

DUBAI (DXB/OMDB)

Elevation 62ft

CATEGORY A

No AV brief required.

GENERAL

- Diversion to airfields in Iran should be avoided if at all possible
- Routes and flight level restrictions over Saudi Arabia may be in force
- Please refer to the [Mid/Far East](#) Briefing for further information
- ATC has zero tolerance with regards to the compliance with speed control instructions. Pilots shall adhere to the speed (KIAS) approved or assigned by ATC and shall request ATC approval before making any changes thereto. When an immediate speed adjustment is required for the safe operation of the flight, ATC shall be notified as soon as possible
- Busy radar environment with Sharjah, Minhad, Ras al Khaimah and Dubai World Central ('Al Maktoum') airports all within 25 nm of DXB

Threats

CFIT

- Highest MSA 3800 ft within 25 nm

Runway Incursion

- When LVP in force, departing aircrafts are required to use the CAT II/III holding points
- Caution: Taxiway M may be confused with RWY 12L/30R and RWY 12R/30L

Runway Excursion

- When on approach to RWY30R: Reconfirm DME/GP Info and do not confuse with parallel RWY 30L
- Tailwinds on approach
- Rushed/high energy approaches due to ATC track shortening

Loss of Control

- Transient and sporadic low level wind shear is possible between 1800 to 0300 UTC on the approach and climb out due to land and sea breeze interaction resulting in possible airspeed loss/gain of 10 KT or more
- Low level turbulence may occur with calm or light surface winds
- Low level go around handling due to Reduced Runway Separation Minima (RRSM)

Special Considerations

- Reduced Runway Separation Minima (RRSM) may be in force depending on the traffic

ENROUTE

- Driftdown/depressurisation procedures may apply on routes to Dubai
- Contact Tehran Air Defence 10 mins prior to Iran boundary, 127.800 primary/135.100 secondary, with the following information:
 - Callsign
 - FL
 - Squawk
 - ETA for entry in to Iran
 - Departure & Destination aerodrome
- If unable to make contact with Air Defence, advise Tehran ATC on initial contact

ARRIVAL

Diversion Airports

Dubai Al Maktoum Intl	DWC/OMDW	23 nm/208°T	CAT A
Abu Dhabi	AUH/OMAA	63 nm/221°T	CAT A
Muscat Intl	MCT/OOMS	195 nm/122°T	CAT B
Hamad Intl	DOH/OTHH	225 nm/270°T	CAT B

Holding

- It is local practice for DXB based airlines to ask for '2 minute holds'
- **ATC will expect all descents in a hold to be conducted at 1,000fpm unless explicitly stated otherwise.**

Initial Approach

- Crews can expect the following level restrictions during descent:
 - Arriving via Iran – FL270 or below prior to ORSAR
 - Arriving via Bahrain – FL290 or below at DEGSO/TOMSO
- Prior to handover to DXB Approach **beware the difference in phraseology from UAE ACC:**
CAUTION: Do not confuse the UAE ACC phraseology with the 'Descend via XX Arrival' clearance used in the USA.
- UAE ACC phraseology is either: 'Cleared for XX Arrival' or 'Comply with XX Arrival'.
 - **This clearance is to fly the LATERAL and SPEED profile of the STAR ONLY.**
 - **All descent clearances for the STAR will be issued, initially by UAE ACC and then DXB APP.**

Approach

- All Runways approved for CAT II/CAT III operations
- Preferred landing runway 30L. Crews can expect tailwinds in excess of 10 kt on this runway all year round.

