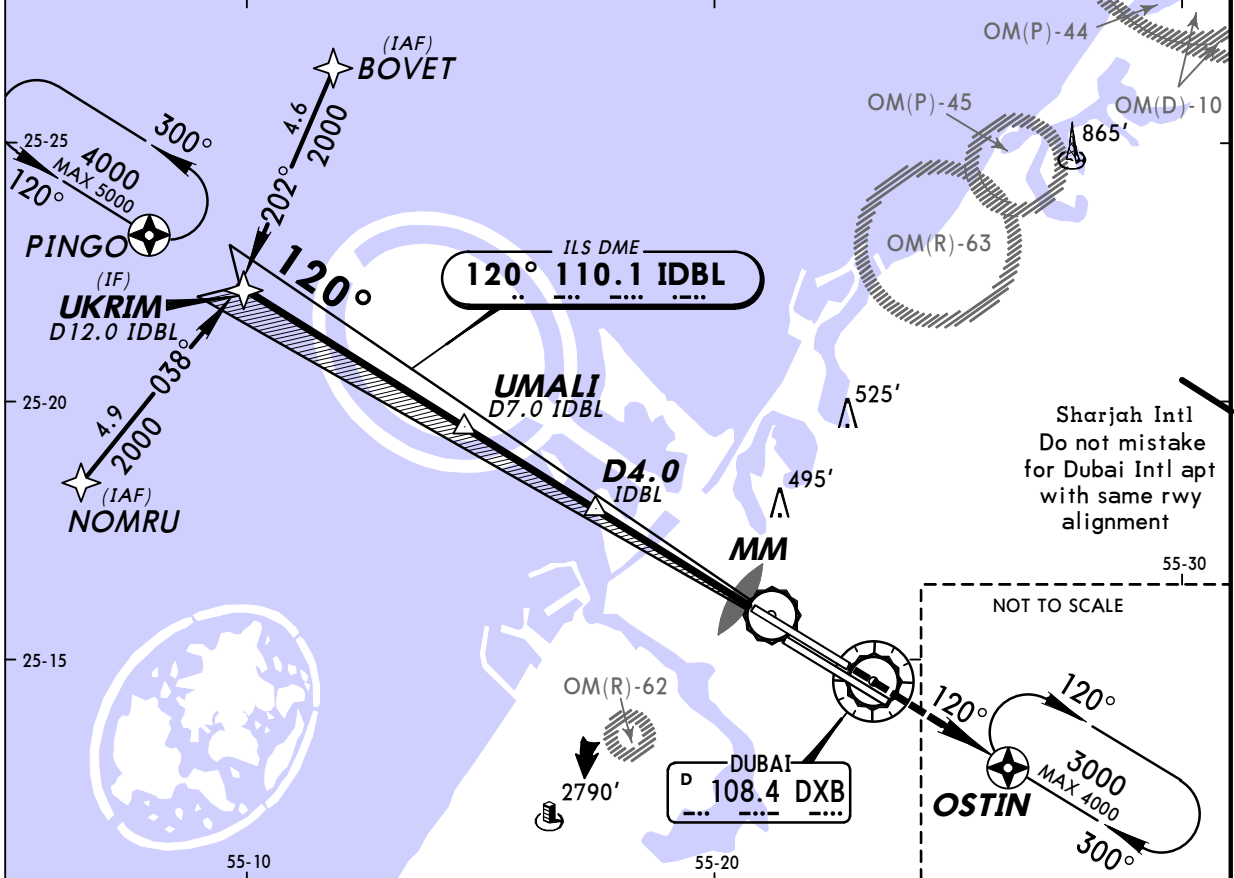
- Acft from stands H join as instructed route ●●●●● and at twy K17 join route ●●●●●
- Acft from stands G join as instructed route ●●●●● and at twy K14 join route ●●●●●
- Acft from stands C18 thru F3 thru F25 join as instructed route ●●●●● and at twy K7 join route ●●●●●
- Acft from stands C17, F1 and F2, B, F26 and F27 join as instructed route ●●●●● and at twy K7 join route ●●●●●
- Acft from stands E join as instructed route ———

OMDB/DXB
DUBAI INTL

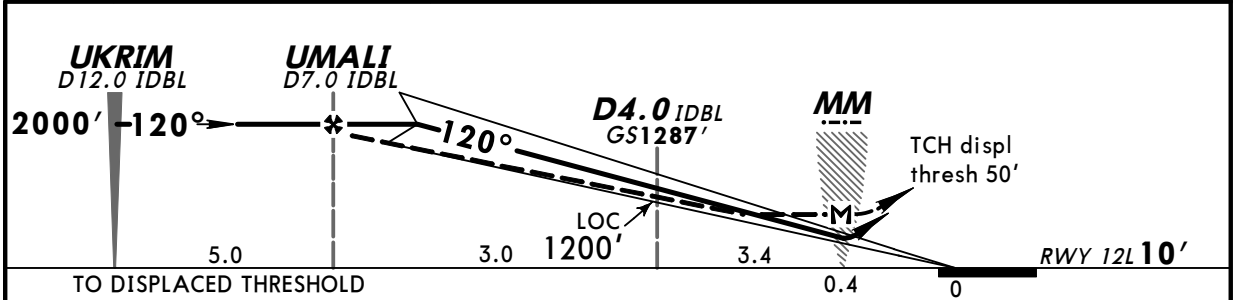
4 JUN 10 (14)

DUBAI, UAE
ILS Rwy 12L

LOC IDBL 110.1	Final Apch Crs 120°	GS D4.0 IDBL 1287' (1277')	ILS DA(H) 210' (200')	Apt Elev 59'	RWY 10'	<p>MSA DXB VOR</p>
<p>MISSED APCH: Climb to 3000' direct to OSTIN and hold.</p>						
<p>Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 150 Trans alt: 13000'</p> <p>1. RNAV 5 required for transition and missed apch. 2. ILS DME reads zero at TDZ.</p>						



LOC (GS out)	IDBL DME	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1860'	1550'	1240'	930'	620'	310'



Gnd speed-Kts	70	90	100	120	140	160		
ILS GS	3.00°	377	485	539	647	862		
LOC Descent Angle	2.69°	333	428	476	571	761		
MAP at MM								

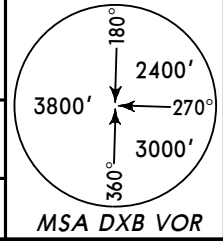
JAR-OPS STRAIGHT-IN LANDING RWY 12L				CIRCLE-TO-LAND	
ILS DA(H) 210' (200')		LOC (GS out) MDA(H) 590' (580')			
FULL	ALS out	MM out	ALS out		
A		RVR 1000m			
B		RVR 1200m			
C	RVR 550m	RVR 1000m	NOT AUTH	RVR 1500m	NOT AUTHORIZED
D		RVR 1600m		RVR 2000m	

