KINGDOM OF BAHRAIN

Ministry of Transportation and Telecommunications

مملكة البحرين

وزارة المواصلات والاتصالات

BAHRAIN FIR

Air Traffic Management Directorate

Aeronautical Information Management (AIM)

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AIP AIRAC AMDT 04/22	**EFF Date 21 APR 22**

This AIRAC AIP AMDT 04/22 contains:

GEN 3.1

ENR 1.6

ENR 1.7

ENR 2.1

ENR 3.3

ENR 4.1

ENR 5.1

ENR 6

AD 1.5

AD 2-OBBI

AD 2-OBBS

AD 2-OBKH

1.

DESTROY			INSERT		
GEN	3.1-2	2 MAR 2017	GEN	3.1-2	21 APR 2022
ENR	1.6-1	25 MAY 2017	ENR	1.6-1	21 APR 2022
	1.6-4	22 APR 2021		1.6-4	21 APR 2022
	1.6-8	22 APR 2021		1.6-8	21 APR 2022
	1.7-1	17 SEP 2015		1.7-1	21 APR 2022
	1.7-2	17 SEP 2015		1.7-2	21 APR 2022
	1.7-3	17 SEP 2015		1.7-3	21 APR 2022
	2.1-2	10 NOV 2016		2.1-2	21 APR 2022
	2.1-4	18 JUN 2020		2.1-4	21 APR 2022
	2.1-5	10 NOV 2016		2.1-5	21 APR 2022
	2.1-6	10 NOV 2016		2.1-6	21 APR 2022
	2.1-8	10 NOV 2016		2.1-8	21 APR 2022
	3.3-2	22 APR 2021		3.3-2	21 APR 2022
	3.3-5	22 APR 2021		3.3-5	21 APR 2022

DESTROY			INSERT		
	3.3-12	22 APR 2021		3.3-12	21 APR 2022
	3.3-13	22 APR 2021		3.3-13	21 APR 2022
	3.3-14	22 APR 2021		3.3-14	21 APR 2022
	3.3-15	22 APR 2021		3.3-15	21 APR 2022
	3.3-23	22 APR 2021		3.3-23	21 APR 2022
	3.3-24	22 APR 2021		3.3-24	21 APR 2022
	3.3-26	22 APR 2021		3.3-26	21 APR 2022
	3.3-27	22 APR 2021		3.3-27	21 APR 2022
	3.3-43	22 APR 2021		3.3-43	21 APR 2022
	3.3-52	22 APR 2021		3.3-52	21 APR 2022
	3.3-55	18 JUN 2020		3.3-55	21 APR 2022
	3.3-56	18 JUN 2020		3.3-56	21 APR 2022
	3.3-60	22 APR 2021		3.3-60	21 APR 2022
	3.3-61	18 JUN 2020		3.3-61	21 APR 2022
	3.3-62	22 APR 2021		3.3-62	21 APR 2022
	3.3-63	18 JUN 2020		3.3-63	21 APR 2022
	4.1-1	9 SEP 2021		4.1-1	21 APR 2022
	5.1-4	9 SEP 2021		5.1-4	21 APR 2022
	-	-		5.1-5	21 APR 2022
	6-6	9 SEP 2021		6-6	21 APR 2022
AD	1.5-1	17 SEP 2015	AD	1.5-1	21 APR 2022
	2-OBBI-1	22 APR 2021		2-OBBI-1	21 APR 2022
	2-OBBI-2	9 SEP 2021		2-OBBI-2	21 APR 2022
	2-OBBI-3	9 SEP 2021		2-OBBI-3	21 APR 2022
	2-OBBI-9	22 APR 2021		2-OBBI-9	21 APR 2022
	2-OBBI-10	22 APR 2021		2-OBBI-10	21 APR 2022
	2-OBBI-11	16 JUL 2020		2-OBBI-11	21 APR 2022
	2-OBBI-16	18 JUN 2020		2-OBBI-16	21 APR 2022
	2-OBBI-17	22 APR 2021		2-OBBI-17	21 APR 2022
	2-OBBI-23	9 SEP 2021		2-OBBI-23	21 APR 2022
	2-OBBI-25	9 SEP 2021		2-OBBI-25	21 APR 2022
	2-OBBI-27	9 SEP 2021		2-OBBI-27	21 APR 2022
	2-OBBI-41	22 APR 2021		2-OBBI-41	21 APR 2022
	2-OBBI-101	9 SEP 2021		2-OBBI-101	21 APR 2022
	2-OBBI-103	9 SEP 2021		2-OBBI-103	21 APR 2022
	2-OBBS-1	26 APR 2018		2-OBBS-1	21 APR 2022
	2-OBBS-11	22 APR 2021		2-OBBS-11	21 APR 2022
	2-OBBS-13	22 APR 2021		2-OBBS-13	21 APR 2022
	2-OBKH-1	26 APR 2018		2-OBKH-1	21 APR 2022

DESTROY		INSERT	
2-OBKH-11	18 JUN 2020	2-OBKH-11	21 APR 2022
2-OBKH-13	26 MAY 2016	2-OBKH-13	21 APR 2022
2-OBKH-15	26 APR 2018	2-OBKH-15	21 APR 2022
2-OBKH-17	26 APR 2018	2-OBKH-17	21 APR 2022
2-OBKH-19	26 APR 2018	2-OBKH-19	21 APR 2022
2-OBKH-21	26 APR 2018	2-OBKH-21	21 APR 2022
2-OBKH-23	26 APR 2018	2-OBKH-23	21 APR 2022

2. Hand amendments

NIL

3. Record entry of AIRAC AMDT on the page GEN 0.2-1.

4. The following publications have been incorporated in this AIRAC AMDT:

AIP SUP	NIL
AIC	NIL
NOTAM	A0475/21, A0516/21, A0013/22, A0037/22

- END -

GEN 3. SERVICES

GEN 3.1 AERONAUTICAL INFORMATION MANAGEMENT

3.1.1 RESPONSIBLE SERVICE

3.1.1.1 The Aeronautical Information Management which forms part of the Civil Aviation Affairs of the Kingdom of Bahrain, ensures the flow of information necessary for the safety, regularity and efficiency of international air navigation within the area of its responsibility indicated under **GEN 3.1.1.2** below. It consists of AIM Headquarters, International NOTAM Office (NOF) and AIM units established at aerodromes as listed under **GEN 3.1.5** below.

3.1.1.2 **AIM Headquarters**

AERONAUTICAL INFORMATION MANAGEMENT
P.O. Box 586
Kingdom of Bahrain
TEL: +973 17321180 / 1 / 2
Telefax:+973 17323876
AFS: OBBBYNYX
e-mail: sdc@mtt.gov.bh
Http: https://aim.mtt.gov.bh

NOTAM: OBZZNAXX

SNOWTAM: OBZZSNXX

3.1.2 AREA OF RESPONSIBILITY OF AIM

The Aeronautical Information Management is responsible for the collection and dissemination of information for the BAHRAIN FIR / BAHRAIN UIR.

3.1.3 AERONAUTICAL PUBLICATIONS

3.1.3.1 The aeronautical information is provided in the form of the Integrated Aeronautical Information Package consisting of the following elements:

- An electronic Aeronautical Information Publication (electronic AIP);
- An electronic Amendment Service to the electronic AIP (AIP AMDT);
- An electronic Supplement Service to the electronic AIP (AIP SUP);
- NOTAM, and Pre - Flight Information Bulletins (PIB);
- An electronic Aeronautical Information Circulars (AIC) Service; and
- Check lists and summaries

NOTAM and the related monthly checklists are issued via the Aeronautical Fixed Service (AFS) while PIB are made available at aerodrome AIM units. All other elements of the package are published on the internet.

3.1.3.2 **Electronic Aeronautical Information Publication (electronic AIP)**

The electronic AIP is the basic aviation document intended primarily to satisfy international requirements for the exchange of permanent aeronautical information and long duration temporary changes essential for air navigation.

The electronic AIP BAHRAIN FIR is available in HTML format. The HTML version and and a PDF version derived therefrom is published on the internet, and can be found at https://aim.mtt.gov.bh The HTML version is the primary method of publication of the electronic AIP BAHRAIN FIR.

Electronic AIP Bahrain FIR

This electronic AIP, issued in English only, is the basic aeronautical information document for the BAHRAIN FIR / BAHRAIN UIR, for use in international and domestic operations whether the flight is a commercial or a private one and contains lasting information essential to air navigation.

3.1.3.3 **Amendment service to the electronic AIP (AIP AMDT)**

Amendments to the electronic AIP (AIP AMDT) are published on the internet. Two types of electronic AIP AMDT are produced:

1. Electronic Regular AIP Amendments (AIP AMDT) are issued in accordance with the established regular interval (ref. **GEN 0.1**), and incorporate permanent changes into the electronic AIP at the indicated publication date;
2. Electronic AIRAC AIP Amendments (AIRAC AIP AMDT) are issued in accordance with the AIRAC system, identified by the acronym AIRAC, and incorporate operationally significant permanent changes into the electronic AIP at the indicated AIRAC effective date.

A brief description of the subjects affected by the amendment is given on the electronic AIP Amendment cover sheet.

Each electronic AIP amendment cover sheet includes references to the serial number of those elements, if any, of the Integrated Aeronautical Information Package which have been incorporated in the electronic AIP by the amendment and are consequently cancelled.

Each AIP AMDT and each AIRAC AIP AMDT will be allocated separate two digit serial numbers which are consecutive in line with the AIRAC cycle. This will be followed by a two digit number to denote the year of issue or validity, e.g. AIP AMDT 01 / 11; AIRAC AIP AMDT 01 / 11. This new system will supersede the old system (which used a continuous sequence of numbers).

For further details refer to the electronic AIP BAHRAIN FIR version on the internet and its Help section.

3.1.3.4 **Electronic Supplement Service to the electronic AIP (AIP SUP)**

Temporary changes of long duration (three months and longer) and information of short duration which consists of extensive text and / or graphics, supplementing the permanent information contained in the electronic AIP are published as electronic AIP Supplements (AIP SUP). Operationally significant temporary changes to the electronic AIP are published in accordance with the AIRAC system and its established effective dates and are identified clearly by the acronym AIRAC.

Electronic AIP Supplements are separated by information subject (General - GEN, En-route - ENR and Aerodromes - AD). In a similar manner to AIP AMDT, each Supplement (regular or AIRAC) is allocated a serial number which is consecutive and based on the calendar year, i. e. AIRAC AIP SUP 01 / 11.

Electronic AIP Supplements are kept in the AIP as long as all or some of their contents remain valid. The period of validity of information contained in the electronic AIP Supplement will normally be given in the supplement itself. Alternatively, NOTAM may be used to indicate changes to the period of validity or cancellation of the supplement.

The checklist of electronic AIP Supplements currently in force is issued additionally by the medium of the monthly printed plain language summary of NOTAM in force.

Electronic AIP Supplements are placed on the desktop of the electronic AIP as a separate subject item under the electronic AIP Tabulator "SUP". For further details refer to the electronic AIP BAHRAIN FIR version on the internet and its Help section.

3.1.3.5 **NOTAM and Pre - flight Information Bulletins (PIB)**

NOTAM contain the information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential for personnel concerned with flight operations. The text of each NOTAM contains the information in the order shown in the ICAO NOTAM Format and is composed of the significations / uniform abbreviated phraseology assigned to the ICAO NOTAM Code complemented by ICAO abbreviations, indicators, designators, call signs, frequencies, figures and plain language. NOTAM are originated and issued for BAHRAIN FIR / BAHRAIN UIR and are distributed in one series which is identified by the letter A.

Series A

All NOTAM information for domestic and international use pertinent to flight within the BAHRAIN FIR / BAHRAIN UIR.

Series S (SNOWTAM) - Information providing a runway surface condition report notifying the presence or cessation of hazardous conditions due to standing water on the movement area.
SNOWTAM are prepared in accordance with PANS-AIM (Doc 10066), Appendix 4, and are issued for individual aerodrome by Bahrain NOF, with separate serial numbers.

Pre - flight Information Bulletins (PIB), which contain a recapitulation of current NOTAM and other information of urgent character to the operator / flight crews, are available at the Aerodrome AIS Units. The extent of the information contained in the PIB is indicated in subsection 5.

3.1.3.6 **Electronic Aeronautical Information Circulars (AIC)**

The electronic Aeronautical Information Circulars (AIC) contain information of long - term forecast of any major change in legislation, regulations procedures or facilities; purely explanatory or advisory nature liable to affect flight safety; and information or notification of an explanatory or advisory nature concerning technical, legislative or purely administrative matters. AICs are divided in accordance with subjects and their affects and are issued in one series (A).

Each electronic AIC is numbered consecutively on a calendar year basis. The year, indicated by two digits, is a part of serial number of the AIC, e.g. AIC 1 / 11. A checklist of AIC currently in force is issued as an AIC once a year.

Electronic AIC are placed on the desktop of the electronic AIP accordingly as a separate item under the eAIP Tabulator "AIC". For further details refer to the electronic AIP BAHRAIN FIR version on the internet and its Help section.

3.1.3.7 **Checklist of NOTAMS**

A checklist of NOTAM is issued monthly via AFS. This checklist contains all valid NOTAMS, latest AIP AMDT, latest AIP SUP and AIC.

3.1.3.8 **Summary of NOTAM**

Summary of NOTAM is published on the official website. It contains a plain language (in English) presentation of the valid NOTAM and information about the latest AIRAC AIP AMDT, AIC issued and checklist of AIP SUP.

ENR 1.6 RADAR SERVICES AND PROCEDURES

1.6.1 PRIMARY RADAR

1.6.1.1 Radar Units

Radar units in the BAHRAIN FIR / BAHRAIN UIR operate as integral parts of the parent ATS unit and provide radar service, to the maximum extend practicable, to meet the operational requirement. Factors, such as radar coverage, controller workload, and equipment capabilities, may affect these services, and the radar controller shall determine whether he is able to provide, or continue to provide, radar services in any specific case.

1.6.1.2 Radar Service

A pilot will know when radar services are being provided because the radar controller will use the ATS callsign depending on the position of the aircraft in BAHRAIN FIR / BAHRAIN UIR and under what ATS unit the aircraft is operating, followed by "Radar" for example:

a) Aircraft under Area Control - "BAHRAIN RADAR";
b) Aircraft under Approach Control - "BAHRAIN APPROACH".

1.6.1.3 RADAR COVERAGE

The following radar units operate within the BAHRAIN FIR / BAHRAIN UIR:

a) **BAHRAIN MSSR:**

Position: 261637.66 N 0503751.96 E

Range: 230 NM

b) **BAHRAIN TAR with co - located MSSR:**

Position: 261600.45 N 0503845.69 E

Range: Primary 80 NM, Secondary 230 NM

(Note that Bahrain may delegate the resonsibility for providing ATS, FIS and Alerting Service to other radars when aircraft are within their cover in the BAHRAIN FIR / BAHRAIN UIR.)

1.6.1.4 THE APPLICATION OF RADAR CONTROL SERVICE

1.6.1.4.1 RADAR IDENTIFICATION is achieved according to the provisions specified by ICAO.

1.6.1.4.2 RADAR SERVICES

Radar control service is provided in controlled airspace to aircraft operating within BAHRAIN CTA and on airways within Bahrain radar coverage. These services may include:

a) radar separation of arriving, departing and en -route traffic;
b) radar monitoring of arriving, departing and en -route traffic to provide information on any significant deviation from normal flight path;
c) radar vectoring when required;
d) assistance to aircraft in emergency;
e) assistance to aircraft crossing controlled airspace;
f) warnings and position information on other aircraft considered to constitute a hazard;
g) information to assist in the navigation of aircraft;
h) information on observed weather.

Radar Advisory Service and Flight Information Service are provided to identified aircraft operating within the BAHRAIN FIR / BAHRAIN UIR to the extent possible within radar cover.

1.6.1.4.3 MINIMUM HORIZONTAL RADAR SEPARATION

BAHRAIN PSR (TAR Range 80): 20 NM when one aircraft is supersonic, otherwise 5 NM.

BAHRAIN MSSR: 20 NM when one aircraft is supersonic, otherwise 10 NM reducing to 5 NM within 150 NM of radar head.

TERRAIN CLEARANCE

Flight Levels assigned by a radar controller to pilots will provide a minimum terrain clearance according to the phase of flight.

1.6.1.5 RADAR AND RADIO FAILURE PROCEDURES

1.6.1.5.1 **Radar failure**

In the event of radar failure or loss of radar identification, instructions will be issued to restore non - radar standard separation and the pilot will be instructed to communicate with the parent ATS unit.

1.6.1.5.2 Radio failure

1.6.1.5.2.1 The radar controller will establish whether the aircraft radio receiver is working by instructing the pilot to operate the SSR transponder (see also **GEN 1.5**) or, if the aircraft is not SSR equipped, to carry out a turn. If appropriate actions are observed the radar controller will continue to provide radar services to the aircraft.

1.6.1.5.2.2 Aircraft unable to receive radio transmissions shall comply with the ICAO radio communication failure procedures as detailed in Annex 2 para 3.6.5. If radar identification was established prior to radio failure the radar controller will vector other identified aircraft clear of the radio failure aircraft until such time as the aircraft leaves radar coverage or has landed.

1.6.1.5.2.3 Flights departing from BAHRAIN INTERNATIONAL airport on a radar clearance and experiencing a total radio communication failure shall carry out the following procedures:

IN VMC:

Continue to fly in VMC and land at the nearest suitable aerodrome.

In IMC:

Maintain last assigned heading and flight level or altitude for a period of three minutes after departure or to a distance of 12 DME BAH whichever occurs earlier. Thereafter continue according to current flight plan by routing direct to the first en - route reporting point and climbing to the last acknowledged en -route flight level cleared by ATC.

1.6.1.6 AIRBORNE COLLISION AVOIDANCE SYSTEM (ACAS)

All aircraft fitted with ACAS II equipment, shall be fitted with software version 7.1 with mode S transponder compliant with Annex 10, Volume IV within the OBBB EFF 1st Jan 2017.

REF. ICAO DOC 8168 - OPS / 611 VOL. I PART VIII CHAPTER 3

1.6.1.6.1 The information provided by ACAS is intended to assist pilots in the safe operation of aircraft. The traffic alert and collision avoidance system - TCAS II is accepted as a suitable system provided the installation is certified for use by the State of Registry of the aircraft concerned and it's operation is in accordance with instructions for use of the equipment laid down in the company operations manual issued by the aircraft operator.

1.6.1.6.2 Nothing in the following procedures shall prevent pilots - in - command from exercising their best judgement and full authority in the choice of the best course of action to resolve a traffic conflict.

1.6.1.7 USE OF ACAS INDICATIONS

ACAS indications are intended to assist pilots in the active search for, and visual acquisition of, the conflicting traffic and the avoidance of potential collisions. The following safety considerations apply:

a) Pilots shall not manoeuvre their aircraft in response to traffic advisories only;

   Note: *Traffic advisories are intended to assist in visual acquisition of conflicting traffic and to alert the pilot to the possibility of a resolution advisory. The restriction in the use of traffic advisories is due to the limited bearing accuracy and to the difficulty in interpreting altitude rate from displayed traffic information.*

b) In the event of a resolution advisory, ATC will expect the pilot to respond. If avoiding action is necessary, alteration of flight path should be limited to the minimum extent necessary to comply with the resolution advisories;
c) Pilots who deviate from an air traffic control clearance in response to a resolution advisory shall promptly return to the terms of the previous air traffic control instruction or clearance when the conflict is resolved and shall notify the appropriate ATC unit as soon as possible.

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GRAPHIC PORTRAYAL OF AREA OF RADAR COVERAGE

BAHRAIN

THIS CHART SHOWS AIR TRAFFIC CONTROL REGIONS NOT TERRITORIAL BOUNDARIES.

VAR 2.49° E 2020

230 NM

200 NM

80 NM

BAHRAIN MSSR 256 NM

BAHRAIN PSR 80 NM

DOHA ASR/SSR 200NM

TEHRAN FIR

KUWAIT FIR

BAGHDAD FIR

JEDDAH FIR

KUWAIT FIR

JEDDAH FIR

KUWAIT FIR

BAHRAIN FIR/UIR

TEHRAN FIR

BAHRAIN FIR/UIR

BAHRAIN FIR/UIR

JEDDAH FIR

TEHRAN FIR

BAHRAIN FIR/UIR

FIR
BAHRAIN FIR
FL 145
GND

TEHRAN FIR

EMIRATES FIR

BAHRAIN INTERNATIONAL

BAHRAIN / SAKHIR AIRBASE

BAHRAIN / ISA AIRBASE

HAMAD INTERNATIONAL

ALUDAID AIRBASE

DOHA INTERNATIONAL

BAHRAIN FIR/UIR

EMIRATES FIR

EMIRATES FIR

JEDDAH FIR

EMIRATES FIR

MUSCAT FIR

JEDDAH FIR

MUSCAT FIR

LEGEND

Flight information region (FIR)

Aerodromes

- CIVIL
- MILITARY
- JOINT CIVIL-MIL
- CIVIL INTL
- JOINT CIVIL-MIL INTL
- EMERGENCY
- CLOSED

SCALE 1 : 2500000

Amendment: BAH MSSR range Updated.

or duplicate address is installed on an aircraft. Incorrect or duplicated 24-bit aircraft addresses will also undermine the effectiveness of surveillance services based on SSR Mode S.

It is essential that aircraft operators comply with the aircraft address assignment procedures of the state regulatory authority to which blocks of addresses have been allocated by ICAO.

Note: *Telephony designators for aircraft operating agencies are contained in ICAO Doc 8585.*

The world-wide addressing scheme has been designed so that, at any one time, no address is assigned to more than one aircraft. Only one address can be assigned to an aircraft and it can not be changed except under exceptional circumstances authorised by the State Regulatory Authority concerned.

When an aircraft changes it's State of Regulatory of Registry, the previously assigned address is to be relinquished and a new address assigned by the new registering authority.

It is essential that the aircraft address is periodically verified using ramp tests. Such checks must also be conducted when a major maintenance check has taken place and when the aircraft has changed registration, to ensure that a newly assigned address has been properly set.

1.6.2.4.3 CORRECT SETTING OF AIRCRAFT IDENTIFICATION

To comply with airborne equipment requirements, Mode S transponder equipped aircraft must incorporate an Aircraft Identification Feature. Correct setting of aircraft identification is essential for the correlation of radar tracks with flight plan data in the ATM and Airport Operator ground systems. Initial operational trials using SSR Mode S have shown that many aircraft are transmitting incorrect aircraft identification, e.g. J9165 instead of JZR165. Such erroneous settings of aircraft identification prohibit automatic flight plan correlation and, if perpetuated, will severely limit the effectiveness of Mode S to relieve the shortage of SSR codes.

In accordance with ICAO Doc 8168 [PANS-OPS] Vol. I, Part III, flight crew of aircraft equipped with Mode S having an aircraft identification feature shall set the aircraft identification in the transponder. The setting shall correspond to the aircraft identification specified in item 7 of the ICAO flight plan, or, if no flight plan has been filed, the aircraft registration.

Note: *All Mode S equipped aircraft engaged in international civil aviation are required to have an aircraft identification feature.*

Note: *No zeroes, dashes or spaces are to be added when the aircraft identification consists of less than 7 characters.*

Mode (S) and Selected Altitude use in the OBBB FIR

The provision of the selected altitude set by aircrew, to the controller, gives them the ability to intervene, where the selected altitude does not match the clearance. This greatly reduces the chance of a Level Bust.

Selected altitude data is presented as either a flight level or an altitude, depending on surveillance system settings, For ATC and Air-Ground Communication purposes, the generic phrase 'Seleted level' is often used to encompass data presented as either an altitude or flight level.

The following factors are preventable, using the display of a Selected Altitude / CFL mismatch:

- Correct pilot Read-back or Hear-back followed by incorrect action;

- Incorrect pilot read-back by correct aircraft;

- Pilot read-back by incorrect aircraft.

The ATM System will generate an alert where there is a discrepancy between the Cleared Level and the aircraft Selected Altitude; Controllers are required to advise the pilot using the following phrase; "(Callsign), Check Selected Level. Cleared Level is (correct cleared level)"

Pilots of Mode (S) equipped aircraft, operating within the OBBB FIR shall ensure that their current cleared level is set as the selected altitude in the aircraft mode control panel, unless established on final approach for OBBI.

Any failure to comply with the above, pilots shall immediately inform ATC.

1.6.2.4.4 FURTHER INFORMATION

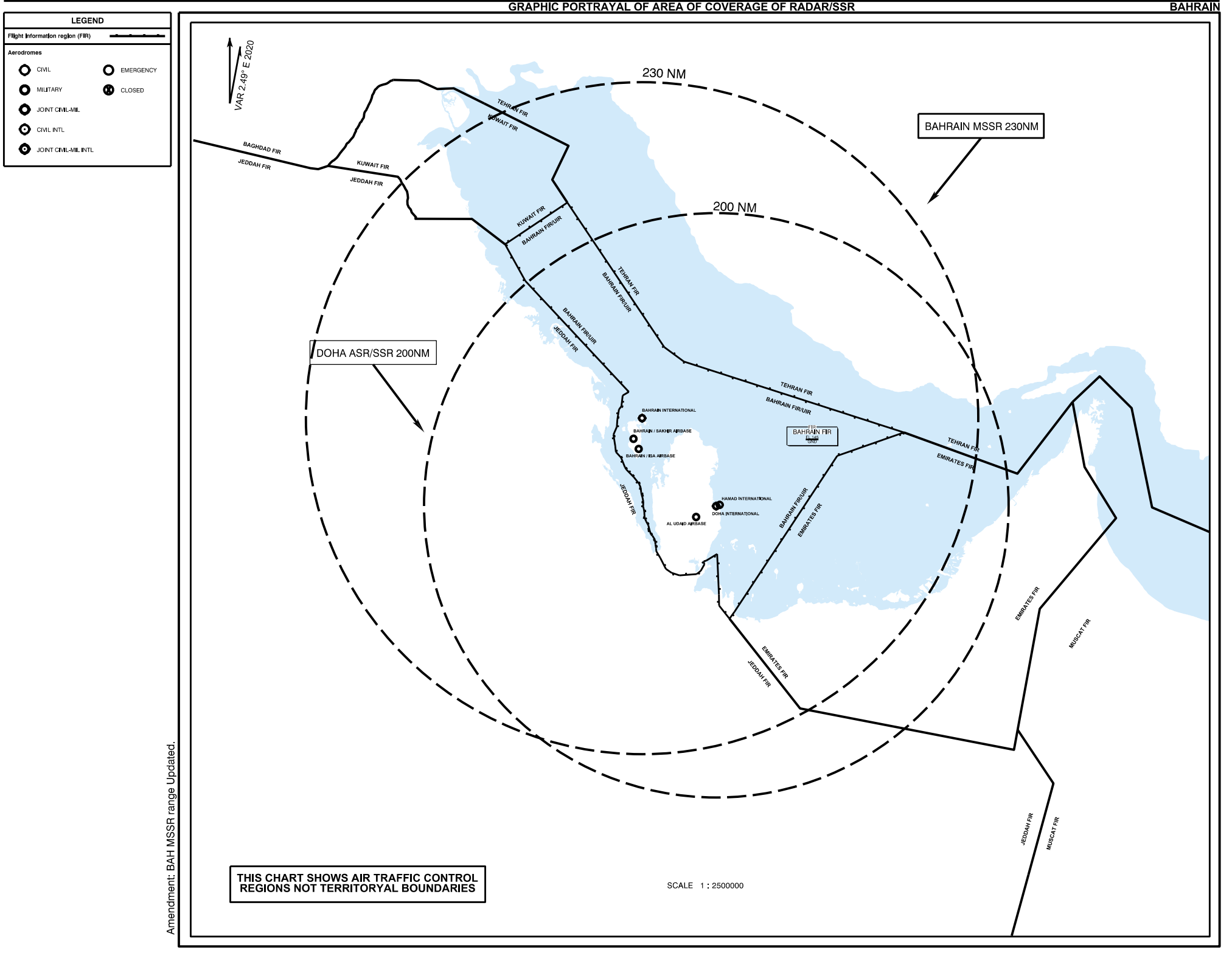
Or guidance may be obtained from:

Bahrain Senior Air Traffic Control Officer

+973 17 32 9927

satco@mtt.gov.bh

GRAPHIC PORTRAYAL OF AREA OF COVERAGE OF RADAR/SSR BAHRAIN



Amendment: BAH MSSR range Updated.

ENR 1.7 ALTIMETER SETTING PROCEDURES

1.7.1 INTRODUCTION

The Altimeter setting procedures in use generally conform to those contained in ICAO Doc 8168 - OPS, / 611 Volume 1 and DOC 7030, and are given in full below. QNH reports and temperature information for use in determining adequate terrain clearance are provided in MET broadcasts, and are available on request from Air Traffic Services Units. QNH values are given in whole hectopascals.

1.7.2 BASIC ALTIMETER SETTING PROCEDURES

1.7.2.1 **General**

1.7.2.1.1 The Transition Altitude is fixed at 13000 FT AMSL for the entire BAHRAIN FIR. The Transition level is fixed at FL 150 for the entire BAHRAIN FIR / BAHRAIN UIR.

1.7.2.1.2 Vertical displacement of aircraft at or below the Transition Altitude is expressed in terms of altitude. Vertical displacement of aircraft at or above the Transition Level is expressed in terms of Flight Levels. While an aircraft is passing through the Transition Layer, vertical displacement is expressed as altitude when descending, and as Flight Levels when climbing.

1.7.2.1.3 Flight Level Zero is located at the atmospheric pressure level of 1013.2 HPA (29.92"). Consecutive Flights are separated by a pressure interval corresponding to 500 FT in the Standard Atmosphere below FL 290, and by a pressure interval corresponding to 1000 FT above FL 290. Simultaneous flight at both the Transitional Altitude and the Transition Level is permissible as a minimum of 1000 FT separation exists between the two layers, however, level flight within the Transition Layer is not permitted.

1.7.2.1.4 QNH ALTIMETER SETTING DURING CLIMB: ALL AIRCRAFT SHALL REMAIN ON LOCAL QNH UNTIL PASSING TRANSITION ALTITUDE (13,000 FT) REGARDLESS OF ASSIGNED LEVEL. PASSING TRANSITION ALTITUDE, THE STD QNH (1013) SHOULD BE SELECTED.

1.7.2.1.5 STANDARD ALTIMETER SETTING DURING DESCENT: ALL AIRCRAFT SHALL REMAIN ON STD QNH (1013) UNTIL PASSING TRANSITION LEVEL (FL 150) REGARDLESS OF ASSIGNED LEVEL. PASSING TRANSITION LEVEL, THE LOCAL QNH SHOULD BE SELECED.

1.7.2.2 **Take - off and climb**

1.7.2.2.1 A QNH altimeter setting is made available to aircraft in the routine take - off and climb instructions.

1.7.2.2.2 Vertical displacement of aircraft during the climb is controlled by reference to altitudes until reaching the Transition Altitude, above which vertical displacement is controlled by reference to Flight Levels. In this context, the word "controlled" is used in a composite sense in that a pilot will wish to fly his aircraft at predetermined Flight Levels or altitudes, and Air Traffic Services will wish to advise the pilot of the availability of Flight Levels and altitudes. Both are concerned with the vertical position of aircraft.

