



# MIDDLE EAST

## AIRWAY MANUAL

Issue Date 26 SEP 19

Regions covered in the E-AWM Middle East coverage are:

---

AFGHANISTAN  
BAHRAIN  
BANGLADESH  
BHUTAN  
CYPRUS  
INDIA  
IRAN  
IRAQ

ISRAEL  
JORDAN  
KUWAIT  
LEBANON  
MALDIVES  
NEPAL  
OMAN  
PAKISTAN

QATAR  
SAUDI ARABIA  
SRI LANKA  
SYRIA  
TURKEY  
UNITED ARAB EMIRATES  
YEMEN

## **IMPORTANT NOTICE REGARDING JEPPESEN'S AIRWAY MANUAL AND VFR MANUAL EFFECTIVE August 14, 2014**

This Notice may be modified by Jeppesen in its sole discretion. You should always review the most current version of the Notice each time you use this manual and any revisions thereto ("Manual") as it will be binding on you.

This Manual has been developed to provide current information in the condensed form required for air navigation under instrument and/or visual flight conditions. Information contained in the copyrighted charts is independently available from publications of the appropriate governing authority and other third parties.

This Manual is designed for use by experienced pilots who must be thoroughly familiar and competent with the navigation of aircraft. Airway Manual is for use by instrument-rated pilots and VFR Manual is for use by pilots flying under visual flight rules. The user of this Manual should also be thoroughly familiar with the introduction and legend materials which are contained in and/or available for this Manual.

Instrument and VFR procedures are designed, flight-tested, approved, authorized and prescribed by applicable governing authorities. In the United States, instrument flight procedures are incorporated into FAR Part 97 as regulations. Jeppesen does not design or flight-check any of these procedures, and Jeppesen has no authority to alter, modify, add to, or subtract from any flight procedure prescribed by a governing authority. Further, Jeppesen does not review or approve the adequacy, reliability, accuracy, safety or conformance with government standards of any government flight procedure, and it specifically has undertaken no such duty. Jeppesen's flight procedure charts simply depict in a graphic form convenient for the use of knowledgeable, instrument-rated pilots, the flight procedures exactly as designed, flight-tested and prescribed by government authorities.

In addition, this Manual contains a wide variety of information useful to pilots which Jeppesen has obtained from many outside sources. Jeppesen has edited this source material, and has arranged and published it in a convenient, easy-to-use format.

### **IMPORTANT NOTICE REGARDING JEPPESEN'S TRIP KIT**

In the event this Manual was secured for one time use, without revision service, it will be considered a "trip kit". The charts and pages in the trip kit are up-to-date at the time of issue but may become obsolete within a short time. Trip kits should be used immediately and a new trip kit should be purchased from Jeppesen for each subsequent trip. A trip kit is subject to the terms and conditions contained herein.

**IN THE INTEREST OF AIR SAFETY, JEPPESEN STRONGLY RECOMMENDS THAT THE ENTIRE TRIP KIT BE DESTROYED UPON COMPLETION OF THE TRIP FOR WHICH IT WAS PURCHASED. DO NOT USE OBSOLETE MATERIAL FOR NAVIGATION PURPOSES!**

### **WARNING**

**CHART RELATED ALERTS AND NOTICES ("ALERTS") ARE PUBLISHED ON JEPPESEN'S NOTICES AND ALERTS WEBPAGE ACCESSIBLE VIA [WWW.JEPPESEN.COM](http://WWW.JEPPESEN.COM). CHANGES**

**MAY OCCUR AT ANY TIME AND YOU AGREE TO REGULARLY MONITOR JEPPESEN'S NOTICES AND ALERTS WEBPAGE AS APPROPRIATE FOR YOUR TYPE OF OPERATION.**

#### **EXPRESS WARRANTY**

**JEPPESEN EXPRESSLY WARRANTS FOR YOUR SOLE BENEFIT THAT IT HAS ACCURATELY GRAPHICALLY DEPICTED THE FLIGHT PROCEDURES PRESCRIBED BY APPLICABLE GOVERNMENT AUTHORITIES, AND THAT IT HAS ACCURATELY COMMUNICATED THE INFORMATION FROM OTHER SOURCES ON ITS MAPS AND CHARTS AS SUPPLEMENTED AND/OR REPLACED BY ALERTS AS DESCRIBED ABOVE. THIS EXPRESS WARRANTY IS THE ONLY WARRANTY, EXPRESS OR IMPLIED, ARISING BY LAW OR OTHERWISE, MADE BY JEPPESEN REGARDING THIS MANUAL. JEPPESEN WILL, AT ITS OPTION REPAIR OR REPLACE THE CHART OR REFUND THE MONEY PAID FOR THE CHART WHICH FAILS TO MEET THIS WARRANTY, PROVIDED HOWEVER JEPPESEN'S TOTAL LIABILITY FOR ANY CLAIM FOR BREACH OF THIS EXPRESS WARRANTY IS LIMITED TO GENERAL MONEY DAMAGES, NOT TO EXCEED THE TOTAL AMOUNT PAID BY YOU FOR AIRWAY MANUAL SERVICES IN THE THREE MONTHS IMMEDIATELY PRECEDING THE DATE THAT THE CLAIM AROSE OR, IN THE CASE OF A TRIP KIT, GENERAL MONEY DAMAGES NOT TO EXCEED THE TOTAL AMOUNT PAID BY YOU FOR THE TRIP KIT. THIS SECTION STATES YOUR SOLE AND EXCLUSIVE REMEDY FOR BREACH OF THIS WARRANTY. IF YOU PURCHASED THE MANUAL OR THE TRIP KIT FROM JEPPESEN GMBH IN GERMANY, THE FOLLOWING APPLIES: THE FOREGOING WARRANTY WILL MEAN "GEWÄHRLEISTUNG" AND WILL NOT BE CONSTRUED AS A "GARANTIE". § 443 OF THE GERMAN CIVIL CODE. "BGB" DOES NOT APPLY.**

#### **DISCLAIMER**

**THE CONDITIONS, REPRESENTATIONS, GUARANTEES, OBLIGATIONS, LIABILITIES AND WARRANTIES (IF ANY) OF JEPPESEN AND YOUR REMEDIES SET FORTH HEREIN ARE EXCLUSIVE AND IN SUBSTITUTION FOR, AND YOU HEREBY WAIVE, RELEASE AND RENOUNCE, ALL OTHER WARRANTIES, CONDITIONS, REPRESENTATIONS, GUARANTEES, OBLIGATIONS AND LIABILITIES OF JEPPESEN, AND ANY OTHER RIGHTS, CLAIMS AND REMEDIES YOU MAY HAVE AGAINST JEPPESEN, EXPRESS OR IMPLIED, ARISING BY LAW, EQUITY OR OTHERWISE, WITH RESPECT TO THIS NOTICE, THE MANUAL PROVIDED HEREUNDER AND ANY NONCONFORMANCE OR DEFECT IN THE DESIGN, ADEQUACY, ACCURACY, RELIABILITY, SAFETY, OR CONFORMANCE WITH GOVERNMENT STANDARDS OR REGULATIONS OF THIS MANUAL INCLUDING BUT NOT LIMITED TO: (I) ANY IMPLIED WARRANTY OF MERCHANTABILITY, SATISFACTORY QUALITY, OR FITNESS; (II) ANY IMPLIED WARRANTY ARISING FROM COURSE OF PERFORMANCE, COURSE OF DEALING OR USAGE OF TRADE; (III) ANY OBLIGATION, LIABILITY, RIGHT, CLAIM OR REMEDY IN STRICT LIABILITY OR TORT, WHETHER OR NOT ARISING FROM THE NEGLIGENCE OF JEPPESEN; AND (IV) ANY OBLIGATION, LIABILITY, RIGHT, CLAIM OR REMEDY FOR LOSS OF OR DAMAGE TO ANY OF YOUR PROPERTY, INCLUDING WITHOUT LIMITATION ANY AIRCRAFT. JEPPESEN WILL HAVE NO OBLIGATION OR LIABILITY WHATSOEVER, (1) WHETHER ARISING IN LAW, EQUITY, CONTRACT (INCLUDING BUT NOT LIMITED TO WARRANTY), TORT (INCLUDING BUT NOT LIMITED TO THE NEGLIGENCE OF JEPPESEN), OR OTHERWISE, FOR ANY LOSS OF OR DAMAGE TO ANY OF YOUR PROPERTY, INCLUDING WITHOUT LIMITATION ANY AIRCRAFT, OR FOR ANY LOSS OF OR DAMAGE TO ANY OF YOUR PROPERTY, INCLUDING WITHOUT LIMITATION ANY AIRCRAFT, OR FOR ANY LOSS OF OR DAMAGE TO ANY OF YOUR PROPERTY, INCLUDING WITHOUT LIMITATION ANY AIRCRAFT.**

**GENCE OF JEPPESEN), STRICT LIABILITY OR OTHERWISE AND (2) WHETHER SUCH LOSSES OR DAMAGES ARE DIRECT, INDIRECT OR OTHERWISE FOR LOSS OF USE, REVENUE, PROFIT, ANTICIPATED SAVINGS, BUSINESS VALUE, OPPORTUNITY OR GOODWILL OR FOR ANY INDIRECT, INCIDENTAL, CONSEQUENTIAL, SPECIAL, EXEMPLARY OR PURE ECONOMIC LOSSES OR DAMAGES.**

## **COPYRIGHT**

The copyright notices appearing in this Manual protect the charts, compilations of charts and data, and other copyrightable works embodied herein. Such protected works may not be copied, reproduced, stored in a retrieval system, retransmitted in whole or in part, in any form or by any means, whether electrical, mechanical, photocopying, recording or otherwise, without the prior written permission of Jeppesen Sanderson, Inc. Material from the Australian Aeronautical Information Publication has been used by agreement with Airservices Australia.

Jeppesen Sanderson, Inc.

Address: 55 Inverness Drive East

Englewood

Colorado

USA

80112-5498

Tel: (303) 799-9090

# CHART CHANGE NOTICES

## CHART CHANGE DATA

Middle East.....	12
------------------	----

## NAVDATA CHANGE DATA

Middle East - South Asia.....	30
-------------------------------	----

# ENROUTE

## ENROUTE DATA - GENERAL

SITA AIRCOM Middle East.....	35
------------------------------	----

## ENROUTE DATA - MIDDLE EAST

ADIZ Flights Procedures.....	40
Secondary Surveillance Radar - SSR.....	47
HF Communications.....	50
Frequency Allocation - India.....	51
CPDLC Coverage - Middle East.....	53
Preferential Route System - Middle East/South Asia.....	57
AIRWAY RESTRICTIONS - MIDDLE EAST LOWER AND UPPER AIRSPACE.....	197

# RADIO AIDS

## RADIO DATA - MIDDLE EAST

Navigation Aids — Afghanistan.....	323
Navigation Aids — Bahrain.....	324
Navigation Aids — Bangladesh.....	325
Navigation Aids — Bhutan.....	326
Navigation Aids — Cyprus.....	327
Navigation Aids — India.....	328
Navigation Aids — Iran.....	337
Navigation Aids — Iraq.....	343
Navigation Aids — Israel.....	344
Navigation Aids — Jordan.....	345
Navigation Aids — Kuwait.....	346
Navigation Aids — Lebanon.....	347
Navigation Aids — Maldives.....	348
Navigation Aids — Nepal.....	349
Navigation Aids — Oman.....	350
Navigation Aids — Pakistan.....	351

Navigation Aids — Qatar.....	354
Navigation Aids — Saudi Arabia.....	355
Navigation Aids — Sri Lanka.....	360
Navigation Aids — Syria.....	361
Navigation Aids — Turkey.....	362
Navigation Aids — U.A.E.....	371
Navigation Aids — Yemen.....	372
Navigation Aids Listed By Identifier — Middle East/South Asia.....	373
LORAN-C.....	396

## **METEOROLOGY**

### **METEOROLOGY DATA - MIDDLE EAST**

Availability of VOLMET Broadcasts - Middle East/South Asia.....	400
---	-----

## **AIR TRAFFIC CONTROL**

### **AIR TRAFFIC CONTROL DATA - MIDDLE EAST**

Reduced Vertical Separation Minimum (RVSM) Middle East.....	410
ATFM Procedures over Bay of Bengal, South Asia and Pakistan through Kabul FIR - BOBCAT.....	423

### **STATE RULES AND PROCEDURES - MIDDLE EAST**

Afghanistan - Rules and Procedures.....	428
Bahrain - Rules and Procedures.....	440
Bangladesh - Rules and Procedures.....	445
Bhutan - Rules and Procedures.....	449
Cyprus - Rules and Procedures.....	452
India - Rules and Procedures.....	455
Iran - Rules and Procedures.....	490
Iraq - Rules and Procedures.....	496
Israel - Rules and Procedures.....	502
Jordan - Rules and Procedures.....	510
Kuwait - Rules and Procedures.....	515
Lebanon - Rules and Procedures.....	519
Maldives - Rules and Procedures.....	522
Nepal - Rules and Procedures.....	529
Oman - Rules and Procedures.....	533
Pakistan - Rules and Procedures.....	539
Qatar - Rules and Procedures.....	546
Saudi Arabia - Rules and Procedures.....	549
Sri Lanka - Rules and Procedures.....	558

Syria - Rules and Procedures.....	566
Turkey - Rules and Procedures.....	569
U.A.E. - Rules and Procedures.....	573
Yemen - Rules and Procedures.....	580

## ENTRY REQUIREMENTS

### STATE RULES AND PROCEDURES - MIDDLE EAST

Afghanistan - National Regulations and Requirements.....	586
Bahrain - National Regulations and Requirements.....	588
Bangladesh - National Regulations and Requirements.....	594
Bhutan - National Regulations and Requirements.....	598
Cyprus - National Regulations and Requirements.....	600
India - National Regulations and Requirements.....	609
Iran - National Regulations and Requirements.....	616
Iraq - National Regulations and Requirements.....	619
Israel - National Regulations and Requirements.....	624
Jordan - National Regulations and Requirements.....	633
Kuwait - National Regulations and Requirements.....	636
Lebanon - National Regulations and Requirements.....	641
Maldives - National Regulations and Requirements.....	644
Nepal - National Regulations and Requirements.....	648
Oman - National Regulations and Requirements.....	652
Pakistan - National Regulations and Requirements.....	655
Qatar - National Regulations and Requirements.....	660
Saudi Arabia - National Regulations and Requirements.....	666
Sri Lanka - National Regulations and Requirements.....	670
Syria - National Regulations and Requirements.....	676
Turkey - National Regulations and Requirements.....	679
U.A.E. - National Regulations and Requirements.....	686
Yemen - National Regulations and Requirements.....	694

## EMERGENCY

### EMERGENCY PROCEDURES - MIDDLE EAST

Contingency Plans - Middle East.....	699
Special Procedures for In-Flight Contingencies Middle East.....	725
Search and Rescue Facilities.....	729

### STATE RULES AND PROCEDURES - MIDDLE EAST

Afghanistan - ICAO Differences or State Special Procedures.....	732
Bahrain - ICAO Differences or State Special Procedures.....	737

Bangladesh - ICAO Differences or State Special Procedures.....	738
Cyprus - ICAO Differences or State Special Procedures.....	742
Iran - ICAO Differences or State Special Procedures.....	743
Iraq - ICAO Differences or State Special Procedures.....	744
Israel - ICAO Differences or State Special Procedures.....	746
Jordan - ICAO Differences or State Special Procedures.....	750
Kuwait - ICAO Differences or State Special Procedures.....	752
Lebanon - ICAO Differences or State Special Procedures.....	753
Nepal - ICAO Differences or State Special Procedures.....	754
Qatar - ICAO Differences or State Special Procedures.....	755
Saudi Arabia - ICAO Differences or State Special Procedures.....	756
Turkey - ICAO Differences or State Special Procedures.....	757
U.A.E. - ICAO Differences or State Special Procedures.....	759
Yemen - ICAO Differences or State Special Procedures.....	760

## AIRPORT DIRECTORY

### AIRPORT DECODE LISTINGS - MIDDLE EAST

IATA Location Identifiers Decode — Middle East/South Asia.....	764
ICAO Location Identifiers Decode — Middle East/South Asia.....	772

### AIRPORT DATA - MIDDLE EAST

Airport Directory — Afghanistan.....	782
Airport Directory — Bahrain.....	786
Airport Directory — Bangladesh.....	787
Airport Directory — Bhutan.....	791
Airport Directory — Cyprus.....	792
Airport Directory — India.....	793
Airport Directory — Iran.....	810
Airport Directory — Iraq.....	823
Airport Directory — Israel.....	825
Airport Directory — Jordan.....	827
Airport Directory — Kuwait.....	828
Airport Directory — Lebanon.....	829
Airport Directory — Maldives.....	830
Airport Directory — Nepal.....	832
Airport Directory — Oman.....	838
Airport Directory — Pakistan.....	841
Airport Directory — Qatar.....	851
Airport Directory — Saudi Arabia.....	852
Airport Directory — Sri Lanka.....	869
Airport Directory — Syria.....	871
Airport Directory — Turkey.....	872



Airport Directory — U.A.E.....	899
Airport Directory — Yemen.....	901



# Chart Change Notices



# Chart Change Notices

Chart Change Data

**MIDDLE EAST**

Jeppesen CHART CHANGE NOTICES highlight only **significant** changes affecting Jeppesen Charts, also regularly updated at [www.jeppesen.com](http://www.jeppesen.com).

**IMPORTANT: CHECK FOR NOTAMS AND OTHER PERTINENT INFORMATION PRIOR TO FLIGHT.**

**ENROUTE CHARTS**
**GENERAL**

According to Amendment 85 to ICAO Annex 10 all ACAS units shall be compliant with version 7.1 after 1 January 2017.

**CRUISE TABLE FOR BANGKOK AND YANGON FIRs modified as follows:**

360° - 179°: FL290-FL310- FL330, etc

180° - 359°: FL300-FL320-FL240, etc

**EGYPT**

**ATS ROUTE SYSTEM** revised within Cairo FIR. For details refer to SUPPL A (H/L)-2A.  
**ME HL-3, ME HI-1, ME HL-2.**

**GREECE**

Information published by Turkish NOTAMs A0035/19, A0038/19, A0039/19 and Greece NOTAMs A0024/19, A0025/19, A0026/19 are not incorporated in Jeppesen Charts ..

**INDONESIA**

All existing UTA's within Ujung Pandang FIR withdrawn: Bali West, Bali North, Bali South, Pangkalan Bun, Balikpapan, Ujung Pandang East. New sectorization is as follows:

Bali UTA centered around Bali VOR (BLI), frequencies 120.7 133.55.

Makassar UTA S and SW of Makassar VOR (MKS), frequency 133.8.

Nusa Tenggara UTA S of Praya VOR (LMB), frequencies 128.3 134.85.

Surabaya UTA W of Surabaya VOR(SBR), frequencies 123.9 125.9.

Pangkalan Bun UTA centered around Pangkalan Bun VOR (PKN), frequencies 134.1 133.6.

Balikpapan UTA centered around Balikpapan VOR (BPN), frequencies 132.5 128.45.

Manado UTA centered around Manado VOR (MWB), frequencies 128.1 133.45.

Ambon UTA centered around Ambon VOR (AMN), frequencies 135.35 134.15.

Papua UTA centered around Biak VOR (BIK), frequency 133.1

All UTA's lower limit FL245, upper limit FL600.

Indonesia ICAO identifiers are changed as follows:

Bandar Lampung (Radin Inten II) WICT changed to WILL.

Bengkulu (Fatmawati Soekarno) WIPL changed to WIGG.

Cilacap (Tunggul Wulung) WIHL changed to WAHL.

Jambi (Sultan Thaha) WIPA changed to WIJJ.

Kisar Island (Kisar) WAPQ changed to WATQ.

Luwuk (Syukuran Aminuddin Amir) WAMW changed to WAFW.

Malinau (Malinau) WALM changed to WAQM.

Mamuju (Tampa Padang) WAWJ changed to WAFJ.

Manokwari (Rendani) WASR changed to WAUU.

Morotai (Leo Wattimena) WAMR changed to WAEW.

**MIDDLE EAST**

Mukomuko (Mukomuko) WIPU changed to WIGM.

Padang Pariaman (Minangkabau Intl) WIPT changed to WIEE.

Palangka Raya (Tjilik Riwt) WAOP changed to WAGG.

Palu (Mutia) WAML changed to WAFF.

Pangkal Pinang (Depati Amir) WIPK changed to WIKK.

Pangkalan Bun (Iskandar) WAOI changed to WAGI.

Poso (Kasiguncu) WAMP changed to WAFP.

Ranai (Ranai) WION changed to WIDO.

Rengat (Japura) WIPR changed to WIBJ.

Sampit (H. Asan) WAOS changed to WAGS.

Semarang (Ahmad Yani) WARS changed to WAHS.

Solo (Adi Soemarmo) WARQ changed to WAHQ.

Tambolaka (Waikabubak) WADT changed to WATK.

Tangerang (Budiarto) WICB changed to WIRR.

Tanjung Pandan (H.A.S. Hanandjoeddin) WIOD changed to WIKT.

Tanjung Redeb (Kalimarau) WALK changed to WAQT.

Tarakan (Juwata) WALR changed to WAQQ.

Tarempa (Matak) WIOM changed to WIDM.

Ternate (Sultan Babullah) WAMT changed to WAEE.

Timika (Moses Kilangin) WABP changed to WAYY.

Waingapu (Umbu Meheng Kunda) WADW changed to WATU.

Wamena (Wamena) WAJW changed to WAVV.

Yogyakarta (Adi Sucipto) WARJ changed to WAHH.

**MYANMAR**

IATA In-Flight Broadcast Procedure (IFBP) withdrawn within Yangon FIR (VYYF).

YANGON ACC Sectors vertical limits chgd as follows:

Sector 1: FL170 - FL560

Sector 2: FL170 - FL560

Sector 3: FL170 - FL260

Sector 4: FL170 - FL560

**OMAN / UNITED ARAB EMIRATES**

DELEGATED AIRSPACE WITHIN MUSCAT FIR:

North part (N25/E056) is delegated to UAE between 5500'-FL600.

South part (N24/E056) is delegated to UAE FL145-FL270 with additional delegation of control on airway T509 between PASOV and MENSA (3500'-FL130) which is only available for traffic landing OMFJ. **ME HI-1/10, ME HL-7A/2B3A.**

**PAKISTAN**

MAA FL430 on following ATS Routes within Karachi FIR and Lahore FIR ufn;

A454 (PARET - TAPDO), L124, G208 ('PG' - KEBUD), L750 (BIROS - 'ZB'), M504 and N519. **ME HL-5/3D4C, ME HL-6/8D9BCD, ME HL-7/3B4AB, ME HI-1/7,8.**

**TURKEY**

Information published by Turkish NOTAMS A0035/19, A0038/19, A0039/19 and Greece NOTAMS A0024/19, A0025/19, A0026/19 are not incorporated in Jeppesen Charts ..

THE FOLLOWING AIRWAYS ARE SUSPENDED:

A/UA16, Yalova VORDME (YAA) to Afyon VORDME (KFK),

L/UL619, Afyon VORDME to YASEN,

**MIDDLE EAST**

L/UL620, Yalova VORDME to Afyon VORDME,  
 N/UN644, MOPIN (N4127.9 E02942.6) to ADUMU,  
 T/UT32, Cubuk VORDME (BUK) to EVNOT,  
 T/UT327, RIMBO (N4122.9 E02833.1) - TUDBU,  
 T/UT338, EDASA (N3927.6 E03007.5) - TEKDO,  
 UL606, Tekirdag VORDME (EKI) to Afyon VORDME,  
 W/UW107, TEVNI (N4135.5 E03021.8) - GUMRU,  
 W/UW714, MISRO (N3957.2 E02948.1) to Afyon VORDME,  
 W/UW715, Yenisehir VORDME (BRY) to Afyon VORDME. **LTAC 10-1, LTBA 10-1, ME HI-1, ME HL-1.**

**VIETNAM**

The following airways and segments within Vietnam will not be approved for overflight:

G221 direction from Phu Cat VOR, PCA to BUNTA.

W1-A1 direction from Tan Son Nhat VOR, TSN-W1-Da Nang VOR, DAN-A1-BUNTA

Q2-A1 direction from TSN - Q2 - PATNO-A1-BUNTA.

**AFGHANISTAN**
**ATS ROUTES changed:**

A453, GADER (N2941.0 E06128.0) to LAJAK, MEA FL260, MAA FL410. **ME HL-5, ME HL-6.**

B904 estbld; BUDBO (N3010.7 E06150.5) NCRP - GULSO NCRP at N3137.1 E06320.9, 039°/219°, 116NM; GULSO - BURTA NCRP, 040°/220°, 82NM; BURTA - KADVI NCRP at N3404.3 E06533.0 - PAGMA NCRP at N3458.1 E06615.5 -

URGER NCRP at N3547.9 E06655.5 - KHOLM NCRP, 030°/210°, 103/64/60/66NM; KHOLM - IRTAJ CRP at N3700.8 E06755.8, 029°/209°, 21NM; BUDBO to IRTAJ, MEA FL300. **ME HL-5, ME HL-6.**

L750, KADVI CRP estbld at N3404.3 E06533.0; VELDT - KADVI - RIKAD, 41/58NM. **ME HL-5, ME HI-1.**

N644, PAGMA CRP estbld at N3458.1 E06615.5; LEMOD - PAGMA - VUVEN, 120/42NM. **ME HL-5, ME HI-1.**

P173, URGER CRP estbld at N3547.9 E06655.5; NOMAM - URGER - GUNKO, 45/54NM. **ME HL-5, ME HI-1.**

UL333, GULSO CRP estbld at N3137.1 E06320.9; DANOD - GULSO - ADLOR, 83/70NM. **ME HL-5, ME HL-6, ME HI-1.**

V848, SURVI (N3506.1 E07025.2) - RAMSO, closed ufn. **ME HL-5/4C.**

Z627 estbld; RANRU CRP at N3001.3 E06100.8 - BUDBO CRP, 074°/255°, 44NM; BUDBO - OGOGO CRP, 075°/256°, 69NM; RANRU to OGOGO, MEA FL260. **ME HL-6.**

**AZERBAIJAN**
**ATS ROUTES changed:**

M737, TELLI CRP estbld at N4010.2 E04725.6; Ganja VORDME (GND) - TELLI - NETON, 63/43NM. **ME HL-1.**

M747, VERCA CRP estbld at N4112.7 E04539.2; BARAD - VERCA - SUBUT, 27/56NM. **ME HI-1.**

N374 estbld; Nakhchivan VORDME (NAX) CRP - NAXSI CRP at N3929.0 E04504.8, 309°/129°, 24NM; NAXSI - MUQAM CRP at N3937.8 E04454.6, 312°/132°, 12NM; MUQAM - TUXAZ CRP at N3942.5 E04444.6, 295°/115°, 9NM; Nakhchivan VORDME to TUXAZ, MEA FL160. **ME HL-1.**

N449, BEBRI replaced by TELLI CRP at N4010.2 E04725.6; VETEN - TELLI - GOTUB, 68/66NM. **ME HI-1, ME HL-1.**

**MIDDLE EAST**

P567, BEBRI (N4009.9 E04708.8) withdrawn;  
DOLUM - NETON, 103NM; NETON -  
ULDUS, 121°/304°. **ME HI-1, ME HL-1.**

T919 estbld; TELLI CRP at N4010.2 E04725.6 -  
PEMAN CRP, 273°/092°, 83NM, MEA  
FL200. **ME HI-1, ME HL-1.**

**BAHRAIN**
**ATS ROUTES changed:**

UY604 extended; ORSIS (N2528.0 E05216.6) -  
ENANO CRP, 114°, 10NM; ENANO -  
TOSNA CRP, 117°, 16NM; ORSIS to  
TOSNA, MEA FL250, one-way E-bound. **ME  
HI-1, ME HL-7B.**

UZ622 extended; ORSIS (N2528.0 E05216.6) -  
ENANO CRP, 114°, 10NM; ENANO -  
TOSNA CRP, 117°, 16NM; ORSIS to  
TOSNA, MEA FL250, one-way E-bound. **ME  
HI-1, ME HL-7B.**

**BANGKOK FIR**

NDB (SR) 388 completely withdrawn.

**BANGLADESH**
**ATS ROUTES changed:**

B594 estbld; Cumilla VORDME (CML) CRP -  
ONEKA CRP, 160°/340°, 55NM; ONEKA -  
Chattogram VORDME (CTG) CRP, 141°/  
321°, 25NM; Cumilla VORDME to Chatto-  
gram VORDME, MEA FL250, MOCA 4000T.  
**ME HL-10, ME HL-9.**

JASHORE NDB (JR) decmsnd.(N23 E089). **ME  
HL-10, ME HL-9.**

**EGYPT**
**ATS ROUTES changed:**

G183, PASOS (N3213.0 E03306.0) to Taba  
VORDME (TBA), withdrawn ufn. **SUPPL A  
(HL)-2A.**

**INDIA**
**ATS ROUTES changed:**

J5, Delhi VORDME (DPN) to Aurangabad  
VORDME (AAU), withdrawn; PEGBO CRP  
estbld, EPKOS - PEGBO - Goa VORDME  
(GGO), 41/50NM, MOCA 6400T. (N28  
E077). **ME HL-6, ME HL-8, ME HL-10, ME  
HL-9, ME HL-11.**

L301, MEPIP CRP estbld at N1831.8  
E08034.8; MEPOK - MEPIP - BUSBO,  
86/146NM. **ME HL-13.**

L518, Indore VORDME (IID) - MONPI - IPKAX,  
MOCAs 4400T/4300T (N22 E075). **ME HL-8,  
ME HL-10.**

Q17, UPMAY (N2143.5 W07541.8) - MONPI -  
Bhopal VORDME (BPL), MOCAs 6100T/  
5200T. **ME HL-8, ME HL-10.**

Q19, NITAG CRP estbld at N2135.8 E08015.5,  
ATMUV - NITAG - PALMU, 89/71NM;  
ATMUV to PALMU MOCA 5300T. **ME HL-10.**

V38 extended, NITAG CRP estbld at N2135.8  
E08015.5, NITAG - TEGIG, 107°, 20NM,  
MEA FL80, MOCA 5700T, one-way E-bound;  
TEGIG and Raipur VORDME (RRP) chgd to  
NCRPs; TEGIG - Raipur VORDME, MOCA  
5700T. **ME HL-10.**

V39, Raipur VORDME (RRP) and RUXAL chgd  
to CRPs; Raipur VORDME - RUXAL, MOCA  
3800T; extended, RUXAL - OMLEG CRP,  
272°, 77NM, MEA FL80, MOCA 4400T, one-  
way W-bound. (N21 E081). **ME HL-10.**

V90 estbld, Indore VORDME (IID) CRP -  
MONPI CRP, 162°/343°, 40NM, MOCA  
4400T; MONPI - IPKAX CRP, 155°/336°,  
40NM, MOCA 4300T; IPKAX - Jalgaon  
VORDME (JLG), 232°/051°, 48NM, MOCA  
4000T; Indore VORDME to Jalgaon  
VORDME, MEA FL 110. (N22 E075). **ME  
HL-8, ME HL-10.**

V91 estbld, KAMLO CRP - Nagpur VORDME  
(NNP) CRP, 081°/(261°), 71NM, MOCA  
3900T; Nagpur VORDME - NITAG CRP at

**MIDDLE EAST**
**IRAN**
**ATS ROUTES changed:**

- N2135.8 E08015.5, 066°, 74NM, MOCA 4000T; KAMLO to NITAG, MEA FL110, one-way E-bound. **ME HL-8, ME HL-10.**
- V92 estbld, OSVAS CRP (N2120.3 E08046.5) - Nagpur VORDME (NNP) CRP, 262°/(082°), 98NM, MOCA 5700T; Nagpur VORDME - ASIPI CRP, 244°, 74NM, MOCA 3700T; OSVAS to ASIPI, MEA FL110, one-way W-bound. **ME HL-10.**
- W75, Aurangabad VORDME (AAU) - Jalgaon VORDME (JLG), MOCA 6100T. (N19 E075). **ME HL-8, ME HL-10, ME HL-11.**
- W79 estbld, Aurangabad VORDME (AAU) CRP - Jalgaon VORDME (JGG) CRP, 012°, 67NM, MOCA 6100T; Jalgaon VORMDE - UPMAY CRP, 005°, 46NM, MOCA 6600T; UPMAY - MONPI CRP, 039°, 27NM, MOCA 6100T; MONPI - Bhopal VORDME (BPL) CRP, 046°, 104NM, MOCA 5200T; Aurangabad VORDME to Bhopal VORDME, MEA FL110, one-way N-bound. (N19 E075). **ME HL-8, ME HL-10, ME HL-11.**
- W146, Bhopal VORDME (BPL) - VEDGI, MOCA 4200T; VEDGI - LIPDU, MOCA 3500T; LIPDU - IPKAX, MOCA 4000T; OSBEM CRP estbld, IPKAX - OSBEM, 207°, 37NM, MOCA 4000T, OSBEM - Aurangabad VORDME (AAU), 209°, 72NM, MOCA 6100T; Bhopal VORDME to Aurangabad VORDME, MEA FL200, chgd to one-way S-bound. (N23 E077). **ME HL-8, ME HL-10, ME HL-11.**
- ALLAHABAD NDB (AP) renamed Prayagraj (N25 E081). **ME HL-9.**
- ALLAHABAD VORDME (ALH) renamed Prayagraj (N25 E081). **ME HL-9.**
- JHARSUGUDA VORDME (JRS) cmsnd at N2155.0 E08403.7. **ME HL-10.**
- SHIRDI VORDME (SRD) 112.0 cmsnd at N1941.3 E07423.8. **ME HL-8, ME HL-10, ME HL-11.**
- TEZU VORDME (TZU) 113.6 cmsnd at N2756.5 E09607.9. **ME HL-9.**
- A416, IMKER coords chgd to N3639.6 E05152.7. **ME HL-5, ME HI-1, ME HL-1.**
- A453, RUSUM (N2647.7 E05436.6) renamed ROSUM. **ME HL-6, ME HL-7, ME HI-1, ME HL-7A, ME HL-7B, ME HL-2.**
- G208, Uromiyeh VORDME (UMH) - ALRAM, closed until 04 Dec 19. **ME HI-1/3,4, ME HL-1/4AB.**
- G208, Zanzan VORDME (ZAJ) to PAROT, MOCA withdrawn (N36 E048). **ME HI-1, ME HL-1.**
- L430, VELAP CRP estbld at N2725.9 E05659.8; TAVNO - VELAP - MELMI, 51/45NM. **ME HL-6, ME HI-1.**
- M317, DASIS (N3854.5 E04412.5) to RABEM, closed until 04 Dec 19. **ME HL-1/4AB.**
- N312, RUSUM (N2647.7 E05436.6) renamed ROSUM. **ME HL-6, ME HL-7, ME HI-1, ME HL-7A, ME HL-7B, ME HL-2.**
- P/UP146, REXUS CRP estbld at N3856.4 E04513.5; AGINA - REXUS - SIBVU, 58/29NM. **ME HI-1, ME HL-1.**
- P/UP574, Noshahr NDB (NSR) to Tehran VORDME (TRN), closed until 04 Dec 19. **ME HL-5/1AC, OIII 10-1, ME HL-1/5BD.**
- Q10, VELAP CRP estbld at N2725.9 E05659.8; DAVEP - VELAP - MOBET, 24/62NM. **ME HL-6.**
- Q13, PAXER (N3509.0 E05500.0) to RIBEN realigned; PAXER - ULETA CRP - EMITI CRP at N3358.2 E05608.8 - RIBEN, 53/38/37NM. **ME HL-5, ME HI-1.**
- Q16, KAPUR NCRP estbld at N3032.1 E06107.2; Zabol VORDME (ZAL) - KAPUR - LUDAX, 40/42NM. **ME HL-6.**
- Q25 estbld; Bushehr VORDME (BUZ) to GESIP, for route details see W144. **ME HL-6, ME HL-2.**



## MIDDLE EAST

R794, Birjand VORDME (BJD) to Dehnamak VORDME (DHN) withdrawn. **ME HL-5, ME HI-1.**

T202, DASDO (N2854.0 E05205.9) - MIDSI, closed until 04 Dec 19. **ME HL-6/6BD, ME HL-2/11AC.**

T210, RADAL (N3454.4 E05220.4) - Rudeshur VOR (RUS), closed until 04 Dec 19. **ME HL-5/1C, OIII 10-1, ME HI-1/5, ME HL-1/5D.**

T888 estbld; Birjand VORDME (BJD) to Tabas VORDME (TBS), for route details see former R794; Tabas VORDME - EMITI CRP at N3358.2 E05608.8, 292°/112°, 41NM, MOCA 10000T, MEA FL150. **ME HL-5, ME HI-1.**

UM573, Tehran VORDME (TRN) to Tabriz VORDME (TBZ), MOCA withdrawn. **ME HI-1, ME HL-1.**

W10, DOBAS CRP estbld at N2753.4 E05508.1; LORIX - DOBAS - MOBON, 25/18NM. **ME HL-6, ME HI-1, ME HL-2.**

W146, VELIX CRP estbld at N2603.5 E05512.0; KAVEG - VELIX - Abumusa Island DME/NDB (ABM), 17/14NM. **ME HL-6, ME HL-7, ME HL-7A, ME HL-7B, ME HL-2.**

W152, RUSUM (N2647.7 E05436.6) renamed ROSUM. **ME HL-6, ME HL-7, ME HL-7A, ME HL-7B, ME HL-2.**

Z350, RUSUM (N2647.7 E05436.6) renamed ROSUM. **ME HL-6, ME HL-7, ME HI-1, ME HL-7A, ME HL-7B, ME HL-2.**

BOJNORD VORDME (BRD) coords should read N3729.7 E05719.4. **ME HL-5.**

ILAM NDB (ILM) decmsnd. **ME HL-1.**

IMAM KHOMAINI INTL VORDME (IKA) renamed Imam Khomai (N35 E051). **ME HL-5, OIII 10-1, ME HL-1.**

NOSHAHR DME/NDB (NSR) replaced by Noshahr VORDME (NSR) 116.1 at N3639.8 E05127.9. **ME HL-5, ME HI-1, ME HL-1.**

TABRIZ NDB (TBZ) decmsnd (N38 E046). **ME HL-1.**

## JORDAN

## ATS ROUTES changed:

A412, DAXEN (N3244.7 E03741.1) - ZELAF, MEA FL220, until 01 Dec 19. **ME HL-2.**

G662, ALKOT (N3132.9 E03711.4) to BUSRA, suspended until 01 Dec 19. **ME HL-2.**

L200, DAXEN (N3244.7 E03741.1) to PASIP, MEA FL220, until 01 Dec 19. **ME HL-2.**

## LAOS

## ATS ROUTES changed:

B218 RVSM Cruise Levels chgd to standard SAGAG to Vientiane (VTN) VOR (N21 E101). **MEH/L10.**

## MALDIVES

## ATS ROUTES changed:

DODRU (N0203.6 E07318.6) renamed HOBUL. Eff 10 Oct 19. **ME HL-13.**

FULAN (N0124.4 E07329.3) renamed GUTUM. Eff 10 Oct 19. **ME HL-13.**

MEMET (N0006.9 E07312.1) renamed ENPEP. Eff 10 Oct 19. **ME HL-13.**

Q511 estbld; VRMU NCRP at N0240.0 E07253.2 - SUDIP NCRP at N0254.4 E07300.3 - IGRAM CRP at N0324.1 E07315.1, 030°/210°, 16/33NM, MEA 4000', MAA FL170. Eff 10 Oct 19. **ME HL-13.**

Q522 estbld; VRMU NCRP at N0240.0 E07253.2 - OVLOM NCRP at N0253.1 E07312.5 - MAMSO NCRP at N0259.4 E07321.8, 059°/239°, 23/11NM, MEA 3000', MAA FL170. Eff 10 Oct 19. **ME HL-13.**

Q533 VRNT (N0212.7 E07309.2) to VRMV realigned; VRNT - KARMU NCRP at N0225.0 E07302.0 - VRMU NCRP at N0240.0 E07253.2, 333°/153°, 14/17NM, MEA 4000', MAA FL130. Eff 10 Oct 19. **ME HL-13.**

T456, DODRU renamed HOBUL; MAMSO NCRP estbld at N0259.4 E07321.8; HOBUL - MAMSO - DAKMA, 56/23NM, MEA 4000';

## MIDDLE EAST

- extended DAKMA - MALE [VRMM] NCRP, 013°/193°, 50NM, MEA 4000', MAA FL320. Eff 10 Oct 19. **ME HL-13.**
- T644, MAAMIGILI [VRMV] coords chgd to N0328.3 E07250.1; IKAMA NCRP estbld at N0256.0 E07252.1, DHAALU [VRMU] NCRP estbld at N0240.0 E07253.2, RUSAP NCRP estbld at N0222.6 E07254.1; MAAMIGILI [VRMV] - IKAMA - DHALLU [VRMU] - RUSAP - XEPEL, 32/16/17/47NM; MAAMIGILI [VRMV] to AGITO, MEA 4000', MAA FL320, cruising levels chgd to NON-standard, EVEN levels N-bound. Eff 10 Oct 19. **ME HL-13.**
- Z652, VRMM (N0411.5 E07331.8) to VRMG, MEA 4000', MAA FL320. Eff 10 Oct 19. **ME HL-13.**
- Z749, VRMM (N0411.5 E07331.8) to VRNT (N0212.7 E07309.2) realigned; VRMM - IGRAM CRP at N0324.1 E07315.1, 202°/022°, 51NM; IGRAM - VEKNA NCRP at N0302.5 E07313.3 - OVL0M NCRP at N0253.1 E07312.5 - EXOTI NCRP at N0242.5 E07311.6 - VRNT, 188°/008°, 22/9/11/30NM; VENDU - VRMG, cruising levels chgd to NON-standard, EVEN levels SE-bound; VRMM to VRMG, MEA 4000', MAA FL320. Eff 10 Oct 19. **ME HL-13.**
- L883, ITETA NCRP estbld at N2116.3 E05552.1; ALNUN - ITETA - SITOL, 17/25NM. Eff 10 Oct 19. **ME HL-13.**
- M628, KUNGO NCRP estbld; TULBU - KUNGO - EGVAN, 18/37NM; GOGMI NCRP estbld at N2302.3 E 05532.0; LABSA - GOGMI - LUDID, 21/13NM; TULBU to LUDID, MEA FL260, MOCA 5000T. Eff 10 Oct 19. **ME HL-13.**
- N315, IVENI NCRP estbld at N2051.0 E05554.5; VELIK - IVENI - SITOL, 28/36NM. Eff 10 Oct 19. **ME HL-13.**
- N569, SUTLI NCRP estbld at N2201.4 E05604.1; TOPSO - SUTLI - TOKRA, 16/29NM. **ME HL-13.**
- Z152 estbld; Muscat VORDME (MCT) NCRP - MIXAM NCRP, 288°/108°, 19NM; MIXAM - GERAR NCRP, 323°/143°, 30NM; GERAR - BUBAS NCRP, 328°/148°, 63NM; Muscat VORDME to BUBAS, MEA 3000', MAA FL250, until 02 Oct 19. **ME HL-7A/3ABD4AC.**
- Z178 estbld; BOTOV CRP (N2528.2 E05643.1) - SOLUD CRP, 178°, 56NM; SOLUD - LAKLU CRP, 164°, 72NM; BOTOV to LAKLU, MEA FL280, one-way S-bound, until 02 Oct 19. **ME HL-7A/3ACD.**
- Z833 estbld; EMATA CRP (N2423.1 E05657.4) - PASOV CRP, 338°, 17NM; PASOV - GIDIL CRP, 358°, 39NM; EMATA to GIDIL, MEA FL280, one-way N-bound, until 30 Sep 19. **ME HL-7A/3A.**

## NEPAL

KATHMANDU (KTM) VOR HOLDING estbld; 022° inbound track, RIGHT turns, MHA FL150. **VNKT 10-1.**

## OMAN

## ATS ROUTES changed:

- A454, UMAPI (N2406.3 E05834.8) renamed UMEKO. **ME HL-7A.**
- B400, NCRP KUKDI estbld at N1930.4 E05559.9; Haima VORDME (HAI) - KUKDI - ITUVO, 32/31NM. Eff 10 Oct 19. **ME HL-13.**

## PAKISTAN

## ATS ROUTES changed:

- J138, BIBUN (N3012.1 E07226.5) chgd to CRP; NINUK CRP at N3052.6 E07249.6 and ENRIR CRP at N3124.9 E07328.2 estbld; MOLTA - NINUK - Faisalabad NDB (FA) - ENRIR - ZARAF, 42/31/25/23NM. **ME HL-5, ME HL-6.**

**MIDDLE EAST**

FAISALABAD CTR upper limit FL115. **ME HL-5, ME HL-6.**

**QATAR**

AL KHOR NDB (AK) decmsnd. **ME HL-7B.**

**REUNION**

GRANDE GLORIEUSE NDB (FXZ) decmsnd. **ME HL-14/2,9.**

**SAUDI ARABIA**
**ATS ROUTES changed:**

A788, TOTAD (N2750.7 E04339.1) to SOROR, withdrawn, ufn. **ME HI-1/4,10, ME HL-7B/6BD7A, ME HL-2/9D10C.**

B417, EMARO (N2733.7 E04513.5) to BONIM, withdrawn, ufn. **ME HI-1/4, ME HL-7B/6BD7A, ME HL-2/10AC.**

B544, SODAR (N3156.0 E03843.4) to ORKAS, withdrawn, ufn. **ME HI-1/3, ME HL-2/8BD.**

G660 (HAJ-season), MIPOL (N2033.4 E03821.8) to King Abdulaziz VORTAC (JDW), chgd to two-way. **ME HL-3, OEJN 10-1.**

J852, Wejh VORTAC (WEJ) to Madinah VORDME (PMA), chgd to one-way SE-bound (N26 E036). **ME HL-3.**

L677, MUVAT replaced by RAGNO NCRP at N2516.3 E03711.4; Yenbo VORDME (YEN) - RAGNO - Wejh VORTAC (WEJ), 82/66NM. **ME HL-3, ME HI-1.**

M/UM872, Wejh VORTAC (WEJ) to Madinah VORDME (PMA), chgd to one-way SE-bound (N26 E036). **ME HL-3, ME HI-1.**

M691extended; ITIXI (N2750.5 E04704.6) - KAPAG NCRP - GINVA CRP at N2819.8 E04607.8, 297°/117°, 27/32NM, MEA FL160, ufn. **ME HL-7B/6BD7AC.**

P/UP559, Turaif VORDME (TRF) replaced by TOMDA CRP at same position, ufn. **ME HI-1/3, ME HL-2/8B.**

Q54 estbld; Turaif VORDME (TRF) replaced by TOMDA CRP at same position; Arar VORDME (AAR) - TOMDA, MEA FL160; for other route details see V45, ufn. **ME HL-2/8B9A.**

Q714 estbld; Hafr Al-Batin VORTAC (HFR) replaced by GINVA CRP at same position; EMARO to BONIM, MEA FL160; for other route details see former B417, ufn. **ME HI-1/4, ME HL-7B/6BD7A, ME HL-2/10AC.**

Q887 estbld; Hafr Al-Batin VORTAC (HFR) replaced by GINVA CRP at same position; Hail VORTAC (HIL) to SOROR, MEA FL160; for other route details see former A788, ufn. **ME HL-3/3B, ME HI-1/3,4,10, ME HL-2/9CD10C.**

R23, Turaif VORDME (TRF) - NEVOL, withdrawn, ufn. **ME HI-1/3, ME HL-2/8BD9C.**

R652, Guriat VORTAC (GRY) to DAXAN, withdrawn, ufn. **ME HL-2/8BD.**

T32 estbld; Turaif VORDME (TRF) replaced by TOMDA CRP at same position; NEVOL - TOMDA, MEA FL160; for other route details refer to former R23, ufn. **ME HI-1/3, ME HL-2/8BD9C.**

T256 estbld; Turaif VORDME (TRF) replaced by TOMDA CRP at same position; Guriat VORTAC (GRY) - TOMDA, MEA FL160; OVANO - DAXAN, MOCA 4100T, MAA withdrawn, upper limit FL460; Guriat VORTAC to DAXAN, for other route details see former R652, ufn. **ME HL-2/8BD.**

T455 estbld; Turaif VORDME (TRF) replaced by TOMDA CRP at same position; SODAR to ORKAS, MEA FL160; for other route details see former B544, ufn. **ME HI-1/3, ME HL-2/8BD.**

UL573, Wejh VORTAC (WEJ) to Madinah VORDME (PMA), withdrawn (N26 E036). **ME HL-3, ME HI-1.**

**MIDDLE EAST**

UL768, Hafr Al-Batin VORTAC (HFR) replaced by GINVA CRP at same position, ufn. **ME HI-1/4, ME HL-7B/6BD, ME HL-2/10C.**

UN694, Hafr Al-Batin VORTAC (HFR) replaced by GINVA CRP at same position, ufn. **ME HI-1/4, ME HL-7B/6BD, ME HL-2/10C.**

V13 extended; Tabuk VORTAC (TBK) - Neom Bay VORDME (NEM) CRP, 246°/065°, 75NM, MOCA 8100T, MEA 12000'; Neom Bay VORDME - PASAM CRP, 214°/033°, 32NM, MOCA 1500T, MEA 12000'. **ME HL-3, ME HL-2.**

V17, Al Jouf VORTAC (AJF) - NIMAR, suspended, until 05 Sep 19. **ME HL-2/8D9C.**

V45, Hafr Al-Batin VORTAC (HFR) - VATIM and Arar VORDME (AAR) - Turaif VORDME (TRF), withdrawn, ufn. **ME HL-2/8B9AD10C.**

W600 estbld; Wejh VORTAC (WEJ) CRP - DARAX CRP, 310°/130°, 53NM, MOCA 1600T, MEA 12000'; DARAX - Neom Bay VORDME (NEM) CRP, 335°/155°, 73NM, MOCA 2000T, MEA 12000'. **ME HL-3, ME HL-2.**

Z712 estbld; SENBU CRP (N2533.5 E03853.5) - SIGRO CRP at N2600.3 E03748.7, 291°, 64NM; SIGRO - Wejh VORTAC (WEJ), 275°/ (095°), 72NM; SENBU to Wejh VORTAC, MEA FL160, one-way NW-bound. **ME HL-3.**

NEOM BAY VORDME (NEM) 112.6 cmsnd at N2755.9 E03517.5. **ME HL-3, ME HL-2.**

THE FOLLOWING WAYPOINTS within Jeddah FIR chgd:

ALPOT coords chgd to N2718.7 E04805.2

ASNIS coords chgd to N2756.7 E04744.2

GESOR coords chgd to N2703.4 E04757.9

ITUDA coords chgd to N2734.5 E04816.8

MEDGO coords chgd to N2644.6 E04753.0.

**ME HI-1, ME HL-7B.**

**SEYCHELLES**
**ATS ROUTES changed:**

UB459 redesignated UL441, MIROV (S1000.0 E05236.1) to CLAVA. **ME HL-13, ME HL-14.**

UG465 redesignated UM307, NESAM (S1000.0 E04831.9) to OTKIR. **ME HL-13, ME HL-14.**

UR400 redesignated UM313, EGLOM (N0044.9 E04724.2) to ALRAN. **ME HL-13, ME HL-14.**

UR401 redesignated UM314, AXINA (N0649.8 E05500.0) to AMBAN. **ME HL-13, ME HL-14.**

UR780 redesignated UN304, APKAK (S0011.3 E04614.6) to DENLI. **ME HL-13, ME HL-14.**

UR782 redesignated UN305, BERIL (S1000.0 E04559.8) to Praslin VORDME (PRA). **ME HL-14.**

UT386 redesignated UM432, EGLOM (N0044.9 E04724.2) to CLAVA. **ME HL-13, ME HL-14.**

UNKOP coords chgd to N0335.9 E05242.0. **ME HL-13.**

**SOMALIA**
**ATS ROUTES changed:**

UB403G, MUSBI (N0813.0 E04620.0) to BOMIX, cruising levels chgd to NON-standard, EVEN levels NE-bound. **ME HL-13/1,2.**

**SRI LANKA**

VC(R)-26 redesignated VC(P)-29. (N06 E079) **ME HL-8, ME HL-12, ME HI-2.**

VC(R)-27 redesignated VC(P)-30. (N06 E079) **ME HL-8, ME HL-12.**

VC(R)-28 redesignated VC(P)-31. (N06 E079) **ME HL-8, ME HL-12.**

**SUDAN**
**ATS ROUTES changed:**

UM863 (HAJ-season), KITOB (N1521.7 E02258.8) to GIBAP, MEA FL310. **ME HL-3.**

KHARTOUM FIR upper limit FL285. **ME HL-3/ COVER PANEL.**

**MIDDLE EAST**

KHARTOUM UIR lower limit FL285. **ME HL-3/COVER PANEL, ME HI-2/COVER PANEL.**

**TAJIKISTAN**
**ATS ROUTES changed:**

B904 estbld; IRTAJ CRP at N3700.8 E06755.8 - OKTAB CRP, 029°/210°, 84NM, MOCA 5400T, MEA FL100; OKTAB - Fayzobod NDB (JD) CRP, 039°/218°, 29NM, MOCA 10800T, MEA FL130. **ME HL-5.**

**TANZANIA**
**ATS ROUTES changed:**

UG424, ANVUN NCRP estbld at S0626.7 E03944.5; AVIGO - ANVUN - Dar-Es-Salaam VORDME (DV), 87/42NM. **ME HL-14/1.**

**THAILAND**
**ATS ROUTES changed:**

A464 TUSPU CRP (N10 19.8 E100 31.1), APOBI CRP (N09 01.8 E100 28.2) and GUPMO CRP (N08 50.2 E100 27.8) estbld; DIRAX - TUSPU - UPNEP - APOBI - GUPMO - RELIP 40/37/40/12/46. **ME H/L-13/8.**

B579 REBED CRP estbld at N07 43.5 E098 37.6; Phuket VOR (PUT) - REBED - NUTGU CRP, 30/20NM. **ME H/L-13/7.**

G331 SUSID CRP estbld (N08 37.0 E098 18.1); DADSA CRP - SUSID - Phuket VOR (PUT) 30/30 NM. **ME H/L-13/7,8.**

G458 IKERA CRP (N09 31.8 E099 15.5) LAMUL CRP (N08 48.3 E098 52.1) and SAVSA CRP (N08 30.3 E098 37.5) estbld. APRIL CRP - IKERA CRP - Surat VOR (STN) 198°/018° 92/25 NM; "STN" VOR - LAMUL CRP 220°/040° 25NM; LAMUL - SAVSA - 219°/039° 23NM; SAVSA - Phuket VOR (PUT) 220°/40° 30NM. **ME H/L-13/7.**

L645 UBEN CRP estbld (N08 05.3 E097 48.2); Phuket VOR (PUT) - UBEN - SAPAM CRP 30/15 NM. **ME H/L-13/7.**

L759 SATVA CRP estbld (08 29.0 E097 57.9); Phuket VOR (PUT) - SATVA - ANPAN 30/30 NM. **ME H/L-13/7.**

P627 ANPUB CRP (N07 51.7 E097 52.3) estbld. Phuket VOR (PUT) - ANPUB - RUSET 30/11NM. **ME H/L-13/7.**

R325 URGAD CRP (N07 46.2 E098 40.5) estbld. Phuket VOR (PUT) - URGAD - OSVIP 30/5NM. **ME H/L-13/7.**

R325/L515 UPSAB CRP (N08 33.8 E098 04.9) estbld. Phuket VOR (PUT) - UPSAB - MUDMA 30/30NM. **ME H/L-13/7.**

W7 LILRI CRP estbld (N17 03.6 E098 36.9). Mae Sot (MST) VOR - LILRI - PUMAM 22/66 NM. **ME H/L-10.**

W26 ISBEL CRP estbld (N16 47.9 E098 53.7). Mae Sot (MST) VOR - ISBEL - Tak (TK) NDB 21/22 NM. **ME H/L-10.**

Y8 estbld one-way S-bnd Bangkok VOR (BKK) - MOTNA 197°, 44NM, FL130 MEA. MENEX CRP (N11 08.5 E099 45.7) - IKERA CRP (N09 31.8 E099 15.5) 198°, 101NM, 8000 MEA; IKERA - Surat Thani VOR (STN) 198°, 25NM, 8000 MEA; STN - LAMUL CRP (N08 48.3 E098 52.1) 220°, 25NM, 8000 MEA; LAMUL - SAVSA CRP (N08 30.3 E098 37.5), 219°, 23NM, 7000 MEA; SAVSA - Phuket VOR (PUT) 220°, 30NM, 7000 MEA. **ME H/L-13/7, 8.**

**TURKEY**
**ATS ROUTES changed:**

B/UB545, OSVEL NCRP estbld at N3828.9 E03101.1; HISAR - OSVEL - Afyon VORDME (KFK), 33/29NM. **ME HL-1.**

L/UL620, HISAR NCRP at N3806.9 E03132.5 and OSVEL NCRP estbld at N3828.9 E03101.1; OKLAM - HISAR - OSVEL - Afyon VORDME (KFK), 3/33/29NM. **ME HL-1.**

L/UL852, RIXUB (N4217.2 E03040.1) withdrawn; ODMAX - NEGEM, 71NM. **ME HL-1.**

**MIDDLE EAST**

N374 estbld; Igdir VORDME (GDR) CRP - GEZSO CRP at N3948.6 E04436.6, 100°/280°, 35NM; GEZSO - TUXAZ CRP at N3942.5 E04444.6, 128°/309°, 9NM; Igdir VORDME to TUXAZ, MEA 11000, MAA FL280. **ME HL-1.**

T/UT495, Milas Bodrum VORDME (BDR) - CENGO, 112°/292. **ME HL-1.**

W/UW95, Milas Bodrum VORDME (BDR) - CENGO, 112°/292. **ME HL-1.**

**ATS ROUTES (undesignated) changed:**

ESTBLD; Van VORDME (VAN) CRP - RUPOM CRP at N3750.3 E04357.4 - Yuksekova VORDME (YKV) CRP, 137°/317°, 48/22NM; Van VORDME - RUPOM, MEA FL220 only; RUPOM - Yuksekova VORDME, MEA FL180, ufn. **ME HL-1.**

ISTANBUL Lctr (IS) decmsnd. **LTBA 10-1.**

LT(P)-UNDESIGNATED AREA 2 withdrawn. **LTAC 10-1.**

LT(P)-UNDESIGNATED PROHIBITED AREA 1 should read LT(P)-UNDESIGNATED AREA 4. **LTAC 10-1.**

MILAS BODRUM VORDME (BDR) coords chgd to N3715.5 E02738.3. **ME HL-1.**

**TURKMENISTAN**
**ATS ROUTES changed:**

A845, VARAN (N3953.7 E05809.9), DUTAR, OLCHE and NURSA chgd to CRPs. **ME HL-5, ME HI-1.**

A846, DOKAN (N3924.6 E05818.4) chgd to CRP. **ME HL-5.**

A847, ZAMIR (N3658.6 E06050.6) chgd to CRP. **ME HL-5.**

**UNITED ARAB EMIRATES**
**ATS ROUTES changed:**

G666, ORSAR (N2604.5 E05357.5) to TOTKU, MEA 5000'. **ME HL-7A, ME HL-7B.**

L710 estbld; UKRAG NCRP (N2330.9 E05523.1) - MEMTU CRP at N2325.3 E05524.7, 163°, 6NM, MEA FL260, one-way S-bound. **ME HL-7A.**

P574, TOVIV (N2533.0 E05519.7) - KUMUN, closed ufn. **ME HL-7A, ME HL-7B.**

UM628 redesignated M628, LUDID (N2302.5 E05518.0) to PEKEM. **ME HL-13/2,3.**

**YEMEN**
**ATS ROUTES changed:**

UT707 estbld; DEMGO CRP (N1203.0 E04830.7) - ALMIL CRP at N1338.7 E05010.4, 045°/225°, 138NM; ALMIL - ORBAT CRP, 044°/224°, 40NM; ORBAT - KIRAD CRP at N1439.9 E05112.7 - NODLI CRP at N1503.0 E05135.8 - DAVRA CRP at N1559.3 E05232.2 - DATVO CRP at N1617.6 E05250.5 - KAPET CRP, 043°/223°, 47/33/77/26/22NM; DEMGO to KAPET, MEA FL280. **ME HL-4.**

**TERMINAL CHARTS**
**GENERAL**
**INDONESIA**

Procedure title VOR DME changed to VOR, note 'DME required' added: WAAA (13-1) (13-2) (13-3) (13-4); WABI (13-1); WAAE (13-1); WAEK (13-1) (13-2) (13-3) (13-4); WAGI (13-1) (13-2); WALL (13-1) (13-2); WAMG (13-1); WAQT (13-2) (13-3); WARR (13-1).

Procedure title VOR DME changed to VOR, note 'DME required' added: WIBB (13-1) (13-2); WIDD (13-1); WIDN (13-1) (13-2); WIEE (13-1) (13-2); WIGG (13-1) (13-2); WIKK (13-1) (13-2); WILL (13-1) (13-2); WIMN (13-1) (13-2); WIPB (13-1) (13-2); WITT (13-1) (13-2).

Within JAKARTA and UJUNG PANDANG FIRs, WEST of Longitude 135°E: Trans level: FL



**MIDDLE EAST**

130, Trans alt: 11000'. Within UJUNG PANDANG FIR, EAST of Longitude 135°E Trans level: FL 180, Trans alt: 18000'.

**IRAQ**

Trans level FL160, or FL170 when QNH is below 980 hPa.

**TERMINAL**

**Abu Dhabi**, (Abu Dhabi Intl), (10-3 / A/ H/ J) general note 6 withdrawn.

(10-3F) Based on SUP 022/19: RNAV SIDs ATUDO 4K, KANIP 2U & ORNEL 2K are temporarily suspended.

Based on AIP SUP 006-19: Stand 135 is only available for ACFT type A330-200 and A330-300. Follow-me vehicle (FMV) will provide guidance to arrival ACFT from TWY E11 abeam stand 132 to stand 135 between 1400-0200 UTC.

Departure ACFT shall be pushed back on TWY F to face WEST or EAST clear of TWY E11.

Based on AIP SUP 007-19: Rwy 31L downgraded to CAT I operations. Low visibility taxi routes Rwy 31L chart (10-9D) is not available due to Rwy 31L downgrading to CAT I.

Based on AIP SUP 009-19: Due to work in progress following taxiways are closed: TWY D between TWY C4 and TWY D10, Rapid Exit TWY D5, TWY D1, TWY D3. TWY C between TWY D2 and TWY D4 is downgraded to ACFT Code E and smaller.

Based on AIP SUP 010-19: ACFTs operators with serviceable Mode S transponder equipped ACFT should ensure that Mode S transponders are able to operate when the ACFT is on the ground. The provision of surveillance services based on Mode S multilateration requires flight crews to comply with the following procedure for ACFT on the movement area:

1. Select XPNDR or its equivalent depending on the specifications of the installed model
2. Select AUTO Mode, if the function is available
3. Do not select the OFF or STAND BY functions
4. Set the Mode A code to 1000.

Based on AIP SUP 010-19: ACFTs operators with serviceable Mode S transponder equipped ACFT should ensure that Mode S transponders are able to operate when the ACFT is on the ground. The provision of surveillance services based on Mode S multilateration requires flight crews to comply with the following procedures for ARRIVING ACFT

1. After landing until at the gate/stand:
  - 1.1. Select XPNDR or its equivalent depending on the specifications of the installed model
  - 1.2. Select AUTO Mode, if the function is available
  - 1.3. Do not select the OFF or STAND BY functions
  - 1.4. Maintain the Mode A code assigned by ATC.
2. At the gate/stand: Select the STAND BY function.

Based on AIP SUP 010-19: ACFTs operators with serviceable Mode S transponder equipped ACFT should ensure that Mode S transponders are able to operate when the ACFT is on the ground. The provision of surveillance services based on Mode S multilateration requires flight crews to comply with the following procedures for DEPARTING ACFT:

1. At the gate/stand: Select the STAND BY function.
2. From either push-back or taxi request, whichever the earlier:
  - 2.1. Enter through the FMS or transponder control panel.

## MIDDLE EAST

2.1.1. Flight identification as specified in Item 7 of ICAO FPL, or

2.1.2. In the absence of flight identification, enter the ACFT registration

2.2. Select XPDR or its equivalent depending on the specifications of the installed model

2.3. Select AUTO Mode, if the function is available

2.4. Do not select the OFF or STAND BY functions

2.5. Set the Mode A code assigned by ATC.

3. When lining-up on the runway: Select TA/RA

**Abu Dhabi**, (Al Bateen Executive), Based on SUP 018/19, Helicopter Landing Area Operations Restriction: Final approach and take-off is restricted to day time operations only.

**Alexandria**, Egypt, (Borg El Arab), (20-3) RNAV SID rwy 32 suspended.

Rwy 14/32 and twys A, B, C, D, E and F closed and all procedures to rwy 14/32 suspended. Temporary rwy 14R/32L established on parallel twy A, refer to 20-8. Temporary procedures RNP Rwy 14R/32L available, refer to 22-01/22-02 (per AIRAC SUP 001/19).

**Aswan**, Egypt, Ufn RNAV SIDs/STARs suspended.

**Asyut**, Egypt, Ufn RNAV SIDs/STARs suspended.

**Aurangabad**, India, (11-1/11-2) DA(H) for ILS Z and ILS Y rwy 27 changed to read 2150ft (264ft) for CAT A, B and C and 2261' (375') for CAT D.

**Bahrain**, Bahrain, (Bahrain Intl), Construction works on airport area based on AIRAC SUP 12/19. Refer to temp chart 10-8 and latest NOTAMs.

**Bangalore**, India, (Bangalore Intl.), ATIS changed to D-ATIS.

**Bhopal**, India, (RAJA BHOJ), ATIS changed to D-ATIS.

**Bhubaneswar**, India, (Bhubaneshwar), ATIS changed to D-ATIS.

**Birjand**, Iran, Rwy 10 and rwy 28 MIALS changed to HIALS.

**Burirum, Thailand**, Thailand, (Burirum), Use caution during the installation of Automated Weather Observing System (AWOS) Field Station on Runway 04 and Runway 22. Works will be held 110 meters away from runway centre line, 350 meters and 320 meters away from the touchdown of Runway 04 and Runway 22 daily from 0230 - 1030 UTC.

**Chennai**, India, (Chennai Intl), Apt name changed from Chennai INTL to Chennai.

**Conson**, Vietnam, VOR Rwy 29 (13-1) in Breifing Strip; Note 3 to read ' Only use CSNVOR/DME from R-085 to R-125 and from R-260 to R-340 clockwise.'

**Dehradun**, India, ATIS changed to D-ATIS.

**Delhi**, India, (Indira Gandhi Intl), (10-2D/2E) Speed restriction at waypoints FS714, FS717 & FS720 under clarification, CAUTION advised.

**Dibrugarh**, India, ATIS changed to D-ATIS.

**Dili**, Indonesia, (Pres Nicolau Lobato Intl), (13-1) Procedure title VOR DME-B, C & D changed to VOR-B, C & D. Note 'DME required' added.

**Dimapur**, India, (Dimapur AB), ATIS changed to D-ATIS.

**Doha**, (Doha Intl), (11-2) ILS Rwy 33 minimums for ILS approach raised as follows: DA(H) for CAT A 244'(217'), CAT B 256'(229'), CAT C 264'(237'), CAT D 293'(266'), with FULL lights RVR 550m for CAT A & B & C and RVR 600m for CAT D, with TDZ or CL out RVR 550m (RVR 750m when a Flight Director or Autopilot or HUD to DA is not used) for CAT A & B & C and RVR 600m (RVR 750m



## MIDDLE EAST

when a Flight Director or Autopilot or HUD to DA is not used) for CAT D, without lights RVR 1200m for CAT A & B & C and RVR 1300m for CAT D. (11-2A) CAT II/III ILS Rwy 33 minimums for CAT II ILS approach raised as follows: DA(H) for CAT A 199'(172'), CAT B 217'(190'), CAT C 228'(201'), CAT D 243'(216'), RVR 450m for all categories.

Circle-to-land minimums CAT A changed for all procedures to MDA(H) 690' (653')

IATA code is DIA.

**Doha**, (Hamad Intl), (21-3) ILS Rwy 34L minimums for ILS MACG 2.5% approach raised as follows: DA(H) for CAT C 363'(350'), CAT D 413'(400'), with FULL lights and with TDZ or CL out RVR 900m for CAT C and RVR 1100m for CAT D, without lights RVR 1600m for CAT C and RVR 1800m for CAT D. (21-3A) CAT II/III ILS Rwy 34L minimums for CAT II ILS MACG 2.5% approach raised as follows: DA(H) for CAT C 218'(205'), CAT D 278'(265').

**Dubai**, (Al Maktoum Intl), Construction works, temporary closure of TWYs. (Based on SUP 011-18.) Refer to temp chart 20-8 and latest NOTAMS.

RNAV (GNSS) Rwy 13 (EFTA) (22-3) minimums raised as follows:

LNAV/VNAV: CAT A DA(H) 419'(264'), RVR with lights 900m, CAT B DA(H) 431'(276');  
LNAV: DA/MDA(H) 540'(385'), RVR with lights 1400m.

**Dubai**, (Dubai Intl), Construction works on twys in various phases (based on AIP SUP 019/19). Refer to adnl APT info (10-8 and 10-8A) and latest NOTAMS.

Implementation of Dubai Re-Categorisation (RECAT) Wake Turbulence Separation Scheme (based on AIP SUP 011-19). Refer to temp charts 10-8B thru 10-8D and latest NOTAMS.

VIS 800m withdrawn from ILS CAT I minimums.

**El Gora**, Egypt, First 657'(200m) of rwy 26 closed.

**Erbil**, Iraq, (Erbil Intl), Erbil Arrival/Departure freq 126.5 MHZ suspended.

**Gaya**, India, ATIS changed to D-ATIS.

**Gondia**, India, (11-1, 11-2) Ufn IAPs ILS Z and ILS Y Rwy 04 suspended.

ATIS changed to D-ATIS.

**Guwahati**, India, ATIS changed to D-ATIS.

**Hanoi**, Vietnam, (Noibai Intl), (10-9) Note 2. in the operational limitations of taxiways should read. Limited use of twys S2 and S7 for aircraft B747-800, A350-900 and B787-900.

10-9. Operational limitation of twy notes. Note #3 is intended for aircraft types A350-900 and B787-900. Limited use of Twy S1 (portion from intersection between Twy S1 and Twy S1A to Rwy 29R), Twy S7 for aircraft types A350-900 and B787-900.

(11-1 thru 11-7, 13-1 thru 13-6, 16-1, 16-2) Add NOI BAI Arrival Frequency 121.0 and NOI BAI Terminal frequency 125.1.

In order to avoid aircraft overshooting the stop position, pilots are requested to comply with limitations of speed during entry into stand using Visual Docking Guidance System (VDGS), as follows:

1. Speed of aircraft is: 4m/s in distance from 20m and beyond to the stop position stand.
2. Speed of aircraft is: 3m/s in distance from 10m to 20m to the stop position stand.
3. Speed of aircraft is: 2m/s in distance from 0m to 10m to the stop position stand.

**Herat**, Afghanistan, (10-3F) Crossing SIERRA and ALPHA at or above FL160 under clarification, follow ATC instructions.

**Imphal**, India, ATIS changed to D-ATIS.

**Indore**, India, ATIS changed to D-ATIS.

**Islamabad**, Pakistan, (Benazir Bhutto Intl), IATA code "ISB" no longer used.

**Jabalpur**, India, ATIS changed to D-ATIS.

## MIDDLE EAST

**Jakarta**, Indonesia, (Soekarno-Hatta Intl), Apch procs (12-1) RNP RWY 06 and (12-4) RNP RWY 24 not available.

Rwys 07L/025R, 07R/025R PAPI changed to PAPI-L.

STAR procs (10-2B) & (10-2E) and SIDs procs (10-3D) & (10-3E) not available.

**Jalalabad**, Afghanistan, If unable to contact JALALABAD Tower due to interference, proceed 10 NM west of airport, hold and re-attempt contact.

**Jayapura**, Indonesia, (Sentani), Rwy 30 approach lights: SALS changed to HIALS.

**Kaadhdhoo**, Maldives, Transition level is FL 130.

**Kabul**, Afghanistan, (10-3B) SID CALUN 2 no longer available.

**Kadhdhoo**, Maldives, Transition level is FL 130.

**Karachi**, Pakistan, (Jinnah Intl), Arrivals from LAKIV: cross BEGIM at or above FL50 and KA at or above FL50 as specified by ATC.

**Kathmandu**, Nepal, (Tribhuvan Intl), Per AIP SUP 019-19, runway, runway strip and RESA construction WIP from 361ft (110m) South of THR rwy 02 up to 2001ft (610m) South. Heavy equipment moving within obstacle limitation surface. Exercise caution during take-off and landing.

**Katunayake**, Sri Lanka, (Bandaranaike Intl), Construction works on Taxiways (based on SUP 01/19). Refer to temp charts 10-8, 10-8A and latest NOTAMS.

**Kendari**, Indonesia, (Haluoleo), Rwy 26 ALS removed.

**Kolkata**, India, (Netaji Subhash Chandra Bose Intl), Aerodrome name spelling changed to Netaji Subash Chandra Bose Intl

**Krabi**, Thailand, (10-8) INTRODUCTION change to read "With effect from 1 August 2019 to 31 December 2019, ..."

**Kulu Manali**, India, ATIS changed to D-ATIS.

**Kupang**, Indonesia, (El Tari), (10-2, 10-2A, 10-3, 10-3A) NR NDB temporary replaced by WGP VOR/DME.

**Kuwait**, Kuwait, (Kuwait Intl), Chart 10-9E CARGO CITY APRON 2 based on SUP 003-19 and SUP 005-19. Refer to latest NOTAMS.

**Lamerd**, Iran, Rwy 29 ALS changed to HIALS. Rwy 11 PAPI-L (angle 3.0°) installed.

**Loikaw**, Myanmar, VASI Rwy 19 decommissioned

**Lubuk Linggau**, Indonesia, (Silampari), IATA code is LLJ.

Rwy 20 PAPI changed to PAPI-L.

**Luxor**, Egypt, (10-3/3A) New MSA based on ARP established for RNAV SIDs RWY 02 with the following sectors:

Between 180° - 360° sector altitude 3700', 360° - 090° sector altitude 3300' and 090° - 180° sector altitude 2700'.

Expected MSA harmonization after suspension (until 01 MAY 19 EST) of RNAV SIDs & STARs.

Based on SUP 1/18 AIRAC, RWY 02/20 will be closed from 16 AUG 18 1700Z to 15 AUG 19 EST. TWY A will be used as main RWY 02L/20R during the WIP period. All the related charts, procedures and data are suspended. Following temp charts will be used during the shutdown period: (10-8) Airport, Parking, Airport Info, Take-off Mnms; (12-01) RNP RWY 02L; (12-02) RNP RWY 20R; (13-01) VOR RWY 02L and (10-9S2) Standard Minimums. For details refer to temp charts and latest NOTAMS.

Ufn RNAV SIDs/STARs suspended.

**Macao**, Macao, (Macao Intl), Approaches with suffix Z are the preferred approaches; pilots are required to request non-preferred IAP from ATC while conducting STAR procedure, otherwise they are expected to conduct the preferred IAP without further clarification.

## MIDDLE EAST

**Mangalore**, India, ATIS changed to D-ATIS.

**Mumbai**, India, (Chhatrapati Shivaji Intl), Based on AIP SUP 057-19: Apt name changed to Chhatrapati Shivaji Maharaj INTL.

Temporary closure of RWY 09/27 and RWY 14/32 due to works and other work activities on ACFT movement area. Refer to temp charts 10-8/10-8A thru 10-8F/10-8G and latest NOTAMS.

**Myitkyina**, Myanmar, (Pamti), 10-9, 16-1: Runway 04 PAPI available.

Rwy 22 VASI-L deleted.

**Nepalgunj**, Nepal, (10-9) Twy C closed between 0515 to 0915 UTC due to construction works.

**Padang Pariaman**, Indonesia, (Minangkabau Intl), Runway 15/33 PAPI changed to PAPI-L.

**Pathein**, Myanmar, (10-9) Runway 06/24 width and stopway widths changed to 200' (61m).

**Persian Gulf**, Iran, (Khalije-Fars), Airport location name changed from PARS SPECIAL ZONE to PARS SPECIAL ENERGY ECON-OMY ZONE.

**Phnom Penh**, Cambodia, (Phnom Penh Intl), (10-9A) Parking stands 3, 4, 5, and 6 will be closed to due East apron rehabilitation project until 16 DEC 19 2300 UTC.

Temporary parking spots open for use:

Stand 21C - N11°32'51" E104°50'25" Max Wingspan 13m

Stand 21D - N11°32'50" E104°50'25" Max Wingspan 21m

Stand 21E - N11°32'48" E104°50'26" Max Wingspan 30m

Stand 21F - N11°32'48" E104°50'27" Max Wingspan 30m

The following stands are temporarily closed: 21, 21A, 21B

Temporary parking spots open for use:

Stand 1A - N1133.3 E10450.9 Elevation 35' Marking- dash yellow Max Wingspan 36m

Stand 1B - N1133.3 E10450.9 Elevation 35' Marking- dash yellow Max Wingspan 36m

Stand 2 - N1133.3 E10450.9 Elevation 35' Marking- dash yellow Max Wingspan 36m

All arriving aircraft to new temporary stands 1A, 1B, and 2 shall follow taxi lead in line yellow marking.

All departing aircraft from new temporary stands number 1A, 1B, and 2 shall follow push-back procedures.

With effect until 16 Dec 2019, 2300 UTC.

**Phrae**, Thailand, Rwy 01 PAPI Left side only.

**Praya**, Indonesia, (Lombok Intl), Rwy 31 MALS should read HIALS.

**Pune**, India, (Pune AB), ATIS changed to D-ATIS.

**Quang Ninh**, Vietnam, (Van Don Intl), IATA VDO added to VAN DON INTL Airport.

**Rahim Yar Khan**, Pakistan, (Sheikh Zayed), RWY 19 approach lights intensity changed to high.

**Raipur**, India, (Swami Vivekananda), ATIS changed to D-ATIS.

**Ramsar**, Iran, ALS RWY 31 completely withdrawn.

**Rayong**, Thailand, (U-Taphao Intl), Airport name updated to U-TAPAO RAYONG PAT-TAYA INTL AIRPORT.

**Sharm El Sheikh**, Egypt, Ufn RNAV SIDs/STARs suspended.

**Siem Reap**, Cambodia, (Siem Reap Intl), Parking construction in progress. Current Jeppesen airport/parking diagram does not reflect these changes. Check current NOTAMS for updated information.

**Sihanouk Ville**, Cambodia, During the unserviceability of KOS VOR, the VOR DME Rwy 21 (13-1) is prohibited. Additionally, the ILS Rwy 21 (11-1) is also affected and should be used with caution. Without a signal from KOS VOR, the Arc procedures to TALIN from IAF

**MIDDLE EAST**

SANAN and BOPHA are not usable. The ILS Rwy 21 can be used either with the aircraft own navigation to TALIN performed by the DIRECT-TO function of the FMS or ATC vectoring to get established on the localizer course. The missed approach and holding shall be based on GNSS.

Runway 03/21 is closed due to construction from 27 October 2019 to 30 June 2020 from 1600 UTC to 2359 UTC daily (from Sunday to Friday). Eff 27 Oct 19.

**Solo**, Indonesia, (Adi Sumarmo), Runway 26 ALS updated to HIALS.

**Suhag**, Egypt, (Suhag Intl), Procedure title changed for (13-1) to VOR Rwy 15, (13-2) to VOR Rwy 33. VAR changed to 4 °E and all bearings by minus 1°. MSA based on ARP.

**Surabaya**, Indonesia, (Juanda), Rwy 10 and Rwy 28 approach lighting changed to HIALS 900m High Intensity.

**Surat Thani**, Thailand, 16-1 NDB RWY 22 unavailable due to NDB SR not useable.

**Sylhet**, Bangladesh, (Osmani), All charts, MSA based on SYT VOR changed as follows: From 120 deg to 250 deg to SYT clockwise 7500' (2000' within 8 NM), from 250 deg to 120 deg to SYT clockwise to 4600' (2000' within 16 NM). On 11-1, 13-1 and 16-1, holding direction changed from RIGHT to LEFT turn.

**Taba**, Egypt, (Taba Intl), Ufn RNAV SIDs/STARs suspended.

**Tanjung Pinang**, Indonesia, (Raja Haji Fisabilillah), (10-9, 13-1, 13-2, 16-1, 16-2) ALS changed to MALS on Rwy 04.

**Thandwe**, Myanmar, (Mazin), Runway 02 and Runway 20 PAPI changed to PAPI-L.

**Thiruvananthapuram**, India, ATIS changed to D-ATIS.

**Tiruchirappalli**, India, All communication call signs changed to read Tiruchirappalli instead of Trichy.

ATIS changed to D-ATIS.

**Udaipur**, India, ATIS changed to D-ATIS.

**Varanasi**, India, ATIS changed to D-ATIS.

**Vijayawada**, India, ATIS changed to D-ATIS.



# Chart Change Notices

NavData Change Data

Jeppesen NavData CHANGE NOTICES highlight only ***significant*** changes affecting Jeppesen navigation data that may be currently stored in your aircraft navigation system database.

**IMPORTANT: CHECK FOR NOTAMS AND OTHER PERTINENT INFORMATION PRIOR TO FLIGHT.**

**FOR NavData BASE**  
**12 Sep 19 THRU 09 Oct 19 CYCLE 1910**  
**10 Oct 19 THRU 06 Nov 19 CYCLE 1911**

### NAVAID

**HFR** VORTAC HFR 113.1 MHZ CH78X radiating XXX on test, do not use.

**IHFR** ILS RWY 34 U/S.

**IHFR** ILS RWY 34 U/S.

**INEJ** ILS RWY 06 not to be used by CIV ACFT. NON CIV ACFT SUBJ self MNT.

**INEJ** ILS RWY 06 not to be used by CIV ACFT. NON CIV ACFT SUBJ self MNT.

### ENROUTE

#### IRAN

M317, DASIS w/p to ROVON w/p, closed.

T210, RADAL w/p to Rudeshur (RUS) VOR, closed.

#### TURKEY

Information published by Turkish NOTAMs A0035/19, A0038/19, A0039/19 and Greece NOTAMs A0024/19, A0025/19, A0026/19 are not incorporated in Jeppesen NavData.

### TERMINAL

#### IRAN

**OIFM, Shahid Beheshti**

**Esfahan**, Procedure NDB/DME 4 Rwy 07L. Waypoint ident MQ08L should read MD07L.

**OIIE, Imam Khomai Intl**

**Tehran**, STAR: SAVEH 2X read Ident SAVE2X as SAV2X.

**OIII, Mehrabad Intl**

**Tehran**, Apch procedure RNP ILS Rwy 29L not coded. ILS Rwy 29L (I29L) coded.

#### IRAQ

**ORER, Erbil Intl**

**Erbil**, STAR LAVE1A, LAVE2B, LAVE3C suspended UFN.

#### OMAN

**OOFD, Fahud**

**Fahud**, SIDs and STARs may be used by authorized carriers only, ufn.

**OOGB, Qarn Alam**

**Qarn Alam**, SIDs and STARs may be used by authorized carriers only, ufn.

#### SAUDI ARABIA

**OEBA, King Saud Bin Abdulaziz**

**Al Baha**, Apch Proc ILS/DME Rwy 25 not in Database. RNAV ILS Rwy 25 is coded in Database.

**OEBH, Bisha**

**Bisha**, Apch procedure ILSDME Rwy 18 not coded. RNAV ILSDME Rwy 18 (I18) coded.

**OEDM, Al Dawadmi**

**Al Dawadmi**, Apch procedure ILSDME Rwy 15 not coded. RNAV ILS Rwy 15 (I15) coded.

**OEDR, King Abdulaziz AB**

**Dhahran**, Rwy 16R/34L closed.

**OEHL, Hail**

**Hail**, Apch procedure ILSDME Rwy 18 not coded. RNAV ILSDME Rwy 18 (I18) coded.

**OEKA, Riyadh**

**Khashm Alan**, Procedures STARs: SISO1E, SISO1F, RESU1E, RESU1F on runway 16/34 are suspended.

**OEMA, Prince Mohammad Bin Abdulaziz Intl Madinah**, Based on SUP 005/19 all RNAV SIDs are suspended.

**OENG, Nejran**

**Nejran**, Apch procedure ILS DME Rwy 06 not coded. RNAV ILS Rwy 06 (I06) coded.

**OERF, Rafha**

**Rafha**, ILS Rwy 29 unserviceable. Refer to SUP 09-19.

**OEWJ, Wejh**

**Wejh**, Apch procedure ILS DME Rwy 33 not coded. RNAV ILS Rwy 33 (I33) coded.

Based on AIP AIRAC SUP 010-19, VOR DME Rwy 15 and VOR Rwy 15 suspended.

**TURKEY**
**LTAC, Esenboga Intl**

**Ankara**, NDB Y RWY 21R not avbl. in DB.

**LTAO, Tulga**

**Malatya**, LTAO SIDs: UREB2R and RASV2R temporary suspended.

**LTBA, Ataturk Intl**

**Istanbul**, Following RNAV SID procedures are suspended: MARM1P/1R/1S/1T/1E, GOLD1P/1R/1S/1T/1E, VADE1P/1R/1S/1T/1E, IBLA1P/1R/1S/1T/1E,

MAKO1P/1R/1S/1T/1E, MOPI1P/1R/1S/1T/1E, PIMA1P/1R/1S/1T/1E/1N, EDAS1P/1R/1S/1T/1E/1N, TUDB1P/1R/1S/1T/1E.

Following RNAV SID procedures are suspended: MARM1U/1V/1Y/1Z/1X, GOLD1U/1V/1Y/1Z/1X, VADE1U/1V/1Y/1Z/1X, IBLA1U/1V/1Y/1Z/1X, MAKO1U/1V/1Y/1Z/1X, MOPI1U/1V/1Y/1Z/1X, PIMA1U/1V/1Y/1Z/1X/1Q, EDAS1U/1V/1Y/1Z/1X/1Q, TUDB1U/1V/1Y/1Z/1X.

Following RNAV STAR procedures are suspended: DEKE1A/1B/1C/1D, ENES1A/1B/1C/1D, ERKA1A/1B/1C/1D, GELB1A/1B/1C/1D, PAZA1A/1B/1C/1D, PIMA1A/1B/1C/1D, TETS1A/1B/1C/1D, TURK1A/1B/1C/1D

Following SID procedures are suspended: ERTA1S/1T/1L/1K/1U/1D, MOPI1A/1B/1D, GAYE1S/1K/1D, YAA2S/1K/1D, BIG2S/1K/1D, EKI2S/1K/1D, CRL2S/1K/1D, FENE2S/1K/1L/1D/1U.

STARs BIG1A/1B/1C/1F/1Y/1Z, EKI1A/1B/1C/1Y, GAYE1A/1B/1C/1E/1F, ULMA1A/1B, UNSA1A/1B/1C/1E/1F/1G/1H/1J, YAA1A/1B/1R/1T and YASE1A/1B/1C/1E/1F are suspended.

**LTFG, Gazipasa**

**Alanya**, LOC ONLY Rwy 08(L08) apch proc is not in NavData

**LTFJ, Sabiha Gokcen Intl**

**Istanbul**, SIDs MARM1J/1K/1L/1M, GOLD1J/1K/1L/1M, VADE1J/1K/1L/1M, IBLA1J/1K/1L/1M, MAKO1J/1K/1L/1M, MOPI1J/1K/1L/1M, PIMA1J/1K/1L/1M, MISR1J/1K/1L/1M, TUDB1J/1K/1L/1M are suspended.

STARs TURK1G/1H, GELB1G/1H, ATVE1G/1H, TETS1G/1H, PAZA1G/1H,

OTSA1G/1H, PIMA1G/1H, ELVO1G/1H are suspended.

### UNITED ARAB EMIRATES

#### OMAA, Abu Dhabi Intl

**Abu Dhabi**, Amend to read all RNAV (GNSS) apch proc as RNAV (Z) and all RNAV (RNP) apch proc as RNAV (Y).

Procedures SIDs: ATUD4K, KANI2U, ORNE2K ale suspended.





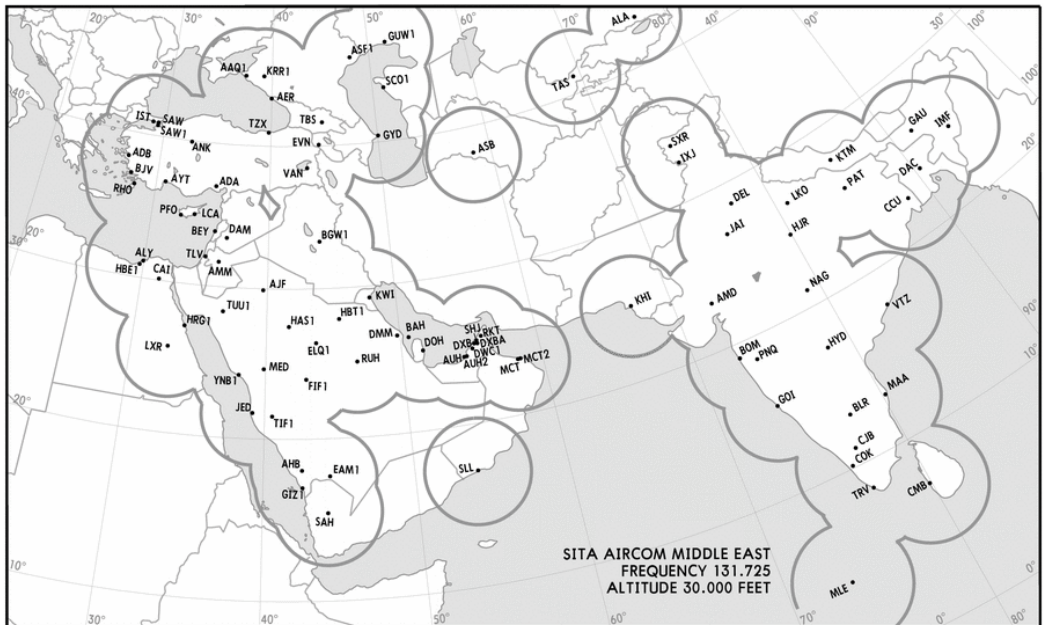
# Enroute



# Enroute

## Enroute Data - General

SITA



REMOTE GROUND STATIONS

Ident

Location

AAQ1	Anapa (Vityazevo), Russia
ADA	Adana, Turkey
ADB	Izmir (Adnan Menderes), Turkey
AER	Sochi, Russia
AHB	Abha, Saudi Arabia
AJF	Al Jouf, Saudi Arabia
ALA	Almaty, Kazakhstan
ALY	Alexandria (Intl), Egypt
AMD	Ahmedabad, India
AMM	Amman (Queen Alia Intl), Jordan
ANK	Ankara (Etimesgut), Turkey
ASB	Ashgabad, Turkmenistan
ASF1	Astrakhan, Russia

**SITA**
**REMOTE GROUND STATIONS (continued)**

<b>Ident</b>	<b>Location</b>
AUH	Abu Dhabi (Intl), United Arab Emirates
AUH2	Abu Dhabi (Intl), United Arab Emirates
AYT	Antalya, Turkey
BAH	Bahrain (Intl), Bahrain
BEY	Beirut (Rafic Hariri Intl), Lebanon
BGW1	Baghdad (Intl), Iraq
BJV	Milas (Bodrum), Turkey
BLR	Bangalore (Intl), India
BOM	Mumbai (Chhatrapati Shivaji Intl), India
CAI	Cairo (Intl), Egypt
CCU	Kolkata (Netaji Subhash Chandra Bose Intl), India
CJB	Coimbatore, India
CMB	Katunayake (Bandaranaike Intl Colombo), Sri Lanka
COK	Cochin (Intl), India
DAC	Dhaka (Hazrat Shahjalal Intl), Bangladesh
DAM	Damascus (Intl), Syria
DEL	Delhi (Indira Gandhi Intl), India
DMM	Dammam (King Fadh Intl) Saudi Arabia
DOH	Doha (Hamad Intl), Qatar
DWC1	Dubai (Al Maktoum Intl), United Arab Emirates
DXB	Dubai (Intl), United Arab Emirates
DXBA	Dubai (Intl), United Arab Emirates
EAM1	Neijran, Saudi Arabia
ELQ1	Gassim (Prince Nayef Bin Abdulaziz), Saudi Arabia
EVN	Yerevan (Zvartnots), Armenia
FIF1	No airport, Saudi Arabia
GAU	Guwahati, India
GIZ1	Jazan (King Abdullah Bin Abdulaziz), Saudi Arabia
GOI	Goa (Dabolim), India

**SITA**
**REMOTE GROUND STATIONS (continued)**

<b>Ident</b>	<b>Location</b>
GYD	Baku (Heydar Aliyev Intl), Azerbaijan
GUW1	Atyrau, Kazakhstan
HAS1	Hail, Saudi Arabia
HBE1	Alexandria (Borg El Arab Intl), Egypt
HBT1	King Saud Air Base, Saudi Arabia
HJR	Khajuraho, India
HRG1	Hurghada (Intl), Egypt
HYD	Hyderabad (Rajiv Gandhi Intl), India
IMF	Imphal, India
IST	Istanbul (Ataturk), Turkey
IXJ	Jammu, India
JAI	Jaipur, India
JED	Jeddah (King Abdulaziz Intl), Saudi Arabia
KHI	Karachi (Jinnah Intl), Pakistan
KRR1	Krasnodar (Pashkovskiy), Russia
KTM	Kathmandu (Tribhuvan Intl), Nepal
KWI	Kuwait (Intl), Kuwait
LCA	Larnaca (Intl), Cyprus
LKO	Lucknow (Chaudhary Charan Singh), India
LXR	Luxor (Intl), Egypt
MAA	Chennai (Intl), India
MCT	Muscat (Intl), Oman
MCT2	Muscat (Intl), Oman
MED	Madinah (Prince Mohammad Bin Abdulaziz Intl), Saudi Arabia
MLE	Male (Ibrahim Nasir Intl), Maldives
NAG	Nagpur (Dr. Ambedkar Intl), India
PAT	Patna, India
PFO	Pafos (Intl), Cyprus
PNQ	Pune (AB), India

**SITA**
**REMOTE GROUND STATIONS (continued)**

<b>Ident</b>	<b>Location</b>
RHO	Rodoss (Diagoras), Greece
RKT	Ras al Khaimah (Intl), United Arab Emirates
RUH	Riyadh (King Khaled Intl), Saudi Arabia
SAH	Sanaa (Intl), Yemen
SAW	Istanbul (Sabiha Gokcen), Turkey
SAW1	Istanbul (Sabiha Gokcen), Turkey
SCO1	Aktau, Kazakhstan
SHJ	Sharjah (Intl), United Arab Emirates
SLL	Salalah, Oman
SXR	Srinagar, India
TAS	Tashkent (Yuzhny), Uzbekistan
TBS	Tbilisi, Georgia
TIF1	Taif, Saudi Arabia
TLV	Tel Aviv (Ben Gurion), Israel
TRV	Thiruvananthapuram, India
TUU1	Tabuk (Sultan Bin Abdulaziz), Saudi Arabia
TZX	Trabzon, Turkey
VAN	Van (Ferit Melen), Turkey
VTZ	Vishakhapatnam, India
YNB1	Yenbo (Prince Abdul Mohsin Bin Abdul Aziz), Saudi Arabia



# Enroute

Enroute Data - Middle East

**MIDDLE EAST  
ADIZ FLIGHT PROCEDURES**

## **PROCEDURES FOR BANGLADESH ADIZ FLIGHTS**

### **AIR DEFENSE CLEARANCE (ADC)**

All flights of aircraft civil/military, Bangladeshi or foreign originating within the ADIZ and those penetrating the Bangladesh ADIZ shall obtain prior permission and Air Defence Clearance (ADC).

### **PROCEDURES FOR OBTAINING AIR DEFENSE CLEARANCE**

- a. Aircraft intending to operate into, through or within the Bangladesh ADIZ shall obtain ADC number from the appropriate ATS unit before takeoff, except that the local flights conducted at any airport within, Dhaka FIR and within the relevant ATZ at or below 1000ft AGL shall not be required to get ADC number.
- b. All aircraft intending to overfly Bangladesh ADIZ or land in any airfield within Dhaka Flight Information Region (FIR) shall obtain ADC 10 minutes before entering the Bangladesh ADIZ. In case of departures from adjacent FIRs, where the prerequisites of 10 minutes advance notice is not feasible, ADC number shall be obtained before departure. The local flights at an airport having Control Zone when required/approved by ATC to operate beyond 5NM but within the Control Zone shall not be required to get ADC number.
- c. ADC number shall be valid for the entire route, irrespective of intermediate halts for flight originating in and transiting through the Bangladesh ADIZ/Dhaka FIR.
- d. When departure is delayed by more than 2 hour at the aerodrome of departure or at intermediate halts, a fresh ADC number shall be obtained.
- e. In the event of communication difficulties at the place of departure, or delay in receipt of ADC number, the aircraft equipped with appropriate radio equipment may be allowed to take off with instructions to obtain ADC number immediately after airborne from the appropriate ATS unit.
- f. General Aviation/Chartered aircraft intending to operate to and from an airfield where no Air Traffic Services are available, shall obtain ADC number from the nearest BAF ATC Unit. The BAF ATC Unit will advise the appropriate ATS unit regarding the movement of that aircraft.
- g. For the time being domestic flight, flight of State aircraft and general aviation aircraft of Bangladesh shall not be required to obtain ADC number.
- h. Flights operating on ATS Routes P646, N895, M770, L524 and W112 shall not required to obtain ADC number unless deviated towards the land mass of Bangladesh.
- i. Aircraft approaching Bangladesh ADIZ off the ATS Routes shall provide the estimated time over the ADIZ boundary at least 10 minutes in advance.
- j. If unable to establish and maintain radio communication with appropriate ATS unit, the pilot shall contact the nearest Air Defence Unit on International Guard Frequency 6826Hz/500Hz for positive identification prior to entering Bangladesh ADIZ.



## MIDDLE EAST ADIZ FLIGHT PROCEDURES

- k. Aircraft flying without a valid ADC number or failing to comply with any restriction or deviating from flight plan will be liable to interception by Bangladesh Air Force Interceptor aircraft according to ICAO Standard Interception Procedure.

Aircraft intending to operate into, through or within Bangladesh ADIZ shall obtain ADC number from the following contact details:

### Air Defence Clearance (ADC)

Tel: +880 2 8901081  
Mobile: +880 1769993467  
Fax: +880 2 8901364  
E-Mail: adnc@baf.mil.bd  
AFTN: VGHSZQZX

## PROCEDURES FOR INDIA ADIZ FLIGHTS

### AIR DEFENSE CLEARANCE (ADC)

No flight of aircraft civil/military, Indian or foreign originating within the ADIZ and those penetrating into the ADIZ are permitted without ADC. Aircraft flying without an ADC or failing to comply with any restrictions or deviating from flight plan will be liable to identification and interception procedures.

### PROCEDURES FOR OBTAINING AIR DEFENSE CLEARANCE

- a. Except the local flights conducted within an airspace of 5NM radius centered at ARP and vertical limits of 1000ft AGL of an aerodrome, aircraft when operating to, through or within the ADIZ shall obtain Air Defense Clearance (ADC) before take-off, through ATC concerned.
- b. ADC shall be valid for the entire route, irrespective of intermediate halts for flight originating in one ADIZ/FIR and transiting through other ADIZ/FIR.
- c. All flights shall obtain ADC before entering ADIZ from respective FIC 10 minutes prior to entering Indian Airspace.
- d. ADC shall be obtained before departure and in the event of departure which will be valid between 15 minutes before the Estimated Off Block Time (EOBT) and 45 minutes after the EOBT. In the event of a departure outside this window, a fresh ADC shall be obtained. In the case of communication difficulty or delay in receipt of ADC, or non-existence of communication at the place of departure, the aircraft equipped with radio may be allowed to take-off with instructions to obtain ADC immediately after airborne from the FICs concerned.
- e. Local flights (including those by flying clubs) aircraft intending to operate beyond immediate vicinity of an aerodrome where no ATC is functioning may obtain ADC from the nearest IAF ATC unit. The IAF ATC unit will advise the FIC concerned regarding the movement of the flying club aircraft.
- f. Scheduled aircraft or flying club aircraft returning to the aerodrome of departure on the same day may be issued with ADC for return flight also, if so desired, provided that a fresh ADC

## MIDDLE EAST ADIZ FLIGHT PROCEDURES

will have to be obtained in the event of delay of more than 30 minutes in excess of the estimated departure time for the return flight.

### PROCEDURES FOR IRAN ADIZ FLIGHTS

#### GENERAL

All aircraft entering Iran ADIZ (which coincides with Tehran FIR boundary) shall be at FL150 or above. Aircraft unable to comply shall obtain prior permission. FIR entry estimates shall be made good within  $\pm 5$  minutes. All aircraft shall enter Tehran FIR via published ATS routes. Aircraft not complying with these procedures are subject to interception.

Overflight aircraft are forbidden to cross over Bushehr VORDME 'BUZ' at FL280 or below.

#### COMMUNICATIONS

All flights before entering Iran ADIZ are required to contact the appropriate air defense radar station on 127.8MHz or 135.1MHz, at least 10 minutes prior to entering Tehran FIR; if unable to contact, try again utmost 20NM before FIR boundary. After establishing contact, inform Tehran ACC accordingly.

- a. Tabriz Radar when entering from LUMOM, ALRAM, BONAM, DASIS, AGINA, DULAV, MAGRI and PARSU.
- b. Babolsar Radar when entering from LALDA, BATEV, ULDUS, PUTMA and SOMAD.
- c. Mashhad Radar when entering from SOMAD, GIRUN, DEBER, RIKOP, ORPAB, RITAB, OTRUZ and PAMTU.
- d. Birjand Radar when entering from SOKAM and KAMAR.
- e. Zabol Radar when entering from PIRAN and DERBO.
- f. Makran Radar when entering from KEBUD, ASVIB, EGRON, METBI, DENDA, MESPO and IMLOT.
- g. Persian Gulf Radar when entering from ORSAR, GABKO and ULDUN.
- h. Bushehr Radar when entering from KUVAR, PATIR, NANPI, TULAX, OBTAR, DASUT, ROTOX and RAGAS.
- i. Hamadan Radar when entering from PAXAT and BOXIX.

### PROCEDURES FOR MYANMAR ADIZ FLIGHTS

#### AIR DEFENSE CLEARANCE (ADC)

No flight of any aircraft either originating in or penetrating into the ADIZ will be permitted without ADC. The procedure for obtaining ADC is outlined in the following paragraphs.

## MIDDLE EAST ADIZ FLIGHT PROCEDURES

### PROCEDURE FOR OBTAINING AIR DEFENSE CLEARANCE

- a. Flight plan to be filed 30 minutes before take-off, and to include ETA at ADIZ boundary and route and altitude within ADIZ. In-flight changes for entry are not allowed except in emergency.
- b. Except for local flights conducted in the immediate vicinity of an aerodrome, all aircraft operating to, through or within the ADIZ shall obtain ADC through the Air Traffic Control Center (ATCC).
- c. ADC shall be valid for the entire flight within the ADIZ irrespective of intermediate halts, for flights originating in or transiting through the ADIZ.
- d. For flights originating within the ADIZ, ADC shall be obtained before departure and in the event of departure being delayed for more than 30 minutes, a fresh ADC shall be obtained.
- e. In respect of eastbound flights conducted along the airways penetrating into the ADIZ, aircraft shall, on first contact with the ATCC at the FIR boundary, request for ADC giving the estimated time over the ADIZ boundary.
- f. In respect of westbound flights conducted along the airways penetrating into the ADIZ, aircraft shall, on first contact with the ATCC at the FIR boundary request for ADC only.
- g. In respect of all flights conducted off airways aircraft shall contact ATCC at least 10 minutes before entering the ADIZ giving the ETA over the ADIZ boundary and requesting ADC.
- h. Frequencies to be used shall be the normal Air/Ground communication frequencies.

### IDENTIFICATION AND INTERCEPTION

Any aircraft penetrating into or flying within the ADIZ without ADC or failing to comply with any instructions or deviating from the flight plan or approved airways, will be liable to interception for identification according to ICAO STANDARD INTERCEPTION PROCEDURES.

### PROCEDURES FOR PAKISTAN ADIZ FLIGHTS

#### AIR DEFENSE CLEARANCE (ADC)

No Pakistan or foreign, civil/military flight originating within the ADIZ and those penetrating into the ADIZ are permitted without ADC. Aircraft flying without an ADC or failing to comply with any restrictions or deviating from flight plan will be liable to identification and interception procedures.

### PROCEDURES FOR OBTAINING AIR DEFENSE CLEARANCE

- a. With the exception of local flights conducted within an aerodrome traffic zone of an airport within the ADIZ, all aircraft operating to, through or within ADIZ shall obtain an Air Defense Clearance (ADC) before take-off through ATS unit concerned.
- b. ADC shall be valid for the entire route irrespective of intermediate stops for flights originating in one ADIZ/FIR and transiting through another ADIZ/FIR.
- c. All flights shall obtain ADC from respective FIC at least 15 minutes prior to entering Pakistan airspace/ADIZ.

## MIDDLE EAST ADIZ FLIGHT PROCEDURES

- d. ADC shall be obtained before departure for flights operating/passing through ADIZ and in the event of departure being delayed by more than 60 minutes at the intermediate halts or aerodrome of origin, a new ADC shall be obtained. In the case of communication difficulty or delay in receipt of ADC or non-existence of communication at the departure aerodrome, the aircraft equipped with radio may be allowed to take off with instructions to obtain ADC immediately after airborne from the ACC concerned.
- e. Scheduled aircraft or flying club aircraft returning to the departure aerodrome on the same day may be provided with an ADC for the return flight on request, provided that a new clearance will have to be obtained in the event of delay of more than 30 minutes from the estimated departure time for the return flight.
- f. Arriving aircraft must report estimate for the established ADIZ entry points. Aircraft must arrive within 5 minutes of estimates passed, unless these are duly revised and notified.

## PROCEDURES FOR SRI LANKA ADIZ FLIGHTS

### FLIGHT PLAN REQUIREMENTS WITHIN ADIZ

Except local flights operated within an airspace of 5NM radius centered at an aerodrome of departure and vertical limit of 1000ft AGL, all other flights departing from an aerodrome situated within the ADIZ and intended to operate within or out of the ADIZ shall file a flight plan at least one hour before the intended time of departure, unless otherwise authorized by ATC.

### ARRIVAL OR COMPLETION NOTICE WITHIN ADIZ

The pilot in command of an aircraft for which a flight plan has been filed to operate within the ADIZ shall inform the appropriate ATS unit of his arrival.

### POSITION REPORTS

No pilot may operate an aircraft in such a manner penetrating ADIZ unless:

- That pilots reports to the appropriate ATS unit before penetration:

The time, position and altitude at which the aircraft passed the last reporting point before penetration and the estimated time of arrival over the next appropriate reporting point along the flight route.

- If there is no appropriate reporting point along the flight route, that pilot reports not less than 15 minutes before penetration, the estimated time, position and altitude at which he will penetrate.
- If the point of departure is within the ADIZ or so close to the ADIZ boundary that it prevents his complying with paragraph a. or b. above that pilot has reported to an appropriate ATS unit immediately after taking-off, the time of departure, altitude and estimated time of arrival over the first reporting point along the flight route.

### PROCEDURES, RESTRICTIONS AND LIMITATIONS APPLICABLE WITHIN ADIZ

No flight or aircraft shall operate within, into or out of ADIZ without valid Air Defense Clearance (ADC). Any aircraft flying without a valid ADC number is liable for interception by the Sri Lanka Air Force according to ICAO STANDARD INTERCEPTION PROCEDURES.

## MIDDLE EAST ADIZ FLIGHT PROCEDURES

The pilots or aircraft operating in ADIZ shall operate subject to the following requirements, conditions or limitations:

- a. Except local flights operated within an airspace of 5NM radius centered at an aerodrome of departure and vertical limit of 1000ft AGL, all other flights intended to operate within, into or out of ADIZ shall have a valid ADC number.
- b. All flights departing from an aerodrome situated within the ADIZ intend to operate within or out of the ADIZ and any flights entering the ADIZ that are approved by the Director General of Civil Aviation shall be given an ADC number. The responsibility of obtaining an ADC number through respective ATC centers before the departure from an aerodrome situated within the ADIZ or before entering the ADIZ lies with the pilot in command of the aircraft. If pilot is unable to contact the respective ATC center when on ground, such aircraft may depart and shall remain within 5NM radius below 1000ft AGL until ADC number is obtained.
- c. The pilot of any aircraft departing from the airfields situated within the ADIZ, shall advise the Control Tower at least 5 minutes before the startup.
- d. An ADC number is valid for the entire flight until it reaches its destination. Once the ADC number is issued, the flight can depart 30 minutes prior to the estimated Off Block Time. If the flight is delayed more than one hour from the flight planned Off Block Time, a new ADC number should be obtained.
- e. The pilot of any flight entering an ADIZ shall obtain an ADC number from the Area Control Center, 15 minutes before entering ADIZ.

## DEVIATIONS FROM FLIGHT PLANS AND ATC CLEARANCES AND INSTRUCTIONS

Except in an emergency which demands priority of the safety of aircraft and its occupants,

- a. No pilot operating within ADIZ may deviate from the provisions of an ATC clearance or ATC instruction.
- b. No pilot operating within ADIZ may deviate from the filed IFR/VFR flight plan when operating an aircraft in uncontrolled airspace unless that pilot notifies an appropriate ATS unit before deviating.

## PROCEDURES FOR THAILAND ADIZ FLIGHTS

- a. Bangkok Area Control Center requires flight plans for all aircraft, IFR or VFR, operating into Bangkok FIR. It is essential that all aircraft, destined for an aerodrome within ADIZ or overflying ADIZ submit flight plans at the point of departure for relaying to Bangkok Area Control Center.
- b. Aircraft flying along the airways shall report at the normal reporting points. Aircraft approaching ADIZ off airways shall give the estimated time over ADIZ boundary at least 10 minutes in advance.
- c. If unable to maintain radio communication with appropriate ATC agency the aircraft may contact the nearest Ground Control Intercept (GCI) site for positive identification prior entering ADIZ.

## MIDDLE EAST ADIZ FLIGHT PROCEDURES

- d. Aircraft will be intercepted by Royal Thai Air Force interceptors if:
1. They do not adhere to the Air Defense Identification procedures or the Air Traffic Control regulations and procedures.
  2. They deviate from their current flight plan, fail to pass over a point, or operation 10NM over land or 20NM over sea from the center line of the airway assigned.
- e. Intercepted aircraft will comply with the ICAO STANDARD INTERCEPTION PROCEDURES.

Aircraft under interception will be attacked if they fail to obey any instructions given by RTAF interceptors.

The authority of the RTAF will not be responsible for any damage caused to aircraft by the interceptors or other devices.

The owner of the aircraft will be charged for expenditures used by the interceptors sent up to investigate and identify.

## PROCEDURES FOR TURKEY ADIZ FLIGHTS

### ADANA

No civil VFR traffic, any traffic without two way communication with ATC or without fully functioning transponder (IFF) shall enter the ADIZ.

Civil traffic operating to or from Adana and Hatay airport are exempted from this regulation and should continue published airways, SIDs, STARs and Instrument Approach Procedures. INCIRLIK RAPCON will provide Air Traffic Service to civil traffic within Adana MTMA and vector around Air Defense Zone.

### KAHRAMANMARAS

No traffic except operating to or from Kahramanmaras airport shall operate within the ADIZ.

Flights operating to or from Kahramanmaras airport shall be conducted according the following procedures:

- a. VFR flights, except ambulance, QRQ-quick reaction aircraft and fire fighting aircraft, are not allowed in the ADIZ.
- b. Aircraft having radio failure is not allowed in the ADIZ. Follow warning instructed by Kahramanmaras ATC on frequencies 118.75MHz, 120.6MHz, 278.625MHz, 121.5MHz and 243.0MHz).
- c. Aircraft without active transponder or having transponder failure is not allowed in the ADIZ.
- d. Aircraft outside the ADIZ are not allowed to enter the zone when ATC instruction "LEAVE THE ZONE" is transmitted.

When receiving this instructions, aircraft shall leave the zone as soon as possible or continue to approach and land if flight is in the final approach phase.

**MIDDLE EAST  
SECONDARY SURVEILLANCE RADAR - SSR**

## **RADAR BEACON ASSIGNMENT TO MODE 3/A CODED BEACON TRANSPONDER EQUIPPED AIRCRAFT**

### **STANDARD OPERATING PROCEDURES**

- a. Aircraft equipped with Mode C shall squawk altimeter when operating transponder on Mode 3/A.
- b. After selection of the mode/code specified by ATC, the transponder should be adjusted on the "ON" (or normal operating) position as late as practicable prior to take-off and to "OFF" or "STANDBY" as soon as practicable after completing the landing roll.
- c. Select or reselect modes/codes only as directed by ATC, except in case of:
  - unlawful interference (hijacked) - squawk 7500;
  - communication failure - squawk 7600;
  - emergency - squawk 7700.

***CAUTION: Squawking of 75., 76., 77.. plus any third or fourth figures will activate alarm system at some ground stations.***

- d. Squawk 2000 when entering a FIR/UIR from an adjacent region where operating a transponder has not been required or assigned.

### **STANDARD TRANSPONDER FAILURE PROCEDURE**

#### **After Departure**

- a. ATC units will endeavour to provide for flight to continue in accordance with flight plan.
- b. After landing pilot shall make every effort to have transponder restored to normal operation.

#### **Before intended Departure**

If transponder cannot be restored:

- a. Inform ATC, preferably before filing flight plan.
- b. Plan to fly by most direct route to nearest suitable airport where repair can be effected, and
- c. Insert appropriate code in Item 10 of ICAO flight plan.

General compliance with and additions to the above standard operating procedures or standard transponder failure procedures are as listed below.

**MIDDLE EAST  
SECONDARY SURVEILLANCE RADAR - SSR**

AFGHANISTAN	<p>Standard operating procedures.</p> <p>Standard transponder failure procedures.</p> <p>Squawk 1200 as a VFR flight.</p> <p>Squawk 1200 or the previous ACC assigned Mode 3A code when overflying Kabul FIR.</p>
BAHRAIN	<p>Standard operating procedures.</p> <p>Standard transponder failure procedures.</p>
BANGLADESH	<p>Standard operating procedures.</p> <p>Standard transponder failure procedures.</p>
CYPRUS	<p>Standard operating procedures.</p> <p>Standard transponder failure procedures.</p> <p>Squawk 2000 when operating in class “G” training areas, when transponder setting instructions have not been received.</p> <p>Squawk 7000 as an uncontrolled flight, unless otherwise instructed by ATC.</p>
INDIA	<p>Standard operating procedures.</p> <p>Standard transponder failure procedures.</p>
IRAN	<p>Standard operating procedures.</p> <p>Standard transponder failure procedures.</p> <p>Squawk 0000 for aircraft on domestic flights.</p>
IRAQ	<p>Standard operating procedures.</p> <p>Standard transponder failure procedures.</p>
ISRAEL	<p>Standard operating procedures.</p> <p>Standard transponder failure procedures.</p> <p>Squawk 4200 for flights from the south, unable to establish contact with South Control.</p>
JORDAN	<p>Standard operating procedures.</p> <p>Standard transponder failure procedures.</p> <p>Squawk 2400 as an uncontrolled VFR flight.</p>
KUWAIT	<p>Standard operating procedures.</p> <p>Standard transponder failure procedures.</p>

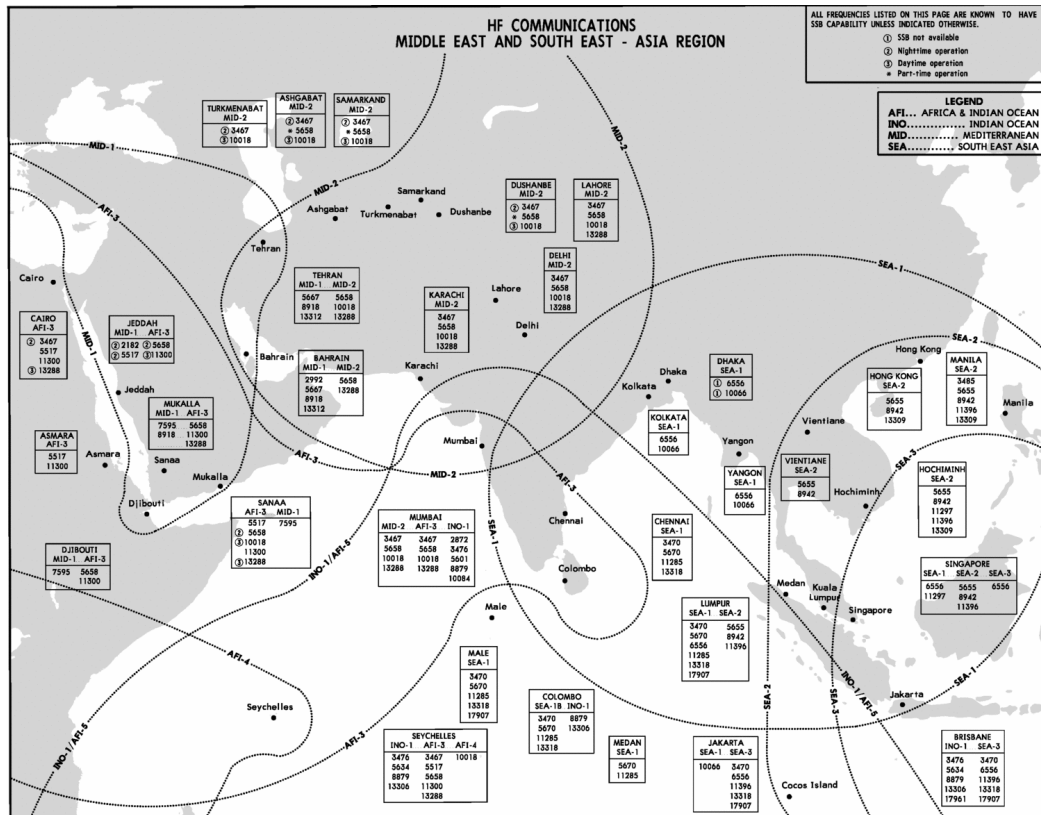


**MIDDLE EAST  
SECONDARY SURVEILLANCE RADAR - SSR**

LEBANON	Standard operating procedures. Standard transponder failure procedures. Squawk 0000 as an uncontrolled flight.
MALDIVES	Standard operating procedures. Standard transponder failure procedures.
NEPAL	Standard operating procedures. Standard transponder failure procedures. Squawk 1200 when flying VFR below 13500ft. Squawk 1400 when flying VFR at or above 13500ft.
OMAN	Standard operating procedures. Standard transponder failure procedures.
PAKISTAN	Standard operating procedures. Standard transponder failure procedures.
QATAR	Standard operating procedures. Standard transponder failure procedures.
SAUDI ARABIA	Standard operating procedures. Standard transponder failure procedures. Squawk 7000 prior to entering Jeddah FIR as an uncontrolled flight unless otherwise instructed by ATC. Squawk 1100 prior to departure when codes have not been allocated unless otherwise instructed by ATC.
SRI LANKA	Standard operating procedures. Standard transponder failure procedures.
SYRIA	Standard operating procedures. Standard transponder failure procedures.
TURKEY	Standard operating procedures. Standard transponder failure procedures.
UNITED ARAB EMIRATES	Standard operating procedures. Standard transponder failure procedures.
YEMEN	Standard operating procedures. Standard transponder failure procedures.

# MIDDLE EAST HF COMMUNICATIONS-MIDDLE EAST AND SOUTH EAST-ASIA REGION

## MIDDLE EAST AND SOUTH EAST - ASIA REGION



**MIDDLE EAST  
FREQUENCY ALLOCATION INDIA**

## HF FREQUENCY ALLOCATION WITHIN MUMBAI FIR

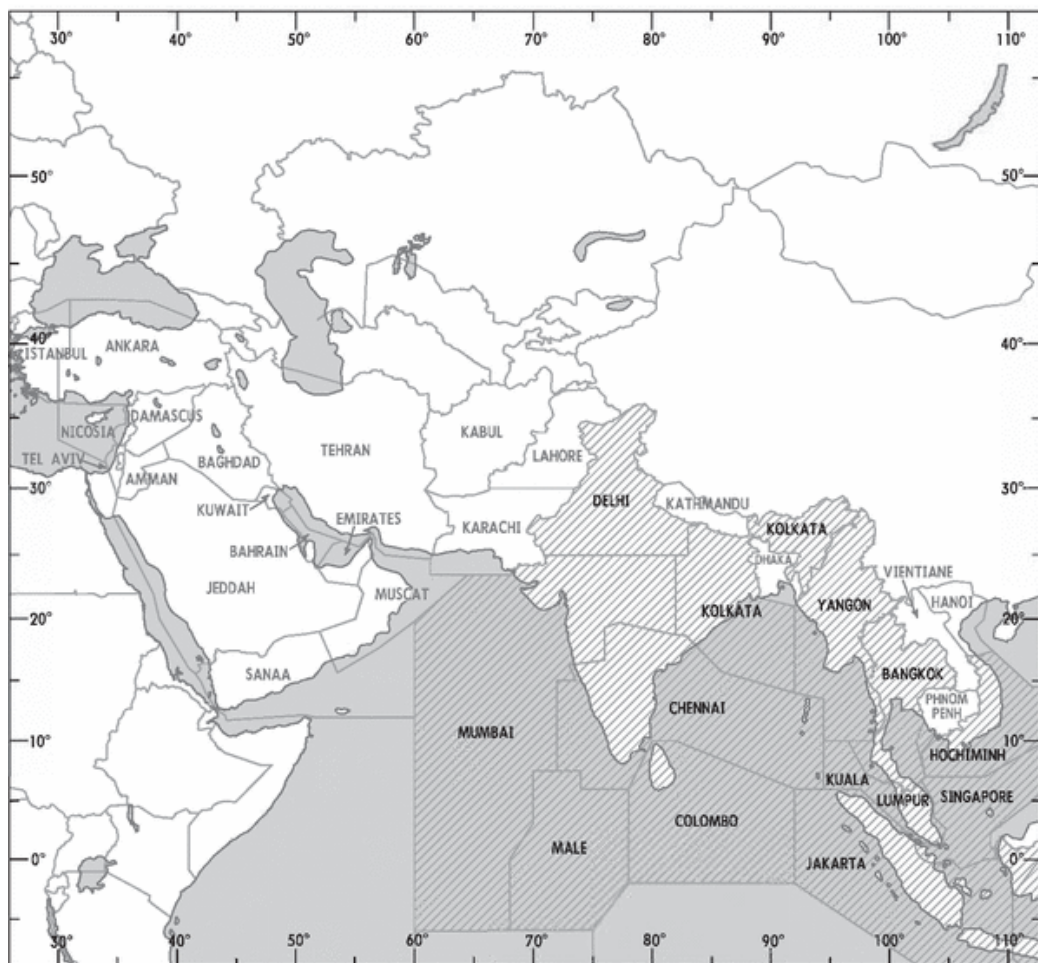
<b>MUMBAI RADIO</b>	
<b>Airway</b>	<b>Frequency</b>
A474	3443, 3476, 4675, 5601, 5634, 6661, 8879, 10084
B459	3443, 3476, 4675, 5601, 5634, 6661, 8879, 10084
G424	3443, 3476, 4675, 5601, 5634, 6661, 8879, 10084
G450	3443, 3476, 4675, 5601, 5634, 6661, 8879, 10084
G465	3443, 3476, 4675, 5601, 5634, 6661, 8879, 10084
L301	3476, 5658, 6661, 8879, 10018, 10084
L505	3476, 5658, 6661, 8879, 10018, 10084
L516	3443, 3476, 4675, 5601, 5634, 6661, 8879, 10084
L639	2872, 3467, 3476, 4675, 5601, 5658, 6661, 8879, 10018, 10084, 13288
L756	2872, 3443, 3467, 3476, 4657, 4675, 5601, 5634, 5658, 6661, 8879, 10018, 10084, 13288
L875	2872, 3443, 3467, 3476, 4657, 4675, 5601, 5634, 5658, 6661, 8879, 10018, 10084, 13288
L894	3443, 3467, 3476, 4657, 4675, 5601, 5634, 5658, 6661, 8879, 10018, 10084
M300	3467, 4657, 5658, 10018
M638	3476, 5658, 6661, 8879, 10018, 10084
N519	3443, 3476, 4675, 5601, 5634, 6661, 8879, 10084
N571	3443, 3476, 4675, 5601, 5634, 6661, 8879, 10084
N628	2872, 3467, 5658, 8879, 10018, 11300, 13288
P323	2872, 3443, 3467, 3476, 4657, 4675, 5601, 5634, 5658, 6661, 8879, 10018, 10084, 11300, 13288
P518	3476, 5658, 6661, 8879, 10018, 10084
P570	2872, 3443, 3467, 3476, 4657, 4675, 5601, 5634, 5658, 6661, 8879, 10018, 10084, 11300, 13288
P574	3443, 3476, 4675, 5601, 5634, 6661, 8879, 10084
P751	3443, 3476, 4675, 5601, 5634, 6661, 8879, 10084
T208	3467, 5601, 5658, 10018, 13288

**MIDDLE EAST  
FREQUENCY ALLOCATION INDIA**

<b>MUMBAI RADIO</b>	
<b>Airway</b>	<b>Frequency</b>
UL425	2872, 3443, 3467, 3476, 4657, 5601, 5634, 5658, 6661, 8879, 10018, 10084, 11300, 13288
UM551	3443, 3476, 4675, 5601, 5634, 6661, 8879, 10084
V1	3476, 5658, 6661, 8879, 10018, 10084
W103	3476, 5658, 6661, 8879, 10018, 10084

MIDDLE EAST  
CPDLC COVERAGE

CPDLC OVERVIEW



**MIDDLE EAST  
CPDLC COVERAGE**

**Data Link Services**

<b>Airspace</b>	<b>CPDLC</b>	<b>ADS-C</b>	<b>Logon Address</b>	<b>Remarks</b>
Bangkok FIR	O	O	VTBB	Confirm CPDLC CDA: CPDLC UM160 (NDA).
Chennai FIR	O	O	VOMF Logon should be initiated 10 minutes prior to entry into Chennai FIR.	
Colombo FIR	T	T	VCCF Logon should be initiated 15 minutes prior to entry into Colombo FIR. Data link equipped aircraft departing from Colombo are to logon 5 minutes pri- or to leaving TMA.	Position reporting: CPDLC position report at each waypoint. <i>NOTE: Currently trialing ADS-C and CPDLC. Pri- mary communication via voice. Full HF reporting still required.</i>
Delhi FIR	O	O	VIDA Logon should be initiated 10 minutes prior to entry Delhi FIR.	
Hochiminh FIR	O	O	VVTS	ADS/CPDLC services are available in the 8 oceanic ATS routes including L625, L628, L642, M765, M768, M771, N500 and N892.

**MIDDLE EAST  
CPDLC COVERAGE**

**Data Link Services (continued)**

<b>Airspace</b>	<b>CPDLC</b>	<b>ADS-C</b>	<b>Logon Address</b>	<b>Remarks</b>
Jakarta FIR	T	T	<p>WIIF</p> <p>Logon should be initiated between 15 and 30 minutes prior to entry into Jakarta FIR. For aircraft departing from an aerodrome within Jakarta FIR, logon should be initiated when the aircraft is on the ground.</p>	<p>CPDLC services are available for FANS 1/A equipped aircraft on all ATS routes within the Indian Oceanic Upper Control Area (UIOS), Banda Aceh Upper Control Area (UBAC) and Bandung Upper Control Area (UBND).</p> <p>ADS-C/CPDLC will be the primary means of communication within UIOS on the route portion L774, L896, L897, M766, N628 and N633, HF will be the secondary means of communication.</p> <p>VHF will be the primary means of communication within UBAC on the route portion M300, N563, P570, P574, P627, P756 and within UBND UTA on the route portion A585, B469, G209, G337, L764, L895, L896, L897, N646, N752 and R206, CPDLC will be the secondary means of communication.</p>
Kolkata FIR	O	O	<p>VECF</p> <p>Logon should be initiated 10 minutes prior to entry Kolkata FIR.</p>	
Kuala Lumpur FIR	O	O	WMFC	
Male FIR	O		VRMF	

**MIDDLE EAST  
CPDLC COVERAGE**

**Data Link Services (continued)**

<b>Airspace</b>	<b>CPDLC</b>	<b>ADS-C</b>	<b>Logon Address</b>	<b>Remarks</b>
Mumbai FIR	O	O	VABF Logon should be initiated 10 minutes prior to entry Mumbai FIR.	
Singapore FIR	O	O	WSJC Logon should be initiated 10 minutes prior to entry Singapore FIR.	Confirm CPDLC CDA: 1 CPDLC position report at FIR boundary.
Yangon FIR	O	O	VYYF	

*NOTE: O = Operational, T = Trial, N = Not available*



**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

## STANDARD ROUTINGS TRANSITING OIIX

FROM	TO	CONDITION	ROUTING	REMARKS
LTAA	OAKX	Transiting OAKX	AGINA-UP146-RST-UL333-SOKAM	Expect all odd levels between FL310 and FL390 except FL330
			AGINA-UP146-RST-A416-LOXED-N636-PAMTU	
		Landing OAKX	AGINA-UP146-RST-A416-MSD-G792/B411-PAMTU	Expect FL270 and FL290 before entering OAKX
			AGINA-UP146-RST-UL333-ALROT-UP567-BJD-G202/UP567-KAMAR	
	OBBD	Landing OTHH/OTBD/OTBH Not available for arrivals to OBBI/OEDR/OEDF	LUMOM-UT301-MIDSI	FL200 to FL260 at 10NM before MIDSI
			BONAM-L319-DASDO-UL223-LAGSA-R659-MIDSI	
		Landing OBBI/OEDR/OEDF	LUMOM-UT301-DEPSU-G663-ALSER	FL180 and FL200 at 20NM before ALSER
			BONAM-L319-DASDO-G663-ALSER	
OKAC		Transiting OKAC except landing OBBI/OTHH/OTBD/OTBH/OEDR/OEDF	LUMOM-UT301-IMKEN-B417/N72-TULAX	Expect FL300 and FL320
		Landing OKAC		Over TULAX expect FL240
OMAE		Transiting OMAE	BONAM-L319-DASDO-UL223-SIR	
		Landing OMAE	BONAM-L319-DASDO-UL223-LAM-G666-ORSAR	Expect FL210 up to FL290 at 10NM before ORSAR

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

FROM	TO	CONDITION	ROUTING	REMARKS
			AGINA-UP146-SIBVU-R661-ZAJ-R654/ L124/UL124-SAV-P574/UP574-SYZ- G666-ORSAR	
	OOM M	Transiting or landing OOMM	AGINA-UP146-SIBVU-R661-ZAJ-T215- PURKI-W32-SRJ-L430-MESPO	
	OPKR	Transiting or landing OPKR and inbound VIDF	AGINA-UP146-RST-UL333-GIBAB-Q13- TOVUS-G208/L125/UL125-ZDN-G452/ UN319-DERBO	Expect below FL410 before entering OPKR
			BONAM-UL124-ZAJ-T215-SILKO-G452- DERBO	
		Transiting or landing OPKR and inbound VABF	AGINA-UP146-RST-UL333-GIBAB-Q13- KEBUD	
			BONAM-UL124-ZAJ-T215-ASVIB	
OAKX	LTAA	Transiting or landing LTAA	PAMTU-G792/B411-MSD-A647-SBZ- A416-RST-UP146-AGINA	
			PAMTU-N636-SBZ-A416-RST-AGINA	
			SOKAM-UL333-RST-UP146-AGINA	
	OB BB	Transiting OB BB	PIRAN-A453-MIDSI	FL320 and FL380 at 20NM before MIDSI
			RANRU-Z627-PEKES-A453-MIDSI	
		Landing OB BB/ OEDR/OEDF	PIRAN-A453-LVA-Z350-MIDSI	FL200 up to FL260 at 20NM before MIDSI
			RANRU-Z627-PEKES-A453-LVA-Z350- MIDSI	
	OKAC	Transiting OKAC	PIRAN-A453-ZDN-G452-SYZ-G669- NANPI	Expect FL300 and FL320
		Landing OKAC	PIRAN-A453-ZDN-G452-SYZ-G669- NANPI	Over NANPI expect FL280
	OMAE	Transiting OMAE	PIRAN-A453-DAVEP-Q10-MOBET- M324-PATAT	
			RANRU-Z627-PEKES-A453-DAVEP- Q10-MOBET-M324-PATAT	

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

FROM	TO	CONDITION	ROUTING	REMARKS
		Landing OMAE	PIRAN-A453-DAVEP-Q10-MOBET-M324-PATAT	Expect FL160 for traffic inbound OMRK, FL200 up to FL240 for traffic inbound other airports except OMAA over PATAT
			RANRU-Z627-PEKES-A453-DAVEP-Q10-MOBET-M324-PATAT	
	UBBA	Transiting or landing UBBA	SOKAM-UL333-ALROT-UP576-ULDUS	
			PAMTU-N636-RIGAN-UN319/UP567-ULDUS	
			SOKAM-UL333-RST-UP146-SIBVU-L125/UL125/R661-DULAV	
	UDDD	Transiting or landing UDDD	PAMTU-N636-MAGRI	
			SOKAM-UL333-RST-B121-MAGRI	
	UTAA	Transiting or landing UTAA	PAMTU-G792/B411-MSD-G775-ORPAB	
			PAMTU-G792/B411-MSD-G792-GIRUN	
			SOKAM-A416-MSD-G775-ORPAB	
			SOKAM-A416-MSD-G792-GIRUN	
			KAMAR-G202/UP567-BJD-T888-TBS-Q15-SOMAD	
	OBBB	LTAA Transiting or landing LTAA without entering UDDD/UGGG/URRV/UKFV/LBSR	ROTOX-L570-ALTAX-UL223-KAPES-J5-ALRAM	
			RAGAS-UT430-LAGSA-UL223-KAPES-J5-ALRAM	

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

FROM	TO	CONDITION	ROUTING	REMARKS
		Transiting LTAA with entering UDDD/UGGG/URRV/UKFV/LBSR	ROTOX-L570-ALTAX-UL223-UMH-UL852-TESVA	
			RAGAS-UT430-LAGSA-UL223-UMH-UL852-TESVA	
	OAKX	Transiting or landing OAKX	DASUT-Z151-KHM-A453-PIRAN	Over position ZDN, expect FL330
			DASUT-Z151-KHM-A453-PEKES-Z627-RANRU	
			DASUT-T/UT800-MIRIT-Z151-KHM-A453-PIRAN	
			DASUT-T/UT800-MIRIT-Z151-KHM-A453-PEKES-Z627-RANRU	
			RAGAS-M561-KHM-A453-PIRAN	
			RAGAS-M561-KHM-A453-PEKES-Z627-RANRU	
	OOM M	Transiting OOMM towards Africa or landing OOMM	DASUT-Z151-ULDUN	Only FL310 and FL350 are available
			DASUT-T/UT800-MIRIT-Z151-ULDUN	
		Transiting OOMM	DASUT-Z151-KHM-A453-BND-W10-MELMI-L430-MESPO	
			DASUT-T/UT800-MIRIT-Z151-KHM-A453-BND-W10-MELMI-L430-MESPO	
	OPKR	Transiting or landing OPRK and inbound VIDF	DASUT-Z151-KHM-A453-ZDN-G452-DERBO	Expect below FL410 before entering OPRK
			DASUT-T/UT800-MIRIT-Z151-KHM-M561-PAVON-A453-ZDN-G452-DERBO	
			DASUT-Z151-KHM-M561-ASVIB	
		Transiting or landing OPRK	DASUT-Z151-KHM-M561-ASVIB	

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

FROM	TO	CONDITION	ROUTING	REMARKS
		and inbound VABF	DASUT-Z151-KHM-A453-ZDN-G452-DERBO	
			DASUT-T/UT800-MIRIT-Z151-KHM-M561-ASVIB	
			DASUT-T/UT800-MIRIT-Z151-KHM-M561-PAVON-A453-ZDN-G452-DERBO	
	ORBB	Only arrival to ORSU/ORER	ROTOX-L570-ALTAX-UL223-TUKLO-W136-BOXIX	Expect FL200 and above
		Only arrival to ORNI/ORBI	ROTOX-L570-ALTAX-UL223-UKSIS-G202-RAGET	
	UTAA	Transiting or landing UTAA	OBTAR-L319-DASDO-G663-TBS-M318-RIKOP	
			OBTAR-L319-DASDO-G663-MSD-A647-NAZAR	
			RAGAS-UT430-SYZ-G663-TBS-M318-RIKOP	
			RAGAS-UT430-SYZ-G663-TBS-A647-NAZAR	
	UBBA	Transiting or landing UBBA	OBTAR-L319-DASDO-G663-SYZ-P574/UP574-SAV-N72-BATEV	
			OBTAR-L319-DASDO-G663-SYZ-P574/UP574-SAV-R654/L124/UL124-ZAJ-R661-DULAV	
			RAGAS-UT430-SYZ-P574/UP574-SAV-N72-BATEV	
			RAGAS-UT430-SYZ-P574/UP574-SAV-R654/L124/UL124-ZAJ-R661-DULAV	
	UDDD	Transiting or landing UDDD	RAGAS-UT430-SYZ-P574/UP574-SAV-R654/L124/UL124-ZAJ-UR654-MAGR1	
			OBTAR-L319-DASDO-G663-SYZ-P574/UP574-SAV-R654/L124/UL124-ZAJ-UR654-MAGR1	

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

FROM	TO	CONDITION	ROUTING	REMARKS
OKAC	LTAA	Transiting or landing LTAA without entering UDDD/UGGG/URRV/UKFV/LBSR	TULAX-B417/N72-MAH-W31-EGVAX-G667-ALTAX-UL223-KAPES-J5-ALRAM	
		Transiting LTAA with entering UDDD/UGGG/URRV/UKFV/LBSR	TULAX-B417/N72-MAH-W31-EGVAX-G667-ALTAX-UL223-UMH-UL852-TES-VA	
OAKX	OAKX	Transiting or landing OAKX	NANPI-G669-SYZ-G452-ZDN-A453-PI-RAN	Over position ZDN, expect FL330
OMAE	OMAE	Transiting OMAE	NANPI-R784-ORSAR	Expect FL290 or below over NANPI
		Landing OMAE	NANPI-R784-ORSAR	Expect FL290 or below over NANPI Expect FL210 up to FL290 at 10NM before ORSAR
OPKR		Transiting or landing OPKR and inbound VIDF	NANPI-G669-SYZ-G452-DERBO	Expect FL410 and below before entering OPKR
		Transiting or landing OPKR and inbound VABF	NANPI-G669-SYZ-G665-ASVIB	
OOM M		Only for Qatari flights landing OOMM	NANPI-R784-EGMIT-M561-KHM-Z151-ULDUN	Expect FL270 over NANPI Over ULDUN only FL310 and FL350 are available
		Other flights	NANPI-G669-SYZ-W10-MELMI-L430-MESPO	
UBBA	UBBA	Transiting or landing UBBA	TULAX-B417-MAH-W31-EGVAX-G667-SAV-N72-BATEV	

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

FROM	TO	CONDITION	ROUTING	REMARKS
	UDDD	Transiting or landing UDDD	TULAX-B417-MAH-W31-EGVAX-G667-SAV-R654/L124/UL124-ZAJ-UR654-MAGRI	
			TULAX-B417-MAH-W31-EGVAX-G667-RABIM-W3-DZF-W9-ZAJ-UR654-MAGRI	
	UTAA	Transiting or landing UTAA	NANPI-G669-SYZ-G663-TBS-M318-RIKOP	
			NANPI-G669-SYZ-G663-MSD-A647-NAZAR	
OMAE	LTAA	Transiting or landing LTAA	GABKO-M317-ROTAL-P574/UP574-SYZ-UT430-DASIS	Over ZDN expect FL330
	OAKX	Transiting or landing OAKX	GABKO-M318-KHM-A453-PIRAN	
			GABKO-M318-KHM-A453-PEKES-Z627-RANRU	Expect FL410 and below before entering Karachi FIR
	OPKR	Transiting or landing OPKR and inbound VIDF	GABKO-M318-KHM-A453-ZDN-G452-DERBO	
			GABKO-M318-KHM-M561-ASVIB	
		Transiting or landing OPKR and inbound VABF	GABKO-M318-KHM-M561-ASVIB	
			GABKO-M318-KHM-A453-ZDN-G452-DERBO	
	UBBA	Transiting or landing UBBA	GABKO-M318-ASMUK-W32-ROVAD-G208/L125/UL125-ELEDI-N39-ULDUS	
			GABKO-M317-ROTAL-P574/UP574-SAV-R654/L124/UL124-ZAJ-R661-DU-LAV	
	UDDD	Transiting or landing UDDA	GABKO-M317-ROTAL-P574/UP574-SAV-R654/L124/UL124-ZAJ0-UR654-MAGRI	
	UTAA	Transiting or landing UTAA	GABKO-M318-RIKOP	

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

FROM	TO	CONDITION	ROUTING	REMARKS
			GABKO-M318-TBS-G663-MSD-A647-NAZAR	
			GABKO-M318-TBS-Q15-SOMAD	
OOM M	LTAA	Transiting or landing LTAA	MESPO-L430-SRJ-W32-ROVAD-L125/ UL125-BUDED-R660/UR660/UL333-DASIS	
	OB BB	Transiting OB BB	MESPO-L430-NOVSU-N312-MIDSI	FL320 and FL380 at 20NM before MIDSI
		Landing OB BB/ OEDR/OEDF	MESPO-L430-NOVSU-Z350-MIDSI	Over MIDSI expect FL200 up to FL260 at 20NM before COP
			MESPO-L430-NOVSU-Z350-LVA-L721-ELIDU	Over ELIDU expect FL200 and FL220 at 10NM before COP
	OKAC	Transiting OKAC	MESPO-L430-NOVSU-Z350-DURSI-R784-NANPI	
		Landing OKAC	MESPO-L430-NOVSU-Z350-DURSI-R784-NANPI	Expect FL280 over NANPI
	OMAE	Transiting OMAE for landing OTXX	ULDUN-T665-DAPER	Only for coordinated traffic from OOMM to land in OTXX at FL300, FL360 and FL400
	OPKR	Transiting or landing OPKR	IMLOT-A791-EGRON	Expect FL410 and below before entering OPKR
			IMLOT-A791-KATUS-M316-GOKSO-M561-ASVIB	
			DENDA-R462-METBI	
	UBBA	Transiting or landing UBBA	MESPO-L430-SRJ-W32-ROVAD-G208/ L125/UL125-ELEDI-N39-ULDUS	
	UDDD	Transiting or landing UDDD	MESPO-L430-SRJ-W32-ROVAD-L125/ UL125-BUDED-UR654-MAGRI	
	UTAA	Transiting or landing UTAA	MESPO-L430-ASMET-M318-RIKOP	
			MESPO-L430-ASMET-M318-TBS-Q15-SOMAD	



**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

FROM	TO	CONDITION	ROUTING	REMARKS
OPKR	LTAA	Transiting or landing LTAA	KEBUD-Q13-SODOK-T216-DAR-L125/ UL125-BUDED-UL333-DASIS	
	OB BB	Transiting OB BB	DERBO-G452-ZDN-A453-MIDSI	FL320 and FL380 at 20NM before MIDSI
			ASVIB-N312-MIDSI	
		Landing OB BB/ OEDR/OEDF	DERBO-G452-ZDN-A453-LVA-Z350-MIDSI	Over MIDSI expect FL200 up to FL260 at 20NM before COP
			ASVIB-N312-LVA-Z350-MIDSI	
			DERBO-G452-ZDN-A453-LVA-L721-ELIDU	
	OKAC	Transiting OKAC	DERBO-G452-SYZ-G669-NANPI	Expect FL300 and FL320 over NANPI
			ASVIB-G665-SYZ-G669-NANPI	
		Landing OKAC	DERBO-G452-SYZ-G669-NANPI	Expect FL280 over NANPI
			ASVIB-G665-SYZ-G669-NANPI	
	OMAE	Transiting OMAE	DERBO-G452-ZDN-A453-DAVEP-Q10-MOBET-M324-PATAT	
			ASVIB-N312-MOBET-M324-PATAT	
		Landing OMAE	DERBO-G452-ZDN-A453-DAVEP-Q10-MOBET-M324-PATAT	Expect FL160 for traffic inbound OMRK, FL200 up to FL240 for traffic inbound other airports except OMAA over PATAT
			ASVIB-N312-MOBET-M324-PATAT	
	OOM M	Transiting OOMM/OMAE	ASVIB-N312-SOLUV-M316-KATUS-A791-IMLOT	
			EGRON-A791-IMLOT	
			METBI-R462-DENDA	

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

FROM	TO	CONDITION	ROUTING	REMARKS
		Landing OOMM/OMAE	METBI-R462-DENDA	
	ORBB	Landing ORBB	DERBO-G452-KER-R654-ISN-G202-RAGET  KEBUD-L124/UL124-YZD-R654-ISN-G202-RAGET	Only authorized for Iraqi airline departing from aerodromes within India, Malaysia, Pakistan and China.  Expect FL280 over RAGET
	UBBA	Transiting or landing UBBA	DERBO-UN319-ULDUS  KEBUD-Q13-SODOK-T216-DAR-G208/L125/UL125-ELEDI-N39-ULDUS  KEBUD-Q13-SODOK-T216-DAR-G208/L125/UL125-DULAV	
	UDDD	Transiting or landing UDDD	KEBUD-Q13-GIBAB-UL333-RST-B121-MAGRI	
	UTAA	Transiting or landing UTAA	DERBO-G452-ZDN-G775-ORPAB  DERBO-G452-ZDN-G775-MSD-G792-GIRUN  KEBUD-Q13-DANIX-W2-ZDN-G775-ORPAB  KEBUD-Q13-DANIX-W2-ZDN-G775-MSD-G792-GIRUN  KEBUD-Q13-DANIX-T216-DAR-G208/L124/UL124-NIVRA-M318-TBS-Q15-SOMAD  ASVIB-T215-SRN-T216-DAR-G208/L124/UL124-NIVRA-M318-TBS-Q15-SOMAD  DERBO-UN319-TBS-Q15-SOMAD	

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

FROM	TO	CONDITION	ROUTING	REMARKS
ORBB	<p>Only departures from Iraq airports by Iraqi airliners are authorized to enter OIIX via designated FIR boundaries to destination in OIIX or elsewhere.</p> <p>Other departures from Iraq airports by Iranian and Qatari airlines and Fly Dubai are authorized to enter OIIX via designated FIR boundaries to destination in OIIX or elsewhere except OAKX.</p>			
OAKX	Transiting or landing OAKX	PAXAT-B411-ILM-G202-KAMAR	<p>Only authorized for Iraqi airliners:</p> <p>a. For traffic transiting OAKX, expect all odd levels between FL310 and FL390 except FL330</p> <p>b. For traffic landing in OAKX, expect FL270 and FL290</p>	
OB BB	Landing OMAA (not available for landing OB-BI/OEDR/OEDF)	BOXIX-W136-NOLTO-UT301-MIDSI	Over KUEVER at FL290 or above	
	Landing OBBI/OEDR/OEDF	BOXIX-W136-NOLTO-UT301-DEPSU-G663-ALSER	FL180 and FL200 at 20NM before ALS-ER	
OMAE	Transiting OMAE	BOXIX-W136-NOLTO-UT301-IMKEN-W3-KIXOB-UL223-SIR		
		PAXAT-B411-ILM-G202-KRD-UT301-IMKEN-W3-KIXOB-UL223-SIR		
	Landing OMAE	BOXIX-W136-NOLTO-UT301-IMKEN-W3-KIXOB-UL223-LAM-G666-ORSAR	Expect FL210 up to FL290 at 10NM before ORSAR	
		PAXAT-B411-ILM-G202-KRD-UT301-IMKEN-W3-KIXOB-UL223-LAM-G666-ORSAR		
OOM M	Transiting or landing OOMM	PAXAT-B411-ILM-G202-ISN-R654-DENDA		

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

FROM	TO	CONDITION	ROUTING	REMARKS
			PAXAT-B411-ILM-G202-ISN-R654-YZD-W32-SRJ-L430-MESPO	
	OPKR	Transiting or landing OPKR and inbound VIDF	PAXAT-B411-ILM-G202-ISN-R654-KER-G452-DERBO	Expect below FL410 before entering OPKR
		Transiting or landing OPKR and inbound VABF	PAXAT-B411-ILM-G202-ISN-R654-KER-L124/UL124-KEBUD	
			PAXAT-B411-ILM-G202-ISN-R654-KER-L124/UL124-PEKES-T215-ASVIB	
	UBBA	Transiting or landing UBBA	PAXAT-B411-SAV-N72-BATEV	
			BOXIX-W136-SAV-N72-BATEV	
	UDDD	Transiting or landing UDDD	BOXIX-W136-SNJ-W158-TAVNI-UL223-UMH-A422-TBZ-G482-MAGRI	
			PAXAT-B411-ILM-W154-KMS-W158-TAVNI-UL223-UMH-A422-TBZ-G482-MAGRI	
	UTAA	Transiting or landing UTAA	PAXAT-B411-ILM-G202-ORSOK-G663-TBS-M318-RIKOP	
UBBA	OAKX	Transiting OAKX	ULDUS-UN319-ITELO-UP567-ALROT-UL333-SOKAM	Expect all odd levels between FL310 and FL390 except FL330
		Landing OAKX	ULDUS-UN319-ITELO-UP567-ALROT-UL333-SOKAM	Expect FL270 and FL290 before entering OAKX
	OBBD	Transiting OBBD	BATEV-N72-SAV-P574/UP574-SYZ-R659-MIDSI	FL320 and FL380 at 20NM before MIDSI
		Landing OBBD/OEDR/OEDF	BATEV-N72-SAV-P574/UP574-SYZ-R659-MIDSI	FL240 and FL260 at 20NM before MIDSI
			BATEV-N72-SAV-P574/UP574-SYZ-G663-ALSER	FL200 and FL180 at 20NM before ALS-ER

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

FROM	TO	CONDITION	ROUTING	REMARKS
	OKAC	Transiting OKAC except landing at OB-BI/OTHH/OTBD/OTBH/OEDR/OEDF	BATEV-N72-SAV-P574/UP574-EGVEL-B417/N72-TULAX	Expect FL300 and FL320 over TULAX
		Landing OKAC	BATEV-N72-SAV-P574/UP574-EGVEL-B417/N72-TULAX	Expect FL240 over TULAX
	OMAE	Landing OMAE	BATEV-N72-SAV-P/UP574-SYZ-G666-ORSAR	Expect FL210 up to FL290 at 10NM before ORSAR
			DULAV-R661-ZAJ-R654/L124/UL124-SAV-P574/UP574-SYZ-G666-ORSAR	Expect FL160 for traffic inbound OMRK, FL200 up to FL240 for traffic inbound other airports except OMAA over PATAT
			ULDUS-N39-OBRIX-T215-PURKI-W32-SRJ-L430-TAVNO-M324-PATAT	
		Transiting OMAE	BATEV-N72-SAV-P574/UP574-SYZ-A418-KIS-UL223-SIR	
			DULAV-R661-ZAJ-R654/L124/UL124-SAV-P574/UP574-SYZ-A418-KIS-UL223-SIR	
			ULDUS-N39-OBRIX-T215-PURKI-W32-SRJ-L430-TAVNO-M324-PATAT	
	OOM M	Transiting or landing OOMM	ULDUS-N39-OBRIX-T215-PURKI-W32-SRJ-L430-MESPO	
	OPKR	Transiting or landing OPKR and inbound VIDF	ULDUS-UN319-ZDN-G452-DERBO	Expect below FL410 before entering OPKR
			ULDUS-N39-OBRIX-T215-SILKO-G452-DERBO	
		Transiting or landing OPKR and inbound VABF	ULDUS-UN319-ZDN-G208/L125/UL125-KEBUD	

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

FROM	TO	CONDITION	ROUTING	REMARKS
			ULDUS-N39-OBRIX-T215-PEKES-L124/UL124-KEBUD	
	ORBB	Landing ORBB	BATEV-N72-SESBI-W8-PAVET-A647-RAGET	Expect FL280 over RAGET
			BATEV-N72-SESBI-W8-PAVET-A647-HAM-W136-BOXIX	Expect FL200 and above
UDDD	OAKX	Transiting OAKX	MAGRI-B121-RST-UL333-SOKAM	Expect all odd levels between FL310 and FL390 except FL330
			MAGRI-B121-RST-A416-LOXED-A416/B411-MSD-G792/B411-PAMTU	
			MAGRI-N636-PAMTU	
	Landing OAKX		MAGRI-B121-RST-UL333-SOKAM	Expect FL270 and FL290 before entering OAKX
			MAGRI-B121-RST-A416-LOXED-A416/B411-MSD-G792/B411-PAMTU	
			MAGRI-N636-PAMTU	
	OB BB	Transiting OB BB	MAGRI-UR654-ZAJ-R654/L124/UL124-SAV-P574/UP574-SYZ-R659-MIDSI	FL320 and FL380 at 20NM before MIDSI
		Landing OB BB/ OEDR/OEDF	MAGRI-UR654-ZAJ-R654/L124/UL124-SAV-P574/UP574-SYZ-R659-MIDSI	FL200 up to FL260 at 20NM before MIDSI
			MAGRI-UR654-ZAJ-R654/L124/UL124-SAV-P574/UP574-SYZ-G663-ALSER	FL200 and FL180 at 20NM before ALSER
OKAC	Transiting OKAC except landing OBBI/ OTHH/OTBD/ OTBH/OEDR/ OEDF		MAGRI-UR654-ZAJ-UL124/R654-EG-VEL-B417/N72-TULAX	Expect FL300 and FL320 over TULAX
			MAGRI-UR654-ZAJ-W9-DZF-W3-IM-KEN-B417/N72-TULAX	
	Landing OKAC		MAGRI-UR654-ZAJ-UL124/R654-EG-VEL-B417/N72-TULAX	Expect FL240 over TULAX
			MAGRI-UR654-ZAJ-W9-DZF-W3-IM-KEN-B417/N72-TULAX	

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

FROM	TO	CONDITION	ROUTING	REMARKS
	OMAE	Transiting OMAE	MAGRI-UR654-ZAJ-R654/L124/UL124-SAV-P574/UP574-SYZ-A418-KIS-UL223-SIR	
		Landing OMAE	MAGRI-UR654-ZAJ-R654/L124/UL124-SAV-P574/UP574-SYZ-G666-ORSAR	Expect FL210 up to FL290 at 10NM before ORSAR
	OOMM	Transiting OOMM	MAGRI-UR654-ZAJ-T215-PURKI-W32-SRJ-L430-MESPO	
	ORBB	Landing ORBB	MAGRI-G482-TBZ-A422-RABEM-M317-PAREX-W158-NOLTO-W136-BOXIX	Expect FL200 and above
			MAGRI-G482-TBZ-A422-RABEM-M317-PAREX-W158-KMS-A647-RAGET	Expect FL280 over RAGET
	OPKR	Transiting or landing OPKR and inbound VIDF	MAGRI-B121-RST-UL333-GIBAB-Q13-TOVUS-G208/UL125-ZDN-G452/UN319-DERBO	Expect FL410 and below before entering OPKR
		Transiting or landing OPKR and inbound VABF	MAGRI-B121-RST-UL333-GIBAB-Q13-KEBUD	
	UTAA	OAKX	ORPAB-G775-MSD-G792/B411-PAMTU	All odd levels between FL310 and FL390 except FL330
			ORPAB-G775-MSD-A416-SOKAM	
			GIRUN-G792-PAMTU	
			GIRUN-G792-MSD-A416-SOKAM	
		Landing in OAKX	ORPAB-G775-MSD-G792/B411-PAMTU	Expect FL270 and FL290 before entering OAKX
			GIRUN-G792-PAMTU	
		OBBD	RIKOP-M324-TASLU-G663-SYZ-R659-MIDSI	FL320 and FL380 at 20NM before MIDSI
			NAZAR-A647-MSD-G663-SYZ-R659-MIDSI	
			RIKOP-M324-TASLU-G663-ALSER	
			NAZAR-A647-MSD-G663-ALSER	

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

FROM	TO	CONDITION	ROUTING	REMARKS
		Landing OBBB/ OEDR/OEDF	RIKOP-M324-TASLU-G663-SYZ-R659-MIDSI	FL240 and FL260 at 20NM before MIDSI
			NAZAR-647-MSD-G663-SYZ-R659-MIDSI	
			RIKOP-M324-TASLU-G663-ALSER	FL200 and FL180 at 20NM before ALS-ER
			NAZAR-A647-MSD-G663-ALSER	
	OKAC	Transiting or landing OKAC	RIKOP-M324-TASLU-G663-SYZ-G669-NANPI	Expect FL300 and FL320 over NANPI
			NAZAR-A647-MSD-G663-SYZ-G669-NANPI	
	OMAE	Transiting OMAE	RIKOP-M324-PATAT	
			NAZAR-A647-MSD-G663-TASLU-M324-PATAT	
			SOMAD-Q15-TBS-UN319-ROXEK-M324-PATAT	
		Landing OMAE	RIKOP-M324-PATAT	
			NAZAR-A647-MSD-G663-TASLU-M324-PATAT	
			SOMAD-Q15-TBS-UN319-ROXEK-M324-PATAT	
	OOM M	Transiting or landing OOMM	ORPAB-G775-ZDN-W2-CBH-R654-DENDA	
			ORPAB-G775-ZDN-W2-MESPO	
			SOMAD-Q15-TBS-UN319-ROXEK-M324-TAVNO-L430-MESPO	
	OPKR	Transiting or landing OPKR and inbound VIDF	ORPAB-G775-ZDN-G452-DERBO	Expect below FL410 before entering Karachi FIR



**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

FROM	TO	CONDITION	ROUTING	REMARKS
			GIRUN-G792-MSD-G775-ZDN-G452-DERBO	
			SOMAD-Q15-TBS-UN319-DERBO	
		Transiting or landing OPKR and inbound VABF	ORPAB-G775-ZDN-G208/L125/UL125-KEBUD	
			GIRUN-G792-MSD-G775-ZDN-G208/L125/UL125-KEBUD	
			SOMAD-Q15-TBS-UN319-ZDN-G208/L125/UL125-KEBUD	

**INTERNATIONAL DEPARTURE AND ARRIVAL TRAFFIC ORIENTATION SCHEME (TOS) WITHIN OIIX**

FROM	TO	CONDITION	ROUTING	REMARKS
<b>Traffic departing from Aerodromes within Tehran FIR</b>				
OIAA	LTAA	Transiting or landing LTAA without entering UDDD/UGGG/URRV/UKBV/LBSR	Relevant SID-GABSU-G667-ALTAX-UL223-KAPES-J5-ALRAM	Exit point from Abadan CTR is GABSU
		Transiting LTAA with entering UDDD/UGGG/URRV/UKBV/LBSR	Relevant SID-GABSU-G667-ALTAX-UL223-UMH-UL852-TESVA	
	OKBK	Including destined or transiting OKBK	Relevant SID-IBSAL-G55-UKNAR-B417/N72-TULAX	Exit point from Abadan CTR is IBSAL
	OBBB	Including destined or transiting OBBB	Relevant SID-IBSAL-G55-KHG-W30-IMDAT-G663-ALSER	
			Relevant SID-IBSAL-G55-KHG-W30-IMDAT-B416/R784-DURSI-R659-MID-SI	

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

FROM	TO	CONDITION	ROUTING	REMARKS
<b>Traffic departing from Aerodromes within Tehran FIR</b>				
	OMAE	Destined OMAE	Relevant SID-DEMPO-G665-EGSIR-T217/UL223-LAM-G666-ORSAR	Exit point from Abadan CTR is DEMPO
		Transiting OMAE	Relevant SID-DEMPO-G665-EGSIR-UL223-SIR	
	ORBB	Including destined ORBB and OSTT	Relevant SID-GABSU-G667-ALTAX-UL223-UKSIS-G202-RAGET	Exit point from Abadan CTR is GABSU
OIAW	LTAA	Transiting or landing LTAA without entering UDDD/UGGG/URRV/UKFV/LBSR	Relevant SID-EGVAX-G667-ALTAX-UL223-KAPES-J5-ALRAM	Exit point from Ahwaz CTR is EGVAX
		Transiting LTAA with entering UDDD/UGGG/URRV/UKFV/LBSR	Relevant SID-EGVAX-G667-ALTAX-UL223-UMH-UL852-TESVA	
	OKBK	Including destined or transiting OKBK	Relevant SID-GODMO-W30-MAH-B417/N72-TULAX	Exit point from Ahwaz CTR is GODMO
	OBBB	Including destined or transiting OBBB	Relevant SID-GODMO-W30-IMDAT-G663-ALSER	
	OMAE	Destined OMAE	Relevant SID-GODMO-W30-VATAN-G665-EGSIR-T217/UL223-LAM-G666-ORSAR	
		Transiting OMAE	Relevant SID-GODMO-W30-VATAN-G665-EGSIR-UL223-SIR	
	ORBB	Including destined ORBB and OSTT	Relevant SID-EGVAX-G667-ALTAX-UL223-UKSIS-G202-RAGET	Exit point from Ahwaz CTR is EGVAX

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

FROM	TO	CONDITION	ROUTING	REMARKS
<b>Traffic departing from Aerodromes within Tehran FIR</b>				
OIBB	LTAA	Transiting or landing LTAA without entering UDDD/UGGG/ URRV/UKFV/ LBSR	Relevant SID-VELUT-L570-ALTAX-UL223-KAPES-J5-ALRAM	Exit point from Bushehr CTR is VELUT
		Transiting LTAA with entering UDDD/UGGG/ URRV/UKFV/ LBSR	Relevant SID-VELUT-L570-ALTAX-UL223-UMH-UL852-TESVA	
	OKBK	Including destined or transiting OKBK	VELUT-G669-NANPI	
	OMAE	Destined OMAE	Relevant SID-KATUR-T217-LAM-G666-ORSAR	Exit point from Bushehr CTR is KATUR
		Transiting OMAE	Relevant SID-KATUR-T217-LAM-UL223-SIR	
	ORBB	Including destined ORBB/ OSTT	Relevant SID-VELUT-L570-ALTAX-UL223-UKSIS-G202-RAGET	Exit point from Bushehr CTR is VELUT
OICC	LTAA	Transiting or landing LTAA without entering UDDD/UGGG/ URRV/UKFV/ LBSR	Relevant SID-BOPEL-W158-TAVNI-UL223-KAPES-J5-ALRAM	Exit point from Kermanshah CTR is BOPEL
		Transiting LTAA with entering UDDD/UGGG/ URRV/UKFV/ LBSR	Relevant SID-BOPEL-W158-TAVNI-UL223-UMH-UL852-TESVA	
	OB BB	Including destined or transiting OB BB	Relevant SID-BUBAV-UT301-DURSI-R659-MIDS I	Exit point from Kermanshah CTR is BUBAV

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

FROM	TO	CONDITION	ROUTING	REMARKS
<b>Traffic departing from Aerodromes within Tehran FIR</b>				
			Relevant SID-BUBAV-UT301-DEPSU-G663-ALSER	
	OKAC	Including destined or transiting OKAC	Relevant SID-BUBAV-UT301-IMKEN-N72/B417-TULAX	
	OMAE	Destined OMAE	Relevant SID-BUBAV-W158-KRD-UT301-IMKEN-W3-KIXOB-UL223-LAM-G666-ORSAR	
		Transiting OMAE	Relevant SID-BUBAV-W158-KRD-UT301-IMKEN-W3-KIXOB-UL223-SIR	
	ORBB	Including destined ORBB and OSTT	Relevant SID-MOKAB-B411-ILM-G202-RAGET	Exit point from Kermanshah CTR is MOKAB
OIFM	LTAA	Transiting or landing LTAA without entering UDDD/UGGG/URRV/UKFV/LBSR	Relevant SID-BOMID-G202-UKSIS-UL223-KAPES-J5-ALRAM	Exit point from Esfahan TMA is BOMID
			Relevant SID-BOMID-G202-UKSIS-UL223-UMH-UL852-TESVA	
		Transiting or landing LTAA with entering UDDD/UGGG/URRV/UKFV/LBSR	Relevant SID-BOMID-G202-UKSIS-UL223-UMH-UL852-TESVA	
	OAKX	Including destined or transiting OAKX	Relevant SID-LABOT-G202-KAMAR	Exit point from Esfahan TMA is LABOT
	OBBB	Including destined or transiting OBBB	Relevant SID-GESIP-R659-SYZ-G663-ALSER	Exit point from Esfahan TMA is GESIP
			Relevant SID-GESIP-R659-MIDSI	
	OKAC	Including destined or transiting OKAC	Relevant SID-GADLU-W6-IMKEN-B417/N72-TULAX	Exit point from Esfahan TMA is GADLU

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

FROM	TO	CONDITION	ROUTING	REMARKS
<b>Traffic departing from Aerodromes within Tehran FIR</b>				
	OMAE	Destined OMAE	Relevant SID-GESIP-R659-SYZ-G666-ORSAR	Exit point from Esfahan TMA is GESIP
		Transiting OMAE	Relevant SID-GESIP-R659-SYZ-A418-KIS-UL223-SIR	
	OPKR	Including destined or transiting OPKR	Relevant SID-LADAL-R654-YZD-R654/L124/UL124-KER-G452-DERBO	Exit point from Esfahan TMA is LADAL
			Relevant SID-LADAL-R654-YZD-L124/UL124-KEBUD	
	ORBB	Including destined ORBB and OSTT	Relevant SID-BOMID-G202-RAGET	Exit point from Esfahan TMA is BOMID
	UBBA	Including destined or transiting UBBA	Relevant SID-DAPOG-R659-VAVIN-UT211-RUS-B121-PAXID-N72-BATEV	Exit point from Esfahan TMA is DAPOG
	UDDD	Including destined or transiting UDDD	Relevant SID-DAPOG-R659-VAVIN-UT211-RUS-B121-MAGRI	
	UTAA	Including destined or transiting UTAA	Relevant SID-LABOT-G202-ORSOK-G663-TBS-M318-RIKOP	Exit point from Esfahan TMA is LABOT
			Relevant SID-LABOT-G202-ORSOK-G663-MSD-A647-NAZAR	
OIGG	LTAA	Including destined or transiting LTAA	Relevant SID-RALGO-R660/UR660/UL333-DASIS	Exit point from Rasht CTR is RALGO
	OKAC	Including destined or transiting OKAC	Relevant SID-RARTA-B121-PAXID-N72-TULAX	Exit point from Rasht CTR is RARTA
	ORBB	Including destined ORBB and OSTT	Relevant SID-RARTA-B121-PAXID-N72-SESBI-W8-PAVET-A647-RAGET	
			Relevant SID-EGRUD-W9-IVELI-W154-KMS-A647-RAGET	

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

FROM	TO	CONDITION	ROUTING	REMARKS
<b>Traffic departing from Aerodromes within Tehran FIR</b>				
OIIE/ OIII/ OIIP	LTAA	Including destined or transiting LTAA	Relevant SID-PAROT-L125/UL125-BUDED-R660/UR660/UL333-DASIS	Exit point from Tehran TMA is PAROT
	OAKX	Including destined or transiting OAKX	Relevant SID-DHN-B411-MSD-G792/B411-PAMTU	Exit point from Tehran TMA is DHN
			Relevant SID-DHN-B411-GIBAB-UL333-SOKAM	
	OBBB	Including destined or transiting OBBB	Relevant SID-EGVEL-P574/UP574-SYZ-G663-ALSER	Exit point from Tehran TMA is EGVEL
			Relevant SID-EGVEL-P574/UP574-SYZ-R659-MIDSI	
	OKAC	Including destined or transiting OKAC	Relevant SID-EGVEL-B417/N72-TU-LAX	Exit point from Tehran TMA is EGVEL
	OMAE	Destined OMAE	Relevant SID-EGVEL-P574/UP574-SYZ-G666-ORSAR	
		Transiting OMAE	Relevant SID-EGVEL-P574/UP574-SYZ-A418-KIS-UL223-SIR	
	OOMM	Including destined or transiting OOMM	Relevant SID-OBRIX-T215-PURKI-W32-SRJ-L430-MESPO	
	OPKR	Including destined or transiting OPKR	Relevant SID-OBRIX-T215-SILKO-G452-DERBO	Exit point from Tehran TMA is OBRIX
			Relevant SID-OBRIX-T215-PEKES-L124/UL124-KEBUD	
	ORBB	Including destined ORBB and OSTT	Relevant SID-PAVET-A647-RAGET	Exit point from Tehran TMA is PAVET
	UBBA	Including destined or transiting UBBA	Relevant SID-PAXID-B121-RST-G670-LALDA	Exit point from Tehran TMA is PAXID

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

FROM	TO	CONDITION	ROUTING	REMARKS
<b>Traffic departing from Aerodromes within Tehran FIR</b>				
	UDDD	Including destined or transiting UDDD	Relevant SID-PAXID-B121-MAGRI	
	UTAA	Including destined or transiting UTAA	Relevant SID-DHN-B411-GIBAB-W140-RIKOP	Exit point from Tehran TMA is DHN
			Relevant SID-DHN-B411-MSD-A647-NAZAR	
OIKB/ OIKQ	LTAA	Including destined or transiting LTAA	Relevant SID-MOBON-W10-SYZ-UT430-DASIS	Exit point from Bandar Abbas TMA is MOBON
	OAKX	Including destined or transiting OAKX	Relevant SID-DAVEP-A453-PIRAN	Exit point from Bandar Abbas TMA is DAVEP
			Relevant SID-DAVEP-A453-PEKES-Z627-RANRU	
	OBBS	Including destined or transiting OBBS	Relevant SID-KHM-A453/N312-MIDSI	Exit point from Bandar Abbas TMA is KHM
	OKAC	Including destined or transiting OKAC	Relevant SID-MOBON-W10-SYZ-G669-NANPI	Exit point from Bandar Abbas TMA is MOBON
	OMAE	Including destined or transiting OMAE	Relevant SID-MOBET-M324-PATAT	Exit point from Bandar Abbas TMA is MOBET
	OPKR	Including destined or transiting OPKR	Relevant SID-DAVEP-A453-ZDN-G452-DERBO	Exit point from Bandar Abbas TMA is DAVEP
	ORBB	Including destined ORBB and OSTT	Relevant SID-MOBON-W10-SYZ-UT430-RASLA-G202-RAGET	Exit point from Bandar Abbas TMA is ASMUK
	UBBA	Including destined or transiting UBBA	Relevant SID-ASMUK-W32-ROVAD-G208/L125/UL125-ELEDI-N39-ULDUS	

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

FROM	TO	CONDITION	ROUTING	REMARKS
<b>Traffic departing from Aerodromes within Tehran FIR</b>				
	UDDD	Including destined or transiting UDDD	Relevant SID-ASMUK-W32-ROVAD-L125/UL125-BUDED-UR654-MAGRI	
	UTAA	Including destined or transiting UTAA	Relevant SID-ASMUK-M318-RIKOP	
			Relevant SID-ASMUK-M318-TBS-G663-MSD-A647-NAZAR	
			Relevant SID-ASMUK-M318-TBS-Q15-SOMAD	
OIKK	LTAA	Including destined or transiting LTAA	Relevant SID-ALMOB-R654/L124/UL124-YZD-W32-ROVAD-L125/UL125-BUDED-R660/UR660/UL333-DASIS	Exit point from Kerman CTR is AL-MOB
	OMAE	Including destined or transiting OMAE	Relevant SID-ALMEK-M324-PATAT	Exit point from Kerman CTR is AL-MEK
	ORBB	Including destined ORBB and OSTT	Relevant SID-ALMOB-R654-ISN-G202-RAGET	Exit point from Kerman CTR is AL-MOB
OIMM	LTAA	Including destined or transiting LTAA	Relevant SID-ORDOB-A647-SBZ-A416-RST-UL333-DASIS	Exit point from Mashhad TMA is ORDOB
	OAKX	Including destined or transiting OAKX	Relevant SID-TANBU-G792/B411-PAMTU	Exit point from Mashhad TMA is TANBU
	OBBB	Including destined or transiting OBBB	Relevant SID-RAMIL-G663-ALSER	Exit point from Mashhad TMA is RAMIL
			Relevant SID-RAMIL-G663-SYZ-R659-MIDS	
	OKAC	Including destined or transiting OKAC	Relevant SID-RAMIL-G663-SYZ-G669-NANPI	



**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

FROM	TO	CONDITION	ROUTING	REMARKS
<b>Traffic departing from Aerodromes within Tehran FIR</b>				
	OMAE	Including destined or transiting OMAE	Relevant SID-NOTSO-B441-NABOX-A453-DAVEP-Q10-MOBET-M324-PATAT	Exit point from Mashhad TMA is NOTSO
	OPKR	Including destined or transiting OPKR	Relevant SID-NOTSO-G775-ZDN-G452-DERBO	
	ORBB	Including destined ORBB and OSTT	Relevant SID-ORDOB-A647-VR-R661-RUS-W11-RAGET	Exit point from Mashhad TMA is ORDOB
	UBBA	Including destined or transiting UBBA	Relevant SID-ORDOB-A647-SBZ-A416-DNZ-UN319/UP567-ULDUS	
	UDDD	Including destined or transiting UDDD	Relevant SID-ORDOB-A647-SBZ-N636-MAGRI	
	UTAA	Including destined or transiting UTAA	Relevant SID-MIDMO-G775-ORPAB	Exit point from Mashhad TMA is MIDMO or NAZAR
			MSD-A647-NAZAR <i>NOTE: Expect radar vectoring to position NAZAR</i>	
OING	ORBB	Including destined ORBB and OSTT	Relevant SID-IMPIR-W4-BUBUX-A647-RAGET	Exit point from Gorgan CTR is IMPIR
OINZ	ORBB	Including destined ORBB and OSTT	Relevant SID-MODEK-A416-NSR-G667-RUS-A647-RAGET	Exit point from Dashte-e-Naz CTR is MODEK
OISS	LTAA	Transiting or landing LTAA without entering UDDD/UGGG/URRV/UKFV/LBSR	Relevant SID-KISED-W3-KIXOB-UL223-KAPES-J5-ALRAM	Exit point from Shiraz TMA is KISSET
		Transiting LTAA with entering UDDD/UGGG/URRV/UKFV/LBSR	Relevant SID-KISED-W3-KIXOB-UL223-UMH-UL852-TESVA	

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

FROM	TO	CONDITION	ROUTING	REMARKS
<b>Traffic departing from Aerodromes within Tehran FIR</b>				
	OAKX	Including destined or transiting OAKX	Relevant SID-NALBI-G452-ZDN-A453-PIRAN	Exit point from Shiraz TMA is NALBI
	OBBB	Including destined or transiting OBBB	Relevant SID-DEPSU-G663-ALSER	Exit point from Shiraz TMA is DEPSU or KATAG
			Relevant SID-KATAG-R659-MIDSI	
	OKAC	Including destined or transiting OKAC	Relevant SID-IVERA-G669-NANPI	Exit point from Shiraz TMA is IVERA
	OMAE	Destined OMAE	Relevant SID-KUPTO-G666-ORSAR	Exit point from Shiraz TMA is KUPTO
		Transiting OMAE	Relevant SID-SYZ-A418-KIS-UL223-SIR	
	OPKR	Including destined or transiting OPKR	Relevant SID-NALBI-G452-DERBO	Exit point from Shiraz TMA is NALBI or VAVAS
			Relevant SID-VAVAS-G665-ASVIB	
	ORBB	Including destined ORBB and OSTT	Relevant SID-KISED-W3-KIXOB-UL223-UKSIS-G202-RAGET	Exit point from Shiraz TMA is KISED
	UBBA	Including destined or transiting UBBA	Relevant SID-ASNIT-P574/UP574-SAV-N72-BATEV	Exit point from Shiraz TMA is ASNIT
	UDDD	Including destined or transiting UDDD	Relevant SID-ASNIT-P574/UP574-SAV-R654/L124/UL124/ZAJ-UR654-MAGRI	
	UTAA	Including destined or transiting UTAA	Relevant SID-KINOT-G663-TBS-M318-RIKOP	Exit point from Shiraz TMA is KINOT
			Relevant SID-KINOT-G663-MSD-A647-NAZAR	
OITL	LTAA	Including destined or transiting LTAA	Relevant SID-EGVON-A416-TBZ-R660/UR660/UL333-DASIS	Exit point from Ardebil CTR is EGVON
	OKAC	Including destined or transiting OKAC	Relevant SID-GIVTA-A416-RST-B121-PAXID-N72-TULAX	Exit point from Ardebil CTR is GIVTA

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

FROM	TO	CONDITION	ROUTING	REMARKS
<b>Traffic departing from Aerodromes within Tehran FIR</b>				
	ORBB	Including destined ORBB and OSTT	Relevant SID-GIVTA-A416-RST-B121-PAXID-N72-SESBI-W8-PAVET-A647-RAGET Relevant SID-GIVTA-A416-RST-W9-IVELI-W154-KMS-A647-RAGET	
OITR	LTAA	Including destined or transiting LTAA	Relevant SID-ALRAM	Exit point from Uromiyeh CTR is ALRAM
	OKBK	Including destined or transiting OKBK	Relevant SID-ROVON-L319-PAREX-W158-NOLTO-UT301-IMKEN-B417/N72-TULAX	Exit point from Uromiyeh CTR is TUBAR
	ORBB	Including destined ORBB and OSTT	Relevant SID-ROVON-L319-PAREX-W158-KMS-A647-RAGET	Exit point from Uromiyeh CTR is GIVTA
OITT	LTAA	Including destined or transiting LTAA	Relevant SID-BORES-R660/UR660/UL333-DASIS	Exit point from Tabriz CTR is BORES
	OBBS	Including destined or transiting OBBS	Relevant SID-RABEM-M317-RADID-L319-DASDO-G663-ALSER Relevant SID-RABEM-M317-RADID-L319-DASDO-UL223-LAGSA-R659-MIDSI	Exit point from Tabriz CTR is RUDAD
	OMAE	Destined OMAE	Relevant SID-RABEM-M317-RADID-L319-DASDO-UL223-LAM-G666-ORSAR	Exit point from Tabriz CTR is RUDAD
		Transiting OMAE	Relevant SID-RABEM-M317-RADID-L319-DASDO-UL223-SIR	
	ORBB	Including destined ORBB and OSTT	Relevant SID-RABEM-M317-PAREX-W158-KMS-A647-RAGET	Exit point from Tabriz CTR is RABEM
	UBBA	Including destined or transiting UBBA	Relevant SID-RABDI-R661-DULAV Relevant SID-DASDA-A422-PARSU	Exit point from Tabriz CTR is RABDI or DASDA

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

FROM	TO	CONDITION	ROUTING	REMARKS
<b>Traffic departing from Aerodromes within Tehran FIR</b>				
	UDDD	Including destined or transiting UDDD	Relevant SID-PAPOK-G482-MAGRI	Exit point from Tabriz CTR is PAPOK

FROM	TO	CONDITON	ROUTING	REMARKS
<b>Traffic arriving to Aerodromes within Tehran FIR</b>				
LTAA	OIAA		LUMOM-UT301-IMKEN-B417/N72-MAH-W31-BOPIS-relevant STAR	Entry point to Abadan CTR is BOPIS
	OIAW		LUMOM-UT301-IMKEN-W6-ITIBI-relevant STAR	Entry point to Ahwaz CTR is ITIBI
	OIBB		LUMOM-UT301-MESVI-UT975-KHG-relevant STAR	Entry point to Bush-ehr CTR is KHG
	OICC		LUMOM-UT301-NOLTO-W158-BOPEL-relevant STAR	Entry point to Kermanshah CTR is BOPEL
	OIFM		AGINA-UP146-SIBVU-R661-ZAJ-R654/L124/UL124-PEKAM-relevant STAR	Entry point to Esfahan TMA is PEKAM or BOMID
			BONAM-UL124-ZAJ-R654/L124/UL124-PEKAM-relevant STAR	
			BONAM-L319-NOTSA-G202-BOMID-relevant STAR	
	OIGG		BONAM-G781-UMH-A422-TBZ-R660/UR660/UL333-RALGO-relevant STAR	Entry point to Rasht CTR is RALGO
	OIII/ OIIE/ OIIP	Expect FL280 or below over MIVAK	AGINA-UP146-RST-B121-relevant STAR	Entry point to Tehran TMA is MIVAK
			BONAM-UL124-ZAJ-R661-MIVAK-relevant STAR	
	OIKB/ OIKQ		AGINA-UP146-SIBVU-R661-ZAJ-R654/L124/UL124-SAV-P574/UP574-SYZ-W10-MOBON-relevant STAR	Entry point to Bandar Abbas TMA is MOBON
			BONAM-L319-RADID-W3-SYZ-W10-MOBON-relevant STAR	

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

FROM	TO	CONDITON	ROUTING	REMARKS
<b>Traffic arriving to Aerodromes within Tehran FIR</b>				
	OIKK		AGINA-UP146-SIBVU-R661-ZAJ-T215-PURBO-W148/M324-ALGUV-relevant STAR	Entry point to Ker- man CTR is AL- MOB
			BONAM-UL124-ZAJ-L124/UL124-YZD-R654-ALMOB-relevant STAR	
	OIMM		AGINA-UP146-RST-UL333-GIBAB-B411-RIBUX-relevant STAR	Entry point to Mashhad TMA is RIBUX
	OISS		AGINA-UP146-SIBVU-R661-ZAJ-R654/L124/UL124-SAV-P574/UP574-ASNIT-relevant STAR	Entry point to Shir- az TMA is ASNIT or KISED
			BONAM-L319-RADID-W3-KISED-relevant STAR	
	OITL		BONAM-G781-UMH-A422-TBZ-A416-EGVON-relevant STAR	Entry point to Arda- bil CTR is EGVON
	OITR	Expect FL270 or below over BONAM	BONAM-G781/UL124-TUDNU-relevant STAR	Entry point to Uro- miyeh CTR is TUD- NU
	OITT		BONAM-G781-UMH-A422-RABEM-relevant STAR	Entry point to Tab- riz CTR is RABEM
OAKX	OIII/ OIIE	Expect FL240 or below over ORKAT	PAMTU-G792/B411-MSD-A647-MUX-OR-relevant STAR	Entry point to Teh- ran TMA is MUXOR
	OIIP	Expect FL240 or below over PAXID	PAMTU-G792/B411-MSD-A647-SBZ-A416-RSR-W150-PAXID-relevant STAR	Entry point to Teh- ran TMA is PAXID
	OIKB/ OIKQ		PIRAN-A453-DAVEP-relevant STAR	Entry point to Ban- dar Abbas TMA is DAVEP
			RANRU-Z627-PEKES-A453-DAVEP-relevant STAR	
	OIMM		PAMTU-G792/B411-TANBU-relevant STAR	Entry point to Mashhad TMA is TANBU

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

FROM	TO	CONDITON	ROUTING	REMARKS
<b>Traffic arriving to Aerodromes within Tehran FIR</b>				
OBBB	OIAA		RAGAS-UT430-PEGET-B416/R784-IMDAT-W30-KHG-G55-IBSAL-relevant STAR	Entry point to Abadan CTR is IBSAL
	OIAW		RAGAS-UT430-PEGET-B416/R784-IMDAT-W30-GODMO-relevant STAR	Entry point to Ahwaz CTR is GODMO
	OIFM		OBTAR-L319-DASDO-G663-SYZ-R659-GESIP-relevant STAR	Entry point to Esfahan TMA is GESIP
			RAGAS-UT430-LAGSA-R659-GESIP-relevant STAR	
	OIII/OIIE	Expect FL240 or below over BOXAM	OBTAR-L319-DASDO-G663-SYZ-R659-BOXAM-relevant STAR	Entry point to Tehran TMA is BOXAM
			RAGAS-UT430-LAGSA-R659-BOXAM-relevant STAR	
	OIIP	Expect FL270 or below over SAV	OBTAR-L319-DASDO-G663-SYZ-UP/P574-IMRAG-G202-RASLA-G667-SAV-relevant STAR	Entry point to Tehran TMA is SAV
			RAGAS-UT430-LAGSA-R659-SYZ-UP/P574-IMRAG-G202-RASLA-G667-SAV-relevant STAR	
	OIKB/OIKQ		RAGAS-M561-KHM-relevant STAR	Entry point to Bandar Abbas TMA is KHM
OKAC	OIMM		OBTAR-L319-DASDO-G663-RAMIL-relevant STAR	Entry point to Mashhad TMA is RAMIL
			RAGAS-UT430-LAGSA-R659-SYZ-G663-RAMIL-relevant STAR	
	OISS		OBTAR-L319-DASDO	Entry point to Shiraz TMA is DASDO or LAGSA
			RAGAS-UT430-LAGSA	
OKAC	OIAA		TULAX-B417/N72-UKNAR-G55-IBSAL-relevant STAR	Entry point to Abadan CTR is IBSAL

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

FROM	TO	CONDITON	ROUTING	REMARKS
<b>Traffic arriving to Aerodromes within Tehran FIR</b>				
	OIAW		TULAX-B417/N72-MAH-W30-GOD-MO-relevant STAR	Entry point to Ah-waz CTR is GOD-MO
	OIBB		NANPI-G669-VELUT	Entry point to Bush-ehr CTR is VELUT
	OIFM		TULAX-B417/N72-IMKEN-W6-GADLU-relevant STAR	Entry point to Esfa-han TMA is GADLU
	OIGG		TULAX-B417/N72-MAH-W31-EGVAX-G667-SAV-N72-PAXID-B121-RARTA-relevant STAR	Entry point to Rasht CTR is RARTA
			TULAX-B417/N72-MAH-W31-EGVAX-G667-RABIM-W3-DZF-W9-EGRUD-relevant STAR	Entry point to Rasht CTR is EGRUD
	OIII/ OIIE/ OIIP	Expect FL280 or below over SAV	TULAX-B417/N72-MAH-W31-EGVAX-G667-SAV-relevant STAR	Entry point to Teh-ran TMA is SAV
	OIMM		NANPI-G669-SYZ-G663-RAMIL-relevant STAR	Entry point to Mashhad TMA is RAMIL
	OISS		NANPI-G669-IVERA-relevant STAR	Entry point to Shir-az TMA is IVERA
	OITL		TULAX-B417/N72-MAH-W31-EGVAX-G667-SAV-N72-PAXID-B121-RST-A416-GIVTA-relevant STAR	Entry point to Arda-bil CTR is GIVTA
			TULAX-B417/N72-MAH-W31-EGVAX-G667-RABIM-W3-DZF-W9-RST-A416-GIVTA-Relevant STAR	
	OITR		TULAX-B417/N72-MAH-W31-EGVAX-G667-ALTAX-UL223-TAVNI-W158-PAREX-M317/L319-ROVON-G781-TUBAR-relevant STAR	Entry point to Uro-miyeh CTR is TU-BAR
	OITT		TULAX-B417/N72-MAH-W31-EGVAX-G667-ALTAX-UL223-UMH-A422-RABEM-relevant STAR	Entry point to Tab-riz CTR is RABEM

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

FROM	TO	CONDITON	ROUTING	REMARKS
<b>Traffic arriving to Aerodromes within Tehran FIR</b>				
OMAE	OIAW		GABKO-M317-ROTAL-P574/UP574-SYZ-G665-VATAN-W30-GODMO-relevant STAR	Entry point to Ahwaz CTR is GODMO
	OIBB		GABKO-M317-ROTAL-P574/UP574-SYZ-W23-KUGVU-relevant STAR	Entry point to Bushahr CTR is KUGVU
	OICC		GABKO-M317-ROTAL-P574/UP574-SYZ-W3-KIXOB-UL223-UKSIS-G202-KRD-W158-BUBAV-relevant STAR	Entry point to Kermanshah CTR is BUBAV
	OIFM		GABKO-M317-ROTAL-P574/UP574-SYZ-R659-GESIP-relevant STAR	Entry point to Esfahan TMA is GESIP
	OIII/ OIIE	Expect FL240 or below over BOXAM and RADAL	GABKO-M318-ASMUK-W32-ROVAD-G208/L125/UL125-RADAL-relevant STAR	Entry point to Tehran TMA is BOXAM or RADAL
			GABKO-M317-ROTAL P574/UP574-SYZ-R659-BOXAM-relevant STAR	
	OIIP	Expect FL270 or below over SAV	GABKO-M317-ROTAL-UP574-IMRAG-G202-RASLA-G667-SAV-relevant STAR	Entry point to Tehran TMA is SAV
	OIKB/ OIKQ		GABKO-M318-KHM-relevant STAR	Entry point to Bandar Abbas TMA is KHM
	OIKK		GABKO-M318-ASMET-Q14-ALMEK-relevant STAR	Entry point to Kerman CTR is ALMEK
	OIMM		GABKO-M318-TBS-G663-RAMIL-relevant STAR	Entry point to Mashhad TMA is RAMIL
	OISS		GABKO-M317-ROTAL-P574/UP574-KASOL-relevant STAR	Entry point to Shiraz TMA is KASOL
	OITT		GABKO-M317-ROTAL-P574/UP574-SAV-R654/L124/UL124-ZAJ-UR654-BUDED-R660/UR660/UL333-RAKED-relevant STAR	Entry point to Tabriz CTR is RAKED



**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

FROM	TO	CONDITON	ROUTING	REMARKS
<b>Traffic arriving to Aerodromes within Tehran FIR</b>				
OPKR	OIFM		DERBO-G452-ZDN-G208/L125/ UL125-NODLA-G202-LABOT-relevant STAR	Entry point to Esfa- han TMA is LABOT
			KEBUD-Q13-SODOK-T216-DAR- G208/L125/UL125-NODLA-G202-LAB- OT-relevant STAR	
	OIII/ OIIE	Expect FL240 or below over RADAL	DERBO-G452-ZDN-G208/L125/ UL125-RADAL-relevant STAR	Entry point to Teh- ran TMA is RADAL
			KEBUD-Q13-SODOK-T216-DAR- G208/L125/UL125-RADAL-relevant STAR	
	OIIP	Expect FL270 or below over SAV	DERBO-G452-KER-UL/L124-PARUG- G202-RASLA-G667-SAV-relevant STAR	Entry point to Teh- ran TMA is SAV
			KEBUD-UL124-PARUG-G202-RASLA- G667-SAV-relevant STAR	
	OIKB/ OIKQ		DERBO-G452-ZDN-A453-DAVEP-rele- vant STAR	Entry point to Ban- dar Abbas TMA is DAVEP or KHM
			ASVIB-N312-KHM-relevant STAR	
ORBB	OISS		DERBO-G452-NALBI-relevant STAR	Entry point to Shir- az TMA is NALBI or VAVAS
			ASVIB-G665-VAVAS-relevant STAR	
	OIAA		PAXAT-B411-ILM-G202-KRD-UT301- IMKEN-B417/N72-MAH-W31-BOPIS- relevant STAR	Entry point to Aba- dan CTR is BOPIS
	OIAW		PAXAT-B411-ILM-G202-KRD-UT301- IMKEN-W6-ITIBI-relevant STAR	Entry point to Ah- waz CTR is ITIBI
	OIBB		PAXAT-B411-ILM-G202-KRD-UT301- MESVI-UT975-KHG-relevant STAR	Entry point to Bush- ehr CTR is KHG
	OICC		PAXAT-B411-MOKAB-relevant STAR	Entry point to Ker- manshah CTR is MOKAB

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

FROM	TO	CONDITON	ROUTING	REMARKS
<b>Traffic arriving to Aerodromes within Tehran FIR</b>				
	OIFM		PAXAT-B411-ILM-G202-BOMID-relevant STAR	Entry point to Esfahan TMA is BOMID
	OIGG		PAXAT-B411-SAV-N72-PAXID-B121-RARTA-relevant STAR	Entry point to Rasht CTR is RARTA or EGRUD
			PAXAT-B411-IVELI-W9-EGRUD-relevant STAR	
	OIII/ OIIE/ OIIP	Expect FL270 or below over SAV	PAXAT-B411-SAV-relevant STAR	Entry point to Tehran TMA is SAV
	OIKB/ OIKQ		PAXAT-B411-ILM-G202-KRD-UT301-IMKEN-W3-SYZ-W10-MOBON-relevant STAR	Entry point to Bandar Abbas TMA is MOBON
	OIKK		PAXAT-B411-ILM-G202-ISN-R654-AL-MOB-relevant STAR	Entry point to Kerman CTR is AL-MOB
	OIMM		PAXAT-B411-RUS-R661-DHN-B411-RIBUX-relevant STAR	Entry point to Mashhad TMA is RIBUX
	OING		PAXAT-B411-DHN-W4-IMPIR-relevant STAR	Entry point to Gorgan CTR is IMPIR
	OINZ		PAXAT-B411-DHN-W4-LABET-relevant STAR	Entry point to Dasht-e- Naz CTR is LABET
	OISS		PAXAT-B411-ILM-G202-KRD-UT301-IMKEN-W3-KISED-relevant STAR	Entry point to Shiraz TMA is KISED
	OITL		PAXAT-B411-SAV-N72-PAXID-B121-RST-A416-GIVTA-relevant STAR	Entry point to Ardebil CTR is GIVTA
			PAXAT-B411-IVELI-W9-RST-A416-GIVTA-relevant STAR	
	OITR		PAXAT-B411-ILM-W154-KMS-W158-PAREX-M317/L319-ROVON-G781-TUBAR-relevant STAR	Entry point to Uromiyeh CTR is TUBAR

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

FROM	TO	CONDITON	ROUTING	REMARKS
<b>Traffic arriving to Aerodromes within Tehran FIR</b>				
	OITT		PAXAT-B411-ILM-W154-KMS-W158-TAVNI-UL223-UMH-A422-RABEM-relevant STAR	Entry point to Tabriz CTR is RABEM
UBBA	OIFM		BATEV-N72-SAV-P574/UP574-PE-KAM-relevant STAR	Entry point to Esfahan TMA is PEKAM
	OIII/ OIIE/ OIIP	Expect FL280 or below over PAXID	LALDA-G670-RST-B121-PAXID-relevant STAR	Entry point to Tehran TMA is PAXID
	OIKB/ OIKQ		ULDUS-N39-OBRIX-T215-PURKI-W32-ASMUK-relevant STAR	Entry point to Bandar Abbas TMA is ASMUK
	OIMM		ULDUS-UP567/UN319-DNZ-A416-LOXED-A416/B411-RIBUX-relevant STAR	Entry point to Mashhad TMA is RIBUX
	OISS		BATEV-N72-SAV-P574/UP574-ASNIT-relevant STAR	Entry point to Shiraz TMA is ASNIT
UDDD	OIFM		MAGRI-UR654-ZAJ-R654/L124/UL124-PEKAM-relevant STAR	Entry point to Esfahan TMA is PEKAM
	OIII/ OIIE/ OIIP	Expect FL280 or below over PAXID	MAGRI-B121-PAXID-relevant STAR	Entry point to Tehran TMA is PAXID
	OITT		MAGRI-G482-PAPOK-relevant STAR	Entry point to Tabriz CTR is PAPOK
UTAA	OIFM		RIKOP-M324-TASLU-G663-ORSOK-G202-LABOT-relevant STAR	Entry point to Esfahan TMA is LABOT
			NAZAR-A647-MSD-G663-ORSOK-G202-LABOT-relevant STAR	
	OIII/ OIIE	Expect FL240 or below over MUXOR	RIKOP-W140-BRD-B451-RAPKI-A647-MUXOR-relevant STAR	Entry point to Tehran TMA is MUXOR
	OIPP		RIKOP-W4-DNZ-A416-RSR-W150-PAXID-relevant STAR	Entry point to Tehran TMA is PAXID
	OIKB/ OIKQ		RIKOP-M324-TAVNO-relevant STAR	Entry point to Bandar Abbas TMA is TAVNO

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

FROM	TO	CONDITON	ROUTING	REMARKS
<b>Traffic arriving to Aerodromes within Tehran FIR</b>				
			NAZAR-A647-MSD-G663-TASLU-M324-TAVNO-relevant STAR	
			SOMAD-Q15-TBS-UN319-ROXEK-M324-TAVNO-relevant STAR	
	OIMM		ORPAB-G775-MIDMO-relevant STAR	Entry point to Mashhad TMA is MIDMO or NAZAR
			NAZAR-A647-MSD <i>NOTE: Expect radar vectoring via position NAZAR</i>	
	OISS		RIKOP-M324-TASLU-G663-KINOT-relevant STAR	Entry point to Shiraz TMA is KINOT
			NAZAR-A647-MSD-G663-KINOT-relevant STAR	

**DOMESTIC FLIGHT TOS**

FRO M	TO	CONDITION	ROUTING
OIAA	OIFM		Relevant SID-GABSU-AWZ-W6-GADLU-relevant STAR
	OIII	Expect TMA boundary at or below FL270	Relevant SID GABSU-G667-SAV-relevant STAR
	OIMM		Relevant SID-GABSU-AWZ-W6-Isn-G202-ORSOK-G663-RAMIL-relevant STAR
	OING		Relevant SID-GABSU-G667-TRN-Z2-DNZ-W4-IMPIR-relevant STAR
	OINZ		Relevant SID-GABSU-G667-NSR-A416-MODEK-relevant STAR
OIAD	OIII	Expect TMA boundary at or below FL270	Relevant SID-DAPEM-W7-ARK-G667-SAV-relevant STAR
OIAM	OIII	Expect TMA boundary at or below FL270	Relevant SID-GODMO-W30-AWZ-G667-SAV-relevant STAR
	OIBQ		Relevant SID-GABSU-G667-ABD-G55-IBKUG-relevant STAR

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

<b>FRO M</b>	<b>TO</b>	<b>CONDITION</b>	<b>ROUTING</b>
OIAW			Relevant SID-GODMO-W30-MAH-B417-UKNAR-G55-IB-KUG-relevant STAR
	OIGG		Relevant SID-EGVAX-G667-SAV-N72-PAXID-B121-RAR-TA-relevant STAR
			Relevant SID-EGVAX-G667-RABIM-W9-EGRUD-relevant STAR
	OIII	Expect TMA boundary at or below FL270	Relevant SID-EGVAX-G667-SAV-relevant STAR
	OING		Relevant SID-EGVAX-G667-TRN-Z2-DNZ-W4-IMPIR-relevant STAR
	OINZ		Relevant SID-EGVAX-G667-NSR-A416-MODEK-relevant STAR
	OITL		Relevant SID-EGVAX-G667-SAV-N72-PAXID-B121-RST-A416-GIVTA-relevant STAR Relevant SID-EGVAX-G667-RABIM-W9-RST-A416-GIVTA-relevant STAR
OIBK	OICI		Relevant SID-ALNOL-W147-LVA-G666-SYZ-P574/UP574-IMRAG-G202-ALTET-relevant STAR
	OICK		Relevant SID-ALNOL-W147-LVA-G666-SYZ-P574/UP574-IMRAG-G202-NOTSA-relevant STAR
	OIFK		Relevant SID-ALNOL-W147-LVA-G666-SYZ-R659-DA-POG-DCT-Kashan Aerodrome
	OIFM		Relevant SID-ALNOL-W147-LVA-G666-SYZ-R659-GE-SIP-relevant STAR
	OIII	Expect TMA boundary at or below FL240	Relevant SID-ALNOL-W147-LVA-G666-SYZ-R659-BOX-AM-relevant STAR
	OIKB		Relevant SID-MIVUN-M561-KHM-relevant STAR
	OIKK		Relevant SID-MIVUN-M561-KHM-M318-ASMET-Q14-AL-MEK-relevant STAR
	OIMM		Relevant SID-MIVUN-M561-KHM-M318-TBS-G663-RAM-IL-relevant STAR

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

<b>FROM</b>	<b>TO</b>	<b>CONDITION</b>	<b>ROUTING</b>
	OISS		Relevant SID-ALNOL-W147-LVA-G666-KUPTO-relevant STAR
OIBP	OIII	Expect TMA boundary at or below FL240	Relevant SID-KATAG-R659-BOXAM-relevant STAR
	OING		Relevant SID-KATAG-R659-TRN-Z2-DNZ-W4-IMPIR-relevant STAR
	OINZ		Relevant SID-KATAG-R659-TRN-G667-NSR-A416-MODEK-relevant STAR
OIBQ	OIAW		Relevant SID-IBKUG-G55-ABD-G667-GABSU-relevant STAR
			Relevant SID-IBKUG-G55-UKNAR-B417-MAH-W30-GODMO-relevant STAR
OICC	OIII	Expect TMA boundary at or below FL270	Relevant SID-ASRIL-W154-IVELI-B411-SAV-relevant STAR
	OIMM		Relevant SID-ASRIL-W154-IVELI-B411-RIBUX-relevant STAR
	OISS		Relevant SID-BUBAV-W158-KRD-G202-IMRAG-P574/UP574-ASNIT-relevant STAR
OICI	OIBK		Relevant SID-ALTET-G202-IMRAG-P574/UP574-SYZ-G666-LVA-W147-ALNOL-relevant STAR
	OIII	Expect TMA boundary at or below FL270	Relevant SID-MOKAB-W154-IVELI-B411-SAV-relevant STAR
	OIMM		Relevant SID-MOKAB-W154-IVELI-B411-RIBUX-relevant STAR
	OISS		Relevant SID-ALTET-G202-IMRAG-P574/UP574-ASNIT-relevant STAR
OICK	OIBK		Relevant SID-NOTSA-G202-IMRAG-P574/UP574-SYZ-G666-LVA-W147-ALNOL-relevant STAR
	OIII	Expect TMA boundary at or below FL270	Relevant SID-NOTSA-W7-ARK-G667-SAV-relevant STAR

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

<b>FROM</b>	<b>TO</b>	<b>CONDITION</b>	<b>ROUTING</b>
	OISS		Relevant SID-NOTSA-G202-IMRAG-P574/UP574-ASNIT-relevant STAR
OICS	OIII	Expect TMA boundary at or below FL270	Relevant STAR-LOVID-W136-SAV-relevant STAR
OIFK	OIBK		DCT PEKAM-P574/UP574-SYZ-G666-LVA-W147-AL-NOL-relevant STAR
	OIII	Expect TMA boundary at or below FL240	Relevant SID-VAVIN-R659-BOXAM-relevant STAR
	OIMM		Relevant SID-VAVIN-UT211-OXADU-B411-RIBUX-relevant STAR
	OISS		DCT PEKAM-P574/UP574-ASNIT-relevant STAR
OIFM	OIAA		Relevant SID-GADLU-W6-IMKEN-B417/N72-MAH-W31-BOPIS-relevant STAR
	OIGG		Relevant SID-DAPOG-R659-VAVIN-UT211-RUS-B121-RARTA-relevant STAR
	OIII	Expect TMA boundary at or below FL240	Relevant SID-DAPOG-R659-BOXAM-relevant STAR
	OITT		Relevant SID-DAPOG-R659-VAVIN-UT211-RUS-B121-VEBER-L125/UL125-BUDED-R660/UR660/UL333-RAKED-relevant STAR
OIFS	OIII	Expect TMA boundary at or below FL240	Relevant SID-ISN-R659-BOXAM-relevant STAR
	OIMM		Relevant SID-ISN-G202-ORSOK-G663-RAMIL-relevant STAR
OIGG	OIAW		Relevant SID-RARTA-B121-PAXID-N72-IMKEN-W6-ITI-BI-relevant STAR
			Relevant SID-EGRUD-W9-DZF-W3-IMKEN-W6-ITIBI-relevant STAR
	OIFM		Relevant SID-RARTA-B121-PAXID-N72-SAV-P574/UP574-PEKAM-relevant STAR

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

<b>FRO M</b>	<b>TO</b>	<b>CONDITION</b>	<b>ROUTING</b>
	OIKB		Relevant SID-RARTA-B121-OXADU-T215-PURKI-W32-ASMUK-relevant STAR
	OIKQ		Relevant SID-RARTA-B121-OXADU-T215-PURKI-W32-BND-relevant STAR
	OISS		Relevant SID-RARTA-B121-PAXID-N72-SAV-P574/UP574-ASNIT-relevant STAR
OIH	OIII	Expect TMA boundary at or below FL270	Relevant SID-ORLOG-W136-SAV-relevant STAR
	OIMM		Relevant SID-ORLOG-W136-SAV-B411-RIBUX-relevant STAR
OIHR	OIMM		Relevant SID-DEKBA-J6-SAV-B411-RIBUX-relevant STAR
OIII	OIAA		Relevant SID-EGVEL-B417-MAH-W31-BOPIS-relevant STAR
	OIAD		Relevant SID-EGVEL-W7-DAPEM-relevant STAR
	OIAM		Relevant SID-EGVEL-B417-IMKEN-W6-AWZ-W30-GOD-MO-relevant STAR
	OIAW		Relevant SID-EGVEL-B417-IMKEN-W6-ITIBI-relevant STAR
	OIBK	In case of OI(C)-76 activity, the alternate route is via EGVEL	Relevant SID-ELUSI-W13-PEKAM-P574/UP574-SYZ-G666-LVA-W147-ALNOL-relevant STAR
	OICC		Relevant SID-PAVET-A647-ASRIL-relevant STAR
	OICK		Relevant SID-EGVEL-W7-NOTSA-relevant STAR
	OICI		Relevant SID-PAVET-A647-KMS-W154-MOKAB-relevant STAR
	OICS		Relevant SID-PAVET-A647-HAM-W136-LOVID-relevant STAR
	OIFK	In case of OI(C)-76 activity, the alternate route is via EGVEL	Relevant SID-ELUSI-W13-GOLSO-relevant STAR



**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

<b>FRO M</b>	<b>TO</b>	<b>CONDITION</b>	<b>ROUTING</b>
	OIFM	In case of OI(C)-76 activity, the alternate route is via EGVEL	Relevant SID-ELUSI-W13-PEKAM-relevant STAR
	OIHH		Relevant SID-SAV-W136-ORLOG-relevant STAR
	OIKB		Relevant SID-OBRIX-T215-PURKI-W32-ASMUK-relevant STAR
	OIKJ		Relevant SID-OBRIX-T215-PURKI-W32-SOLAK-G665-NANTO-RIGUT-relevant STAR
			Relevant SID-OBRIX-T215-PURKI-W32-SOLAK-G665-NANTO-DCT JIR
	OIKK		Relevant SID-OBRIX-T215-PURKI-W32-YZD-R654/L124-ALMOB-relevant STAR
	OIKM		Relevant SID-OBRIX-T215-EGRES-W139-ORDAD-relevant STAR
	OIKQ		Relevant SID-OBRIX-T215-PURKI-W32-BND-relevant STAR
	OIKR		Relevant SID-OBRIX-T215-PURKI-W32-YZD-W5-DA-POX-relevant STAR
	OIKY		Relevant SID-OBRIX-T215-PURKI-W32-DAVUT-relevant STAR
	OIMB		Relevant SID-OBRIX-T215-RERET-R205-TULKU-relevant STAR
	OIMJ		Relevant SID-DHN-B451-ITMEL-relevant STAR
	OIMM		Relevant SID-DHN-B411-RIBUX-relevant STAR
	OIMS		Relevant SID-DHN-B411-GIBAB-W140-IBRAV-A416-VATAR-relevant STAR
			Relevant SID-DHN-B411-RABAM-DCT SBZ
	OIMT		Relevant SID-OBRIX-T215-RERET-R205-ALMUD-relevant STAR
	OING		Relevant SID-DHN-W4-IMPIR-relevant STAR
	OINZ		Relevant SID-DHN-W4-LABET-relevant STAR

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

<b>FRO M</b>	<b>TO</b>	<b>CONDITION</b>	<b>ROUTING</b>
	OITK		Relevant SID-PAROT-L125/UL125-BUDED-R660/UR660/ UL333-BORES-relevant STAR  Relevant SID-PAXIT-B121-RST-R660-BORES-relevant STAR
	OITT		Relevant SID-PAROT-L125/UL125-BUDED-R660/UR660/ UL333-RAKED-relevant STAR
	OISS	In case of OI(C)-76 activity, the alternate route is via EGVEL	Relevant SID-ELUSI-W13-PEKAM-P574/UP574-ASNIT- relevant STAR
	OISY	In case of OI(C)-76 activity, the alternate route is via EGVEL	Relevant SID-ELUSI-W13-PEKAM-P574-OBTUX-W144/ Q25-MIPUL-relevant STAR
	OIYY		Relevant SID-OBRIX-T215-PURKI-W32-BONOL-relevant STAR
	OIZB		Relevant SID-OBRIX-T215-RERET-R205-ROVAD-G208/ L125/UL125-DAR-W137-ELOKA-relevant STAR
	OIZC		Relevant SID-OBRIX-T215-PURKI-W32-YZD-UL124- KER-R654-EGPER-relevant STAR
	OIZH		Relevant SID-OBRIX-T215-SILKO-G452-DANUS-relevant STAR
OIKB	OIBK		Relevant SID-KHM-M561-MIVUN-relevant STAR
	OIGG		Relevant SID-ASMUK-W32-ROVAD-G208/L125/UL125- IKA-R661-RUS-B121-RARTA-relevant STAR
	OIII	Expect TMA boun- dary at or below FL240	Relevant SID-ASMUK-W32-ROVAD-G208/L125/UL125- RADAL-relevant STAR
	OIKK		ASMUK-M318-ASMET-Q14-ALMEK-relevant STAR
	OIMM		Relevant SID ASMUK-M318-TBS-G663-RAMIL-relevant STAR
	OINZ		Relevant SID-ASMUK-W32-ROVAD-G208/L125/UL125- ELEDI-N39-NSR-A416-MODEK-relevant STAR
	OITT		Relevant SID-MOBON-W10-SYZ-P574/UP574-SAV- R654/L124/UL124-ZAJ-UR654-BUDED-R660/UR660/ UL333-RAKED-relevant STAR

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

<b>FRO M</b>	<b>TO</b>	<b>CONDITION</b>	<b>ROUTING</b>
OIKJ	OIII	Expect TMA boundary at or below FL240	Relevant SID-RIGUT-G665-SOLAK-W32-ROVAD-G208/L125/UL125-RADAL-relevant STAR
			JIR-DCT NANTO-G665-SOLAK-W32-ROVAD-G208/L125/UL125-RADAL-relevant STAR
OIKK	OIBK		Relevant SID-ALMEK-M324-BND-M561-MIVUN-relevant STAR
	OIII	Expect TMA boundary at or below FL240	Relevant SID-ALMOB-R654/L124-YZD-W32-ROVAD-G208/L125/UL125-RADAL-relevant STAR
	OIKB		Relevant SID-ALMEK-M324-TAVNO-relevant STAR
	OIMM		Relevant SID-ALGUV-W148-BJD-G775-NOTSO-relevant STAR
OIKM	OIII	Expect TMA boundary at or below FL240	Relevant SID-ORDAD-W139-DAR-G208/L125/UL125-RADAL-relevant STAR
OIKQ	OIGG		Relevant SID-BND-W32-ROVAD-G208/L125/UL125-IKA-R661-RUS-B121-RARTA-relevant STAR
	OIII	Expect TMA boundary at or below FL240	Relevant SID-BND-W32-ROVAD-G208/L125/UL125-RADAL-relevant STAR
	OINZ		Relevant SID-BND-W32-ROVAD-G208/L125/UL125-ELE-DI-N39-NSR-A416-MODEK-relevant STAR
	OITT		Relevant SID-BND-W10-SYZ-P574/UP574-SAV-R654/L124/UL124-ZAJ-UR654-BUDED-R660/UR660/UL333-RAKED-relevant STAR
OIKR	OIII	Expect TMA boundary at or below FL240	Relevant SID-DAPOX-W5-YZD-W32-ROVAD-G208/L125/UL125-RADAL-relevant STAR
OIKY	OIII	Expect TMA boundary at or below FL240	Relevant SID-DAVUT-W32-ROVAD-G208/L125/UL125-RADAL-relevant STAR
OIMB	OIII	Expect TMA boundary at or below FL240	Relevant SID-TULKU-R205-ROVAD-G208/L125/UL125-RADAL-relevant STAR

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

<b>FRO M</b>	<b>TO</b>	<b>CONDITION</b>	<b>ROUTING</b>
OIMJ	OIII	Expect TMA bound- ary at or below FL240	Relevant SID-ITMEL-B451-RAPKI-A647-MUXOR-relevant STAR
OIMM	OIAA		Relevant SID-RAMIL-G663-ORSOK-G202-ISN-W6-IM- KEN-B417/N72-MAH-W31-BOPIS-relevant STAR
	OIBK		Relevant SID-RAMIL-G663-TASLU-M324-BND-A453- KHM-M561-MIVUN-relevant STAR
	OICC		Relevant SID-ORDOB-A647-ASRIL-relevant STAR
	OICI		Relevant SID-ORDOB-A647-KMS-W154-MOKAB-rele- vant STAR
	OIFK		Relevant SID-ORDOB-A647-VR-W13-GOLSO-relevant STAR
	OIHR		Relevant SID-ORDOB-A647-RUS-G667-SAV-N72/B417- EGVEL-W7-DEKBA-relevant STAR
	OIII	Expect TMA bound- ary at or below FL240	Relevant SID-ORDOB-A647-MUXOR-relevant STAR
	OIIP		Relevant SID-ORDOB-A647-SBZ-A416-RSR-W150-PAX- ID-relevant STAR
	OIKB		Relevant SID-RAMIL-G663-TASLU-M324-TAVNO-rele- vant STAR
	OIKK		Relevant SID-RAMIL-G663-TASLU-M324-ALGUV-rele- vant STAR
OIMS	OIII	Expect TMA bound- ary at or below FL240	Relevant SID-VATAR-A416-IBRAV-W140-ULANO-A647- MUXOR-relevant STAR
			Relevant SID-VATAR-MITUS-A647-MUXOR-relevant STAR
OIMT	OIII	Expect TMA bound- ary at or below FL240	Relevant SID-ALMUD-R205-ROVAD-G208/L125/UL125- RADAL-relevant STAR
OING	OIAA		Relevant SID-IMPIR-W4-DNZ-Z2-TRN-G667-SAV-N72- MAH-W31-BOPIS-relevant STAR
	OIAW		Relevant SID-IMPIR-W4-DNZ-Z2-TRN-G667-SAV-N72- IMKEN-W6-ITIBI-relevant STAR

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

<b>FRO M</b>	<b>TO</b>	<b>CONDITION</b>	<b>ROUTING</b>
	OIBP		Relevant SID-IMPIR-W4-DNZ-Z2-TRN-G667-SAV-P574/ UP574-SYZ-G666-LAM-relevant STAR
	OIII	Expect TMA bound- ary at or below FL240	Relevant SID-IMPIR-W4-BUBUX-A647-MUXOR-relevant STAR
	OISS		Relevant SID-IMPIR-W4-DNZ-Z2-TRN-G667-SAV-P574/ UP574-ASNIT-relevant STAR
OINZ	OIII	Expect TMA bound- ary at or below FL240	Relevant SID-LABET-W4-BUBUX-A647-MUXOR-relevant STAR
	OIKQ		Relevant SID-MODEK-A416-NSR-N39-OBRIX-T215- PURKI-W32-ASMUK-relevant STAR
	OIAW		Relevant SID-MODEK-A416-NSR-P574/UP574-EGVEL- N72/B417-IMKEN-W6-ITIBI-relevant STAR
	OIAA		Relevant SID-MODEK-A416-NSR-P574/UP574-EGVEL- N72/B417-MAH-W31-BOPIS-relevant STAR
	OISS		Relevant SID-MODEK-A416-NSR-P574/UP574-ASNIT- relevant STAR
	OIBP		Relevant SID-MODEK-A416-NSR-P574/UP574-SYZ- G666-LAM-relevant STAR
OISS	OICC		Relevant SID-ASNIT-P574/UP574-IMRAG-G202-KRD- W158-BUBAV-relevant STAR
	OICI		Relevant SID-ASNIT-P574/UP574-IMRAG-G202-ALTET- relevant STAR
	OICK		Relevant SID-ASNIT-P574/UP574-IMRAG-G202-NOTSA- relevant STAR
	OIFK		Relevant SID-KAVOT-R659-DAPOG-DCT-Kashan Aero- drome
	OIGG		Relevant SID-ASNIT-P574/UP574-SAV-N72-PAXID- B121-RARTA-relevant STAR
	OIII	Expect TMA bound- ary at or below FL240	Relevant SID-KAVOT-R659-BOXAM-relevant STAR
	OINZ		Relevant SID-KAVOT-R659-TRN-G667-NSR-A416-MOD- EK-relevant STAR

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

<b>FRO M</b>	<b>TO</b>	<b>CONDITION</b>	<b>ROUTING</b>
	OING		Relevant SID-KAVOT-R659-TRN-Z2-DNZ-W4-IMPIR-rel- levant STAR
	OITT		Relevant SID-ASNIT-P574/UP574-SAV-R654/L124/ UL124-ZAJ-UR654-BUDED-R660/UR660/UL333-RAKED- relevant STAR
OISY	OIII	Expect TMA boun- dary at or below FL240	Relevant SID-MIPUL-W144/Q25-GESIP-R659-BOXAM- relevant STAR
OITK	OIII	Expect TMA boun- dary at or below FL270	Relevant SID-TBZ-R661-MIVAK-relevant STAR
			Relevant SID-TBZ-R660-RST-B121-PAXID-relevant STAR
OITL	OIAW		Relevant SID-GIVTA-A416-RST-B121-PAXID-N72-IM- KEN-W6-ITIBI-relevant STAR
			Relevant SID-GIVTA-A416-RST-W9-DZF-W3-IMKEN- W6-ITIBI-relevant STAR
OITT	OIFM		Relevant SID-RUDAD-R661-ZAJ-R654/L124/UL124-PE- KAM-relevant STAR
	OIII	Expect TMA boun- dary at or below FL270	Relevant SID-RUDAD-R661-MIVAK-relevant STAR
	OIKB		Relevant SID-RUDAD-R661-ZAJ-R654-SAV-P574/ UP574-SYZ-W10-MOBON-relevant STAR
	OIKQ		Relevant SID-RUDAD-R661-ZAJ-R654/L124/UL124-SAV- P574/UP574-SYZ-W10-MOBON-relevant STAR
	OISS		Relevant SID-RUDAD-R661-ZAJ-R654/L124/UL124-PE- KAM-P574/UP574-relevant STAR
OIYY	OIII	Expect TMA boun- dary at or below FL240	Relevant SID-BONOL-W32-ROVAD-G208/L125/UL125- RADAL-relevant STAR
OIZB	OIII	Expect TMA boun- dary at or below FL240	Relevant SID-ELOKA-W137-DAR-G208/L125/UL125-RA- DAL-relevant STAR
	OIZI		Relevant SID/STAR-ELOKA-G775-ZDN-W2-ISR

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

<b>FRO M</b>	<b>TO</b>	<b>CONDITION</b>	<b>ROUTING</b>
OIZC	OIII	Expect TMA boundary at or below FL240	Relevant SID-EGPER-R654-KER-UL124-YZD-W32-RO-VAD-G208/L125/UL125-RADAL-relevant STAR
OIZH	OIII	Expect TMA boundary at or below FL240	Relevant SID-DAPAP-G208/L125/UL125-RADAL-relevant STAR
OIZI	OIZB		Relevant SID-LOXOL-W2-ZDN-G775-LUDAX-Q16-ZAL
			Relevant SID-LOXOL-W2-ZDN-G775-ELOKA-relevant STAR

## PREFERRED IFR ROUTES WITHIN SAUDI ARABIAN AIRSPACE

### JEDDAH FIR SPECIAL PROCEDURES AND REQUIREMENTS

- a. Eastbound flights on ATS route UG783 shall NOT FPL via ALROK-L692-DAPOL after SILBU.

Eastbound flights on ATS route UG783 shall NOT FPL via DANUX-UM440-MIDGU after IMGOV.

- b. Eastbound flights on ATS route L692 shall NOT FPL via ALROK-UG783-TANSU after VATIX.

Eastbound flights on ATS route UM440 shall NOT FPL via DANUX-UG783-TANSU after DAVLU.

- c. Flights inbound to OJAC via UL768 shall NOT FPL via OVANO-R652-KIPAS.

- d. All traffic entering OMAE via RIBOT-M/UM550/MUXIT-M/UM318 must have prior approval from OMAE GCAA.

Without approval aircraft must use either UG783-TANSU or M/UM628-PEKEM.

UG783-TANSU and M/UM628-PEKEM available to be used as an alternative ATS route when MUXIT-M/UM318 is closed.

- e. Flights from OYSC towards Doha CTA shall FPL via ULBON-L/UL564-DATRI.

- f. Flights from OMAE airports with destination OERK, OERY, OEJN, OEGN, OEAB and OETF shall enter OEJD via RIBOT or PEKEM and follow routes as described in the table below.

- g. Flights departing OBxx and OTxx ADs may enter OEJD at NARMI at FL260 or below.

- h. Only flights with RNAV5 certification and carriage of GNSS navigation capability and with RNP certification can file and operate via Empty Quarter area.

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

<b>TO</b>	<b>ROUTING</b>
<b>Traffic entering OEJD (Jeddah FIR) from OJAC (Amman FIR)</b>	
ORBB (landing only)	KIPAS-R652-DAXAN
ORBB	DEESA-UB411-ASH-B411-MURIB
OKAC	RASLI-P/UP559-LOTOK-A788-SOROR
	KIPAS-R652-GRY-N/UN318-NEVOL-Q255-LUDEP-P/UP559-LOTOK-A788-SOROR
	DEESA-UY415-LOTOK-A788-SOROR
OBBB and landing/overflying OIIX	RASLI-P/UP559-DAROR
	KIPAS-R652-GRY-N/UN318-NEVOL-Q255-LUDEP-P/UP559-DAROR
	DEESA-UY415-LOTOK-P/UP559-DAROR
OBBB and landing/overflying Northern OMAE	RASLI-P/UP559-DAROR
	KIPAS-R652-GRY-N/UN318-NEVOL-Q255-LUDEP-P/UP559-DAROR
	DEESA-UY415-LOTOK-P/UP559-DAROR
OBBB and landing/overflying Southern OMAE	RASLI-P/UP559-TRF-R23-NEVOL-N/UN318-LADNA
	RASLI-P/UP559-TRF-R23-NEVOL-N/UN318-DASVA-N/UN685-NARMI
	KIPAS-R652-GRY-N/UN318-LADNA
	KIPAS-R652-GRY-N/UN318-DASVA-N/UN685-NARMI
	DEESA-UY415-TAMRO-N/UN318-LADNA
	DEESA-UY415-TAMRO-N/UN318-DASVA-N/UN685-NARMI
OBBB and landing OBxx/OTxx	RASLI-P/UP559-TRF-R23-NEVOL-N/UN318-LADNA
	KIPAS-R652-GRY-N/UN318-LADNA
	DEESA-UY415-TAMRO-N/UN318-LADNA
OYSC	RASLI-P/UP559-TRF-B544-HLF-B412-JDW-M559-LABNI-M999-APDOS
	RASLI-P/UP559-TRF-B544-HLF-B412-JDW-M559-NISMI
	RASLI-P/UP559-TRF-B544-HLF-B412-JDW-M559-LABNI-M999-DANAK-B413-RIBOK
	RASLI-P/UP559-TRF-B544-HLF-B412-JDW-M559-LABNI-M999-DANAK-R777-LAKNA



**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

TO	ROUTING
	RASLI-P/UP559-TRF-B544-HLF-B412-JDW-V31-WDR-V32-PATOG-Q624-ALSIR
	KIPAS-R652-GRY-N/UN318-ORKAS-B544-HLF-B412-JDW-M559-LABNI-M999-APDOS
	KIPAS-R652-GRY-N/UN318-ORKAS-B544-HLF-B412-JDW-M559-NISMI
	KIPAS-R652-GRY-N/UN318-ORKAS-B544-HLF-B412-JDW-M559-LABNI-M999-DANAK-B413-RIBOK
	KIPAS-R652-GRY-N/UN318-ORKAS-B544-HLF-B412-JDW-M559-LABNI-M999-DANAK-R777-LAKNA
	KIPAS-R652-GRY-N/UN318-ORKAS-B544-HLF-B412-JDW-V31-WDR-V32-PATOG-Q624-ALSIR
	GIBET-M449-WEJ-T510-RBG-B544-JDW-M559-LABNI-M999-APDOS
	GIBET-M449-WEJ-T510-RBG-B544-JDW-M559-NISMI
	GIBET-M449-WEJ-T510-RBG-B544-JDW-M559-LABNI-M999-DANAK-B413-RIBOK
	GIBET-M449-WEJ-T510-RBG-B544-JDW-V31-M559-LABNI-M999-DANAK-R777-LAKNA
	GIBET-M449-WEJ-T510-RBG-B544-JDW-V31-WDR-V32-PATOG-Q624-ALSIR
HHAA	RASLI-P/UP559-TRF-B544-HLF-B412-JDW-G650-RASKA
	KIPAS-R652-GRY-N/UN318-ORKAS-B544-HLF-B412-JDW-G650-RASKA
	GIBET-M449-WEJ-T510-RBG-B544-JDW-G650-RASKA
HSSS	RASLI-P/UP559-TRF-B544-HLF-B412-JDW-B407-KAROX
	KIPAS-R652-GRY-N/UN318-ORKAS-B544-HLF-B412-JDW-B407-KAROX
	GIBET-M449-WEJ-UT510-RBG-B544-JDW-B407-KAROX
HSSS (overflying only)	RASLI-P/UP559-TRF-B544-HLF-B412-JDW-UM863-GIBAP
	KIPAS-R652-GRY-N/UN318-ORKAS-B544-HLF-B412-JDW-UM863-GIBAP
	GIBET-M449-WEJ-T510-RBG-B544-JDW-UM863-GIBAP

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

TO	ROUTING
OERK	RASLI-P/UP559-TRF-R23-NEVOL-N/UN318-TAMRO-UT503-KIA
	KIPAS-R652-GRY-N/UN318-TAMRO-UT503-KIA
	DEESA-UY415-NIMAR-G662-KIA
OEJN	RASLI-P/UP559-TRF-B544-HLF-B412-JDW
	KIPAS-R652-GRY-N/UN318-ORKAS-B544-HLF-B412-JDW
	GIBET-M449-WEJ-T510-RBG-B544-JDW
OEDF	RASLI-P/UP559-TRF-R23-NEVOL-N/UN318-DASVA-N/UN685-KFA
	KIPAS-R652-GRY-N/UN318-DASVA-N/UN685-KFA
	DEESA-UY415-TAMRO-N/UN318-DASVA-N/UN685-KFA
OEMA	RASLI-P/UP559-TRF-B544-PMA
	KIPAS-R652-GRY-N/UN318-ORKAS-B544-PMA
	GIBET-M449-WEJ-M/UM872-PMA
OEAB	RASLI-P/UP559-TRF-B544-HLF-B412-JDW-L677-ABKAR-V38-ABH
	KIPAS-R652-GRY-N/UN318-ORKAS-B544-HLF-B412-JDW-L677-ABKAR-V38-ABH
	GIBET-M449-WEJ-T510-RBG-B544-JDW-L677-ABKAR-V38-ABH
OETF	RASLI-P/UP559-TRF-B544-HLF-B412-JDW-V40-TIF
	KIPAS-R652-GRY-N/UN318-ORKAS-B544-HLF-B412-JDW-V40-TIF
	GIBET-M449-WEJ-T510-RBG-B544-JDW-V40-TIF
OEGS	RASLI-P/UP559-TRF-B544-ASH-G662-GAS
	KIPAS-R652-GRY-N/UN318-ORKAS-B544-ASH-G662-GAS
	DEESA-UY415-NIMAR-G662-GAS
OEHL	RASLI-P/UP559-TRF-B544-ASH-G662-HIL
	KIPAS-R652-GRY-N/UN318-ORKAS-B544-ASH-G662-HIL
	DEESA-UY415-NIMAR-G662-HIL
OEYN	RASLI-P/UP559-TRF-B544-PMA-V22-YEN
	KIPAS-R652-GRY-N/UN318-ORKAS-B544-PMA-V22-YEN
	GIBET-M449-WEJ-T510-VELEK-Q13-YEN
OETB	RASLI-P/UP559-TRF-B544-ASH-V14-TBK
	KIPAS-R652-GRY-N/UN318-ORKAS-B544-ASH-V14-TBK

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

TO	ROUTING
	GIBET-M449-TBK
OEGN	RASLI-P/UP559-TRF-B544-HLF-B412-JDW-M559-LABNI-V395-GIZ
	KIPAS-R652-GRY-N/UN318-ORKAS-B544-HLF-B412-JDW-M559-LABNI-V395-GIZ
	DEESA-UY415-LABAD-B544-HLF-B412-JDW-M559-LABNI-V395-GIZ
	GIBET-M449-WEJ-T510-RBG-B544-JDW-M559-LABNI-V395-GIZ
OESK	RASLI-P/UP559-TRF-R23-AJF
	KIPAS-R652-GRY-N/UN318-NEVOL-R23-AJF
	DEESA-UB411-ASH-G669-AJF
OENN	RASLI-P/UP559-TRF-B544-ASH-V14-TBK-V13-NEM
	KIPAS-R652-GRY-N/UN318-ORKAS-B544-ASH-V14-TBK-V13-NEM
	GIBET-M449-TBK-V13-NEM
<b>Traffic entering OEJD (Jeddah FIR) from ORBB (Baghdad FIR)</b>	
OJAC	MURIB-B411-ASH-G662-GRY-R652-KIPAS
	MURIB-B411-ASH-G662-GRY-N/UN318-GENEX
	MURIB-B411-ASH-UB411-DEESA
HECC	MURIB-B411-ASH-B544-ENABI-UL550-KITOT
OYSC	MURIB-B411-ASH-B544-HLF-B412-JDW-M559-LABNI-M999-APDOS
	MURIB-B411-ASH-B544-HLF-B412-JDW-M559-NISMI
	MURIB-B411-ASH-B544-HLF-B412-JDW-M559-LABNI-M999-DANAK-B413-RIBOK
	MURIB-B411-ASH-B544-HLF-B412-JDW-M559-LABNI-M999-DANAK-R777-LAKNA
HHA	MURIB-B411-ASH-B544-HLF-B412-JDW-G650-RASKA
HSSS	MURIB-B411-ASH-B544-HLF-B412-JDW-B407-KAROX
HSSS (overflying only)	MURIB-B411-ASH-B544-HLF-B412-JDW-UM863-GIBAP
OERK	MURIB-B411-AAR-V16-PAXAN-UT503-KIA
OEJN	MURIB-B411-ASH-B544-HLF-B412-JDW
OEDF	MURIB-B411-AAR-V16-SITOD-N/UN318-DASVA-N/UN685-KFA
OEMA	MURIB-B411-ASH-B544-PMA

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

TO	ROUTING
OEAB	MURIB-B411-ASH-B544-HLF-B412-JDW-L677-ABKAR-V38-ABH
OETF	MURIB-B411-ASH-B544-HLF-B412-JDW-V40-TIF
OEGS	MURIB-B411-AAR-V16-HIL-G662-GAS
OEHL	MURIB-B411-AAR-V16-HIL
OEYN	MURIB-B411-ASH-B544-PMA-V22-YEN
OETB	MURIB-B411-ASH-V14-TBK
OEGN	MURIB-B411-ASH-B544-HLF-B412-JDW-M559-LABNI-V395-GIZ
OESK	MURIB-B411-AAR-V13-AJF
OENN	MURIB-B411-ASH-UB411-V14-TBK-V13-NEM
<b>Traffic entering OEJD (Jeddah FIR) from OKAC (Kuwait FIR)</b>	
OJAC	NIDAP-UL550-VATIM-UL768-OTILA
	NIDAP-UL550-NIMAR-G662-GRY-R652-KIPAS
	NIDAP-UL550-NIMAR-G662-GRY-N/UN318-GENEX
OYSC	KATOD-G667-NETAS
	KATOD-G/UG667-KIA-M321-SILPA
	KATOD-G/UG667-WDR-V32-PATOG-Q624-ALSIR
HHAA	DEKOB-UP517-KMC-B417-GAS-G674-PMA-B544-JDW-G650-RAS-KA
HSSS	DEKOB-UP517-KMC-B417-GAS-G674-PMA-B544-JDW-B407-KAR- OX
HSSS (overflying only)	DEKOB-UP517-KMC-B417-GAS-G674-PMA-B544-JDW-UM863-GI- BAP
HECC	NIDAP-UL550-KITOT
	DEKOB-UP517-KMC-B417-ALKIR-H999/N/UN697-HIL-A788-HLF-L/ UL604-WEJ-L677-PASAM
	DEKOB-UP517-KMC-B417-ALKIR-H999/N/UN697-HIL-A788-HLF-L/ UL604-IMRAD
OERK	KATOD-G/UG667-KIA
OEJN	DEKOB-UP517-KMC-B417-GAS-G674-PMA-B544-JDW
OEDF	ASVIR-H741-KFA
OEMA	DEKOB-UP517-KMC-B417-GAS-G674-PMA

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

TO	ROUTING
OEAB	KATOD-G667-KIA-G782-DURMA-Z414-EMEKO-V40-ABH
OETF	DEKOB-UP517-KMC-B417-GAS-G674-ROSUL-V41-TIF
OEGS	DEKOB-UP517-KMC-B417-GAS
OEHL	DEKOB-UP517-KMC-B417-ALKIR-H999/N/UN697-HIL
OEYN	DEKOB-UP517-KMC-B417-GAS-G674-PMA-V22-YEN
OETB	NIDAP-UL550-ASTUM-V13-TBK
OEGN	KATOD-G667-KIA-G782-DURMA-Z414-EMEKO-V40-GIZ
OESK	NIDAP-UL550-ULAKO-R23-AJF
OENN	NIDAP-UL550-ASTUM-V13-NEM
<b>Traffic entering OEJD (Jeddah FIR) from OBBB (Bahrain FIR)</b>	
OJAC	ULADA-UL768-OTILA
	ULADA-UL768-VATIM-UL550-NIMAR-G662-GRY-R652-KIPAS
	ULADA-UL768-OVANO-R652-KIPAS
	ULADA-UL768-VATIM-UL550-NIMAR-G662-GRY-N/UN318-GENEX
	ULADA-UL768-OVANO-R652-GRY-N/UN318-GENEX
	NARMI-N/UN697-HIL-G662-GRY-R652-KIPAS
	NARMI-N/UN697-HIL-G662-GRY-N/UN318-GENEX
OYSC	ULADA-T136-EMUSA-Q212-KIA-G667-NETAS
	ULADA-T136-EMUSA-Q212-KIA-M321-SILPA
	ULADA-T136-EMUSA-Q212-KIA-G667-WDR-V32-PATOG-Q624-AL-SIR
	NARMI-Q212-KIA-G667-NETAS
	NARMI-Q212-KIA-M321-SILPA
HHAA	ULADA-T136-EMUSA-Q212-KIA-G782-JDW-G650-RASKA
	NARMI-Q212-KIA-G782-JDW-G650-RASKA
HSSS	ULADA-T136-EMUSA-Q212-KIA-G782-JDW-B407-KAROX
	ULADA-T136-EMUSA-Q212-KIA-G782-JDW-UM863-GIBAP
	NARMI-Q212-KIA-G782-JDW-B407-KAROX
	NARMI-Q212-KIA-G782-JDW-UM863-GIBAP
HECC	ULADA-UL768-VATIM-UL550-KITOT

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

TO	ROUTING
	ULADA-Q143-MEDGO-N/UN697-HIL-A788-HLF-L/UL604-IMRAD
	ULADA-Q143-MEDGO-N/UN697-HIL-A788-HLF-L/UL604-WEJ-L677-PASAM
	NARMI-N/UN697-HIL-T540-ENABI-UL550-KITOT
	NARMI-N/UN697-HIL-A788-L/UL604-WEJ-L677-PASAM
	NARMI-N/UN697-HIL-A788-L/UL604-IMRAD
OERK	ULADA-T136-EMUSA-Q212-KIA
	NARMI-Q212-AKRAM-Q212/J852-KIA
OEJN	ULADA-T136-EMUSA-Q212-KIA-G782-JDW
	NARMI-Q212-KIA-G782-JDW
OEDF	NARMI-J735-KFA
OEMA	ULADA-Q143-MEDGO-N/UN697-BPN-G674-PMA
	NARMI-N/UN697-BPN-G674-PMA
OEAB	ULADA-T136-EMUSA-Q212-KIA-G782-DURMA-Z414-EMEKO-V40-ABH
	NARMI-Q212-KIA-G782-DURMA-Z414-EMEKO-V40-ABH
OETF	ULADA-T136-EMUSA-Q212-KIA-G782-BOPEV-V41-TIF
	NARMI-Q212-KIA-G782-BOPEV-V41-TIF
OEGS	ULADA-Q143-MEDGO-N/UN697-BPN-G674-GAS
	NARMI-N/UN697-BPN-G674-GAS
OEHL	ULADA-Q143-MEDGO-N/UN697-BPN-H999/N/UN697-HIL
	NARMI-J735/N/UN697-TAYMA-N/UN697-BPN-H999/N/UN697-HIL
OEYN	ULADA-T136-EMUSA-Q212-KIA-UN638-PMA-V22-YEN
	NARMI-Q212-KIA-UN638-PMA-V22-YEN
OETB	ULADA-Q143-MEDGO-N/UN697-HIL-T540-ENABI-UL550-ASTUM-V13-TBK
	NARMI-N/UN697-HIL-T540-ENABI-UL550-ASTUM-V13-TBK
OEGN	ULADA-T136-EMUSA-Q212-KIA-G782-DURMA-Z414-EMEKO-V40-GIZ
	NARMI-Q212-KIA-G782-DURMA-Z414-EMEKO-V40-GIZ
OESK	ULADA-Q143-MEDGO-N/UN697-HIL-R23-AJF

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

<b>TO</b>	<b>ROUTING</b>
	NARMI-N/UN697-HIL-R23-AJF
OENN	ULADA-UL768-VATIM-UL550-ASTUM-V13-NEM
	NARMI-N/UN697-HIL-T540-ENABI-UL550-ASTUM-V13-NEM
<b>Traffic entering OEJD (Jeddah FIR) from OTBD (Doha CTA)</b>	
OJAC	ULIKA-M/UM430-KIA-UT503-OVANO-UL768-OTILA
	ULIKA-M/UM430-KIA-V166-GAS-G662-GRY-R652-KIPAS
	ULIKA-M/UM430-KIA-V166-GAS-G662-GRY-N/UN318-GENEX
OOMM	DATRI-L/UL564-KUTNA-UT100-GOBRO
OYSC	DATRI-L/UL564-ULBON
HHAA	ULIKA-M/UM430-KIA-G782-JDW-G650-RASKA
HSSS	ULIKA-M/UM430-KIA-G782-JDW-B407-KAROX
HSSS (overflying only)	ULIKA-M/UM430-KIA-G782-JDW-UM863-GIBAP
HECC	ULIKA-M/UM430-KIA-M321-HLF-UN316-PASAM
	ULIKA-M/UM430-KIA-M321-HLF-L/UL604-IMRAD
HECC (overflying only)	ULIKA-M/UM430-KIA-UN638-PMA-V22-YEN-UL300-GIBAL
OERK	ULIKA-M/UM430-KIA
OEJN	ULIKA-M/UM430-KIA-G782-JDW
OEMA	ULIKA-M/UM430-KIA-UN638-PMA
OEAB	DATRI-L/UL564-NONGA-L/UL556-EGREN-UL425-BSH-V52-EME-KO-V40-ABH
OETF	ULIKA-M/UM430-KIA-G782-BOPEV-V41-TIF
OEGS	ULIKA-M/UM430-KIA-V166-GAS
OEHL	ULIKA-M/UM430-KIA-V166-GAS-G662-HIL
OEYN	ULIKA-M/UM430-KIA-UN638-BOTIK-V167-PMA-V22-YEN
OETB	ULIKA-M/UM430-KIA-M321-HLF-W334-TBK
OEGN	DATRI-L/UL564-NONGA-L/UL556-EGREN-UL425-BSH-V52-EME-KO-V40-ABH-V40-GIZ
OESK	ULIKA-M/UM430-KIA-V166-GAS-G662-HIL-R23-AJF
OENN	ULIKA-M/UM430-KIA-M321-HLF-W334-TBK-V13-NEM
	NARMI-N/UN697-HIL-T540-ENABI-UL550-ASTUM-V13-NEM

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

TO	ROUTING
<b>Traffic entering OEJD (Jeddah FIR) from OMAE (Emirates FIR)</b>	
OYSC	MUXIT-M/UM318-NADKI
	TANSU-UG783-PURDA-M/UM318-NADKI
HHAA	RIBOT-M/UM550-MEVDO-Y511-NALBA-M/UM628-DFN-G782-JDW-G650-RASKA
	PEKEM-Q332-MEDPO-Y511-NALBA-M/UM628-DFN-G782-JDW-G650-RASKA
HSSS	RIBOT-M/UM550-MEVDO-Y511-NALBA-M/UM628-DFN-G782-JDW-B407-KAROX
	PEKEM-Q332-MEDPO-Y511-NALBA-M/UM628-DFN-G782-JDW-B407-KAROX
HSSS (overflying only)	RIBOT-M/UM550-MEVDO-Y511-NALBA-M/UM628-DFN-G782-JDW-UM863-GIBAP
	PEKEM-Q332-MEDPO-Y511-NALBA-M/UM628-DFN-G782-JDW-UM863-GIBAP
OERK	RIBOT-M/UM550-MEVDO-Y511-BOSOB-M321-KIA
	PEKEM-Q332-MEDPO-Y511-BOSOB-M321-KIA
OEJN	RIBOT-M/UM550-MEVDO-Y511-NALBA-M/UM628-DFN-G782-JDW
	PEKEM-Q332-MEDPO-Y511-NALBA-M/UM628-DFN-G782-JDW
OEMA	RIBOT-M/UM550-MEVDO-Y511-ITIMU-G799-PMA
	PEKEM-Q332-MEDPO-Y511-ITIMU-G799-PMA
OEAB	RIBOT-M/UM550-MEVDO-Y511-ASMIS-Z414-EMEKO-V40-ABH
	PEKEM-Q332-MEDPO-Y511-ASMIS-Z414-EMEKO-V40-ABH
OETF	RIBOT-M/UM550-MEVDO-Y511-NALBA-M/UM628-DFN-G782-BO-PEV-V41-TIF
	PEKEM-Q332-MEDPO-Y511-NALBA-M/UM628-DFN-G782-BOPEV-V41-TIF
OEYN	RIBOT-M/UM550-MEVDO-Y511-ITIMU-G799-PMA-V22-YEN
	PEKEM-Q332-MEDPO-Y511-ITIMU-G799-PMA-V22-YEN
<b>Traffic entering OEJD (Jeddah FIR) from OOMM (Muscat FIR)</b>	
OYSC	TOKRA-G652-DUDRI
HHAA	TOKRA-Y511-NALBA-M/UM628-DFN-G782-JDW-G650-RASKA



**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

<b>TO</b>	<b>ROUTING</b>
	SITOL-L/UL883-ALNUG-Q541-ASMIS-Y511-NALBA-M/UM628-DFN-G782-JDW-G650-RASKA
HSSS	TOKRA-Y511-NALBA-M/UM628-DFN-G782-JDW-B407-KAROX
	SITOL-L/UL883- ALNUG-Q541-ASMIS-Y511-NALBA-M/UM628-DFN-G782-JDW- B407-KAROX
HSSS (overflying only)	TOKRA-Y511-NALBA-M/UM628-DFN-G782-JDW-UM863-GIBAP
	SITOL-L/UL883-ALNUG-Q541-ASMIS-Y511-NALBA-M/UM628-DFN-G782-JDW-UM863-GIBAP
HECC	TOKRA-Y511-ITIMU-G799-PMA-V10-SENBU-Z712-WEJ-L677-PASAM
	TOKRA-Y511-ITIMU-G799-PMA-V10-SENBU-Z712-WEJ-L/UL604-IMRAD
	SITOL-L/UL883-ALNUG-Q541-ASMIS-Y511-ITIMU-G799-PMA-V10-SENBU-Z712-WEJ-L677-PASAM
	SITOL-L/UL883-ALNUG-Q541-ASMIS-Y511-ITIMU-G799-PMA-V10-SENBU-Z712-WEJ-L/UL604-IMRAD
HECC (overflying only)	TOKRA-Y511-ITIMU-G799-PMA-V22-YEN-UL300-GIBAL
	SITOL-L/UL883-ALNUG-Q541-ASMIS-Y511-ITIMU-G799-PMA-V22-YEN-UL300-GIBAL
OERK	TOKRA-Y511-BOSOB-M321-KIA
	SITOL-L/UL883-ALNUG-Q541-DAXOK-M321-KIA
OEJN	TOKRA-Y511-NALBA-M/UM628-DFN-G782-JDW
	SITOL-L/UL883-ALNUG-Q541-ASMIS-Y511-NALBA-M/UM628-DFN-G782-JDW
	GOBRO-UL425-BOSUT-M999-JDW
OEMA	TOKRA-Y511-ITIMU-G799-PMA
	SITOL-L/UL883-ALNUG-Q541-ASMIS-Y511-ITIMU-G799-PMA
OEAB	TOKRA-Y511-ASMIS-Z414-EMEKO-V40-ABH
	SITOL-L/UL883-ASNUR-UG783-PURDA-L/UL556-EGREN-UL425-BSH-V52-EMEKO-V40-ABH
	GOBRO-UL425-BSH-V52-EMEKO-V40-ABH
OETF	TOKRA-Y511-NALBA-M/UM628-DFN-G782-BOPEV-V41-TIF

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

TO	ROUTING
	SITOL-L/UL883-ASNUR-UG783-PURDA-L/UL556-EGREN-UL425-BHA-V40-TIF
OEGS	TOKRA-Y511-BOSOB-M321-KIA-V166-GAS
	SITOL-L/UL883-ALNUG-Q541-DAXOK-M321-KIA-V166-GAS
OEHL	TOKRA-Y511-BOSOB-M321-KIA-V166-GAS-G662-HIL
	SITOL-L/UL883-ALNUG-Q541-DAXOK-M321-KIA-V166-GAS-G662-HIL
OEYN	TOKRA-Y511-ITIMU-G799-PMA-V22-YEN
	SITOL-L/UL883-ALNUG-Q541-ASMIS-Y511-ITIMU-G799-PMA-V22-YEN
OENN	TOKRA-Y511-ITIMU-G799-PMA-V10-SENBU-Z712-WEJ-W600-NEM
	SITOL-L/UL883-ALNUG-Q541-ASMIS-Y511-ITIMU-G799-PMA-V10-SENBU-Z712-WEJ-W600-NEM
<b>Traffic entering OEJD (Jeddah FIR) from OYSC (Sanaa FIR)</b>	
OJAC	PADUR-Q615-ASKET-T530-DAVLO-UP323-WDR-UL425-BOSUT-M999-JDW-L677-WEJ-M449-GIBET
	PADUR-Q615-ASKET-T530-DAVLO-UP323-WDR-UL425-BOSUT-M999-JDW-A424-PMA-B544-SODAR
	PADUR-Q615-ASKET-T530-DAVLO-UP323-WDR-UL425-BOSUT-M999-JDW-A424-PMA-B544-ASH-G662-GRY-R652-KIPAS
	PADUR-Q615-ASKET-T530-DAVLO-UP323-WDR-UL425-BOSUT-M999-JDW-A424-PMA-B544-ASH-G662-GRY-N/UN318-GENEX
	NISMI-M559-LABNI-M999-JDW-A424-PMA-B544-TRF-B544-SODAR
	NISMI-M559-LABNI-M999-JDW-A424-PMA-B544-ASH-G662-GRY-R652-KIPAS
	NISMI-M559-LABNI-M999-JDW-A424-PMA-B544-ASH-G662-GRY-N/UN318-GENEX
	NISMI-M559-LABNI-M999-JDW-L677-WEJ-M449-GIBET
	LAKNA-R777-DANAK-M999-JDW-L677-WEJ-M449-GIBET
	RIBOK-B413-DANAK-M999-JDW-L677-WEJ-M449-GIBET
	APDOS-M999-JDW-L677-WEJ-M449-GIBET
ORBB	NISMI-M559-LABNI-M999-JDW-A424-PMA-B544-ASH-B411-MURIB

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

<b>TO</b>	<b>ROUTING</b>
	LAKNA-R777-DANAK-M999-JDW-A424-PMA-B544-ASH-B411-MUR-IB
	RIBOK-B413-DANAK-M999-JDW-A424-PMA-B544-ASH-B411-MUR-IB
	APDOS-M999-JDW-A424-PMA-B544-ASH-B411-MURIB
OKAC	NETAS-G667-KIA-H976-MUSRI-UP891-KUNRU
	SILPA-M321-KIA-H976-MUSRI-UP891-KUNRU
OBBB and landing OBxx/OTxx	NETAS-G667-KIA-H976-MUSRI-L/UL604-KFA-M691-LADNA
	SILPA-M321-KIA-H976-MUSRI-L/UL604-KFA-M691-LADNA
OMAE (landing only)	NADKI-M/UM318-MUXIT
	NADKI-M/UM318-PURDA-G/UG783-TANSU
OOMM	DUDRI-Q21-MEDMO-Z515-MIDGU
HHAA	LAKNA-R777-DANAK-B413-KOBAS
	RIBOK-B413-KOBAS
HECC	NISMI-M559-LABNI-M999-JDW-L677-PASAM
	LAKNA-R777-DANAK-M999-JDW-L677-PASAM
	RIBOK-B413-DANAK-M999-JDW-L677-PASAM
	APDOS-M999-JDW-L677-WEJ-PASAM
	PADUR-Q615-ASKET-T530-DAVLO-UP323-WDR-UL425-BOSUT-M999-JDW-L677-PASAM
HECC (overflying only)	NISMI-M559-LABNI-M999-JDW-M686-GIBAL
	LAKNA-R777-DANAK-M999-JDW-M686-GIBAL
	RIBOK-B413-DANAK-M999-JDW-M686-GIBAL
	APDOS-M999-JDW-M686-GIBAL
OERK	NETAS-G667-KIA
	SILPA-M321-KIA
	PADUR-Q615-ASKET-T530-KITUB-G667-KIA
OEJN	NISMI-M559-LABNI-M999-JDW
	LAKNA-R777-DANAK-M999-JDW
	RIBOK-B413-DANAK-M999-JDW

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

TO	ROUTING
	APDOS-M999-JDW
	ALNES-UP323-WDR-UL425-BOSUT-M999-JDW
	PADUR-Q615-ASKET-DAVLO-UP323-WDR-UL425-BOSUT-M999-JDW
OEDF	NETAS-G667-KIA-H976-MUSRI-L/UL604-KFA
	SILPA-M321-KIA-H976-MUSRI-L/UL604-KFA
	PADUR-Q615-ASKET-T530-KITUB-G667-KIA-H976-MUSRI-L/UL604-KFA
OEMA	NISMI-M559-LABNI-M999-JDW-A424-PMA
	LAKNA-R777-DANAK-M999-JDW-A424-PMA
	RIBOK-B413-DANAK-M999-JDW-A424-PMA
	APDOS-M999-JDW-A424-PMA
	PADUR-Q615-ASKET-DAVOL-UP323-WDR-UL425-BOSUT-JDW-A424-PMA
OEGS	NISMI-M559-LABNI-M999-JDW-B417-GAS
	LAKNA-R777-DANAK-M999-JDW-B417-GAS
	RIBOK-B413-DANAK-M999-JDW-B417-GAS
	APDOS-M999-JDW-B417-GAS
OEHL	NISMI-M559-LABNI-M999-JDW-A424-HIL
	LAKNA-R777-DANAK-M999-JDW-A424-HIL
	RIBOK-B413-DANAK-M999-JDW-A424-HIL
	APDOS-M999-JDW-A424-HIL
	NETAS-G667-KIA-V166-GAS-G662-HIL
	SILPA-M321-KIA-V166-GAS-G662-HIL
OEYN	NISMI-M559-LABNI-M999-JDW-L677-YEN
	LAKNA-R777-DANAK-M999-JDW-L677-YEN
	RIBOK-B413-DANAK-M999-JDW-L677-YEN
	APDOS-M999-JDW-L677-YEN
	ALNES-UP323-WDR-UL425-BOSUT-M999-JDW-L677-YEN
OETB	NISMI-M559-LABNI-M999-JDW-L677-WEJ-V54-TBK

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

<b>TO</b>	<b>ROUTING</b>
	LAKNA-R777-DANAK-M999-JDW-L677-WEJ-V54-TBK
	RIBOK-B413-DANAK-M999-JDW-L677-WEJ-V54-TBK
	APDOS-M999-JDW-L677-WEJ-V54-TBK
OESK	NISMI-M559-LABNI-M999-JDW-A424-PMA-B544-LABAD-V13-AJF
	LAKNA-R777-DANAK-M999-JDW-A424-PMA-B544-LABAD-V13-AJF
	RIBOK-B413-DANAK-M999-JDW-A424-PMA-B544-LABAD-V13-AJF
	APDOS-M999-JDW-A424-PMA-B544-LABAD-V13-AJF
OENN	PADUR-Q615-ASKET-T530-DAVLO-UP323-WDR-UL425-BOSUT-M999-JDW-L677-WEJ-W600-NEM
	NISMI-M559-LABNI-M999-JDW-L677-WEJ-W600-NEM
	RIBOK-B413-DANAK-M999-JDEW-L677-WEJ-W600-NEM
	APDOS-M999-JDW-L677-WEJ-W600-NEM
<b>Traffic entering OEJD (Jeddah FIR) from HHAA (Asmara FIR)</b>	
OJAC	RASKA-T513-JDW-A424-PMA-B544-TRF-B544-SODAR
	RASKA-T513-JDW-A424-PMA-B544-ASH-G662-GRY-R652-KIPAS
	RASKA-T513-JDW-A424-PMA-B544-ASH-G662-GRY-N/UN318-GENEX
	RASKA-T513-JDW-L677-WEJ-M449-GIBET
ORBB	RASKA-T513-JDW-A424-PMA-B544-ASH-B411-MURIB
OKAC	RASKA-T513-JDW-B417-HFR-A788-SOROR
OB BB and landing/overflying OIIX	RASKA-T513-JDW-B417-GAS-L/UL308-DAROR
OB BB and overflying Northern OMAE	RASKA-T513-JDW-B417-GAS-L/UL308-EGREX-P/UP559-DAROR
OB BB and overflying Southern OMAE	RASKA-T513-JDW-T532-KIA-H976-MUSRI-UL604-KFA-M691-LAD-NA
	RASKA-T513-JDW-T532-KIA-H976-MUSRI-UL604-NARMI
OB BB and landing OBxx/OTxx	RASKA-T513-JDW-T532-KIA-H976-MUSRI-UL604-KFA-M691-LAD-NA
OMAE (landing only)	RASKA-T513-JDW-T532-KODIS-L/UL883-UMRAN-M/UM628-MIG-MA-M/UM550-RIBOT

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

TO	ROUTING
	RASKA-T513-JDW-T532-KODIS-L/UL883-UMRAN-M/UM628-PE-KEM
OOMM	RASKA-T513-JDW-T532-KODIS-L/UL883-UMRAN-M/UM628-KATIT-UM440-MIDGU
	RASKA-T513-JDW-T532-KODIS-L/UL883-ALRIK-L692-DAPOL
	RASKA-T513-JDW-T532-KODIS-L/UL883-ALNUG-UN324-PURDA-L/UL556-IMDAM
	RASKA-T513-JDW-T532-KODIS-L/UL883-ALNUG-UN324-GOBRO
OYSC	KOBAS-B413-DANAK-R777-LAKNA
	KOBAS-B413-RIBOK
	KOBAS-B413-DANAK-M999-APDOS
HECC	RASKA-T513-EGMEG-G660-JDW-M686-GIBAL
OERK	RASKA-T513-JDW-T532-KIA
OEJN	RASKA-T513-JDW
OEDF	RASKA-T513-JDW-T532-KIA-H976-MUSRI-UL604-KFA
OEMA	RASKA-T513-JDW-A424-PMA
OETF	RASKA-T513-JDW-V40-TIF
OEGS	RASKA-T513-JDW-B417-GAS
OEHL	RASKA-T513-JDW-A424-HIL
OEYN	RASKA-T513-JDW-L677-YEN
OETB	RASKA-T513-JDW-L677-WEJ-V54-TBK
OESK	RASKA-T513-JDW-A424-PMA-B544-LABAD-V13-AJF
OENN	RASKA-T513-JDW-L677-WEJ-W600-NEM
<b>Traffic entering OEJD (Jeddah FIR) from HSSS (Khartoum FIR)</b>	
OJAC	GIBAP-UM863-JDW-A424-PMA-B544-TRF-B544-SODAR
	GIBAP-UM863-JDW-A424-PMA-B544-ASH-G662-GRY-R652-KIPAS
	GIBAP-UM863-JDW-A424-PMA-B544-ASH-G662-GRY-N/UN318-GENEX
	GIBAP-UM863-JDW-L677-WEJ-M449-GIBET
	MIPOL-G660-JDW-A424-PMA-B544-TRF-B544-SODAR
	MIPOL-G660-JDW-A424-PMA-B544-ASH-G662-GRY-R652-KIPAS

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

TO	ROUTING
	MIPOL-G660-JDW-A424-PMA-B544-ASH-G662-GRY-N/UN318-GENEX
	MIPOL-G660-JDW-L677-WEJ-M449-GIBET
ORBB	GIBAP-UM863-JDW-A424-PMA-B544-ASH-B411-MURIB
	MIPOL-G660-JDW-A424-PMA-B544-ASH-B411-MURIB
OKAC	GIBAP-UM863-JDW-B417-HFR-A788-SOROR
	MIPOL-G660-JDW-B417-HFR-A788-SOROR
OBBB and landing/overflying OIIX	GIBAP-UM863-JDW-B417-GAS-L/UL308-DAROR
	MIPOL-G660-JDW-B417-GAS-L/UL308-DAROR
OBBB and overflying Northern OMAE	GIBAP-UM863-JDW-B417-GAS-L/UL308-SILBA-P/UP559-DAROR
	MIPOL-G660-JDW-B417-GAS-L/UL308-SILBA-P/UP559-DAROR
OBBB and overflying Southern OMAE	GIBAP-UM863-JDW-T532-KIA-H976-MUSRI-L/UL604-KFA-M691-LADNA
	GIBAP-UM863-JDW-T532-KIA-H976-MUSRI-L/UL604-NARMI
	MIPOL-G660-JDW-T532-KIA-H976-MUSRI-L/UL604-KFA-M691-LADNA
	MIPOL-G660-JDW-T532-KIA-H976-MUSRI-L/UL604-NARMI
OBBB and landing OBxx/OTxx	GIBAP-UM863-JDW-T532-KIA-H976-MUSRI-L/UL604-KFA-M691-LADNA
	MIPOL-G660-JDW-T532-KIA-H976-MUSRI-L/UL604-KFA-M691-LADNA
OMAE (landing only)	GIBAP-UM863-JDW-T532-KODIS-L/UL883-UMRAN-M/UM628-MIGMA-M/UM550-RIBOT
	GIBAP-UM863-JDW-T532-KODIS-L/UL883-UMRAN-M/UM628-PEKEM
	MIPOL-G660-JDW-T532-KODIS-L/UL883-UMRAN-M/UM628-MIGMA-M/UM550-RIBOT
	MIPOL-G660-JDW-T532-KODIS-L/UL883-UMRAN-M/UM628-PEKEM
OOMM	GIBAP-UM863-JDW-T532-KODIS-L/UL883-UMRAN-M/UM628-KATIT-UM440-MIDGU
	GIBAP-UM863-JDW-T532-KODIS-L/UL883-ALRIK-L692-DAPOL
	GIBAP-UM863-JDW-T532-KODIS-L/UL883-ALNUG-UN324-PURDA-L/UL556-IMDAM

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

TO	ROUTING
	GIBAP-UM863-JDW-T532-KODIS-L/UL883-ALNUG-UN324-GOBRO
	MIPOL-G660-JDW-T532-KODIS-L/UL883-UMRAN-M/UM628-KATIT-UM440-MIDGU
	MIPOL-G660-JDW-T532-KODIS-L/UL883-ALRIK-L692-DAPOL
	MIPOL-G660-JDW-T532-KODIS-L/UL883-ALNUG-UN324-PURDA-L/UL556-IMDAM
	MIPOL-G660-JDW-T532-KODIS-L/UL883-ALNUG-UN324-GOBRO
OERK	GIBAP-UM863-JDW-T532-KIA
	MIPOL-G660-JDW-T532-KIA
OEJN	MIPOL-G660-JDW
OEDF	GIBAP-UM863-JDW-T532-KIA-H976-MUSRI-L/UL604-KFA
	MIPOL-G660-JDW-T532-KIA-H976-MUSRI-L/UL604-KFA
OEMA	GIBAP-UM863-JDW-A424-PMA
	MIPOL-G660-JDW-A424-PMA
OETF	GIBAP-UM863-JDW-V40-TIF
	MIPOL-G660-JDW-V40-TIF
OEGS	GIBAP-UM863-JDW-B417-GAS
	MIPOL-G660-JDW-B417-GAS
OEHL	GIBAP-UM863-JDW-A424-HIL
	MIPOL-G660-JDW-A424-HIL
OEYN	GIBAP-UM863-JDW-L677-YEN
	MIPOL-G660-JDW-L677-YEN
OETB	GIBAP-UM863-JDW-L677-WEJ-V54-TBK
	MIPOL-G660-JDW-L677-WEJ-V54-TBK
OESK	GIBAP-UM863-JDW-A424-PMA-B544-LABAD-V13-AJF
	MIPOL-G660-JDW-A424-PMA-B544-LABAD-V13-AJF
OENN	GIBAP-UM863-JDW-L677-WEJ-W600-NEM
	MIPOL-G650-JDW-L677-WEJ-W600-NEM
<b>Traffic entering OEJD (Jeddah FIR) from HECC (Cairo FIR)</b>	
ORBB	SILKA-M/UM872-WEJ-L/UL604-HLF-B544-ASH-B411-MURIB



**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

<b>TO</b>	<b>ROUTING</b>
	IMRAD-L/UL604-HLF-B544-ASH-B411-MURIB
OKAC	SILKA-M/UM872-WEJ-L/UL604-HLF-A788-SOROR
	IMRAD-L/UL604-HLF-A788-SOROR
OBBB and landing/overflying OIIX	SILKA-M/UM872-WEJ-L/UL604-GAS-L/UL308-DAROR
	IMRAD-L/UL604-GAS-L/UL308-DAROR
OBBB and landing/overflying Northern OMAE	SILKA-M/UM872-WEJ-L/UL604-GAS-L/UL308-DAROR
	IMRAD-L/UL604-GAS-L/UL308-DAROR
OBBB and landing/overflying Southern OMAE	SILKA-M/UM872-WEJ-L/UL604-KFA-M691-LADNA
	IMRAD-L/UL604-KFA-M691-LADNA
	SILKA-M/UM872-WEJ-L/UL604-NARMI
	IMRAD-L/UL604-NARMI
OBBB and landing OBxx/OTxx	SILKA-M/UM872-WEJ-L/UL604-KFA-M691-LADNA
	IMRAD-L/UL604-KFA-M691-LADNA
OMAE (landing only)	SILKA-UM872-PMA-L/UL883-UMRAN-M/UM628-MIGMA-M/UM550-RIBOT
	SILKA-UM872-PMA-L/UL883-UMRAN-M/UM628-PEKEM
	IMRAD-L/UL604-WEJ-UM872-PMA-L/UL883-UMRAN-M/UM628-MIGMA-M/UM550-RIBOT
	IMRAD-L/UL604-WEJ-UM872-PMA-L/UL883-UMRAN-M/UM628-PEKEM
	DEDLI-M999-JDW-T532-KODIS-L/UL883-UMRAN-M/UM628-MIGMA-M/UM550-RIBOT
	DEDLI-M999-JDW-T532-KODIS-L/UL883-UMRAN-M/UM628-PEKEM
OOMM and landing/overflying OMAE	SILKA-UM872-PMA-L/UL883-UMRAN-M/UM628-KATIT-UM440-MIDGU
	SILKA-UM872-PMA-L/UL883-ALRIK-L692-DAPOL
	SILKA-UM872-PMA-L/UL883-ALNUG-UN324-PURDA-L/UL556-IM-DAM
	SILKA-UM872-PMA-L/UL883-ALNUG-UN324-GOBRO
	IMRAD-L/UL604-WEJ-UM872-PMA-L/UL883-UMRAN-M/UM628-KATIT-UM440-MIDGU

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

TO	ROUTING
	IMRAD-L/UL604-WEJ-UM872-PMA-L/UL883-ALRIK-L692-DAPOL
	IMRAD-L/UL604-WEJ-UM872-PMA-L/UL883-ALNUG-UN324-PURDA-L/UL556-IMDAM
	IMRAD-L/UL604-WEJ-UM872-PMA-L/UL883-ALNUG-UN324-GOBRO
	DEDLI-M999-JDW-T532-KODIS-L/UL883-UMRAN-M/UM628-KATIT-UM440-MIDGU
	DEDLI-M999-JDW-T532-KODIS-L/UL883-ALRIK-L692-DAPOL
	DEDLI-M999-JDW-T532-KODIS-L/UL883-ALNUG-UN324-PURDA-L/UL556-IMDAM
	DEDLI-M999-JDW-T532-KODIS-L/UL883-ALNUG-UN324-GOBRO
OYSC	DEDLI-M999-JDW-M559-LABNI-M999-APDOS
	DEDLI-M999-JDW-M559-NISMI
	DEDLI-M999-JDW-M559-LABNI-M999-DANAK-B413-RIBOK
	DEDLI-M999-JDW-M559-LABNI-M999-DANAK-R777-LAKNA
	DEDLI-M999-JDW-V31-WDR-V32-PATOG-Q624-ALSIR
HHAA	DEDLI-M999-JDW-G650-RASKA
OERK	SILKA-M/UM872-WEJ-L/UL604-GAS-G662-KIA
	IMRAD-L/UL604-GAS-G662-KIA
OEJN	DEDLI-M999-JDW
OEDF	SILKA-M/UM872-WEJ-L/UL604-UMENA-G663-KFA
	IMRAD-L/UL604-UMENA-G663-L/UL604-KFA
OEMA	SILKA-M/UM872-PMA
	IMRAD-L/UL604-WEJ-M/UM872-PMA
OEAB	DEDLI-M999-JDW-L677-ABKAR-V38-ABH
OETF	DEDLI-M999-JDW-V40-TIF
OEGS	SILKA-M/UM872-WEJ-L/UL604-GAS
	IMRAD-L/UL604-GAS
OEHL	KITOT-UL550-ENABI-T540-HIL
	SILKA-M/UM872-WEJ-L/UL604-HLF-A788-HIL
	IMRAD-L/UL604-HLF-A788-HIL

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

<b>TO</b>	<b>ROUTING</b>
OEYN	SILKA-M/UM872-WEJ-T510-VELEK-Q13-YEN
	IMRAD-L/UL604-WEJ-T510-VELEK-Q13-YEN
OETB	SILKA-M/UM872-WEJ-V54-TBK
	IMRAD-L/UL604-WEJ-V54-TBK
OEGN	DEDLI-M999-JDW-M559-LABNI-V395-GIZ
OESK	SILKA-M/UM872-WEJ-L/UL604-HLF-B544-LABAD-V13-AJF
	IMRAD-UL604-HLF-B544-LABAD-V13-AJF
OENN	SILKA-M/UM872-WEJ-W600-NEM
	IMRAD-L/UL604-WEJ-W600-NEM
<b>Traffic departing from OERK [Riyadh (King Khaled Intl)]/OERY [Riyadh (King Salman AB)]</b>	
OJAC	KIA-UT503-OVANO-UL768-OTILA
	KIA-V166-GAS-G662-GRY-R652-KIPAS
	KIA-V166-GAS-G662-GRY-N/UN318-GENEX
ORBB	KIA-UT503-PAXAN-V16-AAR-B411-MURIB
OKAC	KIA-H976-MUSRI-UP891-KUNRU
OB BB and landing/overflying OIIX	KIA-H976-MUSRI-UP891-GESOR-L/UL308-DAROR
OB BB and landing/overflying Northern OMAE	KIA-H976-MUSRI-UP891-GESOR-L/UL308-DAROR
OB BB and landing/overflying Southern OMAE	KIA-H976-MUSRI-L/UL604-NARMI
	KIA-H976-MUSRI-L/UL604-KFA-M691-LADNA
OB BB and landing OBxx/OTxx	KIA-H976-MUSRI-L/UL604-KFA-M691-LADNA
OMAE (landing only)	KIA-M321-RESAL-T533-DEGNO-M/UM628-MIGMA-M/UM550-RI-BOT
	KIA-M321-RESAL-T533-DEGNO-M/UM628-PEKEM
OOMM	KIA-M321-RESAL-T533-DEGNO-M/UM628-KATIT-UM440-MIDGU
	KIA-M321-RESAL-T533-LOTOS-L692-DAPOL
	KIA-M321-ALRIK-L/UL883-ALNUG-UN324-PURDA-L/UL556-IMDAM
	KIA-M321-ALRIK-L/UL883-ALNUG-N324-GOBRO
OYSC	KIA-G667-NETAS

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

TO	ROUTING
	KIA-M321-SILPA
	KIA-G667-WDR-V32-PATOG-Q624-ALSIR
HHAA	KIA-G782-JDW-G650-RASKA
HSSS	KIA-G782-JDW-B407-KAROX
HSSS (overflying only)	KIA-G782-JDW-UM863-GIBAP
HECC	KIA-M321-HLF-L/UL604-IMRAD
	KIA-M321-HLF-L/UL604-WEJ-L677-PASAM
OEJN	KIA-G782-JDW
OEDF	KIA-H976-MUSRI-L/UL604-KFA
OEMA	KIA-UN638-PMA
OEAB	KIA-G782-DURMA-Z414-EMEKO-V40-ABH
OETF	KIA-G782-BOPEV-V41-TIF
OEGS	KIA-V166-GAS
OEHL	KIA-V166-GAS-G662-HIL
OEYN	KIA-UN638-PMA-V22-YEN
OETB	KIA-V166-GAS-G662-T540-ENABI-UL550-ASTUM-V13-TBK
OEGN	KIA-G782-DURMA-Z414-EMEKO-V40-GIZ
OESK	KIA-V166-GAS-G662-HIL-R23-AJF
OEBA	KIA-G782-DURMA-Z414-RAKLI-V46-BHA
OEBH	KIA-G782-DURMA-Z414-RAKLI-H75-BSH
OENN	KIA-V166-GAS-G662-HIL-T540-ENABI-UL550-ASTUM-V13-NEM
<b>Traffic departing from OEJN (Jeddah)</b>	
OJAC	JDW-A424-PMA-B544-ASH-G662-GRY-R652-KIPAS
	JDW-A424-PMA-B544-ASH-G662-GRY-N/UN318-GENEX
	JDW-A424-PMA-B544-TRF-B544-SODAR
	JDW-L677-WEJ-M449-GIBET
ORBB	JDW-A424-PMA-B544-ASH-UB411-MURIB
OKAC	JDW-B417-HFR-A788-SOROR
OBBS and landing/overflying OIIX	JDW-B417-GAS-L/UL308-DAROR

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

TO	ROUTING
OBBB and overflying Northern OMAE	JDW-B417-GAS-L/UL308-DAROR
OBBB and overflying Southern OMAE	JDW-T532-KIA-H976-MUSRI-L/UL604-NARMI
	JDW-T532-KIA-H976-MUSRI-L/UL604-M691-LADNA
OBBB and landing OBxx/OTxx	JDW-T532-KIA-H976-MUSRI-L/UL604-KFA-M691-LADNA
OMAE (landing only)	JDW-T532-KODIS-L/UL883-UMRAN-M/UM628-MIGMA-M/UM550-RI-BOT
	JDW-T532-KODIS-L/UL883-UMRAN-M/UM628-PEKEM
OOMM	JDW-T532-KODIS-L/UL883-UMRAN-M/UM628-KATIT-UM440-MIDGU
	JDW-T532-KODIS-L/UL883-ALRIK-L692-DAPOL
	JDW-T532-KODIS-L/UL883-ALNUG-UN324-PURDA-L/UL556-IM-DAM
	JDW-V31-BSH-UL425-GOBRO
OYSC	JDW-M559-LABNI-M999-APDOS
	JDW-M559-NISMI
	JDW-M559-LABNI-M999-DANAK-B413-RIBOK
	JDW-M559-LABNI-M999-DANAK-R777-LAKNA
	JDW-V31-WDR-V32-PATOG-Q624-ALSIR
HHAA	JDW-G650-RASKA
HSSS	JDW-B407-KAROX
HECC	JDW-L677-WEJ-L/UL604-IMRAD
	JDW-L677-PASAM
HECC (overflying only)	JDW-M686-GIBAL
OERK	JDW-T532-KIA
OEDF	JDW-T532-KIA-H976-MUSRI-L/UL604-KFA
OEMA	JDW-A424-PMA
OEAB	JDW-L677-ABKAR-V38-ABH
OETF	JDW-V40-TIF
OEGS	JDW-B417-GAS

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

TO	ROUTING
OEHL	JDW-A424-HIL
OEYN	JDW-L677-YEN
OETB	JDW-L677-WEJ-V54-TBK
OEGN	JDW-M559-LABNI-V395-GIZ
OESK	JDW-A424-PMA-B544-LABAD-V13-AJF
OEBA	JDW-V31-BHA
OEBH	JDW-V31-BSH
OENN	JDW-L677-NABAN-WEJ-W600-NEM
<b>Traffic departing from OEDF [Dammam (King Fahd AB)]</b>	
OJAC	KFA-H741-JBL-UL768-OTILA
	KFA-H741-JBL-UL768-OVANO-R652-KIPAS
	KFA-H741-JBL-UL768-OVANO-R652-GRY-N/UN318-GENEX
ORBB	KFA-H741-JBL-UL768-AAR-UB411-MURIB
OKAC	KFA-H741-ASVIR
OBBS and landing/over- flying OIIX/overflying OKAC	KFA-J749/N/UN687-ROTEL
	KFA-UB419-METLA
OBBS and landing/over- flying Northern OMAE	KFA-J749-ROTEL
OBBS and landing/over- flying Southern OMAE	KFA-H732/M691-LADNA
OBBS and landing OBxx/OTxx	KFA-H732/M691-LADNA
OYSC	KFA-H732/T136-EMUSA-Q212-KIA-G667-NETAS
	KFA-H732/T136-EMUSA-Q212-KIA-M321-SILPA
	KFA-H732/T136-EMUSA-Q212-KIA-G667-WDR-V32-PATOG-Q624-ALSIR
HHA	KFA-H732/T136-EMUSA-Q212-KIA-G782-JDW-G650-RASKA
HSSS	KFA-H732/T136-EMUSA-Q212-KIA-G782-JDW-B407-KAROX
HSSS (only overflying)	KFA-H732/T136-EMUSA-Q212-KIA-G782-JDW-UM863-GIBAP
HECC	KFA-J735/N/UN697-TAYMA-N/UN697-HIL-T540-ENABI-UL550-KI-TOT

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

TO	ROUTING
	KFA-J735/N/UN697-TAYMA-N/UN697-HIL-A788-HLF-L/UL604-IM-RAD
	KFA-J735/N/UN697-TAYMA-N/UN697-HIL-A788-HLF-L/UL604-WEJ-L677-PASAM
OERK	KFA-H732/T136-EMUSA-Q212-KIA
OEJN	KFA-H732/T136-EMUSA-Q212-KIA-G782-JDW
OEMA	KFA-J735/N/UN697-TAYMA-N/UN697-BPN-G674-PMA
OEAB	KFA-H732/T136-EMUSA-Q212-KIA-G782-DURMA-Z414-EMEKO-V40-ABH
OETF	KFA-H732/T136-EMUSA-Q212-KIA-G782-BOPEV-V41-TIF
OEGS	KFA-J735/N/UN697-TAYMA-N/UN697-BPN-G674-GAS
OEHL	KFA-J735/N/UN697-TAYMA-N/UN697-BPN-H999/N/UN697-HIL
OEYN	KFA-J735/N/UN697-TAYMA-N/UN697-BPN-G674-GAS-PMA-V22-YEN
OETB	KFA-J735/N/UN697-TAYMA-N/UN697-HIL-G662-NIMAR-UL550-ASTUM-V13-TBK
OEGN	KFA-H732/T136-EMUSA-Q212-KIA-G782-DURMA-Z414-EMEKO-V40-GIZ
OESK	KFA-J735/N/UN697-TAYMA-N/UN697-HIL-R23-AJF
OEBA	KFA-H732/T136-EMUSA-Q212-KIA-G782-DURMA-Z414-RAKLI-V46-BHA
OEBH	KFA-H732/T136-EMUSA-Q212-KIA-G782-DURMA-Z414-RAKLI-H75-BSH
OENN	KFA-J735-TAYMA-N/UN697-HIL-G662-NIMAR-UL550-ASTUM-V13-NEM
<b>Traffic departing from OEMA (Madinah)</b>	
OJAC	PMA-B544-ASH-G662-GRY-R652-KIPAS
	PMA-B544-ASH-G662-GRY-N/UN318-GENEX
	PMA-B544-TRF-B544-SODAR
	PMA-V10-SENBU-Z712-WEJ-M449-GIBET
ORBB	PMA-B544-ASH-B411-MURIB
OKAC	PMA-A424-ANTAP-Q46-GAS-B417-HFR-A788-SOROR

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

<b>TO</b>	<b>ROUTING</b>
OBBB and landing/overflying OIIX	PMA-A424-ANTAP-Q46-GAS-L/UL308-DAROR
OBBB and landing/overflying Northern OMAE	PMA-A424-ANTAP-Q46-GAS-L/UL308-DAROR
OBBB and landing/overflying Southern OMAE	PMA-J852/M/UM872-KIA-H976-MUSRI-L/UL604-NARMI
	PMA-J852/M/UM872-KIA-H976-MUSRI-L/UL604-KFA-M691-LADNA
OBBB and landing OBxx/OTxx	PMA-J852/M/UM872-KIA-H976-MUSRI-L/UL604-KFA-M691-LADNA
OOMM	PMA-J852/M/UM872-BDB-L/UL883-UMRAN-M/UM628-KATIT-UM440-MIDGU
	PMA-J852/M/UM872-BDB-L/UL883-ALRIK-L692-DAPOL
	PMA-J852/M/UM872-BDB-L/UL883-ALNUG-UN324-PURDA-L/UL556-IMDAM
	PMA-J852/M/UM872-BDB-L/UL883-ALNUG-UN324-GOBRO
OYSC	PMA-B544-JDW-M559-LABNI-M999-APDOS
	PMA-B544-JDW-M559-NISMI
	PMA-B544-JDW-M559-LABNI-M999-DANAK-B413-RIBOK
	PMA-B544-JDW-M559-LABNI-M999-DANAK-R777-LAKNA
	PMA-B544-JDW-V31-WDR-V32-PATOG-Q624-ALSIR
HHAA	PMA-B544-JDW-G650-RASKA
HSSS	PMA-B544-JDW-B407-KAROX
HSSS (overflying only)	PMA-B544-JDW-UM863-GIBAP
HECC	PMA-V10-SENBUE-Z712-WEJ-L677-PASAM
	PMA-V10-SENBUE-Z712-WEJ-L/UL604-IMRAD
OERK	PMA-J852/M/UM872-KIA
OEJN	PMA-B544-JDW
OEDF	PMA-A424-ANTAP-Q46-GAS-L/UL604-UMENA-G663-KFA
OEAB	PMA-B544-JDW-L677-ABKAR-V38-ABH
OETF	PMA-B544-JDW-V40-TIF
OEGS	PMA-A424-ANTAP-Q46-NADIB-H79-GAS
OEHL	PMA-A424-HIL



**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

<b>TO</b>	<b>ROUTING</b>
OEYN	PMA-V22-YEN
OETB	PMA-V10-SENBU-Z712-WEJ-V54-TBK
OEGN	PMA-B544-JDW-M559-LABNI-V395-GIZ
OESK	PMA-B544-LABAD-V13-AJF
OENN	PMA-V10-SENBU-Z712-WEJ-W666-NEM
<b>Traffic departing from OEAB (Abha)</b>	
OJAC	ABH-B544-JDW-A424-PMA-B544-TRF-B544-SODAR
	ABH-B544-JDW-A424-PMA-B544-ASH-G662-GRY-R652-KIPAS
	ABH-B544-JDW-A424-PMA-B544-ASH-G662-GRY-N/UN318-GENEX
	ABH-B544-JDW-WEJ-M449-GIBET
ORBB	ABH-B544-JDW-A424-PMA-B544-ASH-B411-MURIB
OKAC (landing only)	ABH-H75-IRBAB-Q313-TEVOG-H76-KIA-H976-MUSRI-UP891-KUN-RU
OBBS and landing/overflying OIIX	ABH-H75-IRBAB-Q313-TEVOG-H76-KIA-H976-MUSRI-UP891-GE-SOR-L/UL308-DAROR
OBBS and landing OBxx/OTxx	ABH-H75-IRBAB-Q313-TEVOG-H76-KIA-H976-MUSRI-L/UL604-KFA-M691-LADNA
OMAE (landing only)	ABH-H75-IRBAB-Q313-KATIX-UL425-EGREN-L/UL556-PURDA-M/UM318-MUXIT
	ABH-H75-IRBAB-Q313-KATIX-UL425-EGREN-L/UL556-PURDA-UG783-TANSU
OOMM	ABH-H75-IRBAB-Q313-KATIX-UL425-EGREN-L/UL556-PURDA-L/UL883-SITOL
	ABH-H75-IRBAB-Q313-KATIX-UL425-EGREN-L/UL556-IMDAM
	ABH-H75-IRBAB-Q313-KATIX-UL425-EGREN-L/UL556-PURDA-UN324-GOBRO
OYSC	ABH-V40-GIZ-L677-NABAN
HECC	ABH-B544-JDW-L677-PASAM
	ABH-B544-JDW-L677-WEJ-L/UL604-IMRAD
OERK	ABH-H75-IRBAB-Q313-TEVOG-H76-KIA
OEJN	ABH-B544-JDW
OEDF	ABH-H75-IRBAB-Q313-TEVOG-H76-KIA-H976-MUSRI-L/UL604-KFA

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

TO	ROUTING
OEMA	ABH-B544-JDW-A424-PMA
OETF	ABH-V40-TIF
OEGS	ABH-B544-JDW-B417-GAS
OEHL	ABH-B544-JDW-A424-HIL
OEYN	ABH-B544-JDW-L677-YEN
OETB	ABH-B544-JDW-L677-WEJ-V54-TBK
OEGN	ABH-V40-GIZ
OESK	ABH-B544-JDW-A424-PMA-B544-LABAD-V13-AJF
OENN	ABH-B544-SODAR-JDW-L677-WEJ-W666-NEM
<b>Traffic departing from OETF (Taif)</b>	
OJAC	TIF-V41-JDW-A424-PMA-B544-TRF-B544-SODAR
	TIF-V41-JDW-A424-PMA-B544-ASH-G662-GRY-R652-KIPAS
	TIF-V41-JDW-A424-PMA-B544-ASH-G662-GRY-N/UN318-GENEX
	TIF-V41-JDW-L677-WEJ-M449-GIBET
ORBB	TIF-V41-JDW-A424-PMA-B544-ASH-B411-MURIB
OKAC	TIF-V43-BDB-B417-HFR-A788-SOROR
OBBS and landing/overflying OIIX	TIF-V43-BDB-B417-GAS-L/UL308-DAROR
OBBS and overflying Northern OMAE	TIF-V43-BDB-B417-GAS-L/UL308-DAROR
OBBS and overflying Southern OMAE	TIF-V43-DFN-Q12-KODIS-T532-KIA-H976-MUSRI-L/UL604-NARMI
	TIF-V43-DFN-Q12-KODIS-T532-KIA-H976-MUSRI-L/UL604-KFA-M691-LADNA
OBBS and landing OBxx/OTxx	TIF-V43-DFN-Q12-KODIS-T532-KIA-H976-MUSRI-L/UL604-KFA-M691-LADNA
OMAE (landing only)	TIF-V43-DFN-Q12-KODIS-L/UL883-UMRAN-M/UM628-MIGMA-M/UM550-RIBOT
	TIF-V43-DFN-Q12-KODIS-L/UL883-UMRAN-M/UM628-PEKEM
OOMM	TIF-V43-DFN-Q12-KODIS-L/UL883-UMRAN-M/UM628-KATIT-UM440-MIDGU
	TIF-V43-DFN-Q12-KODIS-L/UL883-ALRIK-L692-DAPOL

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

TO	ROUTING
	TIF-V43-DFN-Q12-KODIS-L/UL883-ALNUG-UN324-L/UL556-IMDAM
	TIF-V43-DFN-Q12-KODIS-L/UL883-ALNUG-UN324-GOBRO
OYSC	TIF-V40-GIZ-L677-NABAN
HHAA	TIF-V41-JDW-G650-RASKA
HSSS	TIF-V41-JDW-B407-KAROX
HSSS (overflying only)	TIF-V41-JDW-UM863-GIBAP
HECC	TIF-V41-JDW-L677-PASAM
	TIF-V41-JDW-L677-WEJ-L/UL604-IMRAD
HECC (overflying only)	TIF-V41-JDW-M686-GIBAL
OERK	TIF-V43-DFN-Q12-KODIS-T532-KIA
OEJN	TIF-V42-KAPAV-G782-JDW
OEDF	TIF-V43-DFN-Q12-KODIS-T532-KIA-H976-MUSRI-L/UL604-KFA
OEMA	TIF-V41-JDW-A424-PMA
OEAB	TIF-V40-ABH
OEGS	TIF-V43-BDB-B417-GAS
OEHL	TIF-V43-BDB-B417-GAS-G662-HIL
OEYN	TIF-V41-JDW-L677-YEN
OETB	TIF-V41-JDW-L677-WEJ-V54-TBK
OEGN	TIF-V40-GIZ
OESK	TIF-V41-JDW-A424-PMA-B544-LABAD-V13-AJF
OENN	TIF-V41-JDW-L677-WEJ-W666-NEM
<b>Traffic departing from OEGS [Gassim (Prince Nayef Bin Abdulaziz)]</b>	
OJAC	GAS-G662-HIL-R23-TRF-B544-SODAR
	GAS-G662-GRY-R652-KIPAS
	GAS-G662-GRY-N/UN318-GENEX
ORBB	GAS-G662-HIL-V16-AAR-B411-MURIB
OKAC	GAS-B417-HFR-A788-SOROR
OBBS and landing/overflying OIIX	GAS-J874/L/UL604-NAGSA-L/UL308-DAROR

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

TO	ROUTING
OBBB and landing/overflying Northern OMAE	GAS-J874/L/UL604-NAGSA-L/UL308-DAROR
OBBB and landing/overflying Southern OMAE	GAS-J874/L/UL604-MUSRI-L/UL604-NARMI
	GAS-J874/L/UL604-MUSRI-L/UL604-KFA-M691-LADNA
OBBB and landing OBxx/OTxx	GAS-J874/L/UL604-MUSRI-L/UL604-KFA-M691-LADNA
OOMM	GAS-G662-KIA-M321-RESAL-T533-DEGNO-M/UM628-KATIT-UM440-MIDGU
	GAS-G662-KIA-M321-RESAL-T533-LOTOS-L692-DAPOL
	GAS-G662-KIA-M321-ALRIK-L/UL883-ALNUG-UN324-PURDA-L/UL556-IMDAM
	GAS-G662-KIA-M321-ALRIK-L/UL883-ALNUG-UN324-GOBRO
OYSC	GAS-G662-KIA-G667-NETAS
	GAS-G662-KIA-M321-SILPA
	GAS-G674-PMA-B544-JDW-M559-LABNI-M999-APDOS
	GAS-G674-PMA-B544-JDW-M559-NISMI
	GAS-G674-PMA-B544-JDW-M559-LABNI-M999-DANAK-B413-RI-BOK
	GAS-G674-PMA-B544-JDW-M559-LABNI-M999-DANAK-R777-LA-KNA
HHAA	GAS-G674-PMA-B544-JDW-G650-RASKA
HSSS	GAS-G674-PMA-B544-JDW-B407-KAROX
HSSS (overflying only)	GAS-G674-PMA-B544-JDW-UM863-GIBAP
HECC	GAS-J874/L/UL604-IMRAD
	GAS-J874/L/UL604-WEJ-L677-PASAM
OERK	GAS-G662-KIA
OEJN	GAS-G674-PMA-B544-JDW
OEDF	GAS-J874/L/UL604-MUSRI-L/UL604-KFA
OEMA	GAS-G674-PMA
OEAB	GAS-G674-PMA-B544-JDW-L677-ABKAR-V38-ABH
OETF	GAS-G674-ROSUL-V41-TIF

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

<b>TO</b>	<b>ROUTING</b>
OEHL	GAS-G662-HIL
OEYN	GAS-G674-PMA-V22-YEN
OETB	GAS-G662-NIMAR-UL550-ASTUM-V13-TBK
OEGN	GAS-G674-ROSUL-V41-TIF-V40-GIZ
OESK	GAS-G662-HIL-R23-AJF
OENN	GAS-G662-NIMAR-UL550-ASTUM-V13-NEM
<b>Traffic departing from OEHL (Hail)</b>	
OJAC	HIL-R23-TRF-B544-SODAR
	HIL-G662-GRY-R652-KIPAS
	HIL-G662-GRY-N/UN318-GENEX
ORBB	HIL-V16-AAR-B411-MURIB
OKAC	HIL-A788-SOROR
OB BB and landing/over- flying OIIX	HIL-A788-LOTOK-P/UP559-DAROR
OB BB and landing/over- flying Northern OMAE	HIL-A788-LOTOK-P/UP559-DAROR
OB BB and landing/over- flying Southern OMAE	HIL-G662-GAS-J874/L/UL604-MUSRI-L/UL604-NARMI
	HIL-G662-GAS-J874/L/UL604-MUSRI-L/UL604-KFA-M691-LADNA
OB BB and landing OBxx/OTxx	HIL-G662-GAS-J874/L/UL604-MUSRI-L/UL604-KFA-M691-LADNA
OOMM	HIL-G662-KIA-M321-RESAL-T533-DEGNO-M/UM628-KATIT-UM440-MIDGU
	HIL-G662-KIA-M321-RESAL-T533-LOTOS-L692-DAPOL
	HIL-G662-KIA-M321-ALRIK-L/UL883-ALNUG-UN324-PURDA-L/UL556-IMDAM
	HIL-G662-KIA-M321-ALRIK-L/UL883-ALNUG-UN324-GOBRO
OYSC	HIL-G662-KIA-G667-NETAS
	HIL-G662-KIA-M321-SILPA
	HIL-A424-PMA-B544-JDW-M559-LABNI-M999-APDOS
	HIL-A424-PMA-B544-JDW-M559-NISMI
	HIL-A424-PMA-B544-JDW-M559-LABNI-M999-DANAK-B413-RIBOK

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

TO	ROUTING
	HIL-A424-PMA-B544-JDW-M559-LABNI-M999-DANAK-R777-LAKNA
HHAA	HIL-A424-PMA-B544-JDW-G650-RASKA
HSSS	HIL-A424-PMA-B544-JDW-B407-KAROX
HSSS (overflying only)	HIL-A424-PMA-B544-JDW-UM863-GIBAP
HECC	HIL-T540-ENABI-UL550-KITOT
	HIL-A788-HLF-L/UL604-IMRAD
	HIL-A788-HLF-L/UL604-WEJ-L677-PASAM
OERK	HIL-G662-KIA
OEJN	HIL-A424-PMA-B544-JDW
OEDF	HIL-G662-GAS-J874/L/UL604-MUSRI-G663/L/UL604-KFA
OEMA	HIL-A424-PMA
OEAB	HIL-A424-PMA-B544-JDW-L677-ABKAR-V38-ABH
OETF	HIL-A424-PMA-B544-JDW-V40-TIF
OEGS	HIL-G662-GAS
OEYN	HIL-A424-PMA-V22-YEN
OETB	HIL-G662-NIMAR-UL550-ASTUM-V13-TBK
OEGN	HIL-A424-PMA-B544-JDW-M559-LABNI-V395-GIZ
OESK	HIL-R23-AJF
OENN	HIL-G662-NIMAR-UL550-ASTUM-V13-NEM
<b>Traffic departing from OEYN [Yenbo (Prince Abdulmohsin bin Abdulaziz)]</b>	
OJAC	YEN-L677-WEJ-M449-GIBET
	YEN-V22-PMA-B544-TRF-B544-SODAR
	YEN-V22-PMA-B544-ASH-G662-GRY-R652-KIPAS
	YEN-V22-PMA-B544-ASH-G662-GRY-N/UN318-GENEX
ORBB	YEN-V22-PMA-B544-ASH-B411-MURIB
OKAC	YEN-V22-PMA-A424-ANTAP-Q46-GAS-B417-HFR-A788-SOROR
OBBS and landing/overflying OIIX	YEN-V22-PMA-A424-ANTAP-Q46-GAS-L/UL308-DAROR
OBBS and landing/overflying Northern OMAE	YEN-V22-PMA-A424-ANTAP-Q46-GAS-L/UL308-DAROR

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

TO	ROUTING
OBBB and landing/overflying Southern OMAE	YEN-V22-PMA-M/UM872-KIA-H976-MUSRI-L/UL604-NARMI
	YEN-V22-PMA-M/UM872-KIA-H976-MUSRI-L/UL604-KFA-M691-LADNA
OBBB and landing OBxx/OTxx	YEN-V22-PMA-M/UM872-KIA-H976-MUSRI-L/UL604-KFA-M691-LADNA
OOMM	YEN-V22-PMA-M/UM872-BDB-L/UL883-UMRAN-M/UM628-KATIT-UM440-MIDGU
	YEN-V22-PMA-M/UM872-BDB-L/UL883-ALRIK-L692-DAPOL
	YEN-V22-PMA-M/UM872-BDB-L/UL883-ALNUG-UN324-PURDA-L/UL556-IMDAM
	YEN-V22-PMA-M/UM872-BDB-L/UL883-ALNUG-UN324-GOBRO
OYSC	YEN-V44-RBG-B544-JDW-M559-LABNI-M999-APDOS
	YEN-V44-RBG-B544-JDW-M559-NISMI
	YEN-V44-RBG-B544-JDW-M559-LABNI-M999-DANAK-B413-RIBOK
	YEN-V44-RBG-B544-JDW-M559-LABN-M999-DANAK-R777-LAKNA
HHAA	YEN-V44-RBG-B544-JDW-G650-RASKA
HSSS	YEN-V44-RBG-B544-JDW-B407-KAROX
HSSS (overflying only)	YEN-V44-RBG-B544-JDW-UM863-GIBAP
HECC	YEN-L677-PASAM
	YEN-L677-WEJ-L/UL604-IMRAD
OERK	YEN-V22-PMA-M/UM872-KIA
OEJN	YEN-V44-RBG-B544-JDW
OEDF	YEN-V22-PMA-M872-KIA-H976-MUSRI-L/UL604-UMENA-G663/L/UL604-KFA
OEMA	YEN-V22-PMA
OEAB	YEN-V44-RBG-B544-JDW-L677-ABKAR-V38-ABH
OETF	YEN-V44-RBG-B544-JDW-V40-TIF
OEGS	YEN-V22-PMA-A424-ANTAP-Q46-NADIB-H79-GAS
OEHL	YEN-V22-PMA-A424-HIL
OETB	YEN-L677-WEJ-V54-TBK
OEGN	YEN-V44-RBG-B544-JDW-M559-LABNI-V395-GIZ

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

TO	ROUTING
OESK	YEN-V22-PMA-B544-LABAD-V13-AJF
OENN	YEN-L677-WEJ-W666-NEM
<b>Traffic departing from OETB [Tabuk (Sultan Bin Abdulaziz)]</b>	
OJAC	TBK-M449-GIBET
ORBB	TBK-V14-ASH-B411-MURIB
OKAC	TBK-V13-ASTUM-UL550-NIMAR-UY415-LOTOK-A788-SOROR
OBBS and landing/overflying OIIX	TBK-V13-ASTUM-UL550-NIMAR-UY415-LOTOK-P/UP559-DAROR
OBBS and landing/overflying Northern OMAE	TBK-V13-ASTUM-UL550-NIMAR-UY415-LOTOK-P/UP559-DAROR
OBBS and landing/overflying Southern OMAE	TBK-V54-WEJ-L/UL604-KFA-M691-LADNA
	TBK-V54-WEJ-L/UL604-NARMI
OBBS and landing OBxx/OTxx	TBK-V54-WEJ-L/UL604-KFA-M691-LADNA
OYSC	TBK-V54-WEJ-T510-RBG-B544-JDW-M559-LABNI-M999-APDOS
	TBK-V54-WEJ-T510-RBG-B544-JDW-M559-NISMI
	TBK-V54-WEJ-T510-RBG-B544-JDW-M559-LABNI-M999-DANAK-B413-RIBOK
	TBK-V54-WEJ-T510-RBG-B544-JDW-M559-LABNI-M999-DANAK-R777-LAKNA
HHA	TBK-V54-WEJ-T510-RBG-B544-JDW-G650-RASKA
HSSS	TBK-V54-WEJ-T510-RBG-B544-JDW-B407-KAROX
HECC	TBK-W334-NAGIP-H999/N/UN697-KITOT
OERK	TBK-V13-ASTUM-UL550-NIMAR-G662-KIA
OEJN	TBK-V54-WEJ-T510-RBG-B544-JDW
OEDF	TBK-V13-ASTUM-UL550-NIMAR-G662-GAS-L/UL604-UMENA-G663-KFA
OEMA	TBK-V54-WEJ-M/UM872-PMA
OEAB	TBK-V54-WEJ-T510-RBG-B544-JDW-L677-ABKAR-V38-ABH
OETF	TBK-V54-WEJ-T510-RBG-B544-JDW-V40-TIF
OEGS	TBK-V13-ASTUM-UL550-NIMAR-G662-GAS



**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

<b>TO</b>	<b>ROUTING</b>
OEHL	TBK-V13-ASTUM-UL550-NIMAR-G662-HIL
OEYN	TBK-V54-WEJ-T510-VELEK-Q13-YEN
OEGN	TBK-V54-WEJ-T510-RBG-B544-JDW-M559-LABNI-V395-GIZ
OESK	TBK-V13-AJF
OENN	TBK-V13-NEM
<b>Traffic departing from OEGN [Jazan (King Abdullah Bin Abdulaziz)]</b>	
OJAC	GIZ-T210-ABH-B544-JDW-A424-PMA-B544-SODAR
	GIZ-T210-ABH-B544-JDW-A424-PMA-B544-ASH-G662-GRY-R652-KIPAS
	GIZ-T210-ABH-B544-JDW-A424-PMA-B544-ASH-G662-GRY-N/UN318-GENEX
	GIZ-T210-ABH-B544-JDW-WEJ-M449-GIBET
ORBB	GIZ-T210-ABH-B544-JDW-A424-PMA-B544-ASH-B411-MURIB
OKAC	GIZ-T210-ABH-H75-IRBAB-Q313-TEVOG-H76-KIA-H976-MUSRI-UP891-KUNRU
OBBB and landing OBxx/OTxx	GIZ-T210-ABH-H75-IRBAB-Q313-TEVOG-H76-KIA-H976-MUSRI-L/UL604-KFA-M691-LADNA
OMAE (landing only)	GIZ-T210-ABH-H75-IRBAB-Q313-KATIX-UL425-EGREN-L/UL556-PURDA-M/UM318-MUXIT
	GIZ-T210-ABH-H75-IRBAB-Q313-KATIX-BSH-UL425-EGREN-L/UL556-PURDA-UG783-TANSU
OOMM	GIZ-T210-ABH-H75-IRBAB-Q313-KATIX-UL425-EGREN-L/UL556-PURDA-L/UL883-SITOL
	GIZ-T210-ABH-H75-IRBAB-Q313-KATIX-UL425-EGREN-L/UL556-IMDAM
	GIZ-T210-ABH-H75-IRBAB-Q313-KATIX-UL425-EGREN-L/UL556-PURDA-UN324-GOBRO
OYSC	GIZ-L677-NABAN
HECC	GIZ-T210-ABH-B544-JDW-L677-PASAM
OERK	GIZ-T210-ABH-H75-IRBAB-Q313-TEVOG-H76-KIA
OEJN	GIZ-T210-ABH-B544-JDW
	GIZ-V395-LABNI-M999-JDW

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

TO	ROUTING
OEDF	GIZ-T210-ABH-H75-IRBAB-Q313-TEVOG-H76-KIA-H976-MUSRI-L/ UL604-UMENA-G663-L/UL604-KFA
OEMA	GIZ-T210-ABH-B544-JDW-A424-PMA
	GIZ-V395-LABNI-M999-JDW-A424-PMA
OEAB	GIZ-T210-ABH
OETF	GIZ-T210-ABH-V40-TIF
OEGS	GIZ-T210-ABH-H75-IRBAB-Q313-TEVOG-H76-KIA-V166-GAS
OEHL	GIZ-T210-ABH-B544-JDW-A424-HIL
OETB	GIZ-T210-ABH-B544-JDW-L677-WEJ-V54-TBK
	GIZ-V395-LABNI-M999-JDW-L677-WEJ-V54-TBK
OEYN	GIZ-T210-ABH-B544-JDW-L677-YEN
OESK	GIZ-T210-ABH-B544-JDW-A424-PMA-B544-LABAD-V13-AJF
OENN	GIZ-T210-ABH-B544-JDW-L677-WEJ-W600-NEM
<b>Traffic departing from OESK (Al Jouf)</b>	
OJAC	AJF-R23-TRF-B544-SODAR
	AJF-G669-ASH-G662-GRY-R652-KIPAS
	AJF-G669-ASH-G662-GRY-N/UN318-GENEX
ORBB	AJF-V13-AAR-B411-MURIB
OKAC	AJF-G669-TUKLO-P/UP559-LOTOK-A788-SOROR
OBBS and landing/over- flying OIIX	AJF-G669-TUKLO-P/UP559-DAROR
OBBS and landing/over- flying Northern OMAE	AJF-G669-TUKLO-P/UP559-DAROR
OBBS and landing/over- flying Southern OMAE	AJF-G669-VELAL-N/UN318-LADNA
	AJF-G669-VELAL-N/UN318-GESOR-N/UN685-NARMI
OBBS and landing OBxx/OTxx	AJF-G669-VELAL-N/UN318-LADNA
OOMM	AJF-G669-VELAL-N/UN318-TAMRO-UT503-KIA-M321-RESAL-T533- DEGNO-M/UM628-KATIT-UM440-MIDGU
OYSC	AJF-V13-LABAD-B544-HLF-B412-JDW-M559-LABNI-M999-APDOS
	AJF-V13-LABAD-B544-HLF-B412-JDW-M559-NISMI

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

TO	ROUTING
	AJF-V13-LABAD-B544-HLF-B412-JDW-M559-LABNI-M999-DANAK-B413-RIBOK
	AJF-V13-LABAD-B544-HLF-B412-JDW-M559-LABNI-M999-DANAK-R777-LAKNA
HHA A	AJF-V13-LABAD-B544-HLF-B412-JDW-G650-RASKA
HSSS	AJF-V13-LABAD-B544-HLF-B412-JDW-B407-KAROX
HECC	AJF-V13-ASTUM-UL550-KITOT
OERK	AJF-V17-NIMAR-G662-KIA
OEJN	AJF-V13-LABAD-B544-HLF-B412-JDW
OEDF	AJF-G669-VELAL-N/UN318-DASVA-H979/N/UN685-KFA
OEMA	AJF-V13-LABAD-B544-PMA
OEAB	AJF-V13-LABAD-B544-HLF-B412-JDW-L677-ABKAR-V38-ABH
OETF	AJF-V13-LABAD-B544-HLF-B412-JDW-V40-TIF
OEGS	AJF-V17-NIMAR-G662-GAS
OEHL	AJF-V17-NIMAR-G662-HIL
OETB	AJF-V13-TBK
OEGN	AJF-V13-LABAD-B544-HLF-B412-JDW-M559-LABNI-V395-GIZ
OEYN	AJF-V13-LABAD-B544-PMA-V22-YEN
OENN	AJF-V13-NEM
<b>Traffic departing from OENN [Neom Bay (Sharma)]</b>	
OJAC	NEM-V13/Y333-TBK-M449-GIBET
ORBB	NEM-V13/Y333-TBK-V14-ASH-B411-MURIB
OKAC	NEM-V13/Y333-TBK-V13-ASTUM-UL550-NIMAR-UY415-LOTOK-A788-SOROR
OB BB and landing/overflying OIIX	NEM-V13/Y333-TBK-V13-ASTUM-UL550-NIMAR-UY415-LOTOK-P/UP559-DAROR
OB BB and landing/overflying Northern OMAE	NEM-V13/Y333-TBK-V13-ASTUM-UL550-NIMAR-UY415-LOTOK-P/UP559-DAROR
OB BB and landing/overflying Southern OMAE	NEM-V13-ASTUM-UL550-NIMAR-UY415-TAMRO-N/UN318-LADNA
	NEM-V13-ASTUM-UL550-NIMAR-UY415-TAMRO-NUN318-DASVA-N/UN685-NARMI

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

TO	ROUTING
OB BB and landing OBxx/OTxx	NEM-V13-ASTUM-UL550-NIMAR-UY415-TAMRO-N/UN318-LADNA
OYSC	NEM-V13/Y333-TBK-V54-WEJ-T510-RBG-B544-JDW-M559-LABNI-M999-APDOS
	NEM-V13/Y333-TBK-V54-WEJ-T510-RBG-B544-JDW-M559-NISMI
	NEM-V13/Y333-TBK-V54-WEJ-T510-RBG-B544-JDW-M559-LABNI-M999-DANAK-B413-RIBOK
	NEM-V13/Y333-TBK-V54-WEJ-T510-RBG-B544-JDW-M559-LABNI-M999-DANAK-R777-LAKNA
HHAA	NEM-V13-TBK-V54-WEJ-T210-RBG-B544-JDW-G650-RASKA
<b>Traffic departing from OEBA (Al Baha)</b>	
OERK	BHA-V31-BSH-V31/UL425-KATIX-Q313-TEVOG-H76-KIA
OEJN	BHA-V31-DATVA-Q11-JDW
OEDF	BHA-V31-BSH-V31/UL425-KATIX-Q313-TEVOG-H76-KIA-H976-MUSRI-L/UL604-UMENA-G663/L/UL604-KFA
OEMA	BHA-V31-DATVA-Q11-JDW-A424-PMA
OETF	BHA-V40-TIF
OEGS	BAH-V31-DATVA-Q11-JDW-B417-GAS
OEHL	BHA-V31-DATVA-Q11-JDW-A424-HIL
OETB	BHA-V31-DATVA-Q11-JDW-L677-WEJ-V54-TBK
OEGN	BHA-V40-GIZ
OEYN	BHA-V31-DATVA-Q11-JDW-L677-YEN
OESK	BHA-V31-DATVA-Q11-JDW-A424-PMA-B544-LABAD-V13-AJF
OENN	BHA-V31-DATVA-JDW-L677-WEJ-W600-NEM
<b>Traffic departing from OEBH (Bisha)</b>	
OERK	BSH-V31/UL425-KATIX-Q313-TEVOG-H76-KIA
OEJN	BSH-V31-DATVA-Q11-JDW
OEDF	BSH-V31/UL425-KATIX-Q313-TEVOG-H76-KIA-H976-MUSRI-L/UL604-UMENA-G663/L/UL604-KFA
OEMA	BSH-V31-DATVA-Q11-JDW-A424-PMA
OETF	BSH-V31-BHA-V40-TIF

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

<b>TO</b>	<b>ROUTING</b>
OEGS	BSH-V31-DATVA-Q11-JDW-B417-GAS
OEHL	BSH-V31-DATVA-Q11-JDW-A424-HIL
OETB	BSH-V31-DATVA-Q11-JDW-L677-WEJ-V54-TBK
OEGN	BSH-V52-EMEKO-V40-GIZ
OEYN	BSH-V31-DATVA-Q11-JDW-L677-YEN
OESK	BSH-V31-DATVA-Q11-JDW-A424-PMA-B544-LABAD-V13-AJF
OENN	BSH-V31-DATVA-Q11-JDW-L677-WEJ-W600-NEM

**AVAILABLE TIMED ATS ROUTES WITHIN SAUDI ARABIAN AIRSPACE**

**FLIGHTS ENTERING JEDDAH FIR AND TRANSITING TO OR VIA ADJACENT FIRS**

**ATS routes available every Sunday to Thursday from 1300 to 0300 UTC next day. These routes are available from Friday 0300 UTC to Sunday 0300 UTC, and public holidays, except if the-relevant military area is active by NOTAM. Default or an alternative ATS route should be filed.**

<b>ENTRY POINT</b>	<b>EXIT POINT</b>	<b>ROUTE</b>
RASLI	NABAN	RASLI-P/UP559-TRF-B544-HLF-B412-JDW-L677-NABAN
KIPAS		KIPAS-R652-GRY-N/UN318-ORKAS-B544-HLF-B412-JDW-L677-NABAN
GIBET		GIBET-M449-WEJ-T510-RBG-B544-JDW-L677-NABAN
MURIB		MURIB-B411-ASH-B544-HLF-B412-JDW-L677-NABAN
DEDLI		DEDLI-M999-JDW-L677-NABAN
RIBOT	KAROX	RIBOT-M/UM550-MEVDO-Y511-ASMIS-T218-AL-PUT-M309-VEMEM-G782-JDW-B407-KAROX
PEKEM		PEKEM-Q332-MEDPO-Y511-ASMIS-T218-AL-PUT-M309-VEMEM-G782-JDW-B407-KAROX
RIBOT	GIBAP	RIBOT-M/UM550-MEVDO-Y511-ASMIS-T218-AL-PUT-M309-VEMEM-G782-JDW-UM863-GIBAP
PEKEM		PEKEM-Q332-MEDPO-Y511-ASMIS-T218-AL-PUT-M309-VEMEM-G782-JDW-UM863-GIBAP

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

**ATS routes available every Sunday to Thursday from 1300 to 0300 UTC next day. These routes are available from Friday 0300 UTC to Sunday 0300 UTC, and public holidays, except if the-relevant military area is active by NOTAM. Default or an alternative ATS route should be filed.**

ENTRY POINT	EXIT POINT	ROUTE
RIBOT	RASKA	RIBOT-M/UM550-MEVDO-Y511-ASMIS-T218-AL-PUT-M309-VEMEM-G782-JDW-G650-RASKA
PEKEM		PEKEM-Q332-MEDPO-Y511-ASMIS-T218-AL-PUT-M309-VEMEM-G782-JDW-G650-RASKA

**FLIGHTS ENTERING JEDDAH FIR TO LAND WITHIN JEDDAH FIR AERODROMES**

**ATS routes available every Sunday to Thursday from 1300 to 0500 UTC next day. These routes are available from Friday 0500 UTC to Sunday 0500 UTC, and public holidays, except if the-relevant military area is active by NOTAM. Default or an alternative ATS route should be filed.**

ENTRY POINT	AERODROME	ROUTE
RASLI	OEGN	RASLI-P/UP559-TRF-B544-HLF-B412-JDW-L677-ABKAR-V739-GIZ
KIPAS		KIPAS-R652-GRY-N/UN318-ORKAS-B544-HLF-B412-JDW-L677-ABKAR-V739-GIZ
DEESA		DEESA-UY415-LABAD-B544-HLF-B412-JDW-L677-ABKAR-V739-GIZ
GIBET		GIBET-M449-WEJ-T510-RBG-B544-JDW-L677-ABKAR-V739-GIZ
RIBOT		RIBOT-M/UM550-MIGMA-UL564-NONGA-UL556-EGREN-UL425-WDR-V39-GIZ
PEKEM		PEKEM-Q332-MEDPO-M/UM318-PURDA-L/UL556-EGREN-UL425-WDR-V39-GIZ
SITOL		SITOL-L/UL883-PURDA-UL556-EGREN-UL425-WDR-V39-GIZ
GOBRO		GOBRO-UL425-WDR-V39-GIZ
SILKA		SILKA-M/UM872-WEJ-T510-JDW-L677-ABKAR-V739-GIZ
IMRAD		IMRAD-L/UL604-WEJ-T510-JDW-L677-ABKAR-V739-GIZ
DEDLI		DEDLI-M999-JDW-L677-ABKAR-V739-GIZ

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

**FLIGHTS DEPART FROM JEDDAH FIR AERODROMES TO OR VIA ADJACENT FIRS**

**ATS routes available every Sunday to Thursday from 1300 to 0500 UTC next day. These routes are available from Friday 0500 UTC to Sunday 0500 UTC, and public holidays, except if the-relevant military area is active by NOTAM. Default or an alternative ATS route should be filed.**

<b>AERODROME</b>	<b>EXIT POINT</b>	<b>ROUTE</b>
OEYN	NABAN	YEN-V44-RBG-B544-JDW-L677-NABAN
OETB		TBK-V54-WEJ-T510-RBG-B544-JDW-L677-NABAN
OEGS		GAS-G674-PMA-B544-JDW-L677-NABAN
OEHL		HIL-A424-PMA-B544-JDW-L677-NABAN
OEJN		JDW-L677-NABAN
OEMA		PMA-B544-JDW-L677-NABAN
OESK		AJF-V13-LABAD-B544-HLF-B412-JDW-L677-NABAN
OEAB	MUXIT	ABH-V48-WDR-UL425-EGREN-L/UL556-PURDAM/UM318-MUXIT
	TANSU	ABH-V48-WDR-UL425-EGREN-L/UL556-PURD-UG783-TANSU
OEGN	SODAR	GIZ-T210-ABH-B544-JDW-A424-PMA-B544-TRF-B544-SODAR
	KIPAS	GIZ-T210-ABH-B544-JDW-A424-PMA-B544-ASH-G662-GRY-R652-KIPAS
	GENEX	GIZ-T210-ABH-B544-JDW-A424-PMA-B544-ASH-G662-GRY-N/UN318-GENEX
	GIBET	GIZ-T210-ABH-B544-JDW-WEJ-M449-GIBET
	MURIB	GIZ-T210-ABH-B544-JDW-A424-PMA-B544-ASH-B411-MURIB
	MUXIT	GIZ-V39-WDR-UL425-EGREN-L/UL556-PURDAM/UM318-MUXIT
	TANSU	GIZ-V39-WDR-UL425-EGREN-L/UL556-PURD-G783-TANSU
	SITOL	GIZ-V39-WDR-UL425-EGREN-L/UL556-PURD-L/UL883-SITOL

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

**ATS routes available every Sunday to Thursday from 1300 to 0500 UTC next day. These routes are available from Friday 0500 UTC to Sunday 0500 UTC, and public holidays, except if the-relevant military area is active by NOTAM. Default or an alternative ATS route should be filed.**

<b>AERODROME</b>	<b>EXIT POINT</b>	<b>ROUTE</b>
	IMDAM	GIZ-V39-WDR-UL425-EGREN-L/UL556-IMDAM
	GOBRO	GIZ-V39-WDR-UL425-EGREN-L/UL556-PURDA-UN324-GOBRO
	PASAM	GIZ-L677-ABKAR-M999-JDW-L677-PASAM

**FLIGHTS DEPART FROM JEDDAH FIR AERODROMES TO OTHER AERODROMES WITHIN JEDDAH FIR**

**ATS routes available every Sunday to Thursday from 1300 to 0500 UTC next day. These routes are available from Friday 0500 UTC to Sunday 0500 UTC, and public holidays, except if the-relevant military area is active by NOTAM. Default or an alternative ATS route should be filed.**

<b>DEPARTURE</b>	<b>DESTINATION</b>	<b>ROUTE</b>
OEJN	OEGN	JDW-L677-ABKAR-V739-GIZ
OEMA		PMA-B544-JDW-L677-ABKAR-V739-GIZ
OEHL		HIL-A424-PMA-B544-JDW-L677-ABKAR-V739-GIZ
OETB		TBK-V54-WEJ-T510-RBG-B544-JDW-L677-ABKAR-V739-GIZ
OEYN		YEN-V44-RBG-B544-JDW-L677-ABKAR-V739-GIZ
OESK		AJF-V13-LABAD-B544-HLF-B412-JDW-L677-ABKAR-V739-GIZ
OEGN	OEJN	GIZ-L677-ABKAR-M999-JDW
	OEMA	GIZ-L677-ABKAR-M999-JDW-A424-PMA
	OEHL	GIZ-L677-ABKAR-M999-JDW-A424-HIL
	OETB	GIZ-L677-ABKAR-M999-JDW-L677-WEJ-V54-TBK
	OEYN	GIZ-L677-ABKAR-M999-JDW-L677-YEN
	OESK	GIZ-L677-ABKAR-M999-JDW-A424-PMA-B544-LABAD-V13-AJF



**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

**FLIGHTS ENTERING JEDDAH FIR AND TRANSITING TO OR VIA ADJACENT FIRS**

**ATS routes available every Sunday to Thursday from 1500 to 0300 UTC next day. These routes are available from Friday 0300 UTC to Sunday 0300 UTC, and public holidays, except if the-relevant military area is active by NOTAM. Default or an alternative ATS route should be filed.**

ENTRY POINT	EXIT POINT	ROUTE
RIBOT	KAROX	RIBOT-M/UM550-MEVDO-Y511-ASMIS-T218-AL-PUT-M309-VEMEM-G782-JDW-B407-KAROX
PEKEM		PEKEM-Q332-MEDPO-Y511-ASMIS-T218-AL-PUT-M309-VEMEM-G782-JDW-B407-KAROX
RIBOT	GIBAP	RIBOT-M/UM550-MEVDO-Y511-ASMIS-T218-AL-PUT-M309-VEMEM-G782-JDW-UM863-GIBAP
PEKEM		PEKEM-Q332-MEDPO-Y511-ASMIS-T218-AL-PUT-M309-VEMEM-G782-JDW-UM863-GIBAP
RIBOT	RASKA	RIBOT-M/UM550-MEVDO-Y511-ASMIS-T218-AL-PUT-M309-VEMEM-G782-JDW G650-RASKA
PEKEM		PEKEM-Q332-MEDPO-Y511-ASMIS-T218-AL-PUT-M309-VEMEM-G782-JDW-G650-RASKA
DEKOB	PASAM	DEKOB-UP517-EMARO-B417-ALKIR-H999/N/UN697-HIL-A788-HLF-UN316-PASAM
NARMI	KITOT	NARMI-N/UN697-KITOT
DATRI	GOBRO	DATRI-L/UL564-KUTNA-UT100-GOBRO
	ULBON	DATRI-L/UL564-ULBON
GOBRO	DATRI	GOBRO-UT100-KUTNA-L/UL564-DATRI
ULBON		ULBON-L/UL564-DATRI

**FLIGHTS ENTERING JEDDAH FIR TO LAND WITHIN JEDDAH FIR AERODROMES**

**ATS routes available every Sunday to Thursday from 1500 to 0300 UTC next day. These routes are available from Friday 0300 UTC to Sunday 0300 UTC, and public holidays, except if the-relevant military area is active by NOTAM. Default or an alternative ATS route should be filed.**

ENTRY POINT	EXIT POINT	ROUTE
ULADA	OEJN	ULADA-T136-EMUSA-Q212-KIA-M309-VEMEM-G782-JDW
NARMI		NARMI-Q212-KIA-M309-VEMEM-G782-JDW

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

**ATS routes available every Sunday to Thursday from 1500 to 0300 UTC next day. These routes are available from Friday 0300 UTC to Sunday 0300 UTC, and public holidays, except if the-relevant military area is active by NOTAM. Default or an alternative ATS route should be filed.**

ENTRY POINT	EXIT POINT	ROUTE
RIBOT		RIBOT-M550-MEVDO-Y511-ASMIS-T218-ALPUT-M309-VEMEM-G782-JDW
PEKEM		PEKEM-Q332-MEDPO-Y511-ASMIS-T218-AL-PUT-M309-VEMEM-G782-JDW
SITOL		SITOL-L/UL883-ALNUG-Q541-MENSU-Y121-VE-MEM-G782-JDW
DATRI	OEAB	DATRI-L/UL564-NONGA-L/UL556-EGREN-UL425-BSH-V52-EMEKO-V40-ABH
	OEGN	DATRI-L/UL564-NONGA-L/UL556-EGREN-UL425-WDR-V39-GIZ
ULADA	OETB	ULADA-Q143-MEDGO-N/UN697-NABEK-V13-TBK
NARMI		NARMI-N/UN697-NABEK-V13-TBK

**FLIGHTS DEPART FROM JEDDAH FIR AERODROMES TO OR VIA ADJACENT FIRS**

**ATS routes available every Sunday to Thursday from 1500 to 0300 UTC next day. These routes are available from Friday 0300 UTC to Sunday 0300 UTC, and public holidays, except if the-relevant military area is active by NOTAM. Default or an alternative ATS route should be filed.**

ENTRY POINT	EXIT POINT	ROUTE
OEDF	KITOT	KFA-H741-JBL-UL768-VATIM-UL550-KITOT
OEHL		HIL-V11-SOBAS-N/UN697-KITOT
OERK	PASAM	KIA-M321-HLF-UN316-PASAM
OEDF		KFA-J735/N/UN697-TAYMA-N/UN697-HIL-A788-HLF-UN316-PASAM
OEGS		GAS-J874/L/UL604-HLF-UN316-PASAM
OEHL		HIL-A788-HLF-UN316-PASAM
OETB	SOROR	TBK-V13-NABEK-N/UN697-HIL-A788-SOROR
	DAROR	TBK-W334-HLF-L/UL604-GAS-L/UL308-DAROR

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

**ATS routes available every Sunday to Thursday from 1500 to 0300 UTC next day. These routes are available from Friday 0300 UTC to Sunday 0300 UTC, and public holidays, except if the-relevant military area is active by NOTAM. Default or an alternative ATS route should be filed.**

ENTRY POINT	EXIT POINT	ROUTE
	LADNA	TBK-W334-HLF-L/UL604-KFA-M691-LADNA
	NARMI	TBK-W334-HLF-L/UL604-NARMI
OEAB	DATRI	ABH-V48-WDR-EGREN-L/UL556-NONGA-L/ UL564-DATRI
OEGN		GIZ-V39-WDR-EGREN-L/UL556-NONGA-L/ UL564-DATRI

**FLIGHTS DEPART FROM JEDDAH FIR AERODROMES TO OTHER AERODROMES  
WITHIN JEDDAH FIR**

**ATS routes available every Sunday to Thursday from 1500 to 0300 UTC next day. These routes are available from Friday 0300 UTC to Sunday 0300 UTC, and public holidays, except if the-relevant military area is active by NOTAM. Default or an alternative ATS route should be filed.**

ENTRY POINT	EXIT POINT	ROUTE
OEDF	OEJN	KFA-H732/T136-EMUSA-Q212-KIA-M309-VE- MEM-G782-JDW
	OETB	KFA-N/UN697-NABEK-V13-TBK
OERK		KIA-V166-GAS-G662-HIL-N/UN697-NABEK-V13- TBK
OEGS		GAS-G662-HIL-N/UN697-NABEK-V13-TBK
OEHL		HIL-V11-SOBAS-N/UN697-NABEK-V13-TBK

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

**FLIGHTS ENTERING JEDDAH FIR AND TRANSITING TO OR VIA ADJACENT FIRS**

**ATS-routes available every Sunday to Thursday from 1900 to 0300 UTC next day. These routes are available from Friday 0300 UTC to Sunday 0300 UTC, Saturdays, and public holidays, except if the relevant military area is active by NOTAM. Default or an alternative ATS-route should be filed.**

<b>ENTRY POINT</b>	<b>EXIT POINT</b>	<b>ROUTE</b>
RASLI	ULIKA	RASLI-P/UP559-TRF-R23-NEVOL-N/UN318-GE-SOR-L/UL681-ULIKA
KIPAS		KIPAS-R652-GRY-N/UN318-GESOR-L/UL681-ULIKA
DEESA		DEESA-UY415-NIMAR-G662-KIA-N687/H744-KINIB-Z511-GISRA-L681-ULIKA
RASKA		RASKA-G650-JDW-T532-KIA-N687/H744-KINIB-Z511-GISRA-L681-ULIKA
GIBAP		GIBAP-UM863-JDW-T532-KIA-N687/H744-KINIB-Z511-GISRA-L681-ULIKA
MIPOL		MIPOL-G660-JDW-T532-KIA-N687/H744-KINIB-Z511-GISRA-L681-ULIKA
SILKA		SILKA-M/UM872-WEJ-L/UL604-GAS-G662-KIA-N687/H744-KINIB-Z511-GISRA-L681-ULIKA
IMRAD		IMRAD-L/UL604-GAS-G662-KIA-N687/H744-KINIB-Z511-GISRA-L681-ULIKA
ULIKA	KIPAS	ULIKA-M/UM430-KIA-V166-GAS-G662-GRY-R652-KIPAS
	GENEX	ULIKA-M/UM430-KIA-V166-GAS-G662-GRY-N/UN318-GENEX
	OTILA	ULIKA-M/UM430-KIA-UT503-OVANO-UL768-OTILA
	NETAS	ULIKA-M/UM430-KIA-G667-NETAS
	SILPA	ULIKA-M/UM430-KIA-M321-SILPA
	RASKA	ULIKA-M/UM430-KIA-G782-JDW-G650-RASKA
	KAROX	ULIKA-M/UM430-KIA-G782-JDW-B407-KAROX
	GIBAP	ULIKA-M/UM430-KIA-G782-JDW-UM863-GIBAP
	PASAM	ULIKA-M/UM430-KIA-M321-HLF-UN316-PASAM

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

**ATS-routes available every Sunday to Thursday from 1900 to 0300 UTC next day. These routes are available from Friday 0300 UTC to Sunday 0300 UTC, Saturdays, and public holidays, except if the relevant military area is active by NOTAM. Default or an alternative ATS-route should be filed.**

ENTRY POINT	EXIT POINT	ROUTE
	IMRAD	ULIKA-M/UM430-KIA-M321-HLF-L/UL604-IMRAD
	GIBAL	ULIKA-M/UM430-KIA-UN638-PMA-V22-YEN-UL300-GIBAL

**FLIGHTS ENTERING JEDDAH FIR TO LAND WITHIN JEDDAH FIR AERODROMES**

**ATS-routes available every Sunday to Thursday from 1900 to 0300 UTC next day. These routes are available from Friday 0300 UTC to Sunday 0300 UTC, Saturdays, and public holidays, except if the relevant military area is active by NOTAM. Default or an alternative ATS-route should be filed.**

ENTRY POINT	EXIT POINT	ROUTESunday to ThursdayE
ULIKA	OERK	ULIKA-M/UM430-KIA
	OEJN	ULIKA-M/UM430-KIA-M309-VEMEM-G782-JDW
	OEMA	ULIKA-M/UM430-KIA-UN638-PMA
	OETF	ULIKA-M/UM430-KIA-G782-BOPEV-V41-TIF
	OEGS	ULIKA-M/UM430-KIA-V166-GAS
	OEHL	ULIKA-M/UM430-KIA-V166-GAS-G662-HIL
	OEYN	ULIKA-M/UM430-KIA-UN638-PMA-V22-YEN
	OETB	ULIKA-M/UM430-KIA-M321-HLF-W334-TBK
	OESK	ULIKA-M/UM430-KIA-G662-HIL-R23-AJF

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

**FLIGHTS DEPART FROM JEDDAH FIR AERODROMES TO OR VIA ADJACENT FIRS**

**ATS-routes available every Sunday to Thursday from 1900 to 0300 UTC next day. These routes are available from Friday 0300 UTC to Sunday 0300 UTC, Saturdays, and public holidays, except if the relevant military area is active by NOTAM. Default or an alternative ATS-route should be filed.**

ENTRY POINT	EXIT POINT	ROUTE
OERK	ULIKA	KIA-H744/N/UN687-KINIB-Z511-GISRA-L681-ULIKA
OETB		TBK-W334-HLF-L/UL604-TABTA-L/UL681-ULIKA
OEJN		JDW-T532-KIA-H744/N/UN687-KINIB-Z511-GISRA-L681-ULIKA
OEMA		PMA-M/UM872-KIA-H744/N/UN687-KINIB-Z511-GISRA-L681-ULIKA
OETF		TIF-V43-DFN-Q12-KODIS-T532-KIA-H744/N/UN687-KINIB-Z511-GISRA-L681-ULIKA
OEGS		GAS-G662-KIA-H744/N/UN687-KINIB-Z511-GISRA-L681-ULIKA
OEHL		HIL-G662-GAS-L/UL604-TABTA-L/UL681-ULIKA
OEYN		YEN-V22-PMA-M/UM872-KIA-H744/N/UN687-KINIB-Z511-GISRA-L681-ULIKA
OESK		AJF-G669-VELAL-N/UN318-GESOR-UL681-ULIKA

**FLIGHTS DEPART FROM AERODROME TO AERODROME WITHIN JEDDAH FIR**

**ATS-routes available every Sunday to Thursday from 1900 to 0300 UTC next day. These routes are available from Friday 0300 UTC to Sunday 0300 UTC, Saturdays, and public holidays, except if the relevant military area is active by NOTAM. Default or an alternative ATS-route should be filed.**

ENTRY POINT	EXIT POINT	ROUTE
OETB	OERK	TBK-W334-HLF-L/UL604-GAS-G662-KIA
	OEGS	TBK-V13-NABEK-N/UN697-HIL-G662-GAS
	OEHL	TBK-V13-NABEK-N/UN697-SOBAS-V11-HIL
OERK	OEDF	KIA-N/UN687-KFA
OEJN		JDW-T532-KIA-N/UN687-KFA

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

**ATS-routes available every Sunday to Thursday from 1900 to 0300 UTC next day. These routes are available from Friday 0300 UTC to Sunday 0300 UTC, Saturdays, and public holidays, except if the relevant military area is active by NOTAM. Default or an alternative ATS-route should be filed.**

ENTRY POINT	EXIT POINT	ROUTE
OEMA		PMA-M/UM872-KIA-N/UN687-KFA
OEAB		ABH-H75-IRBAB-Q313-TEVOG-H76-KIA-N/UN687-KFA
OETF		TIF-V43-DFN-Q12-KODIS-T532-KIA-N/UN687-KFA
OEYN		YEN-V22-PMA-M/UM872-KIA-N/UN687-KFA
OEGN		GIZ-T210-ABH-H75-IRBAB-Q313-TEVOG-H76-KIA-N/UN687-KFA

### **ALTERNATIVE ATS ROUTES**

The following describe Alternative ATS-routes should be flown when military area other than those on daily operational and activated by NOTAM which affected the default ATS-routes flows.

#### **When OE(D)-400 is active**

ATS route A788 between TOTAD-HFR, and ATS route UP559 between RASMO-KMC would be not available. An alternative route should be used as follows:

- ATS route A788 to file: LOXOM-UN318-EMARO-B417-HFR-A788-SOROR.
- ATS route UP559 to file: RASMO-UT514-LOXOM-UN318-GESOR-L/UL308-DAROR.

#### **When OE(D)-401 is active**

ATS route UN318 between MOGON-DEBOL would be not available. An alternative route should be used as follows:

- Flights to FPL via UP559-KEDAT-M691-DASVA.

#### **When OE(R)-72 is active**

ATS route T540 between HIL-ENABI would be not available. An alternative route should be used as follows:

- Flights to FPL via HIL-G662-NIMAR.

#### **When OE(R)-408 is active**

ATS route P/UP559 between RASMO-RADGI, and ATS route N/UN694 between DEBOL-AKODI would be not available. An alternative route should be used as follows:

- ATS route P/UP559 to file: RASMO-UT514-LOXOM-N/UN318-GESOR-L/UL308-SILBA-P/UP559.

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

– ATS route N/UN694 to file: KIA-UT503-RARLO-B417-OEPA or KIA-V166-GAS-B417-OEPA.

**STANDARD ROUTINGS FOR UNITED ARAB EMIRATES  
OVERFLIGHTS**

ENTRY POINT	ROUTE	EXIT POINT	REMARKS
BUNDU	B415-SIXIV-N318	LABRI	Note 7
	B415-KUGTO-Q415	TONVO	Notes 6, 9
	B415-RURAL-N685	RETAS	Note 8
PATAT	L519-EGPEP-L313	TARDI	Note 1
	L519-IVOXI-M557	TUMAK	Note 2
	L519-IVOXI-N571	ALPOB	Note 3
	L519-IVOXI-P699	ORMID	Note 4
	L519-IVOXI-P699-EGTAG-N566-RORON-M430	TOSNA	
ITRAX	P899-ROVOS-G462	TUMAK	Notes 2, 14
	P899-ROVOS-G462-UKUVO-P553-IMGUX-N563	ALPOB	Notes 3, 14
	P899-ROVOS-G462-UKUVO-P553-IMGUX-P699	ORMID	Notes 4, 14
	P899	MEKMA	
	P899-UMIBU-N563-BOSEV-L565-UKUVO-G462	TUMAK	Notes 2, 17
	P899-UMIBU-N563	ALPOB	Notes 3, 17
	P899-UMIBU-N563-IMGUX-P699	ORMID	Notes 4, 17
NAMLA	N300-NOLSU-P307	TONVO	Note 6
	N300-VEKOV-M318	GABKO	
	N300	LALDO	Note 5
	N300-VEKOV-M318-MITIX-N313-PAVAG-P307-NOLSU-N300	LALDO	Note 10
LALDO	M677-TUKSI-P699-IVOXI-M557	TUMAK	Notes 2, 12
	M677-TUKSI-P699-IVOXI-N571	ALPOB	Notes 3, 12
	M677-TUKSI-P699	ORMID	Notes 4, 12
	M677-TUKSI-P699-EGTAG-N566-RORON-M430	TOSNA	
OVONA	N318	LABRI	Note 7
	N318-KAPUM-N685	RETAS	Note 8



**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

ENTRY POINT	ROUTE	EXIT POINT	REMARKS
TOSNA	N685-UMEVU-Q415-KAXOB-N300-GIDOB-N685	RETAS	Note 8
	N685-KAPUM-N318	LABRI	Note 7
LUDID	UM628	PEKEM	Note 16
	UM628-RIGIL-G783	TANSU	Note 15
MENSA	N571-IVOXI-M557	TUMAK	Note 2
	N571	ALPOB	Note 3
	N571-IVOXI-P699	ORMID	Note 4
	N571-RUKOR-P574	KUMUN	
	N571-IVOXI-P699-EGTAG-N566-RORON-M430	TOSNA	
MUSAP	R401-NORGA-P574	KUMUN	
	R401	GABKO	
ORSAR	R784-TOVIV-P321-NOLSU-P307	TONVO	Notes 6, 11
	R784-KUSEN-M677	LALDO	Notes 5, 11
	R784-TATLA-L223	TARDI	Notes 1, 11
SIR	L223-TATLA-R784-TOVIV-P321-NOLSU-P307	TONVO	Note 6
	L223-TATLA-R784-KUSEN-M677	LALDO	Note 5
	L223	TARDI	Note 1
SODEX	N563	ALPOB	Note 3
	N563-BOSEV-L565-UKUVO-G462	TUMAK	Note 2
	N563-IMGUX-P699	ORMID	Note 4
	N563-UMIBU-P899	MEKMA	
SOLUD	P574-RUKOR-N571-IVOXI-M557	TUMAK	Notes 2, 13
	P574-RUKOR-N571	ALPOB	Notes 3, 13
	P574-RUKOR-N571-IVOXI-P699	ORMID	Notes 4, 13
	P574-NORGA-R401	GABKO	
	P574	KUMUN	
OBNET	M677-LOVEM-M318	GABKO	
	M677-LOVEM-L562-SERSA-P307	TONVO	Note 6
	M677	LALDO	Note 5

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

ENTRY POINT	ROUTE	EXIT POINT	REMARKS
	M677-LOVEM-L223	TARDI	Note 1
NALPO	P559-AMBOV-M322-LOVEM-M318	GABKO	
	P559-AMBOV-M322-LOVEM-M677	LALDO	Note 5
	P559-AMBOV-M322-LOVEM-L562-SERSA-P307	TONVO	Note 6
	P559-AMBOV-M322-LOVEM-L223	TARDI	Note 1
TANSU	G783-ASPED-P308-PEDOG-R401	GABKO	
PEKEM	UM628-RIGIL-G783-ASPED-P308-PEDOG-R401	GABKO	

*NOTE 1: Traffic with destinations OOMS/OOMN only FL330 or below is available.*

*NOTE 2: Traffic to OBBB FIR via MIDSI, SOLEM, DAVUS and ROTOX to OIIX, OKAC and ORBB FIRs.*

*NOTE 3: Traffic to OEJD FIR via COPPI and BPN and destinations OERK and OEJN.*

*NOTE 4: Traffic with destinations OBBI, OBBS, OBKH, OEDF and OEDR.*

*NOTE 5: Traffic via IMLOT only FL330 and FL390 are available.*

*NOTE 6: Available levels over TONVO are FL270 and above.*

*NOTE 7: Traffic overflying OOMM FIR or with destination other than OOMS, OOMN, OOSH.*

*NOTE 8: Traffic with destinations OOMS, OOMN, OOSH: Only FL330 or below are available.*

*NOTE 9: Traffic shall cross UKILI at FL230 or above and GEVIV at FL 270 or above.*

*NOTE 10: Traffic with cruising level FL255 and below.*

*NOTE 11: Traffic overflying UAE via ORSAR: FL310 and all odd levels above are available.*

*NOTE 12: For traffic bove FL255.*

*NOTE 13: For traffic above FL275.*

*NOTE 14: Traffic shall reach FL230 or above by ROVOS.*

*NOTE 15: Traffic routing via PURDA.*

*NOTE 16: Traffic routing via MEVDO.*

*NOTE 17: Traffic with requested FL220 or below.*

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

## STANDARD ROUTINGS FOR UNITED ARAB EMIRATES DEPARTING UAE AIRPORTS

DEPARTURE AIRPORT	DESTINATION	ROUTE/EXIT POINT	REMARKS
OMAL	OISS, OIII and destinations beyond	ROVOS-G462-ULODA-DCT-TU-LON-M318-TOVIV-P574-KUMUN	
	OOMM and beyond, except OOMS, OOMN, OOSH landing traffic	LABRI	
	OOMS, OOMN, OOSH landing traffic	RETAS	
	OYSC, OEJD	DCT-ELUDA-G783-TANSU	Notes 1, 2
		DCT-ELUDA-G783-RIGIL-M628-PEKEM	Notes 1, 3
		ROVOS-DCT-ADV-DCT-VUXOD-L519-ATUDO-M318-KATIT	Notes 4, 5, 9
		ROVOS-DCT-ADV-DCT-VUXOD-L519-ATUDO-M318-GOLGU-M550-RIBOT	Notes 4, 6, 9
	Doha TMA and OEJD and beyond overflying KIA	ROVOS-DCT-ADV-DCT-MEKRI-P899-MEKMA	
	OBBS via MIDS, SOLEM, DAVUS and ROTOX to OIIX, OKAC and ORBB	ROVOS-DCT-ADV-DCT-DAXIB-P553-UKUVO-G462-TUMAK	
	OEJD via COPPI and BPN and destinations OERK and OEJN	ROVOS-DCT-ADV-DCT-BOSEV-N563-ALPOB	
	OBBI, OBBS, OBKH, OEDF and OEDR	ROVOS-DCT-ADV-DCT-BOSEV-N563-IMGUX-P699-ORMID	
OMAA and OMAD	OIKB and destinations beyond	ROVOS-G462-ULODA-DCT-TU-LON-M318-GABKO	
	OIKB and beyond	TULON-M318-GABKO	
	OOMM and beyond, except OOMS, OOMN, OOSH landing traffic	KANIP-N318-LABRI	

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

DEPARTURE AIRPORT	DESTINATION	ROUTE/EXIT POINT	REMARKS
	OOMS, OOMN, OOSH landing traffic	ORNEL-N685-RETAS	
	OYSC, OEJD	ORNEL-M560-ELUDA-G783-TAN-SU	Notes 1, 2
		ORNEL-M560-ELUDA-G783-RIGIL-M628-PEKEM	Notes 1, 3
		ATUDO-M318-KATIT	Notes 4, 5, 9
		ATUDO-M318-GOLGU-M550-RIBOT	Notes 4, 6, 9
	Doha TMA and OEJD and beyond overflying KIA	MEKRI-P899-MEKMA	
	OBBS via MIDSI, SOLEM, DAVUS and ROTOX to OIIX, OKAC and ORBB	DAXIB-P553-UKUVO-G462-TUMAK	
	OEJD via COPPI and BPN and destinations OERK and OEJN	BOSEV-N563-ALPOB	
	OBBI, OBBS, OBKH, OEDF and OEDR	BOSEV-N563-IMGUX-P699-ORMID	
	OIBK	DAXIB-P553-UKUVO-DCT-KIVUS-DCT-LUDAM-DCT-ORSAR	
	OISS, OIII and destinations beyond	TULON-M318-TOVIV-P574-KUMUN	
	OIKB and beyond	DAVMO-M318-GABKO	
OMDB, OMDW and OMSJ	OOMS and SE	ANVIX-L223-TARDI	
	OYSC, OEJD	ANVIX-R401-GIDIS-G783-TANSU	Notes 2, 7
		ANVIX-R401-GIDIS-G783-RIGIL-M628-PEKEM	Notes 3, 7
		KUTLI-L519-ATUDO-M318-KATIT	Notes 4, 5, 9
		KUTLI-L519-ATUDO-M318-GOLGU-M550-RIBOT	Notes 4, 6, 9

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

DEPARTURE AIRPORT	DESTINATION	ROUTE/EXIT POINT	REMARKS
	OB BB via MIDS I, SOLEM, DA-VUS and ROTOX to OIIX, OKAC and ORBB	RIDAP-M557-TUMAK	
	OEJD via COPPI and BPN and destinations OERK and OEJN	SENPA-N571-ALPOB	
	OBBI, OBBS, OBKH, OEDF and OEDR	NABIX-P699-ORMID	
	Doha TMA	NABIX-P699-OXARI-M430-TOSNA	
		MIROT-N566-RORON-M430-TOSNA	
	OISS, OIII and beyond	DCT-KUMUN	
	OIBK	RIDAP-M557-TOTKU-DCT-KI-VUS-DCT-LUDAM-DCT-ORSAR	
	OOSH	ANVIX-L223-TARDI	Note 8
	OOSA and S of OOMM FIR	ANVIX-R401-GIDIS-G783-UK-RAG-L710-MEMTU	
OMDB and OMSJ	OPKR and beyond	IVURO-M677-LALDO	
		IVURO-M428-GOMTA	
OMDW	OPKR and beyond	NOLSU-N300-LALDO	
		NOLSU-M572-GOMTA	
OMFJ	OIIX and beyond	GABKO	
	OOMM and destinations beyond	DCT-TONVO	
	OYSC, OEJD	ALN-G783-RIGIL-M628-PEKEM	Notes 3, 7
		ALN-G783-TANSU	Notes 2, 7
		SERSA-L519-ATUDO-M318-KA-TIT	Notes 4, 5, 9
		SERSA-L519-ATUDO-M318-GOL-GU-M550-RIBOT	Notes 4, 6, 9

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

DEPARTURE AIRPORT	DESTINATION	ROUTE/EXIT POINT	REMARKS
OMRK	OB BB via MIDSI, SOLEM and IVONI to OIIX, OKAC and ORBB	SERSA-L519-IVOXI-M557-TU-MAK	
	OEJD via COPPI and BPN and destinations OERK and OEJN	SERSA-L519-IVOXI-N571-ALPOB	
	OBBI, OBBS, OBKH, OEDF and OEDR	SERSA-L519-IVOXI-P699-ORMID	
	Doha TMA	SERSA-L519-IVOXI-P699-OXARI-M430-TOSNA	
	OIIX and beyond	ASNEK-R401-GABKO	
	OPKR and beyond	PUVAL-DCT-NADNI-DCT-IVURO-M677-LALDO	
		PUVAL-DCT-NADNI-DCT-IVURO-M428-GOMTA	
	OOMS or exiting OOMM via TO-TOX, REXOD, LOTAV, KITAL	PUVAL-DCT-RUKOR-DCT-AN-VIX-L223-TARDI	
	OYSC, OEJD	PUVAL-DCT-RUKOR-DCT-AN-VIX-R401-GIDIS-G783-TANSU	Notes 2, 7
		PUVAL-DCT-RUKOR-DCT-AN-VIX-R401-GIDIS-G783-RIGIL-M628-PEKEM	Notes 3, 7
		PUVAL-L519-ATUDO-M318-KA-TIT	Notes 4, 5, 9
		PUVAL-L519-ATUDO-M318-GOLGU-M550-RIBOT	Notes 4, 6, 9
	OB BB via MIDSI, SOLEM and IVONI to OIIX, OKAC and ORBB	PUVAL-L519-IVOXI-M557-TU-MAK	
	OEJD via COPPI and BPN and destinations OERK and OEJN	PUVAL-L519-IVOXI-N571-ALPOB	
	OBBI, OBBS, OBKH, OEDF and OEDR	PUVAL-L519-IVOXI-N571-TUDIS-P699-ORMID	
	Doha TMA	PUVAL-L519-IVOXI-P699-OXARI-M430-TOSNA	

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

	OOSA and S of OOMM FIR	PUVAL-DCT-RUKOR-DCT-AN-VIX-R401-GIDIS-G783-UKRAG-L710-MEMTU	
--	------------------------	---	--

*NOTE 1: Aircraft unable to reach FL200 by ELUDA and / or FL300 by TANSU/PEKEM shall FPL N318 LABRI.*

*NOTE 2: Available routing after TANSU is BOSED PURDA.*

*NOTE 3: Available routing after PEKEM is DEGPA MEVDO.*

*NOTE 4: Aircraft unable to reach FL300 by KATIT/RIBOT shall FPL via G783 or N318.*

*NOTE 5: Available routing after KATIT is DEGPA PURDA.*

*NOTE 6: Available routing after RIBOT is MIGMA MEVDO.*

*NOTE 7: Aircraft unable to reach FL200 by ELUDA and / or FL300 by TANSU/PEKEM shall FPL L223 TARDI*

*NOTE 8: At 11000ft only.*

*NOTE 9:*

*Traffic via M318, MUXIT to ATUDO and vice versa, must have prior approval from OMAE GCAA.*

**STANDARD ROUTINGS FOR UNITED ARAB EMIRATES ARRIVING  
UAE AIRPORTS**

<b>ARRIVAL AIRPORT</b>	<b>FROM</b>	<b>ENTRY POINT / ROUTE</b>	<b>RE- MARKS</b>
OMAL	OIKB and beyond	PATAT-L519-IVOXI-P311-TONKI-DCT-KANIP	
	OISS, OIII and beyond	ORSAR-R784-TATLA-L223-VUTEB-M569-OBREV-P311-TONKI-DCT-KANIP	
	OERY	BUNDU-B415-EGPOG-Q666-GI-DOB-DCT-ADV-DCT-KANIP	
		NAMLA-N300-GIDOB-DCT-ADV-DCT-KANIP	
	OBBI and N and W of OBBB	TOSNA-N685-GIDOB-DCT-ADV-DCT-KANIP	
		OVONA-N318-KAPUM-N685-GI-DOB-DCT-ADV-DCT-KANIP	
	OYSC, OEJD	TANSU-G783-ALN	

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

ARRIVAL AIRPORT	FROM	ENTRY POINT / ROUTE	RE-MARKS
		KATIT-M318-ATUDO-DCT-ADV-DCT-KANIP	Note 5
		RIBOT-M550-GOLGU-M318-ATUDO-DCT-ADV-DCT-KANIP	Note 5
		PEKEM-M628-RIGIL-G783-ALN	
	OOMS and E of OOMM	ITRAX	
	OOSA and SE of OOMM	SODEX-N563-ELUDA-G783-ALN	
OMAA and OMAD	OIKB and beyond	PATAT-L519-IVOXI-P311-EMERU	
	OOMS and E of OOMM	ITRAX-P899-ROVOS	
	OOSA and SE of OOMM	SODEX-N563-NOBTO	
	OYSC, OEJD	TANSU-G783-ALN-P899-ROVOS	
		KATIT-M318-ATUDO	Note 5
		RIBOT-M550-GOLGU-M318-ATUDO	Note 5
	OISS, OIII and beyond	PEKEM-M628-RIGIL-G783-ALN-P899 ROVOS	
		ORSAR-R784-TATLA-L223-VUTEB-M569-OBREV-P311-EMERU	Note 4
		ORSAR-G666-ELOVU	Note 2
OMAA	Doha TMA	NAMLA-N300-KAXOB-Q415-UKILI	
		BUNDU-B415-UKILI	
	OBBI and N and W of OBBI	TOSNA-N685-UMEVU-Q415-UKILI	
		OVONA-N318-KAPUM-M552-AL-NEV-Q415-UKILI	
	OERY	BUNDU-B415-UKILI	
	OIBK	ORSAR-DCT-UKILI	Note 1
OMAD	Doha TMA	NAMLA-N300-GIDOB	
		BUNDU-B415-EGPOG-Q666-GIDOB	
	OBBI and N and W of OBBI	TOSNA-N685-GIDOB	



**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

ARRIVAL AIRPORT	FROM	ENTRY POINT / ROUTE	RE-MARKS
		OVONA-N318-KAPUM-N685-GI-DOB	
	OERY	BUNDU-B415-EGPOG-Q666-GI-DOB	
	OIBK	ORSAR-DCT-GIDOB	Note 1
OMDB	OIKB and beyond	PATAT-L519-PUVAL	
	NE of OOMM	PASOV-B540-MIVEK-P574-IMPED	
	SE of OOMM	TAPRA-M762-MIVEK-P574-IMPED	
	OOMS	SOLUD-P574-GISMO-P574-IMPED	Note 3
	OOSA and S of OOMM	MUSAP-R401-PEDOG-P308-KI-POK-L568-IMPED	
	OYSC, OEJD	TANSU-G783-ASPED-P308-KIPOK-L568-IMPED	
		PEKEM-M628-RIGIL-G783-ASPED-P308-KIPOK-L568-IMPED	
		KATIT-M318-RURAL-P317-LORID	Note 5
		RIBOT-M550-GOLGU-M318-RURAL-P317-LORID	Note 5
	OIBK, OISS, OIII and beyond	ORSAR-R784-TATLA-L223-VUTEB	
OMDW	OBBI and N and W of OBBI	OBNET-M677-VUTEB	
		NALPO-P559-VUTEB	
	Doha TMA	ASTOG-L305-ITBUL-M677-VUTEB	
	OOSH	VAXAS-M762-MIVEK-P574-IMPED	
	OIKB and beyond	PATAT-L519-PUVAL	
	OOMS and NE of OOMM	PASOV-M564-UMAMI	
	OOMS and SE of OOMM	TAPRA-M762-VAXAS-M564-UMAMI	
	OOSA and S of OOMM	MUSAP-R401-GIDIS	
	OYSC, OEJD	TANSU-G783-ASPED-P308-PE-DOG-R401-GIDIS	
		PEKEM-M628-RIGIL-G783-ASPED-P308-PEDOG-R401-GIDIS	

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

ARRIVAL AIRPORT	FROM	ENTRY POINT / ROUTE	RE-MARKS
		KATIT-M318-RURAL-P317-LORID	Note 5
		RIBOT-M550-GOLGU-M318-RURAL-P317-LORID	Note 5
	OIBK, OISS, OIII and beyond	ORSAR-R784-GONVI	Note 4
		ORSAR-G666-ELOVU	Note 2
	OBBI and N and W of OBBD	OBNET-M677-ITBUL-M322-DATOB	Note 4
		OBNET-M677-LUDAM-G666-ELOVU	Note 2
		NALPO-P559-AMBOV-M322-DATOB	Note 4
		NALPO-P559-KIVUS-G666-ELOVU	Note 2
	Doha TMA	ASTOG-L305-KIVUS-P559-AMBOV-M322-DATOB	
	OOSH	VAXAS-M564-UMAMI	
OMFJ	OIKB and beyond	PATAT-L519-EGPEP-DCT-EMOPI-R784-KUSEN	
	OOMS and E of OOMM	MENSA-T509-FJV	
	OOSA and SE of OOMM	MUSAP-R401-PEDOG-P308-RUDAT	
	OYSC, OEJD	TANSU-G783-ASPED-P308-RUDAT	
		PEKEM-M628-RIGIL-G783-ASPED-P308-RUDAT	
	OIBK, OISS, OIII and beyond	ORSAR-R784-KUSEN	
	OBBI and N and W of OBBD	OBNET-M677-ITBUL-L305-EMOTAR784-KUSEN	
		NALPO-P559-KIVUS-L305-EMOTAR784-KUSEN	
	Doha TMA	ASTOG-L305-EMOTAR784-KUSEN	
OMRK	OIKB and beyond	PATAT-L519-EGPEP	
	OOMS, NE and SE of OOMM	MENSA-N317-NADNI	

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

ARRIVAL AIRPORT	FROM	ENTRY POINT / ROUTE	RE-MARKS
		PASOV-B540-ORKOB-T891-NOL-SU-N317-NADNI	
	OOSA and S of OOMM	MUSAP-R401-PEDOG-P308-ORK-OB-T891-NOLSU-N317-NADNI	
	OYSC, OEJD	TANSU-G783-ASPED-P308-ORK-OB-T891-NOLSU-N317-NADNI	
		PEKEM-M628-RIGIL-G783-ASPED-P308-ORKOB-T891-NOLSU-N317-NADNI	
		KATIT-M318-RURAL-P317-LORID-DCT-TOVIV-DCT-ALSIL	Note 5
		RIBOT-M550-GOLGU-M318-RURAL-P317-LORID-DCT-TOVIV-DCT-ALSIL	Note 5
	OIBK, OISS, OIII and beyond	ORSAR-R784-ALSIL	
	OBBI and N and W of OBBB	OBNET-M677-ITBUL-L305-EMOTA-R784-ALSIL	
		NALPO-P559-KIVUS-L305-EMOTA-R784-ALSIL	
	Doha TMA	ASTOG-L305-EMOTA-R784-ALSIL	
	OOSH	VAXAS-M762-RUDAT-P308-ORK-OB-T891-NOLSU-N317-NADNI	
OMSJ	OIKB and beyond	PATAT-L519-PUVAL	
	OOMS, NE and SE of OOMM	MENSA-N317-NOLSU	
		PASOV-B540-ORKOB-T891-NOL-SU	
	OOSA and S of OOMM	MUSAP-R401-PEDOG-P308-ORK-OB-T891-NOLSU	
	OYSC, OEJD	TANSU-G783-ASPED-P308-ORK-OB-T891-NOLSU	
		PEKEM-M628-RIGIL-G783-ASPED-P308-ORKOB-T891-NOLSU	
		KATIT-M318-RURAL-P317-LORID	Note 5

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

ARRIVAL AIRPORT	FROM	ENTRY POINT / ROUTE	RE-MARKS
		RIBOT-M550-GOLGU-M318-RU-RAL-P317-LORID	Note 5
	OIBK, OISS, OIII and beyond	ORSAR-R784-GONVI	
	OBBI and N and W of OBBI	OBNET-M677-ITBUL-L305-EMOTA-R784-GONVI	
		NALPO-P559-KIVUS-L305-EMOTA-R784-GONVI	
	Doha TMA	ASTOG-L305-EMOTA-R784-GONVI	
	OOSH	VAXAS-M762-RUDAT-P308-ORK-OB-T891-NOLSU	

NOTE 1: Maximum level available is 9000ft.

NOTE 2: Conditions apply; see G666/M302 CDR availability.

NOTE 3: FL200 or below.

NOTE 4: During times of G666 availability, operators shall flight plan and expect routing via G666 only.

NOTE 5:

Traffic via M318, MUXIT to ATUDO and vice versa, must have prior approval from OMAE GCAA.

**STANDARD ROUTINGS FOR TRAFFIC ROUTING BETWEEN UAE AIRPORTS**

DEPARTURE AIRPORT	DESTINATION	ROUTE / EXIT POINT	RE-MARKS
OMAA	OMAL	DCT KANIP	Note 1
OMAA and OMAD	OMDB, OMDW and OMSJ	DCT LORID	Note 2
	OMFJ	KANIP DCT ALN DCT PEDOG DCT MURGU P308 RUDAT DCT FJ362 or FJV	
	OMRK	KANIP DCT ALN DCT PEDOG DCT MURGU P308 ORKOB DCT FJV DCT LAGLI DCT RAV	
OMAL	OMAA	DCT ROVOS	Note 3

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

DEPARTURE AIRPORT	DESTINATION	ROUTE / EXIT POINT	RE-MARKS
	OMFJ	DCT PEDOG DCT MURGU P308 RUDAT DCT FJ362 or FJV	
	OMRK	DCT PEDOG DCT MURGU P308 ORKOB DCT FJV DCT LAGLI DCT RAV	
OMDB, OMDW and OMSJ	OMAA and OMAD	DCT EMERU	Note 2
OMDB	OMDW and OMSJ	DCT	Note 4
OMDW	OMDB and OMSJ		
OMSJ	OMDB and OMDW		
OMFJ	OMAA and OMAD	MIVEK DCT PEDUL DCT GIDIS G783 ALN P899 ROVOS DCT ADV	
	OMAL	MIVEK DCT PEDUL DCT GIDIS G783 ALN	
OMRK	OMAA and OMAD	EMOPI DCT FJV DCT MIVEK DCT PEDUL DCT GIDIS G783 ALN P899 ROVOS ADV	
	OMAL	EMOPI DCT FJV DCT MIVEK DCT PEDUL DCT GIDIS G783 ALN	

*NOTE 1: At 9000ft or below. Prior KANIP traffic can expect routing via ROVOS.*

*NOTE 2: At 10000ft or below.*

*NOTE 3: At 8000ft or below. Prior ROVOS traffic can expect STAR for OMAA.*

*NOTE 4: At 7000ft or below.*

### Special Requirements

Traffic departing airports within OMAE with destinations within OBBS shall flight plan at FL260 or below.

Traffic departing airports within OBBS with destinations within OMAE shall flight plan at FL250 or below.

Traffic departing from OBBI, OBBS, OEDF, OEDR and airports within Doha TMA with destination OOMS shall flight plan maximum FL330.

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

## STANDARD ROUTINGS TRANSITING MUSCAT FIR

DEPARTURE AIR-PORT	DESTINATION	ROUTE / EXIT POINT	REMARKS
Northern and southern UAE air-ports	VAGO/VCBI/VOBL/VOCB/VOCL/VOCI/VOML/VOTR/VOTV	KITAL/LOTAV/REXOD/TOTOX	
	VAPO/VOMM	PARAR/TOTOX	
	VOHS	RASKI	
	VABB/VABF	RASKI/PARAR	

ENTRY POINT / DEPARTURE	ROUTE	EXIT POINT / ARRIVAL	REMARKS
DAPOL	DAPOL-L692-GISKA-N569-UMILA-L883-REXOD	REXOD	
	DAPOL-L692- GISKA-N569-LOTAV	LOTAV	
	DAPOL-L692-GISKA-N569-GOLNI-P570-KITAL	KITAL	
DENDA	DENDA-R462-VUSET-M877-KUSRA-G652-TUL-BU-M628-LUDID	LUDID/OEJN, OEMA	
	DENDA-R462-VUSET-A454-PASOV-M564-VAXAS	VAXAS/OMDW, OMDM	
	DENDA-R462-VUSET-N571-MENSA	MENSA/OMSJ, OMRK	
GOMTA / UAE North Departures	GOMTA-M428-MUNGA-A777-VAXIM-L301-RASKI	RASKI/VABB, VOHS	
	GOMTA-M428-MUNGA-A777-VAXIM-P307-PARAR	PARAR/VABB, VAPO, VOMM	
	GOMTA-M428-TARBO-M681-DAMUM-B524-AL-POR	ALPOR	
	GOMTA-M428-TARBO-N430-ITLOB-B505-APELO	APELO	

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

ENTRY POINT / DEPARTURE	ROUTE	EXIT POINT / ARRIVAL	REMARKS
	GOMTA-M428-TARBO-N430-ITLOB-B505-EGTAL-R462-DENDA	DENDA	
IMKAD	IMKAD-B400-DAXAM-P316-DEDSO-R401-DOLFI-Z855-SODEX	SODEX	
KAPET	KAPET-UB535/B535-SLL-P316-DEDSO-R401-DOLFI-Z855-SODEX	SODEX	
KITAL	KITAL-P570-EMURU-N563-SODEX	SODEX overflying OMAE	Note 3
	KITAL-P570-MIXAM-P574-SOLUD	SOLUD overflying OMAE	Note 4
	KITAL-P570-EMURU-N563-TULBU-Z855-SODEX	SODEX/OMAA, OMAD, OMAM	
	KITAL-P570-MIXAM-P899-ITRAX	ITRAX/OMAL	
	KITAL-P570-MIXAM-P513-GERAR-B540-PASOV-KUPMA	PASOV/OMSJ, OMRK	
	KITAL-P570-ITURA-M762-TAPRA-VAXAS	VAXAS	Note 1
KIVEL	KIVEL-R401-DOLFI-Z855-SODEX	SODEX	
LABRI	LABRI-N318-TOLDA-L555-TOTOX	TOTOX	Note 5
	LABRI-N318-TOLDA-P570-KITAL	KITAL	
	LABRI-N318-GEVED-N881-AMBOS-Q620-PARAR	PARAR	
LALDO / UAE North Departures	LALDO-B505-NADSO-A777-VAXIM-L301-RASKI	RASKI/VABB, VOHS	

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

<b>ENTRY POINT / DEPARTURE</b>	<b>ROUTE</b>	<b>EXIT POINT / ARRIVAL</b>	<b>REMARKS</b>
	LALDO-B505-NADSO-A777-VAXIM-P307-PARAR	PARAR/VABB, VAPO, VOMM	
LALDO (at or below FL250)	LALDO-B505-NADSO-B524-ASLOM-ALPOR	ALPOR	
	LALDO-B505-NADSO-EG-TAL-APELO	APELO	
	LALDO-B505-NADSO-EG-TAL-R462-DENDA	DENDA	
LOTAV	LOTAV-M300-EMURU-N563-SODEX	SODEX overflying OMAE	
	LOTAV- M300-EMURU-N563-TULBU-Z855-SODEX	SODEX/OMAA, OMAD, OMAM	
	LOTAV-M300-EMURU-P570-MIXAM-P574-SOLUD	SOLUD overflying OMAE	Note 4
	LOTAV-M300-EMURU-P570-MIXAM-P899-ITRAX	ITRAX/OMAL	
	LOTAV via P570-MIXAM-P513-GERAR-B540-PASOV- KUPMA	PASOV/OMSJ, OMRK	
MIGDU	MIDGU-M440-TULBU-N881-AMBOS-Q620-PARAR	PARAR	
	MIDGU-Z515	northern OMAN airports	
PARAR	PARAR-M628-LOSIM-P574-MIXAM-P899-ITRAX	ITRAX/OMAL	
	PARAR-N571-MENSA	MENSA overflying OMAE	Note 2
	PARAR-N571-MENSA	MENSA/OMSJ, OMRK	
	PARAR-N571-VUSET-A454-PASOV-B540-KUPMA	KUPMA	Note 1
	PARAR-N571-VUSET-A454-PASOV-M564-VAXAS	VAXAS/OMDW, OMDM	



**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

ENTRY POINT / DEPARTURE	ROUTE	EXIT POINT / ARRIVAL	REMARKS
	PARAR-M628-TULBU-Z855-SODEX	SODEX/OMAA, OMAD, OMAM	
RASKI	RASKI-L301-RAGMA-N571-MENSA	MENSA overflying OMAE	Note 2
	RASKI-L301-RAGMA-N571-MENSA	MENSA/OMSJ, OMRK	
	RASKI-N881-KIPOL-L444-KAXEM-P574-MIXAM-P899-ITRAX	ITRAX/OMAL	
	RASKI-L301-RAGMA-N571-VUSET-A454-PA-SOV-M564-VAXAS	VAXAS/OMDW, OMDM	
	RASKI-N881-KIPOL-L444-TOLDA-M628-TULBU-Z855-SODEX	SODEX/OMAA, OMAD, OMAM	
REXOD	REXOD-M762-ITURA-P570-MIXAM-P513-GER-AR-B540-PASOV-KUPMA	PASOV/OMSJ, OMRK	
	REXOD-A775-KUSRA-P574-SOLUD	SOLUD/overflying OMAE	Note 4
	REXOD-N563-SODEX	SODEX/overflying OMAE	
	REXOD-N563-TULBU-Z855-SODEX	SODEX/OMAA, OMAD, OMAM	
	REXOD-M762-ITURA-P570-MIXAM-P899-ITRAX	ITRAX/OMAL	
SABEL	SABEL-UB424-VELIK-R401-DOLFI-Z855-SODEX	SODEX	
TAPDO	TAPDO-G652-TULBU-M628-LUDID	LUDID/OEJN, OEMA	
	TAPDO-A454-VUSET-A454-PASOV-M564-VAXAS	VAXAS/OMDW, OMDM	
	TAPDO-A454-VUSET-N571-MENSA	MENSA/OMSJ, OMRK	

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

ENTRY POINT / DEPARTURE	ROUTE	EXIT POINT / ARRIVAL	REMARKS
TARDI	TARDI-N629-GIDAN-P570-TOLDA-N318-REXOD	REXOD	
	TARDI-N629-GIDAN-P570-KITAL	KITAL	
	TARDI-N629-GIDAN-P570-EMURU-M300-LOTAV	LOTAV	
	TARDI-N629-TOTOX	TOTOX	
TONVO overflying OMAE (FL270-UNL)	TONVO-A777-NADSO-B505-EGTAL-R462-DEN-DA	DENDA	
	TONVO-A777-NADSO-B505-APELO	APELO	
	TONVO-A777-NADSO-B524-ALPOR	ALPOR	
TONVO overflying OMAE	TONVO-P307-VAXIM-P307-PARAR	PARAR/VABB, VAPO, VOMM and overflying India	
	TONVO-P307-VAXIM-L301-RASKI	RASKI/VABB, VOHS and overflying India	
TONVO/OMFJ	TONVO-A777-BUBAS-P513-MIXAM-P570	TOTOX, REXOD, LOTAV, KITAL	
TOTOX	TOTOX-P574-PAROK-L695-ITURA-P570-MIXAM-P513-GERAR-B540-PASOV-KUPMA	PASOV/OMSJ, OMRK	
	TOTOX-P574-PAROK-L695-ITURA-M762-TAP-RA-VAXAS	VAXAS/northern UAE airports	
	TOTOX-L555-TOLDA-M628-TULBU-N563-SODEX	SODEX overflying OMAE	
	TOTOX-L555-TOLDA-P570-MIXAM-P574-SOLUD	SOLUD overflying OMAE	
	TOTOX-P574-SOLUD	SOLUD overflying OMAE	

Note 3

Note 4

Note 4

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

ENTRY POINT / DEPARTURE	ROUTE	EXIT POINT / ARRIVAL	REMARKS
	TOTOX-P574-MIXAM-P899-ITRAX	ITRAX/OMAL	
	TOTOX-L555-TOLDA-M628-TULBU-Z855-SODEX	SODEX/OMAA, OMAD, OMAM	
OYSC (ASPUX, KIVEL, IMKAD, KAPET, PUTRA, SABEL)	R401-MUSAP	MUSAP/OMDW, OMDM, OMDB, OMSJ, OMRK	

*NOTE 1: For traffic landing in northern UAE.*

*NOTE 2: Except for traffic intending to exit via LUDID.*

*NOTE 3: Unless traffic is planning to route through OIIX.*

*NOTE 4: Planning to route through OIIX.*

*NOTE 5: LABRI is not available for traffic overflying OMAE exiting OOMM via DENDA, APELO, ALPOR, RASKI and PARAR.*

**STANDARD ROUTINGS FOR DEPARTING MUSCAT FIR**

DEPARTURE AIRPORT	DESTINATION	ROUTE / EXIT POINT	REMARKS
OOMS	VAGO/VCBI/VOBL/VOCB/VOCL/VOCI/VOML/VOTR/VOTV	KITAL, LOTAV, REXOD, TOTOX	
	VAPO/VOMM	PARAR, TOTOX	
	VOHS	RASKI	
	VABB	RASKI, PARAR	
	Northwestbound	Q978-ITRAX	Note 1, 2, 3
	OMSJ/OMRK	T508-DAPOK-T509-PASOV-B540-KUPMA	
	OMDB	T508-SOLUD-GISMO	
	OMDW/OMDM	T508-DAPOK-T507-TAPRA-M762-VAXAS	
	Northern UAE airports	T508-DAPOK-T507/T509	

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

<b>DEPARTURE AIR-PORT</b>	<b>DESTINATION</b>	<b>ROUTE / EXIT POINT</b>	<b>REMARKS</b>
	OOKB	P512-BUBAS	
OOSA	OOMS/OOMN	OOSA-DAXAM-P316-MCT (DVOR/DME)	
	Northern UAE airports	OOSA-DAXAM-P316-DED-SO-R401-MUSAP	
	Southern UAE airports	OOSA-DAXAM-P316-DED-SO-R401-DOLFI-Z855-SO-DEX	
	Northbound	OOSA-DAXAM-P316-DED-SO-R401-HAI (VOR/DME) then planned route	
	OOSH	OOSA-DAXAM-P316-DED-SO-R401-VELIK-P304-EMI-SO-Q730-LADBI	
OOTH	OMDB/OMRK/OMSJ	R401-MUSAP	
OOSH	Southbound and Eastbound	BOTAM-Y855-LAKLU then planned route	
	Northern UAE airports	VAXAS	
	Southern UAE airports	ITRAX	
	OOSA	OOSH-BOTAM-Y855-LAKLU-R402-HAI (DVOR/DME)-B400-ASTUN	

*NOTE 1: T507-ATC may re-route traffic to PASOV (B540) to facilitate the efficient flow or traffic into northern UAE airports.*

*NOTE 2: T509-ATC may re-route traffic to TAPRA (M762) to facilitate the efficient flow or traffic into northern UAE airports.*

*NOTE 3: Flights overflying OIIX exit via SOLUD.*

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

## STANDARD ROUTINGS FOR ARRIVING MUSCAT FIR

ARRIVAL AIRPORT	FROM	ENTRY POINT / ROUTE	REMARKS
OOMS	DAXAM	OOSA-DAXAM-P316	Note 2
	OYSC	KAPET-UB535-SLL (DVOR/DME)-P316-MCT (VOR/DME)	
	OMAE	RETAS-N685-PUTSO-LAKLU-G216-MCT (VOR/DME)	Note 1
		TARDI-N629-MUSUK-T511-MCT (VOR/DME)	Note 1, 3
	VABF via L444/N881	RASKI-N881-KIPOL-L444-VUSIN-N767-ELIGO-L631-MCT (VOR/DME)	
	UB424	UB424-GISKA-P316-MCT (VOR/DME)	
	OOKB/OMFJ, Northern Arrivals	P513-MCT (DVOR/DME)	
OOSH	OOMS	OOMS-P513-MIXAM-P574-DAPOK-Y623-GIVLA (OOSH ARR)	
	OOSA	OOSA-DAXAM-P316-DEDSO-R401-VELIK-P304-EMISO-Q730-LADBI	
	RETAS	RETAS-N685-KOBIM-Q730-LADBI	

**NOTE 1:** Eastbound traffic overflying OMAE intending to land at OOMS.

**NOTE 2:** For overfly use B400 or R401, after DEDSO traffic landing OOMS continue on P316.

## PREFERRED ROUTINGS WITHIN BAHRAIN FIR

The transition level throughout the Bahrain UIR/FIR is FL150 and the transition altitude is fixed at A130 (13000ft). Cruising at FL150 or A130 (13000ft) is permitted, but cruising between those levels is not permitted in the Bahrain FIR.

Traffic landing within the OBBB is not permitted to flight plan via DAROR, RABAP or, LONOS P/UP975.

All traffic departing OEDR, OEDF, OBBI, OBBS or OBKH for destination OOMS, expect maximum FL330 within the OBBB.

**NOTE:** Where MC is referred to in the Minimum Level column, this denotes the Minimum Cruise and is to be considered as the lowest usable level of all the airways along the specified route.

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

ENTRY POINT/ DEPARTURE	MIN LEV- EL	MAX LEV- EL	ROUTE	EXIT POINT/ ARRIVAL	RE- MARKS
ALPOB	MC	120	ALPOB L768 ULADA	ULADA	Note 29
	160	460	ALPOB UL768 ULADA		
ALSER	MC	120	ALSER G663 KOBOK DCT RIGAG DCT NARMI	NARMI	Note 25, 58
	160	460	ALSER UG663 KOBOK DCT RI-GAG DCT NARMI		
	MC	120	ALSER G663 KOBOK	OBBI	Note 16, 58
	160	460	ALSER UG663 KOBOK		
	MC	120	ALSER G663 KOBOK DCT OBSAS DCT RIGAG DCT UMAVA DCT JALYD	OBBS	
	160	460	ALSER UG663 KOBOK DCT OBSAS DCT RIGAG DCT UMAVA DCT JALYD		
	MC	120	ALSER G663 KOBOK DCT OBSAS DCT RIGAG DCT UMAVA DCT JALYD	OBHK	
	160	460	ALSER UG663 KOBOK DCT OBSAS DCT RIGAG DCT UMAVA DCT JALYD		
	MC	120	ALSER G663 ULADA	ULADA	Note 30, 58
	160	460	ALSER UG663 ULADA		
AMBIK	MC	130	AMBIK B416 KUIVER	KUIVER	Note 33, 56
	150	250	AMBIK UB416 KUIVER		
DAROR	MC	130	DAROR P559 NALPO	NALPO	Note 36, 57
	160	460	DAROR UP559 NALPO		
	MC	130	DAROR T319 OBTAR	OBTAR	Note 37, 57
	250	450	DAROR UT319 OBTAR		

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

ENTRY POINT/ DEPARTURE	MIN LEV- EL	MAX LEV- EL	ROUTE	EXIT POINT/ ARRIVAL	RE- MARKS
	MC	130	DAROR T308 DASUT	DASUT	
	250	460	DAROR UT308 DASUT		
DATRI	MC	130	DATRI L564 LADEM T112 AFNAN	OTBD	Note 3
	150	450	DATRI UL564 LADEM UT112 AFN- AN		
	MC	130	DATRI L564 DOH DCT	OTBH	
	150	450	DATRI UL564 DOH DCT		
	MC	130	DATRI L564 LADEM T112 AFNAN	OTHH	
	150	450	DATRI UL564 LADEM UT112 AFN- AN		
ELIDU	150	450	ELIDU UL721 SENKI	OTBD	Note 59, 62
	150	450	ELIDU UL721 SENKI	OTBH	
	150	450	ELIDU UL721 SENKI	OTHH	
LADNA	MC	130	LADNA TOSTA SODAK P559 NAL- PO	NALPO	Note 53, 57
	150	240	LADNA TOSTA SODAK UP559 NALPO	NALPO	
	MC	450	LADNA	OBBI	Note 44
	MC	450	LADNA DCT OBSAS DCT RIGAG DCT UMAVA DCT JALYD	OBBS	
	MC	450	LADNA DCT OBSAS DCT RIGAG DCT UMAVA DCT JALYD	OBKH	
	MC	130	LADNA N318 VELAM Z225 BAYAN	OTBD	Note 1, 57
	150	450	LADNA UN318 VELAM UZ225 BAY- AN		
	MC	130	LADNA N318 VELAM R659 DOH DCT	OTBH	
	150	450	LADNA UN318 VELAM UR659 DOH DCT		

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

ENTRY POINT/ DEPARTURE	MIN LEV- EL	MAX LEV- EL	ROUTE	EXIT POINT/ ARRIVAL	RE- MARKS
	MC	130	LADNA N318 VELAM Z225 BAYAN	OTHH	
	150	450	LADNA UN318 VELAM UZ225 BAY- AN		
	MC	130	LADNA N318 OVONA	OVONA	Note 23, 57
	150	290	LADNA UN318 OVONA		
	250	290	LADNA DCT TOSTA UZ622 TOSNA	TOSNA	Note 53, 57
LONOS	MC	130	LONOS L703 KOBOK P559 NALPO	NALPO	Note 35, 56
	150	450	LONOS UL703 KOBOK UP559 NALPO		
	MC	130	LONOS L703 KOBOK DCT RIGAG DCT NARMI	NARMI	Note 40, 56
	150	450	LONOS UL703 KOBOK DCT RI- GAG DCT NARMI		
	MC	130	LONOS L703 KOBOK	OBBI	Note 10, 56
	150	450	LONOS UL703 KOBOK		
	MC	130	LONOS L703 KOBOK DCT BHR DCT UMAVA DCT JALYD	OBBS	
	150	450	LONOS UL703 KOBOK DCT BHR DCT UMAVA DCT JALYD		
	MC	130	LONOS L703 KOBOK DCT BHR DCT UMAVA DCT JALYD	OBKH	
	150	450	LONOS UL703 KOBOK DCT BHR DCT UMAVA DCT JALYD		
	MC	130	LONOS L703 RASDI N318 VELAM Z225 BAYAN	OTBD	Note 11, 56
	150	450	LONOS UL703 RASDI UN318 VE- LAM UZ225 BAYAN		
	MC	130	LONOS L703 RASDI N318 VELAM R659 DOH DCT	OTBH	



**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

ENTRY POINT/ DEPARTURE	MIN LEV- EL	MAX LEV- EL	ROUTE	EXIT POINT/ ARRIVAL	RE- MARKS	
	150	450	LONOS UL703 RASDI UN318 VE- LAM UR659 DOH DCT	OTHH		
	MC	130	LONOS L703 RASDI N318 VELAM Z225 BAYAN			
	150	450	LONOS UL703 RASDI UN318 VE- LAM UZ225 BAYAN			
	MC	130	LONOS L703 RASDI N318 OVONA	OVONA	Note 39, 56	
	150	450	LONOS UL703 RASDI UN318 OVO- NA			
	150	450	LONOS UP708 OVONA			
	250	450	LONOS UY604 TOSNA	TOSNA	Note 53, 56	
MEKMA	MC	120	MEKMA P899 KUPSA Q215 AFNAN	OTBD		
	160	240	MEKMA UP899 KUPSA UQ215 AFNAN			
	MC	120	MEKMA P899 KUPSA B415 DOH DCT	OTBH		
	160	240	MEKMA UP899 KUPSA UB415 DOH DCT			
	MC	120	MEKMA P899 KUPSA Q215 AFNAN	OTHH		
	160	240	MEKMA UP899 KUPSA UQ215 AFNAN			
	MC	120	MEKMA P899 KUPSA B415 DOH M430 ULIKA	ULIKA		Note 9
	160	460	MEKMA UP899 KUPSA UB415 DOH UM430 ULIKA			
METLA	MC	120	METLA B419 RAMSI M444 DAVUS	DAVUS	Note 7	
	150	460	METLA UB419 RAMSI UM444 DA- VUS			
	MC	120	METLA B419 RAMSI A453 KUMBO	KUMBO	Note 8	

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

ENTRY POINT/ DEPARTURE	MIN LEV- EL	MAX LEV- EL	ROUTE	EXIT POINT/ ARRIVAL	RE- MARKS
	150	280	METLA UB419 RAMSI UA453 KUM-BO		
	MC	120	METLA B419 RAMSI UT444 RO-TOX	ROTOX	Note 46
	150	460	METLA UB419 RAMSI UT444 RO-TOX		
MIDSI	MC	260	MIDSI DCT ALMOK DCT MEDMA DCT BHR DCT NARMI	NARMI	Note 13, 59
	MC	260	MIDSI DCT ALMOK DCT MEDMA DCT OBSAS	OBBI	Note 15, 59
	MC	260	MIDSI DCT ALMOK DCT MEDMA DCT OBSAS DCT RIGAG DCT UMAVA DCT JALYD	OBBS	
	MC	260	MIDSI DCT ALMOK DCT MEDMA DCT OBSAS DCT RIGAG DCT UMAVA DCT JALYD	OBKH	
	MC	120	MIDSI R659 VELAM Z225 BAYAN	OTBD	Note 14, 59
	160	260	MIDSI UR659 VELAM UZ225 BAY-AN		
	MC	120	MIDSI R659 DOH DCT	OTBH	
	160	260	MIDSI UR659 DOH DCT		
	MC	120	MIDSI R659 VELAM Z225 BAYAN	OTHH	
	160	260	MIDSI UR659 VELAM UZ225 BAY-AN		
	MC	120	MIDSI A453 SOLOB L768 ULADA	ULADA	Note 45, 59
	160	460	MIDSI UA453 SOLOB UL768 ULA-DA		
NARMI	310	450	NARMI UN685 TOSNA	TOSNA	Note 34, 57
	310	450	NARMI UZ622 TOSNA		Note 53, 57

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

ENTRY POINT/ DEPARTURE	MIN LEV- EL	MAX LEV- EL	ROUTE	EXIT POINT/ ARRIVAL	RE- MARKS
OBBI	MC	120	BHR M444 DAVUS	DAVUS	
	150	460	BHR UM444 DAVUS		Note 43
	MC	120	BHR A453 KUMBO	KUMBO	
	150	260	BHR UA453 KUMBO		Note 41
	MC	130	BHR N697 SODAK P559 NALPO	NALPO	Note 5
	150	450	BHR UN697 SODAK UP559 NALPO		
	MC	120	BHR B457 NARMI	NARMI	
	150	460	BHR UB457 NARMI		
	MC	130	BHR DCT UMAVA DCT JALYD DCT	OBBS	
	MC	130	BHR DCT UMAVA DCT JALYD DCT	OBKH	
	MC	130	BHR L319 OBTAR	OBTAR	Note 50
	150	450	BHR UL319 OBTAR		
	MC	130	BHR N685 PATOM	OTBD	
	MC	130	BHR N685 PATOM	OTBH	
	MC	130	BHR N685 PATOM	OTHH	Note 6
	MC	450	BHR UN685 TOSNA	TOSNA	
	150	450	BHR DCT SODAK UY604 TOSNA		Note 54
	MC	130	BHR N697 TORBO T872 DASUT	DASUT	Note 61
	MC	450	BHR UN697 TORBO UT872 DASUT		
	MC	120	BHR T444 ROTOX	ROTOX	Note 46
	MC	460	BHR UT444 ROTOX		
OBBS	MC	120	RADMO DCT SOLAV DCT BHR M444 DAVUS	DAVUS	Note 51
	MC	460	RADMO DCT SOLAV DCT BHR UM444 DAVUS		Note 43, 51
	MC	120	RADMO DCT SOLAV DCT BHR A453 KUMBO	KUMBO	Note 51
	MC	260	RADMO DCT SOLAV DCT BHR UA453 KUMBO		Note 41, 51

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

ENTRY POINT/ DEPARTURE	MIN LEV- EL	MAX LEV- EL	ROUTE	EXIT POINT/ ARRIVAL	RE- MARKS
	MC	130	RADMO DCT SOLAV DCT BHR N697 SODAK P559 NALPO	NALPO	Note 5, 51
	MC	450	RADMO DCT SOLAV DCT BHR UN697 SODAK UP559 NALPO		
	MC	120	RADMO DCT SOLAV DCT BHR B457 NARMI	NARMI	Note 51
	MC	460	RADMO DCT SOLAV DCT BHR UB457 NARMI		
	MC	120	RADMO DCT SOLAV DCT	OBBI	
	MC	120	SIA	OBKH	
	MC	130	RADMO DCT SOLAV DCT BHR L319 OBTAR	OBTAR	Note 50, 51
	MC	450	RADMO DCT SOLAV DCT BHR UL319 OBTAR		
	MC	130	RADMO DCT SOLAV DCT BHR N685 PATOM	OTBD	Note 51
	MC	130	RADMO DCT SOLAV DCT BHR N685 PATOM	OTBH	
	MC	130	RADMO DCT SOLAV DCT BHR N685 PATOM	OTHH	
	MC	130	RADMO DCT SOLAV DCT BHR N685 TOSNA	TOSNA	Note 6, 51
	MC	450	RADMO DCT SOLAV DCT BHR UN685 TOSNA		
	MC	130	RADMO DCT SOLAV DCT BHR N697 TORBO T872 DASUT	DASUT	Note 51, 61
	MC	450	RADMO DCT SOLAV DCT BHR UN697 TORBO UT872 DASUT		
	MC	120	RADMO DCT SOLAV DCT BHR T444 ROTOX	ROTOX	Note 46, 51
	MC	460	RADMO DCT SOLAV DCT BHR UT444 ROTOX		

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

ENTRY POINT/ DEPARTURE	MIN LEV- EL	MAX LEV- EL	ROUTE	EXIT POINT/ ARRIVAL	RE- MARKS
OBKH	MC	120	JALYD DCT SOLAV DCT BHR M444 DAVUS	DAVUS	Note 51
	MC	460	JALYD DCT SOLAV DCT BHR UM444 DAVUS		Note 43, 51
	MC	120	JALYD DCT SOLAV DCT BHR A453 KUMBO	KUMBO	Note 41, 51
	MC	260	JALYD DCT SOLAV DCT BHR UA453 KUMBO		
	MC	130	JALYD DCT SOLAV DCT BHR N697 SODAK P559 NALPO	NALPO	Note 5, 51
	MC	450	JALYD DCT SOLAV DCT BHR UN697 SODAK UP559 NALPO		
	MC	130	JALYD DCT SOLAV DCT BHR B457 NARMI	NARMI	Note 51
	MC	460	JALYD DCT SOLAV DCT BHR UB457 NARMI		
	MC	130	JALYD DCT SOLAV	OBBI	
	MC	130	SIA DCT	OBBS	
	MC	130	JALYD DCT SOLAV DCT BHR L319 OBTAR	OBTAR	Note 50, 51
	MC	450	JALYD DCT SOLAV DCT BHR UL319 OBTAR		
	MC	130	JALYD DCT SOLAV DCT BHR N697 GOLKO N318 VELAM Z225 BAYAN	OTBD	Note 51
	MC	130	JALYD DCT SOLAV DCT BHR N697 GOLKO N318 VELAM R659 DOH DCT	OTBH	
	MC	130	JALYD DCT SOLAV DCT BHR N697 GOLKO N318 VELAM Z225 BAYAN	OTHH	
	MC	130	JALYD DCT SOLAV DCT BHR N697 GOLKO N318 OVONA	OVONA	Note 6, 51

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

ENTRY POINT/ DEPARTURE	MIN LEV- EL	MAX LEV- EL	ROUTE	EXIT POINT/ ARRIVAL	RE- MARKS
	MC	450	JALYD DCT SOLAV DCT BHR UN697 GOLKO UN318 OVONA		
	MC	130	JALYD DCT SOLAV DCT BHR N697 TORBO T872 DASUT	DASUT	Note 51, 61
	MC	450	JALYD DCT SOLAV DCT BHR UN697 TORBO UT872 DASUT		
	MC	460	JALYD DCT SOLAV DCT BHR UT444 ROTOX	ROTOX	Note 46, 51
ORMID	MC	460	ORMID UY856 NARMI	NARMI	Note 4
	MC	460	ORMID UY856 MEDMA DCT OB- SAS	OBBI	Note 12
	MC	460	ORMID UY856 BHR DCT UMAVA DCT JALYD	OBBS	
	MC	460	ORMID UY856 BHR DCT UMAVA DCT JALYD	OBKH	
OTBD	MC	130	ALSEM L305 ASTOG	ASTOG	
	MC	230	ALSEM UL305 ASTOG		
	MC	130	BUNDU	BUNDU	
	MC	230	BUNDU		
	MC	130	VAXIN T800 DASUT	DASUT	Note 52
	MC	450	VAXIN UT800 DASUT		
	MC	240	DATRI	DATRI	Note 3
	MC	130	DATRI		
	MC	460	LUBET UL934 DAVUS	DAVUS	Note 60
	MC	120	PATOM B457 BHR A453 KUMBO	KUMBO	Note 17
	MC	280	PATOM UB457 BHR UA453 KUM- BO		
	MC	230	NAMLA	NAMLA	
	MC	130	NAMLA		
	MC	120	PATOM B457 NARMI	NARMI	Note 18
	MC	280	PATOM UB457 NARMI		

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

ENTRY POINT/ DEPARTURE	MIN LEV- EL	MAX LEV- EL	ROUTE	EXIT POINT/ ARRIVAL	RE- MARKS
	MC	120	PATOM B457 DENVO	OBBI	Note 48
	MC	120	PATOM B457 DENVO DCT UMAVA DCT JALYD	OBBS	
	MC	120	PATOM B457 DENVO DCT UMAVA DCT JALYD	OBKH	
	MC	120	ALVEN T430 RAGAS	RAGAS	Note 47
	MC	460	ALVEN UT430 RAGAS		
	MC	460	LUBET UL934 TOKMA UT602 RO- TOX	ROTOX	Note 60
	MC	240	ULIKA	ULIKA	Note 42
	MC	120	ULIKA		
OTBH	MC	130	DCT DOH L305 ASTOG	ASTOG	
	MC	230	DCT DOH UL305 ASTOG		
	MC	130	DCT DOH B415 BUNDU	BUNDU	
	MC	230	DCT DOH UB415 BUNDU		
	MC	130	DCT DOH T800 DASUT	DASUT	Note 52
	MC	450	DCT DOH UT800 DASUT		
	MC	130	DCT DOH L564 DATRI	DATRI	Note 3
	MC	240	DCT DOH UL564 DATRI		
	MC	130	DCT DOH P430 ALTOM L602 DA- VUS	DAVUS	Note 20
	MC	460	DCT DOH UP430 ALTOM UL602 DAVUS		
	MC	130	DCT DOH P430 ALTOM M600 KUMBO	KUMBO	Note 19
	MC	280	DCT DOH UP430 ALTOM UM600 KUMBO		
	MC	130	DCT DOH N300 NAMLA	NAMLA	
	MC	230	DCT DOH UN300 NAMLA		
MC	120	DCT DOH R659 EMISA B457 NAR- MI	NARMI	Note 18	

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

ENTRY POINT/ DEPARTURE	MIN LEV- EL	MAX LEV- EL	ROUTE	EXIT POINT/ ARRIVAL	RE- MARKS
	MC	280	DCT DOH UR659 EMISA UB457 NARMI		
	MC	120	DCT DOH R659 EMISA B457 DEN- VO	OBBI	Note 48
	MC	120	DCT DOH R659 EMISA B457 DEN- VO DCT UMAVA DCT JALYD	OBBS	
	MC	120	DCT DOH R659 EMISA B457 DEN- VO DCT UMAVA DCT JALYD	OBKH	
	MC	120	DCT DOH P430 ALVEN T430 RA- GAS	RAGAS	Note 47
	MC	460	DCT DOH UP430 ALVEN UT430 RAGAS		
	MC	120	DCT DOH R659 EMISA B457 PA- TOM LUBET L934 TOKMA T602 ROTOX	ROTOX	Note 60
	MC	460	DCT DOH UR659 EMISA UB457 PATOM LUBET UL934 TOKMA UT602 ROTOX		
	MC	120	DCT DOH M430 ULIKA	ULIKA	Note 42
	MC	240	DCT DOH UM430 ULIKA		
OTHH	MC	130	ALSEM L305 ASTOG	ASTOG	
	MC	230	ALSEM UL305 ASTOG		
	MC	130	BUNDU	BUNDU	
	MC	230	BUNDU		
	MC	130	VAXIN T800 DASUT	DASUT	Note 52
	MC	450	VAXIN UT800 DASUT		
	MC	240	DATRI	DATRI	Note 3
	MC	120	DATRI		
	MC	120	LUBET L934 DAVUS	DAVUS	Note 60
	MC	460	LUBET UL934 DAVUS		
	MC	120	PATOM B457 BHR A453 KUMBO	KUMBO	Note 17



**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

ENTRY POINT/ DEPARTURE	MIN LEV- EL	MAX LEV- EL	ROUTE	EXIT POINT/ ARRIVAL	RE- MARKS
	MC	280	PATOM UB457 BHR UA453 KUM-BO		
	MC	230	NAMLA	NAMLA	
	MC	130	NAMLA		
	MC	120	PATOM B457 NARMI	NARMI	Note 18
	MC	280	PATOM UB457 NARMI		
	MC	120	PATOM B457 DENVO	OBBI	Note 48
	MC	120	PATOM B457 DENVO DCT UMAVA DCT JALYD	OBBS	
	MC	120	PATOM B457 DENVO DCT UMAVA DCT JALYD	OBKH	
	MC	120	ALVEN T430 RAGAS	RAGAS	Note 47
	MC	460	ALVEN UT430 RAGAS		
	MC	460	LUBET UL934 TOKMA UT602 ROTOX	ROTOX	Note 60
	MC	240	ULIKA	ULIKA	Note 42
	MC	120	ULIKA		
RABAP	MC	130	RABAP M677 OBNET	OBNET	Note 31, 56
	150	450	RABAP UM677 OBNET		
ROTEL	MC	130	ROTEL T872 DASUT	DASUT	Note 61
	150	450	ROTEL UT872 DASUT		
	MC	130	ROTEL T872 DAVRI P559 NALPO	NALPO	Note 22
	150	230	ROTEL UT872 DAVRI UP559 NAL-PO		
	MC	130	ROTEL T872 DAVRI L319 OBTAR	OBTAR	Note 21
	150	450	ROTEL UT872 DAVRI UL319 OBTAR		
	MC	130	ROTEL T872 RAGAS	RAGAS	
150	450	ROTEL UT872 RAGAS			

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

ENTRY POINT/ DEPARTURE	MIN LEV- EL	MAX LEV- EL	ROUTE	EXIT POINT/ ARRIVAL	RE- MARKS
TOSNA	MC	120	TOSNA M430 BOVIP Q215 AFNAN	OTBD	
	160	240	TOSNA UM430 BOVIP UQ215 AFN-AN		
	MC	120	TOSNA M430 DOH DCT	OTBH	
	160	240	TOSNA UM430 DOH DCT		
	MC	120	TOSNA M430 BOVIP Q215 AFNAN	OTHH	
	160	240	TOSNA UM430 BOVIP UQ215 AFN-AN		
	MC	120	TOSNA M430 ULIKA	ULIKA	
	160	245	TOSNA UM430 ULIKA		
TUMAK	MC	120	TUMAK L602 DAVUS	DAVUS	Note 27
	160	460	TUMAK UL602 DAVUS		
	MC	120	TUMAK M600 KUMBO	KUMBO	Note 26
	160	460	TUMAK UM600 KUMBO		
	160	460	TUMAK UT557 RAGAS	RAGAS	Note 28
	160	460	TUMAK UT602 ROTOX	ROTOX	Note 46
ULIKA	MC	130	ULIKA M430 DOH L305 ASTOG	ASTOG	Note 38
	150	240	ULIKA UM430 DOH UL305 ASTOG		
	MC	130	ULIKA M430 DOH B415 BUNDU	BUNDU	
	150	450	ULIKA UM430 DOH UB415 BUNDU		
	MC	130	ULIKA M430 DOH N300 NAMLA	NAMLA	
	150	450	ULIKA UM430 DOH UN300 NAMLA		
	MC	130	ULIKA M430 GINTO	OTBD	Note 42
	150	450	ULIKA UM430 GINTO		Note 2
	MC	130	ULIKA M430 DOH DCT	OTBD	Note 42
	150	450	ULIKA UM430 DOH DCT		Note 2
	MC	130	ULIKA M430 GINTO	OTHH	Note 42
	150	450	ULIKA UM430 GINTO		Note 2

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

*NOTE 1: Expect descent to FL310 or below before LADNA. Expect to be at or below FL250 by RASDI subject to ATC clearance. Traffic departing OEDF, OEDR MAX FL170. Traffic departing OEAH MAX FL230.*

*NOTE 2: Available only from SUN-THU 1900-0300 (next day) and H24 on FRI and SAT. Not available above FL240 for traffic departing OEDF, OEDR or OEAH.*

*NOTE 3: Available only from SUN-THU 1500-0300 (next day) and H24 on FRI and SAT. Traffic arriving or departing Qatar expect to be at or below FL240 North of DENSI subject to ATC clearance.*

*NOTE 4: For traffic landing at OEDF, OEDR and OEAH only. Expect to be at or below FL290 by ALKAN and at or below FL160 by KUNDO subject to ATC clearance.*

*NOTE 5: For traffic overflying or landing in the northern OMAE FIR. Or for State aircraft overflying or landing in the southern OMAE FIR operating at FL240 or below and required to remain over international waters in the OBBB FIR. Traffic landing OMAE FIR Max FL250. If landing OOMS, maximum FL330.*

*NOTE 6: For traffic overflying or landing in the Southern OMAE. Traffic landing OMAE MAX FL250. If landing OOMS, MAX FL330.*

*NOTE 7: For traffic departing OEDF, OEDR or OEAH to overfly the OKAC FIR. FL320 not available. FL340, FL360, FL380 may be limited to lower levels due to traffic volumes.*

*NOTE 8: For traffic departing OEDF, OEDR or OEAH landing in the OKAC. Expect to be at or below FL180 by KUMBO subject to ATC clearance.*

*NOTE 9: For traffic from the OMAE to the OEJD. Available only from SUN-THU 1900-0300 (next day) and H24 on FRI and SAT. Not available above FL240 for traffic landing OEDF, OEDR, OEAH.*

*NOTE 10: For traffic from the OKAC FIR landing OBBI, OBBS, and OBKH. If departing OKBK or OKAS, Max FL270, all others expect FL310 or below by LONOS subject to ATC clearance. Expect to be at or below A120 by KOBOK subject to ATC clearance. Filed route shall end with KOBOK for OBBI Arrivals.*

*NOTE 11: For traffic from the OKAC (if departing OKBK or OKAS MAX FL310). Expect to be at or below FL330 by DEKTA and at or below FL250 by RASDI subject to ATC clearance.*

*NOTE 12: For traffic landing OBBI, OBBS, or OBKH. Aircraft operating at FL160 or above expect to be at or below FL290 by ALKAN, and at FL160 by ORDIG, subject to ATC clearance. filed route shall end at OBSAS for OBBI arrivals.*

*NOTE 13: For traffic landing at OEDF, OEDR AND OEAH ONLY. Expect to be at or below FL240 by 20NM North of MIDSJ and at FL160 by 20NM prior to MEDMA subject to ATC clearance.*

*NOTE 14: Expect to be at or below FL240 by 20NM North of MIDSJ subject to ATC clearance.*

*NOTE 15: Expect to be at or below FL240 by 20NM north of MIDSJ and FL160 by 20NM prior to MEDMA subject to ATC clearance. Filed route shall end at OBSAS for OBBI arrivals.*

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

*NOTE 16: Expect to be at or below FL200 by 20NM North of ALSER and A120 by KOBOK subject to ATC clearance. Filed route shall end with KOBOK for OBBI arrivals.*

*NOTE 17: If climbing above FL170, expect to reach FL180 or above by DENVO subject to ATC clearance. For traffic landing in the OKAC only. Expect to be at or below FL180 by KUMBO.*

*NOTE 18: Maximum FL280. If climbing above FL170, expect to reach FL180 or above by DENVO subject to ATC clearance. Traffic landing OEDF, OEDR or OEAH MAX FL160.*

*NOTE 19: For traffic landing in the OKAC only. Expect to be at or below FL180 by KUMBO. For OTBH departures only.*

*NOTE 20: For traffic transiting to the ORBB only. FL320 not available.*

*NOTE 21: For Traffic Departing OEDF, OEDR or OEAH for the OIIX FIR (via OBTAR expect maximum FL170 subject to ATC clearance), Or traffic from the OEJD FIR to the OIIX FIR at FL230 and below.*

*NOTE 22: For traffic from the OEJD FIR to land or overfly the Northern OMAE FIR Or for State aircraft overlying or landing in the southern OMAE FIR operating at FL240 or below and required to remain over international waters in the OBBS FIR. Max FL230. Traffic departing OEDF, OEDR or OEAH expect higher levels subject to ATC clearance. Max FL250 if landing in the OMAE FIR, and Max FL330 if landing OOMS.*

*NOTE 23: For traffic from the OEJD to land or overfly the Southern OMAE. Traffic departing OEDF, OEDR or OEAH expect higher levels subject to ATC clearance (MAX FL250 if landing in the OMAE, and MAX FL330 if landing OOMS).*

*NOTE 24: Reserved.*

*NOTE 25: For traffic landing at OEDF, OEDR or OEAH only. Expect to be at or below FL200 by 20NM North of ALSER and FL160 by KOBOK subject to ATC clearance.*

*NOTE 26: Traffic from OMAE for destinations in OKAC. Expect to be at or below FL180 by KUMBO subject to ATC clearance. Ensure that FMS does not capture a turn on airway UA453 at position ALMOK.*

*NOTE 27: For traffic from OMAE to overfly the OKAC. FL320 not available.*

*NOTE 28: For traffic from OMAE to OIIX. FL320 and FL380 not available.*

*NOTE 29: For traffic from OMAE to OEJD. Traffic landing OEDF, OEDR or OEAH not permitted on this route. FL280 not available.*

*NOTE 30: For traffic from OIIX to OEJD. Not available for traffic landing at OEDF, OEDR or OEAH. Contact Bahrain ATC 50NM prior to entry to the OBBS. FL280 not available.*

*NOTE 31: For traffic from the OKAC to land or overfly the Northern OMAE. Traffic landing Northern OMAE expect to be at FL310 or below at DEGSO subject to ATC clearance.*

*NOTE 32: For Traffic from the OKAC FIR to land or overfly the Southern OMAE FIR at or above FL250. Traffic landing Southern OMAE FIR expect to be at or below FL290 at RESAR subject to ATC clearance.*

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

*NOTE 33: For traffic from the OKAC to the OIIX. MAX FL250. Eastbound only.*

*NOTE 34: For traffic from the OEJD to land or overfly the Southern OMAE only. FL310 or above. Traffic landing in the Southern OMAE expect to be at FL290 by ORSIS subject to ATC clearance. Not available for traffic departing OEDF, OEDR or OEAH.*

*NOTE 35: For military traffic from the OKAC FIR to land or overfly the Northern OMAE FIR. Or for State aircraft overlying or landing in the southern OMAE FIR operating at FL240 or below and required to remain over international waters in the OBBB FIR. Military traffic landing in the OMAE FIR expect to be at or below FL310 by TOMSO subject to ATC Clearance.*

*NOTE 36: For traffic from the OEJD to land or overfly the Northern OMAE. FL330 not available. Not available for traffic departing OEDF, OEDR or OEAH. Traffic landing in the Northern OMAE expect to be at or below FL310 by TOMSO subject to ATC clearance.*

*NOTE 37: For traffic from the OEJD to the OIIX. FL330 not available. Not available for departures from OEDF, OEDR or OEAH.*

*NOTE 38: Available only from SUN-THU 1900-0300 (next day) and H24 on FRI and SAT. Traffic from the OEJD to the OMAE. FL250 or above. Not available above FL240 for traffic departing OEDF or OEDR. OEAH departures MAX FL210.*

*NOTE 39: For military traffic or traffic operating at or below FL230 from the OKAC FIR to land or overfly southern OMAE FIR. Traffic landing in the Southern OMAE FIR, expect to be at or below FL290 by RESAR subject to ATC clearance.*

*NOTE 40: For traffic from the OKAC FIR for destinations OEDF, OEDR or OEAH only. Traffic departing OKBK or OKAS Max FL270, all others expect FL310 or below by LONOS subject to ATC clearance. Expect to be at or below FL160 by KOBOK subject to ATC clearance.*

*NOTE 41: For traffic destination OKBK or OKAS only. MAX FL260. Expect to be at or below FL180 by KUMBO subject to ATC clearance.*

*NOTE 42: Available only from SUN-THU 1900-0300 (next day) and H24 on FRI and SAT. Not available above FL240 for traffic landing or departing OEDF, OEDR, OEAH, OTBD, OTBH or OTHH.*

*NOTE 43: FL320 not available. FL340, FL360, FL380 may be limited to lower levels due to traffic volumes.*

*NOTE 44: Filed route shall end with LADNA for OBBI arrivals.*

*NOTE 45: For traffic from OIIX to OEJD. Not available for traffic landing at OEDF, OEDR or OEAH. FL320 and FL380 only. Contact Bahrain ATC 50NM prior to entry to the OBBB.*

*NOTE 46: For traffic from OMAE FIR or traffic from OBBI, OBBS, OBKH, OEDF, OEDR or OEAH for OIIX FIR. Not available FL280 and below at ROTOX. For traffic transiting to the LTAA FIR.*

*NOTE 47: Expect MAX FL190 in OBBB.*

*NOTE 48: Filed route shall end with DENVO for OBBI arrivals. MAX Level A120.*

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

*NOTE 49: Available only from SUN-THU 1900-0300 (next day) and H24 on FRI and SAT. Not available above FL245.*

*NOTE 50: For traffic departing OEDF, OEDR, OEAH, OBBI, OBBS or OBKH to OIIX. Expect MAX FL170 subject to ATC clearance.*

*NOTE 51: Traffic required to be at assigned level at SOLAV MAX 8000ft.*

*NOTE 52: For traffic departing Qatar Airports to enter OIIX. Expect MAX FL230 until DASUT.*

*NOTE 53: For State aircraft transiting OBBS FIR to land or overfly the southern OMAE FIR that are required to remain over international waters in OBBS FIR. For other traffic landing southern OMAE FIR via TOSNA operating at FL290 or above expect to cross ORSIS at FL290.*

*NOTE 54: For State aircraft departing within OBBS to land or overfly the southern OMAE FIR that are required to remain over international waters in OBBS FIR. Traffic landing OMAE FIR Max FL250. If landing OOMS, maximum FL330.*

*NOTE 55: For State aircraft departing OEDF, OEDR, OEAH operating at or above FL250 to land or overfly the southern OMAE FIR that are required to remain over international waters in OBBS FIR.*

*NOTE 56: Aircraft from OKAC FIR entering OBBS FIR at positions LONOS, AMBIK, or RABAP: At or below FL 310 shall ensure contact is established with Bahrain ATC on 126.7 MHz 20NM prior to FIR Boundary. At or above FL330 shall ensure contact is established with Bahrain ATC on 123.1 MHz at FIR Boundary.*

*NOTE 57: Aircraft from OEJD FIR entering OBBS FIR at positions DAROR, LADNA, and NARMI: At or below FL330 shall ensure contact is established with Bahrain ATC on 124.3 MHz 20NM prior to FIR Boundary. At or above FL350 shall ensure contact is established with Bahrain ATC on 127.525 MHz at FIR Boundary.*

*NOTE 58: Aircraft from OIIX FIR entering OBBS FIR shall ensure contact is established with Bahrain ATC at FIR Boundary as follows: ALSER landing within OBBS including OEDF, OEDR, or OEAH frequency 126.7 MHz. ALSER for transit to OEJD FIR at or below FL320 frequency 124.3 MHz. ALSER for transit to OEJD FIR at or above FL340 frequency 127.525.*

*NOTE 59: Aircraft from OIIX FIR entering OBBS FIR shall ensure contact is established with Bahrain ATC at FIR Boundary as follows: MIDSJ landing within OBBS including OEDF, OEDR, or OEAH or via ELIDU frequency 132.85 MHz. MIDSJ transiting to OEJD FIR frequency 132.125 MHz.*

*NOTE 60: For traffic departing from within the Doha TMA. Expect to cross LUBET at or above FL180 subject to ATC clearance. FL280 not available at ROTOX. FL340, FL360, and FL380 may be limited to lower levels due to traffic volumes.*

*NOTE 61: For traffic departing OEDF, OEDR, OEAH, OBBI, OBBS or OBKH for the OIIX FIR. FL250, FL270, and FL290 not available.*

*NOTE 62: For traffic from OIIX FIR for OTBD, OTBH, or OTHH. Expect to be at FL220 or below by IMLUV subject to ATC clearance.*

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

## REQUIRED ROUTING WITHIN DOHA TMA

<b>Departure Airport</b>	<b>SID Terminating waypoint/DOHA TMA Departure Airport exit point and its related ATS route</b>	<b>Destination/Transiting adjacent FIR (flights with onward destination)</b>
OTBD/ OTHH	PATOM-B457-TULUB	OBBI/OBBS/OBKH
OTBH	DCT-DOH-R/UR659-EMISA-B/UB457-TULUB	
OTBD/ OTHH	ALSEM-L/UL305-ASTOG	OMDB/OMDW/OMSJ/OMFJ/OMRK
OTBH	DCT-DOH-L/UL305-ASTOG	
OTBD/ OTHH	NAMLA-N/UN300	OMAA/OMAD/OMAL/OMAM
OTBH	DCT-DOH-N/UN300-NAMLA	
OTBD/ OTHH	BUNDU-B/UB415	OMAE
	NAMLA-N/UN300	
OTBH	DCT-DOH-B/UB415-BUNDU	
	DCT-DOH-N/UN300-NAMLA	
OTBD/ OTHH	PATOM-B/UB457-TULUB	OEDF/OEDR
		OEJD
OTBH	DCT-DOH-R/UR659-EMISA-B/UB457-TULUB	OEDF/OEDR
		OEJD
OTBD/ OTHH	SALWA-M/UM430	OEMA/OERK/OEJN
	BATHA-L/UL564	OEJD
OTBH	DCT-DOH-M/UM430-ULIKA	OEMA/OERK/OEJN
	DCT-DOH-L/UL564-DENSI	OEJD
OTBD/ OTHH	PATOM-B/UB457-TULUB	OKBK/OKAS
	PATOM-B/UB457-TULUB	OKAC
	PATOM-L/UL934-LUBET	

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

<b>Departure Airport</b>	<b>SID Terminating waypoint/DOHA TMA Departure Airport exit point and its related ATS route</b>	<b>Destination/Transiting adjacent FIR (flights with onward destination)</b>
	PATOM-L/UL934-LUBET	OIIX (for traffic to LTAA)
OTBH	DCT-DOH-P/UP430-ALVEN	OKBK/OKAS
		OKAC
	DCT-DOH-R/UR659-EMISA-B/UB457-PATOM-L/UL934-LUBET	OIIX (for traffic to LTAA)
OTBD/ OTHH	ALVEN-T/UT430	OIIX
	VAXIN-T/UT800	
OTBH	DCT-DOH-P/UP430-ALVEN	
	DCT-DOH-VAXIN-T/UT800	

## PREFERRED ROUTING WITHIN KUWAIT FIR

### SPECIAL REQUIREMENTS

- a. Westbound traffic originated from OBBB and overflying ORBB shall route via UL602;
- b. Traffic landing within OKAC from OBBB shall route via A453;
- c. Traffic landing within OKAC from OEDR/OEDF shall route via M320;
- d. Traffic departing from OKAC overflying or destination Northern UMAE (OMDB, OMSJ, OMRK, OMDM, OMDW) shall route via G669/SESRA/M677/RABAP;
- e. Traffic departing from OKAC destination within OBBB , overflying or destination Southern UMAE (OMAA, OMAL, OMAD, OMAM) shall route via B416/LONOS/UP975;
- f. Traffic departing from OKAC destination or overflying OIIX via OBBB shall route via B416/AMBIK;
- g. Traffic originated from ORBB for destination within OBBB or overflying Northern UMAE shall route via UP975/SESRA/M677/RABAP;
- h. Traffic originated from ORBB for destination within OBBB or overflying Southern UMAE shall route via UP975.

## PREFERRED ROUTING WITHIN INDIA

### ROUTING PROCEDURES Q12/Q13

S-bound aircraft

- a. landing Calicut: Q13-MUDIT-DCT-CLC VOR;
- b. departing Calicut: CLC VOR-M300-AKMOL-Q13;



## MIDDLE EAST PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST

- c. landing Cochin: Q13-LUNTA-DCT-CIA VOR;
- d. landing Coimbatore: Q13-LUNTA-DCT-CCB VOR;
- e. landing Goa: Q13-MABTA-W15-GGO VOR;
- f. departing Mangalore: MML VOR-DCT-MUDIT-Q13;
- g. landing Mangalore: Q13-IKATI-W17S-MML VOR.

### N-bound aircraft

- a. departing Calicut: CLC VOR-M300-MOLRU-Q12;
- b. landing Calicut: Q12-CIA VOR-W15-CLC VOR;
- c. departing Coimbatore: CCB VOR-W119-CLC VOR-M300-MOLRU-Q12;
- d. departing Goa: GGO VOR-R461-OKILA-Q12.

## PREFERRED ROUTING WITHIN YEMEN

ATS will be provided to international traffic within OYSC east sector for the following ATS routes:

- R401, KIVEL-SUHIL and vice versa;
- B400, IMKAD-VEDET and vice versa;
- UB403/B400, BOMIX-RIGAM-IMKAD and vice versa;
- B404/B400, DEMGO-RIGAM-IMKAD and vice versa;
- UM551, KIVEL-ANGAL and vice versa;
- UT702, TIMAD-NODMA, then B400 to IMKAD and vice versa;
- UM634, VEDET-ANGAL and vice versa;
- P751, ANGAL-DAPAB-RIGAM, for traffic from VABF to Africa through OYSC and vice versa.

Aircraft shall contact Sanaa Control on VHF 132.2MHz as primary frequency or HF frequency 11300-5517-7595kHz.

Traffic entering OYSC from TIMAD shall contact 125.7MHz.

Normal coordination procedures will be maintained as mutually agreed.

## PREFERRED ROUTING WITHIN IRAQ

### ALL OVERFLIGHTS THROUGH BAGHDAD FIR

<b>Northbound:</b>	TASMI-UL602-ALPET-UM860-NINVA <sup>1</sup>
	MODIK-G202-DELMi-DCT-NAMDI-UM860-NINVA
	PASIP-L200-SILBO-DCT-NAMDI-UM860-NINVA
	MURIB-DCT-SILBO-DCT-NAMDI-UM860-NINVA

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

<b>Southbound:</b>	MODIK-G202-RAPLU-DCT-BABIL-L715-LOVEK-M203-ILMAP-UP975-SIDAD
	PASIP-L200-GIBUX-L715-LOVEK-M203-ILMAP-UP975-SIDAD
	RATVO-UM688-SIDAD
	RATVO-UM688-OTIDO-DCT-MUTAG-R652-RAPLU-G202-MODIK
	RATVO-UM688-OTIDO-DCT-MUTAG-R652-GIBUX-L200-PASIP
	RATVO-UM688-OTIDO-DCT-MUTAG-DCT-SILBO-DCT-MURIB
	RATVO-UM688-DERNU-DCT-SILBO-DCT-MURIB
	RAGET-Z431-LOVEK-B411-MURIB
<b>Eastbound:</b>	MODIK-G202-LAGLO-DCT-PAXAT
	PASIP-L200-SILBO-DCT-PAXAT
<b>Westbound:</b>	RAGET-G202-MODIK
	RAGET-G202-RAPLU-R652-GIBUX-L200-PASIP
	TASMI-UL602-GADSI-M703-PASIP
	TASMI-UL602-GADSI-M703-ANBAR-DCT-RAPLU-G202-MODIK

<sup>1</sup> Expect direct routing clear of restrictive airspace TASMI-DCT-SEPTU and/or SEPTU-DCT-NINVA. If unable to accept direct routing inform ATC by e-mail (atc@iraqcaa.com) or on ATC frequency.

**ALL INTERNATIONAL TRAFFIC OPERATING AT IRAQ INTERNATIONAL AIRPORTS**

**Al Najaf Al-Ashraf International Airport (ORNI)**

<b>Arrivals:</b>	North:	RATVO-UM688-VAXEN-Z431-LOVEK-DCT-ALI
	South:	TASMI-UL602-ALPET-DCT-ALI
	West:	MODIK-G202-PUSTO-DCT-ALI
		PASIP-L200-GIBUX-DCT-ALI
	Southwest:	MURIB-B411-RALTI-DCT-ALI
	East:	RAGET-Z431-LOVEK-DCT-ALI
<b>Departures:</b>	North:	ALI-DCT-LOVEK-DCT-SEPTU-UM860-NINVA
	South:	ALI-DCT-SETSA-M203-ILMAP-UP975-SIDAD
	West:	ALI-DCT-RAPLU-G202-MODIK
		ALI-DCT-SIGBI-L200-PASIP

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

**Al Najaf Al-Ashraf International Airport (ORNI) (continued)**

	Southwest:	ALI-DCT-RALTI-B411-MURIB
	East:	ALI-DCT-LOVEK-B411-PAXAT

**Baghdad International Airport (ORBI)**

<b>Arrivals:</b>	North:	RATVO-UM688-VAXEN-DCT-BGD
	South:	TASMI-UL602-LOVEK-DCT-BGD
	West:	MODIK-G202-DELMi-DCT-BGD
		PASIP-L200-SILBO-DCT-BGD
	Southwest:	MURIB-B411-LOVEK-DCT-BGD
	East:	RAGET-G202-ITOVA-DCT-BGD
<b>Departures:</b>	North:	BGD-DCT-NAMDI-UM860-NINVA
	South:	BGD-DCT-NOLDO-UP975-SIDAD
	West:	BGD-DCT-SILBO-L200-PASIP
		BGD-DCT-DELMi-G202-MODIK
	Southwest:	BGD-DCT-LOVEK-L411-MURIB
	East:	BGD-DCT-NOLDO-L411-PAXAT

**Basra International Airport (ORMM)**

<b>Arrivals:</b>	North:	RATVO-UM688-PEBAD-DCT-BSR
	South:	TASMI-G795-BSR
	West:	MODIK-G202-RAPLU-DCT-BABIL-L715-LOVEK-M203-ILMAP-P975-PEBAD-DCT-BSR
		PASIP-L200-GIBUX-L715-LOVEK-M203-ILMAP-P975-PEBAD-DCT-BSR
		MURIB-B411-LOVEK-M203-ILMAP-P975-PEBAD-DCT-BSR
	East:	RAGET-VAXEN-UM688-PEBAD-DCT-BSR
<b>Departure:</b>	North:	BSR-DCT-ALPET-UM860-NINVA
	South:	BSR-DCT-SIDAD
	West:	BSR-DCT-GADSI-M703-ANBAR-DCT-RAPLU-G202-MODIK
		BSR-DCT-GADSI-M703-PASIP
		BSR-DCT-GADSI-M703-RUKAM-B411-MURIB

**MIDDLE EAST  
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST**

**Basra International Airport (ORMM) (continued)**

	East:	BSR-DCT-ALPET-UM860-RESAK-DCT-PAXAT
--	-------	-------------------------------------

**Erbil International Airport (ORER)**

<b>Arrivals:</b>	North:	RATVO-UM688-OTIDO-DCT-RER
	South:	TASMI-UL602-ALPET-UM860-TOTAM-DCT-RER
	West:	MODIK-G202-RAPLU-R652-MUTAG-DCT-TOTAM-DCT-RER
		PASIP-L200-GIBUX-R652-MUTAG-DCT-TOTAM-DCT-RER
	Southwest:	MURIB-DCT-SILBO-DCT-NAMDI-UM860-TOTAM-DCT-RER
	East:	BOXIX-DCT-SUL-DCT-RER
<b>Departures:</b>	North:	RER-DCT-DARIX-UM860-NINVA
	South:	RER-DCT-DERNU-UM688-SIDAD
	West:	RER-DCT-DERNU-DCT-MUTAG-R652-RAPLU-G202-MODIK
		RER-DCT-DERNU-DCT-MUTAG-R652-GIBUX-L200-PASIP
		RER-DCT-DAXOG-L417-MUTAG-DCT-SILBO-DCT-MURIB
	East:	RER-DCT-DERNU-DCT-BOXIX

**Sulaimaniyah International Airport (ORSU)**

<b>Arrivals:</b>	North:	RATVO-UM688-OTIDO-DCT-SUL
	South:	TASMI-UL602-ALPET-UM860-TOTAM-DCT-SUL
	West:	MODIK-G202-RAPLU-R652-MUTAG-DCT-TOTAM-DCT-SUL
		PASIP-L200-GIBUX-R652-MUTAG-DCT-TOTAM-DCT-SUL
	Southwest:	MURIB-DCT-SILBO-DCT-NAMDI-UM860-TOTAM-DCT-SUL
	East:	BOXIX-M434-DAVAS-DCT-SUL
<b>Departures:</b>	North:	SUL-DCT-DARIX-UM860-NINVA
	South:	SUL-DCT-SOBIL-UM688-SIDAD
	West:	SUL-DCT-DAVAS-R652-RAPLU-G202-MODIK
		SUL-DCT-DAVAS-R652-GIBUX-L200-PASIP
		SUL-DCT-DAVAS-R652-MUTAG-DCT-SILBO-DCT-MURIB
	East:	SUL-DCT-DAVAS-M434-BOXIX

**MIDDLE EAST**

----- Effective thru 09 Oct: -----

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
A1	CVO-HE	METRU-HE	RNAV (RNAV 5) required between FL160-FL460
A1	UBL-VT	ROBKA-VT	One way system will be applied for a portion between BKK DVOR/DME and UBL DVOR/DME as follows: - A1 eastbound traffic only - Westbound traffic flight plan via W1 after UBL- Available for westbound traffic on A1 or direct route subject approval from ATC
A16	RASDA-HE	CVO-HE	RNAV (RNAV 5) required between FL160-FL460
A28	MUT-LT	DOREN-LT	Only available for LCEN ARRrS/DEPs
A325	PARET-OP	JI-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
A408	SALEH-OY	HDH-OY	RNAV (RNAV 5) required between FL170-FL460
A411	LOSUL-HL	BRN-HE	RNAV (RNAV 5) required between FL195-FL460
A412	ASLON-OJ	NADEK-OJ	Traffic between ASLON-NADEK is excluded from OJ(P)-9
A412	LUDAN-OJ	ASLON-OJ	ACFT to maintain route center line
A416	TBZ-OI	SOKAM-OA	RNAV 5 above FL285
A418	SYZ-OI	ORSAR-OI	RNAV 5 above FL200
A422	UMH-OI	PARSU-UB	RNAV 5 above FL285
A453	GADER-OA	TAPIS-OA	Only available for overflights
A453	KUMBO-OB	MIDSI-OB	Only available for OBBI, OBBS, OBKH, OEDF, OEDR ARRrS, traffic routing SOGAT-BAH-KFA
A453	MIDSI-OB	PIRAN-OI	RNAV 5 above FL285
A454	AMDAR-UT	TAPIS-OA	MAA FL270 2000-2359
A454	PASOV-OO	TAPDO-OO	For traffic landing at northern UAE airports or overflying the northern UAE below FL200
A454	PASOV-OO	TAPDO-OO	Traffic shall cross PASOV at FL270 or below
A454	TAPDO-OO	PARET-OP	FL240-FL260 NOT AVBL
A455	IMTIL-OP	PS-OP	Only available for OPPS DEPs
A455	RAMSO-OA	IMTIL-OP	MAA FL270 2000-2359
A455	RAMSO-OA	IMTIL-OP	Unusable

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
A465	ISMON-VE	PALKO-VE	When VO(D)-73 is active route via LARIK-point 'A'-point 'C'-XOPOX
A465	LARIK-VE	KAKID-VE	MEA FL220 during VE(D)-50 activity. Traffic below FL220 routes VVZ-MEPOL-BBS-KAKID
A465	MMV-VO	VVZ-VE	VOMM ARRs only available during VO(D)-171 activity. Route via V9
A465	VVZ-VE	LARIK-VE	When VE(D)-50 is active aircraft at or below FL210 route via KAKID-BBS-MEPOL-VVZ
A466	HA-UT	AMDAR-UT	MEA FL150 within UT(R)-126 lateral limits
A466	SITAX-OP	SAJAN-OP	FL330 not available 1900-0300
A472	IMTIL-OP	PS-OP	Only available for OPPS ARRs
A581	PONU-K-VL	SAGAG-VL	Traffic Traversing w/i VLVLT FIR on rtes A581,B218,B346,W35 will be assigned the following FLs:N-BND:FL110-130-150-170-190-210-230-250-270-290-310-330-350-370-390-410-450-490.S-BND:FL120-140-160-180-200-220-240-260-280-300-320-340-360-380-400-430-470-510
A647	RAGET-OR	NAZAR-OI	RNAV 5 required
A727	GESAD-HE	NOZ-HE	E-bound direction available for HEAX, HEBA ARRs
A727	LXR-HE	SML-HE	N-bound direction available above FL255 for HELX ARRs
A727	PAXIS-HE	NUBAR-HE	RNAV (RNAV 5) required between FL160-FL460
A788	LOXOM-OE	HFR-OE	GND-FL330 not available 0500-1100 Sun-Thu, exc HOL
A788	PATIR-OI	SYZ-OI	RNAV 5 above FL285
A788	TOTAD-OE	HFR-OE	Not available during OE(D)-400 activity. Alternate route: LOXOM-UN318-EMARO-B417-HFR-A788-SOROR
A788	TOTAD-OE	SOROR-OE	Alternate route via Q887
A791	BPL-VA	ATOB-VA	When VA(D)-223 is active aircraft below FL260 route via BPL-A3-RRP
A791	CEA-VE	JJS-VE	When VA(D)-223 is active aircraft below FL260 route via JJS-A2-BPL
A791	EGRON-OP	IMLOT-OO	RNAV 5 above FL285

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
A791	IMLOT-OO	GIDIL-OO	E-bound traffic overflying OMAE FIR on A791 between LALDO and IMLOT in the OOMM FIR: FL330, FL390 available only
A791	IMLOT-OO	GIDIL-OO	Traffic departing from northern UAE airports and routing via A791 can expect FL270
A791	IMLOT-OO	SHJ47-OO	E-bound only below FL255
A791	JJS-VE	ARIVO-VE	Alternate route for B209 during VE(D)-64 activity
A791	LAKIV-OP	JI-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
B12	KATAB-HE	SML-HE	MAA raised to UNL when Radar not available
B12	TANSA-HE	SML-HE	RNAV (RNAV 5) required between FL160-FL460
B17	MERVA-LL	DIVLA-LL	CDR 1: 1700LT Thu-0815LT Sun, 2300LT Sun-0815LT Wed weeknights, 1400LT before Hol-0815LT after Hol
B17	MERVA-LL	DIVLA-LL	Only available Fri 0930-Sun 0515 or by ATC
B17	MERVA-LL	DIVLA-LL	The route may be flown conventional or RNAV5
B121	OXADU-OI	MAGRI-UD	RNAV 5 above FL285
B209	AVNAK-VG	RAJ-VG	FIS only below FL115
B209	JJS-VE	DGP-VE	When VE(D)-64 is active aircraft route via JJS-ARIVO-LAPAN
B209	KKJ-VE	JJS-VE	CDR 1
B209	KKJ-VE	JJS-VE	Not available for DPN overflights via L759
B209	KKJ-VE	JJS-VE	Only available 1630-0030
B209	LAPAN-VE	OPESU-VE	When VE(D)-21 is active route via VILOP-X-KKJ
B218	VTN-VL	SAGAG-VL	Traffic Traversing w/i VLVLT FIR on rtes A581,B218,B346,W35 will be assigned the following FLs:N- BND:FL110-130-150-170-190-210-230-250-270-290-310-330-350-370-390-410-450-490.S- BND:FL120-140-160-180-200-220-240-260-280-300-320-340-360-380-400-430-470-510
B342	SAPNA-OP	BBB-VA	Only available 1230-0030
B345	KIMTI-VN	KTM-VN	VNKT Deps must reach FL170 at or before 40NM out-bound KTM

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
B346	YAKUA-VT	LPB-VL	Traffic Traversing w/i VLVT FIR on rtes A581,B218,B346,W35 will be assigned the following FLs:N-BND:FL110-130-150-170-190-210-230-250-270-290-310-330-350-370-390-410-450-490.S-BND:FL120-140-160-180-200-220-240-260-280-300-320-340-360-380-400-430-470-510
B400	IMKAD-OO	MCT-OO	The route may be flown conventional or RNAV5
B400	VEDET-HC	IMKAD-OO	RNAV (RNAV 5) required between FL160-FL460
B404	DEMGO-HC	RIGAM-OY	RNAV (RNAV 5) required between FL160-FL460
B411	DHN-OI	GIBAB-OI	Closed during OI(D)-51 activity
B411	MURIB-OE	RUKAM-OR	FL245-FL285 NOT AVBL
B411	PAXAT-OR	PAMTU-OA	RNAV 5 above FL285
B413	KOBAS-OE	RIBOK-OY	FL310-FL450, open for aircraft registered in Yemen routing to/from OYAA
B413	RIBOK-OY	ZIZAN-OY	RNAV (RNAV 5) required between FL160-FL460
B413	TAZ-OY	KRA-OY	During the activation period of OY(D)-26 and the other related military areas around Aden Airport, Special Avoidance Procedures (SAP10)/level restriction is established to serve traffic landing/departing Aden Airport
B416	KUVER-OI	ORSAR-OI	RNAV 5 above FL285
B416	LEVNA-OI	ORSAR-OI	Levels from 10000 FT to FL200 inclusive not available at ORSAR for traffic landing within Emirates FIR
B417	EMARO-OE	BONIM-OE	Alternate route via Q714
B417	TULAX-OK	EGVEL-OI	RNAV 5 above FL285
B424	ITOLI-OY	SABEL-OY	RNAV (RNAV 5) required between FL160-FL460
B441	NABOX-OI	OTRUZ-OI	RNAV 5 above FL285
B442	RAPTA-OA	SERGO-OA	MAA FL270 2000-2359
B451	DHN-OI	DEBER-OI	RNAV 5 above FL285
B457	DENVO-OT	TULUB-OB	OTBD, OTHH DEPs cross DENVO at FL180 or above without exceeding 300KIAS
B465	AVDAX-VG	APAGO-VE	Advisory service only above FL150 below FL245



**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
B469	PADLI-WM	PU90-WM	AFTM westbound flights flight planned on N571/N877 arriving VAMPI between 1530 and 1930UTC do not meet the required longitudinal separation requirements some flights may be re-routed onto L510 via Y338 by KL ACC - 133.4 Mhz
B469	PU90-WM	VMR-WM	All aircraft deviating east of the track while areas WM( R )-102B and WM( R )-103B are active, and west of the track while WM( R )-104 is active are required to contact Kuantan App or Lumpur Control for traffic information
B469	VPK-WM	PADLI-WM	All aircraft deviating east of the track while areas WM( R )-102B and WM( R )-103B are active, and west of the track while WM( R )-104 is active are required to contact Kuantan App or Lumpur Control for traffic information
B469	VPK-WM	VMR-WM	All aircraft deviating east of the track while areas WM( R )-102B and WM( R )-103B are active, and west of the track while WM( R )-104 is active are required to contact Kuantan App or Lumpur Control for traffic information
B470	SJ-WS	PKP-WI	B470: Two-way routing Singapore/Pangkal Pinang for flt blw FL200
B470	SJ-WS	UDONI-WS	(a) All odd flight levels +500ft above the minimum en-route level up to and including FL195 (Quadrantal): (b) Above FL195, starting at FL210 all odd flight levels up to and including FL290 (Semi-circular)
B470	SJ-WS	UDONI-WS	Above FL290, all flight levels at 1000ft intervals starting at FL290 and up to FL410, except for flights beyond Jakarta where only odd flight levels shall be assigned
B470	UDONI-WS	ANITO-WI	(a) All odd flight levels +500ft above the minimum en-route level up to and including FL195 (Quadrantal): (b) Above FL195, starting at FL210 all odd flight levels up to and including FL290 (Semi-circular)
B470	UDONI-WS	ANITO-WI	Above FL290, all flight levels at 1000ft intervals starting at FL290 and up to FL410, except for flights beyond Jakarta where only odd flight levels shall be assigned
B505	EGTAL-OO	PI-OP	FL190, FL210, FL270, FL290 available only
B505	LALDO-OO	APELO-OP	Only for traffic departing northern UAE airports
B505	PI-OP	PG-OP	FL230-FL260 NOT AVBL

## MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
B526	FARES-HH	TATNA-OY	RNAV (RNAV 5) required between FL160-FL460
B526	HDH-OY	IVORA-OY	During the activation period of OY(D)-5, OY(D)-50, OY(D)-52 traffic leveling within the vertical limits of these danger areas, alternative routing will be given by ATC
B535	ASTUN-OO	KAPET-OO	The route may be flown conventional or RNAV5
B535	KAPET-OO	TORBA-OY	RNAV (RNAV 5) required between FL160-FL460
B540	KUPMA-OO	DEGNU-OO	For traffic landing at northern UAE airports or overflying the northern UAE below FL265
B540	KUPMA-OO	DEGNU-OO	MAA FL200 for traffic departing Muscat Intl inbound UAE airports
B540	KUPMA-OO	GERAR-OO	Traffic destination OMDB exiting OOMM FIR via PASOV expect FL230 at PASOV
B540	KUPMA-OO	GERAR-OO	Traffic destination OMDW or OMDM exiting OOMM FIR via PASOV expect FL190 at PASOV
B540	KUPMA-OO	GERAR-OO	Traffic destination OMSJ or OMRK exiting OOMM FIR via PASOV expect FL180 at PASOV
B540	MIVEK-OM	KUPMA-OO	Westbound traffic landing Northern Emirates airports only
B540	PASOV-OO	DEGNU-OO	Traffic shall cross PASOV at FL255 or below
B544	GEVEL-OY	KRA-OY	During the activation period of OY(D)-27 and the other related military areas around Aden Airport, Special Avoidance Procedures (SAP7A/7B)/level restriction is established to serve traffic landing/departing Aden Airport
B544	NOBSU-OE	KRA-OY	RNAV (RNAV 5) required between FL170-FL460
B544	SODAR-OJ	ORKAS-OE	Alternate route via T455
B549	THAMD-OY	PUTRA-OO	RNAV (RNAV 5) required between FL195-FL460
B579	PUT-VT	VPL-WM	For flight planning, route segment between PUT and Dalian shall be operated as unidirectional
B593	AAT-VE	IBAPA-VE	Advisory service only above FL150
B593	AAT-VE	IBAPA-VE	FIS only at or below FL150
B593	NOKAT-VE	AGUNO-VG	VEAT ARRs contact Agartala APP before AGUNO
B593	NOKAT-VE	FIR31-VG	FIS only below FL75
B594	CML-VG	CTG-VG	FIS only below FL245

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
BIGERT	BIG-LT	ERTAS-LT	Only available by ATC
BI-GUNS	BIG-LT	UNSAV-LT	Only available by ATC
BKZFE N	BKZ-LT	FENER-LT	Only available by ATC
BLDAK	BL-VG	DAKID-VG	Only available during VG(D)-14 activity
G8	SRT-LT	ALRAM-OI	FL320 and below not available. Alternate route for traffic exiting OIIX FIR via EZS VOR-VAN VOR-BONAM-UMH-(KAPES) as for EZS VOR-ALRAM-UMH VOR/KAPES
G12	EKI-LT	YAA-LT	E-bound traffic routes EKI-IST-YAA
G12	GELBU-LT	EKI-LT	MEA FL160 during military activity
G18	APLON-LC	SOLIN-LL	All traffic inbound LLBG shall arrange to cross LEDRA/VELOX/ERIMO or abeam these points at or below FL310
G18	LEDRA-LC	SOLIN-LL	Daily 0300-2359 traffic to LLBG from the west shall cross SOLIN at FL120 or below
G35	OVD-LL	NURIT-LL	CDR 1: 6000'-9000'
G35	OVD-LL	NURIT-LL	The route may be flown conventional or RNAV5
G37	SAMAR-LL	OVD-LL	The route may be flown conventional or RNAV5
G55	ABD-OI	SYZ-OI	RNAV 5 above FL285
G80	ULMAR-LT	EKI-LT	MEA FL160 during military activity
G202	KAMAR-OI	PAROD-OA	Unusable
G202	KAMAR-OI	RIMPA-OA	MAA FL270 2000-2359
G202	MODIK-OR	RAPLU-OR	Aircraft beyond 30NM west of GIBUX within ORBB FIR should monitor 122.4 MHz if below FL235 and 129.1 MHz if above FL235 and try to establish radio communication every 5 minutes
G202	MODIK-OR	RAPLU-OR	FL240-FL260 NOT AVBL
G202	RAGET-OR	KAMAR-OI	RNAV 5 above FL285
G202	RAPLU-OR	DELMI-OR	FL245-FL285 NOT AVBL
G206	GADER-OA	IMGES-OA	MAA FL270 2000-2359, class E
G206	IMGES-OA	DUGIN-OA	FL290 and below unusable
G208	ALRAM-OI	KEBUD-OI	RNAV 5 above FL285

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
G208	ALRAM-OI	UMH-OI	Airway closed
G208	KEBUD-OI	PARET-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
G210	PG-OP	DOSTI-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
G214	JI-OP	PG-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
G214	RK-OP	MOLTA-OP	MEA FL70 during OP(R)-117 activity, traffic below FL70 reroutes via MT
G216	ALPOR-OO	LAKIV-OP	FL240-FL260 NOT AVBL
G216	LAKLU-OO	ALPOR-OO	MAA FL310 for traffic departing Muscat Intl inbound OPKC
G335	JALES-VN	TEPAL-VE	ATC available above FL220
G336	SMR-VN	KTM-VN	W-bound direction available for VNKT Deps inbound VEBN
G348	KTM-VN	KIMTI-VN	VNKT Deps must reach FL170 at or before 40NM out-bound KTM
G450	BBB-VA	CEA-VE	MEA FL320 by ATC
G450	OPAKA-VA	AAU-VA	FL160-FL200 not available for civil aircraft
G452	DERBO-OP	KALAT-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
G452	RK-OP	MERUN-VI	Contact VIBK ATC on 122.7MHz for position report
G452	SYZ-OI	DERBO-OP	RNAV 5 above FL285
G452	ZDN-OI	DERBO-OP	Do not enter OPKR FIR in climb/descent phase nor plan level change while entering
G463	DAC-VG	CTG-VG	Expect rerouting via DAC-W14-DAKID-B465-CTG during VG(D)-14 activity
G476	ODIRA-LT	ANAKA-UR	FL300-FL530 only available Sun, Hol and by ATC
G482	TBZ-OI	MAGRI-UD	RNAV 5 above FL285
G579	CKG-WI	SJ-WS	bi-directional below FL200
G579	FIRJ3-WS	DOLTA-WI	bi-directional below FL200
G579	FIRJ3-WS	REPOV-WS	(a) All odd flight levels +500ft above the minimum en-route level up to and including FL195 (Quadrantal): (b) Above FL195, starting at FL210 all odd flight levels up to and including FL290 (Semi-circular)

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
G579	FIRJ3-WS	REPOV-WS	Above FL290, all flight levels at 1000ft intervals starting at FL290 and up to FL410, except for flights beyond Jakarta where only odd flight levels shall be assigned
G579	PLB-WI	FIRJ3-WS	bi-directional below FL200
G579	REMES-WS	LEGOL-WS	(a) All odd flight levels +500ft above the minimum en-route level up to and including FL195 (Quadrantal): (b) Above FL195, starting at FL210 all odd flight levels up to and including FL290 (Semi-circular)
G579	REMES-WS	LEGOL-WS	Above FL290, all flight levels at 1000ft intervals starting at FL290 and up to FL410, except for flights beyond Jakarta where only odd flight levels shall be assigned
G579	SJ-WS	JB-WM	All flights between Sinjon NDB and Jabee NDB should avoid WS(R)-38 at all times
G582	VBA-WM	VPK-WM	Eastbound Flights to reach FL250 or above by Batu Arang (VBA) D78
G598	LKN-VI	APIPU-VE	ATC available at or above FL200
G650	RASKA-OE	JDW-OE	Available during Scatana activity, above FL160
G652	IMPOS-OY	DUDRI-OE	E-bound traffic FL330 only, W-bound traffic FL300 only
G652	KRA-OY	DUDRI-OE	RNAV (RNAV 5) required between FL160-FL460
G652	KRA-OY	IVORA-OY	During the activation period of OY(D)-23, OY(D)-51 Special Avoidance Procedures (SAP8)/level restriction is established to serve traffic landing/departing Aden Airport
G652	TOKRA-OO	TAPDO-OO	For traffic exiting OOMM FIR via TOKRA to OYSC FIR; FL300, FL320 available only
G662	BUSRA-OJ	ALKOT-OE	Airway suspended due to military activities
G662	GRY-OE	ASH-OE	E-bound direction only available for OEGT DEPs
G662	KUSRO-OE	KIA-OE	Not available for OERK, OERY DEPs
G663	ALSER-OB	MSD-OI	RNAV 5 above FL285
G663	KFA-OE	ULADA-OE	Only available for OEDF, OEDR ARR
G665	ABD-OI	ASVIB-OP	RNAV 5 above FL285
G665	ASVIB-OP	PG-OP	FL160-FL180, FL180, FL230-FL260 NOT AVBL
G665	SYZ-OI	BOTUX-OI	Only available from sunset to sunrise (HN)

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
G666	ELOVU-OM	ORSAR-OI	CDR 1: 10000' and above, 1400-0300
G666	ORSAR-OI	SYZ-OI	For those traffic proceeding to Emirates FIR, only FL210, FL230, FL250 and FL270 available
G666	ORSAR-OI	SYZ-OI	RNAV 5 above FL285
G667	ABD-OI	PUTMA-OI	RNAV 5 above FL285
G667	PARIM-OY	NETAS-OY	RNAV (RNAV 5) required between FL160-FL460
G667	TRN-OI	NSR-OI	Closed for overflights
G669	NANPI-OI	SYZ-OI	RNAV 5 above FL285
G670	RST-OI	LALDA-OI	RNAV 5 above FL285
G775	ORPAB-OI	ZDN-OI	RNAV 5 above FL285
G781	BONAM-LT	NSR-OI	RNAV 5 above FL285
G783	TANSU-OE	GIDIS-OM	Only available to UAE departures with cruising speed of MACH 0.77 or more
G783	TANSU-OE	GIDIS-OM	S-bound direction FL300, FL320 only available if routing via PURDA
G783	TANSU-OE	GIDIS-OM	Traffic to exit Emirates FIR towards DEGPA shall Flight plan to exit via M628 - PEKEM
G792	GIRUN-OI	PAMTU-OA	RNAV 5 above FL285
H11	SOLIN-LL	NAT-LL	CDR 3: 6000' and above
H11	SOLIN-LL	NAT-LL	The route may be flown conventional or RNAV5
H11	SOLIN-LL	PEPIR-LL	CDR 1: 6000' - 37000'
H14	NAT-LL	MERVA-LL	CDR 3
H14	NAT-LL	MERVA-LL	The route may be flown conventional or RNAV5
J1	JJP-VI	KKJ-VE	CDR 3
J2	PPN-VA	NNP-VA	CDR 2
J2	PPN-VA	NNP-VA	Domestic traffic only
J2	PPN-VA	NNP-VA	Only available Sat 1830-Sun 1829
J3	ARK-OI	ENASU-OI	RNAV 5 required
J3	BPL-VA	HIA-VO	CDR 3
J3	BPL-VA	HIA-VO	Domestic traffic only

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
J3	BPL-VA	HIA-VO	Only available by ATC
J4	HIA-VO	CEA-VE	CDR 2
J4	HIA-VO	CEA-VE	Domestic traffic only
J4	HIA-VO	CEA-VE	Only available Sat 1830-Sun 1829
J5	ALRAM-OI	KAPES-OI	RNAV 5 required
J5	GGO-VO	AAU-VA	CDR 2. Activated by NOTAM
J5	GGO-VO	AAU-VA	Domestic traffic only
J5	GGO-VO	AAU-VA	Only available Fri 1830-Sun 1829
J6	DEKBA-OI	SAV-OI	RNAV 5 required
J7	GGT-VE	DMR-VE	CDR 2
J7	GGT-VE	DMR-VE	Domestic traffic only
J7	GGT-VE	DMR-VE	Only available Sat 1830-Sun 1829
J7	PAROT-OI	RADAL-OI	RNAV 5 above FL285
J8	KKU-VE	DMR-VE	CDR 2
J8	KKU-VE	DMR-VE	Domestic traffic only
J8	KKU-VE	DMR-VE	Only available Sat 1830-Sun 1829
J9	TEZ-VE	KKU-VE	CDR 2. Activated by NOTAM
J9	TEZ-VE	KKU-VE	Only available Sat 1830-Sun 1829
J10	ADLOD-LL	SIVAK-LL	27000' for flights to/from LLER/LLET, LLNV, LLRM and LLOV
J10	ADLOD-LL	SIVAK-LL	CDR 3: 13000'-26000', 29000'-37000'
J10	DMR-VE	JJT-VE	CDR 2. Activated by NOTAM
J10	DMR-VE	JJT-VE	Only available Sat 1830-Sun 1829
J10	GOBRI-LL	SIVAK-LL	26000' for flights to/from LLER/LLET, LLNV, LLRM and LLOV
J10	MZD-LL	SAMAR-LL	Daily only for aircraft with cruising speed of 140 KIAS or higher. On Fri, Sat, Hol for aircraft with cruising speed lower than 140 KIAS. On Sun-Thu only by "South Control" prior authorization
J10	NAT-LL	ADLOD-LL	CDR 3

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
J10	NAT-LL	NALSO-HE	For ACFT with MNM ROC of 500 ft/min, and ROD of 1 000 ft/min only. If unable to comply, notify ATC in advance
J10	NAT-LL	NALSO-HE	In the last 1000 ft during climb and decent, vertical speed should not exceed 1000 ft/min
J10	NAT-LL	NALSO-HE	The route may be flown conventional or RNAV5
J10	SHAYO-LL	NURIT-LL	CDR 3: 4000'
J10	SIVAK-LL	SHAYO-LL	CDR 3: 5000'
J11	BGN-LL	NAT-LL	CDR 3: 7000'-9000'
J11	BGN-LL	NAT-LL	The route may be flown conventional or RNAV5
J11	GGT-VE	LBR-VE	CDR 2: 1830 Fri-1829 Sun or when notified by AUP/UUP/NOTAM. CDR 3: on opportunity basis
J11	GGT-VE	LBR-VE	Not available during VE(D)-66, VE(D)-70 activity
J12	TEZ-VE	JJT-VE	Avoid VE(R)-74 when active
J12	TEZ-VE	JJT-VE	CDR 2: 1830 Fri-1829 Sun or when notified by AUP/UUP/NOTAM. CDR 3: on opportunity basis
J13	CIA-VO	CIB-VO	CDR 1
J13	CIA-VO	NUVTI-VO	CDR 2: 1730-2330 Mon-Fri, 2330 Fri-2330 Sun or when notified by AUP/UUP/NOTAM. CDR 3: on opportunity basis
J14	AKTIM-VO	MDI-VO	CDR 2: 1730-2330 Mon-Fri, 2330 Fri-2330 Sun or when notified by AUP/UUP/NOTAM. CDR 3: on opportunity basis
J14	LITVA-LL	NAT-LL	CDR 3: 7000'
J14	ROP-LL	NAT-LL	The route may be flown conventional or RNAV5
J15	ATLIT-LL	NAT-LL	The route may be flown conventional or RNAV5
J15	MDI-VO	ADKAL-VO	CDR 2: 1730-2330 Mon-Fri, 2330 Fri-2330 Sun or when notified by AUP/UUP/NOTAM. CDR 3: on opportunity basis
J15	RAPIV-LL	NAT-LL	CDR 3: 6000'-7000'
J16	CLC-VO	CCB-VO	CDR 1



**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
J16	CLC-VO	TTR-VO	CDR 2: 1730-2330 Mon-Fri, 2330 Fri-2330 Sun or when notified by AUP/UUP/NOTAM. CDR 3: on opportunity basis
J17	CLC-VO	BIA-VO	CDR 2: 1830 Sat-0030 Mon or when notified by AUP/UUP/NOTAM. CDR 3: on opportunity basis
J18	ADKAL-VO	MMV-VO	Avoid VO(D)-177 when active
J18	ADKAL-VO	MMV-VO	CDR 3
J19	ANGUP-VA	AAU-VA	Only available 0000-0230, 1230-0000 Mon-Sat, Sun. Other times by NOTAM
J23	LBR-VE	DRG-VE	CDR 3
J23	LBR-VE	DRG-VE	MEA FL210 during VE(D)-201 activity
J112	RK-OP	MOLTA-OP	MEA FL70 during OP(R)-117 activity, traffic below FL70 reroutes via MT
J120	JI-OP	LAKIV-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
J121	LA-OP	RN-OP	FL310-FL410 available for international flights
J131	RN-OP	GT-OP	FL310-FL410 available for international flights
J132	JI-OP	IDEBA-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
J152	DB-OP	ORLAR-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
J164	ZB-OP	PS-OP	PPR
J165	ZB-OP	RN-OP	PPR
J169	PI-OP	OR-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
J171	PG-OP	DB-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
J172	KC-OP	QT-OP	PPR
J173	SK-OP	RK-OP	PPR
J174	PC-OP	HANGU-OP	PPR
J176	PC-OP	HANGU-OP	PPR
J177	SOKIR-OP	KALAT-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
J177	SOKIR-OP	QT-OP	PPR
J178	MIALI-OP	LA-OP	Only available after 0900 daily
J178	MIALI-OP	LA-OP	PPR

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
J179	ALBIV-OP	BINDO-OP	PPR
J180	DG-OP	UPVAL-OP	PPR
J181	SN-OP	NH-OP	PPR
J182	SN-OP	MJ-OP	PPR
J184	QT-OP	SK-OP	Not available during OP(R)-127 activity
J185	JI-OP	TU-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
J215	PI-OP	KALAT-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
J219	PG-OP	LAKIV-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
J981	NWB-HE	DATOK-HE	RNAV (RNAV 5) required between FL255-FL460
KAGMK B	KAGAS-WI	MKB-WI	Temporary direct route to accomodate pilgrim flight session
L124	ERGUN-LT	VAN-LT	Only available 1730-0230 1 Apr-1 Nov, 1700-0430 2 Nov-31 Mar, weekends and Hol
L200	ASLON-OJ	NADEK-OJ	Traffic between ASLON-NADEK is excluded from OJ(P)-9
L200	MESLO-OJ	KUPRI-OJ	11000' or above for traffic to cross LUDAN
L200	OSAMA-OJ	PASIP-OJ	ACFT to maintain route center line
L200	OSAMA-OJ	PASIP-OJ	E-bound FLs (OJAC FIR-ORBB FIR): FL190, FL210, FL230, FL250, FL270. W-bound FLs (ORBB FIR-OJAC FIR): FL180, FL220, FL240, FL260, FL280
L200	PASIP-OJ	GIBUX-OR	Aircraft beyond 30NM west of GIBUX within ORBB FIR should monitor 122.4 MHz if below FL235 and 129.1 MHz if above FL235 and try to establish radio communication every 5 minutes
L200	PASIP-OJ	GIBUX-OR	FL240-FL260 NOT AVBL
L200	SIGBI-OR	SILBO-OR	FL245-FL285 NOT AVBL
L300	LXR-HE	GIBAL-OE	RNAV (RNAV 5) required between FL160-FL460
L301	AKTIV-VA	AAU-VA	Contact Ozar ATC on 123.5/120.6MHz prior to entering VA(R)-34
L301	BEVSU-VA	BUSBO-VO	When VO(D)-73 is active route via URKOK-point 'A'-ME-POK

## MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
L301	DWI-VY	BKK-VT	Route segment between DWI and BKK available for overfly BKK (Bidirectional) and departing from VTBD or VTBS (Westbound)
L301	DWI-VY	PASTO-VT	Eastbound traffic contact Bangkok Control freq 128.1 or 120.5 at least 15 minutes prior to entering Bangkok FIR (B)/(G)
L301	KARKU-VA	AAU-VA	Eastbound aircraft must cross KARKU 1300 or later, 0030 or earlier
L301	KARKU-VA	AAU-VA	Westbound aircraft must cross BUSBO 1300 or later, 0100 or earlier
L301	KARKU-VA	BEVSU-VA	Only available 1300-0100. Alternate route: L505
L315	CVO-HE	GIBAL-OE	RNAV (RNAV 5) required between FL160-FL460
L315	SOKOT-HE	GIBAL-OE	Only available for HESH, HEGN ARRs
L333	BAG-LT	DASIS-LT	Not available for domestic traffic
L333	MERUN-VI	KKJ-VE	Only available 1630-0030
L430	MESPO-OI	VAXIM-OO	W-bound direction FL280, FL340 available only
L443	GASSI-OB	RABAP-OB	Only available by ATC
L509	LAJAK-OP	HANGU-OP	FL330 not available 1900-0300
L509	LAJAK-OP	SULOM-OP	Only available 1500-2359. Additionally available MEA FL280 1900-2359
L509	SULOM-OP	GGC-VE	Only available 1630-2230
L509	TAPIS-OA	LAJAK-OP	Only available for overflights
L510	EMRAN-VO	GIVAL-WM	AFTM westbound flights flight planned on P628 arriving GIVAL between period 1500 and 1900UTC do not meet the required longitudinal separation requirements may be rerouted onto this ATS route by KL ACC to allow the allocation of more optimal flight levels
L510	IBANI-VA	EMRAN-VO	W-bound direction available at FL280, FL300, FL340, FL360 between 1500 (at GIVAL) and 2230 (at IBANI)
L517	VMI-WB	TERIX-WS	No PDC arrangements FL280, FL300 and FL340
L550	PASOS-HE	KITOT-HE	RNAV (RNAV 5) required between FL255-FL460
L551	DBA-HE	ANTAR-HE	RNAV (RNAV 5) required between FL160-FL460

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
L552	TUBGO-OM	UKVAK-OM	Traffic shall cross TUBGO at FL 155 or above
L555	TUMET-OO	TOTOX-OO	FL330 not available via TOTOX
L556	GIVNO-OO	KUTVI-OO	FL330 not available via ASPUX
L564	DATRI-OB	MIGMA-OE	Only available Fri, Sat, 1500-0300 Sun-Thu
L564	DATRI-OB	ULBON-OE	FL280, FL310 only available for OTBD, OTHH, OTBH ARR/DEPs
L564	DOH-OT	EMEXA-OB	Only available 1500-0300 Sun-Thu, Fri, Sat
L564	DOH-OT	EMEXA-OB	Only available for OTBD, OTHH, OTBH ARR/DEPs
L564	LADEM-OB	BAT-OE	Continuous descent operation available
L564	TAZ-OY	PARIM-OY	RNAV (RNAV 5) required between FL160-FL460
L601	ARTAT-LB	BAG-LT	Only available 1730-0230 1 Apr-1 Nov, 1700-0430 2 Nov-31 Mar, weekends and Hol
L601	KEMER-LT	ADA-LT	Only available for LTAF, LTDA ARR/DEPs
L602	ALTOM-OB	TUMAK-OB	Traffic required to be levelled by ALTOM or before
L602	DAVUS-OB	TUMAK-OB	Only available for OBBB FIR DEPs via DAVUS, ORBB FIR DEPs via OKAC FIR
L602	MAKOL-LT	BUK-LT	Only available 1730-0230 1 Apr-1 Nov, 1730-0430 2 Nov-31 Mar, weekends and Hol
L604	ASRAB-HE	IMRAD-HE	W-bound direction available for OEJD FIR DEPs, HELX ARR, traffic overflying LXR to DITAR
L604	BRN-HE	KHG-HE	NW-bound direction only available for traffic inbound HLLL FIR via LOSUL
L604	SALUN-LG	IMRAD-HE	RNAV (RNAV 5) required between FL160-FL460
L607	NOZ-HE	GESAD-HE	E-bound direction available for HEAX, HEBA ARR
L607	NOZ-HE	PAXIS-HE	RNAV (RNAV 5) required between FL285-FL460
L609	APLON-LC	SOLIN-LL	All traffic inbound LLBG shall arrange to cross LEDRA/VELOX/ERIMO or abeam these points at or below FL310
L609	LEDRA-LC	SOLIN-LL	Daily 0300-2359 traffic to LLBG from the west shall cross SOLIN at FL120 or below
L610	UTEKA-LY	VADEN-LT	CDR 1: H24. Temporarily closed by ATC. Alternate route: VADEN Y520 UTEKA or by ATC
L612	BLT-HE	KUMBI-HE	Only available for HECA, HESH ARR

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
L612	BLT-HE	KUMBI-HE	RNAV (RNAV 5) required between FL160-FL460
L614	ULSAB-LT	SRT-LT	FL240-FL310 not available
L617	NOZ-HE	TANSA-HE	RNAV (RNAV 5) required between FL160-FL460
L621	ODERO-LT	MUT-LT	Only available 1730-0230 1 Apr-1 Nov, 1715-0445 2 Nov-31 Mar, weekends and Hol
L622	VABUR-LB	MAKOL-LT	CDR 1: FL245 and below, H24. Temporarily closed by ATC. Alternate route: MAKOL-L602-RUTAR-T228-BGS
L631	MCT-OO	TOTOX-OO	Only available for OOMS ARRrs
L639	RASKI-OO	BPL-VA	CDR 2. Activated by NOTAM
L642	ESPOB-WS	CN-VV	AVAILABLE RVSM ALTITUDES FL300, FL320, FL340, FL360, FL380, FL400
L644	AC-VV	DUDIS-WS	ALLOCATED FLIGHT LEVELS: FL330, FL410 (S-BOUND)
L649	LAXOR-WS	BRU-WB	Available only for flights departing from Brunei (WBSB), Labuan (WBKL) and Miri (WBGR) to Hong Kong (VHHH) only
L649	LAXOR-WS	BRU-WB	No-PDC Flight Levels FL300 and FL380 applicable
L677	CVO-HE	PASAM-OE	RNAV (RNAV 5) required between FL160-FL460
L677	MENLI-HE	SHM-HE	E-bound direction not available above FL255
L677	NABAN-OY	SAA-OY	RNAV (RNAV 5) required between FL160-FL460
L677	PASAM-OE	DARAX-OE	S-bound direction available for HESH DEPs, MAA FL170
L677	SHM-HE	PASAM-OE	Also available for HECC FIR DEPs/ARRrs inbound/outbound OENN at FL160, FL170 only
L677	SHM-HE	PASAM-OE	Also available for HESH DEPs inbound OEJD FIR with MAA FL150
L681	GESOR-OE	ULIKA-OB	Available daily 1900-0300, Fri, Sat, Hol H24
L692	ALRIK-OE	LOTOS-OE	Available during Scatana activity, above FL270
L715	GIBUX-OR	BABIL-OR	FL245-FL285 NOT AVBL
L746	INB-LT	ERZ-LT	Only available 1730-0230 1 Apr-1 Nov, 1700-0430 2 Nov-31 Mar, weekends and Hol
L746	LUGEB-LB	ODERO-LT	CDR 1: FL245 and below, H24. Temporarily closed by ATC. Alternate route: by ATC

## MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
L750	BIROS-OA	MERUN-VI	MEA FL280 2000-2359
L750	BIROS-OA	ZB-OP	FL330 not available 1900-0300
L750	RANAH-OA	BIROS-OA	FL280-FL290 additionally available 2000-2359
L750	RANAH-OA	BIROS-OA	FL300 not available 2000-2359
L750	RANAH-OA	BIROS-OA	Only available for overflights
L759	LIBDI-VE	NISUN-VO	L759 and M770 would be assigned the westbound levels FL280, FL320, FL340, FL360 (FL360 is subject to coordination), FL380 and FL400. All eastbound levels would be available except FL290
L759	MIPAK-VO	TAVUN-VY	L759 and M770 would be assigned the westbound levels FL280, FL320, FL340, FL360 (FL360 is subject to coordination), FL380 and FL400. All eastbound levels would be available except FL290
L762	ASUNA-WS	MIBEL-WI	Available only for aircraft departing or arriving at airports within Singapore FIR
L768	MODOG-OB	ALPOB-OB	Traffic required to be levelled by RAMKI or before
L768	ULADA-OE	ALPOB-OB	Only available for traffic exiting OEJD FIR via ULADA
L852	DEVMU-LT	TESVA-LT	Only available 1730-0230 1 Apr-1 Nov, 1700-0430 2 Nov-31 Mar, weekends and Hol
L854	MARMA-LT	KULAR-LT	Only available 1900-0400, weekends and Hol, O/T used by Tactical Civil Military Coordination
L875	BIA-VO	MMV-VO	Not available for VOBL, VOBG ARR/DEPs
L875	BIA-VO	MMV-VO	VOMM ARR/DEPs route via W116, W117
L875	VUTAS-VA	MMV-VO	Higher levels available by ATC
L877	PUMOR-VT	MIGAR-VT	Eastbound assigned Odd flight levels allocation. Available for aircraft destination VTBD or VTBS only
L883	GADMA-OO	REXOD-OO	FL330 not available via REXOD
L883	KITUB-OE	ASNUR-OE	Available during Scatana activity, above FL270
L883	PMA-OE	DASAP-OE	Aircraft not to expect climb or descent in Jeddah FIR
L883	PMA-OE	DASAP-OE	FL280,FL300,FL320 NOT AVBL
L883	SITOL-OE	ALNUN-OO	FL280, FL300, FL320 not available for W-bound traffic via SITOL

## MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
L934	LUBET-OB	PATOM-OT	OTBD, OTHH DEPs cross LUBET at FL180 or above without exceeding 300KIAS
M10	HAKAN-LT	SARPI-LT	Only available 1730-0230 1 Apr-1 Nov, 1715-0445 2 Nov-31 Mar, weekends and Hol
M203	PUSTO-OR	SILBO-OR	FL245-FL285 NOT AVBL
M300	GADMA-OO	LOTAV-OO	FL330 not available via LOTAV
M301	PURAD-HH	ASMAK-OY	RNAV (RNAV 5) required between FL170-FL460
M301	PURAD-HH	SAA-OY	During the activation period of OY(D)-4 alternative routing is established as follows: E-bound: B526 (PURAD-HDH)-A419 (HDH-SAA). W-bound: A419 (SAA-HDH)-B526 (HDH-PURAD)
M302	REVAV-OM	GERUL-OM	CDR 3: available subject to OM(D)-22 activity
M303	MCT-OO	KIPOL-OO	Only available for OOMS DEPs
M309	VEMEM-OE	KIA-OE	Only available Fri, Sat, Hol, 1500-0300 Sun-Thu
M317	DASIS-LT	RABEM-OI	Airway closed
M318	EGTAG-OM	MITIX-OM	N-bound traffic shall FPL to cross GABKO FL150 or above
M318	HDH-OY	NADKI-OY	RNAV (RNAV 5) required between FL160-FL460
M318	KATIT-OE	GABKO-OI	Traffic to exit Emirates FIR towards MEVDO shall Flight plan to exit via M550 - RIBOT
M318	MUXIT-OM	ATUDO-OM	Special authorisation from GCAA DANS required for use
M318	NADKI-OY	MUXIT-OM	Aircraft not to expect climb or descent in Jeddah FIR
M318	NADKI-OY	MUXIT-OM	FL300-FL330, FL390 available only
M318	SAA-OY	NADKI-OY	During the activation period of OY(D)-1 route available only for traffic at flight levels above the upper limit of OY(D)-1
M318	SAA-OY	NADKI-OY	Traffic landing and/or departing Sana'a airport and other traffic below FL310 will be rerouted as follows: NADKI-M651-MEGPA-B424-ITOLI-M301-SAA and vice versa
M321	SILPA-OY	PUTRA-OO	RNAV (RNAV 5) required between FL160-FL460
M375	DAVER-OA	KHOLM-OA	MAA FL270 2000-2359
M428	GOMTA-OO	MUNGA-OO	Only for traffic departing northern UAE airports

## MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
M430	KIA-OE	ULIKA-OB	MEA FL210 during OE(D)-48 activity or by ATC
M430	KIA-OE	ULIKA-OB	Only available Fri, Sat, Hol, 1900-0300 Sun-Thu
M430	ULIKA-OB	DOH-OT	Only available 1900-0300 Sun-Thu, Fri, Sat
M430	ULIKA-OB	GINTO-OT	Continuous descent operation available
M430	ULIKA-OB	TOSNA-OM	Available for OTBD, OTHH, OTBH ARRs/DEPs inbound/outbound OEJD FIR, traffic outbound OMAE FIR
M444	DENVO-OT	PATOM-OT	OTBD, OTHH DEPs cross DENVO at FL180 or above without exceeding 300KIAS
M449	GIBET-OE	NETOL-OE	FL290, FL310, FL330 only available in S-bound direction
M502	BKK-VT	AKATO-VT	Route segment between AKATO and BKK available for overfly BKK (Bidirectional) and departing from VTBD or VTBS (Westbound)
M502	BKK-VT	DALER-VY	Available Monday to Friday from 1500 UTC to 2300 UTC and Saturday to Sunday H24
M550	MEVDO-OE	MIGMA-OE	Available during Scatana activity, above FL270
M550	RIBOT-OM	GOLGU-OM	Special authorisation from GCAA DANS required for use
M559	NISMI-OY	VEDET-HC	RNAV (RNAV 5) required between FL170-FL460
M600	ALTOM-OB	TUMAK-OB	Traffic required to be levelled by ALTOM or before
M600	KUMBO-OB	TUMAK-OB	Only available for OKAC FIR ARRs, OBBS FIR DEPs via KUMBO
M628	AMBAG-OE	MIGMA-OE	Available during Scatana activity, above FL270
M628	DFN-OE	PEKEM-OM	Aircraft not to expect climb or descent in Jeddah FIR
M628	DFN-OE	PEKEM-OM	E-bound direction only available for OMAE FIR ARRs
M628	DFN-OE	PEKEM-OM	FL270,FL300-FL330,FL330 NOT AVBL
M628	LUDID-OM	PARAR-OO	Traffic departing OOMS shall cross EGVAN at FL260 or above
M628	RIGIL-OM	LUDID-OM	FL300 and FL320 not available at LUDID
M651	OKTOB-OY	KRA-OY	RNAV (RNAV 5) required between FL160-FL460
M677	RABAP-OB	OBNET-OB	Available for OMAE FIR ARRs, overflying northern OMAE FIR
M677	RABAP-OB	OBNET-OB	Not available for OBBS FIR ARRs



## MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
M677	SESRA-OK	RABAP-OB	RNAV (RNP5) required above FL160
M677	TUKSI-OM	LALDO-OO	Westbound segment is available only above FL255
M681	TARBO-OO	DAMUM-OO	Only for traffic departing northern UAE airports
M686	GIBAL-OE	JDW-OE	Only available for HECC FIR overflights, HELX ARRs
M686	LXR-HE	GIBAL-OE	RNAV (RNAV 5) required between FL160-FL460
M688	ULTED-LT	RATVO-LT	FL310 and below not available
M691	KAPAG-OE	EMENI-OE	W-bound direction not available during OE(R)-408 activity
M696	LEMOD-OA	LAJAK-OP	MAA FL270 2000-2359
M703	ANBAR-OR	RUKAM-OR	FL245-FL285 NOT AVBL
M751	GOLUD-VT	VPK-WM	M-751: RVSM FL290, 330, 350, 370, 410 eastbound. RVSM standard ICAO Cruise Levels apply westbound
M751	VKB-WM	GUGIT-WM	All aircraft deviating east of the track while areas WM( R )-102B and WM( R )-103B are active, and west of the track while WM( R )-104 is active are required to contact Kuantan App or Lumpur Control for traffic information
M753	ENREP-WS	OSOTA-VV	ALLOCATED FLIGHT LEVELS: FL260, FL300, FL380 (N-BOUND)
M753	ENREP-WS	OSOTA-VV	ALLOCATED FLIGHT LEVELS: FL270, FL330 (S-BOUND)
M758	OLKIT-WS	VJN-WB	RVSM flight levels FL270, FL290 and FL330 eastbound
M758	OLKIT-WS	VJN-WB	RVSM flight levels FL300, FL340 and FL380 westbound
M758	URIGO-WS	IDSEL-WM	RVSM flight levels FL270, FL290 and FL330 eastbound
M758	URIGO-WS	OLKIT-WS	RVSM flight levels FL270, FL290 and FL330 eastbound
M758	URIGO-WS	OLKIT-WS	RVSM flight levels FL280, FL300 and FL340 westbound
M758	VPK-WM	IDSEL-WM	RVSM flight levels FL300, FL340 and FL380 westbound
M761	VPK-WM	VKG-WB	Flights departing from Peninsular Malaysia to Kota Kinabalu FIR via RNAV route M761 will be cleared to FL270,FL290 or FL330.Succeeding aircraft may be cleared to same level provided 10 minutes longitudinal separation using MNT exists with no closing speed

## MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
M761	VPK-WM	VKG-WB	Flights departing from aerodromes within Kota Kinabalu FIR via RNAV route M761 will be cleared to FL280, FL300 or FL340. Succeeding aircraft may be cleared to same level provided 10 minutes longitudinal separation using MNT exists with no closing speed
M762	MIVEK-OM	VAXAS-OO	Westbound traffic landing Northern Emirates airports only
M762	VAXAS-OO	REXOD-OO	For traffic landing at northern UAE airports or overflying the northern UAE below FL265
M762	VAXAS-OO	REXOD-OO	MAA FL200 for traffic departing Muscat Intl inbound UAE airports
M762	VAXAS-OO	REXOD-OO	MAA FL320 for traffic departing Muscat Intl inbound OTBD, OBBI
M762	VAXAS-OO	REXOD-OO	Traffic destination OMDW exiting via TAPRA expect FL240 at TAPRA
M762	VAXAS-OO	REXOD-OO	Traffic destination OMDW or OMDM exiting via TAPRA expect FL180 at TAPRA
M762	VAXAS-OO	REXOD-OO	Traffic shall cross TAPRA at FL270 or below
M768	AKMON-WS	TSN-VV	ALLOCATED FLIGHT LEVELS: FL270, FL330, FL410 (S-BOUND)
M768	ASISU-WS	AKMON-WS	ALLOCATED FLIGHT LEVELS: FL300, FL380 (N-BOUND)
M770	JJS-VE	BUBKO-VE	Only available 1630-2330. Alternate route: M773
M770	MEPEL-VE	PADET-VY	L759 and M770 would be assigned the westbound levels FL280, FL320, FL340, FL360 (FL360 is subject to coordination), FL380 and FL400. All eastbound levels would be available except FL290
M770	PADET-VY	GOLUD-VT	Available only the direction from GOLUD to PADET. 1630-2300 UTC Mon-Fri. 0000-2300 UTC Sat and Sun
M771	DUDIS-WS	DAGAG-VV	AVAILABLE RVSM ALTITUDES FL300, FL320, FL340, FL360, FL380, FL400
M772	ANIPU-WB	OSUKA-WI	M772 Only available for traffic from Jakarta to Hong Kong or destination beyond Hong Kong
M772	LAXOR-WS	ANIRU-WB	Available only for flights departing from Bintulu (WBGB), Brunei (WBSB), Kuching (WBGK), Labuan (WBKL), Miri (WBGR) and Sibul (WBGK) to Hong Kong (VHHH) only

## MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
M772	LAXOR-WS	ANIRU-WB	Available only for flights departing from Jakarta (WIII and WIHH) to Hong Kong (VHHH) and airports in People's Republic of China
M773	CEA-VE	BUBKO-VE	Alternate route for M770
M853	BUK-LT	KUGOS-UK	Only available 1730-0230 1 Apr-1 Nov, 1700-0430 2 Nov-31 Mar, weekends and Hol
M854	INB-LT	GEM-LT	Only available 1730-0230 1 Apr-1 Nov, 1700-0430 2 Nov-31 Mar, weekends and Hol
M856	BAG-LT	RAKUR-UK	Only available 1730-0230 1 Apr-1 Nov, 1700-0430 2 Nov-31 Mar, weekends and Hol
M859	KARDE-LT	UDROS-LT	Only available 1730-0230 1 Apr-1 Nov, 1715-0445 2 Nov-31 Mar, weekends and Hol
M860	SRT-LT	NINVA-OR	FL310 and below not available
M872	FYM-HE	SEMRU-HE	MEA FL280 at night
M872	HGD-HE	SILKA-OE	W-bound direction available for HEGN ARRs only
M872	METRU-HE	SILKA-OE	RNAV (RNAV 5) required between FL160-FL460
M875	AMDAR-UT	SITAX-OP	Eastbound traffic shall flightplan FL310, FL330 0230-1830, FL370, FL410, FL450
M875	AMDAR-UT	SITAX-OP	Only available for overflights
M875	GUGAL-VI	KAKID-VE	Only available 1630-2230
M875	SITAX-OP	GUGAL-VI	MEA FL280 2000-2359
M875	SITAX-OP	GUGAL-VI	Only available 1500-2359
M875	SITAX-OP	SAJAN-OP	FL330 not available 1900-0300
M875	TAPIS-OA	SITAX-OP	MEA FL280 2000-2359, FL280-FL290 only available
M881	LAJAK-OP	SURVI-OA	Only available for overflights
M881	LAKRA-OP	LAJAK-OP	FL330 not available 1900-0300
M890	LKN-VI	SULOM-OP	Traffic below FL300 routes LKN-R594-DPN-A589-ASARI-A466-SULOM (W-bound), SULOM-A466-DPN-R460-LKN (E-bound)

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
M904	BKK-VT	PIDEL-VT	Between Bangkok (BKK) VOR and U-Tapao (BUT) VOR aircraft shall keep within the lateral limit of the route and close to the centerline as much as possible to avoid entering VT(P)-7
M904	BKK-VT	TIDAR-VT	When VT (D)-71 is activated, M904 is not available for flight planning
M920	DOSHI-OA	OLDEX-OA	MAA FL270 2000-2359
M999	APDOS-OE	PURAD-HH	RNAV (RNAV 5) required between FL160-FL460
M999	DEDLI-HE	APDOS-OE	FL310-FL450, open for aircraft registered in Yemen routing to/from OYAA
M999	DITAR-HE	DEDLI-HE	RNAV (RNAV 5) required between FL245-FL460
M999	LXR-HE	DEDLI-HE	W-bound direction only available for HELX ARRs
MKBO-DI	MKB-WI	ODIRU-WI	Temporary direct route to accomodate pilgrim flight session
N11	MZD-LL	SOLIN-LL	CDR 3
N13	RENVO-LL	PURLA-LL	CDR 3
N127	RIKSO-LT	IMR-LT	MEA FL240 0230-1730 1 Apr-1 Nov, 0430-1700 2 Nov-31 Mar except weekends and Hol
N128	RIKSO-LT	IMR-LT	MEA FL240 0230-1730 1 Apr-1 Nov, 0430-1700 2 Nov-31 Mar except weekends and Hol
N129	DUGLA-LT	PIROX-LT	MEA FL250 during military activity
N131	AYT-LT	BATNU-LT	Only available for LCEN ARRs/DEPs
N131	BELGI-LT	NILER-LT	Only available 1730-0230 1 Apr-1 Nov, 1700-0430 2 Nov-31 Mar, weekends and Hol
N131	KULAR-LT	AYT-LT	Only available for LTAI ARRs
N131	NILER-LT	KULAR-LT	MEA FL250 0230-1730 1 Apr-1 Nov, 0430-1700 2 Nov-31 Mar except weekends and Hol
N134	ASPIS-LC	SOLIN-LL	All traffic inbound LLBG shall arrange to cross LEDRA/VELOX/ERIMO or abeam these points at or below FL310
N134	ERIMO-LC	SOLIN-LL	Daily 0300-2359 traffic to LLBG from the west shall cross SOLIN at FL120 or below
N135	IMR-LT	LAVTA-LT	MEA FL240 0230-1730 1 Apr-1 Nov, 0430-1700 2 Nov-31 Mar except weekends and Hol

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
N300	NAMLA-OM	LALDO-OO	Traffic below FL270 shall be routed VEKOV - M318 - LOVEM - M677 - LALDO
N302	SIDAD-OR	ALVIX-OK	RNAV (RNP5) required above FL160
N303	RIBOK-OY	PARIM-OY	RNAV (RNAV 5) required between FL160-FL460
N307	MELDO-HE	LAKTO-HE	RNAV (RNAV 5) required between FL160-FL460
N315	KUTVI-OO	ASPUX-VA	RNAV (RNAV 5) required at or below FL460
N315	SITOL-OE	ASPUX-VA	FL280, FL300, FL320 not available for W-bound traffic via SITOL
N318	ALNOR-OJ	GENEX-OE	ACFT to maintain route center line
N318	LABRI-OO	REXOD-OO	FL330 not available via REXOD
N318	LADNA-OB	OVONA-OB	Only available for OBBB FIR, OMAE FIR ARRs, traffic overflying southern OMAE FIR
N318	OVONA-OB	BOSEV-OM	Not available for traffic originating to the west of ABU DHABI and exiting MUSCAT FIR at ALPOR or DENDA. These flights shall route via NALPO or OBNET
N318	TOTIS-OT	OVONA-OB	Available for OTBD, OTHH, OTBH ARRs, traffic overflying/landing within southern OMAE FIR
N430	TARBO-OO	ITLOB-OO	Only for traffic departing northern UAE airports
N519	SAPNA-OP	BBB-VA	Only available 1230-0030
N563	KAKIB-VO	LEKAP-VO	Only available 1630-0030
N563	OPIRA-VA	LEKAP-VO	CDR 3: 0030-1630 and by NOTAM. Reroute via T5
N563	SODEX-OO	REXOD-OO	MAA FL200 for traffic departing Muscat Intl inbound UAE airports
N563	SODEX-OO	REXOD-OO	MAA FL320 for traffic departing Muscat Intl inbound OTBD, OBBI
N564	AKMIL-VO	DUGOS-VO	Only available 1630-0030
N566	REVAV-OM	MIROT-OM	CDR 3: below FL250
N569	TOKRA-OO	LOTAV-OO	FL330 not available via LOTAV
N571	ALPOB-OB	IVOXI-OM	Landing Northern Emirates airports and overflying EMI-RATES FIR below FL200 shall route A454-B540 (VU-SET-PASOV-KUPMA)

## MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
N616	IST-LT	DEDIM-LT	Only available 1730-0230 1 Apr-1 Nov, 1700-0430 2 Nov-31 Mar, weekends and Hol
N618	VADEN-LT	GOL-LB	CDR 1: FL245 and above, H24. Temporarily closed by ATC. Alternate route: VADEN-Y520-GOL
N618	VADEN-LT	GOL-LB	CDR 1: FL245 and below. MON-FRI 2300-0500 (2200-0400), FRI 1400 (1300) - MON 0500 (0400), Hol. CDR 2: FL245 and below. MON-THU 0500-2300 (0400-2200), FRI 0500-1400 (0400-1300). Alternate route: VADEN-P92-PDV-N739-LARAT-N127-BLO-Q24-GOL
N629	TARDI-OO	TOTOX-OO	Route not available for traffic exiting OOMM FIR via N881 (RASKI) or M628 (PARAR)
N636	PAMTU-OA	PAROD-OA	MEA FL280 2000-2359, FL280-FL290 only available
N636	PAMTU-OA	SERKA-OP	Only available for overflights
N636	PAROD-OA	SERKA-OP	Only FL280 available 2000-2359
N636	SERKA-OP	KALAT-OP	FL330 not available 1900-0300
N639	VILAO-VL	LEKOB-VD	Flights currently operate on B329, with RNAV2 certified are advised to use N639 with higher upper limits
N644	DOBAT-OA	DI-OP	MEA FL280 2000-2359
N644	DOBAT-OA	REGET-OP	FL330 not available 1900-0300
N644	LEMOD-OA	DOBAT-OA	FL280-FL290 additionally available 2000-2359
N644	LEMOD-OA	DOBAT-OA	FL300 not available 2000-2359
N644	LEMOD-OA	DOBAT-OA	Only available for overflights
N685	BHR-OB	DENVO-OT	MAA FL110 at DENVO for OBBI, OBBS, OBKH DEPs and OTHH, OTBH or OTBD ARRs
N685	BHR-OB	TOSNA-OM	MAA FL110 at DENVO for OBBI, OBBS, OBKH DEPs with destination or overflying the southern OMAE FIR
N685	DEBOL-OE	TOSNA-OM	Not available for OTBD, OTBH, OTHH ARRs
N685	DENVO-OT	TOSNA-OM	Only available for overflying traffic to southern OMAE FIR
N685	NARMI-OB	TOSNA-OM	Available for OBBS FIR ARRs
N685	RETAS-OM	LAKLU-OO	Only available for OOMS ARRs
N685	RETAS-OM	LAKLU-OO	Only for OOSH ARRs

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
N687	KIA-OE	KFA-OE	Available Sun-Thu 1900-0300, exc Hol
N694	AKODI-OE	DEBOL-OE	Not available during OE(R)-408 activity. Alternate route: KIA-UT503-RARLO-B417-OEPA or KIA-V166-GAS-B417-OEPA
N694	HFR-OE	SIBLI-OE	Not available during OE(R)-408 activity
N697	NARMI-OB	KITOT-HE	Available 1500-0300 Sun-Thu, H24 Fri, Sat, Hol. FL275 and above excluded for LDG and TKOF Tabuk AP
N697	NWB-HE	MENLI-HE	RNAV (RNAV 5) required between FL160-FL460
N743	UDROS-LT	DINRO-LB	CDR 1: FL245 and below, H24. Temporarily closed by ATC. Alternate route: by ATC
N764	NOBSU-OE	SOC-OY	RNAV (RNAV 5) required between FL160-FL460
N767	ELIGO-OO	PARAR-OO	Only available for OOMS ARRrs
N875	ARUPA-WS	ENREP-WS	AVAILABLE RVSM ALTITUDES FL290, FL330, FL370 (Eastbound) FL300, FL340, FL380 (Westbound)
N877	DUMAR-VO	LAGOG-VO	When VO(D)-73 is active route via MANPU-point 'B'-point 'C'-RIBRO
N884	VMR-WM	LAXOR-WS	AVAILABLE RVSM ALTITUDES FL300, FL320, FL340, FL360, FL380, FL400
N884	VMR-WM	LUSMO-WS	Not available for flight planning
N891	PU-WS	XONAN-VV	ALLOCATED FLIGHT LEVELS: FL260, FL300, FL380 (N-BOUND); FL330 (S-BOUND)
N891	XONAN-VV	BKK-VT	ALLOCATED FLIGHT LEVELS: FL260, FL300, FL380 (N-BOUND); FL330 (S-BOUND)
N892	MELAS-WS	KIBOL-WM	No PDC Flight Levels FL310, FL320, FL350, FL360, FL390, FL400 applicable. Other levels available with prior approval
N894	LAKIV-OP	TELEM-VA	Not available during OP(D)-110 & OP(D)-111 activity
P29	BAG-LT	BIMVO-LT	Only available 1730-0230 1 Apr-1 Nov, 1700-0430 2 Nov-31 Mar, weekends and Hol
P42	TAPUZ-LL	DESPO-LC	Only available Fri 0930-Sun 0515 or by ATC
P42	TAPUZ-LL	MERVA-LL	CDR 1: 1700LT Thu-0815LT Sun, 2300LT Sun-0815LT Wed weeknights, 1400LT before Hol-0815LT after Hol

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
P51	MESIL-LL	ADLOD-LL	27000' for flights to/from LLER/LLET, LLNV, LLRM and LLOV
P51	MESIL-LL	ADLOD-LL	CDR 3: 10000'
P51	RIMON-LL	MESIL-LL	29000' for flights to/from LLER/LLET, LLNV, LLRM and LLOV
P51	RIMON-LL	MESIL-LL	CDR 3: 9000'-10000'
P51	RIMON-LL	SALAM-LL	CDR 1: 12000' and above, 1400LT Fri-0630LT Sun, 0100-0530LT weeknights
P51	SOLIN-LL	SALAM-LL	For over flights to JORDAN altitude 11000' or CDR1
P52	ABIMI-LL	GOBRI-LL	26000' for flights to/from LLER/LLET, LLNV, LLRM and LLOV
P52	ABIMI-LL	TALMI-LL	CDR 3: 11000'
P52	BGN-LL	ABIMI-LL	CDR 3: 10000'-11000'
P52	GITLA-LL	PURLA-LL	Only available Sun 0415-Fri 0930, other times only for flights to CAIRO FIR. W-bound flights available via PUR-LA-L53-SUVAS-U/L53-KAROL
P52	GITLA-LL	TALMI-LL	For over flights to JORDAN altitude 12000' or CDR1
P52	TAPUZ-LL	ABIMI-LL	28000' for flights to/from LLER/LLET, LLNV, LLRM and LLOV
P52	TAPUZ-LL	BGN-LL	CDR 3: 9000'-11000'
P52	TAPUZ-LL	TALMI-LL	CDR 1: 13000' and above, 1400LT Fri-0630LT Sun, 0100-0530LT weeknights
P68	GALIM-LL	MERVA-LL	CDR 3: 3000'-4000', 6000'-26000'
P92	ADUNO-LB	VADEN-LT	CDR 1: FL135 and below. MON-FRI 2300-0500 (2200-0400), FRI 1400 (1300) - MON 0500 (0400), Hol. CDR 2: FL135 and below. MON-THU 0500-2300 (0400-2200), FRI 0500-1400 (0400-1300). Alternate route: VADEN-T227-DEDIN-L614-BLO-T214-LETNI
P92	PDV-LB	VADEN-LT	CDR 1: FL245 and above. MON-FRI 2300-0500 (2200-0400), FRI 1400 (1300) - MON 0500 (0400), Hol. CDR 2: FL245 and above. MON-THU 0500-2300 (0400-2200), FRI 0500-1400 (0400-1300). Alternate route: VADEN-T227-DEDIN-L614-BLO-T214-LETNI



## MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
P127	ROVDO-LB	RILEX-LB	CDR 1: FL135 and below, FL245 and above. MON-FRI 2300-0500 (2200-0400), FRI 1400 (1300) - MON 0500 (0400), Hol. CDR 2: FL135 and below, FL245 and above. MON-THU 0500-2300 (0400-2200), FRI 0500-1400 (0400-1300). Alternate route: by ATC
P173	DAVET-OA	TAPIS-OA	Eastbound traffic shall flight plan FL350, FL390
P173	DAVET-OA	TAPIS-OA	FL280 additionally available 2000-2359
P173	DAVET-OA	TAPIS-OA	FL300, FL310 not available 2000-2359
P173	DAVET-OA	TAPIS-OA	Only available for overflights
P312	TIMAD-OY	RIN-OY	RNAV (RNAV 5) required between FL160-FL460
P316	DEDSO-OO	MCT-OO	Only available for OOMS ARRs
P317	RURAL-OM	LORID-OM	Northbound traffic landing Northern Emirates only
P440	EMIXI-OM	ALGUX-OM	Activated by NOTAM
P500	MOTMO-OA	FIRUZ-OA	Only available for overflights
P513	BUBAS-OO	MCT-OO	Only available for OOKB ARRs/DEPs
P513	BUBAS-OO	MCT-OO	Only available for OOMS ARRs from North
P513	BUBAS-OO	MIXAM-OO	Only available for E-bound OMFJ DEPs
P513	GERAR-OO	MIXAM-OO	Only available for W-bound OMSJ, OMRK and OMFJ exiting OOMM FIR via PASOV
P555	OBVOM-OM	ATUDO-OM	Activated by NOTAM
P559	DAROR-OB	NALPO-OB	Available for OMAE FIR ARRs, overflying northern OMAE FIR
P559	DAROR-OB	NALPO-OB	Not available for OBBB FIR ARRs
P559	RASMO-OE	KMC-OE	GND-FL330 not available 0500-1100 Sun-Thu, exc HOL
P559	RASMO-OE	KMC-OE	Not available during OE(D)-400 activity above 13000'. Alternate route: UT514
P559	RASMO-OE	RADGI-OE	Not available during OE(R)-408 activity. Alternate route: RASMO-UT514-LOXOM-N/UN318-GESOR-L/UL308-SILBA-P/UP559
P570	GOLNI-OO	KITAL-OO	FL330 not available via KITAL

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
P570	MIXAM-OO	KITAL-OO	Traffic intending to land or overfly northern UAE airports below FL265 shall use route M762 (ITURA-TAPRA-VAXAS) to enter the OMAE FIR
P574	KUMUN-OM	TOVIV-OM	Airway closed
P574	LOSIM-OO	TOTOX-OO	FL330 not available via TOTOX
P574	NSR-OI	TRN-OI	Airway closed
P627	KADAP-VC	NIXUL-VC	Only FL290, FL300, FL400, FL410 available. Other levels by ATC
P627	POVUS-WM	RUSET-WM	OPS levels restrictions: Eastbound FL270 or FL410, Westbound FL260 or FL390. Other levels may be assigned if traffic conditions permit
P628	ASLUM-OP	KABRA-OP	FL330 not available 1900-0300
P628	ASLUM-OP	RK-OP	Only available 1901-2359
P628	IGREX-VO	VPL-WM	P628 - Flights reporting at IGREX Int should be at FL360 or above between 1600 and 1930 UTC. Flights which are unable to comply during these periods are advised to use alternate route. This applies to all Non-AFTM W-bnd flights within Kuala Lumpur FIR
P628	PAMTU-OA	ASLUM-OP	Only available for overflights
P628	PAROD-OA	ASLUM-OP	Only available 2000-2359
P646	JJS-VE	DOPID-VE	Only available 1630-2330. Alternate route: JJS-CEA-DOPID
P699	ALKAN-OB	ORMID-OB	MAA FL280 for OB BB FIR ARRs at ALKAN and by ATC
P699	NARMI-OB	ORMID-OB	Available for OB BB FIR ARRs
P751	ARABO-OY	KRA-OY	During the activation period of OY(D)-25, OY(D)-37 Special Avoidance Procedures (SAP11)/level restriction is established to serve traffic landing/departing Aden Airport
P751	BRN-HE	ALEBA-HS	RNAV (RNAV 5) required between FL160-FL460
P751	DAPAB-OY	ANGAL-VA	RNAV (RNAV 10) required between FL160-FL460
P751	DEKRA-OY	DAPAB-OY	RNAV (RNAV 5) required between FL160-FL460
P757	PG-OP	NH-OP	Only available 1900-0001Z and by ATC
P899	ITRAX-OO	MIXAM-OO	MAA FL320 for traffic departing Muscat Intl inbound OTBD, OBBI

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
P899	ITRAX-OO	MIXAM-OO	Only available for traffic overflying OOMM FIR and landing at southern UAE airports
P899	KUPSA-OB	MEKMA-OB	The route may be flown conventional or RNAV1
P975	ARTAT-LB	EZS-LT	Only available 1700-0200 1 Apr-1 Nov, 1700-0415 2 Nov-31 Mar, weekends and Hol
P975	RONBU-LB	ARTAT-LB	CDR 1: FL245 and below, H24. Temporarily closed by ATC. Alternate route: by ATC
PE-TAST	PETAR-LT	ASTAL-LT	Only available by ATC
Q1	BBB-VA	DPN-VI	GNSS required
Q2	BBB-VA	DPN-VI	GNSS required
Q3	AAE-VA	JJP-VI	GNSS required
Q4	AAE-VA	ADBUK-VA	GNSS required
Q5	UUD-VA	NIKOT-VI	GNSS required
Q6	QQZ-VA	EGUGU-VA	GNSS required
Q7	QQZ-VA	AGRIX-VA	GNSS required
Q8	BBB-VA	MMV-VO	GNSS required
Q9	BBB-VA	MMV-VO	GNSS required
Q10	MMV-VO	CEA-VE	GNSS required
Q11	MMV-VO	CEA-VE	GNSS required
Q11	SURUP-VE	CEA-VE	Route CEA-LEGOS-KAKID-SURUP during VE(R)-81, VE(D)-52, VE(D)53, VE(D)-72 activity
Q12	BBB-VA	TVM-VO	GNSS required
Q12	ERDOM-LB	MAKOL-LT	CDR 1: H24. Temporarily closed by ATC. Alternate route: by ATC
Q13	BBB-VA	TVM-VO	GNSS required
Q14	DOLAP-LY	MAKOL-LT	CDR 1: H24. Temporarily closed by ATC. Alternate route: by ATC
Q16	BBB-VA	BPL-VA	GNSS required
Q16	BBB-VA	BPL-VA	Only available 0000-0230, 1230-0000 Mon-Sat, Sun. Other times by NOTAM

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
Q17	ATLIT-LL	ADLOD-LL	CDR 1: 1400LT Fri-0500LT Sun
Q17	BBB-VA	BPL-VA	CDR 1
Q17	BBB-VA	BPL-VA	GNSS required
Q17	BBB-VA	BPL-VA	Only available 0000-0230, 1230-0000 Mon-Sat, Sun. Other times by NOTAM
Q18	LKN-VI	GGT-VE	GNSS required
Q18	PPT-VE	BGD-VE	Contact ATC 10 minutes prior to entering VE(R)-79
Q21	BIA-VO	HIA-VO	GNSS required
Q22	BIA-VO	HIA-VO	GNSS required
Q22	SAKRO-VO	HIA-VO	VIDP ARRrS route HIA-ALBED-Q24
Q23	MMV-VO	DPN-VI	GNSS required
Q23	SAKEB-VO	NUSRU-VO	VOHS, VOBL ARRrS route SAKEB-HIA-Q21
Q24	DPN-VI	MMV-VO	GNSS required
Q26	BEDOL-VA	GGB-VO	CDR 2. Activated by NOTAM
Q26	BEDOL-VA	GGB-VO	GNSS required
Q26	TUDBU-LB	ETUBA-LB	CDR 1: H24. Temporarily closed by ATC. Alternate route: by ATC
Q28	ATLIT-LL	GALIM-LL	3000' for traffic southbound only
Q28	ATLIT-LL	GALIM-LL	For flights to/from LLIB
Q29	NISVA-LY	ARTAT-LB	CDR 1: H24. Temporarily closed by ATC. Alternate route: by ATC
Q30	BGN-LL	BIRIM-LL	CDR 1: 1400LT Fri-0600LT Sun
Q30	BIRIM-LL	BOFIR-LL	CDR 1: 8000' and above, 1400 Fri-0600 Sun
Q30	BIRIM-LL	BOFIR-LL	CDR 3: 5000'-7000'
Q30	BOFIR-LL	NURIT-LL	CDR 1: 1400LT Fri-0600LT Sun
Q31	BOGER-LL	SHAYO-LL	CDR 1: 1400LT Fri-0600LT Sun
Q32	BOGER-LL	ZFR-LL	CDR 1: 1400LT Fri-0600LT Sun
Q32	BOGER-LL	ZFR-LL	The route may be flown conventional or RNAV5
Q215	AFNAN-OT	BOVIP-OB	Only available for OTBD, OTHH ARRrS

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
Q415	UMEVU-OM	TONVO-OO	Not available for traffic originating to the west of ABU DHABI and exiting MUSCAT FIR at ALPOR or DENDA. These flights shall route via NALPO or OBNET
Q533	VRMV-VR	VRMK-VR	Domestic traffic only
Q541	ASMIS-OE	ALNUG-OE	Available during Scatana activity, above FL270
Q544	VRMT-VR	VRMK-VR	Domestic traffic only
Q555	VRMT-VR	VRMO-VR	Domestic traffic only
Q566	VRMT-VR	VRMR-VR	Domestic traffic only
Q666	EGPOG-OM	GIDOB-OM	Not applicable to transit traffic exiting EMIRATES FIR via TONVO
Q730	DATBU-OO	LADBI-OO	Only for OOSH ARRs
Q801	ESBUM-WS	ESPOB-WS	No PDC Flight Levels FL310, FL320, FL350, FL360, FL390, FL400 applicable. Other levels available with prior approval
Q978	ITRAX-OO	MCT-OO	For traffic departing OOMS and exit OOMM FIR at ITRAX
Q978	ITRAX-OO	MCT-OO	MAA FL320 for traffic departing Muscat Intl inbound OTHH, OBBI
R2	DITAR-HE	ATMUL-HE	RNAV (RNAV 5) required between FL195-FL460
R21	SRT-LT	KABAN-LT	FL180-FL310 not available
R23	NEVOL-OE	TRF-OE	Alternate route via T32
R114	TUDEK-LT	KARAT-UR	FL80-FL190 only available by ATC
R205	RERET-OI	BJD-OI	RNAV 5 above FL285
R325	PUT-VT	DUBAX-VT	For flight planning, route segment between Dubax and PUT shall be operated as unidirectional
R344	KTM-VN	BIRAT-VN	W-bound direction available by ATC
R401	HAI-OO	VELIK-OO	EVEN levels N-bound
R401	KIVEL-OO	MUSAP-OO	Traffic destination OMDB, OMRK and OMSJ expect to cross MUSAP below FL250
R401	KIVEL-OO	MUSAP-OO	Traffic destination OMDW or OMDM expect FL150 at MUSAP

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
R401	KURTA-OO	MUSAP-OO	Only available for traffic landing or overflying northern UAE airports
R401	SUHIL-OY	KIVEL-OO	RNAV (RNAV 5) required between FL160-FL460
R462	DENDA-OO	METBI-OP	RNAV 5 above FL285
R462	METBI-OP	LAKIV-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
R468	BOKAK-VT	GORSI-VT	ALLOCATED FLIGHT LEVELS: FL270, FL330, FL410 (E-BOUND); FL300, FL380 (W-BOUND)
R468	SAPEN-VV	BOKAK-VT	ALLOCATED FLIGHT LEVELS: FL270, FL330, FL410 (E-BOUND)
R472	AGODA-VE	ATOGA-VE	FIS only below FL115
R598	AGODA-VE	MIGOP-VE	Advisory service only above FL150
R598	VINAD-VE	VANTU-VG	Advisory service only above FL150
R652	DAXAN-OR	KASIR-OR	ORBB FIR Arrs cross DAXAN at or below FL270
R652	GRY-OE	DAXAN-OR	Alternate route via T256
R652	GRY-OE	TRF-OE	OJAC FIR ARRrS cross GRY at or below FL290
R652	METSA-OJ	QTR01-OJ	Only available for OJAQ ARRrS/DEPs
R654	ISN-OI	YZD-OI	Closed for overflights
R654	ZAJ-OI	DENDA-OO	RNAV 5 above FL285
R659	TRN-OI	MIDSI-OB	RNAV 5 above FL285
R659	VEDED-OB	DOH-OT	Available for OTBD, OTHH, OTBH DEPs landing within OBBB FIR, OTBD, OTHH, OTBH ARRrS via MIDSI
R661	DULAV-UB	DHN-OI	RNAV 5 above FL285
R775	APDOS-OE	PURAD-HH	RNAV (RNAV 5) required between FL160-FL460
R775	LXR-HE	DEDLI-HE	RNAV (RNAV 5) required between FL160-FL285
R775	LXR-HE	DEDLI-HE	W-bound direction only available for HELX ARRrS
R777	LAKNA-OY	TORBA-OY	RNAV (RNAV 5) required between FL160-FL460
R778	DITAR-HE	CVO-HE	RNAV (RNAV 5) required between FL195-FL460
R778	DITAR-HE	KATAB-HE	RNAV (RNAV 5) required between FL195-FL460
R778	FYM-HE	CVO-HE	Not available 0800-1700 on Mon, Wed
R778	FYM-HE	CVO-HE	RNAV (RNAV 5) required between FL195-FL460

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
R778	KATAB-HE	FYM-HE	RNAV (RNAV 5) required between FL160-FL460
R784	NANPI-OI	ORSAR-OI	RNAV 5 above FL285
R784	ORSAR-OI	KUSEN-OM	Levels from 10000 FT to FL200 inclusive not available at ORSAR for traffic landing within Emirates FIR
R784	ORSAR-OI	KUSEN-OM	Overflying traffic available levels are FL 310 and above
R785	BAN-OS	ABBAS-OS	FL240-FL280 available for OSDI DEPS
R794	DHN-OI	ULDUS-UB	RNAV 5 above FL285
T5	OPIRA-VA	LEKAP-VO	Only available 0030-1630 and by NOTAM
T32	GEM-LT	BUK-LT	Not available for domestic traffic
T36	ULTED-LT	ALRAM-OI	FL320 and below not available. Alternate route for traffic exiting OIIX FIR via EZS VOR-VAN VOR-BONAM-UMH-(KAPES) as for EZS VOR-ALRAM-UMH VOR/KAPES
T39	KULAR-LT	LAMSA-LT	FL200-FL250 not available during military activity
T40	EKI-LT	SONLU-LT	Only available 1730-0230 1 Apr-1 Nov, 1730-0430 2 Nov-31 Mar, weekends and Hol
T55	KATAB-HE	GINDI-HE	Only available 2200-0500
T62	TELVO-LT	KONAK-LT	Only available 1730-0230 31 May-1 Nov, weekends, Hol and by ATC
T80	OBako-LL	ESTER-LL	CDR 3
T84	ESTER-LL	MZD-LL	CDR 1: 1400LT Fri-0600LT Sun
T84	ESTER-LL	MZD-LL	The route may be flown conventional or RNAV5
T85	OBako-LL	ESTER-LL	CDR 1: 1400LT Fri-0500LT Sun
T94	MZD-LL	ZFR-LL	CDR 1: 1400LT Fri-0600LT Sun, 2300-0600LT week-nights
T94	MZD-LL	ZFR-LL	The route may be flown conventional or RNAV5
T112	LADEM-OB	AFNAN-OT	Only available for OTBD, OTHH ARRs
T202	MIDSI-OB	DASDO-OI	Airway closed
T210	GIZ-OE	ABH-OE	Available during Scatana activity, below FL240
T210	RUS-OI	RADAL-OI	Airway closed
T218	ALPUT-OE	ASMIS-OE	Only available Fri, Sat, Hol, 1500-0300 Sun-Thu

## MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
T227	DEDIN-LB	VADEN-LT	CDR 1: FL245 and below. MON-FRI 2300-0500 (2200-0400), FRI 1400 (1300) - MON 0500 (0400), Hol. CDR 2: FL245 and below. MON-THU 0500-2300 (0400-2200), FRI 0500-1400 (0400-1300). Alternate route: VADEN-P92-PDV-N739-LARAT-N127-BLO
T238	CLD-LT	LAVTA-LT	Only available 1900-0400, weekends and Hol, O/T used by Tactical Civil Military Coordination
T241	CLD-LT	NUMTI-LT	Only available 1900-0400, weekends and Hol, O/T used by Tactical Civil Military Coordination
T283	OKESA-LT	BALSU-LT	MEA FL250 0230-1730 1 Apr-1 Nov, 0430-1700 2 Nov-31 Mar except weekends and Hol
T300	RAGNI-OY	ULBON-OE	RNAV (RNAV 5) required between FL160-FL460
T301	NARLI-LT	YKV-LT	FL310 and below not available
T310	PAZAR-LT	AKCAK-LT	MEA FL120 weekends and Hol
T332	KABAN-LT	BEYAZ-LT	FL310 and below not available
T333	LESRI-LT	BEYAZ-LT	FL180-FL310 not available
T337	EKSEN-LT	EKNUD-LT	Not available during military activity. Expect rerouting via L/UL619
T338	EDASA-LT	RORMU-LT	Not available during military activity. Expect rerouting via UT/T35, UA/A16
T343	WRN-LB	UDROS-LT	CDR 1: FL245 and below; H24. Temporarily closed by ATC. Alternate route: WRN-L744-UDROS
T350	DUGLA-LT	KAVAK-LT	MEA FL250 during military activity
T350	DUGLA-LT	NEXAM-LT	MEA FL250 0330-1800 1 Apr-1 Nov, 0430-1730 2 Nov-31 Mar except weekends and Hol
T366	SONAD-LT	VAN-LT	Only available 1730-0230 1 Apr-1 Nov, 1700-0430 2 Nov-31 Mar, weekends and Hol
T367	LANVO-LT	VAN-LT	Only available 1730-0230 1 Apr-1 Nov, 1700-0430 2 Nov-31 Mar, weekends and Hol
T385	TAPDO-OO	PG-OP	FL230-FL260 NOT AVBL
T400	PS-OP	NONIB-OP	Only available 1500-2359. Additionally available MEA FL280 1900-2359
T422	CAY-LT	EVGEG-LT	Only available for LTAS ARRr/DEPs



**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
T430	ALVEN-OT	BONAN-OB	Only available for OTBD, OTHH, OTBH DEPs
T456	VRMG-VR	DAKMA-VR	Domestic traffic only
T489	IMR-LT	AYT-LT	Not available for LTBJ TMA DEPs inbound LTBS
T500	MCT-OO	VUSET-OO	MAA FL310 for traffic departing Muscat Intl inbound OPKC
T500	MCT-OO	VUSET-OO	Only available for OOMS ARRS/DEPs
T500	MCT-OO	VUSET-OO	The route may be flown conventional or RNAV5
T502	BANAR-OY	PEBIX-OY	RNAV (RNAV 5) required between FL160-FL460
T502	MCT-OO	MUSRU-OO	Only available for OOMS DEPs
T502	MCT-OO	MUSRU-OO	The route may be flown conventional or RNAV5
T503	MCT-OO	TUMET-OO	FL330 not available via REXOD
T503	MCT-OO	TUMET-OO	Only available for OOMS DEPs
T503	MCT-OO	TUMET-OO	The route may be flown conventional or RNAV5
T504	KARAR-OO	SUR-OO	Only available for OOMS ARRs
T504	KARAR-OO	SUR-OO	The route may be flown conventional or RNAV5
T505	EMURU-OO	MCT-OO	FL330 not available via LOTAV, KITAL
T505	EMURU-OO	MCT-OO	Only available for OOMS ARRS/DEPs
T505	EMURU-OO	MCT-OO	The route may be flown conventional or RNAV5
T506	TULBU-OO	MCT-OO	Only available for OOMS DEPs exiting OOMM FIR via LUDID or TOKRA
T506	TULBU-OO	MCT-OO	The route may be flown conventional or RNAV5
T507	TAPRA-OO	DAPOK-OO	Only available for OOMS DEPs
T507	TAPRA-OO	DAPOK-OO	The route may be flown conventional or RNAV5
T508	SOLUD-OO	MCT-OO	Only for traffic departing OOMS destination OMDb at FL200 or below
T508	SOLUD-OO	MCT-OO	The route may be flown conventional or RNAV5
T508	SOLUD-OO	MCT-OO	Traffic departing OOMS transiting OMAE FIR entering OIIX FIR
T509	FJV-OM	MENSA-OM	Only available for OMFJ ARRs
T509	MENSA-OM	DAPOK-OO	The route may be flown conventional or RNAV5

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
T509	MENSA-OM	PASOV-OO	Only available for OMFJ ARRrS
T509	PASOV-OO	DAPOK-OO	Only available for traffic departing OOMS and landing at OMSJ, OMRK or OMFJ at FL180 or below
T511	MUSUK-OO	MCT-OO	Only available for OOMS ARRrS
T511	MUSUK-OO	MCT-OO	The route may be flown conventional or RNAV5
T513	RASKA-OE	EGMEG-OE	Available during Scatana activity, above FL160
T513	RASKA-OE	JDW-OE	Only available by ATC
T533	LOTOS-OE	BOGRA-UI	FL300 NOT AVBL
T533	LOTOS-OE	LOTOS-OE	Available during Scatana activity, above FL270
T540	ENABI-OE	HIL-OE	Not available during OE(R)-72 activity. Alternate route: HIL-G662-NIMAR
T556	KIA-OE	SITER-OE	Only available 1900-0300
T565	RAKMU-HE	GESAD-HE	Available for OT registered aircraft flights between OLBA and North African Airports
T612	IDSEL-WM	DOLOX-WS	No PDC Flight Levels FL310, FL320, FL350, FL360, FL390, FL400 applicable. Other levels available with prior approval
T644	AGITO-VR	VRMV-VR	Domestic traffic only
T659	VEDED-OB	DOH-OT	Only available by ATC
T665	DOH-OT	DAPER-OI	Only available for OOMM FIR DEPs inbound Qatar
T800	DOH-OT	DASUT-OI	Eastbound for traffic departing Qatar Airports
T872	ROTEL-OB	DASUT-OI	Only available for OEDR, OEDF, OEHS departing OIXX FIR. FL250, FL270, FL290 not available
UA28	MUT-LT	DOREN-LT	Only available for LCEN ARRrS/DEPs
UA453	KUMBO-OB	MIDSI-OB	Only available for OBBI, OBBS, OBKH, OEDF, OEDR ARRrS, traffic routing SOGAT-BAH-KFA at or below FL240
UB17	LCA-LC	MERVA-LL	All traffic inbound LLBG shall arrange to cross VELOX or abeam these points at or below FL310
UB403	BOMIX-HC	RIGAM-OY	RNAV (RNAV 5) required at or below FL460
UB411	DEESA-OE	ASH-OE	FL250, FL270, FL280, FL300 only available for OJAQ ARRrS/DEPs

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
UB411	DEESA-OE	ASH-OE	FL250, FL270, FL290, FL310 only available for Gulf Co-operation Council states ARRs
UB411	DEESA-OE	ASH-OE	W-bound direction only available for OJAQ ARRs
UB411	ULINA-HE	DEESA-OE	Available for OJAC FIR Overflights, OJAQ ARRs/DEPs
UB457	DENVO-OT	TULUB-OB	OTBD, OTHH DEPs cross DENVO at FL180 or above without exceeding 300KIAS
UB535	KAPET-OO	ASTUN-OO	The route may be flown conventional or RNAV5
UG8	SRT-LT	ALRAM-OI	FL320 and below not available. Alternate route for traffic exiting OIIX FIR via EZS VOR-VAN VOR-BONAM-UMH-(KAPES) as for EZS VOR-ALRAM-UMH VOR/KAPES
UG18	APLON-LC	SOLIN-LL	All traffic inbound LLBG shall arrange to cross LEDRA or abeam these points at or below FL310
UG18	LEDRA-LC	SOLIN-LL	Daily 0300-2359 traffic to LLBG from the west shall cross SOLIN at FL120 or below
UG783	PURDA-OE	TANSU-OE	Aircraft not to expect climb or descent in Jeddah FIR
UG783	PURDA-OE	TANSU-OE	FL300-FL330, FL390 available only
UL223	DASIS-LT	UMH-OI	Airway closed
UL314	NABAN-OY	GOMRI-OY	RNAV (RNAV 5) required at or below FL460
UL333	BAG-LT	DASIS-LT	Not available for domestic traffic
UL333	DORUK-LT	DASIS-LT	Only westbound above FL295
UL333	SOKAM-OA	SERKA-OP	FL280-FL290 additionally available 2000-2359
UL425	AMBAL-OE	GOBRO-OO	Aircraft not to expect climb or descent in Jeddah FIR
UL425	AMBAL-OE	GOBRO-OO	FL270,FL300 NOT AVBL
UL425	BOVOS-OO	ASPUX-VA	RNAV (RNAV 5) required at or below FL460
UL425	GOBRO-OO	ASPUX-VA	FL330 not available for E-bound traffic via ASPUX
UL425	GOBRO-OO	ASPUX-VA	W-bound traffic exiting OOMM FIR via GOBRO only FL340 and above
UL425	GODSA-OE	DAVOX-OE	Available during Scatana activity, above FL310
UL443	GASSI-OB	RABAP-OB	Only available by ATC
UL564	DATRI-OB	MIGMA-OE	Only available Fri, Sat, 1500-0300 Sun-Thu

## MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
UL564	DATRI-OB	ULBON-OE	FL280, FL310 only available for OTBD, OTHH, OTBH ARR/DEPs
UL564	DOH-OT	EMEXA-OB	Only available 1500-0300 Sun-Thu, Fri, Sat
UL564	DOH-OT	EMEXA-OB	Only available for OTBD, OTHH, OTBH ARR/DEPs
UL564	LADEM-OB	BAT-OE	Continuous descent operation available
UL564	RAGNI-OY	PARIM-OY	RNAV (RNAV 5) required between FL160-FL460
UL566	DATEG-OY	ASMAK-OY	RNAV (RNAV 5) required at or below FL460
UL601	TUNLA-LT	KEMER-LT	Only available for LTAF, LTDA ARR/DEPs
UL602	TUMAK-OB	ALTOM-OB	Traffic required to be levelled by ALTOM or before
UL602	TUMAK-OB	DAVUS-OB	Only available for OBBB FIR DEPs via DAVUS, ORBB FIR DEPs via OKAC FIR
UL609	APLON-LC	SOLIN-LL	All traffic inbound LLBG shall arrange to cross LEDRA or abeam these points at or below FL310
UL609	LEDRA-LC	SOLIN-LL	Daily 0300-2359 traffic to LLBG from the west shall cross SOLIN at FL120 or below
UL614	ULSAB-LT	SRT-LT	FL240-FL310 not available
UL619	NIKAS-LC	VESAR-LT	Only W-bound direction available between FL275-FL420
UL681	GESOR-OE	ULIKA-OB	Available daily 1900-0300, Fri, Sat, Hol H24
UL703	RIKET-OB	RASDI-OT	Available for OTBD, OTHH, OTBH ARR
UL721	SENKI-OB	ELIDU-OI	FL200 and FL220 only for OTBH, OTBD, OTHH ARR
UL768	RAMKI-OB	ALPOB-OB	Traffic required to be levelled by RAMKI or before
UL768	ULADA-OE	ALPOB-OB	Only available for traffic exiting OEJD FIR via ULADA
UL854	MARMA-LT	ESKIN-LT	Only available for LTBA and LTFJ departures during 1730-0230 1 Apr-1 Nov, 1700-0430 2 Nov-31 Mar, week-ends and Hol
UL883	KITUB-OE	ASNUR-OE	Available during Scatana activity, above FL270
UL883	PMA-OE	SITOL-OE	Aircraft not to expect climb or descent in Jeddah FIR
UL883	PMA-OE	SITOL-OE	FL280,FL300,FL320 NOT AVBL
UL934	PATOM-OT	LUBET-OB	Available for traffic departing OTBD, OTHH, OTBH for destination OIIX FIR and overflying/destination OKAC FIR

## MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
UL934	PATOM-OT	LUBET-OB	OTBD, OTHH DEPs cross LUBET at FL180 or above without exceeding 300KIAS
ULIMET	ULINA-HE	METSA-OJ	Only available for OJAQ ARRs/DEPs
UM318	MUXIT-OM	NADKI-OY	Aircraft not to expect climb or descent in Jeddah FIR
UM318	MUXIT-OM	NADKI-OY	FL300-FL330, FL390 available only
UM430	KIA-OE	ULIKA-OB	MEA FL210 during OE(D)-48 activity or by ATC
UM430	KIA-OE	ULIKA-OB	Only available Fri, Sat, Hol, 1900-0300 Sun-Thu
UM430	ULIKA-OB	DOH-OT	Only available 1900-0300 Sun-Thu, Fri, Sat
UM430	ULIKA-OB	GINTO-OT	Continuous descent operation available
UM430	ULIKA-OB	TOSNA-OM	Available for OTBD, OTHH, OTBH ARRs/DEPs inbound/outbound OEJD FIR, traffic outbound OMAE FIR
UM440	BOPEK-OM	MIDGU-OO	RNAV (RNAV 1) required
UM440	KIA-OE	SITER-OE	Not available 0900-1900 Thu during OE(D)-201 activity
UM440	SITER-OE	KUTNA-OE	Available daily 1400-0300, Fri, Sat, Hol H24
UM444	DENVO-OT	PATOM-OT	OTBD, OTHH DEPs cross DENVO at FL180 or above without exceeding 300KIAS
UM550	MEVDO-OE	MIGMA-OE	Available during Scatana activity, above FL270
UM550	RIBOT-OM	MOL-K6	Special authorisation from GCAA DANS required for use
UM551	KIVEL-OO	ANGAL-VA	E-bound traffic FL310 only
UM551	KIVEL-OO	ANGAL-VA	RNAV (RNAV 10) required at or below FL460
UM574	BOTEM-OY	NABIL-OY	RNAV (RNAV 10) required at or below FL460
UM574	NOBSU-OE	BOTEM-OY	RNAV (RNAV 5) required at or below FL460
UM600	KUMBO-OB	TUMAK-OB	Only available for OKAC FIR ARRs, OBBD FIR DEPs via KUMBO
UM600	KUMBO-OB	TUMAK-OB	Traffic required to be levelled by ALTOM or before
UM628	AMBAG-OE	MIGMA-OE	Available during Scatana activity, above FL270
UM628	DFN-OE	PEKEM-OM	Aircraft not to expect climb or descent in Jeddah FIR
UM628	DFN-OE	PEKEM-OM	E-bound direction only available for OMAE FIR ARRs
UM628	DFN-OE	PEKEM-OM	FL270,FL300-FL330,FL330 NOT AVBL
UM634	BOTEM-OY	ANGAL-VA	RNAV (RNAV 10) required at or below FL460

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
UM634	VEDET-HC	BOTEM-OY	RNAV (RNAV 5) required at or below FL460
UM651	NADKI-OY	KRA-OY	RNAV (RNAV 5) required at or below FL460
UM677	GOGMA-OB	SOGAN-OB	High concentration of military activity
UM677	RABAP-OB	OBNET-OB	Available for OMAE FIR ARRrS, overflying northern OMAE FIR
UM677	RABAP-OB	OBNET-OB	Not available for OBBB FIR ARRrS
UM688	ULTED-LT	RATVO-LT	FL310 and below not available
UM690	ULINA-HE	ORNAL-OJ	Only available 1600-0600 Sun-Thu, 1600 Thu-0600 Sun
UM853	INB-LT	KUGOS-UK	S-bound direction not available at or above FL310
UM860	RENGI-LT	SRT-LT	FL285-FL310 not available
UM860	SRT-LT	NINVA-OR	FL310 and below not available
UM980	DARIP-HL	LOSUL-HL	E-bound traffic within RVSM level band cross LOSUL at FL290, FL330, FL370, FL410
UM999	APDOS-OE	PURAD-HH	RNAV (RNAV 5) required between FL160-FL460
UM999	DITAR-HE	APDOS-OE	RNAV (RNAV 5) required at or above FL160
UN131	AYT-LT	BATNU-LT	Only available for LCEN ARRrS/DEPs
UN131	KULAR-LT	AYT-LT	Only available for LTAI ARRrS
UN134	ASPIS-LC	SOLIN-LL	All traffic inbound LLBG shall arrange to cross ERIMO or abeam this point at or below FL310
UN134	ERIMO-LC	SOLIN-LL	Daily 0300-2359 traffic to LLBG from the west shall cross SOLIN at FL120 or below
UN303	RIBOK-OY	PARIM-OY	RNAV (RNAV 5) required at or below FL460
UN316	PASAM-OE	HLF-OE	Only available 1500-0300
UN318	LADNA-OB	OVONA-OB	Only available for OBBB FIR, OMAE FIR ARRrS, traffic overflying southern OMAE FIR at or below FL290
UN318	LUBET-OB	OVONA-OB	Available for OTBD, OTHH, OTBH ARRrS, traffic overflying/landing within southern OMAE FIR
UN318	MOGON-OE	DEBOL-OE	Not available during OE(D)-401 activity. Alternate route: UP559-KEDAT-M691-DASVA
UN324	ALNUG-OE	GOBRO-OO	Aircraft not to expect climb or descent in Jeddah FIR
UN324	ALNUG-OE	GOBRO-OO	FL270, FL280 available only

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
UN324	ALNUG-OE	GOBRO-OO	Only available for OOSA ARRr/DEPs
UN685	DEBOL-OE	TOSNA-OM	Available for OBbB FIR, OMAE FIR ARRr, traffic overflying OMAE UIR at or above FL310
UN685	DENVO-OT	TOSNA-OM	Only available for overflying traffic to southern OMAE FIR
UN687	KIA-OE	KFA-OE	Available Sun-ThU 1900-0300, exc Hol
UN694	AKODI-OE	DEBOL-OE	Not available during OE(R)-408 activity. Alternate route: KIA-UT503-RARLO-B417-OEPA or KIA-V166-GAS-B417-OEPA
UN694	GINVA-OE	SIBLI-OE	Not available during OE(R)-408 activity
UN697	NARMI-OB	KITOT-HE	Available 1500-0300 Sun-ThU, H24 Fri, Sat, Hol. FL275 and above excluded for LDG and TKOF Tabuk AP
UN764	SOC-OY	SUHIL-OY	RNAV (RNAV 5) required at or below FL460
UNSBK Z	UNSAV-LT	BKZ-LT	Only available by ATC
UN-SYAA	UNSAV-LT	YAA-LT	Only available by ATC
UP128	LAB-HL	LOSUL-HL	E-bound traffic within RVSM level band cross LOSUL at FL290, FL330, FL370, FL410
UP146	ARI-LT	AGINA-LT	FL290, FL370 not available
UP312	TIMAD-OY	RIN-OY	RNAV (RNAV 5) required at or below FL460
UP323	ALNES-OY	DAPAB-OY	RNAV (RNAV 5) required at or below FL460
UP323	DAPAB-OY	GIDAS-VA	RNAV (RNAV 10) required at or below FL460
UP552	DATEG-OY	IMPOS-OY	RNAV (RNAV 5) required at or below FL460
UP559	DAROR-OB	NALPO-OB	Available for OMAE FIR ARRr, overflying northern OMAE FIR
UP559	DAROR-OB	NALPO-OB	Not available for OBbB FIR ARRr
UP559	RASMO-OE	KMC-OE	GND-FL330 not available 0500-1100 Sun-ThU, exc HOL
UP559	RASMO-OE	KMC-OE	Not available during OE(D)-400 activity. Alternate route: RASMO-UT514-LOXOM-UN318-GESOR-L/UL308-DAR-OR

## MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
UP559	RASMO-OE	RADGI-OE	Not available during OE(R)-408 activity. Alternate route: RASMO-UT514-LOXOM-N/UN318-GESOR-L/UL308-SILBA-P/UP559
UP574	TRN-OI	NSR-OI	Airway closed
UP693	DEMTA-OB	BUNDU-OB	Aircraft not to expect climb or descent in Bahrain FIR
UP693	DEMTA-OB	BUNDU-OB	Route activated by NOTAM
UP693	HSA-OE	DEMTA-OB	Only available Fri, Sat, Hol, 1900-0300 Sun-Thu
UP699	ALKAN-OB	ORMID-OB	MAA FL280 for OBBB FIR ARRrS at ALKAN and by ATC
UP708	LONOS-OB	OVONA-OB	Available for traffic landing/overflying southern OMAE FIR
UP708	ORGEL-OB	RASDI-OT	High concentration of military activity
UP975	SIDNA-OR	MUTAG-OR	Not available
UQ215	AFNAN-OT	BOVIP-OB	Only available for OTBD, OTHH ARRrS
UR21	SRT-LT	KABAN-LT	FL180-FL310 not available
UR659	VEDED-OB	DOH-OT	Available for OTBD, OTHH, OTBH DEP's landing within OBBB FIR, OTBD, OTHH, OTBH ARRrS via MIDS1
UR674	DEMGO-HC	SABEL-OY	RNAV (RNAV 5) required at or below FL460
UR775	APDOS-OE	PURAD-HH	RNAV (RNAV 5) required at or below FL460
UR778	KFR-HL	DITAR-HE	E-bound traffic within RVSM level band cross DITAR at FL290, FL330, FL370, FL410
UR799	IMPOS-OY	ENADO-OY	E-bound traffic restricted to FL350, W-bound traffic restricted to FL320
UR799	IMPOS-OY	ENADO-OY	RNAV (RNAV 5) required at or below FL460
UT32	GEM-LT	BUK-LT	Not available for domestic traffic
UT35	IST-LT	AYT-LT	Only available for LTAI ARRrS
UT36	ULTED-LT	ALRAM-OI	FL320 and below not available. Alternate route for traffic exiting OIIX FIR via EZS VOR-VAN VOR-BONAM-UMH-(KAPES) as for EZS VOR-ALRAM-UMH VOR/KAPES
UT62	TELVO-LT	KONAK-LT	Only available 31 May-1 Nov
UT112	LADEM-OB	AFNAN-OT	Only available for OTBD, OTHH ARRrS
UT284	EVKIT-LT	ARSUG-LT	Not available for LTAR, LTCB ARRrS/DEP's



## MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
UT301	ULTED-LT	LUMOM-LT	FL310 and below not available
UT308	DAROR-OB	DASUT-OI	Available for OIXX FIR ARRs. FL250, FL270, FL290 and FL330 not available
UT308	DAROR-OB	DASUT-OI	Not available for OEDF, OEDR or OEAH DEPs
UT332	KABAN-LT	BEYAZ-LT	FL310 and below not available
UT333	LESRI-LT	BEYAZ-LT	FL180-FL310 not available
UT334	ULSAB-LT	KABAN-LT	FL180-FL310 not available
UT422	CAY-LT	EVGEG-LT	Only available for LTAS ARR/DEPs
UT430	ALVEN-OT	BONAN-OB	Only available for OTBD, OTHH, OTBH DEPs
UT444	GIRSI-OB	TULUB-OB	Traffic required to be levelled by GIRSI or before
UT489	IMR-LT	AYT-LT	Not available for LTBJ TMA DEPs inbound LTBS
UT503	OVANO-OE	KIA-OE	Only available for OERK, OERY ARR/DEPs/Overflights
UT514	RASMO-OE	VUTAD-OE	Only available during OE(D)-400 activity above 13000'
UT557	RAGAS-OB	TUMAK-OB	FL320 NOT AVBL
UT557	RAGAS-OB	TUMAK-OB	FL380 NOT AVBL
UT557	RAGAS-OB	VELAK-OB	Traffic required to be levelled by VELAK or before
UT602	LABOP-OB	TUMAK-OB	Traffic required to be levelled by LABOP or before
UT659	VEDED-OB	DOH-OT	Only available by ATC
UT677	KUVER-OI	OBNET-OB	Available for OMAE FIR ARRs, overflying northern OMAE FIR
UT677	KUVER-OI	OBNET-OB	Not available for OBBD FIR ARRs
UT702	TIMAD-OY	NODMA-OY	RNAV (RNAV 5) required at or below FL460
UT800	DOH-OT	DASUT-OI	Eastbound for traffic departing Qatar Airports
UT872	ROTEL-OB	DASUT-OI	Only available for OEDR, OEDF, OEHS departing OIXX FIR. FL250, FL270, FL290 not available
UT888	BAYIR-LT	ALRAM-OI	FL320 and below not available. Alternate route for traffic entering LTAA FIR via TESVA
UT888	CRM-LT	ALRAM-OI	Not available for LB, UK, UR, UG, UD FIR ARRs/overflights
UT975	KUVER-OI	NEXAM-LT	Not available for OBBD FIR ARRs

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
UW10	VESAR-LT	NIKAS-LC	Only W-bound direction available between FL275-FL420
UW13	SOLIN-LL	VELOX-LC	All traffic inbound LLBG shall arrange to cross LEDRA/VELOX/ERIMO or abeam these points at or below FL310
UW74	MANAZ-LT	MILBA-LT	Only available for LTAF, LTDA ARR/DEPs
UW75	KEMER-LT	ADA-LT	Only available for LTAF, LTDA ARR/DEPs
UW83	AYT-LT	DOREN-LT	Not available during LT(D)-8 activity
UW83	AYT-LT	DOREN-LT	Only available SS-SR and by ATC
UW84	TARSU-LT	ADA-LT	Only available for LTAF, LTDA ARR/DEPs
UW89	IMR-LT	AYT-LT	Not available for LTBj TMA DEPs inbound LTBS
UW96	SIN-LT	ODIRA-LT	FL350 NOT AVBL
UW99	CRM-LT	ODIRA-LT	FL350 NOT AVBL
UW101	INB-LT	KUGOS-UK	S-bound direction not available at or above FL310
UW710	SIV-LT	EZS-LT	Only available 1730-0230 1 Apr-1 Nov, 1700-0430 2 Nov-31 Mar, weekends and Hol
UW716	GAZ-LT	LUTAM-LT	Cruising Levels by ATC
UW716	MAVES-LT	DYB-LT	Cruising Levels by ATC
UW850	PASOS-HE	GITLA-LL	Only available for traffic to HECA FIR
UY001	BAYAN-OT	BOVIP-OB	Only available for OTBD, OTHH ARRs
UY229	YAYLA-LT	IVGUS-LT	Only available 1900-0400, weekends and Hol
UY415	VUTAD-OE	LOTOK-OE	GND-FL330 not available 0500-1100 Sun-Thu, exc HOL
UY604	TOSNA-OM	LONOS-OB	For state aircraft that are required to remain over international waters in Bahrain FIR
UY856	ALKAN-OB	ORMID-OB	MAA FL280 for OBBS FIR ARRs at ALKAN and by ATC
UY856	NARMI-OB	ORMID-OB	For all aircraft inbound via ORMID to land at OBBI, OBBS, OBKH, OEDF, OEDR or OEAH
UZ225	BAYAN-OT	VELAM-OB	Only available for OTBD, OTHH ARRs
UZ622	NARMI-OB	TOSNA-OM	Landing or overflying the southern Emirates FIR
V9	MMV-VO	VVZ-VE	Not available during VO(D)-171 activity
V11	BBZ-VO	GUNRI-VO	Not available during VO(D)-171 activity
V17	AJF-OE	NIMAR-OE	Airway suspended

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
V31	BHA-OE	WDR-OE	Available during Scatana activity, above FL310
V40	TIF-OE	BHA-OE	Airway closed
V44	IID-VA	BPL-VA	VABP ARRs planned via IID route V44
V44	IID-VA	BPL-VA	VAID DEPs planned via BPL route V44
V45	TRF-OE	AAR-OE	Alternate route via Q54
V45	VATIM-OE	ITIXI-OE	Airway suspended
V48	ABH-OE	WDR-OE	Not available during OE(D)-92 activity
V56	KKU-VE	MALNO-VE	Not available for VEKU ARRs/DEPs
V331	EGMOT-OE	WDR-OE	Only available during OE(D)-96A activity
V338	SAKUX-OA	TAPIS-OA	MAA FL270 2000-2359
V338	SOKAM-OA	SAKUX-OA	Unusable
V390	PAMTU-OA	SERKA-OP	MAA FL270 2000-2359
V602	LONIR-HE	PSD-HE	Only available by ATC
V604	ALPAM-HE	PSD-HE	RNAV (RNAV 5) required between FL160-FL460
V604	DEGDI-HE	PSD-HE	2230-0530 by ATC only
V606	LONIR-HE	ELIGI-HE	Only available by ATC
V608	AST-HE	TONTU-HE	RNAV (RNAV 5) required between FL160-FL460
V608	HGD-HE	NABED-HE	RNAV (RNAV 5) required between FL160-FL460
V718	DILAM-OA	SERKA-OP	Unusable
V718	EMERO-OA	SERKA-OP	Strictly follow route centerline
V718	SAKUX-OA	SERKA-OP	MAA FL270 2000-2359
V730	HGD-HE	GETOS-HE	RNAV (RNAV 5) required between FL160-FL460
V738	ASN-HE	AST-HE	RNAV (RNAV 5) required between FL160-FL460
V738	BOVAR-HE	AST-HE	E-bound direction not available above FL255
V739	ABKAR-OE	GIZ-OE	Only available by ATC 1500-0300
V838	RANAH-OA	DUDEG-OA	MAA FL270 2000-2359
V838	VELDT-OA	DUDEG-OA	Unusable
V848	ALKIB-OA	PINAX-OA	MAA FL270 2000-2359, class E
V848	RAMSO-OA	SURVI-OA	Unusable

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
V876	TAPIS-OA	EGPAN-OA	MAA FL270 2000-2359
V975	KIA-OE	ULIKA-OB	MEA FL210 during OE(D)-48 activity or by ATC
V975	KIA-OE	ULIKA-OB	Only available Fri, Sat, Hol, 1900-0300 Sun-Thu
V975	ULIKA-OB	FS122-FS	Available for OTBD, OTHH, OTBH ARR/DEPs inbound/outbound OEJD FIR, traffic outbound OMAE FIR
V975	ULIKA-OB	FS122-FS	Continuous descent operation available
V975	ULIKA-OB	FS122-FS	Only available 1900-0300 Sun-Thu, Fri, Sat
VA-NYKV	VAN-LT	YKV-LT	Only available by ATC for LTCW ARR/DEPs
W1	DAC-VG	SYT-VG	Domestic traffic only
W1	MELMI-OI	JSK-OI	RNAV 5 above FL285
W1	NIKLI-VG	SYT-VG	FIS only below FL75
W2	JSR-VG	DAC-VG	Domestic traffic only
W2	ZDN-OI	MESPO-OI	RNAV 5 above FL285
W3	DAC-VG	SDP-VG	Domestic traffic only
W3	DZF-OI	SYZ-OI	RNAV 5 above FL285
W4	CTG-VG	CB-VG	Advisory service only above FL150
W4	CTG-VG	CB-VG	Domestic traffic only
W4	CTG-VG	CB-VG	FIS only at or below FL150
W4	CTG-VG	CB-VG	Not available during VG(R)-20 activity
W4	DHN-OI	DEBER-OI	RNAV 5 above FL285
W5	JSR-VG	CTG-VG	Advisory service only above FL150
W5	JSR-VG	CTG-VG	Domestic traffic only
W5	TABQA-OS	HAS-OS	Domestic traffic only
W5	YZD-OI	SRJ-OI	RNAV 5 above FL285
W6	AWZ-OI	ISN-OI	RNAV 5 above FL285
W6	RAJ-VG	SDP-VG	Domestic traffic only
W7	DAC-VG	SHAMR-VG	Domestic traffic only
W7	DZF-OI	EGVEL-OI	RNAV 5 above FL285

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
W8	DAC-VG	CML-VG	Domestic traffic only
W8	DAC-VG	CML-VG	FIS only below FL55
W8	HAB-OI	TRN-OI	RNAV 5 above FL285
W8	KHG-HE	CVO-HE	RNAV (RNAV 5) required between FL160-FL460
W9	CMA-VT	VISES-VT	Mae Hong Son (MH) VORDME - Chiang Mai (CMA) VORDME excludes VT(R)-5
W9	DAC-VG	BL-VG	Domestic traffic only
W9	DZF-OI	RST-OI	RNAV 5 above FL285
W9	GURSO-VG	KAKBO-VG	FIS only below FL55
W9	KAKBO-VG	BL-VG	Advisory service only above FL150
W9	KAKBO-VG	BL-VG	FIS only at or below FL150
W10S	AGG-VI	DPN-VI	Contact Gwalior ATC on 122.7 MHz prior crossing AGG VORDME
W10S	BBB-VA	AKTIV-VA	When VA(D)-219 is active aircraft below FL110 route via IID-A4-SG
W10S	BBB-VA	BPL-VA	Domestic traffic only
W10N	BBB-VA	DPN-VI	Domestic traffic only
W10	IS-VG	BATEL-VG	Advisory service only above FL150
W10	IS-VG	BATEL-VG	Domestic traffic only
W10	IS-VG	BATEL-VG	FIS only at or below FL150
W10	KPS-VT	TL-VT	For military use only
W10S	SG-VA	IID-VA	Contact Ozar ATC on 123.500/122.700MHz prior to entering VA(R)-35
W10S	SG-VA	IID-VA	MEA FL110 during VA(D)-219 activity. Traffic below FL110 routes IID-A4-SG
W10	SYZ-OI	CBH-OI	RNAV 5 above FL285
W11	ISRIS-VA	APANO-VA	Domestic traffic only
W12	BBB-VA	APANO-VA	Domestic traffic only
W12	BBB-VA	APANO-VA	Suitable equipped aircraft are required to Squawk Mode 3A, the assigned Code and Mode C. Other aircraft shall Squawk Mode 3A, Code 2000 and Mode C

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
W13S	AAE-VA	DPN-VI	Domestic traffic only. Available as contingency route for international traffic
W13N	BBB-VA	AAE-VA	Domestic traffic only
W13S	BBB-VA	BVR-VA	Domestic traffic only
W13	PEKAM-OI	VR-OI	RNAV 5 above FL285
W13	RAJ-VG	IS-VG	Advisory service only above FL150
W13	RAJ-VG	IS-VG	Domestic traffic only
W13	RAJ-VG	IS-VG	FIS only at or below FL150
W13	SOLIN-LL	VELOX-LC	All traffic inbound LLBG shall arrange to cross LEDRA/VELOX/ERIMO or abeam these points at or below FL310
W14	DAC-VG	CTG-VG	Also available as alternate route for G463 during VG(D)-14 activity
W14	DAC-VG	CTG-VG	Domestic traffic only
W14	NUPUR-VG	CTG-VG	FIS only below FL75
W14	PR-VA	BBB-VA	Domestic traffic only
W14	SETAR-VG	NUPUR-VG	FIS only below FL55
W15	CTG-VG	CB-VG	Advisory service only above FL150
W15	CTG-VG	CB-VG	Domestic traffic only
W15	CTG-VG	CB-VG	FIS only at or below FL150
W15	KANTI-VO	MML-VO	MEA FL220 except for VAGO ARRs/DEPs
W15	KANTI-VO	MML-VO	MEA FL290 during VO(D)-178 activity
W16S	RKT-VA	BBB-VA	Domestic traffic only
W17	TULSI-VN	NARAN-VN	Domestic traffic only
W17	TULSI-VN	NARAN-VN	FIS only
W18	BBB-VA	HIA-VO	Domestic traffic only
W19	BPL-VA	HIA-VO	Domestic traffic only
W19	DPN-VI	BULDI-VA	Domestic traffic only
W19	DPN-VI	HIA-VO	MAA FL280 by ATC
W19	DPN-VI	HIA-VO	RNP2 aircraft route via Q23, Q24

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
W19	DPN-VI	INTIL-VI	At or below FL180 contact Agra Approach on 127.900 MHz before entering VI(R)-142
W19	TULSI-VN	BWA-VN	Domestic traffic only
W19	TULSI-VN	BWA-VN	FIS only
W20	DPN-VI	MMV-VO	Domestic traffic only
W20	DPN-VI	MMV-VO	MAA FL280 by ATC
W20	DPN-VI	MMV-VO	RNP2 aircraft route via Q23, Q24
W20	PUKES-VA	BPL-VA	ACFT intending to operate at or below FL290 between BUKLO and BAVOX to contact Gwalior TWR on 122.700MHz before entering VI(R)-153A
W20	SURGO-VI	BAVOX-VI	ACFT intending to operate at or below FL290 between BUKLO and BAVOX to contact Gwalior TWR on 122.700MHz before entering VI(R)-153A
W23	BUZ-OI	SYZ-OI	RNAV 5 above FL285
W26	HIA-VO	BBZ-VO	Domestic traffic only
W27	NNP-VA	HIA-VO	Domestic traffic only
W28	BBB-VA	HIA-VO	Domestic traffic only
W28	BBB-VA	HIA-VO	W-bound direction only available for VAPO ARRr, VABB overflights
W29	HIA-VO	VVZ-VE	Domestic traffic only
W30W	DPN-VI	PK-VI	Domestic traffic only
W30	IMDAT-OI	AWZ-OI	RNAV 5 above FL285
W31W	ASARI-VI	SNG-VI	FLs below FL280 not available
W31W	DPN-VI	SNG-VI	Domestic traffic only
W31	EGVAX-OI	ABD-OI	RNAV 5 above FL285
W31E	SNG-VI	DPN-VI	Domestic traffic only
W32	ROVAD-OI	BND-OI	RNAV 5 above FL285
W32	SMU-VT	REGOS-VT	Conditional Route (CDR). Available Monday to Friday from 1700 UTC to 2300 UTC and Friday 1700 UTC to Sunday 2300 UTC and public holiday. Other times by NO-TAM

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
W33S	DPN-VI	AGG-VI	Contact Gwalior ATC on 122.7 MHz prior crossing AGG VORDME
W33S	DPN-VI	BBN-VE	Contact Agra ATC on 131.400 MHz and Gwalior ATC on 123.500 MHz before entering their LFA
W33S	DPN-VI	BBN-VE	Domestic traffic only
W33N	KKJ-VE	BBN-VE	Contact Gwalior ATC on 122.700 MHz for position report at KKJ VORDME and for estimate at NOBOM
W33	PUT-VT	SMU-VT	Conditional Route (CDR). Available Monday to Friday from 1700 UTC to 2300 UTC and Friday 1700 UTC to Sunday 2300 UTC and public holiday. Other times by NO-TAM
W34	PK-VI	SNG-VI	Domestic traffic only
W35	DPN-VI	BNR-VI	Domestic traffic only
W35	UPNEP-VT	NKS-VT	Conditional Route (CDR). Available Monday to Friday from 1700 UTC to 2300 UTC and Friday 1700 UTC to Sunday 2300 UTC and public holiday. Other times by NO-TAM
W35	VTN-VL	NTH-VL	Traffic Traversing w/i VLVLT FIR on routes A581, B218, B346, W35 will be assigned the following FLs: N-BND: FL110-130-150-170-190-210-230-250-270-290-310-330-350-370-390-410-450-490. S-BND: FL120-140-160-180-200-220-240-260-280-300-320-340-360-380-400-430-470-510
W36	CHG-VI	AAR-VI	Domestic traffic only
W37	DPN-VI	HW-VI	Domestic traffic only
W38	BPL-VA	HIA-VO	Domestic traffic only
W39	DPN-VI	LLH-VI	Domestic traffic only
W40	AAE-VA	LKN-VI	Domestic traffic only
W41	HIA-VO	CEA-VE	Domestic traffic only
W41	NGJ-VN	KTM-VN	Domestic traffic only
W41	NGJ-VN	MANKA-VN	FIS only
W42	TTR-VO	ADKAL-VO	Contact Hal ATC prior to entering VO(R)-181A, VO(R)-181C



**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
W42	TTR-VO	BIA-VO	Domestic traffic only
W43	CCB-VO	UGABA-VO	Contact Hal ATC prior to entering VO(R)-181A, VO(R)-181C
W43	TVM-VO	BIA-VO	Domestic traffic only
W44	BBN-VE	PPT-VE	Domestic traffic only
W45	LKN-VI	PPT-VE	Domestic traffic only
W46	CIA-VO	MDI-VO	Domestic traffic only
W47	BIA-VO	BBZ-VO	Domestic traffic only
W48	BBM-VO	MMV-VO	Domestic traffic only
W49	KKJ-VE	BBS-VE	Domestic traffic only
W50	BBS-VE	BBN-VE	Domestic traffic only
W51	GGT-VE	DRG-VE	Domestic traffic only
W52	CEA-VE	PPT-VE	Domestic traffic only
W53	GGT-VE	KKU-VE	Domestic traffic only
W54	AAT-VE	IIM-VE	Domestic traffic only
W55	AAT-VE	DMR-VE	Domestic traffic only
W56	BBB-VA	BIA-VO	Domestic traffic only
W57	BIA-VO	HIA-VO	Domestic traffic only
W57	BIA-VO	HIA-VO	MAA FL280 by ATC
W57	BIA-VO	HIA-VO	RNP2 aircraft route via Q22
W58	UUD-VA	JJP-VI	Domestic traffic only
W59	SUSIK-VO	HIA-VO	Domestic traffic only
W61	BBB-VA	JNR-VA	Domestic traffic only
W62	RKT-VA	AAE-VA	Domestic traffic only
W63	KS-VA	AAE-VA	Domestic traffic only. Available as contingency route for international traffic
W64	RRC-VE	DGP-VE	Domestic traffic only
W65S	JDP-VI	DPN-VI	Domestic traffic only
W66	ASOPO-VE	KKJ-VE	When VA(D)-223 is active aircraft below FL260 route via KKJ-A1-RRP

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
W66	ASOPO-VE	KKJ-VE	When VA(D)-223 is active aircraft below FL260 route via KKJ-A3-NNP
W66	IKOSI-VE	RRP-VE	When VA(D)-223 is active aircraft below FL260 route via RRP-A3-BPL
W66	VVZ-VE	KKJ-VE	Domestic traffic only
W67	GGO-VO	PPN-VA	Domestic traffic only
W68	BPL-VA	KKJ-VE	Domestic traffic only
W69	CEA-VE	BGD-VE	Domestic traffic only
W70	BIA-VO	SAI-VO	Domestic traffic only
W71	SAI-VO	HIA-VO	Domestic traffic only
W71	SAI-VO	HIA-VO	MAA FL280 by ATC
W71	SAI-VO	HIA-VO	RNP2 aircraft route via Q21, Q22
W72	SAI-VO	MMV-VO	Domestic traffic only
W73W	BBN-VE	JJS-VE	Domestic traffic only
W74	BHU-VA	RKT-VA	Domestic traffic only
W74	MANAZ-LT	MILBA-LT	Only available for LTAF, LTDA ARR/DEPs
W75	AAU-VA	UPMAV-VA	Contact Ozar ATC on 123.5/120.6MHz prior to entering VA(R)-36
W75	DEREL-LT	BAG-LT	Only available 1730-0230 1 Apr-1 Nov, 1700-0430 2 Nov-31 Mar, weekends and Hol
W75	KEMER-LT	ADA-LT	Only available for LTAF, LTDA ARR/DEPs
W75	MELAX-VA	UUD-VA	Domestic traffic only
W75	UPMAV-VA	PRA-VA	When VA(D)-219 is active aircraft below FL110 route via IID-A5-JLG
W75	UPMAV-VA	PRA-VA	When VA(D)-8 is active aircraft below FL400 route via IID-A5-JLG
W76	JH-VE	JJS-VE	Domestic traffic only
W77	QQZ-VA	BBB-VA	Domestic traffic only
W78	BBB-VA	BIA-VO	Domestic traffic only
W79	AAU-VA	BPL-VA	Domestic traffic only
W81	MML-VO	BIA-VO	Domestic traffic only

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
W81	YAYLA-LT	DEN-LT	Only available 1730-0230 1 Apr-1 Nov, 1700-0430 2 Nov-31 Mar, weekends and Hol
W82	LLP-VE	KKU-VE	Domestic traffic only
W83	AYT-LT	DOREN-LT	Not available during LT(D)-8 activity
W83	AYT-LT	DOREN-LT	Only available SS-SR and by ATC
W83	AYT-LT	DOREN-LT	Only available for LCEN ARRs/DEPs
W83	LLP-VE	IIM-VE	Domestic traffic only
W84	AAT-VE	LLP-VE	Domestic traffic only
W84	TARSU-LT	ADA-LT	Only available for LTAF, LTDA ARRs/DEPs
W85	SP-VI	LKN-VI	Domestic traffic only
W88	EKTEL-LT	EZS-LT	Cruising Levels by ATC
W88	SAI-VO	GGB-VO	Domestic traffic only
W89	LAMSA-LT	IMR-LT	Not available for LTBj TMA DEPs inbound LTBS
W90	ISMON-VE	BBS-VE	When VE(D)-50 is active aircraft at or below FL210 route via BBS-MEPOL-VVZ
W90	VVZ-VE	BBS-VE	Domestic traffic only
W90	VVZ-VE	LARIK-VE	When VO(D)-73 is active route via LARIK-point 'A'-point 'C'-XOPOX
W91	TUMER-LT	IST-LT	Only available 1730-0230 1 Apr-1 Nov, 1700-0430 2 Nov-31 Mar, weekends and Hol
W91	TVM-VO	CIA-VO	Domestic traffic only
W95	QQZ-VA	PRA-VA	Domestic traffic only
W96	TTP-VO	KAMGU-VO	Domestic traffic only
W97	AAE-VA	QQZ-VA	Domestic traffic only
W98	SAI-VO	GGB-VO	Domestic traffic only
W99	NNP-VA	JJB-VA	Domestic traffic only
W99	NNP-VA	SABAP-VA	When VA(D)-223 is active aircraft below FL260 route via NNP-A3-KKJ
W100	RRP-VE	RRC-VE	Domestic traffic only
W101W	GGO-VO	BIA-VO	Domestic traffic only

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
W103	BADEM-LT	KHD-LT	Cruising Levels by ATC
W103	DOGET-VA	KS-VA	Domestic traffic only. Available as contingency route for international traffic
W104	APAGO-VE	LLP-VE	Domestic traffic only
W105	PPT-VE	BGD-VE	Domestic traffic only
W106A	RRC-VE	PPT-VE	Alternate route for W106
W106A	RRC-VE	PPT-VE	Domestic traffic only
W106	RRC-VE	PPT-VE	When VE(D)-57 is active route via W106A
W108W	AAR-VI	DPN-VI	Domestic traffic only
W109W	PK-VI	DPN-VI	Domestic traffic only
W110	ATOGA-VE	PUKON-VE	Domestic traffic only
W111	CEA-VE	PPB-VO	Domestic traffic only
W112	CEA-VE	PPB-VO	Domestic traffic only
W113W	RRP-VE	BBS-VE	Domestic traffic only
W114	CCB-VO	MMV-VO	Domestic traffic only
W115	CCB-VO	MMV-VO	Domestic traffic only
W116	BIA-VO	MMV-VO	Domestic traffic only
W117	BIA-VO	MMV-VO	Domestic traffic only
W118	CIA-VO	BIA-VO	Domestic traffic only
W118	CIA-VO	SATBI-VO	Contact Hal ATC prior to entering VO(R)-181A, VO(R)-181C
W119	CLC-VO	CCB-VO	Domestic traffic only
W120	GGO-VO	HIA-VO	Domestic traffic only
W121	MML-VO	TTP-VO	Domestic traffic only
W122N	JJP-VI	BPL-VA	Domestic traffic only
W122S	JJP-VI	IKAVA-VI	Domestic traffic only
W123	JJP-VI	AGG-VI	Domestic traffic only
W124	UKBAB-VI	JJP-VI	Domestic traffic only. Route available for VIJP international ARR's
W126	BBB-VA	HBL-VO	Domestic traffic only

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
W128	PPN-VA	BBM-VO	Domestic traffic only
W134	SBZ-OI	BRD-OI	RNAV 5 above FL285
W134	SG-VA	PPN-VA	Domestic traffic only
W135	JNR-VA	AAE-VA	Domestic traffic only
W136	KM-VO	RRP-VE	Domestic traffic only
W136	SAV-OI	BOXIX-OR	RNAV 5 above FL285
W137	BGD-VE	GGT-VE	Domestic traffic only
W137	DAR-OI	ZAL-OI	RNAV 5 above FL285
W138	KKJ-VE	RRP-VE	Domestic traffic only
W139	BAM-OI	DAR-OI	RNAV 5 above FL285
W139	NNP-VA	KKJ-VE	Domestic traffic only
W139	NNP-VA	KKJ-VE	Not available during VA(R)-45 activity
W140	BPL-VA	RRP-VE	Domestic traffic only
W140	GIBAB-OI	RIKOP-OI	RNAV 5 above FL285
W141	BIA-VO	TTP-VO	Domestic traffic only
W141	ORSAR-OI	LAR-OI	RNAV 5 above FL285
W142	XIVIL-VO	TTP-VO	Domestic traffic only
W143	DURSI-OI	LAR-OI	RNAV 5 above FL285
W143	LAXOM-VA	BVR-VA	Domestic traffic only
W144	BUZ-OI	GESIP-OI	RNAV 5 above FL285
W144	RKT-VA	IPNIB-VA	Domestic traffic only
W145	AT-VO	CIA-VO	Domestic traffic only
W146	AAU-VA	BPL-VA	Domestic traffic only
W146	ABM-OI	KHM-OI	RNAV 5 above FL285
W147	PRG-OI	SIR-OI	RNAV 5 above FL285
W147	TVM-VO	MDI-VO	Domestic traffic only
W148	ANIRO-VO	KAMGU-VO	Domestic traffic only
W148	KER-OI	BJD-OI	RNAV 5 above FL285
W150	PAXID-OI	RSR-OI	RNAV 5 above FL285

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
W151	PAD-OI	ARB-OI	RNAV 5 above FL285
W151	SG-VA	OJR-VA	Domestic traffic only
W152	OJR-VA	AAU-VA	Domestic traffic only
W152	ROTAL-OI	ABM-OI	RNAV 5 above FL285
W153	BIA-VO	BBZ-VO	Domestic traffic only
W154	DHN-OI	GIBAB-OI	This route will be used when OID117 on AWY B411 is activated
W154	ILM-OI	GIBAB-OI	RNAV 5 above FL285
W155	GGN-OI	KLH-OI	RNAV 5 above FL285
W156	GGN-OI	SHR-OI	RNAV 5 above FL285
W156	OJR-VA	UPMAV-VA	Domestic traffic only
W157	OJR-VA	IID-VA	Domestic traffic only
W158	BBB-VA	KAKPO-VA	Domestic traffic only
W158	PAREX-OI	KRD-OI	RNAV 5 above FL285
W159	BBB-VA	KAKPO-VA	Domestic traffic only
W160	RRP-VE	JH-VE	Domestic traffic only
W161	BVR-VA	SG-VA	Domestic traffic only
W162	BVR-VA	AAE-VA	Domestic traffic only
W163	GGO-VO	HIA-VO	Domestic traffic only
W166	IIM-VE	LBR-VE	Domestic traffic only
W218	BBB-VA	HIA-VO	Domestic traffic only
W334	NAGIP-OE	HLF-OE	Only available Fri, Sat, Hol, 1500-0300 Sun-Thu
W540	VKB-WM	VPK-WM	All aircraft deviating east of the track while areas WM( R )-102B and WM( R )-103B are active, and west of the track while WM( R )-104 is active are required to contact Kuantan App or Lumpur Control for traffic information
W543	JB-WM	VMK-WM	Activation by NOTAM and/or AIP Supplement during Air-space Closure which affects a portion of Airways A457, B466 and R325 for Major Air Exercise within Kuala Lumpur and Singapore Flight Information Region. Controlling Authority: Lumpur ACC 123.75 Mhz

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
W601	TONTU-HE	MB-HE	RNAV (RNAV 5) required between FL160-FL460
W605	TONTU-HE	LXR-HE	RNAV (RNAV 5) required between FL160-FL460
W615	NAKDO-HE	AST-HE	RNAV (RNAV 5) required between FL195-FL460
W650	PAPDA-WM	VPG-WM	Flights from Penang (VPG) VOR are to reach 11000' or above by (VPG) D40 or PAPDA
W701	EZS-LT	ERZ-LT	MEA FL150 for domestic traffic
W710	SIV-LT	EZS-LT	Only available 1730-0230 1 Apr-1 Nov, 1700-0430 2 Nov-31 Mar, weekends and Hol
W716	GAZ-LT	LUTAM-LT	Cruising Levels by ATC
W716	MAVES-LT	DYB-LT	Cruising Levels by ATC
W725	DBA-HE	BRN-HE	Available for HEMM ARR/DEPs
W725	RASDA-HE	DBA-HE	RNAV (RNAV 5) required between FL160-FL460
W850	MELDO-HE	PASOS-HE	E-bound direction available for HEAR, HEGR domestic ARRs
W850	MELDO-HE	PASOS-HE	RNAV (RNAV 5) required between FL160-FL460
W850	PASOS-HE	GITLA-LL	Only available for traffic to HECA FIR
Y001	BAYAN-OT	BOVIP-OB	Only available for OTBD, OTHH ARRs
Y1	DEBJI-VQ	BT-VQ	Not available for traffic via Y4
Y1	PRO-VQ	BT-VQ	Domestic traffic only
Y1	PRO-VQ	BT-VQ	Max IAS 240 Kts
Y2	BT-VQ	YP-VQ	Domestic traffic only
Y2	BT-VQ	YP-VQ	Max IAS 240 Kts
Y3	MENEX-VT	PUT-VT	Available when VT(D)-58 is activated. Aircraft shall keep within the lateral limit of the route as much as possible to avoid entering VT(D)-58
Y3	PRO-VQ	YP-VQ	Domestic traffic only
Y3	PRO-VQ	YP-VQ	Max IAS 240 Kts
Y4	GELPU-VQ	BT-VQ	Domestic traffic only
Y4	GELPU-VQ	BT-VQ	Max IAS 240 Kts

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
Y4	NONEL-VT	KBI-VT	Available when VT(D)-58 is activated. Aircraft shall keep within the lateral limit of the route as much as possible to avoid entering VT(D)-58
Y5	DAGNA-VQ	GELPU-VQ	Not available for traffic via Y4
Y5	PRO-VQ	YP-VQ	Domestic traffic only
Y5	PRO-VQ	YP-VQ	Max IAS 240 Kts
Y5	PUT-VT	SURMA-VT	Conditional Route (CDR). Available Monday to Thursday from 1700 UTC to 2200 UTC and on Friday 1700 UTC to Sunday 2200 UTC. Other times by NOTAM
Y6	PRO-VQ	TRONG-VQ	Domestic traffic only
Y6	PRO-VQ	TRONG-VQ	Max IAS 240 Kts
Y9	DANDO-VT	TAREG-VD	Flights between BKK - HTY (vice versa) shall file flight plan in accordance with applicability for RNAV. In addition, A-464 AIRWAY is available for flight plan at FL280 and below
Y12	ALUMO-VT	DOLNI-VT	When VT (R)-13 is activated, Y12 is not available for flight planning
Y13	GRASO-VT	BKK-VT	Available for aircraft with VTBS as destination only
Y85	GALIM-LL	DESHE-LL	CDR 2
Y186	MOSOP-LB	ODERO-LT	CDR 3. Alternate route for L621. Activated by NOTAM
Y187	MOSOP-LB	UDROS-LT	CDR 3. Alternate route for L621. Activated by NOTAM
Y190	IVGOT-LB	ODERO-LT	CDR 3. Activated by NOTAM
Y192	MAKOL-LT	MOSOP-LB	CDR 3. Alternate route for N617. Activated by NOTAM
Y229	YAYLA-LT	IVGUS-LT	Only available 1900-0400, weekends and Hol
Y338	VAMPI-WM	LEKIR-WM	AFTM westbound flights flight planned on N571/N877 arriving VAMPI between 1530 and 1930UTC do not meet the required longitudinal separation requirements some flights may be re-routed onto L510 via Y338 by KL ACC - 133.4 Mhz
Y372	OKESA-LT	NILRU-LT	Only available 1900-0400, weekends and Hol, O/T used by Tactical Civil Military Coordination
Y511	KITUB-OE	RAGPO-OE	Available during Scatana activity, above FL270



## MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
Y520	GOL-LB	VADEN-LT	CDR 1: FL245 and below. MON-FRI 2300-0500 (2200-0400), FRI 1400 (1300) - MON 0500 (0400), Hol. CDR 2: FL245 and below. MON-THU 0500-2300 (0400-2200), FRI 0500-1400 (0400-1300). Alternate route: VADEN-P92-PDV-N739-LARAT-N127-BLO-T228-UTEKA
Y623	GIVLA-OO	DAPOK-OO	Only for OOSH ARRrs
Y855	LAKLU-OO	BOTAM-OO	Only for OOSH DEPs
YAAERT	YAA-LT	ERTAS-LT	Only available by ATC
YAA-FEN	YAA-LT	FENER-LT	Only available by ATC
Z1	TBZ-OI	BND-OI	Not plannable. Available by ATC
Z2	TRN-OI	DNZ-OI	Not available during military activity
Z2	TRN-OI	DNZ-OI	Only available for Iranian airlines
Z4	ULETA-OI	MSD-OI	Not available during military activity
Z4	ULETA-OI	MSD-OI	Not plannable. Available by ATC
Z4	ULETA-OI	MSD-OI	Only available for Iranian airlines
Z5	LAR-OI	MSD-OI	Not available during military activity
Z5	LAR-OI	MSD-OI	Not plannable. Available by ATC
Z5	LAR-OI	MSD-OI	Only available for Iranian airlines
Z151	ULDUN-OI	BUBAS-OO	Eastbound only available at FL310, FL350 for OOMM FIR overflights and OOMS/OOSH ARRrs. WESTBOUND for OOMS/OOSH/OOSA DEPs and for traffic entering OOMM FIR via TOTOX, REXOD, LOTAV, KITAL, KIVEL, AND IMKAD destination OTHH shall exit via ULDUN at FL300, FL360, AND FL400
Z152	MCT-OO	BUBAS-OO	For OOMS ARRrs from OTHH
Z225	BAYAN-OT	VELAM-OB	Only available for OTBD, OTHH ARRrs
Z301	KC-OP	RN-OP	FL210 only available 1000-2359 Mon-Fri, Sat, Sun during PAF inactivity and by ATC
Z301	KC-OP	RN-OP	PPR

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
Z302	KC-OP	PS-OP	FL210 only available 1000-2359 Mon-Fri, Sat, Sun during PAF inactivity and by ATC
Z302	KC-OP	PS-OP	PPR
Z303	QT-OP	LA-OP	PPR
Z304	QT-OP	RN-OP	PPR
Z305	LA-OP	PS-OP	PPR
Z306	KC-OP	RN-OP	PPR
Z307	KC-OP	PS-OP	PPR
Z350	ITURA-OO	NOVSU-OI	Only FL360 and FL400 available
Z515	MIDGU-OO	PUTSO-OO	Only for E-bound traffic destination Oman northern airports
Z515	MIDGU-OO	PUTSO-OO	Traffic shall cross MIDGU at FL330 or below
Z652	VRMG-VR	VRMM-VR	Domestic traffic only
Z713	ULKAN-LT	DUGLA-LT	MEA FL240 0230-1730 1 Apr-1 Nov, 0430-1700 2 Nov-31 Mar except weekends and Hol
Z749	VRMG-VR	VRMM-VR	Domestic traffic only
Z855	SODEX-OO	TULBU-OO	Only available for OOAA, OMAD and OMAM ARRrS

-----  
**Effective 10 Oct:** -----

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
A1	CVO-HE	METRU-HE	RNAV (RNAV 5) required between FL160-FL460
A1	UBL-VT	ROBKA-VT	One way system will be applied for a portion between BKK DVOR/DME and UBL DVOR/DME as follows: - A1 eastbound traffic only - Westbound traffic flight plan via W1 after UBL- Available for westbound traffic on A1 or direct route subject approval from ATC
A16	RASDA-HE	CVO-HE	RNAV (RNAV 5) required between FL160-FL460
A28	MUT-LT	DOREN-LT	Only available for LCEN ARRrS/DEPs
A325	PARET-OP	BIVIN-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
A408	SALEH-OY	HDH-OY	RNAV (RNAV 5) required between FL170-FL460

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
A411	LOSUL-HL	BRN-HE	RNAV (RNAV 5) required between FL195-FL460
A412	ASLON-OJ	NADEK-OJ	Traffic between ASLON-NADEK is excluded from OJ(P)-9
A412	LUDAN-OJ	ASLON-OJ	ACFT to maintain route center line
A416	TBZ-OI	SOKAM-OA	RNAV 5 above FL285
A418	SYZ-OI	ORSAR-OI	RNAV 5 above FL200
A422	UMH-OI	PARSU-UB	RNAV 5 above FL285
A453	GADER-OA	TAPIS-OA	Only available for overflights
A453	KUMBO-OB	MIDSI-OB	Only available for OBBI, OBBS, OBKH, OEDF, OEDR ARRr, traffic routing SOGAT-BAH-KFA
A453	MIDSI-OB	PIRAN-OI	RNAV 5 above FL285
A454	AMDAR-UT	TAPIS-OA	MAA FL270 2000-2359
A454	PASOV-OO	TAPDO-OO	For traffic landing at northern UAE airports or overflying the northern UAE below FL200
A454	PASOV-OO	TAPDO-OO	Traffic shall cross PASOV at FL270 or below
A454	TAPDO-OO	PARET-OP	FL240-FL260 NOT AVBL
A455	IMTIL-OP	PS-OP	Only available for OPPS DEPs
A455	RAMSO-OA	IMTIL-OP	MAA FL270 2000-2359
A455	RAMSO-OA	IMTIL-OP	Unusable
A465	ISMON-VE	PALKO-VE	When VO(D)-73 is active route via LARIK-point 'A'-point 'C'-XOPOX
A465	LARIK-VE	KAKID-VE	MEA FL220 during VE(D)-50 activity. Traffic below FL220 routes VVZ-MEPOL-BBS-KAKID
A465	MMV-VO	VVZ-VE	VOMM ARRr only available during VO(D)-171 activity. Route via V9
A465	VVZ-VE	LARIK-VE	When VE(D)-50 is active aircraft at or below FL210 route via KAKID-BBS-MEPOL-VVZ
A466	HA-UT	AMDAR-UT	MEA FL150 within UT(R)-126 lateral limits
A466	SITAX-OP	SAJAN-OP	FL330 not available 1900-0300
A472	IMTIL-OP	PS-OP	Only available for OPPS ARRr

## MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
A581	PONUK-VL	SAGAG-VL	Traffic Traversing w/i VLVT FIR on rtes A581,B218,B346,W35 will be assigned the following FLs:N-BND:FL110-130-150-170-190-210-230-250-270-290-310-330-350-370-390-410-450-490.S-BND:FL120-140-160-180-200-220-240-260-280-300-320-340-360-380-400-430-470-510
A647	RAGET-OR	NAZAR-OI	RNAV 5 required
A727	GESAD-HE	NOZ-HE	E-bound direction available for HEAX, HEBA ARRs
A727	LXR-HE	SML-HE	N-bound direction available above FL255 for HELX ARRs
A727	PAXIS-HE	NUBAR-HE	RNAV (RNAV 5) required between FL160-FL460
A788	LOXOM-OE	HFR-OE	GND-FL330 not available 0500-1100 Sun-Thu, exc HOL
A788	PATIR-OI	SYZ-OI	RNAV 5 above FL285
A788	TOTAD-OE	HFR-OE	Not available during OE(D)-400 activity. Alternate route: LOXOM-UN318-EMARO-B417-HFR-A788-SOROR
A788	TOTAD-OE	SOROR-OE	Alternate route via Q887
A791	BPL-VA	ATOBV-VA	When VA(D)-223 is active aircraft below FL260 route via BPL-A3-RRP
A791	CEA-VE	JJS-VE	When VA(D)-223 is active aircraft below FL260 route via JJS-A2-BPL
A791	EGRON-OP	IMLOT-OO	RNAV 5 above FL285
A791	IMLOT-OO	GIDIL-OO	E-bound traffic overflying OMAE FIR on A791 between LALDO and IMLOT in the OOMM FIR: FL330, FL390 available only
A791	IMLOT-OO	GIDIL-OO	Traffic departing from northern UAE airports and routing via A791 can expect FL270
A791	IMLOT-OO	SHJ47-OO	E-bound only below FL255
A791	JJS-VE	ARIVO-VE	Alternate route for B209 during VE(D)-64 activity
A791	LAKIV-OP	BIVIN-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
B12	KATAB-HE	SML-HE	MAA raised to UNL when Radar not available
B12	TANSA-HE	SML-HE	RNAV (RNAV 5) required between FL160-FL460
B17	MERVA-LL	DIVLA-LL	CDR 1: 1700LT Thu-0815LT Sun, 2300LT Sun-0815LT Wed weeknights, 1400LT before Hol-0815LT after Hol

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
B17	MERVA-LL	DIVLA-LL	The route may be flown conventional or RNAV5
B121	OXADU-OI	MAGRI-UD	RNAV 5 above FL285
B209	AVNAK-VG	RAJ-VG	FIS only below FL115
B209	JJS-VE	DGP-VE	When VE(D)-64 is active aircraft route via JJS-ARIVO-LAPAN
B209	KKJ-VE	JJS-VE	CDR 1
B209	KKJ-VE	JJS-VE	Not available for DPN overflights via L759
B209	KKJ-VE	JJS-VE	Only available 1630-0030
B209	LAPAN-VE	OPESU-VE	When VE(D)-21 is active route via VILOP-X-KKJ
B218	VTN-VL	SAGAG-VL	Traffic Traversing w/i VLVT FIR on routes A581,B218,B346,W35 will be assigned the following FLs:N-BND:FL110-130-150-170-190-210-230-250-270-290-310-330-350-370-390-410-450-490.S-BND:FL120-140-160-180-200-220-240-260-280-300-320-340-360-380-400-430-470-510
B342	SAPNA-OP	BBB-VA	Only available 1230-0030
B345	KIMTI-VN	KTM-VN	VNKT Deps must reach FL170 at or before 40NM out-bound KTM
B346	YAKUA-VT	LPB-VL	Traffic Traversing w/i VLVT FIR on routes A581,B218,B346,W35 will be assigned the following FLs:N-BND:FL110-130-150-170-190-210-230-250-270-290-310-330-350-370-390-410-450-490.S-BND:FL120-140-160-180-200-220-240-260-280-300-320-340-360-380-400-430-470-510
B400	IMKAD-OO	MCT-OO	The route may be flown conventional or RNAV5
B400	VEDET-HC	IMKAD-OO	RNAV (RNAV 5) required between FL160-FL460
B404	DEMGO-HC	RIGAM-OY	RNAV (RNAV 5) required between FL160-FL460
B411	DHN-OI	GIBAB-OI	Closed during OI(D)-51 activity
B411	MURIB-OE	RUKAM-OR	FL245-FL285 NOT AVBL
B411	PAXAT-OR	PAMTU-OA	RNAV 5 above FL285

## MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
B413	KOBAS-OE	RIBOK-OY	FL310-FL450, open for aircraft registered in Yemen routing to/from OYAA
B413	RIBOK-OY	ZIZAN-OY	RNAV (RNAV 5) required between FL160-FL460
B413	TAZ-OY	KRA-OY	During the activation period of OY(D)-26 and the other related military areas around Aden Airport, Special Avoidance Procedures (SAP10)/level restriction is established to serve traffic landing/departing Aden Airport
B416	KUVER-OI	ORSAR-OI	RNAV 5 above FL285
B416	LEVNA-OI	ORSAR-OI	Levels from 10000 FT to FL200 inclusive not available at ORSAR for traffic landing within Emirates FIR
B417	EMARO-OE	BONIM-OE	Alternate route via Q714
B417	TULAX-OK	EGVEL-OI	RNAV 5 above FL285
B424	ITOLI-OY	SABEL-OY	RNAV (RNAV 5) required between FL160-FL460
B441	NABOX-OI	OTRUZ-OI	RNAV 5 above FL285
B442	RAPTA-OA	SERGO-OA	MAA FL270 2000-2359
B451	DHN-OI	DEBER-OI	RNAV 5 above FL285
B457	DENVO-OT	TULUB-OB	OTBD, OTHH DEPs cross DENVO at FL180 or above without exceeding 300KIAS
B465	AVDAX-VG	APAGO-VE	Advisory service only above FL150 below FL245
B469	PADLI-WM	PU90-WM	AFTM westbound flights flight planned on N571/N877 arriving VAMPI between 1530 and 1930UTC do not meet the required longitudinal separation requirements some flights may be re-routed onto L510 via Y338 by KL ACC - 133.4 Mhz
B469	PU90-WM	VMR-WM	All aircraft deviating east of the track while areas WM( R )-102B and WM( R )-103B are active, and west of the track while WM( R )-104 is active are required to contact Kuantan App or Lumpur Control for traffic information
B469	VPK-WM	PADLI-WM	All aircraft deviating east of the track while areas WM( R )-102B and WM( R )-103B are active, and west of the track while WM( R )-104 is active are required to contact Kuantan App or Lumpur Control for traffic information

## MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
B469	VPK-WM	VMR-WM	All aircraft deviating east of the track while areas WM( R )-102B and WM( R )-103B are active, and west of the track while WM( R )-104 is active are required to contact Kuantan App or Lumpur Control for traffic information
B470	SJ-WS	PKP-WI	B470: Two-way routing Singapore/Pangkal Pinang for flt blw FL200
B470	SJ-WS	UDONI-WS	(a) All odd flight levels +500ft above the minimum en-route level up to and including FL195 (Quadrantal): (b) Above FL195, starting at FL210 all odd flight levels up to and including FL290 (Semi-circular)
B470	SJ-WS	UDONI-WS	Above FL290, all flight levels at 1000ft intervals starting at FL290 and up to FL410, except for flights beyond Jakarta where only odd flight levels shall be assigned
B470	UDONI-WS	ANITO-WI	(a) All odd flight levels +500ft above the minimum en-route level up to and including FL195 (Quadrantal): (b) Above FL195, starting at FL210 all odd flight levels up to and including FL290 (Semi-circular)
B470	UDONI-WS	ANITO-WI	Above FL290, all flight levels at 1000ft intervals starting at FL290 and up to FL410, except for flights beyond Jakarta where only odd flight levels shall be assigned
B505	EGTAL-OO	PI-OP	FL190, FL210, FL270, FL290 available only
B505	LALDO-OO	APELO-OP	Only for traffic departing northern UAE airports
B505	PI-OP	PG-OP	FL230-FL260 NOT AVBL
B526	FARES-HH	TATNA-OY	RNAV (RNAV 5) required between FL160-FL460
B526	HDH-OY	IVORA-OY	During the activation period of OY(D)-5, OY(D)-50, OY(D)-52 traffic leveling within the vertical limits of these danger areas, alternative routing will be given by ATC
B535	ASTUN-OO	KAPET-OO	The route may be flown conventional or RNAV5
B535	KAPET-OO	TORBA-OY	RNAV (RNAV 5) required between FL160-FL460
B540	KUPMA-OO	DEGNU-OO	For traffic landing at northern UAE airports or overflying the northern UAE below FL265
B540	KUPMA-OO	DEGNU-OO	MAA FL200 for traffic departing Muscat Intl inbound UAE airports
B540	KUPMA-OO	GERAR-OO	Traffic destination OMDB exiting OOMM FIR via PASOV expect FL230 at PASOV

## MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
B540	KUPMA-OO	GERAR-OO	Traffic destination OMDW or OMDM exiting OOMM FIR via PASOV expect FL190 at PASOV
B540	KUPMA-OO	GERAR-OO	Traffic destination OMSJ or OMRK exiting OOMM FIR via PASOV expect FL180 at PASOV
B540	MIVEK-OM	KUPMA-OO	Westbound traffic landing Northern Emirates airports only
B540	PASOV-OO	DEGNU-OO	Traffic shall cross PASOV at FL255 or below
B544	GEVEL-OY	KRA-OY	During the activation period of OY(D)-27 and the other related military areas around Aden Airport, Special Avoidance Procedures (SAP7A/7B)/level restriction is established to serve traffic landing/departing Aden Airport
B544	NOBSU-OE	KRA-OY	RNAV (RNAV 5) required between FL170-FL460
B544	SODAR-OJ	ORKAS-OE	Alternate route via T455
B549	THAMD-OY	PUTRA-OO	RNAV (RNAV 5) required between FL195-FL460
B579	PUT-VT	VPL-WM	For flight planning, route segment between PUT and Dalian shall be operated as unidirectional
B593	NOKAT-VE	AGUNO-VG	VEAT ARRs contact Agartala APP before AGUNO
B593	NOKAT-VE	CML-VG	FIS only below FL75
B594	CML-VG	CTG-VG	FIS only below FL245
B904	BUDBO-OA	KHOLM-OA	Only available for overflights
BIGERT	BIG-LT	ERTAS-LT	Only available by ATC
BI-GUNS	BIG-LT	UNSAV-LT	Only available by ATC
BKZFE N	BKZ-LT	FENER-LT	Only available by ATC
BLDAK	BL-VG	DAKID-VG	Only available during VG(D)-14 activity
G8	SRT-LT	ALRAM-OI	FL320 and below not available. Alternate route for traffic exiting OIIX FIR via EZS VOR-VAN VOR-BONAM-UMH-(KAPES) as for EZS VOR-ALRAM-UMH VOR/KAPES
G12	EKI-LT	YAA-LT	E-bound traffic routes EKI-IST-YAA
G12	GELBU-LT	EKI-LT	MEA FL160 during military activity
G18	APLON-LC	SOLIN-LL	All traffic inbound LLBG shall arrange to cross LEDRA/VELOX/ERIMO or abeam these points at or below FL310



**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
G18	LEDRA-LC	SOLIN-LL	Daily 0300-2359 traffic to LLBG from the west shall cross SOLIN at FL120 or below
G35	OVD-LL	NURIT-LL	CDR 1: 6000'-9000'
G35	OVD-LL	NURIT-LL	The route may be flown conventional or RNAV5
G37	SAMAR-LL	OVD-LL	The route may be flown conventional or RNAV5
G55	ABD-OI	SYZ-OI	RNAV 5 above FL285
G80	ULMAR-LT	EKI-LT	MEA FL160 during military activity
G202	KAMAR-OI	PAROD-OA	Unusable
G202	KAMAR-OI	RIMPA-OA	MAA FL270 2000-2359
G202	MODIK-OR	RAPLU-OR	Aircraft beyond 30NM west of GIBUX within ORBB FIR should monitor 122.4 MHz if below FL235 and 129.1 MHz if above FL235 and try to establish radio communication every 5 minutes
G202	MODIK-OR	RAPLU-OR	FL240-FL260 NOT AVBL
G202	RAGET-OR	KAMAR-OI	RNAV 5 above FL285
G202	RAPLU-OR	DELM-OR	FL245-FL285 NOT AVBL
G206	GADER-OA	IMGES-OA	MAA FL270 2000-2359, class E
G206	IMGES-OA	DUGIN-OA	FL290 and below unusable
G208	ALRAM-OI	KEBUD-OI	RNAV 5 above FL285
G208	ALRAM-OI	UMH-OI	Airway closed
G208	KEBUD-OI	PARET-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
G210	PG-OP	DOSTI-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
G214	BIVIN-OP	PG-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
G214	RK-OP	MOLTA-OP	MEA FL70 during OP(R)-117 activity, traffic below FL70 reroutes via MT
G216	ALPOR-OO	LAKIV-OP	FL240-FL260 NOT AVBL
G216	LAKLU-OO	ALPOR-OO	MAA FL310 for traffic departing Muscat Intl inbound OPKC
G335	JALES-VN	TEPAL-VE	ATC available above FL220
G336	SMR-VN	KTM-VN	W-bound direction available for VNKT Deps inbound VEBN

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
G348	KTM-VN	KIMTI-VN	VNKT Deps must reach FL170 at or before 40NM out-bound KTM
G450	BBB-VA	CEA-VE	MEA FL320 by ATC
G450	OPAKA-VA	AAU-VA	FL160-FL200 not available for civil aircraft
G452	DERBO-OP	KALAT-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
G452	RK-OP	MERUN-VI	Contact VIBK ATC on 122.7MHz for position report
G452	SYZ-OI	DERBO-OP	RNAV 5 above FL285
G452	ZDN-OI	DERBO-OP	Do not enter OPKR FIR in climb/descent phase nor plan level change while entering
G463	DAC-VG	CTG-VG	Expect rerouting via DAC-W14-DAKID-B465-CTG during VG(D)-14 activity
G463	TANAP-VG	AVLED-VY	Advisory service only above FL150 below FL245
G463	TANAP-VG	AVLED-VY	FIS only at or below FL150
G463	TEBID-VE	BATEL-VG	FIS only below FL115
G476	ODIRA-LT	ANAKA-UR	FL300-FL530 only available Sun, Hol and by ATC
G482	TBZ-OI	MAGRI-UD	RNAV 5 above FL285
G579	CKG-WI	SJ-WS	bi-directional below FL200
G579	FIRJ3-WS	DOLTA-WI	bi-directional below FL200
G579	FIRJ3-WS	REPOV-WS	(a) All odd flight levels +500ft above the minimum en-route level up to and including FL195 (Quadrantal): (b) Above FL195, starting at FL210 all odd flight levels up to and including FL290 (Semi-circular)
G579	FIRJ3-WS	REPOV-WS	Above FL290, all flight levels at 1000ft intervals starting at FL290 and up to FL410, except for flights beyond Jakarta where only odd flight levels shall be assigned
G579	PLB-WI	FIRJ3-WS	bi-directional below FL200
G579	REMES-WS	LEGOL-WS	(a) All odd flight levels +500ft above the minimum en-route level up to and including FL195 (Quadrantal): (b) Above FL195, starting at FL210 all odd flight levels up to and including FL290 (Semi-circular)
G579	REMES-WS	LEGOL-WS	Above FL290, all flight levels at 1000ft intervals starting at FL290 and up to FL410, except for flights beyond Jakarta where only odd flight levels shall be assigned

## MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
G579	SJ-WS	JB-WM	All flights between Sinjon NDB and Jabee NDB should avoid WS(R)-38 at all times
G582	VBA-WM	VPK-WM	Eastbound Flights to reach FL250 or above by Batu Arang (VBA) D78
G598	LKN-VI	APIPU-VE	ATC available at or above FL200
G650	RASKA-OE	JDW-OE	Available during Scatana activity, above FL160
G652	IMPOS-OY	DUDRI-OE	E-bound traffic FL330 only, W-bound traffic FL300 only
G652	KRA-OY	DUDRI-OE	RNAV (RNAV 5) required between FL160-FL460
G652	KRA-OY	IVORA-OY	During the activation period of OY(D)-23, OY(D)-51 Special Avoidance Procedures (SAP8)/level restriction is established to serve traffic landing/departing Aden Airport
G652	TOKRA-OO	TAPDO-OO	For traffic exiting OOMM FIR via TOKRA to OYSC FIR; FL300, FL320 available only
G662	BUSRA-OJ	ALKOT-OE	Airway suspended due to military activities
G662	GRY-OE	ASH-OE	E-bound direction only available for OEGT DEPs
G662	KUSRO-OE	KIA-OE	Not available for OERK, OERY DEPs
G663	ALSER-OB	MSD-OI	RNAV 5 above FL285
G663	KFA-OE	ULADA-OE	Only available for OEDF, OEDR ARRr
G665	ABD-OI	ASVIB-OP	RNAV 5 above FL285
G665	ASVIB-OP	PG-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
G665	SYZ-OI	BOTUX-OI	Only available from sunset to sunrise (HN)
G666	ELOVU-OM	ORSAR-OI	CDR 1: 10000' and above, 1400-0300
G666	ORSAR-OI	SYZ-OI	For those traffic proceeding to Emirates FIR, only FL210, FL230, FL250 and FL270 available
G666	ORSAR-OI	SYZ-OI	RNAV 5 above FL285
G667	ABD-OI	PUTMA-OI	RNAV 5 above FL285
G667	PARIM-OY	NETAS-OY	RNAV (RNAV 5) required between FL160-FL460
G667	TRN-OI	NSR-OI	Closed for overflights
G669	NANPI-OI	SYZ-OI	RNAV 5 above FL285
G670	RST-OI	LALDA-OI	RNAV 5 above FL285
G775	ORPAB-OI	ZDN-OI	RNAV 5 above FL285

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
G781	BONAM-LT	NSR-OI	RNAV 5 above FL285
G783	TANSU-OE	GIDIS-OM	Only available to UAE departures with cruising speed of MACH 0.77 or more
G783	TANSU-OE	GIDIS-OM	S-bound direction FL300, FL320 only available if routing via PURDA
G783	TANSU-OE	GIDIS-OM	Traffic to exit Emirates FIR towards DEGPA shall Flight plan to exit via M628 - PEKEM
G792	GIRUN-OI	PAMTU-OA	RNAV 5 above FL285
H11	SOLIN-LL	NAT-LL	CDR 3: 6000' and above
H11	SOLIN-LL	NAT-LL	The route may be flown conventional or RNAV5
H11	SOLIN-LL	PEPIR-LL	CDR 1: 6000' - 37000'
H14	NAT-LL	MERVA-LL	CDR 3
H14	NAT-LL	MERVA-LL	The route may be flown conventional or RNAV5
J1	JJP-VI	KKJ-VE	CDR 3
J2	PPN-VA	NNP-VA	CDR 2
J2	PPN-VA	NNP-VA	Domestic traffic only
J2	PPN-VA	NNP-VA	Only available Sat 1830-Sun 1829
J3	ARK-OI	ENASU-OI	RNAV 5 required
J3	BPL-VA	HIA-VO	CDR 3
J3	BPL-VA	HIA-VO	Domestic traffic only
J3	BPL-VA	HIA-VO	Only available by ATC
J4	HIA-VO	CEA-VE	CDR 2
J4	HIA-VO	CEA-VE	Domestic traffic only
J4	HIA-VO	CEA-VE	Only available Sat 1830-Sun 1829
J5	ALRAM-OI	KAPES-OI	RNAV 5 required
J5	GGO-VO	AAU-VA	CDR 2. Activated by NOTAM
J5	GGO-VO	AAU-VA	Domestic traffic only
J5	GGO-VO	AAU-VA	Only available Fri 1830-Sun 1829
J6	DEKBA-OI	SAV-OI	RNAV 5 required
J7	GGT-VE	DMR-VE	CDR 2

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
J7	GGT-VE	DMR-VE	Domestic traffic only
J7	GGT-VE	DMR-VE	Only available Sat 1830-Sun 1829
J7	PAROT-OI	RADAL-OI	RNAV 5 above FL285
J8	KKU-VE	DMR-VE	CDR 2
J8	KKU-VE	DMR-VE	Domestic traffic only
J8	KKU-VE	DMR-VE	Only available Sat 1830-Sun 1829
J9	TEZ-VE	KKU-VE	CDR 2. Activated by NOTAM
J9	TEZ-VE	KKU-VE	Only available Sat 1830-Sun 1829
J10	ADLOD-LL	SIVAK-LL	27000' for flights to/from LLER/LLET, LLNV, LLRM and LLOV
J10	ADLOD-LL	SIVAK-LL	CDR 3: 13000'-26000', 29000'-37000'
J10	DMR-VE	JJT-VE	CDR 2. Activated by NOTAM
J10	DMR-VE	JJT-VE	Only available Sat 1830-Sun 1829
J10	GOBRI-LL	SIVAK-LL	26000' for flights to/from LLER/LLET, LLNV, LLRM and LLOV
J10	MZD-LL	SAMAR-LL	Daily only for aircraft with cruising speed of 140 KIAS or higher. On Fri, Sat, Hol for aircraft with cruising speed lower than 140 KIAS. On Sun-Thu only by "South Control" prior authorization
J10	NAT-LL	ADLOD-LL	CDR 3
J10	NAT-LL	NALSO-HE	For ACFT with MNM ROC of 500 ft/min, and ROD of 1 000 ft/min only. If unable to comply, notify ATC in advance
J10	NAT-LL	NALSO-HE	In the last 1000 ft during climb and decent, vertical speed should not exceed 1000 ft/min
J10	NAT-LL	NALSO-HE	The route may be flown conventional or RNAV5
J10	SHAYO-LL	NURIT-LL	CDR 3: 4000'
J10	SIVAK-LL	SHAYO-LL	CDR 3: 5000'
J11	BGN-LL	NAT-LL	CDR 3: 7000'-9000'
J11	BGN-LL	NAT-LL	The route may be flown conventional or RNAV5
J11	GGT-VE	LBR-VE	CDR 2: 1830 Fri-1829 Sun or when notified by AUP/UUP/NOTAM. CDR 3: on opportunity basis

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
J11	GGT-VE	LBR-VE	Not available during VE(D)-66, VE(D)-70 activity
J12	TEZ-VE	JJT-VE	Avoid VE(R)-74 when active
J12	TEZ-VE	JJT-VE	CDR 2: 1830 Fri-1829 Sun or when notified by AUP/UUP/NOTAM. CDR 3: on opportunity basis
J13	CIA-VO	CIB-VO	CDR 1
J13	CIA-VO	NUVTI-VO	CDR 2: 1730-2330 Mon-Fri, 2330 Fri-2330 Sun or when notified by AUP/UUP/NOTAM. CDR 3: on opportunity basis
J14	AKTIM-VO	MDI-VO	CDR 2: 1730-2330 Mon-Fri, 2330 Fri-2330 Sun or when notified by AUP/UUP/NOTAM. CDR 3: on opportunity basis
J14	LITVA-LL	NAT-LL	CDR 3: 7000'
J14	ROP-LL	NAT-LL	The route may be flown conventional or RNAV5
J15	ATLIT-LL	NAT-LL	The route may be flown conventional or RNAV5
J15	MDI-VO	ADKAL-VO	CDR 2: 1730-2330 Mon-Fri, 2330 Fri-2330 Sun or when notified by AUP/UUP/NOTAM. CDR 3: on opportunity basis
J15	RAPIV-LL	NAT-LL	CDR 3: 6000'-7000'
J16	CLC-VO	CCB-VO	CDR 1
J16	CLC-VO	TTR-VO	CDR 2: 1730-2330 Mon-Fri, 2330 Fri-2330 Sun or when notified by AUP/UUP/NOTAM. CDR 3: on opportunity basis
J17	CLC-VO	BIA-VO	CDR 2: 1830 Sat-0030 Mon or when notified by AUP/UUP/NOTAM. CDR 3: on opportunity basis
J18	ADKAL-VO	MMV-VO	Avoid VO(D)-177 when active
J18	ADKAL-VO	MMV-VO	CDR 3
J19	ANGUP-VA	AAU-VA	Only available 0000-0230, 1230-0000 Mon-Sat, Sun. Other times by NOTAM
J23	LBR-VE	DRG-VE	CDR 3
J23	LBR-VE	DRG-VE	MEA FL210 during VE(D)-201 activity
J112	RK-OP	MOLTA-OP	MEA FL70 during OP(R)-117 activity, traffic below FL70 reroutes via MT

## MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
J120	BIVIN-OP	LAKIV-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
J121	LA-OP	RN-OP	FL310-FL410 available for international flights
J131	RN-OP	GT-OP	FL310-FL410 available for international flights
J132	BIVIN-OP	IDEBA-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
J152	DB-OP	ORLAR-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
J164	ZB-OP	PS-OP	PPR
J165	ZB-OP	RN-OP	PPR
J169	PI-OP	OR-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
J171	PG-OP	DB-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
J172	KC-OP	QT-OP	PPR
J173	SK-OP	RK-OP	PPR
J174	PC-OP	HANGU-OP	PPR
J176	PC-OP	HANGU-OP	PPR
J177	SOKIR-OP	KALAT-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
J177	SOKIR-OP	QT-OP	PPR
J178	MIALI-OP	LA-OP	Only available after 0900 daily
J178	MIALI-OP	LA-OP	PPR
J179	ALBIV-OP	BINDO-OP	PPR
J180	DG-OP	UPVAL-OP	PPR
J181	SN-OP	NH-OP	PPR
J182	SN-OP	MJ-OP	PPR
J184	QT-OP	SK-OP	Not available during OP(R)-127 activity
J185	BIVIN-OP	TU-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
J215	PI-OP	KALAT-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
J219	PG-OP	LAKIV-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
J981	NWB-HE	DATOK-HE	RNAV (RNAV 5) required between FL255-FL460
KAGMK B	KAGAS-WI	MKB-WI	Temporary direct route to accomodate pilgrim flight session

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
L124	ERGUN-LT	VAN-LT	Only available 1730-0230 1 Apr-1 Nov, 1700-0430 2 Nov-31 Mar, weekends and Hol
L200	ASLON-OJ	NADEK-OJ	Traffic between ASLON-NADEK is excluded from OJ(P)-9
L200	MESLO-OJ	KUPRI-OJ	11000' or above for traffic to cross LUDAN
L200	OSAMA-OJ	PASIP-OJ	ACFT to maintain route center line
L200	OSAMA-OJ	PASIP-OJ	E-bound FLs (OJAC FIR-ORBB FIR): FL190, FL210, FL230, FL250, FL270. W-bound FLs (ORBB FIR-OJAC FIR): FL180, FL220, FL240, FL260, FL280
L200	PASIP-OJ	GIBUX-OR	Aircraft beyond 30NM west of GIBUX within ORBB FIR should monitor 122.4 MHz if below FL235 and 129.1 MHz if above FL235 and try to establish radio communication every 5 minutes
L200	PASIP-OJ	GIBUX-OR	FL240-FL260 NOT AVBL
L200	SIGBI-OR	SILBO-OR	FL245-FL285 NOT AVBL
L300	LXR-HE	GIBAL-OE	RNAV (RNAV 5) required between FL160-FL460
L301	AKTIV-VA	AAU-VA	Contact Ozar ATC on 123.5/120.6MHz prior to entering VA(R)-34
L301	BEVSU-VA	BUSBO-VO	When VO(D)-73 is active route via URKOK-point 'A'-ME-POK
L301	DWI-VY	BKK-VT	Route segment between DWI and BKK available for overfly BKK (Bidirectional) and departing from VTBD or VTBS (Westbound)
L301	DWI-VY	PASTO-VT	Eastbound traffic contact Bangkok Control freq 128.1 or 120.5 at least 15 minutes prior to entering Bangkok FIR (B)/(G)
L301	KARKU-VA	AAU-VA	Eastbound aircraft must cross KARKU 1300 or later, 0030 or earlier. Alternate route: L505
L301	KARKU-VA	AAU-VA	Westbound aircraft must cross BUSBO 1300 or later, 0100 or earlier. Alternate route: L505
L301	KARKU-VA	BEVSU-VA	Only available 1300-0100. Alternate route: L505
L315	CVO-HE	GIBAL-OE	RNAV (RNAV 5) required between FL160-FL460
L315	SOKOT-HE	GIBAL-OE	Only available for HESH, HEGN ARRs



## MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
L333	BAG-LT	DASIS-LT	Not available for domestic traffic
L333	MERUN-VI	KKJ-VE	Only available 1630-0030
L430	MESPO-OI	VAXIM-OO	W-bound direction FL280, FL340 available only
L443	GASSI-OB	RABAP-OB	Only available by ATC
L509	LAJAK-OP	HANGU-OP	FL330 not available 1900-0300
L509	LAJAK-OP	SULOM-OP	Only available 1500-2359. Additionally available MEA FL280 1900-2359
L509	SULOM-OP	GGC-VE	Only available 1630-2230
L509	TAPIS-OA	LAJAK-OP	Only available for overflights
L510	EMRAN-VO	GIVAL-WM	AFTM westbound flights flight planned on P628 arriving GIVAL between period 1500 and 1900UTC do not meet the required longitudinal separation requirements may be rerouted onto this ATS route by KL ACC to allow the allocation of more optimal flight levels
L510	IBANI-VA	EMRAN-VO	W-bound direction available at FL280, FL300, FL340, FL360 between 1500 (at GIVAL) and 2230 (at IBANI)
L517	VMI-WB	TERIX-WS	No PDC arrangements FL280, FL300 and FL340
L550	PASOS-HE	KITOT-HE	RNAV (RNAV 5) required between FL255-FL460
L551	DBA-HE	ANTAR-HE	RNAV (RNAV 5) required between FL160-FL460
L552	TUBGO-OM	UKVAK-OM	Traffic shall cross TUBGO at FL 155 or above
L555	TUMET-OO	TOTOX-OO	FL330 not available via TOTOX
L556	GIVNO-OO	KUTVI-OO	FL330 not available via ASPUX
L564	DATRI-OB	MIGMA-OE	Only available Fri, Sat, 1500-0300 Sun-Thu
L564	DATRI-OB	ULBON-OE	FL280, FL310 only available for OTBD, OTHH, OTBH ARR/DEPs
L564	DOH-OT	EMEXA-OB	Only available 1500-0300 Sun-Thu, Fri, Sat
L564	DOH-OT	EMEXA-OB	Only available for OTBD, OTHH, OTBH ARR/DEPS
L564	LADEM-OB	BAT-OE	Continuous descent operation available
L564	TAZ-OY	PARIM-OY	RNAV (RNAV 5) required between FL160-FL460
L601	ARTAT-LB	BAG-LT	Only available 1730-0230 1 Apr-1 Nov, 1700-0430 2 Nov-31 Mar, weekends and Hol

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
L601	KEMER-LT	ADA-LT	Only available for LTAF, LTDA ARR/DEPs
L602	ALTOM-OB	TUMAK-OB	Traffic required to be levelled by ALTOM or before
L602	DAVUS-OB	TUMAK-OB	Only available for OBBB FIR DEPs via DAVUS, ORBB FIR DEPs via OKAC FIR
L602	MAKOL-LT	BUK-LT	Only available 1730-0230 1 Apr-1 Nov, 1730-0430 2 Nov-31 Mar, weekends and Hol
L604	ASRAB-HE	IMRAD-HE	W-bound direction available for OEJD FIR DEPs, HELX ARRs, traffic overflying LXR to DITAR
L604	BRN-HE	KHG-HE	NW-bound direction only available for traffic inbound HLLL FIR via LOSUL
L604	SALUN-LG	IMRAD-HE	RNAV (RNAV 5) required between FL160-FL460
L607	NOZ-HE	GESAD-HE	E-bound direction available for HEAX, HEBA ARRs
L607	NOZ-HE	PAXIS-HE	RNAV (RNAV 5) required between FL285-FL460
L609	APLON-LC	SOLIN-LL	All traffic inbound LLBG shall arrange to cross LEDRA/VELOX/ERIMO or abeam these points at or below FL310
L609	LEDRA-LC	SOLIN-LL	Daily 0300-2359 traffic to LLBG from the west shall cross SOLIN at FL120 or below
L610	UTEKA-LY	VADEN-LT	CDR 1: H24. Temporarily closed by ATC. Alternate route: VADEN Y520 UTEKA or by ATC
L612	BLT-HE	KUMBI-HE	Only available for HECA, HESH ARRs
L612	BLT-HE	KUMBI-HE	RNAV (RNAV 5) required between FL160-FL460
L614	ULSAB-LT	SRT-LT	FL240-FL310 not available
L617	NOZ-HE	TANSA-HE	RNAV (RNAV 5) required between FL160-FL460
L621	ODERO-LT	MUT-LT	Only available 1730-0230 1 Apr-1 Nov, 1715-0445 2 Nov-31 Mar, weekends and Hol
L622	VABUR-LB	MAKOL-LT	CDR 1: FL245 and below, H24. Temporarily closed by ATC. Alternate route: MAKOL-L602-RUTAR-T228-BGS
L631	MCT-OO	TOTOX-OO	Only available for OOMS ARRs
L639	RASKI-OO	BPL-VA	CDR 2. Activated by NOTAM
L642	ESPOB-WS	CN-VV	AVAILABLE RVSM ALTITUDES FL300, FL320, FL340, FL360, FL380, FL400

## MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
L644	AC-VV	DUDIS-WS	ALLOCATED FLIGHT LEVELS: FL330, FL410 (S-BOUND)
L649	LAXOR-WS	BRU-WB	Available only for flights departing from Brunei (WBSB), Labuan (WBKL) and Miri (WBGR) to Hong Kong (VHHH) only
L649	LAXOR-WS	BRU-WB	No-PDC Flight Levels FL300 and FL380 applicable
L677	CVO-HE	PASAM-OE	RNAV (RNAV 5) required between FL160-FL460
L677	MENLI-HE	SHM-HE	E-bound direction not available above FL255
L677	NABAN-OY	SAA-OY	RNAV (RNAV 5) required between FL160-FL460
L677	PASAM-OE	DARAX-OE	S-bound direction available for HESH DEPs, MAA FL170
L677	SHM-HE	PASAM-OE	Also available for HECC FIR DEPs/ARRs inbound/outbound OENN at FL160, FL170 only
L677	SHM-HE	PASAM-OE	Also available for HESH DEPs inbound OEJD FIR with MAA FL150
L681	GESOR-OE	ULIKA-OB	Available daily 1900-0300, Fri, Sat, Hol H24
L692	ALRIK-OE	LOTOS-OE	Available during Scatana activity, above FL270
L715	GIBUX-OR	BABIL-OR	FL245-FL285 NOT AVBL
L746	INB-LT	ERZ-LT	Only available 1730-0230 1 Apr-1 Nov, 1700-0430 2 Nov-31 Mar, weekends and Hol
L746	LUGEB-LB	ODERO-LT	CDR 1: FL245 and below, H24. Temporarily closed by ATC. Alternate route: by ATC
L750	BIROS-OA	ZB-OP	FL330 not available 1900-0300
L750	BIROS-OA	ZB-OP	MEA FL280 2000-2359
L750	RANAH-OA	BIROS-OA	FL280-FL290 additionally available 2000-2359
L750	RANAH-OA	BIROS-OA	FL300 not available 2000-2359
L750	RANAH-OA	BIROS-OA	Only available for overflights
L759	LIBDI-VE	NISUN-VO	L759 and M770 would be assigned the westbound levels FL280, FL320, FL340, FL360 (FL360 is subject to coordination), FL380 and FL400. All eastbound levels would be available except FL290

## MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
L759	MIPAK-VO	TAVUN-VY	L759 and M770 would be assigned the westbound levels FL280, FL320, FL340, FL360 (FL360 is subject to coordination), FL380 and FL400. All eastbound levels would be available except FL290
L762	ASUNA-WS	MIBEL-WI	Available only for aircraft departing or arriving at airports within Singapore FIR
L768	MODOG-OB	ALPOB-OB	Traffic required to be levelled by RAMKI or before
L768	ULADA-OE	ALPOB-OB	Only available for traffic exiting OEJD FIR via ULADA
L852	DEVMU-LT	TESVA-LT	Only available 1730-0230 1 Apr-1 Nov, 1700-0430 2 Nov-31 Mar, weekends and Hol
L854	MARMA-LT	KULAR-LT	Only available 1900-0400, weekends and Hol, O/T used by Tactical Civil Military Coordination
L875	BIA-VO	MMV-VO	Not available for VOBL, VOBG ARRs/DEPs
L875	BIA-VO	MMV-VO	VOMM ARRs/DEPs route via W116, W117
L875	VUTAS-VA	MMV-VO	Higher levels available by ATC
L877	PUMOR-VT	MIGAR-VT	Eastbound assigned Odd flight levels allocation. Available for aircraft destination VTBD or VTBS only
L883	GADMA-OO	REXOD-OO	FL330 not available via REXOD
L883	KITUB-OE	ASNUR-OE	Available during Scatana activity, above FL270
L883	PMA-OE	DASAP-OE	Aircraft not to expect climb or descent in Jeddah FIR
L883	PMA-OE	DASAP-OE	FL280,FL300,FL320 NOT AVBL
L883	SITOL-OE	ITETA-OO	FL280, FL300, FL320 not available for W-bound traffic via SITOL
L934	LUBET-OB	PATOM-OT	OTBD, OTHH DEPs cross LUBET at FL180 or above without exceeding 300KIAS
M10	HAKAN-LT	SARPI-LT	Only available 1730-0230 1 Apr-1 Nov, 1715-0445 2 Nov-31 Mar, weekends and Hol
M203	PUSTO-OR	SILBO-OR	FL245-FL285 NOT AVBL
M300	GADMA-OO	LOTAV-OO	FL330 not available via LOTAV
M301	PURAD-HH	ASMAK-OY	RNAV (RNAV 5) required between FL170-FL460

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
M301	PURAD-HH	SAA-OY	During the activation period of OY(D)-4 alternative routing is established as follows: E-bound: B526 (PURAD-HDH)-A419 (HDH-SAA). W-bound: A419 (SAA-HDH)-B526 (HDH-PURAD)
M302	REVAV-OM	GERUL-OM	CDR 3: available subject to OM(D)-22 activity
M303	MCT-OO	KIPOL-OO	Only available for OOMS DEPs
M309	VEMEM-OE	KIA-OE	Only available Fri, Sat, Hol, 1500-0300 Sun-Thu
M317	DASIS-LT	RABEM-OI	Airway closed
M318	EGTAG-OM	MITIX-OM	N-bound traffic shall FPL to cross GABKO FL150 or above
M318	HDH-OY	NADKI-OY	RNAV (RNAV 5) required between FL160-FL460
M318	KATIT-OE	GABKO-OI	Traffic to exit Emirates FIR towards MEVDO shall Flight plan to exit via M550 - RIBOT
M318	MUXIT-OM	ATUDO-OM	Special authorisation from GCAA DANS required for use
M318	NADKI-OY	MUXIT-OM	Aircraft not to expect climb or descent in Jeddah FIR
M318	NADKI-OY	MUXIT-OM	FL300-FL330, FL390 available only
M318	SAA-OY	NADKI-OY	During the activation period of OY(D)-1 route available only for traffic at flight levels above the upper limit of OY(D)-1
M318	SAA-OY	NADKI-OY	Traffic landing and/or departing Sana'a airport and other traffic below FL310 will be rerouted as follows: NADKI-M651-MEGPA-B424-ITOLI-M301-SAA and vice versa
M321	SILPA-OY	PUTRA-OO	RNAV (RNAV 5) required between FL160-FL460
M375	DAVER-OA	KHOLM-OA	MAA FL270 2000-2359
M428	GOMTA-OO	MUNGA-OO	Only for traffic departing northern UAE airports
M430	KIA-OE	ULIKA-OB	MEA FL210 during OE(D)-48 activity or by ATC
M430	KIA-OE	ULIKA-OB	Only available Fri, Sat, Hol, 1900-0300 Sun-Thu
M430	ULIKA-OB	DOH-OT	Only available 1900-0300 Sun-Thu, Fri, Sat
M430	ULIKA-OB	GINTO-OT	Continuous descent operation available
M430	ULIKA-OB	TOSNA-OM	Available for OTBD, OTHH, OTBH ARRs/DEPs inbound/outbound OEJD FIR, traffic outbound OMAE FIR

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
M444	DENVO-OT	PATOM-OT	OTBD, OTHH DEPs cross DENVO at FL180 or above without exceeding 300KIAS
M449	GIBET-OE	NETOL-OE	FL290, FL310, FL330 only available in S-bound direction
M502	BKK-VT	AKATO-VT	Route segment between AKATO and BKK available for overfly BKK (Bidirectional) and departing from VTBD or VTBS (Westbound)
M502	BKK-VT	DALER-VY	Available Monday to Friday from 1500 UTC to 2300 UTC and Saturday to Sunday H24
M550	MEVDO-OE	MIGMA-OE	Available during Scatana activity, above FL270
M550	RIBOT-OM	GOLGU-OM	Special authorisation from GCAA DANS required for use
M559	NISMI-OY	VEDET-HC	RNAV (RNAV 5) required between FL170-FL460
M600	ALTOM-OB	TUMAK-OB	Traffic required to be levelled by ALTOM or before
M600	KUMBO-OB	TUMAK-OB	Only available for OKAC FIR ARRrS, OBBB FIR DEPs via KUMBO
M628	AMBAG-OE	MIGMA-OE	Available during Scatana activity, above FL270
M628	DFN-OE	PEKEM-OM	Aircraft not to expect climb or descent in Jeddah FIR
M628	DFN-OE	PEKEM-OM	E-bound direction only available for OMAE FIR ARRrS
M628	DFN-OE	PEKEM-OM	FL270,FL300-FL330,FL330 NOT AVBL
M628	LUDID-OM	PARAR-OO	Traffic departing OOMS shall cross EGVAN at FL260 or above
M628	RIGIL-OM	LUDID-OM	FL300 and FL320 not available at LUDID
M651	OKTOB-OY	KRA-OY	RNAV (RNAV 5) required between FL160-FL460
M677	RABAP-OB	OBNET-OB	Available for OMAE FIR ARRrS, overflying northern OMAE FIR
M677	RABAP-OB	OBNET-OB	Not available for OBBB FIR ARRrS
M677	SESRA-OK	RABAP-OB	RNAV (RNP5) required above FL160
M677	TUKSI-OM	LALDO-OO	Westbound segment is available only above FL255
M681	TARBO-OO	DAMUM-OO	Only for traffic departing northern UAE airports
M686	GIBAL-OE	JDW-OE	Only available for HECC FIR overflights, HELX ARRrS
M686	LXR-HE	GIBAL-OE	RNAV (RNAV 5) required between FL160-FL460
M688	ULTED-LT	RATVO-LT	FL310 and below not available

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
M691	KAPAG-OE	EMENI-OE	W-bound direction not available during OE(R)-408 activity
M696	LEMOD-OA	LAJAK-OP	MAA FL270 2000-2359
M703	ANBAR-OR	RUKAM-OR	FL245-FL285 NOT AVBL
M751	GOLUD-VT	VPK-WM	M-751: RVSM FL290, 330, 350, 370, 410 eastbound. RVSM standard ICAO Cruise Levels apply westbound
M751	VKB-WM	GUGIT-WM	All aircraft deviating east of the track while areas WM( R )-102B and WM( R )-103B are active, and west of the track while WM( R )-104 is active are required to contact Kuantan App or Lumpur Control for traffic information
M753	ENREP-WS	OSOTA-VV	ALLOCATED FLIGHT LEVELS: FL260, FL300, FL380 (N-BOUND)
M753	ENREP-WS	OSOTA-VV	ALLOCATED FLIGHT LEVELS: FL270, FL330 (S-BOUND)
M758	OLKIT-WS	VJN-WB	RVSM flight levels FL270, FL290 and FL330 eastbound
M758	OLKIT-WS	VJN-WB	RVSM flight levels FL300, FL340 and FL380 westbound
M758	URIGO-WS	IDSEL-WM	RVSM flight levels FL270, FL290 and FL330 eastbound
M758	URIGO-WS	OLKIT-WS	RVSM flight levels FL270, FL290 and FL330 eastbound
M758	URIGO-WS	OLKIT-WS	RVSM flight levels FL280, FL300 and FL340 westbound
M758	VPK-WM	IDSEL-WM	RVSM flight levels FL300, FL340 and FL380 westbound
M761	VPK-WM	VKG-WB	Flights departing from Peninsular Malaysia to Kota Kinabalu FIR via RNAV route M761 will be cleared to FL270, FL290 or FL330. Succeeding aircraft may be cleared to same level provided 10 minutes longitudinal separation using MNT exists with no closing speed
M761	VPK-WM	VKG-WB	Flights departing from aerodromes within Kota Kinabalu FIR via RNAV route M761 will be cleared to FL280, FL300 or FL340. Succeeding aircraft may be cleared to same level provided 10 minutes longitudinal separation using MNT exists with no closing speed
M762	MIVEK-OM	VAXAS-OO	Westbound traffic landing Northern Emirates airports only
M762	VAXAS-OO	REXOD-OO	For traffic landing at northern UAE airports or overflying the northern UAE below FL265

## MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
M762	VAXAS-OO	REXOD-OO	MAA FL200 for traffic departing Muscat Intl inbound UAE airports
M762	VAXAS-OO	REXOD-OO	MAA FL320 for traffic departing Muscat Intl inbound OTBD, OBBI
M762	VAXAS-OO	REXOD-OO	Traffic destination OMDB exiting via TAPRA expect FL240 at TAPRA
M762	VAXAS-OO	REXOD-OO	Traffic destination OMDW or OMDM exiting via TAPRA expect FL180 at TAPRA
M762	VAXAS-OO	REXOD-OO	Traffic shall cross TAPRA at FL270 or below
M768	AKMON-WS	TSN-VV	ALLOCATED FLIGHT LEVELS: FL270, FL330, FL410 (S-BOUND)
M768	ASISU-WS	AKMON-WS	ALLOCATED FLIGHT LEVELS: FL300, FL380 (N-BOUND)
M770	JJS-VE	BUBKO-VE	Only available 1630-2330. Alternate route: M773
M770	MEPEL-VE	PADET-VY	L759 and M770 would be assigned the westbound levels FL280, FL320, FL340, FL360 (FL360 is subject to coordination), FL380 and FL400. All eastbound levels would be available except FL290
M770	PADET-VY	GOLUD-VT	Available only the direction from GOLUD to PADET. 1630-2300 UTC Mon-Fri. 0000-2300 UTC Sat and Sun
M771	DUDIS-WS	DAGAG-VV	AVAILABLE RVSM ALTITUDES FL300, FL320, FL340, FL360, FL380, FL400
M772	ANIPU-WB	OSUKA-WI	M772 Only available for traffic from Jakarta to Hong Kong or destination beyond Hong Kong
M772	LAXOR-WS	ANIRU-WB	Available only for flights departing from Bintulu (WBGB), Brunei (WBSB), Kuching (WBGG), Labuan (WBKL), Miri (WBGR) and Sibul (WBSG) to Hong Kong (VHHH) only
M772	LAXOR-WS	ANIRU-WB	Available only for flights departing from Jakarta (WIII and WIIH) to Hong Kong (VHHH) and airports in People's Republic of China
M773	CEA-VE	BUBKO-VE	Alternate route for M770
M853	BUK-LT	KUGOS-UK	Only available 1730-0230 1 Apr-1 Nov, 1700-0430 2 Nov-31 Mar, weekends and Hol



**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
M854	INB-LT	GEM-LT	Only available 1730-0230 1 Apr-1 Nov, 1700-0430 2 Nov-31 Mar, weekends and Hol
M856	BAG-LT	RAKUR-UK	Only available 1730-0230 1 Apr-1 Nov, 1700-0430 2 Nov-31 Mar, weekends and Hol
M859	KARDE-LT	UDROS-LT	Only available 1730-0230 1 Apr-1 Nov, 1715-0445 2 Nov-31 Mar, weekends and Hol
M860	SRT-LT	NINVA-OR	FL310 and below not available
M872	FYM-HE	SEMRU-HE	MEA FL280 at night
M872	HGD-HE	SILKA-OE	W-bound direction available for HEGN ARRrS only
M872	METRU-HE	SILKA-OE	RNAV (RNAV 5) required between FL160-FL460
M875	AMDAR-UT	SITAX-OP	Only available for overflights
M875	GUGAL-VI	KAKID-VE	Only available 1630-2230
M875	SITAX-OP	GUGAL-VI	MEA FL280 2000-2359
M875	SITAX-OP	GUGAL-VI	Only available 1500-2359
M875	SITAX-OP	SAJAN-OP	FL330 not available 1900-0300
M875	TAPIS-OA	SITAX-OP	MEA FL280 2000-2359, FL280-FL290 only available
M881	LAJAK-OP	SURVI-OA	Only available for overflights
M881	LAKRA-OP	LAJAK-OP	FL330 not available 1900-0300
M890	LKN-VI	SULOM-OP	Traffic below FL300 routes LKN-R594-DPN-A589-ASARI-A466-SULOM (W-bound), SULOM-A466-DPN-R460-LKN (E-bound)
M904	BKK-VT	PIDEL-VT	Between Bangkok (BKK) VOR and U-Tapao (BUT) VOR aircraft shall keep within the lateral limit of the route and close to the centerline as much as possible to avoid entering VT(P)-7
M904	BKK-VT	TIDAR-VT	When VT (D)-71 is activated, M904 is not available for flight planning
M920	DOSHI-OA	OLDEX-OA	MAA FL270 2000-2359
M999	APDOS-OE	PURAD-HH	RNAV (RNAV 5) required between FL160-FL460
M999	DEDLI-HE	APDOS-OE	FL310-FL450, open for aircraft registered in Yemen routing to/from OYAA
M999	DITAR-HE	DEDLI-HE	RNAV (RNAV 5) required between FL245-FL460

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
M999	LXR-HE	DEDLI-HE	W-bound direction only available for HELX ARRrS
MKBO-DI	MKB-WI	ODIRU-WI	Temporary direct route to accomodate pilgrim flight session
N11	MZD-LL	SOLIN-LL	CDR 3
N13	RENVO-LL	PURLA-LL	CDR 3
N127	RIKSO-LT	IMR-LT	MEA FL240 0230-1730 1 Apr-1 Nov, 0430-1700 2 Nov-31 Mar except weekends and Hol
N128	RIKSO-LT	IMR-LT	MEA FL240 0230-1730 1 Apr-1 Nov, 0430-1700 2 Nov-31 Mar except weekends and Hol
N129	DUGLA-LT	PIROX-LT	MEA FL250 during military activity
N131	AYT-LT	BATNU-LT	Only available for LCEN ARRrS/DEPs
N131	BELGI-LT	NILER-LT	Only available 1730-0230 1 Apr-1 Nov, 1700-0430 2 Nov-31 Mar, weekends and Hol
N131	KULAR-LT	AYT-LT	Only available for LTAI ARRrS
N131	NILER-LT	KULAR-LT	MEA FL250 0230-1730 1 Apr-1 Nov, 0430-1700 2 Nov-31 Mar except weekends and Hol
N134	ASPIS-LC	SOLIN-LL	All traffic inbound LLBG shall arrange to cross LEDRA/VELOX/ERIMO or abeam these points at or below FL310
N134	ERIMO-LC	SOLIN-LL	Daily 0300-2359 traffic to LLBG from the west shall cross SOLIN at FL120 or below
N135	IMR-LT	LAVTA-LT	MEA FL240 0230-1730 1 Apr-1 Nov, 0430-1700 2 Nov-31 Mar except weekends and Hol
N300	NAMLA-OM	LALDO-OO	Traffic below FL270 shall be routed VEKOV - M318 - LOVEM - M677 - LALDO
N302	SIDAD-OR	ALVIX-OK	RNAV (RNP5) required above FL160
N303	RIBOK-OY	PARIM-OY	RNAV (RNAV 5) required between FL160-FL460
N307	MELDO-HE	LAKTO-HE	RNAV (RNAV 5) required between FL160-FL460
N315	KUTVI-OO	ASPUX-VA	RNAV (RNAV 5) required at or below FL460
N315	SITOL-OE	ASPUX-VA	FL280, FL300, FL320 not available for W-bound traffic via SITOL
N318	ALNOR-OJ	GENEX-OE	ACFT to maintain route center line
N318	LABRI-OO	REXOD-OO	FL330 not available via REXOD

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
N318	LADNA-OB	OVONA-OB	Only available for OBBB FIR, OMAE FIR ARRs, traffic overflying southern OMAE FIR
N318	OVONA-OB	BOSEV-OM	Not available for traffic originating to the west of ABU DHABI and exiting MUSCAT FIR at ALPOR or DENDA. These flights shall route via NALPO or OBNET
N318	TOTIS-OT	OVONA-OB	Available for OTBD, OTHH, OTBH ARRs, traffic overflying/landing within southern OMAE FIR
N430	TARBO-OO	ITLOB-OO	Only for traffic departing northern UAE airports
N519	SAPNA-OP	BBB-VA	Only available 1230-0030
N563	KAKIB-VO	LEKAP-VO	Only available 1630-0030
N563	OPIRA-VA	LEKAP-VO	CDR 3: 0030-1630 and by NOTAM. Reroute via T5
N563	SODEX-OO	REXOD-OO	MAA FL200 for traffic departing Muscat Intl inbound UAE airports
N563	SODEX-OO	REXOD-OO	MAA FL320 for traffic departing Muscat Intl inbound OTBD, OBBI
N564	AKMIL-VO	DUGOS-VO	Only available 1630-0030
N566	REVAV-OM	MIROT-OM	CDR 3: below FL250
N569	TOKRA-OO	LOTAV-OO	FL330 not available via LOTAV
N571	ALPOB-OB	IVOXI-OM	Landing Northern Emirates airports and overflying EMIRATES FIR below FL200 shall route A454-B540 (VU-SET-PASOV-KUPMA)
N616	IST-LT	DEDIM-LT	Only available 1730-0230 1 Apr-1 Nov, 1700-0430 2 Nov-31 Mar, weekends and Hol
N618	VADEN-LT	GOL-LB	CDR 1: FL245 and above, H24. Temporarily closed by ATC. Alternate route: VADEN-Y520-GOL
N618	VADEN-LT	GOL-LB	CDR 1: FL245 and below. MON-FRI 2300-0500 (2200-0400), FRI 1400 (1300) - MON 0500 (0400), Hol. CDR 2: FL245 and below. MON-THU 0500-2300 (0400-2200), FRI 0500-1400 (0400-1300). Alternate route: VADEN-P92-PDV-N739-LARAT-N127-BLO-Q24-GOL
N629	TARDI-OO	TOTOX-OO	Route not available for traffic exiting OOMM FIR via N881 (RASKI) or M628 (PARAR)
N636	PAMTU-OA	PAROD-OA	MEA FL280 2000-2359, FL280-FL290 only available

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
N636	PAMTU-OA	SERKA-OP	Only available for overflights
N636	PAROD-OA	SERKA-OP	Only FL280 available 2000-2359
N636	SERKA-OP	KALAT-OP	FL330 not available 1900-0300
N639	VILAO-VL	LEKOB-VD	Flights currently operate on B329, with RNAV2 certified are advised to use N639 with higher upper limits
N644	DOBAT-OA	DI-OP	MEA FL280 2000-2359
N644	DOBAT-OA	REGET-OP	FL330 not available 1900-0300
N644	LEMOD-OA	DOBAT-OA	FL280-FL290 additionally available 2000-2359
N644	LEMOD-OA	DOBAT-OA	FL300 not available 2000-2359
N644	LEMOD-OA	DOBAT-OA	Only available for overflights
N685	BHR-OB	DENVO-OT	MAA FL110 at DENVO for OBBI, OBBS, OBKH DEPs and OTHH, OTBH or OTBD ARRs
N685	BHR-OB	TOSNA-OM	MAA FL110 at DENVO for OBBI, OBBS, OBKH DEPs with destination or overflying the southern OMAE FIR
N685	DEBOL-OE	TOSNA-OM	Not available for OTBD, OTBH, OTHH ARRs
N685	DENVO-OT	TOSNA-OM	Only available for overflying traffic to southern OMAE FIR
N685	NARMI-OB	TOSNA-OM	Available for OBBS FIR ARRs
N685	RETAS-OM	LAKLU-OO	Only available for OOMS ARRs
N685	RETAS-OM	LAKLU-OO	Only for OOSH ARRs
N687	KIA-OE	KFA-OE	Available Sun-Thu 1900-0300, exc Hol
N694	AKODI-OE	DEBOL-OE	Not available during OE(R)-408 activity. Alternate route: KIA-UT503-RARLO-B417-OEPA or KIA-V166-GAS-B417-OEPA
N694	HFR-OE	SIBLI-OE	Not available during OE(R)-408 activity
N697	NARMI-OB	KITOT-HE	Available 1500-0300 Sun-Thu, H24 Fri, Sat, Hol. FL275 and above excluded for LDG and TKOF Tabuk AP
N697	NWB-HE	MENLI-HE	RNAV (RNAV 5) required between FL160-FL460
N743	UDROS-LT	DINRO-LB	CDR 1: FL245 and below, H24. Temporarily closed by ATC. Alternate route: by ATC
N764	NOBSU-OE	SOC-OY	RNAV (RNAV 5) required between FL160-FL460
N767	ELIGO-OO	PARAR-OO	Only available for OOMS ARRs

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
N875	ARUPA-WS	ENREP-WS	AVAILABLE RVSM ALTITUDES FL290, FL330, FL370 (Eastbound) FL300, FL340, FL380 (Westbound)
N877	DUMAR-VO	LAGOG-VO	When VO(D)-73 is active route via MANPU-point 'B'-point 'C'-RIBRO
N884	VMR-WM	LAXOR-WS	AVAILABLE RVSM ALTITUDES FL300, FL320, FL340, FL360, FL380, FL400
N884	VMR-WM	LUSMO-WS	Not available for flight planning
N891	PU-WS	XONAN-VV	ALLOCATED FLIGHT LEVELS: FL260, FL300, FL380 (N-BOUND); FL330 (S-BOUND)
N891	XONAN-VV	BKK-VT	ALLOCATED FLIGHT LEVELS: FL260, FL300, FL380 (N-BOUND); FL330 (S-BOUND)
N892	MELAS-WS	KIBOL-WM	No PDC Flight Levels FL310, FL320, FL350, FL360, FL390, FL400 applicable. Other levels available with prior approval
N894	LAKIV-OP	TELEM-VA	Not available during OP(D)-110 & OP(D)-111 activity
P29	BAG-LT	BIMVO-LT	Only available 1730-0230 1 Apr-1 Nov, 1700-0430 2 Nov-31 Mar, weekends and Hol
P42	TAPUZ-LL	MERVA-LL	CDR 1: 1700LT Thu-0815LT Sun, 2300LT Sun-0815LT Wed weeknights, 1400LT before Hol-0815LT after Hol
P51	MESIL-LL	ADLOD-LL	27000' for flights to/from LLER/LLET, LLNV, LLRM and LLOV
P51	MESIL-LL	ADLOD-LL	CDR 3: 10000'
P51	RIMON-LL	MESIL-LL	29000' for flights to/from LLER/LLET, LLNV, LLRM and LLOV
P51	RIMON-LL	MESIL-LL	CDR 3: 9000'-10000'
P51	RIMON-LL	SALAM-LL	CDR 1: 12000' and above, 1400LT Fri-0630LT Sun, 0100-0530LT weeknights
P51	SOLIN-LL	SALAM-LL	For over flights to JORDAN altitude 11000' or CDR1
P52	ABIMI-LL	GOBRI-LL	26000' for flights to/from LLER/LLET, LLNV, LLRM and LLOV
P52	ABIMI-LL	TALMI-LL	CDR 3: 11000'
P52	BGN-LL	ABIMI-LL	CDR 3: 10000'-11000'
P52	GITLA-LL	TALMI-LL	For over flights to JORDAN altitude 12000' or CDR1

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
P52	TAPUZ-LL	ABIMI-LL	28000' for flights to/from LLER/LLET, LLNV, LLRM and LLOV
P52	TAPUZ-LL	BGN-LL	CDR 3: 9000'-11000'
P52	TAPUZ-LL	TALMI-LL	CDR 1: 13000' and above, 1400LT Fri-0630LT Sun, 0100-0530LT weeknights
P68	GALIM-LL	MERVA-LL	CDR 3: 3000'-4000', 6000'-26000'
P92	ADUNO-LB	VADEN-LT	CDR 1: FL135 and below. MON-FRI 2300-0500 (2200-0400), FRI 1400 (1300) - MON 0500 (0400), Hol. CDR 2: FL135 and below. MON-THU 0500-2300 (0400-2200), FRI 0500-1400 (0400-1300). Alternate route: VADEN-T227-DEDIN-L614-BLO-T214-LETNI
P92	PDV-LB	VADEN-LT	CDR 1: FL245 and above. MON-FRI 2300-0500 (2200-0400), FRI 1400 (1300) - MON 0500 (0400), Hol. CDR 2: FL245 and above. MON-THU 0500-2300 (0400-2200), FRI 0500-1400 (0400-1300). Alternate route: VADEN-T227-DEDIN-L614-BLO-T214-LETNI
P127	ROVDO-LB	RILEX-LB	CDR 1: FL135 and below, FL245 and above. MON-FRI 2300-0500 (2200-0400), FRI 1400 (1300) - MON 0500 (0400), Hol. CDR 2: FL135 and below, FL245 and above. MON-THU 0500-2300 (0400-2200), FRI 0500-1400 (0400-1300). Alternate route: by ATC
P173	DAVET-OA	TAPIS-OA	FL280 additionally available 2000-2359
P173	DAVET-OA	TAPIS-OA	FL300, FL310 not available 2000-2359
P173	DAVET-OA	TAPIS-OA	Only available for overflights
P312	TIMAD-OY	RIN-OY	RNAV (RNAV 5) required between FL160-FL460
P316	DEDSO-OO	MCT-OO	Only available for OOMS ARRs
P317	RURAL-OM	LORID-OM	Northbound traffic landing Northern Emirates only
P440	EMIXI-OM	ALGUX-OM	Activated by NOTAM
P500	MOTMO-OA	FIRUZ-OA	Only available for overflights
P513	BUBAS-OO	MCT-OO	Only available for OOKB ARR/DEPs
P513	BUBAS-OO	MCT-OO	Only available for OOMS ARR from North
P513	BUBAS-OO	MIXAM-OO	Only available for E-bound OMFJ DEPs

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
P513	GERAR-OO	MIXAM-OO	Only available for W-bound OMSJ, OMRK and OMFJ exiting OOMM FIR via PASOV
P555	OBVOM-OM	ATUDO-OM	Activated by NOTAM
P559	DAROR-OB	NALPO-OB	Available for OMAE FIR ARRr, overflying northern OMAE FIR
P559	DAROR-OB	NALPO-OB	Not available for OBBB FIR ARRr
P559	RASMO-OE	KMC-OE	GND-FL330 not available 0500-1100 Sun-Thu, exc HOL
P559	RASMO-OE	KMC-OE	Not available during OE(D)-400 activity above 13000'. Alternate route: UT514
P559	RASMO-OE	RADGI-OE	Not available during OE(R)-408 activity. Alternate route: RASMO-UT514-LOXOM-N/UN318-GESOR-L/UL308-SILBA-P/UP559
P570	GOLNI-OO	KITAL-OO	FL330 not available via KITAL
P570	MIXAM-OO	KITAL-OO	Traffic intending to land or overfly northern UAE airports below FL265 shall use route M762 (ITURA-TAPRA-VAXAS) to enter the OMAE FIR
P574	KUMUN-OM	TOVIV-OM	Airway closed
P574	LOSIM-OO	TOTOX-OO	FL330 not available via TOTOX
P574	NSR-OI	TRN-OI	Airway closed
P627	KADAP-VC	NIXUL-VC	Only FL290, FL300, FL400, FL410 available. Other levels by ATC
P627	POVUS-WM	RUSET-WM	OPS levels restrictions: Eastbound FL270 or FL410, Westbound FL260 or FL390. Other levels may be assigned if traffic conditions permit
P628	ASLUM-OP	KABRA-OP	FL330 not available 1900-0300
P628	ASLUM-OP	RK-OP	Only available 1901-2359
P628	IGREX-VO	VPL-WM	P628 - Flights reporting at IGREX Int should be at FL360 or above between 1600 and 1930 UTC. Flights which are unable to comply during these periods are advised to use alternate route. This applies to all Non-AFTM W-bnd flights within Kuala Lumpur FIR
P628	PAMTU-OA	ASLUM-OP	Only available for overflights
P628	PAROD-OA	ASLUM-OP	Only available 2000-2359

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
P646	JJS-VE	DOPID-VE	Only available 1630-2330. Alternate route: JJS-CEA-DOPID
P699	ALKAN-OB	ORMID-OB	MAA FL280 for OB BB FIR ARRrS at ALKAN and by ATC
P699	NARMI-OB	ORMID-OB	Available for OB BB FIR ARRrS
P751	ARABO-OY	KRA-OY	During the activation period of OY(D)-25, OY(D)-37 Special Avoidance Procedures (SAP11)/level restriction is established to serve traffic landing/departing Aden Airport
P751	BRN-HE	ALEBA-HS	RNAV (RNAV 5) required between FL160-FL460
P751	DAPAB-OY	ANGAL-VA	RNAV (RNAV 10) required between FL160-FL460
P751	DEKRA-OY	DAPAB-OY	RNAV (RNAV 5) required between FL160-FL460
P757	PG-OP	NH-OP	Only available 1900-0001Z and by ATC
P899	ITRAX-OO	VELOD-OO	MAA FL320 for traffic departing Muscat Intl inbound OTBD, OBBI
P899	ITRAX-OO	VELOD-OO	Only available for traffic overflying OOMM FIR and landing at southern UAE airports
P899	KUPSA-OB	MEKMA-OB	The route may be flown conventional or RNAV1
P975	ARTAT-LB	EZS-LT	Only available 1700-0200 1 Apr-1 Nov, 1700-0415 2 Nov-31 Mar, weekends and Hol
P975	RONBU-LB	ARTAT-LB	CDR 1: FL245 and below, H24. Temporarily closed by ATC. Alternate route: by ATC
PE-TAST	PETAR-LT	ASTAL-LT	Only available by ATC
Q1	BBB-VA	DPN-VI	GNSS required
Q2	BBB-VA	DPN-VI	GNSS required
Q3	AAE-VA	JJP-VI	GNSS required
Q4	AAE-VA	ADBUK-VA	GNSS required
Q5	UUD-VA	NIKOT-VI	GNSS required
Q6	QQZ-VA	EGUGU-VA	GNSS required
Q7	QQZ-VA	AGRIX-VA	GNSS required
Q8	BBB-VA	MMV-VO	GNSS required
Q9	BBB-VA	MMV-VO	GNSS required



**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
Q10	MMV-VO	CEA-VE	GNSS required
Q11	MMV-VO	CEA-VE	GNSS required
Q11	SURUP-VE	CEA-VE	Route CEA-LEGOS-KAKID-SURUP during VE(R)-81, VE(D)-52, VE(D)53, VE(D)-72 activity
Q12	BBB-VA	TVM-VO	GNSS required
Q12	ERDOM-LB	MAKOL-LT	CDR 1: H24. Temporarily closed by ATC. Alternate route: by ATC
Q13	BBB-VA	TVM-VO	GNSS required
Q14	DOLAP-LY	MAKOL-LT	CDR 1: H24. Temporarily closed by ATC. Alternate route: by ATC
Q16	BBB-VA	BPL-VA	GNSS required
Q16	BBB-VA	BPL-VA	Only available 0000-0230, 1230-0000 Mon-Sat, Sun. Other times by NOTAM
Q17	ATLIT-LL	ADLOD-LL	CDR 1: 1400LT Fri-0500LT Sun
Q17	BBB-VA	BPL-VA	CDR 1
Q17	BBB-VA	BPL-VA	GNSS required
Q17	BBB-VA	BPL-VA	Only available 0000-0230, 1230-0000 Mon-Sat, Sun. Other times by NOTAM
Q18	LKN-VI	GGT-VE	GNSS required
Q18	PPT-VE	BGD-VE	Contact ATC 10 minutes prior to entering VE(R)-79
Q21	BIA-VO	HIA-VO	GNSS required
Q22	BIA-VO	HIA-VO	GNSS required
Q22	SAKRO-VO	HIA-VO	VIDP ARR route HIA-ALBED-Q24
Q23	MMV-VO	DPN-VI	GNSS required
Q23	SAKEB-VO	NUSRU-VO	VOHS, VOBL ARR route SAKAB-HIA-Q21
Q24	DPN-VI	MMV-VO	GNSS required
Q26	BEDOL-VA	GGB-VO	CDR 2. Activated by NOTAM
Q26	BEDOL-VA	GGB-VO	GNSS required
Q26	TUDBU-LB	ETUBA-LB	CDR 1: H24. Temporarily closed by ATC. Alternate route: by ATC
Q28	ATLIT-LL	GALIM-LL	3000' for traffic southbound only

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
Q28	ATLIT-LL	GALIM-LL	For flights to/from LLIB
Q29	NISVA-LY	ARTAT-LB	CDR 1: H24. Temporarily closed by ATC. Alternate route: by ATC
Q30	BGN-LL	BIRIM-LL	CDR 1: 1400LT Fri-0600LT Sun
Q30	BIRIM-LL	BOFIR-LL	CDR 1: 8000' and above, 1400 Fri-0600 Sun
Q30	BIRIM-LL	BOFIR-LL	CDR 3: 5000'-7000'
Q30	BOFIR-LL	NURIT-LL	CDR 1: 1400LT Fri-0600LT Sun
Q31	BOGER-LL	SHAYO-LL	CDR 1: 1400LT Fri-0600LT Sun
Q32	BOGER-LL	ZFR-LL	CDR 1: 1400LT Fri-0600LT Sun
Q32	BOGER-LL	ZFR-LL	The route may be flown conventional or RNAV5
Q215	AFNAN-OT	BOVIP-OB	Only available for OTBD, OTHH ARRr
Q332	MEDPO-OE	PEKEM-OM	Q332 suspended. Traffic to entering Jeddah FIR via PEKEM - M628 - MIGMA - M/UM550 - MEDVO - Y511
Q415	UMEVU-OM	TONVO-OO	Not available for traffic originating to the west of ABU DHABI and exiting MUSCAT FIR at ALPOR or DENDA. These flights shall route via NALPO or OBNET
Q511	VRMU-VR	IGRAM-VR	Domestic traffic only
Q522	VRMU-VR	MAMSO-VR	Domestic traffic only
Q533	VRMU-VR	VRMK-VR	Domestic traffic only
Q541	ASMIS-OE	ALNUG-OE	Available during Scatana activity, above FL270
Q544	VRMT-VR	VRMK-VR	Domestic traffic only
Q555	VRMT-VR	VRMO-VR	Domestic traffic only
Q566	VRMT-VR	VRMR-VR	Domestic traffic only
Q666	EGPOG-OM	GIDOB-OM	Not applicable to transit traffic exiting EMIRATES FIR via TONVO
Q730	EGVAN-OO	LADBI-OO	Only for OOSH ARRr
Q801	ESBUM-WS	ESPOB-WS	No PDC Flight Levels FL310, FL320, FL350, FL360, FL390, FL400 applicable. Other levels available with prior approval
Q978	ITRAX-OO	MCT-OO	For traffic departing OOMS and exit OOMM FIR at ITRAX

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
Q978	ITRAX-OO	MCT-OO	MAA FL320 for traffic departing Muscat Intl inbound OTHH, OBBI
R2	DITAR-HE	ATMUL-HE	RNAV (RNAV 5) required between FL195-FL460
R21	SRT-LT	KABAN-LT	FL180-FL310 not available
R23	NEVOL-OE	TRF-OE	Alternate route via T32
R114	TUDEK-LT	KARAT-UR	FL80-FL190 only available by ATC
R205	RERET-OI	BJD-OI	RNAV 5 above FL285
R325	PUT-VT	DUBAX-VT	For flight planning, route segment between Dubax and PUT shall be operated as unidirectional
R344	KTM-VN	BIRAT-VN	W-bound direction available by ATC
R401	HAI-OO	VELIK-OO	EVEN levels N-bound
R401	KIVEL-OO	MUSAP-OO	Traffic destination OMDB, OMRK and OMSJ expect to cross MUSAP below FL250
R401	KIVEL-OO	MUSAP-OO	Traffic destination OMDW or OMDM expect FL150 at MUSAP
R401	KURTA-OO	MUSAP-OO	Only available for traffic landing or overflying northern UAE airports
R401	SUHIL-OY	KIVEL-OO	RNAV (RNAV 5) required between FL160-FL460
R462	DENDA-OO	METBI-OP	RNAV 5 above FL285
R462	METBI-OP	LAKIV-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
R468	BOKAK-VT	GORSI-VT	ALLOCATED FLIGHT LEVELS: FL270, FL330, FL410 (E-BOUND); FL300, FL380 (W-BOUND)
R468	SAPEN-VV	BOKAK-VT	ALLOCATED FLIGHT LEVELS: FL270, FL330, FL410 (E-BOUND)
R472	AGODA-VE	ATOGA-VE	FIS only below FL115
R598	AGODA-VE	RAJ-VG	FIS only below FL115
R598	RAJ-VG	MIGOP-VE	Advisory service only above FL150 below FL245
R598	RAJ-VG	MIGOP-VE	FIS only at or below FL150
R598	VINAD-VE	VANTU-VG	Advisory service only above FL150 below FL245
R598	VINAD-VE	VANTU-VG	FIS only at or below FL150
R652	DAXAN-OR	KASIR-OR	ORBB FIR Arrs cross DAXAN at or below FL270

## MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
R652	GRY-OE	DAXAN-OR	Alternate route via T256
R652	GRY-OE	TRF-OE	OJAC FIR ARRrS cross GRY at or below FL290
R652	METSA-OJ	QTR01-OJ	Only available for OJAQ ARRrS/DEPs
R654	ISN-OI	YZD-OI	Closed for overflights
R654	ZAJ-OI	DENDA-OO	RNAV 5 above FL285
R659	TRN-OI	MIDSI-OB	RNAV 5 above FL285
R659	VEDED-OB	DOH-OT	Available for OTBD, OTHH, OTBH DEPs landing within OBBB FIR, OTBD, OTHH, OTBH ARRrS via MIDSI
R661	DULAV-UB	DHN-OI	RNAV 5 above FL285
R775	APDOS-OE	PURAD-HH	RNAV (RNAV 5) required between FL160-FL460
R775	LXR-HE	DEDLI-HE	RNAV (RNAV 5) required between FL160-FL285
R775	LXR-HE	DEDLI-HE	W-bound direction only available for HELX ARRrS
R777	LAKNA-OY	TORBA-OY	RNAV (RNAV 5) required between FL160-FL460
R778	DITAR-HE	CVO-HE	RNAV (RNAV 5) required between FL195-FL460
R778	DITAR-HE	KATAB-HE	RNAV (RNAV 5) required between FL195-FL460
R778	FYM-HE	CVO-HE	Not available 0800-1700 on Mon, Wed
R778	FYM-HE	CVO-HE	RNAV (RNAV 5) required between FL195-FL460
R778	KATAB-HE	FYM-HE	RNAV (RNAV 5) required between FL160-FL460
R784	NANPI-OI	ORSAR-OI	RNAV 5 above FL285
R784	ORSAR-OI	KUSEN-OM	Levels from 10000 FT to FL200 inclusive not available at ORSAR for traffic landing within Emirates FIR
R784	ORSAR-OI	KUSEN-OM	Overflying traffic available levels are FL 310 and above
R785	BAN-OS	ABBAS-OS	FL240-FL280 available for OSDI DEPs
R794	DHN-OI	ULDUS-UB	RNAV 5 above FL285
T5	OPIRA-VA	LEKAP-VO	Only available 0030-1630 and by NOTAM
T32	GEM-LT	BUK-LT	Not available for domestic traffic
T36	ULTED-LT	ALRAM-OI	FL320 and below not available. Alternate route for traffic exiting OIIX FIR via EZS VOR-VAN VOR-BONAM-UMH-(KAPES) as for EZS VOR-ALRAM-UMH VOR/KAPES
T39	KULAR-LT	LAMSA-LT	FL200-FL250 not available during military activity

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
T40	EKI-LT	SONLU-LT	Only available 1730-0230 1 Apr-1 Nov, 1730-0430 2 Nov-31 Mar, weekends and Hol
T55	KATAB-HE	GINDI-HE	Only available 2200-0500
T62	TELVO-LT	KONAK-LT	Only available 1730-0230 31 May-1 Nov, weekends, Hol and by ATC
T80	OBAKO-LL	ESTER-LL	CDR 3
T84	ESTER-LL	MZD-LL	CDR 1: 1400LT Fri-0600LT Sun
T84	ESTER-LL	MZD-LL	The route may be flown conventional or RNAV5
T85	OBAKO-LL	ESTER-LL	CDR 1: 1400LT Fri-0500LT Sun
T94	MZD-LL	ZFR-LL	CDR 1: 1400LT Fri-0600LT Sun, 2300-0600LT week-nights
T94	MZD-LL	ZFR-LL	The route may be flown conventional or RNAV5
T112	LADEM-OB	AFNAN-OT	Only available for OTBD, OTHH ARRs
T202	MIDSI-OB	DASDO-OI	Airway closed
T210	RUS-OI	RADAL-OI	Airway closed
T218	ALPUT-OE	ASMIS-OE	Only available Fri, Sat, Hol, 1500-0300 Sun-Thu
T227	DEDIN-LB	VADEN-LT	CDR 1: FL245 and below. MON-FRI 2300-0500 (2200-0400), FRI 1400 (1300) - MON 0500 (0400), Hol. CDR 2: FL245 and below. MON-THU 0500-2300 (0400-2200), FRI 0500-1400 (0400-1300). Alternate route: VADEN-P92-PDV-N739-LARAT-N127-BLO
T238	CLD-LT	LAVTA-LT	Only available 1900-0400, weekends and Hol, O/T used by Tactical Civil Military Coordination
T241	CLD-LT	NUMTI-LT	Only available 1900-0400, weekends and Hol, O/T used by Tactical Civil Military Coordination
T283	OKESA-LT	BALSU-LT	MEA FL250 0230-1730 1 Apr-1 Nov, 0430-1700 2 Nov-31 Mar except weekends and Hol
T300	RAGNI-OY	ULBON-OE	RNAV (RNAV 5) required between FL160-FL460
T301	NARLI-LT	YKV-LT	FL310 and below not available
T310	PAZAR-LT	AKCAK-LT	MEA FL120 weekends and Hol
T332	KABAN-LT	BEYAZ-LT	FL310 and below not available
T333	LESRI-LT	BEYAZ-LT	FL180-FL310 not available

## MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
T337	EKSEN-LT	EKNUD-LT	Not available during military activity. Expect rerouting via L/UL619
T338	EDASA-LT	RORMU-LT	Not available during military activity. Expect rerouting via UT/T35, UA/A16
T343	WRN-LB	UDROS-LT	CDR 1: FL245 and below; H24. Temporarily closed by ATC. Alternate route: WRN-L744-UDROS
T350	DUGLA-LT	KAVAK-LT	MEA FL250 during military activity
T350	DUGLA-LT	NEXAM-LT	MEA FL250 0330-1800 1 Apr-1 Nov, 0430-1730 2 Nov-31 Mar except weekends and Hol
T366	SONAD-LT	VAN-LT	Only available 1730-0230 1 Apr-1 Nov, 1700-0430 2 Nov-31 Mar, weekends and Hol
T367	LANVO-LT	VAN-LT	Only available 1730-0230 1 Apr-1 Nov, 1700-0430 2 Nov-31 Mar, weekends and Hol
T385	TAPDO-OO	PG-OP	FL230-FL260 NOT AVBL
T400	PS-OP	NONIB-OP	Only available 1500-2359. Additionally available MEA FL280 1900-2359
T422	CAY-LT	EVGEG-LT	Only available for LTAS ARRr/DEPs
T430	ALVEN-OT	BONAN-OB	Only available for OTBD, OTHH, OTBH DEPs
T456	VRMG-VR	VRMM-VR	Domestic traffic only
T489	IMR-LT	AYT-LT	Not available for LTBj TMA DEPs inbound LTBS
T500	MCT-OO	VUSET-OO	MAA FL310 for traffic departing Muscat Intl inbound OPKC
T500	MCT-OO	VUSET-OO	Only available for OOMS ARRr/DEPs
T500	MCT-OO	VUSET-OO	The route may be flown conventional or RNAV5
T502	BANAR-OY	PEBIX-OY	RNAV (RNAV 5) required between FL160-FL460
T502	MCT-OO	MUSRU-OO	Only available for OOMS DEPs
T502	MCT-OO	MUSRU-OO	The route may be flown conventional or RNAV5
T503	MCT-OO	TUMET-OO	FL330 not available via REXOD
T503	MCT-OO	TUMET-OO	Only available for OOMS DEPs
T503	MCT-OO	TUMET-OO	The route may be flown conventional or RNAV5
T504	KARAR-OO	SUR-OO	Only available for OOMS ARRr

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
T504	KARAR-OO	SUR-OO	The route may be flown conventional or RNAV5
T505	EMURU-OO	MCT-OO	FL330 not available via LOTAV, KITAL
T505	EMURU-OO	MCT-OO	Only available for OOMS ARRS/DEPs
T505	EMURU-OO	MCT-OO	The route may be flown conventional or RNAV5
T506	TULBU-OO	MCT-OO	Only available for OOMS DEPs exiting OOMM FIR via LUDID or TOKRA
T506	TULBU-OO	MCT-OO	The route may be flown conventional or RNAV5
T507	TAPRA-OO	DAPOK-OO	Only available for OOMS DEPs
T507	TAPRA-OO	DAPOK-OO	The route may be flown conventional or RNAV5
T508	SOLUD-OO	MCT-OO	Only for traffic departing OOMS destination OMDB at FL200 or below
T508	SOLUD-OO	MCT-OO	The route may be flown conventional or RNAV5
T508	SOLUD-OO	MCT-OO	Traffic departing OOMS transiting OMAE FIR entering OIIX FIR
T509	FJV-OM	MENSA-OM	Only available for OMFJ ARRs
T509	MENSA-OM	DAPOK-OO	The route may be flown conventional or RNAV5
T509	MENSA-OM	PASOV-OO	Only available for OMFJ ARRs
T509	PASOV-OO	DAPOK-OO	Only available for traffic departing OOMS and landing at OMSJ, OMRK or OMFJ at FL180 or below
T511	MUSUK-OO	MCT-OO	Only available for OOMS ARRs
T511	MUSUK-OO	MCT-OO	The route may be flown conventional or RNAV5
T513	RASKA-OE	EGMEG-OE	Available during Scatana activity, above FL160
T513	RASKA-OE	JDW-OE	Only available by ATC
T533	LOTOS-OE	BOGRA-UI	FL300 NOT AVBL
T533	LOTOS-OE	LOTOS-OE	Available during Scatana activity, above FL270
T540	ENABI-OE	HIL-OE	Not available during OE(R)-72 activity. Alternate route: HIL-G662-NIMAR
T556	KIA-OE	SITER-OE	Only available 1900-0300
T565	RAKMU-HE	GESAD-HE	Available for OT registered aircraft flights between OLBA and North African Airports

## MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
T612	IDSEL-WM	DOLOX-WS	No PDC Flight Levels FL310, FL320, FL350, FL360, FL390, FL400 applicable. Other levels available with prior approval
T644	AGITO-VR	VRMV-VR	Domestic traffic only
T659	VEDED-OB	DOH-OT	Only available by ATC
T665	DOH-OT	DAPER-OI	Only available for OOMM FIR DEPs inbound Qatar
T800	DOH-OT	DASUT-OI	Eastbound for traffic departing Qatar Airports
T872	ROTEL-OB	DASUT-OI	Only available for OEDR, OEDF, OEHS departing OIXX FIR. FL250, FL270, FL290 not available
UA28	MUT-LT	DOREN-LT	Only available for LCEN ARR/DEPs
UA453	KUMBO-OB	MIDSI-OB	Only available for OBBI, OBBS, OBKH, OEDF, OEDR ARR/DEPs, traffic routing SOGAT-BAH-KFA at or below FL240
UB17	LCA-LC	MERVA-LL	All traffic inbound LLBG shall arrange to cross VELOX or abeam these points at or below FL310
UB403	BOMIX-HC	RIGAM-OY	RNAV (RNAV 5) required at or below FL460
UB411	DEESA-OE	ASH-OE	FL250, FL270, FL280, FL300 only available for OJAQ ARR/DEPs
UB411	DEESA-OE	ASH-OE	FL250, FL270, FL290, FL310 only available for Gulf Co-operation Council states ARR/DEPs
UB411	DEESA-OE	ASH-OE	W-bound direction only available for OJAQ ARR/DEPs
UB411	ULINA-HE	DEESA-OE	Available for OJAC FIR Overflights, OJAQ ARR/DEPs
UB457	DENVO-OT	TULUB-OB	OTBD, OTHH DEPs cross DENVO at FL180 or above without exceeding 300KIAS
UB535	KAPET-OO	ASTUN-OO	The route may be flown conventional or RNAV5
UG8	SRT-LT	ALRAM-OI	FL320 and below not available. Alternate route for traffic exiting OIXX FIR via EZS VOR-VAN VOR-BONAM-UMH-(KAPES) as for EZS VOR-ALRAM-UMH VOR/KAPES
UG18	APLON-LC	SOLIN-LL	All traffic inbound LLBG shall arrange to cross LEDRA or abeam these points at or below FL310
UG18	LEDRA-LC	SOLIN-LL	Daily 0300-2359 traffic to LLBG from the west shall cross SOLIN at FL120 or below
UG783	PURDA-OE	TANSU-OE	Aircraft not to expect climb or descent in Jeddah FIR



## MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
UG783	PURDA-OE	TANSU-OE	FL300-FL330, FL390 available only
UL223	DASIS-LT	UMH-OI	Airway closed
UL314	NABAN-OY	GOMRI-OY	RNAV (RNAV 5) required at or below FL460
UL333	BAG-LT	DASIS-LT	Not available for domestic traffic
UL333	DORUK-LT	DASIS-LT	Only westbound above FL295
UL333	SOKAM-OA	SERKA-OP	FL280-FL290 additionally available 2000-2359
UL425	AMBAL-OE	GOBRO-OO	Aircraft not to expect climb or descent in Jeddah FIR
UL425	AMBAL-OE	GOBRO-OO	FL270,FL300 NOT AVBL
UL425	BOVOS-OO	ASPUX-VA	RNAV (RNAV 5) required at or below FL460
UL425	GOBRO-OO	ASPUX-VA	FL330 not available for E-bound traffic via ASPUX
UL425	GOBRO-OO	ASPUX-VA	W-bound traffic exiting OOMM FIR via GOBRO only FL340 and above
UL425	GODSA-OE	DAVOX-OE	Available during Scatana activity, above FL310
UL443	GASSI-OB	RABAP-OB	Only available by ATC
UL564	DATRI-OB	MIGMA-OE	Only available Fri, Sat, 1500-0300 Sun-Thu
UL564	DATRI-OB	ULBON-OE	FL280, FL310 only available for OTBD, OTHH, OTBH ARRs/DEPs
UL564	DOH-OT	EMEXA-OB	Only available 1500-0300 Sun-Thu, Fri, Sat
UL564	DOH-OT	EMEXA-OB	Only available for OTBD, OTHH, OTBH ARR/DEPS
UL564	LADEM-OB	BAT-OE	Continuous descent operation available
UL564	RAGNI-OY	PARIM-OY	RNAV (RNAV 5) required between FL160-FL460
UL566	DATEG-OY	ASMAK-OY	RNAV (RNAV 5) required at or below FL460
UL601	TUNLA-LT	KEMER-LT	Only available for LTAF, LTDA ARR/DEPs
UL602	TUMAK-OB	ALTOM-OB	Traffic required to be levelled by ALTOM or before
UL602	TUMAK-OB	DAVUS-OB	Only available for OBBB FIR DEPs via DAVUS, ORBB FIR DEPs via OKAC FIR
UL609	APLON-LC	SOLIN-LL	All traffic inbound LLBG shall arrange to cross LEDRA or abeam these points at or below FL310
UL609	LEDRA-LC	SOLIN-LL	Daily 0300-2359 traffic to LLBG from the west shall cross SOLIN at FL120 or below

## MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
UL614	ULSAB-LT	SRT-LT	FL240-FL310 not available
UL619	NIKAS-LC	VESAR-LT	Only W-bound direction available between FL275-FL420
UL681	GESOR-OE	ULIKA-OB	Available daily 1900-0300, Fri, Sat, Hol H24
UL703	RIKET-OB	RASDI-OT	Available for OTBD, OTHH, OTBH ARRrS
UL721	SENKI-OB	ELIDU-OI	FL200 and FL220 only for OTBH, OTBD, OTHH ARRrS
UL768	RAMKI-OB	ALPOB-OB	Traffic required to be levelled by RAMKI or before
UL768	ULADA-OE	ALPOB-OB	Only available for traffic exiting OEJD FIR via ULADA
UL854	MARMA-LT	ESKIN-LT	Only available for LTBA and LTFJ departures during 1730-0230 1 Apr-1 Nov, 1700-0430 2 Nov-31 Mar, week-ends and Hol
UL883	KITUB-OE	ASNUR-OE	Available during Scatana activity, above FL270
UL883	PMA-OE	SITOL-OE	Aircraft not to expect climb or descent in Jeddah FIR
UL883	PMA-OE	SITOL-OE	FL280,FL300,FL320 NOT AVBL
UL934	PATOM-OT	LUBET-OB	Available for traffic departing OTBD, OTHH, OTBH for destination OIIX FIR and overflying/destination OKAC FIR
UL934	PATOM-OT	LUBET-OB	OTBD, OTHH DEPs cross LUBET at FL180 or above without exceeding 300KIAS
ULIMET	ULINA-HE	METSA-OJ	Only available for OJAQ ARRrS/DEPs
UM318	MUXIT-OM	NADKI-OY	Aircraft not to expect climb or descent in Jeddah FIR
UM318	MUXIT-OM	NADKI-OY	FL300-FL330, FL390 available only
UM430	KIA-OE	ULIKA-OB	MEA FL210 during OE(D)-48 activity or by ATC
UM430	KIA-OE	ULIKA-OB	Only available Fri, Sat, Hol, 1900-0300 Sun-Thu
UM430	ULIKA-OB	DOH-OT	Only available 1900-0300 Sun-Thu, Fri, Sat
UM430	ULIKA-OB	GINTO-OT	Continuous descent operation available
UM430	ULIKA-OB	TOSNA-OM	Available for OTBD, OTHH, OTBH ARRrS/DEPs inbound/outbound OEJD FIR, traffic outbound OMAE FIR
UM440	BOPEK-OM	MIDGU-OO	RNAV (RNAV 1) required
UM440	KIA-OE	SITER-OE	Not available 0900-1900 Thu during OE(D)-201 activity
UM440	SITER-OE	KUTNA-OE	Available daily 1400-0300, Fri, Sat, Hol H24

## MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
UM444	DENVO-OT	PATOM-OT	OTBD, OTHH DEPs cross DENVO at FL180 or above without exceeding 300KIAS
UM550	MEVDO-OE	MIGMA-OE	Available during Scatana activity, above FL270
UM550	RIBOT-OM	MOL-K6	Special authorisation from GCAA DANS required for use
UM551	KIVEL-OO	ANGAL-VA	E-bound traffic FL310 only
UM551	KIVEL-OO	ANGAL-VA	RNAV (RNAV 10) required at or below FL460
UM574	BOTEM-OY	NABIL-OY	RNAV (RNAV 10) required at or below FL460
UM574	NOBSU-OE	BOTEM-OY	RNAV (RNAV 5) required at or below FL460
UM600	KUMBO-OB	TUMAK-OB	Only available for OKAC FIR ARRr, OBBB FIR DEPs via KUMBO
UM600	KUMBO-OB	TUMAK-OB	Traffic required to be levelled by ALTOM or before
UM628	AMBAG-OE	MIGMA-OE	Available during Scatana activity, above FL270
UM628	DFN-OE	PEKEM-OM	Aircraft not to expect climb or descent in Jeddah FIR
UM628	DFN-OE	PEKEM-OM	E-bound direction only available for OMAE FIR ARRr
UM628	DFN-OE	PEKEM-OM	FL270,FL300-FL330,FL330 NOT AVBL
UM634	BOTEM-OY	ANGAL-VA	RNAV (RNAV 10) required at or below FL460
UM634	VEDET-HC	BOTEM-OY	RNAV (RNAV 5) required at or below FL460
UM651	NADKI-OY	KRA-OY	RNAV (RNAV 5) required at or below FL460
UM677	GOGMA-OB	SOGAN-OB	High concentration of military activity
UM677	RABAP-OB	OBNET-OB	Available for OMAE FIR ARRr, overflying northern OMAE FIR
UM677	RABAP-OB	OBNET-OB	Not available for OBBB FIR ARRr
UM688	ULTED-LT	RATVO-LT	FL310 and below not available
UM690	ULINA-HE	ORNAL-OJ	Only available 1600-0600 Sun-Thu, 1600 Thu-0600 Sun
UM853	INB-LT	KUGOS-UK	S-bound direction not available at or above FL310
UM860	RENGI-LT	SRT-LT	FL285-FL310 not available
UM860	SRT-LT	NINVA-OR	FL310 and below not available
UM980	DARIP-HL	LOSUL-HL	E-bound traffic within RVSM level band cross LOSUL at FL290, FL330, FL370, FL410
UM999	APDOS-OE	PURAD-HH	RNAV (RNAV 5) required between FL160-FL460

## MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
UM999	DITAR-HE	APDOS-OE	RNAV (RNAV 5) required at or above FL160
UN131	AYT-LT	BATNU-LT	Only available for LCEN ARRrS/DEPs
UN131	KULAR-LT	AYT-LT	Only available for LTAI ARRrS
UN134	ASPIS-LC	SOLIN-LL	All traffic inbound LLBG shall arrange to cross ERIMO or abeam this point at or below FL310
UN134	ERIMO-LC	SOLIN-LL	Daily 0300-2359 traffic to LLBG from the west shall cross SOLIN at FL120 or below
UN303	RIBOK-OY	PARIM-OY	RNAV (RNAV 5) required at or below FL460
UN316	PASAM-OE	HLF-OE	Only available 1500-0300
UN318	LADNA-OB	OVONA-OB	Only available for OBBB FIR, OMAE FIR ARRrS, traffic overflying southern OMAE FIR at or below FL290
UN318	LUBET-OB	OVONA-OB	Available for OTBD, OTHH, OTBH ARRrS, traffic overflying/landing within southern OMAE FIR
UN318	MOGON-OE	DEBOL-OE	Not available during OE(D)-401 activity. Alternate route: UP559-KEDAT-M691-DASVA
UN324	ALNUG-OE	GOBRO-OO	Aircraft not to expect climb or descent in Jeddah FIR
UN324	ALNUG-OE	GOBRO-OO	FL270, FL280 available only
UN324	ALNUG-OE	GOBRO-OO	Only available for OOSA ARRrS/DEPs
UN685	DEBOL-OE	TOSNA-OM	Available for OBBB FIR, OMAE FIR ARRrS, traffic overflying OMAE UIR at or above FL310
UN685	DENVO-OT	TOSNA-OM	Only available for overflying traffic to southern OMAE FIR
UN687	KIA-OE	KFA-OE	Available Sun-Thu 1900-0300, exc Hol
UN694	AKODI-OE	DEBOL-OE	Not available during OE(R)-408 activity. Alternate route: KIA-UT503-RARLO-B417-OEPA or KIA-V166-GAS-B417-OEPA
UN694	GINVA-OE	SIBLI-OE	Not available during OE(R)-408 activity
UN697	NARMI-OB	KITOT-HE	Available 1500-0300 Sun-Thu, H24 Fri, Sat, Hol. FL275 and above excluded for LDG and TKOF Tabuk AP
UN764	SOC-OY	SUHIL-OY	RNAV (RNAV 5) required at or below FL460
UNSBK Z	UNSAV-LT	BKZ-LT	Only available by ATC

## MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
UN-SYAA	UNSAV-LT	YAA-LT	Only available by ATC
UP128	LAB-HL	LOSUL-HL	E-bound traffic within RVSM level band cross LOSUL at FL290, FL330, FL370, FL410
UP146	ARI-LT	AGINA-LT	FL290, FL370 not available
UP312	TIMAD-OY	RIN-OY	RNAV (RNAV 5) required at or below FL460
UP323	ALNES-OY	DAPAB-OY	RNAV (RNAV 5) required at or below FL460
UP323	DAPAB-OY	GIDAS-VA	RNAV (RNAV 10) required at or below FL460
UP552	DATEG-OY	IMPOS-OY	RNAV (RNAV 5) required at or below FL460
UP559	DAROR-OB	NALPO-OB	Available for OMAE FIR ARRrS, overflying northern OMAE FIR
UP559	DAROR-OB	NALPO-OB	Not available for OBBB FIR ARRrS
UP559	RASMO-OE	KMC-OE	GND-FL330 not available 0500-1100 Sun-Thu, exc HOL
UP559	RASMO-OE	KMC-OE	Not available during OE(D)-400 activity. Alternate route: RASMO-UT514-LOXOM-UN318-GESOR-L/UL308-DAR-OR
UP559	RASMO-OE	RADGI-OE	Not available during OE(R)-408 activity. Alternate route: RASMO-UT514-LOXOM-N/UN318-GESOR-L/UL308-SILBA-P/UP559
UP574	TRN-OI	NSR-OI	Airway closed
UP693	DEMTA-OB	BUNDU-OB	Aircraft not to expect climb or descent in Bahrain FIR
UP693	DEMTA-OB	BUNDU-OB	Route activated by NOTAM
UP693	HSA-OE	DEMTA-OB	Only available Fri, Sat, Hol, 1900-0300 Sun-Thu
UP699	ALKAN-OB	ORMID-OB	MAA FL280 for OBBB FIR ARRrS at ALKAN and by ATC
UP708	LONOS-OB	OVONA-OB	Available for traffic landing/overflying southern OMAE FIR
UP708	ORGEL-OB	RASDI-OT	High concentration of military activity
UP975	SIDNA-OR	MUTAG-OR	Not available
UQ215	AFNAN-OT	BOVIP-OB	Only available for OTBD, OTHH ARRrS
UR21	SRT-LT	KABAN-LT	FL180-FL310 not available
UR659	VEDED-OB	DOH-OT	Available for OTBD, OTHH, OTBH DEP's landing within OBBB FIR, OTBD, OTHH, OTBH ARRrS via MIDS1

## MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
UR674	DEMGO-HC	SABEL-OY	RNAV (RNAV 5) required at or below FL460
UR775	APDOS-OE	PURAD-HH	RNAV (RNAV 5) required at or below FL460
UR778	KFR-HL	DITAR-HE	E-bound traffic within RVSM level band cross DITAR at FL290, FL330, FL370, FL410
UR799	IMPOS-OY	ENADO-OY	E-bound traffic restricted to FL350, W-bound traffic restricted to FL320
UR799	IMPOS-OY	ENADO-OY	RNAV (RNAV 5) required at or below FL460
UT32	GEM-LT	BUK-LT	Not available for domestic traffic
UT35	IST-LT	AYT-LT	Only available for LTAI ARRrS
UT36	ULTED-LT	ALRAM-OI	FL320 and below not available. Alternate route for traffic exiting OIIX FIR via EZS VOR-VAN VOR-BONAM-UMH-(KAPES) as for EZS VOR-ALRAM-UMH VOR/KAPES
UT62	TELVO-LT	KONAK-LT	Only available 31 May-1 Nov
UT112	LADEM-OB	AFNAN-OT	Only available for OTBD, OTHH ARRrS
UT284	EVKIT-LT	ARSUG-LT	Not available for LTAR, LTCB ARRrS/DEPs
UT301	ULTED-LT	LUMOM-LT	FL310 and below not available
UT308	DAROR-OB	DASUT-OI	Available for OIXX FIR ARRrS. FL250, FL270, FL290 and FL330 not available
UT308	DAROR-OB	DASUT-OI	Not available for OEDF, OEDR or OEAH DEPs
UT332	KABAN-LT	BEYAZ-LT	FL310 and below not available
UT333	LESRI-LT	BEYAZ-LT	FL180-FL310 not available
UT334	ULSAB-LT	KABAN-LT	FL180-FL310 not available
UT422	CAY-LT	EVGEG-LT	Only available for LTAS ARRrS/DEPs
UT430	ALVEN-OT	BONAN-OB	Only available for OTBD, OTHH, OTBH DEPs
UT444	GIRSI-OB	TULUB-OB	Traffic required to be levelled by GIRSI or before
UT489	IMR-LT	AYT-LT	Not available for LTBj TMA DEPs inbound LTBS
UT503	OVANO-OE	KIA-OE	Only available for OERK, OERY ARRrS/DEPs/Overflights
UT514	RASMO-OE	VUTAD-OE	Only available during OE(D)-400 activity above 13000'
UT557	RAGAS-OB	TUMAK-OB	FL320 NOT AVBL
UT557	RAGAS-OB	TUMAK-OB	FL380 NOT AVBL

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
UT557	RAGAS-OB	VELAK-OB	Traffic required to be levelled by VELAK or before
UT602	LABOP-OB	TUMAK-OB	Traffic required to be levelled by LABOP or before
UT659	VEDED-OB	DOH-OT	Only available by ATC
UT677	KUVER-OI	OBNET-OB	Available for OMAE FIR ARRrS, overflying northern OMAE FIR
UT677	KUVER-OI	OBNET-OB	Not available for OBBB FIR ARRrS
UT702	TIMAD-OY	NODMA-OY	RNAV (RNAV 5) required at or below FL460
UT800	DOH-OT	DASUT-OI	Eastbound for traffic departing Qatar Airports
UT872	ROTEL-OB	DASUT-OI	Only available for OEDR, OEDF, OEHS departing OIXX FIR. FL250, FL270, FL290 not available
UT888	BAYIR-LT	ALRAM-OI	FL320 and below not available. Alternate route for traffic entering LTAA FIR via TESVA
UT888	CRM-LT	ALRAM-OI	Not available for LB, UK, UR, UG, UD FIR ARRrS/over-flights
UW10	VESAR-LT	NIKAS-LC	Only W-bound direction available between FL275-FL420
UW13	SOLIN-LL	VELOX-LC	All traffic inbound LLBG shall arrange to cross LEDRA/VELOX/ERIMO or abeam these points at or below FL310
UW74	MANAZ-LT	MILBA-LT	Only available for LTAF, LTDA ARRrS/DEPs
UW75	KEMER-LT	ADA-LT	Only available for LTAF, LTDA ARRrS/DEPs
UW83	AYT-LT	DOREN-LT	Not available during LT(D)-8 activity
UW83	AYT-LT	DOREN-LT	Only available SS-SR and by ATC
UW84	TARSU-LT	ADA-LT	Only available for LTAF, LTDA ARRrS/DEPs
UW89	IMR-LT	AYT-LT	Not available for LTBj TMA DEPs inbound LTBS
UW96	SIN-LT	ODIRA-LT	FL350 NOT AVBL
UW99	CRM-LT	ODIRA-LT	FL350 NOT AVBL
UW101	INB-LT	KUGOS-UK	S-bound direction not available at or above FL310
UW710	SIV-LT	EZS-LT	Only available 1730-0230 1 Apr-1 Nov, 1700-0430 2 Nov-31 Mar, weekends and Hol
UW716	GAZ-LT	LUTAM-LT	Cruising Levels by ATC
UW716	MAVES-LT	DYB-LT	Cruising Levels by ATC
UW850	PASOS-HE	GITLA-LL	Only available for traffic to HECA FIR

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
UY001	BAYAN-OT	BOVIP-OB	Only available for OTBD, OTHH ARRrS
UY229	YAYLA-LT	IVGUS-LT	Only available 1900-0400, weekends and Hol
UY415	VUTAD-OE	LOTOK-OE	GND-FL330 not available 0500-1100 Sun-Thu, exc HOL
UY604	TOSNA-OM	LONOS-OB	For state aircraft that are required to remain over international waters in Bahrain FIR
UY856	ALKAN-OB	ORMID-OB	MAA FL280 for OBBS FIR ARRrS at ALKAN and by ATC
UY856	NARMI-OB	ORMID-OB	For all aircraft inbound via ORMID to land at OBBI, OBBS, OBKH, OEDF, OEDR or OEAH
UZ225	BAYAN-OT	VELAM-OB	Only available for OTBD, OTHH ARRrS
UZ622	NARMI-OB	TOSNA-OM	Landing or overflying the southern Emirates FIR
V9	MMV-VO	VVZ-VE	Not available during VO(D)-171 activity
V11	BBZ-VO	GUNRI-VO	Not available during VO(D)-171 activity
V31	BHA-OE	WDR-OE	Available during Scatana activity, above FL310
V40	TIF-OE	BHA-OE	Airway closed
V44	IID-VA	BPL-VA	VABP ARRrS planned via IID route V44
V44	IID-VA	BPL-VA	VAID DEPs planned via BPL route V44
V45	TRF-OE	AAR-OE	Alternate route via Q54
V45	VATIM-OE	ITIXI-OE	Airway suspended
V48	ABH-OE	WDR-OE	Not available during OE(D)-92 activity
V56	KKU-VE	MALNO-VE	Not available for VEKU ARRrS/DEPs
V331	EGMOT-OE	WDR-OE	Only available during OE(D)-96A activity
V338	SAKUX-OA	TAPIS-OA	MAA FL270 2000-2359
V338	SOKAM-OA	SAKUX-OA	Unusable
V390	PAMTU-OA	SERKA-OP	MAA FL270 2000-2359
V602	LONIR-HE	PSD-HE	Only available by ATC
V604	ALPAM-HE	PSD-HE	RNAV (RNAV 5) required between FL160-FL460
V604	DEGDI-HE	PSD-HE	2230-0530 by ATC only
V606	LONIR-HE	ELIGI-HE	Only available by ATC
V608	AST-HE	TONTU-HE	RNAV (RNAV 5) required between FL160-FL460



**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
V608	HGD-HE	NABED-HE	RNAV (RNAV 5) required between FL160-FL460
V718	DILAM-OA	SERKA-OP	Unusable
V718	EMERO-OA	SERKA-OP	Strictly follow route centerline
V718	SAKUX-OA	SERKA-OP	MAA FL270 2000-2359
V730	HGD-HE	GETOS-HE	RNAV (RNAV 5) required between FL160-FL460
V738	ASN-HE	AST-HE	RNAV (RNAV 5) required between FL160-FL460
V738	BOVAR-HE	AST-HE	E-bound direction not available above FL255
V739	ABKAR-OE	GIZ-OE	Only available by ATC 1500-0300
V838	RANAH-OA	DUDEG-OA	MAA FL270 2000-2359
V838	VELDT-OA	DUDEG-OA	Unusable
V848	ALKIB-OA	PINAX-OA	MAA FL270 2000-2359, class E
V848	RAMSO-OA	SURVI-OA	Unusable
V876	TAPIS-OA	EGPAN-OA	MAA FL270 2000-2359
V975	KIA-OE	ULIKA-OB	MEA FL210 during OE(D)-48 activity or by ATC
V975	KIA-OE	ULIKA-OB	Only available Fri, Sat, Hol, 1900-0300 Sun-Thu
V975	ULIKA-OB	FS122-FS	Available for OTBD, OTHH, OTBH ARR/DEPs inbound/outbound OEJD FIR, traffic outbound OMAE FIR
V975	ULIKA-OB	FS122-FS	Continuous descent operation available
V975	ULIKA-OB	FS122-FS	Only available 1900-0300 Sun-Thu, Fri, Sat
VA-NYKV	VAN-LT	YKV-LT	Only available by ATC for LTCW ARR/DEPs
W1	DAC-VG	SYT-VG	Domestic traffic only
W1	MELMI-OI	JSK-OI	RNAV 5 above FL285
W1	NIKLI-VG	SYT-VG	FIS only below FL75
W2	JSR-VG	DAC-VG	Domestic traffic only
W2	ZDN-OI	MESPO-OI	RNAV 5 above FL285
W3	DAC-VG	SDP-VG	Domestic traffic only
W3	DZF-OI	SYZ-OI	RNAV 5 above FL285
W4	CTG-VG	CB-VG	Advisory service only

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
W4	CTG-VG	CB-VG	Advisory service only above FL150
W4	CTG-VG	CB-VG	Domestic traffic only
W4	CTG-VG	CB-VG	FIS only at or below FL150
W4	CTG-VG	CB-VG	Not available during VG(R)-20 activity
W4	DHN-OI	DEBER-OI	RNAV 5 above FL285
W5	JSR-VG	CTG-VG	Advisory service only above FL150
W5	JSR-VG	CTG-VG	Domestic traffic only
W5	JSR-VG	CTG-VG	FIS only at or below FL150
W5	TABQA-OS	HAS-OS	Domestic traffic only
W5	YZD-OI	SRJ-OI	RNAV 5 above FL285
W6	AWZ-OI	ISN-OI	RNAV 5 above FL285
W6	RAJ-VG	SDP-VG	Domestic traffic only
W6	RAJ-VG	SDP-VG	FIS only below FL125
W7	DZF-OI	EGVEL-OI	RNAV 5 above FL285
W7	NIKLI-VG	SHAMR-VG	Domestic traffic only
W8	HAB-OI	TRN-OI	RNAV 5 above FL285
W8	KANDI-VG	CML-VG	Domestic traffic only
W8	KANDI-VG	CML-VG	FIS only below FL55
W8	KHG-HE	CVO-HE	RNAV (RNAV 5) required between FL160-FL460
W9	CMA-VT	VISES-VT	Mae Hong Son (MH) VORDME - Chiang Mai (CMA) VORDME excludes VT(R)-5
W9	DAC-VG	BL-VG	Domestic traffic only
W9	DZF-OI	RST-OI	RNAV 5 above FL285
W9	GURSO-VG	KAKBO-VG	FIS only below FL55
W9	KAKBO-VG	BL-VG	Advisory service only above FL150
W9	KAKBO-VG	BL-VG	FIS only at or below FL150
W10S	AGG-VI	DPN-VI	Contact Gwalior ATC on 122.7 MHz prior crossing AGG VORDME
W10S	BBB-VA	AKTIV-VA	When VA(D)-219 is active aircraft below FL110 route via IID-A4-SG

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
W10S	BBB-VA	BPL-VA	Domestic traffic only
W10N	BBB-VA	DPN-VI	Domestic traffic only
W10	IS-VG	BATEL-VG	Advisory service only above FL150
W10	IS-VG	BATEL-VG	Domestic traffic only
W10	IS-VG	BATEL-VG	FIS only at or below FL150
W10	KPS-VT	TL-VT	For military use only
W10S	SG-VA	IID-VA	Contact Ozar ATC on 123.500/122.700MHz prior to entering VA(R)-35
W10S	SG-VA	IID-VA	MEA FL110 during VA(D)-219 activity. Traffic below FL110 routes IID-A4-SG
W10	SYZ-OI	CBH-OI	RNAV 5 above FL285
W11	ISRIS-VA	APANO-VA	Domestic traffic only
W12	BBB-VA	APANO-VA	Domestic traffic only
W12	BBB-VA	APANO-VA	Suitable equipped aircraft are required to Squawk Mode 3A, the assigned Code and Mode C. Other aircraft shall Squawk Mode 3A, Code 2000 and Mode C
W13S	AAE-VA	DPN-VI	Domestic traffic only. Available as contingency route for international traffic
W13N	BBB-VA	AAE-VA	Domestic traffic only
W13S	BBB-VA	BVR-VA	Domestic traffic only
W13	PEKAM-OI	VR-OI	RNAV 5 above FL285
W13	RAJ-VG	IS-VG	Advisory service only above FL150
W13	RAJ-VG	IS-VG	Domestic traffic only
W13	RAJ-VG	IS-VG	FIS only at or below FL150
W13	SOLIN-LL	VELOX-LC	All traffic inbound LLBG shall arrange to cross LEDRA/VELOX/ERIMO or abeam these points at or below FL310
W14	DAC-VG	DAKID-VG	Domestic traffic only
W14	NUPUR-VG	DAKID-VG	FIS only at or below FL150
W14	PR-VA	BBB-VA	Domestic traffic only
W15	KANTI-VO	MML-VO	MEA FL220 except for VAGO ARR/DEPs
W15	KANTI-VO	MML-VO	MEA FL290 during VO(D)-178 activity

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
W15	TANAP-VG	CB-VG	Advisory service only above FL150
W15	TANAP-VG	CB-VG	Domestic traffic only
W15	TANAP-VG	CB-VG	FIS only at or below FL150
W16S	RKT-VA	BBB-VA	Domestic traffic only
W17	TULSI-VN	NARAN-VN	Domestic traffic only
W17	TULSI-VN	NARAN-VN	FIS only
W18	BBB-VA	HIA-VO	Domestic traffic only
W19	BPL-VA	HIA-VO	Domestic traffic only
W19	DPN-VI	BULDI-VA	Domestic traffic only
W19	DPN-VI	HIA-VO	MAA FL280 by ATC
W19	DPN-VI	HIA-VO	RNP2 aircraft route via Q23, Q24
W19	DPN-VI	INTIL-VI	At or below FL180 contact Agra Approach on 127.900 MHz before entering VI(R)-142
W19	TULSI-VN	BWA-VN	Domestic traffic only
W19	TULSI-VN	BWA-VN	FIS only
W20	DPN-VI	MMV-VO	Domestic traffic only
W20	DPN-VI	MMV-VO	MAA FL280 by ATC
W20	DPN-VI	MMV-VO	RNP2 aircraft route via Q23, Q24
W20	PUKES-VA	BPL-VA	ACFT intending to operate at or below FL290 between BUKLO and BAVOX to contact Gwalior TWR on 122.700MHz before entering VI(R)-153A
W20	SURGO-VI	BAVOX-VI	ACFT intending to operate at or below FL290 between BUKLO and BAVOX to contact Gwalior TWR on 122.700MHz before entering VI(R)-153A
W23	BUZ-OI	SYZ-OI	RNAV 5 above FL285
W26	HIA-VO	BBZ-VO	Domestic traffic only
W27	NNP-VA	HIA-VO	Domestic traffic only
W28	BBB-VA	HIA-VO	Domestic traffic only
W28	BBB-VA	HIA-VO	W-bound direction only available for VAPO ARRs, VABB overflights
W29	HIA-VO	VVZ-VE	Domestic traffic only

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
W30W	DPN-VI	PK-VI	Domestic traffic only
W30	IMDAT-OI	AWZ-OI	RNAV 5 above FL285
W31W	ASARI-VI	SNG-VI	FLs below FL280 not available
W31W	DPN-VI	SNG-VI	Domestic traffic only
W31	EGVAX-OI	ABD-OI	RNAV 5 above FL285
W31E	SNG-VI	DPN-VI	Domestic traffic only
W32	ROVAD-OI	BND-OI	RNAV 5 above FL285
W32	SMU-VT	REGOS-VT	Conditional Route (CDR). Available Monday to Friday from 1700 UTC to 2300 UTC and Friday 1700 UTC to Sunday 2300 UTC and public holiday. Other times by NOTAM
W33S	DPN-VI	AGG-VI	Contact Gwalior ATC on 122.7 MHz prior crossing AGG VORDME
W33S	DPN-VI	BBN-VE	Contact Agra ATC on 131.400 MHz and Gwalior ATC on 123.500 MHz before entering their LFA
W33S	DPN-VI	BBN-VE	Domestic traffic only
W33N	KKJ-VE	BBN-VE	Contact Gwalior ATC on 122.700 MHz for position report at KKJ VORDME and for estimate at NOBOM
W33	PUT-VT	SMU-VT	Conditional Route (CDR). Available Monday to Friday from 1700 UTC to 2300 UTC and Friday 1700 UTC to Sunday 2300 UTC and public holiday. Other times by NOTAM
W34	PK-VI	SNG-VI	Domestic traffic only
W35	DPN-VI	BNR-VI	Domestic traffic only
W35	UPNEP-VT	NKS-VT	Conditional Route (CDR). Available Monday to Friday from 1700 UTC to 2300 UTC and Friday 1700 UTC to Sunday 2300 UTC and public holiday. Other times by NOTAM

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
W35	VTN-VL	NTH-VL	Traffic Traversing w/i VLVT FIR on rtes A581,B218,B346,W35 will be assigned the following FLs:N-BND:FL110-130-150-170-190-210-230-250-270-290-310-330-350-370-390-410-450-490.S-BND:FL120-140-160-180-200-220-240-260-280-300-320-340-360-380-400-430-470-510
W36	CHG-VI	AAR-VI	Domestic traffic only
W37	DPN-VI	HW-VI	Domestic traffic only
W38	BPL-VA	HIA-VO	Domestic traffic only
W39	DPN-VI	LLH-VI	Domestic traffic only
W40	AAE-VA	LKN-VI	Domestic traffic only
W41	HIA-VO	CEA-VE	Domestic traffic only
W41	NGJ-VN	KTM-VN	Domestic traffic only
W41	NGJ-VN	MANKA-VN	FIS only
W42	TTR-VO	ADKAL-VO	Contact Hal ATC prior to entering VO(R)-181A, VO(R)-181C
W42	TTR-VO	BIA-VO	Domestic traffic only
W43	CCB-VO	UGABA-VO	Contact Hal ATC prior to entering VO(R)-181A, VO(R)-181C
W43	TVM-VO	BIA-VO	Domestic traffic only
W44	BBN-VE	PPT-VE	Domestic traffic only
W45	LKN-VI	PPT-VE	Domestic traffic only
W46	CIA-VO	MDI-VO	Domestic traffic only
W47	BIA-VO	BBZ-VO	Domestic traffic only
W48	BBM-VO	MMV-VO	Domestic traffic only
W49	KKJ-VE	BBS-VE	Domestic traffic only
W50	BBS-VE	BBN-VE	Domestic traffic only
W51	GGT-VE	DRG-VE	Domestic traffic only
W52	CEA-VE	PPT-VE	Domestic traffic only
W53	GGT-VE	KKU-VE	Domestic traffic only

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
W54	AAT-VE	IIM-VE	Domestic traffic only
W55	AAT-VE	DMR-VE	Domestic traffic only
W56	BBB-VA	BIA-VO	Domestic traffic only
W57	BIA-VO	HIA-VO	Domestic traffic only
W57	BIA-VO	HIA-VO	MAA FL280 by ATC
W57	BIA-VO	HIA-VO	RNP2 aircraft route via Q22
W58	UUD-VA	JJP-VI	Domestic traffic only
W59	SUSIK-VO	HIA-VO	Domestic traffic only
W61	BBB-VA	JNR-VA	Domestic traffic only
W62	RKT-VA	AAE-VA	Domestic traffic only
W63	KS-VA	AAE-VA	Domestic traffic only. Available as contingency route for international traffic
W64	RRC-VE	DGP-VE	Domestic traffic only
W65S	JDP-VI	DPN-VI	Domestic traffic only
W66	ASOPO-VE	KKJ-VE	When VA(D)-223 is active aircraft below FL260 route via KKJ-A1-RRP
W66	ASOPO-VE	KKJ-VE	When VA(D)-223 is active aircraft below FL260 route via KKJ-A3-NNP
W66	IKOSI-VE	RRP-VE	When VA(D)-223 is active aircraft below FL260 route via RRP-A3-BPL
W66	VVZ-VE	KKJ-VE	Domestic traffic only
W67	GGO-VO	PPN-VA	Domestic traffic only
W68	BPL-VA	KKJ-VE	Domestic traffic only
W69	CEA-VE	BGD-VE	Domestic traffic only
W70	BIA-VO	SAI-VO	Domestic traffic only
W71	SAI-VO	HIA-VO	Domestic traffic only
W71	SAI-VO	HIA-VO	MAA FL280 by ATC
W71	SAI-VO	HIA-VO	RNP2 aircraft route via Q21, Q22
W72	SAI-VO	MMV-VO	Domestic traffic only
W73W	BBN-VE	JJS-VE	Domestic traffic only

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
W74	BHU-VA	RKT-VA	Domestic traffic only
W74	MANAZ-LT	MILBA-LT	Only available for LTAF, LTDA ARR/DEPs
W75	AAU-VA	UPMAV-VA	Contact Ozar ATC on 123.5/120.6MHz prior to entering VA(R)-36
W75	DEREL-LT	BAG-LT	Only available 1730-0230 1 Apr-1 Nov, 1700-0430 2 Nov-31 Mar, weekends and Hol
W75	KEMER-LT	ADA-LT	Only available for LTAF, LTDA ARR/DEPs
W75	MELAX-VA	UUD-VA	Domestic traffic only
W75	UPMAV-VA	PRA-VA	When VA(D)-219 is active aircraft below FL110 route via IID-A5-JLG
W75	UPMAV-VA	PRA-VA	When VA(D)-8 is active aircraft below FL400 route via IID-A5-JLG
W76	JRS-VE	JJS-VE	Domestic traffic only
W77	QQZ-VA	BBB-VA	Domestic traffic only
W78	BBB-VA	BIA-VO	Domestic traffic only
W79	AAU-VA	BPL-VA	Domestic traffic only
W81	MML-VO	BIA-VO	Domestic traffic only
W81	YAYLA-LT	DEN-LT	Only available 1730-0230 1 Apr-1 Nov, 1700-0430 2 Nov-31 Mar, weekends and Hol
W82	LLP-VE	KKU-VE	Domestic traffic only
W83	AYT-LT	DOREN-LT	Not available during LT(D)-8 activity
W83	AYT-LT	DOREN-LT	Only available SS-SR and by ATC
W83	AYT-LT	DOREN-LT	Only available for LCEN ARR/DEPs
W83	LLP-VE	IIM-VE	Domestic traffic only
W84	AAT-VE	LLP-VE	Domestic traffic only
W84	TARSU-LT	ADA-LT	Only available for LTAF, LTDA ARR/DEPs
W85	SP-VI	LKN-VI	Domestic traffic only
W88	EKTEL-LT	EZS-LT	Cruising Levels by ATC
W88	SAI-VO	GGB-VO	Domestic traffic only
W89	LAMSA-LT	IMR-LT	Not available for LTBj TMA DEPs inbound LTBS



**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
W90	ISMON-VE	BBS-VE	When VE(D)-50 is active aircraft at or below FL210 route via BBS-MEPOL-VVZ
W90	VVZ-VE	BBS-VE	Domestic traffic only
W90	VVZ-VE	LARIK-VE	When VO(D)-73 is active route via LARIK-point 'A'-point 'C'-XOPOX
W91	TUMER-LT	IST-LT	Only available 1730-0230 1 Apr-1 Nov, 1700-0430 2 Nov-31 Mar, weekends and Hol
W91	TVM-VO	CIA-VO	Domestic traffic only
W95	QQZ-VA	PRA-VA	Domestic traffic only
W96	TTP-VO	KAMGU-VO	Domestic traffic only
W97	AAE-VA	QQZ-VA	Domestic traffic only
W98	SAI-VO	GGB-VO	Domestic traffic only
W99	NNP-VA	JJB-VA	Domestic traffic only
W99	NNP-VA	SABAP-VA	When VA(D)-223 is active aircraft below FL260 route via NNP-A3-KKJ
W100	RRP-VE	RRC-VE	Domestic traffic only
W101W	GGO-VO	BIA-VO	Domestic traffic only
W103	BADEM-LT	KHD-LT	Cruising Levels by ATC
W103	DOGET-VA	KS-VA	Domestic traffic only. Available as contingency route for international traffic
W104	APAGO-VE	LLP-VE	Domestic traffic only
W105	PPT-VE	BGD-VE	Domestic traffic only
W106A	RRC-VE	PPT-VE	Alternate route for W106
W106A	RRC-VE	PPT-VE	Domestic traffic only
W106	RRC-VE	PPT-VE	When VE(D)-57 is active route via W106A
W108W	AAR-VI	DPN-VI	Domestic traffic only
W109W	PK-VI	DPN-VI	Domestic traffic only
W110	ATOGA-VE	PUKON-VE	Domestic traffic only
W111	CEA-VE	PPB-VO	Domestic traffic only
W112	CEA-VE	PPB-VO	Domestic traffic only

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
W113W	RRP-VE	BBS-VE	Domestic traffic only
W114	CCB-VO	MMV-VO	Domestic traffic only
W115	CCB-VO	MMV-VO	Domestic traffic only
W116	BIA-VO	MMV-VO	Domestic traffic only
W117	BIA-VO	MMV-VO	Domestic traffic only
W118	CIA-VO	BIA-VO	Domestic traffic only
W118	CIA-VO	SATBI-VO	Contact Hal ATC prior to entering VO(R)-181A, VO(R)-181C
W119	CLC-VO	CCB-VO	Domestic traffic only
W120	GGO-VO	HIA-VO	Domestic traffic only
W121	MML-VO	TTP-VO	Domestic traffic only
W122N	JJP-VI	BPL-VA	Domestic traffic only
W122S	JJP-VI	IKAVA-VI	Domestic traffic only
W123	JJP-VI	AGG-VI	Domestic traffic only
W124	UKBAB-VI	JJP-VI	Domestic traffic only. Route available for VIJP international ARR's
W126	BBB-VA	HLB-VO	Domestic traffic only
W128	PPN-VA	BBM-VO	Domestic traffic only
W134	SBZ-OI	BRD-OI	RNAV 5 above FL285
W134	SG-VA	PPN-VA	Domestic traffic only
W135	JNR-VA	AAE-VA	Domestic traffic only
W136	KM-VO	RRP-VE	Domestic traffic only
W136	SAV-OI	BOXIX-OR	RNAV 5 above FL285
W137	BGD-VE	GGT-VE	Domestic traffic only
W137	DAR-OI	ZAL-OI	RNAV 5 above FL285
W138	KKJ-VE	RRP-VE	Domestic traffic only
W139	BAM-OI	DAR-OI	RNAV 5 above FL285
W139	NNP-VA	KKJ-VE	Domestic traffic only
W139	NNP-VA	KKJ-VE	Not available during VA(R)-45 activity

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
W140	BPL-VA	RRP-VE	Domestic traffic only
W140	GIBAB-OI	RIKOP-OI	RNAV 5 above FL285
W141	BIA-VO	TTP-VO	Domestic traffic only
W141	ORSAR-OI	LAR-OI	RNAV 5 above FL285
W142	XIVIL-VO	TTP-VO	Domestic traffic only
W143	DURSI-OI	LAR-OI	RNAV 5 above FL285
W143	LAXOM-VA	BVR-VA	Domestic traffic only
W144	BUZ-OI	GESIP-OI	RNAV 5 above FL285
W144	RKT-VA	IPNIB-VA	Domestic traffic only
W145	AT-VO	CIA-VO	Domestic traffic only
W146	AAU-VA	BPL-VA	Domestic traffic only
W146	ABM-OI	KHM-OI	RNAV 5 above FL285
W147	PRG-OI	SIR-OI	RNAV 5 above FL285
W147	TVM-VO	MDI-VO	Domestic traffic only
W148	ANIRO-VO	KAMGU-VO	Domestic traffic only
W148	KER-OI	BJD-OI	RNAV 5 above FL285
W150	PAXID-OI	RSR-OI	RNAV 5 above FL285
W151	PAD-OI	ARB-OI	RNAV 5 above FL285
W151	SG-VA	OJR-VA	Domestic traffic only
W152	OJR-VA	AAU-VA	Domestic traffic only
W152	ROTAL-OI	ABM-OI	RNAV 5 above FL285
W153	BIA-VO	BBZ-VO	Domestic traffic only
W154	DHN-OI	GIBAB-OI	This route will be used when OID117 on AWY B411 is activated
W154	ILM-OI	GIBAB-OI	RNAV 5 above FL285
W155	GGN-OI	KLH-OI	RNAV 5 above FL285
W156	GGN-OI	SHR-OI	RNAV 5 above FL285
W156	OJR-VA	UPMAV-VA	Domestic traffic only
W157	OJR-VA	IID-VA	Domestic traffic only

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
W158	BBB-VA	KAKPO-VA	Domestic traffic only
W158	PAREX-OI	KRD-OI	RNAV 5 above FL285
W159	BBB-VA	KAKPO-VA	Domestic traffic only
W160	RRP-VE	JRS-VE	Domestic traffic only
W161	BVR-VA	SG-VA	Domestic traffic only
W162	BVR-VA	AAE-VA	Domestic traffic only
W163	GGO-VO	HIA-VO	Domestic traffic only
W166	IIM-VE	LBR-VE	Domestic traffic only
W218	BBB-VA	HIA-VO	Domestic traffic only
W334	NAGIP-OE	HLF-OE	Only available Fri, Sat, Hol, 1500-0300 Sun-Thu
W540	VKB-WM	VPK-WM	All aircraft deviating east of the track while areas WM( R )-102B and WM( R )-103B are active, and west of the track while WM( R )-104 is active are required to contact Kuantan App or Lumpur Control for traffic information
W543	JB-WM	VMK-WM	Activation by NOTAM and/or AIP Supplement during Air-space Closure which affects a portion of Airways A457, B466 and R325 for Major Air Exercise within Kuala Lumpur and Singapore Flight Information Region. Controlling Authority: Lumpur ACC 123.75 Mhz
W601	TONTU-HE	MB-HE	RNAV (RNAV 5) required between FL160-FL460
W605	TONTU-HE	LXR-HE	RNAV (RNAV 5) required between FL160-FL460
W615	NAKDO-HE	AST-HE	RNAV (RNAV 5) required between FL195-FL460
W650	PAPDA-WM	VPG-WM	Flights from Penang (VPG) VOR are to reach 11000' or above by (VPG) D40 or PAPDA
W701	EZS-LT	ERZ-LT	MEA FL150 for domestic traffic
W710	SIV-LT	EZS-LT	Only available 1730-0230 1 Apr-1 Nov, 1700-0430 2 Nov-31 Mar, weekends and Hol
W716	GAZ-LT	LUTAM-LT	Cruising Levels by ATC
W716	MAVES-LT	DYB-LT	Cruising Levels by ATC
W725	DBA-HE	BRN-HE	Available for HEMM ARR/DEPs
W725	RASDA-HE	DBA-HE	RNAV (RNAV 5) required between FL160-FL460

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
W850	MELDO-HE	PASOS-HE	E-bound direction available for HEAR, HEGR domestic ARRrS
W850	MELDO-HE	PASOS-HE	RNAV (RNAV 5) required between FL160-FL460
W850	PASOS-HE	GITLA-LL	Only available for traffic to HECA FIR
Y001	BAYAN-OT	BOVIP-OB	Only available for OTBD, OTHH ARRrS
Y1	DEBJI-VQ	BT-VQ	Not available for traffic via Y4
Y1	PRO-VQ	BT-VQ	Domestic traffic only
Y1	PRO-VQ	BT-VQ	Max IAS 240 Kts
Y2	BT-VQ	YP-VQ	Domestic traffic only
Y2	BT-VQ	YP-VQ	Max IAS 240 Kts
Y3	MENEX-VT	PUT-VT	Available when VT(D)-58 is activated. Aircraft shall keep within the lateral limit of the route as much as possible to avoid entering VT(D)-58
Y3	PRO-VQ	YP-VQ	Domestic traffic only
Y3	PRO-VQ	YP-VQ	Max IAS 240 Kts
Y4	GELPU-VQ	BT-VQ	Domestic traffic only
Y4	GELPU-VQ	BT-VQ	Max IAS 240 Kts
Y4	NONEL-VT	KBI-VT	Available when VT(D)-58 is activated. Aircraft shall keep within the lateral limit of the route as much as possible to avoid entering VT(D)-58
Y5	DAGNA-VQ	GELPU-VQ	Not available for traffic via Y4
Y5	PRO-VQ	YP-VQ	Domestic traffic only
Y5	PRO-VQ	YP-VQ	Max IAS 240 Kts
Y5	PUT-VT	SURMA-VT	Conditional Route (CDR). Available Monday to Thursday from 1700 UTC to 2200 UTC and on Friday 1700 UTC to Sunday 2200 UTC. Other times by NOTAM
Y6	PRO-VQ	TRONG-VQ	Domestic traffic only
Y6	PRO-VQ	TRONG-VQ	Max IAS 240 Kts
Y9	DANDO-VT	TAREG-VD	Flights between BKK - HTY (vice versa) shall file flight plan in accordance with applicability for RNAV. In addition, A-464 AIRWAY is available for flight plan at FL280 and below

**MIDDLE EAST**

<b>ROUTE IDENT</b>	<b>START ID-ICAO</b>	<b>END ID-ICAO</b>	<b>RESTRICTION</b>
Y12	ALUMO-VT	DOLNI-VT	When VT (R)-13 is activated, Y12 is not available for flight planning
Y13	GRASO-VT	BKK-VT	Available for aircraft with VTBS as destination only
Y85	GALIM-LL	DESHE-LL	CDR 2
Y186	MOSOP-LB	ODERO-LT	CDR 3. Alternate route for L621. Activated by NOTAM
Y187	MOSOP-LB	UDROS-LT	CDR 3. Alternate route for L621. Activated by NOTAM
Y190	IVGOT-LB	ODERO-LT	CDR 3. Activated by NOTAM
Y192	MAKOL-LT	MOSOP-LB	CDR 3. Alternate route for N617. Activated by NOTAM
Y229	YAYLA-LT	IVGUS-LT	Only available 1900-0400, weekends and Hol
Y338	VAMPI-WM	LEKIR-WM	AFTM westbound flights flight planned on N571/N877 arriving VAMPI between 1530 and 1930UTC do not meet the required longitudinal separation requirements some flights may be re-routed onto L510 via Y338 by KL ACC - 133.4 Mhz
Y372	OKESA-LT	NILRU-LT	Only available 1900-0400, weekends and Hol, O/T used by Tactical Civil Military Coordination
Y511	KITUB-OE	RAGPO-OE	Available during Scatana activity, above FL270
Y520	GOL-LB	VADEN-LT	CDR 1: FL245 and below. MON-FRI 2300-0500 (2200-0400), FRI 1400 (1300) - MON 0500 (0400), Hol. CDR 2: FL245 and below. MON-THU 0500-2300 (0400-2200), FRI 0500-1400 (0400-1300). Alternate route: VADEN-P92-PDV-N739-LARAT-N127-BLO-T228-UTEKA
Y623	GIVLA-OO	DAPOK-OO	Only for OOSH ARRs
Y855	LAKLU-OO	BOTAM-OO	Only for OOSH DEPs
YAAERT	YAA-LT	ERTAS-LT	Only available by ATC
YAA-FEN	YAA-LT	FENER-LT	Only available by ATC
Z1	TBZ-OI	BND-OI	Not plannable. Available by ATC
Z2	TRN-OI	DNZ-OI	Not available during military activity
Z2	TRN-OI	DNZ-OI	Only available for Iranian airlines
Z4	ULETA-OI	MSD-OI	Not available during military activity

## MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
Z4	ULETA-OI	MSD-OI	Not plannable. Available by ATC
Z4	ULETA-OI	MSD-OI	Only available for Iranian airlines
Z5	LAR-OI	MSD-OI	Not available during military activity
Z5	LAR-OI	MSD-OI	Not plannable. Available by ATC
Z5	LAR-OI	MSD-OI	Only available for Iranian airlines
Z151	ULDUN-OI	BUBAS-OO	Eastbound only available at FL310, FL350 for OOMM FIR overflights and OOMS/OOSH ARRs. WESTBOUND for OOMS/OOSH/OOSA DEPs and for traffic entering OOMM FIR via TOTOX, REXOD, LOTAV, KITAL, KIVEL, AND IMKAD destination OTHH shall exit via ULDUN at FL300, FL360, AND FL400
Z152	MCT-OO	BUBAS-OO	For OOMS ARRs from OTHH
Z225	BAYAN-OT	VELAM-OB	Only available for OTBD, OTHH ARRs
Z301	KC-OP	RN-OP	FL210 only available 1000-2359 Mon-Fri, Sat, Sun during PAF inactivity and by ATC
Z301	KC-OP	RN-OP	PPR
Z302	KC-OP	PS-OP	FL210 only available 1000-2359 Mon-Fri, Sat, Sun during PAF inactivity and by ATC
Z302	KC-OP	PS-OP	PPR
Z303	QT-OP	LA-OP	PPR
Z304	QT-OP	RN-OP	PPR
Z305	LA-OP	PS-OP	PPR
Z306	KC-OP	RN-OP	PPR
Z307	KC-OP	PS-OP	PPR
Z350	ITURA-OO	NOVSU-OI	Only FL360 and FL400 available
Z515	MIDGU-OO	PUTSO-OO	Only for E-bound traffic destination Oman northern airports
Z515	MIDGU-OO	PUTSO-OO	Traffic shall cross MIDGU at FL330 or below
Z652	VRMG-VR	VRMM-VR	Domestic traffic only
Z713	ULKAN-LT	DUGLA-LT	MEA FL240 0230-1730 1 Apr-1 Nov, 0430-1700 2 Nov-31 Mar except weekends and Hol

**MIDDLE EAST**

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
Z749	VRMG-VR	VRMM-VR	Domestic traffic only
Z855	SODEX-OO	TULBU-OO	Only available for OOAA, OMAD and OMAM ARRs

-----





# Radio Aids



# Radio Aids

Radio Data - Middle East

**AFGHANISTAN**

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Bagram	BGM	112.7	V T L W	N34 57.0 E069 16.3	E003	4852
Herat	AHR	116.2	V D L W	N34 12.4 E062 14.0	E004	3323
Herat	HRT	412.0	H M W	N34 12.7 E062 13.9	E004	
Kabul	KBL	112.0	V D L W	N34 32.7 E069 17.4	E003	5879
Kabul	OKB	133.8	M L	N34 34.0 E069 12.4	E003	5875
Kandahar	KAF	112.8	T H	N31 30.2 E065 50.8	E002	3315
Kandahar	KDR	116.0	V D H W	N31 29.7 E065 49.5	E002	
Mazar	AMS	116.8	V D H W	N36 42.1 E067 12.7	E004	
Shindand	ASD	111.1	T L	N33 23.4 E062 15.8	E002	3734
Bagram	IBAG	110.7	LOC	RWY 03R	E003	
Kabul (Hamid Karzai Intl)	IAKW	110.5	LOC	RWY 29	E003	
Kandahar	IOKN	108.55	LOC	RWY 23	E002	
Mazar-e Sharif (Mawlanea Jalaluddin Muhammad Balkhi)	IMAZ	109.9	LOC	RWY 06	E004	
	IMAS	109.1	LOC	RWY 24	E004	

**BAHRAIN**

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Bahrain	BHR	111.8	V D H W	N26 15.5 E050 39.3	E002	37
Isa AB (Bahrain)	SI	343.0	H L W	N25 53.7 E050 36.2	E002	
Isa AB (Bahrain)	SIA	117.6	V T L W	N25 55.3 E050 35.4	E002	136
Bahrain (Bahrain Intl)	IBIB	111.5	LOC	RWY 12L	E002	
Bahrain (Isa AB)	ISIB	110.15	LOC	RWY 33R	E002	
Bahrain (Sakhir AB)	IKH	110.75	LOC	RWY 35	E002	

## BANGLADESH

Name	Ident	Freq.	Class		INS Coordinates		VAR/Stn Decl	Elev.
Barishal	BL	368.0	H	W	N22 47.9	E090 17.9	W001	
Chattogram	CTG	113.4	V D H W		N22 15.5	E091 49.6	W001	44
Cox's Bazar	CB	396.0	H	W	N21 27.2	E091 57.9	W001	
Cumilla	CM	330.0	H	M W	N23 26.2	E091 11.3	W001	
Cumilla	CML	115.5	V D H W		N23 26.0	E091 11.4	W001	47
Dhaka	DAC	112.7	V D H W		N23 49.5	E090 24.8	W001	
Dhaka	DCN	298.0	H	W	N23 50.6	E090 25.1	W001	
Ishurdi	IS	350.0	H	W	N24 09.2	E089 02.7	W001	45
Jashore	JSR	113.0	V D H W		N23 12.1	E089 09.2	W001	20
Rajshahi	RAJ	114.6	V D H W		N24 26.4	E088 36.9	W001	
Rajshahi	RJ	228.0	H	W	N24 26.5	E088 36.8	W001	
Saidpur	SD	268.0	H	W	N25 45.9	E088 54.6	W000	
Saidpur	SDP	115.8	V D H W		N25 45.9	E088 54.6	W000	125
Sylhet	SY	372.0	H	M W	N24 57.3	E091 52.3	W001	
Sylhet	SYT	116.4	V D H W		N24 57.8	E091 51.7	W001	74
Tejgaon	DC	252.0	H	M W	N23 47.0	E090 23.2	W001	24
Chattogram (Shah Amanat Intl)	ICG	110.5	LOC		RWY 23		W001	
Dhaka (Hazrat Shahjalal Intl)	DA	375.0	LO		N23 56.0	E090 19.6	W001	
	IDA	109.5	LOC		RWY 14		W001	
	DHA	108.5	LOC		RWY 32		W001	
Sylhet (Osmani Intl)	SYL	111.5	LOC		RWY 11		W001	

**BHUTAN**

Name	Ident	Freq.	Class		INS Coordinates		VAR/Stn Decl	Elev.
Bumthang	BT	355.0	H	W	N27 33.8	E090 44.8	W000	8485
Paro	PR	410.0	H	M W	N27 24.0	E089 25.5	E000	
Paro	PRO	108.4	V D H W		N27 18.1	E089 30.3	E000	11483
Yonphula	YP	367.0	H	W	N27 15.5	E091 30.5	W000	

**CYPRUS**

Name	Ident	Freq.	Class		INS Coordinates		VAR/Stn Decl	Elev.	
Akrotiri	AK	365.0	H	M W	N34 35.0	E033 00.8	E004	92	
Akrotiri	AKR	116.0		T L	N34 34.8	E032 57.8	E004	243	
Larnaca	LCA	112.8	V	D H W	N34 52.4	E033 37.5	E004	98	
Larnaca	LCA	432.0	H		W	N34 49.2	E033 33.3	E004	11
Pafos	PHA	117.9	V	D H W	N34 42.7	E032 30.3	E004		
Akrotiri	IAK	109.7	LOC		RWY 28		E004		
Larnaca (Larnaca Intl)	ILC	110.3	LOC		RWY 22		E004		

## INDIA

Name	Ident	Freq.	Class	INS	Coordinates	VAR/Stn Decl	Elev.
Agartala	AAT	116.1	V D H W	N23 53.4	E091 14.3	W000	87
Agartala	AT	237.0	H M W	N23 53.3	E091 14.6	W000	
Agatti	AAT	115.9	D L	N10 49.7	E072 10.8		43
Agatti	AT	360.0	H W	N10 49.8	E072 10.7	W002	
Agra	AG	249.5	H H W	N27 09.0	E077 57.9	E000	
Agra	AGG	112.0	V D H W	N27 09.4	E077 57.4	E000	570
Ahmedabad	AAE	113.1	V D H W	N23 04.1	E072 37.7	W000	219
Ahmedabad	AH	215.0	H M W	N23 08.5	E072 42.0	W000	
Aligarh	ALI	117.9	V D H W	N27 49.8	E078 10.7	E001	663
Amritsar	AAR	115.5	V D H W	N31 43.7	E074 47.2	E002	785
Amritsar	AR	351.0	H M W	N31 41.2	E074 48.5	E002	
Aurangabad	AAU	116.3	V D H W	N19 51.7	E075 24.3	W001	1927
Aurangabad	AU	205.0	H M W	N19 51.6	E075 23.9	W001	
Bagdogra	BD	345.0	H W	N26 41.8	E088 19.5	W000	
Bagdogra	BGD	115.2	V D H W	N26 41.3	E088 19.6	W000	414
Barapani	BPN	116.0	V D H W	N25 42.4	E091 58.7	W000	2917
Belgaum	BBM	112.1	V D H W	N15 51.4	E074 37.2	W001	2521
Bellary	BBI	112.8	V D H W	N15 09.9	E076 52.8	W001	1539
Bengaluru	BBG	115.5	V D H W	N12 57.0	E077 40.9	W002	2945
Bengaluru	BIA	116.8	V D H W	N13 12.4	E077 43.9	W002	2916
Bengaluru	BIB	114.5	V D H W	N13 24.0	E077 54.9	W002	2995
Bhavnagar	BVR	114.1	V D H W	N21 45.1	E072 11.4	W000	54
Bhopal	BPL	117.1	V D H W	N23 17.0	E077 20.2	W000	1715
Bhubaneshwar	BBS	113.5	V D H W	N20 14.6	E085 48.8	W001	184
Bhuj	BHU	112.6	V D H W	N23 16.8	E069 39.9	E000	285
Bhuntar	BNR	334.0	H W	N31 52.9	E077 09.1	E002	
Bidar	BR	240.0	H W	N17 55.1	E077 29.9	W000	
Calicut	CL	303.0	H M W	N11 08.6	E075 56.9	W002	
Calicut	CLC	116.5	V D H W	N11 08.1	E075 57.3	W002	350
Car Nicobar	CN	355.0	H H W	N09 09.0	E092 49.0	W001	
Chandigarh	CG	228.0	H L W	N30 40.7	E076 48.4	E001	



## INDIA

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
Chandigarh	CHG	116.5	V D H W	N30 40.1	E076 48.3	E001	1061
Chennai	CNI	114.9	V D H W	N13 00.3	E080 10.0	W002	69
Chennai	MA	228.0	H M W	N12 57.3	E080 04.5	W002	52
Chennai	MMV	112.5	V D H W	N12 59.3	E080 09.3	W002	27
Chillarki	CHI	116.8	V D H W	N28 21.0	E076 39.5	E001	756
Cochin	CIA	113.5	V D H W	N10 09.0	E076 22.4	W003	46
Cochin	CIB	117.3	V D H W	N10 07.0	E076 40.8	W002	155
Coimbatore	CB	354.0	H M W	N11 01.5	E077 02.7	W002	
Coimbatore	CCB	112.9	V D H W	N11 02.0	E077 02.9	W002	1297
Daman	DMN	113.3	V D L W	N20 26.5	E072 51.3	E000	139
Deesa	DS	248.0	H W	N24 16.1	E072 12.3	W000	
Dehradun	DDN	112.6	V D H W	N30 11.3	E078 10.0	E001	1780
Delhi	DH	202.0	H L W	N28 33.9	E077 12.1	E001	
Delhi	DIG	114.6	V D H W	N28 32.5	E077 04.8	E001	760
Delhi	DPN	116.1	V D H W	N28 34.0	E077 05.6	E001	760
Dibrugarh	DBR	265.0	H M W	N27 27.9	E095 01.1	W000	
Dibrugarh	DRG	117.3	V D H W	N27 29.3	E095 01.2	W000	390
Dimapur	DMR	114.5	V D H W	N25 52.9	E093 46.9	W001	512
Dimapur	MR	422.0	H M W	N25 53.0	E093 46.1	W001	
Diu	DU	307.0	H W	N20 42.8	E070 55.3	E000	
Durgapur	DGP	114.8	V D H W	N23 38.3	E087 14.1	W000	328
Gaggal	KN	237.0	H M W	N32 09.9	E076 15.7	E002	
Gaya	GGC	115.0	V D H W	N24 44.5	E084 56.6	W000	395
Goa	GGO	113.6	V D H W	N15 22.7	E073 48.7	W001	126
Goa	GO	274.0	H M W	N15 23.5	E073 53.4	W001	
Gondia	GDA	114.2	V D H W	N21 31.9	E080 17.6	W000	1010
Gondia	GN	230.0	H M W	N21 31.5	E080 17.4	W000	
Gorakhpur	GH	278.0	H L W	N26 44.1	E083 26.9	E000	
Gulbarga	GGB	116.0	V D H W	N17 18.8	E076 48.2	W001	1518
Guwahati	GGT	117.6	V D H W	N26 08.0	E091 35.9	W000	200
Guwahati	GT	360.0	H M W	N26 06.5	E091 36.2	W000	

## INDIA

Name	Ident	Freq.	Class	INS	Coordinates	VAR/Stn Decl	Elev.
Gwalior	GWA	112.8	V D H W	N26 17.8	E078 13.6	E000	646
Hubli	HB	402.0	H W	N15 21.5	E075 05.0	W001	
Hubli	HL	113.4	V D H W	N15 21.9	E075 05.8	W001	2170
Hyderabad	HHY	114.7	V D H W	N17 27.3	E078 27.5	W001	1783
Hyderabad	HIA	113.8	V D H W	N17 13.7	E078 24.3	W001	1985
Imphal	IIM	115.9	V D H W	N24 45.5	E093 53.9	W001	2576
Imphal	IM	289.0	H M W	N24 45.5	E093 53.4	W001	
Indore	ID	335.0	H H W	N22 43.8	E075 48.6	W000	
Indore	IID	116.7	V D H W	N22 42.6	E075 46.8	W000	
Jabalpur	JJB	113.6	V D H W	N23 10.8	E080 03.5	W000	1649
Jaipur	JJP	112.9	V D H W	N26 49.6	E075 50.3	E000	1260
Jalalabad	JAL	115.8	V D H W	N27 41.7	E079 39.3	E001	499
Jalgaon	JLG	117.5	V D H W	N20 57.8	E075 38.0	E000	823
Jammu	JJU	113.3	V D U	N32 41.5	E074 50.3	E001	1029
Jamnagar	JMR	257.0	H W	N22 29.6	E070 03.5	E000	
Jamnagar	JNR	117.9	V D H	N22 28.0	E070 01.0	E000	130
Jamshedpur	JJS	115.4	V D H W	N22 48.8	E086 10.4	W000	500
Jharsuguda	JH	314.0	H W	N21 55.3	E084 02.1	W000	
Jharsuguda	JRS	112.6	V D L W	N21 55.0	E084 03.7	W000	794
Jindal Vijayanagar	VN	217.0	H M W	N15 10.6	E076 37.7	W001	
Jodhpur	JDP	116.2	V D H W	N26 15.0	E073 02.6	E000	738
Jorhat	JJT	116.7	V D H W	N26 43.4	E094 09.9	W000	326
Jorhat	JT	217.0	H L W	N26 43.9	E094 11.0	W000	
Kadapa	CP	263.0	H W	N14 30.9	E078 46.3	W001	
Kancheepuram	KKP	115.4	V D H W	N12 47.1	E079 42.8	W001	292
Kandla	KD	335.0	H M W	N23 06.7	E070 06.2	E000	
Kandla	KND	117.7	D L	N23 06.7	E070 06.2		112
Kangra	KNG	117.7	V D L W	N32 10.2	E076 15.8	E002	2583
Kannur	KNR	112.6	V D H W	N11 55.0	E075 32.0	W002	361
Kanpur	KA	292.0	H M W	N26 25.0	E080 23.9	E000	
Katihar	KHR	113.7	V D H W	N25 36.9	E087 33.3	E000	118

## INDIA

Name	Ident	Freq.	Class		INS Coordinates		VAR/Stn Decl	Elev.
Keshod	KS	282.0	H	W	N21 19.1	E070 15.7	W000	
Khajuraho	KJ	403.0	H	M W	N24 49.2	E079 55.0	W000	
Khajuraho	KKJ	116.4	V D H W		N24 48.2	E079 54.8	W000	762
Khamampet	KM	340.0	H	W	N17 14.6	E080 08.4	W001	
Kishangarh	KSR	113.2	V D H W		N26 35.1	E074 48.5	E001	1505
Kolhapur	KP	334.0	H	M W	N16 39.8	E074 16.6	W001	
Kolkata	CEA	112.5	V D H W		N22 40.6	E088 26.9	W001	49
Kota	KO	284.0	H	M W	N25 09.9	E075 50.6	E001	
LKA	LKA	114.0	V D H W		N28 11.3	E074 06.7	E001	875
LUN	LUN	117.6	V D H W		N28 33.2	E073 47.3	E001	696
Leh	LLH	115.7	V D H W		N34 05.1	E077 34.6	E002	10853
Lengpui	LLP	114.2	V D H W		N23 49.8	E092 37.4	W001	1434
Lengpui	LP	344.0	H	M W	N23 50.1	E092 37.4	W001	
Lilabari	LBR	116.5	V D H W		N27 17.6	E094 05.9	W000	353
Lilabari	NR	381.0	H	M W	N27 17.1	E094 05.5	W000	
Lucknow	LKN	117.4	V D H W		N26 45.5	E080 53.7	E000	431
Ludhiana	LNA	113.5	V D L W		N30 51.0	E075 57.8	E001	865
Madurai	MD	400.0	H	M W	N09 50.5	E078 06.0	W002	
Madurai	MDI	116.1	V D H W		N09 49.9	E078 05.3	W002	503
Mangalore	ML	357.0	H	M W	N12 57.8	E074 53.5	W002	
Mangalore	MML	114.2	V D H W		N12 57.1	E074 53.1	W002	331
Mumbai	BBB	116.6	V D H W		N19 05.2	E072 52.5	W001	43
Mundra	MND	113.5	V D L W		N22 50.3	E069 46.5	E001	48
Mysore	MSR	113.7	V D H W		N12 13.8	E076 39.1	W002	2414
Nagpur	NNP	112.7	V D H W		N21 04.9	E079 03.4	W000	1025
Nanded	NDD	113.0	V D L W		N19 10.7	E077 20.1	W000	295
Ozar	OJR	115.6	V D H W		N20 07.5	E073 55.8	W000	1925
Ozar	OZR	324.0	H	M W	N20 06.5	E073 54.6	W000	
Pantnagar	HW	400.0	H	W	N29 01.9	E079 28.4	E001	
Pathankot	PK	393.0	H	W	N32 14.4	E075 38.0	E002	
Patna	PPT	112.1	V D H W		N25 35.4	E085 05.4	W000	193

**INDIA**

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
Porbandar	PBN	112.4	V D L W	N21 39.1	E069 39.3	W000	48
Porbandar	PR	344.0	H W	N21 38.5	E069 39.8	W000	
Port Blair	PPB	115.7	V D H W	N11 39.0	E092 44.8	W001	533
Pratapgarh	PRA	114.9	V D H W	N24 02.2	E074 44.6	E001	1663
Prayagraj	ALH	113.3	V D L W	N25 26.6	E081 43.5	E000	348
Prayagraj	AP	328.0	H W	N25 27.8	E081 42.0	E000	
Puducherry	OM	385.0	H M W	N11 58.0	E079 48.8	W002	
Pune	PPN	114.6	V D H W	N18 35.1	E073 54.7	W001	1957
Raipur	RRP	116.1	V D H W	N21 10.9	E081 44.6	W001	1066
Rajahmundry	RJM	112.4	V D H W	N17 06.6	E081 48.9	W001	173
Rajkot	RK	329.0	H M W	N22 18.6	E070 47.2	W000	
Rajkot	RKT	115.4	V D H W	N22 18.8	E070 46.7	W000	460
Rampur Hat	RM	419.0	H W	N24 11.0	E087 41.9	W001	
Ranchi	RC	285.0	H M W	N23 19.0	E085 19.3	W000	
Ranchi	RRC	116.9	V D H W	N23 18.5	E085 19.6	W000	2135
Sakras	SKA	117.2	V D L W	N27 50.9	E077 00.5	E001	700
Salem	SL	241.0	H M W	N11 47.0	E078 03.7	W002	
Sampla	SAM	117.0	V D L W	N28 49.2	E076 49.2	E001	758
Sarsawa	SP	298.0	H W	N30 00.0	E077 25.9	E001	
Shimla	SLA	114.1	V D H W	N31 05.2	E077 03.8	E001	5102
Shirdi	SRD	112.0	V D H W	N19 41.3	E074 23.8	W000	1904
Sholapur	SO	345.0	H M W	N17 37.5	E075 55.9	W001	
Sikandarabad	SSB	112.4	V D H W	N28 23.6	E077 42.5	E001	667
Silchar	KKU	115.7	V D H W	N24 54.8	E092 58.7	W000	365
Songarh	SG	358.0	H W	N21 10.1	E073 34.0	E000	
Sri Satya Sai	SAI	241.0	H W	N14 09.0	E077 47.1	W002	
Srinagar	SNG	115.9	V D H W	N34 00.1	E074 45.3	E003	5428
Surat	SUR	112.2	V D L W	N21 06.6	E072 44.4	E000	52
Tezpur	TEZ	117.9	V D H W	N26 42.7	E092 46.9	W000	249
Tezu	TJ	416.0	H M W	N27 56.5	E096 08.2	W001	
Tezu	TZU	113.6	V D H W	N27 56.5	E096 07.9	W001	775

## INDIA

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
Thiruvananthapuram	TVM	115.1	V D H W	N08 28.5	E076 55.5	W002	42
Tiruchirappalli	TR	307.0	H M W	N10 45.7	E078 43.1	W002	
Tiruchirappalli	TTR	113.1	V D H W	N10 46.1	E078 43.5	W002	292
Tirupati	TTP	115.7	V D H W	N13 38.1	E079 33.8	W002	348
Tura	TA	378.0	H M W	N25 39.8	E090 20.5	W000	
Tuticorin	TU	376.0	H W	N08 43.6	E078 01.6	W002	
Udaipur	LU	384.0	H M W	N24 37.3	E073 53.6	E000	
Udaipur	UUD	115.9	V D H W	N24 36.8	E073 53.6	E000	1719
Utterlai	UA	375.0	H M W	N25 48.7	E071 28.4	E001	
Vadodara	QQZ	117.3	V D H W	N22 20.0	E073 13.5	W000	149
Vadodara	QZ	304.0	H M W	N22 20.1	E073 12.6	W000	
Varanasi	BBN	113.9	V D H W	N25 27.3	E082 51.6	W000	295
Varanasi	BN	222.0	H M W	N25 26.8	E082 51.0	W000	
Vijayawada	BBZ	116.2	V D H W	N16 31.3	E080 47.6	W001	89
Vijayawada	BZ	393.0	H M W	N16 31.4	E080 47.3	W001	
Vishakhapatnam	VSP	116.6	V D L W	N17 43.5	E083 14.2	W001	35
Vishakhapatnam	VVZ	114.0	V D H W	N17 40.1	E083 15.2	W001	1131
Agartala	IAGE	110.3	LOC	RWY 18		W000	
Agra	IARA	110.7	LOC	RWY 05		E000	
Ahmedabad (Ahmedabad Intl)	IAHD	110.3	LOC	RWY 23		W000	
Amritsar (Sri Guru Ram Dass Jee Intl)	IAMR	109.5	LOC	RWY 34		E002	
Aurangabad	IAUR	110.1	LOC	RWY 27		W001	
Bagdogra	IBGD	108.1	LOC	RWY 36		W000	
Barapani	IBRP	108.9	LOC	RWY 22		W000	
Bengaluru (Hal)	IBLR	110.5	LOC	RWY 27		W003	
Bengaluru (Kempegowda Intl)	IBAN	109.3	LOC	RWY 09		W002	
	IDEV	108.3	LOC	RWY 27		W002	

**INDIA**

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Elev. Decl
Bhavnagar	IBHN	109.9	LOC	RWY 25		W000
Bhopal (Raja Bhoj)	BH	363.0	LO	N23 14.6	E077 25.7	W000
	IBPH	109.9	LOC	RWY 30		W000
Bhubaneswar	IBHR	109.1	LOC	RWY 14		W001
Calicut	ICLB	110.7	LOC	RWY 10		W002
	ICAC	109.5	LOC	RWY 28		W002
Chandigarh	ICHD	110.3	LOC	RWY 11		E001
Chennai	IMAS	110.3	LOC	RWY 07		W002
	ICHN	109.7	LOC	RWY 25		W002
Cochin (Cochin Intl)	CI	217.0	LO	N10 09.1	E076 29.0	W003
	ICNB	111.1	LOC	RWY 09		W002
	ICIL	110.3	LOC	RWY 27		W003
Coimbatore (Coimbatore Intl)	ICMB	109.1	LOC	RWY 23		W002
Dehradun	IDUN	108.9	LOC	RWY 08		E001
Delhi (Indira Gandhi Intl)	IDIA	108.5	LOC	RWY 09		E001
	IDEL	109.5	LOC	RWY 10		E001
	IDMR	111.3	LOC	RWY 11		E001
	IDLH	110.5	LOC	RWY 27		E001
	IPLM	110.3	LOC	RWY 28		E001
	IDGM	110.9	LOC	RWY 29		E001
Dibrugarh	IDIB	109.5	LOC	RWY 05		W000
Dimapur	IDMP	109.3	LOC	RWY 12		W001
Durgapur	IDPR	110.9	LOC	RWY 16		W000
Gaya	IGYA	109.3	LOC	RWY 28		W000
Goa	IDAB	110.3	LOC	RWY 26		W001
Gondia	IGON	108.3	LOC	RWY 04		W000
Guwahati	GH	401.0	LO	N26 02.3	E091 33.2	W000
	IGHT	110.3	LOC	RWY 02		W000
Hyderabad (Begumpet)	IHYD	110.1	LOC	RWY 27		W001

**INDIA**

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Elev. Decl
Hyderabad (Rajiv Gandhi Intl)	IHBD	108.5	LOC	RWY 09R		W001
	ISAM	110.9	LOC	RWY 27L		W001
Imphal	IIPH	110.3	LOC	RWY 04		W001
Indore (Devi Ahilyabai Holkar)	IIDR	110.9	LOC	RWY 25		W000
Jaipur	JI	295.0	LO	N26 49.9	E075 53.9	E000
	IJIP	109.9	LOC	RWY 27		E000
Kannur	IKAN	108.9	LOC	RWY 25		W002
Kanpur (Chakeri)	IKNP	109.7	LOC	RWY 27		E000
Khajuraho	IKJR	110.7	LOC	RWY 19		W000
Kolkata (Netaji Subash Chandra Bose Intl)	DU	385.0	LO	N22 44.4	E088 27.5	W001
	ICAL	109.9	LOC	RWY 01R		W001
	IDUM	110.3	LOC	RWY 19L		W001
	IOKL	111.3	LOC	RWY 19R		W001
Lengpui	ILNP	108.3	LOC	RWY 17		W001
Lucknow (Chaudhary Charan Singh)	ILUC	109.9	LOC	RWY 27		E000
Madurai	IMDR	110.5	LOC	RWY 27		W002
Mangalore	IMNG	110.1	LOC	RWY 24		W002
Mumbai (Chhatrapati Shivaji Maharaj Intl)	SC	345.0	LO	N19 05.4	E073 01.1	W001
	IBOM	109.5	LOC	RWY 09		W001
	IBBY	110.1	LOC	RWY 14		W001
	ISCZ	110.3	LOC	RWY 27		W001
Nagpur (Dr. Baba Saheb Ambedkar Intl)	NG	217.0	LO	N21 02.1	E079 05.5	W000
	INGR	110.3	LOC	RWY 32		W000
Ozar	IOZR	110.7	LOC	RWY 27		W000
Patna (Jai Prakash Narayan Intl)	IPAT	110.3	LOC	RWY 25		W000
Port Blair	IPBR	110.1	LOC	RWY 04		W001

**INDIA**

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Elev. Decl
Prayagraj (Bamhraul)	IABD	110.3	LOC	RWY 30	E000
Pune	IPUN	108.7	LOC	RWY 28	W001
Raipur (Swami Viveka- nanda)	IRAI	110.3	LOC	RWY 24	W001
Rajkot	IRAJ	110.9	LOC	RWY 23	W000
Ranchi (Birsa Munda)	IRAN	110.5	LOC	RWY 31	W000
Srinagar	ISRN	110.3	LOC	RWY 31	E002
Thiruvananthapuram	ITDM	109.9	LOC	RWY 32	W002
Tiruchirappalli	ITCY	110.9	LOC	RWY 27	W002
Tirupati	ITPY	111.3	LOC	RWY 26	W002
Udaipur	IUDR	109.9	LOC	RWY 26	E000
Vadodara	IVDD	110.5	LOC	RWY 22	W000
Varanasi (Lal Bahadur Shastri)	IVNS	109.9	LOC	RWY 27	W000
Vijayawada	IVJA	109.5	LOC	RWY 26	W001
Vishakhapatnam	IVSA	111.1	LOC	RWY 28	W001



## IRAN

Name	Ident	Freq.	Class	INS	Coordinates	VAR/Stn Decl	Elev.
Abadan	ABD	115.1	V D H W	N30 22.5	E048 13.2	E004	
Abadan	ABD	210.0	H L W	N30 22.2	E048 13.2	E004	
Abumusa Island	ABM	285.0	H W	N25 52.7	E055 01.4	E002	
Aghajari	AJ	365.0	H W	N30 44.5	E049 41.0	E004	
Aghajari	AJR	114.9	V D H W	N30 44.7	E049 40.8	E004	51
Ahwaz	AWZ	114.0	V D U W	N31 20.3	E048 45.9	E004	64
Ahwaz	AWZ	415.0	H M W	N31 20.6	E048 44.7	E004	
Anarak	ANK	112.7	V D H W	N33 32.3	E053 43.8	E003	3445
Arak	ARK	114.8	V D H W	N34 08.2	E049 51.2	E004	5449
Arak	ARK	280.0	H W	N34 08.1	E049 50.9	E004	
Ardabil	ARB	115.7	V D H W	N38 18.9	E048 26.1	E005	
Ardabil	ARB	355.0	H M W	N38 19.8	E048 24.9	E005	
Bahregan	BRG	400.0	H L W	N29 50.6	E050 16.0	E003	
Bam	BAM	114.9	V D L W	N29 04.6	E058 27.5	E002	
Bam	BAM	379.0	H W	N29 04.7	E058 27.3	E002	3131
Bandar Abbas	BND	117.2	V D U W	N27 11.8	E056 22.0	E002	22
Bandar Abbas	BND	250.0	H W	N27 13.0	E056 21.6	E002	49
Bandar Lengeh	LEN	114.8	V D H W	N26 32.2	E054 51.1	E002	72
Bandar Lengeh	LEN	408.0	H L W	N26 31.8	E054 50.0	E002	
Bandar Mahshahr	MAH	115.8	V D L W	N30 33.4	E049 09.0	E003	
Birjand	BJD	113.5	V D H W	N32 58.3	E059 12.0	E003	
Birjand	BRN	117.45	V D H W	N32 53.9	E059 16.9	E003	4979
Birjand	BRN	405.0	H M W	N32 53.5	E059 16.8	E003	
Bojnord	BRD	114.8	V D H W	N37 29.7	E057 19.4	E005	3499
Bojnord	BRD	346.0	H L W	N37 29.3	E057 18.3	E005	
Bushehr	BUZ	117.45	V D H W	N28 57.1	E050 49.6	E003	24
Chah Bahar	CBH	115.6	V D U W	N25 26.7	E060 24.9	E001	50
Darband	DAR	113.7	V D H W	N31 47.0	E056 59.7	E003	
Dasht-E-Naz	DNZ	113.1	V D H	N36 38.9	E053 11.3	E004	41
Dasht-E-Naz	DNZ	362.0	H W	N36 40.2	E053 10.7	E004	
Dehnamak	DHN	114.5	V D H W	N35 15.3	E052 43.2	E005	8439

**IRAN**

Name	Ident	Freq.	Class		INS Coordinates		VAR/Stn Decl	Elev.
Dehnamak	DN	346.0	H	W	N35 14.8	E052 43.6	E003	
Dezful	DZF	112.5	V D H W		N32 25.7	E048 24.5	E003	
Dezful	DZF	293.0	H	W	N32 26.3	E048 22.7	E003	474
Esfahan	ESH	413.0	H	H	N32 34.0	E051 41.6	E003	5310
Esfahan	IFN	117.1	T L		N32 44.8	E051 49.5	E004	5072
Esfahan	IFN	337.0	H	L W	N32 44.9	E051 52.8	E004	
Esfahan	ISN	113.2	V D H W		N32 44.8	E051 49.7	E004	5072
Fasa	FSA	216.0	H	M W	N28 53.8	E053 43.4	E002	
Fridun One	FY	290.0	H	W	N28 29.6	E049 43.0	E003	
Gachsaran	GSN	114.35	V D H W		N30 19.7	E050 50.9	E003	
Gachsaran	GSN	245.0	H	W	N30 18.7	E050 52.2	E003	2424
Gheshm Island	KHM	117.1	D L		N26 45.8	E055 54.5		31
Gheshm Island	KHM	335.0	H	W	N26 45.8	E055 54.5	E002	
Gorgan	GGN	117.6	V D H W		N36 55.7	E054 22.6	E005	-100
Gorgan	GGN	310.0	H	W	N36 54.2	E054 24.8	E005	
Hamadan	HAB	115.4	V T U		N35 12.6	E048 39.5	E003	5730
Hamadan	HAB	329.0	H	W	N35 12.0	E048 40.0	E004	
Hamadan	HAM	117.9	V D H W		N34 52.0	E048 33.0	E005	5717
Hamadan	HAM	317.0	H	W	N34 51.8	E048 32.8	E005	
Hesa (Esfahan)	HSA	113.45	D L		N32 56.0	E051 33.6		5256
Hesa (Esfahan)	HSA	230.0	H	W	N32 56.0	E051 33.6	E003	5256
Ilam	ILM	112.6	V D H W		N33 34.7	E046 24.9	E004	
Ilam	ILM	311.0	H	W	N33 35.1	E046 24.7	E004	
Imam Khomaini	IKA	114.3	V D H		N35 24.6	E051 10.7	E005	3271
Imam Khomaini	IKA	201.0	H	L	N35 24.5	E051 11.1	E005	
Iran Shahr	ISR	117.0	V D H W		N27 14.1	E060 43.3	E002	2035
Iran Shahr	ISR	309.0	H	H W	N27 14.0	E060 43.1	E002	
Jahrom	JRM	113.8	D L		N28 35.1	E053 35.1		3374
Jahrom	JRM	374.0	H	M W	N28 35.1	E053 35.1	E002	
Jam	JAM	116.8	V D H W		N27 49.3	E052 20.6	E002	2172
Jam	JAM	385.0	H	M W	N27 49.4	E052 20.4	E002	2172

**IRAN**

Name	Ident	Freq.	Class		INS Coordinates		VAR/Stn Decl	Elev.
Jask	JSK	349.0	H	W	N25 39.1	E057 47.0	E002	
Jiroft	JIR	276.0	H	M W	N28 43.9	E057 40.3	E003	
Kahrizak	KAZ	358.0	H	L W	N35 31.0	E051 22.0	E005	
Kalaleh	KLH	325.0	H		N37 23.3	E055 27.4	E005	
Kashan	KSN	216.0	H	L	N33 53.8	E051 33.8	E004	
Kerman	KER	112.0	V D H W		N30 17.1	E056 56.6	E003	5738
Kerman	KER	290.0	H	W	N30 15.9	E056 57.6	E003	
Kermanshah	KMS	114.6	V D H W		N34 20.4	E047 10.1	E004	4308
Kermanshah	KMS	382.0	H	L W	N34 21.4	E047 08.6	E004	4301
Khark Island	KHG	113.4	V D H W		N29 15.8	E050 19.0	E003	53
Khark Island	KHG	325.0	H	M W	N29 15.6	E050 19.3	E003	
Khoram Abad	KRD	113.75	V D H W		N33 26.1	E048 17.5	E004	
Khoram Abad	KRD	350.0	H	M W	N33 23.1	E048 26.1	E004	
Khoy	KHY	114.9	V D H W		N38 26.0	E044 58.0	E006	
Khoy	KHY	288.0	H		N38 25.8	E044 58.1	E006	
Kish Island	KIH	116.5		T U	N26 31.4	E054 00.6	E002	90
Kish Island	KIH	201.0	H	W	N26 31.7	E053 57.2	E002	51
Kish Island	KIS	117.4	V D H W		N26 31.5	E053 57.7	E002	87
Lamerd	LAM	117.0	V D H W		N27 22.4	E053 11.0	E002	
Lamerd	LAM	346.0	H	W	N27 22.0	E053 11.7	E002	
Lar	LAR	117.9	V D H W		N27 40.5	E054 24.9	E003	
Lar	LAR	224.0	H	L W	N27 40.2	E054 22.6	E003	
Lavan Island	LVA	116.85	V D H W		N26 48.7	E053 21.4	E002	
Lavan Island	LVA	310.0	H	W	N26 48.0	E053 23.2	E002	
Maku	MAK	112.4	V D L		N39 11.3	E044 56.6	E006	3175
Mashhad	MSD	111.9		T L	N36 14.0	E059 38.9	E004	3246
Mashhad	MSD	114.0	V D H W		N36 13.9	E059 39.0	E004	3251
Mashhad	MSD	385.0	H	W	N36 13.7	E059 38.3	E004	
Noshahr	NSR	113.9		D L	N36 39.6	E051 28.1		-64
Noshahr	NSR	116.1	V D H W		N36 39.8	E051 27.9	E005	-61
Noshahr	NSR	260.0	H	M W	N36 39.6	E051 28.1	E004	

**IRAN**

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
Omidiyeh	OMD	113.6	T H	N30 51.1	E049 30.3	E003	85
Omidiyeh	OMD	348.0	H W	N30 50.0	E049 32.0	E003	
Parsabade Moghan	PAD	112.2	V D H W	N39 36.2	E047 53.4	E005	
Parsabade Moghan	PAD	450.0	H M W	N39 34.7	E047 58.0	E005	
Payam	PIM	117.5	V D L W	N35 45.7	E050 51.1	E004	4125
Payam	PIM	306.0	H W	N35 45.7	E050 51.0	E004	
Persian Gulf	PRG	112.1	V D H	N27 21.6	E052 45.9	E003	21
Persian Gulf	PRG	457.0	H	N27 23.6	E052 43.6	E003	27
Rafsanjan	RAF	112.3	D L	N30 18.2	E056 03.3		5290
Rafsanjan	RAF	260.0	H M W	N30 18.2	E056 03.3	E003	
Ramsar	RSR	115.5	D H	N36 54.2	E050 40.8		-21
Ramsar	RSR	332.0	H W	N36 54.2	E050 40.8	E004	
Rasht	RST	112.6	V D H W	N37 19.6	E049 37.0	E005	-42
Rasht	RST	393.0	H M W	N37 19.2	E049 37.4	E005	
Rudeshur	RUS	116.95	V H W	N35 26.7	E050 54.3	E005	
Sabzevar	SBZ	117.0	V D H W	N36 10.2	E057 34.2	E004	3100
Sabzevar	SBZ	255.0	H M W	N36 10.3	E057 35.6	E004	
Sahand (Maragheh)	SHD	116.0	D L	N37 20.8	E046 08.6		4382
Sahand (Maragheh)	SHD	363.0	H L W	N37 20.8	E046 08.6	E005	
Sanandaj	SNJ	116.5	V D H	N35 14.3	E047 00.5	E005	4778
Sanandaj	SNJ	366.0	H L	N35 15.8	E047 00.6	E005	4532
Sarakhs	SRS	116.1	D L	N36 29.7	E061 04.4		945
Sarakhs	SRS	334.0	H W	N36 29.7	E061 04.4	E004	945
Saravan	SRN	114.1	D L	N27 24.9	E062 19.5		3930
Saravan	SRN	415.0	H W	N27 24.9	E062 19.5	E002	3930
Saveh	SAV	115.2	D H	N35 01.1	E050 22.3		3500
Saveh	SAV	408.0	H W	N35 01.1	E050 22.3	E005	
Semnan	SMN	117.25	D L	N35 35.9	E053 29.8		3775
Semnan	SMN	222.0	H L W	N35 35.9	E053 29.8	E004	
Shahre Kord	SKD	117.3	V D T W	N32 16.8	E050 51.3	E004	
Shahre Kord	SKD	376.0	H W	N32 18.3	E050 50.3	E004	

**IRAN**

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
Shahroud	SHR	115.1	V D L	N36 25.4	E055 05.3	E005	4256
Shahroud	SHR	268.0	H L W	N36 26.1	E055 08.3	E005	4197
Shiraz	SR	205.0	H W	N29 31.7	E052 36.0	E003	4872
Shiraz	SYZ	114.7	T T	N29 32.5	E052 35.1	E003	4892
Shiraz	SYZ	117.8	V D H W	N29 32.4	E052 35.3	E003	
Sirjan	SRJ	114.6	V D H W	N29 33.4	E055 39.6	E003	5805
Sirri Island	SIR	113.75	V D H W	N25 54.9	E054 32.1	E002	23
Sirri Island	SIR	300.0	H L W	N25 54.2	E054 32.4	E002	
Tabas	TBS	113.0	V D H W	N33 40.4	E056 53.5	E004	
Tabas	TBS	395.0	H W	N33 39.8	E056 54.0	E004	
Tabriz	TBZ	112.0	T T	N38 08.3	E046 13.9	E005	4490
Tabriz	TBZ	117.7	V D U W	N38 08.9	E046 12.8	E005	4449
Tehran	THR	113.3	T L	N35 41.9	E051 16.8	E005	4001
Tehran	TRN	115.3	V D H W	N35 41.8	E051 17.0	E005	
Uromiyeh	UMH	113.5	V D H W	N37 41.2	E045 05.1	E004	
Uromiyeh	UMH	370.0	H W	N37 40.0	E045 03.7	E004	
Varamin	VR	373.0	H W	N35 20.6	E051 38.2	E005	
Yasouj	YSJ	116.55	V D H	N30 41.6	E051 33.4	E003	5940
Yasouj	YSJ	235.0	H M W	N30 42.1	E051 32.9	E003	
Yazd	YZD	117.7	V D H W	N31 53.9	E054 17.0	E003	4047
Yazd	YZD	402.0	H M W	N31 54.2	E054 17.2	E003	4005
Zabol	ZAL	113.1	V D H W	N31 05.7	E061 32.5	E002	1572
Zabol	ZAL	295.0	H W	N31 05.9	E061 32.4	E002	1628
Zahedan	ZAH	112.9	T U	N29 27.8	E060 54.3	E002	4509
Zahedan	ZD	224.0	H W	N29 28.3	E060 53.8	E002	4523
Zahedan	ZDN	116.0	V D H W	N29 29.2	E060 54.1	E002	4486
Zanjan	ZAJ	114.4	V D H W	N36 46.8	E048 21.2	E005	5348
Zanjan	ZAJ	321.0	H M W	N36 46.5	E048 21.9	E005	
Abadan	IABD	109.9	LOC	RWY 32L		E004	
Ahwaz	IAWZ	109.9	LOC	RWY 30		E004	

## IRAN

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Elev. Decl
Ardabil	IARD	110.3	LOC	RWY 15	E005
	IARB	109.9	LOC	RWY 33	E005
Bandar Abbas (Bandar Abbas Intl)	IBND	109.9	LOC	RWY 21L	E002
Esfahan (Shahid Beheshti Intl)	IIFN	109.9	LOC	RWY 25R	E004
Gorgan	IGGN	109.9	LOC	RWY 13	E005
Ilam	IILM	109.1	LOC	RWY 32	E004
Kerman	IKER	108.7	LOC	RWY 34	E003
Kermanshah (Shahid Ashrafi Esfahani)	IKMS	111.1	LOC	RWY 29	E004
Khoram Abad	IKRD	110.5	LOC	RWY 29	E004
Mashhad (Shahid Hashemi Nejad Intl)	IMSD	109.9	LOC	RWY 31R	E004
Pars Special Energy Economy Zone (Persian Gulf)	IPRG	110.3	LOC	RWY 31	E003
Rasht (Sardar-E-Jangal)	IRST	109.9	LOC	RWY 27	E005
Sanandaj	ISNJ	109.3	LOC	RWY 19	E005
Shiraz (Shahid Dast-ghaib Intl)	ISYZ	109.9	LOC	RWY 29L	E003
Tabriz (Tabriz Intl)	ITBL	110.3	LOC	RWY 30L	E005
	ITBZ	109.9	LOC	RWY 30R	E005
Tehran (Imam Khomains Intl)	IIKA	110.3	LOC	RWY 29R	E005
Tehran (Mehrabad Intl)	ITHL	109.9	LOC	RWY 29L	E005
Uromiyeh	IUMH	108.9	LOC	RWY 21	E004
Zahedan (Zahedan Intl)	IZDN	108.7	LOC	RWY 35L	E002

**IRAQ**

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
Al Asad (Al-Anbar)	RAA	113.3	T L	N33 47.2	E042 26.6	E005	586
Al-Ashraf (Al Najaf)	ALI	114.7	V D L W	N31 59.2	E044 24.5	E004	
Al-Ashraf (Al Najaf)	ALI	275.0	H M W	N31 59.6	E044 24.0	E004	
Baghdad	BGD	112.9	V D H W	N33 17.5	E044 13.5	E004	100
Basrah	BSR	112.3	V D H W	N30 31.5	E047 41.2	E003	
Erbil	RER	116.3	V D H W	N36 14.6	E043 58.0	E005	1330
ORBR	ORB	111.0	T U	N36 31.9	E044 20.7	E000	2125
Sulaimaniyah	SUL	117.0	V D H W	N35 34.8	E045 17.4	E004	
Al Najaf (Al-Ashraf Intl)	IALI	108.3	LOC	RWY 10		E004	
	INJF	108.9	LOC	RWY 28		E004	
Baghdad (Baghdad Intl)	IYDB	110.7	LOC	RWY 15L		E004	
	IYCA	110.1	LOC	RWY 33R		E004	
Basrah (Basrah Intl)	IBIA	111.7	LOC	RWY 32		E003	
Erbil (Erbil Intl)	IREA	109.1	LOC	RWY 18		E005	
	IREB	109.7	LOC	RWY 36		E005	
Sulaimaniyah (Sulaima- niyah Intl)	NGA	111.1	LOC	RWY 13		E004	
	RNJ	111.7	LOC	RWY 31		E004	

**ISRAEL**

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Beer Sheba	BSA	114.3	V D H W	N31 17.2 E034 43.3	E005	700
Ben Gurion (Tel Aviv)	BGN	113.5	V D H B	N32 00.8 E034 52.5	E005	
Eilat	RAM	113.85	V D H W	N29 45.2 E035 01.2	E004	251
Eilot	LOT	112.0	V D L	N29 36.5 E034 58.6	E004	200
Metzada	MZD	115.0	V D L W	N31 19.9 E035 23.5	E005	-1227
Natania	NAT	112.4	V D H W	N32 20.0 E034 58.1	E004	100
Ovda	OVD	114.1	V D T W	N29 58.0 E034 56.7	E004	1400
Ramat David	RMD	368.0	H H W	N32 40.0 E035 11.0	E002	
Rosh-Pina	ROP	115.3	V D L W	N32 59.0 E035 34.4	E005	900
Zofar	ZFR	115.6	V D H W	N30 33.5 E035 09.7	E005	136
Eilat (Ilan and Asaf Ramon)	RC	108.7	LOC	RWY 01	E004	
	RB	110.5	LOC	RWY 19	E004	
Tel Aviv (Ben Gurion)	BC	110.9	LOC	RWY 08	E005	
	BG	110.3	LOC	RWY 12	E004	
	BN	109.7	LOC	RWY 21	E005	
	BA	108.7	LOC	RWY 26	E005	
	BD	111.9	LOC	RWY 30	E005	



**JORDAN**

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Aqaba	AQB	113.1	V D U W	N29 35.0 E035 00.5	E003	175
King Hussein	AQC	326.0	H W	N29 54.1 E035 07.1	E003	
Madaba	MDB	399.0	H W	N31 42.6 E035 51.0	E005	
Marka	AMN	116.3	V D H W	N32 00.2 E036 04.0	E003	
Qatraneh	QTR	112.9	V D U W	N31 14.9 E036 03.6	E003	
Queen Alia	QA	410.0	H W	N31 43.8 E036 05.7	E005	
Queen Alia	QAA	115.2	V D H W	N31 44.4 E036 09.5	E005	2736
Amman (Marka Intl)	IAMN	109.5	LOC	RWY 24	E003	
Amman (Queen Alia Intl)	IQAN	109.3	LOC	RWY 08L	E005	
	IQA	110.9	LOC	RWY 26L	E005	
	IQAR	111.1	LOC	RWY 26R	E005	
Aqaba (King Hussein Intl)	IAQA	110.1	LOC	RWY 01	E004	
	IKHA	110.9	LOC	RWY 19	E004	

**KUWAIT**

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Ali Al Salem	ASB	116.0	V T L W	N29 20.6 E047 31.1	E003	
Kuwait	KUA	115.5	V D H W	N29 13.1 E047 58.1	E003	173
Wafra	KFR	112.0	V D U W	N28 37.2 E047 57.5	E002	
Ali Al Salem (Ali Al Salem AB)	LASB	108.1	LOC	RWY 12R	E003	
	IASB	108.9	LOC	RWY 30L	E003	
Kuwait (Kuwait Intl)	IKIC	110.1	LOC	RWY 15L	E003	
	IKIB	111.3	LOC	RWY 15R	E003	
	IKIA	109.5	LOC	RWY 33L	E003	
	IKID	110.5	LOC	RWY 33R	E003	

**LEBANON**

Name	Ident	Freq.	Class		INS Coordinates		VAR/Stn Decl	Elev.
Baysur	BAR	113.9	V	U W	N33 46.2	E035 33.3	E003	
Beirut	BOD	351.0	H	H W	N33 54.2	E035 28.9	E004	186
Cheka	CAK	116.2	V	D H W	N34 18.0	E035 42.0	E004	
Kalde	KAD	112.6	V	D H	N33 48.4	E035 29.2	E004	
Kleyate	RA	450.0	H	W	N34 35.2	E036 00.2	E004	
Beirut (Rafic Hariri Intl)	IKK	110.7	LOC		RWY 03		E004	
	IBB	110.1	LOC		RWY 16		E004	
	BIL	109.5	LOC		RWY 17		E004	
	IDD	111.9	LOC		RWY 21		E004	

**MALDIVES**

Name	Ident	Freq.	Class	INS	Coordinates	VAR/Stn Decl	Elev.
Gan (Gan Island)	GAN	113.4	V D H W	S00 41.7	E073 09.3	W004	
Kaadedhdhoo	KA	274.0	H	W	N00 29.7	E072 59.7	W005
Kadhdhoo	KD	260.0	H	W	N01 51.3	E073 31.2	W004

## NEPAL

Name	Ident	Freq.	Class	INS	Coordinates	VAR/Stn Decl	Elev.
Bhairahawa	BWA	114.7	V D H W	N27 30.2	E083 26.0	E000	367
Bharatpur	BHP	295.0	H W	N27 40.8	E084 25.8	E000	670
Biratnagar	BRT	114.1	V D H W	N26 29.0	E087 15.0	W000	285
Dhangadhi	DHI	253.0	H W	N28 45.2	E080 34.9	E000	653
Janakpur	JKP	287.0	H W	N26 42.7	E085 55.3	E000	
Kathmandu	KAM	318.0	H W	N27 41.6	E085 21.2	E000	
Kathmandu	KTM	113.2	V D H W	N27 40.4	E085 20.9	E000	4364
Nalinchowk (Kathmandu)	LNC	252.0	H L W	N27 39.0	E085 27.9	E000	
Nepalgunj	NGJ	115.1	V D H W	N28 06.1	E081 39.1	E000	538
Nepalgunj	NPJ	330.0	H W	N28 06.0	E081 40.1	E000	
Pokhara	PKR	112.8	D H	N28 12.1	E083 59.1		2720
Simara	SMR	112.9	V D H W	N27 09.9	E084 58.9	E000	445
Thecho (Kathmandu)	LTH	230.0	H M W	N27 36.8	E085 19.4	E000	

**OMAN**

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Haima	HAI	113.3	V D U W	N19 58.2 E056 16.8	E001	
Haima	HMA	288.0	H W	N19 58.2 E056 16.7	E001	
Izki	IZK	113.5	V D U W	N22 53.3 E057 45.7	E001	1676
Masirah	MR	343.0	H W	N20 40.7 E058 53.1	E000	135
Masirah	MRH	113.8	V T L W	N20 40.5 E058 53.8	E000	80
Muscat	MCT	114.5	V D H W	N23 35.5 E058 15.6	E001	74
Salalah	SLL	112.8	V D H W	N17 03.0 E054 06.9	E001	82
Sur	SUR	117.5	V D U W	N22 32.8 E059 29.5	E001	153
Thumrait	THT	379.0	H W	N17 41.8 E054 01.6	E000	
Muscat (Muscat Intl)	IMR	110.7	LOC	RWY 26R	E001	
Salalah	ISW	108.7	LOC	RWY 07	E001	
	ISE	110.9	LOC	RWY 25	E001	

**PAKISTAN**

Name	Ident	Freq.	Class		INS Coordinates		VAR/Stn Decl	Elev.
Bahawalpur	BW	332.0	H	M W	N29 21.0	E071 42.6	E001	
Cape Monze	KA	244.0	H	W	N24 49.7	E066 39.9	E001	
Chore	KE	410.0	H	W	N25 31.2	E069 46.3	E001	
Dalbandin	DB	287.0	H	M W	N28 52.4	E064 24.1	E001	
Dera Ghazi Khan	DG	322.0	H	M W	N29 57.7	E070 29.4	E001	
Dera Ismail Khan	DI	113.1	V	H W	N31 54.8	E070 53.1	E002	
Dera Ismail Khan	DI	286.0	H	W	N31 54.5	E070 53.3	E002	
Faisalabad	FA	212.0	H	W	N31 22.2	E072 59.7	E002	
Gharo	KF	296.0	H	W	N24 46.5	E067 34.0	E001	
Gilgit	GT	324.0	H	W	N35 55.2	E074 20.1	E002	
Gwadar	GD	303.0	H	M W	N25 13.7	E062 19.8	E001	
Hyderabad	KD	223.0	H	M W	N25 19.4	E068 21.7	E001	
Islamabad	BTR	114.6	V	D H W	N33 32.7	E072 51.4	E002	1756
Islamabad	RN	112.1	V	D U W	N33 36.4	E073 07.6	E002	1655
Jiwani	JI	112.7	V	D H W	N25 03.8	E061 47.7	E001	
Kadanwari	KW	270.0	H		N27 12.0	E069 09.1	E001	
Karachi	KC	112.1	V	D H W	N24 54.7	E067 10.9	E000	
Karachi	KC	271.0	H	W	N24 55.4	E067 09.6	E000	
Karachi	MR	112.4		T U	N24 53.8	E066 56.5	E000	35
Khuzdar	KH	405.0	H	M W	N27 47.9	E066 38.3	E001	
Lahore	LA	112.7	V	D U W	N31 30.0	E074 24.0	E001	
Lahore	LA	268.0	H	W	N31 31.4	E074 23.8	E001	
Moenjodaro	MJ	304.0	H	M W	N27 19.9	E068 08.5	E001	
Multan	MT	116.7	V	H W	N30 11.6	E071 25.0	E001	
Multan	MT	387.0	H	W	N30 11.6	E071 24.8	E001	
Muzaffarabad	MF	207.0	H	M W	N34 20.5	E073 30.4	E002	
Nawabshah	NH	112.9	V	D H W	N26 13.1	E068 23.1	E001	
Nawabshah	NH	393.0	H	W	N26 13.0	E068 23.5	E001	
Ormara	OR	380.0	H	M W	N25 16.2	E064 35.4	E000	
Panjgur	PG	114.3	V	D H W	N26 57.2	E064 08.2	E001	
Panjgur	PG	388.0	H	W	N26 57.4	E064 08.3	E001	

**PAKISTAN**

Name	Ident	Freq.	Class		INS Coordinates		VAR/Stn Decl	Elev.
Parachinar	PC	273.0	H	M W	N33 54.3	E070 04.3	E002	
Pasni	PI	400.0	H	M W	N25 17.3	E063 20.9	E001	
Peshawar	PS	114.3	V D H W		N33 58.7	E071 31.0	E002	1207
Peshawar	PS	308.0	H	M W	N34 00.0	E071 30.2	E002	
Quetta	QT	114.7	V D H W		N30 15.5	E066 56.2	E002	
Quetta	QT	348.0	H	M W	N30 15.0	E066 56.0	E002	
Rahim Yar Khan	RK	113.7	V D H W		N28 21.9	E070 16.4	E001	289
Rahim Yar Khan	RK	290.0	H	W	N28 24.7	E070 18.2	E001	
Rawalakot	RT	295.0	H	M W	N33 50.8	E073 48.0	E002	
Saidu Sharif	SS	357.0	H	M W	N34 48.5	E072 21.1	E002	
Sawan	SW	279.0	H		N26 57.9	E068 52.8	E001	
Sehwan Sharif	SN	338.0	H	M W	N26 28.5	E067 43.1	E001	
Sheikhupura	SP	317.0	H	W	N31 42.0	E073 59.9	E002	
Sialkot	SLT	113.8	V D H W		N32 31.1	E074 20.6	E001	793
Sibi	SB	208.0	H	W	N29 34.2	E067 50.8	E002	
Skardu	SD	247.0	H	M W	N35 21.0	E075 32.0	E002	
Sukkur	SK	375.0	H	M W	N27 43.3	E068 47.8	E001	
Turbat	TU	237.0	H	M W	N25 59.4	E063 01.8	E001	
Zhob	ZB	115.7	V D H W		N31 21.4	E069 27.6	E002	4729
Zhob	ZB	245.0	H	W	N31 21.3	E069 27.3	E002	
Faisalabad (Faisalabad Intl)	IFA	109.7	LOC		RWY 03		E002	
Islamabad (Benazir Bhutto Intl)	IRN	110.3	LOC		RWY 30		E002	
Islamabad (Islamabad Intl)	IBAP	111.3	LOC		RWY 10R		E002	
	IBBA	108.1	LOC		RWY 28L		E002	
	IBIP	110.7	LOC		RWY 28R		E002	
Karachi (Jinnah Intl)	IQA	109.7	LOC		RWY 25L		E000	
	IKC	110.1	LOC		RWY 25R		E000	



**PAKISTAN**

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
	KO	235.0	LOM	N24 55.8 E067 14.8	E000	
Lahore (Allama Iqbal Intl)	LO	338.0	LO	N31 26.7 E074 24.1	E001	
	ILO	109.7	LOC	RWY 36L	E001	
	ILA	109.9	LOC	RWY 36R	E001	
Multan (Multan Intl)	IMT	110.3	LOC	RWY 36	E001	
Peshawar (Bacha Khan Intl)	IBKB	108.3	LOC	RWY 35	E002	
Quetta (Samungli Intl)	IUTA	108.7	LOC	RWY 13L	E002	
Sialkot (Sialkot Intl)	ISL	109.3	LOC	RWY 04	E001	

**QATAR**

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Al Udeid	ALD	115.2	V T H W	N25 05.6 E051 19.6	E002	105
Doha Intl	DIA	112.4	V D L W	N25 14.0 E051 34.6	E002	
Doha/Hamad Intl	DOH	114.4	V D H W	N25 15.0 E051 36.6	E002	
Al-Udeid (Al Udeid AB)	ISWT	110.55	LOC	RWY 16L	E002	
	ICGM	108.3	LOC	RWY 16R	E002	
	ITCE	111.1	LOC	RWY 34L	E002	
	IMBH	111.3	LOC	RWY 34R	E002	
Doha (Doha Intl)	AMD	108.5	LOC	RWY 15	E002	
	IBD	109.5	LOC	RWY 33	E002	
Doha (Hamad Intl)	QAT	108.1	LOC	RWY 16R	E002	

**SAUDI ARABIA**

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
Abha	ABH	112.9	V T H W	N18 14.5	E042 39.4	E002	6900
Abqaiq	AQ	290.0	H M W	N25 54.3	E049 35.8	E002	234
Al Ahsa	HSA	116.6	V T H W	N25 16.7	E049 29.0	E002	600
Al Baha	BHA	113.5	V T H W	N20 17.5	E041 37.7	E003	5500
Al Dawadmi	DAW	116.1	V D H	N24 26.9	E044 07.2	E003	3100
Al Jouf	AJF	117.8	V T H W	N29 47.4	E040 04.3	E004	
Al Kharj	AKJ	117.3	V T H W	N24 04.1	E047 24.5	E002	
Al Shigar	ASH	112.3	V D H W	N30 07.4	E038 47.9	E003	
Al Ula	AUA	114.9	V D H W	N26 28.3	E038 08.4	E003	
Aradah	ARD	116.9	V D H W	N21 13.7	E055 15.9	E001	300
Arar	AAR	113.3	V D H W	N30 54.5	E041 08.5	E004	
Bir Darb	BDB	115.1	V D U W	N24 19.9	E041 49.5	E003	3281
Bisha	BSH	112.3	V D H W	N19 58.7	E042 37.5	E002	
Bopan	BPN	113.7	V D L W	N27 03.2	E045 26.7	E003	1
Dafinah	DFN	117.5	V D U W	N23 17.0	E041 43.2	E002	3175
Dammam	KFA	112.3	V T H W	N26 29.9	E049 46.7	E003	200
Dhahran	DHA	117.2	V T L A	N26 15.6	E050 08.4	E002	100
Gassim	GAS	117.1	V T H W	N26 17.9	E043 46.8	E003	
Guriat	GRY	114.7	V T H W	N31 24.8	E037 17.2	E003	
Hafr Al Batin (Al Qaisu-mah)	HFR	113.1	V T U	N28 19.8	E046 07.8	E003	1200
Hail	HIL	113.5	V T H W	N27 25.5	E041 41.0	E004	3400
Halaifa	HLF	116.7	V D H W	N26 26.1	E039 16.2	E004	
Hawtah	HAW	405.0	H M W	N22 56.9	E046 54.6	E002	2083
Jazan	GIZ	117.7	V D H W	N16 54.5	E042 34.7	E002	100
Jubail	JBL	112.9	V D H W	N27 00.7	E049 24.7	E003	100
Khamis Mushait	KAM	115.9	V T H W	N18 18.5	E042 48.7	E002	6800
Khashm Alan	RAZ	114.2	V D H W	N24 36.3	E046 55.5	E003	1900
King Abdulaziz (Jeddah)	JDW	115.3	V T H W	N21 42.7	E039 07.4	E003	100
King Abdulaziz Naval Base	NJL	114.8	V T L	N26 56.6	E049 42.3	E003	100

**SAUDI ARABIA**

Name	Ident	Freq.	Class	INS	Coordinates	VAR/Stn Decl	Elev.
King Faisal Naval Base	KFB	113.1	V T H W	N21 20.8	E039 10.3	E003	
King Salman AB (Riyadh)	RIY	114.5	V T L W	N24 43.2	E046 43.4	E003	
King Saud AB (Hafr Al Batin)	KMC	115.9	V T H W	N27 52.8	E045 33.3	E003	
Madinah	PMA	114.1	V D H A	N24 32.8	E039 42.3	E004	
Magala	MGA	116.3	V D H W	N26 17.3	E047 12.4	E002	1568
Nejran	NEJ	116.7	V T H W	N17 36.4	E044 24.9	E002	
Neom Bay	NEM	112.6	V D H	N27 55.9	E035 17.5	E004	100
Prince Sultan	PSA	115.4	V T L W	N24 04.4	E047 35.0	E002	1600
Pump Station 10	PS10	382.0	H	N24 06.4	E041 02.1	E003	2832
Pump Station 3	PS3	315.0	H M W	N25 10.4	E047 29.5	E002	
Pump Station 6	PS6	370.0	H M	N24 42.5	E044 58.0	E002	
Pump Station 9	PS9	607.0	H W	N24 16.6	E042 08.6	E003	2999
Qunfidah	QUN	113.3	V D H W	N19 22.2	E041 04.5	E003	120
Rabigh	RBG	116.8	V D H W	N22 47.5	E039 05.8	E004	
Rafha	RAF	116.8	V D H W	N29 37.2	E043 29.9	E003	
Raghba	RGB	115.5	V D H W	N23 55.6	E044 35.8	E003	
Ras Mishab	RAS	116.4	V T H W	N28 04.7	E048 36.9	E003	
Ras Tanajib	TJ	382.0	H W	N27 51.0	E048 46.7	E003	54
Ras Tanura	RT	286.0	H W	N26 42.6	E050 02.3	E002	46
Riyadh	KIA	113.3	V T H	N24 53.2	E046 45.6	E003	2000
Shabitah	SBT	115.1	V D L W	N22 42.7	E053 16.8	E001	
Sharurah	SHA	114.3	V T H W	N17 28.2	E047 08.0	E001	
Shaybah	SYH	285.0	H M	N22 31.0	E053 59.3	E002	300
Tabuk	TBK	115.7	V T H W	N28 21.9	E036 36.6	E004	
Taif	TIF	112.7	V T H W	N21 29.2	E040 32.8	E003	4800
Thablotin	THA	113.9	V D H W	N19 49.9	E054 01.2	E001	
Turaif	TRF	116.1	V D H W	N31 41.8	E038 44.1	E005	2900
Udhailiyah	UD	390.0	H L W	N25 09.0	E049 19.6	E002	
Um Almelh	UME	116.1	V D H W	N19 07.4	E050 08.6	E002	

**SAUDI ARABIA**

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Wadi Al Dawasir	WDR	115.2	V D H W	N20 30.3 E045 12.3	E002	
Wejh	WEJ	113.9	V T H W	N26 10.8 E036 29.3	E003	
Yenbo	YEN	112.9	V D H W	N24 09.0 E038 02.3	E003	100
Abha	IABH	109.9	LOC	RWY 13	E002	
Al Ahsa	IHSA	110.9	LOC	RWY 34	E002	
Al Baha (King Saud Bin Abdulaziz)	IBHA	110.5	LOC	RWY 25	E003	
Al Dawadmi	IDAW	110.7	LOC	RWY 15	E003	
Al Jouf	IAJF	109.9	LOC	RWY 28	E004	
Al Kharj (Prince Sultan AB)	ISAB	110.7	LOC	RWY 17L	E002	
	IPSB	108.5	LOC	RWY 35L	E002	
	IPSA	111.3	LOC	RWY 35R	E002	
Al Qaisumah (Hafr Al Batin)	IHFR	108.5	LOC	RWY 34	E003	
Arar	IAAR	111.1	LOC	RWY 28	E004	
Batha	IBAT	111.7	LOC	RWY 32	E002	
Bisha	IBSH	110.1	LOC	RWY 18	E002	
Dammam (King Fahd Intl)	IMBF	111.7	LOC	RWY 16L	E003	
	IWSR	108.1	LOC	RWY 16R	E003	
	IWM R	108.9	LOC	RWY 34L	E003	
	IABF	110.7	LOC	RWY 34R	E003	
Dhahran (King Abdulaziz AB)	IDHC	109.3	LOC	RWY 16L	E002	
	IDHH	109.1	LOC	RWY 16R	E002	
	IDHL	109.7	LOC	RWY 34L	E002	
	IDHA	109.9	LOC	RWY 34R	E002	
Gassim (Prince Naif Bin Abdulaziz)	IGAS	110.1	LOC	RWY 15	E003	
Guriat	IGRY	110.9	LOC	RWY 28	E003	

**SAUDI ARABIA**

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Hafr Al Batin (King Saud AB)	IKMC	108.7	LOC	RWY 31	E003	
Hail	IHIL	110.3	LOC	RWY 18	E004	
Jazan (King Abdullah Bin Abdulaziz)	IGZN	109.9	LOC	RWY 33	E002	
Jeddah (King Abdulaziz Intl)	IJDC	109.7	LOC	RWY 16C	E003	
	IDFJ	108.5	LOC	RWY 16L	E003	
	IJDD	109.3	LOC	RWY 16R	E003	
	IJDW	109.5	LOC	RWY 34C	E003	
	IJDL	109.1	LOC	RWY 34L	E003	
	IEAL	108.3	LOC	RWY 34R	E003	
Jeddah (King Faisal Naval Base)	IKFN	108.9	LOC	RWY 33	E003	
Jubail	IJBL	109.5	LOC	RWY 35	E003	
Jubil (King Abdulaziz Naval Base)	INJL	110.3	LOC	RWY 33	E003	
Khamis Mushait (King Khaled AB)	IKAB	108.7	LOC	RWY 14	E002	
	IKAM	109.5	LOC	RWY 24	E002	
Madinah (Prince Mohammad Bin Abdulaziz Intl)	INAH	111.7	LOC	RWY 17	E004	
	IDIN	111.3	LOC	RWY 35	E004	
Nejran	INEJ	109.3	LOC	RWY 06	E002	
Neom Bay	INEM	108.7	LOC	RWY 15	E004	
	IKHA	108.9	LOC	RWY 33	E004	
Rabigh	IRBG	108.1	LOC	RWY 33	E004	
Rafha	IRAF	111.5	LOC	RWY 29	E003	
Ras Mishab	IRAS	111.1	LOC	RWY 34	E003	
Ras Tanura	ITNR	108.3	LOC	RWY 33	E002	
Riyadh (Khashm Alan)	IMNG	111.7	LOC	RWY 34	E003	
Riyadh (King Khaled Intl)	IELF	109.5	LOC	RWY 15L	E003	

## SAUDI ARABIA

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Elev. Decl
	ITIH	110.5	LOC	RWY 15R	E003
	IFAT	110.1	LOC	RWY 33L	E003
	IKIA	109.1	LOC	RWY 33R	E003
Riyadh (King Salman AB)	IRIY	110.3	LOC	RWY 01	E003
	IRAB	110.7	LOC	RWY 33	E003
Sharurah	ISHA	109.7	LOC	RWY 08	E001
Tabuk (Prince Sultan Bin Abdulaziz)	ITBK	109.5	LOC	RWY 24	E004
	IPKS	111.9	LOC	RWY 31	E004
Taif (Taif Intl)	ITIF	110.9	LOC	RWY 25	E003
	ITAI	110.7	LOC	RWY 35	E003
Turaif	ITRF	108.3	LOC	RWY 28	E005
Um Almelh	IUME	108.9	LOC	RWY 05	E002
Wadi Al Dawasir	IWDR	110.5	LOC	RWY 10	E002
Wejh	IWEJ	110.7	LOC	RWY 33	E003
Yenbo (Prince Abdul-mohsin bin Abdulaziz)	IYEN	111.5	LOC	RWY 28	E003

**SRI LANKA**

Name	Ident	Freq.	Class		INS Coordinates		VAR/Stn Decl	Elev.
Anuradhapura	AN	415.0	H	W	N08 18.6	E080 26.3	W002	
Katunayake	KAT	114.1	V D H W		N07 09.7	E079 52.1	W002	
Mattala	MTL	116.7	V D H W		N06 18.2	E081 08.7	W002	181
Ratmalana	RM	350.0	H	W	N06 50.0	E079 53.0	W002	22
Ratmalana	RML	112.7	D L		N06 49.8	E079 53.0		110
Trincomalee	CHB	500.0	H	W	N08 32.0	E081 11.0	W002	7
Katunayake (Bandara- naike Intl Colombo)	IKW	109.9	LOC		RWY 04		W002	
	IKE	110.3	LOC		RWY 22		W002	
Mattala (Mattala Raja- paksa Intl)	IME	109.5	LOC		RWY 23		W002	



## SYRIA

Name	Ident	Freq.	Class		INS Coordinates		VAR/Stn Decl	Elev.
Abyad (Damascus)	ABD	264.0	H	W	N33 20.1	E036 25.7	E003	
Aleppo	ALE	114.5	V D H W		N36 10.8	E037 12.6	E003	
Aleppo	ALE	396.0	H M W		N36 11.2	E037 13.4	E003	1276
Aleppo	MER	365.0	H M W		N36 10.4	E037 18.5	E003	
Banias	BAN	304.0	H W		N35 13.7	E035 57.5	E003	217
Damascus	DAL	342.0	H M W		N33 29.3	E036 36.1	E003	1995
Damascus	DAM	116.0	V D H W		N33 21.9	E036 28.1	E003	
Deir Zzor	DRZ	117.0	V D U W		N35 17.5	E040 09.2	E004	700
Deir-Zzor	DRZ	295.0	H M W		N35 17.3	E040 11.2	E004	700
Hassakeh	HAS	363.0	H M W		N36 29.0	E040 45.3	E005	
Kamishly	KML	115.1	V D U W		N37 01.0	E041 11.1	E004	1482
Kamishly	KML	312.5	H W		N37 01.8	E041 12.3	E004	
Kariatain	KTN	117.7	V D U W		N34 12.8	E037 15.9	E003	2623
Kariatain	KTN	372.5	H W		N34 13.6	E037 14.0	E003	
Latakia	LTK	114.8	V D L W		N35 23.8	E035 57.1	E003	193
Latakia	LTK	414.0	H L W		N35 28.8	E035 56.5	E003	
Mezzeh (Damascus)	MEZ	358.0	H W		N33 29.2	E036 13.6	E003	
Tanf	TAN	114.0	V D H W		N33 28.9	E038 39.2	E005	
Aleppo (Aleppo Intl)	IALE	110.1	LOC		RWY 27		E003	
			OM		N36 10.4	E037 18.5		
Damascus (Damascus Intl)	DAM L	111.1	LOC		RWY 05R		E003	
	IDA	109.9	LOC		RWY 23R			E003
			OM		N33 29.3	E036 36.1		
Latakia (Bassel Al-Assad Intl)	IBA	109.1	LOC		RWY 17R		E003	
			OM		N35 28.8	E035 56.5		

**TURKEY**

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
Adana	ADA	112.7	V D U W	N36 56.4	E035 12.6	E003	
Adana	ADN	395.0	H L W	N36 58.3	E035 15.7	E003	
Adiyaman	KHD	113.6	V D H	N37 43.5	E038 27.4	E006	2234
Adiyaman	KHD	381.0	H	N37 43.5	E038 27.4	E006	
Afyon	KFK	112.2	V D H W	N38 48.2	E030 32.8	E005	
Afyon	KFK	115.2	T L	N38 43.3	E030 36.8	E005	3271
Afyon	KFK	324.0	H M W	N38 48.2	E030 32.8	E005	
Agri	ARI	116.7	V D H W	N39 38.7	E043 01.6	E004	5354
Agri	ARI	289.0	H W	N39 38.7	E043 01.6	E004	
Akhisar	AKI	110.2	T H	N38 49.2	E027 49.6	E005	285
Ankara	ANK	114.9	D H	N39 57.2	E032 49.7		2835
Ankara	ANK	356.0	H W	N39 57.2	E032 49.7	E004	
Ankara-Etimesgut	ETI	116.6	T H	N39 57.5	E032 40.5	E005	2684
Antalya	ANT	109.1	D T	N36 52.5	E030 47.4		187
Antalya	AYT	114.0	V D H W	N36 55.2	E030 47.7	E004	184
Antalya	AYT	115.5	T L	N36 54.6	E030 47.4	E004	213
Antalya	GEY	413.0	H M W	N36 52.3	E030 27.3	E004	
Arifiye	ARF	113.9	T L	N40 44.3	E030 03.9	E005	197
Arifiye	ARF	383.5	H M W	N40 43.9	E030 05.3	E005	
Baglum (Ankara)	BAG	113.1	V D H W	N40 04.2	E032 48.6	E005	
Balikesir	BRI	110.6	T L	N39 37.1	E027 55.7	E005	318
Balikesir	BRI	112.25	V D L W	N39 37.9	E027 55.7	E005	
Balikesir	BRI	470.0	H M W	N39 37.9	E027 55.7	E005	
Bandirma	BDM	111.0	T T	N40 19.0	E027 58.9	E005	170
Batman	BAT	111.6	T L	N37 54.9	E041 06.3	E005	1824
Batman	BAT	116.2	V D L W	N37 56.3	E041 07.2	E005	
Batman	BAT	470.0	H L W	N37 56.3	E041 07.2	E005	1854
Beykoz	BKZ	117.3	V D H W	N41 07.6	E029 08.6	E005	
Beypazari	BEY	487.0	H W	N40 09.5	E031 55.8	E004	
Biga	BIG	116.9	V D H W	N40 17.1	E027 21.9	E005	417
Bingol	BNG	112.1	V D H W	N38 51.3	E040 36.0	E005	

## TURKEY

Name	Ident	Freq.	Class		INS Coordinates		VAR/Stn Decl	Elev.
Bingol	BNG	384.0	H	M W	N38 51.3	E040 36.0	E004	
Canakkale	CNK	111.2	V D H W		N40 08.1	E026 25.6	E004	39
Canakkale	CNK	422.0	H	W	N40 08.1	E026 25.6	E004	
Cardak	CRD	112.0	V D H W		N37 47.4	E029 42.2	E005	2808
Cardak	CRD	433.0	H	W	N37 47.4	E029 42.2	E005	
Carsamba (Samsun)	CRM	112.8	V D H W		N41 15.9	E036 32.9	E005	33
Carsamba (Samsun)	CRM	325.0	H	W	N41 15.9	E036 32.9	E005	
Caycuma	CAY	109.6	V D H W		N41 30.8	E032 02.7	E005	
Caycuma	CAY	292.0	H	W	N41 30.8	E032 02.7	E005	
Cekmece	CEK	114.6	V D H W		N41 00.4	E028 31.7	E004	
Cekmece	CEK	328.0	H	W	N41 00.4	E028 31.7	E004	
Cengiz Topel	CTP	117.4	V D L W		N40 44.2	E030 04.3	E005	213
Cengiz Topel (Kocaeli)	CTP	307.0	H	W	N40 44.2	E030 04.3	E005	
Cigli (Izmir)	CIG	113.6	T L		N38 29.7	E027 00.5	E005	52
Cigli (Izmir)	CIG	363.0	H	M W	N38 31.5	E027 01.0	E005	
Cildir (Aydin)	CLD	113.85	V D H W		N37 48.9	E027 53.8	E004	121
Cildir (Aydin)	CLD	480.0	H	W	N37 49.0	E027 53.1	E004	
Corlu	CLU	115.9	T L		N41 07.8	E027 54.1	E005	518
Corlu	CRL	114.8	V D H W		N41 09.0	E027 56.1	E005	630
Corlu	CRL	426.0	H	L	N41 07.9	E027 54.6	E005	
Cubuk (Ankara)	BUK	114.3	V D H W		N40 14.5	E033 06.3	E004	
Cubuk (Ankara)	BUK	425.0	H	W	N40 14.5	E033 06.3	E004	
Dalaman	DAL	114.7	V D H W		N36 41.4	E028 46.9	E004	33
Dalaman	DAL	115.3	T T		N36 42.8	E028 47.3	E004	49
Dalaman	DAL	346.0	H	W	N36 41.4	E028 46.9	E004	
Diyarbakir	DIY	110.0	T H		N37 53.9	E040 11.7	E004	2251
Diyarbakir	DYB	109.4	V D H W		N37 52.4	E040 12.5	E004	2175
Diyarbakir	DYB	330.0	H	M W	N37 52.4	E040 12.5	E005	
Edremit	EDR	109.4	V D L W		N39 33.0	E027 00.3	E004	
Edremit	EDR	368.0	H	M W	N39 33.0	E027 00.3	E004	
Elazig	EZS	114.7	V D H W		N38 42.5	E039 13.4	E005	

## TURKEY

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
Erzincan	ERN	112.7	V D H W	N39 42.5	E039 31.8	E006	3783
Erzincan	ERN	430.0	H W	N39 42.5	E039 31.8	E006	
Erzurum	ERZ	111.4	T L	N39 57.5	E041 09.2	E005	5774
Erzurum	ERZ	115.5	V D H W	N39 57.4	E041 12.4	E005	5804
Erzurum	ERZ	354.0	H L W	N39 57.4	E041 12.4	E005	
Esenboga (Ankara)	ESB	112.1	V D L W	N40 08.8	E033 00.7	E004	
Eskisehir	ESK	114.4	T H	N39 47.0	E030 36.4	E004	2598
Eskisehir	ESR	108.2	V D H W	N39 48.8	E030 30.7	E004	
Eskisehir	ESR	372.0	H W	N39 48.8	E030 30.7	E004	
Gap (Sanliurfa)	GAP	113.2	V D H W	N37 27.5	E038 54.3	E004	2759
Gap (Sanliurfa)	GAP	391.0	H M W	N37 27.5	E038 54.3	E004	
Gaziantep	GAZ	116.7	V D H W	N36 57.1	E037 28.4	E004	
Gaziantep	GAZ	432.0	H W	N36 57.1	E037 28.4	E004	
Gazipasa	GZP	114.2	D H	N36 18.3	E032 17.9		217
Gazipasa	GZP	316.0	H M W	N36 18.3	E032 17.9	E005	
Gemerek	GEM	115.1	V D H W	N39 09.2	E036 01.7	E005	5010
Gokceada	GKA	109.0	V D H W	N40 10.8	E025 55.4	E004	
Gokceada	GKA	384.0	H L W	N40 10.8	E025 55.4	E004	
Golbasi	GBI	315.0	H W	N39 42.7	E032 49.1	E003	
Hatay	HTY	112.05	V D H W	N36 21.8	E036 17.4	E004	
Hatay	HTY	336.0	H W	N36 21.8	E036 17.4	E005	
Haymana	HAY	111.8	D H	N39 26.2	E032 30.6		4275
Haymana	HAY	350.0	H H W	N39 26.2	E032 30.6	E005	
Igdir	GDR	117.7	V D H W	N39 58.4	E043 53.2	E005	3163
Igdir	GDR	388.0	H M W	N39 58.4	E043 53.2	E005	
Incirlik	DAN	108.4	T H	N37 00.9	E035 26.9	E004	248
Inebolu	INB	113.3	V D H W	N41 57.1	E033 42.4	E005	2224
Isparta	IPT	117.5	V D H W	N37 50.5	E030 20.7	E005	2864
Isparta	IPT	349.0	H L W	N37 50.5	E030 20.7	E005	
Istanbul	IS	396.0	H L W	N41 03.4	E028 48.4	E004	
Istanbul	IST	112.5	V T H W	N40 57.7	E028 48.6	E004	

**TURKEY**

Name	Ident	Freq.	Class	INS	Coordinates	VAR/Stn Decl	Elev.
Izmir	IMR	113.7	V D H W	N38 19.0	E027 00.4	E003	
Kadifekale (Izmir)	KDL	330.0	H W	N38 24.8	E027 08.9	E003	
Kahramanmaras	KHM	113.9	V D H W	N37 32.4	E036 57.2	E005	1686
Kahramanmaras	KHM	374.0	H M W	N37 32.4	E036 57.2	E005	
Kaklic	KLC	116.8	T H	N38 30.8	E026 58.4	E004	23
Kars	KAR	113.8	V D H W	N40 33.4	E043 06.2	E005	5906
Kars	KAR	431.0	H W	N40 33.4	E043 06.2	E005	
Kastamonu	KST	115.2	V D H W	N41 21.0	E033 48.0	E005	3501
Kastamonu	KST	359.0	H W	N41 21.0	E033 48.0	E005	
Kastamonu	KTM	461.0	H W	N41 18.3	E033 47.4	E005	
Kayseri	KSR	116.3	V D H W	N38 46.5	E035 31.3	E005	3491
Kayseri	KSR	116.9	T T	N38 45.8	E035 28.5	E005	3524
Kayseri	KSR	407.0	H W	N38 46.5	E035 31.3	E005	
Keban	ELG	112.15	V D H W	N38 35.8	E039 17.0	E005	
Keban	ELG	338.0	H M W	N38 35.8	E039 17.0	E005	2927
Konya	KNY	111.2	V D L W	N37 59.8	E032 33.9	E004	3425
Konya	KNY	390.0	H W	N37 59.8	E032 33.9	E004	
Konya	KON	114.1	T T	N37 59.8	E032 33.8	E004	3428
Kula	DEN	112.05	V D H W	N38 34.7	E028 36.2	E004	3130
Kutahya	KUT	110.8	T H	N39 25.8	E030 00.8	E005	3074
Lara (Antalya)	LRA	113.6	V D L W	N36 52.6	E030 48.3	E004	177
Malatya	ERH	112.0	V D H W	N38 27.8	E038 06.7	E004	
Malatya	ERH	113.5	T L	N38 26.5	E038 05.2	E004	2858
Malatya	ERH	421.0	H W	N38 27.8	E038 06.7	E005	
Mardin	MRD	116.9	V D H W	N37 13.7	E040 38.3	E004	1742
Mardin	MRD	403.0	H W	N37 13.7	E040 38.3	E004	
Menderes (Izmir)	MEN	115.1	T L	N38 17.9	E027 09.4	E003	430
Menderes (Izmir)	MEN	117.9	V D L W	N38 17.7	E027 09.5	E003	
Merzifon	MNI	109.8	V D L W	N40 49.3	E035 30.8	E006	
Merzifon	MNI	440.0	H M W	N40 49.3	E035 30.8	E006	
Merzifon (Amasya)	MNI	109.3	T L	N40 49.5	E035 30.6	E006	1772

**TURKEY**

Name	Ident	Freq.	Class	INS	Coordinates	VAR/Stn Decl	Elev.
Milas Bodrum	BDR	116.7	V D H W	N37 15.1	E027 40.1	E004	
Milas Bodrum	BDR	389.0	H W	N37 15.1	E027 40.1	E004	
Murted	ZIR	114.5	T L	N40 05.2	E032 34.6	E005	2812
Mus	MUS	111.2	V D H W	N38 45.0	E041 39.6	E005	
Mus	MUS	319.0	H L W	N38 45.0	E041 39.6	E005	
Mut	MUT	112.3	V D H W	N36 51.8	E033 17.5	E005	5801
Sabiha (Istanbul)	SAB	347.0	H L W	N40 54.0	E029 19.2	E004	
Sabiha (Istanbul)	SBH	108.8	V D H W	N40 54.0	E029 19.2	E004	312
Selcuk-Efes	SEL	113.2	V D L W	N37 56.9	E027 20.0	E004	26
Selcuk-Efes	SEL	424.0	H M W	N37 56.9	E027 20.0	E004	
Siirt	SIR	112.2	D L	N37 58.6	E041 50.2		1969
Siirt	SIR	409.0	H M W	N37 58.6	E041 50.2	E006	
Siirt	SRT	114.3	V D H W	N37 54.6	E041 52.9	E006	3156
Sinop	SIN	114.0	V D H W	N42 01.3	E035 04.6	E005	
Sinop	SIN	465.0	H W	N42 01.3	E035 04.6	E005	
Sirmak	RNA	112.3	V D H W	N37 21.9	E042 03.7	E005	2064
Sirmak	RNA	411.0	H W	N37 21.9	E042 03.7	E005	
Sivas	SIV	114.2	V D H W	N39 47.4	E036 53.6	E005	5292
Sivas	SIV	310.0	H M W	N39 47.4	E036 53.6	E005	
Sivrihisar (Eskisehir)	SYT	109.2	T H	N39 26.8	E031 22.4	E005	3222
Tekirdag	EKI	116.3	V D H	N40 57.1	E027 25.6	E005	1053
Tekirdag	EKI	317.0	H L	N40 57.1	E027 25.6	E005	
Tokat	TKT	115.0	V D H W	N40 18.9	E036 22.7	E005	1854
Tokat	TKT	403.0	H W	N40 18.9	E036 22.7	E005	
Tuzkoy	TZK	115.3	V D H W	N38 46.0	E034 32.6	E005	
Tuzkoy	TZK	371.0	H W	N38 46.0	E034 32.6	E005	
UHL	UHL	110.0	V D L	N41 18.7	E028 42.5	E005	245
UHM	UHM	108.25	V D L	N41 18.6	E028 43.5	E005	283
Usak	USK	108.0	V D L W	N38 41.0	E029 28.5	E004	
Usak	USK	414.0	H M	N38 41.0	E029 28.5	E004	
Vabel	EZN	112.05	V D H W	N39 56.2	E038 53.2	E006	7375

**TURKEY**

Name	Ident	Freq.	Class	INS	Coordinates	VAR/Stn Decl	Elev.
Van	VAN	115.2	V D H W	N38 28.0	E043 19.5	E005	5443
Van	VAN	397.0	H H W	N38 28.0	E043 19.5	E005	
Yalova	YAA	117.1	T H	N40 41.2	E029 22.5	E005	30
Yalova	YAA	117.7	V D H	N40 28.5	E029 12.5	E005	
Yenisehir	BRY	115.3	V D H W	N40 15.8	E029 35.6	E004	771
Yenisehir	BRY	352.0	H L W	N40 15.8	E029 35.6	E004	
Yenisehir	YEN	113.2	T L	N40 15.4	E029 33.8	E004	797
Yuksekoa	YKV	112.1	V D H W	N37 33.0	E044 14.6	E005	
Yuksekoa (Hakkari)	YKV	420.0	H M W	N37 33.0	E044 14.6	E005	
Zafer	KTH	112.3	V D H W	N39 06.4	E030 08.1	E004	
Zafer	KTH	336.0	H M W	N39 06.4	E030 08.1	E004	
Adana (Adana Intl)	IADA	108.7	LOC	RWY 05		E003	
Adana (Incirlik AB)	IDAN	109.3	LOC	RWY 05		E004	
	IDNA	111.7	LOC	RWY 23		E004	
Adiyaman	IADY	110.5	LOC	RWY 04		E006	
Afyon	IKFK	109.35	LOC	RWY 31R		E005	
Agri (Ahmed-I Hani)	IAGR	108.15	LOC	RWY 16		E004	
Amasya (Merzifon)	IMRI	110.5	LOC	RWY 05R		E006	
Ankara (Esenboga Intl)	AN	285.0	LO	N40 03.7	E032 56.0	E004	
	IAKR	108.9	LOC	RWY 03L		E004	
	IANK	110.3	LOC	RWY 03R		E004	
			OM	N40 03.7	E032 56.0		
	IESB	108.1	LOC	RWY 21L		E004	
	IEBG	108.3	LOC	RWY 21R		E004	
Ankara (Etimesgut)	IETI	110.5	LOC	RWY 11		E005	
			OM	N39 59.9	E032 32.9		
Ankara (Murted)	IZIR	109.55	LOC	RWY 03		E005	
Antalya (Antalya Intl)	IATY	108.7	LOC	RWY 18C		E004	
			OM	N37 00.0	E030 48.3		
	ILRA	109.75	LOC	RWY 18L		E004	

**TURKEY**

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
	IAYT	110.3	LOC	RWY 36C		E004	
	IALY	108.1	LOC	RWY 36R		E004	
Balikesir (Bandirma)	IBDM	108.3	LOC	RWY 36		E005	
Balikesir (Koca Seyit)	IKFZ	108.9	LOC	RWY 05		E004	
Balikesir (Merkez)	IBRI	111.75	LOC	RWY 36		E005	
Batman	IBAT	108.1	LOC	RWY 02		E005	
Bingol	IBIN	108.35	LOC	RWY 12		E004	
Bursa (Yenisehir)	IYEN	108.5	LOC	RWY 25R		E004	
Canakkale	ICNK	108.15	LOC	RWY 04		E004	
Denizli (Cardak)	ICRD	110.7	LOC	RWY 23		E005	
Diyarbakir	IDBN	108.5	LOC	RWY 34		E005	
Elazig	IELG	110.3	LOC	RWY 25		E005	
Erzincan	IEZC	108.9	LOC	RWY 28		E006	
Erzurum (Erzurum Intl)	IEZR	110.7	LOC	RWY 08L		E005	
	IERZ	110.5	LOC	RWY 26R		E005	
Eskisehir	IESK	108.75	LOC	RWY 26		E005	
Eskisehir (Hasan Polatkan)	IESR	110.3	LOC	RWY 09		E004	
Gaziantep (Gaziantep Intl)	IGNP	109.1	LOC	RWY 28		E004	
			OM	N36 55.7	E037 34.4		
Gazipasa (Alanya)	IGZP	108.5	LOC	RWY 08		E005	
Hatay	IHAT	108.9	LOC	RWY 04		E005	
Igdir (Sehit Bulent Aydin)	IIGD	108.35	LOC	RWY 12		E005	
Isparta (Suleyman Demirel)	ISPT	109.15	LOC	RWY 05		E005	
Istanbul (Ataturk Intl)	IIST	110.3	LOC	RWY 05		E004	
	IISB	111.1	LOC	RWY 17L		E004	
			OM	N41 03.4	E028 48.4		
			OM	N41 00.6	E028 54.4		
	ISEF	111.5	LOC	RWY 35L		E004	



**TURKEY**

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Elev. Decl
Istanbul	IYES	111.3	LOC	RWY 35R		E004
	IUCB	110.35	LOC	RWY 16R		E005
	IUCF	111.95	LOC	RWY 17L		E005
	IUCA	108.55	LOC	RWY 34L		E005
	IUCE	109.55	LOC	RWY 35R		E005
Istanbul (Sabiha Gokcen Intl)	ISAB	109.9	LOC	RWY 06		E004
	ISBH	110.9	LOC	RWY 24		E004
Izmir (Adnan Menderes Intl)	ME	405.0	LO	N38 11.9	E027 11.1	E003
	IIMR	108.5	LOC	RWY 16L		E003
			OM	N38 22.3	E027 08.0	
	IMEN	110.3	LOC	RWY 34R		E003
			OM	N38 11.9	E027 11.1	
Izmir (Cigli)	ICIG	108.15	LOC	RWY 17		E005
Izmir (Kaklic)	IKLC	110.15	LOC	RWY 17		E004
Kapadokya	ITZK	110.7	LOC	RWY 11		E005
Kars (Kars Harakani)	IKAR	108.3	LOC	RWY 06R		E005
Kastamonu	IKAS	108.5	LOC	RWY 18		E005
Kayseri	IKSR	110.3	LOC	RWY 25		E005
Kocaeli (Cengiz Topel)	ICNG	108.35	LOC	RWY 27		E005
Konya	IKNY	108.9	LOC	RWY 01L		E004
			OM	N37 54.3	E032 31.9	
Malatya	IMLY	109.9	LOC	RWY 21L		E005
			OM	N38 30.3	E038 08.7	
Mardin	IMRD	108.9	LOC	RWY 03		E004
Milas (Bodrum Intl)	IBDR	109.3	LOC	RWY 10L		E004
	IGML	108.7	LOC	RWY 28R		E004
Mugla (Dalaman Intl)	IDLM	110.1	LOC	RWY 01		E004
	IDMN	110.9	LOC	RWY 19		E004
Mus (Sultan Alparslan)	IMUS	108.5	LOC	RWY 29R		E005

**TURKEY**

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Samsun (Carsamba)	ICRM	110.1	LOC	RWY 13	E005	
Sanliurfa (Gap Intl)	ISUR	111.9	LOC	RWY 04	E004	
Siirt	ISTR	108.55	LOC	RWY 06	E006	
Sinop	ISDP	108.9	LOC	RWY 23	E005	
Sirnak (Serafettin Elci)	ISNK	108.35	LOC	RWY 11	E005	
Sivas (Nuri Demirag)	ISVS	109.1	LOC	RWY 01	E005	
			OM	N39 43.2 E036 51.8		
Tekirdag (Corlu Intl)	ICRL	110.5	LOC	RWY 04	E005	
			OM	N41 04.8 E027 49.8		
Trabzon (Trabzon Intl)	ITRB	108.9	LOC	RWY 29	E005	
Van (Ferit Melen)	IVAN	108.3	LOC	RWY 03	E005	
Zafer	IZFR	108.1	LOC	RWY 13	E004	
	IZFE	111.3	LOC	RWY 31	E004	
Zonguldak (Caycuma)	IZCA	109.75	LOC	RWY 36	E006	

## U.A.E.

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
Abu Dhabi	ADV	114.25	V D H B	N24 25.1	E054 40.4	E002	
Al Ain	ALN	112.6	V D H W	N24 15.6	E055 36.4	E002	842
Al Bateen (Abu Dhabi)	ALB	114.0	V D L W	N24 26.3	E054 26.8	E002	45
Arzanah	RNZ	327.0	H L	N24 48.0	E052 33.5	E001	
Buhasa	BH	309.0	H W	N23 37.0	E053 23.0	E001	
Fujairah	FJV	113.8	V D H A	N25 06.0	E056 21.3	E002	
Jebel Dhana	JD	302.5	H L W	N24 11.6	E052 37.5	E001	
Ras Al Khaimah	RAV	113.6	V D U W	N25 35.3	E055 56.8	E002	
Abu Dhabi (Abu Dhabi Intl)	IAS	110.3	LOC	RWY 13L		E002	
	IAE	109.15	LOC	RWY 13R		E002	
	IAW	109.3	LOC	RWY 31L		E002	
	IAN	108.75	LOC	RWY 31R		E002	
Abu Dhabi (Al Bateen Executive)	IAT	110.7	LOC	RWY 31		E002	
Al Ain (Al Ain Intl)	IALA	111.9	LOC	RWY 01		E002	
Dubai (Al Maktoum Intl)	IJEA	111.75	LOC	RWY 12		E002	
	IJWA	109.75	LOC	RWY 30		E002	
	IDEF	110.55	LOC	RWY 31		E002	
Dubai (Dubai Intl)	IDBL	110.1	LOC	RWY 12L		E002	
	IDBE	109.5	LOC	RWY 12R		E002	
	IDBW	111.3	LOC	RWY 30L		E002	
	IDBR	110.9	LOC	RWY 30R		E002	
Fujairah (Fujairah Intl)	IFJR	111.5	LOC	RWY 29		E002	
Ras Al Khaimah (Ras Al Khaimah Intl)	IRK	110.5	LOC	RWY 34		E002	
Sharjah (Sharjah Intl)	ISRE	108.55	LOC	RWY 12		E002	
	ISHW	111.95	LOC	RWY 30		E002	

**YEMEN**

Name	Ident	Freq.	Class		INS Coordinates		VAR/Stn Decl	Elev.
Aden	AD	361.0	H	H W	N12 52.2	E045 00.3	E001	
Aden	KRA	112.5	V D U W		N12 49.9	E045 01.4	E001	30
Al-Ghaidah	GDA	354.0	H	H W	N16 11.3	E052 09.7	E001	216
Hodeidah	HD	368.0	H	H W	N14 45.6	E042 58.4	E002	41
Hodeidah	HDH	114.2	V D U W		N14 46.4	E042 59.2	E002	71
Hodeidah	HDL	338.0	H	W	N14 47.0	E042 59.5	E002	114
Marib	MRB	271.0	H	M W	N15 28.1	E045 19.7	E001	3300
Mukalla	RIN	116.0	V D U W		N14 40.3	E049 23.5	E001	60
Saadah	SYE	267.0	H	W	N16 58.0	E043 43.7	E001	
Sanaa	SAA	116.1	V D U W		N15 30.0	E044 13.2	E002	7190
Sayun	SYN	385.0	H	H W	N15 57.7	E048 47.2	E001	
Socotra	SCT	280.0	H	W	N12 37.8	E053 54.5	W000	146
Socotra	SOC	108.6	V D H		N12 38.3	E053 54.4	W000	10
Taiz	TAZ	113.6	V D U W		N13 41.8	E044 08.3	E002	4860
Aden (Aden Intl)	KRL	110.3	LOC		RWY 08		E001	
Sanaa (Sanaa Intl)	AN	228.0	LOM		N15 33.4	E044 13.2	E002	
	ISAN	110.9	LOC		RWY 18		E001	

**NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA**

(See end of listing for Localizers)

<b>A</b>		ALI	Aligarh, India
AAE	Ahmedabad, India	ALN	Al Ain, UAE
AAR	Amritsar, India	AMD	Doha Intl (Doha), Qatar
AAR	Arar, Saudi Arabia	AMN	Marka, Jordan
AAT	Agartala, India	AMS	Mazar, Afghanistan
AAT	Agatti, India	AN	Anuradhapura, Sri Lanka
AAU	Aurangabad, India	AN	Esenboga Intl (Ankara), Turkey
ABD	Abadan, Iran	AN	Sanaa Intl (Sanaa), Yemen
ABD	Abyad (Damascus), Syria	ANK	Anarak, Iran
ABH	Abha, Saudi Arabia	ANK	Ankara, Turkey
ABM	Abumusa Island, Iran	ANT	Antalya Intl (Antalya), Turkey
AD	Aden, Yemen	AP	Prayagraj, India
ADA	Adana, Turkey	AQ	Abqaiq, Saudi Arabia
ADN	Adana, Turkey	AQB	Aqaba, Jordan
ADV	Abu Dhabi, UAE	AQC	King Hussein, Jordan
AG	Agra, India	AR	Amritsar, India
AGG	Agra, India	ARB	Ardabil, Iran
AH	Ahmedabad, India	ARD	Aradah, Saudi Arabia
AHR	Herat, Afghanistan	ARF	Arifiye, Turkey
AJ	Aghajari, Iran	ARI	Agri, Turkey
AJF	Al Jouf, Saudi Arabia	ARK	Arak, Iran
AJR	Aghajari, Iran	ASB	Ali Al Salem, Kuwait
AK	Akrotiri, Cyprus	ASD	Shindand, Afghanistan
AKI	Akhisar, Turkey	ASH	Al Shigar, Saudi Arabia
AKJ	Al Kharj, Saudi Arabia	AT	Agartala, India
AKR	Akrotiri, Cyprus	AT	Agatti, India
ALB	Al Bateen (Abu Dhabi), UAE	AU	Aurangabad, India
ALD	Al Udeid, Qatar	AUA	Al Ula, Saudi Arabia
ALE	Aleppo, Syria	AWZ	Ahwaz, Iran
ALH	Prayagraj, India	AYT	Antalya, Turkey
ALI	Al-Ashraf (Al Najaf), Iraq		

**NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA**

(See end of listing for Localizers)

<b>B</b>		BHR	Bahrain, Bahrain
BA	Ben Gurion (Tel Aviv), Israel	BHU	Bhuj, India
BAG	Baglum (Ankara), Turkey	BIA	Bengaluru, India
BAM	Bam, Iran	BIB	Bengaluru, India
BAN	Banias, Syria	BIG	Biga, Turkey
BAR	Baysur, Lebanon	BJD	Birjand, Iran
BAT	Batha, Saudi Arabia	BKZ	Beykoz, Turkey
BAT	Batman, Turkey	BL	Barishal, Bangladesh
BBB	Mumbai, India	BN	Ben Gurion (Tel Aviv), Israel
BBG	Bengaluru, India	BN	Varanasi, India
BBI	Bellary, India	BND	Bandar Abbas, Iran
BBM	Belgaum, India	BNG	Bingol, Turkey
BBN	Varanasi, India	BNR	Bhuntar, India
BBS	Bhubaneshwar, India	BOD	Beirut, Lebanon
BBZ	Vijayawada, India	BPL	Bhopal, India
BC	Ben Gurion (Tel Aviv), Israel	BPN	Barapani, India
BD	Bagdogra, India	BPN	Bopan, Saudi Arabia
BD	Ben Gurion (Tel Aviv), Israel	BR	Bidar, India
BDB	Bir Darb, Saudi Arabia	BRD	Bojnord, Iran
BDM	Bandirma, Turkey	BRG	Bahregan, Iran
BDR	Milas Bodrum, Turkey	BRI	Balikesir, Turkey
BEY	Beypazari, Turkey	BRN	Birjand, Iran
BG	Ben Gurion (Tel Aviv), Israel	BRT	Biratnagar, Nepal
BGD	Bagdogra, India	BRY	Yenisehir, Turkey
BGD	Baghdad, Iraq	BSA	Beer Sheba, Israel
BGM	Bagram, Afghanistan	BSH	Bisha, Saudi Arabia
BGN	Ben Gurion (Tel Aviv), Israel	BSR	Basrah, Iraq
BH	Buhasa, UAE	BT	Bhit, Pakistan
BH	Raja Bhoj (Bhopal), India	BT	Bumthang, Bhutan
BHA	Al Baha, Saudi Arabia	BTR	Islamabad, Pakistan
BHP	Bharatpur, Nepal	BUK	Cubuk (Ankara), Turkey

**NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA**

(See end of listing for Localizers)

BUZ Bushehr, Iran  
 BVR Bhavnagar, India  
 BW Bahawalpur, Pakistan  
 BWA Bhairahawa, Nepal  
 BZ Vijayawada, India

**C**

CAK Cheka, Lebanon  
 CAY Caycuma, Turkey  
 CB Coimbatore, India  
 CB Cox's Bazar, Bangladesh  
 CBH Chah Bahar, Iran  
 CCB Coimbatore, India  
 CEA Kolkata, India  
 CEK Cekmece, Turkey  
 CG Chandigarh, India  
 CHB China Bay, Sri Lanka  
 CHG Chandigarh, India  
 CHI Chillarki, India  
 CI Cochin Intl (Cochin), India  
 CIA Cochin, India  
 CIB Cochin, India  
 CIG Cigli (Izmir), Turkey  
 CL Calicut, India  
 CLC Calicut, India  
 CLD Cildir (Aydin), Turkey  
 CLU Corlu, Turkey  
 CM Cumilla, Bangladesh  
 CML Cumilla, Bangladesh  
 CN Car Nicobar, India  
 CNI Chennai, India

CNK Canakkale, Turkey  
 CP Kadapa, India  
 CRD Cardak, Turkey  
 CRL Corlu, Turkey  
 CRM Carsamba (Samsun), Turkey  
 CTG Chattogram, Bangladesh  
 CTP Cengiz Topel, Turkey  
 CTP Cengiz Topel (Kocaeli), Turkey

**D**

DA Hazrat Shahjalal Intl (Dhaka), Bangladesh  
 DAC Dhaka, Bangladesh  
 DAL Dalaman, Turkey  
 DAL Damascus, Syria  
 DAM Damascus, Syria  
 DAML Damascus Intl (Damascus), Syria  
 DAN Incirlik, Turkey  
 DAR Darband, Iran  
 DAW Al Dawadmi, Saudi Arabia  
 DB Dalbandin, Pakistan  
 DBR Dibrugarh, India  
 DC Tejgaon, Bangladesh  
 DCN Dhaka, Bangladesh  
 DDN Dehradun, India  
 DEN Kula, Turkey  
 DFN Dafinah, Saudi Arabia  
 DG Dera Ghazi Khan, Pakistan  
 DGP Durgapur, India  
 DH Delhi, India  
 DHA Dhahran, Saudi Arabia

**NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA**

(See end of listing for Localizers)

DHA Hazrat Shahjalal Intl (Dhaka), Bangladesh

DHI Dhangadhi, Nepal

DHN Dehnamak, Iran

DI Dera Ismail Khan, Pakistan

DIA Doha Intl, Qatar

DIG Delhi, India

DIY Diyarbakir, Turkey

DKA Larnaca Intl (Dhekelia), Cyprus

DMN Daman, India

DMR Dimapur, India

DN Dehnamak, Iran

DNZ Dasht-E-Naz, Iran

DOH Doha/Hamad Intl, Qatar

DPN Delhi, India

DRG Dibrugarh, India

DRZ Deir Zzor, Syria

DRZ Deir-Zzor, Syria

DS Deesa, India

DU Diu, India

DU Netaji Subash Chandra Bose Int (Kolkata), India

DYB Diyarbakir, Turkey

DZF Dezful, Iran

**E**

EDR Edremit, Turkey

EKI Tekirdag, Turkey

ELG Keban, Turkey

EN Adnan Menderes Intl (Izmir), Turkey

ERH Malatya, Turkey

ERN Erzincan, Turkey

ERZ Erzurum, Turkey

ESB Esenboga (Ankara), Turkey

ESH Esfahan, Iran

ESK Eskisehir, Turkey

ESR Eskisehir, Turkey

ETI Ankara-Etimesgut, Turkey

EZN Vabel, Turkey

EZS Elazig, Turkey

**F**

FA Faisalabad, Pakistan

FJV Fujairah, UAE

FSA Fasa, Iran

FY Fridun One, Iran

**G**

GAP Gap (Sanliurfa), Turkey

GAS Gassim, Saudi Arabia

GAZ Gaziantep, Turkey

GBI Golbasi, Turkey

GD Gwadar, Pakistan

GDA Al-Ghaidah, Yemen

GDA Gondia, India

GDR Igdir, Turkey

GEM Gemerek, Turkey

GEY Antalya, Turkey

GGB Gulbarga, India

GGC Gaya, India

GGN Gorgan, Iran

GGO Goa, India

GGT Guwahati, India

GH Gorakhpur, India



**NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA**

(See end of listing for Localizers)

GH Guwahati, India  
 GIZ Jazan, Saudi Arabia  
 GKA Gokceada, Turkey  
 GN Gondia, India  
 GO Goa, India  
 GRY Guriat, Saudi Arabia  
 GSN Gachsaran, Iran  
 GT Gilgit, Pakistan  
 GT Guwahati, India  
 GWA Gwalior, India  
 GZP Gazipasa, Turkey

**H**

HAB Hamadan, Iran  
 HAI Haima, Oman  
 HAM Hamadan, Iran  
 HAS Hassakeh, Syria  
 HAW Hawtah, Saudi Arabia  
 HAY Haymana, Turkey  
 HB Hubli, India  
 HBL Hubli, India  
 HD Hodeidah, Yemen  
 HDH Hodeidah, Yemen  
 HFR Hafr Al Batin (Al Qaisumah), Saudi Arabia  
 HHY Hyderabad, India  
 HIA Hyderabad, India  
 HIL Hail, Saudi Arabia  
 HJJ Hamad Intl (Doha), Qatar  
 HLF Halaifa, Saudi Arabia  
 HMA Haima, Oman  
 HRT Herat, Afghanistan

HSA Al Ahsa, Saudi Arabia  
 HSA Hesa (Esfahan), Iran  
 HTY Hatay, Turkey  
 HW Pantnagar, India

**I**

IAAR Arar, Saudi Arabia  
 IABD Abadan, Iran  
 IABD Bamhraul (Prayagraj), India  
 IABF King Fahd Intl (Dammam), Saudi Arabia  
 IABH Abha, Saudi Arabia  
 IADA Adana Intl (Adana), Turkey  
 IAE Abu Dhabi Intl (Abu Dhabi), UAE  
 IAGE Agartala, India  
 IAGR Ahmed-I Hani (Agri), Turkey  
 IAHD Ahmedabad Intl (Ahmedabad), India  
 IAJF Al Jouf, Saudi Arabia  
 IAK Akrotiri, Cyprus  
 IAKR Esenboga Intl (Ankara), Turkey  
 IAKW Hamid Karzai Intl (Kabul), Afghanistan  
 IALA Al Ain Intl (Al Ain), UAE  
 IALE Aleppo Intl (Aleppo), Syria  
 IALI Al-Ashraf Intl (Al Najaf), Iraq  
 IALY Antalya Intl (Antalya), Turkey  
 IAMN Marka Intl (Amman), Jordan  
 IAMR Sri Guru Ram Dass Jee Intl (Amritsar), India  
 IAN Abu Dhabi Intl (Abu Dhabi), UAE  
 IANK Esenboga Intl (Ankara), Turkey  
 IAQA King Hussein Intl (Aqaba), Jordan  
 IARA Agra, India

**NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA**

(See end of listing for Localizers)

IARB	Ardabil, Iran	IBKB	Bacha Khan Intl (Peshawar), Pakistan
IARD	Ardabil, Iran	IBLR	Hal (Bengaluru), India
IAS	Abu Dhabi Intl (Abu Dhabi), UAE	IBND	Bandar Abbas Intl (Bandar Abbas), Iran
IASB	Ali Al Salem AB (Ali Al Salem), Kuwait	IBOM	Chhatrapati Shivaji Maharaj In (Mumbai), India
IAT	Al Bateen Executive (Abu Dhabi), UAE	IBPH	Raja Bhoj (Bhopal), India
IATA	Ataturk Intl (Istanbul), Turkey	IBRI	Merkez (Balikesir), Turkey
IATY	Antalya Intl (Antalya), Turkey	IBRP	Barapani, India
IAUR	Aurangabad, India	IBSH	Bisha, Saudi Arabia
IAW	Abu Dhabi Intl (Abu Dhabi), UAE	IBUZ	Bushehr, Iran
IAWZ	Ahwaz, Iran	ICAC	Calicut, India
IAYT	Antalya Intl (Antalya), Turkey	ICAL	Netaji Subash Chandra Bose Int (Kolkata), India
IBA	Bassel Al-Assad Intl (Latakia), Syria	ICG	Shah Amanat Intl (Chattogram), Bangladesh
IBAG	Bagram, Afghanistan	ICGM	Al Udeid AB (Al Udeid), Qatar
IBAN	Kempegowda Intl (Bengaluru), India	ICHD	Chandigarh, India
IBAP	Islamabad Intl (Islamabad), Pakistan	ICHN	Chennai, India
IBAT	Batha, Saudi Arabia	ICIG	Cigli (Izmir), Turkey
IBAT	Batman, Turkey	ICIL	Cochin Intl (Cochin), India
IBBA	Islamabad Intl (Islamabad), Pakistan	ICLB	Calicut, India
IBBY	Chhatrapati Shivaji Maharaj In (Mumbai), India	ICMB	Coimbatore Intl (Coimbatore), India
IBD	Doha Intl (Doha), Qatar	ICNB	Cochin Intl (Cochin), India
IBDM	Bandirma (Balikesir), Turkey	ICNG	Cengiz Topel (Kocaeli), Turkey
IBDR	Bodrum Intl (Milas), Turkey	ICNK	Canakkale, Turkey
IBGD	Bagdogra, India	ICRD	Cardak (Denizli), Turkey
IBHA	King Saud Bin Abdulaziz (Al Baha), Saudi Arabia	ICRL	Corlu Ataturk Intl (Tekirdag), Turkey
IBHN	Bhavnagar, India	ICRM	Carsamba (Samsun), Turkey
IBHR	Bhubaneshwar, India	ID	Indore, India
IBIA	Bahrain Intl (Bahrain), Bahrain	IDA	Damascus Intl (Damascus), Syria
IBIA	Basrah Intl (Basrah), Iraq	IDA	Hazrat Shahjalal Intl (Dhaka), Bangladesh
IBIN	Bingol, Turkey		
IBIP	Islamabad Intl (Islamabad), Pakistan		

## NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA

(See end of listing for Localizers)

IDAB	Goa, India	IDUN	Dehradun, India
IDAW	Al Dawadmi, Saudi Arabia	IEAL	King Abdulaziz Intl (Jeddah), Saudi Arabia
IDBE	Dubai Intl (Dubai), UAE	IEBG	Esenboga Intl (Ankara), Turkey
IDBL	Dubai Intl (Dubai), UAE	IELF	King Khaled Intl (Riyadh), Saudi Arabia
IDBN	Diyarbakir, Turkey	IELG	Elazig, Turkey
IDBR	Dubai Intl (Dubai), UAE	IERZ	Erzurum Intl (Erzurum), Turkey
IDBW	Dubai Intl (Dubai), UAE	IESB	Esenboga Intl (Ankara), Turkey
IDEF	Al Maktoum Intl (Dubai), UAE	IESK	Eskisehir, Turkey
IDEL	Indira Gandhi Intl (Delhi), India	IEZC	Erzincan, Turkey
IDEV	Kempegowda Intl (Bengaluru), India	IEZR	Erzurum Intl (Erzurum), Turkey
IDFJ	King Abdulaziz Intl (Jeddah), Saudi Arabia	IFA	Faisalabad Intl (Faisalabad), Pakistan
IDGM	Indira Gandhi Intl (Delhi), India	IFAT	King Khaled Intl (Riyadh), Saudi Arabia
IDHA	King Abdulaziz AB (Dhahran), Saudi Arabia	IFJR	Fujairah Intl (Fujairah), UAE
IDHC	King Abdulaziz AB (Dhahran), Saudi Arabia	IFN	Esfahan, Iran
IDHH	King Abdulaziz AB (Dhahran), Saudi Arabia	IGAS	Prince Naif Bin Abdulaziz (Gassim), Saudi Arabia
IDHL	King Abdulaziz AB (Dhahran), Saudi Arabia	IGGN	Gorgan, Iran
IDIA	Indira Gandhi Intl (Delhi), India	IGHT	Guwahati, India
IDIB	Dibrugarh, India	IGML	Bodrum Intl (Milas), Turkey
IDIN	Prince Mohammad Bin Abdulaziz (Madinah), Saudi Arabia	IGNP	Gaziantep Intl (Gaziantep), Turkey
IDLH	Indira Gandhi Intl (Delhi), India	IGON	Gondia, India
IDLK	Dalaman Intl (Mugla), Turkey	IGRY	Guriat, Saudi Arabia
IDMN	Dalaman Intl (Mugla), Turkey	IGYA	Gaya, India
IDMP	Dimapur, India	IGZN	King Abdullah Bin Abdulaziz (Jazan), Saudi Arabia
IDMR	Indira Gandhi Intl (Delhi), India	IGZP	Alanya (Antalya), Turkey
IDPR	Durgapur, India	IHAT	Hatay, Turkey
IDUM	Netaji Subash Chandra Bose Int (Kolkata), India	IHBD	Rajiv Gandhi Intl (Hyderabad), India
		IHFR	Hafr Al Batin (Al Qaisumah), Saudi Arabia
		IHIL	Hail, Saudi Arabia

## NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA

(See end of listing for Localizers)

IHSA	Al Ahsa, Saudi Arabia	IKE	Bandaranaike Intl Colombo (Katu-nayake), Sri Lanka
IHYD	Begumpet (Hyderabad), India	IKER	Kerman, Iran
IID	Indore, India	IKFK	Afyon, Turkey
IIDR	Devi Ahilyabai Holkar (Indore), India	IKFN	King Faisal Naval Base (Jeddah), Saudi Arabia
IIFN	Shahid Beheshti Intl (Esfahan), Iran	IKFZ	Koca Seyit (Balikesir), Turkey
IIGD	Sehit Bulent Aydin (Igdir), Turkey	IKH	Sakhir AB (Bahrain), Bahrain
IIKA	Imam Khomainsi Intl (Tehran), Iran	IKHA	King Hussein Intl (Aqaba), Jordan
IILM	Ilam, Iran	IKHA	Neom Bay, Saudi Arabia
IIM	Imphal, India	IKIA	King Khaled Intl (Riyadh), Saudi Arabia
IIMR	Adnan Menderes Intl (Izmir), Turkey	IKIA	Kuwait Intl (Kuwait), Kuwait
IIPH	Imphal, India	IKIB	Kuwait Intl (Kuwait), Kuwait
IIST	Ataturk Intl (Istanbul), Turkey	IKIC	Kuwait Intl (Kuwait), Kuwait
IJBL	Jubail, Saudi Arabia	IKID	Kuwait Intl (Kuwait), Kuwait
IJDC	King Abdulaziz Intl (Jeddah), Saudi Arabia	IKJR	Khajuraho, India
IJDD	King Abdulaziz Intl (Jeddah), Saudi Arabia	IKLC	Kaklic (Izmir), Turkey
IJDL	King Abdulaziz Intl (Jeddah), Saudi Arabia	IKMC	King Saud AB (Hafr Al Batin), Saudi Arabia
IJDW	King Abdulaziz Intl (Jeddah), Saudi Arabia	IKMS	Shahid Ashrafi Esfahani (Kermanshah), Iran
IJEa	Al Maktoum Intl (Dubai), UAE	IKNP	Chakeri (Kanpur), India
IJIP	Jaipur, India	IKNY	Konya, Turkey
IJWA	Al Maktoum Intl (Dubai), UAE	IKRD	Khoram Abad, Iran
IKA	Imam Khomainsi, Iran	IKSR	Kayseri, Turkey
IKAB	King Khaled AB (Khamis Mushait), Saudi Arabia	IKW	Bandaranaike Intl Colombo (Katu-nayake), Sri Lanka
IKAM	King Khaled AB (Khamis Mushait), Saudi Arabia	ILA	Allama Iqbal Intl (Lahore), Pakistan
IKAN	Kannur, India	ILC	Larnaca Intl (Larnaca), Cyprus
IKAR	Kars Harakani (Kars), Turkey	ILM	Ilam, Iran
IKAS	Kastamonu, Turkey	ILNP	Lengpui, India
		ILO	Allama Iqbal Intl (Lahore), Pakistan

**NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA**

(See end of listing for Localizers)

ILRA	Antalya Intl (Antalya), Turkey	INGR	Dr. Baba Saheb Ambedkar Intl (Nagpur), India
ILUC	Chaudhary Charan Singh (Lucknow), India	INJF	Al-Ashraf Intl (Al Najaf), Iraq
IM	Imphal, India	INJL	King Abdulaziz Naval Base (Jubil), Saudi Arabia
IMAS	Chennai, India	IOKL	Netaji Subash Chandra Bose Int (Kolkata), India
IMAS	Mawlana Jalaluddin Muhammad Ba (Mazar-e Sharif), Afghanistan	IOKN	Kandahar, Afghanistan
IMAZ	Mawlana Jalaluddin Muhammad Ba (Mazar-e Sharif), Afghanistan	IOZR	Ozar, India
IMBF	King Fahd Intl (Dammam), Saudi Arabia	IPA	Pafos Intl (Pafos), Cyprus
IMBH	Al Udeid AB (Al Udeid), Qatar	IPAT	Jai Prakash Narayan Intl (Patna), India
IMDR	Madurai, India	IPBR	Port Blair, India
IME	Mattala Rajapaksa Intl (Mattala), Sri Lanka	IPKS	Prince Sultan Bin Abdulaziz (Tabuk), Saudi Arabia
IMEN	Adnan Menderes Intl (Izmir), Turkey	IPLM	Indira Gandhi Intl (Delhi), India
IML	Muscat Intl (Muscat), Oman	IPRG	Persian Gulf (Pars Special Zone), Iran
IMLY	Malatya, Turkey	IPSA	Prince Sultan AB (Al Kharij), Saudi Arabia
IMNG	Khashm Alan (Riyadh), Saudi Arabia	IPSB	Prince Sultan AB (Al Kharij), Saudi Arabia
IMNG	Mangalore, India	IPT	Isparta, Turkey
IMR	Izmir, Turkey	IPUN	Pune, India
IMR	Muscat Intl (Muscat), Oman	IQA	Jinnah Intl (Karachi), Pakistan
IMRD	Mardin, Turkey	IQA	Queen Alia Intl (Amman), Jordan
IMRI	Merzifon (Amasya), Turkey	IQAN	Queen Alia Intl (Amman), Jordan
IMSD	Shahid Hashemi Nejad Intl (Mashhad), Iran	IQAR	Queen Alia Intl (Amman), Jordan
IMT	Multan Intl (Multan), Pakistan	IRAA	Al Asad (Al-Anbar), Iraq
IMUS	Sultan Alparslan (Mus), Turkey	IRAB	King Salman AB (Riyadh), Saudi Arabia
INAH	Prince Mohammad Bin Abdulaziz (Madinah), Saudi Arabia	IRAF	Rafha, Saudi Arabia
INB	Inebolu, Turkey	IRAI	Swami Vivekananda (Raipur), India
INEJ	Nejran, Saudi Arabia	IRAJ	Rajkot, India
INEM	Neom Bay, Saudi Arabia	IRAN	Birsa Munda (Ranchi), India

**NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA**

(See end of listing for Localizers)

IRAS	Ras Mishab, Saudi Arabia	ISRN	Srinagar, India
IRBG	Rabigh, Saudi Arabia	ISTR	Siirt, Turkey
IREA	Erbil Intl (Erbil), Iraq	ISUR	Gap Intl (Sanliurfa), Turkey
IREB	Erbil Intl (Erbil), Iraq	ISVS	Nuri Demirag (Sivas), Turkey
IRIY	King Salman AB (Riyadh), Saudi Arabia	ISW	Salalah, Oman
IRK	Ras Al Khaimah Intl (Ras Al Khaimah), UAE	ISWT	Al Udeid AB (Al Udeid), Qatar
IRN	Benazir Bhutto Intl (Islamabad), Pakistan	ISYZ	Shahid Dastghaib Intl (Shiraz), Iran
IRST	Sardar-E-Jangal (Rasht), Iran	ITAI	Taif Intl (Taif), Saudi Arabia
IS	Ishurdi, Bangladesh	ITBK	Prince Sultan Bin Abdulaziz (Tabuk), Saudi Arabia
ISAB	Prince Sultan AB (Al Kharj), Saudi Arabia	ITBL	Tabriz Intl (Tabriz), Iran
ISAB	Sabiha Gokcen Intl (Istanbul), Turkey	ITBZ	Tabriz Intl (Tabriz), Iran
ISAD	Al Asad (Al-Anbar), Iraq	ITBZ	Trabzon Intl (Trabzon), Turkey
ISAM	Rajiv Gandhi Intl (Hyderabad), India	ITCE	Al Udeid AB (Al Udeid), Qatar
ISBH	Sabiha Gokcen Intl (Istanbul), Turkey	ITCY	Tiruchirappalli, India
ISCZ	Chhatrapati Shivaji Maharaj In (Mumbai), India	ITDM	Thiruvananthapuram, India
ISDP	Sinop, Turkey	ITHL	Mehrabad Intl (Tehran), Iran
ISE	Salalah, Oman	ITIF	Taif Intl (Taif), Saudi Arabia
ISHA	Sharurah, Saudi Arabia	ITIH	King Khaled Intl (Riyadh), Saudi Arabia
ISHW	Sharjah Intl (Sharjah), UAE	ITNR	Ras Tanura, Saudi Arabia
ISIB	Isa AB (Bahrain), Bahrain	ITPY	Tirupati, India
ISL	Sialkot Intl (Sialkot), Pakistan	ITRB	Trabzon Intl (Trabzon), Turkey
ISN	Esfahan, Iran	ITRF	Turaif, Saudi Arabia
ISNJ	Sanandaj, Iran	ITZK	Kapadokya, Turkey
ISNK	Serafettin Elci (Sirnak), Turkey	IUCA	Istanbul, Turkey
ISPT	Suleyman Demirel (Isparta), Turkey	IUCB	Istanbul, Turkey
ISR	Iran Shahr, Iran	IUCE	Istanbul, Turkey
ISRE	Sharjah Intl (Sharjah), UAE	IUCF	Istanbul, Turkey
		IUDR	Udaipur, India
		IUME	Um Almelh, Saudi Arabia
		IUMH	Uromiyeh, Iran

**NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA**

(See end of listing for Localizers)

IUTA Samungli Intl (Quetta), Pakistan  
 IVAN Ferit Melen (Van), Turkey  
 IVDD Vadodara, India  
 IVJA Vijayawada, India  
 IVNS Lal Bahadur Shastri (Varanasi), India  
 IVSA Vishakhapatnam, India  
 IWD Wadi Al Dawasir, Saudi Arabia  
 R  
 IWEJ Wejh, Saudi Arabia  
 IWM King Fahd Intl (Dammam), Saudi Arabia  
 R  
 IWSR King Fahd Intl (Dammam), Saudi Arabia  
 R  
 IYCA Baghdad Intl (Baghdad), Iraq  
 IYDB Baghdad Intl (Baghdad), Iraq  
 IYEN Prince Abdulmohsin bin Abdulaz (Yenbo), Saudi Arabia  
 IYEN Yenisehir (Bursa), Turkey  
 IZCA Caycuma (Zonguldak), Turkey  
 IZDN Zahedan Intl (Zahedan), Iran  
 IZFE Zafer, Turkey  
 IZFR Zafer, Turkey  
 IZIR Murted (Ankara), Turkey  
 IZK Izki, Oman

**J**

JAL Jalalabad, India  
 JAM Jam, Iran  
 JBL Jubail, Saudi Arabia  
 JD Jebel Dhana, UAE  
 JDP Jodhpur, India  
 JDW King Abdulaziz (Jeddah), Saudi Arabia  
 JH Jharsuguda, India

JI Jaipur, India  
 JI Jiwani, Pakistan  
 JIR Jiroft, Iran  
 JJB Jabalpur, India  
 JJP Jaipur, India  
 JJS Jamshedpur, India  
 JJT Jorhat, India  
 JJU Jammu, India  
 JKP Janakpur, Nepal  
 JLG Jalgaon, India  
 JMR Jamnagar, India  
 JNR Jamnagar, India  
 JRM Jahrom, Iran  
 JRS Jharsuguda, India  
 JSK Jask, Iran  
 JSR Jashore, Bangladesh  
 JT Jorhat, India  
 JYG Jericho, Jordan

**K**

KA Cape Monze, Pakistan  
 KA Kaadedhdhoo, Maldives  
 KA Kanpur, India  
 KAF Kandahar, Afghanistan  
 KAM Kathmandu, Nepal  
 KAM Khamis Mushait, Saudi Arabia  
 KAR Kars, Turkey  
 KAT Katunayake, Sri Lanka  
 KAZ Kahrizak, Iran  
 KBL Kabul, Afghanistan  
 KC Karachi, Pakistan

**NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA**

(See end of listing for Localizers)

KD	Hyderabad, Pakistan	KML	Kamishly, Syria
KD	Kadhdhoo, Maldives	KMS	Kermanshah, Iran
KD	Kandla, India	KN	Gaggal, India
KDL	Kadifekale (Izmir), Turkey	KND	Kandla, India
KDR	Kandahar, Afghanistan	KNG	Kangra, India
KE	Chore, Pakistan	KNR	Kannur, India
KER	Kerman, Iran	KNY	Konya, Turkey
KF	Gharo, Pakistan	KO	Jinnah Intl (Karachi), Pakistan
KFA	Dammam, Saudi Arabia	KO	Kota, India
KFB	King Faisal Naval Base, Saudi Arabia	KON	Konya, Turkey
KFK	Afyon, Turkey	KP	Kolhapur, India
KFR	Wafra, Kuwait	KRA	Aden, Yemen
KH	Khuzdar, Pakistan	KRD	Khoram Abad, Iran
KHD	Adiyaman, Turkey	KRL	Aden Intl (Aden), Yemen
KHG	Khark Island, Iran	KS	Keshod, India
KHM	Gheshm Island, Iran	KSN	Kashan, Iran
KHM	Kahramanmaras, Turkey	KSR	Kayseri, Turkey
KHR	Katihari, India	KSR	Kishangarh, India
KHY	Khoy, Iran	KST	Kastamonu, Turkey
KIA	Riyadh, Saudi Arabia	KTH	Zafer, Turkey
KIH	Kish Island, Iran	KTM	Kastamonu, Turkey
KIS	Kish Island, Iran	KTM	Kathmandu, Nepal
KJ	Khajuraho, India	KTN	Kariatain, Syria
KKJ	Khajuraho, India	KUA	Kuwait, Kuwait
KKP	Kancheepuram, India	KUT	Kutahya, Turkey
KKU	Silchar, India	KW	Kadanwari, Pakistan
KLC	Kaklic, Turkey		
KLH	Kalaleh, Iran	<b>L</b>	
KM	Khamampet, India	LA	Lahore, Pakistan
KMC	King Saud AB (Hafr Al Batin), Saudi Arabia	LAM	Lamerd, Iran
		LAR	Lar, Iran



# NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA

(See end of listing for Localizers)

LBR Lilabari, India  
LCA Larnaca, Cyprus  
LEN Bandar Lengeh, Iran  
LKA LKA, India  
LKN Lucknow, India  
LLH Leh, India  
LLP Lengpui, India  
LNA Ludhiana, India  
LNC Nalinchowk (Kathmandu), Nepal  
LO Allama Iqbal Intl (Lahore), Pakistan  
LOT Eilat, Israel  
LP Lengpui, India  
LRA Lara (Antalya), Turkey  
LTH Thecho (Kathmandu), Nepal  
LTK Latakia, Syria  
LU Udaipur, India  
LUN LUN, India  
LVA Lavan Island, Iran

## M

MA Chennai, India  
MAG MAG TACAN (Bahrain), Bahrain  
MAH Bandar Mahshahr, Iran  
MAK Maku, Iran  
MCT Muscat, Oman  
MD Madurai, India  
MDB Madaba, Jordan  
MDI Madurai, India  
ME Adnan Menderes Intl (Izmir), Turkey  
MEN Menderes (Izmir), Turkey  
MER Aleppo, Syria

MEZ Mezzeh (Damascus), Syria  
MF Muzaffarabad, Pakistan  
MGA Magala, Saudi Arabia  
MJ Moenjodaro, Pakistan  
ML Mangalore, India  
MML Mangalore, India  
MMV Chennai, India  
MND Mundra, India  
MNI Merzifon, Turkey  
MNI Merzifon (Amasya), Turkey  
MR Dimapur, India  
MR Karachi, Pakistan  
MR Masirah, Oman  
MRB Marib, Yemen  
MRD Mardin, Turkey  
MRH Masirah, Oman  
MSD Mashhad, Iran  
MSR Mysore, India  
MT Multan, Pakistan  
MTL Mattala, Sri Lanka  
MUS Mus, Turkey  
MUT Mut, Turkey  
MZD Metzada, Israel

## N

NAT Natania, Israel  
NDD Nanded, India  
NEJ Nejran, Saudi Arabia  
NEM Neom Bay, Saudi Arabia  
NG Dr. Baba Saheb Ambedkar Intl (Nagpur), India  
NGA Sulaimaniyah Intl (Sulaimaniyah), Iraq

**NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA**

(See end of listing for Localizers)

NGJ Nepalgunj, Nepal  
 NH Nawabshah, Pakistan  
 NJL King Abdulaziz Naval Base, Saudi Arabia  
 NK Esenboga Intl (Ankara), Turkey  
 NNP Nagpur, India  
 NPJ Nepalgunj, Nepal  
 NR Lilabari, India  
 NSR Noshahr, Iran

**O**

OJR Ozar, India  
 OKB Kabul, Afghanistan  
 OM Puducherry, India  
 OMD Omidiyeh, Iran  
 OR Ormara, Pakistan  
 ORB ORBR, Iraq  
 OVD Ovda, Israel  
 OZR Ozar, India

**P**

PAD Parsabade Moghan, Iran  
 PBN Porbandar, India  
 PC Parachinar, Pakistan  
 PG Panjgur, Pakistan  
 PHA Pafos, Cyprus  
 PI Pasni, Pakistan  
 PIM Payam, Iran  
 PK Pathankot, India  
 PKR Pokhara, Nepal  
 PMA Madinah, Saudi Arabia  
 PPB Port Blair, India

PPN Pune, India  
 PPT Patna, India  
 PR Paro, Bhutan  
 PR Porbandar, India  
 PRA Pratapgarh, India  
 PRG Persian Gulf, Iran  
 PRO Paro, Bhutan  
 PS Peshawar, Pakistan  
 PS10 Pump Station 10, Saudi Arabia  
 PS3 Pump Station 3, Saudi Arabia  
 PS6 Pump Station 6, Saudi Arabia  
 PS9 Pump Station 9, Saudi Arabia  
 PSA Prince Sultan, Saudi Arabia

**Q**

QA Queen Alia, Jordan  
 QAA Queen Alia, Jordan  
 QQZ Vadodara, India  
 QT Quetta, Pakistan  
 QTR Qatranah, Jordan  
 QUN Qunfidah, Saudi Arabia  
 QZ Vadodara, India

**R**

RA Kleyate, Lebanon  
 RA Antalya Intl (Antalya), Turkey  
 RAA Al Asad (Al-Anbar), Iraq  
 RAF Rafha, Saudi Arabia  
 RAF Rafsanjan, Iran  
 RAJ Rajshahi, Bangladesh  
 RAM Eilat, Israel  
 RAS Ras Mishab, Saudi Arabia

**NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA**

(See end of listing for Localizers)

RAV	Ras Al Khaimah, UAE	<b>S</b>	
RAZ	Khashm Alan, Saudi Arabia	SAA	Sanaa, Yemen
RB	Ilan and Asaf Ramon (Eilat), Israel	SAB	Sabiha (Istanbul), Turkey
RBG	Rabigh, Saudi Arabia	SAI	Sri Satya Sai, India
RC	Ilan and Asaf Ramon (Eilat), Israel	SAM	Sampla, India
RC	Ranchi, India	SAV	Saveh, Iran
RER	Erbil, Iraq	SB	Sibi, Pakistan
RGB	Raghba, Saudi Arabia	SBH	Sabiha (Istanbul), Turkey
RIN	Mukalla, Yemen	SBT	Shabitah, Saudi Arabia
RIY	King Salman AB (Riyadh), Saudi Arabia	SBZ	Sabzevar, Iran
RJ	Rajshahi, Bangladesh	SC	Chhatrapati Shivaji Maharaj In (Mumbai), India
RJM	Rajahmundry, India	SCT	Socotra, Yemen
RK	Rahim Yar Khan, Pakistan	SD	Saidpur, Bangladesh
RK	Rajkot, India	SD	Skardu, Pakistan
RKT	Rajkot, India	SDP	Saidpur, Bangladesh
RM	Rampur Hat, India	SEL	Selcuk-Efes, Turkey
RM	Ratmalana, Sri Lanka	SG	Songarh, India
RMD	Ramat David, Israel	SHA	Sharurah, Saudi Arabia
RML	Ratmalana, Sri Lanka	SHD	Sahand (Maragheh), Iran
RN	Islamabad, Pakistan	SHR	Shahrud, Iran
RNA	Sirnak, Turkey	SI	Isa AB (Bahrain), Bahrain
RNJ	Sulaimaniyah Intl (Sulaimaniyah), Iraq	SIA	Isa AB (Bahrain), Bahrain
RNZ	Arzanah, UAE	SIN	Sinop, Turkey
ROP	Rosh-Pina, Israel	SIR	Siirt, Turkey
RRC	Ranchi, India	SIR	Sirri Island, Iran
RRP	Raipur, India	SIV	Sivas, Turkey
RSR	Ramsar, Iran	SK	Sukkur, Pakistan
RST	Rasht, Iran	SKA	Sakras, India
RT	Ras Tanura, Saudi Arabia	SKD	Shahre Kord, Iran
RT	Rawalakot, Pakistan	SL	Salem, India
RUS	Rudeshur, Iran		

**NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA**

(See end of listing for Localizers)

SLA Shimla, India	<b>T</b>	
SLL Salalah, Oman	TA	Tura, India
SLT Sialkot, Pakistan	TAN	Tanf, Syria
SMN Semnan, Iran	TAZ	Taiz, Yemen
SMR Simara, Nepal	TBK	Tabuk, Saudi Arabia
SN Sehwan Sharif, Pakistan	TBS	Tabas, Iran
SNG Srinagar, India	TBZ	Tabriz, Iran
SNJ Sanandaj, Iran	TEZ	Tezpur, India
SO Sholapur, India	THA	Thablotin, Saudi Arabia
SOC Socotra, Yemen	THR	Tehran, Iran
SP Sarsawa, India	THT	Thumrait, Oman
SP Sheikhpura, Pakistan	TIF	Taif, Saudi Arabia
SR Shiraz, Iran	TJ	Ras Tanajib, Saudi Arabia
SRD Shirdi, India	TJ	Tezu, India
SRJ Sirjan, Iran	TKT	Tokat, Turkey
SRN Saravan, Iran	TR	Tiruchirappalli, India
SRS Sarakhs, Iran	TRF	Turaif, Saudi Arabia
SRT Siirt, Turkey	TRN	Tehran, Iran
SS Saidu Sharif, Pakistan	TTP	Tirupati, India
SSB Sikandarabad, India	TTR	Tiruchirappalli, India
SUL Sulaimaniyah, Iraq	TU	Turbat, Pakistan
SUR Sur, Oman	TU	Tuticorin, India
SW Sawan, Pakistan	TVM	Thiruvananthapuram, India
SY Sylhet, Bangladesh	TZK	Tuzkoy, Turkey
SYE Saadah, Yemen	TZU	Tezu, India
SYH Shaybah, Saudi Arabia	<b>U</b>	
SYL Osmani Intl (Sylhet), Bangladesh	UA	Utterlai, India
SYN Sayun, Yemen	UD	Udhailiyah, Saudi Arabia
SYT Sivrihisar (Eskisehir), Turkey	UHL	UHL, Turkey
SYT Sylhet, Bangladesh	UHM	UHM, Turkey
SYZ Shiraz, Iran		

**NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA**

(See end of listing for Localizers)

UME Um Almelh, Saudi Arabia

UMH Uromiyeh, Iran

USK Usak, Turkey

UUD Udaipur, India

**V**

VAN Van, Turkey

VN Jindal Vijayanagar, India

VR Varamin, Iran

VSP Vishakhapatnam, India

VVZ Vishakhapatnam, India

**W**

WASB Ali Al Salem AB (Ali Al Salem), Kuwait

WDR Wadi Al Dawasir, Saudi Arabia

WEJ Wejha, Saudi Arabia

WK Doha Intl (Doha), Qatar

**Y**

YAA Yalova, Turkey

YEN Yenbo, Saudi Arabia

YEN Yenisehir, Turkey

YKV Yuksekova, Turkey

YKV Yuksekova Selahaddin Eyyubi (Hakkari), Turkey

YP Yonphula, Bhutan

YSJ Yasouj, Iran

YT Antalya Intl (Antalya), Turkey

YZD Yazd, Iran

**Z**

ZAH Zahedan, Iran

ZAJ Zanjan, Iran

ZAL Zabol, Iran

ZB Zhob, Pakistan

ZD Zahedan, Iran

ZDN Zahedan, Iran

ZFR Zofar, Israel

ZIR Murted, Turkey

**LOCALIZERS LISTED BY IDENTIFIER**
**A**

AMD Doha (Doha Intl), Qatar

**B**

BA Tel Aviv (Ben Gurion), Israel

BC Tel Aviv (Ben Gurion), Israel

BD Tel Aviv (Ben Gurion), Israel

BG Tel Aviv (Ben Gurion), Israel

BN Tel Aviv (Ben Gurion), Israel

**D**

DAML Damascus (Damascus Intl), Syria

DHA Dhaka (Hazrat Shahjalal Intl), Bangladesh

**I**

IAAR Arar, Saudi Arabia

IABD Abadan, Iran

IABD Prayagraj (Bamhauri), India

IABF Dammam (King Fahd Intl), Saudi Arabia

IABH Abha, Saudi Arabia

IADA Adana (Adana Intl), Turkey

IADY Adiyaman, Turkey

IAE Abu Dhabi (Abu Dhabi Intl), UAE

**NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA**

(See end of listing for Localizers)

IAGE	Agartala, India	IBAP	Islamabad (Islamabad Intl), Pakistan
IAGR	Agri (Ahmed-I Hani), Turkey	IBAT	Batha, Saudi Arabia
IAHD	Ahmedabad (Ahmedabad Intl), India	IBAT	Batman, Turkey
IAJF	Al Jouf, Saudi Arabia	IBBA	Islamabad (Islamabad Intl), Pakistan
IAK	Akrotiri, Cyprus	IBBY	Mumbai (Chhatrapati Shivaji Maharaj Intl), India
IAKR	Ankara (Esenboga Intl), Turkey	IBD	Doha (Doha Intl), Qatar
IAKW	Kabul (Hamid Karzai Intl), Afghanistan	IBDM	Balikesir (Bandirma), Turkey
IALA	Al Ain (Al Ain Intl), UAE	IBDR	Milas (Bodrum Intl), Turkey
IALE	Aleppo (Aleppo Intl), Syria	IBGD	Bagdogra, India
IALI	Al Najaf (Al-Ashraf Intl), Iraq	IBHA	Al Baha (King Saud Bin Abdulaziz), Saudi Arabia
IALY	Antalya (Antalya Intl), Turkey	IBHN	Bhavnagar, India
IAMN	Amman (Marka Intl), Jordan	IBHR	Bhubaneshwar, India
IAMR	Amritsar (Sri Guru Ram Dass Jee Intl), India	IBIA	Basrah (Basrah Intl), Iraq
IAN	Abu Dhabi (Abu Dhabi Intl), UAE	IBIB	Bahrain (Bahrain Intl), Bahrain
IANK	Ankara (Esenboga Intl), Turkey	IBIN	Bingol, Turkey
IAQA	Aqaba (King Hussein Intl), Jordan	IBIP	Islamabad (Islamabad Intl), Pakistan
IARA	Agra, India	IBKB	Peshawar (Bacha Khan Intl), Pakistan
IARB	Ardabil, Iran	IBLR	Bengaluru (Hal), India
IARD	Ardabil, Iran	IBND	Bandar Abbas (Bandar Abbas Intl), Iran
IAS	Abu Dhabi (Abu Dhabi Intl), UAE	IBOM	Mumbai (Chhatrapati Shivaji Maharaj Intl), India
IASB	Ali Al Salem (Ali Al Salem AB), Kuwait	IBPH	Bhopal (Raja Bhoj), India
IAT	Abu Dhabi (Al Bateen Executive), UAE	IBRI	Balikesir (Merkez), Turkey
IATY	Antalya (Antalya Intl), Turkey	IBRP	Barapani, India
IAUR	Aurangabad, India	IBSH	Bisha, Saudi Arabia
IAW	Abu Dhabi (Abu Dhabi Intl), UAE	ICAC	Calicut, India
IAWZ	Ahwaz, Iran	ICAL	Kolkata (Netaji Subash Chandra Bose Intl), India
IAYT	Antalya (Antalya Intl), Turkey	ICG	Chattogram (Shah Amanat Intl), Bangladesh
IBA	Latakia (Bassel Al-Assad Intl), Syria		
IBAG	Bagram, Afghanistan		
IBAN	Bengaluru (Kempegowda Intl), India		

## NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA

(See end of listing for Localizers)

ICGM Al-Udeid (Al Udeid AB), Qatar	IDHC Dhahran (King Abdulaziz AB), Saudi Arabia
ICHD Chandigarh, India	IDHH Dhahran (King Abdulaziz AB), Saudi Arabia
ICHN Chennai, India	IDHL Dhahran (King Abdulaziz AB), Saudi Arabia
ICIG Izmir (Cigli), Turkey	IDIA Delhi (Indira Gandhi Intl), India
ICIL Cochin (Cochin Intl), India	IDIB Dibrugarh, India
ICLB Calicut, India	IDIN Madinah (Prince Mohammad Bin Abdulaziz Intl), Saudi Arabia
ICMB Coimbatore (Coimbatore Intl), India	IDLH Delhi (Indira Gandhi Intl), India
ICNB Cochin (Cochin Intl), India	IDLM Mugla (Dalaman Intl), Turkey
ICNG Kocaeli (Cengiz Topel), Turkey	IDMN Mugla (Dalaman Intl), Turkey
ICNK Canakkale, Turkey	IDMP Dimapur, India
ICRD Denizli (Cardak), Turkey	IDMR Delhi (Indira Gandhi Intl), India
ICRL Tekirdag (Corlu Ataturk Intl), Turkey	IDNA Adana (Incirlik AB), Turkey
ICRM Samsun (Carsamba), Turkey	IDPR Durgapur, India
IDA Damascus (Damascus Intl), Syria	IDUM Kolkata (Netaji Subash Chandra Bose Intl), India
IDA Dhaka (Hazrat Shahjalal Intl), Bangladesh	IDUN Dehradun, India
IDAB Goa, India	IEAL Jeddah (King Abdulaziz Intl), Saudi Arabia
IDAN Adana (Incirlik AB), Turkey	IEBG Ankara (Esenboga Intl), Turkey
IDAW Al Dawadmi, Saudi Arabia	IELF Riyadh (King Khaled Intl), Saudi Arabia
IDBE Dubai (Dubai Intl), UAE	IELG Elazig, Turkey
IDBL Dubai (Dubai Intl), UAE	IERZ Erzurum (Erzurum Intl), Turkey
IDBN Diyarbakir, Turkey	IESB Ankara (Esenboga Intl), Turkey
IDBR Dubai (Dubai Intl), UAE	IESK Eskisehir, Turkey
IDBW Dubai (Dubai Intl), UAE	IESR Eskisehir (Hasan Polatkan), Turkey
IDEF Dubai (Al Maktoum Intl), UAE	IETI Ankara (Etimesgut), Turkey
IDEL Delhi (Indira Gandhi Intl), India	IEZC Erzincan, Turkey
IDEV Bengaluru (Kempegowda Intl), India	IEZR Erzurum (Erzurum Intl), Turkey
IDFJ Jeddah (King Abdulaziz Intl), Saudi Arabia	IFA Faisalabad (Faisalabad Intl), Pakistan
IDGM Delhi (Indira Gandhi Intl), India	
IDHA Dhahran (King Abdulaziz AB), Saudi Arabia	

**NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA**

(See end of listing for Localizers)

IFAT	Riyadh (King Khaled Intl), Saudi Arabia	IJDD	Jeddah (King Abdulaziz Intl), Saudi Arabia
IFJR	Fujairah (Fujairah Intl), UAE	IJDL	Jeddah (King Abdulaziz Intl), Saudi Arabia
IGAS	Gassim (Prince Naif Bin Abdulaziz), Saudi Arabia	IJDW	Jeddah (King Abdulaziz Intl), Saudi Arabia
IGGN	Gorgan, Iran	IJEA	Dubai (Al Maktoum Intl), UAE
IGHT	Guwahati, India	IJIP	Jaipur, India
IGML	Milas (Bodrum Intl), Turkey	IJWA	Dubai (Al Maktoum Intl), UAE
IGNP	Gaziantep (Gaziantep Intl), Turkey	IKAB	Khamis Mushait (King Khaled AB), Saudi Arabia
IGON	Gondia, India	IKAM	Khamis Mushait (King Khaled AB), Saudi Arabia
IGRY	Guriat, Saudi Arabia	IKAN	Kannur, India
IGYA	Gaya, India	IKAR	Kars (Kars Harakani), Turkey
IGZN	Jazan (King Abdullah Bin Abdulaziz), Saudi Arabia	IKAS	Kastamonu, Turkey
IGZP	Gazipasa (Alanya), Turkey	IKC	Karachi (Jinnah Intl), Pakistan
IHAT	Hatay, Turkey	IKE	Katunayake (Bandaranaike Intl Colombo), Sri Lanka
IHBD	Hyderabad (Rajiv Gandhi Intl), India	IKER	Kerman, Iran
IHFR	Al Qaisumah (Hafr Al Batin), Saudi Arabia	IKFK	Afyon, Turkey
IHIL	Hail, Saudi Arabia	IKFN	Jeddah (King Faisal Naval Base), Saudi Arabia
IHSA	Al Ahsa, Saudi Arabia	IKFZ	Balikesir (Koca Seyit), Turkey
IHYD	Hyderabad (Begumpet), India	IKH	Bahrain (Sakhir AB), Bahrain
IIDR	Indore (Devi Ahilyabai Holkar), India	IKHA	Aqaba (King Hussein Intl), Jordan
IIFN	Esfahan (Shahid Beheshti Intl), Iran	IKHA	Neom Bay, Saudi Arabia
IIGD	Igdir (Sehit Bulent Aydin), Turkey	IKIA	Riyadh (King Khaled Intl), Saudi Arabia
IIKA	Tehran (Imam Khomeini Intl), Iran	IKIA	Kuwait (Kuwait Intl), Kuwait
IILM	Ilam, Iran	IKIB	Kuwait (Kuwait Intl), Kuwait
IIMR	Izmir (Adnan Menderes Intl), Turkey	IKIC	Kuwait (Kuwait Intl), Kuwait
IIPH	Imphal, India	IKID	Kuwait (Kuwait Intl), Kuwait
IIST	Istanbul (Ataturk Intl), Turkey	IKJR	Khajuraho, India
IJBL	Jubail, Saudi Arabia		
IJDC	Jeddah (King Abdulaziz Intl), Saudi Arabia		



## NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA

(See end of listing for Localizers)

IKK	Beirut (Rafic Hariri Intl), Lebanon	IMNG	Mangalore, India
IKLC	Izmir (Kaklic), Turkey	IMR	Muscat (Muscat Intl), Oman
IKMC	Hafr Al Batin (King Saud AB), Saudi Arabia	IMRD	Mardin, Turkey
IKMS	Kermanshah (Shahid Ashrafi Esfahani), Iran	IMRI	Amasya (Merzifon), Turkey
IKNP	Kanpur (Chakeri), India	IMSD	Mashhad (Shahid Hashemi Nejad Intl), Iran
IKNY	Konya, Turkey	IMT	Multan (Multan Intl), Pakistan
IKRD	Khoram Abad, Iran	IMUS	Mus (Sultan Alparslan), Turkey
IKSR	Kayseri, Turkey	INAH	Madinah (Prince Mohammad Bin Abdulaziz Intl), Saudi Arabia
IKW	Katunayake (Bandaranaike Intl Colombo), Sri Lanka	INEJ	Nejran, Saudi Arabia
ILA	Lahore (Allama Iqbal Intl), Pakistan	INEM	Neom Bay, Saudi Arabia
ILC	Larnaca (Larnaca Intl), Cyprus	INGR	Nagpur (Dr. Baba Saheb Ambedkar Intl), India
ILNP	Lengpui, India	INJF	Al Najaf (Al-Ashraf Intl), Iraq
ILO	Lahore (Allama Iqbal Intl), Pakistan	INJL	Jubil (King Abdulaziz Naval Base), Saudi Arabia
ILRA	Antalya (Antalya Intl), Turkey	IOKL	Kolkata (Netaji Subash Chandra Bose Intl), India
ILUC	Lucknow (Chaudhary Charan Singh), India	IOKN	Kandahar, Afghanistan
IMAS	Chennai, India	IOZR	Ozar, India
IMAS	Mazar-e Sharif (Mawlanea Jalaluddin Muhammad Balkhi), Afghanistan	IPAT	Patna (Jai Prakash Narayan Intl), India
IMAZ	Mazar-e Sharif (Mawlanea Jalaluddin Muhammad Balkhi), Afghanistan	IPBR	Port Blair, India
IMBF	Dammam (King Fahd Intl), Saudi Arabia	IPKS	Tabuk (Prince Sultan Bin Abdulaziz), Saudi Arabia
IMBH	Al-Udeid (Al Udeid AB), Qatar	IPLM	Delhi (Indira Gandhi Intl), India
IMDR	Madurai, India	IPRG	Pars Special Energy Economy Zone (Persian Gulf), Iran
IME	Mattala (Mattala Rajapaksa Intl), Sri Lanka	IPSA	Al Kharj (Prince Sultan AB), Saudi Arabia
IMEN	Izmir (Adnan Menderes Intl), Turkey	IPSB	Al Kharj (Prince Sultan AB), Saudi Arabia
IMLY	Malatya, Turkey	IPUN	Pune, India
IMNG	Riyadh (Khashm Alan), Saudi Arabia	IQA	Karachi (Jinnah Intl), Pakistan

## NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA

(See end of listing for Localizers)

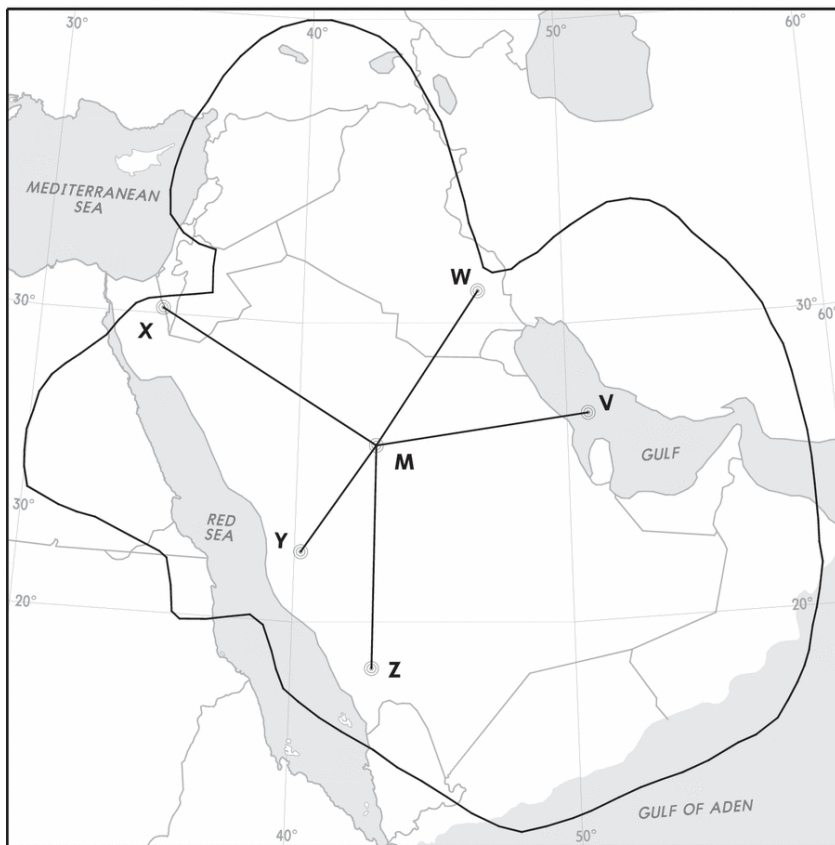
IQA	Amman (Queen Alia Intl), Jordan	ISHW	Sharjah (Sharjah Intl), UAE
IQAN	Amman (Queen Alia Intl), Jordan	ISIB	Bahrain (Isa AB), Bahrain
IQAR	Amman (Queen Alia Intl), Jordan	ISL	Sialkot (Sialkot Intl), Pakistan
IRAA	Al-Anbar (Al Asad), Iraq	ISNJ	Sanandaj, Iran
IRAB	Riyadh (King Salman AB), Saudi Arabia	ISNK	Sirnak (Serafettin Elci), Turkey
IRAF	Rafha, Saudi Arabia	ISPT	Isparta (Suleyman Demirel), Turkey
IRAI	Raipur (Swami Vivekananda), India	ISRE	Sharjah (Sharjah Intl), UAE
IRAJ	Rajkot, India	ISRN	Srinagar, India
IRAN	Ranchi (Birsamunda), India	ISTR	Siirt, Turkey
IRAS	Ras Mishab, Saudi Arabia	ISUR	Sanliurfa (Gap Intl), Turkey
IRBG	Rabigh, Saudi Arabia	ISVS	Sivas (Nuri Demirel), Turkey
IREA	Erbil (Erbil Intl), Iraq	ISW	Salalah, Oman
IREB	Erbil (Erbil Intl), Iraq	ISWT	Al-Udeid (Al Udeid AB), Qatar
IRIY	Riyadh (King Salman AB), Saudi Arabia	ISYZ	Shiraz (Shahid Dastghaib Intl), Iran
IRK	Ras Al Khaimah (Ras Al Khaimah Intl), UAE	ITAI	Taif (Taif Intl), Saudi Arabia
IRN	Islamabad (Benazir Bhutto Intl), Pakistan	ITBK	Tabuk (Prince Sultan Bin Abdulaziz), Saudi Arabia
IRST	Rasht (Sardar-E-Jangal), Iran	ITBL	Tabriz (Tabriz Intl), Iran
ISAB	Al Kharj (Prince Sultan AB), Saudi Arabia	ITBZ	Tabriz (Tabriz Intl), Iran
ISAB	Istanbul (Sabiha Gokcen Intl), Turkey	ITCE	Al-Udeid (Al Udeid AB), Qatar
ISAD	Al-Anbar (Al Asad), Iraq	ITCY	Tiruchirappalli, India
ISAM	Hyderabad (Rajiv Gandhi Intl), India	ITDM	Thiruvananthapuram, India
ISAN	Sanaa (Sanaa Intl), Yemen	ITHL	Tehran (Mehrabad Intl), Iran
ISBH	Istanbul (Sabiha Gokcen Intl), Turkey	ITIF	Taif (Taif Intl), Saudi Arabia
ISCZ	Mumbai (Chhatrapati Shivaji Maharaj Intl), India	ITIH	Riyadh (King Khaled Intl), Saudi Arabia
ISDP	Sinop, Turkey	ITNR	Ras Tanura, Saudi Arabia
ISE	Salalah, Oman	ITPY	Tirupati, India
ISHA	Sharurah, Saudi Arabia	ITRB	Trabzon (Trabzon Intl), Turkey
		ITRF	Turaif, Saudi Arabia
		ITZK	Kapadokya, Turkey
		IUCA	Istanbul, Turkey

**NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA**

(See end of listing for Localizers)

IUCB	Istanbul, Turkey	<b>N</b>	
IUCE	Istanbul, Turkey	NGA	Sulaimaniyah (Sulaimaniyah Intl), Iraq
IUCF	Istanbul, Turkey	<b>Q</b>	
IUDR	Udaipur, India	QAT	Doha (Hamad Intl), Qatar
IUME	Um Almelh, Saudi Arabia	<b>R</b>	
IUMH	Uromiyeh, Iran	RB	Eilat (Ilan and Asaf Ramon), Israel
IUTA	Quetta (Samungli Intl), Pakistan	RC	Eilat (Ilan and Asaf Ramon), Israel
IVAN	Van (Ferit Melen), Turkey	RNJ	Sulaimaniyah (Sulaimaniyah Intl), Iraq
IVDD	Vadodara, India	<b>S</b>	
IVJA	Vijayawada, India	SYL	Sylhet (Osmani Intl), Bangladesh
IVNS	Varanasi (Lal Bahadur Shastri), India	<b>W</b>	
IVSA	Vishakhapatnam, India	WASB	Ali Al Salem (Ali Al Salem AB), Kuwait
IWD	Wadi Al Dawasir, Saudi Arabia		
R			
IWM	Dammam (King Fahd Intl), Saudi Arabia		
R			
IWSR	Dammam (King Fahd Intl), Saudi Arabia		
IYCA	Baghdad (Baghdad Intl), Iraq		
IYDB	Baghdad (Baghdad Intl), Iraq		
IYEN	Yenbo (Prince Abdulmohsin bin Abdulaziz), Saudi Arabia		
IYEN	Bursa (Yenisehir), Turkey		
IZCA	Zonguldak (Caycuma), Turkey		
IZDN	Zahedan (Zahedan Intl), Iran		
IZFE	Zafer, Turkey		
IZFR	Zafer, Turkey		
IZIR	Ankara (Murted), Turkey		
<b>K</b>			
KRL	Aden (Aden Intl), Yemen		

# **NORTH SAUDI ARABIAN CHAIN-8990**

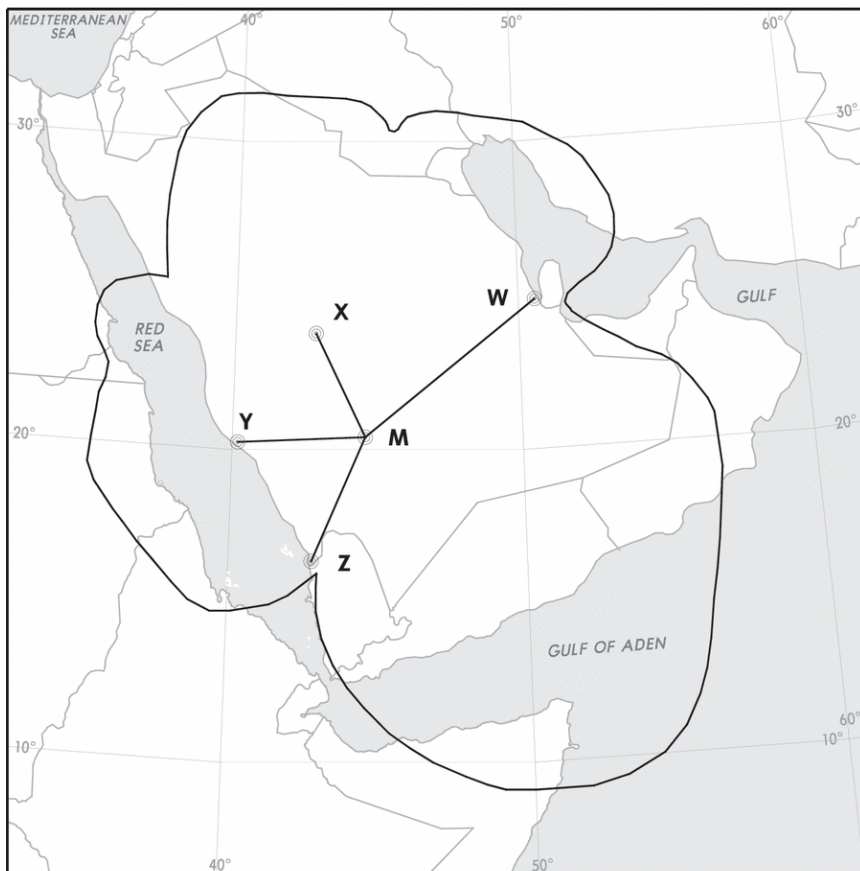


## **LEGEND:**

— LIMITS OF COVERAGE.

ID	⊙ TRANSMITTER	POWER (KW)
M	AFIF	800
V	SALWA	800
W	AR RUQI	200
X	ASH SHAYKH HUMAYD	400
Y	AL LITH	200
Z	AL MUWASSAM	800

## SOUTH SAUDI ARABIAN CHAIN-7170



### LEGEND:

—— LIMITS OF COVERAGE.

ID	⊙	TRANSMITTER	POWER (KW)
M		AL KHAMASIN	800
W		SALWA	800
X		AFIF	800
Y		AL LITH	200
Z		AL MUWASSAM	800



# Meteorology



# Meteorology

Meteorology Data - Middle East

**MIDDLE EAST**  
**AVAILABILITY OF VOLMET BROADCASTS - MIDDLE EAST/SOUTH ASIA**

## RADIOTELEPHONY

Identify location for which weather is desired and find station(s) disseminating broadcast.

Weather for	Available from Stations
Abadan	Beirut
Abu Dhabi (Intl)	Bahrain, Kuwait
Adana	Adana, Ankara, Royal Air Force
Agri	Erzurum
Ahmedabad	Mumbai
Akrotiri	Royal Air Force
Alexandria (Borg El Arab Intl)	Cairo
Alexandria (Intl)	Cairo
Al Udeid AB	Royal Air Force
Amman (Marka Intl)	Beirut
Amman (Queen Alia Intl)	Beirut, Tel Aviv
Ankara (Esenboga)	Ankara, Beirut, Istanbul, Izmir, Samsun, Sivas
Antalya	Ankara, Istanbul, Izmir
Ashgabat	Royal Air Force
Aswan (Intl)	Cairo
Baghdad (Intl)	Beirut, Royal Air Force
Bahrain (Intl)	Bahrain, Beirut, Kuwait, Muscat, Royal Air Force
Bastion	Royal Air Force
Beirut (Rafic Hariri Intl)	Ankara, Beirut, Nicosia, Cairo
Benghazi (Benina Intl)	Cairo
Bursa (Yenisehir)	Istanbul
Cairo (Intl)	Beirut, Cairo
Calicut	Mumbai
Chennai (Intl)	Mumbai
Damascus (Intl)	Beirut, Nicosia, Cairo
Dammam (King Fahd Intl)	Bahrain, Kuwait, Muscat
Delhi (Indira Gandhi Intl)	Karachi, Kolkata



**MIDDLE EAST**  
**AVAILABILITY OF VOLMET BROADCASTS - MIDDLE EAST/SOUTH ASIA**

<b>Weather for</b>	<b>Available from Stations</b>
Denizli (Cardak)	Izmir
Dhaka (Hazrat Shahjalal Intl)	Kolkata
Diyarbakir	Adana
Doha (Intl)	Bahrain, Kuwait, Muscat
Dubai (Al Maktoum Intl)	Royal Air Force
Dubai (Minhad)	Royal Air Force
Dubai (Intl)	Bahrain, Kuwait
Eilat (Intl)	Tel Aviv
Elazig	Adana, Erzurum, Sivas
Erzincan	Ankara Merkez, Erzurum, Sivas
Erzurum	Erzurum
Fujairah (Intl)	Royal Air Force
Gaziantep	Adana
Guwahati	Kolkata
Haifa	Tel Aviv
Islamabad (Benazir Bhutto Intl)	Karachi
Istanbul (Ataturk)	Ankara, Beirut, Istanbul, Izmir, Bucharest, Simferopol, Sofia, Odesa
Izmir (Adnan Menderes)	Ankara, Istanbul, Izmir
Jeddah (King Abdulaziz Intl)	Bahrain, Cairo, Muscat
Kabul	Royal Air Force
Kandahar	Royal Air Force
Karachi (Jinnah Intl)	Karachi, Mumbai
Kars (Harakani)	Erzurum
Katunayake (Bandaranaike Intl Colombo)	Mumbai
Khartoum	Cairo
Kathmandu (Tribhuvan Intl)	Kolkata
Kayseri	Adana, Ankara Merkez, Sivas
Kolkata (Netaji Subhash Chandra Bose Intl)	Kolkata
Konya	Ankara Merkez, Izmir

**MIDDLE EAST**  
**AVAILABILITY OF VOLMET BROADCASTS - MIDDLE EAST/SOUTH ASIA**

<b>Weather for</b>	<b>Available from Stations</b>
Kuwait (Intl)	Bahrain, Beirut, Muscat
Lahore (Allama Iqbal Intl)	Karachi
Larnaca (Intl)	Ankara, Beirut, Nicosia, Cairo, Tel Aviv, Royal Air Force
Luxor (Intl)	Cairo
Malatya	Adana, Sivas
Male (Velana Intl)	Mumbai
Mashhad (Shahid Hahemi Njad Intl)	Kuwait
Milas (Bodrum)	Istanbul
Mugla (Dalaman)	Istanbul
Mumbai (Chhatrapati Shivaji Maharaj Intl)	Karachi, Mumbai
Mus	Erzurum
Muscat (Intl)	Muscat, Royal Air Force
Nawabshah	Karachi
Nicosia	Ankara, Beirut
Ovda	Tel Aviv
Pafos (Intl)	Nicosia
Ras Al Khaimah (Intl)	Bahrain
Riyadh (King Khaled Intl)	Bahrain, Kuwait, Muscat, Riyadh
Rodos (Diagoras)	Nicosia
Rosh-Pina	Tel Aviv
Salalah	Muscat, Royal Air Force
Samsun (Carsamba)	Ankara, Izmir, Samsun
Sanliurfa	Adana
Sharjah (Intl)	Bahrain
Sharm El Sheik (Intl)	Cairo
Shiraz (Shahid Dastghaib Intl)	Kuwait
Sivas (Nuri Demirag)	Ankara Merkez, Samsun, Sivas
Sofia	Istanbul
Tehran (Imam Khomainsi Intl)	Beirut

**MIDDLE EAST  
AVAILABILITY OF VOLMET BROADCASTS - MIDDLE EAST/SOUTH ASIA**

<b>Weather for</b>	<b>Available from Stations</b>
Tehran (Mehrabad Intl)	Beirut, Kuwait
Tel Aviv (Ben Gurion)	Nicosia, Tel Aviv
Tel Aviv (Sde Dov)	Nicosia, Tel Aviv
Thumrait AB	Royal Air Force
Tokat	Ankara Merkez, Samsun, Sivas
Trabzon	Ankara, Samsun, Royal Air Force
UAE aerodromes	Muscat
Usak	Izmir
Van (Ferit Melen)	Erzurum
Yangon (Intl)	Kolkata

<b>Station</b>	<b>Ident</b>	<b>Freqs</b>	<b>Broadcast Times</b>		<b>Form</b>	<b>Contents and Sequence</b>
			<b>Period</b>	<b>H+</b>		
Adana	Volmet	126.25	H24	cont.	METAR TREND	Gaziantep, Malatya, Kayseri, Elazig, Diyarbakir, Sanliurfa (Gap)
					SIGMET	Adana
Ankara	Volmet	127.00	H24	cont.	METAR TREND	Adana, Antalya, Istanbul (Ataturk), Izmir (Adnan Menderes), Trabzon, Samsun (Carsamba), Larnarca (Intl), Nicosia, Beirut (Rafic Hariri Intl)
					SIGMET	Ankara (Esenboga)
Ankara Merkez	Volmet	125.37	H24	cont.	METAR TREND	Konya, Kayseri, Sivas (Nuri Demirag), Erzincan, Tokat
Bahrain	Volmet	128.80	H24	cont.	METAR TREND QNH	Bahrain (Intl), Dammam (King Fahd Intl), Jeddah (King Abdulaziz Intl), Riyadh (King Khaled Intl), Kuwait (Intl), Abu Dhabi (Intl), Dubai (Intl), Ras Al Khaimah (Intl), Sharjah (Intl), Doha (Intl)

**MIDDLE EAST  
AVAILABILITY OF VOLMET BROADCASTS - MIDDLE EAST/SOUTH ASIA**

Station	Ident	Freqs	Broadcast Times		Form	Contents and Sequence
			Period	H+		
Beirut	Volmet	126.00	H24	cont.	METAR TREND QNH	Beirut (Rafic Hariri Intl), Nicosia, Larnaca Intl, Damascus Intl, Amman (Marka Intl), Amman (Queen Alia Intl), Cairo (Intl), Baghdad (Intl), Abadan, Kuwait (Intl), Bahrain (Intl), Istanbul (Ataturk), Ankara (Esenboga), Tehran (Imam Khomainsi Intl), Tehran (Mehrabad Intl)
Erzurum	Volmet	127.27	H24	cont.	METAR TREND	Elazig, Van (Ferit Melen), Erzincan, Kars (Harakani), Mus, Agri
					SIGMET	Erzurum
Istanbul	Volmet	127.40	H24	cont.	METAR TREND	Izmir (Adnan Menderes), Bursa (Yenisehir), Mugla (Dalaman Intl), Ankara (Esenboga), Antalya, Milas (Bodrum), Istanbul (Sabiha Gokcen Intl), Athens (Eleftherios Venizelos Intl), Sofia, Bucharest (Henri Coanda)
					SIGMET	Istanbul (Ataturk)
Izmir	Volmet	127.92	H24	cont.	METAR TREND	Ankara (Esenboga), Samsun (Carsamba), Istanbul (Ataturk), Antalya, Konya, Denizli (Cardak), Usak
					SIGMET	Izmir (Adnan Menderes)
Karachi	Radio	11387	0130-1500	15-20, 45-50	METAR Forecast	Karachi (Jinnah Intl), Nawabshah, Lahore (Allama Iqbal Intl), Islamabad (Benazir Bhutto Intl)
		2965	1500-0130	cont.		

**MIDDLE EAST**  
**AVAILABILITY OF VOLMET BROADCASTS - MIDDLE EAST/SOUTH ASIA**

Station	Ident	Freqs	Broadcast Times		Form	Contents and Sequence
			Period	H+		
		6676	H24	cont.	Forecast	Delhi (Indira Gandhi Intl), Mumbai (Chhatrapati Shivaji Maharaj Intl), Singapore (Seletar), Singapore (Changi)
Kolkata	Radio	11387 6676	0300-1300	05-10	SIGMET	Kolkata (Netaji Subhash Chandra Bose Intl), Delhi (Indira Gandhi Intl)
					METAR SPECI TREND	Kolkata (Netaji Subhash Chandra Bose Intl), Delhi (Indira Gandhi Intl), Guwahati, Dhaka (Hazrat Shahjalal Intl), Yangon (Intl), Kathmandu (Tribhuvan Intl)
		2965	1300-0300	35-40	TAF	Kolkata (Netaji Subhash Chandra Bose Intl), Delhi (Indira Gandhi Intl), Ho-Chi-Minh (Tansonnhat)
Kuwait	Volmet <sup>1</sup>	126.62	H24	cont.	METAR	Bahrain (Intl), Doha (Intl), Abu Dhabi (Intl), Dubai (Intl), Dammam (King Fahd Intl), Riyadh (King Khaled Intl), Tehran (Mehrabad Intl), Mashhad (Shahid Hahemi Njad Intl), Shiraz (Shahid Dastghaib Intl)
Mumbai	Radio	11387	0300-1300	25-30	SIGMET	Mumbai (Chhatrapati Shivaji Maharaj Intl), Chennai (Intl)
		6676	H24			
		11387	0300-1300		METAR TREND SPECI	Mumbai (Chhatrapati Shivaji Maharaj Intl), Katunayake (Bandaranaike Intl Colombo), Chennai (Intl), Karachi (Jinnah Intl), Male (Velana Intl), Ahmedabad

**MIDDLE EAST**  
**AVAILABILITY OF VOLMET BROADCASTS - MIDDLE EAST/SOUTH ASIA**

Station	Ident	Freqs	Broadcast Times		Form	Contents and Sequence
			Period	H+		
		6676	H24			
		2965	1300-0300	55-60	TAF	Mumbai (Chhatrapati Shivaji Maharaj Intl), Katunayake (Bandaranaike Intl Colombo), Male (Velana Intl)
Muscat	Control	127.40	H24	cont.	METAR	Muscat (Intl), Salalah (Intl), UAE aerodromes, Bahrain (Intl), Doha (Intl), Kuwait (Intl), Riyadh (King Khaled Intl), Dammam (King Fahd Intl), Jeddah (King Abdulaziz Intl)
Nicosia	Volmet	127.20	H24	cont.	METAR TREND QNH	Athens (Eleftherios Venizelos Intl), Rodos (Diagoras), Beirut (Rafic Hariri Intl), Damascus (Intl), Tel Aviv (Ben Gurion), Tel Aviv (Sde Dov)
					METAR	Larnaca (Intl)
					TREND	Pafos (Intl)
Riyadh	Volmet	126.40	H24	cont.	METAR	Riyadh (King Khaled Intl)
Royal Air Force	Volmet	5450 11253	H24	7/37	METAR	Adana
				19/49		Akrotiri, Larnaca
				25/55		Muscat, Kandahar, Bastion, Dubai (Minhad), Baghdad (Intl), Kabul (Intl), Trabzon, Ashgabat, Baku (Heydar Aliyev Intl), Al Udeid AB, Thumrait AB, Salalah, Dubai (Al Maktoum Intl), Bahrain (Intl), Fujairah (Intl)

**MIDDLE EAST**  
**AVAILABILITY OF VOLMET BROADCASTS - MIDDLE EAST/SOUTH ASIA**

Station	Ident	Freqs	Broadcast Times		Form	Contents and Sequence
			Period	H+		
Samsun	Volmet	125.27	H24	cont.	METAR TREND	Ankara (Esenboga), Trabzon, Sivas (Nuri Demirag), Tokat
					SIGMET	Samsun (Carsamba)
Sivas	Volmet	124.05	H24	cont.	METAR TREND	Ankara (Esenboga), Malatya, Kayseri, Elazig, Erzinçan, Tokat
					SIGMET	Sivas (Nuri Demirag)
Tel Aviv	Ben Gurion <sup>2</sup>	126.80	H24	50	METAR TREND SPECI TAF	Tel Aviv (Ben Gurion)
					TAF	Eilat (Intl), Ovda
			DAY		METAR SPECI	Eilat (Intl), Tel Aviv (Sde Dov), Haifa, Rosh-Pina, Ovda
			when available	when available	METAR	Lanarca (Intl), Amman (Queen Alia Intl)

<sup>1</sup> D-VOLMET available

<sup>2</sup> VOLMET info available by dialing +972 3 9730699



# Air Traffic Control





# Air Traffic Control

Air Traffic Control Data - Middle  
East

**MIDDLE EAST**  
**REDUCED VERTICAL SEPARATION MINIMUM (RVSM) MIDDLE EAST**

## AREA OF APPLICABILITY

RVSM shall be applicable in that volume of airspace between FL290 and FL410 inclusive in the flight information regions (FIR/UIR).



## AIRCRAFT EQUIPMENT

On behalf of the ME-Region ATS providers a web site is containing documents and policy on:

<http://www.midrma.com>.

Aircraft used for operations in RVSM airspace shall be equipped with:

- a. two independent altitude measurement systems;
- b. an altitude alerting system;
- c. an automatic altitude control system;
- d. a secondary surveillance radar (SSR) transponder with altitude reporting system that can be connected to the altitude measurement system in use for altitude control.

## MEANS OF COMPLIANCE

Except for State aircraft, operators intending to conduct flights within the volume of airspace where RVSM is applied shall require an RVSM approval either from the State in which the operator is based or from the State in which the aircraft is registered. To obtain such an RVSM approval, operators shall satisfy the said State that:

- a. aircraft for which the RVSM approval is sought have the vertical navigational performance capability required for RVSM operations through compliance with the criteria of the RVSM minimum aircraft systems performance specifications (MASPS).
- b. they have instituted procedures in respect of continued airworthiness (maintenance and repair) practices and programs, and
- c. they have instituted flight crew procedures for operations in the ME RVSM airspace.

## MIDDLE EAST

## REDUCED VERTICAL SEPARATION MINIMUM (RVSM) MIDDLE EAST

*NOTE 1: An RVSM approval is not restricted to a specific region instead. It is valid globally on the understanding that any operating procedures specific to a given region in this case the ME Region, should be stated in the operations manual or appropriate crew guidance.*

*NOTE 2: Aircraft that have received State approval for RVSM operations will be referred to as 'RVSM approved aircraft'.*

*NOTE 3: Aircraft that have not received State approval for RVSM operations will be referred to as 'non-RVSM approved aircraft'.*

Guidance material of use to those involved in the initial achievement and continued maintenance of the height-keeping performance capability has been issued by ICAO under the title "Guidance Material on the Implementation of a 300m (1000ft) Vertical Separation Minimum (VSM) in the ME RVSM Airspace".

Detailed technical guidance material on the airworthiness, continued airworthiness, and the operational practices and procedures for the ME RVSM airspace is provided in the Joint Aviation Authorities "Administrative and Guidance Material, Section One: General, Part 3: Temporary Guidance Leaflet No. 6".

Monitoring of flight operations in the ME RVSM airspace shall be conducted to assess the continuing compliance of aircraft with the height-keeping performance requirements.

*NOTE: Monitoring will be conducted in accordance with the appropriate material issued by ICAO. When notified, operators will be required to cooperate in the monitoring program.*

## FLIGHT PLANNING

### RVSM APPROVED AIRCRAFT

The aircraft registration shall be inserted in Item 18 of the ICAO flight plan form.

Operation of RVSM approved aircraft shall indicate the approval status by inserting the letter 'W' in the item 10 of the Flight Plan, regardless of the requested Flight Level.

Operators of RVSM approved aircraft shall also include the letter W in Item 'Q' of the RPL, regardless of the requested flight level. If a change of aircraft operated in accordance with an RPL results in a modification of the RVSM approval status as stated in Item 'Q', a modification message (CHG) shall be submitted by the operator.

### NON-RVSM APPROVED AIRCRAFT

Operators of non-RVSM approved aircraft shall flight plan to operate outside the RVSM airspace.

## SEPARATION OF AIRCRAFT

### VERTICAL SEPARATION

Between FL290 and FL410 inclusive, within the ME RVSM airspace, the vertical separation minimum shall be:

- a. 300m (1000ft) between RVSM approved aircraft,
- b. 600m (2000ft) between:

## MIDDLE EAST

## REDUCED VERTICAL SEPARATION MINIMUM (RVSM) MIDDLE EAST

- non-RVSM approved State aircraft and any other aircraft operating within the ME RVSM airspace,
- all formation flights of State aircraft and any other aircraft operating within the ME RVSM airspace, and
- non-RVSM approved aircraft and any other aircraft operating within the ME RVSM airspace.

**LOSS OF VERTICAL NAVIGATION PERFORMANCE REQUIRED FOR RVSM**

The pilot shall inform ATC as soon as possible of any circumstances where the vertical navigation performance requirements for RVSM airspace cannot be maintained. In such cases, the pilot shall obtain a revised ATC clearance prior to initiating any deviation from the cleared route and/or flight level, whenever possible. When a revised ATC clearance cannot be obtained prior to such a deviation, the pilot shall obtain a revised clearance as soon as possible thereafter.

**DEGRADATION OF AIRCRAFT EQUIPMENT - PILOT REPORTED**

When informed by the pilot of an RVSM approved aircraft operating in RVSM airspace that the aircraft's equipment no longer meets the RVSM requirements, ATC shall consider the aircraft as non-RVSM approved.

ATC shall take action immediately to provide a minimum vertical separation of 600m (2000ft) or an appropriate horizontal separation from all other aircraft concerned that are operating in RVSM airspace. An aircraft rendered non-RVSM approved shall normally be cleared out of RVSM airspace by ATC when it is possible to do so.

Pilots shall inform ATC, as soon as practicable, of any restoration of the proper functioning of equipment required to meet the RVSM requirements.

**SEVERE TURBULENCE**

When an aircraft operating in RVSM airspace encounters severe turbulence due to weather or wake vortex that the pilot believes will impact the aircraft's capability to maintain its cleared flight level, the pilot shall inform ATC. ATC shall establish either an appropriate horizontal separation or an increased minimum vertical separation.

**CONTINGENCY SCENARIOS**

*NOTE: As published by Bangladesh, Maldives, Pakistan and India.*

**MIDDLE EAST  
REDUCED VERTICAL SEPARATION MINIMUM (RVSM) MIDDLE EAST**

**SCENARIO 1:**

<p>The pilot is:</p> <ol style="list-style-type: none"> <li>unsure of the vertical position of the aircraft due to the loss or degradation of all primary altimetry systems, or</li> <li>unsure of the capability of maintain cleared flight level (CFL) due to turbulence or loss of all automatic altitude control systems.</li> </ol>	
<b>PILOT ACTION</b>	<b>CONTROLLER ACTION</b>
Maintain CFL while evaluating the situation.	
Watch for conflicting traffic both visually and by reference to ACAS, if equipped.	
<p>If considered necessary, alert nearby aircraft by</p> <ul style="list-style-type: none"> <li>making maximum use of exterior lights;</li> <li>broadcasting position, FL, and intentions on 121.5MHz (as a back-up, the VHF inter-pilot air-to-air frequency, 123.45MHz, may be used).</li> </ul>	
<p>Notify ATC of the situation and intended course of action. Possible courses of action include:</p> <ul style="list-style-type: none"> <li>maintain the CFL and route provided that ATC can provide lateral, longitudinal or conventional vertical separation.</li> </ul>	<p>Obtain the pilot's intentions and pass essential traffic information.</p>
<ul style="list-style-type: none"> <li>requesting ATC clearance to climb above or descend below RVSM airspace if the aircraft cannot maintain CFL and ATC cannot establish adequate separation from other aircraft.</li> </ul>	<ul style="list-style-type: none"> <li>If the pilot intends to continue in RVSM airspace, assess traffic situation to determine if the aircraft can be accommodated through the provision of lateral, longitudinal, or conventional vertical separation, and if so, apply the appropriate minimum.</li> <li>If the pilot requests clearance to exit RVSM airspace, accommodate expeditiously, if possible.</li> </ul>
<ul style="list-style-type: none"> <li>executing the contingency manoeuvre (Special Procedures for In-Flight contingencies in Oceanic Airspace Middle East) to offset from the assigned track and FL, if ATC clearance cannot be obtained and the aircraft cannot maintain CFL.</li> </ul>	<ul style="list-style-type: none"> <li>If adequate separation cannot be established and it is not possible to comply with the pilot's request for clearance to exit RVSM airspace, advise the pilot of essential traffic information, notify other aircraft in the vicinity and continue to monitor the situation.</li> </ul>
	<p>Notify adjoining ATC facilities/sectors of the situation.</p>

**MIDDLE EAST  
REDUCED VERTICAL SEPARATION MINIMUM (RVSM) MIDDLE EAST**

**SCENARIO 2:**

There is a failure or loss of accuracy of one primary altimetry system (e.g. greater than 200ft difference between primary altimeters).

**PILOT ACTION**

Cross check standby altimeter, confirm accuracy of the primary altimetry system and notify ATC of the loss of redundancy. If unable to confirm primary altimetry system accuracy, follow pilot actions listed in the preceding scenario.

## **EXPANDED EQUIPMENT FAILURE AND TURBULENCE ENCOUNTER SCENARIOS**

*NOTE: As published by Bangladesh, Maldives, Pakistan and India.*

**SCENARIO 1:**

All automatic altitude control systems fail (e.g., Automatic Altitude Hold).

**PILOT ACTION**

Maintain CFL while evaluating the situation.

Subsequently, watch for conflicting traffic both visually and by reference to ACAS, if equipped.

If considered necessary, alert nearby aircraft by

- making maximum use of exterior lights;
- broadcasting position, FL, and intentions on 121.5MHz (as a back-up, the VHF inter-pilot air-to-air frequency, 123.45MHz, may be used).

Notify ATC of the situation and intended course of action. Possible courses of action include:

- maintaining the CFL and route, provided that the aircraft can maintain level.

**CONTROLLER ACTION**

Obtain the pilot's intentions and pass essential traffic information.

- If the pilot intends to continue in RVSM air-space, assess traffic situation to determine if the aircraft can be accommodated through the provision of lateral, longitudinal, or conventional vertical separation, and if so, apply the appropriate minimum.

**MIDDLE EAST  
REDUCED VERTICAL SEPARATION MINIMUM (RVSM) MIDDLE EAST**

<ul style="list-style-type: none"> <li>– requesting ATC clearance to climb above or descend below RVSM airspace if the aircraft cannot maintain CFL and ATC cannot establish lateral, longitudinal or conventional vertical separation.</li> </ul>	<ul style="list-style-type: none"> <li>– If the pilot requests clearance to exit RVSM airspace, accommodate expeditiously, if possible.</li> </ul>
<ul style="list-style-type: none"> <li>– executing the contingency manoeuvre (Special Procedures for In-Flight contingencies in Oceanic Airspace Middle East) to offset from the assigned track and FL, if ATC clearance cannot be obtained and the aircraft cannot maintain CFL.</li> </ul>	<ul style="list-style-type: none"> <li>– If adequate separation cannot be established and it is not possible to comply with the pilot's request for clearance to exit RVSM airspace, advise the pilot of essential traffic information, notify other aircraft in the vicinity and continue to monitor the situation.</li> </ul>
	Notify adjoining ATC facilities/sectors of the situation.

**SCENARIO 2:**

Loss of redundancy in primary altimetry system.

<b>PILOT ACTION</b>	<b>CONTROLLER ACTION</b>
If the remaining altimetry system is functioning normally, couple that system to the automatic altitude control system, notify ATC of the loss of redundancy and maintain vigilance of altitude keeping.	Acknowledge the situation and continue to monitor progress.

**SCENARIO 3:**

All primary altimetry systems are considered unreliable or fail.

<b>PILOT ACTION</b>	<b>CONTROLLER ACTION</b>
Maintain CFL by reference to the standby altimeter (if the aircraft is so equipped).	
Alert nearby aircraft by <ul style="list-style-type: none"> <li>– making maximum use of exterior lights;</li> <li>– broadcasting position, FL, and intentions on 121.5MHz (as a back-up, the VHF inter-pilot air-to-air frequency, 123.45MHz, may be used).</li> </ul>	

**MIDDLE EAST  
REDUCED VERTICAL SEPARATION MINIMUM (RVSM) MIDDLE EAST**

Consider declaring an emergency. Notify ATC of the situation and intended course of action. Possible courses of action include:	Obtain pilot's intentions, and pass essential traffic information.
– maintain the CFL and route, provided that ATC can provide lateral, longitudinal or conventional vertical separation.	– If the pilot intends to continue in RVSM airspace, assess traffic situation to determine if the aircraft can be accommodated through the provision of lateral, longitudinal, or conventional vertical separation, and if so, apply the appropriate minimum.
– requesting ATC clearance to climb above or descend below RVSM airspace if ATC cannot establish adequate separation from other aircraft.	– If the pilot requests clearance to exit RVSM airspace, accommodate expeditiously, if possible.
– executing the contingency manoeuvre (Special Procedures for In-Flight contingencies in Oceanic Airspace Middle East) to offset from the assigned track and FL, if ATC clearance cannot be obtained.	– If adequate separation cannot be established and it is not possible to comply with the pilot's request for clearance to exit RVSM airspace, advise the pilot of essential traffic information, notify other aircraft in the vicinity and continue to monitor the situation.
	Notify adjoining ATC facilities/sectors of the situation.

**SCENARIO 4:**

The primary altimeters diverge by more than 200ft (60m).

**PILOT ACTION**

Determine the defective system through the normal airplane integrated comparator warning system or in the absence of such a system, establish trouble-shooting procedures comparing the primary altimeters to the standby altimeter (corrected using the correction card).

If the defective system can be determined, couple the functioning altimeter to the altitude keeping device in use.

If the defective system cannot be determined, follow the guidance in Scenario 3 for failure or unreliable altimeter indications of all primary altimeters.



**MIDDLE EAST  
REDUCED VERTICAL SEPARATION MINIMUM (RVSM) MIDDLE EAST**

**SCENARIO 5:**

Turbulence (greater than moderate) which the pilot believes will impact the aircraft's capability to maintain flight level.

<b>PILOT ACTION</b>	<b>CONTROLLER ACTION</b>
Watch for conflicting traffic both visually and by reference to ACAS, if equipped.	
If considered necessary, alert nearby aircraft by <ul style="list-style-type: none"> <li>– making maximum use of exterior lights;</li> <li>– broadcasting position, FL, and intentions on 121.5MHz (as a back-up, the VHF inter-pilot air-to-air frequency, 123.45MHz, may be used).</li> </ul>	
Notify ATC of the situation and intended course of action as soon as possible. Possible courses of action include:	Obtain pilot's intentions, and pass essential traffic information.
<ul style="list-style-type: none"> <li>– maintain the CFL and route, provided that ATC can provide lateral, longitudinal or conventional vertical separation.</li> </ul>	<ul style="list-style-type: none"> <li>– Assess traffic situation to determine if the aircraft can be accommodated through the provision of lateral, longitudinal, or conventional vertical separation, and if so, apply the appropriate minimum.</li> </ul>
<ul style="list-style-type: none"> <li>– requesting flight level change, if necessary.</li> </ul>	<ul style="list-style-type: none"> <li>– If unable to provide adequate separation, advise the pilot of essential traffic information and request pilot's intentions.</li> </ul>
<ul style="list-style-type: none"> <li>– executing the contingency manoeuvre (Special Procedures for In-Flight contingencies in Oceanic Airspace Middle East) to offset from the assigned track and FL, if ATC clearance cannot be obtained and the aircraft cannot maintain CFL.</li> </ul>	<ul style="list-style-type: none"> <li>– Notify other aircraft in the vicinity and monitor the situation.</li> </ul>
	Notify adjoining ATC facilities/sectors of the situation.

**MIDDLE EAST**  
**REDUCED VERTICAL SEPARATION MINIMUM (RVSM) MIDDLE EAST**

## CONTROLLER/PILOT PHRASEOLOGY

Phrase	Purpose
<i>(call sign)</i> <b>CONFIRM RVSM APPROVED</b>	Used by the controller to ascertain the RVSM approval status of the acft.
<b>NEGATIVE RVSM<sup>1</sup></b>	Used by the pilot to report non-RVSM approval status. <ul style="list-style-type: none"> <li>a. on the initial call on any frequency within the ME RVSM airspace (controllers shall provide a read back with this same phrase), and</li> <li>b. in all requests for flight level changes</li> <li>c. in all read backs of flight level clearances pertaining to flight levels.</li> </ul>
<b>AFFIRM RVSM<sup>1</sup></b>	Used by the pilot to report RVSM approval status.
<b>CONFIRM WHEN ABLE TO RESUME RVSM</b>	Used by the controller to request confirmation that an aircraft has regained RVSM approved status or a pilot is ready to resume RVSM operations.
<i>(call sign)</i> <b>UNABLE ISSUE CLEARANCE INTO RVSM AIRSPACE, MAINTAIN [or DESCEND TO, or CLIMB TO] FLIGHT LEVEL (number)</b>	Used to deny ATC clearance into ME RVSM airspace.
<b>UNABLE RVSM DUE TURBULENCE<sup>1</sup></b>	Used by the pilot to report when severe turbulence affects the aircraft's capability to maintain the height-keeping requirements for RVSM.
<b>UNABLE RVSM DUE EQUIPMENT<sup>1</sup></b>	Used by the pilot to report that the aircraft's equipment has degraded below the minimum aircraft system performance specifications (MASPS).
<b>READY TO RESUME RVSM<sup>1</sup></b>	Used by the pilot to report the ability to resume operations within the ME RVSM airspace after an equipment or weather-related contingency.
<b>REPORT WHEN ABLE TO RESUME RVSM</b>	Used by the controller to confirm that an aircraft has regained its RVSM approval status or to confirm that the pilot is ready to resume RVSM operations.

<sup>1</sup> indicates a pilot transmission

**MIDDLE EAST  
REDUCED VERTICAL SEPARATION MINIMUM (RVSM) MIDDLE EAST**

## ME RVSM AIRSPACE

OAKX - Kabul	OLBB - Beirut	OSTT - Damascus	VIDF - Delhi
OBBS - Bahrain	OMAE - Emirates	OYSC - Sanaa	VNSM - Kathmandu
OEJD - Jeddah	OOMM - Muscat	VABF - Mumbai	VOMF - Chennai
OIIX - Tehran	OPKR - Karachi	VCCC - Colombo	VRMF - Male
OJAC - Amman	OPLR - Lahore	VECF - Kolkata	
OKAC - Kuwait	ORBB - Baghdad	VGFR - Dhaka	

## FLIGHT LEVEL ALLOCATION SCHEMES (FLAS)

### FLAS FOR BAY OF BENGAL OCEANIC AIRSPACE WESTBOUND (H24)

Bay of Bengal	Flight Level Allocation
L759, M300, N563, N571, N877, P570, P574, P628	FL280, 300, 340, 360, 380, 400 available (FL360 subject to coordination)
L507, P646	All westbound levels available
L301, L645, N895, P627, P762	FL320, 360 available (FL360 subject to coordination)

### FLAS FOR BAY OF BENGAL OCEANIC AIRSPACE EASTBOUND (H24)

Bay of Bengal	Flight Level Allocation
L759, M300, M770, N563, N571, N877, P570, P574	All eastbound levels available (except FL290)
L645, P762	FL290 available as no pre-departure coordinated level. All other levels available subject to coordination
L301, L507, N895, P646	All eastbound levels available

### FLAS FOR INTERNATIONAL TRAFFIC OVER CONTINENTAL INDIA WESTBOUND (0001 - 1600)

Indian Continental Airspace	Flight Level Allocation
A325, A791, N877	FL300, 340, 360, 400 available <sup>1</sup>

<sup>1</sup> FL280, 320, 380 available for domestic/international traffic crossing above routes.

All levels available for international flights in the continental airspace from 1601 to 0000.

**MIDDLE EAST  
REDUCED VERTICAL SEPARATION MINIMUM (RVSM) MIDDLE EAST**

*NOTE 1: Airlines to plan in accordance with FLAS mentioned above cross Indian continental airspace on:*

- N877 between VZZ - NNP - PRA - TASOP;
- A791 between CEA to TASOP.

*NOTE 2: FL changes to meet the requirements of FLAS over continental airspace of India will be done within Indian continental airspace.*

**FLAS FOR INTERNATIONAL TRAFFIC OVER CONTINENTAL INDIA FLAS EASTBOUND  
(0001 - 1600)**

<b>Indian Continental Airspace</b>	<b>Flight Level Allocation</b>
A325, A791, N877	FL310, 350, 390, 410 available <sup>1</sup>
<sup>1</sup> FL290, 330, 370 available for domestic/international traffic crossing above routes. All levels available for international flights in the continental airspace from 1601 to 0000.	

*NOTE: FL changes to meet the requirements of FLAS over continental airspace of India will be done within Indian continental airspace.*

**FLAS IN ARABIAN SEA OCEANIC AIRSPACE**

<b>No</b>	<b>ATS Route</b>	<b>West bound</b>	<b>East bound</b>	<b>Remarks</b>
1	L301, N571, P574	All RVSM levels	All RVSM levels	
2	N563	FL320, 340, 360, 380, 400 available	FL290, 310, 350, 370, 390, 410 available	FL300, 330 blocked for crossing routes
3	M300	FL320, 340, 360, 380, 400 available	FL290, 310, 350, 370, 390, 410 available	FL300, 330 blocked for crossing routes
4	P570	FL320, 340, 360, 380, 400 available	FL290, 310, 350, 370, 390, 410 available	FL300, 330 blocked for crossing routes
5	L894	FL280, other levels depending on traffic situation	FL350, 370, 390, other levels depending on traffic situation	FL300, 330 blocked for crossing routes
6	UL425	FL320, 340, 360, 380, 400, other levels depending on traffic situation	FL290, 310, 410, other levels depending on traffic situation	FL300, 330 blocked for crossing routes

**MIDDLE EAST  
REDUCED VERTICAL SEPARATION MINIMUM (RVSM) MIDDLE EAST**

**FLAS IN ARABIAN SEA OCEANIC AIRSPACE (continued)**

No	ATS Route	West bound	East bound	Remarks
7	P751	FL300	FL330	Other levels are subject to availability
8	A474, G450	FL300	FL330	Other levels are subject to availability
9	N628, G465	All levels	All levels	
10	R329	FL280 available as no PDC level, other levels prior coordination	FL290, 310, 350, 370, 410	
11	B459, G424	All levels	All levels	

**FLAS ON W45 TO GUWAHATI AND NE SECTOR**

ATS Route	Reporting Point	RVSM FL available beyond KG NDB
W45	KG NDB	Eastbound FL290, 330, 370, 380, 410 Westbound FL300, 320, 340, 360, 380, 400

**FLAS IN DHAKA FIR**

No	ATS Route	East bound	West bound
1	A201	FL290, 310, 330, 350, 370, 390, 410	FL300, 320, 340, 360, 380, 400
2	B465/A599	FL290, 310, 330, 350, 370, 390, 410	FL300, 320, 340, 360, 380, 400
3	L507	FL290, 310, 330, 350, 370, 390, 410	FL300, 320, 340, 360, 380, 400
4	G463	FL290, 310, 330, 350, 370, 390, 410	FL300, 320, 340, 360, 380, 400
5	R472/R598	FL290, 310, 330, 350, 370, 390, 410	FL300, 320, 340, 360, 380, 400

**FLAS IN KABUL FIR REQUIRING ATFM SLOT ALLOCATION WESTBOUND (2000–2359)**

ATS Route	From/To	Flight Level
L509	LAJAK to TAPIS	FL300, FL320, FL340, FL360, FL380, FL400
L750	BIROS to RANAH	FL280, FL300, FL320, FL340, FL360, FL380, FL400

**MIDDLE EAST  
REDUCED VERTICAL SEPARATION MINIMUM (RVSM) MIDDLE EAST**

**FLAS IN KABUL FIR REQUIRING ATFM SLOT ALLOCATION WESTBOUND (2000–2359)  
(continued)**

<b>ATS Route</b>	<b>From/To</b>	<b>Flight Level</b>
M875	SITAX to TAPIS	FL280 only
M875	TAPIS to AMDAR	FL280, FL300, FL320, FL340, FL360, FL380, FL400
N636	SERKA to PAROD	FL280, FL300
N644	DOBAT to LEMOD	FL280, FL300, FL320, FL340, FL360, FL380, FL400
P628	ASLUM to PAROD	FL320, FL340, FL360, FL380, FL400
P628	PAROD to PAMTU	FL280, FL300, FL320, FL340, FL360, FL380, FL400

**MIDDLE EAST**  
**ATFM PROCEDURES OVER BAY OF BENGAL, SOUTH ASIA AND PAKISTAN THROUGH KABUL FIR - BOBCAT**

## **BOBCAT ATFM**

Bangkok Air Traffic Flow Management Unit (ATFMU) provided ATFM services for flights intending to transit Kabul FIR between 2000UTC and 2359UTC. ATFM services will be limited to calculation, promulgation and management of mandatory Calculated Take-Off Time (CTOT), flight level, ATS route and Calculated Time-Over (CTO) at entry waypoint for entry into Kabul FIR for each affected flight.

Air Navigation Service Providers (ANSPs) retain responsibility for the tactical management of flights that are subjected to this ATFM measure. In discharging tactical responsibilities, ANSPs will manage non-ATFM compliant flights using delayed pushback and start clearances, non-preferred routes and/or flight levels, enroute holding and/or diversion around Kabul FIR.

Bangkok ATFMU utilizes the automated, web-based Bay of Bengal Cooperative ATFM System (BOBCAT) in meeting its Kabul FIR ATFM responsibilities. These responsibilities will be managed with aircraft operators and ANSPs in the FIRs concerned.

Flights that plan to enter Kabul FIR without an ATFM slot allocation will be accommodated only after flights with slots have been processed.

In order to ensure availability of slots for westbound departures from designated airports in northern India and Pakistan, departures from these airports are given priority for FL280 in the slot allocation. This does not preclude these flights from requesting higher flight levels with initial slot request.

## **ATS ROUTE AND FLIGHT LEVELS REQUIRING ATFM SLOT ALLOCATION**

All westbound flights intending to enter the Kabul FIR between 2000UTC and 2359UTC on ATS routes and flight levels listed in the table below shall comply with the BOBCAT ATFM procedures contained herein. This includes a mandatory requirement for all flights to obtain a specific ATFM slot allocation, CTOT, CTO at Kabul FIR entry waypoint, allocated flight level, and allocated ATS route from the Bangkok ATFMU for entry into Kabul FIR during the period abovementioned.

**ATS Route and Flight Levels Requiring ATFM Slot Allocation**

<b>Routing through Kabul FIR</b>	<b>From/To</b>	<b>Flight Level</b>
L509	LAJAK to TAPIS	FL300, FL320, FL340, FL360, FL380, FL400
L750	BIROS to RANAH	FL280, FL 300, FL320, FL340, FL360, FL380, FL400
M875	SITAX to TAPIS	FL280 only
M875	TAPIS to AMDAR	FL280, FL 300, FL320, FL340, FL360, FL380, FL400
N636	SERKA to PAROD	FL280, FL300

**MIDDLE EAST**  
**ATFM PROCEDURES OVER BAY OF BENGAL, SOUTH ASIA AND PAKISTAN THROUGH KABUL FIR - BOBCAT**

**ATS Route and Flight Levels Requiring ATFM Slot Allocation (continued)**

<b>Routing through Kabul FIR</b>	<b>From/To</b>	<b>Flight Level</b>
N644	DOBAT to LEMOD	FL280, FL 300, FL320, FL340, FL360, FL380, FL400
P628	ASLUM to PAROD	FL320, FL340, FL360, FL380, FL400
P628	PAROD to PAMTU	FL280, FL 300, FL320, FL340, FL360, FL380, FL400

**FLIGHTS EXEMPTED FROM BOBCAT ATFM**

The following flights are exempted from the BOBCAT ATFM procedures:

- flights experiencing an emergency, including aircraft subjected to unlawful interference;
- flights on search and rescue or firefighting missions;
- humanitarian or medical flights;
- flights with Head of State status.

Flights exempted from ATFM procedure shall indicate the exemption in their flight plan (Item 18 – ATFM EXMP).

**BOBCAT OPERATING PROCEDURES**

All affected flights are required to submit slot requests to the following system:

**BOBCAT**

Internet: [www.bobcat.aero](http://www.bobcat.aero)

They have to log onto between 0001UTC and 1200UTC on day of flight and to complete the electronic templates provided.

Affected operators who do not have dedicated BOBCAT username/password access should complete the attached application form in Appendix A and fax the form to the ATFMU as soon as possible.

Appendix A form available at Afghanistan civil aviation website:

Internet: <http://acaa.gov.af/aip-aeronautical-information-publication/>

Slot requests including preferred ATS route, flight level and Maximum Acceptable Delay (MAD) should be lodged between 0001UTC and 1200UTC on the day of flight.

After the slot allocation has been published at BOBCAT, aircraft operator can:

- a. use the slot allocation result for ATS flight planning purposes;
- b. cancel the allocated slot; and/or
- c. change slot allocation to another available slot in the published list of unallocated slots.



**MIDDLE EAST**  
**ATFM PROCEDURES OVER BAY OF BENGAL, SOUTH ASIA AND PAKISTAN THROUGH KABUL FIR - BOBCAT**

ATS units involved can also view the slot allocation results at BOBCAT.

As BOBCAT will allocate FL280 on a priority basis to facilitate departures from northern India and Pakistan underneath overflying traffic, flights departing these airports are encouraged to include FL280 as at least one slot request preference.

### **SUBMISSION OF ATS FLIGHT PLAN**

Once aircraft operators are in receipt of the slot allocation, they shall submit the ATS flight plan using the time, ATS route and flight level parameters of the BOBCAT allocated slot.

In addition to normal addressees, operators will also address the flight plan and related ATS messages to the ATFMU via AFTN address VTBBZDZX for all flights that have submitted a slot request.

### **AIRCRAFT OPERATOR/PILOT-IN-COMMAND RESPONSIBILITIES**

In accordance with ICAO PANS-ATM provisions, it is the responsibility of the pilot-in-command and the aircraft operator to ensure that the aircraft is ready to taxi in time to meet any required departure time. The pilot-in-command shall be kept informed by their operators of the CTOT, CTO at Kabul FIR entry waypoint and flight parameters (route/level) nominated by BOBCAT.

The pilot-in-command, in collaboration with ATC, shall arrange take off as close as possible to CTOT in order to meet the allocated CTO at Kabul FIR entry waypoint.

### **COORDINATION AIRCRAFT OPERATOR/PILOT-IN-COMMAND, AIR NAVIGATION SERVICE PROVIDER (ANSP) AND BANGKOK ATFMU**

The pilot-in-command shall include the CTOT in the initial ATC clearance request.

The pilot-in-command adjust cruise flight to comply with slot parameters at the Kabul FIR entry waypoint, requesting appropriate ATC clearances including speed variations.

Prior to departure and before obtaining an ATC clearance, in circumstances where it becomes obvious that the Kabul slot time will not be met, a new slot allocation should be obtained as soon as possible. To avoid frequency congestion, this should be obtained by aircraft operators/flight dispatchers.

If the aircraft is still at the gate and an ATC clearance has been obtained, pilot-in-command shall advise Ground Control of the missed slot and obtains new CTOT. If it becomes essential, the ATC clearance may be cancelled.

### **ADDRESS OF ATFMU**

Bangkok ATFMU

Tel: +66 2 287 8024

+66 2 287 8025

+66 2 287 8026

Mobile: +66 81 829 5256

Fax: +66 2 287 8026

**MIDDLE EAST****ATFM PROCEDURES OVER BAY OF BENGAL, SOUTH ASIA AND PAKISTAN THROUGH KABUL FIR -  
BOBCAT**

+66 2 287 8027

E-Mail: [atfmu@bobcat.aero](mailto:atfmu@bobcat.aero)

Internet: [www.bobcat.aero](http://www.bobcat.aero)

AFTN: VTBBZDZX



# Air Traffic Control

## State Rules and Procedures - Middle East

## AFGHANISTAN RULES AND PROCEDURES

### GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc., generally in excess of 2 nautical miles	Nautical Miles and Tenths
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters
Altitude, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

### WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

### FLIGHT PROCEDURES

#### HOLDING

Enroute holding will be used in Kabul FIR if needed to manage the flow of traffic. If holding is issued, all aircraft shall fly 10NM legs and conduct right turns. An Expect Further Clearance Time (EFC) shall be issued by ATC at least 5 minutes prior to the aircraft's estimated time to the clearance limit. If no delay is expected at the clearance limit, ATC shall advise the pilot 'no delay expected'.

#### PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the United States Standards for Terminal Procedures (TERPS) and on the PANS-OPS, Document 8168.

**AFGHANISTAN  
RULES AND PROCEDURES****ARRIVING AIRCRAFT****Visual Approach Procedures**

Aircraft requesting a visual approach must meet the following criteria:

- a. The aircraft is within 30NM of the destination.
- b. The pilot has established and can continue flight to the aerodrome with continuous visual reference to the ground or water.
- c. At night, the pilot reports the aerodrome in sight.
- d. Visual meteorological conditions exist at the destination aerodrome; or the pilot reports at the initial approach level or at any time during the instrument approach procedure that the meteorological conditions are such that a visual approach and landing can be completed.

Unless otherwise instructed by ATC, aircraft cleared to execute a visual approach shall maintain their own navigation until within 5NM of the destination aerodrome, or by night within the prescribed circling area, and then maneuver via the shortest route to base or final of the assigned runway.

An aircraft executing a visual approach may descend when ready from its previously assigned level and must maintain at least 500ft above the base of the control area and, by day, shall comply with ICAO Annex 2, 4.6 regarding altitude restrictions above terrain and built up areas. An aircraft executing visual approach at night shall comply with these instructions and maintain the last assigned altitude or minimum safety altitude if lower, until established within the circling area. Then remain within the circling area and maneuver via the shortest route to base or final for the assigned runway.

All civilian aircraft using a NATO or civil call sign executing visual approaches after official sunset will be vectored to and established on final approach prior to approach clearance being issued.

**Arriving Flights into Bagram, Kabul (Hamid Karzai Intl) and Kandahar Airfields**

All arriving aircraft are to contact approach/arrivals prior to entering class "C" airspace. If contact is unable to be established prior to entering the class "C" airspace, the pilot is to discontinue the approach and either hold at pilot's discretion outside the class "C" airspace and continue to attempt to contact ATC or divert to an alternate airfield. If diverting is not possible, the pilot is to declare an emergency and apply loss of communication failure procedures.

All arriving aircraft must remain above FL160 until 20NM from Kabul (Hamid Karzai Intl) unless under Bagram Arrival Control, Kabul Arrival Control or Kabul Approach Control and approved for descent below FL160.

**Arriving Flights into all other Airfields**

All civil aircraft capable of flight above FL160 must track to airfields not serviced by an air route via the air route that passes closest to the destination airfield. Once abeam the destination airfield, civil aircraft must depart class "E" airspace at 90 degrees to the air route, remaining at the assigned altitude until established inside class "G" airspace. Civil aircraft must cancel their IFR

## AFGHANISTAN RULES AND PROCEDURES

flight category prior to leaving controlled airspace and avoid any active military airspace as notified by either ATC or TAC C2 agencies.

Civil IFR aircraft that can not comply with VFR for operations in class “G” airspace shall not be issued descent below the airway’s minimum enroute altitude or be permitted to exit the ATS route or class “E” airspace.

### DEPARTING AIRCRAFT

#### Departing Flights from Kabul (Hamid Karzai Intl) Airport

All departing traffic must climb to at least FL160 within 20NM of Kabul, unless otherwise directed by Kabul Approach Control.

#### Departing Flights from Bagram and Kandahar Airfields

Pilot are to contact tower 10 minutes before take-off in order to deconflict from any military operation taking place in the immediate vicinity of the airfield or affecting their outbound route.

#### Departing Flights from other Airfields

Contact the airfield tower, if available, at least 10 minutes before departure. Flights must squawk Mode 3/A assigned code before departure. Once airborne, contact Kabul ACC and provide call sign, airfield departing from, level passing, level climbing to, and direction of flight.

Civilian aircraft capable of flight above FL160 shall limit transit time within class “G” by tracking to and joining the air route passing closest to the departure airfield. ATC will advise these aircraft of known military activities which may affect aircraft tracking.

*NOTE: The afore mentioned procedure does not replace or negate the need for a flight plan. Operators using these procedures are still responsible for filing an ICAO flight plan and obtaining applicable diplomatic clearances. Normal ATC procedures apply outside Afghanistan.*

### AIRPORT OPERATING MINIMUMS

Afghanistan publishes DA/MDA, ceiling and visibilities.

Jeppesen charted minimums are not below State minimums.

### ATS AIRSPACE CLASSIFICATION

Afghanistan has adopted the ICAO ATS airspace classification as listed in Jeppesen ATC-Chapter “ICAO ATS Airspace Classifications - Annex 11”.

Airspace classes “A”, “C”, “D”, “E” and “G” are used within Kabul FIR.

HEAVY wake turbulence category aircraft (aircraft with a MTOW greater than 136000kg) shall operate IFR procedures when transiting via class “E” air routes.

### SPECIAL REQUIREMENTS AND REGULATIONS

#### ALTIMETRY

The transition altitude for Kabul FIR is 14000ft AMSL.

## AFGHANISTAN RULES AND PROCEDURES

The transition level for Kabul FIR is established at FL160.

The altimeter pressure setting to be used for flight within the Kabul FIR is the standard altimeter pressure setting of 1013Hpa for flight above the transition altitude.

Due to the lack of meteorological reporting stations outside large urban areas in Afghanistan, aircrew may experience difficulties in obtaining accurate regional altimeter pressure setting. Aircraft operating within class "G" airspace below the transition layer and above 3500ft AGL (military coordination altitude) shall, in the first instance, utilize the most accurate Regional Pressure Setting (RPS) available from the controlling TAC C2 or ATC agency. In the event of no RPS being available aircrew may elect to utilize the standard altimeter pressure setting of 1013Hpa.

Aircraft shall not cruise within the transition layer, unless coordinated with ATC or TAC C2.

For flights at or below the transition altitude within controlled airspace a local altimeter setting will be used.

### WAKE TURBULENCE CATEGORY

B757 and H47 (Chinook) are categorized HEAVY (H) when the following aircraft is categorized either MEDIUM (M) or LIGHT (L) and categorized MEDIUM (M) when the preceding aircraft is categorized HEAVY (H).

### COMMUNICATION

All high enroute structure overflight aircraft must contact the Kabul ACC 10 minutes prior to entering the FIR boundary. If entering via L509, N644, M881 or M875, aircraft must contact Kabul ACC high east sector on 128.5MHz. If entering via A453, L750, N636, P628 or UL333, aircraft must contact Kabul ACC High West sector on 126.32MHz.

If entering the low altitude structure at or below FL290 from the north between LEMOD on M696 clockwise to LAJAK on M696, aircraft shall contact Kabul ACC on 118.3MHz or 242.6MHz.

If entering Kabul ACC at or below FL290 from the south between RIMPA on G202 clockwise to KAMAR on G202, aircraft shall contact Kabul ACC on 120.9MHz or 361.0MHz.

If entering Kabul ACC (FIR) at or below FL290 from the west between PAMTU on V390 clockwise to RANAH on V838, aircraft shall contact Kabul ACC on 121.725MHz.

All aircraft in contact with ATC, both IFR and VFR, must remain on the assigned ATC frequency until issued a frequency change. All aircraft shall advise ATC if a frequency change to another agency is needed.

Aircraft unable to establish two-way communications with the Kabul ACC shall monitor 125.2MHz while on an air route. Aircraft shall broadcast position reports in the blind on 125.2MHz until two-way communications with KACC is established.

Short notice artillery fire may close portions of airways M875, N644 and A453 in vicinity of Salemo. Aircraft in contact with Kabul ACC will be rerouted to avoid artillery areas when active.

### FLIGHT PLANNING

All civil flights authorized to operate in the Kabul FIR must file a flight plan, if possible.

## AFGHANISTAN RULES AND PROCEDURES

If ICAO flight plans are unavailable, all aircraft must file a flight plan including at least the following:

- a. call sign;
- b. type;
- c. departure point;
- d. destination;
- e. altitude;
- f. route of flight;
- g. estimated time of arrival.

If unable to file a flight plan at the departing point, aircrews are required to depart VFR and contact Kabul ACC as soon as possible to file in the air for airports within the Kabul FIR.

All civil and military aircraft arriving and departing or alternate aerodrome as Kabul (Hamid Karzai Intl) is mandatory to submit ICAO flight plan (except QRF, SAR, and MEDEVAC).

### Flight Plan Message Addressing

#### **General**

Flights intending to land or overfly Kabul FIR filing ICAO standard flight plan in advance is mandatory.

#### ***Mazar-e Sharif (Mawlana Jalaluddin Muhammad Balkhi) Requirements***

Flight plans and associated messages of flights with Mazar-e Sharif (Mawlana Jalaluddin Muhammad Balkhi) airport as a destination, departure or alternate aerodrome must include following AFTN addresses in the address list:

ETCCYFMS, OAMSYAYX

#### ***Kabul (Hamid Karzai Intl) Requirements***

All civil and military aircraft arriving and departing or alternate aerodrome as Kabul (Hamid Karzai Intl) is mandatory to submit ICAO flight plan via AFTN to Kabul ATC Tower, AIS Office, and PIB (OAKBZTZ, OAKBYWYX, OAKBZPX).

#### ***Kabul Area Control Center (KACC) Requirements***

It is mandatory for Kabul FIR for all civil/commercial and private operators to file a flight plan, Overflight, Arrival, Departure, Delay, Change and Cancel messages in advance to Kabul area center AFTN address:

OAKXZQZX, OAKBZQZX, OAKKZQZX

### KABUL ENTRY/EXIT POINTS

Aircraft may enter and exit the Kabul FIR, only via the following points and must flight plan accordingly:



**AFGHANISTAN  
RULES AND PROCEDURES**

<b>Country (To/ From)</b>	<b>Reporting Point</b>	<b>Lat/Long</b>	<b>Airway</b>	<b>Level</b>
Pakistan	GADER	N2941.0	G206	10200ft - FL290
		E06128.0	A453	7000ft - FL410
	DAVER	N2934.2	M375	9500ft - FL290
		E06440.8		
	SERKA	N2951.0 E06615.0	V390	10900ft - FL290 11200ft - FL290
			N636	FL300 - FL490 <sup>1</sup>
			UL333	FL300 - FL490 <sup>2</sup>
	RIMPA	N3126.0	G202	12000ft - FL290
		E06736.0		
	LAJAK	N3356.0 E07030.0	M696	FL160 - FL290
			L509	FL300 - FL430
			M881	FL300 - FL490
			L509	FL300 - FL490 <sup>2</sup>
	IMTIL	N3406.0	A455	12000ft - FL290
		E07109.0		
	DUGIN	N3537.0	G206	FL210 - FL350 <sup>3</sup>
		E07131.0		
	ASLUM	N3101.2	P628	FL300 - FL490
		E06637.2		
	BIROS	N3140.0	L750	FL300 - FL430 <sup>2</sup>
		E06900.0		
	DOBAT	N3252.0	N644	FL300 - FL430 <sup>2</sup>
		E06926.0		
	SITAX	N3305.0	M875	FL300 - FL490 <sup>1</sup>
		E07003.0		
	MOTMO	N3628.0	P500	FL300 - FL490 <sup>2</sup>
		E07138.0		

**AFGHANISTAN  
RULES AND PROCEDURES**

<b>Country (To/From)</b>	<b>Reporting Point</b>	<b>Lat/Long</b>	<b>Airway</b>	<b>Level</b>
Tajikistan	PINAX	N3715.0 N06906.0	V848	FL220 - FL290
	EGPAN	N3825.0 E07044.0	V876	FL190 - FL290
			M881	FL300 - FL490
	FIRUZ	N3640.2 E07137.8	P500	FL300 - FL490 <sup>2</sup>
	IRTAJ	N3700.8 E06755.8	B904	FL300 - FL490
Uzbekistan	AMDAR	N3712.5 E06720.6	A454	FL190 - FL290
			M875	FL300 - FL490
Turkmenistan	RAPTA	N3727.0 E06538.0	B442	7000ft - FL290
	LEMOD	N3610.0 E6417.5	M696	FL180 - FL430
			N644	FL180 - FL430 <sup>2</sup>
	RANAH	N3535.00 E06312.00	V838	FL160 - FL430
			L750	FL160 - FL430 <sup>2</sup>
	DAVET	N3657.6 E06447.2	P173	FL300 - FL430 <sup>4</sup>
Iran	PAMTU	N3510.1 E06108.1	V390/P628/N636	9000ft - FL490
	KAMAR	N3239.0 E06044.0	G202	11000ft - FL290
	SOKAM	N3313.3 E06037.9	V338	11000ft - FL290
			UL333	FL290 - FL490
	RANRU	N3001.3 E06100.8	Z627	FL260 - FL490

<sup>1</sup> Between 2000-2359Z FL280-FL290 only available

## AFGHANISTAN RULES AND PROCEDURES

- 2 FL280-FL290 available during 2000-2359Z
- 3 FL290 MAL inbound
- 4 FL280, FL320-FL430 available during 2000-2359Z only

### **AIR TRAFFIC FLOW MANAGEMENT (ATFM)**

#### **BOBCAT ATFM**

For AFTM procedures through Kabul FIR see Jeppesen ATC-Chapter "ATFM Procedures over Bay of Bengal, South Asia and Pakistan through Kabul FIR - BOBCAT".

#### **Prior Permission Required (PPR)**

The following airfields require PPRs:

- Bagram;
- Dwyer;
- Herat;
- Jalalabad;
- Kabul (Hamid Karzai Intl);
- Kandahar;
- Mazar-e Sharif (Mawlanea Jalaluddin Muhammad Balkhi).

For civilian aircraft an approved PPR (if required), in conjunction with Afghanistan Civil Aviation Authority (ACAA) approval and the submission of a flight plan constitutes authorization to enter the Kabul FIR and fly to the requested airport.

PPR times are not ATC flow times. They are based on ground handling capability only. Issuance of a PPR does not encompass any aircraft servicing, ground handling, or other aircrew requirements, nor does it imply air traffic control separation, weather conditions or threat assessment. A PPR is valid for  $\pm 30$  minutes from scheduled time. All flights shall have sufficient fuel and maintenance support to meet their scheduled arrival and departure times and be prepared for minimum ground times. Aircrews need to consider adequate fuel for potential ground/air delays due to unforeseen events.

#### **PPR Requests**

Military and civilian aircraft supporting NATO: Obtain PPRs by submitting a Movement Request Form (MRF) to the Resolute Support Strategic Flight Coordination Center (RSFCC) via respective National Representative (NRs) or National Airflow Authorities (NAAs). MRFs and instructions may be obtained from:

#### **RSFCC**

Internet: <https://isfcc.ncia.nato.int/Pages/Documents.aspx> and reference  
<https://acaa.gov.af/aip-aeronautical-information-publication/>

## AFGHANISTAN RULES AND PROCEDURES

### Coalition Military Users

Coalition military customers must contact their respective Liaison Officers (LNOs) at the Combined Air Operation Center (CAOC). Coalition military customs for countries that do not have an active LNO, contact the coalition coordination center air operation cell at CENTCOM headquarters. For time critical information after hours and on weekends, contact the respective CENTCOM LNO. Leave name number or e-mail address and an air operation officer will call back.

CENTCOM CAOC Air Mobility Division (AMD)

E-Mail: mu\_amdalctc130pln@afcent.af.mil (unclassified)

All ISAF users shall contact:

RSFCC Eindhoven OPS

Tel: +31 40 289 8908

+31 40 289 8909

Fax: +31 40 289 8930

E-Mail: amcceindhoven1@abeheh.nl (unclassified)  
AMCCOPS@amcc.nato.int (NATO classified)

Internet: <https://isfcc.ncia.nato.int>

Civilian aircraft PPR request forms may be obtained from:

ACAA

Internet: <http://acaa.gov.af/aip-aeronautical-information-publication/>

### REQUIRED NAVIGATION PERFORMANCE

All civil and State overflight aircraft operating within the Kabul IFR must be approved by the State of the operator or the State of registry for RNP10.

Due to the present nature of Afghanistan airspace, before entering RNP10 airspace, aircraft's position should be checked as accurately as possible.

Aircraft unable to meet the minimum navigational requirements for RNP10 are not permitted to operate IFR within the Kabul FIR.

### REDUCED VERTICAL SEPARATION MINIMUM (RVSM)

Afghanistan applies a 1000ft reduced vertical separation minimums between approved aircraft operating between FL290 and FL410 inclusive in class "A" airspace.

Non-RVSM approved aircraft are not permitted to operate within the Eurasia RVSM airspace, including the Kabul FIR, except for operators of non-RVSM approved aircraft wishing to transit the Kabul FIR above RVSM airspace at FL430 or above.

### Height Monitoring Requirements

Afghanistan does not have a height monitoring capability. ACAA is obliged by ICAO to keep a database of all Afghanistan registered RVSM approved aircraft. Therefore, operators are to inform ACAA (RVSM approvals) both when they add RVSM approved aircraft to their fleet and of any

## AFGHANISTAN RULES AND PROCEDURES

aircraft they intend to remove from their fleet of RVSM approved aircraft. ACAA will pass this information to the appropriate Regional Monitoring Agency (RMA).

### Unexpected Turbulence Encounter

The topography of Afghanistan could produce an increased possibility of turbulence and mountain waves. Due to the absence of radar surveillance, ATC are dependent on aircrews informing them of any vertical deviation due to meteorological phenomena. In extreme cases multiple aircraft could be affected leading to ATC temporarily suspending RVSM operations in the vicinity of the reported turbulence.

### Wake Vortices Encounters

Due to the special nature of the airspace and frequent poor communications, pilots are to make every effort to contact Kabul ACC prior to making maneuvers away from wake vortices. Pilots are in all cases to report the presence of wake vortices as soon as possible to allow Kabul ACC to provide increased vertical separation on a tactical basis.

### FLIGHT LEVEL RESTRICTIONS

FL330 is not available for civil overflights entering the Kabul FIR between 1800-0245Z daily, affected ATS routes:

- L509, TAPIS to LAJAK;
- L750, RANAH to BIROS;
- M875, AMDAR to SITAX;
- M881, EGPAN to LAJAK;
- N636, PAMTU to SERKA;
- N644, LEMOD to DOBAT;
- P628, PAMTU to ASLUM;
- UL333, SOKAM to SERKA.

### LONGITUDINAL SEPARATION

Where surveillance separation standards are not being applied, longitudinal separation is established between IFR aircraft at the same level, equal to or greater than ICAO minimums. Speed control may be applied between aircraft that are at or near the minimum longitudinal separation standards to prevent loss of separation.

50NM or 7 minutes longitudinal separation will be applied on ATS routes L509, L750, M875, N644, P173, P628/N636, V848 and UL333.

### CAUTION

Afghanistan is mountainous terrain with peaks over 22000ft AMSL. Pilots are advised of high terrain in vicinity of routings. For example:

- a. V338 (SAKUX to TAPIS) 16580ft peak N3438 E06737 (north edge of airway);

**AFGHANISTAN  
RULES AND PROCEDURES**

- b. A453 (TAPIS to PAROD) 14800ft peak N3326 E06753;
- c. M920 (SUDIT to DOSHI) 16440ft peak N3521 E06847.

**ACAS/TCAS II REQUIREMENTS**

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 are required to be equipped with ACAS/TCAS II version 7.1.

**SECONDARY SURVEILLANCE RADAR (SSR)**

All aircraft operating in the Kabul FIR shall be equipped with serviceable pressure altitude reporting transponders. Operators shall ensure Mode 3/A and Mode C is turned on at all times and advise air traffic control of any malfunctions.

**Area Control Service**

Limited surveillance radar service is provided in the Kabul FIR low airway structure from FL160 - FL290 on:

- A453, OGOGO to DUDEG;
- G202, PAROD to RIMPA;
- G206, ORPUD to RIKAD;
- M375, DAVER to RIKAD;
- V390, SERKA to BURTA.

Excluding that airspace designated to Kandahar Approach and TAC C2. Procedural, non-radar separation standards will be applied.

**SPECIAL USE AIRSPACE (SUA)**

SUA are airspace constructs of defined vertical and lateral dimensions created to allow military aerial operations to take place in a segregated environment. They are activated at the request of users via NOTAM or tactically via ATC, and deactivated once the activity has been completed. These SUA constructs take precedence over all airspace categories within Afghanistan. In this event as much notice as possible will be given pre-activation.

When notified of a SUA activation KACC will ensure that IFR traffic in controlled airspace is routed clear of the activated SUA. VFR traffic or aircraft operating in uncontrolled airspace may not receive directed notification that a SUA has been activated. Those aircraft should monitor the Common Traffic Advisory Frequency (CTAF) 125.2MHz to receive any update broadcasts. TAC C2 will use all available sensors to ensure that the area is clear prior to activation. In only the most extreme circumstances, where sufficient time does not exist to clear the area of traffic and there is imminent danger of lives being lost then TAC C2 may clear an aircraft into the SUA. KACC will endeavour to provide traffic information to affected aircraft whilst the TAC C2 agency will endeavour to pass details of transiting traffic to the military aircraft operating within the SUA.

**AFGHANISTAN  
RULES AND PROCEDURES****DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES****ICAO REFERENCE****Annex 2**

Military operations areas have been established as a type of restricted area and subject to specific conditions.

**4.2** Except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern:

- a. When the ceiling is less than 1500ft; or
- b. when the ground visibility is less than 5km; or
- c. at night, if a civil ACFT.

**4.4** Civil VFR flights shall not be operated above FL235.

**Annex 11**

**2.6.3** Two-way communication with ATC or a TAC C2 agency is required for VFR flights within class "E" airspace.

**BAHRAIN  
RULES AND PROCEDURES**

## **GENERAL**

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

<b>Measurement of</b>	<b>Unit</b>
Distance used in navigation, position reporting, etc., generally in excess of 2 nautical miles	Nautical Miles and Tenths
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters
Altitude, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

## **WGS-84 IMPLEMENTATION STATUS**

WGS-84 compliant.

## **FLIGHT PROCEDURES**

### **HOLDING**

Holding procedures are based on the Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Holding Procedures", Table IV-1-1, Holding Speeds.

### **PROCEDURE LIMITATIONS AND OPTIONS**

Instrument approach procedures are based on the PANS-OPS, Document 8168.

### **AIRPORT OPERATING MINIMUMS**

Bahrain does not publish State airport operating minimums.

Bahrain publishes Obstacle Clearance Altitudes (Heights) [OCA(H)].



**BAHRAIN  
RULES AND PROCEDURES**

## **ATS AIRSPACE CLASSIFICATION**

Bahrain has adopted the ICAO ATS airspace classifications as listed in Jeppesen ATC-Chapter “ICAO ATS Airspace Classifications - Annex 11”.

Airspace classes “A”, “B”, “C”, “D” and “G” are used within Bahrain FIR/UIR.

Within class “G” airspace at and below 3000ft MSL or 1000ft above terrain, whichever is higher and speed greater than 140kt, a flight visibility of 5km, for speed less than 140kt, a visibility of 1500m is required.

## **SPECIAL REQUIREMENTS AND REGULATIONS**

### **COMMUNICATION**

All flights operating within Bahrain FIR shall use the word HEAVY or SUPER in all communication calls with Bahrain APP or Bahrain TWR.

All aircraft on VFR flights, and aircraft on IFR flights outside controlled airspace, shall maintain a watch on a radio station furnishing communications for the unit providing a flight information service in the flight information region and file reports with that station including information as to their position unless otherwise authorized by the State overflown.

Contact Bahrain ACC 5 minutes prior entering FIR:

<b>Entry Point</b>	<b>Frequency</b>	<b>Remarks</b>
ALSER	126.7	FL240 and below
	124.3	Between FL250 and FL330
	127.525	At and above FL340
AMBIK	126.7	FL320 and below
	123.1	Above FL320
DAROR	124.3	Between FL250 and FL330
	127.525	Above FL330
KUIVER	126.7	FL320 and below
	123.1	Above FL320
LADNA	124.3	Between FL250 and FL330
	127.525	Above FL330
LONOS	126.7	FL320 and below
	123.1	Above FL320
MIDSI	132.85	FL290 and below
	132.125	Above FL290

## BAHRAIN RULES AND PROCEDURES

Entry Point	Frequency	Remarks
NARMI	124.3	Between FL250 and FL330
	127.525	Above FL330
RABAP	126.7	FL320 and below
	123.1	Above FL320

### FLIGHT PLANNING

#### Flight Plan Message Addressing

IFR, VFR or both: All flight plans and departures messages for flights operating through or within OBBS must include OBBSZQZX.

All aircraft operators intending to use Bahrain Intl as departure aerodrome must include OBBSZPZX in their flight plan.

Bahrain (Sakhir AB) AFTN addresses necessary for flight planning purposes and other relevant issues as follows:

- OBKHZTZX for Control Tower;
- OBKHZPZX for AIS/COMMS;
- OBKHYFYX for service address.

### LONGITUDINAL SEPARATION

Within the Bahrain FIR/UIR a minimum of 5 minutes longitudinal separation will be applied when the leading aircraft is maintaining a TAS of 20kt or more faster than the following aircraft.

The application of this separation minimum may require ATC to impose speed restrictions on aircraft. When subject to speed restrictions, pilots must notify ATC immediately if at any time they are unable to comply with the restrictions.

The longitudinal separation between aircraft established on final approach runway 30R/12L of Bahrain (Intl) airport is reduced to 3NM.

### REQUIRED NAVIGATION PERFORMANCE

Within Bahrain UIR only RNAV equipped aircraft having a navigation accuracy meeting RNAV1 and RNAV5 may plan for operations under IFR on those ATS routes, and within those levels bands, which have been specified as requiring RNAV1 and RNAV5.

Area navigation “RNAV” will be implemented within Bahrain FIR/UIR within designated airspace on area basis as follows:

- a. RNAV1: All lower routes of Bahrain within TMAs are RNAV1 with requirements. At upper routes RNAV1 will be implemented from FL150 to FL460 within CTAs.
- b. RNAV5: Will be implemented from TMA levels to FL145.

## BAHRAIN RULES AND PROCEDURES

ATS routes, particularly in the area north east and north west of Bahrain provide minimum separation between adjacent routes. It is therefore imperative that aircraft flying on these ATS routes maintain the centerline of the route unless otherwise cleared by ATC. Unless landing or departing from an airport located under the lateral limits of the Bahrain CTA, aircraft shall expect to maintain level flight within the Bahrain CTA.

### Exemptions from RNAV1

Although ATS routes within the Bahrain FIR which are classified RNAV1 operators meeting RNAV5 certification requirements will be accepted.

For Non-RNAV1 operations specific exemption from Bahrain Civil Aviation Affairs will be required.

### ACAS/TCAS II REQUIREMENTS

All fixed-wing turbine-engined aircraft having maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19, are required to be equipped with ACAS/TCAS II, version 7.1.

Aircraft that failed to install ACAS/TCAS II are not permitted to operate within Bahrain FIR.

### SECONDARY SURVEILLANCE RADAR (SSR)

Pilots of aircraft equipped with Mode S having an aircraft identification feature shall set the aircraft identification in the transponder while operating within the Bahrain FIR. ATC equipment requires strict compliance with Mode S settings to ensure proper radar tracking. Inability to comply with these requirements may result in aircraft being denied entry into the Bahrain class "A" airspace.

### Mode S and Selected Altitude Use within Bahrain FIR

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

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

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

## DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

### ICAO REFERENCE

#### Annex 2

#### 4.4 IFR compulsory when operating:

- more than 100NM seaward from the shoreline within controlled airspace;
- at or above FL150.

**5.3.3** Position reports after the first half hour of flight and at hourly intervals thereafter are required from aircraft operating off airways. As the Bahrain FIR and UIR are considered to be

**BAHRAIN  
RULES AND PROCEDURES**

areas over which Search and Rescue operations may be difficult, aircraft shall transmit at least once between 2 position reports.

**PANS-ATM (DOC 4444)**

**Appendix 2, Para 2** FIR boundary designators and accumulated Estimated Elapsed Times (EET) shall be inserted in Item 18 of the flight plan as follows:

- a. for flights entering Bahrain FIR/UIR: Bahrain FIR/UIR boundary together with EET since departure;
- b. for flights departing from Bahrain FIR: All FIR boundary designators together with corresponding EET to these points;
- c. all aircraft using Bahrain FIR/UIR are reminded to strictly adhere to the requirements of including their relevant aircraft registration markings in Item 18 of the flight plan, failure to do so will result in an anticipated delay.

## BANGLADESH RULES AND PROCEDURES

### GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc., generally in excess of 2 to 3 nautical miles	Nautical Miles
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters
Altitude, elevations, and heights	Meters, Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting, atmospheric pressure	Hectopascals
Temperature	Degrees Celsius
Weight	Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

### WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

### FLIGHT PROCEDURES

#### HOLDING

Holding procedures comply with Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Holding Procedures", Table IV-1-1, Holding Speeds.

#### PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are in accordance with new PANS-OPS, Document 8168.

**BANGLADESH  
RULES AND PROCEDURES****AIRPORT OPERATING MINIMUMS**

Bangladesh publishes OCA(H) and visibility for landing.

Jeppesen charted minimums are not below State minimums.

**ATS AIRSPACE CLASSIFICATION**

Bangladesh has adopted the ICAO ATS airspace classification as listed in Jeppesen ATC-Chapter "ICAO ATS Airspace Classifications - Annex 11".

Airspace classes "B", "C", "D", "F" and "G" are used within Bangladesh airspace.

**SPECIAL REQUIREMENTS AND REGULATIONS****COMMUNICATION**

Aircraft shall establish radio contact with Dhaka ACC 10 minutes before entering Dhaka FIR on 125.7MHz, except those flights departing from Indian aerodromes located close to the boundary shall contact Dhaka ACC as early as possible but not later than crossing the FIR boundary.

All aircraft on VFR flights, and aircraft on IFR flights outside controlled airspace, shall maintain a listening watch on the frequency of a radio station providing flight information service and provide position information to that station, unless otherwise authorized by the appropriate ATS unit.

**ALTIMETRY**

Transition altitude and transition level in Bangladesh are 4000ft and FL60 respectively. No transition altitude is less than 3000ft above an aerodrome.

A QFE altimeter setting shall be made available on request.

**FLIGHT PLANNING****Flight Plan Message Addressing**

Flight movement messages for IFR flights shall be addressed as follows:

Route	Message Address
Transit Dhaka FIR	VGFRZQZX, VGHSZAZX
Inbound Dhaka (Hazrat Shahjalal Intl)	VGFRZQZX, VGHSZQZX, VGHSZAZX
Outbound Dhaka (Hazrat Shahjalal Intl)	VGFRZQZX, VGHSZQZX, VGHSZAZX
Inbound Chattogram (Shah Amanat Intl)	VGFRZQZX, VGEGZTZ, VGHSZAZX
Outbound Chattogram (Shah Amanat Intl)	VGFRZQZX, VGEGZTZ, VGHSZAZX
Inbound Sylhet (Osmani Intl)	VGFRZQZX, VGSYZTZ, VGHSZAZX
Outbound Sylhet (Osmani Intl)	VGFRZQZX, VGSYZTZ, VGHSZAZX

**BANGLADESH  
RULES AND PROCEDURES****REQUIRED NAVIGATION PERFORMANCE**

Following route is designated RNP10:

- L507, AVPOP to ESDOT.

**LONGITUDINAL SEPARATION**

The longitudinal separation minima of 15 minutes is reduced to 10 minutes on ATS routes: A201, A462, A599, B465, B593, G463, L507, R344, R472, and R598 within the Dhaka FIR.

The application is to be exercised as follows:

- a. aircraft on the same track and the same cruising level;
- b. aircraft on crossing track and at the same level;
- c. aircraft climbing and descending.

**FLIGHTS THROUGH AIRSPACE DELEGATED TO KOLKATA ACC**

The portion of airspace on Route L507 within Dhaka FIR between AVPOP and ESDOT from FL280 to FL460 is delegated to Kolkata ACC/FIC for the provision of Air Traffic Services only. However control of aircraft at or above FL130 shall remain with Kolkata ATCC for provision of ATS.

- a. No aircraft shall operate through that part of Dhaka FIR which has been delegated to Kolkata ACC without prior approval from Chairman, Civil Aviation Authority Bangladesh.
- b. Flight plans, departure and delay messages pertaining to flights through this airspace shall be addressed to Dhaka ACC/FIC.
- c. Prior to entering the aforementioned airspace aircraft shall contact Dhaka Radio on 3491/6556/10066 and 2947KHz or 125.7MHz and pass the following information:
  1. aircraft call sign;
  2. place/time of departure;
  3. destination/ETA;
  4. estimated time over reporting points AVPOP and ESDOT.

Subsequent reports will only be necessary if the estimates differ by 5 minutes or more.

**STRATEGIC LATERAL OFFSET PROCEDURES (SLOP)**

Procedures applicable in the Dhaka FIR:

- a. Offsets are only applied in Oceanic (or remote continental) airspace in the Dhaka FIR.
- b. Offsets are applied only by aircraft with automatic offset tracking capability.
- c. The decision to apply a strategic lateral offset is the responsibility of the flight crew.
- d. The offset shall be established at a distance of 2NM to the right of the centerline relative to the direction of flight.

**BANGLADESH  
RULES AND PROCEDURES**

- e. The Strategic Lateral Offset Procedure has been designed to include offsets to mitigate the effects of wake turbulence of preceding aircraft. If wake turbulence needs to be avoided one of the three available options (centerline, 1NM or 2NM right offset) shall be used.
- f. In airspace where the use of lateral offsets has been authorized, pilots are not required to inform ATC that an offset is being applied.
- g. Aircraft transiting areas of radar coverage in airspace where offset tracking is permitted may initiate or continue an offset.

**ACAS/TCAS II REQUIREMENTS**

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 are required to be equipped with ACAS/TCAS II version 7.1.

**DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES****ICAO REFERENCE****Annex 2**

**3.3.1.2** Flight plans are required for all flights. Local flights at uncontrolled aerodromes outside control zones may be undertaken without a flight plan provided they are operated during day in VMC below 1000ft.

**4.4** Instrument flight rules must be applied above FL150.



## BHUTAN

### RULES AND PROCEDURES

## GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc., generally in excess of 2 nautical miles	Nautical Miles and Tenths
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters
Altitude, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Metric tons, Kilograms, lbs
Time	Hours and minutes, the day of 24 hrs beginning at midnight UTC

## WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

## FLIGHT PROCEDURES

### HOLDING

Holding procedures comply with ATC-Chapter “Flight Procedures (DOC 8168) - Holding Procedures”, Table IV-1-1, Holding Speeds.

### PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are in accordance with PANS-OPS, Document 8168. The minimum sector altitude (MSA) is established within a radius of 25NM from the aerodrome. Quadrants of the compass are used for determining minimum sector altitudes in Instrument Approach procedures.

## BHUTAN RULES AND PROCEDURES

Only day operations in VMC is permitted (VQPR).

### AIRPORT OPERATING MINIMUMS

No information published.

### ATS AIRSPACE CLASSIFICATIONS

Bhutan has adopted the ICAO ATS airspace classification as listed in ATC-Chapter “ICAO ATS Airspace Classifications - Annex 11”.

Airspace over Bhutan is classified as “D” in CTR and “F” outside CTR.

In class “F” airspace, radio communication is compulsory for all flights and ATC clearance is required for VFR flights.

### SPECIAL REQUIREMENTS AND REGULATIONS

#### ALTIMETRY

The transition altitude within Bhutan is 18000ft.

QFE altimeter setting is available on request.

#### REQUIRED NAVIGATION PERFORMANCE

All routes are designated RNAV5.

#### FLIGHT PLANNING

Except for repetitive flight plans, a flight plan shall be submitted at least two hours prior to departure.

#### Flight Plan Message Addressing

Route (into or via FIR and/or TMA)	Message address
Paro	VQPRZTX, VQPRZPZX

### ACAS/TCAS II REQUIREMENTS

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 are required to be equipped with ACAS/TCAS II version 7.1.

### DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

#### ICAO REFERENCE

##### Annex 2

Right hand traffic rule: An aircraft which is flying in sight of the ground and is following a line feature shall keep such line feature on its left.

---

**BHUTAN  
RULES AND PROCEDURES**

**3.2.3.1** By day or night an aircraft fitted with an anti-collision light shall display such light from immediately before engine start to immediately after engine shut down.

**3.2.4** Within Bhutan an aircraft shall not carry out instrument approach practice when flying in Visual Meteorological Conditions (VMC) unless

- a. the appropriate Air Traffic Control Unit has previously been informed that the flight is to be made for the purpose of instrument approach practice, and
- b. if the flight is being carried out in simulated instrument conditions, a safety pilot and if required, a competent observer is carried.

**4.3** VFR flights are not permitted between Sunset and Sunrise.

**4.4** VFR flights shall not be operated above FL290.

**CYPRUS**  
**RULES AND PROCEDURES**

## **GENERAL**

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are listed in the following table.

<b>Measurement of</b>	<b>Unit</b>
Distance used in navigation, position reporting, etc., generally in excess of 2 nautical miles	Nautical Miles and Tenths
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters
Altitude, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

## **WGS-84 IMPLEMENTATION STATUS**

WGS-84 compliant.

## **FLIGHT PROCEDURES**

### **HOLDING**

Holding procedures comply with Jeppesen ATC-Chapter “Flight Procedures (DOC 8168) - Holding Procedures”, Table IV-1-1, Holding Speeds, with the exception, that the maximum holding speed in normal conditions up to and including FL140 is 210kt IAS.

### **PROCEDURE LIMITATIONS AND OPTIONS**

Instrument approach procedures are based on the PANS-OPS, Document 8168.

Instrument approach procedures for Akrotiri are based on Military Instrument Procedures Standardization (MIPS).

## CYPRUS RULES AND PROCEDURES

### AIRPORT OPERATING MINIMUMS

Cyprus does not publish State airport operating minimums.

Cyprus publishes Obstacle Clearance Altitudes (Heights) [OCA(H)].

### ATS AIRSPACE CLASSIFICATION

Cyprus has adopted the ATS airspace classification as listed in Jeppesen ATC-Chapter "SERA (Standardized European Rules of the Air) - Differences to ICAO", Table "SERA ATS Airspace Classification - SERA.6001".

Airspace classes "B", "C" and "G" are used within Nicosia FIR/UIR.

In airspace class "G" training areas two-way radio communication is required.

### SPECIAL REQUIREMENTS AND REGULATIONS

#### POSITION REPORTING PROCEDURES

- a. Aircraft inbound to Nicosia FIR from Ankara FIR shall establish radio contact with Nicosia ACC in order to pass essential flight details (call sign, flight level, ETA at entry point) on frequency 125.5MHz for TOMBI and 126.3MHz for VESAR and DOREN, 10 minutes prior to entry.
- b. Aircraft inbound to Ankara FIR from Nicosia FIR shall pass flight details to Ankara ACC before entering Ankara FIR.

*NOTE: Failure of any aircraft to establish contact with the accepting unit will result in the aircraft being treated as a radio failure and thus causing unnecessary complications in the application of RVSM. In case aircraft fails to establish contact in due time according to para a) above, aircraft are requested to call Nicosia ACC on the emergency frequency 121.5MHz.*

### FLIGHT PLANNING

#### Content of Flight Plan

For flight planning purposes all arrivals to Larnaca (Intl) entering Nicosia FIR via TOSKA, EVENO, TOMBI must route via BONEK for the BONEK1A or the BONEK1R arrival to RWY 22. All other STARs are available only by ATC.

For flight planning purposes all departures from Larnaca (Intl) RWY 22 exiting Nicosia FIR via TOSKA, EVENO, TOMBI must route:

- a. PAFOS1W-PHA-DCT-GENOS-DCT-TOSKA;
- b. PAFOS1W-PHA-DCT-GENOS-DCT-PEDER-DCT-EVENO;
- c. PAFOS1W-PHA-DCT-GENOS-DCT-PEDER-A16/UA16-TOMBI.

All other SIDs only available by ATC.

The route description in Item 15 of the flight plan shall start with the significant point which corresponds to the last point of the SID and shall terminate with the significant point which corresponds to the first point of the STAR. SID/STAR names must not be indicated.

## CYPRUS RULES AND PROCEDURES

It is not allowed to insert direct segments (DCT) in the flight plan, except for the cases stated in RAD, nor SID and STAR defined 'ATC discretion'.

### **IFPS/NMOC Operations**

The Integrated Initial Flight Plan Processing System element of the EUROCONTROL Network Management Operations Center (NMOC) is the sole source for the distribution of the IFR General Air Traffic (GAT) FPL and associated messages to ATS units within the IFPS. The only required addresses are those of the two IFPS Units (IFPU) at Haren (Brussels) and Bretigny (Paris).

### ***Flight Plan Message Addressing***

AFTN: EUCHZMFP and EUCBZMFP

SITA: BRUEP7X and PAREP7X

### **ACAS/TCAS II REQUIREMENTS**

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 and all other aircraft which are equipped with ACAS II on a voluntary basis are required to be equipped with ACAS/TCAS II version 7.1.

Flying with an inoperative ACAS/TCAS II is permitted, including within RVSM airspace, provided it is done in accordance with the applicable Minimum Equipment List (MEL).

The MEL for ACAS/TCAS II throughout Europe (in Germany) is Class A – 10 (3) days (excluding the day of discovery).

### **DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES**

For differences to ICAO refer to Jeppesen ATC-Chapter "SERA (Standardized European Rules of the Air) - Differences to ICAO".

**INDIA**  
**RULES AND PROCEDURES**

## GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc., generally in excess of 2 nautical miles	Nautical Miles and Tenths
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters
Altitude, elevations, and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and take-off	Degrees Magnetic
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, beginning at midnight UTC

## WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

## FLIGHT PROCEDURES

### HOLDING

Holding procedures comply with Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Holding Procedures", Table IV-1-1, Holding Speeds.

## PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the PANS-OPS, Document 8168.

## AIRPORT OPERATING MINIMUMS

India has established State Airport Operating Minimums (AOM) to enable scheduled, non-scheduled and general aviation operators to operate safely at an aerodrome under limiting weather conditions.

Normal AOM are to be applied by scheduled and general aviation operators.

## INDIA RULES AND PROCEDURES

Restricted AOM are to be applied by non-scheduled operators who have not been authorized for normal AOM.

The following paragraphs comprise existing Indian provisions based on Civil Aviation Requirement (CAR) (Section 8, Series C, Part I) on All Weather Operations regarding the methods to determine AOM.

Jeppesen published minimums are not below State minimums.

### Approach Ban

An instrument approach shall not commenced if the reported RVR/VIS is below the applicable minimum.

If, after commencing an instrument approach, the reported RVR/VIS falls below the applicable minimum, the approach shall not be continued:

- below 1000ft above the aerodrome; or
- into the final approach segment.

Where the RVR is not available, RVR values may be derived by converting the reported visibility.

If, after entering the final approach segment or descending below 1000ft above the aerodrome elevation, the reported RVR/VIS falls below the applicable minimum, the approach may be continued to DA/H or MDA/H.

The approach may be continued below DA/H or MDA/H and the landing may be completed provided that the required visual reference is established at the DA/H or MDA/H and is maintained.

The touchdown zone RVR is always controlling. If reported and relevant, the mid-point and stop-end RVR are also controlling. The minimum RVR value for the mid-point is 125m or the RVR required for the touchdown zone if less, and 50m for the stop-end. For aeroplanes equipped with a stop-end (roll-out) guidance or control system, the minimum RVR value for the mid-point is 50m.

*NOTE: "Relevant", in this context, means that part of the runway used during the high speed phase of the landing down to a speed of approximately 60kt.*

### Approach Lighting Systems

**FALS (Full Approach Light System)** — Precision approach CAT I lighting system (HIALS 720m and more), distance coded centerline, barrette centerline.

**IALS (Intermediate Approach Light System)** — Simple approach lighting system (HIALS 420 – 719m), single source barrette.

**BALS (Basic Approach Light System)** — Any other approach lighting system (HIALS, MIALS or ALS 210 – 419m).

**NALS (No Approach Light System)** — Any other approach lighting system (HIALS, MIALS, or ALS less than 210m) or no approach lights.



## INDIA RULES AND PROCEDURES

### Continuous Descent Final Approach (CDFA)

A technique, consistent with stabilized approach procedures, for flying the final approach segment of a non-precision approach procedure as a continuous descent, without level-off, from an altitude/height at or above the final approach fix altitude/height to a point approximately 50ft above the landing runway threshold or the point where the flare manoeuvre should begin for the type of aircraft flown.

**All non-precision approaches shall be flown using the CDFA technique unless otherwise approved by the DGCA for a particular approach to a particular runway.**

When calculating the minimums the operator shall ensure that the applicable minimum RVR is increased by 200m for CAT A/B aircraft and by 400m for CAT C/D aircraft for approaches not flown using the CDFA technique, providing that the resulting RVR/CMV value does not exceed 5000m.

Jeppesen charted non-precision RVR values not labelled as CDFA, already take these increments into account.

In case of the application of the CDFA technique, on many procedures the Derived Decision Altitude (DDA) may be used (as given in Ops Circular 2/2014). **It is required that flight crews should add a prescribed altitude increment of minimum 50ft to the published MDA(H) to determine the altitude at which the missed approach should be initiated in order to prevent a descent below the MDA(H).** There is no need to increase the RVR/VIS for that approach. Any turning maneuver associated with the missed approach should be initiated not earlier than the MAP.

CDFA with manual calculation of the required rate of descent is considered a 2D operation using a Minimum Descent Altitude/Height MDA(H).

CDFA with advisory VNAV guidance calculated by on-board equipment is considered a 3D operation using a Decision Altitude/Height DA(H).

The Jeppesen charted MDA(H) is the minimum value based on the procedure's OCA(H) and the system minimums as described below. It should be used when adding the increment to determine the DDA according to Ops Circular 2/2014.

The published descent limits will not include an add-on to account for a height loss below the MDA(H).

### Converted Meteorological Visibility (CMV)

A value equivalent to an RVR which is derived from the reported meteorological VIS, as converted in accordance with the specified requirements in the CAR.

Table 1 **must not** be applied for take-off or any other required RVR minimum less than 800m or for visual/circling approaches or when reported RVR is available or when reported visibility is below 800m and RVR (instrument or human observation) is not available.

*NOTE: If the RVR is reported at being above the maximum value assessed by the airport operator, e.g. "RVR more than 1500m", it is not considered to be a reported value for the purpose of this paragraph.*

## INDIA

### RULES AND PROCEDURES

Jeppesen will publish only RVR values, except where CMV or VIS values are published by the State as part of the AOM.

### Table 1 Conversion of Reported MET VIS to CMV

Lighting Elements in Operation	CMV = Reported MET VIS x	
	Day	Night
HIALS and HIRL	1.5	2.0
Any type of lighting installation other than above	1.0	1.5
No lighting	1.0	Not applicable
EXAMPLE: Reported VIS 600M	Day (HIALS and HIRL in use):	CMV = 600m x 1.5 = 900m
	Day (No lighting):	CMV = 600m x 1.0 = 600m
	Night (HIALS and HIRL in use):	CMV = 600m x 2.0 = 1200m

## Normal AOM

Normal AOM are for the use of scheduled operators and general aviation operators. An operator shall establish, for each airport planned to be used, airport operating minimums. The method of determination of such minimums must be approved by the DGCA and shall be consistent with the provision of CAR and ICAO Doc 9365 (Manual of All Weather Operations). Such minimums shall not be lower than any that may be established for such airports by the State of the airport, except when specifically approved by the State of the airport.

Foreign operators are to be authorized by the State of the operator for the use of AOM. In no case may they operate at Indian airports at less than the normal AOM.

The Jeppesen charted minimums on approach and airport charts are normal AOM.

### ***CAT I Precision, APV and Non-precision Approaches***

### Decision Height (DH) and Minimum Descent Height (MDH)

### Table 2 System Minima vs. Instrument Approach Procedures

Instrument Approach Procedure	Lowest DH/MDH
ILS/MLS/GLS CAT I	200ft
RNAV (LNAV/VNAV) with approved vertical guidance	200ft
LOC, LOC DME	250ft
SRA (terminating at ½nm)	250ft
SRA (terminating at 1nm)	300ft
SRA (terminating at 2nm)	350ft

**INDIA**  
**RULES AND PROCEDURES**

**Table 2 System Minima vs. Instrument Approach Procedures (continued)**

Instrument Approach Procedure	Lowest DH/MDH
RNAV (LNAV) without approved vertical guidance	300ft
VOR	300ft
VOR DME	250ft
NDB	350ft
NDB DME	300ft
VDF	350ft

*NOTE: A lowest DH of 200ft for RNAV with approved vertical guidance approaches shall only be used if full SBAS capability is available. Otherwise a DH of 250ft is required.*

**RVR**

The minimum RVR shall be the highest of the values derived from Table 3 and Table 4, but not greater than the maximum values shown in Table 4 where applicable.

**Table 3 Lowest Straight-in Approach Minimums for Instrument Approach and Landing Operations other than CAT II or CAT III**

DH or MDH (ft)			Class of Lighting Facility			
			FALS	IALS	BALS	NALS
			(meters)			
200	—	210	550	750	1000	1200
211	—	220	550	800	1000	1200
221	—	230	550	800	1000	1200
231	—	240	550	800	1000	1200
241	—	250	550	800	1000	1300
251	—	260	600	800	1100	1300
261	—	280	600	900	1100	1300
281	—	300	650	900	1200	1400
301	—	320	700	1000	1200	1400
321	—	340	800	1100	1300	1500
341	—	360	900	1200	1400	1600
361	—	380	1000	1300	1500	1700
381	—	400	1100	1400	1600	1800

**INDIA**  
**RULES AND PROCEDURES**

**Table 3 Lowest Straight-in Approach Minimums for Instrument Approach and Landing Operations other than CAT II or CAT III (continued)**

DH or MDH (ft)			Class of Lighting Facility			
			FALS	IALS	BALS	NALS
			(meters)			
401	—	420	1200	1500	1700	1900
421	—	440	1300	1600	1800	2000
441	—	460	1400	1700	1900	2100
461	—	480	1500	1800	2000	2200
481	—	500	1500	1800	2100	2300
501	—	520	1600	1900	2100	2400
521	—	540	1700	2000	2200	2400
541	—	560	1800	2100	2300	2500
561	—	580	1900	2200	2400	2600
581	—	600	2000	2300	2500	2700
601	—	620	2100	2400	2600	2800
621	—	640	2200	2500	2700	2900
641	—	660	2300	2600	2800	3000
661	—	680	2400	2700	2900	3100
681	—	700	2500	2800	3000	3200
701	—	720	2600	2900	3100	3300
721	—	740	2700	3000	3200	3400
741	—	760	2700	3000	3300	3500
761	—	800	2900	3200	3400	3600
801	—	850	3100	3400	3600	3800
851	—	900	3300	3600	3800	4000
901	—	950	3600	3900	4100	4300
951	—	1000	3800	4100	4300	4500
1001	—	1100	4100	4400	4600	4900
1101	—	1200	4600	4900	5000	5000
1201 and above			5000	5000	5000	5000

**INDIA  
RULES AND PROCEDURES**

**Table 4 Minimum and Maximum RVR for Instrument Approaches down to CAT I Minimums**

Facility/Conditions	RVR/CMV (m)	Aircraft Category			
		A	B	C	D
ILS/MLS/GLS, PAR, and RNAV with approved vertical guidance	Min	According to Table 3			
	Max	1500	1500	2400	2400
NDB, NDB/DME, VOR, VOR/DME, LOC, LOC/DME, VDF, SRA, RNAV without approved vertical guidance with a procedure which fulfills the criteria in paragraph 11.3.8(b)	Min	750	750	750	750
	Max	1500	1500	2400	2400
For NDB, NDB/DME, VOR, VOR/DME, LOC, LOC/DME, VDF, SRA, RNAV without approved vertical guidance:  – not fulfilling the criteria in paragraph 11.3.8(b); or  – with a DH or MDH ≥ 1200ft	Min	1000	1000	1200	1200
	Max	According to Table 3, if flown using the CDFA technique, otherwise an add-on of 200/400m applies to the values in Table 3 but not to result in a value exceeding 5000m.			

**Paragraph 11.3.8 Criteria**

In order to qualify for the lowest allowable values of RVR as detailed in Table 3, the instrument approach procedures shall meet at least the following facility requirements and associated conditions:

- a. Instrument approach procedures with a designated vertical profile up to and including 4.5° for CAT A and B aircraft, or 3.77° for CAT C and D aircraft, unless other approach angles are approved by DGCA, where the facilities are:
  1. ILS/MLS/GLS/PAR; or
  2. RNAV with approved vertical guidance; and where the final approach track is offset by not more than 15° for CAT A and B aircraft or by not more than 5° for CAT C and D aircraft.
- b. Instrument approach procedures flown using the CDFA technique with a nominal vertical profile up to and including 4.5° for CAT A and B aircraft, or 3.77° for CAT C and D aircraft, unless other approach angles are approved by DGCA, where the facilities are:

**INDIA**  
**RULES AND PROCEDURES**

NDB, NDB/DME, VOR, VOR/DME, LOC, LOC/DME, VDF, SRA or RNAV(LNAV), with a final approach segment of at least 3NM, which also fulfill the following criteria:

1. the final approach track is offset by not more than 15° for CAT A and B aircraft or by not more than 5° for CAT C and D aircraft; and
2. the FAF or another appropriate fix where descent is initiated is available, or distance to THR is available by FMS/RNAV or DME; and
3. if the MAPt is determined by timing, the distance from FAF to THR is less than 8NM.

An RVR of less than 750m as indicated in Table 3 may be used for:

- CAT I operations to runways with FALS, runway touchdown zone lights and runway centerline lights; or
- CAT I operations to runways without runway touchdown zone lights and runway centerline lights with an approved HUDLS, or equivalent approved system, or when conducting a coupled approach or flight-director-flown approach to the DH; or
- RNAV with approved vertical guidance approach procedures to runways with FALS, runway touchdown zone lights and runway centerline lights when using an approved HUD.

***CAT II Precision Approaches***

***Decision Height (DH)***

The decision height must not be lower than:

- the minimum DH specified in the AFM; or
- the minimum height to which the precision approach aid can be used without the required visual reference; or
- the OCH; or
- the DH to which the flight crew is authorized to operate; or
- 100ft

whichever is higher.

**Table 5 RVR for CAT II Operations**

<b>Decision Height</b>	<b>RVR for CAT A, B &amp; C</b>	<b>RVR CAT D</b>
100ft – 120ft	300m	300m/350m <sup>1</sup>
121ft – 140ft	400m	400m
141ft – 199ft	450m	450m

<sup>1</sup> For CAT D aircraft conducting an autoland, RVR 300m may be used.

**INDIA**  
**RULES AND PROCEDURES**

### ***CAT III Precision Approaches***

The lowest minimums to be used by an operator for CAT III operations depend on the decision height and aircraft systems as shown in Table 6 below.

**Table 6 RVR for CAT III Operations**

<b>Category</b>	<b>Decision Height</b>	<b>Roll-out Control/ Guidance System</b>	<b>RVR</b>
IIIA	Less than 100ft or no DH	Not required	175m
IIIB	Less than 50ft or no DH	Fail-operational <sup>1</sup>	50m

<sup>1</sup> The fail-operational system referred to may consist of a fail operational hybrid system.

### ***Circling Approach***

Circling approach and associated minimums will be authorized for operators by Flight Standards Directorate as per the training programme implemented by the operator.

Jeppesen charts will not contain circling minimums.

### ***Visual Approach***

For a visual approach, an operator shall use the higher of the associated non-precision approach minimum or 2800m for CAT A & B, 3200m for CAT C and 3600m for CAT D aircraft. If visual approach is requested for a runway which has only a circling approach, the ground visibility shall not be less than 5km.

### ***Take-off***

Take-off minimums established by the operator must be expressed as VIS or RVR limits, taking into account all relevant factors for each airport planned to be used and the aircraft characteristics.

Where there is a specific need to see and avoid obstacles on departure, take-off minimums may include cloud base limits.

Where avoidance of such obstacles may be accomplished by alternate procedural means, such as use of climb gradients or specified departure paths, cloud base restrictions need not be applied.

A take-off alternate aerodrome shall be selected and specified in the operational flight plan if either the meteorological conditions at the aerodrome of departure are below the operator's established aerodrome landing minimums for that operation or if it would not be possible to return to the aerodrome of departure for other reasons. The take-off alternate aerodrome should have weather conditions and facilities suitable for landing the aeroplane in normal and non-normal configurations pertinent to the operation. In addition, in the non-normal configuration the aeroplane should be capable of climbing to, and maintaining, altitudes which provide suitable obstacle clearance and navigation signals en route to a take-off alternate aerodrome. For an aerodrome to be

**INDIA**  
**RULES AND PROCEDURES**

selected as a take-off alternate the available information shall indicate that, at the estimated time of use, the conditions will be at or above the operator's established aerodrome operating minimums for that operation, and in any case not lower than CAT I minimums. Any limitation related to one-engine-inoperative operations shall be taken into account. The take-off alternate aerodrome should be located within the following distances from the aerodrome of departure:

- aircraft with 2 engines: 1 hour of flight time at a one-engine inoperative cruising speed, determined from the AOM calculated in ISA and still-air conditions using the actual take-off mass; or
- aircraft with 3 or more engines: 2 hours of flight time at an all-engines operating cruising speed, determined from the AOM, calculated in ISA and still-air conditions using the actual take-off mass; or
- aircraft engaged in Extended Diversion Time Operations (EDTO): where an alternate aerodrome meeting the distance criteria of the 2 paras above is not available, the first available alternate aerodrome located within the distance of the operator's approved maximum diversion time considering the actual take-off mass.

*Visual Reference*

Take-off minimums must be determined to ensure sufficient guidance to control the aircraft in case of discontinued take-off in adverse circumstances or during continued take-off after failure of the critical power unit.

*Required RVR/VIS*

For multi-engine aircraft, whose performance is such that in the event of a critical power unit failure at any point during take-off the aircraft can either stop or continue the take-off to a height of 1500ft above the airport while clearing all obstacles by the required margins, the take-off minimums established by an operator must be expressed as RVR/VIS values not lower than those in Table 7 below.

**Table 7 RVR/VIS for Take-off (Commercial Transport Aircraft)**

<b>Facilities</b>	<b>RVR/VIS<sup>1</sup></b>
Adequate visual reference (Day only) <sup>2</sup>	500m
Runway edge lights <b>or</b> runway centerline markings <sup>3</sup>	400m
Runway edge lights <b>and</b> runway centerline markings <sup>3</sup>	300m
Runway edge lights and runway centerline lights	200m
Runway edge lights and runway centerline lights and relevant RVR information <sup>4</sup>	150m



**INDIA**  
**RULES AND PROCEDURES**

**Table 7 RVR/VIS for Take-off (Commercial Transport Aircraft) (continued)**

Facilities	RVR/VIS <sup>1</sup>
High intensity runway edge lights and runway centerline lights (spacing 15m or less) and relevant RVR information <sup>4</sup>	125m
High intensity runway edge lights and runway centerline lights (spacing 15m or less), approved lateral guidance system and relevant RVR information <sup>4</sup>	75m

*NOTE 1: TDZ RVR/VIS may be assessed by the pilot.*

*NOTE 2: Adequate visual reference means, that the pilot is able to continuously identify the take-off surface and maintain directional control.*

*NOTE 3: For night operations at least runway edge lights or centerline lights and runway end lights are available.*

*NOTE 4: The required RVR must be achieved for all relevant RVR reporting points (touchdown, mid-point and stop-end/roll-out). The governing RVR shall be the lowest of the reported RVRs.*

*Low Visibility Take-off Operations (LVTO)*

Flight operations referring to a take-off on a runway where the RVR is less than 400m.

*Low Visibility Procedures (LVP)*

Specific procedures applied at an aerodrome for the purpose of ensuring safe operations during CAT II and III approaches and/or low visibility take-offs.

An operator shall verify that LVP have been established and will be enforced at those airports, where LVP are to be conducted.

An operator shall not conduct take-off with less than Standard CAT I conditions of RVR 550m/VIS 800m, unless low visibility procedures are enforced.

*LVTO Authorization*

Use of take-off minimums less than 400m (LVTO) requires authorization by DGCA. Scheduled operators may be authorized to LVTO minimum of 125m. This requires that a 90m visual segment shall be available from the cockpit at the start of the take-off run. Foreign operators, who are authorized by their State regulatory authority for LVTO, shall submit requisite documents to DGCA for approval of LVTO at Indian airports.

**Restricted AOM**

Restricted AOM shall be based on additives applied to the normal AOM as below:

- restricted DA(H) = normal DA(H) + 100ft;
- restricted MDA(H) = normal MDA(H) + 100ft;
- restricted RVR = normal RVR + 400m.

**INDIA  
RULES AND PROCEDURES**

Restricted AOM are not charted on Jeppesen approach and airport charts. Pilots are responsible to add the 100ft/400m increment to the charted minimums.

**SPEED RESTRICTION****Speed Control Procedures under Non-radar Environment**

All aircraft (including arrivals and departures) operating below 10000ft to fly IAS not greater than 250kt.

All arriving aircraft operating below 10000ft within 15NM radius of VOR/DME serving the aerodrome to fly IAS not greater than 220kt.

ATC may suspend speed control by using the phrase "No speed restriction", when traffic conditions permit.

**Speed Control Procedures in the Provision of Radar Control Service*****Purpose***

In order to facilitate safe and orderly flow of arriving air traffic within terminal area under the surveillance environment, aircraft shall follow the speed in specified manner as provided in table "Speed Control under Radar Environment for Arriving Aircraft" at the airports where surveillance based approach control services have been established.

***Requirement of Speed Control***

The speed control is applied for ATC separation purposes and is mandatory in the interest of acquiring accurate spacing.

Speed control is also necessary to achieve the desired separation minimum or spacing between the successive arrivals. This in turn would improve the utilization of airspace and enhance the runway capacity to handle more number of aircraft.

The flight crew should be aware of the provisions specified in table "Speed Control under Radar Environment for Arriving Aircraft" and plan the aircraft speed accordingly.

***Adherence to Speed Control Procedure***

All the speed restrictions shall be complied with as promptly as feasible and flown as accurately as possible within the limits of operational constraints.

Aircraft unable to comply with the specified speeds must inform ATC and report minimum speed it is able to follow. In such cases controller shall apply the alternative method to achieve the desired spacing between aircraft concerned.

The speeds specified in table "Speed Control under Radar Environment for Arriving Aircraft" are within the limits of turboprops and turbojets aircraft performance based on the ICAO recommendations and best international practices and therefore should be acceptable. However it is the pilot's responsibility and prerogative to refuse speed restrictions that are considered excessive or contrary to the aircraft operating specifications.

**INDIA**  
**RULES AND PROCEDURES**

***Penalties of Non-conformity of Speed Control***

Radar controller may remove an aircraft from the sequence for repositioning if it is observed that aircraft concerned is not following the speed restrictions in the specified manner and closing-in with preceding aircraft or slowing down unnecessarily thus disrupting the traffic flow.

***Flights exempted from Speed Control***

Speed control shall not be applicable to aircraft:

- a. entering or established in holding pattern;
- b. encountering the turbulent weather;
- c. conducting the Cat II/III operations and within 20NM from touchdown;
- d. within 5NM from touchdown;
- e. executing the published instrument approach procedure until interception of final approach track;
- f. carrying VVIP;
- g. conducting priority/emergency landing.

Aircraft shall be advised as and when speed control restriction is not applicable or no longer required.

***Additional Information for Better Understanding of Speed Control***

While applying the speed control, the following information is provided as an additional information for controllers and pilots:

- a. Speed adjustments are not achieved instantaneously. Aircraft configurations, altitude and speed determine the time and distance to accomplish the adjustments.
- b. Speed control shall not be assigned to an aircraft at or above FL390 without pilot's consent.
- c. Speed control should be expressed in multiples of 10kt based on IAS. At or above FL250 the adjustments should be expressed in multiples of 0.01 Mach.
- d. For the same IAS, the true speed of aircraft will vary with altitude. A table representing IAS versus TAS at different altitude is provided in table "Indicated Airspeed (IAS) vs. True Airspeed (TAS) at different altitude at ISA +15°C". Radar controllers must be aware of speed differentials between IAS and TAS.
- e. Simultaneous speed reduction and descent can be extremely difficult, particularly for turbojet aircraft. It may be necessary for the pilot to level off temporarily and reduce speed prior to descending below 10000ft AMSL.
- f. Arriving aircraft would prefer to fly in clean configuration for as long as circumstances permit. Below 10000ft AMSL, speed not less than 210kt IAS is considered as minimum speed of turbojet aircraft in clean configuration.

**INDIA**  
**RULES AND PROCEDURES**

- g. Speed adjustments requiring alternate decrease and increase shall be avoided particularly after the aircraft has reduced the speed below 210kt. In such cases the Phraseology, “No ATC speed restriction”, or “Resume normal speed” shall only be used.

*NOTE: Subject to aircraft performance limitations a radar controller may assign a specific speed to the aircraft in order to maintain/achieve required spacing.*

**Speed Control under Radar Environment for Arriving Aircraft**

Phase of Flight	IAS		Status	Remarks
	Turboprop	Turbojet		
Enroute and initial descent up to FL290	N/A	250kt or actual speed whichever is higher	Optional/as per requirement of ATC	Speed less than 250kt will be sub- ject to concur- rence of pilot
Below FL290 and up to FL150	250kt or actual speed whichever is lower	250kt or actual speed whichever is higher	Optional/ As per require- ment of ATC	Speed less than 250kt will be sub- ject to concur- rence of pilot  Below FL210 speed may be re- duced to 240kt by ATC with the con- currence of pilot
Below FL150 and within 25DME to 20NM (30DME to 20NM in case of straight-in) or on downwind	220kt or actual speed whichever is lower	220kt or minimum clean speed whichever is higher	Mandatory	Below 10000ft AMSL speed may be reduced to 210kt by ATC subject to concur- rence of pilot
Within 20NM from touch-down	180kt	180kt	Mandatory	Speed may be further reduced to 170kt by ATC
Intercept leg or 12NM from touch-down in case of straight-in	180 - 160kt	180 - 160kt	Mandatory	Speed to be re- duced to 160kt during the inter- cept leg

**INDIA  
RULES AND PROCEDURES**

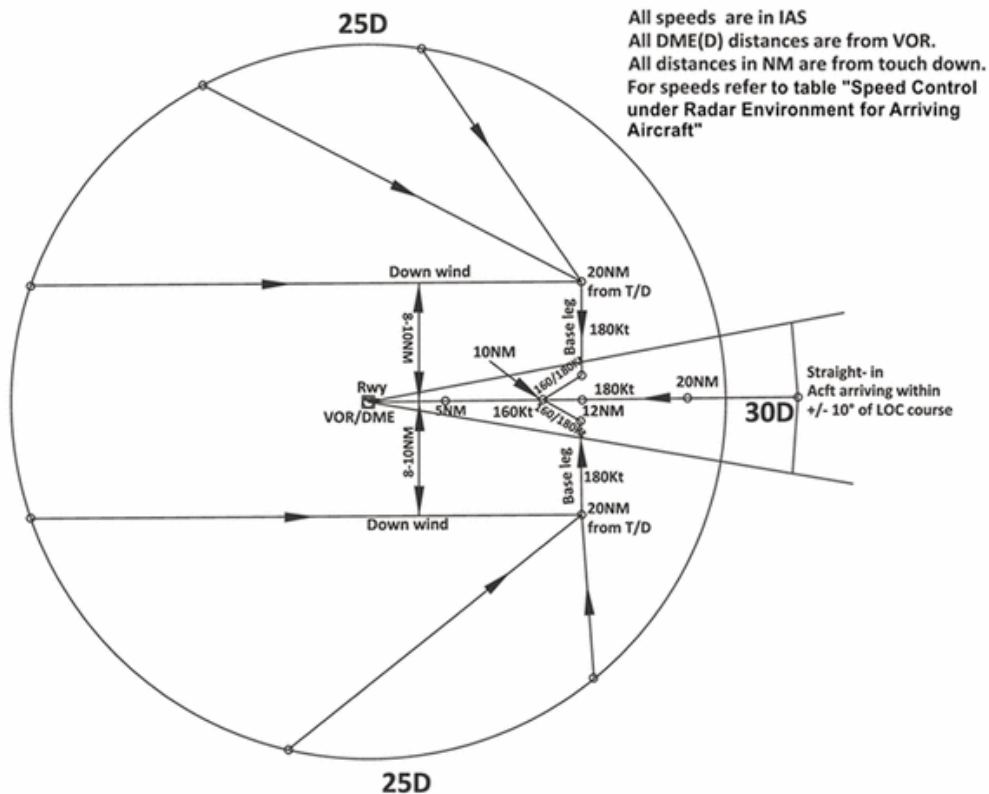
**Speed Control under Radar Environment for Arriving Aircraft (continued)**

Phase of Flight	IAS		Status	Remarks
	Turboprop	Turbojet		
10 - 5NM from touch-down <sup>1</sup>	160 - 150kt	160 - 150kt	Mandatory	Turboprop aircraft unable to maintain the specified speed must inform ATC as early as possible preferably during intercept leg or when 12NM from touchdown <sup>1</sup>
Within 5NM from touch-down	N/A	N/A	N/A	

<sup>1</sup> At the time approach clearance is issued, speed restrictions shall remain applicable unless withdrawn by ATC.

INDIA  
RULES AND PROCEDURES

ILLUSTRATION OF  
SPEED CONTROL UNDER RADAR ENVIRONMENT BELOW FL 150 & WITHIN 30DME



Indicated Airspeed (IAS) vs. True Airspeed (TAS) at Different Altitude at ISA + 15°C

Altitude (ft)	IAS (kt)						
	160	180	210	220	240	250	260
2000	169	190					
3000	172	193					
4000	174	196	229	239			
5000	177	199	232	243			
6000		202	236	247			

**INDIA**  
**RULES AND PROCEDURES**

**Indicated Airspeed (IAS) vs. True Airspeed (TAS) at Different Altitude at ISA + 15°C (continued)**

Altitude (ft)	IAS (kt)						
	160	180	210	220	240	250	260
8000			243	255			
10000			251	263	287	299	
12000			259	272	296	309	
14000			268	281	306	319	
15000					308	321	
17000					322	335	
20000					338	353	
21000						349	
24000						366	
25000						372	
26000						377	
28000						391	
30000							418
31000							425
32000							432
34000							446

*NOTE 1: Speeds rounded to nearest of 1kt.*

*NOTE 2: On a Standard Day, the Mach number equivalent to 250kt (IAS) is:*

- a. FL240 - 0.60;
- b. FL250 - 0.61;
- c. FL260 - 0.62;
- d. FL270 - 0.64;
- e. FL280 - 0.65;
- f. FL290 - 0.66.

## **ATS AIRSPACE CLASSIFICATIONS**

India has adopted the ICAO ATS airspace classification as listed in Jeppesen ATC-Chapter "ICAO ATS Airspace Classifications - Annex 11".

## INDIA RULES AND PROCEDURES

Airspace classes “D”, “E” and “G” are used within Indian airspace.

### SPECIAL REQUIREMENTS AND REGULATIONS

#### COMMUNICATION

All aircraft transiting from a foreign FIR into an Indian FIR shall forward an FIR boundary estimate including flight level to the ATS unit responsible for providing FIS at least 10 minutes prior to entry.

All flights entering into Delhi FIR via SULOM, GUGAL, MERUN, VIKIT, ONISA and RABAN are required to report position to Delhi ATC at least 10 minutes prior to crossing these boundary points. Aircraft can use any means, besides VHF, to report their position, including ADS-CPDLC or HF radio. Aircraft to include SSR code in position report.

#### AIRPORT COLLABORATIVE DECISION MAKING (A-CDM)

##### General

A-CDM facilitates the optimal handling of turn-round processes in operations at the following Indian airports:

- Delhi (Indira Gandhi Intl);
- Kolkata (Netaji Subash Chandra Bose Intl);
- Mumbai (Chhatrapati Shivaji Maharaj Intl).

##### Procedure

##### *Target Off-block Time (TOBT)*

TOBT is the time that an Aircraft Operator estimates that an aircraft will be ready, all doors closed, boarding bridge removed, push back vehicle available and ready to start up/push back immediately upon reception of clearance from Surface Movement Control (GROUND). It is the real time target of ensuring readiness of an aircraft and therefore, more accurate than the static departure time mentioned in the flight plan and hence, an ideal milestone to be used by all airport partners.

Aircraft Operators shall revise their EOBTs via AFTN using CHG/DLA message or inform ARO for revised EOBT, who in turn will originate CHG/DLA message for transmission through AFTN.

In case no delay is expected:

- If there is no revision of EOBT, EOBT will be treated as the TOBT. For such cases there is no need of any communication from the Aircraft Operator to the ARO.

In case delay is expected:

a. When Air Defence Clearance (ADC) is valid:

- If delay is within the validity period of ADC, EOBT should be revised through CHG/DLA message. Optionally TOBT can be changed in A-CDM interface. But if due to some



**INDIA**  
**RULES AND PROCEDURES**

reason coordination is not possible by both the above methods then EOBT can be revised by informing ARO/MCD.

b. When Air Defence Clearance (ADC) is NOT valid:

- If delay is outside the validity period of ADC, EOBT shall be revised through CHG/DLA message or after having coordinated with MLU and obtaining the revised ADC number, by informing ARO/MCD about revised EOBT and ADC. (Option of change of TOBT will not be available in this case).
- ADC Validity Period: (-)15 minutes to (+)45 minutes of EOBT in RPL/FPL or subsequent revision of EOBT by DLA/CHG message.

*NOTE: Once Target Start-up Approval Time (TSAT) is allocated by ATC at TOBT -30 minutes (VIDP: at TOBT -20 minutes), the TOBT can be updated thrice.*

TOBTs must be updated to an accuracy of +/- 5 minutes.

**Target Start-up Approval Time (TSAT)**

TSAT is the time which is calculated by A-CDM application taking into account TOBT, CTOT and/or the traffic situation that an aircraft can expect to start-up/push back for departure.

In case there is no congestion, ATC may allow the aircraft to start, where Actual Start-up Approval Time (ASAT) will be before the TSAT.

TSAT is calculated automatically by A-CDM application. The TSAT is calculated by taking into account TOBT, priority of aircraft, variable taxi times, and the runway capacity. Any revision of EOBT will trigger the A-CDM application to recalculate a new TSAT for that flight as well as to re-allocate earlier TSAT to next flight which meets the requisite conditions. TSAT is displayed in various A-CDM interfaces in the following colour coded information:

- Blue colour: TSAT -15 minutes up to TSAT -5 minutes.
- Green colour: TSAT -5 minutes up to TSAT +5 minutes.
- Red colour: After TSAT +5 minutes.

TSAT is generated by A-CDM interface at TOBT -30 minutes (VIDP: at TOBT -20 minutes).

TSAT will be displayed in various A-CDM interfaces. The AO/GHA shall advise flight crew of TSAT, displayed in the A-CDM interface.

Airlines/GHAs are required to monitor the A-CDM interface regularly to get information on the revised TSAT if any, in respect of their aircraft.

The TSAT will remain valid for +/- 5 minutes.

**Co-ordination with the Central Air Traffic Flow Management Unit (CATFMU)**

A permanent and fully automatic data exchange with the ATFMU will be established. The data transfer will enable highly accurate early predictions of landing and departure times.

## INDIA RULES AND PROCEDURES

### Start-up/Push-back Procedures

Pre-Departure sequence is the order, in which the ATC plans the aircraft to depart from their Gate/Stand. It should not be confused with the Pre-Take-off sequence where ATC decides on the order in which the aircraft at holding points of the runway will depart.

Start-Up and Push-Back Procedure:

- The pilot will contact Clearance Delivery (CLD) to request en-route clearance and SID between TSAT -15 minutes to TSAT -5 minutes. Blue Zone.
- The aircraft must be ready to Start-up/Push-back at TOBT and request SMC (GROUND) for Start-up/Push-back at TSAT -5 minutes and TSAT +5 minutes. Green Zone.

*NOTE: The system may postpone TSAT up to TOBT.*

- In case for Schedule Flight, “Boarding” has not started at or before TSAT -5 minutes, allotted TSAT will be cancelled and associated slot will be allocated to next eligible aircraft.
  - a. A new TOBT is required from Airlines Operator.
  - b. On receipt of new TOBT, the flight will be re-sequenced according to new TOBT and a new TSAT with a subsequent delay will be issued.
- If at TSAT +5 minutes: Red Zone, ATC has not received Start-up/Pushback request, the aircraft will lose its position in sequence.
  - a. A new TOBT is required from Airlines Operator.
  - b. On receipt of new TOBT, the flight will be re-sequenced according to new TOBT and a new TSAT with a subsequent delay will be issued.
- ATC should normally be able to issue start-up/push-back at TSAT. Pilots will be informed by ATC of any revised TSAT if there is a delay to TSAT in excess of 5 minutes.
- Taxi clearance must be requested within 5 minutes of Start-up/Pushback approval time.

*NOTE: If this has not occurred, SMC (GROUND) must be notified of the extent of delay. In such cases, aircraft may lose its departure slot and a new TOBT may be required in A-CDM, AO shall be responsible to obtain new ADC number.*

- The Pre-Departure (Off-block) Sequence will be determined in accordance with Target Start up Approval Time (TSAT) and NOT in accordance with the Start-up Request. Pre-Departure Sequence will not have any bearing on Actual Departure sequence.

*NOTE: Actual Departure sequence may differ from pre-departure sequence in order to optimize the Runway and Airspace utilization.*

### FLIGHT PLANNING

Flight plans are required for all flights.

Scheduled international flights are permitted to flight plan using domestic ATS routes segments to/from destination, departure and approved alternate airports in India which are not connected by international ATS route.

## INDIA RULES AND PROCEDURES

To cross Bay of Bengal or Arabian Sea airspace in Indian FIRs, International Operators shall flight plan one ATS route only.

Unless specifically permitted by the concerned ATS units, route change in Oceanic airspace of Chennai, Mumbai and Kolkata FIRs is not permitted. Flight plan change of ATS routes is permitted over the Indian continental airspace only.

### Flight Plan Message Addressing

All flights landing in India or transiting through Indian FIRs may use ZQZX, ZRZX and ZTZX for addressing to the respective Flight Information Centre, Area Control Center & Aerodrome Control Tower.

In addition, all such flight plans shall also be addressed to VIDPCTFM.

All Scheduled Flights equipped with Aircraft Communications Dressing And Reporting System (ACARS) and compliant with AEEC 623 (Airlines Electronic Engineering Committee), operating from Bengaluru (Kempegowda Intl), Chennai, Hyderabad (Rajiv Gandhi Intl), Kolkata (Netaji Subash Chandra Bose Intl) and Mumbai (Chhatrapati Shivaji Maharaj Intl) airports, are required to include AFTN address "XXXXZTSD" in the FPL/CHANGE/DLA message Addresses, for DCL utilization. XXXX is ICAO Location Indicator of departure aerodrome.

## AIR TRAFFIC FLOW MANAGEMENT (ATFM)

### General

A web portal access to the C-ATFM (SKYFLOW) system is provided via [www.atfmaai.aero](http://www.atfmaai.aero). The SKYFLOW system provides the stakeholders a common situational awareness of the current ATFM status and information about ATFM measures in India. AU/AOs will be able to view flight details and their own slots during an ATFM Measure.

### ATFM Regulation Process

At times when air traffic demand exceeds available capacity, a regulation (ATFM measure) will be applied by Central Air Traffic Flow Management (CATFM) system and departure times will be issued in the form of a Calculated Take off Time (CTOT). This is facilitated by the SKYFLOW automated system algorithm at the Central Command Center (CCC).

For flights subject to a regulation, CCC will allocate a CTOT, not later than two hours before Estimated off-Block Time (EOBT). This information can be accessed through SKYFLOW log-in. The information may also be sent to the aerodrome operator, ATC and the Aircraft Operator as an e-mail message.

Recipients of the CTOT messages as above are required to comply with the issued departure slot time. The AUs shall arrange their flights so as to take-off within the slot tolerance window (-5 to +10 minutes of the CTOT). ATC shall ensure that the departures comply with the CTOT regulations so that excessive holdings and diversions are avoided.

When AUs are unable to meet the departure slot window, they shall inform respective ATC unit with a revised EOBT. ATC or/and the local FMP will in turn inform CCC about the revised EOBT and when possible will receive a revised CTOT to be passed on to the aircraft.

## INDIA RULES AND PROCEDURES

Full details of the ATFM regulation process and procedures related to Flight Planning and C-ATFM are published in the ATFM User's Manual section of the C-ATFM Operations handbook.

### Flight Planning in the context of ATFM

Flight plans shall be submitted at least 3 hours before the EOBt. The window for filing FPL is between 3 hours and 120 hours (5 days) before the EOBt. Earlier filing of FPL will give a realistic demand data to the Central Command Center (CCC) and hence the requirement of ATFM measures can be identified early for better planning. Late filing of a flight plan will lead to inaccuracies in predicting the demand and may lead to a delay.

All flights departing, arriving or overflying India subject to a change in an EOBt of more than 15 minutes shall notify the change to the C-ATFM system through AFTN message. All ATS messages such as FPL, CNL, DLA, CHG shall be also addressed to VIDPCTFM.

### Flights Exempted From ATFM Measure

The following flights are exempted from the ATFM measures:

- Flights experiencing an emergency, including aircraft subjected to unlawful interference;
- Flights in search and rescue or fire-fighting missions;
- Urgent medical evacuation flights specifically declared by medical authorities where flight delays would put the life of the patients at risk;
- Flights with "Head of State" status;
- Military Aircraft; and
- Other flights specifically identified by appropriate authorities.

### Modification of EOBt

In order to comply with a CTOT, Aircraft Operators should plan its off-block time consistent with the CTOT, taking into account the taxi time.

Any change to the EOBt of more than 15 minutes (+ or -) for any IFR flight shall be communicated to ATC and ATFM, by appropriate ATS message.

If the original EOBt can no longer be met, then the AO shall communicate the new EOBt by use of a DLA or CHG message. When an AO submits an amendment message to ATC and ATFM, they must always give an EOBt which indicates the time the AO wants to be off-blocks.

The procedure to be followed to modify the EOBt is as follows:

- To amend the EOBt to a later time, a DLA or CHG message shall be sent to ATC and CATFM;
- To amend the EOBt to an earlier time, a CNL message must be sent to ATC and CATFM which cancels the earlier FPL. It shall be followed five minutes later by a new flight plan with new EOBt indicated.

**INDIA  
RULES AND PROCEDURES**

Whenever the EOBT of a flight is changed sufficiently in advance, the SKYFLOW system may allocate a revised CTOT. In any case, the CTOT of the flight will always be later than the new EOBT plus the taxi-time.

However, if the EOBT is revised closer to the actual time of operations, ATFM system will not be in a position to issue a revised CTOT. In this case the flight is treated on its merits and may be subjected to tactical ATC delay in coordination with FMP/CCC.

**Responsibilities of Aircraft Operators**

Aircraft operators shall:

- a. Provide RPL data to ATS units and subsequent changes if any in RPL, as per laid down procedures;
- b. Update RPL data and subsequent changes in the SKYFLOW system after approval of schedule by DGCA;
- c. Ensure that the details given in the FPL are consistent with that of the RPL/Flight Schedules;
- d. Monitor ATFM Daily Plan (ADP);
- e. Comply with a CTOT;
- f. Comply with the provisions of filing of flight plans and for amending of EOBT; and
- g. Obtain ADC number from Indian Air Force (IAF) Military Liaison Unit (MLU) if necessary, in case of revised EOBT.

**OPERATIONS AT UNCONTROLLED AIRPORTS**

All flights departing from an uncontrolled aerodrome within Delhi CTR should take ATC clearance on telephone 011 25653454 before departure.

**DEPARTING AIRCRAFT**

Pilots shall report total number of persons on board, including crew, and confirm the completion of security check to aerodrome control tower when requesting start-up clearance.

**ENROUTE OPERATIONS**

Flying outside of ATS routes is prohibited within Indian airspace.

All aircraft are forbidden to operate within 15NM of the international border of India unless specifically permitted or except when following the ATS route or operating to and from any aerodrome situated within 15NM of the international border of India.

**JOINING OR CROSSING OF ATS ROUTES**

Aircraft shall not join or cross ATS routes without prior approval/ATC clearance from the ATS units concerned. This approval/clearance shall be obtained at least 10 minutes prior to entry into ATS routes if in direct contact on VHF and at least 20 minutes prior to such entry if contact is through enroute radio frequency.

**INDIA**  
**RULES AND PROCEDURES**

10 minutes prior to crossing an established ATS route, pilot-in-command shall transmit the following information to the ATC unit serving the airspace:

- a. call sign of the aircraft;
- b. estimate time of crossing the route;
- c. flight level;
- d. position of crossing the route with reference to a navigational aid or geographical position on the route.

Aircraft will join or cross ATS routes at or close to designated reporting points. Aircraft crossing the route shall do so at an angle of 90°, to the direction of the route and at a level appropriate to the magnetic track.

**DATA LINK SERVICES WITHIN CHENNAI, DELHI, KOLKATA AND MUMBAI FIR**

**General**

Controller Pilot Data Link Communications (CPDLC) and Automatic Dependent Surveillance (ADS) are operational within Chennai, Delhi, Kolkata and Mumbai FIR.

Data link services are available to all FANS 1/A equipped aircraft operating in the Chennai, Delhi, Kolkata and Mumbai FIR on H24 basis.

For ADS and CPDLC established aircraft, ADS will be primary means of surveillance and CPDLC will be the primary means of communication outside terminal control area. VHF/HF will be back up for communication and position reporting.

The service is available to all aircraft suitably equipped with data link capability. The ADS/CPDLC service will not affect the current procedure for non data link equipped aircraft operating in the same airspace.

**Applicability**

Controller Pilot Data Link Communications (CPDLC) and Automatic Dependent Surveillance (ADS) data link applications will be used to provide services to FANS 1/A (or other format compatible to FANS 1/A) equipped aircraft, over the Bay of Bengal & Arabian Sea oceanic airspace.

**Logon**

The logon address for the Chennai FIR is VOMF.

The logon address for the Kolkata FIR is VECF.

The logon address for the Mumbai FIR is VABF.

The logon address for the Delhi FIR is VIDA.

If no contact on VHF/HF all ADS-C/CPDLC equipped aircraft entering Indian FIR are required to logon to appropriate ATS unit at least 10 minutes prior to the estimated time for entering Chennai, Delhi, Kolkata and Mumbai FIR.

**INDIA  
RULES AND PROCEDURES**

**CPDLC Procedures**

Aircraft that have established data link communications may transmit their position reports by CPDLC instead of HF RTF. However SELCAL check is required to verify HF RTF connectivity.

In Chennai FIR Remote Controlled Air Ground (RCAG 126.15MHz) will be used as primary back up frequency for CPDLC on following routes:

- a. P762 (between LULDA and BIKEN);
- b. N571 (between LAGOG and BIKEN);
- c. P628 (between IGREX and VATLA);
- d. N877 (between LAGOG and MANPU).

In Kolkata FIR RCAG (132.45MHz) will be used as primary back up frequency for CPDLC on following routes:

- a. L759 (between LEMEX and LIBDI);
- b. N895/G472 (between BBS and SAGOD);
- c. P628 (between LARIK and VATLA);
- d. N877 (between VVZ and MANPU);
- e. L301 (between VVZ and RINDA);
- f. P646 (between DOPID and IBITA);
- g. M770/770A (between BUBKO and MEPEL);
- h. L507 (between ESDOT and TEBOV).

In Mumbai FIR Primary and Secondary HF frequencies shall continue to be backup communication for CPDLC.

To ensure the correct synchronization of messages, controller/pilot dialogues opened by voice must be closed by voice.

When CPDLC connection is established, aircraft will be instructed to transfer from voice to CPDLC.

The phraseology used is:

- TRANSFER TO CHENNAI Oceanic Control ON DATA LINK (position)  
MONITOR [VHF 126.15 ALTERNATE HF primary/secondary (frequencies)]  
Pilots should then downlink a CPDLC POSITION REPORT

or

- TRANSFER TO KOLKATA Control ON DATA LINK (position)  
MONITOR [VHF 132.45 / 120.7 ALTERNATE HF primary/secondary (frequencies)]  
Pilots should then downlink a CPDLC POSITION REPORT

**INDIA  
RULES AND PROCEDURES**

or

- TRANSFER TO MUMBAI Oceanic Control ON DATA LINK (position)

MONITOR [HF primary/secondary (frequencies)]

Pilots should then downlink a CPDLC POSITION REPORT

**Mumbai/Chennai FIR**

In keeping with the policy “best equipped/best served”, Chennai/Mumbai Oceanic Control Centers will accord priority to FANS 1/A aircraft logging on to Chennai/Mumbai ADS-C/CPDLC over other aircraft in allocation of preferred cruising level on ATS Routes UL425, M300, N571, P570 and P574.

Aircraft equipped with ADS-C/CPDLC are encouraged to logon while operating on the above mentioned ATS Routes for optimum use of airspace in the Bay of Bengal and Arabian sea region.

**CPDLC Termination**

For aircraft inbound to Chennai/Mumbai/Kolkata TMA, pilot should disconnect CPDLC after positive VHF voice communication is established with ACC.

**Flight Planning/Position Report**

For ADS/CPDLC in Kolkata FIR, all messages should include SSR code assigned and have to be addressed to the:

Kolkata FIC

AFTN: VECFZQZX

VECCZPZX

VECCZRZX

All westbound flights on L301/L301A, N571 and P574 must report position at KARKU, SUGID and BISET respectively to Mumbai Radio in addition to Mumbai Area Control.

**LONGITUDINAL SEPARATION****30NM Longitudinal Separation between RNP4 approved Aircraft on RNP10 Routes**

Flights meeting RNP4 navigation requirements shall indicate R in Item 10 and insert PBN/L1 in Item 18 of the ICAO flight plan. Flight crew operating RNP4 approved flights on these segments of the notified RNP10 ATS routes, shall advise ATC of any deterioration or failure of navigation system below the navigation requirements for RNP4.

The 30NM longitudinal separation minimum will be applied between suitably equipped aircraft which are approved for RNP4 operations operating on the segments of the routes which fall within the Chennai and Mumbai FIR, as given below:

- M300, LOTAV to ATETA;
- N571, PARAR to IGOGU;
- P570, KITAL to BASUR;



**INDIA**  
**RULES AND PROCEDURES**

- P574, TOTOX to NOPEK.

The longitudinal separation minimums applied in these segments of the ATS routes shall be appropriate to a mixed navigation environment. 10 minutes or 80NM RNAV distance based separation based on MNT shall be applied between RNP10 approved aircraft. Longitudinal separation may be reduced to 50NM between RNP10 approved aircraft which either logon to CPDLC or are within VHF range i.e., Direct Controller Pilot Communication (DCPC). Longitudinal separation may be reduced to 30NM between RNP4 approved aircraft utilizing CPDLC or VHF communications, when both aircraft report position through ADS-C at least every 14 minutes. Differential MNT separation minimums shall not be applied for RNAV distance based 80/50/30NM.

**20NM Longitudinal Separation**

20NM longitudinal separation is applied for following RNP2/RNAV2 routes:

- Q19, BBB to CEA;
- Q20, CEA to BBB;
- Q21, HIA to BIA;
- Q22, BIA to HIA;
- Q23, DPN to MMV;
- Q24, MMV to DPN;
- Q26, GGB to BEDOL.

**REQUIRED NAVIGATION PERFORMANCE**

Following routes are designated RNP2:

- Q21, HIA to BIA;
- Q22, BIA to HIA;
- Q23, DPN to MMV;
- Q24, MMV to DPN;
- Q26, GGB to BEDOL.

Following routes are designated RNAV2:

- Q19, BBB to CEA;
- Q20, CEA to BBB.

Following routes are designated RNAV5:

- Q1, BBB to DPN;
- Q2, DPN to BBB;
- Q3, AAE to JJP;
- Q4, ADBUK to AAE;

**INDIA  
RULES AND PROCEDURES**

- Q5, NIKOT to UUD;
- Q6, QQZ to EGUGU;
- Q7, AGRIX to QQZ;
- Q8, MMV to BBB;
- Q9, BBB to MMV;
- Q10, MMV to CEA;
- Q11, CEA to MMV;
- Q12, TVM to BBB;
- Q13, BBB to TVM;
- Q16, BPL to BBB;
- Q17, BBB to BPL;
- Q18, LKN to GGT.

Following routes are designated RNP10:

- L301, RINDA to RASKI;
- L333, KKJ to MERUN;
- L505, BUSBO to EXOLU;
- L507, TEBOV to CEA;
- L509, GGC to SULOM;
- L510, IBANI to EMRAN;
- L516, ELKEL to KITAL;
- L518, UUD to DUMAR;
- L524, BORBU to NNP;
- L626, ONISA to DPN;
- L639, BPL to RASKI;
- L645, SAMAK to SULTO;
- L756, CLAVA to RULSA;
- L759, DPN to MIPAK;
- L760, AGG to DPN;
- L875, VUTAS to MMV;
- L894, KITAL to BIBGO;
- L896, DUGOS to MMV;

---

**INDIA**  
**RULES AND PROCEDURES**

- L899, TVM to TELAR;
- M300, ATETA to LOTAV;
- M638, SAPNA to BBB;
- M641, MDI to BIKOK;
- M770, MEPEL to JJS;
- M773, BUBKO to CEA;
- M875, KAKID to GUGAL;
- M890, LKN to SULOM;
- N519, BBB to SAPNA;
- N563, MEMAK to REXOD;
- N564, DUGOS to AKMIL;
- N571, IGOGU to PARAR;
- N628, LEVLU to BUSUX;
- N640, TVM to BIKOK;
- N877, LAGOG to PRA;
- N893, TELEM to AAE;
- N895, SAGOD to PARTY;
- P323, GIDAS to DONSA;
- P518, KARKU to KABIM;
- P570, BASUR to KITAL;
- P574, NOPEK to TOTOX;
- P628, IGREX to VIKIT;
- P646, IBITA to BBN;
- P751, BBB to ANGAL;
- P761, MMV to PPB;
- P762, DUGOS to LULDA;
- P895, VASTU to BIKOK.
- T1, BPL to BBS;
- T3, ADKIT to TTR;
- T4, ATETA to TTR;
- T5, LEKAP to OPIRA;

**INDIA**  
**RULES AND PROCEDURES**

- T6, CIA to POMAN;
- T7, CLC to POMAN;
- T8, MML to VASTU.
- T208, BOLUR to ASPUX.

### **CONDITIONAL ROUTES**

Conditional Routes (CDR) are defined as follows:

- a. CDR1, are those routes:

that may be flight planned in the same way as permanent ATS routes during the published time period. Any foreseen unavailability of CDR1 will be duly notified.

- b. CDR2, are those routes:

which can be planned and/or used under certain specified conditions only. Flights on CDRs2 can only be planned when the CDRs are made available through AUP/UUP which will notify the vertical limits and duration of availability of the CDR. Whenever an operator plans to use the CDR2 or is required by the civil ATS unit to use this CDR2, an individual flight plan shall be submitted. The flight plan should contain in Item 15 the CDR2 to be followed. Under this circumstance, any associated RPL shall be cancelled.

- c. CDR3, are those routes:

that are expected to be available at short notice when the pre-notified activity in the associated AMC-manageable areas has ceased, or for addressing specific ATC conditions. CDRs3 are not available for flight planning. Flights must not be planned on these routes but ATC units may issue tactical clearances on such route segments, when made available.

### **STRATEGIC LATERAL OFFSET PROCEDURES (SLOP)**

Application of Strategic Lateral Offset Procedures (SLOP) in Oceanic airspace of Chennai, Kolkata and Mumbai FIR.

The following basic requirements apply to the use of the SLOP:

- a. SLOP shall be applied only by aircraft with automatic offset tracking capability.
- b. The decision to apply a strategic offset is the responsibility of the flight crew.
- c. The offset shall be established at a distance of 1 or 2NM to the **RIGHT** of the centerline of the ATS route relative to the direction of flight.
- d. The offsets shall not exceed 2NM right of the centerline of the ATS route.
- e. The SLOP has been designed to include offsets to mitigate the effects of wake turbulence of preceding aircraft. If wake turbulence needs to be avoided, 1 of the 3 available options (centerline, 1NM or 2NM right offset) shall be used.
- f. In airspace where the use of lateral offsets has been authorized, pilots are not required to inform ATC that an offset is being applied.

**INDIA  
RULES AND PROCEDURES**

- g. Aircraft transiting areas of radar coverage in airspace where offset tracking is permitted may initiate or continue an offset.
- h. Aircraft without automatic offset tracking capability must fly the centerline of the ATS route being flown.

**The segments of ATS routes where SLOP are applicable**

However for ATC purposes the offset may be cancelled by the appropriate ATC unit.

**Chennai FIR**

L645	SAMAK	SULTO
N563	MEMAK	AKMIL
P574	NOPEK	MMV VOR
N571	IGOGU	GURAS
N877	LAGOG	MANPU
P628	IGREX	VATLA
L759	MIPAK	NISUN
P762	LULDA	DUGOS
UL425	TVM VOR	ANODA
P570	TVM VOR	POMAN
M300	CLC VOR	VASTU

**Kolkata FIR**

N877	MANPU	VVZ VOR
L301	RINDA	VVZ VOR
P628	VATLA	LARIK
L759	LIBDI	LEMEX
M770	MEPEL	KAKID
M773	BUBKO	LEGOS
N895	SAGOD	BBS VOR
P646	IBITA	DOPID
L507	TEBOV	CEA VOR

## INDIA RULES AND PROCEDURES

### Mumbai FIR

UL425	ANODA	ASPUX
P570	POMAN	KITAL
M300	VASTU	LOTAV
N563	KAKIB	REXOD
P574	OKILA	TOTOX
N571	crossing 072° east	PARAR
L301	AKTIV	RASKI
M638	EXOLU	SAPNA
P751	BISET	ANGAL
G450	DARMI	ORLID
UM551	DONSA	ANGAL
B459	GUNDI	UGPEG
A474	ERVIS	POPET
L894	BIBGO	KITAL
P323	DONSA	GIDAS
G424	UNRIV	VUTAS

## AUTOMATIC DEPENDENT SURVEILLANCE BROADCAST (ADS-B)

### ADS-B Aircraft Operational Approval

ADS-B Out transmitting equipment should be of an approved type meeting the specifications contained in Annex 10 (Volume IV) to the convention on International Civil Aviation or that has been certified as meeting:

- EASA AMC 20-24; or
- FAA AC No. 20-165A (or later versions) - Airworthiness Approval of ADS-B; or
- the equipment configuration standards in Appendix XI of Civil Aviation Order 20.18 of the Civil Aviation Safety Authority of Australia.

The aircraft operator must have the relevant operational approval from the State of registry.

### Flight Planning

The Aircraft Identification (ACID) must be accurately recorded in Item 7 of the ICAO flight plan form. ACID, not exceeding 7 characters is to be entered both in Item 7 of the flight plan and replicated exactly when set in the aircraft FMS (for transmission as flight ID) in ADS-B transmissions.

## INDIA RULES AND PROCEDURES

The aircraft address (in hexadecimal format) may, but is not required, to be recorded in Item 18 of the ICAO flight plan.

*NOTE: The ADS-B Out mandate for all aircraft flying on PBN Routes in Indian continental airspace with designators L, M, N, P, Q, T and routes A201, A347, A465, A474, A791, B211, B466, G450, R457, R460, R461, W15, W19, W20, W29, W41, W43, W45, W47, W56S/N, W67, W111, W112, W114, W115, W118, W153, at or above FL290 has been postponed until 1 JAN 2020.*

### SECONDARY SURVEILLANCE RADAR (SSR)

All aeroplane having maximum certified take-off mass of 5700kg and above and having maximum certified passenger seating configuration (excluding any pilot seats) of more than 30 seats or maximum payload capacity of more than 3 tonne, if flying in Indian airspace, shall be equipped with Mode S transponder.

All aircraft carrying serviceable transponder shall operate the transponder at all times during flight within Chennai, Delhi, Guwahati, Kolkata and Mumbai FIR regardless of whether the aircraft is within or outside airspace where SSR is used for ATS.

### ACAS/TCAS II REQUIREMENTS

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 and all other aircraft which are equipped with ACAS II on a voluntary basis are required to be equipped with ACAS/TCAS II version 7.1.

All turbine-engined aeroplanes having a maximum certified take-off mass 5700kg or less and authorized to carry 10 to 19 passengers shall be equipped with an Airborne Collision Avoidance System (ACAS I).

All twin jet-engined aeroplanes having a maximum certified take-off mass 5700kg or less and authorized to carry less than 10 passengers shall be equipped with an Airborne Collision Avoidance System (ACAS I).

The provisions contained in the MEL with regard to unserviceability of ACAS as approved by the concerned Civil Aviation Authorities shall be acceptable. However, in no case the ACAS shall be unserviceable for more than 10 days.

### USER PREFERRED ROUTES (UPR)

To reduce the environmental impact of aviation the members of the Indian Ocean and Arabian Sea Strategic Partnership to Reduce Emissions (INSPIRE) are collaborating to allow airspace users access to UPR across the Arabian Sea, Indian and Southern Oceans and adjoining airspace.

#### Procedure

The vertical limits of the India UPR geographic zone shall be FL280 to FL460.

**INDIA**  
**RULES AND PROCEDURES**

**Flight Planning**

- UPRs must be constructed via published waypoints, navigation aids, or positions designated by latitudes and longitudes.
- If the UPR is intersecting any ATS route within Mumbai/Chennai UPR zone the intersecting point shall be mentioned in the route column of flight plan as a position designated by latitude and longitude.
- Time interval between waypoints shall not exceed 30 minutes.
- UPRs may include ATS routes.

**Access to UPR**

Airspace users may only file a flight plan user preferred route in the UPR geographic zone if they meet the following minimum criteria:

- RNAV10; and
- ADS-C/CPDLC equipped.

The minimum criteria listed above must be notified in the flight plan. The flight shall log on to Chennai ADS-C/CPDLC VOMF or Mumbai ADS-C/CPDLC VABF as appropriate, prior to entering UPR zone.

The transition from a conventional ATS route to User Preferred Route or vice versa at the northern boundary of Chennai UPR zone shall take place at any of the waypoints on ATS routes P570. At the northern boundary of Mumbai UPR zone the transition from a conventional ATS route to UPR or vice versa shall take place at any of the waypoints south of METIP on ATS routes P570 or G450.

In case the UPR is not entering or exiting Chennai/Mumbai FIR over a waypoint on the eastern/western or southern boundary of Chennai/Mumbai UPR zone the coordinates of the point at which the UPR is entering or exiting Chennai/Mumbai FIR shall be mentioned in the route field of the flight plan, except that entry/exit at Mumbai/Male and Chennai/Male FIR boundaries shall be via following waypoints:

LEVLU, ELKEL, MANAP, RULSA, OVPUK, IPNEB, OMLEV, ESLAV, BIBGO, POXOD, TELAR, NOKID and SEBLO.

Questions and assistance should be directed to:

**Chennai**

General Manager (ATM)

Airports Authority of India

Chennai International Airport, Chennai

Fax: +91 44 22561740

E-Mail: gmaerochennai@aai.aero

or



**INDIA**  
**RULES AND PROCEDURES**

Watch Supervisory Officer (WSO), Chennai

Tel: +91 44 22560894

Fax: +91 44 22561365

E-Mail: wso\_mm@aai.aero

**Mumbai**

General Manager (ATM)

Airports Authority of India

Chhatrapati Shivaji Maharaj International Airport, Mumbai

Fax: +91 22 26828010

E-Mail: gmatmmum@aai.aero

or

Watch Supervisory Officer (WSO), Mumbai

Tel: +91 22 26828088

Fax: +91 22 26828066

E-Mail: wsomum@aai.aero

**Specific Requirements within the Chennai and Mumbai FIRs**

Within the Chennai and Mumbai FIRs prior permission is required at least 7 days in advance for flight operators to fly UPR in Chennai/Mumbai FIR. Permission may be requested for whole or part of summer/winter schedule for particular flight/s.

## **DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES**

### **ICAO REFERENCE**

#### **Annex 2**

**3.3.1.3** Submission of flight plan during flight not permitted.

**3.9** For Airspace “F” and “G” at and below 900m (3000ft) AMSL, or 300m (1000ft) above terrain, whichever is the higher, flight visibilities reduced to not less than 3000m may be permitted and HELICOPTERS may be permitted to operate up to 1000m flight visibility.

**4.3** VFR flights shall be operated between 20 minutes before sunrise and 20 minutes after sunset.

**4.4 (a)** VFR flights shall not be operated above FL150.

## IRAN

### RULES AND PROCEDURES

## GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc., generally in excess of 2 nautical miles	Nautical Miles and Tenths
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters
Altitude, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

## WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

## FLIGHT PROCEDURES

### HOLDING

Holding procedures comply with Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Holding Procedures", Table IV-1-1, Holding Speeds.

### PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the PANS-OPS, Document 8168.

### AIRPORT OPERATING MINIMUMS

Iran publishes State airport operating minimums.

Jeppesen charted minimums are not below State minimums.

## IRAN RULES AND PROCEDURES

### ATS AIRSPACE CLASSIFICATION

Iran has adopted the ICAO airspace classification as listed in Jeppesen ATC-Chapter "ICAO ATS Airspace Classifications - Annex 11".

Airspace classes "A", "C", "D" and "G" are used within Tehran FIR/UIR.

### SPECIAL REQUIREMENTS AND REGULATIONS

#### AIR TRAFFIC FLOW MANAGEMENT (AFTM)

All controlled flights are required to inform appropriate ATS unit of departure aerodrome 5 to 10 minutes before ready to start-up. Issued start-up clearance is valid for only 10 minutes. Aircraft are required to request taxi during the validity time (10 minutes). If the pilot is not able to make start-up by the first start-up clearance for any reason, only another request can be accepted during the validity of the flight plan. It is required to submit a new flight plan if an aircraft fails to depart after two start-up clearances. Departure should not be made 10 minutes sooner than EOBT.

#### FLIGHT PLANNING

A flight plan is required for any type of flight.

##### Time of Submission

All types of operations within Tehran FIR shall not be submitted more than 120 hours and at least 60 minutes before EOBT at the departure aerodrome except for repetitive flight plans (RPL) and special flights.

If a flight plan is filed more than 24 hours in advance of the estimated off block time of the flight to which it refers, date of flight (DOF) shall be inserted in item 18 of the flight plan.

*NOTE 1: When completing flight plan, the departure time entered in field 13 must be the estimated off block time (EOBT) not the planned airborne time.*

*NOTE 2: All operators shall meet flight plan criteria and procedures which have been promulgated by other states or organizations, e.g. Eurocontrol requirement is at least 3 hours before EOBT.*

#### Flight Plan Message Addressing

Flight movement messages for IFR flights relating to traffic shall be addressed as follows:

Into or via Tehran FIR	OIIXZRZX OIIXZQZX
Into Bandar Abbass TMA	OIKBAZX OIKBZTX
Additionally only for aircraft landing/departing within Bandar Abbass TMA	OIKBAZA

**IRAN**  
**RULES AND PROCEDURES**

Into Esfahan TMA	OIFMZAZX OIFMZTZX
Additionally only for aircraft landing/departing within Esfahan TMA	OIFMZAZA
Into Mashhad TMA	OIMMZAZX OIMMZTZX
Additionally only for aircraft landing/departing within Mashhad TMA	OIMMZAZA
Into Shiraz TMA	OISSZAZX OISSZTZX
Additionally only for aircraft landing/departing within Shiraz TMA	OISSZAZA
Into Tehran TMA: Tehran (Mehrabad Intl)	OIIIZAZX OIIIZTZX OIIIZPZX
Tehran (Imam Khomains Intl)	OIIIZAZX OIIIEZTZX OIIIEZPZX
Additionally only for aircraft landing/departing within Tehran TMA	OIIIZAZA
Additionally only for aircraft landing/departing within Tehran (Imam Khomains Intl) airport	OIIIEZAZA

## COMMUNICATION

All flights are required to contact Tehran ACC at least 5 minutes before entering Tehran FIR, except departures from aerodromes within 5 minutes flying time to Tehran FIR.

## REQUIRED NAVIGATION PERFORMANCE

The following routes are designated as RNAV1:

- L319, DASDO to BONAM;
- M317, GABKO to DASIS;
- M318, GABKO to KHM;
- M324, MOBET to PATAT;
- N/UN440, GABKO to RADEB;

**IRAN**  
**RULES AND PROCEDURES**

- T/UT800, DASUT to ULDUN;
- UL223, DASIS to SIR;
- UT301, LUMOM to MIDSI;
- UT430, SYZ to DASIS;
- Z350, IVIVA to MIDSI.

All RNAV routes above FL285 are RNAV5.

The following routes are also designated RNAV5 below FL285:

- A418, SYZ to ORSAR (above FL200);
- A647, NAZAR to RAGET;
- J2, RABAM to METKI;
- J3, ARK to ENASU;
- J5, ALRAM to KAPES;
- J6, SAV to DEKBA;
- L124, ZAJ to KEBUD;
- L125, DULAV to KEBUD;
- L319, OBTAR to DASDO;
- L430, MESPO to SRJ;
- L570, ROTOX to NOTSA;
- L721, LVA to ELIDU;
- M316, GOKSO to KATUS;
- M318, KHM to RIKOP;
- M324, RIKOP to MOBET;
- M561, RAGAS to ASVIB;
- N39, ULDUS to OBRIX;
- N72, BATEV to TULAX;
- N312, ASVIB to MIDSI;
- N/UN440, MOBON to RADEB;
- P/UP574, ULDUS to DAPER;
- Q10, DAVEP to MOBET;
- Q14, ASMET to ALMEK;
- Q16, ZAL to LUDAX;

## IRAN

### RULES AND PROCEDURES

- Q17, GGN to DHN;
- Q19, MESPO to NAGES;
- Q25, BUZ to GESIP;
- T202, MIDSJ to DASDO;
- T210, RUS to RADAL;
- T215, ASVIB to ZAJ;
- T216, SRN to DAR;
- T217, EGSIR to LAM;
- T218, ULDUS to SAV;
- T665, ULDUN to DAPER;
- T888, BJD to EMITI;
- UN319, DERBO to ULDUS;
- UP567, KAMAR to ULDUS;
- UR654, ZAJ to MAGRI;
- UT211, RUS to DAPOG;
- UT430, RAGAS to SYZ;
- UT975, MESVI to KUVER;
- Z1, BND to TBZ;
- Z2, TRN to DNZ;
- Z4, ULETA to MSD;
- Z5, LAR to MSD;
- Z151, DASUT to ULDUN.

### **SECONDARY SURVEILLANCE RADAR (SSR)**

The use of SSR transponder operating Mode A/C is mandatory for all aircraft flying:

- a. within class “A” airspace;
- b. within class “D” airspace in airways;
- c. within class “C” airspace in Esfahan, Mashhad, Shiraz, Bandar Abbas and Tehran TMA;
- d. within class “D” airspace in Esfahan, Mashhad, Shiraz and Tehran CTR.

### **ACAS/TCAS II REQUIREMENTS**

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 are required to be equipped with ACAS/TCAS II version 7.1.

## IRAN RULES AND PROCEDURES

### TRAFFIC INFORMATION BROADCAST BY AIRCRAFT (TIBA)

Traffic information broadcasts by aircraft are intended to permit reports and relevant supplementary information of an advisory nature to be transmitted by pilots on frequency 135.175MHz for the information of pilots of other aircraft in the vicinity. A listening watch shall be maintained on the TIBA frequency 10 minutes before entering the designated airspace until leaving this airspace. For an aircraft taking off from an aerodrome located within the lateral limits of the designated airspace listening watch should start as soon as appropriate after take-off and be maintained until leaving the airspace.

#### Routes of Flight

- a. Ghazvin, Karaj (Payam) and vice versa;
- b. Ghazvin, Takestan, Ziya abad, Abhar, Zanjan and vice versa.

#### General Rules

All flights should be standby on ACC, Sector 1 Frequency 119.300MHz and 132.500MHz during flight.

On Ghazvin to Zanjan flight path all flights shall have two-way communication with Ghazvin AFIS up to 35NM then at 30NM to Zanjan shall establish two-way communication with destination and vice versa.

Broadcast of traffic on TIBA Frequency by aircraft traffic information shall be broadcasted by pilots on 135.175MHz at position Takestan, Ziya abad, Abhar, Kilo, for the information of pilots of other aircraft in the vicinity.

ACC is responsible for coordination with destination aerodrome and air defense radar.

### ASSIGNED FLIGHT NUMBERS

No flight is authorized to use same flight identification during 24 hours (0000 till 2359) except those flights conducting intermediate stop.

## DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

### ICAO REFERENCE

#### Annex 2

**3.3.2** Notes 1. and 2. are not applicable.

**3.6.5.1** All flights shall maintain continuous air-ground voice communication watch on the appropriate communication channel of, and establish two-way communication as necessary with the appropriate air traffic services unit, except as may be prescribed by the appropriate ATS authority in respect of aircraft forming part of aerodrome traffic at a controlled aerodrome.

**4.1** Helicopters may be permitted to operate in less than 5km but not less than 3000m flight visibility, if maneuvered at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

**IRAQ**  
**RULES AND PROCEDURES**

## **GENERAL**

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

All aircraft operators shall comply strictly with the provisions of the permission granted for their aircraft and shall adhere to the international designated air routes. Aircraft operators must be familiar with, and follow, international interception procedures. Pilots are to continuously monitor the VHF emergency frequency (121.5MHz) and operate their transponder at all times during flight. It is imperative that all civilian aircraft follow ATC instructions for mode 3 squawk immediately upon entering the Baghdad FIR. Aircraft within the Baghdad FIR may also be instructed to deviate from their flight planned route due to temporary flight restrictions imposed by military requirements.

Units of measurement used in all air and ground operations are as listed in the following table.

<b>Measurement of</b>	<b>Unit</b>
Distance used in navigation, position reporting, etc., generally in excess of 2 nautical miles	Nautical Miles and Tenths
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters
Altitude, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for take-off and landing	Degrees Magnetic
Wind direction except for take-off and landing	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

## **WGS-84 IMPLEMENTATION STATUS**

WGS-84 compliant.

## **FLIGHT PROCEDURES**

### **HOLDING**

The holding procedures in the Baghdad FIR are based on Part III and IV of Vol. 1 of the PANS-OPS or United States Terminal Instrument Procedures (TERPS).



## IRAQ RULES AND PROCEDURES

### PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures in the Baghdad FIR are based on Part III and IV of Vol. 1 of the PANS-OPS or United States Terminal Instrument Procedures (TERPS).

Due to limited airspace available, it is imperative that the approaches to the holding patterns and procedures are carried out as exactly as possible. Pilots should inform ATC if the approach and/or holding procedures cannot be performed as required.

### AIRPORT OPERATING MINIMUMS

Iraq publishes State airport operating minimums and visibilities for landing and take-off and ceiling.

Jeppesen charted minimums are not below State minimums.

### ATS AIRSPACE CLASSIFICATION

Iraq has adopted the ICAO ATS airspace classification as listed on Jeppesen ATC-Chapter "ICAO ATS Airspace Classifications - Annex 11".

Airspace classes "A", "D", "E" and "G" are used within Baghdad FIR.

VFR traffic is required to maintain continuous two-way communication while operating in class "E" airspace.

Civil aircraft are advised that military aircraft may cross and/or temporarily enter class "A" airspace, with an ATC clearance to do so, but shall monitor the appropriate frequencies.

### SPECIAL REQUIREMENTS AND REGULATIONS

#### ALTIMETRY

The Transition Level (TL) for Baghdad FIR is established at FL160. When QNH is below 980hPa, the TL increases to FL170.

#### COMMUNICATION

All aircraft flying in Iraqi airspace are required to communicate with ATC unless authorized under a letter of agreement with the ICAA.

There is limited radio coverage on G202 and L200 west of a North-South line, 30NM west of GIBUX. Aircraft within Baghdad FIR and west of this line should monitor 122.4MHz, if below FL235, and 129.1MHz, if above FL235, and try to establish radio communication every 5 minutes.

## IRAQ RULES AND PROCEDURES

### AIR TRAFFIC MANAGEMENT (ATM) PROCEDURES DUE TO MILITARY OPERATIONS

#### Airspace for Military Use

##### *Airspace Segregation*

Airspaces associated with the military operation or those airspaces that have been identified as hazardous due to armed conflict, are fully segregated from the normal ATS airspace system. There are 4 types of segregated airspace used for military operations:

a. Military Operational Areas (MOA):

Airspaces for non-hazardous military activity are defined as MOAs. These airspaces are activated either tactically by military airspace command during the day and/or via notification by NOTAM.

b. Restricted Areas:

Any areas identified by the Iraqi Security Forces (ISF) as posing a risk to commercial or general aviation due to potential armed conflict are promulgated in the Iraqi AIP as restricted areas. These areas are constantly evaluated and revised via NOTAM action if required.

c. Restricted Operational Areas (ROZ):

ROZ are high density military areas where potentially hazardous military operations may occur. All ROZ airspaces are fully segregated from the general ATS airspace classification scheme and all non-participating, commercial and general aviation aircraft are routed clear of the airspace.

d. Military Airspace Reservation Areas:

Military Airspace Reservation Areas are large portions of airspace that are segregated from the normal ATS airspace system.

##### *Buffer Areas*

Segregated airspaces are designed after coordination with military authorities and the applicable buffer areas are incorporated into the segregated airspace dimensions. Air traffic controllers also apply a minimum of an additional 2.5NM lateral or 1000ft vertical buffer to the airspace boundary to ensure increased levels of safety.

##### **Impact on Commercial and General Aviation**

All commercial and general aviation jet traffic can expect to be issued cruising levels of FL300 and above whilst transiting the Baghdad FIR. Turboprop and jet traffic requesting cruising levels below FL300 will be safely accommodated at lower levels and may expect rerouting.

Pilots may expect rerouting at short notice, alternative non-standard departure/arrival instructions and radar vectors around military areas. Pilots should plan sufficient fuel for reroutings which may require additional tracks of up to 50NM in exceptional circumstances.

Crews should expect to comply with the published ATS route structure unless otherwise advised by ATC.

## IRAQ RULES AND PROCEDURES

For queries contact:

Iraq CAA

Air Traffic Services Department

E-Mail: [atc\\_iraqcaa@yahoo.com](mailto:atc_iraqcaa@yahoo.com)

### **AIR TRAFFIC FLOW MANAGEMENT (ATFM)**

#### **Inbound Flights**

- a. All aircraft entering Baghdad FIR, at the same level, shall be separated 20NM in trail, constant or increasing, except:
  - All traffic entering Baghdad FIR via PASIP, at the same level, shall be separated 80NM in trail, constant or increasing, until crossing GIBUX. No level changes are allowed between PASIP and GIBUX.
  - All traffic entering Baghdad FIR via MODIK, at the same level, shall be separated 80NM in trail, constant or increasing, until crossing RAPLU. No level changes are allowed between MODIK and RAPLU.
- b. All aircraft entering Baghdad FIR on R652 shall cross DAXAN at FL270 or below.

#### **Outbound Flights**

- a. All aircraft exiting Baghdad FIR, at the same level, shall be separated 20NM in trail, constant or increasing, except:
  - All traffic exiting Baghdad FIR via PASIP, at the same level, shall be separated 80NM in trail, constant or increasing, starting from GIBUX, until exiting Baghdad FIR. No level changes are allowed between GIBUX and PASIP.
  - All traffic exiting Baghdad FIR via MODIK, at the same level, shall be separated 80NM in trail, constant or increasing, starting from RAPLU, until exiting Baghdad FIR. No level changes are allowed between MODIK and RAPLU.
- b. Aircraft landing in Bahrain should expect to cross SIDAD at FL310 or FL330.

### **FLIGHT PLANNING**

All flight plans are required to include the FIR entry/exit waypoint as part of the flight planned route in the route section of Item 15 of the flight plan and must flight plan accordingly:

Country	Reporting Point	Lat/Long
Kuwait (entry)	TASMI	N3001.3 E04755.1
Kuwait (exit)	SIDAD	N2952.5 E04829.7
Kuwait (entry/exit)	SOLAT	N2909.7 E04638.2
Turkey (entry)	RATVO	N3714.4 E04356.1

**IRAQ**  
**RULES AND PROCEDURES**

<b>Country</b>	<b>Reporting Point</b>	<b>Lat/Long</b>
Turkey (exit)	NINVA	N3721.0 E04313.0
Syria (entry/exit)	MODIK	N3328.1 E03901.0
Syria (entry)	SIDNA	N3634.0 E04141.0
Jordan (entry/exit)	PASIP	N3306.0 E03856.0
Saudi Arabia (entry/exit)	MURIB	N3112.6 E04150.6
Saudi Arabia (entry)	NISER	N2930.5 E04418.4
Saudi Arabia (entry)	DAXAN	N3205.2 E03937.3
Iran (exit)	PAXAT	N3320.9 E04605.3
Iran (entry)	RAGET	N3330.8 E04553.8
Iran (entry/exit)	BOXIX	N3517.4 E04609.4

### **Flight Plan Message Addressing**

The ATS messages within Baghdad FIR should be addressed as follows:

<b>Landing/Departing Aerodrome</b>	<b>Message Address</b>
Traffic overflying Baghdad	ORBIZQZK
Traffic landing or departing from Baghdad (Intl)	ORBIZQZK
Traffic landing or departing from Basrah (Intl)	ORBIZQZK ORMMZQZX

### **PRIOR PERMISSION REQUIRED (PPR) PROCEDURES**

In general, PPRs are required for transient military and civil aircraft including those on ATO's operating at designated airfields. It is the responsibility of the operating agency to ensure PPR requirements are met prior to landing at the intended airfield. Aircraft that land without an approved PPR may be turned away or met by security forces. PPRs must be obtained before submitting a landing request to ICAA.

PPR times must be met  $\pm 30$  [ $\pm 15$  for Basrah (Intl)] minutes from the approved time. Any changes to an arrival or departure time at an airfield that requires a PPR must be coordinated with the Senior Airfield Authority. Operators that do not coordinate changes to their PPR times may face delays and/or be prohibited from downloading their cargo or passengers. PPR's issued with less than 6 hours notification will not be guaranteed priority handling and may be delayed. The Senior Airfield Authority is the arbiter for final approval of PPR's.

All civil aircraft requiring flights to PPR designated airfields must contact the Senior Airfield Authority and receive a PPR prior to landing at that airfield. Civil carriers are also reminded to check current NOTAM for changes/updates in PPR requirements.

## IRAQ RULES AND PROCEDURES

Aircraft operations at other airports may be permitted with ICAA approval. Changes to an airport's status will be disseminated by NOTAM, as will the notification of any additional airports cleared by ICAA for slot time operations.

### REQUIRED NAVIGATION PERFORMANCE

All ATS routes are RNAV routes designated for RNAV5 approved aircraft. Operators whose aircraft navigation systems depend upon ground-based NAVAID updating to meet RNAV5 criteria shall conduct an analysis of the routes to be flown to ensure suitable NAVAID reception.

Pilots of aircraft meeting RNAV5 standards must indicate R in Item 10 of the flight plan.

### ACAS/TCAS II REQUIREMENTS

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 are required to be equipped with ACAS/TCAS II version 7.1.

### DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

No differences published.

## ISRAEL RULES AND PROCEDURES

### GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc.	Nautical Miles and Tenths
Relatively short distances such as those relating to aerodromes	Meters
Altitude, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascal or Millibars
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day 24hrs beginning at midnight UTC

### WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

### FLIGHT PROCEDURES

#### HOLDING

Holding procedures comply with Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Holding Procedures", Table IV-1-1, Holding Speeds.

#### PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the PANS-OPS, Document 8168 and on the United States Standards for Terminal Procedures (TERPS).

#### Speed Restriction

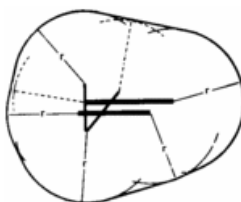
250kt IAS below 10000ft AMSL except for:

## ISRAEL RULES AND PROCEDURES

- a. aircraft arriving to Tel Aviv (Ben Gurion) from the west before crossing 25 BGN DME; or
- b. when approved by ATC.

### Circling Approach Area

Radii (r) defining size of areas, vary with the approach category.



Approach Category	Radius (Miles)
A	1.3
B	1.5
C	1.7
D	2.3

A minimum obstacle clearance of 300ft is provided within the circling approach area.

### AIRPORT OPERATING MINIMUMS

Israel publishes DA(H), MDA(H), ceiling and visibility for landing. Visibilities are published for take-off.

### ATS AIRSPACE CLASSIFICATION

Israel has adopted the ICAO ATS airspace classification as listed in Jeppesen ATC-Chapter "ICAO ATS Airspace Classifications - Annex 11".

Airspace classes "A", "C", "D" and "G" are used within Tel Aviv FIR.

**Class "D"** - IFR flights separated from VFR flights and are provided with air traffic control service, except for those portions of the airspace where there is a CVFR or VFR infrastructure published. IFR flights receive traffic information in respect of VFR flights and traffic avoidance on request.

**Class "D"** - VFR flights separated from IFR and VFR flights and are provided with air traffic control service for separation from IFR flights, except for those portions of the airspace where there is a CVFR or VFR infrastructure published. Traffic information provided in respect of VFR flights and traffic avoidance on request.

**Class "G"** - IFR operations not authorized in class "G" airspace. VFR traffic requires continuous two-way radio communication.

**ISRAEL  
RULES AND PROCEDURES****SPECIAL REQUIREMENTS AND REGULATIONS****ALTIMETRY****General**

Transition altitude within Tel Aviv FIR is 18000ft. Transition level is at FL200. When flying over land Aircraft shall remain under regional QNH.

**Arrivals**

Aircraft arriving to Tel Aviv FIR from the west shall set their altimeter so that the vertical position of the aircraft will be expressed in terms of altitude when descending through FL200, or when crossing the coastline, whichever is earlier.

Aircraft arriving to Tel Aviv FIR from the east shall set their altimeter so that the vertical position of the aircraft will be expressed in terms of altitude when crossing the FIR boundary.

Aircraft arriving to Tel Aviv FIR from the south shall set their altimeter so that the vertical position of the aircraft will be expressed in terms of altitude at NURIT.

**ARRIVING FLIGHTS**

Flights entering Tel Aviv FIR shall contact with the appropriate ACC unit for identification purposes.

All flights shall report squawk number and flight level/altitude on first contact.

**a. From Amman FIR:**

1. Departing traffic from Amman (Queen Alia Intl), Amman (Marka Intl), Azraq (Muwaffaq Salti AB), King Abdullah Second AB:

Contact Tel Aviv Control on 121.4MHz (primary) or 122.15MHz (secondary) as soon as practicable after take-off and not later than 10NM east of position TALMI/SALAM (for traffic via Ben Gurion TMA).

2. Other flights than mentioned above:

Contact Tel Aviv Identification on 124.3MHz (primary) or 118.8MHz (secondary) while overflying Amman FIR, and not later than 25NM east of position TALMI/SALAM.

**b. From the Arab Republic of Egypt:**

1. Minimum FL120, if unable to comply, special request must be submitted in advance to the ministry of transport, security division (ASOC);
2. Flight level allocation is ODD, except FL290;
3. Contact South Identification on 122.75MHz (primary) or 132.0MHz (secondary):
  - (a) not later than 10 minutes before Sharm-El-Sheikh VORDME 'SHM' along route R650;
  - (b) via Nuweibaa NDB 'NWB' not later than position SISIK;



## **ISRAEL RULES AND PROCEDURES**

(c) flights departing Sharm-El-Sheikh VORDME 'SHM' not later than position DELNA.

c. From the west and north west:

Contact Tel Aviv Identification on 124.3MHz (primary) or 118.8MHz (secondary) not later than 180NM from Ben Gurion VORDME 'BGN'.

Flights entering Tel Aviv FIR shall arrive at one of the following reporting points:

- a. from Amman FIR: SALAM or TALMI, entry via NALSO is prohibited;
- b. from Cairo FIR: NALSO; entry via G183 is prohibited;
- c. from Nicosia FIR: SOLIN or MERVA.

Flights entering the FIR other than those above, or flying 'off-airways' direct from point to point outside published ATS routes, are prohibited, unless otherwise instructed by ATC.

### **Procedure for IFR flights from Amman to Tel Aviv (Ben-Gurion)**

- a. As soon as practicable, but not later than 10NM east of SALAM, two way radio communication shall be established on Tel Aviv ACC 121.4MHz) for preliminary identification.

In the event of communication failure, flights are not permitted to enter Tel Aviv FIR.

- b. Flights shall maintain 8000ft before entering FIR, 5NM east of SALAM.
- c. Contact Ben-Gurion TMA Control, freq. 119.50MHz, not later than SALAM.

## **DEPARTING FLIGHTS**

Flights departing Tel Aviv (Ben-Gurion) to Amman, as soon as practicable, but not later than 10NM west of SALAM, contact Amman TACC.

Pilots shall report aircraft current level upon first contact with the appropriate ATC unit.

Flights departing to Cairo FIR shall contact Cairo ACC 5 minutes before NALSO.

## **FLIGHT PLANNING**

A flight plan shall be submitted prior to operating any flight.

If a flight plan is filed more than 24 hours in advance of the EOB, the DOF must be indicated in item 18 of the FPL.

## **IFPS/NMOC Operations**

The Integrated Initial Flight Plan Processing System element of the EUROCONTROL Network Management Operations Center (NMOC) is the sole source for the distribution of the IFR General Air Traffic (GAT) FPL and associated messages to ATS units within the IFPS. The only required addresses are those of the two IFPS Units (IFPU) at Haren (Brussels) and Bretigny (Paris).

**ISRAEL  
RULES AND PROCEDURES*****Flight Plan Message Addressing***

<b>Route</b>	<b>Addresses</b>
Into or via Tel Aviv FIR/UIR	EUCHZMFP EUCBZMFP
Out of Tel Aviv FIR/UIR, military, private and general aviation	LLBGYDYX LLLNZRZX LLLLZFZQ
Out of Eilat (Ilan and Assaf Ramon)	LLETZPZX

**Place of Submission**

- Flight plans shall be submitted at the Aeronautical information Services Office (AIS) at the departure aerodrome;
- in the absence of such an office at the departure aerodrome, a flight plan shall be submitted to the nearest AIS office:
  - Eilat/Timna AIS Tel: 972-8-6363805 or
  - Tel Aviv/Ben-Gurion AIS;
- pilots or operators that have access to AFTN/AMHS or SITA can submit a flight plan to those systems;
- another method of submission of a flight plan is by the Pilot Self Briefing (PSB) system.

***Pilot Self Briefing (PSB) System***

Pilot Self Briefing (PSB) System

Internet: <http://aispsb.iaa.gov.il>

**Repetitive Flight Plan System**

RPL lists relating to flights intended to land in the Tel Aviv FIR, and flights overflying the Tel Aviv FIR, shall be submitted at least two weeks in advance, in duplicate:

Ben-Gurion AIS Office

Address: P.O. Box 7  
Ben-Gurion Airport  
70100

Tel: +972-3-9756217/6

AFTN: LLBGYDYX

Repetitive flight plan lists shall be replaced in their entirety by new lists prior to the introduction of the summer and winter schedules.

## ISRAEL RULES AND PROCEDURES

Repetitive flight plans will not be accepted for any flight conducted on 25 December between 0000 and 2400 UTC. On this day individual flight plans shall be filed for all flights.

### Termination of a Flight Plan

In the following aerodromes the termination of a flight plan is not required:

- Tel Aviv (Ben Gurion);
- Eilat (Ilan and Assaf Ramon);
- Haifa;
- Tel Aviv (Sde-Dov).

### Adherence to ATS Route Structure

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

IAA

AIS Department

Tel: +972 (3) 97 50 195

### Maximum Cruising Levels for Flights within Tel Aviv FIR

Traffic from the Ben-Gurion TMA with a destination in the southern sector should file MAX 29000ft.

## REQUIRED NAVIGATION PERFORMANCE

All ATS Routes are RNAV5 however ATS Routes B17, G35, G37, H11, H14, J10, J11, J14, J15, Q32, T84, T94 may be flown conventional or RNAV5.

## STRATEGIC LATERAL OFFSET PROCEDURES (SLOP)

This procedure is applicable only for:

- an IFR flight operating within route J10;
- traffic heading northbound from SAMAR waypoint to SIVAK/ESTER waypoints.

*NOTE: Between SAMAR and NURIT the procedure is applicable only for traffic above altitude 6000ft.*

Aircraft shall deviate 1NM to the right (east) of the route center, if capable of being programmed with automatic offset.

Offset will not exceed 1NM right of route center (radial); and must advise ATC and not be made to the left of the route centerline.

An aircraft that cannot comply with the procedure must advise ATC and fly the route centerline.

There is no ATC clearance required for this procedure.

# ISRAEL

## RULES AND PROCEDURES

During the procedure the aircraft will maintain altitude as instructed by ATC, and report position as instructed, based on waypoints of the current ATC clearance and not the actual offset positions.

Offset positions coordinates (to be manually inserted into FMS as necessary):

EAST SAMAR	N2949.3 E03502.2
EAST NURIT	N3004.2 E03505.1
EAST SHANI	N3013.6 E03506.8
EAST SHAYO	N3019.3 E03507.9
EAST 'ZFR' VOR	N3032.2 E03510.4
EAST KINAR	N3057.7 E03522.5
EAST 'MZD' VOR	N3118.6 E03524.5
EAST AMMIT	N3137.3 E03528.5
EAST SIVAK	N3142.5 E03529.8
EAST NEOMI	N3135.1 E03518.7
EAST ESTER	N3144.5 E03514.4

*NOTE: Distances from route center vary from 0.7NM to 1NM for optimal routing.*

SLOP shall be terminated automatically after crossing EAST SIVAK/EAST ESTER, such termination will be accompanied with further instructions within Ben-Gurion TMA airspace.

Clearance to fly while maintaining own separation and while in VMC under radar control:

- When so requested by an aircraft or ATC and provided it is agreed by the pilots of both aircraft, an ATC unit may clear a controlled flight, operating in VMC during daylight hours, to maintain own separation from another aircraft.

When a controlled flight is so cleared, the following shall apply:

- Both aircraft are flying under radar control of South Sector ACC.
- Both aircraft are flying in the same direction, at or below 22000ft (QNH).
- The pilot of the succeeding aircraft maintains visual contact with the preceding aircraft during the period in which the separation minimums has been reduced.
- Horizontal distance between the aircraft shall not be less than 1NM during the reduction of vertical separation.
- Only one aircraft shall climb or descend while the other maintains altitude.
- Maximum IAS for each aircraft shall not exceed 250kt below 10000ft and 300kt above 10000ft.

## ISRAEL RULES AND PROCEDURES

- g. Unless when preceding aircraft is flying faster than the succeeding aircraft, relative speed between aircraft shall not exceed 100kt.
- h. ATC shall provide essential traffic information to both aircraft.
  - i. Each aircraft shall be equipped with ACAS.
  - j. Each aircraft shall consider the effects of wake turbulence.
- k. In case visual contact by the succeeding aircraft is lost, ATC shall be immediately informed.

### **ACAS/TCAS II REQUIREMENTS**

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 are required to be equipped with ACAS/TCAS II version 7.1.

### **SECONDARY SURVEILLANCE RADAR (SSR)**

Aircraft equipped with transponder mode S, shall transmit mode S associated with aircraft call-sign.

Aircraft entering from the south should transmit mode S after passing Sharm-El-Sheikh VORDME 'SHM'.

## **DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES**

### **ICAO REFERENCE**

#### **Annex 2, Appendix 3**

Within the Israeli airspace the following differences in regards of track are applied:

- a. "from 090 degrees to 269 degrees" instead of "from 000 degrees to 179 degrees";
- b. "from 270 degrees to 089 degrees" instead of "from 180 degrees to 359 degrees".

Between CVFR and IFR flights 1000ft vertical separation must be maintained.

**JORDAN**  
**RULES AND PROCEDURES**

## GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

MEASUREMENT OF	UNIT
Distance used in navigation, position reporting, etc.	Nautical Miles
Relatively short distances such as those relating to aerodromes (e.g. runway lengths)	Meters or Feet
Altitude, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting, atmospheric pressure	Hectopascal
Temperature	Degrees Celsius
Weight	Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

## WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

## FLIGHT PROCEDURES

### HOLDING

#### Maximum Speeds

Up to and including 6000ft - 210 KIAS.

Above 6000ft to 13000ft inclusive - 220 KIAS.

Above 13000ft to FL240 inclusive - 240 KIAS.

## PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures comply with the PANS-OPS Document 8168.

## **JORDAN RULES AND PROCEDURES**

### **AIRPORT OPERATING MINIMUMS**

Jordan does not publish State airport operating minimums.

Jordan publishes Obstacle Clearance Altitudes (Heights) [OCA(H)].

RVR and visibility are published for take-off.

### **ATS AIRSPACE CLASSIFICATIONS**

Jordan has adopted the ICAO ATS airspace classification as listed in Jeppesen ATC-Chapter "ICAO ATS Airspace Classifications - Annex 11".

Class "A": All controlled airspace within Amman FIR above FL150.

Class "C": All controlled airspace within Amman FIR at FL150 or below.

Class "G": Class "G" comprises the rest of Amman FIR.

### **SPECIAL REQUIREMENTS AND REGULATIONS**

#### **ALTIMETRY**

The transition altitude for Amman FIR is established at 13000ft AMSL and the transition level at FL150.

#### **FLIGHT PLANNING**

##### **Submission of a Flight Plan**

A flight plan for all types of flights shall be submitted to the ATS unit at the aerodrome of departure at least 30 minutes before the estimated off block time. Flight plans for traffic bounded to Jeddah and Tel Aviv FIRs should be submitted at least 1 hour and not more than 8 hours before the estimated off block time. If during flight at least 10 minutes before reaching the point of entry into Amman FIR or the point of crossing an airway or terminal area.

##### **Inclusion of Registration Mark and Type of Aircraft in the Flight Plan**

All traffic overflying Amman FIR should include registration marks in Item 18 and types of aircraft in Item 9 of the flight plans and the flight plans should be addressed to AFS address OJACZQZX. If registration marks are not included in the flight plans the Civil Aviation Regulatory Commission reserves the right of charge according to maximum take-off weight of the aircraft.

##### **Flight Plan Message Addressing**

Flight movement messages for IFR flights relating to traffic shall be addressed as follows:

Into or via Amman FIR	OJACZQZX OJACZRZX
Traffic landing at Amman (Queen Alia Intl)	OJACZQZX OJAIZTZX OJAIFYGX

## JORDAN RULES AND PROCEDURES

Traffic landing at Amman (Marka Intl)	OJACZQZX OJAMZTZX
Traffic landing at Aqaba (King Hussein Intl)	OJACZQZX OJAQZTZX OJAQGOYX

### REQUIRED NAVIGATION PERFORMANCE

RNAV5 for all ATS Routes.

### POSITION REPORTING PROCEDURES

Aircraft overflying Jordanian territory shall contact the appropriate ATS unit and report as soon as approaching FIR entry point:

- a. aircraft identification;
- b. ETA at FIR boundary;
- c. flight level and route;
- d. ETA at point of leaving Amman FIR (or landing at Jordanian aerodrome). Aircraft shall also report when leaving Amman FIR;
- e. type and registration of the aircraft.

### SPEED CONTROL PROCEDURES

Aircraft operating in the vicinity of any aerodrome shall comply with speed limitations as follows:

- a. at or below 10000ft maximum 250kt IAS;
- b. within an airport traffic area turbine powered aircraft maximum 200kt IAS and for propeller engined aircraft maximum 156kt IAS;
- c. beneath the lateral limits of any TMA maximum 200kt IAS.

However, if the minimum safe airspeed for any particular operation is greater than the maximum speed prescribed, then the aircraft may be operated at that minimum speed.

Unless otherwise instructed by ATC, pilots should use appropriate procedures for climbing or descending to an assigned altitude or flight level, especially with an autopilot engaged, at a rate less than 8m/s (1500ft/min) throughout the last 300m (1000ft) of climb or descent to the assigned altitude or flight level when the pilot is made aware of another aircraft at or approaching an adjacent altitude or flight level to avoid unnecessary ACAS II resolution advisories.

### ACAS II/TCAS II REQUIREMENTS

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 are required to be equipped with ACAS II version 7.1.



**JORDAN  
RULES AND PROCEDURES****AVOIDANCE OF UNNECESSARY TCAS WARNINGS**

Pilots should use appropriate procedures by which an aircraft climbing or descending to an assigned altitude or flight level, may do so at a rate less than 8m/s (or 1500ft/min) throughout the last 300m (or 1000ft) of climb or descent to the assigned altitude or flight level when the pilot is made aware of another aircraft at or approaching an adjacent altitude or flight level, unless otherwise instructed by ATC.

**DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES****ICAO REFERENCE****ANNEX 2**

**2.2** Flight shall be conducted in accordance with either the general flight rules and VFR, or the general flight rules and IFR except those flights at and above FL150 and all flights at any level at night shall be conducted in accordance with the general flight rules and IFR. Flight within a control zone in IMC or at night shall be conducted in accordance with, either the general flight rules and IFR or the general flight rules and ATC instructions.

**2.3.1** If a pilot-in-command should deviate from the rules of the air in the interests of safety, he should inform the appropriate ATS unit as soon as practicable and submit a written report to the Chief Commissioner of Civil Aviation Regulatory Commission.

**3.3.1.2** Flight plan shall be submitted to the concerned aerodrome AIS section (ARO) prior to operating within Amman FIR comprising all information as contained in the items of ICAO flight plan.

Flight plan shall be submitted through one or more of the following methods:

- a. directly through the operator (by filing the approved ICAO FPL Form personally);
- b. through the AFTN/AMHS Link.

**3.3.1.4** For flights subject to ATFM measures flight plans must be submitted at least 3 hours before EOBT. Any change to EOBT of more than 15 minutes must be subject to a modification message.

**4.4a** VFR flights shall not operate above FL150.

**4.6** In the Dead Sea area (1296ft below MSL) no aircraft is permitted to fly below 2000ft above the level of the Dead Sea.

**5.1.2** IFR traffic in the Jordan River Valley and Dead Sea area shall not fly below 11000ft except when necessary for take-off and landing or unless specifically authorized by the appropriate authority.

**PANS-ATM (DOC 4444)****Appendix 2, Para 2.2**

In addition to the information required in Items 7 to 18, full details of total number of persons on board and endurance shall be included in Item 19.

---

**JORDAN**  
**RULES AND PROCEDURES**

In addition, the overflight/landing permission number and date shall be stated in Remark column of the flight plan Item 18.

Repetitive Flight Plans (RPLS) System is not applicable.

## KUWAIT RULES AND PROCEDURES

### GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc., generally in excess of 2 to 3 nautical miles	Nautical Miles and Tenths
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters
Altitude, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet Per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascal
Temperature	Degrees Celsius
Weight	Metric tons or Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

### WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

### FLIGHT PROCEDURES

#### HOLDING

Holding procedures comply with Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Holding Procedures", Table IV-1-1, Holding Speeds.

#### PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the PANS-OPS, Document 8168.

#### AIRPORT OPERATING MINIMUMS

Kuwait State minimums are in accordance with JAR-OPS 1 AOM (EU-OPS 1 Subpart E Appendix 1 to OPS 1.430 old).

## **KUWAIT RULES AND PROCEDURES**

Jeppesen published minimums are not below State minimums.

### **Approach Ban**

An instrument approach may be commenced regardless of the reported RVR/VIS but the approach shall not be continued beyond the outer marker or equivalent position, if the reported RVR/VIS is less than the applicable minimum. Where RVR is not available, RVR values may be derived by converting the reported visibility. If, after passing the outer marker or equivalent position the reported RVR/VIS falls below the applicable minimum, the approach may be continued to DA(H) or MDA(H).

Where no outer marker or equivalent position exist, the pilot shall make the decision to continue or abandon the approach before descending below 1000ft above the aerodrome on the final approach segment. If the MDA(H) is 1000ft or more above aerodrome the operator shall establish a height for each approach procedure, below which the approach shall not be continued if RVR/VIS is less than the applicable minimum.

The approach may be continued below DA(H) or MDA(H) and the landing may be completed provided that the required visual reference is established at the DA(H) or MDA(H) and is maintained.

The touchdown zone RVR is always controlling. If reported and relevant, the mid-point and stop-end RVR are also controlling. The minimum RVR for the mid-point is 125m or the RVR required for the touchdown zone if less. The minimum RVR for the stop-end is 75m. For aircraft equipped with a roll-out guidance or control system, the minimum RVR value for the mid-point is 75m.

Relevant in this context means that part of the runway used during the high speed phase of the landing down to a speed of approximately 60kt.

## **ATS AIRSPACE CLASSIFICATIONS**

Kuwait has adopted the ICAO ATS airspace classification as listed in Jeppesen ATC-Chapter "ICAO ATS Airspace Classifications - Annex 11".

Airspace classes "A", "C" and "D" are used within Kuwait FIR.

## **SPECIAL REQUIREMENTS AND REGULATIONS**

### **COMMUNICATIONS**

All VFR flights, as well as IFR flights operating outside controlled airspace, shall maintain a listening watch on the frequency of a unit providing Flight Information Service and file with that station information as to their position.

### **POSITION REPORTING PROCEDURE**

The last position report before passing from one FIR to an adjacent FIR shall also be made to the ATS unit serving the airspace about to be entered.

Position reports shall be identified by the spoken word "position" transmitted immediately before or after the aircraft call sign/identification.

The aircraft call sign/identification shall be transmitted immediately before or after the word "position".

## KUWAIT RULES AND PROCEDURES

The position of the aircraft shall be transmitted in reference to a reporting point name, name-code designator or, if not named:

- a. for flight operations in a predominantly east - west direction:
  1. latitude in degrees and minutes; and
  2. longitude in degrees only.
- b. for flight operations in a predominantly north - south direction:
  1. latitude in degrees only; and
  2. longitude in degrees and minutes.

The time at which the aircraft is over the reporting point shall be transmitted in 4 digits, giving both hour and minutes.

The altitude/flight level of the aircraft shall be included in the position report.

Next position and time shall normally be expressed as the reporting point name, name-code designator or latitude and longitude as shown above.

Estimated time over the next position shall be expressed in 4 digits.

Ensuing position information shall include the name, name-code designator or coordinates of the next succeeding reporting point, whether compulsory or not.

### REQUIRED NAVIGATION PERFORMANCE

Kuwait FIR above FL160 up to FL460 is designated RNAV5.

### MINIMUM HORIZONTAL RADAR SEPARATION

The minimum horizontal radar separations are:

- a. 5NM enroute along airways;
- b. 7NM in the Kuwait CTA between aircraft in approach sequence.

*NOTE: Separation may be increased when necessary at the controller's discretion.*

### ACAS/TCAS II REQUIREMENTS

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 are required to be equipped with and operate ACAS/TCAS II.

Aircraft that failed to install ACAS II shall not be permitted to operate within Kuwait FIR.

KUWAIT  
RULES AND PROCEDURES

## DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

## ICAO REFERENCE

## Annex 2

**4.6** VFR flights to be operated within a control zone established at an aerodrome serving international flights and in specified portions of the associated Terminal Control Area shall:

- a. have two-way radio communications;
- b. obtain clearance from the appropriate ATC unit; and
- c. report positions, as required.

*NOTE: The phrase "specified portions of the associated Terminal Control Area" is intended to signify at least those portions of the of the TMA used by international IFR flights in association with approach, holding, departure and noise abatement procedures.*

**5.1** Flights shall be conducted in accordance with IFR (even when not operating in IMC) when operating:

- more than 100NM seaward from the shoreline within controlled airspace; or
- at or above FL150.

**LEBANON  
RULES AND PROCEDURES**

## GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, generally in excess of 2 nautical miles	Nautical Miles and Tenths
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters or Feet
Altitude, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

## WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

## FLIGHT PROCEDURES

### HOLDING

Holding procedures comply with Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Holding Procedures", Table IV-1-1, Holding speeds.

### PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures comply with PANS-OPS, Document 8168.

### AIRPORT OPERATING MINIMUMS

Lebanon does not publish State airport operating minimums.

Lebanon publishes Obstacle Clearance Altitudes (Heights) [OCA(H)].

## LEBANON RULES AND PROCEDURES

### ATS AIRSPACE CLASSIFICATIONS

Airspace classes “A”, “B”, “C” and “G” are used within Beirut FIR.

### SPECIAL REQUIREMENTS AND REGULATIONS

#### COMMUNICATION

Aircraft not capable of maintaining two-way radio communication with Beirut TWR are not permitted to land, take-off or operate within Beirut CTR, unless prior special permission has been obtained from Beirut TWR.

General aviation aircraft not equipped with serviceable two-way radio communication equipment are not permitted to operate within Beirut controlled airspace, unless prior permission has been obtained from the appropriate ATC unit.

#### FLIGHT PLANNING

##### Time of Submission

A Flight Plan shall be submitted at least 60 minutes prior to operation of any flight.

##### IFPS/NMOC Operations

The Integrated Initial Flight Plan Processing System element of the EUROCONTROL Network Management Operations Center (NMOC) is the sole source for the distribution of the IFR/General Air Traffic (GAT) FPL and associated messages to ATS units within the IFPS.

The only required addresses are those of the two IFPS Units (IFPU) at Haren (Brussels) and Breigny (Paris).

##### *Flight Plan Message Addressing*

AFTN: EUCHZMFP and EUCBZMFP

SITA: BRUEP7X and PAREP7X

#### ACAS/TCAS II REQUIREMENTS

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 are required to be equipped with ACAS/TCAS II version 7.1.

### DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

#### ICAO REFERENCE

##### Annex 2

**3.1.2** All aircraft flying over Lebanese territory are required to maintain an altitude of not less than 10000ft, except when otherwise cleared by the appropriate ATC unit.

When an aircraft has been permitted by ATC to operate below 10000ft it is strictly forbidden, except in cases of absolute necessity, to fly over towns, populated areas or public meeting



---

**LEBANON**  
**RULES AND PROCEDURES**

places, except at an altitude that will enable the aircraft to land outside such places even in the event of an engine failure.

The altitude in such a case shall not be less than 2000ft (600m) for multi-engine aircraft and 2500ft (760m) for single-engine aircraft.

## MALDIVES RULES AND PROCEDURES

### GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc., generally in excess of 2 nautical miles	Nautical Miles
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters
Altitude, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascal
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

### WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

### FLIGHT PROCEDURES

#### HOLDING

Holding procedures comply with Jeppesen ATC-Chapter “Flight Procedures (DOC 8168) - Holding Procedures”, Table IV-1-1, Holding Speeds.

#### PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the PANS-OPS, Document 8168.

#### AIRPORT OPERATING MINIMUMS

| The Republic of Maldives publishes DA(H), MDA(H) or OCA(H).

| Jeppesen charted minimums are not below State minimums.

**MALDIVES  
RULES AND PROCEDURES****ATS AIRSPACE CLASSIFICATION**

The Republic of Maldives has adopted the ICAO ATS airspace classification as listed on Jeppesen ATC-Chapter "ICAO ATS Airspace Classifications - Annex 11".

Airspace classes "A", "D" and "G" are used in Male FIR.

**SPECIAL REQUIREMENTS AND REGULATIONS****FLIGHT PLANNING**

Flight plans shall be submitted at the ATS Reporting Office (ARO) if the departure aerodrome is Male (Velana Intl) airport. At all other aerodromes flight plans shall be submitted to the control tower.

**Flight Plan Message Addressing**

Flight movement messages for IFR flights shall be addressed to:

VRMFZQZX; VRMMZTZX; VRMMZPZX

**AERODROME FLIGHT INFORMATION SERVICE (AFIS)****General**

AFIS at domestic aerodromes will be provided to all air traffic on the maneuvering area and to all aircraft flying within the radius of 15NM from each aerodrome.

Details of AFIS operational hours at domestic aerodromes will be notified by NOTAM.

**Call Sign for AFIS Aerodromes**

The call sign of each domestic aerodrome will be the aerodrome name plus the phrase "Aerodrome Information".

If at any time, it is apparent that the pilot is not aware that aerodrome control service is not provided, the pilot would be immediately informed of this fact using the following phraseology: "Aerodrome control service not repeat not provided".

**Air Ground Communications**

All AFIS aerodromes are equipped with VHF equipment. The frequency is the published Tower frequency for that aerodrome.

**Flight Planning**

IFR flight plan should be filed for aircraft landing and taking off from the domestic aerodromes.

**Air Traffic Services Procedures****Arrivals**

Aircraft inbound to land at these aerodromes should contact the designated Tower on the designated frequency at least 15NM prior to landing or as directed by Male Control/Approach.

## MALDIVES RULES AND PROCEDURES

### ***Descend to Land***

During daylight hours:

- a. Subject to clearance from Male ATC, descend to 7000ft.
- b. Descent below 7000ft shall be in VMC on pilot's discretion.  
*NOTE: Cancel IFR and change to VFR before leaving 7000ft.*
- c. Pilots shall monitor and transmit position information on appropriate advisory frequency (128.7, 128.8 or 128.9 MHz) from 7000ft.
- d. In addition to monitoring and transmitting on advisory frequency, pilots should contact the designated Tower.
- e. Standard left-hand pattern should be followed and the minimum altitude to join the traffic circuit shall be 1500ft or may follow published instrument approach procedure.

During night hours:

- a. Subject to clearance from Male ATC, descend to 1500ft.
- b. Once the aerodrome is in sight, standard left-hand pattern should be followed and execute visual approach to land.

### ***Departures***

Pilots shall contact the designated aerodrome Tower on the designated frequency for ATC route clearance.

During daylight hours, pilots shall monitor and transmit position information on appropriate advisory frequency (128.7, 128.8 or 128.9 MHz) upon getting airborne until passing 6000ft.

### **Responsibilities of and Procedures for Pilots**

When operating on or in the vicinity of an AFIS aerodrome, pilots must, on the basis of the information received from the AFIS unit combined with their own knowledge and observations, decide on the course of action to be taken to ensure separation from other aircraft, ground vehicles and obstacles.

It is essential that pilots establish and maintain two-way radio communication with the AFIS unit and that they report their positions, levels and all significant maneuvers and intentions to the AFIS aerodrome, since the efficiency of the AFIS is dependent on the information received.

### **ALTIMETRY**

For the entire Male FIR a transition level is established at FL130 and a transition altitude at 11000ft.

### **DATA LINK SERVICES**

The CPDLC AFTN logon address for Male FIR is VRMF.

**MALDIVES  
RULES AND PROCEDURES****AUTOMATIC DEPENDENT SURVEILLANCE BROADCAST (ADS-B)****ADS-B Aircraft Equipage and Approval**

Carriage of ADS-B equipment in Male FIR is voluntary.

However, IFR aircraft intending to use ADS-B Out in Male FIR shall be certified as meeting:

- EASA AMC 20-24; or
- FAA AC Nr. 20-165A - Airworthiness Approval of ADS-B; or
- the equipment configuration standards in Appendix XI of Civil Aviation Order 20.18 of the Civil Aviation Safety Authority of Australia.

If IFR aircraft carries ADS-B transmitting equipage which does not comply with the requirements above the equipment shall be:

- deactivated; or
- set to transmit only a value of zero for the Navigation Uncertainty Category (NUC\_P) or Navigation Integrity (NIC).

**STRATEGIC LATERAL OFFSET PROCEDURES**

The following requirements are applicable for the use of lateral offset within Male FIR:

- a. Offsets maybe applied outside Male TMA.
- b. The offset shall be established at a distance of 1NM or 2NM to the right of the centerline relative to the direction of flight.
- c. Position reports are to be based on the current ATC clearance and not the exact coordinates of the offset from track is "Male Control, Maldives 249, position BAXOS 0532 flight level 280, estimate ... etc".

**Lateral Offset Procedures to be applied by Pilots**

In the application of strategic lateral offsets, pilots should take the following points into consideration:

- a. Offsets shall only be applied in airspace where this has been approved.
- b. Offsets shall be applied only by aircraft with automatic offset tracking capability.
- c. The decision to apply a strategic lateral offset is the responsibility of the flightcrew.
- d. In airspace where the use of lateral offsets has been authorized, there is no ATC clearance required for this procedure and pilots are not required to inform ATC that an offset is being applied.
- e. The strategic lateral offset procedure has been designed to include offsets to mitigate the effects of wake turbulence of preceding aircraft. If wake turbulence needs to be avoided, one of the three available options (centerline, 1NM or 2NM right offset) shall be used.
- f. If the necessity arises pilots may contact other aircraft on the air-to-air frequency 123.45 to coordinate offsets.

**MALDIVES  
RULES AND PROCEDURES**

## REQUIRED NAVIGATION PERFORMANCE

Following routes are designated as RNP1:

- **Effective 10 Oct:** -----  
 Q511, VRMU to IGRAM;  
 -----
- **Effective 10 Oct:** -----  
 Q522, VRMU to MAMSO;  
 -----
- **Effective thru 09 Oct:** -----  
 Q533, VRMV to VRMK;  
 -----
- **Effective 10 Oct:** -----  
 Q533, VRMU to VRMK;  
 -----
- Q544, VRMK to VRMT;
- Q555, VRMO to VRMT;
- Q566, VRMT to VRMR;
- **Effective thru 09 Oct:** -----  
 T456, DAKMA to VRMG;  
 -----
- **Effective 10 Oct:** -----  
 T456, VRMM to VRMG;  
 -----
- T644, VRMV to AGITO;
- Y991, VRMM to VRMH;
- Z652, VRMM to VRMG;
- Z749, VRMM to VRMG.

Following routes are designated as RNP10:

- L516, ELKEL to BUMMR;
- L756, RULSA to MLE;
- L894, SUNAN to BIBGO;
- L899, HA to TELAR;
- M512, DOPDO to ANIVE;
- N628, LEVLU to SABEK;
- P756, UBKIN to MLE.

## **MALDIVES RULES AND PROCEDURES**

### **Emergency Descend on RNP1 Routes**

Aircraft shall remain on T456 during emergency descend. Aircraft on Z652 may leave the route, away from adjacent routes.

### **USER PREFERRED ROUTES**

To reduce the environmental impact of aviation the members of the Indian Ocean and Arabian Sea Strategic Partnership to Reduce Emissions (INSPIRE) are collaborating to allow airspace users access to User Preferred Routes (UPR) across the Arabian Sea, Indian and Southern Oceans and adjoining airspaces.

#### **Procedure**

INSPIRE airline partners that have prior approval from INSPIRE shall apply to the Chief Executive of Maldives Civil Aviation Authority for overflying clearance and may use the following procedures within the Maldives Flight Information Region.

The vertical limits of the Maldives UPR Geographic Zone shall be FL285 to FL460.

#### **Flight Planning**

- a. UPRs must be constructed via published waypoints or navigational aids.
- b. UPRs may include existing air routes.

#### **Access to UPR**

Airspace users may only file a flight plan user preferred route in the UPR Geographic Zone if they meet the following minimum criteria:

- a. RNAV10; and
- b. ADS-C/CPDLC equipped.

The minimum criteria listed above must be notified in the flight plan.

#### **Specific Requirement**

For overflying clearance, the operator, in consent with INSPIRE shall apply to the:

Chief Executive

Maldives Civil Aviation Authority

Address: Velaanaage Office Building, 11th floor  
Hilaalee Magu  
Male 20096  
Republic of Maldives

Tel: +960 332 3507  
+960 332 4987  
+960 332 4986

Fax: +960 332 3039

## MALDIVES RULES AND PROCEDURES

E-Mail: civav@aviainfo.gov.mv

AFS: VRMMYAYX

### Limitations

Flights entering Male FIR via waypoints LEVLU, BOBOD, BUMMR or MOMMA shall exit Male FIR from a FIR boundary point published at North of waypoint SABEK.

Following combination of waypoints may not be used for entry and exit:

- BIBGO to and from SEBLO, ANIVE, PADLA or MANRU;
- ESLAV to and from SEBLO, ANIVE, PADLA or MANRU;
- OMLEV to and from SEBLO or ANIVE.

*NOTE 1: Flight plans of UPR flights that have both FIR entry and exit waypoint on south of Airway N628 will not be accepted.*

*NOTE 2: Until approved and published by Male, KASVO shall not be used for flight planning.*

*NOTE 3: SABEK is available for UPR flights.*

### ACAS/TCAS II REQUIREMENTS

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 are required to be equipped with ACAS/TCAS II version 7.1.

## DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

### ICAO REFERENCE

#### Annex 2

##### 3.6.2 Adherence to ATC approved route

If an aircraft on a long over-water flight has inadvertently deviated from the route specified in its ATC clearance, it shall forthwith take action to regain such route within 200NM from the position at which the deviation was observed.

**4.4** Flights shall be conducted in accordance with the Instrument Flight Rules (even when not operating in instrument meteorological conditions) when operated:

- more than 100NM seaward from the shoreline within controlled airspace; or
- above FL150.



**NEPAL**  
**RULES AND PROCEDURES**

## GENERAL

In general, the air traffic rules and procedures in force, and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practises and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc.	Nautical Miles and Tenths
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters
Altitude, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

## WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

## FLIGHT PROCEDURES

### HOLDING

Holding procedures comply with Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Holding Procedures", Table IV-1-1, Holding Speeds.

Holding procedures within Kathmandu TMA are based on a maximum IAS 230kt.

### PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the PANS-OPS, Document 8168.

### AIRPORT OPERATING MINIMUMS

Nepal publishes OCA(H) and visibility, DA(H) or MDA(H) and visibility and ceiling.

## NEPAL RULES AND PROCEDURES

Jeppesen charted minimums are not below State minimums.

### ATS AIRSPACE CLASSIFICATION

Nepal has adopted the ICAO ATS airspace classification as listed in Jeppesen ATC-Chapter “ICAO ATS Airspace Classifications - Annex 11”.

Airspace classes “C” and “G” are used within Kathmandu FIR.

Within class “G” continuous two-way communication is required for all flights.

### SPECIAL REQUIREMENTS AND REGULATIONS

#### FLIGHT PLANNING

##### Flight Plan Message Addressing

Flight movement message for IFR flights shall be addressed as follows:

Route	Message address
into or via Kathmandu FIR	VNSMZQZX
Kathmandu AOC for flights into:	VNKTZRZX
Kathmandu APP/RADAR	VNKTZAZX
Kathmandu Tower	VNKTZTZX
TIA Kathmandu	VNKTZPZX
Pokhara	VNPKZTZX
Nepalgunj	VNNGZTZX
Biratnagar	VNVTZTZX
Janakpur	VNJPZTZX
Simara	VNSIZTZX
Bharatpur	VNBPZTZX
Bhairahawa	VNBWZTZX
Dhangadhi	VNDHZTZX
Chandragadhi	VNCGZTZX
Surkhet	VNSKZTZX

#### REQUIRED NAVIGATION PERFORMANCE

Following route is designated RNP10:

- L626, KTM to ONISA.

**NEPAL**  
**RULES AND PROCEDURES**

## **CONTROLLED AIRSPACE CLEARANCE**

All aircraft shall obtain an ATC clearance before operating in controlled airspace or joining or crossing airways. Such clearance should be requested at least 5 minutes for domestic flights and 10 minutes for international flights before reaching the proposed point of entry to controlled airspace.

The request shall include the following information:

- a. aircraft identification;
- b. aircraft type;
- c. position;
- d. level and flight conditions;
- e. estimated time at point of joining;
- f. desired level;
- g. route and point of intended landing;
- h. the phrase "Request joining/entering clearance".

The selected crossing or joining point should where possible, be associated with a radio facility to assist accurate navigation.

## **OPERATION AT UNCONTROLLED AIRPORTS**

Arriving aircraft:

- a. Aircraft should join the traffic circuit for the landing direction in use in the upwind, crosswind or downwind leg. A right turn may be executed to enter the left downwind leg, unless terrain dictates a right circuit must be used, then a left turn to the downwind leg may be executed.
- b. When an aircraft is holding over an aerodrome where weather conditions are less than the prescribed landing minimums, Kathmandu Radio will nominate a scheduled reporting time. This will normally not exceed an interval of 15 minutes.
- c. When arriving at an unattended airport all aircraft are required to report the place and time of arrival to Kathmandu Radio when commencing descent and when joining the circuit area.
- d. An aircraft shall hold as required by the traffic situation and/or weather conditions in order to establish separation or absorb delays. Holding will be accomplished according to the approved procedure or as specified by ATC.

Departing aircraft:

- a. When departing from an unattended airport within Nepal all aircraft shall report to Kathmandu Radio through HF when ready to taxi, specifying the destination and the runway to be used.
- b. After departure, the pilot shall report departure time, outbound track, intended cruising altitude or flight level and the next landing point or intention.

**NEPAL  
RULES AND PROCEDURES**

*NOTE: If no radio contact with the appropriate ATS unit can be established, the pilot should broadcast the required arrival and departure information on the appropriate frequency.*

**ACAS/TCAS II REQUIREMENTS**

All turbine-engine aeroplanes of a maximum certificated take-off mass in excess of 5700kg or authorized to carry more than 19 passengers shall be equipped with ACAS II.

*NOTE: Aircraft engaged in STOL operations certified to carry more than 9 passengers may be equipped with ACAS I.*

**FORWARD-LOOKING WIND SHEAR WARNING SYSTEM**

All turbo-jet aeroplanes of a maximum certificated take-off mass in excess of 5700kg or authorized to carry more than 9 passengers shall be equipped with a forward-looking wind shear warning system.

**DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES****ICAO REFERENCE****Annex 2**

**4.6 & 5.2.2 & 5.3.1** Semi-circular cruising levels are applicable at FL150 and above. Quadrantal cruising levels as shown in the following table are applicable at and below 13500ft.

<b>Flights at Levels at and below 13500ft</b>	
<b>Magnetic Track</b>	<b>Cruising Level</b>
000°-089°	Odd thousands of ft
090°-179°	Odd thousands plus 500ft
180°-269°	Even thousands of ft
270°-359°	Even thousands plus 500ft

**OMAN  
RULES AND PROCEDURES****GENERAL**

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc., generally in excess of 2 to 3 nautical miles	Nautical Miles and Tenths
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters
Altitude, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

**WGS-84 IMPLEMENTATION STATUS**

WGS-84 compliant.

**FLIGHT PROCEDURES****HOLDING**

Holding procedures comply with Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Holding Procedures", Table IV-1-1, Holding Speeds.

Holding areas have been calculated for levels up to 13000ft and speeds up to 230kt, except those used for Muscat (Intl) and Salalah aerodromes which are calculated for levels up to 10000ft and speeds up to 170kt for category A and B aircraft, and up to 230kt for category C and D aircraft. Aircraft wishing to hold at higher levels or speeds require clearance to do so from the relevant ATC unit.

**PROCEDURE LIMITATIONS AND OPTIONS**

Instrument approach procedures comply with the PANS-OPS, Document 8168.

## OMAN RULES AND PROCEDURES

### AIRPORT OPERATING MINIMUMS

Oman publishes OCA(H), DA(H) or MDA(H) and RVR or VIS for landing and for most airports a minimum RVR or VIS for take-off. In addition, for some airports there is a ceiling published.

Minimums published in AIP are based on Oman CAR OPS Subpart E - All Weather Operations (based on an early EU-OPS version).

Jeppesen charted minimums are not below State minimums and are compared against EASA AIR OPS.

### ATS AIRSPACE CLASSIFICATIONS

Oman has adopted the ICAO ATS airspace classification as listed in Jeppesen ATC-Chapter "ICAO ATS Airspace Classifications - Annex 11".

Within Muscat FIR, however, only the airspace classes "A", "C" and "G" are used.

Speed restriction below 10000ft also applies to IFR traffic in class "C" airspace.

IFR flights are permitted in class "G" airspace.

### SPECIAL REQUIREMENTS AND REGULATIONS

#### COMMUNICATION

##### Communication Procedures at Suhar Mandatory Broadcasting zone (MBZ)

The following reporting procedures shall be followed by all flights operating within Suhar MBZ:

- a. 5 minutes before entering MBZ, an initial call shall be made containing:
  - the designator of the station being called (Suhar Information);
  - call sign;
  - type of aircraft;
  - position;
  - flight level or altitude;
  - the intention of the flight crew.
- b. arriving MBZ:
  1. report when entering MBZ;
  2. announce the aircraft position, altitude and estimated time of landing and the pilot-in-commands arrival procedure intentions;
  3. report when on final approach;
  4. report when clear of the runway on which the aircraft has landed.
- c. when joining the aerodrome traffic circuit:
  1. report aircraft call sign, position in the circuit and altitude;

## OMAN RULES AND PROCEDURES

2. call blind to announce changes in altitude and direction; and
  3. call blind to announce other aircraft in the same airspace the crews own intentions.
- d. flying through MBZ:
1. report before entering MBZ and, where circumstances permit, at least 5 minutes before entering, giving the aircraft's position and altitude and the pilot-in-commands intentions; and
  2. report when leaving MBZ.
- e. before entering maneuvering area:
- the crew of a departing aircraft must call blind, on 118.725MHz, the crews of other aircraft on the ground or in MBZ to inform them about its location and intent.
- f. departing MBZ:
1. before moving onto the take-off surface, report the aircraft call sign, the runway-in-use for take-off, and the pilot's intentions after take-off. If a delay is encountered, broadcast intentions and expected length of delay, then re-broadcast departure intentions prior to moving onto the take-off surface;
  2. after take-off, report departing from the aerodrome traffic circuit, and maintain a listening watch on 118.725MHz until leaving MBZ.

## ALTIMETRY

Highest usable cruising altitude is 13000ft, lowest usable cruising level is FL150. Aircraft at or below the transition altitude of 13000ft arriving at or departing from controlled airfields are to change from regional to airfield QNH or vice versa at 50NM or when entering/leaving controlled airspace.

## WAKE TURBULENCE CATEGORIES

With the purpose to preserve safety and to limit the effects of the separation prescriptions on airports capacity, air traffic control applies the following categories to separate aircraft in the approach and departure phases of flight:

Category	MTOW in kg
LIGHT (L)	7000kg or less
SMALL (S)	more than 7000kg up to 40000kg
MEDIUM (M)	more than 40000kg and less than 1360000kg
HEAVY (H)	136000kg and more

The B-757 is formally classified as a MEDIUM aircraft. For aerodynamic design reasons, it however appears that this type of aircraft generates more important and stronger wake vortices than

## OMAN RULES AND PROCEDURES

other aircraft of the MEDIUM category. For that reason, the following regulations are applied in respect of wake turbulence avoidance separation when a B-757 is involved:

a. B-757 following an other aircraft:

The B-757 will be considered as a MEDIUM aircraft and the appropriate separation will be applied.

b. Other aircraft following a B-757:

The B-757 will be considered as a HEAVY aircraft and the appropriate separation will be applied.

### FLIGHT PLANNING

Special flights, such as survey flights, scientific research flights, etc., may be exempted from flight plan submission. Request for exemption shall be mailed so as to be received at least 1 week before the intended day of flight to:

Public Authority for Civil Aviation

Address: P.O. Box 1  
Muscat  
Sultanate of Oman  
111

Fax: +968 24 510 122

AFS: OOMSYAYX

### Repetitive Flight Plan (RPL)

RPLs are not accepted and all operators are required to file a full flight plan.

### REQUIRED NAVIGATION PERFORMANCE

Flights operating at FL280 or above within Muscat UTA and in controlled airspace and airways outside the UTA within the Muscat FIR shall be operated in accordance with RNAV5 navigation requirements, except the following which are RNAV1:

- B505, LALDO to ITLOB;
- B524, NADSO to DAMUM;
- M428, GOMTA to MUNGA;
- M564, PASOV to VAXAS;
- M681, TARBO to DAMUM;
- N318, LABRI to GEVED;
- N430, TARBO to ITLOB;
- N563, TULBU to SODEX;
- N685, RETAS to LAKLU;



## OMAN RULES AND PROCEDURES

- P307, TONVO to PURNI;
- Q978, MCT to ITRAX;
- Y623, DAPOK to GIVLA;
- Y855, BOTAM to LAKLU;
- Z855, TULBU to SODEX.

For flight planning purposes all RNAV5 operators will also be permitted to file flight plans via all RNAV1 routes within the Muscat FIR.

### LONGITUDINAL SEPARATION

80NM RNAV or 10 minutes (or less) MNT or the appropriate radar separation may be applied between aircraft.

### STRATEGIC LATERAL OFFSET PROCEDURES (SLOP)

SLOP shall be authorized only in enroute airspace as follows:

- a. where the lateral separation minima spacing between route center lines is 42.6km (23NM) or more, offsets to the right of the center line relative to the direction of flight in tenths of a nautical mile up to a maximum of 3.7km (2NM); and
- b. where the lateral separation minima or spacing between route center lines is 11.1km (6NM) or more and less than 42.6km (23NM), offsets to the right of the centerline relative to the direction of flight in tenths of a nautical mile up to a maximum of 0.9km (0.5NM).

### ACAS/TCAS II REQUIREMENTS

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 are required to be equipped with and operate ACAS/TCAS II, version 7.1.

### GLOBAL POSITIONING SYSTEM (GPS) OPERATIONS

GPS receivers may be used within enroute and terminal area under the following conditions:

- a. The GPS navigation equipment must have been certified to comply with the requirements for any of the classes in FAA TSO C-129 or equivalent, be installed and approved in accordance with FAA AC 20-138 for stand-alone equipment or AC 20-130 for multi-sensor equipment and be operated in accordance with the approved flight manual or any supplement thereof.
- b. Aircraft using GPS equipment under IFR must be equipped with another approved and operational means of navigation. Should GPS navigation capability be lost, this equipment must allow navigation along the planned route or suitable alternate route. Monitoring of the traditional navigation equipment is necessary when there are insufficient satellites in view for RAIM to operate.

Operators are encouraged to submit details of any discrepancies on the use of GPS and/or other comments to the following address:

**OMAN**  
**RULES AND PROCEDURES**

The Director, Flight Safety

Directorate General of Civil Aviation and Meteorology

Address:            P.O. Box 1 CPO  
                        Muscat  
                        Sultanate of Oman  
                        111

Fax:                +968 519 273

## **DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES**

### **ICAO REFERENCE**

#### **Annex 2**

**3.3.1.1** Operators of all flights within the Muscat FIR are required to submit a flight plan to ATC. Operators of local flights, i.e., those which will remain within Muscat TMA or Salalah CTR may satisfy FLP requirements by notifying the appropriate ATSU of:

- a. aircraft call sign (and registration if different);
- b. ETD and brief details of the intended flight;
- c. destination.

**4.4** VFR flights shall not be operated above FL150.

#### **PANS-ATM, DOC 4444**

**5.9** Clearance to fly maintaining own separation in VMC will NOT be granted unless exceptional circumstances exist. Such clearance will not, under any circumstances whatsoever, be granted to aircraft at trans/supersonic speeds.

**5.10** For safety reasons, information is given also in respect of uncontrolled traffic, if the ATSU concerned considers that it is a hazard to controlled traffic.

**6.5.3** Visual approaches by night will not be authorized unless the pilots reports show that they have and can maintain the airfield in sight.

*NOTE: ATC may limit the descent of any flight that meets the requirements for a visual approach by using the phrase:*

*“Descent to ... (altitude) visually.”*

*The term visual in this content will imply that the pilots are responsible for their own terrain clearance.*

ATC shall provide separation between an aircraft so cleared and all other aircraft unless separation according to DOC 4444 Chapter 6, 6.1 applies.

## PAKISTAN RULES AND PROCEDURES

### GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc., generally in excess of 2 nautical miles	Nautical Miles and Tenths
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters
Altitude, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, beginning at midnight UTC

### WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

### FLIGHT PROCEDURES

#### HOLDING

Holding procedures comply with Jeppesen ATC-Chapter “Flight Procedures (DOC 8168) - Holding Procedures”, Table IV-1-1, Holding Speeds.

#### PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the PANS-OPS, Document 8168.

#### AIRPORT OPERATING MINIMUMS

Pakistan State minimums are in accordance with JAR-OPS 1 AOM (EU-OPS 1 Subpart E - Appendix 1 to OPS 1.430 old), with the following exception: Minimum RVR for CAT II approaches is RVR 350m.

## **PAKISTAN RULES AND PROCEDURES**

Jeppesen published minimums are not below State minimums.

### **Approach Ban**

An instrument approach may be commenced regardless of the reported RVR/VIS but the approach shall not be continued beyond the outer marker or equivalent position, if the reported RVR/VIS is less than the applicable minimum. Where RVR is not available, RVR values may be derived by converting the reported visibility. If, after passing the outer marker or equivalent position the reported RVR/VIS falls below the applicable minimum, the approach may be continued to DA(H) or MDA(H).

Where no outer marker or equivalent position exist, the pilot shall make the decision to continue or abandon the approach before descending below 1000ft above the aerodrome on the final approach segment. If the MDA(H) is 1000ft or more above aerodrome the operator shall establish a height for each approach procedure, below which the approach shall not be continued if RVR/VIS is less than the applicable minimum.

The approach may be continued below DA(H) or MDA(H) and the landing may be completed provided that the required visual reference is established at the DA(H) or MDA(H) and is maintained.

The touchdown zone RVR is always controlling. If reported and relevant, the mid-point and stop-end RVR are also controlling. The minimum RVR for the mid-point is 125m or the RVR required for the touchdown zone if less. The minimum RVR for the stop-end is 75m. For aircraft equipped with a roll-out guidance or control system, the minimum RVR value for the mid-point is 75m.

Relevant in this context means that part of the runway used during the high speed phase of the landing down to a speed of approximately 60kt.

## **ATS AIRSPACE CLASSIFICATION**

Pakistan has adopted the ICAO ATS airspace classification as listed in Jeppesen ATC-Chapter "ICAO ATS Airspace Classifications - Annex 11".

## **SPECIAL REQUIREMENTS AND REGULATIONS**

### **COMMUNICATION**

All aircraft are required to establish two-way radio contact with the concerned ACC at least 15 minutes prior to entry in FIR.

### **FLIGHT PLANNING**

#### **Flight Plan Message Addressing**

Flight movement messages for IFR flights shall be addressed as follows:

## PAKISTAN RULES AND PROCEDURES

Into or via Karachi FIR/CTA/CTR	OPKCZIX OPKCZRZX OPKCZRZA OPKCZPZX OPKRZRZA OPKRZRZB
Into or via Lahore FIR/CTA/CTR	OPLAZIX OPLRZQZX OPLAZRZA OPLRATMA OPLRATMB
Into or via Cherat CTR and Islamabad APP area	OPLAZIX OPLRZQZX OPCTZTZX OPRNZRZA
Into or via Multan TMA	OPMTZTZX OPMTYFYX
A453 (PIRAN-GADER or vice versa)	OPKCZIZA OPKRZRZA OPKRZRZB

### POSTION REPORTING PROCEDURES

The last position report before passing from one FIR to an adjacent FIR shall also be made to the ATS unit serving the airspace to be entered.

### AIR TRAFFIC FLOW MANAGEMENT PROCEDURES (ATFM)

#### BOBCAT ATFM

For AFTM procedures through Kabul FIR see Jeppesen ATC-Chapter "ATFM Procedures over Bay of Bengal, South Asia and Pakistan through Kabul FIR - BOBCAT".

### REQUIRED NAVIGATION PERFORMANCE

Following ATS routes are designated RNAV5:

- L124, PG to KEBUD;
- M504, ALPOR to TELEM;
- N893, NH to TELEM;

## PAKISTAN RULES AND PROCEDURES

- N894, LAKIV to TELEM;
- P757, NH to PG;
- T385, PG to TAPDO;
- Z301, RN to KC;
- Z302, PS to KC;
- Z303, QT to LA;
- Z304, RN to QT;
- Z305, LA to PS;
- Z306, KC to RN;
- Z307, KC to PS.

Following ATS routes are designated RNP10:

- L509, SULOM to LAJAK;
- L750, BIROS to MERUN;
- M638, PG to SAPNA;
- M875, SITAX to GUGAL;
- M881, DI to LAJAK;
- N519, SAPNA to KC;
- N636, NH to SERKA;
- N644, DI to DOBAT;
- P500, DI to MOTMO;
- P518, KABIM to PG;
- P628, VIKIT to ASLUM;
- T400, NONIB to PS.

### SEPARATION MINIMUMS

50NM longitudinal separation has been implemented within Karachi and Lahore FIRs at all transfer of control points with India, Afghanistan and Iran as follows:

- a. between RNP10 compliant aircraft;
- b. between all aircraft in surveillance environment;
- c. application of 50NM longitudinal separation on ATS routes M638, N519 and P518, the aircraft shall be equipped with FANS 1/A data link capability.

50NM separation shall not be applicable between non RNP10 compliant aircraft when no surveillance is available.

## PAKISTAN RULES AND PROCEDURES

50NM separation RNAV using Mach number technique (MNT) may be applied between aircraft.

### **AUTOMATIC DEPENDENT SURVEILLANCE BROADCAST (ADS-B)**

ADS-B station is available for use by Islamabad Approach. Islamabad Approach may therefore provide surveillance based ATS to ADS-B OUT equipped aircraft operating to/from Islamabad Intl.

### **SECONDARY SURVEILLANCE RADAR (SSR)**

Except as otherwise authorized no aircraft shall be operated within:

- all controlled airspace above FL250 unless the aircraft is equipped with a functioning transponder including Mode C automatic altitude reporting; or
- the Karachi CTA and CTR, the Lahore CTA and CTR and Cherat CTR unless the aircraft is equipped with a functioning transponder.

No transponder shall be operated on Mode A or Mode C within Pakistan domestic airspace unless it is operated in accordance with published national procedures or ATC instructions. Where the transponder or automatic altitude reporting equipment required fails during flight, the aircraft may proceed to the next aerodrome of intended landing and thereafter in accordance with an ATC clearance complete a planned itinerary or proceed to a repair base.

An ATC unit may, on application in writing, issue authorization to an aircraft not equipped according to a. or b. above to be operated within the airspace where the unit provides air traffic services if such operation does not compromise the safety of air traffic.

### **ALTERNATE AERODROME**

Lahore (OPLA) and Karachi (OPKC) are the suitable alternate aerodromes for Islamabad (OPIS) for aircraft up to Cat E (B777).

Airline Operators have to seek permission from Pakistan Civil Aviation Authority before planning these airports as alternate aerodrome.

### **PROCEDURE FOR AIRCRAFT WHEN LOST NEAR PAKISTAN BORDER**

Occasions may arise when due to circumstances beyond control an aircraft may be deviated from authorized route and is lost near Pakistan border. The following procedures shall apply:

- a. Aircraft operating over Pakistan when lost close to the territorial limits shall immediately contact the nearest ACC/ATS unit and give flight plan, nationality, approximate position or last known position, heading, height etc.
- b. If any aircraft, operating in proximity of the Pakistan territory, enters Pakistan airspace without prior authorization the pilot-in-command shall inform the appropriate ATS unit in Pakistan by the quickest means available about the following:
  1. position, flight level and time at which the deviation from the route is expected;
  2. direction and distance up to which the aircraft is likely to deviate from the route;
  3. position, time and flight level for re-entry into the route.

**PAKISTAN  
RULES AND PROCEDURES**

If any aircraft fails to inform the ATS unit concerned about any deviation from a prescribed route, it is likely to be intercepted by fighter aircraft.

**ACAS/TCAS II REQUIREMENTS**

All turbine-engined aeroplanes of a maximum certified take-off mass in excess of 15000kg or authorized to carry more than 30 passengers shall be equipped with ACAS/TCAS II version 7.1. Every flight plan for a flight in the Pakistan airspace shall indicate that the aeroplane is ACAS equipped.

The flight crew for the operation of ACAS shall follow the following procedures:

- a. The pilot shall not maneuver the aeroplane in response to a Traffic Advisory (TA) only and shall search for the approaching traffic.
- b. The pilot shall alter the flight path in the event of Resolution Advisory (RA) and search for the conflicting traffic, which shall include a visual scan of the airspace into which his own aeroplane might maneuver.
- c. The alteration of the flight path shall be limited to the minimum extent necessary to comply with RA.
- d. The pilots, who deviate from an ATC clearance in response to a RA, shall promptly return to the terms of the previous ATC instruction or clearance when the conflict is resolved.
- e. The pilot shall, as soon as practicable, notify the ATC unit of the direction of the RA and, when the conflict is resolved, inform ATC that they are returning to the terms of the current ATC clearance.
- f. Pilots experiencing RA while flying in Pakistan airspace shall immediately file a report on RT with the handling ATC unit followed by a written report to DG CAA Pakistan.

*NOTE: When RA is initiated and pilot deviates from ATC clearance, he is not considered to be violating the ATC instructions.*

**DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES**

**ICAO REFERENCE**

**Annex 2**

**3.3.1.2** Flight plans shall be submitted for all flights except local flights.

Multiple flight plans i.e. separate flight plan for each stage of the flight through intermediate stops may be filed at the aerodrome of first departure only in respect of flights whose first departure point is in Pakistan.

**3.3.1.4** Flight plans shall be submitted at least 30 minutes before departure.

**4.4 (a)** VFR flights shall not be operated above FL150.



---

**PAKISTAN  
RULES AND PROCEDURES**

**PANS-ATM (DOC 4444)**

**16.4.1.3** The RPL system is available to schedule flights operating between airports in Pakistan and airports in Saudi Arabia and Singapore.

## QATAR RULES AND PROCEDURES

### GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc., generally in excess of 2 nautical miles	Nautical Miles and Tenths
Relatively short distances such as those relating to aerodromes (e.g. runway lengths)	Meters
Altitude, elevations and heights	Feet or Meters
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

### WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

### FLIGHT PROCEDURES

#### HOLDING

Holding procedures comply with Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Holding Procedures", Table IV-1-1, Holding Speeds.

#### PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the PANS-OPS, Document 8168.

#### AIRPORT OPERATING MINIMUMS

Qatar publishes airport operating minimums for Doha (Intl) and Doha (Hamad Intl).

Jeppesen charted minimums are not below State minimums.

**QATAR  
RULES AND PROCEDURES****ATS AIRSPACE CLASSIFICATION**

Qatar has adopted the ICAO ATS airspace classifications as listed in Jeppesen ATC-Chapter "ICAO ATS Airspace Classifications - Annex 11".

Airspace classes "A", "C", "D" and "G" are used within Doha TMA.

**SPECIAL REQUIREMENTS AND REGULATIONS****ALTIMETRY**

The transition altitude is fixed at 13000ft AMSL and the transition level is fixed at FL150 within Doha TMA.

All aircraft operating within Doha TMA and below FL150 are required to use Doha QNH during climb and descend phase.

**FLIGHT PLANNING**

For traffic departing from aerodromes within the Doha TMA or overflying the Bahrain FIR/UIR, the FPL shall include the entry and exit points of the Bahrain FIR/UIR.

The following additional flight planning requirements apply for airports with published SID and STAR procedures:

- a. arriving aircraft: Item 15 of the flight plan form shall terminate with the corresponding way-point of the last ATS route where the STAR commences (e.g. ... UN318 VELAM Z225 BAYAN);
- b. departing aircraft: Item 15 of the flight plan form shall commence with the last waypoint of the SID related to the ATS route (e.g. PATOM B457...) and then as per Doc 4444 standard requirements.

All civil non-scheduled, private, technical landing and state or military aircraft flights, landing or overflying territorial land and water of State of Qatar are required to include the State of Qatar clearance number under RMK/ in Item 18 of the flight plan.

Repetitive Flight Plan (RPL) system is not used in Qatar.

**Time of Submission**

All flight plans and associated messages to/from/within and overflying Qatar airspace shall be submitted to the above address for processing at least 1 hour prior to the EOBT of those flights but not more than 120 hours.

**Flight Plan Message Addressing**

The State of Qatar introduces the IFPS for all fights. A flight plan within Qatar airspace shall be submitted via:

AFTN: OTHHZPZX

In absence of AFS:

E-mail: doha.comm@caa.gov.qa, Fax: +974 4462 1052 and +974 4470 5075

---

**QATAR  
RULES AND PROCEDURES**

An acknowledgement of receipt must be obtained via:

Tel: +974 4470 5080 or +974 4470 5081

Flight movement messages for IFR flights overflying via North of Qatar on L602/UL602, L768/UL768, M600/UM600, M677/UM677, P559/UP559, P699/UP699, T308/UT308, UT557, UT602, UT677, T872/UT872 shall be addressed to OTBDYWYX.

## **REQUIRED NAVIGATION PERFORMANCE**

All ATS Routes are RNAV1.

## **ACAS/TCAS II REQUIREMENTS**

All fixed-wing turbine-engined aircraft having maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19, are required to be equipped with and operate ACAS/TCAS II version 7.1.

Aircraft that failed to install ACAS/TCAS II shall not be permitted to operate within Doha TMA.

## **AVOIDANCE OF UNNECESSARY TCAS WARNINGS**

### **Procedure for avoiding false TCAS Resolution Advisories (RA)**

Within the last 1000ft of climb or descent, rates should not exceed 1000ft/min. Pilots should ensure that the aircraft neither undershoots nor overshoots the target level by more than 150ft, manually overriding if necessary.

## **DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES**

No differences published.

**SAUDI ARABIA  
RULES AND PROCEDURES**

## GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc., generally in excess of 2 nautical miles	Nautical Miles and Tenths
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters
Altitude, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, day of 24hrs beginning at midnight UTC

## WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

## FLIGHT PROCEDURES

### HOLDING

Holding procedures comply with Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Holding Procedures", Table IV-1-1, Holding Speeds.

### PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the United States Standards for Terminal Procedures (TERPS).

Circling areas and MDA(H) are based on the PANS-OPS, Document 8168.

## SAUDI ARABIA RULES AND PROCEDURES

The transformation of all Instrument Flight Procedures from FAA-TERPS to ICAO PANS-OPS Criteria is in progress. Pilots must check inscriptions on procedure plates to determine if they have been designed to TERPS or PANS-OPS procedures.

### Speed Limitations

Aircraft operating below 10000ft must not exceed the following values of indicated airspeed, except that the minimum safe operating speed for a particular aircraft shall always be the determining factor when it is greater than the maximum speed prescribed below:

- a. within an aerodrome traffic circuit:
  - 200kt for turbine engined aircraft;
  - 156kt for reciprocating engined aircraft;unless otherwise authorized or required by ATC.
- b. elsewhere:
  - 250kt.

### AIRPORT OPERATING MINIMUMS

Saudi Arabia publishes DA(H), MDA(H) and visibilities for landing.

Standard take-off minimums, specified by the number of engines, might be supplemented by specific conditions for departures.

**Lower than standard take-off minimums have to be approved by the CAA for every operator and are therefore not charted on Jeppesen standard charts.**

For some airports there are alternate minimums published.

Jeppesen charted minimums are not below State minimums.

### ATS AIRSPACE CLASSIFICATION

Saudi Arabia has adopted the ICAO ATS airspace classification as listed in Jeppesen ATC-Chapter "ICAO ATS Airspace Classifications - Annex 11".

Airspace classes "A", "B", "C", "D", "E" and "G" are used within Jeddah FIR.

## SPECIAL REQUIREMENTS AND REGULATIONS

### COMMUNICATIONS

#### Arrival

Aircraft should normally establish communications on the tower frequency at least 10NM prior to entering the appropriate aerodrome traffic zone (ATZ) or control zone (CTR), and in any case, not later than 5NM prior to entry.

**SAUDI ARABIA  
RULES AND PROCEDURES****Departure**

Departing aircraft should remain on the tower frequency until 5NM beyond the boundary of the ATZ/CTR as appropriate, except in the case of IFR flights, which should change to the next appropriate ATC frequency at the time/place given in their ATC instructions.

**Aerodrome flight information service (AFIS)**

Where AFIS is established, should generally establish communications within 20NM of that aerodrome.

**ALTIMETRY**

A common transition altitude of 13000ft and a fixed transition level of FL150 are established within Jeddah FIR, including that portion which is under the jurisdiction of the Yemen Arab Republic.

**WAKE TURBULENCE CATEGORY**

For A380-800 aircraft the letter "H" shall be entered into the space allocated to wake turbulence under item 9 of the ICAO flight plan.

For A380-800 aircraft the expression SUPER must be included immediately after the aircraft call sign in the initial radiotelephony contact between such aircraft and ATS units.

**FLIGHT PLANNING**

A submission of a flight plan is mandatory for all arriving, departing and overflying aircraft.

All operators shall submit their flight plans not more than 24 hours and at least 60 minutes prior to estimated off-blocks time (EOBT) and/or entering the Jeddah FIR.

A flight plan must be submitted not less than 30 minutes before departure for all traffic operate within Jeddah FIR.

All non-scheduled flights intending to operate within or overfly a restricted area or to land at Al-Ahsa, Jazan (King Abdullah Bin Abdulaziz), Jubail, Khamis Mushait (King Khaled AB), King Saud AB, Nejran, Sharurah, Tabuk (Sultan Bin Abdulaziz), Al Kharj (Prince Sultan AB), Dhahran (King Abdulaziz AB), Riyadh AB, although having permission to operate domestic flights into those aerodromes, are required to submit their flight plan to the Air Defence Notification Center (OEJ-DYXYX) to obtain approval prior to departure as follows:

- normal routine flights not less than 24 hours before departure;
- urgent flights not less than 12 hours before departure;
- emergency flights, for example hospital aircraft, not less than 2 hours before departure.

**Contents of a Flight Plan**

The following information shall be included in the relevant Items or Fields of flight plans for all flights operating within the Jeddah FIR.

Item 16 – restrictions apply to the nominated destination alternate aerodrome for the following international aerodrome destinations:

**SAUDI ARABIA  
RULES AND PROCEDURES**

<b>Planned International Destination</b>	<b>Nominated Alternate</b>
Jeddah (King Abdulaziz Intl)	a. Madinah (Prince Mohammad Bin Abdulaziz Intl) b. Riyadh (King Khaled Intl) c. Dammam (King Fahd Intl)
Riyadh (King Khaled Intl)	a. Jeddah (King Abdulaziz Intl) b. Madinah (Prince Mohammad Bin Abdulaziz Intl) c. Dammam (King Fahd Intl)
Dammam (King Fahd Intl)	a. Jeddah (King Abdulaziz Intl) b. Riyadh (King Khaled Intl)
Madinah (Prince Mohammad Bin Abdulaziz Intl)	a. Jeddah (King Abdulaziz Intl) b. Riyadh (King Khaled Intl)

*NOTE: Jeddah (King Abdulaziz Intl) may be flight planned as an alternative aerodrome to the adjacent international airports except during Hajj period when Jeddah is subject to aircraft parking congestion.*

Item 18 – the overflight/landing reservation number expressed in plain language and preceded by RMK/.

Item 18 – the aircraft registration preceded by REG/.

Item 19 – to be completed in full – not transmitted as part of the FPL.

**Flight Plan Message Addressing**

Flight movement messages for IFR flights shall be addressed as follows:

<b>Route (into or via FIR and/or TMA)</b>	<b>Message Address</b>
into or via Jeddah FIR and, in addition, for flights:	OEJDZQZX
Into JDW ACC north and east sector	OERKZQZX
into or via Bahrain/Damman CTA	OBBDZQZX OEDFZPZX/OEDFZAZX
into or via Jeddah ACC	OEJDZQZX
into or via Abha CTA	OEABZRZX
into or via Madinah CTA	OEMAZAZX
into or via Riyadh CTA	OERKZAZX/OERKZPZX



**SAUDI ARABIA  
RULES AND PROCEDURES**

<b>Route (into or via FIR and/or TMA)</b>	<b>Message Address</b>
into or via Tabuk TMA	OETBZAZX
into or via Taif TMA	OETFZAZX
with a destination or alternate of:	
Abha	OEABZTZX
Dammam (King Fahd Intl)	OEDFZTZX
Dhahran (King Abdulaziz AB)	OEDFZPZX
Gassim (Prince Naif Bin Abdulaziz)	OEGSZTZX
Jazan (King Abdullah Bin Abdulaziz)	OEGNZTZX
Hail	OEHLZTZX
Jeddah (King Abdulaziz Intl)	OEJNZTZX
Jubail	OEJBZTZX
Khamis Mushait (King Khaled AB)	OEKMZTZX
Hafr Al Batin (King Saud AB)	OEKKZTZX
Madinah (Prince Mohammad Bin Abdulaziz)	OEMAZTZX
Riyadh (King Khaled Intl)	OERKZTZX/OERKZQZX
Riyadh (King Salman AB)	OERYZTZX
Tabuk (Sultan Bin Abdulaziz)	OETBZTZX
Taif	OETFZTZX
Yenbo (Prince Abdulmohsin Bin Abdulaziz)	OEYNZTZX
Al Kharj (Prince Sultan AB)	OEPSZTZX

**TRAFFIC INFORMATION BROADCASTS BY AIRCRAFT (TIBA)**

In class “G” airspace all aircraft must follow the Traffic Information Broadcasts by Aircraft (TIBA) procedures and broadcast relevant collision avoidance information to each other.

All pilots must use the published TIBA frequency and shall:

- maintain a continuous listening watch and broadcast the aircraft’s position and intended movements prior to maneuvering the aircraft, as applicable;
- broadcast acknowledgments of any TIBA messages received;
- prior to departure maintain a listening watch for at least 5 minutes and broadcast taxi movements prior to maneuvering the aircraft;
- broadcast the aircraft’s position and intentions before crossing or entering a runway for take-off and again before actually commencing the take-off roll;

## SAUDI ARABIA RULES AND PROCEDURES

- broadcast when the aircraft is airborne, when it leaves the traffic circuit and when it leaves the ATZ;
- broadcast any other message considered necessary in the interests of safety.

Aircraft arriving at, departing from or flying in the aerodrome traffic zone (ATZ) of an aerodrome without an air traffic control unit, shall follow the TIBA procedures and, if intending to land, contact the aerodrome fire rescue service unit on the published FRS frequency, not less than 15 minutes before landing and report the following:

- a. aircraft identification and type;
- b. estimated time of arrival (ETA).

TIBA procedure has to be applied on frequency 122.8MHZ in class “G” airspace, as the following:

- a. outside all CTAs, TMAs and CTRs;
- b. off AWYs below FL150;
- c. on AWYs below 11500ft;
- d. within uncontrolled aerodromes in non-AFIS operating hours;
- e. where there is no ATS unit to provide the necessary FIS to aircraft.

All aircraft must follow the TIBA procedures and broadcast relevant collision avoidance information to each other.

### MINIMUM HORIZONTAL RADAR SEPARATION

- a. 20NM constant or increasing; in connection with radar transfers to adjacent FIRs, Jeddah ACC will be providing radar separation in Jeddah FIR along ATS Routes in class “A” airspace FL150 and above (throughout Jeddah FIR), except that portion south of 2200N and east of 04800E;
- b. 10NM Enroute;
- c. 5NM in TMAs;
- d. 3NM on final approach at King Abdulaziz Intl Airport only.

### SECURITY CONTROL OF AIR TRAFFIC AND AIR NAVIGATION AIDS (SCATANA)

The rules of the Security Control of Air Traffic and Air Navigation Aids (SCATANA) plan will only be activated in times of war or during a defence emergency and restrictions to aircraft movements will not be imposed for any greater time or degree than is necessary to meet military tactical requirements.

The pilot-in-command of an aircraft entering or operating in Saudi Arabian airspace, once notified that SCATANA rules have been activated, shall comply with all SCATANA instructions to change course, altitude or flight level or to land at the nearest suitable airport acceptable to the pilot.

## SAUDI ARABIA RULES AND PROCEDURES

*NOTE: When Saudi Arabian airspace has been cleared of civilian aircraft, it can be expected to rapidly follow that many, if not all, of the Kingdom's air navigational aids serving airports will be shut down.*

While SCATANA rules are active, all proposed flight operations in Saudi Arabian airspace will require approval by ADNC and be assigned an appropriate wartime traffic priority number.

### REQUIRED NAVIGATION PERFORMANCE

Following route is designated RNAV1:

– UM440, BOPEK to MIDGU between FL270 and FL460.

Saudi Arabia RNAV5 airspace is the designated RNAV5 airspace between FL160 and FL460, inclusive all ATS routes in controlled airspace covering north, east, west and south sectors. Except the ATS routes located east of 04700E and south of 2150N, where the base of RNAV5 is established above FL255.

For aircraft operating on RNAV ATS routes located east of 04700E and south of 2150N, the aircraft shall be certified for RNP operations and must carry multi-navigation sensors including GNSS and DME/DME/IRU. The onboard system navigation shall demonstrate to meet applicable regulation as a primary means of navigation.

### RNAV LIMITATIONS AND SPECIAL PROCEDURES

Operators are advised that VOR/DME and DME/DME spacing in some areas are not supporting RNAV5. Operators equipped with only this type of RNAV capability are advised to fill a flight plan via conventional ATS routes based on VOR/DME ground based infrastructure.

Operators of aircraft with certified RNAV systems with automatic radio update capability can depend on suitable navigation update capabilities within designated RNAV5 airspace.

Aircraft entering RNAV5 airspace longitudinally from an area where no RNAV is specified, are expected to capture the cleared track centerline, within plus or minus 5NM, not later than 50NM after entering designated RNAV5 airspace.

### PARALLEL OFFSET PROCEDURE

ATC may require RNAV equipped aircraft to perform a parallel offset from the assigned route. When requested to offset, or to regain the assigned route, the pilot should change heading by either 30 or 45 degrees and report when the offset or assigned route is reached.

Parallel offset procedures will only be initiated in areas of radar coverage and ATC will provide radar monitoring and the required separation.

### ADHERENCE TO MACH NUMBER

Aircraft shall adhere to the Mach number assigned by ATC unless approval is obtained from ATC to make a change or until the pilot received the initial descent clearance approaching destination. If it is necessary to make an immediate temporary change in the Mach number (due to turbulence. etc), ATC shall be notified as soon as possible that such a change has been made.

## SAUDI ARABIA RULES AND PROCEDURES

If it is not possible, due to aircraft performance, to maintain the last assigned Mach number during enroute climbs and/or descents, pilots shall advise ATC at the time of climb/descent request.

### UNCOORDINATED FLIGHTS OVER THE RED SEA

Uncoordinated flights over the Red Sea shall comply with the following procedures:

- a. Squawk A2000 if no code was issued by the transferring authority.
- b. RVSM compliant aircraft shall be in level flight and maintaining FL290 southbound and FL300 northbound.
- c. Non-RVSM compliant aircraft shall be in level flight and maintaining FL250 southbound and FL260 northbound.
- d. Communicate all flight details on the appropriate ACC frequencies.
- e. Flight details shall include:
  1. call sign;
  2. direction of flight;
  3. flight level;
  4. estimated time of crossing FIR boundaries and over or abeam reporting points along flight route.
- f. Flight details shall be broadcast 10 minutes prior to crossing FIR boundaries and 5 minutes prior to passing compulsory reporting points.
- g. Maintain a listening watch on appropriate ACC frequencies.

### SECONDARY SURVEILLANCE RADAR (SSR)

All flights are required to carry a functioning Mode C transponder when operating in class “A”, “B” or “C” airspace.

Non-functioning SSR transponder equipment must be reported to ATC immediately.

### ACAS/TCAS II REQUIREMENTS

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 are required to be equipped with ACAS/TCAS II version 7.1.

Pilots of transponder-equipped must ensure that their transponder is switched to ON/ALT (Mode C) at all times when airborne.

### High Vertical Rate (HVR) Encounters

A TCAS Resolution Advisory (RA) may result from having a high vertical rate when approaching an assigned altitude or flight level when another aircraft is maintaining, or approaching, an adjacent altitude or flight level. To avoid RAs in these circumstances, the pilot of the climbing or descending aircraft should, where practicable, reduce the vertical rate to less than 1500fpm when within the last 1000ft of the assigned altitude or flight level, unless otherwise directed by ATC.

---

**SAUDI ARABIA  
RULES AND PROCEDURES****DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES****ICAO REFERENCE****Annex 2**

- 3.6.3.1** Within Jeddah FIR all flights, whether controlled or not, must make position reports.
- 4.3** VFR flights from sunset to sunrise are not allowed in Saudi Arabia airspace.
- 4.4** VFR flights are limited to 12500ft MSL and below.

## SRI LANKA RULES AND PROCEDURES

### GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc., generally in excess of 2 to 3 nautical miles	Nautical Miles and Tenths
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters
Altitude, elevations and heights	Feet, Meters
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers
Altimeter setting	Hectopascal
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

### WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

### FLIGHT PROCEDURES

#### HOLDING

Holding procedures comply with Jeppesen ATC-Chapter “Flight Procedures (DOC 8168) - Holding Procedures”, Table IV-1-1, Holding Speeds.

#### PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the PANS-OPS, Document 8168.

#### AIRPORT OPERATING MINIMUMS

Sri Lanka does not publish State airport operating minimums.

Sri Lanka publishes Obstacle Clearance Altitudes (Heights) [OCA(H)].

**SRI LANKA  
RULES AND PROCEDURES****ATS AIRSPACE CLASSIFICATIONS**

Sri Lanka has adopted the ICAO ATS airspace classifications as listed in Jeppesen ATC-Chapter “ICAO ATS Airspace Classifications - Annex 11”.

Airspace classes “A”, “C”, “D”, “E” and “G” are used within Colombo FIR.

**SPECIAL REQUIREMENTS AND REGULATIONS****REQUIRED NAVIGATION PERFORMANCE**

ATC will apply 50NM longitudinal separation minimums to RNP10 approved aircraft on the following routes within Colombo FIR:

- L645, KAT to SULTO;
- L774, KETIV to ELATI;
- L894, DADAR to SUNAN;
- L896, DUGOS to NISOK;
- L897, KAT to KETIV;
- M300, TOPIN to ATETA;
- M513, MTL to MANRU;
- M641, BIKOK to DOGAR;
- M766, KAT to SELSU;
- N628, KETIV to DADAR;
- N640, BIKOK to ELATI;
- P570, NIXUL to BASUR;
- P627, NIXUL to KADAP;
- P756, NISOK to UBKIN;
- P762, KAT to DUGOS;
- Q110, MTL to ESPAP;
- Q210, MTL to RUXER;
- T310, MTL to ANIVE;
- Y510, MTL to IDUDO;
- Z610, MTL to TEBIT.

Pilot of aircraft meeting RNP10 requirements must indicate “R” in Item 10a and “PBN/A1” in Item 18 of the flight plan.

**SRI LANKA  
RULES AND PROCEDURES****RNP10 NAVIGATION REQUIREMENTS****Lateral Separation Minimums**

Lateral separation minimums of 50NM will only be applied between aircraft equipped in accordance with RNP10 navigation requirements.

**Longitudinal Separation Minimums**

Longitudinal separation minimums of 80NM RNAV or 10 minutes with Mach Number Technique (MNT) will be applied between aircraft equipped in accordance with RNP10 navigation, except that:

Along ATS routes where Reduction of Horizontal Separation Minimums (RHSM) is applicable in terms of regional implementation agreement(s)/procedure(s), a longitudinal separation minimums of 50NM RNAV with MNT will be applied between aircraft equipped in accordance with RNP10 navigation requirements including DCPC (VHF and ADS/CPDLC) and in compliance with all conditions prescribed in such agreement(s)/procedure(s).

**OPERATIONS BY AIRCRAFT NOT MEETING RNP10 REQUIREMENTS**

Pilots of aircraft not meeting RNP10 requirements also may flight plan to operate below the lower limits of the RNP10 airspace.

Operations at or above the lower limit of the RNP10 airspace by aircraft not meeting RNP10 requirements would be subject to coordination and approval by ATC.

Pilots of aircraft not meeting RNP10 requirements wishing to operate at or above the lower limit of the RNP10 airspace should indicate their level requirements in Item 18 of the ICAO flight plan as RMK/REQ FL (insert level).

ATC units receiving a request for a non RNP10 approved aircraft to operate in the RNP10 airspace at or above the lower limit, will coordinate with the adjacent ATC units affected by the flight. In deciding whether or not to approve the flight, each ATC unit will take into consideration:

- a. traffic density;
- b. communications, including the non-availability of normal communication facilities;
- c. weather conditions enroute;
- d. any other factors pertinent at the time.

**ATC CLEARANCE FOR TRAFFIC ON ATS ROUTES A465, G325, L645, L896, M300, M641, N640, P570, P762, R461**

As outlined in the letter of agreement signed between Chennai, Thiruvananthapuram and Colombo ATC centers, the following procedures have been agreed upon by the 3 centers for traffic operating on ATS routes A465, G325, L645, L896, M300, M641, N640, P570 (North West of BIAC), P762 and R461.



**SRI LANKA  
RULES AND PROCEDURES****ATS Route A465**

Colombo ACC will clear the departing flight initially to FL290 (no PDC) and coordinate with Chennai ACC for higher level and routing after DABAR.

Chennai ACC will clear the departing flight initially to FL300 (no PDC). All other levels available subject to prior coordination with ACC.

**ATS Route P762**

Colombo ACC will clear the departing flight initially to FL290 (no PDC) and coordinate with Chennai OCC for higher level.

Inbound traffic to Colombo will be assigned FL320 by Chennai OCC (all other levels available subject to prior coordination with Colombo ACC).

**ATS Routes P570 (NW of BIA), R461 and G325**

Colombo ACC will clear the departing flight initially to FL280 (no PDC) and coordinate with lower Thiruvananthapuram ACC (LTV) or upper Thiruvananthapuram ACC (UTV) for higher level.

**ATS Route N640**

Inbound traffic to Colombo will be cleared by lower Thiruvananthapuram ACC (LTV) or upper Thiruvananthapuram ACC (UTV) to proceed on ATS route N640 (the diversionary route for P570) from Thiruvananthapuram VORDME 'TVM' via BIKOK to descend not below FL290 and release to Colombo ACC.

**ATS Route M641**

Inbound traffic to Colombo will be cleared by lower Thiruvananthapuram ACC (LTV) or upper Thiruvananthapuram ACC (UTV) to proceed on ATS route M641 (the diversionary route for R461) from Madurai VORDME 'MDI' via BIKOK to descend not below FL290 and release to Colombo ACC.

**ATS Route G325 (Inbound)**

For departing flights from Tiruchirappalli, Pre Departure Coordination (PDC) will be required by lower Thiruvananthapuram ACC (LTV).

**ATS Route L645**

Colombo ACC will clear departing flight to FL290 (no PDC) and coordinate with Chennai OCC for higher level.

All inbound traffic will be assigned FL300 by Chennai OCC (all other levels available subject to prior coordination with Colombo ACC).

**ATS Route M300**

Westbound traffic - FL300 not available (all other levels available subject to prior coordination with lower Thiruvananthapuram ACC (LTV) or upper Thiruvananthapuram ACC (UTV)).

Eastbound traffic - FL290 not available (all other levels available subject to prior coordination with Colombo ACC).

## SRI LANKA RULES AND PROCEDURES

### ATS Route L896

Westbound traffic - FL320 not available (all other levels available subject to prior coordination with Chennai OCC).

Eastbound traffic - FL290 not available (all other levels available subject to prior coordination with Colombo ACC).

### AIRCRAFT JOINING OR CROSSING AIRWAYS

Aircraft in flight wishing to cross or join an airway, controlled airspace or an ATS route should obtain an ATC clearance at least 20 minutes prior to intended crossing or joining.

An in-flight request to cross an airway, controlled airspace or ATS route shall provide the following information to ATC:

- a. aircraft identification;
- b. aircraft type;
- c. true track;
- d. place and estimated time of crossing;
- e. desired crossing level;
- f. ground speed;
- g. the words "request crossing clearance".

An in-flight request to join an airway or ATS route shall provide following information to ATC:

- a. aircraft identification;
- b. aircraft type;
- c. position;
- d. level and flight condition;
- e. estimated time at point of joining;
- f. desired level;
- g. route and point of first intended landing;
- h. true airspeed;
- i. the words "request joining clearance".

The selected crossing point or joining point should whenever possible, be associated with a radio facility or a designated reporting point to facilitate ATC, in the assessment of separation.

### DATA LINK SERVICES

CPDLC services are available to FANS 1/A equipped aircraft operating in the Colombo FIR on 24 hour basis.

Logon address is VCCF.

## **SRI LANKA RULES AND PROCEDURES**

Aircraft requesting data link services inbound to Colombo FIR are required to manually logon to VCCF at least 15 minutes prior to the estimated time for entering the FIR.

Data link equipped aircraft departing from Colombo are to logon 5 minutes prior to leaving TMA.

Pilots, who are unable to establish a data link connection, shall inform ATC on VHF or HF RTF accordingly.

CPDLC connections will be terminated 5 minutes before the FIR boundary position or when entering radar coverage. The CONTACT (unit name) (frequency) message and the END SERVICE message will be sent as separate messages. The END SERVICE message will be sent as soon as possible after receipt of the WILCO response to the CONTACT message.

### **Data Link Failure**

Pilots recognizing a failure of CPDLC connection must immediately establish communications on the appropriate voice frequency. When voice communications have been established, voice must be used as the primary medium until a CPDLC connection has been re-established and the controller has authorized the return to data link.

In case of an unexpected CPDLC shutdown, the controller will immediately advise all data link connected aircraft of the failure by voice. Instructions will continue by voice until return of the system. The return of the system to an operational status will require a new AFN logon from the affected aircraft.

### **STRATEGIC LATERAL OFFSET PROCEDURES (SLOP)**

Lateral offset procedures will be applied in the non-radar oceanic airspace of the Colombo FIR.

The decision to apply a strategic lateral offset is the responsibility of the flight crew.

The offset shall be established at a distance of one or two nautical miles to the right of the centre line relative to the direction of flight.

In airspace where the use of lateral offsets has been authorized, pilots are not required to inform ATC that an offset is being applied.

### **PERFORMANCE BASED COMMUNICATION AND SURVEILLANCE (PBCS)**

Sri Lanka has implemented Performance Based Communication and Surveillance (PBCS) in accordance with the ICAO provisions to support the Performance Based reduced horizontal separation minima application using data link.

A Performance Based Longitudinal Separation minima of 50NM may be applied between RNP10 approved aircraft on ATS routes which either logon to CPDLC or are within VHF radio range as the primary means of communication.

For details of PBCS refer to Jeppesen ATC-Chapter "Performance Based Communication and Surveillance (PBCS) - Doc 9869".

### **SECONDARY SURVEILLANCE RADAR (SSR)**

It is mandatory that all aircraft operated in the controlled airspaces of Colombo FIR should be equipped with Mode A and Mode C transponders.

**SRI LANKA  
RULES AND PROCEDURES****ACAS/TCAS II REQUIREMENTS**

It is mandatory that all turbine-engined aeroplanes of a maximum certified mass in excess of 15000kg or authorized to carry more than 30 passengers shall be equipped with an Airborne Collision Avoidance System (ACAS II version 7.1) when operated in Sri Lanka airspace.

**USER PREFERRED ROUTES (UPR)**

To reduce the environmental impact of aviation on the environment, the members of the Indian Ocean and Arabian Sea Strategic Partnership to Reduce Emissions (INSPIRE) are collaborating to allow airspace users access to UPR across the Arabian Sea, Indian and Southern Oceans and adjoining airspaces.

**Procedure**

The vertical limits of the Sri Lanka UPR geographic zone shall be FL245 to FL460.

**Flight Planning**

Within the Colombo-UPRGZ, the following flight planning requirements apply in respect of the flights using UPR:

- a. The flight plan for a flight using UPRs shall be filed at least 2 hours before the ETD.
- b. UPRs may enter and exit Colombo-UPRGZ via the published waypoints or positions of latitude and longitude described in degrees and minutes on the Colombo-UPRGZ boundary. The complete planned UPR including the entry/exit waypoints or positions on the Colombo-UPRGZ boundary shall be mentioned in the route field (Item 15) of the flight plan.
- c. The Estimated Elapse Times (EET) for the entry/exit waypoints or positions on the Colombo-UPRGZ shall be given in the field 'Other Info' (Item 18) of the flight plan.
- d. UPR may include published ATS routes.
- e. Time intervals between adjacent waypoints on UPR may preferably be around 30 minutes and shall not exceed 60 minutes.
- f. The transition from a conventional ATS route to UPR or vice versa may also take place at a published waypoint on a conventional ATS route segment and any waypoint on a UPR segment within the Colombo-UPRGZ.

**Access to UPR**

Airspace users may only file a flight plan user preferred route in the UPR geographic zone if they meet the following minimum criteria:

- a. RNAV10; and
- b. ADS-C/CPDLC equipped.

The minimum criteria listed above must be notified in the flight plan. The flight shall log on to Colombo ADS-C/CPDLC 'VCCF' prior to entering UPR zone.

Questions and assistance should be directed to

---

**SRI LANKA  
RULES AND PROCEDURES**

Head of Air Navigation Services

AASL, Sri Lanka

Fax: +94 11 2252062

E-Mail: head.ans@airport.lk

or

Senior Air Traffic Controller (ACC/RMA TWR)

AASL, Sri Lanka

Fax: +94 11 2635105

+94 11 3635106

E-Mail: acc.ans@airport.lk

**Specific Requirements for the Usage of UPR in the Colombo-UPRGZ**

Prior permission required at least 7 days in advance for flight operators to fly UPR in the Colombo-UPRGZ. Permission may be requested for whole or part of summer/winter schedule for particular flight/s.

**DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES**

No differences published.

**SYRIA**  
**RULES AND PROCEDURES**

## GENERAL

In general, the air traffic rules and procedures in force, and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practises and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

MEASUREMENT OF	UNIT
Distance used in navigation, position reporting, etc.	Nautical Miles
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters
Altitude, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

## WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

## FLIGHT PROCEDURES

### HOLDING

Holding procedures comply with Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Holding Procedures", Table IV-1-1, Holding Speeds.

### PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures comply with the PANS-OPS, Document 8168.

### AIRPORT OPERATING MINIMUMS

Syria does not publish State airport operating minimums.

Syria publishes Obstacle Clearance Altitudes (Heights) [OCA(H)].

## SYRIA RULES AND PROCEDURES

### ATS AIRSPACE CLASSIFICATIONS

Syria has adopted the ICAO ATS airspace classification as listed in ATC-Chapter "ICAO ATS Airspace Classifications - Annex 11".

Airspace classes "A" and "C" are used within Damascus FIR.

### SPECIAL REQUIREMENTS AND REGULATIONS

#### SECONDARY SURVEILLANCE RADAR (SSR)

All aircraft departing/arriving/overflying Syrian territory must be equipped with transponder and Mode C capabilities.

#### START-UP PROCEDURES

Engines of departing aircraft shall not be started unless a clearance has been obtained from TWR. The request for a start-up clearance shall be made at least 5 minutes in advance and shall include the estimated time for starting engines.

#### ADHERENCE TO ATS ROUTES

Aircraft flying routes or airways in Syrian Arab Republic shall strictly adhere to the structure of those routes or airways and operate along the centerline. Deviation thereto shall be reported immediately to Damascus ACC on VHF frequencies.

### DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

#### ICAO REFERENCE

##### ANNEX 2

**2.3.1** Responsibility of pilot-in-command: The pilot-in-command of an aircraft shall, whether manipulating the controls or not, be responsible for the operation of the aircraft in accordance with the rules of the air, except that he may depart from these rules in circumstances that render such departure absolutely necessary in the interest of safety, and when doing so, he shall inform the appropriate ATS unit as soon as possible and submit a written report to Syrian Civil Aviation Authority.

#### 4.4 IFR compulsory when operating:

- above FL150;
- between sunset and sunrise.

#### PANS-ATM (Doc 4444)

**4.4.2.1.1** The flight plan submitted prior to departure shall be submitted for all aircraft to the ARO at the aerodrome of departure, at least 30 minutes prior to EOBT in person or teletypewriter.

**4.4.2.1.2** In the event of a delay of one hour in excess of the estimated off-block time for a flight for which a flight plan has been submitted, the flight plan shall be cancelled and a new flight plan shall be submitted. Damascus ARO will accept computerized flight plans received via AFTN 8

---

**SYRIA**  
**RULES AND PROCEDURES**

hours maximum before take-off, but it will not be considered valid unless the operator at the airport confirms receiving telephone call at least 30 minutes before take-off, beside any amendment or change to the FPL should be notified to the ARO at least 30 minutes before take-off.



**TURKEY**  
**RULES AND PROCEDURES**

## GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, generally in excess of 2 nautical miles	Nautical Miles and Tenths
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters or Feet
Altitude, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

## WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

## FLIGHT PROCEDURES

### HOLDING

Holding procedures comply with Jeppesen ATC-Chapter “Flight Procedures (DOC 8168) - Holding Procedures”, Table IV-1-1, Holding Speeds.

### PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the PANS-OPS, Document 8168.

Side step application can be used at Ankara (Esenboga Intl), Antalya (Intl), Bursa (Yenisehir), Denizli (Cardak), Erzurum (Intl), Gaziantep (Intl), Istanbul (Ataturk Intl), Izmir (Adnan Menderes Intl), Milas (Bodrum Intl), Mugla (Dalaman Intl), Tekirdag (Corlu Intl) airports, where the distance between two parallel runway’s centerline is less than 365m, provided that the below mentioned conditions exists:

## TURKEY RULES AND PROCEDURES

- a. In case an instrument runway, having a published instrument approach procedure, is unusable for any reason (accidents, crashes, maintenance, repair etc), side step application may be used for landing purposes to the existing parallel RWY or to the parallel TWY which is officially declared as an alternate/emergency runway through AIP AMDT, AIP SUP or NOTAM and just for the period that the instrument RWY is unusable.
- b. In order a parallel TWY to be used for landing and/or departing purposes it must be officially declared as a RWY (through AIP AMDT, AIP SUP or NOTAM) before it is used.

Operators intended to use side step application shall determine their own minimum altitudes and visibility values applicable for the side step application.

Side step maneuver phraseology given below:

“Cleared for ... (name or type of approach) Approach for RWY ... (associated RWY for that approach) side step to RWY ... (landing of the parallel RWY).”

EXAMPLE: “Cleared for ILS/DME 2 Approach for RWY 03R side step to RWY 03L.”

### AIRPORT OPERATING MINIMUMS

Turkey publishes State minimum visibility values for non-precision approach procedures (straight-in as well as circle-to-land) for civil and military airports. State minimum take-off visibility values are published for several airports. Turkey publishes Obstacle Clearance Altitudes (Heights) [OCA(H)].

Jeppesen published minimums are not below State minimums.

## SPECIAL REQUIREMENTS AND REGULATIONS

### FLIGHT TO BE PERFORMED WITHIN CONTROLLED AIRSPACE

- All foreign registered IFR GAT aircraft flying within or through the airspace of Turkey may be allowed to deviate from the controlled area/corridor only if under ATC control.
- All foreign registered aircraft to enter/exit the airspace of Turkey shall use the entry/exit points or their projections without being subject to MEA of the route.
- Foreign registered VFR aircraft which can not fly within controlled area because of inadequate flight/technical performance shall follow the projection of the route without being subject to MEA of that airway.
- In case the planned landing or departure area is located out of the controlled area, foreign registered aircraft shall plan their flights as follows: departing aircraft shall follow the most direct route so as to join the nearest airway or its projection and arriving aircraft shall leave the airway or its projection at the nearest point to the landing area.

*NOTE: Appropriate authority may waive this requirement for prearranged operations.*

### FLIGHT PLANNING

#### Submission of Flight Plans

Flight plans are required for all flights and shall be submitted at least 30 minutes before departure.

## TURKEY RULES AND PROCEDURES

For all flights operating within Turkish airspace registration marks shall be specified in Item 18 of the flight plan.

If a flight plan is submitted by AFTN, the following requirements shall be submitted:

- a. supplementary information in Item 19;
- b. filed by "name of pilot or representative";
- c. for civil VFR flights "NOTAM/meteorology checked".

Flights landing at or departing from aerodromes in Turkey, shall include all waypoints and TMA entry/exit points within their flight plans in order to provide connection between ATS routes and aerodromes.

If a flight plan is submitted by fax, the pilot should call ATC by telephone to confirm the receipt of flight plan.

Any change in an EOBT of more than 15 minutes for any IFR flight within the IFPS zone shall be communicated to the IFPS.

All FPL, DEP and ARR messages for IFR and VFR aircraft into and from Turkish airspace or being completed flight within Turkish airspace should be addressed to the relevant addresses and LTACYWYX.

Flights conducted on airways R20, R32, R55, G80, G802, W81, W89, W91 and UL606 via Istanbul FIR to further south and east vice versa shall be required to indicate the addresses LTBJZAZX and LTBJPZX on their appropriate flight plans.

All aircraft flying via LARKI and KOPAR and crossing Turkish airspace shall submit their flight plans to the collective address LTBBOVFL and LTACYWYX.

### **IFPS/NMOC Operations**

The Integrated Initial Flight Plan Processing System element of the EUROCONTROL Network Management Operations Center (NMOC) is the sole source for the distribution of the IFR General Air Traffic (GAT) FPL and associated messages to ATS units within the IFPS.

The only required addresses are those of the two IFPS Units (IFPU) at Haren (Brussels) and Breigny (Paris).

### ***Flight Plan Message Addressing***

AFTN: EUCHZMFP and EUCBZMFP

SITA: BRUEP7X and PAREP7X

### **SECONDARY SURVEILLANCE RADAR (SSR)**

All aircraft operating within and/or transiting through Turkish airspace must be equipped with transponder and Mode C capabilities.

### **ACAS/TCAS II REQUIREMENTS**

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 and all other aircraft which

## TURKEY RULES AND PROCEDURES

are equipped with ACAS II on a voluntary basis are required to be equipped with ACAS/TCAS II, version 7.1.

Flying with an inoperative ACAS II is permitted, including within RVSM airspace, provided it is done in accordance with the applicable Minimum Equipment List (MEL). The MEL for TCAS II throughout Europe is Class A - 10 days (excluding the day of discovery).

### **LIMITATION ON USE OF AERODROME**

All aircraft vacating a RWY via Rapid Exit Taxiway have the priority at the intersection of the taxiways, over the aircraft taxiing on other taxiways. All pilots shall be cautious about this priority and unless otherwise instructed not to do so, give way to the aircraft vacating a RWY via one of the Rapid Exit Taxiways.

Above described procedure applies to the following airports: Antalya (Intl), Erzurum (Intl), Gaziantep (Intl), Istanbul, Istanbul (Ataturk Intl), Istanbul (Sabiha Gokcen Intl), Izmir (Adnan Menderes Intl), Milas (Bodrum Intl), Mugla (Dalaman Intl), Trabzon (Intl).

## **DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES**

### **ICAO REFERENCE**

#### **Annex 11**

**2.6** Airspace classification is not applied in Turkey.

### **PANS-ATM (Doc 4444)**

**Appendix 2, para 2** In addition to military operations, operator of customs, police and General Directorate of Forestry aircraft shall insert the letter "M" in Item 8 of the flight plan.

**U.A.E.  
RULES AND PROCEDURES**

## GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc., generally in excess of 2 to 3 nautical miles	Nautical Miles and Tenths
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters
Altitude, elevations and heights	Feet and Meters
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascal
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

## WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

## FLIGHT PROCEDURES

### HOLDING

Holding procedures comply with Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Holding Procedures", Table IV-1-1, Holding Speeds.

A standard rate of descent of 1000ft per minute in enroute holding patterns will be used unless otherwise instructed by ATC.

## PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the PANS-OPS, Document 8168.

**U.A.E.  
RULES AND PROCEDURES**

## **AIRPORT OPERATING MINIMUMS**

The U.A.E. publish OCA(H) and in some cases additionally DA(H) and RVR.

Jeppesen charted minimums are not below State minimums.

### **Approach Ban**

Aircraft may not descend below 1000ft above the aerodrome if the relevant RVR is, at the time, less than the specified landing minimum.

## **LOW VISIBILITY PROCEDURES**

All air operators (commercial and private) may conduct Low Visibility Operations (LVO) (take-off, approach and landing) if the air operator is in possession of authorization/approval from the aeronautical authority of the State of operator.

The Air Operator Certificate (AOC) and its operations specifications issued by the State of operator, containing aircraft type, conditions and limitations of LVOs shall be submitted prior to exercise any LVOs to:

Flight Operation Department

Foreign Operators Affairs

General Civil Aviation Authority

Address: P.O. Box 30500

Dubai

United Arab Emirates

E-Mail: foa@gcaa.gov.ae

*NOTE: As long as permission has not been submitted to the GCAA and receipt acknowledged, all weather operations may be conducted according to CAT I only.*

## **ATS AIRSPACE CLASSIFICATION**

The U.A.E. have adopted the ICAO ATS airspace classification as listed in Jeppesen ATC-Chapter "ICAO ATS Airspace Classifications - Annex 11".

Airspace classes "A", "C", "D" and "G" are used within U.A.E. airspace.

## **SPECIAL REQUIREMENTS AND REGULATIONS**

### **FLIGHT PLANNING**

Turbo-jet aircraft intending to operate within U.A.E. airspace and on air routes to which longitudinal separation minimums utilizing Mach Number Technique (MNT) will be applied, shall include the Mach number planned to be used in Item 15 of the flight plan.

For westbound traffic departing or overflying the Emirates FIR and then transiting the Bahrain FIR, the FPL shall include the ATS route and the exit point at the western boundary of the Bahrain FIR/UIR.

**U.A.E.  
RULES AND PROCEDURES**

ATS route segment ATUDO - MUXIT on ATS route M318, only available to operators with special approval issued by GCAA Executive Director Air Navigation Services. ATS Route M550 only available to operators with the same special approval that is issued for ATS route M318.

The following additional flight planning requirements apply for airports with published SID and STAR procedures:

- a. Departing aircraft - following the arrow in Item 15 of flight plan, insert 'DCT' then the waypoint for joining the ATS route followed by the first ATS route. Then as per DOC 4444 standard requirements.
- b. Arriving aircraft - Item 15 of flight plan shall terminate with the ATS route waypoint from which the STAR commences.

*NOTE: Do not include SID, STAR or its coded designator in flight plan, as it is runway dependant. ATC will advise.*

Private flights operating in Emirates FIR (landing/departing/overflying) shall insert their contact details (contact number and email address) in Item 18 of ATS messages following ORGN/.

Abu Dhabi (Intl) is NOT available as an alternative except for emergency. Al Ain (Intl) and Abu Dhabi (Al Bateen Executive) may be considered as alternatives.

Repetitive Flight Plan (RPL) system is not used in the Emirates FIR.

Flights operating within Dubai CTA equipped with Mode-S transponders and/or ADS-B transmitters shall include the 24-bit aircraft address (expressed in the form of an alphanumeric code of six hexadecimal characters) in Item 18 of the FPL message following the indicator CODE/.

**Flight Plan Message Addressing**

Transit/Enter/Exit Emirates FIR	OMAEZRZX
Transit OMDB CTA <sup>1</sup>	OMAEZRZX, OMDBZPZX
Transit OMAM CTA and/or Land OMAA <sup>2, 3, 4</sup>	OMAEZRZX, OMAAZAZX
Depart OMAA/OMAD <sup>3</sup>	OMAEZRZX, OMAAZPZX
Land/Depart OMBY/OMDL <sup>3</sup>	OMAAZPZX
Land OMAD <sup>3, 4</sup>	OMAEZRZX, OMAAZAZX, OMADZTX
Land/Depart OMAL	OMAEZRZX, OMAAZAZX, OMALZPZX, OMALZTX
Land OMDB <sup>1, 5</sup>	OMAEZRZX, OMDBZJZX
Depart OMDB <sup>1, 6</sup>	OMAEZRZX, OMDBZPZX
Land/Depart OMDW	OMAEZRZX, OMDWZPZX
Land/Depart OMFJ <sup>7</sup>	OMAEZRZX, OMDBZPZX, OMFJZPZX, OMFJZAZX, OMFJZTX

**U.A.E.  
RULES AND PROCEDURES**

Land/Depart OMSJ	OMAEZRZX, OMDBZPZX, OMSJZPZX, OMSJZTZX
Land/Depart OMRK	OMAEZRZX, OMDBZPZX, OMRKZAZX, OMRKZTZX
Transit OMRK CTA <sup>8</sup>	OMAEZRZX, OMDBZPZX, OMRKZAZX

- 1 In compliance with ICAO Doc 4444 flight planning requirements, only the first flight plan will be processed. Duplicate FPL are discarded. New flight plan can be processed only after the original flight plan has been cancelled (CNL).
- 2 Operators are reminded not to address ATS messages to OMAA address if transiting Emirates FIR at FL160 and above. However, flight plan shall be addressed to OMAAZAZX for all traffic on ATS route G666 and P317, and for departures from OMDB and OMDW on ATS route L519.
- 3 Flight plans for traffic departing from OMAM CTA can be submitted through internet after operators have registered on [www.auhairport.ae](http://www.auhairport.ae).
- 4 All airlines and operators are required to ensure that all flight plan updates regarding delays (DLA), changes (CHG) and or cancellations (CNL) for their flights inbound to OMAA and OMAD are notified at point of departure for forwarding to OMAAZAZX by AFTN.
- 5 Operators are reminded to address OMDBZGZX for all non FPL and ATC related administrative messages.
- 6 ATC are unable to issue departure clearance for aircraft delayed more than 30 minutes past last notified EOBT. ICAO Doc 4444 procedures regarding DLA messages apply.
- 7 This applies to all operators civil or military requiring ATC service from OMFJ. Flight plans to OMFJ addresses can also be submitted via [ais@fia.ae](mailto:ais@fia.ae).
- 8 This applies to all operators civil or military requiring ATC service from OMRK. Flight plans to OMRK address can also be submitted via [briefing@rakairport.com](mailto:briefing@rakairport.com).

In exceptional circumstances a flight plan may be filed with:

Emirates ACC

Tel: +971 2 599 6851

Operators may expect delays in such instances.

## **DEPARTURE SLOT TIME (DST) ALLOCATION**

The DST allocation by Emirates ACC will be published through the web interface of Departure Flow Management System (DFLOW). Currently, only ATS units and AOCs of U.A.E. based airlines will be able to obtain and swap DSTs using this interface.

To use DFLOW Web Interface, a username and password is required. These will be created by Emirates ACC. To create a username, send the details to [dataset@szc.gcaa.ae](mailto:dataset@szc.gcaa.ae) with the following information:

- a. preferred username;



## U.A.E. RULES AND PROCEDURES

- b. rights required;
  - 1. swapping - can swap flights, specify the duration before CTOT (ex: Until 2 hours before CTOT),
  - 2. no swapping - cannot swap flights.
- c. full name;
- d. designation;
- e. company;
- f. e-mail;
- g. contact number.

Non-U.A.E. based airlines shall obtain DSTs from the departure aerodrome's ATS unit 2 hours prior to EOBT and are advised to file a flight plan at least 3 hours before EOBT.

### REQUIRED NAVIGATION PERFORMANCE

All aircraft above 5700 kg conducting commercial operations, other than State aircraft, operating within the controlled airspace inside the Emirates FIR shall be equipped with, as a minimum, RNAV equipment meeting RNAV1 with GNSS in accordance with the requirements set out in ICAO Doc 9613 Performance-based Navigation (PBN).

Any aircraft not in compliance with the above requirements will be suspended and/or grounded from operating in Emirates FIR.

To be eligible for RNAV1 (GNSS) operations, on-board navigation equipment shall be approved for the required navigation specification and the operator shall be granted with an operational approval from the State of Operator.

### CONDITIONAL ROUTES (CDR)

CDRs are ATS Routes which are usable only under specified conditions. Three types of Conditional Routes are used as described below:

- a. Category One (CDR 1) - A route which is permanently plannable during published times.
- b. Category Two (CDR 2) - A route which is non-permanently plannable. Currently not used in the UAE.
- c. Category Three (CDR 3) - A route which is not available for flight planning but may be used tactically at the discretion of ATC.

A CDR may have more than one Category.

### SECONDARY SURVEILLANCE RADAR (SSR)

The carriage of SSR transponder operating Mode A/C is mandatory within the Emirates FIR for all IFR flights.

**U.A.E.  
RULES AND PROCEDURES**

With reference to CAR PART IV, no foreign registered operator of an aircraft fitted with ACAS/TCAS II equipment shall undertake a flight unless equipped with a Mode S transponder compliant with Annex 10, Volume IV within the EMIRATES FIR.

## **ACAS/TCAS II REQUIREMENTS**

### **Commercial Air Transport**

All fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 are required to be equipped with ACAS/TCAS II version 7.1 with mode S transponder compliant with Annex 10, Volume IV.

### **General Aviation**

All fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 15000kg, or a maximum approved passenger seating configuration of more than 30, for which the individual airworthiness certificate is first issued after 1 January 2007, shall be equipped with ACAS/TCAS II version 7.1 with mode S transponder compliant with Annex 10, Volume IV.

### **Exemptions**

The GCAA may authorise operation with TCAS version 7.0. An operator to be authorised to operate with TCAS version 7.0 instead of 7.1 should provide the GCAA with mitigation measures established to address the design deficiencies of TCAS version 7.0 and rectified in TCAS version 7.1 along with an action plan to achieve compliance TCAS Version 7.1.

No exemption will be granted for aircraft required to be equipped with serviceable ACAS/TCAS II.

However to cater for aircraft that are away from their maintenance base, aircraft may be dispatched with an unserviceable ACAS/TCAS II system if authorized by their State of Registry (e.g. approved MEL or equivalent) and if acceptable to the ATC unit. Aircraft operating with unserviceable ACAS/TCAS II under this exemption shall indicate the unserviceability in Item 18 of the flight plan (other information).

ATC may exempt from the requirements of the carriage of ACAS/TCAS II for flights entering the Emirates FIR only if the purpose is for maintenance and engineering at facilities located within the Emirates FIR or transiting the Emirates FIR. Such aircraft shall insert "RMK/Maintenance flight - ACAS II/TCAS exemption approved" in Item 18 of the flight plan. Flights operated under the provisions of these exemptions must be non-revenue flights.

The following conditions apply:

- a. The aircraft navigation system shall be equipped with at least one GPS receiver.
- b. Where agreed regulations and procedures exist, these shall be maintained.
- c. An ICAO compliant altitude reporting transponder must be fitted and serviceable before departure.
- d. An ACAS/TCAS II exemption approval will be valid for a 3-day period from estimated departure date, and solely for the purpose for which it has been issued. If the flight is subsequently delayed beyond the maximum 3-day exemption period a fresh application must be submitted; this may take a further 3 working days to process.

**U.A.E.  
RULES AND PROCEDURES**

- e. Conditions may be imposed by one or more States: such as operating within certain restrictive hours, or via specific routes, or via specific routes, or at stated flight levels (for safety reasons or otherwise).
- f. The flight must be conducted along the most direct (or permissible) route to the delivery or maintenance destination airport.

Aircraft operators are to ensure compliance with the above conditions and that the exempted flight is in accordance with the operators originally stated intentions, and that it must comply with any conditions laid down by the GCAA and subsequently by the ATC authorities.

Owners and operators of aircraft intending to operate under the provisions of these exemptions must seek approval for flights through the airspace of other ATC units from the appropriate State authorities.

Further information, advice and exemptions concerning the carriage and operation of ACAS/TCAS II equipment in the Emirates FIR by foreign operators can be obtained by sending an exemptions request to:

Flight Operations

E-Mail: [foa@gcaa.gov.ae](mailto:foa@gcaa.gov.ae)

## **DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES**

No differences published.

**YEMEN**  
**RULES AND PROCEDURES**

## GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc.	Nautical Miles
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters or Feet
Altitude, elevations, and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascal
Temperature	Degrees Celsius
Weight	Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

## WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

## FLIGHT PROCEDURES

### HOLDING

Holding procedures comply with Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Holding Procedures", Table IV-1-1, Holding Speeds.

### PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the PANS-OPS, Document 8168.

### AIRPORT OPERATING MINIMUMS

Yemen publishes DA(H)/MDA(H) and visibility minimums.

Jeppesen charted minimums are not below State minimums.

**YEMEN  
RULES AND PROCEDURES****ATS AIRSPACE CLASSIFICATION**

Yemen has adopted the ICAO ATS airspace classification as listed in Jeppesen ATC-Chapter "ICAO ATS Airspace Classifications - Annex 11".

Airspace classes "A", "C", "D" and "G" are used within Sanaa FIR.

Within class "G" airspace, two-way radio communication is also required for VFR flights.

**SPECIAL REQUIREMENTS AND REGULATIONS****COMMUNICATION**

All aircraft operating within an area of 100NM around Aden aerodrome shall contact Aden Approach on VHF 119.7MHz or Aden Tower on 118.7MHz for traffic information.

Pilots experiencing VHF communication difficulties while operating in Sanaa FIR are requested to contact Sanaa ACC on SATCOM using INMARSAT Code 447302 or ACC by phone: +967 1435873/+967 1435872.

**Aircraft overflying Yemeni Territory**

At least 10 minutes prior to entering Sanaa FIR, aircraft shall contact Sanaa ACC as specified hereunder.

- a. All aircraft entering east sector from Mumbai FIR and all other FIR's shall contact Sanaa ACC on VHF 132.2MHz, if unable contact Sanaa West sector on VHF 125.7MHz or Sanaa Radio on:
  1. HF 11300KHz or 10018KHz or 13288KHz at day;
  2. HF 11300KHz or 5658KHz at night.
- b. All aircraft entering west sector shall contact Sanaa ACC on VHF 125.7MHz.

Regardless of the point of entry into the Sanaa FIR, aircraft have to report:

- a. aircraft identification;
- b. ETA at FIR boundary;
- c. flight level and route;
- d. ETA at point of leaving Sanaa FIR or ETA for landing at a Yemeni aerodrome.

Aircraft shall also report leaving Sanaa FIR.

**Flight Plan Message Addressing**

Flight movement messages for IFR flights shall be addressed as follows:

**YEMEN**  
**RULES AND PROCEDURES**

<b>Route</b>	<b>Message Address</b>
into or via Sanaa FIR	OYSCZQZX
and in addition for flights:	
into or via Aden TMA	OYAAZTZX
into or via Sanaa TMA	OYSNZTZX

## **ACAS II/TCAS II REQUIREMENTS**

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 and all other aircraft which are equipped with ACAS II on a voluntary basis are required to be equipped with ACAS/TCAS II, version 7.1.

## **REQUIRED NAVIGATION PERFORMANCE**

Aircraft planning to operate under IFR at or above FL160 on designated RNAV5 routes must meet RNAV5 requirements and on designated RNAV10 routes must meet RNAV10 requirements as published in the ICAO Performance based Navigation Manual, Document 9613.

Operators of Yemeni registered aircraft not having prior approval to operate on RNAV airspace, shall submit a request for approval to:

Civil Aviation & Meteorology Authority

Address: Aviation Safety Sector

P.O. Box No. 7251

Sanaa

Republic of Yemen

Tel: +967 1 413951

Fax: +967 1 433862

E-Mail: civilaviation@y.net.ye

AFS: OYSNYAYX

Such request shall contain the following information:

- a. aircraft type and series;
- b. navigation equipment, list by name, type, model and manufacturer;
- c. communication equipment, list by name, type, model and manufacturer;
- d. RNAV time limit (number of hours or unlimited);
- e. a statement that flight crew have been trained in accordance with the requirements of the ICAO manual on RNAV.

The following routes are designated RNAV10 (all other routes are designated RNAV5):

- P751, DAPAB to ANGAL;

---

**YEMEN**  
**RULES AND PROCEDURES**

- UM551, KIVEL to ANGAL;
- UM574, BOTEM to NABIL;
- UM634, ANGAL to BOTEM;
- UP323, GIDAS to DAPAB.

## **DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES**

### **ICAO REFERENCE**

#### **Annex 2**

**3.3.1.2** Flight plans are required for all flights.

**3.3.1.4** Flight plans shall be submitted at least 30min before the estimated off block time.

**4.4** IFR compulsory for the following:

- all flights above FL150;
- at transonic and supersonic speeds;
- between sunset and sunrise.



# Entry Requirements





# Entry Requirements

State Rules and Procedures -  
Middle East

**AFGHANISTAN  
NATIONAL REGULATIONS AND REQUIREMENTS****PASSPORT & VISA**

Required.

*NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.*

**AIRCRAFT ENTRY REQUIREMENTS**

For prior approval to fly into destinations within Afghanistan all operators are to contact:

Airfield Management

Internet: <http://acaa.gov.af/aip-aeronautical-information-publication/>

Additionally all aircraft, except civilian aircraft flying a RS/Coalition Forces contracted mission (and using a RS/Coalition Forces assigned call sign), require Afghanistan Civil Aviation Authority (ACAA) approval to land at or depart from an Afghan aerodrome. ACAA approval can be gained by submitting requests at least 24 hours in advance:

Afghanistan Civil Aviation Authority (ACAA)

E-Mail: [oakbais6@gmail.com](mailto:oakbais6@gmail.com) (24/7)  
[cao@acaa.gov.af](mailto:cao@acaa.gov.af) (working hours)

AFTN: OAKBYAYX

Public Hours: APR-OCT, SAT-WED 0300-1130 UTC  
OCT-APR, SAT-WED 0400-1100 UTC

Replies from ACAA will be sent via AFTN.

Once in receipt of a ACAA approval number, operators need to obtain appropriate permission from airfields and file an international flight plan with closest ATC agency.

In the case of aircraft engaged in the carriage of passengers, cargo, or mail for remuneration or hire, the following must be included in applications prior to authorization:

- a. name of operator;
- b. type of aircraft and registration markings;
- c. date and time of arrival and departure at the intended airport;
- d. place or places of embarkation or disembarkation abroad of either passengers or freight;
- e. purpose of the flight and number of passengers and/or the nature and amount of freight; and
- f. name, address and business of charterer, if any.

For overflights, all aircraft require ACAA approval. Overflight and landing permission request for Kabul FIR submission via:

Afghanistan Civil Aviation Authority (ACAA)

Tel: +93 (0) 202300016

E-Mail: [fahim.wahidi@acaa.gov.af](mailto:fahim.wahidi@acaa.gov.af)  
[oakbais6@gmail.com](mailto:oakbais6@gmail.com)

---

**AFGHANISTAN**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

AFTN: OAKBZPZX

## **AIRPORT(S) OF ENTRY**

Kabul (Hamid Karzai Intl), Mazar-e Sharif (Mawlana Jalaluddin Muhammad Balkhi).

## **SPECIAL NOTICES**

Civilian commercial cargo charter flights are permitted at military airfields in Afghanistan when under government contract and possess a valid PPR.

**BAHRAIN  
NATIONAL REGULATIONS AND REQUIREMENTS****PASSPORT & VISA**

Required.

*NOTE: Crew member licenses are acceptable.*

A 72-hour visa can be obtained for non-immigration purposes such as business.

*NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.*

**HEALTH**

A certificate of vaccination against yellow fever is required from travelers over 1 year of age coming from infected areas.

**AIRCRAFT ENTRY REQUIREMENTS****GENERAL**

All flights landing in, departing from or overflying the territory of Bahrain shall comply with Bahrain Civil Aviation Law and Regulations and must include a valid mailing address of the company for which payment invoice must be issued to, failure to comply will result in rejecting the relevant approval request.

**Flight Permission and Scheduling System (AL-NAWRAS)**

An electronic system called Flight Permission and Scheduling System (AL-NAWRAS) that require all airlines, operators, agents to sign-up on the following official link:

**AL-NAWRAS**

Internet: [www.fps.gov.bh](http://www.fps.gov.bh)

to submit their requests (landing and overflying) except state aircraft, VVIP, and military requests should be via diplomatic channels.

For any inquiries, contact:

Director of Air Transport

Address: P.O. Box 586  
Kingdom of Bahrain

Tel: +973 17 329035  
+973 17 329011  
+973 17 329034  
+973 17 329096  
+973 17 321115  
+973 17 333278

Fax: +973 17 333278

E-Mail: [schedule@mtt.gov.bh](mailto:schedule@mtt.gov.bh)

**BAHRAIN  
NATIONAL REGULATIONS AND REQUIREMENTS**

SITA: BAHAPYF  
AFTN: OBBIYAYX

The following information is required from all aircraft operators for any type of operations via AL-NAWRAS:

- a. aircraft operator and address;
- b. aircraft charterer, if any;
- c. call sign/flight number or registration;
- d. aircraft type and nature of flight;
- e. full sector of flight (from/to) and ETA/ETD;
- f. if dangerous goods are to be carried, applicable approval(s);
- g. proposed date(s) of flight(s);
- h. aircraft configuration (passenger and cargo capacity);
  - i. postal address of the company for collection of bills and payments;
  - j. postal address of the agent and its client, if any;
- k. finance section contact details, telephone, fax and e-mail.

**SCHEDULED FLIGHTS**

For regular international scheduled flights into Bahrain, the airline must be designated pursuant to a bilateral or multilateral agreement to which the government of Bahrain and that of the State in which the airline is registered are parties, or have been granted a Temporary Operating Permit (T.O.P.) by Bahrain CAA.

A request shall be applied through AL-NAWRAS system at least 30 days prior to the proposed date of commencement of operation and include in addition to that shown under GENERAL following informations:

- a. period of operation;
- b. aircraft configuration (passenger and cargo capacity);
- c. frequency (days of the week);
- d. air operator's certificate, reflecting the aircraft registration mark(s);
- e. aircraft registration certificate;
- f. aircraft airworthiness certificate;
- g. insurance certificate with full liability coverage;
- h. aircraft noise certificate;
  - i. aircraft radio station licence;
  - j. ACAS II/TCAS certificate (mandatory within Bahrain airspace);

## BAHRAIN NATIONAL REGULATIONS AND REQUIREMENTS

- k. Basic Area Navigation (B-RNAV) certificate, if equipped;
- l. RVSM certificate, when operating above 29000ft;
- m. in case of a leased aircraft:
  - 1. a copy of the lease agreement, approved by State of registry and the State of operator; and
  - 2. conformity statement from the State of registry, stating that it will remain responsible for the safety oversight;
  - 3. in case of transfer of functions of the State of registry to the State of operator, evidence is required showing the State responsible for safety oversight.

*NOTE: Aircraft certificates shall be inserted in the proper field of aircraft certification checklist which is provided at AL-NAWRAS.*

### Extra/Additional Flights

Any scheduled airlines whether overflying Bahrain or landing at Bahrain (Intl) who either wish to apply for an additional flight/s partially to the seasonal schedule or an extra flight, must apply a request through AL-NAWRAS system by at least 72 hours before the actual time of arrival.

### Overflying and Technical Stops

No prior permission is required for overflights or non-traffic stops when the aircraft is registered in ICAO member States. Non-traffic stops, however, a request shall be applied through AL-NAWRAS one week prior notice and include in addition to that shown under GENERAL the following information:

- a. period of operation;
- b. aircraft configuration (passenger and cargo capacity);
- c. frequency (days of the week).

Operators of aircraft registered in non-ICAO States must obtain permission for overflying or landing in the territory of Bahrain. Applications should be made at least 1 week in advance providing the information listed for traffic stops.

### NON-SCHEDULED FLIGHTS

#### Traffic Stops in the Territory of Bahrain

If an operator intends to carry out a non-scheduled stop into the territory of Bahrain for the purpose of taking on or discharging passengers, cargo or mail he should apply a request through AL-NAWRAS for permission at least one week before the intended operation providing in addition to that shown under GENERAL the following information:

- a. air operator's certificate, reflecting the aircraft registration mark(s);
- b. aircraft registration certificate;
- c. aircraft airworthiness certificate;

## **BAHRAIN NATIONAL REGULATIONS AND REQUIREMENTS**

- d. insurance certificate with full liability coverage;
- e. aircraft noise certificate;
- f. aircraft radio station licence;
- g. ACAS II/TCAS certificate (mandatory within Bahrain airspace);
- h. Basic Area Navigation (B-RNAV) certificate, if equipped;
- i. RVSM certificate, when operating above 29000ft;
- j. in case of a leased aircraft:
  - 1. a copy of the lease agreement, approved by State of registry and the State of operator; and
  - 2. conformity statement from the State of registry, stating that it will remain responsible for the safety oversight;
  - 3. in case of transfer of functions of the State of registry to the State of operator, evidence is required showing the State responsible for safety oversight.

### **Overflying and Technical Stops**

No prior permission is required for overflights or non-traffic stops if the aircraft is registered in ICAO member States. Non-traffic stops, however, should give 48 hours prior notice shall be applied through AL-NAWRAS of their intention and provide in addition to that shown under GENERAL following information:

- a. date of flight(s);
- b. type of cargo (if any).

Operators of aircraft registered in non-ICAO States must obtain prior permission for overflying, or landing in, the territory of Bahrain at least 1 week in advance providing the information listed for non-traffic stops above.

### **PRIVATE FLIGHTS**

#### **Traffic Stops in the Territory of Bahrain**

If an operator wishes to land in Bahrain for the purpose of taking on or discharging passengers, cargo or mail he should apply through AL-NAWRAS for permission at least 48 hours before the intended flight providing in addition to that shown under GENERAL the following information:

- a. purpose of flight;
- b. passengers and company name;
- c. name of VIP (if any);
- d. type of cargo (if any);
- e. hosting company and/or contact in Bahrain.

**BAHRAIN  
NATIONAL REGULATIONS AND REQUIREMENTS**

**Overflying and Technical Stops**

Flights by aircraft registered in ICAO States do not require permission for overflight or non-traffic stops provided the applicable rules and regulations are observed.

Flights of aircraft registered in non-ICAO States require prior approval. Requests for overflying and landing clearance shall be made through AL-NAWRAS at least 48 hours in advance providing the information listed for traffic stops above.

**STATE OR MILITARY AIRCRAFT FLIGHTS**

Any State or Military aircraft (including chartered flights) wishing to overfly, land in or depart from the territory of Bahrain shall apply for approval at least 2 week before the intended flight to the:

Ministry of Foreign Affairs

Address: P.O. Box 547  
Kingdom of Bahrain

Fax: +973 17 210575  
+973 17 104761

Telex: 8228 KARJIA BN

with a copy to the Director of Air Transport.

The application has to include in addition to that shown under GENERAL the following information:

- a. purpose of flight;
- b. name of VIP (if any);
- c. type of cargo (if any).

**VVIP/VIP FLIGHTS**

Any operator carrying out a VVIP/VIP flight for the purpose of landing in, departing from or overflying the territory of Bahrain shall apply for approval to the Ministry of Foreign Affairs.

**CIVIL USE OF MILITARY AIR BASES**

Use of military air bases in Bahrain with other than State registered aircraft may be made solely when prior permission has been obtained.

The use of military air bases as alternate aerodromes may likewise be made solely when prior permission thereto has been obtained. Bahrain (Isa AB) is designated as an emergency diversion aerodrome for Bahrain (Intl) airport. A permission may be withdrawn at any time with immediate effect.

Application to use a military air base shall be submitted in writing well in advance of the intended flight to the:

Bahrain Defence Force  
War Operation Room



---

**BAHRAIN**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

Address:            P.O. Box 245  
                         Kingdom of Bahrain

## **AIRPORT(S) OF ENTRY**

Bahrain (Intl).

## **SPECIAL NOTICES**

It is mandatory for all aircraft arriving/departing Bahrain to use the services of the handling agent.

Inquiries should be made to:

Bahrain Airport Services

Tel:                    +973 17 321443  
                         +973 17 321453  
Fax:                   +973 18 335304  
Telex:                8971 BASBA BN  
Radio:               131.9MHz, call sign: BAS Operations  
SITA:                BAHKBBXH  
AFTN:                OBBIXHAX

**BANGLADESH  
NATIONAL REGULATIONS AND REQUIREMENTS****PASSPORT**

A passport valid for 3 months after departure is required by all.

**VISA**

Required by all, except the following:

- a. citizens of Antigua & Barbuda, Bahamas, Bhutan, Dominica, Fiji, Gambia, Grenada, Guinea-Bissau, Jamaica, Guyana, Honduras, Lesotho, Malawi, Maldives, Montserrat, Papua New-Guinea, St. Kitts & Nevis, St. Lucia, St. Vincent & the Grenadines, Seychelles, Solomon Islands, Uruguay Vatican City and Zambia for stays up to 90 days.
- b. transit passengers continuing their journey on the same day for first connecting aircraft provided holding valid onward or return documentation and not leaving the airport.
- c. tourist and business travelers arriving at any international airport in Bangladesh provided holding return air tickets, who may be granted 'landing permission' by the Chief Immigration Officer for stays of up to 15 days.
- d. Bangladesh nationals or by former Bangladesh nationals who are in possession of a British passport provided they have the statement 'no visa required for travel to Bangladesh' stamped in their passport by the Bangladesh High Commission.

**Restricted Entry:** The government of Bangladesh refuses admission and transit to nationals of Israel.

*NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.*

**HEALTH**

All persons arriving from countries infected with yellow fever must have a health certificate showing a current yellow fever vaccination.

**DISINSECTION REQUIREMENTS**

Disinsection of aircraft in flight is not acceptable. However, spraying on the ground is not required provided a "Disinsection Certificate" from the place of origin is carried on the aircraft.

**GENERAL**

The Chairman of Civil Aviation Authority of Bangladesh

Headquarters

Address: Kurmitola  
Dhaka  
Bangladesh  
1229

Tel: +880 2 890 1400

Fax: +880 2 890 1411

**BANGLADESH  
NATIONAL REGULATIONS AND REQUIREMENTS**

E-Mail: chairmain@caab.gov.bd

AFS: VGHQYAYX

**AIRCRAFT ENTRY REQUIREMENTS****SCHEDULED FLIGHTS**

Scheduled Air Services are governed by multilateral air agreements or are subject to prior authorization.

**NON-SCHEDULED FLIGHTS**

If an operator intends performing a (series of) non-scheduled flight(s) into Bangladesh, for the purpose of taking on or discharging passengers, cargo or mail, he shall apply in writing to the Chairman, Civil Aviation Authority to obtain prior approval.

The application shall be submitted at least 96 hours in advance of the intended landing and shall include the following information:

- a. name, address and nationality of operator;
- b. type, nationality and registration marks of aircraft;
- c. call sign of aircraft;
- d. date and time of arrival at and departure from Bangladesh;
- e. place or places of embarkation or disembarkation, as the case may be, of passengers and/or cargo;
- f. purpose of flight and details of passengers and/or nature and amount of cargo;
- g. name, address and business of charterer, if any;
- h. route to be flown;
- i. such other information as may be required by Chairman, Civil Aviation Authority.

**CHARTER FLIGHTS**

No passengers, cargo or mail originating in Bangladesh and destined for another point within or outside Bangladesh may be picked up by a foreign operator, unless he can provide satisfactory evidence (in the form of a "No Objection Certificate" from the national operator) that no Bangladesh registered operator is able to meet the requirements of the charterer. An application for permission to carry out such a flight may then be made to the Chairman, Civil Aviation Authority.

- a. Operators intending to carry out charter flights must submit an application for permission to the Chairman, Civil Aviation Authority containing the information specified in NON-SCHEDULED FLIGHTS above.
- b. Charter flights by foreign operators not exercising traffic rights when transiting through Bangladesh.

## BANGLADESH NATIONAL REGULATIONS AND REQUIREMENTS

An application for permission to carry out non-scheduled flight into or to transit non-stop across Bangladesh must be sent 3 working days prior to the intended flight to the Civil Aviation Authority with the following information:

1. name, address and nationality of operator;
2. type, nationality and registration marks of aircraft;
3. date and time of arrival at and departure from Bangladesh;
4. purpose of flight and details of passengers and/or nature and amount of freight;
5. name, address and business of charterer, if any;
6. route to be flown.

### Other Commercial Flights

If an operator intends to perform a (series of) non-scheduled commercial flight(s) e.g. business, survey or spraying flights he shall apply for permission to the Civil Aviation Authority giving details of the flight(s). Cases will be dealt with individually in consultation with any department of Government of Bangladesh concerned.

### STATE AIRCRAFT FLIGHTS

Flights of military aircraft are subject to prior authorization from the:

Ministry of Foreign Affairs, Dhaka

Telex: PARARASTRA DHAKA

The application shall be submitted not less than 15 working days in advance of the intended landing.

The application must include the following information:

- a. name of operator;
- b. type of aircraft and registration marks;
- c. date and time of arrival at and departure from Bangladesh;
- d. place or places of embarkation or disembarkation of passengers and/or freight;
- e. purpose of flight and number of passengers and/or nature and amount of freight;
- f. route of flight;
- g. a certificate to the effect that no war-like materials, pyrotechnics, nuclear fissionable materials, ABC gases, photographic equipment and materials (whether installed or not), electronic devices other than required for normal operation of the aircraft, are being carried by the aircraft.

### AIRPORT(S) OF ENTRY

Chattogram (Shah Amanat Intl), Dhaka (Hazrat Shahjalal Intl), Sylhet (Osmani Intl).

---

**BANGLADESH**  
**NATIONAL REGULATIONS AND REQUIREMENTS****SPECIAL NOTICES**

Aircraft owned by or operated for or on behalf of the Government of Israel are not permitted to enter or overfly the territory of Bangladesh.

**BHUTAN  
NATIONAL REGULATIONS AND REQUIREMENTS****PASSPORT & VISA**

All foreigners must hold valid passport and it should be valid for minimum period of six months beyond the date of intended departure from the Kingdom of Bhutan. The Visa clearance alone does not guarantee the right to entry or stay in the Kingdom of Bhutan unless the entry/landing permission is granted by the immigration officer in form of entry/landing seal in the passport.

National of India, Bangladesh and Maldives are exempted from visa requirement for the entry in to the Kingdom of Bhutan.

*NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.*

**HEALTH**

Disembarking passengers are not required to present vaccination certificate except when coming directly from the area infected with cholera, plague, yellow fever, ebola or smallpox. On departure, no health formalities are required.

**AIRCRAFT ENTRY REQUIREMENTS****GENERAL**

Director General

Bhutan Civil Aviation Authority (BCAA)

Address: Ministry of Information & Communication  
Paro  
Bhutan

Tel: +975 8 271910  
+975 8 271347

Fax: +975 8 271909

E-Mail: [bcaa@bcaa.gov.bt](mailto:bcaa@bcaa.gov.bt)

**SCHEDULED FLIGHTS**

For regular international scheduled flights operated by foreign airlines into or in transit across Bhutan, the following requirements must be met:

- a. The state of the airline must be party to the International Air Service Transit Agreement and/or the International Air Transport Agreement. Bhutan is a party to both Agreements;
- b. The airline must be eligible to make the flights under the provision of bilateral or multilateral agreement to which the state of the airline and Bhutan are contracting parties and must have permit to operate into or in transit across Bhutan. The Schedule of the flights must have a prior approval from the Director General of BCAA;
- c. Application for obtaining approval for operating schedule flights shall be filed by the designated airline, at least 30 days prior to commencement of the scheduled flights, with the BCAA;

## **BHUTAN NATIONAL REGULATIONS AND REQUIREMENTS**

- d. It is advisable for the pilot-in-command to carry with him BCAA Approval Reference Number and quote the same if required to do so by the ATC authorities;
- e. It will be the responsibility of the operator to ensure that the flight schedule approved by the BCAA is submitted to the respective Flight Information Center and Aerodrome of intended landing, at least 72 hours before the commencement of the schedule;
- f. The airline shall coordinate allocation with the Slot Coordinator of respective airports before applying for BCAA clearance.

Slot allocation can be coordinate via:

E-Mail: [vqpr.slotallotment@gmail.com](mailto:vqpr.slotallotment@gmail.com)

### **NON-SCHEDULED FLIGHTS**

If an operator intends to carry out a non-scheduled flight(s) or making non-traffic stops in the territory of Bhutan, it is necessary for the operator to obtain slot approval from the Slot Coordinator, Department of Air Transport, Ministry of Information & Communications.

If an operator intends to perform a (series of) non-scheduled flight(s) into Bhutan for the purpose of taking on or discharging passengers, cargo or mail, it is necessary for the operator to apply for slot allocation from the Slot Coordinator, Department of Air Transport, Ministry of Information & Communications, for slot allocation and permission to carry out such operations not less than 7 days in advance of the intended landing.

Since the Entry/Exit to Bhutan is via Indian Airspace, therefore, all aircraft prior operating into, from Bhutan should also hold a valid approval reference number (YA/N.....) issued by the Indian DGCA. The reference number shall be quoted in the field 18 of FPL filed with the Air Traffic Control Center.

Slot allocation shall be valid for a period of 48 hours. If flight gets delayed beyond 48 hours, slot approval from Slot Coordinator is required.

### **PRIVATE FLIGHTS**

If an operator intends to perform a (series of) private flight(s) into Bhutan for the purpose of taking on or discharging passengers, cargo or mail, it is necessary for any operator to obtain prior clearance permission from the Director of BCAA, to carry out intended operations in not less than 7 days in advance of the intended landing.

Slot allocation and clearance shall be valid for a period of 48 hours. If flight gets delayed beyond 48 hours, fresh slot approval and clearance is required.

### **AIRPORT OF ENTRY**

Paro.

**CYPRUS**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

## **PASSPORT**

Required, except:

- a. holders of Laissez-passer issued by the UN or EU;
- b. citizens of EU countries as well as Switzerland, Iceland, Liechtenstein and Norway who may enter Cyprus with their national identity card provided there is a photo.

The Government of the Republic of Cyprus refuses admission to:

- a. holders of passport of "Republic of Macedonia" Entry is allowed for passport holders of "Former Yugoslav Republic of Macedonia;
- b. holder of passports issued by the Turkish Republic of Northern Cyprus.

If a crew member has an identity card with photo issued by the Aviation Authority of his/her native country, no passport or visa is required when entering or departing Cyprus on his/her normal duty as a crew member.

## **VISA**

Required, except for a stay up to 90 days for all nationals of the following countries: Andorra, Argentina, Australia, Bolivia, Brazil, Brunei, Canada, Chile, El Salvador, Guatemala, Honduras, Israel, Japan, Malaysia, Mexico, Monaco, New Zealand, Nicaragua, Panama, Paraguay, San Marino, Singapore, South Korea, Tanzania, United States of America, Uruguay, Vatican, Venezuela.

Additional categories of persons who do not require visa:

- a. holders of diplomatic, service or other official passport;
- b. civilian air and sea crew;
- c. flight crew and attendants on emergency or rescue flights and other helpers in the event of disaster or accident;
- d. holders of laissez-passer issued by the United Nations to their officials;
- e. persons who are in possession of work permit issued by the Migration Officer;
- f. persons who possess permanent or temporary residence permit issued by the Migration Officer;
- g. persons who possess study permit.

*NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.*

## **HEALTH**

Passengers are not required to present vaccination certificates except when coming directly from an area infected with cholera, yellow fever or typhoid fever.



**CYPRUS  
NATIONAL REGULATIONS AND REQUIREMENTS****AIRCRAFT ENTRY REQUIREMENTS****GENERAL**

Chairman, Air Transport Licensing Authority  
Ministry of Transport, Communications and Works

Address: 28 Acheon Street  
Nicosia  
Cyprus  
1424

or

Chairman, Air Transport Licensing Authority  
Ministry of Transport, Communications and Works

Address: Department of Civil Aviation  
27 Pindarou Street  
Nicosia  
Cyprus  
1429

Ministry of Foreign Affairs

Address: Permanent Secretary

Tel: +357 22 300713  
+357 22 401213

Fax: +357 22 661881  
+357 22 663716

E-Mail: minforeign1@mfa.gov.cy

Unless international agreements or other regulations provide otherwise, the schedule of international air services into the Republic of Cyprus departing outside the European Economic Area (EU + EFTA + Switzerland), and air services departing from Cyprus to a territory outside the European Economic Area, are subject to approval of the Air Transport Licensing Authority. For services not regulated by bilateral agreements the Air Transport Licensing Authority may grant provisional permission at his discretion. Applications for such permits shall be submitted (at least 15 days prior to the commence of the first flight) to the Chairman, Air Transport Licensing Authority.

Prior to the intended flight(s) the following documents shall be presented together with the application:

- a. operating permit and certificate of reliability;
- b. certificate of entry;
- c. noise certificate;
- d. proof of operating minimums;

**CYPRUS**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

- e. airworthiness certificate;
- f. third-party and passenger legal liability insurance;
- g. copy of the charterer contract signed by the airline company and the charterer;
- h. personal information;
- i. name of the official authorized recipient;
- j. approving authority can demand additional data/documents or other additional information;
- k. confirmation that Airborne Collision Avoidance System (ACAS II or TCAS version 7) is fitted (if not, provide exemption statement by the airline's aeronautical authority).

The application for non-EU State air carriers to initiate regular or non-regular flights shall contain the following information:

- a. aircraft operator and address (tel/fax numbers or AFTN);
- b. name, address and business of the charterer(s);
- c. dry or wet-lease category, if any;
- d. code-share category, if any;
- e. aircraft type, nationality and registration marks;
- f. noise certificate (all aircraft must be chapter 3 compliant);
- g. description of aircraft equipment appropriate for RVSM or non-RVSM environment covering the minimum requirements to fly within Nicosia FIR and Eurocontrol region;
- h. nature of cargo and passengers on board;
- i. in case of aircraft transporting dangerous or radioactive goods, determine the goods in accordance to ICAO Annex 18. In case of transporting such dangerous or radioactive goods application must be addressed to the Ministry of Foreign Affairs to obtain diplomatic clearance;
- j. intended route and destination of the flight as well as flight number, date, time and location for passage of the Nicosia FIR;
- k. in case of landing, information on aerodrome as well as date and estimate time of arrival and departure.

## **SCHEDULED FLIGHTS**

In cases of airline and air carrier operating flights outside the provisions of a bilateral or multilateral agreement, and the State of the aircraft is not a contracting party, application must be made through diplomatic channels to the Ministry of Foreign Affairs.

The application shall contain the following information:

- a. number of weekly frequencies;
- b. designations to be flown;

**CYPRUS**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

- c. indication of times;
- d. aircraft type;
- e. capacity;
- f. flight number;
- g. name and address (tel/fax numbers AFTN etc.) of the operator(s);
- h. type and registration marks of the aircraft;
  - i. nature, scope, details and conditions of the flight;
  - j. date and time-table number;
- k. name(s) of the charterer(s);
  - l. dry or wet-lease category, if any;
- m. code-share category, if any.

Deviations from the flight schedule program (cancellations of individuals services, additional flight and fundamental changes on a flight), shall be submitted to the Civil Aviation Authority for permission not later than 4 working days prior to the beginning of the flight, irrespective of the previous coordination.

Air carriers are obliged to present tariffs, and alterations to tariffs, for approval to the Civil Aviation Authority not later than 4 weeks prior to the intended introduction, if possible on a printed form or electronically, unless an air transport agreement or respective intergovernmental agreements provide otherwise.

### **NON-SCHEDULED FLIGHTS**

Non-european economical member State aircraft operator wishing to carry out non-scheduled flights into the Republic of Cyprus for the purpose of taking on or discharging passengers, cargo or mail, shall apply to the Air Transport Licensing Authority, through the Director of Civil Aviation for permission to carry out such operations not less than 15 days in advance of the intended landing.

The application must include the following information:

- a. name of operator;
- b. type of aircraft and registration marks;
- c. date and time of arrival at, and departure from Larnaca (Intl) or Pafos (Intl) airports;
- d. place or places of embarkation or disembarkation abroad as the case may be, of passengers and/or freight;
- e. purpose of flight and number of passengers and/or nature and amount of freight;
- f. name, address and business of charterer, if any.

In individual special cases Department of Civil Aviation grant exceptions from the above time limitations and in particular for the following categories of flights:

**CYPRUS**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

- a. aircraft on a disaster operation;
- b. rendering medical assistance;
- c. SAR services;
- d. ambulance flight;
- e. humanitarian flight;
- f. for transportation of a/c spare parts;
- g. diplomatic flight;
- h. positioning flight replacing a grounded aircraft due to technical reason;
- i. repatriation of ship crew or ship workers;
- j. as well as others permission based mostly on transport political requirements are considered to be exceptions.

**Inclusive Tour (IT) Charter Flights**

Charter operations procedures for non-EU operators and in addition for European operators and air carriers in case of IT charter flights from/to non-european territory air routes:

- a. Whenever practicable applications for inclusive tour charter flights must be submitted at least 45 days prior to the commencement of each charter series.
- b. Applications for IT charter series comprising up to 10 rotations may be submitted at least 30 days in advance of the first flight.
- c. All flights shall be genuine all-inclusive-tour charters, i.e. round trips or the carriage of passengers at a comprehensive published price which will include return air transportation and accommodation in premises in Cyprus which are licensed in accordance with the Cyprus Tourism Organisation (CTO) regulations.
- d. Passengers travelling from Larnaca (Intl) and/or Pafos (Intl) should be only those who travelled from their point(s) of origin to Larnaca and/or Pafos on the respective flight(s). No passengers originating in Cyprus will be allowed to travel on any of the charter flights, either one way or return.
- e. All passengers travelling to Cyprus by virtue of a charter permit shall hold return air tickets valid only for the charter flight indicated therein, and endorsed with the words "Valid only for inclusive tour journey service".
- f. The licensee shall bear the obligation to make all arrangements as necessary to transport back, at his sole responsibility and expense, any passengers that it may transport to Cyprus, whose carriage and/or accommodation in Cyprus do not comply with items above, or to any other condition(s) that may be included in the respective permit. The licensee shall supply such passenger with schedule service tickets and shall arrange necessary bookings.

**CYPRUS**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

g. The licensee shall, upon arrival of each flight in Cyprus or within 24 hours thereafter, provide the Department of Civil Aviation with passenger list which shall contain the following items of information in respect of each arriving passenger:

1. name of passenger;
2. name of CTO licensed premises where the passenger will be accommodated.

h. The licensee shall provide the Department of Civil Aviation with name list of passengers who will be travelling on an outgoing ITC at least 48 hours prior to the departure of the flight.

i. IT charter operators, on access for EU air carriers to intra-community air routes, shall not apply for permission to carry out ITC flights to and from Cyprus territory, shall submit a notification of their flights to Department of Civil Aviation no later than 15 working days before the effective date of the time-table and obtain slot confirmation.

*NOTE: The notification shall contain name of passenger and name of CTO licensed premises where the passenger will be accommodated.*

j. Application for IT charter flights shall be submitted to the Director of the Department of Civil Aviation on the appropriate "Applications for IT Charter Operations" form. Applications submitted by other means (telex, e-mail, etc.) must include all items of information mentioned in the application form. Applications shall be submitted either by the interested air carrier, or its local General Sales Agency, who will also provide a back-up letter or telex by the air carrier containing the main items of information and authorizing such submission.

k. Applications for charter operations together with brochures and any other relative literature must be submitted to the DCA for approval as soon as such are available.

l. Notwithstanding anything herein above contained to the contrary, failure of the applicant to comply with any of the conditions herein may render the permit subject to suspension or revocation and the person committing the offence liable to conviction in accordance with the relevant provisions of the Air Transport (Licensing of Air Services) Regulations.

## **PRIVATE FLIGHTS**

For international private, pleasure and training flights 72 hrs (3 working days) prior permission is required provided that they are equipped with serviceable two-way radio communication equipment and serviceable aircraft navigational equipment.

Application for special permission must be submitted to the Director of Civil Aviation stating the following details:

- a. flight number;
- b. name of pilot-in-command;
- c. type of aircraft and registration marks;
- d. the route to be followed in the Nicosia FIR including ETA at the FIR boundary and ETA/ETD at Larnaca (Intl) or Pafos (Intl);
- e. the endurance of the aircraft at the FIR boundary on entry (in hours);

**CYPRUS  
NATIONAL REGULATIONS AND REQUIREMENTS**

- f. emergency equipment carried.

Pilot shall not land at Larnaca (Intl) or Pafos (Intl) before approval has been received.

**STATE AIRCRAFT FLIGHTS**

If exemption has not been granted by special agreement, for flights with State aircraft, application must be sent through diplomatic channels to the Ministry of Foreign Affairs and copy to Director of Civil Aviation. The application shall have been received by the Ministry of Foreign Affairs not later than 10 working days before the estimated date of operation.

The application shall contain the following information:

- a. operator's name and address;
- b. flight number, aircraft registration and type of aircraft;
- c. departure and destination airport, ETD and ETA;
- d. dates of flights and estimated time over exit/entry points;
- e. purpose of flight;
- f. status of flight.

**DANGEROUS GOODS FLIGHTS**

Application must be made at least 10 working days before the proposed date of the flight and should state:

- a. flight number;
- b. name and address of the carrier;
- c. aircraft type and registration mark;
- d. manufacturer;
- e. import/export licence number and its expiry date;
- f. air waybill number;
- g. names and addresses of both consignor and consignee;
- h. the airports of departure and arrival;
- i. ETA/ETD and the date of operation;
- j. if the consignment contains dangerous goods the United Nations number, hazard class or division, compatibility group (where applicable) and net explosive content (for explosives) should be stated, together with information on the method of packing.

Application and enquiries for such permissions should be made in writing and addressed to:

Transport of Dangerous/Radioactive Goods  
Ministry of Transport, Communications and Works  
Aviation Security Section (AVSEC)

**CYPRUS**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

Address: Department of Civil Aviation  
27 Pindarou Street  
Nicosia  
Cyprus  
1429

## **SCHEDULE AND AIRPORT COORDINATION**

Schedule coordination or airport coordination, of both schedule and non-schedule air traffic at Cyprus airports, is subject to the following regulations:

- a. The airport coordinator or schedules facilitator has to be notified in accordance with the deadlines set by IATA as defined in the IATA Worldwide Scheduling Guidelines on all arrival and departure times (in UTC) of all flights to/from the airports in Cyprus.
- b. The slot application for the planned arrival and departure times is required in written form, in IATA SSIM, chapter 6 format by e-mail to:  
[cyprusslots@dca.mcw.gov.cy](mailto:cyprusslots@dca.mcw.gov.cy)
- c. Where notification of planned flights is submitted after the respective deadlines such flights can only be confirmed subject to availability.
- d. The procedure to a., b. and c. above has no effect on application requirements for authorization of schedule and non-schedule flights by the aviation authority according to the national law. The filing periods for the applications must be strictly observed.
- e. Applications shall be submitted to the airport coordinator according to national regulations and any other essential instructions that may be published from time to time.
- f. As resources are not unlimited, upon arrival priority of ground services will be given to aircraft that maintain their approved slots.
- g. Further information may be obtained at:  
[www.slotscyprus.eu](http://www.slotscyprus.eu)

## **AIRPORT(S) OF ENTRY**

Akrotiri, Larnaca (Intl), Pafos (Intl).

## **SPECIAL NOTICES**

### **TRAFFIC TO/FROM STATES OUTSIDE THE EUROPEAN ECONOMIC AREA**

Third Country Operators (TCO) engaging in scheduled or non-scheduled commercial air transport operations into, within or out of a territory subject to the provisions of the treaty of the EU, must hold a safety authorization issued by the European Aviation Safety Agency (EASA) in accordance with Regulation (EU) No 452/2014.

This TCO authorization is not required for operators only overflying without a planned landing.

---

**CYPRUS**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

Applications for TCO authorization should be submitted to EASA at least 30 days before the intended starting date of operation.

For more information contact:

<http://easa.europa.eu/TCO>



**INDIA**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

## **PASSPORT & VISA**

Required.

Crew members of non-scheduled and charter flights should be in possession of valid national passports with Indian visas.

*NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.*

## **HEALTH**

All persons coming from yellow fever infected areas shall be in possession of valid international certificates against yellow fever.

## **DISINSECTION REQUIREMENTS**

India requires the disinsection of all in-bound flights with an aerosolized spray while passengers are on board.

The pilot-in-command of the aircraft shall completely fill up the health portion of GD (General Declaration). It must include:

- the details about health status of the passengers and crew members;
- the details of disinfection procedure i.e. date and time and place of procedure,
- its validity; and
- the total of cans used and unique ID no. of each cans on the GD certificate.

## **RE-ROUTING OF PASSENGERS COMING FROM EBOLA AFFECTED COUNTRIES**

All scheduled airlines of India engaged in international air transportation and foreign airlines operating to India are required to ensure that passengers travelling to India from Sierra Leone, Guinea, Liberia and Mali or have visited these countries in the last one month are booked/rerouted for only seven airports via Bengaluru (Kempegowda Intl), Chennai, Cochin (Intl), Delhi (Indira Gandhi Intl), Hyderabad (Rajiv Gandhi Intl), Mumbai (Chhatrapati Shivaji Maharaj Intl) and Kolkata (Netaji Subhash Chandra Bose Intl) in India where isolation facilities have been established.

Airlines are also required to ensure that passengers, who have been rerouted to Bengaluru (Kempegowda Intl), Chennai, Cochin (Intl), Delhi (Indira Gandhi Intl), Hyderabad (Rajiv Gandhi Intl), Mumbai (Chhatrapati Shivaji Maharaj Intl) and Kolkata (Netaji Subhash Chandra Bose Intl), are informed well in advance before the scheduled departure of the flight to avoid inconvenience and minimum travel disruption.

In future, all passengers coming to India from above four countries shall only be ticketed to the above mentioned seven Indian airports.

Airlines shall furnish airport-wise weekly report giving details of all such passengers latest by 1600 hours on every monday to:

DGCA

E-Mail: skumar.dgca@nic.in

**INDIA**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

## **AIRCRAFT ENTRY REQUIREMENTS**

### **GENERAL**

Director General of Civil Aviation (DGCA)

Technical Center

Address:           Opposite Safdarjung Airport  
                      Sri Aurobindo Marg  
                      New Delhi  
                      110 003

Tel:                +91 11 24620784

Fax:                +91 11 24629221

Internet:          www.dgca.nic.in

AFS:               VIDDYAYG

### **SCHEDULED FLIGHTS**

For regular international scheduled flights operated by foreign airline into, in transit or across India, the following requirements must be met:

State of airline and India must be a party to a multilateral or bilateral Air Transport Services Agreement; and

The airline must be eligible to make flights under the provision of a bilateral or multilateral agreement to which the state of the airline and India are contracting parties and must have a permit to operate into or transit across India.

The schedule of the flights must have a prior approval of the Director General of Civil Aviation (DGCA). It will be the responsibility of the operator to ensure that the approved flight schedule is submitted to the respective Flight Information Center and Aerodrome of intended landing before commencement of the schedule.

### **Requirements for Grant of Operating Authorization to Foreign Airlines**

The application for grant of operating authorization shall be made by the Chief Executive Officer of the airline to the Director General of Civil Aviation (Attn. Director of Air Transport) at least 90 days prior to the proposed date of commencement of the air services.

Details of the information to be provided along with the application for grant of Operation Authorization:

- a. legal name of the airline as well as the business name, if any, under which operations are proposed to be undertaken;
- b. names and nationalities of the Board of Directors of the airline;
- c. postal address (including telephone/fax number and e-mail) of the airline's Headquarters;
- d. title and postal address (including telephone/fax number and e-mail) of the airworthiness, licensing and accident investigation authorities in respect of the airline;

**INDIA**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

- e. details of fleet of aircraft along with their registration particulars, indicating whether owned by the airline or taken on lease;
- f. details of the accidents/incidents during the last five years;
- g. details of the arrangements made for maintenance of aircraft while in India; and
- h. details of the arrangements made for provision of ground handling services at the destination / alternate airports in India.

**List of the Documents to be provided along with the Application for Grant of Operating Authorization**

- a. copy of the letter of designation duly accepted by the Government of India;
- b. copy of the instrument relating to incorporation of the airline, including the details about equity participation;
- c. copy of the valid air operator certificate or equivalent document along with the operations specifications, authorizing the airline to operate scheduled international air services, issued by the country designating the airline;
- d. copy of the operations manual of the airline along with the approval granted by the competent authority;
- e. copy of the approval granted by the Bureau of Civil Aviation Security (India) to the security programme of the airline;
- f. an undertaking of the Chief Executive Officer of the airline to the effect that Indian laws, rules, regulations and requirements shall be complied with the designated airline; and
- g. a certificate by the Chief Executive Officer to the effect that local representative(s) of the airline is/are conversant with the Indian laws and regulations.

*NOTE: The certificate shall be accompanied by the attested signature of the airline's representative(s) in India who are authorized to represent the airline before the aeronautical authorities of India.*

**Filing of Schedule**

After the grant of the operating authorization and the slot clearance, the designated airline shall file the proposed flight schedule with the Directorate of Air Transport in the DGCA for approval. The schedule shall be filed at least 30 days prior to the commencement of the proposed air services, and shall contain information relating to the type of service and its frequency, the type of aircraft to be used and the flight timings. The flights shall be operated only after the schedule has been approved. The proposed flight schedule shall be filed only after the operating authorization has been granted. Any schedule filed before the grant of the operating authorization shall not be entertained.

**INDIA**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

**NON-SCHEDULED FLIGHTS**

If an operator intends to perform a (series of) non-scheduled flight(s) into, from or over Indian territory it is necessary for the operator to apply and obtain prior approval of the DGCA (Attn: Asst Director Air Transport).

Application for operating non-scheduled flight(s) is required to be submitted in advance with a minimum notice as follows:

- a. 3 working days for flights for traffic purposes; and
- b. 7 working days for flights originating from the People's Republic of China;
- c. 1 working days for flights for non-traffic purposes (i.e. overflight(s), technical halts).
- d. 3 working days for flights for non-traffic purposes (i.e. overflight(s), technical halts) originating from the People's Republic of China.

The minimum notice period requirements. However, may not be insisted upon the following cases:

- a. ambulance flight (name and address of the patient and the doctor to be given);
- b. relief flight of a scheduled passenger airline necessitated due to grounding of aircraft; and
- c. relief flight in case of natural calamities.

Application form for obtaining the flight clearance shall contain the following information:

- a. purpose of flight (VIP/Tourist/Cargo/Ambulance/Relief/Private etc);
- b. whether over-flying/technical landing or landing in India for traffic purposes;
- c. ATS Route(s) to be flown (including entry and exit point in Indian airspace);
- d. complete route itinerary of the proposed flight with dates and timings (including true origin and true destination);
- e. arrival and departure timings at airports in India, if any;
- f. airports of last departure before entering Indian airspace and airport of first landing after leaving Indian airspace;
- g. aircraft details:
  1. type;
  2. state of registry/nationality;
  3. registration;
  4. telephony designator (Flight number/ Callsign);
  5. whether the aircraft is capable of air dropping;
  6. whether the maximum certified passenger seating capacity of the aircraft is more than 30 seats;
  7. whether the maximum payload capacity is more than 3 ton;

**INDIA**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

8. whether the aircraft is fitted with ACAS-II/TCAS-II.

h. pilot-in-command:

1. name;
2. nationality.

i. aircraft operator:

1. name;
2. nationality;
3. address (with telephone/fax number);
4. aircraft operators certificate/Permit number, if any.

j. on-board details:

1. number of crew;
2. number of passenger/s, if any;
3. general description of the goods carried, if any;
4. any arms, ammunition, explosives, radioactive material, war equipment or dangerous goods; if so, attach a copy of DGCA permit;

k. any special equipment like aerial photography, remote sensing cameras, night vision cameras on-board; if so, attach a copy of DGCA permit;

l. number of passengers or tonnage of cargo to be uplifted from and set-down in India;

m. charterer details:

1. name;
2. address (with telephone/fax number).

n. travel/cargo agent in India:

1. name;
2. address (with telephone/fax number).

Information pertaining to crew members/passengers:

- a. name as in passport;
- b. designation;
- c. parentage;
- d. nationality;
- e. date of birth;
- f. passport number and date of issue;
- g. visa.

**INDIA**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

Additional information to crew/passenger not having valid visa:

1. operator;
2. aircraft type and registration number;
3. purpose of flight;
4. sector for operation;
5. airport of arrival in India;
6. airport of departure from India;
7. flight schedule;
8. number of crew;
9. number of passengers.

The application shall be signed by the operator/owner of the aircraft or his designated authorized representative and submitted to the DGCA.

The registration of the aircraft and name and nationality of the pilot-in-command may not be insisted upon the following case, provided the aircraft is not capable of air dropping:

- a. Series of tourist charter flights (total duration not less than one month) provided the following conditions are met:
  1. Application for such flights must be submitted by the operator at least one month in advance.
  2. Permission in such cases would be given only to recognized airlines provided the antecedents of the airline is certified by the DGCA of the country where the airline is registered.
- b. Cargo flights operated by International Airlines operating scheduled passenger services to/from India.
- c. Series of passenger/tourist flights overflying Indian airspace or making technical landings (total duration not less than one month) by major non-scheduled operators whose credentials are certified by DGCA and Embassy/High Commission of that country in India.

### **Special Permissions**

Special permission from the Government of India shall be required in the following cases, which may take a longer period for clearance of the flight plan than stipulated above:

- a. stay of any aircraft in India for more than 15 days;
- b. flight of an aircraft registered in a state not member of ICAO; and
- c. passenger charter flights not covered by Tourist Charter Guidelines.

**INDIA**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

**Changes in Flight Clearance**

Any request for change in the flight clearance would normally not be accepted and would require fresh clearance with proper notice. However, in exceptional circumstances, change may be accepted, provided:

- a. the replacing aircraft is not capable of air-dropping; or
- b. the approved flight schedule time is not pre-phoned such that the notice period stipulated in NON-SCHEDULED FLIGHTS of the original application is not met.

**PRIVATE FLIGHTS**

Same requirements as for NON-SCHEDULED FLIGHTS.

**STATE AIRCRAFT FLIGHTS**

Clearance to foreign military aircraft shall be issued by Air Headquarters/Naval Headquarters, Ministry of Defence, for which a formal request is required to be submitted by the Embassies/High Commission of the country concerned to the Ministry of External Affairs. However, for operation of civil registered Aircraft under Military call sign, the Embassies/High Commission of the country concerned are required to obtain Flight Clearance from DGCA as well as Air Headquarters/Naval Headquarters, Ministry of Defence through Ministry of External Affairs.

**Flights landing at Defence Airfields**

For an aircraft landing at a defence airfield, an AOR number is also required in addition to the YA clearance. The applicants are required to submit their applications to Air Headquarters/Naval Headquarters, as the case may, through DGCA by giving the full details of the foreign pilots/foreign passengers with their passport number. If a civil aircraft is to carry out a flight for military purposes and with military call sign, both YA clearance as well as AOR clearance would be needed. The application in such a case will have to be made both to the Ministry of Defence and DGCA through the Ministry of External Affairs.

**AIRPORT(S) OF ENTRY**

Ahmedabad (Intl), Amritsar (Sri Guru Ram Dass Jee Intl), Bengaluru (Kempegowda Intl), Calicut, Chennai, Cochin (Intl), Coimbatore (Intl), Delhi (Indira Gandhi Intl), Guwahati, Hyderabad (Rajiv Gandhi Intl), Jaipur, Kannur, Kolkata (Netaji Subash Chandra Bose Intl), Lucknow (Chaudhary Charan Singh), Mangalore (Intl), Mumbai (Chhatrapati Shivaji Maharaj Intl), Nagpur (Dr. Baba Saheb Ambedkar Intl), Patna (Jai Prakash Narayan Intl), Thiruvananthapuram, Tiruchirappalli, Varanasi (Lal Bahadur Shastri).

## IRAN NATIONAL REGULATIONS AND REQUIREMENTS

### PASSPORT

Required.

### VISA

Required, except when otherwise provided by bilateral government agreements.

For crew members on scheduled flights who keep possession of their licenses when embarking and disembarking, stay at the airport or within the confines of the cities adjacent thereto and depart on their next regularly scheduled flight out of Iran, a crew member license or certificate is accepted in lieu of a passport or visa for temporary admission into Iran.

*NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.*

### HEALTH

Disembarking passengers are not required to present vaccination certificates except when coming directly from an area infected with cholera, yellow fever or smallpox.

### AIRCRAFT ENTRY REQUIREMENTS

#### GENERAL

Flight Permission Unit-Tehran area control center-Iranian Airports & Air Navigation Company (IAC)

Address: P.O. Box 13445-1798  
Tehran  
Islamic Republic of Iran  
1387835318

Tel: +98 21 44544110  
+98 21 44544111

Fax: +98 21 44544112

Telex: EP DIR - 213889

E-Mail: atc.fpo@airport.ir

AFS: OIIYKYX

#### SCHEDULED FLIGHTS

Scheduled operations are governed by bilateral or multilateral air agreements and require a permit. Application for such a permit shall be submitted to the Flight Permission Unit at least 30 days in advance.

#### NON-SCHEDULED FLIGHTS

For ease of reference flight permission number granted to non-scheduled international flights should be inserted in Item 18 of the flight plan with following format: RMK/IRFPN YK (16 characters).



## IRAN NATIONAL REGULATIONS AND REQUIREMENTS

Non-scheduled flights in transit across, or making non-traffic stops in, Iran or Tehran FIR, require prior permission from the Flight Permission Unit at least 24 hours in advance.

Non-scheduled flights into Iran for the purpose of taking on or discharging passengers, cargo or mail shall apply for permission not less than 3 working days in advance of the intended landing the Flight Permission Unit.

The application must include the following information in the order shown:

- a. name and address of operator (postal address, tel, fax, etc);
- b. flight number, radio call sign, type of aircraft, version, registration mark, MTOW;
- c. route, dates and times of entry into and departure from FIR date and time of arrival at and departure from aerodrome;
- d. place or places of embarkation or disembarkation abroad, as the case may be, of passengers and/or freight;
- e. purpose of flight, number of passengers and/or nature and amount of freight;
- f. designated alternate aerodrome in Islamic Republic of Iran;
- g. name, address and business of charterer, if any;
- h. billing address (postal address, tel, fax, etc) and name of agency that is responsible for payment;
- i. name of pilot in command and number of crew; and
- j. any other information that may be relevant to the proposed operation.

Each permission will be valid for 24 hours.

### PRIVATE FLIGHTS

Prior permission and application procedures are the same as for NON-SCHEDULED FLIGHTS.

### STATE OR MILITARY AIRCRAFT FLIGHTS

Applications for overflying Iranian territory with or without landing by foreign States aircraft (VIP) shall be submitted through diplomatic channels at least 2 days in advance, not including days of rest (Friday) or public holidays.

Application must contain all the information required for NON-SCHEDULED FLIGHTS as well as the following:

- a. name of mission/organization;
- b. name of VIP and number of other officials.

Applications for overflying Iranian territory with or without landing by foreign States military aircraft shall be submitted through diplomatic channels at least 3 days in advance, not including days of rest (Friday) or public holidays.

- a. name of mission/organization;

---

**IRAN**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

b. type of freight.

Each permission for foreign States aircraft (military, VIP) will be valid for 3 days, except for freighter aircraft which is valid for 2 days and must be carried out between 0430-1230.

### **AIRPORT(S) OF ENTRY**

Bandar Abbass (Intl), Esfahan (Shahid Beheshti Intl), Mashhad (Shahid Hashemi Nejad Intl), Shiraz (Shahid Dastghaib Intl), Tabriz (Intl), Tehran (Imam Khomeini Intl), Tehran (Mehrabad Intl), Yazd (Shahid Sadooghi Intl), Zahedan (Intl).

**IRAQ**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

## **PASSPORT**

Required.

## **VISA**

Required.

All passengers remaining in Iraq for longer than 30 days and embarking to any point outside Iraq must be in possession of an exit visa.

All foreign transit passengers embarking Iraq for 30 days or less, other than those proceeding on the same flight, must be in possession of a transit visa. No foreign passenger will be permitted to leave the confines of the airport without such visa.

Entry visa is valid for 3 months from the date of issue, with the understanding that the duration of stay in Iraq is for a maximum of 30 days only.

Crew member travelling by service route must be in possession of a valid passport and obtain the necessary authorization.

Coalition military and their civilian components are exempt from the above requirements. All contractors are subject to the above requirements and must route through an international airport upon entry and exit to Iraq.

*NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.*

## **HEALTH**

Evidence of protection against cholera, yellow fever or smallpox is required from crew and passengers coming from infected countries.

## **AIRCRAFT ENTRY REQUIREMENTS**

### **GENERAL**

The Iraqi Civil Aviation Authority (ICAA) is the approving authority for flights intending to operate within the Baghdad FIR. All aircraft require ICAA approval to land, depart, and overfly Iraq. To accomplish this, all carriers will contact the ICAA directly providing any documentation required by the:

Iraq Civil Aviation Authority (ICAA)

Director General

Address: P.O. Box 55103  
Baghdad International Airport  
Republic of Iraq

Tel: +964 813 2256 (Landline)

Fax: +964 154 30764

E-Mail: dg@icaa.gov.iq

**IRAQ**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

AFTN: ORBIYDYX

All company information shall be submitted to the ICAA at least 7 days prior to the commencement of the first intended flight, or at least 15 days when such a request is submitted through diplomatic channels.

Request to overfly or operate inside Iraq is accomplished by submitting the proper form. There are two forms: Daily Overflight Request Form and Landing Slot Request Form. They can be found on the ICAA website: <http://www.icaa.gov.iq>. Requests for civil flights operating in the Baghdad FIR shall be submitted to ICAA no later than 1500Z on the day prior to flight giving details of the proposed flight, and if required will provide written proof of ICAA approval when submitting Overflight or Slot Request Forms.

ICAA operates 24 hours a day. The Iraq Civil Aviation Authority (ICAA) will resolve all questions that may arise as to whether or not an operator is approved to operate in the Baghdad FIR. The contact numbers for ICAA representatives are:

ICAA Air Trans Dept

Tel: +964 1 813 2467 (Landline)

+964 790 531 9779 (cell 1)

Fax: +964 543 0689

E-Mail: [ops.landing@icaa.gov.iq](mailto:ops.landing@icaa.gov.iq) (civil landing slots)

[ops.overflight@icaa.gov.iq](mailto:ops.overflight@icaa.gov.iq) (civil overflight requests)

*NOTE: Aircraft types B732, B721, B722, R721, R722, AN26, AN24, AN12, T154 are not allowed to operate in Baghdad FIR.*

### **Overflights**

Only flights approved by the ICAA are authorized to overfly Iraqi airspace. The Daily Overflight Request Form can be found on the ICAA website at <http://www.icaa.gov.iq>.

All companies must have ICAA approval to operate within Iraqi airspace prior to submitting an overflight request. All daily overflight requests must be submitted to ICAA by 1500Z the day prior to the planned flight. Earlier submission is encouraged; however requests should not be submitted any earlier than 30 days prior to the planned overflight. Carriers will receive and approval email from ICAA that provides authorization for flight in the Bagdad FIR.

Significant changes to a daily overflight request may be made at any time up to 1500Z the day prior to the planned flight by submitting an updated request form to ICAA by email. Changes received after 1500Z may not be accepted. A significant change is defined as any changes to the following:

- a. UTC date of flight;
- b. aircraft type;
- c. call sign;
- d. aircraft registration; and

## IRAQ NATIONAL REGULATIONS AND REQUIREMENTS

- e. departure and/or arrival locations.

### Landings and Departures (Slots)

Slot requests and changes must be submitted to ICAA no later than 1500Z the day prior to flight and no earlier than 24 hours prior to the day of operation. Requests received after 1500Z may not be accepted. The Slot Request Form may be found on the ICAA website at <http://www.icaa.gov.iq>. Civil carriers must annotate the correct category of flight in order to be approved. Carriers will be notified via email from ICAA of approval to operate.

### Changes to Take-off/Landing Slot Time Requests

Significant changes to a slot request may be made at any time up to 1500Z the day prior to the planned flight by submitting an updated request form to ICAA by email. Changes received after 1500Z may not be accepted. A significant change is defined as any changes to the following:

- a. UTC date of flight;
- b. aircraft type;
- c. call sign;
- d. aircraft registration; and
- e. departure and/or arrival locations.

### SCHEDULED FLIGHTS

Scheduled operations are governed by interstate air agreements or special authorization.

Applications for permission for aircraft engaged in scheduled International Air Services requesting to overfly Iraqi territory or land for non-traffic purposes shall be submitted with full details to ICAA at least 7 days prior to the commencement of the flight.

Applications for timetable approval of scheduled International Air Services to operate into Iraq for commercial purposes, shall be submitted at least 2 month prior to the proposed date of commencement of operation.

Applications for such permits shall be submitted to the ICAA (address see GENERAL).

### NON-SCHEDULED FLIGHTS

Aircraft registered in States that are parties to Chicago International Civil Aviation Convention (1944) and not engaged in scheduled international air service are permitted to overfly Iraqi territory or make stops for non-traffic purposes, provided that applications for clearance are forwarded at least 48 hours prior to commencement of flight incorporating the following details:

- a. name and address of aircraft operator;
- b. type of aircraft and registration mark;
- c. date of overflying or date and estimated time of arrival at and departure from Iraqi territory;
- d. route of flight; and
- e. purpose of flight and nature of freight on-board.

## IRAQ NATIONAL REGULATIONS AND REQUIREMENTS

Aircraft registered in other foreign countries require special permission to exercise the above rights after submitting applications to ICAA at least 72 hours prior to the commencement of flights incorporating the details as mentioned above.

Applications for permission to transport passengers and cargo to and from Iraq for commercial purposes shall be submitted directly to ICAA 7 days before the commencement of the first intended flight, or at least 15 days when such request is submitted through diplomatic channels, incorporating the following:

### a. Cargo flights

1. name and address of the carrier and operator;
2. type of aircraft and registration marks;
3. name and address of the consignor and consignee;
4. type and amount of cargo, with specific indication of any material subject to special restrictions or authorization such as explosives, arms, and munitions, nuclear objects and radioactive materials and any other objects related thereto, poisonous gases, germs and dangerous objects and any other objects the carriage is prohibited by the competent authority;
5. name and address of the designated agent in Iraq through whom landing and air navigation facilities charges are to be paid in respect of airlines which do not have offices or accredited agents in Iraq;
6. place of embarkation or disembarkation aboard, with date and estimated time of arrival and departure from Iraqi aerodrome.

### b. Passenger flights

1. as in subparagraphs 1, 2, 5 and 6 above;
2. purpose of flight.

## MILITARY AIRCRAFT FLIGHTS

Application for permission of foreign military flights to operate over or into Iraqi territory should be submitted through diplomatic channels at least 15 days before intended day of operation. The application must contain information as stated under NON-SCHEDULED FLIGHTS.

## PRIVATE FLIGHTS

Prior permission shall be obtained for private aircraft overflying or landing at Iraqi aerodromes. The request must be submitted to the ICAA at least 48 hours prior to departure of the aircraft, or far enough in advance to ensure that the request can be approved by the ICAA, and a reply sent and received prior to scheduled departure. The application must contain information as stated under NON-SCHEDULED FLIGHTS.

Private flights must submit a flight plan sufficiently early to ensure that the information will be received at least two hours in advance of the aircraft entering the Baghdad FIR.

---

**IRAQ**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

## **AIRPORT(S) OF ENTRY**

Civilian aircraft flying into or departing from Iraqi territory shall only be permitted to make their first landing and final departure from an approved international airport in order to complete required customs and immigration clearance. The current ICAA approved international airports are Al Najaf (Al-Ashraf Intl), Baghdad (Intl), Basrah (Intl), Erbil (Intl) and Sulaymaniyah (Intl).

**ISRAEL  
NATIONAL REGULATIONS AND REQUIREMENTS**

## **PASSPORT**

Required.

## **VISA**

Required.

Exemption from visa requirement, apart from those states which have signed a bilateral agreement with Israel, may be granted on the basis of agreements between States.

The same applies to passengers in transit.

*NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.*

## **HEALTH**

Vaccination certificates are only required of passengers coming directly from an area temporarily infected with cholera, yellow fever or smallpox.

## **DISINSECTION REQUIREMENTS**

No public health measures are required to be carried out in respect of aircraft entering the State of Israel.

## **AIRCRAFT ENTRY REQUIREMENTS**

### **GENERAL**

International Relations & Air Transport Division

Civil Aviation Authority of Israel (CAAI)

GOLAN Building

Address:       Golan St.  
                  P.O. Box 1101  
                  Airport-City  
                  Israel  
                  70100

Tel:             +972 3 9774 521  
                  +972 3 9774 551

Fax:             +972 3 9774 594

Aviation Security Operation Center (ASOC) of the Israeli Ministry of Transport (MOT) Security Department

Tel:             +972 3 9599 800

Fax:             +972 3 9599 808

E-Mail:         asoc@int.gov.il

Internet:       <http://asoc.mot.gov.il/>



## ISRAEL NATIONAL REGULATIONS AND REQUIREMENTS

### TEL-AVIV FIR PRIOR APPROVAL REQUIRED

All foreign operated traffic is permitted to enter Tel-Aviv FIR only by prior permission from the CAAI, for commercial traffic, or the ASOC of the MOT Security Department, for general aviation traffic. Tel-Aviv FIR is open to international scheduled, non-scheduled or general-aviation traffic of foreign operators departing from the following aerodromes only, and according to a prior approval of the ASOC of the Security Department of the MOT:

BIFK, BIRK, CYUL, CYYZ, EBBR, EBLG, EDDB, EDDF, EDDH, EDDK, EDDL, EDDM, EDDS, EDDT, EDDW, EDSB, EFHK, EGCC, EGGW, EGKK, EGLL, EHAM, EKCH, ENGM, EPKK, EPKT, EPPO, EPWA, EPWR, EPZR, ESSA, EVRA, EYKA, EYVI, HAAB, KEWR, KJFK, KSFO, LBBG, LBSF, LBWN, LCLK, LCPH, LDDU, LDSP, LDZA, LEBL, LEMD, LEMG, LEPA, LFMN, LFPG, LFPO, LFSB, LGAV, LGIR, LGKO, LGKR, LGMK, LGRP, LGSA, LGSK, LGSR, LGTS, LGZA, LHBP, LICC, LIMC, LIME, LIPE, LIPQ, LIPX, LIRF, LJLJ, LKMT, LKPR, LMML, LOWW, LROP, LRCK, LRCL, LRCV, LSGG, LSZH, LTAI, LTBA, LTBS, LTBJ, LTFE, LTFJ, LUKK, LWOH, LYBE, LYPG, LYTV, LZIB, LZKZ, OJAI, OJAM, OJAQ, RKSI, UBBB, UDYZ, UGSB, UGTB, UKBB, UKCC, UKDD, UKDE, UKFF, UKHH, UKKK, UKLL, UKOO, UKWW, ULLI, UMMS, URKK, UMMM, URRR, URSS, USCC, USPP, USSS, UTTT, UDD, UUEE, UUWW, UWO, UWUU, UWWW, VHHH, ZBAA, ZSPD.

Tel-Aviv FIR is also open to international scheduled traffic, operated by Air Sinai, departing from or flying to HECA.

Foreign general aviation traffic may also depart from the following aerodromes to Tel-Aviv FIR, according to a prior approval of the ASOC of the Security Department of the MOT:

EGLF, EINN, LFPB.

Tel-Aviv FIR is also open to international overflights, operated by Royal Jordanian airlines, departing from or flying to the following aerodromes only:

EHBK, KDTW, KORD, LTAC.

An operator who wishes to operate a flight to Tel-Aviv FIR from an aerodrome not listed above, should present his request to the CAAI:

- at least 30 working days before the day of the intended flight, for a commercial flight;
- at least 10 working days before the day of the intended flight, for a non-commercial flight.

Direct flights from an aerodrome in Israel to LCEN or any other aerodrome within northern Cyprus, and direct flights originated from LCEN or any other aerodrome within northern Cyprus and destined to Tel-Aviv FIR, are prohibited.

### SCHEDULED FLIGHTS

#### General

The operator must be eligible to carry out the flights under the provisions of a bilateral or multilateral agreement to which the State of the operator and the State of Israel are contracting parties and must have a permit to operate into the State of Israel. An application for such authorization shall be submitted to the International Relations & Air Transport Division.

**ISRAEL**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

The application may be submitted to the International Relations & Air Transport Division by an authorized organization or an authorized person. An application for an operating permit shall be submitted in accordance with the provisions of Directive AT.1.1.400 "Granting an Operating Permit for Scheduled Flights to and from the State of Israel" and shall contain the following forms:

- a. form ATF 1.1.400A - "Commercial specifications of a foreign Air Operator applying for an operating permit to and from Israel";
- b. form ATF 1.1.400B - "Operational specifications of a foreign Air Operator applying for an operating permit to and from Israel";
- c. in case the application is to operate passenger or combination flights - Form ATF 1.1.400C - "Commitment to appoint a representative of an Air Operator at airports";
- d. a confirmation from the aviation authority of its State of operator, according to which it is authorized to operate on its behalf scheduled flights on the applied route;
- e. documents indicating of adequate insurance coverage to insure payment of compensation for damage, including third party liability, which could be caused consequent to the operation of the airplanes;
- f. in case the air operator plans to carry cargo in the airplane - a confirmation from the aviation authority of its State of operator that it is authorized to transport general cargo and/or dangerous goods, according to the nature of the cargo;
- g. list of aircraft to be used on the services to and from the State of Israel signed by the competent authority of the State of the operator, or the following aircraft certificates:
  1. registration certificate;
  2. noise certificate;
  3. airworthiness certificate;
  4. radio station authorization.
- h. if relevant, application to operate wet leased aircraft;
- i. schedule:
  1. flight numbers;
  2. aircraft type;
  3. number of weekly frequencies;
  4. destinations to be flown with indication of times;
  5. code-share (if any) for the current IATA season.

The operator shall submit its schedule in accordance with the time periods specified in directive AT.1.1.400.

The International Relations & Air Transport Division will also forward the application to the ASOC of the Israeli MOT Security Department for the approval of the air operator in the security aspect. During this process, additional documents may be required.

## ISRAEL NATIONAL REGULATIONS AND REQUIREMENTS

All applications must be made according to directive AT.1.1.400 and submitted in the above prescribed forms obtainable at the following website:

Civil Aviation Authority of Israel (CAAI)

Internet: [http://caa.gov.il/index.php?option=com\\_docman&view=download&category\\_slug=directives&alias=4878-at-1-1-400-english-rev-3&Itemid=669&lang=he](http://caa.gov.il/index.php?option=com_docman&view=download&category_slug=directives&alias=4878-at-1-1-400-english-rev-3&Itemid=669&lang=he)

Any change in the above data provided by the operator, must be notified in advance by the operator to the International Relations & Air Transport Division.

Any schedule or operational change, such as, modifications of departure and arrival times, cancellations of scheduled flights or operation of extra section flights have to be notified by the operator to the International Relations Division & Air Transport Division at least 5 days before the planned operation date.

### Overflights and Non-traffic Stops

Prior permission is not required for commercial scheduled flights by aircraft registered in countries that are parties to the International Air Services Transit Agreement (IASTA) or where the relevant Israeli bilateral air services agreement allows overflying the State of Israel or making stops for non-traffic purposes.

Prior permission is required for such flights by aircraft registered in countries that are not party to the IASTA or where the relevant bilateral air services agreement does not provide for either first or second freedom rights, and should be sought in accordance with the procedure set out above under "General".

Nevertheless, prior notification for all commercial flights shall be submitted at least 5 working days prior to the beginning of the flight via fax or e-mail to the ASOC of the Israeli MOT Security Department.

## NON-SCHEDULED FLIGHTS

### Procedures

An operator intending to perform one or a series of non-scheduled (charter) flights into Israel for the purpose of taking on or discharging passengers, cargo or mail, must have an operating permit to operate commercial non-scheduled charter flights into the State of Israel.

An application for an operating permit shall be submitted at least 4 days in advance of the intended landing to the International Relations Division if the operator intends to carry out up to a maximum of 4 charter flights to Israel in 8 consecutive weeks. For an operator intending to operate more than 4 charter flights within 8 consecutive weeks to the State of Israel (traffic program), the application shall be submitted at least 30 days in advance of the intended landing/effective date of the traffic program.

An application for an operating permit shall be submitted in accordance with the provisions of directive AT.1.1.402 "Granting an Operating Permit for Charter Flights to and from the State of Israel" and shall contain the following forms:

- a. form ATF 1.1.402A - "Application for operation of Charter Flights";

**ISRAEL  
NATIONAL REGULATIONS AND REQUIREMENTS**

- b. form ATF 1.1.400A - "Commercial specifications of a foreign Air Operator applying for an operating permit to and from Israel";
- c. form ATF 1.1.400B - "Operational specifications of a foreign Air Operator applying for an operating permit to and from Israel";
- d. in case the application is to operate passenger charter flights - form ATF 1.1.400C - "Commitment to appoint a representative of an Air Operator at airports";
- e. copy of the signed charter agreement between the tour operator or charterer and the air operator;
- f. documents indicating of adequate insurance coverage to insure payment of compensation for damage, including third party liability, which could be caused consequent to the operation of the airplanes;
- g. in case the air operator plans to carry cargo in the airplane - a confirmation from the aviation authority of its State of operator that it is authorized to transport general cargo and/or dangerous goods, according to the nature of the cargo;
- h. list of aircraft to be used on the services to and from the State of Israel signed by the competent authority of the State of the operator, or the following aircraft certificates:
  - 1. registration certificate;
  - 2. noise certificate;
  - 3. airworthiness certificate;
  - 4. radio station authorization.
- i. if relevant, application to operate wet leased aircraft.

The International Relations & Air Transport Division will also forward the application to the ASOC of the Israeli MOT Security Department for the approval of the air operator in the security aspect. During this process, additional documents may be required.

All applications must be made according to Directive AT.1.1.402 and submitted in the above prescribed forms obtainable at following website:

Civil Aviation Authority of Israel (CAAI)

Internet: [http://caa.gov.il/index.php?option=com\\_docman&view=download&category\\_slug=directives&alias=4875-at-1-1-402-english-rev-3&Itemid=669&lang=he](http://caa.gov.il/index.php?option=com_docman&view=download&category_slug=directives&alias=4875-at-1-1-402-english-rev-3&Itemid=669&lang=he)

Any change in the above data provided by the operator, must be notified in advance by the operator to the International Relations & Air Transport Division.

Any schedule or operational change, such as modifications of departure and arrival times or cancellations of flights, must be notified by the operator to the International Relations & Air Transport Division at least 5 days before the change takes place.

## ISRAEL NATIONAL REGULATIONS AND REQUIREMENTS

### Overflights and Technical Stops

Prior permission is not required for commercial non-scheduled flights by aircraft registered in countries which are parties to the Chicago Convention (Contracting States), and which have diplomatic relations with the State of Israel, overflying the State of Israel or making stops for non-traffic purposes.

Prior permission is required for such flights by aircraft registered in countries which are not parties to the Chicago Convention or that does not have diplomatic relations with the State of Israel, and should be sought in accordance with the procedure set out above under "Procedures".

Nevertheless, prior notification for all commercial flights shall be submitted at least 5 working days prior to the beginning of the flight via fax or e-mail to the ASOC of the Israeli MOT Security Department.

### GENERAL AVIATION FLIGHTS

#### Advance Notification of Arrival for Israeli Licensed Pilots

An Israeli licensed pilot, operating a general aviation (non-commercial) flight to Israel, may apply to the ASOC of the Israeli MOT Security Department, for a Security Registered Pilot (SRP) status.

An Israeli licensed pilot, who wishes to apply for a SRP status should contact the ASOC of the Israeli MOT Security Department via phone.

An Israeli licensed pilot, who was granted a SRP status, will receive a personal identification code, which will enable the pilot to submit an 'Advanced Notification of Arrival' to the ASOC of the Israeli MOT Security Department. An Israeli pilot, who did not apply for a SRP status or was not granted a SRP status, must obtain a security arrival permit as detailed below (advanced notification of arrival for foreign licensed pilots).

Operators are reminded that sending flight plans without accepting prior landing permission is strictly prohibited. Such flight plans will be rejected and the aircraft will be denied entry to the Tel-Aviv FIR.

When approaching Tel-Aviv FIR, the pilot must establish initial radio communication with the relevant ACC unit, and provide the security entry code allocated to him in advance, while awaiting clearance to enter the FIR.

#### Advance Notification of Arrival for Foreign Licensed Pilots

Each incoming general aviation (non-commercial) flight, flown by a non-Israeli licensed pilot, shall apply for an advance landing permit (security arrival permit). Landing application shall be submitted by the handling agency in Israel via internet to the ASOC of the Israeli MOT Security Department.

The system will automatically verify that all the required information was submitted and generate an instantaneous confirmation of successful receipt. In case the pilot does not require the use of a handling agency he/she may submit his/her notification of arrival in writing and wait for a written confirmation that his/her request has been successfully received to ASOC of the Israeli MOT Security Department.

## ISRAEL NATIONAL REGULATIONS AND REQUIREMENTS

For submission of a landing application by fax or e-mail the applicant must use the attached form (see before mentioned website), and fill in at least the mandatory information. Landing application must be received by the ASOC of the Israeli MOT Security Department as follows:

- a. For flights scheduled to land between Saturday to Monday (inclusive) as well as on holidays and holiday eves - submission has to be made at least 96 hours prior to the planned departure of the flight.
- b. For flights scheduled to land between Tuesday to Friday (inclusive) - submission has to be made at least 72 hours prior to the planned departure of the flight.

The ASOC of the Israeli MOT Security Department will process the application within the timeframes stated above and will issue a pending approval or a denial notification to the applicant. The pending permission notification or the denial permission notification will be send by fax to the applicant's fax number. The ASOC of the Israeli MOT Security Department will assign an application number for each application; the application number is clearly designated on the approval or denial notification which must be quoted in any correspondence related to that specific application. The pending approval will become a final security arrival permit only after the pilot has submitted an 'Entry Code' as described below.

An non-Israeli licensed pilot having applied for an arrival permit into Tel-Aviv FIR, and obtained from the ASOC of the Israeli MOT Security Department a pending permission notification form, shall submit a personal positive identification code ('Entry Code') for the arrival identification procedure. The personal 'Entry Code' shall be submitted not later than 6 hours before departure to Tel-Aviv FIR to the aviation security interactive website of the ASOC of the Israeli MOT Security Department.

The system will automatically process the code submitted and generate an instantaneous confirmation. Upon successful receipt of the 'Entry Code', the pending permission will be processed to a final security arrival permit. For any questions regarding this procedure pilots may call directly the ASOC of the Israeli MOT Security Department.

Operators are herein notified that sending flight plans without obtaining prior overflight or landing permission is strictly prohibited. Such flight plans will be rejected and the aircraft will be denied entry to the Tel-Aviv FIR.

When approaching Tel-Aviv FIR, the pilot must establish initial radio communication with the relevant ACC unit, for identification and provide the security code allocated to him in advance, while awaiting clearance to enter the FIR.

### **Maintenance Purposes Landing**

Prior permission is required for landing in the State of Israel subject to a prior contract with an Israeli approved maintenance organization.

Holders of a valid operating permit for scheduled and non-scheduled flights need not apply for a separate permission for landing an aircraft for maintenance purposes if the aircraft is already included in their approval list of aircraft.

The operator shall submit an application for an approval to:

**ISRAEL**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

Flight Standards Division

Civil Aviation Authority of Israel (CAAI)

GOLAN Building

Address: Golan St.

P.O. Box 1101

Airport-City

Israel

70100

Tel: +972 3 9774 635

Fax: +972 3 9774 595

An application for such an approval shall be submitted at least 3 working days prior to the intended operation.

**Requirements for Handling Agency**

Non-commercial and own-use charter flights intending to land at Eilat (Ilan and Assaf Ramon) or Tel-Aviv (Ben Gurion) airports are required to be represented at the airport by a handling agency. Operators without an agency will be required to accept 1 of the authorized agencies.

Nevertheless, non-commercial flights are exempted from this requirement provided they carry less than 4 persons on board (crew excluded).

**STATE OR MILITARY AIRCRAFT FLIGHTS**

An operator of a State aircraft must contact the relevant Israeli governmental ministry, and the ASOC of the Israeli MOT Security Department, and obtain permission through diplomatic channels prior to operating a flight to or from an Israeli airport or entering Israeli airspace.

Such a notice should be given at least 5 days prior to the effective day of the flight.

The State of the operator must provide complete information about the flight in a diplomatic note to the ASOC of the Israeli MOT Security Department, and include the following details:

- a. the name of the operator and the call sign of the flight or flights;
- b. the type of aircraft to be flown and the aircraft registration or identification;
- c. the proposed flight routing, including:
  1. last point of departure outside Israel;
  2. first point of entry into Israel;
  3. the date and time of arrival at and departure from any Israeli airport or airports;
  4. place or places abroad where passengers and freight will be embarking and disembarking.
- d. a declaration regarding the aircraft noise level, according to Volume I of Annex 16 of the ICAO convention; and

## ISRAEL NATIONAL REGULATIONS AND REQUIREMENTS

- e. a declaration regarding the carriage of hazardous materials, as described in Annex 18 of the ICAO convention.

Furthermore the State of the operator must apply for an advance landing security permit (security arrival permit) by submitting the application to the aviation security interactive website:

<http://asoc.mot.gov.il/>

(procedure mentioned in section “Advance notification of arrival for foreign licensed pilots”) and get an approval to land in Israel or to operate an over flight.

### **SCHEDULE AND AIRPORT COORDINATION**

Tel Aviv (Ben Gurion) and Eilat (Ilan and Assaf Ramon) airports are designated as a fully coordinated airport. Therefore, all traffic arriving/departing Tel Aviv (Ben Gurion) and Eilat (Ilan and Assaf Ramon) airports must have a fully coordinated SLOT before operating. Applications must be applied for 48 hours in advance (MON-THU), and 72 hours in advance for weekends (FRI-SUN) to:

- [tlvacxh@iaa.gov.il](mailto:tlvacxh@iaa.gov.il) for Tel Aviv (Ben Gurion) airport;
- [etmacxh@iaa.gov.il](mailto:etmacxh@iaa.gov.il) for Eilat (Ilan and Assaf Ramon) airport.

### **AIRPORT(S) OF ENTRY**

Eilat (Ilan and Assaf Ramon), Tel Aviv (Ben Gurion) and Tel Aviv (Sde Dov).



**JORDAN**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

## **PASSPORT**

Each passenger must have a passport valid for not less than 3 months.

## **VISA**

Required.

Citizens of the following countries are required to obtain prior approval from Ministry of Interior - Jordan through Jordanian Embassies in their respective States:

Iran, Angola, Ethiopia, Uganda, Albania, Pakistan, Botswana, Burkina Faso, Burundi, Chad, Togo, Tanzania, Djibouti, Gabon, Zambia, Sri Lanka, Sierra Leone, Somalia, Gambia, Ghana, Guinea Rep, Guinea Bissau, Papua New Guinea, Vietnam, Liberia, Philippines, Kenya, Mongolia, Madagascar, Mali, Mozambique, Nepal, Nigeria, India (except tourist, provided that he/she holds more than 1000USD), Sudan, South Sudan, Cuba, Afghanistan, Cameroon, Belize, Mauritania, Cambodia, Bangladesh, Romania, Macedonia, Moldova, Colombia, Uzbekistan, Central African Rep, Iraq, Congo, Laos, Zaire, Moons Island, Bosnia and Herzegovina, Bangladesh, Niger, Benin, Cote d'Ivoire, Myanmar, Dominican Republic, Guatemala.

*NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.*

## **HEALTH**

Arriving aircrafts:

- Disembarking passengers coming from epidemic zones may be required to produce appropriate and valid certificates of inoculation;
- Blood samples of the passengers arriving from infected area of Malaria have to be inspected;
- Yellow fever vaccination certificate is required from travelers over one year of age coming from infected areas.

Departure aircrafts: No health formalities are required.

Samples of all kinds of foods disembarked at Jordanian airports have to be inspected by appropriate authorities.

Flight crew of an en-route aircraft shall, upon identifying suspected cases(s) of communicable disease, or other public health risk on board the aircraft, promptly notifies the ATS unit with which the pilot is communicating, providing the information listed below:

- a. Aircraft identification;
- b. Departure aerodrome;
- c. Destination aerodrome;
- d. Estimated time of arrival;
- e. Number of persons on board;
- f. Number of suspected case(s) on board; and

**JORDAN**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

- g. Nature of the public health risk, if known.

## **AIRCRAFT ENTRY REQUIREMENTS**

### **GENERAL**

Applications for permits to operate into or in transit across Jordan shall be submitted to:

Chief Commissioner of Civil Aviation Regulatory Commission

Flight Permission and Facilitation

Address: P.O. Box 7547

11110 Amman

Jordan

Fax: +962 6 487 4756

E-Mail: [airclearances@carc.gov.jo](mailto:airclearances@carc.gov.jo)

### **SCHEDULED FLIGHTS**

Scheduled international flights are governed by bilateral air-agreements or special authorization.

### **NON-SCHEDULED FLIGHTS**

An operator intending to perform a (series of) non-scheduled flight(s) into Jordan for the purpose of taking on or discharging passengers, cargo or mail, shall apply to the Chief Commissioner of Civil Aviation Regulatory Commission for permission not less than 72 hours in advance of the intended landing.

The application must include the following information in the order shown hereunder:

- a. name of operator;
- b. type of aircraft and registration marks;
- c. date and time of arrival at, and departure from Jordan;
- d. place or places of embarkation abroad, as the case may be, of passengers and/or freight;
- e. purpose of flight and number of passengers and/or nature and amount of freight;
- f. name, address and business of charterer, if any.

Non-scheduled flights intending to overfly Amman FIR and/or land in Jordan for technical purposes are requested to submit an application to obtain clearance 24 hours in advance. Such flights are required to forward the following details:

- a. name of operator;
- b. type and registration of aircraft;
- c. nature and purpose of flight;
- d. in case of cargo, nature and contents should be clearly specified;
- e. points of departure and arrival.

---

**JORDAN**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

Aircraft shall not leave departure aerodrome before overflying clearance has been received.

*NOTE: The validity period for landing clearance is 48 hours and overflight clearance is 72 hours.*

**PRIVATE FLIGHTS**

Aircraft intending to perform private flights to Jordan or to overfly Jordanian territory are required to submit an application for prior permission 48 hours in advance, stating the details as required for commercial landings in NON-SCHEDULED FLIGHTS above.

**AIRPORT(S) OF ENTRY**

Aircraft shall first land at and finally depart from an international airport.

**KUWAIT  
NATIONAL REGULATIONS AND REQUIREMENTS****PASSPORT**

Required.

**VISA**

Required, except for transit passengers on through flights or transferring to another flight at the same airport without entering Kuwait.

This regulation is also applied to temporary visitors, e.g. those persons entering the country for a period of one month or longer.

Embarkation/disembarkation cards must be completed by all passengers, except citizens of Gulf Cooperation Council (GCC) countries.

For more detail contact D.G.C.A. site: [www.kuwait-airport.com.kw](http://www.kuwait-airport.com.kw)

**HEALTH**

A yellow fever vaccination certificate is required from travelers over one year of age coming from infected areas.

**AIRCRAFT ENTRY REQUIREMENTS****GENERAL****Applications for approval**

All applications should be addressed to the attention of:

Directorate General of Civil Aviation (DGCA)

Address: P.O. Box 17

Safat

Kuwait

13001

Tel: +965 161

Fax: +965 247 13504

Telex: CIVAIR KUWAIT

E-Mail: [isc@dgac.gov.kw](mailto:isc@dgac.gov.kw)

SITA: KWIAPYA

AFS: OKAAYAYX

**Information required from aircraft operators**

The following information is required from all aircraft operators for any type of operation:

- a. air operator certificate (AOC);
- b. aircraft charterer (if any);
- c. call sign/flight number or registration mark(s);

**KUWAIT**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

- d. aircraft type & nature of flight;
- e. full sector of flight (from/to) & ETA/ETD;
- f. if dangerous goods are carried, refer also to Kuwait Civil Aviation Safety Regulations (KCASR) part 18;
- g. proposed date(s) of flight(s);
- h. aircraft configuration (passenger and cargo capacity).

## **SCHEDULED FLIGHTS**

### **Traffic stops**

For regular international scheduled flights into Kuwait, the airline must be designated pursuant to a bilateral or multilateral agreement to which the government of Kuwait and that of the state which the airline is registered are parties, or the operator is licensed to operate regular service on temporary basis have been granted a Temporary Operating Permit (TOP) by Kuwait DGCA. The operator (company) must have a legitimate agent in Kuwait, who has a registered office in the state of Kuwait.

Applications should be made 30 days prior to the proposed date of commencement of operation to the Directorate General of Civil Aviation (DGCA).

The following information and documents are required from aircraft operators in addition to the information shown under GENERAL:

- a. Information:
  - 1. period of operation;
  - 2. aircraft configuration (passengers & cargo capacity);
  - 3. frequency (days of week).
- b. Pre-requisite valid documents:
  - 1. air operator's certificate, reflecting the aircraft registration mark(s);
  - 2. company operations manual;
  - 3. company security program;
  - 4. certificate of registration;
  - 5. certificate of airworthiness;
  - 6. insurance certificate;
  - 7. noise certificate;
  - 8. aircraft radio station license;
  - 9. ACAS II/TCAS certificate (mandatory within Kuwait airspace);
  - 10. basic area navigation (B-RNAV) certificate, if equipped;

**KUWAIT  
NATIONAL REGULATIONS AND REQUIREMENTS**

11. RVSM certificate, when operating above 29000ft;
12. if the aircraft are maintained within the company , the operator shall provide us with the maintenance organization exposition document;
13. if the aircraft are maintained by other approved maintenance organization outside the company, the operator shall provide us with the list of companies who are carrying out the maintenance on the aircraft;
14. all aircraft shall be maintained by an approved maintenance organization (AMO) in accordance with the manufacture's standards, specification, and procedures;
15. in case of leased aircraft:
  - (a) a copy of the lease agreement, approved by the state of registry and the state of operator; and
  - (b) conformity statement from the state of registry, stating that it will remain responsible for the safety oversight;
  - (c) in case of transfer of functions of the state of registry to the state of operator, evidence is required showing the state responsible for safety oversight.
16. all flight crew shall have a valid license, issued by an ICAO member state, with current type rating or the aircraft operated and medical certificate provide us with the copies of all flight crew including the current type rating and medical certificate.
17. flight crew shall not be above 65 years of age.

**Overflying and technical stops**

Subject to the observance of the application rules and regulations, aircraft registered in ICAO states and operated by an airline of any contracting state may overfly or make non-traffic stops in the territory of Kuwait provided the state concerned being signatory to the international air transit agreement. There is no requirement to request overflying permission for such aircraft.

Applications for non-traffic stops should be made to the address of the Directorate General of Civil Aviation (DGCA).

A minimum notice period of one week is required for administrative and operational reasons.

The following information is required from aircraft operators in addition to the information shown under GENERAL above:

- a. period of operation;
- b. aircraft configuration (passengers & cargo capacity);
- c. frequency (days of the week).

Operators of aircraft registered in states that are not signatory to the ICAO convention must obtain prior approval to overfly or land in the territory of Kuwait. A minimum notice period of one week is required for administrative and operational reasons.

**KUWAIT  
NATIONAL REGULATIONS AND REQUIREMENTS****NON-SCHEDULED FLIGHTS****Traffic stops**

If an operator intends to make a non-scheduled stop in the territory of Kuwait, the aircraft operator should apply to the Directorate General of Civil Aviation (DGCA).

A minimum notice period of one week is required for administrative and operational reasons.

The same documents are required from aircraft operator as shown under GENERAL and SCHEDULED FLIGHTS (Traffic stops) above.

**Overflying and technical stops**

Subject to the observance of the application rules and regulations, aircraft registered in ICAO states and operated by an airline of any contracting state may overfly or make non-traffic stops in the territory of Kuwait provided the state concerned being signatory to the Chicago convention on international civil aviation. There is no requirement to request overflying permission for such aircraft except when the flight is involved in diplomatic or military operations. Applications for non-traffic stops should be made to the address of the Directorate General of Civil Aviation (DGCA).

A minimum notice period of 48 hours is required for administrative and operational reasons.

The following information is required from aircraft operators in addition to the information as shown under SCHEDULED FLIGHTS (Traffic stops) above:

- a. date of flight(s);
- b. type of cargo (if any).

Operators of aircraft registered in states that are not signatory to the ICAO convention must obtain prior approval to overfly or land in the territory of Kuwait. A minimum notice period of one week is required for administrative and operational reasons.

**PRIVATE FLIGHTS****Traffic stops**

If an operator intends to land in the territory of Kuwait he should apply for approval to the Directorate General of Civil Aviation (DGCA).

A minimum notice period of 72 hours is required for administrative and operational reasons.

The following information is required in addition to the information shown under GENERAL:

- a. purpose of flight;
- b. passengers and company name;
- c. name of VIP (if any);
- d. type of cargo (if any);
- e. hosting company and / or contact in Kuwait.

---

**KUWAIT**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

**Overflying and technical stops**

Subject to the observance of the application rules and regulations, there is no requirement to request permission for overflying or refueling/crew rest stops for such aircraft except when the flight is involved in diplomatic or military operations.

Operators of aircraft registered in states that are not signatory to the ICAO convention must obtain prior approval to overfly or land in the territory of Kuwait. A minimum notice period of 72 hours is required for administrative and operational reasons.

**STATE OR MILITARY AIRCRAFT FLIGHTS**

Any state of military aircraft (including chartered flights) wishing to overfly, land or depart from the territory of Kuwait shall apply for approval.

A minimum notice period of 15 days in advance before the intended date of overflying, arrival or departure is required for.

Applications shall be made to:

The Ministry of Foreign Affairs

Address: P.O Box 3

Safat

Kuwait

13001

Fax: +965 242 5141

and copy to the Directorate General of Civil Aviation (DGCA).

The following information is required from aircraft operators in addition to the information shown under GENERAL:

- a. purpose of flight;
- b. name of VIP (if any);
- c. type of cargo (if any).

**VVIP/VIP FLIGHTS**

Any operator carrying out a VVIP/VIP flight for purpose of landing in, departing from or overflying the territory of Kuwait shall apply for approval to The Ministry of Foreign Affairs (address see above).

**AIRPORT(S) OF ENTRY**

Aircraft landing on or departing from the territory of Kuwait must land at and depart from Kuwait Intl Airport.

**SPECIAL NOTICES**

No aircraft is permitted to operate between Israel and the State of Kuwait.



**LEBANON  
NATIONAL REGULATIONS AND REQUIREMENTS****PASSPORT**

Required except for holders of:

- a. identity cards issued to Nationals of Syria provided they are entering directly from Syria;
- b. valid Laissez-Passer issued by the Lebanese Government, with return visa or Resident Card;
- c. Laissez-Passer issued by the United Nations;
- d. Military Identity Card (with movement or leave order) issued to the UN Interim Forces (UNIFIL) and their families when visiting (UNIFIL) personnel in Lebanon;
- e. Seaman Book (travelling on duty) provided a Directorate General of Security (DGS) acceptance has been obtained at least 48 hours before arrival;
- f. travel document (Titre De Voyage) for refugees, issued by any country other than Israel. Holder must have a valid return visa for the issuing country and a prior permission from the DGS obtained at a Lebanese embassy or consulate abroad.

Holders of any passport or travel document containing a visa for Israel, or stamped by Israeli authority, valid or expired, used or unused, are refused entry.

**VISA**

Required, except for:

- a. nationals of Syria;
- b. UN staff, being Diplomat and holding Diplomatic Card, issued by the Lebanese Ministry of Foreign Affairs;
- c. holders of Diplomatic passports;
- d. residents in possession of a Resident Permit Card provided they have not been absent from Lebanon for a period of 6 month or more during the permit validity;
- e. members of UNIFIL holding Military Identity Card.

Crew member licenses are accepted instead of passport and visa. On departures inspection of identity documents is required.

*NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.*

**HEALTH**

Disembarking passengers arriving directly from an area infected with plague, cholera and/or yellow fever are required to present a vaccination certificate.

**AIRCRAFT ENTRY REQUIREMENTS****GENERAL**

Directorate General of Civil Aviation

**LEBANON**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

Address: Beirut Rafic Hariri International Airport  
Lebanon

Tel: +961 1 628195  
+961 1 628196  
+961 1 628197

Fax: +961 1 629010

Telex: CIVILAIR - DACIL BEIRUT LEBANON

E-Mail: dgca@beirutairport.gov.lb

AFS: OLDDYAYX

### **SCHEDULED FLIGHTS**

Scheduled operations are governed by interstate bilateral air agreements or special authorization. Initial request shall be submitted through diplomatic channels.

Airline representatives shall notify, in adequate time, to the Directorate General of Civil Aviation, the intended schedules and any modifications thereto with a view to obtaining written approval. The target dates for submission of these schedules are:

- 15 August for winter schedule,
- 15 January for summer schedule.

### **NON-SCHEDULED FLIGHTS**

Aircraft registered in ICAO member States, and aircraft belonging to operators duly authorized to operate scheduled services into Lebanon, are permitted to overfly the Lebanese territory or to land for non-traffic purposes at Lebanese airports open to international traffic without prior permission or notification, provided that a flight plan is received at ATC centers at least 30 minutes before ETA.

Aircraft belonging to operators not engaged in scheduled services, are allowed to land at approved customs airports in accordance with the provisions above for non-traffic purposes.

For aircraft desiring to overfly the Lebanese territory, an application must be addressed by the aircraft owners, pilots or their representatives or agents or through diplomatic channels, or by reply prepaid telegrams, or through AFS network telegraph to the Directorate General of Civil Aviation.

Applications must reach the Directorate General of Civil Aviation at least 48 hours before the commencement of flight. In exceptionally urgent cases the above term may be reduced to 12 hours.

In all other cases (i.e. all non-scheduled flights operated for traffic purposes, and/or aircraft belonging to operators not engaged in scheduled traffic into Lebanon, when transiting Beirut with stop-over facilities allowing passengers a short stay therein), an application must be made through the Civil Aviation Authorities of the State of registry, addressed to the Directorate General of Civil Aviation or through diplomatic channels.

---

**LEBANON**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

The application shall reach the Directorate General of Civil Aviation at least 7 days before the commencement of the flight. In exceptionally urgent cases the above term may be reduced to 5 days.

Each application shall include the following information:

- a. name and nationality of operating company;
- b. type of aircraft and registration marks;
- c. name of pilot and number of crew;
- d. date and time of arrival at and departure from Lebanese aerodromes or overflying the Lebanese territory;
- e. route of flight including origin and final destination of flight;
- f. last airport before entering Lebanon and next airport after leaving Lebanon;
- g. purpose of flight;
- h. number of passengers and/or nature and amount of freight;
- i. name, address and business of charterer.

### **PRIVATE FLIGHTS**

At least 48 hours prior permission is required for private, business or air taxi aircraft desiring to operate into or over Lebanese territory. Aircraft desiring to land, either to disembark or to pick up passengers, should indicate in their requests, names, nationalities and titles of such passengers together with purpose of flight and name of charterer, if any.

### **AIRPORT OF ENTRY**

Beirut (Rafic Hariri Intl)

### **SPECIAL NOTICES**

Aircraft registered in Israel and any other aircraft destined for or departing from Israel are not allowed to fly into or over the Lebanese territory.

**MALDIVES**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

## **PASSPORT**

Required.

## **VISA**

No prior visa arrangement is required for entry into the Maldives. Nationals from all foreign countries are subject to receive 30 days tourist visa or as per bilateral agreement between the Maldives and the respective country, provided the requirements for entry permit are met.

*NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.*

## **HEALTH**

All passengers coming directly or have visited a yellow fever endemic area within 6 days of arrival are required to provide a yellow fever vaccination certificate on entry.

## **AIRCRAFT ENTRY REQUIREMENTS**

### **GENERAL**

Chief Executive

Maldives Civil Aviation Authority

Address: Velaanaage Office Building, 11th floor  
Ameer Ahmed Magu  
Male  
Republic of Maldives  
20096

Tel: +960 332 3507  
+960 332 4986  
+960 332 4987

Fax: +960 332 3039

E-Mail: [civav@aviainfo.gov.mv](mailto:civav@aviainfo.gov.mv)

AFS: VRMMYAYX

### **SCHEDULED FLIGHTS**

Scheduled operations are governed by bilateral or multilateral agreements and are subject to a special authorization issued by the Civil Aviation Authority.

Applications for permits shall be submitted to the Chief Executive of Maldives Civil Aviation Authority and must be made at least 2 months in advance of intended operations and shall include following information:

- a. name and full address of operator;
- b. name and full address of owner (if different from the operator);

**MALDIVES**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

- c. type of aircraft;
- d. nationality and registration number of aircraft;
- e. capacity/configuration of aircraft;
- f. radio call sign;
- g. category of flight(s);
- h. schedule: route(s), date(s) of operations;
- i. passenger and cargo tariff, ex-Male;
- j. copy of the certificate(s) of registration, airworthiness and noise certificate;
- k. copy of declaration of competency/air operator certificate;
- l. copy of insurance certificates and policy covering third party liability;
- m. name and address of representative in Male, if any;
- n. airline security manual.

## **NON-SCHEDULED FLIGHTS**

### **Non-traffic or Technical Landings**

Prior permission is necessary. Application for approval shall be submitted to the Chief Executive of Maldives Civil Aviation Authority, not less than 24 hours in advance of intended landing.

The application must include the following information:

- a. name and full address of aircraft operating agency;
- b. aircraft type;
- c. aircraft nationality and registration mark;
- d. aircraft call sign;
- e. name of commander;
- f. number of crew and passengers;
- g. general description of goods carried, if any;
- h. purpose of flight;
- i. schedule route(s), date(s), timing(s) of operations.

### **Traffic Landings and Up-lifts (Passenger and Cargo Charter Flights)**

Operators intending to carry out a series of non-scheduled flights into the Republic of Maldives for the purpose of taking on or discharging passengers, cargo and/or mail, shall apply for prior permission to the Chief Executive of Maldives Civil Aviation Authority at least 2 months in advance of intended operations.

The application must include the following information:

**MALDIVES  
NATIONAL REGULATIONS AND REQUIREMENTS**

- a. name and full address of aircraft operating agency;
- b. name and full address of owner;
- c. name and full address of charterer(s);
- d. aircraft type;
- e. aircraft nationality and registration marks;
- f. capacity and configuration of aircraft;
- g. aircraft call sign;
- h. category of flight(s);
  - i. schedule route(s), date(s), timing(s) of operations;
- j. passenger tariff/charterers' inclusive tour minimum price payable cargo rates;
- k. copy of certificate(s) of registrations, airworthiness and noise certificate;
  - l. copy of declaration of competency;
- m. copy of insurance certificate(s) and policy covering third party liability;
- n. name and address of representative in Male, if any;
- o. airline security manual.

**PRIVATE FLIGHTS**

Operators intending to carry out a non-scheduled private flight into or over the territory of the Republic of Maldives for the purpose of taking on or discharging passengers, cargo and/or mail, shall apply for prior permission to the Chief Executive of Maldives Civil Aviation Authority not less than 24 hours in advance of intended landing and/or overflight.

The application must include the following information:

- a. name and full address of aircraft operating agency (including telephone number, fax and e-mail address);
- b. aircraft type;
- c. aircraft nationality and registration mark;
- d. aircraft call sign;
- e. name of commander;
- f. number of crew and passengers;
- g. general description of goods carried, if any;
- h. purpose of flight;
- i. schedule route(s), date(s), timing(s) of operations.

---

**MALDIVES**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

## **OVERFLIGHTS**

Prior permission is necessary. Application for permission shall be submitted to the Chief Executive of Maldives Civil Aviation Authority, not less than 72 hours in advance of the aircraft's entry into Maldives airspace and shall include following information:

- a. name and full address of aircraft operating agency;
- b. full billing address (including telephone number, fax and e-mail address);
- c. aircraft type;
- d. aircraft nationality and registration mark;
- e. aircraft call sign;
- f. name of commander;
- g. number of crew and passengers;
- h. general description of goods carried, if any;
- i. purpose of flight;
- j. schedule route(s), date(s), timing(s) of operations.

Notification by flight plans addressed to Male Air Traffic Control and received at least 2 hours in advance of the aircraft's entry into Male FIR, will normally be accepted as advance notification of entry into the Male FIR but not for entry into Maldives airspace.

## **STATE AIRCRAFT FLIGHTS**

Foreign State aircraft intending to land at or overfly Maldives are to obtain diplomatic clearance for such landings or overflights from the Ministry of Foreign Affairs.

## **AIRPORT(S) OF ENTRY**

Male (Velana Intl), Gan (Intl).

**NEPAL**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

## PASSPORT & VISA

Required.

A crew member license or certificate is accepted in lieu of a passport or visa for temporary admission into Nepal.

*NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.*

## HEALTH

For disembarking passengers:

- a. A yellow fever vaccination certificate is required for travellers aged 9 months or over arriving from countries with risk of yellow fever transmission and for travellers having transited for more than 12 hours through an airport of a country with risk of yellow fever transmission. Countries with risk of yellow fever transmission:

Africa: Angola, Benin, Burkina Faso, Burundi, Cameroon, Central African Republic, Chad, Congo, Cote d'Ivoire, Democratic Republic of the Congo, Equatorial Guinea, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Liberia, Mali, Mauritania, Niger, Nigeria, Senegal, Sierra Leone, South Sudan, Sudan, Togo and Uganda.

America: Argentina, Bolivia, Brazil, Colombia, Ecuador, French Guiana, Guyana, Panama, Paraguay, Peru, Suriname, Trinidad and Tobago (Trinidad only), and Venezuela.

- b. A polio vaccination certificate is required from following countries: Afghanistan, Nigeria, Pakistan, Somalia, Kenya, and Papua New Guinea.

On departure, no health formalities are required.

## AIRCRAFT ENTRY REQUIREMENTS

### GENERAL

Director General

Civil Aviation Authority of Nepal (CAAN)

Address: Babar Mahal  
Kathmandu  
Nepal

Tel: +977 1 4262387  
+977 1 4262518  
+977 1 4262326

Fax: +977 1 4262516

E-Mail: cnsatm@mos.com.np  
dgca@caanepal.gov.np

AFS: VNKTYAYX



**NEPAL**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

## **SCHEDULED FLIGHTS**

Scheduled flights are governed by bilateral or multilateral interstate agreements and require a permit to operate into or in transit across Nepal. Written application must reach the Director General of CAAN at least 60 working days before the applicable date. For the amendments of schedule or revision of the scheduled flight, the request for amendment/revision shall be submitted at least 7 working days before the applicable date.

Following documents are required for operation in Nepal by foreign carriers/operators:

- a. letter forwarded by the Ministry responsible for civil aviation in concerned country, designating the airlines as the designated airline of that country (with confirmation of operating authorization), to the Government of Nepal, Ministry of Tourism and Civil Aviation (as per the provision made under Air Service Agreement (ASA) and Memorandum of Understanding (MOU) between Nepal and the concerned country, through the Ministry of Foreign Affairs of Nepal i.e. diplomatic channels);
- b. copy of legal document that reflects the substantial ownership and effective control;
- c. security manual;
- d. operation manual;
- e. Standard Operating Procedures (SOPs);
- f. copy of Air Operator Certificate (AOC);
- g. copy of certificate of registration of each aircraft involved in operation;
- h. copy of certificate of airworthiness of each aircraft involved in operation;
  - i. copy of certificate of insurance covering third party liability of amount not less than US\$ 60 Million;
  - j. copy of simulator certificate of pilot-in-command for Kathmandu (Tribhuvan Intl) airport, of SID/STAR procedures, maps etc.;
- k. copy of certificate of insurance ensuring at least coverage in accordance with the Warsaw Convention and amended by the Hague Protocol 1955;
  - l. copy of English language proficiency certificate of pilot-in-command, if non-native English speaker;
- m. proposed route schedule, frequency, capacity, traffic rights and tariffs approved by the responsible authority of the concerned country;
- n. SLOT approval letter from international airport;
- o. removal of disabled aircraft plant occupied by international airport;
- p. copy of ground handling arrangement and/or agreement letter;
- q. name and address of the local agent/representative and authorization letter.

**NEPAL**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

## **NON-SCHEDULED FLIGHTS**

### **Overflights, Non-commercial Flights and Technical Landings**

Advance notification and permission from CAAN is required for civil aircraft of ICAO member States.

*NOTE: In case of non-commercial flights and technical landings operators should schedule their arrivals and departures within the operation hour of the aerodrome.*

Requests for civil aircraft flights of non-ICAO member States must be sought and obtained through diplomatic means from the Ministry of Foreign Affairs, Nepal.

### **Commercial Landings and Departures**

Applications for prior permission request shall be submitted by letter, AFS or fax to the Director General of CAAN at least 15 working days prior to arrival or departure.

### **Charter Flights**

For getting a charter flight permission to Kathmandu (Tribhuvan Intl) airport, an application letter is to be sent from the aircraft operator to the Director General of CAAN requesting overflying and landing permission, (at least 7 days before the day of operation), through local agent at Kathmandu (Tribhuvan Intl) airport. The application letter shall enclose following documents:

- a. copy of AOC;
- b. copy of aircraft registration certificate;
- c. copy of aircraft airworthiness certificate;
- d. copy of Aircraft Flight Manual (AFM) that shows the MTOW;
- e. copy of aircraft insurance certificate covering third party liability of not less than US\$ 60 Million;
- f. copy of simulator certificate of pilot-in-command for Kathmandu (Tribhuvan Intl) airport of SID/STAR procedures;
- g. copy of English language proficiency certificate of pilot-in-command if, non-native English speaker;
- h. charter flight permission request form, with all required information filled out;
  - i. an authorization letter to local agent by the operator;
  - j. a bank voucher or permission fee of \$56.50, in equivalent Nepalese Currency (converted according to the Nepal Rastra Bank's selling rate of the date) deposited in Rastriya Banijya Bank, Bishal Bazar (New Road), Kathmandu, in the name of CAAN, the current Account No. 64917.

Detail information and charter flight permission request form can be obtained or downloaded from:

CAAN, Head Office

Internet: [www.caanepal.gov.np](http://www.caanepal.gov.np)

---

**NEPAL**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

**PRIVATE FLIGHTS**

Application for permission must be submitted to Director General of CAAN at least 7 working days in advance of the applicable date.

Same requirements apply as for Charter Flights.

**AIRPORT(S) OF ENTRY**

Kathmandu (Tribhuvan Intl).

**OMAN**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

## PASSPORT

Required.

## VISA

Required, except from:

- a. nationals of the Gulf Cooperation Council (Bahrain, Kuwait, Qatar, Saudi Arabia and the United Arab Emirates);
- b. certain specified professionals holding residence permits of any Gulf Cooperation Council country valid for at least 6 months and who have resided there for at least one year, provided they have a passport and original Labour Card with them;

*NOTE: For a listing of professions, refer to Omani embassies/consulates, Royal Oman Police and travel agents or the Royal Oman Police Website [www.rop.gov.om](http://www.rop.gov.om).*

- c. members of operating or positioning crews on scheduled international air services or non-scheduled air transport operations who remain at the airport where the aircraft has stopped, or within the confines of the cities adjacent thereto and depart on the same or next regularly scheduled flight out of Oman, provided they travel in uniform and carry a valid passport;
- d. transit passengers who arrive and depart on the same through flight or transfer to another flight at the same airport.

*NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.*

## HEALTH

A valid certificate of vaccination against yellow fever is required of persons arriving from infected areas.

## AIRCRAFT ENTRY REQUIREMENTS

### SCHEDULED FLIGHTS

Scheduled operations are governed by bilateral or multilateral agreements and are subject to prior authorization.

Application for permits shall be submitted as follows:

- a. For scheduled operations into Oman, chartered flights, additional landing flights, technical landings and/or amend flight times, routes and/ or operated aircraft:

Directorate of Air Transport

Public Authority for Civil Aviation (PACA)

Address: P.O. Box 1

Muscat

Sultanate of Oman

Postal Code 111

**OMAN  
NATIONAL REGULATIONS AND REQUIREMENTS**

Tel: +968 24 354028  
+968 24 354062  
E-Mail: permits@paca.gov.om

- b. For scheduled overflying flights, additional overflying flights, single overflying flights and/or amend overflying flight times, routes and/or aircraft:

Directorate of Air Transport  
Public Authority for Civil Aviation (PACA)  
E-Mail: permits-om@paca.gov.om

**NON-SCHEDULED FLIGHTS**

Operators must obtain permission to carry out non-scheduled flights into, from or over the territory of Oman. Application for such permission shall be submitted to the Directorate of Air Transport (see SCHEDULED FLIGHTS paragraph a.) at least 72 hours in advance and shall include the following information:

- a. name of operator and full mailing address (including telephone/fax/e-mail);
- b. type of aircraft, MTOW, registration marks availability of ACAS II and serviceable transponder;
- c. call sign/flight number (ICAO 3-letter code);
- d. operator's IATA code;
- e. date and time of arrival at, and departure from Muscat (Intl)/Salalah airport;
- f. entry/exit points within Muscat FIR, itinerary schedule ETD/ETA;
- g. place or places of embarkation or disembarkation abroad, of passengers and/or freight;
- h. purpose of flight and number of passengers and/or nature and amount of freight;
- i. name, address and business of charterer, if any;
- j. names of crew members;
- k. valid and clear copies of the following documents (not required for private and overflying flights and/or technical stops):
  1. air operator certificate with the specifications;
  2. certificate of airworthiness;
  3. certificate of registration;
  4. certificate of insurance;
  5. aircraft noise certificate;
  6. radio licenses certificate.
- l. responsible authority for air navigation, landing and parking charges:

**OMAN  
NATIONAL REGULATIONS AND REQUIREMENTS**

1. head of accounts dept. with full mailing address;
2. account payable;
3. telephone/fax and e-mail address.

### **PRIVATE FLIGHTS**

Operators must obtain permission to carry out private flights into, from or over the territory of Oman.

Application for such permission shall be submitted to the Directorate of Air Transport (see SCHEDULED FLIGHTS paragraph b.) in accordance with the requirements in NON-SCHEDULED FLIGHTS above.

### **STATE OR MILITARY AIRCRAFT FLIGHTS**

Applications for permission for military, diplomatic and government aircraft to overfly or land in Oman must be submitted 15 days in advance through diplomatic channels.

### **CIVIL USE OF MILITARY AIR BASES**

All flights to military aerodromes are subject to prior permission, except in emergency cases, from:

HQ RAFO

Address: P.O. Box 722  
Muscat  
Sultanate of Oman  
Postal Code 111

Tel: +968 24334 211  
Fax: +968 24334 776  
Telex: 5592 RAFOOMAN ON

### **AIRPORT(S) OF ENTRY**

Muscat (Intl)

### **SPECIAL NOTICES**

All non-scheduled aircraft overflying the Sultanate of Oman and operating into Muscat (Intl) and Salalah airports shall quote the permit number granted on each and every flight plan.

**PAKISTAN**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

## **PASSPORT**

Required.

## **VISA**

Required, with the following exceptions:

- a. nationals of Tonga, Trinidad and Tobago;
- b. nationals of Iceland and Maldives staying not longer than 3 months;
- c. nationals of Nepal and Western Samoa staying not longer than 1 month.

Not required from holders of diplomatic or official passports of the following countries as provided by visa abolition agreements:

- a. Algeria, Austria, Brunei, Czech Republic, Denmark, Iran, Kazakhstan, Laos, Libya, Morocco, Norway, Russia, Slovakia, Singapore, South Korea, Tunisia, Turkey, Vietnam and Yemen (3 months);
- b. Azerbaijan, China, Hongkong, Indonesia, Kyrgyzstan, Malta, Romania, Serbia and Sri Lanka (1 month).

Not required from holders of a diplomatic passport:

- a. Thailand;
- b. Belgium, Brazil, Finland, Germany, Luxembourg, Mexico, Netherlands, Philippines and Tajikistan (3 months);
- c. Egypt (1 month).

Police registration within 24 hours shall be mandatory in respect of the following nationals:

India, Afghanistan and Taiwan.

Transit visas are not necessary in cases of direct transit through Pakistan except:

- a. Passengers while in transit must be in possession of a confirmed seat within 72 hours without which the immigration is not bound to allow such transit in Pakistan.
- b. Airlines carrying nationals of non-recognized countries and intending to change the aircraft in Pakistan should keep the immigration authority well informed beforehand.

As regards flight crew member on scheduled services who retains his license in his possession when embarking and disembarking, remains at the airport where the aircraft has stopped or within the confines of the cities adjacent thereto, and departs on the same aircraft or his next regularly scheduled flight out of Pakistan, his crew member license or crew certificate is accepted in lieu of passport or visa for temporary admission into Pakistan with those countries only whom bilateral agreement exists in this respect. This provision is also applicable if such crew members enter Pakistan by other means of transport for the purpose of joining an aircraft.

**PAKISTAN  
NATIONAL REGULATIONS AND REQUIREMENTS**

Businessmen and investors from below countries are allowed Visa On Arrival (VOA) non reporting for 30 days on production of any of the following documents:

- recommendation letter from CC&I of the respective country of the foreigner;
- invitation letter from business organization duly recommended by the concerned Trade Organization/Association in Pakistan;
- recommendatory letter by Honorary Investment Counselor of BOI/Commercial attache posted at missions abroad.

Argentina, Australia, Austria, Bahrain, Belgium, Brazil, Brunei, Canada, Chile, China (including Hong Kong), Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Iceland, Indonesia, Iran, Ireland, Italy, Japan, Kuwait, Luxembourg, Malaysia, Mexico, Netherlands, New Zealand, Norway, Oman, Poland, Portugal, Qatar, Russia, Saudi Arabia, Singapore, Slovakia, South Africa, South Korea, Spain, Sweden, Switzerland, Thailand, Turkey, UAE, United Kingdom, USA.

*NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.*

**HEALTH**

An international health certificate of vaccination against yellow fever, cholera or smallpox is required of persons arriving from infected areas.

**AIRCRAFT ENTRY REQUIREMENTS**

**GENERAL**

All flights into, from or over the territory of Pakistan and landing in Pakistan territory shall be carried out in accordance with multilateral and bilateral agreements.

Director General of Civil Aviation Authority (DGCAA)

Address: Headquarters Terminal - 1  
Jinnah Int'l Airport  
Karachi  
75200

Tel: +92 21 9907 1111

Fax: +92 21 9924 2004

AFTN: OPHQYAYX

Scheduled and non-scheduled flights shall be permitted to operate strictly in accordance with the terms and conditions of the permission. In case of any change, authorization will be required prior to departure from an aerodrome in Pakistan from the:

Air Transport Directorate HQCAA

E-Mail: [dat@caapakistan.com.pk](mailto:dat@caapakistan.com.pk)

AFS: OPHQZXAT



**PAKISTAN**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

## **SCHEDULED FLIGHTS**

Permission for scheduled flights may be obtained directly by the Operator/General Sales Agent (GSA) or through Authorized Flight Permission Agent (AFPA) Procedure is out lined below:

### **Direct Application**

Regular international scheduled flights operated by foreign airlines into or in transit across Pakistan, must fulfill following requirements as applicable:

- a. the State of the airline: must be a party to the International Air Services Transit Agreement;
- b. the airline must be eligible to make the flights under the provisions of a bilateral or multilateral agreement to which the State of the airline and Pakistan are contracting parties or have been permitted under Temporary Operating Permit (T.O.P) and must have a clearance to operate into or in transit across Pakistan. Applications for such permits shall be submitted to DGCAA.

### **AFPA (Authorized Flight Permission Agent)**

When applying through AFPA, please see the conditions and list of:

AFPA

Internet: [www.caapakistan.com.pk/handling\\_agents\\_non.aspx](http://www.caapakistan.com.pk/handling_agents_non.aspx)

*NOTE: Extra section flights permission, by the airlines regularly operating on schedule basis to/through Pakistan and applying directly (not using AFPA), require at least 6 hours advance notice.*

## **NON-SCHEDULED FLIGHTS**

### **Advance Notice Requirement**

Ambulance/medical flights, relief flights, recovery flights, search and rescue flights and evacuation flights are exempted from advance notice requirement.

Non-scheduled flights permission, by the airlines regularly operating on schedule basis to/through Pakistan and applying directly as mentioned in AFPA (not using AFPA), require at least 6 hours advance notice.

Flights operated by United Nations aircraft or on behalf of United Nations require 6 hours advance notice.

Permissions for non-scheduled flights shall be obtained through AFPA.

### **Afghanistan Bound Flights**

Overflying 96 hours in advance but not earlier than 30 days from date-time of intended entry in Pakistan airspace.

Landing (non-traffic purpose) 96 hours in advance but not earlier than 30 days from date-time of intended landing at destination in Pakistan.

**PAKISTAN  
NATIONAL REGULATIONS AND REQUIREMENTS**

***Other Flights***

Overflying 24 hours in advance but not earlier than 30 days from date-time of intended entry in Pakistan airspace.

Landing (non-traffic purpose) 24 hours in advance but not earlier than 30 days from date-time of intended landing at destination in Pakistan.

***Chartered flight originating in Pakistan desiring to exercise traffic rights for a place outside Pakistan***

If an operator intends to perform a (series of) non-schedule flights (s) originating in Pakistan for the purpose of taking on or discharging passengers, cargo or mail in Pakistan for a place outside Pakistan, he shall apply to the DGCAA for the exercise of such traffic rights by filling out pro forma available at CAA's website.

No passenger or freight originating in Pakistan for a place outside Pakistan may be picked up without prior consent of the DGCAA.

No advertisement in respect of such flights soliciting booking of traffic or purporting to notify availability of space in aircraft shall be made in any manner whatsoever, either by the person or airline owning or operating the aircraft or by any other person.

**OTHER COMMERCIAL FLIGHTS**

If an operator intends to perform a (series of) non-scheduled commercial flight, e.g. business flights, survey flights or spraying flights etc. in Pakistan, he shall apply giving details of the flights to the DGCAA for permission to carry out such operations. Grant of permission will be governed by the merits of the individual cases in consultation with any other department of Government of Pakistan that may be concerned.

**STATE AND MILITARY AIRCRAFT FLIGHTS**

All foreign military, State or State VIP aircraft intending to over fly Pakistan airspace or land at any of the Pakistan airfield have to obtain prior permission (diplomatic clearance) through Government of Pakistan, Ministry of Foreign Affairs. Requests must be received at least 2 weeks in advance. The application must include the following information in the order shown hereunder:

- a. name of the operator, captain's name/ nationality and details of the crew;
- b. type of aircraft, call sign and registration number;
- c. purpose of flight, particulars and designations of all passengers and/or nature and amount of freight;
- d. place or places of embarkation or disembarkation of passengers and/ or freight etc.;
- e. flight schedule giving date and time of arrival/departures or entry/exit, route to be flown and designation;
- f. facilities required.

Applications for clearance should be made through normal diplomatic channels to:

---

**PAKISTAN**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

Ministry of Foreign Affairs

Address:            Constitution Avenue  
                         Islamabad  
                         Pakistan

Night flying over Pakistan territory is prohibited except where special permission has been obtained.

A clearance given will be valid for  $\pm$  3 hours for 3 days provided other particulars remain the same.

Change, if any, should be intimated 72 hours prior to the original schedule date and time, otherwise fresh clearance should be sought in accordance with the laid down procedures.

**EMPLOYMENT OF AN AIRCRAFT NOT REGISTERED IN PAKISTAN AS PUBLIC TRANSPORT OR AERIAL AIRCRAFT**

An aircraft not registered in Pakistan is precluded from employment as a public transport aircraft or an aerial work aircraft in Pakistan territory without special permission from the competent authority.

An aircraft, owned by a person other than a Pakistani, who is resident in or carrying on business in Pakistan, may be registered as a public transport aircraft or an aerial work aircraft without special authority from the competent authority.

**PRIVATE FLIGHTS**

Private aircraft wishing to perform a private flight to Pakistan or over flying the territory of Pakistan are required to obtain prior permission from DGCAA through AFPA. Please see the list of AFPA at URL shown under SCHEDULED FLIGHTS.

**AIRPORTS OF ENTRY**

Bhawalpur (Intl), Faisalabad (Intl), Gwadar (Intl), Islamabad (Benazir Bhutto Intl), Islamabad (Intl), Karachi (Jinnah Intl), Lahore (Allama Iqbal Intl), Multan (Intl), Peshawar (Bacha Khan Intl), Quetta (Samungli Intl), Rahim Yar Khan (Sheikh Zayed Intl), Sialkot (Intl), Turbat (Intl).

Any aircraft not engaged in schedule air transport flying over or across Pakistan shall make a landing both on outward and inward journey at any international airport if so required by Federal Government, and shall proceed onward only on issuance of a clearance certificate by an officer so authorized by the Federal Government.

**SPECIAL NOTES**

No Israeli registered aircraft is permitted to operate or to overfly Pakistan. No flight of international airlines, scheduled or non scheduled operating to or from Israel is permitted to operate or over fly Pakistan.

**QATAR**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

## **PASSPORT**

Required.

## **VISA**

Required, except for passengers arriving/departing on the same through flight, or transferring to another flight at the same airport.

*NOTE: Licenses and crew member certificates are accepted in lieu of passport and visa, provided that the holder will stay at the airport or within the confines of the cities adjacent thereto and that he will depart on his next regularly scheduled flight.*

*NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.*

## **HEALTH**

Vaccination certificates against cholera are required of passengers arriving from India and Pakistan.

## **AIRCRAFT ENTRY REQUIREMENTS**

### **GENERAL**

All applications shall be submitted to:

President

Qatar Civil Aviation Authority (QCAA)

Address:        P.O. Box 3000  
                     Doha  
                     State of Qatar

Tel:                +974 4455 7333 Ext. 320/316

Fax:                +974 4455 2233

SITA:              DOHXYF

AFS:                OTBDYAYX, OTBDYFYX

### **Aircraft Handling Services**

Operators are required to contact Qatar Aviation Services (QAS) for all ground handling services:

Duty Manager and Duty Controller

Qatar Aviation Services

Address:        P.O. Box 383  
                     Doha  
                     State of Qatar

Tel:                +974 4010 4252

Fax:                +974 4462 1485

**QATAR  
NATIONAL REGULATIONS AND REQUIREMENTS**

E-Mail: dutymanagers@qataraviation.com  
opscontrol@qataraviation.com

## **SCHEDULED FLIGHTS**

Scheduled operations are governed by bilateral or multilateral agreements or by special authorization.

Any airline intending to operate in the State of Qatar with aircraft types Ilyushin, Tupolev, Antonov or Yak are required to provide to the QCAA the following certificates at least 72 hours before the intended operation:

- a. airworthiness;
- b. insurance;
- c. radio/station licence.

Any designated airline intending to start operations to the State of Qatar should submit as a pre-requisite to granting approval, the following documents for review and acceptance:

- a. official letter from the airline requesting permission to operate (letter of intent);
- b. air operator's certificate (A.O.C) and operating specification;
- c. certificate of airworthiness;
- d. certificate of registration;
- e. insurance certificate;
- f. noise certificate;
- g. radio certificate (station license);
- h. lease agreement in case of leased aircraft;
- i. general sales agent (GSA) agreement and letter from GSA;
- j. schedule;
- k. air operator security programme (AOSP).

Once reviewed and accepted, QCAA would send the advance risk assessment system (ARAS) APP/PNR documents to the airline.

All approved airlines should apply for their seasonal and ad-hoc schedules/slot approval as per the IATA Chapter 6 format and according to the IATA calendar deadlines to the following e-mail addresses:

To: slots@qatarcoordination.org, khalid.alnasiri@caa.gov.qa

Copy to: rakesh.attavar@caa.gov.qa, doha.comm@caa.gov.qa, schedules@caa.gov.qa

Changes to approved schedule/slots should be requested as per IATA Chapter 6 format up to one day prior to day of operation. Changes to approved schedule/slots on the day of operation will not be handled through the schedule/slots approval process and any diversion from the approved schedule/slots will be considered as slot misuse.

## **QATAR**

### **NATIONAL REGULATIONS AND REQUIREMENTS**

All approved airlines operating ad-hoc charter passenger or cargo flights should present a handling confirmation number provided by their handling agent as supplementary information along with the schedule/slot request. This request should be filed as per the IATA Chapter 6 format to the following e-mail addresses:

To: slots@qatarcoordination.org, doha.comm@caa.gov.qa, khalid.alnasiri@caa.gov.qa

Copy to: rakesh.attavar@caa.gov.qa, schedules@caa.gov.qa

### **NON-SCHEDULED FLIGHTS**

Operators intending to carry out a non-scheduled flight into the territory of the State of Qatar for the purpose of taking on or discharging passengers, cargo or mail, or flight in transit across the State of Qatar, are to obtain relevant prior landing/overflying permission QCAA.

Operators are required to submit their requests for non-scheduled flights at least 72 hours before the intended flight take place.

The application must include the following information:

- a. name of operator;
- b. type of aircraft and registration marks;
- c. date and time of arrival and departure;
- d. places of embarkation or disembarkation abroad of passengers and/or freight;
- e. purpose of flight and number of passengers and/or nature and amount of freight;
- f. name, address and business of charterer, if any;
- g. letter from the local receiving party/charterer (signed and stamped by authorized signatory on official letter-head) stating all details including purpose of flight; and
- h. nationality of passengers.

All Non-Scheduled flights should apply for schedule/slot approval as per IATA Chapter 6 format to the following e-mail addresses:

To: slots@qatarcoordination.org, doha.comm@caa.gov.qa, khalid.alnasiri@caa.gov.qa

Copy to: rakesh.attavar@caa.gov.qa, schedules@caa.gov.qa

### **PRIVATE FLIGHTS**

Operators intending to carry out a private flight into the territory of the State of Qatar, for the purpose of private operations, business or private flight in transit across the State, are to obtain relevant prior landing/overflying permission from QCAA.

The application must include the following information in the order shown hereunder:

- a. name, address and nationality of the operator;
- b. type, registration marks and carrying capacity of aircraft;
- c. names and nationalities of crew members;

**QATAR**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

- d. purpose of flight;
- e. letter from the local receiving party (signed and stamped by authorized signatory on official letter-head) stating all details including purpose of flight;
- f. details of route, points of landing and final destination;
- g. date and time of arrival at and departure from Doha (Intl) and Doha (Hamad Intl) airport;
- h. name, address and telephone number of operator's local agent; and
- i. any other information that may be relevant to the proposed flight.

### **TECHNICAL LANDINGS**

If an operator intends to carry out a technical landing flight into the State of Qatar, it is necessary for the operator to obtain prior permission for landing.

The application must include following information:

- a. name, address and nationality of the operator;
- b. type, registration marks and carrying capacity of aircraft;
- c. purpose of flight;
- d. names of passengers;
- e. details of route, points of landing and final destination;
- f. date and time of arrival at, and departure from Doha (Intl) or Doha (Hamad Intl) airport;
- g. name, address and telephone number of operator's local agent (if applicable); and
- h. any other information that may be significant to the proposed technical landing.

### **APPLICATION FOR OVERFLYING TRAFFIC**

If an operator intends to perform a flight for the purpose of transit across (overfly) the territory of State of Qatar, it is necessary to obtain prior overflying permission from the QCAA at least seventy-two (72) hours before the intended flight take place.

All applications and requests must also be submitted to:

E-Mail:            khalid.alnasiri@caa.gov.qa  
                      rakesh.attavar@caa.gov.qa  
                      doha.comm@caa.gov.qa

All applications/requests must include the following information in the order shown hereunder:

- a. aircraft call sign;
- b. aircraft registration;
- c. type of aircraft;
- d. purpose of flight;
- e. nature of cargo;

**QATAR**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

- f. schedule of operations (including route with entry/exit points of Doha TMA, flight level and timings in UTC).

### **STATE AIRCRAFT FLIGHTS**

All foreign State aircraft intending to land at or in transit across the State of Qatar are to obtain diplomatic clearance from the Ministry of Foreign Affairs, unless alternate arrangements has been made:

Ministry of Foreign Affairs

Address: P.O. Box 250

Doha

State of Qatar

Tel: +974 4419 9113

+974 4011 1000 or 104/140 (after office hours)

Fax: +974 4485 0877

+974 4432 7444 or 333 (after office hours)

All applications and requests must also be submitted to:

E-Mail: khalid.alnasiri@caa.gov.qa

rakesh.attavar@caa.gov.qa

doha.comm@caa.gov.qa

### **MILITARY AIRCRAFT FLIGHTS**

All military aircraft intending to overfly the State of Qatar via ATS Routes:

– B/UB457-M/UM444-N/UN685;

– N/UN318-P/UP708;

– L/UL703;

– P/UP699.

or to land at Qatar aerodromes are required to obtain prior approval from the State of Qatar.

Contact details as follows:

Ministry of Foreign Affairs

Address: P.O. Box 250

Doha

State of Qatar

Tel: +974 4011 8100

Fax: +974 4412 7704

E-Mail: consular@mofa.gov.qa

or



**QATAR**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

General Headquarters Qatar Armed Forces

Address: P.O. Box 37  
Doha  
State of Qatar  
Tel: +974 4461 4111  
Fax: +974 4461 4464

### **DANGEROUS GOODS FLIGHTS**

The carriage of dangerous goods is subject to prior permission from:

The Director - Air Safety Department

Qatar Civil Aviation Authority (QCAA)

Address: P.O. Box 3000  
Doha  
State of Qatar  
Tel: +974 4455 7201  
Fax: +974 4465 4761  
E-Mail: AALHammadi@caa.gov.qa

The application should reach the QCAA at least 10 working days before the intended flight take place.

Following documents shall be attached with the application in the order shown hereunder:

- a. shipper's declaration form;
- b. airway bill;
- c. commercial invoice;
- d. Material Safety Data Sheet (MSDS), if necessary.

### **AIRPORT(S) OF ENTRY**

Doha (Intl), Doha (Hamad Intl).

### **SPECIAL NOTICES**

All civil non-scheduled, private, technical landing and state or military aircraft flights, landing or overflying territorial land and water of State of Qatar are required to include the State of Qatar clearance number under RMK/ in Item 18 of the flight plan.

**SAUDI ARABIA**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

## PASSPORT & VISA

Required.

A crew license is **not** acceptable in lieu of passport and visa.

*NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.*

## HEALTH

All persons arriving from countries infected with yellow fever must hold a health certificate showing a current yellow fever vaccination.

## DISINSECTION REQUIREMENTS

The Government reserves the right to disinsect every aircraft coming from an area of yellow fever infection. When required, disinsection shall be the responsibility of the air carrier and will be subject to monitoring by the appropriate officials of the Saudi Arabian government.

The cargo compartment shall be disinfected before the mail, baggage, and other cargo are discharged and the rest of the aircraft must be disinfected after passengers and crew deplane. Disinsection shall be performed with an approved insecticide in accordance with the manufacturer's instructions.

## AIRCRAFT ENTRY REQUIREMENTS

### GENERAL

General Authority of Civil Aviation (GACA)

Economic Policies and Air Transport Sector

Address: P.O. Box 47360

Riyadh

Saudi Arabia

11552

Tel: +966 11 525 3336

Fax: +966 11 525 3335

E-Mail: ATCD@gaca.gov.sa

### SCHEDULED FLIGHTS

Scheduled operations are governed by bilateral or multilateral air agreements or must first obtain from the GACA Economic Policies and Air Transport Sector the following authorizations:

- a. foreign air carrier licence (i.e. GACA economic authority) issued pursuant to the Air Transport Regulations and a bilateral or multilateral agreement signed by Saudi Arabia and the State in which the airline is registered; and
- b. foreign operator authorization (i.e. GACA validation of the foreign air operator certificate) issued pursuant to GACAR Part 129.

**SAUDI ARABIA  
NATIONAL REGULATIONS AND REQUIREMENTS**

Foreign air carriers wishing obtain the authorizations must submit all required applications and supporting documents to the GACA Economic Policies And Air Transport Sector at least 120 days prior to intended operation. All submitted documents must be in the English language or in an official English language translation.

The following supporting documents must be submitted with each application:

- a. completed GACA SS & AT Form AAD-01;
- b. completed GACA SS & AT Form 110-1;
- c. letter of application in Arabic for Saudi Arabia Government approval;
- d. copy of the foreign air carrier's air operator certificate;
- e. copy of valid certificate of registration for each aircraft to be operated in the Saudi Arabia;
- f. copy of valid certificate of airworthiness for each aircraft to be operated in the Saudi Arabia;
- g. copy of noise certificate for each aircraft to be operated in the Saudi Arabia;
- h. copy of the radio station licence for each aircraft to be operated in the Saudi Arabia;
- i. copy of third party liability insurance certificate (or equivalent);
- j. original letter of undertaking (company letter head) stating that the company will take full responsibility for the aircraft in case of violation, incident or accident or other occurrences with the authorized signature and company stamp affixed;
- k. copy of aircraft lease agreement, if applicable;
- l. evidence of registration with IATA;
- m. the concluded contract between the local ground handling agent and the air carrier.

Applications for Scheduled flights in transit across the territory of the Saudi Arabia or landing for reasons other than for the purpose of loading and unloading of passengers, cargo or mail (i.e. nonrevenue flights) must obtain prior permission from GACA Economic Policies at least 15 days prior to the flight. The carrier may not transit Saudi Arabia territory unless and until it receives authorization to do so from the GACA.

**NON-SCHEDULED FLIGHTS**

Prior permission required for all over flights and landings. Application shall be submitted at least 3 working days in advance to the General Authority of Civil Aviation and the relevant airport authority and include the authentication number in Item 18 of the flight plan.

Any request for clearance which does not provide 3 working days prior notice will be disregarded.

The application shall provide the following information:

- a. type of permit requested (landing/overflight);
- b. name, nationality and full mailing address of operator/owner;
- c. date and purpose of flight;
- d. type of aircraft, registration mark and call sign or flight number;

**SAUDI ARABIA  
NATIONAL REGULATIONS AND REQUIREMENTS**

- e. aircraft identification (call sign not exceeding 7 alphanumeric characters) shall be identical to that in the application request and that entered in the flight plan;
- f. airport of origin, route and destination;
- g. airport(s) of intended landing in Saudi Arabia and reason(s) for landing;
- h. nature and approximate weight of cargo.

Further to the details listed above applications must also specify which of the registration mark or flight number will be used as radio call sign.

Approval to an application will allocate a 5-character number (CRN) or alphanumeric computerized clearance number (CLR).

When approval is granted, the operator must quote either the CRN or CLR in the flight plan submitted for that flight, e.g. CRN A1234 or CLR 5678 and a copy of the approval message should be carried on board.

Applications for two-way flights using different flight numbers for outbound and return segments must so state, because a separate CRN or CLR will be issued in respect of each segment approval which shall be only valid for that segment.

**PRIVATE FLIGHTS**

Applications for authorizations in respect of civil aircraft must be received by the GACA Economic Policies And Air Transport Sector 3 working days in advance of a proposed flight. The following supporting documents must be submitted with each application:

- a. completed GACA SS & AT Form 110-2;
- b. copy of valid certificate of registration for each aircraft to be operated in the Saudi Arabia;
- c. copy of valid certificate of airworthiness for each aircraft to be operated in the Saudi Arabia;
- d. copy of noise certificate for each aircraft to be operated in the Saudi Arabia;
- e. copy of aircraft insurance certificate (or equivalent);
- f. copy of airman certificate and medical certificate for each flight crew member involved;
- g. copy of the proficiency check for each flight crew member involved.

**STATE OR MILITARY AIRCRAFT FLIGHTS**

Applications for permission for military, diplomatic and Government aircraft to fly over or land in Saudi Arabia territory must be submitted 7 days in advance to the:

Ministry of Foreign Affairs

Address:        Riyadh  
                    11124  
  
Tel:              +966 11 405 5000  
Fax:              +966 11 403 0159  
                    +966 11 441 4626

**SAUDI ARABIA  
NATIONAL REGULATIONS AND REQUIREMENTS**

Telex: 405000 KHARJI SJ (Arabic)  
405000 MFA SJ (English)

### **DANGEROUS GOODS FLIGHTS**

Prior approval is required for the carriage of munitions of war, all classes of explosive and radioactive and material including those intended other than for medical purposes, to any destination in Saudi Arabia and or overflying the Kingdom of Saudi Arabia FIR. A written undertaking to reship the consignment shall be provided, at the operator's expenses and liability, if the cargo is not cleared and received by the consignee within 10 working days from the consignment's arrival. Requests for approval should be directed 72 hours prior to arrival of flight to:

General Authority Of Civil Aviation  
Department of Agreements And Authorization  
Address: P.O. Box 887  
Jeddah  
Saudi Arabia  
21165

### **AIRPORT(S) OF ENTRY**

Dammam (King Fahd Intl), Jeddah (King Abdulaziz Intl), Prince Mohammad Bin Abdulaziz (Intl), Riyadh (King Khaled Intl), Yenbo (Prince Abdulmohsin Bin Abdulaziz).

### **SPECIAL NOTICES**

No aircraft departing from aerodromes in Israel will be allowed to service, refuel or land at any aerodrome within the territory of Saudi Arabia, nor will aircraft be cleared from any aerodrome in Saudi Arabia to any aerodrome in Israel. This restriction also applies to aircraft wishing to overfly Saudi Arabia territory to or from aerodromes in Israel.

**SRI LANKA  
NATIONAL REGULATIONS AND REQUIREMENTS****PASSPORT**

Required.

**VISA**

Required, excepting bona fide tourists for a stay not exceeding 30 days who are citizens of Albania, Armenia, Australia, Austria, Azerbaijan, Bahrain, Bangladesh, Belarus, Belgium, Bosnia-Herzegovina, Bulgaria, Canada, P.R. of China, Croatia, Cyprus, Czech, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hong Kong, Hungary, Indonesia, Ireland, Israel, Italy, Japan, Kazakhstan, Kyrgyzstan, D.R. of Korea, Kuwait, Latvia, Lithuania, Luxembourg, Macedonia, Malaysia, Maldives, Moldova, Montenegro, Netherlands, New Zealand, Nepal, Norway, Oman, Pakistan, Philippines, Poland, Portugal, Qatar, Romania, Russia, Saudi Arabia, Serbia, Singapore, Slovenia, Spain, Sweden, Switzerland, Taiwan, Tajikistan, Thailand, Turkey, Turkmenistan, United Arab Emirates, U.K., Ukraine, USA and Uzbekistan.

*NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.*

**HEALTH**

All passengers coming from any country currently notified by W.H.O. as infected with plague. Ebola virus fever, or any other infectious disease that may be declared by the Director General of Health Service from time to time may be required to sign a guarantee bond to the effect that they will present themselves in the Government Medical Officer close to their place of residence, for medical surveillance up to a period that will be decided upon by the Director General of Health Services from the date of arrival of any passenger in Sri Lanka, unless otherwise stated in the quarantine report form.

**YELLOW FEVER ENDEMIC COUNTRIES**

All passengers arriving from Yellow Fever endemic countries given below shall have a valid certificate for Yellow Fever. The Director General of Health Services of Sri Lanka or any officer empowered by him will act either to keep under quarantine for a period of 6 days or to deport any such passenger who fails to submit a valid certificate.

All passengers visiting Yellow Fever endemic countries given below shall have Yellow Fever vaccination certificate obtained from Medical Research Institute prior 10 days to embarkation.

**Yellow Fever Endemic Countries South American Region**

Argentina, Bolivia, Brazil, Colombia, Ecuador, French Guiana, Guyana, Panama, Peru, Suriname and Venezuela.

**Yellow Fever Endemic Countries African Region**

Angola, Benin, Burkina Faso, Burundi, Cameroon, Central African Republic, Chad, Congo D.R. of, Congo Rep of, Cote d'Ivoire, Equatorial Guinea, Ethiopia, Gabon, Gambia, Ghana, Guinea-Bissau, Guinea Rep, Liberia, Mali, Mauritania, Niger, Nigeria, Rwanda, Sao Tome and Principe, Senegal, Sierra Leone, Somalia, Sudan, Tanzania, Togo and Uganda.

**SRI LANKA  
NATIONAL REGULATIONS AND REQUIREMENTS**

## **AIRCRAFT ENTRY REQUIREMENTS**

### **GENERAL**

Director General of Civil Aviation/CEO

Civil Aviation Authority of Sri Lanka

Address: No. 152/1, Minuwangoda Road

Katunayake

Sri Lanka

Tel: +94 11 2252017

Fax: +94 11 2253038

E-Mail: [sldgca@caa.lk](mailto:sldgca@caa.lk)

Internet: [www.caa.lk](http://www.caa.lk)

AFS: VCCCYAYX

Contact information for submission of applications for non-scheduled flight clearance and related matters:

Air Navigation Services Section of the Civil Aviation Authority of Sri Lanka (CAASL)

AFTN: VCCCYAYX

MON to FRI 0300-1045 UTC except public holidays.

During office hours:

Civil Aviation Inspector - AIS

Tel: +94 11 2358856

+94 11 2358857

Fax: +94 11 2253627

E-Mail: [caiais1@caa.lk](mailto:caiais1@caa.lk)

[caiais@caa.lk](mailto:caiais@caa.lk)

Senior Civil Aviation Inspector - AIS

Tel: +94 11 2358851

Fax: +94 11 2253627

E-Mail: [scaiais@caa.lk](mailto:scaiais@caa.lk)

After office hours, saturdays/sundays and public holidays:

Send your request to:

Air Navigation Services (ANS) Section of Aviation Authority of Sri Lanka (CAASL)

Duty Officer

Tel: +94 77 6669416 (secondary means)

+94 77 6669788 (secondary means)

E-Mail: [flightpermission@caa.lk](mailto:flightpermission@caa.lk) (primary means)

**SRI LANKA  
NATIONAL REGULATIONS AND REQUIREMENTS**

## **SCHEDULED FLIGHTS**

Scheduled operations are governed by bilateral or multilateral agreements and are subject to an authorization. Applications shall be submitted to the Director General of Civil Aviation.

## **NON-SCHEDULED AND PRIVATE FLIGHTS**

Approval authority is the Director General of Civil Aviation Sri Lanka (DGCA) and prior approval shall be obtained for the operation of non-scheduled flight(s)/private flight(s) into and over the territory of Sri Lanka.

Processing of approvals will be done by the Air Navigation Services Section of the Civil Aviation Authority of Sri Lanka (CAASL) upon submission of an application made as per the details given in the following paragraphs.

Such an application should reach Air Navigation Services Section of CAASL in sufficient advanced time before commencement of the intended operation.

Minimum notice times are as follows:

- a. 30 days for landings of non-scheduled commercial passenger flights;
- b. 7 days for landings of private or other non-scheduled commercial flights (cargo);
- c. 3 days for overflights/technical stops of private or other non-scheduled flights.

The Air Navigation Services Section may assign a Flight Clearance Number (FCN) which should be quoted for all reference purposes. Conditions (if any) may be specified in his clearance notification to the operator.

Carriage of cargo is liberalized in Sri Lanka and therefore there is no restriction with regard to operation of cargo flights to/from Sri Lanka subject to observance of provisions detailed in the clearance message.

Applications for the operation of a non-scheduled flight/private flight into/over Sri Lanka, must include the following information in the order shown hereunder and should be directed preferably by AFTN to the addresses VCCCYAYX, VCCCFICX and VCCCZQZX:

- a. name of operator, postal address, Fax number and/or E-mail/AFTN address (if any);
- b. name and address for billing purposes, postal address, Fax number, E-mail/AFTN address (if any);
- c. type of aircraft (with MTOW);
- d. registration number of aircraft;
- e. state of registry of aircraft;
- f. aircraft call sign;
- g. communication equipment on board;
- h. name of pilot-in-command;
- i. total number of persons on board (crew and passengers separately);



---

**SRI LANKA  
NATIONAL REGULATIONS AND REQUIREMENTS**

- j. purpose of flight;
- k. whether overflying Colombo FIR or landing in Sri Lanka;
- l. date of operation;
- m. if request is made for landing:
  - 1. landing airport;
  - 2. expected date and time of arrival;
  - 3. expected date and time of departure.
- n. inbound/outbound ATS route including
  - 1. entry/exit points at Colombo FIR;
  - 2. expected time of entry/exit at Colombo FIR.
- o. point of origin;
- p. places of intended landing prior to arrival in Sri Lanka or fly over Colombo FIR;
- q. place of immediate landing after departure from Sri Lanka or fly over Colombo FIR;
- r. final destination;
- s. whether dangerous goods on board;
- t. if dangerous goods on board, UN number, ICAO class and division, quantity and:
  - 1. Name of consignor;  
Postal address;  
Fax number;  
E-mail;  
AFTN address (if any).
  - 2. Name of consignee;  
Postal address;  
Fax number;  
E-mail;  
AFTN address (if any).
- u. services/facilities required;
- v. name of local handling agent, postal address, Fax number, E-mail;
- w. whether the operator has previously operated into a Sri Lanka airport or over Colombo FIR (within the preceding three years) and if so, the last date of operation, type of aircraft and registration number;

## **SRI LANKA NATIONAL REGULATIONS AND REQUIREMENTS**

- x. whether any special equipment such as aerial photographic, remote sensing cameras, night vision cameras is on board; if YES, attach a copy of the permit issued by the relevant DGCA.

Flight clearance or re-clearance, once granted, remains valid for a period of 2 days from the date of intended operation. If the actual operation is delayed beyond 2 days, a re-clearance should be obtained.

Re-clearance requests shall quote the FCN or re-clearance number and indicate the new expected date and time of operation as well as any changes to the application details previously submitted.

Delayed operations that fall within 2 days of planned operations or cancellations should be notified forthwith to VCCCYAYX, VCCCFICX and VCC CZQZX.

In order to facilitate proper and efficient flight identification process at the ATS Units, all non-scheduled/private operators are required to quote the FCN or the re-clearance number in Item 18 of the flight plan filed.

Pilot-in-command is required to hold the FCN or the re-clearance number on board and quote the same when required by ATC.

### **STATE OR MILITARY AIRCRAFT FLIGHTS**

All foreign military or State aircraft intending to land at or overfly Sri Lanka shall obtain diplomatic clearance for such landing or over flight from the Ministry of External Affairs, Sri Lanka, by application made through the respective Embassies/High Commission of their country at least 5 working days in advance of the operation.

### **DANGEROUS GOODS FLIGHTS**

No aircraft operator shall transport dangerous goods by air to, from or over Sri Lanka without explicit approval in writing from the Director General of Civil Aviation.

Permission is usually granted for a specified period of time subject to strict compliance with ICAO technical instructions for carriage of dangerous goods by air and any other conditions deemed necessary by the Director General of Civil Aviation.

Application for permits shall be made at least 10 days before the date of the first flight to the Director General of Civil Aviation.

### **AIRPORT(S) OF ENTRY**

Katunayake (Bandaranaike Intl Colombo), Mattala (Mattala Rajapaksa Intl), Ratmalana (Colombo).

### **SPECIAL NOTICES**

#### **LANDING MADE ELSEWHERE THAN AT ALTERNATE AIRPORTS**

If a landing is made elsewhere other than at an international airport or a designated alternate airport, the pilot-in-command shall report the landing as soon as practicable to ATS, health, customs

---

**SRI LANKA**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

and immigration authorities at the international airport at which the landing was scheduled to take place.

**SYRIA**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

## **PASSPORT**

Required.

## **VISA**

Required, except that nationals of the Arab League countries are exempted from entry and transit visas. Maids, servants, housekeepers, baby-sitters and nationals of Bangladesh, Philippines, Sri Lanka, Pakistan and Afghanistan are allowed to enter accompanied by their Syrian or Arab employers on condition they have permanent residency of Gulf countries and Saudi Arabia, valid for return during the periods Dec 24 - Jan 23 and May 1 - Sep 30 every year.

Arab families coming from Arab Gulf Countries and Saudi Arabia are allowed to accompany servants during the whole year.

*NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.*

## **HEALTH**

Disembarking passengers coming from an area infected with plague, cholera and/or yellow fever during epidemic periods are required to present a valid vaccination certificate against these diseases.

## **AIRCRAFT ENTRY REQUIREMENTS**

### **GENERAL**

Flights destined to, departing from or overflying the occupied part of Palestine are not permitted to fly into or over the territory of Syrian Arab Republic.

### **SCHEDULED FLIGHTS**

For regular international schedule flights into or transit across Syria, operated by foreign airlines, the airline must have a permit to operate into or in a transit across Syria. Applications for such permits shall be submitted via AFTN and SITA to:

Syrian Civil Aviation Authority (SCAA)

SITA: DAMYAYF, DAMXYYF

AFTN: OSDIYDYX, OSDIYAYF

The application must contain the following data:

- a. name, nationality of the carrier with full contact details (including billing address);
- b. type of aircraft and registration mark;
- c. period of operation;
- d. call sign or flight number;
- e. departure and destination aerodrome with exact time of departure/arrival and day(s) of operation for each flight;

## SYRIA

### NATIONAL REGULATIONS AND REQUIREMENTS

- f. name and nationality of pilot in command and crew;
- g. purpose of flight, number of passengers, nature and amount of cargo.

The application for timetable approval shall be submitted to SCAA at least 3 months to the proposed date of commencement of operation with the required documents.

The airline planning to operate into or transit across Syria shall submit the following aircraft documents to SCAA on compact disc with pdf-format:

- a. air operator certificate with the attached operations specifications;
- b. certificate of registration;
- c. certificate of airworthiness;
- d. radio certificate;
- e. noise certificate;
- f. insurance certificate, including third party liability insurance;
- g. in case of leased aircraft request agreement and air operator certificate with the attached operation specifications of the lessor;
- h. date sheet to be applied, signed and stamped by the operator.

### NON-SCHEDULED FLIGHTS

If an operator intends to perform a (series of) non-scheduled flight(s) into Syria for the purpose of taking on passengers, cargo or mail, he shall apply to the SCAA for permission to carry out such operations not less than 4 days in advance of the intended landing.

If an operator intends to perform a (series of) non-scheduled flight(s) making non-traffic stops, e.g. technical landing, private flights, he shall apply to SCAA for permission to carry out such flight(s) not less than 2 days of the intended landing.

In either of the above mentioned cases, permission for executing the flight(s) must be obtained before commencing the flight(s). The application must include the following information in the order shown hereunder, and addressed to the SCAA via AFTN:

- a. name, nationality of the carrier with full contact details (including billing address) and/or name, nationality of the operator with full contact details (including billing address);
- b. type of aircraft and registration mark;
- c. name and nationality of the pilot-in-command and crew;
- d. period of operations or date of flight(s);
- e. callsign or flight number of the flight;
- f. departure and destination aerodrome with exact time of departure/arrival and day(s) of operation for each flight;
- g. purpose of flight, number of passengers, nature and amount of cargo.

---

**SYRIA**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

All flights planning to operate into or transit across Syria shall submit the aircraft documents (same as for SCHEDULED FLIGHTS) to SCAA.

**Overflights**

Every non-schedule aircraft requesting either to overfly Syria airspace or making stops at any of international Syrian airports, shall have a legal agent in Syria to be responsible for its administrative and monetary affairs, or has a credit in the Commercial Bank of Syria, Branch-6, to cover the aviation charges. Application must be submitted by pilots or their legal agents, and can be made by letter, messages or through diplomatic channels.

Any aircraft intending to overfly Syria airspace must submit a prior request to the SCAA at least 48 hours in advance. The request shall include all items mentioned under NON-SCHEDULED FLIGHTS.

In exceptional cases for eg: AFTN communication failure the application via Fax to: +963 11 332 7204 and +963 11 5400158 or by letter is accepted for all above mentioned cases.

**STATE OR MILITARY AIRCRAFT FLIGHTS**

A prior permission should be obtained before commencing the flight and all requests should be applied through diplomatic channels according Ministry of Foreign Affairs, Protocol Department.

**AIRPORT(S) OF ENTRY**

Aleppo (Intl), Damascus (Intl), Latakia (Bassel Al-Assad Intl).

**SPECIAL NOTICES**

The permission number issued by the Syrian Civil Aviation Authority or the Ministry of Foreign Affairs, Protocol Department must be inserted in Item 18 of the FPL.

**TURKEY  
NATIONAL REGULATIONS AND REQUIREMENTS**

## **HEALTH**

### **DISINFECTION/DISINSECTION REQUIREMENTS**

Flight permission regarding to the aircraft arriving from areas infected with cholera, yellow fever, malaria, plague and SARS is granted giving a copy of it and approved by Health Inspection Center, Ministry of Health, Directorate General of Border and Coats.

The aircraft arriving from areas infected with cholera, yellow fever, malaria, plague and SARS shall be subject to medical examination before disembarking of crew member and passengers upon landing at the airport based on the bulletins of World Health Organization (WHO), International Health Regulation, Regulation regarding the actions to be applied at the aircraft. Disinsection or other necessary actions are done or get done.

Load declaration of the aircraft arriving from areas infected with cholera and plague are submitted to Health Inspection Center with the health declaration of General Statement on Aircraft. Upon the request of Health Inspection Center (obligatory in case of any contagious disease is outbreak) disinfection is applied to the aircraft at landing.

The aircraft arriving from areas infected with malaria and yellow fever does disinsection action which is valid 4 weeks specified at World Health Organization Technical Report with serial number 206; Certificate of Residual disinsection of this action approved by legal authorities is maintained within the documents of the aircraft, if requested it will be presented. Also, disinsection to be applied that is found favorably by World Health Organization is registered to the health declaration of General Statement on Aircraft section. Blank areas of the material used will be given with Declaration to the Health Inspection Center at the landing.

## **AIRCRAFT ENTRY REQUIREMENTS**

### **GENERAL**

Civil flights using Turkish airspace and/or airports are subject to authorization from the appropriate authority, even if a flight plan has been submitted.

Any aircraft, which will land on the civil airports or use Turkish airspace, shall submit an application to obtain the required authorization/permission at least 5 working days before of the scheduled departure, or at least 2 working days before in case of any emergencies.

Application for flight permissions shall be submitted to the DGCA during working hours of the weekdays to:

Ministry of Transport and Infrastructure

Directorate General of Civil Aviation (DGCA)

Address:       Gazi Mustafa Kemal Bulvari No. 128/A  
                  Maltepe/Ankara  
                  Turkey  
                  06570

Tel:             +90 (312) 203 6000 (switchboard)  
                  +90 (312) 203 6016

**TURKEY**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

+90 (312) 203 6065  
Fax: +90 (312) 212 4684  
+90 (312) 215 8094  
Telex: 44659 CAD TR  
E-Mail: hud@shgm.gov.tr  
SITA: ANKYXYA  
AFTN: LTAAYAYX

Flight permissions granted shall be valid for a period of 24 hours before and 72 hours after the time of departure of the aircraft.

On non-working days the application shall be submitted to:

Aeronautical Information Management (AIM)

Flight Information Center (FIC)

Division of the Administration of Air Traffic Control Center of the Directorate General of State Airports Administration

Address: Cubuk/Ankara  
Turkey  
06760

Tel: +90 (312) 827 1048  
Fax: +90 (312) 827 1051  
E-Mail: fic.rcc@dhmi.gov.tr  
AFTN: LTAAZIX

Any applications for flight permits shall be submitted at least 30 days before of the schedule period by using the DGCA automation system (<http://otomasyon.shgm.gov.tr/shgmSeam/>), unless otherwise specified by bilateral agreements.

If the origin of the carrier is not an ICAO member, the application shall be submitted to:

Ministry of Foreign Affairs

Deputy Directorate General for Maritime and Aviation

Address: Sadik Ahmet Cad. No. 8  
Balgat/Ankara  
Turkey  
06100

Tel: +90 (312) 292 1480/81/82/83  
Fax: +90 (312) 285 3698

Aircraft with a capacity up to 12 seats belonging to operators of ECAC member States performing business trips, ambulance flights and carrying humanitarian aid only for natural disasters shall be permitted to land at all airports provided flight plans have been submitted 3 hours before entering



## **TURKEY**

### **NATIONAL REGULATIONS AND REQUIREMENTS**

Turkish airspace and that the first landing and the last departure is conducted at an airport open to international traffic.

Apart from the ECAC states; in case of the any aircrafts registered to the ICAO member States that have executed a bilateral air transport/air services agreement, using the Turkish Airspace and Airports, in accordance with the reciprocity principle of the following flights, provided that the liability insurance, third party liability insurance and airworthiness certificates are defined and valid in automation system of the DGCA:

- a. ambulance flight;
- b. flights performed for SAR purposes and humanitarian aid for any natural disasters by the airlines/aircraft operators;
- c. technical landing;
- d. ferry flights to be performed without carrying passengers and cargo;
- e. general aviation flights or flights made by a person with his / her aircraft for business travel purposes;

prior to entering the Turkish Airspace, have sent their flight plans at least 3 hours before the flight, and also that such aircraft lands on and departs from an airport open for international air traffic. In respect of any aircraft which has not been identified in the DGCA automation system, the application for the permission shall be submitted, along with the liability insurance, third party liability insurance and airworthiness documents in the applications made other than working hours, regardless of the registration requirement of the relevant aircraft in DGCA Automation system, the liability insurance, third party liability insurance and airworthiness certificates shall submitted to the Aeronautical Information Management FIC Division of the Administration of Air Traffic Control Center of the Directorate General of State Airports Administration, if the document considered to be appropriate, the application is evaluated.

### **SCHEDULED FLIGHTS**

Scheduled flights are subject to the authorization of the Directorate General of Civil Aviation.

Applications for scheduled flights shall contain following information:

- a. applicant's name;
- b. commercial title and address of operator;
- c. nationality of the aircraft and/or its operator;
- d. registration mark;
- e. type and MTOW of the aircraft;
- f. flight number and call sign;
- g. departure and arrival airports;
- h. flight days and times;
- i. purpose of flight:

**TURKEY**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

1. name of passengers, if any military airport will be used;
2. cargo statement including details explanation about type of cargo.

**NON-SCHEDULED FLIGHTS**

Non-scheduled flights are subject to the authorization of the Directorate General of Civil Aviation.

The applications shall include the following information, in the following order:

- a. name/rank of the pilot and number of crew members, if military or State aircraft;
- b. names, ranks and titles of VIP passengers, if any.

**Technical Landings**

Any planned single technical landing, approved on the automation system of the DGCA, may be operated without obtaining a flight permission from the DGCA, if the flight plan is submitted to the AIS units 3 hours before such flights and the flight number and the previous information on the permission (flight number and flight purpose) are specified as RMK on Item 18 of the flight plan in case of any changes.

**Inclusive Tour (IT) Charter Flights**

Any domestic operator shall provide its flight plan to DGCA at least 3 hours before the flight.

**Cargo Charter Flights**

Cargo charter flights shall provide the following:

- a. contract between cargo owner and air carrier;
- b. type of cargo;
- c. commercial name, name, contact details (address, phone and fax number, e-mail address) of the cargo owner or the lessee of the aircraft and of the consignee.

**STATE OR MILITARY AIRCRAFT FLIGHTS**

In the following cases diplomatic applications for overflights, departure or landing shall be made to the Ministry of Foreign Affairs through diplomatic channels 10 working days before the planned flight, along with the liability insurance, third party liability insurance and airworthiness documents. But above mentioned documents are not required for overflights and for flight permit application under paragraph a) and i).

- a. aircraft carrying Heads of State or government;
- b. aircraft carrying all types of munitions, weapons, ammunition, nuclear fuel, radioactive substances, explosives on board;
- c. aircraft carrying additional munitions/weapons not considered to be a standard airborne equipment;
- d. aircraft carrying photographic equipment that are used in aerial photography;

**TURKEY**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

- e. aircraft, which have been recently purchased and flying to its main base for the first time, and which are allocated for the military forces or law enforcement officers;
- f. tanker aircraft;
- g. aircraft used for transportation of armed troops;
- h. unmanned aerial vehicles operating crossborder flights;
- i. any kind of flights performed on behalf of the military and/or state regarding the dangerous substances which must be transported with special exemption certificate.

Prior authorization must be obtained for all State aircraft intending to use Turkish airspace and airports.

Aircraft belonging to NATO member States or to a state with which a special bilateral agreement has been executed shall send their request for permission to the General Staff, Air Force Command (except for flights mentioned above).

**DANGEROUS GOODS FLIGHTS**

Ankara (Esenboga Intl), Istanbul (Ataturk Intl), Istanbul (Sabiha Gokcen Intl) and Adana (Intl) airports shall be used for the authorized transportation of explosives and ammunitions and Ankara (Esenboga Intl), Istanbul (Ataturk Intl), Istanbul (Sabiha Gokcen Intl) and Izmir (Adnan Menderes) shall be used in case of transportation of any radiocative or nuclear substances/materials applied for and the Ministry of Transport and Infrastructure, Directorate General of Dangerous Goods and Combined Transport Regulation shall be informed at least 5 working days before the intended transport.

Ministry of Transport and Infrastructure

Directorate General of Dangerous Goods and Combined Transport Regulation

Gazi Mustafa Kemal Bulvari No: 128/A

Address: Maltepe/Ankara

Turkey

06570

Tel: +90 (312) 203 2000

+90 (312) 203 3928

+90 (312) 203 3919

Fax: +90 (312) 231 5189

E-Mail: [hyt.tmktdgm@udhb.gov.tr](mailto:hyt.tmktdgm@udhb.gov.tr)

**SCHEDULE AND AIRPORT COORDINATION**

The airports, for which the tariff coordination (Level-3) and tariff arrangement (Level-2) are applied according to IATA and the Directorate General of States Airports Administration regulations are as follows:

- Ankara (Esenboga Intl): the tariff of which is arranged during the summer and the winter tariff periods (Level-2);

**TURKEY**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

- Antalya: the tariff of which is coordinated every weekday during the summer tariff period (Level-3), and the tariff of which is arranged during the winter tariff period (Level-2);
- Istanbul: the tariff of which is coordinated every weekday during summer and winter tariff periods (Level-3);
- Istanbul (Ataturk Intl): the tariff of which is arranged every weekday during the summer and the winter tariff periods (Level-2);
- Istanbul (Sabiha Gokcen Intl): the tariff of which is coordinated every weekday during the summer and winter tariff periods (Level-3);
- Izmir (Adnan Menderes Intl): the tariff of which is arranged during the summer and the winter tariff periods (Level-2);
- Milas (Bodrum Intl): the tariff of which is arranged during the summer and the winter tariff periods (Level-2);
- Mugla (Dalaman Intl): the tariff of which is arranged during the summer and the winter tariff periods (Level-2).

Responsible coordinator:

DHMI Slot Coordination Center

Administration Istanbul Havalimani

Imrahor Mah. Vecihi Hürkuş Cad. No: 6, Kat: 2

Address: Amavutköy/Istanbul

Turkey

34275

Tel: +90 212 891 74 55-56 (Planning)  
+90 212 891 74 85-86 (Monitoring)  
+90 212 891 74 74-80 (Operation)

Fax: +90 212 891 74 84

E-Mail: dhmi.sccplanning@dhmi.gov.tr (Planning)  
dhmi.sccmonitoring@dhmi.gov.tr (Monitoring)  
dhmi.sccoperation@dhmi.gov.tr (Operation)

Internet: <https://slot.dhmi.gov.tr>

SITA: ISTYXYA

## **AIRPORT(S) OF ENTRY**

Adana (Adana Intl), Ankara (Esenboga Intl), Antalya (Intl), Balıkesir (Koca Seyit), Bursa (Yenişehir), Canakkale, Denizli (Cardak), Diyarbakir, Elazığ, Erzurum (Erzurum Intl), Gaziantep (Gaziantep Intl), Hatay, Isparta (Süleyman Demirel), Istanbul, Istanbul (Ataturk Intl), Istanbul (Sabiha Gokcen Intl), Izmir (Adnan Menderes Intl), Kapadokya, Kastamonu, Kayseri, Konya, Malatya, Milas (Bodrum Intl), Mugla (Dalaman Intl), Samsun (Carsamba), Sanliurfa (Gap Intl), Sinop, Sivas

---

**TURKEY**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

(Nuri Demirag), Tekirdag (Corlu Intl), Trabzon (Trabzon Intl), Usak, Van (Ferit Melen), Zonguldak (Caycuma).

U.A.E.  
NATIONAL REGULATIONS AND REQUIREMENTS

## PASSPORT & VISA

Required.

*NOTE: Licenses and crew member certificates are accepted in lieu of passport and visa, provided that the holder will stay at the airport or within the confines of the cities adjacent thereto and that he will depart on his next regularly scheduled flight.*

*NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.*

## HEALTH

Valid vaccination certificates are required as follows:

a. Abu Dhabi:

Yellow fever, cholera, when arriving from infected local areas.

b. Fujairah:

Yellow fever, plague, cholera, typhus or relapsing fever, when arriving from an infected area.

c. Ras Al Khaimah:

Yellow fever, plague, cholera, typhus or relapsing fever, when arriving from an infected area.

d. Sharjah:

Yellow fever, when arriving from or via infected local areas.

Cholera, when arriving from infected local areas.

## DISINSECTION REQUIREMENTS

No public health measures are required to be carried out in respect of aircraft entering the United Arab Emirates.

## AIRCRAFT ENTRY REQUIREMENTS

### GENERAL

Aircraft registered in Non-ICAO States must obtain permission for overflight. Contact GCAA Foreign Operator Affairs for additional guidance about the process: foa@gcaa.gov.ae.

### Foreign Operators Registration

With reference to CAR PART IV, Foreign Operator Registration is mandatory for Foreign Operators involved in Commercial Air Transport taking passenger or cargo from / to UAE airports.

Technical stops, state and private flights are excluded.

On successful registration each operator will be assigned a unique number prefixed with "GCAP" e.g. GCAPXYZ0117.

This registration number shall be included in Item 18 of the flight plan under the designator RMK /.

**U.A.E.  
NATIONAL REGULATIONS AND REQUIREMENTS**

Registration is valid for two year. The operator is responsible to apply for renewal latest one month, before the expiry of registration.

The GCAP registration number to be entered in Item 18 of the flight plan should be the number given to the AOC holder of the aircraft regardless of the airline flight number.

In case of chartered or wet-leased aircraft, the GCAP registration number of the aircraft AOC holder for that particular flight shall be entered in Item 18 of the flight plan. In such situations the flight number will reflect the identifier of the airline who has chartered or wet-leased the aircraft whereas the GCAP registration number in Item 18 of the flight plan will reflect the number of the AOC holder of the aircraft being flown.

Operators with more than 300 flights in the previous year to and from airports located in the Emirates FIR may be exempted by Foreign Operators Affairs from filling GCAP registration number in Item 18 of the flight plan under the designator RMK /. Request for exemption should be sent by email to: [gcap@gcaa.gov.ae](mailto:gcap@gcaa.gov.ae)

For queries or any additional information regarding registration, please contact [gcap@gcaa.gov.ae](mailto:gcap@gcaa.gov.ae).

## **SCHEDULED FLIGHTS**

### **Traffic Stops**

- Abu Dhabi, Fujairah, Ras Al Khaimah:

Foreign airline must have been designated pursuant to a bilateral or multilateral agreement to which the government of the U.A.E. and the State in which the airline is registered, are parties.

- Dubai:

For international flights into Dubai the airline shall either have obtained written confirmation from the Dubai CAA or been designated pursuant to a bilateral or multilateral agreement to which the government of the U.A.E. and the State in which the airline is registered, are parties.

- Sharjah:

Foreign airlines must have been designated pursuant to a bilateral or multilateral agreement. The airline must have a permit to operate within Sharjah from:

The Director General of Civil Aviation

Address: P.O. Box 8

Sharjah

U.A.E.

E-Mail: [dca.services@dca.shj.ae](mailto:dca.services@dca.shj.ae)

[landing@sharjahaviation.com](mailto:landing@sharjahaviation.com)

SITA: SHJCDXH

SHJOPXH

**U.A.E.**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

**Non-traffic Operations by ICAO Members**

– Abu Dhabi:

Aircraft may overfly or make non-traffic stops without permission. Commercial flights can use Abu Dhabi (Intl) as a second alternate aerodrome from 0500-14000 UTC only.

– Dubai, Fujairah, Ras Al Khaimah:

Aircraft may overfly or make non-traffic stops without permission.

– Sharjah:

The same requirements as for Traffic Stops.

**Non-traffic Operations by Non-ICAO Members**

– Abu Dhabi, Dubai, Fujairah, Ras Al Khaimah:

Aircraft must hold a valid operating permit issued by the government of the U.A.E.

– Sharjah:

The same requirements as for Traffic Stops.

**NON-SCHEDULED FLIGHTS**
**Traffic Stops**

Operators intending to carry out non-scheduled flights for the purpose of taking on or discharging passengers, cargo or mail, need prior permission from 1 of the following authorities:

– Abu Dhabi:

Airport Management

Abu Dhabi Airports Company (ADAC)

Address: P.O. Box 94449

Abu Dhabi

U.A.E.

Tel: +971 2 505 5000

Fax: +971 2 575 8300

Internet: [www.adac.ae](http://www.adac.ae)

For more information regarding requests for landing permission at Abu Dhabi (Intl) and Abu Dhabi (Al Bateen Executive) airports contact:

Traffic Officer

Tel: +971 2 575 7363

Fax: +971 2 575 7205

E-Mail: [trafficofficer@adac.ae](mailto:trafficofficer@adac.ae)

AFS: OMAAYAYX



**U.A.E.  
NATIONAL REGULATIONS AND REQUIREMENTS**

For Al Ain (Intl) airport contact:

Duty Manager

Tel: +971 3 709 2611  
Mobile: +971 50 139 9115  
Fax: +971 3 785 5011  
E-Mail: [aaiaoperations@adac.ae](mailto:aaiaoperations@adac.ae)

– Dubai:

Director General

Dubai Civil Aviation Authority

Address: P.O. Box 2525  
Dubai  
U.A.E.

Tel: +971 4 216 2009  
Fax: +971 4 224 4502  
E-Mail: [dcaa@dcaa.gov.ae](mailto:dcaa@dcaa.gov.ae)  
SITA: DXBAPYF  
AFS: OMDBYAYX

– Fujairah:

The Chairman

Department of Civil Aviation

Address: P.O. Box 977  
Fujairah International Airport  
Fujairah  
U.A.E.

Tel: +971 9 222 6222  
Fax: +971 9 222 4205  
E-Mail: [chairman@fia.ae](mailto:chairman@fia.ae)  
Internet: [www.fujairah-airport.ae](http://www.fujairah-airport.ae)  
AFS: OMAEFRJX

– Ras Al Khaimah:

The Chairman

Department of Civil Aviation

Address: P.O. Box 501  
Ras Al Khaimah  
U.A.E.

**U.A.E.  
NATIONAL REGULATIONS AND REQUIREMENTS**

Tel: +971 7 244 8111  
 Fax: +971 7 244 8199  
 Telex: CIVILAIR Ras Al Khaimah  
 AFS: OMRKYAYX

– Sharjah:

Operators, except business aviation operators, intending to carry out non-scheduled flights into the territory of Sharjah for the purpose of taking on or discharging passengers, cargo or mail, shall apply to contact details in SCHEDULED FLIGHTS - Traffic Stops.

Business Aviation operators should follow the same procedures as for PRIVATE FLIGHTS.

Application shall be sent at least 2 working days before the intended date of arrival or departure and must include the following information:

- a. name of operator;
- b. type of aircraft and registration marks;
- c. date and time of intended arrival and departure;
- d. duration of stay;
- e. place(s) of embarkation or disembarkation abroad of passengers and/or freight;
- f. purpose of flight and number of passengers and/or nature and amount of freight;
- g. name, address and business of charterer, if any.

**Non-traffic Operations by ICAO Members**

– Abu Dhabi, Dubai, Fujairah, Ras Al Khaimah:

No prior permission is needed for overflights or non-traffic stops.

– Sharjah:

The same requirements as for Traffic Stops.

**Non-traffic Operations by Non-ICAO Members**

Aircraft registered in States which are not signatories to the ICAO Convention must obtain permission for overflying or landing as mentioned under Traffic Stops.

**PRIVATE FLIGHTS**

– Abu Dhabi, Dubai, Fujairah, Ras Al Khaiman

For flights by aircraft registered in ICAO States the information contained in the filed flight plan is accepted as adequate information of the intended operation (in case of Abu Dhabi at least 2 hours, for Dubai at least 24 hours prior to arrival) and the landing is carried out at a previously designated airport.

– Sharjah

**U.A.E.  
NATIONAL REGULATIONS AND REQUIREMENTS**

For flights by aircraft registered in ICAO States operator intending to carry out traffic or non-traffic private or business aviation flights into the territory of Sharjah shall apply to contact details in SCHEDULED FLIGHTS - Traffic Stops.

For permission to carry out such operations, the application shall include the following information in the order shown hereunder:

- a. name of the operator;
- b. flight number in/out if different to registration;
- c. type of aircraft and registration marks;
- d. date and time of the intended arrival at and departure from Sharjah;
- e. duration of stay in Sharjah;
- f. place(s) of embarkation and/or disembarkation abroad as the case may be, of passengers and/or freight;
- g. purpose of the flight and number of passengers and/or nature and the amount of freight.

Valid copies of the following documents are to be submitted with the application:

- a. registration certificate;
- b. airworthiness certificate.
- c. certificate of insurance: hull, third party cargo and passenger.

Permission can be expected to be issued within three hours from receipt of complete application.

Flights by aircraft registered in non-ICAO States require prior permission as specified for NON-SCHEDULED FLIGHTS.

## **STATE OR MILITARY AIRCRAFT FLIGHTS**

All foreign military, State and State VIP aircraft intending to overfly U.A.E. airspace or land at any of the U.A.E. airports have to obtain prior permission (diplomatic clearance) through the Ministry of Foreign Affairs. Requests must be received at least 2 weeks in advance except in cases of emergency where a minimum of 72 hours notice is required.

Applications for clearance should be made through the normal diplomatic channels to:

Ministry of Foreign Affairs

Address: P.O. Box 1  
Abu Dhabi  
United Arab Emirates

Tel: +971 2 444 7199

Fax: +971 2 444 5488

Telex: 22217 KARJIA EM

All requests should include:

**U.A.E.  
NATIONAL REGULATIONS AND REQUIREMENTS**

- a. aircraft type, registration and call sign;
- b. captain's name, details of crew and nationalities;
- c. purpose of flight;
- d. cargo and passenger details;
- e. whether or not armament and/or camera carried and details of dangerous cargo, if any;
- f. date, time and place of departure;
- g. altitude and aircraft speed;
- h. route, time and place of entry into U.A.E. airspace;
- i. ETA at landing airport in U.A.E. and destination;
- j. in the case of overflight:
  - date, time and entry into/exit from U.A.E. airspace;
  - route.

**DANGEROUS GOODS FLIGHTS**

Aircraft operating into, from or through U.A.E. airspace transporting forbidden dangerous goods and other regulated items are required to carry authorization from the Ministry of Foreign Affairs.

Forbidden dangerous goods and other regulated items include, but are not limited to the following:

- a. explosives, unless required for aircraft operations or signaling;
- b. weapons and munitions of war;
- c. infectious substances and/or infected live animals;
- d. any article, the transportation of which is forbidden under table 2-14 of the ICAO technical instructions or otherwise prohibited by the competent authority.

Requests for authorization shall include the same information as for STATE OR MILITARY AIRCRAFT FLIGHTS, as well as full details of the items to be transported.

**SCHEDULE AND AIRPORT COORDINATION**

Abu Dhabi (Intl) and Dubai (Al Maktoum Intl) are currently an IATA Level 2 slot coordinated airports. Pilots are advised to contact for starting or modifying scheduled service at the airport:

Abu Dhabi Airports Company (ADAC)

E-Mail: [scheduling@adac.ae](mailto:scheduling@adac.ae)

Dubai Airport Coordination Limited (ACL)

E-Mail: [slots@acl-international.com](mailto:slots@acl-international.com)

For Dubai (Al Maktoum Intl) airport, aircraft greater in size than ICAO CODE F (Wingspan Greater than 80m) must provide 72 hour advance notice to the aerodrome in addition to a slot request to ACL at [compliance@acl-international.com](mailto:compliance@acl-international.com).

**U.A.E.  
NATIONAL REGULATIONS AND REQUIREMENTS**

## **AIRPORT(S) OF ENTRY**

Abu Dhabi (Intl), Abu Dhabi (Al Bateen Executive), Al Ain (Intl), Dubai (Al Maktoum Intl), Dubai (Intl), Fujairah (Intl), Ras Al Khaimah (Intl), Sharjah (Intl).

## **SPECIAL NOTICES**

### **INSURANCE CERTIFICATE**

With reference to CAR PART IV, no foreign registered operator shall engage an aircraft in Commercial Air Transport operations unless the aircraft carries a valid insurance certificate meeting at minimum the UAE insurance requirements specified in DG DIRECTIVE 14-2016 or any other rule in force. The requirements also applies to aircraft overflying the territory of the UAE.

### **ISRAELI RESTRICTIONS**

No aircraft constructed in Israel or departing from airports in Israel will be allowed to service, refuel or land at any airport or aerodrome within Emirates FIR, nor will any aircraft be cleared from any airport or aerodrome within the Emirates FIR to any airport in Israel.

### **CIVIL REGISTERED AIRCRAFT OPERATIONS BETWEEN AFGHANISTAN AIRPORTS AND U.A.E. AIRPORTS**

Due to concerns regarding security clearance of passengers, luggage and cargo, all civil registered aircraft departing from Afghanistan will only be permitted to land at U.A.E. aerodromes, if they depart from either Kabul or Kandahar aerodromes, having undergone appropriate security screening.

Civil registered aircraft from any other Afghanistan aerodromes, or via another country, will not be permitted to land in the U.A.E.

This restriction does not apply to military registered aircraft.

### **ADVANCED PASSENGER INFORMATION (API)**

All air operators shall submit APP (Advanced Passenger Process) for all passengers, including inbound/outbound/transit/transfer passengers and crew in advance. The air operators shall take measures that the boarding directive received from U.A.E. Government are followed. The commercial air operators will also comply by sharing the passenger name record (PNR) with the authorities at specified frequencies.

For questions and queries contact API-U.A.E. call center at [APIUAECallCenter@manafth.ae](mailto:APIUAECallCenter@manafth.ae)

**YEMEN**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

## **PASSPORT**

Required.

## **VISA**

Required.

Yemen refuses admission or transit to holders of Israel passports or passports containing any Israeli visa.

*NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.*

## **HEALTH**

Disembarking passengers are not required to present vaccination certificates except when coming directly from an area infected with cholera, smallpox or yellow fever.

## **AIRCRAFT ENTRY REQUIREMENTS**

### **GENERAL**

Aircraft registered in ICAO member states as well as those registered in other states which grant reciprocal rights may navigate in the airspace of Yemen.

Civil Aviation and Meteorology Authority (CAMA)

General Director of Air Transport

Address: P.O. Box 1042

Sana'a

Rep. of Yemen

Tel: +967 1 274712

Fax: +967 1 274126

+967 1 272058

+967 1 274711

E-Mail: [airtransport.yemen@gmail.com](mailto:airtransport.yemen@gmail.com)

AFTN: OYHQYAYX

### **SCHEDULED FLIGHTS**

Scheduled operations are governed by bilateral or multilateral agreements or are subject to special authorization from the Civil Aviation and Meteorology Authority

Applications for such permit shall be submitted at least thirty days in advance.

### **NON-SCHEDULED FLIGHTS**

Permission shall be requested from the Civil Aviation and Meteorology Authority (see GENERAL above) by letter, fax or AFTN not less than three days before the intended flight.

The application must include the following information:

**YEMEN**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

- a. name of operator;
- b. identification of the aircraft;
- c. time and point of entry/exit Sana'a FIR;
- d. type of aircraft and registration mark;
- e. date and time of arrival at and departure from the Republic of Yemen;
- f. place or places of embarkation, as the case may be, of passengers and/or freight;
- g. purpose of flight and number of passengers and/or nature and amount of freight;
- h. name, address and business of charterer, if any.

### **PRIVATE FLIGHTS**

Prior permission is required. Requests for permission should be submitted to the Civil Aviation and Meteorology Authority by letter, fax or AFTN at least three days in advance.

### **STATE OR MILITARY AIRCRAFT FLIGHTS**

Special permission is required to overfly or enter the territory and airspace of Yemen. Request for permission shall be submitted to the Ministry of Foreign Affairs at least seven days in advance.

When circumstances warrant, a shorter period may be considered, provided that it shall not be less than three days.

Requests shall contain the following items:

- a. aircraft operator and respective unit;
- b. type of aircraft, nationality and registration marks, flight number or mission reference, call sign;
- c. name and rank of aircraft commander;
- d. number of flight crew and number of passengers;
- e. purpose of flight and name of VIPs;
- f. list of cargo that will be unloaded at the destination airport;
- g. detailed flight itinerary, including date and time of departure from last aerodrome, as well as arrival at the first aerodrome in Yemen;
- h. type and quantity of fuel required for refueling in Yemen;

### **OVERFLYING THE REPUBLIC OF YEMEN**

Foreign aircraft which are not engaged in scheduled air services are not permitted to overfly the Territory of the Republic of Yemen without prior permission from the Civil Aviation and Meteorology Authority (CAMA). It is strictly prohibited to commence operation of flight before obtaining CAMA permit.

No foreign aircraft shall be permitted to overfly the Republic of Yemen's territory unless the operator or owner of such aircraft has designated an authorized agent accredited by the Civil Aviation

---

**YEMEN**  
**NATIONAL REGULATIONS AND REQUIREMENTS**

and Meteorology Authority, who shall undertake the obligation for payment of air navigation services charges.

Request for overflight shall be submitted by this agent at least two days in advance of the first flight.

## **AIRPORT(S) OF ENTRY**

First landing and final departure should be made from an international airport.

## **SPECIAL NOTICES**

No aircraft departing from airports in Israel will be allowed to land or refuel at any airport or aerodrome within the territory of the Republic of Yemen, nor will aircraft be cleared from any airport or aerodrome in the Republic of Yemen to any airport in Israel. This restriction applies also to aircraft wishing to overfly the Republic of Yemen's territory to or from airports in Israel.





# Emergency



# Emergency

## Emergency Procedures - Middle East

**MIDDLE EAST  
CONTINGENCY PLANS - MIDDLE EAST**

## **CONTINGENCY PLAN FOR KARACHI FIR**

In the event of total disruption of ATS within the Karachi FIR, contingency routes are promulgated to accommodate the flow of international air traffic to ensure minimum disruption for aircraft transiting the Karachi FIR. These contingency routes are designed to maximize the use of existing ATS route structure, communications, navigation and surveillance services under the prevailing circumstances. To ensure continued safety, limited flight levels will be made available on these contingency routes to minimize potential points of conflict.

### **CONTINGENCY ATS ROUTE NETWORK**

#### **ATS Contingency Routes**

The following contingency routes shall be established on notification of activation by NOTAM. These routes are based on pre-existing ATS routes with Significant Point to define the need to establish contact with the designated ATS unit for FIS.

To ensure flight safety on the contingency route, there will be limited flight levels available for flights along the contingency routes as specified against each.

The minimum longitudinal separation will be 15 minutes.

No level change shall be permitted during contingency in Karachi FIR.

Changes to airspace classification will be notified by NOTAM.

The ACC responsible for aircraft entering the Karachi FIR will instruct pilots to maintain the last flight level assigned and speed (MACH number if applicable) while operating in the Karachi FIR.

The ACC responsible prior for aircraft entering the Karachi FIR will inform aircraft that they must establish contact with the first ATS unit after transiting the Karachi FIR not less than 10 minutes before the estimated time of entry to the adjacent FIR.

Transfer of control and communication should be at the common FIR boundary between ATS units.

*NOTE: All other international ATS routes will remain suspended.*

#### **Eastbound traffic**

- CRPAK-01: M504 (ALPOR - NODUT - GOGUM - TELEM)  
FL330, FL370
- CRPAK-02: R462<sup>1</sup>/A791<sup>1</sup>/G472 (METBI/EGRON - JI - LAKIV - KC - TELEM)  
FL310, FL350
- CRPAK-03: R462<sup>1</sup>/G214/R471 (METBI/EGRON - JI - PG - IDEBA - RK - MERUN)  
FL350
- CRPAK-04: G665/L124/G208/P757/B210/R462 (ASVIB/KEBUD - PG - NH - KE - RAMSA)  
FL310 (1900-0001 UTC), FL390
- CRPAK-05: G452 (DERBO - KALAT - POPOT - RK - MERUN)

**MIDDLE EAST  
CONTINGENCY PLANS - MIDDLE EAST**

FL330

- CRPAK-06: L750 (UPVAL - BINDO - MERUN)

FL310

- CRPAK-07: R462/A791/G325 (METBI/EGRON - JI - PG - KALAT - PARLO)

FL370

<sup>1</sup> For traffic operating from METBI/EGRON and KEBUD/ASVIB, Tehran ACC is to ensure separation over JIWANI/PANJGUR respectively.

***Westbound traffic***

- CRPAK-08: G325/R462/A791 (ZB - PARLO - KALAT - PG - JI - METBI/EGRON)

FL340, FL400

- CRPAK-09: L750 (MERUN - MURLI - UPVAL)

FL320, FL360

- CRPAK-10: P628 (VIKIT - RK - ASLUM)

FL320 (1901-2359 UTC), FL360

- CRPAK-11: G452 (MERUN - RK - POPOT - KALAT - DERBO)

FL300, FL380

- CRPAK-12: G452/G214/R462/A791 (MERUN - RK - IDEBA - PG - JI - METBI/EGRON)

FL300

- CRPAK-13: R462<sup>1</sup>/G208<sup>1</sup>/A325<sup>1</sup>/A454/G665/L124 (RAMSA - TASOP - PARTY - KE - KC - PARET - TAPDO or JI (R462/A791) METBI/EGRON or PG - KEBUD/ASVIB)

FL360

- CRPAK-14: P518/L124/G665 (KABIM - PAXUR - PARET - PG - ASVIB/KEBUD)

FL320

<sup>1</sup> For traffic operating from RAMSA/TASOP/PARTY, Ahmadabad ACC is requested to ensure separation over KE.

**PROCEDURES TO BE FOLLOWED BY AIRCRAFT**

All aircraft transiting through Karachi FIR shall strictly comply with the following:

- a. Flights are to flight plan using the contingency routes described above, according to their airport of origin and destination.
- b. Operate along or as close as possible to the centerline of the assigned contingency air traffic route.
- c. Reach the flight level assigned by adjacent designated ATS units for the transit of Karachi FIR at least 10 minutes before entering Karachi FIR.

### MIDDLE EAST CONTINGENCY PLANS - MIDDLE EAST

- d. Maintain the flight level and Mach number assigned by the last adjacent designated ATS units while operating within Karachi FIR, unless an emergency situation or flight security reason exists.
- e. Maintain a continuous listening watch on the communication frequency of the designated ATS unit, transmit blind on emergency frequency 121.5MHz and on pilots air to air frequency 123.45MHz position reports 5 minutes before and overhead each compulsory reporting point established along the respective contingency route.
- f. Include in their first position report to the designated ATS units the estimated time over the entry point of Karachi FIR and the estimated time and point at which they will exit the Karachi FIR.
- g. Whenever emergencies and/or flight safety reasons make it impossible to maintain the assigned flight level within Karachi FIR, climb or descent remaining well to the right of the centerline of the route being flown and relay immediately by blind broadcast emergency frequency 121.5MHz and on pilots air to air frequency 123.45MHz for all other aircraft likely to be affected due emergency level change. A relevant message comprising the aircraft call sign, the aircraft position, the flight levels being left and/or crossed be relayed.
- h. Contact the adjacent designated ATS units as soon as possible and at least 10 minutes before the estimated time of reaching over the relevant exist point of Karachi FIR to obtain ATC clearance from concerned FIR/ACC.
- i. Display navigation and anti-collision lights at all times during the transit of contingency airspace.
- j. Flights operating through Karachi FIR shall be equipped with following minimum communications, navigation and surveillance capability:
  - 1. SSR;
  - 2. RVSM;
  - 3. ACAS/TCAS.
- k. Not all operational circumstances can be addressed by this contingency plan and pilots are to maintain a high level of alertness when operating in the contingency airspace and take appropriate action to ensure safety of flight.

## CONTINGENCY PLAN FOR LAHORE FIR

In the event of total disruption of ATS within the Lahore FIR, contingency routes are promulgated to accommodate the flow of international air traffic to ensure minimum disruption for aircraft transiting the Lahore FIR. These contingency routes are designed to maximize the use of existing ATS route structure, communications, navigation and surveillance services under the prevailing circumstances. To ensure continued safety, limited flight levels will be made available on these contingency routes to minimize potential points of conflict.

**MIDDLE EAST  
CONTINGENCY PLANS - MIDDLE EAST**

## **CONTINGENCY ATS ROUTE NETWORK**

### **ATS Contingency Routes**

The following contingency routes shall be established on notification of activation by NOTAM. These routes are based on pre-existing ATS routes with Significant Point to define the need to establish contact with the designated ATS unit for FIS.

To ensure flight safety on the contingency route, there will be limited flight levels available for flights along the contingency routes as specified against each.

The minimum longitudinal separation will be 15 minutes.

No level change shall be permitted during contingency in Lahore FIR.

Changes to airspace classification will be notified by NOTAM.

The ACC responsible for aircraft entering the Lahore FIR will instruct pilots to maintain the last flight level assigned and speed (MACH number if applicable) while operating in the Lahore FIR.

The ACC responsible prior for aircraft entering the Lahore FIR will inform aircraft that they must establish contact with the first ATS unit after transiting the Lahore FIR not less than 10 minutes before the estimated time of entry to the adjacent FIR.

Transfer of control and communication should be at the common FIR boundary between ATS units.

*NOTE: All other International ATS routes will not be available.*

### **Eastbound traffic**

- CRPAK-15: L750 (BIROS - ZB - UPVAL)  
FL310
- CRPAK-16: N644/M875 (DOBAT - DI - JHANG - GUGAL)  
FL350 (1500-2359 UTC), FL390
- CRPAK-17: N644/A466 (DOBAT - DI - JHANG - SULOM)  
FL310, FL350
- CRPAK-18: L509 (LAJAK - HANGU - NONIB - INDEK - SULOM)  
FL330 (1500-2359 UTC)
- CRPAK-19: G325 (PARLO - ZB - HANGU - PS - GILGIT - PURPA)  
FL370

*NOTE 1: Entry in Lahore FIR via MOTMO, RIMPA, SITAX, RABAN and MOLTA will not be allowed.*

*NOTE 2: All flights entering from Karachi FIR landing at Kabul will be re-routed by Karachi ACC via SERKA*

**MIDDLE EAST  
CONTINGENCY PLANS - MIDDLE EAST**

**Westbound traffic**

- CRPAK-20: L750 (UPVAL - ZB - BIROS)  
FL320, FL360
- CRPAK-21: M875/N644 (GUGAL - JHANG - DI - DOBAT)  
FL360 (1500-2359 UTC)
- CRPAK-22: A466/N644 (SULOM - JHANG - DI - DOBAT)  
FL320, FL380
- CRPAK-23: L509 (SULOM - INDEK - NONIB - HANGU - LAJAK)  
FL 360 (1500-2359 UTC)
- CRPAK-24: G325 (PURPA - GT - PS - HANGU - ZB - PARLO)  
FL340, FL400

*NOTE 1: Entry in Lahore FIR via MOTMO, RIMPA, SITAX, RABAN and MOLTA will not be allowed.*

*NOTE 2: All flights entering from Karachi FIR landing at Kabul will be re-routed by Karachi ACC via SERKA.*

**PROCEDURES TO BE FOLLOWED BY AIRCRAFT**

All aircraft transiting through Lahore FIR shall strictly comply with the following:

- a. Flights are to flight plan using the contingency routes described above, according to their airport of origin and destination.
- b. Operate along or as close as possible to the centerline of the assigned contingency air traffic route.
- c. Reach the flight level assigned by adjacent designated ATS units for the transit of Lahore FIR at least 10 minutes before entering Lahore FIR.
- d. Maintain the flight level and Mach number assigned by the last adjacent designated ATS units while operating within Lahore FIR, unless an emergency situation or flight security reason exists.
- e. Maintain a continuous listening watch on the communication frequency of the designated ATS unit, transmit blind on emergency frequency 121.5MHz and on pilots air to air frequency 123.45MHz position reports 5 minutes before and overhead each compulsory reporting point established along the respective contingency routes.
- f. Include in their first position report to the designated ATS units the estimated time over the entry point of Lahore FIR and the estimated time and point at which they will exit the Lahore FIR.
- g. Whenever emergencies and/or flight safety reasons make it impossible to maintain the assigned flight level within Lahore FIR, climb or descent remaining well to the right of the

**MIDDLE EAST  
CONTINGENCY PLANS - MIDDLE EAST**

centerline of the route being flown and relay immediately by blind broadcast on emergency frequency 121.5MHz and on pilots air to air frequency 123.45MHz all other aircraft likely to be affected by transmitting due emergency level change. A relevant message comprising the aircraft call sign, the aircraft position, the flight levels being left and/or crossed be relayed.

- h. Contact the adjacent designated ATS units as soon as possible and at least 10 minutes before the estimated time of reaching over the relevant exist point of Lahore FIR to obtain the ATC clearance from concerned FIR/ACC.
- i. Display navigation and anti-collision lights at all times during the transit of contingency airspace.
- j. Flights operating through Lahore FIR shall be equipped with following minimum communications, navigation and surveillance capability:
  - 1. SSR;
  - 2. RVSM;
  - 3. ACAS/TCAS.
- k. Not all operational circumstances can be addressed by this contingency plan and pilots are to maintain a high level of alertness when operating in the contingency airspace and take appropriate action to ensure safety of flight.

## CONTINGENCY PLAN FOR TEHRAN FIR

### Eastbound & Westbound flights

<b>N o</b>	<b>From</b>	<b>To</b>	<b>Item</b>	<b>Flight Level Assignment (Tehran ACC COM failure)</b>	<b>ATS Route</b>	<b>ATS Route Direction</b>
1	Ankara FIR	Baku FIR	A	FL330	DASIS-UL333-TBZ- R661-DULAV	Two way
			B	FL310, FL410	ALRAM-G208-UMH- A422-TBZ-R661-DULAV	ALRAM-UMH East bound (one way) then two way
2	Ankara FIR	Yerevan FIR	A	FL330	DASIS-UL333-TBZ- G482-MAGRI	Two way
			B	FL310, FL410	ALRAM-G208-UMH- A422-TBZ-G482-MAGRI	ALRAM-UMH East bound (one way) then two way
3	Ankara FIR	Ashgabat FIR	A	FL310, FL410	ALRAM-G208-ZAJ- G781-NSR-A416-DNZ- W4-RIKOP	Two way



**MIDDLE EAST  
CONTINGENCY PLANS - MIDDLE EAST**

**Eastbound & Westbound flights (continued)**

<b>N o</b>	<b>From</b>	<b>To</b>	<b>Item</b>	<b>Flight Level Assignment (Tehran ACC COM failure)</b>	<b>ATS Route</b>	<b>ATS Route Direction</b>
			B	FL330	DASIS-UL333-RST-A416-DNZ-W4-RIKOP	ALRAM-UMH East bound (one way) then two way
4	Ankara FIR	Karachi FIR bound to Delhi FIR and beyond	A	FL330	DASIS-R660-RST-A416-NSR-N39-RADAL-G208-ZDN-G452-DERBO	Two way
			B	FL310, FL410	ALRAM-G208-UMH-G208/UL124-ZAJ-R661-RUS-T210-RADAL-G208/UL125-ZDN-G452-DERBO	ALRAM-UMH East bound (one way) then two way
5	Ankara FIR	Karachi FIR Bound to Mumbai FIR and beyond	A	FL310, FL410	ALRAM-G208-UMH-UL124-ZAJ-R661-RUS-T210-RADAL-G208/UL125-KEBUD	ALRAM-UMH East bound (one way) then two way
			B	FL310, FL410	ALRAM-G208-ZAJ-R654-NABOX-G665-ASVIB	ALRAM-UMH East bound (one way) then two way
			C	FL330	DASIS-R661-RST-A416-NSR-N39-RADAL-G208/UL125-ANK-W32-YZD-R654-NABOX-G665-ASVIB	Two way
6	Ankara FIR	Bahrain FIR	A	FL310, FL410	ALRAM-G208-UMH-UL223-ALTAX-G667-AWZ-W30-MAH-B417-TULAX	ALRAM-UMH East bound (one way) then two way
			B	FL310, FL410	ALRAM-G208-UMH-UL223-MESVI-W3-SYZ-R659-MIDSI	ALRAM-UMH East bound (one way) then two way

**MIDDLE EAST  
CONTINGENCY PLANS - MIDDLE EAST**

**Eastbound & Westbound flights (continued)**

<b>No</b>	<b>From</b>	<b>To</b>	<b>Item</b>	<b>Flight Level Assignment (Tehran ACC COM failure)</b>	<b>ATS Route</b>	<b>ATS Route Direction</b>
			C	FL310, FL410	ALRAM-G208-UMH-UL223-MESVI-W3-SYZ-G663-ALSER	ALRAM-UMH East bound (one way) then two way
			D	FL310, FL410	ALRAM-G208-ZAJ-R654-ISN-R659-MIDSI	ALRAM-UMH East bound (one way) then two way
			E	FL310, FL410	ALRAM-G208-ZAJ-R654-ISN-R659-SYZ-G663-ALSER	ALRAM-UMH East bound (one way) then two way
			F	FL330	DASIS-UL333/R660-TBZ-R661-ZAJ-R654-ISN-R659-MIDSI	Two way
			G	FL330	DASIS-UL333/R660-TBZ-R661-ZAJ-R654-ISN-R659-SYZ-G663-ALSER	Two way
7	Ankara FIR	Kuwait FIR	A	FL310, FL410	ALRAM-G208-ZAJ-R654-SAV-G667-AWZW30-MAH-B417-TULAX	ALRAM-UMH East bound (one way) then two way
			B	FL310, FL410	ALRAM-G208-UMH-UL223-ALTAX-G667-AWZ-W30-MAH-B417-TULAX	ALRAM-UMH East bound (one way) then two way
			C	FL330	DASIS-UL333/R660-TBZ-R661-ZAJ-R654-SAV-G667-AWZ-W30-MAH-B417-TULAX	Two way
8	Ankara FIR	Overfly Emirates FIR	A	FL310, FL410	ALRAM-G208-UMH-UL223-MESVI-W3-SYZ-G666-LAM-UL223-SIR	ALRAM-UMH East bound (one way) then two way
			B	FL310, FL410	ALRAM-G208-ZAJ-R654-ISN-R659-SYZ-G666-LAM-UL223-SIR	ALRAM-UMH East bound (one way) then two way

**MIDDLE EAST  
CONTINGENCY PLANS - MIDDLE EAST**

**Eastbound & Westbound flights (continued)**

<b>N o</b>	<b>From</b>	<b>To</b>	<b>Item</b>	<b>Flight Level Assignment (Tehran ACC COM failure)</b>	<b>ATS Route</b>	<b>ATS Route Direction</b>
			C	FL330	DASIS-UL333/R660-TBZ-R661-ZAJ-R654-ISN-R659-SYZ-G666-LAM-UL223-SIR	Two way
9	Ankara FIR	Land UAE	A	FL310, FL410	ALRAM-G208-UMH-UL223-MESVI-W3-SYZ-G666-ORSAR	ALRAM-UMH East bound (one way) then two way
			B	FL310, FL410	ALRAM-G208-ZAJ-R654-ISN-R659-SYZ-G666-ORSAR	ALRAM-UMH East bound (one way) then two way
			C	FL330	DASIS-UL333/R660-TBZ-R661-ZAJ-R654-ISN-R659-SYZ-G666-ORSAR	Two way
10	Ankara FIR	Kabul FIR	A	FL330	DASIS-R660-RST-B121-RUS-T210-RADAL-G208-ANK-R205-BJD-G202-KAMAR	Two way
			B	FL330	a. DASIS-R660-RST-A416-SOKAM or b. DASIS-R660-RST-A416-MSD-G792-PAMTU	Two way
			C	FL310, FL410	ALRAM-G208-UMH-G208/UL124-ZAJ-RUST210-RADAL-G208-ANK-R205-BJD-G202-KAMAR	ALRAM-UMH East bound (one way) then two way

**MIDDLE EAST  
CONTINGENCY PLANS - MIDDLE EAST**

**Eastbound & Westbound flights (continued)**

<b>No</b>	<b>From</b>	<b>To</b>	<b>Item</b>	<b>Flight Level Assignment (Tehran ACC COM failure)</b>	<b>ATS Route</b>	<b>ATS Route Direction</b>
			D	FL310, FL410	a. ALRAM-G208-UMH-G208/UL124-ZAJ-G781-NSR-A416-SOKAM or  b. ALRAM-G208-UMH-G208/UL124-ZAJ-G781-NSR-A416-MSD-G792-PAMTU	ALRAM-UMH East bound (one way) then two way
11	Ankara FIR	Airports within Tehran TMA	A	FL330	DASIS-R660-RST-B121-RUS	Two way
			B	FL310, FL410	ALRAM-G208-UMH-G208/UL124-ZAJ-R661-RUS	ALRAM-UMH East bound (one way) then two way
12	Ankara FIR	Muscat FIR	A	FL330	DASIS-R660-RST-B121-RUS-T210-RADAL-G208-ANK-W32-SRJ-L430-MESPO	Two way
			B	FL310, FL410	ALRAM-G208-ZAJ-R661-RUS-T210-RADALG208-ANK-W32-SRJ-L430-MESPO	ALRAM-UMH East bound (one way) then two way
13	Yerevan FIR	Bahrain FIR	A	FL390	MAGRI-G482-TBZ-R661-ZAJ-R654-ISN-R659-SYZ-G663-ALSER	Two way
			B	FL390	MAGRI-G482-TBZ-R661-ZAJ-R654-ISN-R659-MIDSI	Two way
14	Yerevan FIR	Kuwait FIR	A	FL390	MAGRI-G482-TBZ-R661-ZAJ-R654-SAV-G667-AWZ-W30-MAH-B417-TULAX	Two way

**MIDDLE EAST  
CONTINGENCY PLANS - MIDDLE EAST**

**Eastbound & Westbound flights (continued)**

<b>N o</b>	<b>From</b>	<b>To</b>	<b>Item</b>	<b>Flight Level Assignment (Tehran ACC COM failure)</b>	<b>ATS Route</b>	<b>ATS Route Direction</b>
15	Yerevan FIR	Overfly Emirates FIR	A	FL390	MAGRI-G482-TBZ-R661- ZAJ-R654-ISN-R659- SYZ-G666-LAM-W147/ UL223/SIR	Two way
16	Yerevan FIR	Land UAE	A	FL390	MAGRI-G482-TBZ-R661- ZAJ-R654-ISN-R659- SYZ-G666-ORSAR	Two way
17	Yerevan FIR	Karachi FIR and bound to Delhi FIR and be- yond	A	FL390	MAGRI-B121-RST- UL333-GIBAB-UN319- ZDN-G452-DERBO	Two way
18	Yerevan FIR	Karachi FIR and bound to Mumbai FIR and beyond	A	FL390	MAGRI-B121-RST-A416- NSR-N39-RADALG208/ UL125-ANK-W32-YZD- UL124-KERUL124-KE- BUD	Two way
			B	FL390	MAGRI-B121-RST- UL333-GIBAB-UN319- ZDN-G208-KEBUD	Two way
19	Yerevan FIR	Kabul FIR and beyond	A	FL390	MAGRI-B121-RST- UL333-GIBAB-UN319- TBS-R794-BJD-G202- KAMAR	Two way
			B	FL390	a. MAGRI-B121-RST- A416-SOKAM or  b. MAGRI-B121-RST- A416-MSD-G792- PAMTU	Two way

**MIDDLE EAST  
CONTINGENCY PLANS - MIDDLE EAST**

**Eastbound & Westbound flights (continued)**

<b>N o</b>	<b>From</b>	<b>To</b>	<b>Item</b>	<b>Flight Level Assignment (Tehran ACC COM failure)</b>	<b>ATS Route</b>	<b>ATS Route Direction</b>
20	Yerevan FIR	Muscat FIR and bound to Mumbai FIR and beyond	A	FL390	MAGRI-B121-RST-A416- NSR-T212-RADAL- G208/UL125-ANK-W32- SRJ-L430-MESPO	Two way
21	Yerevan FIR	Tehran TMA	A	FL390	MAGRI-B121-RST-B121- RUS	Two way
			B	FL390	MAGRI-G482-TBZ-R660- RST-B121-RUS	Two way
22	Baku FIRs	Overfly Emirates FIR	A	FL370	ULDUS-P574/UP574-PE- KAM-R654-ISN-R659- SYZ-G666-LAM-UL223- SIR	Two way
			B	FL290	DULAV-R661/UL125- ZAJ-R654-ISN-R659- SYZ-G666-LAM-UL223- SIR	Two way
			B	FL250	LALDA-G670-RST-B121- RUS-G667-SAV-R654- ISN-R659-SYZ-G666- LAM-UL223-SIR	Two way
23	Baku FIRs	land in UAE	A	FL370	ULDUS-P574/UP574-PE- KAM-R654-ISN-R659- SYZ-G666-ORSAR	Two way
			B	FL290	DULAV-R661/UL125- ZAJ-R654-ISN-R659- SYZ-G666-ORSAR	Two way
			B	FL250	LALDA-G670-RST-B121- RUS-G667-SAV-R654- ISN-R659-SYZ-G666- ORSAR	Two way

**MIDDLE EAST  
CONTINGENCY PLANS - MIDDLE EAST**

**Eastbound & Westbound flights (continued)**

<b>No</b>	<b>From</b>	<b>To</b>	<b>Item</b>	<b>Flight Level Assignment (Tehran ACC COM failure)</b>	<b>ATS Route</b>	<b>ATS Route Direction</b>
24	Baku FIRs	Bahrain FIR	A	FL370	ULDUS-P574/UP574-PE-KAM-R654-ISN-R659-SYZ-G663-ALSER	Two way
			B	FL370	ULDUS-P574/UP574-PE-KAM-R654-ISN-R659-MIDSI	Two way
			C	FL290	DULAV-R661/UL125-ZAJ-R654-ISN-R659-SYZ-G663-ALSER	Two way
			D	FL290	DULAV-R661/UL125-ZAJ-R654-ISN-R659-MIDSI	Two way
			E	FL250	LALDA-G670-RST-B121-RUS-G667-SAV-R654-ISN-R659-SYZ-G663-ALSER	Two way
			F	FL250	LALDA-G670-RST-B121-RUS-G667-SAV-R654-ISN-R659-MIDSI	Two way
25	Baku FIRs	Kuwait FIR	A	FL370	ULDUS-P574/UP574-SAV-G667-AWZ-W30-MAH-B417-TULAX	Two way
			B	FL290	DULAV-R661/UL125-ZAJ-R654-SAV-G667-AWZ-W30-MAH-B417-TULAX	Two way
26	Baku FIRs	Muscat FIR	A	FL370	ULDUS-UN319-TBS-A419-TAVNO-L430-MESPO	Two way
			B	FL290	DULAV-R661-TBZ-R660-RST-A416-NSR-N39-RA-DAL-G208-ANK-W32-SRJ-L430-MESPO	Two way

**MIDDLE EAST  
CONTINGENCY PLANS - MIDDLE EAST**

**Eastbound & Westbound flights (continued)**

<b>No</b>	<b>From</b>	<b>To</b>	<b>Item</b>	<b>Flight Level Assignment (Tehran ACC COM failure)</b>	<b>ATS Route</b>	<b>ATS Route Direction</b>
			C	FL250	LALDA-G670-RST-A416-NSR-N39-RADAL-G208-ANK-W32-SRJ-L430-MESPO	Two way
27	Baku FIRs	Kabul FIR and beyond	A	FL370	ULDUS-UN319-TBS-R794-BJD-G202-KAMAR	Two way
			B	FL370	a. ULDUS-UN319-DNZ-A416-SOKAM or b. ULDUS-UN319-DNZ-A416-MSD-G792-PAMTU	Two way
			C	FL290	DULAV-UL125-SIBVU-UP146-RST-UL333-GI-BAB-UN319-TBS-R794-BJD-G202-KAMAR	Two way
28	Baku FIRs	Airports within Tehran TMA	A	FL250	LALDA-G670-RST-B121-RUS	Two way
			B	FL290	DULAV-R661-TBZ-R660-RST-B121-RUS	Two way
29	Baku FIRs	Karachi FIR and bound to Delhi FIR and beyond	A	FL290	DULAV-UL125-TBZ-UL333-GIBAB-UN319-ZDN-G452-DERBO	Two way
			B	FL370	ULDUS-UN319-ZDN-G452-DERBO	Two way
			C	FL250	LALDA-G670-RST-A416-NSR-N39-RADAL-G208-ZDN-G452-DERBO	Two way



**MIDDLE EAST  
CONTINGENCY PLANS - MIDDLE EAST**

**Eastbound & Westbound flights (continued)**

<b>No</b>	<b>From</b>	<b>To</b>	<b>Item</b>	<b>Flight Level Assignment (Tehran ACC COM failure)</b>	<b>ATS Route</b>	<b>ATS Route Direction</b>
30	Baku FIRs	Karachi FIR and bound to Mumbai FIR and beyond	A	FL290	DULAV-R661-TBZ-R660-RST-A416-NSR-N39-RADAL-G208-KEBUD	Two way
			B	FL370	ULDUS-UN319-ZDN-UL125/G208-KEBUD	Two way
			C	FL250	LALDA-G670-RST-A416-NSR-N39-RADAL-G208-KEBUD	Two way
31	Ashgabat FIR	Karachi FIR	A	FL270	a. ORPAB-G775-ZDN-G208/UL125-KEBUD or b. ORPAB-G77-ZDN-G452-DERBO	Two way
			B	FL310	a. GIRUN-G792-MSD-G775-ZDN-G208/UL125-KEBUD or b. GIRUN-G792-MSD-G775-ZDN-G452-DERBO	Two way
32	Ashgabat FIR	Kabul FIR	A	FL270	a. ORPAB-G775-MSD-G792-PAMTU or b. ORPAB-G775-MSD-A416-SOKAM	Two way
			B	FL310	a. GIRUN-G792-PAMTU or b. GIRUN-G792-MSD-A416-SOKAM	Two way
33	Ashgabat FIR	Muscat FIR	A	FL270	RIKOP-A419-TAVNO-L430-MESPO	Two way

**MIDDLE EAST  
CONTINGENCY PLANS - MIDDLE EAST**

**Eastbound & Westbound flights (continued)**

<b>N o</b>	<b>From</b>	<b>To</b>	<b>Item</b>	<b>Flight Level Assignment (Tehran ACC COM failure)</b>	<b>ATS Route</b>	<b>ATS Route Direction</b>
			B	FL310	GIRUN-G792-SILPO- A419-TAVNO-L430- MESPO	Two way
34	Ashgabat FIR	Emirates FIR	A	FL280	RIKOP-A419-DARAX	Two way
35	Ashgabat FIR	Bahrain FIR	A	FL280	RIKOP-A419-TBS-G663- ALSER	Two way
					RIKOP-A419-TBS-G663- SYZ-R659-MIDSI	Two way
36	Ashgabat FIR	Kuwait FIR	A	FL280	RIKOP-A419-TBS-G663- SYZ-G669-NANPI	Two way
37	Ashgabat FIR	Ankara FIR	A	FL280	RIKOP-W140-BRD-W4- DNZ-A416-RST-R660- DASIS	Two way
			A	FL280	RIKOP-W140-BRD-W4- DNZ-A416-NSR-G781- ZAJ-G208-UMH-G781- BONAM	BONAM-UMH West bound (one way) then two way
38	Ashgabat FIR	Tehran TMA	A	FL280	RIKOP-W140-BRD-W4- DHN-VR	Two way
39	Emirates FIR	Baku FIR	A	FL240, FL300, FL400	DARAX-BND-A419-W10- SYZ-R659-ISN-R654- ZAJ-R661-DULAV	Two way
					DARAX-BND-W32-ANK- G208-RADAL-N39-NSR- R794-ULDUS	Two way
40	Emirates FIR	Yerevan FIR	A	FL240, FL300, FL400	DARAX-A419-BND-W10- SYZ-R659-ISN-R654- ZAJ-R661-TBZ-G482- MAGRI	Two way
41	Emirates FIR	Ashgabat FIR	A	FL270	DARAX-A419-RIKOP	Two way

**MIDDLE EAST  
CONTINGENCY PLANS - MIDDLE EAST**

**Eastbound & Westbound flights (continued)**

<b>N o</b>	<b>From</b>	<b>To</b>	<b>Item</b>	<b>Flight Level Assignment (Tehran ACC COM failure)</b>	<b>ATS Route</b>	<b>ATS Route Direction</b>
42	Emirates FIR	Kabul FIR	A	FL270	DARAX-A419-BND- A453-PIRAN	Two way
43	Emirates FIR	Karachi FIR	A	FL270	DARAX-A419-MOBET- M561-ASVIB	Two way
			B	FL270	DARAX-A419-BND- A453-NABOX-G665-AS- VIB	Two way
			C	FL270	DARAX-A419-BND- A453-ZDN-G452-DERBO	Two way
44	Emirates FIR	Ankara FIR	A	FL240, FL300, FL400	DARAX-A419-BND-W10- SYZ-R659-ISM-R654- ZAJ-R661-TBZ-R660- DASIS	Two way
			B		DARAX-A419-BND-W10- SYZ-R659-ISM-R654- ZAJ-G208-UMH-G781- BONAM	BONAM-UMH West bound (one way) then two way
			C		DARAX-A419-BND-W10- SYZ-W3-MESVI-UL223- UMH-G781-BONAM	BONAM-UMH West bound (one way) then two way
45	Emirates FIR	Tehran TMA	A	FL240, FL300, FL400	DARAX-A419-BND-W32- ANK-G208-RADAL-VR	Two way
46	Kuwait FIR	Baku FIR	A	FL250	TULAX-B417-MAH-W30- AWZ-G667-SAV-P574- ULDUS	Two way
					TULAX-B417-MAH-W30- AWZ-G667-SAV-R654- ZAJ-R661-DULAV	Two way
47	Kuwait FIR	Yerevan FIR	A	FL250	TULAX-B417-MAH-W30- AWZ-G667-SAV-R654- ZAJ-R661-TBZ-G482- MAGRI	Two way

**MIDDLE EAST  
CONTINGENCY PLANS - MIDDLE EAST**

**Eastbound & Westbound flights (continued)**

<b>N o</b>	<b>From</b>	<b>To</b>	<b>Item</b>	<b>Flight Level Assignment (Tehran ACC COM failure)</b>	<b>ATS Route</b>	<b>ATS Route Direction</b>
48	Kuwait FIR	Ashgabat FIR	A	FL350	NANPI-G669-SYZ-G663- TBS-A419-RIKOP	Two way
49	Kuwait FIR	Kabul FIR	A	FL350	NANPI-G669-SYZ-G452- ZDN-A453-PIRAN	Two way
50	Kuwait FIR	Karachi FIR	A	FL350	NANPI-G669-SYZ-G452- DERBO	Two way
			B		NANPI-G669-SYZ-G452- KER-UL124-KEBUD	Two way
			C		NANPI-G669-SYZ-G452- KER-R654-NABOX- G665-ASVIB	Two way
51	Kuwait FIR	Muscat FIR	A	FL350	NANPI-G669-SYZ-W10- MELMI-L430-MESPO	Two way
52	Kuwait FIR	Land in UAE FIR	A	FL350	NANPI-R784-DURSI- W143-LAM-G666-OR- SAR	Two way
		Over flight in UAE FIR	B		NANPI-R784-DURSI- W143-LAM-G666-LAM- UL223-SIR	Two way
53	Kuwait FIR	Tehran TMA	A	FL250	TULAX-B417-MAH-W30- AWZ-G667-SAVRUS	Two way
54	Bahrain FIR	Karachi FIR	A	FL190	MIDSI-A453-ZDN-G452- DERBO	Two way
			B		MIDSI-A453-KHM-M561- ASVIB	Two way
55	Bahrain FIR	Baku FIR	A	FL200, FL340	MIDSI-R659-ISN-R654- SAV-P574-ULDUS	Two way
			B	FL220, FL380	ALSER-G663-SYZ-R659- ISN-R654-SAV-P574-UL- DUS	Two way
			C	FL200, FL340	MIDSI-R659-ISN-R654- ZAJ-R661-DULAV	Two way

**MIDDLE EAST  
CONTINGENCY PLANS - MIDDLE EAST**

**Eastbound & Westbound flights (continued)**

<b>N o</b>	<b>From</b>	<b>To</b>	<b>Item</b>	<b>Flight Level Assignment (Tehran ACC COM failure)</b>	<b>ATS Route</b>	<b>ATS Route Direction</b>
			D	FL220, FL380	ALSER-G663-SYZ-R659- ISN-R654-ZAJ-R661-DU- LAV	Two way
56	Bahrain FIR	Yerevan FIR	A	FL200, FL340	ALSER-G663-SYZ-R659- ISN-R654-ZAJ-R661- TBZ-G482-MAGRI	Two way
			B	FL220, FL380	MIDSI-A453-KHM-M561- ASVIB	Two way
57	Bahrain FIR	Ashgabat FIR	A	FL190	MIDSI-R659-SYZ-G663- TBS-A419-RIKOP	Two way
			B	FL250	ALSER-G663-TBS-A419- RIKOP	Two way
58	Bahrain FIR	Kabul FIR	A	FL190	MIDSI-A453-PIRAN	Two way
59	Bahrain FIR	Land in UAE FIR	A	FL270	KUVER-B416-IMDAT- B416/R784-DURSI- W143-LAM-G666-OR- SAR	Two way
		Over flight in UAE FIR	A		KUVER-B416-IMDAT- B416/R784-DURSI- W143-LAM-G666-LAM- UL223-SIR	Two way
60	Bahrain FIR	Ankara FIR	A	FL200, FL340	MIDSI-R659-ISN-R654- ZAJ-R661-TBZ-R660- DASIS	Two way
			B		MIDSI-R659-ISN-R654- ZAJ-G208-UMH-G781- BONAM	BONAM-UMH West bound (one way) then two way
			C		MIDSI-R659-SYZ-W3- MESVI-UL223-UMH- G781-BONAM	BONAM-UMH West bound (one way) then two way

**MIDDLE EAST  
CONTINGENCY PLANS - MIDDLE EAST**

**Eastbound & Westbound flights (continued)**

<b>No</b>	<b>From</b>	<b>To</b>	<b>Item</b>	<b>Flight Level Assignment (Tehran ACC COM failure)</b>	<b>ATS Route</b>	<b>ATS Route Direction</b>
			D	FL220, FL380	ALSER-G663-SYZ-R659-ISN-R654-ZAJ-R661-TBZ-R660-DASIS	Two way
			E		ALSER-G663-SYZ-R659-ISN-R654-ZAJ-G208-UMH-G781-BONAM	BONAM-UMH West bound (one way) then two way
			F		ALSER-G663-SYZ-W3-MESVI-UL223-UMH-G781-BONAM	BONAM-UMH West bound (one way) then two way
61	Bahrain FIR	Tehran TMA	A	FL200, FL340	MIDSJ-R659-BOXAM-VR	Two way
			B	FL220, FL380	ALSER-G663-SYZ-R659-BOXAM-VR	Two way
62	Muscat FIR	Karachi FIR	A	FL270, FL370, FL390	IMLOT-A791-JI	Two way
			B	FL290, FL310, FL350	DENDA-R462-JI	Two way
63	Muscat FIR	Baku FIR	A	FL360	MESPO-L430-SRJ-W32-ANK-G208-RADAL-N39-NSR-R794-ULDUS	Two way
			B		MESPO-L430-SRJ-W32-ANK-G208-RADAL-N39-NSR-A416-TBZ-R661-DULAV	Two way
64	Muscat FIR	Yerevan FIR	A	FL360	MESPO-L430-SRJ-W32-ANK-G208-RADAL-N39-A416-RST-B121-MAGRI	Two way
65	Muscat FIR	Ashgabat FIR	A	FL360	MESPO-L430-TAVNO-A419-RIKOP	Two way
66	Muscat FIR	Kabul FIR	A	FL360	MESPO-L430-MELMI-W10-BND-A453-PIRAN	Two way

**MIDDLE EAST  
CONTINGENCY PLANS - MIDDLE EAST**

**Eastbound & Westbound flights (continued)**

<b>N o</b>	<b>From</b>	<b>To</b>	<b>Item</b>	<b>Flight Level Assignment (Tehran ACC COM failure)</b>	<b>ATS Route</b>	<b>ATS Route Direction</b>
67	Muscat FIR	Ankara FIR	A	FL360	MESPO-L430-SRJ-W32- ANK-G208-RADAL-N39- NSR-A416-TBZ-R660- DASIS	Two way
			B		MESPO-L430-SRJ-W32- ANK-G208-RADAL- T210-RUS-R661-ZAJ- G208-UMH-G781-BO- NAM	BONAM-UMH West bound (one way) then two way
68	Muscat FIR	Tehran TMA	A	FL360	MESPO-L430-SRJ-W32- ANK-G208-RADAL-VR	Two way
69	Baghdad FIR	Tehran TMA	A	FL270	PAXAT-B411-ILM-G202- RASLA-G667-SAV-RUS	Two way
70	Kabul FIR	Ankara FIR	A	FL380	KAMAR-G202-BJD- R794-TBS-UN319-DNZ- A416-RST-R660-DASIS	Two way
			B	FL340	SOKAM-A416-RST- R660-DASIS	Two way
			C	FL360	PAMTU-G792-MSD- B411-SBZ-A416-RST- R660-DASIS	Two way
71	Kabul FIR	Baku FIR	A	FL380	KAMAR-G202-BJD- R794-TBS-UN319-UL- DUS	Two way
			B	FL340	SOKAM-A416-DNZ- UN319-ULDUS	Two way
			C	FL360	PAMTU-G792-MSD- A416-DNZ-UN319-UL- DUS	Two way
72	Kabul FIR	Baku FIR	A	FL380	KAMAR-G202-BJD- R794-TBS-UN319-DNZ- A416-RST-R660-TBZ- R661-DULAV	Two way

**MIDDLE EAST  
CONTINGENCY PLANS - MIDDLE EAST**

**Eastbound & Westbound flights (continued)**

<b>No</b>	<b>From</b>	<b>To</b>	<b>Item</b>	<b>Flight Level Assignment (Tehran ACC COM failure)</b>	<b>ATS Route</b>	<b>ATS Route Direction</b>
			B	FL340	PAMTU-G792-MSD-A416-RST-R660-TBZ-R661-DULAV	Two way
			C	FL360	PAMTU-G792-MSD-A416-DNZ-UN319-UL-DUS	Two way
73	Kabul FIR	Yerevan FIR	A	FL380	KAMAR-G202-BJD-R794-TBS-UN319-DNZ-A416-RST-R660-TBZ-G482-MAGRI	Two way
			B	FL340	SOKAM-A416-RST-R660-TBZ-G482-MAGRI	Two way
			C	FL360	PAMTU-G792-MSD-A416-RST-R660-TBZ-G482-MAGRI	Two way
74	Kabul FIR	Ashgabat FIR	A	FL340	SOKAM-A416-MSD-G775-ORPAB	Two way
			B		SOKAM-A416-MSD-G792-GIRUN	Two way
			C	FL360	PAMTU-G792-GIRUN	Two way
			D		PAMTU-G792-MSD-G775-ORPAB	Two way
75	Kabul FIR	Muscat FIR	A	FL200	PIRAN-A453-BND-W10-MELMI-L430-MESPO	Two way
76	Kabul FIR	UAR FIR	A	FL200	PIRAN-A453-BND-A419-DARAX	Two way
77	Kabul FIR	Bahrain FIR	A	FL200	PIRAN-A453-MIDSI	Two way
78	Kabul FIR	Kuwait FIR	A	FL200	PIRAN-A453-ZDN-G452-SYZ-G669-NANPI	Two way



**MIDDLE EAST  
CONTINGENCY PLANS - MIDDLE EAST**

**Eastbound & Westbound flights (continued)**

<b>N o</b>	<b>From</b>	<b>To</b>	<b>Item</b>	<b>Flight Level Assignment (Tehran ACC COM failure)</b>	<b>ATS Route</b>	<b>ATS Route Direction</b>
			B	FL380	KAMAR-G202-ISN-W6-AWZ-W30-MAH-B417-TULAX	Two way
79	Kabul FIR	Tehran TMA	A	FL380	KAMAR-G202-NODLA-G208-RADAL-VR	Two way
			B	FL340	SOKAM-A416-MSD-B411-DHN-VR	Two way
			C	FL360	PAMTU-G792-MSD-B411-DHN-VR	Two way
			D	FL200	PIRAN-A453-ZDN-G208-RADAL-VR	Two way
80	Karachi FIR	Baku FIR	A	FL260	ASVIB-G665-NABOX-R654-YZD-W32-ANK-G208-RADAL-N39-NSR-R794-ULDUS	Two way
			B	FL360	KEBUD-UL124-KER-R654-YZD-W32-ANK-G208-RADAL-N39-NSR-R794-ULDUS	Two way
			C	FL320	DERBO-G452-ZDN-G208-RADAL-N39-NSR-R794-ULDUS	Two way
			D	FL260	ASVIB-G665-NABOX-R654-YZD-W32-ANK-G208-RADAL-N39-NSR-A416-RST-R660-TBZ-R661-DULAV	Two way
			E	FL360	KEBUD-UL124-KER-R654-YZD-W32-ANK-G208-RADAL-N39-NSR-A416-RST-R660-TBZ-R661-DULAV	Two way

**MIDDLE EAST  
CONTINGENCY PLANS - MIDDLE EAST**

**Eastbound & Westbound flights (continued)**

<b>No</b>	<b>From</b>	<b>To</b>	<b>Item</b>	<b>Flight Level Assignment (Tehran ACC COM failure)</b>	<b>ATS Route</b>	<b>ATS Route Direction</b>
			F	FL320	DERBO-G452-ZDN-G208-RADAL-N39-NSR-A416-RST-R660-TBZ-R661-DULAV	Two way
81	Karachi FIR	Yerevan FIR	A	FL260	ASVIB-G665-NABOX-R654-YZD-W32-ANK-G208-RADAL-N39-NSR-A416-RST-B121-MAGRI	Two way
			B	FL360	KEBUD-UL124-KER-R654-YZD-W32-ANK-G208-RADAL-N39-NSR-A416-RST-B121-MAGRI	Two way
			C	FL320	DERBO-G452-ZDN-G208-RADAL-N39-NSR-A416-RST-B121-MAGRI	Two way
82	Karachi FIR	Ashgabat FIR	A	FL320	DERBO-G452-ZDN-G775-ORPAB	Two way
			B	FL360	KEBUD-G208-ZDN-G775-ORPAB	Two way
83	Karachi FIR	Muscat FIR	A	FL320	DERBO-G452-ZDN-A453-BND-W10-MELM-IL430-MESPO	Two way
			B	FL260	ASVIB-M561-MELMI-L430-MESPO	Two way
84	Karachi FIR	UAE FIR	A	FL320	DERBO-G452-ZDN-A453-BND-A419-DARAX	Two way
			B	FL260	ASVIB-M561-MOBET-A419-DARAX	Two way
85	Karachi FIR	Bahrain FIR	A	FL320	DERBO-G452-ZDN-A453-MIDS	Two way
			B	FL260	ASVIB-M561-KHM-A453-MIDS	Two way

**MIDDLE EAST  
CONTINGENCY PLANS - MIDDLE EAST**

**Eastbound & Westbound flights (continued)**

<b>No</b>	<b>From</b>	<b>To</b>	<b>Item</b>	<b>Flight Level Assignment (Tehran ACC COM failure)</b>	<b>ATS Route</b>	<b>ATS Route Direction</b>
86	Karachi FIR	Kuwait FIR	A	FL260	ASVIB-G665-NABOX-R654-KER-G452-SYZ-G669-NANPI	Two way
			B	FL360	KEBUD-UL124-KER-G452-SYZ-G669-NANPI	Two way
			C	FL320	DERBO-G452-SYZ-G669-NANPI	Two way
87	Karachi FIR	Ankara FIR	A	FL260	ASVIB-G665-NABOX-R654-YZD-W32-ANK-G208-RADAL-N39-NSR-A416-RST-R660-DASIS	Two way
			B	FL360	KEBUD-UL124-KER-R654-YZD-W32-ANK-G208-RADAL-N39-NSR-A416-RST-R660-DASIS	Two way
			C	FL320	DERBO-G452-ZDN-G208-RADAL-N39-NSR-A416-RST-R660-DASIS	Two way
			D	FL260	ASVIB-G665-NABOX-R654-YZD-W32-ANK-G208-RADAL-T210-RUS-R661-ZAJ-G208-UMH-G781-BONAM	BONAM-UMH West bound (one way) then two way
			E	FL360	KEBUD-UL124-KER-R654-YZD-W32-ANK-G208-RADAL-T210-RUS-R661-ZAJ-G208-UMH-G781-BONAM	BONAM-UMH West bound (one way) then two way
			F	FL320	DERBO-G452-ZDN-G208-RADAL-T210-RUS-R661-ZAJ-G208-UMH-G781-BONAM	BONAM-UMH West bound (one way) then two way

**MIDDLE EAST  
CONTINGENCY PLANS - MIDDLE EAST**

**Eastbound & Westbound flights (continued)**

<b>N o</b>	<b>From</b>	<b>To</b>	<b>Item</b>	<b>Flight Level Assignment (Tehran ACC COM failure)</b>	<b>ATS Route</b>	<b>ATS Route Direction</b>
88	Karachi FIR	Tehran TMA	A	FL260	ASVIB-G665-NABOX- R654-YZD-W32-ANK- G208-RADAL-VR	Two way
			B	FL360	KEBUD-UL124-KER- R654-YZD-W32-ANK- G208-RADAL-VR	Two way
			C	FL320	DERBO-G452-ZDN- G208-RADAL-VR	Two way

## MIDDLE EAST SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES

Procedures as published in AIPs Bangladesh, India, Maldives, Oman and Yemen valid for Dhaka FIR, Oceanic airspaces of Chennai, Kolkata and Mumbai FIR, Male FIR, Muscat FIR and Sanaa FIR.

## SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES

### GENERAL

The following general procedures apply to both subsonic and supersonic aircraft and are intended for guidance only. Although all possible contingencies cannot be covered, they provide for cases of inability to maintain assigned level due to weather, aircraft performance, pressurization failure and problems associated with high-level supersonic flight. The procedures are applicable primarily when rapid descent and/or turn back or diversion to an alternate airport are required. The pilot's judgement shall determine the sequence of actions to be taken, taking into account specific circumstances.

- a. If an aircraft is unable to continue flight in accordance with its ATC clearance, a revised clearance shall, whenever possible, be obtained prior to initiating any action, using a distress or urgency signal as appropriate.
- b. If prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time and, until a revised clearance is received, the pilot shall:
  1. if possible, deviate away from an organized route or track system;
  2. establish communication with and alert nearby aircraft by broadcasting at suitable intervals: flight identification, flight level, aircraft position (including the ATS route designator or the track code) and intentions on the frequency in use, as well as on 121.5MHz (or as back-up, the inter-pilot air-to-air frequency 123.45MHz);
  3. watch for conflicting traffic both visually and by reference to ACAS;
  4. turn on all aircraft exterior lights (commensurate with appropriate operating limitations).

### SPECIAL PROCEDURES FOR SUBSONIC AIRCRAFT REQUIRING RAPID DESCENT, TURN BACK OR DIVERSION

#### Initial action

If unable to comply with provisions under a. above to obtain a revised ATC clearance, the aircraft should leave its assigned route or track by turning 90 degrees right or left where possible. The direction of the turn should be determined by the position of the aircraft relative to any organized route or track system, e.g. whether the aircraft is outside, at the edge of, or within the system. Other factors to consider are terrain clearance and the levels allocated to adjacent routes or tracks.

## MIDDLE EAST SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES

### Subsequent action

#### ***Aircraft able to maintain level***

An aircraft able to maintain its assigned level should acquire and maintain in either direction a track laterally separated by 25NM (within Indian oceanic airspace of FIRs 15NM) from its assigned route or track and, once established on the offset track, climb or descend 150m (500ft).

#### ***Muscat and Sanaa FIRs***

Within Muscat and Sanaa FIRs if above FL410, climb or descend 300m (1000ft); or if below FL410, climb or descend 150m (500ft); or if at FL410, climb 300m (1000ft) or descend 150m (500ft).

#### ***Aircraft unable to maintain level***

An aircraft NOT able to maintain its assigned level should, whenever possible, minimize its rate of descent while turning to acquire and maintain in either direction a track laterally separated by 25NM (within Indian oceanic airspace of FIRs 15NM) from its assigned route or track. For subsequent level flight, a level should be selected that differs by 150m (500ft) from those normally used.

#### ***Muscat and Sanaa FIRs***

Within Muscat and Sanaa FIRs if above FL410, climb or descend 300m (1000ft); or if below FL410, climb or descend 150m (500ft); or if at FL410, climb 300m (1000ft) or descend 150m (500ft).

### DIVERSION ACROSS THE FLOW OF ADJACENT TRAFFIC

Before commencing a diversion across the flow of adjacent traffic, the aircraft should, while maintaining the 25NM (within Indian oceanic airspace of FIRs 15NM) offset, expedite climb above or descent below levels where the majority of traffic operates (e.g. to a level at or above FL400 or below FL290) and then maintain a level that differs by 150m (500ft) from those normally used. However, if the pilot is unable or unwilling to carry out a major climb or descent, the aircraft should be flown at a level 150m (500ft) above or below levels normally used until a new ATC clearance is obtained.

#### **Within Muscat and Sanaa FIRs**

Within Muscat and Sanaa FIRs before diverting across the flow of adjacent traffic, the aircraft should climb above FL410 or descend below FL280 using the procedures specified in "SPECIAL PROCEDURES FOR SUBSONIC AIRCRAFT REQUIRING RAPID DESCENT, TURN BACK OR DIVERSION". However, if the pilot is unable or unwilling to carry out a major climb or descent, the aircraft should be flown at a level as defined in "SPECIAL PROCEDURES FOR SUBSONIC AIRCRAFT REQUIRING RAPID DESCENT, TURN BACK OR DIVERSION", para Aircraft unable to maintain level, or until a revised ATC clearance is obtained.

## MIDDLE EAST SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES

### EXTENDED RANGE OPERATIONS BY AEROPLANES WITH TWO-TURBINE POWER-UNITS (ETOPS) AIRCRAFT

If these contingency procedures are employed by a twin-engine aircraft as a result of an engine shutdown or failure of an ETOPS critical system, the pilot should advise ATC as soon as practicable of the situation, reminding ATC of the type of aircraft involved, and request expeditious handling.

### WEATHER-DEVIATION PROCEDURES FOR OCEANIC-CONTROLLED AIRSPACE

The following procedures are intended to provide guidance. All possible circumstances cannot be covered. The pilot's judgement shall ultimately determine the sequence of actions taken and ATC shall render all possible assistance.

If the aircraft is required to deviate from track to avoid weather and prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time. Until an ATC clearance is received, the aircraft shall follow the procedures detailed in "ACTIONS TO BE TAKEN IF A REVISED ATC CLEARANCE CANNOT BE OBTAINED".

The pilot shall advise ATC when weather deviation is no longer required, or when a weather deviation has been completed and the aircraft has returned to the center line of its cleared route.

### OBTAINING PRIORITY FROM ATC WHEN WEATHER DEVIATION IS REQUIRED

When the pilot initiates communications with ATC, rapid response may be obtained by stating "**WEATHER DEVIATION REQUIRED**" to indicate that priority is desired on the frequency and for ATC response.

The pilot still retains the option of initiating the communications using the urgency call "PAN PAN" three times to alert all listening parties to a special handling condition which will receive ATC priority for issuance of a clearance or assistance.

### ACTIONS TO BE TAKEN IF CONTROLLER-PILOT COMMUNICATIONS ARE ESTABLISHED

Pilot notifies ATC and requests clearance to deviate from track, advising, when possible, the extent of the deviation expected.

Pilot will take the following actions:

- a. advise ATC of intentions by the most expeditious means available; and
- b. comply with ATC clearance issued; or
- c. execute the procedures as detailed in "ACTIONS TO BE TAKEN IF A REVISED ATC CLEARANCE CANNOT BE OBTAINED" (ATC will issue essential traffic information to all affected aircraft); and
- d. if necessary, establish voice communications with ATC to expedite dialogue on the situation.

**MIDDLE EAST  
SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES**

**ACTIONS TO BE TAKEN IF A REVISED ATC CLEARANCE CANNOT BE OBTAINED**

If contact cannot be obtained and deviation from track is required to avoid weather, the pilot shall take the following actions:

- a. if possible, deviate away from an organized track or route system;
- b. establish communications with and alert nearby aircraft by broadcasting, at suitable intervals: aircraft identification, flight level, aircraft position (including the ATS route designator or the track code), and intentions (including the magnitude of the deviation expected) on the frequency in use, as well as on frequency 121.5MHz (or, as a back-up, the VHF inter-pilot air-to-air frequency 123.45MHz);
- c. watch for conflicting traffic both visually and by reference to ACAS (if equipped);
- d. turn on all aircraft exterior lights (commensurate with appropriate operating limitations);
- e. for deviations of less than 10NM, aircraft should remain at a level assigned by ATC;
- f. for deviations greater than 10NM, when the aircraft is approximately 10NM from track, initiate a level change based on the criteria in Table I below;
- g. when returning to track, be at its assigned flight level, when the aircraft is within approximately 10NM of center line; and
- h. if contact was not established prior to deviating, continue to attempt to contact ATC to obtain a clearance. If contact was established, continue to keep ATC advised of intentions and obtain essential traffic information.

*NOTE: If, as a result of actions taken under b) and c) the pilot determines that there is another aircraft at or near the same flight level with which a conflict may occur, then the pilot is expected to adjust the path of the aircraft, as necessary, to avoid conflict.*

**Table I**

<b>Route Center Line Track</b>	<b>Deviations <math>\geq</math> 10NM</b>	<b>Level change</b>
EAST 000-179° magnetic	LEFT RIGHT	DESCEND 90m (300ft) CLIMB 90m (300ft)
WEST 180-359° magnetic	LEFT RIGHT	CLIMB 90m (300ft) DESCEND 90m (300ft)



## MIDDLE EAST/SOUTH ASIA (WESTERN PART)



# MIDDLE EAST SEARCH AND RESCUE FACILITIES

## MIDDLE EAST/SOUTH ASIA (EASTERN PART)





# Emergency

## State Rules and Procedures - Middle East

**AFGHANISTAN**  
**ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES****GENERAL**

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures in ICAO Annexes and Documents.

**EMERGENCY****EQUIPMENT FAILURE PROCEDURES**

Crews shall advise ATC when any deterioration or failures of the navigation equipment below the navigation performance requirements are encountered or if any deviations are required for contingency procedures. At a minimum, the following information shall be transmitted:

- a. call sign;
- b. flight level;
- c. direction of flight;
- d. position.

Crews shall advise ATC of any deterioration or failure of navigation equipment below RNP10 navigation performance requirements by stating 'Unable RNAV due to equipment'.

**COMMUNICATIONS FAILURE**

In VMC: ICAO Procedure.

In IMC: ICAO Procedure, supplemented as follows:

**LOWER AIRSPACE**

All aircraft entering the lower airspace shall call the Kabul ACC 10 minutes prior to crossing the Kabul FIR boundary. If two-way radio communication cannot be established with the Kabul ACC prior to crossing the boundary IFR service will be terminated at the Kabul FIR boundary. After crossing the Kabul FIR boundary, if two-way radio communication is not established, aircraft must adjust level to a VFR cruising level. If aircraft re-establish two-way radio contact after crossing the Kabul FIR boundary, then an IFR clearance can be requested with the Kabul ACC. Aircraft must maintain VFR until an IFR clearance is received.

**BAGRAM AIRPORT**

In the event of a total loss of radio communications approach services shall be provided by Kabul Approach Control on 131.6 or 360.6. Kabul Approach Control shall broadcast on all available frequencies (including 121.5 and 243.0) for aircraft to contact them. If no contact received: civil aircraft should switch to Afghanistan advisory frequency.

**Arrival Procedure**

Arriving aircraft should attempt to contact Kabul Approach, if unable:

**AFGHANISTAN**  
**ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES**

- a. IFR aircraft should continue inbound to the airport as previously cleared. Once established on a segment of an approach, contact Bagram Tower for applicable traffic advisories, landing sequence and clearance.
- b. VFR aircraft should contact Bagram Tower with a position report to receive applicable traffic advisories, landing sequence and clearance.

**Departure Procedure**

Departing aircraft should attempt contact Kabul Approach and continue outbound on previously assigned routing.

**HERAT AIRPORT**

In the event of a communications failure, if no contact is made with ATC, the pilot shall:

- a. Squawk Mode 3A, code 7600.
- b. Apply standard air-ground communications failure.

Avoid prohibited, restricted and danger areas and proceed as follows:

In VMC:

1. Remain under VMC.
2. Continue approach for runway-in-use (if unknown, assume RWY 36 is in use and use extreme caution).
3. Join traffic pattern with 45° angle to the downwind leg.
4. Fly over the airfield on runway heading at 500ft AGL. Get TWR attention by rocking the wings from initial to the end of the runway.
5. After overflight, perform a closed right hand traffic circuit at 4300ft AMSL.
6. Follow the light signals from the Tower. If light signals are not observed, pilot should land at his discretion.

In IMC:

1. Maintain speed and level and proceed via current flight plan route, or as cleared, to the latest initial instrument approach fix.
2. Enter the published holding and commence descent/procedure as close as possible to the last EAT. If no EAT has been given, comply with flight plan ETA.
3. Complete a normal instrument approach procedure.
4. When on final, follow the light signals from the Tower. If light signals are not observed, pilots should land at their discretion.

**AFGHANISTAN**  
**ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES****KABUL (INTL) AIRPORT****Arrival Procedure**

If unable to make contact with Kabul Approach or Kabul Tower (ATC TWR), squawk code 7600 and continue to monitor guard frequencies. In the event of two-way communications failure, rock wings (daytime) or flash landing lights (night time) and proceed to a full stop landing on last assigned runway, vacate the runway expeditiously and look to ATC TWR for light gun signals.

**Departure Procedure**

In the event of lost communications on departure, contact Kabul Arrival on 301.95 or 132.50. If no reply, attempt contact with Kabul Approach on 360.60 or 131.60. If no reply, squawk code 7600 and continue to monitor guard frequencies, execute the published departure procedure to LOBRE, hold south of LOBRE on the Kabul R-195 for 15 minutes, one zero mile legs, right turns, maintain 14000ft. Climb to FL170 then proceed direct WEBRO and execute the ILS RWY 29 and attempt to contact Kabul Tower on 284.275 or 120.600.

*NOTE: If executing the TAPIS Two departure, proceed TAPIS direct the Kabul R-195 20DME fix (LOBRE) maintain 14000ft, hold for 15 minutes, then proceed as directed above.*

**KANDAHAR AIRPORT**

In the event of a communications failure, Kandahar airspace shall revert to class "E" airspace. Kabul ACC shall assume control of Kandahar's airspace upon notification. If no contact received: civil aircraft should switch to Afghanistan advisory frequency.

**Arrival Procedure**

Arriving IFR aircraft should continue inbound to the airport once established on a segment of the approach previously cleared and contact Kandahar Tower for applicable traffic advisories, landing sequence and clearance. In the event of total radio failure, aircrew should look for a landing light from the Tower.

Arriving VFR aircraft should contact the Tower with a position report and their intentions to get sequenced to the airport. In the event of total radio failure, aircrew should look for a landing light from the Tower.

*NOTE: Kabul clears IFR arrivals to PAROD, where they should enter holding if unable to establish contact with ATC. If an IFR aircraft was on vectors for a specific approach when it lose radio contact, it should continue to the IAF, execute a procedure turn and proceed inbound on that approach.*

**Departure Procedure**

Departing aircraft should continue outbound on previously assigned routing and contact Kabul ACC on appropriate frequency.

Due to sporadic radio communications loss with Kandahar ATC on VHF and/or UHF, expect airborne and ground delays at KAF or origination airfield. For airborne aircraft, if no positive two-way radio contact established with Kandahar ATC, contact Kabul ACC or TOPAZ for further instructions. For aircraft on the ground at OAKN, contact TOPAZ for updates and/or instructions. In the

**AFGHANISTAN  
ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES**

event of total radio failure, departing aircraft coordinate with TOPAZ and provide a controlled departure time (CDT). TOPAZ will advise ATC. Aircraft should be at the appropriate Hold Line at the CDT and flash landing light at the Tower. ATC will provide the appropriate light gun signal for departure.

**MAZAR-E SHARIF (MAWLANA JALALUDDIN MUHAMMAD BALKHI)**

In the event of a communications failure, aircraft shall attempt to (re-)establish communications with Mazar TWR or Mazar APP using all other available means and set transponder to Code 7600. In addition, aircraft participating as aerodrome traffic at Mazar-e Sharif have to follow the instructions given by visual signals.

All aircraft should avoid flying over Mazar-e Sharif city.

**Arrival Procedure**

In VMC under VFR or IFR:

- Continue approach for the runway in use (indicated by approach lights in use or according to ATIS information);
- Fly runway heading along taxiway P at 3000ft MSL with gear down, showing landing lights and flashing all available aircraft lighting;
- At the end of the taxiway P turn north for a northern closed traffic pattern at or above 3000ft MSL and in the absence of a red light or flare – land on the runway in use.

Only in IMC and under IFR:

- Aircraft in Mazar-e Sharif's controlled airspace shall maintain the last assigned altitude and airspeed or minimum safe altitude (MSA) of 12000ft MSL whichever is higher. Hold altitude and airspeed for 20 minutes. Thereafter, adjust altitude and airspeed in accordance with the filed flight plan;
- Proceed according to flight plan route to instrument approach fix of a published instrument approach procedure;
- If required to descend for the approach prior to the approach fix, given approach time or estimated time of arrival (ETA), enter holding and descend in the holding;
- If the pilot is unable to comply with the published instrument approach procedure, unable to comply with estimated approach time (ETA) or an aircraft in an emergency: squawk 7700 and comply with para c. above;
- Land, if possible, within 30 minutes after the ETA or the last acknowledged EAT whichever is later;
- If landing cannot be performed, execute the published missed approach procedure, re-enter the appropriate holding, climb to at least FL160 within the holding and divert to the alternate aerodrome.

Ensure runway is clear and in the absence of a red light or flare (as a visual signal), land on the runway in use. Be prepared to initiate "go around" due to conflicting traffic or a blocked runway.

---

**AFGHANISTAN**  
**ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES**

Aircraft that are experiencing communication failure after clearance to land has been issued, proceed for landing in the absence of red light or flare.



**BAHRAIN****ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES****GENERAL**

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures in ICAO Annexes and Documents.

**EMERGENCY****PROCEDURES FOR IN-FLIGHT CONTINGENCIES**

If an aircraft is unable to continue flight in accordance with its ATC clearance, a revised clearance shall be obtained at the earliest possible time and, in the meantime, the aircraft shall broadcast position (including ATS route designator or the track code, as appropriate) and intentions, on frequency 121.50MHz at suitable intervals until ATC clearance is received.

---

**BANGLADESH**  
**ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES****GENERAL**

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures in ICAO Annexes and Documents.

**COMMUNICATIONS FAILURE**

ICAO Procedures, supplemented as follows:

If the pilot encountering a state of emergency has previously been directed by ATC to operate the transponder on a specific code, this code setting shall be maintained. In all other circumstances the transponder shall be set to Mode A, Code 7700.

**INTERCEPTION PROCEDURES**

The visual signals are detailed in the following table.

**BANGLADESH  
ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES**

**Signals initiated by Intercepting Aircraft and Responses by Intercepted Aircraft**

<b>Ser-ies</b>	<b>INTERCEPTING Aircraft Sig-nals</b>	<b>Meaning</b>	<b>INTERCEPTED Aircraft Signals</b>	<b>Meaning</b>
<b>1</b>	<p>DAY: Rocking wings from a position slightly above and ahead of, normally to the left of the intercepted aircraft and after acknowledgement, a slow level turn, normally to the left, (or to the right in the case of a helicopter) on the desired heading.</p> <p>NIGHT: Same, and in addition, flashing navigational lights at irregular intervals.</p> <p><i>NOTE 1: Meteorological conditions or terrain may require the intercepting aircraft to take up a position in front and to right of the intercepted aircraft and to make the subsequent turn to the right.</i></p> <p><i>NOTE 2: If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of racetrack patterns and to rock its wings each time it passes the intercepted aircraft.</i></p>	<p>You have been inter-cepted, follow me.</p>	<p><b>AEROPLANES:</b> DAY: Rocking and follow-ing. At Night: Same, and in addition, flashing naviga-tional lights at irregular in-tervals.</p> <p><b>HELICOPTERS:</b> DAY or NIGHT: Rocking air-craft, flashing navigational lights at irregular intervals and following.</p>	<p>Understood, will comply.</p>
<b>2</b>	<p>DAY or NIGHT: An abrupt break-away maneuver from the intercepted aircraft consist-ing of a climbing turn of 90 de-grees or more without crossing the line of sight of the inter-cepted aircraft.</p>	<p>You may pro-ceed.</p>	<p><b>AEROPLANES:</b> DAY or NIGHT: Rocking wings.</p> <p><b>HELICOPTERS:</b> DAY or NIGHT: Same as the Series 1 helicopter sig-nals.</p>	<p>Understood, will comply.</p>

**BANGLADESH**  
**ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES**

### Signals initiated by Intercepting Aircraft and Responses by Intercepted Aircraft (continued)

Series	INTERCEPTING Aircraft Signals	Meaning	INTERCEPTED Aircraft Signals	Meaning
3	<p>DAY: Circling the aerodrome, lowering landing gear and overflying runway in direction of landing or, if the intercepted aircraft is a helicopter, overflying the helicopter landing areas.</p> <p>NIGHT: Same, and in addition, showing steady landing lights.</p>	Land at this aerodrome.	<p>AEROPLANES:</p> <p>DAY: Lowering landing gear following the intercepting aircraft and if after overflying the runway landing is considered safe, proceeding to land.</p> <p>NIGHT: Same, and in addition, showing steady landing lights (if carried).</p>	Understood, will comply.
4	<p>AEROPLANES:</p> <p>DAY: Raising landing gear while passing over landing runway at a height exceeding 300m (1000ft) but not exceeding 600m (2000ft) above the aerodrome level, and continuing to circle the aerodrome.</p> <p>NIGHT: Flashing landing lights while passing over landing runway at a height exceeding 300m (1000ft) but not exceeding 600m (2000ft) above the aerodrome level, and continuing to circle the aerodrome. If unable to flash landing lights, flash any other lights available.</p>	Aerodrome you have designated is inadequate.	<p>DAY or NIGHT: If it is desired that the intercepted aircraft following the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear and uses the Series 1 signals prescribed for intercepting aircraft.</p> <p>If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.</p> <p>AEROPLANES:</p> <p>DAY or NIGHT: Following the intercepting aircraft and proceeding to land, showing a steady landing light (if carried).</p>	<p>Understood, follow me.</p> <p>Understood, you may proceed.</p> <p>Understood, follow me.</p>
5	<p>AEROPLANES:</p> <p>DAY or NIGHT: Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights.</p>	Can not comply.	DAY or NIGHT: Use Series 2 signals prescribed for intercepting aircraft.	Understood.

**BANGLADESH**  
**ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES**

**Signals initiated by Intercepting Aircraft and Responses by Intercepted Aircraft (continued)**

<b>Ser-ies</b>	<b>INTERCEPTING Aircraft Sig-nals</b>	<b>Meaning</b>	<b>INTERCEPTED Aircraft Signals</b>	<b>Meaning</b>
6	DAY or NIGHT: Irregular flash-ing of all available lights.	In distress.	DAY or NIGHT: Use Series 2 signals prescribed for in-tercepting aircraft.	Understood.

**CYPRUS****ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES****GENERAL**

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures in ICAO Annexes and Documents.

**COMMUNICATIONS FAILURE**

See RADIO COMMUNICATION FAILURE PROCEDURES EUROPE.

## IRAN

## ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

**GENERAL**

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures in ICAO Annexes and Documents.

**EMERGENCY****ACTIONS BY PILOT-IN-COMMAND**

When a controlled flight experiences sudden decompression or a (similar) malfunction requiring an emergency descent, the aircraft shall, if able:

- a. initiate a turn away from the assigned route or track before commencing the emergency descent (at least 30 degrees turning left or right within 30 seconds);
- b. advise the appropriate air traffic control unit as soon as possible of the emergency descent; (if practicable, advise of the direction in which the turn is being made); set transponder code to 7700;
- c. turn on exterior lights;
- d. watch for conflicting traffic both visually and by reference to ACAS, if equipped;
- e. coordinate its further intentions with the appropriate ATC unit;
- f. for an emergency descent during approach, the aircraft should descend within the ATS route.

## IRAQ

## ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

**GENERAL**

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures contained in ICAO Annexes and Documents.

**COMMUNICATIONS FAILURE**

IFR aircraft within Baghdad FIR shall proceed as follows:

Maintain last assigned flight level, or minimum flight altitude if higher, for a period of 3 minutes after:

- squawking 7600; or
- reaching last assigned flight level/minimum flight altitude; or
- not reporting at a compulsory reporting point

whichever is later. Thereafter continue according to the current flight plan.

**SULAYMANIAH (INTL) AIRPORT****Arrival Procedure**

- a. Arriving aircraft experiencing radio communication failure shall comply with the following procedures:
  1. continue VFR, IFR and complete approach for landing;
  2. proceed according to the current flight plan route to Sulaymaniyah 'SUL' VOR;
  3. maintain the last assigned altitude until reaching Sulaymaniyah 'SUL' VOR and complete approach according to the weather conditions and published procedures; and
  4. land within 30 minutes after the Estimated Time of Arrival (ETA) or last acknowledged Expected Approach Time (EAT), whichever is later.
- b. If the aircraft experiencing radio communication failure has not reported within 30 minutes after:
  - the ETA reported by the pilot; or
  - the ETA calculated by Control Tower; or
  - the last acknowledged EATwhichever is latest, normal control may be resumed if so desired.

**Departure Procedure**

Departing aircraft experiencing radio communication failure immediately after departure shall maintain last assigned speed and level for a period of 7 minutes following:

- a. the time the last assigned level or minimum flight altitude is reached, or
- b. the time the transponder is set to code 7600, or



**IRAQ****ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES**

- c. the aircraft's failure to report its position over a compulsory reporting point whichever is later and thereafter adjust level and speed in accordance with the filed flight plan.

**ISRAEL**  
**ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES**

## **GENERAL**

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures in ICAO Annexes and Documents.

## **COMMUNICATIONS FAILURE**

In VMC: ICAO Procedure.

In IMC: ICAO Procedure, supplemented as follows:

## **GENERAL**

### **Arrival Procedure**

a. From the west (Tel Aviv Control):

1. Proceed to SOLIN at the last flight level acknowledged. If above FL270 descend to FL270 and hold as published.

2. Over SOLIN:

- Destination Tel Aviv (Ben-Gurion):

Descend to FL210 (or maintain last acknowledged FL) for 20 minutes.

After 20 minutes descend to 12000ft and follow STAR GEFEN 1C, for the ILS X approach to RWY 26.

- Destination Jordan FIR or Nevatim AFB (Negev):

Descend to 17000ft then proceed to GODED, continue descend to 11000ft, to be leveled by GODED, and then via flight plan route.

- Destination Eilat:

Proceed via P51, maintain last acknowledged altitude, but not higher than 29000ft to MESIL, after MESIL descend to 27000ft to ADLOD and via J10 to SIVAK.

b. Flying southbound along ATS route J10 (South Control):

1. Maintain last assigned altitude to Zofar VOR 'ZFR' and hold as published.

2. Descend over Zofar VOR 'ZFR' holding pattern:

- Destination Eilat: 9000ft, then proceed to Eilat VOR 'LOT'.

3. Proceed according to airport radio failure procedure.

c. Flying northbound along ATS route J10 (South Control):

1. If:

- (a) above 24000ft:

After Zofar VOR 'ZFR' descend to 24000ft to Metzada VOR 'MZD'.

- (b) at or below 24000ft:

## ISRAEL ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

Maintain altitude to Metzada VOR 'MZD'.

2. Perform and complete one full holding pattern (left turn), descend in holding pattern to 10000ft and then proceed to SIVAK.
3. If below 10000ft, perform and complete one full holding pattern (left turn) and proceed to SIVAK.
4. Proceed according to airport radio failure procedure.

### Departure Procedure

- a. If following a SID:

Follow the radio failure procedure published.

- b. If not on SID:

Maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 minutes following

- the time the last assigned level or minimum flight altitude is reached; or
- the time the transponder is set to code 7600; or
- the aircraft's failure to report its position over a compulsory reporting point;

whichever is later, and thereafter adjust level and speed in accordance with the filed flight plan.

- c. Destination Cairo FIR:

Cross NALSO at FL290.

- d. International flights from Eilat:

After NURIT climb to 26000ft (to reach by SIVAK) via J10-GOBRI-P52-ABIMI.

After ABIMI climb to 28000ft (to reach by VOR 'BGN'). Only after crossing Tel Aviv FIR boundary, climb to flight plan altitude.

### Radar Vectored Procedure

When being vectored or having been directed by ATC to proceed offset using RNAV without a specified limit, proceed in the most direct manner possible to rejoin the current flight plan route, not later than the next significant point, taking into consideration the applicable minimum flight altitude.

## TEL AVIV (BEN-GURION) AIRPORT

### Arrival Procedure

- a. If the arrival STAR or approach clearance were already received:

1. Set the transponder to code 7600.
2. Keep transmitting ("Blind Transmission") on tower frequency or on 121.5MHz.

**ISRAEL**  
**ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES**

3. If able, contact tower by telephone (+972 3 9758111) and inform tower about your intentions.
  4. Proceed and complete the approach accordingly.
  5. Land after receiving green light from the tower.
  6. In case of red light received from the tower, or flashing runway edge lights, perform a missed approach procedure and join the same approach again.
- b. If arrival STAR or approach clearance were not received:
1. Set the transponder to code 7600.
  2. Keep transmitting ("Blind Transmission") on the appropriate frequency or on 121.5MHz.
  3. If able, contact tower by telephone (+972 3 9758111) and inform tower about your intentions.
  4. Proceed to DIVLA, to reach at 6000ft.
  5. Complete one full holding pattern while descending to 5000ft.
  6. Join STAR GEFEN 1C.
  7. Perform ILS-X approach to RWY 26.
  8. Land after receiving green light from the tower.
  9. In case of red light received from the tower, or flashing runway edge lights, perform a missed approach procedure and join the same approach again.

**Departure Procedure**

- a. If returning to land, perform the procedures listed for arriving aircraft.
- b. If not returning to land:
  1. Follow the communication failure instructions specified in each Standard Departure (SID) chart.
  2. Keep transmitting ("Blind Transmission") on the appropriate frequency or on 121.5MHz.
  3. If able, contact Ben-Gurion tower by telephone (+972 3 9758111) and inform tower about your intentions.

**TEL AVIV (SDE DOV) AIRPORT**

**Arrival Procedure**

In VMC: Arriving aircraft shall fly over the runway and join the circuit upon light signal from the tower.

In IMC:

- a. Fly to Natania VOR 'NAT' at last assigned altitude, perform two holding patterns on radial 061° inbound.

**ISRAEL****ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES**

- b. During the second holding descend 3000ft, before exiting on heading 241°.
- c. Perform “Cloud Break Procedure”.

*NOTE: Two holdings are required to allow ATC units to clear the required path.*

**JORDAN**  
**ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES****GENERAL**

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures in ICAO Annexes and Documents.

**EMERGENCY****RESCUE AND FIRE FIGHTING SERVICE**

Aircraft may communicate with fire fighting vehicles on frequency 121.6MHz at Amman (Queen Alia Intl) airport.

**COMMUNICATIONS FAILURE****DEPARTURE PROCEDURE**

Aircraft experiencing radio failure in the departure phase within the TMA will climb to the level specified in the clearance. If no time or geographical limit was included in the clearance, maintain level for 3 minutes, then continue climb to the flight level specified in the current flight plan after passing the terminal exit point.

A departing controlled IFR flight operating in IMC having acknowledged an intermediate clearance to climb to a level other than the one specified in the current flight plan for the enroute phase of the flight, and experiencing radio communication failure, shall, if no time or geographical limit was included in the climb clearance, maintain for a period of 3 minutes the level to which it was cleared and then continue its flight in accordance with the current flight plan.

*NOTE: The level specified in the current flight plan means the level contained in the enroute ACC clearance acknowledged by the pilot.*

**ARRIVAL PROCEDURE****General**

Aircraft inbound to Amman (Marka Intl) or Amman (Queen Alia Intl) will follow published STARs. Strict adherence to these routes is essential as procedural separation between inbound and outbound aircraft is based on these criteria.

**Westerly Operations**

In case of communication failure the designated navigational aid to be used for holding is the Queen Alia VORDME 'QAA'. After arrival over the Queen Alia VORDME 'QAA' commence descent at or as close as possible to the EAT last received and acknowledged or as close as possible to the ETA given in the current flight plan if no EAT has been received.

- Inbounds to Amman (Marka Intl) will descend in the Queen Alia VORDME 'QAA' holding pattern. When at 6000ft set course for Amman VORDME 'AMN' R-160 and complete the normal instrument approach procedure published for Amman VORDME 'AMN' and land if possible within 30 minutes of the last acknowledged EAT or ETA whichever is later.

## JORDAN

## ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

- Inbounds to Amman (Queen Alia Intl) will complete the normal instrument approach procedure published for Queen Alia VORDME 'QAA' and land if possible within 30 minutes of the last acknowledged EAT or ETA whichever is later.

**Easterly Operations via A412 and L513**

In case of communication failure, the designated navigation aids to be used for holding is the Amman VORDME 'AMN' for inbound via LUDAN, LOSAR and RALNA. After arrival over Amman VORDME 'AMN' commence descent at or as close as possible to the ETA given by the current Flight Plan if no EAT has been received.

- Inbounds to Amman (Marka Intl) will complete the normal instrument approach procedure published for the Amman VORDME 'AMN' and land if possible within 30 minutes of the last acknowledged EAT or ETA whichever is later.
- Inbounds to Amman (Queen Alia Intl) will continue in accordance with LUDAN 3A, LOSAR 3A and RALNA 3A profile, then descent to 6000ft to carry out Madaba NDB 'MDB' instrument approach procedure and land if possible within 30 minutes of the last acknowledged EAT or ETA whichever is later.

**Easterly Operations via R652, UM449 and N318**

In case of communication failure the designated navigational aid to be used for holding is the Qatranah VORDME 'QTR' for inbound via Qatranah VORDME 'QTR' EGLOT, KINUR and KULDI. After arrival over Qatranah VORDME 'QTR' descend in the holding pattern to 11000ft at or as close as possible to the EAT last received and acknowledged or as close as possible to the ETA given in the current flight plan. If no EAT has been received when leveling 11000ft proceed as follows:

- Inbounds to Amman (Marka Intl) will continue in accordance with the QTR 5A, KINUR 5A and KULDI 5A profile and carry out the instrument approach procedure published for Amman VORDME 'AMN' and land if possible within 30 minutes of the last acknowledged EAT or ETA whichever is later.
- Inbounds to Amman (Queen Alia Intl) will continue in accordance with the QTR 3A, KINUR 3A and KULDI 3A profile and carry out the instrument approach procedure via Madaba NDB 'MDB' and land if possible within 30 minutes of the last acknowledged EAT or ETA whichever is later.

**KUWAIT  
ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES****GENERAL**

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures in ICAO Annexes and Documents.

**EMERGENCY****PROCEDURES FOR IN-FLIGHT CONTINGENCIES**

If an aircraft is unable to continue flight in accordance with ATC clearance, a revised clearance shall be obtained at the earliest possible time and, in the meantime, the aircraft shall broadcast position (including ATS route designator or the track code, as appropriate) and intentions, on frequency 121.50MHz at suitable intervals until ATC clearance is received.

**COMMUNICATIONS FAILURE****DEPARTURE PROCEDURE FOR FLIGHTS UNDER RADAR CONTROL****Visual Meteorological Conditions (VMC)**

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

**Instrument Meteorological Conditions (IMC)**

Maintain last assigned heading and flight level or altitude for a period of 3 minutes after departure. Thereafter continue according to current flight plan by routing direct to the first enroute reporting point and climbing to the last acknowledged enroute flight level cleared by ATC.

Following unsuccessful attempts to establish RTF contact, aircraft equipped with satellite and/or mobile phones shall attempt to contact:

Kuwait ACC

Tel: +965 2476 2994

or

Kuwait TWR

Tel: +965 2471 0088



## LEBANON

## ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

**GENERAL**

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures in ICAO Annexes and Documents.

**COMMUNICATIONS FAILURE****TRAFFIC UNDER RADAR CONTROL**

Aircraft under radar control experiencing radio failure shall select Mode A Code 7600 and maintain the last assigned heading and level for a period of three minutes, after which time the general ICAO procedures shall apply.

**SPECIAL PROCEDURES IN BEIRUT CONTROLLED AREA FOR ARRIVING AND DEPARTING AIRCRAFT**

In case of ground navigation aids or radar failures, IFR and VFR flights are accepted to operate within Beirut Controlled Airspace A, B and C provided that:

- such flights are able to use aircraft satellite based navigation aids (RNAV, GPS ...etc.);
- the aircraft can commence approach and landing in VMC when the ceiling is at or above the minimum initial altitude, and
- the pilot can maintain visual reference to the terrain, and there is a reasonable assurance that a visual approach and landing can be completed during day and night.

**NEPAL**  
**ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES**

## **GENERAL**

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures in ICAO Annexes and Documents.

## **COMMUNICATIONS FAILURE**

In VMC: ICAO Procedure.

In IMC: ICAO Procedure, supplemented as follows:

## **FLIGHTS UNDER RADAR CONTROL**

The pilot shall resume the flight in accordance with the routing instructions received prior to the acceptance of radar control and proceed in accordance with the ICAO Procedures.

## **KATHMANDU (TRIBHUVAN INTL) AIRPORT**

### **Departure Procedure**

If radio communication with Kathmandu Approach/Radar is lost for 1 minute, squawk Mode 3/A code 7600 and:

- contact Kathmandu Control; if unable
- proceed to the point/route indicated as the vectoring target maintaining the last assigned heading; if unable
- proceed to the nearest point on the cleared route maintaining VMC.

## QATAR

## ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

**GENERAL**

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures in ICAO Annexes and Documents.

**COMMUNICATIONS FAILURE**

In VMC: ICAO Procedure.

In IMC:

- a. Maintain the last assigned speed and level, or minimum flight altitude, whichever is higher, for a period of 3 minutes following:
  - the last assigned level or minimum flight altitude is reached; or
  - the last time the transponder is set to Code 7600;whichever is later, and thereafter adjust level and speed in accordance with the filed flight plan; or
- b. if being vectored, proceed in the most direct manner possible to rejoin the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude;
- c. When on arrival, follow paras a. and b. as applicable, then:
  1. proceed according to the current flight planned route to appropriate designated navigation aid or fix, if necessary, to ensure compliance with para 2.;
  2. commence descent from the navigation aid or fix specified in para 1. at, or as close as possible to, the EAT last received and acknowledged; or, if no EAT has been received and acknowledged, at, or as close as possible to, the ETA resulting from the current flight plan;
  3. complete a normal IAP as specified for the designated navigation aid or fix; and
  4. land, if possible, within 30 minutes after the ETA specified in para 2. or the EAT, whichever is later.

**SAUDI ARABIA**  
**ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES**

## **GENERAL**

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures in ICAO Annexes and Documents.

## **EMERGENCY**

### **EQUIPMENT TO BE CARRIED ON CERTAIN FLIGHTS**

On all flights with single-engined and multi-engined aircraft not capable to maintain the prescribed minimum safe altitude in the event of engine failure the following emergency equipment shall be carried:

- a. Survival equipment, sufficient for the survival on the ground of each person on board, given the geographical area, the season of the year, and anticipated seasonal climatic variations, that provides the means of:
  1. starting a fire;
  2. providing shelter,
  3. providing or purifying water; and
  4. visually signaling distress.
- b. The following signalling equipment is recommended:
  1. two signal flares of the day and night type;
  2. eight red signal cartridges and a means of firing them;
  3. a signal sheet (minimum 1x1m) in a reflecting colour;
  4. a signal mirror; and
  5. an electric hand flashlight.

### **EMERGENCY LOCATOR TRANSMITTER (ELT)**

Any aircraft fitted with 406.0MHz ELT or EPIRB or PLB beacons should contact the SAMCC for a 406.0MHz registration form. Registration will assist to notify the owner immediately about any emergency and to coordinate valuable information for successful SAR operations.

Saudi Arabia Mission Control Center (SAMCC)

Address: P.O. Box 15441

Jeddah

21444

Tel: 966 12 6150170

966 12 6855812

Fax: 966 12 6150171

## TURKEY

## ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

**GENERAL**

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures in ICAO Annexes and Documents.

**COMMUNICATIONS FAILURE**

In VCM: ICAO Procedure.

In IMC: A controlled flight experiencing communication failure in IMC, or where it does not appear feasible to continue in VMC shall:

- a. set transponder to code 7600;
- b. maintain for a period of 7 minutes the last assigned speed and level or the minimum flight altitude, if the minimum flight altitude is higher than the assigned level. The period of 7 minutes commences:
  1. if operating on a route without compulsory reporting points or if instructions have been received to omit position reports:
    - at the time the last assigned level or minimum flight altitude is reached; or
    - at the time the transponder is set to code 7600;whichever is later; or
  2. if operating on a route with compulsory reporting points and no instruction to omit position report has been received:
    - at the time the last assigned level or minimum flight altitude is reached; or
    - at the previously reported pilot estimate for the compulsory reporting point; or
    - at the previously of a failed report of position over a compulsory reporting point;whichever is later.

*NOTE: The period of 7 minutes is to allow the necessary air traffic control and coordination measures.*

- c. thereafter, adjust level and speed in accordance with the filed flight plan;

*NOTE: With regard to changes to level and speed, the filed flight plan, which is the flight plan as filed with an ATS unit by the pilot or a designated representative without any subsequent changes, will be used.*

- d. if being radar vectored or proceeding offset according to RNAV without a specified limit, proceed in the most direct manner possible to rejoin the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude;

*NOTE: With regard to the route to be flown or the time to begin descend to the arrival aerodrome, the current flight plan, which is the flight plan, including changes, if any, brought about by subsequent clearances, will be used.*

**TURKEY**  
**ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES**

- e. proceed according to the current flight plan route to the appropriate designated navigation aid serving the destination airport and, when required to ensure compliance with para f) below, hold over this aid until commencement of descent;
- f. commence descent from the navigational aid specified in para e) at or as close as possible to the expected approach time last received and acknowledged, or if no expected approach time has been received and acknowledged, at or as close as possible to the estimated time of arrival resulting in the current flight plan;
- g. complete a normal instrument approach procedure as specified for the designated navigation aid; and
- h. land, if possible, within 30 minutes after the estimated time of arrival specified in para f) above or the last acknowledged expected approach time, whichever is later.

*NOTE: Pilots are reminded that the aircraft may not be in an area of secondary surveillance radar coverage.*

**FLIGHTS UNDER RADAR CONTROL**

The pilot shall proceed in accordance with instructions shown under COMMUNICATIONS FAILURE. If an aircraft vectored to uncontrolled airspace other than the current flight plan route, the pilot shall return to such route by the most direct course.

**U.A.E.****ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES****GENERAL**

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures in ICAO Annexes and Documents.

**COMMUNICATIONS FAILURE**

In VMC: ICAO Procedure.

In IMC: ICAO Procedure, supplemented as follows:

**GENERAL**

Aircraft experiencing radio communication failure while under radar control shall maintain last assigned heading and level for a period of 3 minutes and then comply with standard procedures.

Following unsuccessful attempts to establish RTF contact aircraft equipped with satellite and/or mobile telephones shall attempt to contact one of the following:

Emirates ACC

Tel: +971 2 599 6969

Abu Dhabi APP or TWR

Tel: +971 2 575 7340

Al Ain TWR

Tel: +971 3 785 5301

Dubai APP

Tel: + 971 4 813 3579

## YEMEN

## ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

**GENERAL**

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures in ICAO Annexes and Documents.

**COMMUNICATIONS FAILURE**

In VMC: ICAO Procedure.

In IMC: ICAO Procedure, supplemented as follows:

Aircraft experiencing radio failure in the departure phase within the terminal area will climb to the level specified in the clearance. If no time or geographical limit was included in the clearance, climb to the flight level specified in the current flight plan after passing the terminal area exit point.

A departing controlled IFR in IMC, having acknowledged an intermediate clearance to climb to a level other than the one specified in the current flight plan for the enroute phase of the flight, and experiencing radio communication failure, shall, if no time or geographical limit was included in the climb clearance, maintain for a period of 3 minutes the level to which it was cleared and then continue its flight in accordance with the current flight plan.

**EQUIPMENT TO BE CARRIED ON ALL INTERNAL AND ON CERTAIN FLIGHTS**

On all internal flights and for flights of single engine and multi-engine aircraft which are not capable of maintaining the prescribed minimum safety altitude in the event of engine failure, the following emergency equipment shall be carried:

a. Signaling Equipment

1. an emergency location transmitter (ELT);
2. two signal flares of the day and night type;
3. eight red signal cartridges and a means of firing them;
4. a signal sheet (minimum 1x1m) in a reflecting color;
5. a signal mirror;
6. an electric hand torch.

b. Survival Equipment

1. a knife;
2. four boxes of matches in waterproof containers;
3. a compass;
4. a ball of string;
5. a cooking stove and the accompanying cooking and eating utensils as well as a stock of drinking water.



**YEMEN****ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES****EMERGENCY LOCATOR TRANSMITTER (ELT)**

An Emergency Location Transmitter (ELT) shall be carried within Sanaa FIR.



# Airport Directory



# Airport Directory

Airport Decode Listings - Middle  
East

**MIDDLE EAST/SOUTH ASIA  
IATA LOCATION IDENTIFIERS DECODE**

<b>A</b>		ANK	Ankara (Etimesgut), Turkey
AAN	Al Ain (Al Ain Intl), UAE	AOE	Eskisehir (Hasan Polatkan), Turkey
AAY	Al-Ghaidah (Al-Ghaidah Intl), Yemen	AQI	Al Qaisumah (Hafr Al Batin), Saudi Arabia
ABD	Abadan, Iran	AQJ	Aqaba (King Hussein Intl), Jordan
ABT	Al Baha (King Saud Bin Abdulaziz), Saudi Arabia	ASR	Kayseri, Turkey
ACJ	Anuradhapura, Sri Lanka	ATQ	Amritsar (Sri Guru Ram Dass Jee Intl), India
ACP	Maragheh (Sahand), Iran	AUH	Abu Dhabi (Abu Dhabi Intl), UAE
ACZ	Zabol, Iran	AWZ	Ahwaz, Iran
ADA	Adana (Adana Intl), Turkey	AXK	Ataq, Yemen
ADB	Izmir (Adnan Menderes Intl), Turkey	AYT	Antalya (Antalya Intl), Turkey
ADE	Aden (Aden Intl), Yemen	AZD	Yazd (Shahid Sadooghi Intl), Iran
ADF	Adiyaman, Turkey	AZI	Abu Dhabi (Al Bateen Executive), UAE
ADJ	Amman (Marka Intl), Jordan		
ADU	Ardabil, Iran	<b>B</b>	
AEU	Abumusa Island (Abumusa), Iran	BAH	Bahrain (Bahrain Intl), Bahrain
AFY	Afyon, Turkey	BAL	Batman, Turkey
AFZ	Sabzevar, Iran	BBI	Bhubaneswar, India
AGR	Agra, India	BDH	Bandar Lengeh, Iran
AHB	Abha, Saudi Arabia	BDM	Balikesir (Bandirma), Turkey
AJF	Al Jouf, Saudi Arabia	BDQ	Vadodara, India
AJI	Agri (Ahmed-I Hani), Turkey	BEK	Bareilly, India
AJK	Arak, Iran	BGG	Bingol, Turkey
AJL	Lengpui, India	BGW	Baghdad (Baghdad Intl), Iraq
AKD	Akola, India	BHH	Bisha, Saudi Arabia
AKH	Al Kharj (Prince Sultan AB), Saudi Arabia	BHJ	Bhuj, India
AKT	Akrotiri, Cyprus	BHN	Beihan, Yemen
AKW	Aghajari, Iran	BHO	Bhopal (Raja Bhoj), India
ALP	Aleppo (Aleppo Intl), Syria	BHP	Bhojpur, Nepal
AMD	Ahmedabad (Ahmedabad Intl), India	BHR	Bharatpur, Nepal
AMM	Amman (Queen Alia Intl), Jordan		

**MIDDLE EAST/SOUTH ASIA  
IATA LOCATION IDENTIFIERS DECODE**

BHU	Bhavnagar, India	CGP	Chattogram (Shah Amanat Intl), Bangladesh
BHV	Bahawalpur (Bahawalpur Intl), Pakistan	CII	Aydin (Cildir), Turkey
BIR	Biratnagar, Nepal	CJB	Coimbatore (Coimbatore Intl), India
BJB	Bojnord, Iran	CJL	Chitral, Pakistan
BJH	Bajhang, Nepal	CKT	Sarakhs, Iran
BJU	Bajura, Nepal	CKZ	Canakkale, Turkey
BJV	Milas (Bodrum Intl), Turkey	CLA	Cumilla, Bangladesh
BKB	Bikaner (Nal), India	CMB	Katunayake (Bandaranaike Intl Colombo), Sri Lanka
BLR	Bengaluru (Kempegowda Intl), India	CNN	Kannur, India
BND	Bandar Abbas (Bandar Abbas Intl), Iran	COK	Cochin (Cochin Intl), India
BNP	Bannu, Pakistan	CQD	Shahre Kord, Iran
BOM	Mumbai (Chhatrapati Shivaji Maharaj Intl), India	CXB	Cox's Bazar, Bangladesh
BPM	Hyderabad (Begumpet), India	<b>D</b>	
BSR	Basrah (Basrah Intl), Iraq	DAC	Dhaka (Hazrat Shahjalal Intl), Bangladesh
BTC	Batticaloa, Sri Lanka	DAM	Damascus (Damascus Intl), Syria
BUK	Al-Bough, Yemen	DBA	Dalbandin, Pakistan
BUP	Bathinda, India	DEA	Dera Ghazi Khan (Farooq Ahmad Khan Leghari Intl), Pakistan
BUZ	Bushehr, Iran	DED	Dehradun, India
BWA	Bhairahawa (Gautam Buddha), Nepal	DEF	Dezful, Iran
BXR	Bam, Iran	DEL	Delhi (Indira Gandhi Intl), India
BZI	Balikesir (Merkez), Turkey	DEZ	Deir Zzor, Syria
BZL	Barishal, Bangladesh	DHA	Dhahran (King Abdulaziz AB), Saudi Arabia
<b>C</b>		DHI	Dhangadhi, Nepal
CBD	Car Nicobar, India	DHM	Kangra, India
CCJ	Calicut, India	DIA	Doha (Doha Intl), Qatar
CCU	Kolkata (Netaji Subash Chandra Bose Intl), India	DIB	Dibrugarh, India
		DIU	Diu, India

**MIDDLE EAST/SOUTH ASIA  
IATA LOCATION IDENTIFIERS DECODE**

DIY	Diyarbakir, Turkey	<b>F</b>	
DLM	Mugla (Dalaman Intl), Turkey	FAU	Fahud, Oman
DMM	Dammam (King Fahd Intl), Saudi Arabia	FAZ	Fasa, Iran
		FJR	Fujairah (Fujairah Intl), UAE
DMU	Dimapur, India		
DNP	Dang, Nepal	<b>G</b>	
DNZ	Denizli (Cardak), Turkey	GAU	Guwahati, India
DOH	Doha (Hamad Intl), Qatar	GAY	Gaya, India
DOP	Dolpa, Nepal	GBT	Gorgan, Iran
DQM	Duqm, Oman	GCH	Gachsaran, Iran
DSK	Dera Ismail Khan, Pakistan	GIL	Gilgit, Pakistan
DWC	Dubai (Al Maktoum Intl), UAE	GIZ	Jazan (King Abdullah Bin Abdulaziz), Saudi Arabia
DWD	Al Dawadmi, Saudi Arabia		
DXB	Dubai (Dubai Intl), UAE	GKD	Gokceada, Turkey
		GNV	Sanliurfa (Gap Intl), Turkey
<b>E</b>		GOI	Goa, India
EAB	Abbs, Yemen	GOP	Gorakhpur, India
EAM	Nejran, Saudi Arabia	GOY	Gal-Oya (Amparai), Sri Lanka
EBL	Erbil (Erbil Intl), Iraq	GSM	Gheshm Island (Gheshm), Iran
EDO	Balikesir (Koca Seyit), Turkey	GWD	Gwadar (Gwadar Intl), Pakistan
EJH	Wejh, Saudi Arabia	GWL	Gwalior (Maharajpur), India
ELQ	Gassim (Prince Naif Bin Abdulaziz), Saudi Arabia	GXF	Sayun (Sayun Intl), Yemen
ERC	Erzincan, Turkey	GZP	Gazipasa (Alanya), Turkey
ERZ	Erzurum (Erzurum Intl), Turkey	GZT	Gaziantep (Gaziantep Intl), Turkey
ESB	Ankara (Esenboga Intl), Turkey	GZW	Ghazvin, Iran
ESK	Eskisehir, Turkey	<b>H</b>	
ETH	Eilat, Israel	HAS	Hail, Saudi Arabia
ETM	Eilat (Ilan and Asaf Ramon), Israel	HBX	Hubli, India
EZS	Elazig, Turkey	HDD	Hyderabad, Pakistan
		HDM	Hamadan, Iran
		HEA	Herat, Afghanistan

**MIDDLE EAST/SOUTH ASIA  
IATA LOCATION IDENTIFIERS DECODE**

HFA	Haifa, Israel	IXA	Agartala, India
HIM	Hingurakgoda (Minneriya), Sri Lanka	IXB	Bagdogra, India
HJR	Khajuraho, India	IXC	Chandigarh, India
HOD	Hodeidah (Hodeidah Intl), Yemen	IXD	Prayagraj (Bamhraul), India
HOF	Al Ahsa, Saudi Arabia	IXE	Mangalore, India
HRI	Mattala (Mattala Rajapaksa Intl), Sri Lanka	IXG	Belgaum, India
HTY	Hatay, Turkey	IXI	Lilabari, India
HYD	Hyderabad (Rajiv Gandhi Intl), India	IXJ	Jammu, India
<b>I</b>		IXK	Keshod, India
		IXL	Leh, India
IAQ	Bahregan, Iran	IXM	Madurai, India
IDR	Indore (Devi Ahilyabai Holkar), India	IXP	Pathankot, India
IFH	Esfahan (Hesa), Iran	IXR	Ranchi (Birsa Munda), India
IFN	Esfahan (Shahid Beheshti Intl), Iran	IXS	Silchar (Kumbhirgram), India
IGD	Igdir (Sehit Bulent Aydin), Turkey	IXU	Aurangabad, India
IGL	Izmir (Cigli), Turkey	IXV	Along, India
IHN	Qishn, Yemen	IXW	Jamshedpur, India
IHR	Iran Shahr, Iran	IXY	Kandla, India
IIL	Ilam, Iran	IXZ	Port Blair, India
IKA	Tehran (Imam Khomai Intl), Iran	<b>J</b>	
IMF	Imphal, India	JAA	Jalalabad, Afghanistan
IMK	Simikot, Nepal	JAF	Kankasanturai (Jaffna), Sri Lanka
IMQ	Maku, Iran	JAI	Jaipur, India
IRD	Ishurdi, Bangladesh	JAR	Jahrom, Iran
ISB	Islamabad (Islamabad Intl), Pakistan	JDH	Jodhpur, India
ISE	Isparta (Suleyman Demirel), Turkey	JED	Jeddah (King Abdulaziz Intl), Saudi Arabia
ISK	Ozar, India	JGA	Jamnagar, India
ISL	Istanbul (Ataturk Intl), Turkey	JIW	Jiwani, Pakistan
IST	Istanbul, Turkey	JKR	Janakpur, Nepal
ISU	Sulaimaniyah (Sulaimaniyah Intl), Iraq	JLR	Jabalpur, India

**MIDDLE EAST/SOUTH ASIA  
IATA LOCATION IDENTIFIERS DECODE**

JMO	Jomsom, Nepal	KLH	Kolhapur, India
JNJ	Ja'aluni, Oman	KLM	Kalaleh, Iran
JRH	Jorhat, India	KMC	Hafr Al Batin (King Saud AB), Saudi Arabia
JSA	Jaisalmer, India	KMX	Khamis Mushait (King Khaled AB), Saudi Arabia
JSR	Jashore, Bangladesh	KNU	Kanpur (Chakeri), India
JUM	Jumla, Nepal	KSH	Kermanshah (Shahid Ashrafi Esfahani), Iran
JWN	Zanjan, Iran	KSY	Kars (Kars Harakani), Turkey
JYR	Jiroft, Iran	KTM	Kathmandu (Tribhuvan Intl), Nepal
<b>K</b>		KTU	Kota, India
KAC	Kamishly, Syria	KUU	Kullu Manali, India
KBL	Kabul (Hamid Karzai Intl), Afghanistan	KWI	Kuwait (Kuwait Intl), Kuwait
KCF	Kadanwari, Pakistan	KYA	Konya, Turkey
KCM	Kahramanmaras, Turkey	KYE	Kleyate (Rene Mouawad), Lebanon
KCO	Kocaeli (Cengiz Topel), Turkey	KZR	Zafer, Turkey
KCT	Koggala, Sri Lanka	<b>L</b>	
KDD	Khuzdar, Pakistan	LCA	Larnaca (Larnaca Intl), Cyprus
KDH	Kandahar, Afghanistan	LDN	Lamidanda, Nepal
KDM	Kaadedhdhoo Island (Kaadedhdhoo), Maldives	LFM	Lamerd, Iran
KDU	Skardu, Pakistan	LHE	Lahore (Allama Iqbal Intl), Pakistan
KEP	Nepalgunj, Nepal	LKO	Lucknow (Chaudhary Charan Singh), India
KER	Kerman, Iran	LRR	Lar, Iran
KFS	Kastamonu, Turkey	LTK	Latakia (Bassel Al-Assad Intl), Syria
KHD	Khoram Abad, Iran	LUA	Lukla (Tenzing-Hillary), Nepal
KHI	Karachi (Jinnah Intl), Pakistan	LUH	Ludhiana, India
KHK	Khark Island (Khark), Iran	LVP	Lavan Island (Lavan), Iran
KHS	Khasab, Oman	LYP	Faisalabad (Faisalabad Intl), Pakistan
KHY	Khoy, Iran		
KIH	Kish Island (Kish), Iran		
KIK	Kirkuk, Iraq		



**MIDDLE EAST/SOUTH ASIA  
IATA LOCATION IDENTIFIERS DECODE**

**M**

MAA	Chennai, India
MCT	Muscat (Muscat Intl), Oman
MED	Madinah (Prince Mohammad Bin Abdulaziz Intl), Saudi Arabia
MFG	Muzaffarabad, Pakistan
MHD	Mashhad (Shahid Hashemi Nejad Intl), Iran
MJD	Moenjodaro, Pakistan
MLX	Malatya, Turkey
MMZ	Maimana, Afghanistan
MQM	Mardin, Turkey
MRX	Bandar Mahshahr (Mahshahr), Iran
MSR	Mus (Sultan Alparslan), Turkey
MUX	Multan (Multan Intl), Pakistan
MYN	Marib, Yemen
MYQ	Mysore, India
MZH	Amasya (Merzifon), Turkey
MZR	Mazar-e Sharif (Mawlana Jalaluddin Muhammad Balkhi), Afghanistan

**N**

NAG	Nagpur (Dr. Baba Saheb Ambedkar Intl), India
NAV	Kapadokya, Turkey
NDC	Nanded, India
NHD	Dubai (Minhad), UAE
NJF	Al Najaf (Al-Ashraf Intl), Iraq
NKT	Sirnak (Serfettin Elci), Turkey
NOP	Sinop, Turkey
NSH	Noshahr, Iran
NUJ	Hamadan (Nogeh), Iran
NUM	Neom Bay, Saudi Arabia

**O**

OAA	Shank (Camp Dahlke), Afghanistan
OAH	Shindand, Afghanistan
OAI	Bagram, Afghanistan
OAZ	Bastion, Afghanistan
OHS	Suhar, Oman
OLR	Salerno, Afghanistan
OMH	Uromiyeh, Iran
OMI	Omidiyeh (Omidiyeh AB), Iran
OMM	Marmul, Oman
ONQ	Zonguldak (Caycuma), Turkey
ORW	Ormara, Pakistan
OSM	Mosul (Mosul Intl), Iraq

**P**

PAJ	Parachinar, Pakistan
PAT	Patna (Jai Prakash Narayan Intl), India
PBD	Porbandar, India
PBH	Paro (Paro Intl), Bhutan
PEW	Peshawar (Bacha Khan Intl), Pakistan
PFO	Pafos (Pafos Intl), Cyprus
PFQ	Parsabade Moghan, Iran
PGH	Pantnagar, India
PGU	Pars Special Energy Economy Zone (Persian Gulf), Iran
PJG	Panjgur, Pakistan
PKR	Pokhara, Nepal
PMS	Palmyra, Syria
PNQ	Pune, India
PSI	Pasni, Pakistan

**MIDDLE EAST/SOUTH ASIA  
IATA LOCATION IDENTIFIERS DECODE**

PYK	Karaj (Payam), Iran	SCT	Moori (Socotra Intl), Yemen
PZH	Zhob, Pakistan	SDG	Sanandaj, Iran
<b>R</b>		SDT	Saidu Sharif, Pakistan
RAE	Arar, Saudi Arabia	SDV	Tel Aviv (Sde Dov), Israel
RAH	Rafha, Saudi Arabia	SHJ	Sharjah (Sharjah Intl), UAE
RAJ	Rajkot, India	SHL	Barapani, India
RAS	Rasht (Sardar-E-Jangal), Iran	SHW	Sharurah, Saudi Arabia
RAZ	Rawalakot, Pakistan	SIF	Simara, Nepal
RDP	Durgapur, India	SKH	Surkhet, Nepal
RIY	Mukalla (Mukalla Intl), Yemen	SKT	Sialkot (Sialkot Intl), Pakistan
RJA	Rajahmundry, India	SKZ	Sukkur (Begum Nusrat Bhutto Intl), Pakistan
RJH	Rajshahi (Shah Mokhdum), Bangladesh	SLL	Salalah, Oman
RJN	Rafsanjan, Iran	SNX	Semnan, Iran
RKT	Ras Al Khaimah (Ras Al Khaimah Intl), UAE	SPD	Saidpur, Bangladesh
RML	Ratmalana (Colombo), Sri Lanka	SRY	Sari (Dasht-E-Naz), Iran
RNM	Qarn Alam, Oman	SXI	Sirri Island (Sirri), Iran
RPR	Raipur (Swami Vivekananda), India	SXR	Srinagar, India
RUD	Shahrud, Iran	SXZ	Siirt, Turkey
RUH	Riyadh (King Khaled Intl), Saudi Arabia	SYE	Saadah, Yemen
RUK	Chaurjahari, Nepal	SYJ	Sirjan, Iran
RYK	Rahim Yar Khan (Sheikh Zayed Intl), Pakistan	SYZ	Shiraz (Shahid Dastghaib Intl), Iran
RZR	Ramsar, Iran	SZF	Samsun (Carsamba), Turkey
RZS	Sawan, Pakistan	<b>T</b>	
<b>S</b>		TAI	Taiz (Taiz Intl), Yemen
SAH	Sanaa (Sanaa Intl), Yemen	TBZ	Tabriz (Tabriz Intl), Iran
SAW	Istanbul (Sabiha Gokcen Intl), Turkey	TCR	Tuticorin, India
		TCX	Tabas, Iran
		TEQ	Tekirdag (Corlu Ataturk Intl), Turkey
		TEW	Jam, Iran
		TEZ	Tezpur, India

**MIDDLE EAST/SOUTH ASIA  
IATA LOCATION IDENTIFIERS DECODE**

THR	Tehran (Mehrabad Intl), Iran	VAS	Sivas (Nuri Demirag), Turkey
TIF	Taif (Taif Intl), Saudi Arabia	VDA	Ovda, Israel
TIR	Tirupati, India	VDY	Jindal Vijayanagar, India
TJK	Tokat, Turkey	VGA	Vijayawada, India
TJV	Thanjavur, India	VNS	Varanasi (Lal Bahadur Shastri), India
TLV	Tel Aviv (Ben Gurion), Israel	VTZ	Vishakhapatnam, India
TMI	Tumlingtar, Nepal		
TRR	Trincomalee (China Bay), Sri Lanka	<b>W</b>	
TRV	Thiruvananthapuram, India	WAE	Wadi Al Dawasir, Saudi Arabia
TRZ	Tiruchirappalli, India	WNS	Nawabshah (Nawabshah Intl), Pakistan
TTH	Thumrait (Thumrait AB), Oman		
TUI	Turaif, Saudi Arabia	<b>X</b>	
TUK	Turbat (Turbat Intl), Pakistan	XBJ	Birjand, Iran
TUU	Tabuk (Prince Sultan Bin Abdulaziz), Saudi Arabia	XJD	Al-Udeid (Al Udeid AB), Qatar
TZX	Trabzon (Trabzon Intl), Turkey	XSB	Sir Bani Yas, UAE
		<b>Y</b>	
<b>U</b>		YEH	Asaloyeh, Iran
UAB	Adana (Incirlik AB), Turkey	YEI	Bursa (Yenisehir), Turkey
UDR	Udaipur, India	YES	Yasouj, Iran
UET	Quetta (Samungli Intl), Pakistan	YKO	Hakkari (Yuksekova Selahaddin Eyyubi), Turkey
UKH	Mukhaizna, Oman	YNB	Yenbo (Prince Abdulmohsin bin Abdulaziz), Saudi Arabia
UKR	Mukeiras, Yemen		
ULH	Al Ula (Prince Abdulmajeed bin Abdulaziz), Saudi Arabia	<b>Z</b>	
UND	Kunduz, Afghanistan	ZAH	Zahedan (Zahedan Intl), Iran
URY	Guriat, Saudi Arabia	ZBR	Chah Bahar (Konarak), Iran
USQ	Usak, Turkey	ZDY	Delma Island, UAE
<b>V</b>		ZHM	Shamshernagar, Bangladesh
VAN	Van (Ferit Melen), Turkey	ZYL	Sylhet (Osmani Intl), Bangladesh

**MIDDLE EAST/SOUTH ASIA**  
**JEPPESSEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE**

<b>LC</b>	<b>FIR/UIR</b>	LTAE	Ankara (Murted)	LTBN	Kutahya
LCCC	Nicosia FIR/UIR	LTAF	Adana (Adana Intl)	LTBO	Usak
<b>LC</b>	<b>Cyprus</b>	LTAG	Adana (Incirlik AB)	LTBP	Yalova
LCLK	Larnaca (Larnaca Intl)	LTAA	Afyon	LTBQ	Kocaeli (Cengiz Topel)
LCPH	Pafos (Pafos Intl)	LTAL	Antalya (Antalya Intl)	LTBR	Bursa (Yenisehir)
LCRA	Akrotiri	LTAM	Gaziantep (Gaziantep Intl)	LTBS	Mugla (Dalaman Intl)
<b>LL</b>	<b>FIR/UIR</b>	LTAN	Kastamonu	LTBT	Manisa (Akhisar)
LLLL	Tel Aviv FIR	LTAP	Konya	LTBU	Tekirdag (Corlu Ataturk Intl)
<b>LL</b>	<b>Israel</b>	LTAR	Malatya (Tulga)	LTBV	Bodrum (Imsik)
LLBG	Tel Aviv (Ben Gurion)	LTAS	Amasya (Merzifon)	LTBW	Istanbul (Hezarfen)
LLER	Eilat (Ilan and Asaf Ramon)	LTAT	Sivas (Nuri Demirağ)	LTBX	Istanbul (Samsun)
LLET	Eilat	LTAV	Zonguldak (Caycuma)	LTBY	Eskisehir (Hasan Polatkan)
LLHA	Haifa	LTBA	Malatya	LTBZ	Zafer
LLHS	Hatzerim	LTBU	Kayseri	LTCA	Elazig
LLNV	Nevatim AFB (Neguv)	LTAV	Eskisehir (Sivrihisar)	LTCC	Diyarbakir
LLOV	Ovda	LTAW	Tokat	LTCD	Erzincan
LLSD	Tel Aviv (Sde Dov)	LTAY	Denizli (Cardak)	LTCE	Erzurum (Erzurum Intl)
<b>LT</b>	<b>FIR/UIR</b>	LTBA	Kapadokya	LTCH	Erzurum (Erzurum Intl)
LTAA	Ankara FIR	LTBD	Istanbul (Ataturk Intl)	LTCH	Kars (Kars Harekati)
LTBB	Istanbul FIR	LTBE	Aydin (Cildir)	LTCH	Trabzon (Trabzon Intl)
<b>LT</b>	<b>Turkey</b>	LTBF	Balikesir (Merkez)	LTCH	Van (Ferit Melen)
LTAB	Ankara (Guvercinlik)	LTBG	Balikesir (Bandirma)	LTCH	Batman
LTAC	Ankara (Esenboga Intl)	LTBH	Canakkale	LTCH	Mus (Sultan Alparslan)
LTAD	Ankara (Etmesgut)	LTBI	Eskisehir	LTCH	Siirt
		LTBJ	Izmir (Adnan Menderes Intl)	LTCH	Sinop
		LTBK	Izmir (Gazimur)	LTCH	Kahramanmaraş
		LTBL	Izmir (Cigli)		

**MIDDLE EAST/SOUTH ASIA**  
**JEPPESSEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE**

LTCO	Agri (Ahmed-I Hani)	LTHD	Diyarbakir (Esref Bitlis Military Heliport)	OASH	Shank (Camp Dahlke)
LTCP	Adiyaman				
LTCR	Mardin	LTHE	Antalya (Antalya Suleyman Satir Military Heliport)	OASL	Salerno
LTCS	Sanliurfa (Gap Intl)			OATN	Tereen (Tarin Kowt)
LTCT	Igdir (Sehit Bulent Aydin)	LTHF	Istanbul (DHMI Ataturk Airport-Heliport)	OAUZ	Kunduz
LTCU	Bingol			OAZI	Bastion
LTCV	Sirnak (Serafettin Elci)	<b>OA</b>	<b>FIR/UIR</b>	OAZJ	Zaranj
		OAKX	Kabul FIR	<b>OB</b>	<b>FIR/UIR</b>
LTCW	Hakkari (Yuksekoa Selahaddin Eyyubi)			OBBD	Bahrain FIR/UIR
		<b>OA</b>	<b>Afghanistan</b>		
LTDA	Hatay	OABN	Bamyan	<b>OB</b>	<b>Bahrain</b>
LTFA	Izmir (Kaklic)	OABT	Lashkar Gah (Bost)	OBBI	Bahrain (Bahrain Intl)
LTFB	Izmir (Selcuk-Efes)	OACC	Chakhcharan		
LTFC	Isparta (Suleyman Demirel)	OADY	Dwyer	OBBS	Bahrain (Isa AB)
		OAFR	Farah	OBKH	Bahrain (Sakhir AB)
LTFD	Balikesir (Koca Seyit)	OAFZ	Feyzabad	<b>OE</b>	<b>FIR/UIR</b>
		OAHR	Herat	OEJD	Jeddah FIR
LTFE	Milas (Bodrum Intl)	OAIX	Bagram		
LTFG	Gazipasa (Alanya)	OAJL	Jalalabad	<b>OE</b>	<b>Saudi Arabia</b>
LTFH	Samsun (Carsamba)	OAKB	Kabul (Hamid Karzai Intl)	OEAB	Abha
				OEAD	Aradah
LTFJ	Istanbul (Sabiha Gokcen Intl)	OAKN	Kandahar	OEAH	Al Ahsa
LTFK	Gokceada	OAMN	Maimana	OEOA	Al Ula (Prince Abdulmajeed bin Abdulaziz)
LTFL	Kesan	OAMS	Mazar-e Sharif (Mawlanea Jalaluddin Muhammad Balkhi)		
LTFM	Istanbul			OEBA	Al Baha (King Saud Bin Abdulaziz)
LTFN	Isparta (Kilic)	OANZ	Zaranj (Nimroz)		
LTHA	Ankara (Danismend)	OAQA	Qalat	OEBH	Bisha
LTHB	Diyarbakir (Unal Erkan)	OAQN	Qala-I-Naw	OEBN	Thablotin
		OASA	Sharana	OEBQ	Abqaiq
LTHC	Canakkale (Canakkale Military Heliport)	OASD	Shindand	OEBT	Batha

**MIDDLE EAST/SOUTH ASIA**  
**JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE**

OEDF	Dammam (King Fahd Intl)	OEPC	Pump Station 3	<b>OI</b>	<b>FIR/UIR</b>
OEDM	Al Dawadmi	OEPF	Pump Station 6	OIIX	Tehran FIR
OEDR	Dhahran (King Abdulaziz AB)	OEPI	Pump Station 9	<b>OI</b>	<b>Iran</b>
OEGN	Jazan (King Abdullah Bin Abdulaziz)	OEPJ	Pump Station 10	OIAA	Abadan
OEGS	Gassim (Prince Naif Bin Abdulaziz)	OEPS	Al Kharj (Prince Sultan AB)	OIAD	Dezful
OEGT	Guriat	OERB	Rabigh	OIAG	Aghajari
OEHL	Hail	OERF	Rafha	OIAH	Gachsaran
OEHR	Harad	OERK	Riyadh (King Khaled Intl)	OIAI	Masjed Soleiman (Shahid Asyae)
OEHW	Hawtah	OERM	Ras Mishab	OIAJ	Omidiyeh (Omidiyeh AB)
OEJB	Jubail	OERR	Arar	OIAM	Bandar Mahshahr (Mahshahr)
OEJF	Jeddah (King Faisal Naval Base)	OERT	Ras Tanura	OIAW	Ahwaz
OEJL	Jubil (King Abdulaziz Naval Base)	OERY	Riyadh (King Salman AB)	OIBA	Abumusa Island (Abumusa)
OEJN	Jeddah (King Abdulaziz Intl)	OESB	Shaibah	OIBB	Bushehr
OEKA	Riyadh (Khashm Alan)	OESH	Sharurah	OIBH	Bahregan
OEKK	Hafr Al Batin (King Saud AB)	OESK	Al Jouf	OIBI	Asaloyeh
OEKM	Khamis Mushait (King Khaled AB)	OEST	Shabitah	OIBJ	Jam
OEKN	Khurais	OETB	Tabuk (Prince Sultan Bin Abdulaziz)	OIBK	Kish Island (Kish)
OEMA	Madinah (Prince Mohammad Bin Abdulaziz Intl)	OETF	Taif (Taif Intl)	OIBL	Bandar Lengeh
OENG	Nejran	OETH	Thumamah	OIBP	Pars Special Energy Economy Zone (Persian Gulf)
OENN	Neom Bay	OETN	Ras Tanajib	OIBQ	Khark Island (Khark)
OEOM	Um Almelh	OETR	Turaif	OIBS	Sirri Island (Sirri)
OEPA	Al Qaisumah (Hafr Al Batin)	OEUD	Udhailiyah	OIBV	Lavan Island (Lavan)
		OEWD	Wadi Al Dawasir	OICC	Kermanshah (Shahid Ashrafi Esfahani)
		OEWJ	Wejeh	OICI	Ilam
		OEYN	Yenbo (Prince Abdulmohsin bin Abdulaziz)		

**MIDDLE EAST/SOUTH ASIA**  
**JEPPESSEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE**

OICK	Khoram Abad	OIKP	Bandar Abbas (Havadar)	OITU	Maku
OICS	Sanandaj			OITZ	Zanjan
OIFE	Esfahan (Hesa)	OIKQ	Gheshm Island (Gheshm)	OIYY	Yazd (Shahid Sadooghi Intl)
OIFH	Esfahan (Shahid Vatan Pour AB)	OIKR	Rafsanjan	OIZB	Zabol
OIFK	Kashan	OIKY	Sirjan	OIZC	Chah Bahar (Konarak)
OIFM	Esfahan (Shahid Beheshti Intl)	OIMB	Birjand	OIZH	Zahedan (Zahedan Intl)
OIFP	Esfahan (Badr AB)	OIMJ	Shahrud	OIZI	Iran Shahr
OIFS	Shahre Kord	OIMM	Mashhad (Shahid Hashemi Nejad Intl)	OIZS	Saravan
OIGG	Rasht (Sardar-E-Jangal)	OIMN	Bojnord	<b>OJ</b>	<b>FIR/UIR</b>
OIHH	Hamadan	OIMS	Sabzevar	OJAC	Amman FIR
OIHR	Arak	OIMT	Tabas	<b>OJ</b>	<b>Jordan</b>
OIHS	Hamadan (Nogeh)	OINE	Kalaleh	OJAI	Amman (Queen Alia Intl)
OIIA	Ghazvin (Azadi)	OING	Gorgan	OJAM	Amman (Marka Intl)
OIIC	Kushke Nosrat	OINN	Noshahr	OJAQ	Aqaba (King Hussein Intl)
OIID	Tehran (Doshan Tappeh AB)	OINR	Ramsar	OJMS	Azraq (Muwaffaq Salti AB)
OIIE	Tehran (Imam Khomeini Intl)	OISF	Fasa	<b>OK</b>	<b>FIR/UIR</b>
OIIF	Karaj (Fath)	OISJ	Jahrom	OKAC	Kuwait FIR
OIII	Tehran (Mehrabad Intl)	OISL	Lar	<b>OK</b>	<b>Kuwait</b>
OIIK	Ghazvin	OISR	Lamerd	OKAJ	Kuwait (Ahmed Al Jaber AB)
OIIM	Karaj (Naja)	OISS	Shiraz (Shahid Dastghaib Intl)	OKAS	Ali Al Salem (Ali Al Salem AB)
OIIP	Karaj (Payam)	OISY	Yasouj	OKBK	Kuwait (Kuwait Intl)
OIIS	Semnan	OITK	Khoy	OKDI	Udairi (Camp Udairi)
OIKB	Bandar Abbas (Bandar Abbas Intl)	OITL	Ardabil		
OIKJ	Jiroft	OITM	Maragheh (Sahand)		
OIKK	Kerman	OITP	Parsabade Moghan		
OIKM	Bam	OITR	Uromiyeh		
		OITT	Tabriz (Tabriz Intl)		

**MIDDLE EAST/SOUTH ASIA**  
**JEPPESSEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE**

<b>OL</b>	<b>FIR/UIR</b>	<b>OMRM</b>	Ras Khumays	<b>OP</b>	<b>Pakistan</b>
OLBB	Beirut FIR/UIR	OMRS	Al Saqr Field	OPBN	Bannu
<b>OL</b>	<b>Lebanon</b>	OMSJ	Sharjah (Sharjah Intl)	OPBT	Bhit
OLKA	Kleyate (Rene Mouawad)	OMSN	Sir Bu Na'ir	OPBW	Bahawalpur (Bahawalpur Intl)
OLRA	Rayak	OMZA	Falej Hazza	OPCH	Chitral
<b>OM</b>	<b>FIR/UIR</b>	<b>OO</b>	<b>FIR/UIR</b>	OPDB	Dalbandin
OMAE	Emirates FIR	OOMM	Muscat FIR	OPDG	Dera Ghazi Khan (Farooq Ahmad Khan Leghari Intl)
OMAE	Emirates UIR	<b>OO</b>	<b>Oman</b>	OPDI	Dera Ismail Khan
<b>OM</b>	<b>United Arab Emirates</b>	OODQ	Duqm	OPFA	Faisalabad (Faisalabad Intl)
OMAA	Abu Dhabi (Abu Dhabi Intl)	OOGB	Qarn Alam	OPGD	Gwadar (Gwadar Intl)
OMAB	Buhasa	OOIZ	Izki (Izki AB)	OPGT	Gilgit
OMAD	Abu Dhabi (Al Bateen Executive)	OOJA	Ja'aluni	OPIS	Islamabad (Islamabad Intl)
OMAF	Futaysi	OOKB	Khasab	OPJA	Jacobabad
OMAJ	Jebel Dhana	OOMA	Masirah (Masirah Island)	OPJI	Jiwani
OMAL	Al Ain (Al Ain Intl)	OOMK	Mukhaizna	OPKC	Karachi (Jinnah Intl)
OMAW	Abu Dhabi (Sweihan Air Base)	OOMN	Musanah (Musanah Airbase)	OPKD	Hyderabad
OMBY	Sir Bani Yas	OOMS	Muscat (Muscat Intl)	OPKH	Khuzdar
OMDB	Dubai (Dubai Intl)	OOMX	Marmul	OPKW	Kadanwari
OMDL	Delma Island	OOSA	Salalah	OPLA	Lahore (Allama Iqbal Intl)
OMDM	Dubai (Minhad)	OOSH	Suhar	OPMF	Muzaffarabad
OMDW	Dubai (Al Maktoum Intl)	OOTH	Thumrait (Thumrait AB)	OPMJ	Moenjodaro
OMFJ	Fujairah (Fujairah Intl)	<b>OP</b>	<b>FIR/UIR</b>	OPMT	Multan (Multan Intl)
OMRK	Ras Al Khaimah (Ras Al Khaimah Intl)	OPKR	Karachi FIR	OPNH	Nawabshah (Nawabshah Intl)
		OPLR	Lahore FIR	OPOR	Ormara
				OPPC	Parachinar



**MIDDLE EAST/SOUTH ASIA**  
**JEPPESSEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE**

OPPG	Panjgur	ORNI	Al Najaf (Al-Ashraf Intl)	OYBN	Beihan
OPPI	Pasni			OYBQ	Al-Bough
OPPS	Peshawar (Bacha Khan Intl)	ORSU	Sulaimaniyah (Sulaimaniyah Intl)	OYBS	Abbs
OPQT	Quetta (Samungli Intl)	<b>OS</b>	<b>FIR/UIR</b>	OYGD	Al-Ghaidah (Al-Ghaidah Intl)
OPRK	Rahim Yar Khan (Sheikh Zayed Intl)	OSTT	Damascus FIR	OYHD	Hodeidah (Hodeidah Intl)
OPRN	Islamabad (Benazir Bhutto Intl)	<b>OS</b>	<b>Syria</b>	OYKM	Kamaran
OPRT	Rawalakot	OSAP	Aleppo (Aleppo Intl)	OYMB	Marib
OPSD	Skardu	OSDI	Damascus (Damascus Intl)	OYMS	Mukeiras
OPSK	Sukkur (Begum Nusrat Bhutto Intl)	OSDZ	Deir Zzor	OYQN	Qishn
OPSS	Saidu Sharif	OSKL	Kamishly	OYRN	Mukalla (Mukalla Intl)
OPST	Sialkot (Sialkot Intl)	OSLK	Latakia (Bassel Al-Assad Intl)	OYSH	Saadah
OPSW	Sawan	OSPR	Palmyra	OYSN	Sanaa (Sanaa Intl)
OPTU	Turbat (Turbat Intl)	<b>OT</b>	<b>Qatar</b>	OYSQ	Moori (Socotra Intl)
OPZB	Zhob	OTBD	Doha (Doha Intl)	OYSY	Sayun (Sayun Intl)
<b>OR</b>	<b>FIR/UIR</b>	OTBH	Al-Udeid (Al Udeid AB)	OYTZ	Taiz (Taiz Intl)
ORBB	Baghdad FIR	OTBK	Al Khor	OYZM	Al-Hazm
<b>OR</b>	<b>Iraq</b>	OTHH	Doha (Hamad Intl)	<b>VA</b>	<b>FIR/UIR</b>
ORAA	Al-Anbar (Al Asad)	OTWJ	Al Wajba Palace (Al Wajba Palace Heli-pad)	VABF	Mumbai FIR
ORBI	Baghdad (Baghdad Intl)			<b>VA</b>	<b>India</b>
ORBM	Mosul (Mosul Intl)	<b>OY</b>	<b>FIR/UIR</b>	VAAH	Ahmedabad (Ahmedabad Intl)
ORBR	BASHUR (BASHUR AB)	OYSC	Sanaa FIR	VAAK	Akola
ORER	Erbil (Erbil Intl)	<b>OY</b>	<b>Yemen</b>	VAAU	Aurangabad
ORKK	Kirkuk	OYAA	Aden (Aden Intl)	VABB	Mumbai (Chhatrapati Shivaji Maharaj Intl)
ORMM	Basrah (Basrah Intl)	OYAT	Ataq	VABJ	Bhuj
		OYBD	Al-Bayda	VABO	Vadodara
				VABP	Bhopal (Raja Bhoj)

**MIDDLE EAST/SOUTH ASIA**  
**JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE**

VABV	Bhavnagar	VCCB	Batticaloa	VECA	Chabua
VADN	Daman	VCCC	Ratmalana (Colombo)	VECC	Kolkata (Netaji Subash Chandra Bose Intl)
VADU	Diu	VCCG	Gal-Oya (Amparai)	VECX	Kanpur (Chakeri)
VAGD	Gondia	VCCH	Hingurakgoda (Minneriya)	VEDG	Durgapur
VAID	Indore (Devi Ahilyabai Holkar)	VCCJ	Kankesanturai (Jaffna)	VEDH	Darbhanga
VAJB	Jabalpur	VCCJ	Kankesanturai (Jaffna)	VEDX	Kalaikunda
VAJJ	Juhu	VCCJ	Kankesanturai (Jaffna)	VEGK	Gorakhpur
VAJL	Jalgaon	VCCJ	Kankesanturai (Jaffna)	VEGT	Guwahati
VAJM	Jamnagar	VCCJ	Kankesanturai (Jaffna)	VEGY	Gaya
VAKE	Kandla	VCCS	Sigiriya	VEHX	Hashimara
VAKP	Kolhapur	VCCT	Trincomalee (China Bay)	VEIM	Imphal
VAKS	Keshod	VCCT	Trincomalee (China Bay)	VEJH	Jharsuguda
VAMA	Mundra	VCCV	Vavuniya	VEJS	Jamshedpur
VANP	Nagpur (Dr. Baba Saheb Ambedkar Intl)	VCCW	Wirawila	VEJT	Jorhat
		VCRI	Mattala (Mattala Rajapaksa Intl)	VEKO	Khajuraho
VANY	Naliya			VEKU	Silchar (Kumbhirgram)
VAOZ	Ozar	<b>VE</b>	<b>FIR/UIR</b>		
VAPO	Pune	VECF	Kolkata FIR	VELP	Lengpui
VAPR	Porbandar	VEGF	Guwahati FIR	VELR	Lilabari
VARX	Rajkot	<b>VE</b>	<b>India</b>	VEMN	Dibrugarh
VASD	Shirdi	VEAB	Prayagraj (Bamhaurauli)	VEMR	Dimapur
VAUD	Udaipur	VEAN	Along	VEPH	Panagarh
<b>VC</b>	<b>FIR/UIR</b>	VEAT	Agartala	VEPT	Patna (Jai Prakash Narayan Intl)
VCCF	Colombo FIR	VEBD	Bagdogra	VEPU	Purnea
<b>VC</b>	<b>Sri Lanka</b>	VEBI	Barapani	VEPY	Pakyong
VCBI	Katunayake (Bandaranaike Intl Colombo)	VEBN	Varanasi (Lal Bahadur Shastri)	VERC	Ranchi (Birsamunda)
		VEBS	Bhubaneswar	VERP	Raipur (Swami Vivekananda)
VCCA	Anuradhapura	VEBT	Bihta	VETZ	Tezpur

**MIDDLE EAST/SOUTH ASIA  
JEPPESSEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE**

<b>VG</b>	<b>FIR/UIR</b>	VIBT	Bathinda	VIUT	Uttarlai
VGFR	Dhaka FIR	VIBY	Bareilly	VIUX	Udhampur
<b>VG</b>	<b>Bangladesh</b>	VICG	Chandigarh	<b>VN</b>	<b>FIR/UIR</b>
VGBR	Barishal	VIDD	Delhi (Safdarjung)	VNSM	Kathmandu FIR
VGCB	Cox's Bazar	VIDN	Dehradun	<b>VN</b>	<b>Nepal</b>
VGCM	Cumilla	VIDP	Delhi (Indira Gandhi Intl)	VNBG	Bajhang
VGEG	Chattogram (Shah Amanat Intl)	VIDX	Hindan	VNBJ	Bhojpur
VGHS	Dhaka (Hazrat Shahjalal Intl)	VIGG	Kangra	VNBP	Bharatpur
VGIS	Ishurdi	VIGR	Gwalior (Maharajpur)	VNBR	Bajura
VGJR	Jashore	VIHX	Halwara	VNBW	Bhairahawa (Gautam Buddha)
VGRJ	Rajshahi (Shah Mokhdum)	VIJO	Jodhpur	VNCG	Chandragadhi
VGSD	Saidpur	VIJP	Jaipur	VNCJ	Chaurjahari
VGSH	Shamshernagar	VIJR	Jaisalmer	VNDG	Dang
VGSY	Sylhet (Osmani Intl)	VIJU	Jammu	VNDH	Dhangadhi
VG TJ	Dhaka (Tejgaon)	VIKG	Kishangarh	VNDP	Dolpa
<b>VI</b>	<b>FIR/UIR</b>	VIKO	Kota	VNJL	Jumla
VIDF	Delhi FIR	VILD	Ludhiana	VNJP	Janakpur
<b>VI</b>	<b>India</b>	VILH	Leh	VNJS	Jomsom
VIAG	Agra	VILK	Lucknow (Chaudhary Charan Singh)	VNKT	Kathmandu (Tribhuvan Intl)
VIAM	Ambala	VIPK	Pathankot	VNLD	Lamidanda
VIAR	Amritsar (Sri Guru Ram Dass Jee Intl)	VIPT	Pantnagar	VNLK	Lukla (Tenzing-Hillary)
VIAW	Awantipur	VISG	Suratgarh	VNNG	Nepalgunj
VIAX	Adampur	VISM	Shimla	VNPK	Pokhara
VIBK	Bikaner (Nal)	VISP	Saharanpur (Sarsawa)	VNPL	Phaplu
VIBL	Bakshi Ka Talab	VISR	Srinagar	VNRB	Rajbiraj
VIBR	Kullu Manali	VISX	Sirsa	VNRC	Ramechhap
		VITE	Thoise	VNSI	Simara
				VNSK	Surkhet

**MIDDLE EAST/SOUTH ASIA**  
**JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE**

VNST	Simikot	VOGO	Goa	VOTP	Tirupati
VNTR	Tumlingtar	VOHB	Hubli	VOTR	Tiruchirappalli
VNVT	Biratnagar	VOHK	Hakimpet	VOTV	Thiruvananthapuram
<b>VO</b>	<b>FIR/UIR</b>	VOHS	Hyderabad (Rajiv Gandhi Intl)	VOTX	Tambaram
VOMF	Chennai FIR	VOHY	Hyderabad (Begumpet)	VOVZ	Vishakhapatnam
<b>VO</b>	<b>India</b>	VOJV	Jindal Vijayanagar	VOYK	Yelahanka
VOAR	Arkonam	VOKN	Kannur	<b>VQ</b>	<b>Bhutan</b>
VOAT	Agatti	VOMD	Madurai	VQBT	Bumthang (Bathbalathang)
VOBG	Bengaluru (Hal)	VOML	Mangalore	VQGP	Gelephu
VOBL	Bengaluru (Kempegowda Intl)	VOMM	Chennai	VQPR	Paro (Paro Intl)
VOBM	Belgaum	VOMY	Mysore	VQTY	Trashigang (Yonphula)
VOBR	Bidar	VOND	Nanded	<b>VR</b>	<b>FIR/UIR</b>
VOBZ	Vijayawada	VOPB	Port Blair	VRMF	Male FIR
VOCB	Coimbatore (Coimbatore Intl)	VOPC	Puducherry	<b>VR</b>	<b>Maldives</b>
VOCI	Cochin (Cochin Intl)	VOPN	Sri Sathya Sai	VRMT	Kaadedhdhoo Island (Kaadedhdhoo)
VOCL	Calicut	VORY	Rajahmundry		
VOCF	Kadapa	VOSM	Salem		
VOCX	Car Nicobar	VOSX	Sulur		
VODG	Hyderabad (Dundigal)	VOTJ	Thanjavur		
		VOTK	Tuticorin		



# Airport Directory

Airport Data - Middle East

**AFGHANISTAN**
**Bagram**

4868' OAI OAI Mil. +04:30 N34 56.7 E069  
16.0

Apt Administration  
455BAF.PPR@BGAB.AFCENT.AF.MIL.  
803-895-0906, Remote: 803-717-8226. Apt  
Operator 318-431-4360, 318-481-6138.

**03L/21R** 9687' ASPHALT. PCN 44/F/B/W/T.  
MIRL.

**03R/21L** 11819' CONCRETE.  
PCN 79/R/B/W/T. HIRL. HIALS 03R.

H24. PPR only airfield. Customs: Days.

Jet A-1.

ABN. Fire 10.

**Bamyan**

8415' OABN Mil. +04:30 N34 48.6 E067  
49.2

Apt Administration (0) 790241055. Apt Operator  
karimi.acao@gmail.com.

**07/25** 7448' ASPHALT.

24hr PN to aip@acao.gov.af.

Jet A-1.

Fire 5.

**Bastion**

2915' OAZI OAZ +04:30 N31 51.0 E064  
13.7

Apt Administration 0700700961; rahmatullah-  
rayhan@hotmail.com.

**01/19** 11482' ASPHALT. PCN 100/F/A/W/T.  
HIRL. HIALS.

Threshold rwy 01 PCN 66/R/A/W/T and thresh-  
old rwy 19 PCN 106/R/A/W/T.

H24.

Fire N.

**Bost see Lashkar Gah**

**Camp Dahlke see Shank**

**Chakhcharan**

7475' OACC Mil. +04:30 N34 31.6 E065  
16.2

Apt Operator Mobile (0) 798760057, (0)  
776621142, (0)784916688;  
zabi.amini57@gmail.com.

**07/25** 6562' ASPHALT. PCN 120/F/A/W/T.

0700-0500.

ABN.

**Dwyer**

2418' OADY Mil. +04:30 N31 05.5 E064  
04.0

Apt Operator 303 551-2645 (DCN), 682  
551-3346 (CNTRX), 718551-4546/4645  
(SVOIP); DWYERPPR@centcom.isaf.cmil.mil,  
centcom.bagram.usfor-a.mbx.dwyer-airfield-  
operations@mail.mil.

**05/23** 8003' CONCRETE. PCN 49R/C/W/T.  
ASDA 05 8682'. ASDA 23 8682'. HIRL. ALS 23.  
24hr PPR.

JP-8.

Fire U Fire Cat: Main Base.

**Farah**

2212' OAFR +04:30 N32 21.7 E062 10.1

Apt Administration (0) 799615002, 700615002;  
raji.jamshid@gmail.com.

**15/33** 8202' ASPHALT. LDA 15 6024'. LDA 33  
6024'.

0230-1330.

Fire U.

**Feyzabad**

3842' OAFZ Mil. +04:30 N37 07.2 E070 31.1

Apt Manager (0)97000388;  
Yasin.ayobe@gmail.com, wali.yawar.  
444@gmail.com.

**18/36** 6561' ASPHALT.

Dly 0330-1130.

Jet A-1.

## AFGHANISTAN

Fire N.

**Hamid Karzai Intl see Kabul****Herat**

3290' OADR HEA +04:30 N34 12.6 E062 13.7

Apt Administration (0) 799574040, 786574040;  
Mobile (0) 704922582, (0) 799885181; jatf-ops-  
curr@herat.aeronautica.difesa.it, shahirsalehi@gmail.com.

**18/36** 9888' ASPHALT. PCN 64R/B/W/T.  
TODA 18 10380'. TODA 36 10183'. ASDA 18 10380'. ASDA 36 10183'. HIRL.

Rwy 36 Right-Hand Circuit.

PCN 64R/B/W/T in TDZ( First 500ft Rwy 36).  
Asphalt PCN is 150/F/A/W/T.

PPR at least 24hr prior to ETA by mail.

Jet A-1, Jet A-1+.

Fire 7 ,up to CAT 8/9 with 15 min PNR.

**Jalalabad**

1841' OAJL JAA Mil. +04:30 N34 24.0 E070 29.9

Apt Administration 3088311328 (SVOIP);  
Mobile 0708478370.

**13/31** 6480' ASPHALT. PCN 31/R/B/W/T.

H24. All tfc PPR not later than 1130 the day  
prior to arrival. Customs: MIL customs, no  
immigration.

F-6, JP-8.

Fire 6.

**Kabul (Hamid Karzai Intl)** Apt of Entry

5877' OAKB KBL +04:30 N34 33.9 E069 12.7

Apt Operator (0) 793203004; abdurrahim-  
zait@gmail.com.

**11/29** 11520' ASPHALT. PCN 76/R/B/W/T.  
ASDA 11 11667'. ASDA 29 11663'. HIRL.

H24. Customs.

Jet A-1, JP-8.

Fire 9 Up to Cat 10.

**Kandahar**

3338' OAKN KDH Mil. +04:30 N31 30.4 E065 50.9

Apt Administration 318-841-1010, 1323 (DSN);  
kandahar.ppr@rcs.isaf.nato.int. H24

308-841-4257, 318-421-2406; On Call  
803-717-8226, 803-717-8227, 803-717-8228.

Apt Operator 685-1307, 1309, 1381 (NCN);  
isafcomkaoperations@rcs.isaf.nato.int,  
usaf.kandahar.acc.mbx.kandahar-  
ppr@mail.mil.

**05/23** 10497' ASPHALT. PCN 57/R/B/W/T.  
HIRL. HIALS 23.

H24. 24hr PPR not later than 2100 before the  
next day.

Refer to DOD/NGA supplementary publications  
for additional information.

F-6, JP-8.

ABN. Fire 9.

**Kunduz**

1457' OAUZ UND +04:30 N36 39.9 E068 54.6

Apt Administration Mobile 0744377787; Fax  
0799759516; Gulaqa.amiri@yahoo.com.

**11/29** 8100' ASPHALT.

Jet A-1.

Fire N.

**Lashkar Gah (Bost)**

2540' OABT Mil. +04:30 N31 33.6 E064 21.9

Apt Operator (0) 749804929; siar.khan.  
1392@gmail.com.

**01/19** 7551' ASPHALT. PCN 100F/A/W/T.

Dly 0230-1330. Customs: MIL customs, no  
immigration.

**Maimana**

2752' OAMN MMZ +04:30 N35 55.8 E064 45.7

## AFGHANISTAN

Apt Administration 0744554799. Apt Operator  
Ghulamsadiq82@gmail.com.

**14/32** 6561' GRAVEL.

O/R 12hr.

ABN.

**Mawlana Jalaluddin Muhammad Balkhi see  
Mazar-e Sharif**

**Mazar-e Sharif (Mawlana Jalaluddin  
Muhammad Ba)** Apt of Entry

1287' OAMS MZR +04:30 N36 42.4 E067  
12.6

ATS Mobile (0) 728279450. Apt Manager (0)  
744700583, (0) 799633161(mil), +49 67621  
2508 3153. Apt Operator  
ais.mazar@gmail.com, saadatabdul-  
majeed1988@gmail.com.

**06/24** 9836' ASPHALT. PCN 63/F/C/W/T.  
TODA 06 10738'. TODA 24 10738'.

0030-1630. All ttc 24hr PPR. Customs.

Jet A-1, Jet A-1+.

ABN. Fire 9 Cat 10 PPR.

**Nimroz see Zaranj**

**Qala-I-Naw**

2968' OAQN Mil. +04:30 N34 59.1 E063  
07.1

Apt Administration 0799279974, 0799252015;  
qlnairport@gmail.com.

**04/22** 6561' CONCRETE. PCN 35/R/A/Y/U.  
TORA 04 6560'. TORA 22 6560'. LDA 04 5360'.  
LDA 22 5200'. TODA 04 6560'. TODA 22 6560'.  
ASDA 04 6560'. ASDA 22 6560'.

0030-1600.

**Qalat**

5383' OAQA Mil. +04:30 N32 08.0 E066  
53.9

Apt Operator 303-551-5679 (DSN),  
718-551-5679, 718-551-5532 (VoSIP).

**02/20** 4925' SAND/CLAY.

H24.

Fire U.

**Salerno**

3831' OASL OLR Mil. +04:00 N33  
21.8 E069 57.3

Apt Administration (0) 799684156.

**09/27** 4000' GRAVEL.

JP-8.

Fire N.

**Shank (Camp Dahlke)**

6614' OASH OAA Mil. +04:30 N33  
55.3 E069 04.7

Apt Manager 718-552-1191, 303-552-1010.

**16L/34R** 6870' CONCRETE. PCN 78/R/B/W/T.  
ASDA 16L 7170'. ASDA 34R 7110'. MIALS.

PPR. H24.

JP-8.

Fire 8.

**Sharana**

7435' OASA +04:30 N33 07.5 E068 50.3

Apt Administration 0790131870; Fax  
0702720710; paktika.civil.aviation@gmail.com.

**14/32** 4265' ASPHALT. PCN 50F/A/W/T.

0030-1130.

Fire N.

**Shindand**

3780' OASD OAH Mil. +04:30 N33  
23.5 E062 15.7

Apt Administration 308-457-0222,  
318-458-6222(DSN); Shin-  
dandPPR@gmail.com, pprnmn.shin-  
dand@afghan.swa.army.smil.mil, shin-  
dandppr@afgn.centcom.isaf.cmil.mil.

**18/36** 7933' PAVED. PCN 50/R/B/W/T. TODA  
18 8890'. TODA 36 8294'. ASDA 18 8233'.  
ASDA 36 8233'. MIRL.

Rwy 36 Right-Hand Circuit.

24hr PPR.



**AFGHANISTAN**

JP-8.

Fire U.

**Tarin Kowt see Tereen**

**Tereen (Tarin Kowt)**

4477' OATN Mil. +04:30 N32 36.3 E065  
51.8

Apt Administration 0799177892, 798208954  
(Out of Country); Mobile 079-820-8954; asma-  
tullah\_45@yahoo.com.

**12/30** 7300' CONCRETE. PCN 68/R/B/W/T.  
LDA 12 6300'. TODA 30 7800'. ASDA 30 7630'.  
Rwy 12 Takeoff not allowed. Rwy 30 Landing  
not allowed.

Days. O/R 24hr.

Fire 8.

**Zaranj (Nimroz)**

1581' OANZ +04:30 N30 57.8 E062 03.6

Apt Administration (0)-707072340, -749814929;  
naween.azami1366@gmail.com. Apt Manager  
zaranjairport@gmail.com.

**14/32** 8990' ASPHALT.

**Zaranj**

1592' OAZJ +04:30 N30 58.3 E061 51.9

Apt Administration (0) 799709652. Apt Operator  
zaranjairport@gmail.com.

**16/34** 8202' GRAVEL.

Days.

Fire N.

## BAHRAIN

**Bahrain (Bahrain Intl)** Apt of Entry

6' OBBI BAH +03:00 N26 16.2 E050 38.0

Apt Operator 17 321000; Fax 17 339060.

**12L/30R** 13005' ASPH/CONC.  
PCN 66/F/B/X/U. LDA 12L 11998'. LDA 30R  
11998'. HIRL. HIALS.

Rwy 30R Right-Hand Circuit.

Adnl capacity PCN 79/R/C/W/U first 1007' of  
rwy 12L/30R.

**12R/30L** 8301' ASPHALT. PCN 66/F/B/W/T.  
LDA 12R 7294'. LDA 30L 7907'. TODA 12R  
8498'. TODA 30L 10269'. HIRL. ALS.

Rwy 30L Right-Hand Circuit.

H24. Customs.

F-3, Jet A-1. Oxygen.

Fire 10.

**Bahrain (Isa AB)**

139' OBBS Mil. +03:00 N25 55.1 E050 35.4

Apt Operator 17 894474; Fax 17 620926.

**15L/33R** 12467' ASPH/CONC.  
PCN 73/F/B/X/T. ASDA 15L 12959'. ASDA 33R  
12959'. HIRL. HIALS 33R.

First 1365'(416m) of both rwy ends are con-  
crete.

**15R/33L** 12067' ASPHALT. PCN 46/F/B/X/T.  
ASDA 15R 12464'. ASDA 33L 12467'. HIRL.

Sun-Thu 0415-1030 or O/R. Customs: O/R.

F-3, O/R. Jet A-1, O/R. JP-8.

Fire 7.

**Bahrain (Sakhir AB)**

76' OBKH Mil. +03:00 N26 02.1 E050 31.5

Apt Administration 17894474; Fax 17620926.

**17/35** 10499' ASPHALT. PCN 52/F/A/X/T. LDA  
35 9515'. HIRL. ALS 17. HIALS 35.

Sun-Thu 0415-1030, CIV PPR. Customs:  
During operational requirements.

F-3, O/R. Jet A-1, O/R. JP-8.

Fire 9.

**Isa AB see Bahrain**

**Sakhir AB see Bahrain**

## BANGLADESH

----- Effective thru 09 Oct: -----

**Barishal**

10' VGBR BZL +06:00 N22 47.9 E090 18.1  
ATS 04327-73373 (TWR). Apt Operator  
04327-73362.

**17/35** 6001' BITU/CONC. PCN 17/F. TODA 17  
6503'. TODA 35 6503'. ASDA 17 6201'. ASDA  
35 6165'.

By operational requirements.

Fire 5.

**Chattogram (Shah Amanat Intl)** Apt of Entry

14' VGEG CGP +06:00 N22 15.4 E091 49.3  
ATS 02 41350105 (TWR). Apt Manager 02  
41350100. Apt Operator Fax 02 41350101;  
apmctg@caab.gov.bd.

**05/23** 9646' CONC/BITU. PCN 66/F/C/X/T.  
TODA 05 11122'. TODA 23 11122'. ASDA 05  
10138'.

By operational requirements. Customs.

F-3, F-4, Jet A-1.

ABN. Fire 7 , fire 8 O/R.

**Cox's Bazar**

12' VGCB CXB +06:00 N21 27.0 E091 57.9  
Apt Manager 0341-64479, 0341-64075.

**17/35** 6699' CONCRETE. PCN 51/F/C/W/T.  
TODA 17 7191'. TODA 35 7683'. ASDA 35  
6896'.

By operational requirements.

Fire 5 , fire 6 O/R.

**Cumilla**

25' VGCM CLA +06:00 N23 26.3 E091 11.4  
Apt Manager 081-76119.

**16/34** 2999' BITU/CONC. TODA 16 3196'.  
TODA 34 3983'. ASDA 16 3196'. ASDA 34  
3196'.

Fire U.

**Dhaka (Hazrat Shahjalal Intl)** Apt of Entry

27' VGHS DAC +06:00 N23 50.6 E090 23.9  
Apt Operator 02-8901449; Fax 02-8901450.

**14/32** 10499' ASPH/CONC. PCN 116/F/C/W/T.  
TODA 14 11893'. TODA 32 11483'. ASDA 14  
11286'. ASDA 32 10991'. HIRL. ALS 14.

Rwy 32 Right-Hand Circuit.

H24. Customs.

F-3, Jet A-1.

ABN. Fire 9.

**Dhaka (Tejgaon)**

24' VGTJ Mil. +06:00 N23 46.7 E090 23.0

Apt Operator 02-8754320-25 ext 5023.

**17/35** 6500' BITU/CONC. PCN 40/F/C/Y/T.  
TODA 17 7950'. TODA 35 8400'. ASDA 17  
7750'. ASDA 35 8200'.

By operational requirements.

Jet A-1.

Fire 6.

**Hazrat Shahjalal Intl see Dhaka****Ishurdi**

45' VGIS IRD +06:00 N24 09.2 E089 03.0

Apt Manager 07326-63569.

**15/33** 4701' BITU/CONC. TODA 15 5702'.  
TODA 33 5702'. ASDA 15 5000'. ASDA 33  
5000'.

By operational requirements.

Fire N.

**Jashore**

20' VGJR JSR +06:00 N23 11.0 E089 09.7

ATS 0421-65032. Apt Manager 0421-64033.

**16/34** 7999' BITU/CONC. PCN 18/F/C/Y/T.  
TODA 16 8491'. TODA 34 8688'. ASDA 34  
8196'.

By operational requirements. Customs.

ABN. Fire 5.

**Osmani Intl see Sylhet**

## BANGLADESH

**Rajshahi (Shah Mokhdum)**

55' VGRJ RJH +06:00 N24 26.3 E088 37.0  
ATS 0721 800157 (TWR). Apt Manager 0721 800153.

**17/35** 5909' BITU/CONC. PCN 17/R/C/Y/T.  
TODA 17 6401'. TODA 35 6598'. ASDA 35 6106'. RL.

By operational requirements. Customs.  
Fire 5.

**Saidpur**

125' VGSD SPD +06:00 N25 45.6 E088 54.5

ATS 0552 72044. Apt Manager 0552 72324.

**16/34** 6001' BITUMEN. PCN 17/F/C/Y/T. TODA 16 6592'. TODA 34 6690'. ASDA 16 6099'. ASDA 34 6198'.

By operational requirements. Customs.  
Fire 5.

**Shah Amanat Intl see Chattogram****Shah Mokhdum see Rajshahi****Shamshernagar**

56' VGSH ZHM +06:00 N24 23.9 E091 55.0  
Apt Operator 02-8911125.

**17/35** 2152' CONCRETE. PCN 12/F. TODA 17 3153'. TODA 35 3153'. ASDA 17 2401'. ASDA 35 2401'.

PPR.

Fire U.

**Sylhet (Osmani Intl) Apt of Entry**

50' VGSY ZYL +06:00 N24 57.7 E091 52.3  
ATS 0821-718459. Apt Manager 0821-714243.

**11/29** 10253' BITU/CONC. PCN 70/F/C/X/T.  
LDA 29 9957'. TODA 11 11155'. TODA 29 13222'. ASDA 29 10473'.

By operational requirements. Customs.  
Fire 7 Cat 8 avbl O/R.

**Tejgaon see Dhaka**

-----  
----- **Effective 10 Oct:** -----

**Barishal**

10' VGBR BZL +06:00 N22 47.9 E090 18.1

ATS 2 55061673. Apt Operator 2 55061662.

**17/35** 6001' BITU/CONC. PCN 17/F. TODA 17 6503'. TODA 35 6503'. ASDA 17 6201'. ASDA 35 6165'.

By operational requirements.  
Fire 5.

**Chattogram (Shah Amanat Intl) Apt of Entry**  
14' VEGG CGP +06:00 N22 15.4 E091 49.3  
ATS 02 41350105 (TWR). Apt Manager 02 41350100. Apt Operator Fax 02 41350101; apmctg@caab.gov.bd.

**05/23** 9646' CONC/BITU. PCN 66/F/C/X/T.  
TODA 05 11122'. TODA 23 11122'. ASDA 05 10138'.

By operational requirements. Customs.  
F-3, F-4, Jet A-1.

ABN. Fire 7, fire 8 O/R.

**Cox's Bazar**

12' VGCB CXB +06:00 N21 27.0 E091 57.9  
Apt Manager 0341-64479, 0341-64075.

**17/35** 6699' CONCRETE. PCN 51/F/C/W/T.  
TODA 17 7191'. TODA 35 7683'. ASDA 35 6896'.

By operational requirements.  
Fire 7.

**Cumilla**

25' VGCM CLA +06:00 N23 26.3 E091 11.4  
Apt Manager 081-76119.

**16/34** 2999' BITU/CONC. TODA 16 3196'.  
TODA 34 3983'. ASDA 16 3196'. ASDA 34 3196'.

Fire U.

## BANGLADESH

**Dhaka (Hazrat Shahjalal Intl)** Apt of Entry

27' VGHS DAC +06:00 N23 50.6 E090 23.9

Apt Operator 02-8901449; Fax 02-8901450.

**14/32** 10499' ASPH/CONC. PCN 116/F/C/W/T. TODA 14 11893'. TODA 32 11483'. ASDA 14 11286'. ASDA 32 10991'. HIRL. ALS 14.

Rwy 32 Right-Hand Circuit.

H24. Customs.

F-3, Jet A-1.

ABN. Fire 9.

**Dhaka (Tejgaon)**

24' VGTJ Mil. +06:00 N23 46.7 E090 23.0

Apt Operator 02-8754320-25 ext 5023.

**17/35** 6500' BITU/CONC. PCN 40/F/C/Y/T. TODA 17 7950'. TODA 35 8400'. ASDA 17 7750'. ASDA 35 8200'.

By operational requirements.

Jet A-1.

Fire 6.

**Hazrat Shahjalal Intl see Dhaka****Iskurdi**

45' VGIS IRD +06:00 N24 09.2 E089 03.0

Apt Manager 07326-63569.

**15/33** 4701' BITU/CONC. TODA 15 5702'. TODA 33 5702'. ASDA 15 5000'. ASDA 33 5000'.

By operational requirements.

Fire N.

**Jashore**

20' VGJR JSR +06:00 N23 11.0 E089 09.7

ATS 0421-65032. Apt Manager 0421-64033.

**16/34** 7999' BITU/CONC. PCN 18/F/C/Y/T. TODA 16 8491'. TODA 34 8688'. ASDA 34 8196'.

By operational requirements. Customs.

ABN. Fire 5.

**Osmani Intl see Sylhet****Rajshahi (Shah Mokhdum)**

55' VGRJ RJH +06:00 N24 26.2 E088 37.0

ATS 2-47800157. Apt Operator 2-47800053.

**17/35** 6001' BITU/CONC. PCN 17/R/C/Y/T. TODA 17 6493'. TODA 35 6690'. ASDA 35 6198'.

By operational requirements. Customs.

Fire 5.

**Saidpur**

125' VGSD SPD +06:00 N25 45.8 E088 54.5

ATS 05526-72044 (TWR). Apt Manager 05526-72384.

**16/34** 6001' BITUMEN. PCN 17/F/C/Y/T. TODA 16 6592'. TODA 34 6690'. ASDA 16 6099'. ASDA 34 6198'.

By operational requirements. Customs.

Fire 6.

**Shah Amanat Intl see Chattogram****Shah Mokhdum see Rajshahi****Shamshernagar**

56' VGSH ZHM +06:00 N24 23.9 E091 55.0

Apt Operator 02-8911125.

**17/35** 2152' CONCRETE. PCN 12/F. TODA 17 3153'. TODA 35 3153'. ASDA 17 2401'. ASDA 35 2401'.

PPR.

Fire U.

**Sylhet (Osmani Intl)** Apt of Entry

50' VGSY ZYL +06:00 N24 57.7 E091 52.3

ATS 0821-718459. Apt Manager 0821-714243.

**11/29** 10253' BITU/CONC. PCN 70/F/C/X/T. LDA 29 9957'. TODA 11 11155'. TODA 29 13222'. ASDA 29 10473'.

By operational requirements. Customs.

Fire 7 Cat 8 avbl O/R.

**Tejgaon see Dhaka**

-----

---

BHUTAN**Paro** Apt of Entry

7364' VQPR PBH +06:00 N27 24.2 E089  
25.5

Apt Operator 8-271403, 271751; kwang-  
chuk@doat.gov.bt.

**15/33** 7431' ASPHALT. PCN 56/F/C/X/T. LDA  
15 6906'. LDA 33 7037'.

During ops hrs, PPR. Customs: During sked  
ops.

Jet A-1.

Fire 6.

## CYPRUS

**Akrotiri** Apt of Entry

75' LCRA AKT Mil. +02:00\* N34 35.4 E032 59.3

Apt Operator 2527 6664 (OPS); akrotir-ops@hotmail.com, bfc-aki-ops-airopsgmail-box@mod.uk.

**10/28** 9006' ASPHALT. PCN 108/F/B/W/T. TODA 10 9160'. TODA 28 9157'. ASDA 10 9160'. ASDA 28 9157'. HIRL. HIALS.

Rwy 10 Right-Hand Circuit.

RWY 28 - PCN 120/F/A/W/T Blacktop and RWY 10/28 - PCN 59/R/A/W/T concrete.

PNR for military aircraft and MOD chartered civil aircraft only. CIV PPR. Customs: By operational requirements.

Jet A-1. JASU. Oxygen.

IBN. Fire 8.

H24. Customs.

F-3, O/R. Jet A-1.

Fire 7.

**Larnaca (Larnaca Intl)** Apt of Entry

11' LCLK LCA +02:00\* N34 52.7 E033 37.8

Apt Operator 2240 4100/4101; Fax 2276 6552, 2240 4220; director@dca.mcw.gov.cy.

**04/22** 9823' ASPHALT. PCN 82/F/D/W/T. TORA 04 9626'. LDA 04 9626'. LDA 22 9226'. TODA 04 10171'. TODA 22 11483'. ASDA 04 9626'. ASDA 22 10013'. HIRL.

Rwy 04 Right-Hand Circuit.

H24. Customs.

F-3, O/R. Jet A-1.

ABN. Fire 8.

**Pafos (Pafos Intl)** Apt of Entry

41' LCPH PFO +02:00\* N34 43.1 E032 29.1

Apt Operator 26-812425; Fax 26-306531; pfoairport@dca.mcw.gov.cy.

**11/29** 8855' ASPH/CONC. PCN 102/F/C/W/T. TODA 11 11070'. TODA 29 9833'. ASDA 11 9012'. HIALS.

Rwy 11 Right-Hand Circuit.

Helicopters and light acft: Right-hand circuit rwy 29.



## INDIA

**Adampur**

810' VIAX Mil. +05:30 N31 26.0 E075 45.5  
**13/31** 9008' PAVED.

**Agartala**

56' VEAT IXA +05:30 N23 53.4 E091 14.4  
Apt Operator 0381-2342224; Mobile  
09436123556; Fax 0381-2342085; apdagarta@AAI.AERO.

**18/36** 7500' ASPHALT. PCN 64/F/D/W/T.  
HIRL.

By NOTAM. Outside ops hr 1hr PNR. Customs.  
Jet A-1.

ABN. Fire 7.

**Agatti**

12' VOAT +05:30 N10 49.5 E072 10.6

Apt Operator 04894-242615, 242217; Fax  
04894-242560; apd-agatti@aai.aero,  
voat.ats@aai.aero.

**04/22** 3950' TARMAC. PCN 16/F/D/Y/T. LDA  
22 3612'. ASDA 04 4245'. ASDA 22 4245'.  
HIRL.

By NOTAM.

ABN. Fire 5.

**Agra**

550' VIAG AGR Mil. +05:30 N27 09.5 E077  
57.7

**05/23** 9395' PAVED. ASDA 05 10170'. ASDA  
23 9725'.

**12/30** 5911' PAVED.

**Ahmedabad (Ahmedabad Intl)** Apt of Entry

189' VAAH AMD +05:30 N23 04.3 E072  
37.6

Apt Operator 079-22869211, 09825024022,  
079-22850333(R); Fax 079-22863561;  
apdahm@aai.aero.

**05/23** 11499' TARMAC. PCN 94/F/B/W/T.  
HIRL. ALS 23.

Rwy 23 first 762m PCN 83/R/B/W/T.

H24. Customs.

F-3, Jet A-1.

ABN. Fire 9.

**Akola**

999' VAAK AKD +05:30 N20 41.9 E077 03.5  
**10/28** 4000' CONCRETE. LCN 10.

By operational requirements.

ABN.

**Along**

820' VEAN IXV Mil. +05:30 N28 10.0 E094  
48.3

**05/23** 2995' PAVED.

**Ambala**

902' VIAM Mil. +05:30 N30 22.1 E076 49.0

**12/30** 9238' PAVED.

**Amritsar (Sri Guru Ram Dass Jee Intl)** Apt of Entry

760' VIAR ATQ +05:30 N31 42.6 E074 48.0

Apt Operator 0183-2214118; Mobile  
919464662200; Fax 183-2214358;  
apdasr@aai.aero.

**16/34** 12001' BITU/CONC. PCN 91/F/C/W/T.  
HIRL. ALS 34.

Rwy 16 first 869m PCN 103/R/B/W/T.

H24. Customs.

Jet A-1.

ABN. Fire 8 Fire 9: O/R.

**Arkonam**

285' VOAR Mil. +05:30 N13 04.0 E079 41.0

**06/24** 13460' CONC/ASPH. LDA 06 12230'.  
LDA 24 12800'. TODA 06 14450'.

**Aurangabad**

1917' VAAU IXU +05:30 N19 51.9 E075  
23.9

Apt Operator 0240-2476147; Fax  
0240-2485344; apd\_vaau@AAI.AERO.

## INDIA

**09/27** 9314' MACA/CONC. PCN 84/F/B/W/T. ABN. Fire 5.  
HIRL.

First 700 m PCN 104/F/B/W/T, 1830m-2286m  
PCN 68/R/B/W/T and 2286m-2839m PCN  
71/R/B/W/T.

By NOTAM. Outside ops hr avbl O/R 24hr  
PNR. Customs: O/R.

Jet A-1.

ABN. Fire 7.

**Awantipur**

5403' VIAW Mil. +05:30 N33 52.6 E074 58.5  
**12/30** 10500' PAVED.

**Bagdogra**

414' VEBD IXB Mil. +05:30 N26 41.1 E088  
19.6

Apt Operator 353-2698101/2/3/4/5; Mobile  
9474921397/ 8116167879; Fax  
353-2698068/2698101; safe.hand@gov.in.

**18/36** 8999' CONC/BITU. PCN 53/R/C/X/T.  
TODA 18 10226'. TODA 36 10128'. ASDA 18  
9882'. ASDA 36 9924'. HIRL. HIALS 36.

Rwy 36 Right-Hand Circuit.

SR-2200LT. Customs: Mon,Wed, Thu  
0930-1800LT and Tue, Fri 0600-1430LT.

Jet A-1.

ABN. Fire 7.

**Bakshi Ka Talab**

407' VIBL Mil. +05:30 N26 59.3 E080 53.6

**09/27** 9000' PAVED.

**Bamhrauli see Prayagraj****Barapani**

2924' VEBI SHL +05:30 N25 42.2 E091 58.7

Apt Operator 0364-2307470; Fax  
0364-2307471; apdshillong@aai.aero.

**04/22** 6001' CONCRETE. PCN 23/R/C/W/T.  
LDA 04 5000'. HIRL.

By NOTAM. O/T 24hr PNR.

**Bareilly**

568' VIBY BEK Mil. +05:30 N28 25.3 E079  
27.1

**11/29** 9000' PAVED.

**Bathinda**

662' VIBT BUP Mil. +05:30 N30 16.2 E074  
45.4

**13/31** 8715' PAVED.

**Begumpet see Hyderabad****Belgaum**

2489' VOBM IXG +05:30 N15 51.5 E074  
37.1

Apt Administration 0831-2562020. Apt Operator  
Fax 0831-2562030; apcvabm@aai.aero.

**08/26** 7546' TARMAC. PCN 52/F/B/W/T. HIRL.  
By NOTAM and outside AD hrs avbl O/R 48hr  
PNR.

Jet A-1.

ABN. Fire 4.

**Bengaluru (Hal)**

2912' VOBG +05:30 N12 57.1 E077 39.9

Apt Operator 080-22315083; Fax  
080-22313032, 22312076; halatc-  
mail@gmail.com.

**09/27** 10846' ASPHALT. PCN 60/F/A/X/T.  
TODA 09 11830'. TODA 27 11830'. ASDA 09  
11141'. HIRL.

Heavy acft: TORA/ASDA 10351ft, TODA  
11250ft and LDA 10846ft.

H24. PPR for non-sked flts.

Jet A-1.

Fire 7 Fire 9 O/R.

**Bengaluru (Kempgowda Intl)** Apt of Entry

3001' VOBL BLR +05:30 N13 11.9 E077  
42.3

## INDIA

Apt Operator 80-66782425, 80-66782222; Fax 80-66783366; aocmanager@bialairport.com.

**09/27** 13123' ASPHALT. PCN 80/F/B/W/T.

H24. Customs.

Jet A-1.

ABN. Fire 9.

**Bhavnagar**

43' VABV BHU +05:30 N21 45.3 E072 11.4

Apt Operator 0278-2212971,2203213; Mobile 09427211500; Fax 0278-2203991,2201840; apdbv@aai.aero.

**07/25** 6302' ASPHALT. PCN 54/F/C/W/T. TORA 25 6073'. LDA 07 5449'. LDA 25 6073'. TODA 25 6073'. ASDA 25 6073'. HIRL.

By NOTAM. Outside ops hr 24hr PNR.

ABN. Fire 6.

**Bhopal (Raja Bhoj)**

1721' VABP BHO +05:30 N23 17.2 E077 20.2

Apt Operator 0755-2646001; Mobile 09425008255; Fax 0755-2640989, 0755-2646002, 0755-2646003; apdbhopal@aai.aero.

**12/30** 9003' ASPHALT. PCN 88/F/C/W/T. HIRL.

RWY 12 first 699m PCN 63/F/B/W/T.

0030-1700, Outside ops hr O/R with 24 hr PNR. F-3, J.

ABN. Fire 7.

**Bhubaneshwar**

138' VEBS BBI +05:30 N20 14.8 E085 49.1

Apt Operator 0674-2596300; Mobile 09437496302; Fax 0674-2596302; apdbbsr@AAI.AERO.

**05/23** 4524' ASPHALT. PCN 18/R/C/W/T.

Operations on rwy 05/23 restricted to light acft only.

**14/32** 8999' ASPHALT. PCN 56/F/B/W/T. ASDA 14 9196'. ASDA 32 9196'. ALS 32.

By NOTAM. Outside ops hr 24hr PNR. Customs: H24.

F-3, Jet A-1.

ABN. Fire 7.

**Bhuj**

258' VABJ BHJ +05:30 N23 17.2 E069 40.2

**05/23** 9060' PAVED. TODA 05 10030'. TODA 23 10030'. ASDA 05 10030'. ASDA 23 10030'.

Rwy 23 Right-Hand Circuit.

Fire 7.

**Bidar**

2178' VOBR Mil. +05:30 N17 54.5 E077 29.2

**02/20** 9212' PAVED.

**08/26** 9025' PAVED.

**Bihta**

177' VEBT Mil. +05:30 N25 35.3 E084 53.1

**10/28** 7900' PAVED.

**Bikaner (Nal)**

706' VIBK BKB Mil. +05:30 N28 04.2 E073 12.4

**05/23** 8960' PAVED.

**Birsa Munda see Ranchi****Calicut** Apt of Entry

343' VOCL CCJ +05:30 N11 08.3 E075 57.0

Apt Administration 0483-2719400, 27119500; Mobile 9562406400, 9847245543; Fax 0483-2711406; apd\_calicut@aai.aero.

**10/28** 9383' ASPH/CONC. PCN 71/F/B/W/T. TORA 10 8858'. TORA 28 8858'. LDA 10 8858'. LDA 28 8858'. TODA 10 8858'. TODA 28 8858'. ASDA 10 8858'. ASDA 28 8858'. HIRL.

H24. Customs.

Jet A-1.

ABN. Fire 8, fire 9 btn 0330-1130.

## INDIA

**Chabua**

362' VECA Mil. +05:30 N27 27.7 E095 07.1  
**05/23** 9008' PAVED.

**Chakeri see Kanpur****Chandigarh**

1030' VICG IXC Mil. +05:30 N30 40.4 E076 47.4

**11/29** 9000' CONC/BITU.

**Chaudhary Charan Singh see Lucknow****Chennai** Apt of Entry

52' VOMM MAA +05:30 N12 59.7 E080 10.5  
Apt Operator 044-22561122, 044-22561234;  
Fax 044-22560512, 044-22561010; apdchen-  
nai@aai.aero.

**07/25** 12001' CONC/ASPH. PCN 105/F/C/W/T.  
TODA 07 12503'. TODA 25 12674'. ASDA 07  
12165'. ASDA 25 12198'. HIRL. HIALS.

**12/30** 9482' CONC/ASPH. PCN 89/F/C/W/T.  
TORA 30 8793'. LDA 12 6923'. LDA 30 8793'.  
TODA 30 8793'. ASDA 30 8793'. HIRL.

Rwy 12 first 3149' PCN 85/R/B/W/T and 3314'  
to 5118' PCN 98/F/A/W/T.

H24. Customs.

F-3, Jet A-1.

ABN. Fire 9.

**Chhatrapati Shivaji Maharaj Intl see Mumbai****Cochin (Cochin Intl)** Apt of Entry

30' VOCL COK +05:30 N10 09.2 E076 24.4  
Apt Administration 484-2610125, 2610115; Fax  
484-2610009; md@cial.aero.

**09/27** 11155' ASPHALT. PCN 60/F/B/W/T.  
HIRL.

H24. From 20 NOV 2019 to 28 MAR 2020 apt  
clsd dly 0430-1230. Customs.

Jet A-1.

ABN. Fire 9.

**Coimbatore (Coimbatore Intl)** Apt of Entry

1328' VOCL CJB +05:30 N11 01.6 E077 02.5

Apt Administration apdcoimbatore@aai.aero.  
Apt Operator 422-2592155/-2571941/-2571956;  
Mobile 9442649155; Fax 0422-2592384.

**05/23** 9810' TARMAC. PCN 66/F/A/W/T. HIRL.

Rwy 23 Right-Hand Circuit.

Rwy 05 first 300m: PCN 96/R/B/W/T and rwy  
23 first 400m: PCN 86/F/C/W/T..

H24. Customs: Avbl for skd intl flights & on  
request for non skd intl flights.

Fuel: U.

ABN. Fire 7.

**Daman**

42' VADN +05:30 N20 26.0 E072 50.5

Apt Operator 260-2261004; Fax  
260-2405717/718; notamdaman@gmail.com.

**03/21** 5909' PAVED. PCN 14/F/C/X/T. LDA 03  
5253'. HIRL.

Mon-Fri 0200-0800.

Fuel: U.

ABN. Fire 4.

**Darbhanga**

154' VEDH Mil. +05:30 N26 11.6 E085 55.0

**10/28** 8999' PAVED.

**Dehradun**

1857' VIDN DED +05:30 N30 11.4 E078 10.9

Apt Operator 0135 2412052; Mobile  
7060278844; Fax 0135 2410358;  
apd\_vidn@aai.aero.

**08/26** 7021' TARMAC. PCN 45/F/C/W/U. LDA  
26 3642'. HIRL.

By NOTAM, outside AD ops hrs 24hr PNR.

Jet A-1.

ABN. Fire 7.

## INDIA

**Delhi (Indira Gandhi Intl)** Apt of Entry

778' VIDP DEL +05:30 N28 34.1 E077 06.7

Apt Operator 011-47197589; Fax  
011-47197842; Douglas.Web-  
ster@gmrgroup.in.**09/27** 9239' ASPH/CONC. PCN 66/F/A/W/T.  
LDA 27 8744'. HIRL. ALS 27.

Rwy 09 first 1706' PCN 84/R/B/W/T.

**10/28** 12510' ASPH/CONC. PCN 99/F/B/W/T.  
HIRL. ALS 10. ALS 28.Rwy 10 first 322' PCN 75/R/A/W/T and rwy 28  
first 499' PCN 74/R/A/W/T.**11/29** 14534' ASPHALT. PCN 93/F/C/W/T.  
TORA 11 13484'. LDA 11 11368'. LDA 29  
9744'. TODA 11 13484'. HIRL.

Rwy 11/29 first 1437'/866' PCN 110/R/C/W/T.

H24. Customs.

Jet A-1.

ABN. Fire 10.

**Delhi (Safdarjung)**

696' VIDD +05:30 N28 35.0 E077 12.5

Apt Operator 011-24640859, 24618680; Fax  
011-24693926; apdsap@aai.aero.**12/30** 3872' MACADAM. PCN 8/F/C/X/T. LDA  
30 2723'.

Rwy 12 Right-Hand Circuit.

0130-1330. O/T 24 hr PNR.

ABN. Fire 4.

**Devi Ahilyabai Holkar see Indore****Dibrugarh**

364' VEMN DIB +05:30 N27 28.9 E095 01.0

Apt Operator 0373-2382755; Mobile  
09435562877; Fax 0373-2382185; apc-  
dib@aai.aero.**05/23** 6004' BITU/CONC. PCN 63/F/C/W/T.  
LDA 23 5407'. HIRL.

Rwy 23 Right-Hand Circuit.

By NOTAM. Outside ops hr O/R with 24hr PNR.

Jet A-1.

ABN. Fire 7.

**Dimapur**487' VEMR DMU +05:30 N25 53.0 E093  
46.3Apt Administration 03862-243157. Apt Operator  
Fax 03862-243157; atc\_dimapur@AAI.AERO.**12/30** 7520' ASPHALT. PCN 40/F/C/X/U. LDA  
12 6821'. HIRL.

By NOTAM. Outside ops hr 24hr PNR.

Jet A-1.

ABN. Fire 4 Fire 6 O/R.

**Diu**

32' VADU DIU +05:30 N20 42.8 E070 55.4

Apt Operator 02875-275543; Mobile  
9824230922; Fax 02875-275365.**05/23** 5361' PAVED. PCN 16/F/B/W/T.

Dly 0930-1800.

ABN. Fire 5.

**Dr. AmDr. Baba Saheb Ambedkar Intl see  
Nagpur****Dundigal see Hyderabad****Durgapur**302' VEDG RDP +05:30 N23 37.5 E087  
14.5Apt Administration 341-6670301; Fax  
341-2663397; apd.dgp@bengalaero.com.**16/34** 9186' ASPHALT. PCN 59/F/A/W/T.  
TORA 34 8366'. LDA 16 8366'. LDA 34 8366'.  
TODA 34 8366'. ASDA 16 9383'. ASDA 34  
9383'. HIRL.First 689' rwy 16 PCN 86/R/B/W/T and rwy 34  
PCN 103/R/B/W/T.

By NOTAM.

Jet A-1.

ABN. Fire 7.

## INDIA

**Gaya**

383' VEGY GAY +05:30 N24 44.9 E084 56.5

Apt Administration 0631-2210129, 2210083.  
Apt Operator Fax 0631-2228884;  
apd\_vegy@aai.aero.

**10/28** 7503' BITUMEN. PCN 62/F/C/W/T. LDA 28 7250'. HIRL.

By NOTAM. Outside ops hr 24hr PNR. Customs.

Jet A-1.

ABN. Fire 6.

**Goa**

186' VOGO GOI +05:30 N15 22.9 E073 49.6

Apt Operator 832-2585572, -2585430; Fax 832-2538456.

**08/26** 11240' ASPHALT. PCN 86/F/C/X/T. TODA 08 11732'. TODA 26 11896'. ASDA 08 11634'. ASDA 26 11896'. HIRL.

PCN rwy 08 end 54/R/C/X/T and rwy 26 end 80/R/C/X/T.

H24. Civil flights operation not permitted btn 0300-0700 and 1000-1100 from Mon- Fri view of intensive Military flying. Prior co-ordination mandatory for Non- sked operation. Customs: H24.

ABN. Fire 8.

**Gondia**

987' VAGD +05:30 N21 31.4 E080 17.3

**04/22** 7513' BITUMEN. PCN 86/F/A/W/T. LDA 04 7005'. LDA 22 7070'. RL.

Rwy 04 first 1873' PCN 77/R/A/W/T.

Non-sked flts 24hr PNR.

ABN. Fire 4 Fire 6: 72hr PNR.

**Gorakhpur**

259' VEGK GOP Mil. +05:30 N26 44.5 E083 27.1

**11/29** 9000' PAVED.

**Guwahati** Apt of Entry

162' VEGT GAU +05:30 N26 06.3 E091 35.1

Apt Operator (0361)2841909; Fax (0361)2840406; apdght@AAI.AERO.

**02/20** 10180' TARMAC. PCN 59/F/C/W/T. HIRL.

Rwy 20 Right-Hand Circuit.

H24. Customs: H24. Non-sked flts PNR.

Jet A-1.

ABN. Fire 7.

**Gwalior (Maharajpur)**

617' VIGR GWL Mil. +05:30 N26 17.5 E078 13.7

**06/24** 8971' PAVED.

**Hakimpet**

2011' VOHK Mil. +05:30 N17 33.2 E078 31.5

**09/27** 6923' PAVED.

**Hal see Bengaluru****Halwara**

784' VIHX Mil. +05:30 N30 44.9 E075 37.8

**13/31** 8993' PAVED.

**Hashimara**

358' VEHX Mil. +05:30 N26 41.9 E089 22.1

**11R/29L** 9003' PAVED.

**Hindan**

702' VIDX Mil. +05:30 N28 42.5 E077 21.5

**09/27** 9000' PAVED.

**Hosur**

3051' VO95 +05:30 N12 39.8 E077 45.8

**09/27** 6709' PAVED. PCN 72/F/C/W/T. TORA 09 6234'. TORA 27 6424'. LDA 09 5938'. LDA 27 5938'. TODA 09 6234'. TODA 27 6424'. ASDA 09 6234'. ASDA 27 6424'.

Fire 5.

**INDIA**
**Hubli**

2195' VOHB HBX +05:30 N15 21.7 E075 05.1

Apt Operator 0836-2237921; Fax 0836-2237920.

**08/26** 8530' TARMAC. PCN 58/F/C/W/T. HIRL. HIALS 26.

By NOTAM. Customs.

ABN. Fire 4.

**Hyderabad (Begumpet)**

1744' VOHY BPM +05:30 N17 27.2 E078 27.7

Apt Operator 040-27903785; Mobile 9866072604; Fax 040-27906001; apdhyderabad@aai.aero.

**09/27** 10597' MACADAM. PCN 66/F/B/X/T. LDA 09 9026'. LDA 27 8176'. HIRL.

Rwy 09: Last 1099' PCN 61/R/B/W/T.

Dly 0200-1600.

F-3, Jet A-1.

ABN. Fire 6.

**Hyderabad (Dundigal)**

2011' VODG Mil. +05:30 N17 37.6 E078 24.2

**10L/28R** 8246' PAVED.

**10R/28L** 6751' PAVED.

**Hyderabad (Rajiv Gandhi Intl)** Apt of Entry

2028' VOHS HYD +05:30 N17 14.4 E078 25.7

Apt Operator 040-67394129; Fax 040-67395559; ceo.ghial@gmrgroup.in.

**09L/27R** 12162' CONCRETE. PCN 77/F/B/W/T. HIRL.

**09R/27L** 13976' CONCRETE. PCN 77/F/B/W/T. HIRL. HIALS.

Both ends first 492' PCN 88/R/C/W/T.

H24. Customs.

Jet A-1.

ABN. Fire 9 , Fire 10: 1hr PNR.

**Imphal**

2540' VEIM IMF +05:30 N24 45.9 E093 54.0  
Apt Operator 0385-2455138, 2455153; Mobile 9436237721; Fax 385-2455076, 2455153, 2455138; apdimphal@aai.aero.

**04/22** 9003' MACADAM. PCN 55/F/D/X/T. HIRL.

By NOTAM. Outside ops hr O/R with 24hr PNR. Customs: By operational requirements.

Jet A-1.

ABN. Fire 7.

**Indira Gandhi Intl see Delhi**
**Indore (Devi Ahilya Bai Holkar)**

1854' VAID IDR +05:30 N22 43.4 E075 48.3  
Apt Administration Fax 0731-2620278; apdin-dore@aai.aero. Apt Operator 0731-2629455; Mobile 0989-3289455.

**07/25** 9035' ASPHALT. PCN 84/F/C/X/T. HIRL. H24.

F-3, Jet A-1.

ABN. Fire 7.

**Jabalpur**

1626' VAJB JLR +05:30 N23 11.0 E080 03.6  
Apt Administration 0761-2603452, 2667352; Fax 0761-2603451. Apt Operator apd\_vajb@aai.aero.

**06/24** 6522' BITUMEN. PCN 44/F/C/X/U. HIRL. RWY 06 first 610m PCN 48/R/C/X/U.

By NOTAM. Outside ops hr 24hr PNR and for night ops 48hr PN.

Jet A-1.

ABN. Fire 6.

**Jai Prakash Narayan Intl see Patna**
**Jaipur** Apt of Entry

1265' VIJP JAI +05:30 N26 49.4 E075 48.1

## INDIA

Apt Operator 0141-2550623; Mobile  
9829059821; Fax 0141-2721585;  
apdjpr@aai.aero.

**09/27** 11178' PAVED. PCN 71/F/B/W/T. HIRL.  
HIALS 27.

First 650m rwy 27 PCN 85/R/B/W/T.

H24. Customs: By operational requirements 2  
hr PNR.

Jet A-1.

ABN. Fire 8.

**Jaisalmer**

778' VIJR JSA Mil. +05:30 N26 53.4 E070  
52.0

**04/22** 9001' PAVED.

**Jalgaon**

842' VAJL +05:30 N20 57.7 E075 37.5

Apt Operator 257-2274114; Fax 257-2274114;  
apdjлгаон@aai.aero.

**09/27** 5577' TARMAC. PCN 47/F/A/W/T. LDA  
09 3871'. LDA 27 5085'. HIRL.

Mon-Fri 0400-1230, Sat, Sun and Hol clsd.

ABN. Fire 4.

**Jammu**

957' VIJU IXJ +05:30 N32 41.6 E074 50.4

**18C/36C** 6700' ASPHALT. LDA 18C 6500'.  
TODA 18C 6900'. ASDA 18C 6900'.

**Jamnagar**

49' VAJM JGA Mil. +05:30 N22 28.0 E070  
01.0

**06/24** 8248' PAVED.

**12/30** 8259' PAVED.

**Jamshedpur**

480' VEJS IXW +05:30 N22 48.9 E086 10.1

**08/26** 3379' TARMAC. LDA 08 2296'. LDA 26  
3215'.

Rwy 26 Right-Hand Circuit.

**Jharsuguda**

757' VEJH +05:30 N21 54.9 E084 02.9

Apt Operator 6645-267011; Fax 6645-267012.

**06/24** 7844' CONCRETE. PCN 69/R/B/W/T.  
HIRL.

Mon-Fri 0400-1230.

ABN. Fire 6.

**Jindal Vijayanagar**

1667' VOJV VDY +05:30 N15 10.5 E076  
38.1

Apt Operator 8395-240499; Fax 8395-240464;  
aviation@jsw.in.

**13/31** 5213' ASPHALT. PCN 14/F/C/W/T.  
TORA 13 4839'. TORA 31 4915'. LDA 13 4409'.  
LDA 31 3983'. TODA 13 4839'. TODA 31 4915'.  
ASDA 13 4839'. ASDA 31 4915'.

0800-1000LT, 1430-1700LT and 2000-2200LT.  
O/T O/R.

Jet A-1.

ABN. Fire 5.

**Jodhpur**

710' VIJO JDH Mil. +05:30 N26 15.4 E073  
03.1

**05/23** 9000' PAVED.

**Jorhat**

299' VEJT JRH Mil. +05:30 N26 44.0 E094  
11.0

**04/22** 9005' PAVED.

**Juhu**

16' VAJJ +05:30 N19 05.8 E072 50.0

Apt Operator 22-26616738, 7045659508; Fax  
22-26616738; apd\_juhu@aai.aero.

**08/26** 3714' ASPHALT. PCN 17/F/D/Y/T. LDA  
08 3386'. LDA 26 2116'.

**16/34** 2382' ASPHALT. PCN 8/F/D/Y/T.

Mon-Fri 0400-1230 exc Hol. SR-SS 4hr PNR.

J.

Fire 4.



## INDIA

**Kadapa**

437' VOCP +05:30 N14 30.8 E078 46.3

Apt Operator 8562-220506, 220540; Fax 8562-220506, 220539.

**11/29** 5640' CONCRETE. PCN 15/R/C/W/T. HIRL.

By NOTAM.

ABN. Fire 5.

**Kalaikunda**

200' VEDX Mil. +05:30 N22 20.4 E087 12.9

**17/35** 8998' PAVED.

**Kandla**

96' VAKE IXY +05:30 N23 06.7 E070 06.0

Apt Operator 02836-257628; Mobile 9825235079; Fax 02836-257418; cnsic\_vake@AAI.AERO.

**05/23** 5000' CONCRETE. PCN 21/F/C/W/T. ALS.

Rwy 05 Right-Hand Circuit.

By NOTAM. Non-sked flts 24hr PNR.

Jet A-1.

ABN. Fire 6.

**Kangra**

2527' VIGG DHM +05:30 N32 09.9 E076 15.7

Apt Operator 01892-232374; Mobile 9418933303; Fax 1892-233430/-232374; apd\_kangra@aai.aero, sic\_kangra@aai.aero.

**15/33** 4514' MACADAM. PCN 22/F/D/W/T. HIRL.

Rwy 33 first 186 surface concrete and PCN 13/R/B/W/T.

By NOTAM. Outside ops hr avbl O/R. Non-sked flts 24hr PNR.

Jet A-1.

ABN. Fire 5.

**Kannur** Apt of Entry

344' VOKN CNN +05:30 N11 54.9 E075 32.7

Apt Operator 490-2474463; Fax 490-2474464; jose@kannurairport.aero.

**07/25** 10007' ASPHALT. PCN 64/F/A/W/T. HIRL.

Rwy 25 Right-Hand Circuit.

First/last 193m concrete with PCN 86/R/B/W/T.

H24. Customs.

Jet A-1.

ABN. Fire 9.

**Kanpur (Chakeri)**

406' VECX KNU Mil. +05:30 N26 24.3 E080 24.6

**09/27** 9189' PAVED.

**Kargil**

9760' VIKL Mil. +05:30 N34 31.5 E076 09.4

**02/20** 6200' PAVED.

**Kempegowda Intl see Bengaluru****Keshod**

168' VAKS IXK +05:30 N21 18.9 E070 16.1

Apt Administration (02871) 233391, 234611; cnsic\_vaks@aai.aero. Apt Operator Fax (02871)231412.

**05/23** 4498' MACADAM. PCN 27/F/C/W/T. TORA 05 4334'. LDA 05 4334'. TODA 05 4334'. ASDA 05 4334'.

By NOTAM. Outside ops hr O/R with 72hr PNR.

ABN. Fire 5.

**Khajuraho**

731' VEKO HJR +05:30 N24 49.2 E079 55.1

Apt Operator 07686-274041, 274127; Fax 07686-274765.

**01/19** 7500' ASPHALT. PCN 55/F/C/W/T. LDA 01 6004'. HIRL.

By NOTAM, outside hr O/R with PNR to AD.

## INDIA

Jet A-1.  
ABN. Fire 7.

**Kishangarh**

1477' VIKG +05:30 N26 35.5 E074 49.0  
ATS 7054612797 (ATC), 1463-297101,  
921446205 (TWR]. Apt Operator 7300099983,  
1463-297107; apdkishangarh@aai.aero,  
vikg.ats@aai.aero.

**05/23** 6562' CONCRETE. PCN 21/R/B/W/T.  
HIRL. Rwy 05 Takeoff not allowed.

By NOTAM. O/T 24hr PNR.

Jet A-1.  
ABN. Fire 5.

**Kolhapur**

1996' VAKP KLH +05:30 N16 40.0 E074  
17.4

**07/25** 4495' ASPH/CONC. PCN 26/F/B/Y/T.  
TODA 07 5085'. TODA 25 5150'.

ABN. Fire 4.

**Kolkata (Netaji Subash Chandra Bose Int)**

Apt of Entry

23' VECC CCU +05:30 N22 39.2 E088 26.8

Apt Operator 033-25119944; Fax  
033-25118873; apdkolkata@aai.aero.

**01L/19R** 10728' CONC/BITU. PCN 70/F/B/W/T.  
TORA 19R 9314'. LDA 01L 9314'. LDA 19R  
9019'. TODA 19R 9314'. ASDA 19R 9314'.  
HIRL. HIALS 19R.

Rwy 01L first 1411' PCN 76/R/B/W/T and rwy  
19R first 1444' PCN 101/R/C/W/T.

**01R/19L** 11900' BITUMEN. PCN 84/F/C/W/T.  
LDA 19L 10499'. HIRL.

H24. Customs.

F-3, Jet A-1.

ABN. Fire 9.

**Kota**

896' VIKO KTU +05:30 N25 09.6 E075 50.9

**08/26** 4000' CONCRETE. LCN 10. TORA 26  
4078'. LDA 26 3707'.

By operational requirements.

F-3.

Fire N.

**Kullu Manali**

3575' VIBR KUU +05:30 N31 52.6 E077  
09.3

Apt Operator  
1902-265052/-266325/-265094/-265418;

Mobile 9418062064; Fax

1902-265062/-265603/-265037; apdbhun-  
tar@aai.aero.

**16/34** 3491' ASPHALT. PCN 15/F/C/Y/T. LDA  
34 3442'. Rwy 16 Landing not allowed. Rwy 34  
Takeoff not allowed.

By NOTAM. Outside ops hr 24hr PNR.

Fuel: U.

ABN. Fire 5.

**Kumbhirgram see Silchar****Lal Bahadur Shastri see Varanasi****Lengpui**

1398' VELD AJL +05:30 N23 50.3 E092 37.6

Apt Operator 0389-2573233, 2573234; Fax  
0389-2573233.

**17/35** 8202' ASPHALT. PCN 36/F/C/W/U.  
TORA 35 8005'. LDA 17 8005'. TODA 35 8005'.  
ASDA 35 8005'. Rwy 17 Takeoff not allowed.  
Rwy 35 Landing not allowed.

Rwy 35 Right-Hand Circuit.

By NOTAM.

Fuel: U.

ABN. Fire 7.

**Lilabari**

330' VELR IXI +05:30 N27 17.5 E094 05.6

Apt Operator (03752) 234179; Fax (03752)  
234831; apdlbr.aai@aai.aero.

## INDIA

**04/22** 7484' ASPHALT. PCN 46/F/B/W/T. LDA 04 7090'. HIRL.

Rwy 04 first 305m PCN 48/R/B/W/T and rwy 22 first 640.5m PCN 45/R/B/W/T surface concrete.

By NOTAM. O/R 24hr PNR.

Jet A-1.

ABN. Fire 4.

**Lucknow (Chaudhary Charan Singh)** Apt of Entry

405' VILK LKO +05:30 N26 45.7 E080 53.0

Apt Operator 0522-2435777, 2435404; Mobile 9839097888; Fax 0522-2438404;

apdlko@aai.aero.

**09/27** 8996' TARM/CONC. PCN 76/F/C/W/T. LDA 09 8481'. HIRL. ALS 27.

Rigid rwy portion - PCN 74/R/C/W/T.

H24. Customs: Customs limited to sked intl tfc.

Non sked tfc 24hr PNR.

Jet A-1.

ABN. Fire 7.

**Ludhiana**

834' VILD LUH +05:30 N30 51.3 E075 57.0

Apt Operator 0161-2844904; apcvild@aai.aero.

**12/30** 4790' ASPHALT. TORA 12 4495'. TORA 30 4495'. LDA 12 4101'. LDA 30 4154'. TODA 12 4495'. TODA 30 4495'. ASDA 12 4495'. ASDA 30 4495'. HIRL.

By NOTAM.

ABN. Fire 5.

**Madurai**

466' VOMD IXM +05:30 N09 50.1 E078 05.3

Apt Operator 0452-2690717, 2690633; Mobile 09442541413; Fax 0452-2690151, 2690305; apdmadurai@aai.aero.

**09/27** 7497' ASPHALT. PCN 68/F/A/W/T. LDA 27 7294'. TODA 09 8307'. TODA 27 9429'. ASDA 09 7694'. ASDA 27 7694'. HIRL.

First 1509'(460m) rwy 09 PCN 92/R/B/W/T.

By NOTAM. Outside ATS hrs O/R with 24hr PNR. Customs.

J.

ABN. Fire 7.

**Maharajpur see Gwalior****Mangalore** Apt of Entry

320' VOML IXE +05:30 N12 57.7 E074 53.4

Apt Operator 0824-2220400; Mobile 09483523178; Fax 0824-2254175; apd\_mangalore@aai.aero.

**06/24** 8035' CONCRETE. PCN 80/R/B/W/T. TORA 24 7641'. LDA 06 7641'. LDA 24 7641'. TODA 24 7641'. ASDA 24 7641'. HIRL.

By NOTAM. Non-sked flts to obtain positive clearance prior to departure due limited parking stands. Customs: H24.

Jet A-1.

ABN. Fire 7, fire 8 1hr PNR.

**Mumbai (Chhatrapati Shivaji Maharaj In)**

Apt of Entry

40' VABB BOM +05:30\* N19 05.5 E072 52.0

Apt Operator 22-66850900, -66860901; Fax 22-66852059.

**09/27** 11312' ASPHALT. PCN 100/F/A/W/T. TORA 09 10459'. LDA 09 10000'. LDA 27 9728'. TODA 09 10459'. ASDA 09 10459'. HIRL. ALS 27.

**14/32** 9419' ASPHALT. PCN 100/F/A/W/T. LDA 14 8107'. LDA 32 8770'. HIRL.

H24. Customs.

F-3, Jet A-1, JP-5.

ABN. Fire 10.

**Mundra**

17' VAMA +05:30 N22 50.1 E069 45.9

Apt Operator 02838-229065; Mobile 9426600642; Fax 02838-255022.

**05/23** 6227' PAVED. PCN 64/F/B/X/T.

24hr PNR for non-sked tfc.

## INDIA

ABN. Fire 3.

**Mysore**

2394' VOMY MYQ +05:30 N12 13.9 E076 39.4

Apt Operator (0821) 2596802; Mobile 9483506802; Fax (0821) 2596802; apc\_mysore@aai.aero.

**09/27** 5709' CONCRETE. PCN 108/R/C/W/T.

Rwy 09 Right-Hand Circuit.

By NOTAM. Outside hr O/R with 48 hr PNR.

ABN. Fire 5.

**Nagpur (Dr. Baba Saheb Ambedkar Intl)** Apt of Entry

1033' VANP NAG +05:30 N21 05.5 E079 02.9

Apt Operator 712-2812800; Fax 712-2812801; aocc@mihanindia.org, sr.apd@mihanindia.org.

**14/32** 10499' TARMAC. PCN 79/F/A/W/T. HIRL.

Rwy 14 first 5100': 89/F/B/W/T.

H24. Customs.

F-3, Jet A-1.

ABN. Fire 8.

**Nal see Bikaner**

**Naliya**

140' VANY Mil. +05:30 N23 13.0 E068 53.5

**06/24** 9000' PAVED.

**Nanded**

1241' VOND NDC +05:30 N19 10.9 E077 19.4

Apt Operator 02462-223402; Mobile 91-9810882608; Fax 02462-223403.

**10/28** 7546' TARMAC. PCN 60/F/A/W/T.

24hr PNR for non-sked flts.

Fire 5, Sat and Sun fire 6.

**Netaji Subash Chandra Bose Intl see Kolkata**

**Ozar**

1995' VAOZ ISK +05:30 N20 07.2 E073 54.8

Apt Administration 2550 275816; Fax 2550 275816/275881; atc.nsk@hal-india.com.

**09/27** 9843' PAVED. PCN 65/F/A/X/T. HIRL.

Rwy 27 Right-Hand Circuit.

First 700m PCN 72/R/B/X/T.

Mon-Sat 0230-0900 (except Hol). Customs: 0430-1230. Immigration available on call.

Jet A-1.

ABN. Fire 9.

**Pakyong**

4646' VEPY +05:30 N27 13.6 E088 35.1

Apt Operator 3592-267011; Fax 3592-267014; apdpakyong@aai.aero.

**02/20** 5577' PAVED. PCN 23/R/B/W/T. HIRL. MIALS 02. Rwy 02 Takeoff not allowed. Rwy 20 Landing not allowed.

By Notam and 24hr PNR for Non-sked flights.

Fuel: U.

Fire 5.

**Panagarh**

240' VEPH Mil. +05:30 N23 28.5 E087 25.7

**15/33** 8923' PAVED.

**Pantnagar**

772' VIPT PGH +05:30 N29 01.9 E079 28.3

Apt Operator 05944-233685, 233732; Fax 05944-233103; apd\_vipt@aai.aero.

**10/28** 4501' TARMAC. PCN 16/F/C/W/T. TORA 10 4403'. LDA 10 4403'. TODA 10 4403'. ASDA 10 4403'. MIRL.

Mon-Fri 0400-1230, Hol clsd. Outside ops hr 24 hr PNR.

Fire 4.

**Pathankot**

1020' VIPK IXP Mil. +05:30 N32 14.0 E075 38.1

## INDIA

01/19 9000' PAVED.

**Patna (Jai Prakash Narayan Intl)** Apt of Entry

170' VEPT PAT +05:30 N25 35.6 E085 05.5

Apt Operator 0612-2220683; Mobile 09431821772; Fax 0612-2225227; apd-patna@aai.aero.

07/25 6798' ASPHALT. PCN 58/F/C/W/T. LDA 07 5502'. LDA 25 6358'. HIRL.

H24. Customs: Customs limited to sked intl t/c. Non sked t/c O/R.

Jet A-1.

ABN. Fire 7.

**Porbandar**

23' VAPR PBD +05:30 N21 39.0 E069 39.5

Apt Operator 0286-2220650, 2220033; Fax 0286-2220033.

09/27 4498' ASPHALT. PCN 27/F/B/W/T. TORA 09 4465'. LDA 09 4465'. TODA 09 4465'. ASDA 09 4465'. HIRL.

By NOTAM. Outside ops hr avbl O/R 24hr PNR.

Jet A-1.

ABN. Fire 4.

**Port Blair**

84' VOPB IXZ +05:30 N11 38.8 E092 44.0

04/22 10725' TARMAC. PCN 44/F/C/X/T. RL. Rwy 04 Takeoff not allowed. Rwy 22 Landing not allowed.

Dly 0015-1120.

ABN. Fire 7.

**Prayagraj (Bamhraul)**

321' VEAB IXD +05:30 N25 26.4 E081 44.1

12/30 8275' PAVED. TODA 12 9089'. TODA 30 8350'. ASDA 12 9089'. ASDA 30 8350'.

**Puducherry**

141' VOPC +05:30 N11 58.0 E079 48.7

Apt Operator 413-2255506; Fax 413-2252505, 2253554; apd-vopc@aai.aero.

07/25 4928' TARMAC. PCN 32/F/C/W/T. HIRL.

RWY 07 first 60m PCN 26/F/C/W/T and RWY 25 first 220m PCN 18/F/C/W/T.

By NOTAM. 24 Hrs PN for NON sked Ops.

Jet A-1.

ABN. Fire 4.

**Pune**

1943' VAPO PNQ +05:30 N18 34.9 E073 55.2

ATS 20-26684434, -26614023. Apt Operator 20-26699542-558; Fax 20-26687730; niyantran-2@gov.in.

10/28 8350' ASPHALT. PCN 62/F/B/X/T. TORA 10 8153'. TORA 28 8153'. TODA 10 9006'. TODA 28 8973'. ASDA 10 8711'. ASDA 28 8678'. HIRL. HIALS 28.

First 222m/400m and vice versa 10/28 is concrete PCN 58/R/B/X/T.

H24. Customs.

Jet A-1.

Fire 7.

**Purnea**

119' VEPU Mil. +05:30 N25 45.6 E087 24.6

09/27 9000' PAVED.

**Raipur (Swami Vivekananda)**

1041' VERP RPR +05:30 N21 10.9 E081 44.3

Apt Operator 0771-2418167; Fax 0771-2418168; apcrpr@AAI.AERO.

06/24 7500' ASPHALT. PCN 68/F/B/W/T. LDA 06 7073'. HIRL.

RWY 24 first 331m PCN 64/F/B/W/T.

By NOTAM. Outside ops hr 24 hr PNR.

Jet A-1.

ABN. Fire 6.

**Raja Bhoj see Bhopal**

## INDIA

**Rajahmundry**

156' VORY RJA +05:30 N17 06.6 E081 49.2  
Apt Operator 0883-2007838; Mobile  
09490742058; Fax 0883-2487852;  
apdry@aai.aero.

**05/23** 10384' TARMAC. PCN 61/F/C/W/T.  
HIRL.

By NOTAM. O/T 24hr PNR.

Jet A-1.

ABN. Fire 5.

**Rajiv Gandhi Intl see Hyderabad****Rajkot**

443' VARK RAJ +05:30 N22 18.6 E070 46.8  
Apt Administration 0281-2479610, 2453009.  
Apt Operator 0281-2451849;  
apd\_vark@aai.aero.

**05/23** 6047' ASPHALT. PCN 67/F/B/W/T. LDA  
05 5719'. LDA 23 5719'. HIRL.

First/last 100m 05/23 PCN 51/F/B/W/T.

By NOTAM. Outside ops hr 24hr PNR.

Jet A-1.

ABN. Fire 6.

**Ranchi (Birsa Munda)**

2148' VERC IXR +05:30 N23 18.8 E085  
19.3

Apt Administration (0651) 6450327; Fax (0651)  
2250500. Apt Operator Mobile 09431106570;  
apd\_verc@AAI.AERO.

**13/31** 9016' BITUMEN. PCN 64/F/C/W/T. LDA  
13 8061'. HIRL.

H24.

Fuel: U.

ABN. Fire 7.

**Safdarjung see Delhi****Saharanpur (Sarsawa)**

890' VISP Mil. +05:30 N29 59.6 E077 25.5

**09/27** 9000' PAVED.

**Salem**

1008' VOSM +05:30 N11 46.9 E078 03.9

Apt Operator 4290-220060; Mobile  
9442573223; Fax 4290-220166; apd-  
salem@aai.aero.

**04/22** 6001' MACADAM. PCN 37/F/B/W/T.  
HIRL.

Rwy 22 Right-Hand Circuit.

By NOTAM.

ABN. Fire 2, Fire 5 upgrade 72hr PNR.

**Sarsawa see Saharanpur****Shimla**

5073' VISM +05:30 N31 04.9 E077 04.1

ATS atc\_vism@aai.aero. Apt Operator  
177-2736835, 177-2736675; Fax 177-2736681,  
177-2736676; apc\_vism@aai.aero.

**14/32** 3816' ASPHALT. PCN 14/F/B/W/T. HIRL.  
By NOTAM. O/T 24hr PNR.

Jet A-1.

Fire 4.

**Shirdi**

1909' VASD +05:30 N19 41.5 E074 22.3

Apt Operator 02423-246201; Fax  
02423-246202; apd.sag@madcindia.org, dbho-  
sale@madcindia.org.

**09/27** 8202' BITUMEN. PCN 60/F/C/W/T.  
ABN. Fire 7.

**Silchar (Kumbhirgram)**

353' VEKU IXS Mil. +05:30 N24 54.8 E092  
58.8

**06/24** 7500' PAVED. TORA 06 5857'. TORA 24  
5857'. LDA 06 5857'. LDA 24 5857'. TODA 06  
5857'. TODA 24 5857'. ASDA 06 5857'. ASDA  
24 5857'.

**Sirsa**

654' VISX Mil. +05:30 N29 33.6 E075 00.4

**05/23** 9000' PAVED.

## INDIA

**Sri Guru Ram Dass Jee Intl see Amritsar****Sri Sathya Sai**

1569' VOPN +05:30 N14 08.9 E077 47.4

Apt Operator 08555-287346/65; Fax  
08555-287346/65/90.**09/27** 6991' ASPHALT. PCN 50/F/A/W/T.

By NOTAM. 48hr PNR for non-sked tfc.

Fire 5.

**Srinagar**5485' VISR SXR +05:30 N33 59.3 E074  
46.5**13/31** 12001' BITUMEN.**Sulur**1248' VOSX Mil. +05:30 N11 00.8 E077  
09.6**05/23** 9593' PAVED.**Surat**

29' VASU STV +05:30 N21 07.0 E072 44.5

Apt Operator (0261) 2720109; Mobile  
9429892020; Fax (0261) 2720195; apd-  
surat@aai.aero.**04/22** 9534' TARMAC. PCN 71/F/C/W/T. TORA  
04 7516'. LDA 22 7516'. TODA 04 7516'. ASDA  
04 7516'. HIRL.

Rwy 04 first 655m PCN 73/R/B/W/T.

Mon-Fri 0400-1200.

Jet A-1.

ABN. Fire 7.

**Suratgarh**

562' VISG Mil. +05:30 N29 23.3 E073 54.2

**05/23** 9000' PAVED.**Swami Vivekananda see Raipur****Tambaram**

89' VOTX Mil. +05:30 N12 54.4 E080 07.3

**05/23** 4763' PAVED.**Tezpur**230' VETZ TEZ Mil. +05:30 N26 42.5 E092  
47.1**05/23** 9514' PAVED.**Thanjavur**247' VOTJ TJV Mil. +05:30 N10 43.3 E079  
06.1**07/25** 6014' PAVED.**Thiruvananthapuram** Apt of Entry

17' VOTV TRV +05:30 N08 28.8 E076 55.2

Apt Operator 0471-2500283, 2702000; Fax  
0471-2500428; apdvotv@aai.aero.**14/32** 11070' ASPHALT. PCN 90/F/C/W/T. LDA  
14 9738'. LDA 32 10627'. HIRL.

H24. Customs.

Jet A-1.

ABN. Fire 9.

**Thoise**10066' VITE Mil. +05:30 N34 39.2 E077  
22.5**11/29** 10008' PAVED.**Tiruchirappalli** Apt of Entry

290' VOTR TRZ +05:30 N10 45.9 E078 42.9

Apt Operator 0431-2340451, 2340551,  
2340555; Fax 0431-2340606; apdtri-  
chy@AAI.AERO.**09/27** 7949' ASPHALT. PCN 68/F/A/W/T. LDA  
09 7467'. HIRL. HIALS 27.

Rwy 27 Right-Hand Circuit.

The first 1903'(580m) PCN 86/R/B/W/T.

By NOTAM. Outside ops hr O/R with 24hr PNR.  
Customs: By NOTAM. Outside ops hr 24hr  
PNR. Non skd O/R.

Jet A-1.

ABN. Fire 7.

**Tirupati**

352' VOTP TIR +05:30 N13 38.0 E079 32.5

## INDIA

Apt Operator 0877-2275334, 2275354, 2100171; Fax 0877-2275338, 2275353; apdtp@aai.aero.

**08/26** 7497' ASPHALT. PCN 63/F/D/X/T. HIRL.

By NOTAM. 24hr PPR for non-skid flights.

Jet A-1.

ABN. Fire 7.

**Tuticorin**

85' VOTK TCR +05:30 N08 43.3 E078 01.6

Apt Administration 0461-2271863; Fax 0461-2271863, 2271110; apd-tuticorin@aai.aero.

**10/28** 4426' ASPHALT. PCN 26/F/C/W/T.

By NOTAM. 24hr PPR for non-skid flights.

Jet A-1.

ABN. Fire 6, 24hr PPR for fire fighting outside ATS hours.

**Udaipur**

1684' VAUD UDR +05:30 N24 37.1 E073 53.6

Apt Operator 0294-2655950; Mobile 09414159950; Fax 0294-2655953; apd-vaud@AAI.AERO.

**08/26** 7484' ASPHALT. PCN 105/F/C/W/T. LDA 08 6992'. HIRL.

First 155m PCN 59/F/C/W/T, rwy 08 from 155m to 244m and rwy 26 from 155m to 214m PCN 72/F/C/W/T.

By NOTAM. Outside ops hr 24hr PNR.

Jet A-1.

ABN. Fire 7.

**Udhampur**

2079' VIUX Mil. +05:30 N32 54.1 E075 09.4

**18/36** 9006' PAVED.

**Uttarlai**

505' VIUT Mil. +05:30 N25 48.8 E071 28.9

**02/20** 9000' PAVED.

**Vadodara**

132' VABO BDQ +05:30 N22 19.8 E073 13.1

Apt Operator (0265) 2485356; Fax (0265) 2464249; apdvadodara@aai.aero.

**04/22** 8100' ASPHALT. PCN 53/F/B/W/T. LDA 04 7401'. MIRL.

By NOTAM. Outside ops hr O/R with 04 hr PNR.

Jet A-1.

ABN. Fire 7.

**Varanasi (Lal Bahadur Shastri)** Apt of Entry

270' VEBN VNS +05:30 N25 27.1 E082 51.5

Apt Operator (0542) 2622155, 2622081-85; Mobile 09415223071; Fax (0542) 2622320; apdvns@aai.aero.

**09/27** 9009' MACADAM. PCN 68/F/C/W/T. LDA 09 8245'. HIRL.

By NOTAM. Outside ops hr 24hr PNR. Customs: Customs avbl for skd flts. Non skd O/R 24hr PN.

Jet A-1.

ABN. Fire 7.

**Vijayawada**

82' VOBZ VGA +05:30 N16 32.0 E080 48.2

Apt Administration 08676-252729; Fax 08676-254757; apd\_vobz@AAI.AERO.

**08/26** 7500' BITUMEN. PCN 89/F/C/W/T. LDA 08 6916'. HIRL.

By NOTAM. Outside ops hr 24hr PNR.

Jet A-1.

ABN. Fire 6.

**Vishakhapatnam**

10' VOVZ VTZ +05:30 N17 43.3 E083 13.4

**05/23** 6000' CONCRETE. PCN 95/F/C/X/T. LDA 05 5640'. LDA 23 5800'. RL.

**10/28** 10007' BITU/CONC. PCN 94/F/C/X/T. HIRL. HIALS.

CIV t/c 24hr PPR.



---

**INDIA****Yelahanka**

3047' VOYK Mil. +05:30 N13 08.1 E077

36.4

**09/27** 7203' PAVED.

## IRAN

**Abadan**

8' OIAA ABD +03:30\* N30 22.3 E048 13.7

Apt Operator (61) 53366477, 53366488,  
533664946, 53262096; Fax (61) 53366497.

**14L/32R** 7434' ASPHALT. PCN 48/F/C/X/T.  
TODA 32R 7516'. ASDA 32R 7516'.

**14R/32L** 10180' ASPHALT. PCN 70/F/C/X/T.  
TODA 14R 10374'. TODA 32L 10377'. ASDA  
14R 10374'. ASDA 32L 10377'. RL.

H24. Customs: O/R, for non-skid flights 72hr  
PPR.

Jet A-1.

ABN. Fire 7.

**Abumusa Island (Abumusa)**

18' OIBA AEU +03:30\* N25 52.6 E055 01.9

Apt Administration Fax 76-35623386.

**08/26** 9793' ASPHALT. PCN 55/F/B/X/T. TORA  
08 8855'. TORA 26 8937'. LDA 08 8937'. LDA  
26 8855'. TODA 08 8855'. TODA 26 8937'.  
ASDA 08 10338'. ASDA 26 10341'. HIRL.

Sat-Thu: 0330-1130 (0230-1030), O/T O/R.  
12hr PPR for non-skid flights.

Fire 4 , Cat 5 avbl PPN at least 24hr before  
EOBT.

**Aghajari**

52' OIAG AKW +03:30\* N30 44.7 E049 40.6

Apt Operator (61) 52620024; Fax (61)  
52627231.

**13/31** 6972' ASPHALT. PCN 30/F/C/Y/T.

0430-1230 (0330-1130).

Fire 6.

**Ahwaz**

65' OIAW AWZ +03:30\* N31 20.2 E048 45.6

Apt Operator (61) 34434601-5; Fax (61)  
34434610.

**12/30** 11145' ASPHALT. PCN 55/F/C/X/T.  
TODA 12 12126'. TODA 30 11834'. ASDA 12  
12126'. ASDA 30 11834'. HIRL.

H24. Customs: O/R.

Jet A-1.

ABN. Fire 7.

**Arak**

5453' OIHR AJK +03:30\* N34 08.2 E049  
50.5

Apt Administration (086) 33689001, 03,  
33680029, 30; Fax (086) 33689002.

**08/26** 12139' ASPHALT. PCN 65/F/C/X/T.  
TODA 08 12533'. TODA 26 12533'. ASDA 08  
12533'. ASDA 26 12533'. HIRL. HIALS 26.

Sat-Wed 0400-1100 (0300-1000), Thu  
0400-1000 (0300-0900), HOL and O/T O/R.  
PPR for non-schedule flights at least 48hr. Cus-  
toms: O/R.

Jet A-1.

ABN. Fire 3 , Cat 5 available during skid Flt  
Ops.

**Ardabil**

4319' OITL ADU +03:30\* N38 19.6 E048  
25.4

Apt Administration 45 31450000; Fax 45  
31455202, 33453624.

**07/25** 8202' ASPHALT. PCN 65/F/D/X/T. TODA  
07 8530'. TODA 25 8530'. ASDA 25 8530'.  
HIRL.

**15/33** 10820' ASPHALT. PCN 80/F/D/X/T.  
TODA 15 11575'. TODA 33 12004'. ASDA 15  
11575'. ASDA 33 12004'. HIRL.

0400-1400 (0300-1500), O/T PPR. Customs:  
O/R.

Jet A-1, JP-4.

Fire 7.

**Azadi see Ghazvin****Badr AB see Esfahan****Bahregan**

32' OIBH IAQ +03:30\* N29 50.4 E050 16.3

Apt Administration 77 33272411-30; Fax 21  
33130517, 21 33130416.

## IRAN

**15/33** 7221' ASPHALT. PCN 22/F/D/Y/T. TODA 15 7421'. TODA 33 7418'. ASDA 15 7421'. ASDA 33 7418'. HIRL. ALS.

Days. O/T PPR.

ABN. Fire 6.

**Bam**

3231' OIKM BXR +03:30\* N29 05.0 E058 27.0

Apt Administration Fax 034-44213330.

**12/30** 11106' ASPHALT. PCN 40/F/B/Y/T. TODA 12 11506'. TODA 30 11221'. ASDA 12 11506'. ASDA 30 11221'. HIRL. ALS.

O/R and at least 72hr PPR for non skd flights from OIKK. Customs: O/R.

Jet A-1.

Fire 2 , fire 5 for skd flights and at least 72hr PPR for non-skd flights.

**Bandar Abbas (Bandar Abbas Intl)** Apt of Entry

22' OIKB BND +03:30\* N27 13.1 E056 22.7

Apt Administration 76-33611000-1, 33611025; Fax 76-33611002, 33611026; Bandarabbas.info@airport.ir.

**03L/21R** 11345' ASPHALT. PCN 55/F/A/X/T. TODA 03L 11821'. TODA 21R 12841'. ASDA 03L 11821'. ASDA 21R 12841'. RL.

**03R/21L** 12011' ASPHALT. PCN 65/F/A/X/T. TODA 03R 13199'. TODA 21L 13205'. ASDA 03R 13199'. ASDA 21L 13205'. HIRL. HIALS 21L.

H24. 12hr PPR for non-skd flights before EOBT from dep AD. Customs.

Jet A-1.

ABN. Fire 7 , Cat 8 avbl PPN least 24hr before EOBT.

**Bandar Abbas (Havadarya)**

19' OIKP Mil. +03:30\* N27 09.6 E056 10.3

**08/26** 8527' ASPHALT. PCN 50/F/D/Y/T. ASDA 08 9019'. ASDA 26 9019'. MIRL.

PPR, H24.

Jet A-1, JP-4.

ABN.

**Bandar Lengeh**

75' OIBL BDH +03:30\* N26 31.9 E054 49.6

Apt Operator 76-44223111/28; Fax 76-44223266.

**08/26** 8202' ASPHALT. PCN 40/F/B/X/T. TODA 08 8681'. TODA 26 8671'. ASDA 08 8681'. ASDA 26 8671'.

Sat - Thu 0330-1130 (0230-1030), O/T O/R. 24hr PPR for non-skd flights. Customs: O/R.

Jet A-1.

Fire 5.

**Bandar Mahshahr (Mahshahr)**

8' OIAM MRX +03:30\* N30 33.5 E049 09.0

Apt Operator (61) 52343579, 52343840; Fax (61) 52341190, 52343842.

**13/31** 8874' ASPHALT. PCN 30/F/D/Y/T. LDA 31 7890'. TODA 31 10515'. ASDA 31 9530'. RL.

Days, O/T PPR.

Jet A-1.

Fire 6.

**Birjand**

4979' OIMB XBJ +03:30\* N32 53.9 E059 16.0

Apt Administration 32389205, 32316961, 32312167; Fax 32313725, 32319630.

**08/26** 7142' ASPHALT. PCN 27/F/B/Y/T. TORA 26 6572'. LDA 08 6572'. TODA 26 7346'. ASDA 26 7346'.

**10/28** 12457' ASPHALT. PCN 56/F/B/X/T. TODA 10 12854'. TODA 28 12897'. ASDA 10 12854'. ASDA 28 12897'. HIRL.

0330-1230Z, O/T PPR at least 48hr before EOBT. Customs: O/R.

Jet A-1.

## IRAN

ABN. Fire 3 , CAT 6 for skd flights and flights with PPR at least 48hr before EOBT.

**Bojnord**

3567' OIMN BJB +03:30\* N37 29.3 E057 18.4

Apt Operator (0584) 2235000, 2235111, 2236570-1; Fax (0584) 2236574.

**07/25** 14324' ASPHALT. PCN 55/F/C/X/T. TORA 07 11053'. TORA 25 10640'. LDA 07 10640'. LDA 25 11053'. TODA 07 14531'. TODA 25 14882'. ASDA 07 14531'. ASDA 25 14882'. HIRL.

0330-1330 (0230-1430), O/T O/R. Customs: O/R.

Jet A-1.

ABN. Fire 6 ,higher Cat O/R.

**Bushehr**

72' OIBB BUZ +03:30\* N28 57.0 E050 49.8  
Apt Operator (77) 333332913; Fax (77) 33555381; Bushehr.Info@airport.ir.

**13L/31R** 14662' ASPHALT. PCN 74/F/A/W/T. TODA 13L 15630'. TODA 31R 15187'. ASDA 13L 15630'. ASDA 31R 15187'. ALS 31R.

Rwy 31R Right-Hand Circuit.

First 305m of RWY 31R is concrete.

**13R/31L** 14665' ASPHALT. PCN 71/F/A/W/T. TODA 13R 15649'. TODA 31L 15653'. ASDA 13R 15649'. ASDA 31L 15653'. HIRL. ALS.

Rwy 31L Right-Hand Circuit.

First 305m of RWY 31L is concrete.

H24. Customs: O/R.

Jet A-1.

ABN. Fire 7.

**Chah Bahar (Konarak)**

24' OIZC ZBR Mil. +03:30\* N25 26.7 E060 23.0

Apt Administration 54 35388001-2; Fax 54 35387335.

**09L/27R** 12418' ASPHALT. LCN 100. HIRL. HIALS 09L. HIALS 27R.

**09R/27L** 8999' ASPHALT. LCN 100. RL.

Days, O/T O/R. PPR for non-sked flights at least 48h before EOBT from Apt Administration. Customs: O/R.

Jet A-1, JP-4.

ABN. Fire 7.

**Dasht-E-Naz see Sari****Dezful**

474' OIAD DEF Mil. +03:30\* N32 26.0 E048 23.0

Apt Operator (61) 42425221.

**14L/32R** 11729' ASPHALT. LCN 70. TODA 14L 13081'. TODA 32R 12867'. ASDA 14L 13081'. ASDA 32R 12867'. HIRL. ALS.

**14R/32L** 12641' ASPHALT. LCN 70. TODA 14R 13763'. ASDA 14R 13763'. HIRL.

H24, PPR.

F-3, Jet A-1, JP-4.

ABN. Fire 7.

**Doshan Tappeh AB see Tehran****Esfahan (Badr AB)**

5242' OIFP Mil. +03:30\* N32 37.2 E051 41.4  
Apt Administration 0311-6617526, 6615030-5.

**08/26** 10807' ASPHALT. LCN 51. ASDA 08 11167'. ASDA 26 11161'. HIRL. HIALS 26.

Days. CIV and MIL PPR.

F-3, Jet A-1.

**Esfahan (Hesa)**

5256' OIFE IFH +03:30\* N32 55.7 E051 33.7

Apt Administration 31 45924110-11, 31 45224911-18; Fax 31 45224929, 31 32214219.

**07/25** 9829' ASPHALT. PCN 23/F/C/Y/T. TODA 07 10322'. TODA 25 10322'. ASDA 07 10322'. ASDA 25 10322'. RL. ALS 07. HIALS 25.

**IRAN**

24hr PPR, 0430-1230 (0330-1130), O/T O/R.

JP-4.

ABN. Fire 6.

**Esfahan (Shahid Beheshti Intl)** Apt of Entry  
5059' OIFM IFN +03:30\* N32 45.0 E051  
51.8

Apt Administration 31 35275060-1; Fax 31  
35275062. ARO Fax 31 35275042.

**07L/25R** 14426' ASPHALT. PCN 65/F/C/X/T.  
TODA 07L 15610'. TODA 25R 15617'. ASDA  
07L 15610'. ASDA 25R 15617'. HIRL. HIALS  
25R.

**07R/25L** 14426' ASPHALT. PCN 65/F/C/X/T.  
TODA 07R 15607'. TODA 25L 15610'. ASDA  
07R 15607'. ASDA 25L 15610'. HIRL. HIALS  
25L.

H24. PPR for non-schedule flights at least 48hr.  
Customs: H24.

F-3, Jet A-1.

ABN. Fire 8.

**Esfahan (Shahid Vatan Pour AB)**

5310' OIFH Mil. +03:30\* N32 34.2 E051  
41.7

Apt Administration (0311)-6683181,  
(0311)-6684090.

**06/24** 3215' ASPH/CONC.

Days.

For other mil and civ ACFT, PPR from Islamic  
Republic Army Aviation (IRIAA) Training  
Centre.

JP-4.

ABN.

**Fasa**

4293' OISF FAZ +03:30\* N28 53.6 E053  
43.4

Apt Administration 71-53406213, 71-53406214;  
Fax 71-53406191.

**14/32** 6385' ASPHALT. PCN 10/F/D/X/U.  
TODA 14 6565'. TODA 32 6588'. ASDA 14  
6565'. ASDA 32 6588'.

PPR 48h in advance of EOBT.

**Gachsaran**

2424' OIAH GCH +03:30\* N30 20.3 E050  
49.7

Apt Administration 74 32221621; Fax 74  
32226399.

**12/30** 8530' ASPHALT. PCN 32/F/D/X/T. LDA  
30 7644'. TODA 12 8691'. TODA 30 9252'.  
ASDA 12 8691'. ASDA 30 9252'.

Days.

Fire 6.

**Ghazvin (Azadi)**

3800' OIIA +03:30\* N35 57.1 E050 27.2

**10/28** 4579' ASPHALT.

O/R.

Fire N.

**Ghazvin**

4184' OIIK GZW +03:30\* N36 14.5 E050  
02.5

Apt Administration 0281-2553523, 2553618,  
2577726, 2552077; Fax 0281-2552078,  
2560122.

**10/28** 3671' ASPHALT. TODA 28 3934'. ASDA  
28 3934'.

During operational requirements. Sat-Thu  
0400-1330 (0300-1230), O/T PPR.

F-3, JP-4.

**Gheshm see Gheshm Island**

**Gheshm Island (Gheshm)**

45' OIKQ GSM +03:30\* N26 45.1 E055 53.8

Apt Administration (76) 35335000, 35335010-2;  
Fax (76) 35335020.

**05/23** 13862' ASPHALT. PCN 80/F/B/W/T.  
TODA 05 14315'. TODA 23 14315'. ASDA 05  
14315'. ASDA 23 14315'. HIRL. HIALS.

**IRAN**

HJ, O/T O/R. 72hr PPR for non skd flights. Customs: O/R.

Jet A-1.

ABN. Fire 7.

**Gorgan**

-28' OING GBT +03:30\* N36 54.7 E054 23.9  
Apt Administration 17-32244505; Fax 17-32244506.

**13/31** 10827' ASPHALT. PCN 65/F/C/X/T. TODA 13 11024'. TODA 31 10955'. ASDA 13 11024'. ASDA 31 10955'. HIRL.

0345-SS (0245-SS), O/T O/R and at least 24hr PPR for non-skd flights. Customs: O/R.

Jet A-1.

ABN. Fire 6 , fire 7 for skd heavy flights and PPR for non-skd heavy flights.

**Hamadan**

5771' OIHH HDM +03:30\* N34 52.2 E048 33.0

Apt Administration 081 32569011-3, 32569009; Fax 081 32569004.

**10/28** 12464' ASPHALT. PCN 62/F/C/X/T. TORA 28 11480'. LDA 10 11480'. TODA 10 12782'. TODA 28 12641'. ASDA 10 12782'. ASDA 28 12641'. HIRL. MIALS 28.

0330-1330 (0330-1515), O/T PPR. Customs: O/R.

Jet A-1.

Fire 5 , fire 6 for skd flights and PPR for non-skd flights. Fire 7 during Hadj (Umrah) flights.

**Hamadan (Nogeh)**

5613' OIHS NUJ Mil. +03:30\* N35 12.2 E048 40.0

**05/23** 13000' ASPHALT. LCN 70. RL. ALS 05.

**13/31** 14625' ASPHALT. LCN 70. RL. ALS 13.

PPR. H24.

F-3, JP-4.

**Hesa see Esfahan**
**Ilam**

4404' OICI IIL +03:30\* N33 35.1 E046 24.3  
Apt Administration 84 32236800-1; Fax 84 32236803.

**14/32** 10495' ASPHALT. PCN 58/F/C/X/T. TODA 14 10820'. TODA 32 10820'. ASDA 14 10820'. ASDA 32 10820'. HIRL.

0245-1330 (0145-1230). O/T 24hr PPR.

Jet A-1.

ABN. Fire 6.

**Imam Khomaini Intl see Tehran**
**Iran Shahr**

1983' OIZI IHR +03:30\* N27 13.7 E060 43.3  
Apt Operator 54-37221935-7; Fax 54-37227746.

**17/35** 7674' ASPHALT. PCN 30/F/B/Y/T. TORA 35 7215'. LDA 17 7215'. TODA 17 7917'. TODA 35 7861'. ASDA 17 7917'. ASDA 35 7861'. HIRL.

During sked operations. PPR for non skd flights 24hr before EOBT from Zahedan AD manager.

Jet A-1.

ABN. Fire 4.

**Jahrom**

3374' OISJ JAR +03:30\* N28 35.2 E053 34.9

Apt Administration 71 54373000; Fax 71 54372091.

**08/26** 7762' ASPHALT. PCN 25/F/C/Y/T. TODA 08 7959'. TODA 26 7890'. ASDA 08 7959'. ASDA 26 7890'.

O/R. PPR at least 48hr in advance of EOBT from Shiraz AD.

Jet A-1.

Fire 5.

**Havadarya see Bandar Abbas**

## IRAN

**Jam**

2172' OIBJ TEW +03:30\* N27 49.3 E052  
21.1

Apt Administration 77 37622923, 77 31684188;  
Fax 77 31684477.

**11/29** 7890' ASPHALT. PCN 32/F/C/X/T. ASDA  
11 8382'. ASDA 29 8382'. MIRL.

Days, O/T PPR.

Jet A-1.

ABN. Fire 6.

**Jiroft**

2661' OIKJ JYR +03:30\* N28 43.6 E057  
40.2

Apt Operator (34) 43260082; Fax (34)  
43260081.

**13/31** 10827' ASPHALT. PCN 25/F/C/Y/T. LDA  
13 9843'. TODA 13 11122'. ASDA 13 11122'.  
HIRL.

O/R and at least 72hr PPR for non-skid flights  
from OIKK.

Jet A-1.

ABN. Fire 2 , fire 5 for skid flights and at least  
48hr PPR for non-skid flights.

**Kalaleh**

433' OINE KLM +03:30\* N37 22.5 E055  
27.1

Apt Administration Fax 017-35442212.

**10/28** 7274' ASPHALT. PCN 29/F/C/Y/T. TORA  
10 5962'. LDA 28 5962'.

O/R, non skid flights PPR 48hr from OING.

Fire 5 O/R.

**Karaj (Payam)**

4170' OIIP PYK +03:30\* N35 46.8 E050  
49.4

Apt Administration 0261-3266016, 3266000;  
Fax 021-5633641.

**12/30** 12005' ASPHALT. PCN 75/F/C/X/T.  
ASDA 12 12349'. ASDA 30 12497'. HIRL.

H24. PPR. Private AD. Customs: O/R.

Jet A-1.

ABN. Fire 7.

**Kashan**

3490' OIFK +03:30\* N33 53.7 E051 34.6

Apt Administration 3155444852; Fax  
3155447255.

**11/29** 8845' ASPHALT. TODA 11 9501'. TODA  
29 9501'.

Tue and Fri: 0330-1130Z, O/T O/R. PPR for  
non-skid flights at least 72hr before EOBT.

Jet A-1.

Fire 6.

**Kerman**

5738' OIKK KER +03:30\* N30 16.5 E056  
57.1

Apt Operator (34) 321101136, 32110194; Fax  
(34) 32111193; info.kerman@airport.ir.

**16/34** 12615' ASPHALT. PCN 50/F/B/X/T.  
TODA 16 13104'. TODA 34 12960'. ASDA 16  
13104'. ASDA 34 12960'. HIRL. HIALS 34.

H24. Customs: O/R.

Jet A-1.

ABN. Fire 7 , CAT 8 during skid flight 72hr  
PPR.

**Kermanshah (Shahid Ashrafi Esfahani)**

4301' OICC KSH +03:30\* N34 20.9 E047  
09.4

Apt Operator (83) 34326611; Fax (83)  
34329999.

**11/29** 10564' ASPHALT. PCN 65/F/C/X/T. LDA  
11 9777'. TODA 11 11007'. ASDA 11 11007'.  
HIRL. ALS 29.

H24. Customs: O/R.

Jet A-1.

Fire 7.

**Khark see Khark Island**

## IRAN

**Khark Island (Khark)**

29' OIBQ KHK +03:30\* N29 15.6 E050 19.4  
Apt Operator (77) 33822456, 33822600,  
33823966; Fax (77) 33822966.

**13/31** 7657' ASPHALT. PCN 26/F/B/Y/T. TORA  
13 6332'. TORA 31 6345'. LDA 13 6345'. LDA  
31 6332'. HIRL.

Days, O/T O/R.

Jet A-1.

ABN. Fire 6.

**Khoram Abad**

3793' OICK KHD +03:30\* N33 26.3 E048  
16.8

Apt Operator (66) 33439903-4; Fax (66)  
33439905.

**11/29** 11457' ASPHALT. PCN 50/F/C/Y/T.  
TORA 11 10791'. LDA 29 10791'. TODA 29  
11874'. ASDA 29 11874'.

0330-1430 (0230-1330). Customs: O/R.

Jet A-1.

ABN. Fire 5.

**Khoys**

3964' OITK KHY +03:30\* N38 25.3 E044  
58.6

Apt Administration 044-36523283, 36523274;  
Fax 044-36434971.

**15/33** 9190' ASPHALT. PCN 33/F/C/X/T. TODA  
33 10371'.

0330-1130 (0230-1030). PPR for non-skd  
flights at least 48hr before EOBT from Khoys  
AD.

Jet A-1.

Fire 6.

**Kish see Kish Island****Kish Island (Kish)**

99' OIBK KIH +03:30\* N26 31.6 E053 58.7

Apt Operator (0764) 4442859, (0764) 4443200,  
4443300-1; Fax (0764) 4443329.

**09L/27R** 11972' ASPHALT. PCN 65/F/B/X/T.  
TODA 09L 13176'. TODA 27R 13176'. ASDA  
09L 13176'. ASDA 27R 13176'. HIRL. HIALS.

**09R/27L** 11998' ASPHALT. PCN 60/F/B/W/T.  
TODA 09R 12195'. TODA 27L 13186'. ASDA  
09R 12195'. ASDA 27L 13186'.

0230-2030 (0130-1930), non SKED flts PPR at  
least 24hr before EOBT. Customs: O/R.

Jet A-1.

ABN. Fire 8.

**Konarak see Chah Bahar****Lamerd**

1336' OISR LFM +03:30\* N27 22.4 E053  
11.3

Apt Administration 71 52720093-4; Fax 71  
52722595.

**11/29** 10020' ASPHALT. PCN 43/F/D/X/T.  
TODA 11 10676'. TODA 29 10676'. ASDA 11  
10217'. ASDA 29 10217'. HIRL. HIALS 29.

0330-1000 (0230-0900), O/T O/R, 48hr PPR for  
non-skd flights. Customs: O/R.

Jet A-1.

Fire 2, CAT 5 Avbl for skd Flt and PPR for non-  
skd Flt.

**Lar**

2643' OISL LRR +03:30\* N27 40.4 E054  
23.2

Apt Administration Larestan.info@airport.ir. Apt  
Operator (71) 52340290, 52338181; Fax (71)  
52338180.

**09/27** 10397' ASPHALT. PCN 55/F/C/X/T.  
TODA 09 10584'. TODA 27 10594'. ASDA 09  
10584'. ASDA 27 10594'. HIRL. ALS.

Days, O/T O/R. Customs: O/R.

Jet A-1, JP-4.

ABN. Fire 5, for sked flights Cat 6 and Cat 7  
avbl for flights with prior permission from AD  
at least 48hr before EOBT.

**Lavan see Lavan Island**



## IRAN

**Lavan Island (Lavan)**

45' OIBV LVP +03:30\* N26 48.6 E053 21.4  
Apt Administration 21 23945500; Fax 21 33130112.

**11/29** 8835' ASPHALT. PCN 48/F/A/X/T. TODA 11 9035'. TODA 29 9035'. ASDA 11 9035'. ASDA 29 9035'. HIRL. HIALS.

PPR. Days.

Jet A-1.

Fire 6.

**Mahshahr see Bandar Mahshahr****Maku**

3169' OITU IMQ +03:30\* N39 11.5 E044 55.5

Apt Operator 4434278892; Fax 4434278893.

**11/29** 10335' ASPHALT. PCN 63/F/C/X/U. TODA 11 10532'. TODA 29 10532'. ASDA 11 10532'. ASDA 29 10532'.

0330-1230Z, O/T PPR.

Fire 6.

**Maragheh (Sahand)**

4397' OITM ACP +03:30\* N37 20.9 E046 08.0

Apt Administration 0421-3252525-6, 7229888; Fax 0421-3252223.

**08/26** 9350' ASPHALT. PCN 31/F/C/Y/T. TORA 08 7759'. TORA 26 8271'. LDA 08 8271'. LDA 26 7759'. TODA 08 7759'. TODA 26 8271'. ASDA 26 9833'.

O/R, PPR for non-skd flights at least 48hr before EOBT from OITT.

Fire 3.

**Mashhad (Shahid Hashemi Nejad Intl)** Apt of Entry

3266' OIMM MHD +03:30\* N36 14.0 E059 38.7

Apt Administration 051-33400001-9, 33400041; Fax 051-33400042.

**13L/31R** 12500' ASPHALT. PCN 60/F/B/X/T. TODA 13L 13491'. TODA 31R 13494'. ASDA 13L 13491'. ASDA 31R 13494'. HIRL. ALS 13L. HIALS 31R.

Rwy 31R Right-Hand Circuit.

**13R/31L** 12861' ASPHALT. PCN 60/F/B/X/T. TODA 13R 13845'. TODA 31L 13832'. ASDA 13R 13845'. ASDA 31L 13832'. HIRL. ALS 13R.

Rwy 31L Right-Hand Circuit.

H24. Customs.

RWY 13L/31R: Ref code Annex 14 flight infrastructure: 4E.

F-3, Jet A-1.

ABN. Fire 8.

**Masjed Soleiman (Shahid Asyae)**

1187' OIAI Mil. +03:30\* N32 00.1 E049 16.1

**14/32** 6562' ASPHALT. PCN 20/F/C/Y/T.

By operational requirements.

JP-4.

**Mehrabad Intl see Tehran****Nogeh see Hamadan****Noshahr**

-61' OINN NSH +03:30\* N36 39.8 E051 27.9

Apt Operator 9811 - 52323112-4, 52322206; Fax 9811 - 52323116.

**10/28** 6677' ASPHALT. LCN 55. TORA 10 6184'. TORA 28 4134'. LDA 10 4134'. LDA 28 6185'. ASDA 10 7077'. ASDA 28 7136'. HIRL.

Winter: 0330-SS, Summer: 0230-1430. O/T PPR at least 48hrs before EOBT from AD.

Jet A-1.

Fire 5.

**Omidyeh (Omidyeh AB)**

85' OIAJ OMI Mil. +03:30\* N30 50.0 E049 32.0

**12L/30R** 11499' ASPHALT. LCN 100.

## IRAN

**12R/30L** 13497' ASPHALT. LCN 100.

PPR. H24.

Jet A-1.

**Pars Special Energy Economy Zone  
(Persian Gulf)**

22' OIBP PGU +03:30\* N27 22.8 E052 44.3

Apt Administration 77 31373839; Fax 77 31373940.

**13/31** 13120' ASPHALT. PCN 95/F/D/W/T. TODA 13 13510'. TODA 31 13514'. ASDA 13 13510'. ASDA 31 13514'. HIRL. HIALS 13.

0230-1830 (0130-1730) and O/T PPR. Customs: O/R.

TPA for civil Acft is 1100' and for helicopter 600' AMSL.

Jet A-1.

ABN. Fire 7.

**Parsabade Moghan**

249' OITP PFQ +03:30\* N39 36.3 E047 52.6

Apt Administration 45 32732415-9; Fax 45 32728384.

**11/29** 8484' ASPHALT. PCN 30/F/C/Y/T. TODA 11 9061'. TODA 29 9304'. ASDA 11 9061'.

Sat-Wed 0330-1130 O/T O/R. Non-sked flts 48hr PPR.

Fire 5.

**Payam see Karaj**

**Persian Gulf see Pars Special Energy  
Economy Zone**

**Rafsanjan**

5290' OIKR RJN +03:30\* N30 17.8 E056 03.0

Apt Administration 034-34260707,34260909; Fax 034-34260030.

**11/29** 9843' ASPHALT. PCN 64/F/C/X/T. TODA 11 10098'. TODA 29 10050'. ASDA 11 10098'. ASDA 29 10050'. HIRL.

O/R and at least 72hr PPR for non-skd flights from OIKK. Customs: O/R.

Jet A-1.

Fire 2 , fire 5 for skd flights and at least 48hr PPR for non-skd flights.

**Ramsar**

-70' OINR RZR +03:30\* N36 54.5 E050 40.8

Apt Administration 0192-5226377-8, 5224302; Fax 0192-5223302.

**13/31** 4918' ASPHALT. PCN 28/F/C/Y/T. TODA 13 5177'. TODA 31 5180'. ASDA 13 5177'. ASDA 31 5180'. HIRL.

Rwy 31 Right-Hand Circuit.

0330-SS (0230-1430), O/T O/R. 48hr PPR for non-skd flights.

Jet A-1.

ABN. Fire 5.

**Rasht (Sardar-E-Jangal)**

-37' OIGG RAS +03:30\* N37 19.4 E049 37.1

Apt Administration 13 33727001-4, 13 33726974; Fax 13 33720099.

**09/27** 9570' ASPHALT. PCN 60/F/C/X/T. TORA 27 9242'. LDA 09 9242'. TODA 09 10062'. TODA 27 10062'. ASDA 09 10062'. ASDA 27 10062'. HIRL.

0300-1700 (0200-1600). O/T PPR. Customs: O/R.

Jet A-1.

ABN. Fire 7.

**Sabzevar**

3010' OIMS AFZ +03:30\* N36 10.1 E057 35.8

Apt Administration 051-44448800,44449100,44449190; Fax 051-44449070.

**09/27** 10423' ASPHALT. PCN 49/F/C/X/T. HIRL. HIALS 09.

0330-1530 (0230-1430), O/T PPR. Customs: O/R.

## IRAN

Jet A-1.

Fire 6.

**Sahand see Maragheh**

**Sanandaj**

4528' OICS SDG +03:30\* N35 15.0 E047 00.7

Apt Administration 33774051-3, 33774060; Fax 33774066.

**01/19** 9905' ASPHALT. PCN 55/F/C/X/T. TORA 01 9904'. TORA 19 8264'. LDA 01 8264'. LDA 19 9904'. TODA 01 10265'. TODA 19 10216'. ASDA 01 10265'. ASDA 19 10216'. HIRL.

0230-1430 (0130-1330), O/T PPR. Customs: O/R.

Jet A-1.

ABN. Fire 6.

**Sarakhs**

953' OIMC CKT +03:30\* N36 29.3 E061 04.2

**14/32** 12740' ASPHALT. PCN 40/F/C/X/T. TODA 14 12963'. TODA 32 12924'. ASDA 14 12963'. ASDA 32 12924'.

0445-1530 (0345-1300), OT PPR.

Fire 4.

**Saravan**

3930' OIZS +03:30\* N27 25.1 E062 19.0

Apt Administration (548) 52305004, 52405009; Fax (548) 5230503.

**13/31** 7103' ASPHALT. PCN 20/F/B/Y/T. TODA 13 9347'. TODA 31 7421'. ASDA 13 7379'. ASDA 31 7421'.

O/R and 24hr PPR for non skd flights from Zahedan (OIZH) Apt.

Fire 5.

**Sardar-E-Jangal see Rasht**

**Sari (Dasht-E-Naz)**

35' OINZ SRY +03:30\* N36 38.1 E053 11.6

Apt Administration 11-33724101-3, 33722391; Fax 11-33722404.

**16/34** 8694' ASPHALT. PCN 50/F/C/X/T. LDA 34 4012'. TODA 16 8989'. TODA 34 9514'. ASDA 16 8989'. ASDA 34 8858'. HIRL.

0330-1530 (0230-1430), O/T O/R and non-skd flt 48hr before EOBT. Customs: O/R.

Jet A-1, JP-4.

ABN. Fire 7 Fire CAT 8 PPR.

**Semnan**

3719' OIIS SNX +03:30\* N35 36.7 E053 29.9

Apt Administration (023) 33350051, 33344231; Fax (023) 33350050.

**03/21** 9091' ASPHALT. PCN 50/F/D/Y/U. TODA 03 9189'. ASDA 03 9189'.

O/R, PPR for all flights at least 72hrs before EOBT.

**Shahid Ashrafi Esfahani see Kermanshah**

**Shahid Asyae see Masjed Soleiman**

**Shahid Beheshti Intl see Esfahan**

**Shahid Dastghaib Intl see Shiraz**

**Shahid Hashemi Nejad Intl see Mashhad**

**Shahid Sadooghi Intl see Yazd**

**Shahid Vatan Pour AB see Esfahan**

**Shahre Kord**

6723' OIFS CQD +03:30\* N32 17.8 E050 50.5

Apt Operator (38)-32270901-4, 32274090, 32270919; Fax (38)-32270910.

**14/32** 9859' ASPHALT. PCN 35/F/B/X/T. TORA 32 9531'. LDA 14 9531'. TODA 14 10341'. TODA 32 10338'. ASDA 14 10341'. ASDA 32 10338'. HIRL.

Summer: 0230-1430. Winter: Days. O/T O/R. Customs: O/R.

## IRAN

Jet A-1.  
ABN. Fire 6.

**Shahrud**

4213' OIMJ RUD +03:30\* N36 25.5 E055 06.2

Apt Administration 023-32506473, 32506411;  
Fax 023-32506360.

**07/25** 9196' ASPHALT. PCN 28/F/B/X/U.  
TODA 07 9639'. TODA 25 9901'. ASDA 07 9639'. ASDA 25 9901'. HIRL.

Daily 0400-1400Z, except Fri and O/T O/R.  
PPR for skd and non-skf flt at least 48hr before EOBT.

F-3, Jet A-1, JP-4.

ABN. Fire 3 , Fire 6 for skd flights and PPR for non-skf flights.

**Shiraz (Shahid Dastghaib Intl)** Apt of Entry

4927' OISS SYZ +03:30\* N29 32.4 E052 35.3

Apt Administration 71 37218890-9; Fax 71 37216969. Apt Operator airportoffice@Shiraz.airport.ir.

**11L/29R** 14219' ASPHALT. PCN 85/F/C/W/T. TODA 11L 15367'. TODA 29R 15672'. ASDA 11L 15367'. ASDA 29R 15672'. HIRL. HIALS 29R.

**11R/29L** 14016' ASPHALT. PCN 80/F/C/W/T. TODA 11R 15007'. TODA 29L 15164'. ASDA 11R 15007'. ASDA 29L 15164'. HIALS 29L.

H24. Customs.

F-3, Jet A-1.

Fire 8.

**Sirjan**

5847' OIKY SYJ +03:30\* N29 33.1 E055 40.3

Apt Administration 034-42265488-9; Fax 034-42265485.

**13/31** 12152' ASPHALT. PCN 45/F/B/X/T. ASDA 13 12372'. ASDA 31 12336'. HIRL.

O/R and 48hr PPR from Kerman AD. Customs: O/R.

Jet A-1.

ABN. Fire 2 , fire 5 for skd flights and at least 48hr PPR for non-skf flights.

**Sirri Island (Sirri)**

26' OIBS SXI +03:30\* N25 54.5 E054 32.5

Apt Administration 21 239404446; Fax 21 23382192.

**12/30** 8156' ASPHALT. PCN 46/F/A/X/T. TODA 30 8373'. ASDA 30 8373'. HIRL. ALS 30.

Days. O/T PPR.

Jet A-1.

Fire 6.

**Tabas**

2251' OIMT TCX +03:30\* N33 40.1 E056 53.6

Apt Administration 32834098, 32834099; Fax 32826070, 32834072.

**15/33** 9836' ASPHALT. PCN 35/F/B/X/T. TODA 15 10495'. TODA 33 10495'. ASDA 15 10495'. ASDA 33 10495'.

Rwy 15 Right-Hand Circuit.

0330-1130 (0230-1030), O/T PPR. Non-skf flights 48hr PPR from OIMB.

Jet A-1.

Fire 4.

**Tabriz (Tabriz Intl)** Apt of Entry

4449' OITT TBZ +03:30\* N38 08.0 E046 14.1

Apt Administration 0413-5260405, 5260406; Fax 0413-5260408; Tabriz.Info@airport.ir.

**12L/30R** 11995' CONCRETE. PCN 65/R/B/X/T. TODA 12L 12979'. TODA 30R 12979'. ASDA 12L 12979'. ASDA 30R 12979'. HIRL. HIALS 30R.

Rwy 12L Right-Hand Circuit.

**12R/30L** 12333' ASPHALT. PCN 60/F/C/X/T. TORA 12R 11447'. LDA 30L 11447'. HIRL.

**IRAN**

Rwy 12R Right-Hand Circuit.

H24. Customs.

F-3, Jet A-1, JP-4.

ABN. Fire 8.

**Tehran (Doshan Tappeh AB)**

4021' OIID Mil. +03:30\* N35 42.2 E051 28.4

**04/22** 5951' ASPHALT. LCN 35.

By operational requirements, Sat-Wed 0300-1000Z, Thu 0400-0800Z, at least 24hr PPR from IRIAF for non skd flt.

F-3, JP-4.

**Tehran (Imam Khomains Intl) Apt of Entry**

3305' OIIE IKA +03:30\* N35 25.0 E051 09.1

Apt Administration 021-44666701-4, 55678500; Fax 021-44666705.

**11L/29R** 13773' ASPHALT. PCN 80/F/C/W/T. TODA 11L 14167'. TODA 29R 14170'. ASDA 11L 14167'. ASDA 29R 14170'. HIRL. HIALS 11L.

First 1476' of RWY 11L/29R are concrete (PCN 80/R/C/W/T).

**11R/29L** 13425' ASPHALT. PCN 80/F/C/W/T. TORA 11R 11969'. LDA 29L 11969'. TODA 29L 14436'. ASDA 29L 14436'. RL.

H24. Customs.

Jet A-1.

ABN. Fire 9.

**Tehran (Mehrabad Intl) Apt of Entry**

3965' OIII THR +03:30\* N35 41.3 E051 18.9

Apt Administration (021) 61021, 66025343, 66025225; Fax (021) 66025327.

**11L/29R** 13110' CONCRETE. PCN 72/R/A/W/T. TORA 11L 12454'. TORA 29R 12454'. LDA 11L 10157'. LDA 29R 12454'. TODA 11L 12454'. ASDA 11L 12454'. ASDA 29R 12454'. HIRL. ALS 29R.

Rwy 11L Right-Hand Circuit.

In nml situation Landing not authorized on RWY 11L/29R.

**11R/29L** 13258' ASPHALT. PCN 50/F/A/X/T. ASDA 11R 13543'. HIRL. ALS.

Rwy 11R Right-Hand Circuit.

H24. Customs.

F-3, Jet A-1, JP-4.

ABN. Fire 9.

**Uromiyeh**

4342' OITR OMH +03:30\* N37 40.3 E045 04.1

Apt Administration 44 32777766-9, 44 32777770, 44 32787717, 44 32787719, 44 32787859; Fax 44 32770029.

**03/21** 10669' ASPHALT. PCN 58/F/C/X/T. TODA 03 10823'. TODA 21 11000'. ASDA 03 10823'. ASDA 21 11000'. HIRL. HIALS 03. HIALS 21.

0330-1830Z. O/T PPR at least 24hr before EOBT. Customs: O/R.

Jet A-1.

ABN. Fire 7.

**Yasouj**

5940' OISY YES +03:30\* N30 41.8 E051 33.0

Apt Operator 074-33333552, 33310200-1; Fax 074-33333651.

**13/31** 10502' ASPHALT. PCN 46/F/C/X/T. LDA 13 7582'. TODA 31 11152'. TODA 31 10801'. ASDA 13 11152'. ASDA 31 10801'. HIRL.

0330-1330Z, O/T PPR 48hr before EOBT.

Jet A-1.

ABN. Fire 5.

**Yazd (Shahid Sadooghi Intl) Apt of Entry**

4054' OIYY AZD +03:30\* N31 54.4 E054 16.6

Apt Operator 37218082-4, 37217775; Fax 37218474; yazd@airport.ir.

**13/31** 13451' ASPHALT. PCN 60/F/B/X/T. TODA 13 14110'. TODA 31 14110'. ASDA 13 14110'. ASDA 31 14110'. HIRL.

**IRAN**

H24. Customs.

Jet A-1, JP-4.

ABN. Fire 7 , Cat 9 for non-sked flights 72hr PPR.

**Zabol**

1572' OIZB ACZ +03:30\* N31 05.9 E061 32.6

Apt Operator 54-32224333, 32225033, 32228883; Fax 54-32235401.

**16/34** 9862' ASPHALT. PCN 40/F/D/X/U. LDA 34 9042'. TODA 16 10682'. TODA 34 10695'. ASDA 16 10682'. ASDA 34 10695'. RL.

During sked operations. PPR for non-sked flights at least 24hr before EOBT.

Jet A-1.

ABN. Fire 5.

**Zahedan (Zahedan Intl) Apt of Entry**

4523' OIZH ZAH +03:30\* N29 28.4 E060 54.2

Apt Operator 54-33222774-7, 33231700; Fax 54-33230387.

**17L/35R** 13993' ASPHALT. PCN 67/F/B/W/T. TORA 17L 13219'. LDA 35R 13219'. TODA 17L 14400'. TODA 35R 15174'. ASDA 17L 15174'. ASDA 35R 15174'.

**17R/35L** 13996' ASPHALT. PCN 50/F/A/X/U. TORA 17R 13110'. LDA 35L 13110'. TODA 17R 14094'. TODA 35L 14652'. ASDA 17R 14980'. ASDA 35L 14652'. HIRL.

H24. Customs: O/R.

Jet A-1.

ABN. Fire 7.

**Zanjan**

5380' OITZ JWN +03:30\* N36 46.5 E048 21.5

Apt Administration 024 33360301-6, 33360400-1, 33360404; Fax 024 33360303.

**12/30** 10499' ASPHALT. PCN 50/F/B/X/T. TODA 12 10696'. TODA 30 10863'. ASDA 12 10696'. ASDA 30 10863'. HIRL.

O/R, PPR for non-sked flights at least 48hr before EOBT. Customs: O/R.

Jet A-1. O/R.

ABN. Fire 5 , CAT 7 for sked flights, non sked flights 48hr PPR.

## IRAQ

**Al Najaf (Al-Ashraf Intl)** Apt of Entry

107' ORNI NJF +03:00 N31 59.4 E044 24.2  
 Apt Administration 33334937, 7809107733. Apt  
 Operator najafops@yahoo.com, opaman-  
 ager@alnajafairport.net, ops@alnajafair-  
 port.net.

**10/28** 9842' ASPH/CONC. PCN 57/F/C/W/U.  
 TODA 10 10088'. TODA 28 10088'. ASDA 10  
 10039'. ASDA 28 10039'. RL. ALS 10. HIALS  
 28.

H24. Customs.

Jet A-1.

ABN. Fire 7.

**Al-Anbar (Al Asad)** Apt of Entry

618' ORAA Mil. +03:00 N33 47.1 E042 26.5  
 Apt Operator dod.baghdad.dod.mbx.443-aes-  
 airfield-management1@mail.mil.

**09L/27R** 13124' PAVED. HIRL. HIALS 09L.

**09R/27L** 13123' CONC/ASPH.  
 PCN 82/F/A/W/T. HIRL. HIALS.

PPR required a minimum of 24 hours in  
 advance, but no earlier than 5 days in advance.  
 JP-8.

**Al-Ashraf Intl see Al Najaf****Baghdad (Baghdad Intl)** Apt of Entry

114' ORBI BGW +03:00 N33 15.8 E044 14.1  
 Apt Administration 018132484; biab.man-  
 ager@icaa.gov.iq.

**15L/33R** 13123' CONCRETE.  
 PCN 56/R/C/W/T. HIRL.

Rwy 15L Right-Hand Circuit.

**15R/33L** 10830' CONCRETE.  
 PCN 54/R/C/W/T. RL.

Rwy 15R Right-Hand Circuit.

H24. CIV acft require PPR for military ramps  
 and must check NOTAMs for most current PPR  
 requirements. Customs: Days. H24 O/R.

Jet A-1, JP-8.

Fire 9.

**BASHUR (BASHUR AB)**

2097' ORBR Mil. +03:00 N36 32.0 E044  
 20.4

**13/31** 6613' PAVED. ALS 13.

**Basrah (Basrah Intl)** Apt of Entry

11' ORMM BSR +03:00 N30 32.9 E047 39.7  
 Apt Administration basra.airport@icaa.gov.iq.  
 Apt Operator Mobile 7707333523, 7827010120.

**14/32** 13146' CONCRETE. PCN 72/R/C/W/T.  
 RL. HIALS.

Rwy 14 Right-Hand Circuit.

H24. Customs.

Jet A-1.

Fire 8.

**Erbil (Erbil Intl)** Apt of Entry

1363' ORER EBL +03:00 N36 14.3 E043  
 56.8

Apt Operator 66-281-0031, 0051; Mobile  
 750-413-0044; ats.dep@erbilairport.net,  
 gd.office@erbilairport.net.

**18/36** 15748' CONCRETE. PCN 80/R/B/W/T.  
 HIRL. ALS 18.

Rwy 18 Right-Hand Circuit.

H24. Customs.

Jet A-1.

ABN. Fire 9.

**Kirkuk**

1061' ORKK KIK +03:00 N35 28.2 E044  
 20.9

**13/31** 9809' PAVED. PCN 37/R/B/W/T.  
 HIRL. HIALS.

**14/32** 8535' PAVED. PCN 85/F/C/W/T.  
 HIRL. HIALS.

H24.

JP-8.

Fire 8.

**IRAQ**
**Mosul (Mosul Intl)**

705' ORBM OSM +03:00 N36 18.3 E043  
08.8

Apt Administration 7704825143, 7809284544.  
ATC 7700074122. Apt Operator hay-  
der.ali.miap@gmail.com.

**15/33** 8694' CONCRETE. PCN 46/R/B/W/T.  
RL. HIALS 15. ALS 33.

AIRPORT CLOSED DUE TO SECURITY REA-  
SONS. Customs.

**Sulaimaniyah (Sulaimaniyah Intl) Apt of**

Entry

2492' ORSU ISU +03:00 N35 33.6 E045  
18.9

Apt Administration 07702400185,  
07703619898; Fax 0533210222. Apt Operator  
07702408986; airtrans@sulairport.krd.

**13/31** 11483' CONCRETE. PCN 85/R/B/X/T.  
TODA 13 12467'. TODA 31 12467'. ASDA 13  
11680'. ASDA 31 11680'. HIALS.

Rwy 13 Right-Hand Circuit.

PPR. H24. Customs: H24.

Jet A-1.

ABN. Fire 9.



## ISRAEL

**Ben Gurion see Tel Aviv****Eilat** Apt of Entry

43' LLET ETH +02:00\* N29 33.5 E034 57.5  
ARO (08) 6363805; Fax (08) 6363829. Apt  
Operator (08) 6373553, 6363838; Fax (08)  
6363828.

**03/21** 6234' ASPHALT. PCN 40/F/B/X/T. TORA  
21 5289'. LDA 03 5289'. LDA 21 5289'. TODA  
21 5289'. ASDA 21 5289'. HIRL. ALS. RLLS 03.  
Sun-Thu 0530-2230LT, Fri Hol eve  
0600-1800LT, Sat Hol 0700-2330LT. Customs.

F-3, Jet A-1.

ABN. Fire 8.

**Eilat (Ilan and Asaf Ramon)** Apt of Entry

288' LLER ETM +02:00\* N29 43.6 E035  
00.8

Apt Administration (08) 9553799, (08) 9553881;  
teum\_eilat@iaa.gov.il. Apt Operator (08)  
9553600, (08) 9553601.

**01/19** 11811' ASPHALT. PCN 88/F/B/W/T.  
TODA 01 12795'. TODA 19 12795'.

Rwy 19 Right-Hand Circuit.

PPR. Sun-Thu 0530-2330LT, Fri and the day  
before Hol 0600-1800LT, Sat and Hol  
0700-2330LT. ATS: H24. AD available as alter-  
nate H24. Customs: Sun-Thu 0530-2330LT, Fri  
and the day before Hol 0600-1800LT, Sat and  
Hol 0700-2330LT. O/T PPR.

F-3, Jet A-1.

ABN. Fire 9.

**Haifa**

28' LLHA HFA +02:00\* N32 48.5 E035 02.6  
Apt Operator (04) 8476100, 8476101, 8476106;  
Fax (04) 8728657.

**16/34** 4324' ASPHALT. PCN 39/F/C/Y/T. TORA  
16 4029'. TORA 34 3930'. LDA 16 3734'. LDA  
34 3553'. TODA 34 4226'. ASDA 16 4029'.  
ASDA 34 3930'. HIRL.

Rwy 34 Right-Hand Circuit.

Sun, Thu: 0800-2200LT, Mon, Wed:  
0800-2000LT, Tue: summer 0800-2230LT,  
winter 0800-2000LT, Fri & Hol eve:  
0700-1900LT, Sat & Hol: summer  
0700-2200LT, winter 0800-2300LT. Customs:  
PPR.

F-3, Jet A-1. O/R.

ABN. Fire 5.

**Ilan and Asaf Ramon see Eilat****Negev see Nevatim AFB****Nevatim AFB (Negev)**

1393' LLNV Mil. +02:00\* N31 11.7 E035  
02.3

Apt Administration (08) 6501900; Fax (08)  
6501272; air0071k@idf.gov.il. ATC (08)  
6501272.

**07/25** 12500' ASPHALT. PCN 74/F/B/W/T. RL  
ALS 25.

Customs: As per coordination with Airbase  
OPS.

Jet A-1.

ABN. Fire 7, CAT 8 O/R as per coordination  
with Airbase OPS.

**Ovda**

1483' LLOV VDA Mil. +02:00\* N29  
56.1 E034 56.4

ATS (08) 6309200; Fax (08) 6375883.

**03L/21R** 8530' ASPH/CONC. PCN 44/F/B/Y/U.  
TODA 03L 9121'. TODA 21R 9121'. ASDA 03L  
8727'. ASDA 21R 8727'. HIRL.

**03R/21L** 9843' ASPH/CONC. PCN 44/F/B/Y/U.  
TODA 03R 10434'. TODA 21L 10434'. ASDA  
03R 10401'. ASDA 21L 10401'. HIRL.

H24. PPR from IAF coordination center. Cus-  
toms: Sun-Thu 0800-2200LT, Fri and the day  
before Hol, Sat and Hol 0800-1600LT.

Jet A-1.

ABN. Fire 8.

**ISRAEL**
**Sde Dov see Tel Aviv**
**Tel Aviv (Ben Gurion)** Apt of Entry

134' LLBG TLV +02:00\* N32 00.6 E034 53.1  
 ATIS H24 97237755074. Apt Operator (03)  
 9752000/1/2; Fax (03) 9752010.

**03/21** 9094' ASPHALT. PCN 90/F/C/W/T.  
 TODA 03 9586'. TODA 21 9586'. HIRL. ALS  
 21.

Rwy 03 Right-Hand Circuit.

**08/26** 13327' ASPHALT. PCN 90/F/C/X/T.  
 TORA 08 11811'. LDA 08 11745'. LDA 26  
 11358'. TODA 08 13517'. TODA 26 13819'.  
 ASDA 08 13123'. HIRL. MIALS 08. ALS 26.

**12/30** 10210' ASPHALT. PCN 90/F/C/W/T. LDA  
 30 9948'. TODA 12 10702'. TODA 30 10702'.  
 ASDA 12 10407'. HIRL. ALS 12.

Rwy 12 Right-Hand Circuit.

H24. Customs.

Due to operational limitations landing of 4  
 engines Acft is prohibited during the following  
 periods (except traffic approved by Apt adminis-  
 tration): Sun-Fri 0800-1700LT.

Due to traffic congestion, operation of non-tur-  
 bine general aviation, test and helicopter flights  
 are not permitted at the Apt during the follo-  
 wing periods (except traffic approved by Apt  
 administration): Summer: Sun-Fri:  
 0500-0800LT, 1400-1800LT and 0001-0140LT.  
 Winter: Sun-Fri: 0530-0800LT and  
 0001-0140LT.

Apt closed for landings, daily 0100-0200LT.  
 Flights arriving from LCCC FIR shall cross  
 SOLIN not before 0140LT.

F-3, Jet A-1.

ABN. Fire 9.

**Tel Aviv (Sde Dov)** Apt of Entry

43' LLSD SDV +02:00\* N32 06.8 E034 46.9  
 Apt Administration (03) 6984501, 6984520; Fax  
 (03) 6996186. Apt Operator (03) 6984510  
 (OPS); Fax (03) 6992766 (OPS).

**03/21** 5689' ASPHALT. PCN 30/F/C/X/U.  
 TORA 03 5361'. TORA 21 5390'. LDA 03 5230'.  
 LDA 21 5230'. TODA 03 5361'. TODA 21 5390'.  
 ASDA 03 5492'. ASDA 21 5492'. RL.

Rwy 21 Right-Hand Circuit.

H24. Customs: O/R.

F-3, Jet A-1.

Fire 6.

## JORDAN

**Amman (Marka Intl)**

2556' OJAM ADJ +02:00\* N31 58.4 E035  
59.5

Apt Operator 4891401-6,4894218; Fax  
4892624.

**06/24** 10745' ASPHALT. PCN 55/F/C/W/U.  
TODA 06 11818'. TODA 24 11775'. ASDA 06  
11138'. ASDA 24 11480'.

H24. Customs.

F-4, Jet A-1.

ABN. Fire 8.

**Marka Intl see Amman**

**Queen Alia Intl see Amman**

**Amman (Queen Alia Intl)** Apt of Entry

2395' OJAI AMM +02:00\* N31 43.4 E035  
59.7

ATIS 6 4451489-92. Apt Operator 6 4451134;  
Fax 6 4451136.

**08L/26R** 12021' ASPHALT. PCN 88/F/C/W/T.  
TODA 08L 14787'. TODA 26R 14787'. ASDA  
08L 12513'. ASDA 26R 12513'. HIRL. ALS.

**08R/26L** 12008' ASPHALT. PCN 97/F/C/W/T.  
TODA 08R 14774'. TODA 26L 14774'. ASDA  
08R 12500'. ASDA 26L 12500'. HIRL. ALS 26L.

H24. Customs.

Jet A-1.

ABN. IBN. Fire 10.

**Aqaba (King Hussein Intl)** Apt of Entry

174' OJAQ AQJ +02:00\* N29 36.7 E035  
01.1

Apt Operator 3-2012111, -2012445, -2034010;  
Fax 3-2012397.

**01/19** 9843' ASPHALT. PCN 54/F/A/W/U.  
ASDA 01 10335'. ASDA 19 10040'.  
HIRL. HIALS.

Rwy 01 Right-Hand Circuit.

H24. Customs.

Jet A-1.

ABN. Fire 9.

**King Hussein Intl see Aqaba**

**KUWAIT**
**Ali Al Salem (Ali Al Salem AB)**

472' OKAS Mil. +03:30 N29 20.8 E047 31.2

Apt Administration 407eoss.osamflight-plans@asab.afcent.af.mil. 803-895-0906. Apt Manager 318-442-2047/48; 386eoss.doa@asab.afcent.af.mil. Apt Operator 318-442-2920.

**12L/30R** 9851' ASPHALT. PCN 41/R/B/W/T. HIRL. HIALS.

**12R/30L** 9844' ASPH/CONC. PCN 43/R/B/W/T. HIRL. ALS 12R. HIALS 30L. Rwy 12R Runway closed. Rwy 30L Runway closed.

24hr PPR.

JP-8.

**Kuwait (Kuwait Intl) Apt of Entry**

204' OKBK KWI +03:00 N29 13.6 E047 58.8

Apt Operator 243 133 97; Fax 247 214 23.

**15L/33R** 11483' ASPHALT. PCN 62/F/A/W/T. HIRL. ALS.

Rwy 33R Right-Hand Circuit.

**15R/33L** 11155' CONCRETE. PCN 61/R/B/W/T. TODA 15R 12139'. TODA 33L 12139'. ASDA 15R 11352'. ASDA 33L 11352'. HIRL. ALS.

Rwy 15R Right-Hand Circuit.

H24. Customs.

Non Noise Certificated subsonic Aeroplane (NNC) operations restricted daily between 1830-0530Z.

F-3, Jet A-1.

ABN. IBN. Fire 9.

**Udairi (Camp Udairi)**

430' OKDI Mil. +03:00\* N29 41.9 E047 26.2

**18/36** 5215' ASPHALT. LDA 18 4740'. LDA 36 4750'.

**LEBANON**
**Beirut (Rafic Hariri Intl)** Apt of Entry

85' OLBA BEY +02:00\* N33 49.1 E035 29.4

Apt Administration 1 628195, 628196; Fax 1 629010; dgca@beirutairport.gov.lb.

**03/21** 12467' CONCRETE. PCN 60/R/B/W/T. LDA 03 10646'. LDA 21 9203'. TODA 03 13451'. TODA 21 13451'. ASDA 03 12861'. ASDA 21 12861'. HIRL. HIALS.

Rwy 21 Right-Hand Circuit.

**16/34** 11138' CONCRETE. PCN 60/R/B/W/T. LDA 16 10548'. TODA 34 12122'. ASDA 34 11499'. HIRL. HIALS 16. Rwy 16 Takeoff not allowed. Rwy 34 Landing not allowed.

**17/35** 10663' ASPHALT. PCN 60/F/B/W/T. LDA 35 7874'. TODA 17 11401'. TODA 35 10860'. ASDA 17 10860'. ASDA 35 10860'. HIRL.

Rwy 17 Right-Hand Circuit.

H24. Customs.

F-2, F-3, O/R. F-4, F-5, F-6, Jet A, Jet A-1, Jet A-1+, Jet B, JP-4, JP-5, J, F-1. Oxygen.

ABN. IBN. Fire 9.

**Kleyate (Rene Mouawad)**

23' OLKA KYE +02:00\* N34 35.2 E036 00.2

**06/24** 9842' CONCRETE. PCN 120.

Days. Customs: O/R.

**Rafic Hariri Intl see Beirut**

**Rayak**

2953' OLRA +02:00\* N33 51.1 E035 59.6

**04/22** 9507' CONCRETE. PCN 120.

Days. Customs: O/R.

**Rene Mouawad see Kleyate**

## MALDIVES

**Dharavandhoo**

6' VRMD DRV +05:00 N05 09.4 E073 07.8

Apt Operator 333 5566; Fax 331 4806;  
info@iasl.aero.

**12/30** 3937' BITUMEN. PCN 15/F/B/X/T. TODA  
12 4921'. TODA 30 4921'. HIRL.

By operational requirements.

ABN. Fire 5.

**Fuvahmulah Island (Fuvahmulah)**

6' VRMR FVM +05:00 S00 18.6 E073 26.0

Apt Operator 330 7349; Fax 332 0911.

**11/29** 3609' ASPHALT. PCN 15/F/B/X/T. LDA  
11 3412'. LDA 29 3412'. TODA 11 4593'. TODA  
29 4593'.

By Operational Requirements.

Fire 4.

**Gan Island (Gan Intl)** Apt of Entry

7' VRMG GAN +05:00 S00 41.6 E073 09.3

Apt Operator 689 8010/8009; info@ganair-  
port.aero.

**10/28** 9711' CONCRETE. PCN 120/R/C/W/T.  
TODA 10 12336'. TODA 28 10695'. RL.

Rwy 10/28 TORA/ASDA 10499'/10696' and  
TODA 13123'/11680' with starter extension 788'/  
985'.

H24. Customs.

Jet A-1.

ABN. Fire 8.

**Hanimaadhoo Island (Hanimaadhoo Intl)**

4' VRMH HAQ +05:00 N06 44.8 E073 10.1

Apt Operator 332 3470; Fax 332 0911;  
regional@airports.gov.mv.

**03/21** 4003' BITUMEN. PCN 15. TODA 03  
6004'. TODA 21 6004'. RL.

By operational requirements.

Jet A-1.

ABN. Fire 4.

**Ifuru**

6' VREI IFU +05:00 N05 42.5 E073 01.5

Apt Operator 3335566; Fax 3314806;  
info@iasl.aero.

**18/36** 3937' PAVED.

By operational requirements.

Fire 5.

**Kaadedhdhoo Island (Kaadedhdhoo)**

2' VRMT KDM +05:00 N00 29.3 E072 59.8

Apt Operator 3307344; Fax 3320911.

**16/34** 4003' BITUMEN. PCN 15. TODA 16  
6004'. TODA 34 6004'. RL.

By operational requirements.

Jet A-1.

ABN. Fire 4.

**Kadhdhoo Island (Kadhdhoo)**

4' VRMK KDO +05:00 N01 51.5 E073 31.2

Apt Operator 3337344; Fax 3320911.

**03/21** 4003' BITUMEN. PCN 15. TODA 03  
6004'. TODA 21 6004'. RL.

By operational requirements.

Jet A-1.

ABN. Fire 4.

**Kooddoo Island (Kooddoo Airport)**

6' VRMO GKK +05:00 N00 44.0 E073 26.0

Apt Operator 332 3470; Fax 332 0911;  
regional@airports.gov.mv.

**18/36** 5906' ASPHALT. PCN 37/F/B/X/T. TORA  
18 5758'. TORA 36 5758'. LDA 18 5614'. LDA  
36 5614'. TODA 18 6440'. TODA 36 6437'.  
ASDA 18 5902'. ASDA 36 5902'. HIRL.

H24.

ABN. Fire 4.

**Maamigili Island (Villa)**

7' VRMV VAM +05:00 N03 28.3 E072 50.1

Apt Operator 333 3355; villairport@flyvilla.mv.

**MALDIVES**

**09/27** 5906' ASPHALT. PCN 15/F/A/X/T. TODA 09 6890'. TODA 27 6890'.

Rwy 09 Right-Hand Circuit.

H24.

ABN. Fire 5.

**Male (Velana Intl)** Apt of Entry

6' VRMM MLE +05:00 N04 11.5 E073 31.7

Apt Operator 3338800; Fax 3331515;  
info@macl.aero.

**18/36** 10499' ASPH/CONC. PCN 64/F/A/W/T.  
TORA 18 9547'. TORA 36 9547'. LDA 18 9219'.  
LDA 36 9547'. TODA 18 9547'. TODA 36  
10531'. ASDA 18 10154'. ASDA 36 9547'.  
HIRL. MIALS 36.

H24. PPR for non-sked t/c. Customs: H24.

Jet A-1.

ABN. Fire 9.

**Thimarafushi**

6' VRNT TMF +05:00 N02 12.6 E073 09.2

Apt Operator 3335566; Fax 3314806;  
info@iasl.aero.

**04/22** 3937' ASPHALT. PCN 15/F/B/X/T.

By Operational Requirements.

Fire 4.

**Velana Intl see Male**

**Villa see Maamigili Island**

## NEPAL

----- Effective thru 09 Oct: -----

**Bajhang**

4127' VNBG BJH +05:45 N29 32.3 E081 11.1

07/25 2145' SOIL.

**Bajura**

4606' VNBR BJU +05:45 N29 30.2 E081 40.1

09/27 1968' ASPH/CONC.

30 JAN-01 NOV 0415-1115, 02 NOV-29 JAN 0415-1015.

**Bhairahawa (Gautam Buddha)**

344' VNBW BWA +05:45 N27 30.4 E083 25.1

ATS 071-507007. Apt Operator 071-507110; Fax 071-507053.

10/28 4921' BITUMEN. MIRL. MIALS 28.

16 FEB-15 NOV 0015-1300 and 16 NOV-15 FEB 0045-1215. O/T prior coordination required.

Jet A-1.

ABN. Fire 5.

**Bharatpur**679' VNBP BHR +05:45 N27 40.7 E084 25.8  
Apt Operator 056-520254; Fax 056-526573.

15/33 3937' BITUMEN.

16 FEB-15 NOV 0015-1300 and 16 NOV-15 FEB 0045-1215. O/T prior coordination required.

ABN.

**Bhojpur**

3962' VNBH BHP +05:45 N27 08.8 E087 03.0

17/35 1788' ASPH/CONC.

16 FEB-15 NOV 0015-0630, 16 NOV-15 FEB 0045-0630.

**Biratnagar**

236' VNVN BIR +05:45 N26 29.0 E087 15.9

Apt Operator 021-461641, 461424; Fax 021-460155.

09/27 4921' BITUMEN. PCN 37/F/D/Y/T. MIRL. MIALS 09.

16 FEB-15 NOV 0015-1300, 16 NOV-15 FEB 0045-1215. O/T prior coordination required.

Jet A-1.

ABN. Fire 5.

**Chandragadhi**

312' VNCG +05:45 N26 34.2 E088 04.6

Apt Operator 023-455075; Fax 023-456801.

10/28 4921' BITUMEN. PCN 16/F/D/Y/T. MIRL. Rwy 28 Right-Hand Circuit.

16 FEB-15 NOV 0015-1300 and 16 NOV-15 FEB 0045-1215. O/T prior coordination required.

Jet A-1.

Fire N.

**Chaurjahari**

2431' VNCJ RUK +05:45 N28 37.6 E082 11.6

03/21 1968' ASPH/CONC.

30 JAN-01 NOV 0415-1115, 02 NOV-29 JAN 0415-1015.

**Dang**

2080' VNDG DNP +05:45 N28 06.7 E082 17.5

16/34 2460' ASPH/CONC.

30 JAN-01 NOV 0415-1115, 02 NOV-29 JAN 0415-1015.

**Dhangadhi**

621' VNDH DHI +05:45 N28 45.3 E080 35.0

ATS 091-575219. Apt Operator 091-575119(Office); Fax 091 - 575119.

09/27 5906' ASPH/CONC. LDA 27 5479'. MIRL.



## NEPAL

30 JAN-01 NOV 0415-1115, 02 NOV-29 JAN 0415-1015. O/T prior coordination required.  
Jet A-1.

**Dolpa**

8212' VNDP DOP +05:45 N28 59.1 E082 49.1

**16/34** 1837' CONCRETE.

16 FEB-15 NOV 0015-0630, 16 NOV-15 FEB 0045-0630.

**Gautam Buddha see Bhairahawa****Janakpur**

233' VNJP JKR +05:45 N26 42.6 E085 55.5  
ATS 041-425044. Apt Operator 041-425764;  
H24 041- 426147.

**09/27** 4265' BITUMEN. MIRL.

16 FEB-15 NOV 0015-1300, 16 NOV-15 FEB 0045-1215. O/T prior coordination required.

ABN.

**Jomsom**

8976' VNJS JMO +05:45 N28 46.9 E083 43.3

**06/24** 2675' ASPH/CONC.

16 FEB-15 NOV 0015-0630, 16 NOV-15 FEB 0045-0630.

**Jumla**

7792' VNJL JUM +05:45 N29 16.4 E082 11.4

**09/27** 2214' ASPH/CONC.

16 FEB-15 NOV 0015-1300, 16 NOV-15 FEB 0045-1215.

**Kathmandu (Tribhuvan Intl)** Apt of Entry

4395' VNKT KTM +05:45 N27 41.8 E085 21.5

Apt Operator 01-4113163, 4113033; Fax 01-4113180.

**02/20** 10007' ASPHALT. PCN 54/F/A/W/T. LDA 20 9603'. TODA 02 10499'. TODA 20 10811'. MIRL.

16 FEB-15 NOV 0015-2115, 16 NOV-15 FEB 0045-2115. O/T PPR. Customs: 0015-1845. O/T PPR.

Jet A-1.

ABN. Fire 9.

**Lamidanda**

4035' VNLD LDN +05:45 N27 15.2 E086 40.2

**08/26** 1706' ASPH/CONC. Rwy 08 Landing not allowed. Rwy 26 Takeoff not allowed.

30 JAN-01 NOV 0415-1115 and 02 NOV-29 JAN 0415-1015.

**Lukla (Tenzing-Hillary)**

9337' VNLK LUA +05:45 N27 41.3 E086 43.9

**06/24** 1728' ASPH/CONC. Rwy 06 Takeoff not allowed. Rwy 24 Landing not allowed.

16 FEB-15 NOV 0015-1300, 16 NOV-15 FEB 0045-1215.

**Nepalgunj**

518' VNNG KEP +05:45 N28 06.1 E081 40.0

Apt Administration 081-565210. ATS 081-565205. Apt Operator 081-565158; Fax 081-565204.

**08/26** 5000' BITUMEN. MIRL. MIALS 26.

16 FEB-15 NOV 0015-1300, 16 NOV-15 FEB 0045-1215.

Jet A-1.

ABN. Fire 5.

**Phaplu**

8097' VNPL +05:45 N27 30.9 E086 35.2

**02/20** 2230' ASPH/CONC.

16 FEB-15 NOV 0015-0630, 16 NOV-15 FEB 0045-0630.

## NEPAL

**Pokhara**

2696' VNPB PKR +05:45 N28 11.9 E083 58.7

Apt Operator 061-465725, 535725; Fax 061-465725.

**04/22** 4747' BITUMEN. LDA 22 4413'.

16 FEB-15 NOV 0015-1300, 16 NOV-15 FEB 0045-1215. O/T prior coordination required.

Jet A-1.

ABN. Fire 5.

**Rajbiraj**

262' VNRB +05:45 N26 30.6 E086 44.3

ATS 031-522458.

**11/29** 4921' ASPH/CONC.

30 JAN-01 NOV 0415-1115, 02 NOV-29 JAN 0415-1015. O/T prior coordination required.

**Ramechhap**

1620' VNRC +05:45 N27 23.6 E086 03.7

**03/21** 1738' PAVED.

**Simara**

447' VNSI SIF +05:45 N27 09.6 E084 58.8

Apt Operator 053-520110; Fax 053-520210.

**01/19** 3911' BITUMEN. MIRL.

16 FEB-15 NOV 0015-1300, 16 NOV-15 FEB 0045-1215. O/T prior coordination required.

ABN. Fire 5.

**Simikot**

9751' VNST IMK +05:45 N29 58.3 E081 49.1

**10/28** 2132' ASPH/CONC.

NOV-FEB 0100-0645, MAR/APR and SEP/OCT 0030-0645, MAY-AUG 0015-0645.

**Surkhet**

2278' VNSK SKH +05:45 N28 35.1 E081 38.1

Apt Operator 083-520202, 251945, 525219; Fax 083-521945.

**02/20** 4117' ASPHALT.

16 FEB-15 NOV 0015-1300, 16 NOV-15 FEB 0045-1215. O/T prior coordination required.

Jet A-1.

**Tenzing-Hillary see Lukla****Tribhuvan Intl see Kathmandu****Tumlingtar**

1316' VNTR TMI +05:45 N27 19.0 E087 11.7

**16/34** 4248' ASPH/CONC. TORA 34 4183'. LDA 16 4101'. TODA 34 4183'. ASDA 34 4183'.

30 JAN-01 NOV 0415-1115, 02 NOV-29 JAN 0415-1015. O/T prior coordination required.

-----  
----- **Effective 10 Oct:** -----

**Bajhang**

4127' VNBB BJH +05:45 N29 32.3 E081 11.1

**07/25** 2145' SOIL.

**Bajura**

4606' VNBR BJU +05:45 N29 30.2 E081 40.1

**09/27** 1968' ASPH/CONC.

30 JAN-01 NOV 0415-1115, 02 NOV-29 JAN 0415-1015.

**Bhairahawa (Gautam Buddha)**

344' VNBW BWA +05:45 N27 30.4 E083 25.1

ATS 071-507007. Apt Operator 071-507110; Fax 071-507053.

**10/28** 4921' BITUMEN. MIRL. MIALS 28.

16 FEB-15 NOV 0015-1300 and 16 NOV-15 FEB 0045-1215. O/T prior coordination required.

Jet A-1.

ABN. Fire 5.

## NEPAL

**Bharatpur**

679' VNBP BHR +05:45 N27 40.7 E084 25.8  
Apt Operator 056-520254; Fax 056-526573.

**15/33** 3937' BITUMEN.

16 FEB-15 NOV 0015-1300 and 16 NOV-15 FEB 0045-1215. O/T prior coordination required.

ABN.

**Bhojpur**

3962' VNBH BHP +05:45 N27 08.8 E087 03.0

**17/35** 1788' ASPH/CONC.

16 FEB-15 NOV 0015-0630, 16 NOV-15 FEB 0045-0630.

**Biratnagar**

236' VNVH BIR +05:45 N26 29.0 E087 15.9  
Apt Operator 021-461641, 461424; Fax 021-460155.

**09/27** 4921' BITUMEN. PCN 37/F/D/Y/T. MIRL. MIALS 09.

16 FEB-15 NOV 0015-1300, 16 NOV-15 FEB 0045-1215. O/T prior coordination required.

Jet A-1.

ABN. Fire 5.

**Chandragadhi**

312' VNCG +05:45 N26 34.2 E088 04.6  
Apt Operator 023-455075; Fax 023-456801.

**10/28** 4921' BITUMEN. PCN 16/F/D/Y/T. MIRL. Rwy 28 Right-Hand Circuit.

16 FEB-15 NOV 0015-1300 and 16 NOV-15 FEB 0045-1215. O/T prior coordination required.

Jet A-1.

Fire N.

**Chaurjahari**

2431' VNCJ RUK +05:45 N28 37.6 E082 11.6

**03/21** 1968' ASPH/CONC.

30 JAN-01 NOV 0415-1115, 02 NOV-29 JAN 0415-1015.

**Dang**

2080' VNDG DNP +05:45 N28 06.7 E082 17.5

**16/34** 2460' ASPH/CONC.

30 JAN-01 NOV 0415-1115, 02 NOV-29 JAN 0415-1015.

**Dhangadhi**

621' VNDH DHI +05:45 N28 45.3 E080 35.0  
ATS 091-575219. Apt Operator 091-575119(Office); Fax 091 - 575119.

**09/27** 5906' ASPH/CONC. LDA 27 5479'. MIRL.

30 JAN-01 NOV 0415-1115, 02 NOV-29 JAN 0415-1015. O/T prior coordination required.

Jet A-1.

ABN.

**Dolpa**

8212' VNPD DOP +05:45 N28 59.1 E082 49.1

**16/34** 1837' CONCRETE.

16 FEB-15 NOV 0015-0630, 16 NOV-15 FEB 0045-0630.

**Gautam Buddha see Bhairahawa****Janakpur**

233' VNJP JKR +05:45 N26 42.6 E085 55.5  
ATS 041-425044. Apt Operator 041-425764; H24 041- 426147.

**09/27** 4265' BITUMEN. MIRL.

16 FEB-15 NOV 0015-1300, 16 NOV-15 FEB 0045-1215. O/T prior coordination required.

ABN.

**Jomsom**

8976' VNJS JMO +05:45 N28 46.9 E083 43.3

**06/24** 2675' ASPH/CONC.

## NEPAL

16 FEB-15 NOV 0015-0630, 16 NOV-15 FEB  
0045-0630.

**Jumla**

7792' VNJL JUM +05:45 N29 16.4 E082  
11.4

**09/27** 2214' ASPH/CONC.

16 FEB-15 NOV 0015-1300, 16 NOV-15 FEB  
0045-1215.

**Kathmandu (Tribhuvan Intl)** Apt of Entry  
4395' VNKT KTM +05:45 N27 41.8 E085  
21.5

Apt Operator 01-4113163, 4113033; Fax  
01-4113180.

**02/20** 10007' ASPHALT. PCN 54/F/A/W/T. LDA  
20 9603'. TODA 02 10499'. TODA 20 10811'.  
HIRL.

16 FEB-15 NOV 0015-2115, 16 NOV-15 FEB  
0045-2115. O/T PPR. Customs: 0015-1845.  
O/T PPR.

Jet A-1.

ABN. Fire 9.

**Lamidanda**

4035' VNLD LDN +05:45 N27 15.2 E086  
40.2

**08/26** 1706' ASPH/CONC. Rwy 08 Landing not  
allowed. Rwy 26 Takeoff not allowed.

30 JAN-01 NOV 0415-1115 and 02 NOV-29  
JAN 0415-1015.

**Lukla (Tenzing-Hillary)**

9337' VNLK LUA +05:45 N27 41.3 E086  
43.9

**06/24** 1728' ASPH/CONC. Rwy 06 Takeoff not  
allowed. Rwy 24 Landing not allowed.

16 FEB-15 NOV 0015-1300, 16 NOV-15 FEB  
0045-1215.

**Nepalgunj**

518' VNNG KEP +05:45 N28 06.1 E081  
40.0

Apt Administration 081-565210. ATS  
081-565205. Apt Operator 081-565158; Fax  
081-565204.

**08/26** 5000' BITUMEN. MIRL. MIALS 26.

16 FEB-15 NOV 0015-1300, 16 NOV-15 FEB  
0045-1215.

Jet A-1.

ABN. Fire 5.

**Phaplu**

8097' VNPL +05:45 N27 30.9 E086 35.2

**02/20** 2230' ASPH/CONC.

16 FEB-15 NOV 0015-0630, 16 NOV-15 FEB  
0045-0630.

**Pokhara**

2696' VNPK PKR +05:45 N28 11.9 E083  
58.7

Apt Operator 061-465725, 535725; Fax  
061-465725.

**04/22** 4747' BITUMEN. LDA 22 4413'.

16 FEB-15 NOV 0015-1300, 16 NOV-15 FEB  
0045-1215. O/T prior coordination required.

Jet A-1.

ABN. Fire 5.

**Rajbiraj**

262' VNRB +05:45 N26 30.6 E086 44.3

ATS 031-522458.

**11/29** 4921' ASPH/CONC.

30 JAN-01 NOV 0415-1115, 02 NOV-29 JAN  
0415-1015. O/T prior coordination required.

**Ramechhap**

1620' VNRC +05:45 N27 23.6 E086 03.7

**03/21** 1738' PAVED.

**Simara**

447' VNSI SIF +05:45 N27 09.6 E084 58.8

Apt Operator 053-520110; Fax 053-520210.

**01/19** 3911' BITUMEN. MIRL.

**NEPAL**

16 FEB-15 NOV 0015-1300, 16 NOV-15 FEB  
0045-1215. O/T prior coordination required.  
ABN. Fire 5.

**Simikot**

9751' VNST IMK +05:45 N29 58.3 E081  
49.1

**10/28** 2132' ASPH/CONC.

NOV-FEB 0100-0645, MAR/APR and  
SEP/OCT 0030-0645, MAY-AUG 0015-0645.

**Surkhet**

2278' VNSK SKH +05:45 N28 35.1 E081  
38.1

Apt Operator 083-520202, 251945, 525219;  
Fax 083-521945.

**02/20** 4117' ASPHALT.

16 FEB-15 NOV 0015-1300, 16 NOV-15 FEB  
0045-1215. O/T prior coordination required.  
Jet A-1.

**Tenzing-Hillary see Lukla**

**Tribhuvan Intl see Kathmandu**

**Tumlingtar**

1316' VNTR TMI +05:45 N27 19.0 E087  
11.7

**16/34** 4248' ASPH/CONC. TORA 34 4183'.  
LDA 16 4101'. TODA 34 4183'. ASDA 34 4183'.

30 JAN-01 NOV 0415-1115, 02 NOV-29 JAN  
0415-1015. O/T prior coordination required.

-----

## OMAN

----- Effective thru 09 Oct: -----

**Duqm**

383' OODQ DQM +04:00 N19 30.0 E057 38.6

Apt Administration 24 352400, 99 351970(Muscat), 93944981, 93944983; oamcinfo@omanairports.com. Apt Manager 92599223. Apt Operator 98 586391(Satellite).

**04/22** 13130' ASPHALT. PCN 72/F/A/W/T. HIRL. HIALS 22.

PPR.

Fire 7.

**Fahud**

565' OOFD FAU +04:00 N22 21.3 E056 29.1

Apt Operator 24384 426; Fax 24384 735.

**13/31** 8399' ASPHALT. PCN 44/F/A/X/T. TODA 13 9186'. TODA 31 9383'. ASDA 13 8632'. ASDA 31 8629'. HIRL. HIALS.

SR-SS, 24hr PPR for non-skid flights.

Jet A-1.

Fire 7 , 24hr PNR for non-skid flights.

**Izki (Izki AB)**

1700' OOIZ Mil. +04:00 N22 53.5 E057 45.5

**01/19** 6197' GRAVEL.

PPR, Days.

**Khasab**

100' OOKB KHS Mil. +04:00 N26 10.3 E056 14.4

**01/19** 9114' ASPHALT. LCN 50, PCN 66/F/A/X/U. TORA 01 8727'. TORA 19 8350'. LDA 01 7963'. LDA 19 7470'. TODA 01 8727'. TODA 19 8350'. RL. ALS 19.

SWYs Rwy 01/19 are graded natural surface.

Sun-Thu 0300-0900, 48hr PPR. Customs: Avbl for SKED and approved NON-SKED flgts.

Fire 7.

**Marmul**

915' OOMX OMM +04:00 N18 08.4 E055 10.7

Apt Administration 024 38 6642; Fax 024 38 6566.

**14/32** 8402' ASPHALT. PCN 44/F/A/X/T. TODA 14 9567'. TODA 32 9249'. ASDA 14 8632'. ASDA 32 8632'. HIRL. HIALS.

SS-SR, 24hr PNR for non-skid flights.

Jet A-1.

Fire 7.

**Muscat (Muscat Intl) Apt of Entry**

25' OOMS MCT +04:00 N23 36.0 E058 17.0

Apt Administration 24 351234; H24 24 352555, 99 422495; Fax 23 368005.

**08L/26R** 13123' ASPH/CONC. PCN 91/F/A/W/T. LDA 26R 12598'. HIRL.

Rwy 26R Right-Hand Circuit.

H24. Non-scheduled and private flights 72hr PPR. Customs: H24.

Jet A-1.

Fire 10.

**Qarn Alam**

442' OOGB RNM +04:00 N21 22.6 E057 03.4

Apt Operator 24385631; Fax 24385852.

**12/30** 8399' ASPHALT. PCN 44/F/A/X/T. TODA 12 9383'. TODA 30 9383'. ASDA 12 8632'. ASDA 30 8629'. HIRL. HIALS.

Days. 24hr PPR for non-skid flights.

Fire 7.

**Salalah**

90' OOSA SLL +04:00 N17 02.3 E054 05.5

Apt Administration 23368001/002/103/106; H24 23367552, 99294169; Fax 23368005; oamcinfo@omanairports.com.

**07/25** 13114' ASPHALT. PCN 98/F/A/W/T. HIRL. HIALS.

**OMAN**

Rwy 07 Right-Hand Circuit.

H24. Customs.

Jet A-1.

Fire 9 , CAT 10 O/R.

**Suhar**

144' OOSH OHS +04:00 N24 23.2 E056 37.5

Apt Administration 24 341-000, -477; Fax 24 518088; oamcinfo@omanairports.com. Apt Operator 91 394-591, -590, 99 444950, 24 341-601, -617, -600,.

**15/33** 13127' ASPHALT. PCN 82/F/B/W/T. HIALS 15.

0230-1600Z, for unsked flights PPR. Customs.

Jet A-1.

ABN. Fire 7 Cat 9 O/R.

**Thumrait (Thumrait AB)**

1526' OOTH TTH Mil. +04:00 N17 40.0 E054 01.5

**17/35** 13122' ASPHALT. HIRL. ALS.

0330-1230, other times on request.

Jet A-1. JASU. Oxygen.

ABN.

-----

----- **Effective 10 Oct:** -----

**Duqm**

383' OODQ DQM +04:00 N19 30.0 E057 38.6

Apt Administration 24 352400, 99 351970(Muscat), 93944981, 93944983; oamcinfo@omanairports.com. Apt Manager 92599223. Apt Operator 98 586391(Satellite).

**04/22** 13130' ASPHALT. PCN 72/F/A/W/T. HIRL.

PPR. Customs: PPR for non-sked flights.

Fire 7.

**Fahud**

565' OOFD FAU +04:00 N22 21.3 E056 29.1

Apt Operator 24384 426; Fax 24384 735.

**13/31** 8399' ASPHALT. PCN 44/F/A/X/T. TODA 13 9186'. TODA 31 9383'. ASDA 13 8632'. ASDA 31 8629'. HIRL. HIALS.

SR-SS, 24hr PPR for non-sked flights.

Jet A-1.

Fire 7 , 24hr PNR for non-sked flights.

**Izki (Izki AB)**

1700' OOIZ Mil. +04:00 N22 53.5 E057 45.5

**01/19** 6197' GRAVEL.

PPR, Days.

**Khasab**

100' OOKB KHS Mil. +04:00 N26 10.3 E056 14.4

**01/19** 9114' ASPHALT. LCN 50, PCN 66/F/A/X/U. TORA 01 8727'. TORA 19 8350'. LDA 01 7963'. LDA 19 7470'. TODA 01 8727'. TODA 19 8350'. RL. ALS 19.

SWYs Rwy 01/19 are graded natural surface.

Sun-Thu 0300-0900, 48hr PPR. Customs: Avbl for SKED and approved NON-SKED flgts.

Fire 7.

**Marmul**

915' OOMX OMM +04:00 N18 08.4 E055 10.7

Apt Administration 024 38 6642; Fax 024 38 6566.

**14/32** 8402' ASPHALT. PCN 44/F/A/X/T. TODA 14 9567'. TODA 32 9249'. ASDA 14 8632'. ASDA 32 8632'. HIRL. HIALS.

SS-SR, 24hr PNR for non-sked flights.

Jet A-1.

Fire 7.

**Muscat (Muscat Intl) Apt of Entry**

25' OOMS MCT +04:00 N23 36.0 E058 17.0

## OMAN

Apt Administration 24 351234; H24 24 352555,  
99 422495; Fax 23 368005.

**08L/26R** 13123' ASPH/CONC.  
PCN 91/F/A/W/T. LDA 26R 12598'. HIRL.

Rwy 26R Right-Hand Circuit.

Rwy closed between 0100-0200Z on Sun, Mon  
and Wed.

H24. Non-scheduled and private flights 72hr  
PPR. Customs: H24.

Jet A-1.

Fire 10.

**Qarn Alam**

442' OOGB RNM +04:00 N21 22.6 E057  
03.4

Apt Operator 24385631; Fax 24385852.

**12/30** 8399' ASPHALT. PCN 44/F/A/X/T. TODA  
12 9383'. TODA 30 9383'. ASDA 12 8632'.  
ASDA 30 8629'. HIRL. HIALS.

Days. 24hr PPR for non-skd flights.

Fire 7.

**Salalah** Apt of Entry

90' OOSA SLL +04:00 N17 02.3 E054 05.5

Apt Administration 23368001/002/103/106; H24  
23367552, 23367559, 99294169; Fax  
23368005; oamcinfo@omanairports.com.

**07/25** 13114' ASPHALT. PCN 98/F/A/W/T.  
HIRL. HIALS.

Rwy 07 Right-Hand Circuit.

H24. Customs.

Jet A-1.

Fire 9, CAT 10 O/R.

**Suhar** Apt of Entry

144' OOSH OHS +04:00 N24 23.2 E056  
37.5

Apt Administration 24 341-000, -477; Fax 24  
518088; oamcinfo@omanairports.com. Apt  
Operator 91 394-591, -590, 99 444950, 24  
341-601, -617, -600,.

**15/33** 13127' ASPHALT. PCN 82/F/B/W/T.  
HIALS 15.

0230-1600Z, for unskd flights PPR. Customs.  
Jet A-1.

ABN. Fire 9.

**Thumrait (Thumrait AB)**

1526' OOTH TTH Mil. +04:00 N17  
40.0 E054 01.5

**17/35** 13122' ASPHALT. HIRL. ALS.

0330-1230, other times on request.

Jet A-1. JASU. Oxygen.

ABN.

-----



**PAKISTAN**

----- Effective thru 09 Oct: -----

**Allama Iqbal Intl see Lahore**

**Bacha Khan Intl see Peshawar**

**Bahawalpur (Bahawalpur Intl)** Apt of Entry  
396' OPBW BHV +05:00\* N29 20.8 E071  
42.7

Apt Manager (062) 9255590; Fax (062)  
9255581; APM.Bhawalpur@caapaki-  
stan.com.pk.

**08/26** 9350' BITUMEN. PCN 52/F/C/X/T. TODA  
08 9547'. TODA 26 9547'. ASDA 08 9547'.  
ASDA 26 9547'. HIALS 08. HIALS 26.

Rwy 08 Right-Hand Circuit.

HS. Non-sked flights 24hr PNR. Customs.

Fire 6.

**Begum Nusrat Bhutto Intl see Sukkur**

**Benazir Bhutto Intl see Islamabad**

**Chitral**

4920' OPCH CJL +05:00\* N35 53.2 E071  
48.0

Apt Manager (0943) 412597; Fax (0943)  
413571.

**02/20** 5801' BITUMEN. PCN 16/F/C/Y/T.

HS. Non-sked flights 24hr PNR.

Fire 5.

**Dalbandin**

2777' OPDB DBA +05:00\* N28 52.5 E064  
24.3

Apt Manager (0825) 210200; Fax (0825)  
210985; apm.dalbandin@caapakistan.com.pk.

**13/31** 6640' BITUMEN. PCN 23/F/C/Y/T. TODA  
13 7539'. TODA 31 7401'. ASDA 13 6840'.  
ASDA 31 6840'.

By NOTAM. For non scheduled flights 24hr  
PNR.

Fire 5.

**Dera Ghazi Khan (Farooq Ahmad Khan  
Leghari Intl)** Apt of Entry

492' OPDG DEA +05:00 N29 57.7 E070  
29.1

Apt Manager (064) 9260180; Fax (064)  
9260179; apm.dgkhan@caapakistan.com.pk.

**18/36** 6499' BITUMEN. PCN 43/F/B/X/T. ASDA  
18 6998'. ASDA 36 6998'.

Rwy 36 Right-Hand Circuit.

During sked operations. Non-sked flights 24hr  
PNR. Customs.

Fire 6.

**Dera Ismail Khan**

594' OPDI DSK +05:00\* N31 54.6 E070  
53.8

Apt Administration (0966) 740592; Fax (0966)  
740141; apm.dikhan@caapakistan.com.pk.

**12/30** 5000' BITUMEN. PCN 17/F/C/Y/T. TODA  
12 8425'. TODA 30 6070'.

Rwy 12 Right-Hand Circuit.

During skd operations. Non-sked flights 24hr  
PNR.

Fire 5.

**Faisalabad (Faisalabad Intl)** Apt of Entry

591' OPFA LYP +05:00 N31 21.9 E072 59.7  
03 9961'. TODA 21 9961'. ASDA 03 9771'.

ASDA 21 9771'. HIRL. HIALS 03. HIALS 21.  
ASDA 21 9771'. HIRL. HIALS 03. HIALS 21.

**03/21** 9272' BITUMEN. PCN 40/F/C/X/T. TODA  
03 9961'. TODA 21 9961'. ASDA 03 9771'.  
ASDA 21 9771'. HIRL. HIALS 03. HIALS 21.

H24. Customs: During sked operations. Non-  
sked flights 24hr PNR.

Jet A-1.

Fire 8 Fire Cat 8 for non-sked flts 24hr PNR.

**Farooq Ahmad Khan Leghari Intl see Dera  
Ghazi Khan**

## PAKISTAN

**Gilgit**

4796' OPGT GIL +05:00\* N35 55.1 E074  
20.0

Apt Manager (05811) 920418; Fax (05811)  
920675; apm.gilgit@caapakistan.com.pk.

**07/25** 5400' BITUMEN. PCN 15/F/C/Y/T. TODA  
07 5699'. TODA 25 5666'. ASDA 07 5699'.  
ASDA 25 5666'.

During sked operations. Non-sked flights 24hr  
PNR.

Fire 5.

**Gwadar (Gwadar Intl)** Apt of Entry

32' OPGD GWD +05:00\* N25 13.9 E062  
19.6

Apt Manager (086) 4315046; Fax (086)  
4315046; apm.gawadar@caapakistan.com.pk.

**06/24** 6503' BITUMEN. PCN 31/F/C/W/T.  
TODA 06 7655'. TODA 24 7655'.

During sked operations. 24hr PN for non-sked  
flights. Customs.

Fire 5.

**Hyderabad**

145' OPKD HDD +05:00\* N25 19.1 E068  
22.0

Apt Manager (022)9260338/10 Ext. 340.

**02/20** 6998' BITUMEN. PCN 17/F/C/Y/T. TODA  
02 7966'. TODA 20 7552'. ASDA 02 7897'.  
ASDA 20 7198'.

Days (24 hrs PN for non-sked flights).

Fire 5.

**Islamabad (Benazir Bhutto Intl)**

1668' OPRN +05:00\* N33 37.0 E073 05.9

Apt Manager (51) 9280337; Fax (51) 9280339;  
APM.Islamabad@caapakistan.com.pk.

**12/30** 10797' BITUMEN. PCN 111/F/C/W/T.  
TORA 12 9898'. LDA 12 9898'. LDA 30 8999'.  
TODA 12 9898'. ASDA 12 10649'. ASDA 30  
11496'. RL.

Rwy 30 Right-Hand Circuit.

H24. Customs.

Not used for public traffic.

F-3, Jet A-1.

Fire 7.

**Islamabad (Islamabad Intl)** Apt of Entry

1761' OPIS ISB +05:00\* N33 32.9 E072  
49.5

Apt Operator (51) 4960001; Fax (51) 4960094;  
apm.liiap@caapakistan.com.pk.

**10L/28R** 12001' ASPHALT. PCN 110/F/C/X/T.  
TODA 10L 15282'. TODA 28R 15282'. HIRL.

Rwy 10L Right-Hand Circuit.

**10R/28L** 12001' ASPHALT. PCN 110/F/C/X/T.  
TODA 10R 15282'. TODA 28L 12625'. HIRL.  
ALS 28L.

Rwy 10R Right-Hand Circuit.

H24. Customs.

Jet A-1.

Fire 10.

**Jinnah Intl see Karachi****Karachi (Jinnah Intl)** Apt of Entry

100' OPKC KHI +05:00\* N24 54.5 E067  
09.8

Apt Operator (21)99071111; Fax  
(21)99248146;  
apm.karachi@caapaki-  
stan.com.pk.

**07L/25R** 10499' CONCRETE.  
PCN 54/R/C/X/U. TODA 07L 13498'. TODA  
25R 12402'. ASDA 07L 11499'. ASDA 25R  
11499'. HIRL. HIALS 25R.

**07R/25L** 11155' CONCRETE.  
PCN 87/R/B/W/T. TODA 07R 14009'. TODA  
25L 12740'. ASDA 07R 12156'. ASDA 25L  
12142'. HIRL.

H24. Customs.

Jet A-1. Oxygen.

Fire 9.

## PAKISTAN

**Lahore (Allama Iqbal Intl)** Apt of Entry

712' OPLA LHE +05:00\* N31 31.3 E074  
24.3

Apt Manager (042)99240508; Fax  
(042)36611507; apmaiip@caapaki-  
stan.com.pk.

**18L/36R** 11024' CONCRETE.  
PCN 85/R/B/X/U. TODA 18L 12025'. TODA  
36R 12025'. ASDA 18L 11424'. ASDA 36R  
11424'. ALS 36R.

**18R/36L** 8999' PAVED. PCN 69/F/C/Y/T.  
TODA 18R 9800'. TODA 36L 9898'. ASDA 18R  
9800'. ASDA 36L 9898'. RL.

H24. Customs.

Jet A-1.

Fire 9.

**Moenjodaro**

154' OPMJ MJD +05:00\* N27 20.1 E068  
08.6

Apt Manager (074) 4169492; Fax (074)  
4169570.

**08/26** 6499' BITUMEN. PCN 50/F/C/X/T. TODA  
08 8992'. TODA 26 9491'. ASDA 08 6896'.  
ASDA 26 6896'. RL.

During skd operations. Non-sked flights 24hr  
PNR.

Fire 6.

**Multan (Multan Intl)** Apt of Entry

403' OPMT MUX +05:00\* N30 12.2 E071  
25.1

Apt Manager 061-9202611; Fax 061-6306607;  
apm.multan@caapakistan.com.pk.

**18/36** 10512' CONCRETE. PCN 114/R/B/W/T.  
TODA 18 11411'. TODA 36 11411'. ASDA 18  
11037'. ASDA 36 11201'. HIRL.

H24. Customs.

Jet A-1.

Fire 9.

**Muzaffarabad**

2691' OPMF MFG +05:00\* N34 20.3 E073  
30.5

Apt Manager (0581) 2063, 4525.

**13/31** 2999' BITUMEN. PCN 5/F/B/Z/T. ASDA  
13 3199'. ASDA 31 3199'.

By notam. Non-sked flights 24hr PNR.

**Nawabshah (Nawabshah Intl)** Apt of Entry

95' OPNH WNS +05:00\* N26 13.2 E068  
23.4

Apt Manager (0244) 9370205; Fax (0244)  
9370204; apm.nawabshah@caapaki-  
stan.com.pk.

**02/20** 8999' CONCRETE. PCN 66/R/C/X/T.  
TODA 02 9898'. TODA 20 9898'. ASDA 02  
9898'. ASDA 20 9898'. HIRL. HIALS 02. HIALS  
20.

Rwy 20 Right-Hand Circuit.

H24. Customs: PNR.

Jet A-1.

Fire 9.

**Panjgur**

3289' OPPG PJG +05:00\* N26 57.3 E064  
08.0

Apt Manager (0855) 642165; Fax (0855)  
641649; apm.panjgur@caapakistan.com.pk.

**13/31** 5000' BITUMEN. PCN 14/F/B/Y/T.

During sked operations. 24hr PN for non-sked  
flights.

Fire 5.

**Pasni**

33' OPPI PSI +05:00\* N25 17.4 E063 20.7

Apt Administration (0863)210333.;  
apm.pasni@caapakistan.com.pk.

**06/24** 8999' BITUMEN. PCN 17/F/C/Y/T. ASDA  
24 9750'. HIRL. HIALS 24.

By notam. Non-sked flights 24hr PNR. Cus-  
toms: Non-sked Immigration 3 days PNR.

Jet A-1.

**PAKISTAN**

Fire 5.

**Peshawar (Bacha Khan Intl)** Apt of Entry

1211' OPSS PEW +05:00 N33 59.6 E071 30.9

Apt Manager (091) 9211508; Fax (091) 9211507; APM.Peshawar@caapakistan.com.pk.

**17/35** 8999' BITUMEN. PCN 68/F/C/X/U. TODA 17 9898'. TODA 35 9898'. ASDA 17 9400'. RL. ALS 17.

Rwy 35 Right-Hand Circuit.

PCN Value for RWY 17/35 evaluated as 77/F/B/X/T. due PCN Value of Apron and TWY-B ACFT operation is restricted.

H24, 24hr PNR for non-sked due to parking limitations. Customs: H24.

AD not fit for B747 due to parking and ground support equipment limitations.

Jet A-1.

Fire 9.

**Quetta (Samungli Intl)** Apt of Entry

5267' OPQT UET +05:00\* N30 15.1 E066 56.3

Apt Manager (081)-2880212,2880177; Fax (81) 2880211; apm.quetta@caapakistan.com.pk.

**13L/31R** 12001' BITUMEN. PCN 52/F/A/X/T. ASDA 13L 12877'. ASDA 31R 12900'. RL.

During hours of scheduled operations. Non-sked flights 24hr PNR. Customs: During hours of scheduled operations.

Jet A-1, J.

ABN. Fire 9.

**Rahim Yar Khan (Sheikh Zayed Intl)** Apt of Entry

271' OPRK RYK +05:00\* N28 23.1 E070 16.8

Apt Manager (068) 9231002, 5035518; Fax (068) 9231003; apm.rykhan@caapakistan.com.pk.

**01/19** 9843' BITUMEN. PCN 50/F/C/X/T. TODA 01 10827'. TODA 19 10827'. ASDA 01 10335'. ASDA 19 10335'. HIRL.

PCN:257m from THR RWY01 54/R/B/X/T, 250m from THR RWY19 46/R/B/X/T.

During sked operations. Non-sked flights 24hr PNR.

Fire 7.

**Rawalakot**

5479' OPRT RAZ +05:00\* N33 51.0 E073 47.9

Apt Manager (0587) 10 42766.

**01/19** 2999' BITUMEN. LCN 10. TODA 01 3967'. TODA 19 3967'. ASDA 01 3199'. ASDA 19 3498'.

By Notam. 24hrs PN for non-sked flights.

**Saidu Sharif**

3183' OPSS SDT +05:00\* N34 48.8 E072 21.1

Apt Operator (0946) 812572.

**05/23** 6001' BITUMEN. PCN 17/F/C/Y/T. TODA 05 6201'. TODA 23 6913'. ASDA 05 6201'. ASDA 23 6201'.

By Notam. 24hr PN for non-sked flights.

**Samungli Intl see Quetta**

**Sheikh Zayed Intl see Rahim Yar Khan**

**Sialkot (Sialkot Intl)** Apt of Entry

786' OPST SKT +05:00\* N32 32.1 E074 21.8

Apt Administration 52-6633001/004; Fax 52-6633023.

**04/22** 11811' BITU/CONC. PCN 64/F/B/X/T. TODA 04 15092'. TODA 22 15092'. ASDA 04 12795'. ASDA 22 12795'. HIRL. ALS 04.

H24. Customs.

Jet A-1.

Fire 9.

**PAKISTAN**
**Skardu**

7316' OPSD KDU +05:00\* N35 20.4 E075 32.5

Apt Manager (05815) 923090; Fax (05815) 923068.

**14/32** 11998' BITUMEN. PCN 40/R/C/X/T. ASDA 14 12598'. ASDA 32 12598'.

**15/33** 6500' BITUMEN. PCN 15/F/C/Y/T. TODA 15 7612'. TODA 33 6739'. ASDA 15 6700'. ASDA 33 6700'.

Days. 24hr PN for non-sked flight.

Fire 6.

**Sukkur (Begum Nusrat Bhutto Intl)** Apt of Entry

196' OPSK SKZ +05:00\* N27 43.3 E068 47.5

Apt Manager (071) 581600; Fax (071) 581609; apm.sukkur@caapakistan.com.pk.

**14/32** 8999' BITUMEN. PCN 43/F/C/X/T. ASDA 14 9898'. ASDA 32 9898'. RL.

H24. Customs: 24hr PNR.

Jet A-1.

Fire 6.

**Turbat (Turbat Intl)** Apt of Entry

498' OPTU TUK +05:00\* N25 59.2 E063 01.8

Apt Manager (0852) 413366, 412295, 412076; Fax (0852) 413366.

**08L/26R** 6001' BITUMEN. PCN 13/F/A/Y/T. HIRL. ALS 26R.

During Hours of scheduled operations. Non-sked flights 24hr PNR. Customs.

Jet A-1.

Fire 5.

**Zhob**

4729' OPZB PZH +05:00\* N31 21.5 E069 27.8

Apt Manager (0822) 412927, 413576; Fax (0822) 414161.

**10/28** 6001' BITUMEN. PCN 15/F/B/Y/T. TODA 10 6828'. TODA 28 6362'. ASDA 10 6201'. ASDA 28 6201'.

During hours of scheduled operations. Non-sked flights 24hr PNR.

Fire 5.

----- **Effective 10 Oct:** -----

**Allama Iqbal Intl see Lahore**

**Bacha Khan Intl see Peshawar**

**Bahawalpur (Bahawalpur Intl)** Apt of Entry  
396' OPBW BHV +05:00\* N29 20.8 E071 42.7

Apt Manager (062) 9255590; Fax (062) 9255581; APM.Bahawalpur@caapakistan.com.pk.

**08/26** 9350' BITUMEN. PCN 52/F/C/X/T. TODA 08 9547'. TODA 26 9547'. ASDA 08 9547'. ASDA 26 9547'. HIALS 08. HIALS 26.

Rwy 08 Right-Hand Circuit.

HS. Non-sked flights 24hr PNR. Customs.

Fire 6.

**Begum Nusrat Bhutto Intl see Sukkur**

**Benazir Bhutto Intl see Islamabad**

**Chitral**

4920' OPCH CJL +05:00\* N35 53.2 E071 48.0

Apt Manager (0943) 412597; Fax (0943) 413571.

**02/20** 5801' BITUMEN. PCN 16/F/C/Y/T.

HS. Non-sked flights 24hr PNR.

Fire 5.

**Dalbandin**

2777' OPDB DBA +05:00\* N28 52.5 E064 24.3

Apt Manager (0825) 210200; Fax (0825) 210985; apm.dalbandin@caapakistan.com.pk.

**PAKISTAN**

**13/31** 6640' BITUMEN. PCN 23/F/C/Y/T. TODA 13 7539'. TODA 31 7401'. ASDA 13 6840'. ASDA 31 6840'.

By NOTAM. For non scheduled flights 24hr PNR.

Fire 5.

**Dera Ghazi Khan (Farooq Ahmad Khan Leghari Intl)** Apt of Entry

492' OPDG DEA +05:00 N29 57.7 E070 29.1

Apt Manager (064) 9260180; Fax (064) 9260179; apm.dgkhan@caapakistan.com.pk.

**18/36** 6499' BITUMEN. PCN 43/F/B/X/T. ASDA 18 6998'. ASDA 36 6998'.

Rwy 36 Right-Hand Circuit.

During sked operations. Non-sked flights 24hr PNR. Customs.

Fire 6.

**Dera Ismail Khan**

594' OPDI DSK +05:00\* N31 54.6 E070 53.8

Apt Administration (0966) 740592; Fax (0966) 740141; apm.dikhan@caapakistan.com.pk.

**12/30** 5000' BITUMEN. PCN 17/F/C/Y/T. TODA 12 8425'. TODA 30 6070'.

Rwy 12 Right-Hand Circuit.

During skd operations. Non-sked flights 24hr PNR.

Fire 5.

**Faisalabad (Faisalabad Intl)** Apt of Entry

591' OPFA LYP +05:00 N31 21.9 E072 59.7

Apt Operator (041) 9201616; Fax (041) 9201617; apm.faisalabad@caapakistan.com.pk.

**03/21** 9272' BITUMEN. PCN 40/F/C/X/T. TODA 03 9961'. TODA 21 9961'. ASDA 03 9771'. ASDA 21 9771'. HIRL. HIALS 03. HIALS 21.

H24. Customs: During sked operations. Non-sked flights 24hr PNR.

Jet A-1.

Fire 8 Fire Cat 8 for non-sked flts 24hr PNR.

**Farooq Ahmad Khan Leghari Intl see Dera Ghazi Khan**

**Gilgit**

4796' OPGT GIL +05:00\* N35 55.1 E074 20.0

Apt Manager (05811) 920418; Fax (05811) 920675; apm.gilgit@caapakistan.com.pk.

**07/25** 5400' BITUMEN. PCN 15/F/C/Y/T. TODA 07 5699'. TODA 25 5666'. ASDA 07 5699'. ASDA 25 5666'.

During sked operations. Non-sked flights 24hr PNR.

Fire 5.

**Gwadar (Gwadar Intl)** Apt of Entry

32' OPGD GWD +05:00\* N25 13.9 E062 19.6

Apt Manager (086) 4315046; Fax (086) 4315046; apm.gawadar@caapakistan.com.pk.

**06/24** 6503' BITUMEN. PCN 31/F/C/W/T. TODA 06 7655'. TODA 24 7655'.

During sked operations. 24hr PN for non-sked flights. Customs.

Fire 5.

**Hyderabad**

145' OPKD HDD +05:00\* N25 19.1 E068 22.0

Apt Manager (022)9260338/10 Ext. 340.

**02/20** 6998' BITUMEN. PCN 17/F/C/Y/T. TODA 02 7966'. TODA 20 7552'. ASDA 02 7897'. ASDA 20 7198'.

Days (24 hrs PN for non-sked flights).

Fire 5.

**Islamabad (Benazir Bhutto Intl)**

1668' OPRN +05:00\* N33 37.0 E073 05.9

Apt Manager (51) 9280337; Fax (51) 9280339; APM.Islamabad@caapakistan.com.pk.

## PAKISTAN

**12/30** 10797' BITUMEN. PCN 111/F/C/W/T. TORA 12 9898'. LDA 12 9898'. LDA 30 8999'. TODA 12 9898'. ASDA 12 10649'. ASDA 30 11496'. RL.

Rwy 30 Right-Hand Circuit.

H24. Customs.

Not used for public traffic.

F-3, Jet A-1.

Fire 7.

**Islamabad (Islamabad Intl)** Apt of Entry  
1761' OPIS ISB +05:00\* N33 32.9 E072 49.5

Apt Operator (51) 4960001; Fax (51) 4960094;  
apm.liiap@caapakistan.com.pk.

**10L/28R** 12001' ASPHALT. PCN 110/F/C/X/T. TODA 10L 15282'. TODA 28R 15282'. HIRL.

Rwy 10L Right-Hand Circuit.

**10R/28L** 12001' ASPHALT. PCN 110/F/C/X/T. TODA 10R 15282'. TODA 28L 12625'. HIRL. ALS 28L.

Rwy 10R Right-Hand Circuit.

H24. Customs.

Jet A-1.

Fire 10.

**Jinnah Intl see Karachi**

**Karachi (Jinnah Intl)** Apt of Entry

100' OPKC KHI +05:00\* N24 54.5 E067 09.8

Apt Operator (21)99071111; Fax (21)99248146;  
apm.karachi@caapakistan.com.pk.

**07L/25R** 10499' CONCRETE. PCN 54/R/C/X/U. TODA 07L 13498'. TODA 25R 12402'. ASDA 07L 11499'. ASDA 25R 11499'. HIRL. HIALS 25R.

**07R/25L** 11155' CONCRETE. PCN 87/R/B/W/T. TODA 07R 14009'. TODA 25L 12740'. ASDA 07R 12156'. ASDA 25L 12142'. HIRL.

H24. Customs.

Jet A-1. Oxygen.

Fire 9.

**Lahore (Allama Iqbal Intl)** Apt of Entry  
712' OPLA LHE +05:00\* N31 31.3 E074 24.3

Apt Manager (042)99240508; Fax (042)36611507;  
apmaiia@caapakistan.com.pk.

**18L/36R** 11024' CONCRETE. PCN 85/R/B/X/U. TODA 18L 12025'. TODA 36R 12025'. ASDA 18L 11424'. ASDA 36R 11424'. ALS 36R.

**18R/36L** 8999' PAVED. PCN 69/F/C/Y/T. TODA 18R 9800'. TODA 36L 9898'. ASDA 18R 9800'. ASDA 36L 9898'. HIRL.

H24. Customs.

Jet A-1.

Fire 9.

**Moenjodaro**

154' OPMJ MJD +05:00\* N27 20.1 E068 08.6

Apt Manager (074) 4169492; Fax (074) 4169570.

**08/26** 6499' BITUMEN. PCN 50/F/C/X/T. TODA 08 8992'. TODA 26 9491'. ASDA 08 6896'. ASDA 26 6896'. RL.

During skd operations. Non-sked flights 24hr PNR.

Fire 6.

**Multan (Multan Intl)** Apt of Entry

403' OPMT MUX +05:00\* N30 12.2 E071 25.1

Apt Manager 061-9202611; Fax 061-6306607;  
apm.multan@caapakistan.com.pk.

**18/36** 10512' CONCRETE. PCN 114/R/B/W/T. TODA 18 11411'. TODA 36 11411'. ASDA 18 11037'. ASDA 36 11201'. HIRL.

H24. Customs.

**PAKISTAN**

Jet A-1.

Fire 9.

**Muzaffarabad**

2691' OPMF MFG +05:00\* N34 20.3 E073 30.5

Apt Manager (0581) 2063, 4525.

**13/31** 2999' BITUMEN. PCN 5/F/B/Z/T. ASDA 13 3199'. ASDA 31 3199'.

By notam. Non-sked flights 24hr PNR.

**Nawabshah (Nawabshah Intl)** Apt of Entry

95' OPNH WNS +05:00\* N26 13.2 E068 23.4

Apt Manager (0244) 9370205; Fax (0244) 9370204; apm.nawabshah@caapakistan.com.pk.

**02/20** 8999' CONCRETE. PCN 66/R/C/X/T. TODA 02 9898'. TODA 20 9898'. ASDA 02 9898'. ASDA 20 9898'. HIRL. HIALS 02. HIALS 20.

Rwy 20 Right-Hand Circuit.

H24. Customs: PNR.

Jet A-1.

Fire 9.

**Panjugur**

3289' OPPG PJG +05:00\* N26 57.3 E064 08.0

Apt Manager (0855) 642165; Fax (0855) 641649; apm.panjugur@caapakistan.com.pk.

**13/31** 5000' BITUMEN. PCN 14/F/B/Y/T.

During sked operations. 24hr PN for non-sked flights.

Fire 5.

**Pasni**

33' OPPI PSI +05:00\* N25 17.4 E063 20.7

Apt Administration (0863)210333.; apm.pasni@caapakistan.com.pk.

**06/24** 8999' BITUMEN. PCN 17/F/C/Y/T. ASDA 24 9750'. HIRL. HIALS 24.

By notam. Non-sked flights 24hr PNR. Customs: Non-sked Immigration 3 days PNR.

Jet A-1.

Fire 5.

**Peshawar (Bacha Khan Intl)** Apt of Entry

1211' OPPS PEW +05:00 N33 59.6 E071 30.9

Apt Manager (091) 9211508; Fax (091) 9211507; APM.Peshawar@caapakistan.com.pk.

**17/35** 8999' BITUMEN. PCN 68/F/C/X/U. TODA 17 9898'. TODA 35 9898'. ASDA 17 9196'. ASDA 35 9196'. RL. ALS 17.

Rwy 35 Right-Hand Circuit.

PCN Value for RWY 17/35 evaluated as 77/F/B/X/T. due PCN Value of Apron and TWY-B ACFT operation is restricted.

H24, 24hr PNR for non-sked due to parking limitations. Customs: H24.

AD not fit for B747 due to parking and ground support equipment limitations.

Jet A-1.

Fire 9.

**Quetta (Samungli Intl)** Apt of Entry

5267' OPQT UET +05:00\* N30 15.1 E066 56.3

Apt Manager (081)-2880212,2880177; Fax (81) 2880211; apm.quetta@caapakistan.com.pk.

**13L/31R** 12001' BITUMEN. PCN 52/F/A/X/T. ASDA 13L 12877'. ASDA 31R 12900'. RL.

During hours of scheduled operations. Non-sked flights 24hr PNR. Customs: During hours of scheduled operations.

Jet A-1, J.

ABN. Fire 9.

**Rahim Yar Khan (Sheikh Zayed Intl)** Apt of Entry

271' OPRK RYK +05:00\* N28 23.1 E070 16.8



## PAKISTAN

Apt Manager (068) 9231002, 5035518; Fax (068) 9231003; apm.rykhan@caapakistan.com.pk.

**01/19** 9843' BITUMEN. PCN 50/F/C/X/T. TODA 01 10827'. TODA 19 10827'. ASDA 01 10335'. ASDA 19 10335'. HIRL.

PCN:257m from THR RWY01 54/R/B/X/T, 250m from THR RWY19 46/R/B/X/T.

During sked operations. Non-sked flights 24hr PNR.

Fire 7.

**Rawalakot**

5479' OPRT RAZ +05:00\* N33 51.0 E073 47.9

Apt Manager (0587) 10 42766.

**01/19** 2999' BITUMEN. LCN 10. TODA 01 3967'. TODA 19 3967'. ASDA 01 3199'. ASDA 19 3498'.

By Notam. 24hrs PN for non-sked flights.

**Saidu Sharif**

3183' OPSS SDT +05:00\* N34 48.8 E072 21.1

Apt Operator (0946) 812572.

**05/23** 6001' BITUMEN. PCN 17/F/C/Y/T. TODA 05 6201'. TODA 23 6913'. ASDA 05 6201'. ASDA 23 6201'.

By Notam. 24hr PN for non-sked flights.

**Samungli Intl see Quetta****Sheikh Zayed Intl see Rahim Yar Khan****Sialkot (Sialkot Intl)** Apt of Entry

786' OPST SKT +05:00\* N32 32.1 E074 21.8

Apt Administration 52-6633001/004; Fax 52-6633023.

**04/22** 11811' BITU/CONC. PCN 64/F/B/X/T. TODA 04 15092'. TODA 22 15092'. ASDA 04 12795'. ASDA 22 12795'. HIRL.

H24. Customs.

Jet A-1.

Fire 9.

**Skardu**

7316' OPSD KDU +05:00\* N35 20.4 E075 32.5

Apt Manager (05815) 923090; Fax (05815) 923068.

**14/32** 11998' BITUMEN. PCN 40/R/C/X/T. ASDA 14 12598'. ASDA 32 12598'.

**15/33** 6500' BITUMEN. PCN 15/F/C/Y/T. TODA 15 7612'. TODA 33 6739'. ASDA 15 6700'. ASDA 33 6700'.

Days. 24hr PN for non-sked flight.

Fire 6.

**Sukkur (Begum Nusrat Bhutto Intl)** Apt of Entry

196' OPSK SKZ +05:00\* N27 43.3 E068 47.5

Apt Manager (071) 581600; Fax (071) 581609; apm.sukkur@caapakistan.com.pk.

**14/32** 8999' BITUMEN. PCN 43/F/C/X/T. ASDA 14 9898'. ASDA 32 9898'. RL.

H24. Customs: 24hr PNR.

Jet A-1.

Fire 6.

**Turbat (Turbat Intl)** Apt of Entry

498' OPTU TUK +05:00\* N25 59.2 E063 01.8

Apt Manager (0852) 413366, 412295, 412076; Fax (0852) 413366.

**08L/26R** 6001' BITUMEN. PCN 13/F/A/Y/T. HIRL. ALS 26R.

During Hours of scheduled operations. Non-sked flights 24hr PNR. Customs.

Jet A-1.

Fire 5.

**PAKISTAN**
**Zhob**

4729' OPZB PZH +05:00\* N31 21.5 E069  
27.8

Apt Manager (0822) 412927, 413576; Fax  
(0822) 414161.

**10/28** 6001' BITUMEN. PCN 15/F/B/Y/T. TODA  
10 6828'. TODA 28 6362'. ASDA 10 6201'.  
ASDA 28 6201'.

During hours of scheduled operations. Non-  
sked flights 24hr PNR.

Fire 5.

-----.

## QATAR

**Al Khor**

6' OTBK +03:00 N25 37.8 E051 30.4

Apt perm withdrawn from AIP eff. 15 AUG 2019.

**Al Udeid AB see Al-Udeid****Al-Udeid (Al Udeid AB)**

132' OTBH XJD Mil. +03:00 N25 07.1 E051 18.8

803-717-8226, 803-717-8227, 803-717-8228.  
Apt Manager PPR 974-461-7056; Fax PPR 974-461-7058; base.ops@auab.afcent.af.mil.

**16L/34R** 12303' ASPH/CONC.  
PCN 64/R/B/W/T. HIRL. HIALS 34R.

**16R/34L** 12297' ASPH/CONC.  
PCN 75/F/A/W/T. HIRL. HIALS.

JP-8. JASU.

RWY 16L/34R closed Mon 0700-1100Z and 1800-1930Z.

RWY 16R/34L closed Wed 0700-1100Z and 1800-1930Z.

Jet A-1.

Fire 10.

**Hamad Intl see Doha****Doha (Doha Intl) Apt of Entry**

37' OTBD DIA +03:00 N25 15.7 E051 33.9

Apt Administration 40103999, 40107715; Fax 40101010; coohiaoffice@hamadairport.com.qa.  
ATIS H24 44656213.

**15/33** 14993' ASPHALT. PCN 60/F/A/X/T. LDA 15 12533'. TODA 15 15892'. TODA 33 15593'.  
HIRL.

H24. Customs.

F-3, Jet A-1.

Fire 9 , CAT 10 O/R. Notification time to upgrade Approx. 45 Min.

**Doha (Hamad Intl) Apt of Entry**

13' OTHH DOH +03:00 N25 16.5 E051 36.5

Apt Administration 40103999, 40107715; Fax 40101010; coohiaoffice@hamadairport.com.qa.  
ATIS H24 4470531013.

**16L/34R** 15912' ASPHALT. PCN 110/F/B/W/T.  
HIRL. ALS.

**16R/34L** 13944' ASPHALT. PCN 110/F/B/W/T.  
HIRL. ALS.

H24. Customs.

## SAUDI ARABIA

----- Effective thru 09 Oct: -----

**Abha**

6858' OEAB AHB +03:00 N18 14.4 E042 39.4

Apt Administration 17 2276091, 17 2276092; Fax 17 2276025.

**13/31** 10991' ASPHALT. PCN 87/F/A/W/T. TODA 13 11975'. TODA 31 11975'. ASDA 13 11385'. ASDA 31 11385'. HIRL. HIALS 13.

H24. Customs.

Jet A-1.

ABN. Fire 7.

**Abqaiq**

234' OEBQ +03:00 N25 54.7 E049 35.5

Apt Administration 013 877 4066; Fax 013 872 5034.

**15/33** 6076' ASPHALT. HIRL.

O/R.

Fire 6.

**Al Ahsa**

588' OEAH HOF +03:00 N25 17.2 E049 29.2

Apt Administration 013 5710087, 5710057; Fax 013 5710012.

**16/34** 10039' ASPHALT. PCN 59/F/A/X/T. TODA 16 10826'. TODA 34 11023'. ASDA 16 10236'. ASDA 34 10236'. HIRL. HIALS 34.

H24, 3hr PPR for non-scheduled flights. Uncontrolled AD. Customs: By operational requirements.

Jet A-1.

ABN. Fire 7.

**Al Baha (King Saud Bin Abdulaziz)**

5459' OEBA ABT +03:00 N20 17.9 E041 38.1

Apt Administration Fax 017 7290724. Apt Operator 017 7290041, 7290049, 017 7290045 Ext 1111.

**07/25** 10991' ASPHALT. PCN 76/F/A/W/T. TODA 07 11975'. TODA 25 11975'. HIRL. HIALS.

0500-2059. Customs: Immigration: By operational requirements.

Jet A-1.

ABN. Fire 7.

**Al Dawadmi**

3031' OEDM DWD +03:00 N24 27.0 E044 07.3

Apt Operator 011 643 4044/4151/4224; Fax 011 643 34070.

**15/33** 10007' ASPHALT. PCN 61/F/B/X/T. TODA 15 10991'. TODA 33 10991'. HIRL.

Dly 1100-1900.

Jet A-1.

ABN. Fire 7.

**Al Jouf**

2261' OESK AJF +03:00 N29 47.1 E040 06.0

Apt Operator 014 6245668; Fax 014 6246224.

**10/28** 12008' ASPHALT. PCN 58/F/A/W/T. TODA 10 12992'. TODA 28 12992'. ASDA 10 12992'. ASDA 28 12992'. HIRL.

H24. Customs: By operational requirements.

Jet A-1.

ABN. Fire 7.

**Al Kharj (Prince Sultan AB)**

1651' OEPS AKH Mil. +03:00 N24 04.2 E047 33.7

Apt Administration 011 5400000, Ext. 45888; Fax 011 5400451.

**17L/35R** 13123' ASPHALT. PCN 65/F/A/X/T. ASDA 17L 14124'. ASDA 35R 14124'. HIRL. HIALS.

**17R/35L** 13123' ASPHALT. PCN 80/F/A/W/T. ASDA 17R 14124'. ASDA 35L 14124'. MIRL. HIALS 35L.

H24. Customs.

**SAUDI ARABIA**

JP-8.

Fire 9.

**Al Qaisumah (Hafr Al Batin)**

1174' OEPA AQI +03:00 N28 20.1 E046 07.5

Apt Administration 013 724 1354; Fax 013 724 1880.

**16/34** 10007' ASPHALT. PCN 59/F/A/W/T. TODA 34 10991'. Rwy 16 Takeoff not allowed. 0400-2000Z. PPR PNR 12hr for non-skid. Customs: Immigration: Irregular service.

Jet A-1.

ABN. Fire 7.

**Al Ula (Prince Abdulmajeed bin Abdulaz)**

2046' OEAO ULH +03:00 N26 29.0 E038 07.1

Apt Administration 014 8847100; Fax 014 8847107.

**12/30** 10007' ASPHALT. PCN 60/F/B/X/T. TODA 12 10794'. TODA 30 10794'. ASDA 12 10400'. ASDA 30 10400'. HIRL. HIALS.

Rwy 12 Right-Hand Circuit.

0400-2000. Uncontrolled AD. PPR for land. Customs: By operational requirements, customs working during intl flight operations.

ABN. Fire 7.

**Aradah**

262' OEAD +03:00 N21 13.1 E055 15.7

Apt Administration 11 4032975.

**03/21** 6890' CONCRETE. PCN 54/R/C/W/T. MIRL.

**Arar**

1819' OERR RAE +03:00 N30 54.4 E041 08.3

Apt Administration 014 6626668; Fax 014 6624000.

**10/28** 10007' ASPHALT. PCN 62/F/A/X/T. TODA 10 10991'. TODA 28 10991'. ASDA 10 10204'. ASDA 28 10204'. HIRL.

0300-1900. Customs: Not avbl. Immigration: By operational requirements.

Jet A-1.

ABN. Fire 7.

**Batha**

258' OEBT +03:00 N24 13.0 E051 27.0

**14/32** 5577' CONCRETE. PCN 54/R/C/W/T. MIRL. ALS 14.

**Bisha**

3887' OEBH BHH +03:00 N19 59.0 E042 37.4

Apt Administration 017 622 5004; Fax 017 622 6006.

**18/36** 10007' ASPHALT. PCN 58/F/B/W/T. TODA 18 11483'. TODA 36 11483'. ASDA 18 10991'. ASDA 36 10991'. HIRL.

0500-2059. Customs: By operational requirements.

Jet A-1.

ABN. Fire 7.

**Dammam (King Fahd Intl)** Apt of Entry

72' OEDF DMM +03:00 N26 28.3 E049 47.9

Apt Administration 013 883 1000; Fax 013 883 1900.

**16L/34R** 13123' ASPH/CONC. PCN 103/F/A/X/T. ASDA 16L 13517'. ASDA 34R 13517'. HIRL. HIALS.

**16R/34L** 13123' ASPH/CONC. PCN 103/F/A/X/T. ASDA 16R 13517'. ASDA 34L 13517'. HIRL. HIALS.

H24. Customs.

F-4, Jet A-1.

ABN. Fire 9.

**SAUDI ARABIA**
**Dhahran (King Abdulaziz AB)**

84' OEDR DHA Mil. +03:00 N26 15.8 E050  
09.1

Apt Operator Fax 13 3307016.

**16L/34R** 11811' CONC/ASPH.  
PCN 56/F/A/W/T. RL. HIALS.

**16R/34L** 12008' CONC/ASPH.  
PCN 56/F/A/W/T. RL. HIALS.

H24. PPR. Customs: H24.

Jet A-1, JP-4.

ABN. Fire 9.

**Gassim (Prince Naif Bin Abdulaziz)**

2126' OEGS ELQ +03:00 N26 18.2 E043  
46.4

Apt Administration 016 380 0013; Fax 016 380  
0222.

**15/33** 9843' ASPHALT. PCN 67/F/A/W/T.  
TODA 15 10827'. TODA 33 10827'. ASDA 15  
10827'. ASDA 33 10827'. HIRL. HIALS 15.

H24. PPR. Customs: H24.

Jet A-1.

ABN. Fire 8.

**Guriat**

1684' OEGT URY +03:00 N31 24.7 E037  
16.8

Apt Operator 014 642 4664; Fax 014 642 5600.

**10/28** 10007' ASPHALT. PCN 61/F/A/X/T.  
TODA 10 10991'. TODA 28 10991'. ASDA 10  
10401'. ASDA 28 10401'. HIRL. HIALS 28.

0400-2000. PPR PN 3hr to Apt for Non-SKD  
flights. Uncontrolled AD. Customs: Immigration:  
By operational requirements.

Jet A-1.

ABN. Fire 7.

**Hafr Al Batin (King Saud AB)**

1352' OEKK KMC Mil. +03:00 N27  
54.0 E045 31.7

Apt Administration 013 787 2606, 2021.

**13/31** 12005' BITU/CONC. B-747.

HIRL. HIALS.

Dly 0400-1100.

Fire 7.

**Hafr Al Batin see Al Qaisumah**
**Hail**

3331' OEHL HAS +03:00\* N27 26.4 E041  
41.2

Apt Administration 016 5320740; Fax 016  
5328700.

**18/36** 10827' ASPHALT. PCN 58/F/A/X/T.  
TODA 18 12205'. TODA 36 12139'. ASDA 18  
12205'. ASDA 36 11024'. HIRL.

H24. Customs.

Jet A-1.

ABN. Fire 7.

**Harad**

919' OEHR +03:00 N24 06.1 E049 13.4

Apt Administration 013 877 4991; Fax 013 877  
4996.

**16/34** 8005' ASPHALT. HIRL. ALS.

Days.

Jet A-1.

Fire 6.

**Hawtah**

2091' OEHW +03:00 N22 58.0 E046 54.0

Apt Administration 013 8774991; Fax 013  
8774996.

**15/33** 8497' ASPHALT. HIRL. ALS.

O/R.

Jet A-1.

Fire 6.

**Jazan (King Abdullah Bin Abdulaziz)**

20' OEGN GIZ +03:00 N16 54.1 E042 35.1

Apt Administration 017 322 1313; Fax 017 322  
0352.

## SAUDI ARABIA

**15/33** 10007' ASPHALT. PCN 42/F/C/X/T. TODA 15 10991'. TODA 33 10991'. HIRL. HIALS 33.

PPR, H24. Customs: Customs: PNR, immigration: H24.

Jet A-1.

ABN. Fire 7.

**Jeddah (King Abdulaziz Intl)** Apt of Entry

49' OEJN JED +03:00 N21 40.9 E039 09.4

Apt Administration 012 685 4555; Fax 012 685 6263. Apt Switchboard 012 685 4212.

**16C/34C** 13123' ASPHALT. PCN 80/F/A/W/T. HIRL. HIALS.

Rwy 34C Right-Hand Circuit.

**16L/34R** 13123' ASPHALT. PCN 80/F/A/W/T. RL. HIALS.

Rwy 34R Right-Hand Circuit.

**16R/34L** 12467' ASPHALT. PCN 80/F/A/W/T. RL. HIALS.

Rwy 34L Right-Hand Circuit.

H24. Customs.

F-3, Jet A-1, JP-4.

ABN. Fire 10.

**Jeddah (King Faisal Naval Base)**

16' OEJF Mil. +03:00 N21 20.9 E039 10.4

Apt Administration 012 6090190; Fax 012 6090015.

**15/33** 8999' ASPHALT. PCN 48/F/B/W/T. ASDA 15 9983'. ASDA 33 9196'. HIRL.

H24.

JP-5.

Fire 5.

**Jubail**

26' OEJB Mil. +03:00 N27 02.3 E049 24.3

Apt Administration 013 3640196, 3410849, 3416040; Fax 013 3640944, 3610326.

**17/35** 13123' ASPH/CONC. PCN 52/R/B/W/T. TODA 17 14108'. TODA 35 14108'. ASDA 17 13520'. ASDA 35 13520'. HIRL.

H24. PPR, PN 6hr to AD for non scheduled flight.

Jet A-1.

ABN. Fire 5.

**Jubil (King Abdulaziz Naval Base)**

8' OEJL Mil. +03:00 N26 56.5 E049 42.2

Apt Administration 13 364 0196, 13 364 1234 Ext: 5548; Fax 13 364 0944.

**15/33** 8038' ASPH/CONC. C130. HIRL. MIALS 33.

PPR. 0730-1430, 6hr PNR.

Jet A-1.

Fire 5.

**Khamis Mushait (King Khaled AB)**

6778' OEKM KMX Mil. +03:00 N18 18.1 E042 48.0

**06/24** 12467' ASPH/CONC. PCN 56/F/A/W/T. ASDA 06 13451'. ASDA 24 13451'. HIRL. HIALS.

**14/32** 12467' ASPH/CONC. PCN 56/F/A/W/T. ASDA 14 13451'. ASDA 32 13451'. HIRL. HIALS.

H24.

JP-8.

**Khashm Alan see Riyadh**

**Khurais**

1362' OEKN +03:00 N25 15.9 E048 10.7

Apt Administration 013 877 4991; Fax 013 877 4996.

**16/34** 8005' ASPHALT. ASDA 16 8523'. ASDA 34 8523'. RL. ALS.

O/R.

Jet A-1.

Fire 6.

## SAUDI ARABIA

**King Abdulaziz AB** see Dhahran

**King Abdulaziz Intl** see Jeddah

**King Abdulaziz Naval Base** see Jubil

**King Abdullah Bin Abdulaziz** see Jazan

**King Fahd Intl** see Dammam

**King Faisal Naval Base** see Jeddah

**King Khaled AB** see Khamis Mushait

**King Khaled Intl** see Riyadh

**King Salman AB** see Riyadh

**King Saud AB** see Hafr Al Batin

**King Saud Bin Abdulaziz** see Al Baha

**Madinah (Prince Mohammad Bin Abdulaziz)**

Apt of Entry

2134' OEMA MED +03:00 N24 33.0 E039 42.3

Apt Administration 014 842 0220; Fax 014 842 0020.

**17/35** 14222' ASPHALT. PCN 75/F/A/W/T. TODA 17 15206'. TODA 35 15206'. ASDA 17 14616'. ASDA 35 14616'. HIRL. HIALS.

**18/36** 10007' ASPHALT. PCN 59/F/A/W/T. TODA 18 10991'. TODA 36 10794'. ASDA 18 10400'. ASDA 36 10400'. HIRL. ALS 36.

Rwy 36 Right-Hand Circuit.

H24. Customs.

Jet A-1.

ABN. Fire 10.

**Nejran**

3983' OENG EAM +03:00 N17 36.7 E044 25.1

Apt Administration 017 5440181; Fax 017 5441705.

**06/24** 10007' ASPHALT. PCN 60/F/A/X/T. TODA 06 10991'. TODA 24 10991'. ASDA 06

10204'. ASDA 24 10204'. HIRL. HIALS 06. HIALS 24.

H24. Customs: By operational requirements.

Jet A-1.

ABN. Fire 7.

**Neom Bay**

33' OENN NUM Mil. +03:00 N27 55.4 E035 17.6

Apt Administration 14 4221462; Fax 14 4229240.

**15/33** 12326' ASPHALT. PCN 73/F/B/X/T. RL. 0500-1300Z. PPR from RSAF 12hr before arrival.

Jet A-1, JP-8.

Fire 9.

**Prince Abdulmajeed bin Abdulaziz** see Al Ula

**Prince Abdulmohsin bin Abdulaziz** see Yenbo

**Prince Mohammad Bin Abdulaziz Intl** see Madinah

**Prince Naif Bin Abdulaziz** see Gassim

**Prince Sultan AB** see Al Kharj

**Prince Sultan Bin Abdulaziz** see Tabuk

**Pump Station 3**

1741' OEPC +03:00 N25 10.5 E047 29.3

Apt Administration 013 8774991; Fax 013 8774996.

**14/32** 7965' ASPHALT. HIRL. ALS.

O/R.

Jet A-1.

Fire 6.

**Pump Station 6**

2534' OEPF +03:00 N24 42.6 E044 57.9



**SAUDI ARABIA**

Apt Administration 013 8774991; Fax 013 8774996.

**17/35** 7959' ASPHALT. HIRL. ALS.

O/R.

Jet A-1.

Fire 6.

**Pump Station 9**

2968' OEPI +03:00 N24 16.6 E042 08.6

Apt Administration 013 8774991; Fax 013 8774996.

**17/35** 7999' ASPHALT. HIRL. ALS.

H24.

Jet A-1.

Fire 6.

**Pump Station 10**

2841' OEPJ +03:00 N24 06.4 E041 02.2

Apt Administration 013 8774991; Fax 013 8774996.

**18/36** 8005' ASPHALT. HIRL. ALS.

O/R.

Jet A-1.

Fire 6.

**Rabigh**

22' OERB +03:00 N22 42.1 E039 04.2

**15/33** 7776' ASPHALT. PCN 36/F/A/X/T. TODA 15 8563'. TODA 33 8563'. ASDA 15 7973'. ASDA 33 7973'.

Sun-Thu 0500-1300. PPR except SA flight training.

F-3.

Fire 2.

**Rafha**

1474' OERF RAH +03:00 N29 37.6 E043 29.4

Apt Administration 014 6760222; Fax 014 6760226.

**11/29** 9843' ASPHALT. PCN 59/F/A/W/T. TODA 11 10827'. TODA 29 10827'. ASDA 11 10040'. ASDA 29 10040'. HIRL.

0400-2000. PPR PN 3hr to Apt for non-SKED flights. Uncontrolled AD. Customs: By operational requirements.

Jet A-1.

Fire 7.

**Ras Mishab**

13' OERM +03:00 N28 04.7 E048 36.7

**16/34** 10551' ASPHALT. B-737. ASDA 16 10853'. ASDA 34 10853'. RL.

Irregular service.

**Ras Tanajib**

30' OETN +03:00 N27 52.1 E048 46.1

Apt Administration 013 8774991; Fax 013 8774996.

**15/33** 8005' ASPHALT. HIRL. ALS 15. HIALS 33.

O/R.

Jet A-1.

Fire 6.

**Ras Tanura**

9' OERT +03:00 N26 43.4 E050 01.9

Apt Administration 013 8774066. Apt Manager Fax 013 8725034.

**15/33** 7050' ASPHALT. HIRL. HIALS 33.

H24.

Jet A-1.

Fire 6.

**Riyadh (Khashm Alan)**

1848' OEKA Mil. +03:00 N24 37.2 E046 55.1

Apt Administration 11 290 6100 ext 29031/28005.

**16/34** 6890' PAVED. PCN 58/F/B/Y/T. TODA 16 7874'. TODA 34 7874'. ASDA 16 7218'. ASDA 34 7211'. HIRL.

**SAUDI ARABIA**

H24.	Apt Administration 017 5321003; Fax 017 5321011.
Jet A.	<b>08/26</b> 11975' ASPHALT. PCN 80/F/A/W/T. TODA 08 12959'. TODA 26 12959'. ASDA 08 12369'. ASDA 26 12369'. HIRL.
Fire B.	0400-1200. Customs: Immigration: During skd operations.
<b>Riyadh (King Khaled Intl)</b> Apt of Entry	Jet A-1.
2052' OERK RUH +03:00 N24 57.8 E046 42.5	ABN. Fire 7.
Apt Administration 11 2211313, 11 2212710; Fax 11 2211637.	<b>Tabuk (Prince Sultan Bin Abdulaziz)</b>
<b>15L/33R</b> 13796' ASPHALT. PCN 80/F/A/W/T. HIRL. HIALS.	2551' OETB TUU +03:00 N28 22.4 E036 37.3
Rwy 33R Right-Hand Circuit.	Apt Administration 014 4415770. ATS 014 8145724. Apt Operator 014 4221462; Fax 014 4229240.
<b>15R/33L</b> 13796' ASPHALT. PCN 80/F/A/W/T. HIRL. HIALS.	<b>06/24</b> 10991' ASPHALT. PCN 51/F/A/X/T. TODA 06 11975'. TODA 24 11975'. ASDA 06 11975'. ASDA 24 11975'. HIRL. ALS 06. HIALS 24.
Rwy 15R Right-Hand Circuit.	<b>13/31</b> 10007' ASPHALT. PCN 41/F/A/W/T. TODA 13 10991'. TODA 31 10991'. ASDA 13 10991'. ASDA 31 10991'. HIRL. HIALS 13.
H24 ATND SKD H24. Customs: H24.	Rwy end 13 PCN 46/R/A/W/T, rwy end 31 PCN 68/R/A/W/T.
F-4, Jet A-1.	H24. Customs: Customs: PN. Immigration: H24.
ABN. Fire 9.	Jet A-1, JP-8.
<b>Riyadh (King Salman AB)</b>	ABN. Fire 7, CAT 8 PN.
2083' OERY Mil. +03:00 N24 43.3 E046 43.5	<b>Taif (Taif Intl)</b> Apt of Entry
<b>01/19</b> 13474' ASPHALT. PCN 64/F/A/X/T. LDA 01 12024'. ASDA 01 13677'. ASDA 19 13680'. HIRL. HIALS 01.	4848' OETF TIF +03:00 N21 29.0 E040 32.7
<b>15/33</b> 10279' ASPHALT. PCN 70/F/A/X/T. LDA 33 10003'. ASDA 15 10751'. ASDA 33 11017'. HIALS 33.	Apt Operator 012 7262625; Fax 012 7262225.
PPR, H24. Customs: H24.	<b>07/25</b> 12254' ASPHALT. PCN 62/F/A/X/T. TODA 07 13041'. TODA 25 13255'. ASDA 07 12658'. ASDA 25 13255'. HIRL.
F-3, Jet A-1, JP-4.	Rwy 07 Right-Hand Circuit.
ABN. Fire 9.	Rwy ends 07/25 concrete PCN 60/R/B/X/T.
<b>Shabitah</b>	<b>17/35</b> 10991' ASPHALT. PCN 62/F/A/X/T. TODA 17 11778'. TODA 35 11778'. ASDA 17 11312'. ASDA 35 11372'. HIRL.
342' OEST +03:00 N22 42.5 E053 17.1	Rwy 17/35 Right-Hand Circuit.
<b>13/31</b> 6890' CONCRETE. PCN 54/R/C/W/T. MIRL.	
Irregular times.	
<b>Sharurah</b>	
2382' OESH SHW +03:00 N17 28.0 E047 07.3	

## SAUDI ARABIA

Rwy end 17 concrete PCN 53/R/C/X/T, end 35 concrete PCN 67/R/B/X/T.

H24. Customs: PNR, Immigration: H24.

Jet A-1, JP-4.

ABN. Fire 8.

**Thablotin**

403' OEBN +03:00 N19 50.0 E054 01.2

**17/35** 6889' CONCRETE. PCN 54/R/C/W/T. MIRL.

**Thumamah**

1870' OETH +03:00 N25 12.8 E046 38.4

Apt Administration 011 2191002, 011 2191003; Fax 011 2191004.

**17/35** 13123' ASPHALT. PCN 62/R/A/W/T. ASDA 17 13320'. ASDA 35 14108'. RL. HIALS 35.

Jet A-1.

Fire 2, CAT 3 by arrangement.

**Turaif**

2809' OETR TUI +03:00 N31 41.7 E038 43.9

Apt Administration 014 6520352; Fax 014 6520828.

**10/28** 10007' ASPHALT. PCN 75/F/A/W/T. TODA 10 10991'. TODA 28 10991'. HIRL.

0500-2100Z. Uncontrolled AD. Customs: Immigration: During skd operations.

Jet A-1.

ABN. Fire 7.

**Udhailiyah**

772' OEUD +03:00 N25 09.1 E049 19.7

Apt Administration 013 8774991; Fax 013 8774996.

**18/36** 7182' ASPHALT. TODA 18 7683'. TODA 36 7695'. HIRL. ALS 36.

O/R.

Jet A-1.

Fire 6.

**Um Almelh**

778' OEOM +03:00 N19 06.6 E050 07.2

Apt Administration 011 4032975; Fax 011 4032975.

**05/23** 9843' CONCRETE. PCN 59/R/A/X/T. ASDA 05 10040'. ASDA 23 10040'. HIRL. HIALS 05.

H24.

JP-8.

ABN. Fire 9.

**Wadi Al Dawasir**

2062' OEWD WAE +03:00 N20 30.2 E045 11.9

Apt Administration 011 7823131; Fax 011 7823132.

**10/28** 10007' CONC/ASPH. PCN 41/F/A/W/T. TODA 10 10958'. TODA 28 10991'. ASDA 10 10401'. ASDA 28 10401'. HIRL.

0600-2200. Non-skd flights 3hr PPR. Customs: Immigration: During skd operations.

Jet A-1.

ABN. Fire 7.

**Wejh**

66' OEJW EJH +03:00 N26 11.9 E036 28.6

Apt Operator 014 4421140; Fax 014 4421246.

**15/33** 10046' ASPHALT. PCN 60/F/A/W/T. TODA 15 10948'. TODA 33 10883'. HIRL.

H24. PPR, Non sked flights have to coordinate ops with ATC 24hrs before ARR. Uncontrolled AD. Customs: Immigration: By operational requirements.

Jet A-1.

ABN. Fire 7.

**Yenbo (Prince Abdulmohsin bin Abdulaz)**

44' OEYN YNB +03:00 N24 08.6 E038 03.8

Apt Administration 014 3228800; Fax 014 3224734.

**SAUDI ARABIA**

**10/28** 10538' ASPHALT. PCN 57/F/A/W/T. TODA 10 11522'. TODA 28 11522'. ASDA 10 10735'. ASDA 28 10735'. HIRL. HIALS.

H24.

Jet A-1.

ABN. Fire 7.

----- **Effective 10 Oct:** -----  
**Abha**

6858' OEAB AHB +03:00 N18 14.4 E042 39.4

Apt Administration 17 2276091, 17 2276092; Fax 17 2276025.

**13/31** 10991' ASPHALT. PCN 87/F/A/W/T. TODA 13 11975'. TODA 31 11975'. ASDA 13 11385'. ASDA 31 11385'. HIRL. HIALS 13.

H24. Customs.

Jet A-1.

ABN. Fire 7.

**Abqaiq**

234' OEBQ +03:00 N25 54.7 E049 35.5

Apt Administration 013 877 4066; Fax 013 872 5034.

**15/33** 6076' ASPHALT. HIRL.

O/R.

Fire 6.

**Al Ahsa**

588' OEAH HOF +03:00 N25 17.2 E049 29.2

Apt Administration 013 5710087, 5710057; Fax 013 5710012.

**16/34** 10039' ASPHALT. PCN 59/F/A/X/T. TODA 16 10826'. TODA 34 11023'. ASDA 16 10236'. ASDA 34 10236'. HIRL. HIALS 34.

H24, 3hr PPR for non-scheduled flights. Uncontrolled AD. Customs: By operational requirements.

Jet A-1.

ABN. Fire 7.

**Al Baha (King Saud Bin Abdulaziz)**

5459' OEBA ABT +03:00 N20 17.9 E041 38.1

Apt Administration Fax 017 7290724. Apt Operator 017 7290041, 7290049, 017 7290045 Ext 1111.

**07/25** 10991' ASPHALT. PCN 76/F/A/W/T. TODA 07 11975'. TODA 25 11975'. HIRL. HIALS.

0500-2059. Customs: Immigration: By operational requirements.

Jet A-1.

ABN. Fire 7.

**Al Dawadmi**

3031' OEDM DWD +03:00 N24 27.0 E044 07.3

Apt Operator 011 643 4044/4151/4224; Fax 011 643 34070.

**15/33** 10007' ASPHALT. PCN 61/F/B/X/T. TODA 15 10991'. TODA 33 10991'. HIRL.

Dly 1100-1900.

Jet A-1.

ABN. Fire 7.

**Al Jouf**

2261' OESK AJF +03:00 N29 47.1 E040 06.0

Apt Operator 014 6245668; Fax 014 6246224.

**10/28** 12008' ASPHALT. PCN 58/F/A/W/T. TODA 10 12992'. TODA 28 12992'. ASDA 10 12992'. ASDA 28 12992'. HIRL.

H24. Customs: By operational requirements.

Jet A-1.

ABN. Fire 7.

**Al Kharj (Prince Sultan AB)**

1651' OEPS AKH Mil. +03:00 N24 04.2 E047 33.7

Apt Administration 011 5400000, Ext. 45888; Fax 011 5400451.

## SAUDI ARABIA

**17L/35R** 13123' ASPHALT. PCN 65/F/A/X/T. ASDA 17L 14124'. ASDA 35R 14124'. HIRL. HIALS.

**17R/35L** 13123' ASPHALT. PCN 80/F/A/W/T. ASDA 17R 14124'. ASDA 35L 14124'. MIRL. HIALS 35L.

H24. Customs.

JP-8.

Fire 9.

**Al Qaisumah (Hafr Al Batin)**

1174' OEPA AQI +03:00 N28 20.2 E046 07.6

Apt Administration 013 724 1354; Fax 013 724 1880.

**16/34** 10007' ASPHALT. PCN 79/F/A/W/T. TODA 34 10204'. HIRL. Rwy 16 Takeoff not allowed.

0400-2000Z. PPR PNR 12hr for non-skid.

Jet A-1.

ABN. Fire 7.

**Al Ula (Prince Abdulmajeed bin Abdulaz)**

2046' OEAO ULH +03:00 N26 29.0 E038 07.1

Apt Administration 014 8847100; Fax 014 8847107.

**12/30** 10007' ASPHALT. PCN 60/F/B/X/T. TODA 12 10794'. TODA 30 10794'. ASDA 12 10400'. ASDA 30 10400'. HIRL. HIALS.

Rwy 12 Right-Hand Circuit.

0400-2000. Uncontrolled AD. PPR for land. Customs: By operational requirements, customs working during intl flight operations.

ABN. Fire 7.

**Aradah**

262' OEAD +03:00 N21 13.1 E055 15.7

Apt Administration 11 4032975.

**03/21** 6890' CONCRETE. PCN 54/R/C/W/T. MIRL.

**Arar**

1819' OERR RAE +03:00 N30 54.4 E041 08.3

Apt Administration 014 6626668; Fax 014 6624000.

**10/28** 10007' ASPHALT. PCN 62/F/A/X/T. TODA 10 10991'. TODA 28 10991'. ASDA 10 10204'. ASDA 28 10204'. HIRL.

0300-1900. Customs: Not avbl. Immigration: By operational requirements.

Jet A-1.

ABN. Fire 7.

**Batha**

258' OEBT +03:00 N24 13.0 E051 27.0

**14/32** 5577' CONCRETE. PCN 54/R/C/W/T. MIRL. ALS 14.

**Bisha**

3887' OEBH BHH +03:00 N19 59.0 E042 37.4

Apt Administration 017 622 5004; Fax 017 622 6006.

**18/36** 10007' ASPHALT. PCN 58/F/B/W/T. TODA 18 11483'. TODA 36 11483'. ASDA 18 10991'. ASDA 36 10991'. HIRL.

0500-2059. Customs: By operational requirements.

Jet A-1.

ABN. Fire 7.

**Dammam (King Fahd Intl)** Apt of Entry

72' OEDF DMM +03:00 N26 28.3 E049 47.9

Apt Administration 013 883 1000; Fax 013 883 1900.

**16L/34R** 13123' ASPH/CONC. PCN 103/F/A/X/T. ASDA 16L 13517'. ASDA 34R 13517'. HIRL. HIALS.

**16R/34L** 13123' ASPH/CONC. PCN 103/F/A/X/T. ASDA 16R 13517'. ASDA 34L 13517'. HIRL. HIALS.

H24. Customs.

**SAUDI ARABIA**

F-4, Jet A-1.

ABN. Fire 9.

**Dhahran (King Abdulaziz AB)**

84' OEDR DHA Mil. +03:00 N26 15.8 E050 09.1

Apt Operator Fax 13 3307016.

**16L/34R** 11811' CONC/ASPH.

PCN 56/F/A/W/T. RL. HIALS.

**16R/34L** 12008' CONC/ASPH.

PCN 56/F/A/W/T. RL. HIALS.

H24. PPR. Customs: H24.

Jet A-1, JP-4.

ABN. Fire 9.

**Gassim (Prince Naif Bin Abdulaziz)**

2126' OEGS ELQ +03:00 N26 18.2 E043 46.4

Apt Administration 016 380 0013; Fax 016 380 0222.

**15/33** 9843' ASPHALT. PCN 67/F/A/W/T. TODA 15 10827'. TODA 33 10827'. ASDA 15 10827'. ASDA 33 10827'. HIRL. HIALS 15.

H24. PPR. Customs: H24.

Jet A-1.

ABN. Fire 8.

**Guriat**

1684' OEGT URY +03:00 N31 24.7 E037 16.8

Apt Operator 014 642 4664; Fax 014 642 5600.

**10/28** 10007' ASPHALT. PCN 61/F/A/X/T. TODA 10 10991'. TODA 28 10991'. ASDA 10 10401'. ASDA 28 10401'. HIRL. HIALS 28.

0400-2000. PPR PN 3hr to Apt for Non-SKD flights. Uncontrolled AD. Customs: Immigration: By operational requirements.

Jet A-1.

ABN. Fire 7.

**Hafr Al Batin (King Saud AB)**

1352' OEKK KMC Mil. +03:00 N27 54.0 E045 31.7

Apt Administration 013 787 2606, 2021.

**13/31** 12005' BITU/CONC. B-747. HIRL. HIALS.

Dly 0400-1100.

Fire 7.

**Hafr Al Batin see Al Qaisumah**
**Hail**

3331' OEHL HAS +03:00\* N27 26.4 E041 41.2

Apt Administration 016 5320740; Fax 016 5328700.

**18/36** 10827' ASPHALT. PCN 58/F/A/X/T. TODA 18 12205'. TODA 36 12139'. ASDA 18 12205'. ASDA 36 11024'. HIRL.

H24. Customs.

Jet A-1.

ABN. Fire 7.

**Harad**

919' OEHR +03:00 N24 06.1 E049 13.4

Apt Administration 013 877 4991; Fax 013 877 4996.

**16/34** 8005' ASPHALT. HIRL. ALS.

Days.

Jet A-1.

Fire 6.

**Hawtah**

2091' OEHW +03:00 N22 58.0 E046 54.0

Apt Administration 013 8774991; Fax 013 8774996.

**15/33** 8497' ASPHALT. HIRL. ALS.

O/R.

Jet A-1.

Fire 6.

## SAUDI ARABIA

**Jazan (King Abdullah Bin Abdulaziz)**

20' OEGN GIZ +03:00 N16 54.1 E042 35.1

Apt Administration 017 322 1313; Fax 017 322 0352.

**15/33** 10007' ASPHALT. PCN 42/F/C/X/T. TODA 15 10991'. TODA 33 10991'. HIRL. HIALS 33.

PPR, H24. Customs: Customs: PNR, immigration: H24.

Jet A-1.

ABN. Fire 7.

**Jeddah (King Abdulaziz Intl)** Apt of Entry

49' OEJN JED +03:00 N21 40.9 E039 09.4

Apt Administration 012 685 4555; Fax 012 685 6263. Apt Switchboard 012 685 4212.

**16C/34C** 13123' ASPHALT. PCN 80/F/A/W/T. HIRL. HIALS.

Rwy 34C Right-Hand Circuit.

**16L/34R** 13123' ASPHALT. PCN 80/F/A/W/T. RL. HIALS.

Rwy 34R Right-Hand Circuit.

**16R/34L** 12467' ASPHALT. PCN 80/F/A/W/T. RL. HIALS.

Rwy 34L Right-Hand Circuit.

H24. Customs.

F-3, Jet A-1, JP-4.

ABN. Fire 10.

**Jeddah (King Faisal Naval Base)**

16' OEJF Mil. +03:00 N21 20.9 E039 10.4

Apt Administration 012 6090190; Fax 012 6090015.

**15/33** 8999' ASPHALT. PCN 48/F/B/W/T. ASDA 15 9983'. ASDA 33 9196'. HIRL.

H24.

JP-5.

Fire 5.

**Jubail**

26' OEJB Mil. +03:00 N27 02.3 E049 24.3

Apt Administration 013 3640196, 3410849, 3416040; Fax 013 3640944, 3610326.

**17/35** 13123' ASPH/CONC. PCN 52/R/B/W/T. TODA 17 14108'. TODA 35 14108'. ASDA 17 13520'. ASDA 35 13520'. HIRL.

H24. PPR, PN 6hr to AD for non scheduled flight.

Jet A-1.

ABN. Fire 5.

**Jubil (King Abdulaziz Naval Base)**

8' OEJL Mil. +03:00 N26 56.5 E049 42.2

Apt Administration 13 364 0196, 13 364 1234 Ext: 5548; Fax 13 364 0944.

**15/33** 8038' ASPH/CONC. C130. HIRL. MIALS 33.

PPR. 0730-1430, 6hr PNR.

Jet A-1.

Fire 5.

**Khamis Mushait (King Khaled AB)**

6778' OEKM KMX Mil. +03:00 N18 18.1 E042 48.0

**06/24** 12467' ASPH/CONC. PCN 56/F/A/W/T. ASDA 06 13451'. ASDA 24 13451'. HIRL. HIALS.

**14/32** 12467' ASPH/CONC. PCN 56/F/A/W/T. ASDA 14 13451'. ASDA 32 13451'. HIRL. HIALS.

H24.

JP-8.

**Khashm Alan see Riyadh****Khurais**

1362' OEKN +03:00 N25 15.9 E048 10.7

Apt Administration 013 877 4991; Fax 013 877 4996.

**16/34** 8005' ASPHALT. ASDA 16 8523'. ASDA 34 8523'. RL. ALS.

O/R.

Jet A-1.

**SAUDI ARABIA**

Fire 6.	<b>06/24</b> 10007' ASPHALT. PCN 60/F/A/X/T. TODA 06 10991'. TODA 24 10991'. ASDA 06 10204'. ASDA 24 10204'. HIRL. HIALS 06. HIALS 24.
<b>King Abdulaziz AB see Dhahran</b>	H24. Customs: By operational requirements.
<b>King Abdulaziz Intl see Jeddah</b>	Jet A-1.
<b>King Abdulaziz Naval Base see Jubil</b>	ABN. Fire 7.
<b>King Abdullah Bin Abdulaziz see Jazan</b>	<b>Neom Bay</b>
<b>King Fahd Intl see Dammam</b>	33' OENN NUM Mil. +03:00 N27 55.4 E035 17.6
<b>King Faisal Naval Base see Jeddah</b>	Apt Administration 14 4221462; Fax 14 4229240.
<b>King Khaled AB see Khamis Mushait</b>	<b>15/33</b> 12326' ASPHALT. PCN 73/F/B/X/T. RL. 0500-1300Z. PPR from RSAF 12hr before arrival.
<b>King Khaled Intl see Riyadh</b>	Jet A-1, JP-8.
<b>King Salman AB see Riyadh</b>	Fire 9.
<b>King Saud AB see Hafr Al Batin</b>	<b>Prince Abdulmajeed bin Abdulaziz see Al Ula</b>
<b>King Saud Bin Abdulaziz see Al Baha</b>	<b>Prince Abdulmohsin bin Abdulaziz see Yenbo</b>
<b>Madinah (Prince Mohammad Bin Abdulaziz)</b> Apt of Entry	<b>Prince Mohammad Bin Abdulaziz Intl see Madinah</b>
2134' OEMA MED +03:00 N24 33.0 E039 42.3	<b>Prince Naif Bin Abdulaziz see Gassim</b>
Apt Administration 014 842 0220; Fax 014 842 0020.	<b>Prince Sultan AB see Al Kharj</b>
<b>17/35</b> 14222' ASPHALT. PCN 75/F/A/W/T. TODA 17 15206'. TODA 35 15206'. ASDA 17 14616'. ASDA 35 14616'. HIRL. HIALS.	<b>Prince Sultan Bin Abdulaziz see Tabuk</b>
<b>18/36</b> 10007' ASPHALT. PCN 59/F/A/W/T. TODA 18 10991'. TODA 36 10794'. ASDA 18 10400'. ASDA 36 10400'. HIRL. ALS 36.	<b>Pump Station 3</b>
Rwy 36 Right-Hand Circuit.	1741' OEPC +03:00 N25 10.5 E047 29.3
H24. Customs.	Apt Administration 013 8774991; Fax 013 8774996.
Jet A-1.	<b>14/32</b> 7965' ASPHALT. HIRL. ALS.
ABN. Fire 10.	O/R.
<b>Nejran</b>	Jet A-1.
3983' OENG EAM +03:00 N17 36.7 E044 25.1	Fire 6.
Apt Administration 017 5440181; Fax 017 5441705.	



**SAUDI ARABIA**
**Pump Station 6**

2534' OEPF +03:00 N24 42.6 E044 57.9

Apt Administration 013 8774991; Fax 013 8774996.

**17/35** 7959' ASPHALT. HIRL. ALS.

O/R.

Jet A-1.

Fire 6.

**Pump Station 9**

2968' OEPI +03:00 N24 16.6 E042 08.6

Apt Administration 013 8774991; Fax 013 8774996.

**17/35** 7999' ASPHALT. HIRL. ALS.

H24.

Jet A-1.

Fire 6.

**Pump Station 10**

2841' OEPJ +03:00 N24 06.4 E041 02.2

Apt Administration 013 8774991; Fax 013 8774996.

**18/36** 8005' ASPHALT. HIRL. ALS.

O/R.

Jet A-1.

Fire 6.

**Rabigh**

22' OERB +03:00 N22 42.1 E039 04.2

**15/33** 7776' ASPHALT. PCN 36/F/A/X/T. TODA 15 8563'. TODA 33 8563'. ASDA 15 7973'. ASDA 33 7973'.

Sun-Thu 0500-1300. PPR except SA flight training.

F-3.

Fire 2.

**Rafha**

1474' OERF RAH +03:00 N29 37.6 E043 29.4

Apt Administration 014 6760222; Fax 014 6760226.

**11/29** 9843' ASPHALT. PCN 59/F/A/W/T. TODA 11 10827'. TODA 29 10827'. ASDA 11 10040'. ASDA 29 10040'. HIRL.

0400-2000. PPR PN 3hr to Apt for non-SKED flights. Uncontrolled AD. Customs: By operational requirements.

Jet A-1.

Fire 7.

**Ras Mishab**

13' OERM +03:00 N28 04.7 E048 36.7

**16/34** 10551' ASPHALT. B-737. ASDA 16 10853'. ASDA 34 10853'. RL.

Irregular service.

**Ras Tanajib**

30' OETN +03:00 N27 52.1 E048 46.1

Apt Administration 013 8774991; Fax 013 8774996.

**15/33** 8005' ASPHALT. HIRL. ALS 15. HIALS 33.

O/R.

Jet A-1.

Fire 6.

**Ras Tanura**

9' OERT +03:00 N26 43.4 E050 01.9

Apt Administration 013 8774066. Apt Manager Fax 013 8725034.

**15/33** 7050' ASPHALT. HIRL. HIALS 33.

H24.

Jet A-1.

Fire 6.

**Riyadh (Khashm Alan)**

1848' OEKA Mil. +03:00 N24 37.2 E046 55.1

Apt Administration 11 290 6100 ext 29031/28005.

## SAUDI ARABIA

**16/34** 6890' PAVED. PCN 58/F/B/Y/T. TODA 16 7874'. TODA 34 7874'. ASDA 16 7218'. ASDA 34 7211'. HIRL.

H24.

Jet A.

Fire B.

**Riyadh (King Khaled Intl)** Apt of Entry

2052' OERK RUH +03:00 N24 57.8 E046 42.5

Apt Administration 11 2211313, 11 2212710; Fax 11 2211637.

**15L/33R** 13796' ASPHALT. PCN 80/F/A/W/T. HIRL. HIALS.

Rwy 33R Right-Hand Circuit.

**15R/33L** 13796' ASPHALT. PCN 80/F/A/W/T. HIRL. HIALS.

Rwy 15R Right-Hand Circuit.

H24 ATND SKD H24. Customs: H24.

F-4, Jet A-1.

ABN. Fire 9.

**Riyadh (King Salman AB)**

2083' OERY Mil. +03:00 N24 43.3 E046 43.5

**01/19** 13474' ASPHALT. PCN 64/F/A/X/T. LDA 01 12024'. ASDA 01 13677'. ASDA 19 13680'. HIRL. HIALS 01.

**15/33** 10279' ASPHALT. PCN 70/F/A/X/T. LDA 33 10003'. ASDA 15 10751'. ASDA 33 11017'. HIALS 33.

PPR, H24. Customs: H24.

F-3, Jet A-1, JP-4.

ABN. Fire 9.

**Shabitah**

342' OEST +03:00 N22 42.5 E053 17.1

**13/31** 6890' CONCRETE. PCN 54/R/C/W/T. MIRL.

Irregular times.

**Sharurah**

2382' OESH SHW +03:00 N17 28.0 E047 07.3

Apt Administration 017 5321003; Fax 017 5321011.

**08/26** 11975' ASPHALT. PCN 80/F/A/W/T. TODA 08 12959'. TODA 26 12959'. ASDA 08 12369'. ASDA 26 12369'. HIRL.

0400-1200. Customs: Immigration: During skd operations.

Jet A-1.

ABN. Fire 7.

**Tabuk (Prince Sultan Bin Abdulaziz)**

2551' OETB TUU +03:00 N28 22.4 E036 37.3

Apt Administration 014 4415770. ATS 014 8145724. Apt Operator 014 4221462; Fax 014 4229240.

**06/24** 10991' ASPHALT. PCN 51/F/A/X/T. TODA 06 11975'. TODA 24 11975'. ASDA 06 11975'. ASDA 24 11975'. HIRL. ALS 06. HIALS 24.

**13/31** 10007' ASPHALT. PCN 41/F/A/W/T. TODA 13 10991'. TODA 31 10991'. ASDA 13 10991'. ASDA 31 10991'. HIRL. HIALS 13.

Rwy end 13 PCN 46/R/A/W/T, rwy end 31 PCN 68/R/A/W/T.

H24. Customs: Customs: PN. Immigration: H24.

Jet A-1, JP-8.

ABN. Fire 7, CAT 8 PN.

**Taif (Taif Intl)** Apt of Entry

4848' OETF TIF +03:00 N21 29.0 E040 32.7  
Apt Operator 012 7262625; Fax 012 7262225.

**07/25** 12254' ASPHALT. PCN 62/F/A/X/T. TODA 07 13041'. TODA 25 13255'. ASDA 07 12658'. ASDA 25 13255'. HIRL.

Rwy 07 Right-Hand Circuit.

Rwy ends 07/25 concrete PCN 60/R/B/X/T.

**SAUDI ARABIA**

**17/35** 10991' ASPHALT. PCN 62/F/A/X/T. TODA 17 11778'. TODA 35 11778'. ASDA 17 11312'. ASDA 35 11372'. HIRL.

Rwy 17/35 Right-Hand Circuit.

Rwy end 17 concrete PCN 53/R/C/X/T, end 35 concrete PCN 67/R/B/X/T.

H24. Customs: PNR, Immigration: H24.

Jet A-1, JP-4.

ABN. Fire 8.

**Thablotin**

403' OEBN +03:00 N19 50.0 E054 01.2

**17/35** 6889' CONCRETE. PCN 54/R/C/W/T. MIRL.

**Thumamah**

1870' OETH +03:00 N25 12.8 E046 38.4

Apt Administration 011 2191002, 011 2191003; Fax 011 2191004.

**17/35** 13123' ASPHALT. PCN 62/R/A/W/T. ASDA 17 13320'. ASDA 35 14108'. RL. HIALS 35.

Jet A-1.

Fire 2, CAT 3 by arrangement.

**Turaif**

2809' OETR TUI +03:00 N31 41.7 E038 43.9

Apt Administration 014 6520352; Fax 014 6520828.

**10/28** 10007' ASPHALT. PCN 75/F/A/W/T. TODA 10 10991'. TODA 28 10991'. HIRL.

0500-2100Z. Uncontrolled AD. Customs: Immigration: During skd operations.

Jet A-1.

ABN. Fire 7.

**Udhailiyah**

772' OEUD +03:00 N25 09.1 E049 19.7

Apt Administration 013 8774991; Fax 013 8774996.

**18/36** 7182' ASPHALT. TODA 18 7683'. TODA 36 7695'. HIRL. ALS 36.

O/R.

Jet A-1.

Fire 6.

**Um Almelh**

778' OEOM +03:00 N19 06.6 E050 07.2

Apt Administration 011 4032975; Fax 011 4032975.

**05/23** 9843' CONCRETE. PCN 59/R/A/X/T. ASDA 05 10040'. ASDA 23 10040'. HIRL. HIALS 05.

H24.

JP-8.

ABN. Fire 9.

**Wadi Al Dawasir**

2062' OEWD WAE +03:00 N20 30.2 E045 11.9

Apt Administration 011 7823131; Fax 011 7823132.

**10/28** 10007' CONC/ASPH. PCN 41/F/A/W/T. TODA 10 10958'. TODA 28 10991'. ASDA 10 10401'. ASDA 28 10401'. HIRL.

0600-2200. Non-skd flights 3hr PPR. Customs: Immigration: During skd operations.

Jet A-1.

ABN. Fire 7.

**Wejh**

66' OEWD EJD +03:00 N26 11.9 E036 28.6

Apt Operator 014 4421140; Fax 014 4421246.

**15/33** 10046' ASPHALT. PCN 60/F/A/W/T. TODA 15 10948'. TODA 33 10883'. HIRL.

H24. PPR, Non sked flights have to coordinate ops with ATC 24hrs before ARR. Uncontrolled AD. Customs: Immigration: By operational requirements.

Jet A-1.

ABN. Fire 7.

---

**SAUDI ARABIA**
**Yenbo (Prince Abdulmohsin bin Abdulaz)**

44' OEYN YNB +03:00 N24 08.6 E038 03.8

Apt Administration 014 3228800; Fax 014 3224734.

**10/28** 10538' ASPHALT. PCN 57/F/A/W/T.  
TODA 10 11522'. TODA 28 11522'. ASDA 10 10735'. ASDA 28 10735'. HIRL. HIALS.

H24.

Jet A-1.

ABN. Fire 7.

-----

## SRI LANKA

**Amparai see Gal-Oya****Anuradhapura**

325' VCCA ACJ Mil. +05:30 N08 18.1 E080  
25.7

Apt Operator H24 11-2441044; Fax  
11-2343969.

**05/23** 5348' BITUMEN. PCN 16/F/D/Y/T.

By operational requirements. CIV PPR. Customs: By operational requirements.

**Bandaranaike Intl Colombo see Katunayake****Batticaloa**

14' VCCB BTC +05:30\* N07 42.3 E081 40.6  
Apt Operator 654549966; Fax 654549967;  
oic.bda@airport.lk.

**06/24** 4488' ASPHALT. PCN 30/F/C/W/T.  
ASDA 06 4685'. ASDA 24 4685'.

Days.

Fire 5.

**China Bay see Trincomalee****Colombo see Ratmalana****Gal-Oya (Amparai)**

159' VCCG GOY Mil. +05:30\* N07  
20.2 E081 37.8

Apt Operator 11-2441044; Fax 11-2343969.

**07/25** 3599' PAVED. PCN 29/F/D/Y/T.

By operational requirements. CIV PPR.

**Hingurakgoda (Minneriya)**

151' VCCH HIM Mil. +05:30 N08 03.0 E080  
58.9

Apt Operator 11-2441044; Fax 11-2343969.

**07/25** 7503' BITUMEN.

By operational requirements, other traffic PPR.

**Jaffna see Kankasanturai****Kankasanturai (Jaffna)**

33' VCCJ JAF Mil. +05:30\* N09 47.5 E080  
03.8

Apt Operator 11-2441044; Fax 11-2343969.

**05/23** 7562' BITUMEN.

By operational requirements. CIV PPR.

**Katukurunda (Katukurunda AB)**

10' VCCN Mil. +05:30\* N06 33.2 E079 58.4

Apt Operator 11-2441044; Fax 11-2343969.

**11/29** 3301' BITUMEN.

By operational requirements. MIL ops only.

**Katunayake (Bandaranaike Intl Colombo)**

Apt of Entry

29' VCBI CMB +05:30\* N07 10.8 E079 53.1

Apt Administration 11-2252861-5 (5 lines); Fax  
11-2253187; ambia@slt.lk.

**04/22** 10991' ASPHALT. PCN 85/F/B/X/T.  
TODA 04 11844'. TODA 22 11939'. HIRL. ALS.

Left and right-hand circuit as appropriate. RWY  
clsd btn 0900-1130 on every WED for sked  
maint.

H24. Customs.

F-3, Jet A-1. Oxygen.

ABN. Fire 9.

**Koggala**

10' VCKK KCT Mil. +05:30\* N05 59.6 E080  
19.1

Apt Operator H24 11-2441044; Fax  
11-2343969.

**07/25** 3389' BITUMEN.

By operational requirements. CIV PPR.

**Mattala (Mattala Rajapaksa Intl)**

Apt of Entry  
159' VCRI HRI +05:30\* N06 17.1 E081 07.4

Apt Administration 47-2031100; Fax  
47-2031130; ammria@airport.lk.

**05/23** 11483' ASPHALT. PCN 71/F/B/W/T.  
TODA 05 12467'. TODA 23 12467'. HIRL.

HIALLS 05. HIALLS 23.

**SRI LANKA**

H24. Customs.

By operational requirements. CIV PPR.

F-3, Jet A-1.

ABN. Fire 10.

**Mattala Rajapaksa Intl see Mattala**

**Minneriya see Hingurakgoda**

**Ratmalana (Colombo)** Apt of Entry

22' VCCC RML +05:30 N06 49.4 E079 53.1

Apt Operator 11-2623030/400/200; Fax  
11-2635711; amrma@airport.lk.

**04/22** 5817' TARMAC. PCN 34/F/D/Z/U. RL.

Dly 0030-1230. Customs: By operational  
requirements.

F-3, Jet A-1.

ABN. Fire 6.

**Sigiriya**

630' VCCS Mil. +05:30 N07 57.5 E080 43.8

Apt Operator 11-2441044; Fax 11-2343969.

**04/22** 4301' BITUMEN.

By operational requirements, other traffic PPR.

**Trincomalee (China Bay)**

7' VCCT TRR Mil. +05:30\* N08 32.4 E081  
10.1

Apt Operator 11-2441044; Fax 11-2343969.

**06/24** 7113' BITUMEN. PCN 38/F/D/Y/T.

By operational requirements. CIV PPR.

**Vavuniya**

299' VCCV Mil. +05:30 N08 44.5 E080 29.9

Apt Administration 1 2441044; Fax 1 2343969.

**05/23** 5007' BITUMEN.

By operational requirements, other traffic PPR.

**Wirawila**

142' VCCW Mil. +05:30\* N06 15.0 E081  
14.0

Apt Operator 11-2441044; Fax 11-2343969.

**07/25** 4019' BITUMEN.

## SYRIA

**Aleppo (Aleppo Intl)** Apt of Entry

1276' OSAP ALP +02:00\* N36 10.8 E037 13.6

Apt Manager 21-2277297. Apt Operator 21-4211200,1,2,3,4,5; Fax 21-2277293.

**09/27** 9547' ASPHALT. PCN 56/F/D/X/T. ASDA 09 9891'. ASDA 27 9826'. HIRL. HIALS 27.

H24. Customs.

Jet A-1.

ABN. Fire 4 Cat 7 avbl.

**Bassel Al-Assad Intl see Latakia****Damascus (Damascus Intl)** Apt of Entry

2020' OSDI DAM +02:00\* N33 24.6 E036 30.8

Apt Administration 11-5400985-9. Apt Operator 11-5400661; Fax 11-2232203.

**05L/23R** 11811' CONCRETE. PCN 82/R/C/W/T. ASDA 05L 12008'. ASDA 23R 12008'. HIRL. HIALS 23R.

Rwy 05L Right-Hand Circuit.

**05R/23L** 11811' CONCRETE. PCN 79/R/C/W/T. ASDA 05R 12008'. ASDA 23L 12008'. HIRL. HIALS 05R. HIALS 23L.

Rwy 05R Right-Hand Circuit.

H24. Customs.

Jet A-1. Oxygen.

ABN. Fire 9.

**Deir Zzor**

700' OSDZ DEZ +02:00\* N35 17.1 E040 10.6

Apt Manager 51-363086; Fax 51-350427.

**10/28** 9843' ASPH/CONC. PCN 50/F/B/Y/T. ASDA 10 10040'. ASDA 28 10040'. HIRL. HIALS 28.

SR-SS. Customs: H24.

Jet A-1.

Fire 9.

**Kamishly**

1430' OSKL KAC +02:00\* N37 01.8 E041 12.3

Apt Operator 052-420415/443698; Fax 052-426632/420415.

**03/21** 11811' ASPHALT. PCN 78/F/D/Y/T. HIRL. HIALS 03. HIALS 21.

O/R.

ABN. Fire 9.

**Latakia (Bassel Al-Assad Intl)** Apt of Entry

157' OSLK LTK +02:00\* N35 24.6 E035 56.9

Apt Operator 41-834300/01, 41-825200; Fax 41-832509.

**17L/35R** 8202' PAVED. PCN 78/F/X/D/T. ALS.

**17R/35L** 9186' ASPHALT. PCN 62/F/D/X/T. ASDA 17R 9383'. ASDA 35L 9383'. HIRL. HIALS 17R.

By operational requirements & O/R, PPR for non-skd flts. Customs.

Jet A-1.

ABN. IBN. Fire 8.

**Palmyra**

1322' OSPR PMS +02:00\* N34 33.0 E038 18.0

**08/26** 9449' ASPHALT. LCN 23/F/D/Y/T.

O/R.

## TURKEY

----- Effective thru 09 Oct: -----

**Adana (Adana Intl)** Apt of Entry

65' LTAF ADA +03:00 N36 58.9 E035 16.8  
 Apt Administration (322) 4357859. ATS 322  
 4358875; Fax 322 4316895. Apt Manager (322)  
 4357841. Apt Operator Fax (322) 4359126. Apt  
 Switchboard (322) 4350380.

**05/23** 9022' ASPHALT. PCN 115/F/A/X/T.  
 HIRL. HIALS 05. MIALS 23.

Rwy 23 Right-Hand Circuit.

H24. Customs.

F-4, Jet A-1.

ABN. Fire 9.

**Adana (Incirlik AB)**

232' LTAG UAB Mil. +03:00 N37 00.1 E035  
 25.6

322-316-6811, 332-316-6180. Apt Operator  
 314-676-6056; Fax 322-316-6056;  
 39OS.OSAB@incirlik.af.mil.

**05/23** 10000' ASPH/CONC. PCN 88/R/A/W/T.  
 HIRL. HIALS.

PPR. H24. Customs: Mon-Fri 0500-1400Z, O/T  
 prior coordination required.

ABN.

**Adiyaman**

2212' LTCP ADF +03:00 N37 43.9 E038  
 28.1

Apt Manager 0.416.2142456. Apt Operator Fax  
 0.416.2142459. Apt Switchboard  
 0.416.2442212.

**04/22** 8202' CONCRETE. PCN 110/R/C/W/T.  
 LDA 22 8153'. HIRL.

By NOTAM. ATND SKD By NOTAM. Customs:  
 PPR 24hr for non-skf flights.

Jet A-1.

ABN. Fire 7.

**Adnan Menderes Intl see Izmir**

**Afyon**

3310' LTAH AFY Mil. +03:00 N38  
 43.5 E030 36.2

Apt Administration Fax 272 216 5829. Apt  
 Switchboard 272 216 5043.

**13L/31R** 12005' CONCRETE. LCN 80. ASDA  
 13L 12891'. ASDA 31R 12891'. HIRL. HIALS  
 31R.

**13R/31L** 9843' CONCRETE. LCN 80. ASDA  
 13R 10729'. ASDA 31L 10729'. HIRL.

By NOTAM, Civ t/c PPR.

Jet A-1, JP-8.

Fire 7.

**Agri (Ahmed-I Hani)**

5461' LTCO AJI +03:00 N39 38.8 E043 01.7

Apt Administration 0.472.2160400. Apt Man-  
 ager 0.472.2160402-1352. Apt Operator Fax  
 0.312.3980331, 0.472.2160401. Apt Switch-  
 board 0.472.2160402.

**16/34** 9843' CONCRETE. LCN 100,  
 PCN 110/R/D/W/T. HIRL.

By NOTAM.

Jet A-1.

ABN. Fire 7.

**Ahmed-I Hani see Agri**

**Akhisar see Manisa**

**Alanya see Gazipasa**

**Amasya (Merzifon)**

1798' LTAP MZH +03:00 N40 49.9 E035  
 31.3

ATS Fax (0358) 5351094. Apt Manager (0358)  
 5351074; Fax (0358) 5351076, 5351140. Apt  
 Switchboard (0358) 5351016/17/67, 5351092.

**05L/23R** 10636' ASPH/CONC.  
 PCN 106/F/C/W/T, LCN 90. HIRL.

First 150m both side rwy 05L/23R LCN 96 and  
 PCN 108/R/C/W/T.



## TURKEY

**05R/23L** 10604' ASPH/CONC.  
PCN 110/R/C/W/T, LCN 50. HIRL. HIALS 05R.  
By NOTAM.

Jet A-1, JP-8.

ABN. Fire 7.

**Ankara (Esenboga Intl)** Apt of Entry

3125' LTAC ESB +03:00 N40 07.7 E032 59.7

Apt Administration Fax (312) 3980345. Apt Manager (312) 3980329. Apt Operator (312) 3980330; Fax (312) 3981121, 3980331 (AIS). Apt Switchboard (312) 3980000.

**03L/21R** 11125' ASPHALT. LCN 95, PCN 110/F/C/W/T. ASDA 03L 11322'. HIRL. ALS.

**03R/21L** 12310' ASPHALT. LCN 100, PCN 110/F/C/W/U. ASDA 03R 12507'. ASDA 21L 12507'. HIRL. ALS.

H24. Customs.

F-3, Jet A-1.

ABN. Fire 9.

**Ankara (Etimesgut)**

2653' LTAD ANK Mil. +03:00 N39 57.1 E032 41.2

Apt Administration Fax 312 244 11 08. Apt Switchboard 312 244 85 50.

**11/29** 8061' ASPHALT. LCN 50. ASDA 11 8553'. ASDA 29 8553'. HIRL. ALS.

H24. Customs.

JP-8.

ABN. Fire 9.

**Ankara (Guvercinlik)**

2686' LTAB Mil. +03:00 N39 56.1 E032 44.4  
Apt Operator Fax (312) 2526148.

**06/24** 6617' ASPHALT. LCN 50. TODA 24 7601'. ASDA 24 7109'.

H24, CIV t/c PPR.

Instrument apch proc NDB Rwy 29 of Ankara (Etimesgut) is used for VFR landing at Guvercinlik AB.

F-4, JP-8.

ABN. Fire 4.

**Ankara (Muried)**

2767' LTAE Mil. +03:00 N40 04.7 E032 33.9  
Apt Operator 03128112884; Fax 03128111402.

**03/21** 10991' ASPHALT. LCN 50. TODA 03 11565'. TODA 21 11463'. ASDA 03 11155'. ASDA 21 11155'. HIRL. HIALS.

By Notam. PPR.

JP-8.

ABN. Fire 9.

**Antalya (Antalya Intl)** Apt of Entry

177' LTAI AYT +03:00 N36 54.0 E030 47.6

Apt Administration (242) 3303301. ATIS 242 3303030 - EXT 2666. ATS (242) 3303045 (AIM); Fax (242) 3303050 (AIM). Apt Manager (242) 3303304. Apt Operator Fax (242) 3303306. Apt Switchboard (242) 3303030.

**18C/36C** 11155' CONCRETE.  
PCN 82/R/A/W/T. ASDA 18C 11352'. ASDA 36C 11352'. HIRL.

**18L/36R** 11155' CONCRETE.  
PCN 82/R/A/W/T. ASDA 18L 11352'. ASDA 36R 11352'. HIRL. ALS.

**18R/36L** 9810' ASPH/CONC. PCN 80/F/B/X/T, LCN 87. ASDA 18R 10105'. ASDA 36L 10105'. HIRL. HIALS.

First 492' Concrete PCN 110/R/A/W/T. RWY 18R-36L shall be used as TWY by civil ACFT. It can be used as RWY for landing and take off in emergency situations and when RWY 18L-36R and RWY 18C-36C is closed due to maintenance purposes.

H24. Customs.

F-4, Jet A-1.

ABN. Fire 9.

**TURKEY**
**Ataturk Intl see Istanbul**
**Aydin (Cildir)**

104' LTBD CII +03:00 N37 48.9 E027 53.3  
Apt Administration (0256) 2186350; Fax (0256) 2311893.

**09/27** 4708' CONCRETE. PCN 46/R/C/X/T. HIRL.

F-4, Jet A-1.

ABN. Fire 3.

**Balikesir (Bandirma)**

170' LTBG BDM +03:00 N40 19.1 E027 58.7  
Apt Administration Fax 266 713 37 78. Apt Switchboard 266 713 38 30.

**18/36** 9875' ASPHALT. PCN 57/F/D/W/T, LCN 62. ASDA 18 10738'. ASDA 36 10738'. HIRL.

H24, CIV tfc PPR.

JP-8.

ABN. Fire 9.

**Balikesir (Koca Seyit)** Apt of Entry

51' LTFD EDO +03:00 N39 33.1 E027 00.6  
Apt Administration (0266) 3761159. Apt Manager (0266) 3761302/1018. Apt Operator (0266) 3761302/1027-1028; Fax (0266) 3761305, (0266)3761306; infokorfez@dhmi.gov.tr. Apt Switchboard (0266) 3761302, 3761418.

**05/23** 9843' CONCRETE. LCN 120, PCN 110/R/C/W/T. LDA 23 8859'. HIRL. MIALS 23.

H24. Customs: PPR. Non-skid flights 24hr PPR.

F-3, Jet A-1.

ABN. Fire 7.

**Balikesir (Merkez)**

340' LTBF BZI +03:00 N39 36.9 E027 56.0  
Apt Administration (0266) 2947060; Fax (0266) 2947061. Apt Switchboard (0266) 2947510.

**18/36** 9810' ASPHALT. LCN 65, PCN 62/F/C/X/T. HIRL. HIALS 18. HIALS 36.

By notam.

JP-8.

ABN. Fire 6, MIL Fire Cat 9.

**Bandirma see Balikesir**
**Batman**

1831' LTCJ BAL +03:00 N37 55.9 E041 07.0  
Apt Manager 0488 2181004. Apt Operator Fax 0488 2181003; infobatman@dhmi.gov.tr. Apt Switchboard 0488 2180444, 2180450.

**02/20** 10000' ASPHALT. PCN 87/F/C/W/T, LCN 50. HIRL.

By NOTAM. Customs: By arrangement before 24hr for non-skid Flt.

JP-8.

ABN. Fire 7.

**Bingol**

3490' LTCU BGG +03:00 N38 51.7 E040 35.5

Apt Manager 0426 215 04 01; Fax 0426 215 04 02. Apt Switchboard 426 215 00 67, 73, 76, 78, 87.

**11/29** 7546' CONCRETE. PCN 100/R/C/W/T, LCN 92. HIRL. MIALS 11.

By NOTAM.

Jet A-1.

ABN. Fire 7.

**Bodrum (Imsik)**

202' LTBV Mil. +03:00 N37 08.4 E027 40.1

Apt Operator Fax 252.3720271.

**06/24** 5151' ASPHALT. LCN 50.

Weekdays 0500-1400. O/T 3hr PNR.

JP-8.

ABN. Fire 4.

**Bodrum Intl see Milas**

## TURKEY

**Bursa (Yenisehir)** Apt of Entry

763' LTBR YEI +03:00 N40 15.4 E029 33.7

Apt Manager (0224) 7818192. Apt Operator (0224) 7818191; Fax (0224) 7818180; infoyeni-sehir@dhmi.gov.tr. Apt Switchboard (0224) 7818181-88.

**07L/25R** 9820' CONCRETE. PCN 110/R/C/W/T. TODA 07L 10903'. TODA 25R 10968'. ASDA 07L 10115'. ASDA 25R 10115'. HIRL. ALS 25R.

**07R/25L** 9820' CONCRETE. LCN 50. TODA 07R 10411'. TODA 25L 10411'. HIRL.

RWY 07R-25L shall be used as TWY by civil ACFT. It can be used as RWY for landing and take off in emergency situations and when RWY 07L-25R is closed due to maintenance purposes.

By Notam. Customs: H24. Customs PPR.

Jet A-1.

ABN. Fire 8.

**Canakkale** Apt of Entry

30' LTBH CKZ +03:00 N40 08.3 E026 25.7

Apt Administration (0286) 2121849. Apt Manager (0286) 2131021/1004, (0286) 2140384 (on duty). Apt Operator Fax (0286) 2130877, (0286) 2142728; infocanakkale@dhmi.gov.tr. Apt Switchboard (0286) 2131021, 2131243.

**04/22** 7710' CONCRETE. LCN 100, PCN 105/R/C/W/T. HIRL. MIALS 04.

H24. Customs: PPR. At least 24hr for non-skd Flt.

Jet A-1.

ABN. Fire 7.

**Cardak see Denizli****Carsamba see Samsun****Caycuma see Zonguldak****Cengiz Topel see Kocaeli****Cigli see Izmir****Cildir see Aydin****Corlu Ataturk Intl see Tekirdag****Dalaman Intl see Mugla****Denizli (Cardak)** Apt of Entry

2794' LTAY DNZ +03:00 N37 47.3 E029 42.3

Apt Manager (258)8461212. Apt Operator Fax (258)8461149; infocardak@dhmi.gov.tr. Apt Switchboard (258)8461139.

**05/23** 9843' ASPHALT. PCN 70/F/B/X/T. ASDA 05 10138'. ASDA 23 10138'. HIRL.

By NOTAM. Customs: H24.

Jet A-1.

ABN. Fire 7.

**Diyarbakir** Apt of Entry

2251' LTCC DIY +03:00 N37 53.5 E040 12.1

ATS Fax (0412)2331569. Apt Manager (0412)2336363. Apt Operator Fax (0412)2335353; infodiyarbakir@dhmi.gov.tr. Apt Switchboard (412)2332719-20-21-22.

**16/34** 11644' CONCRETE. PCN 110/R/A/W/T, LCN 75. ASDA 16 11939'. ASDA 34 11939'. HIRL. HIALS 34.

H24. Customs.

JP-8.

ABN. Fire 8.

**Elazig** Apt of Entry

2927' LTCA EZS +03:00 N38 35.9 E039 16.9

Apt Manager 0.424.2555757. Apt Operator Fax 0.424.2555758/2551494. Apt Switchboard 0.424.2551410.

**07/25** 9843' CONCRETE. PCN 110/R/C/W/T. TODA 07 10827'. TODA 25 10663'. ASDA 07 10040'. ASDA 25 10040'. HIRL.

By NOTAM. Customs: PPR 24hr.

Jet A-1.

ABN. Fire 7.

## TURKEY

**Erzincan**

3791' LTCD ERC +03:00 N39 42.8 E039 31.2

Apt Administration 446.2262106 Ext: 1010. Apt Manager 446.2262106 Ext: 1018, 446.2262106 Ext: 1021; Fax 446.2261161. Apt Operator Fax 446.2262105. Apt Switchboard 446.2262103 (4 lines).

**10/28** 9843' ASPH/CONC. PCN 85/F/C/W/T. ASDA 10 10040'. ASDA 28 10040'. HIRL. MIALS 10.

First 1312'(400m) PCN 105/R/C/W/T.

H24. Customs: By arrangement before 24hr for non-skid flights.

Jet A-1.

ABN. Fire 7.

**Erzurum (Erzurum Intl)** Apt of Entry

5765' LTCE ERZ +03:00 N39 57.3 E041 10.2

Apt Administration 0442-3272840; Fax 0442-3272834; erzurumaim@dhmi.gov.tr. ATS 0442-3272835 Ext: 2569; Fax 0442-3272815. Apt Manager 0442-3272824; Fax 0442-3272940. Apt Switchboard 0442-3272835.

**08L/26R** 12500' CONCRETE. LCN 98, PCN 110/R/D/W/T. ASDA 08L 12992'. ASDA 26R 12894'. HIRL. ALS 08L.

**08R/26L** 12500' CONCRETE. LCN 65, PCN 74/R/B/X/T. ASDA 08R 12992'. ASDA 26L 12894'. HIRL. ALS 08R. HIALS 26L.

H24. Customs.

Jet A-1.

ABN. Fire 9.

**Esenboga Intl see Ankara****Eskisehir**

2581' LTBI ESK Mil. +03:00 N39 47.0 E030 34.9

**08/26** 10007' ASPHALT. LCN 50. HIRL.

PPR. H24.

ABN. Fire 9.

**Eskisehir (Hasan Polatkan)**

2599' LTBY AOE Mil. +03:00 N39 48.7 E030 31.2

Apt Administration (0222)3222071/7036 (ext). ATS Fax (0222)3222058. Apt Manager (0222)3238803. Apt Operator (0222)3222070; Fax (0222)3212324.

**09/27** 9843' CONCRETE. LCN 110, PCN 110/R/D/W/T. HIRL. HIALS 09. ALS 27.

By NOTAM, CIV t/c PPR.

ABN. Fire 7.

**Eskisehir (Sivrihisar)**

3185' LTAV Mil. +03:00 N39 27.1 E031 21.9

**11/29** 11155' ASPHALT. LCN 50. ASDA 11 11647'. ASDA 29 11647'. HIALS 29.

By NOTAM. PPR.

JP-8.

ABN. Fire 7.

**Etimesgut see Ankara****Ferit Melen see Van****Gap see Sanliurfa****Gaziantep (Gaziantep Intl)** Apt of Entry

2305' LTAJ GZT +03:00 N36 56.9 E037 28.7

ATS Fax (0342)5821139. Apt Manager (0342)5821010. Apt Operator Fax (0342)5821011. Apt Switchboard (0342)5821111, 5821021.

**10/28** 9843' CONCRETE. LCN 113, PCN 110/R/A/W/T. LDA 10 9416'. ASDA 28 10040'. HIRL. ALS.

H24. Customs.

Jet A-1.

ABN. Fire 9.

**Gazimir see Izmir**

## TURKEY

**Gazipasa (Alanya)**

126' LTFG GZP +03:00 N36 18.0 E032 18.1  
Apt Administration (0242) 5827518. ATS (0242) 5827516; Fax (0242) 5827517. Apt Operator Fax (0242) 5827575. Apt Switchboard (0242) 5827126.

**08/26** 7710' CONCRETE. PCN 77/R/C/X/T. HIRL. Rwy 08 Takeoff not allowed. Rwy 26 Landing not allowed.

By NOTAM. Customs.

Jet A-1.

ABN. Fire 7.

**Gokceada**

84' LTFK GKD +03:00 N40 12.0 E025 52.9  
Apt Administration infogokceada@dhmi.gov.tr. ATS Fax (0286) 8874154. Apt Manager (0286) 8874159; Fax (0286) 8874160. Apt Switchboard (0286) 8874141.

**01/19** 6693' CONCRETE. PCN 110/R/C/W/T. HIRL. MIALS.

By NOTAM.

ABN. Fire 5.

**Guvercinlik see Ankara****Hakkari (Yuksekoa Selahaddin Eyyubi)**

6096' LTCW YKO +03:00 N37 33.0 E044 14.2

ATS Fax 438 3003342. Apt Manager 438 3003340. Apt Operator Fax 438 3003341. Apt Switchboard 438 3003333 (34-39).

**11/29** 10499' CONCRETE. LCN 104. PCN 110/R/C/W/T. HIRL. ALS 11. MIALS 29.

By NOTAM.

Jet A-1.

ABN. Fire 7.

**Hasan Polatkan see Eskisehir****Hatay** Apt of Entry

267' LTDA HTY +03:00 N36 22.3 E036 17.9

ATS Fax (326) 2351308. Apt Manager (326) 2353 030. Apt Operator Fax (326) 2351309. Apt Switchboard (326) 2351300.

**04/22** 9843' CONCRETE. PCN 110/R/C/W/T. ASDA 04 10040'. ASDA 22 10040'. HIRL.

By NOTAM. Customs: PPR 24hr for non-skd flights.

Jet A-1.

ABN. Fire 7.

**Igdir (Sehit Bulent Aydin)**

3101' LTCT IGD +03:00 N39 59.0 E043 52.0  
Apt Manager 476 2786000; Fax 476 2786001. Apt Operator 476 2786003. Apt Switchboard 476 2786004/05/06/07/08.

**12/30** 9843' CONCRETE. PCN 110/R/A/W/T, LCN 120. HIRL.

By NOTAM.

Jet A-1.

ABN. Fire 7.

**Imsik see Bodrum****Incirlik AB see Adana****Isparta (Kilic)**

2875' LTFN Mil. +03:00 N37 51.8 E030 21.3  
Apt Administration Fax 246 559 21 17. Apt Switchboard 246 559 20 27.

**04/22** 5397' CONCRETE. PCN 30. HIRL. ALS. Rwy 22 Right-Hand Circuit.

**13/31** 5974' CONCRETE. PCN 30. HIRL. ALS. Rwy 13 Right-Hand Circuit.

F-4, JP-8.

ABN. Fire 4.

**Isparta (Suleyman Demirel)** Apt of Entry

2835' LTFC ISE +03:00 N37 51.3 E030 22.0  
Apt Administration (246) 5592010-12; Fax (246) 5592011; infosuleymandemirel@dhmi.gov.tr. Apt Switchboard (246) 5592008; Fax (246) 5592040.

## TURKEY

**05/23** 9843' CONCRETE. PCN 120/R/D/W/T. ASDA 05 10040'. ASDA 23 10040'. HIRL. HIALS 05.

H24. Customs.

F-3, Jet A-1.

ABN. Fire 8.

**Istanbul (Ataturk Intl)** Apt of Entry

163' LTBA ISL +03:00 N40 58.6 E028 48.8

Apt Administration 02124653262; Fax

02124653250. ATS 02124653283/3232; Fax

02124653260/3200. Apt Manager

02124653253. Apt Switchboard 02124637777.

**05/23** 8465' ASPHALT. PCN 95/F/C/W/T. LDA 05 8038'. TODA 05 8662'. TODA 23 8727'. ASDA 05 8580'. HIRL. ALS.

Rwy 05 Right-Hand Circuit.

**17L/35R** 9843' CONCRETE. PCN 100/R/A/W/T. TODA 17L 10040'. TODA 35R 10040'. HIRL. ALS.

Rwy 17L Right-Hand Circuit.

**17R/35L** 9843' CONCRETE. PCN 100/R/A/W/T. TODA 17R 10040'. ASDA 17R 10040'. ASDA 35L 10007'. HIRL. ALS.

H24. Customs.

F-4, Jet A-1.

ABN. Fire 10.

**Istanbul** Apt of Entry

325' LTFM IST +03:00 N41 16.5 E028 45.1

Apt Administration 212 601 41 00; Fax 212 601

41 20; info@igairport.com. Apt Manager 212

601 41 00 Ext: 1000. Apt Switchboard 444 1

442.

**16L/34R** 12303' ASPHALT. PCN 96/F/A/W/T. HIRL.

**16R/34L** 12303' ASPHALT. PCN 96/F/A/W/T. HIRL. ALS.

**17L/35R** 13451' ASPHALT. PCN 96/F/A/W/T. HIRL. ALS.

**17R/35L** 13451' ASPHALT. PCN 96/F/A/W/T. HIRL.

H24. Customs.

Jet A-1.

ABN. Fire 10.

**Istanbul (Sabiha Gokcen Intl)** Apt of Entry

312' LTFJ SAW +03:00 N40 53.9 E029 18.5

Apt Administration (216) 5855252. ATIS H24

(216) 5855666. ATS (216) 5855418/5855421;

Fax (216) 5855419. Apt Manager (216)

5855353/02, 5855455. Apt Operator Fax (216)

5855114. Apt Switchboard (216) 5855000.

**06/24** 9843' CONCRETE. PCN 84/R/A/X/T. LDA 06 9547'. TODA 24 10335'. ASDA 06 10040'. ASDA 24 10040'. HIRL. ALS 06.

H24. Customs.

Jet A-1.

ABN. Fire 10.

**Istanbul (Samandira)**

400' LTBX Mil. +03:00 N40 59.4 E029 13.0

Apt Operator Fax (0216) 6225331. Apt Switch-

board (0216) 6221878-79.

**04/22** 2461' CONCRETE.

**18/36** 4537' CONCRETE.

PPR. By NOTAM.

F-4, JP-8.

Fire 4.

**Izmir (Adnan Menderes Intl)** Apt of Entry

410' LTBX ADB +03:00 N38 17.3 E027 09.3

Apt Administration (232) 2742015; Fax (232)

2742564. Apt Manager (232) 2742003. Apt

Operator Fax (232) 2742002. Apt Switchboard

(232) 2742626.

**16L/34R** 10630' CONC/ASPH. PCN 88/F/C/W/T. ASDA 34R 10827'. HIRL. ALS.

Rwy 16L: First 984' PCN 120/R/C/W/T (concrete).

**TURKEY**

Rwy 34R: First 984' PCN 120/R/C/W/T (concrete).

**16R/34L** 10630' CONCRETE.  
PCN 110/R/D/W/T. ASDA 16R 10827'. ASDA 34L 10827'. HIRL. MIALS.

H24. Customs.

F-3, Jet A-1.

ABN. Fire 9.

**Izmir (Cigli)**

16' LTBL IGL Mil. +03:00 N38 31.6 E027 00.6

Apt Administration Fax 2323761176. Apt Switchboard 2323763030.

**17/35** 9820' ASPHALT. LCN 50. TODA 17 10902'. TODA 35 10902'. ASDA 17 10476'. ASDA 35 10312'. HIRL. HIALS.

Rwy 17 Right-Hand Circuit.

PPR. H24. Customs: PPR.

F-3, Jet A-1, JP-8.

ABN. Fire 9.

**Izmir (Gaziemir)**

433' LTBK Mil. +03:00 N38 19.2 E027 09.6

Apt Administration 2322520971 (Military); Fax 2322514019.

**17/35** 4488' ASPHALT. LCN 30.

Weekdays 0500-1400. O/T 3hr PPR.

F-4, JP-8.

Fire 4.

**Izmir (Kaklic)**

13' LTFA Mil. +03:00 N38 31.0 E026 58.6

Apt Administration Fax 232 3275418. Apt Switchboard 232 3763030.

**17/35** 9843' ASPHALT. LCN 75. ASDA 17 10808'. ASDA 35 10808'. HIRL. HIALS.

Rwy 17 Right-Hand Circuit.

PPR. Days.

ABN. Fire 5.

**Izmir (Selcuk-Efes)**

10' LTFB +03:00 N37 57.0 E027 19.7

Apt Operator (0232) 8926447, 8926025; Fax (0232) 8926376, 8928353.

**09/27** 5151' CONCRETE. LCN 58, PCN 47/R/C/X/T. TODA 09 5545'.

By NOTAM.

F-4, Jet A-1.

ABN. Fire 4.

**Kahramanmaraş**

1724' LTCN KCM +03:00 N37 32.3 E036 57.1

ATS (344) 2360792 Ext: 1022-1023; Fax (344) 2365351. Apt Manager (344) 2360792 Ext: 1018; Fax (344) 2365051. Apt Operator (344) 2361897; Fax (344) 2361896. Apt Switchboard (344) 2360792.

**07/25** 7546' ASPH/CONC. PCN 81/F/C/X/T. LDA 25 6562'. HIRL. MIALS 25.

H24.

Jet A-1.

ABN. Fire 7.

**Kaklic see Izmir**
**Kapadokya** Apt of Entry

3087' LTAZ NAV +03:00 N38 46.5 E034 31.6

Apt Administration (384) 4214450. ATS Fax (384) 4214473. Apt Manager (384) 4214452; Fax (384) 4214477. Apt Operator Fax (384) 4214451. Apt Switchboard (384) 4214455-69.

**11/29** 9843' CONCRETE. PCN 90/R/C/W/T, LCN 87. ASDA 11 10040'. ASDA 29 10040'. HIRL. ALS 11.

By NOTAM. Customs.

Jet A-1.

ABN. Fire 7.

## TURKEY

**Kars (Kars Harakani)** Apt of Entry

5889' LTCF KSY +03:00 N40 33.7 E043 06.9

Apt Administration (0474) 2135669. Apt Manager (0474) 2135668/1118; Fax (0474) 2135531. Apt Operator (0474)2135668/1200-1201; Fax (0474) 2135571, (0474) 2135691; kys.ksy.isl@dhmi.gov.tr. Apt Switchboard (0474) 2135668.

**06L/24R** 11483' ASPHALT. LCN 76, PCN 75/F/C/W/T. HIRL. MIALS 06L.

Rwy 06L/24R shall be used as Twy by civil Acft. It can be used as Rwy for landing or take off in emergency situations and when Rwy 06R/24L is closed due to maintenance purposes.

**06R/24L** 11483' ASPHALT. PCN 100/F/D/W/T, LCN 95. HIRL. MIALS 06R.

By NOTAM. Customs.

Jet A-1.

ABN. Fire 7.

**Kastamonu** Apt of Entry

3524' LTAL KFS +03:00 N41 19.0 E033 47.8

Apt Administration 03662200250; Fax 03662200251, 03662200252. Apt Switchboard 03662200254-58.

**18/36** 7382' ASPHALT. PCN 80/F/C/W/T, LCN 78. HIRL.

By NOTAM. Customs: Avbl during Intl flights.

Jet A-1.

ABN. Fire 7.

**Kayseri** Apt of Entry

3463' LTAU ASR +03:00 N38 46.2 E035 29.7

ATS Fax 352 3399193. Apt Manager 352 3375240; Fax 352 3392530. Apt Operator Fax 352 3375241; infokayseri@dhmi.gov.tr. Apt Switchboard 352 3375244, 352 3375494.

**07/25** 9843' CONCRETE. PCN 110/R/D/W/T, LCN 120. TODA 07 10598'. TODA 25 10565'. ASDA 07 10039'. ASDA 25 10039'. HIRL. HIALS 25.

H24. Turkish and foreign multi-engined Acft PPR 48 hr. Customs: H24.

F-4, Jet A-1, JP-8.

ABN. Fire 9.

**Kesan**

143' LTFL +03:00 N40 47.2 E026 36.4

Apt Administration 284 714 25 00.

**01/19** 4101' ASPHALT.

**Kilic see Isparta**

**Koca Seyit see Balikesir**

**Kocaeli (Cengiz Topel)**

188' LTBQ KCO +03:00 N40 44.1 E030 05.0

Apt Administration 262 375 2765 (CIV); Fax 262 371 3889 (MIL), 262 375 2766 (CIV), 262 375 3491 (AIM); cengiztopel@dhmi.gov.tr. Apt Switchboard 262 371 3880 (MIL), 262 375 3492-93, 262 375 2222 (CIV).

**09/27** 9810' CONCRETE. LCN 90, PCN 97/R/C/W/T. ASDA 09 9941'. ASDA 27 9941'. HIRL. HIALS 27.

By NOTAM. Customs: As sked flights.

F-4, Jet A-1, JP-8.

ABN. Fire 7, Cat 4 (During mil base ops).

**Konya** Apt of Entry

3392' LTAN KYA +03:00 N37 58.8 E032 33.7

Apt Manager (0332) 2391340; Fax (0332) 2391341. Apt Switchboard (0332) 2391343/47.

**01L/19R** 10984' ASPH/CONC. LCN 65, PCN 62/R/D/X/T. TODA 01L 12132'. TODA 19R 12132'. ASDA 01L 11181'. ASDA 19R 11181'. HIRL. HIALS 01L.

**01R/19L** 10984' CONCRETE. PCN 62/R/D/X/T, LCN 65. TODA 01R 12132'. TODA 19L 12132'.



## TURKEY

ASDA 01R 11181'. ASDA 19L 11181'.  
HIRL. HIALS.

H24 and by NOTAM. Customs: H24.

Jet A-1.

ABN. Fire 8.

**Kutahya**

3026' LTBN Mil. +03:00 N39 25.6 E030 01.0  
**15/33** 4954' ASPHALT. LCN 35.

By NOTAM, CIV t/c PPR.

ABN.

**Malatya** Apt of Entry

2837' LTAT MLX +03:00 N38 25.9 E038  
05.0

Apt Manager (422)2660044. Apt Operator Fax  
(422)2660045. Apt Switchboard (422) 2660046,  
-47, -50.

**03L/21R** 10991' ASPH/CONC. LCN 86,  
PCN 85/F/B/W/T. HIRL.

Rwy 21R: PCN 110/R/B/W/T and LCN 115.  
Rwy 03L-21R shall be used as Twy by civilA/cft.  
It can be used as Rwy for landing and take off  
in emergency situations and when Rwy  
03R-21L is closed due to maintenance purposes.

**03R/21L** 10991' ASPHALT. LCN 50,  
PCN 33/F/B/X/T. HIRL. ALS 03R. HIALS 21L.

By NOTAM. Customs: H24.

Jet A-1.

ABN. Fire 8.

**Malatya (Tulga)**

3022' LTAO Mil. +03:00 N38 21.2 E038 15.3  
Apt Administration Fax (0422) 3366634. Apt  
Switchboard (0422) 3366617.

**04L/22R** 7605' CONCRETE. HIRL.

**04R/22L** 7113' CONCRETE. HIRL.

RWY 04R/22L shall be used only by helicopters.  
It can be used as RWY for landing and  
take off in emergency situations and when

04L/22R is closed due to maintenance purposes.

F-4, JP-8.

ABN. Fire 5.

**Manisa (Akhisar)**

265' LTBT Mil. +03:00 N38 48.6 E027 50.1

Apt Administration Fax 236 4365006. Apt  
Switchboard 236 4365001.

**13L/31R** 9813' CONCRETE. LCN 50. ASDA  
13L 10305'. ASDA 31R 10305'. HIRL. HIALS  
31R.

**13R/31L** 9813' CONCRETE. LCN 50.

By NOTAM, CIV t/c PPR.

JP-8.

ABN. Fire 7.

**Mardin**

1729' LTCR MQM +03:00 N37 14.0 E040  
38.4

Apt Manager 0.482.3133444. Apt Operator  
0.482.3133400 Ext: 2424; Fax 0.482.3133404,  
0.482.3133409. Apt Switchboard  
0.482.3133400, 0.482.3133401,  
0.482.3133402.

**03/21** 8202' CONCRETE. LCN 105,  
PCN 110/R/B/W/T. HIRL. MIALS 21.

By NOTAM. Customs: PPR 24hr.

Jet A-1.

ABN. Fire 7.

**Merkez see Balikesir****Merzifon see Amasya****Milas (Bodrum Intl)** Apt of Entry

21' LTFE BJV +03:00 N37 15.0 E027 39.9

Apt Administration (252) 5230080; Mobile (530)  
6142084; Fax (252) 5230082. ATS (252)  
5230081; Fax (252) 5230085. Apt Manager  
(252) 5230230; Mobile (537) 9171920; Fax  
(252) 5230011. Apt Switchboard (252)  
5230101.

## TURKEY

**10L/28R** 9843' CONCRETE. JP-8.  
PCN 105/R/D/W/T. HIRL. ALS. ABN. Fire 7.

**10R/28L** 9646' CONCRETE.  
PCN 110/R/D/W/T. LDA 28L 8202'. ASDA 28L 9843'. HIRL. MIALS 28L.

RWY 10R-28L shall be used as TWY by civil ACFT. It can be used as RWY for landing and take off in emergency situations and when RWY 10L-28R closed due to maintenance purposes.

CIV: H24, MIL: By NOTAM. Customs.

F-3, Jet A-1.

ABN. Fire 9.

**Mugla (Dalaman Intl)** Apt of Entry

20' LTBS DLM +03:00 N36 42.7 E028 47.5

Apt Administration (252) 2811330. Apt Manager (252) 2813322. Apt Operator Fax (252) 2811333. Apt Switchboard (252) 2811348.

**01/19** 9843' CONCRETE. PCN 100/R/A/W/T. TODA 01 11647'. TODA 19 12140'. ASDA 01 10040'. ASDA 19 10040'. HIRL. ALS 19.

Rwy 19 Right-Hand Circuit.

H24. Customs.

F-3, Jet A-1.

ABN. Fire 9.

**Muried see Ankara**

**Mus (Sultan Alparslan)**

4157' LTCK MSR +03:00 N38 44.7 E041 40.1

Apt Administration (0436) 2500000; Fax (0436) 2500007. Apt Operator Fax (0436) 2500001, 2500002 (AIM). Apt Switchboard (0436) 2500004-09.

**11L/29R** 11647' ASPHALT. PCN 105/R/D/X/T, LCN 50. TODA 11L 13123'. TODA 29R 13123'. HIRL. HIALS 29R.

**11R/29L** 11647' ASPHALT. PCN 105, LCN 50.

Used as TWY by civ acft.

By NOTAM. Temp border gate.

**Nuri Demirag see Sivas**

**Ordu-Giresun**

11' LTCB OGU +03:00 N40 58.0 E038 04.9

Apt Administration 4522262856; Fax 4522262836. Apt Manager 4522262855; Fax 4522262835. Apt Switchboard 4522262852.

**10/28** 9843' ASPHALT. PCN 84/F/C/W/T, LCN 79. HIRL. HIALS.

H24. Customs.

Jet A-1.

ABN. Fire 7.

**Sabiha Gokcen Intl see Istanbul**

**Samandira see Istanbul**

**Samsun (Carsamba)** Apt of Entry

17' LTFH SZF +03:00 N41 15.9 E036 32.9

Apt Administration infocarsamba@dhmi.gov.tr. ATS Fax (0362) 8448392. Apt Manager (0362) 84488-44, -45. Apt Operator Fax (0362) 8448846. Apt Switchboard (0362) 8448830.

**13/31** 9843' CONCRETE. PCN 110/R/B/W/T, LCN 105. ASDA 13 10040'. ASDA 31 10040'. HIRL. ALS 13.

H24. Customs.

Jet A-1.

ABN. Fire 8.

**Sanliurfa (Gap Intl)** Apt of Entry

2708' LTCS GNY +03:00 N37 27.4 E038 54.5

Apt Administration (414) 3781111 Ext: 2002; Fax (414) 3781121, 3781122. ATS Fax (414) 3781119. Apt Switchboard (414) 3781111.

**04/22** 13123' CONCRETE. PCN 110/R/A/W/T. ASDA 04 13320'. ASDA 22 13320'. HIRL. ALS.

H24. Customs: PPR 24hr.

Jet A-1.

## TURKEY

ABN. Fire 9.

**Sehit Bulent Aydin** see **Igdir**

**Selcuk-Efes** see **Izmir**

**Serafettin Elci** see **Sirnak**

**Siirt**

2000' LTCL SXZ +03:00 N37 58.7 E041 50.3

Apt Manager (484)2542001. Apt Operator Fax (0484) 2542002, 2542134. Apt Switchboard (0484) 2542202-05.

**06/24** 6562' CONCRETE. PCN 50/R/B/X/T. ASDA 06 6890'. ASDA 24 6792'. HIRL. MIALS 06.

By NOTAM.

Jet A-1.

ABN. Fire 7.

**Sinop** Apt of Entry

32' LTCM NOP +03:00 N42 00.9 E035 04.0

Apt Manager (0368) 2715605. Apt Operator Fax (0368) 2715606, 2715607 (AIS). Apt Switchboard (0368) 2715608-09.

**05/23** 6562' CONCRETE. LCN 120, PCN 110/R/D/W/T. HIRL.

By NOTAM. Customs.

Jet A-1.

ABN. Fire 7.

**Sirnak (Serafettin Elci)**

2038' LTCV NKT +03:00 N37 21.8 E042 03.6

Apt Manager 0486 636 77 05; Fax 0486 636 77 06. Apt Operator Fax 0486 636 77 07/0486 636 77 03. Apt Switchboard 0486 636 77 00-01-02.

**11/29** 9843' CONCRETE. PCN 97/R/C/W/T, LCN 90. HIRL. MIALS 11.

By NOTAM.

Jet A-1.

ABN. Fire 7.

**Sivas (Nuri Demirag)** Apt of Entry

5237' LTAR VAS +03:00 N39 48.8 E036 54.1

Apt Manager (346) 2249747/2248687; Fax (346) 2249971/2248007. Apt Switchboard (346) 2234389, 2247925, 2248687.

**01/19** 12503' ASPHALT. PCN 110/F/C/W/T. HIRL. MIALS 19.

H24. Customs.

Jet A-1.

ABN. Fire 8.

**Sivrihisar** see **Eskisehir**

**Suleyman Demirel** see **Isparta**

**Sultan Alparslan** see **Mus**

**Tekirdag (Corlu Ataturk Intl)** Apt of Entry

570' LTBU TEQ +03:00 N41 07.8 E027 54.4

ATS Fax (0282)6824031. Apt Manager (0282)6824028. Apt Operator Fax (0282)6824029. Apt Switchboard (0282)6824034.

**04/22** 9843' CONCRETE. PCN 105/R/C/W/T. ASDA 04 10138'. ASDA 22 10138'. HIRL. ALS 04. MIALS 22.

H24. Customs.

F-4, Jet A-1.

ABN. Fire 8.

**Tokat**

1833' LTAW TJK +03:00 N40 18.7 E036 22.4

Apt Manager (0356) 2387282. Apt Operator Fax (0356) 2387355, (0356) 2387077. Apt Switchboard (0356) 2387330-43-54-57.

**04/22** 6312' ASPHALT. LCN 69, PCN 75/F/D/X/T. HIRL. ALS 04.

By NOTAM.

Jet A-1.

ABN. Fire 7.

## TURKEY

**Trabzon (Trabzon Intl)** Apt of Entry

105' LTCG TZX +03:00 N40 59.7 E039 47.1  
 Apt Administration (462)3259949. ATS Fax (462)3259297. Apt Manager (462)3252107; Fax (462)3259956. Apt Operator Fax (462)3259950. Apt Switchboard (462)3259952, (462)3280940.

**11/29** 8661' ASPHALT. PCN 75/R/A/X/T. ASDA 11 8858'. ASDA 29 8858'. HIRL. ALS 11. MIALS 29.

H24. Customs.

Jet A-1.

ABN. Fire 8.

**Tulga see Malatya****Usak** Apt of Entry

2898' LTBO USQ +03:00 N38 40.9 E029 28.3

Apt Administration (0276) 2533850; Fax (0276) 2533851. ATS (0276) 2533854-157, (0276) 2533854-158; Fax (0276) 2533852. Apt Manager (0276) 2533854-139; Fax (0276) 2533852. Apt Operator infousak@dhmi.gov.tr. Apt Switchboard (0276) 2533854-58.

**09/27** 8399' CONCRETE. PCN 95/R/C/W/T. HIRL. ALS 27.

By NOTAM. Customs.

Jet A-1.

ABN. Fire 7.

**Van (Ferit Melen)** Apt of Entry

5473' LTCI VAN +03:00 N38 28.1 E043 19.9  
 Apt Manager 432 2270001/1018; Fax 432 2270009. Apt Operator 432 2270007; Fax 432 2270008; infoferitmelen@dhmi.gov.tr. Apt Switchboard 432 2270001, 432 2270011.

**03/21** 9022' ASPHALT. PCN 95/F/C/W/T, LCN 86. HIRL.

H24. Customs: 24hr PPR.

Jet A-1.

ABN. Fire 8.

**Yalova**

42' LTBP Mil. +03:00 N40 41.3 E029 22.6

Apt Administration Fax 226 353 32 10. Apt Switchboard 226 353 31 31.

**08/26** 4603' ASPHALT. LCN 50.

**18/36** 4423' ASPHALT. LCN 50.

By NOTAM, CIV t/c PPR.

F-4.

Fire 7.

**Yenisehir see Bursa****Yuksekova Selahaddin Eyyubi see Hakkari****Zafer**

3327' LTBZ KZR +03:00 N39 06.7 E030 07.8

Apt Manager 0274 3273030, 0274 4443937. Apt Operator Fax 0274 3273031.

**13/31** 9843' CONCRETE. PCN 110/R/D/W/T. HIRL. HIALS.

By NOTAM. Customs.

Jet A-1.

ABN. Fire 7.

**Zonguldak (Caycuma)** Apt of Entry

41' LTAS ONQ +03:00 N41 30.4 E032 05.4

Apt Administration Fax 372 6182454. Apt Manager 372 6182299. Apt Switchboard 372 6182457.

**18/36** 6171' CONCRETE. PCN 85/R/C/W/T. ASDA 18 6263'. ASDA 36 6260'. HIRL.

By NOTAM. Customs.

Jet A-1.

ABN. Fire 6.

----- **Effective 10 Oct:** -----

**Adana (Adana Intl)** Apt of Entry

65' LTAF ADA +03:00 N36 58.9 E035 16.8

Apt Administration (322) 4357859. ATS 322 4358875; Fax 322 4316895. Apt Manager (322)

## TURKEY

4357841. Apt Operator Fax (322) 4359126. Apt Switchboard (322) 4350380.

**05/23** 9022' ASPHALT. PCN 115/F/A/X/T. HIRL. HIALS 05. MIALS 23.

Rwy 23 Right-Hand Circuit.

H24. Customs.

F-4, Jet A-1.

ABN. Fire 9.

**Adana (Incirlik AB)**

232' LTAG UAB Mil. +03:00 N37 00.1 E035 25.6

322-316-6811, 332-316-6180. Apt Operator 314-676-6056; Fax 322-316-6056; 39OS.OSAB@incirlik.af.mil.

**05/23** 10000' ASPH/CONC. PCN 88/R/A/W/T. HIRL. HIALS.

PPR. H24. Customs: Mon-Fri 0500-1400Z, O/T prior coordination required.

ABN.

**Adiyaman**

2214' LTCP ADF +03:00 N37 43.9 E038 28.1

Apt Manager 416 2142456. Apt Operator Fax 416 2142459, 416 2242174 (AIS). Apt Switchboard 416 2442212.

**04/22** 8202' CONCRETE. PCN 110/R/C/W/T. LDA 28 153'. HIRL.

By NOTAM. ATND SKD By NOTAM. Customs: PPR 24hr for non-skid flights.

Jet A-1.

ABN. Fire 7.

**Adnan Menderes Intl see Izmir****Afyon**

3310' LTAH AFY Mil. +03:00 N38 43.5 E030 36.2

Apt Administration Fax 272 216 5829. Apt Switchboard 272 216 5043.

**13L/31R** 12005' CONCRETE. LCN 80. ASDA 13L 12891'. ASDA 31R 12891'. HIRL. HIALS 31R.

**13R/31L** 9843' CONCRETE. LCN 80. ASDA 13R 10729'. ASDA 31L 10729'. HIRL.

By NOTAM, Civ t/c PPR.

Jet A-1, JP-8.

Fire 7.

**Agri (Ahmed-I Hani)**

5461' LTCO AJI +03:00 N39 38.8 E043 01.7 Apt Administration 0.472.2160400. Apt Manager 0.472.2160402-1352. Apt Operator Fax 0.312.3980331, 0.472.2160401. Apt Switchboard 0.472.2160402.

**16/34** 9843' CONCRETE. PCN 110/R/D/W/T, LCN 100. HIRL.

By NOTAM.

Jet A-1.

ABN. Fire 7.

**Ahmed-I Hani see Agri****Akhisar see Manisa****Alanya see Gazipasa****Amasya (Merzifon)**

1798' LTAP MZH +03:00 N40 49.9 E035 31.3

ATS Fax (0358) 5351094. Apt Manager (0358) 5351074; Fax (0358) 5351076, 5351140. Apt Switchboard (0358) 5351016/17/67, 5351092.

**05L/23R** 10636' ASPH/CONC. LCN 90, PCN 106/F/C/W/T. HIRL.

First 150m both side rwy 05L/23R LCN 96 and PCN 108/R/C/W/T.

**05R/23L** 10604' ASPH/CONC. PCN 110/R/C/W/T, LCN 50. HIRL. HIALS 05R.

By NOTAM.

Jet A-1, JP-8.

ABN. Fire 7.

## TURKEY

**Ankara (Esenboga Intl)** Apt of Entry

3127' LTAC ESB +03:00 N40 07.7 E032 59.7

Apt Administration (312) 398 03 30. Apt Manager (312) 398 03 29; Fax (312) 398 04 13. Apt Operator (312) 398 03 36 (AIS); Fax (312) 398 03 31 (AIS), (312) 398 03 45, (312) 398 11 21 (AIS). Apt Switchboard (312) 398 00 00.

**03L/21R** 11125' ASPHALT. PCN 110/F/C/W/T, LCN 95. ASDA 03L 11322'. HIRL. ALS.

**03R/21L** 12310' ASPHALT. PCN 110/F/C/W/U, LCN 100. ASDA 03R 12507'. ASDA 21L 12507'. HIRL. ALS.

H24. Customs.

F-3, Jet A-1.

ABN. Fire 9.

**Ankara (Etimesgut)**

2653' LTAD ANK Mil. +03:00 N39 57.1 E032 41.2

Apt Administration Fax 312 244 11 08. Apt Switchboard 312 244 85 50.

**11/29** 8061' ASPHALT. LCN 50. ASDA 11 8553'. ASDA 29 8553'. HIRL. ALS.

H24. Customs.

JP-8.

ABN. Fire 9.

**Ankara (Guvercinlik)**

2686' LTAB Mil. +03:00 N39 56.1 E032 44.4  
Apt Operator Fax (312) 2526148.

**06/24** 6617' ASPHALT. LCN 50. TODA 24 7601'. ASDA 24 7109'.

H24, CIV t/c PPR.

Instrument apch proc NDB Rwy 29 of Ankara (Etimesgut) is used for VFR landing at Guvercinlik AB.

F-4, JP-8.

ABN. Fire 4.

**Ankara (Murted)**

2767' LTAE Mil. +03:00 N40 04.7 E032 33.9

Apt Operator 03128112884; Fax 03128111402.

**03/21** 10991' ASPHALT. LCN 50. TODA 03 11565'. TODA 21 11463'. ASDA 03 11155'. ASDA 21 11155'. HIRL. HIALS.

By Notam. PPR.

JP-8.

ABN. Fire 9.

**Antalya (Antalya Intl)** Apt of Entry

177' LTAI AYT +03:00 N36 54.0 E030 47.6

Apt Administration (242) 3303301. ATIS 242 3303030 - EXT 2666. ATS (242) 3303045 (AIM); Fax (242) 3303050 (AIM). Apt Manager (242) 3303304. Apt Operator Fax (242) 3303306. Apt Switchboard (242) 3303030.

**18C/36C** 11155' CONCRETE. PCN 82/R/A/W/T. ASDA 18C 11352'. ASDA 36C 11352'. HIRL.

**18L/36R** 11155' CONCRETE. PCN 82/R/A/W/T. ASDA 18L 11352'. ASDA 36R 11352'. HIRL. ALS.

**18R/36L** 9810' ASPH/CONC. PCN 80/F/B/X/T, LCN 87. ASDA 18R 10105'. ASDA 36L 10105'. HIRL. HIALS.

First 492' Concrete PCN 110/R/A/W/T. RWY 18R-36L shall be used as TWY by civil ACFT. It can be used as RWY for landing and take off in emergency situations and when RWY 18L-36R and RWY 18C-36C is closed due to maintenance purposes.

H24. Customs.

F-4, Jet A-1.

ABN. Fire 9.

**Ataturk Intl see Istanbul****Aydin (Cildir)**

104' LTBD CII +03:00 N37 48.9 E027 53.3

Apt Operator Fax 256 2311872, 256 2311893; info@turkishairlinesflightacademy.com. Apt Switchboard 256 2186350.

## TURKEY

**09/27** 4708' CONCRETE. PCN 46/R/C/X/T. HIRL.

By NOTAM, 24hr PPR.

F-4, Jet A-1.

ABN. Fire 3.

### Balikesir (Bandirma)

170' LTBG BDM +03:00 N40 19.1 E027 58.7  
Apt Administration Fax 266 713 37 78. Apt  
Switchboard 266 713 38 30.

**18/36** 9875' ASPHALT. PCN 57/F/D/W/T.  
LCN 62. ASDA 18 10738'. ASDA 36 10738'.  
HIRL.

H24, CIV t/c PPR.

JP-8.

ABN. Fire 9.

### Balikesir (Koca Seyit) Apt of Entry

51' LTFD EDO +03:00 N39 33.1 E027 00.6

Apt Administration (0266) 3761159. Apt Man-  
ager (0266) 3761302/1018. Apt Operator  
(0266) 3761302/1027-1028; Fax (0266)  
3761305, (0266)3761306; infokor-  
fez@dhmi.gov.tr. Apt Switchboard (0266)  
3761302, 3761418.

**05/23** 9843' CONCRETE. PCN 110/R/C/W/T,  
LCN 120. LDA 23 8859'. HIRL. MIALS 23.

H24. Customs: PPR. Non-sk'd flights 24hr PPR.

F-3, Jet A-1.

ABN. Fire 7.

### Balikesir (Merkez)

340' LTBG BZI +03:00 N39 37.2 E027 55.6

Apt Administration 0 266 2947060. Apt Man-  
ager 0 266 2947510. Apt Operator Fax 0 266  
2947061; infobalikesir@dhmi.gov.tr. Apt  
Switchboard 0 266 2947510.

**18/36** 9810' ASPHALT. PCN 62/F/C/X/T,  
LCN 65. HIRL. HIALS 18. HIALS 36.

H24.

JP-8.

ABN. Fire 6, MIL Fire Cat 9 during MIL base  
operating hrs.

### Bandirma see Balikesir

### Batman

1831' LTCJ BAL +03:00 N37 55.9 E041 07.0  
Apt Manager 0488 2181004. Apt Operator Fax  
0488 2181003; infobatman@dhmi.gov.tr. Apt  
Switchboard 0488 2180444, 2180450.

**02/20** 10000' ASPHALT. LCN 50,  
PCN 87/F/C/W/T. HIRL.

By NOTAM. Customs: By arrangement before  
24hr for non-sk'd Flt.

JP-8.

ABN. Fire 7.

### Bingol

3490' LTCU BGG +03:00 N38 51.7 E040  
35.5

Apt Manager 0426 215 04 01; Fax 0426 215 04  
02. Apt Switchboard 426 215 00 67, 73, 76, 78,  
87.

**11/29** 7546' CONCRETE. LCN 92,  
PCN 100/R/C/W/T. HIRL. MIALS 11.

By NOTAM.

Jet A-1.

ABN. Fire 7.

### Bodrum (Imsik)

202' LTBV Mil. +03:00 N37 08.4 E027 40.1

Apt Operator Fax 252.3720271.

**06/24** 5151' ASPHALT. LCN 50.

Weekdays 0500-1400. O/T 3hr PNR.

JP-8.

ABN. Fire 4.

### Bodrum Intl see Milas

### Bursa (Yenisehir) Apt of Entry

763' LTBR YEI +03:00 N40 15.4 E029 33.7

Apt Manager (0224) 7818192. Apt Operator  
(0224) 7818191; Fax (0224) 7818180; infoyeni-

**TURKEY**

sehir@dhmi.gov.tr. Apt Switchboard (0224) 7818181-88.

**07L/25R** 9820' CONCRETE. PCN 110/R/C/W/T. ASDA 07L 10115'. ASDA 25R 10115'. HIRL. ALS 25R.

**07R/25L** 9820' CONCRETE. LCN 50. HIRL.

RWY 07R-25L shall be used as TWY by civil ACFT. It can be used as RWY for landing and take off in emergency situations and when RWY 07L-25R is closed due to maintenance purposes.

By Notam. Customs: H24. Customs PPR.

Jet A-1.

ABN. Fire 8.

**Canakkale** Apt of Entry

30' LTBH CKZ +03:00 N40 08.3 E026 25.7

Apt Administration (0286) 2121849. Apt Manager (0286) 2131021/1004, (0286) 2140384 (on duty). Apt Operator Fax (0286) 2130877, (0286) 2142728; infocanakkale@dhmi.gov.tr. Apt Switchboard (0286) 2131021, 2131243.

**04/22** 7710' CONCRETE. PCN 105/R/C/W/T, LCN 100. HIRL. MIALS 04.

H24. Customs: PPR. At least 24hr for non-skd Flt.

Jet A-1.

ABN. Fire 7.

**Cardak** see **Denizli**

**Carsamba** see **Samsun**

**Caycuma** see **Zonguldak**

**Cengiz Topel** see **Kocaeli**

**Cigli** see **Izmir**

**Cildir** see **Aydin**

**Corlu Ataturk Intl** see **Tekirdag**

**Dalaman Intl** see **Mugla**

**Denizli (Cardak)** Apt of Entry

2794' LTAY DNZ +03:00 N37 47.3 E029 42.3

Apt Manager (258)8461212. Apt Operator Fax (258)8461149; infocardak@dhmi.gov.tr. Apt Switchboard (258)8461139.

**05/23** 9843' ASPHALT. PCN 70/F/B/X/T. ASDA 05 10138'. ASDA 23 10138'. HIRL.

By NOTAM. Customs: H24.

Jet A-1.

ABN. Fire 7.

**Diyarbakir** Apt of Entry

2251' LTCC DIY +03:00 N37 53.5 E040 12.1

ATS Fax (0412)2331569. Apt Manager (0412)2336363. Apt Operator Fax (0412)2335353; infodiyarbakir@dhmi.gov.tr. Apt Switchboard (412)2332719-20-21-22.

**16/34** 11644' CONCRETE. LCN 75, PCN 110/R/A/W/T. ASDA 16 11939'. ASDA 34 11939'. HIRL. HIALS 34.

H24. Customs.

JP-8.

ABN. Fire 8.

**Elazig** Apt of Entry

2924' LTCA EZS +03:00 N38 35.9 E039 16.9

Apt Administration 424 2555757; Fax 424 2555758. Apt Manager 424 2551494; Fax 424 2551494. Apt Operator 424 2551410 - 2241 (AIM); Fax 424 2551401 (AIM); infoelazig@dhmi.gov.tr. Apt Switchboard 424 2551410.

**07/25** 9843' CONCRETE. PCN 110/R/C/W/T. HIRL.

H24. Customs.

Jet A-1.

Fire 7.



## TURKEY

**Erzincan**

3791' LTCD ERC +03:00 N39 42.8 E039 31.2

Apt Administration 446.2262106 Ext: 1010. Apt Manager 446.2262106 Ext: 1018, 446.2262106 Ext: 1021; Fax 446.2261161. Apt Operator Fax 446.2262105. Apt Switchboard 446.2262103 (4 lines).

**10/28** 9843' ASPH/CONC. PCN 85/F/C/W/T. ASDA 10 10040'. ASDA 28 10040'. HIRL. MIALS 10.

First 1312'(400m) PCN 105/R/C/W/T.

H24. Customs: By arrangement before 24hr for non-skid flights.

Jet A-1.

ABN. Fire 7.

**Erzurum (Erzurum Intl)** Apt of Entry

5765' LTCE ERZ +03:00 N39 57.3 E041 10.2

Apt Administration 0442-3272840; Fax 0442-3272834; erzurumaim@dhmi.gov.tr. ATS 0442-3272835 Ext: 2569; Fax 0442-3272815. Apt Manager 0442-3272824; Fax 0442-3272940. Apt Switchboard 0442-3272835.

**08L/26R** 12500' CONCRETE. LCN 98, PCN 110/R/D/W/T. ASDA 08L 12992'. ASDA 26R 12894'. HIRL. ALS 08L.

**08R/26L** 12500' CONCRETE. LCN 65, PCN 74/R/B/X/T. ASDA 08R 12992'. ASDA 26L 12894'. HIRL. ALS 08R. HIALS 26L.

H24. Customs.

Jet A-1.

ABN. Fire 9.

**Esenboga Intl see Ankara****Eskisehir**

2581' LTBI ESK Mil. +03:00 N39 47.0 E030 34.9

**08/26** 10007' ASPHALT. LCN 50. HIRL.

PPR. H24.

ABN. Fire 9.

**Eskisehir (Hasan Polatkan)**

2599' LTBY AOE Mil. +03:00 N39 48.7 E030 31.2

Apt Administration (0222)3222071/7036 (ext). ATS Fax (0222)3222058. Apt Manager (0222)3238803. Apt Operator (0222)3222070; Fax (0222)3212324.

**09/27** 9843' CONCRETE. LCN 110, PCN 110/R/D/W/T. HIRL. HIALS 09. ALS 27.

By NOTAM, CIV t/c PPR.

ABN. Fire 7.

**Eskisehir (Sivrihisar)**

3185' LTAV Mil. +03:00 N39 27.1 E031 21.9

**11/29** 11155' ASPHALT. LCN 50. ASDA 11 11647'. ASDA 29 11647'. HIALS 29.

By NOTAM. PPR.

JP-8.

ABN. Fire 7.

**Etimesgut see Ankara****Ferit Melen see Van****Gap see Sanliurfa****Gaziantep (Gaziantep Intl)** Apt of Entry

2305' LTAJ GZT +03:00 N36 56.9 E037 28.7

ATS Fax (0342)5821139. Apt Manager (0342)5821010. Apt Operator Fax (0342)5821011. Apt Switchboard (0342)5821111, 5821021.

**10/28** 9843' CONCRETE. PCN 110/R/A/W/T, LCN 113. LDA 10 9416'. ASDA 28 10040'. HIRL. ALS.

H24. Customs.

Jet A-1.

ABN. Fire 9.

**Gazimir see Izmir**

## TURKEY

**Gazipasa (Alanya)**

126' LTFG GZP +03:00 N36 18.0 E032 18.1  
Apt Administration (0242) 5827518. ATS (0242) 5827516; Fax (0242) 5827517. Apt Operator Fax (0242) 5827575. Apt Switchboard (0242) 5827126.

**08/26** 7710' CONCRETE. PCN 77/R/C/X/T. HIRL. Rwy 08 Takeoff not allowed. Rwy 26 Landing not allowed.

By NOTAM. Customs.

Jet A-1.

ABN. Fire 7.

**Gokceada**

84' LTFK GKD +03:00 N40 12.0 E025 52.9  
Apt Administration [infogokceada@dhmi.gov.tr](mailto:infogokceada@dhmi.gov.tr). ATS Fax (0286) 8874154. Apt Manager (0286) 8874159; Fax (0286) 8874160. Apt Switchboard (0286) 8874141.

**01/19** 6693' CONCRETE. PCN 110/R/C/W/T. HIRL. MIALS.

By NOTAM.

ABN. Fire 5.

**Guvercinlik see Ankara****Hakkari (Yuksekoa Selahaddin Eyyubi)**

6096' LTCW YKO +03:00 N37 33.0 E044 14.2

ATS Fax 438 3003342. Apt Manager 438 3003340. Apt Operator Fax 438 3003341. Apt Switchboard 438 3003333 (34-39).

**11/29** 10499' CONCRETE. LCN 104. PCN 110/R/C/W/T. HIRL. ALS 11. MIALS 29.

By NOTAM.

Jet A-1.

ABN. Fire 7.

**Hasan Polatkan see Eskisehir****Hatay** Apt of Entry

267' LTDA HTY +03:00 N36 22.3 E036 17.9

ATS Fax (326) 2351308. Apt Manager (326) 2353 030. Apt Operator Fax (326) 2351309. Apt Switchboard (326) 2351300.

**04/22** 9843' CONCRETE. PCN 110/R/C/W/T. ASDA 04 10040'. ASDA 22 10040'. HIRL.

By NOTAM. Customs: PPR 24hr for non-skd flights.

Jet A-1.

ABN. Fire 7.

**Igdir (Sehit Bulent Aydin)**

3102' LTCT IGD +03:00 N39 59.0 E043 52.0  
Apt Administration 476 2786003; Fax 476 2786001. Apt Manager 476 2786000. Apt Operator Fax 476 2786002 (AIM); [infoigdir@dhmi.gov.tr](mailto:infoigdir@dhmi.gov.tr). Apt Switchboard 476 2786004.

**12/30** 9843' CONCRETE. PCN 110/R/A/W/T, LCN 120. HIRL.

By NOTAM.

Jet A-1.

ABN. Fire 7.

**Imsik see Bodrum****Incirlik AB see Adana****Isparta (Kilic)**

2875' LTFN Mil. +03:00 N37 51.8 E030 21.3  
Apt Administration Fax 246 559 21 17. Apt Switchboard 246 559 20 27.

**04/22** 5397' CONCRETE. PCN 30. HIRL. ALS. Rwy 22 Right-Hand Circuit.

**13/31** 5974' CONCRETE. PCN 30. HIRL. ALS. Rwy 13 Right-Hand Circuit.

F-4, JP-8.

ABN. Fire 4.

**Isparta (Suleyman Demirel)** Apt of Entry

2835' LTFC ISE +03:00 N37 51.3 E030 22.0  
Apt Administration (246) 5592010-12; Fax (246) 5592011; [infosuleymandemirel@dhmi.gov.tr](mailto:infosuleymandemirel@dhmi.gov.tr).

## TURKEY

Apt Switchboard (246) 5592008; Fax (246) 5592040.

**05/23** 9843' CONCRETE. PCN 120/R/D/W/T. ASDA 05 10040'. ASDA 23 10040'. HIRL. HIALS 05.

H24. Customs.

F-3, Jet A-1.

ABN. Fire 8.

**Istanbul (Ataturk Intl)** Apt of Entry

163' LTBA ISL +03:00 N40 58.6 E028 48.8

Apt Administration 212 4653262. Apt Manager 212 4653253. Apt Operator 212 4653232 (AIS), 212 4653283 (AIS); Fax 212 4653200 (AIS), 212 4653250, 212 4653260 (AIS). Apt Switchboard 212 4637777.

**05/23** 8465' ASPHALT. PCN 95/F/C/W/T. LDA 05 8038'. TODA 05 8662'. TODA 23 8727'. ASDA 05 8580'. HIRL. ALS.

Rwy 05 Right-Hand Circuit.

**17L/35R** 9843' CONCRETE. PCN 100/R/A/W/T. TODA 17L 10040'. TODA 35R 10040'. HIRL. ALS.

Rwy 17L Right-Hand Circuit.

**17R/35L** 9843' CONCRETE. PCN 100/R/A/W/T. TODA 17R 10040'. ASDA 17R 10040'. ASDA 35L 10007'. HIRL. ALS.

H24. Customs.

F-4, Jet A-1.

ABN. Fire 9.

**Istanbul** Apt of Entry

325' LTFM IST +03:00 N41 16.5 E028 45.1

Apt Administration 212 601 41 00; Fax 212 601 41 20; info@igairport.com. Apt Manager 212 601 41 00 Ext: 1000. Apt Switchboard 444 1 442.

**16L/34R** 12303' ASPHALT. PCN 96/F/A/W/T. HIRL.

**16R/34L** 12303' ASPHALT. PCN 96/F/A/W/T. HIRL. ALS.

**17L/35R** 13451' ASPHALT. PCN 96/F/A/W/T. HIRL. ALS.

**17R/35L** 13451' ASPHALT. PCN 96/F/A/W/T. HIRL.

H24. Customs.

Jet A-1.

ABN. Fire 10.

**Istanbul (Sabiha Gokcen Intl)** Apt of Entry

312' LTFJ SAW +03:00 N40 53.9 E029 18.5

Apt Administration (216) 5855252. ATIS H24 (216) 5855666. ATS (216) 5855418/5855421; Fax (216) 5855419. Apt Manager (216) 5855353/02, 5855455. Apt Operator Fax (216) 5855114. Apt Switchboard (216) 5855000.

**06/24** 9843' CONCRETE. PCN 84/R/A/X/T. LDA 06 9547'. TODA 24 10335'. ASDA 06 10040'. ASDA 24 10040'. HIRL. ALS 06.

H24. Customs.

Jet A-1.

ABN. Fire 10.

**Istanbul (Samandira)**

400' LTBX Mil. +03:00 N40 59.4 E029 13.0

Apt Operator Fax (0216) 6225331. Apt Switchboard (0216) 6221878-79.

**04/22** 2461' CONCRETE.

**18/36** 4537' CONCRETE.

PPR. By NOTAM.

F-4, JP-8.

Fire 4.

**Izmir (Adnan Menderes Intl)** Apt of Entry

410' LTBX ADB +03:00 N38 17.3 E027 09.3

Apt Administration (232) 2742015; Fax (232) 2742564. Apt Manager (232) 2742003. Apt Operator Fax (232) 2742002. Apt Switchboard (232) 2742626.

**16L/34R** 10630' CONC/ASPH. PCN 88/F/C/W/T. ASDA 34R 10827'. HIRL. ALS.

**TURKEY**

Rwy 16L: First 984' PCN 120/R/C/W/T (concrete).

Rwy 34R: First 984' PCN 120/R/C/W/T (concrete).

**16R/34L** 10630' CONCRETE. PCN 110/R/D/W/T. ASDA 16R 10827'. ASDA 34L 10827'. HIRL. MIALS.

H24. Customs.

F-3, Jet A-1.

ABN. Fire 9.

**Izmir (Cigli)**

16' LTBL IGL Mil. +03:00 N38 31.6 E027 00.6

Apt Administration Fax 2323761176. Apt Switchboard 2323763030.

**17/35** 9820' ASPHALT. LCN 50. TODA 17 10902'. TODA 35 10902'. ASDA 17 10476'. ASDA 35 10312'. HIRL. HIALS.

Rwy 17 Right-Hand Circuit.

PPR. H24. Customs: PPR.

F-3, Jet A-1, JP-8.

ABN. Fire 9.

**Izmir (Gaziemir)**

433' LTBK Mil. +03:00 N38 19.2 E027 09.6

Apt Administration 2322520971 (Military); Fax 2322514019.

**17/35** 4488' ASPHALT. LCN 30.

Weekdays 0500-1400. O/T 3hr PPR.

F-4, JP-8.

Fire 4.

**Izmir (Kaklic)**

13' LTFA Mil. +03:00 N38 31.0 E026 58.6

Apt Administration Fax 232 3275418. Apt Switchboard 232 3763030.

**17/35** 9843' ASPHALT. LCN 75. ASDA 17 10808'. ASDA 35 10808'. HIRL. HIALS.

Rwy 17 Right-Hand Circuit.

PPR. Days.

ABN. Fire 5.

**Izmir (Selcuk-Efes)**

10' LTFB +03:00 N37 57.1 E027 20.0

Apt Operator 232 892 60 25, 232 892 64 47; Fax 232 892 63 76, 232 892 83 53.

**09/27** 5151' CONCRETE. LCN 58, PCN 47/R/C/X/T. TODA 09 5545'.

By NOTAM.

F-4, Jet A-1.

ABN. Fire 4.

**Kahramanmaras**

1724' LTCN KCM +03:00 N37 32.3 E036 57.1

ATS (344) 2360792 Ext: 1022-1023; Fax (344) 2365351. Apt Manager (344) 2360792 Ext: 1018; Fax (344) 2365051. Apt Operator (344) 2361897; Fax (344) 2361896. Apt Switchboard (344) 2360792.

**07/25** 7546' ASPH/CONC. PCN 81/F/C/X/T. LDA 25 6562'. HIRL. MIALS 25.

H24.

Jet A-1.

ABN. Fire 7.

**Kaklic see Izmir**
**Kapadokya** Apt of Entry

3090' LTAZ NAV +03:00 N38 46.5 E034 31.6

Apt Administration (384) 4214450; Fax (384) 4214451. ATS (384) 4214455 (1045); Fax (384) 4214473. Apt Manager (384) 4214452; Fax (384) 4214477. Apt Operator infokapadokya@dhmi.gov.tr. Apt Switchboard (384) 4214455-69.

**11/29** 9843' CONCRETE. PCN 90/R/C/W/T, LCN 87. ASDA 11 10040'. ASDA 29 10040'. HIRL. ALS 11.

H24. Customs.

Jet A-1.

## TURKEY

ABN. Fire 7.

**Kars (Kars Harakani)** Apt of Entry

5889' LTCF KSY +03:00 N40 33.7 E043 06.9

Apt Administration (0474) 2135669. Apt Manager (0474) 2135668/1118; Fax (0474) 2135531. Apt Operator (0474)2135668/1200-1201; Fax (0474) 2135571, (0474) 2135691; kys.ksy.isl@dhmi.gov.tr. Apt Switchboard (0474) 2135668.

**06L/24R** 11483' ASPHALT. LCN 76, PCN 75/F/C/W/T. HIRL. MIALS 06L.

Rwy 06L/24R shall be used as Twy by civil Acft. It can be used as Rwy for landing or take off in emergency situations and when Rwy 06R/24L is closed due to maintenance purposes.

**06R/24L** 11483' ASPHALT. PCN 100/F/D/W/T, LCN 95. HIRL. MIALS 06R.

By NOTAM. Customs.

Jet A-1.

ABN. Fire 7.

**Kastamonu** Apt of Entry

3524' LTAL KFS +03:00 N41 19.0 E033 47.8

Apt Administration 03662200250; Fax 03662200251, 03662200252. Apt Switchboard 03662200254-58.

**18/36** 7382' ASPHALT. LCN 78, PCN 80/F/C/W/T. HIRL.

By NOTAM. Customs: Avbl during Intl flights.

Jet A-1.

ABN. Fire 7.

**Kayseri** Apt of Entry

3463' LTAU ASR +03:00 N38 46.2 E035 29.7

ATS Fax 352 3399193. Apt Manager 352 3375240; Fax 352 3392530. Apt Operator Fax

352 3375241; infokayseri@dhmi.gov.tr. Apt Switchboard 352 3375244, 352 3375494.

**07/25** 9843' CONCRETE. PCN 110/R/D/W/T, LCN 120. TODA 07 10598'. TODA 25 10565'. ASDA 07 10039'. ASDA 25 10039'. HIRL. HIALS 25.

H24. Turkish and foreign multi-engined Acft PPR 48 hr. ATND SKD H24. Customs: H24.

F-4, Jet A-1, JP-8.

ABN. Fire 9.

**Kesan**

143' LTFL +03:00 N40 47.2 E026 36.4

Apt Administration 284 714 25 00.

**01/19** 4101' ASPHALT.

**Kilic see Isparta**

**Koca Seyit see Balikesir**

**Kocaeli (Cengiz Topel)**

188' LTBQ KCO +03:00 N40 44.1 E030 05.0

Apt Administration 262 375 2765 (CIV); Fax 262 371 3889 (MIL), 262 375 2766 (CIV), 262 375 3491 (AIM); cengiztopel@dhmi.gov.tr. Apt Switchboard 262 371 3880 (MIL), 262 375 3492-93, 262 375 2222 (CIV).

**09/27** 9810' CONCRETE. LCN 90, PCN 97/R/C/W/T. ASDA 09 9941'. ASDA 27 9941'. HIRL. HIALS 27.

By NOTAM. Customs: As sked flights.

F-4, Jet A-1, JP-8.

ABN. Fire 7, Cat 4 (During mil base ops).

**Konya** Apt of Entry

3392' LTAN KYA +03:00 N37 58.8 E032 33.7

Apt Manager (0332) 2391340; Fax (0332) 2391341. Apt Switchboard (0332) 2391343/47.

**01L/19R** 10984' ASPH/CONC. LCN 65, PCN 62/R/D/X/T. TODA 01L 12132'. TODA 19R 12132'. ASDA 01L 11181'. ASDA 19R 11181'. HIRL. HIALS 01L.

## TURKEY

**01R/19L** 10984' CONCRETE. PCN 62/R/D/X/T, LCN 65. TODA 01R 12132'. TODA 19L 12132'. ASDA 01R 11181'. ASDA 19L 11181'. HIRL. HIALS.

H24 and by NOTAM. Customs: H24.

Jet A-1.

ABN. Fire 8.

**Kutahya**

3026' LTBN Mil. +03:00 N39 25.6 E030 01.0

**15/33** 4954' ASPHALT. LCN 35.

By NOTAM, CIV t/c PPR.

ABN.

**Malatya** Apt of Entry

2837' LTAT MLX +03:00 N38 25.9 E038 05.0

Apt Manager (422)2660044. Apt Operator Fax (422)2660045. Apt Switchboard (422) 2660046, -47, -50.

**03L/21R** 10991' ASPH/CONC. LCN 86, PCN 85/F/B/W/T. HIRL.

Rwy 21R: PCN 110/R/B/W/T and LCN 115.

Rwy 03L-21R shall be used as Twy by civil A/cft. It can be used as Rwy for landing and take off in emergency situations and when Rwy 03R-21L is closed due to maintenance purposes.

**03R/21L** 10991' ASPHALT. LCN 50, PCN 33/F/B/X/T. HIRL. ALS 03R. HIALS 21L.

By NOTAM. Customs: H24.

Jet A-1.

ABN. Fire 8.

**Malatya (Tulga)**

3022' LTAO Mil. +03:00 N38 21.2 E038 15.3

Apt Administration Fax (0422) 3366634. Apt Switchboard (0422) 3366617.

**04L/22R** 7605' CONCRETE. HIRL.

**04R/22L** 7113' CONCRETE. HIRL.

RWY 04R/22L shall be used only by helicopters. It can be used as RWY for landing and

take off in emergency situations and when 04L/22R is closed due to maintenance purposes.

F-4, JP-8.

ABN. Fire 5.

**Manisa (Akhisar)**

265' LTBT Mil. +03:00 N38 48.6 E027 50.1

Apt Administration Fax 236 4365006. Apt Switchboard 236 4365001.

**13L/31R** 9813' CONCRETE. LCN 50. ASDA 13L 10305'. ASDA 31R 10305'. HIRL. HIALS 31R.

**13R/31L** 9813' CONCRETE. LCN 50.

By NOTAM, CIV t/c PPR.

JP-8.

ABN. Fire 7.

**Mardin**

1727' LTCR MQM +03:00 N37 14.0 E040 38.4

Apt Administration 482 3133444; Fax 482 3133404. Apt Manager 482 3133400 Ext:2000; Fax 482 3133405. Apt Operator infomardin@dhmi.gov.tr. Apt Switchboard 482 3133400, 482 3133401, 482 3133402.

**03/21** 8202' CONCRETE. LCN 105, PCN 110/R/B/W/T. HIRL. MIALS 21.

By NOTAM. Customs: PPR 24hr.

Jet A-1.

ABN. Fire 7.

**Merkez see Balikesir****Merzifon see Amasya****Milas (Bodrum Intl)** Apt of Entry

21' LTFE BJV +03:00 N37 15.0 E027 39.9

Apt Administration (252) 5230080; Mobile (530) 6142084; Fax (252) 5230082. ATS (252) 5230081; Fax (252) 5230085. Apt Manager (252) 5230230; Mobile (537) 9171920; Fax

## TURKEY

(252) 5230011. Apt Switchboard (252) 5230101.

**10L/28R** 9843' CONCRETE.  
PCN 105/R/D/W/T. HIRL. ALS.

**10R/28L** 9646' CONCRETE.  
PCN 110/R/D/W/T. LDA 28L 8202'. ASDA 28L 9843'. HIRL. MIALS 28L.

RWY 10R-28L shall be used as TWY by civil ACFT. It can be used as RWY for landing and take off in emergency situations and when RWY 10L-28R closed due to maintenance purposes.

CIV: H24, MIL: By NOTAM. Customs.

F-3, Jet A-1.

ABN. Fire 9.

**Mugla (Dalaman Intl)** Apt of Entry

20' LTBS DLM +03:00 N36 42.7 E028 47.5

Apt Administration (252) 2811330. Apt Manager (252) 2813322. Apt Operator Fax (252) 2811333. Apt Switchboard (252) 2811348.

**01/19** 9843' CONCRETE. PCN 100/R/A/W/T. TODA 01 11647'. TODA 19 12140'. ASDA 01 10040'. ASDA 19 10040'. HIRL. ALS 19.

Rwy 19 Right-Hand Circuit.

H24. Customs.

F-3, Jet A-1.

ABN. Fire 9.

**Muried see Ankara**

**Mus (Sultan Alparslan)**

4157' LTCK MSR +03:00 N38 44.7 E041 40.1

Apt Administration (0436) 2500000; Fax (0436) 2500007. Apt Operator Fax (0436) 2500001, 2500002 (AIM). Apt Switchboard (0436) 2500004-09.

**11L/29R** 11647' ASPHALT. PCN 105/R/D/X/T, LCN 50. TODA 11L 13123'. TODA 29R 13123'. HIRL. HIALS 29R.

**11R/29L** 11647' ASPHALT. PCN 105, LCN 50.

Used as TWY by civ acft.

By NOTAM. Temp border gate.

JP-8.

ABN. Fire 7.

**Nuri Demirag see Sivas**

**Ordu-Giresun**

11' LTCB OGU +03:00 N40 58.0 E038 04.9

Apt Administration 452 226 28 55; Fax 452 226 28 35. Apt Manager 452 226 28 56; Fax 452 226 28 36. Apt Operator infoordugiresun@dhmi.gov.tr. Apt Switchboard 452 226 28 52.

**10/28** 9843' ASPHALT. LCN 79, PCN 84/F/C/W/T. HIRL.

H24. ATND SKD H24. Customs: H24.

Jet A-1.

ABN. Fire 7.

**Sabiha Gokcen Intl see Istanbul**

**Samandira see Istanbul**

**Samsun (Carsamba)** Apt of Entry

17' LTFH SZF +03:00 N41 15.9 E036 32.9

Apt Administration infocarsamba@dhmi.gov.tr. ATS Fax (0362) 8448392. Apt Manager (0362) 84488-44, -45. Apt Operator Fax (0362) 8448846. Apt Switchboard (0362) 8448830.

**13/31** 9843' CONCRETE. LCN 105, PCN 110/R/B/W/T. ASDA 13 10040'. ASDA 31 10040'. HIRL. ALS 13.

H24. Customs.

Jet A-1.

ABN. Fire 8.

**Sanliurfa (Gap Intl)** Apt of Entry

2708' LTCS GNY +03:00 N37 27.4 E038 54.5

Apt Administration (414) 3781111 Ext: 2002; Fax (414) 3781121, (414) 3781122. ATS Fax (414) 3781119. Apt Operator info-

**TURKEY**

gap@dhmi.gov.tr. Apt Switchboard (414) 3781111.

**04/22** 13123' CONCRETE. PCN 110/R/A/W/T. ASDA 04 13320'. ASDA 22 13320'. HIRL. ALS.

H24. ATND SKD H24. Customs: PPR 24hr.

Jet A-1.

ABN. Fire 9.

**Sehit Bulent Aydin see Igdir**

**Selcuk-Efes see Izmir**

**Serafettin Elci see Sirnak**

**Siirt**

2000' LTCL SXZ +03:00 N37 58.7 E041 50.3

Apt Manager (484)2542001. Apt Operator Fax (0484) 2542002, 2542134. Apt Switchboard (0484) 2542202-05.

**06/24** 6562' CONCRETE. PCN 50/R/B/X/T. ASDA 06 6890'. ASDA 24 6792'. HIRL. MIALS 06.

By NOTAM.

Jet A-1.

ABN. Fire 7.

**Sinop** Apt of Entry

32' LTCM NOP +03:00 N42 00.9 E035 04.0

Apt Manager (0368) 2715605. Apt Operator Fax (0368) 2715606, 2715607 (AIS). Apt Switchboard (0368) 2715608-09.

**05/23** 6562' CONCRETE. LCN 120, PCN 110/R/D/W/T. HIRL.

By NOTAM. Customs.

Jet A-1.

ABN. Fire 7.

**Sirnak (Serafettin Elci)**

2041' LTCV NKT +03:00 N37 21.8 E042 03.6

Apt Administration 486 636 77 05. Apt Manager Fax 486 636 77 06. Apt Operator infosir-

nak@dhmi.gov.tr. Apt Switchboard 486 636 77 00, 486 636 77 01, 486 636 77 02.

**11/29** 9843' CONCRETE. PCN 97/R/C/W/T, LCN 90. HIRL.

By NOTAM.

Jet A-1.

ABN. Fire 7.

**Sivas (Nuri Demirag)** Apt of Entry

5237' LTAR VAS +03:00 N39 48.8 E036 54.1

Apt Manager (346) 2249747/2248687; Fax (346) 2249971/2248007. Apt Switchboard (346) 2234389, 2247925, 2248687.

**01/19** 12503' ASPHALT. PCN 110/F/C/W/T. HIRL. MIALS 19.

H24. Customs.

Jet A-1.

ABN. Fire 8.

**Sivrihisar see Eskisehir**

**Suleyman Demirel see Isparta**

**Sultan Alparslan see Mus**

**Tekirdag (Corlu Ataturk Intl)** Apt of Entry

570' LTBU TEQ +03:00 N41 07.8 E027 54.4

ATS Fax (0282)6824031. Apt Manager (0282)6824028. Apt Operator Fax (0282)6824029. Apt Switchboard (0282)6824034.

**04/22** 9843' CONCRETE. PCN 105/R/C/W/T. ASDA 04 10138'. ASDA 22 10138'. HIRL. ALS 04. MIALS 22.

H24. ATND SKD H24. Customs: H24.

F-4, Jet A-1.

ABN. Fire 8.

**Tokat**

1833' LTAW TJK +03:00 N40 18.7 E036 22.4



## TURKEY

Apt Manager (0356) 2387282. Apt Operator Fax (0356) 2387355, (0356) 2387077. Apt Switchboard (0356) 2387330-43-54-57.

**04/22** 6312' ASPHALT. PCN 75/F/D/X/T, LCN 69. HIRL. ALS 04.

By NOTAM.

Jet A-1.

ABN. Fire 7.

**Trabzon (Trabzon Intl)** Apt of Entry

105' LTCG TZX +03:00 N40 59.7 E039 47.1

Apt Administration (462)3259949. ATS Fax (462)3259297. Apt Manager (462)3252107; Fax (462)3259956. Apt Operator Fax (462)3259950. Apt Switchboard (462)3259952, (462)3280940.

**11/29** 8661' ASPHALT. PCN 75/R/A/X/T. ASDA 11 8858'. ASDA 29 8858'. HIRL. ALS 11. MIALS 29.

H24. Customs.

Jet A-1.

ABN. Fire 8.

**Tulga see Malatya**

**Usak** Apt of Entry

2898' LTBO USQ +03:00 N38 40.9 E029 28.3

Apt Administration (0276) 2533850; Fax (0276) 2533851. ATS (0276) 2533854-157, (0276) 2533854-158; Fax (0276) 2533852. Apt Manager (0276) 2533854-139; Fax (0276) 2533852. Apt Operator infousak@dhmi.gov.tr. Apt Switchboard (0276) 2533854-58.

**09/27** 8399' CONCRETE. PCN 95/R/C/W/T. HIRL. ALS 27.

By NOTAM. Customs.

Jet A-1.

ABN. Fire 7.

**Van (Ferit Melen)** Apt of Entry

5473' LTCI VAN +03:00 N38 28.1 E043 19.9

Apt Manager 432 2270001/1018; Fax 432 2270009. Apt Operator 432 2270007; Fax 432 2270008; infoferitmelen@dhmi.gov.tr. Apt Switchboard 432 2270001, 432 2270011.

**03/21** 9022' ASPHALT. LCN 86, PCN 95/F/C/W/T. HIRL.

H24. Customs: 24hr PPR.

Jet A-1.

ABN. Fire 8.

**Yalova**

42' LTBP Mil. +03:00 N40 41.3 E029 22.6

Apt Administration Fax 226 353 32 10. Apt Switchboard 226 353 31 31.

**08/26** 4603' ASPHALT. LCN 50.

**18/36** 4423' ASPHALT. LCN 50.

By NOTAM, CIV t/c PPR.

F-4.

Fire 7.

**Yenisehir see Bursa**

**Yuksekoa Selahaddin Eyyubi see Hakkari**

**Zafer**

3327' LTBP KZR +03:00 N39 06.7 E030 07.8

Apt Manager 0274 3273030, 0274 4443937. Apt Operator Fax 0274 3273031.

**13/31** 9843' CONCRETE. PCN 110/R/D/W/T. HIRL. HIALS.

By NOTAM. Customs.

Jet A-1.

ABN. Fire 7.

**Zonguldak (Caycuma)** Apt of Entry

41' LTAS ONQ +03:00 N41 30.4 E032 05.4

Apt Administration Fax 372 6182454. Apt Manager 372 6182299. Apt Switchboard 372 6182457.

**18/36** 6171' CONCRETE. PCN 85/R/C/W/T. ASDA 18 6263'. ASDA 36 6260'. HIRL.

---

**TURKEY**

By NOTAM. Customs.

Jet A-1.

ABN. Fire 6.

---

**U.A.E.**
**Abu Dhabi (Abu Dhabi Intl)** Apt of Entry

83' OMAA AUH +04:00 N24 26.0 E054 39.1  
Apt Administration (02) 5757500; Fax (02) 5755255. ATIS 02 5998151 - ARRIVAL, 02 5998161 - DEPARTURE.

**13L/31R** 13451' ASPHALT. PCN 120/F/A/W/T.  
TODA 13L 14435'. TODA 31R 14435'.  
HIRL. ALS.

**13R/31L** 13471' ASPHALT. PCN 83/F/A/W/T.  
TODA 13R 14849'. TODA 31L 14718'. HIRL.  
HIALS 13R.

H24. Customs.

F-3, Jet A-1.

Fire 10.

**Abu Dhabi (Al Bateen Executive)** Apt of Entry

16' OMAD AZI +04:00 N24 25.7 E054 27.5  
Apt Administration (02) 4942301. Apt Operator  
(02) 4494521, (02) 4942400; Fax (02) 4492333;  
fbo@Munawala.ae.

**13/31** 10505' ASPHALT. PCN 61/F/A/X/T.  
TORA 13 8468'. TORA 31 8698'. LDA 13 8504'.  
LDA 31 9052'. TODA 13 8468'. TODA 31 8698'.  
ASDA 13 10312'. ASDA 31 10446'. HIRL. ALS  
31.

Rwy 13 Right-Hand Circuit.

H24. Customs.

F-3, Jet A-1.

ABN. Fire 7, CAT 9 PPR.

**Al Ain (Al Ain Intl)** Apt of Entry

866' OMAL AAN +04:00 N24 15.7 E055 36.5

ATIS H24 (03) 709 2498. Apt Operator (03) 785 5555; Mobile (050) 139 9115; Fax (03) 785 5011/5000.

**01/19** 13140' ASPH/CONC. PCN 60/F/A/W/T.  
TODA 01 13944'. TODA 19 14452'. HIRL.

H24. Customs.

F-3, Jet A-1.

Fire 9, 10 O/R 1hr.

**Al Bateen Executive see Abu Dhabi**
**Al Maktoum Intl see Dubai**
**Delma Island**

16' OMDL ZDY +04:00 N24 30.6 E052 20.1  
Apt Administration (02) 575 7500; Fax (02) 575 5255. Apt Manager (02) 494 2406, 494 2400;  
Mobile (50) 763 1376, 121 2690, 106 3460; Fax  
(02) 494 2333.

**17/35** 8202' ASPHALT. PCN 120/F/A/W/T. RL.  
ALS 17.

Rwy 35 Right-Hand Circuit.

PPR. SR-SS.

Fire 6.

**Dubai (Al Maktoum Intl)** Apt of Entry

171' OMDW DWC +04:00 N24 55.1 E055 10.5

(0)4 504 5000; aocc@dubaiairports.ae.

**12/30** 14764' ASPHALT. PCN 140/F/A/X/T.  
HIRL. ALS.

Rwy 12/30 will be closed for planned maintenance every Mon from 1100 to 1400 UTC.

**13/31** 6030' ASPHALT. PCN 6/F/B/Y/T. LDA 13 5538'. LDA 31 5538'. HIRL.

Rwy 13/31 for EFTA Ops only. Rwy 13/31 will be closed daily from 1800-0200 UTC.

H24. PPR for training flights. EFTA Ops 0200-1800Z only. Customs: H24.

Jet A-1.

Fire 9, Cat 10 O/R. EFTA CAT 3.

**Dubai (Dubai Intl)** Apt of Entry

62' OMDL DXB +04:00 N25 15.2 E055 21.9  
(0)4 504 5000; aocc@dubaiairports.ae.

**12L/30R** 14275' ASPHALT. PCN 92/F/A/W/T.  
TORA 12L 13287'. TORA 30R 14108'. LDA 12L 11811'. LDA 30R 13124'. TODA 12L 13484'.  
TODA 30R 14304'. ASDA 12L 13700'. ASDA 30R 14521'. HIRL.

## U.A.E.

Rwy 12L Right-Hand Circuit.

**12R/30L** 14590' ASPHALT. PCN 109/F/A/W/T. TORA 12R 14157'. LDA 12R 11811'. LDA 30L 14157'. TODA 12R 14354'. TODA 30L 14787'. ASDA 12R 14777'. ASDA 30L 15361'. HIRL.

Rwy 12R Right-Hand Circuit.

H24. Customs.

OMDB operates as an IATA level 3 slot coordinated airport. No operator shall operate to or from OMDB without first obtaining an allocated slot from Airport Coordination Limited (ACL) and subject to landing permission from the DCAA. Schedules should be sent in IATA SSIM format to ACL in the time scales specified by the IATA schedules calendar to the address below: Email: slots@acl-international.com Fax: +44 (0) 208 564 0691

F-3, Jet A-1.

Fire 10.

**Fujairah (Fujairah Intl)** Apt of Entry

153' OMFJ FJR +04:00 N25 06.7 E056 19.4

Apt Administration (09) 2226222; Fax (09) 2241414; gm@fia.ae.

**11/29** 12303' ASPHALT. PCN 97/F/A/W/T. LDA 11 10007'. HIRL.

Rwy 11 Right-Hand Circuit.

Rwy 29 departures in VFR to join respective SID or as cleared by ATC in VMC and day time only.

180° turns on the RWY prohibited for ACFT with MTOM 136000kg or more.

Rwy 29 TORA 10007' for non SID T/O.

H24. Customs.

Jet A-1, JP-8.

ABN. Fire 9, 10 operation available.

**Ras Al Khaimah (Ras Al Khaimah Intl)** Apt of Entry

94' OMRK RKT +04:00 N25 36.8 E055 56.3

Apt Operator (07) 2448111; Fax (07) 2448199.

**16/34** 12336' ASPHALT. PCN 57/F/B/W/T. ASDA 16 12500'. HIRL.

Rwy 16 Right-Hand Circuit.

Rwy 16/34 will be closed for planned maintenance every Tue 0500-0800Z. During planned maintenance PPR for training flights and to expect missed approach not below 500' AGL.

H24. Customs.

Jet A-1.

Fire 7, CAT 9 40min PPR.

**Sharjah (Sharjah Intl)** Apt of Entry

118' OMSJ SHJ +04:00 N25 19.7 E055 31.0

Apt Administration (06) 5581111; Fax (06) 5581051. ATIS 06 5084999.

**12/30** 13320' ASPHALT. PCN 80/F/A/W/T. TORA 12 13314'. TORA 30 13314'. LDA 12 12333'. LDA 30 12333'. TODA 12 13314'. TODA 30 13314'. ASDA 12 13314'. ASDA 30 13314'. HIRL. ALS.

H24. Aerodrome not available for A380-800 diversions. Customs: H24.

F-3, Jet A-1.

Fire 9, CAT 10 for Cargo with PNR.

**Sir Bani Yas**

10' OMBY XSB +04:00 N24 17.0 E052 34.9

Apt Administration (02) 575 7500; Fax (02) 575 5255. Apt Manager (02) 494 2313; Mobile 56 603 8600; Fax (02) 494 2333.

**13/31** 8281' ASPHALT. PCN 43/F/B/X/T. ASDA 13 8478'. ASDA 31 8586'.

Rwy 13 Right-Hand Circuit.

Days, VMC ops only.

Fire 3, above CAT 3 requires 48hr PNR, call (02) 494 2400.

**YEMEN**
**Abbs**

651' OYBS EAB +03:00 N16 00.5 E043 10.7  
**09/27** 6562' SAND. DASH-7.  
 Days. Apt not avbl ufn.

**Aden (Aden Intl)** Apt of Entry

7' OYAA ADE +03:00 N12 49.7 E045 01.8  
 Apt Administration 2-233995, 2-233996,  
 2-233997, 2-233998; Fax 2-231545; inttairpor-  
 taden@y.net.ye.

**08/26** 10171' ASPH/CONC. PCN 76/F/B/W/T.  
 TODA 08 11155'. TODA 26 11089'. ASDA 08  
 10368'. ASDA 26 10368'. HIRL. HIALS.

Rwy 26 Right-Hand Circuit.

H24. Customs.

Jet A-1. Oxygen.

Fire 9.

**Al-Bayda**

6120' OYBD +03:00\* N14 06.0 E045 26.0

**02/20** 9842' GRAVEL.

Fire U.

**Al-Ghaidah (Al-Ghaidah Intl)** Apt of Entry

134' OYGD AAY +03:00 N16 11.6 E052  
 10.4

Apt Operator 5-612122; Fax 5-612123.

**08/26** 8858' ASPHALT. PCN 60/F/B/W/U.  
 TODA 26 10498'. ASDA 08 9055'. ASDA 26  
 9055'. ALS.

Days. Customs.

Jet A-1.

Fire 7.

**Al-Hazm**

3200' OYZM +03:00\* N16 12.5 E044 47.7

**17/35** 8186' SAND.

**Ataq**

3735' OYAT AXK +03:00 N14 33.1 E046  
 49.6

Apt Operator Fax 5-201840, 5-201841,  
 5-202315.

**13/31** 9514' ASPHALT. AUW-135. TODA 13  
 10171'. RL. ALS 31.

Days.

**Beihan**

3800' OYBN BHN +03:00 N14 47.0 E045  
 43.0

**17/35** 6234' SAND/GRVL. AUW-135.

Days.

**Hodeidah (Hodeidah Intl)** Apt of Entry

41' OYHD HOD +03:00 N14 45.1 E042 58.6

Apt Administration Fax 3-229019.

**03/21** 9843' ASPHALT. PCN 75. TODA 03  
 11811'. TODA 21 11483'. ASDA 03 10040'.  
 ASDA 21 10040'. HIRL. HIALS.

Days, or O/R. Customs.

F-3, Jet A-1. Oxygen.

ABN O/R. Fire 6.

**Kamaran**

51' OYKM +03:00\* N15 21.8 E042 36.3

**18/36** 5906' SAND.

**Marib**

3300' OYMB MYN +03:00 N15 28.1 E045  
 19.7

**17/35** 9843' SAND. C-130.

Rwy 17 Right-Hand Circuit.

Days.

**Moori (Socotra Intl)**

146' OYSQ SCT +03:00 N12 37.9 E053  
 54.4

Apt Operator 1-660733, 5-660641; Fax  
 5-660457.

**03/21** 10827' ASPHALT. A310. TODA 21  
 11155'. RL.

Days. Customs.

Fire 7.

## YEMEN

**Mukalla (Mukalla Intl)** Apt of Entry

49' OYRN RIY +03:00 N14 39.7 E049 22.5

Apt Administration 5-385217/6; Fax 5-385218.

**06/24** 9843' ASPHALT. PCN 60/F/B/W/U. TODA 06 10499'. ASDA 06 10040'. ASDA 24 10040'. HIRL. HIALS 24.

Rwy 06 Right-Hand Circuit.

H24. Customs.

Jet A-1. O/R. Oxygen.

ABN. Fire 8.

**Mukeiras**

6700' OYMS UKR +03:00 N13 56.0 E045 39.0

**08/26** 4199' SAND/GRVL. AUW-135.

Days.

**Qishn**

100' OYQN IHN +03:00 N15 25.0 E051 41.0

**05/23** 3281' GRAVEL.**15/33** 3281' GRAVEL.

Days.

**Saadah**

5940' OYSH SYE +03:00 N16 58.0 E043 43.7

**18/36** 11483' SAND. C-130.

Days.

**Sanaa (Sanaa Intl)** Apt of Entry

7216' OYSN SAH +03:00 N15 28.8 E044 13.2

Apt Administration 1-345287, 1-345812 to 18; Fax 1-345700 or 345819.

**18/36** 10669' ASPHALT. PCN 60/F/B/X/U. TODA 18 11325'. TODA 36 13884'. HIRL. HIALS.

Rwy 18 Right-Hand Circuit.

H24. Customs.

Jet A-1.

ABN. Fire 9.

**Sayun (Sayun Intl)**

2097' OYSY GXF +03:00 N15 57.8 E048 47.1

Apt Administration 5-402134, 5-405644; Fax 5-402381.

**07/25** 9843' ASPHALT. PCN 60. TODA 07 10434'. TODA 25 10663'. RL. ALS 07.

Days. Customs.

Jet A-1.

Fire 7.

**Socotra Intl see Moori****Taiz (Taiz Intl)** Apt of Entry

4838' OYTZ TAI +03:00 N13 41.2 E044 08.3

Apt Administration 4-218190, 4-218192; Fax 4-218194.

**01/19** 9843' ASPHALT. PCN 60. TODA 01 10171'. TODA 19 10499'. ASDA 01 10040'. ASDA 19 10040'.

Days. Customs.

Jet A-1. Oxygen.

ABN. Fire 7.