



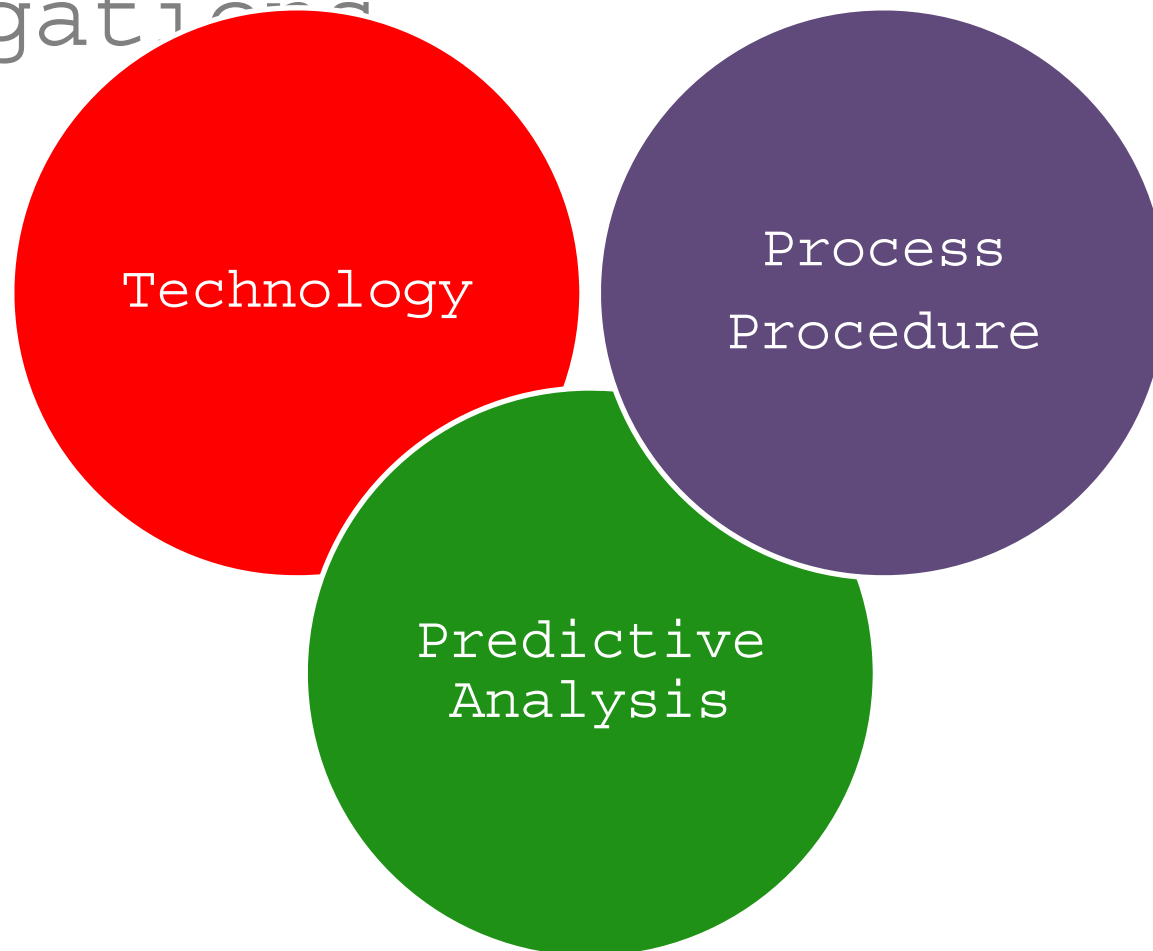
Hello Tomorrow

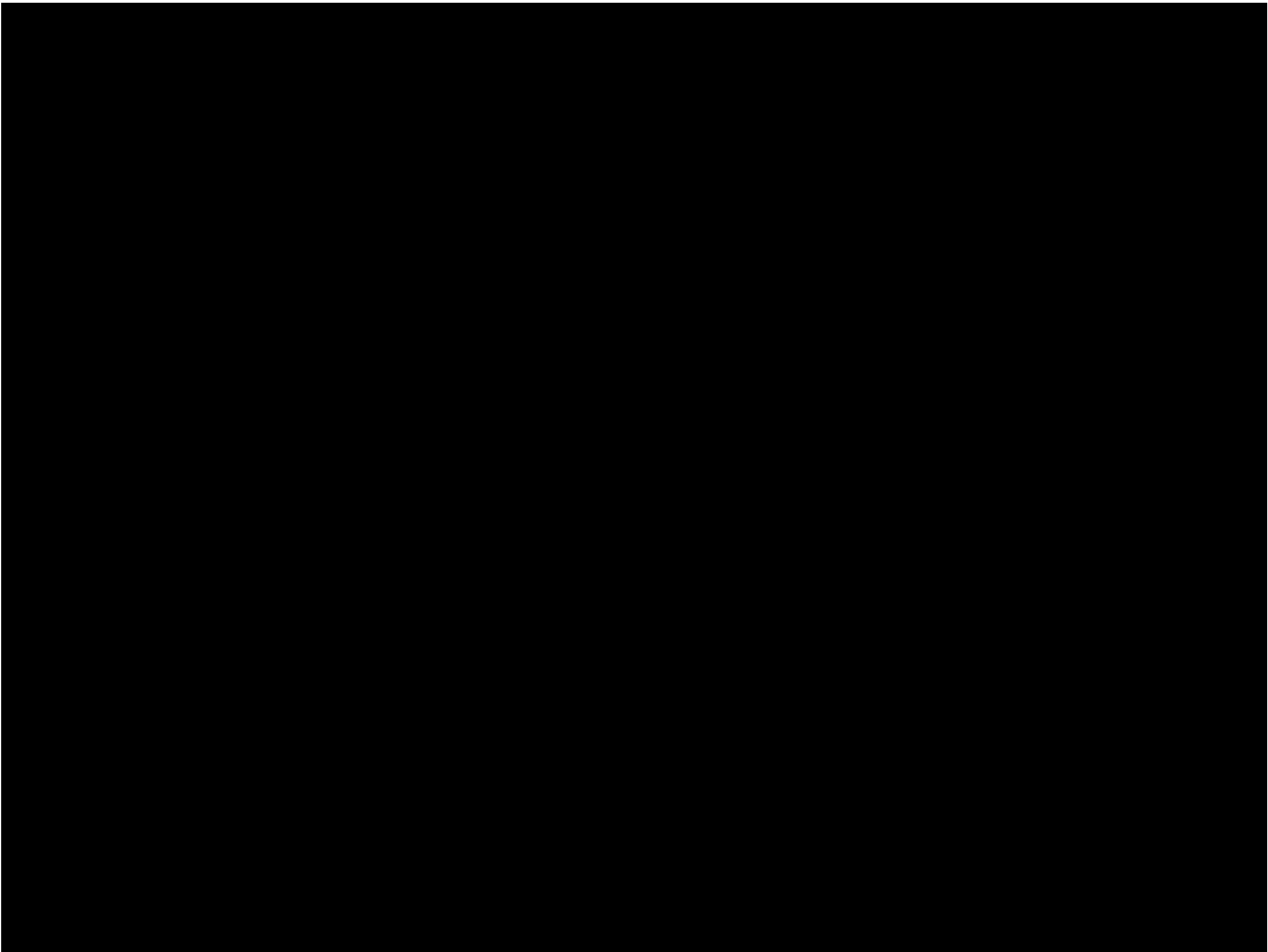


Runway Incursions and Excursions

Capt Henry Donahoe
Senior Vice President Safety (SVP)


Emirates implemented runway
incursion/ excursion
mitigations





Process and Procedures

SOP/Training/Awareness



SWEDEN STOCKHOLM Arlanda Int'l

01-MAY-2014

C-02

ARN-ESSA

STAN

NR.

RMV 08

- Night OPS prohibited.
- Only in use when required by MET conditions.

RMV 26

- Only in use when required by MET conditions.
- RMV 26 ILS not coded into FMS for Airbus aircraft (A332, A343, A346, A350, A319).
- Due to the non-standard MAP, the ARN-ESSA ILS 26 is not included in the FMS database for Airbus aircraft.
- All missed approach altitudes are 1500 feet QNH and therefore below MSA. Axi refers to loss of communications procedures in this situation.

ARRIVAL RISK MITIGATION STRATEGIES

- At pilot's discretion, ILS 26 can be flown using normal PROC by line-selecting the LOC 26 APP instead.
- If a MAP is executed after the MAP point, LNAV/VNAV tracking is not assured and crew intervention in a basic lateral mode may be required.

CHARTS - DEPARTURE

Expect TNOF from RMV 01L or 19R. For DKB expect DEP via SABAP.

DEP CLR may be REQ by data link (DCL) or by RTT from GORT -25 minutes until EORT +10 minutes. A DEP CLR issued by RTT always supersedes a CLR transmitted via DCL.

DEPARTURE RISK MITIGATION STRATEGIES

- SOP

CHARTS - GROUND OPERATIONS

Caution: TWY 5 STWY SA and SC restricted to wingspan 24m.

Note: In LVP (550m night, 300m day/night) marshalling mandatory for ARR/DEP.



