

# Dubai International Airport Standard Operating Procedures (SOP)



IVAO

GCC



Revision No	Changes	Editor	Effective Date
1.0	Initial Release	Mohammad Absheet	



# Table of Contents

Document Information..... 4

Purpose ..... 4

Cancellation ..... 4

Disclaimer ..... 4

Procedural Deviation ..... 4

    General Information ..... 5

    Dubai TMA ..... 5

    Parking Stands ..... 6

    SSR Codes ..... 6

Runway Information ..... 7

Takeoff Run Available ..... 7

    ATC positions ..... 10

Primary Positions ..... 10

Other Positions ..... 11

    Chapter 1. Clearance Delivery ..... 12

    1.1 Responsibilities ..... 12

    1.2 IFR Departure Instructions ..... 13

    1.2.1 IFR Routing ..... 13

    1.2.2 Omni Directional Departures ..... 13

    1.2.3 Omni Directional Departures Design Principles ..... 13

    1.2.4 Dubai Omni Directional Departure Procedure ..... 14

    1.3 VFR Departure instructions ..... 16

    1.3.1 Local Traffic Regulations ..... 16

    1.3.2 VFR Altitudes ..... 16

    1.4 Facility Beacon Codes ..... 16

    1.5 Scratchpads ..... 17

    Chapter 2. Ground Control ..... 18

    2.1 Responsibilities ..... 18

    2.2 Startup and Pushback ..... 18

    2.3 Intersection Departures ..... 18

    2.4 Current ATIS ..... 18

    2.5 Runway Crossing ..... 18

    Chapter 3. Tower Control ..... 19


    3.1 Responsibilities ..... 19

    3.2 Runway Selection ..... 19

    3.3 Runway Change Checklist ..... 20



3.4 Arrival Procedures.....	21
3.5 Go Around/Missed Approach procedure.....	21
3.6 VFR Patterns.....	21
Chapter 4. Departure & Approach Radar.....	22
4.1 Departure Procedures.....	22
4.2 Arrival Procedures.....	23
4.2.2 Handover Points Between CTR & APP .....	23
4.2.3 Handover Altitudes Between CTR & APP.....	23
4.2.4 Dubai Tower and TMA controller handover agreement.....	23
4.3 Automatic Releases.....	24
4.4 Go-Around Procedures .....	24
4.5 Holdings .....	25
Chapter 5. Non-Normal Operations .....	27
5.1 LVP procedure.....	27
Chapter 6. Additional Information's .....	28
References.....	30

	IVAO GCC Region	Rev. 1.0
	Dubai Standard Operating procedures	Page 4 of 31

# Document Information

## Purpose

This document prescribes the procedures to be utilized for providing air traffic control services at the Dubai Air Traffic Control Tower (OMDB) and APC. The procedures described herein are supplemental to the Dubai Facility Operating Guidelines and the Dubai e-AIP, as well as any published guidelines or procedures.

## Cancellation

This Document cancels any pre-existing SOP for OMDB This SOP shall become the procedures in use on the effective date.

## Disclaimer

Information contained in this document is designed specifically for use in a **virtual** air traffic control environment.

