

Airport information:

Country: Bahrain

City: BAHRAIN

Coordinates: N 26° 16.3', E050 38.0

Elevation: 6

Customs: Customs

Fuel: 100LL by arrangement, Jet A1

RFF: CAT 10

hours: AD adm SAT-WED 0400-1115, ATS H24

Runways:

Runway 12L

Takeoff length: 3564, Landing length: 3657

Runway 12R

Takeoff length: 2590, Landing length: 2222

Runway 30L

Takeoff length: 2530, Landing length: 2410

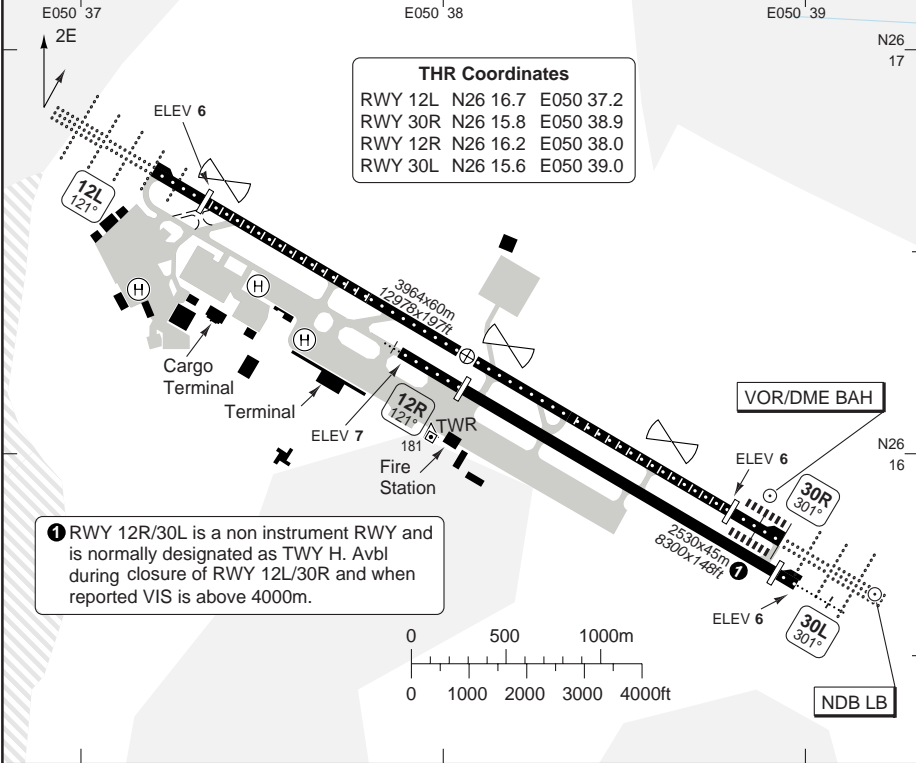
Runway 30R

Takeoff length: 3964, Landing length: 3657

AERODROME

Bahrain GND 121.85	TWR 118.5	ATIS (D) 127.2
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AD Elev 6	ARP: N26 16.3 E050 38.0	RF: CAT 10	AD HR: H24
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RWY	Slope	TORA m/ft	LDA m/ft	ALS	REDL	RCLL	Additional
12L	0	3964 / 13005	3657 / 11998	H-C	H	30m	P 3° (67)
30R	0	3964 / 13005	3657 / 11998	H-A	H	30m	P 3° (67)
12R	0	2530 / 8301	2222 / 7290	H-E 2	H	-	P 3° (70)
30L	0	2530 / 8301	2410 / 7907	H-E 2	H	-	P 3° (70)

2 420m.

EU OPS TAKE OFF MINIMA

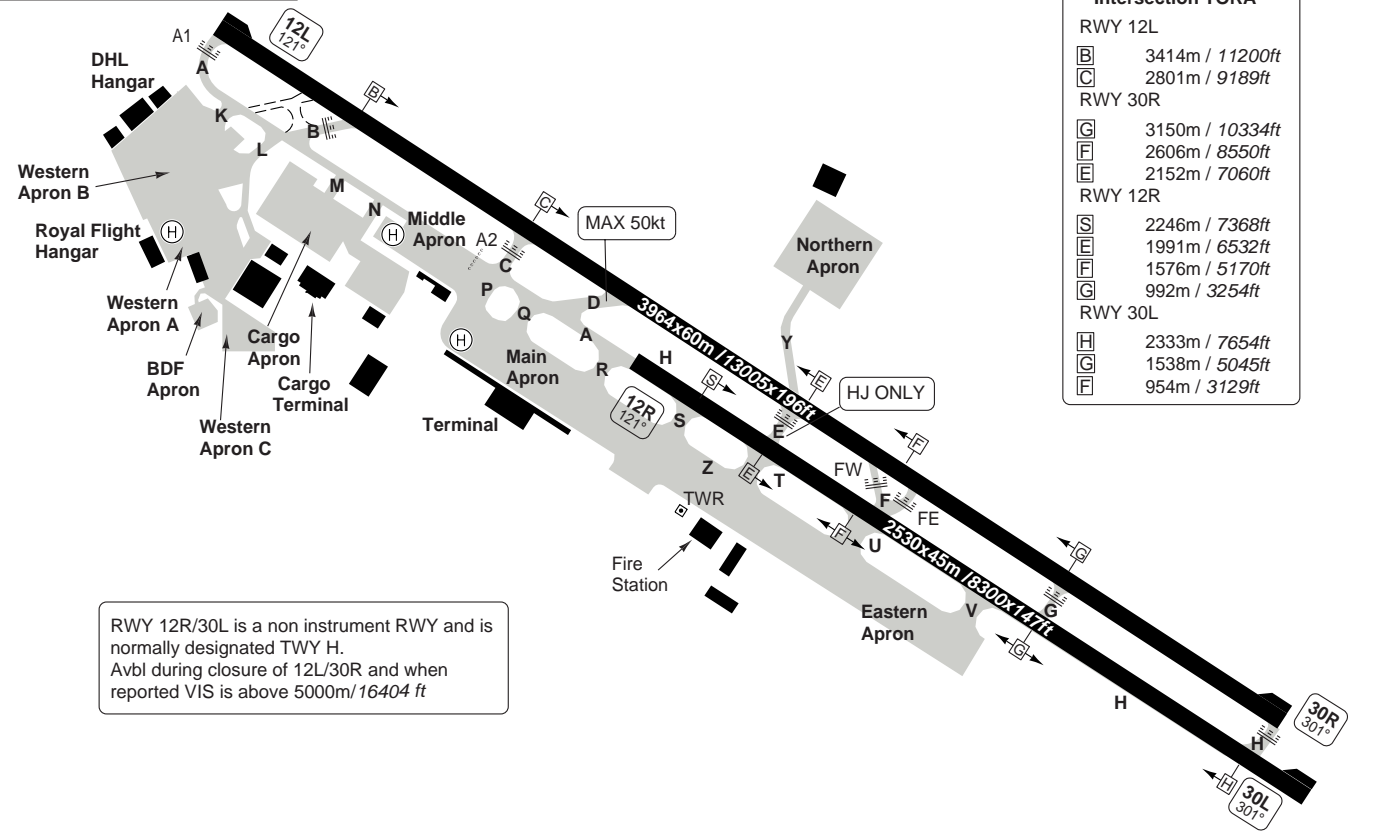
RWY	Facilities	RVR			
		A	B	C	D
All	RCL (day only) or RCL + REDL	400m			
	NIL (day only)	500m			

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Change: Apron, ATIS freq.

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Bahrain GND	TWR	ATIS (D)
121.85	118.5	127.2



Intersection TORA	
RWY 12L	
B	3414m / 11200ft
C	2801m / 9189ft
RWY 30R	
G	3150m / 10334ft
F	2606m / 8550ft
E	2152m / 7060ft
RWY 12R	
S	2246m / 7368ft
F	1991m / 6532ft
E	1576m / 5170ft
G	992m / 3254ft
RWY 30L	
H	2333m / 7654ft
G	1538m / 5045ft
F	954m / 3129ft

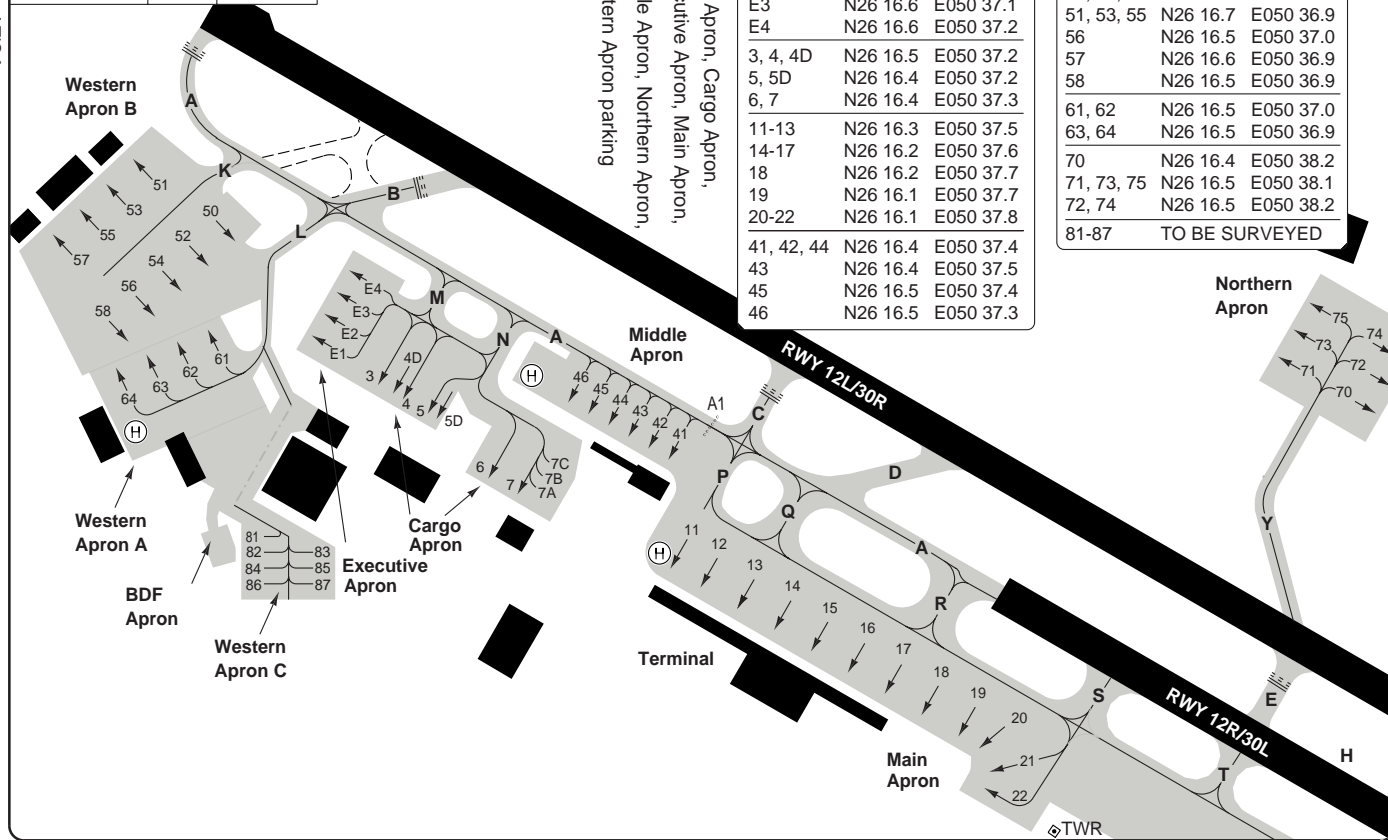
RWY 12R/30L is a non instrument RWY and is normally designated TWY H.
Avbl during closure of 12L/30R and when reported VIS is above 5000m/16404 ft