Process and Procedures
SOP/Training/Awareness





Process and Procedures

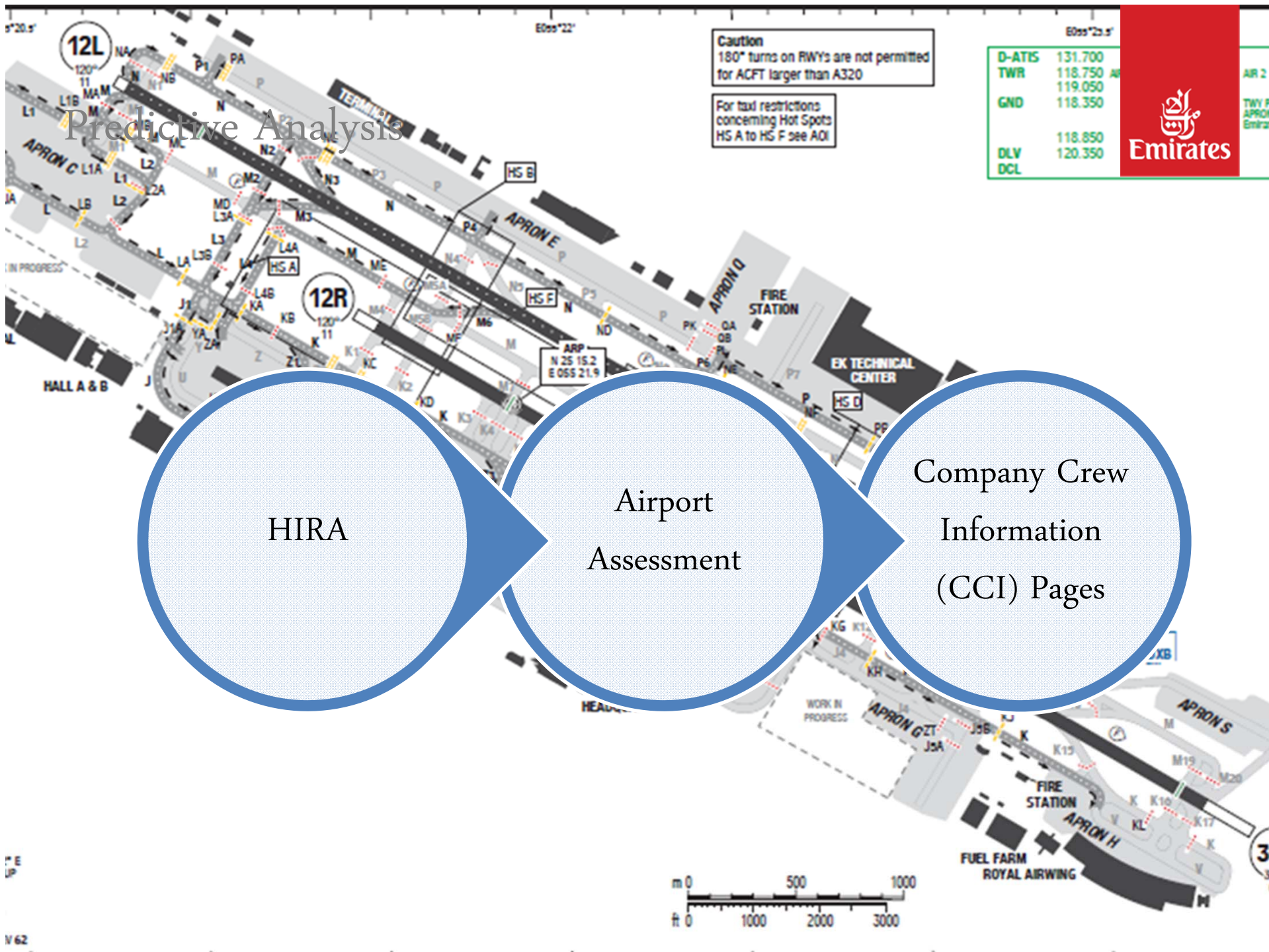
SOP/Training/Awareness



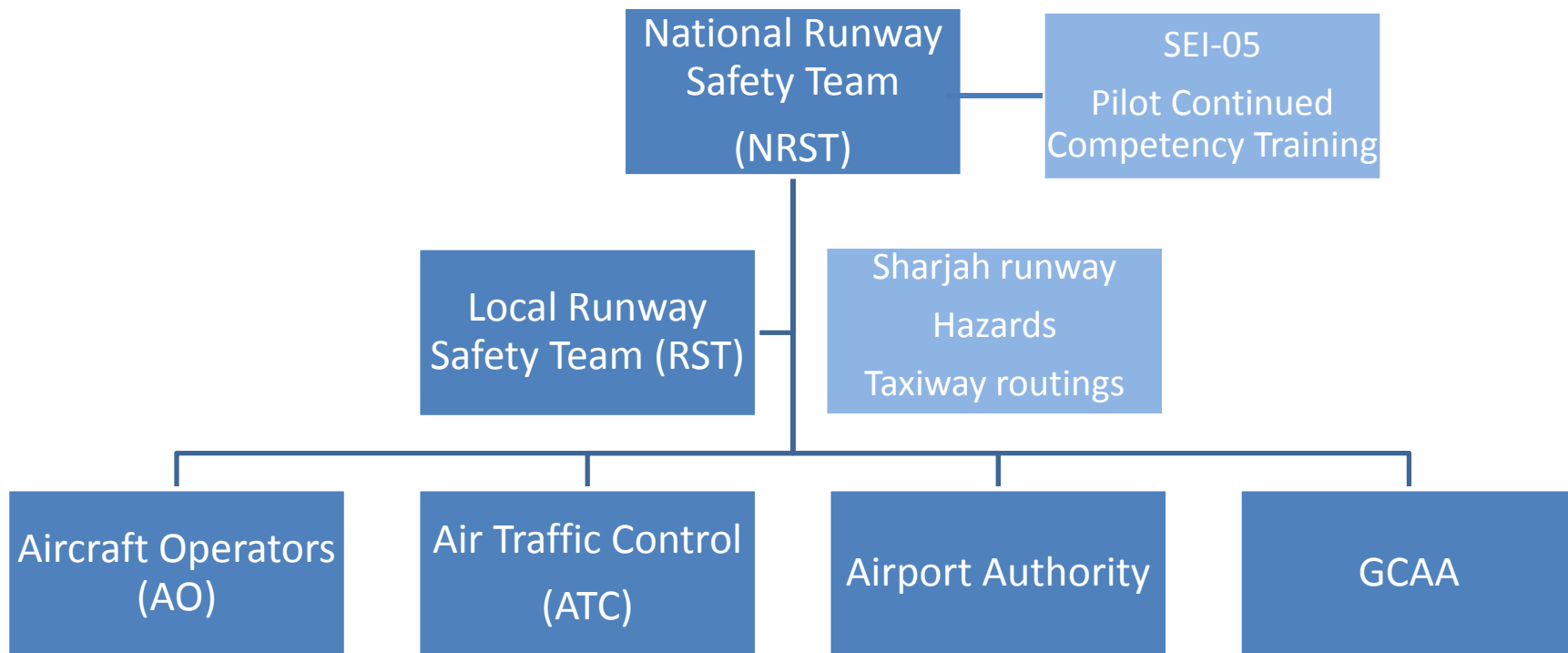
T-O PERF		FUNCTIONS -		MSF		A6-EAE	
ITIONS -F3-		Dubai		RWY 30R		FUNCTIONS -	
T -AI HD0		ELEV 31.0 ft		SLOPE -0.16 %		OBST: 6	
T °C 35		TORA 4060.0 m		TODA 4060.0 m			
HPa 1000		ENTRY ANGLE 50°		T.O SHIFT 0.0 m			
COND Dry		EOP - AT EO30R (DXB3.4D), LEFT THR 292					
A-ICE OFF							
W T 230.0							
CONF OPT CONF (STD)							
COND On (STD)							
RUST FLEX (STD)							
NORMAL							
STS -F6-							
FLT OPS STS		T-O PERF					

SINGLE RWY COMPUTATION -F2-		
Dubai [CMDB/DXB]		
ELEV 31.0 ft	SLOPE -0.16 %	
TORA 4060.0 m	TODA 4060.0 m	
ENTRY ANGLE 50°	T.O SHIFT 0.0 m	
EOP - AT EO30R (DXB3.4D), LEFT THR 292		
RESULTS		
TOW 230.0 T	MTOW(perf) 245.9 T	LIMITATION TOW - BRK
V1 156 kt	FLP RETR	
V2 160 kt	F =	
V2 165 kt	S/LT RETR	
TRANS ALT	S =	
THR RED/ACC	CLEAN	
	Q = 245	
COMPUTE -F9- CLEAR -F6-		

A6-EAE	
FUNCTIONS -	
OBST: 6	
T.C	
FLAP	
DRT TO - I	
ENG OUT /	
MORE	



Collaboration



Collaboration



National
Runway Safety
Team
(NRST)

Local Runway
Safety Team
(RST)

Aircraft
Operations
(AO)

Air Traffic
Control
(ATC)

Airport
Authority

GCAA