## Procedural Deviation

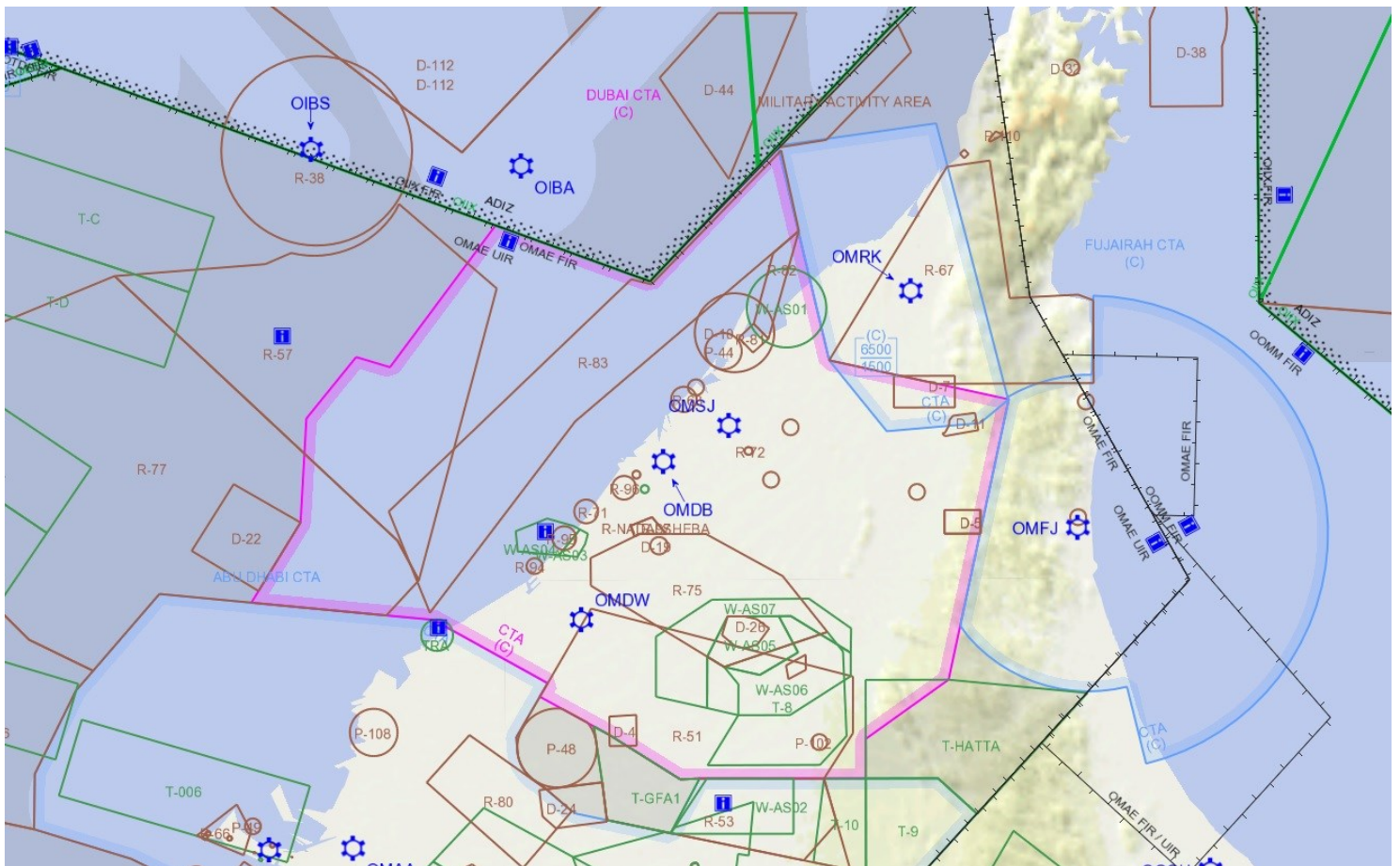
Deviation from this document may **not** occur unless otherwise announced by the FIR-CH and/or XG ATC Operations Department.



# General Information

Dubai International Airport									
ICAO-ID	OMDB	IATA-ID	DXB	Time Zone	UTC+4	Elevation	62 feet / 18 meters	Magnetic Variation	002° E
Location	Latitude: 25.2531745/ 25°15'11.43"N					Longitude: 55.3656728/ 55°21'56.42"E			
Airspace Information						Transition Level (TL)	Transition Altitude (TA)		
	CTR	CTA (TMA)			FIR/UIR		FL150	13000ft	
Class	D	C			C	A			
Vertical Limit	GND – 1500 FT	700 AGL – FL155			G	G			
					4500FT – FL145	FL145 – FL600			
					GND – 4500FT	FL600 – UNL			

## Dubai TMA





# Parking Stands

[Apron A](#): A1 to A10

[Apron B](#): B1 to B27

[Apron C](#): C18 to C64

[Apron D](#): D1 to D10

[Apron E](#): E1 to E45

[Apron F](#): F2 to F27

[Apron G](#): G1 to G22

[Apron H](#): H1 to H4

[Apron Q](#): Q1 to Q11

[Apron S](#): S1 to S15

[Visual Docking Guidance System \(VDGS\)](#).

Note: The airport is stages of construction, gate numbers and location are subject to change.

# SSR Codes

<b>Dubai SSR Codes</b>	<b>International</b>	0501 - 0577
	<b>ACC</b>	3437 - 3477
	<b>APP</b>	3401 - 3436
	<b>Local IFR</b>	0401 - 0477
	<b>VFR</b>	6001 - 6077
	<b>Military</b>	0601 - 0677



## Runway Information

Runway	Length x width	Surface Type	TDZ- Elev	ALS Displaced Threshold
12L	4351 x 60 m	Asphalt	12 ft	450 m
12R	4447 x 60 m	Asphalt	17 ft	715 m
30L	4447 x 60 m	Asphalt	60 ft	132 m
30R	4351 x 60 m	Asphalt	33 ft	300 m

## Takeoff Run Available

Runway	Intersection	Takeoff Run Available
TORA RWY 12L	From rwy head	13,287' (4050m)
	twy M1A	12,969' (3953m)
	twy N1A	12,959' (3950m)
	twy M1B	12,641' (3853m)
	twy N1B	12,631' (3850m)
	twy M1C/N1C	11,732' (3576m)
	twy M2/N2	10,643' (3244m)
	twy M3/N3	9754' (2973m)
	twy M3A/N3A	8458' (2578m)
	twy M5A/N4	7379' (2249m)
	twy N5	6496' (1980m)
TORA RWY 12R	From rwy head	14,157' (4315m)
	twy M5B	13,547' (4129m)
	twy K2	13,533' (4125m)
	twy K3	12,165' (3708m)



