

# Dubai Airport vMATS

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Version: 1.3

DATE: 13/06/2011

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# Chapter 1 Dubai Airfield Responsibilities and Operations

## 1.1. Frequencies and Callsigns

Position	Frequency	Callsign
OMDB_DEL (Only Opened When GND/TWR Both Online)	120.350	Dubai Delivery
OMDB_GND	118.350	Dubai Ground
OMDB_TWR	118.750	Dubai Tower
OMDB_APP	124.900	Dubai Arrivals
OMDB_F_APP	127.900	Dubai Director
OMDB_DEP	126.200	Dubai Departures
OMDB_ATIS	131.700	Dubai ATIS

## 1.2. Controlling Position Responsibilities

OMDB_DEL	<ul style="list-style-type: none"><li>a) Dubai Delivery is responsible for providing a clearance to all IFR departures. The clearance must include the callsign, destination, departure SID, Initial altitude and a unique Squawk code</li><li>b) Edit the flight strip to show the initial altitude, squawk code and SID (if not done by EuroScope)</li><li>c) Handoff aircraft to ground for start up and push when the clearance has been read-back correctly</li><li>d) Coordination with APP for departures which are non standard</li><li>e) Should only be opened when both GND and TWR are online</li><li>f) Note that traffic departing with destinations within Bahrain FIR shall flight plan at FL 260 or below.</li></ul>
OMDB_GND	<ul style="list-style-type: none"><li>a) Ground is responsible for the safe and expeditious movement of traffic on the ground</li><li>b) Provides push-back clearance including instructions to face East or West as appropriate</li><li>c) Gives all taxi clearances to and from the active runways</li><li>d) Hands aircraft off to TWR at the holding point or when approaching if it's not busy.</li><li>e) DEL functions are covered in their absence</li></ul>
OMDB_TWR	<ul style="list-style-type: none"><li>a) Covers both GND and DEL when not online</li><li>b) Controls all arrival and departure aircraft using the runway area</li><li>c) Hands off aircraft to the next controller when safely airborne passing 500ft. (DEP, APP, CTR)</li><li>d) Hands off to GND when clear of the active runway(s)</li><li>e) Responsible for all VFR circuit traffic, informs APP of VFR traffic in the circuits. Provides traffic Information with reference to the requirements defined by the class of airspace.</li></ul>

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- f) Issues VFR circuit instructions and clearances to leave the zone
  - g) Issues joining instructions to VFR aircraft wishing to join the circuit and land at Dubai
  - h) For VFR/SVFR traffic wishing to transit the zone overhead the field or through the climb out/final approach, TWR will provide safe crossing instructions and holding instructions if necessary
  - i) It is the responsibility of the TWR to decide the active runway for appropriate wind conditions, changing if necessary, Informing APP of any upcoming changes and maintaining the ATIS.
  - j) The ATIS should be online as soon as you are

#### **OMDB\_APP**

- a) Covers TWR, GND and DEL when not online
- b) Provides radar Vectoring for ILS and visual approaches
- c) Provides traffic information service for aircraft within class C airspace.
- d) Aircraft below the lower limits of each sector are in class G airspace.
- e) Co-ordinates with DEP as some SID and STAR routes intersect.
- f) Hands off to \_CTR when online. Unicom if appropriate.
- g) Hands off VFR traffic to TWR when they enter the Aerodrome Traffic Zone
- h) Handles VFR a/c leaving and entering the zone boundaries.

#### **OMDB\_F\_APP**

- a) Provides the final stages of radar vectoring for ILS or visual approaches after handoff from APP
  - b) Clears aircraft for ILS or visual approach
  - c) Hands off aircraft to TWR when on final or established and are safely separated according to the aircraft separation specifications.
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### **1.3. Stand Allocation**

Visit this Wikipedia link for detailed information on all airlines that fly to and from Dubai, destinations and terminals they operate from. As it is not mandatory to learn all the terminal allocation, a basic knowledge should be acquired for main airlines based in Dubai

- Emirates: T3
- Fly Dubai: T2
- Cargo: Cargo Apron
- All other others T1

[Link](#)

## 1.4. Controller Information and ATIS Broadcast

### 1.4.1. Controller Information

Controller Information is information to pilots and neighbouring ATC about your station. Below is how it should be set up.