1.7.2.3 **En - route at and below the transition altitude - altimeter pressure setting**

BAHRAIN INTERNATIONAL airport QNH

1.7.2.4 **Vertical separation - En-route**

1.7.2.4.1 Aircraft shall be flown En-route at Flight Levels at all times when above 13000 FT AMSL.

1.7.2.4.2 When complying with the semi-circular system of cruising levels of Annex 2, an aircraft shall be flown at Flight Levels or Flight Altitudes corresponding to the magnetic track as shown in the following table:

Magnetic Track	**000° - 179°**		**180° - 359°**	
Flight Rules	**IFR**	**VFR**	**IFR**	**VFR**
Flight Altitudes		1500	2000	2500
	3000	3500	4000	4500
	5000	5500	6000	6500
	Up to 13000	Up to 11500	Up to 12000	Up to 12500
Flight Levels	150		160	
	170		180	
	190		200	
	Up to 290		Up to 280	

Magnetic Track	000° - 179°		180° - 359°	
Flight Rules	IFR	VFR	IFR	VFR
	310		300	
	330		320	
	350		340	
	370		360	
	390		380	
	etc		etc	

1.7.2.5 **Approach and landing**

1.7.2.5.1 A QNH altimeter setting is made available in the routine approach and landing instructions.

1.7.2.5.2 Vertical displacement of aircraft during approach is controlled by reference to Flight Levels until reaching the Transition Level, below which vertical displacement is controlled by reference to altitudes.

Note: *This does not preclude a pilot from using a QFE setting to terrain clearance purposes during the final approach of the runway.*

1.7.2.6 **Missed approach**

The relevant portions of **ENR 1.7.2.1**, **ENR 1.7.2.2** and **ENR 1.7.2.5** shall be applied to the case of a missed approach..

1.7.3 DESCRIPTION OF ALTIMETER SETTING REGION

There is a single altimeter pressure setting region which covers the entire BAHRAIN FIR / BAHRAIN UIR, however see **ENR 1.7.2.2.2**.

1.7.4 PROCEDURES APPLICABLE TO OPERATORS, INCLUDING PILOTS

The levels at which flight is to be conducted shall be specified in a Flight Plan;

a) in terms of Flight Levels, if the flight is to be conducted at or above the Transition Level, and
b) in terms of altitudes of the flight is to be conducted in the vicinity of an aerodrome, and at or below the Transition Altitude.

Note: *Short flights in the vicinity of an aerodrome may often be conducted only at altitudes below the Transition Altitude.*

Note: *Flight Levels are specified in a plan by number; and not in terms of feet as is the case with altitudes.*

1.7.5 TABLE OF CRUISING LEVELS

TRACK											
From 000° to 179°						From 180° to 359°					
IFR Flights			VFR Flights			IFR Flights			VFR Flights		
FL	Altitude		FL	Altitude		FL	Altitude		FL	Altitude	
	Metres	Feet		Metres	Feet		Metres	Feet		Metres	Feet
	900	3000		450	1500		600	2000		750	2500
	1500	5000		1050	3500		1200	4000		1350	4500
	2150	7000		1700	5500		1850	6000		2000	6500
	2750	9000		2300	7500		2450	8000		2600	8500
	3350	11000		2900	9500		3050	10000		3200	10500
	3950	13000		3500	11500		3650	12000		3800	12500

<table>
<tr><th colspan="8">TRACK</th></tr>
<tr><th colspan="4">From 000° to 179°</th><th colspan="4">From 180° to 359°</th></tr>
<tr><th colspan="2">IFR Flights</th><th colspan="2">VFR Flights</th><th colspan="2">IFR Flights</th><th colspan="2">VFR Flights</th></tr>
<tr><th>FL</th><th colspan="2">Altitude</th><th>FL</th><th colspan="2">Altitude</th><th>FL</th><th colspan="2">Altitude</th></tr>
<tr><th></th><th>Metres</th><th>Feet</th><th></th><th>Metres</th><th>Feet</th><th></th><th>Metres</th><th>Feet</th><th></th><th>Metres</th><th>Feet</th></tr>
<tr><td>150
170
190
210
230
250
270</td><td></td><td></td><td colspan="3">Class A airspace</td><td>160
180
200
220
240
260
280</td><td colspan="4">Class A airspace</td></tr>
<tr><td>290
310
330</td><td rowspan="2"></td><td rowspan="2"></td><td colspan="3" rowspan="2">Class A airspace RVSM applied
(See ENR 1.10)</td><td>300
320
340</td><td colspan="4" rowspan="2">Class A airspace RVSM applied
(See ENR 1.10)</td></tr>
<tr><td>350
370
390
410</td><td>360
380
400</td></tr>
<tr><td>450
490
etc.</td><td></td><td></td><td colspan="3">Class A airspace</td><td>430
470
etc.</td><td colspan="4">Class A airspace</td></tr>
</table>

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ENR 2. AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, UIR, TMA AND CTA

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/ Purpose	Remarks
1	2	3	4	5
BAHRAIN FIR 281500.00N 0485200.00E - 284400.00N 0494000.00E - 270500.00N 0505500.00E - 265500.00N 0511000.00E - 260400.00N 0535700.00E - 254900.00N 0530600.00E - 240300.00N 0514700.00E - 235816.00N 0514308.00E - 240724.00N 0513526.00E - 241458.00N 0513526.00E - 244247.00N 0513422.00E - 243817.00N 0512608.00E - 243747.00N 0512421.00E - 243731.00N 0512406.00E - 243549.00N 0512449.00E - 243116.00N 0512154.00E - 242907.00N 0511849.00E - 242816.00N 0510555.00E - 243000.00N 0510000.00E - 243243.00N 0505544.00E - 244024.00N 0505134.00E - 244440.00N 0504842.00E - 244543.00N 0504828.00E - 244653.00N 0504828.00E - 244927.00N 0504804.00E - 245244.00N 0504738.00E - 245534.00N 0504543.00E - 245631.00N 0504438.00E - 245927.00N 0504329.00E - 250243.00N 0504239.00E - 250516.00N 0504101.00E - 250758.00N 0503951.00E - 251153.00N 0503940.00E - 251355.00N 0503918.00E - 251522.00N 0503848.00E - 251849.00N 0503855.00E - 252144.00N 0503818.00E - 252336.00N 0503741.00E - 252510.00N 0503716.00E - 252828.00N 0503653.00E - 253111.00N 0503544.00E - 253543.98N 0503147.55E - 254057.00N 0502607.75E - 254227.58N 0502503.18E - 254908.47N 0502200.71E - 255301.53N 0501806.62E - 255709.25N 0501735.44E - 260450.10N 0501610.65E - 261018.28N 0501852.34E - 261514.69N 0501907.80E - 262217.45N 0502026.57E - 262423.93N 0502218.51E - 263148.00N 0502315.00E - 263420.00N 0502759.00E - 265234.00N 0500855.00E - 275000.00N 0490800.00E Below FL 150 / SFC except CTR / TMA Class of Airspace C at and above 4500 FT and below FL150 Class of Airspace G below 4500 FT	BAHRAIN ACC			

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/ Purpose	Remarks
1	2	3	4	5
NORTH LOW SECTOR 271557.30N 0504650.00E - 270757.00N 0503655.32E - 270838.05N 0495202.00E - 275000.00N 0490800.00E - 281500.00N 0485200.00E - 284400.00N 0494000.00E - 271557.30N 0504650.00E	BAHRAIN ACC	BAHRAIN NORTH LOW English H24	126.700 MHZ	SFC to below FL325
NORTH HIGH SECTOR 271557.30N 0504650.00E - 270757.00N 0503655.32E - 270838.05N 0495202.00E - 275000.00N 0490800.00E - 281500.00N 0485200.00E - 284400.00N 0494000.00E - 271557.30N 0504650.00E	BAHRAIN ACC	BAHRAIN NORTH HIGH English H24	127.575 MHZ	FL325 and above
CENTRAL LOW SECTOR 271557.30N 0504650.00E - 270500.00N 0505500.00E - 265810.49N 0510515.00E - 264804.00N 0510117.00E - 261515.06N 0511652.11E - 255856.00N 0515024.00E - 252055.00N 0514100.00E - 253111.00N 0503544.00E - 253544.00N 0503147.55E - 254057.00N 0502608.00E - 254227.58N 0502503.18E - 254908.47N 0502201.00E - 255301.53N 0501807.00E - 255709.25N 0501735.44E - 260450.10N 0501611.00E - 261018.28N 0501852.34E - 261515.00N 0501908.00E - 262217.45N 0502026.57E - 262424.00N 0502218.51E - 263148.00N 0502315.00E - 263420.00N 0502759.00E - 265234.00N 0500855.00E - 270838.05N 0495202.00E - 270757.00N 0503655.32E - 271557.30N 0504650.00E	BAHRAIN ACC	BAHRAIN CENTRAL LOW English H24	124.300 MHZ	FL335 and below

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/ Purpose	Remarks
1	2	3	4	5
CENTRAL HIGH SECTOR 271557.30N 0504650.00E - 270500.00N 0505500.00E - 265810.49N 0510515.00E - 264804.00N 0510117.00E - 261515.06N 0511652.11E - 255856.00N 0515024.00E - 252055.00N 0514100.00E - 253111.00N 0503544.00E - 253544.00N 0503147.55E - 254057.00N 0502608.00E - 254227.58N 0502503.18E - 254908.47N 0502201.00E - 255301.53N 0501807.00E - 255709.25N 0501735.44E - 260450.10N 0501611.00E - 261018.28N 0501852.34E - 261515.00N 0501908.00E - 262217.45N 0502026.57E - 262424.00N 0502218.51E - 263148.00N 0502315.00E - 263420.00N 0502759.00E - 265234.00N 0500855.00E - 270838.05N 0495202.00E - 270757.00N 0503655.32E - 271557.30N 0504650.00E	BAHRAIN ACC	BAHRAIN CENTRAL HIGH English H24	127.525 MHZ	FL335 and above
EAST HIGH SECTOR 265810.49N 0510515.00E - 265500.00N 0511000.00E - 260400.00N 0535700.00E - 254900.00N 0530600.00E - 253815.20N 0525751.54E - 255540.00N 0522010.29E - 255856.00N 0515024.18E - 261515.06N 0511652.11E - 264804.00N 0510117.00E - 265810.49N 0510515.00E	BAHRAIN ACC	BAHRAIN EAST HIGH English H24	132.125 MHZ	East High is defined as a portion of the East Sector above FL295, north of the line: 265811N 0510515E, 264804N 0510117E, 261517N 0511659E, 255856N 0515024E, 255540N 0522010E, 253815N 0525752E,

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/ Purpose	Remarks
1	2	3	4	5
EAST LOW SECTOR 253815.20N 0525751.54E - 240300.00N 0514700.00E - 235816.00N 0514308.00E - 240724.00N 0513526.00E - 241458.00N 0513526.00E - 244247.00N 0513422.00E - 243817.00N 0512608.00E - 243747.00N 0512421.00E - 243731.00N 0512406.00E - 243549.00N 0512449.00E - 243116.00N 0512154.00E - 242907.00N 0511849.00E - 242816.00N 0510555.00E - 243000.00N 0510000.00E - 243243.00N 0505544.00E - 244024.00N 0505134.00E - 244440.00N 0504842.00E - 244543.00N 0504828.00E - 244653.00N 0504828.00E - 244927.00N 0504804.00E - 245244.00N 0504738.00E - 245534.00N 0504543.00E - 245631.00N 0504438.00E - 245927.00N 0504329.00E - 250243.00N 0504239.00E - 250516.00N 0504101.00E - 250758.00N 0503951.00E - 251153.00N 0503940.00E - 251355.00N 0503918.00E - 251522.00N 0503848.00E - 251849.00N 0503855.00E - 252144.00N 0503818.00E - 252336.00N 0503741.00E - 252510.00N 0503716.00E - 252828.00N 0503653.00E - 253111.00N 0503544.00E - 252055.00N 0514100.00E - 255856.00N 0515024.00E - 255540.00N 0522010.29E - 253815.00N 0525751.00E	BAHRAIN ACC	BAHRAIN EAST LOW English H24	132.850 MHZ	Except Portion Underline East High:- 265811N 0510515E, 264804N 0510117E, 261517N 0511659E, 255856N 0515024E, 255540N 0522010E, 253815N 0525752E, Below FL295

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/ Purpose	Remarks
1	2	3	4	5
BAHRAIN UIR 281500.00N 0485200.00E - 284400.00N 0494000.00E - 270500.00N 0505500.00E - 265500.00N 0511000.00E - 260400.00N 0535700.00E - 254900.00N 0530600.00E - 240300.00N 0514700.00E - 235816.00N 0514308.00E - 240724.00N 0513526.00E - 241458.00N 0513526.00E - 244247.00N 0513422.00E - 243817.00N 0512608.00E - 243747.00N 0512421.00E - 243731.00N 0512406.00E - 243549.00N 0512449.00E - 243116.00N 0512154.00E - 242907.00N 0511849.00E - 242816.00N 0510555.00E - 243000.00N 0510000.00E - 243243.00N 0505544.00E - 244024.00N 0505134.00E - 244440.00N 0504842.00E - 244543.00N 0504828.00E - 244653.00N 0504828.00E - 244927.00N 0504804.00E - 245244.00N 0504738.00E - 245534.00N 0504543.00E - 245631.00N 0504438.00E - 245927.00N 0504329.00E - 250243.00N 0504239.00E - 250516.00N 0504101.00E - 250758.00N 0503951.00E - 251153.00N 0503940.00E - 251355.00N 0503918.00E - 251522.00N 0503848.00E - 251849.00N 0503855.00E - 252144.00N 0503818.00E - 252336.00N 0503741.00E - 252510.00N 0503716.00E - 252828.00N 0503653.00E - 253111.00N 0503544.00E - 253543.98N 0503147.55E - 254057.00N 0502607.75E - 254227.58N 0502503.18E - 254908.47N 0502200.71E - 255301.53N 0501806.62E - 255709.25N 0501735.44E - 260450.10N 0501610.65E - 261018.28N 0501852.34E - 261514.69N 0501907.80E - 262217.45N 0502026.57E - 262423.93N 0502218.51E - 263148.00N 0502315.00E - 263420.00N 0502759.00E - 265234.00N 0500855.00E - 275000.00N 0490800.00E UNL FL150 Class of Airspace A, FL 150 / FL 460 Class of Airspace; G, above FL 460	BAHRAIN ACC			RVSM rules apply between FL 290 - FL 410 inclusive ALL AIRCRAFT INBOUND TO OBBB FIR FROM OIIX FIR ARE REQUIRED TO CONTACT OBBB ATC FIVE MINUTES BEFORE FIR BOUNDARY ESTIMATE. KUVER AT AND ABOVE FL330 CONTACT FREQ 127.575 MHZ. KUVER AT AND BELOW FL320 CONTACT FREQ 126.700 MHZ, ALSER FL240 AND BELOW CONTACT FREQ 126.700 MHZ, ALSER FL250 UP TO FL330 CONTACT FREQ 124.300 MHZ. ALSER FL340 AND ABOVE CONTACT 127.525 MHZ. MIDSI FL290 AND BELOW CONTACT FREQ 132.850 MHZ. MIDSI FL310 AND ABOVE CONTACT FREQ 132.125 MHZ.

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/ Purpose	Remarks
1	2	3	4	5
NORTH LOW SECTOR 271557.30N 0504650.00E - 270757.00N 0503655.32E - 270838.05N 0495202.00E - 275000.00N 0490800.00E - 281500.00N 0485200.00E - 284400.00N 0494000.00E - 271557.30N 0504650.00E	BAHRAIN ACC	BAHRAIN NORTH LOW English H24	126.700 MHZ	SFC to below FL325
NORTH HIGH SECTOR 271557.30N 0504650.00E - 270757.00N 0503655.32E - 270838.05N 0495202.00E - 275000.00N 0490800.00E - 281500.00N 0485200.00E - 284400.00N 0494000.00E - 271557.30N 0504650.00E	BAHRAIN ACC	BAHRAIN NORTH HIGH English H24	127.575 MHZ	FL325 and above
CENTRAL HIGH SECTOR 271557.30N 0504650.00E - 270500.00N 0505500.00E - 265810.49N 0510515.00E - 264804.00N 0510117.00E - 261515.06N 0511652.11E - 255856.00N 0515024.00E - 252055.00N 0514100.00E - 253111.00N 0503544.00E - 253544.00N 0503147.55E - 254057.00N 0502608.00E - 254227.58N 0502503.18E - 254908.47N 0502201.00E - 255301.53N 0501807.00E - 255709.25N 0501735.44E - 260450.10N 0501611.00E - 261018.28N 0501852.34E - 261515.00N 0501908.00E - 262217.45N 0502026.57E - 262424.00N 0502218.51E - 263148.00N 0502315.00E - 263420.00N 0502759.00E - 265234.00N 0500855.00E - 270838.05N 0495202.00E - 270757.00N 0503655.32E - 271557.30N 0504650.00E	BAHRAIN ACC	BAHRAIN CENTRAL HIGH English H24	127.525 MHZ	FL335 and above

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/ Purpose	Remarks
1	2	3	4	5
CENTRAL LOW SECTOR 271557.30N 0504650.00E - 270500.00N 0505500.00E - 265810.49N 0510515.00E - 264804.00N 0510117.00E - 261515.06N 0511652.11E - 255856.00N 0515024.00E - 252055.00N 0514100.00E - 253111.00N 0503544.00E - 253544.00N 0503147.55E - 254057.00N 0502608.00E - 254227.58N 0502503.18E - 254908.47N 0502201.00E - 255301.53N 0501807.00E - 255709.25N 0501735.44E - 260450.10N 0501611.00E - 261018.28N 0501852.34E - 261515.00N 0501908.00E - 262217.45N 0502026.57E - 262424.00N 0502218.51E - 263148.00N 0502315.00E - 263420.00N 0502759.00E - 265234.00N 0500855.00E - 270838.05N 0495202.00E - 270757.00N 0503655.32E - 271557.30N 0504650.00E	BAHRAIN ACC	BAHRAIN CENTRAL LOW English H24	124.300 MHZ	FL335 and below
EAST HIGH SECTOR 265810.49N 0510515.00E - 265500.00N 0511000.00E - 260400.00N 0535700.00E - 254900.00N 0530600.00E - 253815.20N 0525751.54E - 255540.00N 0522010.29E - 255856.00N 0515024.18E - 261515.06N 0511652.11E - 264804.00N 0510117.00E - 265810.49N 0510515.00E	BAHRAIN ACC	BAHRAIN EAST HIGH English H24	132.125 MHZ	East High is defined as a portion of the East Sector above FL295, north of the line: 265811N 0510515E, 264804N 0510117E, 261517N 0511659E, 255856N 0515024E, 255540N 0522010E, 253815N 0525752E,

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/ Purpose	Remarks
1	2	3	4	5
EAST LOW SECTOR 253815.20N 0525751.54E - 240300.00N 0514700.00E - 235816.00N 0514308.00E - 240724.00N 0513526.00E - 241458.00N 0513526.00E - 244247.00N 0513422.00E - 243817.00N 0512608.00E - 243747.00N 0512421.00E - 243731.00N 0512406.00E - 243549.00N 0512449.00E - 243116.00N 0512154.00E - 242907.00N 0511849.00E - 242816.00N 0510555.00E - 243000.00N 0510000.00E - 243243.00N 0505544.00E - 244024.00N 0505134.00E - 244440.00N 0504842.00E - 244543.00N 0504828.00E - 244653.00N 0504828.00E - 244927.00N 0504804.00E - 245244.00N 0504738.00E - 245534.00N 0504543.00E - 245631.00N 0504438.00E - 245927.00N 0504329.00E - 250243.00N 0504239.00E - 250516.00N 0504101.00E - 250758.00N 0503951.00E - 251153.00N 0503940.00E - 251355.00N 0503918.00E - 251522.00N 0503848.00E - 251849.00N 0503855.00E - 252144.00N 0503818.00E - 252336.00N 0503741.00E - 252510.00N 0503716.00E - 252828.00N 0503653.00E - 253111.00N 0503544.00E - 252055.00N 0514100.00E - 255856.00N 0515024.00E - 255540.00N 0522010.29E - 253815.00N 0525751.00E	BAHRAIN ACC	BAHRAIN EAST LOW English H24	132.850 MHZ	Except Portion Underline East High: 265811N 0510515E, 264804N 0510117E, 261517N 0511659E, 255856N 0515024E, 255540N 0522010E, 253815N 0525752E, Below FL295

ENR 3.3 AREA NAVIGATION (RNAV) ROUTES

Route designator (RNAV type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit / Airspace classification / Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit channel Logon address
1	2	3	4	5		6
A453 **(RNAV 1)**						AVBL FOR OBBB FIR AP OR E OEJD AP DEP DEST OKAC AP. REFER TO SRD SUP FOR DETAILS. AVBL FOR OIIX FIR TFC TRANSITING TO OEJD FIR. REFER TO SRD SUP FOR DETAILS.
▲ MIDSI (FIR BDRY) 264142N 0515442E	226° 12.0 NM	FL 460 4 500 FT MSL	1	↓		OIIX / OBBB FIR BDRY BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 132.125 (FL295 ABV) FREQ: 132.850 (FL290 BLW)
▲ BOTOB 263350N 0514505E	225° 17.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 132.125 (FL295 ABV) FREQ: 132.850 (FL290 BLW)
▲ SOLOB 262241N 0513132E	260° 8.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 132.125 (FL295 ABV) FREQ: 132.850 (FL290 BLW)
▲ TOBLI 262134N 0512301E	260° 8.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 132.125 (FL295 ABV) FREQ: 132.850 (FL290 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
▲ SOGAT 262029N 0511443E	260° 4.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
▲ RIKET 261952N 0510954E	260° 12.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
▲ ASTAD 261812N 0505646E	260° 16.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
▲ BAHRAIN DVORDME (BHR)						

Route designator (RNAV type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit / Airspace classification / Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit channel Logon address
1	2	3	4	5		6
261530N 0503919E	337° 9.0 NM	FL 460 / 4 500 FT MSL	1		↓	BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
▲ ELOSO						
262409N 0503551E	339° 9.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
▲ DESBU						
263240N 0503241E	339° 10.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
▲ EGMOR						
264211N 0502907E	315° 9.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
▲ LOTOR						
264854N 0502200E	314° 19.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
▲ RAMSI						
270249N 0500714E	308° 40.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW
▲ ORNAK						
272854N 0493248E	319° 30.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW
▲ SOLEM						
275229N 0491136E	328° 28.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW
△ KUMBO (FIR BDRY)						
281705N 0485526E						OBBB / OKAC FIR BDRY REFER TO KUWAIT AIP

Route designator (RNAV type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit channel Logon address
1	2	3	4	5		6
B419 **(RNAV 1)**						AVBL FOR E OEJD AP DEP TFC TO OKAC FIR. REFER TO SRD SUP FOR DETAILS. WHEN INDICATED BY NOTAM ONLY, AVBL FOR E OEJD AP DEP TFC TO OIIX FIR VIA ROTOX. REFER TO SRD SUP FOR DETAILS.
▲ METLA (FIR BDRY) 265645N 0500433E	019° 7.0 NM	FL 460 4 500 FT MSL	1	↓		OBBB / OEJD FIR BDRY BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
▲ RAMSI 270249N 0500714E						BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)

Route designator (RNAV type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit / Airspace classification / Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels (Odd / Even)	Remarks Controlling unit channel Logon address
1	2	3	4	5	6
B457 **(RNAV 1)**					
					AVBL FOR OBBB FIR AP DEP TO OEJD FIR OR OTHH, OTBD DEP TFC LDG OKAC FIR. REFER TO SRD SUP FOR DETAILS.
EMISA					
▲ 254658N 0514207E	296° 116° 24.0 NM	FL 460 4 500 FT MSL	1	↓	BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 MSL CLASS C FL245 BLW DELEGATED TO DOHA APP. REFER TO QATAR AIP FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL250 - FL330)
PATOM					
▲ 255821N 0511836E	296° 116° 13.7 NM				BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 MSL CLASS C FL245 BLW DELEGATED TO DOHA APP. REFER TO QATAR AIP FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL250 - FL330)
DENVO					
▲ 260452N 0510509E	292° 112° 4.4 NM			↑	BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 MSL CLASS C FL245 BLW DELEGATED TO DOHA APP. REFER TO QATAR AIP FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL250 - FL330)
TULUB					
▲ 260644N 0510041E	292° 21.0 NM			↓	BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
BAHRAIN DVORDME (BHR)					
▲ 261530N 0503919E	276° 17.0 NM				BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
NARMI (FIR BDRY)					
▲ 261802N 0501939E					OBBB / OEJD FIR BDRY REFER TO SAUDI AIP

Route designator (RNAV type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit / Airspace classification / Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels (Odd / Even)	Remarks Controlling unit channel Logon address
1	2	3	4	5	6
L602 **(RNAV 1)**					AVAILABLE FOR OMAE FIR TFC OR OTBH DEP TFC TO OVERFLY OKAC FIR. REFER TO SRD SUP FOR DETAILS. MANDATORY X ALTOM IN LVL FLT.
TUMAK (FIR BDRY) 255031N 0531108E	292° 26.0 NM	FL 460 4 500 FT MSL	1	↓	OBBB / OMAE FIR BDRY BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 132.125 (ABV FL290) FREQ: 132.850 (FL290 BLW)
VEDOM 260109N 0524456E	294° 13.0 NM				BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 132.125 (ABV FL290) FREQ: 132.850 (FL290 BLW)
ORLUP 260651N 0523216E	294° 14.0 NM				BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 132.125 (ABV FL290) FREQ: 132.850 (FL290 BLW)
VELAK 261307N 0521821E	294° 13.0 NM				BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 132.125 (ABV FL290) FREQ: 132.850 (FL290 BLW)
LABOP 261907N 0520429E	294° 8.0 NM				BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 132.125 (ABV FL290) FREQ: 132.850 (FL290 BLW)
ALTOM 262230N 0515639E	289° 6.0 NM				BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 132.125 (ABV FL290) FREQ: 132.850 (FL290 BLW)
BOPOV 262430N 0515043E	288° 12.0 NM				BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 132.125 (ABV FL290) FREQ: 132.850 (FL290 BLW)
ALMOK 262832N 0513840E	288° 20.0 NM				BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 132.125 (ABV FL290) FREQ: 132.850 (FL290 BLW)
GITBO					

Route designator (RNAV type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit / Airspace classification / Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit channel Logon address
1	2	3	4	5		6
263527N 0511750E	287° 16.0 NM	FL 460 / 4 500 FT MSL	1		↓	BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 132.125 (FL295 ABV) FREQ: 132.850 (FL290 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
▲ VEDOS						
264106N 0510045E	287° 21.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
▲ MOGAS						
264800N 0503909E	307° 11.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
▲ TOLMO						
265504N 0502927E	311° 11.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
▲ EGLIT						
270256N 0502006E	311° 10.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330-FL255) FREQ: 126.700 (FL250 BLW)
▲ TOKMA						
270939N 0501159E	322° 15.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
▲ ORSOL						
272135N 0500208E	320° 32.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
▲ ITNAS						
274644N 0493957E	320° 19.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
▲ DAMUR						

Route designator (RNAV type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit / Airspace classification / Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels (Odd / Even)	Remarks Controlling unit channel Logon address
1	2	3	4	5	6
280137N 0492638E	319° 18.0 NM	FL 460 / 4 500 FT MSL	1	↓	BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
▲ ITEVO 281558N 0491332E	319° 10.0 NM				BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
▲ DAVUS (FIR BDRY) 282346N 0490622E					OBBB / OKAC FIR BDRY REFER TO KUWAIT AIP

Route designator (RNAV type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit / Airspace classification / Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit channel Logon address
1	2	3	4	5		6
L703 **(RNAV 1)**						AVBL FOR OKAC FIR TFC LDG OBBB FIR AP OR E OEJD AP. REFER TO SRD SUP FOR DETAILS. AVBL FOR OKAC FIR STATE ACFT LDG OR OVERFLYING OMAE FIR REQ TO REMAIN OVER INTL WATERS. REFER TO SRD SUP FOR DETAILS.
▲ LONOS (FIR BDRY) 283027N 0491713E	135° 15.0 NM	FL 460 4 500 FT MSL	1	↓		OKAC / OBBB FIR BDRY BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
▲ LOPOL 281850N 0492845E	136° 8.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
▲ GEPUT 281307N 0493423E	139° 13.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
▲ GODRI 280257N 0494308E	142° 17.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
▲ GOGRA 274918N 0495344E	142° 27.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
▲ OBNAX 272651N 0501103E	142° 13.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
▲ DEKTA						

Route designator (RNAV type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit / Airspace classification / Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels (Odd / Even)	Remarks Controlling unit channel Logon address
1	2	3	4	5	6
271605N 0501946E	142° 17.0 NM	FL 460 / 4 500 FT MSL	1	↓	BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
▲ VELOG					
270215N 0503056E	142° 4.0 NM				BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
▲ KOBOK					
265839N 0503349E	137° 50.0 NM				BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330-FL255) FREQ: 126.700 (FL250 BLW)
▲ RIKET					
261952N 0510954E	137° 20.0 NM				BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
▲ RASDI					
260425N 0512407E					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL250) FL245 BLW DELEGATED TO DOHA APP. REFER TO QATAR AIP

Route designator (RNAV type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit / Airspace classification / Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit channel Logon address
1	2	3	4	5		6
L721 **(RNAV 1)**						AVBL FOR OIIX FIR TFC LDG DOH TMA AP. REFER TO SRD SUP FOR DETAILS.
ELIDU (FIR BDRY)						
262424N 0525133E	222° 4.0 NM	FL 460 4 500 FT MSL	1	↓		OIIX / OBBB FIR BDRY BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 132.850
UKNEP						
262127N 0524818E	222° 10.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 132.850
UKUBU						
261428N 0524039E	222° 11.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 132.850
ORLUP						
260651N 0523216E	222° 11.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 132.850
ITMUB						
255919N 0522402E	222° 10.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 132.850
ALKAN						
255214N 0521615E	225° 8.3 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 132.850
SENKI						
254637N 0520928E	223° 17.7 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 132.850 (FL250 ABV) FL245 BLW DELEGATED TO DOHA APP. REFER TO QATAR AIP
LABOV						
253411N 0515521E	229° 7.5 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 132.850 (FL250 ABV) FL245 BLW DELEGATED TO DOHA APP. REFER TO QATAR AIP
BAYAN						
252926N 0514849E						BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 132.850 (FL250 ABV) FL245 BLW DELEGATED TO DOHA APP. REFER TO QATAR AIP

Route designator (RNAV type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit / Airspace classification / Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit channel Logon address
1	2	3	4	5		6
261530N 0503919E	337° 9.0 NM	FL 460 / 4 500 FT MSL	1	↓		BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
▲ ELOSO						
262409N 0503551E	339° 9.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
▲ DESBU						
263240N 0503241E	339° 10.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
▲ EGMOR						
264211N 0502907E	314° 9.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
▲ LOTOR						
264854N 0502200E	314° 19.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
▲ RAMSI						
270249N 0500714E	319° 18.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
▲ ORDAN						
271706N 0495442E	319° 31.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
▲ GIRSI						

