

**OBBI/BAH**  
**BAHRAIN INTL**

22 FEB 08

**JEPPESEN**  
**10-1P****BAHRAIN, BAHRAIN**  
**AIRPORT BRIEFING****1. GENERAL****1.1. ATIS**

ATIS 127.2

**1.2. NOISE ABATEMENT PROCEDURES****1.2.1. GENERAL**

The following procedures are designed for the purpose of avoiding, limiting or mitigating the effect of noise and vibration connected with the arrival and departure of ACFT at APT.

Excluded from the below provisions are:

- delays to ACFT which are likely to lead serious congestion at the APT or serious hardship or suffering to passengers or animals,
- delays to ACFT resulting from widespread and prolonged disruption of air traffic,
- heads of states/VVIP,
- take-off or landing which is made in emergency consisting of an immediate danger to life or health, whether human or animal.

The noise classification for an aircraft on take-off or landing as appropriate means:

1. For the purpose of landing:

- in the case of an ACFT certificated according to the standards of ICAO Annex 16, Volume I, Chapters 2, 3 or 5 (or the equivalent standards):  
The certificated approach noise level of the ACFT at its maximum certificated landing weight minus 9 EPNdB.
- in the case of a propeller ACFT with a MTOW not exceeding 5700 kg and any other ACFT not certificated according to the standards of ICAO Annex 16, Volume I, Chapters 2, 3 or 5 (or the equivalent standards):  
The noise level indicated in relation to the ACFT in the noise data supplied for this purpose to the Civil Aviation Affairs.

2. For the purpose of take-off:

- in the case of an ACFT certificated according to the standards of ICAO Annex 16, Volume I, Chapters 3 or 5 (or the equivalent standards):  
Half the sum of flyover and the sideline noise levels in EPNdB as measured at the certification points specified in Annex during the noise certification of ACFT at its MTOW.
- in the case of an ACFT certificated according to the standards of ICAO Annex 16, Volume I, Chapter 2 (or the equivalent standards):  
Half the sum of flyover and the sideline noise levels in EPNdB as measured at the certification points specified in Annex during the noise certification of ACFT at its MTOW plus 1.75 EPNdB.
- in the case of a propeller ACFT with a MTOW not exceeding 5700 kg or any other ACFT not certificated according to the standards of ICAO Annex 16, Volume I, Chapters 2, 3 or 5 (or the equivalent standards):  
The noise levels indicated in relation to the ACFT in the noise data supplied for this purpose to the Civil Aviation Affairs.

**1.2.2. LOCAL FLYING RESTRICTIONS**

Flights are not permitted to operate within BAH 80 DME between BAH R-180 and R-260 containing the main Bahrain Islands unless such flights have been deemed operationally essential by the Controlling Authority, provided they can remain either visually clear of land or be so vectored by BAHRAIN Radar.

**OBBI/BAH**  
**BAHRAIN INTL**

22 FEB 08

**JEPPESEN**  
**10-1P1****BAHRAIN, BAHRAIN**  
**AIRPORT BRIEFING****1. GENERAL****1.2.3. NOISE QUOTA ACFT CLASSIFICATION**

The quota count of an ACFT on taking-off or landing shall be calculated on the basis of the noise classification for that ACFT on take-off or landing as appropriate as follows:

NOISE CLASSIFICATION (EPNdB)	QUOTA COUNT
More than 101.9	16
99-101.9	8
96-98.9	4
93-95.9	2
90-92.9	1
less than 90	0.5

Exempt ACFT are jet ACFT with maximum certificated weight not exceeding 11600 kg and propeller ACFT which are classified at less than 87 EPNdB.

**1.2.4. NIGHTTIME RESTRICTIONS**

Any ACFT which has a quota count of 8 or more may not:

1. be scheduled to take-off or land between 0000-6000LT
2. take-off between 0000-6000LT except between 0000-0030LT if
  - a) ACFT was scheduled to take-off prior to 0000LT
  - b) the take-off was delayed for reasons beyond the control of the ACFT operator
  - c) the APT authority has not given notice to the pilot precluding take-off.

An ACFT may not take-off or be scheduled to land if the operator has not provided (prior to its take-off or prior to its scheduled landing time as appropriate) sufficient information to enable the APT authority to verify its noise classification and thereby its quota count or the operator claims that the ACFT is an exempt ACFT.

**Exemptions:**

Non-scheduled flights which have been approved by the Civil Aviation Affairs are exempted from these restrictions.

If a flight is made during the night period in an emergency the circumstances should be reported to the Civil Aviation Affairs as soon as possible, if the operator wishes the flight not to count against the quota.

All requests and communications to the Bahrain Civil Aviation Affairs must include the following information as appropriate:

- ACFT type
- engine type
- operating weight
- maximum landing or take-off weight as appropriate
- flight number
- ACFT registration marks
- destination and APT origin
- type of flight
- reason of requirement
- in cases of emergency, why the movement was considered necessary.

Director of Air Transport  
Civil Aviation Affairs  
P.O. Box 586  
KINGDOM OF BAHRAIN  
Fax: +973 333278

**1.2.5. RUN-UP TESTS**

Between 0000-0600LT engine tests are permitted at ground idle power only.

**1.2.6. REVERSE THRUST**

Reverse thrust other than idle thrust is not permitted during landing between 0000-0600LT unless ACFT is in emergency and has been cleared by ATC to use reverse thrust.

**OBBI/BAH**  
**BAHRAIN INTL**

**JEPPESEN**  
22 FEB 08 **10-1P2**

**BAHRAIN, BAHRAIN**  
**AIRPORT BRIEFING**

## **1. GENERAL**

### **1.3. PARKING INFORMATION**

Stands 6, 7, 11 thru 22 and 41 thru 44 equipped with docking guidance system.

### **1.4. OTHER INFORMATION**

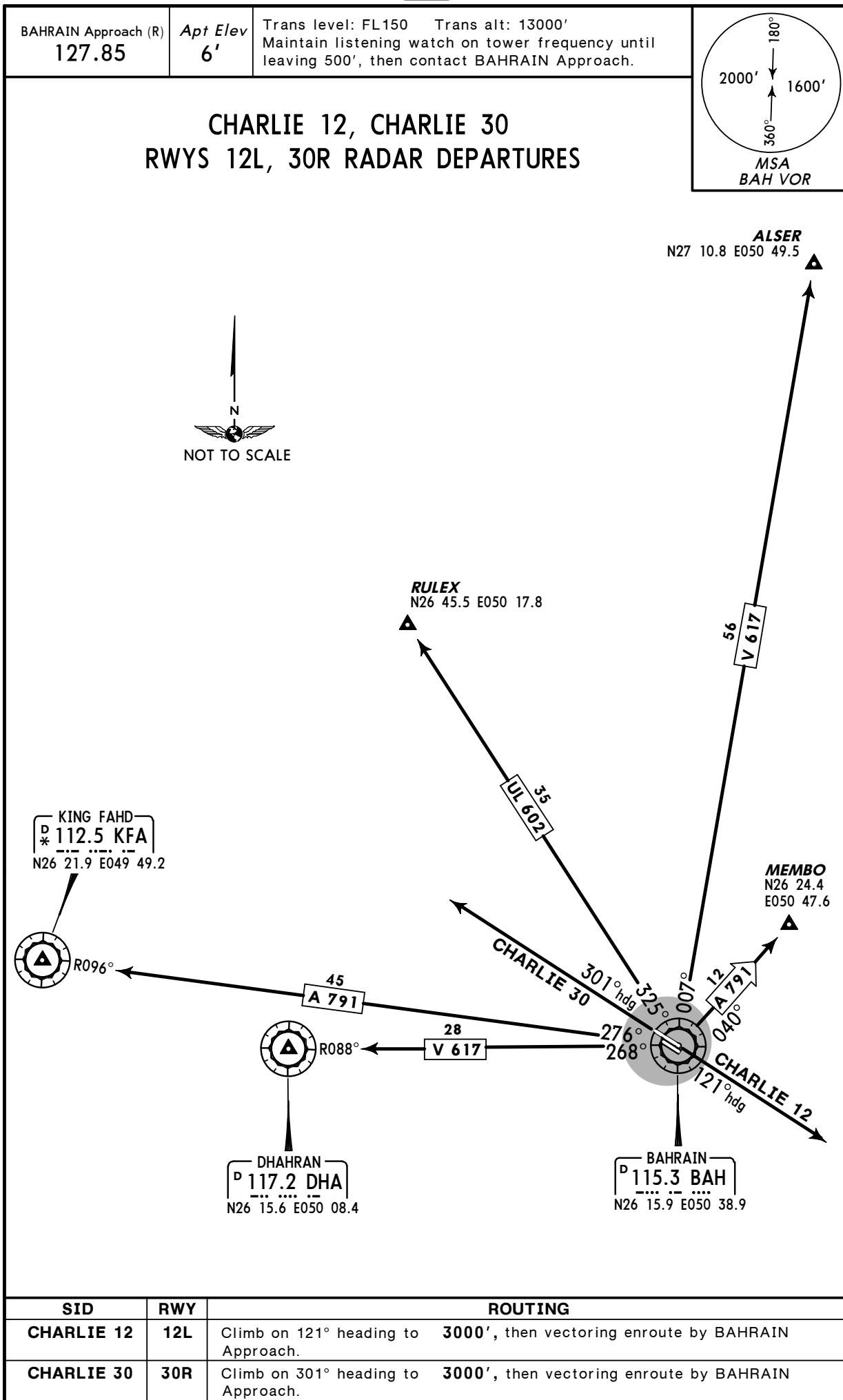
Birds in vicinity of APT.

RWYs 30L and 30R right-hand circuit.

**OBBI/BAH**  
**BAHRAIN INTL**

**JEPPESEN**  
 20 JUN 08 **10-3** **Eff 3 Jul**

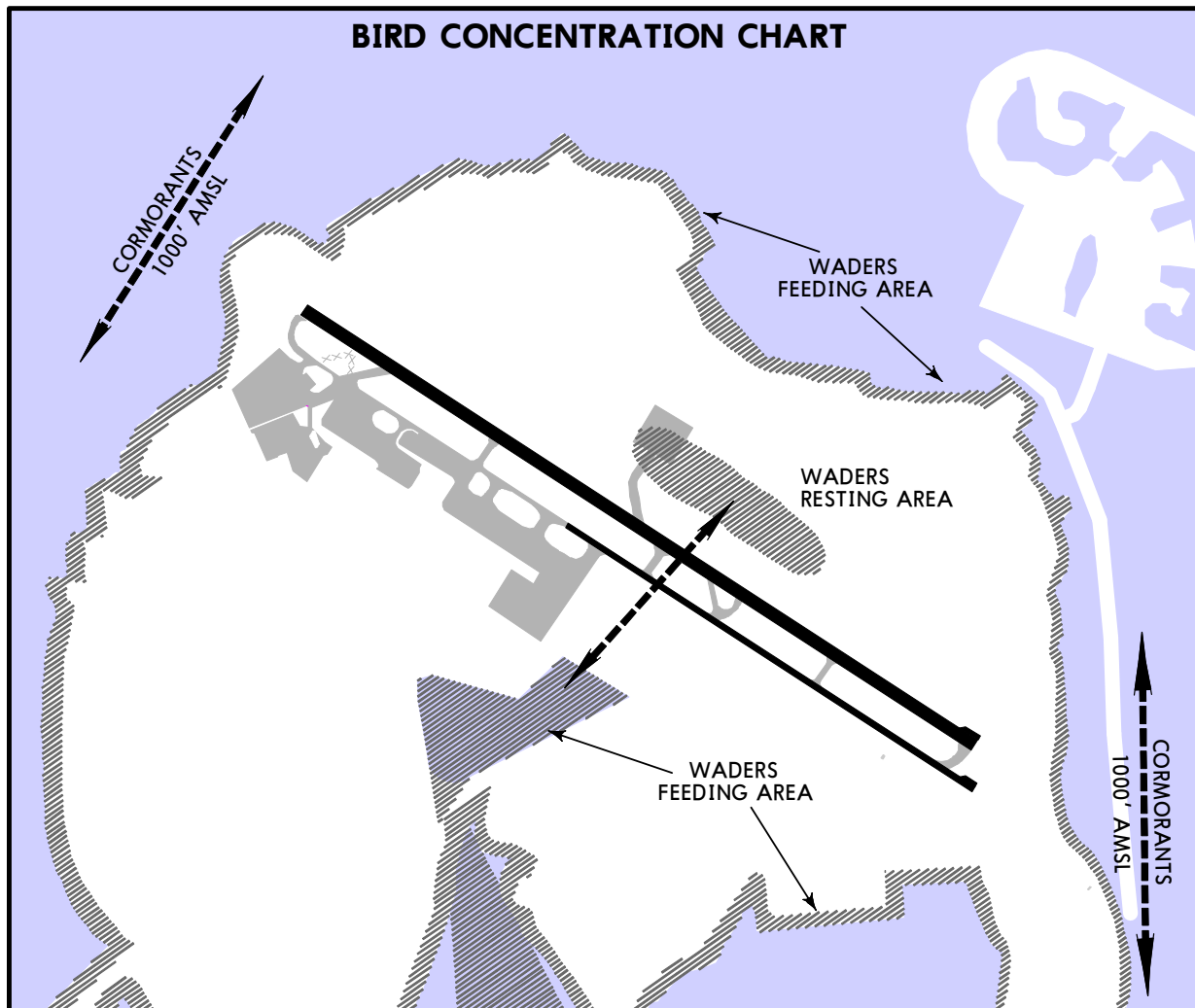
**BAHRAIN, BAHRAIN**  
**RADAR SID**



**OBBI/BAH****JEPPESEN**

22 FEB 08

(10-6)

**BAHRAIN, BAHRAIN****BAHRAIN INTL****Waders:**

Present July to March, largest number between July to October. Some roosting to the north of the airfield during high tide, expected to disappear from there as Arad bay gets filled in. Mainly low level flight 100 ft and below.