	twy M7B	11,857' (3614m)
	twy K4	11,847' (3611m)
	twy K5	11,525' (3513m)
	twy K6	10,197' (3108m)
	twy M8	9728' (2965m)
	twy M10B	9439' (2877m)
	twy K7	9432' (2875m)
	twy K8	8566' (2611m)
	twy M11	8553' (2607m)
	twy K9/M12B	7392' (2253m)
	twy K10	6483' (1976m)
	twy M13B	6450' (1966m)
	twy K11	6165' (1879m)
	twy M14B	6135' (1870m)
TORA RWY 30R	From rwy head	14,108' (4300m)
	twy M15/N11	13,698' (4175m)
	twy M14A	13,291' (4051m)
	twy N10	13,284' (4049m)
	twy M13A/N9	12,972' (3954m)
	twy M13/N8A	12,648' (3855m)
	twy M12A	11,115' (3388m)
	twy N8	11,109' (3386m)
	twy M10A	9974' (3040m)
	twy N7	9967' (3038m)
	twy N6	9088' (2770m)
	twy N5A	7966' (2428m)
	twy M7A	7940' (2420m)
TORA RWY 30L	From rwy head	14,590' (4447m)
	twy K16/M19	14,272' (4350m)
	twy K15A	13,950' (4252m)
	twy M18A	13,947' (4251m)





	twy K15	12,415' (3784m)
	twy M18	12,073' (3680m)
	twy K14	10,915' (3327m)
	twy M17	10,912' (3326m)
	twy K13	10,128' (3087m)
	twy M16	10,125' (3086m)
	twy K12/M15B	8996' (2742m)
	twy M14B	8150' (2484m)
	twy K11	8120' (2475m)
	twy M13B	7835' (2388m)
	twy K10	7799' (2377m)

**NOTE: CIRCLE-TO-LAND** *N/A* (not authorized).



# ATC positions

## Primary Positions


Position	Radio Name	Callsign	Frequency
<b>D-ATIS</b>	Departure	D-ATIS Departure	131.700
	Arrival	D-ATIS Arrival	126.275
<b>Clearance Delivery</b>	Dubai Delivery	OMDB_DEL	120.350
<b>Ground</b>	Dubai Ground	OMDB_GND	121.650
			118.350
<b>Tower</b>	Dubai Tower	OMDB_TWR	118.750
			119.550
<b>Approach</b>	Dubai Arrivals	OMDB_APP	124.900
<b>Radar</b>	UAE Radar	OMAE_CTR	120.900

### Other Positions (XG-ATC Operations Department approval required)

Position	Radio Name	Callsign	Frequency
Ground	Dubai Ground	OMDB_N_GND	121.650
		OMDB_S_GND*	118.350
Tower	Dubai Tower	OMDB_N_TWR	118.750
		OMDB_S_TWR*	119.550
Approach	Dubai Director	OMDB_F_APP**	127.900
	Dubai Departures	OMDB_N_DES**	126.200
	Dubai Departures	OMDB_S_DEP**	121.025

**NOTE 1: \*Primary station, must be opened first.**

**NOTE 2: \*\*Approval by XG-TC and ATC OPS required.**

	IVAO GCC Region	Rev. 1.0
	Dubai Standard Operating procedures	Page 12 of 31

# Chapter 1. Clearance Delivery

## 1.1 Responsibilities

Clearance Delivery position, normally responsible for delivery of start-up and ATC clearances to departing IFR flights.

- Issue ATC clearances to all departing VFR and IFR aircraft.
- All departing aircraft contact Dubai Delivery on 120.350 MHZ.
- Departing aircraft shall contact DUBAI DELIVERY, 10 minutes prior to start-up and pass the following information:
  - a. Aircraft callsign
  - b. Aircraft type
  - c. Parking stand
  - d. Requested FL
  - e. Destination
  - f. SID, and departure speed if unable to comply with SID minimum speed restrictions (Refer section OMDB AD 2.22.4.6)
  - g. Aircraft routing via M318 to report crossing level for GABKO, if below 13,000 FT.


Note: Refer OMDB AD 2.23.4.3.1 for Start-up and Push-back Approval Procedures.

**Attention:** "DUBAI DELIVERY" is responsible for issuing an airways/route clearance.

**VFR** example: "A6-QQK, CLEARED LOCAL CIRCUIT PATTERN, NOT ABOVE 1500FT AGL, RIGHT HAND CIRCUIT RUNWAY 30R, SQK 6001".

**IFR** example: "CLEARED DESTINATION OTHH VIA SENPA2F, INITIAL CLIMB 4000, RWY 30R, SQK 0501".

**IFR** no SID (Local) In Coordination with APC: "Cleared Local IFR via Radar Vectors, After Departure maintain RWY HDG, climb 4000ft, RWY 30R, SQK 0501".

	IVAO GCC Region	Rev. 1.0
	Dubai Standard Operating procedures	Page 13 of 31

## 1.2 IFR Departure Instructions

### 1.2.1 IFR Routing


- ATC clearances issued to traffic departing from OMDB will include a SID.  
Pilots are required to strictly follow ATC advised SID clearance and ensure correct read back of SID clearance at all times.
- Departing aircraft shall remain on Tower frequency until instructed otherwise by DUBAI TOWER.
- Departing IFR aircraft while on a SID or under radar control are required to:
  - a. Climb initially to 4,000 FT and expect further climb only when instructed by ATC.
  - b. Maximum speed of 250 KIAS below 10,000 FT except where specified elsewhere.
  - c. Advise ATC at startup if unable to comply with the above, and with any part of the SID requirements and restrictions.