Route designator (RNAV type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit / Airspace classification / Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels: Odd	Direction of cruising levels: Even	Remarks Controlling unit channel Logon address
1	2	3	4	5		6
274126N 0493311E	318° 20.0 NM	FL 460 / 4 500 FT MSL	1		↓	BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
▲ ENASO						
275707N 0491911E	334° 19.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
▲ EMORI						
281434N 0491051E	333° 10.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
▲ DAVUS (FIR BDRY)						
282346N 0490622E						OBBB/ OKAC FIR BDRY REFER TO KUWAIT AIP

Route designator (RNAV type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit / Airspace classification / Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit channel Logon address
1	2	3	4	5		6
M600 **(RNAV 1)**						AVBL FOR OMAE FIR TFC OR OTBH DEP TFC LDG IN OKAC FIR. REFER TO SRD SUP FOR DETAILS MANDATORY X ALTOM IN LVL FLT EXP X KUMBO FL180 BLW
TUMAK (FIR BDRY) 255031N 0531108E	292° 26.0 NM	FL 460 4 500 FT MSL	1	↓		OBBB / OMAE FIR BDRY BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 132.125 (ABV FL290) FREQ: 132.850 (FL290 BLW)
VEDOM 260109N 0524456E	294° 13.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 132.125 (ABV FL290) FREQ: 132.850 (FL290 BLW)
ORLUP 260651N 0523216E	294° 14.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 132.125 (ABV FL290) FREQ: 132.850 (FL290 BLW)
VELAK 261307N 0521821E	294° 13.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 132.125 (ABV FL290) FREQ: 132.850 (FL290 BLW)
LABOP 261907N 0520429E	294° 8.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 132.125 (ABV FL290) FREQ: 132.850 (FL290 BLW)
ALTOM 262230N 0515639E	289° 6.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 132.125 (ABV FL290) FREQ: 132.850 (FL290 BLW)
BOPOV 262430N 0515043E	288° 12.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 132.125 (ABV FL290) FREQ: 132.850 (FL290 BLW)
ALMOK 262832N 0513840E	288° 20.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 132.125 (ABV FL290) FREQ: 132.850 (FL290 BLW)
GITBO						

Route designator (RNAV type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit / Airspace classification / Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit channel Logon address
1	2	3	4	5		6
263527N 0511750E	287° 16.0 NM	FL 460 / 4 500 FT MSL	1		↓	BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 132.125 (FL295 ABV) FREQ: 132.850 (FL290 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
▲ VEDOS						
264106N 0510045E	287° 21.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
▲ MOGAS						
264800N 0503909E	289° 12.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
▲ RAKAK						
265221N 0502618E	300° 20.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
▲ RAMSI						
270249N 0500714E	308° 40.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
▲ ORNAK						
272854N 0493248E	319° 30.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
▲ SOLEM						
275229N 0491136E	328° 28.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
▲ KUMBO (FIR BDRY)						
281705N 0485526E						OBBB / OKAC FIR BDRY REFER TO KUWAIT AIP

Route designator (RNAV type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit / Airspace classification / Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit channel Logon address
1	2	3	4	5		6
M677 **(RNAV 1)**						AVBL FOR OKAC FIR DEP LDG OR OVERFLYING N OMAE FIR. REFER TO SRD SUP FOR DETAILS. MANDATORY X DEBGU IN LVL FLT N OMAE FIR LDG TFC ABV FL310 EXP X DEGSO FL310 BLW.
RABAP (FIR BDRY) 283625N 0492722E	119° 22.0 NM	FL 460 4 500 FT MSL	1	↓		OKAC / OBBB FIR BDRY BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
PASAK 282500N 0494847E	146° 57.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
IVIVI 273734N 0502437E	143° 13.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
DEBGU 272648N 0503252E	143° 22.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
VEDOR 270855N 0504630E	133° 13.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL255) FREQ: 126.700 (FL250 BLW)
TOSDA 270005N 0505629E	120° 15.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
TORBO						

Route designator (RNAV type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit / Airspace classification / Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels (Odd / Even)	Remarks Controlling unit channel Logon address
1	2	3	4	5	6
265223N 0511024E	106° 26.0 NM	FL 460 / 4 500 FT MSL	1	↓	BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 132.125 (FL295 ABV) FREQ: 132.850 (FL290 BLW)
SEVNI					
264401N 0513815E	106° 15.0 NM				BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 132.125 (FL295 ABV) FREQ: 132.850 (FL290 BLW)
SOGAN					
263915N 0515408E	107° 42.0 NM				BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 132.125 (FL295 ABV) FREQ: 132.850 (FL290 BLW)
MURUB					
262455N 0523751E	106° 10.0 NM				BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 132.125 (FL295 ABV) FREQ: 132.850 (FL290 BLW)
UKNEP					
262127N 0524818E	106° 30.0 NM				BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 132.125 (FL295 ABV) FREQ: 132.850 (FL290 BLW)
DEGSO					
261054N 0531946E	112° 25.0 NM				BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 132.125 (FL295 ABV) FREQ: 132.850 (FL290 BLW)
OBNET (FIR BDRY)					
260032N 0534514E					OBBB / OMAE FIR BDRY REFER TO UAE AIP

Route designator (RNAV type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit channel Logon address
1	2	3	4	5		6
P708 **(RNAV 1)**						AVBL FOR OKAC FIR TFC LDG OR OVERFLYING S OMAE FIR. REFER TO SRD SUP FOR DETAILS. OKAC FIR DEP EXP X REVAX IN LVL FLT. S OMAE FIR LDG TFC ABV FL310 EXP X RESAR FL310 BLW EXC MIL EXP X RESAR FL290 BLW.
LONOS (FIR BDRY) 283027N 0491713E	120° 31.0 NM	FL 460 4 500 FT MSL	1	↓		OKAC / OBBB FIR BDRY BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
ORGEL 281312N 0494614E	142° 51.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
DATEN 273118N 0501832E	143° 13.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
REVAX 272026N 0502651E	140° 20.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
GETAL 270410N 0504040E	144° 13.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330-FL255) FREQ: 126.700 (FL250 BLW)
DEBEN 265254N 0504856E	144° 57.7 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
RASDI						

Route designator (RNAV type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit / Airspace classification / Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit channel Logon address
1	2	3	4	5		6
260425N 0512407E	117° 20.3 NM	FL 460 / 4 500 FT MSL	1	↓		BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL250) FL245 BLW DELEGATED TO DOHA APP. REFER TO QATAR AIP
▲ VELAM 255426N 0514347E	116° 8.7 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL250) FL245 BLW DELEGATED TO DOHA APP. REFER TO QATAR AIP
▲ VUTAN 255016N 0515218E	113° 31.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 132.850 (FL250 ABV) FL245 BLW DELEGATED TO DOHA APP. REFER TO QATAR AIP
▲ RESAR 253707N 0522328E	117° 20.6 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 132.850 (FL250 ABV) FL245 BLW DELEGATED TO DOHA APP. REFER TO QATAR AIP
▲ ALSEM 252703N 0524322E	119° 4.5 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 132.850 (FL250 ABV) FL245 BLW DELEGATED TO DOHA APP. REFER TO QATAR AIP
▲ OVONA (FIR BDRY) 252443N 0524739E						OBBB / OMAE FIR BDRY REFER TO UAE AIP

Route designator (RNAV type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit / Airspace classification / Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit channel Logon address
1	2	3	4	5		6
T444 **(RNAV 1)**						RTE AVBL BY NOTAM ONLY. AVBL FOR BAH TMA AP DEP OR E OEJD AP DEP TO OIIX FIR VIA ROTOX. REFER TO SRD SUP FOR DETAILS. MIN FL300. MANDATORY X ROTOX IN LVL FLT.
▲ DENVO 260452N 0510509E	292° 4.4 NM	FL 460 4 500 FT MSL	1	↓		BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL250) FL245 BLW DELEGATED TO DOHA APP. REFER TO QATAR AIP
▲ TULUB 260644N 0510041E	292° 21.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
▲ BAHRAIN DVORDME (BHR) 261530N 0503919E	337° 9.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
▲ ELOSO 262409N 0503551E	339° 9.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
▲ DESBU 263240N 0503241E	339° 10.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
▲ EGMOR 264211N 0502907E	314° 9.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
▲ LOTOR						

Route designator (RNAV type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit / Airspace classification / Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit channel Logon address
1	2	3	4	5		6
264854N 0502200E	314° 19.0 NM	FL 460 / 4 500 FT MSL	1	↓		BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
▲ RAMSI						
270249N 0500714E	319° 18.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
▲ ORDAN						
271706N 0495442E	319° 31.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
▲ GIRSI						
274126N 0493311E	341° 21.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
▲ DAMUR						
280137N 0492638E	028° 13.0 NM			↓		BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
▲ GEPUT						
281307N 0493423E	028° 23.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
▲ ROTOX (FIR BDRY)						
283323N 0494809E						OBBB/ OIIX FIR BDRY REFER TO IRAN AIP

Route designator (RNAV type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit / Airspace classification / Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit channel Logon address
1	2	3	4	5		6
262832N 0513840E	288° 20.0 NM	FL 460 / FL 255	1		↓	BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 132.125 (ABV FL290) FREQ: 132.850 (FL290 BLW)
▲ GITBO						
263527N 0511750E	287° 16.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 132.125 (FL295 ABV) FREQ: 132.850 (FL290 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
▲ VEDOS						
264106N 0510045E	287° 21.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
▲ MOGAS						
264800N 0503909E	307° 11.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
▲ TOLMO						
265504N 0502927E	311° 11.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
▲ EGLIT						
270256N 0502006E	311° 10.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330-FL255) FREQ: 126.700 (FL250 BLW)
▲ TOKMA						
270939N 0501159E	322° 15.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
▲ ORSOL						

Route designator (RNAV type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit / Airspace classification / Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels: Odd	Direction of cruising levels: Even	Remarks Controlling unit channel Logon address
1	2	3	4	5		6
272135N 0500208E	320° 32.0 NM	FL 460 / FL 255	1	↓		BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
▲ ITNAS						
274644N 0493957E	007° 16.0 NM			↓		BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
▲ GODRI						
280257N 0494308E	005° 31.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
▲ ROTOX (FIR BDRY)						
283323N 0494809E						OBBB / OIIX FIR BDRY REFER TO IRAN AIP

Route designator (RNAV type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit / Airspace classification / Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit channel Logon address
1	2	3	4	5		6
263915N 0515408E	107° 42.0 NM	FL 460 / 4 500 FT MSL	1	↓		BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 132.125 (FL295 ABV) FREQ: 132.850 (FL290 BLW)
▲ MURUB						
262455N 0523751E	099° 31.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 132.125 (FL295 ABV) FREQ: 132.850 (FL290 BLW)
▲ DASUT (FIR BDRY)						
261832N 0531108E						OBBB / OIIX FIR BDRY REFER TO OIIX AIP

Route designator (RNAV type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit / Airspace classification / Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit channel Logon address
1	2	3	4	5		6
T934 **(RNAV 1)**						RTE AVBL BY NOTAM ONLY. AVBL FOR DOH TMA AP DEP TO OIXX FIR. REFER TO SRD SUP FOR DETAILS. MIN FL300. MANDATORY X ROTOX IN LVL FLT.
PATOM						
255821N 0511836E	318° 21.0 NM	FL 460 4 500 FT MSL	1	↓		BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL250) FL245 BLW DELEGATED TO DOHA APP. REFER TO QATAR AIP
LUBET						
261441N 0510347E	317° 19.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
EGPUD						
262904N 0505019E	317° 12.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
OBMON						
263832N 0504125E	317° 19.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
OVUPI						
265320N 0502727E	317° 21.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
TOKMA						
270939N 0501159E	322° 15.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
ORSOL						

Route designator (RNAV type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit / Airspace classification / Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels: Odd	Direction of cruising levels: Even	Remarks Controlling unit channel Logon address
1	2	3	4	5		6
272135N 0500208E	320° 32.0 NM	FL 460 / 4 500 FT MSL	1	↓		BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
▲ ITNAS						
274644N 0493957E	007° 16.0 NM			↓		BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
▲ GODRI						
280257N 0494308E	005° 31.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
▲ ROTOX (FIR BDRY)						
283323N 0494809E						OBBB / OIIX FIR BDRY REFER TO IRAN AIP

Route designator (RNAV type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit / Airspace classification / Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels: Odd	Direction of cruising levels: Even	Remarks Controlling unit channel Logon address
1	2	3	4	5		6
Y604 **(RNAV 1)**						AVBL FOR OKAC FIR STATE ACFT LDG S OMAE FIR REQ TO REMAIN OVER INTL WATERS. REFER TO SRD SUP FOR DETAILS. TFC FL310 ABV EXP X DEKTA FL290 BLW. TFC FL230 BLW EXP X VEDED FL250.
LONOS (FIR BDRY)						
▲ 283027N 0491713E	135° 15.0 NM	FL 460 FL 250	1	↓		OKAC / OBBB FIR BDRY BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
LOPOL						
▲ 281850N 0492845E	136° 8.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
GEPUT						
▲ 281307N 0493423E	139° 13.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
GODRI						
▲ 280257N 0494308E	142° 17.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
GOGRA						
▲ 274918N 0495344E	142° 27.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
OBNAX						
▲ 272651N 0501103E	142° 13.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
DEKTA						
▲ 271605N 0501946E	142° 17.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
VELOG						
▲						

Route designator (RNAV type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit / Airspace classification / Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit channel Logon address
1	2	3	4	5		6
270215N 0503056E	142° 4.0 NM	FL 460 / FL 250	1	↓		BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 127.575 (FL325 ABV) FREQ: 126.700 (FL320 BLW)
▲ KOBOK						
265839N 0503349E	110° 15.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330-FL255) FREQ: 126.700 (FL250 BLW)
▲ DEBEN						
265254N 0504856E	110° 8.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
▲ DAVRI						
264936N 0505732E	111° 8.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 BLW CLASS C FREQ: 127.525 (FL335 ABV) FREQ: 124.300 (FL330 - FL175) FREQ: 127.850 (FL170 BLW BAHRAIN APP)
▲ SODAK						
264634N 0510530E	108° 20.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 132.125 (FL295 ABV) FREQ: 132.850 (FL290 BLW)
▲ DANOB						
263946N 0512640E	108° 18.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 132.125 (FL295 ABV) FREQ: 132.850 (FL290 BLW)
▲ BOTOB						
263350N 0514505E	175° 28.0 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 132.125 (FL295 ABV) FREQ: 132.850 (FL290 BLW)
▲ VEDED						
260558N 0514628E	142° 46.6 NM					BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 132.125 (FL295 ABV) FREQ: 132.850 (FL290 BLW)
▲ ORSIS						

Route designator (RNAV type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd / Even	Remarks Controlling unit channel Logon address
1	2	3	4	5	6
252801N 0521636E	114° 9.5 NM	FL 460 FL 250	1	↓	BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 132.850 (FL250 ABV)
▲ ENANO 252348N 0522559E	116° 15.8 NM				BAHRAIN CONTROL FL460/FL150 CLASS A FL145 - 4500 FT MSL CLASS C FREQ: 132.850 (FL250 ABV)
▲ TOSNA (FIR BDRY) 251612N 0524116E					OBBB / OMAE FIR BDRY REFER TO UAE AIP

ENR 4. RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE

Name of station (VAR) *VOR: Declination)*	ID	FREQ (CH)	Hours of operation	Coordinates		ELEV *DME Antenna*	Remarks
1	2	3	4	5		6	7
BAHRAIN DVOR/DME (2.49° E) (decl: 2.72°E 2017)	BHR	111.80MHZ (CH 55X)		261530.00N	0503919.18E	32.83 FTEGM_96	
DOHA/HAMAD INTL DVOR/DME (2.6°E)	DOH	114.4MHZ (CH 91X)		251459.66N	0513634.80E	39.343 FTEGM_96	

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Identification, name and lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
OTR55 RAS LAFFAN A circle of radius 4 NM centred on 255403.00N 0513405.00E	3000 FT SFC	H24 Aircraft intending to fly below ALT 3000 FT to obtain prior permission from RAS LAFFAN RLC Head of Security: TEL +974 44733447 FAX +974 44733429 Industrial area
OTR56 QATAR A circle of radius 5 NM centred on 250533.93N 0511933.08E	5000 FT SFC	H24
OBR57 Area encloses entire Bahrain Island contained within the following coordinates:- 261523.00N 0502608.00E 261523.00N 0503446.00E 260957.00N 0504032.00E 255000.00N 0503800.00E 254959.00N 0503639.00E 254553.00N 0503416.00E 255001.00N 0503153.00E 255000.00N 0503100.00E 255715.00N 0502605.00E	UNL SFC	H24. Except on instructions from Bahrain ATC
OTR58 QATAR A circle 1.5 NM centred on 251200.00N 0512430.00E	3000 FT SFC	H24
OTR59 UMM SAID FERTILIZER PLANT A circle of 3NM radius centred on 245400.00N 0513400.00E	3000FT SFC	H24
OTR60 QATAR A circle of radius 500 M centered on 254553.00N 0512253.00E	1000 FT SFC	H24 Remote Control Aircraft
OTR61 UMM SAID MILITARY TRAINING AREA A circle of radius 3 NM centered on 245900.00N 0513000.00E	3000 FT AGL SFC	H24 Helicopter Training Flights Area
OTR62 UMM AL-SHOKHOT A circles of radius 3NM centred on 254204.25N 0512127.72E	13000FT SFC	HJ All ACFT intending to operate in the area shall obtain permission from Qatar Air Sports Committee.
OBR66 BAHRAIN 260457.00N 0503655.00E 255806.00N 0504838.00E 253934.00N 0504955.00E 253445.00N 0504543.00E 253524.00N 0503241.00E 255353.00N 0501821.00E	UNL SFC	Military Exercise Area. Controlled and activated by Bahrain Defense Force
DANGER AREAS OTD1 QATAR / ALQALAEL 243600.00N 0505500.00E 245400.00N 0505500.00E 245400.00N 0510400.00E 243600.00N 0510400.00E	10000 FT SFC	H24 Artillery, Heavy Machine Gun, Air Defense Weapons, Ground to Air

Identification, name and lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
OTD2 QATAR 243606.00N 0505507.00E 242949.00N 0510408.00E 242950.00N 0511128.00E 243556.00N 0511217.00E	20000 FT SFC	H24 Air Defense Weapons, Ground to Air.
OBD8 BAHRAIN 271100.00N 0504900.00E 270400.00N 0505618.00E 265500.00N 0511000.00E 265424.00N 0511148.00E 263512.00N 0503954.00E 264424.00N 0502906.00E	FL 150 4500 FT	ACTIVITY WILL BE NOTIFIED BY NOTAM. MILITARY JET TRAINING.
OTD17 QATAR 252550.00N 0504500.00E 252500.00N 0503700.00E 250700.00N 0504000.00E 244500.00N 0504900.00E 244550.00N 0505140.00E 250700.00N 0504600.00E	20000 FT SFC	Military jet training; Active daily between 0300 - 1900 UTC except FRI AND SAT
OTD26 QATAR / BIR ZIRKIT A circle 5 NM centred on 253000.00N 0505200.00E	3500 FT SFC	H24 Gun Firing.
OTD28 ALASHAT 245900.00N 0521600.00E 250030.00N 0521036.00E 245724.00N 0515124.00E 245624.00N 0515000.00E 244736.00N 0515000.00E 245230.00N 0521424.00E 245348.00N 0521600.00E	10000 FT SFC	Activity as notified by NOTAM Air to Air / Surface to Air Firing
OTD29 QATAR 250830.00N 0512200.00E 250930.00N 0512330.00E 251100.00N 0512200.00E 251030.00N 0512030.00E	500 FT SFC	HJ Ground to Ground Gun Firing
SAUDI ARABIA **DANGER AREAS**		
OED46 SAUDI ARABIA 280700N 0493000E 275300N 0493000E 275300N 0492200E 280700N 0492200E	4000FT MSL	Activity as notified by NOTAM

Identification, name and lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EMIRATES **RESTRICTED AREAS**		
OMR54 SHAHEEN 244600N 0523000E 244600N 0523800E 243600N 0531800E 243100N 0533830E 242800N 0535500E 242424N 0540828E 241805N 0542246E 241930N 0543100E 240000N 0550000E 234730N 0552312E 223730N 0550748E 225600N 0523500E 240800N 0513500E 244000N 0513500E 244830N 0521540E	UNL SFC	H24 Controlled by UAE Air Force. Military Jet Training Area.

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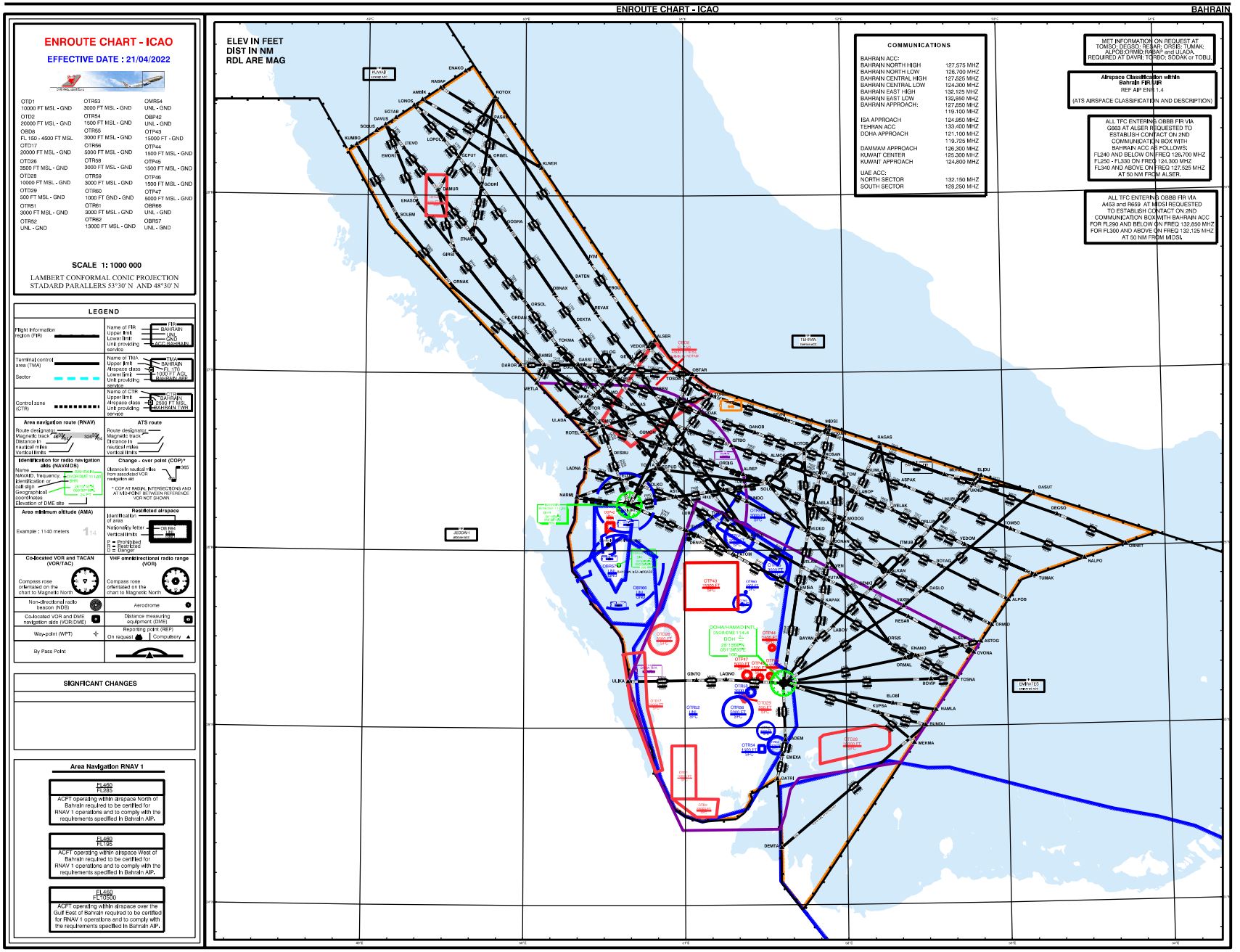
ENROUTE CHART - ICAO
BAHRAIN
ENROUTE CHART - ICAO
EFFECTIVE DATE : 21/04/2022
SCALE 1: 1000 000
LAMBERT CONFORMAL CONIC PROJECTION
STADARD PARALLERS 53°30' N AND 48°30' N
LEGEND
SIGNIFICANT CHANGES
Area Navigation RNAV 1
ELEV IN FEET
DIST IN NM
RDL ARE MAG
COMMUNICATIONS
BAHRAIN ACC:
BAHRAIN NORTH HIGH 127.575 MHZ
BAHRAIN NORTH LOW 126.700 MHZ
BAHRAIN CENTRAL HIGH 127.625 MHZ
BAHRAIN CENTRAL LOW 124.300 MHZ
BAHRAIN EAST HIGH 132.125 MHZ
BAHRAIN EAST LOW 132.850 MHZ
BAHRAIN APPROACH: 127.850 MHZ
119.100 MHZ
ISA APPROACH 124.950 MHZ
TEHRAN ACC 133.400 MHZ
DOHA APPROACH 121.100 MHZ
119.725 MHZ
DAMMAM APPROACH 126.300 MHZ
KUWAIT CENTER 125.300 MHZ
KUWAIT APPROACH 124.800 MHZ
UAE ACC:
NORTH SECTOR 132.150 MHZ
SOUTH SECTOR 128.250 MHZ
MET INFORMATION ON REQUEST AT TOMSO; DEGSO; RESAR; ORSIS; TUMAK; ALPOB;ORMID;RABAP and ULADA. REQUIRED AT DAVRI; TORBO; SODAK or TOBLI.
Airspace Classification within Bahrain FIR/UIR
REF AIP ENR 1.4
(ATS AIRSPACE CLASSIFICATION AND DESCRIPTION)
ALL TFC ENTERING OBBB FIR VIA G693 AT ALSER REQUESTED TO ESTABLISH CONTACT ON 2ND COMMUNICATION BOX WITH BAHRAIN ACC AS FOLLOWS: FL240 AND BELOW ON FREQ 126.700 MHZ FL250 - FL330 ON FREQ 124.300 MHZ FL340 AND ABOVE ON FREQ 127.525 MHZ AT 50 NM FROM ALSER.
ALL TFC ENTERING OBBB FIR VIA A453 and R659 AT MIDSI REQUESTED TO ESTABLISH CONTACT ON 2ND COMMUNICATION BOXWITH BAHRAIN ACC FOR FL290 AND BELOW ON FREQ 132.850 MHZ FOR FL300 AND ABOVE ON FREQ 132.125 MHZ AT 50 NM FROM MIDSI.

AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

Aerodrome Name Location Indicator	Date of Certification	Validity of Certification	Remarks
1	2	3	4
BAHRAIN INTERNATIONAL OBBI	15 JULY 2011	3 years	Certified by BCAA
	15 JULY 2014	5 years	
	15 JULY 2019	5 years	

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AD 2. AERODROMES

OBBI AD 2.1 AERODROME LOCATION INDICATOR AND NAME

OBBI - BAHRAIN INTERNATIONAL

OBBI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	261615N 0503801E Mid - point of RWY on CL
2	Direction and distance from (city)	3.3 NM NE of Manama
3	Elevation/Reference temperature	8 FT / 38° C
4	Geoid undulation at AD ELEV PSN	-83.18 FT
5	MAG VAR/Annual change	2.49° E (2020) / 0°3' per year
6	AD operator, address, telephone, telefax, e-mail address, AFS and website address	Undersecretary for Civil Aviation P.O. Box 586 Kingdom of Bahrain TEL: +973 17321100 Telefax:+973 17339060 AFS: OBBIYAYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

OBBI AD 2.3 OPERATIONAL HOURS

1	AD Operator	SUN - THU 04:00 - 11:15
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

OBBI AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	BAHRAIN AIRPORT SERVICES
2	Fuel/oil types	Jet A1 available to contract customers or on cash basis only (for cash pre deposit should be arranged with Bahrain Aviation Fuelling Company BAFCO). TEL: +973 17348280 / 17348272 Mob. +973 66769958 , email: Operation@BAFCO.BH
3	Fuelling facilities/capacity	Jet A1 Hydrant Stands 23-26A, 14-22, E1-E4, C1-C4. Jet A1 Bowsers Stands: 1-6, 50-58, 61-63, 71-75, 26B, 27-28, 80-88
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	Gulf Air

7	Remarks	1. Handling Services available H24 from Bahrain Airport Services (BAS) 2. Private / Business Aircraft shall carry a tow bar compliant to its type of aircraft

OBBI AD 2.5 PASSENGER FACILITIES

1	Hotels	In Manama and at Airport
2	Restaurants	At Airport
3	Transportation	Taxis and courtesy coaches to Hotels
4	Medical facilities	First aid; Ambulance; Hospitals in Manama
5	Bank and Post Office	At airport; At airport
6	Tourist Office	At airport
7	Remarks	NIL

OBBI AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 10
2	Specialized Rescue equipment	1 Rescue Staircase Vehicle available
3	Capability for removal of disabled aircraft	Limited
4	Remarks	Trained personal: 13 per shift; Fire vehicles: 5 vehicles, 2 with 13300L of capacity each, 2 with 12500L of capacity each and 1 with 12000L of capacity, 2 of those vehicles are used as backup in case of equipment failure

OBBI AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	NIL

OBBI AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron designation, surface, strength and area	MAIN A: Concrete, PCN 114 / R / C / W / T MAIN APRON B (STAND 14 TO 22): Concrete, PCN 86 / R / B /W /T (50,000 m2) MIDDLE APRON (STAND 1 TO 6): Concrete, PCN 104 / R / B / W / T (18,000 m2) EASTERN APRON (STAND 23 TO 28): Concrete, PCN 120 / R / B / W / T (70,000 m2) EASTERN EXECUTIVE (STAND 81 TO 88): Asphalt, PCN 22 / F/ B / X / T (16,000 m2) WESTERN A (STAND 61 TO 63): Concrete, PCN 120 / R / C / W / T (13,000 m2) WESTERN B (STAND 50 TO 58): Concrete, PCN 82 / R / C / W / T (93,000 m2) EXECUTIVE APRON (STAND E1 TO E4): Concrete, PCN 120 / R / B / W / T (18,000 m2) CARGO APRON (STAND C1 TO C5): Concrete, PCN 120 / R / B / W / T (37,000 m2) NORTHERN APRON (STAND 70 TO 75): Asphalt, PCN 105 / F / A / W / T (45,500 m2) MENA APRON : Concrete, PCN 120 / R / D / W / T(10,000 m2)

2	Taxiway designation, width, surface, strength and shoulder width (m)	TWY A1: 28 M, Asphalt, PCN 120 / F / A / W / T 17.50 West - 17.50 East TWY A2: 25.5 M, Asphalt, PCN 114 / F / A / W / T 17.50 West - 17.50 East TWY A3: 30 M, Asphalt, PCN 69 / F / A / W / T 15.00 West - 15.50 East TWY A4: 31.5 M, Asphalt, PCN 65 / F / A / W / T 17.50 West - 17.50 East TWY A5: 30 M, Asphalt, PCN 120 / F / A / W / T 15.00 West - 16.00 East TWY A6, 23 M, Asphalt, PCN 107 / F / A / W / T 15.00 West - 15.00 East TWY A7, 22 M, Asphalt, PCN 72 / F / A / W / T - 14.00 West - 17.00 East TWY A8: 30 M, Asphalt, PCN 120 / F / A / W / T 17.50 West - 17.50 East TWY A9: 29 M, Asphalt, PCN 87 / F / A / W / T 17.50 West - 18.00 East TWY B1: 23 M, Asphalt, PCN 85 / F / A / W / T 10.50 West - 11.50 East TWY K: 26 M, Concrete, PCN 83 / R / B / W/ T No Limit West - No Limit East TWY L: 26 M, Asphalt, PCN 59 / F / A / W / T No Limit West - No Limit East A (between A1 & Stand 1): 26M, Asphalt,PCN 112 / F / A / W / T 17.50 North - No Limit South TWY M: 34 M, Asphalt, PCN 102 / F / A / W / T No Limit West - No Limit East TWY N: 34 M, Asphalt, PCN 79 / F /' B / W / T No Limit West - No Limit East A (Between Stand1 & Stand 6): 11.5m North of(CL) & 51m South of (CL), Asphalt, PCN 112 / F / A /W / T 15.00 North - No Limit South TWY P: 33 M, Concrete, PCN 85 / R / B / W / T No Limit West - No Limit East TWY Q: 49 M, Concrete, PCN 56 / R / C / W / T No Limit - No Limit A (Between Stand 6 & S): 30M, Asphalt, PCN 112 / F / A / W / T 15.00 North - No Limit South TWY R: 49 M, Concrete, PCN 87 / R / B / W / T No Limit - No Limit TWY S: 44 M, Asphalt, PCN 72 / F / A / X / T No Limit - No Limit TWY T: 42M, Asphalt, PCN 72 / F / A / X / T No Limit - 17.00 East TWY U: 42 M, Asphalt, PCN 75 / F / A / W / T 17.50 West - 18.00 East TWY V: 42M,Asphalt,PCN 120 / F / A / W / T 18.50 West - 17.50 East TWY B2, 30 M, Asphalt, PCN 84 / F / A / W / T 7.50 West - 7.50 East TWY Z: 63 M, Asphalt PCN 72 / F / A / X / T (between link R & T) No Limit North - No Limit South PCN 79 / F / A / W / T (between link T & V) 17.50 North - No Limit South
3	Altimeter checkpoint location and elevation	Bays 42 - 46: 6 FT
4	VOR checkpoints	TBN
5	INS checkpoints	See ACFT Parking / Docking charts
6	Remarks	Main Apron B consist from stands 14 – 22.Stand 14 can accommodate up to Code E aircraft, while stands 15 – 22 can accommodate upto code F. additionally, eastern apron (stands 23 – 28) can accommodate up to code F aircraft *with the exception of stand 28 which accommodates up to code C only*

OBBI AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY at all holding positions. Taxi guide lines at all aprons. SAFEGATE Visual Docking Guidance System (VDGS) installed on stands: MIDDLE APRON (STAND 1 TO 6), CARGO APRON (STAND C1 TO C5), EXECUTIVE APRON (STAND E1 TO E4) EASTERN APRON (STAND 23 TO 28), FMT Aircraft Positioning and Information System (APIS) installed on stands: MAIN APRON B (STAND 14 TO 22).
2	RWY and TWY markings	RWY 12L / 30R: designation, THR, Displaced THR, TDZ, CL, Edges marked and lighted RWY 12R / 30L: designation, THR, Displaced THR, TDZ, CL, Edges marked and Displaced THR & Edges lighted TWY: CL, holding positions at all TWY/RWY intersections, marked and lighted (except TWY B2).
3	Stop bars	Where appropriate, manually controlled by TWR.
4	Remarks	See also Aerodrome Ground Movement Chart for taxiing guidance. Road Holding positions to RWY: Reflective signs are available.