- Crews can expect a reduction of up to 30 track miles on the arrival. Arrivals to Rwy 30L can expect base turn approaching VELAR. Arrivals to 12L, expect base turn approaching SOGAP.
- Pilots are required to strictly follow ATC advised STAR clearance and always ensure correct readback of STAR clearance.
- Dependent–Approach peak offloading (D-APO) and parallel approach separation procedure will be active :
 - During VMC
 - Dual RWY 30L/R operations is in use with ILS approach being the preferred type of approach for RWY 30R
 - Reduced separation being applied is broadcast on the ARR ATIS
 - Landing runway is assigned not later than 30 NM from touchdown, unless otherwise agreed with the pilot
- Expect the following speed control restrictions to be enforced by ATC:
 - 210 – 250 KIAS: from CTA entry to downwind;
 - 180 – 230 KIAS: from downwind to base leg;
 - 160 – 210 KIAS: on base leg and closing heading to final approach;
 - 160 - 190 KIAS: 10 NM from touchdown;
 - 160 KIAS: 4 NM from touchdown
- Expect to vacate Rwy 30L via K8 (ATC may ask if able K9) or 12L via M9.

GROUND

- Maximum speed of 15 KT applied on taxi lanes J, J1, J2, J3, U, W, Y, Z.
- Crews are requested to follow local policy and taxi with taxi lights on at all times. DXB based carriers will also taxi with runway turnoff lights on at all times.
- Single engine taxi is prohibited on Aprons B and C for Code E and F aircraft.
- All Taxiways are code F compliant except for taxi lane Q which is code C and Taxiways U1 thru U6, Y1, W1, taxi lanes J4, J5, U, W, Y and Z1 which are code E
- Code E aircraft and code F aircraft not permitted on taxi lane curves at the same time in any direction
- Pilots on taxi lane J and U must adhere to Centre Line at all times and must confirm aircraft aligned on Centre Line prior to reporting push-back complete
- Aircraft taxiing via Taxiway K16 and Taxiway K17 for departure RWY 30L shall use minimum power due to proximity of Apron H
- Taxiway link south of Taxiway K1 between Taxiway K and taxi lane Z available during day lights hours only but not available when Low Visibility Procedures in effect.
- Parallel Taxiway K and taxi lanes Z, J and U are linked to each other using “crossovers” taxiways. In order to ensure safe wingtip clearance, crossover Taxiways are used only when authorized by ATC.
- ATC will use the phraseology “Follow the greens” when issuing a clearance to pilots to taxi along the directional guidance provided by the green taxiway centreline lights. The controller may use the expression “follow the greens” in a taxi clearance instead of detailing the route to be followed. The instruction however will always include a clearance limit

- When instructed to follow the greens by ATC, Pilot remains at all times responsible for wing tip clearance
- Transponder shall remain switched on and transmit last assigned code until parked on stand
- Transponder shall be switched on when commencing push-back or prior taxing if on a remote stand
- BA park on Concourse D.

DEPARTURE

- To avoid significant delays, crews should plan for intersection departures from the following points and advise GND prior to start if unable:
 - RWY12R – K5
 - RWY12L – M1C / N1C
 - RWY30R – M13 / N8A
 - RWY30L – K15A / M18A
- Departing aircraft shall contact ATC and pass the following information:
 - Callsign
 - Aircraft type
 - Parking stand
 - Requested FL
 - Destination
 - Departure speed if unable to comply with SID minimum speed restrictions
- On initial contact with DXB DEP state callsign and passing level ONLY.
- SID speed restrictions are often waived if requested.

WEATHER

- **Early morning fog is a possibility at any time of the year. When LVPs are in force crews can expect significant delays.**
- Wind shear warning issued by MET Service will be broadcast on ATIS
- Summer temperatures can be in excess of 45°C
- Occasional sandstorms, most likely March-May
- Winter - thunderstorms are infrequent but may be severe. Generally Jan-Mar

Mean daily maximum and minimum temperatures (°C) for each month of the year												
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Maximum	24	25	28	33	38	40	41	41	39	36	31	26
Minimum	14	16	18	21	25	27	30	30	28	24	20	16

OPERATIONAL INFORMATION

Handling Agent	DNATA Ground Ops
Handling Agent VHF	131.600 MHz
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