Change: Apron, ATIS freq.
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Bahrain GND	TWR	ATIS (D)
121.85	118.5	127.2

Change: ATIS freq.

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Parking position coordinates

E1, E2	N26 16.5	E050 37.1
E3	N26 16.6	E050 37.1
E4	N26 16.6	E050 37.2
3, 4, 4D	N26 16.5	E050 37.2
5, 5D	N26 16.4	E050 37.2
6, 7	N26 16.4	E050 37.3
11-13	N26 16.3	E050 37.5
14-17	N26 16.2	E050 37.6
18	N26 16.2	E050 37.7
19	N26 16.1	E050 37.7
20-22	N26 16.1	E050 37.8
41, 42, 44	N26 16.4	E050 37.4
43	N26 16.4	E050 37.5
45	N26 16.5	E050 37.4
46	N26 16.5	E050 37.3

Parking position coordinates

50, 52, 54	N26 16.6	E050 37.0
51, 53, 55	N26 16.7	E050 36.9
56	N26 16.5	E050 37.0
57	N26 16.6	E050 36.9
58	N26 16.5	E050 36.9
61, 62	N26 16.5	E050 37.0
63, 64	N26 16.5	E050 36.9
70	N26 16.4	E050 38.2
71, 73, 75	N26 16.5	E050 38.1
72, 74	N26 16.5	E050 38.2
81-87	TO BE SURVEYED	

① BDF Apron, Cargo Apron, Executive Apron, Main Apron, Middle Apron, Northern Apron, Western Apron parking

GROUND ①

10 - 3 | 01 JUN 11

Bahrain OBBI / BAH
INTL BAHRAIN

Bahrain - OBBI / BAH

INTL BAHRAIN

Bahrain GND 121.85	TWR 118.5	ATIS (D) 127.2
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Y

RWY 12L/30R

E

FW

FE

RWY 12R/30L

S

T

U

V

Z

A28 C28 A29 C29 A30 C30 A31 C31 A32 C32 A33 C33 A34 C34 A35 C35 36

B28 B29 B30 B31 B32 B33 B34 B35

Eastern Apron

TWR

Fire Station



10 - 4 | 01 JUN 11

GROUND Eastern Apron parking

10 - 4

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Change: New chart.

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GENERAL

GENERAL INFORMATION

1. WARNING

RWY could be slippery when wet.
Bird Hazard up to 4000 (see 10-6)

2. TRAFFIC NOTES

- 2.1 ACFT not permitted to OPR within R180 - R260 BAH containing main Bahrain Islands, except when directed by ATC or when visually clear of land.
- 2.2 Right hand circuit RWY 30L/R.
- 2.3 Report people on board to APP.
- 2.4 No take off or landing when RVR is 350m or less.
- 2.5 Military and Training Flights are not permitted

3. RUNWAY RESTRICTION

- 3.1 ACFT of medium/heavy categories to make 180° turns on RWY ends only after obtaining ATC approval.
- 3.2 Anti-clockwise turns at turningpad RWY 12L. Clockwise turns at turningpad RWY 30R.
- 3.3 Runway 12R /30L is a non instrument runway.
- 3.4 Do not use more idlr reverse 2100 - 0300 unless in an emergency and cleared by ATC.

4. TAXIWAY RESTRICTION

TWY D MAX 50kt
TWY E not lighted, daylight use only.
RWY shoulders non-load bearing

5. PARKING

- 5.1. AGNIS avbl at stands 6-7, 11-22 and 41-44.
- 5.2. Nose in push-back mandatory.

6. APRON

- 6.1. Relay push-back clearance to tractor driver.
- 6.2. Report people on board to Tower.
- 6.3. Do not test engines above idle between 2100 - 0300.
- 6.4. Call Ground 10 mins prior to start-up for clearance

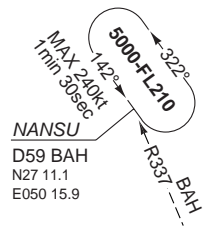
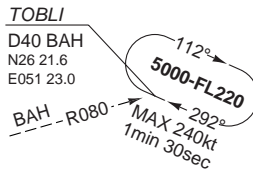
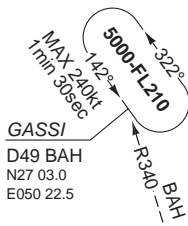
7. SPEED RESTRICTION

- 7.1 All Aircraft arriving are required to adjust speeds as follows, unless otherwise instructed
Below 10000 MAX 240kt
20nm to touchdown MAX 220kt
12nm to touchdown MAX 180 kt
8nm to touchdown MAX 160kt

8. NOISE ABATEMENT

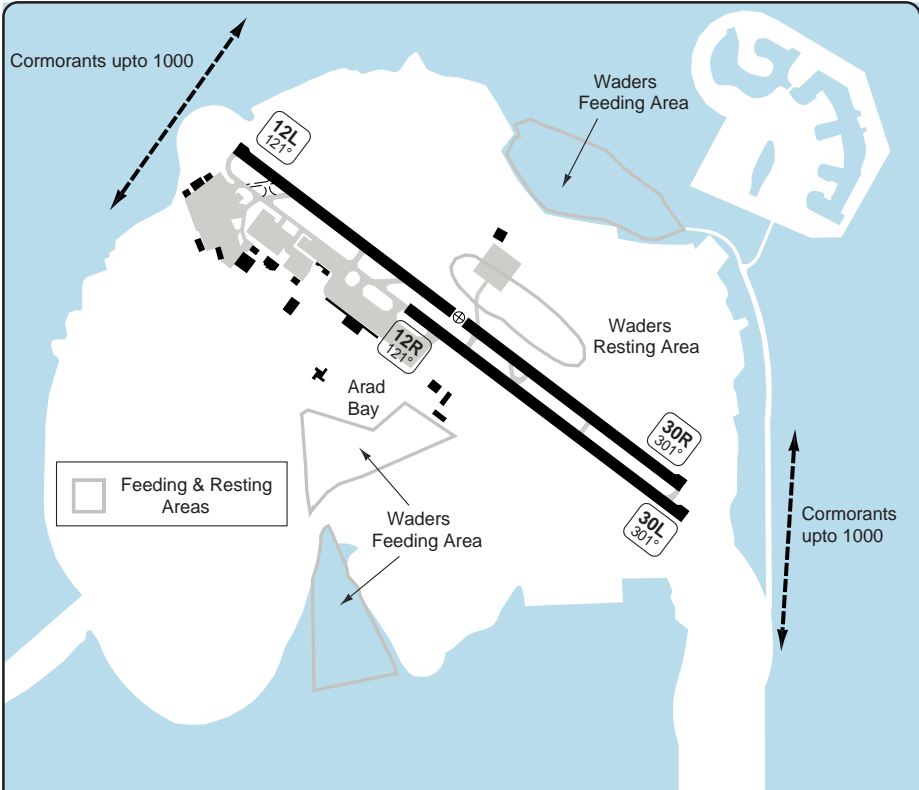
- 8.1 CIRCUITS: RWY 12 L/R right hand RWY 30 L/R left hand.
- 8.2 Departing and arriving flights are not permitted between R180-R260 BAH. Flights that ATC deem essential may be permitted to operate within this arc provided they remain visually clear of land, or vectored clear by Bahrain Radar.
- 8.3 Reverse thrust more than idle is not permitted between 2100 - 0300 unless in an emergency.
- 8.4 Between 2100 - 0300 engine testing above idle power is not allowed.

HOLDING



SPECIAL PROCEDURE Bird Hazard

INTL BAHRAIN



GENERAL INFORMATION

WADERS

- 1. July to March;** Largest number. **July to October;** some roosting to the North of AD during high tide, expected to disappear from there as Arad Bay is filled in. Mainly low level flight up to 100.

CORMORANTS

- 2. November to March;** Increasing numbers. Peak activity around sunrise to sunset, up to 1000. often in large flocks. Could pose danger to traffic on left downwind RWY 12L/R. Can cause considerable damage.

GULLS

- 3. October to March;** Mainly present at the AD during rains when there are pools of water during cold weather. Can cause considerable damage.

BIRDS OF PREY (Buzzards etc)

- 4. Mainly March;** and **September to November** active above palm groves to N of RWY and the radar site about two hours after sunrise when the air is warm enough to create thermals. Usually rmigrate over the sea as soon as they gain sufficient height; up to 4000.

VARIOUS SMALL BIRDS (Bee Eaters, etc).

- 5. March to May;** Large flocks over agricultural areas N of RWY; up to 1000.