<b>OMDB_DEL</b>	LINE 1	Dubai Delivery
	LINE 2	ATIS on 131.700
	LINE 3	Report ACFT type, parking stand, requested flight level and destination for clearance
<b>OMDB_GND</b>	LINE 1	Dubai Ground
	LINE 2	Voice ATIS on 131.700
	LINE 3	Report stand for push and start
<b>OMDB_TWR</b>	LINE 1	Dubai Tower
	LINE 2	Voice ATIS on 131.700
	LINE 3	Report on hold or Approaching
<b>OMDB_APP</b>	LINE 1	Dubai Approach
	LINE 2	Voice ATIS on 131.700
	LINE 3	Report Callsign with assigned altitude and heading or STAR
<b>OMDB_F_APP</b>	LINE 1	Dubai Approach
	LINE 2	Voice ATIS on 131.700
	LINE 3	Report Callsign only

### 1.4.2. ATIS broadcast

It is mandatory for ATIS to be online at all times when one or more ATC positions are online with the exception of ground as they don't have any control over the runway selection. EuroScope Voice ATIS Setup Dialog is a simple process. For more information, visit at the manual. [Voice ATIS setup link](#). All files needed can be found [here](#) on the VATUAE website.

## Chapter 2 Runway and taxi Operations

### 2.1. Preferred Runways

In the event that the wind is calm, less than 5 knots or a cross wind, the preferred runways operations is 30s.

### 2.2. Landing and Departing runways

Runways 30R and 12R are Departure runways.

Runways 12L and 30L are Landing runways.

### 2.3. Changing of runways

Before changing the runway, TWR will co-ordinate with APP or CTR and inform GND. GND will then inform all pilots on the frequency of the new runway changes and reissue new SID clearances.

### 2.4. Basic Taxi Routes

*Outbounds*- Use the inner taxiways around the Terminal 1 and Terminal 2 areas.

*Inbounds* - Use the outer taxiways around the Terminal 1 and Terminal 2 areas.

## Chapter 3 IFR Departures and Hand off procedures

### 3.1. Speed Restrictions

All IFR aircraft are expected to fly 250 knots below 10000ft unless an approach controller gives a speed restriction or high speed approval or stated otherwise on the SID for the initial climb out procedures.

### 3.2. North Departures

DARAX Departures are used for all runways. Once airborne passing 500ft, TWR hand off to the next controller in sequence: DEP/APP, CTR or Unicom if none are available. They intercept with DESDI arrivals for Dubai for runway 30s and GIDIS, RANBI and MIADA departures at Sharjah for runway 30. Real world operations require pilots to report their estimated crossing level at DARAX as aircraft must cross DARAX between 1300ft and FL190 both inclusive, however, this is not mandatory on VATSIM.

### 3.3. South Departures

MIADA Departures are for all runways. Once airborne passing 500ft, hand off to the next controller in sequence: DEP, APP, CTR or Unicom. Note MIADA is also used as a southern STAR.

### 3.4. West Departures

RANBI Departures are for both runways. Once airborne passing 500ft, hand off to the next controller in sequence. Note Sharjah Departures follow similar routing.

### 3.5. East Departures (GIDIS, RIKET, TARDI)

GIDIS, RIKET AND TARDI are for all runways. Once airborne passing 500ft, hand off to the next controller in sequence. GIDIS and TARDI initial departure routing is to the southern side of the airfield. RIKET's routing is to the northern side.

### 3.6. SID Table

FIX	Rwy 30L/R	Rwy 12 L/R	Notes
DARAX	1D	1E	Use instead of PAPAR and MAXMO see OMAE <a href="#">NOTAMs</a>
GIDIS	2D	2E	
MIADA	2D	2E	
RANBI	2D	2E	
RIKET	2D	2E	Replaces the LALDO Departure
TARDI	2D	2E	

### 3.7. Non-standard departures

A typical non-standard departure clearance is to maintain runway heading and climb to 4000ft. This can be amended by the APP controller with a new heading or a new altitude to suit the scenario.

