



MIDDLE EAST

AIRWAY MANUAL

Issue Date 11 JUN 26

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

AFGHANISTAN
BAHRAIN
BANGLADESH
BHUTAN
CYPRUS
INDIA
IRAN
IRAQ

ISRAEL
JORDAN
KUWAIT
LEBANON
MALDIVES
NEPAL
OMAN
PAKISTAN

QATAR
SAUDI ARABIA
SRI LANKA
SYRIA
TÜRKİYE
UNITED ARAB EMIRATES
YEMEN

AIRWAY MANUAL AND VFR MANUAL END USER LICENSE AGREEMENT

Effective November 1, 2025

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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

CRUISE TABLE FOR BANGKOK AND YANGON FIRs modified as follows:

360° - 179°: FL290-FL310- FL330, etc

180° - 359°: FL300-FL320-FL240, etc

CAMBODIA

PHNOM PENH FIR ident chgd to 'VDPF'. (N11 E104)

KENYA

FRA (Free Route Airspace) estbld within the Nairobi FIR, above FL245. **ME HL-13, ME HL-14.**

MYANMAR

IATA In-Flight Broadcast Procedure (IFBP) withdrawn within Yangon FIR (VYYF).

YANGON ACC Sectors vertical limits chgd as follows:

Sector 1: FL170 - FL560

Sector 2: FL170 - FL560

Sector 3: FL170 - FL260

Sector 4: FL170 - FL560

PAKISTAN

UPPER LIMIT of ATS routes within Karachi FIR is FL400 unless otherwise specified; UFN.

ME HL-5, ME HL-6, ME HL-7, ME HL-8, ME HI-1, ME HI-2.

SOUTH AFRICAN REP

ATS ROUTE SYSTEM (HIGH) revised within Cape Town and Johannesburg FIR. For details refer to SUPPL A HI-4A. **ME HL-14.**

TURKIYE

FREE ROUTE AIRSPACE (FRA) estbld within Ankara and Istanbul FIRs, FL305 - FL660, 20:00 - 02:00 UTC. **CCN 309.**

VIETNAM

Location indicators of Ha Noi FIR VVVV chgd to VVHN and Ho Chi Minh FIR VVTS chgd to VVHM. CPDLC added.

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

G221 direction from Phu Cat VOR, PCA to BUNTA.

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

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

AFGHANISTAN
ATS ROUTES changed:

A453, OGOGO (N3025.0 E06309.1) to NOLEX, MAA FL290. **ME HL-5, ME HL-6.**

G202, PAROD (N3129.0 E06554.0) - VUSIP, MAA FL290. **ME HL-6.**

G206, BUDBO (N3010.7 E06150.5) to SIBLO, MAA FL 290. **ME HL-5, ME HL-6.**

L509, TAPIS (N3431.0 E06909.0) to LAJAK, MEA FL300. **ME HL-5, ME HI-1.**

L750 RANAH (N3535.0 E06312.0) to BIROS, MEA FL320. **ME HL-5, ME HL-6, ME HI-1.**

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M375, PAROD (N3129.0 E06554.0) to BOTAN, MAA FL290. **ME HL-5, ME HL-6.**

M875, AMDAR (N3712.5 E06720.6) to TAPIS, MEA FL300. **ME HL-5, ME HI-1.**

N644, LEMOD (N3610.0 E06417.5) to DOBAT, MEA FL320. **ME HL-5, ME HI-1.**

P173 withdrawn, TAPIS (N3431.0 E06909.0) to DAVET. **ME HL-5, ME HI-1.**

P628, PAMTU (N3510.1 E06108.1) to ASLUM, MEA FL320. **ME HL-5, ME HL-6, ME HI-1.**

UL333, SOKAM (N3313.3 E06037.9) to SERKA, MEA FL320. **ME HL-5, ME HI-1.**

V338, SAKUX (N3412.6 E06213.3) to TAPIS, MAA FL290. **ME HL-5.**

V390, PAMTU (N3510.1 E06108.1) to SERKA, MAA FL290. **ME HL-5, ME HL-6.**

V717, SAKUX (N3412.6 E06213.3) to OLDEX, MAA FL290. **ME HL-5.**

Z627, OGOGO (N3025.0 E06309.1) to RANRU, MAA FL290. **ME HL-6.**

AHR VOR DME, HRT NDB, in need of flight check.

BANGLADESH
ATS ROUTES changed:

G463, TANAP (N2156.5 E09206.6) - AVLED, 21NM. **ME HL-10.**

R598, DOSKI CRP estbld at N2600.5 E08909.7; Saidpur VORDME (SDP) - DOSKI, 20NM, MEA FL95; DOSKI - VANTU, 7NM, MEA FL75; Saidpur VORDME to VANTU MOCAs 2000T. **ME HL-9.**

W11, NITAX CRP estbld at N2555.5 E08835.2; Saidpur VORDME (SDP) - NITAX - THAKURGAON [VGSG], 20/11NM, MOCAs 2000T/3000T. **ME HL-9.**

W15 realigned; TANAP - PABAN CRP at N2151.7 E09210.4, 141°/321°, 6NM; PABAN - COX'S BAZAR VORDME (CXB), 204°/024°, 26NM. **ME HL-10.**

COX'S BAZAR NDB (CB) decmsnd (N21 E091). **ME HL-13.**

CAMBODIA
ATS ROUTES changed:

W3 redesign Y3. Battambang (BB) NDB replaced by RIMSO (N12 E102). **VTBD.**

Y3 redesign bi-directional BOKAK - RIMSO; RIMSO to TAREG realigned; RIMSO - Siem Reap (REP) VOR 075°/255°, 60 NM, MEA 4000; Siem Reap (REP) VOR - TAREG 085°/265°, 105 NM, MEA 6000 (N13 E104). **VTBD.**

EGYPT
ATS ROUTES changed:

A727, Luxor VORDME (LXR) to Cairo VORDME (CVO), MAA FL200 N-bound (N25 E032). **ME HL-3, ME HI-1, ME HL-2.**

L300, GIBAL (N2437.2 E03634.7) replaced by GIBEL CRP at N2443.2 E03615.4; GIBEL - OTEMO, 64NM. **ME HL-3, ME HI-1.**

L300, GIBAL (N2437.2 E03634.7) to Luxor VORDME (LXR), withdrawn. **ME HL-3, ME HI-1.**

L315, GIBAL (N2437.2 E03634.7) replaced by KUSPA CRP at N2514.4 E03555.3; KUSPA - MOGAP, 65NM. **ME HL-3, ME HI-1.**

L550, KITOT (N2902.1 E03450.8) replaced by KITIT CRP at N2902.0 E03445.5, KITIT - NOVPA, 5NM. **ME HL-3, ME HI-1, ME HL-2.**

L560, LAKTO (N3238.0 E03205.0) to SILKA, MEA FL370 (until 06 Aug 2026). **ME HL-3, ME HL-2.**

L560, SERMA (N3122.0 E03308.6) to Sharm El Sheikh VORDME (SHM), withdrawn. **ME HL-3, ME HL-2.**

L560, Sharm El Sheikh VORDME (SHM) - SILKA, withdrawn (N27 E034). **ME HL-3, ME HL-2.**

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- L604, IMRAD (N2605.1 E03544.7) replaced by IMRID CRP at N2602.9 E03523.5, MOGAP - IMRID, 17NM. **ME HL-3, ME HI-1.**
- L617, Alexandria VORDME (NOZ) to NABSI, chgd to two-way, 301°/121° (N31 E029). **ME HL-2.**
- L677, MENLI (N2947.0 E03152.1) - KAPIT, MAA withdrawn. **ME HL-3, ME HI-1, ME HL-2.**
- L677, PASAM (N2730.8 E03455.7) replaced by PASUM CRP at N2757.2 E03427.7, PASUM - Sharm El Sheikh VORDME (SHM), 4NM; Sharm El Sheikh VORDME to KAPIT, MEA FL90. **ME HL-3, ME HI-1, ME HL-2.**
- M686, GIBAL (N2437.2 E03634.7) replaced by GIBEL CRP at N2443.2 E03615.4; GIBEL - OTEMO, 64NM. **ME HL-3, ME HI-1.**
- M872, NABSI (N3143.9 E02904.3) - SOBAX, chgd to two-way, 121°/301°; SEMRU to Hurgada VORDME (HGD), MAA FL255 NW-bound withdrawn, chgd to one-way SE-bound. **ME HL-3, ME HI-1, ME HL-2.**
- M872, SILKA (N2634.0 E03529.0) replaced by SIKNO CRP at N2646.1 E03456.0, ALMOD - SIKNO, 41NM. **ME HL-3, ME HI-1.**
- M999, DEDLI (N2242.5 E03737.3) replaced by DEDLU CRP at N2245.2 E03733.3, DEDLU - DASPA, 28NM. **ME HL-3, ME HI-1.**
- M999, Luxor VORDME (LXR) to DEDLU, chgd to one-way, SE-bound, MEA FL90, MAA FL255 NW-bound withdrawn (N25 E033). **ME HL-3, ME HI-1.**
- N316, PASAM (N2730.8 E03455.7) replaced by SEPASA CRP at N2725.9 E03439.0, SEPASA - Hurgada VORDME (HGD), 48NM. **ME HL-3, ME HI-1.**
- N697 extended; NOVPA (N2901.9 E03440.3) - KITIT CRP at N2902.0 E03445.5, 264°, 5NM, MEA FL260, one-way W-bound. **ME HL-3, ME HI-1, ME HL-2.**
- P751, Mersa Matruh VORDME (MMA) - DASUM, MEA FL160, MAA withdrawn (N31 E027). **ME HL-3.**
- R775, DEDLI (N2242.5 E03737.3) replaced by DEDLU CRP at N2245.2 E03733.3, DEDLU - DASPA, 28NM. **ME HL-3, ME HI-1.**
- R775, Luxor VORDME (LXR) to DEDLU, withdrawn (N23 E035). **ME HL-3, ME HI-1.**
- T55, DEDLI (N2242.5 E03737.3) replaced by DEDLU CRP at N2245.2 E03733.3, OTEMO - DEDLU, 192NM; ORBIB to Marsa Alam VORDME (MAK), MEA FL260; GINDI - KUNKI, MEA FL330. **ME HL-3, ME HI-1.**
- T55, Marsa Alam VORDME (MAK) to ORBIB, MEA FL240; GINDI - KUNKI, MEA FL260 (N28 E031). **ME HL-3, ME HI-1.**
- V738, Asyut VORDME (AST) to BOVAR, MAA FL200 SE-bound (N27 E031). **ME HL-3.**
- W8, El Kharga VORDME (KHG) to ALPID, MAA withdrawn (N25 E030). **ME HL-3, ME HL-2.**

GEORGIA

- FRA waypoint estbld within Tbilisi FIR:
FOQUS at N4203.9 E04259.7. **ME HI-1.**

GREECE

ATS ROUTES changed:

- N/UN127, ERESO replaced by ADHOT NCRP at N3912.2 E02531.7, RIKSO replaced by NEMOH CRP at N3844.8 E02617.9; Limnos VORDME (LMO) - ADHOT, 156°/336°, 45NM, MEA FL125, ADHOT - NEMOH, 121°/301°, 45NM, MEA FL145. **ME HL-1.**
- N/UN128, ERESO replaced by ADHOT NCRP at N3912.2 E02531.7, RIKSO replaced by NEMOH CRP at N3844.8 E02617.9; Limnos VORDME (LMO) - ADHOT, 156°/336°, 45NM, ADHOT - NEMOH, 121°/301°, 45NM, MEA FL145. **ME HL-1.**
- P14 estbld; Limnos VORDME (LMO) NCRP - ERESO NCRP, 133°/313°, 50NM, MEA

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FL125; ERESO - TIPOT CRP at N3855.2 E02640.4, 117°, 41NM, MEA FL145, one-way SE-bound. **ME HL-1.**

UP14 realigned; PINDO replaced by Limnos VORDME (LMO) NCRP, RIKSO replaced by ERESO NCRP; Limnos VORDME (LMO) - ERESO, 133°/313°, 50NM; ERESO - TIPOT CRP at N3855.2 E02640.4, 117°, 41NM, one-way SE-bound. **ME HL-1.**

INDIA
ATS ROUTES changed:

A474, BODAR (N2236.3 E07413.3) - Songarh NDB (SG) - AKTIV, MOCAs 6500T/5400T. **ME HL-8, ME HL-10, ME HL-11.**

J69, Songarh NDB (SG) - Ozar VORDME (OJR), MOCA 7300T (N21 E073). **ME HL-8, ME HL-10, ME HL-11.**

V10 estbld; Kolhapur VORDME (KLP) CRP - PEGBO CRP, 213°/033°, 32NM, MOCA 6400T, MEA FL85 (N16 E074). **ME HL-8, ME HL-11.**

V31, TEPAL (N2348.7 E08626.1) to Katihar VORDME (KHR), MAA FL460. **ME HL-10, ME HL-9.**

V71, TEPAL (N2348.7 E08626.1) to Jamshedpur VORDME (JJS), MAA FL460. **ME HL-10, ME HL-9.**

V76, IKOSI (N2043.1 E08156.9) to KALRI, MAA FL460. **ME HL-10.**

V78, VEDKU (N2159.4 E08206.7) replaced by Bilaspur VORDME (BLS) CRP at N2159.2 E08206.6; EXUNA to Raipur VORDME (RRP), MAA FL460. **ME HL-10, ME HL-9.**

W10S, Indore VORDME (IID) - Songarh NDB (SG) - AKTIV, MOCAs 7300T/5400T (N21 E075). **ME HL-8, ME HL-10, ME HL-11.**

W64, Durgapur VORDME (DGP) to Ranchi VORDME (RRC), MAA FL460 (N23 E087). **ME HL-10, ME HL-9.**

W92 estbld; AKMIL CRP - ENGIL CRP at N1136.8 E07931.7, 249°/069°, 38NM, MAA

FL 250, MEA FL110, MOCA 3200T; ENGIL - TEGUT CRP - NUVTI CRP, 266°, 17/40NM, MAA FL250, MEA FL110, MOCAs 3200T/7300T, one-way W-bound. **ME HL-8, ME HL-12.**

W93 estbld; ADKAL CRP - ENGIL CRP at N1136.8 E07931.7, 103°, 75NM, MAA FL250, MEA FL110, MOCA 8400T, one-way E-bound. **ME HL-8, ME HL-12.**

W102 estbld; Varanasi VORDME (BBN) CRP - ONERO CRP at N2421.8 E08232.5 - IBUDA CRP, 195°/015°, 67/80NM, MEA FL85, MOCAs 4200T/5400T. **ME HL-10, ME HL-9.**

W134, Songarh NDB (SG) - MIDOK, MOCA 7500T (N21 E073). **ME HL-8, ME HL-10, ME HL-11.**

W151, Songarh NDB (SG) - Ozar VORDME (OJR), MOCA 7300T (N21 E073). **ME HL-8, ME HL-10, ME HL-11.**

W161, Songarh NDB (SG) - Surat VORDME (SUR), MOCA 4500T (N21 E073). **ME HL-7, ME HL-8, ME HL-10.**

Z13, IRPAX CRP (N2615.6 E08352.2) estbld; Lucknow VORDME (LKN) - IRPAX - UNRUV, 163/65NM. **ME HL-9.**

BILASPUR VORDME (BLS) 114.9 cmsnd at N2159.2 E08206.6. **ME HL-10.**

CHENNAI CTR upper limit chgd to FL55 (N12 E080). **ME HL-11.**

KUSHINAGAR CTR estbld; Class 'D', GND-FL150 (N26 E083). **ME HL-9.**

MUMBAI CTA withdrawn (N19 E072). **ME HL-13.**

SONGARH NDB (SG) coords chgd to N2108.6 E07333.5. **ME HL-8, ME HL-10, ME HL-11, ME HL-13, ME HI-1, ME HI-2.**

INDONESIA

ADISUTJIPTO, Yogyakarta location chgd to Sleman (S07 E110).

BANDAR LAMPUNG, Radin Inten II location chgd to LAMPUNG SELATAN (S05 E105).

MIDDLE EAST

BANJARMASIN, Syamsudin Noor location chgd to BANJARBARU (S03 E114).

CENGKARENG (CKG) VOR renamed Jakarta (S06 E106). **ME H/L-14.**

DHOHO renamed KEDIRI (S07 E111).

H.A.S. HANANDJOEDDIN, Tanjung Pandan location chgd to BELITUNG (S02 E107).

MAKASSAR -Sultan Hasanuddin location chgd to MAROS (S05 E119).

MINANGKABAU (MKB) VOR renamed Padang Pariaman (S00 E100). **ME H/L-13, ME H/L-14.**

SOLO, Adi Soemarmo location chgd to BOYO-LALI (S07 E110).

IRAQ

SULAIMANIYAH VORDME (SUL) renamed Jalal Talabani (N35 E045). **ME HL-1.**

ISRAEL

SHAYO HOLDING estbld (N3019.7 E03507.1), inbound track 185°, RIGHT turns, MHA 10000'. **LLBG 10-1.**

JORDAN
ATS ROUTES changed:

G662, BUSRA (N3220.0 E03637.0) to ALKOT, suspended UFN. **ME HL-2.**

R652, KULDI (N3118.8 E03632.2) - KIPAS, suspended UFN. **ME HL-2.**

AMMAN TMA, lower limit 5500' (N32 E035). **ME HL-2.**

MALAYSIA
ATS ROUTES changed:

P628 AKRAB NCRP estbld (N06 30.0 E099 21.3). Langkawi (VPL) VOR - AKRAB - GIVAL 25/86NM. **ME H/L-13.**

Y514 DUBMU RNAV NCRP estbld (N05 29.8 E102 20.7). EMPUR - DUBMU - LERKA 16/22NM. **ME H/L-13.**

MALDIVES
ATS ROUTES changed:

Z652, VRMG (S0041.6 E07309.3) to VRMM, cruising levels chgd to NON-standard, EVEN levels N-bound. **ME HL-13.**

MYANMAR

DAWEI (DWI) NDB decmsnd (N14 E098). **VTBD.**

RESTRICTED AREA VY(R)-20 chgd:

Sectors 1-3 Altitudes: GND - FL90;

Sectors 4-5 extended approx 20 NM to the S. Altitudes: FL80 - FL130;

Sectors 6-7 extended approx 20 NM to the W. Altitudes: GND - FL90;

Sector 8 extended approx 20 NM to the N. Altitudes: GND - FL90 (N12 E098). **VTBD.**

OMAN
ATS ROUTES changed:

AMBOS NCRP (N2303.4 E05954.1) chgd to CRP (L631, N881). **ME HL-13.**

ELIGO NCRP (N2325.0 E05908.8) chgd to CRP (L631, N767). **ME HL-13.**

M628, KUNGO NCRP (N2300.6 E05658.8) chgd to CRP. **ME HL-13.**

OBTIN NCRP (N2302.3 E05859.3) chgd to CRP (A775, N881). **ME HL-13.**

PAKISTAN

Based on AIP SUP 28/26, VOR ident MT frequency 116.700 MHz not available due to installation of new VOR/DME.

MURIDKE NDB (MDK) 260 cmsnd at N3151.9 E07424.1. **ME HL-5.**

REUNION

DZAOUDZI VORDME (DZP) renamed Mayotte-Marcel Henry (S12 E045). **ME HL-14.**

MIDDLE EAST

SAUDI ARABIA

ATS ROUTES changed:

J852, SILKA CRP (N2634.0 E03529.0) renamed EVANO. **ME HL-3.**

J874, IMRAD replaced by ORGOT CRP at N2605.0 E03544.0. **ME HL-3, ME HI-1.**

L300, GIBAL (N2437.2 E03634.7) renamed ORKEN; extended ORKEN - GIBEL CRP at N2443.2 E3615.4, 285°, 19NM, MEA FL160, one-way NW-bound. **ME HL-3, ME HI-1.**

L315 estbld; ORKEN CRP - KUSPA CRP at N2514.4 E03555.3, 312°, 52NM, MEA FL160, one-way NW-bound. **ME HL-3, ME HI-1.**

L550, KITOT (N2902.1 E03450.8) renamed RUKET; extended RUKET - KITIT CRP at N2902.0 E03445.5; 265°, 5NM, MEA FL220, one-way W-bound. **ME HL-3, ME HI-1, ME HL-2.**

L604, IMRAD replaced by ORGOT CRP at N2605.0 E03544.0; extended ORGOT - IMRID CRP at N2620.9 E03523.5, 079°/259°, 19NM, MEA FL160. **ME HL-3, ME HI-1.**

L677, PASAM (N2730.8 E03455.7) renamed RAGPU; extended RAGPU - PASUM CRP at N2757.2 E03437.7, 312°/132°, 36NM, MEA 11500'. **ME HL-3, ME HI-1, ME HL-2.**

L677, RIDEP (N2338.8 E03816.0) to Wejh VORTAC (WEJ), MEA 5500'. **ME HL-3.**

M686, GIBAL (N2437.2 E03634.7) renamed ORKEN; extended ORKEN - GIBEL CRP at N2443.2 E3615.4, 285°, 19NM, MEA FL160, one-way NW-bound. **ME HL-3, ME HI-1.**

M872, SILKA (N2634.0 E03529.0) renamed EVANO; extended SIKNO CRP at N2646.1 E03456.0 - EVANO, 108°, 32NM, MEA FL160, one-way SE-bound. **ME HL-3, ME HI-1.**

M999, DEDLI (N2242.5 E03737.3) renamed REVIP; extended DEDLU CRP at N2245.2

E03733.3 - REVIP, 122°, 5NM, MEA FL160, one-way SE-bound. **ME HL-3, OEJN 10-1, ME HI-1.**

N316, PASAM (N2730.8 E03455.7) renamed RAGPU; extended RAGPU - SEPSA CRP at N2725.9 E03439.0, 247°/067°, 16NM, MEA FL275. **ME HL-3, ME HI-1.**

N697, KITOT (N2902.1 E03450.8) renamed RUKET; extended RUKET - KITIT CRP at N2902.0 E03445.5; 265°/085°, 5NM, MEA FL275. **ME HL-3, ME HI-1, ME HL-2.**

Q510, PASAM (N2730.8 E03455.7) renamed RAGPU; extended RAGPU - SEPSA CRP at N2725.9 E03439.0, 247°/067°, 16NM, MEA 5000'. **ME HL-3, ME HI-1.**

V13, PASAM (N2730.8 E03455.7) renamed RAGPU; Neom Bay VORDME (NEM) coords changed to N2757.0 E03516.8; Tabuk VORTAC (TBK) - Neom Bay VORDME (NEM) - RAGPU, MOCAs 9000T/2300T. **ME HL-3, ME HL-2.**

Z412 estbld; DARAX CRP - SEPSA CRP at N2725.9 E03439.0, 298°/118°, 72NM, MEA 11500'. **ME HL-3, ME HI-1.**

CPDLC avbl within Jeddah FIR from FL290 and above.

For JEDDAH ACC, Data Link ADS is OEJN;

For RIYADH ACC, Data Link ADS is OERK. **OEJN 10-1, ME HL-13.**

Prohibited Areas withdrawn within Jeddah FIR:

OE(P)-61 (N28 E035),

OE(P)-71 (N29 E035),

OE(P)-73 (N29 E035). **ME HL-3, ME HI-1, ME HL-2.**

SOUTH AFRICAN REP

ATS ROUTES changed:

A/UA402 withdrawn; Cape Town VORDME (CTV) to ETMOS (S33 E018). **ME HL-14.**

MIDDLE EAST

A/UA405 withdrawn; OKMUX (S2214.7 E02924.6) to Cape Town VORDME (CTV).
ME HL-14.

TANZANIA

DAR ES SALAAM TMA chgd to 1500'AGL-FL145 Class 'D'; FL145-FL245 Class 'A' (S05 E038). **ME HL-14.**

DAR ES SALAAM UTA withdrawn (S06 E039).
ME HL-14.

THAILAND
ATS ROUTES changed:

W6 EMRUT CRP (N16 00.3 E102 35.6) and AKRET CRP (N16 40.3 E103 08.9) estbld. Khorat (KRT) VOR - ENRUT - Khon Kaen (KKN) VOR 70/30 NM; (KKN) VOR - AKRET - Sakon Nakhon (SKN) VOR 24/65 NM.
VTBD.

W9/Y7/Y28 Takhli (TL) NDB replaced by BLAFF CRP (N15 16.6 E100 17.9). **VTBD.**

W34 Chum Phon (CPN) VOR - SAKUB CRP (N10 06.1 E098 51.2) 47NM; SAKUB - Ranong (RAN) VOR 25NM; 'RAN' VOR - ELPUT CRP (N09 21.9 E098 30.9) 25NM; ELPUT - IGEVI 46NM. **ME H/L-11, ME H/L-12.**

Y2 NEMTE CRP (N16 03.7 E102 29.2) estbld. Khon Kaen (KKN) VOR - NEMTE - UBLOD 30/105 NM. **VTBD.**

Y6 withdrawn Bangkok (BKK) VOR to Chiang Mai (CMA) VOR (N18 E098). RINKA, DUKEN RNAV NCRPs, SANAL NCRP, BORNO and TANGO RNAV CRPs withdrawn. **VTBD.**

Y7 estbld one-way S-bnd Chiang Mai (CMA) VOR - PANTA 148°/(328°), 38NM, MEA 7000; Takhli (TL) NDB - Bangkok (BKK) VOR 169°/(349°), 84NM, MEA 7000; IGPOP NCRP estbld (N16 50.0 E099 47.1). KEXIL - IGPOP - PAKMO 54/31NM. **VTBD.**

Y20 estbld along W1 Bangkok (BKK) VOR - Ubon (UBL) VOR (N14 E102). **VTBD.**

Y23 estbld along W6 Khorat (KRT) VOR - Nakhon Phanom (NKP) VOR (N16 E102).
VTBD.

Y26 estbld one-way N-bnd Bangkok (BKK) VOR - OLVUK RNAV CRP (N14 39.5 E100 12.7) 335°/(155°), 51NM, MEA FL130; OLVUK - UPMUT RNAV CRP (N15 00.7 E100 05.6) 343°, 22NM; UPMUT - ELDAL RNAV CRP (N16 21.1 E099 38.7) 84NM, MEA FL250; ELDAL - NUVLU RNAV CRP (N16 41.8 E099 31.7) 22NM; NUVLU - BEBUV RNAV CRP (N17 27.2 E099 16.2) 48NM; BEBUV - MARNI 348°, 42NM, MEA 7000; MARNI - Chiang Mai (CMA) VOR 38NM. **VTBD.**

Y27 estbld one-way N-bnd Bangkok (BKK) VOR - RIVDU RNAV CRP (N14 42.6 E100 20.3) 344°/(164°), 51NM, MEA FL130; RIVDU - UGUVO RNAV CRP (N15 08.6 E100 11.7) 27NM; UGUVO - OVLEN RNAV CRP (N15 58.1 E099 55.2) 52NM; OVLEN - PAKMO 005°, 22NM; PAKMO - PIBAN CRP (N16 23.2 E099 57.3) 008°, 3NM, MEA 7000; PIBAN - POLOB 50NM; POLOB - IBUBU CRP (N17 51.5 E100 03.6) 001°, 38NM; IBUBU - IKISU NCRP (N18 47.7 E100 03.8) 56NM, cruising levels NON-standard, EVEN levels OVLEN to IKISU; IKISU - DUBEN 011°, 45NM; bidirectional DUBEN - PONUK 014°/194°, 47NM. **VTBD.**

Y28 estbld one-way S-bnd DUBEN - BENDY NCRP (N18 47.9 E100 13.6) 179°, 45NM, MEA 9000, cruising levels NON-standard, EVEN levels; BENDY - Phitsanulok (PSL) VOR 121NM; 'PSL' - PEBLI 30NM, MEA 7000; PEBLI - Takhli (TL) NDB 59NM; 'TL' - Bangkok (BKK) VOR 169°/(349°), 84 NM.
VTBD.

DANGER AREA VT(D)-2 estbld. An irregular-shaped area approx 30 NM S-N by approx 55 NM E-W beginning approx 43 NM N of Bang-

MIDDLE EAST

kok (BKK) VOR. Altitudes Gnd - 6000 MSL (N15 E100). **VTBD.**

DANGER AREA VT(D)-8G estbld. A triangular area approx 10 NM S-N by approx 9 NM E-W beginning approx 70 NM NE of Bangkok (BKK) VOR. Altitudes Gnd - 8000 MSL (N14 E099). **VTBD.**

DANGER AREA VT(D)-31 withdrawn (N of Bangkok [BKK] VOR) (N15 E100). **VTBD.**

DANGER AREA VT(D)-35 withdrawn (E of Hua Hin [HHN] VOR) (N11 E099). **VTBD.**

DANGER AREA VT(D)-40 withdrawn (NE of Rayong [RYN] VOR) (N13 E102). **VTBD.**

DANGER AREA VT(D)-53 withdrawn (E of Phitsanulok [PSL] VOR) (N15 E100). **VTBD.**

DANGER AREA VT(D)-461 estbld. An irregular-shaped area approx 90 NM S-N by approx 31 NM E-W beginning approx 19 NM E of Phitsanulok (PSL) VOR. Altitudes Gnd - 6500 MSL (N15 E100). **VTBD.**

DANGER AREAS estbld:

VT(D)-3A - an irregular-shaped area approx 24 NM S-N by approx 24 NM E-W.

VT(D)-3B - a rectangular area approx 29 NM S-N by approx 25 NM E-W.

Beginning approx 45 NM NE of Rayong (RYN) VOR. Altitudes Gnd - FL140 (N13 E102). **VTBD.**

DANGER AREAS estbld:

VT(D)-5A - an irregular-shaped area approx 21 NM S-N by approx 30 NM E-W.

VT(D)-5B - an irregular-shaped area approx 21 NM S-N by approx 24 NM E-W.

Beginning approx 29 NM S of Hua Hin (HHN) VOR. Altitudes Gnd - 6500 MSL (N11 E099). **VTBD.**

DANGER AREAS VT(D)-16-1/16-2 redesign VT(D)-8B/A (E of Bangkok [BKK] VOR). Altitudes: GND - 12000 MSL and GND - FL460 (N13 E099). **VTBD.**

DANGER AREAS VT(D)-17-1/17-2 redesign VT(D)-8D/C (E of Bangkok [BKK] VOR) (N13 E099). **VTBD.**

DANGER AREAS VT(D)-18-1/18-2 redesign VT(D)-8F/E (NE of Bangkok [BKK] VOR) (N14 E099). **VTBD.**

DANGER AREAS VT(D)-72-1/72-2 redesign VT(D)-6A/B (E of Bangkok [BKK] VOR) (N14 E100). **VTBD.**

SUVARNABHUMI (SVB) VORDME decmsnd (N13 E100). **VTBD.**

SVB VOR/DME 114.4 Mhz CH51Z not available due to relocation until 02 OCT 2026 at 0949Z.

TEMPORARY RESERVED AREA VT(TRA)-2 estbld. A rectangular area approx 10 NM S-N by approx 10 NM E-W beginning approx 47 NM NE of Bangkok (BKK) VOR. Altitudes Gnd - 5000 (N14 E101). **VTBD.**

TEMPORARY RESERVED AREAS estbld:

VT(TRA)-3A - a rectangular area approx 29 NM S-N by approx 19 NM E-W beginning approx 56 NM E of Bangkok (BKK) VOR. Altitudes Gnd - 10000 (N13 E101).

VT(TRA)-3B - an irregular shaped area approx 17 NM S-N by approx 45 NM E-W beginning approx 60 NM SE of Bangkok (BKK) VOR. Altitudes Gnd - FL140 (N13 E102). **VTBD.**

TURKIYE

ATS ROUTES changed:

A/UA17, ELQUL CRP estbld at N3923.6 E03352.9; BALAX - ELQUL - BELSU, 6/25NM. **LTAC 10-1, ME HL-1.**

KULAR (N3834.9 E02838.0) replaced by Kula VORDME (DEN) (L/UL854, N/UN131, T/UT39, T/UT44, T/UT54). **ME HL-1.**

L/UL605, ELQUL CRP estbld at N3923.6 E03352.9; BALAX - ELQUL - BADOX, 6/6NM. **LTAC 10-1, ME HL-1.**

MIDDLE EAST

N161, Erzurum VORDME (ERZ) to BIRZU, MEA FL115, BIRZU - ELTOX, MEA FL125, ELTOX - INDUR, MEA FL115 (N39 E041). **ME HL-1.**

P/UP146, WIDAR CRP estbld at N4007.5 E04213.1), MILQO - WIDAR - YAVUZ, 94/11NM. **ME HI-1, ME HL-1.**

P/UP727, IBLAX replaced by REZOV at N4159.0 E02806.6. **ME HL-1.**

P777 estbld, FENER CRP - DIGBO CRP, 004°, 13NM, DIGBO - IBLAL CRP at N4159.3 E02820.3, 348°, 30NM, MEA 4500', MAA F285, one-way N-bound. **ME HL-1.**

RIKSO (N3850.0 E02626.0) replaced by NEMOH CRP at N3844.8 E02617.9 (N/UN127, N/UN128). **ME HL-1.**

T226 estbld, DIGBO CRP - REZOV CRP at N4159.0 E02806.6, 330°, 32NM, MEA 4500', MAA FL285, one-way NW-bound. **ME HL-1.**

T324 estbld, Erzurum VORDME (ERZ) CRP - WIDAR CRP at N4007.5 E04213.1, 071°/252°, 48NM, MEA FL115, WIDAR - YUWAC CRP at N4014.1 E04254.5 - EMDAH CRP at N4018.1 E04320.2 - FODEC CRP at N4020.4 E04335.6, 072°/252°, 33/20/12NM, MEA FL 125, Erzurum VORDME (ERZ) to FODEC, MAA FL285. **ME HL-1.**

UP14, RIKSO replaced by TIPOT CRP at N3855.2 E02640.4, 118°, 17NM. **ME HL-1.**

UP777 estbld, FENER CRP - DIGBO CRP, 004°, 13NM, DIGBO - IBLAL CRP at N4159.3 E02820.3, 348°, 30NM, MEA FL285, MAA FL660, one-way N-bound. **ME HL-1.**

UT226 estbld, DIGBO CRP - REZOV CRP at N4159.0 E02806.6, 330°, 32NM, MEA FL285, MAA FL660, one-way NW-bound. **ME HL-1.**

UT324 estbld, Erzurum VORDME (ERZ) CRP - WIDAR CRP at N4007.5 E04213.1, 071°/252°, 48NM, WIDAR - YUWAC CRP at N4014.1 E04254.5 - EMDAH CRP at

N4018.1 E04320.2 - FODEC CRP at N4020.4 E04335.6, 072°/252°, 33/20/12NM, Erzurum VORDME (ERZ) to FODEC, MAA FL660, MEA FL285. **ME HL-1.**

W75, BAKIR (N3926.3 E03319.5) to KEMER, MEA FL230. **LTAC 10-1, ME HL-1.**

W105, Tuzkoy VORDME (TZK) to AZBUL, MEA FL135 (N38 E034). **CCN 309.**

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; RUPOM - Yuksekova VORDME, MEA FL180, ufn. **ME HL-1.**

KULAR HOLDING (N3834.9 E02838.0) replaced by Kula VORDME (DEN). **ME HL-1.**

UNITED ARAB EMIRATES
ATS ROUTES changed:

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

T665, DAPER (N2545.4 E05457.5) to OVONA, withdrawn. **ME HI-1, ME HL-7A, ME HL-7B.**

VIETNAM

CON DAO location chgd to Ho Chi Minh.

PHU CAT location chgd to Gia Lai.

RACH GIA location chgd to An Giang.

TUY HOA location chgd to Dak Lak.

TERMINAL CHARTS

GENERAL
INDONESIA

Within JAKARTA and UJUNG PANDANG FIRs, WEST of Longitude 135°E: Trans level: FL 130, Trans alt: 11000'. Within UJUNG PAN-

MIDDLE EAST

DANG FIR, EAST of Longitude 135°E Trans level: FL 180, Trans alt: 18000'.

TERMINAL

Abu Dhabi, (Al Bateen Executive), Based on AIP SUP 52/2025, minimums change as follows: (22-1) RNP Rwy 13 LNAV/VNAV DA(H) CAT A 520' (505'), CAT B 530' (515'), CAT C 550' (535'), CAT D 580' (565'), without lights CAT A & B R1500m, CAT C & D R2400m; LNAV DA/MDA(H) 650' (632'), without lights CAT A & B R1500m, CAT C & D R2400m.

(23-1) VOR Rwy 13 with SDF DA/MDA(H) 630' (612'), without lights CAT A & B R1500m, CAT C & D R2400m.

Based on AIP SUP 52/2025, temporary MOCA on (22-1) RNP Rwy 13 procedure, between 5.0 NM to RWY13 (LNAV only) and 2.5 NM to RWY13 (LNAV only), changed from 770' to 830'.

Abu Dhabi, (Zayed Intl), Based on AIP SUP 17/2026, aircraft stands 201, 202, 203 on Apron 2 are closed.

Based on AIP SUP 18/2026, following TWYs are closed: TWY E between TWY E4 and TWY E6 excluding the intersections; TWY F6 (2 hours prior notice is required to access); TXL E4S between ACFT stand 417 and TWY E4.

Based on AIP SUP 56/2025 the following instrument approach procedures are suspended: (11-2) ILS RWY 13R LOC (GS out) only (with or without D5.0 IAE), (11-3) ILS RWY 31L LOC (GS out) only (with D2.0 IAW), (12-1) RNP Z RWY 13L LNAV only, (13-1) VOR RWY 13R.

Based on SUP 036/25 following RNAV SIDs are temporarily suspended:

(10-3F) ATUDO 4K, KANIP 2U & ORNEL 2K, (10-3G1) KANIP 3P.

(PT 1 OF 2) Based on AIP SUP 08/2026, minimums changed as follows:

(12-2) RNP Z Rwy 13R, LNAV/VNAV, DA(H) CAT A 460' (382'), CAT B 470' (392'), CAT C 490' (412'), CAT D/DL 520' (442'), with lights CAT A & B RVR 1100m, CAT C RVR 1200m, CAT D/DL RVR 1400m, ALS out CAT A & B RVR 1500m, CAT C RVR 1900m, CAT D/DL RVR 2100m;

(12-3) RNP Z Rwy 31L, LNAV/VNAV, DA(H) CAT A 480' (397'), CAT B 490' (407'), CAT C 500' (417'), CAT D/DL 510' (427'), with lights CAT A RVR 1100m, CAT B & C RVR 1200m, CAT D/DL RVR 1300m, ALS out CAT A & B RVR 1500m, CAT C RVR 1900m, CAT D/DL RVR 2000m;

LNAV, DA/MDA(H) 590' (507'), with lights CAT A & B RVR 1500m, CAT C & D/DL RVR 1600m, ALS out CAT A & B RVR 1500m, CAT C & D/DL RVR 2400m.

(12-22) RNP Y Rwy 31L (AR), DA(H) CAT A 480' (397'), CAT B 490' (407'), CAT C 500' (417'), CAT D/DL 510' (427'), with lights CAT A RVR 1100m, CAT B & C RVR 1200m, CAT D/DL RVR 1300m, ALS out CAT A & B RVR 1500m, CAT C RVR 1900m, CAT D/DL RVR 2000m.

(PT 2 OF 2) Based on AIP SUP 08/2026, minimums changed as follows:

(13-2) VOR Rwy 31L, with D3.0 ADV and w/o D3.0 ADV, DA/MDA(H) 590' (507'), with lights CAT A & B RVR 1500m, CAT C & D RVR 1600m, ALS out CAT A & B RVR 1500m, CAT C & D RVR 2400m.

SMA between RADSO and D3.0 changed from 580' to 590'.

Abu Simbel, Egypt, (10-9) CAUTION: Birds in vicinity of airport (based on SUP 11-26).

Approach control through Tower frequency 118.1 MHz withdrawn.

Agartala, India, (13-2) VOR RWY 36, due to Rwy 36 elev update to 56' following changes

MIDDLE EAST

apply : MDA(H) should read 450'(394'); in the briefing strip FAF altitude and HAT values for D6.1 should read 1800'(1744'); Rwy elev in profile view should read 56'. Chart will be updated with 5 JUN 26 revision date.

(All procedure charts) *AGARTALA Approach(TWR/APP) callsign changed to *AGARTALA Tower(APP). The revised charts will be published in revision 22 MAY 26.

Ahmedabad, India, (Sardar Vallabhbhai Patel Intl), (13-1) VOR RWY 05 - approach lights to read SALS instead of HIALS.

(13-2) VOR RWY 23 - approach lights to read PALS CAT I instead of HIALS.

Al Ain, United Arab Emirates, (Al Ain Intl), (11-1) ILS Z Rwy 01, (11-2) ILS Y Rwy 01, (12-1) RNP Rwy 01, (12-2) RNP Rwy 19, (13-1) VOR Z Rwy 01, (13-2) VOR Y Rwy 01, (13-3) VOR Z Rwy 19, (13-4) VOR Y Rwy 19 following note withdrawn: Flying over city of Al Ain and other built up areas prohibited below 3000' except ACFT/helicopters landing or taking-off at downtown RWY and helipads.

Based on AIP SUP 44/2025, Twy N and helicopter landing area (located on Twy N) closed. All helicopter operations to be conducted from Rwy 01/19 in accordance with ATC instructions.

Alexandria, Egypt, (Alexandria Intl), (20-3) RNAV SID NOZ 1B suspended.

(20-3, 20-9B/9C, 21-1/BLK) Read IATA code as HBE.

An Giang, Vietnam, (Phu Quoc Intl), Due to construction works and unserviceability of ILS/DME systems for Rwy 10/28, all ILS approach procedures for Rwy 10 and Rwy 28 are not available until 1659 31 JUL 2026.

Refer also to the latest NOTAMS.

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

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

Aurangabad, India, (All procedure charts) Communication call sign changed to *AUR-ANGABAD Tower (TWR/APP). The revised charts will be published in revision 22 MAY 26.

Ayodhya, India, (Maharishi Valmiki Intl, Ayodhyadham), (12-1) RNP Rwy 11, LPV minimums changed as follows: DA(H) 650' (321'), with lights CAT A, B & C R1100m, CAT D NOT APPLICABLE, ALS out CAT A, B & C R1500m, CAT D NOT APPLICABLE.

(12-2) RNP Rwy 29, LPV minimums changed as follows: DA(H) 620' (292'), with lights CAT A, B & C R650m (R750m when a Flight Director or Autopilot or HUD to DA is not used), CAT D NOT APPLICABLE, ALS out CAT A, B & C R1400m, CAT D NOT APPLICABLE.

Baghdad, Iraq, (Baghdad Intl), Based on SUP 02-25, the instrument landing system ILS 15L I-YDB 110.7MHZ of Baghdad International Airport (ORBI) is out of service due to maintenance.

Bali, Indonesia, (I Gusti Ngurah Rai), (10-9B) PARKING STANDS, (10-9C) PARKING STAND COORDS. Per AIRAC SUP 020-26 Aircraft stand number A7 thru A10 are closed due to operational reasons. Refer also to the latest NOTAM.

Bangkok, (Don Mueang Intl), (10-9D) PARKING STANDS & COORDS (SOUTH & EAST APRON), aircraft stand from S3 thru S5 closed due to construction works of hangar 2001'(610m) beyond Rwy 03R threshold, 755'(230m) right side of centerline. Aircraft shall take caution while taxiing. Aircraft stand S6 available for aircraft up to code C.

Airspaces VT(D)-18 should be read as VT(D)-8F, VT(D)-72B should be read as VT(D)-6B and VT(D)-72A should be read as

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VT(D)-6A. The revised charts will be published in revision 22 MAY 2026.

Bangkok, (Suvarnabhumi Intl), From 0000 UTC 7 March 2025 Visual Docking Guidance System (VDGS) of aircraft stands 101 thru 114 is unserviceable. The aircraft are strongly advised to strictly follow the marshaller's signal.

Rapid Exit Taxiway Indicator Lights (RETILS) for Rwy 01/19 rapid exit Twy B3, B5, B7, B8, B10 and B11 and for Rwy 02R/20L rapid exit Twy E5, E7, E9, E12, E13 and E15 are unserviceable from 25 DEC 2025 until further notice. Refer also to the latest NOTAM.

Suvarnabhumi DVOR/DME (SVB) 111.4 MHZ CH51X not available due to relocation from 28 November 2024 at 0001 UTC to 02 October 2026 at 0949 UTC.

Banjarbaru, Indonesia, (Syamsudin Noor), (11-1) ILS OR LOC Rwy 10 - Per AIRAC SUP 17-26 Middle Marker is unserviceable from 16 APR 2026 until 31 DEC 2026, MAP should read D0.6 BDM. Refer also to the latest NOTAM.

Bengaluru, (Hal), (21-1) ILS Rwy 27, (23-1) VOR Rwy 09, (23-2) VOR Rwy 27: BIA VOR was relocated. Radials of BIA VOR under clarification.

Bengaluru, (Kempegowda Intl), Construction works on apt (based on SUP 168-25). Refer to temporary charts 10-8/10-8A and latest NOTAMS.

Bengkulu, Indonesia, (Fatmawati Soekarno), (10-1R) RADAR MNM ALTS is suspended and replaced by temporary (10-1R-0) RADAR MNM ALTS (Based on SUP 035/26)

(10-2) BIBUL, LEBEG, PLB, SOVMI & UDUTO 1C, TOLIT 1F ARRS, (10-2A) BIBUL, LEBEG, PLB, SOVMI & UDUTO 1D, TOLIT 1G ARRS are unusable due to unserviceability of BKL VOR. (Based on SUP 035-26).

(10-3) RWY 13 DEPS, (10-3A) RWY 31 DEPS are unusable due to unserviceability of BKL VOR. (Based on SUP 035-26).

(11-1) ILS OR LOC Rwy 13, (13-1) VOR Rwy 13, (13-2) VOR Rwy 31 - Per AIRAC SUP 35-36 procedures are unavailable due to unserviceability of BKL VOR/DME. Refer also to the latest NOTAM

Bhairahawa, Nepal, (Gautam Buddha Intl), (10-9) RWY 10/28 RL intensity changed from RL to HIRL. Sequenced Flashing Lights (SFL) for RWY 28 installed (based on Amdt 05-23).

(10-9): Parallel TWY E closed between TWYs B and C due to construction works on Domestic Apron and near Approach lights RWY 28. Caution during Take-off and Landing advised. TWYs B and C will be available for landing and departing aircrafts (based on SUP 02-26).

Biak, Indonesia, (Frans Kaisiepo), (16-1) NDB RWY 11: Procedure NDB Rwy 11 not available due to NDB unserviceability

Bima, Indonesia, (Sultan Muhammad Salahuddin), (10-9) AIRPORT, AIRPORT INFO, TAKE-OFF MNMS . Per AIRAC SUP 018-26 REIL Rwy 32 is unserviceable. Refer also to the latest NOTAM.

(10-9) AIRPORT, AIRPORT INFO, TAKE-OFF MNMS . Per AIRAC SUP 019-26 PAPI Rwy 32 is unserviceable. Refer also to the latest NOTAM.

Bolaang Mongondow, Indonesia, (10-9) AIRPORT, PARKING, AIRPORT INFO, TAKE-OFF MNMS. PAPI-L Rwy 29 is unserviceable due to technical reason from 27 November 2025 until 26 November 2026.

Buri Ram, Thailand, (11-1) ILS or LOC Z Rwy 04 and (11-2) ILS or LOC Y Rwy 04 not available due to IBRM ILS suspension from 02 Nov 2023 at 0001 UTC to 04 Dec 2029 at 0001 UTC.

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Ca Mau, Vietnam, (10-2 & 10-2A) SHOULD NOT BE USED UNTIL 31 OCT 26 DUE TO TEMPORARY CLOSURE OF CA MAU AIRPORT.

(10-3 & 10-3A) SHOULD NOT BE USED UNTIL 31 OCT 26 DUE TO TEMPORARY CLOSURE OF CA MAU AIRPORT.

Ca Mau Airport is temporarily closed due to construction from 0000 UTC on 30 OCT 2025 until 1659 UTC on 31 OCT 2026. Please refer to latest NOTAMS.

Cairo, (Cairo Intl), D-ATIS (data link) u/s (based on SUP 19-26).

RNAV (GNSS) approach should not be planned at Cairo Intl airport due to GPS jamming within 10NM from Cairo ARP (based on SUP 22-26).

Unauthorized laser beams have been observed in AD vicinity. Pilots should report to ATC immediately and avoid any eye contact (based on SUP 21-26).

Cairo, (Sphinx Intl), (10-9) CAUTION: Birds in vicinity of airport (based on SUP 17-26).

Chiang Mai, Thailand, (Chiang Mai Intl), (10-9A) PARKING STANDS & COORDS - aircraft stand 1 temporary closed for improvements to enhance aircraft parking compatibility. Refer also to the latest NOTAMS.

Chumphon, Thailand, From 0001 UTC 30 OCT 2025 Chumphon Glide Path (ICPN) 333.80 MHz (104249.31N 0992205.84E) Rwy 24 ILS will be temporarily suspended due to the group of highest trees at 1.7NM - 1.8 NM to Runway threshold.

Da Nang, Vietnam, (Chu Lai), (21-1) ILS Y RWY 32 (CAT C & D),

(21-2) ILS Z RWY 32 (CAT A & B),

(21-3) ILS X RWY 32,

(21-4) ILS W RWY 32,

(22-2) RNP Z RWY 32,

(22-3) RNP Y RWY 32,

(23-3) VOR Y RWY 32 (C & D),

(23-4) VOR Z RWY 32 (A & B):

Procedures unserviceable until 11 SEP 2026.

Dalbandin, Pakistan, RWY 13/31 not available for operations, based on SUP 43-25.

Delhi, India, (Indira Gandhi Intl), (10-3D to 10-3G) LKN SIDs, AWY continuation under clarification.

Deoghar, India, (12-1) RNP Y Rwy 09, LNAV minimums changed as follows: MDA(H) 1440' (681'), CAT A & B with lights R1500m & ALS out R1500m, CAT C with lights R2400m & ALS out R2400m.

Dera Ismail Khan, Pakistan, Rwy 12/30 is not available for operation (based on SUP 08/26).

Dhaka, Bangladesh, (Hazrat Shahjalal Intl), (10-9A) Stands coordinates read as follows: C15 thru C17 (N23 51.0 E090 24.0), C24 (N23 50.8 E090 24.2) and C25 thru C27 (N23 50.7 E090 24.2). The revised chart will be published in revision 22 MAY 26.

Dharavandhoo, Maldives, AFIS will be provided at times in place of ATC. Pilots will be informed via radio on initial contact of the service being provided (based on SUP 29-25).

Dibrugarh, India, ATIS changed to D-ATIS.

Doha, Qatar, (Doha Intl), (12-1) RNP Rwy 15, minimums changes as follows: DA/MDA(H) 700' (663'), with lights and ALS out CAT A & B R1500m, CAT C&D R2400m.

Dubai, (Al Maktoum Intl), (21-3) ILS Rwy 31 (EFTA), (22-3) RNP Rwy 13 (EFTA) and (22-4) RNP Rwy 31 (EFTA), circle-to-land minimums for CAT B changed from 740' (569') to 750' (579') due to cranes activities.

Based on SUP 14/2026, (22-3) RNP Rwy 13 (EFTA) LNAV/VNAV DA(H) changed for cat A: 490'(335'), cat B: 510'(355'), RVR not changed, LNAV DA/MDA(H) changed to 610'(455'), RVR not changed. (22-4) RNP

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Rwy 31 (EFTA) LNAV/VNAV DA(H) changed for cat A: 440'(285'), cat B: 450'(295'), RVR not changed, LNAV DA/MDA(H) changed to 580'(425'), RVR not changed.

Vicinity charts based on AIP ENR 6-4.1, AIP ENR 6-4.2 available. Refer to OMDB Vicinity charts 19-10 and 19-11.

Dubai, (Dubai Intl), (12-3) RNP Rwy 30L, holding at EGNOT should read: MAX 230 KT, MANDATORY 3000; EGNOT waypoint should read: MANDATORY 3000.

(12-4) RNP Rwy 30R, holding at EGNOT should read: MAX 230 KT, MANDATORY 4000; EGNOT waypoint should read: MANDATORY 4000.

(12-3) RNP Rwy 30L, LNAV/VNAV minimums changed as follows: DA(H) CAT A 380' (320'), CAT B 390' (330'), CAT C 400' (340'), CAT D/DL 410' (350'), with lights CAT A R750m (with TDZ & CL & HUD R700m), CAT B & C R800m, CAT D/DL R900m, ALS out CAT A R1400m, CAT B & C R1500m, CAT C & D/DL R1600m.

(12-4) RNP Rwy 30R, LNAV/VNAV minimums changed as follows: DA(H) CAT A 380' (347'), CAT B 390' (357'), CAT C 400' (367'), CAT D/DL 410' (377'), with lights CAT A & B R900m, CAT C & D/DL R1000m, ALS out CAT A & B R1500m, CAT C & D/DL R1700m.

Based on AIP SUP 23/2025, (11-1) ILS Rwy 12L, due to crane activities in the vicinity of OMDB aerodrome, LOC (GS out) minimums changed as follows:

DA/MDA(H) 530'(518'), CAT A&B with lights R1500m, ALS out R1500m, CAT C&D with lights R1600m, ALS out R2400m.

El Arish, Egypt, (El Arish Intl), RWY 16/34 closed. (13-1) VOR Rwy 34 suspended. RWY 16R/34L available for landing VFR only. Refer to temporary chart 10-8 and latest NOTAMs (based on SUP 23-26).

El Tor, Egypt, TWR freq changed to 121.3 MHz

AIRPORT, AIRPORT INFO (19-1), VAR changed to 05°E, Rwy bearing changed to 099°/279°.

The revised charts will be published in revision 19 JUN 26.

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

Faisalabad, Pakistan, (Faisalabad Intl), Based on SUP 34-25, ACFT arresting barriers net assembly installed at 30ft/09m before THR RWY 03R and 279ft/85m before THR RWY 21L. Barrier will remain in down position for all traffic during landing and take-off except for fighter ACFT. No ACFT is permitted to roll over the barrier while lining up for take-off or landing unless in emergency. ACFT to use minimum power while turning around on turnpads RWY 03R/21L.

Based on SUP 35-25, ACFT arresting barriers net assembly installed at 164ft/50m before THR RWY 03L and 21R. Barrier will remain in down position for all traffic during landing and take-off except for fighter ACFT. No ACFT is permitted to roll over the barrier while lining up for take-off or landing unless in emergency. ACFT to use minimum power while turning around on turn pads RWY 03L/21R.

Falam, Myanmar, (Surbung), Aerodrome Beacon (ABN) withdrawn.

Simple Approach Light System (SALS) installed on Rwy 18.

Fujairah, United Arab Emirates, (Fujairah Intl), Based on AIP SUP 12/2023, VOR FJV frequency 113.800 MHz is out of calibration and false indication is possible.

Based on AIP SUP 48/2025, (11-1) ILS X or ILS W Rwy 29, (12-3/12-3A) RNP Z Rwy 29, (12-4) RNP Y Rwy 29, (13-1) VOR X or VOR W Rwy 29 approach procedures are not available.

Based on SUP 48/2025 all SIDs for RWY 11/29 are not available.

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Based on SUP 48/2025 all STARs for RWY 29 are not available.

Rescue and fire fighting services (RFFS) CAT 10 operation not available.

Fuvahmulah Island, Maldives, (Fuvahmulah), AFIS will be provided at times in place of ATC. Pilots will be informed via radio on initial contact of the service being provided (based on SUP 33-25).

Goa, India, (Dabolim), (12-1) RNP Z Rwy 26, LPV minimums changed as follows: DA(H) 630' (442'), with lights CAT A & B R1500m, CAT C & D R1900m, ALS out CAT A & B R1500m, CAT C & D R2100m.

Gondia, India, (10-9) AIRPORT, AIRPORT INFO, TAKE-OFF MNMS, (13-2) VOR RWY 22: Approach light RWY 22 should read SALS (LIH) instead of SAPL (LIH).

(11-1) ILS or LOC Rwy 04, minimums for LOC (GS out) with D6.0 IGON changes as follows: MDA(H) 1420'(428'), CAT A & B R1500m, CAT C R2000m, CAT D NOT APPLICABLE.

(13-1) VOR Rwy 04, minimums changed as follows: with D6.5 temporarily withdrawn, without D6.5 MDA(H) 1480'(488'), CAT A & B R1500m, CAT C R2300m, CAT D NOT APPLICABLE.

Gorgan, Iran, (10-9) Sequenced Flashing Lights System (SFLS) for Rwy 13 installed.

Guwahati, India, (Lokpriya Gopinath Bordoloi Intl), (11-1) ILS or LOC Rwy 02, LOC (GS out) straight-in landing minimums changed as follows:

with D3.0 IGHT, CDFA, MDA(H) 580' (417'), with lights CAT A & B R1500m, CAT C & D R1900m, ALS out CAT A & B R1500m, CAT C & D R1900m;

with D5.0 IGHT, CDFA, MDA(H) 1200' (1037'), with lights CAT A & B R1500m, CAT C & D R2400m, ALS out CAT A & B R1500m, CAT C & D R2400m;

without D3.0 IGHT or D5.0 IGHT, CDFA, MDA(H) 1800' (1637'), with lights CAT A, B, C & D R5000m, ALS out CAT A, B, C & D R5000m.

(13-1) VOR Rwy 02, straight-in landing minimums changed as follows: CDFA, MDA(H) 1800' (1637'), with lights CAT A, B & C R5000m, CAT D NOT APPLICABLE, ALS out CAT A, B & C R5000m, CAT D NOT APPLICABLE.

(13-2) VOR Rwy 20 straight-in landing minimums changed as follows:

with D3.0, CDFA, MDA(H) 660' (497'), CAT A & B R1500m, CAT C & D R2300m;

without D3.0, CDFA, MDA(H) 1310' (1147'), CAT A & B R1500m, CAT C & D R2400m.

Gwadar, Pakistan, (New Gwadar Intl), IATA code is GWD.

Hai Phong, Vietnam, (Cat Bi Intl), Approach communication call sign and frequency should read: NOI BAI Approach 125.1.

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

AHR VOR/DME and HRT NDB: Flight check required. Not available for operational use.

Arrivals are to expect to be cleared by KABUL Center from the TCP to IAF to execute selected IAP and to be handed over to OAHN TWR when approaching IAF.

Departures shall execute selected SID to TCP and shall be handed over from OAHN Tower to KABUL Center prior leaving OAHN CTR.

Design criteria of procedures may differ between airports. Use procedures subject to own risk assessment, and always refer to current NOTAMS.

Only communication service is HERAT Information 123.350 (AFIS), available 0030-1630UTC.

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Hurghada, Egypt, (Hurghada Intl), (10-9) RWY 16L/34R closed except the intersected portions with TWY E and TWY H for ACFT taxiing purposes to/from apron (based on SUP 18-26)

AIRPORT, AIRPORT INFO, TAKE-OFF MNMS (10-9), MEHT added for Rwy 16L/R 74', for Rwy 34R 65', for Rwy 34L 64'.

The chart will be published in revision 19 JUN 26.

Imphal, India, (10-3D to 10-3G) All conventional SIDs under clarification due to IIM VORDME relocation, CAUTION advised.

(all approach procedures) IMPHAL Approach 118.550 is a backup frequency and will be withdrawn from charts. The revised charts will be published in revision 22 MAY 2026.

Indore, India, (Devi Ahilya Bai Holkar), (11-1) ILS or LOC Rwy 25, LOC (GS out) with D3.6 IILDR minimums changed as follows: CDFA MDA(H) 2260'(421') CAT A & B with lights R1500m ALS out R1500m, CAT C & D with lights R1600m ALS out R2000m. Note: VNAV DA(H) in lieu of MDA(H) requires height loss adjustment.

Islamabad, Pakistan, (Islamabad Intl), Occasional GPS interference within 100 NM around Lahore and other parts of Karachi and Lahore FIRs. Report to ATC and take measures for safe navigation.

Jakarta, (Halim Perdanakusuma), (26-1) NDB Rwy 24. Per SUP 42/26 procedure not usable due to unserviceability of AL NDB. Refer also to the latest NOTAM.

Jakarta, (Soekarno-Hatta), (11-3) ILS OR LOC RWY 24. Procedure is not usable due to unserviceability of ILS and GP Runway 24 from 27 November 2025 until 27 November 2026.

Airport name should read SOEKARNO-HATTA.

Jalgaon, India, (10-9) Isolation Bay alternate position is turn pad RWY 27 (based on AIRAC SUP 147-25).

IATA code is JLG.

Jambi, Indonesia, (Sultan Thaha), (10-1R) RADAR MNM ALTS is suspended and replaced by temporary (10-1R-0) RADAR MNM ALTS (Based on SUP 035/26)

Approach lighting for Rwy 31 and Runway End Identifier Lights (REIL) for Rwy 13 are unserviceable due to technical reason.

Jewar, India, (Noida Intl), IATA code for the airport should read DXN.

Kaadeddhoo Island, Maldives, (Kaadeddhoo), AFIS will be provided at times in place of ATC. Pilots will be informed via radio on initial contact of the service being provided (based on SUP 31-25).

Kabul, Afghanistan, (Kabul Intl), Design criteria of procedures may differ between airports. Use procedures subject to own risk assessment, and always refer to current NOTAMS.

Kadhoo Island, Maldives, (Kadhoo), AFIS will be provided at times in place of ATC. Pilots will be informed via radio on initial contact of the service being provided (based on SUP 30-25).

Kandla, India, (12-1) RNP Z Rwy 05 (LPV only), minimums changed as follows: DA(H) 521' (424'), with lights CAT A & B R1500m, CAT C & D NOT APPLICABLE, ALS out CAT A & B R1500m, CAT C & D NOT APPLICABLE.

(12-2) RNP Z Rwy 23 (LPV only), minimums changed as follows: DA(H) 431' (334'), with lights CAT A & B R1100m, CAT C & D NOT APPLICABLE, ALS out R1500m, CAT C & D NOT APPLICABLE.

Kannur, India, (Kannur Intl), (11-1) ILS Rwy 25, LOC (GS out) with D3.0 IKAN minimums changed as follows: CDFA, MDA(H) 860'(543'), with lights CAT A & B R1500m,

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CAT C & D R2100m, ALS out CAT A & B R1500m, CAT C & D R2400m. Note: VNAV DA(H) in lieu of MDA(H) requires height loss adjustment.

(11-1) ILS Rwy 25, LOC (GS out) with D3.0 IKAN minimums changed as follows: MDA(H) 860'(543') with lights CAT A&B R1500m, CAT C&D R2100m, ALS out CAT A&B R1500m, CAT C&D R2400m.

Kao, Indonesia, (Kuangbang), (13-1) VOR Y RWY 36 and (13-2) VOR Z RWY 36: Procedures are not usable. KAO VOR/DME is unserviceable due to technical reason.

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

Occasional GPS interference within 100 NM around Lahore and other parts of Karachi and Lahore FIRs. Report to ATC and take measures for safe navigation.

Katunayake, Sri Lanka, (Bandaranaike Intl Colombo), (11-1/11-2) Instrument Approach Procedures related to ILS/DME RWY 04 not available (based on AIRAC SUP 04-25)

Kirkuk, Iraq, (Kirkuk Intl), Procedures (11-1) ILS Z or LOC Rwy 31, (11-2) ILS Y or LOC Rwy 31, (11-3) ILS X or LOC Rwy 31, (11-4) ILS W or LOC Rwy 31, (13-1) VOR Z Rwy 13, (13-2) VOR Y Rwy 13, (13-3) VOR Z Rwy 31, (13-4) VOR Y Rwy 31, (13-5) VOR X Rwy 31 and (13-6) VOR W Rwy 31 not available.

Kishangarh, India, (12-3) RNP Y RWY 05, final approach segment SDF 3.7 NM to RW05 is withdrawn temporary and LNAV minimums changed temporary as follows: MDA(H) 2450' (978'), CAT A & B with lights R1500m & ALS out R1500m, CAT C with lights R2400m & ALS out R2400m.

(12-4) RNP Y RWY 23, final approach segment SDF 3.0 NM to RW23 is withdrawn temporary and LNAV minimums changed temporary as follows: MDA(H) 2300' (823') CAT A

& B with lights R1500m & ALS out R1500m, CAT C with lights R2400m & ALS out R2400m.

Kolkata, India, (Netaji Subhash Chandra Bose Intl), (11-1) ILS or LOC Rwy 01R, LOC (GS out) straight-in landing with D3.7 ICAL changed as follows: MDA(H) 480' (462), with lights CAT A, B, C and D R1500m, ALS out CAT A & B R1500m, CAT C & D R2200m.

(13-1) VOR Rwy 01L with D5.0 minimums changed as follows: MDA(H) 450'(432') with lights CAT A&B R1500m, CAT C R1600m, CAT D NOT APPLICABLE, ALS out CAT A&B R1500m, CAT C R2000m, CAT D NOT APPLICABLE.

Kooddoo Island, Maldives, (Kooddoo Airport), AFIS will be provided at times in place of ATC. Pilots will be informed via radio on initial contact of the service being provided (based on SUP 32-25).

Kulon Progo, Indonesia, (Yogyakarta Intl), Per AIRAC SUP 23/26 YOGYAKARTA Tower hours of operation are 2300-1400. Refer also to the latest NOTAM.

Kupang, Indonesia, (El Tari), All RNP STARs and SIDs (10-2B, 10-2C, 10-3B, 10-3C) are suspended and replaced by temporary RNP STARs and SIDs (10-2B-0, 10-2C-0, 10-3B-0, 10-3C-0). (Based on SUP 013/26)

Kuwait, Kuwait, (Kuwait Intl), Based on AIP SUP 14/25, due to work in progress in new Terminal 2 localizer signal Rwy 15L might experience signal fluctuation pilot shall take extra caution and report any signal fluctuation to ATC.

Based on SUP 01/26, as a result of runway closure and ILS removal, the following procedures are hereby withdrawn until 22 FEB 2027: (11-1) ILS Z RWY 15L, (11-1A) CAT II ILS Z RWY 15L, (11-5) ILS Z RWY 33R & (11-5A) CAT II ILS Z RWY 33R.

Based on SUP 01/26, temporary closure of RWY 15L/33R at Kuwait Intl Airport due to

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rehabilitation and development works. As a consequence of the runway closure, the following taxiways and stands will also be closed: Twy E2 (affected portions), RWY 15L Loops (Main Loop 1 and Loop 2), RWY 33R Loops (Main Loop 1 and Loop 2), stands number 44, 45 and 46. Following ILS and DME will be withdrawn for the duration of works: RWY 15L ILS/DME IKIC (110.1 MHz), RWY 33R ILS/DME IKID (110.5 MHz). Aircraft ground movements shall be conducted in accordance with ATC instructions. Pilots shall comply with all related NOTAMS. Alternative runways, navigation aids and taxi routes will be instructed by ATC.

(PT 1 of 3) Based on AIP SUP 13/25, implementation of Departure Clearance via data link (DCL) at Kuwait INTL (OKKK) will be available on trial basis from 14 DEC 2025 0700 UTC. During the trial period initial the use of DCL will be optional for eligible aircraft. Voice delivery of departure clearance will remain available for all flight. DCL may be used by eligible ACFT equipped with CPDLC/ACARS and indicated in Item 10 and Item 18 of the ICAO flight plan. During the trial period, aircraft not equipped or choosing not to use DCL shall obtain ATC clearance by voice on Kuwait Delivery - 126.775 MHz. DCL at OKKK is provided via ACARS (SITA) and integrated with the Tower Electronic Flight Strip (TEFS) system. The service will operate on a trial period, during which system performance and operational procedure will be evaluated. Standard DCL message sequence: RCD - Request for Departure Clearance, CLD - Departure Clearance, CDA - Clearance Acknowledgment.

(PT 2 of 3) Pilots shall request departure clearance (via DCL or voice) between TOBT minus 20 min and TOBT minus 10 min. RCD messages must include the aircraft parking stand number. When using DCL, pilots must send CDA within 5 min of CLD. In case of

error or time-out revert to voice. If no CDA response is received within system-defined time limits, the system will generate a (REVERT TO VOICE) message. Pilots shall maintain continuous communication watch on the appropriate frequency (voice or DCL) until the clearance process is completed. Used of DCL is OPTIONAL during this trial period. Aircraft not using DCL shall obtain ATC clearance via DCL or via voice on Kuwait Delivery - 126.775 Mhz. A departure clearance issued via DCL becomes INVALID if the ACFT does not commence push-back or start-up within 15 minutes after sending the CDA (Clearance Acknowledgement). In such cases, the pilot shall request a NEW departure clearance via DCL or by voice on Kuwait Delivery 126.775 MHz.

(PT 3 of 3) During the trial period, DCL may not be issued when: Flight plan contains errors or missing CPDLC/DAT codes, RCD is sent too early/late, Datalink system is unavailable, ATC requires voice coordination. ATC shall: Validate CLD prior to sending, Monitor DCL timers and system performance during the trial period, Apply revert-to-voice when required. Pilot shall: Ensure correct FPL codes, Include parking stand in RCD, Verify all clearance elements, Revert to voice immediately when instructed.

Lahore, Pakistan, (Allama Iqbal Intl), Based on AIP SUP 14/26, HF RT and SELCAL facility unserviceable.

Occasional GPS interference within 100 NM around Lahore and other parts of Karachi and Lahore FIRs. Report to ATC and take measures for safe navigation.

Lam Dong, Vietnam, (Lien Khuong Intl), From 1700 UTC 03 MAR 2026 until 1659 UTC 25 AUG 2026 Lien Khuong International Airport (VVDL) is temporarily closed for the construction.

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Langgur, Indonesia, (Karel Sadsuitubun), (10-9) AIRPORT, AIRPORT INFO, TAKE-OFF MNMS. Refer to AIRAC SUP 040-26 Runway 13/31 RL spacing changed to 120m due to one unserviceable lighting circuit. Refer also to the latest NOTAM.

Loikaw, Myanmar, (16-1) NDB Rwy 19: VASI Rwy 19 decommissioned

Lubuk Linggau, Indonesia, (Silampari), (10-9) AIRPORT, PARKING, AIRPORT INFO, TAKE-OFF MNMS. RL and REIL Rwy 02/20 are unserviceable.

Lucknow, India, (Chaudhary Charan Singh Intl), (11-1) ILS Rwy 27, minimums for LOC (GS out) changed. MDA(H) 860'(460'), CAT A & B: with lights R1400m, ALS out R1500m, CAT C & D: with lights R1400m, ALS out R2100m.

(13-2) VOR Rwy 27, minimums changed as follow: MDA(H) 860'(454'), CAT A & B: with lights R1400m, ALS out R1500m, CAT C & D: with lights R1400m, ALS out R2100m.

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

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

(10-9) Apron 1 closed due to maintenance. Twy F (portion between 156'/47.5m before twy A till taxilane F2), twy L, taxilanes L1 and L3 entrance to Apron 2 closed (based on SUP 38/25, 39/25 and 40/25).

(10-9) CAUTION: Birds in vicinity of airport (based on SUP 13-26).

Ufn RNAV SIDs/STARs suspended.

Maamigili Island, Maldives, (Villa Intl), AFIS will be provided at times in place of ATC. Pilots will be informed via radio on initial contact of the service being provided (based on SUP 34-25).

Macao, Macao, (Macao Intl), In case of missed approach for RNAV ILS Z Rwy 34 (11-4), CAT II RNAV ILS Z Rwy 34 (11-4A), ILS Y Rwy 34 (11-5), CAT II ILS Y Rwy 34 (11-5A), ILS X Rwy 34 (11-6), CAT II ILS X Rwy 34 (11-6A), RNP Rwy 34 (12-2) and VOR DME Rwy 34 (13-1) refer to NOTAM A0163-26: Unless specified by MACAU ATC, in case of RWY34 MISSED APPROACH, all traffic shall initially climb to 4000' and maintain. Expect further climb by ZHUHAI ATC.

Magway, Myanmar, SALS installed on Rwy 19, no affect on minimums.

Majalengka, Indonesia, (Kertajati), (10-9) AIRPORT, PARKING, AIRPORT INFO, TAKE-OFF MNMS. HIALS Runway 32 and Runway Centerline Lights are unserviceable.

Male, Maldives, (Velana Intl), (10-9 and 10-9A) All ACFT are advised to taxi at minimum speed when utilizing TWY C. Pilots are requested to maintain heightened awareness and follow ground crew instructions (based on SUP 27-24).

Maumere, Indonesia, (Fransiskus Xaverius Seda), MOF VOR/DME, VOR Part is unserviceable. VOR Rwy 23 (13-1) procedure will be not usable.

STAR and SID (10-2, 10-3) are suspended and replaced by temporary STAR and SID (10-2, 10-3). (Based on SUP 014/26)

Mawlamyine, Myanmar, Runway End Identifier Lights (REIL) installed for Rwy 04/22.

Mazar-e Sharif, Afghanistan, (Mawlana Jalaluddin Muhammad Balkhi), Departures shall execute selected SID to TCP and shall be handed over from OAMS Tower to KABUL Center prior leaving OAMS CTR.

Design criteria of procedures may differ between airports. Use procedures subject to own risk assessment, and always refer to current NOTAMS.

ILS Rwy 06/24 unserviceable.

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Merauke, Indonesia, (Mopah), (10-9) AIRPORT, PARKING, AIRPORT INFO, TAKE-OFF MNMS. HIALS Rwy 16 and REIL Rwy 34 are unserviceable.

Miargas, Indonesia, Runway End Identifier Light, PAPI, Rwy Edge Light Rwy 03/21 are unserviceable due to technical reason.

Morowali, Indonesia, (IMIP), (12-2) RNP Rwy 31: not usable.

Mumbai, India, (Chhatrapati Shivaji Maharaj Intl), (12-3) RNP Y Rwy 32, LNAV minimums changed as follows: MDA(H) 1270' (1245'), with lights R5000m, ALS out R5000m.

Muscat, Oman, (Muscat Intl), Based on AIP SUP 08/26, Twy Y3 closed.

Nagpur, India, (Dr. Babasaheb Ambedkar Intl), (13-1) VOR Rwy 14, straight-in minimums changed as follows: with D4.5 MDA(H) 1590' (553'), CAT A & B with lights R1500m ALS out R1500m, CAT C & D with lights R2100m ALS out R2400m. Straight-in minimums with D3.3 temporarily withdrawn.

Nakhon Si Thammarat, Thailand, Runway 01/19, Taxiway A, B will be closed after last flight to 2200 UTC and Twy C closed 24h, due to construction works from 16 April 2026 at 1500 UTC to 30 September 2026 at 2200 UTC.

Narathiwat, Thailand, Automated Weather Observing System (AWOS) is unavailable from 1 January 2026 at 0000 UTC to 31 December 2026 at 2359 UTC.

Naypyitaw, Myanmar, (Naypyitaw Intl), (12-2) RNP Rwy 34, (13-2) D VOR DME Rwy 34, (16-2) NDB DME Rwy 34: Approach light type on Rwy 34 should read PALS CAT I.

Nepalgunj, Nepal, (10-2, 10-2A) All STARs unavailable (based on SUP 007-26).

(10-3, 10-3A) All SIDs unavailable (based on SUP 007-26).

(13-1, 13-2, 13-3) Instrument Approach procedures VOR Rwy 08, VOR DME Z Rwy 26

and VOR DME Y Rwy 26 not available (based on SUP 07/26).

Padang Pariaman, Indonesia, (Minangkabau), (10-9) AIRPORT, AIRPORT INFO, TAKE-OFF MNMS. MALS Rwy 15 is unserviceable.

All RNAV STARs (10-2B, 10-2C) are suspended and replaced by temporary RNAV STARs (10-2B-0, 10-2C-0). (Based on SUP 035/26)

Palembang, Indonesia, (Sultan Mahmud Badaruddin II), (10-1R) RADAR MNM ALTS is suspended and replaced by temporary (10-1R-0) RADAR MNM ALTS (Based on SUP 035/26)

(10-9A) AIRPORT INFO (CONTD), TAKE-OFF MNMS. Refer to AIRAC SUP 037-26 the sequenced flashing light runway 11/29 is unserviceable due to maintenance. Refer also to the latest NOTAM.

Rwy 11/29 is closed due to runway inspection daily at 0550 - 0615.

Pangandaran, Indonesia, (Nusawiru), (16-1) NDB Rwy 07, (16-2) NDB Rwy 25: Per SUP 27/26 procedures are not usable due to unserviceability of NW NDB. Refer also to the latest NOTAM.

Pangkalan Bun, Indonesia, (Iskandar), (11-1) ILS Rwy 31 - procedure is unavailable from 19 MAR 2026 until 19 MAR 2027 due to unserviceability of ILS, GP and MM. Refer also to the latest NOTAM.

HIALS Rwy 31 is unserviceable.

Paro, Bhutan, (Paro Intl), (10-9) Per AIP SUP 001 thru 003/20, RWY, RESA and TWY A reconstruction in progress during non-operational hours, exercise caution due to equipment and vehicles within obstacle limitation surface. Exercise caution during landing on wet surface due to excessive rubber deposit in both touchdown zones.

Construction works near Twy T and in close proximity to the Cargo Terminal Area. Exer-

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cise caution due to presence of personnel and machinery (based on SUP 01-26). Refer to latest NOTAMs.

Patna, India, (Jai Prakash Narayan Intl), (10-9) AIRPORT, PARKING, AIRPORT INFO, TAKE-OFF MNMS, Parking stands 4 thru 6 withdrawn. New parking stands 8 thru 11 issued with the following coordinates: Stands 8 thru 10 N25 35.7 E085 05.5 elev 174', Stand 11 N25 35.7 E085 05.4 elev 174'. Apron area adjusted. Changes will be available with 12 JUN 2026 revision date.

Phitsanulok, Thailand, With effect from 26 DEC 24 at 0000 UTC to 25 DEC 26 at 1300 UTC the service requirements for the parallel twys are as follows:

- Parallel Twys A, B, C, D, E are available for military and state acft, and not available for Code C and D acft due to absence of twy shoulders.

- Twy A (between Twy F and I) available for military and state acft and available for Code C and D acft due to existence of twy shoulders.

The requirements for the parallel twys will be effective daily between 0000 - 1300 UTC.

Phnom Penh, Cambodia, (Phnom Penh Intl), (All charts) Phnom Penh International Airport closed from 16:59 UTC on 8 SEP 2025.

Phnom Penh International Airport closed from 16:59 UTC on 8 SEP 2025.

Phuket, Thailand, (Phuket Intl), From 5 MAY 2026 0101 UTC till 06 OCT 2025 1000 UTC VDGS of stand 31 will be unserviceable. The aircraft are strongly advised to strictly follow Marshaller's signal.

Runway 27 ILS Glide Slope unusable from 22 January 2026 at 0001 UTC due to GP location change.

Sequence flashing lights of Runway 27 will be unserviceable from 9 March 2026 at 0100 UTC until 30 April 2027 at 1000 UTC.

Pokhara, Nepal, (Pokhara Intl), (All charts) Add IATA code: PHH.

Pontianak, Indonesia, (Supadio), (11-1) ILS or LOC Rwy 15 - Per AIRAC SUP 26/26 procedure is not usable due to Instrument Landing System replacement. All aircraft incoming Runway 15 use (12-1) RNP Rwy 15 or (13-1) VOR Rwy 15 approach. Refer also to the latest NOTAM.

Port Said, Egypt, (10-9) CAUTION: Birds in vicinity of airport (based on SUP 16-26).

(10-9) Rwy 28 HIALS unserviceable (based on SUP 20-26).