**Cormorants:**

Present November to March in increasing numbers. Peak activity around sunrise to sunset, fly at 1000 ft and below, often in large flocks. Could pose danger to traffic on left downwind RWYs 12L/R. Can cause considerable damage.

**Gulls:**

Present October to March, several different species. Mainly present at the airport during rains (when there are pools of water), or during cold weather. Can cause considerable damage.

**Birds of Prey:**

Buzzards etc. Mainly March and September to November. Active above palm groves to north of RWY and the radar site about two hours after sunrise when the air is warm enough to create thermals. Usually migrate over the sea as soon as they get high enough. 4000 feet and below.

**Various small birds:**

Bee eaters etc. Big flocks March to May over agricultural areas north of the runway. 1000 feet and below.

OBBI/BAH

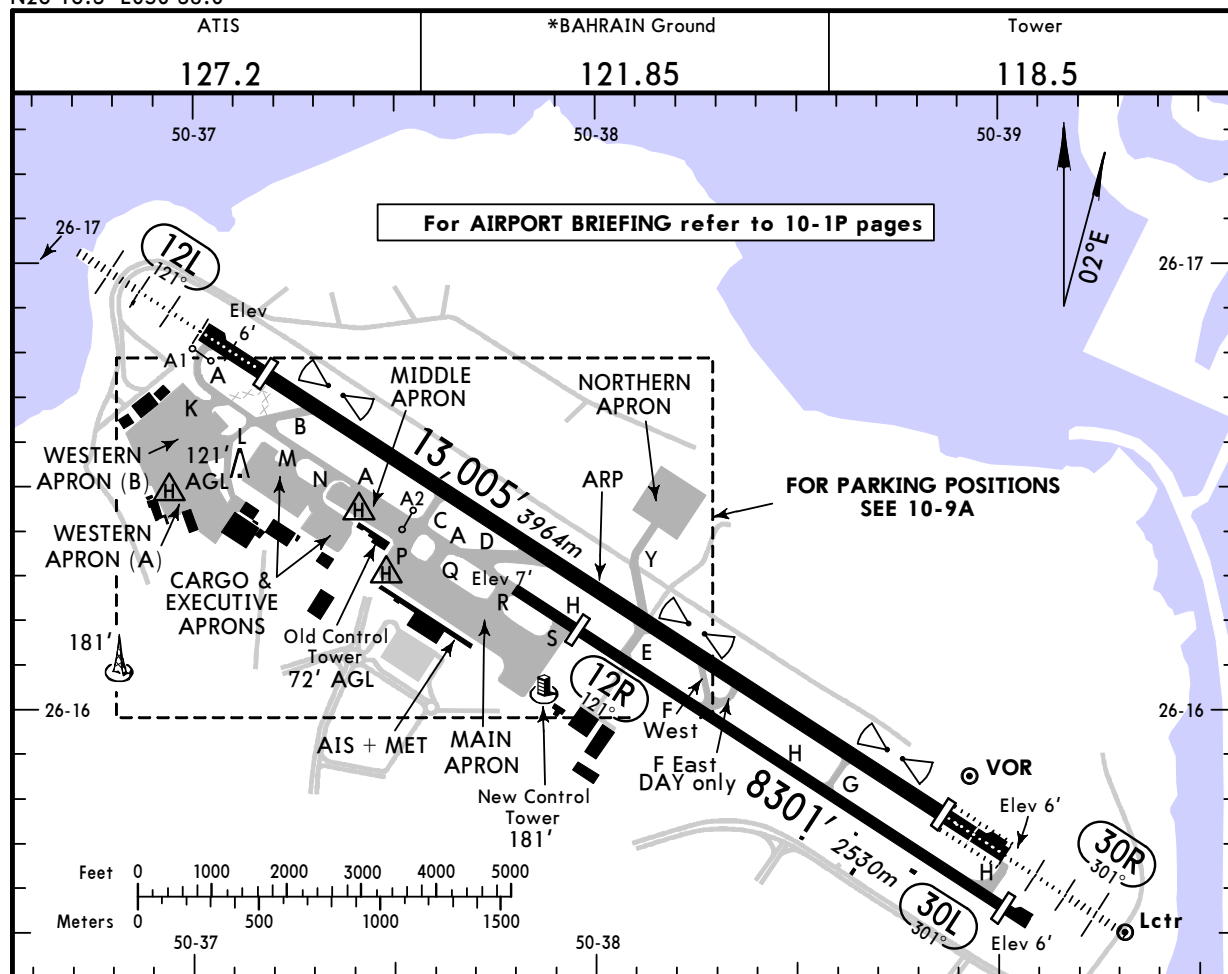
Apt Elev 6'  
N26 16.3 E050 38.0

JEPPesen

20 JUN 08 (10-9) Eff 3 Jul

BAHRAIN, BAHRAIN

BAHRAIN INTL



## ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
12L	HIRL (60m) CL (30m) HIALS REIL TDZ PAPI-L (3.0°) RVR	11,998' 3657m	10,938' 3334m	1	197'
30R	HIRL (60m) CL (30m) HIALS-II TDZ REIL PAPI-L (3.0°) RVR		10,962' 3341m		60m

## ① TAKE-OFF RUN AVAILABLE

RWY 12L:	From rwy head	13,005' (3964m)	RWY 30R:	From rwy head	13,005' (3964m)
	displ thresh	11,985' (3653m)		displ thresh	11,985' (3653m)
	twy B int	11,201' (3414m)		twy G int	10,335' (3150m)
	twy C int	9190' (2801m)		twy F East int	8550' (2606m)
				twy E int	7060' (2152m)

12R	RL ALS ② PAPI-L (3.0°)	7290' 2222m	③	148'
30L		7907' 2410m		45m

## ② Configuration unknown.

## ③ TAKE-OFF RUN AVAILABLE

RWY 12R:	From rwy head	8301' (2530m)	RWY 30L:	From rwy head	8301' (2530m)
	twy S int	7369' (2246m)		twy H int	7654' (2333m)
	twy E int	6532' (1991m)		twy G int	5046' (1538m)
	twy F int	5171' (1576m)		twy F int	3130' (954m)
	twy G int	3255' (992m)			

## TAKE-OFF

AIR CARRIER (JAA)		AIR CARRIER (FAR 121)		
All Rwys		Rwy 12L/30R		Rwy 12R/30L
LVP must be in force		CL	Adequate Vis Ref	Adequate Vis Ref
RCLM (DAY only) or RL	RCLM (DAY only) or RL			
A		2 Eng	TDZ RVR 350m	RVR 500m
B		3 & 4 Eng	Roll out RVR 350m	VIS 400m
C	350m			VIS 400m
D	400m			

CHANGES: Rwy 12L/30R length and usable lengths.

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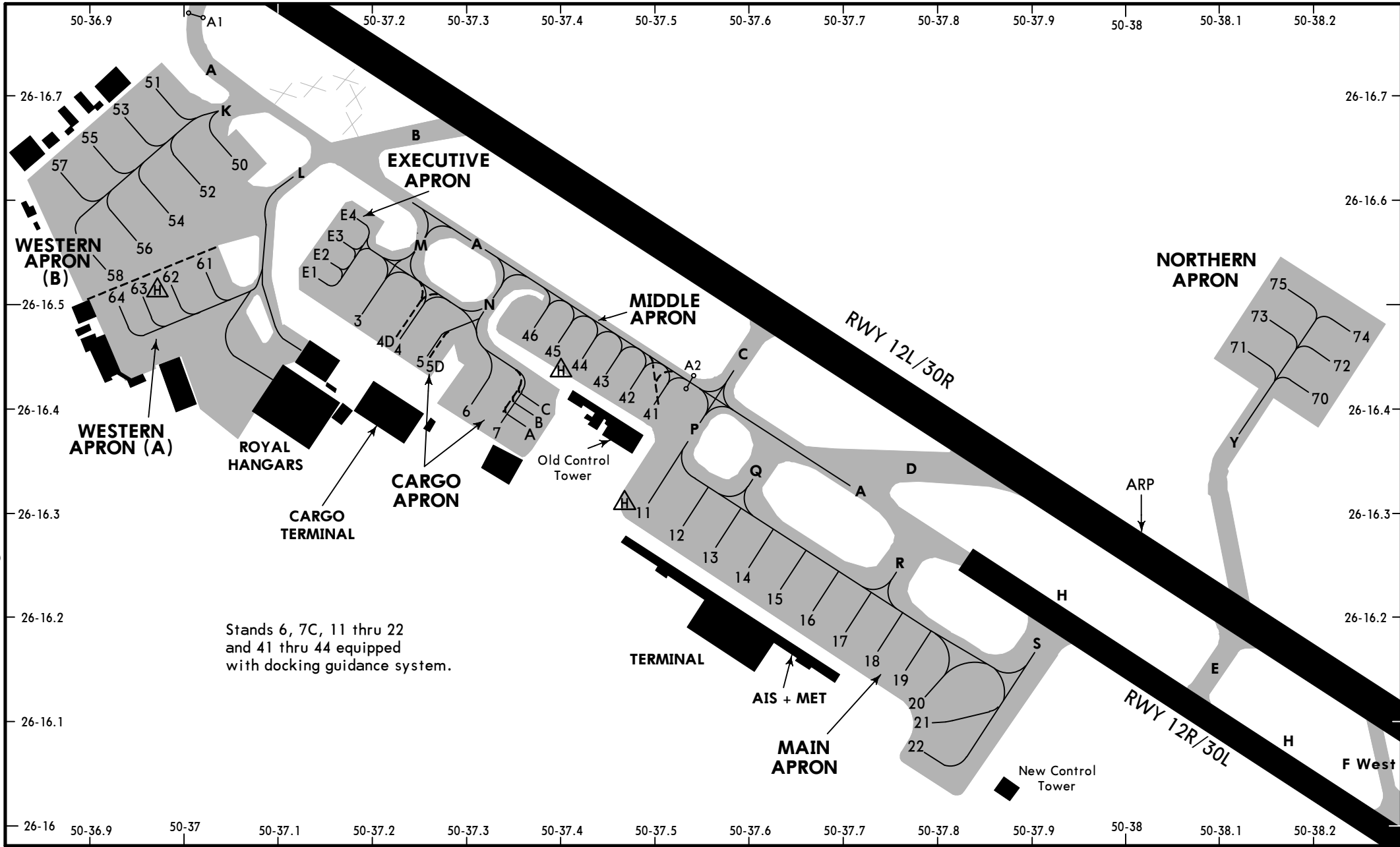
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20 JUN 08 10-9A Eff 3 JUL

BAHRAIN, BAHRAIN  
BAHRAIN INTL

CHANGES: None.