OBBI AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas				In circling area and at AD		
1				2		
Obstacle identification or designation	RWY NR/ Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle identification or designation	Obstacle type Elevation Markings/LGT	Coordinates
a	b	c	d	a	b	c
OB-1025	12L APCH	Lamppost 11.41 M, 37.43 FT NIL / NIL	261658.36N 0503658.50E	OB-1127	Comms Mast 41.29 M , 135.46 FT NIL / NIL	261704.32N 0503745.26E
OB-2273	12L APCH 12R TKOF	Building 16.27 M, 53.38 FT NIL / NIL	261654.76N 0503706.50E	OB-1146	ATC Dipole 53.56 M, 175.72 FT NIL / NIL	261600.98N 0503751.70E
OB-1234	12L TKOF	ILS FFM 7.86 M, 25.79 FT NIL / NIL	261534.71N 0503910.92E	OB-1209	Comms Mast 40.85 M , 134.02 FT NIL / NIL	261626.78N 0503856.76E
OB-2130	12L TKOF	Lamppost 12.46 M, 40.88 FT NIL / NIL	261535.00N 0503920.39E	OB-1213	Comms Mast 36.48 M, 119.68 FT NIL / NIL	261523.53N 0503857.43E
OB-1104	12L	Lamppost 12.92 M, 42.39 FT NIL / NIL	261654.60N 0503705.60E	OB-1295	Comms Mast 56.15 M , 184.22 FT NIL / NIL	261605.12N 0503649.33E
OB-1105	12L	Lamppost 12.33 M, 40.45 FT NIL / NIL	261652.95N 0503708.24E	OB-1321	Power Stn Chimney 68.21 M, 223.78 FT NIL / NIL	261306.68N 0503932.70E
OB-1106	12L	Lamppost 12.40 M, 40.68 FT NIL / NIL	261652.55N 0503709.23E	OB-2011	Water Tower 46.32 M 151.97 FT NIL / NIL	261650.15N 0503833.33E
OB-1107	12L	Lamppost 12.32 M, 40.42FT NIL / NIL	261652.24N 0503710.26E	OB-2024	Comms Mast 39.99 M, 131.2 FT NIL / NIL	261611.61N 0503915.02E
OB-1109	12L	Lamppost 12.20 M, 40.03FT NIL / NIL	261652.06N 0503711.30E	OB-2072	Building 77.30 M, 253.61 FT NIL / NIL	261725.96N 0503954.66E
OB-1115	12L	Tree 7.50 m, 24.61 FT NIL / NIL	261650.53N 0503711.82E	OB-2078	Crane (T) 95.81 M, 314.33 FT NIL / NIL	261704.89N 0503951.69E
OB-2269	12L	Building 18.62 M, 61.09 FT NIL / NIL	261657.46N 0503704.07E	OB-2165	Crane (T) 191.90 M, 629.59 FT NIL / NIL	261326.11N 0503633.69E
OB-2270	12L	Building 18.65 M, 61.19 FT NIL / NIL	261657.24N 0503704.26E	OB-2166	Crane (T) 201.55 M, 661.25 FT NIL / NIL	261324.31N 0503632.51E
OB-2272	12L	Building 17.59 M, 57.71 FT NIL / NIL	261655.33N 0503707.41E	OB-2233	Building 82.29 M, 269.98 FT NIL / NIL	261445.33N 0503606.04E
OB-5115	12L	Mobile Obstacle 6.47 M, 21.23 FT NIL / NIL	261651.07N 0503710.26E	OB-2235	Crane (T) 252.40 M, 828.07 FT NIL / NIL	261427.54N 0503421.34E
OB-5116	12L	Mobile Obstacle 6.38 M, 20.93 FT NIL / NIL	261650.35N 0503711.51E	OB-2240	Financial Harbour Building 266.57 M, 874.56 FT NIL / NIL	261415.86N 0503421.56E

OBBI AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	BAHRAIN CTR: A Circle, radius 10 NM centered at BAH ARP (261615N 0503801E).
2	Vertical limits	SFC - 2500 FT
3	Airspace classification	D
4	ATS unit call sign Language(s)	BAHRAIN TOWER English
5	Transition altitude	13000FT
6	Hours of applicability	H24
7	Remarks	New ATC Control Tower at 261601.3N 0503751.5E top elevation 53 M (174 FT) AMSL located aprox DIST / MAG BRG at 210 ° / 500 M (0.3 NM) from ARP, penetrates Obstacle Limitation Surfaces

OBBI AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
APP / TAR	BAHRAIN APPROACH	127.85 MHZ	H24	
		234.95 MHZ	H24	Alternate Frequency
TWR	BAHRAIN TOWER	118.5 MHZ	H24	
		296.025 MHZ	H24	Alternate Frequency
SMC	BAHRAIN GROUND	121.85 MHZ	H24	
A/G	BAHRAIN RADIO	2992 KHZ	H24	
		5658 KHZ	H24	
		5667 KHZ	H24	
		8918 KHZ	H24	
		13288 KHZ	H24	
		13312 KHZ	H24	
D - ATIS	BAHRAIN INFORMATION	127.2 MHZ	H24	
VOLMET	BAHRAIN VOLMET	128.8MHZ	H24	
DLV	BAHRAIN DELIVERY	121.90MHZ	H24	

OBBI AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR (2.49° / 2020) (decl: 2.72°E 2017)	BHR	111.80 MHZ	H24	261530.00N 0503919.18E	36.82 FT	120° MAG .48NM From THR RWY 30R
DME	BHR	CH 55 X	H24	261530.41N 0503919.53E	36.8 FT	Co-located with DVOR.

Type of aid, MAG VAR, CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS LOC RWY 12L CAT II (2.49° / 2020)	IBIB	111.5 MHZ	H24	261534.17N 0503911.85E	15.86 FT	NIL
GP RWY 12L		332.9 MHZ	H24	261642.07N 0503722.58E	52.97 FT	Angle 3°, RDH 55 FT
ILS DME RWY 12L	IBIB	CH 52 X	H24	261641.92N 0503722.47E	42 FT	Co - located with GP
ILS LOC RWY 30R CAT II (2.49° / 2020)	IBIA	110.3 MHZ	H24	261656.27N 0503650.00E	22.14 FT	300° MAG 2.18 NM from THR RWY 30R
GP RWY 30R		335 MHZ	H24	261555.16N 0503844.83E	53.136 FT	Angle 3°, RDH 55 FT
ILS DME RWY 30R	IBIA	CH 40 X	H24	261555.16N 0503844.83E	42 FT	Co - located with GP

OBBI AD 2.20 LOCAL AERODROME REGULATIONS

(i) Operations on the Eastern Apron

(1) Stands 23 - 28

Following are the source of ground power available and shall be provided accordingly:

1. FEGP when serviceable
2. GPU - when FEGP is not serviceable
3. No APU is to be left running unless either a qualified person is in attendance or the APU has both an auto-shut

(ii) Operation on TWY **(B1)**

TWY (B1) is a viable for night operations subject to the following conditions:-

1. No centre line lights are provided other than the existing CAT-EYE reflectors.

2. Lights are provided.
3. No LEAD ON/LEAD off lights are provided.

4. STOP-BAR, at present, is illuminated continuously, where contrast and ON / OFF functionality still remains uncontrollable by ADC day and night.

5. Clearance to cross the STOP-BAR shall only be issued by ADC when deemed necessary in order for ACFT to proceed day and night.

6. FOLLOW-ME vehicle will be provided for all ACFT entering TWY (B1) down to the engine-shut down markings day and night.
7. FOLLOW-ME vehicle will be provided for all ACFT leaving TWY (B1) from the engine-start markings up to the stop-bar only. Pilot shall then request an individual clearance from ADC to cross the stop-bar fro progressive taxiing day and night.

{iii} Single Engine Taxi

ICAO resolution A37-19 emphasizes the importance of the International Civil Aviation to limit or reduce the Carbon Dioxide emissions from aircraft within a state boundary. For this reason Bahrain has adopted a procedure which will help in reducing the emission of CO2 from aircraft and allow for airline fuel conservation. Single Engine Taxi Operations may be exercised by multi--engine aircraft provided the following conditions are met:

1. The Pilots should be familiar with Bahrain International Airport in terms of aerodrome layout.
2. Pilots executing Single Engine Taxi Operation, should comply to ATC instructions as may be issued during taxiing without any delay.

In addition to the above, Single Engine Taxi Operations shall NOT be used if one of the following cases prevails:

1. If taxi or parking will involve a turn of 180 degrees or more.
2. The aircraft is on the active RWY or requesting to cross the RWY.

{iv} **Stop Bars Holding**

Aircraft or vehicles shall not cross a runway holding point until they have received verbal clearance from ATC and the STOP BAR has been extinguished.
STOP BARS shall not be crossed without specific ATC clearance as follows. Unable to turn STOP BARS off. Cross Red STOP BAR.

{v} Transponder Setting

All Transponder equipped aircraft shall select transponder to standby or off, when fully parked on the stand or gate.

{vi} Clearance Delivery

In addition to clearances via radio, Bahrain ATC offers to issue en-route clearances by means of data link. The data link address for Bahrain International Airport is OBBI.

Departing IFR flights shall request their en-route clearance between TOBT -30 and TOBT -5 via radio or CPDLC. With the request for the en-route clearance the requested enroute level/altitude and the parking stand shall be transmitted. When using CPDLC the requested altitude/flight level shall be entered in the pilot remarks free text field. Pilots shall maintain continuous air-ground communication watch on BAHRAIN DELIVERY frequency throughout the complete DCL process via CPDLC.
Departing VFR flights contact BAHRAIN DELIVERY for their VFR departure instructions.

{vii} RWY 12L Operations on TWY A4

TWY A4 marking and AGL is not available for aircraft landing on RWY 12L. Aircraft landing on RWY 12L shall not vacate via A4.

{viii} RWY 30R Operations on TWYs A6 and/or A7

TWYs A6 and A7 marking and AGL is not available for aircraft landing on RWY 30R. Aircraft Landing on RWY 30R shall not vacate via A6 and/or A7.

OBBI AD 2.21 NOISE ABATEMENT PROCEDURES

NOISE ABATEMENT PROCEDURES - BAHRAIN

1. Circuit directions at BAHRAIN INTERNATIONAL airport are:

   RWY 30L/ 30R: right hand;

   RWY 12L / 12R: left hand.

2. Departing and arriving flights are not permitted to operate within the eighty - degree arc subtended by the 180° and 260° Radials of the BHR DVOR, and containing the main Bahrain Islands. Exceptionally , flights which the Controlling Authority has deemed operationally essential may be permitted to operate within this arc, provided they can remain either visually clear of the land, or be vectored clear by BAHRAIN APPROACH.
3. Usage of reverse thrust:

   Usage of reverse thrust more than idle is not permitted during landing between the hours of 2100 and 0300, unless an aircraft is in an emergency and has been cleared to use the reverse thrust by the ATC.

4. Engine Run Ups at BAHRAIN INTERNATIONAL airport

   Between the hours of 2100 and 0300, testing of aircraft engines is permissible at ground idle power only. Settings above this, however brief, are not allowed.

#	ID	Latitude	Longitude	P/T	Fly-Over	Course (° T)	VPA	Altitude (ft)	Dist (nm)	Speed limit (kts)
1	OB3N1	261454.5833N	0505204.7346E	IF	N			+2500		
2	BI602	261106.96N	0504654.00E	TF	N	230.94		+1400	6	-210
3	DAXEL	260822.45N	0505137.90E	IF	N			+2500		
4	BI602	261106.96N	0504654.00E	TF	N	302.72		+1400	5.06	-210
5	BI602	261106.96N	0504654.00E	IF	N			+1400		
6	BI601	261320.28N	0504303.57E	TF	N	302.69		+1400	4.1	
7	RW30R (MAPt)	261545.62N	0503852.03E	TF	Y	302.66	-2.8	@57	4.48	
8				VM		302.66		@2500		

c) Path Terminators Runway 12R

#	ID	Latitude	Longitude	P/T	Fly-Over	Course (° T)	VPA	Altitude (ft)	Dist (nm)	speed limit (kts)
010	OB1N3	262712.8781N	0503044.3194E	IF	N			+2500		
020	BI502	262122.55N	0502907.28E	TF	N	194.01		+1400	6	-210
010	LOVAL	262406.31N	0502422.32E	IF	N			+2500		
020	BI502	262122.55N	0502907.28E	TF	N	122.52		+1400	5.06	-210
010	BI502	262122.55N	0502907.28E	IF	N			+1400		
020	OB2F1	261836.62N	0503342.52E	TF	N	123.77		+1400	4.96	
030	RW12R	261610.74N	0503755.62E	TF	Y	122.58	-2.8	@58	4.5	
040				VM		122.62		@2500		

d) Path Terminators RWY 30L

#	ID	Latitude	Longitude	P/T	Fly-Over	Course (° T)	Turn Direction	Altitude (ft)	Dist (nm)	Speed limit (kts)
010	OB3N1	261454.5833N	0505204.7346E	IF	N			+2500		
020	BI602	261106.96N	0504654.00E	TF	N	230.94		+1400	6	-210
010	DAXEL	260822.45N	0505137.90E	IF	N			+2500		
020	BI602	261106.96N	0504654.00E	TF	N	302.72		+1400	5.06	-210
010	BI602	261106.96N	0504654.00E	IF	N			+1400		
020	OB3F1	261305.83N	0504316.03E	TF	N	301.17		+1400	3.82	
030	RW30L	261533.91N	0503859.44E	TF	Y	302.63		@57	4.5	
040				VM		302.63		@2500		

2.22.3 RVR RESTRICTIONS

No landing and take off will be allowed at BAHRAIN INTERNATIONAL airport if the reported RVR reading is less than 350 M.

OBBI AD 2.23 ADDITIONAL INFORMATION

2.23.1 **Minimization of time of the RUNWAY**

A number of recent incidents have led to a reduction in the minimum requirement for runway separation between arriving and departing aircraft. The factors causing these incidents have been found to be:

1. Arriving aircraft delay to vacate the runway after landing and / or stop before the entire aircraft has vacated the runway.

2. Departing aircraft, having reported “ready” and been cleared for takeoff, delay on the runway before commencing takeoff roll.

Factors ATC considers:

1. IFR separation on final approach course may reduce to 3NM. This reduced separation minima enhances airspace efficiency and runway utilization.

2. For the purposes of issuing a takeoff or landing clearance to subsequent aircraft, a preceding aircraft is not considered to be clear of the runway until the arriving aircraft is completely clear of the runway or the departing is airborne.

3. in the order to achieve the maximum runway utilization, it is essential that landing aircraft vacate the runway without delay; and that the departing aircraft, once cleared for takeoff, commence takeoff roll without delay.

4. in the event of arriving or departing aircraft delaying on the runway, it may become necessary for the subsequent departing aircraft’s takeoff clearance to be delayed; or for the subsequent arriving aircraft to be instructed to go around. Incidents of this nature have serious safety implication for all operators.

Pilots are, therefore, reminded of their responsibilities.

Arriving Aircraft

1. Plan their runway exit point prior to landing, it is preferred that aircraft landing Runway 12L vacate via taxiway A6, A7 or before; and that aircraft landing Runway 30R vacate via taxiway ’A4’ or before. Advise ATC as soon as practicable if unable to exit the runway as instructed.
2. Do not stop or reduce speed to less than required taxi speed prior to vacating the Runway completely.

3. Vacate the Runway expeditiously.

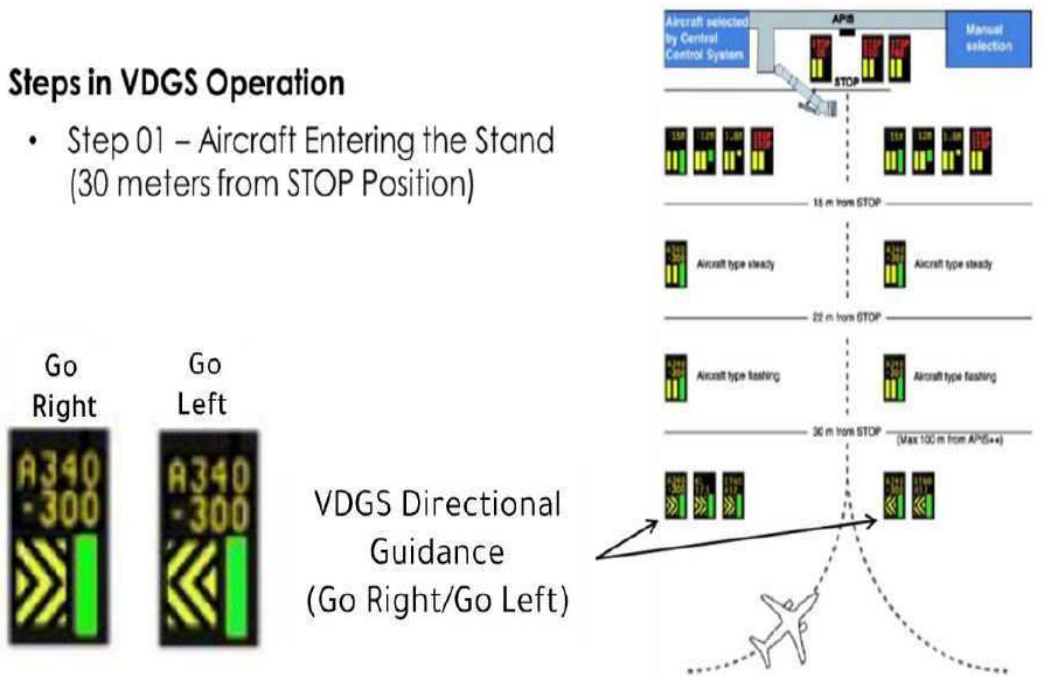
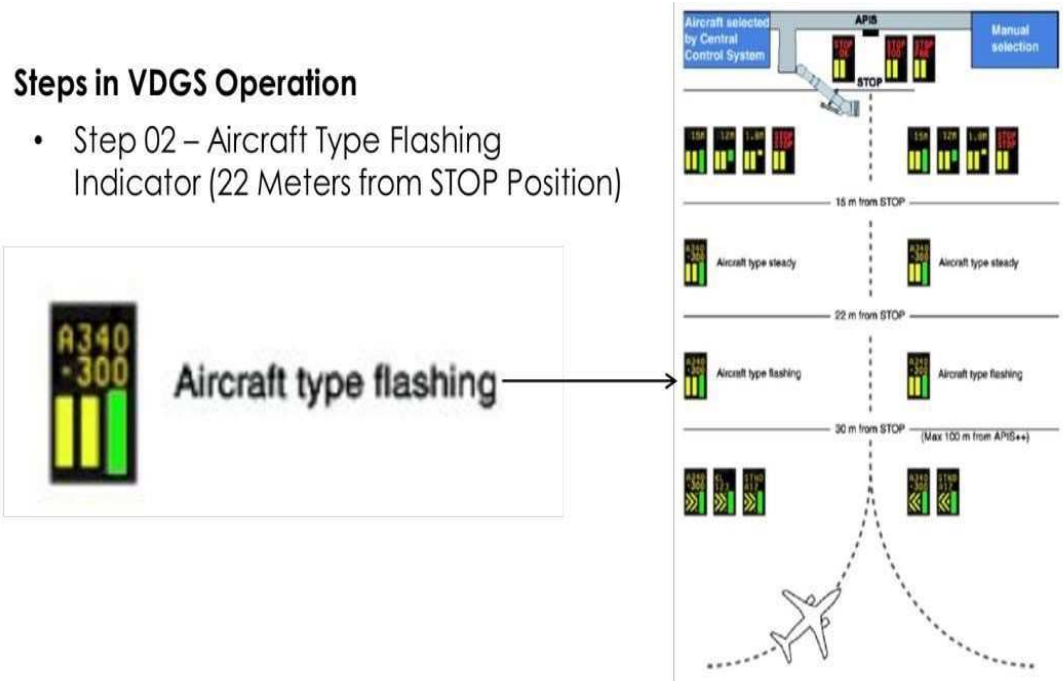
Departing Aircraft

1. Report “ready” only when ready for immediate takeoff.

2. Once cleared for takeoff, commence takeoff roll with minimum delay.

Visual Docking Guidance System (FMT – APIS)

1-FMT APIS Docking Process

Step	Process
1.1	The following steps occur during the aircraft entry and docking process of the FMT APIS VDGS.
1.1.1	
1.1.2	

OBBI AD 2.24 CHARTS RELATED TO AN AERODROME

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AERODROME / HELIPORT CHART - ICAO

DISTANCES IN METRES
ALTITUDES, ELEVATIONS AND HEIGHTS IN FEET.

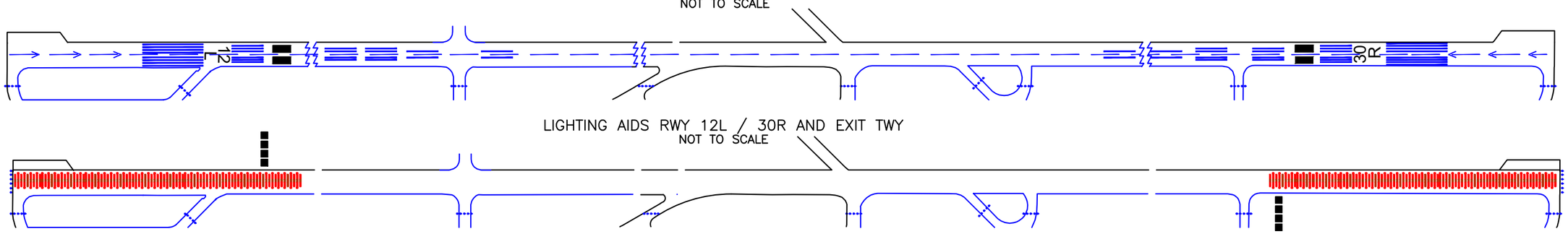
26°16'14.97" N
050°38'01.17" E

APRON ELEV
8.92 FT

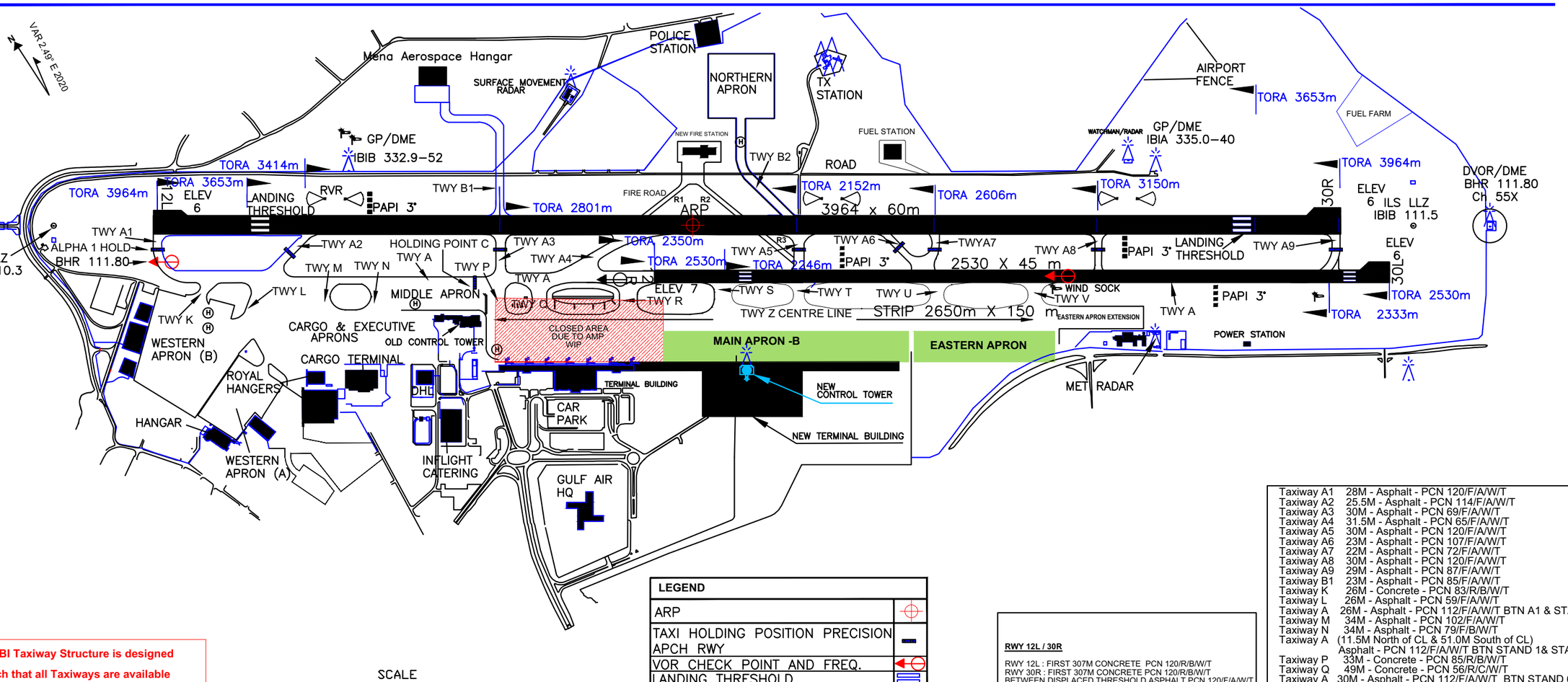
TWR 118.50
GMC 121.85
DLV 121.90

BAHRAIN / Bahrain Intl.

MARKING AIDS RWY 12L / 30R AND EXIT TWY
NOT TO SCALE



LIGHTING AIDS RWY 12L / 30R AND EXIT TWY
NOT TO SCALE



OBBI Taxiway Structure is designed such that all Taxiways are available during CAT II & Low Visibility Operations Subject to ATC Clearance.

SCALE
metres
500 0 500

LEGEND	
ARP	
TAXI HOLDING POSITION PRECISION APCH RWY	
VOR CHECK POINT AND FREQ.	
LANDING THRESHOLD	
HELIPORT	Ⓗ
LINKWAY DESIGNATED BY MARKER BOARDS ILLUMINATED AT NIGHT	TWY G
RUNWAY VISUAL RANGE (RVR)	
WIND SOCK	

RWY 12L / 30R

RWY 12L : FIRST 307M CONCRETE PCN 120/R/B/W/T
RWY 30R : FIRST 307M CONCRETE PCN 120/R/B/W/T
BETWEEN DISPLACED THRESHOLD ASPHALT PCN 120/F/A/W/T

RWY 12R/30L

RWY 12R/30L - ASPHALT PCN 120/F/A/W/T
MAIN TAXIWAY A - 45M WIDE (BACK UP RWY 12R/30L)
R TO A9 PCN 120/F/A/W/T
MAIN TAXIWAY A - 26M WIDE PCN 112/F/A/W/T

Taxiway A1	28M - Asphalt - PCN 120/F/A/W/T
Taxiway A2	25.5M - Asphalt - PCN 114/F/A/W/T
Taxiway A3	30M - Asphalt - PCN 69/F/A/W/T
Taxiway A4	31.5M - Asphalt - PCN 65/F/A/W/T
Taxiway A5	30M - Asphalt - PCN 120/F/A/W/T
Taxiway A6	23M - Asphalt - PCN 107/F/A/W/T
Taxiway A7	22M - Asphalt - PCN 72/F/A/W/T
Taxiway A8	30M - Asphalt - PCN 120/F/A/W/T
Taxiway A9	29M - Asphalt - PCN 87/F/A/W/T
Taxiway B1	23M - Asphalt - PCN 85/F/A/W/T
Taxiway K	26M - Concrete - PCN 83/R/B/W/T
Taxiway L	26M - Asphalt - PCN 59/F/A/W/T
Taxiway A	26M - Asphalt - PCN 112/F/A/W/T BTN A1 & STAND 1
Taxiway M	34M - Asphalt - PCN 102/F/A/W/T
Taxiway N	34M - Asphalt - PCN 79/F/B/W/T
Taxiway A	(11.5M North of CL & 51.0M South of CL) Asphalt - PCN 112/F/A/W/T BTN STAND 1& STAND 6
Taxiway P	33M - Concrete - PCN 85/R/B/W/T
Taxiway Q	49M - Concrete - PCN 56/R/C/W/T
Taxiway A	30M - Asphalt - PCN 112/F/A/W/T BTN STAND 6 & S
Taxiway R	49M - Concrete - PCN 87/R/B/W/T
Taxiway S	44M - Asphalt - PCN 72/F/A/X/T
Taxiway T	42M - Asphalt - PCN 72/F/A/X/T
Taxiway U	42M - Asphalt - PCN 75/F/A/W/T
Taxiway V	42M - Asphalt - PCN 120/F/A/W/T
Taxiway B2	30M - Asphalt - PCN 84/F/A/W/T
Taxiway Z	63M - Asphalt - PCN 72/F/A/X/T BTN R& T PCN 79/F/A/W/T BTN T&V

Amendment: Taxiway A Location & Width Amended and MSSR Radar renamed.