### 1.2.2 Omnidirectional Departures

- An omnidirectional departure is a convenient and simple method of ensuring obstacle clearance for IFR departing aircraft. At many aerodromes, a departure route is not required for ATC purposes or to avoid particular obstacles, however, there may be obstacles in the vicinity of an aerodrome which could affect IFR departures.

### 1.2.3 Omnidirectional Departures Design Principles

- An omnidirectional departure procedure is designed on the basis that an aircraft maintains runway direction to a minimum height of 500 ft above aerodrome level before commencing a turn. The 500ft is a UK safety requirement and supersedes the ICAO minimum permissible turn height of 394 ft unless required for obstacle avoidance.
  - Where additional height is required for obstacle clearance the straight departure is
- This document is owned by IVAO GCC Region, for simulation purposes only.

	IVAO GCC Region	Rev. 1.0
	Dubai Standard Operating procedures	<b>Page 14 of 31</b>

continued until reaching the required turn altitude/height or a procedure design gradient (PDG) in excess of the standard 3.3% is promulgated.

- On reaching the specified turn altitude/height a turn in any direction may be made to join the En-route phase of flight.
  
- An omnidirectional departure may specify sectors with altitude or PDG limitations or sectors to be avoided.
  
- Where an omnidirectional departure has a restriction, e.g. a PDG in excess of 3.3%, then an aerodrome is responsible for reflecting this restriction in any other departure procedure at that aerodrome.
  
- 

### **1.2.4 Dubai Omnidirectional Departure Procedure**

ATC will issue clearance for departure between indicated tracks as follows:

- AFTER DEPARTURE FLY HEADING ..... DEG CLIMB TO .... FEET.
  
- After departure remain on Tower frequency until instructed to change frequency
  
- Minimum climb gradient 5.0% to 8000 FT (300 FT per NM) see OMDB AD 2.22.4
  
- Advise ATC at startup if unable to comply.
  
- (Procedures design gradient until passing 2000 FT: RWY 12L/R 3.3%, RWY 30L/R 5.0%)
  
- Aircraft shall climb straight ahead to 1000 FT then turn to assigned heading.
  
- Turn before the departure end of runway prohibited.



AIP UNITED ARAB EMIRATES

OMDB AD 2 - 48

STANDARD AD ELEV 62 FT  
DEPARTURE  
CHART

D-ATIS (DEP)	131.700
DEP (N)	126.200
DEP (S)	121.025
TWR (N)	118.750
TWR (S)	119.550
GMC-1	118.350
GMC-2	121.650

DUBAI / Intl.  
OMNI DIRECTIONAL DEPARTURE  
RWY 12L/R & RWY 30L/R



ATC will issue clearance for departure between indicated tracks as follows:

TL FL150  
TA 13000

AFTER DEPARTURE FLY HEADING ..... DEG CLIMB TO .... FEET

After departure remain on Tower frequency until instructed to change frequency

Minimum climb gradient 5.0% to 8000 FT (300 FT per NM) see OMDB AD 2.22.4

Advise ATC at startup if unable to comply.

( Procedures design gradient until passing 2000 FT : RWY 12L/R 3.3%, RWY 30L/R 5.0%)

Aircraft shall climb straight ahead to 1000 FT then turn to assigned heading.

Turn before the departure end of runway prohibited.

NOTES

Do not climb above ATC cleared level.


Loss of communications

Conform to the requirements specified in ICAO Annex 2, Chapter 3, paragraph 3.6.5.2

Note: The requirement maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 minutes is amended to 3 minutes.

Following unsuccessful attempts to communicate via RTF call Dubai Approach on +971 4 813 3579

CHANGES: Added OBST 1093 & 1080. Editorial.

	IVAO GCC Region	Rev. 1.0
	Dubai Standard Operating procedures	Page 16 of 31

## 1.3 VFR Departure instructions

### 1.3.1 LOCAL TRAFFIC REGULATIONS

- Right hand traffic circuit RWY 12R & 12L.
- Visual circuits / approaches both RWYs downwind leg to be made south of Dubai town avoiding Zabeel Palace.
- During dual RWY 30 operations, all arrivals landing RWY 30L shall vacate LEFT unless otherwise instructed.
- Use as alternate aerodrome for diversion flights.
- All General Aviation Flights shall be routed to OMDW (DUBAI / AL MAKTOUM INTERNATIONAL) in case of diversion.
- Before entering DUBAI CTR Class D airspace, the pilot in command of a VFR or SVFR aircraft shall establish two-way radio communication with DUBAI TOWER on frequency 119.550 MHz and shall maintain it while in Class D airspace.

**Note1:** Maximum speed on VFR routes is 125 KIAS

**Note2:** For local VFR traffic regulations see OMDW, OMDW and OMSJ AD 2.20.

**Note3:** VFR traffic is not permitted to enter the CTRs of DUBAI,AL MAKTOUM and SHARJAH without clearance from respective Tower which may instruct VFR traffic to hold outside CTR until further advised.

