

<p>KINGDOM OF BAHRAIN</p> <p>Ministry of Transportation and Telecommunications</p>		 <p>مملكة البحرين وزارة المواصلات والاتصالات</p>
<p><b>BAHRAIN FIR</b></p> <p><b>Air Traffic Management Directorate</b></p> <p><b>Aeronautical Information Management (AIM)</b></p>		<p><b>Post:</b> Aeronautical Information Management MTT / Civil Aviation Affairs P.O. Box 586 Manama Kingdom of Bahrain</p> <p><b>TEL:</b> +973 17321181 / 17321182</p> <p><b>FAX:</b> +973 17323876 / 17321025</p> <p><b>AFTN:</b> OBBBYNYX</p> <p><b>E-MAIL:</b> sdc@mtt.gov.bh</p> <p><b>URL:</b> https://aim.mtt.gov.bh/</p>
<p><b>AIP AIRAC AMDT 01/24</b></p>	<p><b>EFF Date 21 MAR 24</b></p>	

This AIRAC AIP AMDT 01/24 contains:

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GEN 3.1  
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## 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	A0271/23, A0275/23

- END -

## PART 1 - GENERAL (GEN)

## GEN 0.

## GEN 0.1 PREFACE

## 0.1.1 NAME OF PUBLISHING AUTHORITY

The AIP BAHRAIN FIR is published by the authority of Civil Aviation Affairs of the Kingdom of Bahrain.

## 0.1.2 APPLICABLE ICAO DOCUMENTS

The AIP is prepared in accordance with the Standards and Recommended Practices (SARPS) of Annex 15 to Chicago Convention and the Aeronautical Information Services Manual (ICAO Doc 8126 - AN 872). Charts contained in the AIP are produced in accordance with Annex 4 to the Chicago Convention and the Aeronautical Chart Manual (ICAO Doc 8697 - AN 889). Differences from ICAO Standards, Recommended Practices and Procedures are given in section **GEN 1.7**.

## 0.1.3 PUBLICATION MEDIA

See **GEN 3.1.3.2**.

## 0.1.4 THE AIP STRUCTURE AND ESTABLISHED REGULAR AMENDMENT INTERVAL

## 0.1.4.1 The AIP structure

The AIP forms part of the Integrated Aeronautical Information Package of which details are given in Section **GEN 3.1**. The principal structure is shown in graphic form at the end of this GEN 0.1 subsection.

The AIP is the basic aeronautical information document for the BAHRAIN FIR / BAHRAIN UIR, and contains lasting information essential to air navigation. For other details reference should be made to the AIP of the State concerned.

The AIP is divided into three Parts, General (GEN), En-route (ENR) and Aerodromes (AD), each divided into sections and subsections containing various types of information subjects.

**Note:** the electronic AIP BAHRAIN FIR (see **GEN 3.1.3.1**) may not include certain subsections listed hereafter which are not relevant for an electronic AIP. These subsections are marked as underlined.

0.1.4.1.1 **Part 1 General (GEN)**

Part 1 consists of the five sections containing information as briefly described hereafter.

**GEN 0**

Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the Table of Contents to Part 1.

**GEN 1. National regulations and requirements**

Designated authorities; Entry, transit and departure of aircraft; Entry, transit and departure of passengers and crew; Entry, transit and departure of cargo; Aircraft instruments, equipment and flight documents; summary of national regulations and international agreements / conventions; and Differences from ICAO Standards, Recommended Practices and Procedures for the Kingdom of Bahrain.

**GEN 2. Tables and codes**

Measuring system, aircraft markings, holidays; Abbreviations used in AIM publications; Chart symbols; Location indicators; List of radio navigation aids; Conversion tables; and Sunrise / Sunset tables.

**GEN 3. Services**

Aeronautical information services; Aeronautical charts; Air traffic services; Communication services; Meteorological services; and rescue.

**GEN 4. Charges for aerodromes / heliports and air navigation services**

Aerodrome / heliport charges; and Air navigation services charges.

0.1.4.1.2 **Part 2 En - route (ENR)**

Part 2 consists of seven sections containing information as briefly described hereafter.

**ENR 0.**

Preface; Record of Amendments; Record of AIP Supplements; Check list of AIP pages; List of hand amendments to the AIP; and the Table of Content to Part 2.

## ENR 1. General rules and procedures

General rules; Visual flight rules; Instrument flight rules; ATS airspace classification; Holding, approach and departure procedures; Radar services and procedures; Altimeter setting procedures; Regional supplementary procedures; Air traffic flow management; Flight planning; Addressing of flight plan messages; Interception of civil aircraft; Unlawful interference; and Air traffic incidents.

## ENR 2. Air traffic services airspace

Detailed description of:

Flight information regions (FIR), Upper flight information regions (UIR), Terminal control areas (TMA); and other regulated airspace.

## ENR 3. ATS routes

Detailed description of:

Lower ATS routes; Upper ATS routes; Area navigation routes; Helicopter routes; other routes; and En-route holding.

**Note:** Other types of routes which are specified in connection with procedures for traffic to and from aerodromes / heliports are described in the relevant section of the Part 3 Aerodromes.

## ENR 4. Radio navigation aids / systems

Radio navigation aids en-route; Special navigation systems; Global navigation satellite system, Name-code designators for significant points; and Aeronautical ground lights en-route.

## ENR 5. Navigation Warnings

Prohibit, restricted and danger areas; Military exercise and training areas; Other activities of dangerous nature; Air navigation obstacles en-route; Aerial sporting and recreational activities; and Wildlife Management and areas with sensitive fauna.

## ENR 6. En - route charts

En-route Chart ICAO and index charts.

### 0.1.4.1.3 Part 3 Aerodromes (AD)

Part 3 consists of four sections containing information as briefly described hereafter.

### AD 0.

Preface; Record of AIP Amendments; Record of AIP Supplements; Check list of AIP pages; List of hand amendments to the AIP; and the Table of Contents to Part 3.

### AD 1. Aerodromes / Heliports Introduction

Aerodrome / heliport availability; Rescue and Fire fighting services and snow plan; Index to aerodromes and heliports, Grouping of aerodromes / heliports, Status of certification of aerodromes.

### AD 2. Aerodromes

Detailed information about aerodromes, including helicopter landing areas, if located at the aerodromes.

### AD 3. Heliports

Detailed Information about heliports (not located at aerodromes).

### 0.1.4.2 Regular amendment Interval

The AIP BAHRAIN FIR will be updated on regular basis according the AIRAC dates as published in **GEN 3.1.4.2**. Whenever an AIRAC AMDT is published a trigger NOTAM will be issued by at least three days prior to effective date. This NOTAM will give a brief description of the AIRAC's content and shall come into effect on the same date of the AIRAC.

### 0.1.5 COPYRIGHT POLICY

To be developed

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<b>GEN 3. SERVICES</b>	
GEN 3.1 AERONAUTICAL INFORMATION MANAGEMENT	GEN 3.1-1
GEN 3.2 AERONAUTICAL CHARTS	GEN 3.2-1
GEN 3.3 AIR TRAFFIC SERVICES	GEN 3.3-1
GEN 3.4 COMMUNICATION SERVICES	GEN 3.4-1
GEN 3.5 METEOROLOGICAL SERVICES	GEN 3.5-1
GEN 3.6 SEARCH AND RESCUE	GEN 3.6-1
<b>GEN 4. CHARGES FOR AERODROMES / HELIPORTS AND AIR NAVIGATION SERVICES</b>	
GEN 4.1 AERODROME / HELIPORT CHARGES	GEN 4.1-1
GEN 4.2 AIR NAVIGATION SERVICES CHARGES	GEN 4.2-1

**INTENTIONALLY BLANK**

**GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES****GENERAL**

The rules of the air and air traffic procedures applicable to air traffic within the BAHRAIN FIR / BAHRAIN UIR conform with Annexes 2 and 11 to the Convention on International Civil Aviation, the Procedures for Air Navigation Services and the Regional Supplementary Procedures applicable to the MID / SIA Region, except in the cases indicated hereunder. Any differences which are attributable to the Bahrain ATC are registered with the International Civil Aviation Organization (ICAO).

With reference to Annex 2 Chapter 4 para. 4.3, VFR flights are permitted between the hours of sunset and sunrise in CLASS C, D and CLASS G airspace.

Aircraft operating off airways are required to send position reports as soon as practicable after the first half - hour of flight and at hourly intervals thereafter. As the BAHRAIN FIR and BAHRAIN UIR are considered to be areas over which Search and Rescue operations may be difficult, aircraft must transmit at least one signal in the interval between position reports.

**ANNEX 1 PERSONNEL LICENSING (14<sup>th</sup> Edition JULY 2022):**

**Note:** On request, the Kingdom of Bahrain will accept international air services / commercial operations by pilots of Contracting States beyond their 60th birthday up to the age stipulated by their respective states of Registry, which has filed a difference with ICAO, to a maximum of 65 years on the condition that the other pilot is below the age of 60 years.

**ANNEX 2 - RULES OF THE AIR (10<sup>th</sup> Edition JULY 2005):**

Appendix 3

A modified table of cruising levels applies; see **ENR 1.7**

**PROCEDURES FOR NAVIGATION SERVICES: AIR TRAFFIC MANAGEMENT SERVICES. (DOC 4444 - ATM / 501)****Part II 8.4****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.

(I) Operators are required to submit advance details of their Season Scheduled Services (or any changes thereto) operating within the BAHRAIN FIR / BAHRAIN UIR, so as to the address shown below at least 14 days in advance of the effective date (s) in the format shown in the Repetitive Plan Listing Form :

THE FLIGHT DATA PROCESSING UNIT (FDPU)

P.O. Box 586 (AIM), KINGDOM OF BAHRAIN

FAX: + 973 17323876

TEL: + 973 17321084 / 17321181

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

(II) This Date is required to be presented, on a separate sheet for each 12 hours UTC of each day, in the format shown in Repetitive Plan Listing Form.

**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).

**(III) FLIGHT PLANS**

(III - 1) Scheduled flights operating wholly within BAHRAIN FIR / BAHRAIN UIR.

(III - 2) It is not necessary to file INTRA - FIR Flight plans provided the seasonal schedules have been received and processed by the FDPU.