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AERODROME GROUND MOVEMENT CHART - ICAO

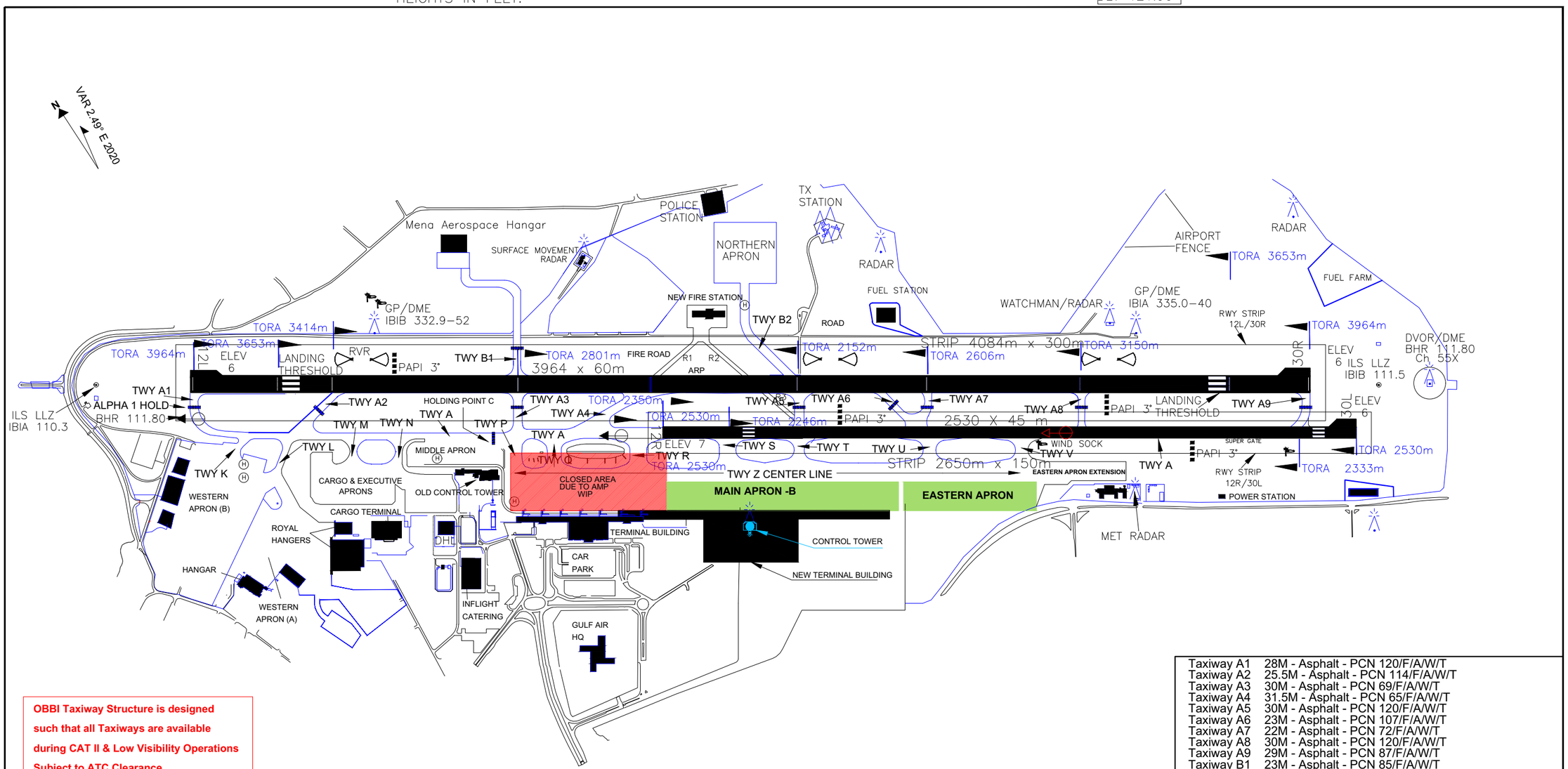
DISTANCES IN METRES
ALTITUDES, ELEVATIONS AND HEIGHTS IN FEET.

26° 16' 14.97"N
050° 38' 01.17"E

APRON ELEV
8.92 FT

TWR 118.50
GMC 121.85
DLV 121.90

BAHRAIN / BAH INTL



Amendment: Taxiway A Location & Width Amended and MSSR Radar renamed.

OBBI Taxiway Structure is designed such that all Taxiways are available during CAT II & Low Visibility Operations Subject to ATC Clearance.

LEGEND	
TAXI HOLDING POSITION PRECISION APCH RWY	
VOR CHECK POINT AND FREQ.	
LANDING THRESHOLD	
HELIPORT	(H)
LINKWAY DESIGNATED BY MARKER BOARDS ILLUMINATED AT NIGHT	TWY G
RUNWAY VISUAL RANGE (RVR)	
WIND SOCK	

SCALE
metres
500 0 500

RWY 12L / 30R

RWY 12L : FIRST 307M CONCRETE PCN 120/R/B/W/T
RWY 30R : FIRST 307M CONCRETE PCN 120/R/B/W/T
BETWEEN DISPLACED THRESHOLD ASPHALT PCN 120/F/A/W/T

RWY 12R/30L

RWY 12R/30L - ASPHALT PCN 120/F/A/W/T
MAIN TAXIWAY A - 45M WIDE (BACK UP RWY 12R/30L)
R TO A9 PCN 120/F/A/W/T
MAIN TAXIWAY A - 26M WIDE PCN 112/F/A/W/T

Taxiway A1 28M - Asphalt - PCN 120/F/A/W/T
Taxiway A2 25.5M - Asphalt - PCN 114/F/A/W/T
Taxiway A3 30M - Asphalt - PCN 69/F/A/W/T
Taxiway A4 31.5M - Asphalt - PCN 65/F/A/W/T
Taxiway A5 30M - Asphalt - PCN 120/F/A/W/T
Taxiway A6 23M - Asphalt - PCN 107/F/A/W/T
Taxiway A7 22M - Asphalt - PCN 72/F/A/W/T
Taxiway A8 30M - Asphalt - PCN 120/F/A/W/T
Taxiway A9 29M - Asphalt - PCN 87/F/A/W/T
Taxiway B1 23M - Asphalt - PCN 85/F/A/W/T
Taxiway K 26M - Concrete - PCN 83/R/B/W/T
Taxiway L 26M - Asphalt - PCN 59/F/A/W/T
Taxiway A 26M - Asphalt - PCN 112/F/A/W/T BTN A1 & STAND 1
Taxiway M 34M - Asphalt - PCN 102/F/A/W/T
Taxiway N 34M - Asphalt - PCN 79/F/B/W/T
Taxiway A (11.5M North of CL & 51.0M South of CL) Asphalt - PCN 112/F/A/W/T BTN STAND 1& STAND 6
Taxiway P 33M - Concrete - PCN 85/R/B/W/T
Taxiway Q 49M - Concrete - PCN 56/R/C/W/T
Taxiway A 30M - Asphalt - PCN 112/F/A/W/T BTN STAND 6 & S
Taxiway R 49M - Concrete - PCN 87/R/B/W/T
Taxiway S 44M - Asphalt - PCN 72/F/A/X/T
Taxiway T 42M - Asphalt - PCN 72/F/A/X/T
Taxiway U 42M - Asphalt - PCN 75/F/A/W/T
Taxiway V 42M - Asphalt - PCN 120/F/A/W/T
Taxiway B2 30M - Asphalt - PCN 84/F/A/W/T
Taxiway Z 63M - Asphalt - PCN 72/F/A/X/T BTN R& T PCN 79/F/A/W/T BTN T&V

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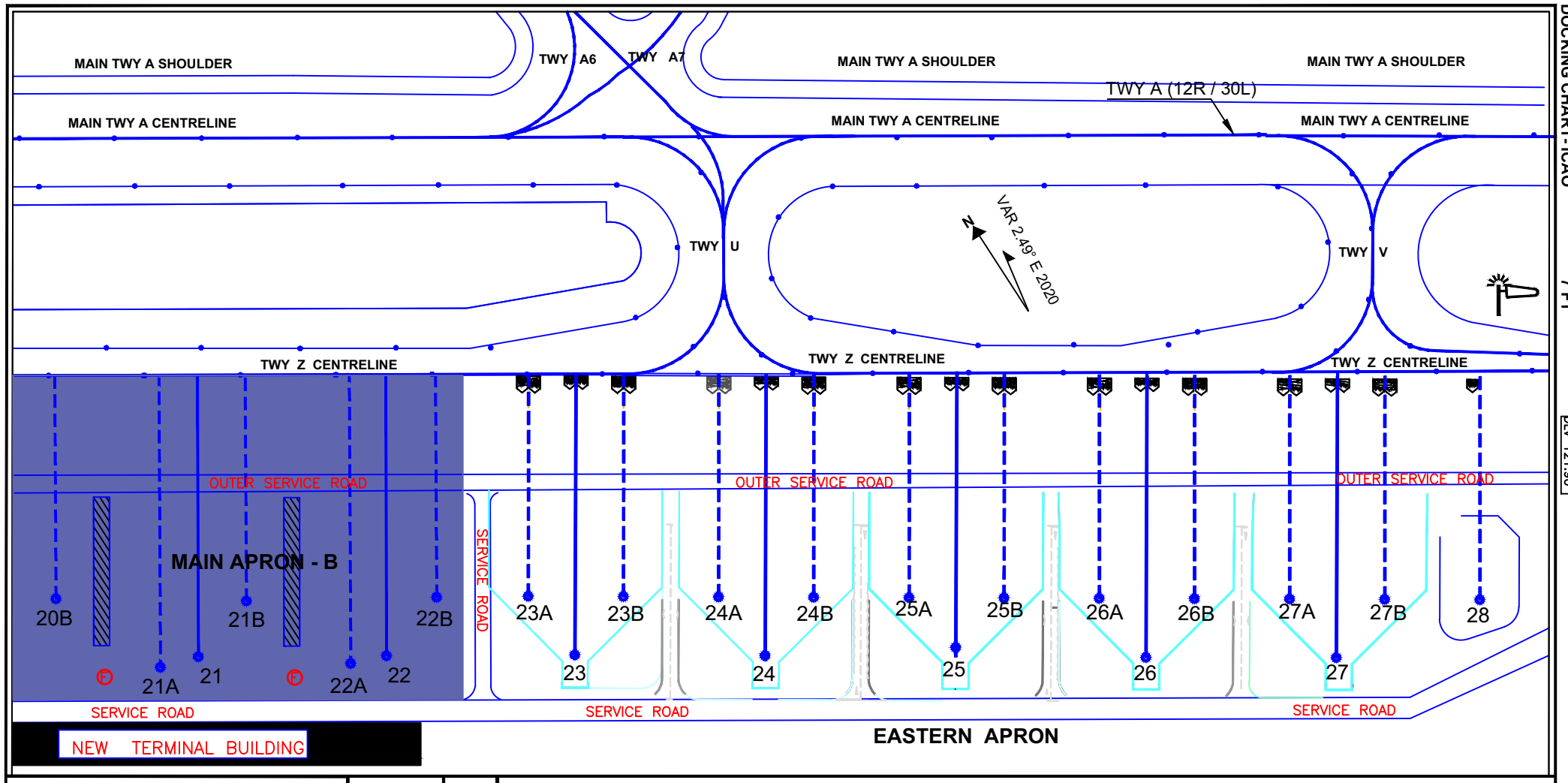
Amendment: MAG VAR Value Updated And DLV FREQ Added.



LEGEND	
AIRCRAFT STAND	23A
APRON, TWY & RWY LGTS	
FLOODLIGHT	
INS POINTS	
BUILDING	
WIND SOCK	

Scale metres
50 0 50 100 150

INS COORDINATES FOR AIRCRAFT STANDS

23A	261554.46N 0503809.57E	26A	261549.75N 0503817.72E	21A	26°15.91'N 050°38.09'E
23	261553.30N 0503809.71E	26	261548.59N 0503817.86E	21	26°15.91'N 050°38.10'E
23B	261553.67N 0503810.93E	26B	261548.97N 0503819.08E	21B	26°15.92'N 050°38.12'E
24A	261552.89N 0503812.29E	27A	261548.18N 0503820.44E	22A	26°15.89'N 050°38.13'E
24	261551.73N 0503812.43E	27	261547.02N 0503820.58E	22	26°15.88'N 050°38.14'E
24B	261552.10N 0503813.65E	27B	261547.40N 0503821.80E	22B	26°15.89'N 050°38.16'E
25A	261551.32N 0503815.01E	28	261546.62N 0503823.16E		
25	261550.16N 0503815.14E				
25B	261550.53N 0503816.37E	20B	26°15.94'N 050°38.07'E		

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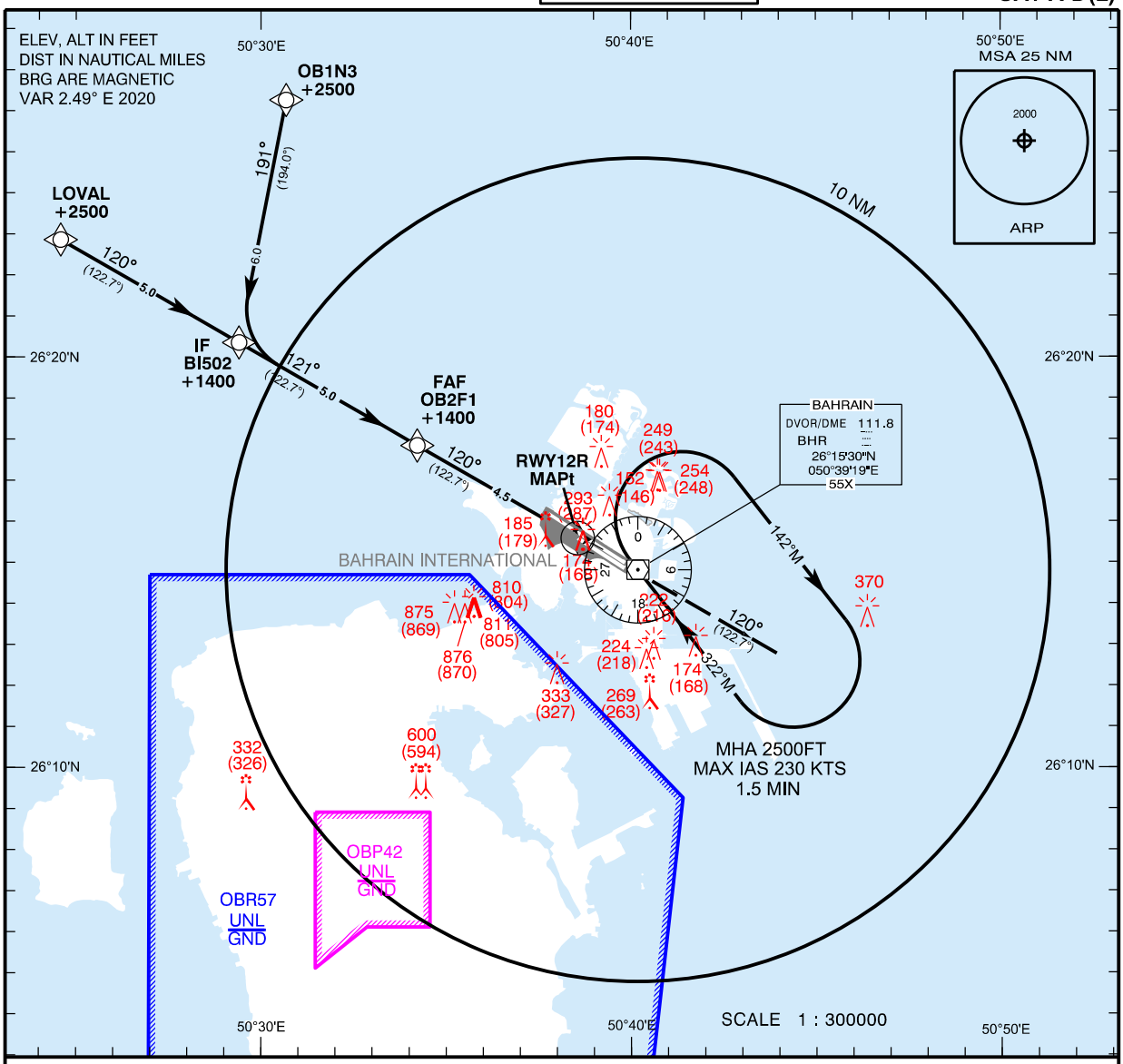
INSTRUMENT APPROACH CHART - ICAO

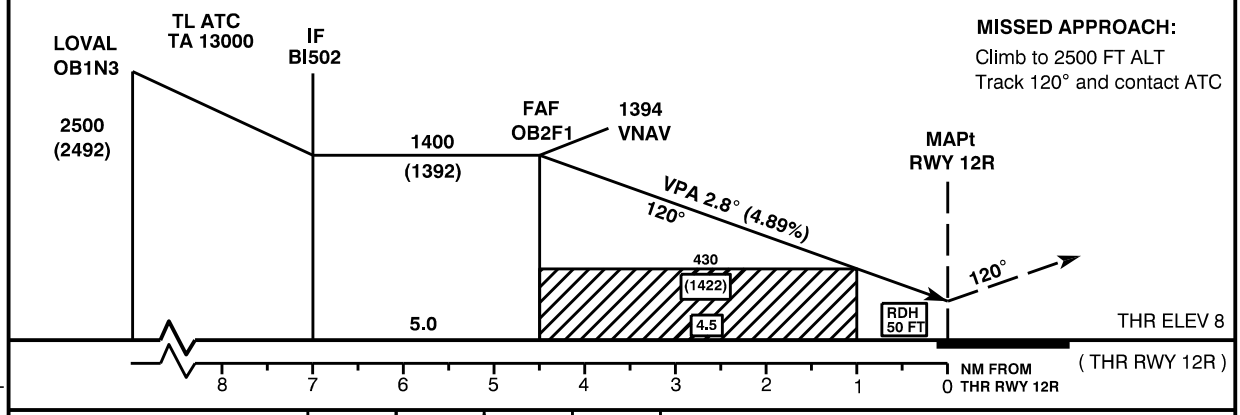
AERODROME ELEV 8 FT
HEIGHTS RELATED TO
THR RWY 12R - ELEV 8 FT

MIN TEMP 0°C

APP:	127.85	119.1	234.95
TWR:	118.50	296.025	
SMC:	121.85		
DLV:	121.90		
ATIS:	127.20		

BAHRAIN INTERNATIONAL
RNAV (GNSS) RWY 12R
CAT A-D(L)





MISSED APPROACH:
Climb to 2500 FT ALT
Track 120° and contact ATC

OCA /H		A	B	C	D
Straight-in Approach	LNAV	430 (422)	430 (422)	430 (422)	430 (422)
	DA / H				
	LNAV / VNAV	340 (332)	340 (332)	340 (332)	340 (332)

NOTE:

1. At temperature above 56° C the nominal VPA will exceed 3.5° .

NO CIRCLING AUTHORISED
BTN RADIALS 180° AND 260°
CLOCKWISE.

Distance from RWY 12R	NM	1	2	3	4	5	6
Altitude	FT	355	650	950	1245	1540	1840
Ground Speed	KTS	80	100	120	140	160	
Rate of Descent (2.8°)	FT/MIN	400	495	590	690	790	

Amendment: MAG VAR value updated .

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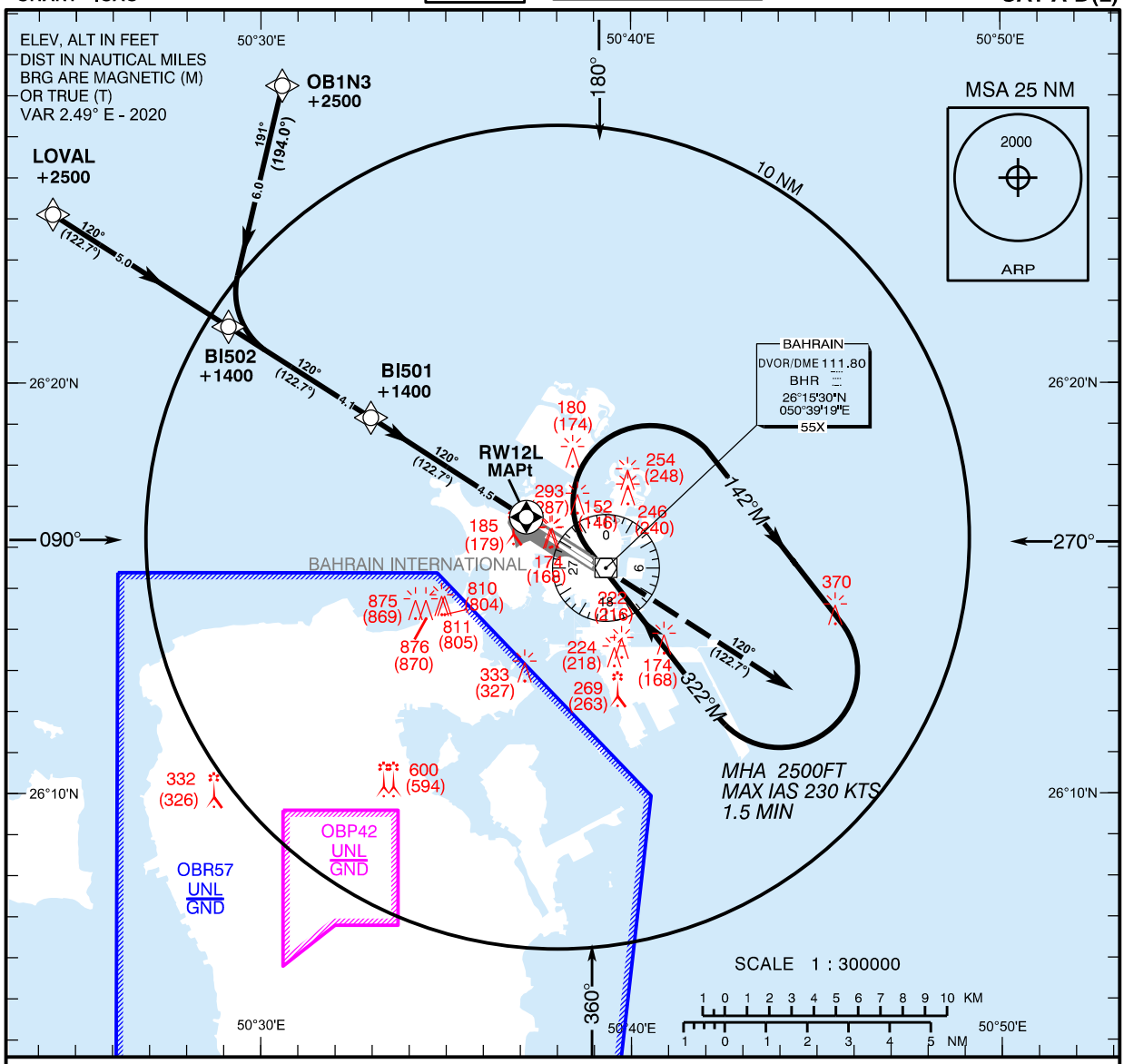
INSTRUMENT APPROACH CHART - ICAO

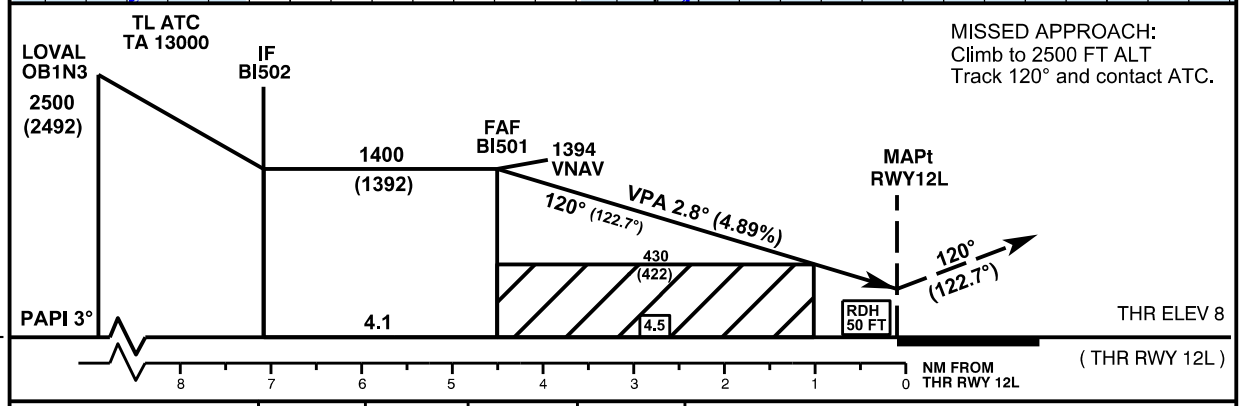
AERODROME ELEV 8 FT
HEIGHTS RELATED TO THR RWY 12L ELEV 8 FT

MIN TEMP 0°C

APP:	127.85	119.1	234.95
TWR:	118.50	296.025	
GMC:	121.85		
DLV:	121.90		
DATIS:	127.20		

BAHRAIN/Intl (OBBI)
RNAV (GNSS) RWY 12L
CAT A-D(L)





OCA /H		A	B	C	D
Straight-in Approach	LNAV	430 (422)	430 (422)	430 (422)	430 (422)
	DA / H				
	LNAV/VNAV	340 (322)	340 (322)	340 (322)	340 (322)

NOTE:

1. At temperatures above 56°C the nominal VPA will exceed 3.5°.

NO CIRCLING AUTHORISED
BTN RADIALS 180° AND 260°
CLOCKWISE.

Distance from RWY 12L	NM	1	2	3	4	5	6
Altitude	FT	355	650	950	1245	1540	1840
Ground Speed	KTS	80	100	120	140	160	
Rate of Descent (2.8°)	FT/MIN	400	495	600	690	790	

Amendment: MAG VAR value updated.

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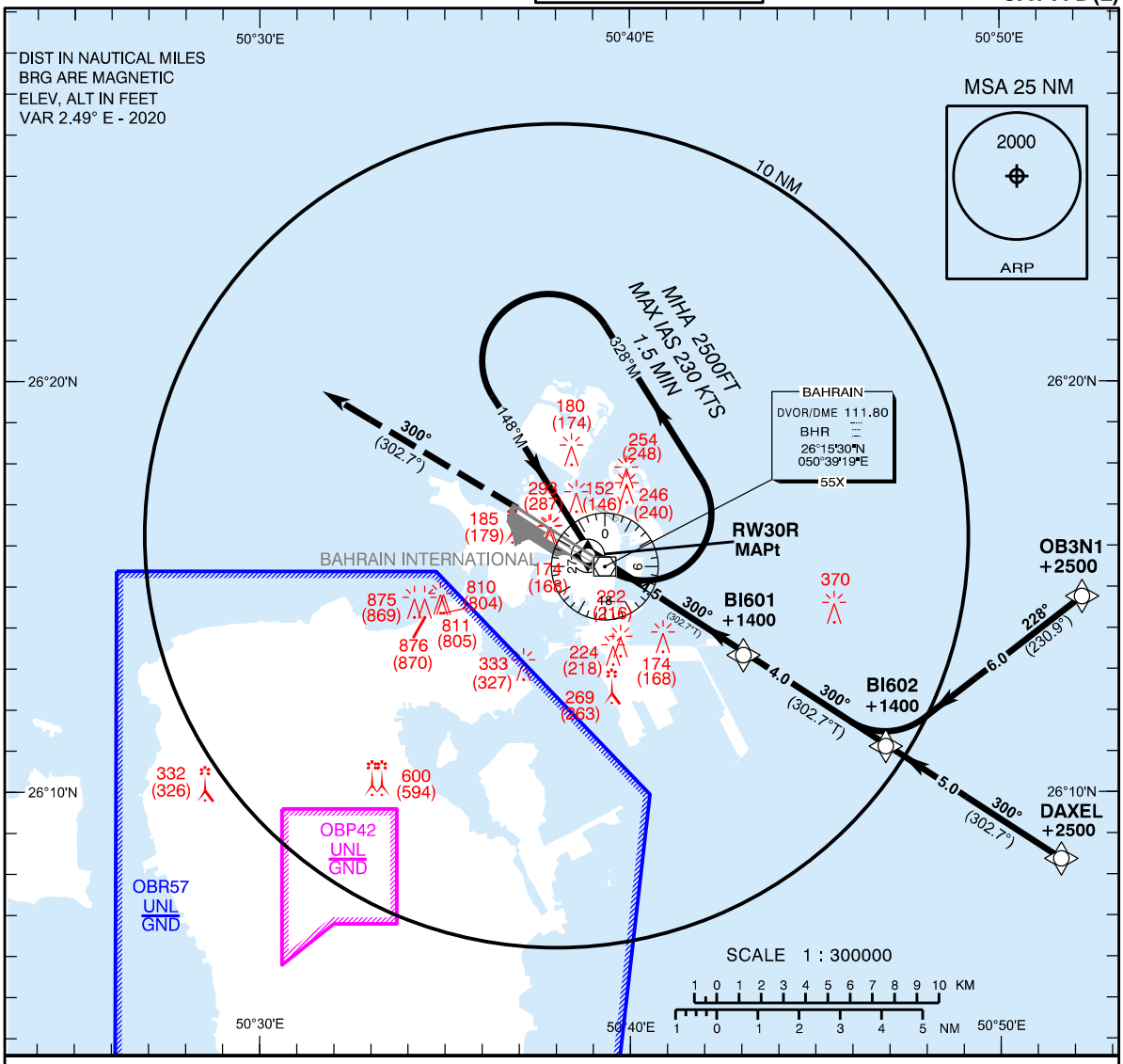
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 8 FT
HEIGHTS RELATED TO THR RWY 30R ELEV 8 FT

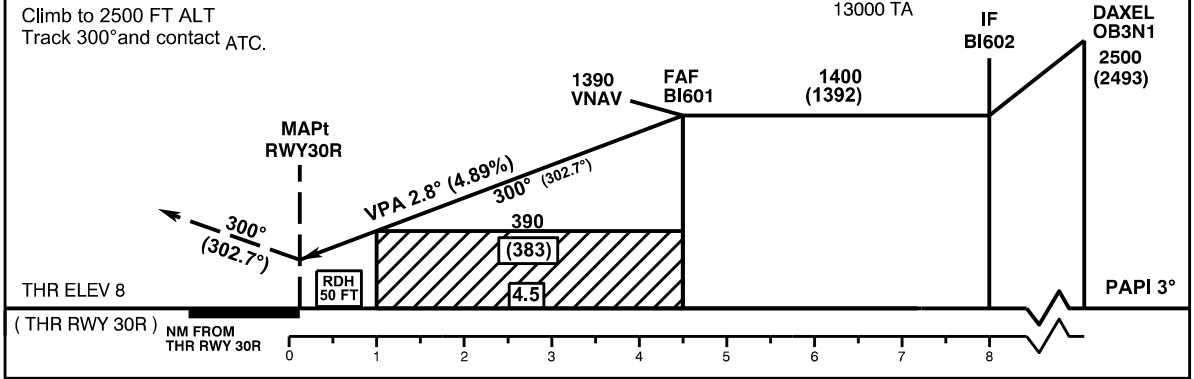
MIN TEMP 0°C

APP: 127.85 119.1 234.95
TWR: 118.5 296.025
GMC: 121.85
DLV: 121.90
DATIS: 127.2

BAHRAIN/Intl (OBBI)
RNAV (GNSS) RWY 30R
CAT A-D(L)



MISSED APPROACH:
Climb to 2500 FT ALT
Track 300°and contact ATC.