**3.7.1.** This is only used in situations where the pilot is unable to comply with a SID or for IFR Circuit traffic with-out a route.

**3.7.2.** Controllers should try their best to clear all aircraft on a SID by providing assistance where necessary. If unable, a non-standard departure can be issued.

### 3.8. Departure Spacing

The basic time separation interval between aircraft on the same departure route that is applied by TWR is 2 mins which is roughly 5nm, from the point at which the proceeding aircraft becomes airborne.

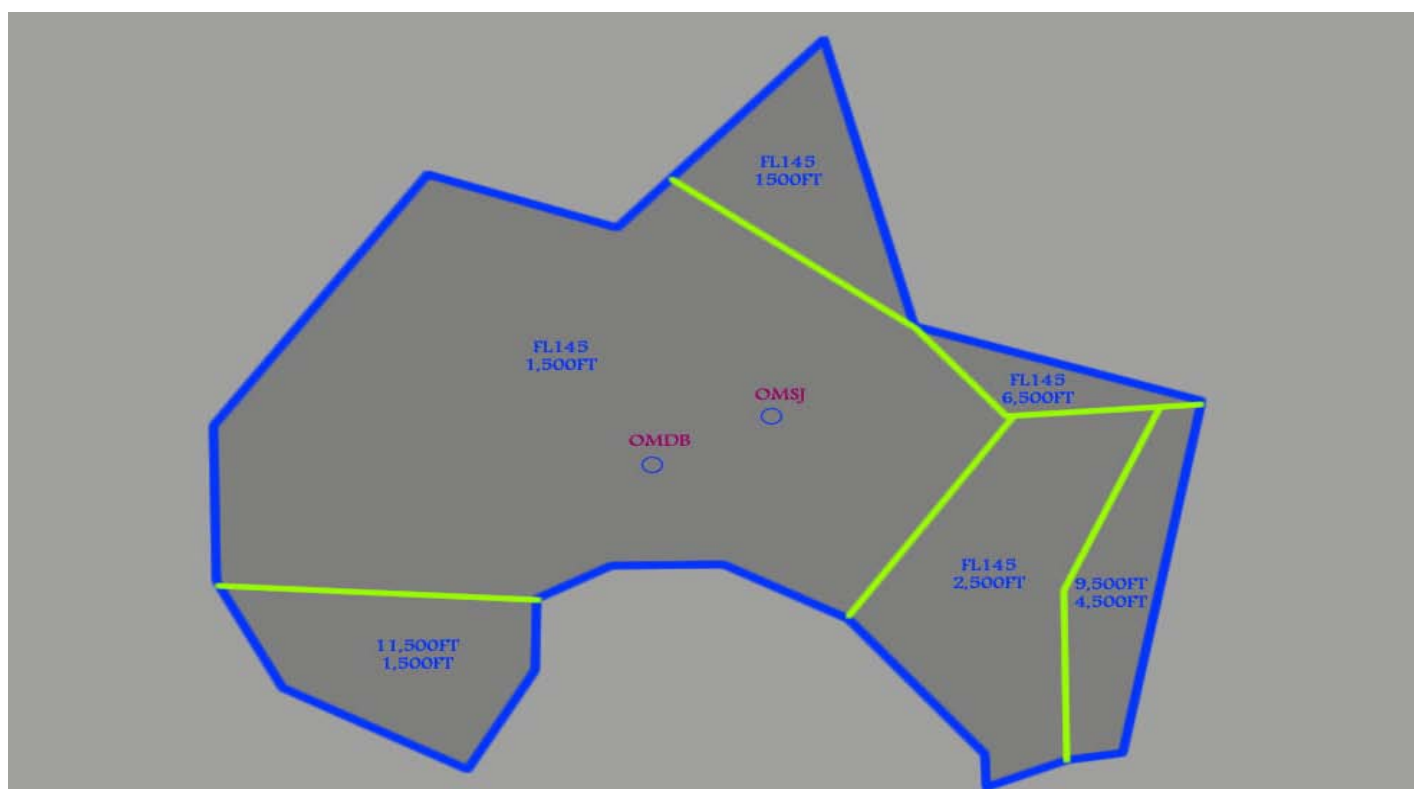
### 3.9. Controller hand off procedures

Each controller is required to track each aircraft with-in there airspace and the aircraft must have been identified with an appropriate unique squawk code. Initiate a hand off to the next controller before verbally doing so. This saves confusion if the aircraft is denied. Drop the track for all aircraft monitoring Unicom or going to TWR and below as they do not track aircraft.