SID **RNAV** ALSER 1

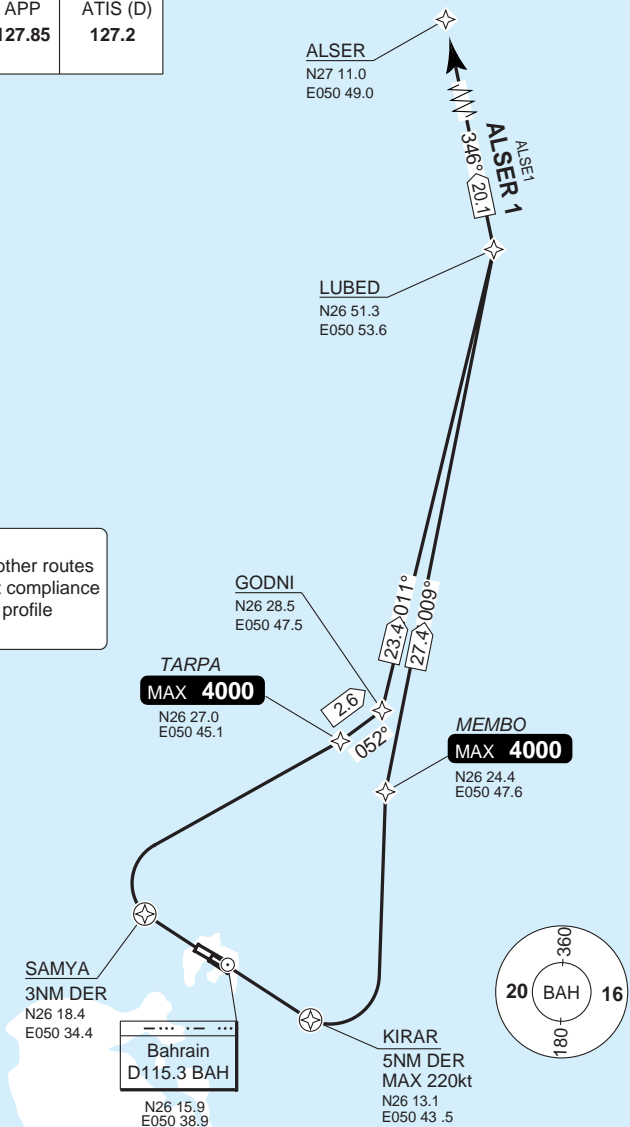
Bahrain GND 121.85	TWR 118.5	APP 127.85	ATIS (D) 127.2
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TA 13000 | AD Elev 6

30 - 1

Warning

Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.



SPEED: MAX 250kt below 10000ft. RWY 12L/R: MAX 220kt until KIRAR

MIN CLIMB GRADIENT: 3.3%

ALT RESTRICTION: Climb to **4000**.

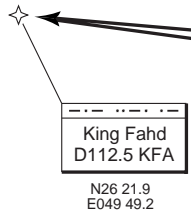
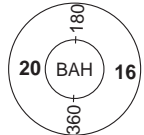
NOTE: Report Callsign, SID, Current Alt, Initial cleared Alt, on first contact with APP.

SID	RWY	Routeing	Altitude
(INITIAL CLIMB)	12L/R	Climb on 121° to KIRAR - follow SID	
	30L/R	Climb on 301° to SAMYA - follow SID	
ALSER 1	12L/R	MEMBO - 009° - LUBED - 346° - ALSER	MEMBO MAX 4000
	30L/R	TARPA - 052° - GODNI - 011° - LUBED - 346° - ALSER	TARPA MAX 4000

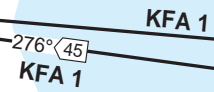
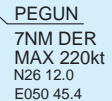
Change: ATIS freq.

Bahrain GND 121.85	TWR 118.5	APP 127.85	ATIS (D) 127.2
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TA 13000 AD Elev 6



MNM 4000



SPEED: MAX 250kt below 10000ft. RWY 12L/R: MAX 220kt until PEGAN
MIN CLIMB GRADIENT: 3.3%
ALT RESTRICTION: RWY 12L/R: Climb to MNM 4000, RWY 30L/R as cleared.
NOTE: Report Callsign, SID, Current Alt, Initial cleared Alt, on first contact with APP.

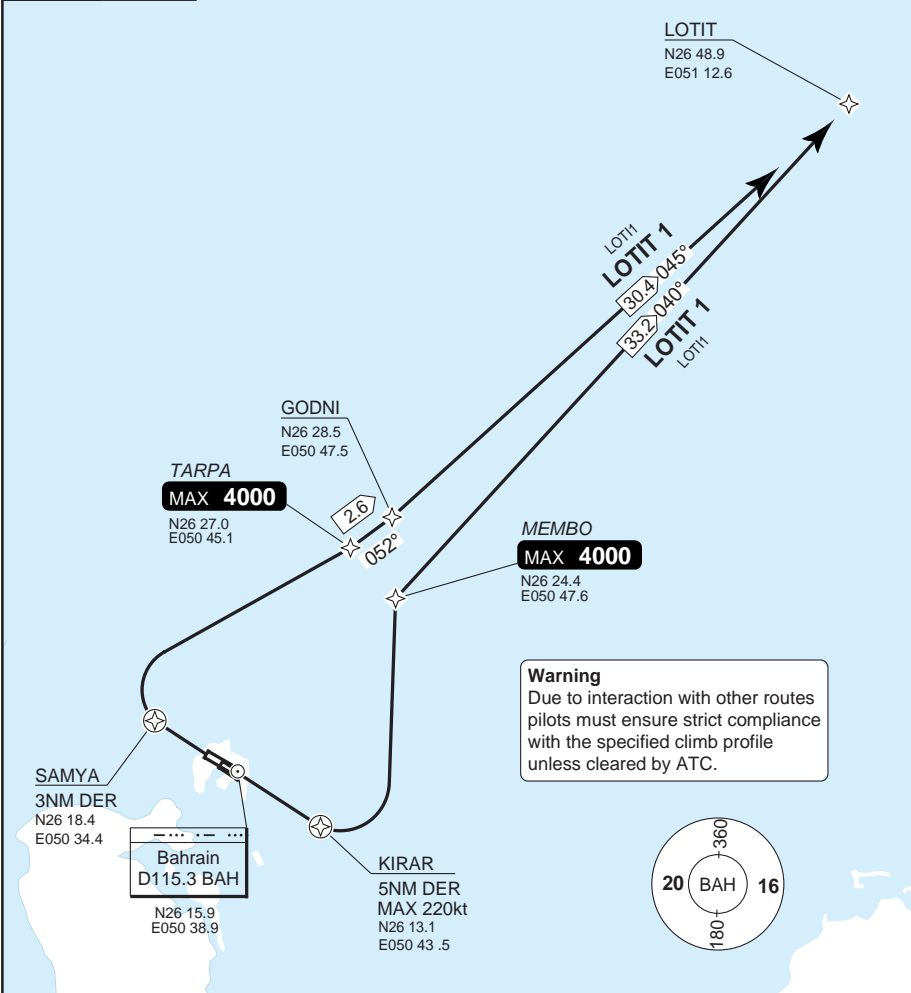
Warning
 Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

SID	RWY	Routeing	Altitude
INITIAL CLIMB	12L/R	Climb on 121° to PEGUN - follow SID	
	30L/R	Climb on 301° to SAMYA - follow SID	
KFA 1	12L/R	Turn left DCT to BAH - 276° - KFA	BAH MNM 4000
	30L/R	Turn left DCT to KFA	

SID **RNAV** LOTIT 1

Bahrain GND 121.85	TWR 118.5	APP 127.85	ATIS (D) 127.2
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TA **13000** | AD Elev **6**



30 - 3

SPEED: MAX 250kt below 10000ft. RWY 12L/R: MAX 220kt until KIRAR

MIN CLIMB GRADIENT: 3.3%

ALT RESTRICTION: Climb to **4000**.

NOTE: Report Callsign, SID, Current Alt, Initial cleared Alt, on first contact with APP.

SID	RWY	Routeing	Altitude
(INITIAL CLIMB)	12L/R	Climb on 121° to KIRAR - follow SID	
	30L/R	Climb on 301° to SAMYA - follow SID	
LOTIT 1	12L/R	Turn left DCT to MEMBO - 040° - LOTIT	MEMBO MAX 4000
	30L/R	Turn right DCT TARPA - 052° - GODNI - 045° - LOTIT	TARPA MAX 4000

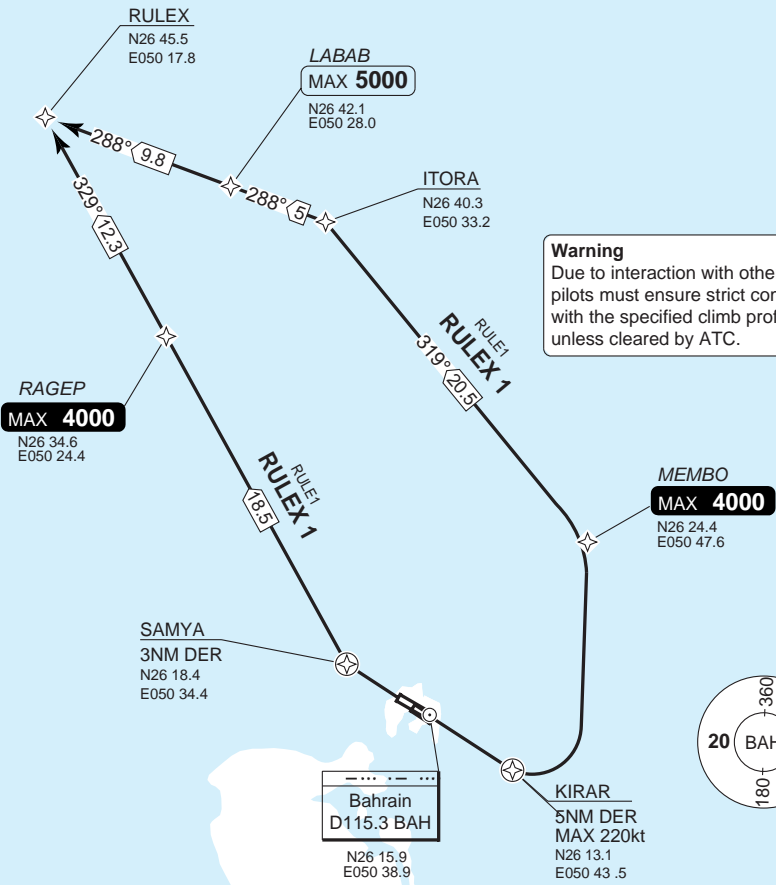
Change: ATIS freq.