OCA/(H)		A	B	C	D
Straight-in Approach	LNAV	390 (383)	390 (383)	390 (383)	390 (383)
	DA / H				
	LNAV / VNAV	320 (313)	320 (313)	320 (313)	320 (313)

NOTE:

1. At temperatures above 56°C the nominal VPA will exceed 3.5°.

NO CIRCLING AUTHORISED
BTN RADIALS 180° AND 260°
CLOCKWISE.

Distance from RWY 30R	NM	1	2	3	4	5	6
Altitude	FT	355	650	950	1245	1540	1840
Ground Speed	KTS	80	100	120	140	160	
Rate of Descent (2.8°)	FT/MIN	400	495	595	690	790	

Amendment: MAG VAR value updated.

INTENTIONALLY BLANK

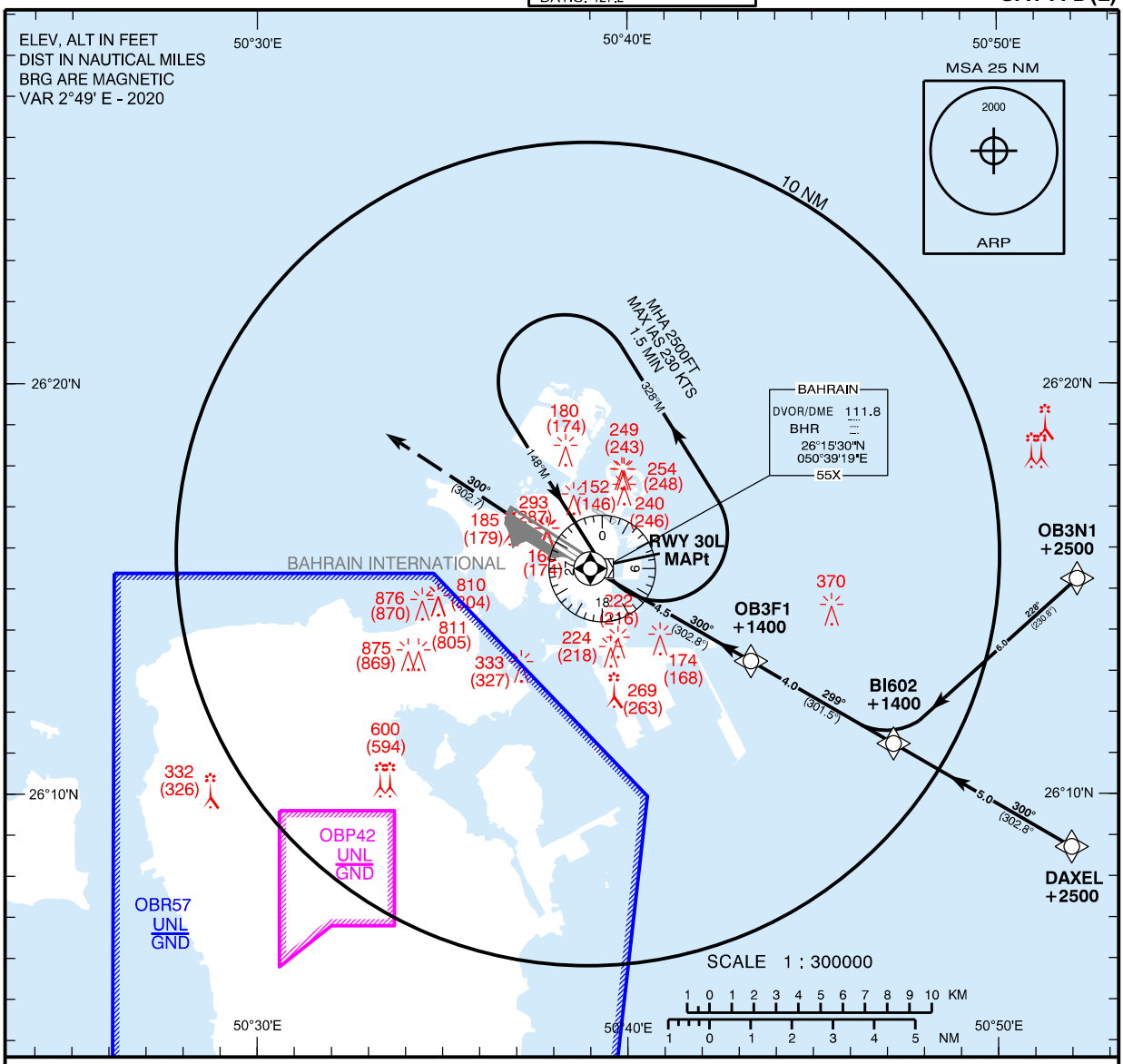
INSTRUMENT APPROACH CHART - ICAO

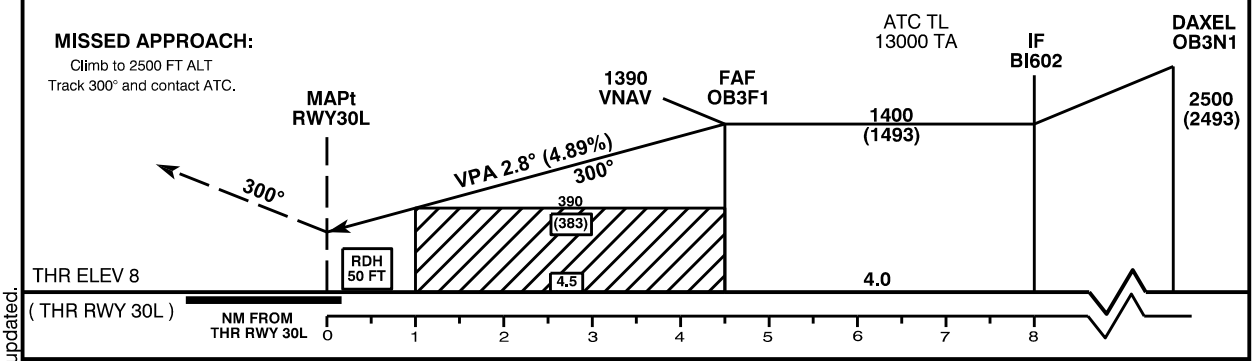
AERODROME ELEV 8 FT
HEIGHTS RELATED TO
THR RWY 30L - ELEV 8 FT

MIN TEMP 0°C

APP:	127.85	119.1	234.95
TWR:	118.5	296.025	
GMC:	121.85		
DLV :	121.9		
DATIS:	127.2		

BAHRAIN INTERNATIONAL
RNAV (GNSS) RWY 30L
CAT A-D(L)





OCA / OCH		A	B	C	D
Straight-in Approach	LNAV	390 (383)	390 (383)	390 (383)	390 (383)
	DA / H				
	LNAV / VNAV	300 (293)	300 (293)	300 (293)	300 (293)

NOTE

1. At temperatures above 56°C the nominal VPA will exceed 3.5°.

NO CIRCLING AUTHORISED
BTN RADIALS 180° AND 260°
CLOCKWISE

Distance from RWY30L	NM	1	2	3	4	5	6
Altitude	FT	355	650	950	1245	1540	1840
Ground Speed	KTS	80	100	120	140	160	
Rate of Descent (2.8°)	FT/MIN	400	495	595	690	790	

Amendment: MAG VAR Value updated.

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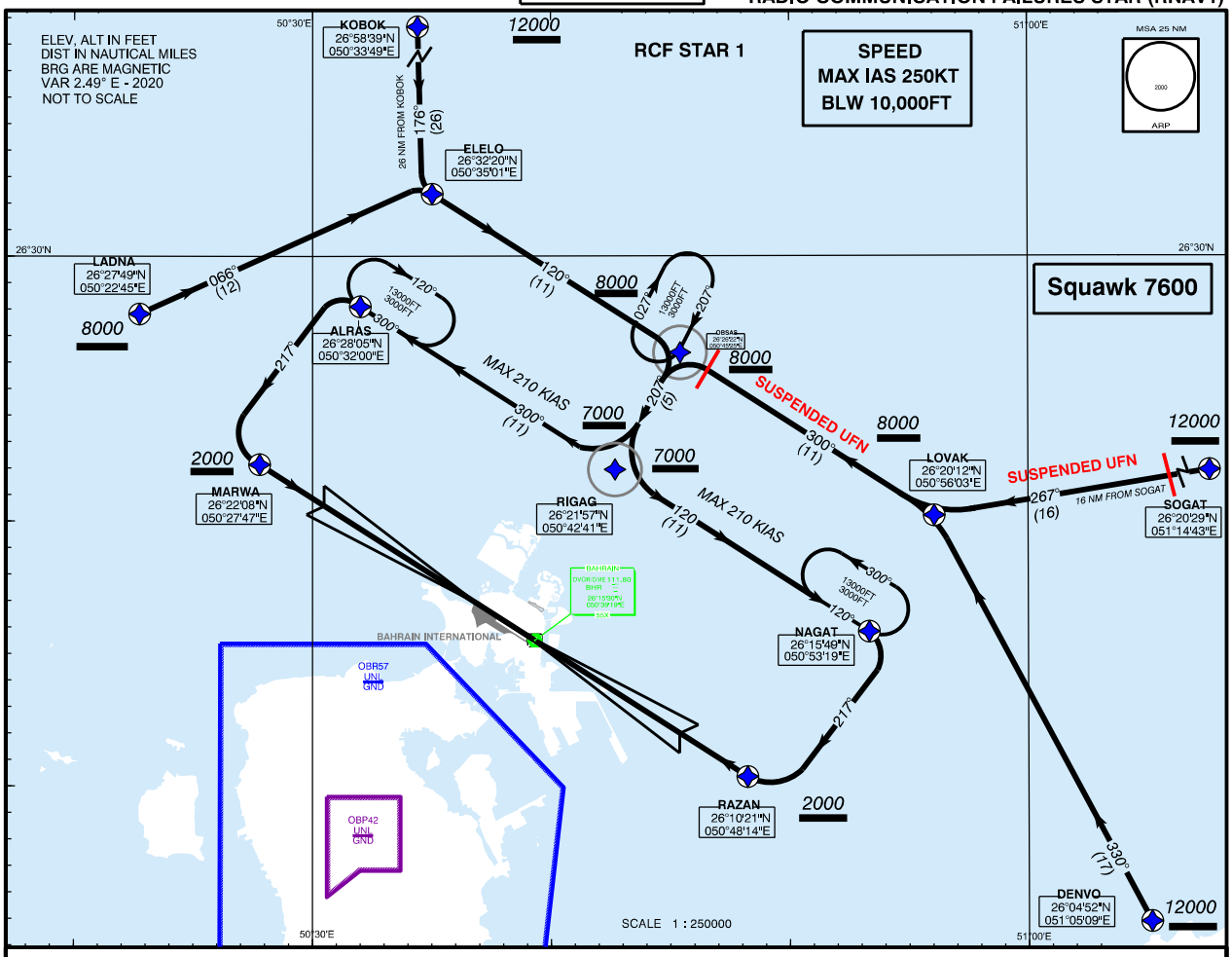
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 13000

APP: 127.85 119.1 234.95
TWR: 118.5 296.025
SMC: 121.85
DLV : 121.90
DATIS: 127.2

BAHRAIN INTL (OBBI)
RWY 12L/30R
RADIO COMMUNICATION FAILURES STAR (RNAV1)



RADIO COMMUNICATION FAILURES STAR (RNAV1)

DENVO	RCF 1 ARRIVAL
SOGAT	RCF 1 ARRIVAL
LADNA	RCF 1 ARRIVAL
KOBOK	RCF 1 ARRIVAL

PROCEDURES

Radio Communication Failure : -

1- Squawk 7600, comply with vertical navigation requirements, but not below MSA.

2- Track via latest STAR clearance to the nominated runway, then fly the most suitable approach as advised by ATC.

3- Comply with all allocated flight level and altitude as published in this chart.

4- No Circling authorised BTN radials 180° and 260° Clockwise.

Amendment: MAG VAR Value updated & DLV FREQ Added.

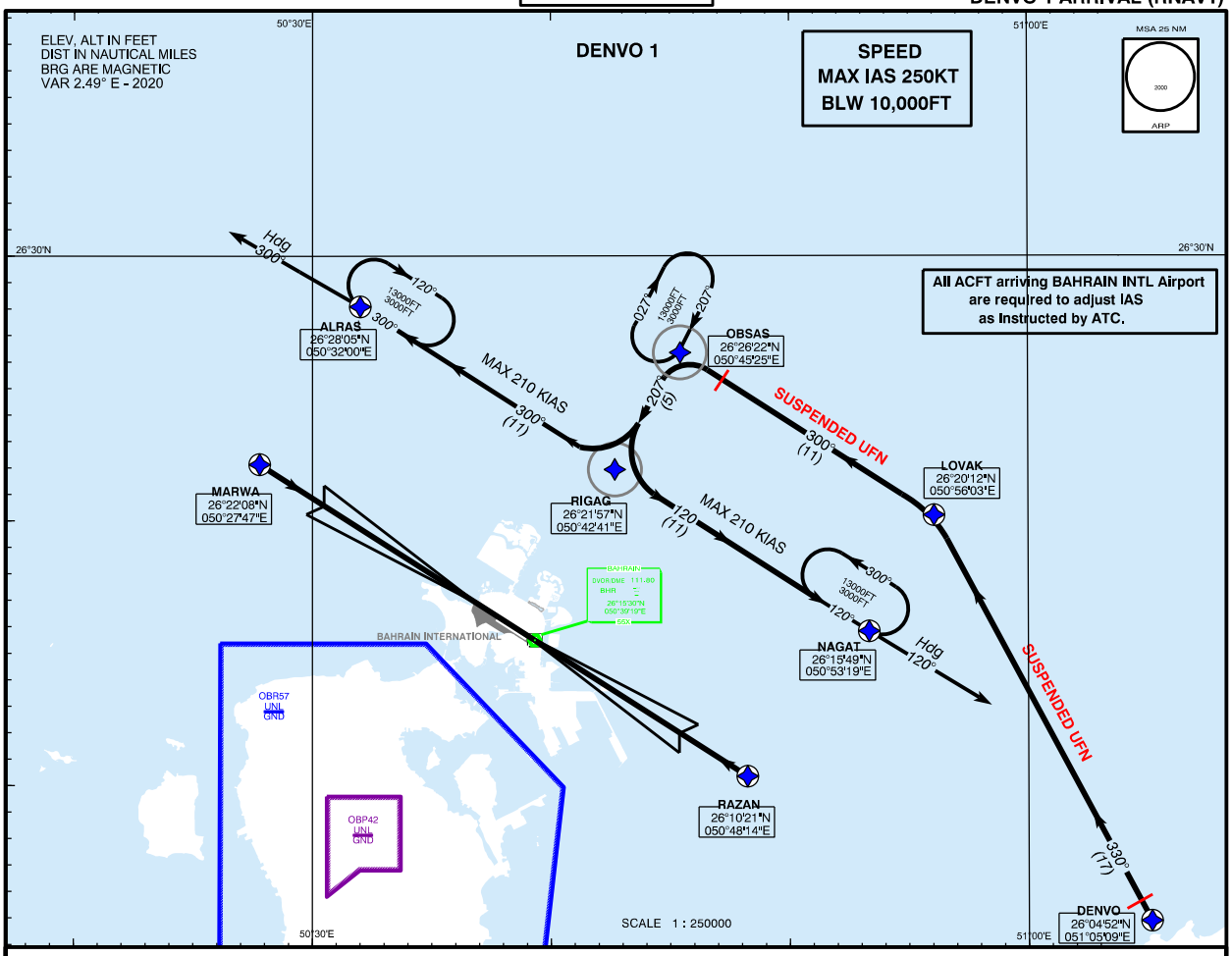
INTENTIONALLY BLANK

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 13000

APP: 127.85 119.1 234.95
TWR: 118.5 296.025
GMC: 121.85
DLV: 121.90
DATIS: 127.2

BAHRAIN INTL (OBBI)
RWY 12L/30R
DENVO 1 ARRIVAL (RNAV1)



DENVO 1 ARRIVAL (RNAV1)

RWY 12 L	RWY 30 R
FROM DENVO TRACK 330° TO LOVAK	FROM DENVO TRACK 330° TO LOVAK
TURN LEFT TRACK 300° TO OBSAS	TURN LEFT TRACK 300° TO OBSAS.
TURN LEFT TRACK 207° TO RIGAG	TURN LEFT TRACK 207° TO RIGAG
TURN RIGHT TRACK 300° TO ALRAS MAX SPEED 210 KTS	TURN LEFT TRACK 120° TO NAGAT MAX SPEED 210 KTS
FROM ALRAS FLY H 300° EXPECT RADAR VECTORS TO FINAL	FROM NAGAT FLY H 120° EXPECT RADAR VECTORS TO FINAL

GENERAL PROCEDURES

1- Advise Bahrain ATC if unable to comply with the RNAV STAR.
2- Request STAR designator, current altitude, and cleared altitude on first contact with Bahrain Approach.
3- Maintain altitude assigned by ATC until cleared for the approach.
4- Do not expect lower than 7000FT AMSL until past RIGAG.
5- No Circling authorised BTN radials 180° and 260° Clockwise.
6- ALRAS is a Downwind Termination Waypoint (DTW) for the STAR to RWY 12.
7- NAGAT is a Downwind Termination Waypoint (DTW) for the STAR to RWY 30.

Amendment: MAG VAR Value Updated.

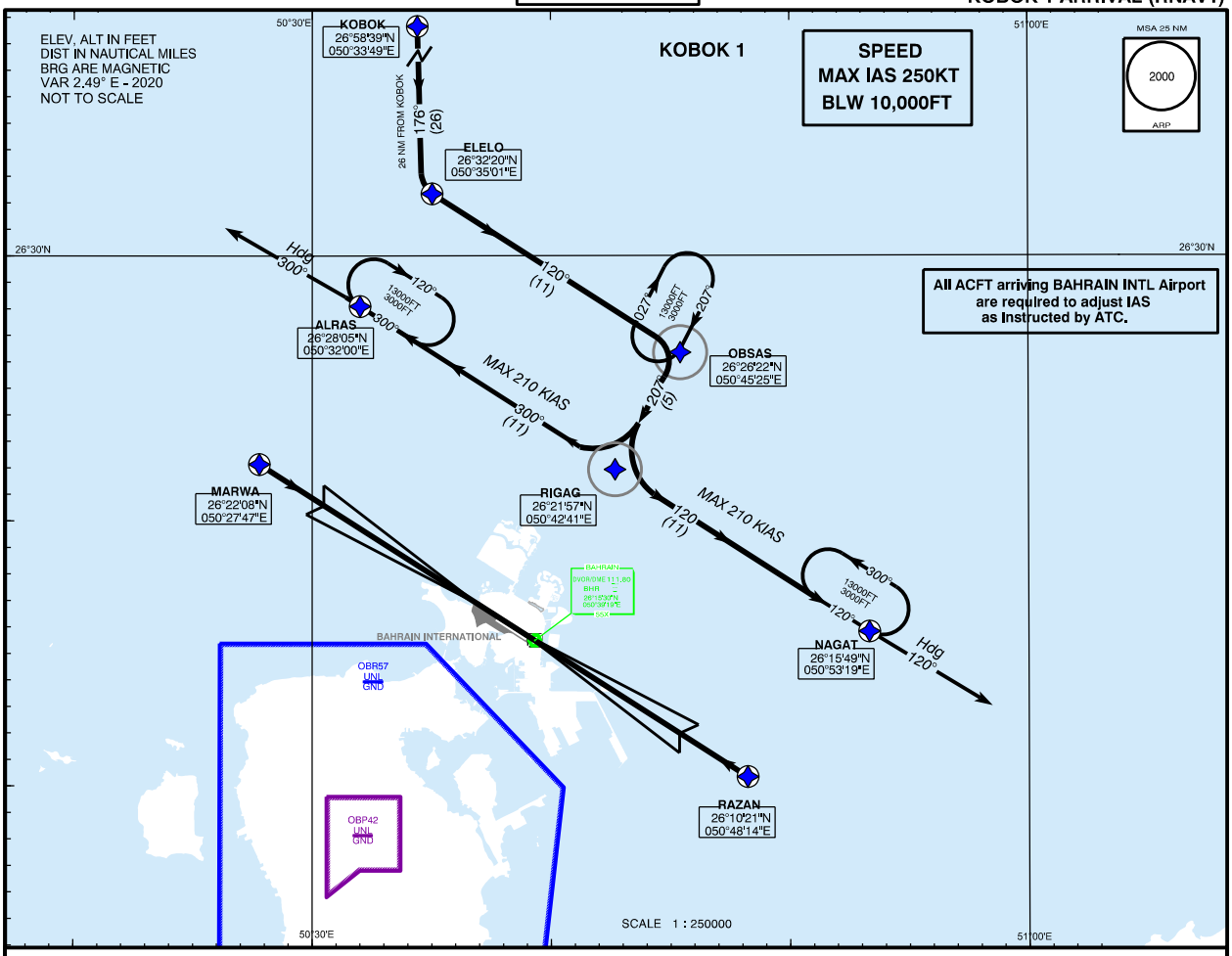
INTENTIONALLY BLANK

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 13000

APP: 127.85 119.1 234.95
TWR: 118.5 296.025
GMC: 121.85
DLV: 121.90
DATIS: 127.2

BAHRAIN INTL (OBBI)
RWY 12L/30R
KOBOK 1 ARRIVAL (RNAV1)



KOBOK 1 ARRIVAL (RNAV1)	
RWY 12 L	**RWY 30 R**
FROM KOBOK TRACK 176° TO ELELO	FROM KOBOK TRACK 176° TO ELELO
TURN LEFT TRACK 120° TO OBSAS	TURN LEFT TRACK 120° TO OBSAS
TURN RIGHT TRACK 207° TO RIGAG	TURN RIGHT TRACK 207° TO RIGAG
TURN RIGHT TRACK 300° TO ALRAS MAX SPEED 210 KTS	TURN LEFT TRACK 120° TO NAGAT MAX SPEED 210 KTS
FROM ALRAS FLY H 300° EXPECT RADAR VECTORS TO FINAL	FROM NAGAT FLY H 120° EXPECT RADAR VECTORS TO FINAL

GENERAL PROCEDURES

1- Advise Bahrain ATC if unable to comply with the RNAV STAR.
2- Request STAR designator, current altitude, and cleared altitude on first contact with Bahrain Approach.
3- Maintain altitude assigned by ATC until cleared for the approach.
4- Expect to cross RIGAG between 5000-7000FT AMSL as instructed by ATC.
5- No Circling authorised BTN radials 180° and 260° Clockwise.
6- ALRAS is a Downwind Termination Waypoint (DTW) for the STAR to RWY 12.
7- NAGAT is a Downwind Termination Waypoint (DTW) for the STAR to RWY 30.

Amendment: MAG VAR Value Updated.

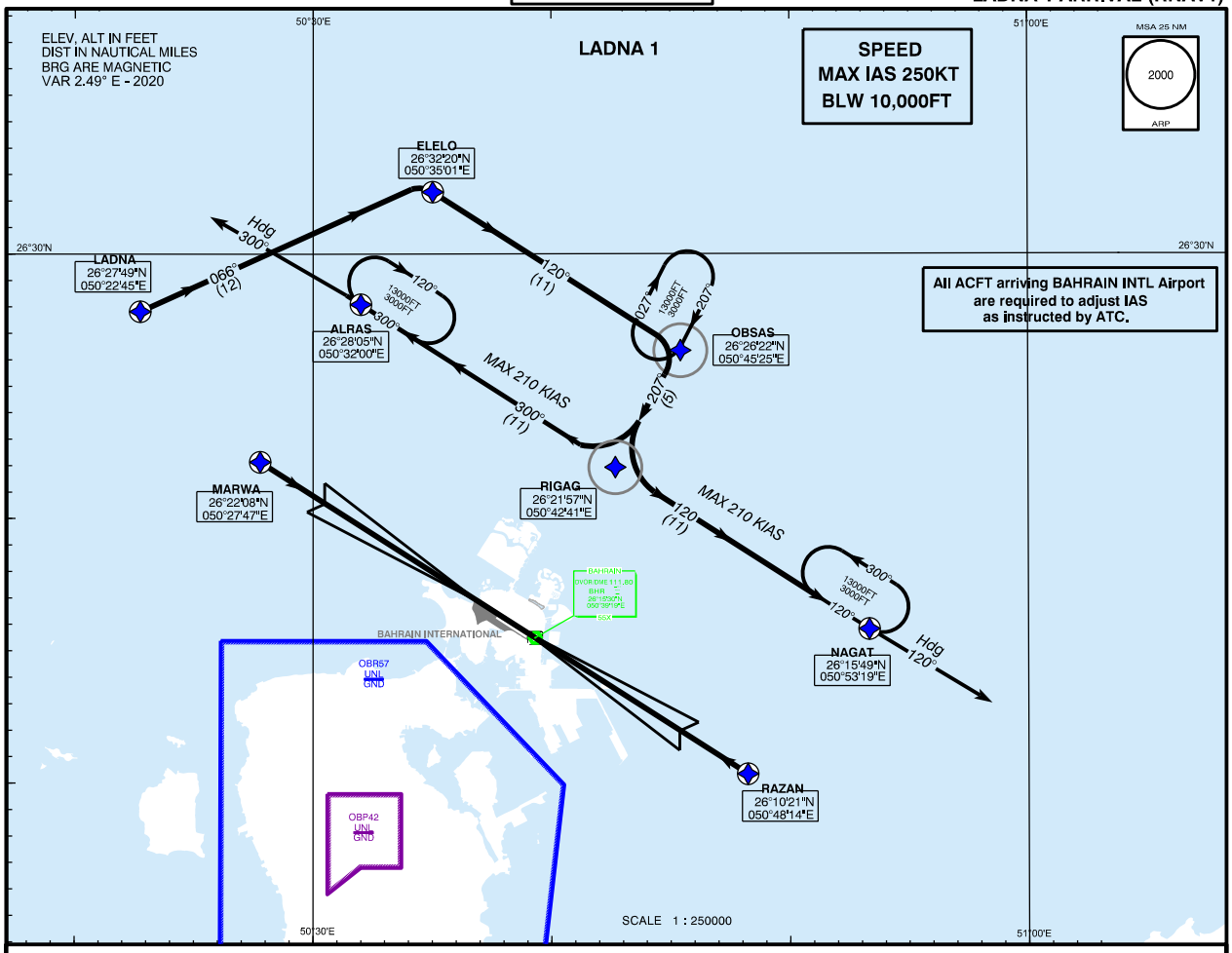
INTENTIONALLY BLANK

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 13000

APP: 127.85 119.1 234.95
TWR: 118.5 296.025
GMC: 121.85
DLV: 121.90
DATIS: 127.2

BAHRAIN INTL (OBBI)
RWY 12L/30R
LADNA 1 ARRIVAL (RNAV1)



LADNA 1 ARRIVAL (RNAV1)

RWY 12 L	RWY 30 R
FROM LADNA TRACK 066° TO ELELO	FROM LADNA TRACK 066° TO ELELO
TURN RIGHT TRACK 120° TO OBSAS	TURN RIGHT TRACK 120° TO OBSAS
TURN RIGHT TRACK 207° TO RIGAG	TURN RIGHT TRACK 207° TO RIGAG
TURN RIGHT TRACK 300° TO ALRAS MAX SPEED 210 KTS	TURN LEFT TRACK 120° TO NAGAT MAX SPEED 210 KTS
FROM ALRAS FLY H 300° EXPECT RADAR VECTORS TO FINAL	FROM NAGAT FLY H 120° EXPECT RADAR VECTORS TO FINAL

GENERAL PROCEDURES

1- Advise Bahrain ATC if unable to comply with the RNAV STAR.
2- Request STAR designator, current altitude, and cleared altitude on first contact with Bahrain Approach.
3- Maintain altitude assigned by ATC until cleared for the approach.
4- Expect to cross RIGAG between 5000-7000FT AMSL as instructed by ATC.
5- No Circling authorised BTN radials 180° and 260° Clockwise.
6- ALRAS is a Downwind Termination Waypoint (DTW) for the STAR to RWY 12.
7- NAGAT is a Downwind Termination Waypoint (DTW) for the STAR to RWY 30.

Amendment: MAG VAR Value Updated.