**Note4:** Traffic transiting OMR75 shall contact Minhad APP (122.500 MHz) for approval.

**Note5:** For VRP information and coordinates see ENR 6-4.2 Chart.

**Note6:** For Dubai Creek VFR routes see OMDW AD 2-91 Chart.

**Note7:** For training Area 008 contact DUBAI SOUTH RADAR 120.400 MHz before entering.

### 1.3.2 VFR Altitudes

- VFR Aircrafts (both remaining and not remaining in the pattern) shall be issued the instruction: "not above 1500ft (AGL)"

### 1.3.3 Facility Beacon Codes

- All Types of flight rules aircraft must be assigned a unique beacon (squawk) code in accordance with the provided SSR codes by the ICAO server.



### 1.3.4 Scratchpads


- To assist the Departure controller, Clearance Delivery shall input appropriate scratchpads (WP and ALT) entries into the flight plan, as outlined below, after the clearance has been issued.
- WP shall include the Heading assigned.
- ALT shall include the Initial Climb clearance issued for IFR aircrafts and for VFR departures.

- **Examples**

WP H300 30R    ALT 040

WP VFR 12L    ALT 015

Note: that **Altitude** entries should be in level and **not** altitude such as: 030 and **not** 3000.

	IVAO GCC Region	Rev. 1.0
	Dubai Standard Operating procedures	Page 18 of 31

# Chapter 2. Ground Control

## 2.1 Responsibilities

Ground Controller, normally responsible for traffic on the manoeuvring area with the exception of runways

## 2.2 Startup and Pushback

Ground controller shall authorize pushback upon checking the selected transponder code assigned by Dubai Delivery, with phraseology:

"Push-back approved, face (direction)."

## 2.3 Intersection Departures


Ground must notify the Tower Controller of all intersection departure verbally or via the Com Box.

## 2.4 Current ATIS

Ground controller shall ensure pilots have the current ATIS and/or the Local QNH prior handoff to the tower controller.

## 2.5 Runway Crossing

- All active runway crossings must be approved verbally or through the Com Box by the tower controller.
- RWY Holding Point TWY M2 crossing South to North - Hot Spot area with a history of RWY incursions. Pilots are to exercise caution when crossing RWY 30R after landing RWY 30L. ACFT taxiing on TWY L3 for departure off RWY 30R are often instructed to turn right onto TWY M to hold short of RWY 30R at M13A. Pilots should use diligence when approaching the intersection of TWYs M2 and M when turning right onto TWY M. If the right turn onto TWY M is missed do not cross the hold marking on TWY M2 without ATC authorization.

	IVAO GCC Region	Rev. 1.0
	Dubai Standard Operating procedures	Page 19 of 31

## Chapter 3. Tower Control

### 3.1 Responsibilities

Aerodrome Controller, normally responsible for operations on the runway and aircraft flying within the area of responsibility of the Aerodrome Control Tower.

Aerodrome Controller (Tower Controller) has responsibility for a 20nm radius from the Dubai Airport from surface up (GND) to and including 1500 MSL.

### 3.2 Runway Selection (RUNWAY-IN-USE)

The term “runway-in-use” shall be used to indicate the runway or runways that, at a particular time, are considered by the aerodrome control tower to be the most suitable for use by the types of aircraft expected to land or take off at the aerodrome. (Air Traffic Management (PANS-ATM))


Normally, an aircraft will land and take off into wind unless safety, the runway configuration, meteorological conditions and available instrument approach procedures or air traffic conditions determine that a different direction is preferable. In selecting the runway-in-use, however, the unit providing aerodrome control service shall take into consideration, besides surface wind speed and direction, other relevant factors such as the aerodrome traffic circuits, the length of runways, and the approach and landing aids available. (Air Traffic Management (PANS-ATM))

**Note:** A pilot-in-command, prompted by safety concerns, can refuse a runway offered for noise-preferential reasons.

When the **crosswind** component, including **gusts**, exceeds 28 km/h (15 kt), or the **tailwind** component, including **gusts**, exceeds 9 km/h (5 kt) the **Air Traffic Controller** shall be calculated and selected the Runway according to current situation.


**Note:** In **Dubai** airport the **main** Runway for **Departure** is 30R and for **Arrival** is 30L. These Runways will normally be used unless otherwise according to Wind Component which has been mentioned before. Otherwise normally Runway **12L** use for **Arrival** and Runway **12R** for **Departure**.

**Note:** During dual RWY **30** operations, all arrivals landing RWY **30L** shall vacate **LEFT** unless otherwise instructed.

	IVAO GCC Region	Rev. 1.0
	Dubai Standard Operating procedures	Page 20 of 31

### 3.3 Runway Change Checklist

- When changing runways, the Tower controller must coordinate with the appropriate Dep/App position(s).
  - a. Tower shall be responsible for coordinating the last departure off the previously used runway and the first departure off the newly selected active runway.
  - b. APC controller shall be responsible for coordinating the last arrival on the previously used runway and the first arrival on the newly selected active runway.
- Notify APC of the new runway configuration and last departure and arrivals.
- When notified by APC, stop all departures on the present configuration.
- Notify the Ground controller of the new runway configurations and divert all departures to the new runways.
- When APC is ready for the new configuration, APC will notify Tower. Upon completion of notification, departures may resume with the new configuration.
- Ensure ATIS has been updated to reflect the new configuration.