SID **RNAV** RULEX 1

Bahrain GND 121.85	TWR 118.5	APP 127.85	ATIS (D) 127.2
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TA 13000 | AD Elev 6

30 - 4



SPEED: MAX 250kt below 10000ft. RWY 12L/R: MAX 220kt until KIRAR

MIN CLIMB GRADIENT: 3.3%

ALT RESTRICTION: Climb to **4000**.

NOTE: Report Callsign, SID, Current Alt, Initial cleared Alt, on first contact with APP.

SID	RWY	Routeing	Altitude
(INITIAL CLIMB)	12L/R	Climb on 121° to KIRAR - follow SID	
	30L/R	Climb on 301° to SAMYA - follow SID	
RULEX 1	12L/R	Turn left DCT MEMBO - 319° - ITORA - 288° - LABAB - 288° - RULEX	MEMBO MAX 4000 LABAB MAX 5000
	30L/R	Turn right DCT RAGEP - 329° - RULEX	RAGEP MAX 4000

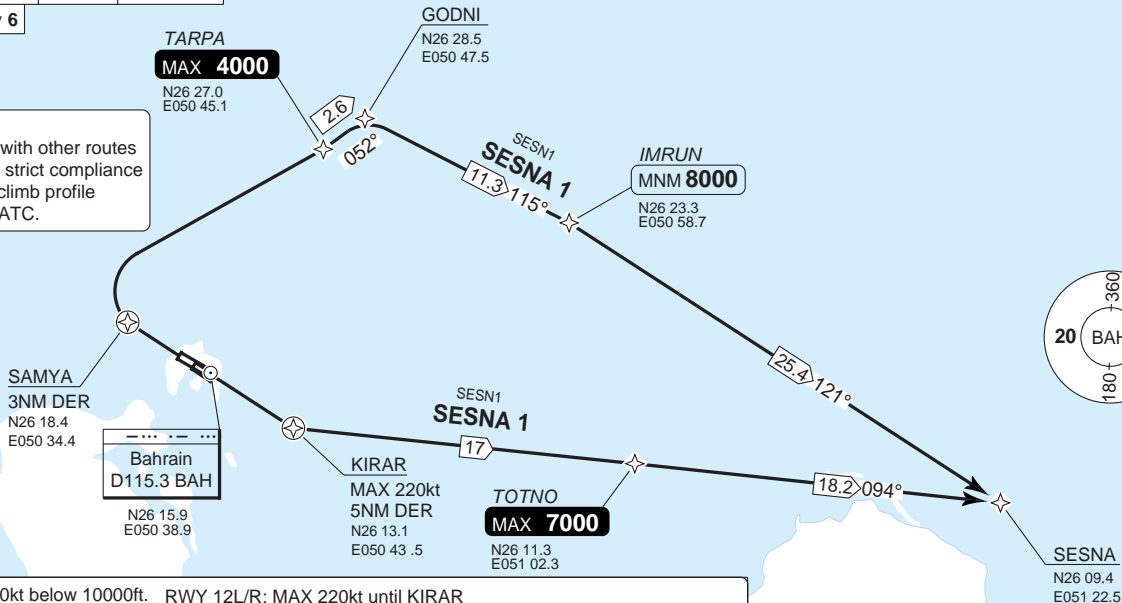
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Change: ATIS freq.

Bahrain GND 121.85	TWR 118.5	APP 127.85	ATIS (D) 127.2
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TA 13000 AD Elev 6

Warning
Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.



SPEED: MAX 250kt below 10000ft. RWY 12L/R: MAX 220kt until KIRAR
MIN CLIMB GRADIENT: 3.3%
ALT RESTRICTION: RWY 12L/R climb to **7000**, RWY 30L/R climb to **4000**.
NOTE: Report Callsign, SID, Current Alt, Initial cleared Alt, on first contact with APP.

SID	RWY	Routeing	Altitude
(INITIAL CLIMB)	12L/R	Climb on 121° to KIRAR - follow SID	
	30L/R	Climb on 301° to SAMYA - follow SID	
SESNA 1	12L/R	Turn left DCT TOTNO - 094° - SESNA	TOTNO MAX 7000
	30L/R	Turn right DCT TARPA - 052° - GODNI - 115° - IMRUN - 121° - SESNA	TARPA MAX 4000 IMRUN MIN 8000

SID RNAV SESNA 1

30 - 5 | 01 JUN 11

Bahrain - OBBI / BAH
INTL BAHRAIN

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Change: ATIS freq.

30 - 6 | 01 JUN 11

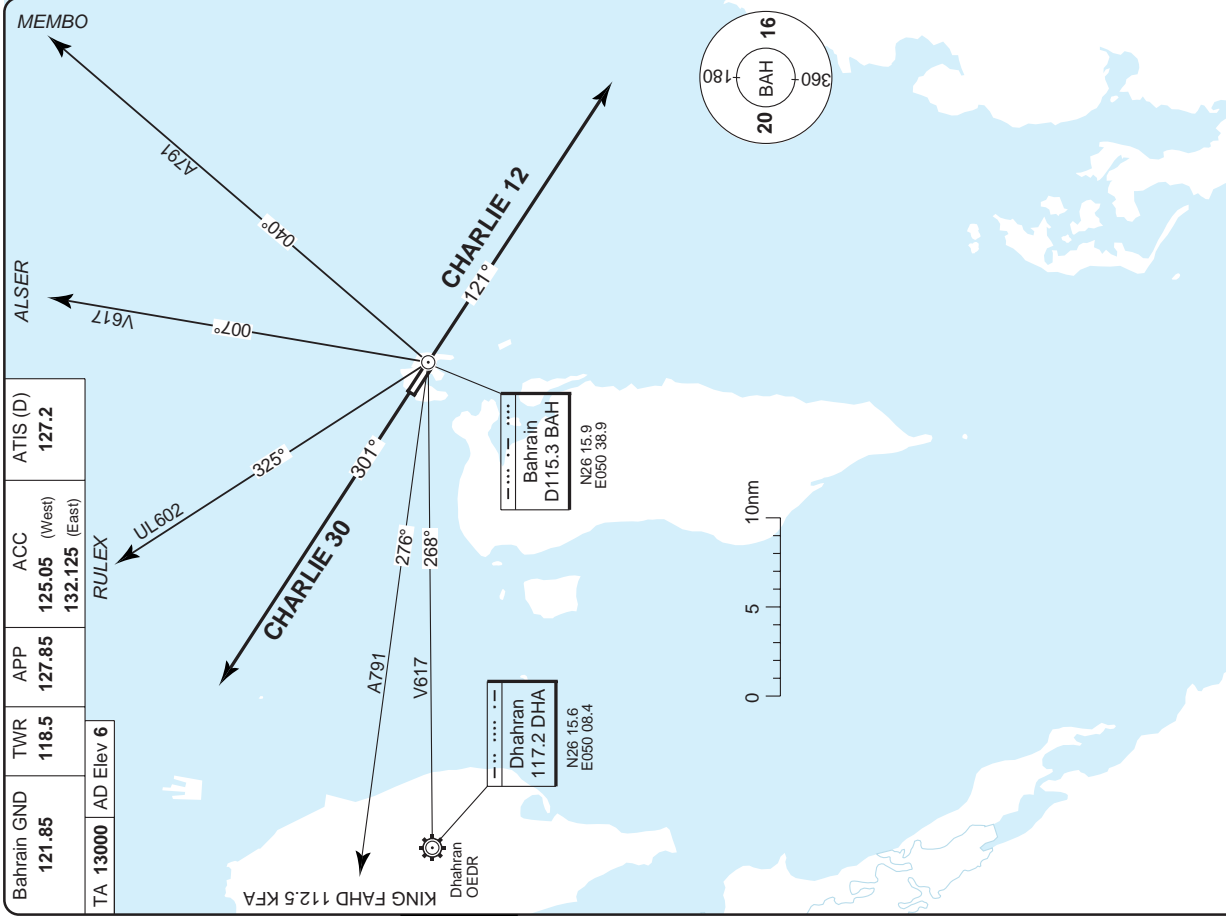
Bahrain - OBBI / BAH
INTL BAHRAIN

SID Radar Departure

Bahrain GND 121.85	TWR 118.5	APP 127.85	ACC 125.05 (West) 132.125 (East)	ATIS (D) 127.2
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TA 13000 AD Elev 6

RULEX



30 - 6

COM FAIL: VMC - continue in VMC and land at nearest aerodrome.

IMC - maintain last assigned heading and FL/alt for 3 minutes (or D12) after departure or to BAH.

SID	Routing
CHARLIE 12	Climb on 121° - 3000 - expect radar vectors (en-route by Bahrain APP)
CHARLIE 30	Climb on 301° - 3000 - expect radar vectors (en-route by Bahrain APP)

Change: ATIS freq.

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STAR RNAV DEDAS 1, GASSI 1, UMAMA 1

Bahrain GND 121.85	TWR 118.5	APP 127.85	ATIS (D) 127.2
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TL 150 | AD Elev 6