Prachuap Khiri Khan, Thailand, (Hua Hin), HUA HIN Airport is not available for all international flights due to safety reasons. For domestic flight, only airline that provide public transport uses code C aircraft or above, which has been accepted conditions and measures of flight operations from CAAT or uses aircraft smaller

than code C is available to operate. For any special flight or other request please contact Air Navigation Operations Management Department Civil Aviation Authority Thailand.

Pune, India, (11-1, 11-1A, 13-2, 13-3) Caution: Do not cross South of R-271 PPN on missed approach (based on AMDT 09-22).

(13-1) Caution: Do not cross South of R-271 PPN on final approach until crossing D3.0 (based on AMDT 09-22).

Putao, Myanmar, SALS length for Rwy 35 decreased from 420m to 300m.

Putussibau, Indonesia, (Pangsuma), (10-9) AIRPORT, PARKING, AIRPORT INFO, TAKE-OFF MNMS Per AIRAC SUP 30-26 MALS Rwy 28 is unserviceable due to technical reason. Refer also to the latest NOTAM.

Quang Ninh, Vietnam, (Van Don Intl), Approach communication call sign and frequency should read: NOI BAI Approach 125.1.

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Quetta, Pakistan, (Quetta Intl), Based on SUP 33-25, TORA and LDA for RWY 13L/31R both changed to 11,962'/3646m due to the installation of arresting barriers at 250' distance from RWY 31R THR and 262' distance from RWY 13L THR. All pilots to exercise caution while landing and take-off RWY 13L/31R.

(Based on SUP 58-25) Water twister barrier installed in the middle of RWY13L/31R on RWY shoulders on both sides at a distance of 6.24 feet from RWY edge. MAX height of assembly is 2 feet.

All pilotsto exercise CAUTION while landing and take-off on RWY 13L/31R.

D-ATIS changed to ATIS. The revised charts will be published in revision 12 JUN 26.

Rajkot, India, (Rajkot Intl), (All procedure charts) Communication call sign changed to *RAJKOT Tower (TWR/APP). The revised charts will be published in revision 22 MAY 2026.

Ranchi, India, (Birsamunda), (10-9) AIRPORT, PARKING, AIRPORT INFO, TAKE-OFF MNMS Runway Guard Lights installed on Twys B, C and D, Apron 2 identifier withdrawn, Isolation Bay coordinates should read N23 19.0, E085 19.4 and elev 2125', Isolation Bay Holding Point added on Twy C. Updated chart will be published with 22 MAY 26 revision date.

Ranong, Thailand, From 1 January 2026 at 0000 UTC to 31 December 2026 at 2359 UTC RVR of Runway 02 will be unavailable.

Rewa, India, IATA code is REW.

Rote Ndao, Indonesia, (David Constantijn Saudale), PAPI Rwy 22 unserviceable due to technical reason. Refer also to the latest NOTAM.

Salalah, Oman, (10-2/10-2A, 10-2B/10-2C, 10-3/10-3A, 10-3B/10-3C) All RNAV SIDs

and STARs are not to be used until further notice. (Based on SUP 005-26)

Based on AIP SUP 31/25, Due to cracks on the intersection between Twys E8, H8 with Twy G pilots going to South Apron to be instructed to follow:

The entrance and exit from South Apron shall be via Twy G, E7 & H7.

If the aircraft landing from Rwy 07, it shall be vacated from Twy E7 crossing Twy G to Twy H7 then to South Apron.

If the aircraft landing from Rwy 25, it shall be vacated from Twy E2 taxiing via Twy G to Twy H7 then to South Apron.

Samarinda, Indonesia, (Aji Pangeran Tumenggung Pranoto), (10-9) AIRPORT, AIRPORT INFO, PARKING, TAKE-OFF MNMS. RTIL Rwy 04/22 are unserviceable due to damage to the power cable line.

Sangihe Talaud, Indonesia, (Melonguane), (10-9) AIRPORT, AIRPORT INFO, TAKE-OFF MNMS. REIL Rwy 36 and APAPI Rwy 18 are unserviceable due to technical reason.

Sharjah, United Arab Emirates, (Sharjah Intl), Based on AIP SUP 33/2025, Aircraft stands 9, 10, 11, 13, 15, 17 and 18 are closed. Taxiway Z11 is closed. Aircraft stand 8 downgraded from aircraft code D to aircraft code C.

Based on AIP SUP 054-25, work in progress being carried out between 0300-1400 UTC daily at portions of the North and South strips of Twy A. Pilots are advised to exercise caution when taxiing in the vicinity of the work area.

Vicinity charts based on AIP ENR 6-4.1, AIP ENR 6-4.2 available. Refer to OMDB Vicinity charts 19-10 and 19-11.

Sharm El Sheikh, Egypt, (Sharm El Sheikh Intl), (10-2 & 10-3) RNAV STARs AND RNAV SIDS RWYS 04L/04R SUSPENDED.

(10-2B/10-2C & 10-3B/10-3C) RNAV STARs and RNAV SIDS RWYs 22L/22R suspended.

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(10-9) CAUTION: Birds in vicinity of airport (based on SUP 10-26).

Siau, Indonesia, (Sitara), (10-9) AIRPORT, AIRPORT INFO, TAKE-OFF MNMS. Refer to AIRAC SUP 039-26 REIL Rwy 20 is unserviceable due to technical reason. Refer also to the latest NOTAM.

Sihanouk, Cambodia, (Sihanouk Intl), (10-1P1) AIRPORT BRIEFING (CONTD). There will be a construction work for New Taxiway, located at South of Aircraft stand 10. The construction fence is located at 190'(58m) from the aircraft stand 10.A Push-Back Procedure will be implemented from Aircraft stand 10 to North up to the aircraft could proceed line-up to Taxiway B. Remark: For push-back from Aircraft stand 10, the aircraft shall face to South. The Push-Back Procedure will be implemented every time from 08 AUG 2024 at 0001 UTC until 8 AUG 2026 at 1700 UTC.

Simara, Nepal, (10-2) All STARs unavailable (based on SUP 006-26).

(10-3) All SIDs unavailable (based on SUP 006-26).

(13-1, 13-2) Instrument Approach procedures VOR Z Rwy 01 and VOR Y Rwy 01 not available (based on SUP 06/26).

Sindhudurg, India, IATA code is SDW.

Sleman, Indonesia, (Adisutjipto), Additional Approach Control frequency available for YOGYAKARTA Radar 120.2. When military training is active, before contact YOGYAKARTA Radar (123.4), Arriving aircraft in TMA/MCA shall contact YOGYAKARTA Radar (120.2).

Songkhla, Thailand, (Hat Yai Intl), (11-1) ILS OR LOC Z RWY 26. Note added: DME required. The revised chart will be published in revision 22 MAY 2026.

Airspaces renamed: VT(D)-50A and VT(D)-50B should read: VT(D)-56, VT(D)-49 should read: VT(TRA)-56A, VT(D)-48 should read:

VT(TRA)-56B. The revised charts will be published in revision 22 MAY 2026.

The Approach Lights (SALS) and sequenced flashing lights of runway 08 and runway 26 will be unserviceable.

Sorong, Indonesia, (Domine Eduard Osok), (10-2) ARRS RWY 09, (10-2A) ARRS RWY 27, (10-3) DEPS RWY 09, (10-3A) DEPS RWY 27 due to MIL VOR/DME out-of-tolerance signals and local terrain conditions, procedures are impacted by the restricted status of MIL VOR/DME and should be used with caution (Based on SUP 043-26).

(13-1) VOR RWY 09, (13-2) VOR RWY 27 should be used with caution due to restricted MIL VOR/DME classification at Domine Eduard Osok airport – Sorong due to out-of-tolerance signals and local terrain conditions.

Per AIRAC SUP 02/26 Rwy 27 REIL is unserviceable due to technical reasons. Refer also to the latest NOTAM.

Suhag, Egypt, (Suhag Intl), AIRPORT, PARKING, AIRPORT INFO, TAKE_OFF MNMS (10-9), MEHT added for Rwy 15/33 62'.

The chart will be published in revision 19 JUN 26.

Over night stop not allowed, except PPR from aerodrome authority (based on SUP 27-26).

Suhar, Oman, Based on AIP SUP 40/25: (12-1) RNP Rwy 15 landing minimums changed as follows - LNAV/VNAV DA(H) CAT A 515'(410'), CAT B 525'(420'), CAT C 535'(430'), CAT D 545'(440'), with lights and ALS out 5000m; LNAV DA/MDA(H) 650'(545'), with lights and ALS out 5000m; CIRCLING MDA(H) CAT A 730'(586'), CAT B 920'(776'), CAT C 1150'(1006'), CAT D 1650'(1506'), VIS all categories 5000m.

Based on AIP SUP 40/25: (12-2) RNP Rwy 33 landing minimums changed as follows - LNAV/VNAV DA(H) CAT A 514'(370'), CAT B 524'(380'), CAT C 534'(390'), CAT D 544'(400'), with lights and ALS out 5000m;

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- LNAV DA/MDA(H) 670'(526'), with lights and ALS out 5000m; CIRCLING MDA(H) CAT A 730'(586'), CAT B 920'(776'), CAT C 1150'(1006'), CAT D 1650'(1506'), VIS all categories 5000m.
- Sukhothai**, Thailand, (11-1) ILS OR LOC RWY 36. SUKHOTHAI ILS/DME (ISKT) frequency: LOC 109.5 MHz/GP 332.6 MHz /DME CH32X will be temporarily suspended from 3 October 2024 at 0001 UTC to 30 November 2026 at 1659 UTC due to scheduled maintenance on the airport's high voltage electrical system.
- Sukkur**, Pakistan, (Begum Nusrat Bhutto), (12-1) RNP Rwy 14 & (12-2) RNP Rwy 32, VNAV minimum temperature 0°C. The revised charts will be published in revision 12 JUN 26.
- Sumbawa Besar**, Indonesia, (Sultan Muhammad Kaharuddin), PAPI Rwy 32 is unserviceable due to technical reason.
- Surabaya**, Indonesia, (Juanda), Per AIRAC SUP 25/26 Runway 10/28 is closed due to work in progress daily at 1700 - 2159 from 14 MAY 2026 to 30 APRIL 2027, except for military flight exercise and medivac helicopter. Runway not permitted to be used as an alternate aerodrome and take off alternate. Refer also to the latest NOTAM.
- Surat**, India, (12-1) RNP Rwy 04, LPV minimums changed as follows: DA(H) 340' (320'), with lights CAT A, B & C R1000m, CAT D NOT APPLICABLE, ALS out CAT A, B & C R1400m, CAT D NOT APPLICABLE.
- Taba**, Egypt, (Taba Intl), (10-1R) All sector bearings under clarification, CAUTION advised.
- (10-9) CAUTION: Birds in vicinity of airport (based on SUP 12-26).
- RWY 04/22 closed and all the related charts and procedures are suspended. Parallel TWY A will be available as RWY 04L/22R between SR/SS in VMC. For details refer to temporary chart 10-8 and latest NOTAMs (based on SUP 08-26).
- Ufn RNAV SIDs/STARs suspended.
- Tachileik**, Myanmar, SALS removed from Rwy 22, no affect on minimums. PAPI-L removed from Rwy 04.
- Tambolaka**, Indonesia, (Lede Kalumbang), (10-9) AIRPORT, PARKING, AIRPORT INFO, TAKE-OFF MNMS: Per AIRAC SUP 33-26 RWY 10/28 is closed due to runway inspection daily at 0330 - 0400. Refer also to the latest NOTAM.
- Tanjung Balai Karimun**, Indonesia, (Raja Haji Abdullah), REIL, HIRL for RWY 09/27 are unserviceable.
- Tanjung Redeb**, Indonesia, (Kalimarau), ILS or LOC RWY 01 CAT A/B/C/D is not usable.
- Tanjungpinang**, Indonesia, (Raja Haji Fisabilillah), Per SUP 09/26, taxiway B is limited to light aircraft only due to decreased structure of pavement.
- Tarakan**, Indonesia, (Juwata), GP "ITRK" Freq 333.2 unusable due to unstable guidance signal observed during flight inspection. ILS available for LOC approach only until further notice.
- Tehran**, Iran, (Mehrabad Intl), (20-9) AIRPORT, Rwy Guard Lights installed on Twy B6.
- New Twy E10 & intermediate holding positions (ARMAN on Twy E10 West of Twy A8 & YALDA on Twy E10 West of Twy A9) established. All locations under clarification.
- Tirupati**, India, (12-1) RNP Rwy 08, LNAV minimums changed as follows: CDFA, MDA(H) 910' (544'), with lights CAT A & B R1500m, CAT C & D R2300m, ALS out CAT A & B R1500m, CAT C & D 2400m. Note: VNAV DA(H) in lieu of MDA(H) requires height loss adjustment.
- (12-1) RNP Rwy 08, LNAV minimums changed as follows: MDA(H) 910'(544') CAT A & B

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with lights R1500m ALS out R1500m, CAT C & D with lights R2300m ALS out R2400m.

Trang, Thailand, AUTOMATED WEATHER OBSERVING SYSTEM (AWOS) for Rwy 26 not available.

RVR Rwy 08 UNSERVICEABLE.

Turbat, Pakistan, (Turbat Intl), Based on SUP 024-26, RWY 08L/26R not available for operation due to up-grade construction work in progress.

Based on SUP 025-26, Work in progress on apron taxiway and terminal building. Heavy machineries deployed on airside. All pilots to exercise caution.

Based on SUP 026-26, Night landing not available.

Based on SUP 027-26, AD not available as alternate for any domestic or international flights due to parking constraints and upgradation construction work.

Udaipur, India, (Maharana Pratap), (12-1) RNP Rwy 26, LPV minimums changed as follows: DA(H) 2110' (444'), with lights CAT A, B & C R1400m, CAT D NOT APPLICABLE, ALS out CAT A & B R1500m, CAT C R2100m, CAT D NOT APPLICABLE.

Varanasi, India, (Lal Bahadur Shastri), (13-2) VOR Rwy 27, MDA(H) 690' (420'), with lights CAT A, B, C & D R1500m, ALS out CAT A & B R1500m, CAT C & D R1900m.

Vientiane, Laos, (Wattay Intl), BIKAM 1C and THX 1C SIDs are under clarification due to routing discrepancies and will be added after the issues are resolved.

Visakhapatnam, India, Threshold RWY 28 temporarily displaced. Please refer to TEMP charts 10-8, (12-1-0A) RNP Y RWY 28, (13-1-0A) VOR RWY 28 (INITIAL APCH), (13-1A-0A) VOR RWY 28 (FINAL APCH) and latest NOTAMs.

Yala, Thailand, (Betong), IATA location code: BTZ

Yazd, Iran, (Shahid Sadooghi Intl), Based on AIP AIRAC SUP 10/24, (10-9) AIRPORT, AIRPORT INFO, TAKE-OFF MNMS, take-off minimums for Rwy 13 is V1000m.

Based on AIP AIRAC SUP 10/24, (11-1) ILS or LOC Rwy 31 minimums should read: ILS DA(H) 4317' (263'), with ALS R/V1000m, ALS out R/V1300m, LOC (GS out) DA/MDA(H) 4630' (576'), CAT A & B with ALS & ALSout R/V1500m, CAT C & D with ALS R/V1900m, ALS out R/V2400m, circle-to-land minimums as on chart.



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
11 Jun 26 THRU 08 Jul 26 CYCLE 2606

GENERAL
SYRIA

WARNING: The Syria source information used for Jeppesen's products and/or services (including but not limited to NavData and Charting) may be outdated and/or incomplete. Until further notice air carriers/pilots operating in the Syria airspace are strongly advised not to rely on Jeppesen's products and/or services for Syria.

NAVAID

ADEN VOR/DME KRA 112.5 MHZ/CH72X U/S.

KING ABDULAZIZ NAVAL BASE NJL DVORTAC (new facility) 114.8 MHZ CH95X unserviceable.

KING FAISAL NAVAL BASE KFB DVORTAC freq 113.1 MHz CH 78X U/S until 2359Z, 23 DEC 2026.

MULTAN VOR MT 116.700 MHz not available.

RAS MISHAB VORTAC RAS 116.4 MHz U/S until 2359Z, 23 DEC 2026.

SANAA Sanaa VOR/DME SAA freq 116.1 MHZ/CH108X U/S.

SAYUN SAYUN NDB SYN 385 KHZ U/S.

TAIZ TAIZ DME TAZ CH83X U/S.

TERMINAL
INDIA
VEBN, Lal Bahadur Shastri

Varanasi, From 29 March 2026 up to 31 October 2026 from 1600UTC to 0100 UTC (next day) Rwy 09/27 not be available for landing and takeoff.

VECC, Netaji Subhash Chandra Bose Intl

Kolkata, Ongoing construction on Runway 19R. Temporary runway displacement not coded. VOR Y Rwy 19R Apch Proc available and coded with altitude at the MAPt that is calculated to the temporary displaced threshold. Refer to current NOTAMS for active procedure in use.

VIAR, Sri Guru Ram Dass Jee Intl

Amritsar, CAT I operations not available. Only VOR-based approaches shall be permitted, and ILS approaches shall not be used until 15 Jul 26.

CAT II/III operations not available. Only VOR-based approaches shall be permitted, and ILS approaches shall not be used until 27 Sep 26.

VIHX, Halwara

Halwara, Apch proc Cat II ILS Rwy 31 not available in the database ufn.

VIJU, Jammu

Jammu, CAT I ILS Rwy 36 Apch Proc is not available in the database, UFN.

VOML, Mangaluru Intl

Mangaluru, Rwy 06/24 not available for landing and take off daily 1800Z to 2230Z.

IRAN**OIBK, Kish Intl**

Kish Island, ALL SID Procedures for RWY 09R/27L not avbl. RWY CLSD.

ALL STAR Procedures for RWY 09R/27L not avbl. RWY CLSD.

OIYY, Shahid Sadooghi Intl

Yazd, Minimum climb gradient 220FT/NM no longer applies for procedures BOMIT 1B [BOMI1B], BOMUN 3B [BOMU3B], BONOL 3B [BONO3B], BONEG 5B [BONE5B], TOVTA 2B [TOVT2B], BONEG 3D [BONE3D], UFN

IRAQ**ORBI, Baghdad Intl**

Baghdad, Rwy 15L ILS system IYDB out of service.

ORSJ, Jalal Talabani Intl

Sulaimaniyah, RNP Rwy 13, initial approaches from XADIL suspended.

RNP Rwy 31, initial approaches from ASKOM suspended.

ISRAEL**LLBG, Ben Gurion**

Tel Aviv, Stands B2, B3 on Terminal 3 apron reconfigured with new coordinates due to WiP:

B2: 32 00 18.78N 034 52 20.64E

B3: 32 00 20.29N 034 52 19.96E.

JORDAN**OJAQ, King Hussein Intl**

Aqaba, Based on AIP SUP 2/23, NDB AQC is unserviceable, procedure ILS RWY 19 sus-

pended, all ACFT expect to operate either visual approach or RNAV.

Until 07 NOV 2026 Rwy 01 ASDA 9843' (3000 m), Rwy 19 ASDA 9843' (3000 m) due to unavailability of SWY.

KUWAIT**OKKK, Kuwait Intl**

Kuwait, Rwy 15L/33R closed due to rehabilitation and development works. ILS IKID and IKIC out of use.

LEBANON**OLBA, Rafic Hariri Intl**

Beirut, SID procedures: BOD 1 [BOD1] and BOD 2 [BOD] are suspended, Perm.

NEPAL**VNNG, Nepalgunj**

Nepalgunj, SIDs BABAI 1A/1B [BABA1A/1B], SIKTA 1A/1B/1C [SIKT1A/1B/1C] unavailable ufn.

STAR TULVI [TULVI] unavailable ufn.

VOR Rwy 08 and VOR Z/Y Rwy 26 Apch Procs are not available, UFN. (Based on SUP 007-26)

VNSI, Simara

Simara, Conv SIDs BATAU 1A [BATA1A], KAFLE 1A [KAFL1A], THAPA 1A [THAP1A] unavailable ufn.

Conv STARs DUMSI 1A [DUMS1A], THULO 2A [THUL2A] unavailable ufn.

VOR Z/Y Rwy 01 Apch Procs are not available, UFN. (Based on SUP 006-26)

OMAN**OOFD, Fahud**

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

OOSA, Salalah

Salalah, RNAV SIDs DAXAM 1U [DAXA1U], DAXAM 1Q [DAXA1Q], MUTVA 1Q [MUTV1Q], SILTA 1Q [SILT1Q], LADAR 1Q [LADA1Q], DAXAM 1S [DAXA1S], MUTVA 1S [MUTV1S], SILTA 1S [SILT1S], LADAR 1S [LADA1S] are not to be used until 10 FEB 27.

RNAV STARs ASTUN 1F [ASTU1F], KAPOP 1F [KAPO1F], DAXAM 1F [DAXA1F], KIVEL 1F [KIVE1F], SILTA 1F [SILT1F], KAPET 1F [KAPE1F], PUTRA 1F [PUTR1F], ASTUN 1H [ASTU1H], KAPOP 1H [KAPO1H], KIVEL 1H [KIVE1H], SILTA 1H [SILT1H], KAPET 1H [KAPE1H], PUTRA 1H [PUTR1H] are not to be used until 10 FEB 27.

PAKISTAN**OPDI, Dera Ismail Khan**

Dera Ismail Khan, RWY 12/30 is not available for operation (based on sup 08/26).

OPTU, Turbat Intl

Turbat, Night landing not available due to WiP.
Rwy 08L/26R not available due to WiP.

OPZB, Zhob

Zhob, Rwy 10/28 U/S due to WiP.

QATAR**OTHH, Hamad Intl**

Doha, RADAR SID Proc KASIS 2 [KASIS2]: Enroute transition BUNDU, DATRI, TULUB and ULIKA not coded, UFN. RADAR SID Proc PARES 2 [PARES2]: Enroute transition: ALVEN, VAXIN, ALSEM, BUNDU and KUPRO not coded. UFN.

RNP SID Proc REVAT 1C [REVA1C]: Enroute transition ALSEM, ALVEN, BUNDU, KUPRO, LUBET, TULUB and VAXIN not coded until 17 MAR 2027. RNP SID Proc DATMO 1W [DATM1W]: Enroute transition: ALSEM,

ALVEN, BUNDU, KUPRO, LUBET and VAXIN not coded until 17 MAR 2027.

SAUDI ARABIA**OEDF, King Fahd Intl**

Dammam, RVR system not available on Rwy 16R/34L, however RVR sensors are available on Rwy 16L/34R. Rwy 16L/34R will be utilized during reduced visibility periods.

OEJF, King Faisal Naval Base

Jeddah, ILS Rwy 33 U/S until 2359Z, 23 DEC 2026.

OEJL, King Abdulaziz Naval Base

Jubail, ILS RWY 33 (new facility) LOC 110.3 MHZ, GP 335 MHZ DME CH 40X unserviceable.

OEJN, King Abdulaziz Intl

Jeddah, Stand 5 on Apron 6 closed.

OEKM, King Khaled AB

Khamis Mushait, Based on AIP AIRAC SUP 11/2025 item S05, ILS DME and LOC Rwy 14 suspended until 02 Sep 2026.

Based on AIP AIRAC SUP 11/2025 item S06: VOR DME or TACAN Rwy 14 and VOR DME or TACAN Rwy 32 suspended until 02 Sep 2026.

Rwy 14/32 closed.

OEMA, Prince Mohammad Bin Abdulaziz Intl

Madinah, Rwy 36 ILS unserviceable until 2359Z, 23 DEC 2026.

OEPA, Al Qaisumah Intl

Al Qaisumah, Aerodrome operating hours are H24 until 2359Z, 25 NOV 2026.

OERB, Rabigh

Rabigh, Rwy 15/33 closed.

OERK, King Khaled Intl

Riyadh, RWY 15R/33L RVR U/S.

OERM, Ras Mishab

Ras Mishab, Rwy 16/34 REDL U/S.

OESD, King Saud AB

Hafr Al Batin, ILS Rwy 31 U/S.

OETR, Turaif

Turaif, ILS Rwy 28 unserviceable.

SRI LANKA**VCBI, Bandaranaike Intl Colombo**

Katunayake, ILS Z or LOC Rwy 04 and ILS Y Rwy 04 Apch Procs not available due to ILS/DME U/S, UFN. (Based on AIRAC SUP 004-25)

TURKIYE**LTAC, Esenboga Intl**

Ankara, STAR Procs: ILHAN 1N [ILHA1N], ILHAN 1C [ILHA1C], ILHAN 1K [ILHA1K], GURBU 1N [GURB1N], GURBU 1C [GURB1C], GURBU 1K [GURB1K], KUBER 1N [KUBE1N], KUBER 1C [KUBE1C], KUBER 1K [KUBE1K], YUCEL 1N [YUCE1N], YUCEL 1C [YUCE1C], YUCEL 1K [YUCE1K], BAKIR 1N [BAKI1N], BAKIR 1C [BAKI1C], BAKIR 1K [BAKI1K], TELVO 1N [TELV1N], TELVO 1C [TELV1C], TELVO 1K [TELV1K], HAY 1N [HAY1N], HAY 1M [HAY1M], HAY 1C [HAY1C], HAY 1K [HAY1K], HALIL 1N [HALI1N], HALIL 1M [HALI1M], HALIL 1C [HALI1C], HALIL 1K [HALI1K], PETAR 1N [PETA1N], PETAR 1C [PETA1C], PETAR 1K [PETA1K], SALGO 1N [SALG1N], SALGO 1C [SALG1NC], SALGO 1K [SALG1K], ASTAL 1N [ASTA1N], ASTAL 1C [ASTA1C], ASTAL 1K [ASTA1K], KIZIK 1N, [KIZI1N], KIZIK 1C, [KIZI1C], KIZIK 1K, [KIZI1K], NASIM 1N [NASI1N], NASIM 1C [NASI1C], NASIM 1K [NASI1K] are suspended, Est 08 Jul 26.

LTAD, Etimesgut

Ankara, Apch proc TACAN Rwy 29R, maximum missed app turn speed 230 KT.

LTFG, Alanya

Gazipasa, FOR MISSED APPROACH ON LOC ONLY RWY 08 PROCEDURE REFER TO INSTRUCTION

UNITED ARAB EMIRATES**OMAA, Zayed Intl**

Abu Dhabi, Based on SUP 056-25 following apch procs are suspended UFN:

ILS Rwy 13R (LOC only, with or without SDF), ILS Rwy 31L (LOC only, with SDF), VOR Rwy 13R, RNP Z Rwy 13L (LNAV only).

Procedures SIDs: ATUDO 4K [ATUD4K], KANIP 2U [KANI2U], ORNEL 2K [ORNE2K], KANIP 3P [KANI3P] are suspended, UFN.

OMFJ, Fujairah Intl

Fujairah, Apch procs: ILS X Rwy 29, ILS W Rwy 29, LOC X Rwy 29, LOC W Rwy 29, VOR X Rwy 29, VOR W Rwy 29, RNP Z Rwy 29 and RNP Y Rwy 29 are not available until further notice.

ILS IFJR Rwy 29 not available.

RNAV SID: GABKO 3N [GABK3N], IMPED 2N [IMPE2N], IMPED 2P [IMPE2P], NOLSU 2N [NOLS2N], RAV 1N [RAV1N], SERSA 3N [SERS3N], UMAMI 2N [UMAM2N], UMAMI 2P [UMAM2P], VAVIM 1N [VAVI1N], VAVIM 1P [VAVI1P] notavailable, UFN.

RNAV STAR: KUSEN 3A [KUSE3A], RUDAT 3A [RUDA3A] transitions connected with RWY 29 are not to be used due to RWY11/29 unavailability, UFN.

Rwy 11/29 and associated radio navigation and landing aids are not available.

YEMEN**OYAA, Aden Intl**

Aden, 50 percent of App light Rwy 08 out of service due to maintainance.

All Apch procedures are suspended due to Rwy redesignation until 31 OCT 2026.

Based on AIP SUP AIRAC 02/25 all STAR procedures are not available until 31 Oct 2026.

ILS KRL 110.3 MHZ U/S.

OYSN, Sanaa Intl

Sanaa, As result of SAA VOR total destruction VOR/DME RWY 36 and VOR/DME RWY 18 not available. RNP equipped aircrafts intended to land at OYSN airport shall use RNAV GNSS procedures or Visual.

ILS LLZ ISAN 110.9 MHZ Rwy 18 U/S.



Enroute



Enroute

Enroute Data - Middle East

**MIDDLE EAST
ADIZ FLIGHT PROCEDURES**

PROCEDURES FOR BANGLADESH ADIZ FLIGHTS

AIR DEFENSE CLEARANCE (ADC)

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

PROCEDURES FOR OBTAINING AIR DEFENSE CLEARANCE

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

MIDDLE EAST ADIZ FLIGHT PROCEDURES

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

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

Air Defence Clearance (ADC)

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

PROCEDURES FOR INDIA ADIZ FLIGHTS

AIR DEFENSE CLEARANCE (ADC)

No flight of aircraft civil/military, Indian or foreign originating within the ADIZ and those penetrating into the ADIZ are permitted without ADC.

Aircraft flying without an ADC or failing to comply with any restrictions or deviating from flight plan will be liable to identification and interception procedures.

PROCEDURES FOR OBTAINING AIR DEFENSE CLEARANCE (ADC)

- 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.
- Local flights (including those by flying clubs) aircraft intending to operate beyond immediate vicinity of an aerodrome where no ATC is functioning may obtain ADC from the nearest Indian Air Force ATC unit. The ATC unit will advise the FIC concerned regarding the movement of the flying club aircraft.
- 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.
- All flights shall obtain ADC before entering ADIZ from respective FIC 10 minutes prior to entering Indian Airspace. The responsibility of obtaining Air Defence Clearance shall rest with the Pilot or the Aircraft Operator.
- ADC shall be obtained before departure. Except for Domestic non-scheduled flights, the ADC will be valid between 15 minutes before the Estimated Off Block Time (EOBT) and 45 minutes after the EOBT. For Domestic non-scheduled flights ADC shall be valid between 15 minutes before EOBT and 3 hours after EOBT. In the event of a departure outside this window, a fresh ADC shall be obtained. In the case of communication difficulty or delay in receipt of ADC, or non-existence of communication at the place of departure, the aircraft

MIDDLE EAST ADIZ FLIGHT PROCEDURES

equipped with radio may be allowed to take-off with instructions to obtain ADC immediately after airborne from the FICs concerned.

- 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 30 minutes in excess of the estimated departure time for the return flight.

PROCEDURES FOR IRAN ADIZ FLIGHTS

GENERAL

All aircraft entering Iran ADIZ (which coincides with Tehran FIR boundary) shall be at FL150 or above. Aircraft unable to comply shall obtain prior permission. FIR entry estimates shall be made good within ± 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 40NM prior to entering Tehran FIR; if unable to contact, flight information will relay through ATC.

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

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.

MIDDLE EAST ADIZ FLIGHT 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 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.

MIDDLE EAST ADIZ FLIGHT PROCEDURES

- 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 the flight is delayed more than one hour from the flight planned Off Block Time, a new ADC number should be obtained.
- 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,

- No pilot operating within ADIZ may deviate from the provisions of an ATC clearance or ATC instruction.
- 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.

**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**

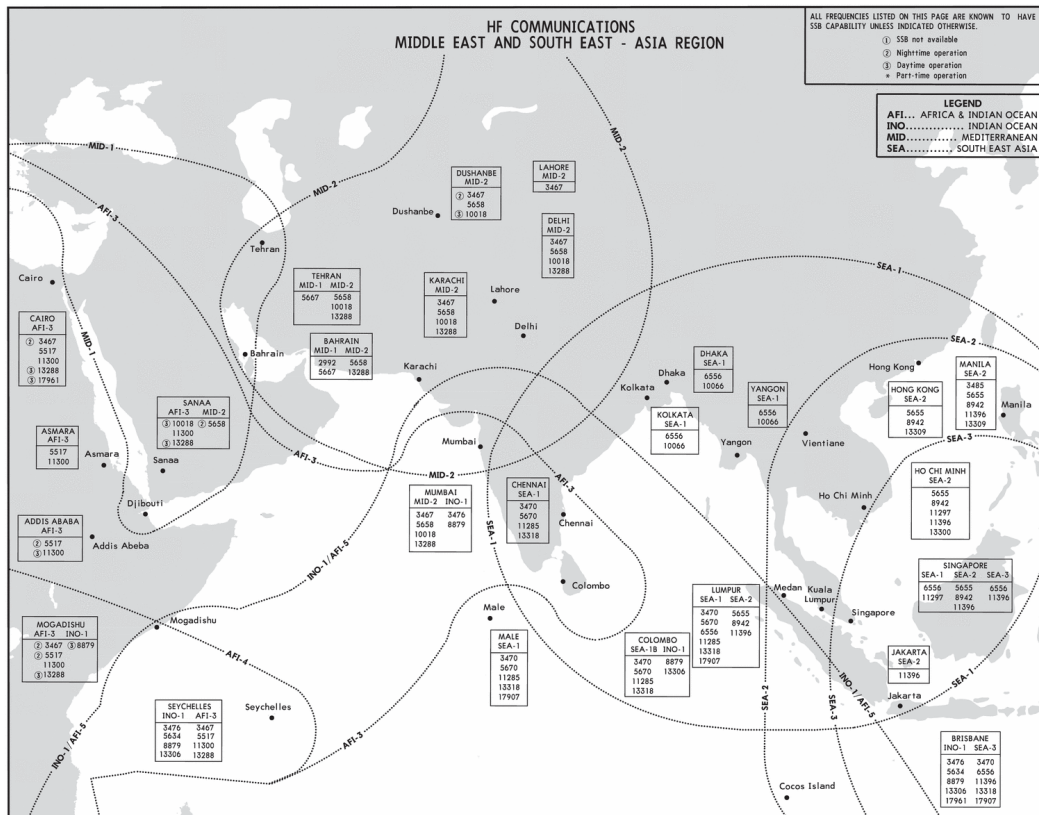
AFGHANISTAN	Standard operating procedures. Standard transponder failure procedures. Squawk 1200 as a VFR flight. Squawk 1200 or the previous ACC assigned Mode 3A code when overflying Kabul FIR.
BAHRAIN	Standard operating procedures. Standard transponder failure procedures.
BANGLADESH	Standard operating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

**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.
TURKIYE	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

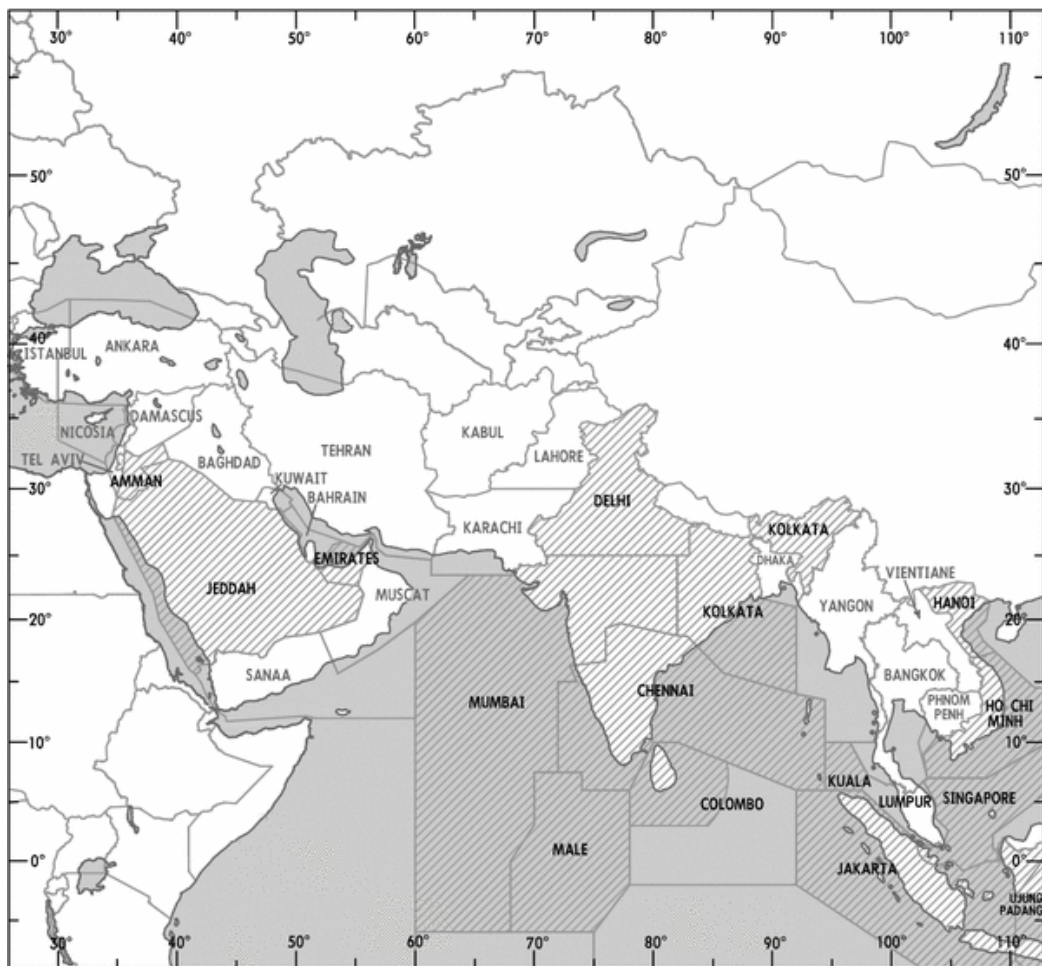
MUMBAI RADIO	
Airway	Frequency
A474	3443, 3476, 4675, 5601, 5634, 6661, 8879, 10084
B459	3443, 3476, 4675, 5601, 5634, 6661, 8879, 10084
G424	3443, 3476, 4675, 5601, 5634, 6661, 8879, 10084
G450	3443, 3476, 4675, 5601, 5634, 6661, 8879, 10084
G465	3443, 3476, 4675, 5601, 5634, 6661, 8879, 10084
L301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

**MIDDLE EAST
FREQUENCY ALLOCATION INDIA**

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
W103	3476, 5658, 6661, 8879, 10018, 10084

MIDDLE EAST AUTOMATIC DEPENDENT SURVEILLANCE BROADCAST (ADS-B)

ADS-B OVERVIEW



INDIA

All aircraft flying on PBN routes in Indian continental airspace with designators L, M, N, P, Q, T and routes A201, A347, A465, A74, A791, B211, B466, G450, R457, R460, R461, W15, W19, W20, W29, W41, W43, W45, W47, W56S/N, W67, W111, W112, W114, W115, W118, W153, at or above FL290 must carry serviceable 1090MHz ES ADS-B transmitting equipment.

Aircraft not equipped with ADS-B would be permitted to fly on these routes below FL290.

MIDDLE EAST AUTOMATIC DEPENDENT SURVEILLANCE BROADCAST (ADS-B)

On routes Z1, Z2, Z5, Z6, Z7, Z8, Z9, Z10, Z11, Z12, Z13, Z14, Z15 and Z16, ADS-B OUT is required.

For further details refer to Jeppesen ATC-Chapter “India - Rules and Procedures”.

INDONESIA

ADS-B is mandated for traffic within Jakarta and Ujung Pandang FIRs between FL245 and FL600.

Airspace below FL245 within Jakarta and Ujung Pandang FIRs requires the use of ADS-B in multiple TMAs and CTRs.

For further details refer to Jeppesen ATC-Chapter “Indonesia - Rules and Procedures”.

JORDAN

ADS-B services are available with a range of 256NM around Amman (Amman City), Amman (Queen Alia Intl), Aqaba (King Hussein Intl) and Arreesha.

MALAYSIA

The ADS-B surveillance services for ATS routes in oceanic airspace of Kuala Lumpur FIR will involve the portion of airspace bounded by coordinates from 0715N/09830E to 10N/09630E to 10N/09425E to 06N/09425E to 06N/09730E and thence along a straight line to point 0715N/09830E. It encompasses the ATS routes of N571, P628, L510, P627, L645 and P574 from FL290 or above.

For further details refer to Jeppesen ATC-Chapter “Malaysia - Rules and Procedures”.

MALDIVES

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).

SAUDI ARABIA

All aircraft operating in Jeddah FIR airspace classes “A”, “B”, “C”, “D” or “E” are required to be equipped with ADS-B and must operate this equipment in the transmit mode at all times.

MIDDLE EAST
AUTOMATIC DEPENDENT SURVEILLANCE BROADCAST (ADS-B)

For further details refer to Jeppesen ATC-Chapter "Saudi Arabia - Rules and Procedures".

SINGAPORE

ADS-B is mandated within Singapore FIR from FL290 and above for all ATS routes except R208, M522, M754 and M765.

For further details refer to Jeppesen ATC-Chapter "Singapore - Rules and Procedures".

SRI LANKA

ADS-B will be mandated within an area 330NM from 070003N/0804618E within Colombo FIR limiting from a line joining from 030N/078E (LAVOX) to 030N/0843509E from FL290 to FL460. All registered aircraft with a maximum take-off mass exceeding 5700kg or having a maximum cruising true airspeed capability greater than 250kt, with a date of manufacture on or after 1 January 2020 must be equipped with ADS-B.

For further details refer to Jeppesen ATC-Chapter "Sri Lanka - Rules and Procedures".

UNITED ARAB EMIRATES

ADS-B is mandated in the Emirates FIR for all IFR flights.

For further details refer to Jeppesen ATC-Chapter "U.A.E - Rules and Procedures".

VIETNAM

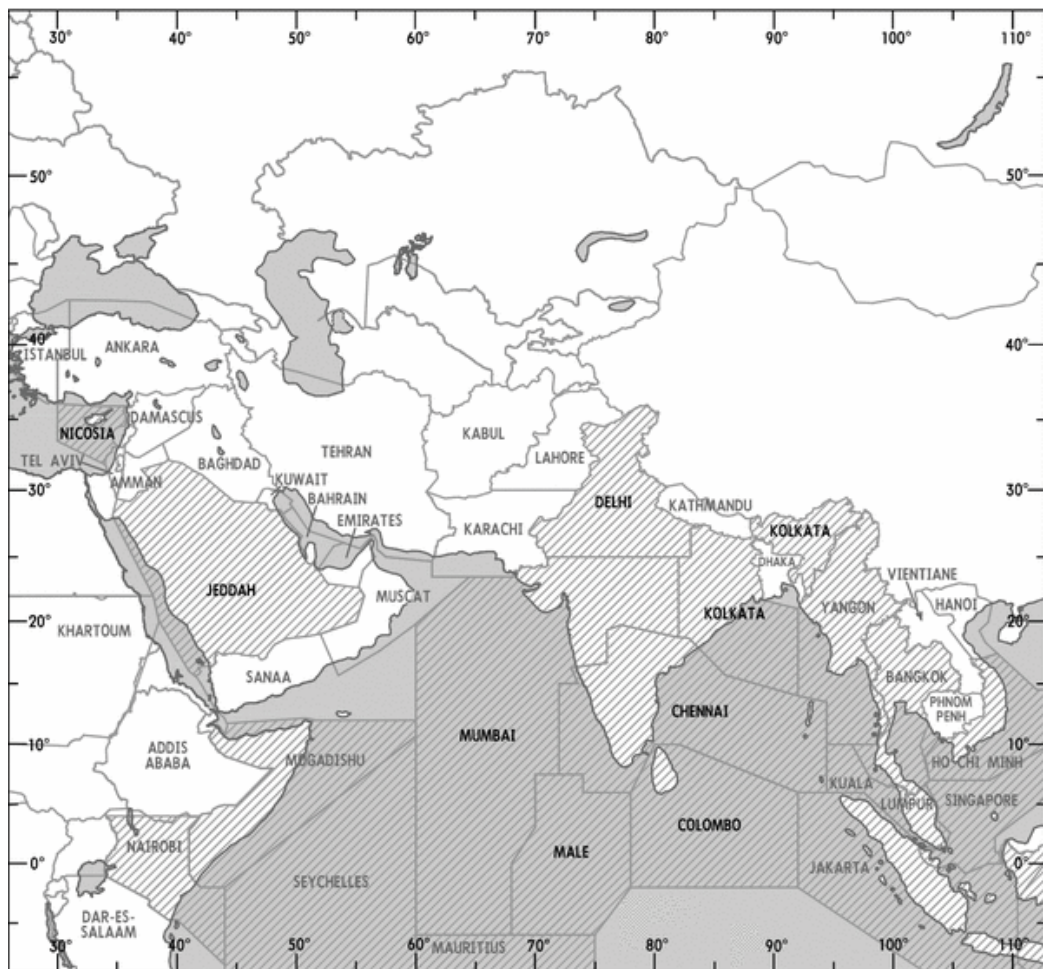
Aircraft having maximum take-off weight of 5700kg or more and operating within Ha Noi and Ho Chi Minh FIRs must be equipped and operated with ADS-B.

All flights operating along airways L625, L628, L642, M765, M768, M771, N500, and N892 require ADS-B at or above FL290.

For further details refer to Jeppesen ATC-Chapter "Vietnam - Rules and Procedures".

MIDDLE EAST CPDLC COVERAGE

CPDLC OVERVIEW



NOTE: For information to adjacent FIRs see also following chapters:

- ENROUTE - CPDLC Coverage Africa
- ENROUTE - CPDLC Coverage Pacific

**MIDDLE EAST
CPDLC COVERAGE**

Data Link Services

Airspace	CPDLC	ADS-C	Logon Address	Remarks
Chennai FIR	O	O	VOMF Logon should be initiated 10 minutes prior to entry Chennai FIR.	
Colombo FIR	O	O	VCCF Logon should be initiated 15 minutes prior to entry Colombo FIR. Data link equipped aircraft departing from Colombo are to logon 5 minutes prior to leave TMA.	CPDLC services are available to FANS 1/A equipped aircraft. When using CPDLC, the primary and secondary HF voice frequencies will be used as back-up communication medium. Position reporting: after connection is established, pilots shall downlink a initial CPDLC position reporting. Following, ADS reporting will fulfill normal position reporting requirements. If ADS connection cannot be established, pilots shall make a AIREP at compulsory reporting points using CPDLC.
Delhi FIR	O	O	VIDF Logon should be initiated 10 minutes prior to entry Delhi FIR.	
Jeddah FIR	O	N	OEJN for Jeddah ACC OERK for Riyadh ACC	CPDLC services are available from FL290 and above to all equipped aircraft with FANS 1/A and FANS 1/A+. The use of CPDLC is not mandatory and will be conducted at the discretion of ATC and the pilots involved. Where urgent or time critical communications are required, voice communications must be used.

**MIDDLE EAST
CPDLC COVERAGE**

Data Link Services (continued)

Airspace	CPDLC	ADS-C	Logon Address	Remarks
Kolkata FIR	O	O	VECF Logon should be initiated 10 minutes prior to entry Kolkata FIR.	
Male FIR	O	O	VRMF Logon should be initiated at least 10 minutes prior to entry Male FIR.	CPDLC services are available within Male FIR to FANS 1/A equipped aircraft. The use of CPDLC in is not mandatory and will be conducted at the discretion of the controllers and aircrews involved.
Mumbai FIR	O	O	VABF Logon should be initiated 10 minutes prior to entry Mumbai FIR.	
Nicosia FIR	O	N	LCCC Logon should be initiated 5 to 10 minutes prior to entry Nicosia FIR.	CPDLC services are available above FL285. The use of CPDLC is mandatory for all CPDLC equipped aircraft. ATN B1.

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

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

STANDARD ROUTINGS TRANSITING OIIX

FROM	TO	CONDITION	ROUTING	REMARKS
LTAA	OAKX	Transiting OAKX	AGINA-P146-RST-Z720-GGN-N636-PAMTU	Expect all odd levels between FL300 and FL400 except FL330
			AGINA-P146-RST-L333-SOKAM	
		Landing OAKX	AGINA-P146-RST-L333-ALROT-P567-BJD-G202/P567-KAMAR	Expect FL270 and FL290 before entering OAKX
			AGINA-P146-RST-Z720-GGN-A416-MSD-G792/B411-PAMTU	
	OB BB	Transiting OB BB	BONAM-L319-DASDO-L223-LAGSA-R659-MIDSI	
			LUMOM-M701-MIDSI	
			LUMOM-M701-DEPSU-G663-ALSER	
			BONAM-L319-DASDO-G663-ALSER	
		Landing OBBI, OEDR and OEDF	BONAM-L319-DASDO-G663-ALSER	Expect FL180 and FL200 at 20NM before ALSER
			LUMOM-M701-DEPSU-G663-ALSER	
	OTDF	Landing OTDF	LUMOM-M701-MIDSI	Expect FL200 to FL240 at 10NM before MIDSI
			BONAM-L319-DASDO-L223-LAGSA-R659-MIDSI	
	OKAC	Transiting OKAC except landing OBBI/OTHH/OTBD/OTBH/OEDR/OEDF	LUMOM-M701-IMKEN-B417/N72-TU-LAX	Expect FL300 and FL320 before TU-LAX
		Landing OKAC	LUMOM-M701-IMKEN-B417/N72-TU-LAX	Expect FL240 before TULAX
	OMAE	Transiting OMAE	BONAM-L319-DASDO-L223-SIR	

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

FROM	TO	CONDITION	ROUTING	REMARKS
		Landing OMAE	AGINA-P146-SIBVU-R661-ZAJ-R654/L124-SAV-P574-SYZ-G666-ORSAR	Expect FL250 up to FL290 at 10NM before ORSAR
			BONAM-L319-DASDO-L223-LAM-G666-ORSAR	
	OOM M	Transiting or landing OOMM	AGINA-P146-SIBVU-R661-ZAJ-M715-PURKI-W32-SRJ-L430-MESPO	
	OPKR	Transiting or landing OPKR and inbound VIDF	BONAM-L124-ZAJ-M715-SILKO-G452-DERBO	Expect below FL410 before entering OPKR
			AGINA-P146-RST-L333-GIBAB-L713-TOVUS-G208/L125-ZDN-G452/N319-DERBO	
		Transiting or landing OPKR and inbound VABF	BONAM-L124-ZAJ-M715-ASVIB	
			AGINA-P146-RST-L333-GIBAB-L713-KEBUD	
	UTAA	Transiting or landing UTAA	AGINA-P146-RST-Z720-GGN-A414-BRD-L720-RIKOP	
	UTAK	Transiting or landing UTAK	AGINA-P146-RST-Z720-GIVSI-G667-PUTMA	
OAKX	LTAA	Transiting or landing LTAA	PAMTU-G792/B411-MSD-A647-SBZ-A416-GGN-Z720-RST-P146-AGINA	
			PAMTU-N636-SBZ-A416-GGN-Z720-RST-P146-AGINA	
			SOKAM-L333-RST-P146-AGINA	
	OBBB	Transiting OBBB	PIRAN-A453-MIDS	Expect FL320 and FL380 at 20NM before MIDS
			RANRU-L717-PEKES-A453-MIDS	
	OTDF	Landing OTDF/OBBB or OEDR/OEDF	RANRU-L717-PEKES-A453-LVA-N570-MIDS	Expect FL200 up to FL240 at 10NM before MIDS
			RANRU-L717-PEKES-A453-LVA-L721-ELIDU	Expect FL200 and FL220 at IMLUV

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

FROM	TO	CONDITION	ROUTING	REMARKS
	OKAC	Transiting OKAC	PIRAN-A453-ZDN-G452-SYZ-G669-NANPI	Expect FL300 and FL320 before NANPI
		Landing OKAC	PIRAN-A453-ZDN-G452-SYZ-G669-NANPI	Expect FL280 before NANPI
	OMAE	Transiting OMAE	PIRAN-A453-DAVEP-Q10-MOBET-M324-PATAT	
			RANRU-L717-PEKES-A453-DAVEP-Q10-MOBET-M324-PATAT	
		Landing OMAE	PIRAN-A453-DAVEP-Q10-MOBET-M324-PATAT	Expect FL160 for traffic inbound OMRK, FL200 up to FL240 for traffic inbound other airports except OMAA before PATAT
			RANRU-L717-PEKES-A453-DAVEP-Q10-MOBET-M324-PATAT	
	UBBA	Transiting or landing UBBA	SOKAM-L333-ALROT-P567-ULDUS	
			PAMTU-N636-RIGAN-N319/P567-ULDUS	
			SOKAM-L333-RST-P146-SIBVU-L125/R661-DULAV	
	UDDD	Transiting or landing UDDD	PAMTU-N636-MAGRI	
			SOKAM-L333-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	
	UTAK	Transiting or landing UTAK	KAMAR-G202/P567-BJD-N567-SOMAD	

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

FROM	TO	CONDITION	ROUTING	REMARKS
OBBB	LTAA	Transiting or landing LTAA without entering UDDD/UGGG/URRV/UKFV/LBSR	ROTOX-L570-ALTAX-L223-KAPES-M555-ALRAM	
			OBTAR-L319-DASDO-L223-KAPES-M555-ALRAM	
		Transiting LTAA with entering UDDD/UGGG/URRV/UKFV/LBSR	ROTOX-L570-ALTAX-L223-UMH-L852-TESVA	
			OBTAR-L319-DASDO-L223-UMH-L852-TESVA	
OAKX	Transiting or landing OAKX		DASUT-T800/N717-MIRIT-N717-KHM-A453-PIRAN	Expect FL330 before ZDN
			DASUT-T800/N717-MIRIT-N717-KHM-A453-PEKES-L717-RANRU	
OOM M	Transiting or landing OOMM		DASUT-T800/N717-MIRIT-T800/N717-KHM-A453-BND-W10-MELMI-L430-MESPO	
OPKR	Landing or transiting OPKR		DASUT-T800/N717-MIRIT-N717-KHM-M561-ASVIB	Expect below FL410 before entering OPKR
			DASUT-T800/N717-MIRIT-N717-KHM-M561/A453-PAVON-A453-ZDN-G452-DERBO	
ORBB	Only arrival to ORSJ/ORER		ROTOX-L570-ALTAX-L223-TUKLO-M434-BOXIX	Expect FL200 and above before BOXIX
			OBTAR-L319-DASDO-L223-TUKLO-M434-BOXIX	
	Only arrival to ORNI/ORBI		ROTOX-L570-ALTAX-L223-UKSIS-G202-RAGET	Expect FL200 and above before RA-GET
			OBTAR-L319-DASDO-L223-UKSIS-G202-RAGET	

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

FROM	TO	CONDITION	ROUTING	REMARKS
	UTAA	Transiting or landing UTAA	OBTAR-L319-DASDO-G663-TBS-M318-RIKOP	
			OBTAR-L319-DASDO-G663-MSD-A647-NAZAR	
	UTAK	Transiting or landing in UTAK	OBTAR-L319-DASDO-G663-SYZ-P574-SAV-M718-LABKA-G781-NSH-G667-PUTMA	Even levels
			OBTAR-L319-DASDO-G663-RIBEN-L713-PAXER-P718-SOMAD	
	UBBA	Transiting or landing UBBA	OBTAR-L319-DASDO-G663-SYZ-P574-SAV-N72-BATEV	
			OBTAR-L319-DASDO-G663-SYZ-P574-SAV-R654/L124-ZAJ-R661-DULAV	
OTDF	UDDD	Transiting or landing UDDD	OBTAR-L319-DASDO-G663-SYZ-P574-SAV-R654/L124-ZAJ-R654-MAGRI	
	LTAA	Landing or transiting LTAA without entering UDDD/UGGG/URRV/UKFV/LBSR	RAGAS-P550-LAGSA-L223-KAPES-M555-ALRAM	
		Transiting LTAA with entering UDDD/UGGG/URRV/UKFV/LBSR	RAGAS-P550-LAGSA-L223-UMH-L852-TESVA	
	OAKX	Landing OAKX	DASUT-T800/N717-MIRIT-N717-KHM-A453-PIRAN	Expect FL290 before PEKES
			DASUT-T800/N717-MIRIT-N717-KHM-A453-PEKES-L717-RANRU	
	OOMM	Transiting or landing OOMM	DASUT-T800/N717-MIRIT-N717-KHM-A453-BND-W10-MELMI-L430-MESPO	
	OPKR	Landing or transiting OPKR	DASUT-T800/N717-MIRIT-N717-KHM-M561-ASVIB	Expect below FL410 before entering Karachi FIR

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

FROM	TO	CONDITION	ROUTING	REMARKS
			DASUT-T800/N717-MIRIT-N717-KHM-M561/A453-PAVON-A453-ZDN-G452-DERBO	
	ORBB	Landing at ORSJ and ORER	RAGAS-P550-LAGSA-L223-TUKLO-M434-BOXIX	Expect FL260 and below before BOXIX
		Landing at OR-NI and ORBI	RAGAS-P550-LAGSA-L223-UKSIS-G202-RAGET	Expect FL300 and below before RAGET
		Transiting ORBB	RAGAS-P550-LAGSA-L223-UKSIS-G202-RAGET	
	UTAA	Transiting or landing UTAA	RAGAS-P550-SYZ-G663-TBS-M318-RI-KOP	
			RAGAS-P550-SYZ-G663-TBS-A647-NAZAR	
	UTAK	Transiting or landing UTAK	RAGAS-P550-SYZ-P574-SAV-M718-LABKA-G781-NSH-G667-PUTMA	Even levels
			RAGAS-P550-SYZ-G663-RIBEN-L713-PAXER-P718-SOMAD	
	UBBA	Transiting or landing in UB-BA	RAGAS-P550-SYZ-P574-SAV-N72-BA-TEV	
			RAGAS-P550-SYZ-P574-SAV-R654/L124-ZAJ-R661-DULAV	
	UDDD	Transiting or landing UDDD	RAGAS-P550-SYZ-P574-SAV-R654/L124-ZAJ-R654-MAGRI	
OKAC	LTAA	Transiting or landing LTAA without entering UDDD/UGGG/URRV/UKFV/LBSR	TULAX-B417/N72-MAH-W31-EGVAX-G667-ALTAX-L223-KAPES-M555-AL-RAM	
		Transiting LTAA with entering UDDD/UGGG/URRV/UKFV/LBSR	TULAX-B417/N72-MAH-W31-EGVAX-G667-ALTAX-L223-UMH-L852-TESVA	

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

FROM	TO	CONDITION	ROUTING	REMARKS
	OTDF	Landing in OTDF/OBBB or OEDR/OEDF	NANPI-R784-IMDAT-R784/B416-DUR-SI-M701/N570/R659-MIDSI	Expect FL200 up to FL240 at 10NM before MIDSI
	OAKX	Transiting or landing OAKX	NANPI-G669-SYZ-G452-ZDN-A453-PI-RAN	Expect FL330 before ZDN
	OMAE	Transiting OMAE	NANPI-R784-ORSAR	Expect FL290 or below before NANPI
		Landing OMAE	NANPI-R784-ORSAR	Expect FL290 or below before NANPI Expect FL250 up to FL290 at 10NM before ORSAR
	OPKR	Transiting or landing OPKR and inbound VIDF	NANPI-G669-SYZ-G452-DERBO	Expect FL410 and below before entering OPKR
		Transiting or landing OPKR and inbound VABF	NANPI-G669-SYZ-G665-ASVIB	
	OOMM	Only for Qatari flights landing OOMM	NANPI-R784-EGMIT-M561-KHM-N717-ULDUN	Expect FL270 before NANPI Over ULDUN only FL310 and FL350 are available
		Other flights	NANPI-G669-SYZ-W10-MELMI-L430-MESPO	
	UBBA	Transiting or landing UBBA	TULAX-B417-MAH-W31-EGVAX-G667-SAV-N72-BATEV	
	UDDD	Transiting or landing UDDD	TULAX-B417-MAH-W31-EGVAX-G667-SAV-R654/L124-ZAJ-R654-MAGR1	
			TULAX-B417-MAH-W31-EGVAX-G667-RABIM-W3-DZF-W9-ZAJ-R654-MAGR1	
	UTAA	Transiting or landing UTAA	NANPI-G669-SYZ-G663-TBS-M318-RI-KOP	

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

FROM	TO	CONDITION	ROUTING	REMARKS
			NANPI-G669-SYZ-G663-MSD-A647-NAZAR	
OMAE	LTAA	Transiting or landing LTAA	GABKO-M317-ROTAL-P574-SYZ-P550-DASIS	
	OAKX	Transiting or landing OAKX	GABKO-M318-KHM-A453-PIRAN	Expect FL330 before ZDN
			GABKO-M318-KHM-A453-PEKES-L717-RANRU	
	OPKR	Landing in or transiting OPKR	GABKO-M318-KHM-A453-ZDN-G452-DERBO	Expect FL410 and below before entering OPKR
			GABKO-M318-KHM-M561-ASVIB	
	UBBA	Transiting or landing UBBA	GABKO-M318-ASMUK-W32-ROVAD-G208/L125-ELEDI-N39-ULDUS	
			GABKO-M317-ROTAL-P574-SAV-R654/L124-ZAJ-R661-DULAV	
	UDDD	Transiting or landing UDDD	GABKO-M317-ROTAL-P574-SAV-R654/L124-ZAJ-R654-MAGRI	
	UTAA	Transiting or landing UTAA	GABKO-M318-RIKOP	
			GABKO-M318-TBS-G663-MSD-A647-NAZAR	
	UTAK	Transiting or landing UTAK	GABKO-M318-OTISO-L713-PAXER-P718-SOMAD	
OOM M	LTAA	Transiting or landing LTAA	MESPO-L430-SRJ-W32-ROVAD-L125-BUDED-R660/L333-DASIS	from 0300 UTC to 2130 UTC
			MESPO-L430-SRJ-W32-YZD-R654-ISN-G202-UKSIS-L223-UMH-L852-TESVA	from 2130 UTC to 0300 UTC
	OBBB	Transiting OBBB	MESPO-L430-NOVSU-N312-MIDSI	Expect FL320 and FL380 at 20NM before MIDSI
		Landing within OBBB/OEDR/OEDF	MESPO-L430-NOVSU-N570-MIDSI	Expect FL200 up to FL240 at 10NM before MIDSI

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

FROM	TO	CONDITION	ROUTING	REMARKS
			MESPO-L430-NOVSU-N570-LVA-L721-ELIDU	Expect FL200 and FL220 at 10NM before ELIDU
	OKAC	Transiting OKAC	MESPO-L430-NOVSU-N570-DURSI-R784-NANPI	
		Landing OKAC	MESPO-L430-NOVSU-N570-DURSI-R784-NANPI	Expect FL280 before NANPI
	OPKR	Transiting or landing OPKR	IMLOT-A791-EGRON	Expect FL410 and below before entering OPKR
			IMLOT-M316-GOKSO-M561-ASVIB	
			DENDA-R462-METBI	
	UBBA	Transiting or landing UBBA	MESPO-L430-SRJ-W32-ROVAD-G208/L125-ELEDI-N39-ULDUS	
	UDDD	Transiting or landing UDDD	MESPO-L430-SRJ-W32-ROVAD-L125-BUDED-R654-MAGRI	
	UTAA	Transiting or landing UTAA	MESPO-L430-ASMET-M318-RIKOP	
	UTAK	Transiting or landing UTAK	MESPO-L430-ASMET-M318-OTISO-L713-PAXER-P718-SOMAD	
OPKR	LTAA	Transiting or landing LTAA	KEBUD-L713-SODOK-T216-DAR-L125-BUDED-L333-DASIS	
	OB BB	Transiting OB BB	DERBO-G452-ZDN-A453-MIDSI	Expect FL320 and FL380 at 20NM before MIDSI
			ASVIB-N312-MIDSI	
	Landing OTDF/ OB BB or OEDR/OEDF		DERBO-G452-ZDN-A453-LVA-N570-MIDSI	Expect FL200 up to FL240 at 10NM before MIDSI
			DERBO-G452-ZDN-A453-LVA-L721-ELIDU	Expect FL200 and FL220 at IMLUV
			ASVIB-N312-LVA-N570-MIDSI	
			ASVIB-N312-LVA-L721-ELIDU	

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

FROM	TO	CONDITION	ROUTING	REMARKS
	OTDF	Landing OTDF/ OBBB or OEDR/OEDF	DERBO-G452-ZDN-A453-LVA-N570-MIDS	Expect FL200 up to FL240 at 10NM before MIDS
			DERBO-G452-ZDN-A453-LVA-L721-ELIDU	
			ASVIB-N312-LVA-N570-MIDS	
			ASVIB-N312-LVA-L721-ELIDU	
	OKAC	Transiting OKAC	DERBO-G452-SYZ-G669-NANPI	Expect FL300 and FL320 before NANPI
			ASVIB-G665-SYZ-G669-NANPI	
		Landing OKAC	DERBO-G452-SYZ-G669-NANPI	Expect FL280 before NANPI
			ASVIB-G665-SYZ-G669-NANPI	
	OMAE	Transiting OMAE	DERBO-G452-ZDN-A453-DAVEP-Q10-MOBET-M324-PATAT	
			ASVIB-N312-MOBET-M324-PATAT	
		Landing OMAE	DERBO-G452-ZDN-A453-DAVEP-Q10-MOBET-M324-PATAT	
			ASVIB-N312-MOBET-M324-PATAT	
	OOM M	Transiting OOMM/OMAE	ASVIB-N312-SOLUV-M316-IMLOT	
			EGRON-A791-IMLOT	
			METBI-R462-DENDA	
		Landing OOMM/OMAE	METBI-R462-DENDA	

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

FROM	TO	CONDITION	ROUTING	REMARKS
	ORBB	Landing ORBB	DERBO-G452-KER-R654-ISN-G202-RAGET	Only authorized for Iraqi airline departing from aerodromes within India, Malaysia, Pakistan and China.
			KEBUD-L124-YZD-R654-ISN-G202-RAGET	Expect FL280 before RAGET
	UBBA	Transiting or landing UBBA	DERBO-N319-ULDUS	
			KEBUD-L713-SODOK-T216-DAR-G208/L125-ELEDI-N39-ULDUS	
			KEBUD-L713-SODOK-T216-DAR-G208/L125-DULAV	
	UDDD	Transiting or landing UDDD	KEBUD-L713-GIBAB-L333-RST-B121-MAGRI	
	UTAA	Transiting or landing UTAA	DERBO-G452-ZDN-G775-ORPAB	
			DERBO-G452-ZDN-G775-MSD-G792-GIRUN	
			KEBUD-L713-PEGOS-W2-ZDN-G775-ORPAB	
			KEBUD-L713-PEGOS-W2-ZDN-G775-MSD-G792-GIRUN	
			KEBUD-L713-PEGOS-W2-ZDN-G775-MSD-A647-NAZAR	
	UTAK	Transiting or landing UTAK	KEBUD-L713-PEGOS-T216-DAR-G208/L124-NIVRA-M318-OTISO-L713-PAX-ER-P718-SOMAD	
			ASVIB-M715-SRN-T216-DAR-G208/L124-NIVRA-M318-OTISO-L713-PAX-ER-P718-SOMAD	
			DERBO-N319-ZDN-G775-BJD-N567-SOMAD	

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

FROM	TO	CONDITION	ROUTING	REMARKS
ORBB *	OAKX	Transiting or landing OAKX	PAXAT-B411-ILM-G202-KAMAR	Only authorized for Iraqi airlines: a. For traffic transiting OAKX, expect all odd levels between FL300 and FL400 except FL330 b. For traffic landing in OAKX, expect FL270 and FL290
	OTDF	Landing OTDF	BOXIX-M434-NOLTO-M701-MIDSI	Expect FL200 up to FL240 at 10NM before MIDSI
			PAXAT-B411-ILM-G202-KRD-M701-MIDSI	
	OMAE	Transiting OMAE	BOXIX-M434-NOLTO-M701-IMKEN-W3-KIXOB-L223-SIR	
			PAXAT-B411-ILM-G202-KRD-M701-IMKEN-W3-KIXOB-L223-SIR	
		Landing OMAE	BOXIX-M434-NOLTO-M701-IMKEN-W3-KIXOB-L223-LAM-G666-ORSAR	
			PAXAT-B411-ILM-G202-KRD-M701-IMKEN-W3-KIXOB-L223-LAM-G666-ORSAR	
	OOMM	Transiting or landing OOMM	PAXAT-B411-ILM-G202-ISN-R654-YZW32-SRJ-L430-MESPO	
	OPKR	Transiting or landing OPKR and inbound VIDF	PAXAT-B411-ILM-G202-ISN-R654-KER-G452-DERBO	Expect below FL410 before entering OPKR

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

FROM	TO	CONDITION	ROUTING	REMARKS
		Landing in or transiting OPKR and inbound VABF	PAXAT-B411-ILM-G202-ISN-R654-KER-L124-KEBUD	
			PAXAT-B411-ILM-G202-ISN-R654-KER-L124-PEKES-M715-ASVIB	
	UBBA	Transiting or landing UBBA	PAXAT-B411-SAV-N72-BATEV	
			PAXAT-B411-IVELI-W9-ZAJ-R654-BUDED-L125-SIBVU-R661-DULAV	
			BOXIX-M434-SAV-N72-BATEV	
			BOXIX-M434-HAM-DCT-HAB-W9-ZAJ-R654-BUDED-L125-SIBVU-R661-DULAV	
	UDDD	Transiting or landing UDDD	BOXIX-M434-HAM-DCT-HAB-W9-ZAJ-R654-MAGRI	
			PAXAT-B411-IVELI-W9-ZAJ-R654-MAGRI	
	UTAA	Transiting or landing UTAA	PAXAT-B411-ITELO-L720-RIKOP	
	*All traffic departing or transiting OJAC shall not enter via ORBB.			
UBBA	OAKX	Transiting OAKX	ULDUS-N319-ITELO-P567-ALROT-L333-SOKAM	Expect all odd levels between FL300 and FL400 except FL330
		Landing OAKX	ULDUS-N319-ITELO-P567-ALROT-L333-SOKAM	Expect FL270 and FL290 before entering OAKX
	OBBD	Transiting OBBD	BATEV-N72-SAV-P574-SYZ-G663-ALSER	
		Landing OBBD/OEDR/OEDF	BATEV-N72-SAV-P574-SYZ-G663-ALSER	Expect FL200 and FL180 at 20NM before ALSER
	OTDF	Landing OTDF	BATEV-N72-SAV-P574-SYZ-R659-MIDSI	Expect FL200 up to FL240 at 10NM before MIDS

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

FROM	TO	CONDITION	ROUTING	REMARKS
			DULAV-R661-ZAJ-R654/L124-SAV-P574-SYZ-R659-MIDSI	
	OKAC	Transiting OKAC except landing at OB-BI/OTHH/OTBD/OTBH/OEDR/OEDF	BATEV-N72-SAV-P574-EGVEL-B417/N72-TULAX	Expect FL300 and FL320 before TULAX
		Landing OKAC	BATEV-N72-SAV-P574/UP574-EGVEL-B417/N72-TULAX	Expect FL240 before TULAX
	OMAE	Landing OMAE	BATEV-N72-SAV-P574-SYZ-G666-ORSAR	Expect FL250 up to FL290 at 10NM before ORSAR
			DULAV-R661-ZAJ-R654/L124-SAV-P574-SYZ-G666-ORSAR	Expect FL160 for traffic inbound OMRK, FL200 up to FL240 for traffic inbound other airports except OMAA before PATAT
			ULDUS-N39-OBRIX-M715-PURKI-W32-SRJ-L430-TAVNO-M324-PATAT	
		Transiting OMAE	BATEV-N72-SAV-P574-SYZ-G666-LAM-L223-SIR	
			DULAV-R661-ZAJ-R654/L124-SAV-P574-SYZ-G666-LAM-L223-SIR	
			ULDUS-N39-OBRIX-M715-PURKI-W32-SRJ-L430-TAVNO-M324-PATAT	
	OOM M	Transiting or landing OOMM	ULDUS-N39-OBRIX-M715-PURKI-W32-SRJ-L430-MESPO	
	OPKR	Transiting or landing OPKR and inbound VIDF	ULDUS-N319-ZDN-G452-DERBO	Expect below FL410 before entering OPKR
			ULDUS-N39-OBRIX-M715-SILKO-G452-DERBO	

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

FROM	TO	CONDITION	ROUTING	REMARKS
		Transiting or landing OPKR and inbound VABF	ULDUS-N319-ZDN-G208/L125-KEBUD	
			ULDUS-N39-OBRIX-M715-PEKES-L124-KEBUD	
	ORBB	Landing ORBB	BATEV-N72-SESBI-W8-PAVET-A647-RAGET	Expect FL280 before RAGET
			DULAV-R661-ZAJ-W9-HAB-DCT-HAM-A547-RAGET	
			BATEV-N72-SESBI-W8-PAVET-A647-HAM-M434-BOXIX	Expect FL200 and above before BOXIX
			DULAV-R661-ZAJ-W9-HAB-DCT-HAM-M434-BOXIX	
UDDD	OAKX	Transiting OAKX	MAGRI-B121-RST-L333-SOKAM	Expect all odd levels between FL300 and FL400 except FL330
			MAGRI-B121-RST-Z720-GGN-A416-LOXED-A416/B411-MSD-G792/B411-PAMTU	
			MAGRI-N636-PAMTU	
	Landing OAKX		MAGRI-B121-RST-L333-SOKAM	Expect FL270 and FL290 before entering OAKX
			MAGRI-B121-RST-Z720-GGN-A416-LOXED-A416/B411-MSD-G792/B411-PAMTU	
			MAGRI-N636-PAMTU	
	OBBD	Transiting OBBD	MAGRI-R654-ZAJ-R654/L124-SAV-P574-SYZ-G663-ALSER	Expect FL320 and FL380 at 20NM before MIDS
		Landing OBBD/OEDR/OEDF	MAGRI-R654-ZAJ-R654/L124-SAV-P574-SYZ-G663-ALSER	Expect FL200 and FL180 at 20NM before ALSER

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

FROM	TO	CONDITION	ROUTING	REMARKS
	OTDF	Landing OTDF	MAGRI-R654-ZAJ-R654/L124-SAV-P574-SYZ-R659-MIDSI	Expect FL200 up to FL240 at 10NM before MIDSI
	OKAC	Transiting OKAC except landing OBBI/OTHH/OTBD/OTBH/OEDR/OEDF	MAGRI-R654-ZAJ-L124/R654-EGVEL-B417/N72-TULAX	Expect FL300 and FL320 before TULAX
			MAGRI-R654-ZAJ-W9-DZF-W3-IMKEN-B417/N72-TULAX	
		Landing OKAC	MAGRI-R654-ZAJ-L124/R654-EGVEL-B417/N72-TULAX	Expect FL240 before TULAX
			MAGRI-R654-ZAJ-W9-DZF-W3-IMKEN-B417/N72-TULAX	
	OMAE	Transiting OMAE	MAGRI-R654-ZAJ-R654/L124-SAV-P574-SYZ-G666-LAM-L223-SIR	
		Landing OMAE	MAGRI-R654-ZAJ-R654/L124-SAV-P574-SYZ-G666-ORSAR	Expect FL250 up to FL290 at 10NM before ORSAR
	OOM M	Transiting OOMM	MAGRI-R654-ZAJ-M715-PURKI-W32-SRJ-L430-MESPO	
	ORBB	Landing ORBB	MAGRI-R654-ZAJ-W9-HAB-DCT-HAM-M434-BOXIX	Expect FL200 and above before BOXIX
			MAGRI-R654-ZAJ-W9-HAB-DCT-HAM-A647-RAGET	Expect FL280 before RAGET
	OPKR	Landing in or transiting OPKR and in-bound VIDF	MAGRI-B121-RST-L333-GIBAB-L713-TOVUS-G208/L125-ZDN-G452/N319-DERBO	Expect FL410 and below before entering OPKR
		Landing in or transiting OPKR and in-bound VABF	MAGRI-B121-RST-L333-GIBAB-L713-KEBUD	
UTAA	OAKX	Transiting OAKX	ORPAB-G775-MSD-G792/B411-PAMTU	All odd levels between FL300 and FL400 except FL330

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

FROM	TO	CONDITION	ROUTING	REMARKS
			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	
	OB BB	Transiting OB BB	RIKOP-M324-TASLU-G663-ALSER	
			NAZAR-A647-MSD-G663-ALSER	
		Landing in OB BB or OEDR/OEDF	RIKOP-M324-TASLU-G663-ALSER	Expect FL200 & FL180 at 20NM before ALSER
			NAZAR-A647-MSD-G663-ALSER	
	OTDF	Landing in OTDF	RIKOP-M324-TASLU-G663-SYZ-R659-MIDSI	Expect FL200 up to FL240 at 10NM before MIDSI
			NAZAR-A647-MSD-G663-SYZ-R659-MIDSI	
	OKAC	Transiting OKAC	RIKOP-M324-TASLU-G663-SYZ-G669-NANPI	Expect FL300 and FL320 before NANPI
			NAZAR-A647-MSD-G663-SYZ-G669-NANPI	
		Landing OKAC	RIKOP-M324-TASLU-G663-SYZ-G669-NANPI	Expect FL280 before NANPI
			NAZAR-A647-MSD-G663-SYZ-G669-NANPI	
	OMAE	Transiting OMAE	RIKOP-M324-PATAT	
			NAZAR-A647-MSD-G663-TASLU-M324-PATAT	
		Landing OMAE	RIKOP-M324-PATAT	Expect FL160 for traffic inbound OMRK, FL200 up to FL240 for traffic in-

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

FROM	TO	CONDITION	ROUTING	REMARKS
			NAZAR-A647-MSD-G663-TASLU-M324-PATAT	bound other airports except OMAA before PATAT
	OOM M	Transiting or landing OOMM	ORPAB-G775-MSD-B441-NABOX-R654-NAGES-M719-MESPO	
			NAZAR-A647-MSD-B441-NABOX-R654-NAGES-M719-MESPO	
	OPKR	Landing in or transiting OPKR and in-bound VIDF	ORPAB-G775-ZDN-G452/N319-DERBO	Expect below FL410 before entering OPKR
			GIRUN-G792-MSD-G775-ZDN-G452/N319-DERBO	
		Landing in or transiting OPKR and in-bound VABF	ORPAB-G775-ZDN-G208/L125-KEBUD	
			GIRUN-G792-MSD-G775-ZDN-G208/L125-KEBUD	
			NAZAR-A647-MSD-G775-ZDN-G208/L125-KEBUD	
	LTAA	Transiting or landing LTAA	RIKOP-L720-BRD-A414-GGN-Z720-RST-L333-DASIS	
	ORBB	Transiting or landing ORBB	NAZAR-A647-RAGET	
			RIKOP-L720-BRD-B451-RAPKI-A647-RAGET	
UTAK	OB BB	Landing in or transiting OB BB	PUTMA-G667-NSH-G781-LABKA-M718-SAV-P574-SYZ-G663-ALSER	
			SOMAD-P718-ITELO-N319-TBS-G663-ALSER	
	LTAA	Transiting or landing LTAA	PUTMA-G667-GIVSI-Z720-RST-L333-DASIS	

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

FROM	TO	CONDITION	ROUTING	REMARKS
	OTDF	Landing OTDF	PUTMA-G667-NSH-G781-LABKA-M718-SAV-P574-SYZ-R659-MIDSI	Expect FL200 up to FL240 at 10NM before MIDSI
			SOMAD-P718-ITELO-N319-TBS-G663-SYZ-R659-MIDSI	
	OKAC	Landing OKAC	PUTMA-G667-NSH-G781-LABKA-M718-SAV-P574-EGVEL-N72/B417-TULAX	Expect FL240 before TULAX
		Transiting OKAC	PUTMA-G667-NSH-G781-LABKA-M718-SAV-P574-EGVEL-N72/B417-TULAX	
	OMAE	Transiting OMAE	SOMAD-P718-ITELO-N319-ROXEK-M324-PATAT	Expect FL160 for traffic inbound OMRK, FL200 up to FL240 for traffic inbound other airports except OMAA before PATAT
		Landing OMAE	SOMAD-P718-ITELO-N319-ROXEK-M324-PATAT	
	OOMM	Transiting or landing OOMM	SOMAD-P718-ITELO-N319-ROXEK-M324-TAVNO-L430-MESPO	
	OPKR	Landing in or transiting OPKR and inbound VIDP	SOMAD-N567-BJD-G775-ZDN-G452/N319-DERBO	Expect below FL410 before entering Karachi FIR
		Landing in or transiting OPKR and inbound VABF	SOMAD-N567-BJD-G775-ZDN-G208/L125-KEBUD	

