KINGDOM OF BAHRAIN

Ministry of Transportation and Telecommunications

مملكة البحرين

وزارة المواصلات والاتصالات

BAHRAIN FIR

Air Traffic Management Directorate

Aeronautical Information Management (AIM)

Post: Aeronautical Information Management
MTT / Civil Aviation Affairs
P.O. Box 586
Manama
Kingdom of Bahrain

TEL: +973 17321181 / 17321182
FAX: +973 17323876 / 17321025
AFTN: OBBBYNYX
E-MAIL: sdc@mtt.gov.bh
URL: https://aim.mtt.gov.bh/

AIP AIRAC AMDT 04/23	**EFF Date 5 OCT 23**

This AIRAC AIP AMDT 04/23 contains:

GEN 0.4

ENR 1.10

ENR 4.4

AD 2-OBBI

1.

DESTROY			INSERT		
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	2-OBBI-102	1 DEC 2022		2-OBBI-102	5 OCT 2023
	2-OBBI-104	1 DEC 2022		-	-
	2-OBBI-105	1 DEC 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	A0216/23, A0223/23

- END -

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ENR 1.10 FLIGHT PLANNING

(Restriction, Limitation or advisory Information)

1.10.1 PROCEDURES FOR THE SUBMISSION OF A FLIGHT PLAN

A flight plan shall be submitted in accordance with Annex 2, para 3.3.1 prior to operating:

a) any IFR flight,
b) any VFR flight.

   i. departing from or destined for an aerodrome within a CTR;
   ii. crossing any CTR within BAHRAIN FIR;
   iii. across any International State Boundary or the FIR / UIR boundary.

Time of submission

Except for repetitive flight plans, a flight plan shall be submitted at least 60 minutes prior to departure, taking into account requirements for timely information of ATS units in airspace along the route to be flown, including requirements for early submission for ATS Air Traffic Flow Management (ATFM) purposes.

Place of submission

a) Flight plans shall be submitted at the Air Traffic Services Reporting Office (ARO) at the departure aerodrome.
b) In absence of such office at the departure aerodrome, a flight plan shall be submitted by telephone, telefax or teletype to the nearest ARO as listed below, (except as indicated under c.). An acknowledgement of receipt must be obtained prior to departure when using telefax or teletype.

   BAHRAIN ARO
   TEL: +973 17321181 / +973 17321182
   Telefax:+973 17323876

c) For domestic flights from an uncontrolled to a controlled aerodrome a flight plan shall be submitted by telephone to the ARO at destination.

VFR flight plan for alerting service only

Alerting service in principle provided to flights for which a flight plan has been submitted.

Contents and form of flight plan

a) ICAO flight plan forms are available at ARO‘s and airport offices at uncontrolled aerodromes. The instructions for completing those forms shall be complied with.
b) Flight plans concerning IFR flights and international VFR flights shall include FIR / UIR boundary estimates.
c) When a flight plan is submitted by telephone, teletype or telefax, the sequence of items of the flight plan - form shall be strictly adhered to.

Adherence to ATS route structure

No flight plans shall be filed for routes deviating from the published ATS route structure, unless prior permission has been obtained from BAHRAIN ACC.

Authorization for special flights

Flights of a specific character such as survey flights, scientific research flights etc. may be exempted from the restriction specified above.

Request for exemption shall be mailed so as to be received at least one week before the intended day of operation to:

Undersecretary for Civil Aviation
Bahrain Civil Aviation Affairs
P.O. Box 586
Kingdom of Bahrain

1.10.2 REPETITIVE FLIGHT PLAN SYSTEM

General

The procedures concerning the use of Repetitive Flight Plans (RPL) conform to ICAO Document 7030 and PANS RAC 12th edition. Except where indicated hereunder.

REPETITIVE FLIGHT PLANS / FLIGHT SCHEDULE DATA LISTS

Pending full implementation of the RPL concept, RPLs are transmitted on the AFTN as if they were Filed Flight Plans.

1.10.2.1 Operators are required to provide advance details of Season Scheduled Services operating within the BAHRAIN FIR / BAHRAIN

UIR at least 14 days in advance of implementation or change, to the Flight Data Processing Unit (FDPU).