GASSI
MAX **FL170**
N27 03.0
E050 22.5

UMAMA
MAX **FL170**
N26 58.5
E050 46.8

SPEED
MAX 250kt below 10000ft
MAX 220kt 20nm TDZ
MAX 180kt 12nm TDZ

ITORA
N26 40.3
E050 33.2

SIMDA
MNM **6000**
N26 35.4
E050 32.2

NAGER
N26 35.5
E050 34.7

DEDAS
N26 30.2
E050 14.5

DEDAS 1
14.8 099°

ADARY
N26 27.3
E050 30.6

MARWA
MAX **3000**
N26 22.1
E050 27.8

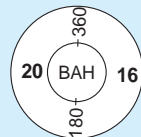
Bahrain
D115.3 BAH
N26 15.9
E050 38.9

PUVDA
N26 22.8
E050 38.9

ASLAV
MNM **5000**
N26 17.9
E050 47.3

TYLOS
N26 14.8
E050 52.2

RAZAN
N26 10.4
E050 48.2



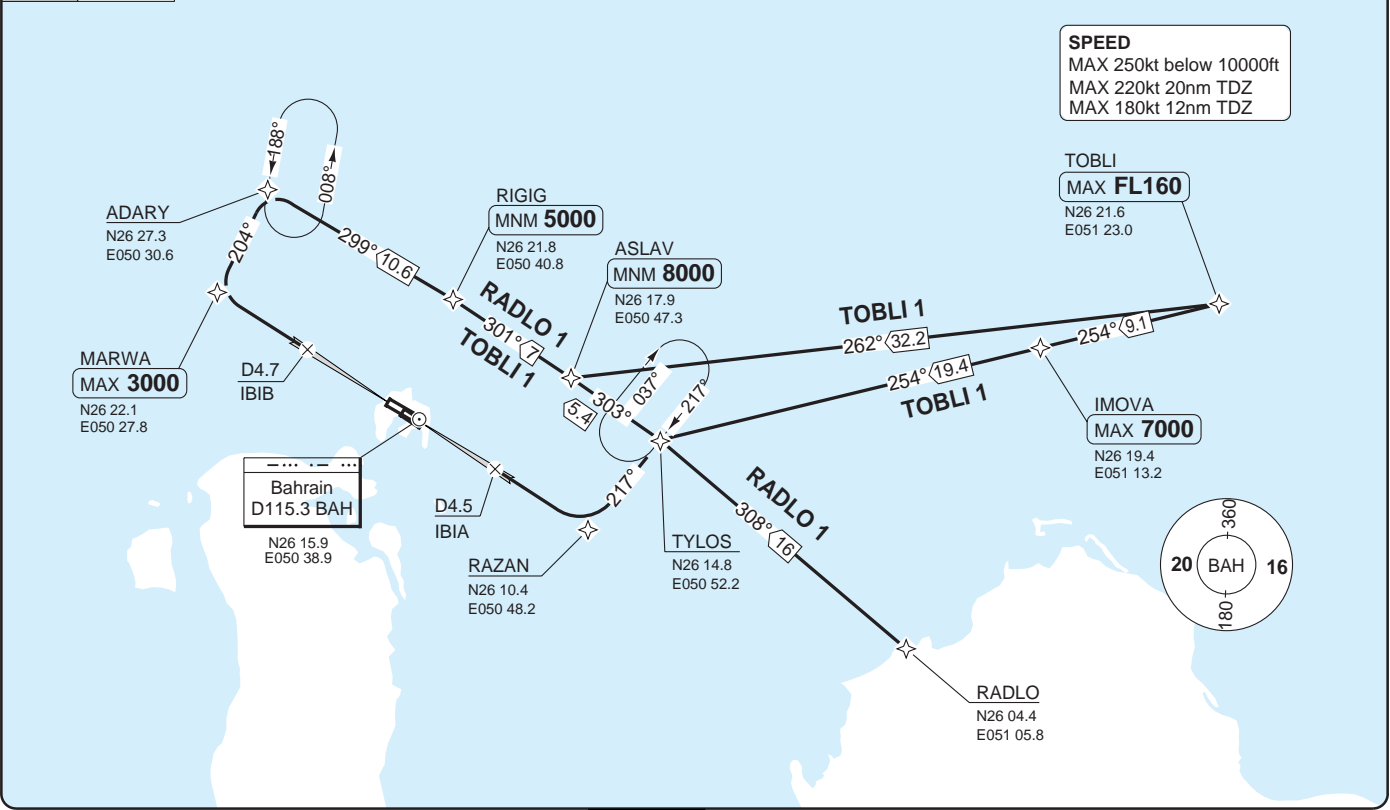
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Bahrain GND 121.85	TWR 118.5	APP 127.85	ATIS (D) 127.2
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TL 150 AD Elev 6

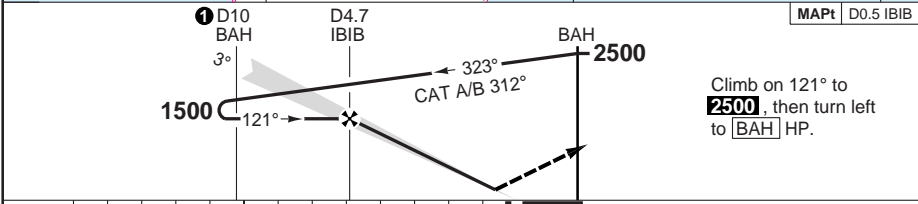
SPEED
MAX 250kt below 10000ft
MAX 220kt 20nm TDZ
MAX 180kt 12nm TDZ



ILS RWY 12L

Bahrain APP 127.85	ACC 125.05 (West) 132.125 (East)	TWR 118.5	GND 121.85	ATIS (D) 127.2	
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ILS/DME 111.5 IBIB	FAT 121°	DTHR Elev 6	AD Elev 6	TL 150	TA 13000
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	nm	13	12	11	10	9	8	7	6	5	4	3	2	1	0	TCH 55
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ACFT	ILS	LOC+DME	Circling ^a	^a NA BTN R180 and R260 clockwise	DME IBIB	3.0° ALT	LDA 3657x60 11998x197ft P 3° (67)
A	210 (200) 550m	400 (394) 1100m	420 (414) 1.5km		4	1280	
B	220 (208) 550m		510 (500) 1.6km		3	960	
C	230 (216) 550m		610 (600) 2.4km		2	640	
D	240 (227) 550m		710 (700) 3.6km				

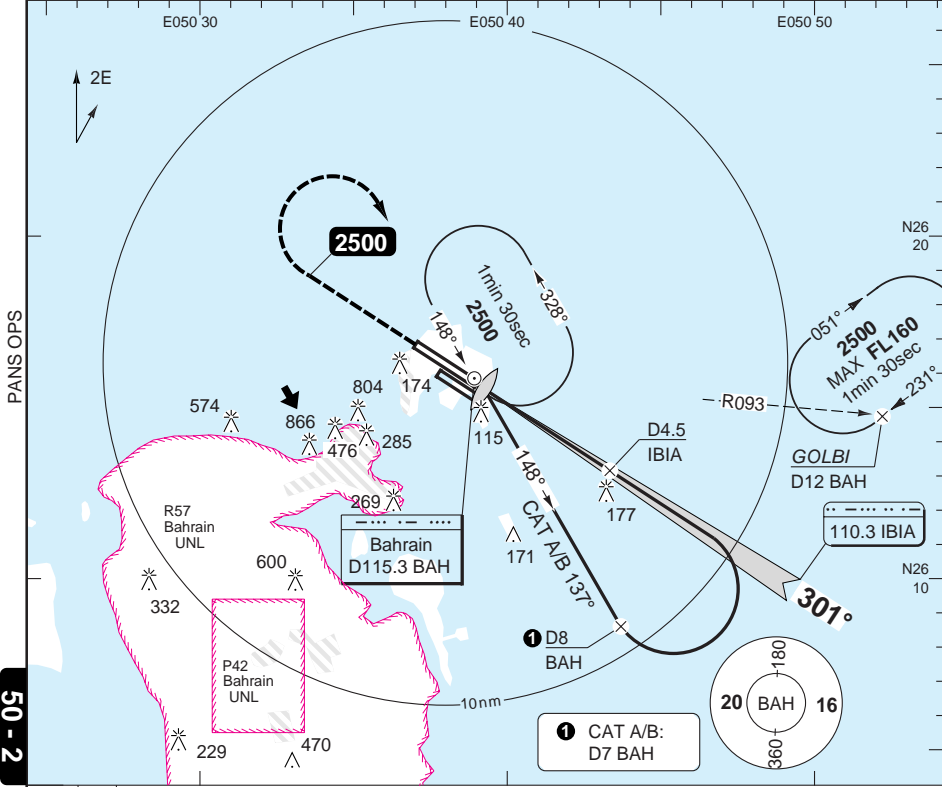
GS	80	100	120	140	160
ROD 3.0°	420	530	640	740	850

Change: ATIS freq.

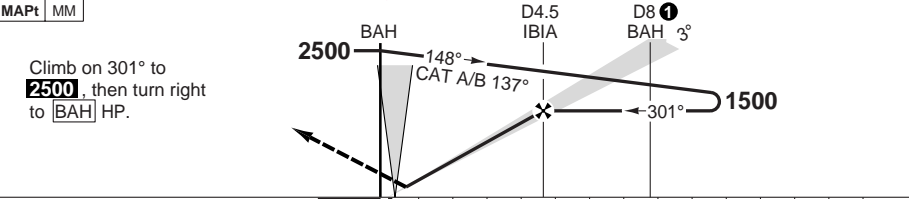
ILS RWY 30R

Bahrain APP 127.85	ACC 125.05 (West) 132.125 (East)	TWR 118.5	GND 121.85	ATIS (D) 127.2	
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ILS/DME 110.3 IBIA	FAT 301°	DTHR Elev 6	AD Elev 6	TL 150	TA 13000
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50 - 2



TCH 55

ACFT	ILS	LOC+DME	Circling a	DME	3.0° ALT	LDA 3657x60 11998x197ft P 3° (67)
A	210 (200) 550m	310 (303) 750m	420 (414) 1.5km	4	1340	
B			510 (500) 1.6km	3	1020	
C			610 (600) 2.4km	2	700	
D	220 (206) 550m	710 (700) 3.6km	1	390		
GS	80	100	120	140	160	
ROD 3.0°	430	540	640	750	860	
FAF-MAPt	3:23	2:42	2:15	1:56	1:41	

a NA BTN R180 and R260 clockwise

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FALS

Change: ATIS freq.