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

FROM	TO	CONDITION	ROUTING
Traffic departing from Aerodromes within Tehran FIR			
OIAA	LTAA	Landing in or transiting LTAA without entering UDDD/UGGG/URRV/UKFV/LBSR	Relevant SID-GABSU-G667-ALTAX-L223-KAPES-M555-ALRAM

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

FROM	TO	CONDITION	ROUTING
Traffic departing from Aerodromes within Tehran FIR			
		Transiting LTAA with entering UDDD/UGGG/URRV/UKFV/LBSR	Relevant SID-GABSU-G667-ALTAX-L223-UMH-L852-TESVA
	OKAC	Landing in or transiting OKAC	Relevant SID-IBSAL-G55-UKNAR-B417/N72-TU-LAX
	OBBB	Landing in or transiting OBBB	Relevant SID-IBSAL-G55-KHG-W30-IMDAT-G663-ALSER
	OMAE	Traffic destined OMAE	Relevant SID-DEMPO-G665-EGSIR-T217/L223-LAM-G666-ORSAR
		Transiting OMAE	Relevant SID-DEMPO-G665-EGSIR-L223-SIR
	ORBB	Landing in ORBB and OSTT	Relevant SID-GABSU-G667-ALTAX-L223-UKSIS-G202-RAGET
OIAW	LTAA	Landing in or transiting LTAA without entering UDDD/UGGG/URRV/UKFV/LBSR	Relevant SID-EGVAX-G667-ALTAX-L223-KAPES-M555-ALRAM
		Transiting LTAA with entering UDDD/UGGG/URRV/UKFV/LBSR	Relevant SID-EGVAX-G667-ALTAX-L223-UMH-L852-TESVA
			Relevant SID-EGVAX-G667-SAV-R654-BUDED-R660/L333-DASIS
	OKAC	Landing in or transiting OKAC	Relevant SID-GODMO-W30-MAH-B417/N72-TU-LAX
	OBBB	Landing in or transiting OBBB	Relevant SID-GODMO-W30-IMDAT-G663-ALSER
	OMAE	Traffic destined OMAE	Relevant SID-GODMO-W30-VATAN-G665-EG-SIR-T217/L223-LAM-G666-ORSAR
		Transiting OMAE	Relevant SID-GODMO-W30-VATAN-G665-EG-SIR-L223-SIR
	ORBB	Landing in ORBB and OSTT	Relevant SID-EGVAX-G667-ALTAX-L223-UKSIS-G202-RAGET
	OOMM		Relevant SID-GODMO-W30-VATAN-G665-EG-SIR-L223-SIR

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

FROM	TO	CONDITION	ROUTING
Traffic departing from Aerodromes within Tehran FIR			
OIBB	LTAA	Landing in or transiting LTAA without entering UDDD/UGGG/URRV/UKFV/LBSR	Relevant SID-VELUT-L570-ALTAX-L223-KAPES-M555-ALRAM
		Transiting LTAA with entering UDDD/UGGG/URRV/UKFV/LBSR	Relevant SID-VELUT-L570-ALTAX-L223-UMH-L852-TESVA
	OKAC	Landing in or transiting OKAC	Relevant SID-VELUT-G669-NANPI
	OMAE	Traffic destined OMAE	Relevant SID-VATOB-G55-TOTNO-T217-LAM-G666-ORSAR
		Transiting OMAE	Relevant SID-VATOP-G55-TOTNO-T217-LAM-L223-SIR
	ORBB	Landing in ORBB/OSTT	Relevant SID-VELUT-L570-ALTAX-L223-UKSIS-G202-RAGET
OIBK	OMAE	FL90 by ORSAR	Relevant SID-A418/B541-ORSAR
	ORBI	FL300 by RAGET	Relevant SID-PURNA-A418-SYZ-W3-KIXOB-L223-UKSIS-G202-RAGET
		FL240 or FL260 by RAGET	Relevant SID PURNA-A418-SYZ-W3-KIXOB-L223-TUKLU-M434-BOXIX
OICC	LTAA	Landing or transiting LTAA without entering UDDD/UGGG/URRV/UKFV/LBSR	Relevant SID-BOPEL-W158-TAVNI-L223-KAPES-M555-ALRAM
		Transiting LTAA with entering UDDD/UGGG/URRV/UKFV/LBSR	Relevant SID-BOPEL-W158-TAVNI-L223-UMH-L852-TESVA
	OBBB	Landing in or transiting OBBB	Relevant SID-BUBAV-M701-DEPSU-G663-ALSER
	OKAC	Landing in or transiting OKAC	Relevant SID-BUBAV-M701-IMKEN-N72/B417-TULAX
	OMAE	Traffic destined OMAE	Relevant SID-BUBAV-W158-KRD-M701-IMKEN-W3-KIXOB-L223-LAM-G666-ORSAR

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

FROM	TO	CONDITION	ROUTING
Traffic departing from Aerodromes within Tehran FIR			
		Transiting OMAE	Relevant SID-BUBAV-W158-KRD-M701-IMKEN-W3-KIXOB-L223-SIR
	ORBB	Landing in ORBB and OSTT	Relevant SID-MOKAB-B411-ILM-G202-RAGET
OIFM	LTAA	Landing in or and transiting LTAA without entering UDDD/UGGG/URRV/UKFV/LBSR	Relevant SID-BOMID-G202-UKSIS-L223-KAPES-M555-ALRAM
			Relevant SID-BOMID-G202-UKSIS-L223-UMH-L852-TESVA
		Landing in or and transiting LTAA with entering UDDD/UGGG/URRV/UKFV/LBSR	Relevant SID-BOMID-G202-UKSIS-L223-UMH-L852-TESVA
	OAKX	Landing in or transiting OAKX	Relevant SID-LABOT-G202-KAMAR
	OBBB	Landing in or transiting OBBB	Relevant SID-GESIP-W144-OBTUX-P574-SYZ-G663-ALSER
			Relevant SID-GESIP-W144-OBTUX-P574-SYZ-R659-MIDS
	OTDF	Landing in OTDF	Relevant SID-GESIP-W144-OBTUX-P574-SYZ-R659-MIDS
	OKAC	Landing in or transiting OKAC	Relevant SID-GADLU-W6-IMKEN-B417/N72-TU-LAX
	OMAE	Traffic destined OMAE	Relevant SID-GESIP-W144-OBTUX-P574-SYZ-G666-ORSAR
		Transiting OMAE	Relevant SID-GESIP-W144-OBTUX-P574-SYZ-G666-LAM-L223-SIR
	OPKR	Landing in or transiting OPKR	Relevant SID-LADAL-R654-YZD-R654/L124-KER-G452-DERBO
			Relevant SID-LADAL-R654-YZD-L124-KEBUD
	ORBB	Landing in ORBB and OSTT	Relevant SID-BOMID-G202-RAGET

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

FROM	TO	CONDITION	ROUTING
Traffic departing from Aerodromes within Tehran FIR			
	UBBA	Landing in or transiting UBBA	Relevant SID-DAPOG-R659-VAVIN-T211-RUS-Z725-PAXID-N72-BATEV
	UDDD	Landing in or transiting UDDD	Relevant SID-DAPOG-R659-VAVIN-T211-RUS-Z725-RST-B121-MAGRI
	UTAA	Landing in or transiting UTAA	Relevant SID-LABOT-G202-ORSOK-G663-TBS-M318-RIKOP Relevant SID-LABOT-G202-ORSOK-G663-MSD-A647-NAZAR
OIGG	LTAA	Landing in or transiting LTAA	Relevant SID-RALGO-R660/L333-DASIS
	OKAC	Landing in or transiting OKAC	Relevant SID-DEDLA-Z725-PAXID-N72-TULAX
	ORBB	Landing in ORBB and OSTT	Relevant SID-EGRUD-W9-IVELI-W154-KMS-A647-RAGET Relevant SID-DEDLA-Z725-PAXID-N72-SESBI-W8-PAVET-A647-RAGET
OIIE/OIIL/OIIP	LTAA	Landing in or transiting LTAA	Relevant SID-PAROT-L125-BUDED-R660/L333-DASIS
	OAKX	Landing in or transiting OAKX	Relevant SID-DHN-B411-GIBAB-L333-SOKAM
			Relevant SID-DHN-B411-MSD-G792/B411-PAM-TU
	OBBB	Landing in or transiting OBBB	Relevant SID-EGVEL-P574-SYZ-G663-ALSER
	OTDF	Landing in OTDF	Relevant SID-EGVEL-P574-SYZ-R659-MIDSI
	OKAC	Landing in or transiting OKAC	Relevant SID-EGVEL-B417/N72-TULAX
	OMAE	Traffic destined OMAE	Relevant SID-EGVEL-P574-SYZ-G666-ORSAR
		Transiting OMAE	Relevant SID-EGVEL-P574-SYZ-G666-LAM-L223-SIR
	OOMM	Traffic transiting or destined OOMM	Relevant SID-EGVEL-P574-SYZ-G666-LAM-L223-SIR

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

FROM	TO	CONDITION	ROUTING
Traffic departing from Aerodromes within Tehran FIR			
	OPKR	Landing in or transiting OPKR	Relevant SID-OBRIX-M715-PEKES-L124-KEBUD
			Relevant SID-OBRIX-M715-SILKO-G452-DERBO
	ORBB	Landing in or transiting ORBB and OSTT	Relevant SID-PAVET-A647-RAGET
	UBBA	Landing in or transiting UBBA	Relevant SID-PAROD-W161-RST-G670-LALDA
	UDDD	Landing in or transiting UDDD	Relevant SID-PAROT-W161-RST-B121-MAGRI
	UTAA	Landing in or transiting UTAA	Relevant SID-DHN-B411-ITELO-L720-RIKOP
			Relevant SID-DHN-B411-MSD-A647-NAZAR
OIKB/ OIKQ	LTAA	Landing in or transiting LTAA	Relevant SID-MOBON-W10-SYZ-P550-DASIS
	OAKX	Landing in or transiting OAKX	Relevant SID-DAVEP-A453-PIRAN
			Relevant SID-DAVEP-A453-PEKES-L717-RANRU
	OBBS	Transiting OBBS	Relevant SID-KHM-A453/N312-MIDSI
	OTDF	Landing in OTDF/ OBBS	Relevant SID-KHM-A453/N312-MIDSI
	OKAC	Landing in or transiting OKAC	Relevant SID-MOBON-W10-SYZ-G669-NANPI
	OMAE	Landing in or transiting OMAE	DCT-MOBET-M324-PATAT
	OPKR	Landing in or transiting OPKR	Relevant SID-DAVEP-A453-ZDN-G452-DERBO
	ORBB	Landing in ORBB and OSTT	Relevant SID-MOBON-W10-SYZ-P550-RASLA-G202-RAGET
	UBBA	Landing in or transiting UBBA	Relevant SID-ASMUK-W32-ROVAD-G208/L125-ELEDI-N39-ULDUS
	UDDD	Landing in or transiting UDDD	Relevant SID-ASMUK-W32-ROVAD-L125-BUDED-R654-MAGRI
	UTAA	Landing in or transiting UTAA	Relevant SID-ASMUK-M318-RIKOP

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

FROM	TO	CONDITION	ROUTING
Traffic departing from Aerodromes within Tehran FIR			
			Relevant SID-ASMUK-M318-TBS-G663-MSD-A647-NAZAR
	UTAK	Landing in or transiting UTAK	Relevant SID-ASMUK-M318-OTISO-L713-PAX-ER-P718-SOMAD
OIKK	LTAA	Landing in or transiting LTAA	Relevant SID-ALMOB-R654/L124-YZD-W32-RO-VAD-L125-BUDED-R660/L333-DASIS
	OMAE	Landing in or transiting OMAE	Relevant SID-ALMEK-M324-PATAT
	ORBB	Landing in ORBB and OSTT	Relevant SID-ALMOB-R654-ISN-G202-RAGET
OIMM	LTAA	Landing in or transiting LTAA	Relevant SID-ORDOB-A647-SBZ-A416-ODKOL-Z710-DNZ-A416-RST-L333-DASIS
	OAKX	Landing in or transiting OAKX	Relevant SID-TANBU-G792/B411-PAMTU
	OBBB	Landing in or transiting OBBB	Relevant SID-RAMIL-G663-ALSER
	OTDF	Landing in OTDF	Relevant SID-RAMIL-G663-SYZ-R659-MIDSI
	OKAC	Landing in or transiting OKAC	Relevant SID-RAMIL-G663-SYZ-G669-NANPI
	OMAE	Landing in or transiting OMAE	Relevant SID-NOTSO-B441-NABOX-A453-DA-VEP-Q10-MOBET-M324-PATAT
	OPKR	Landing in or transiting OPKR	Relevant SID-NOTSO-G775-ZDN-G452-DERBO
			Relevant SID-NOTSO-G775-ZDN-G208/L125-KE-BUD
	ORBB	Landing in ORBB and OSTT	Relevant SID-ORDOB-A647-RAGET
	UBBA	Landing in or transiting UBBA	Relevant SID-ORDOB-A647-SBZ-A416-ODKOL-Z710-DNZ-N319/P567-ULDUS
	UDDD	Landing in or transiting UDDD	Relevant SID-ORDOB-A647-SBZ-N636-MAGRI
	UTAA	Landing in or transiting UTAA	Relevant SID-MIDMO-G775-ORPAB

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

FROM	TO	CONDITION	ROUTING
Traffic departing from Aerodromes within Tehran FIR			
			MSD-A647-NAZAR <i>NOTE: Expect radar vectoring to position NAZAR</i>
OING	ORBB	Landing in ORBB and OSTT	Relevant SID-IMPIR-A414-BUBUX-A647-RAGET
OINZ	ORBB	Landing in ORBB and OSTT	Relevant SID-MODEK-A416-NSH-G667-RUS-A647-RAGET
OISL	OBBB	Transiting OBBB	Relevant SID-ROTAL-W143-DURSI-R659-MIDSI
	OTDF	Landing in OTDF/OBBB	Relevant SID-ROTAL-W143-DURSI-R659-MIDSI
	OKAC	Landing in or transiting OKAC	Relevant SID-ROTAL-P574-SYZ-G669-NANPI
	OMAE	Landing in or transiting OMAE	Relevant SID-NABEX-B541-ORSAR
	ORBB	Landing in or transiting ORBB	Relevant SID-ROTAL-P574-SYZ-W3-KIXOB-L223-UKSIS-G202-RAGET
OISR	ORBB	Landing in or transiting ORBB	Relevant SID-KUPTO-G666-SYZ-W3-KIXOB-L223-UKSIS-G202-RAGET
	OKAC	Landing in or transiting OKAC	Relevant SID-KUPTO-G666-SYZ-G669-NANPI
OISS	LTAA	Transiting or landing LTAA without entering UDDD/UGGG/URRV/UKFV/LBSR	Relevant SID-KISED-W3-KIXOB-L223-KAPES-M555-ALRAM
		Transiting LTAA with entering UDDD/UGGG/URRV/UKFV/LBSR	Relevant SID-KISED-W3-KIXOB-L223-UMH-L852-TESVA Relevant SID-KAVOT-R659-ISN-R654-ZAJ-R661-TBZ-R660-DASIS
	OAKX	Landing in or transiting OAKX	Relevant SID-NALBI-G452-ZDN-A453-PIRAN
	OBBB	Landing in or transiting OBBB	Relevant SID-DEPSU-G663-ALSER
	OTDF	Landing in OTDF	Relevant SID-KATAG-R659-MIDSI

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

FROM	TO	CONDITION	ROUTING
Traffic departing from Aerodromes within Tehran FIR			
	OKAC	Landing in or transit- ing OKAC	Relevant SID-IVERA-G669-NANPI
	OMAE	Traffic destined OMAE	Relevant SID-KUPTO-G666-ORSAR
		Transiting OMAE	Relevant SID-SYZ-G666-LAM-L223-SIR
	OOMM	Traffic transiting or destined OOMM	Relevant SID-KUPTO-G666-LAM-L223-SIR
	OPKR	Landing in or transit- ing OPKR	Relevant SID-NALBI-G452-DERBO
			Relevant SID-VAVAS-G665-ASVIB
	ORBB	Landing in ORBB and OSTT	Relevant SID-KISED-W3-KIXOB-L223-UKSIS- G202-RAGET
	UBBA	Landing in or transit- ing UBBA	Relevant SID-KAVOT-R659-ISN-R654-SAV-N72- BATEV
	UDDD	Landing in or transit- ing UDDD	Relevant SID-KAVOT-R659-ISN-R654-MAGRI
OITL	LTAA	Landing in or transit- ing LTAA	Relevant SID-KINOT-G663-TBS-M318-RIKOP
			Relevant SID-KINOT-G663-MSD-A647-NAZAR
	OKAC	Landing in or transit- ing OKAC	Relevant SID-EGVON-A416-TBZ-R660/L333-DA- SIS
			Relevant SID-GIVTA-A416-RST-Z725-PAXID- N72-TULAX
			Relevant SID-GIVTA-A416-RST-Z725-PAXID- N72-SESBI-W8-PAVET-A647-RAGET
	ORBB	Landing in ORBB and OSTT	Relevant SID-GIVTA-A416-RST-W9-IVELI-W154- KMS-A647-RAGET
OITR	LTAA	Landing in or transit- ing LTAA	Relevant SID-ALRAM
	OKAC	Landing in or transit- ing OKAC	Relevant SID-ROVON-L319-PAREX-W158-NOL- TO-M701-IMKEN-B417/N72-TULAX
			Relevant SID-ROVON-L319-PAREX-W158-KMS- A647-RAGET
	ORBB	Landing in ORBB and OSTT	Relevant SID-ROVON-Z740-BOXIX

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

FROM	TO	CONDITION	ROUTING
Traffic departing from Aerodromes within Tehran FIR			
OITT	LTAA	Landing in or transiting LTAA	Relevant SID-BORES-R660/L333-DASIS
	OBBB	Landing in or transiting OBBB	Relevant SID-RABEM-M317-RADID-L319-DAS-DO-G663-ALSER
			Relevant SID-RABEM-M317-RADID-L319-DAS-DO-L223-LAGSA-R659-MIDSI
	OMAE	Traffic destined OMAE	Relevant SID-RABEM-M317-RADID-L319-DAS-DO-L223-LAM-G666-ORSAR
		Transiting OMAE	Relevant SID-RABEM-M317-RADID-L319-DAS-DO-L223-SIR
	ORBB	Landing in ORBB and OSTT	Relevant SID-UMH-Z740-NOLTO-W158-KMS-A647-RAGET
			Relevant SID-RUDAD-R661-ZAJ-W9-IVELI-W154-KMS-A647-RAGET
			Relevant SID-UMH-Z740-BOXIX
	UBBA	Landing in or transiting UBBA	Relevant SID-RABDI-R661-DULAV
			Relevant SID-DASDA-A422-PARSU
	UDDD	Landing in or transiting UDDD	Relevant SID-PAPOK-G482-MAGRI

FROM	TO	CONDITON	ROUTING
Traffic arriving to Aerodromes within Tehran FIR			
LTAA	OIAA		LUMOM-M701-IMKEN-B417/N72-MAH-W31-BO-PIS-relevant STAR
	OIAW		LUMOM-M701-IMKEN-W6-ITIBI-relevant STAR
	OIBB		LUMOM-M701-MESVI-P715-KHG-relevant STAR
	OICC		LUMOM-M701-NOLTO-W158-BOPEL-relevant STAR
	OIFM		AGINA-P146-SIBVU-R661-ZAJ-R654/L124-PE-KAM-relevant STAR
			BONAM-L124-ZAJ-R654/L124-PEKAM-relevant STAR

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

FROM	TO	CONDITON	ROUTING
Traffic arriving to Aerodromes within Tehran FIR			
			BONAM-L319-NOTSA-G202-BOMID-relevant STAR
	OIGG		BONAM-G781-UMH-A422-TBZ-R660/L333-RAL-GO-relevant STAR
	OIII/OIIE/ OIIP	Expect FL250 and FL270 over MIVAK	AGINA-P146-RST-Z725-PAXID-relevant STAR
			BONAM-L124-ZAJ-R661-MIVAK-relevant STAR
	OIKB/ OIKQ		AGINA-P146-SIBVU-R661-ZAJ-R654/L124-SAV-P574-SYZ-W10-MOBON-relevant STAR
			BONAM-L319-RADID-W3-SYZ-W10-MOBON-relevant STAR
	OIKK		AGINA-P146-SIBVU-R661-ZAJ-M715-PURBO-B418/M324-ALGUV-relevant STAR
			BONAM-L124-YZD-R654-ALMOB-relevant STAR
	OIMM		AGINA-P146-RST-L333-GIBAB-B411-RIBUX-relevant STAR
	OISS		AGINA-P146-SIBVU-R661-ZAJ-R654/L124-SAV-P574-ASNIT-relevant STAR
			BONAM-L319-RADID-W3-KISED-relevant STAR
			LUMOM-M701-IMKEN-W3-KISED-relevant STAR
	OITL		BONAM-G781-UMH-A422-TBZ-A416-EGVON-relevant STAR
	OITR	Expect FL270 or below over BONAM	BONAM-G781/L124-TUDNU-relevant STAR
	OITT		BONAM-G781-UMH-A422-RABEM-relevant STAR
OAKX	OIII/OIIE	Expect FL220 up to FL280 over MUXOR	PAMTU-G792/B411-MSD-A647-MUXOR-relevant STAR
	OIIP	Expect FL250 and FL270 over PAXID	PAMTU-G792/B411-MSD-A647-SBZ-A416-OD-KOL- Z710-DNZ-A416-RSR-W150-PAXID-relevant STAR
	OIKB/ OIKQ		PIRAN-A453-DAVEP-relevant STAR

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

FROM	TO	CONDITON	ROUTING
Traffic arriving to Aerodromes within Tehran FIR			
			RANRU-L717-PEKES-A453-DAVEP-relevant STAR
	OIMM		PAMTU-G792/B411-TANBU-relevant STAR
OB BB	OIFM		OBTAR-L319-DASDO-G663-SYZ-R659-GESIP-relevant STAR
	OIII/OIIE	Expect FL220 up to FL280 over BOXAM	OBTAR-L319-DASDO-G663-SYZ-R659-BOXAM-relevant STAR
	OIIP	Expect FL230 up to FL270 over SAV	OBTAR-L319-DASDO-G663-SYZ-P574-IMRAG-G202-RASLA-G667-SAV-relevant STAR
	OIKB/OIKQ		RAGAS-M561-KHM-relevant STAR
	OIMM		OBTAR-L319-DASDO-G663-ORSOK-G202-VE-GUN-Z5-LOSAN-relevant STAR
	OISL		RAGAS-M561-KIS-B541-NABEX-relevant STAR
	OISS		OBTAR-L319-DASDO-relevant STAR
OTDF	OIFM		RAGAS-P550-LAGSA-R659-GESIP-relevant STAR
	OIII or OIIE	Expect FL220 up to FL 280 over BOXAM	RAGAS-P550-LAGSA-R659-BOXAM-relevant STAR
	OIIP	Expect FL230 up to FL270 over SAV	RAGAS-P550-LAGSA-R659-SYZ-P574-IMRAG-G202-RASLA-G667-SAV-relevant STAR
	OIKB, OIKQ		RAGAS-M561-KHM-relevant STAR
	OIMM		RAGAS-P550-SYZ-G663-ORSOK-G202-VEGUN-Z5-LOSAN-relevant STAR
	OISL		RAGAS-M561-KIS-B541-NABEX-relevant STAR
	OISS		RAGAS-P550-LAGSA-relevant STAR
OKAC	OIAA		TULAX-B417/N72-UKNAR-G55-IBSAL-relevant STAR
	OIAW		TULAX-B417/N72-MAH-W30-GODMO-relevant STAR
	OIBB		NANPI-G669-VELUT-relevant STAR

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

FROM	TO	CONDITON	ROUTING
Traffic arriving to Aerodromes within Tehran FIR			
	OIFM		TULAX-B417/N72-IMKEN-W6-GADLU-relevant STAR
	OIGG		TULAX-B417/N72-MAH-W31-EGVAX-G667-SAV-N72-GOLNU-W161-RARTA-relevant STAR
			TULAX-B417/N72-MAH-W31-EGVAX-G667-RA-BIM-W3-DZF-W9-EGRUD-relevant STAR
	OIII/OIIE/OIIP	Expect FL230 up to FL270 or below over SAV	TULAX-B417/N72-MAH-W31-EGVAX-G667-SAV-relevant STAR
	OIMM		NANPI-G669-SYZ-G663-ORSOK-G202-VEGUN-Z5-LOSAN-relevant STAR
	OISL		NANPI-G669-SYZ-P574-ROTAL-relevant STAR
	OISR		NANPI-G669-EGSIR-T217/L223-LAM-relevant STAR
	OISS		NANPI-G669-IVERA-relevant STAR
	OITL		TULAX-B417/N72-MAH-W31-EGVAX-G667-SAV-N72-GOLNU-W161-RST-A416-GIVTA-relevant STAR
			TULAX-B417/N72-MAH-W31-EGVAX-G667-RA-BIM-W3-DZF-W9-RST-A416-GIVTA-relevant STAR
	OITR		TULAX-B417/N72-MAH-W31-EGVAX-G667-AL-TAX-L223-TAVNI-W158-PAREX-M317/L319-RO-VON-G781-TUBAR-relevant STAR
	OITT		TULAX-B417/N72-MAH-W31-EGVAX-G667-AL-TAX-L223-UMH-A422-RABEM-relevant STAR
OMAE	OIAW		GABKO-M317-ROTAL-P574-SYZ-G665-VATAN-W30-GODMO-relevant STAR
	OIBB		GABKO-M317-ROTAL-P574-SYZ-W23-KUGVU-relevant STAR
	OIBK		ORSAR-A418/B541-VEKEL-relevant STAR
	OICC		GABKO-M317-ROTAL-P574-SYZ-W3-KIXOB-L223-UKSIS-G202-KRD-W158-BUBAV-relevant STAR

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

FROM	TO	CONDITON	ROUTING
Traffic arriving to Aerodromes within Tehran FIR			
	OIFM		GABKO-M317-ROTAL-P574-SYZ-R659-GESIP-relevant STAR
	OIII/OIIE	Expect FL220 up to FL280 over BOXAM and RADAL	GABKO-M318-ASMUK-W32-ROVAD-G208/L125-RADAL-relevant STAR GABKO-M317-ROTAL-P574-SYZ-R659-BOXAM-relevant STAR
	OIIP	Expect FL230 up to FL270 over SAV	GABKO-M317-ROTAL-P574-IMRAG-G202-RAS-LA-G667-SAV-relevant STAR
	OIKB/ OIKQ		GABKO-M318-KHM-relevant STAR
	OIKK		GABKO-M318-ASMET-Q14-ALMEK-relevant STAR
	OIMM		GABKO-M318-MIRER-Z5-LOSAN-relevant STAR
	OISL		GABKO-M317-SERDU-A453-ROSUM-W152-NABEX-relevant STAR
	OISS		GABKO-M317-ROTAL-P574-KASOL-relevant STAR
	OITT		GABKO-M317-ROTAL-P574-SAV-R654/L124-ZAJ-R654-BUDED-R660/L333-RAKED-relevant STAR
OOMM	OIII, OIIE, OIIP		MESPO-L430-SRJ-W32-ROVAD-G208/L125-RADAL-relevant STAR
	OIKB, OIKQ		MESPO-L430-MELMI-relevant STAR
	OIMM		MESPO-M719-NAGES-R654-NABOX-B441-NOTSO-relevant STAR
	OISS		MESPO-L430-MELMI-W10-TAGTA-relevant STAR
	OIZC		MESPO-W2-CBH-relevant STAR
	OIAW		MESPO-L430-MELMI-W10-SITEN-A418/W10/P574-SYZ-G665-VATAN-W30-GODMO-relevant STAR

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

FROM	TO	CONDITON	ROUTING
Traffic arriving to Aerodromes within Tehran FIR			
OPKR	OIFM		DERBO-G452-ZDN-G208/L125-NODLA-G202-LABOT-relevant STAR
			KEBUD-L713-SODOK-T216-DAR-G208/L125-NODLA-G202-LABOT-relevant STAR
	OIII/OIIE	Expect FL220 up to FL280 over RADAL	DERBO-G452-ZDN-G208/L125-RADAL-relevant STAR
			KEBUD-L713-SODOK-T216-DAR-G208/L125-RADAL-relevant STAR
	OIIP	Expect FL230 up to FL270 over SAV	DERBO-G452-KER-L124-PARUG-G202-RASLA-G667-SAV-relevant STAR
			KEBUD-L124-PARUG-G202-RASLA-G667-SAV-relevant STAR
	OIKB/OIKQ		DERBO-G452-ZDN-A453-DAVEP-relevant STAR
			ASVIB-N312-KHM-relevant STAR
	OISS		DERBO-G452-NALBI-relevant STAR
			ASVIB-G665-VAVAS-relevant STAR
ORBB	OIAA		PAXAT-B411-ILM-G202-KRD-M701-IMKEN-B417/N72-MAH-W31-BOPIS-relevant STAR
	OIAW		PAXAT-B411-ILM-G202-KRD-M701-IMKEN-W6-ITIBI-relevant STAR
	OIBB		PAXAT-B411-ILM-G202-KRD-M701-MESVI-P715-KHG-relevant STAR
	OIBK		PAXAT- B411-ILM-G202-KRD-M701-IMKEN-W3-SYZ-G666-LVA-B547-ALNOL-relevant STAR
			BOXIX-M434-NOLTO-M701-IMKEN-W3-SYZ-G666-LVA-B547-ALNOL-relevant STAR
	OICC		PAXAT-B411-MOKAB-relevant STAR
	OIFM		PAXAT-B411-ILM-G202-BOMID-relevant STAR
	OIGG		PAXAT-B411-SAV-N72-GOLNU-W161-RARTA-relevant STAR
			PAXAT-B411-IVELI-W9-EGRUD-relevant STAR

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

FROM	TO	CONDITON	ROUTING
Traffic arriving to Aerodromes within Tehran FIR			
	OIII/OIIE/ OIIP	Expect FL230 up to FL270 over SAV	PAXAT-B411-SAV-relevant STAR
	OIKB/ OIKQ		PAXAT-B411-ILM-G202-KRD-M701-IMKEN-W3- SYZ-W10-MOBON-relevant STAR
	OIKK		PAXAT-B411-ILM-G202-ISM-R654-ALMOB-rele- vant STAR
	OIMM		PAXAT-B411-RIBUX-relevant STAR
	OING		PAXAT-B411-DHN-A414-IMPIR-relevant STAR
	OINZ		PAXAT-B411-DHN-A414-LABET-relevant STAR
	OISS		PAXAT-B411-ILM-G202-KRD-M701-IMKEN-W3- KISED-relevant STAR
	OISL		PAXAT-B411-ILM-G202-KRD-M701-IMKEN-W3- SYZ-P574-ROTAL-relevant STAR
	OISR		PAXAT-B411-ILM-G202-UKSIS-L223-LAM-rele- vant STAR
	OITL		PAXAT-B411-SAV-N72-GOLNU-W161-RST- A416-GIVTA-relevant STAR PAXAT-B411-IVELI-W9-RST-A416-GIVTA-rele- vant STAR
	OITR		PAXAT-B411-ILM-W154-KMS-W158-PAREX- Z740/M317/L319-ROVON-G781-TUBAR-relevant STAR BOXIX-Z740-TUBAR-relevant STAR
	OITT		PAXAT-B411-ILM-W154-KMS-W158-TAVNI- L223-UMH-A422-RABEM-relevant STAR BOXIX-Z740-UMH-A422-RABEM-relevant STAR
UBBA	OIFM		BATEV-N72-SAV-P574-PEKAM-relevant STAR
	OIII/OIIE/ OIIP	Expect FL250 and FL270 over PAXID	LALDA-G670-RST-Z725-PAXID-relevant STAR
	OIKB/ OIKQ		ULDUS-N39-OBRIX-M715-PURKI-W32-ASMUK- relevant STAR
	OIMM		ULDUS-P567/N319-DNZ-Z710-ODKOL-A416- LOXED-A416/B411-RIBUX-relevant STAR

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

FROM	TO	CONDITON	ROUTING
Traffic arriving to Aerodromes within Tehran FIR			
UDDD	OISS		BATEV-N72-SAV-P574-ASNIT-relevant STAR
	OIFM		MAGRI-R654-ZAJ-R654/L124-PEKAM-relevant STAR
	OIII/OIIE/ OIIP	Expect FL250 and FL270 over PAXID	MAGRI-B121-RST-Z725-PAXID-relevant STAR
	OISS		MAGRI-R654-SAV-P574-ASNIT-relevant STAR
	OITT		MAGRI-G482-PAPOK-relevant STAR
UTAA	OIFM		RIKOP-M324-TASLU-G663-ORSOK-G202-LAB-OT-relevant STAR
			NAZAR-A647-MSD-G663-ORSOK-G202-LABOT-relevant STAR
	OIII/OIIE	Expect FL220 up to FL280 over MUXOR	RIKOP-L720-BRD-B451-RAPKI-A647-MUXOR-relevant STAR
	OIPP		RIKOP-A414-DNZ-A416-RSR-W150-PAXID-relevant STAR
	OIKB/ OIKQ		RIKOP-M324-TAVNO-relevant STAR
			NAZAR-A647-MSD-G663-TASLU-M324-TAVNO-relevant STAR
	OIMM		ORPAB-G775-MIDMO-relevant STAR
			NAZAR-A647-MSD <i>NOTE: Expect radar vectoring via position NAZAR</i>
	OISS		RIKOP-M324-TASLU-G663-KINOT-relevant STAR
			NAZAR-A647-MSD-G663-KINOT-relevant STAR
UTAK	OIKB, OIKQ		SOMAD-P718-ITELO-N319-ROXEK-M324-TAVNO-relevant STAR

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

DOMESTIC FLIGHT TOS

FRO M	TO	CONDITION	ROUTING
OIAA	OIFM		Relevant SID-GABSU-G667-AWZ-W6-GADLU-relevant STAR
	OIII	Expect TMA boundary at FL230 up to FL270	Relevant SID-GABSU-G667-SAV-relevant STAR
	OIMM		Relevant SID-GABSU-G667-AWZ-W6-ISN-G202-VEGUN-Z5-LOSAN-relevant STAR
	OING		Relevant SID-GABSU-G667-TRN-Z2-DNZ-A414-IMPIR-relevant STAR
	OINZ		Relevant SID-GABSU-G667-NSH-A416-MODEK-relevant STAR
	OIKB		Relevant SID-DEMPO-G665-SYZ-W10-MOBON-relevant STAR
	OISS		Relevant-SID-DEMPO-G665-KAVIL-relevant STAR
OIAD	OIII	Expect TMA boundary at FL230 up to FL270	Relevant SID-DAPEM-W7-ARK-G667-SAV-relevant STAR
OIAM	OIII	Expect TMA boundary at FL230 up to FL270	Relevant SID-GODMO-W30-AWZ-G667-SAV-relevant STAR
OIAW	OIBQ		Relevant SID-GABSU-G667-ABD-G55-IBKUG-relevant STAR
			Relevant SID-GODMO-W30-MAH-B417-UKNAR-G55-IBKUG-relevant STAR
	OIGG		Relevant SID-EGVAX-G667-SAV-N72-GOLNU-W161-RARTA-relevant STAR
			Relevant SID-EGVAX-G667-RABIM-W3-DZF-W9-EGRUD-relevant STAR
	OIII	Expect TMA boundary at FL230 up to FL270	Relevant SID-EGVAX-G667-SAV-relevant STAR
	OING		Relevant SID-EGVAX-G667-TRN-Z2-DNZ-A414-IMPIR-relevant STAR

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

FRO M	TO	CONDITION	ROUTING
	OINZ		Relevant SID-EGVAX-G667-NSH-A416-MODEK-relevant STAR
	OITL		Relevant SID-EGVAX-G667-SAV-N72-GOLNU-W161-RST-A416-GIVTA-relevant STAR
			Relevant SID-EGVAX-G667-RABIM-W3-DZF-W9-RST-A416-GIVTA-relevant STAR
	OIBK		Relevant SID-GODMO-W30-VATAN-G665-EGSIR-T217/L223-LAM-G666-LVA-B547-ALNOL-relevant STAR
	OIBS		Relevant SID-GODMO-W30-VATAN-G665-EGSIR-T217/L223-LAM-G666-LVA-B547-KIS-relevant STAR
	OIMM		Relevant SID-ITIBI-W6-ISN-G202-VEGUN-Z5-LOSAN-relevant STAR
	OIFM		Relevant SID-ITIBI-W6-GADLU-relevant STAR
	OITT		Relevant SID-EGVAX-G667-SAV-L124/R654-ZAJ-R654-BUDED-R660-RAKED-relevant STAR
			Relevant SID-EGVAX-G667-ALTAX-L223-UMH-A422-SETNA-relevant STAR
OIBK	OICI		Relevant SID-PURNA-A418-SYZ-P574-IMRAG-G202-AL-TET-relevant STAR
	OICK		Relevant SID-PURNA-A418-SYZ-P574-IMRAG-G202-NOTSA-relevant STAR
	OIFK		Relevant SID-PURNA-A418-SYZ-R659-DAPOG-DCT
	OIFM		Relevant SID-PURNA-A418-SYZ-R659-GESIP-relevant STAR
	OIIL	Expect TMA boundary at FL220 up to FL280	Relevant SID-PURNA-A418-SYZ-R659-BOXAM-relevant STAR
		Below FL200	Relevant SID-PURNA-A418-SYZ-P574-PEKAM-P574/R654-SAV-relevant STAR
	OIKB		Relevant SID-MIVUN-M561-KHM-relevant STAR
	OIKK		Relevant SID-MIVUN-M561-KHM-M318-ASMET-Q14-AL-MEK-relevant STAR
	OIMM		Relevant SID-DELBU-B541-LAR-Z5-LOSAN-relevant STAR

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

FRO M	TO	CONDITION	ROUTING
	OINZ		Relevant SID-PURNA-A418-SYZ-R659-TRN-G667-NSH-A416-MODEK-relevant STAR
	OISS		Relevant SID-PURNA-A418-KASOL-relevant STAR
	OICC		Relevant SID-PURNA-A418-SYZ-W3-KIXOB-L223-UK-SIS-G202-KRD-W158-BUBAV-relevant STAR
	OIGG		Relevant SID-PURNA-A418-SYZ-P574-SAV-N72-GOL-NU-W161-RARTA-relevant STAR
	OITT		Relevant SID-PURNA-A418-SYZ-P574-SAV-L124-ZAJ-R654-BUDED-R660-RAKED-relevant STAR
	OIAW		Relevant SID-PURNA-A418-SYZ-G665-VATAN-W30-GODMO-relevant STAR
	OIHH		Relevant SID-PURNA-A418-SYZ-P574-SAV-M434-OR-LOG-relevant STAR
OIBP	OIII	Expect TMA boundary at FL220 up to FL280	Relevant SID-KATAG-R659-BOXAM-relevant STAR
	OING		Relevant SID-KATAG-R659-TRN-Z2-DNZ-A414-IMPIR-relevant STAR
	OINZ		Relevant SID-KATAG-R659-TRN-G667-NSH-A416-MODEK-relevant STAR
	OITT		Relevant SID-KATAG-R659-SYZ-P574-PEKAM-L124-ZAJ-R654-BUDED-R660-RAKED-relevant STAR
	OIAW		Relevant SID-KATAG-R659-LAGSA-T217/L223-EGSIR-G665-VATAN-W30-GODMO-relevant STAR
	OIHR		Relevant SID-KATAG-R659-SYZ-P574-EGVEL-W7-DEK-BA-relevant STAR
	OICC		Relevant SID-KATAG-R659-LAGSA-T217/L223-UKSIS-G202-KRD-W158-BUBAV-relevant STAR
	OIMM		Relevant SID-KATAG-R659-SYZ-G663-ORSOK-G202-VEGUN-Z5-LOSAN-relevant STAR
OIBQ	OIAW		Relevant SID-IBKUG-G55-ABD-G667-GABSU-relevant STAR
			Relevant SID-IBKUG-G55-UKNAR-B417-MAH-W30-GODMO-relevant STAR

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

FRO M	TO	CONDITION	ROUTING
	OIII		Relevant SID-SESMA-W144/Q25-GESIP-R659-BOXAM-relevant STAR
	OISS		Relevant SID-IVERA-relevant STAR
OIBS	OIII		Relevant SID-KIS-A418-SYZ-R659-BOXAM-relevant STAR
	OIFM		Relevant SID-KIS-A418-SYZ-R659-GESIP-relevant STAR
	OISS		Relevant SID-KIS-A418-KASOL-relevant STAR
	OIAW		Relevant SID-KIS-A418-SYZ-G665-VATAN-W30-GOD-MO-relevant STAR
OICC	OIII	Expect TMA boundary at FL230 up to FL270	Relevant SID-ASRIL-W154-IVELI-B411-SAV-relevant STAR
	OIMM		Relevant SID-ASRIL-W154-IVELI-B411-RIBUX-relevant STAR
	OISS		Relevant SID-BUBAV-W158-KRD-G202-IMRAG-P574-ASNIT-relevant STAR
	OIBK		Relevant SID-BUBAV-W158-KRD-M701-BOTAS-G665-EGSIR-L223-LAM-G666-LVA-B547-ALNOL-relevant STAR
			Relevant SID-BUBAV-W158-KRD-G202-IMRAG-P574-SYZ-G666-LVA-B547-ALNOL-relevant STAR
	OIBP		Relevant SID-BUBAV-W158-KRD-M701-BOTAS-G665-EGSIR-L223-LAM-relevant STAR
OICI	OIBK		Relevant SID-ALTET-G202-IMRAG-P574-SYZ-G666-LVA-B547-ALNOL-relevant STAR
	OIII	Expect TMA boundary at FL230 up to FL270	Relevant SID-ALTET-Z730-IVELI-B411-SAV-relevant STAR
	OIMM		Relevant SID-ALTET-G202-VEGUN-Z5-LOSAN-relevant STAR
	OISS		Relevant SID-ALTET-G202-IMRAG-P574-ASNIT-relevant STAR
OICK	OIBK		Relevant SID-NOTSA-G202-IMRAG-P574-SYZ-G666-LVA-B547-ALNOL-relevant STAR

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

FRO M	TO	CONDITION	ROUTING
	OIII	Expect TMA boundary at FL230 up to FL270	Relevant SID-NOTSA-W7-ARK-G667-SAV-relevant STAR
	OISS		Relevant SID-NOTSA-G202-IMRAG-P574-ASNIT-relevant STAR
OICS	OIII	Expect TMA boundary at FL230 up to FL270	Relevant STAR-LOVID-M434-SAV-relevant STAR
OIFK	OIBK		DCT PEKAM-P574-SYZ-G666-LVA-B547-ALNOL-relevant STAR
	OIII	Expect TMA boundary at FL220 up to FL280	Relevant SID-VAVIN-R659-BOXAM-relevant STAR
	OIMM		Relevant SID-VAVIN-T211-OXADU-B411-RIBUX-relevant STAR
	OISS		DCT PEKAM-P574-ASNIT-relevant STAR
OIFM	OIAA		Relevant SID-GADLU-W6-IMKEN-B417/N72-MAH-W31-BOPIs-relevant STAR
	OIBK		Relevant SID-GESIP-W144-OBTUX-P574-SYZ-G666-LVA-B547-ALNOL-relevant STAR
	OIBP		Relevant SID-GESIP-W144-OBTUX-P574-SYZ-G666-LAM-relevant STAR
	OIBS		Relevant SID-GESIP-W144-OBTUX-P574-SYZ-G666-LVA-B547-KIS-relevant STAR
	OIBV		Relevant SID-GESIP-W144-OBTUX-P574-SYZ-G666-LAM-relevant STAR
	OIGG		Relevant SID-DAPOG-R659-VAVIN-T211-RUS-W161-RARTA-relevant STAR
	OIII	Expect TMA boundary at FL220 up to FL280	Relevant SID-DAPOG-R659-BOXAM-relevant STAR
		Below FL200	Relevant SID-BOMID-G202-RASLA-G667-SAV-relevant STAR
	OIKB		Relevant SID-GESIP-W144-OBTUX-P574-SYZ-W10-MO-BON-relevant STAR

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

FRO M	TO	CONDITION	ROUTING
	OIKQ		Relevant SID-GESIP-W144-OBTUX-P574-SYZ-W10-MO-BON-relevant STAR
	OINZ		Relevant SID-DAPOG-R659-TRN-G667-NSH-A416-MOD-EK-relevant STAR
	OITT		Relevant SID-DAPOG-R659-VAVIN-T211-RUS-Z725-VEBER-L125-BUDED-R660/L333-RAKED-relevant STAR
	OIMM		Relevant SID-LABOT-G202-VEGUN-Z5-LOSAN-relevant STAR
	OISS		Relevant SID-GESIP-W144-OBTUX-P574-ASNIT-relevant STAR
	OIZH		Relevant SID-LABOT-G202-MITET-M715-SILKO-G452-ITBIR-relevant STAR
OIFS	OIII	Expect TMA boundary at FL220 up to FL280	Relevant SID-ISN-R659-BOXAM-relevant STAR
	OIMM		Relevant SID-ISN-G202-VEGUN-Z5-LOSAN-relevant STAR
OIGG	OIAW		Relevant SID-DEDLA-Z725-PAXID-N72/B417-IMKEN-W6-ITIBI-relevant STAR
			Relevant SID-EGRUD-W9-DZF-W3-IMKEN-W6-ITIBI-relevant STAR
	OIFM		Relevant SID-DEDLA-Z725-PAXID-N72-SAV-P574-PE-KAM-relevant STAR
	OIKB		Relevant SID-DEDLA-Z725-OXADU-M715-PURKI-W32-ASMUK-relevant STAR
	OIII		Relevant SID-DEDLA-Z725-PAXID-relevant STAR
	OIKQ		Relevant SID-DEDLA-Z725-OXADU-M715-PURKI-W32-BND-relevant STAR
	OISS		Relevant SID-DEDLA-Z725-PAXID-N72-SAV-P574-ASNIT-relevant STAR
	OIMM		Relevant SID-RSR-A416-DNZ-Z710-ODKOL-A416-RI-BUX-relevant STAR
	OIBK		Relevant SID-DEDLA-Z725-PAXID-N72-SAV-P574-SYZ-G666-LVA-B547-ALNOL-relevant STAR

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

FRO M	TO	CONDITION	ROUTING
OIH	OIII	Expect TMA boundary at or below FL230 up to FL270	Relevant SID-ORLOG-M434-SAV-relevant STAR
	OIMM		Relevant SID-ORLOG-M434-SAV-B411-RIBUX-relevant STAR
	OIBK		Relevant SID-ORLOG-M434-SAV-P574-SYZ-G666-LVA-B547-ALNOL-relevant STAR
OIHR	OIMM		Relevant SID-DEKBA-J6-SAV-B411-RIBUX-relevant STAR
	OIBP		Relevant SID-DEKBA-W7-EGVEL-P574-SYZ-G666-LAM-relevant STAR
	OISS		Relevant SID-DEKBA-W7-EGVEL-P574-ASNIT-relevant STAR
OIII	OIAA		Relevant SID-EGVEL-B417/N72-MAH-W31-BOPIS-relevant STAR
	OIAD		Relevant SID-EGVEL-W7-DAPEM-relevant STAR
	OIAM		Relevant SID-EGVEL-B417/N72-IMKEN-W6-AWZ-W30-GODMO-relevant STAR
	OIAW		Relevant SID-EGVEL-B417/N72-IMKEN-W6-ITIBI-relevant STAR
	OIBK	In case of OI(C)-76 activity, the alternate route is via EGVEL	Relevant SID-ELUSI-W13-PEKAM-P574-SYZ-G666-LVA-B547-ALNOL-relevant STAR
	OIBS	In case of OI(C)-76 activity, the alternate route is via EGVEL	Relevant SID-ELUSI-W13-PEKAM-P574-SYZ-G666-LVA-B547-KIS-relevant STAR
	OICC		Relevant SID-PAVET-A647-ASRIL-relevant STAR
	OICK		Relevant SID-EGVEL-W7-NOTSA-relevant STAR
	OICI		Relevant SID-PAVET-A647-HAM-Z730-ALTET-relevant STAR
	OICS		Relevant SID-PAVET-A647-HAM-M434-LOVID-relevant STAR

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

FRO M	TO	CONDITION	ROUTING
	OIFK	In case of OI(C)-76 activity, the alternate route is via EGVEL	Relevant SID-ELUSI-W13-GOLSO-relevant STAR
	OIGG		Relevant SID-PAROT-W161-RARTA-relevant STAR
	OIFM	In case of OI(C)-76 activity, the alternate route is via EGVEL	Relevant SID-ELUSI-W13-PEKAM-relevant STAR
		Below FL200	Relevant SID-EGVEL-P574/R654-PEKAM-relevant STAR
	OIHH		Relevant SID-SAV-M434-ORLOG-relevant STAR
	OIKB		Relevant SID-OBRIX-M715-PURKI-W32-ASMUK-relevant STAR
	OIKJ		Relevant SID-OBRIX-M715-PURKI-W32-SOLAK-G665-RIGUT-relevant STAR
			Relevant SID-OBRIX-M715-PURKI-W32-SOLAK-G665-NANTO-DCT
	OIKK		Relevant SID-OBRIX-M715-PURKI-W32-YZD-R654/L124-ALMOB-relevant STAR
	OIKM		Relevant SID-OBRIX-M715-EGRES-W139-ORDAD-relevant STAR
	OIKQ		Relevant SID-OBRIX-M715-PURKI-W32-ASMUK-relevant STAR
	OIKR		Relevant SID-OBRIX-M715-PURKI-W32-YZD-W5-DA-POX-relevant STAR
	OIKY		Relevant SID-OBRIX-M715-PURKI-W32-DAVUT-relevant STAR
	OIMB		Relevant SID-OBRIX-M715-RERET-W159-TULKU-relevant STAR
	OIMJ		Relevant SID-DHN-B451-ITMEL-relevant STAR
	OIMM		Relevant SID-DHN-B411-RIBUX-relevant STAR
	OIMN		Relevant SID-DHN-A414-EGLUL-relevant STAR
			Relevant SID-DHN-B451-RIBOB-relevant STAR
			Relevant SID-DHN-B411-ITELO-L720-TULER-relevant STAR

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

FRO M	TO	CONDITION	ROUTING
	OIMT		Relevant SID-OBRIX-M715-RERET-W159-ALMUD-relevant STAR
	OING		Relevant SID-DHN-A414-IMPIR-relevant STAR
	OINZ		Relevant SID-DHN-A414-LABET-relevant STAR
	OITK		Relevant SID-PAROT-L125-BUDED-R660/L333-BORES-relevant STAR
			Relevant SID-PAROT-W161-RST-R660-BORES-relevant STAR
	OITL		Relevant SID-PAROT-W161-RST-A416-GIVTA-relevant STAR
	OITT		Relevant SID-PAROT-L125-BUDED-R660/L333-RAKED-relevant STAR
		Below FL280	Relevant SID-PAROT-W161-RST-R660-RAKED-relevant STAR
	OISS	In case of OI(C)-76 activity, the alternate route is via EGVEL	Relevant SID-ELUSI-W13-PEKAM-P574-ASNIT-relevant STAR
		Below FL200	Relevant SID-EGVEL-P574-ASNIT-relevant STAR
	OISY	In case of OI(C)-76 activity, the alternate route is via EGVEL	Relevant SID-ELUSI-W13-PEKAM-P574-OBTUX-W144/Q25-MIPUL-relevant STAR
		Below FL200	Relevant SID-EGVEL-P574-OBTUX-W144/Q25-MIPUL-relevant STAR
	OIYY		Relevant SID-OBRIX-M715-PURKI-W32-BONOL-relevant STAR
	OIZB		Relevant SID-OBRIX-M715-RERET-W159-ROVAD-G208/L125-DAR-W137-ELOKA-relevant STAR
	OIZC		Relevant SID-OBRIX-M715-PURKI-W32-YZD-R654-EGP-ER-relevant STAR
	OIZH		Relevant SID-OBRIX-M715-SILKO-G452-ITBIR-relevant STAR
OIIP	OIYY		Relevant SID-RUS-DCT-EGVEL-R654-TOVTA-relevant STAR
OIKB	OIBK		Relevant SID-KHM-M561-MIVUN-relevant STAR

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

FRO M	TO	CONDITION	ROUTING
	OIFM		Relevant SID-ASMUK-W32-YZD-R654-LADAL-relevant STAR
			Relevant SID-MOBON-W10-SYZ-R659-GESIP-relevant STAR
	OIGG		Relevant SID-ASMUK-W32-ROVAD-G208/L125-IKA-R661-RUS-W161-RARTA-relevant STAR
	OIII	Expect TMA boundary at FL220 up to FL280	Relevant SID-ASMUK-W32-ROVAD-G208/L125-RADAL-relevant STAR
	OIKK		Relevant SID-ASMUK-M318-ASMET-Q14-ALMEK-relevant STAR
	OIMM		Relevant SID-ASMUK-M318-MIRER-Z5-LOSAN-relevant STAR
			Relevant SID-ASMUK-W32-SRJ-Z5-LOSAN-relevant STAR
	OINZ		Relevant SID-ASMUK-W32-ROVAD-G208/L125-ELEDI-N39-NSH-A416-MODEK-relevant STAR
	OITT		Relevant SID-MOBON-W10-SYZ-P574-SAV-R654/L124-ZAJ-UR654-BUDED-R660/L333-RAKED-relevant STAR
OIKJ	OIII	Expect TMA boundary FL220 up to FL280	Relevant SID-RIGUT-G665-SOLAK-W32-ROVAD-G208/L125-RADAL-relevant STAR
			DCT-NANTO-G665-SOLAK-W32-ROVAD-G208/L125-RADAL-relevant STAR
OIKK	OIBK		Relevant SID-ALMEK-M324-BND-A453-KHM-M561-MI-VUN-relevant STAR
	OIII	Expect TMA boundary at FL220 up to FL280	Relevant SID-ALMOB-R654/L124-YZD-W32-ROVAD-G208/L125-RADAL-relevant STAR
	OIKB		Relevant SID-ALMEK-M324-TAVNO-relevant STAR
	OIMM		Relevant SID-ALGUV-B418-DAR-Z5-LOSAN-relevant STAR
	OIBP		Relevant SID-GETIS-G452-SYZ-G666-LAM-relevant STAR

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

FRO M	TO	CONDITION	ROUTING
OIKM	OIII	Expect TMA bound- ary at FL220 up to FL280	Relevant SID-ORDAD-W139-DAR-G208/L125-RADAL- relevant STAR
OIKQ	OIGG		Relevant SID-BND-W32-ROVAD-G208/L125-IKA-R661- RUS-W161-RARTA-relevant STAR
	OIII	Expect TMA bound- ary at FL220 up to FL280	Relevant SID-MOBON-W10-SYZ-R659-BOXAM-relevant STAR
	OINZ		Relevant SID-BND-W32-ROVAD-G208/L125-ELEDI-N39- NSH-A416-MODEK-relevant STAR
	OITT		Relevant SID-BND-W10-SYZ-P574-SAV-R654/L124-ZAJ- R654-BUDED-R660/L333-RAKED-relevant STAR
	OIFM		Relevant SID-MOBON-W10-SYZ-R659-GESIP-relevant STAR
			Relevant SID-BND-W32-YZD-R654-LADAL-relevant STAR
	OIMM		Relevant SID-BND-W32-ASMUK-M318-MIRER-Z5-LOS- AN-relevant STAR
OIKR	OIII	Expect TMA bound- ary at FL220 up to FL280	Relevant SID-DAPOX-W5-YZD-W32-ROVAD-G208/L125- RADAL-relevant STAR
OIKY	OIII	Expect TMA bound- ary at FL220 up to FL280	Relevant SID-DAVUT-W32-ROVAD-G208/L125-RADAL- relevant STAR
OIMB	OIII	Expect TMA bound- ary at FL220 up to FL280	Relevant SID-TULKU-W159-ROVAD-G208/L125-RADAL- relevant STAR
OIMJ	OIII	Expect TMA bound- ary at FL220 up to FL280	Relevant SID-ITMEL-B451-RAPKI-A647-MUXOR-relevant STAR
OIMM	OIAA		Relevant SID-RAMIL-G663-ORSOK-G202-ISN-W6-IM- KEN-B417/N72-MAH-W31-BOPIS-relevant STAR
	OIYY		Relevant SID-RAMIL-G663-BOMIT-relevant STAR
	OISS		Relevant SID-RAMIL-G663-KINOT-relevant STAR

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

FRO M	TO	CONDITION	ROUTING
	OIFM, OIFS		Relevant SID-RAMIL-G663-ORSOK-G202-LABOT-relevant STAR
	OIAW		Relevant SID-RAMIL-G663-ORSOK-G202-ISN-W6-ITIBI-relevant STAR
	OINZ		Relevant SID-ORDOB-A647-SBZ-A416-ODKOL-Z710-PUSAL-relevant STAR
			Relevant SID-BOTEK-G792-BRD-A414-DATOL-relevant STAR
	OIBK		Relevant SID-RAMIL-G663-TASLU-M324-BND-A453-KHM-M561-MIVUN-relevant STAR
	OICC		Relevant SID-ORDOB-A647-ASRIL-relevant STAR
	OICI		Relevant SID-RAMIL-G663-ORSOK-G202-ALTET-relevant STAR
	OIFK		Relevant SID-ORDOB-A647-VR-W13-GOLSO-relevant STAR
	OIHR		Relevant SID-ORDOB-A647-RUS-G667-SAV-N72/B417-EGVEL-W7-DEKBA-relevant STAR
	OIII	Expect TMA boundary at FL220 up to FL280	Relevant SID-ORDOB-A647-MUXOR-relevant STAR
	OIIP		Relevant SID-ORDOB-A647-SBZ-A416-ODKOL-Z710-DNZ-A416-RSR-W150-PAXID-relevant STAR
	OIKB, OIKQ		Relevant SID-RAMIL-G663-TASLU-M324-TAVNO-relevant STAR
	OIKK		Relevant SID-RAMIL-G663-TASLU-M324-ALGUV-relevant STAR
	OITR		Relevant SID-ORDOB-A647-SBZ-Z710-DNZ-A416-NSH-G781-ROVON-relevant STAR
OIMS	OIII	Expect TMA boundary at FL220 up to FL280	DCT-MITUS-A647-MUXOR-relevant STAR
OIMT	OIII	Expect TMA boundary at FL220 up to FL280	Relevant SID-ALMUD-W159-ROVAD-G208/L125-RADAL-relevant STAR

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

FRO M	TO	CONDITION	ROUTING
OING	OIAA		Relevant SID-IMPIR-A414-DNZ-Z2-TRN-G667-SAV-N72-MAH-W31-BOPIS-relevant STAR
	OIAW		Relevant SID-IMPIR-A414-DNZ-Z2-TRN-G667-SAV-N72-IMKEN-W6-ITIBI-relevant STAR
	OIBP		Relevant SID-IMPIR-A414-DNZ-Z2-TRN-G667-SAV-P574-SYZ-G666-LAM-relevant STAR
	OIII	Expect TMA boundary at or below FL240	Relevant SID-IMPIR-A414-BUBUX-A647-MUXOR-relevant STAR
	OISS		Relevant SID-IMPIR-A414-DNZ-Z2-TRN-G667-SAV-P574-ASNIT-relevant STAR
	OIBK		Relevant SID-IMPIR-A414-DNZ-A416-NSH-G667-SAV-P574-SYZ-G666-LVA-B547-ALNOL-relevant STAR
	OIMM		Relevant SID-ALNIT-A414-BRD-G792-BOTEK-relevant STAR
OINZ	OIII	Expect TMA boundary at FL220 up to FL280	Relevant SID-LABET-A414-BUBUX-A647-MUXOR-relevant STAR
	OIMM		Relevant SID-DATOL-A414-BRD-G792-BOTEK-relevant STAR
			Relevant SID-PUSAL-Z710-ODKOL-A416-RIBUX-relevant STAR
	OIKQ		Relevant SID-MODEK-A416-NSH-N39-OBRIX-M715-PURKI-W32-ASMUK-relevant STAR
	OIKB		Relevant SID-MODEK-A416-NSH-N39-OBRIX-M715-PURKI-W32-ASMUK-relevant STAR
	OIAW		Relevant SID-MODEK-A416-NSH-P574-EGVEL-N72/B417-IMKEN-W6-ITIBI-relevant STAR
	OIAA		Relevant SID-MODEK-A416-NSH-P574-EGVEL-N72/B417-MAH-W31-BOPIS-relevant STAR
	OISS		Relevant SID-MODEK-A416-NSH-P574-ASNIT-relevant STAR
	OIFM		Relevant SID-MODEK-A416-NSH-P574-PEKAM-relevant STAR

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

FRO M	TO	CONDITION	ROUTING
	OIBK		Relevant SID-MODEK-A416-NSH-P574-SYZ-G666-LVA-B547-ALNOL-relevant STAR
	OIBP		Relevant SID-MODEK-A416-NSH-P574-SYZ-G666-LAM-relevant STAR
OISS	OIBK		Relevant SID-KUPTO-G666-LVA-B547-ALNOL-relevant STAR
	OIBS		Relevant SID-KUPTO-G666-LVA-B547-KIS-relevant STAR
	OICC		Relevant SID-KAVOT-R659-ISN-G202-KRD-W158-BU-BAV-relevant STAR
	OICI		Relevant SID-KAVOT-R659-ISN-G202-ALTET-relevant STAR
	OICK		Relevant SID-KAVOT-R659-ISN-G202-NOTSA-relevant STAR
	OIFK		Relevant SID-KAVOT-R659-DAPOG-DCT
	OIGG		Relevant SID-KAVOT-R659-ISN-R654-SAV-N72-GOLNU-W161-RARTA-relevant STAR
	OIII	Expect TMA boundary at FL220 up to FL280	Relevant SID-KAVOT-R659-BOXAM-relevant STAR
	OINZ		Relevant SID-KAVOT-R659-TRN-G667-NSH-A416-MODEK-relevant STAR
	OING		Relevant SID-KAVOT-R659-TRN-Z2-DNZ-A414-IMPIR-relevant STAR
	OITT		Relevant SID-KAVOT-R659-ISN-R654-ZAJ-R654-BU-DED-R660/L333-RAKED-relevant STAR
OISY	OIII	Expect TMA boundary at FL220 up to FL280	Relevant SID-MIPUL-W144/Q25-GESIP-R659-BOXAM-relevant STAR
		Below FL200	Relevant SID-MIPUL-W144/Q25-OBTUX-P574-SAV-relevant STAR
OITK	OIII	Expect TMA boundary at FL250 and FL270	Relevant SID-TBZ-R661-MIVAK-relevant STAR

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

FRO M	TO	CONDITION	ROUTING
			Relevant SID-TBZ-R660-RST-Z725-PAXID-relevant STAR
OITL	OIAW		Relevant SID-GIVTA-A416-RST-Z725-PAXID-N72-IM-KEN-W6-ITIBI-relevant STAR
			Relevant SID-GIVTA-A416-RST-W9-DZF-W3-IMKEN-W6-ITIBI-relevant STAR
OITR	OIII	Expect TMA boundary at FL250 and FL270	Relevant SID-ROVON-G781-ZAJ-R661-MIVAK-relevant STAR
	OIMM		Relevant SID-ROVON-G781-NSH-Z710-SBZ-A416-RI-BUX-relevant STAR
OITT	OIFM		Relevant SID-RUDAD-R661-ZAJ-R654/L124-PEKAM-relevant STAR
	OIII	Expect TMA boundary at FL250 and FL270	Relevant SID-RUDAD-R661-MIVAK-relevant STAR
	OIKB		Relevant SID-RUDAD-R661-ZAJ-R654-SAV-P574-SYZ-W10-MOBON-relevant STAR
	OIKQ		Relevant SID-RUDAD-R661-ZAJ-R654/L124-SAV-P574-SYZ-W10-MOBON-relevant STAR
	OISS		Relevant SID-RUDAD-R661-ZAJ-R654/L124-PEKAM-P574-ASNIT-relevant STAR
	OIMM		Relevant SID-RAKED-L333-RST-Z720-GGN-A416-RI-BUX-relevant STAR
			Relevant SID-RAKED-R660/L333-RST-A416-DNZ-Z710-ODKOL-A416-RIBUX-relevant STAR
OIYY	OIII	Expect TMA boundary at FL220 up to FL280	Relevant SID-BONOL-W32-ROVAD-G208/L125-RADAL-relevant STAR
	OIIP	Expect TMA boundary at FL230 up to FL270	Relevant SID-TOVTA-R654-SAV-relevant STAR
	OITT		Relevant SID-TOVTA-R654-BUDED-R660-RAKED-relevant STAR

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

FRO M	TO	CONDITION	ROUTING
OIZB	OIII	Expect TMA boundary at FL220 up to FL280	Relevant SID-ELOKA-W137-DAR-G208/L125-RADAL-relevant STAR
	OIZI		Relevant SID-ELOKA-G775-ZDN-W2-LOXOL-relevant STAR
OIZC	OIII	Expect TMA boundary at FL220 up to FL280	Relevant SID-EGPER-R654-KER-L124-YZD-W32-RO-VAD-G208/L125-RADAL-relevant STAR
OIZH	OIII	Expect TMA boundary at FL220 up to FL280	Relevant SID-DAPAP-G208/L125-RADAL-relevant STAR
OIZI	OIZB		Relevant SID-LOXOL-W2-ZDN-G775-LUDAX-Q16-KA-PUR-DCT
			Relevant SID-LOXOL-W2-ZDN-G775-ELOKA-relevant STAR

PREFERRED IFR ROUTES WITHIN SAUDI ARABIAN AIRSPACE

NOTE: For Standard Routings using Free Route Airspace (FRA) within Jeddah FIR please refer to Jeppesen ATC-Chapter "FREE ROUTE AIRSPACE (FRA) - MIDDLE EAST".

JEDDAH FIR SPECIAL PROCEDURES AND REQUIREMENTS

- a. Eastbound flights on ATS route L692 shall NOT FPL via ALROK-G783-TANSU after VATIX.
- b. Eastbound flights on ATS route M440 shall NOT FPL via DANUX-G783-TANSU after DAVLU.
- c. All traffic entering Emirates FIR via RIBOT-M550/MUXIT-M318 must have prior approval from OMAE GCAA.
All other traffic must use either G783-TANSU or M628-PEKEM.
- d. G783-TANSU and M628-PEKEM are available to be used as an alternative ATS route when RIBOT-M550 and MUXIT-M318 are CLOSED.
- e. Flights from Emirates FIR airports with destination OERK, OEJN, OEGN, OEAB and OETF shall enter Jeddah FIR via RIBOT or PEKEM and follow routes as described.
- f. Domestic flights via V31 shall be at FL160-FL190 between BHA and EGPOB.
- g. ATS routes T218 and M309 are available at FL320 and above when OE(R)-05A is active.
- h. ATS route L681 is only available between GISRA and ORLEK.

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

- i. Flights from Cairo FIR on M999 and landing OEJN expect to cross DEDLU at FL330 or below.
- j. Flights from Baghdad FIR and landing HESH or HEGN expect to cross KITIT at FL280 or FL320 based on level availability.
- k. Traffic landing OOMS via M440 expect to cross MIDGU at FL370 or below.
- l. All flights landing OEDF or Bahrain FIR via N318 or N685 expect to cross GESOR at FL250.

ROUTE AVAILABILITY DOCUMENT (RAD)

Saudi Arabia publishes the RAD as a method for displaying the preferred routes in the Saudi airspace, whether for crossing the airspace as well as for land/take-off from Saudi aerodromes.