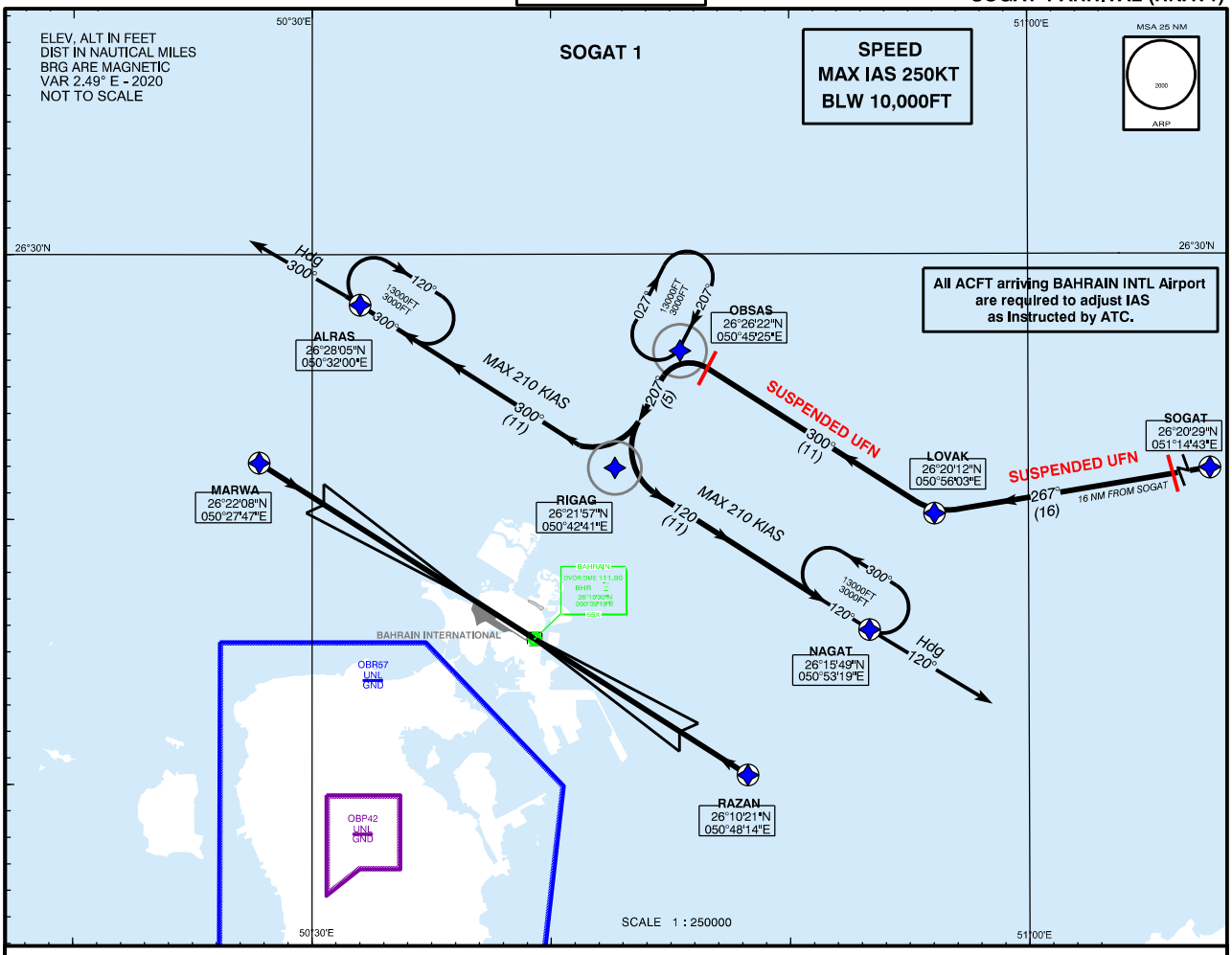
INTENTIONALLY BLANK

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 13000

APP:	127.85	119.1	234.95
TWR:	118.5	296.025	
GMC:	121.85		
DLV	121.90		
DATIS:	127.2		

BAHRAIN INTL (OBBI)
RWY 12L/30R
SOGAT 1 ARRIVAL (RNAV1)



SOGAT 1 ARRIVAL (RNAV1)

RWY 12 L	RWY 30 R
FROM SOGAT TRACK 267° TO LOVAK	FROM SOGAT TRACK 267° TO LOVAK
TURN RIGHT TRACK 300° TO OBSAS	TURN RIGHT TRACK 300° TO OBSAS
TURN LEFT TRACK 207° TO RIGAG	TURN LEFT TRACK 207° TO RIGAG
TURN RIGHT TRACK 300° TO ALRAS MAX SPEED 210 KTS	TURN LEFT TRACK 120° TO NAGAT MAX SPEED 210 KTS
FROM ALRAS FLY H 300° EXPECT RADAR VECTORS TO FINAL	FROM NAGAT FLY H 120° EXPECT RADAR VECTORS TO FINAL

GENERAL PROCEDURES

1- Advise Bahrain ATC if unable to comply with the RNAV STAR.
2- Request STAR designator, current altitude, and cleared altitude on first contact with Bahrain Approach.
3- Maintain altitude assigned by ATC until cleared for the approach.
4- Do not expect lower than 7000FT AMSL until past RIGAG.
5- No Circling authorised BTN radials 180° and 260° Clockwise.
6- ALRAS is a Downwind Termination Waypoint (DTW) for the STAR to RWY 12.
7- NAGAT is a Downwind Termination Waypoint (DTW) for the STAR to RWY 30.

Amendment: MAG VAR Value Updated.

INTENTIONALLY BLANK

LOW VISIBILITY PROCEDURE
LVP CHART (DEP RWY 12L/30R)

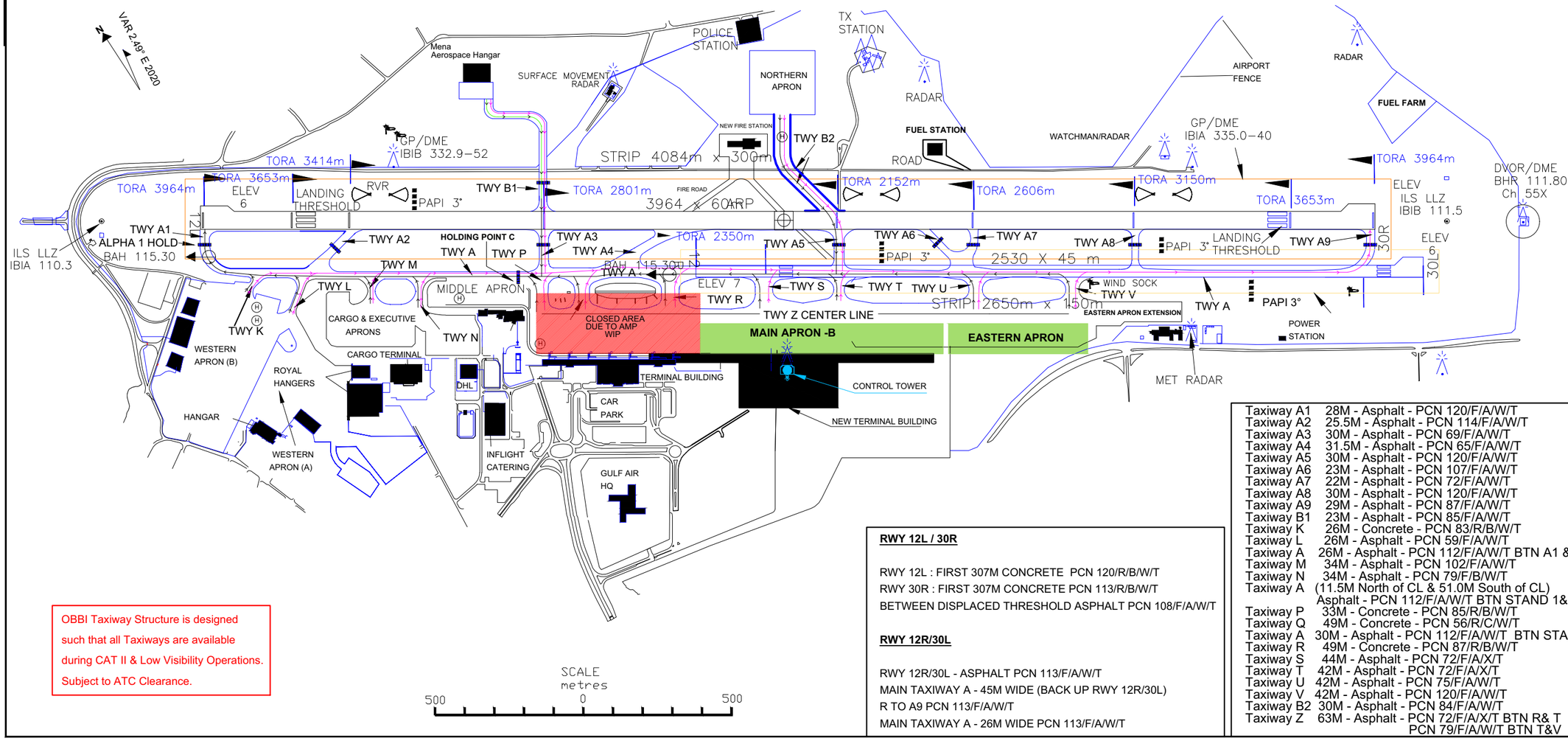
DISTANCES IN METRES
ALTITUDES, ELEVATIONS AND
HEIGHTS IN FEET.

26°16'14.97"N
050°38'01.17"E

APRON ELEV
8.92 FT

TWR 118.50
GMC 121.85
DLV 121.90

RUNWAY 12L – 30R DEPARTURE	
DEPARTURE RWY 12L	
DEPARTURE RWY 30R	
STOPBARS	



OBBI Taxiway Structure is designed such that all Taxiways are available during CAT II & Low Visibility Operations. Subject to ATC Clearance.

RWY 12L / 30R

RWY 12L : FIRST 307M CONCRETE PCN 120/R/B/W/T
RWY 30R : FIRST 307M CONCRETE PCN 113/R/B/W/T
BETWEEN DISPLACED THRESHOLD ASPHALT PCN 108/F/A/W/T

RWY 12R/30L

RWY 12R/30L - ASPHALT PCN 113/F/A/W/T
MAIN TAXIWAY A - 45M WIDE (BACK UP RWY 12R/30L)
R TO A9 PCN 113/F/A/W/T
MAIN TAXIWAY A - 26M WIDE PCN 113/F/A/W/T

Taxiway A1 28M - Asphalt - PCN 120/F/A/W/T
Taxiway A2 25.5M - Asphalt - PCN 114/F/A/W/T
Taxiway A3 30M - Asphalt - PCN 69/F/A/W/T
Taxiway A4 31.5M - Asphalt - PCN 65/F/A/W/T
Taxiway A5 30M - Asphalt - PCN 120/F/A/W/T
Taxiway A6 23M - Asphalt - PCN 107/F/A/W/T
Taxiway A7 22M - Asphalt - PCN 72/F/A/W/T
Taxiway A8 30M - Asphalt - PCN 120/F/A/W/T
Taxiway A9 29M - Asphalt - PCN 87/F/A/W/T
Taxiway B1 23M - Asphalt - PCN 85/F/A/W/T
Taxiway K 26M - Concrete - PCN 83/R/B/W/T
Taxiway L 26M - Asphalt - PCN 59/F/A/W/T
Taxiway A 26M - Asphalt - PCN 112/F/A/W/T BTN A1 & STAND 1
Taxiway M 34M - Asphalt - PCN 102/F/A/W/T
Taxiway N 34M - Asphalt - PCN 79/F/B/W/T
Taxiway A (11.5M North of CL & 51.0M South of CL) Asphalt - PCN 112/F/A/W/T BTN STAND 1& STAND 6
Taxiway P 33M - Concrete - PCN 85/R/B/W/T
Taxiway Q 49M - Concrete - PCN 56/R/C/W/T
Taxiway A 30M - Asphalt - PCN 112/F/A/W/T BTN STAND 6 & S
Taxiway R 49M - Concrete - PCN 87/R/B/W/T
Taxiway S 44M - Asphalt - PCN 72/F/A/X/T
Taxiway T 42M - Asphalt - PCN 72/F/A/X/T
Taxiway U 42M - Asphalt - PCN 75/F/A/W/T
Taxiway V 42M - Asphalt - PCN 120/F/A/W/T
Taxiway B2 30M - Asphalt - PCN 84/F/A/W/T
Taxiway Z 63M - Asphalt - PCN 72/F/A/X/T BTN R& T PCN 79/F/A/W/T BTN T&V

Amendment: Taxiway A Location & Width Amended and MSSR Radar renamed.

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LOW VISIBILITY PROCEDURE
LVP CHART (ARR RWY 12L/30R)

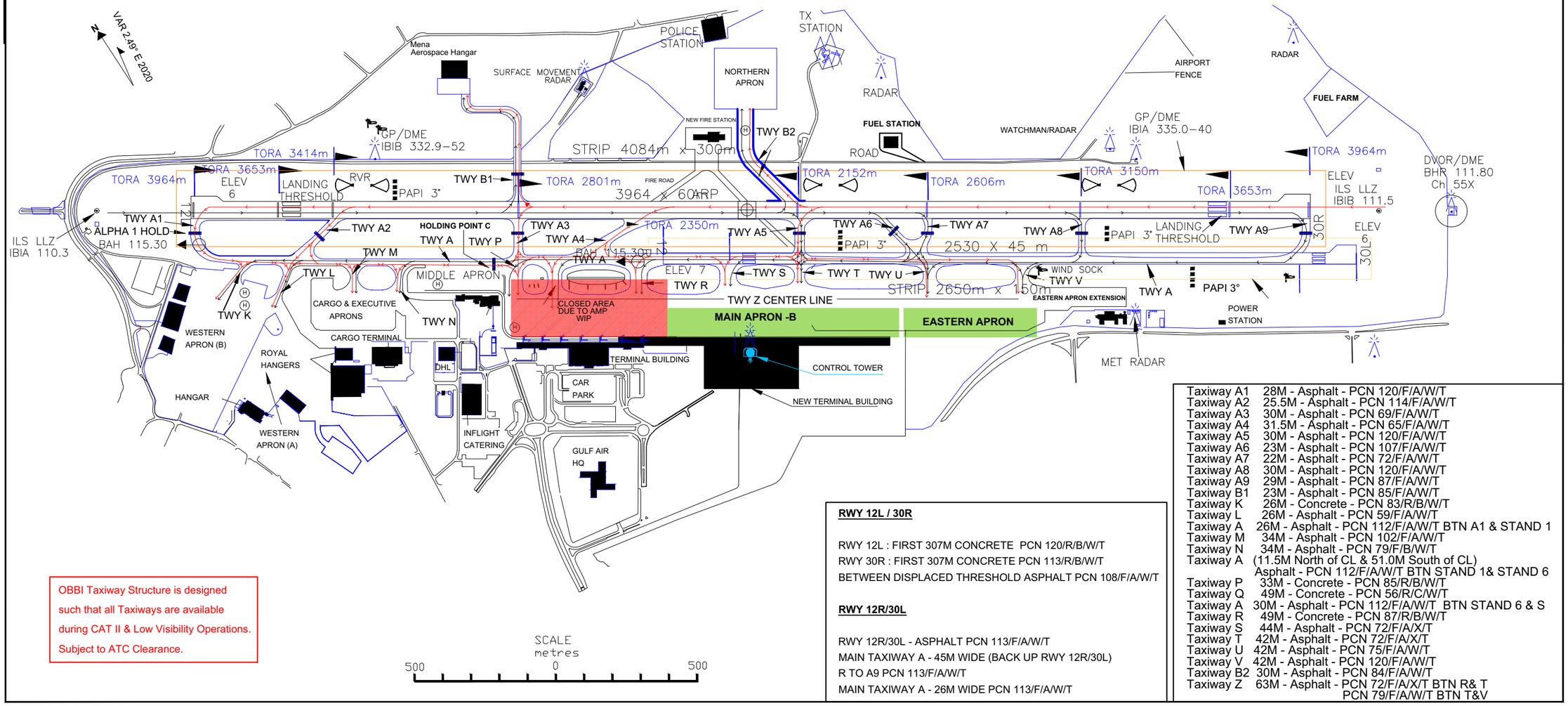
DISTANCES IN METRES
ALTITUDES, ELEVATIONS AND
HEIGHTS IN FEET.

26°16'14.97"N
050°38'01.17"E

APRON ELEV
8.92 FT

TWR 118.50
GMC 121.85
DLV 121.90

RUNWAY 12L – 30R ARRIVAL	
ARRIVAL RWY 12L	———
ARRIVAL RWY 30R	- - - - - - - -
STOPBARS	▬▬



OBBI Taxiway Structure is designed such that all Taxiways are available during CAT II & Low Visibility Operations. Subject to ATC Clearance.

RWY 12L / 30R

RWY 12L : FIRST 307M CONCRETE PCN 120/R/B/W/T
RWY 30R : FIRST 307M CONCRETE PCN 113/R/B/W/T
BETWEEN DISPLACED THRESHOLD ASPHALT PCN 108/F/A/W/T

RWY 12R/30L

RWY 12R/30L - ASPHALT PCN 113/F/A/W/T
MAIN TAXIWAY A - 45M WIDE (BACK UP RWY 12R/30L)
R TO A9 PCN 113/F/A/W/T
MAIN TAXIWAY A - 26M WIDE PCN 113/F/A/W/T

Taxiway A1 28M - Asphalt - PCN 120/F/A/W/T
Taxiway A2 25.5M - Asphalt - PCN 114/F/A/W/T
Taxiway A3 30M - Asphalt - PCN 69/F/A/W/T
Taxiway A4 31.5M - Asphalt - PCN 65/F/A/W/T
Taxiway A5 30M - Asphalt - PCN 120/F/A/W/T
Taxiway A6 23M - Asphalt - PCN 107/F/A/W/T
Taxiway A7 22M - Asphalt - PCN 72/F/A/W/T
Taxiway A8 30M - Asphalt - PCN 120/F/A/W/T
Taxiway A9 29M - Asphalt - PCN 87/F/A/W/T
Taxiway B1 23M - Asphalt - PCN 85/F/A/W/T
Taxiway K 26M - Concrete - PCN 83/R/B/W/T
Taxiway L 26M - Asphalt - PCN 59/F/A/W/T
Taxiway A 26M - Asphalt - PCN 112/F/A/W/T BTN A1 & STAND 1
Taxiway M 34M - Asphalt - PCN 102/F/A/W/T
Taxiway N 34M - Asphalt - PCN 79/F/B/W/T
Taxiway A (11.5M North of CL & 51.0M South of CL) Asphalt - PCN 112/F/A/W/T BTN STAND 1& STAND 6
Taxiway P 33M - Concrete - PCN 85/R/B/W/T
Taxiway Q 49M - Concrete - PCN 56/R/C/W/T
Taxiway A 30M - Asphalt - PCN 112/F/A/W/T BTN STAND 6 & S
Taxiway R 49M - Concrete - PCN 87/R/B/W/T
Taxiway S 44M - Asphalt - PCN 72/F/A/X/T
Taxiway T 42M - Asphalt - PCN 72/F/A/X/T
Taxiway U 42M - Asphalt - PCN 75/F/A/W/T
Taxiway V 42M - Asphalt - PCN 120/F/A/W/T
Taxiway B2 30M - Asphalt - PCN 84/F/A/W/T
Taxiway Z 63M - Asphalt - PCN 72/F/A/X/T BTN R& T PCN 79/F/A/W/T BTN T&V

Amendment: Taxiway A Location & Width Amended and MSSR Radar renamed.

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OBBS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

OBBS - BAHRAIN / ISA AIRBASE

OBBS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	255506.11N 0503526.16E, Mid - point of RWY on CL
2	Direction and distance from (city)	18 NM S of Manama
3	Elevation/Reference temperature	139 FT / 39° C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	2.56 (2021) / 0°3' per year
6	AD operator, address, telephone, telefax, e-mail address, AFS and website address	Royal Bahrain Air Force Air Operations Centre P.O. Box 245 Kingdom of Bahrain TEL: +973 17894474 Telefax:+973 17620926 AFS: RBAF HQ & OPS OBBSYWYX, RBAF ATC OBBSZTZX, RBAF MET OBBSYMYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Emergency Diversion only; otherwise strictly PPO

OBBS AD 2.3 OPERATIONAL HOURS

1	AD Operator	SUN - THU 04:15 - 10:30
2	Customs and immigration	Prior arrangement
3	Health and sanitation	Prior arrangement
4	AIS Briefing Office	by prior arrangement
5	ATS Reporting Office (ARO)	SUN - THU 04:15 - 10:30 or by prior arrangement
6	MET Briefing Office	SUN - THU 04:15 - 10:30 or by prior arrangement
7	ATS	SUN - THU 04:15 - 10:30 or by prior arrangement
8	Fuelling	Prior arrangement
9	Handling	Prior arrangement
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

OBBS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	Fuel: AVGAS 100 LL by prior arrangement, Jet A1 by prior arrangement, JP8 Oil: NIL
3	Fuelling facilities/capacity	ET A1 & AVGAS 100LL from Bowser; contract off base vehicle required; JP 8 from on base Bowser
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	Available in emergency; small aircraft only
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

OBBS AD 2.5 PASSENGER FACILITIES

1	Hotels	In Manama
2	Restaurants	NIL; food available in emergency
3	Transportation	Available from BDF in emergency
4	Medical facilities	First aid; Ambulance; Hospitals in Manama
5	Bank and Post Office	In Manama
6	Tourist Office	In Manama
7	Remarks	NIL

OBBS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 7
2	Rescue equipment	4RB (20) available from Coastguard
3	Capability for removal of disabled aircraft	Limited
4	Remarks	NIL

OBBS AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	NIL

OBBS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron designation, surface and strength	MAIN: Concrete, PCN 49 / F / B / X / T
2	Taxiway designation, width, surface and strength	PARALLEL /30M/ REMAINDER: Asphalt, PCN 46 / F / B / X / T
3	Altimeter checkpoint location and elevation	Holding point RWY 33R: 24 FT Holding point RWY 15L: 135 FT
4	VOR checkpoints	VOR: NIL
5	INS checkpoints	Holding Point RWY 33R 255408.40N 0503551.60E THR RWY 33R 255410.69N 0503556.38E Holding Point RWY 15L 255600.36N 0503451.36E THR RWY 15L 255601.55N 0503456.12E 255601.55N: NW corner 255459.28N 0503509.12E SW corner 255448.72N 0503516.32E SE corner 255451.36N 0503522.08E NE corner 255502.52N 0503516.80E
6	Remarks	NIL

OBBS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY at all holding positions Guide lines at APRON
2	RWY and TWY markings	RWY: designation, THR, edge, end as appropriate TWY: holding positions at all TWY / RWY intersections
3	Stop bars	Stop bars where appropriate.
4	Remarks	NIL

OBBS AD 2.24 CHARTS RELATED TO AN AERODROME

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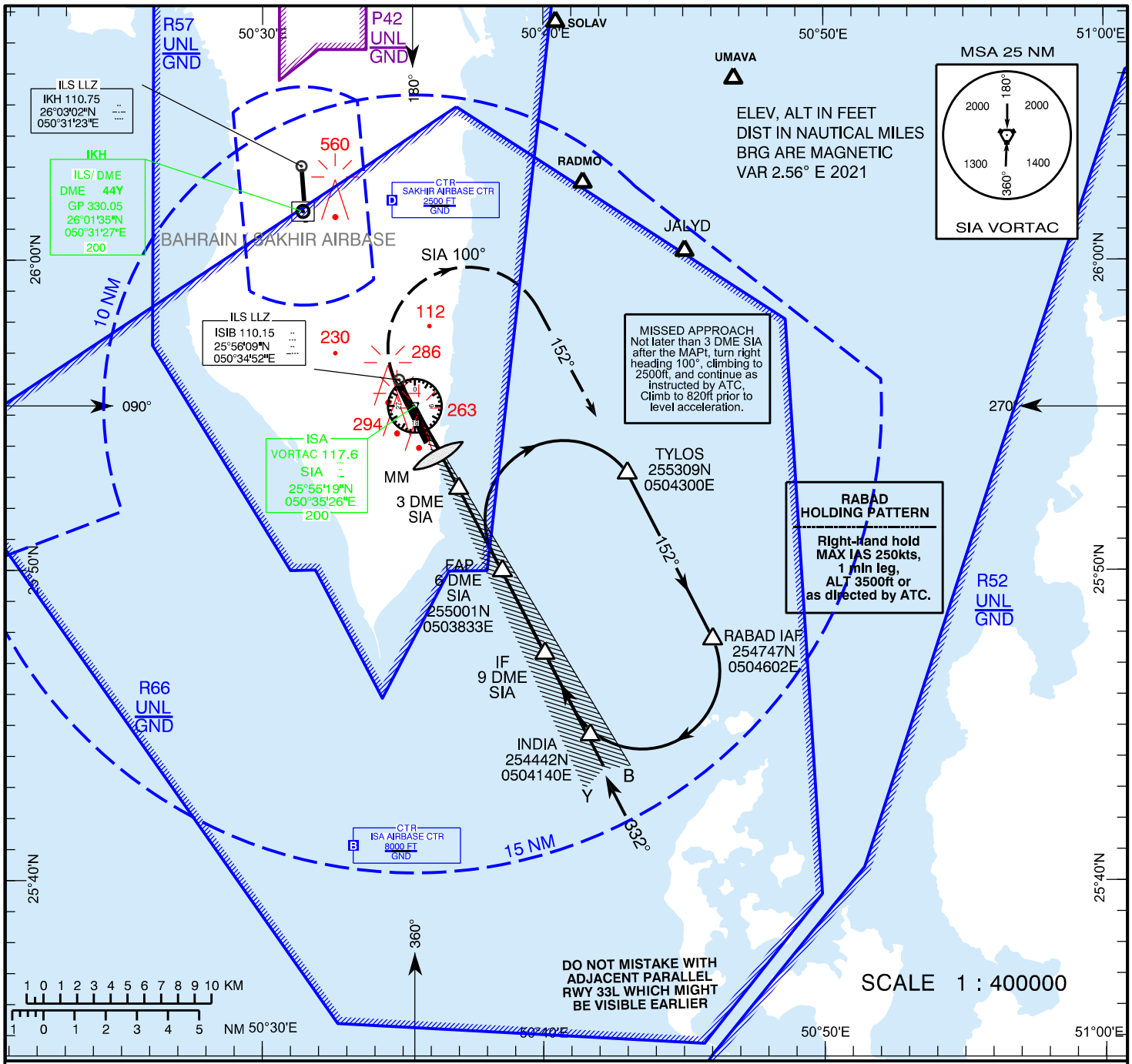
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 139 ft
HEIGHTS RELATED TO
THR RWY 33R - ELEV

APP:	124.95	358.15
TWR:	125.45	364.15
	125.95	318.25

BAHRAIN / ISA AIRBASE VOR/DME/ILS RWY 33R ALL ACFT CATEGORIES



TRANSITION ALTITUDE
13000

Missed Appraoch:-

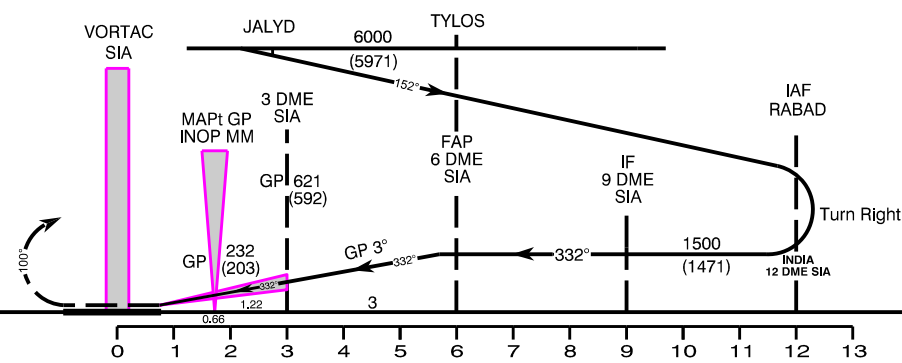
Not later than 3 DME SIA after the MAPt,
Turn right heading 100°, climbing to 2500 FT,
and continue as instructed by ATC.

Climb to 820 FT prior to level accelerating.

THR ELEV 29

(THR RWY 33R)

ILS/RDH
55 FT



OCA / OCH		A	B	C	D	E
Straight-in Approach	ILS CAT 1	162 (HAT) 133)	173 (HAT) 145)	182 (HAT) 153)	193 (HAT) 164)	212 (HAT) 183)
	GP INOP	400 (HAT) 371)				
Circling		570 (HAA) 434)	630 (HAA) 494)	730 (HAA) 594)	830 (HAA) 694)	970 (HAA) 834)

GP INOP Approach: MAPt at MM

Speed	KT	80	100	120	140	160	180
Time	MIN:SEC	—	—	—	—	—	—
Rate of descent	FT/MIN	—	—	—	—	—	—

Amendment: MAG VAR Value updated.

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OBKH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

OBKH - BAHRAIN / SAKHIR AIRBASE

OBKH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	260205N 0503128E Mid - point of RWY on CL
2	Direction and distance from (city)	12 NM SW of Manama
3	Elevation/Reference temperature	76 FT / 39°C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	2.56 (2021) / 0°3' per year
6	AD operator, address, telephone, telefax, e-mail address, AFS and website address	Royal Bahrain Air Force Air Operations Centre P.O. Box 245 Kingdom of Bahrain TEL: +973 17894474 Telefax:+973 17620926 AFS: RBAF HQ & OPS OBBSYWYX, RBAF ATC OBBSZTZX, RBAF MET OBBSYMYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Military Airbase; Traffic otherwise strictly PPR

OBKH AD 2.3 OPERATIONAL HOURS

1	AD Operator	SUN - THU 0415 - 1030
2	Customs and immigration	HO
3	Health and sanitation	HO
4	AIS Briefing Office	HO
5	ATS Reporting Office (ARO)	SUN - THU 0415 - 1030
6	MET Briefing Office	SUN - THU 0415 - 1030
7	ATS	SUN - THU 0415 - 1030
8	Fuelling	HO
9	Handling	HO
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

OBKH AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	Fuel: Jet A1 by prior arrangement, AVGAS 100 LL by prior arrangement, JP8 Oil: NIL
3	Fuelling facilities/capacity	Jet A1 and AVGAS 100LL from bowser; contract off base vehicle required; JP 8 from on base bowser
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL

7	Remarks	NIL

OBKH AD 2.5 PASSENGER FACILITIES

1	Hotels	In Manama
2	Restaurants	NIL; food available in emergency
3	Transportation	Available from BDF in emergency
4	Medical facilities	First aid; Ambulance; Hospitals in Manama
5	Bank and Post Office	In Manama
6	Tourist Office	In Manama
7	Remarks	NIL

OBKH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Up to CAT 9 O / R
2	Rescue equipment	4 RB (20) available from coastguard
3	Capability for removal of disabled aircraft	Limited
4	Remarks	NIL

OBKH AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	NIL

OBKH AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron designation, surface and strength	MAIN NORTH: Concrete, PCN 74 / R / A / W / T MAIN SOUTH: Asphalt, PCN 60 / F / A / W / T
2	Taxiway designation, width, surface and strength	TWY A, TWY B, TWY C, TWY D: 23 M TWY A, TWY B, TWY D: Asphalt, PCN 52 / F / /A / X / T TWY C: Asphalt, PCN 52 / F / A / X / T south of TWY D and Asphalt, PCN 40 / F / A / X / T north of TWY D
3	Altimeter checkpoint location and elevation	Holding Point RWY 17: Hold A 63 FT, Hold B 61 FT
4	VOR checkpoints	NIL
5	INS checkpoints	Holding Point A 63 FT 260255.88N 05031280.11E , Holding Point B 61 FT 260245.67N 0503128.82E Parking Ramp: NIL Stands: On request
6	Remarks	NIL

OBKH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs. Guide lines at apron.
2	RWY and TWY markings	RWY: Designation, THR, edge, end as appropriate TWY: Edge, holding positions at all TWY / RWY Intersections
3	Stop bars	NIL

OBKH AD 2.24 CHARTS RELATED TO AN AERODROME

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AERODROME GROUND MOVEMENT CHART - ICAO

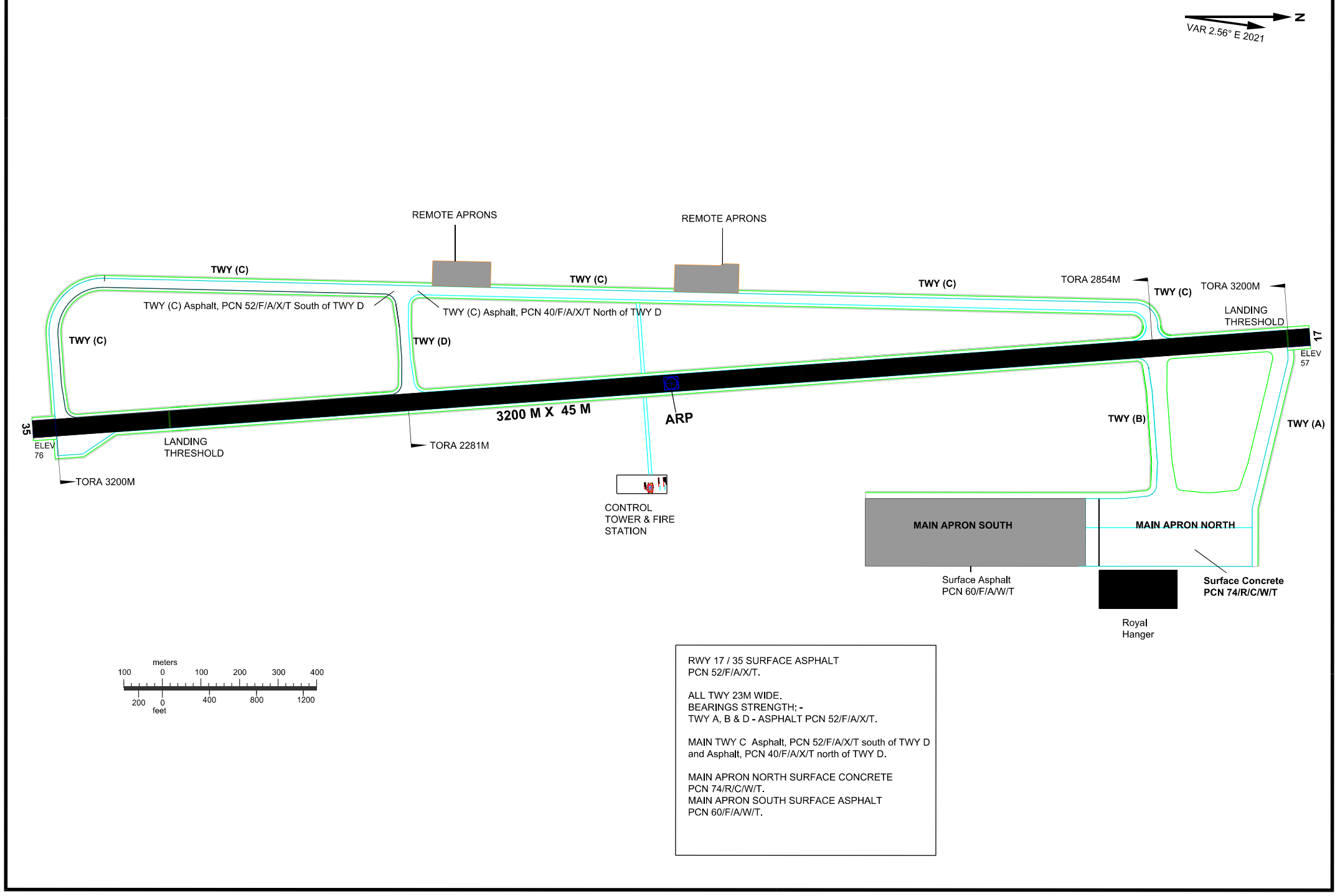
DISTANCES IN METERS
ALTITUDE, ELEVATIONS AND HEIGHTS IN FEET.