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**OBBI/BAH****JEPPESEN**  
22 FEB 08 **(10-9B)****BAHRAIN, BAHRAIN**  
BAHRAIN INTL**INS COORDINATES**

<b>STAND No.</b>	<b>COORDINATES</b>	<b>STAND No.</b>	<b>COORDINATES</b>
	<b>CARGO APRON</b>		<b>WESTERN APRON (B)</b>
A thru C	N26 16.4 E050 37.4	50	N26 16.6 E050 37.0
3 thru 4D	N26 16.5 E050 37.2	51	N26 16.7 E050 36.9
5, 5D	N26 16.4 E050 37.2	52	N26 16.6 E050 37.0
6, 7	N26 16.4 E050 37.3	53	N26 16.7 E050 36.9
		54	N26 16.6 E050 37.0
	<b>MAIN APRON</b>		
11 thru 13	N26 16.3 E050 37.5	55	N26 16.7 E050 36.9
14 thru 16	N26 16.2 E050 37.6	56	N26 16.5 E050 37.0
17, 18	N26 16.2 E050 37.7	57	N26 16.6 E050 36.9
19	N26 16.1 E050 37.7	58	N26 16.5 E050 36.9
20 thru 22	N26 16.1 E050 37.8		
	<b>MIDDLE APRON</b>		<b>WESTERN APRON (A)</b>
41, 42	N26 16.4 E050 37.4	61, 62	N26 16.5 E050 37.0
43	N26 16.4 E050 37.5	63, 64	N26 16.5 E050 36.9
44	N26 16.4 E050 37.4		
45	N26 16.5 E050 37.4	70	<b>NORTHERN APRON</b>
46	N26 16.5 E050 37.3	71	N26 16.4 E050 38.2
		72	N26 16.5 E050 38.1
	<b>EXECUTIVE APRON</b>	73	N26 16.5 E050 38.2
E1, E2	N26 16.5 E050 37.1	74	N26 16.5 E050 38.1
E3	N26 16.6 E050 37.1		N26 16.5 E050 38.2
E4	N26 16.6 E050 37.2	75	N26 16.5 E050 38.1



**OBBI/BAH****JEPPESEN**  
22 FEB 08 **(10-9C)****BAHRAIN, BAHRAIN**  
**BAHRAIN INTL****DOCKING GUIDANCE SYSTEM****SAFETY PROCEDURES**

If the pilot is unsure of the information, being shown on the DGS display unit, he must immediately stop the aircraft and obtain further information for clearance.

The pilot shall not enter the stand area, unless the docking system first is showing the vertical running arrows. The pilot must not proceed beyond the bridge, unless these arrows have been superseded by the closing rate bar.

The pilot shall not enter the stand area, unless the aircraft type displayed is equal to the approaching aircraft. The correctness of other information, such as DOOR 2, shall also be checked.

The message STOP SBU means that docking has been interrupted and has to be resumed only by manual guidance. Do not try to resume docking without manual guidance.

**START-OF-DOCKING**

The system is started by pressing one of the aircraft type buttons on the operator panel. When the button has been pressed, WAIT TEST will be alternatingly displayed.

**CAPTURE**

The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft.

It shall be checked that the correct acft type is displayed. The lead-in line shall be followed.

The pilot must not proceed beyond the bridge, unless the arrows have been superseded by the closing rate bar.

**TRACKING**

When the acft has been caught by the laser, the floating arrow is replaced by the yellow centre line indicator.

A flashing red arrow indicates the direction to turn.

The vertical yellow arrow shows position in relation to the centre line.

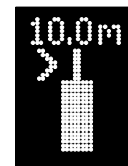
This indicator gives correct position and azimuth guidance.

**CLOSING RATE**

Display of digital countdown will start when acft is 66'/20m from stop position.

When the acft is less than 39'/12m from the stop position, the closing rate is indicated by turning off one row of the centre line symbol per 2'/0.5m, covered by the acft.

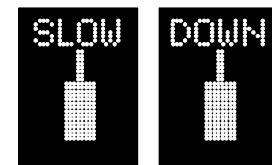
The picture illustrates the acft 33'/10m from stop position, slightly left of the centre line. The red arrow indicates the direction to steer.

**ALIGNED TO CENTRE**

The acft is 26'/8m from the stop position. The absence of any direction arrow indicates an acft on the centre line.

**SLOW DOWN**

If the acft is approaching faster than the accepted speed, the system will show SLOW DOWN as a warning to the pilot.

**AZIMUTH GUIDANCE**

The aircraft is 13'/4m from the stop-position. The yellow arrow indicates an acft to the right of the centre line, and the red flashing arrow indicates the direction to turn.



**OBBI/BAH****JEPPESEN**  
20 SEP 02 (10-9D)**BAHRAIN, BAHRAIN**  
BAHRAIN INTL**STOP POSITION REACHED**

When the correct stop-position is reached, the display will show STOP and red lights will be lit.

**STOP****DOCKING COMPLETED**

When the acft has parked, OK will be displayed.

**OK****OVERSHOOT**

If the acft has overshoot the stop-position, TOO FAR will be displayed.

**TOO****FAR****CHOCKS ON**

CHOCK ON will be displayed, when the ground staff has put the chocks in front of the nose wheel and pressed the "Chocks On" button on the operator panel.

**CHOC****ON****WAIT**

If the detected acft is lost during docking, before 39'/12m to STOP, the display will show WAIT. The docking will continue as soon as the system detects the acft again.

During penetration into the stand, the acft geometric is being checked.

If, for any reason, acft verification is not made 39'/12m before the stop-position, the display will show STOP and ID FAIL. The text will be alternating on the upper two rows of the display.

**WAIT****BAD WEATHER CONDITION**

During heavy fog, rain or snow, the visibility for the docking system can be reduced.

When the system is activated and in capture mode, the display will deactivate the floating arrows and show DOWN GRADE.

This message will be superseded by the closing rate bar, as soon as the system detects the approaching acft.

The pilot must not proceed beyond the bridge, unless the DOWN GRADE text has been superseded by the closing rate bar.

**DOWN****GRAD**

**OBBI/BAH****JEPPESEN**

25 JAN 08

**10-9X****JAA MINIMUMS****BAHRAIN, BAHRAIN****BAHRAIN INTL**

STRAIGHT-IN RWY		A	B	C	D
12L	ILS DME	<b>206'</b> (200')	<b>214'</b> (208')	<b>222'</b> (216')	<b>233'</b> (227')
		<b>R550m</b>	<b>R600m</b>	<b>R600m</b>	<b>R600m</b>
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	<b>400'</b> (394')	<b>400'</b> (394')	<b>400'</b> (394')	<b>400'</b> (394')
		<b>R900m</b>	<b>R1000m</b>	<b>R1000m</b>	<b>R1400m</b>
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	RNAV (GNSS)	<b>370'</b> (364')	<b>370'</b> (364')	<b>370'</b> (364')	<b>370'</b> (364')
		<b>R900m</b>	<b>R1000m</b>	<b>R1000m</b>	<b>R1400m</b>
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	VOR DME	<b>370'</b> (364')	<b>370'</b> (364')	<b>370'</b> (364')	<b>370'</b> (364')
		<b>R900m</b>	<b>R1000m</b>	<b>R1000m</b>	<b>R1400m</b>
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	VOR	<b>450'</b> (444')	<b>450'</b> (444')	<b>450'</b> (444')	<b>450'</b> (444')
		<b>R900m</b>	<b>R1000m</b>	<b>R1000m</b>	<b>R1400m</b>
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	Lctr DME	<b>420'</b> (414')	<b>420'</b> (414')	<b>420'</b> (414')	<b>420'</b> (414')
		<b>R900m</b>	<b>R1000m</b>	<b>R1000m</b>	<b>R1400m</b>
12R	VOR DME	<b>700'</b> (694')	<b>700'</b> (694')	<b>700'</b> (694')	<b>700'</b> (694')
		<b>1500m</b>	<b>1500m</b>	<b>2000m</b>	<b>2000m</b>
	VOR DME	<b>800'</b> (794')	<b>800'</b> (794')	<b>800'</b> (794')	<b>800'</b> (794')
		<b>1500m</b>	<b>1500m</b>	<b>2000m</b>	<b>2000m</b>
	ILS DME	<b>206'</b> (200')	<b>206'</b> (200')	<b>206'</b> (200')	<b>212'</b> (206')
		<b>R550m</b>	<b>R550m</b>	<b>R550m</b>	<b>R600m</b>
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	<b>310'</b> (304')	<b>310'</b> (304')	<b>310'</b> (304')	<b>310'</b> (304')
		<b>R900m</b>	<b>R1000m</b>	<b>R1000m</b>	<b>R1400m</b>
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	RNAV (GNSS)	<b>390'</b> (384')	<b>390'</b> (384')	<b>390'</b> (384')	<b>390'</b> (384')
		<b>R900m</b>	<b>R1000m</b>	<b>R1000m</b>	<b>R1400m</b>
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	VOR DME	<b>370'</b> (364')	<b>370'</b> (364')	<b>370'</b> (364')	<b>370'</b> (364')
		<b>R900m</b>	<b>R1000m</b>	<b>R1000m</b>	<b>R1400m</b>
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	VOR	<b>410'</b> (404')	<b>410'</b> (404')	<b>410'</b> (404')	<b>410'</b> (404')
		<b>R900m</b>	<b>R1000m</b>	<b>R1000m</b>	<b>R1400m</b>
30L	Lctr DME	<b>390'</b> (384')	<b>390'</b> (384')	<b>390'</b> (384')	<b>390'</b> (384')
		<b>R900m</b>	<b>R1000m</b>	<b>R1000m</b>	<b>R1400m</b>
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	Lctr	<b>440'</b> (434')	<b>440'</b> (434')	<b>440'</b> (434')	<b>440'</b> (434')
		<b>R900m</b>	<b>R1000m</b>	<b>R1000m</b>	<b>R1400m</b>
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	Lctr	<b>440'</b> (434')	<b>440'</b> (434')	<b>440'</b> (434')	<b>440'</b> (434')
		<b>R900m</b>	<b>R1000m</b>	<b>R1000m</b>	<b>R1400m</b>
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	Lctr	<b>440'</b> (434')	<b>440'</b> (434')	<b>440'</b> (434')	<b>440'</b> (434')
		<b>R900m</b>	<b>R1000m</b>	<b>R1000m</b>	<b>R1400m</b>
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	Lctr	<b>440'</b> (434')	<b>440'</b> (434')	<b>440'</b> (434')	<b>440'</b> (434')
		<b>R900m</b>	<b>R1000m</b>	<b>R1000m</b>	<b>R1400m</b>
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	Lctr	<b>440'</b> (434')	<b>440'</b> (434')	<b>440'</b> (434')	<b>440'</b> (434')
		<b>R900m</b>	<b>R1000m</b>	<b>R1000m</b>	<b>R1400m</b>
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m

OBBI/BAH

**JEPPESEN**  
 25 JAN 08 **10-9X1**

**JAA MINIMUMS**  
**BAHRAIN, BAHRAIN**  
 BAHRAIN INTL

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
Not authorized South of runway	<b>420'</b> (414') <b>①</b> V1500m	<b>510'</b> (504') V1600m	<b>610'</b> (604') V2400m	<b>710'</b> (704') V3600m

**①** After VOR 12L: MDA(H) **450'**(444').  
 After Lctr DME or Lctr 12L: MDA(H) **470'**(464').  
 After Lctr DME or Lctr 30R: MDA(H) **470'**(464').