The Flight Data Processing Unit
Aeronautical Information Management Office
P.O. Box 586
Kingdom of Bahrain

Note: *The submission of such details to Air Traffic Control does not constitute a request for approval of flight schedules.*

1.10.2.1.1 This Data is required to be presented, on separate sheet for each 12 hours UTC of each day, in the format shown in the "REPETITIVE FLIGHT PLAN LISTING".

Note: *There is a requirement to indicate in Column Q for all flights the Entry point Designator for BAHRAIN FIR / BAHRAIN UIR with EST (UTC).*

1.10.2.1.2 **Incidental changes and cancellations of RPL**

Incidental changes to and cancellations of RPL relating to departures from BAHRAIN INTERNATIONAL airport shall be notified as early as possible and not later than 30 minutes before departure to:

BAHRAIN ARO
TEL: +973 17321181 / +973 17321182 for departures from BAHRAIN INTERNATIONAL airport.

RPL Lists shall be replaced in their entirety by new lists prior to the instruction of the summer and winter schedules.

1.10.2.1.3 **Delay**

When a specific flight is likely to encounter a delay of one hour or more in excess of the departure time stated in the RPL, the ATS unit serving the departure aerodrome shall be notified immediately.

Note: *Failure to comply with this procedure may result in the automatic cancellation of the RPL for that specific at one or more of the ATS unit concerned.*

1.10.2.1.4 **ATS messages**

For a flight operated on a RPL, a flight plan message (FPL) will be transmitted pending full implementation of the RPL concept in the region. Departure messages (DEP) or Delay messages (DLA) relating to such flights will also be transmitted to appropriate ATS units.

1.10.2.2 **FLIGHT PLANS**

1.10.2.2.1 **Scheduled Flights departing from airfields in the FIR**

1.10.2.2.2 Standard Flight Plans for flights must be filed with the Aerodrome / Heliport AIM Unit at the aerodrome of departure, or

1.10.2.2.3 Alternatively, by direct arrangement between the operator and the local ATC Unit involved, a Standard ICAO Flight Plan may be stored at the aerodrome of departure and activated by that unit at 0001 UTC on the day of operation.

1.10.2.3 **CHANGES TO FLIGHT DETAILS**

1.10.2.3.1 **Permanent Changes**

Changes of permanent nature to any of the details previously supplied (under **ENR 1.10.2.2.1** and **ENR 1.10.2.2.2** above) require that complete details must be advised, both to the FDPU at Bahrain and to any other aerodrome concerned within the FIR, either by a completely new replacement plan, or by clear "insert / delete" editing instructions.

1.10.2.3.2 **Temporary Changes**

1.10.2.3.2.1 **Extra flights require submission of both**

a) a standard Flight Plan, and
b) Flight Data details to BAHRAIN FDPU.

1.10.2.3.2.2 **Replacement flights, (i.e. Flights with temporary changes to details which have been submitted under ENR 1.10.2.1.1** and **ENR 1.10.2.2.2** above) require a Standard Flight Plan clearly annotated in item 12 "Replacement of Scheduled Flight (c / s) of ... (date)";

Note: *Flight Schedule Data Lists are required by ATSUs to prepare Air Traffic Control Data Systems in advance, thus reducing the possibility of traffic delay resulting from work - load in peak periods. Timely provision of Scheduled Flight Data, preferably more than the prescribed 14 days in advance, is therefore in the best interests of operators of scheduled air transport.*