**(IV) SCHEDULED FLIGHTS DEPARTING AIRFIELDS IN THE FIR AND ENTERING OTHER FIR / UIR**

(IV -1) Standard Flight Plans for flights leaving the FIR / UIR must be filed with the ATC Unit at the aerodrome of departure, or

(IV - 2) 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.

**(v) CHANGES TO FLIGHT DETAILS**

(V - 1) Permanent Changes

(V - 2) Changes of a permanent nature to any of the details previously supplied (under 1.4.1.1 or 1.4.2.2.2) 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.

(VI) **TEMPORARY CHANGES**

(VI 1) **Extra flights** require submission of both:

- a) a standard Flight Plan, and
- b) Flight date details to Bahrain FDPU

(VI - 2) **Replacement flights**, (i.e. Flights with temporary changes to details which have been submitted under 1.4.1.1 or 1.4.2.2.2) require:

(a) A Standard Flight plan clearly annotated in ITEM 12, Replacement of Scheduled Flight (c / s)... of. (date);

**Note:** *Flight Schedule Date Lists are required by ATSUs to prepare Air Traffic Control Date 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.*

(VII) **AFTN ADDRESSES**

(VII - 1) All Flight Plans and Departure messages for flights operating through or within the BAHRAIN FIR / BAHRAIN UIR must include address **OB BBZQZX**.

(VII - 2) All aircraft operators intending to use BAHRAIN INTERNATIONAL airport as a departure aerodrome must include the address **OB BIZPZX** in their flight plan.

(VII - 3) New AFTN addresses have been installed at BAHRAIN / SAKHIR AIRBASE for the purpose of flight planning and other aviation related issues in the following form: **OBKHZTZX** for Control Tower, **OBKHZPZX** for AIS and **OBKHYYFX** for COMMS.

(VII - 4) A new eight - letter sequence AFTN address **OB BINEMX** is established for the purpose of Nuclear Emergency Message (NEM).

(VIII) **FLIGHT PLAN FORM**

(VIII - 1) The Flight Plan Form must be completed according to the instructions contained in DOC 4444 - ATM / 501, Appendix 2.

(VIII - 2) The following options are REQUIRED by the ATS authority for all flights operating within the BAHRAIN FIR / BAHRAIN UIR:

(VIII - 3) **Flight plan ITEM 8**

The second field letter denoting the TYPE OF FLIGHT.

(VIII 4) **Flight Plan ITEM 18**

The indicator 'EET / ' followed by FIR / UIR boundary designators and accumulated elapsed times as follows:

- a) Flights entering the BAHRAIN FIR / BAHRAIN UIR: The location indicator for the BAHRAIN FIR / BAHRAIN UIR together with the accumulated estimated elapsed time since departure (e.g. EET / OB BB0345)
- b) Flights departing from within the BAHRAIN FIR: All boundary designators, together with the corresponding estimated elapsed times to those points. (e.g. for a flight from OBBI to EGLL, EET / OEJD0005 OJAC0125 OSTT0145 LCCC02010 LGGG0245 LTBB0300 LGGG0305 LYBA0345 LYZB0420 LOVV0540 EDDU0510 EBUR0545 EHAA0600 EGTT0615)
- c) All ACFT using BAHRAIN FIR / BAHRAIN UIR are reminded to strictly adhere to the requirements of including their relevant ACFT registration markings in item 18 of the flight plan, failure to do so will result in an anticipated delay.

(VIII - 5) **Flight Plan ITEM 18**

The indicator 'SEL/ ' followed by the SELCAL code.

(VIII - 6) **Flight plan ITEM 19**

To be completed in full.

**PROCEDURES FOR NAVIGATION SERVICES: AIR TRAFFIC MANAGEMENT (DOC 4444 - ATM / 501)**

**Reference: Chapter 5 GENERAL PROVISIONS FOR THE SEPARATION OF CONTROLLED TRAFFIC**

**Difference:**

1.1 No VMC climbs or descents will be permitted to aircraft operating within controlled airspace of the BAHRAIN FIR / BAHRAIN UIR while such aircraft are operating under Instrument Flight Rules.

**Regional Supplementary Procedures (Doc 7030 / 4)**

**GEN 2.2 ABBREVIATIONS USED IN AIM PUBLICATIONS**

2.2.1. Abbreviations listed in DOC 8400, "ICAO Abbreviations and Codes", are used in the AIP Bahrain FIR, and in NOTAM.

Additionally, the following abbreviations may be used:

<b>A</b>	
ACAS	Airborne Collision Avoidance System
ACRV	Aerodrome Crash Rescue Vehicle
A.D.	Anno Domini (Gregorian Year)
AD	Aerodrome
AED	UAE Dirhams
AGNIS	Aircraft Guidance Nose - in System
A.H.	Anno Hejir, (Muslim Year)
AL	Amendment List
APT	Airport
Ar	Arabic
ARAMCO	Arabian American Oil Company
AVTUR	Aviation Jet Fuel
<b>B</b>	
BD	Bahrain Dinars
<b>C</b>	
CAA	Civil Aviation Affairs
CWY	Clearway
<b>D</b>	
DA	Decision Altitude
DH	Decision Height
DOC	Document
DVORTAC	Doppler VOR and TACAN combination
DX	Duplex
<b>E</b>	
e.g.	Exempli Gratia (= for example)
En	English
<b>F</b>	
FDRO	Flight Data Receiving Office
<b>G</b>	
GMC	Ground Movement Control
GRAND	Gradient
<b>H</b>	
h	Pavement Detail
HAA	Height Above Aerodrome
HAT	Height Above Threshold
HI	High Intensity
HPOX	High Pressure Oxygen
<b>I</b>	
ICAO	International Civil Aviation Organisation
<b>J</b>	
JP 4	Jet Fuel

<b>L</b>	
LCN	Load Classification Number
<b>M</b>	
MAUW	Maximum All - Up Weight
MB	Millibars
MDA	Minimum Descent Altitude
<b>O</b>	
OCA	Obstacle Clearance Altitude or Height
OCH	Obstacle Clearance Height
OCT	Octane
ORCAM	Originating Region Code Allocation Method
<b>P</b>	
PO	Post Office
PP	Prior Permission
PPO	Prior Permission Only
<b>R</b>	
R	Red
RAIM	Receiver autonomous integrity monitoring
RCAG	Remote Controlled Air / Ground (Transmitter / Receiver)
RDH	Reference datum height
RDL	Radial
REC	Receive
RIV *	Rapid Intervention Vehicle
RNAV	Area Navigation
RNP	Required Navigational Performance
RSR	En - route surveillance radar
RTIL *	Runway threshold indicator lights
RVR	Runway Visual Range
RVSM	Reduced Vertical Separation Minima
RWY	Runway
<b>S</b>	
SITA	Societe Internationale de Telecommunications Aeronautique
STR	Strength
<b>T</b>	
TBN	To Be Notified
TOR	Take - Off Run
TOP	Temporary Operating Permit
TL	Transition level
TRANS	Transmit
TWY	Taxiway
<b>U</b>	
UAE	United Arab Emirates

Additional abbreviations used:

O / R On request

W / V Wind Velocity

2.2.2. When other abbreviations are used specific to a particular subject, a separate list is provided in the appropriate section of the AIP.

**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: [sdcc@mtt.gov.bh](mailto:sdcc@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 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 AIM 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.

**3.1.3.9 Publication Sale**

All publications can be obtained from the following official website in both HTML and PDF versions and is free of charge to all users.  
<https://aim.mtt.gov.bh>

**3.1.4 THE AIRAC SYSTEM**

3.1.4.1 In order to control and regulate the flow of operationally significant changes requiring amendments to charts, route - manuals etc., such changes, whenever possible, will be issued on predetermined dates according to the AIRAC SYSTEM.

Whenever possible this type of information will be published as an AIRAC AIP AMDT / SUP. If an AIRAC AMDT / SUP cannot be produced due to lack of time on a predetermined date, a NIL AIRAC notification NOTAM will be issued one cycle before the effective date of the AIRAC concern.

3.1.4.2 The table overleaf indicates AIRAC effective dates for the coming years. AIRAC information will be issued so that the information will be received by user not later than 28 days, and major changes not later than 56 days, before the effective date.

At AIRAC effective dates, a Trigger NOTAM will be issued giving a brief description of the contents, effective date and cross reference number of the AIRAC AIP AMDT or AIRAC AIP SUP that will become effective on that particular date.

**Schedule of AIRAC effective dates**

	2024	2025	2026	2027	2028	2029
1	25-Jan	23-Jan	22-Jan	21-Jan	20-Jan	18-Jan
2	22-Feb	20-Feb	19-Feb	18-Feb	17-Feb	15-Feb
3	21-Mar	20-Mar	19-Mar	18-Mar	16-Mar	15-Mar
4	18-Apr	17-Apr	16-Apr	15-Apr	13-Apr	12-Apr
5	16-May	15-May	14-May	13-May	11-May	10-May
6	13-Jun	12-Jun	11-Jun	10-Jun	08-Jun	07-Jun
7	11-Jul	10-Jul	09-Jul	08-Jul	06-Jul	05-Jul
8	08-Aug	07-Aug	06-Aug	05-Aug	03-Aug	02-Aug
9	05-Sep	04-Sep	03-Sep	02-Sep	31-Aug	30-Aug
10	03-Oct	02-Oct	01-Oct	30-Sep	28-Sep	27-Sep
11	31-Oct	30-Oct	29-Oct	28-Oct	26-Oct	25-Oct
12	28-Nov	27-Nov	26-Nov	25-Nov	23-Nov	22-Nov
13	26-Dec	25-Dec	24-Dec	23-Dec	21-Dec	20-Dec

If no information was submitted for publication at the AIRAC date, a NIL notification will be issued by NOTAM not later than one AIRAC cycle before the AIRAC effective date concerned.