TAKE-OFF RWY 12L, 30R		
LVP must be in Force		
RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
<b>A</b>		
<b>B</b>	350m	400m
<b>C</b>		500m
<b>D</b>		

TAKE-OFF RWY 12R, 30L		
LVP must be in Force		
RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
<b>A</b>		
<b>B</b>	350m	400m
<b>C</b>		500m
<b>D</b>		

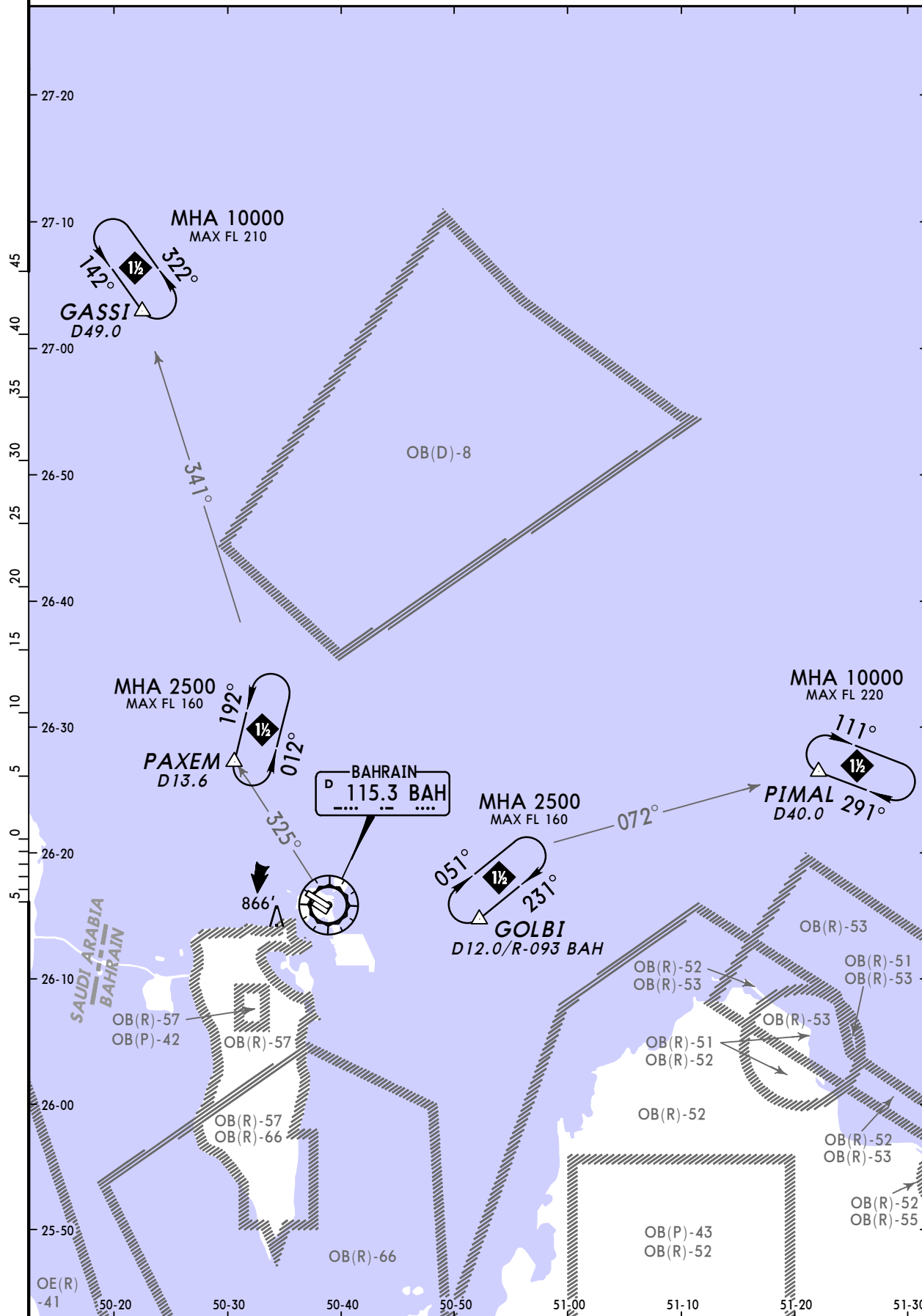
OBBI/BAH

**JEPPESEN**  
10 NOV 06 **10-10** **Eff 23 Nov**

**BAHRAIN, BAHRAIN**  
**BAHRAIN INTL**

## BAHRAIN OUTER FIX HOLDING PROCEDURES

Acft may expect tactical holding at GASSI/PIMAL during peak traffic periods at Bahrain and to expect radar vectors for ILS and VOR DME apch.  
Expect radar vectors after GOLBI/PAXEM holding.



CHANGES: New chart.

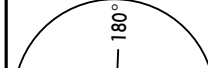
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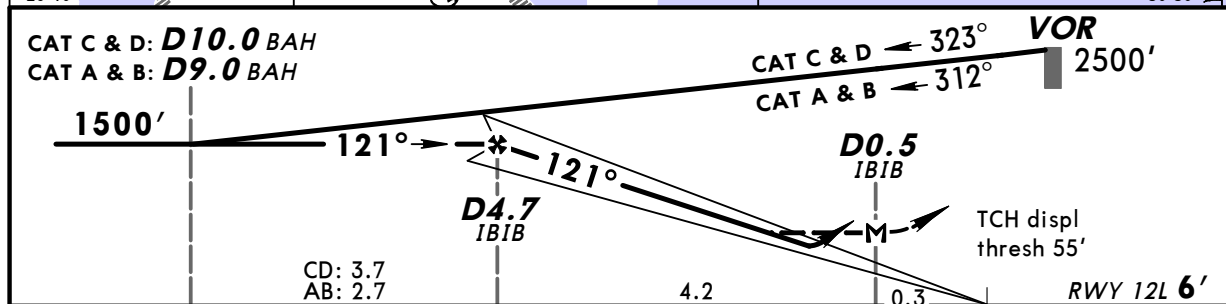
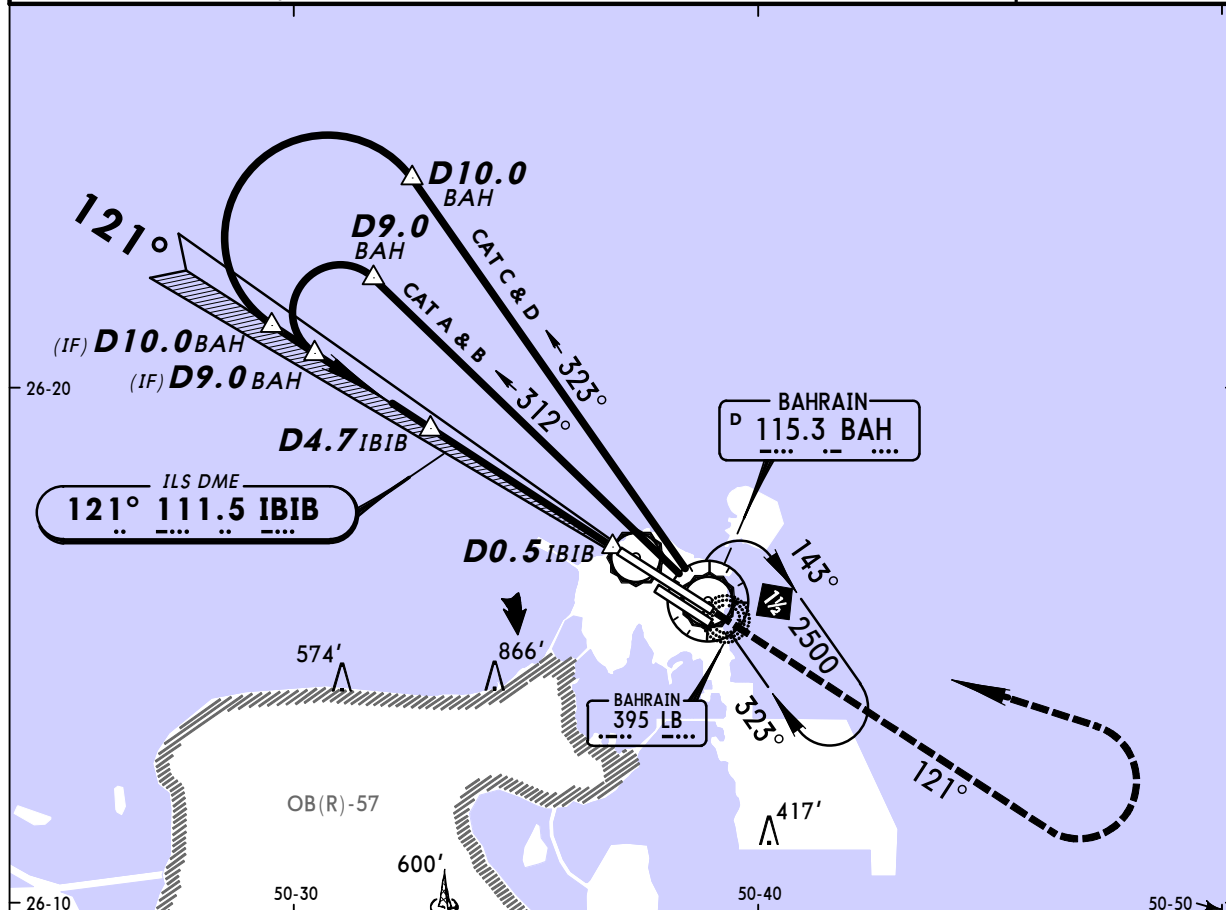
**OBBI/BAH**  
**BAHRAIN INTL**

**JEPPesen**  
27 APR 07 **(11-1)**

**BAHRAIN, BAHRAIN**  
**ILS DME Rwy 12L**

BRIEFING STRIP

ATIS <b>127.2</b>		BAHRAIN Approach (R) <b>127.85</b>		BAHRAIN Tower <b>118.5</b>		*Ground <b>121.85</b>	
LOC IBIB <b>111.5</b>	Final Apch Crs <b>121°</b>	GS <b>D4.7 IBIB</b> <b>1500'</b> (1494')	ILS DA(H) Refer to Minimums	Apt Elev <b>6'</b> RWY <b>6'</b>			
<b>MISSED APCH:</b> Climb on 121° to 2500', then turn LEFT to rejoin BAH holding, or as directed.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 150		Trans alt: 13000'	
							MSA BAH VOR



Gnd speed-Kts	70	90	100	120	140	160		<b>2500'</b> on <b>121°</b>
ILS GS 3.00° or LOC Descent Gradient 5.3%	377	485	539	647	755	862		
MAP at D0.5 IBIB								

STRAIGHT-IN LANDING RWY 12L					CIRCLE-TO-LAND	
ILS A: <b>206'</b> (200') C: <b>222'</b> (216') B: <b>214'</b> (208') D: <b>233'</b> (227')			LOC (GS out)  MDA(H) <b>400'</b> (394')		Not authorized South of apt between R-180 and R-260 clockwise	
FULL		ALS out		Max Kts		
A	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	<b>420'</b> (414') 1600m
B					135	<b>500'</b> (494') 1600m
C					180	<b>600'</b> (594') 2400m
D				205	<b>700'</b> (694') 3600m	

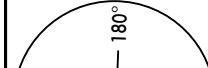
PANS OPS 3

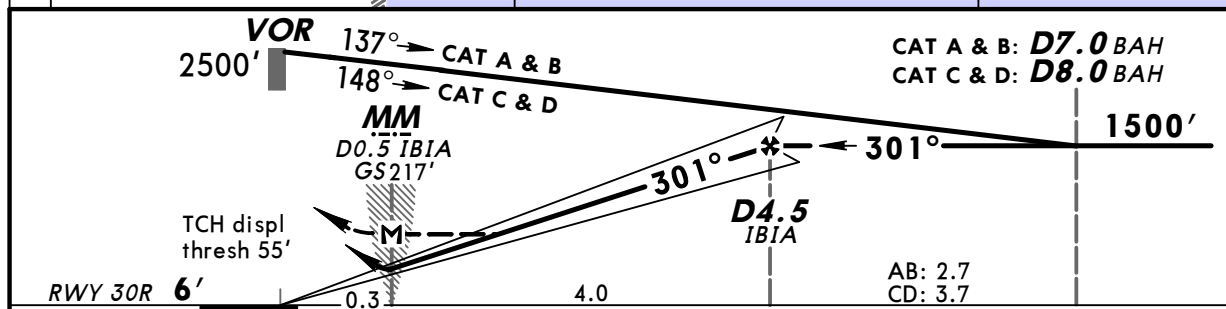
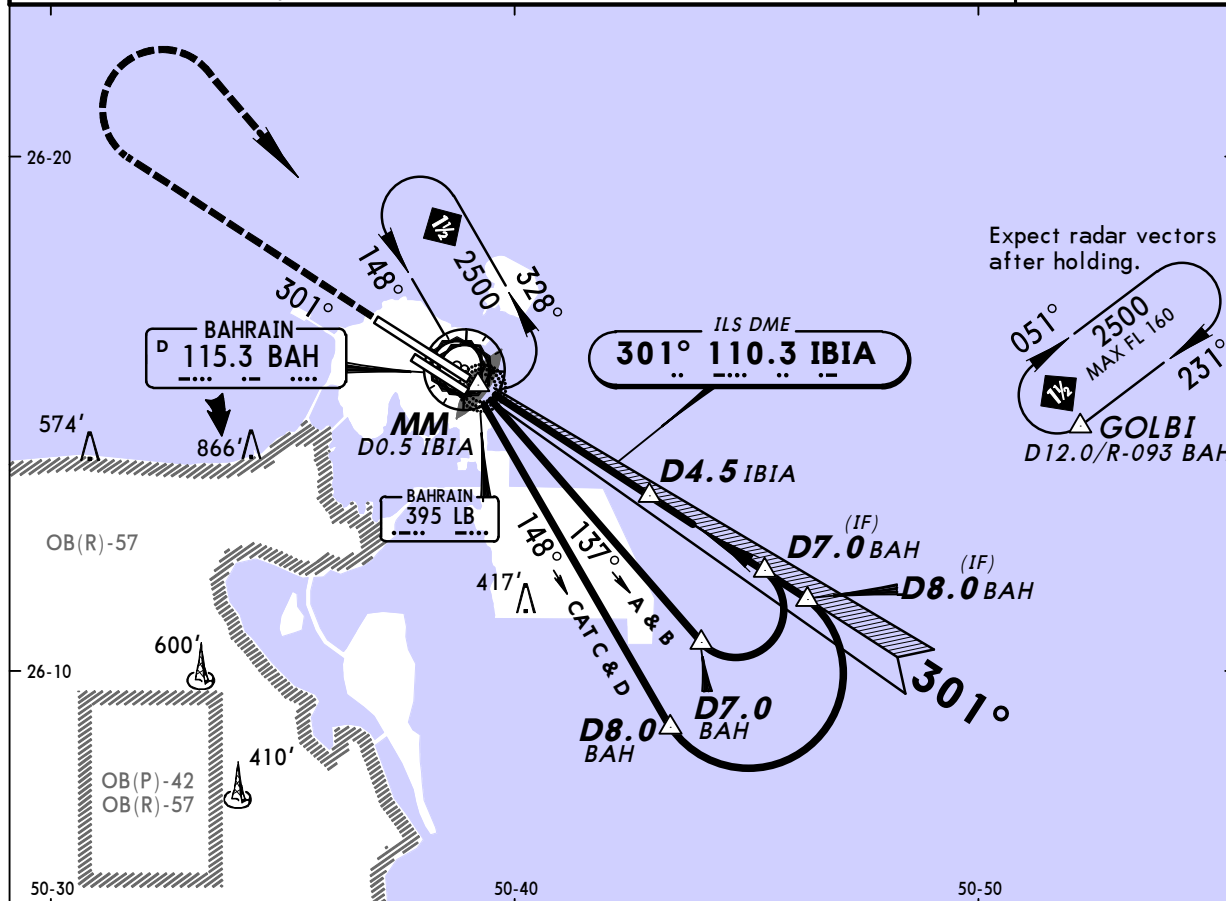
**OBBI/BAH**  
**BAHRAIN INTL**