OMDB/DXB
DUBAI INTL

4 JUN 10 15

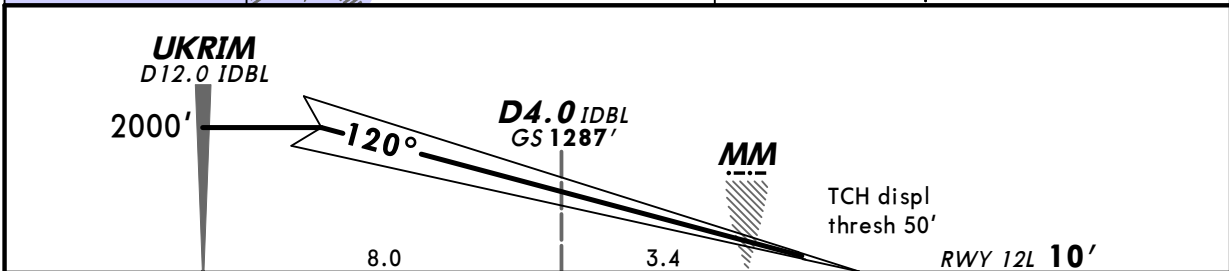
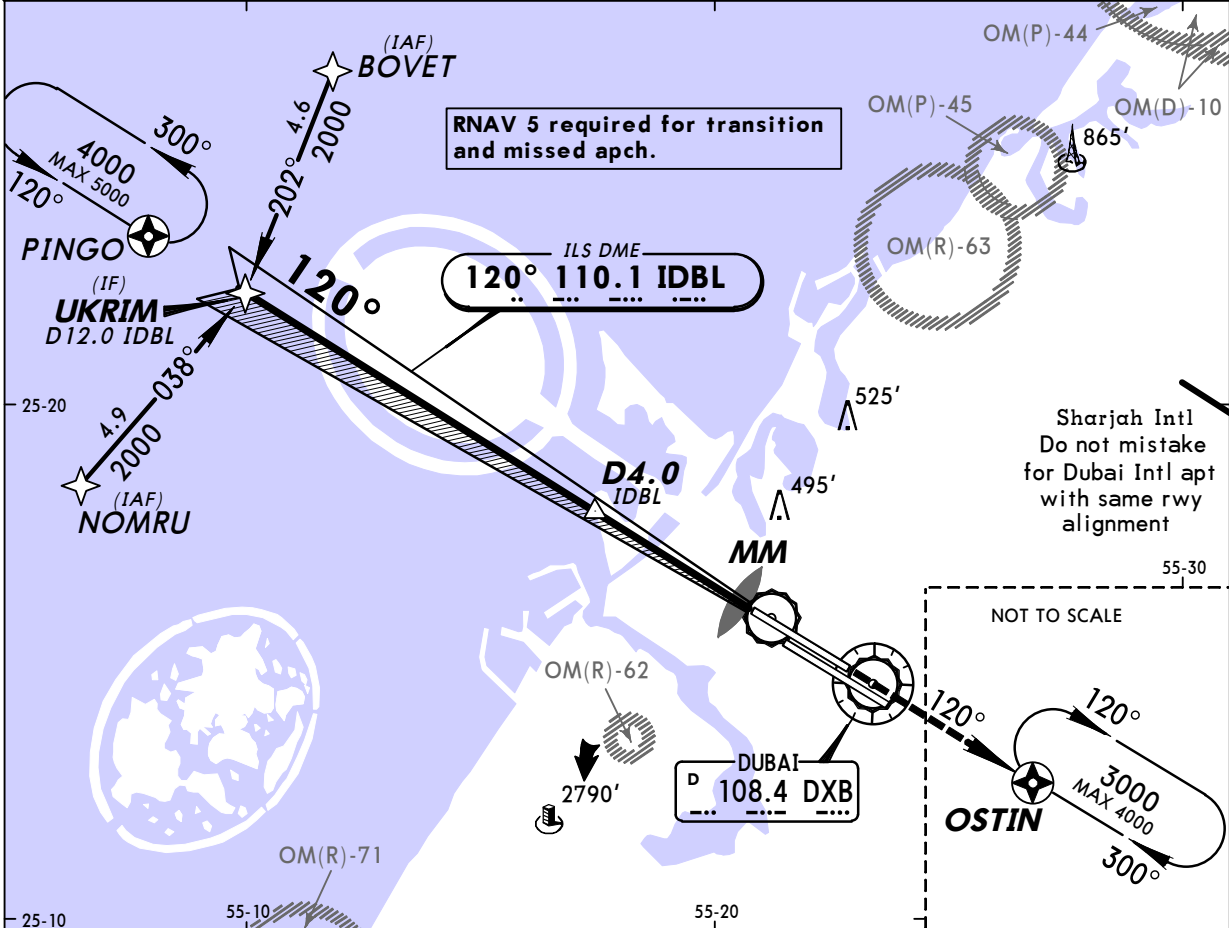
DUBAI, UAE
CAT II ILS Rwy 12L

LOC IDBL 110.1	Final Apch Crs 120°	GS D4.0 IDBL 1287' (1277')	CAT II ILS RA 100' DA(H) 110' (100')	Apt Elev 59' RWY 10'
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MISSED APCH: Climb to 3000' direct to OSTIN and hold.

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



	TO DISPLACED THRESHOLD	8.0	3.4	0.4	0				
Gnd speed-Kts	70	90	100	120	140	160			
GS	3.00°	377	485	539	647	755	862		
								HIALS-II	
								PAPI PAPI	
								3000'	
								↑	
								→	OSTIN

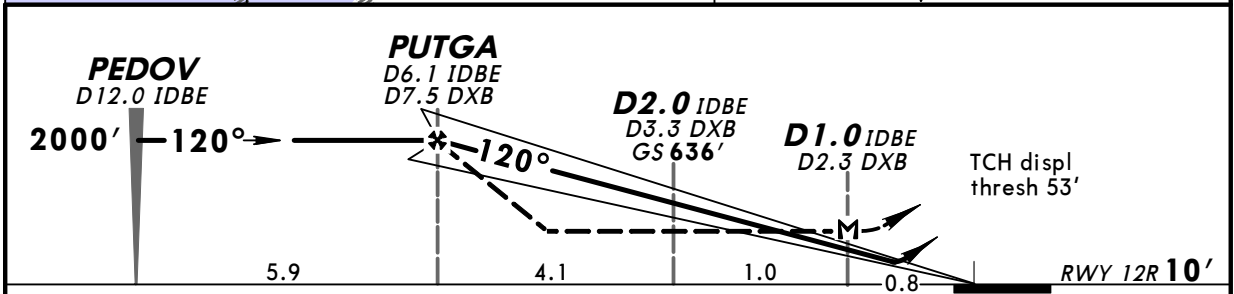
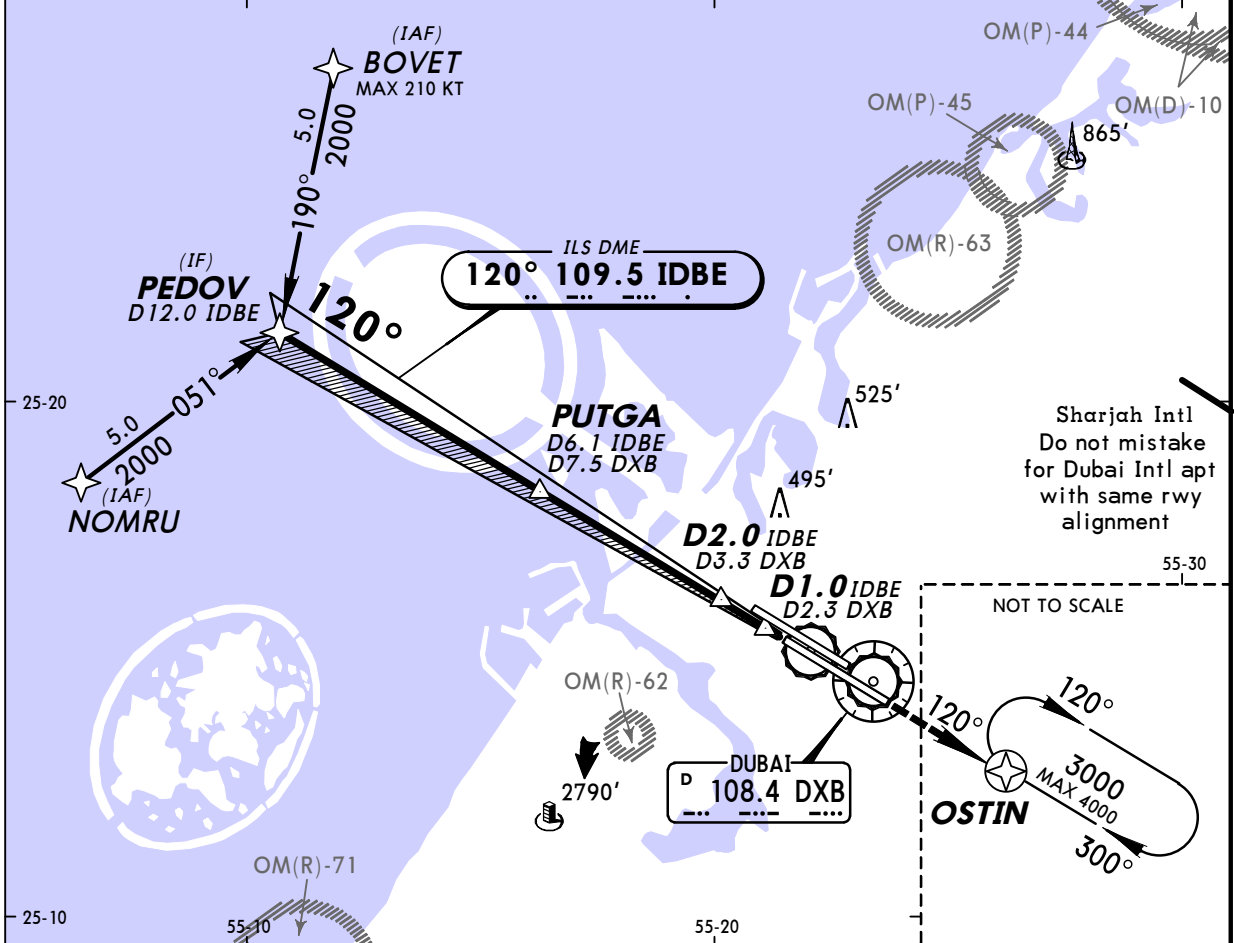
JAR-OPS STRAIGHT-IN LANDING RWY 12L
CAT II ILS
 ABCD
RA 100'
 DA(H) 110' (100')
 RVR 350m