**3.1.5 PRE - FLIGHT INFORMATION SERVICE AT AERODROMES / HELIPORTS**

3.1.5.1 NOTAM ARE ADDRESSED TO AND RECEIVED FROM THE FOLLOWING NOTAM OFFICES:

Addis Ababa	Brussels	Greenland	Laos	Paris	Tokyo
Algier	Bucharest	Harare	Lilongwe	Prague	Toronto
Amman	Budapest	Helsinki	Lisbon	Riga	Tripoli
Amsterdam	Cairo	Ho Chi Minh	London	Rome	Tunis
Ankara	Casablanca	Hong Kong	Luqa	Sanaa	U.A.E.
Athens	Colombo	Iceland	Lusaka	Seeb	Vienna
Auckland	Copenhagen	Jakarta	Macau	Seoul	Vilnius
Baghdad	Damascus	Jeddah	Madras	Seychelles	Warsaw

Bangkok	Dar - es - Salaam	Johannesburg	Madrid	Shannon	Windhoek
Beijing	Dhaka	Kabul	Male	Singapore	Yangon
Beirut	Dublin	Karachi	Manila	Slovakia	Zurich
Belgrade	Entebbe	Kathmandu	Maputo	Slovenia	
Bombay	Frankfurt	Khartoum	Melbourne	Sofia	
Brisbane	Gaborone	Kuala Lumpur	Moskow	Stockholm	
Brunei		Kuwait	Nairobi	Sydney	
			Nicosia	Taipei	
				Tehran	

3.1.5.2 NOTAM are additionally received from:

Kolkata	New Delhi	Tallinn
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3.1.5.3 NOTAM are additionally addressed to:

Dallas Fort Worth	Kota Kinabalu	Luxembourg	Moscow
Ottawa	Shanghai	Washington	Vientiane

3.1.5.4 NOTAM are received from the following offices in the USA

ARTCC Boston	Corpus Christie	New York JFK
ARTCC Houston	Dallas Fort Worth	Newark
ARTCC Miami	Dayton	Newburgh
ARTCC New York	Detroit	Norfolk
ARTCC Washington	Greensboro	Philadelphia
Atlanta	Houston Intercontinental	Pittsburgh
Baltimore	Indianapolis	Raleigh / Durham
Bangor	Knoxville	San Antonio
Birmingham	Memphis	St Louis Lambert
Boston	Minneapolis	Tampa
Chicago O'Hare	Nashville	Washington
Cincinnati	New Orleans	
Cleveland		

3.1.5.5 A self - briefing pre - flight information service is available at BAHRAIN INTERNATIONAL airport with the coverage indicated below:

3.1.5.5.1 BAHRAIN: Complete coverage as for BAHRAIN INTERNATIONAL NOTAM OFFICE. See GEN 3.1.5.1 to GEN 3.1.5.4.

3.1.5.6 **Pre - flight Information Bulletins (PFIBs)**

3.1.5.6.1 In addition to the self - briefing pre - flight information service, a comprehensive tailored pre - flight briefing is available to scheduled operators from BAHRAIN INTERNATIONAL airport. Application for service should be made to the Airport AIM / MET Briefing Office:

AIM / MET Briefing  
P.O. Box 586

**GEN 3.4 COMMUNICATION SERVICES****3.4.1 KINGDOM OF BAHRAIN****3.4.1.1 RESPONSIBLE SERVICE**

3.4.1.1.1 The telecommunications services in the BAHRAIN FIR / BAHRAIN UIR are not administered by a single authority but by different administrations or operating authorities, each responsible for the telecommunications stations under their control. Arrangements concerning these services, or any enquiries, suggestions or complaints regarding telecommunications services at individual stations, should be referred to the relevant administration or operating authority for the telecommunications stations concerned.

3.4.1.1.2 The authority responsible for the administration of telecommunications services at Bahrain is Civil Aviation Affairs.

Undersecretary for Civil Aviation  
P.O. Box 586  
Kingdom of Bahrain  
TEL: +973 17321011  
Telefax: +973 17339066  
AFS: OBBIYAYX

The service is provided in accordance with the provisions contained in the following ICAO documents:

Annex 10 Aeronautical Telecommunications  
Doc 8400 Procedures for Air Navigation Services - ICAO Abbreviations and Codes (PANS - ABC)  
Doc 8585 Designator for Aircraft Operating Agencies, Aeronautical Authorities and Services  
Doc 7030 Regional Supplementary Procedures  
Doc 7910 Location Indicators

**3.4.1.2 AREA OF RESPONSIBILITY**

Communication services are provided for the entire BAHRAIN FIR / BAHRAIN UIR. Arrangements for such Services on a continuing basis should be made with the Head of Communications Civil Aviation Affairs, who is also responsible for the application of the regulations concerning the design, type and installations of aircraft radio stations. Responsibility for the day - to - day operation of these services is vested in Station Communication Officers located at each international aerodrome. Enquiries, suggestions or complaints regarding any telecommunication service should be referred to the relevant Station Communication Officer or to the Head of Communications, Civil Aviation Affairs, as appropriate.

The various authorities are in States within the BAHRAIN FIR / BAHRAIN UIR.

**3.4.1.3 TYPES OF SERVICE****3.4.1.3.1 Radio Navigation Service**

The following types of radio aids to navigation are available:

Instrument Landing System (ILS)  
VHF Omnidirectional Radio Range (VOR)  
Distance Measuring Equipment (DME)

**3.4.1.3.2 Mobile Service / Fixed Service****3.4.1.3.2.1 Mobile Service**

The aeronautical stations within the BAHRAIN FIR / BAHRAIN UIR maintain a continuous watch on their stated frequencies during the published hours of service unless otherwise notified.

3.4.1.3.2.1.1 An aircraft should normally communicate with the air - ground control station which exercises control in the area in which it is flying. Aircraft should maintain continuous watch on the appropriate frequency and should not cease watch, except for reasons of safety, without the authority of the control radio station,

3.4.1.3.2.1.2 During flight within the BAHRAIN FIR / BAHRAIN UIR, pilots must additionally guard one or both of the emergency frequencies 121.500 MHZ and 243.000 MHZ.

3.4.1.3.2.1.3 At stations within the BAHRAIN FIR / BAHRAIN UIR the language used in air - ground communications is English.

**3.4.1.3.2.2 Fixed Service**

At stations within the BAHRAIN FIR / BAHRAIN UIR messages to be transmitted over the Aeronautical Fixed Service are accepted only if:

- a) they satisfy the requirements of Annex 10, Volume 2, Chapter 3.3
- b) they are prepared in the form specified in Annex 10, and
- c) the text of an individual message does not exceed 1800 characters

General Aircraft Operating Agency messages are only accepted for transmission to countries which have agreed to accept Class "B" traffic.

#### 3.4.1.3.2.3 Broadcast Service

Sub - Area Meteorological Broadcasts (VOLMET Radio - telephony Broadcasts) are available for the use of aircraft in flight. Full details are given in Section **GEN 3.5**.

##### 3.4.1.3.2.3.1 Language used: English

##### 3.4.1.3.2.3.2 Where detailed information can be obtained

Details of the various facilities available for the En - route traffic are to be found in the En - route Part. (**ENR 4**).

Details of the facilities available at the individual aerodrome are to be found in the relevant aerodrome (AD) section. In cases where a facility is serving both the En - route traffic and the Aerodromes, details are given in both the En - route Part and the Aerodrome section concerned.

The co - ordinates listed refer to the transmitting antennae.

#### 3.4.1.4 REQUIREMENTS AND CONDITIONS

The requirements of the Directorate of Communication Services and the general conditions under which the communication services are available for international use, as well as the requirements for the carriage of radio equipment, are contained in the Air Navigation (Radio) Regulations of Bahrain. The list of the main provisions is briefly summarized below:

##### Article (12) Radio Equipment and its use in the Aircraft

*Aircraft operating in the territory of the Kingdom of Bahrain shall not carry any radio equipment unless a license has been issued to the effect by the competent Authorities in the State of Registry. Such equipment shall be used only for air navigation purposes by the flight crew of the aircraft in accordance with the established rules.*

#### 3.4.2 Table Aeronautical Fixed Services - International Circuits

Station Name and Location Indicator	Correspondent AFTN Addressees	Type of Channel	Type of Traffic	Hours of Operation	Remarks
1	2	3	4	5	6
BAHRAIN OBBI	OBBIYFYX	LAN	AMHS	H24	caacomms@mtt.gov.bh TEL: +973-1732-1185
KUWAIT OKBK	OKKKYFYX	LAN	AMHS	H24	NIL
BEIRUT OLBA	OLBAYFYX	LAN	AMHS	H24	NIL
DOHA OTBD / OTHH	OTBDYFYX OTHHYFYX	LAN	AMHS	H24	NIL
JEDDAH OEJN	OEJNYFYX	LAN	AMHS	H24	NIL
ANKARA LTAC	LTACYFYX	Serial	AFTN	H24	NIL
MUSCAT OOMS	OOMSIFYX	LAN	AMHS	H24	NIL
NICOSAI LCNC	LCNCYFYX	Serial	CIDIN	H24	NIL
Singapore WSSS	WSSSYFYX	Serial	AFTN	H24	NIL
TEHRAN OIII	OIIIFYX	LAN	AFTN	H24	NIL
ABU DHABI OMAE	OMAEYFYX	LAN	AMHS	H24	NIL

## 3.4.3 TABLE AERONAUTICAL FIXED SERVICES - Domestic Circuits

Station Name	Correspondent AFTN Addressees	Type of Channel	Type of Traffic	Hours of Operation	Remarks
1	2	3	4	5	6
COMMS	OBBIYFYX, OBKHYWYX	LAN	AFTN	H24	NIL
FIC	OBBIQZX	LAN	AFTN	H24	NIL
Tower	OBBIQZX, OBBSQZX, OBKHZQZX	LAN	AFTN	H24	NIL
Radar	OBBIQZX	LAN	AFTN	H24	NIL
NOF	OBBIYNYX, OBBIANS	LAN	AFTN	H24	NIL
IAT AIM (OFFICE)	OBBIANS	LAN	AFTN	H24	NIL
AIS	OBBIQZX, OBBSQZX, OBKHZQZX	LAN	AFTN	H24	NIL
IFPS	OBBIQZX	LAN	AFTN	H24	NIL
MET	OBBIYMYX, OBBIQZYX	LAN	AFTN	H24	NIL
Met Backup	OBBIYMYX	LAN	AFTN	H24	NIL
RCC	OBBIQCCP	LAN	AFTN	H24	NIL
BAIMS	OBBIANS	LAN	AFTN	H24	NIL

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## GEN 3.5 METEOROLOGICAL SERVICES

## 3.5.1 KINGDOM OF BAHRAIN

## 3.5.1.1 Responsible Service

The Meteorological Services for civil aviation at Bahrain are provided by the Bahrain Meteorological Service.