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
HECC	HHAA	MC/ FL600	DEDLU M999 JDW G650 RASKA	Landing or overflying ASMARA FIR over RASKA FL260, FL300 not available
HECC	OB BB	MC/ FL600	IMRID L604 GAS L308 DAR- OR	a) Overflying Bahrain FIR b) Landing or overflying TEHRAN FIR c) landing or overflying Northern of Emirates over DAROR FL290
HECC	OB BB	MC/ FL600	IMRID L604 KFA M691 LAD- NA	Landing or overflying Southern OMAE FIR, Landing OTDF FIR and Landing OB BB FIR a) Traffic landing OTDF FIR at FL330 and FL310 only. b) Traffic to Southern UAE FIR at FL250 to FL290. c) Traffic landing OB BB FIR expect to be DEPOL FL350 or below and over GESOR FL250 or below.
HECC	OB BB	MC/ FL600	IMRID L604 NARMI	Traffic overflying OB BB and OTDF FIRs Traffic overflying OB BB and OTDF FIRs at FL310 and above.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
HECC	OBBB	MC/ FL600	SIKNO M872 WEJ L604 GAS L308 DAROR	a) Overflying Bahrain FIR b) Landing or overflying TEHRAN FIR c) landing or overflying Northern of Emirates over DAROR FL290 not available
HECC	OBBB	MC/ FL600	SIKNO M872 WEJ L604 KFA M691 LADNA	Landing or overflying Southern OMAE FIR, Landing OTDF FIR and Landing OBBB FIR a) Traffic landing OTDF FIR at FL330 and FL310 only. b) Traffic to Southern UAE FIR at FL250 to FL290. c) Traffic landing OBBB FIR expect to be DEPOL FL350 or below and over GESOR FL250 or below.
HECC	OBBB	MC/ FL600	SIKNO M872 WEJ L604 NAR- MI	Traffic overflying OBBB and OTDF FIRs Traffic overflying OBBB and OTDF FIRs at FL310 and above.
HECC	OEAB	MC/ FL600	DEDLU M999 JDW L677 AB- KAR V38 ABH	Landing OEAB
HECC	OEAO	MC/ FL600	IMRID L604 NADIK V15 AUA	Landing OEAO
HECC	OEAO	MC/ FL600	SIKNO M872 WEJ L604 NA- DIK V15 AUA	Landing OEAO
HECC	OEDF	MC/ FL600	IMRID L604 UMENA	Landing OEDF Expect LOROX at FL350 or below, Expect KASOM at FL250 or below
HECC	OEDF	MC/ FL600	SIKNO M872 WEJ L604 UME- NA	Landing OEDF Expect LOROX at FL350 or below, Expect KASOM at FL250 or below
HECC	OEGN	MC/ FL600	DEDLU M999 JDW M559 LABNI V395 GIZ	Landing OEGN

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
HECC	OEGS	MC/ FL600	IMRID L604 GAS	Landing OEGS Expect DAXAP at FL160
HECC	OEGS	MC/ FL600	SIKNO M872 WEJ L604 GAS	Landing OEGS Expect DAXAP at FL160
HECC	OEHL	MC/ FL600	IMRID L604 HLF A788 HIL	Landing OEHL Expect LOXOR at FL160
HECC	OEHL	MC/ FL600	SIKNO M872 WEJ L604 HLF A788 HIL	Landing OEHL Expect LOXOR at FL160
HECC	OEJN	MC/ FL600	DEDLU M999 MUVOL	Landing OEJN Expect MUVOL at FL160 to FL200
HECC	OEMA	MC/ FL600	IMRID L604 WEJ M872 BO- VET	Landing OEMA Expect TULOK at FL240
HECC	OEMA	MC/ FL600	SIKNO M872 BOVET	Landing OEMA Expect TULOK at FL240
HECC	OENG	MC/ FL600	DEDLU M999 JDW L677 AB- KAR V38 ABH V749 NEJ	Landing OENG ESCAT
HECC	OENN	MC/ FL600	IMRID L604 WEJ W600 DAR- AX Z711 GEPAG	Landing OENN
HECC	OENN	MC/ FL600	SIKNO M872 WEJ W600 DARAX Z711 GEPAG	Landing OENN
HECC	OERK	MC/ FL600	IMRID L604 GAS G662 SIVIS	Landing OERK Expect KUSRO at FL170 or above.
HECC	OERK	MC/ FL600	SIKNO M872 WEJ L604 GAS G662 SIVIS	Landing OERK Expect KUSRO at FL170 or above.
HECC	OERS	MC/ FL600	IMRID L604 WEJ T510 KULKI Q832 RSI	Landing OERS
HECC	OERS	MC/ FL600	SIKNO M872 KULKI Q832 RSI	Landing OERS
HECC	OESK	MC/ FL600	IMRID L604 HLF B544 LABAD V13 AJF	Landing OESK

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
HECC	OESK	MC/ FL600	SIKNO M872 WEJ L604 HLF B544 LABAD V13 AJF	Landing OESK
HECC	OETB	MC/ FL600	IMRID L604 WEJ V54 TBK	Landing OETB Expect DEMSU at FL200 up to FL240
HECC	OETB	MC/ FL600	SIKNO M872 WEJ V54 TBK	Landing OETB Expect DEMSU at FL200 up to FL240
HECC	OETF	MC/ FL600	DEDLU M999 JDW V40 TIF	Landing OETF Expect JDW at FL210 and ISLAM at FL170
HECC	OEYN	MC/ FL600	IMRID L604 WEJ T510 VELEK Q13 YEN	Landing OEYN Expect VELEK at FL270
HECC	OEYN	MC/ FL600	SIKNO M872 WEJ T510 VE- LEK Q13 YEN	Landing OEYN Expect VELEK at FL270
HECC	OKAC	MC/ FL600	IMRID L604 HLF A788 SO- ROR	Landing or overflying OKAC FIR Traffic landing Kuwait expect to cross DERKO FL290 or lower
HECC	OKAC	MC/ FL600	SIKNO M872 WEJ L604 HLF A788 SOROR	Landing or overflying OKAC FIR Traffic landing Kuwait expect to cross DERKO FL290 or lower
HECC	OMAE	MC/ FL600	IMRID L604 WEJ M872 BDB Y214 KUTNA M440 KATIT M628 PEKEM	
HECC	OMAE	FL300/ FL600	IMRID L604 WEJ M872 BDB Y214 RAPMA DCT KUVSO DCT KATIT DCT PEKEM	FRA
HECC	OMAE	FL300/ FL600	IMRID L604 WEJ M872 BDB Y214 RAPMA DCT KUVSO DCT RIBOT	FRA
HECC	OMAE	MC/ FL600	IMRID L604 WEJ M872 BDB Y214 RIBOT	

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
HECC	OMAE	MC/ FL600	SIKNO M872 BDB Y214 KUT- NA M440 KATIT M628 PE- KEM	
HECC	OMAE	FL300/ FL600	SIKNO M872 BDB Y214 RAP- MA DCT KUVSO DCT KATIT DCT PEKEM	FRA
HECC	OMAE	FL300/ FL600	SIKNO M872 BDB Y214 RAP- MA DCT KUVSO DCT RIBOT	FRA
HECC	OMAE	MC/ FL600	SIKNO M872 BDB Y214 RI- BOT	
HECC	OOM M	MC/ FL600	DEDLU M999 JDW T532 KO- DIS Y214 KUTNA M440 MIDGU	
HECC	OOM M	FL300/ FL600	DEDLU M999 JDW T532 KO- DIS Y214 RAPMA DCT DEG- NO DCT DAPOL	a) FRA b) Enroute frequency change meth- odology at 170NM after DEGNO, change to 134.5
HECC	OOM M	FL300/ FL600	DEDLU M999 JDW T532 KO- DIS Y214 RAPMA DCT KUV- SO DCT KATIT DCT MIDGU	FRA
HECC	OOM M	MC/ FL600	DEDLU M999 JDW T532 KO- DIS Y214 RAPMA T533 ULO- NO L692 DAPOL	
HECC	OOM M	FL300/ FL600	DEDLU M999 JDW V31 BSH L425 AMBIT DCT ASTIN DCT GOBRO	a) FRA b) Enroute frequency change meth- odology at 60NM after ASTIN, change to 133.35
HECC	OOM M	MC/ FL600	DEDLU M999 JDW V31 BSH L425 EGREN L556 IMDAM	
HECC	OOM M	FL300/ FL600	DEDLU M999 JDW V31 BSH L425 EGREN L556 ULUXU DCT IMDAM	
HECC	OOM M	MC/ FL600	DEDLU M999 JDW V31 BSH L425 GOBRO	

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
HECC	OOM M	MC/ FL600	IMRID L604 WEJ M872 PMA Y214 KUTNA M440 MIDGU	
HECC	OOM M	FL300/ FL600	IMRID L604 WEJ M872 PMA Y214 RAPMA DCT DEGNO DCT DAPOL	a) FRA b) Enroute frequency change meth- odology at 170NM after DEGNO, change to 134.5
HECC	OOM M	FL300/ FL600	IMRID L604 WEJ M872 PMA Y214 RAPMA DCT DEGNO DCT ULONO DCT GOBRO	a) FRA b) Enroute frequency change meth- odology at 45NM after ULONO, change to 133.35
HECC	OOM M	FL300/ FL600	IMRID L604 WEJ M872 PMA Y214 RAPMA DCT DEGNO DCT ULONO DCT IMDAM	a) FRA b) Enroute frequency change meth- odology at 45NM after ULONO, change to 133.35
HECC	OOM M	FL300/ FL600	IMRID L604 WEJ M872 PMA Y214 RAPMA DCT KUVSO DCT KATIT DCT MIDGU	FRA
HECC	OOM M	MC/ FL600	IMRID L604 WEJ M872 PMA Y214 RAPMA T533 ULONO L692 DAPOL	
HECC	OOM M	MC/ FL600	IMRID L604 WEJ M872 PMA Y214 RAPMA T533 ULONO L692 VATIX T100 GOBRO	
HECC	OOM M	MC/ FL600	IMRID L604 WEJ M872 PMA Y214 RAPMA T533 ULONO L692 VATIX T100 IVABO L556 IMDAM	
HECC	OOM M	MC/ FL600	SIKNO M872 PMA Y214 KUT- NA M440 MIDGU	
HECC	OOM M	FL300/ FL600	SIKNO M872 PMA Y214 RAP- MA DCT DEGNO DCT DAPOL	a) FRA b) Enroute frequency change meth- odology at 170NM after DEGNO, change to 134.5

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
HECC	OOM M	FL300/ FL600	SIKNO M872 PMA Y214 RAP- MA DCT DEGNO DCT ULO- NO DCT GOBRO	a) FRA b) Enroute frequency change meth- odology at 45NM after ULONO, change to 133.35
HECC	OOM M	FL300/ FL600	SIKNO M872 PMA Y214 RAP- MA DCT DEGNO DCT ULO- NO DCT IMDAM	a) FRA b) Enroute frequency change meth- odology at 45NM after ULONO, change to 133.35
HECC	OOM M	FL300/ FL600	SIKNO M872 PMA Y214 RAP- MA DCT KUVSO DCT KATIT DCT MIDGU	FRA
HECC	OOM M	MC/ FL600	SIKNO M872 PMA Y214 RAP- MA T533 ULONO L692 DA- POL	
HECC	OOM M	MC/ FL600	SIKNO M872 PMA Y214 RAP- MA T533 ULONO L692 VATIX T100 GOBRO	
HECC	OOM M	MC/ FL600	SIKNO M872 PMA Y214 RAP- MA T533 ULONO L692 VATIX T100 IVABO L556 IMDAM	
HECC	ORBB	MC/ FL600	IMRID L604 HLF B544 ASH B411 MURIB	Landing or overflying ORBB FIR Expect MURIB at FL350 or above.
HECC	ORBB	MC/ FL600	SIKNO M872 WEJ L604 HLF B544 ASH B411 MURIB	Landing or overflying ORBB FIR Expect MURIB at FL350 or above.
HECC	OTDF	FL300/ FL600	IMRID L604 GAS G662 KSA M440 SITER DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR a) Routing from SITER not availa- ble when OER41 is active. b) FRA
HECC	OTDF	MC/ FL600	IMRID L604 GAS G662 KSA M440 SITER T142 LAEEB	Landing or overflying DOHA FIR a) Routing from SITER not availa- ble when OER41 is active.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
HECC	OTDF	MC/ FL600	IMRID L604 GAS G662 KSA N687 KINIB Z511 GISRA L681 ORLEK	Landing or overflying DOHA FIR Expect to be 30NM to GISRA at FL250. Z511 Available daily between time 19:00 until 03:00 UTC, 24H on Fri- days, Saturdays and official holi- days.
HECC	OTDF	MC/ FL600	IMRID L604 WEJ M872 BDB Y214 ASPUS Y432 LADBO T142 LAEEB	Landing or overflying DOHA FIR
HECC	OTDF	MC/ FL600	IMRID L604 WEJ M872 BDB Y214 RAPMA DCT ASPUS DCT LADBO T142 LAEEB	
HECC	OTDF	FL300/ FL600	IMRID L604 WEJ M872 BDB Y214 RAPMA DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR a) Routing from RAPMA DCT LAD- BO not available when OER41 is active. b) FRA
HECC	OTDF	MC/ FL600	SIKNO M872 BDB Y214 AS- PUS Y432 LADBO T142 LAEEB	Landing or overflying DOHA FIR
HECC	OTDF	MC/ FL600	SIKNO M872 BDB Y214 RAP- MA DCT ASPUS DCT LADBO T142 LAEEB	
HECC	OTDF	FL300/ FL600	SIKNO M872 BDB Y214 RAP- MA DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR a) Routing from RAPMA DCT LAD- BO not available when OER41 is active. b) FRA
HECC	OTDF	FL300/ FL600	SIKNO M872 WEJ L604 GAS G662 KSA M440 SITER DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR a) Routing from SITER not availa- ble when OER41 is active. b) FRA

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
HECC	OTDF	MC/ FL600	SIKNO M872 WEJ L604 GAS G662 KSA M440 SITER T142 LAEEB	Landing or overflying DOHA FIR Routing from SITER not available when OER41 is active.
HECC	OTDF	MC/ FL600	SIKNO M872 WEJ L604 GAS G662 KSA N687 KINIB Z511 GISRA L681 ORLEK	Landing or overflying DOHA FIR Expect to be 30NM to GISRA at FL250. Z511 Available daily between time 19:00 until 03:00 UTC, 24H on Fri- days, Saturdays and official holi- days.
HECC	OYSC	MC/ FL600	DEDLU M999 JDW M559 LABNI M999 APDOS	
HECC	OYSC	MC/ FL600	DEDLU M999 JDW M559 LABNI M999 DANAK B413 RI- BOK	
HECC	OYSC	MC/ FL600	DEDLU M999 JDW M559 LABNI M999 DANAK R777 LAKNA	
HECC	OYSC	MC/ FL600	DEDLU M999 JDW M559 NIS- MI	
HECC	OYSC	FL300/ FL600	DEDLU M999 JDW V31 WDR V32 PATOG Q624 ALSIR	
HHAA	HECC	MC/ FL600	RASKA T513 EGMEG G660 JDW L677 DARAX Z412 SEP- SA	Only available for landing HEGN and HESH
HHAA	HECC	MC/ FL600	RASKA T513 EGMEG G660 JDW L677 PASUM	Landing or overflying CAIRO FIR over PASUM FL260, FL300 not available
HHAA	HECC	MC/ FL600	RASKA T513 EGMEG G660 JDW M686 GIBEL	Landing or overflying CAIRO FIR over GIBEL FL260, FL300 not available

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
HHAA	OBBB	MC/ FL600	RASKA T513 JDW B417 GAS L308 DAROR	a) Overflying Bahrain FIR b) Landing or overflying TEHRAN FIR c) landing or overflying Northern of Emirates over DAROR FL290 not available
HHAA	OBBB	MC/ FL600	RASKA T513 JDW T532 KSA H976 MUSRI L604 KFA M691 LADNA	Landing or overflying Southern OMAE FIR, Landing OTDF FIR and Landing OBBB FIR a) Traffic landing OTDF FIR at FL330 and FL310 only. b) Traffic to Southern UAE FIR at FL250 to FL290. c) Traffic landing OBBB FIR expect to be DEPOL FL350 or below and over GESOR FL250 or below.
HHAA	OBBB	MC/ FL600	RASKA T513 JDW T532 KSA H976 MUSRI L604 NARMI	Traffic overflying OBBB and OTDF FIRs Traffic overflying OBBB and OTDF FIRs at FL310 and above.
HHAA	OEAO	MC/ FL600	RASKA T513 JDW A424 PMA V10 AUA	Landing OEAO
HHAA	OEDF	MC/ FL600	RASKA T513 JDW T532 KSA H976 MUSRI L604 UMENA	Landing OEDF Expect ORLOK at FL310 or below, Expect KASOM at FL250 or below
HHAA	OEGS	MC/ FL600	RASKA T513 JDW B417 GAS	Landing OEGS Expect AMBIV at FL160
HHAA	OEHL	MC/ FL600	RASKA T513 JDW A424 HIL	Landing OEHL Expect HAMED at FL160
HHAA	OEJN	MC/ FL600	RASKA T513 EGMEG	Landing OEJN Expect EGMEG at FL160 to FL200
HHAA	OEMA	MC/ FL600	RASKA T513 JDW A424 DEG- VU	Landing OEMA Expect ORMEK at FL240 or below

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
HHAA	OENN	MC/ FL600	RASKA T513 JDW L677 DAR- AX Z711 GEPAG	Landing OENN
HHAA	OERK	MC/ FL600	RASKA T513 JDW T532 OR- DEM	Landing OERK Expect TASBA at FL350 or below
HHAA	OERS	MC/ FL600	RASKA T513 JDW L677 RAG- NO Y686 RSI	Landing OERS
HHAA	OESK	MC/ FL600	RASKA T513 JDW A424 PMA B544 LABAD V13 AJF	Landing OESK
HHAA	OETB	MC/ FL600	RASKA T513 JDW L677 WEJ V54 TBK	Landing OETB Expect DEMSU at FL200 up to FL240
HHAA	OETF	MC/ FL600	RASKA T513 JDW V40 TIF	Landing OETF Expect JDW at FL210 and ISLAM at FL170
HHAA	OEYN	MC/ FL600	RASKA T513 JDW L677 YEN	Landing OEYN
HHAA	OJAC	MC/ FL600	RASKA T513 JDW A424 PMA B544 TRF B544 SODAR	Landing or overflying AMMAN FIR Available levels via SODAR FL240 and above.
HHAA	OJAC	MC/ FL600	RASKA T513 JDW L677 WEJ M449 GIBET	Landing or overflying AMMAN FIR Expect GIBET at FL260, FL320 and above.
HHAA	OKAC	MC/ FL600	RASKA T513 JDW B417 HFR A788 SOROR	Landing or overflying OKAC FIR Traffic landing Kuwait expect to cross DERKO FL290 or lower
HHAA	OMAE	MC/ FL600	RASKA T513 JDW T532 KO- DIS Y214 KUTNA M440 KA- TIT M628 PEKEM	
HHAA	OMAE	FL300/ FL600	RASKA T513 JDW T532 KO- DIS Y214 RAPMA DCT KUV- SO DCT KATIT DCT PEKEM	FRA
HHAA	OMAE	FL300/ FL600	RASKA T513 JDW T532 KO- DIS Y214 RAPMA DCT KUV- SO DCT RIBOT	FRA

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
HHAA	OMAE	MC/ FL600	RASKA T513 JDW T532 KO-DIS Y214 RIBOT	
HHAA	OOM M	MC/ FL600	RASKA T513 JDW T532 KO-DIS Y214 KUTNA M440 MIDGU	
HHAA	OOM M	FL300/ FL600	RASKA T513 JDW T532 KO-DIS Y214 RAPMA DCT DEG-NO DCT DAPOL	a) FRA b) Enroute frequency change methodology at 170NM after DEGNO, change to 134.5
HHAA	OOM M	FL300/ FL600	RASKA T513 JDW T532 KO-DIS Y214 RAPMA DCT KUV-SO DCT KATIT DCT MIDGU	FRA
HHAA	OOM M	MC/ FL600	RASKA T513 JDW T532 KO-DIS Y214 RAPMA T533 ULO-NO L692 DAPOL	
HHAA	OOM M	FL300/ FL600	RASKA T513 JDW V31 BSH L425 AMBIT DCT ASTIN DCT GOBRO	a) FRA b) Enroute frequency change methodology at 60NM after ASTIN, change to 133.35
HHAA	OOM M	MC/ FL600	RASKA T513 JDW V31 BSH L425 EGREN L556 IMDAM	
HHAA	OOM M	MC/ FL600	RASKA T513 JDW V31 BSH L425 GOBRO	
HHAA	ORBB	MC/ FL600	RASKA T513 JDW A424 PMA B544 ASH B411 MURIB	Landing or overflying ORBB FIR Expect MURIB at FL350 or above.
HHAA	OTDF	MC/ FL600	RASKA T513 JDW T532 KO-DIS Y214 ASPUS Y432 LAD-BO T142 LAEEB	Landing or overflying DOHA FIR
HHAA	OTDF	MC/ FL600	RASKA T513 JDW T532 KO-DIS Y214 RAPMA DCT ASPUS DCT LADBO T142 LAEEB	

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
HHAA	OTDF	FL300/ FL600	RASKA T513 JDW T532 KO- DIS Y214 RAPMA DCT LAD- BO T142 LAEEB	Landing or overflying DOHA FIR a) Routing from RAPMA DCT LAD- BO not available when OER41 is active. b) FRA
HHAA	OYSC	MC/ FL600	KOBAS B413 DANAK M999 APDOS	
HHAA	OYSC	MC/ FL600	KOBAS B413 DANAK R777 LAKNA	
HHAA	OYSC	MC/ FL600	KOBAS B413 RIBOK	
HSSS	OBBB	MC/ FL600	GIBAP M863 JDW B417 GAS L308 DAROR	a) Overflying Bahrain FIR b) Landing or overflying TEHRAN FIR c) landing or overflying Northern of Emirates over DAROR FL290 not available.
HSSS	OBBB	MC/ FL600	GIBAP M863 JDW T532 KSA H976 MUSRI L604 KFA M691 LADNA	Landing or overflying Southern OMAE FIR, Landing OTDF FIR and Landing OBBB FIR a) Traffic landing OTDF FIR at FL330 and FL310 only. b) Traffic to Southern UAE FIR at FL250 to FL290. c) Traffic landing OBBB FIR expect to be DEPOL FL350 or below and over GESOR FL250 or below.
HSSS	OBBB	MC/ FL600	GIBAP M863 JDW T532 KSA H976 MUSRI L604 NARMI	Traffic overflying OBBB and OTDF FIRs Traffic overflying OBBB and OTDF FIRs at FL310 and above.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
HSSS	OBBB	MC/ FL600	MIPOL G660 JDW B417 GAS L308 DAROR	a) Overflying Bahrain FIR b) Landing or overflying TEHRAN FIR c) landing or overflying Northern of Emirates over DAROR FL290 not available
HSSS	OBBB	MC/ FL600	MIPOL G660 JDW T532 KSA H976 MUSRI L604 KFA M691 LADNA	Available for traffic overflying JDW landing or overflying Southern OMAE FIR between 19:00 UTC to 03:00 UTC Landing OTDF FIR and Landing OBBB FIR a) Traffic landing OTDF FIR at FL330 and FL310 only. b) Traffic to Southern UAE FIR at FL250 to FL290. c) Traffic landing OBBB FIR expect to be DEPOL FL350 or below and over GESOR FL250 or below.
HSSS	OBBB	MC/ FL600	MIPOL G660 JDW T532 KSA H976 MUSRI L604 NARMI	Traffic overflying OBBB and OTDF FIRs Traffic overflying OBBB and OTDF FIRs at FL310 and above.
HSSS	OEAO	MC/ FL600	GIBAP M863 JDW A424 PMA V10 AUA	Landing OEAO
HSSS	OEAO	MC/ FL600	MIPOL G660 JDW A424 PMA V10 AUA	Landing OEAO
HSSS	OEDF	MC/ FL600	GIBAP M863 JDW T532 KSA H976 MUSRI L604 UMENA	Landing OEDF Expect ORLOK at FL310 or below, Expect KASOM at FL250 or below
HSSS	OEDF	MC/ FL600	MIPOL G660 JDW T532 KSA H976 MUSRI L604 UMENA	Landing OEDF Expect ORLOK at FL310 or below, Expect KASOM at FL250 or below
HSSS	OEGS	MC/ FL600	GIBAP M863 JDW B417 GAS	Landing OEGS Expect AMBIV at FL160

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
HSSS	OEGS	MC/ FL600	MIPOLE G660 JDW B417 GAS	Landing OEGS Expect AMBIV at FL160
HSSS	OEHL	MC/ FL600	GIBAP M863 JDW A424 HIL	Landing OEHL Expect HAMED at FL160
HSSS	OEHL	MC/ FL600	MIPOLE G660 JDW A424 HIL	Landing OEHL Expect HAMED at FL160
HSSS	OEJN	MC/ FL600	MIPOLE G660 EGMEG	Landing OEJN Expect EGMEG at FL160 to FL200
HSSS	OEMA	MC/ FL600	GIBAP M863 JDW A424 DEG-VU	Landing OEMA Expect ORMEK at FL240 or below
HSSS	OEMA	MC/ FL600	MIPOLE G660 JDW A424 DEG-VU	Landing OEMA Expect ORMEK at FL240 or below
HSSS	OENN	MC/ FL600	GIBAP M863 JDW L677 DAR-AX Z711 GEPAG	Landing OENN
HSSS	OENN	MC/ FL600	MIPOLE G660 JDW L677 DAR-AX Z711 GEPAG	Landing OENN
HSSS	OERK	MC/ FL600	GIBAP M863 JDW T532 OR-DEM	Landing OERK Expect TASBA at FL350 or below
HSSS	OERK	MC/ FL600	MIPOLE G660 JDW T532 OR-DEM	Landing OERK
HSSS	OERS	MC/ FL600	GIBAP M863 JDW L677 RAG-NO Y686 RSI	Landing OERS
HSSS	OERS	MC/ FL600	MIPOLE G660 JDW L677 RAG-NO Y686 RSI	Landing OERS
HSSS	OESK	MC/ FL600	GIBAP M863 JDW A424 PMA B544 LABAD V13 AJF	Landing OESK
HSSS	OESK	MC/ FL600	MIPOLE G660 JDW A424 PMA B544 LABAD V13 AJF	Landing OESK
HSSS	OETB	MC/ FL600	GIBAP M863 JDW L677 WEJ V54 TBK	Landing OETB Expect DEMSU at FL200 up to FL240

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
HSSS	OETB	MC/ FL600	MIPOL G660 JDW L677 WEJ V54 TBK	Landing OETB Expect DEMSU at FL200 up to FL240
HSSS	OETF	MC/ FL600	GIBAP M863 JDW V40 TIF	Landing OETF Expect JDW at FL210 and ISLAM at FL170
HSSS	OETF	MC/ FL600	MIPOL G660 JDW V40 TIF	Landing OETF Expect JDW at FL210 and ISLAM at FL170
HSSS	OEYN	MC/ FL600	GIBAP M863 JDW L677 YEN	Landing OEYN
HSSS	OEYN	MC/ FL600	MIPOL G660 JDW L677 YEN	Landing OEYN
HSSS	OJAC	MC/ FL600	GIBAP M863 JDW A424 PMA B544 TRF B544 SODAR	Landing or overflying AMMAN FIR Available levels via SODAR FL240 and above.
HSSS	OJAC	MC/ FL600	GIBAP M863 JDW L677 WEJ M449 GIBET	Landing or overflying AMMAN FIR Expect GIBET at FL260, FL320 and above.
HSSS	OJAC	MC/ FL600	MIPOL G660 JDW A424 PMA B544 SODAR	Landing or overflying AMMAN FIR Available levels via SODAR FL240 and above.
HSSS	OJAC	MC/ FL600	MIPOL G660 JDW L677 WEJ M449 GIBET	Landing or overflying AMMAN FIR Expect GIBET at FL260, FL320 and above.
HSSS	OKAC	MC/ FL600	GIBAP M863 JDW B417 HFR A788 SOROR	Landing or overflying OKAC FIR Traffic landing Kuwait expect to cross DERKO FL290 or lower
HSSS	OKAC	MC/ FL600	MIPOL G660 JDW B417 HFR A788 SOROR	Landing or overflying OKAC FIR Traffic landing Kuwait expect to cross DERKO FL290 or lower

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
HSSS	OMAE	MC/ FL600	GIBAP M863 JDW T532 KO- DIS Y214 KUTNA M440 KA- TIT M628 PEKEM	
HSSS	OMAE	MC/ FL600	GIBAP M863 JDW T532 KO- DIS Y214 RIBOT	
HSSS	OMAE	MC/ FL600	MIPOL G660 JDW T532 KO- DIS Y214 KUTNA M440 KA- TIT M628 PEKEM	
HSSS	OMAE	MC/ FL600	MIPOL G660 JDW T532 KO- DIS Y214 RIBOT	
HSSS	OOM M	MC/ FL600	GIBAP M863 JDW T532 KO- DIS Y214 KUTNA M440 MIDGU	
HSSS	OOM M	FL300/ FL600	GIBAP M863 JDW T532 KO- DIS Y214 RAPMA DCT DEG- NO DCT DAPOL	a) FRA b) Enroute frequency change meth- odology at 170NM after DEGNO, change to 134.5
HSSS	OOM M	FL300/ FL600	GIBAP M863 JDW T532 KO- DIS Y214 RAPMA DCT KUV- SO DCT KATIT DCT MIDGU	FRA
HSSS	OOM M	MC/ FL600	GIBAP M863 JDW T532 KO- DIS Y214 RAPMA T533 ULO- NO L692 DAPOL	
HSSS	OOM M	FL300/ FL600	GIBAP M863 JDW V31 BSH L425 AMBIT DCT ASTIN DCT GOBRO	a) FRA b) Enroute frequency change meth- odology at 60NM after ASTIN, change to 133.35
HSSS	OOM M	MC/ FL600	GIBAP M863 JDW V31 BSH L425 EGREN L556 IMDAM	
HSSS	OOM M	MC/ FL600	GIBAP M863 JDW V31 BSH L425 GOBRO	
HSSS	OOM M	MC/ FL600	MIPOL G660 JDW T532 KO- DIS Y214 KUTNA M440 MIDGU	

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
HSSS	OOM M	FL300/ FL600	MIPOL G660 JDW T532 KO-DIS Y214 RAPMA DCT DEG-NO DCT DAPOL	a) FRA b) Enroute frequency change methodology at 170NM after DEGNO, change to 134.5
HSSS	OOM M	FL300/ FL600	MIPOL G660 JDW T532 KO-DIS Y214 RAPMA DCT KUV-SO DCT KATIT DCT MIDGU	FRA
HSSS	OOM M	MC/ FL600	MIPOL G660 JDW T532 KO-DIS Y214 RAPMA T533 ULO-NO L692 DAPOL	
HSSS	OOM M	FL300/ FL600	MIPOL G660 JDW V31 BSH L425 AMBIT DCT ASTIN DCT GOBRO	a) FRA b) Enroute frequency change methodology at 60NM after ASTIN, change to 133.35
HSSS	OOM M	MC/ FL600	MIPOL G660 JDW V31 BSH L425 EGREN L556 IMDAM	
HSSS	OOM M	MC/ FL600	MIPOL G660 JDW V31 BSH L425 GOBRO	
HSSS	ORBB	MC/ FL600	GIBAP M863 JDW A424 PMA B544 ASH B411 MURIB	Landing or overflying ORBB FIR Expect MURIB at FL350 or above.
HSSS	ORBB	MC/ FL600	MIPOL G660 JDW A424 PMA B544 ASH B411 MURIB	Landing or overflying ORBB FIR Expect MURIB at FL350 or above.
HSSS	OTDF	MC/ FL600	GIBAP M863 JDW T532 KO-DIS Y214 ASPUS Y432 LAD-BO T142 LAEEB	Landing or overflying DOHA FIR
HSSS	OTDF	MC/ FL600	GIBAP M863 JDW T532 KO-DIS Y214 RAPMA DCT ASPUS DCT LADBO T142 LAEEB	
HSSS	OTDF	FL300/ FL600	GIBAP M863 JDW T532 KO-DIS Y214 RAPMA DCT LAD-BO T142 LAEEB	Landing or overflying DOHA FIR a) Routing from RAPMA DCT LAD-BO not available when OER41 is active. b) FRA

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
HSSS	OTDF	MC/ FL600	GIBAP M863 JDW T532 KSA N687 KINIB Z511 GISRA L681 ORLEK	Landing or overflying DOHA FIR Expect to be 30NM to GISRA at FL250. Z511 Available daily between time 19:00 until 03:00 UTC, 24H on Fri- days, Saturdays and official holi- days.
HSSS	OTDF	MC/ FL600	MIPOL G660 JDW T532 KO- DIS Y214 ASPUS Y432 LAD- BO T142 LAEEB	Landing or overflying DOHA FIR
HSSS	OTDF	MC/ FL600	MIPOL G660 JDW T532 KO- DIS Y214 RAPMA DCT AS- PUS DCT LADBO T142 LAEEB	
HSSS	OTDF	FL300/ FL600	MIPOL G660 JDW T532 KO- DIS Y214 RAPMA DCT LAD- BO T142 LAEEB	Landing or overflying DOHA FIR a) Routing from RAPMA DCT LAD- BO not available when OER41 is active. b) FRA
HSSS	OTDF	MC/ FL600	MIPOL G660 JDW T532 KSA N687 KINIB Z511 GISRA L681 ORLEK	Landing or overflying DOHA FIR Expect to be 30NM to GISRA at FL250. Z511 Available daily between time 19:00 until 03:00 UTC, 24H on Fri- days, Saturdays and official holi- days.
OBBB	HECC	MC/ FL600	NARMI J735 TAYMA Q143 MEDGO N697 BPN G674 PMA V22 YEN L300 GIBEL	Landing or overflying CAIRO FIR over GIBEL FL260, FL300 not available
OBBB	HECC	MC/ FL600	NARMI N697 HIL A788 HLF L604 IMRID	Landing or overflying CAIRO FIR over IMRID FL260, FL300 not avail- able
OBBB	HECC	MC/ FL600	NARMI N697 HIL A788 HLF L604 WEJ L677 DARAX Z412 SEPSA	Only available for landing HEGN and HESH

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OBBB	HECC	MC/ FL600	NARMI N697 HIL A788 HLF L604 WEJ L677 PASUM	Landing or overflying CAIRO FIR over PASUM FL260, FL300 not available
OBBB	HECC	MC/ FL600	NARMI N697 HIL T540 ENABI L550 KITIT	Landing or overflying CAIRO FIR Available levels via KITIT FL280, FL320 and above.
OBBB	HECC	MC/ FL600	NARMI N697 KITIT	Landing or overflying CAIRO FIR Available levels via KITIT FL280, FL320 and above.
OBBB	HECC	MC/ FL600	ULADA L768 VATIM L550 KITIT	Landing or overflying CAIRO FIR Available levels via KITIT FL280, FL320 and above.
OBBB	HECC	MC/ FL600	ULADA Q143 MEDGO N697 BPN G674 PMA V22 YEN L300 GIBEL	Landing or overflying CAIRO FIR over GIBEL FL260, FL300 not available
OBBB	HECC	MC/ FL600	ULADA Q143 MEDGO N697 HIL A788 HLF L604 IMRID	Landing or overflying CAIRO FIR over IMRID FL260, FL300 not available.
OBBB	HECC	MC/ FL600	ULADA Q143 MEDGO N697 HIL A788 HLF L604 WEJ L677 DARAX Z412 SEPSA	Only available for landing HEGN and HESH
OBBB	HECC	MC/ FL600	ULADA Q143 MEDGO N697 HIL A788 HLF L604 WEJ L677 PASUM	Landing or overflying CAIRO FIR over PASUM FL260, FL300 not available
OBBB	HECC	MC/ FL600	ULADA Q143 MEDGO N697 HIL A788 HLF N316 RAGPU L677 PASUM	Landing or overflying CAIRO FIR a) over PASUM FL260, FL300 not available. b) AWY N316 available at FL320 and above when OER70C and OER79F active.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OBBB	HECC	MC/ FL600	ULADA Q143 MEDGO N697 HIL A788 HLF N316 SEPSA	Only available for landing HEGN and HESH. AWY N316 available at FL320 and above when OER70C and OER79F active.
OBBB	HHAA	MC/ FL600	NARMI N112 GETOT Q212 KSA G782 JDW G650 RASKA	Landing or overflying ASMARA FIR over RASKA FL260, FL300 not available.
OBBB	HHAA	MC/ FL600	NARMI N112 GETOT Q212 KSA M309 VEMEM G782 JDW G650 RASKA	Landing or overflying ASMARA FIR a) when OER05A is active expect over RGB FL320 or above b) over RASKA FL260, FL300 not available.
OBBB	HHAA	MC/ FL600	ULADA T136 OTISU N112 GETOT Q212 KSA G782 JDW G650 RASKA	Landing or overflying ASMARA FIR over RASKA FL260, FL300 not available.
OBBB	HHAA	MC/ FL600	ULADA T136 OTISU N112 GETOT Q212 KSA M309 VE- MEM G782 JDW G650 RAS- KA	Landing or overflying ASMARA FIR a) when OER05A is active expect over RGB FL320 or above b) over RASKA FL260, FL300 not available.
OBBB	HSSS	MC/ FL600	NARMI N112 GETOT Q212 KSA G782 JDW B407 KAROX	Landing or overflying KHARTOUM FIR over KAROX FL260, FL300 not available
OBBB	HSSS	MC/ FL600	NARMI N112 GETOT Q212 KSA G782 JDW M863 GIBAP	Overflying KHARTOUM FIR only over GIBAP FL320 and above.
OBBB	HSSS	MC/ FL600	NARMI N112 GETOT Q212 KSA M309 VEMEM G782 JDW B407 KAROX	Landing or overflying KHARTOUM FIR a) when OER05A is active expect over RGB FL320 or above b) over KAROX FL260, FL300 not available

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OBBB	HSSS	MC/ FL600	NARMI N112 GETOT Q212 KSA M309 VEMEM G782 JDW M863 GIBAP	Overflying KHARTOUM FIR only a) when OER05A is active expect over RGB FL320 or above b) over GIBAP FL320 and above.
OBBB	HSSS	MC/ FL600	ULADA T136 OTISU N112 GETOT Q212 KSA G782 JDW B407 KAROX	Landing or overflying KHARTOUM FIR over KAROX FL260, FL300 not available
OBBB	HSSS	MC/ FL600	ULADA T136 OTISU N112 GETOT Q212 KSA G782 JDW M863 GIBAP	Overflying KHARTOUM FIR only over GIBAP FL320 and above.
OBBB	HSSS	MC/ FL600	ULADA T136 OTISU N112 GETOT Q212 KSA M309 VE- MEM G782 JDW B407 KAR- OX	Landing or overflying KHARTOUM FIR a) when OER05A is active expect over RGB FL320 or above b) over KAROX FL260, FL300 not available
OBBB	HSSS	MC/ FL600	ULADA T136 OTISU N112 GETOT Q212 KSA M309 VE- MEM G782 JDW M863 GIBAP	Overflying KHARTOUM FIR only a) when OER05A is active expect over RGB FL320 or above b) over GIBAP FL320 and above.
OBBB	OEAB	MC/ FL600	NARMI N112 GETOT Q212 KSA G782 DURMA Z414 EMEKO V40 ABH	Landing OEAB
OBBB	OEAB	MC/ FL600	ULADA T136 OTISU N112 GETOT Q212 KSA G782 DURMA Z414 EMEKO V40 ABH	Landing OEAB
OBBB	OEAO	MC/ FL600	NARMI N697 BPN G674 GAS L604 HLF V15 AUA	Landing OEAO
OBBB	OEAO	MC/ FL600	NARMI N697 HIL A788 HLF V15 AUA	Landing OEAO
OBBB	OEAO	MC/ FL600	ULADA Q143 TAYMA N697 BPN G674 GAS L604 HLF V15 AUA	Landing OEAO

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OBBB	OEAO	MC/ FL600	ULADA Q143 TAYMA N697 HIL A788 HLF V15 AUA	Landing OEAO
OBBB	OEDF	MC/ FL600	NARMI	Landing OEDF Expect ORLOK at altitude 8000ft.
OBBB	OEGN	MC/ FL600	NARMI N112 GETOT Q212 KSA G782 DURMA Z414 EMEKO V40 GIZ	
OBBB	OEGN	MC/ FL600	ULADA T136 OTISU N112 GETOT Q212 KSA G782 DURMA Z414 EMEKO V40 GIZ	
OBBB	OEGS	MC/ FL600	NARMI N697 BPN G674 GAS	Landing OEGS Expect MOBAD at FL160.
OBBB	OEGS	MC/ FL600	ULADA Q143 MEDGO N697 BPN G674 GAS	Landing OEGS Expect MOBAD at FL160.
OBBB	OEHL	MC/ FL600	NARMI J735/N697 TAYMA N697 BPN H999/N697 HIL	Landing OEHL Expect LOSEL at FL160.
OBBB	OEHL	MC/ FL600	ULADA Q143 MEDGO N697 BPN H999/N697 HIL	Landing OEHL Expect LOSEL at FL160.
OBBB	OEJN	MC/ FL600	NARMI N112 GETOT Q212 KSA G782 VEMEM	Landing OEJN Expect VEMEM at FL160 to FL200
OBBB	OEJN	MC/ FL600	NARMI N112 GETOT Q212 KSA M309 VEMEM	Landing OEJN a) when OER05A is active expect over RGB FL320 or above b) Expect VEMEM at FL160 to FL200
OBBB	OEJN	MC/ FL600	ULADA T136 OTISU N112 GETOT Q212 KSA G782 VE- MEM	Landing OEJN Expect VEMEM at FL160 to FL200

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OBBB	OEJN	MC/ FL600	ULADA T136 OTISU N112 GETOT Q212 KSA M309 VE- MEM	Landing OEJN a) when OER05A is active expect over RGB FL320 or above b) Expect VEMEM at FL160 to FL200
OBBB	OEMA	MC/ FL600	NARMI N697 BPN G674 EMURI	Landing OEMA Expect EMURI at FL240
OBBB	OEMA	MC/ FL600	ULADA Q143 MEDGO N697 BPN G674 EMURI	Landing OEMA Expect EMURI at FL240
OBBB	OENG	MC/ FL600	NARMI N112 GETOT Q212 KSA G667 NEJ	Landing OENG ESCAT
OBBB	OENG	MC/ FL600	ULADA T136 OTISU N112 GETOT Q212 KSA G667 NEJ	Landing OENG ESCAT
OBBB	OENN	MC/ FL600	NARMI N697 HIL T540 ENABI L550 ASTUM V13 TBK Y333 GEPAG	Landing OENN Expect RANRI at FL240 or below and expect to be FL160 at 40NM after passing TBK DVORTAC
OBBB	OENN	MC/ FL600	ULADA L768 VATIM L550 AS- TUM V13 TBK Y333 GEPAG	Landing OENN Expect RANRI at FL240 or below and expect to be FL160 at 40NM after passing TBK DVORTAC
OBBB	OEPA	MC/ FL600	NARMI N697 KFA H741 JBL L768 HFR	Landing or overflying OBBB FIR
OBBB	OEPA	MC/ FL600	ULADA L768 HFR	Landing OEPA
OBBB	OERK	MC/ FL600	NARMI N112 GETOT Q212 MEMGO	Landing OERK Expect SIVAG at FL300, FL280 and FL260.
OBBB	OERK	MC/ FL600	ULADA T136 OTISU N112 GETOT Q212 MEMGO	Landing OERK Expect SIVAG at FL300, FL280 and FL260.
OBBB	OERS	MC/ FL600	NARMI N697 BPN G674 GAS L604 NADIK Q832 RSI	Landing OERS

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OBBB	OERS	MC/ FL600	ULADA Q143 MEDGO N697 BPN G674 GAS L604 NADIK Q832 RSI	Landing OERS
OBBB	OESK	MC/ FL600	NARMI N697 HIL R23 AJF	Landing OESK
OBBB	OESK	MC/ FL600	ULADA Q143 MEDGO N697 HIL R23 AJF	Landing OESK
OBBB	OETB	MC/ FL600	NARMI N697 HIL T540 ENABI L550 ASTUM V13 TBK	Landing OETB Expect RANRI at FL200 up to FL240
OBBB	OETB	MC/ FL600	ULADA Q143 MEDGO N697 HIL T540 ENABI L550 ASTUM V13 TBK	Landing OETB Expect RANRI at FL200 up to FL240
OBBB	OETF	MC/ FL600	NARMI N112 GETOT Q212 KSA G782 BOPEV V41 TIF	Landing OETF b) Expect BUBIM at FL200.
OBBB	OETF	MC/ FL600	NARMI N112 GETOT Q212 KSA M309 VUTEX V41 TIF	Landing OETF a) M309 is available when OER05A not active b) Expect BUBIM at FL200.
OBBB	OETF	MC/ FL600	ULADA T136 OTISU N112 GETOT Q212 KSA G782 BO- PEV V41 TIF	Landing OETF Expect BUBIM at FL200.
OBBB	OEYN	MC/ FL600	NARMI N697 BPN G674 PMA V22 YEN	Landing OEYN
OBBB	OEYN	MC/ FL600	ULADA Q143 MEDGO N697 BPN G674 PMA V22 YEN	Landing OEYN
OBBB	OJAC	MC/ FL600	NARMI N697 HIL R23 ODBUL Q163 GENEX	Landing or overflying AMMAN FIR a) Arrival within Amman AoR ex- pect GENEX at FL220 to FL280 in- clusive, including destination LLBG. b) Overflying Amman FL300 and above.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OBBB	OJAC	MC/ FL600	NARMI N697 KFA H741 JBL L768 OTILA	Landing or overflying AMMAN FIR Available levels via OTILA FL240 and above.
OBBB	OJAC	MC/ FL600	ULADA L768 AAR V45 TRF R652 OBROD Q163 GENEX	Landing or overflying AMMAN FIR a) Arrival within Amman AoR ex- pect GENEX at FL220 to FL280 in- clusive, including destination LLBG. b) Overflying Amman FL300 and above.
OBBB	OJAC	MC/ FL600	ULADA L768 OTILA	Landing or overflying AMMAN FIR Available levels via OTILA FL240 and above.
OBBB	OJAC	MC/ FL600	ULADA L768 RAF G669 ASH B411 DEESA	Landing or overflying AMMAN FIR a) Overflying Amman FIR, expect over DEESA FL320 and above. b) Traffic landing OJAC expect over DEESA at FL280 and FL300
OBBB	OMAE	FL300/ FL600	NARMI N112 GETOT Q212 KSA M321 RESAL T533 RAP- MA DCT KUVSO DCT KATIT DCT PEKEM	FRA
OBBB	OMAE	FL300/ FL600	NARMI N112 GETOT Q212 KSA M321 RESAL T533 RAP- MA DCT KUVSO DCT RIBOT	FRA
OBBB	OMAE	MC/ FL600	NARMI N112 GETOT Q212 KSA M321 RESAL T533 RAP- MA Y214 KUTNA M440 KATIT M628 PEKEM	
OBBB	OMAE	MC/ FL600	NARMI N112 GETOT Q212 KSA M321 RESAL T533 RAP- MA Y214 RIBOT	
OBBB	OMAE	MC/ FL600	NARMI N112 GETOT Q212 KSA M440 KATIT M628 PE- KEM	

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OBBB	OMAE	MC/ FL600	NARMI N112 GETOT Q212 KSA M440 KUTNA Y214 RI- BOT	
OBBB	OMAE	FL300/ FL600	NARMI N112 GETOT Q212 KSA M440 SITER DCT KUT- NA DCT KATIT DCT PEKEM	FRA
OBBB	OMAE	FL300/ FL600	NARMI N112 GETOT Q212 KSA M440 SITER DCT KUT- NA DCT RIBOT	FRA
OBBB	OMAE	FL300/ FL600	ULADA T136 OTISU N112 GETOT Q212 KSA M321 RE- SAL T533 RAPMA DCT KUV- SO DCT KATIT DCT PEKEM	FRA
OBBB	OMAE	FL300/ FL600	ULADA T136 OTISU N112 GETOT Q212 KSA M321 RE- SAL T533 RAPMA DCT KUV- SO DCT RIBOT	FRA
OBBB	OMAE	MC/ FL600	ULADA T136 OTISU N112 GETOT Q212 KSA M321 RE- SAL T533 RAPMA Y214 KUT- NA M440 KATIT M628 PE- KEM	
OBBB	OMAE	MC/ FL600	ULADA T136 OTISU N112 GETOT Q212 KSA M321 RE- SAL T533 RAPMA Y214 RI- BOT	
OBBB	OMAE	MC/ FL600	ULADA T136 OTISU N112 GETOT Q212 KSA M440 KA- TIT M628 PEKEM	Routing from SITER not available when OER41 is active.
OBBB	OMAE	MC/ FL600	ULADA T136 OTISU N112 GETOT Q212 KSA M440 KUTNA Y214 RIBOT	
OBBB	OMAE	FL300/ FL600	ULADA T136 OTISU N112 GETOT Q212 KSA M440 SIT- ER DCT KUTNA DCT KATIT DCT PEKEM	a) Routing from SITER not availa- ble when OER41 is active. b) FRA

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OBBB	OMAE	FL300/ FL600	ULADA T136 OTISU N112 GETOT Q212 KSA M440 SIT- ER DCT KUTNA DCT RIBOT	a) Routing from SITER not availa- ble when OER41 is active. b) FRA
OBBB	OOM M	FL300/ FL600	NARMI N112 GETOT Q212 KSA M321 RESAL T533 RAP- MA DCT DEGNO DCT DAPOL	a) FRA b) Enroute frequency change meth- odology at 170NM after DEGNO, change to 134.5
OBBB	OOM M	FL300/ FL600	NARMI N112 GETOT Q212 KSA M321 RESAL T533 RAP- MA DCT DEGNO DCT ULO- NO DCT GOBRO	a) FRA b) Enroute frequency change meth- odology at 45NM after ULONO, change to 133.35
OBBB	OOM M	FL300/ FL600	NARMI N112 GETOT Q212 KSA M321 RESAL T533 RAP- MA DCT DEGNO DCT ULO- NO DCT IMDAM	a) FRA b) Enroute frequency change meth- odology at 45NM after ULONO, change to 133.35
OBBB	OOM M	FL300/ FL600	NARMI N112 GETOT Q212 KSA M321 RESAL T533 RAP- MA DCT KUVSO DCT KATIT DCT MIDGU	FRA
OBBB	OOM M	MC/ FL600	NARMI N112 GETOT Q212 KSA M321 RESAL T533 RAP- MA Y214 KUTNA M440 MIDGU	between RAPMA and RIBOT can be used during OER41 activation from FL270 to FL600
OBBB	OOM M	MC/ FL600	NARMI N112 GETOT Q212 KSA M321 RESAL T533 ULO- NO L692 DAPOL	
OBBB	OOM M	MC/ FL600	NARMI N112 GETOT Q212 KSA M321 RESAL T533 ULO- NO L692 VATIX T100 GOBRO	
OBBB	OOM M	MC/ FL600	NARMI N112 GETOT Q212 KSA M321 RESAL T533 ULO- NO L692 VATIX T100 IVABO L556 IMDAM	

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OBBB	OOM M	FL300/ FL600	ULADA T136 OTISU N112 GETOT Q212 KSA M321 RE- SAL T533 RAPMA DCT DEG- NO DCT DAPOL	a) FRA b) Enroute frequency change meth- odology at 170NM after DEGNO, change to 134.5
OBBB	OOM M	FL300/ FL600	ULADA T136 OTISU N112 GETOT Q212 KSA M321 RE- SAL T533 RAPMA DCT DEG- NO DCT ULONO DCT GO- BRO	a) FRA b) Enroute frequency change meth- odology at 45NM after ULONO, change to 133.35
OBBB	OOM M	FL300/ FL600	ULADA T136 OTISU N112 GETOT Q212 KSA M321 RE- SAL T533 RAPMA DCT DEG- NO DCT ULONO DCT IMDAM	a) FRA b) Enroute frequency change meth- odology at 45NM after ULONO, change to 133.35
OBBB	OOM M	FL300/ FL600	ULADA T136 OTISU N112 GETOT Q212 KSA M321 RE- SAL T533 RAPMA DCT KUV- SO DCT KATIT DCT MIDGU	FRA
OBBB	OOM M	MC/ FL600	ULADA T136 OTISU N112 GETOT Q212 KSA M321 RE- SAL T533 RAPMA Y214 KUT- NA M440 MIDGU	between RAPMA and RIBOT can be used during OER41 activation from FL270 to FL600
OBBB	OOM M	MC/ FL600	ULADA T136 OTISU N112 GETOT Q212 KSA M321 RE- SAL T533 ULONO L692 DA- POL	
OBBB	OOM M	MC/ FL600	ULADA T136 OTISU N112 GETOT Q212 KSA M321 RE- SAL T533 ULONO L692 VAT- IX T100 GOBRO	
OBBB	OOM M	MC/ FL600	ULADA T136 OTISU N112 GETOT Q212 KSA M321 RE- SAL T533 ULONO L692 VAT- IX T100 IVABO L556 IMDAM	
OBBB	OYSC	MC/ FL600	NARMI N112 GETOT Q212 KSA G667 NETAS	

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OBBB	OYSC	MC/ FL600	NARMI N112 GETOT Q212 KSA M321 SILPA	
OBBB	OYSC	FL300/ FL600	NARMI N112 GETOT Q212 KSA M321 SITUK DCT BO- SOB DCT ASTIN DCT SILPA	FRA
OBBB	OYSC	MC/ FL600	ULADA T136 OTISU N112 GETOT Q212 KSA G667 NE- TAS	
OBBB	OYSC	MC/ FL600	ULADA T136 OTISU N112 GETOT Q212 KSA G667 WDR V32 PATOG Q624 AL- SIR	
OBBB	OYSC	MC/ FL600	ULADA T136 OTISU N112 GETOT Q212 KSA M321 SIL- PA	
OBBB	OYSC	FL300/ FL600	ULADA T136 OTISU N112 GETOT Q212 KSA M321 SIT- UK DCT BOSOB DCT ASTIN DCT SILPA	FRA
OEAB	HECC	MC/ FL600	ABH B544 JDW L677 DARAX Z412 SEPSA	Only available for landing HEGN and HESH
OEAB	HECC	MC/ FL600	ABH B544 JDW L677 PASUM	Landing or overflying CAIRO FIR over PASUM FL260, FL300 not available
OEAB	HECC	MC/ FL600	ABH B544 JDW L677 WEJ L604 IMRID	Landing or overflying CAIRO FIR over IMRID FL260, FL300 not avail- able
OEAB	HECC	MC/ FL600	ABH B544 JDW M686 GIBEL	Landing or overflying CAIRO FIR over GIBEL FL260, FL300 not available

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEAB	OBBB	MC/ FL600	ABH H75 IRBAB Q313 GOD- RU H76 KSA H976 MUSRI L604 KFA M691 LADNA	Landing or overflying Southern OMAE FIR, Landing OTDF FIR and Landing OBBB FIR a) Traffic landing OTDF FIR, expect LADNA at FL330 and FL310 only. b) Traffic to Southern UAE FIR, ex- pect LADNA at FL250 to FL290. c) Traffic landing OBBB FIR expect to be DEPOL FL350 or below and over GESOR FL250 or below.
OEAB	OBBB	MC/ FL600	ABH H75 IRBAB Q313 GOD- RU H76 KSA H976 MUSRI L604 NARMI	Traffic overflying OBBB and OTDF FIRs Traffic overflying OBBB and OTDF FIRs, expect NARMI at FL310 and above.
OEAB	OBBB	MC/ FL600	ABH H75 IRBAB Q313 GOD- RU H76 KSA H976 MUSRI P891 GESOR L308 DAROR	a) Overflying Bahrain FIR b) Landing or overflying TEHRAN FIR c) landing or overflying Northern of Emirates over DAROR FL290 not available
OEAB	OEAO	MC/ FL600	ABH B544 JDW A424 PMA V10 AUA	Landing OEAO
OEAB	OEDF	MC/ FL600	ABH H75 IRBAB Q313 GOD- RU H76 KSA H976 MUSRI L604 UMENA	Landing OEDF Expect ORLOK at FL310 or below, Expect KASOM at FL250 or below
OEAB	OEGN	MC/ FL600	ABH V40 GIZ	Landing OEGN
OEAB	OEGS	MC/ FL600	ABH B544 JDW B417 GAS	Landing OEGS Expect AMBIV at FL160
OEAB	OEHL	MC/ FL600	ABH B544 JDW A424 HIL	Landing OEHL Expect HAMED at FL160
OEAB	OEJN	MC/ FL600	ABH B544 BOSUT	Landing OEJN Expect BOSUT at FL160 to FL200

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEAB	OEMA	MC/ FL600	ABH B544 JDW A424 DEGVU	Landing OEMA Expect ORMEK at FL240 or below
OEAB	OENN	MC/ FL600	ABH B544 JDW L677 DARAX Z711 GEPAG	Landing OENN
OEAB	OERK	MC/ FL600	ABH H75 IRBAB Q313 MO- BAG	Landing OERK
OEAB	OERS	MC/ FL600	ABH B544 JDW L677 RAGNO Y686 RSI	Landing OERS
OEAB	OESH	MC/ FL600	ABH H75 IRBAB Q313 KATIX V31 WDR V32 SHA	Landing OESH ESCAT
OEAB	OESK	MC/ FL600	ABH B544 JDW A424 PMA B544 LABAD V13 AJF	Landing OESK
OEAB	OETB	MC/ FL600	ABH B544 JDW L677 WEJ V54 TBK	Landing OETB Expect DEMSU at FL200 up to FL240
OEAB	OETF	MC/ FL600	ABH V40 TIF	Landing OETF Expect BOXID at FL200.
OEAB	OEYN	MC/ FL600	ABH B544 JDW L677 YEN	Landing OEYN
OEAB	OJAC	MC/ FL600	ABH B544 JDW A424 PMA B544 TRF B544 SODAR	Landing or overflying AMMAN FIR Available levels via SODAR FL240 and above.
OEAB	OJAC	MC/ FL600	ABH B544 JDW L677 WEJ M449 GIBET	Landing or overflying AMMAN FIR Expect GIBET at FL260, FL320 and above.
OEAB	OKAC	MC/ FL600	ABH H75 IRBAB Q313 GOD- RU H76 KSA H976 MUSRI P891 KUNRU	a) arrival OKAC over KUNRU FL230, FL210 b) overflying OKAC over KUNRU FL330
OEAB	OMAE	MC/ FL600	ABH H75 IRBAB Q313 KATIX L425 EGREN L556 PURDA G783 TANSU	

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEAB	OMAE	MC/ FL600	ABH H75 IRBAB Q313 KATIX L425 EGREN L556 PURDA M318 MUXIT	
OEAB	OMAE	FL300/ FL600	ABH H75 IRBAB Q313 KATIX L425 EGREN L556 ULUXU DCT MUXIT	FRA
OEAB	OMAE	FL300/ FL600	ABH H75 IRBAB Q313 KATIX L425 EGREN L556 ULUXU DCT PURDA DCT TANSU	a) FRA b) Enroute frequency change methodology at PURDA change to 133.35
OEAB	OOM M	FL300/ FL600	ABH H75 IRBAB Q313 KATIX L425 AMBIT DCT ASTIN DCT GOBRO	a) FRA b) Enroute frequency change methodology at 60NM after ASTIN, change to 133.35
OEAB	OOM M	MC/ FL600	ABH H75 IRBAB Q313 KATIX L425 EGREN L556 IMDAM	
OEAB	OOM M	MC/ FL600	ABH H75 IRBAB Q313 KATIX L425 GOBRO	
OEAB	ORBB	MC/ FL600	ABH B544 JDW A424 PMA B544 ASH B411 MURIB	Landing or overflying ORBB FIR Expect MURIB at FL350 or above.
OEAB	OTDF	MC/ FL600	ABH H75 IRBAB Q313 GOD- RU H76 KSA N687 KINIB Z511 GISRA L681 ORLEK	Landing or overflying DOHA FIR Expect to be 30NM to GISRA at FL250. Z511 Available daily between time 19:00 until 03:00 UTC, 24H on Fridays, Saturdays and official holidays.
OEAB	OTDF	MC/ FL600	ABH H75 IRBAB Q313 KATIX L425 EGREN L556 NONGA L564 RAGPO Y432 LADBO T142 LAEEB	Landing or overflying DOHA FIR
OEAB	OYSC	MC/ FL600	ABH V40 GIZ L677 NABAN	

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEAO	HECC	MC/ FL600	AUA V15 NADIK L604/J874 IMRID	Landing or overflying CAIRO FIR a) over PASUM FL260 and FL300 not available b) Landing HESH expect PASUM at FL200 up to FL240.
OEAO	HECC	MC/ FL600	AUA V15 NADIK L604/J874 WEJ L677 DARAX Z412 SEP- SA	Only available for landing HEGN and HESH
OEAO	HECC	MC/ FL600	AUA V15 NADIK L604/J874 WEJ L677 PASUM	Landing or overflying CAIRO FIR over PASUM FL260, FL300 not available
OEAO	HHAA	MC/ FL600	AUA V15 NADIK Q832 KULKI T510 RBG B544 JDW G650 RASKA	Landing or overflying ASMARA FIR over RASKA FL260, FL300 not available.
OEAO	HSSS	MC/ FL600	AUA V15 HLF V172 RBG B544 JDW B407 KAROX	Landing or overflying KHARTOUM FIR over KAROX FL260, FL300 not available
OEAO	HSSS	MC/ FL600	AUA V15 HLF V172 RBG B544 JDW M863 GIBAP	Overflying KHARTOUM FIR only over GIBAP FL320 and above.
OEAO	OBBB	MC/ FL600	AUA V15 HLF L604/J874 MUSRI L604 KFA M691 LAD- NA	Landing or overflying Southern OMAE FIR, Landing OTDF FIR and Landing OBBB FIR a) Traffic landing OTDF FIR at FL330 and FL310 only. b) Traffic to Southern UAE FIR at FL250 to FL290. c) Traffic landing OBBB FIR expect to be DEPOL FL350 or below and over GESOR FL250 or below.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEAO	OBBD	MC/ FL600	AUA V15 HLF L604/J874 NAGSA L308 DAROR	a) Overflying Bahrain FIR b) Landing or overflying TEHRAN FIR c) landing or overflying Northern of Emirates over DAROR FL290 not available
OEAO	OEAB	MC/ FL600	AUA V15 NADIK Q832 KULKI T510 RBG B544 JDW L677 ABKAR V38 ABH	Landing OEAB
OEAO	OEDF	MC/ FL600	AUA V15 HLF L604/J874 GAS L604 UMENTA	Landing OEDF Expect LOROX at FL350 or below, Expect KASOM at FL250 or below
OEAO	OEGN	MC/ FL600	AUA V15 NADIK Q832 KULKI T510 RBG B544 JDW M559 LABNI V395 GIZ	Landing OEGN
OEAO	OEGS	MC/ FL600	AUA V15 HLF L604/J874 GAS	Landing OEGS Expect MODIV at FL160
OEAO	OEHL	MC/ FL600	AUA V15 HLF A788 HIL	Landing OEHL Expect EGVOP at FL160
OEAO	OEJN	MC/ FL600	AUA V15 HLF V172 RBG B544 NOMDA	Landing OEJN Expect NOMDA at FL160 to FL200
OEAO	OEMA	MC/ FL600	AUA V15 HLF V174 LABKO	Landing OEMA Expect TULOK at FL240
OEAO	OENG	MC/ FL600	AUA V15 NADIK Q832 KULKI T510 RBG B544 JDW L677 ABKAR V38 ABH V749 NEJ	Landing OENG ESCAT
OEAO	OENN	MC/ FL600	AUA V15 NADIK L604/J874 WEJ L677 DARAX Z711 GE- PAG	Landing OENN
OEAO	OERK	MC/ FL600	AUA V15 HLF L604/J874 GAS G662 SIVIS	Landing OERK Expect KUSRO at FL170 or above.
OEAO	OERS	MC/ FL600	AUA V15 NADIK Q832 RSI	Landing OERS

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEAO	OESK	MC/ FL600	AUA V15 HLF B544 LABAD V13 AJF	Landing OESK
OEAO	OETB	MC/ FL600	AUA V15 NADIK L604/J874 WEJ V54 TBK	Landing OETB Expect DEMSU at FL200 up to FL240
OEAO	OETF	MC/ FL600	AUA V15 NADIK Q832 KULKI T510 RBG B544 JDW V40 TIF	Landing OETF Expect JDW at FL210 and ISLAM at FL170
OEAO	OEYN	MC/ FL600	AUA V15 NADIK Q832 KULKI T510 VELEK Q13 YEN	Landing OEYN Expect VELEK at FL270
OEAO	OJAC	MC/ FL600	AUA V15 HLF B544 SODAR	Landing or overflying AMMAN FIR Available levels via SODAR FL240 and above.
OEAO	OJAC	MC/ FL600	AUA V15 NADIK L604/J874 WEJ M449 GIBET	Landing or overflying AMMAN FIR Expect GIBET at FL260, FL320 and above.
OEAO	OKAC	MC/ FL600	AUA V15 HLF A788 SOROR	Landing or overflying OKAC FIR Traffic landing Kuwait expect to cross DERKO FL290 or lower
OEAO	OMAE	FL300/ FL600	AUA V15 HLF L604/J874 GAS G662 KSA M321 RESAL T533 RAPMA DCT KUVSO DCT KATIT DCT PEKEM	FRA
OEAO	OMAE	FL300/ FL600	AUA V15 HLF L604/J874 GAS G662 KSA M321 RESAL T533 RAPMA DCT KUVSO DCT RI- BOT	a) between RAPMA and RIBOT can be used during OER41 activa- tion from FL270 to FL600 b) FRA
OEAO	OMAE	MC/ FL600	AUA V15 HLF L604/J874 GAS G662 KSA M321 RESAL T533 RAPMA Y214 KUTNA M440 KATIT M628 PEKEM	between RAPMA and RIBOT can be used during OER41 activation from FL270 to FL600
OEAO	OMAE	MC/ FL600	AUA V15 HLF L604/J874 GAS G662 KSA M321 RESAL T533 RAPMA Y214 RIBOT	between RAPMA and RIBOT can be used during OER41 activation from FL270 to FL600

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEAO	OMAE	MC/ FL600	AUA V15 HLF L604/J874 GAS G662 KSA M440 KATIT M628 PEKEM	
OEAO	OMAE	MC/ FL600	AUA V15 HLF L604/J874 GAS G662 KSA M440 KUTNA Y214 RIBOT	
OEAO	OMAE	FL300/ FL600	AUA V15 HLF L604/J874 GAS G662 KSA M440 SITER DCT KUTNA DCT KATIT DCT PE- KEM	FRA
OEAO	OMAE	FL300/ FL600	AUA V15 HLF L604/J874 GAS G662 KSA M440 SITER DCT KUTNA DCT RIBOT	FRA
OEAO	OOM M	FL300/ FL600	AUA V15 HLF L604/J874 GAS G662 KSA M321 RESAL T533 RAPMA DCT DEGNO DCT DAPOL	a) FRA b) Enroute frequency change meth- odology at 170NM after DEGNO, change to 134.5
OEAO	OOM M	FL300/ FL600	AUA V15 HLF L604/J874 GAS G662 KSA M321 RESAL T533 RAPMA DCT DEGNO DCT ULONO DCT GOBRO	a) FRA b) Enroute frequency change meth- odology at 45NM after ULONO, change to 133.35
OEAO	OOM M	FL300/ FL600	AUA V15 HLF L604/J874 GAS G662 KSA M321 RESAL T533 RAPMA DCT DEGNO DCT ULONO DCT IMDAM	a) FRA b) Enroute frequency change meth- odology at 45NM after ULONO, change to 133.35
OEAO	OOM M	MC/ FL600	AUA V15 HLF L604/J874 GAS G662 KSA M321 RESAL T533 RAPMA Y214 KUTNA M440 KATIT M440 MIDGU	between RAPMA and RIBOT can be used during OER41 activation from FL270 to FL600
OEAO	OOM M	MC/ FL600	AUA V15 HLF L604/J874 GAS G662 KSA M321 RESAL T533 RAPMA Y214 KUTNA M440 MIDGU	between RAPMA and RIBOT can be used during OER41 activation from FL270 to FL600
OEAO	OOM M	MC/ FL600	AUA V15 HLF L604/J874 GAS G662 KSA M321 RESAL T533 ULONO L692 DAPOL	

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEAO	OOM M	MC/ FL600	AUA V15 HLF L604/J874 GAS G662 KSA M321 RESAL T533 ULONO L692 VATIX T100 GOBRO	
OEAO	OOM M	MC/ FL600	AUA V15 HLF L604/J874 GAS G662 KSA M321 RESAL T533 ULONO L692 VATIX T100 IVABO L556 IMDAM	
OEAO	ORBB	MC/ FL600	AUA V15 HLF B544 ASH B411 MURIB	Landing or overflying ORBB FIR Expect MURIB at FL350 or above.
OEAO	OTDF	FL300/ FL600	AUA V15 HLF L604/J874 GAS G662 KSA M321 RESAL T533 RAPMA DCT ASPUS DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR FRA
OEAO	OTDF	FL300/ FL600	AUA V15 HLF L604/J874 GAS G662 KSA M321 RESAL T533 RAPMA DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR FRA
OEAO	OTDF	MC/ FL600	AUA V15 HLF L604/J874 GAS G662 KSA M321 RESAL T533 RAPMA Y214 ASPUS Y432 LADBO T142 LAEEB	Landing or overflying DOHA FIR
OEAO	OTDF	FL300/ FL600	AUA V15 HLF L604/J874 GAS G662 KSA M440 SITER DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR a) Routing from SITER not availa- ble when OER41 is active. b) FRA Z511 Available daily between time 19:00 until 03:00 UTC, 24H on Fri- days, Saturdays and official holi- days.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEAO	OTDF	MC/ FL600	AUA V15 HLF L604/J874 GAS G662 KSA M440 SITER T142 LAEEB	Landing or overflying DOHA FIR Routing from SITER not available when OER41 is active. Z511 Available daily between time 19:00 until 03:00 UTC, 24H on Fri- days, Saturdays and official holi- days.
OEAO	OTDF	MC/ FL600	AUA V15 HLF L604/J874 GAS G662 KSA N687 KINIB Z511 GISRA L681 ORLEK	Landing or overflying DOHA FIR Expect to be 30NM to GISRA at FL250. Z511 Available daily between time 19:00 until 03:00 UTC, 24H on Fri- days, Saturdays and official holi- days.
OEAO	OYSC	MC/ FL600	AUA V15 HLF V172 RBG B544 JDW M559 LABNI M999 APDOS	
OEAO	OYSC	MC/ FL600	AUA V15 HLF V172 RBG B544 JDW M559 LABNI M999 DANAK R777 LAKNA	
OEAO	OYSC	MC/ FL600	AUA V15 HLF V172 RBG B544 JDW M559 NISMI	
OEAO	OYSC	MC/ FL600	AUA V15 NADIK Q832 KULKI T510 RBG B544 JDW M559 LABNI M999 DANAK B413 RI- BOK	
OEBA	OEAO	MC/ FL600	BHA V31 DATVA Q11 JDW A424 PMA V10 AUA	Landing OEAO
OEBA	OEDF	MC/ FL600	BHA V31 BSH V31/L425 KA- TIX Q313 GODRU H76 KSA H976 MUSRI L604 UMENA	Landing OEDF
OEBA	OEGN	MC/ FL600	BHA V40 GIZ	
OEBA	OEGS	MC/ FL600	BHA V31 DATVA Q11 JDW B417 GAS	

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEBA	OEHL	MC/ FL600	BHA V31 DATVA Q11 JDW A424 HIL	
OEBA	OEJN	MC/ FL600	BHA V31 DATVA Q11 BOSUT	
OEBA	OEMA	MC/ FL600	BHA V31 DATVA Q11 JDW A424 DEGVU	Landing OEMA Expect ORMEK at FL240 or below
OEBA	OENN	MC/ FL600	BHA V31 DATVA Q11 JDW L677 DARAX Z711 GEPAG	Landing OENN
OEBA	OERK	MC/ FL600	BHA V31 BSH V31/L425 KA- TIX Q313 MOBAG	Landing OERK
OEBA	OERS	MC/ FL600	BHA V31 DATVA Q11 JDW L677 RAGNO Y686 RSI	Landing OERS
OEBA	OESK	MC/ FL600	BHA V31 DATVA Q11 JDW A424 PMA B544 LABAD V13 AJF	
OEBA	OETB	MC/ FL600	BHA V31 DATVA Q11 JDW L677 WEJ V54 TBK	Landing OETB
OEBA	OETF	MC/ FL600	BHA V40 TIF	
OEBA	OEYN	MC/ FL600	BHA V31 DATVA Q11 JDW L677 YEN	
OEBA	OOM M	MC/ FL600	BHA V31 BSH L425 EGREN L556 IMDAM	Landing or overflying Muscat FIR
OEBA	OOM M	MC/ FL600	BHA V31 BSH L425 EGREN L556 PURDA G783 ALROK L692 DAPOL	Landing or overflying Muscat FIR
OEBA	OOM M	MC/ FL600	BHA V31 BSH L425 GOBRO	Landing or overflying Muscat FIR
OEBA	OOM M	MC/ FL600	BHA V31 KATIX Q313 MO- BAG Y214 KUTNA M440 KA- TIT M440 MIDGU	Landing or overflying Muscat FIR
OEBA	OOM M	MC/ FL600	BHA V31 WDR L425 EGREN L556 IMDAM	Landing or overflying Muscat FIR

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEBA	OOM M	MC/ FL600	BHA V31 WDR L425 EGREN L556 PURDA G783 ALROK L692 DAPOL	Landing or overflying Muscat FIR
OEBA	OOM M	MC/ FL600	BHA V31 WDR L425 EGREN L556 ULUXU L556 PURDA G783 DANUX M440 MIDGU	Landing or overflying Muscat FIR
OEBA	OOM M	MC/ FL600	BHA V31 WDR L425 GOBRO	Landing or overflying Muscat FIR
OEBH	OEAO	MC/ FL600	BSH V31 DATVA Q11 JDW A424 PMA V10 AUA	Landing OEAO
OEBH	OEDF	MC/ FL600	BSH V31/L425 KATIX Q313 GODRU H76 KSA H976 MUS- RI L604 UMENA	Landing OEDF
OEBH	OEGN	MC/ FL600	BSH V52 EMEKO V40 GIZ	
OEBH	OEGS	MC/ FL600	BSH V31 DATVA Q11 JDW B417 GAS	
OEBH	OEHL	MC/ FL600	BSH V31 DATVA Q11 JDW A424 HIL	
OEBH	OEJN	MC/ FL600	BSH V31 DATVA Q11 BOSUT	
OEBH	OEMA	MC/ FL600	BSH V31 DATVA Q11 JDW A424 DEGVU	Landing OEMA Expect ORMEK at FL240 or below
OEBH	OENN	MC/ FL600	BSH V31 DATVA Q11 JDW L677 DARAX Z711 GEPAG	Landing OENN
OEBH	OERK	MC/ FL600	BSH V31/L425 KATIX Q313 MOBAG	Landing OERK
OEBH	OERS	MC/ FL600	BSH V31 DATVA Q11 JDW L677 RAGNO Y686 RSI	Landing OERS
OEBH	OESK	MC/ FL600	BSH V31 DATVA Q11 JDW A424 PMA B544 LABAD V13 AJF	
OEBH	OETB	MC/ FL600	BSH V31 DATVA Q11 JDW L677 WEJ V54 TBK	Landing OETB

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEBH	OETF	MC/ FL600	BSH V31 BHA V40 TIF	
OEBH	OEYN	MC/ FL600	BSH V31 DATVA Q11 JDW L677 YEN	
OEDF	HECC	MC/ FL600	TAYMA N697 HIL A788 HLF L604 IMRID	Landing or overflying CAIRO FIR over IMRID FL260, FL300 not avail- able
OEDF	HECC	MC/ FL600	TAYMA N697 HIL A788 HLF L604 WEJ L677 DARAX Z412 SEPSA	Only available for landing HEGN and HESH
OEDF	HECC	MC/ FL600	TAYMA N697 HIL A788 HLF L604 WEJ L677 PASUM	Landing or overflying CAIRO FIR over PASUM FL260, FL300 not available
OEDF	HECC	MC/ FL600	TAYMA N697 HIL A788 HLF N316 RAGPU L677 PASUM	Landing or overflying CAIRO FIR a) over PASUM FL260, FL300 not available b) AWY N316 available at FL320 and above when OER70C and OER79F active.
OEDF	HECC	MC/ FL600	TAYMA N697 HIL A788 HLF N316 SEPSA	Only available for landing HEGN and HESH AWY N316 available at FL320 and above when OER70C and OER79F active.
OEDF	HECC	MC/ FL600	TAYMA N697 HIL T540 ENABI L550 KITIT	Landing or overflying CAIRO FIR Available levels via KITIT FL280, FL320 and above.
OEDF	HHAA	MC/ FL600	EMUSA Q212 KSA G782 JDW G650 RASKA	Landing or overflying ASMARA FIR over RASKA FL260, FL300 not available.
OEDF	HSSS	MC/ FL600	EMUSA Q212 KSA G782 JDW B407 KAROX	Landing or overflying KHARTOUM FIR over KAROX FL260, FL300 not available

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEDF	HSSS	MC/ FL600	EMUSA Q212 KSA G782 JDW M863 GIBAP	Overflying KHARTOUM FIR only over GIBAP FL320 and above.
OEDF	OBBB	MC/ FL600	LADNA	Landing or overflying Southern OMAE FIR, Landing OTDF FIR and Landing OBBB FIR a) Traffic landing OTDF FIR at FL330 and FL310 only. b) Traffic to Southern UAE FIR at FL250 to FL290. c) Traffic landing OBBB FIR expect to be DEPOL FL350 or below and over GESOR FL250 or below.
OEDF	OBBB	MC/ FL600	METLA	
OEDF	OBBB	MC/ FL600	ROTEL	
OEDF	OEAB	MC/ FL600	EMUSA Q212 KSA G782 DURMA Z414 EMEKO V40 ABH	Landing OEAB
OEDF	OEAO	MC/ FL600	TAYMA N697 BPN G674 GAS L604/J874 HLF V15 AUA	Landing OEAO
OEDF	OEAO	MC/ FL600	TAYMA N697 HIL A788 HLF V15 AUA	Landing OEAO
OEDF	OEBA	MC/ FL600	EMUSA Q212 KSA G782 DURMA Z414 RAKLI V46 BHA	
OEDF	OEBH	MC/ FL600	EMUSA Q212 KSA G782 DURMA Z414 RAKLI H75 BSH	
OEDF	OEGN	MC/ FL600	EMUSA Q212 KSA G782 DURMA Z414 EMEKO V40 GIZ	
OEDF	OEGS	MC/ FL600	TAYMA N697 BPN G674 GAS	Landing OEGS Expect MOBAD at FL160.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEDF	OEHL	MC/ FL600	TAYMA N697 BPN H999/N697 HIL	Landing OEHL Expect LOSEL at FL160.
OEDF	OEJN	MC/ FL600	EMUSA Q212 KSA G782 VE- MEM	Landing OEJN Expect VEMEM at FL160 to FL200
OEDF	OEJN	MC/ FL600	EMUSA Q212 KSA M309 VE- MEM	Landing OEJN a) when OER05A is active expect over RGB FL320 or above b) Expect VEMEM at FL160 to FL200 c) M309 is available at FL320 or above on Sunday until Thursday between time 03:00 to 19:00 UTC and available all even levels on Sunday until Thursday between time 19:00 to 03:00 UTC, 24 hours on Fridays, Saturdays and official holidays.
OEDF	OEMA	MC/ FL600	TAYMA N697 BPN G674 EMURI	Landing OEMA Expect EMURI at FL240
OEDF	OENG	MC/ FL600	EMUSA Q212 KSA G667 NEJ	Landing OENG ESCAT
OEDF	OENN	MC/ FL600	TAYMA N697 HIL G662 NI- MAR L550 ASTUM V13 TBK Y333 GEPAG	Landing OENN Expect RANRI at FL240 or below and expect to be FL160 at 40NM after passing TBK DVORTAC
OEDF	OERB	MC/ FL600	EMUSA Q212 KSA M321 IVO- NU Y216 PMA B544 RBG	Landing or OERB
OEDF	OERK	MC/ FL600	EMUSA Q212 MEMGO	Landing OERK Expect SIVAG at FL300, FL280 and FL260.
OEDF	OERS	MC/ FL600	TAYMA N697 BPN G674 GAS L604 NADIK Q832 RSI	Landing OERS
OEDF	OESK	MC/ FL600	TAYMA N697 HIL R23 AJF	Landing OESK

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEDF	OETB	MC/ FL600	TAYMA N697 HIL G662 NI-MAR L550 ASTUM V13 TBK	Landing OETB Expect RANRI at FL200 up to FL240
OEDF	OETF	MC/ FL600	EMUSA Q212 KSA G782 BO-PEV V41 TIF	Landing OETF a) Expect BUBIM at FL200.
OEDF	OETF	MC/ FL600	EMUSA Q212 KSA M309 VU-TEX V41 TIF	Landing OETF a) M309 is available when OER05A not active b) Expect BUBIM at FL200.
OEDF	OEYN	MC/ FL600	TAYMA N697 BPN G674 PMA V22 YEN	Landing OEYN
OEDF	OJAC	MC/ FL600	KFA H741 JBL L768 AAR V45 TRF R652 OBROD Q163 GENEX	Landing or overflying AMMAN FIR a) When using SID (DAMMAM 1A and DAMMAM 1B) only b) Arrival within Amman AoR expect GENEX at FL220 to FL280 inclusive, including destination LLBG. c) Overflying Amman FL300 and above.
OEDF	OJAC	MC/ FL600	KFA H741 JBL L768 OTILA	Landing or overflying AMMAN FIR a) When using SID (DAMMAM 1A and DAMMAM 1B) only b) Available levels via OTILA FL240 and above.
OEDF	OJAC	MC/ FL600	TAYMA N697 HIL R23 ODBUL Q163 GENEX	Landing or overflying AMMAN FIR a) All SIDs expect DAMMAM 1A and DAMMAM 1B b) Arrival within Amman AoR expect GENEX at FL220 to FL280 inclusive, including destination LLBG. c) Overflying Amman FL300 and above.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEDF	OJAC	MC/ FL600	TAYMA N697 PASIT T503 OVANO L768 OTILA	Landing or overflying AMMAN FIR a) All SIDs expect DAMMAM 1A and DAMMAM 1B b) Available levels via OTILA FL240 and above.
OEDF	OKAC	MC/ FL600	PUSRA H741 ASVIR	
OEDF	OMAE	FL300/ FL600	EMUSA Q212 KSA M321 RE- SAL T533 RAPMA DCT KUV- SO DCT KATIT DCT PEKEM	FRA
OEDF	OMAE	FL300/ FL600	EMUSA Q212 KSA M321 RE- SAL T533 RAPMA DCT KUV- SO DCT RIBOT	a) between RAPMA and RIBOT can be used during OER41 activa- tion from FL270 to FL600 b) FRA
OEDF	OMAE	MC/ FL600	EMUSA Q212 KSA M321 RE- SAL T533 RAPMA Y214 KUT- NA M440 KATIT M628 PE- KEM	between RAPMA and RIBOT can be used during OER41 activation from FL270 to FL600
OEDF	OMAE	MC/ FL600	EMUSA Q212 KSA M321 RE- SAL T533 RAPMA Y214 RI- BOT	between RAPMA and RIBOT can be used during OER41 activation from FL270 to FL600
OEDF	OMAE	MC/ FL600	EMUSA Q212 KSA M440 KA- TIT M628 PEKEM	
OEDF	OMAE	MC/ FL600	EMUSA Q212 KSA M440 KUTNA Y214 RIBOT	
OEDF	OMAE	FL300/ FL600	EMUSA Q212 KSA M440 SIT- ER DCT KUTNA DCT KATIT DCT PEKEM	a) Routing from SITER not availa- ble when OER41 is active. b) FRA
OEDF	OMAE	FL300/ FL600	EMUSA Q212 KSA M440 SIT- ER DCT KUTNA DCT RIBOT	a) Routing from SITER not availa- ble when OER41 is active. b) FRA
OEDF	OOM M	FL300/ FL600	EMUSA Q212 KSA M321 RE- SAL T533 RAPMA DCT DEG- NO DCT DAPOL	FRA

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEDF	OOM M	FL300/ FL600	EMUSA Q212 KSA M321 RE-SAL T533 RAPMA DCT DEG-NO DCT ULONO DCT GO-BRO	a) FRA b) Enroute frequency change methodology at 45NM after ULONO, change to 133.35
OEDF	OOM M	FL300/ FL600	EMUSA Q212 KSA M321 RE-SAL T533 RAPMA DCT DEG-NO DCT ULONO DCT IMDAM	a) FRA b) Enroute frequency change methodology at 45NM after ULONO, change to 133.35
OEDF	OOM M	FL300/ FL600	EMUSA Q212 KSA M321 RE-SAL T533 RAPMA DCT KUV-SO DCT KATIT DCT MIDGU	FRA
OEDF	OOM M	MC/ FL600	EMUSA Q212 KSA M321 RE-SAL T533 RAPMA Y214 KUT-NA M440 MIDGU	between RAPMA and RIBOT can be used during OER41 activation from FL270 to FL600
OEDF	OOM M	MC/ FL600	EMUSA Q212 KSA M321 RE-SAL T533 ULONO L692 DAPOL	
OEDF	OOM M	MC/ FL600	EMUSA Q212 KSA M321 RE-SAL T533 ULONO L692 VAT-IX T100 GOBRO	
OEDF	OOM M	MC/ FL600	EMUSA Q212 KSA M321 RE-SAL T533 ULONO L692 VAT-IX T100 IVABO L556 IMDAM	
OEDF	OOM M	MC/ FL600	EMUSA Q212 KSA M440 MIDGU	Routing from SITER not available when OER41 is active.
OEDF	OOM M	FL300/ FL600	EMUSA Q212 KSA M440 SITER DCT KUTNA DCT KATIT DCT MIDGU	a) Routing from SITER not available when OER41 is active. b) FRA
OEDF	ORBB	MC/ FL600	KFA H741 JBL L768 AAR B411 MURIB	Landing or overflying ORBB FIR a) When using SID (DAMMAM 1A or DAMMAM 1B) only b) Expect MURIB at FL350 or above.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEDF	ORBB	MC/ FL600	TAYMA N697 PASIT T503 PAXAN V16 AAR B411 MUR- IB	Landing or overflying ORBB FIR a) All SIDs expect DAMMAM 1A and DAMMAM 1B b) Expect MURIB at FL350 or above.
OEDF	OYSC	MC/ FL600	EMUSA Q212 KSA G667 NE- TAS	
OEDF	OYSC	MC/ FL600	EMUSA Q212 KSA G667 WDR V32 PATOG Q624 AL- SIR	
OEDF	OYSC	MC/ FL600	EMUSA Q212 KSA M321 SIL- PA	
OEDF	OYSC	FL300/ FL600	EMUSA Q212 KSA M321 SIT- UK DCT BOSOB DCT ASTIN DCT SILPA	FRA
OEDF	HECC	MC/ FL600	GIZ T210 ABH B544 JDW L677 DARAX Z412 SEPASA	Only available for landing HEGN and HESH
OEGN	HECC	MC/ FL600	GIZ T210 ABH B544 JDW L677 PASUM	Landing or overflying CAIRO FIR over PASUM FL260, FL300 not available
OEGN	HECC	MC/ FL600	GIZ T210 ABH B544 JDW L677 WEJ L604 IMRID	Landing or overflying CAIRO FIR over IMRID FL260, FL300 not avail- able
OEGN	HECC	MC/ FL600	GIZ T210 ABH B544 JDW M686 GIBEL	Landing or overflying CAIRO FIR over GIBEL FL260, FL300 not available
OEGN	HSSS	MC/ FL600	GIZ T210 ABH B544 JDW B407 KAROX	Landing or overflying KHARTOUM FIR over KAROX FL260, FL300 not available
OEGN	HSSS	MC/ FL600	GIZ T210 ABH B544 JDW M863 GIBAP	Overflying KHARTOUM FIR only over GIBAP FL320 and above

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEGN	OBBB	MC/ FL600	GIZ T210 ABH H75 IRBAB Q313 GODRU H76 KSA H976 MUSRI L604 KFA M691 LAD- NA	Landing or overflying Southern OMAE FIR, Landing OTDF FIR and Landing OBBB FIR a) Traffic landing OTDF FIR at FL330 and FL310 only. b) Traffic to Southern UAE FIR at FL250 to FL290. c) Traffic landing OBBB FIR expect to be DEPOL FL350 or below and over GESOR FL250 or below.
OEGN	OBBB	MC/ FL600	GIZ T210 ABH H75 IRBAB Q313 GODRU H76 KSA H976 MUSRI L604 NARMI	Traffic overflying OBBB and OTDF FIRs Traffic overflying OBBB and OTDF FIRs at FL310 and above.
OEGN	OBBB	MC/ FL600	GIZ T210 ABH H75 IRBAB Q313 GODRU H76 KSA H976 MUSRI P891 GESOR L308 DAROR	a) Overflying Bahrain FIR b) Landing or overflying TEHRAN FIR c) landing or overflying Northern of Emirates over DAROR FL290 not available
OEGN	OEAB	MC/ FL600	GIZ T210 ABH	Landing OEAB
OEGN	OEAO	MC/ FL600	GIZ T210 ABH B544 JDW A424 PMA V10 AUA	Landing OEAO
OEGN	OEAO	MC/ FL600	GIZ V395 LABNI M999 JDW A424 PMA V10 AUA	Landing OEAO
OEGN	OEDF	MC/ FL600	GIZ T210 ABH H75 IRBAB Q313 GODRU H76 KSA H976 MUSRI L604 UMENA	Landing OEDF Expect ORLOK at FL310 or below, Expect KASOM at FL250 or below
OEGN	OEGS	MC/ FL600	GIZ T210 ABH H75 IRBAB Q313 GODRU H76 KSA M321 IVONU Z710 GAS	Landing OEGS Expect SOKOP at FL160
OEGN	OEHL	MC/ FL600	GIZ T210 ABH B544 JDW A424 HIL	Landing OEHL Expect HAMED at FL160