OMDB/DXB
DUBAI INTL

4 JUN 10 (16)

DUBAI, UAE
ILS Rwy 12R

LOC IDBE 109.5	Final Apch Crs 120°	GS D2.0 IDBE 636' (626')	ILS DA(H) Refer to Minimums	Apt Elev 59' RWY 10'	<p>MSA DXB VOR</p>
<p>MISSED APCH: Climb to 3000' on 120° to OSTIN and hold.</p>					
<p>Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 150 Trans alt: 13000'</p> <p>1. RNAV 5 required for transition and missed apch. 2. ILS DME reads zero at TDZ.</p>					



Gnd speed-Kts	70	90	100	120	140	160		<p>3000' on 120° OSTIN</p>	
ILS GS	3.00°	377	485	539	647	755			862
MAP at D1.0 IDBE/D2.3 DXB									

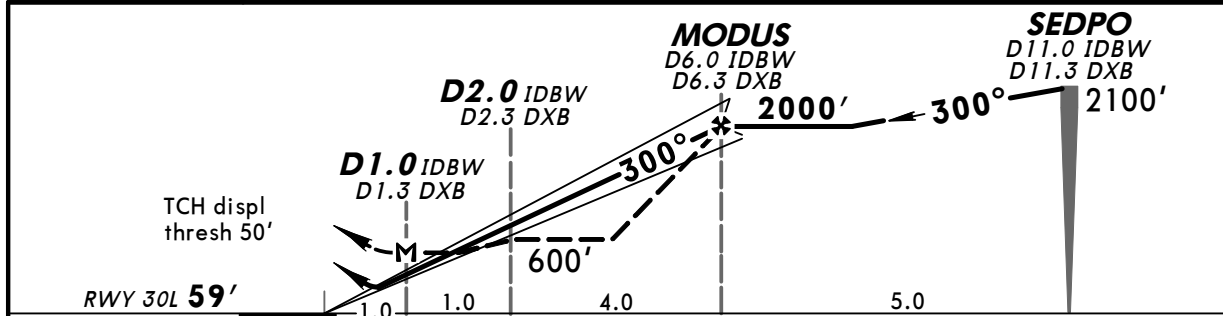
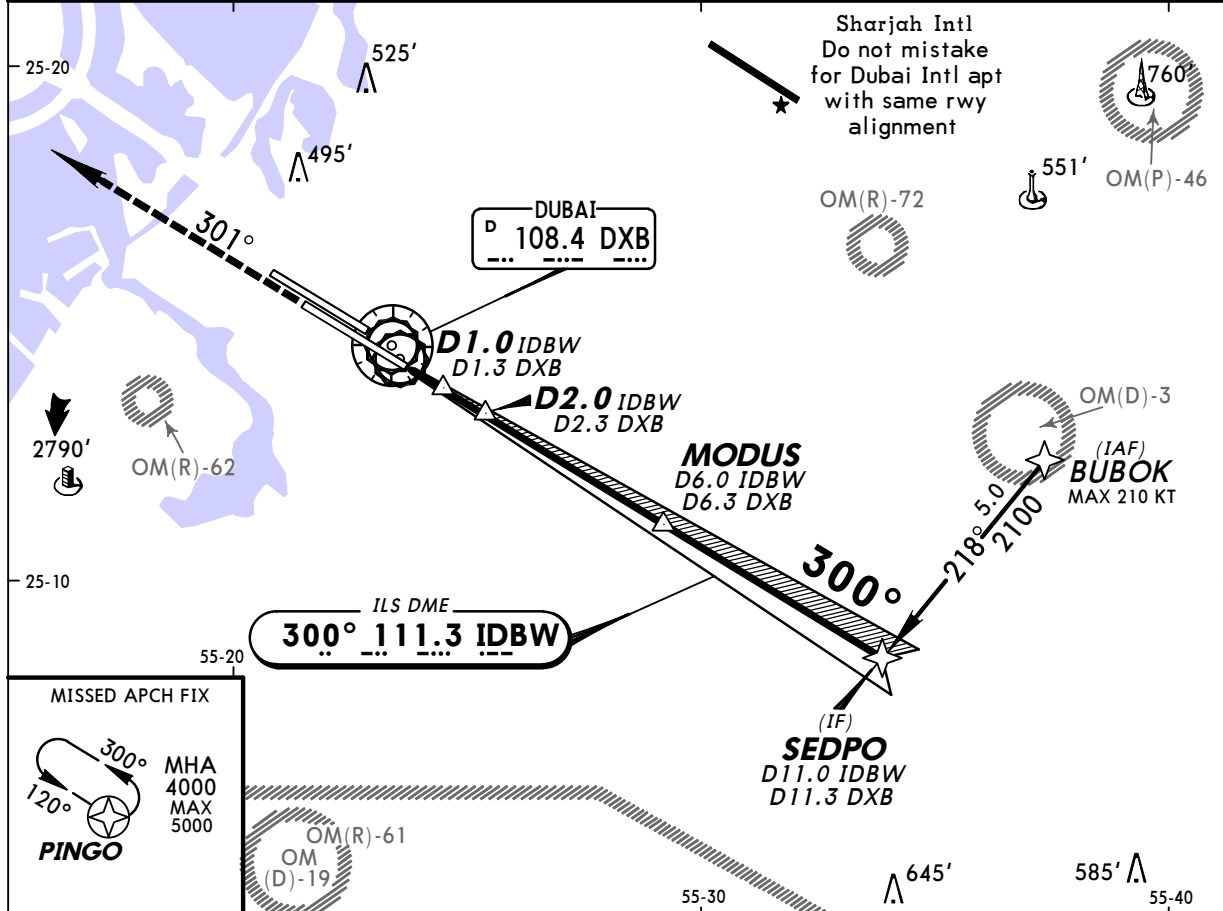
JAR-OPS		STRAIGHT-IN LANDING RWY 12R		CIRCLE-TO-LAND	
<p>ILS DA(H) A: 362' (352') C: 381' (371') B: 371' (361') D: 391' (381')</p>		<p>LOC (GS out) MDA(H) 580' (570')</p>			
FULL		ALS out		ALS out	
A			RVR 1000m	RVR 1500m	NOT AUTHORIZED
B	RVR 800m	RVR 1200m	RVR 1200m	RVR 2000m	
C					
D			RVR 1600m		

OMDB/DXB
DUBAI INTL

4 JUN 10 (17)

DUBAI, UAE
ILS Rwy 30L

LOC IDBW 111.3	Final Apch Crs 300°	GS MODUS 2000' (1941')	ILS DA(H) Refer to Minimums	Apt Elev 59' RWY 59'	
MISSED APCH: Climb to 4000' on 301° to PINGO and hold.					
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 150 Trans alt: 13000' 1. RNAV 5 required for transition and missed apch. 2. ILS DME reads zero at TDZ.					MSA DXB VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI PAPI	4000' ↑ on 301° PINGO	
ILS GS	3.00°	377	485	539	647	755			862
MAP at D1.0 IDBW/D1.3 DXB									