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name-code designator	Coordinates	ATS route or other route
1	2	3
ALMOK	262832.00N 0513840.00E	L602, M600, T602
ALPOB	254218.00N 0530055.00E	L768
ALRAS	262805N 0503200E	Note 1
ALREP	262541.00N 0512209.00E	L768, Y856
ALSER	271100.00N 0504900.00E	G663
ALTOM	262230.00N 0515639.00E	L602, M600, P430, T602
AMBIK	283222.0N 0492025.0E	B416
ASPAK	262115.49N 0522257.49E	P559
ASROK	264224.85N 0514336.18E	M677,T308,T872
ASTAD	261811.64N 0505646.41E	A453, N318, P699
AWALI	260510.9706N 0503112.5281E	Note 1
BOPOV	262429.69N 0515043.17E	L602, M600, R659, T602
BORUK	263443.84N 0514218.47E	P559
BOTOB	263350.00N 0514505.00E	A453, P559, Y604
BUNDU	250024.00N 0522924.00E	B415, P693
DAMUR	280137.46N 0492637.95E	L602, L934, T444
DANOB	263946.00N 0512640.00E	P559, Y604
DAROR	270244.03N 0495815.25E	P559, T308, T319
DASUT	261832N 0531108E	T308, T800, T872
DATEN	273118.44N 0501832.26E	P708
DAVRI	264936.05N 0505731.88E	L319, P559, T872, Y604
DAVUS	282346.28N 0490622.28E	L602, L934, M444
DEBEN	265253.56N 0504856.14E	P559, P708, Y604
DEBGU	272647.92N 0503252.05E	M677
DEGSO	261054.00N 0531946.00E	M677
DEKTA	271605.08N 0501946.46E	L703, Y604
DEMTA	241926.02N 0513532.83E	P693
DESBU	263240.00N 0503241.00E	A453, M444, T444
EGLIT	270255.95N 0502005.80E	L602, T602
EGMOR	264210.81N 0502906.73E	A453, L768, M444, T444, T872
EGNIM	262742.64N 0514107.62E	L602,M600
EGPUD	262904.00N 0505019.00E	L934, T934
EGTAB	282608.92N 0491021.71E	Note 3
ELELO	263220N 0503501E	Note 1
ELIDU	262424.00N 0525133.00E	L721
ELOSO	262409.19N 0503550.70E	A453, M444, N318, T444
EMORI	281433.98N 0491050.62E	M444
ENAKO	284205.43N 0493647.95E	Note 3
ENASO	275706.87N 0491911.13E	M444
GASSI	270257.00N 0502229.00E	P559, T308, T319
GEPUT	281307.00N 0493423.00E	L703, T444, Y604
GESIT	262309.03N 0511035.90E	P708
GEXIM	261621.50N 0510025.89E	N318
GETAL	270409.98N 0504039.93E	G663, P708
GETEK	264610.44N 0501537.83E	Note 3
GIRMO	262216.75N 0510740.32E	L703
GIRSI	274126.04N 0493310.51E	M444, T444

Name-code designator	Coordinates	ATS route or other route
1	2	3
GITBO	263527.00N 0511750.00E	L602, M600, T602
GODRI	280256.85N 0494307.68E	L703, T602, T934, Y604
GOGRA	274918.00N 0495344.00E	L703, Y604
GOLKO	262149.22N 0504404.35E	N318, N697
IMKOM	261331.49N 0513943.67E	Z622
IMLAD	261723.27N 0510114.80E	L934,T934
INDIA	254442N 0504140E	Note 2
ITEVO	281557.59N 0491332.28E	L602, L934
ITMUB	255919.00N 0522402.00E	L721, L768
ITNAS	274643.70N 0493957.02E	L602, L934, T602, T934
ITUMA	261004.53N 0514724.52E	R659
IVAKO	260251.20N 0520325.01E	Y856
IVIVI	273734.00N 0502437.00E	M677
JALYD	260002.0N 0504513.0E	Note 2
KARUG	261036.16N 0514614.17E	Y604
KINID	260907.55N 0505452.26E	B457,M444, N685, T444
KOBOK	265839.18N 0503349.32E	G663, L703, P559, Y604
KUKDA	261855.28N 0510227.67E	A453,P699
KUMBO	281705.00N 0485526.00E	A453, M600
KUMLA	262609.00N 0520822.00E	P559, T430
KUPSA	250445.0N 0521151.0E	B415, P899
KUVER	280924.0N 0500600.0E	B416
LABOP	261907.00N 0520429.00E	L602, M600, T430, T602
LADNA	262749.34N 0502244.63E	N318
LONOS	283027.00N 0491713.00E	L703, P708, Y604
LOPOL	281849.62N 0492845.12E	L703, Y604
LOTOR	264854.45N 0502200.30E	A453, G663, M444, T444
LOVAK	262012N 0505603E	Note 1
LOXIM	260620.75N 0515541.27E	P430
LUBET	261440.67N 0510346.54E	L934, N318, T934
MARWA	262208.05N 0502747.07E	Note 1 & 2
MEDMA	263421.34N 0505454.02E	L768, N697, Y856
METLA	265645.21N 0500432.59E	B419
MIDSI	264142.00N 0515442.00E	A453, R659
MODOG	261012.00N 0515935.00E	L768, T430
MOGAS	264759.61N 0503909.06E	L602, M600, T602,
MURUB	262455.00N 0523751.00E	M677, T308, T872
NAGAT	261549N 0505319E	Note 1
NALPO	255602.00N 0532945.00E	P559
NARMI	261802.33N 0501939.01E	B457, N685, N697, P699, Y856, Z622
NONTI	262924N 0511919E	Note 3
OBMON	263832.00N 0504125.00E	L768, L934, T934
OBNAX	272650.91N 0501103.18E	L703, Y604
OBNET	260032.00N 0534514.00E	M677
OBROS	261903.36N 0513940.48E	L768,Y856
OBSAS	262622N 0504525E	Note 1 & 2
OBTAR	265934.00N 0510309.00E	L319, T319
ORDAN	271706.38N 0495442.06E	M444, T444
ORDIG	262738.00N 0511603.00E	L768, Y856, Note 1