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEGN	OEJN	MC/ FL600	GIZ T210 ABH B544 BOSUT	Landing OEJN Expect BOSUT at FL160 to FL200
OEGN	OEJN	MC/ FL600	GIZ V395 LABNI M999 BO-SUT	Landing OEJN Expect BOSUT at FL160 to FL200
OEGN	OEMA	MC/ FL600	GIZ T210 ABH B544 JDW A424 DEGVU	Landing OEMA Expect ORMEK at FL240 or below
OEGN	OEMA	MC/ FL600	GIZ V395 LABNI M999 JDW A424 DEGVU	Landing OEMA Expect ORMEK at FL240 or below
OEGN	OENG	MC/ FL600	GIZ V39 KUNSO V749 NEJ	Landing OENG ESCAT
OEGN	OENN	MC/ FL600	GIZ T210 ABH B544 JDW L677 DARAX Z711 GEPAG	Landing OENN
OEGN	OENN	MC/ FL600	GIZ V395 LABNI M999 JDW L677 DARAX Z711 GEPAG	Landing OENN
OEGN	OERK	MC/ FL600	GIZ T210 ABH H75 IRBAB Q313 MOBAG	Landing OERK
OEGN	OERS	MC/ FL600	GIZ T210 ABH B544 JDW L677 RAGNO Y686 RSI	Landing OERS
OEGN	OERS	MC/ FL600	GIZ V395 LABNI M999 JDW L677 RAGNO Y686 RSI	Landing OERS
OEGN	OESK	MC/ FL600	GIZ T210 ABH B544 JDW A424 PMA B544 LABAD V13 AJF	Landing OESK
OEGN	OESK	MC/ FL600	GIZ V395 LABNI M999 JDW A424 PMA B544 LABAD V13 AJF	Landing OESK
OEGN	OETB	MC/ FL600	GIZ T210 ABH B544 JDW L677 WEJ V54 TBK	Landing OETB Expect DEMSU at FL200 up to FL240
OEGN	OETB	MC/ FL600	GIZ V395 LABNI M999 JDW L677 WEJ V54 TBK	Landing OETB Expect DEMSU at FL200 up to FL240

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEGN	OETF	MC/ FL600	GIZ T210 ABH V40 TIF	Landing OETF Expect BOXID at FL200.
OEGN	OEYN	MC/ FL600	GIZ T210 ABH B544 JDW L677 YEN	Landing OEYN
OEGN	OEYN	MC/ FL600	GIZ V395 LABNI M999 JDW L677 YEN	Landing OEYN
OEGN	OJAC	MC/ FL600	GIZ T210 ABH B544 JDW A424 PMA B544 SODAR	Landing or overflying AMMAN FIR Available levels via SODAR FL240 and above.
OEGN	OJAC	MC/ FL600	GIZ T210 ABH B544 JDW L677 WEJ M449 GIBET	Landing or overflying AMMAN FIR Expect GIBET at FL260, FL320 and above.
OEGN	OKAC	MC/ FL600	GIZ T210 ABH H75 IRBAB Q313 GODRU H76 KSA H976 MUSRI P891 KUNRU	a) arrival OKAC over KUNRU FL230, FL210 b) overflying OKAC over KUNRU FL330
OEGN	OMAE	MC/ FL600	GIZ T210 ABH H75 IRBAB Q313 KATIX L425 EGREN L556 PURDA G783 TANSU	a) Enroute frequency change meth- odology at PURDA change to 133.35
OEGN	OMAE	MC/ FL600	GIZ T210 ABH H75 IRBAB Q313 KATIX L425 EGREN L556 PURDA M318 MUXIT	
OEGN	OMAE	FL300/ FL600	GIZ T210 ABH H75 IRBAB Q313 KATIX L425 EGREN L556 ULUXU DCT MUXIT	FRA
OEGN	OMAE	FL300/ FL600	GIZ T210 ABH H75 IRBAB Q313 KATIX L425 EGREN L556 ULUXU DCT PURDA DCT TANSU	a) FRA b) Enroute frequency change meth- odology at PURDA change to 133.35
OEGN	OMAE	FL300/ FL600	GIZ T210 ABH H75 IRBAB Q313 KATIX L425 EGREN L556 ULUXU DCT RIBOT	FRA

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEGN	OOM M	FL300/ FL600	GIZ T210 ABH H75 IRBAB Q313 KATIX L425 AMBIT DCT ASTIN DCT GOBRO	a) FRA b) Enroute frequency change meth- odology at 60NM after ASTIN, change to 133.35
OEGN	OOM M	MC/ FL600	GIZ T210 ABH H75 IRBAB Q313 KATIX L425 EGREN L556 IMDAM	
OEGN	OOM M	MC/ FL600	GIZ T210 ABH H75 IRBAB Q313 KATIX L425 EGREN L556 PURDA G783 ASNUR L883 SITOL	
OEGN	OOM M	MC/ FL600	GIZ T210 ABH H75 IRBAB Q313 KATIX L425 GOBRO	
OEGN	ORBB	MC/ FL600	GIZ T210 ABH B544 JDW A424 PMA B544 ASH B411 MURIB	Landing or overflying ORBB FIR Expect MURIB at FL350 or above.
OEGN	OTDF	MC/ FL600	GIZ T210 ABH H75 IRBAB Q313 GODRU H76 KSA N687 KINIB Z511 GISRA L681 OR- LEK	Landing or overflying DOHA FIR Expect to be 30NM to GISRA at FL250. Z511 Available daily between time 19:00 until 03:00 UTC, 24H on Fri- days, Saturdays and official holi- days.
OEGN	OTDF	MC/ FL600	GIZ T210 ABH H75 IRBAB Q313 KATIX L425 EGREN L556 NONGA L564 RAGPO Y432 LADBO T142 LAEEB	Landing or overflying DOHA FIR
OEGN	OYSC	MC/ FL600	GIZ L677 NABAN	
OEGS	HECC	MC/ FL600	GAS G674 PMA V22 YEN L300 GIBEL	Landing or overflying CAIRO FIR over GIBEL FL260, FL300 not available
OEGS	HECC	MC/ FL600	GAS J874/L604 IMRID	Landing or overflying CAIRO FIR over IMRID FL260, FL300 not avail- able

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEGS	HECC	MC/ FL600	GAS J874/L604 WEJ L677 DARAX Z412 SEPSA	Only available for landing HEGN and HESH
OEGS	HECC	MC/ FL600	GAS J874/L604 WEJ L677 PASUM	Landing or overflying CAIRO FIR over PASUM FL260, FL300 not available
OEGS	HHAA	MC/ FL600	GAS G674 PMA B544 JDW G650 RASKA	Landing or overflying ASMARA FIR over RASKA FL260, FL300 not available.
OEGS	HSSS	MC/ FL600	GAS G674 PMA B544 JDW B407 KAROX	Landing or overflying KHARTOUM FIR over KAROX FL260, FL300 not available.
OEGS	HSSS	MC/ FL600	GAS G674 PMA B544 JDW M863 GIBAP	Overflying KHARTOUM FIR only over GIBAP FL320 and above.
OEGS	OBBB	MC/ FL600	GAS J874/L604 MUSRI L604 KFA M691 LADNA	Landing or overflying Southern OMAE FIR, Landing OTDF FIR and Landing OBBB FIR a) Traffic landing OTDF FIR at FL330 and FL310 only. b) Traffic to Southern UAE FIR at FL250 to FL290. c) Traffic landing OBBB FIR expect to be DEPOL FL350 or below and over GESOR FL250 or below.
OEGS	OBBB	MC/ FL600	GAS J874/L604 MUSRI L604 NARMI	Traffic overflying OBBB and OTDF FIRs Traffic overflying OBBB and OTDF FIRs at FL310 and above.
OEGS	OBBB	MC/ FL600	GAS J874/L604 NAGSA L308 DAROR	a) Overflying Bahrain FIR b) Landing or overflying TEHRAN FIR c) landing or overflying Northern of Emirates over DAROR FL290 not available

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEGS	OEAB	MC/ FL600	GAS G674 PMA B544 JDW L677 ABKAR V38 ABH	Landing OEAB
OEGS	OEAO	MC/ FL600	GAS L604 HLF V15 AUA	Landing OEAO
OEGS	OEDF	MC/ FL600	GAS J874/L604 MUSRI L604 UMENA	Landing OEDF Expect LOROX at FL350 or below, Expect KASOM at FL250 or below
OEGS	OEGN	MC/ FL600	GAS G674 ROSUL V41 TIF V40 GIZ	
OEGS	OEHL	MC/ FL600	GAS G662 HIL	Landing OEHL Expect DAROP at FL160
OEGS	OEJN	MC/ FL600	GAS G674 PMA B544 NOM- DA	Landing OEJN Expect NOMDA at FL160 to FL200
OEGS	OEMA	MC/ FL600	GAS G674 EMURI	Landing OEMA Expect EMURI at FL240
OEGS	OENG	MC/ FL600	GAS G674 PMA B544 JDW L677 ABKAR V38 ABH V749 NEJ	Landing OENG ESCAT
OEGS	OENN	MC/ FL600	GAS L604 WEJ W600 DARAX Z711 GEPAG	Landing OENN
OEGS	OERK	MC/ FL600	GAS G662 SIVIS	Landing OERK Expect KUSRO at FL170 or above.
OEGS	OERS	MC/ FL600	GAS L604 NADIK Q832 RSI	Landing OERS
OEGS	OESK	MC/ FL600	GAS G662 HIL R23 AJF	Landing OESK
OEGS	OETB	MC/ FL600	GAS G662 NIMAR L550 AS- TUM V13 TBK	Landing OETB Expect RANRI at FL200 up to FL240
OEGS	OETF	MC/ FL600	GAS G674 PMA B544 JDW V40 ISLAM	Landing OETF Expect JDW at FL210 and ISLAM at FL170

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEGS	OEYN	MC/ FL600	GAS G674 PMA V22 YEN	Landing OEYN
OEGS	OJAC	MC/ FL600	GAS G662 HIL R23 ODBUL Q163 GENEX	Landing or overflying AMMAN FIR a) Arrival within Amman AoR expect GENEX at FL220 to FL280 inclusive, including destination LLBG. b) Overflying Amman FL300 and above.
OEGS	OJAC	MC/ FL600	GAS G662 HIL R23 TRF B544 SODAR	Landing or overflying AMMAN FIR Available levels via SODAR FL240 and above.
OEGS	OKAC	MC/ FL600	GAS B417 HFR A788 SOROR	Landing or overflying OKAC FIR Traffic landing Kuwait expect to cross DERKO FL290 or lower
OEGS	OMAE	FL300/ FL600	GAS G662 KSA M321 RESAL T533 RAPMA DCT KUVSO DCT KATIT DCT PEKEM	FRA
OEGS	OMAE	FL300/ FL600	GAS G662 KSA M321 RESAL T533 RAPMA DCT KUVSO DCT RIBOT	a) between RAPMA and RIBOT can be used during OER41 activation from FL270 to FL600 b) FRA
OEGS	OMAE	MC/ FL600	GAS G662 KSA M321 RESAL T533 RAPMA Y214 KUTNA M440 KATIT M628 PEKEM	between RAPMA and RIBOT can be used during OER41 activation from FL270 to FL600
OEGS	OMAE	MC/ FL600	GAS G662 KSA M321 RESAL T533 RAPMA Y214 RIBOT	between RAPMA and RIBOT can be used during OER41 activation from FL270 to FL600
OEGS	OMAE	MC/ FL600	GAS G662 KSA M440 KATIT M628 PEKEM	
OEGS	OMAE	MC/ FL600	GAS G662 KSA M440 KUTNA Y214 RIBOT	
OEGS	OMAE	FL300/ FL600	GAS G662 KSA M440 SITER DCT KUTNA DCT KATIT DCT PEKEM	FRA

MIDDLE EAST
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEGS	OMAE	FL300/ FL600	GAS G662 KSA M440 SITER DCT KUTNA DCT RIBOT	FRA
OEGS	OOM M	FL300/ FL600	GAS G662 KSA M321 RESAL T533 RAPMA DCT DEGNO DCT DAPOL	a) FRA b) Enroute frequency change meth- odology at 170NM after DEGNO, change to 134.5
OEGS	OOM M	FL300/ FL600	GAS G662 KSA M321 RESAL T533 RAPMA DCT DEGNO DCT ULONO DCT GOBRO	a) FRA b) Enroute frequency change meth- odology at 45NM after ULONO, change to 133.35
OEGS	OOM M	FL300/ FL600	GAS G662 KSA M321 RESAL T533 RAPMA DCT DEGNO DCT ULONO DCT IMDAM	a) FRA b) Enroute frequency change meth- odology at 45NM after ULONO, change to 133.35
OEGS	OOM M	FL300/ FL600	GAS G662 KSA M321 RESAL T533 RAPMA DCT KUVSO DCT KATIT DCT MIDGU	FRA
OEGS	OOM M	MC/ FL600	GAS G662 KSA M321 RESAL T533 RAPMA Y214 KUTNA M440 MIDGU	between RAPMA and RIBOT can be used during OER41 activation from FL270 to FL600
OEGS	OOM M	MC/ FL600	GAS G662 KSA M321 RESAL T533 ULONO L692 DAPOL	
OEGS	OOM M	MC/ FL600	GAS G662 KSA M321 RESAL T533 ULONO L692 VATIX T100 GOBRO	
OEGS	OOM M	MC/ FL600	GAS G662 KSA M321 RESAL T533 ULONO L692 VATIX T100 IVABO L556 IMDAM	
OEGS	ORBB	MC/ FL600	GAS G662 HIL V16 AAR B411 MURIB	Landing or overflying ORBB FIR Expect MURIB at FL350 or above.
OEGS	OTDF	FL300/ FL600	GAS G662 KSA M321 RESAL T533 RAPMA DCT ASPUS DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR FRA

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEGS	OTDF	FL300/ FL600	GAS G662 KSA M321 RESAL T533 RAPMA DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR FRA
OEGS	OTDF	MC/ FL600	GAS G662 KSA M321 RESAL T533 RAPMA Y214 ASPUS Y432 LADBO T142 LAEEB	Landing or overflying DOHA FIR
OEGS	OTDF	FL300/ FL600	GAS G662 KSA M440 SITER DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR a) Routing from SITER not availa- ble when OER41 is active. b) FRA Z511 Available daily between time 19:00 until 03:00 UTC, 24H on Fri- days, Saturdays and official holi- days.
OEGS	OTDF	MC/ FL600	GAS G662 KSA M440 SITER T142 LAEEB	Landing or overflying DOHA FIR Routing from SITER not available when OER41 is active. Z511 Available daily between time 19:00 until 03:00 UTC, 24H on Fri- days, Saturdays and official holi- days.
OEGS	OTDF	MC/ FL600	GAS G662 KSA N687 KINIB Z511 GISRA L681 ORLEK	Landing or overflying DOHA FIR Expect to be 30NM to GISRA at FL250. Z511 Available daily between time 19:00 until 03:00 UTC, 24H on Fri- days, Saturdays and official holi- days.
OEGS	OYSC	MC/ FL600	GAS G662 KSA G667 NETAS	
OEGS	OYSC	MC/ FL600	GAS G662 KSA M321 SILPA	
OEGS	OYSC	FL300/ FL600	GAS G662 KSA M321 SITUK DCT BOSOB DCT ASTIN DCT SILPA	FRA

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEGS	OYSC	MC/ FL600	GAS G674 PMA B544 JDW M559 LABNI M999 APDOS	
OEGS	OYSC	MC/ FL600	GAS G674 PMA B544 JDW M559 LABNI M999 DANAK B413 RIBOK	
OEGS	OYSC	MC/ FL600	GAS G674 PMA B544 JDW M559 LABNI M999 DANAK R777 LAKNA	
OEGS	OYSC	MC/ FL600	GAS G674 PMA B544 JDW M559 NISMI	
OEHL	HECC	MC/ FL600	HIL A788 HLF L604 IMRID	Landing or overflying CAIRO FIR over IMRID FL260, FL300 not avail- able
OEHL	HECC	MC/ FL600	HIL A788 HLF L604 WEJ L677 DARAX Z412 SEPSA	Only available for landing HEGN and HESH
OEHL	HECC	MC/ FL600	HIL A788 HLF L604 WEJ L677 PASUM	Landing or overflying CAIRO FIR over PASUM FL260, FL300 not available
OEHL	HECC	MC/ FL600	HIL Q218 PMA V22 YEN L300 GIBEL	Landing or overflying CAIRO FIR over GIBEL FL260, FL300 not available
OEHL	HECC	MC/ FL600	HIL T540 ENABI L550 KITIT	Landing or overflying CAIRO FIR Available levels via KITIT FL280, FL320 and above.
OEHL	HHAA	MC/ FL600	HIL Q218 PMA B544 JDW G650 RASKA	Landing or overflying ASMARA FIR over RASKA FL260, FL300 not available.
OEHL	HSSS	MC/ FL600	HIL Q218 PMA B544 JDW B407 KAROX	Landing or overflying KHARTOUM FIR over KAROX FL260, FL300 not available
OEHL	HSSS	MC/ FL600	HIL Q218 PMA B544 JDW M863 GIBAP	Overflying KHARTOUM FIR only over GIBAP FL320 and above.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEHL	OBBB	MC/ FL600	HIL A788 LOTOK P559 DAR-OR	a) Overflying Bahrain FIR b) Landing or overflying TEHRAN FIR c) landing or overflying Northern of Emirates over DAROR FL290 not available
OEHL	OBBB	MC/ FL600	HIL G662 GAS J874/L604 MUSRI L604 KFA M691 LAD-NA	Landing or overflying Southern OMAE FIR, Landing OTDF FIR and Landing OBBB FIR a) Traffic landing OTDF FIR at FL330 and FL310 only. b) Traffic to Southern UAE FIR at FL250 to FL290. c) Traffic landing OBBB FIR expect to be DEPOL FL350 or below and over GESOR FL250 or below.
OEHL	OBBB	MC/ FL600	HIL G662 GAS J874/L604 MUSRI L604 NARMI	Traffic overflying OBBB and OTDF FIRs Traffic overflying OBBB and OTDF FIRs at FL310 and above.
OEHL	OEAB	MC/ FL600	HIL Q218 PMA B544 JDW L677 ABKAR V38 ABH	Landing OEAB
OEHL	OEAO	MC/ FL600	HIL A788 HLF V15 AUA	Landing OEAO
OEHL	OEDF	MC/ FL600	HIL G662 GAS J874/L604 MUSRI G663/L604 UMENA	Landing OEDF Expect LOROX at FL350 or below, Expect KASOM at FL250 or below
OEHL	OEGN	MC/ FL600	HIL Q218 PMA B544 JDW M559 LABNI V395 GIZ	
OEHL	OEGS	MC/ FL600	HIL G662 GAS	Landing OEGS Expect MODIV at FL160
OEHL	OEJN	MC/ FL600	HIL Q218 PMA B544 NOMDA	Landing OEJN Expect NOMDA at FL160 to FL200

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEHL	OEMA	MC/ FL600	HIL Q218 LABKO	Landing OEMA Expect KUPGA at FL240
OEHL	OENG	MC/ FL600	HIL Q218 PMA B544 JDW L677 ABKAR V38 ABH V749 NEJ	Landing OENG ESCAT
OEHL	OENN	MC/ FL600	HIL A788 HLF L604 WEJ W600 DARAX Z711 GEPAG	Landing OENN
OEHL	OERK	MC/ FL600	HIL G662 SIVIS	Landing OERK Expect KUSRO at FL170 or above.
OEHL	OERS	MC/ FL600	HIL A788 HLF L604 NADIK Q832 RSI	Landing OERS
OEHL	OESK	MC/ FL600	HIL R23 AJF	Landing OESK
OEHL	OETB	MC/ FL600	HIL G662 NIMAR L550 AS- TUM V13 TBK	Landing OETB Expect RANRI at FL200 up to FL240
OEHL	OETF	MC/ FL600	HIL Q218 PMA B544 JDW V40 TIF	Landing OETF Expect JDW at FL210 and ISLAM at FL170
OEHL	OEYN	MC/ FL600	HIL Q218 PMA V22 YEN	Landing OEYN
OEHL	OJAC	MC/ FL600	HIL R23 ODBUL Q163 GEN- EX	Landing or overflying AMMAN FIR a) Arrival within Amman AoR ex- pect GENEX at FL220 to FL280 in- clusive, including destination LLBG. b) Overflying Amman FL300 and above.
OEHL	OJAC	MC/ FL600	HIL R23 TRF B544 SODAR	Landing or overflying AMMAN FIR Available levels via SODAR FL240 and above.
OEHL	OKAC	MC/ FL600	HIL A788 SOROR	Landing or overflying OKAC FIR Traffic landing Kuwait expect to cross DERKO FL290 or lower

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEHL	OMAE	FL300/ FL600	HIL G662 KSA M321 RESAL T533 RAPMA DCT KUVSO DCT KATIT DCT PEKEM	FRA
OEHL	OMAE	FL300/ FL600	HIL G662 KSA M321 RESAL T533 RAPMA DCT KUVSO DCT RIBOT	a) between RAPMA and RIBOT can be used during OER41 activa- tion from FL270 to FL600 b) FRA
OEHL	OMAE	MC/ FL600	HIL G662 KSA M321 RESAL T533 RAPMA Y214 KUTNA M440 KATIT M628 PEKEM	between RAPMA and RIBOT can be used during OER41 activation from FL270 to FL600
OEHL	OMAE	MC/ FL600	HIL G662 KSA M321 RESAL T533 RAPMA Y214 RIBOT	between RAPMA and RIBOT can be used during OER41 activation from FL270 to FL600
OEHL	OMAE	MC/ FL600	HIL G662 KSA M440 KATIT M628 PEKEM	Routing from SITER not available when OER41 is active.
OEHL	OMAE	MC/ FL600	HIL G662 KSA M440 KUTNA Y214 RIBOT	Routing from SITER not available when OER41 is active.
OEHL	OMAE	FL300/ FL600	HIL G662 KSA M440 SITER DCT KUTNA DCT KATIT DCT PEKEM	a) Routing from SITER not availa- ble when OER41 is active. b) FRA
OEHL	OMAE	FL300/ FL600	HIL G662 KSA M440 SITER DCT KUTNA DCT RIBOT	a) Routing from SITER not availa- ble when OER41 is active. b) FRA
OEHL	OOM M	FL300/ FL600	HIL G662 KSA M321 RESAL T533 RAPMA DCT DEGNO DCT DAPOL	a) FRA b) Enroute frequency change meth- odology at 170NM after DEGNO, change to 134.5
OEHL	OOM M	FL300/ FL600	HIL G662 KSA M321 RESAL T533 RAPMA DCT DEGNO DCT ULONO DCT GOBRO	a) FRA b) Enroute frequency change meth- odology at 45NM after ULONO, change to 133.35

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEHL	OOM M	FL300/ FL600	HIL G662 KSA M321 RESAL T533 RAPMA DCT DEGNO DCT ULONO DCT IMDAM	a) FRA b) Enroute frequency change methodology at 45NM after ULONO, change to 133.35
OEHL	OOM M	FL300/ FL600	HIL G662 KSA M321 RESAL T533 RAPMA DCT KUVSO DCT KATIT DCT MIDGU	FRA
OEHL	OOM M	MC/ FL600	HIL G662 KSA M321 RESAL T533 RAPMA Y214 KUTNA M440 MIDGU	between RAPMA and RIBOT can be used during OER41 activation from FL270 to FL600
OEHL	OOM M	MC/ FL600	HIL G662 KSA M321 RESAL T533 ULONO L692 DAPOL	
OEHL	OOM M	MC/ FL600	HIL G662 KSA M321 RESAL T533 ULONO L692 VATIX T100 GOBRO	
OEHL	OOM M	MC/ FL600	HIL G662 KSA M321 RESAL T533 ULONO L692 VATIX T100 IVABO L556 IMDAM	
OEHL	ORBB	MC/ FL600	HIL V16 AAR B411 MURIB	Landing or overflying ORBB FIR Expect MURIB at FL350 or above.
OEHL	OTDF	FL300/ FL600	HIL G662 KSA M321 RESAL T533 RAPMA DCT ASPUS DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR FRA
OEHL	OTDF	FL300/ FL600	HIL G662 KSA M321 RESAL T533 RAPMA DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR a) Routing from RAPMA DCT LADBO not available when OER41 is active. b) FRA
OEHL	OTDF	MC/ FL600	HIL G662 KSA M321 RESAL T533 RAPMA Y214 ASPUS Y432 LADBO T142 LAEEB	Landing or overflying DOHA FIR

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEHL	OTDF	FL300/ FL600	HIL G662 KSA M440 SITER DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR a) Routing from SITER not available when OER41 is active. b) FRA
OEHL	OTDF	MC/ FL600	HIL G662 KSA M440 SITER T142 LAEEB	Landing or overflying DOHA FIR Routing from SITER not available when OER41 is active.
OEHL	OTDF	MC/ FL600	HIL G662 KSA N687 KINIB Z511 GISRA L681 ORLEK	Landing or overflying DOHA FIR Expect to be 30NM to GISRA at FL250. Z511 Available daily between time 19:00 until 03:00 UTC, 24H on Fridays, Saturdays and official holidays.
OEHL	OYSC	MC/ FL600	HIL G662 KSA G667 NETAS	
OEHL	OYSC	MC/ FL600	HIL G662 KSA M321 SILPA	
OEHL	OYSC	FL300/ FL600	HIL G662 KSA M321 SITUK DCT BOSOB DCT ASTIN DCT SILPA	FRA
OEHL	OYSC	MC/ FL600	HIL Q218 PMA B544 JDW M559 LABNI M999 APDOS	
OEHL	OYSC	MC/ FL600	HIL Q218 PMA B544 JDW M559 LABNI M999 DANAK B413 RIBOK	
OEHL	OYSC	MC/ FL600	HIL Q218 PMA B544 JDW M559 LABNI M999 DANAK R777 LAKNA	
OEHL	OYSC	MC/ FL600	HIL Q218 PMA B544 JDW M559 NISMI	
OEJN	HECC	MC/ FL600	BOMOX M686 GIBEL	Landing or overflying CAIRO FIR over GIBEL FL260, FL300 not available

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEJN	HECC	MC/ FL600	MIGDA L677 DARAX Z412 SEPSA	Only available for landing HEGN and HESH
OEJN	HECC	MC/ FL600	MIGDA L677 PASUM	Landing or overflying CAIRO FIR over PASUM FL260, FL300 not available
OEJN	HECC	MC/ FL600	MIGDA L677 WEJ L604 IMRID	Landing or overflying CAIRO FIR over IMRID FL260, FL300 not avail- able
OEJN	HHAA	MC/ FL600	RIBAM G650 RASKA	Landing or overflying ASMARA FIR over RASKA FL260, FL300 not available.
OEJN	HSSS	MC/ FL600	DENBU B407 KAROX	Landing or overflying KHARTOUM FIR over KAROX FL260, FL300 not available
OEJN	OBBS	MC/ FL600	EGREP B417 GAS L308 DAR- OR	a) Overflying Bahrain FIR b) Landing or overflying TEHRAN FIR c) landing or overflying Northern of Emirates over DAROR FL290 not Available

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEJN	OB BB	MC/ FL600	EGREP T532 KSA H976 MUSRI L604 KFA M691 LAD- NA	Landing or overflying Southern OMAE FIR, Landing OTDF FIR and Landing OB BB FIR Available for traffic departing OEJN or overflying JDW landing or over- flying Southern OMAE FIR between 19:00 UTC to 03:00 UTC a) Traffic landing OTDF FIR at FL330 and FL310 only b) Traffic to Southern UAE FIR at FL250 to FL290. c) Traffic landing OB BB FIR expect to be DEPOL FL350 or below and over GESOR FL250 or below.
OEJN	OB BB	MC/ FL600	EGREP T532 KSA H976 MUSRI L604 NARMI	Traffic overflying OB BB and OTDF FIRs Traffic overflying OB BB and OTDF FIRs at FL310 and above.
OEJN	OEAB	MC/ FL600	RIBAM L677 ABKAR V38 ABH	Landing OEAB
OEJN	OEAO	MC/ FL600	DATAP A424 PMA V10 AUA	Landing OEAO
OEJN	OEBA	MC/ FL600	EGPOB V31 BHA	
OEJN	OEBH	MC/ FL600	EGPOB V31 BSH	
OEJN	OEDF	MC/ FL600	EGREP T532 KSA H976 MUSRI L604 UMENA	Landing OEDF Expect ORLOK at FL310 or below, Expect KASOM at FL250 or below
OEJN	OEGN	MC/ FL600	RIBAM M559 LABNI V395 GIZ	
OEJN	OEGS	MC/ FL600	EGREP B417 GAS	Landing OEGS Expect AMBIV at FL160

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEJN	OEHL	MC/ FL600	DATAP A424 HIL	Landing OEHL Expect HAMED at FL160
OEJN	OEMA	MC/ FL600	DATAP A424 DEGVU	Landing OEMA Expect ORMEK at FL240 or below
OEJN	OENG	MC/ FL600	EGPOB V31 WDR G667 NEJ	Landing OENG ESCAT
OEJN	OENN	MC/ FL600	MIGDA L677 DARAX Z711 GEPAG	Landing OENN
OEJN	OERK	MC/ FL600	EGREP T532 ORDEM	Landing OERK Expect TASBA at FL350 or below
OEJN	OERS	MC/ FL600	MIGDA L677 RAGNO Y686 RSI	Landing OERS
OEJN	OESH	MC/ FL600	EGPOB V31 WDR V32 SHA	Landing OESH ESCAT
OEJN	OESK	MC/ FL600	DATAP A424 PMA B544 LAB- AD V13 AJF	Landing OESK
OEJN	OETB	MC/ FL600	MIGDA L677 WEJ V54 TBK	Landing OETB Expect DEMSU at FL200 up to FL240
OEJN	OETF	MC/ FL600	ISLAM V40 TIF	Landing OETF Expect ISLAM at FL150
OEJN	OEYN	MC/ FL600	MIGDA L677 YEN	Landing OEYN
OEJN	OJAC	MC/ FL600	DATAP A424 PMA B544 SO- DAR	Landing or overflying AMMAN FIR Available levels via SODAR FL240 and above.
OEJN	OJAC	MC/ FL600	MIGDA L677 WEJ M449 GI- BET	Landing or overflying AMMAN FIR Expect GIBET at FL260, FL320 and above.
OEJN	OKAC	MC/ FL600	EGREP B417 HFR A788 SO- ROR	Landing or overflying OKAC FIR Traffic landing Kuwait expect to cross DERKO FL290 or lower

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEJN	OMAE	MC/ FL600	EGREP T532 KODIS Y214 KUTNA M440 KATIT M628 PEKEM	at KATIT report 134.5
OEJN	OMAE	FL300/ FL600	EGREP T532 KODIS Y214 RAPMA DCT KUVSO DCT KATIT DCT PEKEM	FRA
OEJN	OMAE	FL300/ FL600	EGREP T532 KODIS Y214 RAPMA DCT KUVSO DCT RI- BOT	FRA
OEJN	OMAE	MC/ FL600	EGREP T532 KODIS Y214 RI- BOT	
OEJN	OOM M	FL300/ FL600	EGPOB V31 BSH L425 AMBIT DCT ASTIN DCT GOBRO	a) FRA b) Enroute frequency change meth- odology at 60NM after ASTIN, change to 133.35
OEJN	OOM M	MC/ FL600	EGPOB V31 BSH L425 EG- REN L556 IMDAM	
OEJN	OOM M	MC/ FL600	EGPOB V31 BSH L425 GO- BRO	
OEJN	OOM M	MC/ FL600	EGREP T532 KODIS Y214 KUTNA M440 MIDGU	
OEJN	OOM M	FL300/ FL600	EGREP T532 KODIS Y214 RAPMA DCT DEGNO DCT DAPOL	a) FRA b) Enroute frequency change meth- odology at 170NM after DEGNO, change to 134.5
OEJN	OOM M	FL300/ FL600	EGREP T532 KODIS Y214 RAPMA DCT KUVSO DCT KATIT DCT MIDGU	FRA
OEJN	OOM M	MC/ FL600	EGREP T532 KODIS Y214 RAPMA T533 ULONO L692 DAPOL	
OEJN	ORBB	MC/ FL600	DATAP A424 PMA B544 ASH B411 MURIB	Landing or overflying ORBB FIR Expect MURIB at FL350 or above.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEJN	OTDF	MC/ FL600	EGREP T532 KODIS Y214 ASPUS Y432 LADBO T142 LAEEB	Landing or overflying DOHA FIR
OEJN	OTDF	FL300/ FL600	EGREP T532 KODIS Y214 RAPMA DCT ASPUS DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR FRA
OEJN	OTDF	FL300/ FL600	EGREP T532 KODIS Y214 RAPMA DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR a) Routing from RAPMA DCT LAD- BO not available when OER41 is active. b) FRA
OEJN	OTDF	MC/ FL600	EGREP T532 KSA N687 KI- NIB Z511 GISRA L681 ORLEK	Landing or overflying DOHA FIR Expect to be 30NM to GISRA at FL250. Z511 Available daily between time 19:00 until 03:00 UTC, 24H on Fri- days, Saturdays and official holi- days.
OEJN	OYSC	MC/ FL600	EGPOB V31 WDR V32 PA- TOG Q624 ALSIR	
OEJN	OYSC	MC/ FL600	RIBAM M559 LABNI M999 APDOS	
OEJN	OYSC	MC/ FL600	RIBAM M559 LABNI M999 DANAK B413 RIBOK	
OEJN	OYSC	MC/ FL600	RIBAM M559 LABNI M999 DANAK R777 LAKNA	
OEJN	OYSC	MC/ FL600	RIBAM M559 NISMI	
OEMA	HECC	MC/ FL600	PEGUR Z712 WEJ L604 IM- RID	Landing or overflying CAIRO FIR over IMRID FL260, FL300 not avail- able
OEMA	HECC	MC/ FL600	PEGUR Z712 WEJ L677 DAR- AX Z412 SEPSA	Only available for landing HEGN and HESH

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEMA	HECC	MC/ FL600	PEGUR Z712 WEJ L677 PA-SUM	Landing or overflying CAIRO FIR over PASUM FL260, FL300 not available
OEMA	HHAA	MC/ FL600	SISUD B544 JDW G650 RAS-KA	Landing or overflying ASMARA FIR over RASKA FL260, FL300 not available.
OEMA	HSSS	MC/ FL600	SISUD B544 JDW B407 KAR-OX	Landing or overflying KHARTOUM FIR over KAROX FL260, FL300 not available
OEMA	HSSS	MC/ FL600	SISUD B544 JDW M863 GI-BAP	Overflying KHARTOUM FIR only over GIBAP FL320 and above.
OEMA	OB BB	MC/ FL600	MIXUG Q46 GAS L308 DAR-OR	a) Overflying Bahrain FIR b) Landing or overflying TEHRAN FIR c) landing or overflying Northern of Emirates over DAROR FL290 not available
OEMA	OB BB	MC/ FL600	MIXUG Q46 GAS L604 KFA M691 LADNA	Landing or overflying Southern OMAE FIR, Landing OTDF FIR and Landing OB BB FIR a) Traffic landing OTDF FIR at FL330 and FL310 only. b) Traffic to Southern UAE FIR at FL250 to FL290. c) Traffic landing OB BB FIR expect to be DEPOL FL350 or below and over GESOR FL250 or below.
OEMA	OB BB	MC/ FL600	MIXUG Q46 GAS L604 NAR-MI	Traffic overflying OB BB and OTDF FIRs Traffic overflying OB BB and OTDF FIRs at FL310 and above.
OEMA	OEAB	MC/ FL600	SISUD B544 JDW L677 AB-KAR V38 ABH	Landing OEAB

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEMA	OEAO	MC/ FL600	PEGUR V10 AUA	Landing OEAO
OEMA	OEDF	MC/ FL600	MIXUG Q46 GAS L604 UME- NA	Landing OEDF Expect LOROX at FL350 or below, Expect KASOM at FL250 or below
OEMA	OEGN	MC/ FL600	SISUD B544 JDW M559 LAB- NI V395 GIZ	
OEMA	OEGS	MC/ FL600	MIXUG Q46 NADIB H79 GAS	Landing OEGS Expect NADIB at FL160
OEMA	OEHL	MC/ FL600	MIXUG A424 HIL	Landing OEHL Expect HAMED at FL160
OEMA	OEJN	MC/ FL600	SISUD B544 NOMDA	Landing OEJN Expect NOMDA at FL160 to FL200
OEMA	OENG	MC/ FL600	SISUD B544 JDW L677 AB- KAR V38 ABH V749 NEJ	Landing OENG ESCAT
OEMA	OENN	MC/ FL600	PEGUR Z712 WEJ W600 DARAX Z711 GEPAG	Landing OENN
OEMA	OERK	MC/ FL600	MEDRO M872 ORDEM	Landing OERK Expect TASBA at FL350 or below
OEMA	OERS	MC/ FL600	PEGUR Z712 IVUDA Q832 RSI	Landing OERS
OEMA	OESK	MC/ FL600	ALTEP B544 LABAD V13 AJF	Landing OESK
OEMA	OETB	MC/ FL600	PEGUR Z712 WEJ V54 TBK	Landing OETB Expect DEMSU at FL200 up to FL240
OEMA	OETF	MC/ FL600	SISUD B544 JDW V40 TIF	Landing OETF Expect JDW at FL210 and ISLAM at FL170
OEMA	OEYN	MC/ FL600	UKTOM V22 YEN	Landing OEYN

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEMA	OJAC	MC/ FL600	ALTEP B544 SODAR	Landing or overflying AMMAN FIR Available levels via SODAR FL240 and above.
OEMA	OJAC	MC/ FL600	PEGUR Z712 WEJ M449 GI- BET	Landing or overflying AMMAN FIR Expect GIBET at FL260, FL320 and above.
OEMA	OKAC	MC/ FL600	MIXUG Q46 GAS B417 HFR A788 SOROR	Landing or overflying OKAC FIR Traffic landing Kuwait expect to cross DERKO FL290 or lower
OEMA	OMAE	MC/ FL600	MEDRO M872 BDB Y214 KUTNA M440 KATIT M628 PEKEM	
OEMA	OMAE	FL300/ FL600	MEDRO M872 BDB Y214 RAPMA DCT KUVSO DCT KATIT DCT PEKEM	FRA
OEMA	OMAE	MC/ FL600	MEDRO M872 BDB Y214 RI- BOT	
OEMA	OOM M	MC/ FL600	MEDRO M872 BDB Y214 KUTNA M440 MIDGU	
OEMA	OOM M	FL300/ FL600	MEDRO M872 BDB Y214 RAPMA DCT DEGNO DCT DAPOL	a) FRA b) Enroute frequency change meth- odology at 170NM after DEGNO, change to 134.5
OEMA	OOM M	FL300/ FL600	MEDRO M872 BDB Y214 RAPMA DCT DEGNO DCT ULONO DCT GOBRO	a) FRA b) Enroute frequency change meth- odology at 45NM after ULONO, change to 133.35
OEMA	OOM M	FL300/ FL600	MEDRO M872 BDB Y214 RAPMA DCT DEGNO DCT ULONO DCT IMDAM	a) FRA b) Enroute frequency change meth- odology at 45NM after ULONO, change to 133.35
OEMA	OOM M	FL300/ FL600	MEDRO M872 BDB Y214 RAPMA DCT KUVSO DCT KATIT DCT MIDGU	FRA

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEMA	OOM M	MC/ FL600	MEDRO M872 BDB Y214 RAPMA T533 ULONO L692 DAPOL	
OEMA	OOM M	MC/ FL600	MEDRO M872 BDB Y214 RAPMA T533 ULONO L692 VATIX T100 GOBRO	
OEMA	OOM M	MC/ FL600	MEDRO M872 BDB Y214 RAPMA T533 ULONO L692 VATIX T100 IVABO L556 IM- DAM	
OEMA	ORBB	MC/ FL600	ALTEP B544 ASH B411 MUR- IB	Landing or overflying ORBB FIR Expect MURIB at FL350 or above.
OEMA	OTDF	MC/ FL600	MEDRO M872 BDB Y214 AS- PUS Y432 LADBO T142 LAEEB	Landing or overflying DOHA FIR
OEMA	OTDF	MC/ FL600	MEDRO M872 BDB Y214 RAPMA DCT ASPUS DCT LADBO T142 LAEEB	
OEMA	OTDF	FL300/ FL600	MEDRO M872 BDB Y214 RAPMA DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR a) Routing from RAPMA DCT LAD- BO not available when OER41 is active. b) FRA
OEMA	OTDF	MC/ FL600	MEDRO M872 KSA N687 KI- NIB Z511 GISRA L681 ORLEK	Landing or overflying DOHA FIR Expect to be 30NM to GISRA at FL250. Z511 Available daily between time 19:00 until 03:00 UTC, 24H on Fri- days, Saturdays and official holi- days.
OEMA	OYSC	MC/ FL600	SISUD B544 JDW M559 LAB- NI M999 APDOS	
OEMA	OYSC	MC/ FL600	SISUD B544 JDW M559 LAB- NI M999 DANAK B413 RIBOK	

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEMA	OYSC	MC/ FL600	SISUD B544 JDW M559 LAB- NI M999 DANAK R777 LAKNA	
OEMA	OYSC	MC/ FL600	SISUD B544 JDW M559 NIS- MI	
OEMA	OYSC	MC/ FL600	SISUD B544 JDW V31 WDR V32 PATOG Q624 ALSIR	
OENG	HECC	MC/ FL600	NEJ V700 ABH B544 JDW L677 DARAX Z412 SEPSA	Only available for landing HEGN and HESH
OENG	HECC	MC/ FL600	NEJ V700 ABH B544 JDW L677 PASUM	Landing or overflying CAIRO FIR over PASUM FL260, FL300 not available
OENG	HECC	MC/ FL600	NEJ V700 ABH B544 JDW L677 WEJ L604 IMRID	Landing or overflying CAIRO FIR over IMRID FL260, FL300 not avail- able
OENG	HECC	MC/ FL600	NEJ V700 ABH B544 JDW M686 GIBEL	Landing or overflying CAIRO FIR over GIBEL FL260, FL300 not available
OENG	OBBB	MC/ FL600	NEJ G667 KSA H976 MUSRI L604 KFA M691 LADNA	Landing or overflying Southern OMAE FIR, Landing OTDF FIR and Landing OBBB FIR a) Traffic landing OTDF FIR, expect LADNA at FL330 and FL310 only. b) Traffic to Southern UAE FIR, ex- pect LADNA at FL250 to FL290. c) Traffic landing OBBB FIR expect to be DEPOL FL350 or below and over GESOR FL250 or below.
OENG	OBBB	MC/ FL600	NEJ G667 KSA H976 MUSRI L604 NARMI	Traffic overflying OBBB and OTDF FIRs Traffic overflying OBBB and OTDF FIRs, expect NARMI at FL310 and above.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OENG	OBBB	MC/ FL600	NEJ G667 KSA H976 MUSRI P891 GESOR L308 DAROR	a) Overflying Bahrain FIR b) Landing or overflying TEHRAN FIR c) landing or overflying Northern of Emirates over DAROR FL290 not available
OENG	OEAB	MC/ FL600	NEJ V700 ABH	Landing OEAB ESCAT
OENG	OEAH	MC/ FL600	NEJ G667 KSA H976 MUSRI L604 KFA J621 HSA	Landing OEAH ESCAT
OENG	OEAO	MC/ FL600	NEJ V700 ABH B544 JDW A424 PMA V10 AUA	Landing OEAO ESCAT
OENG	OEBA	MC/ FL600	NEJ V700 ABH V40 BHA	Landing OEBA ESCAT
OENG	OEBH	MC/ FL600	NEJ V700 ABH H75 BSH	Landing OEBH ESCAT
OENG	OEDF	MC/ FL600	NEJ G667 KSA H976 MUSRI L604 UMENA	Landing OEDF ESCAT
OENG	OEGN	MC/ FL600	NEJ V700 ORSEM V701 PUR- OP V39 GIZ	Landing OEGN ESCAT
OENG	OEGS	MC/ FL600	NEJ V700 ABH B544 JDW B417 GAS	Landing OEGS ESCAT
OENG	OEHL	MC/ FL600	NEJ V700 ABH B544 JDW A424 HIL	Landing OEHL ESCAT
OENG	OEJN	MC/ FL600	NEJ V700 ABH B544 BOSUT	Landing OEJN ESCAT
OENG	OEMA	MC/ FL600	NEJ V700 ABH B544 JDW A424 DEGVU	Landing OEJN ESCAT
OENG	OENN	MC/ FL600	NEJ V700 ABH B544 JDW L677 DARAX Z711 GEPAG	Landing OENN ESCAT

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OENG	OERK	MC/ FL600	NEJ G667 RIBIM	Landing OERK ESCAT
OENG	OERS	MC/ FL600	NEJ V700 ABH B544 JDW L677 RAGNO Y686 RSI	Landing OERS
OENG	OESK	MC/ FL600	NEJ V700 ABH B544 JDW A424 PMA B544 LABAD V13 AJF	Landing OESK ESCAT
OENG	OETB	MC/ FL600	NEJ V700 ABH B544 JDW L677 WEJ V54 TBK	Landing OETB ESCAT
OENG	OETF	MC/ FL600	NEJ V700 ABH V40 TIF	Landing OETF ESCAT
OENG	OEYN	MC/ FL600	NEJ V700 ABH B544 JDW L677 YEN	Landing OEYN ESCAT
OENG	OJAC	MC/ FL600	NEJ V700 ABH B544 JDW A424 PMA B544 TRF B544 SODAR	Landing or overflying AMMAN FIR Available levels via SODAR FL240 and above.
OENG	OJAC	MC/ FL600	NEJ V700 ABH B544 JDW L677 WEJ M449 GIBET	Landing or overflying AMMAN FIR Expect GIBET at FL260, FL320 and above.
OENG	OKAC	MC/ FL600	NEJ G667 KSA H976 MUSRI P891 KUNRU	a) arrival OKAC over KUNRU FL230, FL210 b) overflying OKAC over KUNRU FL330
OENG	OMAE	MC/ FL600	NEJ V749 SHA M318 MUXIT	
OENG	OMAE	FL300/ FL600	NEJ V749 SHA M318 NOMRU DCT ASTIN DCT PURDA DCT MUXIT	a) FRA b) Enroute frequency change meth- odology at PURDA change to 134.5
OENG	OMAE	FL300/ FL600	NEJ V749 SHA M318 NOMRU DCT ASTIN DCT TANSU	a) FRA b) Enroute frequency change meth- odology at 90NM after ASTIN, change to 134.5

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OENG	OMAE	MC/ FL600	NEJ V749 SHA M318 PURDA G783 TANSU	
OENG	OOM M	FL300/ FL600	NEJ G667 WDR L425 AMBIT DCT ASTIN DCT GOBRO	a) FRA b) Enroute frequency change methodology at 60NM after ASTIN, change to 133.35
OENG	OOM M	MC/ FL600	NEJ G667 WDR L425 EGREN L556 IMDAM	
OENG	OOM M	MC/ FL600	NEJ V749 SHA M318 ASTIN L425 GOBRO	
OENG	ORBB	MC/ FL600	NEJ V700 ABH B544 JDW A424 PMA B544 ASH B411 MURIB	Landing or overflying ORBB FIR Expect MURIB at FL350 or above.
OENG	OTDF	MC/ FL600	NEJ G667 KSA N687 KINIB Z511 GISRA L681 ORLEK	Landing or overflying DOHA FIR Expect to be 30NM to GISRA at FL250. Z511 Available daily between time 19:00 until 03:00 UTC, 24H on Fridays, Saturdays and official holidays.
OENG	OTDF	MC/ FL600	NEJ G667 WDR L425 EGREN L556 NONGA L564 RAGPO Y432 LADBO T142 LAEEB	Landing or overflying DOHA FIR
OENG	OYSC	MC/ FL600	NEJ G667 NETAS	
OENG	OYSC	MC/ FL600	NEJ V700 ORSEM V701 PUR- OP V39 GIZ L677 NABAN	
OENN	HECC	MC/ FL600	GEPAG Q510 RAGPU L677 DARAX Z412 SEPSA	Only available for landing HEGN and HESH
OENN	HECC	MC/ FL600	GEPAG Q510 RAGPU L677 PASUM	Landing or overflying CAIRO FIR over PASUM FL260, FL300 not available

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OENN	HHAA	MC/ FL600	GEPAG Y333 TBK V54 WEJ T510 RBG B544 JDW G650 RASKA	Landing or overflying ASMARA FIR over RASKA FL260, FL300 not available.
OENN	HSSS	MC/ FL600	GEPAG Y333 TBK V54 WEJ T510 RBG B544 JDW B407 KAROX	Landing or overflying KHARTOUM FIR over KAROX FL260, FL300 not available
OENN	HSSS	MC/ FL600	GEPAG Y333 TBK V54 WEJ T510 RBG B544 JDW M863 GIBAP	Overflying KHARTOUM FIR only over GIBAP FL320 and above.
OENN	OB BB	MC/ FL600	GEPAG Y333 TBK V14 BOS- AL Y415 TAMRO N318 LAD- NA	Landing or overflying Southern OMAE FIR, Landing OTDF FIR and Landing OB BB FIR a) Traffic landing OTDF FIR at FL330 and FL310 only. b) Traffic to Southern UAE FIR at FL250 to FL290. c) Traffic landing OB BB FIR expect to be DEPOL FL350 or below and over GESOR FL250 or below.
OENN	OB BB	MC/ FL600	GEPAG Y333 TBK V14 OB- NAK L550 NIMAR Y415 TAM- RO N318 DASVA N685 NAR- MI	Traffic overflying OB BB and OTDF FIRs Traffic overflying OB BB and OTDF FIRs at FL310 and above.
OENN	OB BB	MC/ FL600	GEPAG Y333 TBK V14 OB- NAK L550 RASMO P559 DAROR	a) Overflying Bahrain FIR b) Landing or overflying TEHRAN FIR c) landing or overflying Northern of Emirates over DAROR FL290 not available
OENN	OEAB	MC/ FL600	GEPAG Z711 DARAX L677 WEJ M872 KULKI T510 RBG B544 JDW L677 ABKAR V38 ABH	Landing OEAB

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OENN	OEAO	MC/ FL600	GEPAG Z711 DARAX L677 WEJ L604/J874 NADIK V15 AUA	Landing OEAO
OENN	OEDF	MC/ FL600	GEPAG Y333 TBK V14 BOS- AL Y415 TAMRO N318 GE- SOR L308 SILBA	Landing OEDF Expect DEPOL at FL350 or below, Expect GESOR at FL250 or below
OENN	OEGN	MC/ FL600	GEPAG Z711 DARAX L677 WEJ M872 KULKI T510 RBG B544 JDW L677 ABKAR V38 ABH V40 GIZ	
OENN	OEGN	MC/ FL600	GEPAG Z711 DARAX L677 WEJ M872 KULKI T510 RBG B544 JDW L677 ABKAR V739 GIZ	
OENN	OEGN	MC/ FL600	GEPAG Z711 DARAX L677 WEJ M872 KULKI T510 RBG B544 JDW L677 PATUS M559 LABNI V395 GIZ	
OENN	OEGS	MC/ FL600	GEPAG Y333 TBK V14 BOS- AL Y415 NIMAR G662 GAS	Landing OEGS Expect MODIV at FL160
OENN	OEHL	MC/ FL600	GEPAG Y333 TBK V14 BOS- AL Y415 NIMAR G662 HIL	Landing OEHL Expect EGVOP at FL160
OENN	OEJN	MC/ FL600	GEPAG Z711 DARAX L677 WEJ M872 KULKI T510 RBG B544 NOMDA	Landing OEJN Expect NOMDA at FL160 to FL200
OENN	OEMA	MC/ FL600	GEPAG Z711 DARAX L677 WEJ M872 BOVET	Landing OEMA Expect TULOK at FL240
OENN	OENG	MC/ FL600	GEPAG Z711 DARAX L677 WEJ M872 KULKI T510 RBG B544 JDW L677 ABKAR V38 ABH V749 NEJ	Landing OENG ESCAT
OENN	OERK	MC/ FL600	GEPAG Y333 TBK V14 BOS- AL Y415 NIMAR G662 SIVIS	Landing OERK Expect KUSRO at FL170 or above.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OENN	OERS	MC/ FL600	GEPAG Z711 DARAX L677 WEJ T510 KULKI Q832 RSI	Landing OERS
OENN	OESK	MC/ FL600	GEPAG Y333 TBK V14 BOS- AL Y415 LABAD V13 AJF	Landing OESK
OENN	OETB	MC/ FL600	GEPAG Y333 TBK	Landing OETB Expect RANRI at FL200 up to FL240
OENN	OETF	MC/ FL600	GEPAG Z711 DARAX L677 WEJ M872 KULKI T510 RBG B544 JDW V40 TIF	Landing OETF Expect JDW at FL210 and ISLAM at FL170
OENN	OJAC	MC/ FL600	GEPAG Y333 TBK M449 GI- BET	Landing or overflying AMMAN FIR Expect GIBET at FL260, FL320 and above.
OENN	OJAC	MC/ FL600	GEPAG Y333 TBK V14 ASH B544 SODAR	Landing or overflying AMMAN FIR Available levels via SODAR FL240 and above.
OENN	OKAC	MC/ FL600	GEPAG Y333 TBK V14 OB- NAK L550 RASMO P559 LO- TOK A788 SOROR	Landing or overflying OKAC FIR Traffic landing Kuwait expect to cross DERKO FL290 or lower
OENN	OMAE	MC/ FL600	GEPAG Z711 DARAX L677 WEJ M872 PMA Y214 KUTNA M440 KATIT M628 PEKEM	
OENN	OMAE	FL300/ FL600	GEPAG Z711 DARAX L677 WEJ M872 PMA Y214 RAPMA DCT KUVSO DCT KATIT DCT PEKEM	FRA
OENN	OMAE	FL300/ FL600	GEPAG Z711 DARAX L677 WEJ M872 PMA Y214 RAPMA DCT KUVSO DCT RIBOT	FRA
OENN	OMAE	MC/ FL600	GEPAG Z711 DARAX L677 WEJ M872 PMA Y214 RIBOT	
OENN	OOM M	MC/ FL600	GEPAG Z711 DARAX L677 WEJ M872 PMA Y214 KUTNA M440 MIDGU	

MIDDLE EAST
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OENN	OOM M	FL300/ FL600	GEPAG Z711 DARAX L677 WEJ M872 PMA Y214 RAPMA DCT DEGNO DCT DAPOL	a) FRA b) Enroute frequency change methodology at 170NM after DEGNO, change to 134.5
OENN	OOM M	FL300/ FL600	GEPAG Z711 DARAX L677 WEJ M872 PMA Y214 RAPMA DCT DEGNO DCT ULONO DCT GOBRO	a) FRA b) Enroute frequency change methodology at 45NM after ULONO, change to 133.35
OENN	OOM M	FL300/ FL600	GEPAG Z711 DARAX L677 WEJ M872 PMA Y214 RAPMA DCT DEGNO DCT ULONO DCT IMDAM	a) FRA b) Enroute frequency change methodology at 45NM after ULONO, change to 133.35
OENN	OOM M	FL300/ FL600	GEPAG Z711 DARAX L677 WEJ M872 PMA Y214 RAPMA DCT KUVSO DCT KATIT DCT MIDGU	FRA
OENN	OOM M	MC/ FL600	GEPAG Z711 DARAX L677 WEJ M872 PMA Y214 RAPMA T533 ULONO L692 DAPOL	
OENN	OOM M	MC/ FL600	GEPAG Z711 DARAX L677 WEJ M872 PMA Y214 RAPMA T533 ULONO L692 VATIX T100 GOBRO	
OENN	OOM M	MC/ FL600	GEPAG Z711 DARAX L677 WEJ M872 PMA Y214 RAPMA T533 ULONO L692 VATIX T100 IVABO L556 IMDAM	
OENN	ORBB	MC/ FL600	GEPAG Y333 TBK V14 ASH B411 MURIB	Landing or overflying ORBB FIR Expect MURIB at FL350 or above.
OENN	OTDF	FL300/ FL600	GEPAG Z711 DARAX L677 WEJ L604 GAS G662 KSA M440 SITER DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR a) Routing from SITER not available when OER41 is active. b) FRA

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OENN	OTDF	MC/ FL600	GEPAG Z711 DARAX L677 WEJ L604 GAS G662 KSA M440 SITER T142 LAEEB	Landing or overflying DOHA FIR Routing from SITER not available when OER41 is active.
OENN	OTDF	MC/ FL600	GEPAG Z711 DARAX L677 WEJ L604 GAS G662 KSA N687 KINIB Z511 GISRA L681 ORLEK	Landing or overflying DOHA FIR Expect to be 30NM to GISRA at FL250. Z511 Available daily between time 19:00 until 03:00 UTC, 24H on Fri- days, Saturdays and official holi- days.
OENN	OTDF	MC/ FL600	GEPAG Z711 DARAX L677 WEJ M872/J852 PMA Y214 ASPUS Y432 LADBO T142 LAEEB	Landing or overflying DOHA FIR
OENN	OTDF	FL300/ FL600	GEPAG Z711 DARAX L677 WEJ M872/J852 PMA Y214 RAPMA DCT ASPUS DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR FRA
OENN	OTDF	FL300/ FL600	GEPAG Z711 DARAX L677 WEJ M872/J852 PMA Y214 RAPMA DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR FRA
OENN	OYSC	MC/ FL600	GEPAG Y333 TBK V54 WEJ T510 RBG B544 JDW M559 LABNI M999 DANAK B413 RI- BOK	
OENN	OYSC	MC/ FL600	GEPAG Y333 TBK V54 WEJ T510 RBG B544 JDW M559 NISMI	
OENN	OYSC	MC/ FL600	GEPAG Z711 DARAX L677 WEJ T510 RBG B544 JDW M559 LABNI M999 APDOS	
OENN	OYSC	MC/ FL600	GEPAG Z711 DARAX L677 WEJ T510 RBG B544 JDW M559 LABNI M999 DANAK R777 LAKNA	

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEPA	OBBB	MC/ FL600	HFR Y518 BOTEP P559 DAR- OR	a) Overflying Bahrain FIR b) Landing or overflying TEHRAN FIR c) landing or overflying Northern of Emirates
OEPA	OBBB	MC/ FL600	HFR Y518 DEBOL N318 GE- SOR N318 DASVA N318 LAD- NA	Landing or overflying OBBB FIR
OERK	HECC	MC/ FL600	IVONU M321 HLF L604 IMRID	Landing or overflying CAIRO FIR over IMRID FL260, FL300 not avail- able
OERK	HECC	MC/ FL600	IVONU M321 HLF L604 WEJ L677 DARAX Z412 SEP SA	Only available for landing HEGN and HESH
OERK	HECC	MC/ FL600	IVONU M321 HLF L604 WEJ L677 PASUM	Landing or overflying CAIRO FIR over PASUM FL260, FL300 not available
OERK	HECC	MC/ FL600	IVONU M321 HLF N316 RAG- PU L677 PASUM	Landing or overflying CAIRO FIR a) over PASUM FL260, FL300 not available b) AWY N316 available at FL320 and above when OER70C and OER79F active.
OERK	HECC	MC/ FL600	IVONU M321 HLF N316 SEP- SA	Only available for landing HEGN and HESH AWY N316 available at FL320 and above when OER70C and OER79F active.
OERK	HECC	MC/ FL600	IVONU Y216 PMA V22 YEN L300 GIBEL	Landing or overflying CAIRO FIR over GIBEL FL260, FL300 not available
OERK	HECC	MC/ FL600	IVONU Z710 GAS G662 NI- MAR L550 KITIT	Landing or overflying CAIRO FIR Available levels via KITIT FL280, FL320 and above.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OERK	HHAA	MC/ FL600	DURMA G782 JDW G650 RASKA	Landing or overflying ASMARA FIR a) when using RWY15R or RWY15L b) over RASKA FL260, FL300 not available.
OERK	HHAA	MC/ FL600	UMASU G782 JDW G650 RASKA	Landing or overflying ASMARA FIR a) when using RWY33R or RWY33L b) over RASKA FL260, FL300 not available.
OERK	HSSS	MC/ FL600	DURMA G782 JDW B407 KAROX	Landing or overflying KHARTOUM FIR a) when using RWY15R or RWY15L b) over KAROX FL260, FL300 not available
OERK	HSSS	MC/ FL600	DURMA G782 JDW M863 GI- BAP	Overflying KHARTOUM FIR only a) when using RWY15R or RWY15L b) over GIBAP FL320 and above.
OERK	HSSS	MC/ FL600	UMASU G782 JDW B407 KAROX	Landing or overflying KHARTOUM FIR a) when using RWY33R or RWY33L b) over KAROX FL260, FL300 not available
OERK	HSSS	MC/ FL600	UMASU G782 JDW M863 GI- BAP	Overflying KHARTOUM FIR only a) when using RWY33R or RWY33L b) over GIBAP FL320 and above.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OERK	OBBB	MC/ FL600	ORNIP H976 MUSRI L604 KFA M691 LADNA	Landing or overflying Southern OMAE FIR, Landing OTDF FIR and Landing OBBB FIR a) Traffic landing OTDF FIR at FL330 and FL310 only. b) Traffic to Southern UAE FIR at FL250 to FL290. c) Traffic landing OBBB FIR expect to be DEPOL FL350 or below and over GESOR FL250 or below.
OERK	OBBB	MC/ FL600	ORNIP H976 MUSRI L604 NARMI	Traffic overflying OBBB and OTDF FIRs Traffic overflying OBBB and OTDF FIRs at FL310 and above.
OERK	OBBB	MC/ FL600	ORNIP H976 MUSRI P891 GESOR L308 DAROR	a) Overflying Bahrain FIR b) Landing or overflying TEHRAN FIR c) landing or overflying Northern of Emirates over DAROR FL290 not available
OERK	OEAB	MC/ FL600	MERVI Z414 EMEKO V40 ABH	Landing OEAB
OERK	OEAO	MC/ FL600	IVONU M321 HLF V15 AUA	Landing OEAO
OERK	OEBA	MC/ FL600	MERVI Z414 RAKLI V46 BHA	
OERK	OEBH	MC/ FL600	MERVI Z414 RAKLI H75 BSH	
OERK	OEDF	MC/ FL600	ORNIP H976 MUSRI L604 UMENA	Landing OEDF Expect ORLOK at FL310 or below, Expect KASOM at FL250 or below
OERK	OEGN	MC/ FL600	MERVI Z414 EMEKO V40 GIZ	

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OERK	OEGS	MC/ FL600	IVONU Z710 GAS	Landing OEGS Expect SOKOP at FL160
OERK	OEHL	MC/ FL600	IVONU Z710 GAS G662 HIL	Landing OEHL Expect DAROP at FL160
OERK	OEJN	MC/ FL600	DURMA G782 VEMEM	Landing OEJN a) when using RWY15R or RWY15L b) Expect VEMEM at FL160 to FL200
OERK	OEJN	MC/ FL600	DURMA M309 VEMEM	Landing OEJN a) when using RWY15R or RWY15L b) when OER05A is active expect over RGB FL320 or above c) Expect VEMEM at FL160 to FL200 d) M309 is available at FL320 or above on Sunday until Thursday between time 03:00 to 19:00 UTC and available all even levels on Sunday until Thursday between time 19:00 to 03:00 UTC, 24 hours on Fridays, Saturdays and official holidays. e) Expect VEMEM
OERK	OEJN	MC/ FL600	UMASU G782 VEMEM	Landing OEJN a) when using RWY33R or RWY33L b) Expect VEMEM at FL160 to FL200

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OERK	OEJN	MC/ FL600	UMASU M309 VEMEM	Landing OEJN a) when using RWY33R or RWY33L b) when OER05A is active expect over RGB FL320 or above c) Expect VEMEM at FL160 to FL200 d) M309 is available at FL320 or above on Sunday until Thursday between time 03:00 to 19:00 UTC and available all even levels on Sunday until Thursday between time 19:00 to 03:00 UTC, 24 hours on Fridays, Saturdays and official holidays. e) Expect VEMEM
OERK	OEMA	MC/ FL600	IVONU Y216 ITSEP	Landing OEMA Expect BOTIK at FL220.
OERK	OENG	MC/ FL600	TOTEB G667 NEJ	Landing OENG ESCAT
OERK	OENN	MC/ FL600	IVONU M321 HLF L604 WEJ W600 DARAX Z711 GEPAG	Landing OENN
OERK	OERS	MC/ FL600	IVONU Z710 GAS L604 NA- DIK Q832 RSI	Landing OERS
OERK	OESH	MC/ FL600	TOTEB G667 KITUB T530 SHA	Landing OESH ESCAT
OERK	OESH	MC/ FL600	TOTEB G667 WDR V32 SHA	Landing OESH ESCAT
OERK	OESK	MC/ FL600	IVONU Z710 GAS G662 HIL R23 AJF	Landing OESK
OERK	OETB	MC/ FL600	IVONU Z710 GAS G662 HIL T540 ENABI L550 ASTUM V13 TBK	Landing OETB Expect RANRI at FL200 up to FL240

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OERK	OETF	MC/ FL600	DURMA G782 BOPEV V41 TIF	Landing OETF a) when using RWY15R or RWY15L b) Expect BUBIM at FL200.
OERK	OETF	MC/ FL600	UMASU G782 BOPEV V41 TIF	Landing OETF a) when using RWY33R or RWY33L b) Expect BUBIM at FL200.
OERK	OEYN	MC/ FL600	IVONU Y216 PMA V22 YEN	Landing OEYN
OERK	OJAC	MC/ FL600	IVONU Z710 GAS G662 HIL G662 ASH B411 DEESA	Landing OJAQ or overflying AM- MAN FIR landing OJAQ over DEESA FL280, FL300
OERK	OJAC	MC/ FL600	IVONU Z710 GAS G662 HIL R23 ODBUL Q163 GENEX	Landing or overflying AMMAN FIR a) Arrival within Amman AoR ex- pect GENEX at FL220 to FL280 in- clusive, including destination LLBG. b) Overflying Amman FL300 and above.
OERK	OJAC	MC/ FL600	LONIB T503 OVANO L768 OTILA	Landing or overflying AMMAN FIR Available levels via OTILA FL240 and above.
OERK	OKAC	MC/ FL600	ORNIP H976 MUSRI P891 KUNRU	a) arrival OKAC over KUNRU FL230, FL210 b) overflying OKAC over KUNRU FL330
OERK	OMAE	MC/ FL600	OTALI M440 KATIT M628 PE- KEM	M440 Available daily between time 19:00 until 03:00 UTC, 24H on Fri- days, Saturdays and official holi- days.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OERK	OMAE	MC/ FL600	OTALI M440 KUTNA Y214 RI- BOT	M440 Available daily between time 19:00 until 03:00 UTC, 24H on Fridays, Saturdays and official holidays.
OERK	OMAE	FL300/ FL600	OTALI M440 SITER DCT KUTNA DCT KATIT DCT PE- KEM	FRA M440 Available daily between time 19:00 until 03:00 UTC, 24H on Fridays, Saturdays and official holidays.
OERK	OMAE	FL300/ FL600	OTALI M440 SITER DCT KUTNA DCT RIBOT	FRA M440 Available daily between time 19:00 until 03:00 UTC, 24H on Fridays, Saturdays and official holidays.
OERK	OMAE	FL300/ FL600	RAPMA DCT KUVSO DCT KATIT DCT PEKEM	FRA
OERK	OMAE	FL300/ FL600	RAPMA DCT KUVSO DCT RI- BOT	a) between RAPMA and RIBOT can be used during OER41 activa- tion from FL270 to FL600 b) FRA
OERK	OMAE	MC/ FL600	RAPMA Y214 KUTNA M440 KATIT M628 PEKEM	between RAPMA and RIBOT can be used during OER41 activation from FL270 to FL600
OERK	OMAE	MC/ FL600	RAPMA Y214 RIBOT	between RAPMA and RIBOT can be used during OER41 activation from FL270 to FL600
OERK	OOM M	MC/ FL600	OTALI M440 MIDGU	Routing from SITER not available when OER41 is active.
OERK	OOM M	FL300/ FL600	OTALI M440 SITER DCT KUTNA DCT KATIT DCT DA- POL	FRA M440 Available daily between time 19:00 until 03:00 UTC, 24H on Fridays, Saturdays and official holidays.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OERK	OOM M	FL300/ FL600	OTALI M440 SITER DCT KUTNA DCT KATIT DCT MIDGU	a) Routing from SITER not available when OER41 is active. b) FRA
OERK	OOM M	FL300/ FL600	RAPMA DCT DEGNO DCT DAPOL	a) FRA b) Enroute frequency change methodology at 170NM after DEGNO, change to 134.5
OERK	OOM M	FL300/ FL600	RAPMA DCT DEGNO DCT ULONO DCT GOBRO	a) FRA b) Enroute frequency change methodology at 45NM after ULONO, change to 133.35
OERK	OOM M	FL300/ FL600	RAPMA DCT DEGNO DCT ULONO DCT IMDAM	a) FRA b) Enroute frequency change methodology at 45NM after ULONO, change to 133.35
OERK	OOM M	FL300/ FL600	RAPMA DCT KUVSO DCT KATIT DCT MIDGU	FRA
OERK	OOM M	MC/ FL600	RAPMA DCT ULONO L692 VATIX T100 GOBRO	
OERK	OOM M	MC/ FL600	RAPMA Y214 KUTNA M440 MIDGU	
OERK	OOM M	FL300/ FL600	RESAL T533 RAPMA DCT DEGNO DCT DAPOL	a) FRA b) Enroute frequency change methodology at 170NM after DEGNO, change to 134.5
OERK	OOM M	MC/ FL600	RESAL T533 ULONO L692 DAPOL	
OERK	OOM M	MC/ FL600	RESAL T533 ULONO L692 VATIX T100 IVABO L556 IMDAM	
OERK	ORBB	MC/ FL600	LONIB T503 PAXAN V16 AAR B411 MURIB	Landing or overflying ORBB FIR Expect MURIB at FL350 or above.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OERK	OTDF	MC/ FL600	EGPIN N687 KINIB Z511 GIS- RA L681 ORLEK	Landing or overflying DOHA FIR Expect to be 30NM to GISRA at FL250. Z511 Available daily between time 19:00 until 03:00 UTC, 24H on Fri- days, Saturdays and official holi- days.
OERK	OTDF	FL300/ FL600	OTALI M440 SITER DCT LAD- BO T142 LAEEB	Landing or overflying DOHA FIR a) Routing from SITER not availa- ble when OER41 is active. b) FRA
OERK	OTDF	MC/ FL600	OTALI M440 SITER T142 LADBO T142 LAEEB	Landing or overflying DOHA FIR Routing from SITER not available when OER41 is active. M440 Available daily between time 19:00 until 03:00 UTC, 24H on Fri- days, Saturdays and official holi- days.
OERK	OTDF	FL300/ FL600	RAPMA DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR a) Routing from RAPMA DCT LAD- BO not available when OER41 is active. b) FRA
OERK	OTDF	MC/ FL600	RAPMA Y214 ASPUS Y432 LADBO T142 LAEEB	Landing or overflying DOHA FIR between RAPMA and RIBOT can be used during OER41 activation from FL270 to FL600
OERK	OYSC	MC/ FL600	AMBAG M321 SILPA	
OERK	OYSC	FL300/ FL600	AMBAG M321 SITUK DCT BOSOB DCT ASTIN DCT SIL- PA	FRA
OERK	OYSC	MC/ FL600	TOTEB G667 NETAS	

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OERK	OYSC	MC/ FL600	TOTEB G667 WDR V32 PA- TOG Q624 ALSIR	
OERS	HECC	MC/ FL600	RSI T466 TUGRU L677 DAR- AX Z412 SEPSA	Only available for landing HEGN and HESH
OERS	HECC	MC/ FL600	RSI T466 TUGRU L677 PA- SUM	Landing or overflying CAIRO FIR over PASUM FL260, FL300 not available
OERS	HECC	MC/ FL600	RSI T466 TUGRU L677 WEJ L604 IMRID	Landing HECC over IMRID FL260, FL300 not avail- able
OERS	HHAA	MC/ FL600	RSI Z755 VELEK T510 RBG V172 JDW G650 RASKA	Landing HHAA over RASKA FL260, FL300 not available
OERS	HSSS	MC/ FL600	RSI Z755 VELEK T510 RBG V172 JDW B407 KAROX	Landing HSSS over KAROX FL260, FL300 not available
OERS	HSSS	MC/ FL600	RSI Z755 VELEK T510 RBG V172 JDW M863 GIBAP	Overflying KHARTOUM FIR only over GIBAP FL320 and above.
OERS	OBBB	MC/ FL600	RSI T466 TUGRU L677 WEJ L604 KFA M691 LADNA	Landing OBBB
OERS	OBBB	MC/ FL600	RSI T466 TUGRU L677 WEJ L604 NAGSA L308 DAROR	a) Overflying Bahrain FIR b) Landing or overflying TEHRAN FIR c) landing or overflying Northern of Emirates
OERS	OBBB	MC/ FL600	RSI T466 TUGRU L677 WEJ L604 NARMI	Landing OBBB
OERS	OETB	MC/ FL600	RSI T466 TUGRU L677 WEJ M449/V54 TBK	Landing OETB
OERS	OJAC	MC/ FL600	RSI T466 TUGRU L677 WEJ M449 GIBET	Landing OJAC

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OERS	OJAC	MC/ FL600	RSI T466 TUGRU L677 WEJ M449 TBK V14 ASH B544 SO- DAR	Landing OJAC
OERS	OKAC	MC/ FL600	RSI T466 TUGRU L677 WEJ L604 GAS B417 HFR A788 SOROR	Landing or overflying OKAC FIR Traffic landing Kuwait expect to cross DERKO FL290 or lower
OERS	OMAE	FL300/ FL600	RSI T466 TUGRU L677 WEJ L604 GAS G662 KSA M321 RESAL T533 RAPMA DCT KUVSO DCT KATIT DCT PE- KEM	FRA
OERS	OMAE	FL300/ FL600	RSI T466 TUGRU L677 WEJ L604 GAS G662 KSA M321 RESAL T533 RAPMA DCT KUVSO DCT RIBOT	a) between RAPMA and RIBOT can be used during OER41 activa- tion from FL270 to FL600 b) FRA
OERS	OMAE	MC/ FL600	RSI T466 TUGRU L677 WEJ L604 GAS G662 KSA M321 RESAL T533 RAPMA Y214 KUTNA M440 KATIT M628 PEKEM	between RAPMA and RIBOT can be used during OER41 activation from FL270 to FL600
OERS	OMAE	MC/ FL600	RSI T466 TUGRU L677 WEJ L604 GAS G662 KSA M321 RESAL T533 RAPMA Y214 RIBOT	between RAPMA and RIBOT can be used during OER41 activation from FL270 to FL600
OERS	OMAE	MC/ FL600	RSI T466 TUGRU L677 WEJ L604 GAS G662 KSA M440 KATIT M628 PEKEM	M440 Available daily between time 19:00 until 03:00 UTC, 24H on Fri- days, Saturdays and official holi- days.
OERS	OMAE	MC/ FL600	RSI T466 TUGRU L677 WEJ L604 GAS G662 KSA M440 KUTNA Y214 RIBOT	M440 Available daily between time 19:00 until 03:00 UTC, 24H on Fri- days, Saturdays and official holi- days.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OERS	OMAE	FL300/ FL600	RSI T466 TUGRU L677 WEJ L604 GAS G662 KSA M440 SITER DCT KUTNA DCT KA- TIT DCT PEKEM	FRA M440 Available daily between time 19:00 until 03:00 UTC, 24H on Fri- days, Saturdays and official holi- days.
OERS	OMAE	FL300/ FL600	RSI T466 TUGRU L677 WEJ L604 GAS G662 KSA M440 SITER DCT KUTNA DCT RI- BOT	FRA M440 Available daily between time 19:00 until 03:00 UTC, 24H on Fri- days, Saturdays and official holi- days.
OERS	OOM M	MC/ FL600	RSI T466 TUGRU L677 WEJ M872 PMA Y214 KUTNA M440 MIDGU	Landing OOMM
OERS	OOM M	MC/ FL600	RSI T466 TUGRU L677 WEJ M872 PMA Y214 NAGUB M321 ALRIK L883 ALNUG N324 PURDA L556 IVABO L556 IMDAM	Landing OOMM
OERS	OOM M	FL300/ FL600	RSI T466 TUGRU L677 WEJ M872 PMA Y214 NAGUB M321 ALRIK L883 ALNUG N324 PURDA N324 GOBRO	Landing OOMM
OERS	OOM M	FL300/ FL600	RSI T466 TUGRU L677 WEJ M872 PMA Y214 RAPMA DCT DEGNO DCT DAPOL	Landing OOMM a) FRA b) Enroute frequency change meth- odology at 170NM after DEGNO, change to 134.5
OERS	OOM M	MC/ FL600	RSI T466 TUGRU L677 WEJ M872 PMA Y214 RAPMA T533 ULONO L692 DAPOL	Landing OOMM
OERS	OOM M	MC/ FL600	RSI T466 TUGRU L677 WEJ M872 PMA Y214 RAPMA T533 ULONO L692 VATIX T100 GOBRO	Landing OOMM

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OERS	OOM M	MC/ FL600	RSI T466 TUGRU L677 WEJ M872 PMA Y214 RAPMA T533 ULONO L692 VATIX T100 IVABO L556 IMDAM	Landing OOMM
OERS	ORBB	MC/ FL600	RSI T466 TUGRU L677 WEJ L604 HLF B544 ASH B411 MURIB	Landing or overflying ORBB FIR Expect MURIB at FL350 or above.
OERS	ORBB	MC/ FL600	RSI T466 TUGRU L677 WEJ M449 TBK V14 ASH B411 MURIB	Landing or overflying ORBB FIR Expect MURIB at FL350 or above.
OERS	OTDF	MC/ FL600	RSI T466 TUGRU L677 WEJ L604 GAS G662 KSA H744/ N687 KINIB Z511 GISRA L681 ORLEK	Landing or overflying DOHA FIR Expect to be 30NM to GISRA at FL250. Z511 Available daily between time 19:00 until 03:00 UTC, 24H on Fri- days, Saturdays and official holi- days.
OERS	OTDF	MC/ FL600	RSI T466 TUGRU L677 WEJ M872 PMA Y214 ASPUS Y432 LADBO T142 LAEEB	Landing or overflying DOHA FIR
OERS	OTDF	MC/ FL600	RSI T466 TUGRU L677 WEJ M872 PMA Y214 RAPMA DCT ASPUS DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR a) Routing from RAPMA DCT LAD- BO not available when OER41 is active. b) FRA
OERS	OTDF	MC/ FL600	RSI T466 TUGRU L677 WEJ M872 PMA Y214 RAPMA DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR a) Routing from RAPMA DCT LAD- BO not available when OER41 is active. b) FRA
OERS	OYSC	MC/ FL600	RSI Z755 VELEK T510 RBG B544 JDW M559 LABNI M999 APDOS	