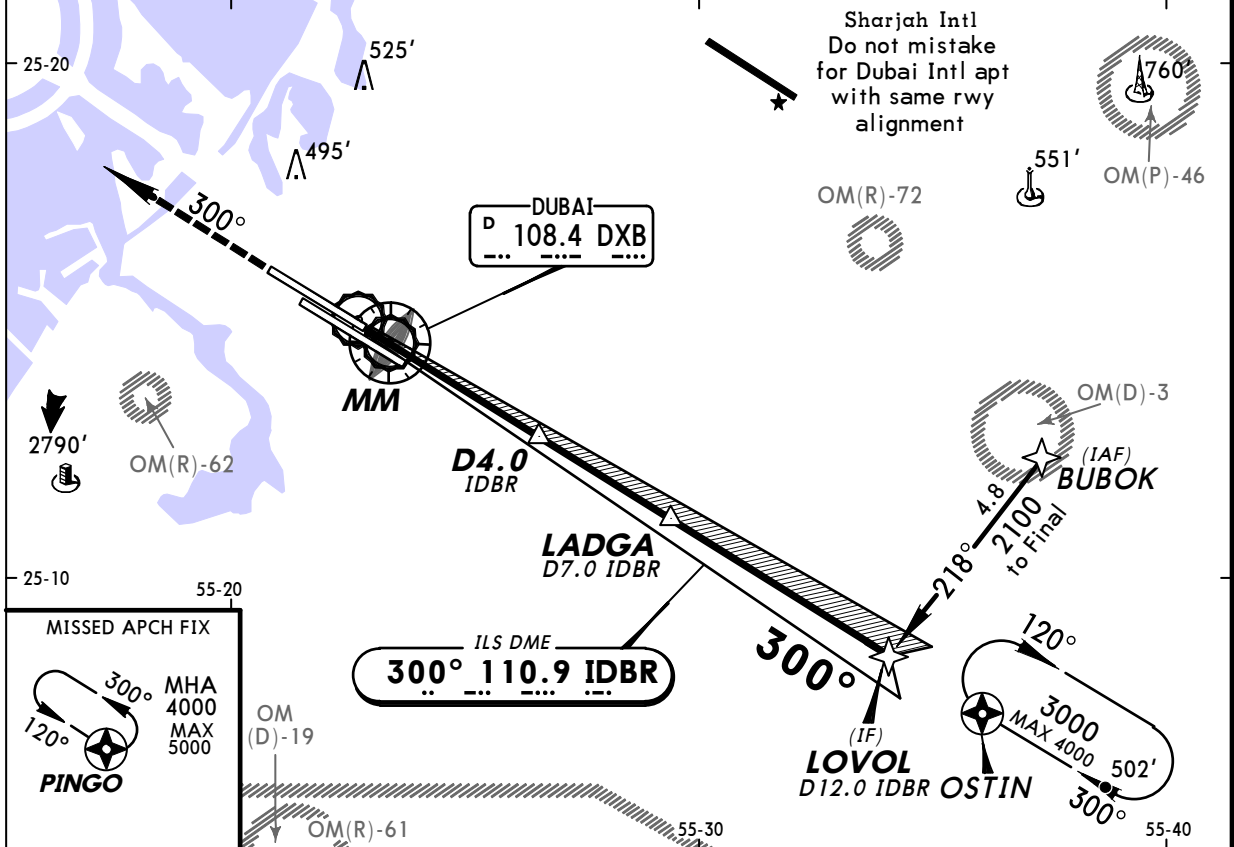
JAR-OPS				STRAIGHT-IN LANDING RWY 30L		CIRCLE-TO-LAND	
ILS DA(H) A: 317' (258') C: 337' (278') B: 327' (268') D: 346' (287')		LOC (GS out) MDA(H) 580' (521')					
FULL		ALS out		ALS out			
A			RVR 1000m		RVR 1500m	NOT AUTHORIZED	
B	RVR 650m	RVR 1200m	RVR 1200m		RVR 2000m		
C							
D			RVR 1600m				

OMDB/DXB
DUBAI INTL

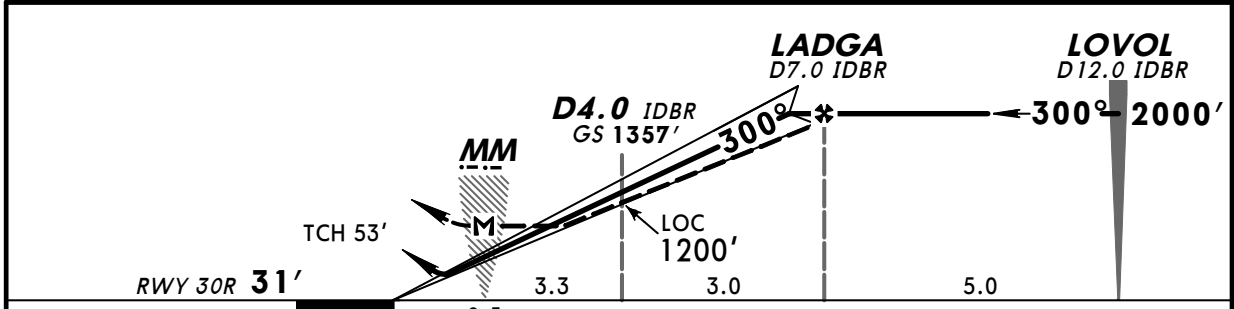
4 JUN 10 (18)

DUBAI, UAE
ILS Rwy 30R

LOC IDBR 110.9	Final Apch Crs 300°	GS D4.0 IDBR 1357' (1326')	ILS DA(H) Refer to Minimums	Apt Elev 59' RWY 31'	
MISSED APCH: Climb to 4000' direct to PINGO and hold.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 150 Trans alt: 13000' 1. RNAV 5 required for transition and missed apch. 2. ILS DME reads zero at TDZ.					MSA DXB VOR



LOC (GS out)	IDBR DME	1.0	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	310'	620'	930'	1240'	1550'	1860'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI PAPI 4000' PINGO
ILS GS	3.00°	377	485	539	647	755	
LOC Descent Angle	2.63°	326	419	465	558	744	
MAP at MM							