**JEPPesen**  
27 APR 07 **(11-2)**

**BAHRAIN, BAHRAIN**  
**ILS DME Rwy 30R**

BRIEFING STRIP

ATIS		BAHRAIN Approach (R)		BAHRAIN Tower		*Ground	
127.2		127.85		118.5		121.85	
LOC IBIA 110.3	Final Apch Crs 301°	GS D4.5 IBIA 1500' (1494')	ILS DA(H) Refer to Minimums	Apt Elev 6'	RWY 6'		
MISSED APCH: Climb on 301° to 2500', then turn RIGHT to rejoin BAH holding, or as directed.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 150			



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI 2500' on 301°
ILS GS 3.00° or	377	485	539	647	755	862	
LOC Descent Gradient 5.3%							
MAP at MM/D0.5 IBIA							

STRAIGHT-IN LANDING RWY 30R					CIRCLE-TO-LAND	
ILS DA(H) ABC: 206' (200') D: 212' (206')			LOC (GS out) MDA(H) 310' (304')		Not authorized South of apt between R-180 and R-260 clockwise	
FULL	TDZ or CL out	ALS out		ALS out	Max Kts	MDA(H)
A					100	420' (414') 1600m
B					135	500' (494') 1600m
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	180	600' (594') 2400m
D			1200m	RVR 1500m VIS 1600m	205	700' (694') 3600m

PANS OPS 3

**OBBI/BAH**  
**BAHRAIN INTL**

**JEPPESEN**  
27 APR 07 **(12-1)**

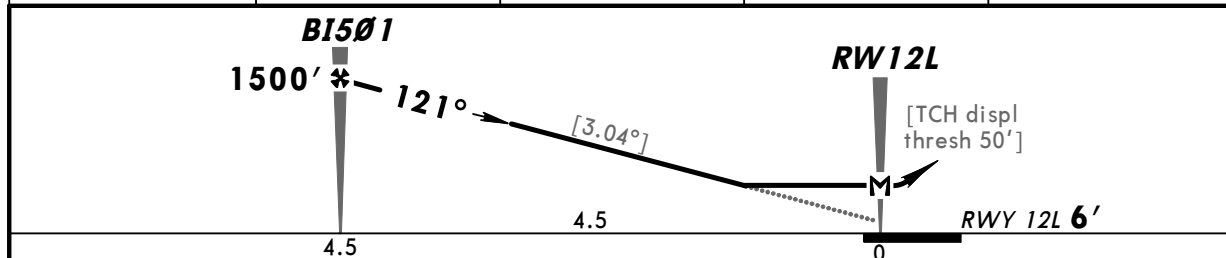
**BAHRAIN, BAHRAIN**  
**RNAV (GNSS) Rwy 12L**

BRIEFING STRIP

ATIS 127.2		BAHRAIN Approach (R) 127.85		BAHRAIN Tower 118.5		*Ground 121.85	
RNAV	Final Apch Crs 121°	Minimum Alt BI501 1500' (1494')	MDA(H) 370' (364')	Apt Elev 6' RWY 6'			
MISSED APCH: Climb on 121° to 2500', then turn LEFT to join BAH holding, or as directed.							
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: FL 150		Trans alt: 13000'		MSA ARP



NM to RW12L	4.0	3.0	2.0	1.0
ALTITUDE	1350'	1030'	700'	380'



Gnd speed-Kts	70	90	100	120	140	160		<b>2500'</b> on <b>121°</b>
Descent gradient 5.30% or								
Descent angle [3.04°]	376	484	538	645	753	861		
MAP at RW12L								

STRAIGHT-IN LANDING RWY 12L				CIRCLE-TO-LAND			
MDA(H) <b>370'</b> (364')				Not authorized South of apt between R-180 and R-260 clockwise			
		ALS out		Max Kts	MDA(H)		
A				100	<b>420'</b> (414')	1600m	
B	RVR 720m VIS 800m		RVR 1500m VIS 1600m	135	<b>500'</b> (494')	1600m	
C				180	<b>600'</b> (594')	2400m	
D	RVR 1500m VIS 1600m		RVR 1800m VIS 2000m	205	<b>700'</b> (694')	3600m	

PANS OPS 3

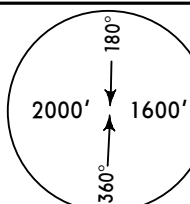


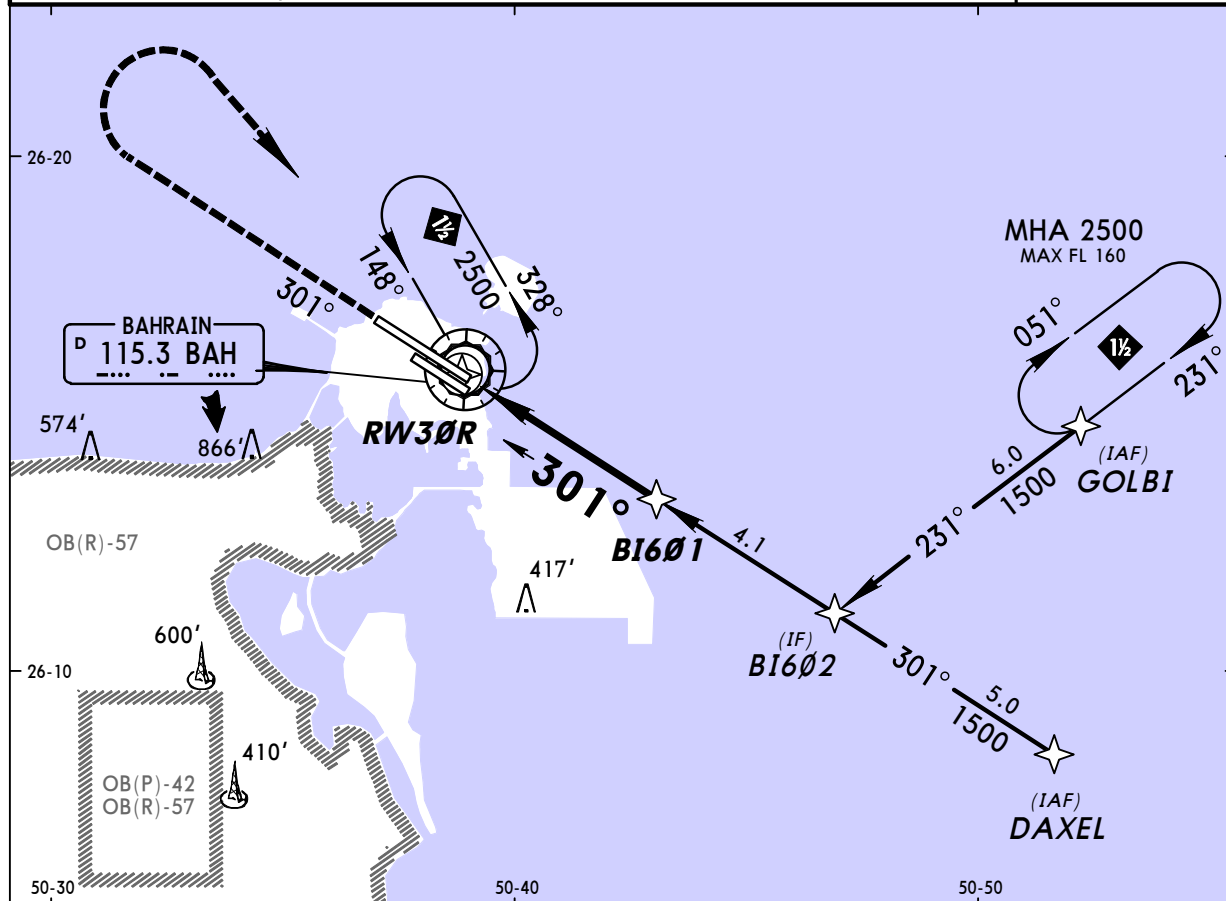
**OBBI/BAH**  
**BAHRAIN INTL**

**JEPPesen**  
27 APR 07 **(12-2)**

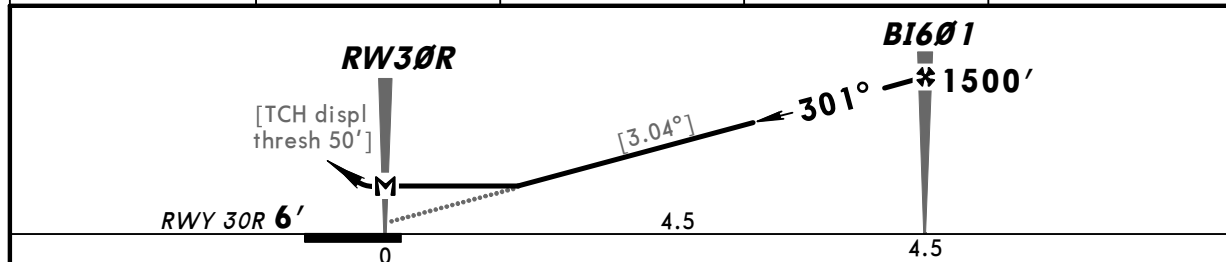
**BAHRAIN, BAHRAIN**  
**RNAV (GNSS) Rwy 30R**


BRIEFING STRIP

ATIS 127.2		BAHRAIN Approach (R) 127.85		BAHRAIN Tower 118.5		*Ground 121.85	
RNAV	Final Apch Crs 301°	Minimum Alt BI601 1500' (1494')	MDA(H) 390' (384')	Apt Elev 6'			
RWY 6'							
MISSED APCH: Climb on 301° to 2500', then turn RIGHT to join BAH holding, or as directed.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 150		Trans alt: 13000'	
						MSA ARP	



NM to RW30R	1.0	2.0	3.0	4.0
ALTITUDE	380'	700'	1030'	1350'



Gnd speed-Kts	70	90	100	120	140	160	
Descent gradient 5.30% or	376	484	538	645	753	861	
Descent angle [3.04°]							
MAP at RW30R							