## Chapter 4 Inbound IFR Procedures

### 4.1. Approach Area

The majority of the Dubai CTA goes up to 14500ft and down to the lower limits as stated on the image below. All arrivals should expect a Continuous decent approach when possible. APP is also responsible for Sharjah Arrivals. Notice the Dubai CTAIII which has an upper limit of 9500ft. Notice the Dubai CTAVI which has an upper limits of 11,500ft.



### 4.2. STAR Table

STAR	Rwy	RNAV ROUTE	Descent planning
BUBIN 4T	30s	BUBIN-SODAD-BUBOK	Expect 10000 by BUBIN
DARAX 1T	30s	DARAX-PURBU-PUVAL-RAGSO-BUBOK	Expect 10000ft by PUVAL
DESDI 4T	30s	DESDI-ORLIK-LADVI-BUBOK	Expect 13000ft BY ORLIK
MIADA 1T	30s	MIADA-MOGAV-LADVI-BUBOK	Expect 13000FT by MIADA

<b>BUBIN 3V</b>	12s	BUBIN-ESVAD-SIMKO-BOVET	Expect 13000ft by ESVAO
<b>DARAX 1V</b>	12s	DARAX-NADUT-BOVET	Expect 13000ft by NADUT
<b>DESDI4V</b>	12s	DESDI-GONLO-GESIB-BOVET	Expect 13000ft by GORLO
<b>MIADA 1V</b>	12s	MIADA-NOMRU	Expect 13000ft by MIADA

## 4.3. Holding

### 4.3.1. Published Holding areas

HOLDING FIX	Inbound Course and Direction of Turn	Published Holding levels
<b>DESDI</b>	109° /Left Hand	10000-FL250
<b>BUBIN</b>	304°/ Right Hand	10000-FL250
<b>PINGO</b>	120°/Left Hand	4000-5000
<b>OSTIN</b>	300°/Right hand	3000-4000

### 4.3.2 Holding Speed

The normal holding speed for aircraft in the hold, up to and including FL140 is 220kts. Above FL140, holding speed is 240kts. To give an estimate of the holding time, it is assumed at the correct holding speed of 220kts, it will take approximately 5 minutes for 1 circuit and 10 minutes for 2 circuits, so it is normal practice to inform aircraft that holding time will be less than 10 minutes.

### 4.3.3 Descending aircraft in a hold

An aircraft is not to be deemed to have 'vacated' a level until the pilot of the aircraft reports that they have vacated it. ATC must not descend an aircraft down to the vacated level until satisfied that the aircraft has vacated the level by at least 400ft.

## Chapter 5 Initial and Final Approach Procedures

### 5.1 Arrival briefing

#### DESDI 30s

The approach controller will receive a hand off for aircraft 10nm to the sector boundary after **DESDI** and descending from **FL150** to altitude **13000ft** to reach **ORLIK** where possible. The expected STAR has already been given by the CTR controller. The APP controller can either allow the aircraft to continue with the STAR or give radar vectors until established on the localiser. In the event that the aircraft will continue with the STAR, the controller gives descent instructions and speed restrictions to maintain separation with other traffic until just before **BUBOK** where vectors will be given. Plan descent to altitude **3000ft** level **BUBOK** and establish between 9-11 DME with a 30deg intercept, HDG 270°.

### **DESDI 12s**

The approach controller will receive a hand off for aircraft 10nm to the sector boundary after **DESDI** and descending **FL150** to altitude **13000ft** to reach **GONLO** where possible. The expected STAR has already been given by the CTR controller. The approach controller can either allow the aircraft to continue with the STAR or give radar vectors until final. In the event that the aircraft will continue with the STAR, the controller gives descent instructions and speed restrictions to maintain separation with other traffic until just before **BOVET** where a final vector will be given e.g. HDG 140° to turn final. Plan descent to altitude **2000ft** level **BOVET**. In the event that radar vectors will be given after **DESDI**, a HDG of 110 or 115 degrees is usually given for a straight in approach. Coordinate with CTR if you require a lower altitude by DESDI as the usual FL150 will be too high.