Bahrain Meteorological Service  
Civil Aviation Affairs  
Bahrain International Airport  
P.O. Box 586  
Kingdom of Bahrain  
TEL: +973 17321178 (MET Briefing), +973 17323073 (Forecaster)  
Telefax: +973 17320630  
AFS: OBBIYMYX

The service is provided with the provisions contained in the following ICAO documents:

Annex 3: Meteorological Service for International Air Navigation  
Annex 15: Aeronautical Information Service  
Doc 8126: Aeronautical Information Services Manual  
Doc 7030: Regional Supplementary Procedures  
Doc 8700: Air Navigation Plan, MID / ASIA  
Doc 9377: Co-ordination between ATS and the Meteorological Services

Differences from these provisions are detailed in Section **GEN 1.7**.

## 3.5.1.2 Area of Responsibility

Meteorological Watch Office for the BAHRAIN FIR / BAHRAIN UIR.

Air routes from Bahrain to:	North America
	Europe
	South Africa
	The Far East

## 3.5.1.3 Observing Systems and Operation Procedures

3.5.1.3.1 Surface wind is measured by ultrasonic wind sensor located approximately 350 M WSW of THR RWY 30L and at RWY 12R. Wind indicators are located in the meteorological units of Briefing, Observing and Operations and in the appropriate Air Traffic Services Units.

Cloud height is estimated. However Vaisala Ceilometer cloud measurements are also available near the RWY 30L.

Temperature and humidity readings are taken from instruments located at a site some 250 M from the RWY, near to the THR RWY 30L.

Vertical / horizontal wind - shear warnings are issued.

Slant visual range observations are not made.

Visibility is estimated except for IRVR as follows.

## 3.5.1.3.2 IRVR REPORTING PROCEDURES

## 3.5.1.3.2.1 IRVR reporting is initiated when:

- The regular meteorological report shows visibility to be 2000 M or less;
- The IRVR value is observed to be 2000 M or less;
- Whenever shallow fog is reported, and during periods for which it is forecast.

**Note:** In METAR, only the touchdown and stop end values are given.

3.5.1.3.2.2 IRVR values will be passed to all aircraft at the beginning of each approach for landing and thereafter, any significant change to the IRVR is passed until the aircraft has landed. A significant change is defined as a change in value of one increment or more. IRVR information will also be provided to aircraft prior to take off.

3.5.1.3.2.3 The IRVR is measured by forward scattering visibility sensor and the system consists of three transmission meters indicating Touch - down, Mid point and Stop - end values for the RWY in use. Where all three readings are reported to the pilot, they are passed as three

sets of figures representing Touch - down, Mid point and Stop - end respectively. e.g.:

RVR 650 - 500 - 550

3.5.1.3.2.4 If only two values are passed they will be identified, for example, as follows:

RVR Touch - down 650 - Stop - end - 550

3.5.1.3.2.5 If only one unit is serviceable it will be identified, for example, as follows:

RVR Mid - point 650

except that if the only serviceable unit is the Stop - end, the value will not be reported and the whole system will be placed unserviceable for that RWY.

### 3.5.1.4 Meteorological Observations and Reports

Table GEN 3.5.1.4 Meteorological Observations and Reports

Name of Station Location Indicator	Type and frequency of observations / autom. equipment	Types of MET reports and Suppl. Information included	Observation System and sites	Hours	Climatological Information Available
BAHRAIN MET BAHRAIN INTERNATIONAL OBBI	Half hour plus special observations	METAR, SPECI, TREND & WS	SFC wind sensors RVR EQPT Ceilometer Thermometer See AD Chart	H24	Climatological tables AVBL

#### 3.5.1.4.1 NOTIFICATION REQUIRED FROM OPERATORS

Pursuant to ICAO Annex 3, chapter 2, paragraph 2.3, notification in respect of all flight documentation and briefing is normally required. Such notification should normally be received at least six hours before expected departure time for flight of more than 1500 NM and at least 2 hours before expected departure time for flights of 1500 NM or less.

#### 3.5.1.5 Types of Service

A 24-hour personal briefing and consultation service for flight crews is provided. Flights documentation provided comprises prognostic charts of upper air (for 250 MB) and significant weather (above FL 250) for long - haul flights. Charts for 500, 300 and 200 MB are available by prior arrangement. Rout sector winds for 700 MB and significant weather charts (above 10000 FT) are provided for regional flights.

Take-off data and climb and descent winds are also provided, together with the latest available aerodrome forecasts for designation and alternates.

Satellite imagery and local weather radar displays are available for inspection at the MWO and satellite imagery can be provided on request.

#### 3.5.1.6 Aircraft Reports required from Pilots

##### In Flight

In accordance with Annex 3, chapter 5, paragraph 5.3.1, the marking and transmission of aircraft reports (AIREP) is required of the following ATS reporting points:

BAHRAIN (DAVRI, TORBO, SODAK or SOGAT)

Reports also requested at:

TOMSO, DEGSO, RESAR, ORSIS, TUMAK, ALPOB, ORMID, ULADA, RABAP

##### After landing

To establish a data-base for validating enhanced forecast information for take-off procedures, pilots of aircraft equipped with Flight Management Systems are requested to record winds and temperatures at and below 3000 FT at 500 FT intervals on a pro forma provided, and submit it to ground services after landing whenever operational requirements permit.

Pro forma are available from BAHRAIN AIRPORT SERVICES (BAS) and the MET / AIM Briefing Office.

**PART 2 - EN-ROUTE (ENR)****ENR 0.****ENR 0.1 PREFACE**

Not applicable.

**ENR 0.2 RECORD OF AIP AMENDMENTS**

Not applicable.

**ENR 0.3 RECORD OF AIP SUPPLEMENTS**

Not applicable.

**ENR 0.4 CHECKLIST OF AIP PAGES**

Not applicable.

**ENR 0.5 LIST OF HAND AMENDMENTS TO THE AIP**

Not applicable.

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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****1.10.1.1 General**

A flight plan shall be submitted as per the requirements specified in ICAO Annex 2 - Rules of the Air, Chapter 3.3. The format and content of the flight plan form shall be according to ICAO PANS - ATM Doc 4444, Chapter 4.4:

- 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.

**1.10.1.2 Time of submission**

Except for repetitive flight plans, a flight plan shall be submitted up to 120 Hours and at least 60 minutes prior to EOBT, 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.

**1.10.1.3 Submission of Flight Plan**

- a) Flight plans shall be submitted via AFTN to "OBBBZQZX"
- b) In absence of AFS, a flight plan shall be submitted by email BAHFPL@mtt.gov.bh or Fax +973 17323876. An acknowledgement of receipt must be obtained via Tel: +973 17321181 / +973 17321182

**1.10.1.4 ADDITIONAL FLIGHT PLAN REQUIREMENTS**

All FPL within OBBB FIR should include:

1. Entry and exit point for overflying flights.
2. Entry point for landing BAHRAIN aerodromes.
3. Exit point for departing from BAHRAIN aerodromes.

*Adherence to ATS route structure*

No flight plans shall be filed for routes deviating from the published STANDARD ROUTE DOCUMENT, 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**

RPL System not in use in the Kingdom of Bahrain.

**1.10.3 CHANGE TO THE SUBMITTED FLIGHT PLAN**

All changes to a flight plan submitted for an IFR flight or a controlled VFR flight and significant changes to a flight plan submitted for an uncontrolled VFR flight shall be reported as soon as possible to the appropriate ATS unit.

1.10.3.1 In the event of a delay in departure of 30 minutes or more for a flight for which a flight plan has been submitted, the flight plan shall be amended or a new flight plan shall be submitted after the old plan has been cancelled.

**Note 1:** If a delay in departure of a controlled flight is not properly reported, the relevant flight plan date may no longer be readily available to the appropriate ATS unit when a clearance is ultimately requested, which will consequently result in extra delay for the flight.

**Note 2:** If a delay in departure (or cancellation) of an uncontrolled VFR flight is not properly reported, alerting or search and rescue action may be unnecessarily initiated, when the flight fails to arrive at the destination aerodrome within 30 minutes after current ETA.

1.10.3.2 Whenever a flight, for which a flight plan has been submitted, is cancelled, the appropriate ATS unit shall be informed

immediately.

Changes to a current flight plan for a controlled flight during flight shall be reported or requested subject to the provisions in Annex 2.3.6.2 (Adherence to flight plan).

Significant changes to a flight plan for an uncontrolled VFR flight include changes in endurance, or total number of persons on board and changes in time estimates of 30 minutes or more.

#### 1.10.3.3 Arrival report (Closing a flight plan)

A report of arrival shall be made at the earliest possible moment after landing to the airport office of the arrival aerodrome by any flight for which a flight plan has been submitted except when the arrival has been acknowledged by the local ATS unit.

After landing at an aerodrome which is not the destination aerodrome (diversionary landing) the local ATS unit shall be specifically informed accordingly.

In the absence of a local ATS unit at the aerodrome of diversionary landing the pilot is responsible for passing the arrival report to the destination aerodrome.

- aircraft identification
- departure aerodrome
- destination aerodrome
- time of arrival

In the case of diversion, insert between "destination aerodrome" an "time of arrival":

- the "arrival aerodrome"

#### 1.10.4 ADDITIONAL REQUIREMENTS RELATED TO RVSM AIRSPACE

**Note:** *Flights will not be given access to BAHRAIN RVSM airspace when:*

- a) *No flight plan has been received, or*
- b) *A flight plan has been received but the required RVSM data has not been included in the flight plan.*

1.10.4.1 Except as indicated in **ENR 1.10.4.3** flight between FL 290 to FL 410 is for exclusive use of RVSM approved aircraft. Non - RVSM certified aircraft shall flight plan accordingly.

1.10.4.2 Operators of RVSM certified aircraft shall insert the letter "W" in item 10 of the flight plan regardless of the requested level.

1.10.4.3 Acceptance of non - RVSM certified State aircraft for flight at RVSM levels is subject to prevailing traffic conditions. RVSM certified aircraft will be offered priority in order to make maximum use of airspace capacity.

**Note:** *Consequently, operators of State aircraft intending to navigate within BAHRAIN FIR / BAHRAIN UIR are advised to dispatch RVSM certified aircraft or flight plan at non - RVSM levels.*

1.10.4.4 Operators of non - RVSM certified State aircraft requesting a flight level within RVSM airspace shall insert the phrase "STS / NONRVSM" in item 18 of the flight plan.