STRAIGHT-IN LANDING RWY 30R				CIRCLE-TO-LAND			
MDA(H) <b>390'</b> (384')				Not authorized South of apt between R-180 and R-260 clockwise			
		ALS out		Max Kts	MDA(H)		
A				100	420' (414')		1600m
B	RVR 720m VIS 800m		RVR 1500m VIS 1600m	135	500' (494')		1600m
C				180	600' (594')		2400m
D	RVR 1500m VIS 1600m		RVR 1800m VIS 2000m	205	700' (694')		3600m

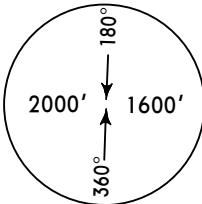
PANS OPS 3

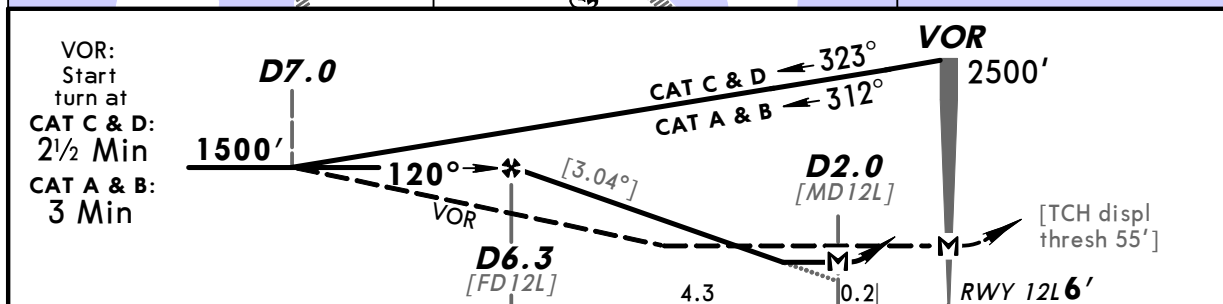
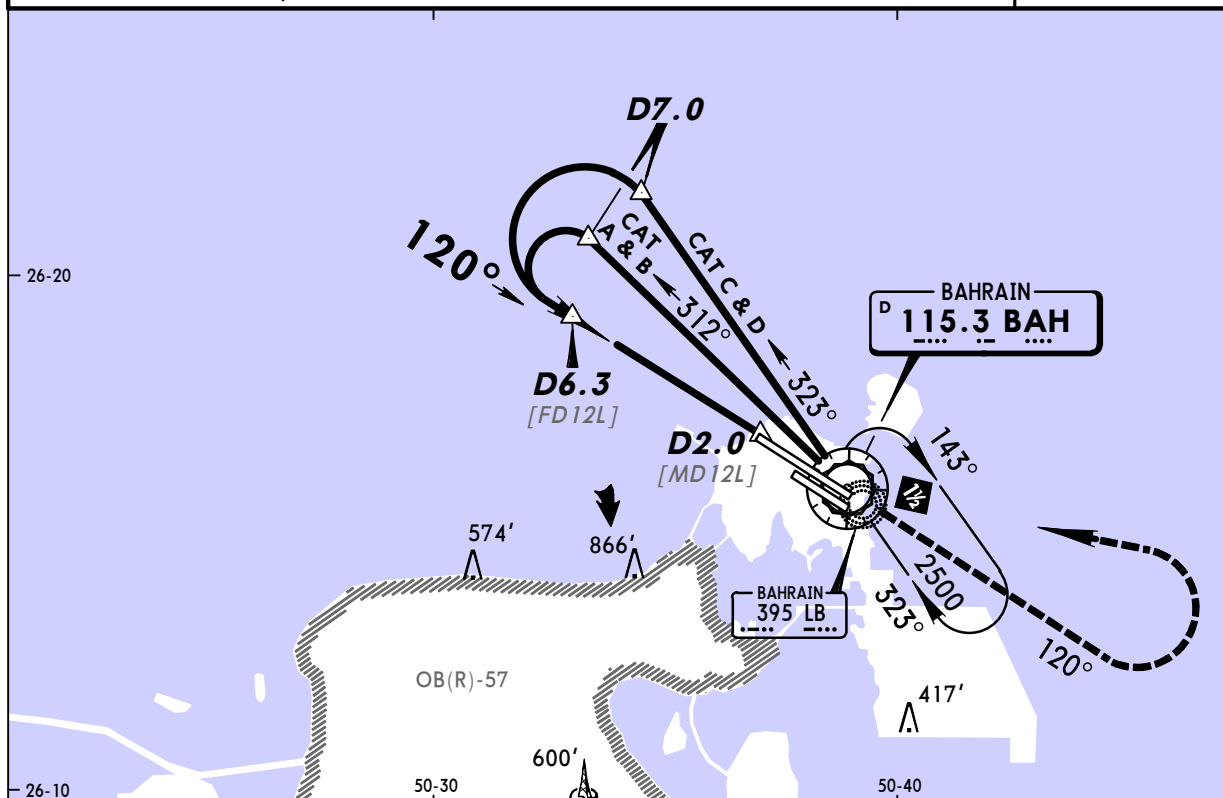
**OBBI/BAH**  
**BAHRAIN INTL**

**JEPPESEN**  
25 JAN 08 **(13-1)**

**BAHRAIN, BAHRAIN**  
**VOR DME or VOR Rwy 12L**

BRIEFING STRIP

ATIS		BAHRAIN Approach (R)		BAHRAIN Tower		*Ground	
127.2		127.85		118.5		121.85	
VOR BAH 115.3	Final Apch Crs 120°	VOR DME Minimum Alt D6.3 1500' (1494')	VOR DME MDA(H) 370' (364')	Apt Elev 6'	RWY 6'		
		VOR Minimum Alt No FAF	VOR MDA(H) 450' (444')				
MISSED APCH: Climb on 120° to 2500', then turn LEFT to rejoin BAH holding, or as directed.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 150		Trans alt: 13000'	



Gnd speed-Kts	70	90	100	120	140	160	<div><div>HIALS</div><div>REIL</div><div>PAPI</div><div>2500'</div><div>on 120°</div></div>
VOR DME Descent gradient 5.30% or Descent angle [3.04°]	376	484	538	645	753	861	
VOR DME: MAP at D2.0	VOR: MAP at VOR						

STRAIGHT-IN LANDING RWY 12L				CIRCLE-TO-LAND			
VOR DME		VOR		Not authorized South of airport between R-180 and R-260 clockwise			
MDA(H) <b>370'</b> (364')		MDA(H) <b>450'</b> (444')					
	ALS out		ALS out	Max Kts	MDA(H)		
A				100	<b>420'</b> (414') <b>1</b>		
B	RVR 720m VIS 800m	RVR 1500m VIS 1600m	RVR 720m VIS 800m	135	<b>500'</b> (494')		
C			1200m	180	<b>600'</b> (594')		
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	RVR 1500m VIS 1600m	205	<b>700'</b> (694')		

**1** After VOR apch: MDA(H) 450' (444').

CHANGES: None.

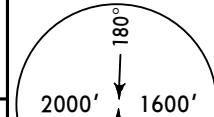
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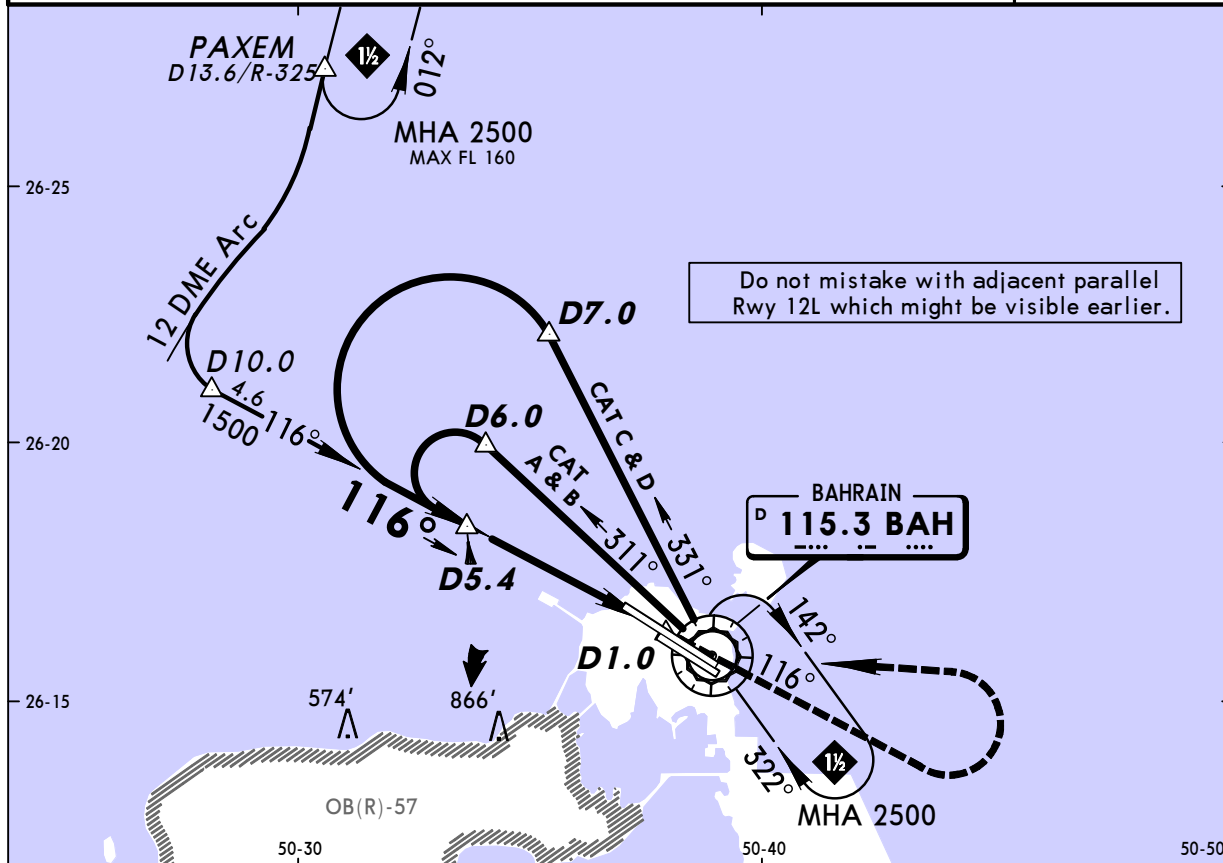
**OBBI/BAH**  
**BAHRAIN INTL**

**JEPPESEN**  
25 JAN 08 **(13-2)**

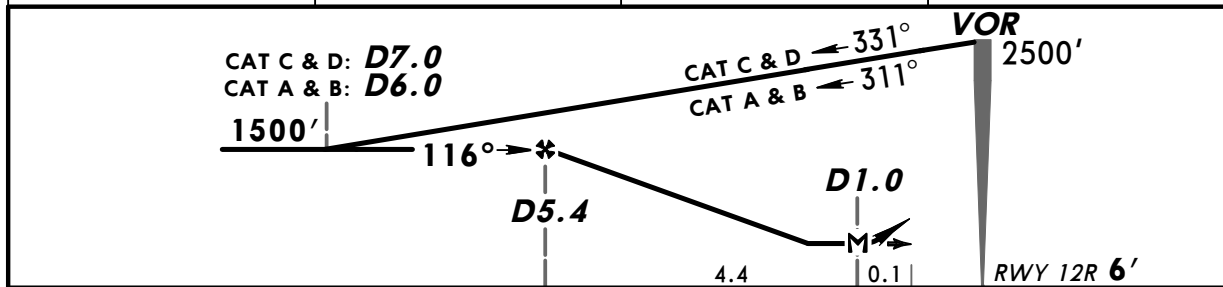
**BAHRAIN, BAHRAIN**  
**VOR DME Rwy 12R**

BRIEFING STRIP

ATIS		BAHRAIN Approach (R)		BAHRAIN Tower		*Ground	
127.2		127.85		118.5		121.85	
VOR BAH 115.3	Final Apch Crs 116°	Minimum Alt D5.4 1500' (1494')	MDA(H) 700' (694')	Apt Elev 6' RWY 6'	 MSA BAH VOR		
MISSED APCH: Climb on 116° to 2500', then turn LEFT to rejoin BAH holding, or as directed.							
Alt Set: hPa      Rwy Elev: 0 hPa      Trans level: FL 150      Trans alt: 13000'							
Final apch track offset 5° from Rwy centerline.							