	IVAO GCC Region	Rev. 1.0
	Dubai Standard Operating procedures	Page 21 of 31

### **3.4 Arrival Procedures**

- Communication transfer must be completed prior to five nautical miles from the runway.
- Tower controller shall not change the approach sequence without coordination with APC.

### **3.5 Go Around/Missed Approach procedure**

- Missed approach procedure depends on the runway configuration.
- Any case the pilot does need missed approach procedure (go around) shall refer to Approach Chart and Follow the missed approach procedure.
- TWR must coordinate with APC prior to a frequency change.

### **3.6 VFR Patterns**


- VFR patterns are conducted at or below 1,500 feet.
- Right hand traffic circuit RWY 12R & 12L.
- Left hand traffic circuit RWY 30R & 30L.



# Chapter 4. Departure & Approach Radar

## 4.1 Departure Procedures

- ATC clearances issued to traffic departing from OMDB will include a SID. Pilots are required to strictly follow ATC advised SID clearance and ensure correct read back of SID clearance at all times.
- Departing aircraft shall remain on Tower frequency until instructed otherwise by DUBAI TOWER.
- Departing IFR aircraft while on a SID or under radar control are required to:
  - a. Climb initially to 4,000 FT and expect further climb only when instructed by ATC.
  - b. Climb at a minimum gradient of 5.0% to 8,000 FT (300 FT per NM).
  - c. Maximum speed of 250 KIAS below 10,000 FT except where specified elsewhere.
  - d. Carry out all turns with a 25° angle of bank.
  - e. Advise ATC at startup if unable to comply with the above, and with any part of the SID requirements and restrictions.
- Unless explicitly cancelled or amended by ATC, the pilot must follow the vertical and lateral profile of the SID and comply with any published speed restrictions.
- A level restriction depicted on a SID chart does not authorise a pilot to climb to meet that restriction. ATC will issue climb clearance to permit compliance with vertical navigation restrictions. Pilots must inform ATC if a level restriction cannot be met. Do not climb above ATC cleared level.
- When conducting a SID, the priority is to meet the vertical navigation restrictions of the SID. When speed restrictions do not enable the aircraft to meet a SID level restriction, the pilot must advise ATC of any speed deviation requirement prior to departure or as soon as the situation is identified. Pilots must advise ATC when able to resume the SID speed restrictions.

	IVAO GCC Region	Rev. 1.0
	Dubai Standard Operating procedures	Page 23 of 31

## 4.2 Arrival Procedures

- ATC clearances issued to traffic arriving to OMDB will include a STAR. Pilots are required to strictly follow ATC advised STAR clearance and ensure correct readback of STAR clearance at all times.
- Unless explicitly cancelled or amended by ATC, the pilot must follow the vertical and lateral profile of the STAR and comply with any published speed restrictions.
- The use of a STAR designator without a cleared level does not authorise the pilot to descend on the STAR vertical profile.
- A level restriction depicted on a STAR chart does not authorise a pilot to descend to meet that restriction. ATC will issue descent clearance to permit compliance with vertical navigation restrictions. Pilots must inform ATC if a level restriction cannot be met. Do not descend below ATC cleared level.
- Arrivals via DATOB at ATC discretion only.

### 4.2.2 Handover Points Between CTR & APP


Handover points between Center control unit and Approach control unit is not defined within AIP. That's mean Center control unit and Approach control unit must be coordinate with each other. Mainly, before entering and exiting the TMA airspace, the Center control unit transfer the traffic to Approach control unit within appropriate and acceptable condition.

### 4.2.3 Handover Altitudes Between CTR & APP

- U.A.E Radar should clear all arrivals to FL150 and handover to Dubai APC when passing TMA upper limit altitude.

### 4.2.4 Dubai Tower and TMA controller handover agreement

- Arrival Procedures tower shall be responsible for separation of all arrival aircraft that have been handed off by APC from all departing aircraft still under tower jurisdiction.
- Communication transfer must be completed prior to five nautical miles from the runway.
- Tower control shall not change the approach sequence without coordination with APC.

	IVAO GCC Region	Rev. 1.0
	Dubai Standard Operating procedures	<b>Page 24 of 31</b>

### **4.3 Automatic Releases**

- Dubai Tower is authorized for automatic releases from the APC controller so long as the aircraft departs on the pre-coordinated active departing runway(s) on approved procedures.
- On initial call, departing IFR aircraft shall pass the following information to DUBAI DEPARTURES:
  - a. Aircraft callsign
  - b. Passing level
  - c. Departure speed, if unable to comply with SID minimum speed restrictions

### **4.4 Go-Around Procedures**

- Tower controller shall assign runway heading and climb to 4000ft, prior handoff to APC.
- Provide radar vectors for go around aircrafts according to the published radar minimum altitude chart.