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.

4. To be considered to have vacated the runway, And Aircraft must continue at required taxi speed until completely crossing the relevant stop bar.

Departing Aircraft

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

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

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OBBI AD 2.24 CHARTS RELATED TO AN AERODROME

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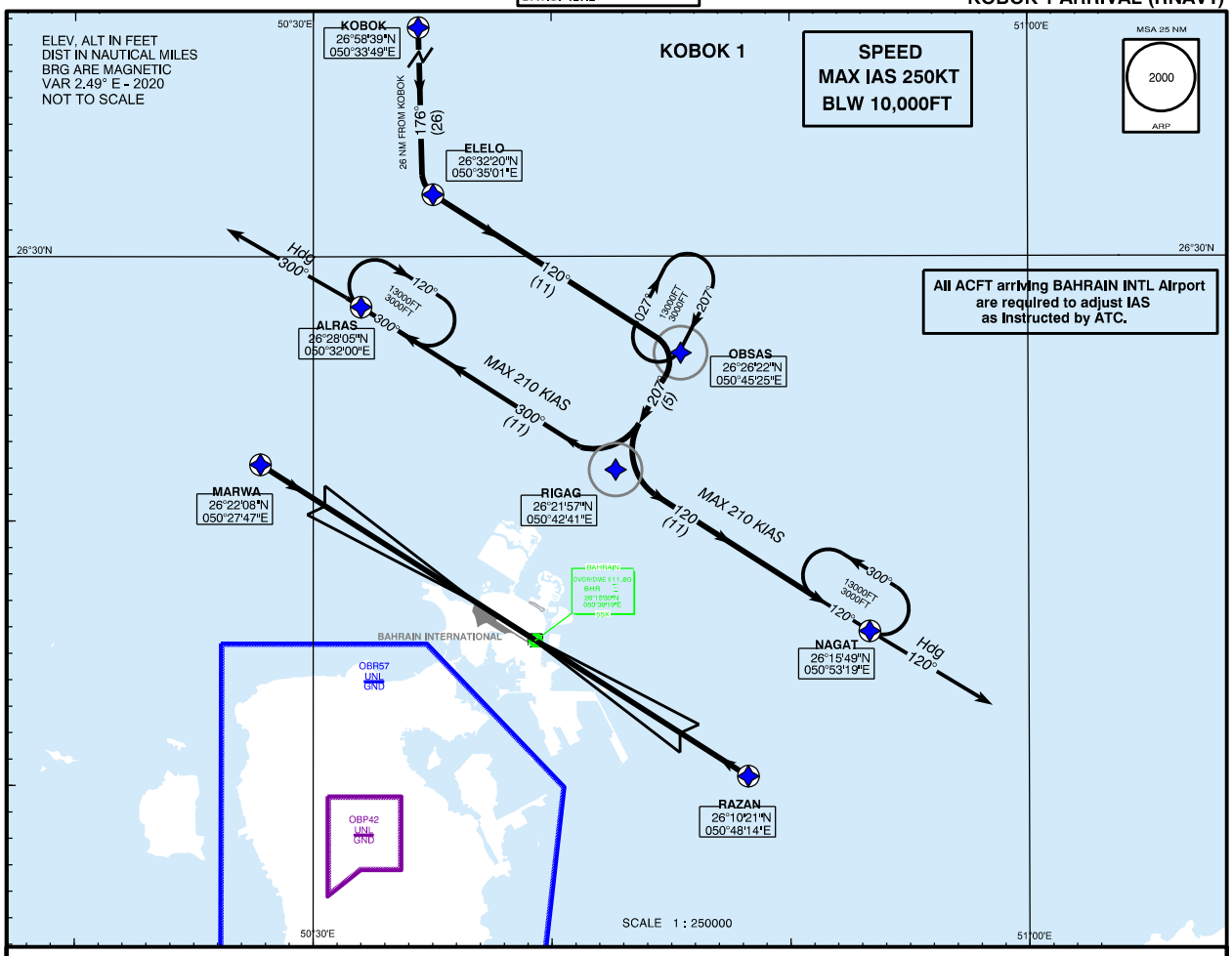
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 13000