1.10.4.5 In addition to the requirements of **ENR 1.10.4.4** operators of non - RVSM certified State aircraft requesting to operate in RVSM airspace shall include the letter "M" in item 8 of the flight plan.

1.10.4.6 The flight plan for an aircraft intending to operate across or within the lateral limits of RVSM airspace shall include:

- a) The entry point and requested flight level for that portion of the route commencing immediately after the entry point.
- b) The exit point and requested flight level for that portion of the route commencing immediately after the exit point.

**ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES**

Flight movement messages relating to traffic into or via BAHRAIN FIR / BAHRAIN UIR shall be addressed as stated below in order to warrant correct relay and delivery.

**Note:** Flight movement messages in this context comprise flight plan messages, amendment messages relating thereto and flight plan cancellation messages. ICAO ATM - DOC 4444, chapter 11 para. 11.2.1.1.3 refers.

**1.11.1 AFTN ADDRESSES****1.11.1.1 Category of flight (IFR, VFR or both)**

All Flight Plans and Departures messages for flights operating through or within the BAHRAIN FIR / BAHRAIN UIR must include addressees **OBBBZQZX**.

1.11.1.2 All aircraft operators intending to use BAHRAIN INTERNATIONAL airport as a departure aerodrome must include the addressees **OBBIZPZX** in their flight plan.

1.11.1.3 BAHRAIN / SAKHIR AIRBASE installed new AFTN addresses necessary for flight planning purposes and other relevant issues as follows: **OBKHZTZX** for Control Tower, **OBKHZPZX** for AIS and **OBKHIFYX** for COMMS.

**1.11.2 IFPS SYSTEM****1.11.2.1 IFPS Requirements**

1. All FPLs and associated messages for the flights to/from/within and overflying BAHRAIN FIR shall be submitted to OBBBZQZX address for processing at least one (1) hour prior to the EOBT of those flights but not more than one hundred and twenty (120) hours
2. All FPL within OBBB FIR should include:
  - a) Entry and exit point for overflying flights.
  - b) Entry point for landing BAHRAIN aerodromes.
  1. Exit point for departing from BAHRAIN aerodromes.
3. Airline operators/FPL originators are responsible for ensuring that the flight plan filed adheres to the current required routing as published in AIP SUP standard route document (SRD) and complies with applicable NOTAMs.
4. All Flight Plans (FPLs) that require special handling within the OBBB FIR must include the designation 'STS/' in Item 18 of the flight plan, in accordance with ICAO PANS-ATM Doc 4444, Appendix 2.

**1.11.2.2 IFPS VALIDATION SYSTEM**

1. Operational reply messages (ORM) will be sent by the BAHRAIN IFPS in response to all ATS messages falling under the categories of FPL, DLA, CHG, AND CNL messages to message originators from OBBBZEZN, which is the BAHRAIN IFPS Address. There are two types of ORM messages: ACK (acknowledge - for messages processed automatically) REJ (reject - for messages rejected automatically).
2. To avoid confusion, Originators must wait until they receive an ACK or REJ message from BAHRAIN IFPS for the first message before submitting the second associated message.
3. In case operational reply messages (ORM) are not received within 30 minutes, originators are advised to contact flight plan operations Tel: +973 17321181 / +973 17321182 to check the status of the FPL or associated messages.

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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
<b>BAHRAIN FIR</b>  284400.00N 0494000.00E - 270500.00N 0505500.00E - 265500.00N 0511000.00E - 264440.00N 0514359.00E - 261356.00N 0513849.00E - 262134.00N 0512301.00E - 262340.00N 0511220.00E - 262117.00N 0510420.00E - 261609.00N 0510016.00E - 261330.00N 0505513.00E - 261102.00N 0505503.00E  then follow the limit of Qatar and Bahrain territorial waters then follow the sovereign boundary and limit of territorial waters between Qatar and Saudi Arabia to 243731N 0512406E 243747N 0512421E 243817N 0512608E 244247N 0513422E 244900N 0520000E 245046N 0522215E 240300N 0514700E then follow the sovereign boundary between Saudi Arabia and the United Arab Emirates to 224200N 0551200E .. And 250224N 0523054E - 245959N 0521837E - 245046N 0522215E - 250224N 0523054E FIR vertical limit: SFC to UNL.  Bahrain FIR also includes the airspace defined by 260400.00N 0535700.00E - 254900.00N 0530600.00E - 253801.00N 0525744.00E - 261356.00N 0513849.00E - 264440.00N 0514359.00E FIR vertical limit: FL245 to UNL  Class of Airspace A, FL 150 / FL 460  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			
<b>NORTH LOW SECTOR</b>  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 FL345

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
<b>NORTH HIGH SECTOR</b>  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	Above FL345
<b>CENTRAL LOW SECTOR</b>  270838.05N 0495202.00E - 270757.00N 0503655.32E - 271557.30N 0504650.00E - 270500.00N 0505500.00E - 265810.49N 0510515.00E - 265500.00N 0511000.00E - 264440.00N 0514359.00E - 261356.00N 0513849.00E - 262134.00N 0512301.00E - 262309.03N 0511035.90E - 261706.75N 0510440.96E - 253931.23N 0504955.03E - 253214.43N 0504639.92E - 253246.99N 0503421.79E - 253400.00N 0503319.00E - 253544.00N 0503147.55E - 254057.00N 0502608.00E - 254227.58N 0502503.18E - 254412.03N 0502415.69E - 254908.47N 0502201.00E - 255106.78N 0502002.46E - 255301.53N 0501807.00E - 255709.25N 0501735.44E - 260038.72N 0501656.30E - 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 - 265644.00N 0500434.00E - 270838.05N 0495202.00E	BAHRAIN ACC	BAHRAIN CENTRAL LOW  English  H24	122.300 MHZ	FL295 and Below

**PART 3 - AERODROMES (AD)****AD 0.****AD 0.1 PREFACE**

Not applicable.

**AD 0.2 RECORD OF AIP AMENDMENTS**

Not applicable.

**AD 0.3 RECORD OF AIP SUPPLEMENTS**

Not applicable.

**AD 0.4 CHECKLIST OF AIP PAGES**

Not applicable.

**AD 0.5 LIST OF HAND AMENDMENTS TO THE AIP**

Not applicable.

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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	AIM 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.Fuel AVGAS 100 LL not available.
3	Fuelling facilities/capacity	Jet A1 hydrant stands 07 – 26A, 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
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**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	<p>MAIN APRON A: (Stands 07 to 10) Concrete, PCN 86 / R / B / W / T (29,000 m2)</p> <p>MAIN APRON B ( STAND 11 TO 22): (94.000 m2)</p> <p>Stands 11 to 19 Concrete, PCN 86 / R / B / W / T</p> <p>Stands 20 to 22 Concrete, PCN 120/R/B/W/T</p> <p>MAIN APRON C (Stands 23 to 28) Concrete, PCN 120/R/B/W/T (40,000 m2)</p> <p>MIDDLE APRON ( STAND 1 TO 6) Concrete, PCN 104 / R / B / W / T (18,000 m2)</p> <p>EASTERN APRON ( STAND 81 TO 88) Asphalt, PCN 22 / F / B / X / T (16,000 m2)</p> <p>WESTERN A ( STAND 61 TO 63) Concrete, PCN 120 / R / C / W / T (13,000 m2)</p> <p>WESTERN B ( STAND 50 TO 58 including STAND 52A) Concrete, PCN 82 / R / C / W / T (93,000 m2)</p> <p>EXECUTIVE APRON ( STAND E1 TO E4) Concrete, PCN 120 / R / B / W / T (18,000 m2)</p> <p>CARGO APRON ( STAND C1 TO C5) Concrete, PCN 120 / R / B / W / T (37,000 m2)</p> <p>NORTHERN APRON ( STAND 70 TO 75) Asphalt, PCN 105 / F / A / W / T (45,500 m2)</p> <p>MENA APRON : Concrete, PCN 120 / R / D / W / T (10,000 m2)</p>
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2	Taxiway designation, width, surface, strength and shoulder width (m)	<p>TWY A1: 28 M, Asphalt, PCN 120 / F / A / W / T 17.50 West - 17.50 East</p> <p>TWY A2: 25.5 M, Asphalt, PCN 114 / F / A / W / T 17.50 West - 17.50 East</p> <p>TWY A3: 30 M, Asphalt, PCN 69 / F / A / W / T 15.00 West - 15.50 East</p> <p>TWY A4: 31.5 M, Asphalt, PCN 65 / F / A / W / T 17.50 West - 17.50 East</p> <p>TWY A5: 30 M, Asphalt, PCN 120 / F / A / W / T 15.00 West - 16.00 East</p> <p>TWY A6: 23 M, Asphalt, PCN 107 / F / A / W / T 15.00 West - 15.00 East</p> <p>TWY A7: 22 M, Asphalt, PCN 72 / F / A / W / T - 14.00 West - 17.00 East</p> <p>TWY A8: 30 M, Asphalt, PCN 120 / F / A / W / T 17.50 West - 17.50 East</p> <p>TWY A9: 29 M, Asphalt, PCN 87 / F / A / W / T 17.50 West - 18.00 East</p> <p>TWY B1: 23 M, Asphalt, PCN 85 / F / A / W / T 10.50 West - 11.50 East</p> <p>TWY K: 26 M, Concrete, PCN 83 / R / B / W / T No Limit West - No Limit East</p> <p>TWY L: 26 M, Asphalt, PCN 59 / F / A / W / T No Limit West - No Limit East</p> <p>TWY A ( between A1 &amp; Stand 1): 26M, Asphalt, PCN 112 / F / A / W / T 17.50 North - No Limit South</p> <p>TWY M: 34 M, Asphalt, PCN 102 / F / A / W / T No Limit West - No Limit East</p> <p>TWY N: 34 M, Asphalt, PCN 79 / F / B / W / T No Limit West - No Limit East</p> <p>TWY A (Between Stand 1 &amp; Stand 6): 11.5m North of (CL) &amp; 51m South of (CL), Asphalt, PCN 112 / F / A / W / T 15.00 North - No Limit South</p> <p>TWY P: 41 M, Asphalt, PCN 67 / F / A / X / T No Limit West - No Limit East</p> <p>TWY Q: 49 M, Asphalt, PCN 67 / F / A / X / T No Limit - No Limit</p> <p>TWY A (Between Stand 6 &amp; S): 30M, Asphalt, PCN 112 / F / A / W / T 15.00 North - No Limit South</p> <p>TWY R: 49 M, Asphalt, PCN 67 / F / A / X / T No Limit - No Limit</p> <p>TWY S: 45 M, Asphalt, PCN 67 / F / A / X / T No Limit - No Limit</p> <p>TWY T: 45M, Asphalt, PCN 67 / F / A / X / T No Limit - 17.00 East</p> <p>TWY U: 42 M, Asphalt, PCN 75 / F / A / W / T 17.50 West - 18.00 East</p> <p>TWY V: 42M, Asphalt, PCN 120 / F / A / W / T 18.50 West - 17.50 East</p> <p>TWY B2, 30 M, Asphalt, PCN 84 / F / A / W / T 7.50 West - 7.50 East</p> <p>TWY Z: 63 M, Asphalt PCN 67 / F / A / X / T (between link P &amp; T) No Limit North - No Limit South PCN 79 / F / A / W / T (between link T &amp; V) 17.50 North - No Limit South</p>
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 A consists of Stands 07 – 10 and can accommodate up to Code F aircrafts with the exception of Stand 07, which accommodates up to Code C aircrafts only. Main Apron B consists of Stands 11 – 22 and can accommodate up to Code F aircrafts with the exception of Stand 14, which accommodates up to Code E aircrafts only. Main Apron C consists of Stands 23 – 28 and can accommodate up to Code F aircrafts with the exception of Stand 28, which accommodates up to Code C aircrafts 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	<p>Taxiing guidance signs at all intersections with TWY and RWY at all holding positions.</p> <p>Taxi guide lines at all aprons.</p> <p>SAFEGATE Visual Docking Guidance System (VDGS) installed on stands:</p> <p>MIDDLE APRON ( STAND 1 TO 6),</p> <p>Fuel pits &amp; SAFEGATE Visual Docking Guidance System (VDGS) installed on stands:</p> <p>CARGO APRON ( STAND C1 TO C5),</p> <p>EXECUTIVE APRON ( STAND E1 TO E4)</p> <p>Fuel pits &amp; (VDGS) (FMT) installed on stands:</p> <p>MAIN APRON A ( STAND 07 TO 10)</p> <p>(VDGS). (FMT), PLB, 400HZ/PCA pop-up pits, fuel pits installed on stands:</p> <p>MAIN APRON B ( STAND 11 TO 22).</p> <p>VDGS), SAFEGATE, 400Hz/PCA pop-up pits, fuel pits installed on stands</p> <p>MAIN APRON C ( STAND 23 TO 28),</p>
2	RWY and TWY markings	<p>RWY 12L / 30R: designation, THR, Displaced THR, TDZ, CL, Edges marked and lighted</p> <p>RWY 12R / 30L: designation, THR, Displaced THR, TDZ, CL, Edges marked and Displaced THR &amp; Edges lighted</p> <p>TWY: CL, holding positions at all TWY/RWY intersections, marked and lighted (except TWY B2).</p>