### **BUBIN 30s**

The approach controller will receive a hand off for aircraft approaching **BUBIN** and descending **FL150** to reach **BUBIN** where possible. The expected STAR has already been given by the CTR controller. The approach controller can either allow the aircraft to continue with the STAR, give radar vectors or enter the hold. In the event that the aircraft will continue with the STAR, the controller gives descent instructions and speed restrictions to maintain separation with other traffic until just before **BUBOK** where vectors will be given. Plan descent to altitude **3000ft** level **BUBOK** and establish between 9-11 DME with a 30deg intercept, HDG 270. If vectors are given from BUBOK, Heading 300 degrees until 20DME then left heading 270 degrees until established is usually given. Again co-ordinate with CTR if a lower level is needed for the straight in approach e.g. 13000ft level BUBIN as anything higher will be too high. If holding, ask the aircraft to enter the hold as published. See 4.3.1.

### **BUBIN 12s**

The approach controller will receive a hand off for aircraft approaching **BUBIN** and descending **FL150** to reach **BUBIN** where possible. The expected STAR has already been given by the CTR controller. The approach controller can either allow the aircraft to continue with the STAR, give radar vectors or enter the hold. In the event that the aircraft will continue with the STAR, the controller gives descent instructions and speed restrictions to maintain separation with other traffic until just before **BOVET** where vectors will be given. Plan descent to altitude **3000ft** level **BOVET** and establish between 9-11 DME with a 30deg intercept. Heading 300 degrees if vectors are given from **BUBIN**. If holding, ask the aircraft to enter the hold as published. See 4.3.1.

### **MIADA 30s**

Similar to all other arrivals, expect hand off approaching **MIADA** at altitude **13000ft**. The STAR has already been given. Vectors given before approaching **BUBOK**. Plan descent to altitude **3000ft** level **BUBOK** and establish between 9-11 DME with a 30deg intercept e.g. HDG 270.

### **MIADA 12S**

Expect **13000ft** by **MIADA**. Plan descent to altitude **3000ft** level **NORMU**.

## DARAX 30s

Expect hand off approaching **PUVAL** and descending **10000ft** to reach **PUVAL** where possible. Just before **BUBOK** vectors will be given. Plan descent to altitude **3000ft** level **BUBOK** and establish between 9-11 DME with a 30deg intercept.

## DARAX 12s

Expect hand off just before **NADUT**, level at **13000ft**. Just before **BOVET**, vectors will be given. Plan descent altitude **2000ft** level **BOVET**.

## 5.2. ILS System

- a) Aircraft must not be allowed to descend below 1500 until established on the localiser and intercepting the glide path.
- b) Standard spacing on the ILS, unless requested by TWR to be altered will be 3 miles or greater for wake turbulence reason between successive inbound. Refer to Wake Turbulence Separation charts 5.3.
- c) A standard speed of 160kts until 4 DME will be used on the ILS only if needed for separation otherwise a 'No speed restriction' clearance can be given. Other methods of speed control when on final are minimum approach speed, 170kts until 5 DME and 180kts until 6 DME. Minimum clean speed can be used for the approach.
- d) No greater than a 40 deg angle should be given to establish on the localiser.

## 5.3. Wake Turbulence Separation on Final Approach

Leading Aircraft	Following Aircraft	Separation (NM)
<b>A380-800</b>	A380-800	4
	Heavy	6
	Upper Medium	7
	Lower Medium	7
	Small	7
	Light	8
<b>Heavy</b>	A380-800	4
	Heavy	4
	Upper Medium	5
	Lower Medium	5
	Small	6
	Light	7
<b>Upper Medium</b>	A380-800	-
	Heavy	-
	Upper Medium	3
	Lower Medium	4
	Small	4
	Light	6

<b>Lower Medium</b>	A380-800	-
	Heavy	-
	Upper Medium	-
	Lower Medium	-
	Small	3
	Light	5
<b>Small</b>	A380-800	-
	Heavy	-
	Upper Medium	-
	Lower Medium	-
	Small	3
	Light	4
<b>Light</b>	A380-800	-
	Heavy	-
	Upper Medium	-
	Lower Medium	-
	Small	-
	Light	-

- Signifies that separation for wake turbulence reasons alone is not necessary

When aircraft are separated by 5nm or less, the Controller will need to ask the leading aircraft to 'Expedite Vacate'. This will reduce the need for go around.