APP:	127.85	119.1	234.95
TWR:	118.5	296.025	
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.

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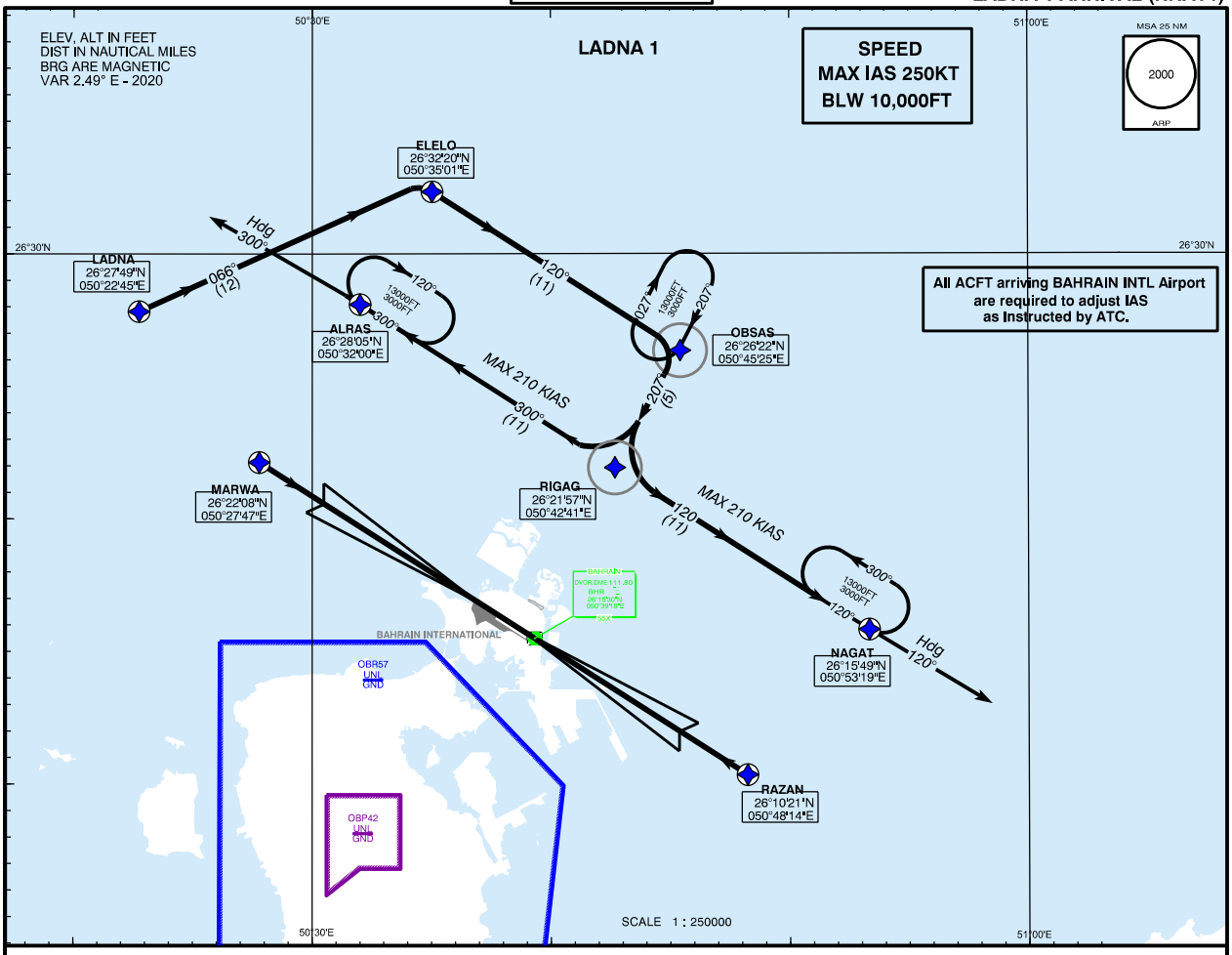
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 13000