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

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY(M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
12R	122°37'20"TB  119°42'20"MB	2530 x 45	120 / F / A / W / T Asphalt	Landing THR: 261610.74N 0503755.62E  THR end: 261616.13N 0503746.29E -90.38 FT	8.04 FT  8.04 FT
30L	302°37'48"TB  299°42'48"MB	2530 x 45	120 / F / A / W / T Asphalt	Landing THR: 261533.91N 0503859.44E  THR end: 261531.79N 0503903.10E -90.38 FT	6.76 FT  6.46 FT
<b>Note:</b> Runway 12R/30L is currently not available.					

Slope of RWY-SWY			SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7			8	9	10	11	12
12L	0.0%	NIL	NIL	NIL	4084 x 300	Yes	Non load bearing shoulders 8 M.
30R	0.0%	NIL	NIL	NIL	4084 x 300	Yes	Non load bearing shoulders 8 M.
12R	0.0%	NIL	NIL	60 x 150	2650 x 150	No	Non load bearing shoulders 7.5 M
30L	0.0%	NIL	NIL	600 x 150	2650 x 150	No	Non load bearing shoulders 7.5 M
<b>Note:</b> Standard RESA 240 M available for RWY 12L and 30R							

## OBBI AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
12L	3964	3964	3964	3657	NIL
30R	3964	3964	3964	3657	NIL
12R	2530	2590	2530	2222	NIL
30L	2530	3130	2530	2410	NIL

## OBBI AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
12L	ICAO CAT II precision approach lighting system 900 M LIH	Green	PAPI LEFT 3° 67.15 FT	900 M	White LIH 3964 M; 30 M white; 3000 M - 3600 M red / white; from 3600 M red LIH	White LIH 3964 M; 60 M; last 600 M yellow	Red	NIL	NIL
30R	ICAO CAT II precision approach lighting system 900 M LIH	Green	PAPI LEFT 3° 67.15 FT	900 M	White LIH 3964 M; 30 M white; 3000 M - 3600 M red / white; from 3600 M red LIH	White LIH 3964 M; 60 M; last 600 M yellow	Red	NIL	NIL
12R	Simple approach lighting system (for non-instrument RWY) 420 M	Green	PAPI LEFT 3° 70.4 FT	NIL	NIL	White LIH 2530 M; 60 M; last 600 M yellow	Red	NIL	NIL
30L	Simple approach lighting system (for non-instrument RWY) 420 M	Green	PAPI LEFT 3° 70.4 FT	NIL	NIL	WHITE LIH 2530 M; 60 M; last 600 M yellow	Red	NIL	NIL

**Note:** RWY incursion lights (wig wag) installed at all TWY / RWY intersections 2.6 M from TWY edge. Height 65 CM..

## OBBI AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY


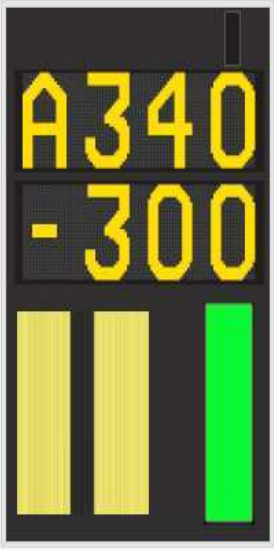






1	ABN/IBN location, characteristics and operational hours	NIL
2	LDI location and LGT Anemometer location and LGT	NIL 350 M WSW of THR 30R; lighted
3	TWY lighting	Green CL , Runway intersections
4	Secondary power supply/switch-over time	- SECONDARY POWER SUPPLY TO ALL AD LIGHTING : 5 SECONDS.  - DURING CAT II OPERATION, STANDBY GENERATOR SWITCH-OVER TIME 1 SECOND
5	Remarks	Apron: Blue Apron edge, TWY " B1 " is a solar powered blue edge light.

## OBBI AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL

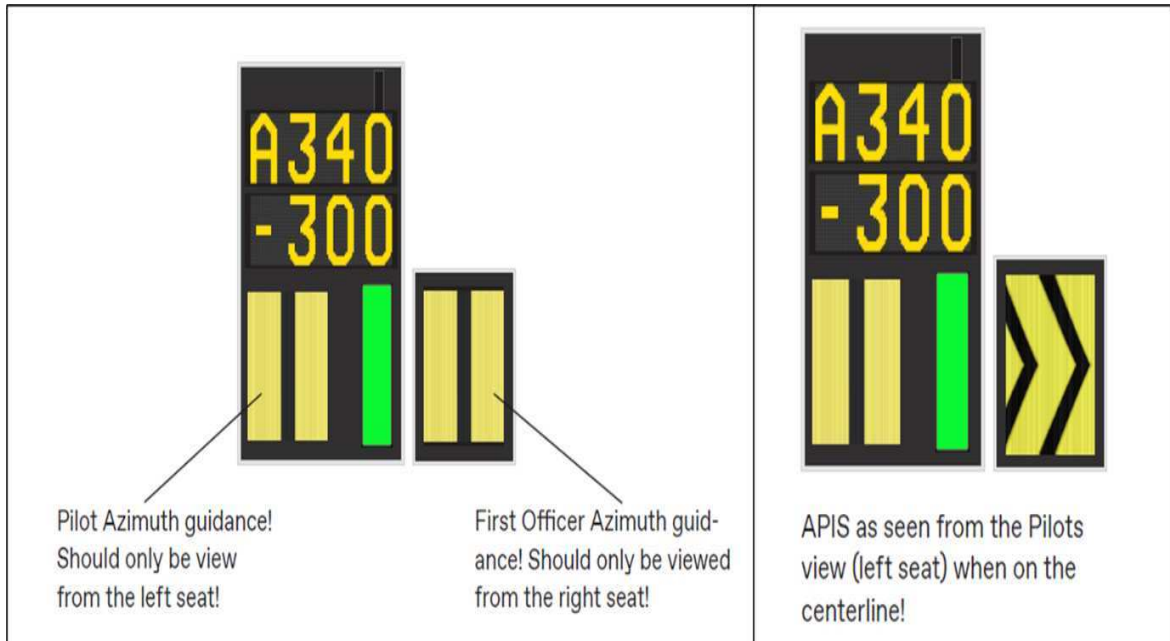
Visual Docking Guidance System TKE APIS - Stands 7 to 22

1-FMT APIS Docking Process

Step	Process
	The following steps occur during the aircraft entry and docking process of the FMT APIS VDGS.
1.1	<div><div><div><div>1.1 Azimuth Panel Directional Guidance</div><div>The APIS (Aircraft Parking Information System) on stands 7 to 22 provides the aircraft with guidance onto the centerline by Azimuth. The Azimuth (yellow square) will show a black arrow pattern pointing towards the centerline and when the aircraft nosewheel is on the centerline, it will show a straight back line.</div></div><div><div></div><div><div>Turn to the right!</div><div>You are on the centerline!</div><div>Turn to the left!</div></div><div><div></div><div><div>Turn to the right!</div><div>You are on the centerline!</div><div>Turn to the left!</div></div></div></div></div></div>

1.2

## 1.2 Captain and Co-Pilot Displays



**Captain's Display**

**Co-Pilot's Display**



1.3

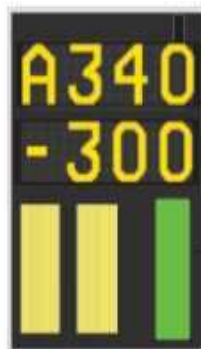
## 1.3 Information displayed on the APIS