Remember, you do not need to wait for the pilot to report vacated if it is not Low visibility procedures. As soon as you, the controller, has visually verified the aircraft has vacated, the landing aircraft should be cleared to land immediately.

## Chapter 6 Missed Approach Procedures

### 6.1. Go- Around

In the event of a missed approach, aircraft shall be instructed to follow the standard missed approach procedure for an instrument approach, as indicated below:

Runway 30s: Climb runway heading to altitude 4000ft, direct PINGO and hold

Runway 12s: Climb runway heading to altitude 3000ft, direct OSTIN and hold

After airborne, hand off aircraft to the next available controller.

To initiate a go around, the phraseology, 'Go-around I say again go around acknowledge' should be used.

## 6.2. Tower coordination

- a) TWR is to inform APP as soon as possible about the go-around and the aircraft is to be transferred back to APP once the aircraft is seen to climb above 500ft on RWY HDG.
- B) If there is no DEP/APP or CTR online then TWR is to instruct the aircraft to monitor Unicom and call when re-established on the landing Runway.
- C) TWR can advise the aircraft to stay on TWR frequency and call again on final when no other controller is online and no other aircraft is in the vicinity.

## 6.3 Approach and Departure co-ordination

- a) After Departure tracks the aircraft, co-ordinate with the Approach controller to decide whether a hold is necessary. If approach isn't busy, hand off to them for resequencing.

# Chapter 7 Visual Approach

## 7.1. Criteria/Actions

OMDB\_F\_APP will clear aircraft for a visual approach when visual with the airfield, once they are established on the centreline or on a closing heading of less than 90°, providing they are no closer than 6 miles from touchdown. With co-ordination with TWR, providing the aircraft has reported the airfield visual, and traffic permitting the aircraft may be cleared for a visual approach at any point. When clearing an aircraft visual, they are to be instructed not to descend below 1500ft on Dubai QNH until within 6 miles from touchdown.

# Chapter 8 VFR

## 8.1 Visual Flight Rules

- Dubai CTZ operates under class D airspace regulations
- Dubai CTA operates under Class C airspace regulations
- The Visual Flight Rules require an aircraft to be flown in accordance with the VMC minima appropriate to the classification of the airspace
- Pilots in command of VFR flights should make a position report in the following circumstances:
  - After transfer of communication
  - On reaching the limit of ATS clearance
  - When instructed by Air Traffic Control
- All aircraft entering Class C airspace must obtain ATC clearance prior to entry

## 8.2 Circuit Procedures

Circuit clearance is given at the runway holding point. Below is the circuit traffic pattern for each runway.

Runways 12R: Right traffic patterns, not above 1500ft

Runway 30R: Left traffic pattern not above 1500ft

Aircraft will be given runway 12L/30L for landing.

It is essential that pilots report their positions in the circuit. Position reports are to be made as follows:

- a) Downwind- Aircraft are to report downwind with their intentions
- b) Base leg- Aircraft are to report before turning or when on base leg if requested by ATC
- c) Final- Aircraft are to report Final after the completion of the turn onto final approach and when at a range of no more than 4 nm from the end of the approaching runway.
- (d) Long Final - Aircraft flying a final approach of a greater length than 4 nm are to report 'Long Final' when beyond that range and 'Final' when a range of 4 nm is reached. Aircraft flying a straight-in approach are to report 'Long Final' at 8 nm from the approach end of the runway and 'Final' when a range of 4 nm is reached.

## 8.3 Aircraft leaving the zone.

There are 3 VFR lanes and 2 offshore lanes in the Dubai CTR. VL1/2/4 and AP1/2. They are all conducted not above 1500ft on Dubai QNH.