## 4.5 Holdings

### 4.5.1 Arrival Holdings - ACC

Holding Fix	VUTEB	IMPED	ITLAP	KIVUS	PORON
Magnetic Bearing	107°	298°	204°	109°	257°
Turn	Right	Right	Left	Left	Right
Vmax	240kts	240kts	240kts	240kts	240kts
Upper limit	FL250	FL250	FL180	FL280	FL160
Lower limit	FL150	FL150	FL150	FL180	FL150


Holding Fix	ALNEV	KUMSI
Magnetic Bearing	117°	282°
Turn	Right	Left
Vmax	240kts	240kts
Upper limit	FL220	Unlimited
Lower limit	FL150	FL150



### 4.5.2 Arrival Holdings - APC

Holding Fix	IMPED	VUTEB	VELAR	TUKAK	SOLIL	PASEV
<b>Magnetic Bearing</b>	107°	287°	300°	300°	120°	207°
<b>Turn</b>	Right	Right	Left	Left	Left	Right
<b>Vmax</b>	230kts	230kts	210kts	210kts	210kts	240kts
<b>Upper Limit</b>	FL250ft	FL250	6000FT	6000FT	6000ft	13000ft
<b>Lower limit</b>	10000ft	10000ft	4000FT	4000ft	4000ft	3000ft

Holding Fix	SOGAP
<b>Magnetic Bearing</b>	119°
<b>Turn</b>	Right
<b>Vmax</b>	210kts
<b>Upper Limit</b>	6000ft
<b>Lower limit</b>	4000ft

	IVAO GCC Region	Rev. 2.0
	Bahrain Standard Operating procedures	Page 27 of 31

# Chapter 5. Non-Normal Operations

## 5.1 Low Visibility Operations

- Low Visibility Procedures (LVP) shall be declared at Dubai International Airport whenever:
  - a. Touchdown IRVR readings indicate a visibility of 600 M or less;
  - b. The reported meteorological visibility indicates 600 M or less, (if IRVR is not available), and/or;
  - c. The reported cloud ceiling is less than 300 FT.
- Regulations require serviceable surface movement radar for operations to continue when meteorological visibility or IRVR is 300 M or less. Any unserviceability may result in delays in the affected areas of coverage.
- When low visibility procedures are in force, a much-reduced landing rate can be expected due to the requirement for increased spacing between arriving aircraft.
- Both runways 12L/30R and 12R/30L subject to serviceability of the required facilities, are suitable for CAT IIIB operations by operators approved by the GCAA. Minimum RVR 50 M.
- Dependent Dual LVO runway operations apply as follows:
  - a. Landings on RWY 30L and take-offs on RWY 30R or;
  - b. Landings on RWY 12L and take-offs on RWY 12R.
  - c. ILS for the runway dedicated for take-offs is turned off.
  - d. Vacating runway to TWY M is not allowed during CAT II and CAT III operations.

Note: No take-offs are permitted from the runway dedicated for landings.

- During LVOs pilots are required to use the CAT II / III holding points and take-off from:
  - a. TWY N10 / TWY M14A for RWY 30R;
  - b. TWY M4 / TWY K1 for RWY 12R;
  - c. TWY N1A / TWY M1A for RWY 12L;
  - d. TWY K17 / TWY M20 for RWY 30L.
- The runway dedicated for landings must not be crossed. Arriving traffic may be instructed to cross the runway dedicated for take-offs only at:
  - a. TWY M1A / TWY N1A for RWY 30R or;
  - b. TWY M20 / TWY K17 for RWY 12R.
- The following are available during daylight hours only and not available when Low Visibility Procedures are in force:
  - a. TWY link south of TWY K1 between TWY K and TXL Z.
  - b. TWY link between TWY Z11 and TWY K4.
  - c. Eastern link between TWY P8 and TXL P.