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OERS	OYSC	MC/ FL600	RSI Z755 VELEK T510 RBG B544 JDW M559 LABNI M999 DANAK B413 RIBOK	
OERS	OYSC	MC/ FL600	RSI Z755 VELEK T510 RBG B544 JDW M559 LABNI M999 DANAK R777 LAKNA	
OERS	OYSC	MC/ FL600	RSI Z755 VELEK T510 RBG B544 JDW M559 NISMI	
OESH	OEAB	MC/ FL600	SHA V32 WDR L425 BSH V52 EMEKO V40 ABH	Landing OEAB ESCAT
OESH	OEJN	MC/ FL600	SHA V32 WDR L425 BOSUT	Landing OEJN ESCAT
OESH	OERK	MC/ FL600	SHA T530 KITUB G667 RIBIM	Landing OERK ESCAT
OESH	OERK	MC/ FL600	SHA V32 WDR G667 RIBIM	Landing OERK ESCAT
OESH	OMAE	MC/ FL600	SHA M318 MUXIT	Landing or overflying Emirates FIR ESCAT
OESH	OMAE	MC/ FL600	SHA M318 NOMRU DCT AS- TIN DCT PURDA DCT MUXIT	Landing or overflying Emirates FIR a) ESCAT b) FRA c) at PURUDA change to 134.5
OESH	OMAE	MC/ FL600	SHA M318 NOMRU DCT AS- TIN DCT TANSU	Landing or overflying Emirates FIR a) ESCAT b) FRA c) at 90NM after ASTIN, change to 134.5
OESH	OMAE	MC/ FL600	SHA M318 PURDA G783 TANSU	Landing or overflying Emirates FIR ESCAT
OESK	HECC	MC/ FL600	AJF V13 ASTUM L550 KITIT	Landing or overflying CAIRO FIR Available levels via KITIT FL280, FL320 and above.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OESK	HHAA	MC/ FL600	AJF V13 LABAD B544 HLF V172 JDW G650 RASKA	Landing or overflying ASMARA FIR over RASKA FL260, FL300 not available
OESK	HSSS	MC/ FL600	AJF V13 LABAD B544 HLF V172 JDW B407 KAROX	Landing or overflying KHARTOUM FIR over KAROX FL260, FL300 not available
OESK	HSSS	MC/ FL600	AJF V13 LABAD B544 HLF V172 JDW M863 GIBAP	Overflying KHARTOUM FIR only over GIBAP FL320 and above.
OESK	OB BB	MC/ FL600	AJF G669 TOKLU P559 DAR- OR	a) Overflying Bahrain FIR b) Landing or overflying TEHRAN FIR c) landing or overflying Northern of Emirates over DAROR FL290 not available
OESK	OB BB	MC/ FL600	AJF G669 VELAL N318 GE- SOR N685 NARMI	Traffic overflying OB BB and OTDF FIRs Traffic overflying OB BB and OTDF FIRs over NARMI FL310 and above.
OESK	OB BB	MC/ FL600	AJF G669 VELAL N318 LAD- NA	Landing or overflying Southern OMAE FIR, Landing OTDF FIR and Landing OB BB FIR a) Traffic landing OTDF FIR over LADNA FL330 and FL310 only. b) Traffic to Southern UAE FIR over LADNA at FL250 to FL290 only. c) Traffic landing OB BB FIR expect to be DEPOL FL350 or below and over GESOR FL250 or below.
OESK	OEAB	MC/ FL600	AJF V13 LABAD B544 HLF V172 JDW L677 ABKAR V38 ABH	Landing OEAB

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OESK	OEDF	MC/ FL600	AJF G669 VELAL N318 GE-SOR L308 SILBA	Landing OEDF Expect DEPOL at FL350 or below, Expect GESOR at FL250 or below
OESK	OEGN	MC/ FL600	AJF V13 LABAD B544 HLF V172 JDW M559 LABNI V395 GIZ	
OESK	OEGS	MC/ FL600	AJF V17 NIMAR G662 GAS	Landing OEGS Expect MODIV at FL160
OESK	OEHL	MC/ FL600	AJF V17 NIMAR G662 HIL	Landing OEHL Expect EGVOP at FL160
OESK	OEJN	MC/ FL600	AJF V13 LABAD B544 HLF V172 NOMDA	Landing OEJN Expect NOMDA at FL160 to FL200
OESK	OEMA	MC/ FL600	AJF V13 LABAD B544 HLF V174 LABKO	Landing OEMA Expect VEKIX at FL240
OESK	OENG	MC/ FL600	AJF V13 LABAD B544 HLF V172 JDW L677 ABKAR V38 ABH V749 NEJ	Landing OYSC ESCAT
OESK	OENN	MC/ FL600	AJF V13 TBK Y333 GEPAG	Landing OENN Expect RANRI at FL240 or below and expect to be FL160 at 40NM after passing TBK DVORTAC
OESK	OERK	MC/ FL600	AJF V17 NIMAR G662 SIVIS	Landing OERK Expect KUSRO at FL170 or above.
OESK	OERS	MC/ FL600	AJF V13 LABAD B544 HLF L604 NADIK Q832 RSI	Landing OERS
OESK	OETB	MC/ FL600	AJF V13 TBK	Landing OETB Expect RANRI at FL200 up to FL240
OESK	OETF	MC/ FL600	AJF V13 LABAD B544 HLF V172 JDW V40 TIF	Landing OETF Expect JDW at FL210 and ISLAM at FL170
OESK	OEYN	MC/ FL600	AJF V13 LABAD B544 HLF V174 PMA V22 YEN	Landing OEYN

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OESK	OJAC	MC/ FL600	AJF R23 ODBUL Q163 GEN-EX	Landing or overflying AMMAN FIR a) Arrival within Amman AoR expect GENEX at FL220 to FL280 inclusive, including destination LLBG. b) Overflying Amman over GENEX FL300 and above.
OESK	OJAC	MC/ FL600	AJF R23 TRF B544 SODAR	Landing or overflying AMMAN FIR Available levels via SODAR FL240 and above.
OESK	OKAC	MC/ FL600	AJF G669 TOKLU P559 LO-TOK A788 SOROR	Landing or overflying OKAC FIR Traffic landing Kuwait expect to cross DERKO FL290 or lower
OESK	OMAE	FL300/ FL600	AJF V17 NIMAR G662 KSA M321 RESAL T533 RAPMA DCT KUVSO DCT KATIT DCT PEKEM	FRA
OESK	OMAE	FL300/ FL600	AJF V17 NIMAR G662 KSA M321 RESAL T533 RAPMA DCT KUVSO DCT RIBOT	a) between RAPMA and RIBOT can be used during OER41 activation from FL270 to FL600 b) FRA
OESK	OMAE	MC/ FL600	AJF V17 NIMAR G662 KSA M321 RESAL T533 RAPMA Y214 KUTNA M440 KATIT M628 PEKEM	
OESK	OMAE	MC/ FL600	AJF V17 NIMAR G662 KSA M321 RESAL T533 RAPMA Y214 RIBOT	between RAPMA and RIBOT can be used during OER41 activation from FL270 to FL600
OESK	OMAE	MC/ FL600	AJF V17 NIMAR G662 KSA M440 KATIT M628 PEKEM	
OESK	OMAE	MC/ FL600	AJF V17 NIMAR G662 KSA M440 KUTNA Y214 RIBOT	
OESK	OMAE	FL300/ FL600	AJF V17 NIMAR G662 KSA M440 SITER DCT KUTNA DCT KATIT DCT PEKEM	a) Routing from SITER not available when OER41 is active. b) FRA

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OESK	OMAE	FL300/ FL600	AJF V17 NIMAR G662 KSA M440 SITER DCT KUTNA DCT RIBOT	a) Routing from SITER not available when OER41 is active. b) FRA
OESK	OOM M	FL300/ FL600	AJF G669 VELAL N318 TAM- RO T503 KSA M321 RESAL T533 RAPMA DCT DEGNO DCT DAPOL	a) FRA b) Enroute frequency change methodology at 170NM after DEGNO, change to 134.5
OESK	OOM M	FL300/ FL600	AJF G669 VELAL N318 TAM- RO T503 KSA M321 RESAL T533 RAPMA DCT DEGNO DCT ULONO DCT GOBRO	a) FRA b) Enroute frequency change methodology at 45NM after ULONO, change to 133.35
OESK	OOM M	FL300/ FL600	AJF G669 VELAL N318 TAM- RO T503 KSA M321 RESAL T533 RAPMA DCT DEGNO DCT ULONO DCT IMDAM	a) FRA b) Enroute frequency change methodology at 45NM after ULONO, change to 133.35
OESK	OOM M	FL300/ FL600	AJF G669 VELAL N318 TAM- RO T503 KSA M321 RESAL T533 RAPMA DCT KUVSO DCT KATIT DCT MIDGU	FRA
OESK	OOM M	MC/ FL600	AJF G669 VELAL N318 TAM- RO T503 KSA M321 RESAL T533 RAPMA Y214 KUTNA M440 MIDGU	between RAPMA and RIBOT can be used during OER41 activation from FL270 to FL600
OESK	OOM M	MC/ FL600	AJF G669 VELAL N318 TAM- RO T503 KSA M321 RESAL T533 ULONO L692 DAPOL	
OESK	OOM M	MC/ FL600	AJF G669 VELAL N318 TAM- RO T503 KSA M321 RESAL T533 ULONO L692 VATIX T100 GOBRO	
OESK	OOM M	MC/ FL600	AJF G669 VELAL N318 TAM- RO T503 KSA M321 RESAL T533 ULONO L692 VATIX T100 IVABO L556 IMDAM	

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OESK	ORBB	MC/ FL600	AJF V13 AAR B411 MURIB	Landing or overflying ORBB FIR Expect over MURIB at FL350 or above.
OESK	OTDF	FL300/ FL600	AJF V17 NIMAR G662 KSA M321 RESAL T533 RAPMA DCT ASPUS DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR FRA
OESK	OTDF	FL300/ FL600	AJF V17 NIMAR G662 KSA M321 RESAL T533 RAPMA DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR a) Routing from RAPMA DCT LAD- BO not available when OER41 is active. b) FRA
OESK	OTDF	MC/ FL600	AJF V17 NIMAR G662 KSA M321 RESAL T533 RAPMA Y214 ASPUS Y432 LADBO T142 LAEEB	Landing or overflying DOHA FIR
OESK	OTDF	FL300/ FL600	AJF V17 NIMAR G662 KSA M440 SITER DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR a) Routing from SITER not availa- ble when OER41 is active. b) FRA
OESK	OTDF	MC/ FL600	AJF V17 NIMAR G662 KSA M440 SITER T142 LAEEB	Landing or overflying DOHA FIR Routing from SITER not available when OER41 is active.
OESK	OTDF	MC/ FL600	AJF V17 NIMAR G662 KSA N687 KINIB Z511 GISRA L681 ORLEK	Landing or overflying DOHA FIR Expect to be 30NM to GISRA at FL250. Z511 Available daily between time 19:00 until 03:00 UTC, 24H on Fri- days, Saturdays and official holi- days.
OESK	OYSC	MC/ FL600	AJF V13 LABAD B544 HLF V172 JDW M559 LABNI M999 APDOS	

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OESK	OYSC	MC/ FL600	AJF V13 LABAD B544 HLF V172 JDW M559 LABNI M999 DANAK B413 RIBOK	
OESK	OYSC	MC/ FL600	AJF V13 LABAD B544 HLF V172 JDW M559 LABNI M999 DANAK R777 LAKNA	
OESK	OYSC	MC/ FL600	AJF V13 LABAD B544 HLF V172 JDW M559 NISMI	
OETB	HECC	MC/ FL600	TBK V54 WEJ L677 DARAX Z412 SEPSA	Only available for landing HEGN and HESH
OETB	HECC	MC/ FL600	TBK V54 WEJ L677 PASUM	Landing or overflying CAIRO FIR over PASUM FL260, FL300 not available
OETB	HECC	MC/ FL600	TBK W334 NAGIP N697 KITIT	Landing or overflying CAIRO FIR Available levels via KITIT FL280, FL320 and above.
OETB	HHAA	MC/ FL600	TBK V54 WEJ T510 RBG B544 JDW G650 RASKA	Landing or overflying ASMARA FIR over RASKA FL260, FL300 not available.
OETB	HSSS	MC/ FL600	TBK V54 WEJ T510 RBG B544 JDW B407 KAROX	Landing or overflying KHARTOUM FIR over KAROX FL260, FL300 not available
OETB	HSSS	MC/ FL600	TBK V54 WEJ T510 RBG B544 JDW M863 GIBAP	Overflying KHARTOUM FIR only over GIBAP FL320 and above.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OETB	OB BB	MC/ FL600	TBK V14 BOSAL Y415 TAM- RO N318 LADNA	Landing or overflying Southern OMAE FIR, Landing OTDF FIR and Landing OB BB FIR a) Traffic landing OTDF FIR at FL330 and FL310 only. b) Traffic to Southern UAE FIR at FL250 to FL290. c) Traffic landing OB BB FIR expect to be DEPOL FL350 or below and over GESOR FL250 or below.
OETB	OB BB	MC/ FL600	TBK V14 OBNAK L550 NIMAR Y415 LOTOK P559 DAROR	Landing OYSC over DAROR FL290 not available
OETB	OB BB	MC/ FL600	TBK V54 WEJ L604 KFA M691 LADNA	Landing or overflying Southern OMAE FIR, Landing OTDF FIR and Landing OB BB FIR a) Traffic landing OTDF FIR at FL330 and FL310 only. b) Traffic to Southern UAE FIR at FL250 to FL290. c) Traffic landing OB BB FIR expect to be DEPOL FL350 or below and over GESOR FL250 or below.
OETB	OB BB	MC/ FL600	TBK V54 WEJ L604 NARMI	Traffic overflying OB BB and OTDF FIRs Traffic overflying OB BB and OTDF FIRs at FL310 and above.
OETB	OEAB	MC/ FL600	TBK V54 WEJ T510 RBG B544 JDW L677 ABKAR V38 ABH	Landing OYSC
OETB	OEAO	MC/ FL600	TBK V54 WEJ L604/J874 NA- DIK V15 AUA	Landing OEAO
OETB	OEDF	MC/ FL600	TBK V14 OBNAK L550 NIMAR G662 GAS L604 UMENA	Landing OYSC Expect LOROX at FL350 or below, Expect KASOM at FL250 or below

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OETB	OEGN	MC/ FL600	TBK V54 WEJ T510 RBG B544 JDW M559 LABNI V395 GIZ	
OETB	OEGS	MC/ FL600	TBK V14 OBNAK L550 NIMAR G662 GAS	Landing OEGS Expect MODIV at FL160
OETB	OEHL	MC/ FL600	TBK V14 OBNAK L550 NIMAR G662 HIL	Landing OEHL Expect EGVOP at FL160
OETB	OEJN	MC/ FL600	TBK V54 WEJ T510 RBG B544 NOMDA	Landing OEJN Expect NOMDA at FL160 to FL200
OETB	OEMA	MC/ FL600	TBK V54 WEJ M872 BOVET	Landing OEMA Expect TULOK at FL240
OETB	OENG	MC/ FL600	TBK V54 WEJ T510 RBG B544 JDW L677 ABKAR V38 ABH V749 NEJ	Landing OENG ESCAT
OETB	OENN	MC/ FL600	TBK Y333 GEPAG	Landing OENN
OETB	OERK	MC/ FL600	TBK V14 OBNAK L550 NIMAR G662 SIVIS	Landing OERK Expect KUSRO at FL170 or above.
OETB	OERS	MC/ FL600	TBK V54 WEJ T510 KULKI Q832 RSI	Landing OERS
OETB	OESK	MC/ FL600	TBK V14 ASH G669 AJF	Landing OESK
OETB	OETF	MC/ FL600	TBK V54 WEJ T510 RBG B544 JDW V40 TIF	Landing OETF Expect JDW at FL210 and ISLAM at FL170
OETB	OEYN	MC/ FL600	TBK V54 WEJ T510 VELEK Q13 YEN	Landing OEYN Expect VELEK at FL270
OETB	OJAC	MC/ FL600	TBK M449 GIBET	Landing or overflying AMMAN FIR Expect GIBET at FL260, FL320 and above.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OETB	OJAC	MC/ FL600	TBK V14 ASH B544 SODAR	Landing OYSC Available levels via SODAR FL240 and above.
OETB	OKAC	MC/ FL600	TBK V14 OBNAK L550 NIMAR Y415 LOTOK A788 SOROR	Landing OYSC Traffic landing Kuwait expect to cross DERKO FL290 or lower
OETB	OMAE	MC/ FL600	TBK V54 WEJ M872 PMA Y214 KUTNA M440 KATIT M628 PEKEM	
OETB	OMAE	MC/ FL600	TBK V54 WEJ M872 PMA Y214 RIBOT	Landing OYSC
OETB	OOM M	MC/ FL600	TBK V54 WEJ M872 PMA Y214 KUTNA M440 MIDGU	Landing OYSC
OETB	OOM M	FL300/ FL600	TBK V54 WEJ M872 PMA Y214 RAPMA DCT DEGNO DCT DAPOL	Landing OYSC a) FRA b) Enroute frequency change methodology at 170NM after DEGNO, change to 134.5
OETB	OOM M	FL300/ FL600	TBK V54 WEJ M872 PMA Y214 RAPMA DCT DEGNO DCT ULONO DCT GOBRO	a) FRA b) Enroute frequency change methodology at 45NM after ULONO, change to 133.35
OETB	OOM M	FL300/ FL600	TBK V54 WEJ M872 PMA Y214 RAPMA DCT DEGNO DCT ULONO DCT IMDAM	a) FRA b) Enroute frequency change methodology at 45NM after ULONO, change to 133.35
OETB	OOM M	FL300/ FL600	TBK V54 WEJ M872 PMA Y214 RAPMA DCT KUVSO DCT KATIT DCT MIDGU	Landing OYSC FRA
OETB	OOM M	MC/ FL600	TBK V54 WEJ M872 PMA Y214 RAPMA T533 ULONO L692 DAPOL	Landing OYSC

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OETB	OOM M	MC/ FL600	TBK V54 WEJ M872 PMA Y214 RAPMA T533 ULONO L692 VATIX T100 GOBRO	
OETB	OOM M	MC/ FL600	TBK V54 WEJ M872 PMA Y214 RAPMA T533 ULONO L692 VATIX T100 IVABO L556 IMDAM	
OETB	ORBB	MC/ FL600	TBK V14 ASH B411 MURIB	Landing OYSC Expect MURIB at FL350 or above.
OETB	OTDF	MC/ FL600	TBK V13 ASTUM L550 NIMAR G662 KSA H744/N687 KINIB Z511 GISRA L681 ORLEK	Landing or overflying DOHA FIR Expect to be 30NM to GISRA at FL250. Z511 Available daily between time 19:00 until 03:00 UTC, 24H on Fri- days, Saturdays and official holi- days.
OETB	OTDF	FL300/ FL600	TBK V13 ASTUM L550 NIMAR G662 KSA M321 RESAL T533 RAPMA DCT ASPUS DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR FRA
OETB	OTDF	FL300/ FL600	TBK V13 ASTUM L550 NIMAR G662 KSA M321 RESAL T533 RAPMA DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR a) Routing from RAPMA DCT LAD- BO not available when OER41 is active. b) FRA
OETB	OTDF	MC/ FL600	TBK V13 ASTUM L550 NIMAR G662 KSA M321 RESAL T533 RAPMA Y214 ASPUS Y432 LADBO T142 LAEEB	Landing or overflying DOHA FIR
OETB	OTDF	FL300/ FL600	TBK V13 ASTUM L550 NIMAR G662 KSA M440 SITER DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR a) Routing from SITER not availa- ble when OER41 is active. b) FRA

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OETB	OTDF	MC/ FL600	TBK V13 ASTUM L550 NIMAR G662 KSA M440 SITER T142 LAEEB	Landing or overflying DOHA FIR Routing from SITER not available when OER41 is active.
OETB	OYSC	MC/ FL600	TBK V54 WEJ T510 RBG B544 JDW M559 LABNI M999 APDOS	
OETB	OYSC	MC/ FL600	TBK V54 WEJ T510 RBG B544 JDW M559 LABNI M999 DANAK B413 RIBOK	
OETB	OYSC	MC/ FL600	TBK V54 WEJ T510 RBG B544 JDW M559 LABNI M999 DANAK R777 LAKNA	
OETB	OYSC	MC/ FL600	TBK V54 WEJ T510 RBG B544 JDW M559 NISMI	
OETF	HECC	MC/ FL600	TIF V41 JDW L677 DARAX Z412 SEPSA	Only available for landing HEGN and HESH
OETF	HECC	MC/ FL600	TIF V41 JDW L677 PASUM	Landing or overflying CAIRO FIR over PASUM FL260, FL300 not available
OETF	HECC	MC/ FL600	TIF V41 JDW L677 WEJ L604 IMRID	Landing or overflying CAIRO FIR over IMRID FL260, FL300 not avail- able
OETF	HECC	MC/ FL600	TIF V41 JDW M686 GIBEL	Landing or overflying CAIRO FIR over GIBEL FL260, FL300 not available
OETF	HHAA	MC/ FL600	TIF V41 JDW G650 RASKA	Landing or overflying ASMARA FIR over RASKA FL260, FL300 not available.
OETF	HSSS	MC/ FL600	TIF V41 JDW B407 KAROX	Landing or overflying KHARTOUM FIR over KAROX FL260, FL300 not available
OETF	HSSS	MC/ FL600	TIF V41 JDW M863 GIBAP	Overflying KHARTOUM FIR only over GIBAP FL320 and above.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OETF	OBBB	MC/ FL600	TIF V43 BDB B417 GAS L308 DAROR	a) Overflying Bahrain FIR b) Landing or overflying TEHRAN FIR c) landing or overflying Northern of Emirates over DAROR FL290 not available
OETF	OBBB	MC/ FL600	TIF V43 DFN Q12 KODIS T532 KSA H976 MUSRI L604 KFA M691 LADNA	Landing or overflying Southern OMAE FIR, Landing OTDF FIR and Landing OBBB FIR a) Traffic landing OTDF FIR at FL330 and FL310 only. b) Traffic to Southern UAE FIR at FL250 to FL290. c) Traffic landing OBBB FIR expect to be DEPOL FL350 or below and over GESOR FL250 or below.
OETF	OBBB	MC/ FL600	TIF V43 DFN Q12 KODIS T532 KSA H976 MUSRI L604 NARMI	Traffic overflying OBBB and OTDF FIRs Traffic overflying OBBB and OTDF FIRs at FL310 and above.
OETF	OEAB	MC/ FL600	TIF V40 ABH	Landing OEAB
OETF	OEAO	MC/ FL600	TIF V41 JDW A424 PMA V10 AUA	Landing OEAO
OETF	OEDF	MC/ FL600	TIF V43 DFN Q12 KODIS T532 KSA H976 MUSRI L604 UMENA	Landing OEDF Expect ORLOK at FL310 or below, Expect KASOM at FL250 or below
OETF	OEGN	MC/ FL600	TIF V40 GIZ	
OETF	OEGS	MC/ FL600	TIF V43 BDB B417 GAS	Landing OEGS Expect AMBIV at FL160
OETF	OEHL	MC/ FL600	TIF V43 BDB B417 GAS G662 HIL	Landing OEHL Expect DAROP at FL160

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OETF	OEJN	MC/ FL600	TIF V42 KAPAV	Landing OEJN
OETF	OEMA	MC/ FL600	TIF V41 JDW A424 DEGVU	Landing OEMA Expect ORMEK at FL240 or below
OETF	OENG	MC/ FL600	TIF V40 ABH V749 NEJ	Landing OENG ESCAT
OETF	OENN	MC/ FL600	TIF V41 JDW L677 DARAX Z711 GEPAG	Landing OENN
OETF	OERK	MC/ FL600	TIF V43 DFN Q12 KODIS T532 ORDEM	Landing OERK Expect TASBA at FL350 or below
OETF	OERS	MC/ FL600	TIF V41 JDW L677 RAGNO Y686 RSI	Landing OERS
OETF	OESK	MC/ FL600	TIF V41 JDW A424 PMA B544 LABAD V13 AJF	Landing OESK
OETF	OETB	MC/ FL600	TIF V41 JDW L677 WEJ V54 TBK	Landing OETB Expect DEMSU at FL200 up to FL240
OETF	OEYN	MC/ FL600	TIF V41 JDW L677 YEN	Landing OEYN
OETF	OJAC	MC/ FL600	TIF V41 JDW A424 PMA B544 SODAR	Landing or overflying AMMAN FIR Available levels via SODAR FL240 and above.
OETF	OJAC	MC/ FL600	TIF V41 JDW L677 WEJ M449 GIBET	Landing or overflying AMMAN FIR Expect GIBET at FL260, FL320 and above.
OETF	OKAC	MC/ FL600	TIF V43 BDB B417 HFR A788 SOROR	Landing or overflying OKAC FIR Traffic landing Kuwait expect to cross DERKO FL290 or lower
OETF	OMAE	MC/ FL600	TIF V43 DFN Q12 KODIS Y214 KUTNA M440 KATIT M628 PEKEM	

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OETF	OMAE	FL300/ FL600	TIF V43 DFN Q12 KODIS Y214 RAPMA DCT KUVSO DCT KATIT DCT PEKEM	FRA
OETF	OMAE	FL300/ FL600	TIF V43 DFN Q12 KODIS Y214 RAPMA DCT KUVSO DCT RIBOT	FRA
OETF	OMAE	MC/ FL600	TIF V43 DFN Q12 KODIS Y214 RIBOT	
OETF	OOM M	MC/ FL600	TIF V43 DFN Q12 KODIS Y214 KUTNA M440 MIDGU	
OETF	OOM M	FL300/ FL600	TIF V43 DFN Q12 KODIS Y214 RAPMA DCT DEGNO DCT DAPOL	a) FRA b) Enroute frequency change methodology at 170NM after DEGNO, change to 134.5
OETF	OOM M	FL300/ FL600	TIF V43 DFN Q12 KODIS Y214 RAPMA DCT DEGNO DCT ULONO DCT GOBRO	a) FRA b) Enroute frequency change methodology at 45NM after ULONO, change to 133.35
OETF	OOM M	FL300/ FL600	TIF V43 DFN Q12 KODIS Y214 RAPMA DCT DEGNO DCT ULONO DCT IMDAM	a) FRA b) Enroute frequency change methodology at 45NM after ULONO, change to 133.35
OETF	OOM M	FL300/ FL600	TIF V43 DFN Q12 KODIS Y214 RAPMA DCT KUVSO DCT KATIT DCT MIDGU	FRA
OETF	OOM M	MC/ FL600	TIF V43 DFN Q12 KODIS Y214 RAPMA T533 ULONO L692 DAPOL	
OETF	OOM M	MC/ FL600	TIF V43 DFN Q12 KODIS Y214 RAPMA T533 ULONO L692 VATIX T100 GOBRO	
OETF	OOM M	MC/ FL600	TIF V43 DFN Q12 KODIS Y214 RAPMA T533 ULONO L692 VATIX T100 IVABO L556 IMDAM	

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OETF	ORBB	MC/ FL600	TIF V41 JDW A424 PMA B544 ASH B411 MURIB	Landing or overflying ORBB FIR Expect MURIB at FL350 or above.
OETF	OTDF	MC/ FL600	TIF V43 DFN Q12 KODIS T532 KSA N687 KINIB Z511 GISRA L681 ORLEK	Landing or overflying DOHA FIR Expect to be 30NM to GISRA at FL250. Z511 Available daily between time 19:00 until 03:00 UTC, 24H on Fri- days, Saturdays and official holi- days.
OETF	OTDF	MC/ FL600	TIF V43 DFN Q12 KODIS Y214 ASPUS Y432 LADBO T142 LAEEB	Landing or overflying DOHA FIR
OETF	OYSC	MC/ FL600	TIF V40 GIZ L677 NABAN	
OEYN	HECC	MC/ FL600	YEN L300 GIBEL	Landing or overflying CAIRO FIR over GIBEL FL260, FL300 not available
OEYN	HECC	MC/ FL600	YEN L677 DARAX Z412 SEP- SA	Only available for landing HEGN and HESH
OEYN	HECC	MC/ FL600	YEN L677 PASUM	Landing or overflying CAIRO FIR over PASUM FL260, FL300 not available
OEYN	HECC	MC/ FL600	YEN L677 WEJ L604 IMRID	Landing or overflying CAIRO FIR over IMRID FL260, FL300 not avail- able
OEYN	HHAA	MC/ FL600	YEN V44 RBG B544 JDW G650 RASKA	Landing or overflying ASMARA FIR over RASKA FL260, FL300 not available
OEYN	HSSS	MC/ FL600	YEN V44 RBG B544 JDW B407 KAROX	Landing or overflying KHARTOUM FIR over KAROX FL260, FL300 not available

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEYN	HSSS	MC/ FL600	YEN V44 RBG B544 JDW M863 GIBAP	Overflying KHARTOUM FIR only over GIBAP FL320 and above.
OEYN	OBBB	MC/ FL600	YEN V173 PMA Q46 GAS L308 DAROR	a) Overflying Bahrain FIR b) Landing or overflying TEHRAN FIR c) landing or overflying Northern of Emirates over DAROR FL290 not available
OEYN	OBBB	MC/ FL600	YEN V173 PMA Q46 GAS L604 KFA M691 LADNA	Landing or overflying Southern OMAE FIR, Landing OTDF FIR and Landing OBBB FIR a) Traffic landing OTDF FIR at FL330 and FL310 only. b) Traffic to Southern UAE FIR at FL250 to FL290. c) Traffic landing OBBB FIR expect to be DEPOL FL350 or below and over GESOR FL250 or below.
OEYN	OBBB	MC/ FL600	YEN V173 PMA Q46 GAS L604 NARMI	Traffic overflying OBBB and OTDF FIRs Traffic overflying OBBB and OTDF FIRs at FL310 and above.
OEYN	OEAB	MC/ FL600	YEN V44 RBG B544 JDW L677 ABKAR V38 ABH	Landing OEAB
OEYN	OEAO	MC/ FL600	YEN L677 WEJ L604/J874 NADIK V15 AUA	Landing OEAO
OEYN	OEAO	MC/ FL600	YEN V173 PMA V10 AUA	Landing OEAO
OEYN	OEDF	MC/ FL600	YEN V173 PMA Q46 GAS L604 UMENA	Landing OEDF Expect LOROX at FL350 or below, Expect KASOM at FL250 or below
OEYN	OEGN	MC/ FL600	YEN V44 RBG B544 JDW M559 LABNI V395 GIZ	

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEYN	OEGS	MC/ FL600	YEN V173 PMA Q46 NADIB H79 GAS	Landing OEGS Expect NADIB at FL160
OEYN	OEHL	MC/ FL600	YEN V173 PMA A424 HIL	Landing OEHL Expect HAMED at FL160
OEYN	OEJN	MC/ FL600	YEN V44 RBG B544 NOMDA	Landing OEJN Expect NOMDA at FL160 to FL200
OEYN	OEMA	MC/ FL600	YEN V173 TAMGO	Landing OEMA Expect LABIX at FL240.
OEYN	OENG	MC/ FL600	YEN V44 RBG B544 JDW L677 ABKAR V38 ABH V749 NEJ	Landing OENG ESCAT
OEYN	OENN	MC/ FL600	YEN L677 DARAX Z711 GE- PAG	Landing OENN
OEYN	OERK	MC/ FL600	YEN V173 PMA M872 OR- DEM	Landing OERK Expect TASBA at FL350 or below
OEYN	OERS	MC/ FL600	YEN L677 RAGNO Y686 RSI	Landing OERS
OEYN	OESK	MC/ FL600	YEN V173 PMA B544 LABAD V13 AJF	Landing OESK
OEYN	OETB	MC/ FL600	YEN L677 WEJ V54 TBK	Landing OETB Expect DEMSU at FL200 up to FL240
OEYN	OETF	MC/ FL600	YEN V44 RBG B544 JDW V40 TIF	Landing OETF Expect JDW at FL210 and ISLAM at FL170
OEYN	OJAC	MC/ FL600	YEN L677 WEJ M449 GIBET	Landing or overflying AMMAN FIR Expect GIBET at FL260, FL320 and above.
OEYN	OJAC	MC/ FL600	YEN V173 PMA B544 SODAR	Landing or overflying AMMAN FIR Available levels via SODAR FL240 and above.

MIDDLE EAST
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEYN	OKAC	MC/ FL600	YEN V173 PMA Q46 GAS B417 HFR A788 SOROR	Landing or overflying OKAC FIR Traffic landing Kuwait expect to cross DERKO FL290 or lower
OEYN	OMAE	MC/ FL600	YEN V173 PMA Y214 KUTNA M440 KATIT M628 PEKEM	
OEYN	OMAE	FL300/ FL600	YEN V173 PMA Y214 RAPMA DCT KUVSO DCT KATIT DCT PEKEM	FRA
OEYN	OMAE	FL300/ FL600	YEN V173 PMA Y214 RAPMA DCT KUVSO DCT RIBOT	FRA
OEYN	OMAE	MC/ FL600	YEN V173 PMA Y214 RIBOT	
OEYN	OOM M	MC/ FL600	YEN V173 PMA Y214 KUTNA M440 MIDGU	
OEYN	OOM M	FL300/ FL600	YEN V173 PMA Y214 RAPMA DCT DEGNO DCT DAPOL	a) FRA b) Enroute frequency change meth- odology at 170NM after DEGNO, change to 134.5
OEYN	OOM M	FL300/ FL600	YEN V173 PMA Y214 RAPMA DCT DEGNO DCT ULONO DCT GOBRO	a) FRA b) Enroute frequency change meth- odology at 45NM after ULONO, change to 133.35
OEYN	OOM M	FL300/ FL600	YEN V173 PMA Y214 RAPMA DCT DEGNO DCT ULONO DCT IMDAM	a) FRA b) Enroute frequency change meth- odology at 45NM after ULONO, change to 133.35
OEYN	OOM M	FL300/ FL600	YEN V173 PMA Y214 RAPMA DCT KUVSO DCT KATIT DCT MIDGU	FRA
OEYN	OOM M	MC/ FL600	YEN V173 PMA Y214 RAPMA T533 ULONO L692 DAPOL	
OEYN	OOM M	MC/ FL600	YEN V173 PMA Y214 RAPMA T533 ULONO L692 VATIX T100 GOBRO	

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEYN	OOM M	MC/ FL600	YEN V173 PMA Y214 RAPMA T533 ULONO L692 VATIX T100 IVABO L556 IMDAM	
OEYN	ORBB	MC/ FL600	YEN V173 PMA B544 ASH B411 MURIB	Landing or overflying ORBB FIR Expect MURIB at FL350 or above.
OEYN	OTDF	MC/ FL600	YEN V173 PMA M872 BDB Y214 ASPUS Y432 LADBO T142 LAEEB	Landing or overflying DOHA FIR
OEYN	OTDF	FL300/ FL600	YEN V173 PMA M872 BDB Y214 RAPMA DCT ASPUS DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR FRA
OEYN	OTDF	FL300/ FL600	YEN V173 PMA M872 BDB Y214 RAPMA DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR a) Routing from RAPMA DCT LAD- BO not available when OER41 is active. b) FRA
OEYN	OTDF	FL300/ FL600	YEN V173 PMA M872 KSA M440 SITER DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR a) Routing from SITER not availa- ble when OER41 is active. b) FRA
OEYN	OTDF	MC/ FL600	YEN V173 PMA M872 KSA M440 SITER T142 LADBO T142 LAEEB	Landing or overflying DOHA FIR Routing from SITER not available when OER41 is active.
OEYN	OTDF	MC/ FL600	YEN V173 PMA M872 KSA N687 KINIB Z511 GISRA L681 ORLEK	Landing or overflying DOHA FIR Expect to be 30NM to GISRA at FL250. Z511 Available daily between time 19:00 until 03:00 UTC, 24H on Fri- days, Saturdays and official holi- days.
OEYN	OYSC	MC/ FL600	YEN V44 RBG B544 JDW M559 LABNI M999 APDOS	

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEYN	OYSC	MC/ FL600	YEN V44 RBG B544 JDW M559 LABNI M999 DANAK B413 RIBOK	
OEYN	OYSC	MC/ FL600	YEN V44 RBG B544 JDW M559 LABNI M999 DANAK R777 LAKNA	
OEYN	OYSC	MC/ FL600	YEN V44 RBG B544 JDW M559 NISMI	
OJAC	HHAA	MC/ FL600	GIBET M449 WEJ T510 RBG B544 JDW B407 KAROX	Landing or overflying KHARTOUM FIR over KAROX FL260, FL300 not available
OJAC	HHAA	MC/ FL600	GIBET M449 WEJ T510 RBG B544 JDW G650 RASKA	Landing or overflying ASMARA FIR over RASKA FL260, FL300 not available.
OJAC	HHAA	MC/ FL600	GIBET M449 WEJ T510 RBG B544 JDW M863 GIBAP	Overflying KHARTOUM FIR only over GIBAP FL320 and above.
OJAC	HHAA	MC/ FL600	RASLI P559 TRF B544 HLF V172 JDW G650 RASKA	Landing or overflying ASMARA FIR over RASKA FL260, FL300 not available.
OJAC	HHAA	MC/ FL600	RASLI P559 TRF B544 HLF V172 JDW M863 GIBAP	Overflying KHARTOUM FIR only over GIBAP FL320 and above.
OJAC	HHAA	MC/ FL600	TULEP N318 ORKAS B544 HLF V172 JDW B407 KAROX	Landing or overflying KHARTOUM FIR over KAROX FL260, FL300 not available
OJAC	HHAA	MC/ FL600	TULEP N318 ORKAS B544 HLF V172 JDW G650 RASKA	Landing or overflying ASMARA FIR over RASKA FL260, FL300 not available.
OJAC	HHAA	MC/ FL600	TULEP N318 ORKAS B544 HLF V172 JDW M863 GIBAP	Overflying KHARTOUM FIR only over GIBAP FL320 and above.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OJAC	OB BB	MC/ FL600	DEESA Y415 LOTOK P559 DAROR	a) Overflying Bahrain FIR b) Landing or overflying TEHRAN FIR c) landing or overflying Northern of Emirates over DAROR FL290 not available
OJAC	OB BB	MC/ FL600	DEESA Y415 TAMRO N318 DASVA N685 NARMI	Traffic overflying OB BB and OTDF FIRs Traffic overflying OB BB and OTDF FIRs at FL310 and above.
OJAC	OB BB	MC/ FL600	DEESA Y415 TAMRO N318 LADNA	Landing or overflying Southern OMAE FIR, Landing OTDF FIR and Landing OB BB FIR a) Traffic landing OTDF FIR at FL330 and FL310 only. b) Traffic to Southern UAE FIR at FL250 to FL290. c) Traffic landing OB BB FIR expect to be DEPOL FL350 or below and over GESOR FL250 or below.
OJAC	OB BB	MC/ FL600	RASLI P559 DAROR	a) Overflying Bahrain FIR b) Landing or overflying TEHRAN FIR c) landing or overflying Northern of Emirates over DAROR FL290 not available
OJAC	OB BB	MC/ FL600	RASLI P559 TRF R23 NEVOL N318 DASVA N685 NARMI	Traffic overflying OB BB and OTDF FIRs Traffic overflying OB BB and OTDF FIRs at FL310 and above.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OJAC	OB BB	MC/ FL600	RASLI P559 TRF R23 NEVOL N318 LADNA	Landing or overflying Southern OMAE FIR, Landing OTDF FIR and Landing OB BB FIR a) Traffic landing OTDF FIR at FL330 and FL310 only. b) Traffic to Southern UAE FIR at FL250 to FL290. c) Traffic landing OB BB FIR expect to be DEPOL FL350 or below and over GESOR FL250 or below.
OJAC	OB BB	MC/ FL600	TULEP N318 DASVA N685 NARMI	Traffic overflying OB BB and OTDF FIRs Traffic overflying OB BB and OTDF FIRs at FL310 and above.
OJAC	OB BB	MC/ FL600	TULEP N318 LADNA	Landing or overflying Southern OMAE FIR, Landing OTDF FIR and Landing OB BB FIR a) Traffic landing OTDF FIR at FL330 and FL310 only. b) Traffic to Southern UAE FIR at FL250 to FL290. c) Traffic landing OB BB FIR expect to be DEPOL FL350 or below and over GESOR FL250 or below.
OJAC	OB BB	MC/ FL600	TULEP N318 NEVOL Q255 LUDEP P559 DAROR	a) Overflying Bahrain FIR b) Landing or overflying TEHRAN FIR c) landing or overflying Northern of Emirates over DAROR FL290 not available
OJAC	OEAB	MC/ FL600	GIBET M449 WEJ T510 RBG B544 JDW L677 ABKAR V38 ABH	Landing OEAB

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OJAC	OEAB	MC/ FL600	RASLI P559 TRF B544 HLF V172 JDW L677 ABKAR V38 ABH	Landing OEAB
OJAC	OEAB	MC/ FL600	TULEP N318 ORKAS B544 HLF V172 JDW L677 ABKAR V38 ABH	Landing OEAB
OJAC	OEAO	MC/ FL600	DEESA Y415 LABAD B544 HLF V15 AUA	Landing OEAO
OJAC	OEAO	MC/ FL600	GIBET M449 WEJ L607/J874 NADIK V15 AUA	Landing OEAO
OJAC	OEAO	MC/ FL600	RASLI B544 HLF V15 AUA	Landing OEAO
OJAC	OEAO	MC/ FL600	TULEP N318 ORKAS B544 HLF V15 AUA	Landing OEAO
OJAC	OEDF	MC/ FL600	DEESA Y415 TAMRO N318 GESOR L308 SILBA	Landing OEDF Expect DEPOL at FL350 or below, Expect GESOR at FL250 or below
OJAC	OEDF	MC/ FL600	RASLI P559 TRF R23 NEVOL N318 GESOR L308 SILBA	Landing OEDF Expect DEPOL at FL350 or below, Expect GESOR at FL250 or below
OJAC	OEDF	MC/ FL600	TULEP N318 GESOR L308 SILBA	Landing OEDF Expect DEPOL at FL350 or below, Expect GESOR at FL250 or below
OJAC	OEGN	MC/ FL600	DEESA Y415 LABAD B544 HLF V172 JDW M559 LABNI V395 GIZ	
OJAC	OEGN	MC/ FL600	GIBET M449 WEJ T510 RBG B544 JDW M559 LABNI V395 GIZ	
OJAC	OEGN	MC/ FL600	RASLI P559 TRF B544 HLF V172 JDW M559 LABNI V395 GIZ	
OJAC	OEGN	MC/ FL600	TULEP N318 ORKAS B544 HLF V172 JDW M559 LABNI V395 GIZ	

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OJAC	OEGS	MC/ FL600	DEESA Y415 NIMAR G662 GAS	Landing OEGS Expect MODIV at FL160
OJAC	OEGS	MC/ FL600	RASLI P559 TRF B544 ASH G662 GAS	Landing OEGS Expect MODIV at FL160
OJAC	OEGS	MC/ FL600	TULEP N318 ORKAS B544 ASH G662 GAS	Landing OEGS Expect MODIV at FL160
OJAC	OEHL	MC/ FL600	DEESA Y415 NIMAR G662 HIL	Landing OEHL Expect EGVOP at FL160
OJAC	OEHL	MC/ FL600	RASLI P559 TRF B544 ASH G662 HIL	Landing OEHL Expect EGVOP at FL160
OJAC	OEHL	MC/ FL600	TULEP N318 ORKAS B544 ASH G662 HIL	Landing OEHL Expect EGVOP at FL160
OJAC	OEJN	MC/ FL600	GIBET M449 WEJ T510 RBG B544 NOMDA	Landing OEJN Expect NOMDA at FL160 to FL200
OJAC	OEJN	MC/ FL600	RASLI P559 TRF B544 HLF V172 NOMDA	Landing OEJN Expect NOMDA at FL160 to FL200
OJAC	OEJN	MC/ FL600	TULEP N318 ORKAS B544 HLF V172 NOMDA	Landing OEJN Expect NOMDA at FL160 to FL200
OJAC	OEMA	MC/ FL600	GIBET M449 WEJ M872 BO- VET	Landing OEMA Expect TULOK at FL240
OJAC	OEMA	MC/ FL600	RASLI P559 TRF B544 HLF V174 LABKO	Landing OEMA Expect VEKIX at FL240
OJAC	OEMA	MC/ FL600	TULEP N318 ORKAS B544 HLF V174 LABKO	Landing OEMA Expect VEKIX at FL240
OJAC	OENG	MC/ FL600	GIBET M449 WEJ T510 RBG B544 JDW L677 ABKAR V38 ABH V749 NEJ	Landing OENG ESCAT
OJAC	OENG	MC/ FL600	RASLI P559 TRF B544 HLF V172 JDW L677 ABKAR V38 ABH V749 NEJ	Landing OENG ESCAT

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OJAC	OENG	MC/ FL600	TULEP N318 ORKAS B544 HLF V172 JDW L677 ABKAR V38 ABH V749 NEJ	Landing OENG ESCAT
OJAC	OENN	MC/ FL600	GIBET M449 TBK Y333 GE- PAG	Landing OENN Expect to cross 40NM north of TBK at FL240 or below and expect to be FL160 at 40NM after passing TBK DVORTAC
OJAC	OENN	MC/ FL600	RASLI P559 TRF B544 LAB- AD V13 TBK Y333 GEPAG	Landing OENN Expect RANRI at FL240 or below and expect to be FL160 at 40NM after passing TBK DVORTAC
OJAC	OERK	MC/ FL600	DEESA Y415 NIMAR G662 SI- VIS	Landing OERK Expect KUSRO at FL170 or above.
OJAC	OERK	MC/ FL600	RASLI P559 TRF R23 NEVOL N318 TAMRO T503 RARSU	Landing OERK Expect LONIB at FL270 or above.
OJAC	OERK	MC/ FL600	TULEP N318 TAMRO T503 RARSU	Landing OERK Expect LONIB at FL270 or above.
OJAC	OERS	MC/ FL600	GIBET M449 WEJ T510 KUL- KI Q832 RSI	Landing OERS
OJAC	OERS	MC/ FL600	RASLI P559 TRF B544 HLF L604 NADIK Q832 RSI	Landing OERS
OJAC	OESK	MC/ FL600	DEESA B411 ASH G669 AJF	Landing OESK
OJAC	OESK	MC/ FL600	RASLI P559 TRF R23 AJF	Landing OESK
OJAC	OESK	MC/ FL600	TULEP N318 NEVOL R23 AJF	Landing OESK
OJAC	OETB	MC/ FL600	GIBET M449 TBK	Landing OETB
OJAC	OETB	MC/ FL600	RASLI P559 TRF B544 LAB- AD V13 TBK	Landing OETB Expect RANRI at FL200 up to FL240

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OJAC	OETF	MC/ FL600	GIBET M449 WEJ T510 RBG B544 JDW V40 TIF	Landing OETF Expect JDW at FL210 and ISLAM at FL170
OJAC	OETF	MC/ FL600	RASLI P559 TRF B544 HLF V172 JDW V40 TIF	Landing OETF Expect JDW at FL210 and ISLAM at FL170
OJAC	OETF	MC/ FL600	TULEP N318 ORKAS B544 HLF V172 JDW V40 TIF	Landing OETF Expect JDW at FL210 and ISLAM at FL170
OJAC	OEYN	MC/ FL600	GIBET M449 WEJ T510 VE- LEK Q13 YEN	Landing OEYN Expect VELEK at FL270
OJAC	OEYN	MC/ FL600	RASLI P559 TRF B544 HLF V174 PMA V22 YEN	Landing OEYN
OJAC	OEYN	MC/ FL600	TULEP N318 ORKAS B544 HLF V174 PMA V22 YEN	Landing OEYN
OJAC	OKAC	MC/ FL600	DEESA Y415 LOTOK A788 SOROR	Landing or overflying OKAC FIR Traffic landing Kuwait expect to cross DERKO FL290 or lower
OJAC	OKAC	MC/ FL600	RASLI P559 LOTOK A788 SOROR	Landing or overflying OKAC FIR Traffic landing Kuwait expect to cross DERKO FL290 or lower
OJAC	OKAC	MC/ FL600	TULEP N318 NEVOL Q255 LUDEP P559 LOTOK A788 SOROR	Landing or overflying OKAC FIR Traffic landing Kuwait expect to cross DERKO FL290 or lower
OJAC	OMAE	FL300/ FL600	DEESA Y415 NIMAR G662 KSA M321 RESAL T533 RAP- MA DCT KUVSO DCT KATIT DCT DANUX DCT TANSU	FRA
OJAC	OMAE	FL300/ FL600	DEESA Y415 NIMAR G662 KSA M321 RESAL T533 RAP- MA DCT KUVSO DCT KATIT DCT PEKEM	FRA

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OJAC	OMAE	FL300/ FL600	DEESA Y415 NIMAR G662 KSA M321 RESAL T533 RAP- MA DCT KUVSO DCT RIBOT	FRA
OJAC	OMAE	MC/ FL600	DEESA Y415 NIMAR G662 KSA M321 RESAL T533 RAP- MA Y214 KUTNA M440 KATIT M628 PEKEM	
OJAC	OMAE	MC/ FL600	DEESA Y415 NIMAR G662 KSA M321 RESAL T533 RAP- MA Y214 RIBOT	
OJAC	OMAE	MC/ FL600	DEESA Y415 NIMAR G662 KSA M440 KUTNA Y214 RI- BOT	
OJAC	OMAE	FL300/ FL600	DEESA Y415 NIMAR G662 KSA M440 SITER DCT KUT- NA DCT KATIT DCT PEKEM	a) Routing from SITER not availa- ble when OER41 is active. b) FRA
OJAC	OMAE	FL300/ FL600	DEESA Y415 NIMAR G662 KSA M440 SITER DCT KUT- NA DCT RIBOT	a) Routing from SITER not availa- ble when OER41 is active. b) FRA
OJAC	OMAE	FL300/ FL600	RASLI P559 TRF R23 NEVOL N318 TAMRO T503 KSA M321 RESAL T533 RAPMA DCT KUVSO DCT KATIT DCT PEKEM	FRA
OJAC	OMAE	FL300/ FL600	RASLI P559 TRF R23 NEVOL N318 TAMRO T503 KSA M321 RESAL T533 RAPMA DCT KUVSO DCT RIBOT	FRA
OJAC	OMAE	MC/ FL600	RASLI P559 TRF R23 NEVOL N318 TAMRO T503 KSA M321 RESAL T533 RAPMA Y214 KUTNA M440 KATIT M628 PEKEM	

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OJAC	OMAE	MC/ FL600	RASLI P559 TRF R23 NEVOL N318 TAMRO T503 KSA M321 RESAL T533 RAPMA Y214 RIBOT	
OJAC	OMAE	MC/ FL600	RASLI P559 TRF R23 NEVOL N318 TAMRO T503 KSA M440 KATIT M628 PEKEM	
OJAC	OMAE	MC/ FL600	RASLI P559 TRF R23 NEVOL N318 TAMRO T503 KSA M440 KUTNA Y214 RIBOT	
OJAC	OMAE	FL300/ FL600	RASLI P559 TRF R23 NEVOL N318 TAMRO T503 KSA M440 SITER DCT KUTNA DCT KATIT DCT PEKEM	FRA
OJAC	OMAE	FL300/ FL600	RASLI P559 TRF R23 NEVOL N318 TAMRO T503 KSA M440 SITER DCT KUTNA DCT RIBOT	FRA
OJAC	OMAE	FL300/ FL600	TULEP N318 TAMRO T503 KSA M321 RESAL T533 DCT KUVSO DCT KATIT DCT PE- KEM	FRA
OJAC	OMAE	FL300/ FL600	TULEP N318 TAMRO T503 KSA M321 RESAL T533 RAP- MA DCT KUVSO DCT RIBOT	FRA
OJAC	OMAE	MC/ FL600	TULEP N318 TAMRO T503 KSA M321 RESAL T533 RAP- MA Y214 KUTNA M440 KATIT M628 PEKEM	
OJAC	OMAE	MC/ FL600	TULEP N318 TAMRO T503 KSA M321 RESAL T533 RAP- MA Y214 RIBOT	
OJAC	OMAE	MC/ FL600	TULEP N318 TAMRO T503 KSA M440 KUTNA Y214 RI- BOT	

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OJAC	OMAE	FL300/ FL600	TULEP N318 TAMRO T503 KSA M440 SITER DCT KUT- NA DCT KATIT DCT PEKEM	a) Routing from SITER not availa- ble when OER41 is active. b) FRA
OJAC	OMAE	FL300/ FL600	TULEP N318 TAMRO T503 KSA M440 SITER DCT KUT- NA DCT RIBOT	a) Routing from SITER not availa- ble when OER41 is active. b) FRA
OJAC	OMAR	FL300/ FL600	TULEP N318 TAMRO T503 KSA M321 RESAL T533 RAP- MA DCT KUVSO DCT KATIT DCT DANUX DCT TANSU	FRA
OJAC	OOM M	FL300/ FL600	DEESA Y415 NIMAR G662 KSA M321 RESAL T533 RAP- MA DCT DEGNO DCT DAPOL	a) FRA b) Enroute frequency change meth- odology at 170NM after DEGNO, change to 134.5
OJAC	OOM M	FL300/ FL600	DEESA Y415 NIMAR G662 KSA M321 RESAL T533 RAP- MA DCT DEGNO DCT ULO- NO DCT GOBRO	a) FRA b) Enroute frequency change meth- odology at 45NM after ULONO, change to 133.35
OJAC	OOM M	FL300/ FL600	DEESA Y415 NIMAR G662 KSA M321 RESAL T533 RAP- MA DCT DEGNO DCT ULO- NO DCT IMDAM	a) FRA b) Enroute frequency change meth- odology at 45NM after ULONO, change to 133.35
OJAC	OOM M	FL300/ FL600	DEESA Y415 NIMAR G662 KSA M321 RESAL T533 RAP- MA DCT KUVSO DCT KATIT DCT MIDGU	FRA
OJAC	OOM M	MC/ FL600	DEESA Y415 NIMAR G662 KSA M321 RESAL T533 RAP- MA Y214 KUTNA M440 MIDGU	between RAPMA and RIBOT can be used during OER41 activation from FL270 to FL600
OJAC	OOM M	MC/ FL600	DEESA Y415 NIMAR G662 KSA M321 RESAL T533 ULO- NO L692 DAPOL	

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OJAC	OOM M	MC/ FL600	DEESA Y415 NIMAR G662 KSA M321 RESAL T533 ULO- NO L692 VATIX T100 GOBRO	
OJAC	OOM M	MC/ FL600	DEESA Y415 NIMAR G662 KSA M321 RESAL T533 ULO- NO L692 VATIX T100 IVABO L556 IMDAM	
OJAC	OOM M	FL300/ FL600	RASLI P559 TRF R23 NEVOL N318 TAMRO T503 KSA M321 RESAL T533 RAPMA DCT DEGNO DCT DAPOL	a) FRA b) Enroute frequency change meth- odology at 170NM after DEGNO, change to 134.5
OJAC	OOM M	FL300/ FL600	RASLI P559 TRF R23 NEVOL N318 TAMRO T503 KSA M321 RESAL T533 RAPMA DCT DEGNO DCT ULONO DCT GOBRO	a) FRA b) Enroute frequency change meth- odology at 45NM after ULONO, change to 133.35
OJAC	OOM M	FL300/ FL600	RASLI P559 TRF R23 NEVOL N318 TAMRO T503 KSA M321 RESAL T533 RAPMA DCT DEGNO DCT ULONO DCT IMDAM	a) FRA b) Enroute frequency change meth- odology at 45NM after ULONO, change to 133.35
OJAC	OOM M	FL300/ FL600	RASLI P559 TRF R23 NEVOL N318 TAMRO T503 KSA M321 RESAL T533 RAPMA DCT KUVSO DCT KATIT DCT MIDGU	FRA
OJAC	OOM M	MC/ FL600	RASLI P559 TRF R23 NEVOL N318 TAMRO T503 KSA M321 RESAL T533 RAPMA Y214 KUTNA M440 MIDGU	between RAPMA and RIBOT can be used during OER41 activation from FL270 to FL600
OJAC	OOM M	MC/ FL600	RASLI P559 TRF R23 NEVOL N318 TAMRO T503 KSA M321 RESAL T533 ULONO L692 DAPOL	

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OJAC	OOM M	MC/ FL600	RASLI P559 TRF R23 NEVOL N318 TAMRO T503 KSA M321 RESAL T533 ULONO L692 VATIX T100 GOBRO	
OJAC	OOM M	MC/ FL600	RASLI P559 TRF R23 NEVOL N318 TAMRO T503 KSA M321 RESAL T533 ULONO L692 VATIX T100 IVABO L556 IMDAM	
OJAC	OOM M	FL300/ FL600	TULEP N318 TAMRO T503 KSA M321 RESAL T533 RAP- MA DCT DEGNO DCT DAPOL	a) FRA b) Enroute frequency change meth- odology at 170NM after DEGNO, change to 134.5
OJAC	OOM M	FL300/ FL600	TULEP N318 TAMRO T503 KSA M321 RESAL T533 RAP- MA DCT DEGNO DCT ULO- NO DCT GOBRO	a) FRA b) Enroute frequency change meth- odology at 45NM after ULONO, change to 133.35
OJAC	OOM M	FL300/ FL600	TULEP N318 TAMRO T503 KSA M321 RESAL T533 RAP- MA DCT DEGNO DCT ULO- NO DCT IMDAM	a) FRA b) Enroute frequency change meth- odology at 45NM after ULONO, change to 133.35
OJAC	OOM M	FL300/ FL600	TULEP N318 TAMRO T503 KSA M321 RESAL T533 RAP- MA DCT KUVSO DCT KATIT DCT MIDGU	FRA
OJAC	OOM M	MC/ FL600	TULEP N318 TAMRO T503 KSA M321 RESAL T533 RAP- MA Y214 KUTNA M440 MIDGU	between RAPMA and RIBOT can be used during OER41 activation from FL270 to FL600
OJAC	OOM M	MC/ FL600	TULEP N318 TAMRO T503 KSA M321 RESAL T533 ULO- NO L692 DAPOL	
OJAC	OOM M	MC/ FL600	TULEP N318 TAMRO T503 KSA M321 RESAL T533 ULO- NO L692 VATIX T100 GOBRO	

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OJAC	OOM M	MC/ FL600	TULEP N318 TAMRO T503 KSA M321 RESAL T533 ULO- NO L692 VATIX T100 IVABO L556 IMDAM	
OJAC	ORBB	MC/ FL600	DEESA B411 MURIB	Landing or overflying ORBB FIR Expect MURIB at FL350 or above.
OJAC	ORBB	MC/ FL600	TULEP N318 NEVOL B411 MURIB	Landing or overflying ORBB FIR Expect MURIB at FL350 or above.
OJAC	OTDF	FL300/ FL600	DEESA Y415 NIMAR G662 KSA M321 RESAL T533 RAP- MA DCT ASPUS DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR a) between RAPMA and RIBOT can be used during OER41 activa- tion from FL270 to FL600 b) FRA
OJAC	OTDF	FL300/ FL600	DEESA Y415 NIMAR G662 KSA M321 RESAL T533 RAP- MA DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR a) Routing from RAPMA DCT LAD- BO not available when OER41 is active b) FRA
OJAC	OTDF	MC/ FL600	DEESA Y415 NIMAR G662 KSA M321 RESAL T533 RAP- MA Y214 ASPUS Y432 LAD- BO T142 LAEEB	Landing or overflying DOHA FIR between RAPMA and RIBOT can be used during OER41 activation from FL270 to FL600
OJAC	OTDF	FL300/ FL600	DEESA Y415 NIMAR G662 KSA M440 SITER DCT LAD- BO T142 LAEEB	Landing or overflying DOHA FIR a) Routing from SITER not availa- ble when OER41 is active. b) FRA
OJAC	OTDF	MC/ FL600	DEESA Y415 NIMAR G662 KSA M440 SITER T142 LAEEB	Landing or overflying DOHA FIR

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OJAC	OTDF	MC/ FL600	DEESA Y415 NIMAR G662 KSA N687 KINIB Z511 GISRA L681 ORLEK	Landing or overflying DOHA FIR Expect to be 30NM to GISRA at FL250. Z511 Available daily between time 19:00 until 03:00 UTC, 24H on Fri- days, Saturdays and official holi- days.
OJAC	OTDF	FL300/ FL600	RASLI P559 TRF R23 NEVOL N318 TAMRO T503 KSA M321 RESAL T533 RAPMA DCT ASPUS DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR a) between RAPMA and RIBOT can be used during OER41 activa- tion from FL270 to FL600 b) FRA
OJAC	OTDF	FL300/ FL600	RASLI P559 TRF R23 NEVOL N318 TAMRO T503 KSA M321 RESAL T533 RAPMA DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR a) Routing from RAPMA DCT LAD- BO not available when OER41 is active. b) FRA
OJAC	OTDF	MC/ FL600	RASLI P559 TRF R23 NEVOL N318 TAMRO T503 KSA M321 RESAL T533 RAPMA Y214 ASPUS Y432 LADBO T142 LAEEB	Landing or overflying DOHA FIR between RAPMA and RIBOT can be used during OER41 activation from FL270 to FL600
OJAC	OTDF	FL300/ FL600	RASLI P559 TRF R23 NEVOL N318 TAMRO T503 KSA M440 SITER DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR a) Routing from SITER not availa- ble when OER41 is active. b) FRA
OJAC	OTDF	MC/ FL600	RASLI P559 TRF R23 NEVOL N318 TAMRO T503 KSA M440 SITER T142 LAEEB	Landing or overflying DOHA FIR Routing from SITER not available when OER41 is active.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OJAC	OTDF	MC/ FL600	RASLI P559 TRF R23 NEVOL N318 TAMRO T503 KSA N687 KINIB Z511 GISRA L681 OR- LEK	Landing or overflying DOHA FIR Expect to be 30NM to GISRA at FL250. Z511 Available daily between time 19:00 until 03:00 UTC, 24H on Fri- days, Saturdays and official holi- days.
OJAC	OTDF	FL300/ FL600	TULEP N318 TAMRO T503 KSA M321 RESAL T533 RAP- MA DCT ASPUS DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR a) between RAPMA and RIBOT can be used during OER41 activa- tion from FL270 to FL600 b) FRA
OJAC	OTDF	FL300/ FL600	TULEP N318 TAMRO T503 KSA M321 RESAL T533 RAP- MA DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR a) Routing from RAPMA DCT LAD- BO not available when OER41 is active. b) FRA
OJAC	OTDF	MC/ FL600	TULEP N318 TAMRO T503 KSA M321 RESAL T533 RAP- MA Y214 ASPUS Y432 LAD- BO T142 LAEEB	Landing or overflying DOHA FIR between RAPMA and RIBOT can be used during OER41 activation from FL270 to FL600
OJAC	OTDF	FL300/ FL600	TULEP N318 TAMRO T503 KSA M440 SITER DCT LAD- BO T142 LAEEB	Landing or overflying DOHA FIR a) Routing from SITER not availa- ble when OER41 is active. b) FRA
OJAC	OTDF	MC/ FL600	TULEP N318 TAMRO T503 KSA M440 SITER T142 LAEEB	Landing or overflying DOHA FIR
OJAC	OTDF	MC/ FL600	TULEP N318 TAMRO T503 KSA N687 KINIB Z511 GISRA L681 ORLEK	Landing or overflying DOHA FIR Expect to be 30NM to GISRA at FL250. Z511 Available daily between time 19:00 until 03:00 UTC, 24H on Fri- days, Saturdays and official holi- days.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OJAC	OYSC	MC/ FL600	GIBET M449 WEJ T510 RBG B544 JDW M559 LABNI M999 APDOS	
OJAC	OYSC	MC/ FL600	GIBET M449 WEJ T510 RBG B544 JDW M559 LABNI M999 DANAK B413 RIBOK	
OJAC	OYSC	MC/ FL600	GIBET M449 WEJ T510 RBG B544 JDW M559 LABNI M999 DANAK R777 LAKNA	
OJAC	OYSC	MC/ FL600	GIBET M449 WEJ T510 RBG B544 JDW M559 NISMI	
OJAC	OYSC	MC/ FL600	GIBET M449 WEJ T510 RBG B544 JDW V31 WDR V32 PA- TOG Q624 ALSIR	
OJAC	OYSC	MC/ FL600	RASLI P559 TRF B544 HLF V172 JDW M559 LABNI M999 APDOS	
OJAC	OYSC	MC/ FL600	RASLI P559 TRF B544 HLF V172 JDW M559 LABNI M999 DANAK B413 RIBOK	
OJAC	OYSC	MC/ FL600	RASLI P559 TRF B544 HLF V172 JDW M559 LABNI M999 DANAK R777 LAKNA	
OJAC	OYSC	MC/ FL600	RASLI P559 TRF B544 HLF V172 JDW M559 NISMI	
OJAC	OYSC	MC/ FL600	RASLI P559 TRF B544 HLF V172 JDW V31 WDR V32 PA- TOG Q624 ALSIR	
OJAC	OYSC	MC/ FL600	TULEP N318 ORKAS B544 HLF V172 JDW M559 LABNI M999 APDOS	
OJAC	OYSC	MC/ FL600	TULEP N318 ORKAS B544 HLF V172 JDW M559 LABNI M999 DANAK B413 RIBOK	

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OJAC	OYSC	MC/ FL600	TULEP N318 ORKAS B544 HLF V172 JDW M559 LABNI M999 DANAK R777 LAKNA	
OJAC	OYSC	MC/ FL600	TULEP N318 ORKAS B544 HLF V172 JDW M559 NISMI	
OJAC	OYSC	MC/ FL600	TULEP N318 ORKAS B544 HLF V172 JDW V31 WDR V32 PATOG Q624 ALSIR	
OKAC	HECC	MC/ FL600	DEKOB P517 KMC B417 AL- KIR H999/N697 HIL A788 HLF L604 IMRID	Landing or overflying CAIRO FIR over IMRID FL260, FL300 not avail- able
OKAC	HECC	MC/ FL600	DEKOB P517 KMC B417 AL- KIR H999/N697 HIL A788 HLF L604 WEJ L677 DARAX Z412 SEPSA	Only available for landing HEGN and HESH
OKAC	HECC	MC/ FL600	DEKOB P517 KMC B417 AL- KIR H999/N697 HIL A788 HLF L604 WEJ L677 PASUM	Landing or overflying CAIRO FIR over PASUM FL260, FL300 not available
OKAC	HECC	MC/ FL600	NIDAP L550 KITIT	Landing or overflying CAIRO FIR Available levels via KITIT FL280, FL320 and above.
OKAC	HHAA	MC/ FL600	DEKOB P517 KMC B417 GAS G674 PMA B544 JDW G650 RASKA	Landing or overflying ASMARA FIR over RASKA FL260, FL300 not available
OKAC	HSSS	MC/ FL600	DEKOB P517 KMC B417 GAS G674 PMA B544 JDW B407 KAROX	Landing or overflying KHARTOUM FIR over KAROX FL260, FL300 not available
OKAC	HSSS	MC/ FL600	DEKOB P517 KMC B417 GAS G674 PMA B544 JDW M863 GIBAP	Overflying KHARTOUM FIR only over GIBAP FL320 and above.
OKAC	OEAB	MC/ FL600	KATOD G667 KSA G782 DURMA Z414 EMEKO V40 ABH	Landing OEAB

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OKAC	OEAO	MC/ FL600	DEKOB P517 KMC B417 GAS L604 HLF V15 AUA	Landing OEAO
OKAC	OEDF	MC/ FL600	ASVIR H741 PUSRA	Landing OEDF FL230 and below.
OKAC	OEGN	MC/ FL600	KATOD G667 KSA G782 DURMA Z414 EMEKO V40 GIZ	
OKAC	OEGS	MC/ FL600	DEKOB P517 KMC B417 GAS	Landing OEGS Expect ASNID at FL160
OKAC	OEHL	MC/ FL600	DEKOB P517 KMC B417 AL- KIR H999/N697 HIL	Landing OEHL Expect LOSEL at FL160.
OKAC	OEJN	MC/ FL600	DEKOB P517 KMC B417 GAS G674 PMA B544 NOMDA	Landing OEJN Expect NOMDA at FL160 to FL200
OKAC	OEMA	MC/ FL600	DEKOB P517 KMC B417 GAS G674 EMURI	Landing OEMA Expect EMURI at FL240
OKAC	OENG	MC/ FL600	KATOD G667 KSA G667 NEJ	Landing OENG ESCAT
OKAC	OENN	MC/ FL600	NIDAP L550 ASTUM V13 TBK Y333 GEPAG	Landing OENN Expect RANRI at FL240 or below and expect to be FL160 at 40NM after passing TBK DVORTAC
OKAC	OERK	MC/ FL600	KATOD Y517 ESRAT	Landing OERK Expect MGA at FL260 and FL280.
OKAC	OERS	MC/ FL600	DEKOB P517 KMC B417 GAS L604 NADIK Q832 RSI	Landing OERS
OKAC	OESK	MC/ FL600	NIDAP L550 ULAKO R23 AJF	Landing OESK
OKAC	OETB	MC/ FL600	NIDAP L550 ASTUM V13 TBK	Landing OETB Expect RANRI at FL200 up to FL240
OKAC	OETF	MC/ FL600	KATOD G782 BOPEV V41 TIF	Landing OETF Expect BUBIM at FL200.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OKAC	OEYN	MC/ FL600	DEKOB P517 KMC B417 GAS G674 PMA V22 YEN	Landing OEYN
OKAC	OJAC	MC/ FL600	NIDAP L550 VATIM L768 AAR V45 TRF R652 OBROD Q163 GENEX	Landing or overflying AMMAN FIR a) Arrival within Amman AoR ex- pect GENEX at FL220 to FL280 in- clusive, including destination LLBG. b) Overflying Amman FL300 and above.
OKAC	OJAC	MC/ FL600	NIDAP L550 VATIM L768 OTI- LA	Landing or overflying AMMAN FIR Available levels via OTILA FL240 and above.
OKAC	OMAE	FL300/ FL600	KATOD Y517 KSA M321 RE- SAL T533 RAPMA DCT KUV- SO DCT KATIT DCT PEKEM	FRA
OKAC	OMAE	FL300/ FL600	KATOD Y517 KSA M321 RE- SAL T533 RAPMA DCT KUV- SO DCT RIBOT	FRA
OKAC	OMAE	MC/ FL600	KATOD Y517 KSA M321 RE- SAL T533 RAPMA Y214 KUT- NA M440 KATIT M628 PE- KEM	
OKAC	OMAE	MC/ FL600	KATOD Y517 KSA M321 RE- SAL T533 RAPMA Y214 RI- BOT	
OKAC	OMAE	MC/ FL600	KATOD Y517 KSA M440 KA- TIT M628 PEKEM	Routing from SITER not available when OER41 is active
OKAC	OMAE	MC/ FL600	KATOD Y517 KSA M440 KUT- NA Y214 RIBOT	Routing from SITER not available when OER41 is active
OKAC	OMAE	FL300/ FL600	KATOD Y517 KSA M440 SIT- ER DCT KUTNA DCT KATIT DCT PEKEM	a) Routing from SITER not availa- ble when OER41 is active b) FRA
OKAC	OMAE	FL300/ FL600	KATOD Y517 KSA M440 SIT- ER DCT KUTNA DCT RIBOT	a) Routing from SITER not availa- ble when OER41 is active. b) FRA

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OKAC	OOM M	FL300/ FL600	KATOD Y517 KSA M321 RE- SAL T533 RAPMA DCT DEG- NO DCT DAPOL	a) FRA b) Enroute frequency change meth- odology at 170NM after DEGNO, change to 134.5
OKAC	OOM M	FL300/ FL600	KATOD Y517 KSA M321 RE- SAL T533 RAPMA DCT DEG- NO DCT ULONO DCT GO- BRO	a) FRA b) Enroute frequency change meth- odology at 45NM after ULONO, change to 133.35
OKAC	OOM M	FL300/ FL600	KATOD Y517 KSA M321 RE- SAL T533 RAPMA DCT DEG- NO DCT ULONO DCT IMDAM	a) FRA b) Enroute frequency change meth- odology at 45NM after ULONO, change to 133.35
OKAC	OOM M	FL300/ FL600	KATOD Y517 KSA M321 RE- SAL T533 RAPMA DCT KUV- SO DCT KATIT DCT MIDGU	FRA
OKAC	OOM M	MC/ FL600	KATOD Y517 KSA M321 RE- SAL T533 RAPMA Y214 KUT- NA M440 MIDGU	between RAPMA and RIBOT can be used during OER41 activation from FL270 to FL600
OKAC	OOM M	MC/ FL600	KATOD Y517 KSA M321 RE- SAL T533 ULONO L692 DA- POL	
OKAC	OOM M	MC/ FL600	KATOD Y517 KSA M321 RE- SAL T533 ULONO L692 VAT- IX T100 GOBRO	
OKAC	OOM M	MC/ FL600	KATOD Y517 KSA M321 RE- SAL T533 ULONO L692 VAT- IX T100 IVABO L556 IMDAM	
OKAC	OTDF	FL300/ FL600	KATOD Y517 KSA M321 RE- SAL T533 RAPMA DCT AS- PUS DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR a) between RAPMA and RIBOT can be used during OER41 activa- tion from FL270 to FL600 b) FRA

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OKAC	OTDF	FL300/ FL600	KATOD Y517 KSA M321 RE-SAL T533 RAPMA DCT LAD-BO T142 LAEEB	Landing or overflying DOHA FIR a) Routing from RAPMA DCT LAD-BO not available when OER41 is active. b) FRA
OKAC	OTDF	MC/ FL600	KATOD Y517 KSA M321 RE-SAL T533 RAPMA Y214 ASPUS Y432 LADBO T142 LAEEB	Landing or overflying DOHA FIR between RAPMA and RIBOT can be used during OER41 activation from FL270 to FL600
OKAC	OTDF	FL300/ FL600	KATOD Y517 KSA M440 SITER DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR a) Routing from SITER not available when OER41 is active. b) FRA
OKAC	OTDF	MC/ FL600	KATOD Y517 KSA M440 SITER T142 LAEEB	Landing or overflying DOHA FIR
OKAC	OTDF	MC/ FL600	KATOD Y517 KSA N687 KINIB Z511 GISRA L681 ORLEK	Landing or overflying DOHA FIR Expect to be 30NM to GISRA at FL250. Z511 Available daily between time 19:00 until 03:00 UTC, 24H on Fridays, Saturdays and official holidays.
OKAC	OYSC	MC/ FL600	KATOD G667 NETAS	
OKAC	OYSC	MC/ FL600	KATOD Y517 KSA M321 SILPA	
OKAC	OYSC	FL300/ FL600	KATOD Y517 KSA M321 SITUK DCT BOSOB DCT ASTIN DCT SILPA	FRA
OKAC	OYSC	MC/ FL600	KATOD Y517 WDR V32 PATOG Q624 ALSIR	

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OMAE	HECC	FL300/ FL600	PEKEM DCT MEDPO DCT ITRUX Y511 PMA V22 YEN L300 GIBEL	Landing or overflying CAIRO FIR a) over GIBEL FL260, FL300 not available b) FRA c) Enroute frequency change meth- odology at MEDPO change to 132.9
OMAE	HECC	FL300/ FL600	PEKEM DCT MEDPO DCT ITRUX Y511 PMA Z712 WEJ L604 IMRID	Landing or overflying CAIRO FIR a) over IMRID FL260, FL300 not available. b) FRA c) Enroute frequency change meth- odology at MEDPO change to 132.9
OMAE	HECC	FL300/ FL600	PEKEM DCT MEDPO DCT ITRUX Y511 PMA Z712 WEJ L677 DARAX Z412 SEPASA	Only available for landing HEGN and HESH
OMAE	HECC	FL300/ FL600	PEKEM DCT MEDPO DCT ITRUX Y511 PMA Z712 WEJ L677 PASUM	Landing or overflying CAIRO FIR a) FRA b) Enroute frequency change meth- odology at MEDPO change to 132.9 c) over PASUM FL260, FL300 not available
OMAE	HECC	FL300/ FL600	PEKEM DCT MEDPO DCT SITUK M321 KSA M321 IVO- NU Z710 GAS G662 HIL G662 NIMAR L550 KITIT	Landing or overflying CAIRO FIR a) FRA b) over KITIT FL260, FL300 not available.
OMAE	HECC	FL300/ FL600	PEKEM DCT MEDPO DCT SITUK M321 KSA M321 IVO- NU Z710 GAS G662 HIL T540 ENABI L550 KITIT	Landing or overflying CAIRO FIR a) FRA b) over KITIT FL260, FL300 not available.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OMAE	HECC	MC/ FL600	PEKEM Q332 MEDPO Y511 PMA V22 YEN L300 GIBEL	Landing or overflying CAIRO FIR over GIBEL FL260, FL300 not available
OMAE	HECC	MC/ FL600	PEKEM Q332 MEDPO Y511 PMA Z712 WEJ L604 IMRID	Landing or overflying CAIRO FIR over IMRID FL260, FL300 not avail- able.
OMAE	HECC	MC/ FL600	PEKEM Q332 MEDPO Y511 PMA Z712 WEJ L677 DARAX Z412 SEPSA	Only available for landing HEGN and HESH
OMAE	HECC	MC/ FL600	PEKEM Q332 MEDPO Y511 PMA Z712 WEJ L677 PASUM	Landing or overflying CAIRO FIR over PASUM FL260, FL300 not available
OMAE	HECC	FL300/ FL600	RIBOT DCT MIGMA DCT ITRUX Y511 PMA V22 YEN L300 GIBEL	Landing or overflying CAIRO FIR a) over GIBEL FL260, FL300 not available b) FRA
OMAE	HECC	FL300/ FL600	RIBOT DCT MIGMA DCT ITRUX Y511 PMA Z712 WEJ L604 IMRID	Landing or overflying CAIRO FIR a) over IMRID FL260, FL300 not available. b) FRA
OMAE	HECC	FL300/ FL600	RIBOT DCT MIGMA DCT ITRUX Y511 PMA Z712 WEJ L677 DARAX Z412 SEPSA	Only available for landing HEGN and HESH
OMAE	HECC	FL300/ FL600	RIBOT DCT MIGMA DCT ITRUX Y511 PMA Z712 WEJ L677 PASUM	Landing or overflying CAIRO FIR a) over PASUM FL260, FL300 not available b) FRA
OMAE	HECC	FL300/ FL600	RIBOT DCT MIGMA DCT SIT- UK M321 KSA M321 IVONU Z710 GAS G662 HIL G662 NI- MAR L550 KITIT	Landing or overflying CAIRO FIR a) FRA b) over KITIT FL260, FL300 not available.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OMAE	HECC	FL300/ FL600	RIBOT DCT MIGMA DCT SIT- UK M321 KSA M321 IVONU Z710 GAS G662 HIL T540 ENABI L550 KITIT	Landing or overflying CAIRO FIR a) FRA b) over KITIT FL260, FL300 not available.
OMAE	HECC	MC/ FL600	RIBOT M550 MEVDO Y511 PMA V22 YEN L300 GIBEL	Landing or overflying CAIRO FIR over GIBEL FL260, FL300 not available
OMAE	HECC	MC/ FL600	RIBOT M550 MEVDO Y511 PMA Z712 WEJ L604 IMRID	Landing or overflying CAIRO FIR over IMRID FL260, FL300 not avail- able
OMAE	HECC	MC/ FL600	RIBOT M550 MEVDO Y511 PMA Z712 WEJ L677 DARAX Z412 SEPSA	Only available for landing HEGN and HESH
OMAE	HECC	MC/ FL600	RIBOT M550 MEVDO Y511 PMA Z712 WEJ L677 PASUM	Landing or overflying CAIRO FIR over PASUM FL260, FL300 not available
OMAE	HHAA	FL300/ FL600	PEKEM DCT MEDPO DCT ITRUX Y511 ASMIS T218 IM- GUT M309 VEMEM G782 JDW G650 RASKA	Landing or overflying ASMARA FIR a) when OER05A is active expect over ASMIS FL320 or above b) FRA c) Enroute frequency change meth- odology at MEDPO change to 132.9 d) over RASKA FL260, FL300 not available.
OMAE	HHAA	MC/ FL600	PEKEM Q332 MEDPO Y511 ASMIS T218 IMGUT M309 VEMEM G782 JDW G650 RASKA	Landing or overflying ASMARA FIR a) when OER05A is active expect over ASMIS FL320 or above b) over RASKA FL260, FL300 not available.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OMAE	HHAA	FL300/ FL600	RIBOT DCT MIGMA DCT ITRUX Y511 ASMIS T218 IM- GUT M309 VEMEM G782 JDW G650 RASKA	Landing or overflying ASMARA FIR a) when OER05A is active expect over ASMIS FL320 or above b) over RASKA FL260, FL300 not available. c) FRA
OMAE	HHAA	FL300/ FL600	RIBOT DCT MIGMA DCT ITRUX Y511 ASMUN G782 JDW G650 RASKA	Landing or overflying ASMARA FIR a) over RASKA FL260, FL300 not available. b) FRA
OMAE	HHAA	MC/ FL600	RIBOT M550 MEVDO Y511 ASMIS T218 IMGUT M309 VEMEM G782 JDW G650 RASKA	Landing or overflying ASMARA FIR a) when OER05A is active expect over ASMIS FL320 or above b) over RASKA FL260, FL300 not available.
OMAE	HHAA	MC/ FL600	RIBOT M550 MEVDO Y511 ASMUN G782 JDW G650 RASKA	Landing or overflying ASMARA FIR over RASKA FL260, FL300 not available.
OMAE	HSSS	FL300/ FL600	PEKEM DCT MEDPO DCT ITRUX Y511 ASMIS T218 IM- GUT M309 VEMEM G782 JDW B407 KAROX	Landing or overflying KHARTOUM FIR a) when OER05A is active expect over ASMIS FL320 or above b) over KAROX FL260, FL300 not available c) FRA d) Enroute frequency change meth- odology at MEDPO change to 132.9
OMAE	HSSS	FL300/ FL600	PEKEM DCT MEDPO DCT ITRUX Y511 ASMIS T218 IM- GUT M309 VEMEM G782 JDW M863 GIBAP	Overflying KHARTOUM FIR only a) when OER05A is active expect over ASMIS FL320 or above b) over GIBAP FL320 and above. c) FRA