VL1 - Garhoud Bridge, Country Club interchange, Abeam Burj Al Arab (GB, CI, AB)

VL2 - Garhoud Bridge, Country Club interchange, Emirates Road interchange to head southbound toward Al Ain (GB, CI, EI)

VL3 - Withdrawn

VL4 - Sahara Centre, Sharjah University, then DXB transfer them to Sharjah twr as this is a shared reporting point at the ATZ boundaries of both airfields. (SC, SU, SHJ, HZ)

AP1 - Garhoud Bridge, Dry Docks, Offshore to FATA oil field (GB, DD)

AP2 - Garhoud Bridge, Dry Docks, Sharjah harbour, offshore to LOPEG oil field (GB, DD,)

The CTZ operates in Class D airspace below 1500ft so all that ATC is required to do is pass traffic information and if requested by the pilots, avoiding action.

VFR can only be permitted when the DXB METAR reports visibility of 5000m or greater. Below this, a SVFR clearance is required. This requires ATC to separate the aircraft by means of geographical points. So for example, 1 holding at Garhoud Bridge and 1 holding at the Country Club Interchange. You can also use the coastline, so one inland of the coast, on off the coast to maintain separation until you have visual contact with the SVFR traffic you must provide 3nm separation from IFR traffic at all times.

Helicopters will normally land on the L taxiway in the direction of the landing runway, This is separated from arrivals but traffic information is required to all parties. This is based on departures always using 12R or 30R and arrivals on 12L or 30L. If the helicopters are part of the Royal Air Wing, they are permitted to land on taxiway V (runway direction) next to the royal hangar, these callsigns are always DUBxxx (eg DUB111 = Dubai triple 1)

VFR and IFR circuit traffic is not normally allowed, but at ATC discretion based on traffic levels.

Clearances are given at the runway holding point, eg A6ALY cleared to leave the control zone vfr via VL1 not above 1500ft, sqk 7101, qnh 1015

## 8.4. Aircraft entering the zone

The TWR controller will instruct the aircraft to join the standard VFR traffic pattern as mentioned in section 8.2.

## Chapter 9 Traffic information to aircraft

### 9.1. Traffic information to aircraft shall include the following:

- ❖ Bearing from the aircraft in terms of the 12-hour clock (when the aircraft is turning,
- ❖ direction of the unknown aircraft by compass points)
- ❖ Distance from the aircraft in miles
- ❖ Direction in which the unknown aircraft is proceeding, e.g. “traffic is opposite direction/crossing left to right”, etc.
- ❖ Height information when available, this may include the unverified Mode C of unknown aircraft;

## Chapter 10 Squawk codes

Squawk codes are issued to aircraft depending on their destination and flight rules.

Middle East	Other	VFR circuits	Controlled VFR	military
6201+	0501+	7000	7101-7177	1712-1720

Emergency	Radio Failure	Hijack (not permitted on vatsim)
7700	7600	7500

# Chapter 11 Emergencies

## 11.1. GND

An emergency aircraft that cannot taxi to a stand must come to a standstill. Aircraft may have to now be rerouted to avoid obstructing aircraft to reach stands or holding points. If the aircraft is blocking an exit point from a runway, GND is to coordinate with TWR thus informing arriving aircraft of the obstruction.

## 11.2. TWR

TWR will clear the runway thus providing a clear passage for the arriving aircraft. No further aircraft will be giving takeoff clearance. Go arounds will be given to arriving aircraft on the ILS in front of emergency aircraft then handed back to DEP then APP. Aircraft in the visual circuit are to be instructed to orbit in a safe position or divert to an alternative airfield. TWR is to advise GND not to give any pushback clearances until further notice or issue an estimate time of the delay. There are two runways. After the aircraft is safely down, that runway is closed until the aircraft can taxi off. In this case single runway operations will be in effect.

## 11.3. APP

An aircraft declaring an emergency under APP control has priority over other traffic. APP will inform TWR ASAP. Aircraft already under APP control are to be instructed to orbit in current position or sent to standard holds. APP will also give an estimate to all aircraft and controllers of the time of delay that the emergency may cause.

**Special Thanks to:**

Josiah Marshall (Creator)

Sam Nagy (Audio and information provider)

Abdelrahman M. Elfeky (Dubai operations consultant)

**Links**

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