The APIS system will continue to display information to the Pilot throughout the docking sequence. Below is an illustration and explanation of this information

**WARNING**

Stop the aircraft if the display shows:

- Stop
- Wrong aircraft type/series
- Azimuth guidance and/or LED display is deactivated



The "Closing-rate" LED panel is flashing green until 30m before STOP

Aircraft type/series  
(solid from 20m before STOP)

A340  
-300

Door number  
(if applicable)

D:2

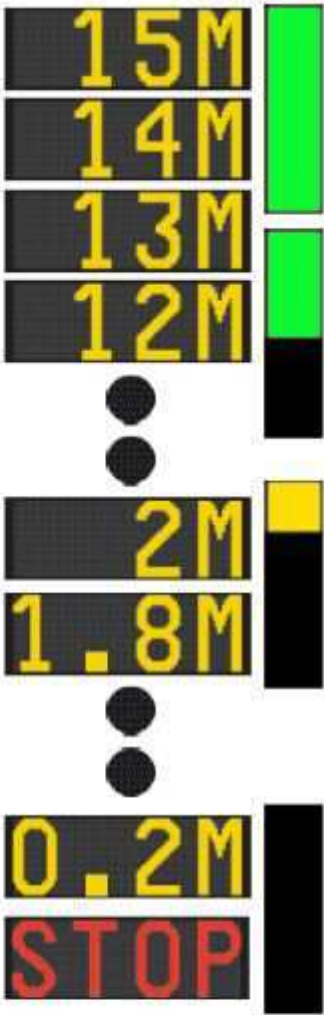
Flight number  
(if applicable/until 30m from STOP)

KL  
123

Stand number  
(until 30m from STOP)

STND  
A12

Distance to stop  
position is  
counted down



Aircraft has stopped  
at stop position



Aircraft has stopped  
too far past  
the stop mark

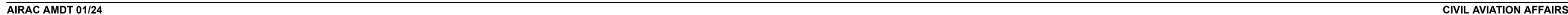


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OBBI AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
AERODROME/HELIPORT CHART	AD 2-OBBI-26
AERODROME GROUND MOVEMENT CHART	AD 2-OBBI-28
AIRCRAFT PARKING DOCKING CHART ICAO MAIN APRON A	AD 2-OBBI-30
AIRCRAFT PARKING DOCKING CHART ICAO MAIN APRON B	AD 2-OBBI-32
AIRCRAFT PARKING DOCKING CHART ICAO MAIN APRON C	AD 2-OBBI-34
AIRCRAFT PARKING DOCKING CHART MIDDLE AND CARGO APRONS	AD 2-OBBI-36
AIRCRAFT PARKING DOCKING CHART EXECUTIVE AND CARGO APRON	AD 2-OBBI-38
AIRCRAFT PARKING DOCKING CHART WESTERN APRONS A & B AND CARGO & EXECUTIVE APRONS	AD 2-OBBI-40
AIRCRAFT PARKING DOCKING CHART NORTHERN APRON	AD 2-OBBI-42
AIRCRAFT PARKING DOCKING CHART ICAO EASTERN APRON	AD 2-OBBI-44
AERODROME OBSTACLE CHART RWY 12L / 30R	AD 2-OBBI-46
AERODROME OBSTACLE CHART RWY 12R / 30L	AD 2-OBBI-48
PRECISION APPROACH TERRAIN CHART - ICAO RWY 30R	AD 2-OBBI-50
PRECISION APPROACH TERRAIN CHART - ICAO RWY 12L	AD 2-OBBI-52
AREA CHART BAHRAIN	AD 2-OBBI-54
DEPARTURE CHART (RADAR) RWY 12L	AD 2-OBBI-56
DEPARTURE CHART (RADAR) RWY 30R	AD 2-OBBI-58
CIRCLING AUTHORIZATION AREA	AD 2-OBBI-60
IAC - ICAO RWY 12L VOR DME ILS CAT A-D	AD 2-OBBI-62
IAC - ICAO RWY 12L VOR DME CAT A-D (L)	AD 2-OBBI-64
IAC - ICAO RWY 12L VOR CAT A-D (L)	AD 2-OBBI-66
IAC ICAO RWY 12R RNP CAT A-D (L)	AD 2-OBBI-68
IAC ICAO RWY 12L RNP CAT A-D (L)	AD 2-OBBI-70
IAC - ICAO RWY 12R VOR DME CAT A-D (L)	AD 2-OBBI-72
IAC- ICAO RWY 30L VOR DME CAT A-D (L)	AD 2-OBBI-74
IAC - ICAO RWY 30R VOR DME ILS CAT A-D	AD 2-OBBI-76
IAC - ICAO RWY 30R VOR DME CAT A-D (L)	AD 2-OBBI-78
IAC - ICAO RWY 30R VOR CAT A-D (L)	AD 2-OBBI-80
IAC ICAO RWY 30R RNP CAT A-D (L)	AD 2-OBBI-82
IAC ICAO RWY 30L RNP CAT A-D (L)	AD 2-OBBI-84
Visual Approach Chart - ICAO	AD 2-OBBI-86
BIRD CONCENTRATIONS	AD 2-OBBI-88
RADAR MINIMUM ALTITUDE CHART	AD 2-OBBI-90
STAR CHART - ICAO RWY 12L-30R RNAV1 - RADIO COMMUNICATION FAILURE STAR	AD 2-OBBI-92
STAR CHART - ICAO RWY 12L-30R RNAV1 - KOBOK 1 ARRIVAL	AD 2-OBBI-94
STAR CHART - ICAO RWY 12L-30R RNAV1 - LADNA 1 ARRIVAL	AD 2-OBBI-96
STAR CHART - ICAO RWY 12L-30R RNAV1 - ORDIG 1 ARRIVAL	AD 2-OBBI-98
LOW VISIBILITY PROCEDURE - DEPARTURE RWY 12L-30R	AD 2-OBBI-100
LOW VISIBILITY PROCEDURE - ARR RWY 12L - 30R	AD 2-OBBI-102

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AERODROME GROUND  
MOVEMENT CHART - ICAO

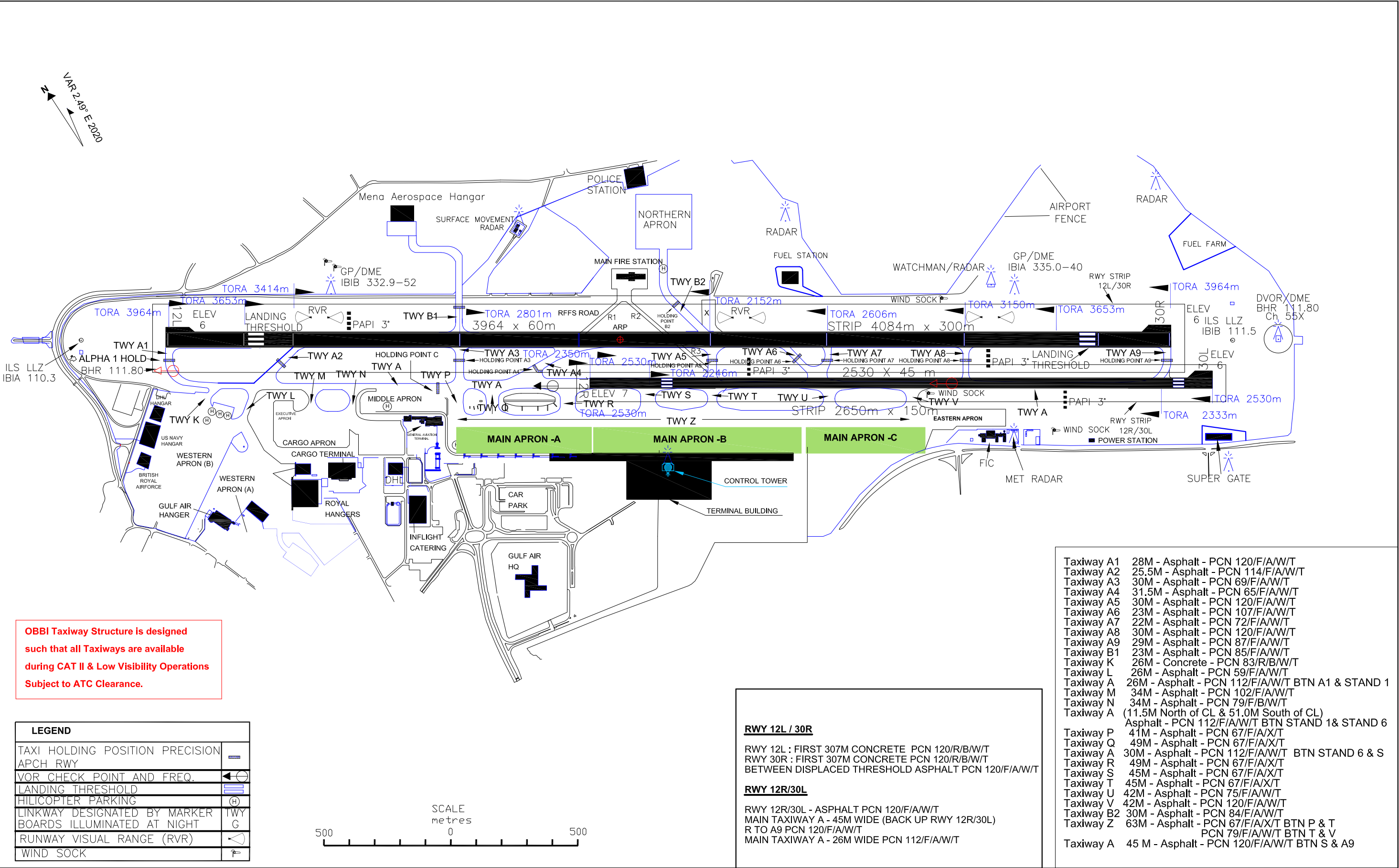
DISTANCES IN METRES  
ALTITUDES, ELEVATIONS AND  
HEIGHTS IN FEET.