BAH DME	5.0	4.0	3.0
ALTITUDE	1370'	1050'	720'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI-L	2500' ↑ on 116°
Descent Gradient 5.3%	376	483	537	644	751	859		
MAP at D1.0								

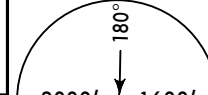
LANDING RWY 12R		
MDA(H) <b>700'</b> (694')		
ALS out		
A	1600m	
B		
C	2800m	
D	3200m	

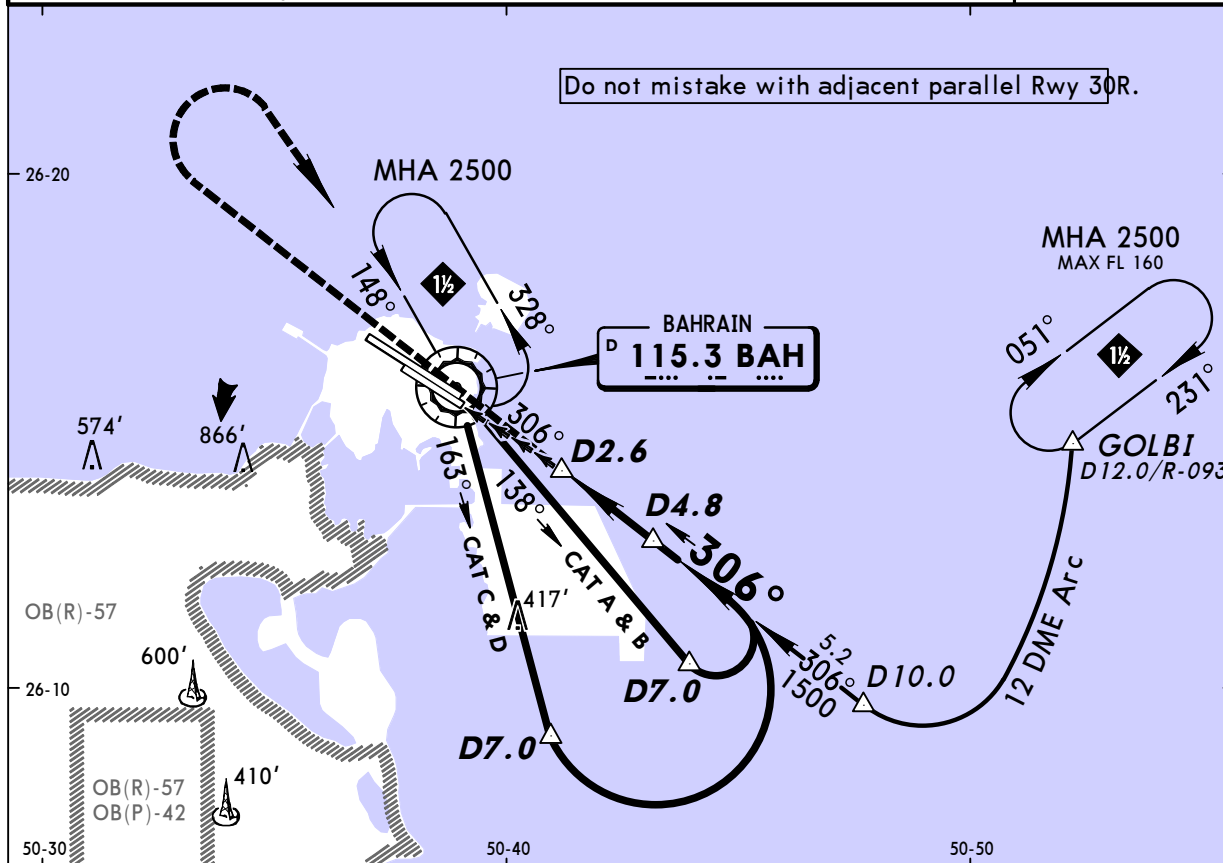
**OBBI/BAH**  
**BAHRAIN INTL**

**JEPPESEN**  
25 JAN 08 **(13-3)**

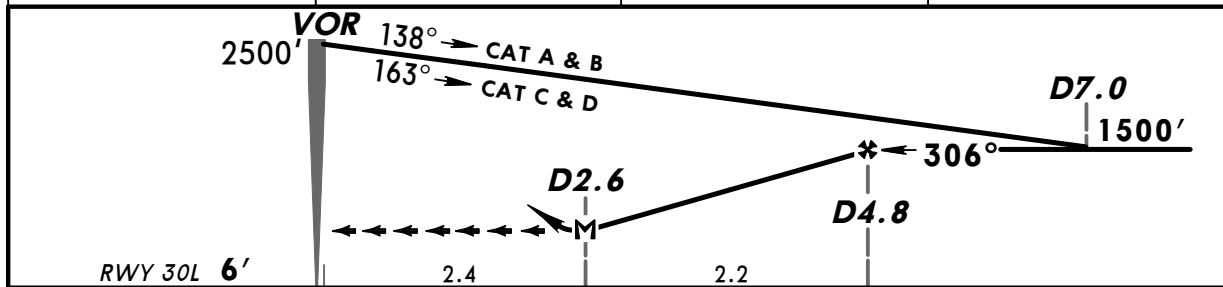
**BAHRAIN, BAHRAIN**  
**VOR DME Rwy 30L**

BRIEFING STRIP

ATIS 127.2		BAHRAIN Approach (R) 127.85		BAHRAIN Tower 118.5		*Ground 121.85	
VOR BAH 115.3	Final Apch Crs 306°	Minimum Alt D4.8 1500' (1494')	MDA(H) 800' (794')	Apt Elev 6'			
MISSED APCH: Climb on 306° to 2500', then turn RIGHT to rejoin BAH holding, or as directed.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 150		Trans alt: 13000'	
						MSA BAH VOR	



BAH DME	3.0	4.0	5.0
ALTITUDE	940'	1260'	1580'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI-L	<b>2500'</b> ↑ on <b>306°</b>
Descent Gradient 5.3%	376	483	537	644	751	859		
MAP at D2.6								

LANDING RWY 30L		
MDA(H) 800' (794')		
ALS out		
A	3200m	
B		
C	3600m	
D	4000m	

PANS OPS 3

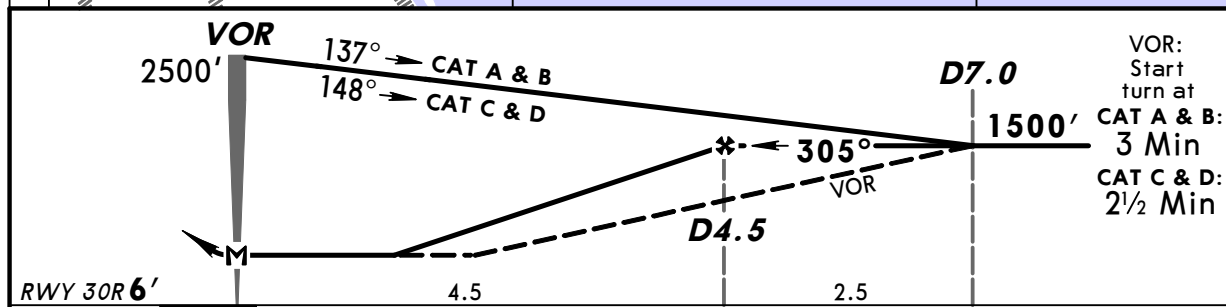
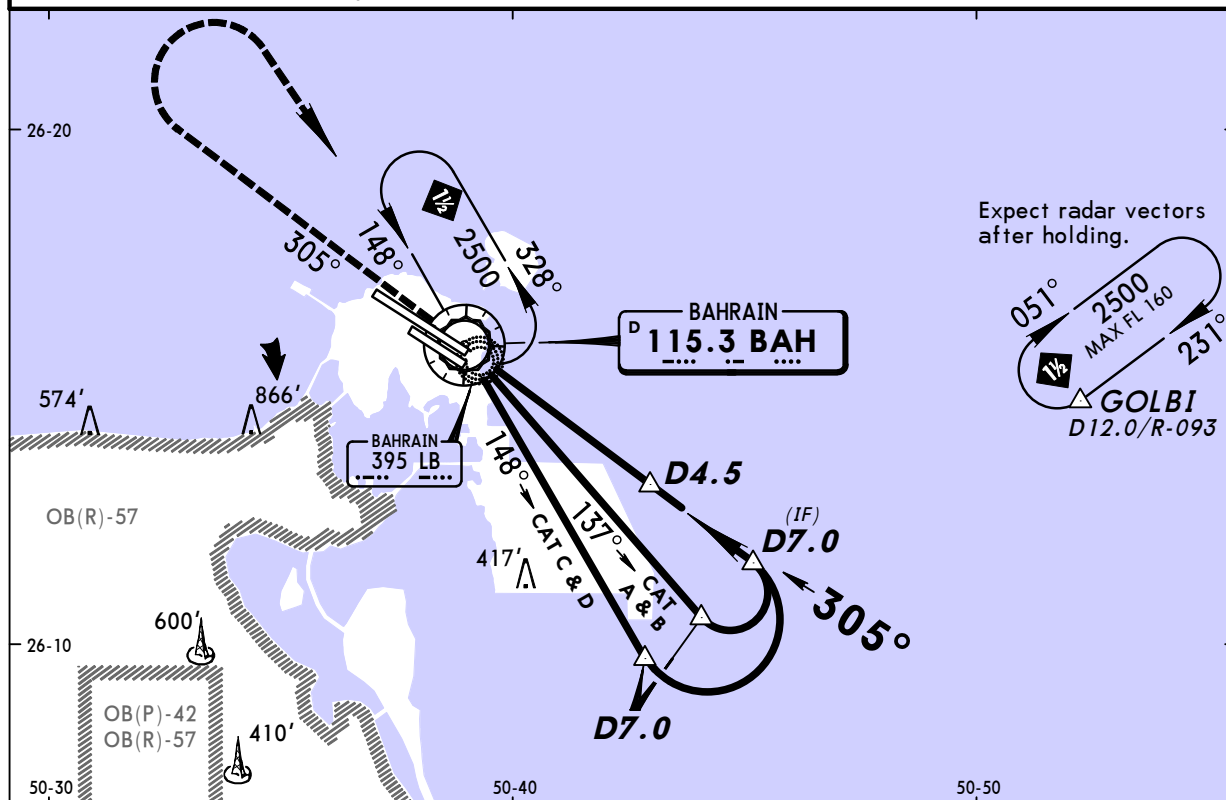
**OBBI/BAH**  
**BAHRAIN INTL**

**JEPPESEN**  
25 JAN 08 **(13-4)**

**BAHRAIN, BAHRAIN**  
**VOR DME or VOR Rwy 30R**

BRIEFING STRIP

ATIS	BAHRAIN Approach (R)		BAHRAIN Tower		*Ground
127.2	127.85		118.5		121.85
VOR BAH <b>115.3</b>	Final Apch Crs <b>305°</b>	VOR DME Minimum Alt <b>D4.5</b> <b>1500'</b> (1494')	VOR DME MDA(H) <b>370'</b> (364')	Apt Elev <b>6'</b>	
		VOR Minimum Alt No FAF	VOR MDA(H) <b>410'</b> (404')	RWY <b>6'</b>	
<b>MISSED APCH:</b> Climb on 305° to 2500', then turn RIGHT to rejoin BAH holding, or as directed.					MSA BAH VOR
Alt Set: hPa	Rwy Elev: 0 hPa		Trans level: FL 150		Trans alt: 13000'



Gnd speed-Kts	70	90	100	120	140	160	
VOR DME Descent Gradient 5.3%	376	483	537	644	751	859	
MAP at VOR							

STRAIGHT-IN LANDING RWY 30R					CIRCLE-TO-LAND		
VOR DME			VOR		Not authorized South of airport between R-180 and R-260 clockwise		
MDA(H) 370' (364')			MDA(H) 410' (404')		Max Kts	MDA(H)	
		ALS out					
A			RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	420' (414')	1600m
B	RVR 720m VIS 800m	RVR 1500m VIS 1600m			135	500' (494')	1600m
C			1200m	RVR 1800m VIS 2000m	180	600' (594')	2400m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	RVR 1500m VIS 1600m		205	700' (694')	3600m