APP: 127.85 119.1 234.95
TWR: 118.5 296.025
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.

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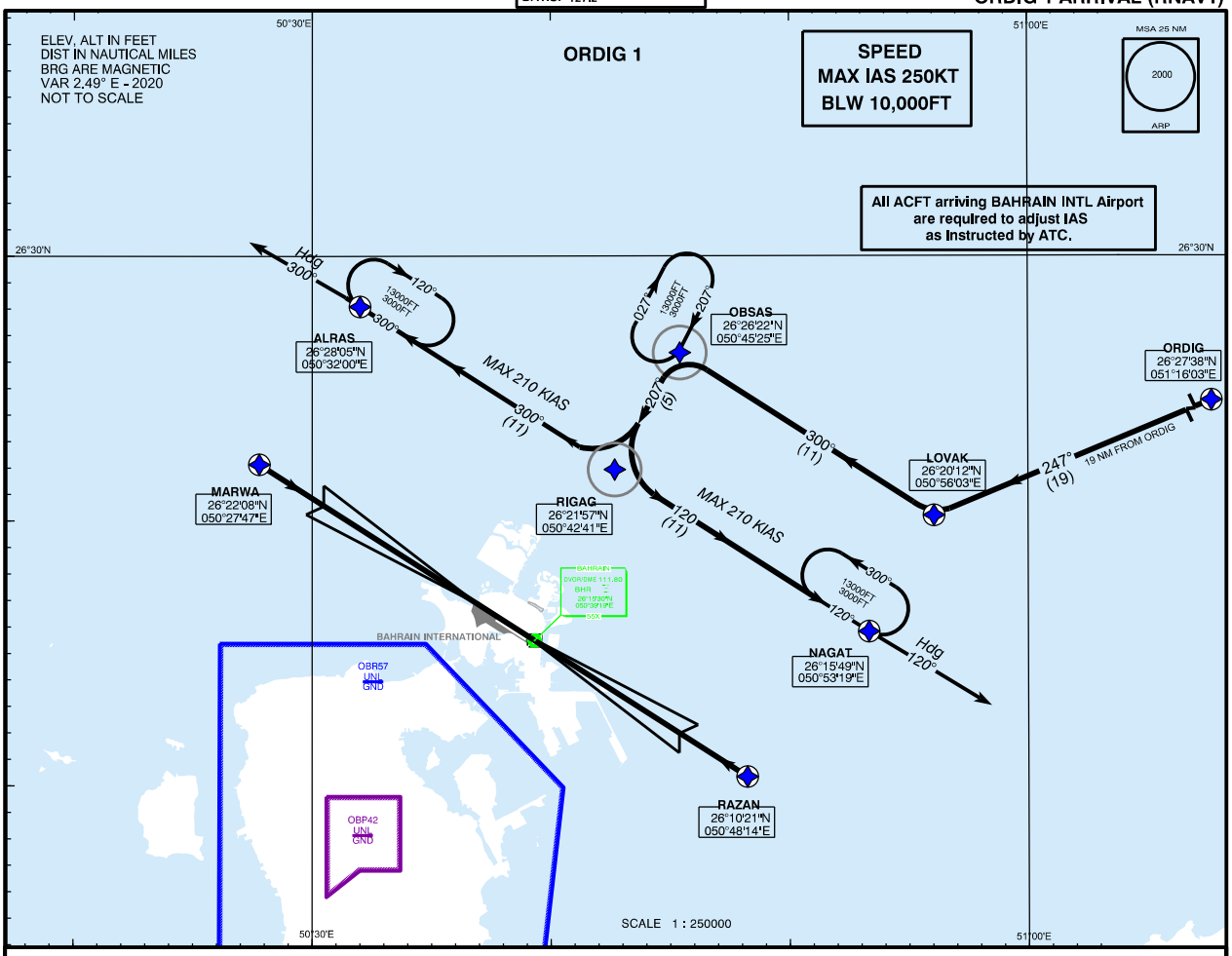
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 13000