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



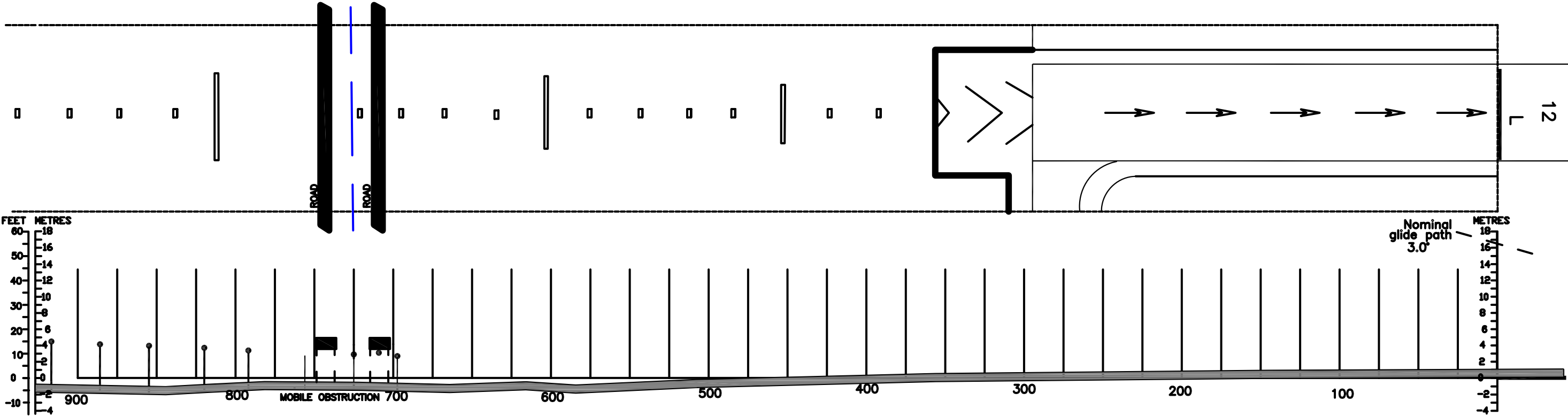
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DIMENTIONS AND ELEVATIONS IN METRES

PRECISION APPROACH TERRAIN CHART - ICAO

BAHRAIN INTL.  
RWY 12L

MAGNETIC VARIATION 2°49' E 2020



Amendment: No change, Re-uploaded to solve HTML edit browser issue.

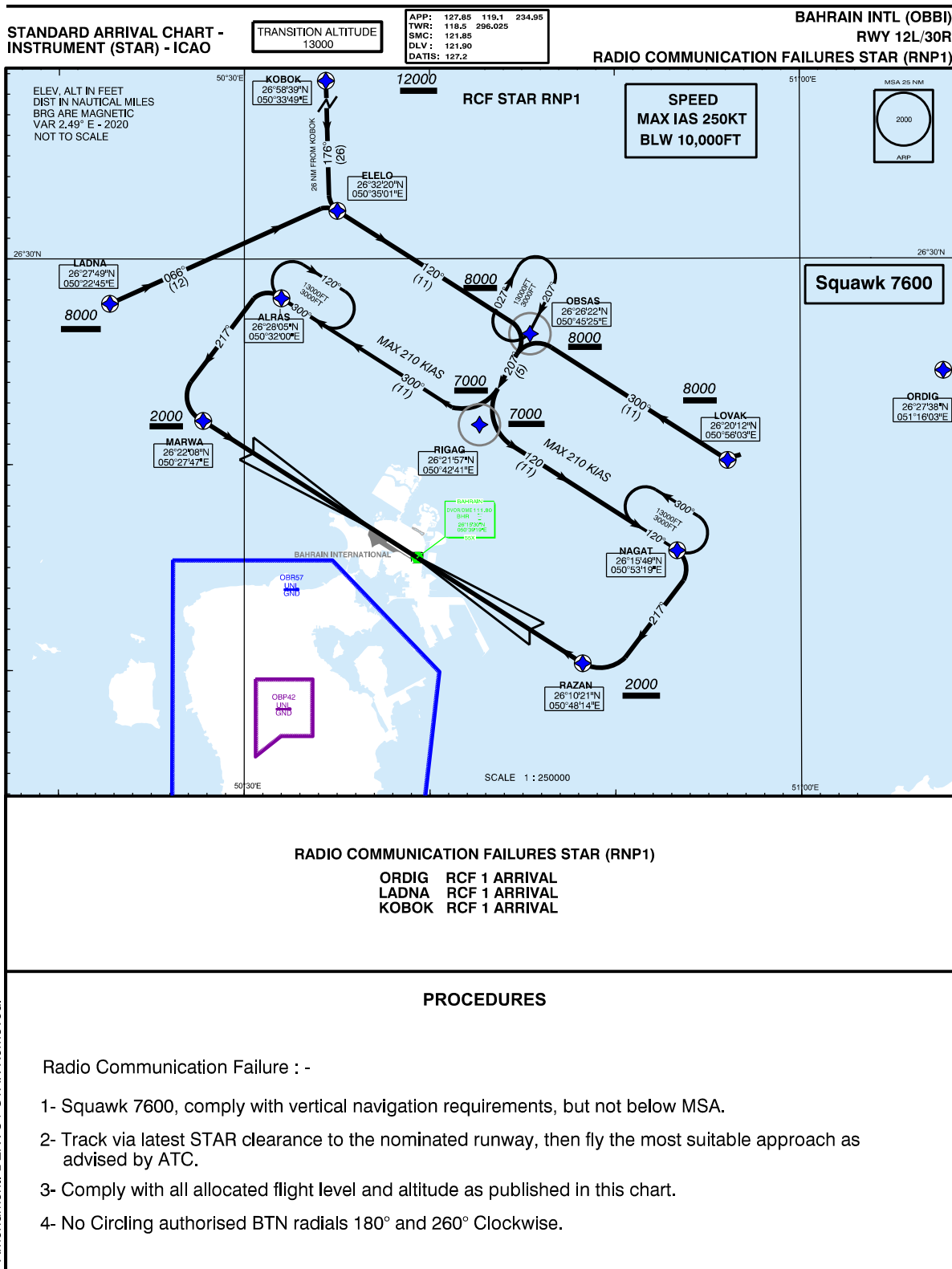
LEGEND	
APPROACH LIGHTS	□□□□↑
BUILDING OR STRUCTURE	■
DEVIATION AT LEAST_+ 3m FROM CENTRE-LINE PROFILE	- -
CENTRE-LINE PROFILE	▬
FENCE	—

HORIZONTAL SCALE 1:2500  
VERTICAL SCALE 1:500

ILS RDH 55FT  
GP3°

AMENDMENT RECORD		
No.	DATE	ENTERED BY

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

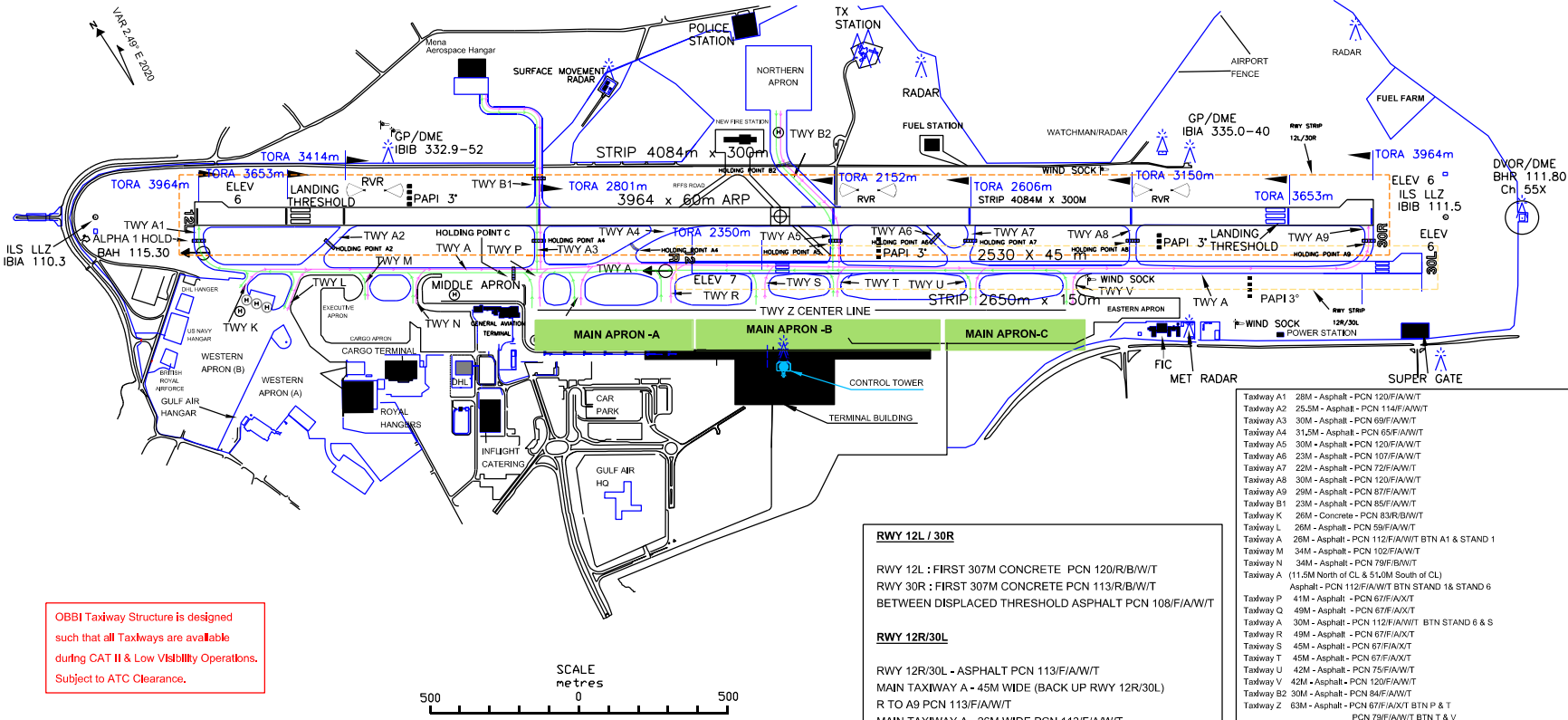
DISTANCES IN METRES  
ALTITUDES, ELEVATIONS AND  
HEIGHTS IN FEET.

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	



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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