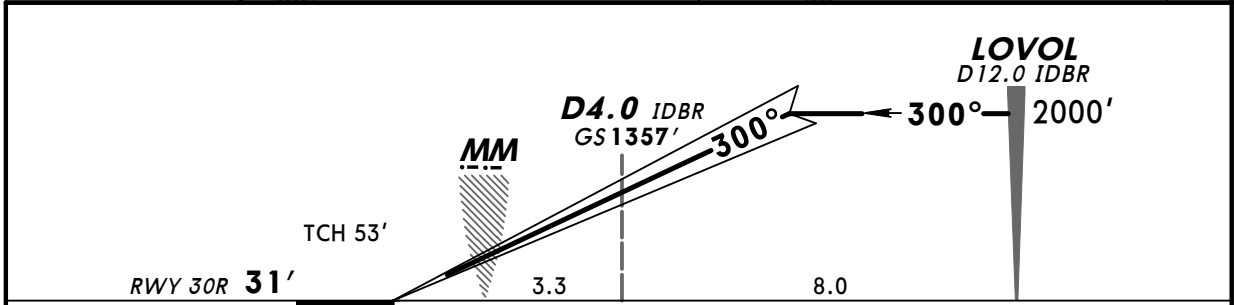
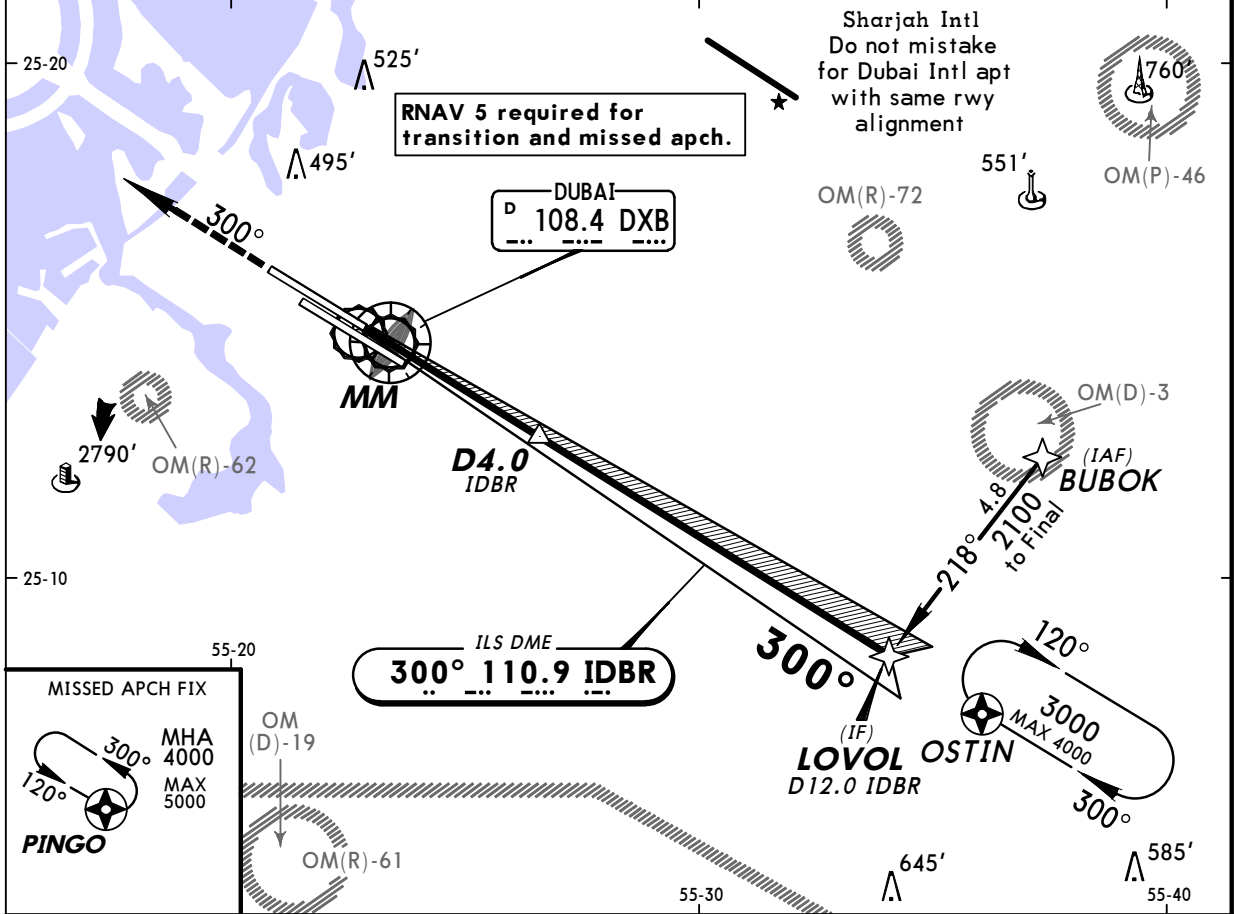
JAR-OPS STRAIGHT-IN LANDING RWY 30R				CIRCLE-TO-LAND	
ILS DA(H) ABC: 231' (200') D: 238' (207')		LOC (GS out) MDA(H) 580' (549')			
FULL	ALS out	MM out	ALS out		
A		RVR 1000m			
B	RVR 550m	RVR 1000m	NOT AUTH	RVR 1500m	NOT AUTHORIZED
C			RVR 1200m		
D	RVR 600m		RVR 1600m	RVR 2000m	

OMDB/DXB
DUBAI INTL

4 JUN 10 19

DUBAI, UAE
CAT II ILS Rwy 30R

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 59' RWY 31'	
MISSED APCH: Climb to 4000' direct to PINGO and hold.					
Alt Set: hPa Rwy Elev: 1 hPa 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 REIL PAPI	4000' ↑	
GS	3.00°	377	485	539	647	755			

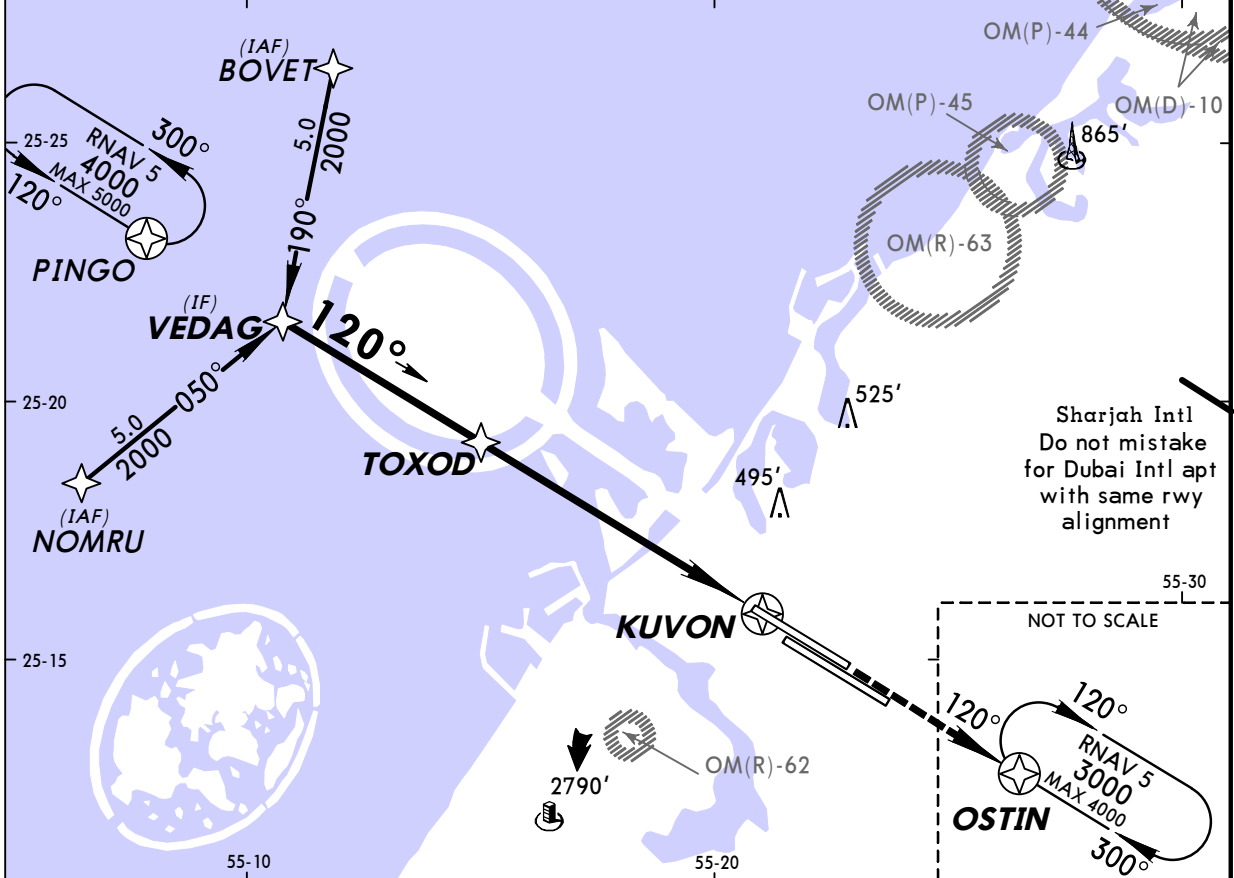
JAR-OPS STRAIGHT-IN LANDING RWY 30R
 CAT II ILS
 ABCD
RA 100'
 DA(H) 131' (100')
 RVR 350m

OMDB/DXB
DUBAI INTL

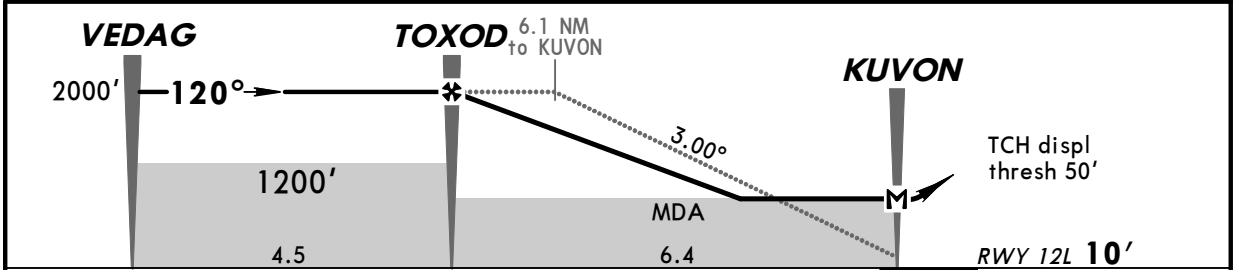
4 JUN 10 (20)