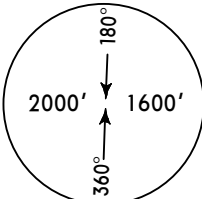
PANS OPS 3

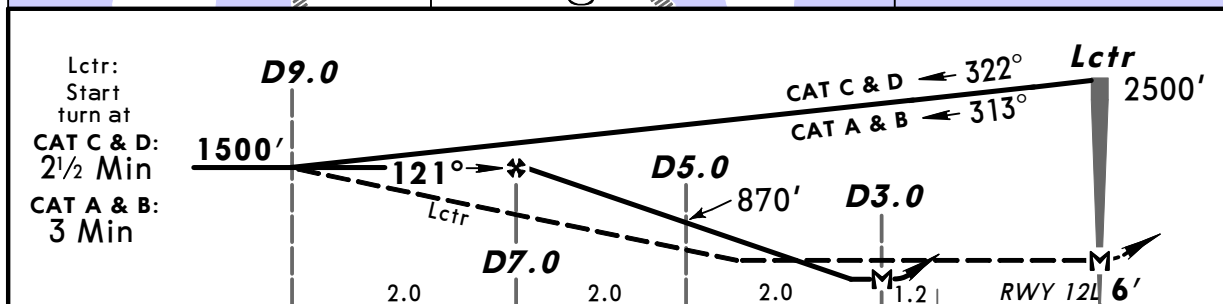
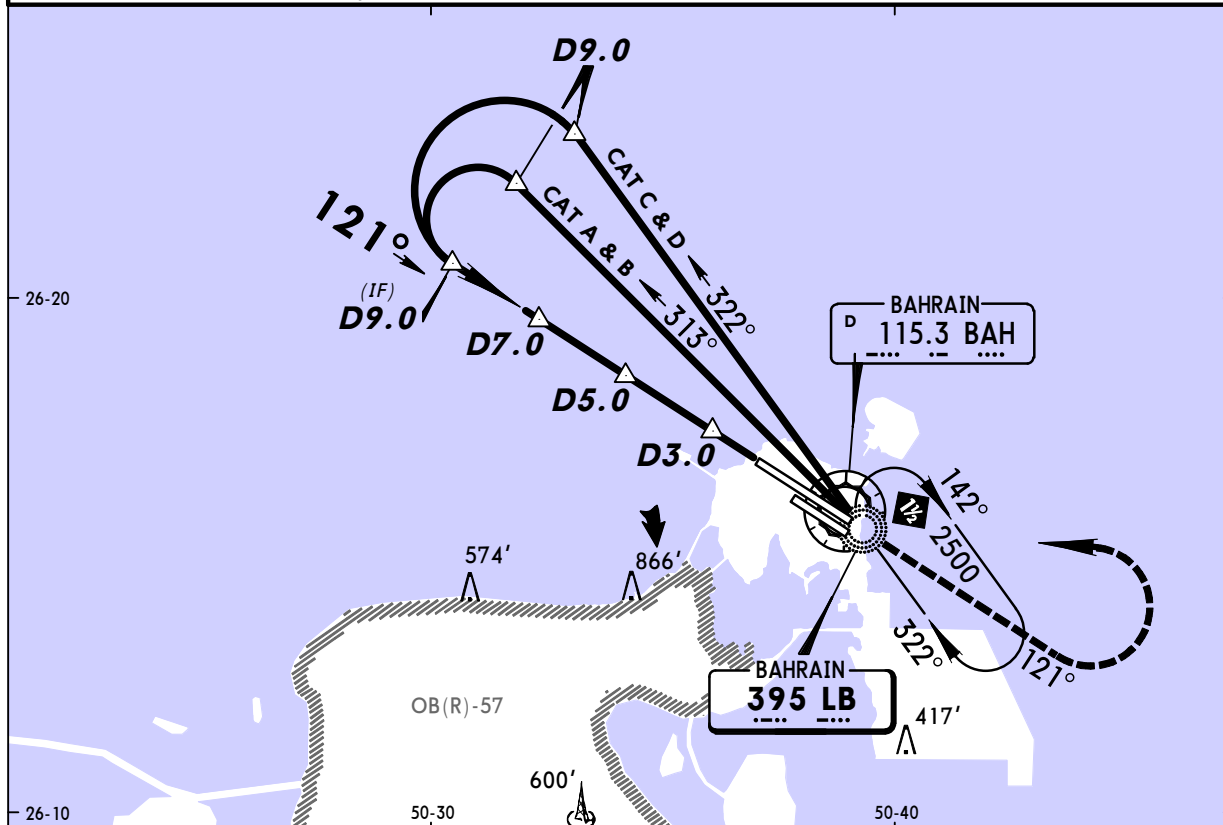
**OBBI/BAH**  
**BAHRAIN INTL**

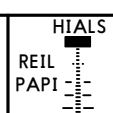
**JEPPESEN**  
27 APR 07 **(16-1)**

**BAHRAIN, BAHRAIN**  
**Lctr DME or Lctr Rwy 12L**

BRIEFING STRIP

ATIS		BAHRAIN Approach (R)		BAHRAIN Tower		*Ground	
127.2		127.85		118.5		121.85	
Lctr LB <b>395</b>	Final Apch Crs <b>121°</b>	Lctr DME Minimum Alt <b>D7.0</b> <b>1500' (1494')</b>	Lctr DME MDA(H) <b>420' (414')</b>	Apt Elev <b>6'</b>			
		Lctr Minimum Alt No FAF	Lctr MDA(H) <b>470' (464')</b>	RWY <b>6'</b>			
MISSED APCH: Climb on 121° to 2500', then turn LEFT to rejoin holding, or as directed.							MSA BAH VOR
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 150		Trans alt: 13000'	



Gnd speed-Kts	70	90	100	120	140	160		2500' on 121°
Lctr DME Descent Gradient 4.8%	340	437	486	583	681	778		
Lctr DME: MAP at D3.0								
Lctr: MAP at Lctr								

STRAIGHT-IN LANDING RWY 12L					CIRCLE-TO-LAND		
Lctr DME			Lctr		Max Kts	Not authorized South of airport between R-180 and R-260 clockwise	
MDA(H) <b>420'</b> (414')			MDA(H) <b>470'</b> (464')			MDA(H)	
		ALS out					
A	1400m	2200m	1200m	RVR 1500m VIS 1600m	100	470'(464')	<b>1</b> 1600m
B				RVR 1800m VIS 2000m	135	500'(494')	<b>1</b> 1600m
C					180	600'(594')	2400m
D	1800m		RVR 1800m VIS 2000m	2400m	205	700'(694')	3600m

**1** After Lctr DME apch: VIS 2200m.

PANS OPS 3

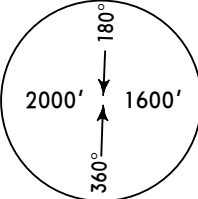


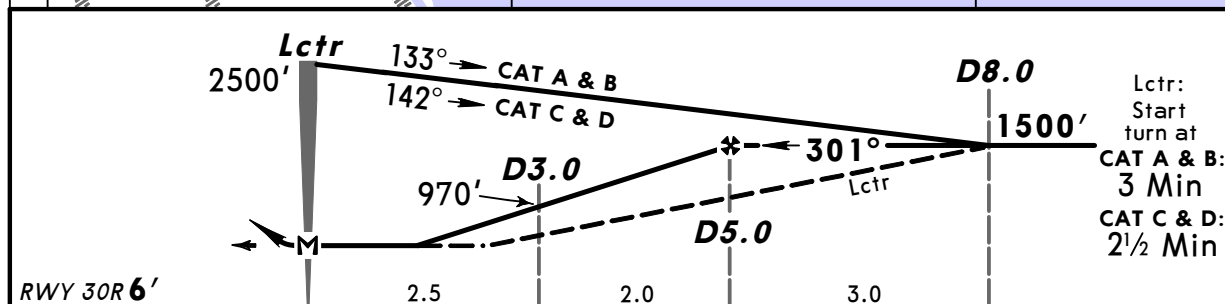
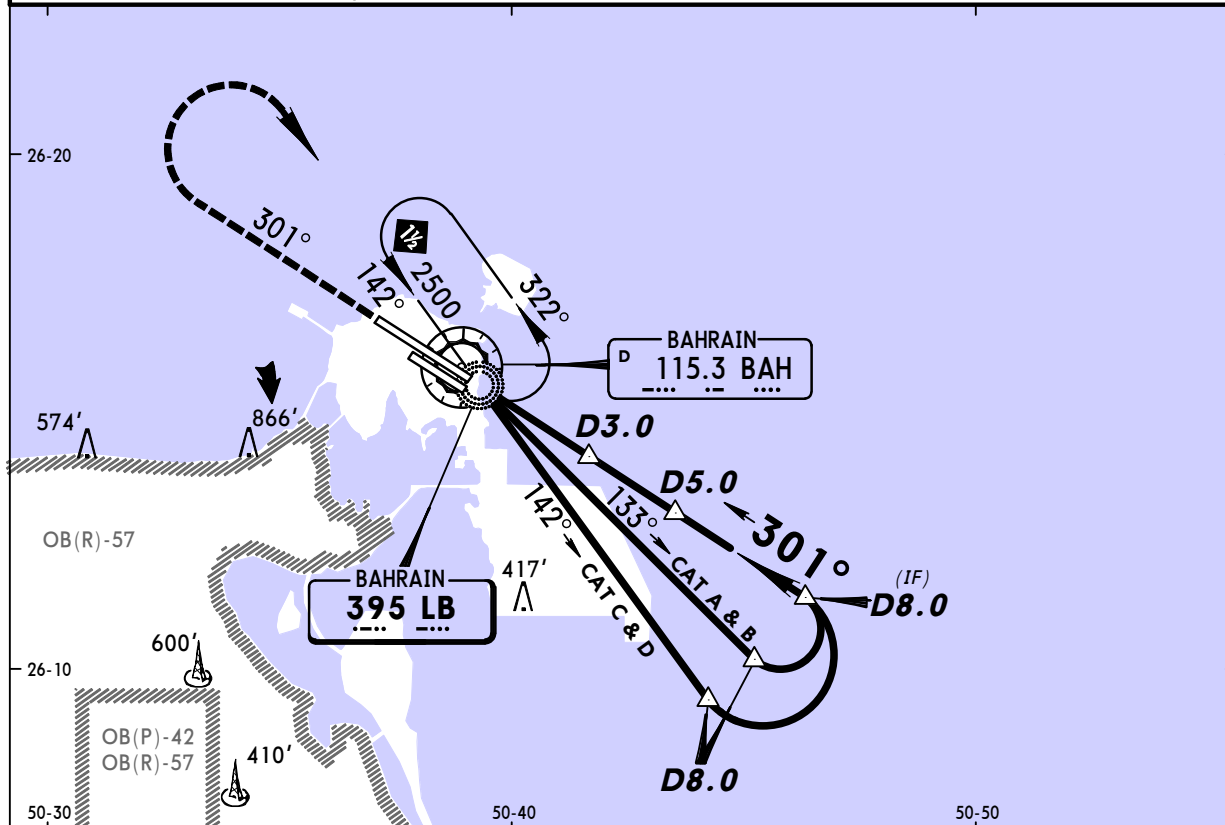
**OBBI/BAH**  
**BAHRAIN INTL**

**JEPPESEN**  
27 APR 07 **(16-2)**

**BAHRAIN, BAHRAIN**  
**Lctr DME or Lctr Rwy 30R**

BRIEFING STRIP™

ATIS		BAHRAIN Approach (R)		BAHRAIN Tower		*Ground	
127.2		127.85		118.5		121.85	
Lctr LB <b>395</b>	Final Apch Crs <b>301°</b>	Lctr DME Minimum Alt <b>D5.0</b> <b>1500' (1494')</b>	Lctr DME MDA(H) <b>390' (384')</b>	Apt Elev <b>6'</b>			
		Lctr Minimum Alt No FAF	Lctr MDA(H) <b>440' (434')</b>	RWY <b>6'</b>			
MISSED APCH: Climb on 301° to 2500', then turn RIGHT to rejoin holding, or as directed.							MSA BAH VOR
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 150		Trans alt: 13000'	



Gnd speed-Kts		70	90	100	120	140	160	
Lctr DME Descent Gradient 4.4%		312	401	446	535	624	713	
MAP at Lctr								

STRAIGHT-IN LANDING RWY 30R				CIRCLE-TO-LAND			
Lctr DME		Lctr		Not authorized South of airport between R-180 and R-260 clockwise			
MDA(H) <b>390'</b> (384')		MDA(H) <b>440'</b> (434')					
ALS out		ALS out		Max Kts	MDA(H)		
A	1200m	RVR 1500m VIS 1600m	1200m	100	470' (464')		1600m
				135	500' (494')		1600m
C				180	600' (594')		2400m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	RVR 1800m VIS 2000m	205	700' (694')		3600m

PANS OPS 3