



MIDDLE EAST

AIRWAY MANUAL

Issue Date 7 DEC 17

Countries 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

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Chart Change Notices



Chart Change Notices

Chart Change Data

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Jeppesen CHART CHANGE NOTICES highlight only **significant** changes affecting Jeppesen Charts, also regularly updated at 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

INDONESIA

All UTA's under jurisdiction of Ujung Pandang FIR 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.

Mukomuko (Mukomuko) WIPU changed to WIGM.

Padang Pariaman (Minangkabau Intl) WIPT changed to WIEE.

Palangka Raya (Tjilik Riwut) WAOP changed to WAGG.

Palu (Mutiara) 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 WAEI.

Timika (Moses Kilangin) WABP changed to WAYY.

Waingapu (Umbu Mehang Kunda) WADW changed to WATU.

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Wamena (Wamena) WAJW changed to WAVV.

Yogyakarta (Adi Sucipto) WARJ changed to WAHH.

OMAN / UNITED ARAB EMIRATES

ATS ROUTE SYSTEM (HIGH/LOW) revised within Emirates FIR and Muscat FIR/UJR. For details refer to CHART SUPPL ME (HL)-2A. **ME HL-7/2ABD3AC, ME HI-1/5,6,10,11, ME HL-7A/1BD2ABCD3ABCD4AC, ME HL-7B/10ABCD11ABCD, ME HL-2/11CD.**

PAKISTAN

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

A325, A454, A791, B210, B505, G201, G208, G210, G216, G665, L124, L750, M504, M638, N519, R462 and R471. **ME HL-5/4CD5C, MEHL-6/8D9BCD10ABC, ME HL-7/3B4AB5A, ME HL-8/6D7C, ME HI-1/7,8, ME HI-2/1.**

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:**

A455, KOTAL (N3406.0 E07109.0) renamed IMTIL. **ME HL-5/4C.**

G206, SABAR (N3537.0 E07131.0) renamed DUGIN. **ME HL-5/4A.**

L750, ROSIE (N3140.0 E06900.0) renamed BIROS. **ME HL-5/4C, ME HL-6/9B, ME HI-1/8.**

N644, PAVLO (N3252.0 E06926.0) renamed DOBAT. **ME HL-5/4C, ME HI-1/8.**

P500, PADDY (N3628.0 E07138.0) renamed MOTMO. **ME HL-5/4A, ME HI-1/8.**

V848, PINAX (N3715.0 E06906.0) to SURVI, MAA FL490; SURVI - RAMSO, closed ufn. **ME HL-5/4AC.**

BANGKOK FIR

NDB (SR) 388 completely withdrawn.

BANGLADESH**ATS ROUTES changed:**

B593, Comilla VORDME (CML) - AGUNO, 43NM. **ME HL-10/9B, ME HL-9/3D4C.**

CAMBODIA**ATS ROUTES changed:**

A340 redesign one-way NW-BND Phnom Penh VOR (PNH) - BISOB - Rayong VOR (RYN) - Bangkok VOR (BKK). **VTBD.**

R468 redesign one-way SE-BND Bangkok VOR (BKK) - BOKAK - Phnom Penh VOR (PNH). **VTBD.**

INDIA**ATS ROUTES changed:**

G472, RUMUN CRP estbld at N1858.1 E08914.3, BUBKO - RUMUN - SAGOD, 35/169NM. **ME HL-10/9CD10C, ME HI-2/4,5.**

G472, RUMUN (N1858.1 E08914.3) withdrawn; BUBKO - SAGOD, 204NM; until 7 Dec 17. **ME HL-13/6.**

L301, LEBIS CRP estbld at N1613.6 E08917.3, URKOK - LEBIS - MABUR, 127/52NM. **ME HL-10/9CD, ME HL-11/4AB, ME HI-2/4,5.**

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L301, LEBIS (N1613.6 E08917.3) withdrawn;
URKOK - MABUR, 179NM; until 7 Dec 17.
ME HL-13/6.

L759, VEPIM CRP estbld at N1653.1
E08916.6, LAMBU - VEPIM - MABUR,
118/73NM. **ME HL-10/9D, ME HL-11/4B, ME
HI-2/4.5.**

L759, VEPIM (N1653.1 E08916.6) withdrawn;
LAMBU - MABUR, 191NM; until 7 Dec 17.
ME HL-13/6.

N895, RUMUN CRP estbld at N1858.1
E08914.3; BUBKO - RUMUN - SAGOD,
35/169NM. **ME HL-10/9CD10C, ME HI-2/4.5.**

N895, RUMUN (N1858.1 E08914.3) withdrawn;
BUBKO - SAGOD, 204NM; until 7 Dec 17.
ME HL-13/6.

V60 estbld; OGUNA CRP (N2129.1 E08240.4)
- KAGBI CRP at N2156.4 E08320.3, 054°/
234°, 46NM; KAGBI - ENTAP CRP, 042°/
222°, 11NM; OGUNA to ENTAP, MOCA
4500T, MEA FL110, MAA FL250. **ME
HL-10/8A.**

V62 estbld; KAGBI CRP at N2156.4 E08320.3 -
Jharsuguda NDB (JH), 094°/274°, 39NM,
MOCA 3600T, MEA FL110, MAA FL250. **ME
HL-10/8AB.**

W11 estbld; DOTIP (N2045.5 E07256.8) CRP -
Surat VORDME (SUR) CRP, 332°/(152°),
24NM, MOCA 2700T; Surat VORDME -
APANO CRP, 026°, 31NM, MOCA 2400T;
DOTIP to APANO, MEA FL110, MAA FL250,
one-way N-bound. **ME HL-7/5DB, ME
HL-8/7D8C, ME HL-10/6D, ME HL-11/1B.**

W54 estbld; Agartala VORDME (AAT) CRP -
MEPAR CRP, 079°/260°, 35NM, MOCA
3700T; MEPAR - POREG CRP at N2421.1
E09247.6, 068°/248°, 55NM, MOCA 5300T;
POREG - Imphal VORDME (IIM) CRP, 068°/
249°, 65NM, MOCA 8800T; Agartala
VORDME to Imphal VORDME, MEA FL110.
ME HL-9/4C.

W55, Agartala VORDME (AAT) - MEPAR,
MOCA 3700T. **ME HL-9/4C.**

W82, POREG CRP estbld at N2421.1
E09247.6, Lengpui VORDME (LLP) -
POREG - Silchar VORDME (KKU), 33/35NM.
ME HL-9/4C.

W84, Agartala VORDME (AAT) - MEPAR,
MOCA 3700T, MEA FL110. **ME HL-9/4C.**

W103 estbld; TAXUN CRP (N2119.1 E07015.7)
- BERPO CRP at N2100.1 E06945.0, 237°/
057°, 34NM; BERPO - KARKU CRP, 268°/
088°, 36NM; KARKU - DOGET CRP, 274°.
175NM, one-way W-bound; TAXUN to
DOGET, MOCA 3000T, MEA FL250. **ME
HL-7/4D5C, ME HL-8/7D.**

W111, CRPs estbld, RUMUN at N1858.1
E08914.3, VEPIM at N1653.1 E08916.6,
LEBIS at N1613.6 E08917.3; DOPID -
RUMUN - AVDOS - VEPIM - LEBIS - VATLA,
117/68/56/39/89NM. **ME HL-10/9BD, ME
HL-11/4B.**

W112, KIBUD CRP estbld at N1402.9
E09149.8, DABEN - KIBUD - Port Blair
VORDME (PPB), 214/153NM. **ME
HL-10/10C (to-note), ME HL-11/5AC.**

W162 estbld; Bhavnagar VORDME (BVR) CRP
- BUDVI CRP at N2228.2 E07212.2, 001°/
43NM; BUDVI - Ahmedabad VORDME (AAE)
CRP, 033°/(213°), 43NM; Bhavnagar
VORDME to Ahmedabad VORDME, MOCA
2500T, MEA FL110, one-way N-bound. **ME
HL-7/5BD, ME HL-8/7D.**

IRAN

ATS ROUTES changed:

A647, Varamin NDB (VR) chgd to CRP; Vara-
min NDB to PEKAM realigned; Varamin NDB
- Tehran VORDME (IKA) CRP, 276°/(095°),
23NM, MEA FL90; Tehran VORDME - Rude-
shur VOR (RUS) CRP, 275°/(094°), 14NM,
MEA FL90; Rudeshur VOR - PAVET NCRP,
266°, 50NM, MEA FL210. **OIII 10-1.**

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- B411 realigned; Saveh NDB (SAV) - SOGOL CRP at N3508.5 E05031.5, 041°/221°, 11NM, MEA FL90; SOGOL - OXADU CRP at N3508.6 E05112.4, 085°/265°, 34NM, MEA FL200; OXADU - NAGIN CRP at N3506.3 E05153.1, 089°/270°, 33NM, MEA FL300; NAGIN - Dehnamak VORDME (DHN), 073°/253°, 42NM, MEA FL200; Saveh NDB to Dehnamak VORDME, MOCA withdrawn. **OIII 10-1.**
- G208, Uromiyeh VORDME (UMH) - ALRAM, closed until 05 Dec 18. **ME HI-1/3,4, ME HL-1/4AB.**
- G667, SOGOL CRP estbld at N3508.5 E05031.5; Rudeshur VOR (RUS) - SOGOL - Saveh NDB (SAV), 26/11NM. **OIII 10-1.**
- M317, ORPEN CRP estbld at N2631.3 E05520.1; NANPA - ORPEN - SERDU, 13/25NM. **ME HL-6/7CD, ME HL-7/2B, ME HL-7A/1B2A, ME HL-7B/11AB, ME HL-2/11BD.**
- M317, ROVON (N3716.0 E04553.4) to DASIS, closed ufn. **ME HL-1/4AB.**
- P/UP574, Noshahr NDB (NSR) to Tehran VORDME (TRN), closed until 05 Dec 18. **ME HL-5/1AC, OIII 10-1, ME HL-1/5BD.**
- P/UP574, SOGOL CRP estbld at N3508.5 E05031.5; Rudeshur VOR (RUS) - SOGOL - Saveh NDB/DME (SAV), 26/11NM. **OIII 10-1.**
- R659, KAVAM (N2657.6 E05158.3) withdrawn; DURSI - MIDSI, 31NM. **ME HL-7B/9B.**
- T/UT800, VEKEL CRP estbld at N2619.5 E05357.6; DASUT - VEKEL - MIRIT, 42/51NM. **ME HL-6/7C, ME HL-7/2AB, ME HI-1/5,6,10, ME HL-7A/1B2A, ME HL-7B/10AB11A, ME HL-2/11CD.**
- T202, DASDO (N2854.0 E05205.9) - MIDSI, closed until 05 Dec 18. **ME HL-6/6BD, ME HL-2/11AC.**
- T210, RADAL (N3454.4 E05220.4) - Rudeshur VOR (RUS), closed until 05 Dec 18. **ME HL-5/1C, OIII 10-1, ME HI-1/5, ME HL-1/5D.**
- T665 estbld; ULDUN CRP (N2624.5 E05609.4) - KAVEG CRP, 256°/076°, 41NM; KAVEG - MENDI CRP at N2549.9 E05505.4, 211°/031°, 31NM; MENDI - DAPER CRP, 235°/055°, 8NM; ULDUN to DAPER, MEA FL280. **ME HL-6/7CD, ME HL-7/2B, ME HL-7A/2AB, ME HL-7B/11AB, ME HL-2/11BD.**
- UT36, KAVAM (N2657.6 E05158.3) withdrawn; DURSI - MIDSI, 31NM, cruising levels NON-standard, ODD levels S-bound. **ME HL-7B/9B.**
- W11, Tehran VORDME (TRN) to RAGET, withdrawn. **OIII 10-1.**
- W12, Rudeshur VORDME (RUS) - PAVET, withdrawn. **OIII 10-1.**
- W13 estbld; Varamin NDB (VR) CRP to PEKAM, for route details see former A647. **OIII 10-1.**
- W30, Khark VORDME (KHG) - IMDAT, closed until 05 Dec 18. **ME HL-6/6BD, ME HL-7B/8B9A, ME HL-2/10B11AC.**
- W144, SESMA coords chgd to N2934.7 E05105.2. **ME HL-6/6B, ME HL-2/10B.**
- W154 extended; Dehnamak VORDME (DHN) via Tehran VORDME (TRN) to Rudeshur VOR (RUS), MOCA withdrawn, for other route details see former B411; Rudeshur VOR - SOGOL CRP at N3508.5 E05031.5, 221°/041°, 26NM, MEA FL90; SOGOL - PEDAR CRP at N3508.4 E05022.1, 265°/085°, 8NM, MEA FL200. **OIII 10-1.**
- W154, Dehnamak VORDME (DHN) - Tehran VORDME (TRN), should be two-way. **ME HL-5/1AC, ME HL-1/5BD.**
- Z151 extended; Gheshm NDB (KHM) - ORPEN CRP at N2631.3 E05520.1, 243°/062°, 34NM; ORPEN - MIRIT CRP, 242°/062°, 25NM; Gheshm NDB to MIRIT, MEA FL200; MIRIT - VEKEL CRP at N2619.5 E05357.6, 267°/087°, 51NM; VEKEL - DASUT CRP, 267°/086°, 42NM; MIRIT to DASUT, MEA FL150. **ME HL-6/7CD, ME HL-7/2AB, ME**

MIDDLE EAST

HI-1/5,6,10, ME HL-7A/1B2A, ME HL-7B/10AB11A, ME HL-2/11BCD.

Z350, MIDSJ (N2641.7 E05154.7) to NOVSU and GIGAB to IVIVA, cruising levels chgd to NON-standard, EVEN levels E-bound. **ME HL-6/6D7CD, ME HL-7/2AB3A, ME HI-1/5,6,10, ME HL-7B/9B10AB11A.**

IRAQ

OR(P)-AREA estbld; N3708.0 E04228.0 - N3515.0 E04331.0 - N3435.0 E04327.0 - N3334.0 E04142.0 - N3338.0 E03920.0 - then cw along the Baghdad FIR to N3708.0 E04228.0, GND-FL460. **ME HI-1/3, ME HL-1/3D4C, ME HL-2/8B9A.**

MYANMAR
ATS ROUTES changed:

L301 TANEK - RINDA MEA FL280. **VTBD.**

L524 estbld bidirectional BORBU - KAMKO CRP (N16 06.6 E094 12.6) 111°/291°, 136 NM, MEA FL280; One way E-bnd KAMKO - KAKIP CRP (N14 40.6 E097 54.2) 112°/292°, 231 NM; KAKIP - NURDA 113°/293°, 41 NM. **VTBD.**

L877 estbld one-way NE-bnd Dawei VOR (DWI) - PUMOR 075°/255°, 31 NM, MEA FL280. **VTBD.**

M506 estbld one-way NW-bnd Dawei VOR (DWI) - KAMKO CRP (N16 06.6 E094 12.6) 298°/118°, 261 NM, MEA FL 280. **VTBD.**

M626 KAKIE renamed KEVAM. **VTBD.**

BAGO VOR/DME (BGO) HOLDING estbld; 228° inbound track, RIGHT turns. **ME H/ L-10/10D-11C, ME HI-2/6.**

OMAN
ATS ROUTES changed:

A454, BORER NCRP estbld at N2426.4 E05730.8; VUSET - BORER - PASOV, 94/39NM. **ME HL-7/2B3A, ME HL-7A/3AB4AB.**

A791, GIDIL CRP estbld at N2517.7 E05649.4; LALDO - GIDIL - IMLOT, 12/17NM. **ME HL-6/7D, ME HL-7/2B, ME HI-1/6,10, ME HL-7A/3A.**

B400, Haima VORDME (HAI) to DAXAM, chgd to one-way SW-bound. **ME HL-4/9A.**

B540, DEGNU CRP estbld at N2427.6 E05706.2; GERAR - DEGNU - PASOV, 35/18NM. **ME HL-7/2B3A, ME HL-7A/3AB.**

L631, DEBDA CRP estbld at N2243.4 E06035.4; IVOMA - DEBDA - MIBSA, 20/23NM. **ME HL-7/3D, ME HL-7A/5AB.**

L764, Muscat VORDME (MCT) to PAXIM, withdrawn. **ME HL-7/2B3A, ME HL-7A/3CD4AC.**

M628, PARAR (N2226.5 E06307.0) to TOLDA, chgd to one-way W-bound. **ME HL-7/3CD4C, ME HI-1/6,7,11, ME HL-7A/4D5BCD.**

M762, GEXAN CRP estbld at N2412.9 E05656.8; ALMOG - GEXAN - TAPRA, 61/22NM. **ME HL-7/2B3A, ME HL-7A/3ACD4C.**

N571, ASNIB CRP estbld at N2439.8 E05721.1; KIROP - ASNIB - MENSA, 26/47NM. **ME HL-6/7D, ME HL-7/2B3A, ME HI-1/6,10, ME HL-7A/3AB.**

P513, BUBAS (N2459.6 E05700.1) - GERAR, 148°/328°; GERAR - MIXAM, 143°/323°; BUBAS to MIXAM, MAA withdrawn, upper limit UNL; route extended; MIXAM - Muscat VORDME (MCT) NCRP, 108°/288°, 19NM, MEA 3000'. **ME HL-7/2B3A, ME HL-7A/3ABD4AC.**

P574, EMATA CRP estbld at N2423.1 E05657.4; MIXAM - EMATA - SOLUD, 67/15NM. **ME HL-7/2B3A, ME HI-1/6,10,11, ME HL-7A/3ABD4C.**

Q620 estbld; AMBOS NCRP (N2303.4 E05954.1) - PARAR CRP, 099°, 182NM, MEA FL150, one-way E-bound. **ME HL-7/3ACD4C, ME HI-1/7, ME HL-7A/5AB.**

Q978 estbld; Muscat VORDME (MCT) NCRP - ALMOG NCRP - IVETO CRP, 269°,

MIDDLE EAST

24/39NM; IVETO - LOPIL CRP at N2356.7 E05614.0, 293°, 53NM; LOPIL - ITRAX CRP, 304°, 29NM; Muscat VORDME to ITRAX, MEA FL150, one-way W-bound. **ME HL-7/2B3A, ME HL-7A/2D3CD4AC.**

R401, DOLFI CRP estbld at N2332.9 E05550.4; LABSA - DOLFI - KURTA, 31/9NM. **ME HL-7/2BD, ME HL-7A/3C.**

R402, KUNGO CRP estbld at N2300.6 E05658.8; LAKLU - KUNGO - NALKI, 23/11NM. **ME HL-7/2BD, ME HL-7A/3D.**

UB535, ASTUN (N1808.5 E05510.7) - Salalah VORDME (SLL), chgd to one-way SW-bound. **ME HL-4/8B9A.**

Z151, GIDIL CRP estbld at N2517.7 E05649.4; BOTOV - GIDIL - BUBAS, 12/21NM. **ME HL-6/7D, ME HL-7/2B, ME HL-7A/3A.**

Z855 estbld; TULBU NCRP (N2300.1 E05718.5) - KUNGO CRP at N2300.6 E05658.8, 271°, 18NM; KUNGO - DOLFI CRP at N2332.9 E05550.4, 297°, 71NM; DOLFI - SODEX CRP, 315°, 24NM; TULBU to SODEX, MEA FL150, one-way W-bound. **ME HL-7/2BD3C, ME HL-7A/2D3CD.**

PAKISTAN

ATS ROUTES changed:

A455, KOTAL (N3406.0 E07109.0) renamed IMTIL. **ME HL-5/4C.**

A472, KOTAL (N3406.0 E07109.0) renamed IMTIL. **ME HL-5/4C.**

G206, SABAR (N3537.0 E07131.0) renamed DUGIN. **ME HL -5/4A.**

J146, GASIR (N28 53.3 E06640.8) to SHANO realigned; KALAT CRP - Khuzdar NDB (KH), 177°/357°, 74NM; Khuzdar NDB - IDEBA CRP, 122°/302°, 37NM; KALAT to IDEBA, cruising levels NON-standard, EVEN levels SE-bound. **ME HL-6/9ACD.**

J184, Sukkur NDB (SK) to Khuzdar NDB (KH) realigned; Sukkur NDB - IDEBA CRP, see route details as for J132; IDEBA - Khuzdar

NDB (KH), 302°/122°, 37NM, MOCA 11500T. **ME HL-6/9CD.**

L750, ROSIE (N3140.0 E06900.0) renamed BIROS. **ME HL-5/4C, ME HL-6/9B, ME HI-1/8.**

N644, PAVLO (N3252.0 E06926.0) renamed DOBAT. **ME HL-5/4C, ME HI-1/8.**

P500, PADDY (N3628.0 E07138.0) renamed MOTMO. **ME HL -5/4A, ME HI-1/8.**

SAUDI ARABIA

ATS ROUTES changed:

A424, ALNAT replaced by LAKRO CRP at N2630.9 E04102.7; Hail VORTAC (HIL) - LAKRO - ORMAD, 64/32NM. **ME HL-3/3B, ME HL-2/9CD.**

B/UB457, NARMI (N2618.0 E05019.7) - King Fahd VORTAC (KFA), withdrawn. **ME HI-1/11, ME HL-7B/8D9C.**

B417, AMBIV CRP estbld at N2548.3 E04316.8; KINO B - AMBIV - Gassim VORTAC (GAS), 22/40NM; ASNID CRP estbld at N2646.0 E04418.6 and RARLO NCRP estbld at N2659.7 E04434.2; Gassim VORTAC - ASNID - RARLO- ALKIR, 40/20/12NM. **ME HL-3/4A, ME HL-2/9D10C.**

G/UG667, DEBAS CRP estbld at N2311.0 E04627.5; MUNTO - DEBAS - KITUB, 43/22NM. **ME HL-3/4B, ME HL-7/1AC.**

G662, MODIV CRP estbld at N2638.7 E04308.7; Hail VORTAC (HIL) - MODIV - Gassim VORTAC (GAS), 91/40NM, MOCAs 7200T/4500T. **ME HL-3/3B4A, ME HI-1/3,4, ME HL-2/9CD.**

G674, MOBAD CRP estbld at N2636.1 E04426.5; Bopan VORDME (BPN) - MOBAD - Gassim VORTAC (GAS), 60/40NM; MUNPI CRP estbld at N2601.2 E04306.4; Gassim VORTAC - MUNPI - ROSUL, 40/51NM. **ME HL-3/4A, ME HI-1/3,4, ME HL-2/9D10C.**

H79 estbld; NADIB CRP at N2611.2 E04302.9 - Gassim VORTAC (GAS) CRP, 077°/(257°),

MIDDLE EAST

- 40NM, MEA 6000', MOCA 4300T, one-way E-bound. **ME HL-3/4A, ME HL-2/9D.**
- L/UL308, Gassim VORTAC (GAS) to SIBLI realigned; Gassim VORTAC - NAGSA CRP at N2618.2 E04431.3, 086°, 40NM; NAGSA - ALMUL CRP at N2629.7 E04505.9, 066°, 33NM; ALMUL - SIBLI, 067°, 74NM. **ME HL-3/4AB, ME HL-7B/6D, ME HL-2/9D10C.**
- L604, ALNAT replaced by LAKRO CRP at N2630.9 E04102.7; Halaifa VORDME (HLF) - LAKRO, 083°/264°, 96NM; DAXAP CRP estbld at N2621.7 E04302.5; LAKRO - DAXAP, 091°/272°, 108NM; DAXAP - Gassim VORTAC (GAS), 092°/272°, 40NM; NAGSA CRP estbld at N2618.2 E04431.3; Gassim VORTAC - NAGSA - LABIS, 40/42NM. **ME HL-3/3AB4AB, ME HI-1/3,4, ME HL-2/9CD10C.**
- UM321, SILPA (N1849.9 E05102.0) to Halaifa VORDME (HLF), withdrawn. **ME HL-3/3B4AB5AC, ME HL-7/1ACD, ME HI-1/3,4, ME HL-2/10C.**
- UM691, KEDAT (N2721.8 E04759.0) to LADNA, withdrawn. **ME HL-6/6D, ME HL-7/1AB, ME HI-1/4,5,11, ME HL-7B/7D8CD9C, ME HL-2/10D.**
- M/UM430, DEGLA CRP estbld at N2502.7 E04728.8; King Khaled VORTAC (KIA) - DEGLA - KOBOX, 40/20NM. **ME HL-3/4B5A, ME HL-7/1A, ME HI-1/4, ME HL-2/10CD.**
- M321, IVONU (N2503.4 E04540.5) chgd to CRP. **ME HL-3/4B.**
- M449, NETOL (N2707.8 E03632.4) chgd to CRP. **ME HL-3/2B3A.**
- P699, King Fahd VORTAC (KFA) - NARMI, withdrawn. **ME HL-7B/8D9C.**
- Q46 estbld; ANTAP CRP (N2507.1 E04005.3) - PEDOX CRP at N2521.8 E04045.0 - EGPIM CRP at N2546.1 E04151.7, 064°, 39/65NM; EGPIM - NADIB CRP at N2611.2 E04302.9, 065°, 69NM; NADIB - Gassim VORTAC (GAS) CRP, 077°/(257°), 40NM; ANTAP to Gassim VORTAC, MEA FL160, one-way E-bound. **ME HL-3/3B4A, ME HL-2/9D.**
- T557, ROSUL (N2539.8 E04215.3) - GOMRA, withdrawn. **ME HL-3/3B4A.**
- UL550, EGSIS CRP estbld at N2905.3 E03628.8; KITOT - EGSIS - OBNAK, 86/54NM. **ME HL-3/2B3A, ME HI-1/2,3, ME HL-2/8CD.**
- UL604, ALNAT replaced by LAKRO CRP at N2630.9 E04102.7; Halaifa VORDME (HLF) - LAKRO, 083°/264°, 96NM; DAXAP CRP estbld at N2621.7 E04302.5; LAKRO - DAXAP, 091°/272°, 108NM; DAXAP - Gassim VORTAC (GAS), 092°/272°, 40NM; NAGSA CRP estbld at N2618.2 E04431.3; Gassim VORTAC - NAGSA - LABIS, 40/42NM. **ME HL-3/3AB4AB, ME HI-1/3,4, ME HL-2/9CD10C.**
- UM321, SILPA (N1849.9 E05102.0) to Halaifa VORDME (HLF), withdrawn. **ME HL-3/3B4AB5AC, ME HL-7/1ACD, ME HI-1/3,4, ME HL-2/10C.**
- UM691, KEDAT (N2721.8 E04759.0) to LADNA, withdrawn. **ME HL-6/6D, ME HL-7/1AB, ME HI-1/4,5,11, ME HL-7B/7D8CD9C, ME HL-2/10D.**
- UN638, IVONU CRP estbld at N2503.4 E04540.5; King Khaled VORTAC (KIA) - IVONU - OVEKU, 60/40NM. **ME HL-3/4B, ME HI-1/4.**
- UN697, RABUG NCRP N2836.4 E03634.0; NAGIP - RABUG - DAXEM, 21/14NM. **ME HL-3/2B, ME HI-1/2, ME HL-2/8CD.**
- UT503, ASVUL CRP estbld at N2635.5 E04459.8; SERPU - ASVUL - LABIS, 15/24NM. **ME HL-3/4AB, ME HI-1/4, ME HL-2/10C.**
- V13, VELOT CRP estbld at N3007.1 E04023.0; GADLI - VELOT - GIBAM, 21/9NM. **ME HL-2/9C.**
- V20, NADIX NCRP estbld at N2657.9 E04343.5; NALBU - NADIX - Gassim VORTAC (GAS), 16/40NM. **ME HL-3/4A, ME HL-2/9D.**
- V63, NAGNI NCRP estbld at N2538.3 E04354.1; Gassim VORTAC (GAS) - NAGNI - MIVAP, 40/35NM. **ME HL-3/4A, ME HL-2/9D.**

MIDDLE EAST

ALPEK (N2246.8 E05359.7) renamed PEKEM.
ME HL-7/2C, ME HL-2/11D.

GASSIM CTR upper limit 4500'. **ME HL-3/4A, ME HL-2/9D.**

GASSIM TMA estbld; N2540.8 E04403.5 - then cw along an arc with radius 40NM centered on N2617.9 E04346.8 to N2611.7 E04430.7 - N2602.5 E04450.5 - then ccw along an arc with radius 125NM centered on N2453.2 E04645.6 to N2515.1 E04430.0 - N2540.8 E04403.5, 3500'-FL155. **ME HL-3/4A, ME HL-2/9D10C.**

KHAMIS MUSHAIT CTA lower limit FL150. **ME HL-3/4D, ME HL-4/6B7A.**

KHAMIS MUSHAIT TMA upper limit FL155. **ME HL-4/6B7A.**

KING FAISAL VORTAC (KFB) 113.1 cmsnd at N2120.8 E03910.3. **OEJN 10-1.**

PRINCE SULTAN CTR upper limit should read 13000'. **ME HL-3/5A, ME HL-7/1A.**

PRINCE SULTAN MTMA coords should read N2438.0 E04812.0 - N2400.0 E04900.0 - N2320.0 E04900.0 - N2255.0 E04814.0 - N2340.0 E04730.0 - N2424.0 E04730.0 - N2438.0 E04812.0. **ME HL-3/5A, ME HL-7/1ABCD.**

ROXIT CRP HOLDING estbld at N2555.1 E04359.6, inbound track 150°, RIGHT turns, MHA 7000'. **ME HL-3/4A, ME HL-2/9D.**

TABUK CTA withdrawn. **ME HL-3/2B3A, ME HL-2/8CD.**

TABUK TMA upper limit FL195. **ME HL-3/2B3A, ME HL-2/8CD.**

VEDON CRP HOLDING estbld at N2641.2 E04333.3, inbound track 149°, RIGHT turns, MHA 7000'. **ME HL-3/4A, ME HL-2/9D.**

THAILAND

ATS ROUTES changed:

L524 estbld one-way SE-Bnd NURDA CRP (N14 24.8 E098 33.4) - MIGAR CRP (N14 18.4 E098 59.1) - IBETO CRP (N14 10.6

E098 29.8) - Bangkok VOR (BKK) 105° 26/31/66NM MEA 10000. **VTBD.**

L877 estbld one-way NE-Bnd PUMOR CRP (N14 14.3 E098 43.8) - MIGAR CRP (N14 18.4 E098 59.1) 075° 15NM MEA 10000. Available for aircraft destination VTBD or VTBS only. **VTBD.**

TURKEY

ATS ROUTES changed:

L/UL333, Balgum VORDME (BAG) - ELDEN, chgd to two-way, 090°/270°. **LTAC 10-1.**

T/UT30, ATGIT (N3812.1 E02945.0) - KARGI, cruising levels NON-standard, EVEN levels NE-bound. **ME HL-1/2C.**

T/UT44 extended; MARMA NCRP (N4031.6 E02738.9) - ALEDA CRP at N3951.7 E02750.4 - MINSU CRP at N3905.1 E02803.4, 163°, 41/48NM, MEAs FL130/FL180; MINSU - KULAR, 133°, 41NM, MEA FL240; MARMA to KULAR, one-way SE-bound. **ME HL-1/1BD.**

W/UW717, Adana VORDME (ADA) - Hatay VORDME (HTY), closed ufn. **ME HL-1/3C.**

Y/UY371 estbld; DUGLA NCRP (N3929.9 E02713.5) - MARMA NCRP, 012°/192°, 65NM, MEA FL110, cruising levels NON-standard, EVEN levels NE-bound. **LTBA 10-1.**

Y/UY372 estbld; OKESA NCRP (N3737.8 E02723.2) - LASON NCRP at N3823.1 E02727.2 - NEVGI NCRP at N3950.1 E02735.1 - MARMA NCRP, 359°/179°, 45/87/42NM, MEA FL110. **LTBA 10-1.**

Z/UZ713, MARIS (N3653.9 E02817.0) - PIROX, cruising levels NON-standard, ODD levels S-bound. **ME HL-1/1D.**

ATS ROUTES (undesigned) 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;

MIDDLE EAST

RUPOM - Yuksekova VORDME, MEA FL180, until 31 Mar 18. **ME HL-1/4AC.**

UNITED ARAB EMIRATES
ATS ROUTES changed:

UM628, ALPEK (N2246.8 E05359.7) renamed PEKEM. **ME HL-7/2C, ME HI-1/5,6,11, ME HL-2/11D.**

ALNEV NCRP HOLDING estbld at N2446.0 E05341.4, inbound track 117°, RIGHT turns, MHA 10000'. **ME HI-1/11, ME HL-7A/1D, ME HL-7B/11C.**

IMPED NCRP HOLDING estbld at N2458.4 E05604.1, inbound track 298°, RIGHT turns, MHA 10000'. **ME HI-1/10, ME HL-7A/2B.**

KIVUS NCRP HOLDING estbld at N2545.4 E05400.5, inbound track 109°, LEFT turns, MHA FL180. **ME HI-1/10, ME HL-7A/1B, ME HL-7B/10B.**

PEKEM (N2246.8 E05359.7) renamed ALPEK, until 7 Dec 17. **ME HL-13/2.**

ROVOS HOLDING estbld (N2418.4 E05521.7), inbound track 280°, RIGHT turns, MHA 10000'. **ME HI-1/10, ME HL-7A/2A, ME HL-7B/11A.**

VUTEB NCRP HOLDING estbld at N2536.8 E05451.8, inbound track 107°, RIGHT turns, MHA 10000'. **ME HI-1/10, ME HL-7A/2A, ME HL-7B/11A.**

(13-1) (13-2); WAHH (13-1); WAHQ (13-1) (13-2); WAHS (13-1) (13-2); WAJJ (13-1); WAKK (13-1) (13-3); WALL (13-1) (13-2); WAMG (13-1); WAMM (13-1) (13-2); WAOO (13-1); WAQQ (13-1); WAQT (13-1) (13-2) (13-3); WARA (13-1); WARR (13-1); WASK (13-1); WATK (13-1); WATO (13-1); WATT (13-1) (13-2); WAWW (13-1); WAYY (13-1) (13-2).

Procedure title VOR DME changed to VOR, note 'DME required' added: WIBB (13-1) (13-2); WICC (13-1); WIDD (13-1); WIDN (13-1) (13-2); WIEE (13-1) (13-2); WIGG (13-1) (13-2); WIHH (23-4); WIJJ (13-1) (13-2); WIKK (13-1) (13-2); WIKT (13-1) (13-2); WILL (13-1) (13-2); WIMN (13-1) (13-2); WIOK (13-1); WIPB (13-1) (13-2); WIPP (13-2); WIRR (13-1); WITT (13-1) (13-2).

Within JAKARTA and UJUNG PANDANG FIRs, WEST of Longitude 135°E: Trans level: FL 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 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); WADB (13-1); WADD (13-1) (13-2); WADL (13-1) (13-2); WAEE (13-1); WAEK (13-1) (13-2) (13-3) (13-4); WAFF (13-1); WAFW (13-1); WAGG (13-1); WAGI (13-1) (13-2); WAGS

TERMINAL

Abu Dhabi, United Arab Emirates, (Abu Dhabi Intl), Speed limit for ROVO1H at ROVOS read MAX 230 KT. There is no speed limit for ATUDO 4D at LOXIX.

Al Ain, United Arab Emirates, (Al Ain Intl), Due to approach lights length reduction for Rwy 01 to 700m, minimums with lights conditions raised as follows: (11-1/11-2) ILS Z Rwy 01/ILS Y Rwy 01 for ILS - RVR 750m and for LOC (GS out) - RVR 1100m. (12-1) RNP Rwy 01 for LNAV/VNAV - RVR 800m and for

MIDDLE EAST

- LNAV - RVR 1100m. (13-1/13-2) VOR Z Rwy 01/VOR Y Rwy 01 - RVR 1100m.
- Alexandria**, Egypt, (Borg El Arab), (20-3) RNAV SID rwy 32 suspended.
- Following taxiways closed: C, D, E, F, G, H, J and portion of twy A (between 197'/60m after intersection with twy B until twy H). Refer to temp chart 20-8 and latest NOTAMS.
- Arak**, Iran, PAPI-L 3.1 degree added to RWY 26.
- Aswan**, Egypt, Ufn RNAV SIDs/STARs suspended.
- Asyut**, Egypt, Ufn RNAV SIDs/STARs suspended.
- Baghdad**, Iraq, (Baghdad Intl), Temporary changes for missed approaches and for lighting. Refer to additional APT info (10-8) and latest NOTAMS.
- Bagram**, Afghanistan, (10-9) APT - Rwy 03L PAPI-R (angle 3.00 degrees)
- Bahrain**, Bahrain, (Bahrain Intl), Construction works on airport area. Refer to temp chart 10-8 and latest NOTAMS.
- OCA(H) raised due to WIP (based on SUP 012-16). (11-1) ILS DME Rwy 12L, (11-2) ILS DME Rwy 30R, (12-1) RNAV (GNSS) Rwy 12L, (12-2) RNAV (GNSS) Rwy 30R, (13-1) VOR DME Rwy 12L, (13-2) VOR Rwy 12L, (13-5) VOR DME Rwy 30R and (13-6) VOR Rwy 30R IAPs are suspended. For temporary IAPs refer to (11-01) ILS DME Rwy 12L, (11-02) ILS DME Rwy 30R, (12-01) RNAV (GNSS) Rwy 12L, (12-02) RNAV (GNSS) Rwy 30R, (13-01) VOR DME Rwy 12L, (13-02) VOR Rwy 12L, (13-05) VOR DME Rwy 30R and (13-06) VOR Rwy 30R and latest NOTAMS.
- Rwy 12R/30L is approved as backup rwy. Approaches to land or take-off shall not be planned. Rwy 12R/30L will be assigned by ATC in exceptional circumstances.
- Bangkok**, (Bangkok Don Mueang Intl), Rwy 21L PAPI angle changed from 3.0° to 3.15°
- Bangkok**, (Suvarnabhumi Intl), All Procedures at Bangkok/Suvarnabhumi Intl comply with PANS OPS criteria.
- Barisal**, Bangladesh, PAPI-L for rwy 17 and 35 established.
- Basrah**, Iraq, (Basrah Intl), HIALS rwy 32 u/s. Trans level FL160, or FL170 when QNH is below 980 hPa.
- Chumpon**, Thailand, (Pathiu), PAPI changed from both sides to PAPI-L Rwy 06/24.
- Conson**, Vietnam, VOR Rwy 29 (13-1) in Briefing Strip; Note 3 to read 'Only use CSNVOR/DME from R-085 to R-125 and from R-260 to R-340 clockwise.'
- Delhi**, India, (Indira Gandhi Intl), (10-1P12) Stand 803 withdrawn.
- Dhaka**, Bangladesh, (Hazrat Shahjalal Intl), (11-5) VOR DME-ARC ILS RWY 32 and (11-6, 11-7) VOR DME ILS 1/2 RWY 32, Minima for LOC (GS out) CAT C and D lowered to 2400m.
- 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.
- Doha**, Qatar, (Doha Intl), (11-2) ILS RWY 33: Minimums for LOC (GS out) raised as follows: MDA(H) 450' (423'), with lights RVR 1300m for all categories, without lights RVR 2000m for CAT C & D.
- Dubai**, (Al Maktoum Intl), Construction works & Stands reconfiguration on aprons S3 and S4. Refer to temp charts (20-8, 20-8A) and latest NOTAMS.
- Dubai**, (Dubai Intl), Construction works on twys in various phases. Refer to adnl APT info (10-8 thru 10-8B) and latest NOTAMS.
- El Gora**, Egypt, First 657'(200m) of rwy 26 closed.

MIDDLE EAST

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

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

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

Hanimaadhoo, Maldives, Transition level is FL 130.

Hanoi, Vietnam, (Noibai Intl), (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, PAPI-L RWY 36 angle changed to 3.5°.

TWYs B and D closed.

Hurghada, Egypt, Every Friday from 0400-0800 RWY 16R/34L closed due to maintenance.

Note should read: MON, TUE and WED from 0400 to 1100 traffic to/from Hurghada subject to delay due to military activity.

RWY usage in case of SID/STAR operations: RWY 34L for arrival only, RWY 34R for departure only. In case of closure of any RWY, the other RWY is used for both arrival and departure.

Jakarta, Indonesia, (Soekarno-Hatta Intl), Rwy 07L/025R, 07R/025R PAPI changed to PAPI-L.

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

Kaadeddhoo, Maldives, Transition level is FL 130.

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

Kadhdhoo, Maldives, Transition level is FL 130.

Kendari, Indonesia, (Wolter Monginsidi), Rwy 26 ALS removed.

Kish Island, Iran, (Kish), PAPI-L 3.0 degree added to RWY 09L, PAPI-R changed to PAPI-L 3.0 degree to RWY 27R.

Kooddoo Island, Maldives, (Kooddoo), (12-1, 12-2) RNAV Rwy 18 and Rwy 36: Procedures withdrawn due to relocation of Rwy 18 and Rwy 36 threshold.

Transition level is FL 130.

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

Lampang, Thailand, SID PAMOK 1A established to NAKOT to cross At or above 4000'/MAX 210 KT, then to LOTZO to cross At 5000', then 091°/7.0 NM to BUNMA (N18 05.7 E099 46.1) to cross At 5000', then 041°/8.2 NM to PAMOK (N18 12.0 E099 51.6) to cross At or above 7000'; SID SAMAI 1A established to NAKOT to cross At or above 4000'/MAX 210 KT, then 176°/11.7 NM to SAMAI (N17 54.1 E099 32.1) to cross At or above 7000'; SID WANSA 1A established to NAKOT to cross At or above 4000'/MAX 210 KT, then 176°/11.7 NM to SAMAI (N17 54.1 E099 32.1) to cross At or above 7000', then 105°/11.2 NM to WANSA (N17 51.3 E099 43.5) to cross At or above 9000'.

Loikaw, Myanmar, VASI Rwy 19 decommissioned

MIDDLE EAST

Luxor, Egypt, Ufn RNAV SIDs/STARs suspended.

Maamigili, Maldives, (VILLA), Transition level is FL 130.

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.

Male, Maldives, (Male Intl), Due to operation of crane barges in approach path of RWY 36:

DA(H) of all precision approaches RWY 36 raised to 460'(454'). VIS are: CAT A, B, C, D: 2400m.

MDA(H) of all non-precision approaches RWY 36 raised to 540'(534'). VIS are: CAT A & B: 1600m, CAT C: 2400m, CAT D: 2800m.

(10-9S): DA(H) of all precision approaches RWY 36 raised to 460'(454'). VIS are: CAT A & B: 1500m, CAT C & D: with ALS 1900m, ALS out 2100m.

MDA(H) of all non-precision approaches RWY 36 raised to 540'(534'). VIS are: CAT A & B: 1500m, CAT C & D: with ALS 2200m, ALS out 2400m.

During the period from 1730UTC to 1900 UTC and 0100UTC to 0230UTC all acft landings will be restricted to runway 18 only and runway 36 will be available only for take-offs. From 1900UTC until 0100UTC apt will remain closed.

Mandalay, Myanmar, (Mandalay Intl), Ground frequency changed from 121.725 to 121.85.

Multan, Pakistan, PAPI angle change to 3.00 degree for RWY 36.

Mumbai, India, (Chhatrapati Shivaji Intl), EFF 14 SEP 17 construction works in progress. Refer to temp charts 10-8/10-8A thru 10-8M/10-8N and latest NOTAMS.

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

Rwy 22 VASI-L deleted.

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

Phrae, Thailand, Rwy 01 PAPI Left side only.

Quetta, Pakistan, (Samungli), PAPI-L rwy 13L angle 2.75° changed to 3.00°.

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

Ramsar, Iran, ALS RWY 31 completely withdrawn.

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

Salalah, Oman, RNAV STARs and SIDs suspended

Sari, Iran, (Dasht-E-Naz), (16-1) Missed apch reads: Turn RIGHT and climb on 290° from NDB to 2500', then turn RIGHT to rejoin holding at 4000'. (16-2) Missed apch reads: Turn RIGHT and climb on 290° from NDB to 1500', then turn RIGHT to rejoin holding at 2000'.

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, Apt elev changed from 34' to 10'. Rwy 03 end elev changed from 34' to 8'. Rwy 21 end elev changed from 33' to 10'.

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), (10-9) Daily 0600-0620, runway 10/28 closed due to runway inspection.

(11-1, 16-1) HIALS changed to ALS on Rwy 10.

MIDDLE EAST

(13-1) SALS changed to MALS on Rwy 28.

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.

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

Tanjung Padan, Indonesia, (H. A. S. Hanandjoeddin), IATA code 'TJQ' added to location.

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

Zahedan, Iran, (Zahedan Intl), (10-9, All Approaches/SIDs/STARs) - RWY designators changed from 17/35 to 17R/35L.



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
07 Dec 17 THRU 03 Jan 18 CYCLE 1713

ENROUTE**IRAN**

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

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

TERMINAL**INDIA**

VECC, Netaji Subhash Chandra Bose Int

Kolkata, RNAV SID AGOD2E routing should read PITAM - CC107 - AGODA.

VORY, Rajahmundry

Rajahmundry, VOR Rwy 05 (S05) and NDB Rwy 05 (N05) Final transition unusable due to displ threshold, ufn.

IRAN

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, Al Baha

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.

OEHL, Hail

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

OENG, Nejran

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

OEJW, Wejh

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

TURKEY**LTFG, Gazipasa**

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

UNITED ARAB EMIRATES**OMFJ, Fujairah Intl**

Fujairah, Speed limit for ALAI1N at FJ810 read
MAX 230 KT.



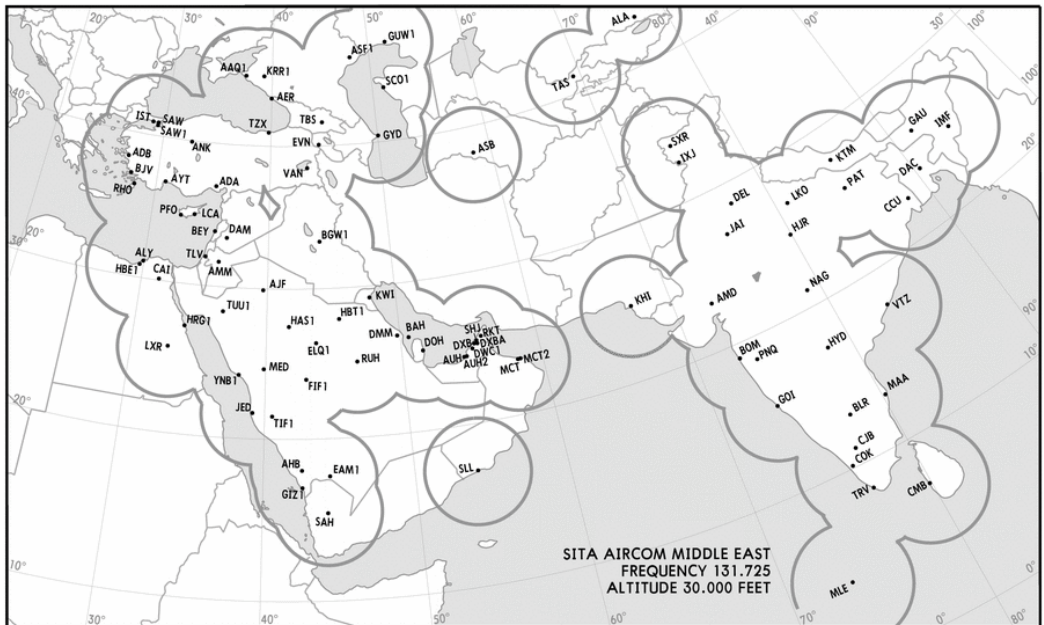
Enroute



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)

Ident	Location
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)

Ident	Location
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)

Ident	Location
RHO	Rodos (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, Kazakhsta
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 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 being delayed for more than 45 minutes at the aerodrome of departure or at intermediate halts, 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. Flying club 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 will have to be obtained in the event of delay of more than 45 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 ± 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 con-

MIDDLE EAST ADIZ FLIGHT PROCEDURES

tact, try again utmost 20NM before FIR boundary. After establishing contact, inform Tehran ACC accordingly.

- a. Tabriz Radar when entering from 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 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, DAPER, and GABKO.
- h. Bushehr Radar when entering from KUVER, PATIR, NANPI, TULAX, OBTAR, ROTOX and RAGAS.
- i. Hamadan Radar when entering from RAGET, 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.

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.

MIDDLE EAST ADIZ FLIGHT PROCEDURES

- 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.
- 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

MIDDLE EAST ADIZ FLIGHT PROCEDURES

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.

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

- 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.
- 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.
- 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.
- 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

MIDDLE EAST ADIZ FLIGHT PROCEDURES

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.
- 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.

**MIDDLE EAST
ADIZ FLIGHT PROCEDURES****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**

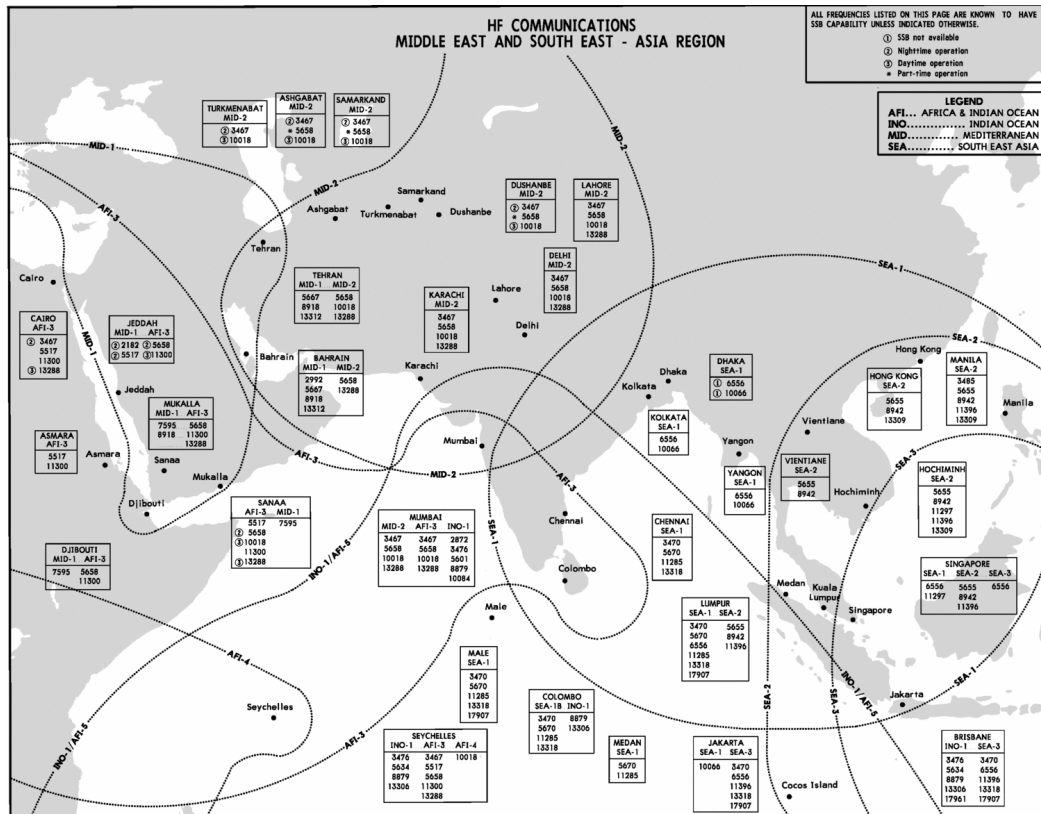
AFGHANISTAN	<p>Standard operating procedures.</p> <p>Standard transponder failure procedures.</p> <p>Squawk 1200 as a VFR flight.</p> <p>Squawk 1200 or the previous ACC assigned Mode 3A code when overflying Kabul FIR.</p>
BAHRAIN	<p>Standard operating procedures.</p> <p>Standard transponder failure procedures.</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

MUMBAI RADIO	
Airway	Frequency
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	3443, 3476, 4675, 5601, 5634, 5658, 6661, 8879, 10018, 10084
L505	3476, 5658, 6661, 8879, 10018, 10084
L516	3443, 3476, 4675, 5601, 5634, 6661, 8879, 10084
L756	2872, 3443, 3467, 3476, 4657, 4675, 5601, 5634, 5658, 6661, 8879, 10018, 10084, 13288
L875	2872, 3467, 3476, 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
N563	3443, 3467, 3476, 4657, 4675, 5601, 5634, 5658, 6661, 8879, 10018, 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

**MIDDLE EAST
FREQUENCY ALLOCATION INDIA**

MUMBAI RADIO	
Airway	Frequency
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
V12 to V21	2872, 3443, 3467, 3476, 4657, 4675, 5601, 5634, 5658, 6661, 8879, 10018, 10084, 13288

MIDDLE EAST
IATA IN-FLIGHT BROADCAST PROCEDURES - MIDDLE EAST/SOUTH ASIA

IATA IN-FLIGHT BROADCAST PROCEDURE (IFBP) ON 128.95 WITHIN YANGON FIR

LISTENING WATCH

A listening watch should be maintained on the designated frequency (128.95 MHz), 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 and be maintained until leaving the airspace.

TIME OF BROADCAST

Broadcasts should be made in English:

- 10 minutes before entering the designated airspace or, for a pilot taking off from an aerodrome located within the lateral limits of the designated airspace, as soon as appropriate;
- 5 minutes prior to crossing a reporting point;
- 5 minutes prior to crossing or joining an ATS route;
- at 20 minute intervals between distant reporting points;
- 2 to 5 minutes, where possible, before a change in flight level;
- at the time of a change in flight level; and
- at any other time considered necessary by the pilot.

BROADCAST PROCEDURE

A broadcast procedures should be structured as follows:

- ‘ALL STATIONS’ given only once to attract attention;
- ‘THIS IS AZ....’ (callsign);
- ‘FL....’;
- ‘WESTBOUND BANGKOK TO DELHI VIA P646’;
- ‘POSITION.....AT.....(UTC)’;
- ‘ESTIMATING POSITION.....AT.....(UTC)’;
- ‘AZ....’ (callsign);
- ‘FL.....’;
- ‘WESTBOUND’ (direction of flight through the area).

OPERATING PROCEDURES

Changes of Cruising Level

- Cruising level change should not be made without an ATC clearance within the designated airspace unless considered necessary by pilots to avoid traffic conflicts, for weather avoidance, or for other valid operational reasons;

MIDDLE EAST**IATA IN-FLIGHT BROADCAST PROCEDURES - MIDDLE EAST/SOUTH ASIA**

- b. When cruising level changes are unavoidable, all available aircraft lighting which would improve the visual detection of the aircraft should be displayed while changing levels.

Collision Avoidance

If, on receipt a traffic information broadcast from another aircraft, a pilot decides that immediate action is necessary to avoid an imminent collision risk to his aircraft, and this cannot be achieved in accordance with the right-of-way provisions of Annex 2, he should:

- unless an alternative manoeuvre appears more appropriate descend immediately 1000ft if above FL290 or 500ft if at or below FL290;
- display all available aircraft lighting which would improve the visual detection of the aircraft;
- as soon as possible reply to the broadcast advising action being taken;
- notify the action taken on the appropriate ATS frequency; and
- as soon as situation has been rectified, resume normal flight level, notifying the action on the appropriate ATS frequency.

Normal Position Reporting Procedures

Normal position reporting procedures should be continued at all times, regardless of any action taken to initiate or acknowledge a traffic information broadcast.

Operation of Transponders

Pilots should ensure that transponder procedures as contained in ICAO PANS OPS Doc 8168 are complied with and in the absence of other directions from ATC, operate the transponder on Mode A and C Code 2000.

Use of TCAS

TCAS equipped aircraft should have TA/RA mode selected at maximum range.

THE IFBP IN ASPAC

In the ASPAC Region numerous reports indicate that Myanmar's communications, both fixed and mobile, are operating well below the required reliability. This has an impact on the proper provision of Air Traffic Services. Consequently, the ASPAC Regional Coordinating Group has decided that the IATA In-Flight Broadcast Procedure (IFBP) should be used within the Yangon FIR as an interim measure until such time as either Myanmar implements the ICAO Traffic Information Broadcast by Aircraft (TIBA) or the communications facilities affecting the FIR in question have been improved.

DESIGNATED FREQUENCY IN ASPAC

In the ASPAC Region the designated frequency for the IFBP is 128.95 MHz.

AREA OF APPLICATION

In the ASPAC Region the IFBP should be applied in the Yangon FIR only.

MIDDLE EAST**IATA IN-FLIGHT BROADCAST PROCEDURES - MIDDLE EAST/SOUTH ASIA****ENFORCEMENT**

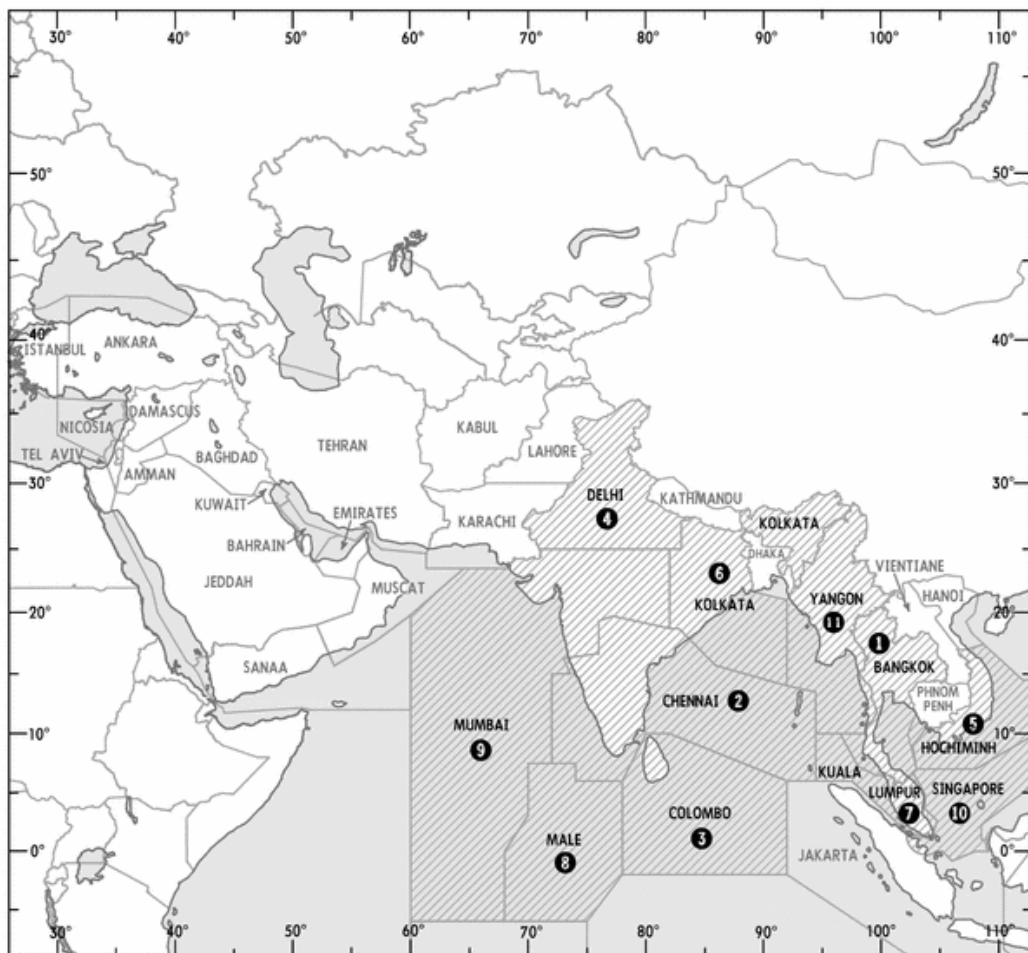
All airlines operating in the ASPAC region are requested to:

- a. ensure that their air crews are fully briefed on the procedure and area of application described;
- b. ensure that their charts and flight documentation are fully amended to reflect the foregoing.

Any operator reported to IATA as not applying the procedure shall be contacted immediately, informed of the procedure, and requested to apply it.

MIDDLE EAST CPDLC COVERAGE

CPDLC OVERVIEW



Data Link Services

Airspace	CPDLC	ADS-C	Logon Address	Remarks
(1) Bangkok FIR	O	O	VTBB	Confirm CPDLC CDA: CPDLC UM160 (NDA).
(2) Chennai FIR	O	O	VOMF	

**MIDDLE EAST
CPDLC COVERAGE**

Data Link Services (continued)

Airspace	CPDLC	ADS-C	Logon Address	Remarks
(3) Colombo FIR	T	T	VCCF	Position reporting: CPDLC position report at each way-point. <i>NOTE: Currently trialing ADS-C and CPDLC. Primary communication via voice. Full HF reporting still required.</i>
(4) Delhi FIR	O	O	VIDF	
(5) 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.
(6) Kolkata FIR	O	O	VECF	
(7) Kuala Lumpur FIR	O	O	WMFC	
(8) Male FIR	O		VRMF	
(9) Mumbai FIR	O	O	VABF	
(10) Singapore FIR	O	O	WSJC	Confirm CPDLC CDA: 1 CPDLC position report at FIR boundary.
(11) Yangon FIR	O	O	VYYF	

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

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

STANDARD ROUTINGS TRANSITING OIIX

FRO M	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 enter- ing OAKX.
			AGINA-UP146-RST-UL333-ALROT- UP567-BJD-G202/UP567-KAMAR	
OB	BBB	Landing OMAA/ OTHH/OTBD/ OTBH Not available for arrivals to OB- BI/OEDR/OEDF	ALRAM-UT36-MESVI-UT975-KUVER	Over KUVER at FL290 or above
		Landing OBBI/ OEDR/OEDF	ALRAM-UT36-DEPSU-G663-ALSER	FL180 and FL200 at 20NM before ALSER
OKA C		Transiting OKAC except landing OBBI/ OTHH/OTBD/ OTBH/OEDR/ OEDF	NANPI-R784-ORSAR	Expect FL300 and FL320
		Landing OKAC		Over TULAX expect FL240
OMA E		Transiting OMAE	BONAM-L319-IMGOD-M317-KUPTO- A418-KIS-UL223-SIR	Expect FL210 up to FL290 at 10NM be- fore ORSAR
		Landing OMAE except OMAA	BONAM-L319-DASDO-UL223-LAM- G666-ORSAR	
			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	

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

FRO M	TO	CONDITION	ROUTING	REMARKS
	OPK R	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	
			SOKAM-UL333-RST-UP146-AGINA	
	OBBB	Transiting OBBB	PIRAN-A453-MIDSI	FL320 and FL380 at 20NM before MIDSI
		Landing OBBB/ OEDR/OEDF	PIRAN-A453-LVA-Z350-MIDSI	FL200 up to FL260 at 20NM before MID- SI
	OKA C	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
	OMA E	Transiting OMAE	PIRAN-A453-DAVEP-Q10-MOBET- M324-PATAT	Expect FL160 for traffic inbound OMRK, FL200 up to FL240 for traffic in- bound other airports except OMAA over PATAT
		Landing OMAE		
	UBBA	Transiting or landing UBBA	SOKAM-UL333-ALROT-UP576-ULDUS	
			PAMTU-N636-RIGAN-UN319/UP567- ULDUS	

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

FRO M	TO	CONDITION	ROUTING	REMARKS
	UDD D	Transiting or landing UDDD	SOKAM-UL333-RST-UP146-SIBVU- L125/UL125/R661-DULAV	
			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	
OBBB	LTAA	Transiting or landing LTAA without entering UDDD/UGGG/ URRV/UKFV/ LBSR	ROTOX-L570-ALTAX-UL223-KAPES-J5- ALRAM	
		Transiting LTAA with entering UDDD/UGGG/ URRV/UKFV/ LBSR	ROTOX-L570-ALTAX-UL223-UMH- UL852-TESVA	
	OAKX	Transiting or landing OAKX	DASUT-Z151-KHM-A453-PIRAN	Over position ZDN, expect FL270 and FL290
			DASUT-T/UT800-MIRIT-Z151-KHM- A453-PIRAN	
			RAGAS-M561-KHM-A453-PIRAN	
	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	

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

FRO M	TO	CONDITION	ROUTING	REMARKS
	OPK R	Transiting or landing OPKR and inbound VIDF	DASUT-T/UT800-MIRIT-Z151-KHM- A453-BND-W10-MELMI-L430-MESPO	Expect below FL410 before entering OPKR
			DASUT-Z151-KHM-A453-ZDN-G452- DERBO	
			DASUT-T/UT800-MIRIT-Z151-KHM- M561-PAVON-A453-ZDN-G452-DERBO	
		Transiting or landing OPKR and inbound VABF	RAGAS-M561-KHM-A453-ZDN-G452- DERBO	
			DASUT-Z151-KHM-M561-ASVIB	
			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	
			RAGAS-M561-ASVIB	
			RAGAS-M561-KHM-A453-ZDN-G452- DERBO	
	UAAA	Transiting or landing UAAA	OBTAR-L319-DASDO-G663-TBS-M318- RIKOP	
			RAGAS-UT430-SYZ-G663-TBS-M318- RIKOP	
	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	

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

FROM	TO	CONDITION	ROUTING	REMARKS
	UDD D	Transiting or landing UDDD	RAGAS-UT430-SYZ-P574/UP574-SAV- R654/L124/UL124-ZAJ-UR654-MAGRI	
			OBTAR-L319-DASDO-G663-SYZ-P574/ UP574-SAV-R654/L124/UL124-ZAJ- UR654-MAGRI	
OKA C	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 FL270 and FL290
OMA E	OMAE	Transiting OMAE	NANPI-R784-ORSAR	Expect FL290 or be- low over NANPI
		Landing OMAE	NANPI-R784-ORSAR	Expect FL290 or be- low over NANPI Expect FL210 up to FL290 at 10NM be- fore ORSAR
OPK R		Transiting or landing OPKR and inbound VIDF	NANPI-G669-SYZ-G452-DERBO	Expect FL410 and below before enter- ing OPKR
		Transiting or landing OPKR and inbound VABF	NANPI-G669-SYZ-G665-ASVIB	
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
	UTAA	Transiting or landing UTAA	NANPI-G669-SYZ-G663-TBS-M318-RI-KOP	
			NANPI-G669-SYZ-G663-MSD-A647-RI-TAB	
OMAE	LTAA	Transiting or landing LTAA	GABKO-M317-ROTAL-P574/UP574-SYZ-UT430-VUVAG-R660/UL333/UR660-DASIS	
	OAKX	Transiting or landing OAKX	GABKO-M318-KHM-A453-PIRAN	Over ZDN expect FL270 or FL290
	OPKR	Transiting or landing OPKR and inbound VIDF	GABKO-M318-KHM-A453-ZDN-G452-DERBO	Expect FL410 and below before entering Karachi FIR
			GABKO-M318-KHM-M561-ASVIB	
			GABKO-M318-KHM-A453-ZDN-G452-DERBO	
	UBBA	Transiting or landing UBBA	GABKO-M318-ASMUK-W32-VAXUG-G208/L125/UL125-ELEDI-N39-ULDUS	
			GABKO-M317-ROTAL-P574/UP574-SAV-R654/L124/UL124-ZAJ-R661-DU-LAV	
	UDD	Transiting or landing UDDA	GABKO-M317-ROTAL-P574/UP574-SAV-R654/L124/UL124-ZAJ0-UR654-MAGRI	
	UTAA	Transiting or landing UTAA	GABKO-M318-RIKOP	
			GABKO-M318-TBS-G663-MSD-A647-RI-TAB	
OOMM	OBBB	Transiting OBBB	MESPO-L430-NOVSU-N312-MIDSI	FL320 and FL380 at 20NM before MIDSI
		Landing OOMM/OEDR/OEDF	MESPO-L430-NOVSU-Z350-MIDSI	Over MIDSI expect FL200 up to FL260 at 20NM before COP

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

FRO M	TO	CONDITION	ROUTING	REMARKS
	OMA E	Transiting OMAE for land- ing OTXX	ULDUN-T665-DAPER	Only for coordinated traffic from OOMM to land in OTXX at FL300, FL360 and FL400
	OPK R	Transiting or landing OPKR	IMLOT-A791-EGRON	Expect FL410 and below before enter- ing OPKR
			IMLOT-A791-KATUS-M316-GOKSO- M561-ASVIB	
			DENDA-R462-METBI	
	UBBA	Transiting or landing UBBA	MESPO-L430-SRJ-W32-VAXUG-G208/ L125/UL125-ELEDI-N39-ULDUS	
	UDD D	Transiting or landing UDDD	MESPO-L430-SRJ-W32-VAXUG-L125/ UL125-BUDED-UR654-MAGRI	
	UTAA	Transiting or landing UTAA	MESPO-L430-ASMET-M318-RIKOP	
OPK R	LTAA	Transiting or landing LTAA	KEBUD-Q13-SODOK-T216-DAR-L125/ UL125-BUDED-UL333-DASIS	
	OBBB	Transiting OBBB	DERBO-G452-ZDN-A453-MIDSI	FL320 and FL380 at 20NM before MIDSI
			ASVIB-N312-MIDSI	
		Landing OBBB/ OEDR/OEDF	DERBO-G452-ZDN-A453-LVA-Z350- MIDSI	FL200 up to FL260 at 20NM before MID- SI
			ASVIB-N312-LVA-Z350-MIDSI	
	OKA C	Transiting OKAC	DERBO-G452-SYZ-G669-NANPI	Expect FL300 & FL320 over NANPI
			ASVIB-G665-SYZ-G669-NANPI	
		Landing OKAC	DERBO-G452-SYZ-G669-NANPI	Expect FL280 over NANPI
			ASVIB-G665-SYZ-G669-NANPI	
	OMA E	Transiting OMAE	DERBO-G452-ZDN-A453-DAVEP-Q10- MOBET-M324-PATAT	
			ASVIB-N312-MOBET-M324-PATAT	

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

FRO M	TO	CONDITION	ROUTING	REMARKS
		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	
		Landing OOMM/OMAE	METBI-R462-DENDA	
	ORB B	Landing ORBB	DERBO-G452-KER-R654-ISN-G202-RAGET	Only authorized for Iraqi airline departing from aerodromes within India, Malaysia, Pakistan and China. Expect FL280 over RAGET
			KEBUD-L124/UL124-YZD-R654-ISN-G202-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	
	UDD D	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	

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

FRO M	TO	CONDITION	ROUTING	REMARKS
			KEBUD-Q13-DANIX-W2-ZDN-G775- MSD-G792-GIRUN	
ORB B	<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>For 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-UT36-MESVI- UT975-KUVER	Over KUVER at FL290 or above	
	Landing OBBI/ OEDR/OEDF	BOXIX-W136-NOLTO-UT36-DEPSU- G663-ALSER	FL180 and FL200 at 20NM before ALSER	
OMA E	Transiting OMAE	BOXIX-W136-NOLTO-UT36-IMKEN-W3- KIXOB-UL223-SIR		
		PAXAT-B411-ILM-G202-KRD-UT36-IM- KEN-W3-KIXOB-UL223-SIR		
	Landing OMAE	BOXIX-W136-NOLTO-UT36-IMKEN-W3- KIXOB-UL223-LAM-G666-ORSAR	Expect FL210 up to FL290 at 10NM before ORSAR	
		PAXAT-B411-ILM-G202-KRD-UT36-IM- KEN-W3-KIXOB-UL223-LAM-G666-OR- SAR		

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

FRO M	TO	CONDITION	ROUTING	REMARKS
	OOM M	Transiting or landing OOMM	PAXAT-B411-ILM-G202-ISN-R654-DEN- DA	
			PAXAT-B411-ILM-G202-ISN-R654-YZD- W32-SRJ-L430-MESPO	
	OPK R	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	
	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 & FL290 before enter- ing OAKX
	OBBB	Transiting OBBB	BATEV-N72-SAV-P574/UP574-SYZ- R659-MIDSI	FL320 and FL380 at 20NM before MIDSI
		Landing OBBB/ 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 ALSER
	OKA C	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

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

FRO M	TO	CONDITION	ROUTING	REMARKS
		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	
	OOMM	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	
			ULDUS-N39-OBRIX-T215-PEKES-L124/UL124-KEBUD	
	ORBB	Landing ORBB	BATEV-N72-SESBI-W8-PAVET-A647-RAGET	Only authorized for Iraqi airline Expect FL280 over position RAGET
UDD	OAKX	Transiting OAKX	MAGRI-B121-RST-UL333-SOKAM	Expect all odd levels between FL310 and FL390 except FL330

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

		MAGRI-B121-RST-A416-LOXED-A416/ B411-MSD-G792/B411-PAMTU	Expect FL270 & FL290 before enter- ing OAKX
		MAGRI-N636-PAMTU	
	Landing OAKX	MAGRI-B121-RST-UL333-SOKAM	
		MAGRI-B121-RST-A416-LOXED-A416/ B411-MSD-G792/B411-PAMTU	
OBBB	Transiting OBBB	MAGRI-UR654-ZAJ-R654/L124/UL124- SAV-P574/UP574-SYZ-R659-MIDSI	FL320 and FL380 at 20NM before MIDSI
	Landing OBBB/ OEDR/OEDF		FL200 up to FL260 at 20NM before MID- SI
		MAGRI-UR654-ZAJ-R654/L124/UL124- SAV-P574/UP574-SYZ-G663-ALSER	FL200 and FL180 at 20NM before ALSER
OKA C	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
	Landing OKAC		Expect FL240 over TULAX
OMA E	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 be- fore ORSAR
OOM M	Transiting OOMM	MAGRI-UR654-ZAJ-T215-PURKI-W32- SRJ-L430-MESPO	
OPK R	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 enter- ing OPKR

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

		Transiting or landing OPRK and inbound VABF	MAGRI-B121-RST-UL333-GIBAB-Q13-KEBUD	
UTAA	OAKX	Transiting 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	
	OBBB	Transiting OBBB	RIKOP-M324-TASLU-G663-SYZ-R659-MIDSI	FL320 and FL380 at 20NM before MIDSI
			RITAB-A647-MSD-G663-SYZ-R659-MIDSI	
			RIKOP-M324-TASLU-G663-ALSER	
			RITAB-A647-MSD-G663-ALSER	
		Landing OBBB/OEDR/OEDF	RIKOP-M324-TASLU-G663-SYZ-R659-MIDSI	FL240 and FL260 at 20NM before MIDSI
			RITAB-647-MSD-G663-SYZ-R659-MIDSI	
			RIKOP-M324-TASLU-G663-ALSER	FL200 and FL180 at 20NM before ALSER
			RITAB-A647-MSD-G663-ALSER	
OKA C	Transiting or landing OKAC		RIKOP-M324-TASLU-G663-SYZ-G669-NANPI	Expect FL300 and FL320 over NANPI
			RITAB-A647-MSD-G663-SYZ-G669-NANPI	
OMA E	Transiting OMAE		RIKOP-M324-PATAT	
			RITAB-A647-MSD-G663-TASLU-M324-PATAT	

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

		Landing OMAE	RIKOP-M324-PATAT	Expect FL160 for traffic inbound OMRK, FL200 up to FL240 for traffic inbound other airports except OMAA over PATAT
			RITAB-A647-MSD-G663-TASLU-M324-PATAT	
OOM M	Transiting or landing OOMM		ORPAB-G775-ZDN-W2-CBH-R654-DENDA	
			ORPAB-G775-ZDN-W2-MESPO	
OPK R	Transiting or landing OPKR and inbound VIDF		ORPAB-G775-ZDN-G452-DERBO	Expect below FL410 before entering Karachi FIR
			GIRUN-G792-MSD-G775-ZDN-G452-DERBO	
	Transiting or landing OPKR and inbound VABF		ORPAB-G775-ZDN-G208/L125/UL125-KEBUD	
			GIRUN-G792-MSD-G775-ZDN-G208/L125/UL125-KEBUD	

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

FROM	TO	CONDITION	ROUTING	REMARKS
Traffic departing from Aerodromes within Tehran FIR				
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	

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

FRO M	TO	CONDITION	ROUTING	REMARKS
Traffic departing from Aerodromes within Tehran FIR				
	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-IM-DAT-G663-ALSER	
			Relevant SID-IBSAL-G55-KHG-W30-IM-DAT-B416/R784-DURSI-R659-MIDS	
	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	

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

FROM	TO	CONDITION	ROUTING	REMARKS
Traffic departing from Aerodromes within Tehran FIR				
		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
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 Bush-ehr 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 Bush-ehr 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 Bush-ehr 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

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

FROM	TO	CONDITION	ROUTING	REMARKS
Traffic departing from Aerodromes within Tehran FIR				
		Transiting LTAA with entering UDDD/UGGG/URRV/UKFV/LBSR	Relevant SID-BOPEL-W158-TAVNI-UL223-UMH-UL852-TESVA	
	OBBB	Including destined or transiting OBBB	Relevant SID-BUBAV-UT36-DURSI-R659-MIDSJ Relevant SID-BUBAV-UT36-DEPSU-G663-ALSER	Exit point from Kermanshah CTR is BUBAV
	OKAC	Including destined or transiting OKAC	Relevant SID-BUBAV-UT36-IMKEN-N72/B417-TULAX	
	OMAE	Destined OMAE	Relevant SID-BUBAV-W158-KRD-UT36-IMKEN-W3-KIXOB-UL223-LAM-G666-ORSAR	
		Transiting OMAE	Relevant SID-BUBAV-W158-KRD-UT36-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 Relevant SID-BOMID-G202-UKSIS-UL223-UMH-UL852-TESVA	Exit point from Esfahan TMA is BOMID
		Transiting LTAA with entering UDDD/UGGG/URRV/UKFV/LBSR	Relevant SID-BOMID-G202-UKSIS-UL223-UMH-UL852-TESVA	

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

FRO M	TO	CONDITION	ROUTING	REMARKS
Traffic departing from Aerodromes within Tehran FIR				
	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
	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-KIS0-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
	UDD	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-RITAB	
OIGG	LTAA	Including destined or transiting LTAA	Relevant SID-RALGO-R660/UR660/UL333-DASIS	Exit point from Rasht CTR is RALGO

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

FRO M	TO	CONDITION	ROUTING	REMARKS
Traffic departing from Aerodromes within Tehran FIR				
	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	
OIIE/ OIIL/ 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
	OBBS	Including destined or transiting OBBS	Relevant SID-EGVEL-P574/UP574-SYZ-G666-ORSAR	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-TULAX	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	
	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

FRO M	TO	CONDITION	ROUTING	REMARKS
Traffic departing from Aerodromes within Tehran FIR				
	UDD D	Including des- tined or transit- ing UDDD	Relevant SID-PAXID-B121-MAGRI	
	UTAA	Including des- tined or transit- ing UTAA	Relevant SID-DHN-B411-GIBAB-W140- RIKOP Relevant SID-DHN-B411-MSD-A647-RI- TAB	Exit point from Teh- ran TMA is DHN
OIKB/ OIKQ	LTAA	Including des- tined or transit- ing LTAA	Relevant SID-MOBON-W10-SYZ-UT430- VUVAG-R660/UR660/UL333-DASIS	Exit point from Ban- dar Abbas TMA is MOBON
	OAKX	Including des- tined or transit- ing OAKX	Relevant SID-DAVEP-A453-PIRAN	Exit point from Ban- dar Abbas TMA is DAVEP
	OBBB	Including des- tined or transit- ing OBBB	Relevant SID-KHM-A453/N312-MIDSJ	Exit point from Ban- dar Abbas TMA is KHM
	OKAC	Including des- tined or transit- ing OKAC	Relevant SID-MOBON-W10-SYZ-G669- NANPI	Exit point from Ban- dar Abbas TMA is MOBON
	OMAE	Including des- tined or transit- ing OMAE	Relevant SID-MOBET-M324-PATAT	Exit point from Ban- dar Abbas TMA is MOBET
	OPKR	Including des- tined or transit- ing OPKR	Relevant SID-DAVEP-A453-ZDN-G452- DERBO	Exit point from Ban- dar Abbas TMA is DAVEP
	ORBB	Including des- tined ORBB and OSTT	Relevant SID-MOBON-W10-SYZ-UT430- RASLA-G202-RAGET	Exit point from Ban- dar Abbas TMA is ASMUK
	UBBA	Including des- tined or transit- ing UBBA	Relevant SID-ASMUK-W32-VAXUG- G208/L125/UL125-ELEDI-N39-ULDUS	
	UDD D	Including des- tined or transit- ing UDDD	Relevant SID-ASMUK-W32-VAXUG- L125/UL125-BUDED-UR654-MAGRI	

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

FRO M	TO	CONDITION	ROUTING	REMARKS
Traffic departing from Aerodromes within Tehran FIR				
	UTAA	Including des- tined or transi- ting UTAA	Relevant SID-ASMUK-M318-RIKOP	
			Relevant SID-ASMUK-M318-TBS-G663- MSD-A647-RITAB	
OIKK	LTAA	Including des- tined or transi- ting LTAA	Relevant SID-ALMOB-R654/L124/ UL124-YZD-W32-VAXUG-L125/UL125- BUDED-R660/UR660/UL333-DASIS	Exit point from Ker- man CTR is ALMOB
	OMAE	Including des- tined or transi- ting OMAE	Relevant SID-ALMEK-M324-PATAT	Exit point from Ker- man CTR is ALMEK
	ORBB	Including des- tined ORBB and OSTT	Relevant SID-ALMOB-R654-ISN-G202- RAGET	Exit point from Ker- man CTR is ALMOB
OIMM	LTAA	Including des- tined or transi- ting LTAA	Relevant SID-ORDOB-A647-SBZ-A416- RST-UL333-DASIS	Exit point from Mashhad TMA is ORDOB
	OAKX	Including des- tined or transi- ting OAKX	Relevant SID-TANBU-G792/B411-PAM- TU	Exit point from Mashhad TMA is TANBU
	OBBS	Including des- tined or transi- ting OBBS	Relevant SID-RAMIL-G663-ALSER	Exit point from Mashhad TMA is RAMIL
			Relevant SID-RAMIL-G663-SYZ-R659- MIDSI	
	OKAC	Including des- tined or transi- ting OKAC	Relevant SID-RAMIL-G663-SYZ-G669- NANPI	
	OMAE	Including des- tined or transi- ting OMAE	Relevant SID-NOTSO-B441-NABOX- A453-DAVEP-Q10-MOBET-M324-PA- TAT	Exit point from Mashhad TMA is NOTSO
	OPKR	Including des- tined or transi- ting OPKR	Relevant SID-NOTSO-G775-ZDN-G452- DERBO	Exit point from Mashhad TMA is NOTSO

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

FROM	TO	CONDITION	ROUTING	REMARKS
Traffic departing from Aerodromes within Tehran FIR				
	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	
	UDD D	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 RITAB
			Relevant SID-A647-RITAB	
OING	ORBB	Including destined ORBB and OSTT	Relevant SID-DATOL-W4-BUBUX-A647-RAGET	Exit point from Gorgan CTR is DATOL
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	
	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	

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

FRO M	TO	CONDITION	ROUTING	REMARKS
Traffic departing from Aerodromes within Tehran FIR				
	OKAC	Including destined or transiting OKAC	Relevant SID-IVERA-G669-NANPI	Exit point from Shir-az TMA is IVERA
	OMAE	Destined OMAE	Relevant SID-KUPTO-G666-ORSAR	Exit point from Shir-az TMA is KUPTO
		Transiting OMAE	Relevant SID-KUPTO-A418-KIS-UL223-SIR	
	OPKR	Including destined or transiting OPKR	Relevant SID-NALBI-G452-DERBO	Exit point from Shir-az 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 Shir-az TMA is KISED
	UBBA	Including destined or transiting UBBA	Relevant SID-ASNIT-P574/UP574-SAV-N72-BATEV	Exit point from Shir-az TMA is ASNIT
	UDD	Including destined or transiting UDD	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 Shir-az TMA is KINOT
			Relevant SID-KINOT-G663-MSD-A647-RITAB	
OITL	LTAA	Including destined or transiting LTAA	Relevant SID-EGVON-A416-TBZ-R660/UR660/UL333-DASIS	Exit point from Arda-bil CTR is EGVON
	OKAC	Including destined or transiting OKAC	Relevant SID-GIVTA-A416-RST-B121-PAXID-N72-TULAX	Exit point from Arda-bil CTR is GIVTA
	ORBB	Including destined ORBB and OSTT	Relevant SID-GIVTA-A416-RST-B121-PAXID-N72-SESBI-W8-PAVET-A647-RAGET	

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

FRO M	TO	CONDITION	ROUTING	REMARKS
Traffic departing from Aerodromes within Tehran FIR				
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-TUBAR-L319-PAREX-W158-NOLTO-UT36-IMKEN-B417/N72-TULAX	Exit point from Uromiyeh CTR is TUBAR
	ORBB	Including destined ORBB and OSTT	Relevant SID-TUBAR-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	Exit point from Tabriz CTR is RUDAD
			Relevant SID-RABEM-M317-RADID-L319-DASDO-UL223-LAGSA-R659-MID-SI	
	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	Exit point from Tabriz CTR is RABDI or DASDA
			Relevant SID-DASDA-A422-PARSU	
UDD	UDDD	Including destined or transiting UDDD	Relevant SID-PAPOK-G482-MAGRI	Exit point from Tabriz CTR is PAPOK

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

FRO M	TO	CONDITON	ROUTING	REMARKS
Traffic arriving to Aerodromes within Tehran FIR				
LTAA	OIAA		ALRAM-UT36-IMKEN-B417/N72-MAH-W31-BOPIS-relevant STAR	Entry point to Abadan CTR is BOPIS
	OIAW		ALRAM-UT36-IMKEN-W6-ITIBI-relevant STAR	Entry point to Ahwaz CTR is ITIBI
	OIBB		ALRAM-UT36-MESVI-UT975-KHG-relevant STAR	Entry point to Bush-ehr CTR is KHG
	OICC		ALRAM-UT36-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-UMH-G208/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	
	OIKK		AGINA-UP146-SIBVU-R661-ZAJ-T215-PURBO-W148/M324-ALGUV-relevant STAR	Entry point to Kerman CTR is ALMOB
			BONAM-UL124-ZAJ-L124/UL124-YZD-R654-ALMOB-relevant STAR	

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

FRO M	TO	CONDITON	ROUTING	REMARKS
Traffic arriving to Aerodromes within Tehran FIR				
	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 Shiraz 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 Ardabil CTR is EGVON
	OITR	Expect FL270 or below over BONAM	BONAM-G781/UL124-TUDNU-relevant STAR	Entry point to Uromiyeh CTR is TUDNU
	OITT		BONAM-G781-UMH-A422-RABEM-relevant STAR	Entry point to Tabriz CTR is RABEM
OAKX	OIII/ OIIE/ OIIP	Expect FL240 or below over ORKAT	PAMTU-G792/B411-MSD-A647-MUX-OR-relevant STAR	Entry point to Tehran TMA is MUXOR
	OIKB/ OIKQ		PIRAN-A453-DAVEP-relevant STAR	Entry point to Bandar Abbas TMA is DAVEP
	OIMM		PAMTU-G792/B411-TANBU-relevant STAR	Entry point to Mashhad TMA is TANBU
OBBB	OIAA		RAGAS-UT430-PEGET-B416/R784-IM-DAT-W30-KHG-G55-IBSAL-relevant STAR	Entry point to Abadan CTR is IBSAL
	OIAW		RAGAS-UT430-PEGET-B416/R784-IM-DAT-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/ OIIP	Expect FL240 or below over BOXAM	OBTAR-L319-DASDO-G663-SYZ-R659-BOXAM-relevant STAR	Entry point to Tehran TMA is BOXAM

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

FRO M	TO	CONDITON	ROUTING	REMARKS
Traffic arriving to Aerodromes within Tehran FIR				
			RAGAS-UT430-LAGSA-R659-BOXAM-relevant STAR	
	OIKB/ OIKQ		RAGAS-M561-KHM-relevant STAR	Entry point to Bandar Abbas TMA is KHM
	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
	OIAW		TULAX-B417/N72-MAH-W30-GODMO-relevant STAR	Entry point to Ahwaz CTR is GODMO
	OIBB		NANPI-G669-VELUT	Entry point to Bushahr CTR is VELUT
	OIFM		TULAX-B417/N72-IMKEN-W6-GADLU-relevant STAR	Entry point to Esfahan 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
	OIII/ OIIE/ OIIP	Expect FL280 or below over SAV	TULAX-B417/N72-MAH-W31-EGVAX-G667-SAV-relevant STAR	Entry point to Tehran 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 Shiraz TMA is IVERA
	OITL		TULAX-B417/N72-MAH-W31-EGVAX-G667-SAV-N72-PAXID-B121-RST-A416-GIVTA-relevant STAR	Entry point to Ardabil CTR is GIVTA

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

FRO M	TO	CONDITON	ROUTING	REMARKS
Traffic arriving to Aerodromes within Tehran FIR				
	OITR		TULAX-B417/N72-MAH-W31-EGVAX-G667-ALTAX-UL223-TAVNI-W158-PAREX-M317/L319-ROVON-G781-TU-BAR-relevant STAR	Entry point to Uro-miyeh CTR is TU-BAR
	OITT		TULAX-B417/N72-MAH-W31-EGVAX-G667-ALTAX-UL223-UMH-A422-RA-BEM-relevant STAR	Entry point to Tabriz CTR is RABEM
OMA E	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 Bush-ehr CTR is KUGVU
	OICC		GABKO-M317-ROTAL-P574/UP574-SYZ-W3-KIXOB-UL223-UKSIS-G202-KRD-W158-BUBAV-relevant STAR	Entry point to Ker-manshah CTR is BUBAV
	OIFM		GABKO-M317-ROTAL-P574/UP574-SYZ-R659-GESIP-relevant STAR	Entry point to Esfa-han TMA is GESIP
	OIII/ OIIE/ OIIP	Expect FL240 or below over BOXAM and RADAL	GABKO-M318-ASMUK-W32-VAXUG-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	
	OIKB/ OIKQ		GABKO-M318-KHM-relevant STAR	Entry point to Ban-dar Abbas TMA is KHM
	OIKK		GABKO-M318-ASMET-Q14-ALMEK-relevant STAR	Entry point to Ker-man CTR is ALMEK
	OIMM		GABKO-M318-TBS-G663-RAMIL-relevant STAR	Entry point to Mash-had TMA is RAMIL
	OISS		GABKO-M317-ROTAL-P574/UP574-KASOL-relevant STAR	Entry point to Shiraz TMA is KASOL

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

FRO M	TO	CONDITON	ROUTING	REMARKS
Traffic arriving to Aerodromes within Tehran FIR				
	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
OPKR	OIFM		DERBO-G452-ZDN-G208/L125/UL125-NODLA-G202-LABOT-relevant STAR	Entry point to Esfahan TMA is LABOT
			KEBUD-Q13-SODOK-T216-DAR-G208/L125/UL125-NODLA-G202-LABOT-relevant STAR	
	OIII/ OIIE/ OIIP	Expect FL240 or below over RADAL	DERBO-G452-ZDN-G208/L125/UL125-RADAL-relevant STAR	Entry point to Tehran TMA is RADAL
			KEBUD-Q13-SODOK-T216-DAR-G208/L125/UL125-RADAL-relevant STAR	
	OIKB/ OIKQ		DERBO-G452-ZDN-A453-DAVEP-relevant STAR	Entry point to Bandar Abbas TMA is DAVEP or KHM
			ASVIB-N312-KHM-relevant STAR	
ORBB	OISS		DERBO-G452-NALBI-relevant STAR	Entry point to Shiraz TMA is NALBI or VAVAS
			ASVIB-G665-VAVAS-relevant STAR	
	OIAA		PAXAT-B411-ILM-G202-KRD-UT36-IMKEN-B417/N72-MAH-W31-BOPIS-relevant STAR	Entry point to Abadan CTR is BOPIS
	OIAW		PAXAT-B411-ILM-G202-KRD-UT36-IMKEN-W6-ITIBI-relevant STAR	Entry point to Ahwaz CTR is ITIBI
	OIBB		PAXAT-B411-ILM-G202-KRD-UT36-MESVI-UT975-KHG-relevant STAR	Entry point to Bushahr CTR is KHG
	OICC		PAXAT-B411-MOKAB-relevant STAR	Entry point to Kermanshah CTR is MOKAB
	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

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

FRO M	TO	CONDITON	ROUTING	REMARKS
Traffic arriving to Aerodromes within Tehran FIR				
	OIII/ OIIE/ OIIP	Expect FL280 or below over SAV	PAXAT-B411-SAV-relevant STAR	Entry point to Tehran TMA is SAV
	OIKB/ OIKQ		PAXAT-B411-ILM-G202-KRD-UT36-IM- KEN-W3-SYZ-W10-MOBON-relevant STAR	Entry point to Ban- dar Abbas TMA is MOBON
	OIKK		PAXAT-B411-ILM-G202-ISN-R654-AL- MOB-relevant STAR	Entry point to Ker- man CTR is ALMOB
	OIMM		PAXAT-B411-RUS-R661-DHN-B411-RI- BUX-relevant STAR	Entry point to Mash- had TMA is RIBUX
	OING		PAXAT-B411-DHN-W4-DATOL-relevant STAR	Entry point to Gor- gan CTR is DATOL
	OINZ		PAXAT-B411-DHN-W4-LABET-relevant STAR	Entry point to Dasht- e- Naz CTR is LA- BET
	OISS		PAXAT-B411-ILM-G202-KRD-UT36-IM- KEN-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 Ardabil CTR is GIVTA
	OITR		PAXAT-B411-ILM-W154-KMS-W158- PAREX-M317/L319-ROVON-G781-TU- BAR-relevant STAR	Entry point to Uro- miyeh CTR is TU- BAR
	OITT		PAXAT-B411-ILM-W154-KMS-W158- TAVNI-UL223-UMH-A422-RABEM-rele- vant STAR	Entry point to Tabriz CTR is RABEM
UBBA	OIFM		BATEV-N72-SAV-P574/UP574-PEKAM- relevant STAR	Entry point to Esfa- han TMA is PEKAM
	OIII/ OIIE/ OIIP	Expect FL280 or below over PAXID	LALDA-G670-RST-B121-PAXID-rele- vant STAR	Entry point to Tehran TMA is PAXID
	OIKB/ OIKQ		ULDUS-N39-OBRIX-T215-PURKI-W32- ASMUK-relevant STAR	Entry point to Ban- dar Abbas TMA is ASMUK

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

FRO M	TO	CONDITON	ROUTING	REMARKS
Traffic arriving to Aerodromes within Tehran FIR				
	OIMM		ULDUS-UP567/UN319-DNZ-A416- LOXED-A416/B411-RIBUX-relevant STAR	Entry point to Mash- had 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 Esfa- han 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 Esfa- han TMA is LABOT
			RITAB-A647-MSD-G663-ORSOK-G202- LABOT-relevant STAR	
	OIII/ OIIE/ OIIP	Expect FL240 or below over MUXOR	RIKOP-W140-BRD-B451-RAPKI-A647- MUXOR-relevant STAR	Entry point to Tehran TMA is MUXOR
	OIKB/ OIKQ		RIKOP-M324-TAVNO-relevant STAR	Entry point to Ban- dar Abbas TMA is TAVNO
			RITAB-A647-MSD-G663-TASLU-M324- TAVNO-relevant STAR	
	OIMM		ORPAB-G775-MIDMO-relevant STAR	Entry point to Mash- had TMA is MIDMO or RITAB
			RITAB-A647-MSD <i>NOTE: Expect radar vectoring via posi- tion RITAB</i>	
	OISS		RIKOP-M324-TASLU-G663-KINOT-rele- vant STAR	Entry point to Shiraz TMA is KINOT
			RITAB-A647-MSD-G663-KINOT-rele- vant STAR	

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

DOMESTIC FLIGHT OTS

Tehran has the following restrictions for domestic operation:

- a. Traffic from OIKB to OIMM:
Relevant SID-ASMUK-M318-TBS-G663-RAMIL-relevant STAR
- b. Traffic from OIMM to OIKB:
Relevant SID-RAMIL-G663-TASLU-M324-TAVNO-relevant STAR
- c. Traffic from OIKK to OIBK/OIKB:
Relevant SID-ALMEK-M324-TAVNO...
- d. Traffic from OIBK/OIKB to OIKK:
Relevant SID-ASMUK-M318-ASMET-Q14-ALMEK-relevant STAR
- e. Traffic from OIKK to OIMM:
Relevant SID-ALGUV-W148-BJD-G775-NOTSO-relevant STAR
- f. Traffic from OIMM to OIKK:
Relevant SID-RAMIL-G663-TASLU-M324-ALGUV-relevant STAR
- g. Traffic departing from OIBK to OIMM:
Relevant SID-MIVUN-M561-KHM-M318-TBS-G663-RAMIL-relevant STAR
- h. Traffic departing from OIMM to OIBK:
Relevant SID-RAMIL-G663-TASLU-M324-BND-A453-KHM-M561-MIVUN-relevant STAR
- i. Traffic departing OIBK to OIKB and vice versa:
Relevant SID/STAR-MIVUN-M561-KHM-relevant STAR/SID
- j. Traffic departing Tehran TMA-OIMM:
Relevant SID-DHN-B411-RIBUX-relevant STAR
NOTE: in case of OI(D)-51 activity, the alternate route of flight is W154
- k. Traffic departing OIMM-Thran TMA:
Relevant SID-ORDOB-A647-MUXOR-relevant STAR
- l. Traffic departing from Tehran TMA intending to operate via T215/W32/G202/R205:
TMA boundary OBRIX-T215-RERET/PURKI/SILKO-desired route
- m. Traffic departing from southeast of Tehran TMA (G208/L125/UL125/W32/G202/R205) intending to land at airports within Tehran TMA is required to proceed via G208/L125/UL125:
...VAXUG-G208-RADAL-relevant STAR

MIDDLE EAST
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST

- n. Traffic departing from south of Tehran TMA (OISS, OIFM, OISY, OIFS,...) intending to land at airports within Tehran TMA is required to proceed via R659:

... ISN-R659-BOXAM-relevant STAR

- o. Traffic departing from Tehran TMA intending to operate via P574/UP574 (OIFM, OISS, OIBK...):

TMA boundary-VR-ELUSI-W13-PEKAM-P574/UP574 to destination

NOTE: In case of OI(D)-103, OI(D)-97E/W, OI(C)-76 activities, the alternate route of flight is via EGVEL by prior coordination between-relevant ATCOs

- p. Traffic departing OIII to OIMS:

- Relevant SID-DHN-B411-GIBAB-W140-IBRAV-A416-VATAR-relevant STAR; or
- Relevant SID-DHN-B411-RABAM-DCT-SBZ

- q. Traffic departing OIMS to OIII:

- Relevant SID-VATAR-A416-IBRAV-W140-ULANO-A647-MUXOR-relevant STAR; or
- Relevant SID-RAGIN-DCT-ULANO-A647-MUXOR-relevant STAR

- r. Traffic departing OIHR to OIMM:

Relevant SID-DEKBA-J6-SAV-G667-RUS-R661-DHN-B411-RIBUX

Relevant SID-DEKBA-J6-SAV-B411-RIBUX-relevant STAR

- s. Traffic departing OIMM to OIHR:

Relevant SID-ORDOB-A647-RUS-G667-SAV-N72/B417-EGVEL-(at or below FL200)-W7-DEKBA-relevant STAR

- t. Traffic departing OIII to OIAW:

Relevant SID-EGVEL-B417-IMKEN-W6-ITIBI-relevant STAR

- u. Traffic departing OIAW to OIII:

Relevant SID-EGVAX-G667-SAV-relevant STAR

- v. Traffic departing OIII to OIAA:

Relevant SID-EGVEL-B417-MAH-W31-BOPIS-relevant STAR

- w. Traffic departing OIAA to OIII:

Relevant SID-GABSU-G667-SAV-relevant STAR

- x. Traffic departing OIII to OIAM:

Relevant SID-EGVEL-B417-IMKEN-W6-AWZ-W30-GODMO-relevant STAR

- y. Traffic departing OIAM to OIII:

Relevant SID-GODMO-W30-AWZ-G667-SAV-relevant STAR

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

- z. Traffic departing OIII to OIKJ:
Relevant SID-OBRIX-T215-PURKI-W32-SOLAK-G665-NANTO-DCT-JIR
- aa. Traffic departing OIKJ to OIII:
JIR DCT NANTO-G665-SOLAK-W32-VAXUG-G208/L125/UL125-RADAL-relevant STAR
- ab. Traffic departing OIII to OINZ/OING:
Relevant SID-DHN-W4 ...
- ac. Traffic departing OINZ/OING to OIII:
... LABET-W4-BUBUX-A647-MUXOR-relevant STAR
- ad. Traffic departing OIFK to OIMM:
DCT VFR PEKAM-R654-ISN-G202-ORSOK-G663-RAMIL-relevant STAR
- ae. Traffic departing OIMM to OIFK:
Relevant SID-RAMIL-G663-ORSOK-G202-ISN-R659-DAPOG-DCT VFR Kashan aerodrome
- af. Traffic departing OIFK to OIII:
DCT VFR VAVIN-R659-BOXAM-relevant STAR
- ag. Traffic departing OIII to OIFK:
Relevant SID-ELUSI-DCT VFR Kashan aerodrome
- ah. Traffic departing OIFK to OISS/OIBK:
DCT VFR PEKAM-P574/UP574 ...
- ai. Traffic departing OISS/OIBK to OIFK:
... KAVOT-R659-DAPOG-DCT VFR Kashan aerodrome
- aj. Traffic departing OIFM to OIGG:
Relevant SID-DAPOG-R659-VAVIN-UT211-RUS-B121-RARTA-relevant STAR
- ak. Traffic departing OIGG to OIFM:
Relevant SID-RARTA-B121-PAXID-N72-SAV-P574/UP574-PEKAM-relevant STAR
- al. Traffic departing from Tehran TMA to OICC/OICI:
Relevant SID-PAVET-A647-ASRIL...
- am. Traffic departing from OICC/OICI to Tehran TMA:
...ASRIL-W154-IVELI-B411-SAV-relevant STAR
- an. Traffic departing from Tehran TMA to OICS:
Relevant SID-PAVET-A647-HAM-W136-LOVID-relevant STAR
- ao. Traffic departing from OICS to Tehran TMA:

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

Relevant STAR-LOVID-W136-SAV-relevant STAR

ap. Traffic departing from Tehran TMA to OIHH and vice versa:

Relevant SID/STAR-SAV-W136-ORLOG-relevant STAR/SID

aq. Traffic departing from Tehran TMA to OITT/OITK:

Relevant SID-PAROT-L125/UL125-BUDED-R660/UR660/UL333-RAKED...

ar. Traffic departing from OITT/OITK to Tehran TMA:

Relevant SID-RUDAD-R661-MIVAK-relevant STAR

as. Traffic departing from Tehran TMA to OIYY/OIKK:

Relevant SID-OBRIX-T215-PURKI-W32-BONOL...

at. Traffic departing from OIYY/OIKK to Tehran TMA:

... BONOL-W32-VAXUG-G208/L125/UL125-RADAL-relevant STAR

au. Traffic departing from Tehran TMA to OIZH:

Relevant SID-OBRIX-T215-SILKO-G452-DANUS-relevant STAR

av. Traffic departing from OIZH to Tehran TMA:

Relevant SID-DAPAP-G208/L125/UL125-RADAL-relevant STAR

aw. Traffic departing from Tehran TMA to OIMB:

Relevant SID-OBRIX-T215-RERET-R205-TULKU-relevant STAR

ax. Traffic departing from OIMB to Tehran TMA:

Relevant SID-TULKU-R205-VAXUG-G208/L125/UL125-RADAL-relevant STAR

ay. Traffic departing from OICI/OICK to OISS/OIBK:

... UKSIS-G202-IMRAG-P574/UP574-ASNIT...

az. Traffic departing from OISS/OIBK to OICI/OICK:

...ASNIT-P574/UP574-IMRAG-G202-UKSIS...

ba. Traffic departing from OIKB/OIKQ to OITT:

...MOBON-W10-SYZ-P574/UP574-SAV-R654/L124/UL124-ZAJ-UR654-BUDED-R660/
UR660/UL333-RAKED-relevant STAR

bb. Traffic departing from OITT to OIKB/OIKQ:

Relevant SID-RUDAD-R661-ZAJ-R654/L124/UL124-SAV-P574/UP574-SYZ-W10-MOBON-
relevant STAR

bc. Traffic departing from OIMM to OICC/OICI:

Relevant SID-ORDOB-A647-ASRIL...

bd. Traffic departing from OICC/OICI to OIMM:

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

...ASRIL-W154-IVELI-B411-RIBUX-relevant STAR

be. Traffic departing from OITL/OIGG to OIAW:

...RARTA-B121-PAXID-N72-IMKEN-W6-ITIBI-relevant STAR

bf. Traffic departing from OIAW to OIGG/OITL:

Relevant SID-EGVAX-G667-SAV-N72-PAXID-B121-RARTA...

bg. Traffic departing from OIGG to OIKB/OIKQ

Relevant SID-RARTA-B121-OXADU-T215-PURKI-W32-ASMUK-relevant STAR

bh. Traffic departing from OIKB/OIKQ to OIGG

Relevant SID-ASMUK-W32-VAXUG-G208/L125/UL125-IKA-R661-RUS-B121-RARTA-relevant STAR

bi. Traffic departing from Tehran TMA to OIKB/OIKQ:

Relevant SID-OBRIX-T215-PURKI-W32-ASMUK-relevant STAR

bj. Traffic departing from OIKB/OIKQ to Tehran TMA:

Relevant SID-ASMUK-W32-VAXUG-G208/L125/UL125-RADAL-relevant STAR

bk. Traffic departing from Tehran TMA to OIKM:

Relevant SID-OBRIX-T215-EGRES-W139-ORDOB-relevant STAR

bl. Traffic departing from OIKM to Tehran TMA:

Relevant SID-ORDOB-W139-DAR-G208/L125/UL125-RADAL-relevant STAR

bm. Traffic departing from Tehran TMA to OIKR:

Relevant SID-OBRIX-T215-PURKI-W32-YZD-W5-DAPOX-relevant STAR

bn. Traffic departing from OIKR to Tehran TMA:

Relevant SID-DAPOX-W5-YZD-W32-VAXUG-G208/L125/UL125-RADAL-relevant STAR

bo. Traffic departing from Tehran TMA to OIKY:

Relevant SID-OBRIX-T215-PURKI-W32-DAVUT-relevant STAR

bp. Traffic departing from OIKY to Tehran TMA:

Relevant SID-DAVUT-W32-VAXUG-G208/L125/UL125-RADAL-relevant STAR

bq. Traffic departing from Tehran TMA to OIZB:

Relevant SID-OBRIX-T215-RERET-R205-VAXUG-G208/L125/UL125-DAR-W137-ELOKA-relevant STAR

br. Traffic departing from OIZB to Tehran TMA:

Relevant SID-ELOKA-W137-DAR-G208/L125/UL125-RADAL-relevant STAR

bs. Traffic departing from Tehran TMA to OIZC:

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

Relevant SID-OBRIX-T215-PURKI-W32-YZD-UL-124-KER-R654-EGPER-relevant STAR

bt. Traffic departing from OIZC to Tehran TMA:

Relevant SID-EGPER-R654-KER-UL124-YZD-W32-VAXUG-G208/L125/UL125-RADAL-relevant STAR

bu. Traffic departing from OISS to OIGG:

Relevant SID-ASNIT-P574/UP574-SAV-N72-PAXID-B121-RARTA-relevant STAR

bv. Traffic departing from OIGG to OISS:

Relevant SID-RARTA-B121-PAXID-N72-SAV-P574/UP574-ASNIT-relevant STAR

bw. Traffic departing from OICC to OISS:

Relevant SID-BUBAV-W158-KRD-G202-IMRAG-P574/UP574-ASNIT-relevant STAR

bx. Traffic departing from OISS to OICC:

Relevant SID-ASNIT-P574/UP574-IMRAG-G202-KRD-W158-BUBAV-relevant STAR

by. Traffic departing from OIFM to OIAA:

Relevant SID-GADLU-W6-IMKEN-B417/N72-MAH-W31-BOPIS-relevant STAR

bz. Traffic departing from OIAA to OIFM:

Relevant SID-GABSU-AWZ-W6-GADLU-relevant STAR

ca. Traffic departing from OIMM to OIAA:

Relevant SID-RAMIL-G663-ORSOK-G202-ISN-W6-IMKEN-B417/N72-MAH-W31-BOPIS-relevant STAR

cb. Traffic departing from OIAA to OIMM:

Relevant SID-GABSU-AWZ-W6-ISN-G202-ORSOK-G663-RAMIL-relevant STAR

cc. Traffic departing from Tehran TMA to OIMT:

Relevant SID-OBRIX-T215-RERET-R205-ALMUD-G663-RIBEN-relevant STAR

cd. Traffic departing from OIMT to Tehran TMA:

Relevant SID-RIBEN-G663-ALMUD-R205-VAXUG-G208/L125/UL125-RADAL-relevant STAR

ce. Traffic departing from OIKB/OIKQ to OINZ:

Relevant SID-ASMUK-W32-VAXUG-G208/L125/UL125-ELEDI-N39-NSR-A416-MODEK-relevant STAR

cf. Traffic departing from OINZ to OIKB/OIKQ:

Relevant SID-MODEK-A416-NSR-N39-OBRIX-T215-PURKI-W32-ASMUK-relevant STAR

cg. Traffic departing from OISS to OITT:

MIDDLE EAST PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST

...PEKAM-P574/UP574-SAV-R654/L124/UL124-ZAJ-UR654-BUDED-R660/UR660/UL333-
RAKED-relevant STAR

ch. Traffic departing from OITT to OISS/OIFM:

Relevant SID-RUDAD-R661-ZAJ-R654/L124/UL124-PEKAM...

ci. Traffic departing from OIII to OICK:

Relevant SID-EGVEL-W7-NOTSA-G202-UKSIS-relevant STAR

cj. Traffic departing from OICK to OIII:

Relevant SID-UKSIS-G202-NOTSA-W7-ARK-G667-SAV-relevant STAR

ck. Traffic departing from OIII to OIAD:

Relevant SID-EGVEL-W7-DAPEM-relevant STAR

cl. Traffic departing from OIAD to OIII:

Relevant SID-DAPEM-W7-ARK-G667-SAV-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 EMEGU-N569-TOKRA after PURDA.
- b. Eastbound flights on ATS route N569 shall NOT FPL via EMEGU-UG783 TANSU after LOTOS.
- c. Westbound flights departing Bahrain or Doha shall NOT FPL via KFA-UN687-KIA after NARMI.

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

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

Without approval aircraft must use either UG783-TANSU or M628-PEKEM.

UG783-TANSU and M628-PEKEM available to be used as an alternative ATS route when MUXIT-UM318 is closed.

f. Flights from OYSC towards Doha CTA shall FPL via ULBON-UL564-DATRI.

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

h. Flights departing OBxx and OTxx ADs may enter OEJD at NARMI at FL280 or below.

i. 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**

TO	ROUTING
Traffic entering OEJD (Jeddah FIR) from OJAC (Amman FIR)	
ORBB (landing only)	GENEX-UN318-GRY-R652-DAXAN
	KIPAS-R652-DAXAN
ORBB	DEESA-UB411-ASH-B411-MURIB
OKAC	RASLI-UP559-LOTOK-A788-SOROR
	GENEX-UN318-NEVOL-Q255-LUDEP-UP559-LOTOK-A788-SOROR
	KIPAS-R652-GRY-UN318-NEVOL-Q255-LUDEP-UP559-LOTOK-A788-SOROR
	DEESA-UY415-LOTOK-A788-SOROR
OBBB and landing/over-flying OIIX	RASLI-UP559-JBL-UL308-DAROR
	GENEX-UN318-NEVOL-Q255-LUDEP-UP559-JBL-UL308-DAROR
	KIPAS-R652-GRY-UN318-NEVOL-Q255-LUDEP-UP559-JBL-UL308-DAROR
	DEESA-UY415-LOTOK-UP559-JBL-UL308-DAROR
OBBB and landing/over-flying Northern OMAE	RASLI-UP559-DAROR
	GENEX-UN318-NEVOL-Q255-LUDEP-UP559-DAROR
	KIPAS-R652-GRY-UN318-NEVOL-Q255-LUDEP-UP559-DAROR
	DEESA-UY415-LOTOK-UP559-DAROR
OBBB and landing/over-flying Southern OMAE	RASLI-UP559-TRF-R23-NEVOL-UN318-LADNA
	RASLI-UP559-TRF-R23-NEVOL-UN318-KUSAR-UN685-NARMI
	GENEX-UN318-LADNA
	GENEX-UN318-KUSAR-UN685-NARMI
	KIPAS-R652-GRY-UN318-LADNA
	KIPAS-R652-GRY-UN318-KUSAR-UN685-NARMI
	DEESA-UY415-TAMRO-UN318-LADNA
	DEESA-UY415-TAMRO-UN318-KUSAR-UN685-NARMI
OBBB and landing OBxx/OTxx	RASLI-UP559-TRF-R23-NEVOL-UN318-LADNA
	GENEX-UN318-LADNA
	KIPAS-R652-GRY-UN318-LADNA
	DEESA-UY415-TAMRO-UN318-LADNA

MIDDLE EAST
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST

TO	ROUTING
OYSC	RASLI-UP559-TRF-B544-HLF-B412-JDW-M559-LABNI-M999-AP-DOS
	RASLI-UP559-TRF-B544-HLF-B412-JDW-M559-NISMI
	RASLI-UP559-TRF-B544-HLF-B412-JDW-M999-LABNI-M999-DANAK-B413-RIBOK
	RASLI-UP559-TRF-B544-HLF-B412-JDW-M559-LABNI-M999-DANAK-R777-LAKNA
	GENEX-UN318-ORKAS-B544-HLF-B412-JDW-M559-LABNI-M999-APDOS
	GENEX-UN318-ORKAS-B544-HLF-B412-JDW-M559-NISMI
	GENEX-UN318-ORKAS-B544-HLF-B412-JDW-M559-LABNI-M999-DANAK-B413-RIBOK
	GENEX-UN318-ORKAS-B544-HLF-B412-JDW-M559-LABNI-M999-DANAK-R777-LAKNA
	KIPAS-R652-GRY-UN318-ORKAS-B544-HLF-B412-JDW- M559-LABNI-M999-APDOS
	KIPAS-R652-GRY-UN318-ORKAS-B544-HLF-B412-JDW-M559-NISMI
	KIPAS-R652-GRY-UN318-ORKAS-B544-HLF-B412-JDW-M559-LABNI-M999-DANAK-B413-RIBOK
	KIPAS-R652-GRY-UN318-ORKAS-B544-HLF-B412-JDW-M559-LABNI-M999-DANAK-R777-LAKNA
	GIBET-M449-WEJ-T510-RBG-B544-JDW-M559-LABNI-M999-AP-DOS
	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-M559-LABNI-M999-DANAK-R777-LAKNA
HHAA	RASLI-UP559-TRF-B544-HLF-B412-JDW-G650-RASKA
	GENEX-UN318-ORKAS-B544-HLF-B412-JDW-G650-RASKA
	KIPAS-R652-GRY-UN318-ORKAS-B544-HLF-B412-JDW-G650-RASKA
	GIBET-M449-WEJ-T510-RBG-B544-JDW-G650-RASKA

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

TO	ROUTING
HSSS	RASLI-UP559-TRF-B544-HLF-B412-JDW-B407-KAROX
	GENEX-UN318-ORKAS-B544-HLF-B412-JDW-B407-KAROX
	KIPAS-R652-GRY-UN318-ORKAS-B544-HLF-B412-JDW-B407-KAR- OX
	GIBET-M449-WEJ-UT510-RBG-B544-JDW-B407-KAROX
HSSS (overflying only)	RASLI-UP559-TRF-B544-HLF-B412-JDW-UM863-GIBAP
	GENEX-UN318-ORKAS-B544-HLF-B412-JDW-UM863-GIBAP
	KIPAS-R652-GRY-UN318-ORKAS-B544-HLF-B412-JDW-UM863-GI- BAP
	GIBET-M449-WEJ-T510-RBG-B544-JDW-UM863-GIBAP
OERK	RASLI-UP559-TRF-R23-NEVOL-UN318-TAMRO-UT503-KIA
	GENEX-UN318-TAMRO-UT503-KIA
	KIPAS-R652-GRY-UN318-TAMRO-UT503-KIA
	DEESA-UY415-NIMAR-G662-KIA
OEJN	RASLI-UP559-TRF-B544-HLF-B412-JDW
	GENEX-UN318-ORKAS-B544-HLF-B412-JDW
	KIPAS-R652-GRY-UN318-ORKAS-B544-HLF-B412-JDW
	GIBET-M449-WEJ-T510-RBG-B544-JDW
OEDF	RASLI-UP559-TRF-R23-NEVOL-UN318-KUSAR-UN685-KFA
	GENEX-UN318-KUSAR-UN685-KFA
	KIPAS-R652-GRY-UN318-KUSAR-UN685-KFA
	DEESA-UY415-TAMRO-UN318-KUSAR-UN685-KFA
OEMA	RASLI-UP559-TRF-B544-PMA
	GENEX-UN318-ORKAS-B544-PMA
	KIPAS-R652-GRY-UN318-ORKAS-B544-PMA
	GIBET-M449-WEJ-UM872-PMA
OEAB	RASLI-UP559-TRF-B544-HLF-B412-JDW-L677-ABKAR-V38-ABH
	GENEX-UN318-ORKAS-B544-HLF-B412-JDW-L677-ABKAR-V38- ABH
	KIPAS-R652-GRY-UN318-ORKAS-B544-HLF-B412-JDW-L677-AB- KAR-V38-ABH

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

TO	ROUTING
	GIBET-M449-WEJ-T510-RBG-B544-JDW-L677-ABKAR-V38-ABH
OETF	RASLI-UP559-TRF-B544-HLF-B412-JDW-V40-TIF
	GENEX-UN318-ORKAS-B544-HLF-B412-JDW-V40-TIF
	KIPAS-R652-GRY-UN318-ORKAS-B544-HLF-B412-JDW-V40-TIF
	GIBET-M449-WEJ-T510-RBG-B544-JDW-V40-TIF
OEGS	RASLI-UP559-TRF-B544-ASH-G662-GAS
	GENEX-UN318-ORKAS-B544-ASH-G662-GAS
	KIPAS-R652-GRY-UN318-ORKAS-B544-ASH-G662-GAS
	DEESA-UY415-NIMAR-G662-GAS
OEHL	RASLI-UP559-TRF-B544-ASH-G662-HIL
	GENEX-UN318-ORKAS-B544-ASH-G662-HIL
	KIPAS-R652-GRY-UN318-ORKAS-B544-ASH-G662-HIL
	DEESA-UY415-NIMAR-G662-HIL
OEYN	RASLI-UP559-TRF-B544-PMA-V22-YEN
	GENEX-UN318-ORKAS-B544-PMA-V22-YEN
	KIPAS-R652-GRY-UN318-ORKAS-B544-PMA-V22-YEN
	GIBET-M449-WEJ-T510-VELEK-Q13-YEN
OETB	RASLI-UP559-TRF-B544-ASH-V14-TBK
	GENEX-UN318-ORKAS-B544-ASH-V14-TBK
	KIPAS-R652-GRY-UN318-ORKAS-B544-ASH-V14-TBK
	GIBET-M449-TBK
OEGN	RASLI-UP559-TRF-B544-HLF-B412-JDW-M559-LABNI-V395-GIZ
	GENEX-UN318-ORKAS-B544-HLF-B412-JDW-M559-LABNI-V395-GIZ
	KIPAS-R652-GRY-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-UP559-TRF-R23-AJF

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

TO	ROUTING
	GENEX-UN318-NEVOL-R23-AJF
	KIPAS-R652-GRY-UN318-NEVOL-R23-AJF
	DEESA-UB411-ASH-G669-AJF
Traffic entering OEJD (Jeddah FIR) from HECC (Cairo FIR)	
ORBB	SILKA-UM872-WEJ-UL604-HLF-B544-ASH-B411-MURIB
	IMRAD-UL604-HLF-B544-ASH-B411-MURIB
OKAC	SILKA-UM872-WEJ-UL604-HLF-A788-SOROR
	IMRAD-UL604-HLF-A788-SOROR
OBBB and landing/overflying OIIX	SILKA-UM872-WEJ-UL604-GAS-UL308-DAROR
	IMRAD-UL604-GAS-UL308-DAROR
OBBB and landing/overflying Northern OMAE	SILKA-UM872-WEJ-UL604-GAS-UL308-DAROR
	IMRAD-UL604-GAS-UL308-DAROR
OBBB and landing/overflying Southern OMAE	SILKA-UM872-WEJ-UL604-KFA-M691-LADNA
	IMRAD-UL604-KFA-M691-LADNA
	SILKA-UM872-WEJ-UL604-NARMI
	IMRAD-UL604-NARMI
OBBB and landing OBxx/OTxx	SILKA-UM872-WEJ-UL604-KFA-M691-LADNA
	IMRAD-UL604-KFA-M691-LADNA
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
OERK	SILKA-UM872-WEJ-UL604-GAS-G662-KIA
	IMRAD-UL604-GAS-G662-KIA
OEJN	SILKA-UM872-WEJ-T510-RBG-B544-JDW
	IMRAD-UL604-WEJ-T510-RBG-B544-JDW
	DEDLI-M999-JDW
OEDF	SILKA-UM872-WEJ-UL604-KFA
	IMRAD-UL604-KFA

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

TO	ROUTING
OEMA	SILKA-UM872-PMA
	IMRAD-UL604-WEJ-UM872-PMA
OEAB	SILKA-UM872-WEJ-T510-JDW-L677-ABKAR-V38-ABH
	IMRAD-UL604-WEJ-T510-JDW-L677-ABKAR-V38-ABH
	DEDLI-M999-JDW-L677-ABKAR-V38-ABH
OETF	SILKA-UM872-WEJ-T510-JDW-V40-TIF
	IMRAD-UL604-WEJ-T510-JDW-V40-TIF
	DEDLI-M999-JDW-V40-TIF
OEGS	KITOT-UL550-ENABI-T540-HIL-G662-GAS
	SILKA-UM872-WEJ-UL604-GAS
	IMRAD-UL604-GAS
OEHL	KITOT-UL550-ENABI-T540-HIL
	SILKA-UM872-WEJ-UL604-HLF-A788-HIL
	IMRAD-UL604-HLF-A788-HIL
OEYN	SILKA-UM872-WEJ-T510-VELEK-Q13-YEN
	IMRAD-UL604-WEJ-T510-VELEK-Q13-YEN
OETB	SILKA-UM872-WEJ-V54-TBK
	IMRAD-UL604-WEJ-V54-TBK
OEGN	SILKA-UM872-WEJ-T510-RBG-B544-JDW-M559-LABNI-V395-GIZ
	IMRAD-UL604-WEJ-T510-RBG-B544-JDW-M559-LABNI-V395-GIZ
	DEDLI-M999-JDW-M559-LABNI-V395-GIZ
OESK	SILKA-UM872-WEJ-UL604-HLF-B544-LABAD-V13-AJF
	IMRAD-UL604-HLF-B544-LABAD-V13-AJF
Traffic entering OEJD (Jeddah FIR) from HHAA (Asmara FIR)	
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-UN318-GEN-EX
	RASKA-T513-JDW-L677-WEJ-M449-GIBET
ORBB	RASKA-T513-JDW-A424-PMA-B544-ASH-B411-MURIB

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

TO	ROUTING
OKAC	RASKA-T513-JDW-B417-HFR-A788-SOROR
OB BB and landing/overflying OIIX	RASKA-T513-JDW-B417-GAS-UL308-DAROR
OB BB and overflying Northern OMAE	RASKA-T513-JDW-B417-GAS-UL308-JBL-UP559-DAROR
OB BB and overflying Southern OMAE	RASKA-T513-JDW-T532-KIA-UM872-KFA-M691-LADNA
	RASKA-T513-JDW-T532-KIA-UM872-ALMAL-UL604-NARMI
OB BB and landing OBxx/OTxx	RASKA-T513-JDW-T532-KIA-UM872-KFA-M691-LADNA
OMAE (landing only)	RASKA-T513-JDW-T532-KODIS-L883-UMRAN-M628-MIGMA-M550-RIBOT
	RASKA-T513-JDW-T532-KODIS-L883-UMRAN-M628-PEKEM
OOMM	RASKA-T513-JDW-T532-KODIS-L883-ALRIK-N569-TOKRA
	RASKA-T513-JDW-T532-KODIS-L883-SITOL
	RASKA-T513-JDW-T532-KODIS-L883-PURDA-L556-IMDAM
	RASKA-T513-JDW-T532-KODIS-L883-PURDA-N324-GOBRO
OYSC	KOBAS-B413-DANAK-R777-LAKNA
	KOBAS-B413-RIBOK
	KOBAS-B413-DANAK-M999-APDOS
OERK	RASKA-T513-JDW-B417-BDB-UM872-KIA
	RASKA-T513-JDW-T532-KIA
OEJN	RASKA-T513-JDW
OEDF	RASKA-T513-JDW-T532-KIA-UM872-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

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

TO	ROUTING
Traffing entering OEJD (Jeddah FIR) from OYSC (Sanaa FIR)	
OJAC	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-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
	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-MGA-UP891-KUNRU
	SILPA-M321-KIA-MGA-UP891-KUNRU
OBBB and landing OBxx/ OTxx	NETAS-G667-KIA-UM872-KFA-M691-LADNA
	SILPA-M321-KIA-UM872-KFA-M691-LADNA
OMAE (landing only)	NADKI-UM318-MUXIT
	NADKI-UM318-PURDA-G783-TANSU
OOMM	DUDRI-G652-TOKRA
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
HECC (overflying only)	NISMI-M559-LABNI-M999-JDW-M686-GIBAL

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

TO	ROUTING
	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
OEJN	NISMI-M559-LABNI-M999-JDW
	LAKNA-R777-DANAK-M999-JDW
	RIBOK-B413-DANAK-M999-JDW
	APDOS-M999-JDW
	ALNES-UP323-WDR-UL425-BOSUT-M999-JDW
OEDF	NETAS-G667-KIA-UM872-KFA
	SILPA-M321-KIA-UM872-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
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-G662-HIL
	SILPA-M321-KIA-G662-HIL
OEYN	NISMI-M559-LABNI-M999-JDW-L677-YEN
	LAKNA-R777-DANAK-M999-JDW-L677-YEN
	RIBOK-B413-DANAK-M999-JDW-L677-YEN

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

TO	ROUTING
	APDOS-M999-JDW-L677-YEN
	ALNES-UP323-WDR-UL425-BOSUT-M999-JDW-L677-YEN
OETB	NISMI-M559-LABNI-M999-JDW-L677-WEJ-V54-TBK
	NISMI-M559-LABNI-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
Traffic entering OEJD (Jeddah FIR) from HSSS (Khartoum FIR)	
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-UN318-GEN-EX
	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
	MIPOL-G660-JDW-A424-PMA-B544-ASH-G662-GRY-UN318-GEN-EX
	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-UL308-DAROR
	MIPOL-G660-JDW-B417-GAS-UL308-DAROR
OBBB and overflying Northern OMAE	GIBAP-UM863-JDW-B417-GAS-UL308-JBL-UP559-DAROR
	MIPOL-G660-JDW-B417-GAS-UL308-JBL-UP559-DAROR
OBBB and overflying Southern OMAE	GIBAP-UM863-JDW-T532-KIA-UM872-KFA-M691-LADNA

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

TO	ROUTING
	GIBAP-UM863-JDW-T532-KIA-UM872-ALMAL-UL604-NARMI
	MIPOL-G660-JDW-T532-KIA-UM872-KFA-M691-LADNA
	MIPOL-G660-JDW-T532-KIA-UM872-ALMAL-UL604-NARMI
OBBB and landing OBxx/ OTxx	GIBAP-UM863-JDW-T532-KIA-UM872-KFA-M691-LADNA
	MIPOL-G660-JDW-T532-KIA-UM872-KFA-M691-LADNA
OMAE (landing only)	GIBAP-UM863-JDW-T532-KODIS-L883-UMRAN-M628-MIGMA-M550-RIBOT
	GIBAP-UM863-JDW-T532-KODIS-L883-UMRAN-M628-PEKEM
	MIPOL-G660-JDW-T532-KODIS-L883-UMRAN-M628-MIGMA-M550-RIBOT
	MIPOL-G660-JDW-T532-KODIS-L883-UMRAN-M628-PEKEM
OOMM	GIBAP-UM863-JDW-T532-KODIS-L883-ALRIK-N569-TOKRA
	GIBAP-UM863-JDW-T532-KODIS-L883-SITOL
	GIBAP-UM863-JDW-T532-KODIS-L883-PURDA-L556-IMDAM
	GIBAP-UM863-JDW-T532-KODIS-L883-PURDA-N324-GOBRO
	MIPOL-G660-JDW-T532-KODIS-L883-ALRIK-N569-TOKRA
	MIPOL-G660-JDW-T532-KODIS-L883-SITOL
	MIPOL-G660-JDW-T532-KODIS-L883-PURDA-L556-IMDAM
	MIPOL-G660-JDW-T532-KODIS-L883-PURDA-N324-GOBRO
OERK	GIBAP-UM863-JDW-T532-KIA
	MIPOL-G660-JDW-T532-KIA
	GIBAP-UM863-JDW-B417-BDB-UM872-KIA
	MIPOL-G660-JDW-B417-BDB-UM872-KIA
OEJN	MIPOL-G660-JDW
OEDF	GIBAP-UM863-JDW-T532-KIA-UM872-KFA
	MIPOL-G660-JDW-T532-KIA-UM872-KFA
	GIBAP-UM863-JDW-B417-BDB-UM872-KFA
	MIPOL-G660-JDW-B417-BDB-UM872-KFA
OEMA	GIBAP-UM863-JDW-A424-PMA
	MIPOL-G660-JDW-A424-PMA

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

TO	ROUTING
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
Traffic entering OEJD (Jeddah FIR) from OBBB (Bahrain FIR)	
OJAC	ULADA-UL768-OTILA
	ULADA-UL768-VATIM-UL550-NIMAR-G662-GRY-R652-KIPAS
	ULADA-UL768-VATIM-UL550-NIMAR-G662-GRY-UN318-GENEX
	NARMI-UN697-HIL-G662-GRY-UN318-R652-KIPAS
	NARMI-UN697-HIL-G662-GRY-UN318-GENEX
OYSC	ULADA-Q143-SILNO-G663-KIA-G667-NETAS
	ULADA-Q143-SILNO-G663-KIA-M321-SILPA
	NARMI-UN697-SILNO-G663-KIA-G667-NETAS
	NARMI-UN697-SILNO-G663-KIA-M321-SILPA
HHAA	ULADA-Q143-SILNO-G663-KIA-G782-JDW-G650-RASKA
	NARMI-UN697-SILNO-G663-KIA-G782-JDW-G650-RASKA
HSSS	ULADA-Q143-SILNO-G663-KIA-G782-JDW-B407-KAROX
	ULADA-Q143-SILNO-G663-KIA-G782-JDW-UM863-GIBAP
	NARMI-UN697-SILNO-G663-KIA-G782-JDW-B407-KAROX
	NARMI-UN697-SILNO-G663-KIA-G782-JDW-UM863-GIBAP
HECC	ULADA-UL768-VATIM-UL550-KITOT

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

TO	ROUTING
	NARMI-UN697-HIL-T540-ENABI-UL550-KITOT
OERK	ULADA-Q143-SILNO-G663-KIA
	NARMI-UN697-SILNO-G663-KIA
OEJN	ULADA-Q143-SILNO-G663-KIA-G782-JDW
	NARMI-UN697-SILNO-G663-KIA-G782-JDW
OEDF	ULADA-UG663-KFA
	NARMI-UN697-KFA
	METLA-UB419-KFA
OEMA	ULADA-Q143-SILNO-UN697-BPN-G674-PMA
	NARMI-UN697-BPN-G674-PMA
OEAB	ULADA-Q143-SILNO-G663-KIA-G782-DURMA-Z414-EMEKO-V40-ABH
	NARMI-UN697-SILNO-G663-KIA-G782-DURMA-Z414-EMEKO-V40-ABH
OETF	ULADA-Q143-SILNO-G663-KIA-G782-BOPEV-V41-TIF
	NARMI-UN697-SILNO-G663-KIA-G782-BOPEV-V41-TIF
OEGS	ULADA-Q143-SILNO-UN697-BPN-G674-GAS
	NARMI-UN697-BPN-G674-GAS
OEHL	ULADA-Q143-SILNO-UN697-HIL
	NARMI-UN697-HIL
OEYN	ULADA-Q143-SILNO-G663-KIA-UN638-PMA-V22-YEN
	NARMI-UN697-SILNO-G663-KIA-UN638-PMA-V22-YEN
OETB	ULADA-Q143-SILNO-UN697-HIL-T540-ENABI-UL550-ASTUM-V13-TBK
	NARMI-UN697-HIL-T540-ENABI-UL550-ASTUM-V13-TBK
OEGN	ULADA-Q143-SILNO-G663-KIA-G782-DURMA-Z414-EMEKO-V40-GIZ
	NARMI-UN697-SILNO-G663-KIA-G782-DURMA-Z414-EMEKO-V40-GIZ
OESK	ULADA-Q143-SILNO-UN697-HIL-R23-AJF
	NARMI-UN697-HIL-R23-AJF

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

TO	ROUTING
Traffic entering OEJD (Jeddah FIR) from OMAE (Emirates FIR)	
OYSC	MUXIT-UM318-NADKI
	TANSU-G783-PURDA-UM318-NADKI
HHAA	RIBOT-M550-MEVDO-Y511-NALBA-M628-DFN-G782-JDW-G650-RASKA
	PEKEM-Q332-DEGPA-Y511-NALBA-M628-DFN-G782-JDW-G650-RASKA
HSSS	RIBOT-M550- MEVDO-Y511-NALBA-M628-DFN-G782-JDW-B407-KAROX
	PEKEM-Q332-DEGPA-Y511-NALBA-M628-DFN-G782-JDW-B407-KAROX
HSSS (overflying only)	RIBOT-M550-MEVDO-Y511-NALBA-M628-DFN-G782-JDW-UM863-GIBAP
	PEKEM-Q332-DEGPA-Y511-NALBA-M628-DFN-G782-JDW-UM863-GIBAP
OERK	RIBOT-M550-MEVDO-Y511-BOSOB-M321-KIA
	PEKEM-Q332-DEGPA-Y511-BOSOB-M321-KIA
OEJN	RIBOT-M550-MEVDO-Y511-NALBA-M628-DFN-G782-JDW
	PEKEM-Q332-DEGPA-Y511-NALBA-M628-DFN-G782-JDW
OEMA	RIBOT-M550-MEVDO-Y511-ITIMU-G799-PMA
	PEKEM-Q332-DEGPA-Y511-ITIMU-G799-PMA
OEAB	RIBOT-M550-MEVDO-Y511-ASMIS-Z414-EMEKO-V40-ABH
	PEKEM-Q332-DEGPA-Y511-ASMIS-Z414-EMEKO-V40-ABH
OETF	RIBOT-M550-MEVDO-Y511-NALBA-M628-DFN-G782-BOPEV-V41-TIF
	PEKEM-Q332-DEGPA-Y511-NALBA-M628-DFN-G782-BOPEV-V41-TIF
OEYN	RIBOT-M550-MEVDO-Y511-ITIMU-G799-PMA-V22-YEN
	PEKEM-Q332-DEGPA-Y511-ITIMU-G799-PMA-V22-YEN
Traffic entering OEJD (Jeddah FIR) from OTBD (Doha CTA)	
OJAC	ULIKA-UM430-KIA-UT503-OVANO-UL768-OTILA
	ULIKA-UM430-KIA-V166-GAS-G662-GRY-R652-KIPAS

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

TO	ROUTING
	ULIKA-UM430-KIA-V166-GAS-G662-GRY-UN318-GENEX
OOMM	DATRI-UL564-KUTNA-UT100-GOBRO
OYSC	DATRI-UL564-ULBON
HHAA	ULIKA-UM430-KIA-G782-JDW-G650-RASKA
HSSS	ULIKA-UM430-KIA-G782-JDW-B407-KAROX
HSSS (overflying only)	ULIKA-UM430-KIA-G782-JDW-UM863-GIBAP
HECC	ULIKA-UM430-KIA-M321-HLF-UN316-PASAM
	ULIKA-UM430-KIA-M321-HLF-UL604-IMRAD
HECC (overflying only)	ULIKA-UM430-KIA-UN638-PMA-V22-YEN-UL300-GIBAL
OERK	ULIKA-UM430-KIA
OEJN	ULIKA-UM430-KIA-G782-JDW
OEMA	ULIKA-UM430-KIA-UN638-PMA
OEAB	DATRI-UL564-NONGA-UL556-EGREN-UL425-BSH-V52-EMEKO-V40-ABH
OETF	ULIKA-UM430-KIA-G782-BOPEV-V41-TIF
OEGS	ULIKA-UM430-KIA-V166-GAS
OEHL	ULIKA-UM430-KIA-V166-GAS-G662-HIL
OEYN	ULIKA-UM430-KIA-UN638-BOTIK-V167-PMA-V22-YEN
OETB	ULIKA-UM430-KIA-M321-HLF-W334-TBK
OEGN	DATRI-UL564-NONGA-UL556-EGREN-UL425-BSH-V52-EMEKO-V40-ABH-V40-GIZ
OESK	ULIKA-UM430-KIA-V166-GAS-G662-HIL-R23-AJF
Traffic entering OEJD (Jeddah FIR) from OOMM (Muscat FIR)	
OYSC	TOKRA-G652-DUDRI
OERK	SITOL-UN315-LOTOS-N569-ALRIK-M321-KIA
OEJN	SITOL-UN315-LOTOS-N569-ALRIK-L883-KITUB-Y511-NALBA-M628-DFN-G782-JDW
	SITOL-L883-PURDA-UL556-EGREN-UL425-BOSUT-M999-JDW
	GOBRO-UL425-BOSUT-M999-JDW
OEMA	SITOL-UN315-LOTOS-N569-ALRIK-L883-KITUB-Y511-ITIMU-G799-PMA

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

TO	ROUTING
OEAB	SITOL-L883-PURDA-UL556-EGREN-UL425-BSH-V52-EMEKO-V40-ABH
	GOBRO-UL425-BSH-V52-EMEKO-V40-ABH
OETF	SITOL-UN315-LOTOS-N569-ALRIK-L883-KITUB-Y511-NALBA-M628-DFN-G782-BOPEV-V41-TIF
	SITOL-L883-PURDA-UL556-EGREN-UL425-BHA-V40-TIF
OEGS	SITOL-UN315-LOTOS-N569-ALRIK-M321-KIA-V166-GAS
OEHL	SITOL-UN315-LOTOS-N569-ALRIK-M321-KIA-V166-GAS-G662-HIL
OEYN	SITOL-UN315-LOTOS-N569-ALRIK-UL883-KITUB-Y511-ITIMU-G799-PMA-V22-YEN
Traffic entering OEJD (Jeddah FIR) from OKAC (Kuwait FIR)	
OJAC	NIDAP-UL550-VATIM-UL768-OTILA
	NIDAP-UL550-NIMAR-G662-GRY-R652-KIPAS
	NIDAP-UL550-NIMAR-G662-GRY-UN318-GENEX
OYSC	KATOD-G667-KIA-G667-NETAS
	KATOD-G667-KIA-M321-SILPA
HHA	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-UN697-HIL-A788-HLF-UL604-WEJ-L677-PASAM
	DEKOB-UP517-KMC-B417-ALKIR-UN697-HIL-A788-HLF-UL604-IM-RAD
OERK	KATOD-G667-KIA
OEJN	DEKOB-UP517-KMC-B417-GAS-G674-PMA-B544-JDW
OEDF	ASVIR-M320-KFA
OEMA	DEKOB-UP517-KMC-B417-GAS-G674-PMA
OEAB	KATOD-G667-KIA-G782-DURMA-Z414-EMEKO-V40-ABH

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

TO	ROUTING
OETF	DEKOB-UP517-KMC-B417-GAS-G674-ROSUL-V41-TIF
OEGS	DEKOB-UP517-KMC-B417-GAS
OEHL	DEKOB-UP517-KMC-B417-ALKIR-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
Traffic entering OEJD (Jeddah FIR) from ORBB (Baghdad FIR)	
OJAC	MURIB-B411-ASH-G662-GRY-R652-KIPAS
	MURIB-B411-ASH-G662-GRY-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-AP-DOS
	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-UN318-KUSAR-N685-KFA
OEMA	MURIB-B411-ASH-B544-PMA
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

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

TO	ROUTING
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
Traffic departing from OEJN (Jeddah)	
OJAC	JDW-A424-PMA-B544-ASH-G662-GRY-R652-KIPAS
	JDW-A424-PMA-B544-ASH-G662-GRY-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
OB BB and landing/overflying OIIX	JDW-B417-GAS-UL308-DAROR
OB BB and overflying Northern OMAE	JDW-B417-GAS-UL308-JBL-UP559-DAROR
OB BB and overflying Southern OMAE	JDW-T532-KIA-UM872-ALMAL-UL604-NARMI
	JDW-T532-KIA-UM872-KFA-M691-LADNA
OB BB and landing OBxx/OTxx	JDW-T532-KIA-UM872-KFA-M691-LADNA
OMAE (landing only)	JDW-T532-KODIS-L883-UMRAN-M628-MIGMA-M550-RIBOT
	JDW-T532-KODIS-L883-UMRAN-M628-PEKEM
OOMM	JDW-T532-KODIS-L883-ALRIK-N569-TOKRA
	JDW-T532-KODIS-L883-SITOL
	JDW-T532-KODIS-L883-PURDA-L556-IMDAM
	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
HHAA	JDW-G650-RASKA

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

TO	ROUTING
HSSS	JDW-B407-KAROX
HECC	JDW-L677-PASAM
HECC (overflying only)	JDW-M686-GIBAL
OERK	JDW-T532-KIA
	JDW-B417-BDB-UM872-KIA
OEDF	JDW-T532-KIA-UM872-KFA
	JDW-B417-BDB-UM872-KFA
OEMA	JDW-A424-PMA
OEAB	JDW-L677-ABKAR-V38-ABH
OETF	JDW-V40-TIF
OEGS	JDW-B417-GAS
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
Traffic departing from OEMA (Madinah)	
OJAC	PMA-B544-ASH-G662-GRY-R652-KIPAS
	PMA-B544-ASH-G662-GRY-UN318-GENEX
	PMA-B544-TRF-B544-SODAR
	PMA-UM872-WEJ-M449-GIBET
ORBB	PMA-B544-ASH-B411-MURIB
OKAC	PMA-A424-ANTAP-Q46-GAS-B417-HFR-A788-SOROR
OBBS and landing/overflying OIIX	PMA-A424-ANTAP-Q46-GAS-UL308-DAROR
OBBS and overflying Northern OMAE	PMA-A424-ANTAP-Q46-GAS-UL308-JBL-UP559-DAROR
OBBS and landing/overflying Southern OMAE	PMA-UM872-ALMAL-UL604-NARMI

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

TO	ROUTING
	PMA-UM872-KFA-M691-LADNA
OB BB and landing OBxx/ OTxx	PMA-UM872-KFA-M691-LADNA
OOMM	PMA-UM872-BDB-L883-ALRIK-N569-TOKRA
	PMA-UM872-BDB-L883-SITOL
	PMA-UM872-BDB-L883-PURDA-L556-IMDAM
	PMA-UM872-BDB-L883-PURDA-N324-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
HHAA	PMA-B544-JDW-G650-RASKA
HSSS	PMA-B544-JDW-B407-KAROX
HSSS (overflying only)	PMA-B544-JDW-UM863-GIBAP
HECC	PMA-UM872-WEJ-L677-PASAM
	PMA-UM872-WEJ-UL604-IMRAD
OERK	PMA-UM872-KIA
OEJN	PMA-B544-JDW
OEDF	PMA-UM872-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
OEYN	PMA-V22-YEN
OETB	PMA-UM872-WEJ-V54-TBK
OEGN	PMA-B544-JDW-M559-LABNI-V395-GIZ
OESK	PMA-B544-LABAD-V13-AJF
Traffic departing from OERK [Riyadh (King Khaled Intl)]/OERY [Riyadh (King Salman AB)]	
OJAC	KIA-UT503-OVANO-UL768-OTILA
	KIA-V166-GAS-G662-GRY-R652-KIPAS

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

TO	ROUTING
	KIA-V166-GAS-G662-GRY-UN318-GENEX
ORBB	KIA-UT503-PAXAN-V16-AAR-B411-MURIB
OKAC	KIA-G667-MGA-UP891-KUNRU
OB BB and landing/overflying OIX	KIA-G667-MGA-UP891-EGNOV-UL308-DAROR
OB BB and landing/overflying Northern OMAE	KIA-G667-MGA-UP891-EGNOV-UL308-JBL-UP559-DAROR
OB BB and landing OBxx/OTxx	KIA-UM872-KFA-M691-LADNA
OB BB and landing/overflying Southern OMAE	KIA-UM872-ALMAL-UL604-NARMI
	KIA-UM872-KFA-M691-LADNA
OMAE (landing only)	KIA-UN315-DEGNO-M628-MIGMA-M550-RIBOT
	KIA-UN315-DEGNO-M628-PEKEM
OOMM	KIA-UN315-LOTOS-N569-TOKRA
	KIA-M321-ALRIK-L883-SITOL
	KIA-M321-ALRIK-L883-PURDA-L556-IMDAM
	KIA-M321-ALRIK-L883-PURDA-N324-GOBRO
OYSC	KIA-G667-NETAS
	KIA-M321-SILPA
HHAA	KIA-G782-JDW-G650-RASKA
HSSS	KIA-G782-JDW-B407-KAROX
HSSS (overflying only)	KIA-G782-JDW-UM863-GIBAP
HECC	KIA-M321-HLF-UL604-IMRAD
	KIA-M321-HLF-UL604-WEJ-L677-PASAM
OEJN	KIA-G782-JDW
OEDF	KIA-UM872-KFA
OEMA	KIA-UN638-PMA
OEAB	KIA-G782-DURMA-Z414-EMEKO-V40-ABH
	KIA-G782-DURMA-Z414-RAKLI-V46-BHA
OEBH	KIA-G782-DURMA-Z414-RAKLI-H75-BSH

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

TO	ROUTING
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
Traffic departing from OEDF [Dammam (King Fahd AB)]	
OJAC	KFA-M320-JBL-UL768-OTILA
	KFA-UN697-HIL-G662-GRY-R652-KIPAS
	KFA-UN697-HIL-G662-GRY-UN318-GENEX
ORBB	KFA-M320-JBL-UL768-AAR-UB411-MURIB
OKAC	KFA-M320-ASVIR
OB BB and landing/over- flying OIIX/overflying OKAC	KFA-N687-ROTEL
	KFA-UB419-METLA
OB BB and landing/over- flying Northern OMAE	KFA-N687-ROTEL
OB BB and landing/over- flying Southern OMAE/ landing OBxx/OTxx	KFA-M691-LADNA
OYSC	KFA-G663-KIA-G667-NETAS
	KFA-G663-KIA-M321-SILPA
HHAA	KFA-G663-KIA-G782-JDW-G650-RASKA
HSSS (landing only)	KFA-G663-KIA-G782-JDW-B407-KAROX
HSSS (overflying only)	KFA-G663-KIA-G782-JDW-UM863-GIBAP
HECC	KFA-UN697-HIL-T540-ENABI-UL550-KITOT
	KFA-UN697-HIL-A788-HLF-UL604-IMRAD
	KFA-UN697-HIL-A788-HLF-UL604-WEJ-L677-PASAM
OERK	KFA-G663-KIA
OEJN	KFA-G663-KIA-G782-JDW

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

TO	ROUTING
OEMA	KFA-G663-KIA-UN638-PMA
OEAB	KFA-G663-KIA-G782-DURMA-Z414-EMEKO-V40-ABH
OETF	KFA-G663-KIA-G782-DFN-V41-TIF
OEGS	KFA-UN697-BPN-G674-GAS
OEHL	KFA-UN697-HIL
OEYN	KFA-UN697-BPN-G674-GAS-PMA-V22-YEN
OETB	KFA-UN697-HIL-G662-NIMAR-UL550-ASTUM-V13-TBK
OEGN	KFA-G663-KIA-G782-DURMA-Z414-EMEKO-V40-GIZ
OESK	KFA-UN697-HIL-R23-AJF
OEBA	KFA-G663-KIA-G782-DURMA-Z414-RAKLI-V46-BHA
OEBH	KFA-G663-KIA-G782-DURMA-Z414-RAKLI-H75-BSH
Traffic departing from OEHL (Hail)	
OJAC	HIL-R23-TRF-B544-SODAR
	HIL-G662-GRY-R652-KIPAS
	HIL-G662-GRY-UN318-GENEX
ORBB	HIL-V16-AAR-B411-MURIB
OKAC	HIL-A788-SOROR
OB BB and landing/over- flying OIIX	HIL-A788-LOTOK-UP559-JBL-UL308-DAROR
OB BB and landing/over- flying Northern OMAE	HIL-A788-LOTOK-UP559-DAROR
OB BB and landing/over- flying Southern OMAE	HIL-G662-GAS-UL604-NARMI
	HIL-G662-GAS-UL604-KFA-M691-LADNA
OB BB and landing OBxx/ OTxx	HIL-G662-GAS-UL604-KFA-M691-LADNA
OOMM	HIL-G662-KIA-UN315-LOTOS-N569-TOKRA
	HIL-G662-KIA-UN321-ALRIK-UL883-SITOL
	HIL-G662-KIA-UN321-ALRIK-UL883-PURDA-L556-IMDAM
	HIL-G662-KIA-UN321-ALRIK-UL883-PURDA-UN324-GOBRO
OYSC	HIL-G662-KIA-G667-NETAS

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

TO	ROUTING
	HIL-G662-KIA-UN321-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
	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-UL604-IMRAD
	HIL-A788-HLF-UL604-WEJ-L677-PASAM
OERK	HIL-G662-KIA
OEJN	HIL-A424-PMA-B544-JDW
OEDF	HIL-G662-GAS-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
Traffic departing from OEGS [Gassim (Prince Nayef Bin Abdulaziz)]	
OJAC	GAS-G662-HIL-R23-TRF-B544-SODAR
	GAS-G662-GRY-R652-KIPAS
	GAS-G662-GRY-UN318-GENEX
ORBB	GAS-G662-HIL-V16-AAR-B411-MURIB
OKAC	GAS-B417-HFR-A788-SOROR
OBBS and landing/overflying OIIX	GAS-L604-NAGSA-UL308-DAROR

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

TO	ROUTING
OBBB and landing/overflying Northern OMAE	GAS-L604-NAGSA-UL308-JBL-UP559-DAROR
OBBB and landing/overflying Southern OMAE	GAS-L604-NARMI
	GAS-L604-KFA-M691-LADNA
OBBB and landing OBxx/OTxx	GAS-L604-KFA-M691-LADNA
OOMM	GAS-G662-KIA-UN315-LOTOS-N569-TOKRA
	GAS-G662-KIA-UN321-ALRIK-UL883-SITOL
	GAS-G662-KIA-UN321-ALRIK-UL883-PURDA-L556-IMDAM
	GAS-G662-KIA-UN321-ALRIK-UL883-PURDA-UN324-GOBRO
OYSC	GAS-G662-KIA-G667-NETAS
	GAS-G662-KIA-UN321-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-L604-IMRAD
	GAS-L604-WEJ-L677-PASAM
OERK	GAS-G662-KIA
OEJN	GAS-G674-PMA-B544-JDW
OEDF	GAS-L604-KFA
OEMA	GAS-G674-PMA
OEAB	GAS-G674-PMA-B544-JDW-L677-ABKAR-V38-ABH
OETF	GAS-G674-ROSUL-V41-TIF
OEHL	GAS-G662-HIL
OEYN	GAS-G674-PMA-V22-YEN

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

TO	ROUTING
OETB	GAS-G662-NIMAR-UL550-ASTUM-V13-TBK
OEGN	GAS-G674-ROSUL-V41-TIF-V40-GIZ
OESK	GAS-G662-HIL-R23-AJF
Traffic departing from OETF (Taif)	
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-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-UL308-DAROR
OBBS and overflying Northern OMAE	TIF-V43-BDB-B417-GAS-UL308-JBL-UP559-DAROR
OBBS and overflying Southern OMAE	TIF-V43-DFN-Q12-KODIS-T532-KIA-UM872-ALMAL-UL604-NARMI
	TIF-V43-DFN-Q12-KODIS-T532-KIA-UM872-KFA-M691-LADNA
OBBS and landing OBxx/OTxx	TIF-V43-DFN-Q12-KODIS-T532-KIA-UM872-KFA-M691-LADNA
OMAE (landing only)	TIF-V43-DFN-Q12-KODIS-L883-UMRAN-UM628-MIGMA-M550-RI-BOT
	TIF-V43-DFN-Q12-KODIS-L883-UMRAN-UM628-PEKEM
OOMM	TIF-V43-DFN-Q12-KODIS-L883-ALRIK-N569-TOKRA
	TIF-V43-DFN-Q12-KODIS-L883-SITOL
	TIF-V43-DFN-Q12-KODIS-L883-PURDA-L556-IMDAM
	TIF-V43-DFN-Q12-KODIS-L883-PURDA-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-UL604-IMRAD

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

TO	ROUTING
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-UM872-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
Traffic departing from OEAB (Abha)	
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-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-G667-MGA-UP891-KUNRU
OBBS and landing/overflying OIIX	ABH-H75-IRBAB-Q313-TEVOG-H76-KIA-G667-MGA-UP891-EG-NOV-UL308-DAROR
OBBS and landing OBxx/OTxx	ABH-H75-IRBAB-Q313-TEVOG-H76-KIA-UM872-KFA-M691-LADNA
OMAE (landing only)	ABH-H75-IRBAB-Q313-KATIX-UL425-EGREN-UL556-PURDA-UM318-MUXIT
	ABH-H75-IRBAB-Q313-KATIX-UL425-EGREN-UL556-PURDA-G783-TANSU
OOMM	ABH-H75-IRBAB-Q313-KATIX-UL425-EGREN-UL556-PURDA-L883-SITOL
	ABH-H75-IRBAB-Q313-KATIX-UL425-EGREN-UL556-PURDA-L556-IMDAM

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

TO	ROUTING
	ABH-H75-IRBAB-Q313-KATIX-UL425-EGREN-UL556-PURDA-UN324-GOBRO
OYSC	ABH-V40-GIZ-L677-NABAN
HECC	ABH-B544-JDW-L677-PASAM
	ABH-B544-JDW-L677-WEJ-UL604-IMRAD
OERK	ABH-H75-IRBAB-Q313-TEVOG-H76-KIA
OEJN	ABH-B544-JDW
OEDF	ABH-H75-IRBAB-Q313-TEVOG-H76-KIA-UM872-KFA
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
Traffic departing from OEYN [Yenbo (Prince Abdulmohsin bin Abdulaziz)]	
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-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-UL308-DAROR
OBBS and landing/overflying Northern OMAE	YEN-V22-PMA-A424-ANTAP-Q46-GAS-UL308-JBL-UP559-DAROR
OBBS and landing/overflying Southern OMAE	YEN-V22-PMA-UM872-ALMAL-UL604-NARMI
	YEN-V22-PMA-UM872-KFA-M691-LADNA
OBBS and landing OBxx/OTxx	YEN-V22-PMA-UM872-KFA-M691-LADNA

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

TO	ROUTING
OOMM	YEN-V22-PMA-UM872-BDB-L883-ALRIK-N569-TOKRA
	YEN-V22-PMA-UM872-BDB-L883-SITOL
	YEN-V22-PMA-UM872-BDB-L883-PURDA-L556-IMDAM
	YEN-V22-PMA-UM872-BDB-L883-PURDA-N324-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
HHA	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-UL604-IMRAD
OERK	YEN-V22-PMA-UM872-KIA
OEJN	YEN-V44-RBG-B544-JDW
OEDF	YEN-V22-PMA-UM872-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
OESK	YEN-V22-PMA-B544-LABAD-V13-AJF
Traffic departing from OETB [Tabuk (Sultan Bin Abdulaziz)]	
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-UP559-DAROR

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

TO	ROUTING
OBBB and landing/overflying Northern OMAE	TBK-V13-ASTUM-UL550-NIMAR-UY415-LOTOK-UP559-DAROR
OBBB and landing/overflying Southern OMAE	TBK-V54-WEJ-UL604-KFA-M691-LADNA
	TBK-V54-WEJ-UL604-NARMI
OBBB and landing OBxx/OTxx	TBK-V54-WEJ-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
HSS	TBK-V54-WEJ-T510-RBG-B544-JDW-B407-KAROX
HECC	TBK-W334-NAGIP-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-UL604-KFA
OEMA	TBK-V54-WEJ-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
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
Traffic departing from OEGN [Jazan (King Abdullah Bin Abdulaziz)]	
OJAC	GIZ-V40-ABH-B544-JDW-A424-PMA-B544-SODAR
	GIZ-V40-ABH-B544-JDW-A424-PMA-B544-ASH-G662-GRY-R652-KIPAS

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

TO	ROUTING
	GIZ-V40-ABH-B544-JDW-A424-PMA-B544-ASH-G662-GRY-UN318-GENEX
	GIZ-V40-ABH-B544-JDW-WEJ-M449-GIBET
ORBB	GIZ-V40-ABH-B544-JDW-A424-PMA-B544-ASH-B411-MURIB
OKAC	GIZ-V40-ABH-H75-IRBAB-Q313-TEVOG-H76-KIA-G667-MGA-UP891-KUNRU
OBBS and landing OBxx/ OTxx	GIZ-V40-ABH-H75-IRBAB-Q313-TEVOG-H76-KIA-UM872-KFA-M691-LADNA
OMAE (landing only)	GIZ-V40-ABH-H75-IRBAB-Q313-KATIX-UL425-EGREN-UL556-PUR-DA-UM318-MUXIT
	GIZ-V40-ABH-H75-IRBAB-Q313-KATIX-BSH-UL425-EGREN-UL556-PURDA-G783-TANSU
OOMM	GIZ-V40-ABH-H75-IRBAB-Q313-KATIX-UL425-EGREN-UL556-PUR-DA-L883-SITOL
	GIZ-V40-ABH-H75-IRBAB-Q313-KATIX-UL425-EGREN-UL556-PUR-DA-L556-IMDAM
	GIZ-V40-ABH-H75-IRBAB-Q313-KATIX-UL425-EGREN-UL556-PUR-DA-UN324-GOBRO
OYSC	GIZ-L677-NABAN
HECC	GIZ-V40-ABH-B544-JDW-L677-PASAM
OERK	GIZ-V40-ABH-H75-IRBAB-Q313-TEVOG-H76-KIA
OEJN	GIZ-V40-ABH-B544-JDW
	GIZ-V395-LABNI-M999-JDW
OEDF	GIZ-V40-ABH-H75-IRBAB-Q313-TEVOG-H76-KFA-UM872-KFA
OEMA	GIZ-V40-ABH-B544-JDW-A424-PMA
	GIZ-V395-LABNI-M999-JDW-A424-PMA
OEAB	GIZ-V40-ABH
OETF	GIZ-V40-TIF
OEGS	GIZ-V40-ABH-H75-IRBAB-Q313-TEVOG-H76-KIA-V166-GAS
OEHL	GIZ-V40-ABH-B544-JDW-A424-HIL
OETB	GIZ-V40-ABH-B544-JDW-L677-WEJ-V54-TBK
	GIZ-V395-LABNI-M999-JDW-L677-WEJ-V54-TBK

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

TO	ROUTING
OEYN	GIZ-V40-ABH-B544-JDW-L677-YEN
OESK	GIZ-V40-ABH-B544-JDW-A424-PMA-B544-LABAD-V13-AJF
Traffic departing from OESK (Al Jouf)	
OJAC	AJF-R23-TRF-B544-SODAR
	AJF-G669-ASH-G662-GRY-R652-KIPAS
	AJF-G669-ASH-G662-GRY-UN318-GENEX
ORBB	AJF-V13-AAR-B411-MURIB
OKAC	AJF-G669-TUKLO-UP559-LOTOK-A788-SOROR
OB BB and landing/over- flying OIIX	AJF-G669-TUKLO-UP559-DAROR
OB BB and landing/over- flying Northern OMAE	AJF-G669-TUKLO-UP559-DAROR
OB BB and landing/over- flying Southern OMAE	AJF-G669-VELAL-UN318-LADNA
	AJF-G669-VELAL-UN318-KUSAR-UN685-NARMI
OB BB and landing OBxx/ OTxx	AJF-G669-VELAL-UN318-LADNA
OOMM	AJF-G669-VELAL-UN318-TAMRO-UT503-KIA-UN315-LOTOS- UN569-TOKRA
OYSC	AJF-V13-LABAD-B544-HLF-B412-JDW-M559-LABNI-M999-APDOS
	AJF-V13-LABAD-B544-HLF-B412-JDW-M559-NISMI
	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
HHAA	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-UN318-KUSAR-UN685-KFA
OEMA	AJF-V13-LABAD-B544-PMA

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

TO	ROUTING
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
Traffic departing from OEBA (Al Baha)	
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-UM872-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
Traffic departing from OEBH (Bisha)	
OERK	BSH-V31/UL425-KATIX-Q313-TEVOG-H76-KIA
OEJN	BSH-V31-DATVA-Q11-JDW
OEDF	BSH-V31/UL425-KATIX-Q313-TEVOG-H76-KIA-UM872-KFA
OEMA	BSH-V31-DATVA-Q11-JDW-A424-PMA
OETF	BSH-V31-BHA-V40-TIF
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

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

TO	ROUTING
OEYN	BSH-V31-DATVA-Q11-JDW-L677-YEN
OESK	BSH-V31-DATVA-Q11-JDW-A424-PMA-B544-LABAD-V13-AJF

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 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	EXIT POINT	ROUTE
RASLI	NABAN	RASLI-UP559-TRF-B544-HLF-B412-JDW-L677-NABAN
GENEX		GENEX-UN318-ORKAS-B544-HLF-B412-JDW-L677-NABAN
KIPAS		KIPAS-R652-GRY-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-M550-MEVDO-Y511-ASMIS-T218-ALPUT-M309-VEMEM-G782-JDW-B407-KAROX
PEKEM		PEKEM-Q332-DEGPA-Y511-ASMIS-T218-ALPUT-M309-VEMEM-G782-JDW-B407-KAROX
RIBOT	GIBAP	RIBOT-M550-MEVDO-Y511-ASMIS-T218-ALPUT-M309-VEMEM-G782-JDW-UM863-GIBAP
PEKEM		PEKEM-Q332-DEGPA-Y511-ASMIS-T218-ALPUT-M309-VEMEM-G782-JDW-UM863-GIBAP
RIBOT	RASKA	RIBOT-M550-MEVDO-Y511-ASMIS-T218-ALPUT-M309-VEMEM-G782-JDW-G650-RASKA
PEKEM		PEKEM-Q332-DEGPA-Y511-ASMIS-T218-ALPUT-M309-VEMEM-G782-JDW-G650-RASKA

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

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-UP559-TRF-B544-HLF-B412-JDW-L677-ABKAR-V739-GIZ
GENEX		GENEX-UN318-ORKAS-B544-HLF-B412-JDW-L677-ABKAR-V739-GIZ
KIPAS		KIPAS-R652-GRY-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-M550-MIGMA-UL564-NONGA-UL556-EGREN-UL425-WDR-V39-GIZ
PEKEM		PEKEM-Q332-DEGPA-UM318-PURDA-UL556-EGREN-UL425-WDR-V39-GIZ
SITOL		SITOL-L883-PURDA-UL556-EGREN-UL425-WDR-V39-GIZ
GOBRO		GOBRO-UL425-WDR-V39-GIZ
SILKA		SILKA-UM872-WEJ-T510-JDW-L677-ABKAR-V739-GIZ
IMRAD		IMRAD-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.

AERODROME	EXIT POINT	ROUTE
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-UL556-PURDA-UM318-MUXIT
	TANSU	ABH-V48-WDR-UL425-EGREN-UL556-PURDA-G783-TANSU
OEGN	SODAR	GIZ-V40-ABH-B544-JDW-A424-PMA-B544-TRF-B544-SODAR
	KIPAS	GIZ-V40-ABH-B544-JDW-A424-PMA-B544-ASH-G662-GRY-R652-KIPAS
	GENEX	GIZ-V40-ABH-B544-JDW-A424-PMA-B544-ASH-G662-GRY-UN318-GENEX
	GIBET	GIZ-V40-ABH-B544-JDW-WEJ-M449-GIBET
	MURIB	GIZ-V40-ABH-B544-JDW-A424-PMA-B544-ASH-B411-MURIB
	MUXIT	GIZ-V39-WDR-UL425-EGREN-UL556-PURDA-UM318-MUXIT
	TANSU	GIZ-V39-WDR-UL425-EGREN-UL556-PURDA-G783-TANSU
	SITOL	GIZ-V39-WDR-UL425-EGREN-UL556-PURDA-L883-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.

AERODROME	EXIT POINT	ROUTE
	IMDAM	GIZ-V39-WDR-UL425-EGREN-UL556-PURDA-L556-IMDAM
	GOBRO	GIZ-V39-WDR-UL425-EGREN-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.

DEPARTURE	DESTINATION	ROUTE
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
DEKOB	PASAM	DEKOB-UP517-EMARO-B417-ALKIR-UN697-HIL-A788-HLF-UN316-PASAM
NARMI	KITOT	NARMI-UN697-KITOT
DATRI	GOBRO	DATRI-UL564-KUTNA-UT100-GOBRO
	ULBON	DATRI-UL564-ULBON
GOBRO	DATRI	GOBRO-UT100-KUTNA-UL564-DATRI
ULBON		ULBON-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-Q143-SILNO-G663-KIA-M309-VEMEM-G782-JDW
NARMI		NARMI-UN697-SILNO-G663-KIA-M309-VEMEM-G782-JDW
RIBOT		RIBOT-M550-MEVDO-Y511-ASMIS-T218-ALPUT-M309-VEMEM-G782-JDW
PEKEM		PEKEM-Q332-DEGPA-Y511-ASMIS-T218-ALPUT-M309-VEMEM-G782-JDW
SITOL		SITOL-UN315-LOTOS-N569-VEMEM-G782-JDW
DATRI	OEAB	DATRI-UL564-NONGA-UL556-EGREN-UL425-BSH-V52-EMEKO-V40-ABH
	OEGN	DATRI-UL564-NONGA-UL556-EGREN-UL425-WDR-V39-GIZ
ULADA	OETB	ULADA-Q143-SILNO-UN697-NABEK-V13-TBK

**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
NARMI		NARMI-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-UN697-KITOT
OEHL		HIL-UN697-KITOT
OERK	PASAM	KIA-M321-HLF-UN316-PASAM
OEDF		KFA-UN697-HIL-A788-HLF-UN316-PASAM
OEGS		GAS-UL604-HLF-UN316-PASAM
OEHL		HIL-A788-HLF-UN316-PASAM
OETB	SOROR	TBK-V13-NABEK-UN697-HIL-A788-SOROR
	DAROR	TBK-HLF-UL604-GAS-UL308-DAROR
		TBK-W334-HLF-UL604-GAS-UL308-JBL-UP559-DAROR
	LADNA	TBK-W334-HLF-UL604-KFA-M691-LADNA
	NARMI	TBK-W334-HLF-UL604-NARMI
OEAB	DATRI	ABH-V48-WDR-EGREN-UL556-NONGA-UL564-DATRI
OEGN		GIZ-V39-WDR-EGREN-UL556-NONGA-UL564-DATRI

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

**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-G663-KIA-M309-VEMEM-G782-JDW
	OETB	KFA-UN697-NABEK-V13-TBK
OERK		KIA-V166-GAS-G662-HIL-UN697-NABEK-V13-TBK
OEGS		GAS-G662-HIL-UN697-NABEK-V13-TBK
OEHL		HIL-UN697-NABEK-V13-TBK

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.

ENTRY POINT	EXIT POINT	ROUTE
RASLI	ULIKA	RASLI-UP559-TRF-R23-NEVOL-UN318-EGNOV-UL681-ULIKA
GENEX		GENEX-UN318-EGNOV-UL681-ULIKA
KIPAS		KIPAS-R652-GRY-UN318-EGNOV-UL681-ULIKA
DEESA		DEESA-UY415-NIMAR-G662-KIA-UM430-ULIKA
RASKA		RASKA-G650-JDW-T532-KIA-UM430-ULIKA
GIBAP		GIBAP-UM863-JDW-T532-KIA-UM430-ULIKA
MIPOL		MIPOL-G660-JDW-T532-KIA-UM430-ULIKA
SILKA		SILKA-UM872-WEJ-UL604-GAS-G662-KIA-UM430-ULIKA
IMRAD		IMRAD-UL604-GAS-G662-KIA-UM430-ULIKA
ULIKA	KIPAS	ULIKA-UM430-KIA-V166-GAS-G662-GRY-R652-KIPAS

**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
	GENEX	ULIKA-UM430-KIA-V166-GAS-G662-GRY-UN318-GENEX
	OTILA	ULIKA-UM430-KIA-UT503-OVANO-UL768-OTILA
	NETAS	ULIKA-UM430-KIA-G667-NETAS
	SILPA	ULIKA-UM430-KIA-M321-SILPA
	RASKA	ULIKA-UM430-KIA-G782-JDW-G650-RASKA
	KAROX	ULIKA-UM430-KIA-G782-JDW-B407-KAROX
	GIBAP	ULIKA-UM430-KIA-G782-JDW-UM863-GIBAP
	PASAM	ULIKA-UM430-KIA-M321-HLF-UN316-PASAM
	IMRAD	ULIKA-UM430-KIA-M321-HLF-UL604-IMRAD
	GIBAL	ULIKA-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	ROUTE
ULIKA	OERK	ULIKA-UM430-KIA
	OEJN	ULIKA-UM430-KIA-M309-VEMEM-G782-JDW
	OEMA	ULIKA-UM430-KIA-UN638-PMA
	OETF	ULIKA-UM430-KIA-G782-BOPEV-V41-TIF
	OEGS	ULIKA-UM430-KIA-V166-GAS
	OEHL	ULIKA-UM430-KIA-V166-GAS-G662-HIL
	OEYN	ULIKA-UM430-KIA-UN638-PMA-V22-YEN
	OETB	ULIKA-UM430-KIA-M321-HLF-W334-TBK
	OESK	ULIKA-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-UM430-ULIKA
OETB		TBK-W334-HLF-UL604-DELMU-UL681-ULIKA
OEJN		JDW-T532-KIA-UM430-ULIKA
OEMA		PMA-UM872-KIA-UM430-ULIKA
OETF		TIF-V43-DFN-Q12-KODIS-T532-KIA-UM430-ULIKA
OEGS		GAS-G662-KIA-UM430-ULIKA
OEHL		HIL-G662-GAS-UL604-DELMU-UL681-ULIKA
OEYN		YEN-V22-PMA-UM872-KIA-UM430-ULIKA
OESK		AJF-G669-VELAL-UN318-EGNOV-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
OEDF	OERK	KFA-UN687-KIA
OETB		
	OEGS	TBK-V13-NABEK-UN697-HIL-G662-GAS
	OEHL	TBK-V13-NABEK-UN697-HIL
	OEDF	TBK-W334-HLF-UL604-KFA
	OERK	KIA-N687-KFA
OEJN		JDW-T532-KIA-N687-KFA
OEMA		PMA-UM872-KIA-N687-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
OEAB		ABH-H75-IRBAB-Q313-TEVOG-H76-KIA-UN687-KFA
OETF		TIF-V43-DFN-Q12-KODIS-T532-KIA-N687-KFA
OEYN		YEN-V22-PMA-UM872-KIA-N687-KFA
OEGN		GIZ-V40-ABH-H75-IRBAB-Q313-TEVOG-H76-KIA-UN687-KFA

FLIGHTS ENTERING JEDDAH FIR AND TRANSITING TO OR VIA ADJACENT FIRS

ATS-routes available every Sunday to Thursday from 1100 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	EXIT POINT	ROUTE
RASLI	SOROR	RASLI-UP559-RASMO-UT514-LOXOM-N/UN318-EMARO-B417-HFR-A788-SOROR
	DAROR	RASLI-UP559-RASMO-UT514-LOXOM-UN318-EGNOV-UL308-JBL-UP559-DAROR
		RASLI-UP559-RASMO-UT514-LOXOM-UN318-EGNOV-UL308-DAROR
GENEX	SOROR	GENEX-UN318-EMARO-B417-HFR-A788-SOROR
	DAROR	GENEX-UN318-EGNOV-UL308-DAROR
		GENEX-UN318-EGNOV-UL308-JBL-UP559-DAROR
KIPAS	SOROR	KIPAS-R652-GRY-UN318-EMARO-B417-HFR-A788-SOROR
	DAROR	KIPAS-R652-GRY-UN318-EGNOV-UL308-DAROR
		KIPAS-R652-GRY-UN318-EGNOV-UL308-JBL-UP559-DAROR

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

ATS-routes available every Sunday to Thursday from 1100 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	EXIT POINT	ROUTE
DEESA	SOROR	DEESA-UY415-TAMRO-UN318-EMARO-B417-HFR-A788-SOROR
	DAROR	DEESA-UY415-TAMRO-UN318-EGNOV-UL308-DAROR
		DEESA-UY415-TAMRO-UN318-EGNOV-UL308-JBL-UP559-DAROR
SILKA	SOROR	SILKA-UM872-WEJ-UL604-HLF-A788-LOXOM-UN318-EMARO-B417-HFR-A788-SOROR
IMRAD	SOROR	IMRAD-UL604-HLF-A788-LOXOM-UN318-EMARO-B417-HFR-A788-SOROR

FLIGHTS DEPARTING JEDDAH FIR AND TRANSITING TO OR VIA ADJACENT FIRS

ATS-routes available every Sunday to Thursday from 1100 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	EXIT POINT	ROUTE
OEHL	SOROR	HIL-A788-LOXOM-UN318-EMARO-B417-HFR-A788-SOROR
	DAROR	HIL-A788-LOXOM-UN318-EGNOV-UL308-DAROR
		HIL-A788-LOXOM-UN318-EGNOV-UL308-JBL-UP559-DAROR
OETB	SOROR	TBK-V13-ASTUM-UL550-NIMAR-UY415-TAMRO-UN318-EMARO-B417-HFR-A788-SOROR
	DAROR	TBK-V13-ASTUM-UL550-NIMAR-UY415-TAMRO-UN318-EGNOV-UL308-DAROR
		TBK-V13-ASTUM-UL550-NIMAR-UY415-TAMRO-UN318-EGNOV-UL308-JBL-UP559-DAROR
OESK	SOROR	AJF-G669-PAXAN-UT503-TAMRO-UN318-EMARO-B417-HFR-A788-SOROR

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

ATS-routes available every Sunday to Thursday from 1100 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	EXIT POINT	ROUTE
	DAROR	AJF-G669-PAXAN-UT503-TAMRO-UN318-EG-NOV-UL308-DAROR
		AJF-G669-PAXAN-UT503-TAMRO-UN318-EG-NOV-UL308-JBL-UP559-DAROR

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-EGNOV-UL308-JBL-UP559-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-KUSAR.

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.

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

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

ENTRY POINT	ROUTE	EXIT POINT	REMARKS
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
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

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

ENTRY POINT	ROUTE	EXIT POINT	REMARKS
	N571-IVOXI-P699	ORMID	Note 4
	N571-RUKOR-P574	KUMUN	
	N571-IVOXI-P699-EGTAG-N566-RORON-M430	TOSNA	
MUSAP	R401-GIVKO-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-GIVKO-R401	GABKO	
	P574	KUMUN	
OBNET	M677-LOVEM-M318	GABKO	
	M677-LOVEM-L562-SERSA-P307	TONVO	Note 6
	M677	LALDO	Note 5
	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	

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

ENTRY POINT	ROUTE	EXIT POINT	REMARKS
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 MIDSJ, SOLEM and IVONI 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 above 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.

**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	

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

DEPARTURE AIRPORT	DESTINATION	ROUTE/EXIT POINT	REMARKS
	OYSC, OEJD (ALT RTE)	DCT-ELUDA-G783-TANSU	Notes 1, 2
		DCT-ELUDA-G783-RIGIL-UM628-PEKEM	Notes 1, 3
	OYSC (ALT RTE), OEJD (ALT RTE)	ROVOS-DCT-ADV-DCT-VUXOD-L519-ATUDO-M318-KITAP	Notes 4, 5
		ROVOS-DCT-ADV-DCT-VUXOD-L519-ATUDO-M318-GOLGU-UM550-RIBOT	Notes 4, 6
	Doha TMA and OEJD and beyond overflying KIA	ROVOS-DCT-ADV-DCT-MEKRI-P899-MEKMA	
	OBBS via MIDSJ, SOLEM and IVONI 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	
	OIKB and destinations beyond	ROVOS-G462-ULODA-DCT-TU-LON-M318-GABKO	
OMAA and OMAD	OIKB and beyond	TULON-M318-GABKO	
	OOMM and beyond, except OOMS, OOMN, OOSH landing traffic	KANIP-N318-LABRI	
	OOMS, OOMN, OOSH landing traffic	ORNEL-N685-RETAS	
	OYSC, OEJD (ALT RTE)	ORNEL-M560-ELUDA-G783-TANSU	Notes 1, 2
	OYSC (ALT RTE), OEJD (ALT RTE)	ORNEL-M560-ELUDA-G783-RIGIL-UM628-PEKEM	Notes 1, 3
		ATUDO-M318-KITAP	Notes 4, 5

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

DEPARTURE AIRPORT	DESTINATION	ROUTE/EXIT POINT	REMARKS
		ATUDO-M318-GOLGU-UM550-RIBOT	Notes 4, 6
	Doha TMA	MEKRI-P899-MEKMA	
	OBBI via MIDSI, SOLEM and IVONI to OIIX, OKAC and ORBB	DAXIB-P553-UKUVO-G462-TU-MAK	
	OEJD via COPPI and BPN and destinations OERK and OEJN	BOSEV-N563-ALPOB	
	OBBI, OBBS, OBKH, OEDF and OEDR	BOSEV-N563-IMGUX-P699-OR-MID	
	OIBK	DAXIB-P553-UKUVO-DCT-KI-VUS-DCT-LUDAM-DCT-ORSAR	
	OISS, OIII and destinations beyond	TULON-M318-TOVIV-P574-KU-MUN	
OMDB, OMDW and OMSJ	OIKB and beyond	DAVMO-M318-GABKO	
	OOMS and SE	ANVIX-L223-TARDI	
	OYSC, OEJD (ALT RTE)	ANVIX-R401-GIDIS-G783-TANSU	Notes 2, 7
		ANVIX-R401-GIDIS-G783-RIGIL-UM628-PEKEM	Notes 3, 7
	OYSC (ALT RTE), OEJD (ALT RTE)	KUTLI-L519-ATUDO-M318-KITAP	Notes 4, 5
		KUTLI-L519-ATUDO-M318-GOLGU-UM550-RIBOT	Notes 4, 6
	OBBI via MIDSI, SOLEM and IVONI 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	
	Doha TMA (ALT RTE)	MIROT-N566-RORON-M430-TOSNA	

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

DEPARTURE AIRPORT	DESTINATION	ROUTE/EXIT POINT	REMARKS
	OISS, OIII and beyond	KUMUN	
	OIBK	RIDAP-M557-TOTKU-DCT-KI-VUS-DCT-LUDAM-DCT-ORSAR	
OMDB and OMSJ	OPKR and beyond	IVURO-M677-LALDO	
	OPKR and beyond (ALT RTE)	IVURO-M428-GOMTA	
OMDW	OPKR and beyond	NOLSU-N300-LALDO	
	OPKR and beyond (ALT RTE)	NOLSU-M572-GOMTA	
OMFJ	OIIX and beyond	GABKO	
	OOMM and destinations beyond	DCT-TONVO	
	OYSC, OEJD (ALT RTE)	ALN-G783-RIGIL-UM628-PEKEM	Notes 3, 7
		ALN-G783-TANSU	Notes 2, 7
	OYSC (ALT RTE), OEJD (ALT RTE)	SERSA-L519-ATUDO-M318-KI-TAP	Notes 4, 5
		SERSA-L519-ATUDO-M318-GOLGU-UM550-RIBOT	Notes 4, 6
	OBBS via MIDSI, SOLEM and IVONI to OIIX, OKAC & ORBB	SERSA-L519-IVOXI-M557-TU-MAK	
	OEJD via COPPI and BPN and destinations OERK & OEJN	SERSA-L519-IVOXI-N571-ALPOB	
	OBBI, OBBS, OBKH, OEDF and OEDR	SERSA-L519-IVOXI-P699-ORMID	
	Doha TMA	SERSA-L519-IVOXI-P699-ROR-ON-M430-TOSNA	
OMRK	OIIX and beyond	ASNEK-R401-GABKO	
	OPKR and beyond	PUVAL-DCT-NADNI-DCT-IVURO-M677-LALDO	
	OPKR and beyond (ALT RTE)	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	

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

OYSC, OEJD (ALT RTE)	PUVAL-DCT-RUKOR-DCT-AN-VIX-R401-GIDIS-G783-TANSU	Notes 2, 7
	PUVAL-DCT-RUKOR-DCT-AN-VIX-R401-GIDIS-G783-RIGIL-UM628-PEKEM	Notes 3, 7
OYSC (ALT RTE), OEJD (ALT RTE)	PUVAL-L519-ATUDO-M318-KI-TAP	Notes 4, 5
	PUVAL-L519-ATUDO-M318-GOL-GU-UM550-RIBOT	Notes 4, 6
OBBS via MIDSJ, 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-N571-TUDIS-P699-RORON-M430-TOSNA	

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 KITAP/RIBOT shall FPL via G783 or N318.

NOTE 5: Available routing after KITAP 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

STANDARD ROUTINGS FOR UNITED ARAB EMIRATES ARRIVING UAE AIRPORTS

ARRIVAL AIRPORT	FROM	ENTRY POINT / ROUTE	RE-MARKS
OMAL	OIKB and beyond	PATAT-L519-IVOXI-P311-TONKI-DCT-KANIP	

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

ARRIVAL AIRPORT	FROM	ENTRY POINT / ROUTE	RE-MARKS
	OISS, OIII and beyond	ORSAR-R784-TATLA-L223-VUTEB-M569-OBREV-P311-TONKI-DCT-KANIP	
	OERY (ALT RTE)	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 (ALT RTE)	TANSU-G783-ALN	
	OYSC (ALT RTE), OEJD (ALT RTE)	KITAP-M318-ATUDO-DCT-ADV-DCT-KANIP	
		RIBOT-UM550-GOLGU-M318-ATU-DO-DCT-ADV-DCT-KANIP	
		PEKEM-UM628-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 (ALT RTE)	TANSU-G783-ALN-P899-ROVOS	
	OYSC (ALT RTE), OEJD (ALT RTE)	KITAP-M318-ATUDO	
		RIBOT-UM550-GOLGU-M318-ATU-DO	
OMAA	Doha TMA	NAMLA-N300-KAXOB-Q415-UKILI	
		BUNDU-B415-UKILI	
	OBBI and N and W of OBBB	TOSNA-N685-UMEVU-Q415-UKILI	
		OVONA-N318-KAPUM-M552-AL-NEV-Q415-UKILI	

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

ARRIVAL AIRPORT	FROM	ENTRY POINT / ROUTE	RE-MARKS
	OISS, OIII and beyond	ORSAR-R784-TATLA-L223-VUTEB-M569-OBREV-P311-EMERU	
		ORSAR-G666-ELOVU	Note 2
	OERY (ALT RTE)	BUNDU-B415-UKILI	
	OIBK	ORSAR-DCT-UKILI	Note 1
OMAD	Doha TMA	NAMLA-N300-GIDOB	
		BUNDU-B415-EGPOG-Q666-GI-DOB	
	OBBI and N and W of OBBS	TOSNA-N685-GIDOB	
		OVONA-N318-KAPUM-N685-GI-DOB	
	OISS, OIII and beyond	ORSAR-R784-TATLA-L223-VUTEB-M569-OBREV-P311-EMERU	
	OERY (ALT RTE)	BUNDU-B415-EGPOG-Q666-GI-DOB	
	OIBK	ORSAR-DCT-GIDOB	Note 1
OMDB	OIKB and beyond	PATAT-L519-PUVAL	
	OOMS and NE of OOMM	PASOV-B540-MIVEK-P574-IMPED	
	OOMS and SE of OOMM	TAPRA-M762-MIVEK-P574-IMPED	
	OOSA and S of OOMM	MUSAP-R401-PEDOG-P308-KI-POK-L568-IMPED	
	OYSC, OEJD (ALT RTE)	TANSU-G783-ASPED-P308-KIPOK-L568-IMPED	
	OYSC (ALT RTE), OEJD (ALT RTE)	PEKEM-UM628-RIGIL-G783-AS-PED-P308-KIPOK-L568-IMPED	
		KITAP-M318-RURAL-P317-LORID	
		RIBOT-UM550-GOLGU-M318-RURAL-P317-LORID	
	OIBK, OISS, OIII and beyond	ORSAR-R784-TATLA-L223-VUTEB	
	OBBI and N and W of OBBS	OBNET-M677-VUTEB	
		NALPO-P559-VUTEB	

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

ARRIVAL AIRPORT	FROM	ENTRY POINT / ROUTE	RE-MARKS
OMDW	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-UMA-MI	
	OOSA and S of OOMM	MUSAP-R401-GIDIS	
	OYSC, OEJD (ALT RTE)	TANSU-G783-ASPED-P308-PE-DOG-R401-GIDIS	
	OYSC (ALT RTE), OEJD (ALT RTE)	PEKEM-UM628-RIGIL-G783-AS-PED-P308-PEDOG-R401-GIDIS	
		KITAP-M318-RURAL-P317-LORID	
		RIBOT-UM550-GOLGU-M318-RURAL-P317-LORID	
	OIBK, OISS, OIII and beyond	ORSAR-R784-GONVI	
		ORSAR-G666-ELOVU	Note 2
	OBBI and N and W of OBBB	OBNET-M677-ITBUL-M322-DATOB	
		NALPO-P559-AMBOV-M322-DATOB	
	Doha TMA	ASTOG-L305-KIVUS-P559-AM-BOV-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 (ALT RTE)	TANSU-G783-ASPED-P308-RUDAT	
	OYSC (ALT RTE), OEJD (ALT RTE)	PEKEM-UM628-RIGIL-G783-AS-PED-P308-RUDAT	
	OIBK, OISS, OIII and beyond	ORSAR-R784-KUSEN	

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

ARRIVAL AIRPORT	FROM	ENTRY POINT / ROUTE	RE-MARKS
	OBBI and N and W of OBBS	OBNET-M677-ITBUL-L305-EMOTA-R784-KUSEN	
		NALPO-P559-KIVUS-L305-EMOTA-R784-KUSEN	
	Doha TMA	ASTOG-L305-EMOTA-R784-KUSEN	
OMRK	OIKB and beyond	PATAT-L519-EGPEP	
	OOMS, NE and SE of OOMM	MENSA-N317-NADNI	
	OOSA and S of OOMM	MUSAP-R401-PEDOG-P308-ORK-OB-T891-NOLSU-N317-NADNI	
	OYSC, OEJD (ALT RTE)	TANSU-G783-ASPED-P308-ORK-OB-T891-NOLSU-N317-NADNI	
	OYSC (ALT RTE), OEJD (ALT RTE)	PEKEM-UM628-RIGIL-G783-ASPED-P308-ORKOB-T891-NOLSU-N317-NADNI	
		KITAP-M318-RURAL-P317-LORID-DCT-TOVIV-DCT-ALSIL	
		RIBOT-UM550-GOLGU-M318-RURAL-P317-LORID-DCT-TOVIV-DCT-ALSIL	
	OIBK, OISS, OIII and beyond	ORSAR-R784-ALSIL	
	OBBI and N and W of OBBS	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	
	OOSA and S of OOMM	MUSAP-R401-PEDOG-P308-ORK-OB-T891-NOLSU	

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

ARRIVAL AIRPORT	FROM	ENTRY POINT / ROUTE	RE-MARKS
	OYSC, OEJD (ALT RTE)	TANSU-G783-ASPED-P308-ORK-OB-T891-NOLSU	
	OYSC (ALT RTE), OEJD (ALT RTE)	PEKEM-UM628-RIGIL-G783-ASPED-P308-ORKOB-T891-NOLSU	
		KITAP-M318-RURAL-P317-LORID	
		RIBOT-UM550-GOLGU-M318-RURAL-P317-LORID	
	OIBK, OISS, OIII and beyond	ORSAR-R784-GONVI	
	OBBI and N and W of OBBI	OBNET-M677-ITBUL-L305-EMOTAR784-GONVI	
		NALPO-P559-KIVUS-L305-EMOTAR784-GONVI	
	Doha TMA	ASTOG-L305-EMOTAR784-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.

SPECIAL REQUIREMENTS

Traffic routing between UAE airports as follows:

a. Traffic routing between OMAA and OMAL airports shall:

1. From OMAA to OMAL airport flight plan DCT KANIP at 9000ft or below.

NOTE: Prior KANIP traffic can expect routing via ROVOS.

2. From OMAL to OMAA airport flight plan DCT ROVOS at 8000ft or below.

NOTE: Prior ROVOS traffic can expect STAR for OMAA.

b. Traffic routing between OMAA or OMAD and OMDB or OMDW or OMSJ airports in either direction shall flight plan DCT LORID at 10000ft or below.

c. Traffic routing between OMDB or OMDW and OMSJ airports in either direction shall flight plan DCT at 7000ft or below.

d. Traffic routing between OMDB and OMDW airports in either direction shall flight plan DCT at 7000ft or below.

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

- e. Traffic departing airports within Emirates FIR with destinations within Bahrain FIR shall flight plan at FL260 or below.
- f. Traffic departing airports within Bahrain FIR with destinations within Emirates FIR shall flight plan at FL250 or below.
- g. Traffic departing from OBBI, OBBS, OEDF, OEDR and airports within Doha TMA with destination OOMS shall flight plan maximum FL330.

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	
Sanaa FIR	OMDW/OMDM	MUSAP	expect FL150 at MUSAP
	OMDB/OMSJ/OMRK	MUSAP	below FL270 at MUSAP
All traffic	OMDW/OMDM	TAPRA	expect FL180 at TAPRA
	OMDW/OMDM	PASOV	expect FL190 at PASOV
	OMDB	TAPRA	expect FL240 at TAPRA
	OMDB	PASVO	expect FL230 at PASOV

ENTRY POINT / DEPARTURE	ROUTE	EXIT POINT / ARRIVAL	REMARKS
DENDA	DENDA-R462-VUSET-M877-KUSRA-G652-TUL-BU-M628-LUDID	LUDID/OEJN, OEMA	
	DENDA-R462-VUSET-A454-PASOV-M564-VAXAS	OMDW, OMDM	

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

ENTRY POINT / DEPARTURE	ROUTE	EXIT POINT / ARRIVAL	REMARKS
	DENDA-R462-VUSET-N571-MENSA	OMSJ, OMRK	expect FL160 at MENSA
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-ALPOR	ALPOR	
	GOMTA-M428-TARBO-N430-ITLOB-B505-APELO	APELO	
	GOMTA-M428-TARBO-N430-ITLOB-B505-EGTAL-R462-DENDA	DENDA	
KITAL	KITAL-P570-EMURU-N563-SODEX	SODEX/OMAA, OMAD and OMAE overfly	Note 3
	KITAL-P570-MIXAM-P574-SOLUD	SOLUD overflying OMAE	Note 4
	KITAL-P570-MIXAM-P899-ITRAX	ITRAX/OMAL	
	KITAL-P570-ITURA-M762-TAPRA-VAXAS	VAXAS	Note 1
	KITAL-P570-MIXAM-P513-GERAR-B540-PASOV-B540-KUPMA	OMSJ, OMRK	expect FL180 at PASOV
LABRI	LABRI-N318-TOLDA-L555-TOTOX	TOTOX	Note 5
	LABRI-N318-TOLDA-P570-KITAL	KITAL	
LALDO / UAE North Departures	LALDO-B505-NADSO-A777-VAXIM-L301-RASKI	RASKI/VABB, VOHS	
	LALDO-B505-NADSO-A777-VAXIM-P307-PARAR	PARAR/VABB, VAPO, VOMM	
	LALDO-B505-NADSO-B524-ASLOM-ALPOR	ALPOR	

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

ENTRY POINT / DEPARTURE	ROUTE	EXIT POINT / ARRIVAL	REMARKS
	LALDO-B505-NADSO-EG-TAL-APELO	APELO	
	LALDO-B505-NADSO-EG-TAL-R462-DENDA	DENDA	
LOTAV	LOTAV-M300-EMURU-N563-SODEX	SODEX/OMAA, OMAD and OMAE overfly	Note 3
	LOTAV-M300-EMURU-P570-MIXAM-P574-SOLUD	SOLUD overflying OMAE	Note 4
	LOTAV-M300-EMURU-P570-MIXAM-P899-ITRAX	ITRAX/OMAL	
	LOTAV-M300-EMURU-P570-MIXAM-P513-GERAR-B540-PASOV-B540-KUPMA	OMSJ, OMRK	expect FL180 at PASOV
PARAR	PARAR-M628-TULBU-N563-SODEX	SODEX/OMAA, OMAD	
	PARAR-M628-LOSIM-P574-MIXAM-P899-ITRAX	ITRAX/OMAL	
	PARAR-N571-MENSA	MENSA overflying OMAE	Note 2
	PARAR-N571-VUSET-A454-PASOV-B540-KUPMA	KUPMA	Note 1
	PARAR-N571-VUSET-A454-PASOV-M564-VAXAS	OMDW, OMDM	
	PARAR-N571-VUSET-N571-MENSA	OMSJ, OMRK	expect FL160 at MENSA
RASKI	RASKI-L301-RAGMA-N571-MENSA	MENSA overflying OMAE	Note 2
	RASKI-N881-KIPOL-L444-TOLDA-M628-TULBU-N563-SODEX	SODEX/OMAA, OMAD	

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

ENTRY POINT / DEPARTURE	ROUTE	EXIT POINT / ARRIVAL	REMARKS
	RASKI-N881-KIPOL-L444-KAXEM-P574-MIXAM-P899-ITRAX	ITRAX/OMAL	
	RASKI-L301-RAGMA-N571-VUSET-A454-PASOV-M564-VAXAS	OMDW, OMDM	
	RASKI-L301-RAGMA-N571-VUSET-N571-MENSA	OMSJ, OMRK	expect FL160 at MENSA
REXOD	REXOD-N563-SODEX	SODEX/OMAA, OMAD and OMAE overfly	Note 3
	REXOD-N563-EMURU-P570-MIXAM-P574-SOLUD	SOLUD overflying OMAE	Note 4
	REXOD-M762-ITURA-P570-MIXAM-P899-ITRAX	ITRAX/OMAL	
	REXOD-M762-ITURA-P570-MIXAM-P513-GERAR-B540-PASOV-B540-KUPMA	OMSJ, OMRK	expect FL180 at PASOV
TAPDO	TAPDO-G652-TULBU-M628-LUDID	LUDID/OEJN, OEMA	
	TAPDO-A454-VUSET-A454-PASOV-M564-VAXAS	OMDW, OMDM	
	TAPDO-A454-VUSET-N571-MENSA	OMSJ, OMRK	expect FL160 at MENSA
TARDI	TARDI-L223-LAKLU-N318-TOLDA-P570-KITAL	KITAL	
	TARDI-N629-GIDAN-P570-KITAL	KITAL	
	TARDI-N629-GIDAN-P570-EMURU-M300-LOTAV	LOTAV	

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

ENTRY POINT / DEPARTURE	ROUTE	EXIT POINT / ARRIVAL	REMARKS
	TARDI-L223-LAKLU-N318-TOLDA-P570-EMURU-M300-LOTAV	LOTAV	
	TARDI-L223-LAKLU-N318-TOLDA-L555-TOTOX	TOTOX	
	TARDI-N629-TOTOX	TOTOX	
TOKRA	TOKRA-G652-SODEB-G216-ALPOR	ALPOR	
	TOKRA-G652-KUSRA-M877-VUSET-R462-DEN-DA	DENDA	
	TOKRA-G652-TULBU-N881-AMBOS-Q620-PAR-AR	PARAR	
	TOKRA-G652-TULBU-N881-RASKI	RASKI	
	TOKRA-G652-TULBU-M628-TOLDA-L555-TOTOX	TOTOX	
	TOKRA-N569-UMILA-L883-REXOD	REXOD	
	TOKRA-N569-LOTAV	LOTAV	
	TOKRA-N569-GOLNI-P570-KITAL	KITAL	
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 (at or below FL250)	TONVO-P307-ALSAS-R462-DENDA	DENDA	

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

ENTRY POINT / DEPARTURE	ROUTE	EXIT POINT / ARRIVAL	REMARKS
	TONVO-P307-ALSAS-R462-EGTAL-B505-APE-LO	APELO	
	TONVO-P307-DERTO-G216-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	
	TONVO-P307-SETSI-N881-RASKI	RASKI	
TONVO/OMFJ	TONVO-A777-BUBAS-P513-MIXAM-P570	TOTOX, REXOD, LOTAV, KITAL	<p>NOTE 1: For traffic landing in northern UAE.</p> <p>NOTE 2: Except for traffic intending to exit via LUDID.</p> <p>NOTE 3: Unless traffic is planning to route through the OIIX.</p> <p>NOTE 4: Planning to route through the OIIX.</p>
TOTOX	TOTOX-P574-PAROK-L695-ITURA-M762-TAP-RA-VAXAS	VAXAS/northern UAE airports	
	TOTOX-L555-TOLDA-M628-TULBU-N563-SODEX	SODEX/OMAA, OMAD and OMAE overfly	
	TOTOX-L555-TOLDA-P570-MIXAM-P574-SOLUD	SOLUD overflying OMAE	
	TOTOX-P574-SOLUD	SOLUD overflying OMAE	
	TOTOX-P574-MIXAM-P899-ITRAX	ITRAX/OMAL	
	TOTOX-P574-PAROK-L695-ITURA-P570-MIXAM-P513-GERAR-B540-PASOV-B540-KUPMA	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 the OIIX.

NOTE 4: Planning to route through the OIIX.

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

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 AIR-PORT	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	L764-ITRAX	Note 2, 3, 4
	Northern UAE airports	T508-DAPOK-T507/T509	
	OMSJ/OMRK	MCT-T508-DAPOK-T509-PASOV-B540-KUPMA	expect FL180 at PASOV
	OMDB	MCT-T508-DAPOK-P574-SOLUD-P574-GISMO	expect FL200 at SOLUD
	OMDW/OMDM	MCT-T508-DAPOK-T507-TAPRA-M762-VAXAS	expect FL180 at TAPRA
OOSA	Northbound	OOSA-DAXAM-DEDSO-P316-MCT (VOR/DME)	Note 1
	Northern UAE airports	OOSA-DAXAM-P316-DEDSO-R401-MUSAP	
	Southern UAE airports	OOSA-DAXAM-P316-DEDSO-R401-KURTA-N563-SO-DEX	
		OOSA-DAXAM-P316-DEDSO-R401-HAI (VOR/DME)-B400-then planed route	
	OMDB/OMRK/OMSJ	HAI-R401-MUSAP	expect below FL270 at MUSAP
	OMDW/OMDM	HAI-R401-MUSAP	expect FL150 at MUSAP

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

DEPARTURE AIR-PORT	DESTINATION	ROUTE / EXIT POINT	REMARKS
OOTH	OMDB/OMRK/OMSJ	HAI-R401-MUSAP	expect below FL270 at MUSAP
	OMDW/OMDM	HAI-R401-MUSAP	expect FL150 at MUSAP

NOTE 1: Only for traffic intending to land OOMS.

NOTE 2: T507-ATC may re-route traffic to PASOV (B540) to facilitate the efficient flow or traffic into northern UAE airports.

NOTE 3: T509-ATC may re-route traffic to TAPRA (M762) to facilitate the efficient flow or traffic into northern UAE airports.

NOTE 4: Flights overflying OIIX exit via SOLUD.

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 3
	VABF via L444/N881	RASKI-N881-KIPOL-L444-VUSIN-N767-ELIGO-L631-MCT (VOR/DME)	
	UB424	UB424-GISKA-P316-MCT (VOR/DME)	

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.

NOTE 3: L223 shall not be used for OOMS arrivals.

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.

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

Traffic landing within the OBBS 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 OBBS.

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.

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	
	160	460	ALSER UG663 KOBOK DCT RI-GAG DCT NARMI			
	MC	120	ALSER G663 KOBOK	OBBI	Note 16	
	160	460	ALSER UG663 KOBOK			
	MC	120	ALSER G663 KOBOK DCT OBSAS DCT RIGAG DCT JALYD	OBBS		
	160	460	ALSER UG663 KOBOK DCT OB-SAS DCT RIGAG DCT JALYD			
	MC	120	ALSER G663 KOBOK DCT OBSAS DCT RIGAG DCT JALYD	OBHK		
	160	460	ALSER UG663 KOBOK DCT OB-SAS DCT RIGAG DCT JALYD			
	MC	120	ALSER G663 ULADA	ULADA	Note 30	
	160	460	ALSER UG663 ULADA			
	AMBIK	MC	120	AMBIK B416 KUIVER	KUIVER	Note 33
		160	460	AMBIK UB416 KUIVER		
BUNDU	MC	130	BUNDU B415 DOH M430 ULIKA	ULIKA	Note 9	
	MC	250	BUNDU UB415 DOH UM430 ULIKA			
DAROR	MC	130	DAROR P559 NALPO	NALPO	Note 36	
	160	460	DAROR UP559 NALPO			
		MC	130	DAROR T319 OBTAR	OBTAR	Note 37

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

ENTRY POINT/ DEPARTURE	MIN LEV- EL	MAX LEV- EL	ROUTE	EXIT POINT/ ARRIVAL	RE- MARKS
	250	450	DAROR UT319 OBTAR	RAGAS	
	MC	130	DAROR T308 RAGAS		
	250	460	DAROR UT308 RAGAS		
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		
KUEVER	290	450	KUEVER UT677 OBNET	OBNET	Note 51
			KUEVER UT438 KOBOK DCT RASDI UN318 VELAM	OTBD/OTBH/ OTHH	Note 53
			KUEVER UT975 GETAL DCT RASDI UN318 OVONA	OVONA	Note 50
LADNA	MC	450	LADNA	OBBI	Note 44
	MC	450	LADNA DCT OBSAS DCT RIGAG DCT JALYD	OBBS	Note 1
	MC	450	LADNA DCT OBSAS DCT RIGAG DCT JALYD	OBKH	
	MC	130	LADNA N318 VELAM Z225 BAYAN	OTBD	
	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		
	MC	130	LADNA N318 VELAM Z225 BAYAN	OTHH	
	150	450	LADNA UN318 VELAM UZ225 BAY- AN		

**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 OVONA	OVONA	Note 23
	MC	290	LADNA UN318 OVONA		
LONOS	MC	130	LONOS L438 KOBOK P559 NALPO	NALPO	Note 35
	150	450	LONOS UL438 KOBOK UP559 NALPO		
	MC	130	LONOS L438 KOBOK DCT BAH P699 NARMI	NARMI	Note 40
	150	450	LONOS UL438 KOBOK DCT RI-GAG DCT NARMI		
	MC	130	LONOS L438 KOBOK	OBBI	Note 10
	150	450	LONOS UL438 KOBOK		
	MC	130	LONOS L438 KOBOK DCT OBSAS DCT RIGAG DCT JALYD	OBBS	
	150	450	LONOS UL438 KOBOK DCT OB-SAS DCT RIGAG DCT JALYD		
	MC	130	LONOS L438 KOBOK DCT OBSAS DCT RIGAG DCT JALYD	OBKH	
	150	450	LONOS UL438 KOBOK DCT OB-SAS DCT RIGAG DCT JALYD		
			LONOS UL438 KOBOK DCT RASDI UN318 VELAM	OTBD/OTBH/OTHH	Note 11
			LONOS UP975 GETAL DCT RASDI UN318 OVONA	OVONA	Note 32, 39
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	

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

ENTRY POINT/ DEPARTURE	MIN LEV- EL	MAX LEV- EL	ROUTE	EXIT POINT/ ARRIVAL	RE- MARKS
	160	240	MEKMA UP899 KUPSA UQ215 AFNAN	ULIKA	Note 52
	MC	120	MEKMA P899 KUPSA B415 DOH M430 ULIKA		
	160	245	MEKMA UP899 KUPSA UB415 DOH UM430 ULIKA		
METLA	MC	120	METLA B419 RAMSI M444 DAVUS	DAVUS	Note 7
	MC	460	METLA UB419 RAMSI UM444 DA- VUS		
	MC	120	METLA B419 RAMSI A453 KUMBO	KUMBO	Note 8
	MC	280	METLA UB419 RAMSI UA453 KUM- BO		
	MC	120	METLA B419 RAMSI T444 ROTOX	ROTOX	Note 47
	MC	460	METLA UB419 RAMSI UT444 RO- TOX		
MIDSI	MC	120	MIDSI A453 BAH P699 NARMI	NARMI	Note 13
	160	460	MIDSI UA453 BAH UP699 NARMI		
	MC	120	MIDSI A453 SOGAT	OBBI	Note 15
	160	460	MIDSI UA453 SOGAT		
	MC	120	MIDSI A453 SOGAT DCT OBSAS DCT RIGAG DCT JALYD	OBBS	
	160	460	MIDSI UA453 SOGAT DCT OBSAS DCT RIGAG DCT JALYD		
	MC	120	MIDSI A453 SOGAT DCT OBSAS DCT RIGAG DCT JALYD	OBKH	
	160	460	MIDSI UA453 SOGAT DCT OBSAS DCT RIGAG DCT JALYD		
	MC	120	MIDSI R659 VELAM Z225 BAYAN	OTBD	Note 14
	160	460	MIDSI UR659 VELAM UZ225 BAY- AN		
	MC	120	MIDSI 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
	160	460	MIDSI UR659 DOH DCT	OTHH	
	MC	120	MIDSI R659 VELAM Z225 BAYAN		
	160	460	MIDSI UR659 VELAM UZ225 BAY- AN		
	MC	120	MIDSI A453 SOLOB L768 ULADA	ULADA	Note 45
	160	460	MIDSI UA453 SOLOB UL768 ULA- DA		
NARMI	310	450	NARMI UL604 TOSNA	TOSNA	Note 34
	310	450	NARMI UN685 TOSNA		
OBBI	MC	120	BAH M444 DAVUS	DAVUS	
	MC	460	BAH UM444 DAVUS		Note 43
	MC	120	BAH A453 KUMBO	KUMBO	
	MC	260	BAH UA453 KUMBO		Note 41
	MC	130	BAH N697 SODAK P559 NALPO	NALPO	Note 5
	MC	450	BAH UN697 SODAK UP559 NALPO		
	MC	120	BAH B457 NARMI	NARMI	
	MC	460	BAH UB457 NARMI		
	MC	130	BAH DCT JALYD	OBBS	
	MC	130	BAH DCT JALYD	OBKH	
	MC	130	BAH L319 OBTAR	OBTAR	Note 54
	MC	450	BAH UL319 OBTAR		
	MC	130	BAH N697 GOLKO N318 VELAM Z225 BAYAN	OTBD	
	MC	130	BAH N697 GOLKO N318 VELAM R659 DOH DCT	OTBH	
	MC	130	BAH N697 GOLKO N318 VELAM Z225 BAYAN	OTHH	
	MC	130	BAH N697 GOLKO N318 OVONA	OVONA	Note 6
	MC	450	BAH UN697 GOLKO UN318 OVO- NA		

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

ENTRY POINT/ DEPARTURE	MIN LEV- EL	MAX LEV- EL	ROUTE	EXIT POINT/ ARRIVAL	RE- MARKS
	MC	130	BAH N697 TORBO T872 RAGAS	RAGAS	Note 48
	MC	450	BAH UN697 TORBO UT872 RAGAS		
	MC	120	BAH T444 ROTOX	ROTOX	Note 47
	MC	460	BAH UT444 ROTOX		
OBBS	MC	120	JALYD DCT BAH M444 DAVUS	DAVUS	Note 43
	MC	460	JALYD DCT BAH UM444 DAVUS		
	MC	120	JALYD DCT BAH A453 KUMBO	KUMBO	Note 41
	MC	260	JALYD DCT BAH UA453 KUMBO		
	MC	130	JALYD DCT BAH N697 SODAK P559 NALPO	NALPO	Note 5
	MC	450	JALYD DCT BAH UN697 SODAK UP559 NALPO		
	MC	120	JALYD DCT BAH B457 NARMI	NARMI	
	MC	460	JALYD DCT BAH UB457 NARMI		
	MC	120	JALYD DCT	OBBI	
	MC	120	JALYD DCT	OBKH	
	MC	130	JALYD DCT BAH L319 OBTAR	OBTAR	Note 54
	MC	450	JALYD DCT BAH UL319 OBTAR		
	MC	130	JALYD DCT BAH N697 GOLKO N318 VELAM Z225 BAYAN	OTBD	
	MC	130	JALYD DCT BAH N697 GOLKO N318 VELAM R659 DOH DCT	OTBH	
	MC	130	JALYD DCT BAH N697 GOLKO N318 VELAM Z225 BAYAN	OTHH	
	MC	130	JALYD DCT BAH N697 GOLKO N318 OVONA	OVONA	Note 6
	MC	450	JALYD DCT BAH UN697 GOLKO UN318 OVONA		
	MC	130	JALYD DCT BAH N697 TORBO T872 RAGAS	RAGAS	Note 48

**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 BAH UN697 TORBO UT872 RAGAS		
	MC	120	JALYD DCT BAH T444 ROTOX	ROTOX	Note 47
	MC	460	JALYD DCT BAH UT444 ROTOX		
OBKH	MC	120	JALYD DCT BAH M444 DAVUS	DAVUS	
	MC	460	JALYD DCT BAH UM444 DAVUS		Note 43
	MC	120	JALYD DCT BAH A453 KUMBO	KUMBO	
	MC	260	JALYD DCT BAH UA453 KUMBO		Note 41
	MC	130	JALYD DCT BAH N697 SODAK P559 NALPO	NALPO	Note 5
	MC	450	JALYD DCT BAH UN697 SODAK UP559 NALPO		
	MC	130	JALYD DCT BAH B457 NARMI	NARMI	
	MC	460	JALYD DCT BAH UB457 NARMI		
	MC	130	JALYD DCT	OBBI	
	MC	130	JALYD DCT	OBBS	
	MC	130	JALYD DCT BAH L319 OBTAR	OBTAR	Note 54
	MC	450	JALYD DCT BAH UL319 OBTAR		
	MC	130	JALYD DCT BAH N697 GOLKO N318 VELAM Z225 BAYAN	OTBD	
	MC	130	JALYD DCT BAH N697 GOLKO N318 VELAM R659 DOH DCT	OTBH	
	MC	130	JALYD DCT BAH N697 GOLKO N318 VELAM Z225 BAYAN	OTHH	
	MC	130	JALYD DCT BAH N697 GOLKO N318 OVONA	OVONA	Note 6
	MC	450	JALYD DCT BAH UN697 GOLKO UN318 OVONA		
	MC	130	JALYD DCT BAH N697 TORBO T872 RAGAS	RAGAS	Note 48

**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 BAH UN697 TORBO UT872 RAGAS		
	MC	120	JALYD DCT BAH T444 ROTOX	ROTOX	Note 47
	MC	460	JALYD DCT BAH UT444 ROTOX		
ORMID	MC	120	ORMID P699 NARMI	NARMI	Note 4
	160	460	ORMID UP699 NARMI		
	MC	120	ORMID P699 SOGAT	OBBI	Note 12
	160	460	ORMID UP699 SOGAT		
	MC	120	ORMID P699 SOGAT DCT OBSAS DCT RIGAG DCT JALYD	OBBS	
	160	460	ORMID UP699 SOGAT DCT OB- SAS DCT RIGAG DCT JALYD		
	MC	120	ORMID P699 SOGAT DCT OBSAS DCT RIGAG DCT JALYD	OBKH	
	160	460	ORMID UP699 SOGAT DCT OB- SAS DCT RIGAG DCT JALYD		
OTBD	MC	130	ALSEM L305 ASTOG	ASTOG	
	MC	230	ALSEM UL305 ASTOG		
	MC	130	BUNDU B415	BUNDU	
	MC	230	BUNDU UB415		
	MC	240	DATRI	DATRI	Note 3
	MC	130	DATRI		
	MC	120	PATOM M444 DAVUS	DAVUS	Note 24
	MC	460	PATOM UM444 DAVUS		
	MC	120	PATOM B457 BAH A453 KUMBO	KUMBO	Note 17
	MC	280	PATOM UB457 BAH UA453 KUM- BO		
	MC	230	NAMLA	NAMLA	
	MC	130	NAMLA		
	MC	120	PATOM B457 NARMI	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	PATOM UB457 NARMI		
	MC	120	PATOM B457 DENVO	OBBI	Note 49
	MC	120	PATOM B457 DENVO DCT JALYD	OBBS	
	MC	120	PATOM B457 DENVO DCT JALYD	OBKH	
	MC	120	ALVEN T430 RAGAS	RAGAS	Note 48
	MC	460	ALVEN UT430 RAGAS		
	MC	120	PATOM B457 DENVO UT444 RO- TOX	ROTOX	Note 47
	MC	460	PATOM UB457 DENVO UT444 RO- TOX		
	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 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		Note 49
	MC	120	DCT DOH R659 EMISA B457 DEN- VO	OBBI	
	MC	120	DCT DOH R659 EMISA B457 DEN- VO DCT JALYD	OBBS	
	MC	120	DCT DOH R659 EMISA B457 DEN- VO DCT JALYD	OBKH	
	MC	120	DCT DOH P430 ALVEN T430 RA- GAS	RAGAS	Note 48
	MC	460	DCT DOH UP430 ALVEN UT430 RAGAS		
	MC	120	DCT DOH R659 EMISA B457 DEN- VO UT444 ROTOX	ROTOX	Note 47
	MC	460	DCT DOH UR659 EMISA UB457 DENVO UT444 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 B415	BUNDU	
	MC	230	BUNDU UB415		
	MC	240	DATRI	DATRI	Note 3
	MC	120	DATRI		
	MC	120	PATOM M444 DAVUS	DAVUS	Note 24
	MC	460	PATOM UM444 DAVUS		
	MC	120	PATOM B457 BAH A453 KUMBO	KUMBO	Note 17
	MC	280	PATOM UB457 BAH UA453 KUM- BO		
	MC	230	NAMLA	NAMLA	
	MC	130	NAMLA		

**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 NARMI	NARMI	Note 18
	MC	280	PATOM UB457 NARMI		
	MC	120	PATOM B457 DENVO	OBBI	Note 49
	MC	120	PATOM B457 DENVO DCT JALYD	OBBS	
	MC	120	PATOM B457 DENVO DCT JALYD	OBKH	
	MC	120	ALVEN T430 RAGAS	RAGAS	Note 48
	MC	460	ALVEN UT430 RAGAS		
	MC	120	PATOM B457 DENVO UT444 RO- TOX	ROTOX	Note 47
	MC	460	PATOM UB457 DENVO UT444 RO- TOX		
	MC	240	ULIKA	ULIKA	Note 42
	MC	120	ULIKA		
RABAP	MC	130	RABAP M677 OBNET	OBNET	Note 31
	150	450	RABAP UM677 OBNET		
ROTEL	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 OB- TAR		
	MC	130	ROTEL T872 RAGAS	RAGAS	
	150	450	ROTEL UT872 RAGAS		
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	

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

ENTRY POINT/ DEPARTURE	MIN LEV- EL	MAX LEV- EL	ROUTE	EXIT POINT/ ARRIVAL	RE- MARKS
	160	240	TOSNA UM430 BOVIP UQ215 AFN-AN	ULIKA	Note 52
	MC	120	TOSNA M430 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 47
ULIKA	MC	130	ULIKA M430 DOH L305 ASTOG	ASTOG	Note 38
	150	450	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

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.

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

NOTE 4: For traffic landing at OEDF, OEDR and OEAH only. Expect to be at or below FL280 by NAGOG and at or below FL160 by KUNDO subject to ATC clearance.

NOTE 5: Traffic overflying or landing in the Northern OMAE. Traffic landing OMAE MAX FL250. If landing OOMS, MAX FL330.

NOTE 6: 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. FL320 not available.

NOTE 8: 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: 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 (if departing OKBK or OKAS, MAX FL270). 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 FL330). Expect to be at or below FL330 by DEKTA and at or below FL250 by RASDI subject to ATC clearance.

NOTE 12: Expect to be at or below FL280 by NAGOG, and at or below A120 by KUNDO, subject to ATC clearance. Filed route shall end at SOGAT 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 or below FL160 by TOBLI 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 A120 by TOBLI subject to ATC clearance. Filed route shall end at SOGAT for OBBI arrivals.

NOTE 16: Expect to be at or below FL240 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 (expect MAX FL170 subject to ATC clearance), or traffic from the OEJD to the OIIX at FL230 and below.

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

NOTE 22: Traffic from the OEJD to land or overfly the Northern OMAE, MAX FL230. 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 23: 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: If climbing above FL170, Expect to reach FL180 or above by DENVO subject to ATC clearance. For traffic transiting to the ORBB only. FL320 not available.

NOTE 25: For traffic landing at OEDF, OEDR or OEAH only. Expect to be at or below FL240 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: Traffic from OMAE to OIIX. FL320 and FL380 not available.

NOTE 29: Traffic from OMAE to OEJD. Traffic landing OEDF, OEDR or OEAH not permitted on this route. FL280 not available.

NOTE 30: Traffic from OIIX to OEJD. Not available for traffic landing at OEDF, OEDR or OEAH. Contact Bahrain ATC 50NM prior to entry to the OBBB. FL280 not available.

NOTE 31: 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: Traffic from the OKAC to land or overfly the Southern OMAE. Traffic landing Southern OMAE expect to be at or below FL290 at RESAR subject to ATC clearance.

NOTE 33: Traffic from the OKAC to the OIIX. MAX FL250. Eastbound only.

NOTE 34: 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: Military traffic from the OKAC to land or overfly the Northern OMAE. Military traffic landing in the Northern OMAE expect to be at or below FL310 by TOMSO subject to ATC clearance.

NOTE 36: 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: Traffic from the OEJD to the OIIX. FL330 not available. Not available for departures from OEDF, OEDR or OEAH.

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

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: Military traffic from the OKAC to land or overfly the Southern OMAE. Military traffic landing in the Southern OMAE expect to be at or below FL290 by RESAR subject to ATC clearance.

NOTE 40: For traffic from the OKAC for destinations OEDF, OEDR or OEAH only. Traffic departing OKBK or OKAS MAX FL270. 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.

NOTE 44: Filed route shall end with LADNA for OBBI arrivals.

NOTE 45: 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: ATC assigned route only. Not to be flight planned.

NOTE 47: For traffic departing from within the OBBB or OEDF, OEDR or OEAH. Not available below FL280 at ROTOX. For traffic transiting to the LTAA.

NOTE 48: Expect MAX FL230 in the OBBB.

NOTE 49: Filed route shall end with DENVO for OBBI arrivals. MAX Level A120.

NOTE 50: Traffic from the OIIX to land or overfly the Southern OMAE. Traffic landing Southern OMAE expect to be at or below FL290 at RESAR subject to ATC clearance.

NOTE 51: Traffic from the OIIX 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 52: Available only from SUN-THU 1900-0300 (next day) and H24 on FRI and SAT. Not available above FL245.

NOTE 53: For traffic landing OTBD, OTBH or OTHH. Expect to be at or below FL250 by RASDI subject to ATC clearance.

NOTE 54: For traffic departing OEDF, OEDR, OEAH, OBBI, OBBS or OBKH for the OIIX. Expect MAX FL170 subject to ATC clearance.

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

REQUIRED ROUTING WITHIN DOHA TMA

Departure Airport	SID Terminating waypoint/DOHA TMA Departure Airport exit point and its related ATS route*	Destination/Transiting adjacent FIR (flights with onward destination)
OTBD/ OTHH	PATOM-B457-DENVO	OBBI/OBBS/OBKH
OTBH	DCT-DOH-R/UR659-EMISA-B/UB457-DENVO	
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-DENVO	OEDF/OEDR
		OEJD
OTBH	DCT-DOH-R/UR659-EMISA-B/UB457-DENVO	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-DENVO	OKBK/OKAS
	PATOM-M/UM444-DENVO	OKAC
OTBH	DCT-DOH-P/UP430-ALVEN	OKBK/OKAS

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

Departure Airport	SID Terminating waypoint/DOHA TMA Departure Airport exit point and its related ATS route*	Destination/Transiting adjacent FIR (flights with onward destination)
		OKAC
OTBD/ OTHH	ALVEN-T/UT430	OIIX
	PATOM-B/UB457-DENVO	OIIX (for traffic to LTAA)

PREFERRED ROUTING WITHIN KUWAIT FIR

SPECIAL REQUIREMENTS

- a. Westbound traffic originated from OBBD and overflying ORBB shall route via UL602;
- b. Traffic landing within OKAC from OBBD 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 OBBD , 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 OBBD shall route via B416/AMBIK;
- g. Traffic originated from ORBB for destination within OBBD or overflying Northern UMAE shall route via UP975/SESRA/M677/RABAP;
- h. Traffic originated from ORBB for destination within OBBD 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;
- c. landing Coimbatore: Q13-LUNTA-DCT-CCB VOR;
- d. departing Mangalore: MML VOR-V35-MUDIT-Q13;
- e. landing Mangalore: Q13-IKATI-W17S-MML VOR;
- f. landing Goa: Q13-MABTA-W15-GGO VOR.

N-bound aircraft

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

- 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, PAKER-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 PAKER shall contact 125.7MHz.

Normal coordination procedures will be maintained as mutually agreed.

PREFERRED ROUTING WITHIN IRAQ

ALL OVERFLIGHTS THROUGH BAGHDAD FIR

Northbound:	TASMI-UL602-ALPET-UM860-NINVA
	MODIK-G202-RAPLU-R652-MUTAG-DCT-TOTAM-UM860-NINVA
	PASIP-L200-GIBUX-R652-MUTAG-DCT-TOTAM-UM860-NINVA
	MURIB-B411-LOVEK-DCT-SEPTU-UM860-NINVA
Southbound:	RATVO-UM688-SIDAD
	MODIK-G202-PUSTO-M203-ILMAP-UP975-SIDAD
	PASIP-L200-SILBO-M203-ILMAP-UP975-SIDAD
	RATVO-UM688-VAXEN-Z431-LOVEK-B411-MURIB
	RAGET-Z431-LOVEK-B411-MURIB
Eastbound:	MODIK-G202-PUSTO-M203-LOVEK-B411-PAXAT

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

Westbound:	PASIP-L200-SILBO-M203-LOVEK-B411-PAXAT
	RAGET-G202-MODIK
	RAGET-G202-RAPLU-R652-GIBUX-L200-PASIP
	TASMI-UL602-DELMi-G202-MODIK
	TASMI-UL602-DELMi-G202-RAPLU-R652-GIBUX-L200-PASIP

ALL INTERNATIONAL TRAFFIC OPERATING AT IRAQ INTERNATIONAL AIRPORTS

Al Najaf Al-Ashraf International Airport (ORNI)

Arrivals:	North:	RATVO-UM688-VAXEN-Z431-LOVEK-DCT-ALI
	South:	TASMI-UL602-ALPET-DCT-ALI
	West:	MODIK-G202-PUSTO-M203-LOVEK-DCT-ALI
		PASIP-L200-SILBO-M203-LOVEK-DCT-ALI
	Southwest:	MURIB-B411-RALTI-DCT-ALI
	East:	RAGET-Z431-LOVEK-DCT-ALI
Departures:	North:	ALI-DCT-LOVEK-DCT-SEPTU-UM860-NINVA
	South:	ALI-DCT-SETSA-M203-ILMAP-UP975-SIDAD
	West:	ALI-DCT-LOVEK-UL602-DELMi-G202-RAPLU-G202- MODIK
		ALI-DCT-LOVEK-UL602-DELMi-G202-RAPLU-R652- GIBUX-L200-PASIP
	Southwest:	ALI-DCT-RALTI-B411-MURIB
	East:	ALI-DCT-LOVEK-B411-PAXAT

Baghdad International Airport (ORBI)

Arrivals:	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
Departures:	North:	BGD-DCT-NAMDI-UM860-NINVA
	South:	BGD-DCT-NOLDO-UP975-SIDAD

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

Baghdad International Airport (ORBI) (continued)

	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)

Arrivals:	North:	RATVO-UM688-PEBAD-DCT-BSR
	South:	TASMI-G795-BSR
	West:	MODIK-G202-PUSTO-M203-ILMAP-UP975-PEBAD-DCT-BSR
		PASIP-L200-SILBO-M203-ILMAP-UP975-PEBAD-DCT-BSR
		MURIB-B411-LOVEK-M203-ILMAP-UP975-PEBAD-DCT-BSR
	East:	RAGET-VAXEN-UM688-PEBAD-DCT-BSR
Departure:	North:	BSR-DCT-ALPET-UM860-NINVA
	South:	BSR-DCT-SIDAD
	West:	BSR-DCT-ALPET-UL602-DELMi-G202-MODIK
		BSR-DCT-ALPET-UL602-DELMi-G202-RAPLU-R652-GIBUX-L200-PASIP
		BSR-DCT-ALPET-UL602-LOVEK-B411-MURIB
	East:	BSR-DCT-ALPET-UM860-RESAK-DCT-PAXAT

Erbil International Airport (ORER)

Arrivals:	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-B411-LOVEK-DCT-SEPTU-UM860-TOTAM-DCT-RER
	East:	BOXIX-DCT-SUL-DCT-RER
Departures:	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-MUTAG-R652-GIBUX-L200-PASIP

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

Erbil International Airport (ORER) (continued)

		RER-DERNU-UM688-VAXEN-Z431-LOVEK-B411-MURIB
	East:	RER-DCT-DERNU-DCT-BOXIX

Sulaimaniyah International Airport (ORSU)

Arrivals:	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-B411-LOVEK-DCT-SEPTU-UM860-TOTAM-DCT-SUL
	East:	BOXIX-M434-DAVAS-DCT-SUL
Departures:	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-SOBIL-UM688-VAXEN-Z431-LOVEK-B411-MURIB
	East:	SUL-DCT-DAVAS-M434-BOXIX

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
A1	CVO-HE	METRU-HE	RNAV (RNAV 5) required at or above FL160
A1	CVO-HE	NOZ-HE	Available two-way below FL255
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 at or above FL160
A28	MUT-LT	DOREN-LT	Only available for LCEN ARR/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
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
A422	UMH-OI	PARSU-UB	RNAV 5 above FL285
A453	GADER-OA	LAJAK-OP	MAA FL270 2000-2359
A453	KUMBO-OB	MIDSI-OB	Only available for OBBI, OBBS, OBKH, OEDF, OEDR ARR/DEPs, traffic routing SOGAT-BAH-KFA
A453	MIDSI-OB	PIRAN-OI	RNAV 5 above FL285
A453	OGOGO-OA	LOVIT-OA	Unusable below FL250
A453	TAPIS-OA	LAJAK-OP	Unusable
A454	AMDAR-OA	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 DEP/ARRs
A455	RAMSO-OA	IMTIL-OP	MAA FL270 2000-2359
A455	RAMSO-OA	IMTIL-OP	Unusable

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
A464	BKK-VT	HTY-VT	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
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	NIKIR-VE	MEA FL220 during VE(D)-50 activity. Traffic below FL220 routes VVZ-MEPOL-BBS-KAKID
A465	XOPOX-VO	NIKIR-VE	Route via ALPHA and CHARLIE during VO(D)-73 activity
A466	HA-UT	AMDAR-OA	MEA FL150 within UT(R)-126 lateral limits
A466	SAHIL-OP	DPN-VI	Contact Alpha Control/Monitor on 119.70MHz for identification
A466	SITAX-OP	SAJAN-OP	FL330 not available 1900-0300
A472	IMTIL-OP	PS-OP	Only available for OPPS ARRs
A581	PONUUK-VL	SAGAG-VL	Traffic Traversing w/i VLVF FIR on rte 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
A581	SAGAG-VL	WHA-ZH	Also available for non-RNAV equipped aircraft
A589	ASARI-VI	DPN-VI	Contact Alpha Control/Monitor on 119.70MHz for identification
A727	CVO-HE	LXR-HE	NW-bound direction not available above FL255
A727	GESAD-HE	NOZ-HE	E-bound direction available for HEAX, HEBA ARRs
A727	LXR-HE	SML-HE	N-bound direction not available above FL255 (except HELX ARRs)
A727	NOZ-HE	CVO-HE	E-bound direction not available above FL255
A727	PAXIS-HE	NUBAR-HE	RNAV (RNAV 5) required at or above FL160
A788	LOXOM-OE	HFR-OE	GND-FL330 not available 0500-1100 Sun-Thu, exc HOL

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
A788	PATIR-OI	SYZ-OI	RNAV 5 above FL285
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	LATEM-OP	JI-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
A791	TELEM-VA	DANGI-OP	FL110 and below not available 0400-0700
B12	KATAB-HE	SML-HE	MAA withdrawn when L321, P557 not available
B12	TANSA-HE	SML-HE	RNAV (RNAV 5) required at or above FL160
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	The route may be flown conventional or RNAV5
B121	OXADU-OI	MAGRI-UD	RNAV 5 above FL285
B209	KKJ-VE	JJS-VE	CDR 1
B209	KKJ-VE	JJS-VE	Only available 1630-0030
B209	KKJ-VE	JJS-VE	Route JJS-ARIVO-LAPAN during VA(D)-64 activity
B209	KKJ-VE	JJS-VE	Route VILOP-X-KKJ during VA(D)-21 activity
B209	LS110-LS	JJS-VE	Not available for DPN overflights via L759
B218	VTN-VL	SAGAG-VL	Traffic Traversing w/i VLVF 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

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
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	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	PAXAT-OR	PAMTU-OA	RNAV 5 above FL285
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	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	BAH-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
B465	SUMAG-VE	APAGO-VE	FIS only at or below FL150
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

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
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	APELO-OP	PG-OP	Only available FL190, FL210, FL270, FL290
B505	EGTAL-OO	APELO-OP	FL190, FL210, FL270, FL290 available only
B505	LALDO-OO	APELO-OP	Only for traffic departing northern UAE airports
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

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
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	MIVEK-OM	KUPMA-OO	Westbound traffic landing Northern Emirates airports only
B540	PASOV-OO	DEGNU-OO	Traffic shall cross PASOV at FL270 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
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 ARRrS contact Agartala APP before AGUNO
B593	NOKAT-VE	FIR31-VG	FIS only below FL75
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
BPLJJS	BPL-VA	JJS-VE	Alternate route during VA(D)-223 activity
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

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
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	PUSTO-OR	LAGLO-OR	FL160-FL285 NOT AVBL
G202	RAGET-OR	KAMAR-OI	RNAV 5 above FL285
G206	GADER-OA	DUGIN-OA	MAA FL270 2000-2359
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	PG-OP	PARET-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
G210	DANGI-OP	TELEM-VA	FL110 and below not available 0400-0700
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	SK-OP	MOLTA-OP	MEA FL70 during OP(R)-117 activity, traffic below FL70 reroutes via MT
G216	ALPOR-OO	LATEM-OP	FL240-FL260 NOT AVBL
G216	LAKLU-OO	ALPOR-OO	MAA FL310 for traffic departing Muscat Intl inbound OPKC
G331	PADET-VY	DADSA-VT	Unavailable when VT(D)-58 is activated
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

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
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	TIGER-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
G458	MENEX-VT	PUT-VT	Unavailable when VT(D)-58 is activated
G463	ADMIL-VG	DAC75-VG	FIS only below FL75
G463	DAC-VG	CTG-VG	Expect rerouting via DAC-W14-DAKID-B465-CTG during VG(D)-14 activity
G463	DAC75-VG	ONEKA-VG	FIS only below FL115
G463	ONEKA-VG	TANAP-VG	FIS only below FL145
G463	RAJ-VG	BATEL-VG	FIS only below FL75
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	RAJ-VG	FIS only below FL115
G472	DANGI-OP	TELEM-VA	FL110 and below not available 0400-0700
G476	ODIRA-LT	ANAKA-UR	FL300-FL430 only available by ATC
G482	TBZ-OI	MAGRI-UD	RNAV 5 above FL285
G579	CKG-WI	SJ-WS	bi-directional below FL200
G579	FIR11-WS	DOLTA-WI	bi-directional below FL200
G579	FIR11-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	FIR11-WS	REPOV-WS	Above FL290, all flight levels at 1000ft intervals starting at FL290 and up to FL410, except for flights beyond Ja-karta where only odd flight levels shall be assigned

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
G579	PLB-WI	FIR11-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
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	Overflying W-bound traffic exiting via TOKRA only available for Sanaa FIR ARR's; 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's
G665	ABD-OI	ASVIB-OP	RNAV 5 above FL285
G665	ASVIB-OP	PG-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
G666	ELOVU-OM	ORSAR-OI	CDR 1: 1900-0300
G666	ELOVU-OM	ORSAR-OI	Other times. OMDW ARR's shall flight plan R784 or P699. OMAA ARR's shall flight plan R784, L562 and P311
G666	ORSAR-OI	SYZ-OI	For those traffic proceeding to Emirates FIR, only FL210, FL230, FL250 and FL270 available

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
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
G670	RST-OI	LALDA-OI	Traffic routing from Baku to Rasht shall assigned odd flight levels (FL230, FL250) only
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 PEKEM
G792	BRD-OI	MSD-OI	FL190-FL270 NOT AVBL
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
H14	NAT-LL	MERVA-LL	CDR 3
H14	NAT-LL	MERVA-LL	The route may be flown conventional or RNAV5
IIDSG	IID-VA	SG-VA	Alternate route for W10S during VA(D)-219 activity
J1	JJP-VI	KKJ-VE	CDR 3
J2	PUN-VA	NNP-VA	CDR 2
J2	PUN-VA	NNP-VA	Domestic traffic only
J2	PUN-VA	NNP-VA	Only available Sun H24
J3	BPL-VA	HIA-VO	CDR 3
J3	BPL-VA	HIA-VO	Domestic traffic only
J3	BPL-VA	HIA-VO	Only available by ATC

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
J4	HIA-VO	CEA-VE	CDR 2
J4	HIA-VO	CEA-VE	Domestic traffic only
J4	HIA-VO	CEA-VE	Only available Sun H24
J5	GGO-VA	DPN-VI	CDR 2. Activated by NOTAM
J5	GGO-VA	DPN-VI	Domestic traffic only
J5	GGO-VA	DPN-VI	Only available Sat, Sun H24
J7	GGT-VE	DMR-VE	CDR 2
J7	GGT-VE	DMR-VE	Domestic traffic only
J7	GGT-VE	DMR-VE	Only available Sun H24
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 Sun H24
J9	TEZ-VE	KKU-VE	CDR 2. Activated by NOTAM
J9	TEZ-VE	KKU-VE	Only available Sun H24
J10	ADLOD-LL	SIVAK-LL	27000'-28000' for flights to/from LLER/LLET, LLNV, LLRM and LLOV
J10	ADLOD-LL	SIVAK-LL	CDR 3: 13000'-26000', 29000'-37000'
J10	DMR-VE	JHT-VE	CDR 2. Activated by NOTAM
J10	DMR-VE	JHT-VE	Only available Sun H24
J10	MZD-LL	SAMAR-LL	Daily only for aircraft with cruising speed of 140 KIAS or higher. On Mon, Tue, Wed, Fri, Sat, Hol for aircraft with cruising speed lower than 140 KIAS
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	The route may be flown conventional or RNAV5
J10	SHAYO-LL	NURIT-LL	CDR 3: 4000'
J10	SIVAK-LL	SHAYO-LL	CDR 3: 5000'

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
J11	BGN-LL	NAT-LL	CDR 3: 7000'-9000'
J11	BGN-LL	NAT-LL	The route may be flown conventional or RNAV5
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	RAPIV-LL	NAT-LL	CDR 3: 6000'-7000'
J17	CLC-VO	BIA-VO	CDR 2: 18:30 UTC SAT-0030 UTC 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 UTC Mon-Sat, Sun. Other times by NOTAM
J111	KC-OP	NH-OP	Domestic traffic only
J112	KC-OP	LA-OP	Domestic traffic only
J112	RK-OP	MOLTA-OP	MEA FL70 during OP(R)-117 activity, traffic below FL70 reroutes via MT
J113	MJ-OP	SUI-OP	Domestic traffic only
J115	KC-OP	QT-OP	Domestic traffic only
J116	QT-OP	MT-OP	Domestic traffic only
J117	KC-OP	TU-OP	Domestic traffic only
J118	PS-OP	ATROL-OP	Domestic traffic only
J119	NH-OP	MT-OP	Domestic traffic only
J120	JI-OP	KC-OP	Domestic traffic only
J120	JI-OP	LATEM-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
J121	LA-OP	RN-OP	Domestic traffic only
J121	LA-OP	RN-OP	FL310-FL410 available for international flights
J122	RN-OP	SD-OP	Domestic traffic only
J124	FA-OP	SP-OP	Domestic traffic only
J125	SD-OP	RN-OP	Domestic traffic only
J126	PS-OP	SS-OP	Domestic traffic only

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
J129	RN-OP	GT-OP	Domestic traffic only
J130	ATROL-OP	RN-OP	Domestic traffic only
J131	RN-OP	GT-OP	Domestic traffic only
J131	RN-OP	GT-OP	FL310-FL410 available for international flights
J132	JI-OP	LUBNA-OP	Domestic traffic only
J132	JI-OP	PG-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
J133	KALAT-OP	ZB-OP	Domestic traffic only
J134	QT-OP	ZB-OP	Domestic traffic only
J137	SK-OP	RK-OP	Domestic traffic only
J138	RK-OP	LA-OP	Domestic traffic only
J139	NH-OP	RN-OP	Domestic traffic only
J140	QT-OP	ZB-OP	Domestic traffic only
J141	MT-OP	DI-OP	Domestic traffic only
J142	MOLTA-OP	MATIN-OP	Domestic traffic only
J143	PS-OP	RN-OP	Domestic traffic only
J144	HANGU-OP	PS-OP	Domestic traffic only
J145	DI-OP	ZB-OP	Domestic traffic only
J146	KALAT-OP	IDEBA-OP	Domestic traffic only
J147	RN-OP	MF-OP	Domestic traffic only
J148	RN-OP	MF-OP	Domestic traffic only
J149	RN-OP	RT-OP	Domestic traffic only
J150	RN-OP	RT-OP	Domestic traffic only
J151	RT-OP	MF-OP	Domestic traffic only
J152	DB-OP	ORLAR-OP	Domestic traffic only
J152	DB-OP	ORLAR-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
J153	ZB-OP	DI-OP	Domestic traffic only
J154	TANGO-OP	GT-OP	Domestic traffic only
J155	GT-OP	DELDA-OP	Domestic traffic only
J156	SIBMI-OP	SUI-OP	Domestic traffic only

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
J157	KC-OP	RN-OP	Domestic traffic only
J157	KC-OP	RN-OP	FL210 only available 1000-2359 Mon-Fri, Sat, Sun during PAF inactivity and by ATC
J158	KC-OP	PS-OP	Domestic traffic only
J158	KC-OP	PS-OP	FL210 only available 1000-2359 Mon-Fri, Sat, Sun during PAF inactivity and by ATC
J158	KC-OP	PS-OP	PPR
J159	QT-OP	LA-OP	Domestic traffic only
J159	QT-OP	LA-OP	PPR
J160	QT-OP	RN-OP	Domestic traffic only
J160	QT-OP	RN-OP	PPR
J161	LA-OP	PS-OP	Domestic traffic only
J161	LA-OP	PS-OP	PPR
J162	KC-OP	RN-OP	Domestic traffic only
J162	KC-OP	RN-OP	PPR
J163	KC-OP	PS-OP	Domestic traffic only
J163	KC-OP	PS-OP	PPR
J164	ZB-OP	PS-OP	Domestic traffic only
J164	ZB-OP	PS-OP	PPR
J165	ZB-OP	RN-OP	Domestic traffic only
J165	ZB-OP	RN-OP	PPR
J166	QT-OP	LA-OP	Domestic traffic only
J167	KC-OP	OR-OP	Domestic traffic only
J168	TU-OP	OR-OP	Domestic traffic only
J169	PI-OP	OR-OP	Domestic traffic only
J169	PI-OP	OR-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
J170	OR-OP	KC-OP	Domestic traffic only
J171	PG-OP	DB-OP	Domestic traffic only
J171	PG-OP	DB-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
J172	KC-OP	QT-OP	Domestic traffic only
J172	KC-OP	QT-OP	PPR
J173	SK-OP	RK-OP	Domestic traffic only
J173	SK-OP	RK-OP	PPR
J174	PC-OP	HANGU-OP	Domestic traffic only
J174	PC-OP	HANGU-OP	PPR
J176	PC-OP	HANGU-OP	Domestic traffic only
J176	PC-OP	HANGU-OP	PPR
J177	SOKIR-OP	KALAT-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
J177	SOKIR-OP	QT-OP	Domestic traffic only
J177	SOKIR-OP	QT-OP	PPR
J178	MIALI-OP	LA-OP	Domestic traffic only
J178	MIALI-OP	LA-OP	Only available after 0900 daily
J178	MIALI-OP	LA-OP	PPR
J179	KOMAL-OP	BINDO-OP	Domestic traffic only
J179	KOMAL-OP	BINDO-OP	PPR
J180	DG-OP	BASIR-OP	Domestic traffic only
J180	DG-OP	BASIR-OP	PPR
J181	SN-OP	NH-OP	Domestic traffic only
J181	SN-OP	NH-OP	PPR
J182	SN-OP	MJ-OP	Domestic traffic only
J182	SN-OP	MJ-OP	PPR
J184	QT-OP	KH-OP	Domestic traffic only
J184	QT-OP	SK-OP	Not available during OP(R)-127 activity
J185	JI-OP	TU-OP	Domestic traffic only
J185	JI-OP	TU-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
J186	RN-OP	SD-OP	Domestic traffic only
J212	NH-OP	SUI-OP	Domestic traffic only
J215	KC-OP	QT-OP	Domestic traffic only

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
J215	PI-OP	KALAT-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
J218	PI-OP	KC-OP	Domestic traffic only
J219	PG-OP	KC-OP	Domestic traffic only
J219	PG-OP	LATEM-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
J220	SLT-OP	SALNA-OP	Domestic traffic only
J221	INDEK-OP	BINEX-OP	Domestic traffic only
J863	PSD-HE	LAKTO-HE	RNAV required at or above FL160
JLGIID	JLG-VA	IID-VA	Alternate route for W75 during VA(D)-8, VA(D)-219 activity
JLGIID	JLG-VA	IID-VA	Contact Ozar ATC on 123.5/120.6MHz prior to entering VA(R)-36
KKJBE D	KKJ-VE	BEDUX-VA	Alternate route during VA(D)-223 activity
KKJBE D	KKJ-VE	BEDUX-VA	Domestic traffic only
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	SIGBI-OR	SILBO-OR	FL245-FL285 NOT AVBL
L300	LXR-HE	GIBAL-OE	RNAV (RNAV 5) required at or above FL160
L301	AKTIV-VA	AAU-VA	Contact Ozar ATC on 123.5/120.6MHz prior to entering VA(R)-34

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 UTC or later, 0030 UTC or earlier
L301	KARKU-VA	AAU-VA	Westbound aircraft must cross BUSBO 1300 UTC or later, 0100 UTC or earlier
L301	KARKU-VA	BEVSU-VA	Only available 1300-0100. Alternate route: L505
L301	MEPOK-VO	URKOK-VE	Route via ALPHA during VO(D)-73 activity
L306	TOKRA-OO	LAKLU-OO	Only available for OOMS ARRrS
L315	CVO-HE	GIBAL-OE	RNAV (RNAV 5) required at or above FL160
L315	HGD-HE	GIBAL-OE	Only available for HESH, HEGN ARRrS
L333	BAG-LT	DASIS-LT	Not available for domestic traffic
L333	TIGER-VI	KKJ-VE	Only available 1630-0030
L430	MESPO-OI	VAXIM-OO	W-bound direction FL280, FL340 available only
L438	LONOS-OB	ASTAD-OB	Available for OBBB FIR ARRrS
L443	GASSI-OB	RABAP-OB	Only available by ATC
L509	ASARI-VI	GGC-VE	Only available 1630-2230
L509	INDEK-OP	GGC-VE	Contact Alpha Control/Monitor on 119.70MHz for identification
L509	LAJAK-OP	HANGU-OP	FL330 not available 1900-0300
L509	LAJAK-OP	SAMAR-OP	Only available 1500-2359. Additionally available MEA FL280 1900-2359
L509	TAPIS-OA	LAJAK-OP	FL330 not available 1800-0245 for OAKX FIR civil overflights entering OAKX FIR
L509	TAPIS-OA	LAJAK-OP	Only available for overflights

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
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
L524	IBETO-VT	BKK-VT	Eastbound assigned Odd flight levels allocation between ITEBO - BKK
L551	DBA-HE	ANTAR-HE	RNAV (RNAV 5) required at or above FL160
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	EGREN-OE	IMDAM-OO	Aircraft not to expect climb or descent in Jeddah FIR
L556	EGREN-OE	IMDAM-OO	FL330 NOT AVBL
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

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
L604	ASRAB-HE	IMRAD-HE	W-bound direction available for OEJD FIR DEPs, HELX ARRr, traffic overflying LXR to DITAR
L604	BRN-HE	IMRAD-HE	RNAV (RNAV 5) required at or above FL160
L604	BRN-HE	KHG-HE	NW-bound direction not available above FL255
L604	BRN-HE	KHG-HE	NW-bound direction only available for traffic inbound HLLL FIR via LOSUL
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 ARRr
L612	BLT-HE	KUMBI-HE	RNAV (RNAV 5) required at or above FL160
L617	NOZ-HE	TANSA-HE	RNAV (RNAV 5) required at or above FL160
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 ARRr
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 at or above FL160
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	WEJ-OE	S-bound direction available for HESH DEPs, MAA FL170

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
L677	SHM-HE	PASAM-OE	E-bound direction available for HESH DEPs, MAA FL150
L681	EGNOV-OE	ULIKA-OB	Available daily 1900-0300, Fri H24
L742	RIXEN-LT	MEDEM-LB	CDR 1: FL245 and below, H24. Temporarily closed by ATC. Alternate route: by ATC
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	TIGER-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	FL330 not available 1800-0245 for OAKX FIR civil overflights entering OAKX FIR
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

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
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	PMA-OE	SITOL-OE	Aircraft not to expect climb or descent in Jeddah FIR
L883	PMA-OE	SITOL-OE	FL280,FL300,FL320 NOT AVBL
L883	SITOL-OE	ALNUN-OO	FL280, FL300, FL320 not available for W-bound traffic via SITOL
M10	HAKAN-LT	SARPI-LT	Only available 1730-0230 1 Apr-1 Nov, 1715-0445 2 Nov-31 Mar, weekends and Hol
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	ROVON-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	MUXIT-OM	ATUDO-OM	Special authorisation from GCAA DANS required for use
M318	MUXIT-OM	MITIX-OM	S-bound direction FL300, FL320 only available if routing via PURDA
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

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
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 ARRr/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
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 ARRr, OBBB FIR DEPs via KUMBO
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 ARRr
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
M638	NANSI-OP	MINAR-OP	FL110 and below not available 0400-0700
M651	OKTOB-OY	KRA-OY	RNAV (RNAV 5) required between FL160-FL460

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
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 at or above FL160
M696	LEMOD-OA	LAJAK-OP	MAA FL270 2000-2359
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	DOGOG-WB	VJN-WB	RVSM flight levels FL270, FL290 and FL330 eastbound
M758	DOGOG-WB	VJN-WB	RVSM flight levels FL300, FL340 and FL380 westbound
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 FL270, FL290 and FL330 eastbound
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 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 (WBGs) 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

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
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
M872	DBA-HE	FYM-HE	W-bound direction not available above FL255
M872	FYM-HE	SEMRU-HE	MEA FL280 at night
M872	HGD-HE	SILKA-OE	W-bound direction available for HEGN ARRs
M872	KANAR-HE	SILKA-OE	RNAV (RNAV 5) required at or above FL160
M872	SEMRU-HE	FYM-HE	W-bound direction not available above FL255
M872	SEMRU-HE	HGD-HE	W-bound direction not available above FL255
M875	AMDAR-OA	SITAX-OP	FL330 not available 1800-0245 for OAKX FIR civil overflights entering OAKX FIR
M875	AMDAR-OA	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	ADINA-OP	LAJAK-OP	FL330 not available 1900-0300
M881	LAJAK-OP	SURVI-OA	FL330 not available 1800-0245 for OAKX FIR civil overflights entering OAKX FIR
M881	LAJAK-OP	SURVI-OA	Only available for overflights
M890	LKN-VI	SAMAR-OP	Contact Alpha Control/Monitor on 119.70MHz for identification
M890	LKN-VI	SAMAR-OP	Traffic below FL300 routes LKN-R594-DPN-A589-ASARI-A466-SAMAR (W-bound), SAMAR-A466-DPN-R460-LKN (E-bound)

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
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	DITAR-HE	DEDLI-HE	RNAV (RNAV 5) required at or above FL160
M999	DITAR-HE	NAKDO-HE	W-bound traffic within RVSM level band cross DITAR at FL300, FL340, FL360, FL380
M999	LXR-HE	DEDLI-HE	W-bound direction only available for HELX ARRs
ME-PURK	MEPOK-VO	URKOK-VE	Alternate route for L301 during VO(D)-73 activity
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

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
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 at or above FL160
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	KC-OP	SAPNA-OP	Only available at night
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	LOTOS-OE	EMEGU-OE	FL270,FL310-FL330,FL330 NOT AVBL
N569	VEMEM-OE	NADMU-OE	Only available Fri, Sat, Hol, 1500-0300 Sun-Thu
N569	VEMEM-OE	TOKRA-OO	Aircraft not to expect climb or descent in Jeddah FIR

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
N571	ALPOB-OB	IVOXI-OM	Landing Northern Emirates airports and overflying EMI-RATES 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-M987-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	FL330 not available 1800-0245 for OAKX FIR civil overflights entering OAKX FIR
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
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	FL330 not available 1800-0245 for OAKX FIR civil overflights entering OAKX FIR
N644	LEMOD-OA	DOBAT-OA	Only available for overflights
N644	MOPIN-LT	GAKSU-LT	FL180-FL230 not available during military activity
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 OBBB FIR ARRs

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
N685	RETAS-OM	LAKLU-OO	Only available for OOMS ARRrS
N687	KIA-OE	ROTEL-OB	Only available 1900-0300
N697	HIL-OE	KITOT-HE	Not available for OETB ARRrS/DEPs
N697	HIL-OE	KITOT-HE	Only available Fri, Sat, Hol, 1500-0300 Sun-Thu
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	RIBRO-VA	ORARA-VO	Route via BRAVO and CHARLIE during VO(D)-73 activity
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)
N894	LATEM-OP	TELEM-VA	Not available during OP(D)-110 & OP(D)-111 activity
P29	BAG-LT	SUMOL-UK	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	CDR 3: 10000'
P51	RIMON-LL	ADLOD-LL	27000'-28000' 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	TALMI-LL	CDR 3: 11000'

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
P52	BGN-LL	ABIMI-LL	CDR 3: 10000'-11000'
P52	GITLA-LL	TALMI-LL	For over flights to JORDAN altitude 12000' or CDR1
P52	TAPUZ-LL	BGN-LL	CDR 3: 9000'-11000'
P52	TAPUZ-LL	GOBRI-LL	28000' for flights from LLER/LLET, LLNV, LLRM and LLOV
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	PAKER-OY	RIN-OY	RNAV (RNAV 5) required between FL160-FL460
P316	SLL-OO	MCT-OO	Only available for OOMS ARRrS
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 OMRK, OMFJ DEPs inbound OOMS, overflights via MIXAM

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
P555	OBVOM-OM	ATUDO-OM	Activated by NOTAM
P559	DAROR-OB	NALPO-OB	Available for OMAE FIR ARRrS, overflying northern OMAE FIR
P559	DAROR-OB	NALPO-OB	Not available for OBbB FIR ARRrS
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
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	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	AMBER-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	FL330 not available 1800-0245 for OAKX FIR civil overflights entering OAKX 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	NAGOG-OB	ORMID-OB	MAA FL280 for OBbB FIR ARRrS at NAGOG and by ATC
P699	NARMI-OB	ORMID-OB	Available for OBbB FIR ARRrS

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
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 at or above FL160
P751	BRN-HE	KATAB-HE	W-bound direction not available above FL255
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
P899	ITRAX-OO	MIXAM-OO	Only available for traffic overflying OOMM FIR and landing at southern UAE airports
P975	ARTAT-LB	EZS-LT	Only available 1700-0200 1 Apr-1 Nov, 1700-0415 2 Nov-31 Mar, weekends and Hol
P975	LONOS-OB	TOTIS-OT	Only available for OBBB FIR, OMAE FIR ARRs, traffic overflying southern OMAE FIR
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
Q9	ETIDA-LY	RIXEN-LT	CDR 1: H24. Temporarily closed by ATC. Alternate route: by ATC
Q11	SURUP-VE	CEA-VE	Route CEA-LEGOS-KAKID-SURUP during VE(R)-81, VE(D)-52, VE(D)53, VE(D)-72 activity

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
Q12	ERDOM-LB	MAKOL-LT	CDR 1: H24. Temporarily closed by ATC. Alternate route: by ATC
Q14	DOLAP-LY	MAKOL-LT	CDR 1: H24. Temporarily closed by ATC. Alternate route: by ATC
Q15	NISVA-LY	RIXEN-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 UTC Mon-Sat, Sun. Other times by NOTAM
Q17	ATLIT-LL	ADLOD-LL	CDR 1: 1400LT Fri-0500LT Sun
Q17	BBB-VA	BPL-VA	GNSS required
Q17	BBB-VA	BPL-VA	Only available 0000-0230, 1230-0000 UTC Mon-Sat, Sun. Other times by NOTAM
Q18	LKN-VI	GGT-VE	GNSS required
Q18	PPT-VE	BBD-VE	Contact ATC 10 minutes prior to entering VE(R)-79
Q22	RIMAV-VO	HIA-VO	VIDP ARRrS route HIA-ALBED-Q24
Q23	SAKEB-VO	NUSRU-VO	VOHS, VOBL ARRrS route SAKEB-HIA-Q21
Q26	BEDOL-VA	GGB-VO	CDR 2. Activated by NOTAM
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

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
Q215	AFNAN-OT	BOVIP-OB	Only available for OTBD, OTHH ARRrS
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
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
Q801	ESBUM-WS	ESPOB-WS	No PDC Flight Levels FL310, FL320, FL350, FL360, FL390, FL400 applicable. Other levels available with prior approval
R2	DITAR-HE	ATMUL-HE	RNAV (RNAV 5) required at or above FL160
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
R344	REDAP-VE	RAJ-VG	FIS only below FL115
R401	HAI-OO	VELIK-OO	EVEN levels N-bound
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	LATEM-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

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
R598	RAJ-VG	MIGOP-VE	FIS only at or below FL150
R598	VINAD-VE	VANTU-VG	FIS only at or below FL150
R650	ASRAB-HE	NALSO-HE	RNAV required at or above FL160
R652	DAXAN-OR	GIBUX-OR	ORBB FIR Arrs cross DAXAN at or below FL270
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
R709	TUDEK-LT	OGMOS-UR	FL80-FL160 only available by ATC
R775	APDOS-OE	PURAD-HH	RNAV (RNAV 5) required between FL160-FL460
R775	LXR-HE	DEDLI-HE	RNAV (RNAV 5) required at or above FL160
R775	LXR-HE	DEDLI-HE	W-bound direction not available above FL255
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	FYM-HE	RNAV (RNAV 5) required at or above FL160
R778	FYM-HE	CVO-HE	Not available 1000-1900LT Mon, Wed
R778	FYM-HE	CVO-HE	RNAV required at or above FL160
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	BJD-OI	ULDUS-UB	RNAV 5 above FL285
RI-BORA	RIBRO-VA	ORARA-VO	Alternate route for N877 during VO(D)-73 activity
T5	OPIRA-VA	LEKAP-VO	Only available 0030-1630 and by NOTAM

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
T32	GEM-LT	BUK-LT	Not available for domestic traffic
T35	IST-LT	AYT-LT	Only available for LTAI ARRs
T35	IST-LT	TEKDO-LT	Only available 1730-0230 1 Apr-1 Nov, 1700-0430 2 Nov-31 Mar, weekends and Hol
T39	KULAR-LT	LAMSA-LT	FL200-FL250 not available during military activity
T55	KATAB-HE	GINDI-HE	Only available 2200-0500Z
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
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	MISRO-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
T310	PAZAR-LT	GUMRU-LT	MEA FL120 weekends and Hol

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	TEKDO-LT	EDASA-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	JABAR-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	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 ARRr/DEPs
T502	BANAR-OY	PEBIX-OY	RNAV (RNAV 5) required between FL160-FL460
T502	MCT-OO	MUSRU-OO	Only available for OOMS DEPs
T503	MCT-OO	TUMET-OO	FL330 not available via REXOD
T503	MCT-OO	TUMET-OO	Only available for OOMS DEPs
T504	KARAR-OO	SUR-OO	Only available for OOMS ARRr
T505	EMURU-OO	MCT-OO	FL330 not available via LOTAV, KITAL
T505	EMURU-OO	MCT-OO	Only available for OOMS ARRr/DEPs
T506	TULBU-OO	MCT-OO	MAA FL200 for traffic departing Muscat Intl inbound UAE airports

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
T506	TULBU-OO	MCT-OO	MAA FL320 for traffic departing Muscat Intl inbound OTBD, OBBI
T506	TULBU-OO	MCT-OO	Only available for OOMS DEPs
T507	TAPRA-OO	DAPOK-OO	Only available for traffic departing OOMS and landing at northern UAE airports or overflying via the OIIX FIR below FL280
T508	SOLUD-OO	MCT-OO	MAA FL200 for traffic departing Muscat Intl inbound UAE airports
T508	SOLUD-OO	MCT-OO	MAA FL320 for traffic departing Muscat Intl inbound OTBD, OBBI
T508	SOLUD-OO	MCT-OO	Only available for OOMS DEPs, overflying the northern UAE and entering OIIX FIR. Traffic shall cross SOLUD at FL280 and above
T509	FJV-OM	MENSA-OM	Only available for OMFJ ARRs
T509	MENSA-OM	PASOV-OO	Only available for OMFJ ARRs
T509	PASOV-OO	DAPOK-OO	Only available for traffic departing OOMS and landing at northern UAE airports or overflying via the OIIX FIR below FL280
T511	MUSUK-OO	MCT-OO	Only available for OOMS ARRs
T513	RASKA-OE	JDW-OE	Only available by ATC
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	DAPER-OI	ULDUN-OI	Usable only for traffic from Muscat FIR to Qatar aerodrome via Tehran FIR on FL300 and 20NM separation
T665	DOH-OT	DAPER-OI	Only available for OOMM FIR DEPs inbound Qatar
T800	DASUT-OI	ULDUN-OI	Eastbound for traffic departing Qatar Airports
T800	DOH-OT	PATIS-OB	Eastbound for traffic departing Qatar Airports

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
T800	PATIS-OB	DASUT-OI	Only available for traffic departing Qatar Airports
T940	P4-VA	P1-VA	Contingency route
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	BAH-OB	OTBD, OTHH DEPs cross DENVO at FL180 or above without exceeding 300KIAS
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
UG652	DUDRI-OE	TOKRA-OO	Aircraft not to expect climb or descent in Jeddah FIR
UG652	DUDRI-OE	TOKRA-OO	FL300, FL320, FL330 available only
UG663	KFA-OE	ULADA-OE	Only available for OEDF, OEDR ARR/DEPs
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	UMH-OI	SIR-OI	All aircraft in case of emergency on AWY UL223 may be authorized to descend to FL150 as a MNM safe level and inform ATC unit concerned immediately
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

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
UL333	SOKAM-OA	SERKA-OP	FL280-FL290 additionally available 2000-2359
UL333	SOKAM-OA	SERKA-OP	FL330 not available 1800-0245 for OAKX FIR civil overflights entering OAKX FIR
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	FL280, FL300, FL320 not available for W-bound traffic via GOBRO
UL425	GOBRO-OO	ASPUX-VA	FL330 not available for E-bound traffic via ASPUX
UL438	LONOS-OB	ASTAD-OB	Available for OBBB FIR ARRrs
UL443	GASSI-OB	RABAP-OB	Only available by ATC
UL550	KITOT-HE	EGSIS-OE	KITOT is non-compulsory to OEJD
UL550	NWB-HE	KITOT-HE	KITOT is non-compulsory to OEJD
UL556	EGREN-OE	IMDAM-OO	Aircraft not to expect climb or descent in Jeddah FIR
UL556	EGREN-OE	IMDAM-OO	FL330 NOT AVBL
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 ARRrs/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 ARRrs/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 ARRrs/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
UL604	IMRAD-HE	ASRAB-HE	W-bound direction available for OEJD FIR DEPs, HELX ARRrs, traffic overflying LXR to DITAR
UL604	IMRAD-HE	SALUN-LG	RNAV (RNAV 5) required at or above FL160

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
UL604	KHG-HE	BRN-HE	NW-bound direction not available above FL255
UL604	KHG-HE	BRN-HE	NW-bound direction only available for traffic inbound HLLL FIR via LOSUL
UL607	NOZ-HE	GESAD-HE	E-bound direction available for HEAX, HEBA ARRrs
UL607	NOZ-HE	PAXIS-HE	RNAV (RNAV 5) required at or above FL160
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
UL612	BLT-HE	KUMBI-HE	Only available for HECA, HESH ARRrs
UL612	BLT-HE	KUMBI-HE	RNAV (RNAV 5) required at or above FL160
UL613	DBA-HE	TANSA-HE	RNAV (RNAV 5) required at or above FL160
UL617	NOZ-HE	TANSA-HE	RNAV (RNAV 5) required at or above FL160
UL619	NIKAS-LC	VESAR-LT	Only W-bound direction available between FL275-FL420
UL677	CVO-HE	PASAM-OE	RNAV (RNAV 5) required at or above FL160
UL677	MENLI-HE	SHM-HE	E-bound direction not available above FL255
UL677	SHM-HE	PASAM-OE	E-bound direction available for HESH DEPs, MAA FL150
UL681	EGNOV-OE	ULIKA-OB	Available daily 1900-0300, Fri, Sat, Hol H24
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	PMA-OE	SITOL-OE	Aircraft not to expect climb or descent in Jeddah FIR
UL883	PMA-OE	SITOL-OE	FL280,FL300,FL320 NOT AVBL
ULIMET	SOGTA-UK	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

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
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	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	RIBOT-OM	GOLGU-OM	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 ARRrS, OBbB FIR DEPs via KUMBO
UM600	KUMBO-OB	TUMAK-OB	Traffic required to be levelled by ALTOM or before
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 ARRrS
UM628	DFN-OE	PEKEM-OM	FL270,FL300-FL330,FL330 NOT AVBL
UM628	RIGIL-OM	LUDID-OM	FL300 and FL320 not available at LUDID
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	RABAP-OB	OBNET-OB	Available for OMAE FIR ARRrS, overflying northern OMAE FIR
UM677	RABAP-OB	OBNET-OB	Not available for OBbB FIR ARRrS
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
UM872	DBA-HE	FYM-HE	W-bound direction not available above FL255
UM872	FYM-HE	SEMRU-HE	MEA FL280 at night

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
UM872	HGD-HE	SILKA-OE	W-bound direction available for HEGN ARRs
UM872	KANAR-HE	SILKA-OE	RNAV (RNAV 5) required at or above FL160
UM872	SEMURU-HE	FYM-HE	W-bound direction not available above FL255
UM872	SEMURU-HE	HGD-HE	W-bound direction not available above FL255
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	DEDLI-HE	RNAV (RNAV 5) required at or above FL160
UM999	LXR-HE	DEDLI-HE	W-bound direction only available for HELX ARRs
UN131	AYT-LT	BATNU-LT	Only available for LCEN ARRs/DEPs
UN131	KULAR-LT	AYT-LT	Only available for LTAI ARRs
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
UN315	LOTOS-OE	SITOL-OE	Aircraft not to expect climb or descent in Jeddah FIR
UN315	LOTOS-OE	SITOL-OE	FL300 NOT AVBL
UN316	PASAM-OE	HLF-OE	Only available 1500-0300
UN318	LADNA-OB	OVONA-OB	Only available for OBBB FIR, OMAE FIR ARRs, traffic overflying southern OMAE FIR at or below FL290
UN318	TOTIS-OT	OVONA-OB	Available for OTBD, OTHH, OTBH ARRs, traffic overflying/landing within southern OMAE FIR
UN324	PURDA-OE	GOBRO-OO	Aircraft not to expect climb or descent in Jeddah FIR
UN324	PURDA-OE	GOBRO-OO	FL270, FL280 available only
UN324	PURDA-OE	GOBRO-OO	Only available for OOSA ARRs/DEPs
UN685	DEBOL-OE	TOSNA-OM	Available for OBBB FIR, OMAE FIR ARRs, traffic overflying OMAE FIR at or above FL310
UN685	DENVO-OT	TOSNA-OM	Only available for overflying traffic to southern OMAE FIR
UN687	KIA-OE	KFA-OE	Only available 1900-0300
UN697	HIL-OE	KITOT-HE	Not available for OETB ARRs/DEPs

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
UN697	HIL-OE	KITOT-HE	Only available Fri, Sat, Hol, 1500-0300 Sun-Thu
UN697	NWB-HE	MENLI-HE	RNAV (RNAV 5) required at or above FL160
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	PAKER-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 above 13000'. Alternate route: UT514
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	NAGOG-OB	ORMID-OB	MAA FL280 for OBBB FIR ARRrS at NAGOG and by ATC
UP751	BRN-HE	ALEBA-HS	RNAV (RNAV 5) required at or above FL160
UP751	BRN-HE	KATAB-HE	W-bound direction not available above FL255
UP975	SIDNA-OR	MUTAG-OR	Not available for flight planning
UQ215	AFNAN-OT	BOVIP-OB	Only available for OTBD, OTHH ARRrS
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
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
UT422	CAY-LT	EVGEG-LT	Only available for LTAS ARRrS/DEPs
UT430	ALVEN-OT	BONAN-OB	Only available for OTBD, OTHH, OTBH DEPs
UT438	KUVER-OI	TOTIS-OT	Only available for OBBS FIR ARRrS
UT444	GIRSI-OB	DENVO-OT	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
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 OBBS FIR ARRrS
UT702	PAKER-OY	NODMA-OY	RNAV (RNAV 5) required at or below FL460
UT800	DASUT-OI	ULDUN-OI	Eastbound for traffic departing Qatar Airports
UT800	DOH-OT	PATIS-OB	Eastbound for traffic departing Qatar Airports

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
UT800	PATIS-OB	DASUT-OI	Only available for traffic departing Qatar Airports
UT888	CRM-LT	ALRAM-OI	Not available for LB, UK, UR, UG, UD FIR ARRs/over-flights
UT975	KUVER-OI	OVONA-OB	Not available for OBBB FIR ARRs
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
UW107	TEVNI-LT	GUMRU-LT	Only available for LTAS ARR
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 ARR
UY415	VUTAD-OE	LOTOK-OE	GND-FL330 not available 0500-1100 Sun-Thu, exc HOL
UZ225	BAYAN-OT	VELAM-OB	Only available for OTBD, OTHH ARR
V9	MMV-VO	VVZ-VE	Not available during VO(D)-171 activity
V11	BBZ-VO	BILAM-VO	Not available during VO(D)-171 activity
V39	KUNSO-OE	WDR-OE	Only available by ATC 1500-0300
V44	IID-VA	BPL-VA	VABP ARR planned via IID route V44
V44	IID-VA	BPL-VA	VAID DEPs planned via BPL route V44

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
V45	HFR-OE	ITIXI-OE	Airway suspended
V48	ABH-OE	WDR-OE	Not available during OE(D)-92 activity
V331	EGMOT-OE	WDR-OE	Only available during OE(D)-96A activity
V338	SOKAM-OA	SAKUX-OA	Unusable
V338	SOKAM-OA	TAPIS-OA	MAA FL270 2000-2359
V390	PAMTU-OA	SERKA-OP	MAA FL270 2000-2359
V602	CVO-HE	PSD-HE	RNAV required at or above FL160
V602	LONIR-HE	PSD-HE	Only available by ATC
V603	SISIK-HE	DASOT-HE	W-bound direction not available above FL255
V603	SISIK-HE	HGD-HE	RNAV required at or above FL160
V604	ALPAM-HE	NOZ-HE	RNAV required at or above FL160
V604	NOZ-HE	PSD-HE	Domestic traffic only
V604	NOZ-HE	PSD-HE	Only available 2230-0530Z
V604	NOZ-HE	PSD-HE	RNAV (RNAV 5) required at or above FL160
V606	LONIR-HE	EGORA-HE	Only available by ATC
V606	LONIR-HE	EGORA-HE	RNAV required at or above FL160
V608	HGD-HE	TONTU-HE	RNAV (RNAV 5) required at or above FL160
V717	SIGSI-OA	NIPIR-OA	MAA FL270 2000-2359
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	MAK-HE	RNAV required at or above FL160
V730	MAK-HE	GETOS-HE	RNAV (RNAV 5) required at or above FL160
V738	ASN-HE	AST-HE	RNAV (RNAV 5) required at or above FL160
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	RAMSO-OA	SURVI-OA	Unusable

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
V848	SURVI-OA	PINAX-OA	FL330 not available 1800-0245 for OAKX FIR civil overflights entering OAKX FIR
V876	TAPIS-OA	EGPAN-OA	MAA FL270 2000-2359
VA-NYKV	VAN-LT	YKV-LT	Only available by ATC for LTCW ARRrS/DEPs
VVZME P	VVZ-VE	MEPOL-VE	Alternate route for A465, W90 during VE(D)-50 activity
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	JSR-VG	IBANU-VG	FIS only below FL75
W2	ZDN-OI	MESPO-OI	RNAV 5 above FL285
W3	BELKU-VG	SDP-VG	FIS only below FL125
W3	DAC-VG	SDP-VG	Domestic traffic only
W3	DZF-OI	SYZ-OI	RNAV 5 above FL285
W3	TEGAK-VG	BELKU-VG	FIS only below FL75
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	BRD-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 FL75

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
W7	DAC-VG	SHAMR-VG	Domestic traffic only
W7	DZF-OI	ARK-OI	RNAV 5 above FL285
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 at or above FL160
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	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
W10S	SG-VA	IID-VA	Contact Ozar ATC on 123.5/120.6MHz 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	DOTIP-VA	APANO-VA	Domestic traffic only
W12N	BBB-VA	QQZ-VA	Domestic traffic only
W12S	QQZ-VA	BBB-VA	Domestic traffic only
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

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
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	RAN-VT	STN-VT	Unavailable when VT(D)-58 is activated
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	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

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
W20	DPN-VI	MMV-VO	RNP2 aircraft route via Q23, Q24
W23	BUZ-OI	SYZ-OI	RNAV 5 above FL285
W26	HIA-VO	EMPUN-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
W30W	DPN-VI	PK-VI	Domestic traffic only
W30	IMDAT-OI	KHG-OI	Airway closed
W30	KHG-OI	AWZ-OI	RNAV 5 above FL285
W31W	DPN-VI	SNG-VI	Domestic traffic only
W31	MAH-OI	ABD-OI	RNAV 5 above FL285
W31E	SNG-VI	DPN-VI	Domestic traffic only
W32	VAXUG-OI	BND-OI	RNAV 5 above FL285
W33S	DPN-VI	BBN-VE	Domestic traffic only
W34	MENEX-VT	PUT-VT	Unavailable when VT(D)-58 is activated
W34	PK-VI	SNG-VI	Domestic traffic only
W35	DPN-VI	BNR-VI	Domestic traffic only
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

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
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	BIA-VO	Domestic traffic only
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
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
W56S	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
W61	BBB-VA	JAM-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
W65S	JJO-VI	DPN-VI	Domestic traffic only
W66	RRP-VE	KKJ-VE	MEA FL260 during VA(D)-223 activity. Traffic below FL260 routes KKJ-W138-RRP, KKJ-BEDUX-DCT-NNP or RRP-W140-BPL
W66	VVZ-VE	KKJ-VE	Domestic traffic only

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
W67	GGO-VA	PUN-VA	Domestic traffic only
W68	BPL-VA	KKJ-VE	Domestic traffic only
W69	CEA-VE	BBD-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	JLG-VA	IID-VA	MEA FL110 during VA(D)-219 activity. Traffic below FL110 routes IID-A5-JLG
W75	JLG-VA	IID-VA	MEA FL400 during VA(D)-8 activity. Traffic below FL400 routes IID-A5-JLG
W75	KEMER-LT	ADA-LT	Only available for LTAF, LTDA ARR/DEPs
W75	MELAX-VA	UUD-VA	Domestic traffic only
W75	NASIM-LT	BAG-LT	Only available 1730-0230 1 Apr-1 Nov, 1700-0430 2 Nov-31 Mar, weekends and Hol
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

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
W84	TARSU-LT	ADA-LT	Only available for LTAF, LTDA ARRrS/DEPs
W85	SP-VI	TATAK-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	VVZ-VE	BBS-VE	Domestic traffic only
W90	VVZ-VE	BBS-VE	MEA FL220 during VE(D)-50 activity. Traffic below FL220 routes VVZ-MEPOL-BBS
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	BODEL-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
W100	RRP-VE	RRC-VE	Domestic traffic only
W101W	GGO-VA	BIA-VO	Domestic traffic only
W103	BADEM-LT	KHD-LT	Cruising Levels by ATC
W103	DOGET-VA	TAXUN-VA	Domestic traffic only. Available as contingency route for international traffic
W104	APAGO-VE	LLP-VE	Domestic traffic only
W105	PPT-VE	BBD-VE	Domestic traffic only
W106	RRC-VE	GGC-VE	Route via W106A during VE(D)-57 activity
W106A	RRC-VE	PPT-VE	Alternate route for W106
W106A	RRC-VE	PPT-VE	Domestic traffic only
W107	TEVNI-LT	GUMRU-LT	Only available for LTAS ARRrS
W108W	AAR-VI	DPN-VI	Contact Alpha Control/Monitor on 119.70MHz for identification
W108W	AAR-VI	DPN-VI	Domestic traffic only

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
W109W	PK-VI	DPN-VI	Contact Alpha Control/Monitor on 119.70MHz for identification
W109W	PK-VI	DPN-VI	Domestic traffic only
W110	ATOVA-VE	OROTO-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
W119	CLC-VO	CCB-VO	Domestic traffic only
W120	GGO-VA	VB-VO	Domestic traffic only
W121	MML-VO	BIA-VO	Domestic traffic only
W122N	JJP-VI	BPL-VA	Domestic traffic only
W122S	JJP-VI	KALNA-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	HB-VA	Domestic traffic only
W128	PUN-VA	BBM-VA	Domestic traffic only
W134	SBZ-OI	BRD-OI	RNAV 5 above FL285
W134	SG-VA	PUN-VA	Domestic traffic only
W135	JAM-VA	AAE-VA	Domestic traffic only
W136	KM-VO	RRP-VE	Domestic traffic only
W136	SAV-OI	BOXIX-OR	RNAV 5 above FL285
W137	BBD-VE	GGT-VE	Domestic traffic only
W137	DAR-OI	ZAL-OI	RNAV 5 above FL285

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
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	LADUP-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	BODEL-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	RNAV 5 above FL285
W154	DHN-OI	GIBAB-OI	This route will be used when OID51 on AWY B411 is activated

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
W155	GGN-OI	KLH-OI	RNAV 5 above FL285
W156	GGN-OI	MITOT-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
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 at or above FL160
W605	SML-HE	LXR-HE	RNAV required at or above FL160
W605	TONTU-HE	SML-HE	RNAV (RNAV 5) required at or above FL160
W611	DASOT-HE	DELNA-HE	RNAV required at or above FL160
W613	FYM-HE	ALPID-HE	RNAV required at or above FL160
W613	FYM-HE	ALPID-HE	W-bound direction not available above FL255
W615	NAKDO-HE	AST-HE	RNAV (RNAV 5) required at or above FL160
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

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
W702	GUMRU-LT	PAZAR-LT	MEA FL130 weekends and Hol
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	Only available for HEMM ARR/DEPs
W725	DBA-HE	BRN-HE	RNAV required at or above FL160
W725	RASDA-HE	DBA-HE	RNAV (RNAV 5) required at or above FL160
W739	LOPID-HE	ASN-HE	RNAV required at or above FL160
W850	MELDO-HE	PASOS-HE	E-bound direction available for HEAR, HEGR domestic ARRs
W850	MELDO-HE	PASOS-HE	RNAV (RNAV 5) required at or above FL160
W850	PASOS-HE	GITLA-LL	Only available for traffic to HECA FIR
W976	SISIK-HE	TBA-HE	HETB DEPs route via NWB
W976	SISIK-HE	TBA-HE	RNAV required at or above FL160
XO-PLAR	XOPOX-VO	LARIK-VE	Alternate route for A465 during VO(D)-73 activity
Y001	BAYAN-OT	BOVIP-OB	Only available for OTBD, OTHH ARRs
Y1	PHOBG-VQ	BT-VQ	Not available for traffic via Y4
Y1	PR-VQ	BT-VQ	Domestic traffic only
Y1	PR-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	PR-VQ	YP-VQ	Domestic traffic only
Y3	PR-VQ	YP-VQ	Max IAS 240 Kts
Y4	GELPU-VQ	BT-VQ	Domestic traffic only
Y4	GELPU-VQ	BT-VQ	Max IAS 240 Kts
Y5	DAGNA-VQ	GELPU-VQ	Not available for traffic via Y4

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
Y5	KIKOT-VT	HOTEL-VT	Available Monday to Thursday from 1701 UTC to 2200 UTC and on Friday 1701 UTC to Sunday 2200 UTC. Other times by NOTAM
Y5	PRO-VQ	YP-VQ	Domestic traffic only
Y5	PRO-VQ	YP-VQ	Max IAS 240 Kts
Y6	BKK-VT	MARNI-VT	Flights between BKK-CMA (vice versa), flight plan is required at FL290 and above. In addition, A-464 AIRWAY is available for flight plan at FL280 and below
Y6	PRO-VQ	TRONG-VQ	Domestic traffic only
Y6	PRO-VQ	TRONG-VQ	Max IAS 240 Kts
Y7	PANTA-VT	TL-VT	Flights between BKK-CMA (vice versa), flight plan is required at FL290 and above. In addition, A-464 AIRWAY is available for flight plan at FL280 and below
Y9	HTY-VT	DANDO-VT	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
Y10	OBLEX-VT	HTY-VT	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
Y17	NULBO-VT	SMU-VT	Available Monday to Friday from 1701 UTC to 2259 UTC and Friday, 1701 UTC to Sunday, 2259 UTC
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
Y188	RIXEN-LT	LUGEB-LB	CDR 3. Activated by NOTAM
Y190	IVGOT-LB	ODERO-LT	CDR 3. Activated by NOTAM
Y191	MOSOP-LB	RIXEN-LT	CDR 3. Alternate route for N616. Activated by NOTAM
Y192	MAKOL-LT	MOSOP-LB	CDR 3. Alternate route for N617. Activated by NOTAM

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
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	MARMA-LT	Only available 1900-0400, weekends and Hol, O/T used by Tactical Civil Military Coordination
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
YAAERT	YAA-LT	ERTAS-LT	Only available by ATC
YAA-FEN	YAA-LT	FENER-LT	Only available by ATC
Z2	TRN-OI	DNZ-OI	Not available during military activity
Z2	TRN-OI	DNZ-OI	Only available for Iranian airlines
Z3	DHN-OI	GGN-OI	Not available during military activity
Z3	DHN-OI	GGN-OI	Only available for Iranian airlines
Z4	ULETA-OI	MSD-OI	Not available during military activity
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	Only available for Iranian airlines
Z151	ULDUN-OI	BUBAS-OO	Eastbound only available at FL310, FL350 for OOMM FIR overflights and OOMS/OOSH ARRr. Westbound only available at FL300 for OOMS/OOSH DEPs and OTHH ARRr
Z225	BAYAN-OT	VELAM-OB	Only available for OTBD, OTHH ARRr
Z350	ITURA-OO	NOVSU-OI	Only FL360 and FL400 available
Z350	IVIVA-OI	MIDS-OB	Westbound for traffic departing Bahrain FIR Airports
Z652	VRMG-VR	VRMM-VR	Domestic traffic only

MIDDLE EAST

ROUTE IDENT	START ID- ICAO	END ID- ICAO	RESTRICTION
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



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	
Chakhcharan	CC	301.0	H W	N34 32.0	E065 16.0	E003	
Ghazni	GN	341.0	H W	N33 32.0	E068 25.0	E002	
Herat	AHR	116.2	V D L W	N34 12.4	E062 14.0	E003	3270
Herat	HR	327.0	H W	N34 13.0	E062 13.2	E003	
Herat	HRT	111.7	T L	N34 12.4	E062 13.5	E003	3290
Herat	HRT	412.0	H L W	N34 12.7	E062 13.9	E003	3206
Jalalabad	JL	265.0	H W	N34 24.8	E070 28.4	E002	
Kabul	KBL	112.0	V D L W	N34 32.7	E069 17.4	E002	
Kabul	OKB	133.8	M T	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	3292
Kandahar	OKN	1720.0	H W	N31 30.0	E065 51.1	E002	3337
Khost	KS	210.0	H W	N33 21.0	E069 57.0	E002	
Maimana	MN	275.0	H W	N35 55.0	E064 47.0	E003	
Mawlana Jalaludin Muhammad Bal	AMS	116.8	V D H W	N36 42.1	E067 12.7	E004	
Mazar-e Sharif	MS	293.5	H W	N36 43.5	E067 15.5	E002	
Qala-I-Naw	QN	219.0	H W	N35 00.0	E063 10.0	E003	
Zaranj	ZJ	270.0	H W	N31 06.0	E061 56.0	E002	
Bagram	IBAG	110.7	LOC	RWY 03R		E003	
Kabul (Kabul Intl)	IAKW	110.5	LOC	RWY 29		E002	
Kandahar	IOKN	108.55	LOC	RWY 23		E002	
Mazar-e Sharif (Mawlana Jalaludin 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	BAH	115.3	V D H W	N26 15.9 E050 38.9	E002	
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 33	E002	
Bahrain (Sakhir AB)	IKH	110.75	LOC	RWY 35	E002	

BANGLADESH

Name	Ident	Freq.	Class		INS Coordinates		VAR/Stn Decl	Elev.
Barisal	BL	368.0	H	W	N22 47.9	E090 17.9	W001	
Chittagong	CTG	113.4	V D U W		N22 15.5	E091 49.6	W001	45
Chittagong	EG	287.0	H	W	N22 15.1	E091 49.1	W001	
Comilla	CM	330.0	H	W	N23 26.2	E091 11.3	W001	
Comilla	CML	115.5	V D H W		N23 26.0	E091 11.4	W001	
Cox's Bazar	CB	396.0	H	W	N21 27.2	E091 57.9	W001	
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
Jessore	JR	280.0	H	W	N23 10.6	E089 09.7	W001	
Jessore	JSR	113.0	V H W		N23 10.6	E089 09.8	W001	
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	W001	
Saidpur	SDP	115.8	V H W		N25 45.3	E088 54.6	W001	
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	
Tejgaon	DC	252.0	H M W		N23 47.0	E090 23.2	W001	24
Chittagong (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	W	N27 24.0	E089 25.5	W000	7305
Paro	PRO	108.4	V D H W		N27 18.1	E089 30.3	W000	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 U W	N23 53.4	E091 14.4	W000	72
Agartala	AT	237.0	H W	N23 53.2	E091 14.6	W001	46
Agatti	AAT	115.9	D H	N10 49.7	E072 10.8		45
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 U W	N27 09.0	E077 56.9	E000	
Ahmedabad	AAE	113.1	V D H W	N23 04.1	E072 37.7	W000	207
Ahmedabad	AH	215.0	H W	N23 08.5	E072 42.0	W001	
Aligarh	ALI	117.9	V D H W	N27 49.8	E078 10.7	E001	
Allahabad	ALH	113.3	V D H W	N25 26.6	E081 43.5	E000	321
Allahabad	AP	328.0	H W	N25 27.8	E081 42.0	E000	
Amritsar	AAR	115.5	V D H W	N31 43.7	E074 47.2	E002	
Amritsar	AR	351.0	H W	N31 42.5	E074 48.9	E002	
Aurangabad	AAU	116.3	V D H W	N19 51.7	E075 24.3	W001	1935
Aurangabad	AU	205.0	H W	N19 51.6	E075 23.9	W001	1911
Baghdogra	BBD	116.6	V D H W	N26 41.4	E088 19.6	W000	412
Barapani	BPN	116.0	V D H W	N25 42.4	E091 58.7	W000	2909
Belgaum	BBM	112.1	V D H W	N15 51.4	E074 37.0	W001	
Bellary	BBI	112.8	V D H W	N15 09.9	E076 52.8	W001	1500
Bengaluru	BBG	115.5	V D H W	N12 57.0	E077 40.9	W002	
Bengaluru	BIA	116.8	V D H W	N13 12.4	E077 43.9	W002	
Bengaluru	BIB	114.5	V D H W	N13 24.0	E077 54.9	W002	2979
Bhavnagar	BVR	114.1	V D H W	N21 45.1	E072 11.4	W001	43
Bhopal	BPL	117.1	V D H W	N23 17.0	E077 20.2	W000	
Bhubaneswar	BBS	113.5	V D H W	N20 14.6	E085 48.8	W001	122
Bhuj	BHU	112.6	V D H W	N23 16.5	E069 40.0	E000	257
Bhuntar	BNR	334.0	H W	N31 52.9	E077 09.1	E001	3573
Bidar	BR	240.0	H W	N17 55.1	E077 29.9	W002	
Bikaner (VOR-1)	LUN	117.6	V D U W	N28 33.2	E073 47.3	E001	
Bikaner (VOR-2)	LKA	114.0	V D U W	N28 11.3	E074 06.7	E001	
Calicut	CL	303.0	H W	N11 08.6	E075 56.9	W002	342

INDIA

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
Calicut	CLC	116.5	V D H W	N11 08.1	E075 57.3	W002	358
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	
Chandigarh	CHG	116.5	V D H W	N30 40.1	E076 48.4	E001	300
Chennai	CNI	114.9	V D H W	N13 00.3	E080 10.0	W001	
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	W001	
Chillarki	CHI	116.8	V D H W	N28 21.0	E076 39.5	E000	800
Cochin	CIA	113.5	V D H W	N10 09.0	E076 22.4	W003	49
Cochin	CIB	117.3	V D H W	N10 07.0	E076 40.8	W002	
Coimbatore	CB	354.0	H W	N11 01.5	E077 02.7	W002	
Coimbatore	CCB	112.9	V D H W	N11 02.0	E077 02.9	W002	
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	
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	752
Delhi	DP	274.0	H	N28 35.2	E076 59.9	E001	777
Delhi	DPN	116.1	V D H W	N28 34.0	E077 05.6	E001	
Dibrugarh	DBR	265.0	H W	N27 27.9	E095 01.1	W001	362
Dibrugarh	DRG	117.3	V D H W	N27 29.3	E095 01.2	W000	382
Dimapur	DMR	114.5	V D H W	N25 52.9	E093 46.9	W001	
Dimapur	MR	422.0	H W	N25 53.0	E093 46.1	W001	487
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	
Gaggal	KN	237.0	H W	N32 09.9	E076 15.7	E001	2525
Gaya	GGC	115.0	V D U W	N24 44.5	E084 56.6	W000	392
Goa	GGO	113.6	V D H W	N15 22.7	E073 48.7	W002	
Goa	GO	274.0	H W	N15 23.5	E073 53.4	W002	
Gondia	GDA	114.2	V D H W	N21 31.9	E080 17.6	W000	988
Gondia	GN	230.0	H W	N21 31.5	E080 17.4	W000	988
Gorakhpur	GH	278.0	H L W	N26 44.1	E083 26.9	E000	

INDIA

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
Gulbarga	GGB	116.0	V D U W	N17 18.8	E076 48.2	W002	1450
Guwahati	GGT	117.6	V D H W	N26 08.0	E091 35.9	W000	
Guwahati	GT	360.0	H W	N26 06.5	E091 36.2	W000	
Gwalior	GWA	112.8	V D U W	N26 17.8	E078 13.6	E000	617
Hubli	HB	402.0	H W	N15 21.5	E075 05.0	W001	
Hubli	HLB	113.4	V D H W	N15 21.7	E075 04.5	W001	
Hyderabad	HHY	114.7	V D H W	N17 27.3	E078 27.5	W001	1732
Hyderabad	HIA	113.8	V D H W	N17 13.7	E078 24.3	W001	1969
Imphal	IIM	115.9	V D H W	N24 45.5	E093 53.9	W000	2560
Imphal	IM	289.0	H W	N24 45.5	E093 53.3	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 03.6	W000	
Jaipur	JJP	112.9	V D H W	N26 49.6	E075 50.3	E000	1263
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	W000	816
Jammu	JJU	113.3	V D U	N32 41.5	E074 50.3	E001	1029
Jamnagar	JAM	115.0	V D H	N22 28.2	E070 01.3	E000	
Jamnagar	JMR	257.0	H L W	N22 29.6	E070 03.0	E000	
Jamshedpur	JJS	115.4	V D H W	N22 48.8	E086 10.4	W000	
Jharsuguda	JH	314.0	H W	N21 53.8	E084 02.3	W001	750
Jodhpur	JJO	112.3	V D H W	N26 14.0	E073 03.0	E000	717
Jodhpur	JO	340.0	H L W	N26 15.2	E073 01.6	E000	
Jorhat	JHT	112.1	V D H W	N26 43.4	E094 09.9	W000	
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	W002	
Kancheepuram	KKP	115.4	V D H W	N12 47.1	E079 42.8	W002	
Kandla	KD	335.0	H M W	N23 06.7	E070 06.2	E000	
Kandla	KND	117.7	D H	N23 06.7	E070 06.2		118
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	W000	90

INDIA

Name	Ident	Freq.	Class		INS Coordinates		VAR/Stn Decl	Elev.
Keshod	KS	282.0	H	W	N21 19.1	E070 15.7	W001	167
Khajuraho	KJ	403.0	H	W	N24 49.2	E079 55.0	W000	728
Khajuraho	KKJ	116.4	V D H W		N24 48.2	E079 54.8	W000	
Khamampet	KM	340.0	H	W	N17 14.6	E080 08.4	W002	
Kolhapur	KP	334.0	H	W	N16 39.9	E074 16.9	W002	
Kolkata	CEA	112.5	V D H W		N22 40.6	E088 26.9	W001	55
Kota	KO	284.0	H	W	N25 09.9	E075 50.6	W001	896
Leh	LLH	115.7	V D H W		N34 05.1	E077 34.6	E002	10682
Lengpui	LLP	114.2	V D H W		N23 49.8	E092 37.4	W001	1434
Lengpui	LP	344.0	H	W	N23 50.1	E092 37.4	W001	1398
Lilabari	LBR	116.5	V D U W		N27 17.6	E094 05.8	W000	330
Lilabari	NR	381.0	H	W	N27 17.2	E094 05.5	W000	330
Lucknow	LKN	117.4	V D H W		N26 45.5	E080 53.7	E000	
Ludhiana	LNA	113.5	V D H W		N30 51.0	E075 57.8	E001	834
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	
Mangalore	ML	357.0	H	H W	N12 57.8	E074 53.5	W002	338
Mangalore	MML	114.2	V D H W		N12 57.7	E074 55.3	W001	394
Mumbai	BBB	116.6	V D H W		N19 05.2	E072 52.5	W001	
Mundra	MND	113.5	V D H W		N22 50.3	E069 46.5	E000	
Mysore	MSR	113.7	V D H W		N12 13.8	E076 39.1	W002	
Nagpur	NNP	112.7	V D H W		N21 04.9	E079 03.4	W000	
Nanded	NDD	113.0	V D H W		N19 10.7	E077 20.1	W001	1250
Ozar	OJR	115.6	V D H W		N20 07.5	E073 55.8	W000	
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	E001	
Patna	PPT	112.1	V D U W		N25 35.4	E085 05.4	W000	194
Porbandar	PBN	112.4	V D H W		N21 39.1	E069 39.3	W000	
Porbandar	PR	344.0	H	W	N21 38.5	E069 39.8	W000	
Port Blair	PPB	115.7	V D U W		N11 39.0	E092 44.8	W001	502

INDIA

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
Pratapgarh	PRA	114.9	V D U W	N24 02.2	E074 44.6	W001	1750
Puducherry	OM	385.0	H W	N11 58.0	E079 48.8	W002	
Pune	PPN	114.6	V D H W	N18 35.1	E073 54.7	W001	
Pune	PUN	113.9	V D H W	N18 34.8	E073 54.9	W001	1942
Raipur	RRP	116.1	V D H W	N21 10.9	E081 44.6	W000	
Rajahmundry	RJM	112.4	V D H W	N17 06.6	E081 48.9	W001	
Rajahmundry	RY	366.0	H W	N17 06.5	E081 49.3	W001	151
Rajkot	RK	329.0	H W	N22 18.7	E070 47.2	W000	441
Rajkot	RKT	115.4	V D H W	N22 18.8	E070 46.7	W000	
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	2148
Ranchi	RRC	116.9	V D H W	N23 18.5	E085 19.6	W000	2135
Sakras	SKA	117.2	V D U W	N27 50.9	E077 00.5	E000	850
Salem	SL	241.0	H M W	N11 47.0	E078 03.7	W002	
Sampla	SAM	117.0	V D H W	N28 49.2	E076 49.2	E001	
Sarsawa	SP	298.0	H W	N30 00.0	E077 25.9	E000	
Shimla	SLA	114.1	V D H W	N31 05.2	E077 03.8	E001	
Sikandarabad	SSB	112.4	V D H W	N28 23.6	E077 42.5	E000	777
Silchar	KKU	115.7	V D H W	N24 54.8	E092 58.7	W000	
Solapur	SO	345.0	H M W	N17 37.5	E075 55.9	W001	
Songarh	SG	358.0	H W	N21 10.1	E073 34.0	W001	450
Srinagar	SNG	115.9	V D U W	N34 00.1	E074 45.3	E002	5487
Srisathyasai	SAI	241.0	H W	N14 09.0	E077 47.1	W002	1569
Surat	SUR	112.2	V D H W	N21 06.6	E072 44.4	W000	
Teju	TJ	416.0	H W	N27 56.5	E096 08.2	W001	700
Tezpur	TEZ	117.9	V D H W	N26 42.7	E092 46.9	W000	500
Tezpur	TZ	208.0	H H W	N26 43.0	E092 47.0	W001	
Thiruvananthapuram	TVM	115.1	V D U W	N08 28.5	E076 55.5	W002	
Tiruchirappalli	TR	307.0	H W	N10 45.7	E078 43.1	W002	288
Tiruchirappalli	TTR	113.1	V D H W	N10 46.1	E078 43.5	W002	
Tirupati	TTP	115.7	V D H W	N13 38.1	E079 33.8	W002	351

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Name	Ident	Freq.	Class		INS Coordinates		VAR/Stn Decl	Elev.
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	
Udhampur	YX	202.0	H	W	N32 55.0	E075 08.0	E001	
Vadodara	QQZ	117.3	V D H W		N22 20.0	E073 13.5	W000	151
Vadodara	QZ	304.0	H	W	N22 20.1	E073 12.6	W000	
Varanasi	BBN	113.9	V D H W		N25 27.3	E082 51.6	W000	
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	
Vijayawada	BZ	393.0	H	W	N16 31.4	E080 47.3	W001	
Vikarabad	VB	321.0	H	W	N17 20.1	E077 52.9	W001	2200
Vishakhapatnam	VSP	116.6	V D H W		N17 43.5	E083 14.2	W001	
Vishakhapatnam	VVZ	114.0	V D U W		N17 40.1	E083 15.2	W001	1192
Agartala	IAGE	110.3	LOC		RWY 18		W001	
Agra	IAGR	110.3	LOC		RWY 05		E000	
Ahmedabad	IAHD	110.3	LOC		RWY 23		W001	
Amritsar (Sri Guru Ram Dass Jee Intl)	IAMR	109.5	LOC		RWY 34		E002	
Aurangabad	IAUR	110.1	LOC		RWY 27		W001	
Bengaluru (Hal)	IBLR	110.5	LOC		RWY 27		W003	
Bengaluru (Kempe-gowda Intl)	IBAN	109.3	LOC		RWY 09		W002	
	IDEV	108.3	LOC		RWY 27		W002	
Bhavnagar	IBHR	109.9	LOC		RWY 25		W001	
Bhopal (Raja Bhoj)	BH	363.0	LO		N23 14.6	E077 25.7	W000	
	IBPH	109.9	LOC		RWY 30		W000	
Bhubaneshwar	IBHR	109.1	LOC		RWY 14		W001	
Calicut	ICLB	110.7	LOC		RWY 10		W002	
	ICAC	109.5	LOC		RWY 28		W002	
Chandigarh	ICHHD	110.3	LOC		RWY 11		E001	

INDIA

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Elev. Decl
Chennai (Chennai Intl)	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
	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)	PL	303.0	LO	N28 32.5	E077 11.9	E001
	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		W001
Dimapur	IDMP	109.3	LOC	RWY 12		W001
Durgapur	IDPR	110.9	LOC	RWY 16		W000
Gaya	IGYA	109.3	LOC	RWY 28		W001
Goa (Dabolim)	IDAB	110.3	LOC	RWY 26		W002
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)	HY	256.0	LO	N17 27.3	E078 33.6	W002
	IHYD	110.1	LOC	RWY 27		W002
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

INDIA

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Elev. Decl
	IJIP	109.9	LOC	RWY 27		E000
Kanpur (Chakeri)	IKNP	109.7	LOC	RWY 27		E000
Khajuraho	IKJR	110.7	LOC	RWY 19		W000
Kolkata (Netaji Subhash Chandra Bose Intl)	CA	293.0	LO	N22 35.0	E088 26.4	W001
	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 Intl)	ILUC	109.9	LOC	RWY 27		E000
Madurai	IMDR	110.5	LOC	RWY 27		W002
Mangalore (Mangalore Intl)	IMNG	110.1	LOC	RWY 24		W002
Mumbai (Chhatrapati Shivaji Intl)	SC	345.0	LO	N19 05.4	E073 01.1	W002
	IBOM	109.5	LOC	RWY 09		W002
	IBBY	110.1	LOC	RWY 14		W002
	ISCZ	110.3	LOC	RWY 27		W002
Nagpur (Dr. Ambedkar Intl)	NG	217.0	LO	N21 02.1	E079 05.5	W001
	INGR	110.3	LOC	RWY 32		W001
Ozar	IOZR	110.7	LOC	RWY 27		W000
Patna (Jai Prakash Narayan Intl)	IPAT	110.3	LOC	RWY 25		W001
Port Blair	IPBR	110.1	LOC	RWY 04		W001
Pune	IPUN	108.7	LOC	RWY 28		W001
Raipur (Swami Vivekananda)	IRAI	110.3	LOC	RWY 24		W000
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

INDIA

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Elev. Decl
Thiruvananthapuram	ITDM	109.9	LOC	RWY 32	W002
Tiruchirappalli (Tiruchirappalli Intl)	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 Intl)	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	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	E003	64
Ahwaz	AWZ	415.0	H M W	N31 20.6	E048 44.7	E003	
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 Abbass	BND	117.2	V D U W	N27 11.8	E056 22.0	E002	22
Bandar Abbass	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	
Bandar Lengeh	LEN	408.0	H L W	N26 31.8	E054 50.0	E002	
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	
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 W	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 15.2	E052 43.2	E005	8439
Dehnamak	DN	346.0	H W	N35 14.8	E052 43.6	E003	

IRAN

Name	Ident	Freq.	Class	INS	Coordinates	VAR/Stn Decl	Elev.
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 U	N32 44.8	E051 49.5	E003	5072
Esfahan	IFN	337.0	H W	N32 44.9	E051 52.8	E003	5041
Esfahan	ISN	113.2	V D U W	N32 44.8	E051 49.7	E003	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	KHM	117.1	D L	N26 45.8	E055 54.5		31
Gheshm	KHM	233.0	H W	N26 45.8	E055 54.5	E002	
Gorgan	GGN	117.6	V D H W	N36 55.5	E054 22.9	E004	
Gorgan	GGN	310.0	H W	N36 54.2	E054 24.8	E004	
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	
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 Khomaii (Tehran)	IKA	201.0	H L	N35 24.5	E051 11.1	E005	
Imam Khomaii Intl (Tehran)	IKA	114.3	V D H	N35 24.6	E051 10.7	E005	3271
Iran Shahr	ISR	117.0	V D H W	N27 14.1	E060 43.3	E001	2037
Iran Shahr	ISR	309.0	H H W	N27 14.0	E060 43.1	E001	1960
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 L W	N27 49.3	E052 20.6	E002	2197
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	M W	N37 23.3	E055 27.4	E004	
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	
Kerman	KER	290.0	H	W	N30 15.9	E056 57.6	E003	
Kermanshah	KMS	114.6	V D U W		N34 20.4	E047 10.1	E003	4308
Kermanshah	KMS	382.0	H	W	N34 21.4	E047 08.6	E004	4301
Khark	KHG	325.0	H	M W	N29 15.6	E050 19.3	E003	
Khark (Khark Island)	KHG	113.4	V D H W		N29 15.8	E050 19.0	E003	53
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	KIH	116.5		T U	N26 31.4	E054 00.6	E002	90
Kish	KIH	201.0	H	W	N26 31.7	E053 57.2	E002	51
Kish	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	
Mahshahr	MAH	115.8	V D L W		N30 33.4	E049 09.0	E003	
Maikou	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	
Mashhad	MSD	385.0	H	W	N36 13.7	E059 38.3	E004	
Noshahr	NSR	113.9		D H	N36 39.6	E051 28.1		-64
Noshahr	NSR	260.0	H	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 H W	N35 45.7	E050 51.1	E004	
Payam	PIM	306.0	H W	N35 45.7	E050 51.0	E004	
Persian Gulf	PRG	112.1	V D H W	N27 21.6	E052 45.9	E002	21
Persian Gulf	PRG	457.0	H W	N27 23.6	E052 43.6	E002	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 36.9	E005	
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 34.3	E004	
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 M W	N37 20.8	E046 08.6	E005	
Sanandaj	SNJ	116.5	V D L W	N35 14.3	E047 00.5	E004	4618
Sanandaj	SNJ	366.0	H W	N35 15.8	E047 00.6	E004	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	5801
Sirri Island	SIR	113.75	V D H W	N25 54.9	E054 32.1	E002	
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
Tabriz	TBZ	300.0	H M W	N38 07.2	E046 14.4	E005	4432
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	6071
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	E004	
Zanjan	ZAJ	321.0	H W	N36 46.5	E048 21.9	E004	
Abadan	IABD	109.9	LOC	RWY 32L		E004	

IRAN

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Elev. Decl
Ahwaz	IAWZ	109.9	LOC	RWY 30	E003
Ardabil	IARD	110.3	LOC	RWY 15	E005
	IARB	109.9	LOC	RWY 33	E005
Bandar Abbass (Bandar Abbass Intl)	IBND	109.9	LOC	RWY 21L	E002
Esfahan (Shahid Beheshti Intl)	IIFN	109.9	LOC	RWY 26R	E003
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 Zone (Persian Gulf)	IPRG	110.3	LOC	RWY 31	E002
Rasht (Sardar-E-Jangal)	IRST	109.9	LOC	RWY 27	E005
Sanandaj	ISNJ	109.3	LOC	RWY 19	E004
Shiraz (Shahid Dastghaib 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 Khomeini Intl)	IKIA	109.1	LOC	RWY 11L	E005
	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 (Sulaimaniyah 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	E004	
Ben Gurion (Tel Aviv)	BGN	113.5	V D H B	N32 00.8 E034 52.5	E004	
Eilat	RAM	113.85	V D H W	N29 45.2 E035 01.2	E004	251
Eilot	LOT	112.0	V D L W	N29 36.5 E034 58.6	E004	200
Metzada	MZD	115.0	V D L W	N31 19.9 E035 23.5	E004	
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	E004	
Zofar	ZFR	115.6	V D H W	N30 33.5 E035 09.7	E004	
Eilat (Ilan and Assaf Ramon)	RA	108.7	LOC	RWY 01	E004	
	RB	110.5	LOC	RWY 19	E004	
Ovda	VA	109.7	LOC	RWY 21R	E004	
Tel Aviv (Ben Gurion)	BC	110.9	LOC	RWY 08	E004	
	BG	110.3	LOC	RWY 12	E004	
	BN	109.7	LOC	RWY 21	E004	
	BA	108.7	LOC	RWY 26	E004	
	BD	111.9	LOC	RWY 30	E004	

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	E004	
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	E004	
Queen Alia	QAA	115.2	V D H W	N31 44.4 E036 09.4	E004	
Amman (Marka Intl)	IAMN	109.5	LOC	RWY 24	E003	
			OM	N32 00.3 E036 04.0		
Amman (Queen Alia Intl)	IQAN	109.3	LOC	RWY 08L	E004	
	IQA	110.9	LOC	RWY 26L	E004	
	IQAR	111.1	LOC	RWY 26R	E004	
Aqaba (King Hussein Intl)	IAQA	110.1	LOC	RWY 01	E003	

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	
Biratnagar	VTN	358.0	H W	N26 29.1	E087 16.0	W000	
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	
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	550
Pokhara	PHR	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	
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	
Salalah	SAN	310.0	H W	N17 01.7	E054 05.2	E001	
Salalah	SLL	112.8	V D H W	N17 03.0	E054 06.9	E001	
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	LOM	407.0	LO	N17 04.2	E054 11.0	E001	
	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	
Bhit	BT	425.0	H	M		N26 12.5	E067 30.0	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	E001	
Dera Ismail Khan	DI	286.0	H		W	N31 54.5	E070 53.3	E001	
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	E000	
Islamabad	RN	112.1	V	D	U W	N33 36.4	E073 07.6	E002	
Jacobabad	JA	232.0	H		W	N28 16.7	E068 25.3	E001	
Jiwani	JI	112.7	V	D	H W	N25 03.8	E061 47.7	E001	
Jiwani	JI	330.0	H		W	N25 04.3	E061 48.0	E001	
Kadanwari	KW	350.0	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
Karachi	MR	354.0	H	H	W	N24 56.0	E066 56.0	E000	
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 30.4	E074 23.0	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 11.7	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	E000	
Nawabshah	NH	393.0	H		W	N26 13.0	E068 23.5	E000	

PAKISTAN

Name	Ident	Freq.	Class		INS Coordinates		VAR/Stn Decl	Elev.
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	
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	
Peshawar	PS	308.0	H	W	N33 59.8	E071 30.3	E002	
Qasim	QS	287.0	H	W	N33 34.0	E073 02.0	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	
Rafiqui	RQ	283.0	H	H W	N30 46.0	E072 17.0	E001	
Rahim Yar Khan	RK	113.7	V D H W		N28 21.9	E070 16.4	E001	
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 47.9	E002	
Saidu Sharif	SS	357.0	H	M W	N34 48.5	E072 21.1	E002	
Sargodha	SR	344.0	H	H W	N32 01.0	E072 43.0	E001	
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	
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	
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	

PAKISTAN

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Elev. Decl
Karachi (Jinnah Intl)	IQA	109.7	LOC	RWY 25L	E000
	IKC	110.1	LOC	RWY 25R	E000
	KO	235.0	LOM	N24 55.8 E067 14.8	E000
Lahore (Allama Iqbal Intl)	LO	338.0	LO	N31 26.7 E074 24.2	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 Khor	AK	345.0	H	L	W	N25 37.8	E051 30.4	E002	
Al Udeid	ALD	115.2	V	T	L W	N25 05.6	E051 19.6	E002	
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 16		E002	
	IMBH	111.3	LOC			RWY 34		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	
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 Kharij	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	E002	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
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	E003	
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 H W	N27 02.4	E049 24.4	E002	
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	
King Abdulaziz (Jeddah)	JDW	115.3	V T H W	N21 42.7	E039 07.4	E003	100
King Fahd	KFA	112.5	V T U W	N26 21.9	E049 49.2	E002	100
King Faisal Naval Base	KFB	113.1	V T H W	N21 20.8	E039 10.3	E003	

SAUDI ARABIA

Name	Ident	Freq.	Class	INS	Coordinates	VAR/Stn Decl	Elev.
King Salman AB (Riyadh)	RIY	114.5	V T L W	N24 43.2	E046 43.4	E002	
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	
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 A	N24 53.2	E046 45.6	E002	
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 41.6	E038 44.1	E004	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	
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	

SAUDI ARABIA

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
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	E002	
	IWSR	108.1	LOC	RWY 16R	E002	
	IWM R	108.9	LOC	RWY 34L	E002	
	IABF	110.7	LOC	RWY 34R	E002	
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	
Hafr Al Batin (King Saud AB)	IKMC	108.7	LOC	RWY 31	E003	

SAUDI ARABIA

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Elev. Decl
Hail	IHIL	110.3	LOC	RWY 18	E003
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	E002
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
	IPMA	110.5	LOC	RWY 36	E004
Nejran	INEJ	109.3	LOC	RWY 06	E002
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 (King Khaled Intl)	IELF	109.5	LOC	RWY 15L	E002
	ITIH	110.5	LOC	RWY 15R	E002
	IFAT	110.1	LOC	RWY 33L	E002
	IKIA	109.1	LOC	RWY 33R	E002
Riyadh (King Salman AB)	IRIY	110.3	LOC	RWY 01	E002
	IRAB	110.7	LOC	RWY 33	E002

SAUDI ARABIA

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Sharurah	ISHA	109.7	LOC	RWY 08	E001	
Tabuk (Sultan Bin Abdul- laziz)	ITBK	109.5	LOC	RWY 24	E004	
	IPKS	111.9	LOC	RWY 31	E004	
Taif	ITIF	110.9	LOC	RWY 25	E003	
	ITAI	110.7	LOC	RWY 35	E003	
Turaif	ITRF	108.3	LOC	RWY 28	E004	
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 W	N37 43.5	E038 27.4	E004	
Adiyaman	KHD	381.0	H W	N37 43.5	E038 27.4	E004	
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	
Antalya	AYT	115.5	T H	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 H	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 W	N39 37.8	E027 55.8	E005	
Bandirma	BDM	111.0	T T	N40 19.0	E027 58.9	E005	171
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 (Denizli)	CRD	112.0	V	D	H W	N37 47.4	E029 42.2	E005	2808
Cardak (Denizli)	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	H W	N40 44.3	E030 04.3	E005	213
Cengiz Topel (Kocaeli)	CTP	307.0	H		W	N40 44.3	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	L 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	U	N41 07.8	E027 54.1	E004	518
Corlu	CRL	114.8	V	D	H W	N41 09.0	E027 56.1	E004	
Corlu	CRL	426.0	H		L	N41 07.9	E027 54.6	E004	
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	E004	
Erzincan	ERN	430.0	H W	N39 42.5	E039 31.8	E004	
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	E004	
Isparta	IPT	349.0	H H W	N37 50.5	E030 20.7	E004	
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	E004	
Kahramanmaras	KHM	374.0	H M W	N37 32.4	E036 57.2	E004	
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	
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 H W	N36 52.6	E030 48.3	E004	
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	E004	
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 U	N37 58.6	E041 50.2		1969
Siirt	SIR	409.0	H W	N37 58.6	E041 50.2	E005	
Siirt	SRT	114.3	V D H W	N37 54.6	E041 52.9	E004	
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	
Tekirdag (Istanbul)	EKI	317.0	H L	N40 57.1	E027 25.6	E004	
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	
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	E005	
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	

TURKEY

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
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	YEN	113.2	T L	N40 15.4	E029 33.8	E004	764
Yenisehir (Bursa)	BRY	115.3	V D H W	N40 15.8	E029 35.6	E004	771
Yenisehir (Bursa)	BRY	352.0	H L W	N40 15.8	E029 35.6	E004	
Yuksekov	YKV	112.1	V D H W	N37 33.0	E044 14.6	E005	
Yuksekov (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 05		E004	
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	
	ES	338.0	LO	N40 11.4	E033 03.3	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	
			OM	N40 11.4	E033 03.3		
	IEBG	108.3	LOC	RWY 21R		E004	
			OM	N40 11.5	E033 03.2		
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		

TURKEY

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Elev. Decl
	ILRA	109.75	LOC	RWY 18L	E004
	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 24	E005
Diyarbakir	IDBN	108.5	LOC	RWY 34	E005
Elazig	IELG	110.3	LOC	RWY 25	E005
Erzincan	IEZC	108.9	LOC	RWY 29	E004
Erzurum (Erzurum Intl)	IEZR	110.7	LOC	RWY 08L	E005
	IERZ	110.5	LOC	RWY 26R	E005
Eskisehir	IESK	108.75	LOC	RWY 27	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
	IHTY	108.15	LOC	RWY 22	E005
Igdir (Sehit Bulent Aydin)	IIGD	108.35	LOC	RWY 12	E005
Isparta (Suleyman Demirel)	ISPT	109.15	LOC	RWY 05	E004
Istanbul (Ataturk Intl)	IIST	110.3	LOC	RWY 05	E004
	IISB	111.1	LOC	RWY 17L	E004
			OM	N41 03.4 E028 48.4	

TURKEY

Name	Ident	Freq.	Class	INS	Coordinates	VAR/Stn Decl	Elev.
			OM	N41 00.6	E028 54.4		
	ISEF	111.5	LOC	RWY 35L		E004	
	IYES	111.3	LOC	RWY 35R		E004	
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 06		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	IMUS	108.5	LOC	RWY 29R		E005	
Samsun (Carsamba)	ICRM	110.1	LOC	RWY 13		E005	
Sanliurfa (Gap)	ISUR	111.9	LOC	RWY 04		E004	

TURKEY

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
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)	ICRL	110.5	LOC	RWY 05	E004	
			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	

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 L W	N24 15.6	E055 36.4	E001	842
Al Bateen (Abu Dhabi)	ALB	114.0	V D L W	N24 26.3	E054 26.8	E002	45
Al Maktoum (Dubai)	JXB	113.4	D L	N24 52.8	E055 11.4		183
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	
Das Island	ID	366.0	H W	N25 10.0	E052 54.0	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	
Zirku	ZKU	275.0	H W	N24 51.7	E053 04.8	E001	
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		E001	
Dubai (Al Maktoum Intl)	IJEA	111.75	LOC	RWY 12		E002	
	IJWA	109.75	LOC	RWY 30		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)

A		ALH	Allahabad, India
AAE	Ahmedabad, India	ALI	Al-Ashraf (Al Najaf), Iraq
AAR	Amritsar, India	ALI	Aligarh, India
AAR	Arar, Saudi Arabia	ALN	Al Ain, UAE
AAT	Agartala, India	AMD	Doha Intl (Doha), Qatar
AAT	Agatti, India	AMN	Marka, Jordan
AAU	Aurangabad, India	AMS	Mazar, Afghanistan
ABD	Abadan, Iran	AN	Anuradhapura, Sri Lanka
ABD	Abyad (Damascus), Syria	AN	Esenboga Intl (Ankara), Turkey
ABH	Abha, Saudi Arabia	AN	Sanaa Intl (Sanaa), Yemen
ABM	Abumusa, Iran	ANK	Anarak, Iran
ABM	Abumusa (Abumusa Island), Iran	ANK	Ankara, Turkey
AD	Aden, Yemen	ANT	Antalya Intl (Antalya), Turkey
ADA	Adana, Turkey	AP	Allahabad, India
ADN	Adana, Turkey	AQ	Abqaiq, Saudi Arabia
ADV	Abu Dhabi, UAE	AQB	Aqaba, Jordan
AG	Agra, India	AQC	King Hussein, Jordan
AGG	Agra, India	AR	Amritsar, India
AH	Ahmedabad, India	ARB	Ardabil, Iran
AHR	Herat, Afghanistan	ARD	Aradah, Saudi Arabia
AJ	Aghajari, Iran	ARF	Arifiye, Turkey
AJF	Al Jouf, Saudi Arabia	ARI	Agri, Turkey
AJR	Aghajari, Iran	ARK	Arak, Iran
AK	Akrotiri, Cyprus	ASB	Ali Al Salem, Kuwait
AK	Al Khor, Qatar	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		

NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA

(See end of listing for Localizers)

AWZ	Ahwaz, Iran	BH	Buhasa, UAE
AYT	Antalya, Turkey	BHA	Al Baha, Saudi Arabia
B		BHP	Bharatpur, Nepal
BA	Ben Gurion (Tel Aviv), Israel	BHU	Bhuj, India
BAG	Baglum (Ankara), Turkey	BIA	Bengaluru, India
BAH	Bahrain, Bahrain	BIB	Bengaluru, India
BAM	Bam, Iran	BIG	Biga, Turkey
BAN	Banias, Syria	BJD	Birjand, Iran
BAR	Baysur, Lebanon	BKZ	Beykoz, Turkey
BAT	Batha, Saudi Arabia	BL	Barisal, Bangladesh
BAT	Batman, Turkey	BN	Ben Gurion (Tel Aviv), Israel
BBB	Mumbai, India	BN	Varanasi, India
BBD	Baghdogra, India	BND	Bandar Abbass, Iran
BBG	Bengaluru, India	BNG	Bingol, Turkey
BBI	Bellary, India	BNR	Bhuntar, India
BBM	Belgaum, India	BOD	Beirut, Lebanon
BBN	Varanasi, India	BPL	Bhopal, India
BBS	Bhubaneshwar, India	BPN	Barapani, India
BBZ	Vijayawada, India	BPN	Bopan, Saudi Arabia
BC	Ben Gurion (Tel Aviv), Israel	BR	Bidar, India
BD	Ben Gurion (Tel Aviv), Israel	BRD	Bojnord, Iran
BDB	Bir Darb, Saudi Arabia	BRG	Bahregan, Iran
BDM	Bandirma, Turkey	BRI	Balikesir, Turkey
BDR	Milas Bodrum, Turkey	BRN	Birjand, Iran
BEY	Beypazari, Turkey	BRT	Biratnagar, Nepal
BG	Ben Gurion (Tel Aviv), Israel	BRY	Yenisehir (Bursa), 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	Raja Bhoj (Bhopal), India	BT	Bumthang, Bhutan
		BTR	Islamabad, Pakistan

NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA

(See end of listing for Localizers)

BUK Cubuk (Ankara), Turkey
 BUZ Bushehr, Iran
 BVR Bhavnagar, India
 BW Bahawalpur, Pakistan
 BWA Bhairahawa, Nepal
 BZ Vijayawada, India

C

CA Netaji Subhash Chandra Bose In (Kolkata), India
 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 Trincomalee, 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 Comilla, Bangladesh
 CML Comilla, Bangladesh

CN Car Nicobar, India
 CNI Chennai, India
 CNK Canakkale, Turkey
 CP Kadapa, India
 CRD Cardak (Denizli), Turkey
 CRL Corlu, Turkey
 CRM Carsamba (Samsun), Turkey
 CTG Chittagong, 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

NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA

(See end of listing for Localizers)

DHA	Dhahran, Saudi Arabia	EN	Adnan Menderes Intl (Izmir), Turkey
DHA	Hazrat Shahjalal Intl (Dhaka), Bangladesh	ERH	Malatya, Turkey
DHI	Dhangadhi, Nepal	ERM	Ilan and Assaf Ramon (Eilat), Israel
DHN	Dehnamak, Iran	ERN	Erzincan, Turkey
DI	Dera Ismail Khan, Pakistan	ERZ	Erzurum, Turkey
DIA	Doha Intl, Qatar	ES	Esenboga Intl (Ankara), Turkey
DIG	Delhi, India	ESB	Esenboga (Ankara), Turkey
DIY	Diyarbakir, Turkey	ESH	Esfahan, Iran
DKA	Larnaca Intl (Dhekelia), Cyprus	ESK	Eskisehir, Turkey
DMR	Dimapur, India	ESR	Eskisehir, Turkey
DN	Dehnamak, Iran	ETI	Ankara-Etimesgut, Turkey
DNZ	Dasht-E-Naz, Iran	EZN	Vabel, Turkey
DOH	Doha/Hamad Intl, Qatar	EZS	Elazig, Turkey
DP	Delhi, India	F	
DPN	Delhi, India	FA	Faisalabad, Pakistan
DRG	Dibrugarh, India	FJV	Fujairah, UAE
DRZ	Deir Zzor, Syria	FSA	Fasa, Iran
DRZ	Deir-Zzor, Syria	FY	Fridun One, Iran
DS	Deesa, India	G	
DU	Diu, India	GAP	Gap (Sanliurfa), Turkey
DU	Netaji Subhash Chandra Bose In (Kolkata), India	GAS	Gassim, Saudi Arabia
DYB	Diyarbakir, Turkey	GAZ	Gaziantep, Turkey
DZF	Dezful, Iran	GBI	Golbasi, Turkey
E		GD	Gwadar, Pakistan
EDR	Edremit, Turkey	GDA	Al-Ghaidah, Yemen
EG	Chittagong, Bangladesh	GDA	Gondia, India
EKI	Tekirdag, Turkey	GDR	Igdir, Turkey
EKI	Ataturk Intl (Istanbul), Turkey	GEM	Gemerek, Turkey
ELG	Keban, Turkey	GEY	Antalya, Turkey
		GGB	Gulbarga, India

NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA

(See end of listing for Localizers)

GGC	Gaya, India	HIA	Hyderabad, India
GGN	Gorgan, Iran	HIL	Hail, Saudi Arabia
GGO	Goa, India	HJJ	Hamad Intl (Doha), Qatar
GGT	Guwahati, India	HLF	Halaifa, Saudi Arabia
GH	Gorakhpur, India	HMA	Haima, Oman
GH	Guwahati, India	HRT	Herat, Afghanistan
GIZ	Jazan, Saudi Arabia	HSA	Al Ahsa, Saudi Arabia
GKA	Gokceada, Turkey	HSA	Hesa (Esfahan), Iran
GN	Gondia, India	HTY	Hatay, Turkey
GO	Goa, India	HW	Pantnagar, India
GRY	Guriat, Saudi Arabia	HY	Begumpet (Hyderabad), India
GSN	Gachsaran, Iran		
GT	Gilgit, Pakistan		
GT	Guwahati, India		
GWA	Gwalior, India		
GZA	Gaza, Gaza		
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

I

IAAR	Arar, Saudi Arabia
IABD	Abadan, Iran
IABF	King Fahd Intl (Dammam), Saudi Arabia
IABH	Abha, Saudi Arabia
IADA	Adana, Turkey
IAE	Abu Dhabi Intl (Abu Dhabi), UAE
IAGE	Agartala, India
IAGR	Agra, India
IAGR	Ahmed-I Hani (Agri), Turkey
IAHD	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

NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA

(See end of listing for Localizers)

IAMN	Marka Intl (Amman), Jordan	IBIN	Bingol, Turkey
IAMR	Sri Guru Ram Dass Jee Intl (Amritsar), India	IBIP	Islamabad Intl (Islamabad), Pakistan
IAN	Abu Dhabi Intl (Abu Dhabi), UAE	IBKB	Bacha Khan Intl (Peshawar), Pakistan
IANK	Esenboga Intl (Ankara), Turkey	IBLR	Hal (Bengaluru), India
IAQA	King Hussein Intl (Aqaba), Jordan	IBND	Bandar Abbass Intl (Bandar Abbass), Iran
IARB	Ardabil, Iran	IBOM	Chhatrapati Shivaji Intl (Mumbai), India
IARD	Ardabil, Iran	IBPH	Raja Bhoj (Bhopal), India
IAS	Abu Dhabi Intl (Abu Dhabi), UAE	IBRI	Merkez (Balikesir), Turkey
IAT	Al Bateen Executive (Abu Dhabi), UAE	IBSH	Bisha, Saudi Arabia
IATA	Ataturk Intl (Istanbul), Turkey	IBUZ	Bushehr, Iran
IATY	Antalya Intl (Antalya), Turkey	ICAC	Calicut, India
IAUR	Aurangabad, India	ICAL	Netaji Subhash Chandra Bose In (Kolkata), India
IAW	Abu Dhabi Intl (Abu Dhabi), UAE	ICG	Shah Amanat Intl (Chittagong), Bangladesh
IAYT	Antalya Intl (Antalya), Turkey	ICGM	Al Udeid AB (Al Udeid), Qatar
IBA	Bassel Al-Assad Intl (Latakia), Syria	ICHD	Chandigarh, India
IBAG	Bagram, Afghanistan	ICHN	Chennai Intl (Chennai), India
IBAN	Kempegowda Intl (Bengaluru), India	ICIG	Cigli (Izmir), Turkey
IBAP	Islamabad Intl (Islamabad), Pakistan	ICIL	Cochin Intl (Cochin), India
IBAT	Batha, Saudi Arabia	ICLB	Calicut, India
IBAT	Batman, Turkey	ICMB	Coimbatore Intl (Coimbatore), India
IBBA	Islamabad Intl (Islamabad), Pakistan	ICNG	Cengiz Topel (Kocaeli), Turkey
IBBY	Chhatrapati Shivaji Intl (Mumbai), India	ICNK	Canakkale, Turkey
IBD	Doha Intl (Doha), Qatar	ICRD	Cardak (Denizli), Turkey
IBDM	Bandirma (Balikesir), Turkey	ICRL	Corlu (Tekirdag), Turkey
IBDR	Bodrum Intl (Milas), Turkey	ICRM	Carsamba (Samsun), Turkey
IBHA	King Saud Bin Abdulaziz (Al Baha), Saudi Arabia	ID	Das Island, UAE
IBHR	Bhavnagar, India	ID	Indore, India
IBHR	Bhubaneshwar, India	IDA	Damascus Intl (Damascus), Syria
IBIA	Bahrain Intl (Bahrain), Bahrain		
IBIA	Basrah Intl (Basrah), Iraq		

NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA

(See end of listing for Localizers)

IDA	Hazrat Shahjalal Intl (Dhaka), Bangladesh	IDUM	Netaji Subhash Chandra Bose In (Kolkata), India
IDAB	Dabolim (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
IDEL	Indira Gandhi Intl (Delhi), India	IESK	Eskisehir, Turkey
IDEV	Kempegowda Intl (Bengaluru), India	IEZC	Erzincan, Turkey
IDFJ	King Abdulaziz Intl (Jeddah), Saudi Arabia	IEZR	Erzurum Intl (Erzurum), Turkey
IDGM	Indira Gandhi Intl (Delhi), India	IFA	Faisalabad Intl (Faisalabad), Pakistan
IDHA	King Abdulaziz AB (Dhahran), Saudi Arabia	IFAT	King Khaled Intl (Riyadh), Saudi Arabia
IDHC	King Abdulaziz AB (Dhahran), Saudi Arabia	IFJR	Fujairah Intl (Fujairah), UAE
IDHH	King Abdulaziz AB (Dhahran), Saudi Arabia	IFN	Esfahan, Iran
IDHL	King Abdulaziz AB (Dhahran), Saudi Arabia	IGAS	Prince Naif Bin Abdulaziz (Gassim), Saudi Arabia
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
IDLm	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
		IHBD	Rajiv Gandhi Intl (Hyderabad), India
		IHFR	Hafr Al Batin (Al Qaisumah), Saudi Arabia

NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA

(See end of listing for Localizers)

IHL	Hail, Saudi Arabia	IKAR	Kars Harakani (Kars), Turkey
IHSA	Al Ahsa, Saudi Arabia	IKE	Bandaranaike Intl Colombo (Katu-nayake), Sri Lanka
IHTY	Hatay, Turkey	IKER	Kerman, Iran
IHYD	Begumpet (Hyderabad), India	IKFK	Afyon, Turkey
IID	Indore, India	IKFN	King Faisal Naval Base (Jeddah), Saudi Arabia
IIDR	Devi Ahilyabai Holkar (Indore), India	IKFZ	Koca Seyit (Balikesir), Turkey
IIFN	Shahid Beheshti Intl (Esfahan), Iran	IKH	Sakhir AB (Bahrain), Bahrain
IIGD	Sehit Bulent Aydin (Igdir), Turkey	IKHA	King Hussein Intl (Aqaba), Jordan
IIKA	Imam Khomainsi Intl (Tehran), Iran	IKIA	Imam Khomainsi Intl (Tehran), Iran
IILM	Ilam, Iran	IKIA	King Khaled Intl (Riyadh), Saudi Arabia
IIM	Imphal, India	IKIA	Kuwait Intl (Kuwait), Kuwait
IIMR	Adnan Menderes Intl (Izmir), Turkey	IKIB	Kuwait Intl (Kuwait), Kuwait
IIPH	Imphal, India	IKIC	Kuwait Intl (Kuwait), Kuwait
IISB	Ataturk Intl (Istanbul), Turkey	IKID	Kuwait Intl (Kuwait), Kuwait
IIST	Ataturk Intl (Istanbul), Turkey	IKJR	Khajuraho, India
IJBL	Jubail, Saudi Arabia	IKLC	Kaklic (Izmir), Turkey
IJDC	King Abdulaziz Intl (Jeddah), Saudi Arabia	IKMC	King Saud AB (Hafr Al Batin), Saudi Arabia
IJDD	King Abdulaziz Intl (Jeddah), Saudi Arabia	IKMS	Shahid Ashrafi Esfahani (Kermanshah), Iran
IJDL	King Abdulaziz Intl (Jeddah), Saudi Arabia	IKNP	Chakeri (Kanpur), India
IJDW	King Abdulaziz Intl (Jeddah), Saudi Arabia	IKNY	Konya, Turkey
IJEK	Al Maktoum Intl (Dubai), UAE	IKRD	Khoram Abad, Iran
IJIP	Jaipur, India	IKSR	Kayseri, Turkey
IJWA	Al Maktoum Intl (Dubai), UAE	IKW	Bandaranaike Intl Colombo (Katu-nayake), Sri Lanka
IKA	Imam Khomainsi (Tehran), Iran	ILA	Allama Iqbal Intl (Lahore), Pakistan
IKA	Imam Khomainsi Intl (Tehran), Iran	ILC	Larnaca Intl (Larnaca), Cyprus
IKAB	King Khaled AB (Khamis Mushait), Saudi Arabia	ILM	Ilam, Iran
IKAM	King Khaled AB (Khamis Mushait), Saudi Arabia	ILNP	Lengpui, India

NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA

(See end of listing for Localizers)

ILO	Allama Iqbal Intl (Lahore), Pakistan	INJF	Al-Ashraf Intl (Al Najaf), Iraq
ILRA	Antalya Intl (Antalya), Turkey	IOKL	Netaji Subhash Chandra Bose In (Kolkata), India
ILUC	Chaudhary Charan Singh Intl (Lucknow), India	IOKN	Kandahar, Afghanistan
IM	Imphal, India	IOZR	Ozar, India
IMAS	Chennai Intl (Chennai), India	IPA	Pafos Intl (Pafos), Cyprus
IMAS	Mawlana Jalaluddin Muhammad Ba (Mazar-e Sharif), Afghanistan	IPAT	Jai Prakash Narayan Intl (Patna), India
IMAZ	Mawlana Jalaluddin Muhammad Ba (Mazar-e Sharif), Afghanistan	IPBR	Port Blair, India
IMBF	King Fahd Intl (Dammam), Saudi Arabia	IPKS	Sultan Bin Abdulaziz (Tabuk), Saudi Arabia
IMBH	Al Udeid AB (Al Udeid), Qatar	IPLM	Indira Gandhi Intl (Delhi), India
IMDR	Madurai, India	IPMA	Prince Mohammad Bin Abdulaziz (Madinah), Saudi Arabia
IME	Mattala Rajapaksa Intl (Mattala), Sri Lanka	IPRG	Persian Gulf (Pars Special Zone), Iran
IMEN	Adnan Menderes Intl (Izmir), Turkey	IPSA	Prince Sultan AB (Al Kharij), Saudi Arabia
IML	Muscat Intl (Muscat), Oman	IPSB	Prince Sultan AB (Al Kharij), Saudi Arabia
IMLY	Malatya, Turkey	IPT	Isparta, Turkey
IMNG	Mangalore Intl (Mangalore), India	IPUN	Pune, India
IMR	Izmir, Turkey	IQA	Jinnah Intl (Karachi), Pakistan
IMR	Muscat Intl (Muscat), Oman	IQA	Queen Alia Intl (Amman), Jordan
IMRD	Mardin, Turkey	IQAN	Queen Alia Intl (Amman), Jordan
IMRI	Merzifon (Amasya), Turkey	IQAR	Queen Alia Intl (Amman), Jordan
IMSD	Shahid Hashemi Nejad Intl (Mashhad), Iran	IRAB	King Salman AB (Riyadh), Saudi Arabia
IMT	Multan Intl (Multan), Pakistan	IRAF	Rafha, Saudi Arabia
IMUS	Mus, Turkey	IRAI	Swami Vivekananda (Raipur), India
INAH	Prince Mohammad Bin Abdulaziz (Madinah), Saudi Arabia	IRAJ	Rajkot, India
INB	Inebolu, Turkey	IRAN	Birsa Munda (Ranchi), India
INEJ	Nejran, Saudi Arabia	IRAS	Ras Mishab, Saudi Arabia
INGR	Dr. Ambedkar Intl (Nagpur), India	IRBG	Rabigh, Saudi Arabia
		IREA	Erbil Intl (Erbil), Iraq

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(See end of listing for Localizers)

IREB	Erbil Intl (Erbil), Iraq	ISWT	Al Udeid AB (Al Udeid), Qatar
IRIY	King Salman AB (Riyadh), Saudi Arabia	ISYZ	Shahid Dastghaib Intl (Shiraz), Iran
IRK	Ras Al Khaimah Intl (Ras Al Khaimah), UAE	ITAI	Taif, Saudi Arabia
IRN	Benazir Bhutto Intl (Islamabad), Pakistan	ITBK	Sultan Bin Abdulaziz (Tabuk), Saudi Arabia
IRST	Sardar-E-Jangal (Rasht), Iran	ITBL	Tabriz Intl (Tabriz), Iran
IS	Ishurdi, Bangladesh	ITBZ	Tabriz Intl (Tabriz), Iran
IS	Istanbul, Turkey	ITBZ	Trabzon Intl (Trabzon), Turkey
ISAB	Prince Sultan AB (Al Kharj), Saudi Arabia	ITCE	Al Udeid AB (Al Udeid), Qatar
ISAB	Sabiha Gokcen (Istanbul), Turkey	ITCY	Tiruchirappalli Intl (Tiruchirappalli), India
ISAM	Rajiv Gandhi Intl (Hyderabad), India	ITDM	Thiruvananthapuram, India
ISBH	Sabiha Gokcen (Istanbul), Turkey	ITHL	Mehrabad Intl (Tehran), Iran
ISCZ	Chhatrapati Shivaji Intl (Mumbai), India	ITIF	Taif, Saudi Arabia
ISE	Salalah, Oman	ITIH	King Khaled Intl (Riyadh), Saudi Arabia
ISEF	Ataturk Intl (Istanbul), Turkey	ITNR	Ras Tanura, Saudi Arabia
ISHA	Sharurah, Saudi Arabia	ITPY	Tirupati, India
ISHW	Sharjah Intl (Sharjah), UAE	ITRB	Trabzon Intl (Trabzon), Turkey
ISL	Sialkot Intl (Sialkot), Pakistan	ITRF	Turaif, Saudi Arabia
ISN	Esfahan, Iran	ITZK	Kapadokya, Turkey
ISNJ	Sanandaj, Iran	IUDR	Udaipur, India
ISNK	Serafettin Elci (Sirnak), Turkey	IUME	Um Almelh, Saudi Arabia
ISPT	Suleyman Demirel (Isparta), Turkey	IUMH	Uromiyeh, Iran
ISR	Iran Shahr, Iran	IUTA	Samungli Intl (Quetta), Pakistan
ISRE	Sharjah Intl (Sharjah), UAE	IVAN	Ferit Melen (Van), Turkey
ISRN	Srinagar, India	IVDD	Vadodara, India
ISUR	Gap (Sanliurfa), Turkey	IVJA	Vijayawada, India
ISUT	Surat, India	IVNS	Lal Bahadur Shastri Intl (Varanasi), India
ISVS	Nuri Demirag (Sivas), Turkey	IVSA	Vishakhapatnam, India
ISW	Salalah, Oman	IWD	Wadi Al Dawasir, Saudi Arabia
		R	

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(See end of listing for Localizers)

IWEJ	Wejh, Saudi Arabia	JJS	Jamshedpur, India
IWM	King Fahd Intl (Dammam), Saudi Arabia	JJU	Jammu, India
IWSR	King Fahd Intl (Dammam), Saudi Arabia	JKP	Janakpur, Nepal
IYCA	Baghdad Intl (Baghdad), Iraq	JLG	Jalgaon, India
IYDB	Baghdad Intl (Baghdad), Iraq	JMR	Jamnagar, India
IYEN	Prince Abdulmohsin bin Abdulaz (Yenbo), Saudi Arabia	JO	Jodhpur, India
IYEN	Yenisehir (Bursa), Turkey	JR	Jessore, Bangladesh
IYES	Ataturk Intl (Istanbul), Turkey	JRM	Jahrom, Iran
IZDN	Zahedan Intl (Zahedan), Iran	JSK	Jask, Iran
IZFE	Zafer, Turkey	JSR	Jessore, Bangladesh
IZFR	Zafer, Turkey	JT	Jorhat, India
IZIR	Murted (Ankara), Turkey	JXB	Al Maktoum (Dubai), UAE
IZK	Izki, Oman	JYG	Jericho, Jordan
J			
JAL	Jalalabad, India	K	
JAM	Jam, Iran	KA	Cape Monze, Pakistan
JAM	Jamnagar, India	KA	Kaadedhdhoo, Maldives
JBL	Jubail, Saudi Arabia	KA	Kanpur, India
JD	Jebel Dhana, UAE	KAF	Kandahar, Afghanistan
JDW	King Abdulaziz (Jeddah), Saudi Arabia	KAM	Kathmandu, Nepal
JH	Jharsuguda, India	KAM	Khamis Mushait, Saudi Arabia
JHT	Jorhat, India	KAR	Kars, Turkey
JI	Jaipur, India	KAT	Katunayake, Sri Lanka
JI	Jiwani, Pakistan	KAZ	Kahrizak, Iran
JIR	Jiroft, Iran	KBL	Kabul, Afghanistan
JJB	Jabalpur, India	KC	Karachi, Pakistan
JJO	Jodhpur, India	KD	Hyderabad, Pakistan
JJP	Jaipur, India	KD	Kadhdhoo, Maldives
		KD	Kandla, India
		KDL	Kadifekale (Izmir), Turkey
		KDR	Kandahar, Afghanistan

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(See end of listing for Localizers)

KE	Chore, Pakistan	KNY	Konya, Turkey
KER	Kerman, Iran	KO	Jinnah Intl (Karachi), Pakistan
KF	Gharo, Pakistan	KO	Kota, India
KFA	King Fahd, Saudi Arabia	KON	Konya, Turkey
KFB	King Faisal Naval Base, Saudi Arabia	KP	Kolhapur, India
KFK	Afyon, Turkey	KRA	Aden, Yemen
KFR	Wafra, Kuwait	KRD	Khoram Abad, Iran
KH	Khuzdar, Pakistan	KRL	Aden Intl (Aden), Yemen
KHD	Adiyaman, Turkey	KS	Keshod, India
KHG	Khark, Iran	KSN	Kashan, Iran
KHG	Khark (Khark Island), Iran	KSR	Kayseri, Turkey
KHM	Gheshm, Iran	KST	Kastamonu, Turkey
KHM	Kahramanmaras, Turkey	KTH	Zafer, Turkey
KHR	Katihari, India	KTM	Kastamonu, Turkey
KHY	Khoy, Iran	KTM	Kathmandu, Nepal
KIA	Riyadh, Saudi Arabia	KTN	Kariatain, Syria
KIH	Kish, Iran	KUA	Kuwait, Kuwait
KIS	Kish, Iran	KUT	Kutahya, Turkey
KJ	Khajuraho, India	KW	Kadanwari, Pakistan
KKJ	Khajuraho, India		
KKP	Kancheepuram, India	L	
KKU	Silchar, India	LA	Lahore, Pakistan
KLC	Kaklic, Turkey	LAM	Lamerd, Iran
KLH	Kalaleh, Iran	LAR	Lar, Iran
KM	Khamampet, India	LBR	Lilabari, India
KMC	King Saud AB (Hafr Al Batin), Saudi Arabia	LCA	Larnaca, Cyprus
KML	Kamishly, Syria	LEN	Bandar Lengeh, Iran
KMS	Kermanshah, Iran	LKA	Bikaner (VOR-2), India
KN	Gaggal, India	LKN	Lucknow, India
KND	Kandla, India	LLH	Leh, India
		LLP	Lengpui, India

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(See end of listing for Localizers)

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 Bikaner (VOR-1), India
 LVA Lavan Island, Iran

M

MA Chennai, India
 MAH Mahshahr, 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
 NG Dr. Ambedkar Intl (Nagpur), India
 NGA Sulaimaniyah Intl (Sulaimaniyah), Iraq
 NGJ Nepalgunj, Nepal
 NH Nawabshah, Pakistan
 NK Esenboga Intl (Ankara), Turkey
 NNP Nagpur, India
 NPJ Nepalgunj, Nepal
 NR Lilabari, India
 NSR Noshahr, Iran

O

OJR Ozar, India
 OKB Kabul, Afghanistan

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(See end of listing for Localizers)

OM	Puducherry, India	PS9	Pump Station 9, Saudi Arabia
OMD	Omidiyeh, Iran	PSA	Prince Sultan, Saudi Arabia
OR	Ormara, Pakistan	PUN	Pune, India
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
PHR	Pokhara, Nepal
PI	Pasni, Pakistan
PIM	Payam, Iran
PK	Pathankot, India
PL	Indira Gandhi Intl (Delhi), India
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

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
RAV	Ras Al Khaimah, UAE
RAZ	Khashm Alan, Saudi Arabia
RBG	Rabigh, Saudi Arabia
RC	Ranchi, India
RER	Erbil, Iraq
RFH	Gaza, Gaza
RGB	Raghba, Saudi Arabia
RIN	Mukalla, Yemen
RIY	King Salman AB (Riyadh), Saudi Arabia
RJ	Rajshahi, Bangladesh

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RJM	Rajahmundry, India	SBZ	Sabzevar, Iran
RK	Rahim Yar Khan, Pakistan	SC	Chhatrapati Shivaji Intl (Mumbai), India
RK	Rajkot, India	SCT	Socotra, Yemen
RKT	Rajkot, India	SD	Saidpur, Bangladesh
RM	Rampur Hat, India	SD	Skardu, Pakistan
RM	Ratmalana, Sri Lanka	SDP	Saidpur, Bangladesh
RMD	Ramat David, Israel	SEL	Efes, Turkey
RN	Islamabad, Pakistan	SEL	Selcuk-Efes, Turkey
RNA	Sirnak, Turkey	SG	Songarh, India
RNJ	Sulaimaniyah Intl (Sulaimaniyah), Iraq	SHA	Sharurah, Saudi Arabia
RNZ	Arzanah, UAE	SHD	Sahand (Maragheh), Iran
ROP	Rosh-Pina, Israel	SHR	Shahrud, Iran
RRC	Ranchi, India	SI	Isa AB (Bahrain), Bahrain
RRP	Raipur, India	SIA	Isa AB (Bahrain), Bahrain
RSR	Ramsar, Iran	SIN	Sinop, Turkey
RST	Rasht, Iran	SIR	Siirt, Turkey
RT	Ras Tanura, Saudi Arabia	SIR	Sirri Island, Iran
RT	Rawalakot, Pakistan	SIV	Sivas, Turkey
RUS	Rudeshur, Iran	SK	Sukkur, Pakistan
RY	Rajahmundry, India	SKA	Sakras, India
S		SKD	Shahre Kord, Iran
SAA	Sanaa, Yemen	SLA	Shimla, India
SAB	Sabiha (Istanbul), Turkey	SLL	Salalah, Oman
SAI	Srisathyasai, India	SLT	Sialkot, Pakistan
SAM	Sampla, India	SMN	Semnan, Iran
SAV	Saveh, Iran	SMR	Simara, Nepal
SB	Esenboga Intl (Ankara), Turkey	SN	Sehwan Sharif, Pakistan
SB	Sibi, Pakistan	SNG	Srinagar, India
SBH	Sabiha (Istanbul), Turkey	SNJ	Sanandaj, Iran
SBT	Shabitah, Saudi Arabia	SO	Solapur, India
		SOC	Socotra, Yemen

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SP	Sarsawa, India	TIF	Taif, Saudi Arabia
SP	Sheikhupura, Pakistan	TIM	Ilan and Assaf Ramon (Eilat), Israel
SR	Shiraz, Iran	TJ	Ras Tanajib, Saudi Arabia
SRJ	Sirjan, Iran	TJ	Teju, India
SRN	Saravan, Iran	TKT	Tokat, Turkey
SRS	Sarakhs, Iran	TR	Tiruchirappalli, India
SRT	Siirt, Turkey	TRF	Turaif, Saudi Arabia
SS	Saidu Sharif, Pakistan	TRN	Tehran, Iran
SSB	Sikandarabad, India	TTP	Tirupati, India
SUL	Sulaimaniyah, Iraq	TTR	Tiruchirappalli, India
SUR	Sur, Oman	TU	Turbat, Pakistan
SW	Sawan, Pakistan	TU	Tuticorin, India
SY	Sylhet, Bangladesh	TVM	Thiruvananthapuram, India
SYE	Saadah, Yemen	TZ	Tezpur, India
SYH	Shaybah, Saudi Arabia	TZK	Tuzkoy, Turkey
SYL	Osmani Intl (Sylhet), Bangladesh		
SYN	Sayun, Yemen	U	
SYT	Sivrihisar (Eskisehir), Turkey	UD	Udhailiyah, Saudi Arabia
SYT	Sylhet, Bangladesh	UME	Um Almelh, Saudi Arabia
SYZ	Shiraz, Iran	UMH	Uromiyeh, Iran
		USK	Usak, Turkey
T		UUD	Udaipur, India
TAN	Tanf, Syria		
TAZ	Taiz, Yemen	V	
TBK	Tabuk, Saudi Arabia	VA	Ovda, Israel
TBS	Tabas, Iran	VAN	Van, Turkey
TBZ	Tabriz, Iran	VB	Vikarabad, India
TEZ	Tezpur, India	VR	Varamin, Iran
THA	Thablotin, Saudi Arabia	VSP	Vishakhapatnam, India
THR	Tehran, Iran	VTN	Biratnagar, Nepal
THT	Thumrait, Oman	VVZ	Vishakhapatnam, India

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W

WASB Ali Al Salem AB (Ali Al Salem), Kuwait
 WDR Wadi Al Dawasir, Saudi Arabia
 WEJ Wejth, 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
 YX Udampur, India
 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
 ZKU Zirku, UAE

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

E

ERM Eilat (Ilan and Assaf Ramon), Israel

I

IAAR Arar, Saudi Arabia
 IABD Abadan, Iran
 IABF Dammam (King Fahd Intl), Saudi Arabia
 IABH Abha, Saudi Arabia
 IADA Adana, Turkey
 IADY Adiyaman, Turkey
 IAE Abu Dhabi (Abu Dhabi Intl), UAE
 IAGE Agartala, India
 IAGR Agra, India
 IAGR Agri (Ahmed-I Hani), Turkey
 IAHD Ahmedabad, India
 IAJF Al Jouf, Saudi Arabia
 IAK Akrotiri, Cyprus
 IAKR Ankara (Esenboga Intl), Turkey
 IAKW Kabul (Hamid Karzai Intl), Afghanistan
 IALA Al Ain (Al Ain Intl), UAE

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IALE	Aleppo (Aleppo Intl), Syria	IBHR	Bhubaneshwar, India
IALI	Al Najaf (Al-Ashraf Intl), Iraq	IBIA	Basrah (Basrah Intl), Iraq
IALY	Antalya (Antalya Intl), Turkey	IBIB	Bahrain (Bahrain Intl), Bahrain
IAMN	Amman (Marka Intl), Jordan	IBIN	Bingol, Turkey
IAMR	Amritsar (Sri Guru Ram Dass Jee Intl), India	IBIP	Islamabad (Islamabad Intl), Pakistan
IAN	Abu Dhabi (Abu Dhabi Intl), UAE	IBKB	Peshawar (Bacha Khan Intl), Pakistan
IANK	Ankara (Esenboga Intl), Turkey	IBLR	Bengaluru (Hal), India
IAQA	Aqaba (King Hussein Intl), Jordan	IBND	Bandar Abbass (Bandar Abbass Intl), Iran
IARB	Ardabil, Iran	IBOM	Mumbai (Chhatrapati Shivaji Intl), India
IARD	Ardabil, Iran	IBPH	Bhopal (Raja Bhoj), India
IAS	Abu Dhabi (Abu Dhabi Intl), UAE	IBRI	Balikesir (Merkez), Turkey
IAT	Abu Dhabi (Al Bateen Executive), UAE	IBSH	Bisha, Saudi Arabia
IATY	Antalya (Antalya Intl), Turkey	ICAC	Calicut, India
IAUR	Aurangabad, India	ICAL	Kolkata (Netaji Subhash Chandra Bose Intl), India
IAW	Abu Dhabi (Abu Dhabi Intl), UAE	ICG	Chittagong (Shah Amanat Intl), Bangladesh
IAWZ	Ahwaz, Iran	ICGM	Al-Udeid (Al Udeid AB), Qatar
IAYT	Antalya (Antalya Intl), Turkey	ICHD	Chandigarh, India
IBA	Latakia (Bassel Al-Assad Intl), Syria	ICHN	Chennai (Chennai Intl), India
IBAG	Bagram, Afghanistan	ICIG	Izmir (Cigli), Turkey
IBAN	Bengaluru (Kempegowda Intl), India	ICIL	Cochin (Cochin Intl), India
IBAP	Islamabad (Islamabad Intl), Pakistan	ICLB	Calicut, India
IBAT	Batha, Saudi Arabia	ICMB	Coimbatore (Coimbatore Intl), India
IBAT	Batman, Turkey	ICNG	Kocaeli (Cengiz Topel), Turkey
IBBA	Islamabad (Islamabad Intl), Pakistan	ICNK	Canakkale, Turkey
IBBY	Mumbai (Chhatrapati Shivaji Intl), India	ICRD	Denizli (Cardak), Turkey
IBD	Doha (Doha Intl), Qatar	ICRL	Tekirdag (Corlu), Turkey
IBDM	Balikesir (Bandirma), Turkey	ICRM	Samsun (Carsamba), Turkey
IBDR	Milas (Bodrum Intl), Turkey	IDA	Damascus (Damascus Intl), Syria
IBHA	Al Baha (King Saud Bin Abdulaziz), Saudi Arabia		
IBHR	Bhavnagar, India		

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IDA	Dhaka (Hazrat Shahjalal Intl), Bangladesh	IDPR	Durgapur, India
IDAB	Goa (Dabolim), India	IDUM	Kolkata (Netaji Subhash Chandra Bose Intl), India
IDAN	Adana (Incirlik AB), Turkey	IDUN	Dehradun, India
IDAW	Al Dawadmi, Saudi Arabia	IEAL	Jeddah (King Abdulaziz Intl), Saudi Arabia
IDBE	Dubai (Dubai Intl), UAE	IEBG	Ankara (Esenboga Intl), Turkey
IDBL	Dubai (Dubai Intl), UAE	IELF	Riyadh (King Khaled Intl), Saudi Arabia
IDBN	Diyarbakir, Turkey	IELG	Elazig, Turkey
IDBR	Dubai (Dubai Intl), UAE	IERZ	Erzurum (Erzurum Intl), Turkey
IDBW	Dubai (Dubai Intl), UAE	IESB	Ankara (Esenboga Intl), Turkey
IDEL	Delhi (Indira Gandhi Intl), India	IESK	Eskisehir, Turkey
IDEV	Bengaluru (Kempegowda Intl), India	IESR	Eskisehir (Hasan Polatkan), Turkey
IDFJ	Jeddah (King Abdulaziz Intl), Saudi Arabia	IETI	Ankara (Etimesgut), Turkey
IDGM	Delhi (Indira Gandhi Intl), India	IEZC	Erzincan, Turkey
IDHA	Dhahran (King Abdulaziz AB), Saudi Arabia	IEZR	Erzurum (Erzurum Intl), Turkey
IDHC	Dhahran (King Abdulaziz AB), Saudi Arabia	IFA	Faisalabad (Faisalabad Intl), Pakistan
IDHH	Dhahran (King Abdulaziz AB), Saudi Arabia	IFAT	Riyadh (King Khaled Intl), Saudi Arabia
IDHL	Dhahran (King Abdulaziz AB), Saudi Arabia	IFJR	Fujairah (Fujairah Intl), UAE
IDIA	Delhi (Indira Gandhi Intl), India	IGAS	Gassim (Prince Naif Bin Abdulaziz), Saudi Arabia
IDIB	Dibrugarh, India	IGHT	Guwahati, India
IDIN	Madinah (Prince Mohammad Bin Abdulaziz Intl), Saudi Arabia	IGML	Milas (Bodrum Intl), Turkey
IDLH	Delhi (Indira Gandhi Intl), India	IGNP	Gaziantep (Gaziantep Intl), Turkey
IDLM	Mugla (Dalaman Intl), Turkey	IGON	Gondia, India
IDMN	Mugla (Dalaman Intl), Turkey	IGRY	Guriat, Saudi Arabia
IDMP	Dimapur, India	IGYA	Gaya, India
IDMR	Delhi (Indira Gandhi Intl), India	IGZN	Jazan (King Abdullah Bin Abdulaziz), Saudi Arabia
IDNA	Adana (Incirlik AB), Turkey	IGZP	Gazipasa (Alanya), Turkey
		IHAT	Hatay, Turkey
		IHBD	Hyderabad (Rajiv Gandhi Intl), India

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(See end of listing for Localizers)

IHFR	Al Qaisumah (Hafr Al Batin), Saudi Arabia	IKC	Karachi (Jinnah Intl), Pakistan
IHIL	Hail, Saudi Arabia	IKE	Katunayake (Bandaranaike Intl Colombo), Sri Lanka
IHSA	Al Ahsa, Saudi Arabia	IKER	Kerman, Iran
IHTY	Hatay, Turkey	IKFK	Afyon, Turkey
IHYD	Hyderabad (Begumpet), India	IKFN	Jeddah (King Faisal Naval Base), Saudi Arabia
IIDR	Indore (Devi Ahilyabai Holkar), India	IKFZ	Balikesir (Koca Seyit), Turkey
IIFN	Esfahan (Shahid Beheshti Intl), Iran	IKH	Bahrain (Sakhir AB), Bahrain
IIGD	Igdir (Sehit Bulent Aydin), Turkey	IKHA	Aqaba (King Hussein Intl), Jordan
IIKA	Tehran (Imam Khomeini Intl), Iran	IKIA	Tehran (Imam Khomeini Intl), Iran
IILM	Ilam, Iran	IKIA	Riyadh (King Khaled Intl), Saudi Arabia
IIMR	Izmir (Adnan Menderes Intl), Turkey	IKIA	Kuwait (Kuwait Intl), Kuwait
IIPH	Imphal, India	IKIB	Kuwait (Kuwait Intl), Kuwait
IISB	Istanbul (Ataturk Intl), Turkey	IKIC	Kuwait (Kuwait Intl), Kuwait
IIST	Istanbul (Ataturk Intl), Turkey	IKID	Kuwait (Kuwait Intl), Kuwait
IJBL	Jubail, Saudi Arabia	IKJR	Khajuraho, India
IJDC	Jeddah (King Abdulaziz Intl), Saudi Arabia	IKK	Beirut (Rafic Hariri Intl), Lebanon
IJDD	Jeddah (King Abdulaziz Intl), Saudi Arabia	IKLC	Izmir (Kaklic), Turkey
IJDL	Jeddah (King Abdulaziz Intl), Saudi Arabia	IKMC	Hafr Al Batin (King Saud AB), Saudi Arabia
IJDW	Jeddah (King Abdulaziz Intl), Saudi Arabia	IKMS	Kermanshah (Shahid Ashrafi Esfahani), Iran
IJEA	Dubai (Al Maktoum Intl), UAE	IKNP	Kanpur (Chakeri), India
IJIP	Jaipur, India	IKNY	Konya, Turkey
IJWA	Dubai (Al Maktoum Intl), UAE	IKRD	Khoram Abad, Iran
IKAB	Khamis Mushait (King Khaled AB), Saudi Arabia	IKSR	Kayseri, Turkey
IKAM	Khamis Mushait (King Khaled AB), Saudi Arabia	IKW	Katunayake (Bandaranaike Intl Colombo), Sri Lanka
IKAR	Kars (Kars Harakani), Turkey	ILA	Lahore (Allama Iqbal Intl), Pakistan
IKAS	Kastamonu, Turkey	ILC	Larnaca (Larnaca Intl), Cyprus
		ILNP	Lengpui, India

NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA

(See end of listing for Localizers)

ILO	Lahore (Allama Iqbal Intl), Pakistan	IOZR	Ozar, India
ILRA	Antalya (Antalya Intl), Turkey	IPAT	Patna (Jai Prakash Narayan Intl), India
ILUC	Lucknow (Chaudhary Charan Singh Intl), India	IPBR	Port Blair, India
IMAS	Chennai (Chennai Intl), India	IPKS	Tabuk (Sultan Bin Abdulaziz), Saudi Arabia
IMAS	Mazar-e Sharif (Mawlanea Jalaluddin Muhammad Balkhi), Afghanistan	IPLM	Delhi (Indira Gandhi Intl), India
IMAZ	Mazar-e Sharif (Mawlanea Jalaluddin Muhammad Balkhi), Afghanistan	IPMA	Madinah (Prince Mohammad Bin Abdulaziz Intl), Saudi Arabia
IMBF	Dammam (King Fahd Intl), Saudi Arabia	IPRG	Pars Special Zone (Persian Gulf), Iran
IMBH	Al-Udeid (Al Udeid AB), Qatar	IPSA	Al Kharj (Prince Sultan AB), Saudi Arabia
IMDR	Madurai, India	IPSB	Al Kharj (Prince Sultan AB), Saudi Arabia
IME	Mattala (Mattala Rajapaksa Intl), Sri Lanka	IPUN	Pune, India
IMEN	Izmir (Adnan Menderes Intl), Turkey	IQA	Karachi (Jinnah Intl), Pakistan
IMLY	Malatya, Turkey	IQA	Amman (Queen Alia Intl), Jordan
IMNG	Mangalore (Mangalore Intl), India	IQAN	Amman (Queen Alia Intl), Jordan
IMR	Muscat (Muscat Intl), Oman	IQAR	Amman (Queen Alia Intl), Jordan
IMRD	Mardin, Turkey	IRAB	Riyadh (King Salman AB), Saudi Arabia
IMRI	Amasya (Merzifon), Turkey	IRAF	Rafha, Saudi Arabia
IMSD	Mashhad (Shahid Hashemi Nejad Intl), Iran	IRAI	Raipur (Swami Vivekananda), India
IMT	Multan (Multan Intl), Pakistan	IRAJ	Rajkot, India
IMUS	Mus, Turkey	IRAN	Ranchi (Birsu Munda), India
INAH	Madinah (Prince Mohammad Bin Abdulaziz Intl), Saudi Arabia	IRAS	Ras Mishab, Saudi Arabia
INEJ	Nejran, Saudi Arabia	IRBG	Rabigh, Saudi Arabia
INGR	Nagpur (Dr. Ambedkar Intl), India	IREA	Erbil (Erbil Intl), Iraq
INJF	Al Najaf (Al-Ashraf Intl), Iraq	IREB	Erbil (Erbil Intl), Iraq
IOKL	Kolkata (Netaji Subhash Chandra Bose Intl), India	IRIY	Riyadh (King Salman AB), Saudi Arabia
IOKN	Kandahar, Afghanistan	IRK	Ras Al Khaimah (Ras Al Khaimah Intl), UAE

NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA

(See end of listing for Localizers)

IRN	Islamabad (Benazir Bhutto Intl), Pakistan	ITCE	Al-Udeid (Al Udeid AB), Qatar
IRST	Rasht (Sardar-E-Jangal), Iran	ITCY	Tiruchirappalli (Tiruchirappalli Intl), India
ISAB	Al Kharj (Prince Sultan AB), Saudi Arabia	ITDM	Thiruvananthapuram, India
ISAB	Istanbul (Sabiha Gokcen), Turkey	ITHL	Tehran (Mehrabad Intl), Iran
ISAM	Hyderabad (Rajiv Gandhi Intl), India	ITIF	Taif, Saudi Arabia
ISAN	Sanaa (Sanaa Intl), Yemen	ITIH	Riyadh (King Khaled Intl), Saudi Arabia
ISBH	Istanbul (Sabiha Gokcen), Turkey	ITNR	Ras Tanura, Saudi Arabia
ISCZ	Mumbai (Chhatrapati Shivaji Intl), India	ITPY	Tirupati, India
ISDP	Sinop, Turkey	ITRB	Trabzon (Trabzon Intl), Turkey
ISE	Salalah, Oman	ITRF	Turaif, Saudi Arabia
ISEF	Istanbul (Ataturk Intl), Turkey	ITZK	Kapadokya, Turkey
ISHA	Sharurah, Saudi Arabia	IUDR	Udaipur, India
ISHW	Sharjah (Sharjah Intl), UAE	IUME	Um Almelh, Saudi Arabia
ISIB	Bahrain (Isa AB), Bahrain	IUMH	Uromiyeh, Iran
ISL	Sialkot (Sialkot Intl), Pakistan	IUTA	Quetta (Samungli Intl), Pakistan
ISNJ	Sanandaj, Iran	IVAN	Van (Ferit Melen), Turkey
ISNK	Sirnak (Serafettin Elci), Turkey	IVDD	Vadodara, India
ISPT	Isparta (Suleyman Demirel), Turkey	IVJA	Vijayawada, India
ISRE	Sharjah (Sharjah Intl), UAE	IVNS	Varanasi (Lal Bahadur Shastri Intl), India
ISRN	Srinagar, India	IVSA	Vishakhapatnam, India
ISUR	Sanliurfa (Gap), Turkey	IWD	Wadi Al Dawasir, Saudi Arabia
ISVS	Sivas (Nuri Demirel), Turkey	R	
ISW	Salalah, Oman	IWM	Dammam (King Fahd Intl), Saudi Arabia
ISWT	Al-Udeid (Al Udeid AB), Qatar	R	
ISYZ	Shiraz (Shahid Dastghaib Intl), Iran	IWSR	Dammam (King Fahd Intl), Saudi Arabia
ITAI	Taif, Saudi Arabia	IYCA	Baghdad (Baghdad Intl), Iraq
ITBK	Tabuk (Sultan Bin Abdulaziz), Saudi Arabia	IYDB	Baghdad (Baghdad Intl), Iraq
ITBL	Tabriz (Tabriz Intl), Iran	IYEN	Yenbo (Prince Abdulmohsin bin Abdulaziz), Saudi Arabia
ITBZ	Tabriz (Tabriz Intl), Iran	IYEN	Bursa (Yenisehir), Turkey

NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA

(See end of listing for Localizers)

IYES Istanbul (Ataturk Intl), Turkey

IZDN Zahedan (Zahedan Intl), Iran

IZFE Zafer, Turkey

IZFR Zafer, Turkey

IZIR Ankara (Murted), Turkey

K

KRL Aden (Aden Intl), Yemen

N

NGA Sulaimaniyah (Sulaimaniyah Intl), Iraq

Q

QAT Doha (Hamad Intl), Qatar

R

RNJ Sulaimaniyah (Sulaimaniyah Intl), Iraq

S

SYL Sylhet (Osmani Intl), Bangladesh

T

TIM Eilat (Ilan and Assaf Ramon), Israel

V

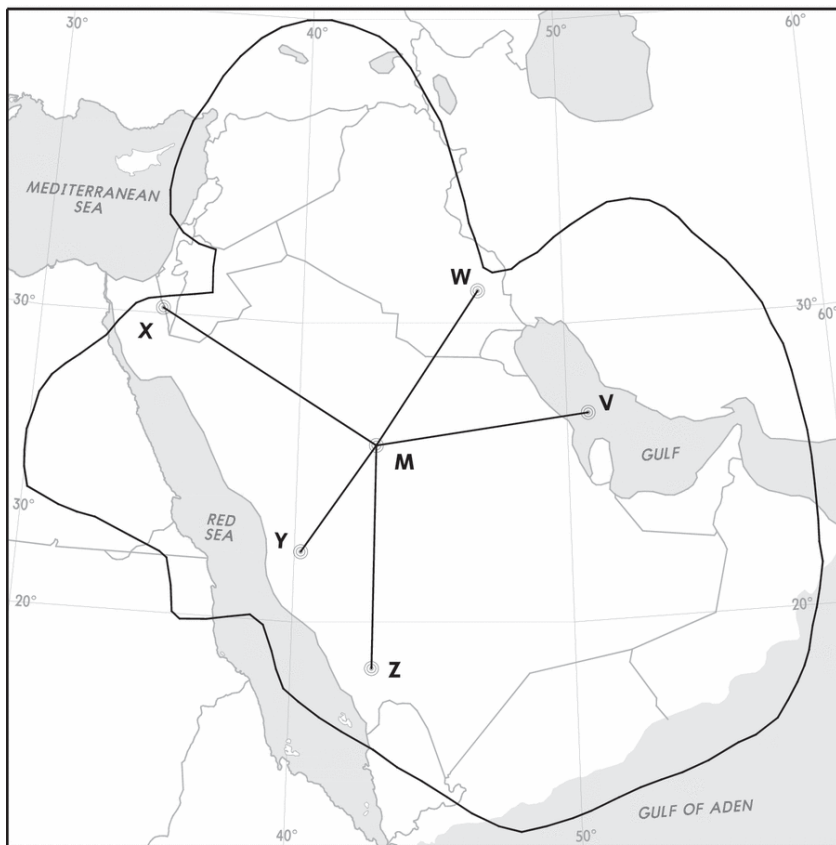
VA Ovda, Israel

W

WASB Ali Al Salem (Ali Al Salem AB), Kuwait

MIDDLE EAST

NORTH SAUDI ARABIAN CHAIN-8990

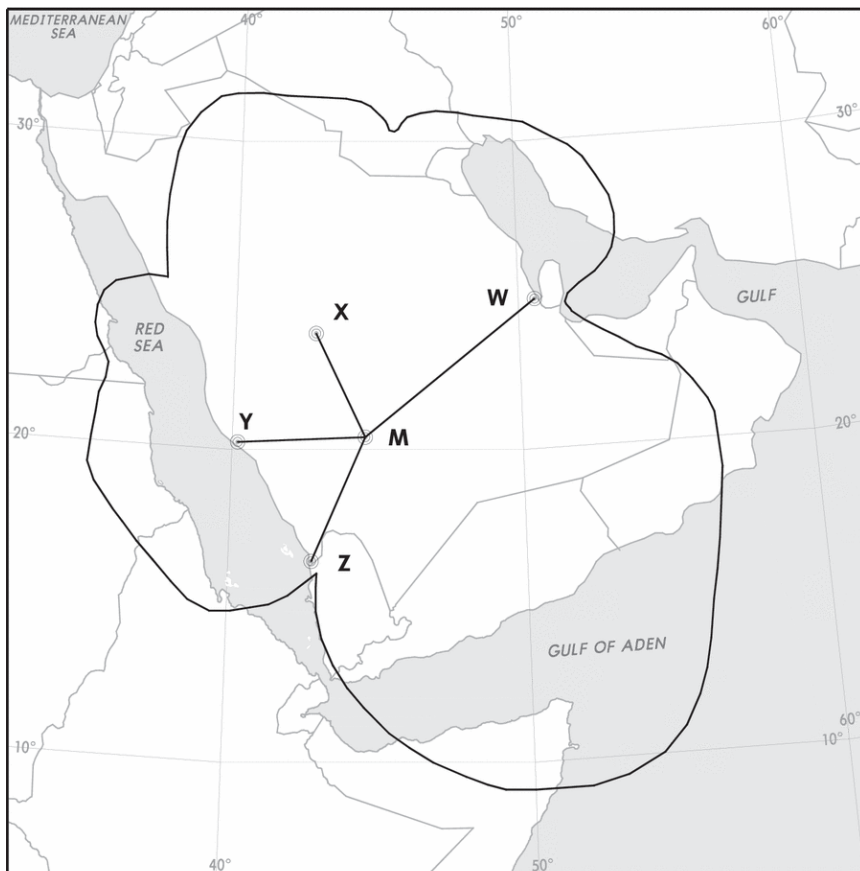


LEGEND:

— 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
Delhi (Indira Gandhi Intl)	Karachi, Kolkata

MIDDLE EAST
AVAILABILITY OF VOLMET BROADCASTS - MIDDLE EAST/SOUTH ASIA

Weather for	Available from Stations
Denizli (Cardak)	Izmir
Dhaka (Hazrat Shahjalal Intl)	Kolkata
Diyarbakir	Adana
Doha (Intl)	Bahrain, Kuwait
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
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**

Weather for	Available from Stations
Kuwait (Intl)	Bahrain, Beirut
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 Shivaaji 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
Rodos (Diagoras)	Nicosia
Rosh-Pina	Tel Aviv
Salalah	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**

Weather for	Available from Stations
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

Station	Ident	Freqs	Broadcast Times		Form	Contents and Sequence
			Period	H+		
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 Khomains 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 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 ¹	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 6676	0300-1300	25-30	SIGMET	Mumbai (Chhatrapati Shivaji Intl), Chennai (Intl)
					METAR TREND SPECI	Mumbai (Chhatrapati Shivaji Intl), Katunayake (Bandaranaike Intl Colombo), Calicut, 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+		
		2965	1300-0300	55-60	TAF	Mumbai (Chhatrapati Shivaji Intl), Katunayake (Bandaranaike Intl Colombo), Male (Velana Intl)
Muscat	Control	127.40	H24	cont.	METAR	Muscat (Intl), UAE aerodromes, Bahrain (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)
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)
Samsun	Volmet	125.27	H24	cont.	METAR TREND	Ankara (Esenboga), Trabzon, Sivas (Nuri Demirağ), Tokat
					SIGMET	Samsun (Carsamba)
Sivas	Volmet	124.05	H24	cont.	METAR TREND	Ankara (Esenboga), Malatya, Kayseri, Elazığ, Erzurum, Tokat
					SIGMET	Sivas (Nuri Demirağ)

**MIDDLE EAST
AVAILABILITY OF VOLMET BROADCASTS - MIDDLE EAST/SOUTH ASIA**

Station	Ident	Freqs	Broadcast Times		Form	Contents and Sequence
			Period	H+		
Tel Aviv	Ben Guri-on ²	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)

¹ D-VOLMET available

² 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:

- two independent altitude measurement systems;
- an altitude alerting system;
- an automatic altitude control system;
- 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:

- 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).
- they have instituted procedures in respect of continued airworthiness (maintenance and repair) practices and programs, and
- 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"> unsure of the vertical position of the aircraft due to the loss or degradation of all primary altimetry systems, or unsure of the capability of maintain cleared flight level (CFL) due to turbulence or loss of all automatic altitude control systems. 	
PILOT ACTION	CONTROLLER ACTION
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"> 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). 	
<p>Notify ATC of the situation and intended course of action. Possible courses of action include:</p> <ul style="list-style-type: none"> maintain the CFL and route provided that ATC can provide lateral, longitudinal or conventional vertical separation. 	<p>Obtain the pilot's intentions and pass essential traffic information.</p>
<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. If the pilot requests clearance to exit RVSM airspace, accommodate expeditiously, if possible.
<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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.
	<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"> – 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. 	<ul style="list-style-type: none"> – If the pilot requests clearance to exit RVSM airspace, accommodate expeditiously, if possible.
<ul style="list-style-type: none"> – 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. 	<ul style="list-style-type: none"> – 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 2:

Loss of redundancy in primary altimetry system.

PILOT ACTION	CONTROLLER ACTION
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.

PILOT ACTION	CONTROLLER ACTION
Maintain CFL by reference to the standby altimeter (if the aircraft is so equipped).	
Alert nearby aircraft by <ul style="list-style-type: none"> – 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). 	

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.

PILOT ACTION	CONTROLLER ACTION
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"> – 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 as soon as possible. Possible courses of action include:	Obtain pilot's intentions, and pass essential traffic information.
<ul style="list-style-type: none"> – maintain the CFL and route, provided that ATC can provide lateral, longitudinal or conventional vertical separation. 	<ul style="list-style-type: none"> – 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.
<ul style="list-style-type: none"> – requesting flight level change, if necessary. 	<ul style="list-style-type: none"> – If unable to provide adequate separation, advise the pilot of essential traffic information and request pilot's intentions.
<ul style="list-style-type: none"> – 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. 	<ul style="list-style-type: none"> – Notify other aircraft in the vicinity and monitor the situation.
	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> CONFIRM RVSM APPROVED	Used by the controller to ascertain the RVSM approval status of the acft.
NEGATIVE RVSM¹	Used by the pilot to report non-RVSM approval status. <ul style="list-style-type: none"> a. on the initial call on any frequency within the ME RVSM airspace (controllers shall provide a read back with this same phrase), and b. in all requests for flight level changes c. in all read backs of flight level clearances pertaining to flight levels.
AFFIRM RVSM¹	Used by the pilot to report RVSM approval status.
CONFIRM WHEN ABLE TO RESUME RVSM	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> UNABLE ISSUE CLEARANCE INTO RVSM AIRSPACE, MAINTAIN [or DESCEND TO, or CLIMB TO] FLIGHT LEVEL (number)	Used to deny ATC clearance into ME RVSM airspace.
UNABLE RVSM DUE TURBULENCE¹	Used by the pilot to report when severe turbulence affects the aircraft's capability to maintain the height-keeping requirements for RVSM.
UNABLE RVSM DUE EQUIPMENT¹	Used by the pilot to report that the aircraft's equipment has degraded below the minimum aircraft system performance specifications (MASPS).
READY TO RESUME RVSM¹	Used by the pilot to report the ability to resume operations within the ME RVSM airspace after an equipment or weather-related contingency.
REPORT WHEN ABLE TO RESUME RVSM	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.

¹ 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 ¹

¹ 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)**

Indian Continental Airspace	Flight Level Allocation
A325, A791, N877	FL310, 350, 390, 410 available ¹
¹ 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

No	ATS Route	West bound	East bound	Remarks
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)**

ATS Route	From/To	Flight Level
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.

Karachi/Lahore ACCs retain responsibility for the tactical management of flights that are subjected to this ATFM measure. In discharging tactical responsibilities, Air Navigation Service Providers (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 Karachi/Lahore ACCs 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

Routing through Kabul FIR	From/To	Flight Level
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)

Routing through Kabul FIR	From/To	Flight Level
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

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/en/page/civil-aviation-authority/atm/aip---important-information>

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

Karachi/Lahore ACCs 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

Internet: 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).

**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 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 airfield 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 (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 CLASSIFICATIONS

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 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 aircrafts arriving and departing or alternate aerodrome as Kabul International Airport (Hamid Karzai International airport) is mandatory to submit ICAO flight plan (except QRF, SAR, and MEDEVAC).

Flight Plan Message Addressing***General***

Flights intending to land in Afghanistan should file a roundtrip flight plan using the address:

OAKXZQZX

Flights overflying Afghanistan (transiting Kabul FIR) should address their flight plan using the addresses:

OAKXCAHQ

OAKBZPZX

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 aircrafts arriving and departing or alternate aerodrome as Kabul International Airport (Hamid Karzai International airport) is mandatory to submit ICAO flight plan via AFTN to Kabul ATC Tower, AIS Office, and PIB (OAKBZTZ, OAKBYWYX, OAKBZPZX).

NOTE: AFTN address OAKBYNYX is no longer valid for Kabul FIR flight plan message. Civil/Commercial aircraft Filing Flight plan to OAKBYNYX address will be REJECTED.

AFGHANISTAN RULES AND PROCEDURES

KABUL ENTRY/EXIT POINTS

Aircraft may enter and exit the Kabul FIR, only via the following points and must flight plan accordingly:

Country (To/From)	Reporting Point	Lat/Long	Airway	Level
Pakistan	GADER	N2941.0	G206	10200ft - FL290
		E06128.0	A453	7000ft - FL290
	DAVER	N2934.2	M375	9500ft - FL290
		E06440.8		
	SERKA	N2951.0	V390	10900ft - FL290
		E06615.0	N636/UL333	11200ft - FL290
	RIMPA	N3126.0	FL300 - FL490 ¹	
		E06736.0	G202	12000ft - FL290
	LAJAK	N3356.0	M696	FL160 - FL290
		E07030.0	L509	FL300 - FL430
			M881/L509	FL300 - FL490 ¹
	IMTIL	N3406.0	A455	12000ft - FL290
		E07109.0		
	DUGIN	N3537.0	G206	FL210 - FL350 ¹
		E07131.0		
	ASLUM	N3101.2	P628	FL300 - FL490
		E06637.2		
	BIROS	N3140.0	L750	FL300 - FL430 ¹
		E06900.0		
	DOBAT	N3252.0	N644	FL300 - FL430 ¹
		E06926.0		
	SITAX	N3305.0	M875	FL300 - FL490 ²
	MOTMO	E07003.0		
		N3628.0	P500	FL300 - FL490 ¹
		E07138.0		

**AFGHANISTAN
RULES AND PROCEDURES**

Country (To/From)	Reporting Point	Lat/Long	Airway	Level
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 ¹
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/N644	FL180 - FL430 ¹
	RANAH	N3535.00 E06312.00	V838/L750	FL160 - FL430 ¹
	DAVET	N3657.6 E06447.2	P173	FL300 - FL430 ³
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/UL333	11000ft - FL290 ¹

¹ FL290 MAL inbound.

² FL280-FL290 available during 2000-2359Z only.

³ 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".

AFGHANISTAN RULES AND PROCEDURES

Prior Permission Required (PPR)

The following airfields require PPRs:

- Bagram;
- Dwyer;
- Herat;
- Jalalabad;
- Kabul (Intl);
- Kandahar;
- Mazar-e Sharif.

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 ± 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>
<http://acaa.gov.af/en/page/civil-aviation-authority/atm-aip---important-information>
(reference)

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)

AFGHANISTAN RULES AND PROCEDURES

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/en/page/civil-aviation-authority/atm/aip---important-information>

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 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.

**AFGHANISTAN
RULES AND PROCEDURES****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);
- b. A453 (TAPIS to PAROD) 14800ft peak N3326 E06753;
- c. M920 (SUDIT to DOSHI) 16440ft peak N3521 E06847.

ACAS/TCAS II REQUIREMENTS

All civilian aircraft operating at or above FL240 must have TCAS.

AFGHANISTAN RULES AND PROCEDURES

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.

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.

**AFGHANISTAN
RULES AND PROCEDURES**

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.

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 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:

Entry Point	Frequency	Remarks
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.

To allow time for non RNAV1 compliant operators to obtain certification, the general exemption will be applied until 31 December 2016 on the condition that such operators include the statement:

“RMK/NON RNAV1 compliant” in Item 18 of their flight plan.

Non-RNAV1 operations after 31 December 2016, 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 7.0 and starting with 1 JAN 2017 with 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:

**BAHRAIN
RULES AND PROCEDURES**

- 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 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 CLASSIFICATIONS

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.

REQUIRED NAVIGATION PERFORMANCE

Following route is designated RNP10:

- L507, AVPOP to ESDOT.

LONGITUDINAL SEPARATION

Without the application of Mach number technique, 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:

- aircraft on the same track and the same cruising level;
- aircraft on crossing track and at the same level;
- aircraft climbing and descending.

FLIGHTS THROUGH AIRSPACE DELEGATED TO KOLKATA ACC

- 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.

**BANGLADESH
RULES AND PROCEDURES**

- 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.

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.
- 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
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.

IFR flights are not permitted in class “F” airspace, radio communication is compulsory for all flights and ATC clearance is required for VFR flights.

SPECIAL REQUIREMENTS AND REGULATIONS

REQUIRED NAVIGATION PERFORMANCE

RNAV5 Routes

- G348, PRO to SUBSU;
- R598, PRO to BOGOP;
- Y1, PRO to BT;
- Y2, BT to YP;
- Y3, PRO to YP;
- Y4, BT to GELPU;
- Y5, YP to PRO;
- Y6, PRO to TRONG.

FLIGHT PLANNING

Except for repetitive flight plans, a flight plan shall be submitted at least two hours prior to departure.

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.

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

**BHUTAN
RULES AND PROCEDURES**

- 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.
- 4.8** VFR flights shall comply with provisions of Annex 2, Chapter 3, para. 6
- a. When operated within classes E and G VFR airspace.

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.

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, 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.

AIRPORT OPERATING MINIMUMS

Cyprus does not publish State airport operating minimums.

**CYPRUS
RULES AND PROCEDURES**

Cyprus publishes Obstacle Clearance Altitudes (Heights) [OCA(H)].

ATS AIRSPACE CLASSIFICATIONS

Cyprus has adopted the ATS airspace classification as listed in Jeppesen ATC-Chapter "SERA ATS Airspace Classifications - EU No. 923/2012".

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

For flight planning purposes all arrivals to Larnaca (Intl) entering Nicosia FIR via TOSKA, EVENO, TOMBI must route to BONEK for the BONEK1A arrival. All other STARs are available only 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.

It is not allowed to insert Direct segments (DCT) in the flight plan, 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

**CYPRUS
RULES AND PROCEDURES****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. The carriage of ACAS/TCAS II version 7.1 within European Union airspace is required for aircraft with specifications mentioned above, as follows:

- a. from 1 March 2012 all newly built aeroplanes;
- b. from 1 December 2015 aeroplanes built before 1 March 2012.

Aircraft not referred above but which will be equipped on a voluntary basis with ACAS/TCAS II, must be equipped with 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 is Class A - 10 days (excluding the day of discovery).

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES**ICAO REFERENCE****Annex 2 and 11**

For differences to ICAO refer to Jeppesen ATC-Chapter "SERA (Standardized European Rules of the Air) - Differences to ICAO Annex 2 and 11".

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.

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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.

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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 1/2005). **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).

Jeppesen will use the combined label DA/MDA(H) to accommodate operator who may choose or may be required to use one or the other method flying the CDFA.

The Jeppesen charted MDA(H) or DA/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 1/2005.

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.

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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.

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 Day (HIALS and HIRL in use): CMV = 600m x 1.5 = 900m		
600M 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

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Table 2 System Minima vs. Instrument Approach Procedures (continued)

Instrument Approach Procedure	Lowest DH/MDH
SRA (terminating at 1nm)	300ft
SRA (terminating at 2nm)	350ft
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

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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)			
361	—	380	1000	1300	1500	1700
381	—	400	1100	1400	1600	1800
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

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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)			
1101	–	1200	4600	4900	5000	5000
1201 and above			5000	5000	5000	5000

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:

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- 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:

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.

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Table 5 RVR for CAT II Operations

Decision Height	RVR for CAT A, B & C	RVR CAT D
100ft – 120ft	300m	300m/350m ¹
121ft – 140ft	400m	400m
141ft – 199ft	450m	450m

¹ For CAT D aircraft conducting an autoland, RVR 300m may be used.

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

Category	Decision Height	Roll-out Control/ Guidance System	RVR
IIIA	Less than 100ft or no DH	Not required	175m
IIIB	Less than 50ft or no DH	Fail-operational ¹	50m

¹ 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.

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.

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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 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)

Facilities	RVR/VIS¹
Adequate visual reference (Day only) ²	500m
Runway edge lights or runway centerline markings ³	400m
Runway edge lights and runway centerline markings ³	300m

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Table 7 RVR/VIS for Take-off (Commercial Transport Aircraft) (continued)

Facilities	RVR/VIS¹
Runway edge lights and runway centerline lights	200m
Runway edge lights and runway centerline lights and relevant RVR information ⁴	150m
High intensity runway edge lights and runway centerline lights (spacing 15m or less) and relevant RVR information ⁴	125m
High intensity runway edge lights and runway centerline lights (spacing 15m or less), approved lateral guidance system and relevant RVR information ⁴	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:

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- restricted DA(H) = normal DA(H) + 100ft;
- restricted MDA(H) = normal MDA(H) + 100ft;
- restricted RVR = normal RVR + 400m.

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 radar environment, aircraft shall follow the speed in specified manner as provided in table “Speed Control under Radar Environment for Arriving Aircraft” at the following airports:

Ahmedabad, Bengaluru (Kempegowda Intl), Chennai (Intl), Delhi (Indira Gandhi Intl), Hyderabad (Rajiv Gandhi Intl), Kolkata (Netaji Subhash Chandra Bose Intl), Mumbai (Chhatrapati Shivaji Intl).

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.

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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.

Penalties of Non-confirmity 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.

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- 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.
- 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 subject to concurrence 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 requirement of ATC	Speed less than 250kt will be subject to concurrence of pilot Below FL210 speed may be reduced to 240kt by ATC with the concurrence 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 concurrence of pilot
Within 20NM from touch-down	180kt	180kt	Mandatory	Speed may be further reduced to 170kt by ATC

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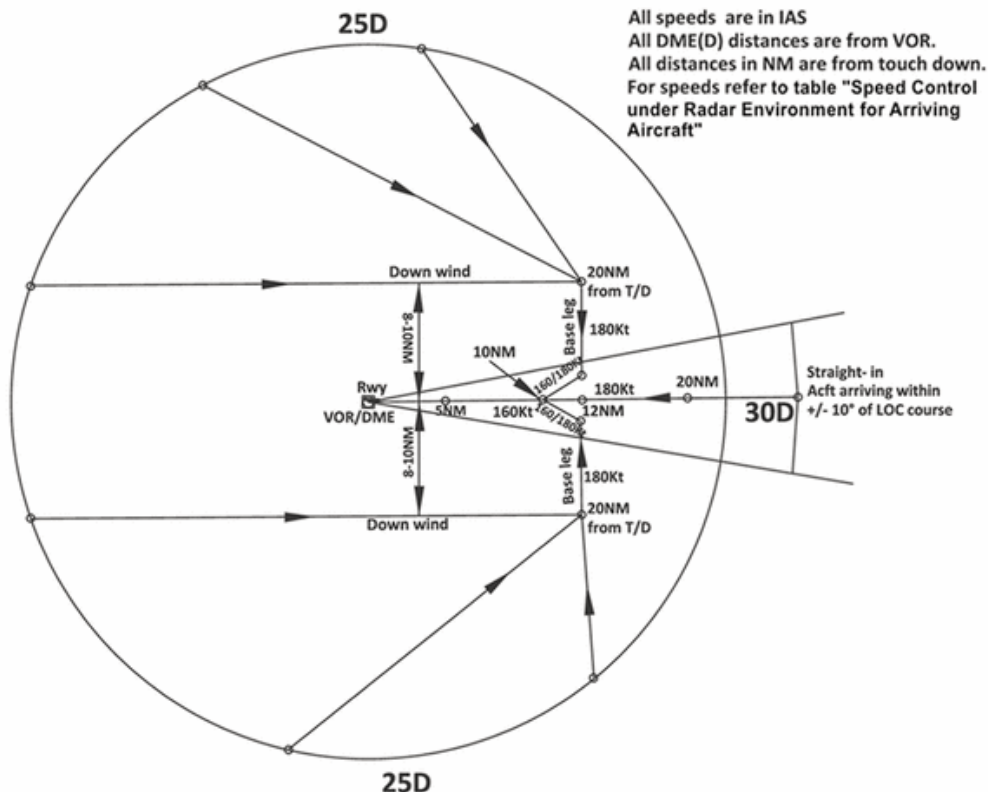
Speed Control under Radar Environment for Arriving Aircraft (continued)

Phase of Flight	IAS		Status	Remarks
	Turboprop	Turbojet		
Intercept leg or 12NM from touch-down in case of straight-in	180 - 160kt	180 - 160kt	Mandatory	Speed to be reduced to 160kt during the intercept leg
10 - 5NM from touch-down ¹	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 ¹
Within 5NM from touch-down	N/A	N/A	N/A	

¹ At the time approach clearance is issued, speed restrictions shall remain applicable unless withdrawn by ATC.

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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			

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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".

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Airspace classes “D”, “E” and “G” are used within Indian airspace.

SPECIAL REQUIREMENTS AND REGULATIONS

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.

COMMUNICATION

Aircraft overflying from a foreign FIR into Indian FIR shall forward an FIR boundary estimate to the ATS unit providing FIS at least 10 minutes prior to entry.

All flights entering into Delhi FIR via SAMAR, GUGAL, TIGER, 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.

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.

RECEIPT OF ATIS BROADCAST

Pilots are required to acknowledge on initial contact with APP/TWR the receipt of ATIS broadcast, including the designator.

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.

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;

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- 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 AND KOLKATA FIR

General

Controller Pilot Data Link Communications (CPDLC) and Automatic Dependent Surveillance (ADS) are operational within Chennai and Kolkata FIR.

Data link services are available to all FANS 1/A equipped aircraft operating in the Chennai and Kolkata 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.

Applicability

Controller Pilot Data Link Communications (CPDLC) and Automatic Dependent Surveillance (ADS) data link applications will be used to provide services to FANS 1 (or other format compatible to FANS 1) equipped aircraft, over the Bay of Bengal & Arabian Sea oceanic airspace and in particular on respectively ATS routes:

B466E, N877, P628, P762, P574, N571, N563, L759, P646, L507, N895, G472, L301, L896, M770, L645, P518, M300, P570, UL425, UM551, P323, G450, G424, B459, G465, N628, A474.

Logon

The logon address for the Chennai FIR is VOMF.

The logon address for the Kolkata FIR is VECF.

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 ORARA).

Primary and secondary HF frequencies shall continue to be back up communication for the entire airspace.

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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 ORARA);
- 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).

Primary and secondary HF frequencies shall continue to be back up communication for the entire airspace.

To ensure the correct synchronization of messages, controller/pilot dialogues opened by voice must be closed by voice.

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

or

- TRANSFER TO MUMBAI Oceanic Control ON DATA LINK (position)
MONITOR [HF primary/secondary (frequencies)]
Pilots should then downlink a CPDLC POSITION REPORT

CPDLC Termination

For aircraft inbound to Chennai/Mumbai/Kolkata TMA, pilot should disconnect CPDLC after positive VHF voice communication is established with Chennai/Kolkata ACC.

For aircraft exiting Chennai FIR, Next Data Authority (NAD) will be notified via CPDLC 30 minutes prior to crossing FIR boundary. Transfer of communication shall be completed at the FIR boundary.

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For aircraft exiting Chennai FIR, NAD will be notified via CPDLC 20 minutes prior to crossing FIR boundary. Transfer of communication shall be completed at the FIR boundary.

In case the next FIR does not have data link services, CPDLC connections will be terminated at the FIR boundary position.

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.

ADS Procedures

ADS periodic contacts will be established automatically on receipt of a logon. The periodic reporting rate is 27 minutes.

Aircraft logged on to ADS need not give position report on CPDLC HF/VHF outside TMA except at the boundary points.

ADS contracts will be manually terminated by ATC at the FIR boundary.

Data Link Failure

Pilots recognizing a failure of a CPDLC connection must immediately establish communications on the appropriate voice frequency. When voice communications have been established, voice must continue to 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 the event of an expected CPDLC shutdown, the controller will immediately advise all data link connected aircraft of the failure by voice. Instructions will continue to be issued by voice until the return of the data link system. The return of the system to an operational state will require a new AFN logon from the affected aircraft.

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.

DATA LINK SERVICES WITHIN DELHI FIR

ADS/CPDLC system is available within Delhi FIR on segments of the following ATS routes:

A466, A589, G333, G452, L333, L509, M875, M890, P628, W30, W31, W34, W36, W39.

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 capable aircraft operating within

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Delhi FIR. The data link capable aircraft while operating in Delhi FIR shall follow procedures as given below:

- a. Data link and ADS capability shall be indicated in the FPL by indicating appropriate designators in Item 10 and 18.
- b. The logon address of Delhi is VIDF.
- c. The arriving aircraft shall logon 20 minutes prior to entering Delhi FIR and in case flying time to Delhi FIR is less than 20 minutes, immediately after departure.
- d. Aircraft departing from aerodromes within Delhi FIR shall logon immediately after departure.
- e. Aircraft departing/transiting from/within Delhi FIR shall logon next data authority 15 minutes prior to leaving the Delhi TMA limits.
- f. Position reporting requirement to communicate with ATC units on VHF/HF remain unchanged.
- g. SELCAL checking is required to verify the HF RT connectivity.
- h. Pilots unable to establish data link connection shall inform appropriate ATS unit through voice communication on VHF.

DATA LINK SERVICES WITHIN MUMBAI FIR

ADS/CPDLC System is available within Mumbai FIR on segments of the following ATS routes over Arabian Sea oceanic airspace:

N519, L301, L505, L516, N571, P574, N563, M300, P570, L894, P751, UL425, UM551, P323, G450, G424, B459, T940, A474, G465, N628, R461, L875, L756.

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 capable aircraft operating within Mumbai FIR. The data link capable aircraft while operating in Mumbai FIR shall follow procedures as given below:

- a. Data link and ADS capability shall be indicated in the FPL by indicating appropriate designators in Item 10 and 18.
- b. The logon address of Mumbai FIR is VABF.
- c. Arriving aircraft shall logon 10 minutes prior to entering Mumbai FIR. Aircraft entering Mumbai FIR via ORLID have to logon 15 minutes prior to entering Mumbai FIR.
- d. Aircraft departing/transiting from/within Mumbai FIR shall login within 15 minutes prior to leaving the Mumbai TMA limits.
- e. When operating in Mumbai OCC (outside Mumbai TMA) CPDLC will be the primary means of communication and VHF/HF will be secondary means of communication for the aircraft successfully logged on to ADS/CPDLC. When operating inside Mumbai TMA VHF shall be the primary means of communication for the aircraft.
- f. During the period when aircraft is logged on to ADS/CPDLC, voice PSN REP will be to supplement CPDLC PSN REP only when requested by ATC.

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- g. SELCAL checking is required to verify the HFRT connectivity.
- h. Voice positioning shall be resumed in case of ADS/CPDLC link failure. Pilots unable to establish data link connection shall inform appropriate ATS unit through voice communication on:
 - 1. VHF (MHz):
 - 125.35, 132.7.
 - 2. HF (KHz):
 - 2872, 3467, 3476, 4675, 5601, 5658, 6661, 8879, 10018, 10084, 13288.

LONGITUDINAL SEPARATION

A longitudinal separation minimum of 15 minutes shall be applicable between the aircraft flying on same track, at the same level, climbing or descending through the level of another aircraft, flying in the same direction unless otherwise specified in the remarks column of relevant ATS route.

Unless otherwise specified longitudinal separation minimum based on time for aircraft flying on crossing tracks whether at the same cruising level or climbing/descending through the level of another aircraft shall be 15 minutes if the tracks are not crossing over navigational aids.

The Mach Number Technique (MNT) with 10 minutes or 80NM longitudinal separation between aircraft may be applied to aircraft meeting RNAV criteria on the same track whether in flight level, climbing or descending on the following routes:

A201, A347, A465, A474, A599, B465, B593, G336, G463, G472, L301, L507, L645, M300, M770, N563, N571, N877, N895, P323, P570, P574, P628, P646, P762, P895, R325, R458, R461, R472, R594, T6, T7, T8, UL425, W92, W93, W103, W122N/S, W123, W124.

Minimum 20NM longitudinal separation applicable:

Q19, Q20, Q21, Q22, Q23, Q24, Q26.

Minimum 50NM longitudinal separation applicable based on MNT:

J5, P518, Q1, Q2, Q3, Q4, Q5, Q6, Q7, Q8, Q9, Q10, Q11, Q16, Q17.

Minimum 10 minutes longitudinal separation applicable:

A462, B345, G335, G336, G348, G451, G590, G59, J2, J3, J4, J7, J8, J9, J10, J17, J18, J19, L524, Q18, Q21, Q22, Q23, Q24, R325, R344, R457, R458, R581, R598, V36, V37, V44, V45, V46, V48, V49, V58, V59, V60, V62, W10N/S, W11, W12N/S, W13N/S, W14, W15, W16N/S, W17N/S, W18, W19, W20, W25, W26, W27, W28, W29, W30E/W, W31E/W, W33N/S, W34, W35, W36, W37, W38, W39, W40, W41, W42, W43, W44, W45, W46, W47, W49, W50, W51, W52, W53, W54, W55, W56N/S, W57, W58, W61, W62, W63, W65N/S, W66, W67, W68, W69, W70, W71, W72, W73E/W, W74, W75, W81, W82, W83, W84, W85, W88, W90, W91, W95, W96, W97, W98, W99, W100, W101E/W, W103, W104, W105, W106, W106A, W108E/W, W110W, W113E/W, W114, W115, W116, W117, W118, W119, W120, W121, W126, W128, W134, W135, W136, W137, W138, W139, W140, W141, W142, W146, W147, W151, W152, W153, W156, W157, W158, W159, W160, W161, W162, W218.

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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;
- 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.

50NM Longitudinal Separation between RNAV approved Aircraft

A longitudinal separation minima of 50NM shall be applicable between RNAV approved aircraft flying on the same track, at the same level, climbing and descending through the level of another aircraft flying on the same route within segments of ATS routes given below:

- A325, PRA to TASOP;
- A466, SAMAR to DPN;
- A589, DPN to ASARI;
- A791, TELEM to CEA;
- B209, LAPAN to KKJ;
- G208, BBB to PARTY;
- G210, TELEM to BBB;
- G333, DPN to TIGER;
- G452, TIGER to DPN;
- L333, KKJ to TIGER;
- L518, UUD to SADAP;

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- L759, DPN to TATUX;
- M638, SAPNA to BBB;
- M875, KAKID to GUGAL;
- M890, LKN to SAMAR;
- N519, BBB to SAPNA;
- N893, TELEM to AAE;
- P518, NOBAT to KABIM;
- R460, DPN to CEA.

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;
- 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;

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- 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 TIGER;
- L505, BUSBO to EXOLU;
- L507, TEBOV to CEA;
- L509, GGC to SAMAR;
- L510, EMRAN to IBANI;
- L516, ELKEL to KITAL;
- L518, UUD to SADAP;
- L524, BORBU to NNP (50NM Longitudinal separation may be applied between RNP10 aircraft which either logon to CPDLC or are within VHF range i.e. direct controller pilot communication exists.);
- L626, ONISA to DPN;
- L645, SAMAK to SULTO;
- L756, CLAVA to RULSA;
- L759, MIPAK to DPN;
- L760, AGG to DPN;
- L875, VUTAS to MMV;
- L894, KITAL to BIBGO;
- L896, DUGOS to MMV;
- M300, ATETA to LOTAV;
- M638, SAPNA to BBB;
- M641, MDI to BIKOK;
- M770, MEPEL to JJS;
- M773, BUBKO to CEA;
- M875, KAKID to BUTOP;
- M890, LLK to SAMAR;
- N519, BBB to SAPNA;

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- N563, MEMAK to REXOD;
- N564, DUGOS to AKMIL;
- N571, IGOGU to PARAR W-bound, PARAR to IDASO E-bound;
- N628, LATIK 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;
- P762, DUGOS to LULDA;
- P895, IGAMA to BIKOK;
- T1, BPL to BBS;
- T3, ADKIT to TTR;
- T4, ATETA to TTR;
- T5, LEKAP to OPIRA;
- T6, CIA to POMAN;
- T7, CLC to POMAN;
- T8, MML to IGAMA.

An aircraft that is unable to meet the minimum navigational requirements for RNP10 must file flight plan at or below minimum flight level of the route. However operations of these aircraft will be subject to ATC approval, in accordance with the provisions mentioned below, if not approved will be required to file a flight plan to operate via alternate route.

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.

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RULES AND PROCEDURES

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 NOTAM 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)

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.
- 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 are identified in the tables below. However for ATC purposes the offset may be cancelled by the appropriate ATC unit.

Chennai FIR

L645	SAMAK	SULTO
N563	MEMAK	AKMIL
P574	NOPAK	MMV VOR
N571	IGOGU	GURAS

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RULES AND PROCEDURES

Chennai FIR (continued)

N877	LAGOG	ORARA
P628	IGREX	VATLA
L759	MIPAK	NISUN
P762	LULDA	DUGOS
UL425	TVM VOR	ANODA
P570	TVM VOR	POMAN
M300	CLC VOR	IGAMA

Kolkata FIR

N877	ORARA	VVZ VOR
L301	RINDA	VVZ VOR
P628	VATLA	LARIK
L759	LIBDI	LEMAX
M770	MEPEL	KAKID
M773	BUBKO	LEGOS
N895	SAGOD	BBS VOR
P646	IBITA	DOPID
L507	TEBOV	CEA VOR

Mumbai FIR

UL425	ANODA	ASPUX
P570	POMAN	KITAL
M300	IGAMA	LOTAV
N563	KAKIB	REXOD
P574	OKILA	TOTOX
N571	crossing 072° east	PARAR
L301	AKTIV	RASKI
M638	KARKU	SAPNA
A451	BISET	ANGAL
G450	DARMI	DOGOD
UM551	DONSA	ANGAL

**INDIA
RULES AND PROCEDURES****Mumbai FIR (continued)**

B459	GUNDI	UBDOR
A474	ERVIS	POPET
L894	BIBGO	KITAL
P323	DONSA	GIDAS

ENROUTE OPERATIONS

Flying outside of ATS routes is prohibited within Indian airspace.

All flights entering, leaving or crossing the territory of India are required to follow the ATS routes established for international operations (for exceptions see FLIGHT PLANNING below).

PPR for Connector Routes

Prior permission required by airlines to fly between Mumbai FIR and Male FIR from the ATS provider at least 1 week in advance, following ATS connector routes:

V012, V013, V014, V015, V016, V017, V018, V019, V020 and V021.

NOTE: Aircraft operating on these connector routes shall be ADS/CPDLC equipped.

Contact details:

Mumbai Watch Supervisory Officer (WSO)

Tel: +91 22 26828088

Fax: +91 22 26828066

E-Mail: wsomum@aai.aero

General Manager (ATM), Mumbai

Tel: +91 22 26828010

Fax: +91 22 26828010

E-Mail: gmatmmum@aai.aero

AUTOMATIC DEPENDENT SURVEILLANCE BROADCAST (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

- the current version of FAA AC No. 20-165 - Airworthiness Approval of ADS-B; or
- EASA AMC 20-24; or
- the equipment configuration standards in Appendix XI of Civil Aviation Order 20.18 of the Civil Aviation Safety Authority of Australia dated 23rd August 2012 and any amendment thereof.

The aircraft operator must have the relevant operational approval from the State of registry.

**INDIA
RULES AND PROCEDURES****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 repeated exactly when set in the aircraft FMS (for transmission as flight ID) in ADS-B transmissions.

The aircraft address (in hexadecimal format) may, but is not required, to be recorded in Item 18 of the ICAO flight plan.

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.

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.

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.

AVOIDANCE OF UNNECESSARY TCAS WARNINGS**Procedure for avoiding false TCAS Resolution Advisories (RA)**

Reduce the aircraft rate of climb or descent as applicable to 1500ft per minute or less when the airplane is 2000ft to level off altitude.

Pilots Responsibility in Case of RA

- a. Respond immediately to RA by disengaging the auto pilot and commencing a climb/descent maneuver as called for.
- b. Look out for traffic.
- c. Do not let visual sighting reverse the TCAS instructions.
- d. If pilots simultaneously receive instructions to maneuver from ATC and RA which are in conflict, the pilots should follow the RA.
- e. Return to required flight path on cessation of RA.
- f. Inform ATC about the RA.
- g. Raise a RA form as soon as practicable.

INDIA RULES AND PROCEDURES

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 airspaces.

Procedure

The vertical limits of the India UPR geographic zone shall be FL280 to FL460.

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:

LATIK, ELKEL, MANAP, RULSA, OVPUK, IPNEB, OMLEV, ESLAV, BIBGO, POXOD, NODOL, NOKID and SEBLO.

Questions and assistance should be directed to:

Chennai

INDIA
RULES AND PROCEDURES

General Manager (ATM)

Airports Authority of India

Chennai International Airport, Chennai

Fax: +91 44 22561740

E-Mail: gmaerochennai@aai.aero

or

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 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.

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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 CLASSIFICATIONS

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	OIKBZA

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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 ROVON;
- M318, GABKO to KHM;
- M324, MOBET to PATAT;
- N/UN440, GABKO to RADEB;

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- T/UT800, DASUT to ULDUN;
- UL223, DASIS to SIR;
- UT36, ALRAM to MIDSJ;
- UT430, SYZ to DASIS;
- Z350, IVIVA to MIDSJ.

All RNAV routes above FL285 are RNAV5.

The following routes are also designated RNAV5 below FL285:

- A418, SYZ to ORSAR (above FL200);
- A647, RITAB 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;
- M316, GOKSO to KATUS;
- M318, KHM to RIKOP;
- M324, RIKOP to MOBET;
- M561, RAGAS to ASVIB;
- N39, ULDUS to OBRJX;
- N72, BATEV to TULAX;
- N312, ASVIB to MIDSJ;
- N/UN440, RADEB to MOBON;
- P/UP574, ULDUS to DAPER;
- Q10, DAVEP to MOBET;
- Q14, ASMET to ALMEK;
- T202, MIDSJ to DASDO;
- T210, RUS to RADAL;

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- T215, ASVIB to ZAJ;
- T216, SRN to DAR;
- T217, EGSIR to LAM;
- T218, ULDUS to SAV;
- UN319, DERBO to ULDUS;
- UP567, KAMAR to ULDUS;
- UR654, ZAJ to MAGRI;
- UT211, RUS to DAPOG;
- UT430, RAGAS to SYZ;
- UT975, MESVI to KUEVER;
- Z1, BND to TBZ;
- Z2, TRN to DNZ;
- Z3, GGN to DHN;
- 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 and operate ACAS/TCAS II.

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.

**IRAN
RULES AND PROCEDURES****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.

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 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 CLASSIFICATIONS

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 129.1MHz 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

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
Turkey (entry)	RATVO	N3714.4 E04356.1
Turkey (exit)	NINVA	N3721.0 E04313.0
Syria	MODIK	N3328.1 E03901.0
Syria (entry)	SIDNA	N3634.0 E04141.0
Jordan	PASIP	N3306.0 E03856.0
Saudi Arabia	MURIB	N3112.6 E04150.6
Saudi Arabia (entry)	DAXAN	N3205.2 E03937.3
Iran (exit)	PAXAT	N3320.9 E04605.3
Iran (entry)	RAGET	N3330.8 E04553.8
Iran	BOXIX	N3517.4 E04609.4

NOTE:

- a. All northbound aircraft crossing TASMI at same level shall be separated 20NM in trail constant or increasing.*
- b. All aircraft entering Baghdad FIR on R652 shall cross DAXAN (via Jeddah FIR) at FL270 or below.*
- c. The following Baghdad FIR entry/exit point is not currently in effect:*

Country	Reporting Point	Lat/Long
Syria (entry)	ELEXI	N3441.5 E04109.0

Flight Plan Message Addressing

The ATS messages within Baghdad FIR should be addressed as follows:

IRAQ RULES AND PROCEDURES

Landing/Departing Aerodrome	Message Address
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 ± 0 [± 5 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 NOTAMS for changes/updates in PPR requirements.

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 and operate 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

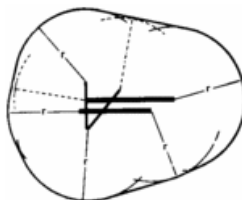
250kt IAS below 10000ft AMSL except for:

ISRAEL RULES AND PROCEDURES

- aircraft departing from Tel Aviv (Ben Gurion) on SIDs PURLA and SOLIN when over water;
- aircraft arriving to Tel Aviv (Ben Gurion) from the west before crossing 25 BGN DME; or
- 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 CLASSIFICATIONS

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 121.4 or 122.15 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 124.3 or 118.8 as soon as practicable not later than 25NM east of position TALMI.

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 122.75 or 132.0:
 - (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;
 - (c) flights departing Sharm-El-Sheikh VORDME 'SHM' not later than position DELNA.

ISRAEL RULES AND PROCEDURES

- c. From the west and north west:

Contact Tel Aviv Identification on 124.3 or 118.8 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.

DEPARTING FLIGHTS

Flights 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).

Flight Plan Message Addressing

AMHS/AFTN: EUCHZMFP and EUCBZMFP

SITA: BRUEP7X and PAREP7X

Military and General aviation flights departing from Tel Aviv FIR will submit flight plans to local ARO. For flights departing from LLET, LLOV and LLER will submit to LLETZPZX, flights departing from all others aerodromes to LLBGYDYX.

Place of Submission

- a. Flight plans shall be submitted at the Aeronautical information Services Office (AIS) at the departure aerodrome;
- b. 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;

ISRAEL RULES AND PROCEDURES

- c. pilots or operators that have access to AFTN/AMHS or SITA can submit a flight plan to those systems;
- d. 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.

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;
- Ovda;
- Timna (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

ISRAEL
RULES AND PROCEDURES

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 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.

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

ISRAEL RULES AND PROCEDURES

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:

- a. Both aircraft are flying under radar control of South Sector ACC.
- b. Both aircraft are flying in the same direction, at or below 22000ft (QNH).
- c. The pilot of the succeeding aircraft maintains visual contact with the preceding aircraft during the period in which the separation minimums has been reduced.
- d. Horizontal distance between the aircraft shall not be less than 1NM during the reduction of vertical separation.
- e. Only one aircraft shall climb or descend while the other maintains altitude.
- f. Maximum IAS for each aircraft shall not exceed 250kt below 10000ft and 300kt above 10000ft.
- 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'.

ISRAEL
RULES AND PROCEDURES

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 7.0.

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 does not publish State airport operating minimums.

The Republic of Maldives publishes Obstacle Clearance Altitudes (Heights) [OCA(H)].

**MALDIVES
RULES AND PROCEDURES****ATS AIRSPACE CLASSIFICATIONS**

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 relating to traffic shall be addressed to:

VRMFZQZX; VRMMZTZ; VRMMZPZX

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.

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:

MALDIVES

RULES AND PROCEDURES

- 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.

REQUIRED NAVIGATION PERFORMANCE

Following routes are designated as RNP1:

- Q533, VRMV to VRMK;
- Q544, VRMK to VRMT;
- Q555, VRMO to VRMT;
- Q566, VRMT to VRMR;
- T456, DAKMA to VRMG;
- T644, VRMV to AGITO;
- Y991, MLE to HA;
- Z652, VRMM to VRMG.

Following routes are designated as RNP10:

- L516, ELKEL to BUMMR;
- L756, RULSA to MLE;
- L894, SUNAN to BIBGO;

MALDIVES RULES AND PROCEDURES

- L899, HA to NODOL;
- M512, DOPDO to ANIVE;
- N628, LATIK to SABEK;
- P756, UBKIN to MLE.

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.

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

MALDIVES RULES AND PROCEDURES

+960 332 4987

+960 332 4986

Fax: +960 332 3039

E-Mail: civav@aviainfo.gov.mv

AFS: VRMMYAYX

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 and operate 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 CLASSIFICATIONS

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 relating to traffic shall be addressed as follows:

Route	Message address
into or via Kathmandu FIR	VNSMZQZX
Kathmandu ACC	VNKTZRZX
Kathmandu APP/RADAR	VNKTZAZX
Kathmandu Tower	VNKTZTZX
into TIA Kathmandu	VNKTZPZX
into Pokhara	VNPKZTZX
into Nepalgunj	VNNGZTZX
into Biratnagar	VNVTZTZX
into Janakpur	VNJPZTZX
into Simara	VNSIZTZX
into Bharatpur	VNBPZTZX
into Bhairahawa	VNBWZTZX

REQUIRED NAVIGATION PERFORMANCE

Following route is designated RNP10:

– L626, KTM to ONISA.

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.

NEPAL RULES AND PROCEDURES

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.

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.

NEPAL RULES AND PROCEDURES

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.

Flights at Levels at and below 13500ft	
Magnetic Track	Cruising Level
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) and in some cases additionally ceiling and visibility for take-off and landing, and for Muscat (Intl) OCA(H) and RVR for take-off and landing.

Jeppesen charted minimums are not below State minimums.

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.

SPECIAL REQUIREMENTS AND REGULATIONS

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 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:

OMAN RULES AND PROCEDURES

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;
- P307, TONVO to PURNI;
- Q978, MCT to ITRAX;
- 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.

**OMAN
RULES AND PROCEDURES****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.

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:

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

OMAN
RULES AND PROCEDURES

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

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

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 and maintain a listening watch on emergency frequency 121.5MHz.

FLIGHT PLANNING

Submission of a Flight Plan

All operators intending to fly in Karachi FIR on route A453 (PIRAN-GADER or vice versa) shall submit a flight plan to:

Karachi ACC

AFTN: OPKCZIZA
OPKRZRZA
OPKBZRZB

PAKISTAN RULES AND PROCEDURES

Flight Plan Message Addressing

Flight movement messages for IFR flights relating to traffic shall be addressed as follows:

Into or via Karachi FIR/CTA/CTR	OPKCZIZX OPKCZRZX OPKCZRZA OPKCZPZX OPKRZRZA OPKRZRZB
Into or via Lahore FIR/CTA/CTR	OPLAZIZX OPLRZQZX OPLAZRZA OPLRATMA OPLRATMB
Into or via Cherat CTR and Islamabad APP area	OPLAZIZX OPLRZQZX OPCTZTZX OPRNRZA
Into or via Multan TMA	OPMTZTZX OPMTYFYX

POSITION 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 ATFM procedures through Kabul FIR see Jeppesen ATC-Chapter "ATFM Procedures over Bay of Bengal, South Asia and Pakistan through Kabul FIR - BOBCAT".

50NM LONGITUDINAL SEPARATION WITHIN KARACHI FIR AND LAHORE FIR

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;

**PAKISTAN
RULES AND PROCEDURES**

- c. application of 50NM longitudinal separation on ATS routes M638/N519/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.

REQUIRED NAVIGATION PERFORMANCE

Following ATS routes are designated RNAV5:

- L124, PG to KEBUD;
- M504, ALPOR to TELEM;
- N893, NH to TELEM;
- N894, LATEM to TELEM;
- P757, NH to PG;
- T385, PG to TAPDO.

Following ATS routes are designated RNP10:

- L509, SAMAR to LAJAK;
- L750, BIROS to TIGER;
- 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, JABAR to PS.

SEPARATION MINIMUMS

Radar separation under terminal approach radar shall be 5NM.

A minimum longitudinal separation of 5 minutes shall be applied between transponder equipped aircraft in the enroute phase on the same or crossing track, at the same level, climbing or descending, provided that:

- a. their flight is monitored by radar; and
- b. the distance between the aircraft, as observed by radar, is never less than 30NM.

PAKISTAN RULES AND PROCEDURES

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.

50NM reduced longitudinal separation based on RNP10 routes L509, N636 and P628.

50NM separation RNAV using Mach number technique (MNT) may be applied between aircraft.

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.

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 and operate ACAS/TCAS II. 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.

Submission of a Flight Plan

For all flights within Doha TMA a flight plan shall be submitted via:

AFTN: OTHHZJZX

Fax: +974 4462 1052 and +974 4470 5075 (in the absence of AFS)

An acknowledgement of receipt must be obtained via:

Tel: +974 4470 5080 or +974 4470 5081

Time of Submission

A flight plan shall be transmitted to ATC authorities at Doha:

- a. for arriving flights - a minimum of 1 hour prior to departure from aerodrome of origin;

QATAR
RULES AND PROCEDURES

- b. for departing flights - a minimum of 1 hour in advance of EOBT for the aircraft's departure from Doha (Intl)/Doha (Hamad Intl) airport.

Flight Plan Message Addressing

Flight movement messages for IFR flights relating to traffic shall be addressed as follows:

Route	Message Address
Overflying via North of Qatar: L602/UL602, L768/UL768, M600/UM600, M677/UM677, P559/UP559, P699/UP699, T308/UT308, UT557, UT677, T872/UT872	OTBDYWYX
Overflying within Qatar Airspace (bounded laterally by the Doha TMA and vertically from GND to unlimited) via the following routing: – TOSNA-M/UM430-SALWA – BUNDU-B/UB415-DOH-M/UM430-SALWA – MEKMA-P/UP899-KUPSA-B/UB415-DOH-M/UM430-SALWA – SALWA-M/UM430-DOH-L/UL305-ASTOG – SALWA-M/UM430-DOH-B/UB415-BUNDU – SALWA-M/UM430-DOH-N/UN300-NAMLA – TOTIS-N/UN318-OVONA – TOTIS-UT975-OVONA – DENVO-L/UL604-TOSNA – DENVO-N/UN685-TOSNA	OTBDZRZX, OTBDY-WYX
Inbound: – Doha International Airport (OTBD) – Hamad International Airport (OTHH) – Al-Udaid Airbase (OTBH)	OTBDZRZX, OTBDY-WYX
Outbound – Doha International Airport (OTBD) – Hamad International Airport (OTHH) – Al-Udaid Airbase (OTBH)	Shall be addressed to OTHHJZX for refiling purposes.

REQUIRED NAVIGATION PERFORMANCE

All ATS Routes are RNAV1.

**QATAR
RULES AND PROCEDURES****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**ICAO REFERENCE****Annex 2**

4.4 IFR compulsory when operating at or above FL150.

**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 (at or below 2500ft SFC within 4NM of primary aerodrome):
 - 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 OCA(H), DA(H), MDA(H) and visibility for landing, visibility for take-off and alternate minimums.

Jeppesen charted minimums are not below State minimums.

ATS AIRSPACE CLASSIFICATIONS

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.

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.

**SAUDI ARABIA
RULES AND PROCEDURES****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:

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Planned International Destination	Nominated Alternate
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 relating to traffic shall be addressed as follows:

Route (into or via FIR and/or TMA)	Message Address
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 Khamis Mushait CTA	OEKMZAZX
into or via Madinah CTA	OEMAZAZX
into or via Riyadh CTA	OERKZAZX/OERKZPZX

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RULES AND PROCEDURES**

Route (into or via FIR and/or TMA)	Message Address
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).

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.

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

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 multinavigation sensors including GNSS

SAUDI ARABIA RULES AND PROCEDURES

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 spacing in some areas will not support RNAV5 for VOR/DME or DME/DME only RNAV. Operators with only these types of RNAV capability are advised to flight plan via conventional ATS routes based on VOR/DME navigation.

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.

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;

SAUDI ARABIA RULES AND PROCEDURES

- 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.

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 BIAC), R461 and G325

Colombo ACC will clear the departing flight initially to FL280 (no PDC) and coordinate with Thiruvananthapuram ACC for higher level.

ATS Route N640

Northbound traffic to Colombo will be cleared by Thiruvananthapuram ACC 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 Thiruvananthapuram ACC 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 Thiruvananthapuram ACC.

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 Thiruvananthapuram ACC).

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.

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.

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 7.0) 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.

**SRI LANKA
RULES AND PROCEDURES****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

Head of Air Navigation Services

AASL, Sri Lanka

Tel: +94 11 2252062

Fax: +94 11 2252062

E-Mail: head.ans@airport.lk

or

Senior Air Traffic Controller (ACC/RMA TWR)

AASL, Sri Lanka

Tel: +94 11 2635105

SRI LANKA
RULES AND PROCEDURES

Fax: +94 11 2635105

E-Mail: wiie.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), Antalya, Bursa (Yenisehir), Denizli (Cardak), Erzurum, Gaziantep, Istanbul (Ataturk), Izmir (Adnan Menderes), Milas (Bodrum), Mugla (Dalaman), Tekirdag (Corlu) 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”.

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 LTBBVFL 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

MINIMUM HORIZONTAL RADAR SEPARATION

The minimum horizontal radar separation shall be 5NM.

The horizontal radar separation for Approach Control services shall be:

- 3NM minimum within Ankara, Istanbul, Izmir, Antalya, Dalaman and Milas TMA;
- 5NM minimum within Trabzon TMA, Adana and Kayseri MTMA.

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

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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).

8.33kHz CHANNEL SPACING

All flights are exempted from the mandatory carriage within Ankara and Istanbul FIRs. But flights not equipped with 8.33kHz radio equipment are subject to descent below FL195 before transfer of control to adjacent EUR region FIR/UIRs where no exemption has been published.

Pilots of non-equipped aircraft proceeding to FIR/UIRs where no exemption is published, shall transmit their equipment status at initial contact or as early as possible.

Non-equipped aircraft departing from Turkish airports and flight planned to enter FIR/UIRs where no exemption is published, shall normally remain a flight level below FL195.

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: Ankara (Esenboga), Antalya, Erzurum, Gaziantep, Istanbul (Ataturk), Istanbul (Sabiha Gokcen), Izmir (Adnan Menderes), Milas (Bodrum), Mugla (Dalaman), Trabzon.

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.
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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 CLASSIFICATIONS

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.

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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 UM550 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.

Flight Plan Message Addressing

Flight plan shall be addressed as follows:

Transit/Enter/Exit Emirates FIR	OMAEZRZX
Transit OMDB CTA ¹	OMAEZRZX, OMDBZPZX
Transit OMAM CTA and/or land OMAA ^{2, 3, 4}	OMAEZRZX, OMAAZZX
Depart OMAA/OMAD ³	OMAEZRZX, OMAAZPZX
Land OMAD ^{3, 4}	OMAEZRZX, OMAAZZX, OMADZTZ
Land/Depart OMAL ⁵	OMAEZRZX, OMAAZZX, OMALZPZX, OMALZTZ
Land OMDB ^{1, 6}	OMAEZRZX, OMDBZJZX
Depart OMDB ^{1, 7}	OMAEZRZX, OMDBZPZX
Land/Depart OMDW	OMAEZRZX, OMDWZPZX
Land/Depart OMFJ	OMAEZRZX, OMDBZPZX, OMFJZPZX, OMFJZAZX, OMFJZTZ
Land/Depart OMSJ	OMAEZRZX, OMDBZPZX, OMSJZPZX, OMSJZTZ

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Land/Depart OMRK	OMAEZRZX, OMDBZPZX, OMRKZAZX, OMRKZTZX
Transit OMRK CTA ⁸	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 FL160 and above.
- 3 Flight plans for traffic departing from OMAM CTA can be submitted through internet after Operators have registered on 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 OMAAZZX by AFTN.
- 5 Airlines and Operators are also allowed to submit flight plans and associated messages by email to atcaaia@ans.adac.ae for traffic landing and departing OMAL.
- 6 Operators are reminded to address OMDBZGZX for all non FPL and ATC related administrative messages.
- 7 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.
- 8 This applies to all operators civil or military requiring ATC service from OMRK. Flight plans can also be submitted via 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.

SPACING ON FINAL APPROACH DUBAI (INTL)

During VMC (day & night), 2.5NM radar spacing may be applied by ATC on final approach between applicable ICAO wake turbulence categories of aircraft. The spacing will be applied between succeeding aircraft landing on parallel runways provided that:

- a. Distance-based wake turbulence separation minima is not required.
- b. Aircraft are established on the final approach track within 10NM of the runway thresholds.
- c. Reduced separation being applied is broadcast on ARR ATIS.
- d. The landing runway designator is assigned no later than 30NM from touchdown, unless otherwise agreed with the pilot.

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If any of the above conditions cannot be met, then the 2.5NM spacing will be suspended and revert to 3NM or the applicable wake vortex if greater.

It is pilot's responsibility to inform ATC if they are operating their aircraft other than in a normal manner.

REDUCED RUNWAY SEPARATION

Reduced Runway Separation Procedures apply according to ICAO DOC 4444 para 7.11 at the following airports:

- Abu Dhabi (Intl) - RWY 13L/31R and RWY 13R/31L (H24);
- Dubai (Al Maktoum Intl) - RWY 12/30;
- Dubai (Intl) - RWY 12L/30R and RWY 12R/30L (H24).

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 access the interface, following information are needed:

- a. preferred username;
- b. rights required (swapping/no swapping);
- c. full name;
- d. designation;
- e. company;
- f. contact number and e-mail ID.

Provide the informations via e-mail and in case the DFLOW is not accessible, contact by calling:

Emirates ACC

Tel: +971 2 558 2320

E-Mail: dataset@szc.gcaa.ae

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).

To be eligible for RNAV1 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.

U.A.E. RULES AND PROCEDURES

All approved installations must have the appropriate approval for RNAV (GNSS) approach operations. The navigation system shall comply with the following specifications:

- a. U.A.E. based carriers must comply with UAE CAAP 52;
- b. other carriers must comply with specification required by TSO-C 145/146/196.

Having the capability to operate on RNAV1 on ATS routes defined by DME/DME does not imply that the aircraft is suitably equipped to operate on routes or tracks within the UAE Controlled Airspace.

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.

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

**U.A.E.
RULES AND PROCEDURES**

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.
- 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

**U.A.E.
RULES AND PROCEDURES**

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 comply with 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 CLASSIFICATIONS

Yemen has adopted the ICAO ATS airspace classification as listed on 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

At least 10 minutes prior to entering Sanaa FIR, aircraft shall contact Sanaa ACC as specified hereunder.

Aircraft overflying Yemeni Territory

- 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.

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 and operate ACAS II.

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

YEMEN RULES AND PROCEDURES

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;
- 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****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/en/page/civil-aviation-authority/aip---important-information>

Additionally all aircraft, except civilian aircraft flying a RS/Coalition Forces contracted mission (and using a RS/Coalition Forces assigned call sign), require Civil Aviation Authority (CAA) approval to land at or depart from an Afghan aerodrome. CAA approval can be gained by submitting requests at least 24 hours in advance:

Civil Aviation Authority (CAA)

E-Mail: oakbais6@gmail.com (24/7)
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 CAA will be sent via AFTN.

Once in receipt of a CAA 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 CAA approval. CAA approval will be gained through the same means as arrivals and departures.

AIRPORT(S) OF ENTRY

Kabul (Intl), Mazar-e Sharif (Mawlanea Jalaluddin Muhammad Balkhi).

AFGHANISTAN
NATIONAL REGULATIONS AND REQUIREMENTS**SPECIAL NOTICES**

Civilian commercial cargo charter flights are not allowed to take-off or land at military airfields in Afghanistan.

**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.

All applications should be addressed to the attention of the:

Director of Air Transport

Address: P.O. Box 586
Kingdom of Bahrain

Tel: +973 17 329035
+973 17 329011
+973 17 329061
+973 17 329096

Fax: +973 17 329083
+973 17 333278

E-Mail: schedule@mtt.gov.bh

SITA: BAHAPYF

AFTN: OBBIYAYX

Applications shall contain the following information:

- 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;

**BAHRAIN
NATIONAL REGULATIONS AND REQUIREMENTS**

- 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.

All applications should be made 30 days prior to the proposed date of commencement of operation to the Director of Air Transport and include in addition to that showing 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;
- 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.

**BAHRAIN
NATIONAL REGULATIONS AND REQUIREMENTS****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, should give 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 for permission at least 1 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;
- 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.

**BAHRAIN
NATIONAL REGULATIONS AND REQUIREMENTS****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 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 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.

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 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 1 week before the intended flight to the:

Ministry of Foreign Affairs

Address: P.O. Box 547
Kingdom of Bahrain

Fax: +973 17 210575

Telex: 8228 KARJIA BN

with a copy to the Director of Air Transport.

**BAHRAIN
NATIONAL REGULATIONS AND REQUIREMENTS**

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 Operations Room

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**

Required, except holders of: identity certificate, Laissez Passer issued by United Nations and its affiliated Bodies, continuous Discharge Certificate/Seaman Book (traveling on duty).

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. passengers who are in transit and not leaving the airport.
- c. tourist and business travelers who are in possession of return tickets for stays 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.

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.

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

E-Mail: caab@bracnet.net

AFS: VGHQYAYX

**BANGLADESH
NATIONAL REGULATIONS AND REQUIREMENTS****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.

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;

**BANGLADESH
NATIONAL REGULATIONS AND REQUIREMENTS**

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

Chittagong (Shah Amanat Intl), Dhaka (Hazrat Shahjalal Intl), Sylhet (Osmani Intl).

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 of Civil Aviation (DGCA)

Address: Ministry of Information & Communication
Paro
Bhutan

Tel: +975 8 271910
+975 8 271347

Fax: +975 8 271909

E-Mail: aviation@druknet.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 Civil Aviation (DGCA);
- 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 DGCA, Paro, Bhutan;

BHUTAN

NATIONAL REGULATIONS AND REQUIREMENTS

- d. It is advisable for the pilot-in-command to carry with him DGCA 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 DGCA is submitted to the respective Flight Information Centre and Aerodrome of intended landing, at least 72 hours before the commencement of the schedule;
- f. The airline shall coordinate allocation of slots with the Airport Manager of respective airports.

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 permission from the Director General, Department of Civil Aviation, Ministry of Information & Communications, Paro, Bhutan.

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 to the Director General, Department of Civil Aviation, Ministry of Information & Communications, Paro, Bhutan, for permission to carry out such operations not less than 7 (seven) days in advance of the intended landing. The application form (annex I) duly filled by the operator must be submitted to DGCA for Approval.

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 Centre.

Flight Clearance shall be valid for a period of 48 hours. If flight gets delayed beyond 48 hours, fresh clearance from DGCA 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 the operator to apply to the Director General, Department of Civil Aviation, Ministry of Information & Communications, Paro, Bhutan, for permission to carry out such operations not less than 7 (seven) days in advance of the intended landing.

AIRPORT(S) OF ENTRY

Paro International Airport.

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.

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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;

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- 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;

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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:

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- 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.

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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);

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- 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)

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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
- 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

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.

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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>

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PASSPORT

Required.

Nepalese visiting India by air may travel on the authority of any of the following:

- Valid National Passport.
- Photo Identity Card issued by the Government of India/any State Government or Union Territory Administration in India/Election Commission of India in respect of Indian citizens and by the government of Nepal in respect of Nepalese citizens.
- Emergency certificate issued by Embassy of India, Kathmandu to Indian nationals and by the Embassy of Nepal in Delhi in respect of Nepalese citizens, in case of emergent conditions.

VISA

Required.

Minor children of foreigners including of Indian origin would require proper visa for entry into India.

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.

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 (Intl), Cochin (Intl), Delhi (Indira Gandhi Intl), Hyderabad (Rajiv Gandhi Intl), Mumbai (Chhatrapati Shivaji 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 (Intl), Cochin (Intl), Delhi (Indira Gandhi Intl), Hyderabad (Rajiv Gandhi Intl), Mumbai (Chhatrapati Shivaji 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

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NATIONAL REGULATIONS AND REQUIREMENTS

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

Director General of Civil Aviation (DGCA)

Technical Center

Address: Opposite Safdarjung Airport

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 shall be made by the Chief Executive Officer of the airline to the Director General of Civil Aviation (Attn. Director of Regulations and Information) 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 ID) of the airline's Headquarters;
- d. title and postal address (including telephone/fax number and e-mail ID) of the airworthiness, licensing and accident investigation authorities in respect of the airline;

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- 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.

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.

Application for operating non-scheduled flight(s) is required to be submitted in advance with a minimum notice as follows:

- a. 7 working days for flights for traffic purposes; and
- b. 3 working days for flights for non-traffic purposes (i.e. overflight(s), technical halts).

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);

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- 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;
 - 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;

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- 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).

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.

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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 callsign, 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.

AIRPORT(S) OF ENTRY

Ahmedabad, Amritsar (Sri Guru Ram Dass Jee Intl), Bengaluru (Kempegowda Intl), Calicut, Chennai (Intl), Delhi (Indira Gandhi Intl), Hyderabad (Rajiv Gandhi Intl), Jaipur, Kolkata (Netaji Subhash Chandra Bose Intl), Mumbai (Chhatrapati Shivaji Intl), Nagpur (Dr. Ambedkar Intl), Patna, Thiruvananthapuram, Tiruchirappalli.

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;

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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@iraqcaa.com

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.iraqcaa.com>. 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@iraqcaa.com (civil landing slots)

ops.overflight@iraqcaa.com (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.iraqcaa.com>.

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.iraq-caa.com>. 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.

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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 Baghdad (Intl), Erbil (Intl), Sulaymaniyah (Intl), Basrah (Intl) and Al Najaf (Al-Ashraf 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.

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/>

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

ISRAEL NATIONAL REGULATIONS AND REQUIREMENTS

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:

CYYZ, EBBR, EBLG, EDDB, EDDF, EDDH, EDDK, EDDL, EDDM, EDDS, EDDT, EDSB, EFHK, EGCC, EGGW, EGKK, EGLL, EHAM, EKCH, EPKK, EPKT, EPWA, ESSA, EVRA, EYVI, HAAB, HECA, KEWR, KJFK, KPHL, LBBG, LBSF, LBWN, LCLK, LDDU, LDZA, LEBL, LEMD, LEMG, LEPA, LFMN, LFPG, LFPO, LGAV, LGIR, LGKO, LGKR, LGRP, LGSA, LGTS, LHBP, LICC, LICJ, LIMC, LIME, LIPE, LIPX, LIRF, LJLJ, LKMT, LKPR, LMML, LOWW, LROP, LRCL, LSGG, LSZH, LTAI, LTBA, LTFJ, LUKK, LWOH, LYBE, LZIB, OJAI, OJAM, OJAQ, RKSI, UBBB, UGSB, UGTB, UKBB, UKDD, UKFF, UKHH, UKLL, UKOO, ULLI, UMMS, URKK, URRR, URSS, USCC, USPP, USSS, UTTT, UDD, UUEE, UUWW, UWO, UWUU, UWWW.

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, LCPH, LFPB.

Tel-Aviv FIR is also open to international overflights, operated by Royal Jordanian airlines, departing from or flying to the following aerodromes only:

CYUL, 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.

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";

**ISRAEL
NATIONAL REGULATIONS AND REQUIREMENTS**

- 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.

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

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.

ISRAEL NATIONAL REGULATIONS AND REQUIREMENTS

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 (IATA) 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 IATA 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";
- 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";

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NATIONAL REGULATIONS AND REQUIREMENTS

- 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

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.

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".

ISRAEL NATIONAL REGULATIONS AND REQUIREMENTS

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.

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.

ISRAEL NATIONAL REGULATIONS AND REQUIREMENTS

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 sent 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. The operator shall submit an application for an approval to:

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

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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 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
- 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) airport is designated as a fully coordinated airport. Therefore, all traffic arriving/departing Tel Aviv (Ben Gurion) airport must have a fully coordinated SLOT before oper-

ISRAEL
NATIONAL REGULATIONS AND REQUIREMENTS

ating. Applications must be applied for 48 hours in advance (MON-THU), and 72 hours in advance for weekends (FRI-SUN) to TLVACXH in 'SSIM' format.

AIRPORT(S) OF ENTRY

Eilat, Eilat (Ilan and Assaf Ramon), Ovda, 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

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.

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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

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

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
Hilaalee 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

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

Disembarking passengers coming directly from an area infected with cholera, smallpox or yellow fever are required to present vaccination certificates.

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.org.np

AFS: VNKTYAYX

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);

NEPAL
NATIONAL REGULATIONS AND REQUIREMENTS

- 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 English language proficiency certificate of pilot-in-command, if non-native English speaker;
- l. proposed route schedule, frequency, capacity, traffic rights and tariffs approved by the responsible authority of the concerned country;
- m. SLOT approval letter from international airport;
- n. removal of disabled aircraft plant occupied by international airport;
- o. copy of ground handling arrangement and/or agreement letter;
- p. name and address of the local agent/representative and authorization letter.

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

NEPAL
NATIONAL REGULATIONS AND REQUIREMENTS

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.org.np

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.

- 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

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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:

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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

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

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), Dera Ghazi Khan (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.

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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:

Chairman

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

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

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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.

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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;

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- 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.

Such applications or requests must reach to khalid.alnasiri@caa.gov.qa, rakesh.attavar@caa.gov.qa, doha.comm@caa.gov.qa e-mail addresses and to the address of Chiarmen Qatar Civil Aviation Authority (QCAA).

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;

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- f. schedule of operations (including route with entry/exit points of Doha TMA, flight level and timings in UTC).

STATE OR MILITARY 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)

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: khalid.almutawah@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).

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NATIONAL REGULATIONS AND REQUIREMENTS**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.

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

General Authority of Civil Aviation (GACA)

Address: P.O. Box 887

Jeddah

Saudi Arabia

21165

Tel: +966 12 640 5000

Fax: +966 12 640 1477

AFS: OEJDYAYX

Safety, Security and Air Transport (SS & AT)

Address: P.O. Box 887

Jeddah

Saudi Arabia

21421

Tel: +966 12 685 5510

Fax: +966 12 685 5284

Internet: www.ser.gov.sa

AFS: OEJDYAYX

SCHEDULED FLIGHTS

Scheduled operations are governed by bilateral or multilateral air agreements or must first obtain from the GACA Safety, Security 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 Safety, Security 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 SS & AT 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
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- 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 Safety, Security 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 15 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. Requests for approval should be directed to the General Authority of Civil Aviation, Safety, Security and Air Transport (SS & AT) 72 hours prior to arrival of flight, incl. either AFS or Telex address for GACA reply.

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.

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.

All passengers arriving from countries declared as endemic for Yellow Fever should have a valid certificate for Yellow Fever.

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

Director General of Civil Aviation/CEO

Civil Aviation Authority of Sri Lanka

Address: No. 4, Hunupitiya Road
Colombo 2
Sri Lanka

Tel: +94 11 2304606

Fax: +94 11 2304706

E-Mail: sldgca@caa.lk

Internet: www.caa.lk

AFS: VCCCYAYX

**SRI LANKA
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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:

Aeronautical Information Services Officer

Tel: +94 11 2358923

+94 11 2358916

Fax: +94 11 2304641

E-Mail: aiso1@caa.lk

Senior Civil Aviation Inspector - AIS

Tel: +94 11 2358914

Fax: +94 11 2304641

E-Mail: scaiais@caa.lk

After office hours, saturdays/sundays and public holidays:

Duty Supervisor

Colombo Area Control Center

Tel: +94 11 2625555

+94 11 2611572

Fax: +94 11 2635106

E-Mail: acc.ans@airport.lk

AFTN: VCCCZQZX

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.

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NATIONAL REGULATIONS AND REQUIREMENTS**

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 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;
- 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;
 - 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.

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- 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 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;
- 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 and VCCCZQZX.

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.

**SRI LANKA
NATIONAL REGULATIONS AND REQUIREMENTS**

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 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

International health regulations apply. Passengers and crew members arriving from areas infected with cholera, yellow fever, malaria, SARS and plague shall, upon landing, be subject to medical examination before disembarking.

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.

Applications for flight permissions shall be submitted during 0830 and 1730 on weekdays to:

Ministry of Transport, Maritime Affairs and Communications

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
+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

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

TURKEY
NATIONAL REGULATIONS AND REQUIREMENTS

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 overflights, 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 Turkish airspace and that the first landing and the last departure is conducted at an airport open to international traffic.

Aircraft must carry on board the flight authorization (permit number) obtained from the appropriate authority.

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:
 1. name of passengers, if any military airport will be used;
 2. cargo statement including details explanation about type of cargo.

TURKEY
NATIONAL REGULATIONS AND REQUIREMENTS

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:

- a. aircraft belonging to non-NATO member States;
- b. aircraft carrying foreign Heads of State or government;
- c. aircraft carrying all types of munitions, weapons, ammunition, nuclear fuel, radioactive substances, explosives on board;
- d. aircraft carrying additional weapons not considered to be a standard airborne equipment;
- e. aircraft carrying photographic equipment that are used in aerial photography;
- f. 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;
- g. tanker aircraft;
- h. aircraft used for transportation of armed troops;
- i. unmanned aerial vehicles operating crossborder flights.

TURKEY
NATIONAL REGULATIONS AND REQUIREMENTS

Prior authorization must be obtained for all State aircraft intending to use Turkish airspace and airports.

Aircraft belonging to NATO member States shall send their request for permission to the General Staff, Air Force Command (except for flights mentioned above).

DANGEROUS GOODS FLIGHTS

Ankara (Esenboga), Istanbul (Ataturk), Istanbul (Sabiha Gokcen) and Adana airports shall be used for the authorized transportation of explosives and ammunitions applied for and the Ministry of Transport, Maritime Affairs and Communications, Directorate General of Dangerous Goods and Combined Transport Regulation shall be informed at least 5 working days before the intended transport.

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): the tariff of which is arranged during the summer and the winter tariff periods (Level-2);
- 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 (Ataturk): the tariff of which is coordinated every weekday during the summer and winter tariff periods (Level-3);
- Istanbul (Sabiha Gokcen): the tariff of which is coordinated every weekday during the summer and winter tariff periods (Level-3);
- Izmir (Adnan Menderes): the tariff of which is arranged during the summer and the winter tariff periods (Level-2);
- Milas (Bodrum): the tariff of which is arranged during the summer and the winter tariff periods (Level-2);
- Mugla (Dalaman): the tariff of which is arranged during the summer and the winter tariff periods (Level-2).

Responsible coordinator:

DHMI Slot Coordination Center

Tel: +90 212 465 52 89
+90 212 465 30 00 ext. 1275
Fax: +90 212 465 52 88
E-Mail: dhmi.slot@dhmi.gov.tr
SITA: ISTDYXA

TURKEY
NATIONAL REGULATIONS AND REQUIREMENTS

AIRPORT(S) OF ENTRY

Adana, Ankara (Esenboga), Antalya, Balikesir (Koca Seyit), Bursa (Yenisehir), Canakkale, Denizli (Cardak), Diyarbakir, Elazig, Erzurum, Gazipasa (Alanya), Gaziantep, Hatay, Isparta (Suleyman Demirel), Istanbul (Ataturk), Istanbul (Sabiha Gokcen), Izmir (Adnan Menderes), Kapadokya, Kars (Kars Harakani), Kastamonu, Kayseri, Kocaeli (Cengiz Topel), Konya, Malatya, Milas (Bodrum), Mugla (Dalaman), Samsun (Carsamba), Sanliurfa (Gap), Sinop, Sivas (Nuri Demirag), Tekirdag (Corlu), Trabzon, Usak, Van (Ferit Melen), Zafer, Zonguldak (Caycuma).

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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.

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

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 /.

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

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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

For queries or any additional information regarding registration, please contact 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

landing@sharjahaviation.com

SITA: SHJCDXH

SHJOPXH

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:

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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

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

AFS: OMAAYAYX

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

- Dubai:

Director General

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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
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@fujairah-airport.com
Internet: www.fujairah-airport.com
AFS: OMFJYAYX

– Ras Al Khaimah:**The Chairman****Department of Civil Aviation**

Address: P.O. Box 501
Ras Al Khaimah
U.A.E.
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.

**U.A.E.
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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

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;

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- 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:

- 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;

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- 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) is currently an IATA Level 2 slot coordinated airport. Pilots are advised to contact for starting or modifying scheduled service at the airport:

Abu Dhabi Airports Company (ADAC)

E-Mail: scheduling@adac.ae

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.

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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 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 callcenter@apiuae.gov.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

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
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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: R462¹/A791¹/G472 (METBI/EGRON - JI - LATEM - KC - TELEM)
FL310, FL350
- CRPAK-03: R462¹/G214/R471 (METBI/EGRON - JI - PG - IDEBA - RK - TIGER)
FL350
- CRPAK-04: G665/L124/G208/P757/B210/R462 (ASVIB/KEBUD - PG - NH - KE - RAMSA)
FL310 (1900-0001 UTC), FL390
- CRPAK-05: G452 (ZAHEDAN - KALAT - POPOT - RK - TIGER)

**MIDDLE EAST
CONTINGENCY PLANS - MIDDLE EAST**

FL330

- CRPAK-06: L750 (BASIR - BINDO - TIGER)

FL310

- CRPAK-07: R462/A791/G325 (METBI/EGRON - JI - PG - KALAT - PATLA)

FL370

¹ For traffic operating from METBI/EGRON and KEBUD/ASVIB, Tehran ACC is to ensure separation over JIWANI/PANJGUR respectively.

Westbound traffic

- CRPAK-08: G325

(ZHOB- PATLA- KALAT- PG- JI- METBI/EGRON)

FL340, FL400

- CRPAK-09: L750 (TIGER - MURLI - BASIR)

FL320, FL360

- CRPAK-10: P628 (VIKIT - RYK - ASLUM)

FL320 (1901-2359 UTC), FL360

- CRPAK-11: G452

(TIGER - RK - POPOT - KALAT - ZDN)

FL300, FL380

- CRPAK-12: G452/G214 (TIGER - RK - IDEBA - PG - JI - METBI/EGRON)

FL300

- CRPAK-13: R462¹/G208¹/A325¹/A454/G665/L124 (RAMSA - TASOP - PARTY - KE - KC - PARET - TAPDO or JI (R462) METBI/EGRON or PG - KEBUD/ASVIB)

FL360

- CRPAK-14: P518/L124/G665 (KABIM - PAXUR - PARET - PG - ASVIB/KEBUD)

FL320

¹ 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.

**MIDDLE EAST
CONTINGENCY PLANS - MIDDLE EAST**

- 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.
- 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

MIDDLE EAST CONTINGENCY PLANS - MIDDLE EAST

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 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 - BASIR)
FL310
- CRPAK-16: N644/M875 (DOBAT - DI - JHANG - GUGAL)
FL350 (1500-2359 UTC), FL390
- CRPAK-17: N644/A466 (DOBAT - DI - JHANG - SAMAR)
FL310, FL350
- CRPAK-18: L509 (LAJAK - HANGU - JABAR - INDEK - SAMAR)
FL330 (1500-2359 UTC)
- CRPAK-19: G325 (PATLA - ZB - HANGU - PS - GILGIT - PURPA)
FL370

NOTE 1: Entry in Lahore FIR via MOTMO, RIMPA, SITAX, RABAN and MOLTA will not be allowed.

**MIDDLE EAST
CONTINGENCY PLANS - MIDDLE EAST**

NOTE 2: All flights entering from Karachi FIR landing at Kabul will be re-routed by Karachi ACC via SERKA

Westbound traffic

- CRPAK-20: L750 (BASIR - ZB - BIROS)
FL320, FL360
- CRPAK-21: M875/N644 (GUGAL - JHANG - DI - DOBAT)
FL360 (1500-2359 UTC)
- CRPAK-22: A466/N644 (SAMAR - JHANG - DI - DOBAT)
FL320, FL380
- CRPAK-23: L509 (SAMAR - INDEK - JABAR - HANGU - LAJAK)
FL 360 (1500-2359 UTC)
- CRPAK-24: G325 (PURPA - GT - PS - HANGU - ZHOB - PATLA)
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.

**MIDDLE EAST
CONTINGENCY PLANS - MIDDLE EAST**

- 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 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

N o	From	To	Item	Flight Level Assignment (Tehran ACC COM failure)	ATS Route	ATS Route Direction
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

**MIDDLE EAST
CONTINGENCY PLANS - MIDDLE EAST**

Eastbound & Westbound flights (continued)

No	From	To	Item	Flight Level Assignment (Tehran ACC COM failure)	ATS Route	ATS Route Direction
3	Ankara FIR	Ashgabat FIR	A	FL310, FL410	ALRAM-G208-ZAJ-G781-NSR-A416-DNZ-W4-RIKOP	Two way
			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-AS-VIB	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

**MIDDLE EAST
CONTINGENCY PLANS - MIDDLE EAST**

Eastbound & Westbound flights (continued)

No	From	To	Item	Flight Level Assignment (Tehran ACC COM failure)	ATS Route	ATS Route Direction
			B	FL310, FL410	ALRAM-G208-UMH-UL223-MESVI-W3-SYZ-R659-MIDSI	ALRAM-UMH East bound (one way) then two way
			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

**MIDDLE EAST
CONTINGENCY PLANS - MIDDLE EAST**

Eastbound & Westbound flights (continued)

No	From	To	Item	Flight Level Assignment (Tehran ACC COM failure)	ATS Route	ATS Route Direction
			B	FL310, FL410	ALRAM-G208-ZAJ-R654-ISN-R659-SYZ-G666-LAM-UL223-SIR	ALRAM-UMH East bound (one way) then two way
			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)

No	From	To	Item	Flight Level Assignment (Tehran ACC COM failure)	ATS Route	ATS Route Direction
			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)

N o	From	To	Item	Flight Level Assignment (Tehran ACC COM failure)	ATS Route	ATS Route Direction
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)

N o	From	To	Item	Flight Level Assignment (Tehran ACC COM failure)	ATS Route	ATS Route Direction
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)

No	From	To	Item	Flight Level Assignment (Tehran ACC COM failure)	ATS Route	ATS Route Direction
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)

No	From	To	Item	Flight Level Assignment (Tehran ACC COM failure)	ATS Route	ATS Route Direction
			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)

No	From	To	Item	Flight Level Assignment (Tehran ACC COM failure)	ATS Route	ATS Route Direction
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)

N o	From	To	Item	Flight Level Assignment (Tehran ACC COM failure)	ATS Route	ATS Route Direction
			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)

No	From	To	Item	Flight Level Assignment (Tehran ACC COM failure)	ATS Route	ATS Route Direction
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)

N o	From	To	Item	Flight Level Assignment (Tehran ACC COM failure)	ATS Route	ATS Route Direction
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)

N o	From	To	Item	Flight Level Assignment (Tehran ACC COM failure)	ATS Route	ATS Route Direction
			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)

No	From	To	Item	Flight Level Assignment (Tehran ACC COM failure)	ATS Route	ATS Route Direction
			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	MIDSI-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)

N o	From	To	Item	Flight Level Assignment (Tehran ACC COM failure)	ATS Route	ATS Route Direction
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)

No	From	To	Item	Flight Level Assignment (Tehran ACC COM failure)	ATS Route	ATS Route Direction
			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)

N o	From	To	Item	Flight Level Assignment (Tehran ACC COM failure)	ATS Route	ATS Route Direction
			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)

No	From	To	Item	Flight Level Assignment (Tehran ACC COM failure)	ATS Route	ATS Route Direction
			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-MIDSI	Two way
			B	FL260	ASVIB-M561-KHM-A453-MIDSI	Two way

**MIDDLE EAST
CONTINGENCY PLANS - MIDDLE EAST**

Eastbound & Westbound flights (continued)

No	From	To	Item	Flight Level Assignment (Tehran ACC COM failure)	ATS Route	ATS Route Direction
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)

N o	From	To	Item	Flight Level Assignment (Tehran ACC COM failure)	ATS Route	ATS Route Direction
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

Route Center Line Track	Deviations \geq 10NM	Level change
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 SEARCH AND RESCUE FACILITIES

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:

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- 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 traffic circuit at 1000ft AGL.
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 One 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

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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 communications failure, if no contact is made with ATC, the pilot shall:

- a. Discontinue the approach.
- b. Hold outside and continue to attempt to contact Mazar Control or Tower. If no radio contact to Mazar Control or Tower can be established try to contact Kabul ACC. If no contact possible: squawk Mode 3/A, code 7600.
- c. Divert to an alternate airfield.

If diverting to an alternate airfield is not possible, squawk Mode 3/A, code 7700 and apply the following:

In VMC:

- a. Remain under VMC.
- b. Continue approaching the airfield for runway-in-use as last known (check direction of approach lights and, if possible, check current ATIS information).
- c. Fly over the airfield on respective runway heading along TWY 'P' at 1000ft AGL with gear down, showing landing lights and flashing all other available lights.
- d. After overflight, turn to the north for a closed traffic circuit at or above 1000ft AGL. Avoid flying over Mazar-e Sharif city.

In IMC or on Instrument Approach:

- a. Maintain current speed and level and proceed via current flight plan route or as cleared to the latest air navigation fix.
- b. If an ATC clearance has been given by Mazar-e Sharif ATC for a published instrument approach at Mazar-e Sharif airfield prior to losing radio contact, the aircraft in emergency shall enter the published holding and commence descent as close as possible to the EAT received. If no EAT has been given start descent as close as possible to the EAT resulting from the current flight plan.
- c. If no ATC clearance has been given by Mazar-e Sharif ATC for a published instrument approach at Mazar-e Sharif airfield prior to losing radio contact, the pilot of the aircraft in emergency shall proceed to the Mazar-e Sharif VOR 'AMS' at the last altitude/ flight level he has been cleared to. However he shall not fly below an altitude of 12000ft due to mountainous terrain which may cause a 'reclimb' to 12000ft altitude. Upon reaching Mazar-e Sharif VOR 'AMS' the pilot shall enter the published holding and descend within the holding to the lowest published altitude at the IAF. When reaching that altitude he shall commence the published instrument approach (VOR to ILS).

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- d. If unable to comply with the instrument approach procedures, the pilot of the aircraft in emergency shall proceed to the Mazar-e Sharif VOR 'AMS' at the last altitude/ flight level he has been cleared to. However the pilot shall not fly below an altitude of 12000ft due to mountainous terrain which may cause a 'reclimb' to 12000ft altitude. Upon reaching Mazar-e Sharif VOR 'AMS' the pilot shall enter the published holding and descend within the holding to the lowest published altitude at the IAF. When reaching that altitude he shall commence the published instrument approach (VOR to ILS).
- e. If a 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.

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.

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Signals initiated by Intercepting Aircraft and Responses by Intercepted Aircraft

Series	INTERCEPTING Aircraft Signals	Meaning	INTERCEPTED Aircraft Signals	Meaning
1	<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 intercepted, follow me.</p>	<p>AEROPLANES: DAY: Rocking and following. At Night: Same, and in addition, flashing navigational lights at irregular intervals.</p> <p>HELICOPTERS: DAY or NIGHT: Rocking aircraft, flashing navigational lights at irregular intervals and following.</p>	<p>Understood, will comply.</p>
2	<p>DAY or NIGHT: An abrupt break-away maneuver from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of sight of the intercepted aircraft.</p>	<p>You may proceed.</p>	<p>AEROPLANES: DAY or NIGHT: Rocking wings.</p> <p>HELICOPTERS: DAY or NIGHT: Same as the Series 1 helicopter signals.</p>	<p>Understood, will comply.</p>

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Signals initiated by Intercepting Aircraft and Responses by Intercepted Aircraft (continued)

Ser-ies	INTERCEPTING Aircraft Sig-nals	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.

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ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

Signals initiated by Intercepting Aircraft and Responses by Intercepted Aircraft (continued)

Ser-ies	INTERCEPTING Aircraft Sig-nals	Meaning	INTERCEPTED Aircraft Signals	Meaning
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.

SULAYMANIYAH (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 EAT

whichever 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

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- 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.

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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 flight level) for 20 minutes, then descend to FL120 and proceed according to STAR LIMKO 3 and perform an ILS-Y approach to RWY 26.

- Destination Amman FIR or Nevatim AB:

Descend to FL170 and proceed to SIRON, continue descending to 11000ft and then continue flight in accordance with the filed flight plan.

- Destination Eilat or Ovda:

Proceed to SIRON, maintain last acknowledged altitude, but not higher than 27000ft, to ALROD-TIPIM-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 Ovda: 7000ft, then proceed to SHANI.
- 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'.

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(b) at or below 24000ft:

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 or Ovda:

After NURIT climb altitude 26000ft via SIVAK, maintain altitude until crossing Tel Aviv FIR boundary, and then 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.

EILAT AIRPORT

- a. Set the transponder to code 7600.
- b. Keep transmitting ("Blind Transmission") on the tower frequency - 121.8 or 119.0MHz, or on 121.5MHz.
- c. If able, contact the tower by telephone (+972 8 6363804) and inform the tower about your intentions.

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- d. If in Visual Meteorological Conditions (VMC), continue to fly in VMC and:
 1. If approach clearance already received:
 - (a) Proceed with the approach procedure, and join the traffic pattern of the designated runway at last assigned altitude.
 - (b) Complete two full circuits.
 - (c) On second circuit descend to appropriate circuit altitude on “down-wind leg”.
 - (d) Land upon receiving green light from the tower.
 - (e) In case of red light received from the tower, do not land and join the down-wind leg.
 2. If approach clearance was not received:
 - (a) Proceed to Eilat VOR ‘LOT’ at the last assigned altitude, but not higher than 9000ft.
 - (b) Perform and complete two full holding patterns.
 - (c) On the third holding pattern, descend to 4000ft.
 - (d) Determine the runway-in-use, using ATIS, observing the traffic pattern and/or the wind direction indicator (“wind sac”).
 - (e) After passing Eilat VOR ‘LOT’, continue and descend to join the circuit.
 - (f) Land after receiving green light from the tower.
 - (g) In case of red light received from the tower, do not land and join the down-wind leg.
- e. If in Instrument Meteorological Conditions (IMC) the approach and landing is not permitted. The aircraft should climb to 6000ft at Eilat VOR ‘LOT’ holding pattern and proceed to alternate aerodrome.

OVD A AIRPORT

- a. Set the transponder to code 7600.
- b. Keep transmitting (“Blind Transmission”) on tower frequency - 119.75 or 129.9MHz, or on 121.5MHz.
- c. If able, contact tower by telephone (+972 8 6323662) and inform tower about your intentions.
- d. If approach clearance already received:
 1. Complete the approach procedure to the designated runway.
 2. Land upon receiving green light or green pyrotechnic from tower.
 3. In case of red light or red pyrotechnic received from tower, or in case of missed approach:
 - (a) Follow missed approach procedure.

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- (b) Join the same approach again.
- e. If approach clearance was not received:
 1. Proceed to SHANI Fix at the last assigned altitude, but not higher than 7000ft.
 2. Perform and complete one full holding pattern while descending to 5000ft.
 3. Cross SHANI Fix at 5000ft and perform ILS RWY 21R approach.
 4. Determine the runway-in-use, observing the traffic pattern and/or the wind direction indicator ("wind sac").
 - (a) If determined that RWY 21R is in use, proceed and land upon receiving green light or green pyrotechnic from tower.
 - (b) If determined that RWY 03L is in use, perform "circle to land" and land upon receiving green light or green pyrotechnic from tower.
 5. In case of red light or red pyrotechnic received from tower, or in case of missed approach:
 - (a) At day time and VMC, join the down-wind leg.
 - (b) At night time or in IMC, follow the missed approach procedure.

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.
 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.

ISRAEL
ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

6. Join STAR DIVLA 2C.
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.
- 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 Qatraneh VORDME 'QTR' for inbound via Qatraneh VORDME 'QTR' EGLOT, KINUR and KULDI. After arrival over Qatraneh 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**

A		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, 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	
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, India	BHR	Bharatpur, Nepal
AMM	Amman (Queen Alia Intl), Jordan		

**MIDDLE EAST/SOUTH ASIA
IATA LOCATION IDENTIFIERS DECODE**

BHU	Bhavnagar, India	CGP	Chittagong (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	Comilla, Bangladesh
BKB	Bikaner (Nal), India	CMB	Katunayake (Bandaranaike Intl Colombo), Sri Lanka
BLR	Bengaluru (Kempegowda Intl), India	COK	Cochin (Cochin Intl), India
BND	Bandar Abbass (Bandar Abbass Intl), Iran	CQD	Shahre Kord, Iran
BNP	Bannu, Pakistan	CXB	Cox's Bazar, Bangladesh
BOM	Mumbai (Chhatrapati Shivaji Intl), India	D	
BPM	Hyderabad (Begumpet), India	DAC	Dhaka (Hazrat Shahjalal Intl), Bangladesh
BSR	Basrah (Basrah Intl), Iraq	DAM	Damascus (Damascus Intl), Syria
BTC	Batticaloa, Sri Lanka	DBA	Dalbandin, Pakistan
BUK	Al-Bough, Yemen	DEA	Dera Ghazi Khan (Dera Ghazi Khan Intl), Pakistan
BUP	Bathinda, India	DED	Dehradun, India
BUZ	Bushehr, Iran	DEF	Dezful, Iran
BWA	Bhairahawa (Gautam Buddha), Nepal	DEL	Delhi (Indira Gandhi Intl), India
BXR	Bam, Iran	DEZ	Deir Zzor, Syria
BZI	Balikesir (Merkez), Turkey	DHA	Dhahran (King Abdulaziz AB), Saudi Arabia
BZL	Barisal, Bangladesh	DHI	Dhangadhi, Nepal
C		DIB	Dibrugarh, India
CBD	Car Nicobar, India	DIU	Diu, India
CCJ	Calicut, India	DIY	Diyarbakir, Turkey
CCU	Kolkata (Netaji Subhash Chandra Bose Intl), India	DLM	Mugla (Dalaman Intl), Turkey

**MIDDLE EAST/SOUTH ASIA
IATA LOCATION IDENTIFIERS DECODE**

DMM	Dammam (King Fahd Intl), Saudi Arabia	G	
DMU	Dimapur, India	GAN	Gan Island (Gan Intl), Maldives
DNP	Dang, Nepal	GAU	Guwahati, India
DNZ	Denizli (Cardak), Turkey	GAY	Gaya, India
DOH	Doha (Hamad Intl), Qatar	GBT	Gorgan, Iran
DOP	Dolpa, Nepal	GCH	Gachsaran, Iran
DQM	Duqm, Oman	GIL	Gilgit, Pakistan
DSK	Dera Ismail Khan, Pakistan	GIZ	Jazan (King Abdullah Bin Abdulaziz), Saudi Arabia
DWC	Dubai (Al Maktoum Intl), UAE	GKD	Gokceada, Turkey
DWD	Al Dawadmi, Saudi Arabia	GNV	Sanliurfa (Gap), Turkey
DXB	Dubai (Dubai Intl), UAE	GOI	Goa (Dabolim), India
E		GOP	Gorakhpur, India
EAB	Abbs, Yemen	GOY	Gal Oya (Amparai), Sri Lanka
EAM	Nejran, Saudi Arabia	GSM	Gheshm Island (Gheshm), Iran
EBL	Erbil (Erbil Intl), Iraq	GWD	Gwadar (Gwadar Intl), Pakistan
EDO	Balikesir (Koca Seyit), Turkey	GWL	Gwalior (Maharajpur), India
EJH	Wejha, Saudi Arabia	GXF	Sayun (Sayun Intl), Yemen
ELQ	Gassim (Prince Naif Bin Abdulaziz), Saudi Arabia	GZP	Gazipasa (Alanya), Turkey
ERC	Erzincan, Turkey	GZT	Gaziantep (Gaziantep Intl), Turkey
ERZ	Erzurum (Erzurum Intl), Turkey	GZW	Ghazvin, Iran
ESB	Ankara (Esenboga Intl), Turkey	H	
ESK	Eskisehir, Turkey	HAS	Hail, Saudi Arabia
ETH	Eilat, Israel	HBX	Hubli, India
EZS	Elazig, Turkey	HDD	Hyderabad, Pakistan
F		HDM	Hamadan, Iran
FAU	Fahud, Oman	HDR	Bandar Abbass (Havadarya), Iran
FAZ	Fasa, Iran	HEA	Herat, Afghanistan
FJR	Fujairah (Fujairah Intl), UAE	HFA	Haifa, Israel
		HIM	Hingurakgoda (Minneriya), Sri Lanka
		HJR	Khajuraho, India

**MIDDLE EAST/SOUTH ASIA
IATA LOCATION IDENTIFIERS DECODE**

HOD	Hodeidah (Hodeidah Intl), Yemen	IXE	Mangalore (Mangalore Intl), India
HOF	Al Ahsa, Saudi Arabia	IXG	Belgaum, India
HRI	Mattala (Mattala Rajapaksa Intl), Sri Lanka	IXI	Lilabari, India
HTY	Hatay, Turkey	IXJ	Jammu, India
HYD	Hyderabad (Rajiv Gandhi Intl), India	IXK	Keshod, India
I		IXL	Leh, India
		IXM	Madurai, India
		IXP	Pathankot, India
		IXR	Ranchi (Birsa Munda), India
IAQ	Bahregan, Iran	IXS	Silchar (Kumbhirgram), India
IDR	Indore (Devi Ahilyabai Holkar), India	IXU	Aurangabad, India
IFH	Esfahan (Hesa), Iran	IXV	Along, India
IFN	Esfahan (Shahid Beheshti Intl), Iran	IXW	Jamshedpur, India
IGD	Igdir (Sehit Bulent Aydin), Turkey	IXY	Kandla, India
IGL	Izmir (Cigli), Turkey	IXZ	Port Blair, India
IHN	Qishn, Yemen	J	
IHR	Iran Shahr, Iran		
IIL	Ilam, Iran		
IKA	Tehran (Imam Khomainsi Intl), Iran		
IMF	Imphal, India	JAA	Jalalabad, Afghanistan
IMK	Simikot, Nepal	JAF	Kankasanturai (Jaffna), Sri Lanka
IRD	Ishurdi, Bangladesh	JAI	Jaipur, India
ISB	Islamabad (Benazir Bhutto Intl), Pakistan	JAR	Jahrom, Iran
ISE	Isparta (Suleyman Demirel), Turkey	JDH	Jodhpur, India
ISK	Ozar, India	JED	Jeddah (King Abdulaziz Intl), Saudi Arabia
IST	Istanbul (Ataturk Intl), Turkey	JGA	Jamnagar, India
ISU	Sulaimaniyah (Sulaimaniyah Intl), Iraq	JIW	Jiwani, Pakistan
IXA	Agartala, India	JKR	Janakpur, Nepal
IXB	Baghdogra, India	JLR	Jabalpur, India
IXC	Chandigarh, India	JMO	Jomsom, Nepal
IXD	Allahabad (Bamhauri), India	JNJ	Ja'aluni, Oman
		JRH	Jorhat, India
		JSA	Jaisalmer, India

**MIDDLE EAST/SOUTH ASIA
IATA LOCATION IDENTIFIERS DECODE**

JSR	Jessore, Bangladesh	KMX	Khamis Mushait (King Khaled AB), Saudi Arabia
JUM	Jumla, Nepal	KNU	Kanpur (Chakeri), India
JWN	Zanjan, Iran	KSH	Kermanshah (Shahid Ashrafi Esfahani), Iran
JYR	Jiroft, Iran	KSY	Kars (Kars Harakani), Turkey
K		KTM	Kathmandu (Tribhuvan Intl), Nepal
KAC	Kamishly, Syria	KTU	Kota, India
KBL	Kabul (Hamid Karzai Intl), Afghanistan	KUU	Kullu Manali, India
KCF	Kadanwari, Pakistan	KWI	Kuwait (Kuwait Intl), Kuwait
KCM	Kahramanmaras, Turkey	KYA	Konya, Turkey
KCO	Kocaeli (Cengiz Topel), Turkey	KYE	Kleyate (Rene Mouawad), Lebanon
KCT	Koggala, Sri Lanka	KZR	Zafer, Turkey
KDD	Khuzdar, Pakistan	L	
KDH	Kandahar, Afghanistan	LCA	Larnaca (Larnaca Intl), Cyprus
KDM	Kaadedhdhoo Island (Kaadedhdhoo), Maldives	LDN	Lamidada, Nepal
KDU	Skardu, Pakistan	LFM	Lamerd, Iran
KEP	Nepalgunj, Nepal	LHE	Lahore (Allama Iqbal Intl), Pakistan
KER	Kerman, Iran	LKO	Lucknow (Chaudhary Charan Singh Intl), India
KFS	Kastamonu, Turkey	LRR	Lar, Iran
KHD	Khoram Abad, Iran	LTK	Latakia (Bassel Al-Assad Intl), Syria
KHI	Karachi (Jinnah Intl), Pakistan	LUA	Lukla, Nepal
KHK	Khark Island (Khark), Iran	LUH	Ludhiana, India
KHS	Khasab, Oman	LVP	Lavan Island (Lavan), Iran
KHY	Khoy, Iran	LYP	Faisalabad (Faisalabad Intl), Pakistan
KIH	Kish Island (Kish), Iran	M	
KIK	Kirkuk, Iraq	MAA	Chennai (Chennai Intl), India
KLH	Kolhapur, India	MCT	Muscat (Muscat Intl), Oman
KLM	Kalaleh, Iran		
KMC	Hafr Al Batin (King Saud AB), Saudi Arabia		

**MIDDLE EAST/SOUTH ASIA
IATA LOCATION IDENTIFIERS DECODE**

MED	Madinah (Prince Mohammad Bin Abdulaziz Intl), Saudi Arabia	OAZ	Bastion, Afghanistan
MFG	Muzaffarabad, Pakistan	OHS	Sohar, Oman
MHD	Mashhad (Shahid Hashemi Nejad Intl), Iran	OLR	Salerno, Afghanistan
MJD	Moenjodaro, Pakistan	OMH	Uromiyeh, Iran
MLX	Malatya, Turkey	OMI	Omidiyeh (Omidiyeh AB), Iran
MMZ	Maimana, Afghanistan	OMM	Marmul, Oman
MQM	Mardin, Turkey	ONQ	Zonguldak (Caycuma), Turkey
MRX	Bandar Mahshahr (Mahshahr), Iran	ORW	Ormara, Pakistan
MSR	Mus, Turkey	OSM	Mosul (Mosul Intl), Iraq
MUX	Multan (Multan Intl), Pakistan	P	
MYN	Marib, Yemen	PAJ	Parachinar, Pakistan
MYQ	Mysore, India	PAT	Patna (Jai Prakash Narayan Intl), India
MZH	Amasya (Merzifon), Turkey	PBD	Porbandar, India
MZR	Mazar-e Sharif (Mawlanea Jalaluddin Muhammad Balkhi), Afghanistan	PBH	Paro, Bhutan
N		PEW	Peshawar (Bacha Khan Intl), Pakistan
NAG	Nagpur (Dr. Ambedkar Intl), India	PFO	Pafos (Pafos Intl), Cyprus
NAV	Kapadokya, Turkey	PFQ	Parsabade Moghan, Iran
NDC	Nanded, India	PGH	Pantnagar, India
NGX	Manang, Nepal	PGU	Pars Special Zone (Persian Gulf), Iran
NHD	Dubai (Minhad), UAE	PJG	Panjgur, Pakistan
NJF	Al Najaf (Al-Ashraf Intl), Iraq	PKR	Pokhara, Nepal
NKT	Sirnak (Serafettin Elci), Turkey	PMS	Palmyra, Syria
NOP	Sinop, Turkey	PNQ	Pune, India
NSH	Noshahr, Iran	PSI	Pasni, Pakistan
NUJ	Hamadan (Nogeh), Iran	PYK	Karaj (Payam), Iran
O		PZH	Zhob, Pakistan
OAH	Shindand, Afghanistan	R	
OAI	Bagram, Afghanistan	RAE	Arar, Saudi Arabia

**MIDDLE EAST/SOUTH ASIA
IATA LOCATION IDENTIFIERS DECODE**

RAH	Rafha, Saudi Arabia	SHW	Sharurah, Saudi Arabia
RAJ	Rajkot, India	SIF	Simara, Nepal
RAS	Rasht (Sardar-E-Jangal), Iran	SKH	Surkhet, Nepal
RAZ	Rawalakot, Pakistan	SKT	Sialkot (Sialkot Intl), Pakistan
RDP	Durgapur, India	SKZ	Sukkur (Begum Nusrat Bhutto), Pakistan
RIY	Mukalla (Mukalla Intl), Yemen	SLL	Salalah, Oman
RJA	Rajahmundry, India	SPD	Saidpur, Bangladesh
RJH	Rajshahi (Shah Mokhdum), Bangladesh	SRY	Sari (Dasht-E-Naz), Iran
RJN	Rafsanjan, Iran	SXI	Sirri Island (Sirri), Iran
RKT	Ras Al Khaimah (Ras Al Khaimah Intl), UAE	SXR	Srinagar, India
RML	Ratmalana (Colombo), Sri Lanka	SXZ	Siirt, Turkey
RNM	Qarn Alam, Oman	SYE	Saadah, Yemen
RPR	Raipur (Swami Vivekananda), India	SYJ	Sirjan, Iran
RUD	Shahrud, Iran	SYZ	Shiraz (Shahid Dastghaib Intl), Iran
RUH	Riyadh (King Khaled Intl), Saudi Arabia	SZF	Samsun (Carsamba), Turkey
T			
RUK	Chaurjahari, Nepal	TAI	Taiz (Taiz Intl), Yemen
RYK	Rahim Yar Khan (Sheikh Zayed Intl), Pakistan	TBZ	Tabriz (Tabriz Intl), Iran
RZR	Ramsar, Iran	TCR	Tuticorin, India
RZS	Sawan, Pakistan	TCX	Tabas, Iran
S			
SAH	Sanaa (Sanaa Intl), Yemen	TEQ	Tekirdag (Corlu), Turkey
SAW	Istanbul (Sabiha Gokcen), Turkey	TEW	Jam, Iran
SCT	Moori (Socotra Intl), Yemen	TEZ	Tezpur, India
SDG	Sanandaj, Iran	THR	Tehran (Mehrabad Intl), Iran
SDT	Saidu Sharif, Pakistan	TIF	Taif, Saudi Arabia
SDV	Tel Aviv (Sde Dov), Israel	TIR	Tirupati, India
SHJ	Sharjah (Sharjah Intl), UAE	TJK	Tokat, Turkey
SHL	Barapani, India	TJV	Thanjavur, India
		TLV	Tel Aviv (Ben Gurion), Israel
		TMI	Tumlingtar, Nepal

**MIDDLE EAST/SOUTH ASIA
IATA LOCATION IDENTIFIERS DECODE**

TRR	Trincomalee (China Bay), Sri Lanka	VNS	Varanasi (Lal Bahadur Shastri Intl), India
TRV	Thiruvananthapuram, India	VTZ	Vishakhapatnam, India
TRZ	Tiruchirappalli (Tiruchirappalli Intl), India	W	
TTH	Thumrait (Thumrait AB), Oman	WAE	Wadi Al Dawasir, Saudi Arabia
TUI	Turaif, Saudi Arabia	WNS	Nawabshah, Pakistan
TUK	Turbat (Turbat Intl), Pakistan	X	
TUU	Tabuk (Sultan Bin Abdulaziz), Saudi Arabia	XBJ	Birjand, Iran
TZX	Trabzon (Trabzon Intl), Turkey	XJD	Al-Udeid (Al Udeid AB), Qatar
U		Y	
UAB	Adana (Incirlik AB), Turkey	YEH	Asaloyeh, Iran
UDR	Udaipur, India	YEI	Bursa (Yenisehir), Turkey
UET	Quetta (Samungli Intl), Pakistan	YES	Yasouj, Iran
UKH	Mukhaizna, Oman	YKO	Hakkari (Yuksekova Selahaddin Eyyubi), Turkey
UKR	Mukeiras, Yemen	YNB	Yenbo (Prince Abdulmohsin bin Abdulaziz), Saudi Arabia
ULH	Al Ula (Prince Abdulmajeed bin Abdulaziz), Saudi Arabia	Z	
UND	Kunduz, Afghanistan	ZAH	Zahedan (Zahedan Intl), Iran
URY	Guriat, Saudi Arabia	ZBR	Chah Bahar (Konarak), Iran
USQ	Usak, Turkey	ZDY	Delma Island, UAE
V		ZHM	Shamshernagar, Bangladesh
VAN	Van (Ferit Melen), Turkey	ZYL	Sylhet (Osmani Intl), Bangladesh
VAS	Sivas (Nuri Demirag), Turkey		
VDA	Ovda, Israel		
VGA	Vijayawada, India		

MIDDLE EAST/SOUTH ASIA
JEPPESSEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

LC	FIR/UIR	LTAF	Adana	LTBO	Usak
LCCC	Nicosia FIR/UIR	LTAG	Adana (Incirlik AB)	LTBP	Yalova
LC	Cyprus	LTAH	Afyon	LTBQ	Kocaeli (Cengiz Topel)
LCLK	Larnaca (Larnaca Intl)	LTAI	Antalya (Antalya Intl)	LTBR	Bursa (Yenisehir)
LCPH	Pafos (Pafos Intl)	LTAJ	Gaziantep (Gaziantep Intl)	LTBS	Mugla (Dalaman Intl)
LCRA	Akrotiri	LTAL	Kastamonu	LTBT	Manisa (Akhisar)
LL	FIR/UIR	LTAN	Konya	LTBU	Tekirdag (Corlu)
LLLL	Tel Aviv FIR	LTAO	Malatya (Tulga)	LTBV	Bodrum (Imsik)
LL	Israel	LTAP	Amasya (Merzifon)	LTBW	Istanbul (Hezarfen)
LLBG	Tel Aviv (Ben Gurion)	LTAR	Sivas (Nuri Demirağ)	LTBX	Istanbul (Samanlı)
LLER	Eilat (Ilan and Assaf Ramon)	LTAS	Zonguldak (Caycuma)	LTBY	Eskisehir (Hasan Polatkan)
LLET	Eilat	LTAT	Malatya	LTBZ	Zafer
LLHA	Haifa	LTAU	Kayseri	LTCA	Elazig
LLHS	Hatzen	LTAV	Eskisehir (Sivrihisar)	LTCC	Diyarbakir
LLNV	Nevatim	LTAW	Tokat	LTCD	Erzincan
LLOV	Ovda	LTAY	Denizli (Cardak)	LTCE	Erzurum (Erzurum Intl)
LLSD	Tel Aviv (Sde Dov)	LTAZ	Kapadokya	LTCF	Kars (Kars Harakani)
LT	FIR/UIR	LTBD	Aydin (Cildir)	LTGG	Trabzon (Trabzon Intl)
LTAA	Ankara FIR	LTBF	Balikesir (Merkez)	LTCL	Van (Ferit Melen)
LTBB	Istanbul FIR	LTBG	Balikesir (Bandirma)	LTCJ	Batman
LT	Turkey	LTBH	Canakkale	LTCK	Mus
LTAB	Ankara (Guvercinlik)	LTBI	Eskisehir	LTCL	Siirt
LTAC	Ankara (Esenboga Intl)	LTBJ	Izmir (Adnan Menderes Intl)	LTCM	Sinop
LTAD	Ankara (Etimesgut)	LTBK	Izmir (Gazimur)	LTCN	Kahramanmaraş
LTAE	Ankara (Murted)	LTBL	Izmir (Cigli)	LTCO	Agri (Ahmed-I Hani)
		LTBN	Kutahya	LTCP	Adiyaman

MIDDLE EAST/SOUTH ASIA
JEPPESSEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

LTCT	Mardin	LTHE	Antalya (Antalya Suleyman Satir Military Heliport)	OAZI	Bastion
LTCS	Sanliurfa (Gap)			OAZJ	Zaranj
LTCT	Igdir (Sehit Bulent Aydin)	LTHF	Istanbul (DHMI Ataturk Airport-Heliport)	OB	FIR/UIR
LTCU	Bingol			OBBS	Bahrain FIR/UIR
LTCV	Sirnak (Serafettin Elci)	OA	FIR/UIR	OB	Bahrain
LTCW	Hakkari (Yuksekovala Selahaddin Eyyubi)	OAKX	Kabul FIR	OBBI	Bahrain (Bahrain Intl)
LTDA	Hatay	OA	Afghanistan	OBBS	Bahrain (Isa AB)
LTFA	Izmir (Kaklic)	OABN	Bamyan	OBKH	Bahrain (Sakhir AB)
LTFB	Izmir (Selcuk-Efes)	OABT	Lashkar Gah (Bost)		
LTFC	Isparta (Suleyman Demirel)	OACC	Chakhcharan	OE	FIR/UIR
LTFD	Balikesir (Koca Seyit)	OADY	Dwyer	OEJD	Jeddah FIR
LTFE	Milas (Bodrum Intl)	OAFR	Farah	OE	Saudi Arabia
LTFG	Gazipasa (Alanya)	OAFZ	Feyzabad	OEAB	Abha
LTFH	Samsun (Carsamba)	OAHR	Herat	OEAD	Aradah
LTFL	Istanbul (Sabiha Gokcen)	OAIX	Bagram	OEAH	Al Ahsa
LTGK	Gokceada	OAJL	Jalalabad	OEAO	Al Ula (Prince Abdulmajeed bin Abdulaziz)
LTGL	Kesan	OAKB	Kabul (Hamid Karzai Intl)	OEBA	Al Baha (King Saud Bin Abdulaziz)
LTHA	Ankara (Danismend)	OAKN	Kandahar	OEBH	Bisha
LTHB	Diyarbakir (Unal Erkan)	OAMN	Maimana	OEBN	Thablotin
LTHC	Canakkale (Canakkale Military Heliport)	OAMS	Mazar-e Sharif (Mawlana Jalaluddin Muhammad Balkhi)	OEBQ	Abqaiq
LTHD	Diyarbakir (Esref Bitlis Military Heliport)	OAQA	Qalat	OEBT	Batha
		OAQN	Qala-I-Naw	OEDF	Dammam (King Fahd Intl)
		OASA	Sharana	OEDM	Al Dawadmi
		OASD	Shindand	OEDR	Dhahran (King Abdulaziz AB)
		OASH	Shank	OEGN	Jazan (King Abdullah Bin Abdulaziz)
		OASL	Salerno		
		OATN	Tereen (Tarin Kowt)		
		OAUZ	Kunduz		

MIDDLE EAST/SOUTH ASIA
JEPPESSEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

OECS	Gassim (Prince Naif Bin Abdulaziz)	OERK	Riyadh (King Khaled Intl)	OIAJ	Omidiyeh (Omidiyeh AB)
OEGT	Guriat	OERM	Ras Mishab	OIAM	Bandar Mahshahr (Mahshahr)
OEHL	Hail	OERR	Arar	OIAW	Ahwaz
OEHR	Harad	OERT	Ras Tanura	OIBA	Abumusa Island (Abumusa)
OEHW	Hawtah	OERY	Riyadh (King Salman AB)	OIBB	Bushehr
OEJB	Jubail	OESB	Shaibah	OIBH	Bahregan
OEJF	Jeddah (King Faisal Naval Base)	OESH	Sharurah	OIBI	Asaloyeh
OEJL	Jubil (King Abdulaziz Naval Base)	OESK	Al Jouf	OIBJ	Jam
OEJN	Jeddah (King Abdulaziz Intl)	OEST	Shabitah	OIBK	Kish Island (Kish)
OEKK	Hafr Al Batin (King Saud AB)	OETB	Tabuk (Sultan Bin Abdulaziz)	OIBL	Bandar Lengeh
OEKM	Khamis Mushait (King Khaled AB)	OETF	Taif	OIBP	Pars Special Zone (Persian Gulf)
OEKN	Khurais	OETH	Thumamah	OIBQ	Khark Island (Khark)
OEMA	Madinah (Prince Mohammad Bin Abdulaziz Intl)	OETN	Ras Tanajib	OIBS	Sirri Island (Sirri)
OENG	Nejran	OETR	Turaif	OIBV	Lavan Island (Lavan)
OEOM	Um Almelh	OEUD	Udhailiyah	OICC	Kermanshah (Shahid Ashrafi Esfahani)
OEPA	Al Qaisumah (Hafr Al Batin)	OEWD	Wadi Al Dawasir	OICI	Ilam
OEPC	Pump Station 3	OEWJ	Wejh	OICK	Khoram Abad
OEPE	Pump Station 6	OEYN	Yenbo (Prince Abdulmohsin bin Abdulaziz)	OICS	Sanandaj
OEPI	Pump Station 9	OI	FIR/UIR	OIFE	Esfahan (Hesa)
OEPE	Pump Station 10	OIIX	Tehran FIR	OIFH	Esfahan (Shahid Vatan Pour AB)
OEPS	Al Kharj (Prince Sultan AB)	OI	Iran	OIFK	Kashan
OERB	Rabigh	OIAA	Abadan	OIFM	Esfahan (Shahid Beheshti Intl)
OERF	Rafha	OIAD	Dezful	OIFP	Esfahan (Badr AB)
		OIAG	Aghajari	OIFS	Shahre Kord
		OIAH	Gachsaran		
		OIAI	Masjed Soleiman (Shahid Asyae)		

MIDDLE EAST/SOUTH ASIA
JEPPESSEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

OIGG	Rasht (Sardar-E-Jangal)	OIMN	Bojnord	OJ	FIR/UIR
OIHH	Hamadan	OIMS	Sabzevar	OJAC	Amman FIR
OIHR	Arak	OIMT	Tabas	OJ	Jordan
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)	OINZ	Sari (Dasht-E-Naz)		
OIIF	Karaj (Fath)	OISF	Fasa		
OIII	Tehran (Mehrabad Intl)	OISJ	Jahrom	OK	FIR/UIR
OIIK	Ghazvin	OISL	Lar	OKAC	Kuwait FIR
OIIP	Karaj (Payam)	OISR	Lamerd	OK	Kuwait
OIIS	Semnan	OISS	Shiraz (Shahid Dastghaib Intl)	OKAJ	Kuwait (Ahmed Al Jaber AB)
OIKB	Bandar Abbass (Bandar Abbass Intl)	OISY	Yasouj	OKAS	Ali Al Salem (Ali Al Salem AB)
OIKJ	Jiroft	OITK	Khoy	OKBK	Kuwait (Kuwait Intl)
OIKK	Kerman	OITL	Ardabil	OKDI	Udairi (Camp Udairi)
OIKM	Bam	OITM	Maragheh (Sahand)	OL	FIR/UIR
OIKP	Bandar Abbass (Havadarya)	OITP	Parsabade Moghan	OLBB	Beirut FIR/UIR
OIKQ	Gheshm Island (Gheshm)	OITR	Uromiyeh	OL	Lebanon
OIKR	Rafsanjan	OITT	Tabriz (Tabriz Intl)	OLKA	Kleyate (Rene Mouawad)
OIKY	Sirjan	OITZ	Zanjan	OLRA	Rayak
OIMB	Birjand	OIYY	Yazd (Shahid Sadooghi Intl)	OM	FIR/UIR
OIMC	Sarakhs	OIZB	Zabol	OMAE	Emirates FIR
OIMJ	Shahrud	OIZC	Chah Bahar (Konarak)	OMAE	Emirates UIR
OIMM	Mashhad (Shahid Hashemi Nejad Intl)	OIZH	Zahedan (Zahedan Intl)		
		OIZI	Iran Shahr		
		OIZS	Saravan		

**MIDDLE EAST/SOUTH ASIA
JEPPESSEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE**

OM	United Arab Emirates	OO	Oman	OPFA	Faisalabad (Faisalabad Intl)
OMAA	Abu Dhabi (Abu Dhabi Intl)	OODQ	Duqm	OPGD	Gwadar (Gwadar Intl)
OMAB	Buhasa	OOGB	Qarn Alam	OPGT	Gilgit
OMAD	Abu Dhabi (Al Bateen Executive)	OOIZ	Izki (Izki AB)	OPIS	Islamabad (Islamabad Intl)
OMAF	Futaysi	OOJA	Ja'aluni	OPJA	Jacobabad
OMAJ	Jebel Dhana	OOKB	Khasab	OPJI	Jiwani
OMAL	Al Ain (Al Ain Intl)	OOMA	Masirah (Masirah Island)	OPKI	Karachi (Jinnah Intl)
OMAM	Abu Dhabi (Al Dhafra)	OOMK	Mukhaizna	OPKD	Hyderabad
OMAS	Das Island	OOMN	Musanah (Musanah Airbase)	OPKH	Khuzdar
OMBY	Sir Bani Yas Island	OOMS	Muscat (Muscat Intl)	OPKW	Kadanwari
OMDB	Dubai (Dubai Intl)	OOMX	Marmul	OPLA	Lahore (Allama Iqbal Intl)
OMDL	Delma Island	OOSA	Salalah	OPMF	Muzaffarabad
OMDM	Dubai (Minhad)	OOSH	Sohar	OPMJ	Moenjodaro
OMDW	Dubai (Al Maktoum Intl)	OOTH	Thumrait (Thumrait AB)	OPMT	Multan (Multan Intl)
OMFJ	Fujairah (Fujairah Intl)	OP	FIR/UIR	OPNH	Nawabshah
OMRK	Ras Al Khaimah (Ras Al Khaimah Intl)	OPKR	Karachi FIR	OPOR	Ormara
OMRM	Ras Khumays	OPLR	Lahore FIR	OPPC	Parachinar
OMRS	Al Saqr Field	OP	Pakistan	OPPG	Panjgur
OMSJ	Sharjah (Sharjah Intl)	OPBN	Bannu	OPPI	Pasni
OMSN	Sir Bu Na'ir	OPBW	Bahawalpur (Bahawalpur Intl)	OPPS	Peshawar (Bacha Khan Intl)
OMZA	Falej Hazza	OPCH	Chitral	OPQT	Quetta (Samungli Intl)
OO	FIR/UIR	OPDB	Dalbandin	OPRK	Rahim Yar Khan (Sheikh Zayed Intl)
OOMM	Muscat FIR	OPDG	Dera Ghazi Khan (Dera Ghazi Khan Intl)	OPRN	Islamabad (Benazir Bhutto Intl)
		OPDI	Dera Ismail Khan	OPRT	Rawalakot
				OPSD	Skardu

MIDDLE EAST/SOUTH ASIA
JEPPESSEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

OPSK	Sukkur (Begum Nusrat Bhutto)	OSKL	Kamishly	OYRN	Mukalla (Mukalla Intl)
OPSS	Saidu Sharif	OSLK	Latakia (Bassel Al-Assad Intl)	OYSH	Saadah
OPST	Sialkot (Sialkot Intl)	OSPR	Palmyra	OYSN	Sanaa (Sanaa Intl)
OPSW	Sawan			OYSQ	Moori (Socotra Intl)
OPTU	Turbat (Turbat Intl)	OT	Qatar	OYSY	Sayun (Sayun Intl)
OPZB	Zhob	OTBD	Doha (Doha Intl)	OYTZ	Taiz (Taiz Intl)
		OTBH	Al-Udeid (Al Udeid AB)	OYZM	Al-Hazm
OR	FIR/UIR				
ORBB	Baghdad FIR	OTBK	Al Khor	VA	FIR/UIR
		OTHH	Doha (Hamad Intl)	VABF	Mumbai FIR
OR	Iraq	OTWJ	Al Wajba Palace (Al Wajba Palace Heli-pad)	VA	India
ORAA	Al-Anbar (Al Asad)			VAAH	Ahmedabad
ORBI	Baghdad (Baghdad Intl)	OY	FIR/UIR	VAAK	Akola
ORBM	Mosul (Mosul Intl)	OYSC	Sanaa FIR	VAAU	Aurangabad
ORBR	BASHUR (BASHUR AB)	OY	Yemen	VABB	Mumbai (Chhatrapati Shivaji Intl)
ORER	Erbil (Erbil Intl)	OYAA	Aden (Aden Intl)	VABJ	Bhuj
ORKK	Kirkuk	OYAT	Ataq	VABO	Vadodara
ORMM	Basrah (Basrah Intl)	OYBD	Al-Bayda	VABP	Bhopal (Raja Bhoj)
ORNI	Al Najaf (Al-Ashraf Intl)	OYBN	Beihan	VABV	Bhavnagar
ORSU	Sulaimaniyah (Sulaimaniyah Intl)	OYBQ	Al-Bough	VADU	Diu
		OYBS	Abbs	VAGD	Gondia
		OYGD	Al-Ghaidah (Al-Ghaidah Intl)	VAID	Indore (Devi Ahilyabai Holkar)
OS	FIR/UIR	OYHD	Hodeidah (Hodeidah Intl)	VAJB	Jabalpur
OSTT	Damascus FIR	OYKM	Kamaran	VAJL	Jalgaon
OS	Syria	OYMB	Marib	VAJM	Jamnagar
OSAP	Aleppo (Aleppo Intl)	OYMS	Mukeiras	VAKE	Kandla
OSDI	Damascus (Damascus Intl)	OYQN	Qishn	VAKP	Kolhapur
OSDZ	Deir Zzor			VAKS	Keshod

MIDDLE EAST/SOUTH ASIA
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

VANP	Nagpur (Dr. Ambedkar Intl)	VCCW	Wirawila	VEJT	Jorhat
VANY	Naliya	VCRI	Mattala (Mattala Rajapaksa Intl)	VEKO	Khajuraho
VAOZ	Ozar			VEKU	Silchar (Kumbhirgram)
VAPO	Pune	VE	FIR/UIR	VELP	Lengpui
VAPR	Porbandar	VECF	Kolkata FIR	VELR	Lilabari
VARK	Rajkot	VEGF	Guwahati FIR	VEMN	Dibrugarh
VAUD	Udaipur	VE	India	VEMR	Dimapur
VC	FIR/UIR	VEAB	Allahabad (Bamhaurauli)	VEPH	Panagarh
VCCF	Colombo FIR	VEAN	Along	VEPT	Patna (Jai Prakash Narayan Intl)
VC	Sri Lanka	VEAT	Agartala	VEPU	Purnea
VCBI	Katunayake (Bandaranaike Intl Colombo)	VEBD	Baghdogra	VERC	Ranchi (Birsa Munda)
VCCA	Anuradhapura	VEBI	Barapani	VERP	Raipur (Swami Vivekananda)
VCCB	Batticaloa	VEBN	Varanasi (Lal Bahadur Shastri Intl)	VETZ	Tezpur
VCCC	Ratmalana (Colombo)	VEBS	Bhubaneshwar	VG	FIR/UIR
VCCG	Gal Oya (Amparai)	VEBT	Bihta	VGFR	Dhaka FIR
VCCH	Hingurakgoda (Minneriya)	VECA	Chabua	VG	Bangladesh
VCCJ	Kankasanturai (Jaffna)	VECC	Kolkata (Netaji Subhash Chandra Bose Intl)	VGBR	Barisal
VCCK	Koggala	VECX	Kanpur (Chakeri)	VGCB	Cox's Bazar
VCCN	Katukurunda (Katukurunda AB)	VEDG	Durgapur	VGCM	Comilla
VCCS	Sigiriya	VEDH	Darbhanga	VGEG	Chittagong (Shah Amanat Intl)
VCCT	Trincomalee (China Bay)	VEDX	Kalaikunda	VGHS	Dhaka (Hazrat Shahjalal Intl)
VCCV	Vavuniya	VEGK	Gorakhpur	VGIS	Ishurdi
		VEGT	Guwahati	VGJR	Jessore
		VEGY	Gaya	VGRJ	Rajshahi (Shah Mokhdum)
		VEHX	Hashimara	VGSD	Saidpur
		VEIM	Imphal		
		VEJS	Jamshedpur		

MIDDLE EAST/SOUTH ASIA
JEPPESSEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

VGSH	Shamshernagar	VIKO	Kota	VNJP	Janakpur
VGSY	Sylhet (Osmani Intl)	VILD	Ludhiana	VNJS	Jomsom
VG TJ	Dhaka (Tejgaon)	VILH	Leh	VNKT	Kathmandu (Tribhuvan Intl)
VI	FIR/UIR	VILK	Lucknow (Chaudhary Charan Singh Intl)	VNLD	Lamidada
VIDF	Delhi FIR			VNLK	Lukla
VI	India	VIPK	Pathankot	VNMA	Manang
VIAG	Agra	VIPT	Pantnagar	VNNG	Nepalgunj
VIAM	Ambala	VISG	Suratgarh	VNPK	Pokhara
VIAR	Amritsar (Sri Guru Ram Dass Jee Intl)	VISP	Saharanpur (Sarsawa)	VNSI	Simara
VI AW	Awantipur	VISR	Srinagar	VNSK	Surkhet
VIAX	Adampur	VISX	Sirsa	VNST	Simikot
VIBK	Bikaner (Nal)	VITE	Thoise	VNTR	Tumlingtar
VIBL	Bakshi Ka Talab	VIUT	Uttarlai	VNVT	Biratnagar
VIBR	Kullu Manali	VIUX	Udhampur	VO	FIR/UIR
VIBT	Bathinda	VN	FIR/UIR	VOMF	Chennai FIR
VIBY	Bareilly	VNSM	Kathmandu FIR	VO	India
VICG	Chandigarh	VN	Nepal	VOAT	Agatti
VIDD	Delhi (Safdarjung)	VNBG	Bajhang	VOBG	Bengaluru (Hal)
VIDN	Dehradun	VNBJ	Bhojpur	VOBL	Bengaluru (Kempegowda Intl)
VIDP	Delhi (Indira Gandhi Intl)	VNBP	Bharatpur	VOBM	Belgaum
VIDX	Hindan	VNBR	Bajura	VOBR	Bidar
VIGG	Kangra	VNBW	Bhairahawa (Gautam Buddha)	VOBZ	Vijayawada
VIGR	Gwalior (Maharajpur)	VNCG	Chandragadhi	VOCB	Coimbatore (Coimbatore Intl)
VIHX	Halwara	VNCJ	Chaurjahari	VOCI	Cochin (Cochin Intl)
VIJO	Jodhpur	VNDG	Dang	VOCL	Calicut
VIJP	Jaipur	VNDH	Dhangadhi	VOCP	Kadapa
VIJR	Jaisalmer	VNDP	Dolpa	VOCX	Car Nicobar
VIJU	Jammu	VNJL	Jumla		

MIDDLE EAST/SOUTH ASIA
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

VODG	Hyderabad (Dundigal)	VOND	Nanded	VOVZ	Vishakhapatnam
VOGO	Goa (Dabolim)	VOPB	Port Blair	VOYK	Yelahanka
VOHB	Hubli	VOPN	Sri Sathya Sai	VQ	Bhutan
VOHK	Hakimpet	VORY	Rajahmundry	VQPR	Paro
VOHS	Hyderabad (Rajiv Gandhi Intl)	VOSX	Sulur	VR	FIR/UIR
VOHY	Hyderabad (Begumpet)	VOTJ	Thanjavur	VRMF	Male FIR
VOMD	Madurai	VOTK	Tuticorin	VR	Maldives
VOML	Mangalore (Mangalore Intl)	VOTP	Tirupati	VRMG	Gan Island (Gan Intl)
VOMM	Chennai (Chennai Intl)	VOTR	Tiruchirappalli (Tiruchirappalli Intl)	VRMT	Kaadedhdhoo Island (Kaadedhdhoo)
VOMY	Mysore	VOTV	Thiruvananthapuram		
		VOTX	Tambaram		



Airport Directory

Airport Data - Middle East

AFGHANISTAN
Bagram

4868' OAIX OAI Mil. +04:30 N34 56.7 E069
16.0

Apt Administration
455BAF.PPR@BGAB.AFCENT.AF.MIL.
803-895-0906. Apt Operator 318-431-4360,
318-481-6138.

03L/21R 9687' ASPHALT. PCN 84/R/B/W/T.
MIRL.

03R/21L 11819' CONCRETE.
PCN 102/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 0700620005; 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
Chakhcharan

7475' OACC Mil. +04:30 N34 31.6 E065
16.2

Apt Administration (0)798293011; Fax
(0)704319055; Amirjan.ataai@gmail.com,
Hafiz_64@yahoo.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 21.8 E062 10.0

Apt Administration (0) 799615002, 700615002;
raji.jamshid@gmail.com.

15/33 6024' ASPHALT.

0230-1330.

Fire U.

Feyzabad

3842' OAFZ Mil. +04:30 N37 07.2 E070 31.1

Apt Manager (0)799073573;
g_rasoul@yahoo.com.

18/36 6561' ASPHALT.

Dly 0330-1130.

Jet A-1.

Fire N.

Hamid Karzai Intl see Kabul

AFGHANISTAN

Herat

3290' OAHF HEA +04:30 N34 12.6 E062 13.7

Apt Administration (0) 799868155 (CIV); Mobile (0) 704922582, (0) 799885181; M.Azami1964@gmail.com, herat.ppr@gmail.com, jatf-ops-curr@herat.aeronautica.difesa.it.

18/36 9888' ASPHALT. PCN 64R/B/W/T. TODA 18 10380'. TODA 36 10183'. ASDA 18 10380'. ASDA 36 10183'. HIRL. ALS 36.

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 in advance of ETA by mail.

Jet A-1, Jet A-1+.

Fire 7 Cat 8 PN 15min.

Jalalabad

1841' OAJL JAA Mil. +04:30 N34 24.0 E070 29.9

Apt Administration 3088311328 (SVOIP); Mobile 0708478370.

13/31 6687' ASPHALT. PCN 31/R/B/W/T.

H24. All t/c 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 Administration (0) 700283792, (0) 799323013. Apt Operator (0) 793203004; abdurrahimzait@gmail.com.

11/29 11520' ASPHALT. PCN 76/R/B/W/T. ASDA 11 11667'. ASDA 29 11663'. HIRL. HIALS 11. HIALS 29.

H24. Customs.

Jet A-1, JP-8.

Fire 9.

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. Apt Operator 685-1307, 1309, 1381 (NCN); isafcomkaoperations@rcs.isaf.nato.int.

05/23 10497' ASPHALT. PCN 54/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 kunduz.ap@gmail.com. Apt Operator Mobile (0) 797453549, (0) 786173818.

11/29 6561' ASPHALT. PCN 59/F/C/W/T.

Jet A-1.

Fire U.

Lashkar Gah (Bost)

2540' OABT +04:30 N31 33.6 E064 21.9

Apt Administration 0707104105, 0706896368; nawzadi2010@yahoo.com.

01/19 7551' ASPHALT. PCN 100F/A/W/T.

Dly 0230-1330. Customs: MIL customs only, no immigration.

Jet A-1.

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

Apt Administration 0049 67621 2508 3153
(Commercial MIL), 0744700582, 60 90 414
9408 3153 (IVSN/MIL), 90-9408-3153 (GeMil-
Net); mazar.airport@acaa.gov.af.

06/24 9836' ASPHALT. PCN 63/F/C/W/T.
TODA 06 10738'. TODA 24 10738'. RL. HIALS.
H24. All t/c 24hr PPR. Customs.

Jet A-1+.

ABN. Fire 9 Cat 10 PPR.

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'.
0330-1600.

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

6614' OASH Mil. +04:30 N33 55.3 E069
04.7

Apt Operator 308 423 6121, 318 423 6069.

16L/34R 6870' CONCRETE. PCN 78/R/B/W/T.
ASDA 16L 7170'. ASDA 34R 7110'.
MIRL. MIALS.

PPR.H24.

JP-8.

Fire U.

Sharana

7435' OASA +04:30 N33 07.5 E068 50.3

Apt Administration 0775653146, 0786226228;
ziaullah_faizi@yahoo.com.

14/32 4265' ASPHALT. PCN 50F/A/W/T.

0330-1130.

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.

JP-8.

AFGHANISTAN

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

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

Barisal

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.

Chittagong (Shah Amanat Intl) Apt of Entry
14' VGEG CGP +06:00 N22 15.4 E091 49.3
ATS 031-2500982 (TWR). Apt Manager
031-2500900. Apt Operator Fax 031-2500979.

05/23 9646' CONC/BITU. PCN 66/F/C/X/T.
TODA 05 11122'. TODA 23 11122'. ASDA 05
10138'. RL. ALS 05. HIALS 23.

By operational requirements. Customs.

F-3, F-4, Jet A-1.

ABN. Fire 7.

Comilla

25' VGCM CLA +06:00 N23 26.3 E091 11.4
Apt Manager 081-76119.

16/34 2999' CONC/BITU. TODA 16 3196'.
TODA 34 3983'. ASDA 16 3196'. ASDA 34
3196'.

By operational requirements.

Fire U.

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.

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. HIALS 14. ALS
32.

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 9000' BITU/CONC. PCN 40/F/C/Y/T.
TORA 17 8000'. TORA 35 8000'. LDA 17 8000'.
LDA 35 8000'. TODA 17 8450'. TODA 35 8900'.
ASDA 17 8450'. ASDA 35 8900'.

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.

Jessore

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'. RL. ALS 16.

By operational requirements. Customs.

ABN. Fire 4.

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'. RL.

By operational requirements. Customs.

Fire 5.

Shah Amanat Intl see Chittagong**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'. HIRL. HIALS 11.

By operational requirements. Customs.

Fire 7.

Tejgaon see Dhaka

BHUTAN**Paro** Apt of Entry

7352' VQPR PBH +05:30 N27 24.2 E089
25.5

Apt Operator 8-271403, -271383; airport@dru-
knet.bt.

15/33 7431' ASPHALT. PCN 56/F/C/X/T. TORA
15 7037'. TORA 33 6906'. LDA 15 6512'. LDA
33 6512'. TODA 15 7037'. TODA 33 6906'.

During ops hrs, PPR. Customs: During sked
ops.

Jet A-1. JASU.

Fire 6.

CYPRUS

Akrotiri Apt of Entry F-3, O/R. Jet A-1.

75' LCRA AKT Mil. +02:00* N34 35.4 E032 Fire 7.
59.3

2527 6076. Apt Operator 2527 6370 (OPS);
Fax 2527 6795 (OPS).

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 opera-
tional requirements.

Jet A-1. JASU. Oxygen.

IBN. Fire 8.

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. HIALS.

Rwy 04 Right-Hand Circuit.

H24. Customs.

F-3, O/R. Jet A-1.

ABN. Fire 8.

Pafos (Pafos Intl) Apt of Entry

43' 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.

H24. Customs.

INDIA

Adampur

810' VIAX Mil. +05:30 N31 26.0 E075 45.5
13/31 9008' PAVED.

Agartala

48' VEAT IXA +05:30 N23 53.4 E091 14.3
Apt Operator 0381-2342224; Mobile
09436123556; Fax 0381-2342085.

18/36 7500' ASPHALT. PCN 64/F/D/W/T.
HIRL. HIALS.

By NOTAM. Outside ops hr 1hr PNR. Customs.
Jet A-1.

ABN. Fire 7.

Agatti

14' VOAT +05:30 N10 49.4 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.

Fire 5.

Agra

548' 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 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 11500' ASPH/CONC. PCN 94/F/B/W/T.
HIRL. HIALS.

Rwy 23 first 2500' 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.

Allahabad (Bamhraul)

321' VEAB IXD Mil. +05:30 N25 26.4 E081
44.1

12/30 7621' PAVED.

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

758' VIAR ATQ +05:30 N31 42.3 E074 48.1

Apt Operator 0183-2214166; Mobile
9501100068; Fax 0183-2214358.

16/34 12001' BITU/CONC. PCN 64/F/B/W/T.
HIRL. HIALS 16. ALS 34.

First 2851' rwy 16 PCN 64/R/B/W/T.

H24. Customs.

Jet A-1.

ABN. Fire 8 Fire 9: O/R.

Aurangabad

1911' VAAU IXU +05:30 N19 51.9 E075
23.8

Apt Operator 0240-2476147; Fax
0240-2485344.

09/27 9301' TARM/CONC. PCN 78/F/B/W/T.
HIRL. HIALS 09. HIALS 27.

INDIA

The last sections 5856'-7497' PCN 72/R/C/W/T and 7497'-9301' PCN 75/R/B/W/T.

By NOTAM. Outside ops hr 24hr PNR.

Jet A-1.

ABN. Fire 7.

Awantipur

5403' VIAW Mil. +05:30 N33 52.6 E074 58.5

12/30 10500' PAVED.

Baghdogra

414' VEBD IXB Mil. +05:30 N26 41.0 E088 20.0

18/36 9000' CONC/BITU.

Rwy 36 Right-Hand Circuit.

Bakshi Ka Talab

407' VIBL Mil. +05:30 N26 59.3 E080 53.6

09/27 9000' PAVED.

Bamhrauli see Allahabad**Barapani**

2924' VEBI SHL +05:30 N25 42.2 E091 58.7

Apt Operator 0364-2908740; Fax 0364-2580110.

04/22 6001' CONCRETE. PCN 23/R/C/W/T. LDA 04 5000'. HIRL.

By NOTAM. O/T 24hr PNR.

ABN. Fire 4.

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**

2488' VOBM IXG +05:30 N15 51.5 E074 37.1

Apt Administration 0831-2562020; Fax 0831-2562986, 2562030.

08/26 7546' TARMAC. PCN 52/F/B/W/T. HIRL. HIALS 26.

By NOTAM and outside AD hrs 24hr PNR.

Jet A-1.

ABN. Fire 4.

Bengaluru (Hal)

2912' VOBG +05:30 N12 57.1 E077 39.9

Apt Operator 080-25225083; Fax 080-25233032, 25222076; halatc-mail@gmail.com.

09/27 10847' BITUMEN. PCN 60/F/A/X/T. LDA 09 10850'. LDA 27 10850'. TODA 09 11831'. TODA 27 11831'. ASDA 09 11142'. HIRL. HIALS.

Rwy 09 Right-Hand Circuit.

H24. PPR for non-sked flts.

Jet A-1.

Fire 7 Fire 9 O/R.

Bengaluru (Kempegowda Intl) Apt of Entry 3001' VOBL BLR +05:30 N13 11.9 E077 42.3

Apt Operator 080-23540000; Fax 080-23333400.

09/27 13123' ASPHALT. PCN 80/F/B/W/T. HIRL. HIALS.

H24. Customs.

Jet A-1.

ABN. Fire 9.

Bhavnagar

44' VABV BHU +05:30 N21 45.2 E072 11.4

Apt Operator 0278-2212971, 2203213; Mobile 09427211500; Fax 0278-2203991, 2201840.

INDIA

07/25 6300' ASPHALT. PCN 54/F/C/W/T. LDA 07 5447'. ASDA 25 6651'. HIRL. ALS.

By NOTAM. Outside ops hr 24hr PNR.

ABN. Fire 6.

Bhopal (Raja Bhoj)

1719' VABP BHO +05:30 N23 17.2 E077 20.2

Apt Operator 0755-2646001; Mobile 09425008255; Fax 0755-2640989, 0755-2646002, 0755-2646003.

12/30 9003' TARMAC. PCN 88/F/C/W/T. HIRL. HIALS.

RWY 12 first 2293' PCN 63/F/B/W/T.

By NOTAM. Outside ops hr 24hr 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.

05/23 4524' BITUMEN. PCN 18/R/C/W/T. ASDA 05 4721'. ASDA 23 4721'.

Operations on rwy 05/23 restricted to light acft only.

14/32 8999' BITUMEN. PCN 56/F/B/W/T. RL. HIALS.

By NOTAM. Outside ops hr 24hr PNR.

F-3, Jet A-1.

ABN. Fire 6.

Bhuj

268' VABJ BHJ +05:30 N23 17.2 E069 40.2

05/23 8300' PAVED.

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

342' VOCL CCJ +05:30 N11 08.3 E075 57.0

Apt Administration 0483-2719400, 27119500; Fax 0483-2711406. Apt Operator Mobile 9847245543.

10/28 9350' ASPH/CONC. PCN 71/F/B/W/T. HIRL. HIALS. LDIN 28.

H24. Customs.

Jet A-1.

ABN. Fire 8.

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 Intl see Lucknow**Chennai (Chennai Intl)** Apt of Entry

52' VOMM MAA +05:30 N12 59.7 E080 10.5

Apt Operator 044-22561122; Fax 044-22560512.

INDIA

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. Oxygen O/R.

ABN. Fire 9.

Chhatrapati Shivaji Intl see Mumbai

Cochin (Cochin Intl)

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. HIALS.

H24. Customs.

Jet A-1.

ABN. Fire 9.

Coimbatore (Coimbatore Intl) Apt of Entry

1328' VOCI CJB +05:30 N11 01.6 E077 02.5

Apt Administration 0422-2592155, 0944-2649155; Mobile 0422-2571941, 2571956; apdcoimbatore@aai.aero. Apt Operator Fax 0422-2592384.

05/23 9810' TARMAC. PCN 66/F/A/W/T. HIRL. HIALS 05. HIALS 23.

Rwy 23 Right-Hand Circuit.

PCN rwy 05 first 984': 96/R/B/W/T and rwy 23 first 1312': 86/F/C/W/T..

H24. Customs: Avbl for skd intl flights & on request for non skd intl flights.

Fuel: U.

ABN. Fire 7.

Dabolim see Goa

Darbhanga

154' VEDH Mil. +05:30 N26 11.6 E085 55.0
10/28 8999' PAVED.

Dehradun

1856' VIDN DED +05:30 N30 11.4 E078 10.9

Apt Operator 0135 2412052; Mobile 7060278844; Fax 0135 2410358.

08/26 7021' TARMAC. PCN 45/F/C/W/U. LDA 26 3645'. HIRL. HIALS 08.

By NOTAM, outside AD ops hrs 24hr PNR.

Jet A-1.

ABN. Fire 7.

Delhi (Indira Gandhi Intl) Apt of Entry

777' VIDP DEL +05:30 N28 34.1 E077 06.7

Apt Operator 011-47197000/1, 47197845; Prabhakararao.Indana@gmrgroup.in.

09/27 9229' ASPH/CONC. PCN 90/F/B/W/T. LDA 27 8730'. TODA 09 10650'. TODA 27 11526'. HIRL. HIALS.

PCN 84/R/B/W/T first 1706' rwy 09.

10/28 12500' ASPH/CONC. PCN 135/F/B/W/T. TODA 28 13399'. HIRL. HIALS 10. HIALS 28.

Rwy 10 first 322' PCN 75/R/A/W/T and rwy 28 first 492' 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. HIALS.

Rwy 11/29 first 1437'/866' PCN 110/R/C/W/T.

H24. Customs.

F-3, Jet A-1, J.

ABN. Fire 10.

Delhi (Safdarjung)

696' VIDD +05:30 N28 35.0 E077 12.5

Apt Operator 011-24640859, 24618680; Fax 011-24693926.

12/30 3872' TARMAC. PCN 8/F/C/X/T. LDA 30 2723'.

INDIA

Rwy 12 Right-Hand Circuit.
Government flts only. Days and by NOTAM.
ABN. Fire 4.

Devi Ahilyabai Holkar see Indore**Dibrugarh**

362' VEMN DIB +05:30 N27 28.9 E095 01.1
Apt Operator 0373-2382755; Fax
0373-2382185.

05/23 6004' BITU/CONC. PCN 40/F/D/X/T.
LDA 23 5407'. HIRL.

By NOTAM. Outside ops hr 24hr PNR.

Jet A-1.

ABN. Fire 7.

Dimapur

487' VEMR DMU +05:30 N25 53.0 E093
46.3

Apt Administration 03862-243157. Apt Operator
Fax 03862-243157.

12/30 7513' ASPHALT. LDA 12 6824'.
HIRL. HIALS.

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 Administration Fax 02875 252333. Apt
Operator 02875 252111.

05/23 5988' UNKNOWN. LCN 30.

Dly 0930-1800.

ABN. Fire 5.

Dr. Ambedkar Intl see Nagpur**Dundigal see Hyderabad****Durgapur**

302' VEDG RDP +05:30 N23 37.5 E087
14.5

Apt 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. HIALS.

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.

Gaya

380' VEGY GAY +05:30 N24 44.9 E084
56.5

Apt Administration 0631-2210129, 2210083.
Apt Operator Fax 0631-2228884.

10/28 7500' TARMAC. PCN 62/F/C/W/T. LDA
28 7251'. HIRL. HIALS.

By NOTAM. Outside ops hr 24hr PNR. Cus-
toms.

Fuel: U.

ABN. Fire 6 By NOTAM. Outside ops hr 24hr
PNR.

Goa (Dabolim)

187' VOGO GOI +05:30 N15 22.9 E073 49.6

08/26 11253' ASPHALT. PCN 80. TODA 08
11745'. TODA 26 11926'. ASDA 08 11745'.
ASDA 26 11926'. HIRL. HIALS 26.

H24, non-sked t/c 24hr PNR. Mon-Fri
0300-0700 and 1000-1100 CIV t/c not permit-
ted. Customs.

J.

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.

INDIA

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

162' VEGT GAU +05:30 N26 06.3 E091
35.1

Apt Operator (0361)2841909; Fax
(0361)2840406.

02/20 10180' TARMAC. PCN 59/F/C/W/T.
HIRL. HIALS.

Rwy 20 Right-Hand Circuit.

Rwy 20 first 1181'(360m) PCN 78/F/C/X/T.

By NOTAM. Outside ops hr 24hr PNR. Cus-
toms: By NOTAM.

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' VIHXL 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 39.7 E077 45.8

09/27 5938' PAVED. PCN 72/F/C/W/T.

Fire 5.

Hubli

2180' 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)

1742' VOHY BPM +05:30 N17 27.2 E078
27.5

Apt Operator 040-27903785; Mobile
9866072604; Fax 040-27906001.

09/27 10597' TARMAC. PCN 66/F/B/X/T. LDA
09 9026'. LDA 27 8176'. HIRL. HIALS.

Rwy 09: Last 1099' PCN 61/R/B/W/T.

Dly 0100-0800 and 0900-1600.

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 040-67395100; Fax
040-67395559; Vikram.Jaising-
hani@gmrgroup.in.

INDIA

09L/27R 12162' CONCRETE. ABN. Fire 5.

PCN 77/F/B/W/T. HIRL. HIALS.

09R/27L 13976' CONCRETE.

PCN 77/F/B/W/T. HIRL. HIALS.

H24. Customs.

Jet A-1.

ABN. Fire 9, Fire 10: 1hr PNR.

Imphal

2540' VEIM IMF +05:30 N24 45.8 E093 54.0

Apt Operator 0385-2455138, 2455153,
09402882763; Fax 0385-2455076.

04/22 9010' TARMAC. PCN 88/F/C/W/T.
HIRL. HIALS.

First 2293' rwy 12 PCN 63/F/B/W/T.

By NOTAM. Outside ops hr 24hr PNR.

Jet A-1.

ABN. Fire 7.

Indira Gandhi Intl see Delhi**Indore (Devi Ahilyabai Holkar)**

1850' 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 9022' TARM/CONC. PCN 84/F/C/X/T.
HIRL. HIALS.

By NOTAM. Outside ops hr 24hr PNR.

F-3, Jet A-1.

ABN. Fire 7.

Jabalpur

1622' VAJB JLR +05:30 N23 11.0 E080 03.6

Apt Administration 0761-2603452, 2667352;
Fax 0761-2603451.

06/24 6522' TARM/CONC. PCN 44/F/C/X/U.
TODA 06 6637'. TODA 24 6719'. ASDA 24
6719'. HIRL. HIALS.

First 2001' rwy 06 PCN 48/R/C/X/U.

By NOTAM. Outside ops hr 24hr PNR.

Jet A-1.

Jai Prakash Narayan Intl see Patna**Jaipur** Apt of Entry

1265' VIJP JAI +05:30 N26 49.5 E075 48.1

Apt Operator 0141-2550623; Mobile
9829059821; Fax 0141-2721585;
apdjpr@aai.aero.

09/27 11178' TARM/CONC. PCN 71/F/B/W/T.
HIRL. HIALS 09. HIALS 27.

First 2133'(650m) rwy 27 PCN 85/R/B/W/T.

H24. Customs: 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.

Jaigaon

840' VAJL +05:30 N20 57.7 E075 37.5

Apt Operator 257-2274114; Fax 257-2274114.

09/27 5577' TARMAC. PCN 61/F/C/W/T. LDA
09 3871'. LDA 27 5085'. HIRL. HIALS 27.

0930-1730LT, 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

479' VEJS IXW +05:30 N22 48.9 E086 10.1

INDIA

08/26 3914' TARMAC. LDA 08 2762'. LDA 26 3543'.

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.

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 U.

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.

05/23 5000' CONCRETE. PCN 21/F/C/W/T. ALS.

By NOTAM. Non-sked flts 24hr PNR.

ABN. Fire 3.

Kangra

2525' VIGG DHM +05:30 N32 09.9 E076 15.7

Apt Operator 01892-232374; Fax 01892-233430.

15/33 4501' TARMAC. PCN 22/F/D/W/T.

Rwy 33 first 600' PCN 13/R/B/W/T.

By NOTAM. Outside ops hr O/R. Non-sked flts 24hr PNR.

Jet A-1.

ABN. Fire 5.

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**

167' 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 4500' TARMAC. TODA 05 4850'. TODA 23 4980'.

By NOTAM. Outside ops hr 72hr PNR.

ABN. Fire 4.

Khajuraho

728' VEKO HJR +05:30 N24 49.2 E079 55.1

Apt Operator 07686-274041, 274127; Fax 07686-274765.

01/19 7500' BITUMEN. PCN 55/F/C/W/T. LDA 01 6001'. HIRL. HIALS 19.

0630-1030. O/T 24hr PNR.

Jet A-1, J.

ABN. Fire 6.

Kolhapur

1996' VAKP KLH +05:30 N16 40.0 E074 17.4

07/25 4495' ASPH/CONC. PCN 16/F/D/Y/T. TODA 07 5085'. TODA 25 5150'. RL.

By operational requirements.

ABN.

INDIA

Kolkata (Netaji Subhash Chandra Bose In)

Apt of Entry

23' VECC CCU +05:30 N22 39.2 E088 26.8

Apt Operator 033-25119944; Fax
033-25118873.**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.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. HIALS 01R. HIALS
19L.

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 Manali3573' VIBR KUU +05:30 N31 52.6 E077
09.3Apt Operator 01902-265062, -266325; Mobile
09418062063; Fax 01902-265603, -265052.**16/34** 3451' BITUMEN. PCN 15/F/C/Y/T. Rwy
16 Landing not allowed. Rwy 34 Takeoff not
allowed.

By NOTAM. Outside ops hr 24hr PNR.

Jet A-1.

ABN. Fire 5.

Kumbhirgram see Silchar**Lal Bahadur Shastri Intl see Varanasi****Lengpui**

1398' VELD AJL +05:30 N23 50.3 E092 37.6

Apt Operator 0389-2573233, 2573234; Fax
0389-2573233.**17/35** 7989' ASPHALT. PCN 36/F/C/W/U.
ASDA 35 8137'. 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)
234179.**04/22** 7500' ASPH/CONC. PCN 46/F/B/W/T.
LDA 04 7106'. RL.Rwy 04 first 305m PCN 48/R/B/W/T and rwy 22
first 645.5m PCN 45/R/B/W/T.

By NOTAM. O/R 24hr PNR.

ABN. Fire 4.

Lucknow (Chaudhary Charan Singh Intl)

Apt of Entry

405' VILK LKO +05:30 N26 45.7 E080 53.0

Apt Operator 0522-2435777, 2435404; Mobile
9839097888; Fax 0522-2438404.**09/27** 8996' TARM/CONC. PCN 70/F/C/W/T.
LDA 09 8481'. HIRL. ALS 09. HIALS 27.

Rwy 27: first 1745'(532m) - PCN 70/R/C/W/T.

H24. Customs: Customs limited to sked intl tfc.
Non sked tfc 24hr PNR.

F-3, Jet A-1.

ABN. Fire 7.

Ludhiana

834' VILD LUH +05:30 N30 51.2 E075 57.4

Apt Operator 0161-2844569; Fax
0161-2845042.

INDIA

12/30 4800' ASPHALT. LDA 12 4406'. LDA 30 4459'.

Mon-Sat 0930-1730 LT, outside ops hr 24hr O/R.

ABN. Fire 5.

Madurai

462' VOMD IXM +05:30 N09 50.1 E078 05.3
Apt Operator 0452-2690717, 2690633; Mobile 09442541413; Fax 0452-2690151, 2690305.

09/27 7497' TARMAC. PCN 68/F/A/W/T. LDA 27 7293'. TODA 09 8307'. TODA 27 9429'. ASDA 09 7694'. ASDA 27 7694'. HIRL. HIALS. First 1509'(460m) rwy 09 PCN 92/R/B/W/T.

By NOTAM. Outside ops hr 24hr PNR.

J.

ABN. Fire 7.

Maharajpur see Gwalior**Mangalore (Mangalore Intl)** Apt of Entry

316' VOML IXE +05:30 N12 57.7 E074 53.4

Apt Operator 0824-2220400; Mobile 09448125412; Fax 0824-2254175; apd_mangalore@aai.aero.

06/24 8038' CONCRETE. PCN 80/R/B/W/T. LDA 06 7644'. HIRL. HIALS.

By NOTAM. Outside ops hr 24hr PNR. Customs.

Jet A-1.

ABN. Fire 7.

Mumbai (Chhatrapati Shivaji Intl) Apt of

Entry

40' VABB BOM +05:30* N19 05.5 E072 52.0
Apt Administration 022-66852300/1; Fax 022-26156202/66851602.

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. HIALS 09. HIALS 27.

Rwy 27 TORA/TODA/ASDA 11312' from twy N1 intersection.

14/32 9419' ASPHALT. PCN 100/F/A/W/T. LDA 14 8106'. LDA 32 8770'. HIRL. HIALS 14. HIALS 32.

H24. Customs.

F-3, F-4, F-5, Jet A-1, J. Oxygen O/R.

ABN. Fire 10.

Mysore

2394' VOMY MYQ +05:30 N12 13.9 E076 39.4

Apt Operator (0821) 2596802; Fax (0821) 2596802; apc_mysore@aai.aero.

09/27 5709' CONCRETE. PCN 108/R/C/W/T. RL. HIALS.

By NOTAM.

ABN. Fire 5.

Nagpur (Dr. Ambedkar Intl) Apt of Entry

1033' VANP NAG +05:30 N21 05.5 E079 02.9

Apt Operator 0712-2295983, 2295981; Fax 0712-2283224; goc@miplnagpur.com.

14/32 10499' TARMAC. PCN 79/F/A/W/T. HIRL. HIALS.

Rwy 14 first 5100': 89/F/B/W/T.

H24.

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

1233' VOND NDC +05:30 N19 10.9 E077 19.4

Apt Operator 02462-223402; Mobile 9923434158; Fax 02462-223403.

INDIA

10/28 7546' TARMAC. PCN 60/F/A/W/T. HIALS.

24hr PNR.

Fire 5.

Netaji Subhash 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.

09/27 9843' PAVED. PCN 65/F/A/X/T. HIRL. HIALS.

First 2297' PCN 72/R/B/X/T.

Mon-Sat 0230-0900 (except Hol). Customs: 0430-1230.

ABN. Fire 9.

Panagarh

240' VEPH Mil. +05:30 N23 28.5 E087 25.7

15/33 8923' PAVED.

Pantnagar

770' VIPT PGH +05:30 N29 01.9 E079 28.3

Apt Operator (05944)-233 685/732.

10/28 4501' ASPHALT. PCN 16/F/C/W/T. MIRL. HIALS 10.

By NOTAM. Outside ops hr 24 hr PNR.

Fire 4.

Pathankot

1020' VIPK IXP Mil. +05:30 N32 14.0 E075 38.1

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.

07/25 6798' ASPHALT. PCN 58/F/C/W/T. LDA 07 5502'. LDA 25 6358'. HIRL. HIALS.

By NOTAM. O/T 24hr PNR. Customs: Customs limited to sked intl tfc. Non sked tfc 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 4500' TARMAC. PCN 22/F/B/W/T. HIRL.

By NOTAM. Outside ops hr 24hr PNR.

Jet A-1.

ABN. Fire 5.

Port Blair

84' VOPB IXZ +05:30 N11 38.5 E092 43.8

04/22 10725' TARMAC. PCN 44/F/C/X/T. LDA 22 6988'. RL. HIALS. Rwy 04 Takeoff not allowed.

Dly 0015-1120.

ABN. Fire 7.

Pune

1943' VAPO PNQ Mil. +05:30 N18 35.0 E073 55.2

10/28 8329' ASPHALT. HIALS 28.

Fire 8.

Purnea

119' VEPU Mil. +05:30 N25 45.6 E087 24.6

09/27 9000' PAVED.

Raipur (Swami Vivekananda)

1042' VERP RPR +05:30 N21 10.9 E081 44.3

Apt Operator 0771-2418167; Fax 0771-2418168.

06/24 7500' BITUMEN. PCN 50/F/B/W/T. LDA 06 7073'. HIRL. HIALS 24.

By NOTAM. Outside ops hr 24 hr PNR.

INDIA

Jet A-1.

ABN. Fire 6.

Raja Bhoj see Bhopal**Rajahmundry**

151' VORY RJA +05:30 N17 06.6 E081 49.2

Apt Operator 0883-2007838; Mobile
09490742058; Fax 0883-2487852;
apdry@aai.aero.

05/23 5741' ASPHALT. PCN 26/F/B/W/T. RL.

By NOTAM. O/T 24hr PNR.

Jet A-1.

ABN. Fire 5.

Rajiv Gandhi Intl see Hyderabad**Rajkot**

441' VARK RAJ +05:30 N22 18.6 E070 46.8

Apt Administration 0281-2479610, 2453009.
Apt Operator 0281-2451849.

05/23 6056' TARMAC. PCN 98/F/C/W/T. LDA
05 5728'. LDA 23 5728'. HIRL. HIALS.

By NOTAM. Outside ops hr 24hr PNR.

Jet A-1.

ABN. Fire 6 By NOTAM. Outside ops hr 24hr
PNR.

Ranchi (Birsu Munda)

2148' VERC IXR +05:30 N23 18.8 E085
19.3

Apt Administration (0651) 6450327; Fax (0651)
2250500. Apt Operator Mobile 09431106570.

13/31 8901' BITUMEN. PCN 61/F/C/X/T. LDA
13 7953'. HIRL. HIALS.

By NOTAM. Outside ops hr 24 hr PNR.

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 03.8

Apt Operator 4290-220060; Mobile
9442573223; Fax 4290-220166; apd-
salem@aai.aero.

04/22 6001' TARMAC. 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**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.

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' BITUMEN. PCN 50/F/A/W/T.

By NOTAM. 48hr PNR for non-sked t/c.

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

INDIA

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 9531' TARMAC. PCN 56/F/D/X/T.
HIRL. HIALS.

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

15' VOTV TRV +05:30 N08 28.8 E076 55.2
Apt Operator 0471-2500283, 2702000; Fax
0471-2500428.

14/32 11066' ASPH/CONC. PCN 65/F/C/W/T.
LDA 14 9734'. LDA 32 10623'. TODA 32
11795'. HIRL. HIALS 14. HIALS 32.

Rwy 32 first 1066' PCN 69/R/C/W/T.

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 (Tiruchirappalli Intl) Apt of
Entry

290' VOTR TRZ +05:30 N10 45.9 E078 42.9

Apt Operator 0431-2340451, 2340551,
2340555; Fax 0431-2340606.

09/27 7949' TARMAC. PCN 68/F/A/W/T. LDA
09 7467'. HIRL. HIALS 27.

The first 1903'(580m) PCN 86/R/B/W/T.

By NOTAM. Outside ops hr 24hr PNR. Cus-
toms: By NOTAM. Outside ops hr 24hr PNR.
Non skd O/R.

Jet A-1, J.

ABN. Fire 7.

Tirupati

350' VOTP TIR +05:30 N13 38.0 E079 32.5

Apt Operator 0877-2275334, 2275354,
2100171; Fax 0877-2275338, 2275353;
apdtp@aai.aero.

08/26 7500' BITUMEN. PCN 63/F/D/X/T. HIRL.
HIALS 08. HIALS 26.

By NOTAM. Outside ops hr 24hr PNR.

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-tuti-
corin@aai.aero.

10/28 4429' TARMAC. PCN 21/F/D/Y/T. RL.

By NOTAM. 24hr PPR for non-skd flights.

ABN. Fire 6 , 24hr PPR for fire fighting outside
ATS hours.

INDIA

Udaipur

1684' VAUD UDR +05:30 N24 37.0 E073 53.7

Apt Operator 0294-2655950, 2655279, 2657735-38; Mobile 09414159950; Fax 0294-2655953, 2655460, 2655279.

08/26 7484' TARM/CONC. PCN 105/F/C/W/T. LDA 08 6992'. HIRL. HIALS.

First 509' PCN 59/F/C/W/T and rwy 08 from 509' to 801'/rwy 26 from 509' to 702'PCN 72/F/C/W/T.

By NOTAM. Outside ops hr 24hr PNR.

Jet A-1.

ABN. Fire 6.

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

129' VABO BDQ +05:30 N22 19.8 E073 13.1

Apt Operator (0265) 2485356; Fax (0265) 2483899; apdvadodara@aai.aero.

04/22 8100' ASPHALT. PCN 53/F/B/W/T. LDA 04 7401'. MIRL. HIALS.

By NOTAM. Outside ops hr 24hr PNR.

J.

ABN. Fire 7.

Varanasi (Lal Bahadur Shastri Intl) Apt of Entry

266' VEBN VNS +05:30 N25 27.1 E082 51.5

Apt Operator (0542) 2622155, 2622081-85; Mobile 09415223071; Fax (0542) 2622320.

09/27 9006' TARMAC. PCN 68/F/C/W/T. LDA 09 8241'. HIRL. HIALS.

By NOTAM. Outside ops hr 24hr PNR. Customs: Customs avbl for skd flts. Non skd O/R.

Jet A-1.

ABN. Fire 7.

Vijayawada

83' VOBZ VGA +05:30 N16 32.0 E080 48.2

Apt Administration 08676-252729; Fax 08676-254757.

08/26 7500' TARMAC. PCN 64/F/C/W/T. LDA 08 6916'. HIRL. HIALS.

RWY 26 first 2175' PCN 63/R/C/W/T.

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 tfc 24hr PPR.

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. HIALS.

H24. Customs: O/R, for non-skd flights 72hr
PPR.

Jet A-1.

ABN. Fire 7.

Abumusa Island (Abumusa)

13' OIBA AEU +03:30* N25 52.6 E055 01.9

Apt Administration Fax 76-35623386.

08/26 9856' ASPHALT. PCN 55/F/B/X/T. TORA
08 8908'. TORA 26 8993'. LDA 08 8993'. LDA
26 8908'. TODA 08 10407'. TODA 26 10417'.
ASDA 08 10407'. ASDA 26 10417'. HIRL.

Sat-Thu: 0330-1130 (0230-1030), O/T O/R.
12hr PPR for non-skd flights.

Fire 4.

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) 344346015; 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 5.

Ardabil

4319' OITL ADU +03:30* N38 19.6 E048
25.4

Apt Administration 45 33447901-2, 33447940;
Fax 45 3345856.

07/25 8202' ASPHALT. PCN 65/F/D/X/T. TODA
07 8530'. TODA 25 8530'. ASDA 25 8530'.

15/33 10820' ASPHALT. PCN 80/F/D/X/T.
TODA 15 11575'. TODA 33 12004'. ASDA 15
11575'. ASDA 33 12004'. HIRL. HIALS.

0400-1400 (0300-1500), O/T PPR. Customs:
O/R.

Jet A-1, JP-4.

Fire 7.

Asaloyeh

10' OIBI YEH Mil. +03:30* N27 28.9 E052
37.0

Apt Administration 07727262701-3,
7262711,06; Fax 07727262710.

12/30 11811' ASPHALT. PCN 75/F/D/X/T.
TODA 12 12254'. TODA 30 12254'. ASDA 12
12139'. ASDA 30 12139'. HIRL. HIALS.

Jet A-1.

IRAN

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.

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-skid flights.

Bandar Abbass (Bandar Abbass 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; Bandarab-
bas.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. LCN 95. TODA
03R 13199'. TODA 21L 13205'. ASDA 03R
13199'. ASDA 21L 13205'. HIRL. ALS 03R.
HIALS 21L.

12hr PPR for non-skid flights before EOBT from
dep AD. Customs.

Jet A-1.

ABN. Fire 7.

Bandar Abbass (Havadarya)

19' OIKP HDR 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. Fire U.

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-skid 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.

IRAN

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. MIALS.

0330-1230 (0230-1130), O/T PPR at least 48hr before EOBT. Customs: O/R.

Jet A-1.

ABN. Fire 6 , CAT 7 for Hadj flights.

Bojnord

3516' OIMN BJB +03:30* N37 29.3 E057 18.4

Apt Operator (0584) 2235000, 2235111, 2236570-1; Fax (0584) 2236574.

07/25 10653' ASPHALT. PCN 55/F/C/X/T. LDA 25 10164'. TODA 25 10791'. HIRL. HIALS 25.

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. LCN 80. TODA 13L 15630'. TODA 31R 15187'. ASDA 13L 15630'. ASDA 31R 15187'. HIRL. HIALS 31R.

Rwy 31R Right-Hand Circuit.

First 305m of RWY 31R is concrete.

13R/31L 14665' ASPHALT. PCN 86/F/C/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.

F-3, Jet A-1, JP-4.

ABN. Fire 7.

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.

IRAN

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.

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.

08L/26R 14426' ASPHALT. PCN 65/F/C/X/T. TODA 08L 15610'. TODA 26R 15617'. ASDA 08L 15610'. ASDA 26R 15617'. HIRL. ALS 08L. HIALS 26R.

08R/26L 14426' ASPHALT. PCN 65/F/C/X/T. TODA 08R 15607'. TODA 26L 15610'. ASDA 08R 15607'. ASDA 26L 15610'. HIRL. ALS 08R. HIALS 26L.

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.

IRAN

05/23 13862' ASPHALT. PCN 80/F/B/W/T. TODA 05 14315'. TODA 23 14315'. ASDA 05 14315'. ASDA 23 14315'. HIRL. HIALS.

HJ, O/T O/R. 72hr PPR for non skd flights. Customs: O/R.

Jet A-1.

ABN. Fire 7.

Gorgan

-4' OING GBT +03:30* N36 54.7 E054 23.9
Apt Administration 017-32628605, 32628606;
Fax 017-32244506.

13/31 9820' ASPHALT. PCN 65/F/C/X/T. TODA 13 10023'. ASDA 13 10023'. 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. HIALS 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.

Havadarya see Bandar Abbass
Hesa see Esfahan
Ilam

4406' OICI IIL +03:30* N33 35.1 E046 24.3

Apt Administration 84 32236800-1; Fax 84 32236803.

14/32 10492' ASPHALT. PCN 58/F/C/X/T. TODA 14 10814'. TODA 32 10814'. ASDA 14 10814'. ASDA 32 10814'. 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.

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'.

PPR at least 48hr in advance of EOBT from Shiraz AD.

Jet A-1.

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.
TORA 31 9843'. LDA 13 9843'. TODA 13
11122'. ASDA 13 11122'.

O/R and at least 72hr PPR for non-skd flights
from OIKK.

Jet A-1.

Fire 2 , fire 5 for skd flights and at least 48hr
PPR for non-skd 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 skd flights PPR 48hr from OING.

Fire 5.

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.
HIALS 30.

H24. Customs: O/R.

Jet A-1.

ABN. Fire 7.

Kashan

3490' OIFK +03:30* N33 53.7 E051 34.6

Apt Administration 3155440055-8; Fax
3155442244.

11/29 8845' ASPHALT. TODA 11 9501'. TODA
29 9501'.

Sat-Thu: 0330-1130 (0230-1030) except holi-
days, O/T O/R, 72hr PPR for non-skd flights.

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. ALS 16. HIALS
34.

H24. Customs: O/R.

Jet A-1.

ABN. Fire 7 , CAT 8 during sked 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. HIALS 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 , Fire 6 for skd flights and PPR for non-
skd flights.

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.

HJ. O/T O/R. Customs: O/R.

Jet A-1, JP-4.

ABN. Fire 5 , for skd flights Cat 6.

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 +03:30* N39 11.5 E044 55.5

11/29 10335' PAVED. TODA 11 10532'. TODA 29 10532'. ASDA 11 10532'. ASDA 29 10532'.

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 6184'. ASDA 10 7077'. ASDA 28 7136'. HIRL.

Winter: 0330-SS, Summer: 0230-1430. O/T PPR at least 48hrs before EOBT from DEP AD.

Jet A-1.

Fire 5.

Omidiyeh (Omidiyeh AB)

85' OIAJ OMI Mil. +03:30* N30 50.0 E049 32.0

12L/30R 11499' ASPHALT. LCN 100.

12R/30L 13497' ASPHALT. LCN 100.

PPR. H24.

Jet A-1.

IRAN

Pars Special Zone (Persian Gulf)

21' OIBP PGU +03:30* N27 22.8 E052 44.3

Apt Administration 77 31373839; Fax 77 31373940.

13/31 13117' ASPHALT. PCN 95/F/D/W/T. TODA 13 13514'. TODA 31 13517'. ASDA 13 13514'. ASDA 31 13517'. HIRL. HIALS 13. HIALS 31.

0230-1830 (0130-1730) and O/T PPR. Customs: O/R.

Jet A-1.

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 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-sked flights from OIKK. Customs: O/R.

Jet A-1.

Fire 2 , fire 5 for skd flights and at least 48hr PPR for non-sked 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-sked 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.

Jet A-1.

Fire 6.

Sahand see Maragheh**Sanandaj**

4518' OICS SDG +03:30* N35 15.0 E047 00.7

IRAN

Apt Administration 33774051-3, 33774060; Fax 33774066.

01/19 9911' ASPHALT. PCN 55/F/C/X/T. TORA 19 8271'. LDA 01 8271'. TODA 01 10272'. TODA 19 10223'. ASDA 01 10272'. ASDA 19 10223'. HIRL. HIALS 19.

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 24.5 E062 19.2

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. TORA 16 4012'. 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 +03:30* N35 36.7 E053 29.9

Apt Administration (023) 33350051, 33344231; Fax (023) 33350050.

03/21 9091' UNKNOWN. TODA 03 9189'. ASDA 03 9189'.

0330-1030 (0230-0930).

Shahid Ashrafi Esfahani see Kermanshah**Shahid Asyaei 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. HIALS 14.

Summer: 0230-1430. Winter: Days. O/T O/R. Customs: O/R.

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.

IRAN

07/25 9196' ASPHALT. PCN 28/F/B/X/U. TODA 07 9639'. TODA 25 9901'. ASDA 07 9639'. ASDA 25 9901'. HIRL. HIALS 25.

Daily 0400-1400Z, except Fri and O/T O/R. PPR for skd and non-skd 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-skd 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 airportof-fice@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.

11R/29L 14016' ASPHALT. PCN 80/F/C/W/T. TODA 11R 15007'. TODA 29L 15164'. ASDA 11R 15007'. ASDA 29L 15164'.

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. HIALS.

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-skd flights.

Sirri Island (Sirri)

26' OIBS SXI +03:30* N25 54.5 E054 32.5

Apt Administration 21 33130609, 21 33130504, 21 33130371, 21 33130084; Fax 21 33130303.

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 32836700; Fax 32836661, 32836650.

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-skd 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 70/R/C/X/T. TODA 12L 12979'. TODA 30R 12979'. ASDA 12L 12979'. ASDA 30R 12979'. HIRL. HIALS 12L. HIALS 30R.

Rwy 12L Right-Hand Circuit.

12R/30L 12333' ASPHALT. PCN 60/F/C/X/T. TORA 12R 11447'. LDA 30L 11447'. HIRL. HIALS.

Rwy 12R Right-Hand Circuit.

H24. Customs.

F-3, Jet A-1, JP-4.

ABN. Fire 8.

Tehran (Imam Khomains Intl) Apt of Entry

3305' OIIE IKA +03:30* N35 25.0 E051 09.1

IRAN

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. HIALS 29R.

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. ALS.

H24. Customs.

Jet A-1.

ABN. Fire 9.

Tehran (Mehrabad Intl) Apt of Entry

3962' OIII THR +03:30* N35 41.3 E051 18.9

Apt Administration (021) 61021, 66025343,
66025225; Fax (021) 66025327.

11L/29R 13087' CONCRETE.
PCN 72/R/A/W/U. TODA 11L 14229'. ASDA
11L 13487'. ASDA 29R 13723'. HIRL.

Rwy 11L Right-Hand Circuit.

11R/29L 13258' ASPHALT. PCN 50/F/A/X/T.
ASDA 11R 13543'. HIRL. HIALS 29L.

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 9844-32777766-9,
32787717, 32787859, 32787719, 32777770;
Fax 9844-32770029.

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.

0330-1830 (0230-1730), O/T O/R. Customs:
O/R.

Jet A-1.

ABN. Fire 7.

Yasouj

5939' OISY YES +03:30* N30 41.8 E051
33.0

Apt Operator 074-33333552, 33310200-1; Fax
074-33333651.

13/31 8527' ASPHALT. PCN 26/F/C/Y/T. TORA
31 7575'. LDA 13 7576'. TODA 13 9183'. TODA
31 8986'. ASDA 13 9183'. ASDA 31 8986'.

0215-1330 (0115-1230), O/T PPR 48hr before
EOBT.

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.

H24. Customs.

Traffic Pattern: 5500' (1446') CIV acft, 5000'
(946') HEL, 6000' (1946') fighter acft.

Jet A-1, JP-4.

ABN. Fire 7, Cat 9 for non-skid 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.
TODA 16 10682'. TODA 34 10695'. ASDA 16
10682'. ASDA 34 10695'. RL. ALS 34.

During sked operations. PPR for non-skid flights
at least 24hr before EOBT.

Jet A-1.

ABN. Fire 5.

IRAN
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
15174'. TODA 35R 15174'. ASDA 17L 15174'.
ASDA 35R 15174'.

17R/35L 13996' ASPHALT. PCN 50/F/A/X/U.
LDA 35L 13110'. TODA 17R 14980'. 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-skd flights at least 48hr
before EOBT. Customs: O/R.

Jet A-1. O/R.

ABN. Fire 5 , CAT 7 for skd flights, non skd
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, opamanager@alnajafairport.net, ops@alnajafairport.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)

618' ORAA Mil. +03:00 N33 47.1 E042 26.5

09L/27R 13124' PAVED. HIRL. HIALS 09L.**09R/27L** 13123' PAVED. HIRL. HIALS.**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; bag-air_icaa@geca.gov.iq.

15L/33R 13123' CONCRETE. PCN 56/R/C/W/T. HIRL. HIALS.

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 Manager bsairport@yahoo.com. 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. HIALS 18. HIALS 36.

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.

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.

IRAQ

15/33 8694' CONCRETE. PCN 46/R/B/W/T.
 RL. HIALS 15. ALS 33.
 H24. Customs.

Sulaimaniyah (Sulaimaniyah Intl) Apt of
 Entry

2492' ORSU ISU +03:00 N35 33.6 E045
 18.9

Apt Administration 07702400185,
 07703619898; Fax 0533210222; air-
 trans@sulairport.net. Apt Operator
 07702408986.

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. 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 Assaf Ramon) Apt of Entry
288' LLER +02:00* N29 43.6 E035 00.8

Apt Administration teum_eilat@iaa.gov.il.

01/19 11811' ASPHALT. PCN 88/F/B/W/T.
TODA 01 12795'. TODA 19 12795'. RL. HIALS.
H24. PPR. 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.

At irregular times. Customs: PPR.

F-3, Jet A-1. O/R.

ABN. Fire 5.

Ilan and Assaf 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 Apt of Entry

1483' LLOV VDA +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.

Mil H24. Civ Sun-Thu 0800-2200LT, Fri and the
day before Hol, Sat and Hol 0800-1600LT. Cus-
toms: Sun-Thu 0800-2200LT, Fri and the day
before Hol, Sat and Hol 0800-1600LT.

Jet A-1.

ABN. Fire 8.

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. HIALS
21.

Rwy 03 Right-Hand Circuit.

ISRAEL

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'. RL. MIALS 08. HIALS 26.

12/30 10210' ASPHALT. PCN 90/F/C/W/T. LDA 30 9948'. TODA 12 10702'. TODA 30 10702'. ASDA 12 10407'. HIALS 12. MIALS 30.

Rwy 12 Right-Hand Circuit.

H24. Customs.

Due to operational limitations landing of 4 engines aircraft is prohibited during the following periods (except traffic approved by airport administration): SUN-FRI 0800-1700LT.

Due to traffic congestion, operation of non-turbine general aviation, test and helicopter flights are not permitted at the airport during the following periods (except traffic approved by airport administration): Summer: SUN-FRI: 0500-0800LT, 1400-1800LT and 2300-0140LT. Winter: SUN-FRI: 0530-0800 and 2300-0140LT.

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 18/F/B/X/T. 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. AD closed to all flights, except sked commercial FLT, Intl FL, medevac FLT, aerial photo companies FLT and helicopter FLT on Sat/HOL 1145-1345LT. Customs: O/R.

F-3, Jet A-1.

Fire 6.

JORDAN

Amman (Marka Intl) Apt of Entry

2556' OJAM ADJ +02:00* N31 58.4 E035 59.5

Apt Operator 4891401-6, 4894218, Fax 4892624. ATIS (962 6) 4451489-92.

06/24 10745' ASPHALT. PCN 55/F/C/W/U. TODA 06 11818'. TODA 24 11775'. ASDA 06 11138'. ASDA 24 11480'. HIRL. HIALS 24.

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. HIALS.

08R/26L 12008' ASPHALT. PCN 97/F/C/W/T. TODA 08R 14774'. TODA 26L 14774'. ASDA 08R 12500'. ASDA 26L 12500'. HIRL. HIALS 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 10483'. 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 Manager 318-442-2047/48;
386eoss.doa@asab.afcent.af.mil. Apt Operator
318-442-2920.

12L/30R 9806' ASPHALT. PCN 41/R/B/W/T.
HIRL. HIALS 30R.

12R/30L 9844' ASPH/CONC. PCN 43/R/B/W/T.
HIRL. HIALS 30L.

24hr PPR.

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. HIALS.

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. HIALS.

Rwy 15R Right-Hand Circuit.

H24. Customs.

Daily btn 1830-0530 Non Noise Certificated
subsonic jet acft (NNC) operations not permit-
ted.

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 334 4227; Fax 334 4259.

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 info@ganairport.aero.

10/28 10696' CONCRETE. PCN 120/R/C/W/T. TORA 10 10499'. LDA 10 9712'. LDA 28 9712'. TODA 10 13123'. TODA 28 13451'. ASDA 10 10499'. RL. HIALS.

H24. Customs.

Jet A-1.

ABN. Fire 7.

Hanimaadhoo Island (Hanimaadhoo Intl)

5' VRMH HAQ +05:00 N06 44.8 E073 10.1

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.

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 26.1

Apt Operator 332 3470; Fax 332 0911;
regional@airports.gov.mv.

18/36 5758' ASPHALT. PCN 15/F/B/X/T. 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 Intl)

6' VRMV VAM +05:00 N03 28.2 E072 50.1

Apt Operator 333 3355; villairport@flyvilla.mv.

09/27 5906' ASPHALT. PCN 15/F/A/X/T. TODA 09 6890'. TODA 27 6890'.

Rwy 09 Right-Hand Circuit.

MALDIVES

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, info@maclnet.net.

18/36 10499' ASPH/CONC. PCN 64/F/A/W/T.
LDA 18 10171'. LDA 36 9547'. TODA 18
11483'. TODA 36 11483'. HIRL. HIALS 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 Intl see Maamigili Island

NEPAL

Bajhang

4127' VN BG BJH +05:45 N29 32.3 E081 11.1

07/25 2145' SOIL.

Bajura

4606' VN BR BJU +05:45 N29 30.2 E081 40.1

09/27 1968' ASPH/CONC.

Bhairahawa (Gautam Buddha)

344' VN BW BWA +05:45 N27 30.4 E083 25.1

Apt Operator 071-507110; Fax 071-507053.

10/28 4921' BITUMEN. MIRL. MIALS 28.

NOV until FEB 0100-1215, MAY until AUG 0015-1300, MAR/APR and SEP/OCT 0030-1245.

Jet A-1.

ABN. Fire 5.

Bharatpur

679' VN BP BHR +05:45 N27 40.7 E084 25.8
Apt Operator 056-520254; Fax 056-526573.

15/33 3937' BITUMEN.

NOV-FEB 0100-1215, MAY-AUG 0015-1300, MAR/APR and SEP/OCT 0030-1245.

ABN. Fire N.

Bhojpur

3962' VN BJ BHP +05:45 N27 08.8 E087 03.0

17/35 1788' GRAVEL. DHC-6.

Biratnagar

236' VN VT BIR +05:45 N26 29.0 E087 15.9
Apt Operator 021-461641, 461424; Fax 021-460155.

09/27 4921' ASPHALT. MIRL. MIALS 09.

NOV until FEB 0100-1215, MAY until AUG 0015-1300, MAR/APR and SEP/OCT 0030-1245.

Jet A-1.

ABN. Fire 5.

Chandragadhi

312' VN CG +05:45 N26 34.2 E088 04.5

Apt Operator 023-455075; Fax 023-456801.

10/28 4921' BITUMEN.

NOV-FEB 0100-1215, MAY-AUG 0015-1300, MAR/APR and SEP/OCT 0030-1245.

Jet A-1.

Fire N.

Chaurjahari

2431' VN CJ RUK +05:45 N28 37.6 E082 11.6

03/21 1968' ASPH/CONC.

Dang

2080' VN DG DNP +05:45 N28 06.7 E082 17.5

16/34 2460' ASPH/CONC.

Dhangadhi

577' VN DH DHI +05:45 N28 45.2 E080 34.9

09/27 5479' ASPH/CONC.

Dolpa

8212' VN DP DOP +05:45 N28 59.1 E082 49.1

16/34 1837' SOIL.

Gautam Buddha see Bhairahawa**Janakpur**

233' VN JP JKR +05:45 N26 42.6 E085 55.5
Apt Operator 041-520044; Fax 041-520884.

09/27 4285' BITUMEN. TORA 09 4265'. LDA 09 3957'. TODA 09 4265'. ASDA 09 4265'.

NOV until FEB 0100-1215, MAY until AUG 0015-1300, MAR/APR and SEP/OCT 0030-1245.

ABN. Fire N.

NEPAL
Jomsom

8976' VNJS JMO +05:45 N28 46.9 E083
43.3

06/24 2424' ASPH/CONC.

Jumla

7792' VNJL JUM +05:45 N29 16.4 E082
11.4

09/27 2214' ASPH/CONC.

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. HIALS 02.

From 16 FEB until 15 NOV 0015-1845 and from
16 NOV until 15 FEB 0045-1845. O/T PPR.
Customs: 0015-1845. O/T PPR.

Jet A-1.

ABN. Fire 9.

Lamidada

4026' VNLD LDN +05:45 N27 15.2 E086
40.2

08/26 1692' SOIL.

Lukla

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.

NOV-FEB 0100-1215, MAY-AUG 0015-1300,
MAR/APR and SEP/OCT 0030-1245.

Nepalgunj

518' VNNG KEP +05:45 N28 06.1 E081
40.0

Apt Operator 081-565158; Fax 081-565204.

08/26 5000' BITUMEN. MIRL. MIALS 26.

NOV until FEB 0100-1215, MAY until AUG
0015-1300, MAR/APR and SEP/OCT
0030-1245.

Jet A-1.

ABN. Fire U.

Pokhara

2696' VNPK PKR +05:45 N28 12.0 E083
58.9

Apt Operator 061-465725, 535725; Fax
061-465725.

04/22 4747' BITUMEN. LDA 22 4413'.

NOV until FEB 0100-1215, MAY until AUG
0015-1300, MAR/APR and SEP/OCT
0030-1245.

Jet A-1.

ABN. Fire 5.

Simara

445' VNSI SIF +05:45 N27 09.7 E084 58.9

Apt Operator 053-520110; Fax 053-520210.

01/19 3911' BITUMEN. MIRL.

JAN/FEB and NOV/DEC 0100-1215, MAR/APR
and SEP/OCT 0030-1245, MAY/JUN and
JUL/AUG 0015-1300.

ABN. Fire U.

Simikot

9751' VNST IMK +05:45 N29 58.3 E081
49.1

10/28 2132' ASPH/CONC.

Surkhet

2278' VNSK SKH +05:45 N28 35.1 E081
38.1

Apt Operator 023-521945, 520202.

02/20 4117' ASPHALT.

NOV-FEB, 0100-1215; MAY-AUG, 0015-1300;
MAR/APR/SEP/OCT, 0030-1245.

Tribhuvan Intl see Kathmandu

NEPAL**Tumlingtar**

1316' VNTR TMI +05:45 N27 19.0 E087

11.7

16/34 4002' ASPH/CONC.

OMAN

Duqm

383' OODQ DQM +04:00 N19 30.0 E057 38.6

Apt Administration 24341477, 99351970 (Muscat), 93944981, 93944983, 99519874; oamcinfo@omanairports.com. Apt Manager 92599223.

04/22 13130' ASPHALT. PCN 72/F/A/W/T. HIRL. HIALS 22.

Days. 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 8202' ASPHALT. LCN 50, PCN 66/F/A/X/U. LDA 01 7218'. LDA 19 7218'. TODA 01 9088'. TODA 19 8694'. ASDA 01 8530'. ASDA 19 8530'.

SWYs Rwy 01/19 are graded natural surface.

Sat-Wed 0300-0900, 48hr PPR. Customs: Avbl for SKED and approved NON-SKED flgts.

Fire 4.

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

49' OOMS MCT +04:00 N23 36.0 E058 17.0

Apt Administration 24341000; H24 24341474, 99422495; Fax 24518088.

08L/26R 13123' ASPH/CONC. PCN 91/F/A/W/T. LDA 26R 12598'. HIRL. HIALS.

Rwy 26R Right-Hand Circuit.

H24. Non-scheduled and private flights 72hr PPR. Customs.

F-3, 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

78' OOSA SLL +04:00 N17 02.3 E054 05.5

Apt Administration 23368001/002/103/106; H24 23367551/552, 99294169; Fax 23368005; oamcinfo@omanairports.com.

07/25 13114' ASPHALT. PCN 98/F/A/W/T. HIRL. HIALS.

OMAN

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.

PPR. Customs.

Jet A-1.

ABN. Fire 7.

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

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@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 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 4.

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 4.

Dera Ghazi Khan (Dera Ghazi Khan Intl)

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 4.

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@caapaki-
stan.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.

During sked operations. Non-sked flights 24hr
PNR. Customs.

Jet A-1.

Fire 8 Fire Cat 8 for non-sked flts 24hr PNR.

Gilgit

4796' OPGT GIL +05:00* N35 55.1 E074
20.0

Apt Manager (05811) 920418; Fax (05811)
920675; apm.gilgit@caapakistan.com.pk.

PAKISTAN

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 4.

Gwadar (Gwadar Intl) Apt of Entry

36' OPGD GWD +05:00* N25 14.0 E062 19.8

Apt Manager (086) 4315046; Fax (086) 4315046; apm.gawadar@caapakistan.com.pk.

06/24 6503' BITUMEN. PCN 31/F/C/W/T. TODA 06 7654'. TODA 24 7654'.

By notam. Non-sked flights 24hr PNR. Customs.

Fire 4.

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 4.

Islamabad (Benazir Bhutto Intl) Apt of Entry

1668' OPRN ISB +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. HIALS 12. HIALS 30.

Rwy 30 Right-Hand Circuit.

H24. Customs.

F-3, Jet A-1.

Fire 9.

Islamabad (Islamabad Intl) Apt of Entry

1761' OPIS +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. HIALS 10L. HIALS 28R.

Rwy 10L Right-Hand Circuit.

10R/28L 12001' ASPHALT. PCN 110/F/C/X/T. TODA 10R 15282'. TODA 28L 12625'. HIRL. HIALS 10R. HIALS 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 07L. 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. HIALS 07R. HIALS 25L.

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; apmailiap@caapakistan.com.pk.

PAKISTAN

18L/36R 11024' CONCRETE. PCN 85/R/B/X/U. TODA 18L 12025'. TODA 36R 12025'. ASDA 18L 11424'. ASDA 36R 11424'. HIRL. HIALS 18L. HIALS 36R.

18R/36L 8999' CONCRETE. PCN 55/F/C/X/T. TODA 18R 9898'. TODA 36L 9799'. ASDA 18R 9557'. ASDA 36L 9901'. RL. ALS.

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. 24hr PNR.

Fire 2.

Nawabshah

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.

Ormara

10' OPOR ORW +05:00* N25 16.5 E064 35.2

Apt Manager (0862) 310033.

06/24 5000' BITUMEN. PCN 17/F/C/Y/T.

By notam. Non-sked flights 24hr PNR.

Apt perm clsd.

Fire 1.

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.

By notam. Non-sked flights 24hr PNR.

Fire 4.

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. TODA 24 9750'. ASDA 24 9750'. HIRL. HIALS 24.

PAKISTAN

By notam. Non-sked flights 24hr PNR. Customs: Non-sked Immigration 3 days PNR.

Jet A-1.

Fire 4.

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. HIALS 17. HIALS 35.

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. HIALS.

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)

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. HIALS 01. HIALS 19. 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'.

Apt clsd.

Fire 2.

Saidu Sharif

3183' OPSS SDT +05:00* N34 48.8 E072 21.1

Apt Manager (0936) 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. Non-sked flights 24hr PNR.

Fire 4.

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

PAKISTAN

12795'. ASDA 22 12795'. HIRL. HIALS 04. Fire 4.
HIALS 22.

By NOTAM, 6 hrs PNR for non-sked flights.
Customs: During sked operations.

Jet A-1.

Fire 8 Fire 9: 3hr PPR.

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'.

HJ. Non-sked flights 24hr PNR.

Fire 6.

Sukkur (Begum Nusrat Bhutto)

196' OPSK SKZ +05:00* N27 43.3 E068
47.5

Apt Manager (071) 5806085; Fax (071)
5806009; apm.sukkur@caapakistan.com.pk.

14/32 8999' BITUMEN. PCN 43/F/C/X/T. TODA
14 9898'. TODA 32 9898'. ASDA 14 9898'.
ASDA 32 9898'. RL. HIALS.

H24. 24hr PNR for non-sked flights.

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.

08/26 6001' BITUMEN. PCN 13/F/A/Y/T. HIRL.
ALS 26.

During Hours of scheduled operations. Non-
sked flights 24hr PNR. Customs.

Jet A-1.

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 4.

QATAR
Al Khor

6' OTBK +03:00 N25 37.8 E051 30.4

Apt Administration 44557333320, 316; Fax 44552233.

14/32 5249' ASPHALT. PCN 45/F/B/X/U. ASDA 32 5380'.

Days from Sat-Thu.

F-3.

Fire 1 Fire Cat 2/3 O/R.

RWY 16L/34R closed Mon 0700-1100, Tue 0000-0130.

RWY 16R/34L closed Wed 0700-1100, Thu 0000-0130.

Jet A-1.

Fire 10.

Hamad Intl see Doha

Al Udeid AB see Al-Udeid
Al-Udeid (Al Udeid AB)

132' OTBH XJD Mil. +03:00 N25 07.1 E051 18.8

1-803-895-0906.

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. ALS 16R. ALS 34L.

JP-8. JASU.

Doha (Doha Intl) Apt of Entry

37' OTBD +03:00 N25 15.7 E051 33.9

Apt Administration 40103999, 40107715; Fax 40101010. ATIS H24 44656213.

15/33 14993' ASPHALT. PCN 60/F/A/X/T. LDA 15 12533'. TODA 15 15892'. TODA 33 15593'.
HIRL. HIALS 15. HIALS 33.

H24. Customs.

F-3, Jet A-1.

Fire 9 , CAT 10 O/R.

Doha (Hamad Intl) Apt of Entry

13' OTHH DOH +03:00 N25 16.5 E051 36.5

Apt Administration 40103999, 40107715; Fax 40101010. ATIS H24 4470531013.

16L/34R 15912' ASPHALT. PCN 110/F/B/W/T.
HIRL. HIALS.

16R/34L 13944' ASPHALT. PCN 110/F/B/W/T.
HIRL. HIALS.

H24. Customs.

SAUDI ARABIA
Abha

6858' OEAB AHB +03:00 N18 14.4 E042 39.4

Apt Operator 017 227 6091, 017 227 6092; Fax 017 227 6025.

13/31 10991' ASPHALT. PCN 58/F/A/W/T. TODA 13 11975'. TODA 31 11975'. ASDA 13 11385'. ASDA 31 11385'. HIRL. HIALS 13. HIALS 31.

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 16. HIALS 34.

Daily 0400-1600 except Sat. 3hr PPR for non-scheduled flights. Customs: By operational requirements.

Jet A-1.

ABN. Fire 7.

Al Baha (King Saud Bin Abdulaziz)

5486' OEBA ABT +03:00 N20 17.8 E041 38.0

Apt Administration 017 7290049, 017 7290045, 017 7290041, 017 7291111; Fax 017 7290724.

07/25 10991' ASPHALT. PCN 59/F/A/W/T. LDA 07 10203'. LDA 25 10203'. TODA 07 13156'. TODA 25 12795'. ASDA 07 12303'. ASDA 25 12303'. 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. HIALS 15.

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. HIALS 10. HIALS 28.

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.

SAUDI ARABIA

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 20.1 E046 07.5

Apt Administration 013 724 1354; Fax 013 724 1880.

16/34 9843' ASPHALT. PCN 59/F/A/W/T. TODA 16 10827'. TODA 34 10827'. ASDA 16 10040'. ASDA 34 10040'. HIRL. HIALS 34.

0400-2000. PPR PNR 3hr for non-skd. 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' OOAD +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. HIALS.

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: 0430-1130 and by operational requirements.

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 +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. ALS 17. HIALS 35.

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.

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 18. HIALS 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.

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' OEPC +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

SAUDI ARABIA

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 58/F/A/X/T. TODA 11 10827'. TODA 29 10827'. ASDA 11 10040'. ASDA 29 10040'. HIRL. HIALS 29.

0400-2000. PPR PN 3hr to Apt for non-SKED flights. Uncontrolled AD. Customs: By operational requirements.

Jet A-1.

ABN. 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 (King Khaled Intl) Apt of Entry

2049' OERK RUH +03:00 N24 57.8 E046 42.5

Apt Administration 011 221 1313/2710; Fax 011 221 1637.

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. Customs.

F-4, Jet A-1.

ABN. Fire 9.

Riyadh (King Salman AB)

2082' OERY Mil. +03:00 N24 43.3 E046 43.5

SAUDI ARABIA

01/19 13474' ASPHALT. PCN 64/F/A/X/T. TORA 19 12024'. LDA 01 12024'. TODA 19 12024'. ASDA 01 13677'. ASDA 19 13677'. HIRL. HIALS 01. HIALS 19.

15/33 10007' ASPHALT. PCN 70/F/A/X/T. ASDA 15 10745'. ASDA 33 10745'. HIALS 15. 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. LDA 31 5450'. 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 57/F/A/X/T. TODA 08 12959'. TODA 26 12959'. ASDA 08 12369'. ASDA 26 12369'. HIRL. HIALS.

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

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. HIALS 25.

Rwy 07/25 Right-Hand Circuit.

Rwy ends 07/25 concrete PCN 60/R/B/X/T.

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.

SAUDI ARABIA

Fire 2 , CAT 3 by arrangement.

Turaif

2803' OETR TUI +03:00 N31 41.6 E038 43.9

Apt Administration 014 6520352; Fax 014 6520828.

10/28 9843' ASPHALT. PCN 57/F/A/X/T. TODA 10 10827'. TODA 28 10827'. ASDA 10 10040'. ASDA 28 10040'. MIRL.

0400-2000. 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' OEWJ EJH +03:00 N26 11.9 E036 28.6

Apt Operator 014 4421140; Fax 014 4421246.

15/33 10007' ASPHALT. PCN 56/F/A/X/T. TODA 15 10909'. TODA 33 10909'. ASDA 15 10204'. ASDA 33 10204'. HIRL.

H24. PPR, PNR 3hr for non-skd flights. 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.

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.

By operational requirements. CIV PPR. Customs: By operational requirements.

Bandaranaike Intl Colombo see Katunayake**Batticaloa**

10' VCCB BTC Mil. +05:30* N07 42.2 E081
40.8

Apt Operator 11-2441044; Fax 11-2343969.

06/24 3497' BITUMEN.

By operational requirements. CIV PPR. Customs: By operational requirements.

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' BITUMEN.

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 Kankesanturai**Kankesanturai (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. HIALS.

Left and right-hand circuit as appropriate. RWY
clsd btn 0845-1145(UTC) 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.
HIALS 05. HIALS 23.

H24. Customs.

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.

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.

By operational requirements. CIV PPR.

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

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.

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.

05/23 8202' CONCRETE. PCN 110/R/C/W/T.
HIRL. HIALS.

By NOTAM. Customs: PPR 24hr for non-skd
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 Manager 0.472.2160400. Apt Operator Fax
0.472.2160403. Apt Switchboard
0.472.2160402.

16/34 9843' CONCRETE. LCN 100,
PCN 110/R/D/W/T. HIRL. HIALS.

By NOTAM.

Jet A-1.

ABN. Fire 7.

Ahmed-I Hani see Agri**Akhisar see Manisa****Alanya see Gazipasa****Amasya (Merzifon)**

1785' LTAP MZH +03:00 N40 49.8 E035
31.3

ATS Fax (0358) 5351094. Apt Manager (0358)
5351074; Fax (0358) 5351076, 5351140. Apt
Switchboard (0358) 5351016/17/67, 5351092.

05R/23L 10604' ASPH/CONC. LCN 50,
PCN 110/R/C/W/T. HIRL. HIALS 05R. ALS
23L.

By NOTAM.

Jet A-1, JP-8.

ABN. Fire 7.

TURKEY

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. HIALS.

03R/21L 12310' ASPHALT. LCN 100, PCN 110/F/C/W/U. ASDA 03R 12507'. ASDA 21L 12507'. HIRL. HIALS.

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.

PPR. H24.

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 110/R/A/W/T. ASDA 18C 11352'. ASDA 36C 11352'. HIRL. HIALS.

18L/36R 11155' CONCRETE. PCN 110/R/A/W/T. ASDA 18L 11352'. ASDA 36R 11352'. HIRL. HIALS.

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.

H24. Customs.

F-3, O/R. 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 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

TURKEY

Apt Administration Fax 266 713 37 78. Apt Switchboard 266 713 38 30.

18/36 9875' ASPHALT. LCN 50. ASDA 18 10659'. ASDA 36 10367'. HIRL. HIALS.

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 Manager (0266)3761159. Apt Operator Fax (0266)3761306. Apt Switchboard (0266)3761302, 3761418.

05/23 9843' CONCRETE. PCN 110/R/C/W/T. LDA 23 8859'. HIRL. HIALS.

H24. Customs: PPR. Non-skd flights 24hr PPR.

F-3, Jet A-1.

ABN. Fire 7.

Balikesir (Merkez)

340' LTBZ 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

1828' LTCJ BAL +03:00 N37 55.9 E041 07.0

Apt Administration Fax 0488 2181003. Apt Manager 0488 2181004. Apt Switchboard 0488 2180444, 2180450.

02/20 10000' ASPHALT. PCN 87/F/C/W/T, LCN 50. HIRL. HIALS 02.

By NOTAM. Customs: By NOTAM.

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.

12/30 7546' CONCRETE. PCN 100/R/C/W/T, LCN 92. HIRL. HIALS 12.

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 15.3 E029 33.7

Apt Manager (0224) 7818191. Apt Operator Fax (0224) 7818180. 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. HIALS 07L. HIALS 25R.

07R/25L 9820' CONCRETE. LCN 50. TODA 07R 10411'. TODA 25L 10411'. HIRL. HIALS 25L.

H24. Customs: By operational requirements. Customs PPR.

JP-8.

ABN. Fire 8.

Canakkale Apt of Entry

30' LTBH CKZ +03:00 N40 08.3 E026 25.7

TURKEY

Apt Manager (0286) 2121849, (0286) 2140384.
Apt Operator Fax (0286) 2130877, (0286) 2142728. Apt Switchboard (0286) 2131021, 2131243.

04/22 7710' CONCRETE. LCN 100, PCN 105/R/C/W/T. HIRL. HIALS 04.

By NOTAM. Customs.

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 see Tekirdag

Dalaman Intl see Mugla

Denizli (Cardak) Apt of Entry

2795' LTAY DNZ Mil. +03:00 N37 47.3 E029 42.3

Apt Manager (258)8461212. Apt Operator Fax (258)8461149. Apt Switchboard (258)8461139.

06/24 9843' ASPHALT. PCN 70/F/B/X/T. ASDA 06 10138'. ASDA 24 10138'. HIRL. HIALS.

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. Apt Switchboard (412)2332719-20-21-22.

16/34 11644' CONCRETE. PCN 110/R/A/W/T, LCN 75. HIRL. HIALS 16. HIALS 34.

H24. Customs: PPR 24hr for non-skid flights.

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. HIALS.

By NOTAM. Customs: PPR 24hr.

Jet A-1.

ABN. Fire 7.

Erzincan

3791' LTCD ERC +03:00 N39 42.8 E039 31.2

Apt Manager (0446) 2262103; Fax (0446) 2262105. Apt Switchboard (0446) 2262106.

11/29 9843' CONC/ASPH. PCN 85/F/C/W/T. ASDA 11 10040'. ASDA 29 10040'. HIRL. HIALS 11. HIALS 29.

First 1312'(400m) PCN 105/R/C/W/T.

H24. Customs: PPR 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. ATS Fax 0442-3272815. Apt Manager 0442-3272824; Fax 0442-3272940. Apt Switchboard 0442-3272835.

08L/26R 12500' CONCRETE. PCN 110/R/D/W/T, LCN 98. ASDA 08L 12992'. ASDA 26R 12894'. HIRL. HIALS 08L. HIALS 26R.

TURKEY

08R/26L 12500' CONCRETE. LCN 65, PCN 74/R/B/X/T. ASDA 08R 12992'. ASDA 26L 12894'. HIRL. HIALS.

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

09/27 10007' ASPHALT. LCN 50. HIRL. HIALS. 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. PCN 110/R/D/W/T, LCN 110. 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. HIALS.

H24. Customs.

Jet A-1.

ABN. Fire 9.

Gaziemir see Izmir

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. TODA 26 8202'. HIRL. Rwy 08 Takeoff not allowed. Rwy 26 Landing not allowed.

By NOTAM. Customs.

Jet A-1.

ABN. Fire 7.

Gokceada

85' LTFK GKD +03:00 N40 12.0 E025 52.9
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. HIALS.

By NOTAM.

ABN. Fire 5.

Guvercinlik see Ankara

TURKEY

Hakkari (Yuksekoa Selahaddin Eyyubi)

6096' LTCW YKO +03:00 N37 33.0 E044 14.2

Apt Administration Fax 438 3003341. ATS Fax 438 3003342. Apt Manager 438 3003340. Apt Switchboard 438 3003333 (34-39).

11/29 10499' CONCRETE. LCN 78, PCN 75/R/C/W/U. HIRL. HIALS 11. HIALS 29.

By NOTAM.

Fuel: U.

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. HIALS.

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. HIALS.

By NOTAM.

Jet A-1.

ABN. Fire 7.

Imdik see Bodrum**Incirlik AB see Adana****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. 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.

By NOTAM. Customs.

F-3, Jet A-1.

ABN. Fire 8.

Istanbul (Ataturk Intl) Apt of Entry

163' LTBA IST +03:00 N40 58.6 E028 48.8
Apt Administration 02124653262; Fax 02124653250. ATS 02124653283; Fax 02124653260/3278. 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. HIALS.

Rwy 05 Right-Hand Circuit.

17L/35R 9843' CONCRETE. PCN 100/R/A/W/T. TODA 17L 10040'. TODA 35R 10040'. HIRL. HIALS.

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. HIALS.

H24. Customs.

F-4, 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

TURKEY

10040'. ASDA 24 10040'. HIRL. HIALS 06. HIALS 24.

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. HIALS.

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. HIALS.

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)

22' LTFB +03:00 N37 57.1 E027 20.0

Apt Operator (0232) 8926447, 8926025; Fax (0232) 8926376.

09/27 5151' CONCRETE. LCN 35. TODA 09 5545'. TODA 27 5545'. ALS 09.

By NOTAM.

F-4.

ABN. Fire 4.

Kahramanmaraş

1724' LTCN KCM +03:00 N37 32.3 E036 57.1

TURKEY

Apt Manager 0.344.2361897. Apt Operator Fax 0.344.2361896. Apt Switchboard 0.344.2360792.

07/25 7546' ASPH/CONC. PCN 81/F/C/X/T. LDA 25 6562'. TODA 07 8038'. TODA 25 8038'. HIRL. HIALS.

By NOTAM.

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 110/R/C/W/T. ASDA 11 10040'. ASDA 29 10040'. HIRL. HIALS 11. HIALS 29.

By NOTAM. Customs.

Jet A-1.

ABN. Fire 7.

Kars (Kars Harakani)

5889' LTCF KSY +03:00 N40 33.7 E043 06.9

Apt Manager (0474) 2135669. Apt Operator Fax (0474) 2135691. Apt Switchboard (0474) 2135667/68.

06/24 11483' ASPHALT. PCN 100/F/D/W/T, LCN 95. ASDA 06 11680'. ASDA 24 11680'. HIRL. HIALS.

By NOTAM. Customs.

Jet A-1.

ABN. Fire 7.

Kastamonu

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. HIALS.

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. 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. ALS 07. HIALS 25.

H24. Customs.

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.

Koca Seyit see Balikesir**Kocaeli (Cengiz Topel)**

188' LTBQ KCO Mil. +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). 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. HIRL. HIALS 27.

By NOTAM. Customs: As sked traffic.

F-4, Jet A-1, JP-8.

ABN. Fire 7 Fire Cat 4 (MIL).

TURKEY

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. PCN 62/R/D/X/T, LCN 65. TODA 01L 12132'. TODA 19R 12132'. ASDA 01L 11181'. ASDA 19R 11181'. HIRL. HIALS.

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

16/34 4954' ASPHALT. LCN 35.

By NOTAM, CIV tfc 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. HIALS 21R.

RWY 21R: PCN 110/R/B/W/T and LCN 115.

03R/21L 10991' ASPHALT. LCN 50, PCN 33/F/B/X/T. HIRL. ALS 03R. HIALS 21L.

By NOTAM. Customs.

Jet A-1.

ABN. Fire 8.

Malatya (Tulga)

3018' LTAO Mil. +03:00 N38 21.2 E038 15.2

Apt Administration Fax (0422) 3366634. Apt Switchboard (0422) 3368767.

04/22 7520' ASPHALT. HIRL.

By NOTAM.

F-4, JP-8.

ABN. Fire 5.

Manisa (Akhisar)

263' LTBT Mil. +03:00 N38 48.6 E027 50.1

Apt Administration Fax 236 4365006. Apt Switchboard 236 4365001.

14L/32R 9813' CONCRETE. LCN 50. ASDA 14L 10305'. ASDA 32R 10305'. HIRL. HIALS 32R.

14R/32L 9813' CONCRETE. LCN 50.

By NOTAM, CIV tfc 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 Fax 0.482.3133404, 0.482.3133409. Apt Switchboard 0.482.3133400, 0.482.3133401, 0.482.3133402.

03/21 8202' CONCRETE. PCN 110/R/B/W/T, LCN 105. HIRL. HIALS.

By NOTAM.

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. ATS Fax (252) 5230085. Apt Manager (252) 5230230. Apt Switchboard (252) 5230101.

10L/28R 9843' CONCRETE. PCN 105/R/D/W/T. HIRL. HIALS.

TURKEY

10R/28L 9843' CONCRETE. PCN 110/R/D/W/T. TORA 10R 8202'. LDA 10R 8202'. LDA 28L 8202'. TODA 10R 8202'. ASDA 10R 8202'. HIRL. HIALS.

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 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. HIALS 01. HIALS 19.

Rwy 19 Right-Hand Circuit.

H24. Customs.

F-3, Jet A-1.

ABN. Fire 9.

Muried see Ankara

Mus

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.

By NOTAM.

JP-8.

ABN. Fire 7.

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

18' LTFH SZF +03:00 N41 15.9 E036 32.9

ATS Fax (0362) 8448392. Apt Manager (0362) 84488-44, -45. Apt Operator Fax (0362) 8448846. Apt Switchboard (0362) 8448830.

13/31 9843' CONCRETE. PCN 120/R/D/W/T. ASDA 13 10039'. ASDA 31 10039'. HIRL. HIALS 13. HIALS 31.

H24. Customs.

Jet A-1.

ABN. Fire 8.

Sanliurfa (Gap) Apt of Entry

2708' LTCS GNY +03:00 N37 27.4 E038 54.5

Apt Administration (414) 3781120; 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. HIALS.

By NOTAM. Customs: O/R 24hr.

Jet A-1.

ABN. Fire 9.

Sehit Bulent Aydin see Igdir

Selcuk-Efes see Izmir

Serafettin Elci see Sirnak

TURKEY

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. HIRL. HIALS 06.

By NOTAM.

Jet A-1.

ABN. Fire 6.

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. Apt Operator Fax 0486 636 77 06/07. Apt Switchboard 0486 636 77 00-01-02.

11/29 9843' CONCRETE. PCN 97/R/C/W/T, LCN 90. HIRL. HIALS 11. HIALS 29.

By NOTAM.

Jet A-1.

ABN. Fire 7.

Sivas (Nuri Demirag) Apt of Entry

5239' 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. HIALS 01. HIALS 19.

H24. Customs.

Jet A-1.

ABN. Fire 8.

Sivrihisar see Eskisehir**Suleyman Demirel see Isparta****Tekirdag (Corlu)** Apt of Entry

574' 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.

05/23 9843' CONCRETE. PCN 105/R/C/W/T. ASDA 05 10138'. ASDA 23 10138'. HIRL. HIALS 05. HIALS 23.

CIV: H24, MIL: By NOTAM. Customs: H24.

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. PCN 75/F/D/X/T, LCN 69. HIRL. ALS 04.

By NOTAM.

Jet A-1.

ABN. Fire 6.

Trabzon (Trabzon Intl) Apt of Entry

104' 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.

TURKEY

11/29 8661' ASPHALT. PCN 75/R/A/X/T. ASDA 11 8858'. ASDA 29 8858'. HIRL. HIALS 11. HIALS 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 Manager (0276) 2533850. Apt Operator Fax (0276) 2533851, 2533852 (AIS). 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 6.

Van (Ferit Melen) Apt of Entry

5473' LTCL VAN +03:00 N38 28.1 E043 19.9

Apt Administration (0432) 2270007. Apt Operator Fax (0432) 2270008, 05 (AFTN). Apt Switchboard (0432) 2270001, 11.

03/21 9022' ASPHALT. PCN 95/F/C/W/T, LCN 86. HIRL. HIALS 03.

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' 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 Manager 0372 6182299. Apt Operator Fax 0372 6182454. Apt Switchboard 0372 6182457.

18/36 6171' CONCRETE. PCN 85/R/C/W/T. ASDA 18 6269'. ASDA 36 6269'. HIRL. HIALS 36.

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 80/F/B/W/T. TODA 13L 14435'. TODA 31R 14435'. HIRL. HIALS.

13R/31L 13471' ASPHALT. PCN 80/F/B/W/T. TODA 13R 14849'. TODA 31L 14718'. HIRL. HIALS 13R. HIALS 31L.

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 8698'. LDA 31 9107'. TODA 13 8468'. TODA 31 8698'. HIRL. HIALS 31.

Rwy 13 Right-Hand Circuit.

H24. Customs.

F-3, Jet A-1.

ABN. Fire 7, CAT 9 PPR.

Abu Dhabi (Al Dhafra)

76' OMAM Mil. +04:00 N24 14.0 E054 33.0

13L/31R 12008' UNKNOWN. S 31, D-154, DT 778. ASDA 13L 13005'. ASDA 31R 13005'.

13R/31L 12008' UNKNOWN. ASDA 13R 12991'. ASDA 31L 12991'. HIALS.

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. HIALS 01. HIALS 19.

H24. Customs.

F-3, Jet A-1.

Fire 9, 10 O/R 1hr.

Al Bateen Executive see Abu Dhabi
Al Dhafra 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 41/F/B/X/T. RL. HIALS 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

Apt Operator (04) 224 5555; Fax (04) 224 4383.

12/30 14764' ASPHALT. PCN 140/F/A/X/T. HIRL. HIALS.

H24. Customs.

Jet A-1.

Fire 10.

Dubai (Dubai Intl) Apt of Entry

62' OMDB DXB +04:00 N25 15.2 E055 21.9
Apt Administration (04) 2162727; Fax (04) 2244074; hh@emirates.com.

U.A.E.

12L/30R 14108' ASPHALT. PCN 92/F/A/W/T. TORA 12L 13287'. LDA 12L 11811'. LDA 30R 13124'. TODA 12L 13484'. TODA 30R 14305'. ASDA 12L 13700'. ASDA 30R 14587'. HIRL. HIALS.

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 14875'. ASDA 30L 15361'. HIRL. HIALS.

Rwy 12R Right-Hand Circuit.

H24. Customs.

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@fujairah-airport.com.

11/29 12303' ASPHALT. PCN 97/F/A/W/T. LDA 11 10007'. HIRL. ALS 11. HIALS 29.

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.

F-3, Jet A-1, JP-8.

ABN. Fire 9 , 10 O/R 24hr.

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. ALS 16. HIALS 34.

Rwy 16 Right-Hand Circuit.

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 13310'. LDA 12 12326'. LDA 30 12336'. TODA 12 13310'. ASDA 12 13310'. HIRL. HIALS.

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 Island

10' OMBY +04:00 N24 17.0 E052 34.9

Apt Administration (02) 575 7500; Fax (02) 575 5255. Apt Manager (02) 494 2313, (02) 494 2400; Mobile (050) 130 2013; Fax (02) 494 2333.

13/31 8278' ASPHALT. PCN 43/F/B/X/T. ASDA 13 8458'. ASDA 31 8567'.

Rwy 13 Right-Hand Circuit.

SR-SS, PPR.

Fire 5 , Cat 6 O/R 24hr PN.

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.