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

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



ORDIG 1 ARRIVAL (RNAV1)

RWY 12 L	RWY 30 R
FROM ORDIG TRACK 247° TO LOVAK	FROM ORDIG TRACK 247° 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: New Procedure ORDIG-LOVAK.

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

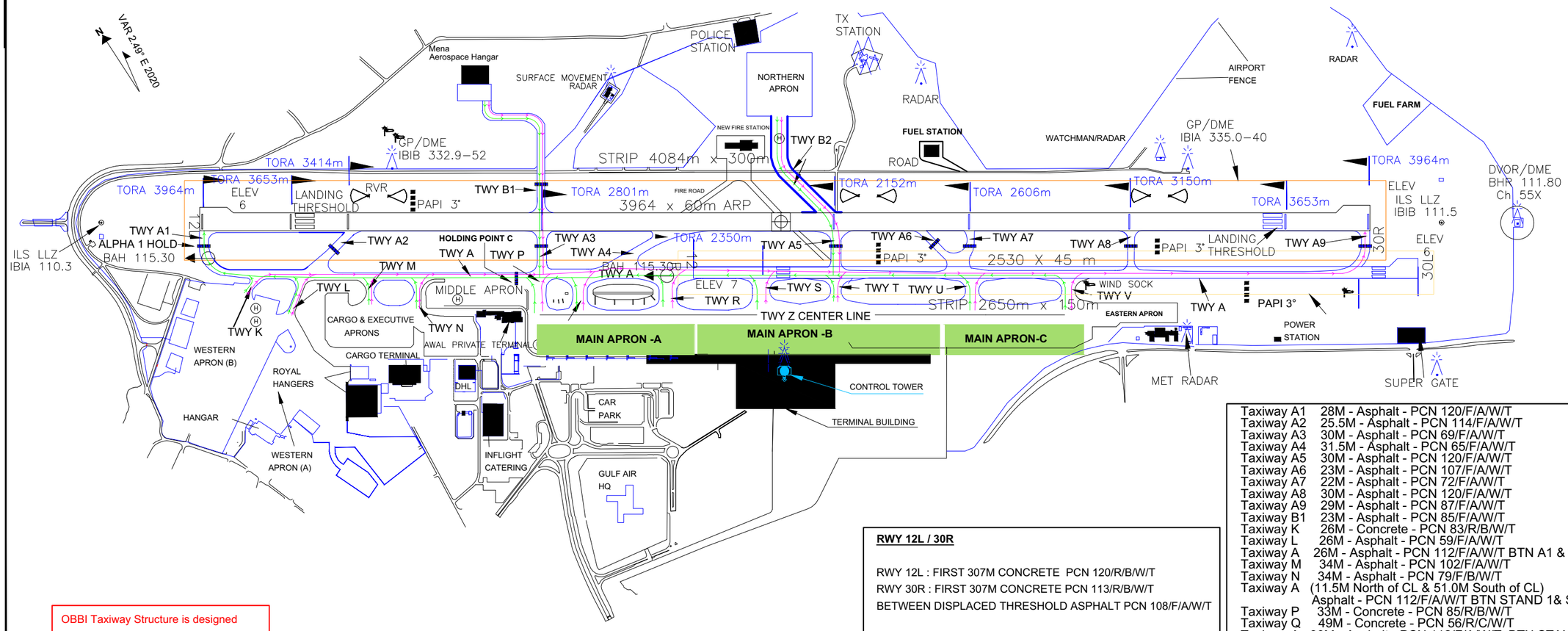
DISTANCES IN METRES
ALTITUDES, ELEVATIONS AND
HEIGHTS IN FEET.