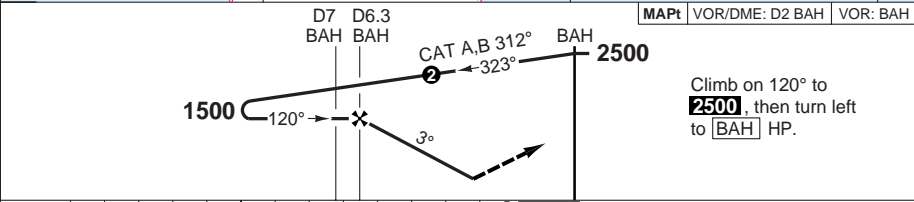
VOR RWY 12L VOR/DME and VOR

Bahrain APP 127.85	ACC 125.05 (West) 132.125 (East)	TWR 118.5	GND 121.85	ATIS (D) 127.2	
VOR/DME 115.3 BAH	FAT 120°	DTHR Elev 6	AD Elev 6	TL 150	TA 13000



PANS OPS

50 - 3



nm	13	12	11	10	9	8	7	6	5	4	3	2	1	0
ACFT	VOR+DME		VOR		VOR a		Circling b							
A					450 (444) 1600m		450 (444) 1.5km c							
B	370 (364) 1000m		450 (444) 1400m				510 (500) 1.6km							
C					450 (444) 1800m		610 (600) 2.4km							
D							710 (700) 3.6km							
a Non CDFA.														
b NA BTN R180 and R260 clockwise.														
c VOR (Non CDFA) procedure: 450 (444) 1.6km.														
GS	80	100	120	140	160									
ROD 3.0°	420	530	640	740	850									
DME BAH	3.0° ALT	LDA 3657x60 11998x197ft P 3° (67)												
6	1400													
5	1080													
4	760													
3	450													
FALS														

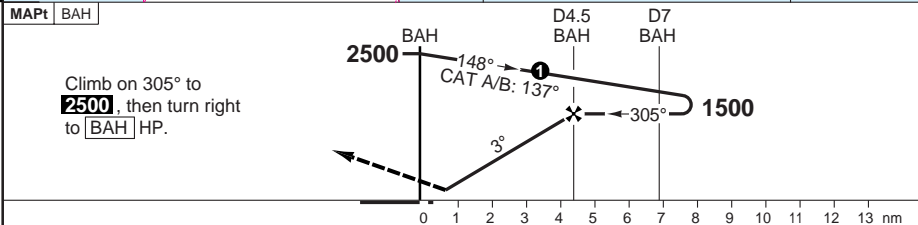
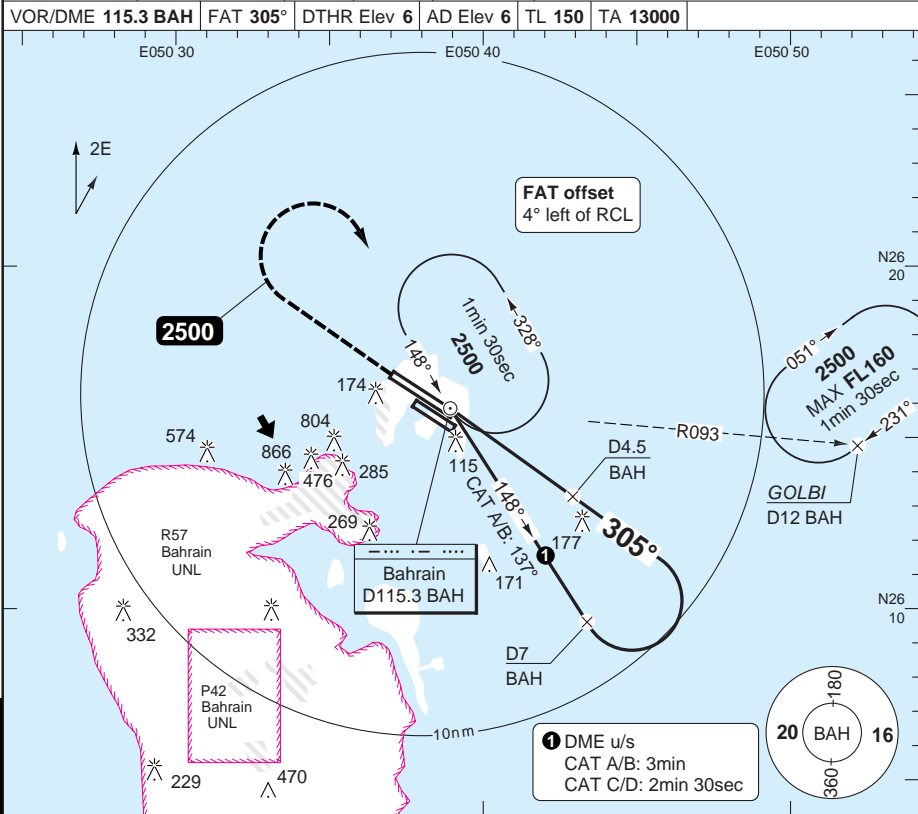
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Change: ATIS freq.

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VOR RWY 30R VOR/DME and VOR

Bahrain APP 127.85	ACC 125.05 (West) 132.125 (East)	TWR 118.5	GND 121.85	ATIS (D) 127.2	
VOR/DME 115.3 BAH	FAT 305°	DTHR Elev 6	AD Elev 6	TL 150	TA 13000



ACFT	VOR+DME	VOR	VOR ⓐ	Circling ⓑ	DME BAH	3.0° ALT	LDA 3657x60 11998x197ft P 3° (67)
A	370 (364) 1000m	410 (404) 1200m	410 (404) 1400m	420 (414) 1.5km	4	1340	
B			410 (404) 1600m	510 (500) 1.6km	3	1020	
C				610 (600) 2.4km	2	700	
D				710 (700) 3.6km			
GS	80	100	120	140	160		
ROD 3.0°	430	540	640	750	860		
FAF-MAPt	3:23	2:42	2:15	1:56	1:41		

ⓐ Non CDFA
ⓑ NA BTN R180 and R260 clockwise

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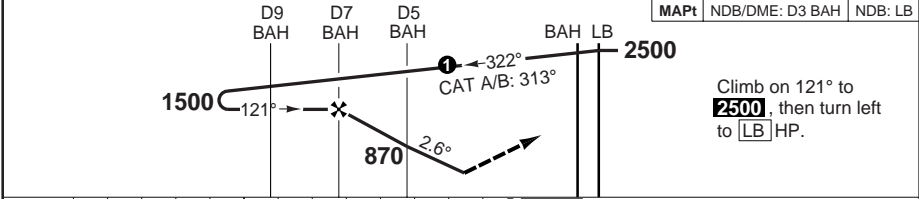
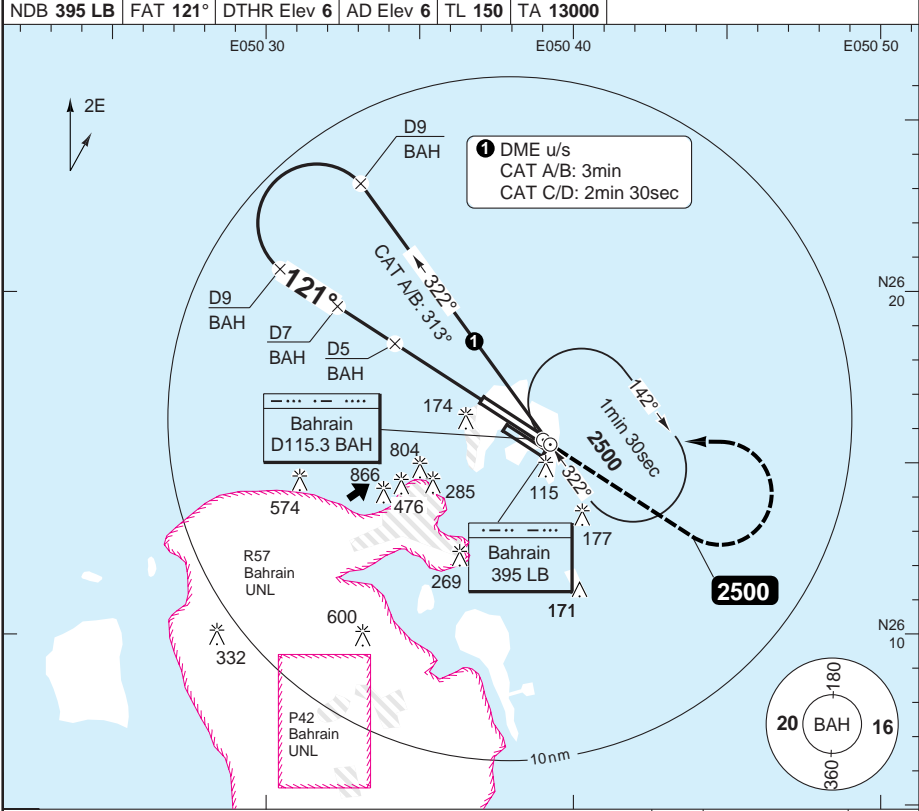
EU OPS

FALS

Change: ATIS freq.

NDB RWY 12L NDB/DME and NDB

Bahrain APP 127.85	ACC 125.05 (West) 132.125 (East)	TWR 118.5	GND 121.85	ATIS (D) 127.2
NDB 395 LB	FAT 121°	DTHR Elev 6	AD Elev 6	TL 150 TA 13000



ACFT	NDB+DME	NDB	NDB a	Circling b	Circling a b	DME BAH	2.6° ALT	LDA 3657x60 11998x197ft P 3° (67)
A	420 (414) 1200m	470 (464) 1500m	470 (464) 1700m	470 (464) 1.5km	470 (464) 1.7km	7	1500	P 3° (67)
B				500 (494) 1.6km	500 (494) 1.7km			
C			470 (464) 1900m	610 (600) 2.4km	610 (600) 2.4km			
D				710 (700) 3.6km	710 (700) 3.6km			
GS	80	100	120	140	160			
ROD 2.6°	370	460	550	640	740			

a Non CDFA.
b NA BTN R180 and R260 clockwise.



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NDB RWY 30R NDB/DME and NDB

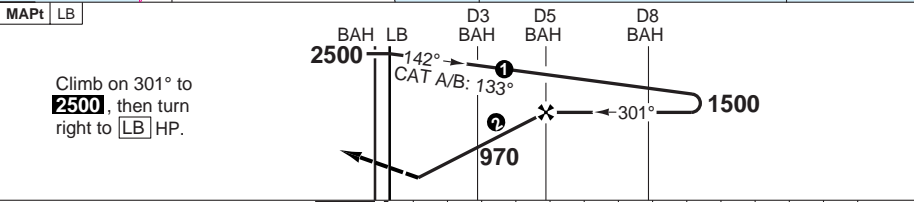
Bahrain APP 127.85	ACC 125.05 (West) 132.125 (East)	TWR 118.5	GND 121.85	ATIS (D) 127.2	
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NDB 395 LB	FAT 301°	DTHR Elev 6	AD Elev 6	TL 150	TA 13000
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PANS OPS

50 - 6



Climb on 301° to **2500**, then turn right to **LB** HP.