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OMAE	HSSS	MC/ FL600	PEKEM Q332 MEDPO Y511 ASMIS T218 IMGUT M309 VEMEM G782 JDW B407 KAROX	Landing or overflying KHARTOUM FIR a) when OER05A is active expect over ASMIS FL320 or above b) over KAROX FL260, FL300 not available
OMAE	HSSS	MC/ FL600	PEKEM Q332 MEDPO Y511 ASMIS T218 IMGUT M309 VEMEM G782 JDW M863 GI- BAP	Overflying KHARTOUM FIR only a) when OER05A is active expect over ASMIS FL320 or above b) over GIBAP FL320 and above.
OMAE	HSSS	FL300/ FL600	RIBOT DCT MIGMA DCT ITRUX Y511 ASMIS T218 IM- GUT M309 VEMEM G782 JDW B407 KAROX	Landing or overflying KHARTOUM FIR a) when OER05A is active expect over ASMIS FL320 or above b) over KAROX FL260, FL300 not available c) FRA
OMAE	HSSS	FL300/ FL600	RIBOT DCT MIGMA DCT ITRUX Y511 ASMIS T218 IM- GUT M309 VEMEM G782 JDW M863 GIBAP	Overflying KHARTOUM FIR only a) when OER05A is active expect over ASMIS FL320 or above b) over GIBAP FL320 and above. c) FRA
OMAE	HSSS	FL300/ FL600	RIBOT DCT MIGMA DCT ITRUX Y511 ASMUN G782 JDW B407 KAROX	Landing or overflying KHARTOUM FIR a) over KAROX FL260, FL300 not available b) FRA
OMAE	HSSS	FL300/ FL600	RIBOT DCT MIGMA DCT ITRUX Y511 ASMUN G782 JDW M863 GIBAP	Overflying KHARTOUM FIR only a) over GIBAP FL320 and above. b) FRA

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OMAE	HSSS	MC/ FL600	RIBOT M550 MEVDO Y511 ASMIS T218 IMGUT M309 VEMEM G782 JDW B407 KAROX	Landing or overflying KHARTOUM FIR a) when OER05A is active expect over ASMIS FL320 or above b) over KAROX FL260, FL300 not available
OMAE	HSSS	MC/ FL600	RIBOT M550 MEVDO Y511 ASMIS T218 IMGUT M309 VEMEM G782 JDW M863 GI-BAP	Overflying KHARTOUM FIR only a) when OER05A is active expect over ASMIS FL320 or above b) over GIBAP FL320 and above.
OMAE	HSSS	MC/ FL600	RIBOT M550 MEVDO Y511 ASMUN G782 JDW B407 KAROX	Landing or overflying KHARTOUM FIR over KAROX FL260, FL300 not available
OMAE	HSSS	MC/ FL600	RIBOT M550 MEVDO Y511 ASMUN G782 JDW M863 GI-BAP	Overflying KHARTOUM FIR only over GIBAP FL320 and above.
OMAE	OBBS	FL300/ FL600	PEKEM DCT MEDPO DCT SITUK M321 KSA H976 MUS-RI L604 KFA M691 LADNA	Landing or overflying Southern OMAE FIR, Landing OTDF FIR and Landing OBBS FIR a) Traffic landing OTDF FIR at FL330 and FL310 only. b) Traffic to Southern UAE FIR at FL250 to FL290. c) Traffic landing OBBS FIR expect to be DEPOL FL350 or below and over GESOR FL250 or below. d) FRA

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OMAE	OB BB	FL300/ FL600	PEKEM DCT MEDPO DCT SITUK M321 KSA H976 MUS- RI L604 NARMI	Traffic overflying OB BB and OTDF FIRs a) Traffic overflying OB BB and OTDF FIRs at FL310 and above. b) FRA c) Enroute frequency change meth- odology at MEDPO change to 132.9
OMAE	OB BB	FL300/ FL600	PEKEM DCT MEDPO DCT SITUK M321 KSA H976 MUS- RI P891 GESOR L308 DAR- OR	a) Overflying Bahrain FIR b) Landing or overflying TEHRAN FIR c) landing or overflying Northern of Emirates d) over DAROR FL290 not availa- ble e) FRA f) Enroute frequency change meth- odology at MEDPO change to 132.9
OMAE	OB BB	MC/ FL600	PEKEM Q332 MEDPO Y511 BOSOB M321 KSA H976 MUSRI L604 KFA M691 LAD- NA	Landing or overflying Southern OMAE FIR, Landing OTDF FIR and Landing OB BB FIR a) Traffic landing OTDF FIR at FL330 and FL310 only. b) Traffic to Southern UAE FIR at FL250 to FL290. c) Traffic landing OB BB FIR expect to be DEPOL FL350 or below and over GESOR FL250 or below.
OMAE	OB BB	MC/ FL600	PEKEM Q332 MEDPO Y511 BOSOB M321 KSA H976 MUSRI L604 NARMI	Traffic overflying OB BB and OTDF FIRs Traffic overflying OB BB and OTDF FIRs at FL310 and above.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OMAE	OB BB	MC/ FL600	PEKEM Q332 MEDPO Y511 BOSOB M321 KSA H976 MUSRI P891 GESOR L308 DAROR	a) Overflying Bahrain FIR b) Landing or overflying TEHRAN FIR c) landing or overflying Northern of Emirates over DAROR FL290 not available
OMAE	OB BB	FL300/ FL600	RIBOT DCT MIGMA DCT SIT- UK M321 KSA H976 MUSRI L604 KFA M691 LADNA	Landing or overflying Southern OMAE FIR, Landing OTDF FIR and Landing OB BB FIR a) Traffic landing OTDF FIR at FL330 and FL310 only b) Traffic to Southern UAE FIR at FL250 to FL290. c) Traffic landing OB BB FIR expect to be DEPOL FL350 or below and over GESOR FL250 or below. d) FRA
OMAE	OB BB	FL300/ FL600	RIBOT DCT MIGMA DCT SIT- UK M321 KSA H976 MUSRI L604 NARMI	Traffic overflying OB BB and OTDF FIRs a) Traffic overflying OB BB and OTDF FIRs at FL310 and above. b) FRA
OMAE	OB BB	FL300/ FL600	RIBOT DCT MIGMA DCT SIT- UK M321 KSA H976 MUSRI P891 GESOR L308 DAROR	a) Overflying Bahrain FIR b) Landing or overflying TEHRAN FIR c) landing or overflying Northern of Emirates d) over DAROR FL290 not available e) FRA

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OMAE	OB BB	MC/ FL600	RIBOT M550 MIGMA M628 AMBAG M321 KSA H976 MUSRI L604 KFA M691 LAD- NA	Landing or overflying Southern OMAE FIR, Landing OTDF FIR and Landing OB BB FIR a) Traffic landing OTDF FIR at FL330 and FL310 only. b) Traffic to Southern UAE FIR at FL250 to FL290. c) Traffic landing OB BB FIR expect to be DEPOL FL350 or below and over GESOR FL250 or below.
OMAE	OB BB	MC/ FL600	RIBOT M550 MIGMA M628 AMBAG M321 KSA H976 MUSRI L604 NARMI	Traffic overflying OB BB and OTDF FIRs Traffic overflying OB BB and OTDF FIRs at FL310 and above.
OMAE	OB BB	MC/ FL600	RIBOT M550 MIGMA M628 AMBAG M321 KSA H976 MUSRI P891 GESOR L308 DAROR	a) Overflying Bahrain FIR b) Landing or overflying TEHRAN FIR c) landing or overflying Northern of Emirates over DAROR FL290 not available
OMAE	OEAB	FL300/ FL600	PEKEM DCT MEDPO DCT ITRUX Y511 ASMIS Z414 EMEKO V40 ABH	Landing OEAB a) FRA b) Enroute frequency change meth- odology at MEDPO change to 132.9
OMAE	OEAB	MC/ FL600	PEKEM Q332 MEDPO Y511 ASMIS Z414 EMEKO V40 ABH	Landing OEAB
OMAE	OEAB	FL300/ FL600	RIBOT DCT MIGMA DCT ITRUX Y511 ASMIS Z414 EMEKO V40 ABH	Landing OEAB FRA

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OMAE	OEAB	FL300/ FL600	RIBOT DCT ULONO DCT ULUXU L556 EGREN L425 BSH V52 EMEKO V40 ABH	Landing OEAB a) FRA b) Enroute frequency change meth- odology Before 30NM after ULONO change to 132.5
OMAE	OEAB	MC/ FL600	RIBOT M550 MEVDO Y511 ASMIS Z414 EMEKO V40 ABH	Landing OEAB
OMAE	OEAO	FL300/ FL600	PEKEM DCT MEDPO DCT SITUK M321 HLF V15 AUA	Landing OEAO FRA
OMAE	OEAO	MC/ FL600	PEKEM Q332 MEDPO Y511 BOSOB M321 HLF V15 AUA	Landing OEAO
OMAE	OEAO	FL300/ FL600	RIBOT DCT MIGMA DCT SIT- UK M321 HLF V15 AUA	Landing OEAO FRA
OMAE	OEAO	MC/ FL600	RIBOT M550 MIGMA M628 AMBAG M321 HLF V15 AUA	Landing OEAO
OMAE	OEDF	FL300/ FL600	PEKEM DCT MEDPO DCT SITUK M321 KSA H976 MUS- RI L604 UMENA	Landing OEDF a) Expect ORLOK at FL290 and FL270. b) FRA
OMAE	OEDF	MC/ FL600	PEKEM Q332 MEDPO Y511 BOSOB M321 KSA H976 MUSRI L604 UMENA	Landing OEDF Expect ORLOK at FL290 and FL270.
OMAE	OEDF	FL300/ FL600	RIBOT DCT MIGMA DCT SIT- UK M321 KSA H976 MUSRI L604 UMENA	Landing OEDF a) Expect ORLOK at FL290 and FL270. b) FRA
OMAE	OEDF	MC/ FL600	RIBOT M550 MIGMA M628 AMBAG M321 KSA H976 MUSRI L604 UMENA	Landing OEDF Expect ORLOK at FL290 and FL270.
OMAE	OEGN	MC/ FL600	PEKEM Q332 MEDPO M318 PURDA L556 EGREN L425 BSH V52 EMEKO V40 GIZ	

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OMAE	OEGN	MC/ FL600	PEKEM Q332 MEDPO M318 PURDA L556 EGREN L425 WDR V39 GIZ	
OMAE	OEGN	FL300/ FL600	RIBOT DCT MIGMA DCT ITRUX Y511 ASMIS Z414 EMEKO V40 ABH V40 GIZ	FRA
OMAE	OEGN	FL300/ FL600	RIBOT DCT ULONO DCT ULUXU L556 EGREN L425 BSH V52 EMEKO V40 GIZ	a) FRA b) Enroute frequency change methodology Before 30NM after ULONO change to 132.5
OMAE	OEGN	MC/ FL600	RIBOT M550 MIGMA L564 NONGA L556 EGREN L425 BSH V52 EMEKO V40 GIZ	
OMAE	OEGN	MC/ FL600	RIBOT M550 MIGMA L564 NONGA L556 EGREN L425 WDR V39 GIZ	
OMAE	OEGS	FL300/ FL600	PEKEM DCT MEDPO DCT SITUK M321 IVONU Z710 GAS	Landing OEGS a) Expect SOKOP at FL160 b) FRA c) Enroute frequency change methodology at MEDPO change to 132.9
OMAE	OEGS	MC/ FL600	PEKEM Q332 MEDPO Y511 BOSOB M321 IVONU Z710 GAS	Landing OEGS Expect SOKOP at FL160
OMAE	OEGS	FL300/ FL600	RIBOT DCT MIGMA DCT SIT- UK M321 IVONU Z710 GAS	Landing OEGS a) Expect SOKOP at FL160 b) FRA
OMAE	OEGS	MC/ FL600	RIBOT M550 MIGMA M628 AMBAG M321 IVONU Z710 GAS	Landing OEGS Expect SOKOP at FL160

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OMAE	OEHL	FL300/ FL600	PEKEM DCT MEDPO DCT SITUK M321 IVONU Z710 GAS G662 HIL	Landing OEHL a) Expect DAROP at FL160 b) FRA c) Enroute frequency change methodology at MEDPO change to 132.9
OMAE	OEHL	MC/ FL600	PEKEM Q332 MEDPO Y511 BOSOB M321 IVONU Z710 GAS G662 HIL	Landing OEHL Expect DAROP at FL160
OMAE	OEHL	FL300/ FL600	RIBOT DCT MIGMA DCT SIT- UK M321 IVONU Z710 GAS G662 HIL	Landing OEHL a) Expect DAROP at FL160 b) FRA
OMAE	OEHL	MC/ FL600	RIBOT M550 MIGMA M628 AMBAG M321 IVONU Z710 GAS G662 HIL	Landing OEHL Expect DAROP at FL160
OMAE	OEJN	FL300/ FL600	PEKEM DCT MEDPO DCT ITRUX Y511 ASMIS T218 IM- GUT M309 VEMEM	Landing OEJN a) when OER05A is active expect over ASMIS FL320 or above b) Expect VEMEM at FL160 to FL200. c) FRA
OMAE	OEJN	FL300/ FL600	PEKEM DCT MEDPO DCT ITRUX Y511 ASMUN G782 VEMEM	Landing OEJN a) Expect VEMEM at FL160 to FL200. b) FRA
OMAE	OEJN	MC/ FL600	PEKEM Q332 MEDPO Y511 ASMIS T218 IMGUT M309 VEMEM	Landing OEJN a) when OER05A is active expect over ASMIS FL320 or above b) Expect VEMEM at FL160 to FL200.
OMAE	OEJN	MC/ FL600	PEKEM Q332 MEDPO Y511 ASMUN G782 VEMEM	Landing OEJN Expect VEMEM at FL160 to FL200.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OMAE	OEJN	FL300/ FL600	RIBOT DCT MIGMA DCT ITRUX Y511 ASMIS T218 IM- GUT M309 VEMEM	Landing OEJN a) when OER05A is active expect over ASMIS FL320 or above b) Expect VEMEM at FL160 to FL200. c) FRA
OMAE	OEJN	FL300/ FL600	RIBOT DCT MIGMA DCT ITRUX Y511 ASMUN G782 VEMEM	Landing OEJN a) Expect VEMEM at FL160 to FL200. b) FRA
OMAE	OEJN	MC/ FL600	RIBOT M550 MEVDO Y511 ASMIS T218 IMGUT M309 VEMEM	Landing OEJN a) when OER05A is active expect over ASMIS FL320 or above b) Expect VEMEM at FL160 to FL200.
OMAE	OEJN	MC/ FL600	RIBOT M550 MEVDO Y511 ASMIS Y511 ASMUN G782 VEMEM	Landing OEJN Expect VEMEM at FL160 to FL200.
OMAE	OEMA	FL300/ FL600	PEKEM DCT MEDPO DCT ITRUX Y511 ELONU	Landing OEMA a) Expect NAGBO at FL240. b) FRA
OMAE	OEMA	MC/ FL600	PEKEM Q332 MEDPO Y511 ELONU	Landing OEMA Expect NAGBO at FL240.
OMAE	OEMA	FL300/ FL600	RIBOT DCT MIGMA DCT ITRUX Y511 ELONU	Landing OEMA a) Expect NAGBO at FL240. b) FRA
OMAE	OEMA	MC/ FL600	RIBOT M550 MEVDO Y511 ELONU	Landing OEMA Expect NAGBO at FL240.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OMAE	OENG	FL300/ FL600	PEKEM DCT MEDPO DCT ITRUX Y511 KITUB G667 NEJ	Landing OENG a) FRA b) Enroute frequency change meth- odology at MEDPO change to 132.9 c) ESCAT
OMAE	OENG	MC/ FL600	PEKEM Q332 MEDPO Y511 KITUB G667 NEJ	Landing OENG ESCAT
OMAE	OENG	FL300/ FL600	RIBOT DCT MIGMA DCT ITRUX Y511 KITUB G667 NEJ	Landing OENG FRA
OMAE	OENG	FL300/ FL600	RIBOT DCT ULONO DCT ULUXU L556 EGREN L425 WDR G667 NEJ	Landing OENG a) FRA b) Enroute frequency change meth- odology Before 30NM after ULONO change to 132.5 c) ESCAT
OMAE	OENG	MC/ FL600	RIBOT M550 MEVDO Y511 KITUB G667 NEJ	Landing OENG ESCAT
OMAE	OENN	FL300/ FL600	PEKEM DCT MEDPO DCT ITRUX Y511 PMA Z712 WEJ L677 DARAX Z711 GEPAG	Landing OENN FRA
OMAE	OENN	FL300/ FL600	PEKEM DCT MEDPO DCT SITUK M321 KSA M321 HLF W334 TBK Y333 GEPAG	Landing OENN FRA
OMAE	OENN	MC/ FL600	PEKEM Q332 MEDPO Y511 BOSOB M321 KSA M321 HLF W334 TBK Y333 GEPAG	Landing OENN
OMAE	OENN	MC/ FL600	PEKEM Q332 MEDPO Y511 PMA Z712 WEJ L677 DARAX Z711 GEPAG	Landing OENN
OMAE	OENN	FL300/ FL600	RIBOT DCT MIGMA DCT ITRUX Y511 PMA Z712 WEJ L677 DARAX Z711 GEPAG	Landing OENN FRA

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OMAE	OENN	FL300/ FL600	RIBOT DCT MIGMA DCT SIT- UK M321 KSA M321 HLF W334 TBK Y333 GEPAG	Landing OENN FRA
OMAE	OENN	MC/ FL600	RIBOT M550 MEVDO Y511 PMA Z712 WEJ L677 DARAX Z711 GEPAG	Landing OENN
OMAE	OENN	MC/ FL600	RIBOT M550 MIGMA M628 AMBAG M321 KSA M321 HLF W334 TBK Y333 GEPAG	Landing OENN
OMAE	OERK	FL300/ FL600	PEKEM DCT MEDPO DCT SITUK M321 NAGUB	Landing OERK FRA
OMAE	OERK	MC/ FL600	PEKEM Q332 MEDPO Y511 BOSOB M321 NAGUB	Landing OERK
OMAE	OERK	FL300/ FL600	RIBOT DCT MIGMA DCT SIT- UK M321 NAGUB	Landing OERK FRA
OMAE	OERK	MC/ FL600	RIBOT M550 MIGMA M628 AMBAG M321 NAGUB	Landing OERK
OMAE	OERS	FL300/ FL600	PEKEM DCT MEDPO DCT ITRUX Y511 PMA Z712 IVU- DA Q832 RSI	Landing OERS FRA
OMAE	OERS	FL300/ FL600	PEKEM DCT MEDPO DCT SITUK M321 IVONU Z710 GAS L604 NADIK Q832 RSI	Landing OERS FRA
OMAE	OERS	FL300/ FL600	PEKEM DCT MEDPO DCT SITUK M321 KSA M321 HLF L604 NADIK Q832 RSI	Landing OERS FRA
OMAE	OERS	MC/ FL600	PEKEM Q332 MEDPO Y511 BOSOB M321 IVONU Z710 GAS L604 NADIK Q832 RSI	Landing OERS
OMAE	OERS	MC/ FL600	PEKEM Q332 MEDPO Y511 BOSOB M321 KSA M321 HLF L604 NADIK Q832 RSI	Landing OERS
OMAE	OERS	MC/ FL600	PEKEM Q332 MEDPO Y511 PMA Z712 IVUDA Q832 RSI	Landing OERS

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OMAE	OERS	FL300/ FL600	RIBOT DCT MIGMA DCT ITRUX Y511 PMA Z712 IVU- DA Q832 RSI	Landing OERS FRA
OMAE	OERS	FL300/ FL600	RIBOT DCT MIGMA DCT SIT- UK M321 HLF L604 NADIK Q832 RSI	Landing OERS FRA
OMAE	OERS	FL300/ FL600	RIBOT DCT MIGMA DCT SIT- UK M321 IVONU Z710 GAS L604 NADIK Q832 RSI	Landing OERS FRA
OMAE	OERS	MC/ FL600	RIBOT M550 MEVDO Y511 PMA Z712 IVUDA Q832 RSI	Landing OERS
OMAE	OERS	MC/ FL600	RIBOT M550 MIGMA M628 AMBAG M321 HLF L604 NA- DIK Q832 RSI	Landing OERS
OMAE	OERS	MC/ FL600	RIBOT M550 MIGMA M628 AMBAG M321 IVONU Z710 GAS L604 NADIK Q832 RSI	Landing OERS
OMAE	OESH	FL300/ FL600	MUXIT DCT MEDPO DCT NOMRU M318 SHA	Landing OESH a) ESCAT b) FRA c) at 140NM after MEDPO, change to 132.5
OMAE	OESH	MC/ FL600	MUXIT M318 SHA	Landing OESH ESCAT
OMAE	OESH	FL300/ FL600	TANSU DCT ASTIN DCT NOMRU M318 SHA	Landing OESH a) ESCAT b) FRA c) at 175NM after TANSU, change to 132.5
OMAE	OESH	MC/ FL600	TANSU G783 PURDA M318 SHA	Landing OESH ESCAT
OMAE	OESK	FL300/ FL600	PEKEM DCT MEDPO DCT SITUK M321 KSA T503 PAX- AN G669 AJF	Landing OESK FRA

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OMAE	OESK	MC/ FL600	PEKEM Q332 MEDPO Y511 BOSOB M321 KSA T503 PAX- AN G669 AJF	Landing OESK
OMAE	OESK	FL300/ FL600	RIBOT DCT MIGMA DCT SIT- UK M321 KSA T503 PAXAN G669 AJF	Landing OESK FRA
OMAE	OESK	MC/ FL600	RIBOT M550 MIGMA M628 AMBAG M321 KSA T503 PAXAN G669 AJF	Landing OESK
OMAE	OETB	FL300/ FL600	PEKEM DCT MEDPO DCT ITRUX Y511 PMA Z712 WEJ V54 TBK	Landing OETB a) Expect DEMSU at FL200 up to FL240 b) FRA
OMAE	OETB	FL300/ FL600	PEKEM DCT MEDPO DCT SITUK M321 IVONU Z710 GAS G662 NIMAR L550 AS- TUM V13 TBK	Landing OETB a) Expect DEMSU at FL200 up to FL240 b) FRA c) Enroute frequency change meth- odology at MEDPO change to 132.9
OMAE	OETB	FL300/ FL600	PEKEM DCT MEDPO DCT SITUK M321 KSA M321 HLF W334 TBK	Landing OETB a) Expect DEMSU at FL200 up to FL240 b) FRA c) Enroute frequency change meth- odology at MEDPO change to 132.9
OMAE	OETB	MC/ FL600	PEKEM Q332 MEDPO Y511 BOSOB M321 IVONU Z710 GAS G662 NIMAR L550 AS- TUM V13 TBK	Landing OETB Expect RANRI at FL200 up to FL240
OMAE	OETB	MC/ FL600	PEKEM Q332 MEDPO Y511 BOSOB M321 KSA M321 HLF W334 TBK	Landing OETB Expect to be MISEK at FL200 TO FL240.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OMAE	OETB	MC/ FL600	PEKEM Q332 MEDPO Y511 PMA Z712 WEJ V54 TBK	Landing OETB Expect DEMSU at FL200 up to FL240
OMAE	OETB	FL300/ FL600	RIBOT DCT MIGMA DCT ITRUX Y511 PMA Z712 WEJ V54 TBK	Landing OETB a) Expect DEMSU at FL200 up to FL240 b) FRA
OMAE	OETB	FL300/ FL600	RIBOT DCT MIGMA DCT SIT- UK M321 IVONU Z710 GAS G662 NIMAR L550 ASTUM V13 TBK	Landing OETB a) Expect RANRI at FL200 up to FL240 b) FRA
OMAE	OETB	FL300/ FL600	RIBOT DCT MIGMA DCT SIT- UK M321 KSA M321 HLF W334 TBK	Landing OETB a) Expect to be MISEK at FL200 TO FL240. b) FRA
OMAE	OETB	MC/ FL600	RIBOT M550 MEVDO Y511 PMA Z712 WEJ V54 TBK	Landing OETB Expect DEMSU at FL200 up to FL240
OMAE	OETB	MC/ FL600	RIBOT M550 MIGMA M628 AMBAG M321 IVONU Z710 GAS G662 NIMAR L550 AS- TUM V13 TBK	Landing OETB Expect RANRI at FL200 up to FL240
OMAE	OETB	MC/ FL600	RIBOT M550 MIGMA M628 AMBAG M321 KSA M321 HLF W334 TBK	Landing OETB Expect to be MISEK at FL200 TO FL240.
OMAE	OETF	FL300/ FL600	PEKEM DCT MEDPO DCT ITRUX Y511 ASMIS T218 IM- GUT M309 VUTEX V41 TIF	Landing OETF a) T218 is available when OER05A not active b) Expect BUBIM at FL200. c) FRA d) Enroute frequency change meth- odology at MEDPO change to 132.9

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OMAE	OETF	FL300/ FL600	PEKEM DCT MEDPO DCT ITRUX Y511 ASMUN G782 BOPEV V41 TIF	Landing OETF a) Expect BUBIM at FL200. b) FRA c) Enroute frequency change methodology at MEDPO change to 132.9
OMAE	OETF	MC/ FL600	PEKEM Q332 MEDPO Y511 ASMIS T218 IMGUT M309 VUTEX V41 TIF	Landing OETF a) T218 is available when OER05A not active b) Expect BUBIM at FL200.
OMAE	OETF	MC/ FL600	PEKEM Q332 MEDPO Y511 ASMUN G782 BOPEV V41 TIF	Landing OETF Expect BUBIM at FL200.
OMAE	OETF	FL300/ FL600	RIBOT DCT MIGMA DCT ITRUX Y511 ASMIS T218 IM- GUT M309 VUTEX V41 TIF	Landing OETF a) Expect BUBIM at FL200. b) FRA
OMAE	OETF	FL300/ FL600	RIBOT DCT MIGMA DCT ITRUX Y511 ASMUN G782 BOPEV V41 TIF	Landing OETF a) Expect BUBIM at FL200. b) FRA
OMAE	OETF	MC/ FL600	RIBOT M550 MEVDO Y511 ASMIS T218 IMGUT M309 VUTEX V41 TIF	Landing OETF a) T218 is available when OER05A not active b) Expect BUBIM at FL200.
OMAE	OETF	MC/ FL600	RIBOT M550 MEVDO Y511 ASMUN G782 BOPEV V41 TIF	Landing OETF Expect BUBIM at FL200.
OMAE	OEYN	FL300/ FL600	PEKEM DCT MEDPO DCT ITRUX Y511 PMA V22 YEN	Landing OEYN a) FRA b) Enroute frequency change methodology at MEDPO change to 132.9
OMAE	OEYN	MC/ FL600	PEKEM Q332 MEDPO Y511 PMA V22 YEN	Landing OEYN

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OMAE	OEYN	FL300/ FL600	RIBOT DCT MIGMA DCT ITRUX Y511 PMA V22 YEN	Landing OEYN FRA
OMAE	OEYN	MC/ FL600	RIBOT M550 MEVDO Y511 PMA V22 YEN	Landing OEYN
OMAE	OJAC	FL300/ FL600	PEKEM DCT MEDPO DCT ITRUX Y511 PMA Z712 WEJ M449 GIBET	Landing or overflying AMMAN FIR a) FRA b) Enroute frequency change meth- odology at MEDPO change to 132.9
OMAE	OJAC	MC/ FL600	PEKEM DCT MEDPO DCT SITUK M321 IVONU Z710 GAS G662 HIL G662 NIMAR Y415 DEESA	Landing or overflying AMMAN FIR
OMAE	OJAC	FL300/ FL600	PEKEM DCT MEDPO DCT SITUK M321 KSA T503 OVA- NO L768 OTILA	Landing or overflying AMMAN FIR a) Available levels via OTILA FL240 and above. b) FRA
OMAE	OJAC	FL300/ FL600	PEKEM DCT MEDPO DCT SITUK M321 KSA T503 PAX- AN G669 AJF R23 ODBUL Q163 GENEX	Landing or overflying AMMAN FIR a) Arrival within Amman AoR ex- pect GENEX at FL220 to FL280 in- clusive, including destination LLBG. b) Overflying Amman FL300 and above. c) FRA d) Enroute frequency change meth- odology at MEDPO change to 132.9
OMAE	OJAC	MC/ FL600	PEKEM Q332 MEDPO Y511 BOSOB M321 IVONU Z710 GAS G662 HIL G662 NIMAR Y415 DEESA	Landing or overflying AMMAN FIR

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OMAE	OJAC	MC/ FL600	PEKEM Q332 MEDPO Y511 BOSOB M321 IVONU Z710 GAS G662 HIL R23 ODBUL Q163 GENEX	Landing or overflying AMMAN FIR a) Arrival within Amman AoR expect GENEX at FL220 to FL280 inclusive, including destination LLBG. b) Overflying Amman FL300 and above.
OMAE	OJAC	MC/ FL600	PEKEM Q332 MEDPO Y511 BOSOB M321 KSA T503 OVANO L768 OTILA	Landing or overflying AMMAN FIR Available levels via OTILA FL240 and above.
OMAE	OJAC	MC/ FL600	PEKEM Q332 MEDPO Y511 PMA Z712 WEJ M449 GIBET	Landing or overflying AMMAN FIR
OMAE	OJAC	FL300/ FL600	RIBOT DCT MIGMA DCT ITRUX Y511 PMA B544 EG- POL Q163 GENEX	Landing or overflying AMMAN FIR a) Arrival within Amman AoR expect GENEX at FL220 to FL280 inclusive, including destination LLBG. b) Overflying Amman FL300 and above. c) FRA
OMAE	OJAC	FL300/ FL600	RIBOT DCT MIGMA DCT ITRUX Y511 PMA B544 SO- DAR	Landing or overflying AMMAN FIR a) Available levels via SODAR FL240 and above. b) FRA
OMAE	OJAC	FL300/ FL600	RIBOT DCT MIGMA DCT ITRUX Y511 PMA Z712 WEJ M449 GIBET	Landing or overflying AMMAN FIR a) Expect GIBET at FL260, FL320 and above. b) FRA
OMAE	OJAC	FL300/ FL600	RIBOT DCT MIGMA DCT SIT- UK M321 IVONU Z710 GAS G662 HIL R23 ODBUL Q163 GENEX	Landing or overflying AMMAN FIR a) Arrival within Amman AoR expect GENEX at FL220 to FL280 inclusive, including destination LLBG. b) Overflying Amman FL300 and above. c) FRA

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OMAE	OJAC	FL300/ FL600	RIBOT DCT MIGMA DCT SIT- UK M321 IVONU Z710 GAS G662 NIMAR Y415 DEESA	Landing or overflying AMMAN FIR a) Overflying Amman FIR, expect over DEESA FL320 and above. b) Traffic landing OJAQ expect over DEESA at FL280 and FL300 c) FRA
OMAE	OJAC	FL300/ FL600	RIBOT DCT MIGMA DCT SIT- UK M321 KSA T503 OVANO L768 OTILA	Landing or overflying AMMAN FIR a) Available levels via OTILA FL240 and above. b) FRA
OMAE	OJAC	FL300/ FL600	RIBOT DCT MIGMA DCT SIT- UK M321 KSA T503 PAXAN G669 AJF R23 ODBUL Q163 GENEX	Landing or overflying AMMAN FIR a) Arrival within Amman AoR ex- pect GENEX at FL220 to FL280 in- clusive, including destination LLBG. b) Overflying Amman FL300 and above. c) FRA
OMAE	OJAC	MC/ FL600	RIBOT M550 MEVDO Y511 PMA B544 EGPOL Q163 GENEX	Landing or overflying AMMAN FIR a) Arrival within Amman AoR ex- pect GENEX at FL220 to FL280 in- clusive, including destination LLBG. b) Overflying Amman FL300 and above.
OMAE	OJAC	MC/ FL600	RIBOT M550 MEVDO Y511 PMA B544 SODAR	Landing or overflying AMMAN FIR Available levels via SODAR FL240 and above.
OMAE	OJAC	MC/ FL600	RIBOT M550 MEVDO Y511 PMA Z712 WEJ M449 GIBET	Landing or overflying AMMAN FIR Expect GIBET at FL260, FL320 and above.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OMAE	OJAC	MC/ FL600	RIBOT M550 MIGMA M628 AMBAG M321 IVONU Z710 GAS G662 HIL R23 ODBUL Q163 GENEX	Landing or overflying AMMAN FIR a) Arrival within Amman AoR expect GENEX at FL220 to FL280 inclusive, including destination LLBG. b) Overflying Amman FL300 and above.
OMAE	OJAC	MC/ FL600	RIBOT M550 MIGMA M628 AMBAG M321 IVONU Z710 GAS G662 NIMAR Y415 DEESA	Landing or overflying AMMAN FIR a) Overflying Amman FIR, expect over DEESA FL320 and above. b) Traffic landing OJAQ expect over DEESA at FL280 and FL300
OMAE	OJAC	MC/ FL600	RIBOT M550 MIGMA M628 AMBAG M321 KSA T503 OVANO L768 OTILA	Landing or overflying AMMAN FIR Available levels via OTILA FL240 and above.
OMAE	OJAC	MC/ FL600	RIBOT M550 MIGMA M628 AMBAG M321 KSA T503 PAXAN G669 AJF R23 ODBUL Q163 GENEX	Landing or overflying AMMAN FIR a) Arrival within Amman AoR expect GENEX at FL220 to FL280 inclusive, including destination LLBG. b) Overflying Amman FL300 and above.
OMAE	OKAC	FL300/ FL600	PEKEM DCT MEDPO DCT SITUK M321 KSA H976 MUSRI P891 KUNRU	a) arrival OKAC over KUNRU FL230, FL210 b) overflying OKAC over KUNRU FL330 c) FRA d) Enroute frequency change methodology at MEDPO change to 132.9
OMAE	OKAC	MC/ FL600	PEKEM Q332 MEDPO Y511 BOSOB M321 KSA H976 MUSRI P891 KUNRU	a) arrival OKAC over KUNRU FL230, FL210 b) overflying OKAC over KUNRU FL330

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OMAE	OKAC	FL300/ FL600	RIBOT DCT MIGMA DCT SIT- UK M321 KSA H976 MUSRI P891 KUNRU	a) arrival OKAC over KUNRU FL230, FL210 b) overflying OKAC over KUNRU FL330
OMAE	OKAC	MC/ FL600	RIBOT M550 MIGMA M628 AMBAG M321 KSA H976 MUSRI P891 KUNRU	a) arrival OKAC over KUNRU FL230, FL210 b) overflying OKAC over KUNRU FL330
OMAE	ORBB	FL300/ FL600	PEKEM DCT MEDPO DCT SITUK M321 KSA T503 PAX- AN V16 AAR B411 MURIB	Landing or overflying ORBB FIR a) Expect MURIB at FL350 or above. b) FRA c) Enroute frequency change meth- odology at MEDPO change to 132.9
OMAE	ORBB	MC/ FL600	PEKEM Q332 MEDPO Y511 BOSOB M321 KSA T503 PAX- AN V16 AAR B411 MURIB	Landing or overflying ORBB FIR Expect MURIB at FL350 or above.
OMAE	ORBB	FL300/ FL600	RIBOT DCT MIGMA DCT SIT- UK M321 KSA T503 PAXAN V16 AAR B411 MURIB	Landing or overflying ORBB FIR a) Expect MURIB at FL350 or above. b) FRA
OMAE	ORBB	MC/ FL600	RIBOT M550 MIGMA M628 AMBAG M321 KSA T503 PAXAN V16 AAR B411 MUR- IB	Landing or overflying ORBB FIR Expect MURIB at FL350 or above.
OMAE	OYSC	FL300/ FL600	MUXIT DCT MEDPO DCT PURDA DCT ASTIN DCT NOMRU M318 NADKI	FRA
OMAE	OYSC	MC/ FL600	MUXIT M318 NADKI	
OMAE	OYSC	FL300/ FL600	TANSU DCT ASTIN DCT NOMRU M318 NADKI	FRA
OMAE	OYSC	MC/ FL600	TANSU G783 PURDA M318 NADKI	

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OOMM	HECC	FL300/ FL600	GOBRO DCT AMBIT L425 BOSUT B544 JDW L677 DAR- AX Z412 SEPSA	Only available for landing HEGN and HESH
OOMM	HECC	FL300/ FL600	GOBRO DCT AMBIT L425 BOSUT B544 JDW L677 PA- SUM	Landing or overflying CAIRO FIR over PASUM FL260, FL300 not available
OOMM	HECC	FL300/ FL600	GOBRO DCT AMBIT L425 BOSUT B544 JDW L677 WEJ L604 IMRID	Landing or overflying CAIRO FIR a) over IMRID FL260, FL300 not available. b) FRA
OOMM	HECC	FL300/ FL600	GOBRO DCT AMBIT L425 BOSUT B544 JDW M686 GI- BEL	Landing or overflying CAIRO FIR a) over GIBEL FL260, FL300 not available b) FRA
OOMM	HECC	MC/ FL600	GOBRO DCT PURDA DCT ALNUG DCT PUSON L883 KI- TUB Y511 PMA Z712 WEJ L677 DARAX Z412 SEPSA	Only available for landing HEGN and HESH
OOMM	HECC	MC/ FL600	GOBRO DCT PURDA DCT ALNUG DCT PUSON L883 KI- TUB Y511 PMA Z712 WEJ L677 PASUM	Landing or overflying CAIRO FIR a) over PASUM FL260, FL300 not available
OOMM	HECC	MC/ FL600	GOBRO L425 BOSUT B544 JDW L677 DARAX Z412 SEP- SA	Only available for landing HEGN and HESH
OOMM	HECC	MC/ FL600	GOBRO L425 BOSUT B544 JDW L677 PASUM	Landing or overflying CAIRO FIR over PASUM FL260, FL300 not available
OOMM	HECC	MC/ FL600	GOBRO L425 BOSUT B544 JDW L677 WEJ L604 IMRID	Landing or overflying CAIRO FIR over IMRID FL260, FL300 not avail- able
OOMM	HECC	MC/ FL600	GOBRO L425 BOSUT B544 JDW M686 GIBEL	Landing or overflying CAIRO FIR over GIBEL FL260, FL300 not available

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OOMM	HECC	FL300/ FL600	SITOL DCT PUSON L883 KI-TUB Y511 PMA V22 YEN L300 GIBEL	Landing or overflying CAIRO FIR a) over GIBEL FL260, FL300 not available b) FRA
OOMM	HECC	FL300/ FL600	SITOL DCT PUSON L883 KI-TUB Y511 PMA Z712 WEJ L604 IMRID	Landing or overflying CAIRO FIR a) over IMRID FL260, FL300 not available. b) Landing HESH expect PASUM at FL200 up to FL240. c) FRA d) Enroute frequency change methodology at 200NM after SITOL, change to 132.9
OOMM	HECC	FL300/ FL600	SITOL DCT PUSON L883 KI-TUB Y511 PMA Z712 WEJ L677 DARAX Z412 SEPSA	Only available for landing HEGN and HESH
OOMM	HECC	FL300/ FL600	SITOL DCT PUSON L883 KI-TUB Y511 PMA Z712 WEJ L677 PASUM	Landing or overflying CAIRO FIR a) over PASUM FL260 and FL300 not available b) FRA c) Enroute frequency change methodology at 200NM after SITOL, change to 132.9
OOMM	HECC	MC/ FL600	SITOL L883 KITUB Y511 PMA V22 YEN L300 GIBEL	Landing or overflying CAIRO FIR over GIBEL FL260, FL300 not available
OOMM	HECC	MC/ FL600	SITOL L883 KITUB Y511 PMA Z712 WEJ L604 IMRID	Landing or overflying CAIRO FIR over IMRID FL260, FL300 not available
OOMM	HECC	MC/ FL600	SITOL L883 KITUB Y511 PMA Z712 WEJ L677 DARAX Z412 SEPSA	Only available for landing HEGN and HESH

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OOMM	HECC	MC/ FL600	SITOL L883 KITUB Y511 PMA Z712 WEJ L677 PASUM	Landing or overflying CAIRO FIR over PASUM FL260, FL300 not available
OOMM	HECC	FL300/ FL600	TOKRA DCT MEDPO DCT BOSOB DCT ITRUX Y511 PMA V22 YEN L300 GIBEL	Landing or overflying CAIRO FIR a) over GIBEL FL260, FL300 not available b) FRA c) Enroute frequency change meth- odology at MEDPO change to 132.9
OOMM	HECC	FL300/ FL600	TOKRA DCT MEDPO DCT BOSOB DCT ITRUX Y511 PMA Z712 WEJ L604 IMRID	Landing or overflying CAIRO FIR a) over IMRID FL260, FL300 not available. b) FRA c) Enroute frequency change meth- odology at MEDPO change to 132.9
OOMM	HECC	FL300/ FL600	TOKRA DCT MEDPO DCT BOSOB DCT ITRUX Y511 PMA Z712 WEJ L677 DARAX Z412 SEPSA	Only available for landing HEGN and HESH
OOMM	HECC	FL300/ FL600	TOKRA DCT MEDPO DCT BOSOB DCT ITRUX Y511 PMA Z712 WEJ L677 PASUM	Landing or overflying CAIRO FIR a) over PASUM FL260 and FL300 not available b) FRA c) Enroute frequency change meth- odology at MEDPO change to 132.9
OOMM	HECC	MC/ FL600	TOKRA Y511 PMA V22 YEN L300 GIBEL	Landing or overflying CAIRO FIR over GIBEL FL260, FL300 not available
OOMM	HECC	MC/ FL600	TOKRA Y511 PMA Z712 WEJ L604 IMRID	Landing or overflying CAIRO FIR over IMRID FL260, FL300 not avail- able

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OOMM	HECC	MC/ FL600	TOKRA Y511 PMA Z712 WEJ L677 DARAX Z412 SEPSA	Only available for landing HEGN and HESH
OOMM	HECC	MC/ FL600	TOKRA Y511 PMA Z712 WEJ L677 PASUM	Landing or overflying CAIRO FIR over PASUM FL260, FL300 not available
OOMM	HHAA	FL300/ FL600	SITOL DCT DATUV Y121 VE- MEM G782 JDW G650 RAS- KA	Landing or overflying ASMARA FIR a) over RASKA FL260, FL300 not available. b) FRA c) Enroute frequency change meth- odology at 200NM after SITOL, change to 132.9
OOMM	HHAA	FL300/ FL600	SITOL DCT PUSON L883 KI- TUB Y511 ASMIS T218 IM- GUT M309 VEMEM G782 JDW G650 RASKA	Landing or overflying ASMARA FIR a) when OER05A is active expect over ASMIS FL320 or above b) over RASKA FL260, FL300 not available. c) FRA d) Enroute frequency change meth- odology at 200NM after SITOL, change to 132.9
OOMM	HHAA	FL300/ FL600	SITOL DCT PUSON L883 KI- TUB Y511 ASMUN G782 JDW G650 RASKA	Landing or overflying ASMARA FIR a) over RASKA FL260, FL300 not available. b) FRA c) Enroute frequency change meth- odology at 200NM after SITOL, change to 132.9
OOMM	HHAA	MC/ FL600	SITOL L883 ALNUG Y121 VE- MEM G782 JDW G650 RAS- KA	Landing or overflying ASMARA FIR over RASKA FL260, FL300 not available.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OOMM	HHAA	MC/ FL600	SITOL L883 KITUB Y511 AS- MIS T218 IMGUT M309 VE- MEM G782 JDW G650 RAS- KA	Landing or overflying ASMARA FIR a) when OER05A is active expect over ASMIS FL320 or above b) over RASKA FL260, FL300 not available
OOMM	HHAA	MC/ FL600	SITOL L883 KITUB Y511 AS- MUN G782 JDW G650 RAS- KA	Landing or overflying ASMARA FIR over RASKA FL260, FL300 not available.
OOMM	HHAA	FL300/ FL600	TOKRA DCT MEDPO DCT BOSOB DCT ITRUX Y511 AS- MIS T218 IMGUT M309 VE- MEM G782 JDW G650 RAS- KA	Landing or overflying ASMARA FIR a) when OER05A is active expect over ASMIS FL320 or above b) over RASKA FL260, FL300 not available. c) FRA d) Enroute frequency change meth- odology at MEDPO change to 132.9
OOMM	HHAA	MC/ FL600	TOKRA Y511 ASMIS T218 IM- GUT M309 VEMEM G782 JDW G650 RASKA	Landing or overflying ASMARA FIR a) when OER05A is active expect over ASMIS FL320 or above b) over RASKA FL260, FL300 not available
OOMM	HSSS	FL300/ FL600	GOBRO DCT AMBIT L425 BOSUT B544 JDW B407 KAR- OX	Landing or overflying KHARTOUM FIR a) over KAROX FL260, FL300 not available b) FRA
OOMM	HSSS	FL300/ FL600	GOBRO DCT AMBIT L425 BOSUT B544 JDW M863 GI- BAP	Overflying KHARTOUM FIR only a) over GIBAP FL320 and above. b) FRA
OOMM	HSSS	MC/ FL600	GOBRO L425 BOSUT B544 JDW B407 KAROX	Landing or overflying KHARTOUM FIR over KAROX FL260, FL300 not available

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OOMM	HSSS	MC/ FL600	GOBRO L425 BOSUT B544 JDW M863 GIBAP	Overflying KHARTOUM FIR only over GIBAP FL320 and above.
OOMM	HSSS	FL300/ FL600	SITOL DCT PUSON L883 KI- TUB Y511 ASMIS T218 IM- GUT M309 VEMEM G782 JDW B407 KAROX	Landing or overflying KHARTOUM FIR a) when OER05A is active expect over ASMIS FL320 or above b) over KAROX FL260, FL300 not available c) FRA d) Enroute frequency change meth- odology at 200NM after SITOL, change to 132.9
OOMM	HSSS	FL300/ FL600	SITOL DCT PUSON L883 KI- TUB Y511 ASMIS T218 IM- GUT M309 VEMEM G782 JDW M863 GIBAP	Overflying KHARTOUM FIR only a) when OER05A is active expect over ASMIS FL320 or above b) over GIBAP FL320 and above. c) FRA d) Enroute frequency change meth- odology at 200NM after SITOL, change to 132.9
OOMM	HSSS	FL300/ FL600	SITOL DCT PUSON L883 KI- TUB Y511 ASMUN G782 JDW B407 KAROX	Landing or overflying KHARTOUM FIR a) over KAROX FL260, FL300 not available b) FRA c) Enroute frequency change meth- odology at 200NM after SITOL, change to 132.9
OOMM	HSSS	FL300/ FL600	SITOL DCT PUSON L883 KI- TUB Y511 ASMUN G782 JDW M863 GIBAP	Overflying KHARTOUM FIR only a) over GIBAP FL320 and above. b) FRA c) Enroute frequency change meth- odology at 200NM after SITOL, change to 132.9

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OOMM	HSSS	MC/ FL600	SITOL L883 KITUB Y511 AS- MIS T218 IMGUT M309 VE- MEM G782 JDW B407 KAR- OX	Landing or overflying KHARTOUM FIR a) when OER05A is active expect over ASMIS FL320 or above b) over KAROX FL260, FL300 not available
OOMM	HSSS	MC/ FL600	SITOL L883 KITUB Y511 AS- MIS T218 IMGUT M309 VE- MEM G782 JDW M863 GIBAP	Overflying KHARTOUM FIR only a) when OER05A is active expect over ASMIS FL320 or above b) over GIBAP FL320 and above.
OOMM	HSSS	MC/ FL600	SITOL L883 KITUB Y511 AS- MUN G782 JDW B407 KAR- OX	Landing or overflying KHARTOUM FIR over KAROX FL260, FL300 not available
OOMM	HSSS	MC/ FL600	SITOL L883 KITUB Y511 AS- MUN G782 JDW M863 GIBAP	Overflying KHARTOUM FIR only over GIBAP FL320 and above.
OOMM	HSSS	FL300/ FL600	TOKRA DCT MEDPO DCT BOSOB DCT ITRUX Y511 AS- MIS T218 IMGUT M309 VE- MEM G782 JDW B407 KAR- OX	Landing or overflying KHARTOUM FIR a) when OER05A is active expect over ASMIS FL320 or above b) over KAROX FL260, FL300 not available c) FRA d) Enroute frequency change meth- odology at MEDPO change to 132.9
OOMM	HSSS	FL300/ FL600	TOKRA DCT MEDPO DCT BOSOB DCT ITRUX Y511 AS- MIS T218 IMGUT M309 VE- MEM G782 JDW M863 GIBAP	Overflying KHARTOUM FIR only a) when OER05A is active expect over ASMIS FL320 or above b) over GIBAP FL320 and above. c) FRA d) Enroute frequency change meth- odology at MEDPO change to 132.9

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OOMM	HSSS	MC/ FL600	TOKRA Y511 ASMIS T218 IM- GUT M309 VEMEM G782 JDW B407 KAROX	Landing or overflying KHARTOUM FIR a) when OER05A is active expect over ASMIS FL320 or above b) over KAROX FL260, FL300 not available
OOMM	HSSS	MC/ FL600	TOKRA Y511 ASMIS T218 IM- GUT M309 VEMEM G782 JDW M863 GIBAP	Overflying KHARTOUM FIR only a) when OER05A is active expect over ASMIS FL320 or above b) over GIBAP FL320 and above.
OOMM	OB BB	FL300/ FL600	GOBRO DCT PURDA DCT BOSOB DCT SITUK M321 KSA H976 MUSRI L604 KFA M691 LADNA	Landing or overflying Southern OMAE FIR, Landing OTDF FIR and Landing OB BB FIR a) Traffic landing OTDF FIR at FL330 and FL310 only. b) Traffic to Southern UAE FIR at FL250 to FL290. c) Traffic landing OB BB FIR expect to be DEPOL FL350 or below and over GESOR FL250 or below. d) FRA
OOMM	OB BB	FL300/ FL600	GOBRO DCT PURDA DCT BOSOB DCT SITUK M321 KSA H976 MUSRI L604 NAR- MI	Traffic overflying OB BB and OTDF FIRs a) Traffic overflying OB BB and OTDF FIRs at FL310 and above. b) FRA

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OOMM	OB BB	FL300/ FL600	GOBRO DCT PURDA DCT BOSOB DCT SITUK M321 KSA H976 MUSRI P891 GE- SOR L308 DAROR	a) Overflying Bahrain FIR b) Landing or overflying TEHRAN FIR c) landing or overflying Northern of Emirates d) over DAROR FL290 not availa- ble e) FRA f) Enroute frequency change meth- odology at 60 after PURDA change to 132.9
OOMM	OB BB	MC/ FL600	GOBRO N324 ALNUG L883 ALRIK M321 KSA H976 MUS- RI L604 KFA M691 LADNA	Landing or overflying Southern OMAE FIR, Landing OTDF FIR and Landing OB BB FIR a) Traffic landing OTDF FIR at FL330 and FL310 only. b) Traffic to Southern UAE FIR at FL250 to FL290. c) Traffic landing OB BB FIR expect to be DEPOL FL350 or below and over GESOR FL250 or below.
OOMM	OB BB	MC/ FL600	GOBRO N324 ALNUG L883 ALRIK M321 KSA H976 MUS- RI L604 NARMI	Traffic overflying OB BB and OTDF FIRs Traffic overflying OB BB and OTDF FIRs at FL310 and above.
OOMM	OB BB	FL300/ FL600	GOBRO N324 ALNUG L883 ALRIK M321 KSA H976 MUS- RI P891 GESOR L308 DAR- OR	a) Overflying Bahrain FIR b) Landing or overflying TEHRAN FIR c) landing or overflying Northern of Emirates d) over DAROR FL290 not availa- ble e) FRA

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OOMM	OB BB	FL300/ FL600	SITOL DCT BOSOB DCT SIT- UK M321 KSA H976 MUSRI L604 KFA M691 LADNA	Landing or overflying Southern OMAE FIR, Landing OTDF FIR and Landing OB BB FIR a) Traffic landing OTDF FIR at FL330 and FL310 only. b) Traffic to Southern UAE FIR at FL250 to FL290. c) Traffic landing OB BB FIR expect to be DEPOL FL350 or below and over GESOR FL250 or below. d) FRA e) Enroute frequency change meth- odology at 200NM after SITOL, change to 132.9
OOMM	OB BB	FL300/ FL600	SITOL DCT BOSOB DCT SIT- UK M321 KSA H976 MUSRI L604 NARMI	Traffic overflying OB BB and OTDF FIRs a) Traffic overflying OB BB and OTDF FIRs at FL310 and above. b) FRA
OOMM	OB BB	FL300/ FL600	SITOL DCT BOSOB DCT SIT- UK M321 KSA H976 MUSRI P891 GESOR L308 DAROR	a) Overflying Bahrain FIR b) Landing or overflying TEHRAN FIR c) landing or overflying Northern of Emirates d) over DAROR FL290 not availa- ble e) FRA f) Enroute frequency change meth- odology at 200NM after SITOL, change to 132.9

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OOMM	OBBB	MC/ FL600	SITOL L883 ALRIK M321 KSA H976 MUSRI L604 KFA M691 LADNA	Landing or overflying Southern OMAE FIR, Landing OTDF FIR and Landing OBBB FIR a) Traffic landing OTDF FIR at FL330 and FL310 only. b) Traffic to Southern UAE FIR at FL250 to FL290. c) Traffic landing OBBB FIR expect to be DEPOL FL350 or below and over GESOR FL250 or below.
OOMM	OBBB	MC/ FL600	SITOL L883 ALRIK M321 KSA H976 MUSRI L604 NARMI	Traffic overflying OBBB and OTDF FIRs Traffic overflying OBBB and OTDF FIRs at FL310 and above.
OOMM	OBBB	MC/ FL600	SITOL L883 ALRIK M321 KSA H976 MUSRI P891 GESOR L308 DAROR	a) Overflying Bahrain FIR b) Landing or overflying TEHRAN FIR c) landing or overflying Northern of Emirates over DAROR FL290 not available
OOMM	OBBB	FL300/ FL600	TOKRA DCT MEDPO DCT BOSOB DCT SITUK M321 KSA H976 MUSRI L604 KFA M691 LADNA	Landing or overflying Southern OMAE FIR, Landing OTDF FIR and Landing OBBB FIR a) Traffic landing OTDF FIR at FL330 and FL310 only b) Traffic to Southern UAE FIR at FL250 to FL290 c) Traffic landing OBBB FIR expect to be DEPOL FL350 or below and over GESOR FL250 or below. d) FRA e) Enroute frequency change meth- odology at MEDPO change to 132.9

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OOMM	OB BB	FL300/ FL600	TOKRA DCT MEDPO DCT BOSOB DCT SITUK M321 KSA H976 MUSRI L604 NAR- MI	Traffic overflying OB BB and OTDF FIRs a) Traffic overflying OB BB and OTDF FIRs at FL310 and above. b) FRA c) Enroute frequency change meth- odology at MEDPO change to 132.9
OOMM	OB BB	FL300/ FL600	TOKRA DCT MEDPO DCT BOSOB DCT SITUK M321 KSA H976 MUSRI P891 GE- SOR L308 DAROR	a) Overflying Bahrain FIR b) Landing or overflying TEHRAN FIR c) landing or overflying Northern of Emirates d) over DAROR FL290 not availa- ble e) FRA f) Enroute frequency change meth- odology at MEDPO change to 132.9
OOMM	OB BB	MC/ FL600	TOKRA Y511 BOSOB M321 KSA H976 MUSRI L604 KFA M691 LADNA	Landing or overflying Southern OMAE FIR, Landing OTDF FIR and Landing OB BB FIR a) Traffic landing OTDF FIR at FL330 and FL310 only. b) Traffic to Southern UAE FIR at FL250 to FL290. c) Traffic landing OB BB FIR expect to be DEPOL FL350 or below and over GESOR FL250 or below.
OOMM	OB BB	MC/ FL600	TOKRA Y511 BOSOB M321 KSA H976 MUSRI L604 NAR- MI	Traffic overflying OB BB and OTDF FIRs Traffic overflying OB BB and OTDF FIRs at FL310 and above.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OOMM	OB BB	MC/ FL600	TOKRA Y511 BOSOB M321 KSA H976 MUSRI P891 GE- SOR L308 DAROR	a) Overflying Bahrain FIR b) Landing or overflying TEHRAN FIR c) landing or overflying Northern of Emirates over DAROR FL290 not available
OOMM	OEAB	FL300/ FL600	GOBRO DCT AMBIT L425 BSH V52 EMEKO V40 ABH	Landing OEAB FRA
OOMM	OEAB	MC/ FL600	GOBRO L425 BSH V52 EME- KO V40 ABH	Landing OEAB
OOMM	OEAB	MC/ FL600	SITOL L883 ASNUR G783 PURDA L556 EGREN L425 BSH V52 EMEKO V40 ABH	Landing OEAB
OOMM	OEAB	FL300/ FL600	TOKRA DCT MEDPO DCT BOSOB DCT ITRUX Y511 AS- MIS Z414 EMEKO V40 ABH	Landing OEAB a) FRA b) Enroute frequency change meth- odology at MEDPO change to 132.9
OOMM	OEAB	MC/ FL600	TOKRA Y511 ASMIS Z414 EMEKO V40 ABH	Landing OEAB
OOMM	OEAO	FL300/ FL600	GOBRO DCT PURDA DCT BOSOB DCT SITUK M321 HLF V15 AUA	Landing OEAO FRA
OOMM	OEAO	MC/ FL600	GOBRO N324 ALNUG L883 ALRIK M321 HLF V15 AUA	Landing OEAO
OOMM	OEAO	FL300/ FL600	SITOL DCT BOSOB DCT SIT- UK M321 HLF V15 AUA	Landing OEAO a) FRA b) Enroute frequency change meth- odology at 200NM after SITOL, change to 132.9
OOMM	OEAO	MC/ FL600	SITOL L883 ALRIK M321 HLF V15 AUA	Landing OEAO

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OOMM	OEAO	FL300/ FL600	TOKRA DCT MEDPO DCT BOSOB DCT SITUK M321 HLF V15 AUA	Landing OEAO a) FRA b) Enroute frequency change meth- odology at MEDPO change to 132.9
OOMM	OEAO	MC/ FL600	TOKRA Y511 BOSOB M321 HLF V15 AUA	Landing OEAO
OOMM	OEDF	FL300/ FL600	GOBRO DCT PURDA DCT BOSOB DCT SITUK M321 KSA H976 MUSRI L604 UME- NA	Landing OEDF a) Expect ORLOK at FL290 and FL270 b) FRA
OOMM	OEDF	MC/ FL600	GOBRO N324 ALNUG L883 ALRIK M321 KSA H976 MUS- RI L604 UMENTA	Landing OEDF Expect ORLOK at FL290 and FL270
OOMM	OEDF	FL300/ FL600	SITOL DCT BOSOB DCT SIT- UK M321 KSA H976 MUSRI L604 UMENTA	Landing OEDF a) Expect ORLOK at FL290 and FL270 b) FRA c) Enroute frequency change meth- odology at 200NM after SITOL, change to 132.9
OOMM	OEDF	MC/ FL600	SITOL L883 ALRIK M321 KSA H976 MUSRI L604 UMENTA	Landing OEDF Expect ORLOK at FL290 and FL270
OOMM	OEDF	FL300/ FL600	TOKRA DCT MEDPO DCT BOSOB DCT SITUK M321 KSA H976 MUSRI L604 UME- NA	Landing OEDF a) Expect ORLOK at FL290 and FL270 b) FRA c) Enroute frequency change meth- odology at MEDPO change to 132.9

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OOMM	OEDF	MC/ FL600	TOKRA Y511 BOSOB M321 KSA H976 MUSRI L604 UME- NA	Landing OEDF Expect ORLOK at FL290 and FL270
OOMM	OEGS	FL300/ FL600	GOBRO DCT PURDA DCT BOSOB DCT SITUK M321 IVONU Z710 GAS	FRA
OOMM	OEGS	MC/ FL600	GOBRO N324 ALNUG L883 ALRIK M321 IVONU Z710 GAS	
OOMM	OEGS	FL300/ FL600	SITOL DCT BOSOB DCT SIT- UK M321 IVONU Z710 GAS	Landing OEGS a) Expect SOKOP at FL160 b) FRA c) Enroute frequency change meth- odology at 200NM after SITOL, change to 132.9
OOMM	OEGS	MC/ FL600	SITOL L883 ALRIK M321 IVO- NU Z710 GAS	Landing OEGS Expect SOKOP at FL160
OOMM	OEGS	FL300/ FL600	TOKRA DCT MEDPO DCT BOSOB DCT SITUK M321 IVONU Z710 GAS	Landing OEGS a) Expect SOKOP at FL160 b) FRA c) Enroute frequency change meth- odology at MEDPO change to 132.9
OOMM	OEGS	MC/ FL600	TOKRA Y511 BOSOB M321 IVONU Z710 GAS	Landing OEGS Expect SOKOP at FL160
OOMM	OEHL	FL300/ FL600	GOBRO DCT PURDA DCT BOSOB DCT SITUK M321 IVONU Z710 GAS G662 HIL	FRA
OOMM	OEHL	MC/ FL600	GOBRO N324 ALNUG L883 ALRIK M321 IVONU Z710 GAS G662 HIL	

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OOMM	OEHL	FL300/ FL600	SITOL DCT BOSOB DCT SIT- UK M321 IVONU Z710 GAS G662 HIL	Landing OEHL a) Expect DAROP at FL160 b) FRA
OOMM	OEHL	MC/ FL600	SITOL L883 ALRIK M321 IVO- NU Z710 GAS G662 HIL	Landing OEHL Expect DAROP at FL160
OOMM	OEHL	FL300/ FL600	TOKRA DCT MEDPO DCT BOSOB DCT SITUK M321 IVONU Z710 GAS G662 HIL	Landing OEHL a) Expect DAROP at FL160 b) FRA c) Enroute frequency change meth- odology at MEDPO change to 132.9
OOMM	OEHL	MC/ FL600	TOKRA Y511 BOSOB M321 IVONU Z710 GAS G662 HIL	Landing OEHL Expect DAROP at FL160
OOMM	OEJN	FL300/ FL600	GOBRO DCT AMBIT L425 BOSUT	Landing OEJN a) xpect BOSUT at FL160 to FL200 b) FRA
OOMM	OEJN	MC/ FL600	GOBRO L425 BOSUT	Landing OEJN Expect BOSUT at FL160 to FL200
OOMM	OEJN	FL300/ FL600	SITOL DCT DATUV Y121 VE- MEM	Landing OEJN a) Expect VEMEM at FL160 to FL200. b) FRA c) Enroute frequency change meth- odology at 200NM after SITOL, change to 132.9

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OOMM	OEJN	FL300/ FL600	SITOL DCT PUSON L883 KI-TUB Y511 ASMIS T218 IMGUT M309 VEMEM	Landing OEJN a) when OER05A is active expect over ASMIS FL320 or above b) Expect VEMEM at FL160 to FL200. c) FRA d) Enroute frequency change methodology at 200NM after SITOL, change to 132.9
OOMM	OEJN	FL300/ FL600	SITOL DCT PUSON L883 KI-TUB Y511 ASMUN G782 VEMEM	Landing OEJN a) Expect VEMEM at FL160 to FL200. b) FRA c) Enroute frequency change methodology at 200NM after SITOL, change to 132.9
OOMM	OEJN	FL300/ FL600	SITOL L883 ALNUG Y121 VEMEM	Landing OEJN a) Expect VEMEM at FL160 to FL200. b) FRA c) Enroute frequency change methodology at 200NM after SITOL, change to 132.9
OOMM	OEJN	MC/ FL600	SITOL L883 KITUB Y511 ASMIS T218 IMGUT M309 VEMEM	Landing OEJN a) when OER05A is active expect over ASMIS FL320 or above b) Expect VEMEM at FL160 to FL200.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OOMM	OEJN	FL300/ FL600	SITOL L883 KITUB Y511 AS- MUN G782 VEMEM	Landing OEJN a) Expect VEMEM at FL160 to FL200. b) FRA c) Enroute frequency change meth- odology at 200NM after SITOL, change to 132.9
OOMM	OEJN	FL300/ FL600	TOKRA DCT MEDPO DCT BOSOB DCT ITRUX Y511 AS- MIS T218 IMGUT M309 VE- MEM	Landing OEJN a) when OER05A is active expect over ASMIS FL320 or above b) Expect VEMEM at FL160 to FL200. c) FRA d) Enroute frequency change meth- odology at MEDPO change to 132.9
OOMM	OEJN	FL300/ FL600	TOKRA DCT MEDPO DCT BOSOB DCT ITRUX Y511 AS- MUN G782 VEMEM	Landing OEJN a) Expect VEMEM at FL160 to FL200. b) FRA c) Enroute frequency change meth- odology at MEDPO change to 132.9
OOMM	OEJN	MC/ FL600	TOKRA Y511 ASMIS T218 IM- GUT M309 VEMEM	Landing OEJN a) when OER05A is active expect over ASMIS FL320 or above b) Expect VEMEM at FL160 to FL200.
OOMM	OEJN	MC/ FL600	TOKRA Y511 ASMUN G782 VEMEM	Landing OEJN Expect VEMEM at FL160 to FL200.
OOMM	OEMA	FL300/ FL600	GOBRO DCT PURDA DCT ALNUG DCT PUSON L883 KI- TUB Y511 ELONU	Landing OEMA FRA

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OOMM	OEMA	MC/ FL600	GOBRO N324 ALNUG L883 KITUB Y511 ELONU	Landing OEMA
OOMM	OEMA	FL300/ FL600	SITOL DCT PUSON L883 KI- TUB Y511 ELONU	Landing OEMA a) Expect NAGBO at FL240. b) FRA c) Enroute frequency change meth- odology at 200NM after SITOL, change to 132.9
OOMM	OEMA	MC/ FL600	SITOL L883 KITUB Y511 ELONU	Landing OEMA Expect NAGBO at FL240.
OOMM	OEMA	FL300/ FL600	TOKRA DCT MEDPO DCT BOSOB DCT ITRUX Y511 ELONU	Landing OEMA a) Expect NAGBO at FL240. b) FRA c) Enroute frequency change meth- odology at MEDPO change to 132.9
OOMM	OEMA	MC/ FL600	TOKRA Y511 ELONU	Landing OEMA Expect NAGBO at FL240.
OOMM	OENG	FL300/ FL600	GOBRO DCT AMBIT L425 WDR G667 NEJ	Landing OENG FRA
OOMM	OENG	MC/ FL600	GOBRO L425 WDR G667 NEJ	Landing OENG ESCAT
OOMM	OENG	MC/ FL600	SITOL L883 ASNUR G783 PURDA L556 EGREN L425 WDR G667 NEJ	Landing OENG ESCAT
OOMM	OENG	FL300/ FL600	TOKRA DCT MEDPO DCT BOSOB DCT ITRUX Y511 KI- TUB G667 NEJ	Landing OENG a) FRA b) Enroute frequency change meth- odology at MEDPO change to 132.9 c) ESCAT

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OOMM	OENG	MC/ FL600	TOKRA Y511 KITUB G667 NEJ	Landing OENG ESCAT
OOMM	OENN	FL300/ FL600	SITOL DCT PUSON L883 KI- TUB Y511 PMA Z712 WEJ L677 DARAX Z711 GEPAG	Landing OENN FRA b) Enroute frequency change meth- odology at 200NM after SITOL, change to 132.9
OOMM	OENN	MC/ FL600	SITOL L883 KITUB Y511 PMA Z712 WEJ L677 DARAX Z711 GEPAG	Landing OENN
OOMM	OENN	FL300/ FL600	TOKRA DCT MEDPO DCT BOSOB DCT ITRUX Y511 PMA V10 PEGUR Z712 WEJ L677 DARAX Z711 GEPAG	Landing OENN a) FRA b) Enroute frequency change meth- odology at MEDPO change to 132.9
OOMM	OENN	MC/ FL600	TOKRA Y511 PMA Z712/V10 PEGUR Z712 WEJ L677 DAR- AX Z711 GEPAG	Landing OENN
OOMM	OERK	FL300/ FL600	GOBRO DCT PURDA DCT BOSOB DCT SITUK M321 NAGUB	Landing OERK FRA
OOMM	OERK	MC/ FL600	GOBRO N324 ALNUG L883 ALRIK M321 NAGUB	Landing OERK
OOMM	OERK	MC/ FL600	SITOL L883 ALRIK M321 BO- SOB M321 NAGUB	Landing OERK
OOMM	OERK	MC/ FL600	SITOL L883 ALRIK M321 NA- GUB	Landing OERK
OOMM	OERK	FL300/ FL600	TOKRA DCT MEDPO DCT BOSOB DCT SITUK M321 NAGUB	Landing OERK a) FRA b) Enroute frequency change meth- odology at MEDPO change to 132.9

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OOMM	OERK	FL300/ FL600	TOKRA DCT MEDPO DCT SITER T556 DEBUD	Landing OERK a) FRA b) Enroute frequency change methodology at MEDPO change to 132.9 M440 Available daily between time 19:00 until 03:00 UTC, 24H on Fridays, Saturdays and official holidays.
OOMM	OERK	MC/ FL600	TOKRA Y511 BOSOB M321 NAGUB	Landing OERK
OOMM	OETF	MC/ FL600	SITOL L883 ASNUR G783 PURDA L556 EGREN L425 BSH V31 BHA V40 TIF	Landing OETF Expect BOXID at FL200.
OOMM	OETF	FL300/ FL600	TOKRA DCT MEDPO DCT BOSOB DCT ITRUX Y511 AS- MIS T218 IMGUT M309 VU- TEX V41 TIF	Landing OETF a) T218 is available when OER05A not active b) Expect BUBIM at FL200. c) FRA d) Enroute frequency change methodology at MEDPO change to 132.9
OOMM	OETF	FL300/ FL600	TOKRA DCT MEDPO DCT BOSOB DCT ITRUX Y511 AS- MUN G782 BOPEV V41 TIF	Landing OETF a) Expect BUBIM at FL200. b) FRA c) Enroute frequency change methodology at MEDPO change to 132.9
OOMM	OETF	MC/ FL600	TOKRA Y511 ASMIS T218 IM- GUT M309 VUTEX V41 TIF	Landing OETF a) T218 is available when OER05A not active b) Expect BUBIM at FL200.
OOMM	OETF	MC/ FL600	TOKRA Y511 ASMUN G782 BOPEV V41 TIF	Landing OETF Expect BUBIM at FL200.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OOMM	OEYN	FL300/ FL600	GOBRO DCT AMBIT L425 BOSUT B544 JDW L677 YEN	FRA
OOMM	OEYN	MC/ FL600	GOBRO L425 BOSUT B544 JDW L677 YEN	
OOMM	OEYN	FL300/ FL600	SITOL DCT PUSON L883 KI- TUB Y511 PMA V22 YEN	Landing OEYN FRA b) Enroute frequency change meth- odology at 200NM after SITOL, change to 132.9
OOMM	OEYN	MC/ FL600	SITOL L883 KITUB Y511 PMA V22 YEN	Landing OEYN
OOMM	OEYN	FL300/ FL600	TOKRA DCT MEDPO DCT BOSOB DCT ITRUX Y511 PMA V22 YEN	Landing OEYN a) FRA b) Enroute frequency change meth- odology at MEDPO change to 132.9
OOMM	OEYN	MC/ FL600	TOKRA Y511 PMA V22 YEN	Landing OEYN
OOMM	OJAC	FL300/ FL600	GOBRO DCT AMBIT L425 BOSUT B544 JDW L677 WEJ M449 GIBET	Landing or overflying AMMAN FIR a) Expect GIBET at FL260, FL320 and above. b) FRA
OOMM	OJAC	MC/ FL600	GOBRO L425 BOSUT B544 JDW L677 WEJ M449 GIBET	Landing or overflying AMMAN FIR Expect GIBET at FL260, FL320 and above.
OOMM	OJAC	FL300/ FL600	SITOL DCT BOSOB DCT SIT- UK M321 IVONU Z710 GAS G662 HIL R23 ODBUL Q163 GENEX	Landing or overflying AMMAN FIR a) Arrival within Amman AoR ex- pect GENEX at FL220 to FL280 in- clusive, including destination LLBG. b) Overflying Amman FL300 and above. c) FRA

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OOMM	OJAC	FL300/ FL600	SITOL DCT BOSOB DCT SIT- UK M321 KSA T503 OVANO L768 OTILA	Landing or overflying AMMAN FIR a) Available levels via OTILA FL240 and above. b) FRA c) Enroute frequency change meth- odology at 200NM after SITOL, change to 132.9
OOMM	OJAC	MC/ FL600	SITOL L883 ALRIK M321 IVO- NU Z710 GAS G662 HIL R23 ODBUL Q163 GENEX	Landing or overflying AMMAN FIR a) Arrival within Amman AoR ex- pect GENEX at FL220 to FL280 in- clusive, including destination LLBG. b) Overflying Amman FL300 and above.
OOMM	OJAC	MC/ FL600	SITOL L883 ALRIK M321 KSA T503 OVANO L768 OTILA	Landing or overflying AMMAN FIR Available levels via OTILA FL240 and above.
OOMM	OJAC	FL300/ FL600	TOKRA DCT MEDPO DCT BOSOB DCT SITUK M321 IVONU Z710 GAS G662 HIL R23 ODBUL Q163 GENEX	Landing or overflying AMMAN FIR a) Arrival within Amman AoR ex- pect GENEX at FL220 to FL280 in- clusive, including destination LLBG b) Overflying Amman FL300 and above. c) FRA d) Enroute frequency change meth- odology at MEDPO change to 132.9
OOMM	OJAC	FL300/ FL600	TOKRA DCT MEDPO DCT BOSOB DCT SITUK M321 KSA T503 OVANO L768 OTI- LA	Landing or overflying AMMAN FIR a) Available levels via OTILA FL240 and above. b) FRA c) Enroute frequency change meth- odology at MEDPO change to 132.9

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OOMM	OJAC	MC/ FL600	TOKRA Y511 BOSOB M321 IVONU Z710 GAS G662 HIL R23 ODBUL Q163 GENEX	Landing or overflying AMMAN FIR a) Arrival within Amman AoR expect GENEX at FL220 to FL280 inclusive, including destination LLBG b) Overflying Amman FL300 and above.
OOMM	OJAC	MC/ FL600	TOKRA Y511 BOSOB M321 KSA T503 OVANO L768 OTILA	Landing or overflying AMMAN FIR Available levels via OTILA FL240 and above.
OOMM	OKAC	FL300/ FL600	GOBRO DCT PURDA DCT BOSOB DCT SITUK M321 KSA H976 MUSRI P891 KUNRU	a) arrival OKAC over KUNRU FL230, FL210 b) overflying OKAC over KUNRU FL330 c) FRA d) Enroute frequency change methodology at PURDA change to 132.9
OOMM	OKAC	MC/ FL600	GOBRO N324 ALNUG L883 ALRIK M321 KSA H976 MUSRI P891 KUNRU	a) arrival OKAC over KUNRU FL230, FL210 b) overflying OKAC over KUNRU FL330
OOMM	OKAC	FL300/ FL600	SITOL DCT BOSOB DCT SITUK M321 KSA H976 MUSRI P891 KUNRU	a) arrival OKAC over KUNRU FL230, FL210 b) overflying OKAC over KUNRU FL330 c) FRA d) Enroute frequency change methodology at MEDPO change to 132.9
OOMM	OKAC	MC/ FL600	SITOL L883 ALRIK M321 KSA H976 MUSRI P891 KUNRU	a) arrival OKAC over KUNRU FL230, FL210 b) overflying OKAC over KUNRU FL330

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OOMM	OKAC	FL300/ FL600	TOKRA DCT MEDPO DCT BOSOB DCT SITUK M321 KSA H976 MUSRI P891 KUN- RU	a) arrival OKAC over KUNRU FL230, FL210 b) overflying OKAC over KUNRU FL330 c) FRA d) Enroute frequency change meth- odology at MEDPO change to 132.9
OOMM	OKAC	MC/ FL600	TOKRA Y511 BOSOB M321 KSA H976 MUSRI P891 KUN- RU	a) arrival OKAC over KUNRU FL230, FL210 b) overflying OKAC over KUNRU FL330
OOMM	ORBB	FL300/ FL600	GOBRO DCT PURDA DCT BOSOB DCT SITUK M321 KSA T503 PAXAN V16 AAR B411 MURIB	Landing or overflying ORBB FIR a) Expect MURIB at FL350 or above. b) FRA
OOMM	ORBB	MC/ FL600	GOBRO N324 ALNUG L883 ALRIK M321 KSA T503 PAX- AN V16 AAR B411 MURIB	Landing or overflying ORBB FIR Expect MURIB at FL350 or above.
OOMM	ORBB	FL300/ FL600	SITOL DCT BOSOB DCT SIT- UK M321 KSA T503 PAXAN V16 AAR B411 MURIB	Landing or overflying ORBB FIR a) Expect MURIB at FL350 or above. b) FRA
OOMM	ORBB	MC/ FL600	SITOL L883 ALRIK M321 KSA T503 PAXAN V16 AAR B411 MURIB	Landing or overflying ORBB FIR Expect MURIB at FL350 or above.
OOMM	ORBB	FL300/ FL600	TOKRA DCT MEDPO DCT BOSOB DCT SITUK M321 KSA T503 PAXAN V16 AAR B411 MURIB	Landing or overflying ORBB FIR a) Expect MURIB at FL350 or above. b) FRA c) Enroute frequency change meth- odology at MEDPO change to 132.9