# Chapter 5. ADDITIONAL INFORMATION

AD 2.OMDB-16  
19 MAY 2022

AIP UNITED ARAB EMIRATES

## OMDB AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
12R	4315	4375	4504	3600	NIL
30L	4447	4507	4682	4315	See Note 3
12L	4050	4110	4176	3600	NIL
30R	4300	4360	4426	4000	See Note 2
12R	4129	4189	4318		Take-off from M5B
12R	4125	4185	4314		Take-off from K2
12R	3708	3768	3897		Take-off from K3
12R	3614	3674	3803		Take-off from M7B
12R	3611	3671	3800		Take-off from K4
12R	3513	3573	3702		Take-off from K5
12R	3108	3168	3297		Take-off from K6
12R	2965	3025	3154		Take-off from M8
12R	2877	2937	3066		Take-off from M10B
12R	2875	2935	3064		Take-off from K7
12R	2611	2671	2800		Take-off from K8
12R	2607	2667	2796		Take-off from M11
12R	2253	2313	2442		Take-off from K9
12R	2253	2313	2442		Take-off from M12B
12R	1976	2036	2165		Take-off from K10
12R	1966	2026	2155		Take-off from M13B
12R	1879	1939	2068		Take-off from K11
12R	1870	1930	2059		Take-off from M14B
30L	4350	4410	4585		Take-off from K16
30L	4350	4410	4585		Take-off from M19
30L	4252	4312	4487		Take-off from K15A
30L	4251	4311	4486		Take-off from M18A
30L	3784	3844	4019		Take-off from K15
30L	3680	3740	3915		Take-off from M18
30L	3327	3387	3562		Take-off from K14
30L	3326	3386	3561		Take-off from M17
30L	3087	3147	3322		Take-off from K13
30L	3086	3146	3321		Take-off from M16
30L	2742	2802	2977		Take-off from K12
30L	2742	2802	2977		Take-off from M15B
30L	2484	2544	2719		Take-off from M14B
30L	2475	2535	2710		Take-off from K11
30L	2388	2448	2623		Take-off from M13B
30L	2377	2437	2612		Take-off from K10
12L	3953	4013	4079		Take-off from M1A
12L	3950	4010	4076		Take-off from N1A
12L	3853	3913	3979		Take off from M1B
12L	3850	3910	3976		Take-off from N1B
12L	3576	3636	3702		Take-off from M1C
12L	3576	3636	3702		Take-off from N1C

Note 1: RWY 30L Take-off from K9 not available.

Note 2: RWY 30R full-length figures shown are from M15A / N12 entry points. However, due to staggered runway separation procedures the primary RWY 30R entry point is at the TWY M14A / TWY N10 intersection. Departure from TWY M15A / TWY N12 intersection or from the TWY M15 / TWY N11 intersection may be subject to additional delay and must be requested from Clearance Delivery prior to taxi.

Note 3: RWY 30L full-length figures shown are from TWY K17 / TWY M20 intersection. Aircraft entering RWY 30L from TWY K18 / TWY M21 intersection must taxi forward without delay to the TWY K17 / TWY M20 intersection position before commencing take-off run.



AIP UNITED ARAB EMIRATES

AD 2.OMDB-17  
19 MAY 2022

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
12L	3244	3304	3370		Take-off from M2
12L	3244	3304	3370		Take-off from N2
12L	2973	3033	3099		Take-off from M3
12L	2973	3033	3099		Take-off from N3
12L	2578	2638	2704		Take-off from M3A
12L	2578	2638	2704		Take-off from N3A
12L	2249	2309	2375		Take-off from N4
12L	2249	2309	2375		Take-off from M5A
12L	1980	2040	2106		Take-off from N5
30R	4175	4235	4301		Take-off from M15 See Note 2.
30R	4175	4235	4301		Take-off from N11 See Note 2.
30R	4051	4111	4177		Take-off from M14A See Note 2.
30R	4049	4109	4175		Take-off from N10 See Note 2.
30R	3954	4014	4080		Take-off from M13A
30R	3954	4014	4080		Take-off from N9
30R	3855	3915	3981		Take-off from M13
30R	3855	3915	3981		Take-off from N8A
30R	3388	3448	3514		Take-off from M12A
30R	3386	3446	3512		Take-off from N8
30R	3040	3100	3166		Take-off from M10A
30R	3038	3098	3164		Take-off from N7
30R	2770	2830	2896		Take-off from N6
30R	2428	2488	2554		Take-off from N5A
30R	2420	2480	2546		Take-off from M7A

Note 1: RWY 30L Take-off from K9 not available.

Note 2: RWY 30R full-length figures shown are from M15A / N12 entry points. However, due to staggered runway separation procedures the primary RWY 30R entry point is at the TWY M14A / TWY N10 intersection. Departure from TWY M15A / TWY N12 intersection or from the TWY M15 / TWY N11 intersection may be subject to additional delay and must be requested from Clearance Delivery prior to taxi.

Note 3: RWY 30L full-length figures shown are from TWY K17 / TWY M20 intersection. Aircraft entering RWY 30L from TWY K18 / TWY M21 intersection must taxi forward without delay to the TWY K17 / TWY M20 intersection position before commencing take-off run.

2.13.1 For the purpose of performance calculations the STD departure points are:

- RWY12R – K5
- RWY12L – M1C / N1C
- RWY30R – M13 / N8A
- RWY30L – K15A / M18A


Crews should base their performance calculations on departure from standard departure points from the notified runway in use if there is no restriction to payload.

ATC may tactically use a different departure point nearer the runway end based on the traffic situation.

If the standard departure point is insufficient, crews must advise ATC of the required departure point on first contact. There may be a delay for these departures based on runway dependency requirements, as priority will be given to STD departure points.

Requests for departures from other than the notified runway in use may not be available. They will be subject to approval from ATC on a case by case basis and may be subject to extensive delays.

Note: Refer to AIP [OMDB 2.22.12](#) Intersection Departures.

	IVAO GCC Region	Rev. 2.0
	Bahrain Standard Operating procedures	Page 30 of 31

## References

- U.A.E e-AIP page:  
<https://www.gcaa.gov.ae/en/AIS/layouts/15/AIP/AIRACs/2022-P04/html/index-en-GB.html>
- Jeppesen charts
- DUBAI e-AIP Charts