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: MAIN APRON A OPERATIONAL .

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

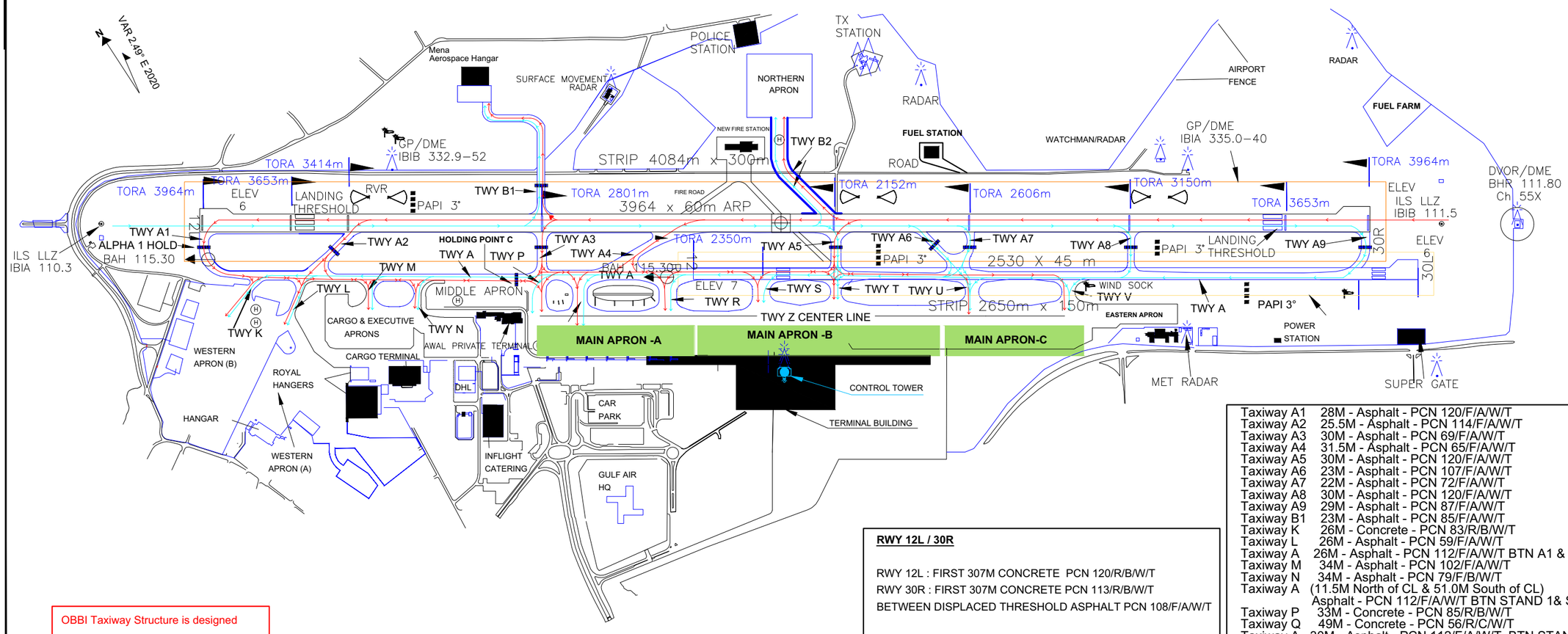
DISTANCES IN METRES
ALTITUDES, ELEVATIONS AND
HEIGHTS IN FEET.

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: MAIN APRON A OPERATIONAL .

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