ACFT	NDB+DME	NDB	NDB ^a	Circling ^b	② 3° from D4.7 BAH at 1500 will give a MNM ALT of 970 at D3 BAH.	DME BAH	3.0° ALT	LDA 3657x60 11998x197ft P 3° (67)									
A	390 (384) 1100m	440 (434) 1300m	440 (434) 1500m	470 (464) 1.5km		<table border="1"> <tr><td>4.7</td><td>1500</td></tr> <tr><td>4</td><td>1290</td></tr> <tr><td>3</td><td>970</td></tr> <tr><td>2</td><td>650</td></tr> <tr><td>1.2</td><td>390</td></tr> </table>	4.7		1500	4	1290	3	970	2	650	1.2	390
4.7				1500													
4				1290													
3				970													
2	650																
1.2	390																
B	510 (500) 1.6km																
C	610 (600) 2.4km																
D	710 (700) 3.6km																
GS 80 100 120 140 160 ROD 3.0° 420 530 640 740 850																	

^a Non CDFA.

^b NA BTN R180 and R260 clockwise.

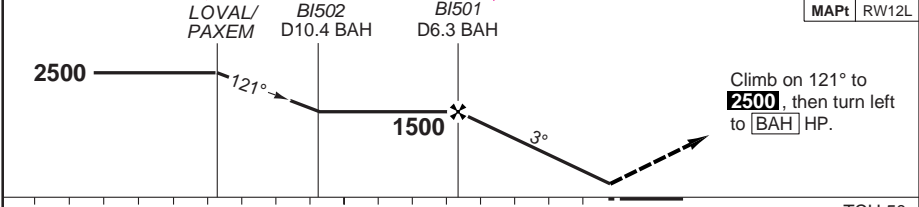
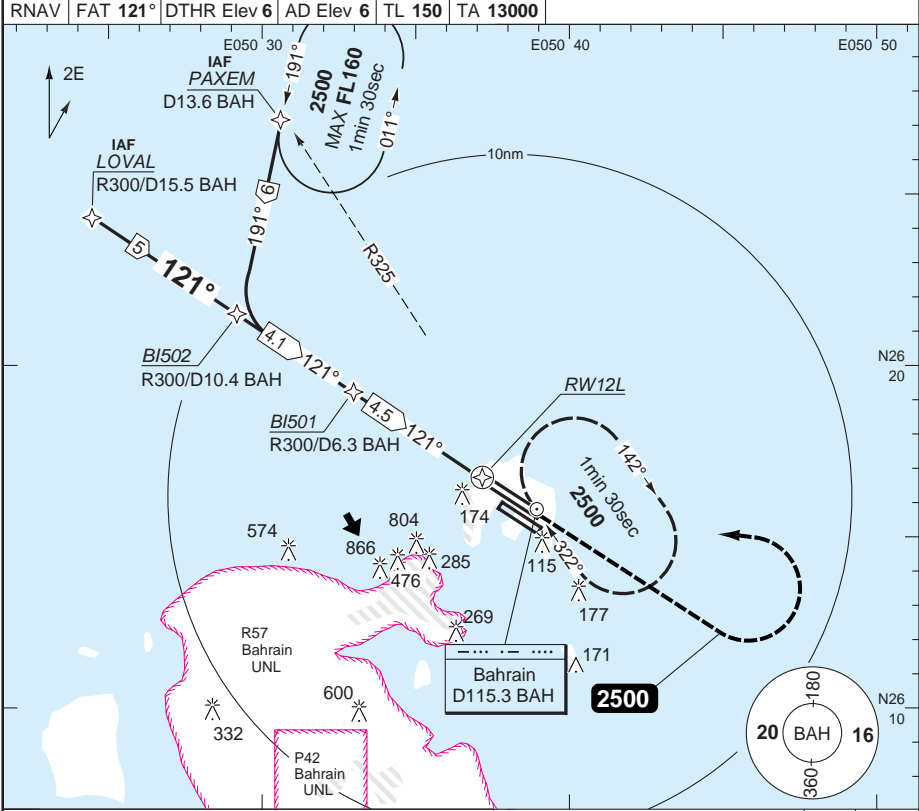
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FALS

RNAV RWY 12L GNSS

Bahrain APP 127.85	ACC 125.05 (West) 132.125 (East)	TWR 118.5	GND 121.85	ATIS (D) 127.2	
RNAV	FAT 121°	DTHR Elev 6	AD Elev 6	TL 150	TA 13000



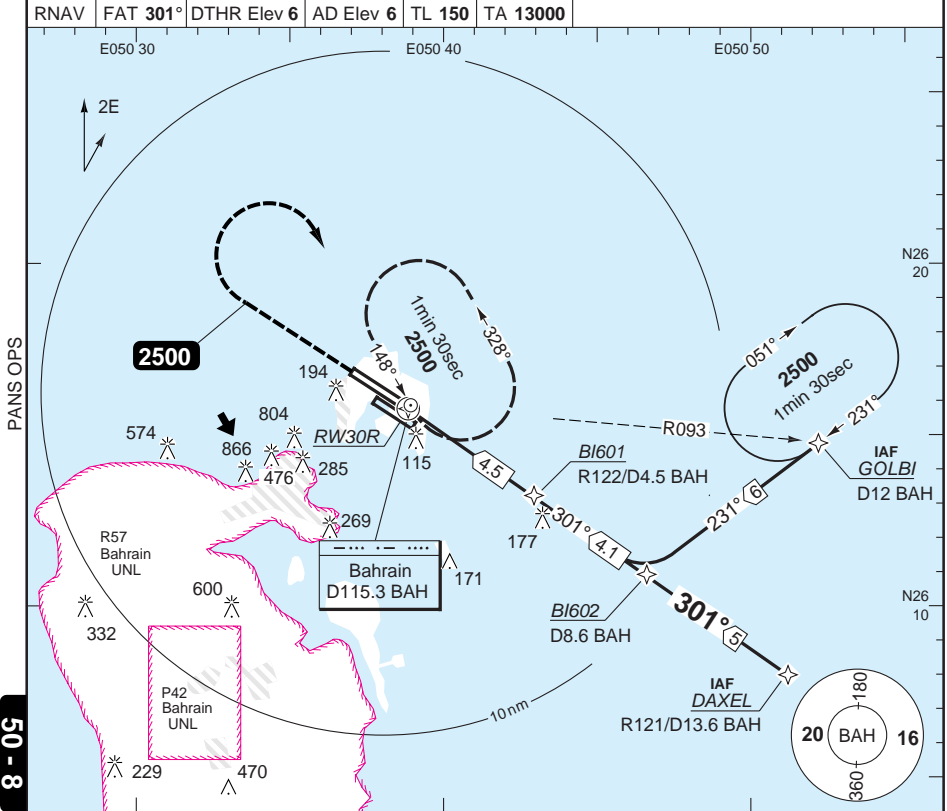
nm						TCH 50							
ACFT	RNAV (GNSS)					Circling a					THR	3.0° ALT	LDA 3657x60 11998x197ft P 3° (67)
A						420 (414) 1.5km					12L	2500	
B	370 (364) 1000m					510 (500) 1.6km					7.6	2300	
C						610 (600) 2.4km					7	1980	
D						710 (700) 3.6km					6	1660	
											5	1660	
GS	80	100	120	140	160						4	1340	
ROD 3.0°	420	530	640	740	850						3	1020	
FAF-MAPt	3:23	2:42	2:15	1:56	1:41						2	700	
												1.0	370

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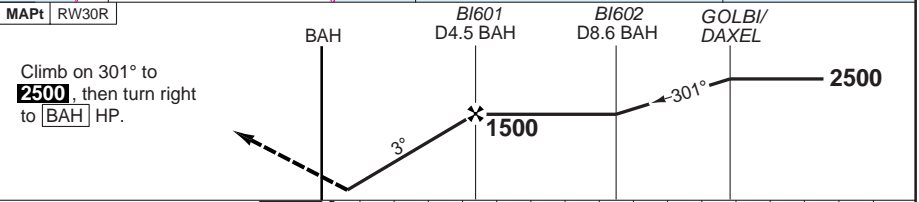
50 - 7

RNAV RWY 30R GNSS

Bahrain APP 127.85	ACC 125.05 (West) 132.125 (East)	TWR 118.5	GND 121.85	ATIS (D) 127.2	
RNAV	FAT 301°	DTHR Elev 6	AD Elev 6	TL 150	TA 13000



50 - 8



Climb on 301° to **2500**, then turn right to **BAH** HP.

TCH 50

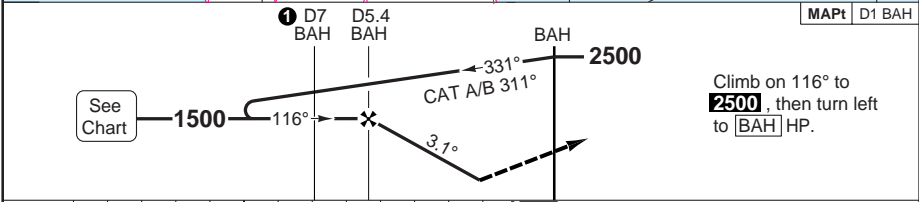
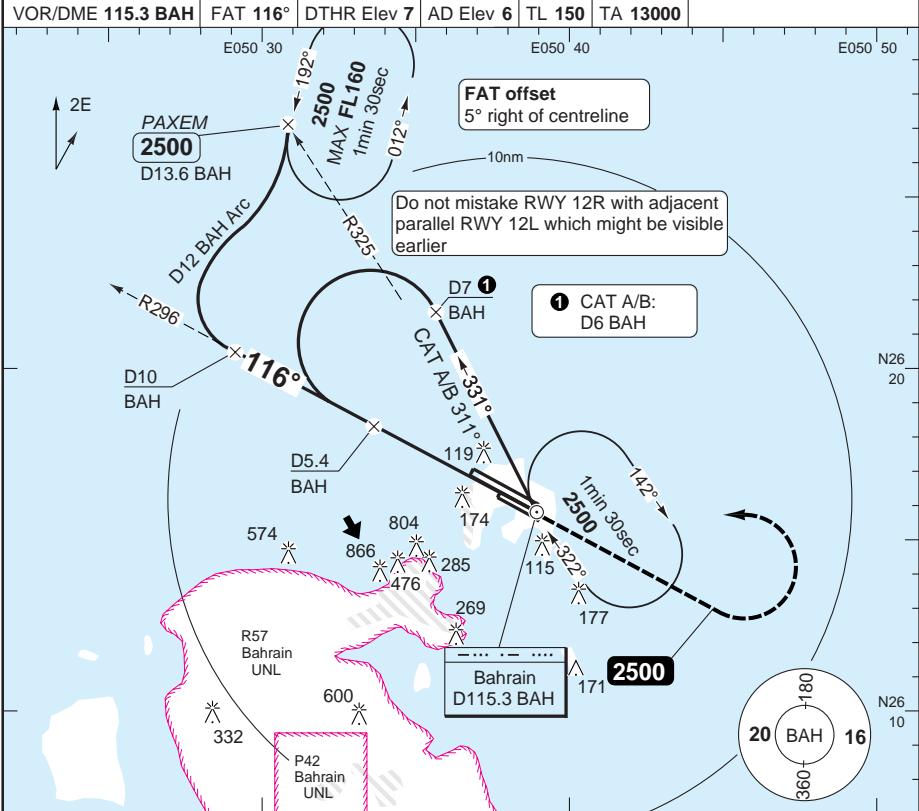
ACFT	RNAV (GNSS)		Circling ^a					THR	3.0° ALT	LDA 3657x60 11998x197ft P 3° (67)														
			^a NA BTN R180 and R260 clockwise																					
A	390 (384) 1100m		420 (414) 1.5km	<table border="1"> <tr><td>80</td><td>100</td><td>120</td><td>140</td><td>160</td></tr> <tr><td>440</td><td>530</td><td>640</td><td>740</td><td>860</td></tr> <tr><td>3:23</td><td>2:42</td><td>2:15</td><td>1:56</td><td>1:41</td></tr> </table>	80	100	120	140	160	440	530	640	740	860	3:23	2:42	2:15	1:56	1:41	7.6	2500		7	2300
80			100		120	140	160																	
440			530		640	740	860																	
3:23			2:42		2:15	1:56	1:41																	
B	510 (500) 1.6km	6	1980																					
C	610 (600) 2.4km	5	1660																					
D	710 (700) 3.6km	4	1340																					
GS	80	100	120	140	160	3	1020																	
ROD 3.0°	440	530	640	740	860	2	700																	
FAF-MAPt	3:23	2:42	2:15	1:56	1:41	1.0	390																	