AD ELEV 76 FT

ARP
26 02 04.74N
050 31 28.29E

SAKHIR TWR 118.15
ISA APP 124.95

Bahrain / SAKHIR AIRBASE



RWY 17 / 35 SURFACE ASPHALT
PCN 52/F/A/X/T.

ALL TWY 23M WIDE.
BEARINGS STRENGTH; -
TWY A, B & D - ASPHALT PCN 52/F/A/X/T.

MAIN TWY C Asphalt, PCN 52/F/A/X/T south of TWY D and Asphalt, PCN 40/F/A/X/T north of TWY D.

MAIN APRON NORTH SURFACE CONCRETE
PCN 74/R/C/W/T.
MAIN APRON SOUTH SURFACE ASPHALT
PCN 60/F/A/W/T.

Amendment : MAG VAR Updated.

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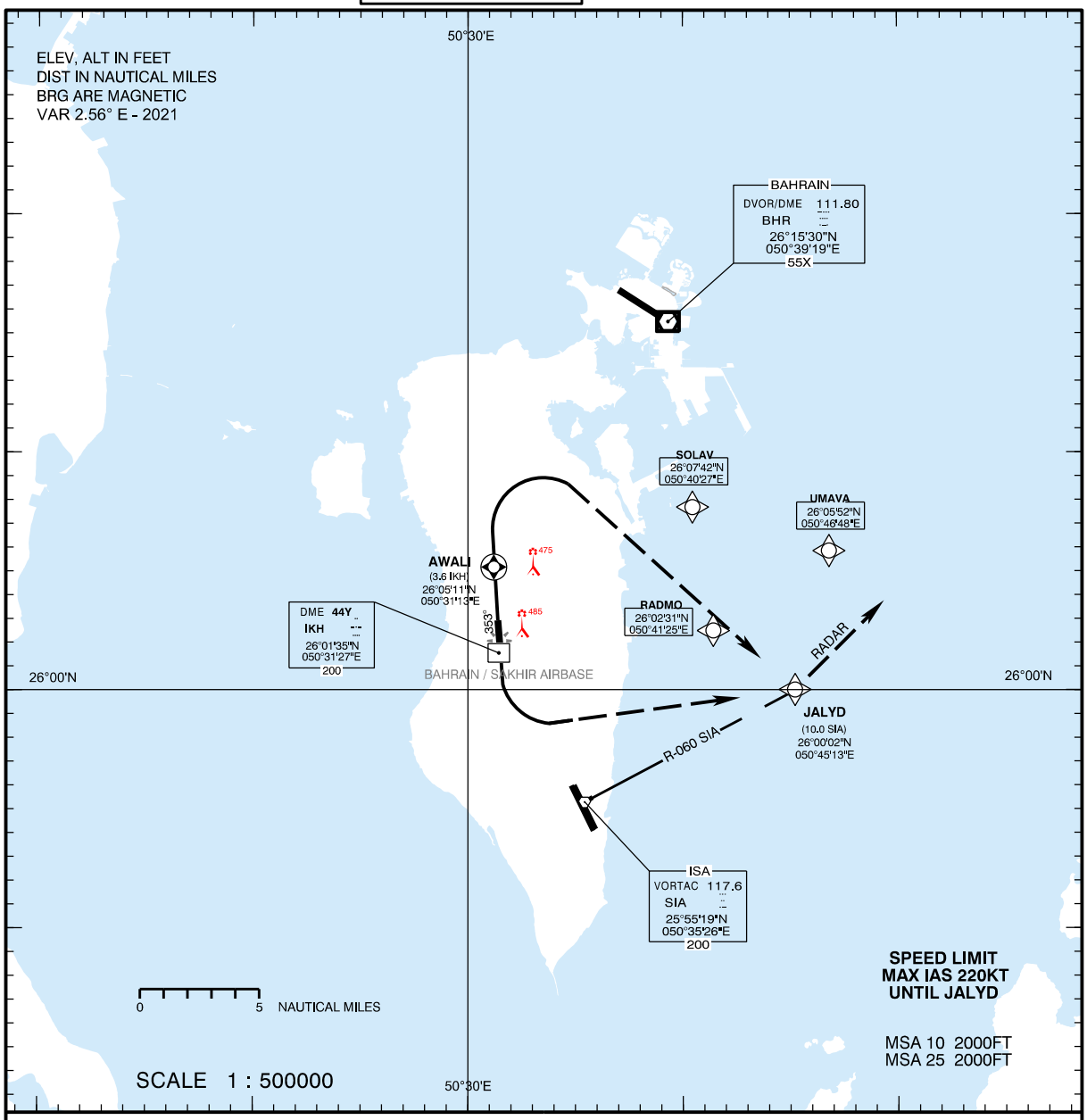
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

SAKHIR TOWER:	118.15
ISA DEPARTURE:	124.95
ACC BAHRAIN WEST:	125.050
ACC BAHRAIN EAST:	132.125
BAHRAIN VOLMET:	128.800

Bahraln, SAKHIR AIRBASE (OBKH)

STANDARD INSTRUMENT DEPARTURE (SID)



RWY 35

TRACK 353°
MAX IAS 185 KTS
AT EARLIEST OF 700 FT OR AWALI
TURN RIGHT
MIN AoB 20°
CLIMB TO 4000FT
TRACK TO JALYD
When directed, contact Departure

RWY 17

TRACK 173°
CLIMB TO 700 FT
NOT BEFORE DER, TURN LEFT
CLIMB TO 4000FT
TRACK TO JALYD
When directed, contact Departure

TRANSITION

RADAR: From JALYD, expect radar vectors to cleared route.

Amendment: MAG VAR Value Updated .

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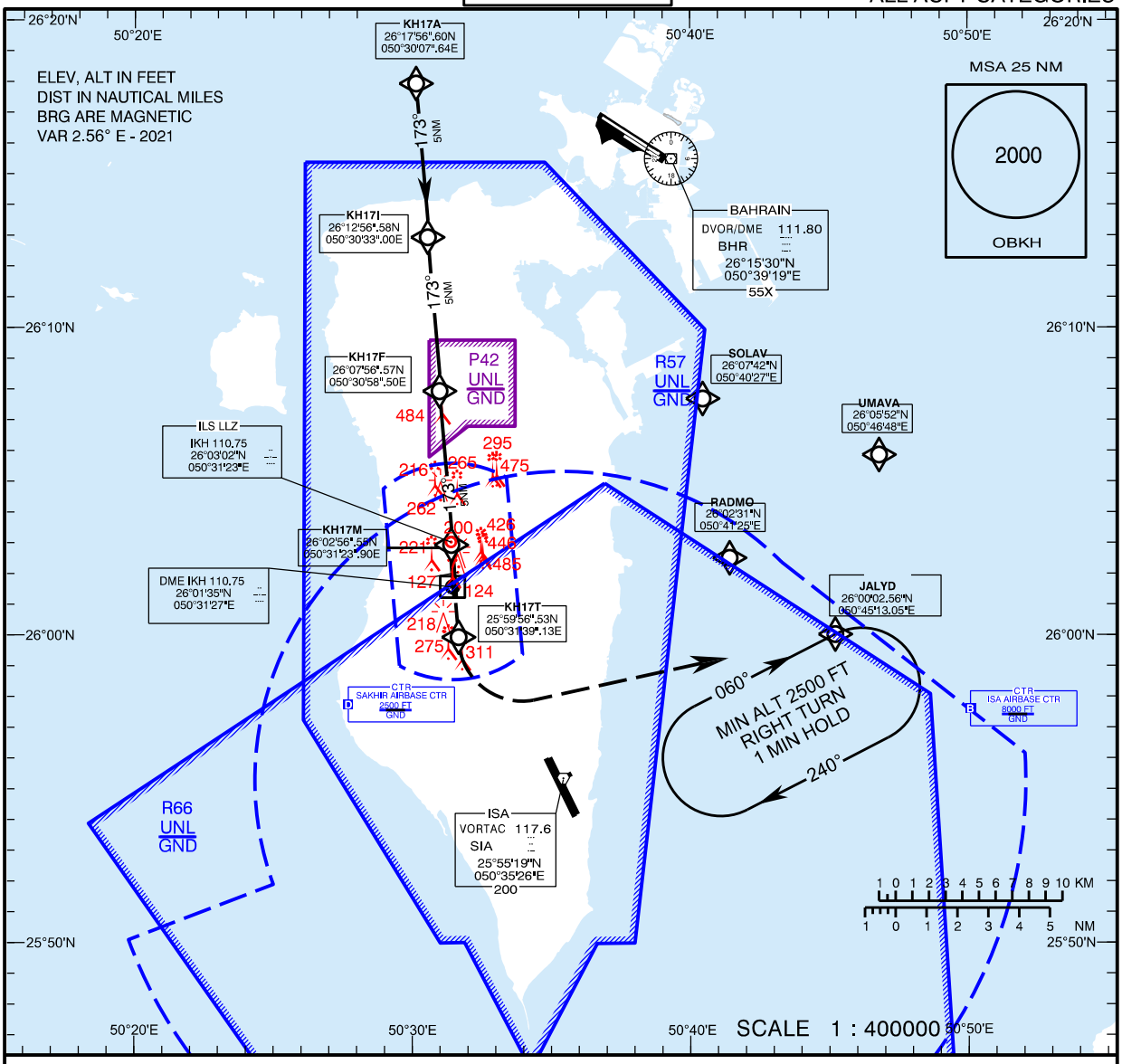
INSTRUMENT APPROACH CHART - ICAO

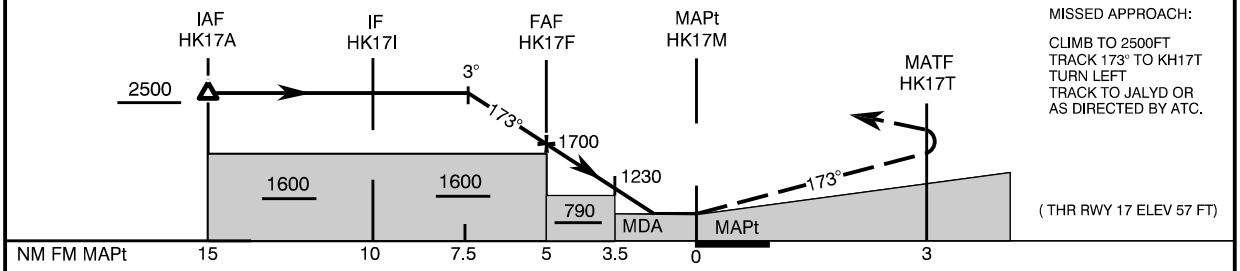
AERODROME ELEV 76 ft
HEIGHTS RELATED TO
THR RWY 35 - ELEV

SAKHIR TOWER : 118.15
ISA TOWER : 125.45 125.95
ISA APPROACH : 124.95
BAH TOWER : 118.50
BAH APPROACH : 127.85

BAHRAIN / SAKHIR AIRBASE (OBKH)
RNAV (GNSS) RWY 17
ALL ACFT CATEGORIES



NM TO NEXT WPT	2.5	2	1	KH17F	4	3.5	3	2	1.7	KH17M
ALT (3°APCH PATH)	2500	2340	2020	1700	1390	1230	1070	750	640	



CATEGORY	A	B	C	D
S-I GNSS	640 (533 - 2.7)			
CIRCLING	NOT AUTHORISED			

NOTES

1. MAX IAS: INITIAL 210 KT

Amendment: MAG VAR Updated.

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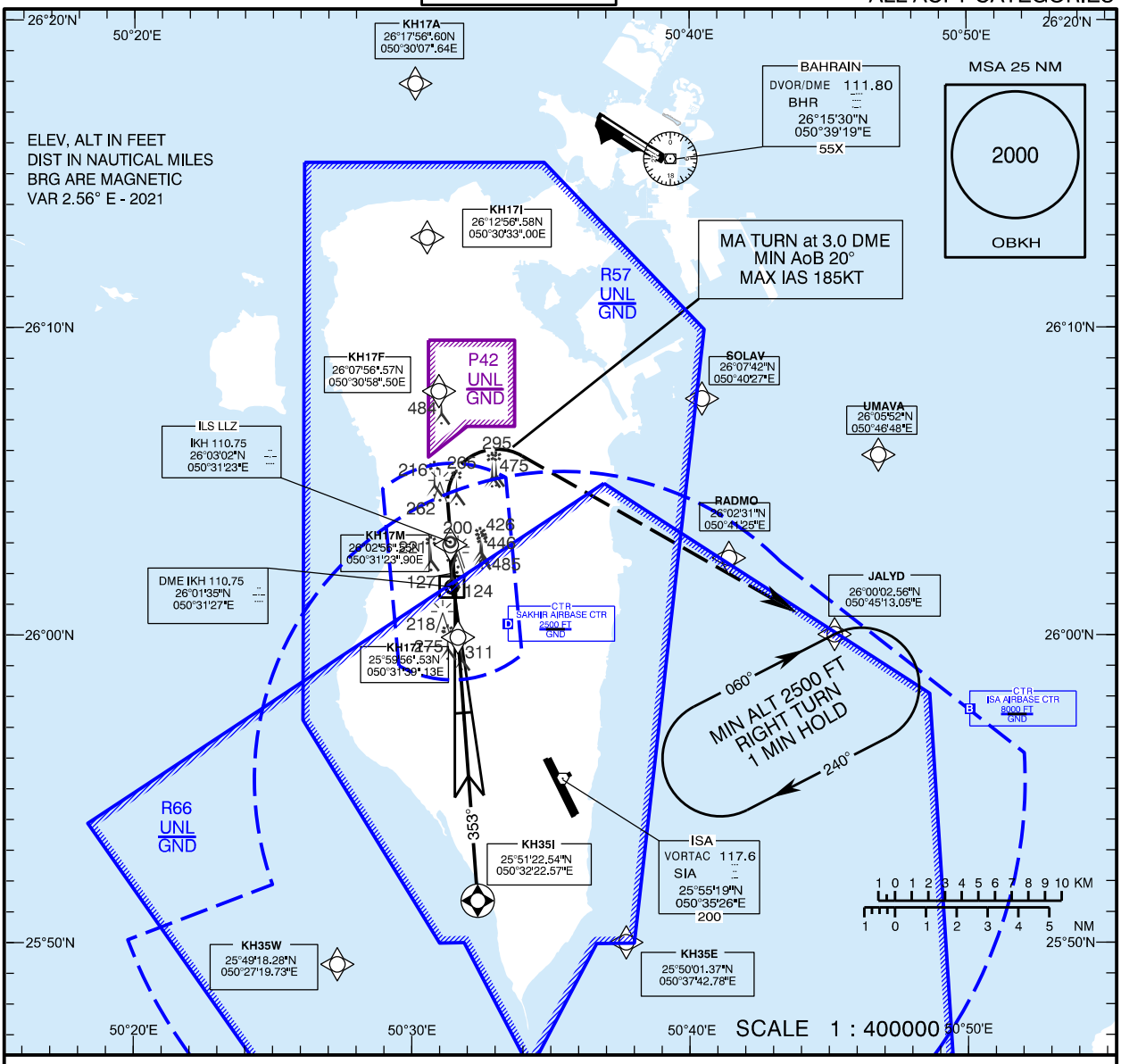
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 76 ft
HEIGHTS RELATED TO THR RWY 35 - ELEV

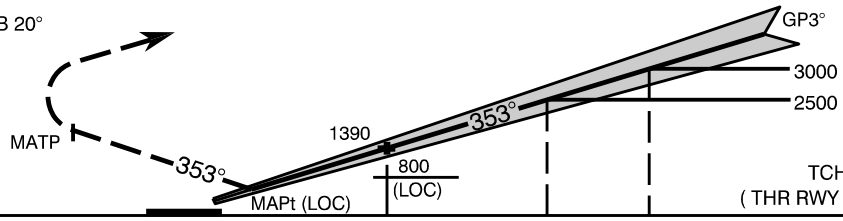
SAKHIR TOWER	118.15
ISA APPROACH	124.95
ACC BAH WEST	125.050
ACC BAH EAST	132.125
BAH VOLMET	128.800

BAHRAIN / SAKHIR AIRBASE (OBKH)
ILS/DME RWY 35
ALL ACFT CATEGORIES



DME DIST	0.8	1	2	3	4	5	6	7	7.5		9
ALT (3°APCH PATH)	320	390	710	1040	1360	1690	2010	2340	2500		3000

MISSED APPROACH:
TRACK 353°
TURN RIGHT AT 3.0DME
MAX IAS 185KT, MIN AOB 20°
TRACK TO JALYD
CLIMB TO 4000FT OR
AS DIRECTED BY ATC.



NM BY DME	3.0	0.8	4.1	7.5	9.0
NM FROM RWY 35 THR	0	0.6	3.9	7.3	8.8

CATEGORY	A	B	C	D
S-I ILS/DME	320 (244)			
S-I LOC/DME	570 (494)			
CIRCLING	NOT AUTHORISED			
ALTERNATE				

NOTES
1. MISSED APPROACH MAX IAS 185KTS, MA TURN MIN AoB 20°
2. ACFT MAY BE RADAR VECTORED TO IAF
3. HOLDING AT JALYD MAX IAS 230KT

Amendment: MAG VAR Value Updated.

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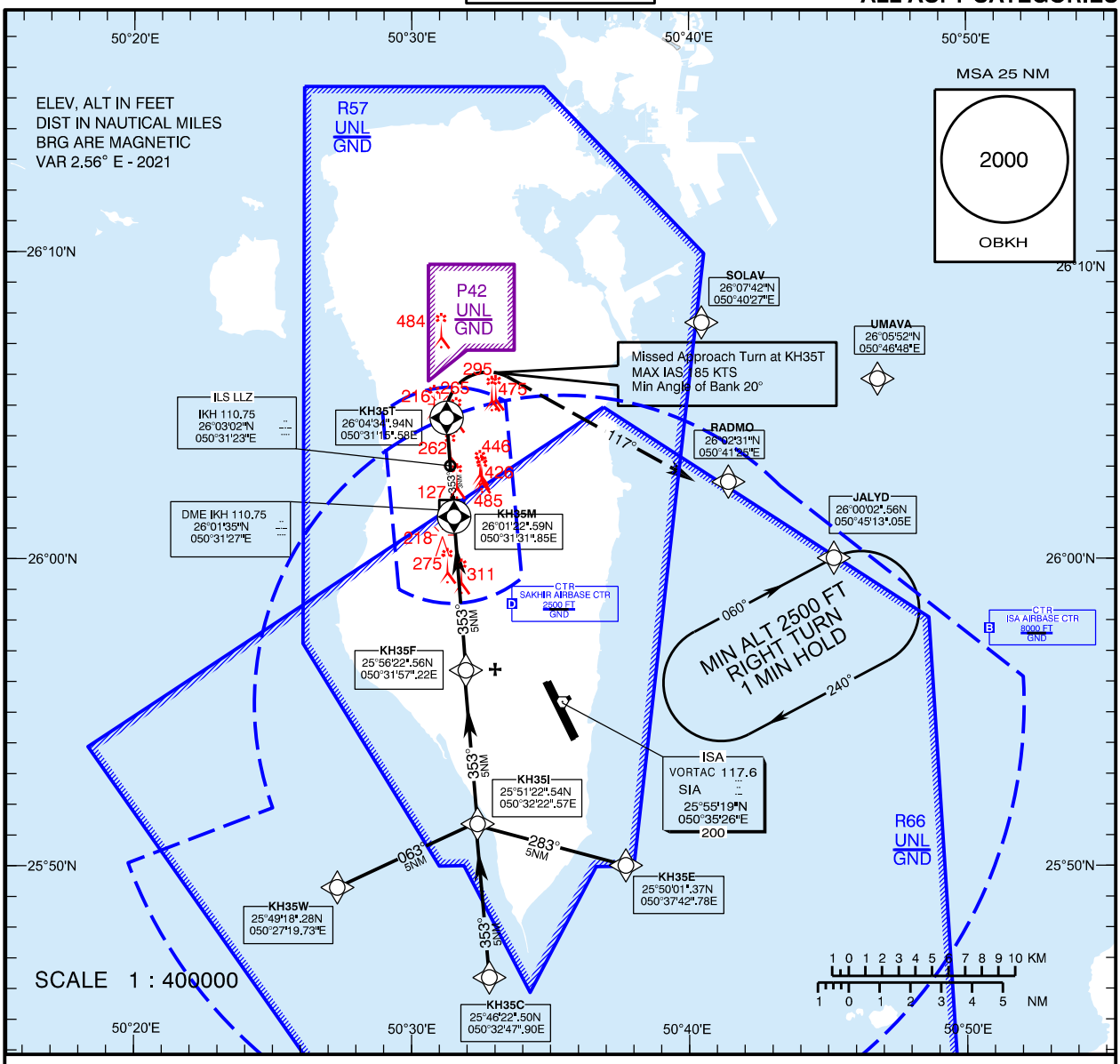
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 76 ft
HEIGHTS RELATED TO
THR RWY 35 - ELEV

SAKHIR TOWER:		118.15
ISA TOWER	:	125.45 125.95
ISA APP	:	124.95
BAH TWR	:	118.50
BAH APP	:	127.85

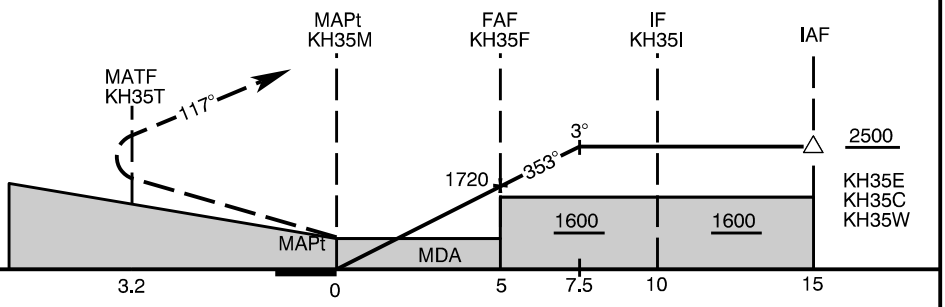
BAHRAIN / SAKHIR AIRBASE (OBKH)
RNAV (GNSS) RWY 35
ALL ACFT CATEGORIES



NM TO NEXT WPT	KH35M	1.5	2	3	4	KH35F	1	2	2.5
ALT (3° APCH PATH)		600	760	1080	1400	1720	2040	2360	2500

MISSED APPROACH:

TRACK 353° TO KH35T
MAX IAS 185 KT
TRACK DCT TO JALYD
TURN RIGHT MIN AOB 20°
CLIMB TO 2500FT



CATEGORY	A	B	C	D
S-I GNSS	600 (524 - 2.7)			
CIRCLING	NOT AUTHORISED			

NOTES:

1. MAX IAS:
   HOLDING 230KT
   INITIAL 210KT
   MAPP TURN 185KT
2. MISSED APPROACH
   TURN MIN AOB 20°
   MAX IAS 185KT

Amendment: MAG VAR Value Updated.

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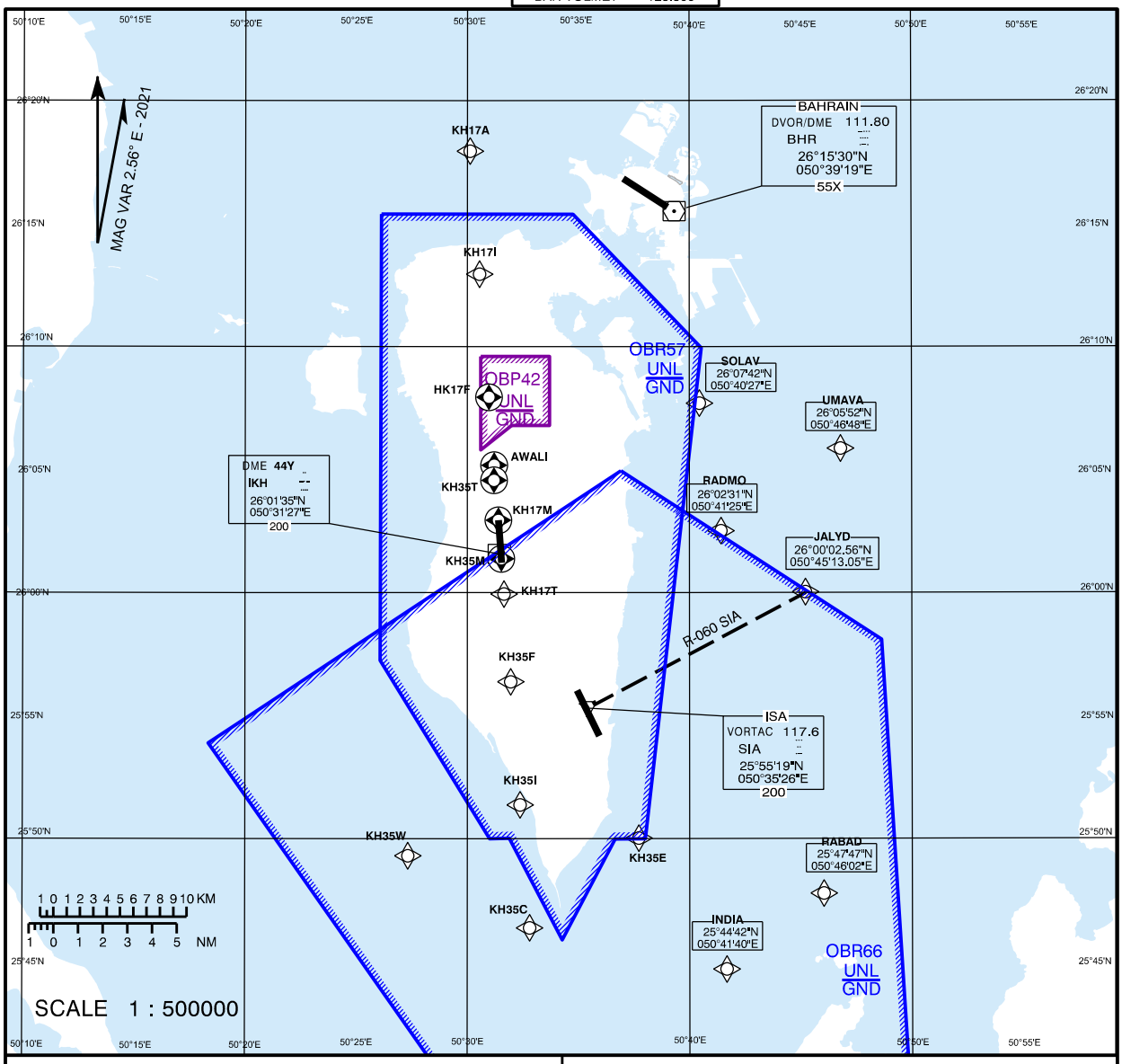
RNAV (GNSS) WAYPOINTS AERODROME ELEV 76 ft

SAKHIR TOWER	118.15
ISA DEPARTURE	124.95
ACC BAH WEST	125.050
ACC BAH EAST	132.125
BAH VOLMET	128.800

BAHRAIN / SAKHIR AIRBASE

RWY 17 / 35 IFP WAYPOINTS



WAYPOINTS	LATITUDE (N)	LONGITUDE (E)	WAYPOINTS	LATITUDE (N)	LONGITUDE (E)
KH17A	26 17 56.6026	50 30 07.6492	SOLAV	26 07 42.0119	50 40 27.0198
KH17I	26 12 56.5898	50 30 33.0868	UMAVA	26 05 52.0119	50 46 48.0198
KH17F	26 07 56.5735	50 30 58.5063	INDIA	26 44 42.0000	50 41 40.0000
KH17M	26 02 56.5538	50 31 23.9077			
KH17T	25 59 56.5399	50 31 39.1350			
KH35E	25 50 01.3796	50 37 42.7828			
KH35C	25 46 22.5089	50 32 47.9061			
KH35W	25 49 18.2836	50 27 19.7332			
KH35I	25 51 22.5408	50 32 22.5744			
KH35F	25 56 22.5693	50 31 57.2250			
KH35M	26 01 22.5943	50 31 31.8577			
KH35T	26 04 34.9481	50 31 15.5837			
AWALI	26 05 10.9706	50 31 12.5281			
JALYD	26 00 02.5685	50 45 13.0562			
RABAD	25 47 47.0000	50 46 02.0000			

Amendment: WPTs & MAG VAR Value Updated.

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