DUBAI, UAE
RNAV (GNSS) Rwy 12L

RNAV	Final Apch Crs 120°	Procedure Alt TOXOD 2000' (1990')	MDA(H) 590' (580')	Apt Elev 59' RWY 10'	<p>MSA ARP</p>
MISSED APCH: Climb to 3000' direct to OSTIN and hold.					
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 150	
				Trans alt: 13000'	



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			OSTIN
Descent Angle	3.00°	372	478	531	637	743			
MAP at KUVON									

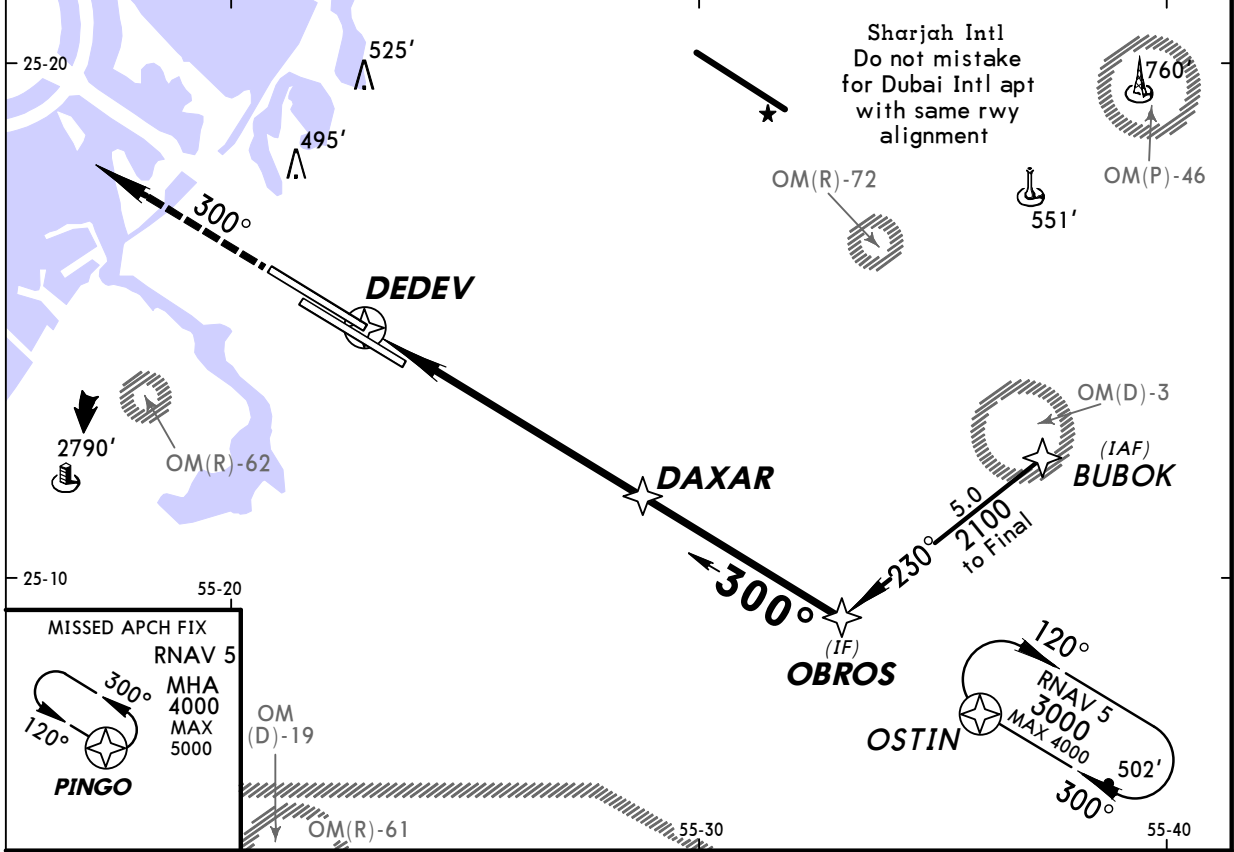
JAR-OPS			STRAIGHT-IN LANDING RWY 12L			CIRCLE-TO-LAND		
			LNAV					
			MDA(H) 590' (580')					
			ALS out					
A	RVR 1000m		RVR 1500m			NOT AUTHORIZED		
B	RVR 1200m		RVR 2000m					
C	RVR 1600m							
D	RVR 1600m							

OMDB/DXB
DUBAI INTL

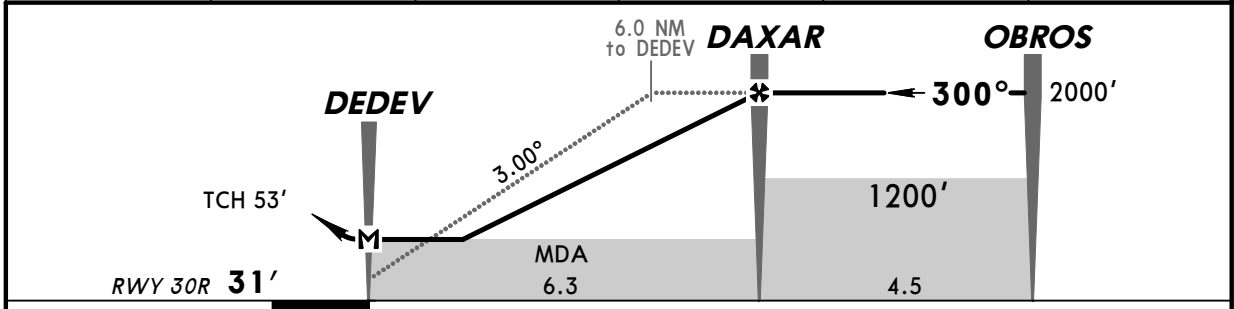
4 JUN 10 (21)

DUBAI, UAE
RNAV (GNSS) Rwy 30R

RNAV	Final Apch Crs 300°	Procedure Alt DAXAR 2000' (1969')	MDA(H) 580' (549')	Apt Elev 59' RWY 31'	
MISSED APCH: Climb to 4000' direct to PINGO and hold.					
Alt Set: hPa		Rwy Elev: 1 hPa	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 4000' ↑ → PINGO
Descent Angle	3.00°	372	478	531	637	743	
MAP at DEDEV							

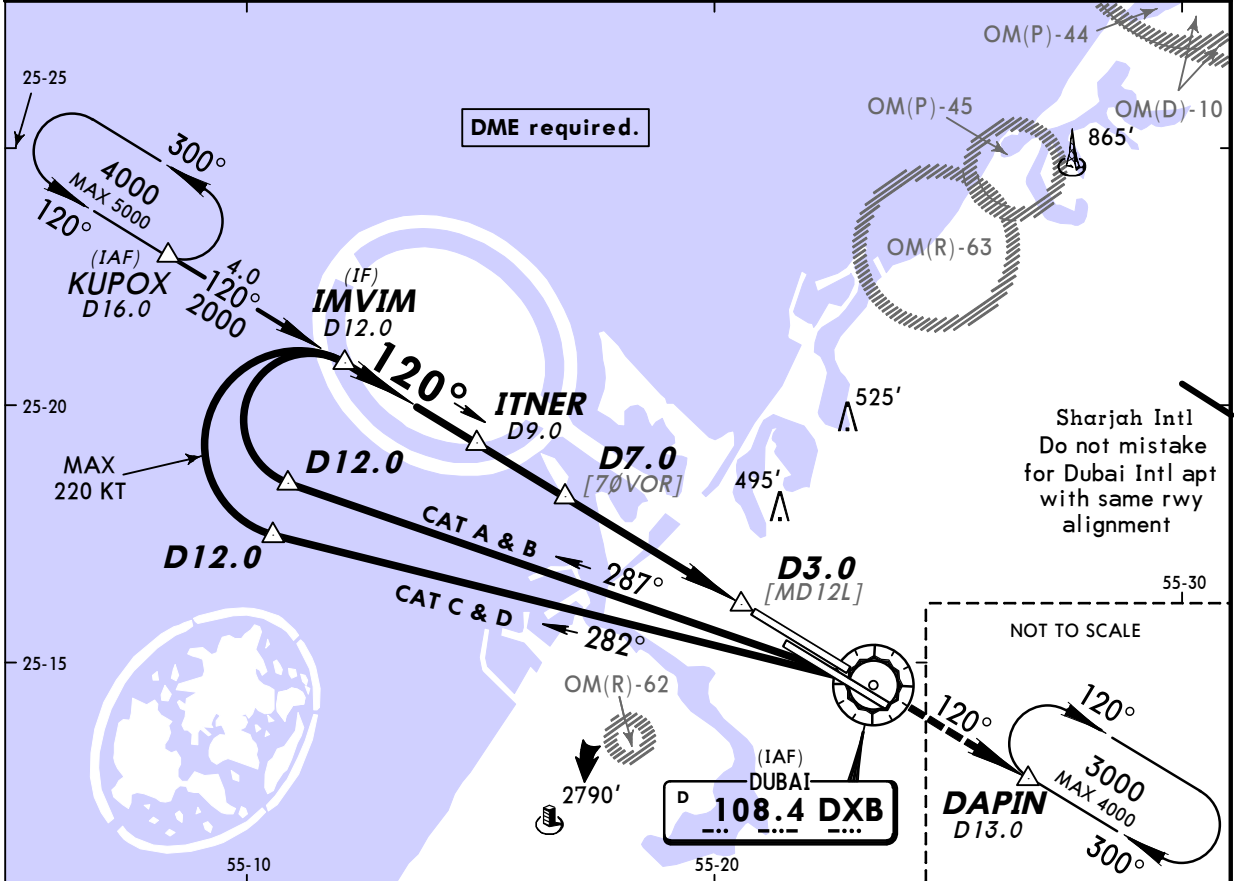
JAR-OPS		STRAIGHT-IN LANDING RWY 30R		CIRCLE-TO-LAND	
		LNAV			
		MDA(H) 580' (549')			
		ALS out			
A	RVR 1000m	RVR 1500m		NOT AUTHORIZED	
B	RVR 1200m	RVR 2000m			
C	RVR 1600m				
D	RVR 1600m				

OMDB/DXB
DUBAI INTL

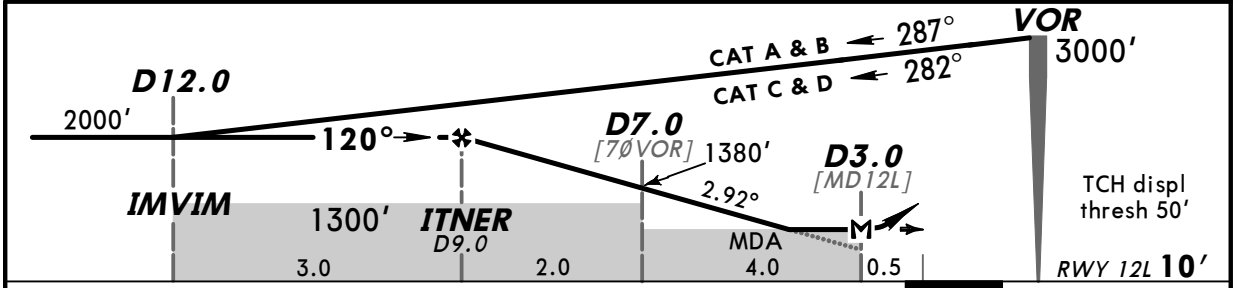
4 JUN 10 (22)

DUBAI, UAE
VOR Rwy 12L

VOR DXB 108.4	Final Apch Crs 120°	Procedure Alt ITNER 2000' (1990')	MDA(H) 960' (950')	Apt Elev 59' RWY 10'	
MISSED APCH: Climb to 3000' and establish on R-120 DXB to join DAPIN holding.					
Alt Set: hPa		Rwy Elev: 0 hPa	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		3000' ↑ on 108.4 R-120	
Descent Angle	2.92°	362	465	517	620	723			826
MAP at D3.0									

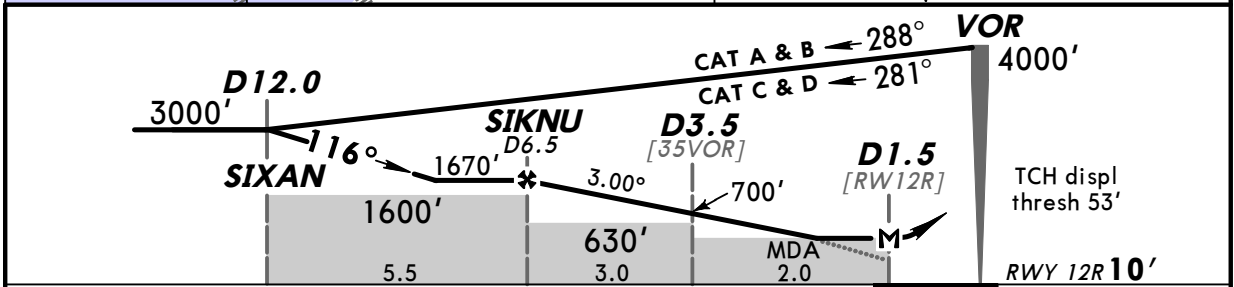
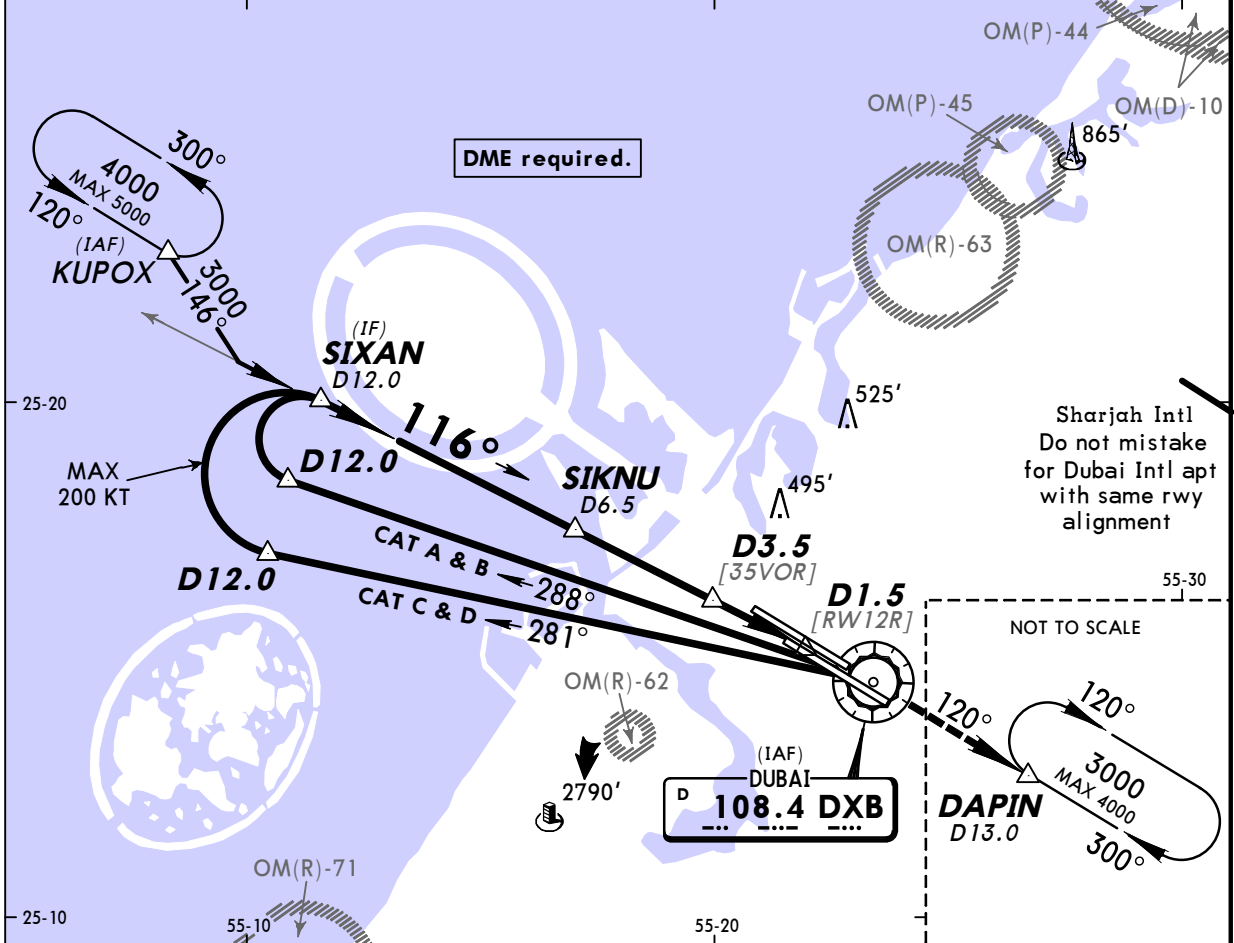
JAR-OPS		STRAIGHT-IN LANDING RWY 12L		CIRCLE-TO-LAND	
		MDA(H) 960' (950')			
		ALS out			
A	RVR 1200m	RVR 1500m		NOT AUTHORIZED	
B	RVR 1400m	RVR 2000m			
C	RVR 1800m				
D	RVR 1800m				