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Change: ATIS freq.

VOR/DME (VISUAL) RWY 12R

Bahrain APP 127.85	ACC 125.05 (West) 132.125 (East)	TWR 118.5	GND 121.85	ATIS (D) 127.2	
VOR/DME 115.3 BAH		FAT 116°	DTHR Elev 7	AD Elev 6	TL 150 TA 13000



nm	13	12	11	10	9	8	7	6	5	4	3	2	1	0
ACFT	VOR+DME VISUAL 12R													

A	700 (694) 4.0km													
B	710 (700) 4.0km													
C														
D														

GS	80	100	120	140	160
ROD 3.1°	430	540	650	760	860

DME BAH	3.1° ALT	LDA 2222x45 7290x148ft P 3° (70)
5.4	1500	
5	1370	
4	1050	
3	720	

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50 - 9

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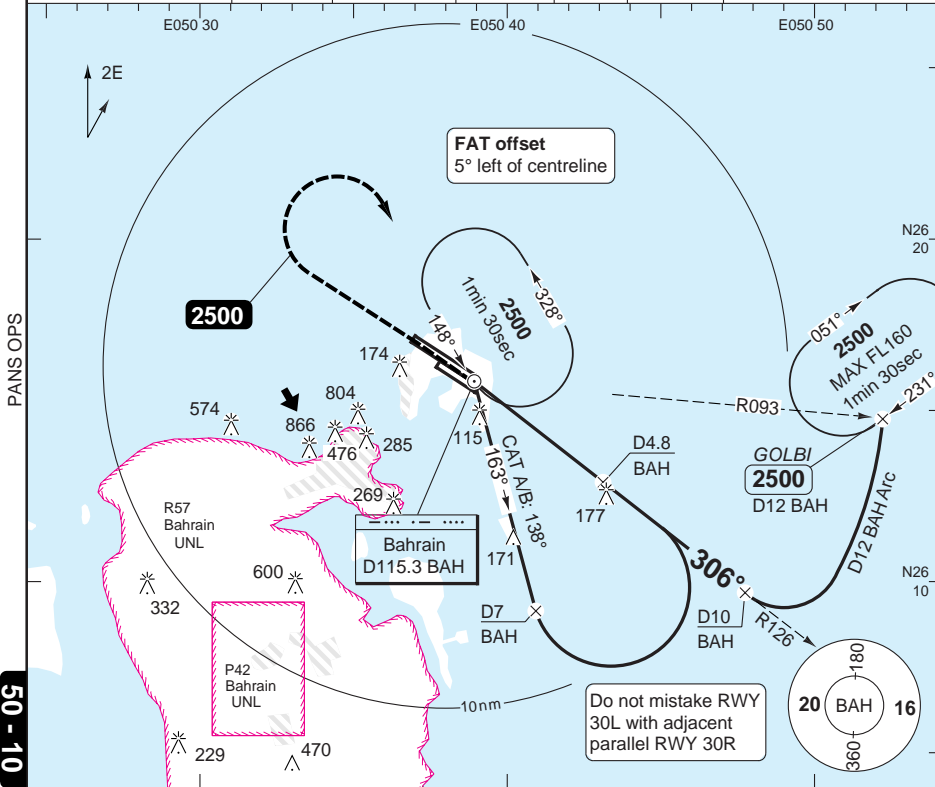
Change: ATIS freq.

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VOR/DME (VISUAL) RWY 30L

Bahrain APP 127.85	ACC 125.05 (West) 132.125 (East)	TWR 118.5	GND 121.85	ATIS (D) 127.2	
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VOR/DME 115.3 BAH	FAT 306°	DTHR Elev 6	AD Elev 6	TL 150	TA 13000
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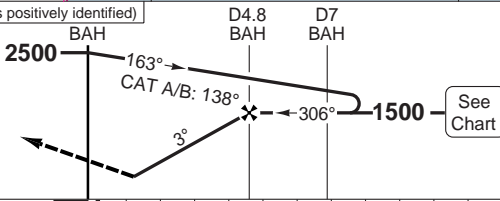


PANS OPS

50 - 10

MAPt D2.6 BAH (Mandatory unless both RWYs positively identified)

Climb on 306° to **2500**, then turn right to **BAH** HP.



ACFT **VOR+DME VISUAL 12R**

A	700 (694) 4.0km
B	
C	
D	710 (700) 4.0km

DME BAH	3.0° ALT	LDA 2410x45 7907x148ft P 3° (70)
4.8	1500	
4	1250	
3	940	
2.3	720	

GS	80	100	120	140	160
ROD 3.0°	440	530	640	740	850

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420

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EU OPS

Change: ATIS freq.

JAR-OPS Landing Minima

INTL BAHRAIN

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		C				D			
R/W	Procedure	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m
12L	ILS/DME	230	220	600	1000	240	230	600	1000
12L	LOC/DME	400	400	1000	1800	400	400	1400	2000
12L	VOR/DME	370	370	1000	1800	370	370	1400	2000
12L	VOR	450	450	1000	1800	450	450	1400	2000
12L	NDB/DME	420	420	1000	1800	420	420	1400	2000
12L	NDB	470	470	1200	2000	470	470	1600	2000
12L	RNAV (GNSS)	370	370	1000	1800	370	370	1400	2000
30R	ILS/DME	210	200	550	1000	220	210	600	1000
30R	LOC/DME	310	310	1000	1800	310	310	1400	2000
30R	VOR/DME	370	370	1000	1800	370	370	1400	2000
30R	VOR	410	410	1000	1800	410	410	1400	2000
30R	NDB/DME	390	390	1000	1800	390	390	1400	2000
30R	NDB	440	440	1000	1800	440	440	1400	2000
30R	RNAV (GNSS)	390	390	1000	1800	390	390	1400	2000

Notes:

CIRCLING		C			D		
R/W	Procedure	MDA QNH ft	MDH QFE ft	Vis m	MDA QNH ft	MDH QFE ft	Vis m
12R/30L	VOR/DME (Visual)	700	700	4000	710	700	4000
12L/30R	NDB/DME, NDB (1)	610	600	2400	710	700	3600
12L/30R	RNAV (GNSS)(1)	610	600	2400	710	700	3600
12L/30R	All other procs (1)(2)	610	600	2400	710	700	3600

Notes:

(1) Prohibited b/n 180° to 260° clockwise.

(2) North only

TAKE-OFF		C		D	
Runway	Facilities	RVR	Vis	RVR	Vis
All	REDL and/or RCL	400	-	400	-
All	Nil (Day only)	500	-	500	-

Notes:

JAR-OPS Landing Minima

INTL BAHRAIN

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		A				B			
R/W	Procedure	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m
12L	ILS/DME	210	200	550	1000	220	210	600	1000
12L	LOC/DME	400	400	900	1500	400	400	1000	1500
12L	VOR/DME	370	370	900	1500	370	370	1000	1500
12L	VOR	450	450	900	1500	450	450	1000	1500
12L	NDB/DME	420	420	900	1500	420	420	1000	1500
12L	NDB	470	470	1000	1500	470	470	1200	1500
12L	RNAV (GNSS)	370	370	900	1500	370	370	1000	1500
30R	ILS/DME	210	200	550	1000	210	200	550	1000
30R	LOC/DME	310	310	900	1500	310	310	1000	1500
30R	VOR/DME	370	370	900	1500	370	370	1000	1500
30R	VOR	410	410	900	1500	410	410	1000	1500
30R	NDB/DME	390	390	900	1500	390	390	1000	1500
30R	NDB	440	440	900	1500	440	440	1000	1500
30R	RNAV (GNSS)	390	390	900	1500	390	390	1000	1500

Notes:

CIRCLING		A			B		
R/W	Procedure	MDA QNH ft	MDH QFE ft	Vis m	MDA QNH ft	MDH QFE ft	Vis m
12R/30L	VOR/DME (Visual)	700	700	4000	700	700	4000
12L/30R	NDB/DME, NDB (1)	470	470	1500	510	500	1600
12L/30R	RNAV (GNSS)(1)	420	420	1500	510	500	1600
12L/30R	All other procs (1)(2)	420	420	1500	510	500	1600

Notes:

(1) Prohibited btn 180° to 260° clockwise.

(2) North only

TAKE-OFF		A		B	
Runway	Facilities	RVR	Vis	RVR	Vis
All	REDL and/or RCL	400	-	400	-
All	Nil (Day only)	500	-	500	-

Notes: