



Bahrain AIP



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General Information

Location: BAHRAIN BHR ICAO/IATA: OBBI / BAH
Lat/Long: N26° 16.25', E050° 38.02' Elevation: 6 ft

Airport Use: Public Daylight Savings: Not Observed UTC
Conversion: -3:00 = UTC Magnetic
Variation: 2.0° E



Runway Information

Runway 12L: Length x Width: 13005 ft x 197 ft Surface Type: asphalt TDZ-Elev: 8 ft Lighting: Edge, ALS, Centerline, TDZ Displaced Threshold: 1007 ft

Runway 12R : Length x Width: 8301 ft x 148 ft Surface Type: asphalt TDZ-Elev: 8 ft Lighting: Edge, ALS Displaced Threshold: 1007 ft



Runway 30L : Length x Width: 8301 ft x 148 ft Surface Type: asphalt TDZ-Elev: 8 ft Lighting: Edge, ALS Displaced Threshold: 394 ft

Runway 30R: Length x Width: 13005 ft x 197 ft Surface Type: asphalt TDZ-Elev: 8 ft Lighting: Edge, ALS, Centerline, TDZ Displaced Threshold: 1007 ft



DECLARED DISTANCES

RWY Designator	TORA	TODA	ASDA	LDA	Remarks
12L	3964	3964	3964	3657	NIL
30R	3964	3964	3964	3657	NIL
12R	2530	2590	2530	2222	Used as Taxi way H
30L	2530	3130	2530	2410	Used as Taxi way H



Communication Information

ATIS: 127.200

Bahrain Tower: 118.500

Bahrain approach: 127.850

Bahrain control: 127.525





TAXI PROCEDURES

GENERAL ACFT or vehicles shall not cross a RWY holding point until they have received verbal clearance from ATC and the stop bar has been extinguished. Stop bars shall not be crossed without specific ATC clearance as follows: "Unable to turn stop bars off. Cross red stop bar".

SINGLE ENGINE TAXIING

Single engine taxi operations may be exercised by multi engine ACFT provided the following conditions are met: - the Pilots should be familiar with Bahrain International Airport in terms of APT layout; - Pilots executing single engine taxi operation, should comply to ATC instructions as may be issued during taxiing without any delay. Single engine taxi operations shall not be used if: - Taxi or parking will involve a turn of 180 degrees or more, or - the ACFT is on the active RWY or requesting to cross the RWY.



PARKING INFORMATION

Stands: EXECUTIVE Apron E1 thru E4, CARGO Apron 3 thru 7, MAIN Apron 11 thru 20, MIDDLE Apron 41 thru 44, EAST Apron A28 thru 36 and 81 thru 88 equipped with docking guidance system. All transponder-equipped ACFT shall select transponder to standby or off, when fully parked on the stand or gate

OTHER INFORMATION

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RWY 30L / 30R: right hand Circuit

RWY 12L / 12R: left hand Circuit

CIRCLE-TO-LAND Not authorized South of airport between R-180 and R-260 clockwise

Trans level: FL 150

Trans alt: 13000'



ARRIVAL

SPEED RESTRICTIONS

Unless otherwise authorized by ATC, no arriving ACFT below 10,000' may operate at an indicated airspeed of more than 250 KT

RWY OPERATIONS

MINIMUM RWY OCCUPANCY TIME

In order to achieve the maximum RWY utilization, it is essential that landing ACFT vacate the RWY without delay.

Pilots are reminded of their responsibility: - Plan RWY exit point prior to landing. It is preferred that ACFT landing on RWY 12L vacate via TWY F or before, and that ACFT landing on RWY 30R vacate via TWY D or before.

- Do not stop or reduce speed to less than required taxi speed prior to vacating RWY completely. - Vacate RWY expeditiously.



DEPARTURE

START-UP PROCEDURES

Pilots are required to call BAHRAIN Ground 10 minutes prior to start-up for ATC clearance delivery.

TAXI RESTRICTIONS

TWY J is available for night operations subject to the following conditions:

- No centerline lights are provided other than the existing cat-eye reflectors.

- No edge lights are provided other than the existing cat-eye reflectors.

- No lead on/lead off lights are provided.

- Stop-bar, at present, is illuminated continuously, where contrast and on/off functionality still remains uncontrollable by ADC DAY and NIGHT.

- Clearance to cross the stop-bar shall only be issued by ADC when deemed necessary in order for ACFT to proceed DAY and NIGHT.

- Follow-me vehicle will be provided for all ACFT entering TWY J down to the engine-shut down markings DAY and NIGHT.

- Follow-me vehicle will be provided for all ACFT leaving TWY J from the engine-start markings up to the stop-bar only.

Pilot shall then request an individual clearance from ADC to cross the stop-bar for progressive taxiing DAY and NIGHT.



RWY OPERATIONS

MINIMUM RWY OCCUPANCY TIME

In order to achieve the maximum RWY utilization, it is essential that departing ACFT, once cleared for take-off, commence take-off roll without delay. Pilots are reminded of their responsibility:

Report "ready" only when ready for immediate take-off. - Once cleared for take-off, commence take-off roll with minimum delay.

OTHER INFORMATION

All arriving and departing ACFT are requested to advise BAHRAIN Ground of ACFT registration after landing or before takeoff .



SSR Codes

International : 4500 - 4577

ACC/APP : 1621 - 1677

Local IFR : 1601 - 1620

VFR : 1760 - 1767

Military : 1750 - 1757

Semicircular Rules

Westbound Even FL

Eastbound Odd FL



Arrival Operations / Holdings - ACC

	AFNAN	ALMOK	ALTOM	ITNAS	SOLOB
TRK	268°	288°	294°	320°	294°
Turn	Right	Right	Right	Right	Right
Vmax	230kts	N/A	N/A	N/A	N/A
Alt.	FL460 - FL250	FL460 - 6000ft	FL460 - 6000ft	FL460 - 6000ft	FL460 - 6000ft



Arrival Operations / Holdings - Approach

	ALRAS	MARWA	NAGAT	OBSAS	RAZAN	SOGAT	VELOG
TRK	300°	302°	120°	207°	122°	292°	142°
Turn	Right	Left	Left	Right	Right	Right	Left
Vmax	210kts	240kts	210kts	240kts	240kts	240kts	240kts
Alt.	13000ft - 3000ft	FL150 - 5000f	13000ft - 3000f	13000ft - 3000f	FL150 - 5000ft	FL220 - 5000f	FL210 - 5000f



Departure Operations / NO-SID

30R/12L Runway Heading to 4000ft

after airborne contact next adjacent ATC

After airborne RWY 12L Left HDG 070 expect vectors or direct to first Waypoint

After airborne RWY 30R Right HDG 350 expect vectors or direct to first Waypoint

MISSED APCH RWY 12L Climb on 121[^] to 2500' and contact ATC.

MISSED APCH RWY 30R Climb on 301[^] to 2500' and contact ATC.



LOW VISIBILITY PROCEDURES (LVP)

Low Visibility Procedures (LVP) shall be declared at Bahrain International Airport whenever the RVR reading is 1000M or less, or whenever conditions are such that all of the maneuvering area is not visible from the control tower.

The procedures will ensure protection of the ILS sensitive and critical areas to ILS CAT II limits, provide an effective surface movement guidance and control system, and ensure a safe CAT II operations environment.

LVP procedures will not normally be introduced for aircraft carrying out practice CAT II approaches.

Departures

RWY 30R

RWY holding position H shall be used for departure. Intersection departures are not authorized during LVP.

On receipt of take-off clearance, pilots should ensure that they are able to commence take-off without delay.

Strict adherence to ATC taxi instructions is required, refer to the AIP (LVP DEP Taxi route RWY 12L - 30R LOW VISIBILITY PROCEDURE - DEPARTURE RWY 12L-30R).

Notify ATC immediately of any noncompliance to the above requirements



RWY 12L

LOW VISIBILITY PROCEDURES (LVP)

1. WY holding position A1 shall be used for departure traffic. Intersection departures are not authorized during LVP.
2. On receipt of take-off clearance, pilots should ensure that they are able to commence take-off without delay.
3. Strict adherence to ATC taxi instructions is required, refer to the AIP (LVP DEP Taxi route RWY 12L - 30R LOW VISIBILITY PROCEDURE - DEPARTURE RWY 12L-30R).
4. Notify ATC immediately of any noncompliance to the above requirements.

Arrivals

RWY 30R

1. Arriving aircraft may exit the RWY to the south at TWY D or beyond or,
2. Arriving aircraft may exit the RWY to the north at TWY J or TWY Y.
3. Strict adherence to ATC taxi instruction is required, refer to the AIP (LVP ARR Taxi route RWY 12L - 30R LOW VISIBILITY PROCEDURE - ARR RWY 12L - 30R).
4. Report RWY vacated and taxi speed to ATC.



LOW VISIBILITY PROCEDURES (LVP)

Arrivals

RWY 12L

1. Arriving aircraft may exit the RWY to the south at TWY E or beyond
2. Arriving aircraft may exit the RWY to the north at TWY J or TWY Y
3. Strict adherence to ATC taxi instruction is required, refer to the (LVP ARR Taxi route RWY 12L - 30R LOW
4. VISIBILITY PROCEDURE - ARR RWY 12L - 30R).
5. Report RWY vacated and/or taxi speed to ATC.

To ensure the maximum runway utilization during LVP operations, the runway shall not be used as a taxi/towing route except for aircraft required to exit the runway. The runway shall not be used to cross from taxiways J and Y pilots are expected to comply with the operational procedures



AIRSPACES CLASSIFICATION

TS airspaces are classified and designated in accordance with the following:

Class A. IFR flights only are permitted, all flights are subject to air traffic control services and are separated from each other..

Class B. IFR and VFR flights are permitted, all flights are subject to air traffic control service and are separated from each other.

Class C. IFR and VFR flights are permitted, all flights are subject to air traffic control service and IFR flights are separated from other IFR flights

and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights.

Class D. IFR and VFR flights are permitted and all flights are subject to air traffic control service, IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights, VFR flights receive traffic information in respect of all other flights.

Class E. IFR and VFR flights are permitted, IFR flights are subject to air traffic control service and are separated from other IFR flights. All flights receive traffic information as far as is practical.

Class F. IFR and VFR flights are permitted, all participating IFR flights receive an air traffic advisory service and all flights receive flight information service if requested.

Class G. IFR and VFR flights are permitted and receive flight information service if requested.



AIRSPACES DESCRIPTION

Class A Airspace comprises

- All controlled Areas (Airways) FL 150 and above
- BAHRAIN CTA FL 150 and above.

Class C airspace comprises:

- All Controlled Areas (Airways) at and above 4500 FT and below FL 150 .
- BAHRAIN CTA below FL 150

Class B Airspace comprises

- ISA AIRBASE CTR

Class D Airspace comprises:

- BAHRAIN CTR and TMA at and above 1000 FT and below 4500 FT

Within the BAHRAIN FIR / BAHRAIN UIR the Airspace is further divided into five classifications. A, B, C, D and G.

Two ICAO Classifications, E and F which have been adopted by the Kingdom of Bahrain are available for use but at present no portions of BAHRAIN FIR / BAHRAIN UIR Airspace have been classified. Airspace classified as A, B, C and D are Controlled Airspace.