OMDB/DXB
DUBAI INTL

4 JUN 10 (23)

DUBAI, UAE
VOR Rwy 12R

VOR DXB 108.4	Final Apch Crs 116°	Procedure Alt SIKNU 1670' (1660')	MDA(H) 580' (570')	Apt Elev 59' RWY 10'	<p>MSA DXB VOR</p>
<p>MISSED APCH: Climb to 3000'. After VOR proceed on R-120 to join DAPIN holding.</p>					
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: FL 150	Trans alt: 13000'	



Gnd speed-Kts	70	90	100	120	140	160		<p>3000' on 108.4 R-120</p>	
Descent Angle	3.00°	372	478	531	637	743			849
MAP at D1.5									

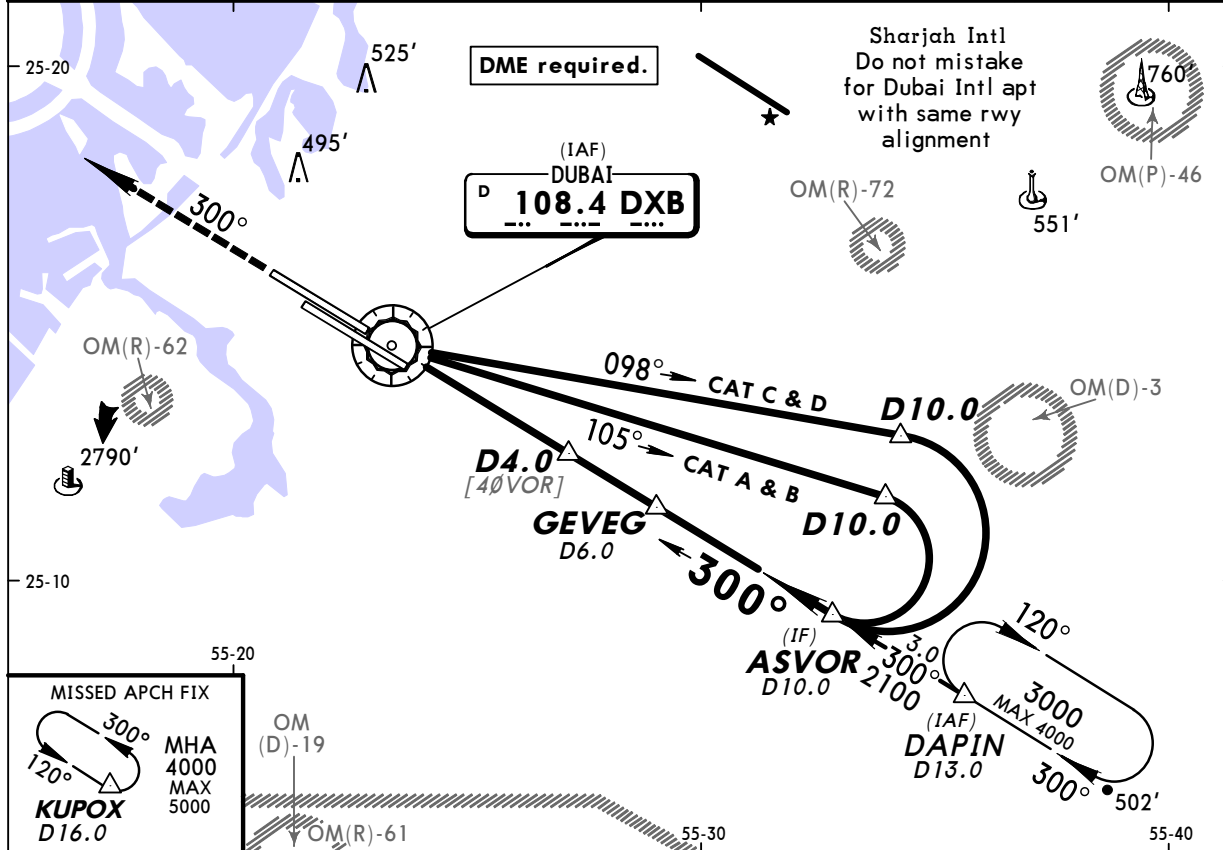
JAR-OPS		STRAIGHT-IN LANDING RWY 12R	CIRCLE-TO-LAND
		MDA(H) 580' (570')	
		ALS out	
A	RVR 1000m	RVR 1500m	NOT AUTHORIZED
B	RVR 1200m	RVR 2000m	
C	RVR 1600m		
D	RVR 1600m		

OMDB/DXB
DUBAI INTL

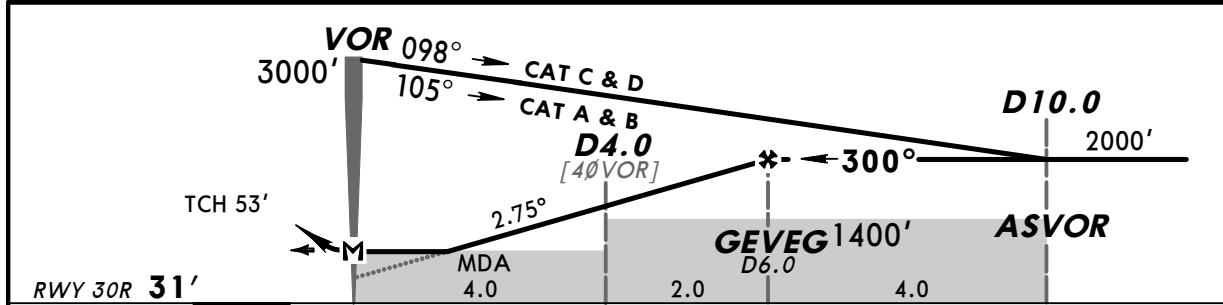
4 JUN 10 (24)

DUBAI, UAE
VOR Rwy 30R

VOR DXB 108.4	Final Apch Crs 300°	Procedure Alt GEVEG 2000' (1969')	MDA(H) 890' (859')	Apt Elev 59' RWY 31'	
MISSED APCH: Climb to 4000' and establish on R-300 DXB to join KUPOX holding.					
Alt Set: hPa	Rwy Elev: 1 hPa	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	
Descent Angle	2.75°	340	438	486	584	681	
MAP at VOR							

JAR-OPS		STRAIGHT-IN LANDING RWY 30R		CIRCLE-TO-LAND	
		MDA(H) 890' (859')			
A	RVR 1200m	ALS out		NOT AUTHORIZED	
B	RVR 1400m	RVR 1500m			
C	RVR 1800m	RVR 2000m			
D	RVR 1800m	RVR 2000m			