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OOMM	ORBB	MC/ FL600	TOKRA Y511 BOSOB M321 KSA T503 PAXAN V16 AAR B411 MURIB	Landing or overflying ORBB FIR Expect MURIB at FL350 or above.
OOMM	OTDF	FL300/ FL600	GOBRO DCT METNO DCT OBSEP DCT ASPUS DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR FRA Enroute frequency change method- ology at 110NM after METNO, change to 132.9
OOMM	OTDF	FL300/ FL600	GOBRO DCT METNO DCT OBSEP DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR FRA Enroute frequency change method- ology at 110NM after METNO, change to 132.9
OOMM	OTDF	MC/ FL600	GOBRO N324 METNO Y432 LADBO T142 LAEEB	Landing or overflying DOHA FIR
OOMM	OYSC	MC/ FL600	TOKRA DCT DUDRI	FRA
OOMM	OYSC	MC/ FL600	TOKRA G652 DUDRI	
ORBB	HECC	MC/ FL600	MURIB B411 ASH V14 OB- NAK L550 KITIT	Landing or overflying CAIRO FIR Available levels via KITIT FL280, FL320 and above.
ORBB	HHAA	MC/ FL600	MURIB B411 ASH B544 HLF V172 JDW G650 RASKA	Landing or overflying ASMARA FIR over RASKA FL260, FL300 not available.
ORBB	HSSS	MC/ FL600	MURIB B411 ASH B544 HLF V172 JDW B407 KAROX	Landing or overflying KHARTOUM FIR over KAROX FL260, FL300 not available
ORBB	HSSS	MC/ FL600	MURIB B411 ASH B544 HLF V172 JDW M863 GIBAP	Overflying KHARTOUM FIR only over GIBAP FL320 and above.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
ORBB	OB BB	MC/ FL600	MURIB B411 AAR V16 DELNI P559 DAROR	a) Overflying Bahrain FIR b) Landing or overflying TEHRAN FIR c) landing or overflying Northern of Emirates over DAROR FL290 not available
ORBB	OB BB	MC/ FL600	MURIB B411 AAR V16 SITOD N318 DASVA N685 NARMI	Traffic overflying OB BB and OTDF FIRs Traffic overflying OB BB and OTDF FIRs at FL310 and above.
ORBB	OB BB	MC/ FL600	MURIB B411 AAR V16 SITOD N318 LADNA	Landing or overflying Southern OMAE FIR, Landing OTDF FIR and Landing OB BB FIR a) Traffic landing OTDF FIR at FL330 and FL310 only. b) Traffic to Southern UAE FIR at FL250 to FL290. c) Traffic landing OB BB FIR expect to be DEPOL FL350 or below and over GESOR FL250 or below.
ORBB	OEAB	MC/ FL600	MURIB B411 ASH B544 HLF V172 JDW L677 ABKAR V38 ABH	Landing OEAB
ORBB	OEAO	MC/ FL600	MURIB B411 ASH B544 HLF V15 AUA	Landing OEAO
ORBB	OEDF	MC/ FL600	MURIB B411 AAR V16 SITOD N318 NADEN	Landing OEDF Expect DEPOL at FL350 or below, Expect GESOR at FL250 or below
ORBB	OEGN	MC/ FL600	MURIB B411 ASH B544 HLF V172 JDW M559 LABNI V395 GIZ	
ORBB	OEGS	MC/ FL600	MURIB B411 AAR V16 HIL G662 GAS	Landing OEGS Expect MODIV at FL160

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
ORBB	OEHL	MC/ FL600	MURIB B411 AAR V16 HIL	Landing OEHL Expect ITEPU at FL160
ORBB	OEJN	MC/ FL600	MURIB B411 ASH B544 HLF V172 NOMDA	Landing OEJN Expect NOMDA at FL160 to FL200
ORBB	OEMA	MC/ FL600	MURIB B411 ASH B544 HLF V174 LABKO	Landing OEMA Expect VEKIX at FL240
ORBB	OENG	MC/ FL600	MURIB B411 ASH B544 HLF V172 JDW L677 ABKAR V38 ABH V749 NEJ	Landing OENG ESCAT
ORBB	OENN	MC/ FL600	MURIB B411 ASH B544 LAB- AD V13 TBK Y333 GEPAG	Landing OENN Expect RANRI at FL240 or below and expect to be FL160 at 40NM after passing TBK DVORTAC
ORBB	OERK	MC/ FL600	MURIB B411 AAR V16 PAX- AN T503 RARSU	Landing OERK Expect LONIB at FL270 or above.
ORBB	OERS	MC/ FL600	MURIB B411 ASH B544 HLF L604 NADIK Q832 RSI	Landing OERS
ORBB	OESK	MC/ FL600	MURIB B411 AAR V13 AJF	Landing OESK
ORBB	OETB	MC/ FL600	MURIB B411 ASH B544 LAB- AD V13 TBK	Landing OETB Expect RANRI at FL200 up to FL240
ORBB	OETF	MC/ FL600	MURIB B411 ASH B544 HLF V172 JDW V40 TIF	Landing OETF Expect JDW at FL210 and ISLAM at FL170
ORBB	OEYN	MC/ FL600	MURIB B411 ASH B544 HLF V174 PMA V22 YEN	Landing OEYN
ORBB	OJAC	MC/ FL600	MURIB B411 AAR L768 OTI- LA	Landing or overflying AMMAN FIR
ORBB	OJAC	MC/ FL600	MURIB B411 AAR V45 TRF R652 OBROD Q163 GENEX	Landing or overflying AMMAN FIR

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
ORBB	OMAE	FL300/ FL600	MURIB B411 AAR V16 PAX- AN T503 KSA M321 RESAL T533 RAPMA DCT KUVSO DCT KATIT DCT PEKEM	FRA
ORBB	OMAE	FL300/ FL600	MURIB B411 AAR V16 PAX- AN T503 KSA M321 RESAL T533 RAPMA DCT KUVSO DCT RIBOT	FRA
ORBB	OMAE	MC/ FL600	MURIB B411 AAR V16 PAX- AN T503 KSA M321 RESAL T533 RAPMA Y214 KUTNA M440 KATIT M628 PEKEM	
ORBB	OMAE	MC/ FL600	MURIB B411 AAR V16 PAX- AN T503 KSA M321 RESAL T533 RAPMA Y214 RIBOT	
ORBB	OMAE	MC/ FL600	MURIB B411 AAR V16 PAX- AN T503 KSA M440 KATIT M628 PEKEM	
ORBB	OMAE	MC/ FL600	MURIB B411 AAR V16 PAX- AN T503 KSA M440 KUTNA Y214 RIBOT	
ORBB	OMAE	FL300/ FL600	MURIB B411 AAR V16 PAX- AN T503 KSA M440 SITER DCT KUTNA DCT KATIT DCT PEKEM	FRA
ORBB	OMAE	FL300/ FL600	MURIB B411 AAR V16 PAX- AN T503 KSA M440 SITER DCT KUTNA DCT RIBOT	FRA
ORBB	OOM M	FL300/ FL600	MURIB B411 AAR V16 PAX- AN T503 KSA M321 RESAL T533 RAPMA DCT DEGNO DCT DAPOL	a) FRA b) Enroute frequency change meth- odology at 170NM after DEGNO, change to 134.5
ORBB	OOM M	FL300/ FL600	MURIB B411 AAR V16 PAX- AN T503 KSA M321 RESAL T533 RAPMA DCT DEGNO DCT ULONO DCT GOBRO	a) FRA b) Enroute frequency change meth- odology at 45NM after ULONO, change to 133.35

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
ORBB	OOM M	FL300/ FL600	MURIB B411 AAR V16 PAX- AN T503 KSA M321 RESAL T533 RAPMA DCT DEGNO DCT ULONO DCT IMDAM	a) FRA b) Enroute frequency change meth- odology at 45NM after ULONO, change to 133.35
ORBB	OOM M	FL300/ FL600	MURIB B411 AAR V16 PAX- AN T503 KSA M321 RESAL T533 RAPMA DCT KUVSO DCT KATIT DCT MIDGU	FRA
ORBB	OOM M	MC/ FL600	MURIB B411 AAR V16 PAX- AN T503 KSA M321 RESAL T533 RAPMA Y214 KUTNA M440 MIDGU	between RAPMA and RIBOT can be used during OER41 activation from FL270 to FL600
ORBB	OOM M	MC/ FL600	MURIB B411 AAR V16 PAX- AN T503 KSA M321 RESAL T533 ULONO L692 DAPOL	
ORBB	OOM M	MC/ FL600	MURIB B411 AAR V16 PAX- AN T503 KSA M321 RESAL T533 ULONO L692 VATIX T100 GOBRO	
ORBB	OOM M	MC/ FL600	MURIB B411 AAR V16 PAX- AN T503 KSA M321 RESAL T533 ULONO L692 VATIX T100 IVABO L556 IMDAM	
ORBB	OTDF	FL300/ FL600	MURIB B411 AAR V16 PAX- AN T503 KSA M321 RESAL T533 RAPMA DCT ASPUS DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR a) between RAPMA and RIBOT can be used during OER41 activa- tion from FL270 to FL600 b) FRA
ORBB	OTDF	FL300/ FL600	MURIB B411 AAR V16 PAX- AN T503 KSA M321 RESAL T533 RAPMA DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR a) Routing from RAPMA DCT LAD- BO not available when OER41 is active. b) FRA

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
ORBB	OTDF	MC/ FL600	MURIB B411 AAR V16 PAX- AN T503 KSA M321 RESAL T533 RAPMA Y214 ASPUS Y432 LADBO T142 LAEEB	Landing or overflying DOHA FIR between RAPMA and RIBOT can be used during OER41 activation from FL270 to FL600
ORBB	OTDF	FL300/ FL600	MURIB B411 AAR V16 PAX- AN T503 KSA M440 SITER DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR a) Routing from SITER not availa- ble when OER41 is active. b) FRA
ORBB	OTDF	MC/ FL600	MURIB B411 AAR V16 PAX- AN T503 KSA M440 SITER T142 LAEEB	Landing or overflying DOHA FIR
ORBB	OTDF	MC/ FL600	MURIB B411 AAR V16 PAX- AN T503 KSA N687 KINIB Z511 GISRA L681 ORLEK	Landing or overflying DOHA FIR Expect to be 30NM to GISRA at FL250. Z511 Available daily between time 19:00 until 03:00 UTC, 24H on Fri- days, Saturdays and official holi- days.
ORBB	OYSC	MC/ FL600	MURIB B411 ASH B544 HLF V172 JDW M559 LABNI M999 APDOS	
ORBB	OYSC	MC/ FL600	MURIB B411 ASH B544 HLF V172 JDW M559 LABNI M999 DANAK B413 RIBOK	
ORBB	OYSC	MC/ FL600	MURIB B411 ASH B544 HLF V172 JDW M559 LABNI M999 DANAK R777 LAKNA	
ORBB	OYSC	MC/ FL600	MURIB B411 ASH B544 HLF V172 JDW M559 NISMI	
OTDF	HECC	MC/ FL600	DATRI L564 MIGMA M550 MEVDO Y511 PMA V22 YEN L300 GIBEL	Landing or overflying CAIRO FIR over GIBEL FL260, FL300 not available
OTDF	HECC	MC/ FL600	DATRI L564 MIGMA M550 MEVDO Y511 PMA Z712 WEJ L604 IMRID	Landing or overflying CAIRO FIR over IMRID FL260, FL300 not avail- able

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OTDF	HECC	MC/ FL600	DATRI L564 MIGMA M550 MEVDO Y511 PMA Z712 WEJ L677 DARAX Z412 SEPSA	Only available for landing HEGN and HESH
OTDF	HECC	MC/ FL600	DATRI L564 MIGMA M550 MEVDO Y511 PMA Z712 WEJ L677 PASUM	Landing or overflying CAIRO FIR over PASUM FL260, FL300 not available
OTDF	HECC	MC/ FL600	ULIKA M430 KSA M321 HLF L604 IMRID	Landing or overflying CAIRO FIR over IMRID FL260, FL300 not avail- able
OTDF	HECC	MC/ FL600	ULIKA M430 KSA M321 HLF N316 RAGPU L677 PASUM	Landing or overflying CAIRO FIR a) over PASUM FL260 and FL300 not available b) AWY N316 available at FL320 and above when OER70C and OER79F active.
OTDF	HECC	MC/ FL600	ULIKA M430 KSA M321 HLF N316 SEPSA	Only available for landing HEGN and HESH
OTDF	HECC	MC/ FL600	ULIKA M430 KSA M321 IVO- NU Y216 KURDO Y216 PMA V22 YEN L300 GIBEL	Landing or overflying CAIRO FIR a) Routing from SITER not availa- ble when OER41 is active. b) over GIBEL FL260, FL300 not available
OTDF	HECC	MC/ FL600	ULIKA M430 KSA M321 IVO- NU Z710 GAS G662 HIL G662 NIMAR L550 KITIT	Landing or overflying CAIRO FIR over KITIT FL260, FL300 not avail- able
OTDF	HECC	MC/ FL600	ULIKA M430 KSA M321 IVO- NU Z710 GAS G662 HIL T540 ENABI L550 KITIT	Landing or overflying CAIRO FIR over KITIT FL260, FL300 not avail- able
OTDF	HHAA	MC/ FL600	DATRI L564 MIGMA M550 MEVDO Y511 ASMIS T218 IMGUT M309 VEMEM G782 JDW G650 RASKA	Landing or overflying ASMARA FIR a) when OER05A is active expect over ASMIS FL320 or above b) over RASKA FL260, FL300 not available

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OTDF	HHAA	MC/ FL600	DATRI L564 MIGMA M550 MEVDO Y511 ASMUN G782 JDW G650 RASKA	Landing or overflying ASMARA FIR over RASKA FL260, FL300 not available
OTDF	HHAA	MC/ FL600	ULIKA M430 KSA G782 JDW G650 RASKA	Landing or overflying ASMARA FIR over RASKA FL260, FL300 not available.
OTDF	HSSS	MC/ FL600	DATRI L564 MIGMA M550 MEVDO Y511 ASMIS T218 IMGUT M309 VEMEM G782 JDW B407 KAROX	Landing or overflying KHARTOUM FIR a) when OER05A is active expect over ASMIS FL320 or above b) over KAROX FL260, FL300 not available
OTDF	HSSS	MC/ FL600	DATRI L564 MIGMA M550 MEVDO Y511 ASMIS T218 IMGUT M309 VEMEM G782 JDW M863 GIBAP	Overflying KHARTOUM FIR only a) when OER05A is active expect over ASMIS FL320 or above b) over GIBAP FL320 and above.
OTDF	HSSS	MC/ FL600	DATRI L564 MIGMA M550 MEVDO Y511 ASMUN G782 JDW B407 KAROX	Landing or overflying KHARTOUM FIR over KAROX FL260, FL300 not available
OTDF	HSSS	MC/ FL600	DATRI L564 MIGMA M550 MEVDO Y511 ASMUN G782 JDW M863 GIBAP	Overflying KHARTOUM FIR only over GIBAP FL320 and above.
OTDF	HSSS	MC/ FL600	ULIKA M430 KSA G782 JDW B407 KAROX	Landing or overflying KHARTOUM FIR over KAROX FL260, FL300 not available
OTDF	HSSS	MC/ FL600	ULIKA M430 KSA G782 JDW M863 GIBAP	Overflying KHARTOUM FIR only over GIBAP FL320 and above.
OTDF	OEAB	MC/ FL600	DATRI L564 NONGA L556 EGREN L425 BSH V52 EME- KO V40 ABH	Landing OEAB
OTDF	OEAB	MC/ FL600	ULIKA M430 KSA M309 DUR- MA Z414 EMEKO V40 ABH	Landing OEAB

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OTDF	OEAO	MC/ FL600	DATRI L564 MIGMA M628 AMBAG M321 HLF V15 AUA	Landing OEAO
OTDF	OEAO	MC/ FL600	ULIKA M430 KSA M321 HLF V15 AUA	Landing OEAO M430 Available daily between time 19:00 until 03:00 UTC, 24H on Fri- days, Saturdays and official holi- days.
OTDF	OEDF	MC/ FL600	DATRI L564 MIGMA M628 AMBAG M321 KSA H976 MUSRI L604 UМЕНA	Landing OEDF
OTDF	OEGN	MC/ FL600	DATRI L564 NONGA L556 EGREN L425 BSH V52 EME- KO V40 GIZ	Landing OEGN
OTDF	OEGN	MC/ FL600	ULIKA M430 KSA M309 DUR- MA Z414 EMEKO V40 GIZ	Landing OEGN
OTDF	OEGS	MC/ FL600	DATRI L564 MIGMA M628 AMBAG M321 IVONU Z710 GAS	Landing OEGS Expect SOKOP at FL160
OTDF	OEGS	MC/ FL600	ULIKA M430 KSA M321 IVO- NU Z710 GAS	Landing OEGS Expect SOKOP at FL160 M430 Available daily between time 19:00 until 03:00 UTC, 24H on Fri- days, Saturdays and official holi- days.
OTDF	OEHL	MC/ FL600	DATRI L564 MIGMA M628 AMBAG M321 IVONU Z710 GAS G662 HIL	Landing OEHL Expect DAROP at FL160
OTDF	OEHL	MC/ FL600	ULIKA M430 KSA M321 IVO- NU Z710 GAS G662 HIL	Landing OEHL Expect DAROP at FL160 M430 Available daily between time 19:00 until 03:00 UTC, 24H on Fri- days, Saturdays and official holi- days.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OTDF	OEJN	MC/ FL600	DATRI L564 MIGMA M550 MEVDO Y511 ASMIS T218 IMGUT M309 VEMEM	Landing OEJN a) when OER05A is active expect over ASMIS FL320 or above b) Expect VEMEM at FL160 to FL200.
OTDF	OEJN	MC/ FL600	DATRI L564 MIGMA M550 MEVDO Y511 ASMUN G782 VEMEM	Landing OEJN Expect VEMEM at FL160 to FL200
OTDF	OEJN	MC/ FL600	ULIKA M430 KSA G782 VE- MEM	Landing OEJN Expect VEMEM at FL160 to FL200
OTDF	OEMA	MC/ FL600	DATRI L564 MIGMA M550 MEVDO Y511 ELONU	Landing OEMA Expect NAGBO at FL240.
OTDF	OEMA	MC/ FL600	ULIKA M430 KSA M321 IVO- NU Y216 ITSEP	Landing OEMA Expect BOTIK at FL220. M430 Available daily between time 19:00 until 03:00 UTC, 24H on Fri- days, Saturdays and official holi- days
OTDF	OENG	MC/ FL600	DATRI L564 NONGA L556 EGREN L425 WDR G667 NEJ	Landing OENG ESCAT
OTDF	OENG	MC/ FL600	ULIKA M430 KSA G667 NEJ	Landing OENG ESCAT
OTDF	OENN	MC/ FL600	ULIKA M430 KSA M321 HLF L604 WEJ L677 DARAX Z711 GEPAG	Landing OENN M430 Available daily between time 19:00 until 03:00 UTC, 24H on Fri- days, Saturdays and official holi- days.
OTDF	OERK	MC/ FL600	DATRI L564 MIGMA M628 AMBAG M321 NAGUB	Landing OERK

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OTDF	OERK	MC/ FL600	ULIKA M430 MEPDA	Landing OERK Expect to be GOLNO at FL280, FL260. M430 Available daily between time 19:00 until 03:00 UTC, 24H on Fri- days, Saturdays and official holi- days.
OTDF	OERS	MC/ FL600	ULIKA M430 KSA M321 HLF L604 NADIK Q832 RSI	Landing OERS
OTDF	OESK	MC/ FL600	ULIKA M430 KSA M321 IVO- NU Z710 GAS G662 HIL R23 AJF	Landing OESK M430 Available daily between time 19:00 until 03:00 UTC, 24H on Fri- days, Saturdays and official holi- days.
OTDF	OETB	MC/ FL600	ULIKA M430 KSA M321 HLF W334 TBK	Landing OETB Expect to be MISEK at FL200 TO FL240. M430 Available daily between time 19:00 until 03:00 UTC, 24H on Fri- days, Saturdays and official holi- days.
OTDF	OETF	MC/ FL600	DATRI L564 MIGMA M550 MEVDO Y511 ASMIS T218 IMGUT M309 VUTEX V41 TIF	Landing OETF a) T218 is available when OER05A not active b) Expect BUBIM at FL200.
OTDF	OETF	MC/ FL600	DATRI L564 MIGMA M550 MEVDO Y511 ASMUN G782 BOPEV V41 TIF	Landing OETF Expect BUBIM at FL200.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OTDF	OETF	MC/ FL600	ULIKA M430 KSA M309 VU- TEX V41 TIF	Landing OETF a) M309 is available when OER05A not active b) Expect BUBIM at FL200. c) M430 Available daily between time 19:00 until 03:00 UTC, 24H on Fridays, Saturdays and official holidays d) M309 is available at FL320 or above on Sunday until Thursday between time 03:00 to 19:00 UTC and available all even levels on Sunday until Thursday between time 19:00 to 03:00 UTC, 24 hours on Fridays, Saturdays and official holidays
OTDF	OEYN	MC/ FL600	DATRI L564 MIGMA M550 MEVDO Y511 PMA V22 YEN	Landing OEYN
OTDF	OEYN	MC/ FL600	ULIKA M430 KSA M321 IVO- NU Y216 BOTIK V167 PMA V22 YEN	Landing OEYN M430 Available daily between time 19:00 until 03:00 UTC, 24H on Fridays, Saturdays and official holidays.
OTDF	OJAC	MC/ FL600	DATRI L564 MIGMA M628 AMBAG M321 IVONU Z710 GAS G662 HIL R23 ODBUL Q163 GENEX	Landing or overflying AMMAN FIR a) Arrival within Amman AoR expect GENEX at FL220 to FL280 inclusive, including destination LLBG. b) Overflying Amman FL300 and above.
OTDF	OJAC	MC/ FL600	DATRI L564 MIGMA M628 AMBAG M321 KSA T503 OVANO L768 OTILA	Landing or overflying AMMAN FIR Available levels via OTILA FL240 and above.

MIDDLE EAST
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OTDF	OJAC	MC/ FL600	ULIKA M430 KSA M321 IVO- NU Z710 GAS G662 HIL R23 ODBUL Q163 GENEX	Landing or overflying AMMAN FIR a) Arrival within Amman AoR ex- pect GENEX at FL220 to FL280 in- clusive, including destination LLBG. b) Overflying Amman FL300 and above.
OTDF	OJAC	MC/ FL600	ULIKA M430 KSA T503 OVA- NO L768 OTILA	Landing or overflying AMMAN FIR Available levels via OTILA FL240 and above.
OTDF	OKAC	MC/ FL600	DATRI L564 MIGMA M628 AMBAG M321 KSA H976 MUSRI P891 KUNRU	a) arrival OKAC over KUNRU FL230, FL210 b) overflying OKAC over KUNRU FL330
OTDF	OKAC	MC/ FL600	ULIKA M430 KSA H976 MUS- RI P891 KUNRU	a) arrival OKAC over KUNRU FL230, FL210 b) overflying OKAC over KUNRU FL330
OTDF	OOM M	FL300/ FL600	DATRI L564 BAT DCT KUTNA DCT MIGMA DCT GOBRO	a) FRA b) Enroute frequency change meth- odology at 40NM after MIGMA, change to 133.35
OTDF	OOM M	FL300/ FL600	DATRI L564 MIGMA DCT KA- TIT DCT MIDGU	FRA
OTDF	OOM M	MC/ FL600	DATRI L564 MIGMA M628 KATIT M440 MIDGU	
OTDF	OOM M	MC/ FL600	DATRI L564 MIGMA T100 GOBRO	
OTDF	OOM M	MC/ FL600	DATRI L564 MIGMA T100 IVABO L556 IMDAM	
OTDF	OOM M	MC/ FL600	DATRI L564 MIGMA T100 VATIX L692 DAPOL	
OTDF	OOM M	FL300/ FL600	DATRI L564 MIGMA DCT VATIX DCT DAPOL	FRA

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OTDF	ORBB	MC/ FL600	DATRI L564 MIGMA M628 AMBAG M321 KSA T503 PAXAN V16 AAR B411 MUR- IB	Landing or overflying ORBB FIR Expect MURIB at FL350 or above.
OTDF	ORBB	MC/ FL600	ULIKA M430 KSA T503 PAX- AN V16 AAR B411 MURIB	Landing or overflying ORBB FIR Expect MURIB at FL350 or above.
OTDF	OYSC	FL300/ FL600	DATRI L564 BAT DCT KUTNA DCT MIGMA DCT ALNUG DCT ULBON	FRA
OTDF	OYSC	MC/ FL600	DATRI L564 ULBON	
OYSC	HECC	MC/ FL600	APDOS M999 JDW L677 DARAX Z412 SEPSA	Only available for landing HEGN and HESH
OYSC	HECC	MC/ FL600	APDOS M999 JDW L677 PA- SUM	Landing or overflying CAIRO FIR over PASUM FL260, FL300 not available
OYSC	HECC	MC/ FL600	APDOS M999 JDW M686 GI- BEL	Landing or overflying CAIRO FIR over GIBEL FL260, FL300 not available
OYSC	HECC	MC/ FL600	LAKNA R777 DANAK M999 JDW L677 DARAX Z412 SEP- SA	Only available for landing HEGN and HESH
OYSC	HECC	MC/ FL600	LAKNA R777 DANAK M999 JDW L677 PASUM	Landing or overflying CAIRO FIR over PASUM FL260, FL300 not available
OYSC	HECC	MC/ FL600	LAKNA R777 DANAK M999 JDW M686 GIBEL	Landing or overflying CAIRO FIR over GIBEL FL260, FL300 not available
OYSC	HECC	MC/ FL600	NISMI M559 LABNI M999 JDW L677 DARAX Z412 SEP- SA	Only available for landing HEGN and HESH
OYSC	HECC	MC/ FL600	NISMI M559 LABNI M999 JDW L677 PASUM	Landing or overflying CAIRO FIR over PASUM FL260, FL300 not available

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OYSC	HECC	MC/ FL600	NISMI M559 LABNI M999 JDW M686 GIBEL	Landing or overflying CAIRO FIR over GIBEL FL260, FL300 not available
OYSC	HECC	MC/ FL600	PADUR Q615 ASKET T530 DAVLO P323 WDR L425 BO- SUT M999 JDW L677 DARAX Z412 SEPSA	Only available for landing HEGN and HESH
OYSC	HECC	MC/ FL600	PADUR Q615 ASKET T530 DAVLO P323 WDR L425 BO- SUT M999 JDW L677 PASUM	Landing or overflying CAIRO FIR over PASUM FL260, FL300 not available
OYSC	HECC	MC/ FL600	RIBOK B413 DANAK M999 JDW L677 DARAX Z412 SEP- SA	Only available for landing HEGN and HESH
OYSC	HECC	MC/ FL600	RIBOK B413 DANAK M999 JDW L677 PASUM	Landing or overflying CAIRO FIR over PASUM FL260, FL300 not available
OYSC	HECC	MC/ FL600	RIBOK B413 DANAK M999 JDW M686 GIBEL	Landing or overflying CAIRO FIR over GIBEL FL260, FL300 not available
OYSC	HHAA	MC/ FL600	LAKNA R777 DANAK B413 KOBAS	over KOBAS FL260, FL300 not available.
OYSC	HHAA	MC/ FL600	RIBOK B413 KOBAS	over KOBAS FL260, FL300 not available.
OYSC	HSSS	MC/ FL600	APDOS M999 JDW B407 KAROX	
OYSC	HSSS	MC/ FL600	APDOS M999 JDW M863 GI- BAP	
OYSC	HSSS	MC/ FL600	LAKNA R777 DANAK M999 JDW B407 KAROX	Landing or overflying KHARTOUM FIR over KAROX FL260, FL300 not available
OYSC	HSSS	MC/ FL600	LAKNA R777 DANAK M999 JDW M863 GIBAP	Overflying KHARTOUM FIR only over GIBAP FL320 and above.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OYSC	HSSS	MC/ FL600	NISMI M559 LABNI M999 JDW B407 KAROX	Landing or overflying KHARTOUM FIR over KAROX FL260, FL300 not available
OYSC	HSSS	MC/ FL600	NISMI M559 LABNI M999 JDW M863 GIBAP	Overflying KHARTOUM FIR only over GIBAP FL320 and above.
OYSC	HSSS	MC/ FL600	PADUR Q615 ASKET T530 DAVLO P323 WDR L425 BO- SUT M999 JDW B407 KAROX	Landing or overflying KHARTOUM FIR over KAROX FL260, FL300 not available
OYSC	HSSS	MC/ FL600	PADUR Q615 ASKET T530 DAVLO P323 WDR L425 BO- SUT M999 JDW M863 GIBAP	Overflying KHARTOUM FIR only over GIBAP FL320 and above.
OYSC	HSSS	MC/ FL600	RIBOK B413 DANAK M999 JDW B407 KAROX	
OYSC	HSSS	MC/ FL600	RIBOK B413 DANAK M999 JDW M863 GIBAP	
OYSC	OBBB	MC/ FL600	NETAS G667 KSA H976 MUSRI L604 KFA M691 LAD- NA	Landing or overflying Southern OMAE FIR, Landing OTDF FIR and Landing OBBB FIR a) Traffic landing OTDF FIR at FL330 and FL310 only. b) Traffic to Southern UAE FIR at FL250 to FL290. c) Traffic landing OBBB FIR expect to be DEPOL FL350 or below and over GESOR FL250 or below.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OYSC	OBBB	FL300/ FL600	SILPA DCT ASTIN DCT BO-SOB DCT SITUK M321 KSA H976 MUSRI L604 KFA M691 LADNA	Landing or overflying Southern OMAE FIR, Landing OTDF FIR and Landing OBBB FIR a) Traffic landing OTDF FIR at FL330 and FL310 only. b) Traffic to Southern UAE FIR at FL250 to FL290 c) Traffic landing OBBB FIR expect to be DEPOL FL350 or below and over GESOR FL250 or below. d) FRA
OYSC	OBBB	FL300/ FL600	SILPA DCT ASTIN DCT BO-SOB DCT SITUK M321 KSA H976 MUSRI P891 GESOR L308 DAROR	a) Overflying Bahrain FIR b) Landing or overflying TEHRAN FIR c) landing or overflying Northern of Emirates d) over DAROR FL290 not available e) FRA
OYSC	OBBB	MC/ FL600	SILPA M321 KSA H976 MUSRI L604 KFA M691 LADNA	Landing or overflying Southern OMAE FIR, Landing OTDF FIR and Landing OBBB FIR a) Traffic landing OTDF FIR at FL330 and FL310 only. b) Traffic to Southern UAE FIR at FL250 to FL290. c) Traffic landing OBBB FIR expect to be DEPOL FL350 or below and over GESOR FL250 or below.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OYSC	OBBB	FL300/ FL600	SILPA M321 KSA H976 MUS- RI P891 GESOR L308 DAR- OR	a) Overflying Bahrain FIR b) Landing or overflying TEHRAN FIR c) landing or overflying Northern of Emirates d) over DAROR FL290 not availa- ble e) FRA
OYSC	OEAO	MC/ FL600	APDOS M999 JDW A424 PMA V10 AUA	Landing OEAO
OYSC	OEAO	MC/ FL600	LAKNA R777 DANAK M999 JDW A424 PMA V10 AUA	Landing OEAO
OYSC	OEAO	MC/ FL600	NISMI M559 LABNI M999 JDW A424 PMA V10 AUA	Landing OEAO
OYSC	OEAO	MC/ FL600	RIBOK B413 DANAK M999 JDW A424 PMA V10 AUA	Landing OEAO
OYSC	OEDF	MC/ FL600	NETAS G667 KSA H976 MUSRI L604 UMENA	Landing OEDF a) Expect ORLOK at FL310 or be- low b) Expect KASOM at FL250 or be- low
OYSC	OEDF	MC/ FL600	PADUR Q615 ASKET T530 KITUB G667 KSA H976 MUS- RI L604 UMENA	Landing OEDF a) Expect ORLOK at FL310 or be- low b) Expect KASOM at FL250 or be- low
OYSC	OEDF	FL300/ FL600	SILPA DCT ASTIN DCT BO- SOB DCT SITUK M321 KSA H976 MUSRI L604 UMENA	Landing OEDF a) Expect ORLOK at FL310 or be- low b) Expect KASOM at FL250 or be- low c) FRA

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OYSC	OEDF	MC/ FL600	SILPA M321 KSA H976 MUS- RI L604 UMANA	Landing OEDF a) Expect ORLOK at FL310 or be- low b) Expect KASOM at FL250 or be- low
OYSC	OEGS	MC/ FL600	APDOS M999 JDW B417 GAS	Landing OEGS Expect AMBIV at FL160
OYSC	OEGS	MC/ FL600	LAKNA R777 DANAK M999 JDW B417 GAS	Landing OEGS Expect AMBIV at FL160
OYSC	OEGS	MC/ FL600	NISMI M559 LABNI M999 JDW B417 GAS	Landing OEGS Expect AMBIV at FL160
OYSC	OEGS	MC/ FL600	RIBOK B413 DANAK M999 JDW B417 GAS	Landing OEGS Expect AMBIV at FL160
OYSC	OEGS	FL300/ FL600	SILPA DCT ASTIN DCT BO- SOB DCT SITUK M321 IVO- NU Z710 GAS	Landing OEGS a) Expect AMBIV at FL160 b) FRA
OYSC	OEGS	MC/ FL600	SILPA M321 IVONU Z710 GAS	Landing OEGS Expect AMBIV at FL160
OYSC	OEHL	MC/ FL600	APDOS M999 JDW A424 HIL	Landing OEHL Expect HAMED at FL160
OYSC	OEHL	MC/ FL600	LAKNA R777 DANAK M999 JDW A424 HIL	Landing OEHL Expect HAMED at FL160
OYSC	OEHL	MC/ FL600	NETAS G667 KSA M321 IVO- NU Z710 GAS G662 HIL	Landing OEHL Expect DAROP at FL160
OYSC	OEHL	MC/ FL600	NISMI M559 LABNI M999 JDW A424 HIL	Landing OEHL Expect HAMED at FL160
OYSC	OEHL	MC/ FL600	RIBOK B413 DANAK M999 JDW A424 HIL	Landing OEHL Expect HAMED at FL160

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OYSC	OEHL	FL300/ FL600	SILPA DCT ASTIN DCT BO-SOB DCT SITUK M321 IVO-NU Z710 GAS G662 HIL	Landing OEHL a) Expect DAROP at FL160 b) FRA
OYSC	OEHL	MC/ FL600	SILPA M321 IVONU Z710 GAS G662 HIL	Landing OEHL Expect DAROP at FL160
OYSC	OEJN	MC/ FL600	ALNES P323 WDR L425 BO-SUT	Landing OEJN Expect BOSUT at FL160 to FL200
OYSC	OEJN	MC/ FL600	APDOS M999 BOSUT	Landing OEJN Expect BOSUT at FL160 to FL200
OYSC	OEJN	MC/ FL600	LAKNA R777 DANAK M999 BOSUT	Landing OEJN Expect BOSUT at FL160 to FL200
OYSC	OEJN	MC/ FL600	NISMI M559 LABNI M999 BO-SUT	Landing OEJN Expect BOSUT at FL160 to FL200
OYSC	OEJN	MC/ FL600	PADUR Q615 ASKET T530 DAVLO P323 WDR L425 BO-SUT	Landing OEJN Expect BOSUT at FL160 to FL200
OYSC	OEJN	MC/ FL600	RIBOK B413 DANAK M999 BOSUT	Landing OEJN Expect BOSUT at FL160 to FL200
OYSC	OEMA	MC/ FL600	APDOS M999 JDW A424 DEGVU	Landing OEMA Expect ORMEK at FL240 or below
OYSC	OEMA	MC/ FL600	LAKNA R777 DANAK M999 JDW A424 DEGVU	Landing OEMA Expect ORMEK at FL240 or below
OYSC	OEMA	MC/ FL600	NISMI M559 LABNI M999 JDW A424 DEGVU	Landing OEMA Expect ORMEK at FL240 or below
OYSC	OEMA	MC/ FL600	PADUR Q615 ASKET T530 DAVLO P323 WDR L425 BO-SUT M999 JDW A424 DEGVU	Landing OEMA Expect ORMEK at FL240 or below
OYSC	OEMA	MC/ FL600	RIBOK B413 DANAK M999 JDW A424 DEGVU	Landing OEMA Expect ORMEK at FL240 or below
OYSC	OENN	MC/ FL600	APDOS M999 JDW L677 DARAX Z711 GEPAG	Landing OENN

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OYSC	OENN	MC/ FL600	NISMI M559 LABNI M999 JDW L677 DARAX Z711 GE- PAG	Landing OENN
OYSC	OENN	MC/ FL600	PADUR Q615 ASKET T530 DAVLO P323 WDR L425 BO- SUT M999 JDW L677 DARAX Z711 GEPAG	Landing OENN
OYSC	OENN	MC/ FL600	RIBOK B413 DANAK M999 JDW L677 DARAX Z711 GE- PAG	Landing OENN
OYSC	OERK	MC/ FL600	NETAS G667 RIBIM	Landing OERK
OYSC	OERK	MC/ FL600	PADUR Q615 ASKET T530 KITUB G667 RIBIM	Landing OERK
OYSC	OERK	FL300/ FL600	SILPA DCT ASTIN DCT BO- SOB DCT SITUK M321 NA- GUB	Landing OERK FRA
OYSC	OERK	MC/ FL600	SILPA M321 NAGUB	Landing OERK
OYSC	OERS	MC/ FL600	APDOS M999 JDW L677 RAGNO Y686 RSI	Landing OERS
OYSC	OERS	MC/ FL600	LAKNA R777 DANAK M999 JDW L677 RAGNO Y686 RSI	Landing OERS
OYSC	OERS	MC/ FL600	NISMI M559 LABNI M999 JDW L677 RAGNO Y686 RSI	Landing OERS
OYSC	OERS	MC/ FL600	RIBOK B413 DANAK M999 JDW L677 RAGNO Y686 RSI	Landing OERS
OYSC	OESK	MC/ FL600	APDOS M999 JDW A424 PMA B544 LABAD V13 AJF	Landing OESK
OYSC	OESK	MC/ FL600	LAKNA R777 DANAK M999 JDW A424 PMA B544 LABAD V13 AJF	Landing OESK
OYSC	OESK	MC/ FL600	NISMI M559 LABNI M999 JDW A424 PMA B544 LABAD V13 AJF	Landing OESK

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OYSC	OESK	MC/ FL600	RIBOK B413 DANAK M999 JDW A424 PMA B544 LABAD V13 AJF	Landing OESK
OYSC	OETB	MC/ FL600	APDOS M999 JDW L677 WEJ V54 TBK	Landing OETB Expect DEMSU at FL200 up to FL240
OYSC	OETB	MC/ FL600	LAKNA R777 DANAK M999 JDW L677 WEJ V54 TBK	Landing OETB Expect DEMSU at FL200 up to FL240
OYSC	OETB	MC/ FL600	NISMI M559 LABNI M999 JDW L677 WEJ V54 TBK	Landing OETB Expect DEMSU at FL200 up to FL240
OYSC	OETB	MC/ FL600	RIBOK B413 DANAK M999 JDW L677 WEJ V54 TBK	Landing OETB Expect DEMSU at FL200 up to FL240
OYSC	OEYN	MC/ FL600	ALNES P323 WDR L425 BO- SUT M999 JDW L677 YEN	Landing OEYN
OYSC	OEYN	MC/ FL600	APDOS M999 JDW L677 YEN	Landing OEYN
OYSC	OEYN	MC/ FL600	LAKNA R777 DANAK M999 JDW L677 YEN	Landing OEYN
OYSC	OEYN	MC/ FL600	NISMI M559 LABNI M999 JDW L677 YEN	Landing OEYN
OYSC	OEYN	MC/ FL600	RIBOK B413 DANAK M999 JDW L677 YEN	Landing OEYN
OYSC	OJAC	MC/ FL600	APDOS M999 JDW A424 PMA B544 SODAR	Landing or overflying AMMAN FIR Available levels via SODAR FL240 and above.
OYSC	OJAC	MC/ FL600	APDOS M999 JDW L677 WEJ M449 GIBET	Landing or overflying AMMAN FIR over GIBET at FL260, FL320 and above.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OYSC	OJAC	MC/ FL600	LAKNA R777 DANAK M999 JDW A424 PMA B544 SODAR	Landing or overflying AMMAN FIR Available levels via SODAR FL240 and above.
OYSC	OJAC	MC/ FL600	LAKNA R777 DANAK M999 JDW L677 WEJ M449 GIBET	Landing or overflying AMMAN FIR Expect GIBET at FL260, FL320 and above.
OYSC	OJAC	MC/ FL600	NISMI M559 LABNI M999 JDW A424 PMA B544 SODAR	Landing or overflying AMMAN FIR Available levels via SODAR FL240 and above.
OYSC	OJAC	MC/ FL600	NISMI M559 LABNI M999 JDW L677 WEJ M449 GIBET	Landing or overflying AMMAN FIR Expect GIBET at FL260, FL320 and above.
OYSC	OJAC	MC/ FL600	PADUR Q615 ASKET T530 DAVLO P323 WDR L425 BO- SUT M999 JDW A424 PMA B544 SODAR	Landing or overflying AMMAN FIR Available levels via SODAR FL240 and above.
OYSC	OJAC	MC/ FL600	PADUR Q615 ASKET T530 DAVLO P323 WDR L425 BO- SUT M999 JDW L677 WEJ M449 GIBET	Landing or overflying AMMAN FIR Expect GIBET at FL260, FL320 and above.
OYSC	OJAC	MC/ FL600	RIBOK B413 DANAK M999 JDW A424 PMA B544 SODAR	Landing or overflying AMMAN FIR Available levels via SODAR FL240 and above.
OYSC	OJAC	MC/ FL600	RIBOK B413 DANAK M999 JDW L677 WEJ M449 GIBET	Landing or overflying AMMAN FIR Expect GIBET at FL260, FL320 and above.
OYSC	OKAC	MC/ FL600	APDOS M999 JDW B417 HFR A788 SOROR	Landing or overflying OKAC FIR Traffic landing Kuwait expect to cross DERKO FL290 or lower
OYSC	OKAC	MC/ FL600	NETAS G667 KSA H976 MUSRI P891 KUNRU	a) arrival OKAC over KUNRU FL230, FL210 b) overflying OKAC over KUNRU FL330

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OYSC	OKAC	MC/ FL600	RIBOK B413 DANAK M999 JDW B417 HFR A788 SOROR	Landing or overflying OKAC FIR Traffic landing Kuwait expect to cross DERKO FL290 or lower
OYSC	OKAC	FL300/ FL600	SILPA DCT ASTIN DCT BO- SOB DCT SITUK M321 KSA H976 MUSRI P891 KUNRU	a) arrival OKAC over KUNRU FL230, FL210 b) overflying OKAC over KUNRU FL330 c) FRA
OYSC	OKAC	MC/ FL600	SILPA M321 KSA H976 MUS- RI P891 KUNRU	a) arrival OKAC over KUNRU FL230, FL210 b) overflying OKAC over KUNRU FL330
OYSC	OMAE	MC/ FL600	NADKI M318 MUXIT	
OYSC	OMAE	FL300/ FL600	NADKI M318 NOMRU DCT ASTIN DCT PURDA DCT MUXIT	FRA
OYSC	OMAE	FL300/ FL600	NADKI M318 NOMRU DCT ASTIN DCT TANSU	FRA
OYSC	OMAE	MC/ FL600	NADKI M318 PURDA G783 TANSU	
OYSC	OOM M	FL300/ FL600	DUDRI DCT MEDMO DCT METNO DCT MIDGU	FRA
OYSC	OOM M	MC/ FL600	DUDRI Q21 MEDMO Z515 MIDGU	
OYSC	ORBB	MC/ FL600	APDOS M999 JDW A424 PMA B544 ASH B411 MURIB	Landing or overflying ORBB FIR Expect MURIB at FL350 or above.
OYSC	ORBB	MC/ FL600	LAKNA R777 DANAK M999 JDW A424 PMA B544 ASH B411 MURIB	Landing or overflying ORBB FIR Expect MURIB at FL350 or above.
OYSC	ORBB	MC/ FL600	NISMI M559 LABNI M999 JDW A424 PMA B544 ASH B411 MURIB	Landing or overflying ORBB FIR Expect MURIB at FL350 or above.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OYSC	ORBB	MC/ FL600	PADUR Q615 ASKET T530 KITUB G667 KSA T503 PAX- AN V16 AAR B411 MURIB	Landing or overflying ORBB FIR Expect MURIB at FL350 or above.
OYSC	ORBB	MC/ FL600	RIBOK B413 DANAK M999 JDW A424 PMA B544 ASH B411 MURIB	Landing or overflying ORBB FIR Expect MURIB at FL350 or above.
OYSC	OTDF	MC/ FL600	ULBON L564 RAGPO Y432 LADBO T142 LAEEB	Landing or overflying DOHA FIR
OYSC	OTDF	FL300/ FL600	ULBON L564 RIDIT DCT AL- NUG DCT OBSEP DCT AS- PUS DCT LADBO T142 LAEEB	Landing or overflying DOHA FIR a) FRA b) Enroute frequency change meth- odology at ALNUG change to 132.9

STANDARD ROUTINGS FOR UNITED ARAB EMIRATES OVERFLIGHTS

NOTE: The following standard routings apply for traffic transiting the FIR below FL355.

ENTRY POINT	ROUTE	EXIT POINT	REMARKS
BUNDU	B415-SIXIV-N318	LABRI	Note 7
	B415-KUGTO-Q415	TONVO	Notes 6, 9
	B415-RURAL-N685	RETAS	Note 8
PATAT	L519-EGPEP-L313	TARDI	Note 1
	L519-IVOXI-M557	TUMAK	Note 2
	L519-IVOXI-N571	ALPOB	Note 3
	L519-IVOXI-P699	ORMID	Note 4
	L519-IVOXI-P699-EGTAG-Q576-RORON-M430	TOSNA	
ITRAX	P899-ROVOS-G462	TUMAK	Notes 2, 14
	P899-ROVOS-G462-UKUVO-Q563-IMGUX-N563	ALPOB	Notes 3, 14
	P899-ROVOS-G462-UKUVO-Q563-IMGUX-P699	ORMID	Notes 4, 14
	P899	TOVOX	
	P899-UMIBU-N563-BOSEV-Q565-UKUVO-G462	TUMAK	Notes 2, 17

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

ENTRY POINT	ROUTE	EXIT POINT	REMARKS
	P899-UMIBU-N563	ALPOB	Notes 3, 17
	P899-UMIBU-N563-IMGUX-P699	ORMID	Notes 4, 17
KUPRO	N300-NOLSU-P307	TONVO	Note 6
	N300-VEKOV-M318	GABKO	
	N300	LALDO	Note 5
	N300-VEKOV-M318-MITIX-Q323-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-Q576-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	M628	PEKEM	Note 16
	M628-RIGIL-G783	TANSU	Note 15
MENSA	N571-IVOXI-M557	TUMAK	Note 2
	N571	ALPOB	Note 3
	N571-IVOXI-P699	ORMID	Note 4
	N571-RUKOR-P574	KUMUN	
	N571-IVOXI-P699-EGTAG-Q576-RORON-M430	TOSNA	
MUSAP	R401-NORGA-P574	KUMUN	
ORSAR	R784-TOVIV-Q321-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-Q321-NOLSU-P307	TONVO	Note 6
	L223-TATLA-R784-KUSEN-M677	LALDO	Note 5
	L223	TARDI	Note 1

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

ENTRY POINT	ROUTE	EXIT POINT	REMARKS
SODEX	N563	ALPOB	Note 3
	N563-BOSEV-Q565-UKUVO-G462	TUMAK	Note 2
	N563-IMGUX-P699	ORMID	Note 4
	N563-UMIBU-P899	TOVOX	
SOLUD	P574-RUKOR-N571-IVOXI-M557	TUMAK	Notes 2, 13
	P574-RUKOR-N571	ALPOB	Notes 3, 13
	P574-RUKOR-N571-IVOXI-P699	ORMID	Notes 4, 13
	P574-NORGA-R401	GABKO	
	P574	KUMUN	
OBNET	M677-LOVEM-M318	GABKO	
	M677-LOVEM-Q572-SERSA-P307	TONVO	Note 6
	M677	LALDO	Note 5
	M677-LOVEM-L223	TARDI	Note 1
NALPO	P559-AMBOV-Q322-LOVEM-M318	GABKO	
	P559-AMBOV-Q322-LOVEM-M677	LALDO	Note 5
	P559-AMBOV-Q322-LOVEM-Q572-SERSA-P307	TONVO	Note 6
	P559-AMBOV-Q322-LOVEM-L223	TARDI	Note 1
TANSU	G783-ASPED-Q308-PEDOG-R401	GABKO	
PEKEM	M628-RIGIL-G783-ASPED-Q308-PEDOG-R401	GABKO	

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

NOTE 2: Traffic to OBBB via RAGAS, KUMBO, DAVUS and ROTOX to OIIX, OKAC and ORBB.

NOTE 3: Traffic to OEJD 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 is available.

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

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

NOTE 8: Traffic with destinations OOMS, OOMN, OOSH: Only FL330 or below is available for OOMS/OOMN and only FL230 for OOSH.

NOTE 9: Traffic shall cross UKILI at FL230 or above and GEVIV at FL270 or above.

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

NOTE 10: Traffic with cruising level FL255 and below.

NOTE 11: Traffic overflying UAE via ORSAR: only FL310, FL330 and FL350 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 beyond	ROVOS-G462-ULODA-DCT-TU-LON-M318-TOVIV-P574-KUMUN	
	OOMM and beyond, except OOMS, OOMN, OOSH landing traffic	LABRI	
	OOMS, OOMN, OOSH landing traffic	RETAS	
	OYSC, OEJD	DCT-ELUDA-G783-TANSU	Notes 1, 2
		DCT-ELUDA-G783-RIGIL-M628-PEKEM	Notes 1, 3
		ROVOS-DCT-ADV-DCT-VUXOD-L519-ATUDO-M318-KATIT	Notes 4, 5, 10
		ROVOS-DCT-ADV-DCT-VUXOD-L519-ATUDO-M318-GOLGU-M550-RIBOT	Notes 4, 6, 10
	OTDF and OEJD and beyond overflying KIA	ROVOS-DCT-ADV-DCT-MEKRI-P899-TOVOX	
	OBBS via N & W routes to OIIX, OKAC and ORBB	ROVOS-DCT-ADV-DCT-DAXIB-Q563-UKUVO-G462-TUMAK	Note 9
	OEJD via COPPI and BPN and destinations OERK and OEJN	ROVOS-DCT-ADV-DCT-BOSEV-N563-ALPOB	

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

DEPARTURE AIRPORT	DESTINATION	ROUTE/EXIT POINT	REMARKS
	OBBI, OBBS, OBKH, OEDF and OEDR	ROVOS-DCT-ADV-DCT-BOSEV-N563-IMGUX-P699-ORMID	
	OIKB and beyond	ROVOS-G462-ULODA-DCT-TULON-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	ORNEL-T560-ELUDA-G783-TAN-SU	Notes 1, 2
		ORNEL-T560-ELUDA-G783-RIGIL-M628-PEKEM	Notes 1, 3
		ATUDO-M318-KATIT	Notes 4, 5, 10
		ATUDO-M318-GOLGU-M550-RIBOT	Notes 4, 6, 10
	OTDF and OEJD and beyond overflying KIA	MEKRI-P899-TOVOX	
	OBBS via N & W routes to OIXX, OKAC and ORBB	DAXIB-Q563-UKUVO-G462-TUMAK	Note 9
	OEJD via COPPI and BPN and destinations OERK and OEJN	BOSEV-N563-ALPOB	
	OBBI, OBBS, OBKH, OEDF and OEDR	BOSEV-N563-IMGUX-P699-ORMID	
	OIBK	DAXIB-Q563-UKUVO-DCT-KIVUS-DCT-LUDAM-DCT-ORSAR	
	OISS, OIII and beyond	TULON-M318-TOVIV-P574-KUMUN	
OMDB, OMDW	OIKB and beyond	DAVMO-M318-GABKO	

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

DEPARTURE AIRPORT	DESTINATION	ROUTE/EXIT POINT	REMARKS
and OMSJ	OOMS and SE	ANVIX-L223-TARDI	
	OYSC, OEJD	ANVIX-R401-GIDIS-G783-TANSU	Notes 2, 7
		ANVIX-R401-GIDIS-G783-RIGIL-M628-PEKEM	Notes 3, 7
		KUTLI-L519-ATUDO-M318-KATIT	Notes 4, 5, 10
		KUTLI-L519-ATUDO-M318-GOLGU-M550-RIBOT	Notes 4, 6, 10
	OBBS via N & W routes to OIIX, OKAC and ORBB	RIDAP-M557-TUMAK	Note 9
	OEJD via COPPI and BPN and destinations OERK and OEJN	SENPA-N571-ALPOB	
	OBBI, OBBS, OBKH, OEDF and OEDR	NABIX-P699-ORMID	
	OTDF	NABIX-P699-OXARI-M430-TOSNA	
		MIROT-Q576-RORON-M430-TOSNA	
	OISS, OIII and beyond	DCT-KUMUN	
	OIBK	RIDAP-M557-TOTKU-DCT-KI-VUS-DCT-LUDAM-DCT-ORSAR	
	OOSH	ANVIX-L223-TARDI	Note 8
	OOSA and beyond S of OOMM	ANVIX-R401-GIDIS-G783-UK-RAG-L710-MEMTU	
OMDB and OMSJ	OPKR and beyond	IVURO-M677-LALDO	
		IVURO-M428-GOMTA	
OMDW	OPKR and beyond	NOLSU-N300-LALDO	
		NOLSU-M572-GOMTA	
OMFJ	OIIX and beyond	GABKO	
	OOMM and destinations beyond	DCT-TONVO	

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

DEPARTURE AIRPORT	DESTINATION	ROUTE/EXIT POINT	REMARKS
	OYSC, OEJD	VAVIM-G783-RIGIL-M628-PE-KEM	Notes 3, 7
		VAVIM-G783-TANSU	Notes 2, 7
		SERSA-L519-ATUDO-M318-KA-TIT	Notes 4, 5, 10
		SERSA-L519-ATUDO-M318-GOL-GU-M550-RIBOT	Notes 4, 6, 10
	OBBS via N & W routes to OIIX, OKAC and ORBB	SERSA-L519-IVOXI-M557-TU-MAK	Note 9
	OEJD via COPPI and BPN and destinations OERK and OEJN	SERSA-L519-IVOXI-N571-ALPOB	
	OBBI, OBBS, OBKH, OEDF and OEDR	SERSA-L519-IVOXI-P699-ORMID	
	OTDF	SERSA-L519-IVOXI-P699-OXARI-M430-TOSNA	
OMRK	OIIX and beyond	ASNEK-R401-GABKO	
	OPKR and beyond	PUVAL-DCT-NADNI-DCT-IVURO-M677-LALDO	
		PUVAL-DCT-NADNI-DCT-IVURO-M428-GOMTA	
	OOMS or exiting OOMM via TO-TOX, REXOD, LOTAV, KITAL	PUVAL-DCT-RUKOR-DCT-AN-VIX-L223-TARDI	
	OYSC, OEJD	PUVAL-DCT-RUKOR-DCT-AN-VIX-R401-GIDIS-G783-TANSU	
		PUVAL-DCT-RUKOR-DCT-AN-VIX-R401-GIDIS-G783-RIGIL-M628-PEKEM	
		PUVAL-L519-ATUDO-M318-KA-TIT	
		PUVAL-L519-ATUDO-M318-GOL-GU-M550-RIBOT	
	OBBS via N & W routes to OIIX, OKAC and ORBB	PUVAL-L519-IVOXI-M557-TU-MAK	Note 9

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

DEPARTURE AIRPORT	DESTINATION	ROUTE/EXIT POINT	REMARKS
	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	
	OTDF	PUVAL-L519-IVOXI-P699-OXARI-M430-TOSNA	
	OOSA and beyond S of OOMM	PUVAL-DCT-RUKOR-DCT-AN-VIX-R401-GIDIS-G783-UKRAG-L710-MEMTU	

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

NOTE 2: Available routing after TANSU is BOSED PURDA.

NOTE 3: Available routing after PEKEM is DEGPA MEVDO.

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

NOTE 5: Available routing after KATIT is DEGPA PURDA.

NOTE 6: Available routing after RIBOT is MIGMA MEVDO.

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

NOTE 8: At 11000ft only.

NOTE 9: For traffic to OBBB via RAGAS, KUMBO, DAVUS & ROTOX to OIIX, OKAC and ORBB.

NOTE 10:

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

STANDARD ROUTINGS FOR UNITED ARAB EMIRATES ARRIVING UAE AIRPORTS

ARRIVAL AIRPORT	FROM	ENTRY POINT / ROUTE	RE-MARKS
OMAL	OIKB and beyond	PATAT-L519-IVOXI-Q311-TONKI-DCT-KANIP	
	OISS, OIII and beyond	ORSAR-R784-TATLA-L223-VUTEB-Q569-OBREV-Q311-TONKI-DCT-KANIP	

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

ARRIVAL AIRPORT	FROM	ENTRY POINT / ROUTE	RE-MARKS
	OERY	BUNDU-B415-EGPOG-Q666-GI-DOB-DCT-ADV-DCT-KANIP	
		KUPRO-N300-GIDOB-DCT-ADV-DCT-KANIP	
	OBBI and N and W of OBBS	TOSNA-N685-GIDOB-DCT-ADV-DCT-KANIP	
		OVONA-N318-KAPUM-N685-GI-DOB-DCT-ADV-DCT-KANIP	
	OYSC, OEJD	TANSU-G783-VAVIM	Note 5
		KATIT-M318-ATUDO-DCT-ADV-DCT-KANIP	
		RIBOT-M550-GOLGU-M318-ATU-DO-DCT-ADV-DCT-KANIP	
		PEKEM-M628-RIGIL-G783-VAVIM	
	OOMS and E of OOMM	ITRAX	
	OOSA and SE of OOMM	SODEX-N563-ELUDA-G783-VAVIM	
OMAA and OMAD	OIKB and beyond	PATAT-L519-IVOXI-Q311-EMERU	
	OOMS and E of OOMM	ITRAX-P899-ROVOS	
	OOSA and SE of OOMM	SODEX-N563-NOBTO	
	OYSC, OEJD	TANSU-G783-VAVIM-P899-ROVOS	
		KATIT-M318-ATUDO	Note 5
		RIBOT-M550-GOLGU-M318-ATU-DO	
		PEKEM-M628-RIGIL-G783-VAVIM-P899 ROVOS	
	OISS, OIII and beyond	ORSAR-R784-TATLA-L223-VUTEB-Q569-OBREV-Q311-EMERU	Note 4
		ORSAR-G666-ELOVU	Note 2
OMAA	OTDF	KUPRO-N300-KAXOB-Q415-UKILI	
		BUNDU-B415-UKILI	
	OBBI and N and W of OBBS	TOSNA-N685-UMEVU-Q415-UKILI	

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

ARRIVAL AIRPORT	FROM	ENTRY POINT / ROUTE	RE-MARKS
		OVONA-N318-KAPUM-Z522-AL-NEV-Q415-UKILI	
	OERY	BUNDU-B415-UKILI	
	OIBK	ORSAR-DCT-UKILI	
OMAD	OTDF	KUPRO-N300-GIDOB	Note 1
		BUNDU-B415-EGPOG-Q666-GIDOB	
	OBBI and N and W of OBBB	TOSNA-N685-GIDOB	
		OVONA-N318-KAPUM-N685-GIDOB	
	OERY	BUNDU-B415-EGPOG-Q666-GIDOB	
	OIBK	ORSAR-DCT-GIDOB	
OMDB	OIKB and beyond	PATAT-L519-PUVAL	
	NE of OOMM	PASOV-B540-MIVEK-P574-IMPED	
	SE of OOMM	TAPRA-M762-MIVEK-P574-IMPED	
	OOMS	SOLUD-P574-GISMO-P574-IMPED	Note 3
	OOSA and beyond S of OOMM	MUSAP-R401-PEDOG-Q308-KI-POK-Q568-IMPED	Note 5
	OYSC, OEJD	TANSU-G783-ASPED-Q308-KI-POK-Q568-IMPED	
		PEKEM-M628-RIGIL-G783-ASPED-Q308-KIPOK-Q568-IMPED	
		KATIT-M318-RURAL-Q317-LORID	
		RIBOT-M550-GOLGU-M318-RURAL-Q317-LORID	
	OIBK, OISS, OIII and beyond	ORSAR-R784-TATLA-L223-VUTEB	
	OBBI and N and W of OBBB	OBNET-M677-VUTEB	
		NALPO-P559-VUTEB	
	OTDF	ASTOG-L305-ITBUL-M677-VUTEB	
	OOSH	VAXAS-M762-MIVEK-P574-IMPED	

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

ARRIVAL AIRPORT	FROM	ENTRY POINT / ROUTE	RE-MARKS
OMDW	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 beyond S of OOMM	MUSAP-R401-GIDIS	
	OYSC, OEJD	TANSU-G783-ASPED-Q308-PE-DOG-R401-GIDIS	
		PEKEM-M628-RIGIL-G783-ASPED-Q308-PEDOG-R401-GIDIS	
		KATIT-M318-RURAL-Q317-LORID	
	OIBK, OISS, OIII and beyond	RIBOT-M550-GOLGU-M318-RURAL-Q317-LORID	Note 5
		ORSAR-R784-GONVI	Note 4
	OBBI and N and W of OBBI	ORSAR-G666-ELOVU	Note 2
		OBNET-M677-ITBUL-Q322-DATOB	Note 4
		OBNET-M677-LUDAM-G666-ELOVU	Note 2
		NALPO-P559-AMBOV-Q322-DATOB	Note 4
		NALPO-P559-KIVUS-G666-ELOVU	Note 2
OMFJ	OTDF	ASTOG-L305-KIVUS-P559-AM-BOV-Q322-DATOB	
	OOSH	VAXAS-M564-UMAMI	
	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-Q308-RUDAT	
	OYSC, OEJD	TANSU-G783-ASPED-Q308-RUDAT	
		PEKEM-M628-RIGIL-G783-ASPED-Q308-RUDAT	

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

ARRIVAL AIRPORT	FROM	ENTRY POINT / ROUTE	RE- MARKS
	OIBK, OISS, OIII and beyond	ORSAR-R784-KUSEN	
	OBBI and N and W of OBBS	OBNET-M677-ITBUL-L305-EMOTA-R784-KUSEN	
		NALPO-P559-KIVUS-L305-EMOTA-R784-KUSEN	
	OTDF	ASTOG-L305-EMOTA-R784-KU-SEN	
OMRK	OIKB and beyond	PATAT-L519-EGPEP	
	OOMS, NE and SE of OOMM	MENSA-N317-NADNI	
		PASOV-B540-ORKOB-T891-NOL-SU-N317-NADNI	
	OOSA and beyond S of OOMM	MUSAP-R401-PEDOG-Q308-ORK-OB-T891-NOLSU-N317-NADNI	
	OYSC, OEJD	TANSU-G783-ASPED-Q308-ORK-OB-T891-NOLSU-N317-NADNI	
		PEKEM-M628-RIGIL-G783-ASPED-Q308-ORKOB-T891-NOLSU-N317-NADNI	
		KATIT-M318-RURAL-Q317-LORID-DCT-TOVIV-DCT-ALSIL	Note 5
		RIBOT-M550-GOLGU-M318-RU-RAL-Q317-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	
	OTDF	ASTOG-L305-EMOTA-R784-ALSIL	
	OOSH	VAXAS-M762-RUDAT-Q308-ORK-OB-T891-NOLSU-N317-NADNI	
OMSJ	OIKB and beyond	PATAT-L519-PUVAL	
	OOMS, NE and SE of OOMM	MENSA-N317-NOLSU	

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

ARRIVAL AIRPORT	FROM	ENTRY POINT / ROUTE	RE- MARKS
		PASOV-B540-ORKOB-T891-NOL-SU	
	OOSA and beyond S of OOMM	MUSAP-R401-PEDOG-Q308-ORK-OB-T891-NOLSU	
	OYSC, OEJD	TANSU-G783-ASPED-Q308-ORK-OB-T891-NOLSU	
		PEKEM-M628-RIGIL-G783-ASPED-Q308-ORKOB-T891-NOLSU	
		KATIT-M318-RURAL-Q317-LORID	
		RIBOT-M550-GOLGU-M318-RURAL-Q317-LORID	Note 5
	OIBK, OISS, OIII and beyond	ORSAR-R784-GONVI	
	OBBI and N and W of OBBI	OBNET-M677-ITBUL-L305-EMOTA-R784-GONVI	
		NALPO-P559-KIVUS-L305-EMOTA-R784-GONVI	
	OTDF	ASTOG-L305-EMOTA-R784-GONVI	
	OOSH	VAXAS-M762-RUDAT-Q308-ORK-OB-T891-NOLSU	

NOTE 1: Maximum level available is 9000ft.

NOTE 2: Conditions apply; see G666/Q312 CDR availability.

NOTE 3: FL200 or below.

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

NOTE 5:

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

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

STANDARD ROUTINGS FOR TRAFFIC ROUTING BETWEEN UAE AIRPORTS

DEPARTURE AIRPORT	DESTINATION	ROUTE / EXIT POINT	RE-MARKS
OMAA	OMAL	DCT KANIP	Note 1
OMAA/ OMAD	OMDB, OMDW and OMSJ	DCT LORID	Note 2
	OMFJ	KANIP DCT VAVIM DCT PEDOG DCT MURGU Q308 RUDAT DCT IMVAT or FJV	
	OMRK	KANIP DCT VAVIM DCT PEDOG DCT MURGU Q308 ORKOB DCT FJV DCT LAGLI DCT RAV	
OMAL	OMAA	DCT ROVOS	Note 3
	OMFJ	DCT PEDOG DCT MURGU Q308 RUDAT DCT IMVAT or FJV	
	OMRK	DCT PEDOG DCT MURGU Q308 ORKOB DCT FJV DCT LAGLI DCT RAV	
	OMDB	DCT PEDOG DCT MURGU Q308 KIPOK Q568 IMPED DCT	
	OMDW	DCT PEDOG DCT GIDIS DCT	
	OMSJ	DCT PEDOG DCT MURGU Q308 ORKOB T891 NOLSU DCT	
OMDB/ OMDW/ OMSJ	OMAA and OMAD	DCT EMERU	Note 2
	OMAL	DCT ANVIX R401 GIDIS G783 VA- VIM	
OMDB	OMDW and OMSJ	DCT	Note 4
OMDW	OMDB and OMSJ		
OMSJ	OMDB and OMDW		
OMFJ	OMAA and OMAD	MIVEK DCT PEDUL DCT GIDIS G783 VAVIM P899 ROVOS DCT ADV	

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

DEPARTURE AIRPORT	DESTINATION	ROUTE / EXIT POINT	RE- MARKS
	OMAL	MIVEK DCT PEDUL DCT GIDIS G783 VAVIM	
OMRK	OMAA and OMAD	EMOPI DCT FJV DCT MIVEK DCT PEDUL DCT GIDIS G783 VAVIM P899 ROVOS ADV	
	OMAL	EMOPI DCT FJV DCT MIVEK DCT PEDUL DCT GIDIS G783 VAVIM	

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

NOTE 2: At 10000ft or below.

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

NOTE 4: At 7000ft or below.

Special Requirements

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

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

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

STANDARD ROUTINGS FOR TRAFFIC USING FREE ROUTE AIRSPACE IN THE EMIRATES FIR ABOVE FL355

NOTE: For Standard Routings using Free Route Airspace (FRA) within Emirates FIR please refer to Jeppesen ATC-Chapter "FREE ROUTE AIRSPACE (FRA) - MIDDLE EAST".

PREFERRED IFR ROUTES WITHIN MUSCAT FIR

ROUTE AVAILABILITY DOCUMENT (RAD)

Oman publishes the RAD as a method for displaying the preferred routes in the Oman airspace, whether for crossing the airspace as well as for land/take-off from Oman aerodromes.

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

FIR/ ADEP	FIR/ ADES	MIN/MA X LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEJD	OIIX	FL150/U NL	MIDGU M440 TULBU G652 KUSRA Z465 VUSET R462 ASLOM L430 MESPO	Landing or Overflying Tehran FIR Expect FL310 or above at MIDGU
OEJD	OIIX	FL150/U NL	MIDGU M440 TULBU G652 KUSRA Z465 VUSET R462 DENDA	Overflying Tehran FIR Expect FL310 or above at MIDGU
OEJD	OOMS	FL150/U NL	MIDGU M717 PUTSO N685 LAKLU G216 MCT	Dest: OOMS Only Expect flight levels between FL310 and FL370 at MIDGU
OEJD	OOSA	FL150/U NL	GOBRO L425 ITUVO B400 ASTUN B535 DARAB	Dest: OOSA Only Expect flight levels between FL310 and FL370 at MIDGU
OEJD	OOSH	FL150/U NL	MIDGU M717 EGVAN Q730 LADBI OOSH	Dest: OOSH Only Expect flight levels between FL310 and FL370 at MIDGU
OEJD	OPKR	FL150/U NL	MIDGU M440 TULBU G652 KUSRA Z465 VUSET R462 EGTAL B505 APELO	Landing or Overflying Karachi FIR Only Available FL190, FL210, FL270 and FL290 via APELO
OEJD	OPKR	FL150/U NL	MIDGU M440 TULBU G652 SODEB G216 ALPOR	Landing or Overflying Karachi FIR
OEJD	OYSC	FL150/U NL	GOBRO L425 DEDSO R401 KIVEL	Overflying Sanaa FIR
OEJD	OYSC	FL150/U NL	GOBRO L425 ITUVO B400 ASTUN B535 KAPET	Landing or Overflying Sanaa FIR
OEJD	OYSC	FL150/U NL	GOBRO L425 ITUVO B400 IMKAD	Landing or Overflying Sanaa FIR
OEJD	VABF	FL150/U NL	DAPOL L692 GISKA N569 GOLNI P570 KITAL	1)Overflying Mumbai FIR 2) Dest: VOHS, VOGO, VCBI, VOBL, VOCB, VOCL, VOCI, VOML,VOTR or VOTV FL330 not available via KITAL.

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

FIR/ ADEP	FIR/ ADES	MIN/MA X LEVEL	ROUTES	REMARKS/RESTRICTIONS
OEJD	VABF	FL150/U NL	DAPOL L692 GISKA N569 LOTAV	1)Overflying Mumbai FIR 2) Dest: VOHS, VOGO, VCBI, VOBL, VOCB, VOCL, VOCI, VOML,VOTR or VOTV FL330 not available via LOTAV.
OEJD	VABF	FL150/U NL	DAPOL L692 GISKA N569 UMILA L883 REXOD	1)Overflying Mumbai FIR 2)Dest: VAGO, VCBI, VOBL, VOCB,VOCL, VOCI, VOML, VOTR, VOTV FL330 not available via REXOD.
OEJD	VABF	FL150/U NL	GOBRO L425 BOVOS AS- PUX	Landing or Overflying Mumbai FIR FL330 is not available via ASPUX.
OEJD	VABF	FL150/U NL	IMDAM L556 KUTVI N315 ASPUX	Landing or Overflying Mumbai FIR FL330 is not available via ASPUX.
OEJD	VABF	FL150/U NL	MIDGU M440 TULBU M628 TOLDA L555 TOTOX	1)Overflying Mumbai FIR 2) Dest: VAPO, VOMM, VOHS, VOGO, VCBI, VOBL, VOCB, VOCL, VOCI, VOML,VOTR or VOTV FL330 not available via TOTOX.
OEJD	VABF	FL150/U NL	MIDGU M440 TULBU N881 AMBOS M700 PARAR	1)Overflying Mumbai FIR 2)Dest: VABB, VAPO, VOMM
OEJD	VABF	FL150/U NL	MIDGU M440 TULBU N881 RASKI	1)Overflying Mumbai FIR 2)Dest: VABB, VOHS
OIIX	OEJD	FL150/U NL	DENDA R462 VUSET Z465 KUSRA G652 TOKRA	Landing or Overflying Jeddah FIR Only FL300 and FL320 are available for traffic exiting OOMM FIR via TOK- RA on route G652 to OYSC FIR.

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

FIR/ ADEP	FIR/ ADES	MIN/MA X LEVEL	ROUTES	REMARKS/RESTRICTIONS
OIIX	OMAE	FL150/U NL	DENDA R462 MIXAM P899 ITRAX	Dest: OMAA, OMAD, OMAM and OMAL 1: Traffic landing at OMAA, OMAD and OMAM, expect to cross ITRAX at FL180 or below for descent to FL160. 2: Traffic landing at OMAL, expect A080 at ITRAX.
OIIX	OMAE	FL150/U NL	DENDA R462 VUSET A454 PASOV B540 KUPMA	Dest: OMDDB Only 1: Traffic destination OMDDB expect FL230 at PASOV. 2: ATC may re-route traffic to TAPRA (M762) to facilitate the efficient flow of traffic into UAE airports and expect FL240 at TAPRA.
OIIX	OMAE	FL150/U NL	DENDA R462 VUSET A454 PASOV M564 VAXAS	Dest: OMDW and OMDM Only 1: Traffic destination OMDW, OMDM expect FL190 at PASOV. 2: ATC may re-route traffic to TAPRA (M762) to facilitate the efficient flow of traffic into UAE airports and expect FL180 at TAPRA.
OIIX	OMAE	FL150/U NL	DENDA R462 VUSET N571 MENZA	1)Overflying Emirates FIR 2)Dest: OMSJ, OMRK Traffic destination OMSJ or OMRK ex- pect FL160 at MENSA.
OIIX	OMAE	FL150/U NL	DENDA R462 VUSET N571 MENZA FJV	Dest : OMFJ Traffic to OMFJ expect A090 to be lev- el 30NM TO FJR VOR
OIIX	OMAE	FL150/U NL	DENDA R462 VUSET Z465 KUSRA G652 TULBU M628 LUDID	Overflying Emirates FIR
OIIX	OMAE	FL150/U NL	IMLOT A791 LALDO	Overflying Emirates FIR only FL260 or above only

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

FIR/ ADEP	FIR/ ADES	MIN/MA X LEVEL	ROUTES	REMARKS/RESTRICTIONS
OIIX	OOMS	FL150/U NL	DENDA R462 VUSET T500 MCT	Dest: OOMS Only
OIIX	OOMS	FL150/U NL	MESPO L430 ASLOM R462 VUSET T500 MCT	Dest: OOMS Only
OIIX	OOSA	FL150/U NL	DENDA R462 VUSET Z465 KUSRA G652 GEPOT B400 ASTUN B535 DARAB SLL	Dest: OOSA Only
OIIX	OOSA	FL150/U NL	MESPO L430 ASLOM R462 VUSET Z465 KUSRA G652 GEPOT B400 ASTUN B535 DARAB SLL	Dest: OOSA Only
OIIX	OOSH	FL150/U NL	DENDA R462 MIXAM P574 DAPOK Y623 GIVLA DCT SHR	Dest: OOSH Only
OIIX	OOSH	FL150/U NL	MESPO L430 ASLOM R462 MIXAM P574 DAPOK Y623 GIVLA DCT SHR	Dest: OOSH Only
OIIX	OYSC	FL150/U NL	DENDA R462 VUSET Z465 KUSRA G652 GEPOT B400 ASTUN B535 KAPET	Landing or Overflying Sanaa FIR
OIIX	OYSC	FL150/U NL	DENDA R462 VUSET Z465 KUSRA G652 GEPOT B400 ASTUN B535 LADAR B549 PUTRA	Overflying Sanaa FIR
OIIX	OYSC	FL150/U NL	DENDA R462 VUSET Z465 KUSRA G652 GEPOT B400 HAI R401 KIVEL	Overflying Sanaa FIR
OIIX	OYSC	FL150/U NL	DENDA R462 VUSET Z465 KUSRA G652 GEPOT B400 IMKAD	Landing or Overflying Sanaa FIR
OIIX	OYSC	FL150/U NL	DENDA R462 VUSET Z465 KUSRA G652 GEPOT B400 VUTAP B424 SABEL	Landing or Overflying Sanaa FIR
OIIX	VABF	FL150/U NL	MESPO L430 VAXIM L301 RASKI	Landing or Overflying Mumbai FIR

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OIIX	VABF	FL150/U NL	MESPO L430 VAXIM P307 PARAR	1)Overflying Mumbai FIR 2)Dest: VABB, VAPO, VOMM
OMAE	OIIX	FL150/U NL	GOMTA M428 TARBO Y220 ITLOB B505 EGTAL R462 DENDA	1)Overflying Tehran FIR 2) Only for Traffic departing from OMDB, OMSJ, OMRK OR OMDW or traffic overflying Emirates FIR at FL250 or Below Traffic at FL270 or higher overflying Emirates FIR and exiting OOMM FIR via DENDA, shall route via TONVO
OMAE	OIIX	FL150/U NL	LABRI N318 LAKLU G216 ITILA Z465 VUSET R462 DENDA	1) Overflying Tehran FIR 2) Only for Traffic departing from OMAA, OMAL, OMAM or OMAD LABRI is not available for traffic overfly- ing Emirates FIR exiting OOMM FIR via DENDA.
OMAE	OIIX	A055/U NL	LALDO A791 IMLOT	Overflying Tehran FIR 1: Traffic overflying Emirates FIR Only FL330 and FL390 available. 2: Traffic departing from OMDB, OMSJ, OMRK OR OMDW expect FL270 at IM- LOT.
OMAE	OIIX	FL150/U NL	LALDO B505 EGTAL R462 DENDA	1)Overflying Tehran FIR 2) Only for Traffic departing from OMDB, OMSJ, OMRK OR OMDW or traffic overflying Emirates FIR at FL250 or Below Traffic at FL270 or higher overflying Emirates FIR and exiting OOMM FIR via DENDA, shall route via TONVO
OMAE	OIIX	FL150/U NL	TONVO A777 NADSO B505 EGTAL R462 DENDA	1)Overflying Tehran FIR 2) Only for Traffic overflying Emirates FIR at FL270 or higher

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

FIR/ ADEP	FIR/ ADES	MIN/MA X LEVEL	ROUTES	REMARKS/RESTRICTIONS
OMAE	OOMS	FL150/U NL	FJV BUBAS Z890 MCT	Dep OMFJ and Landing OOMS Only
OMAE	OOMS	FL150/U NL	RETAS N685 PUTSO G216 MCT	Dest: OOMS Only
OMAE	OOMS	FL150/U NL	TARDI N629 MUSUK T511 MCT	Dest: OOMS Only
OMAE	OOSA	FL150/U NL	FJV TONVO A777 BUBAS Z890 MIXAM P570 ITURA B400 ASTUN B535 DARAB SLL	Traffic departing OMFJ and destination OOSA only
OMAE	OOSA	FL150/U NL	LABRI N318 LAKLU Q204 HAI B400 ASTUN B535 DARAB SLL	Traffic departing from OMAA, OMAL, OMAM, OMAD or overflying Emirates FIR destination OOSA
OMAE	OOSA	FL150/U NL	MEMTU L710 KUKDI B400 ASTUN B535 DARAB SLL	Only for Traffic departing from OMDB, OMSJ, OMRK or OMDW destination OOSA
OMAE	OOSH	FL150/U NL	RETAS N685 KOBIM Q730 KUNRA DCT	Dest: OOSH Only
OMAE	OOSH	FL150/U NL	TARDI DCT OOSH	Dest: OOSH Only
OMAE	OPKR	FL150/U NL	GOMTA M428 TARBO Y220 ITLOB B505 APELO	1)Landing or Overflying Karachi FIR 2) Only for Traffic departing from OMDB, OMSJ, OMRK OR OMDW or traffic overflying Emirates FIR at FL250 or Below 1: Only Available FL190, FL210, FL270 and FL290 via APELO 2: Traffic at FL270 or higher overflying Emirates FIR and exiting OOMM FIR via APELO, shall route via TONVO- A777-NADSO B505

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OMAE	OPKR	FL150/U NL	GOMTA M428 TARBO Z440 DAMUM B524 AL- POR	1)Landing or Overflying Karachi FIR 2) Only for Traffic departing from OMDB, OMSJ, OMRK OR OMDW or traffic overflying Emirates FIR at FL250 or Below Traffic at FL270 or higher overflying Emirates FIR and exiting OOMM FIR via ALPOR, shall route via TONVO- A777-NADSO B505
OMAE	OPKR	FL150/U NL	LABRI N318 LAKLU G216 ALPOR	1)Landing or Overflying Karachi FIR 2) Only for Traffic departing from OMAA, OMAL, OMAM or OMAD LABRI is not available for traffic overfly- ing Emirates FIR exiting OOMM FIR via ALPOR.
OMAE	OPKR	FL150/U NL	LABRI N318 LAKLU G216 ITILA Z465 VUSET R462 EGTAL B505 APELO	1)Landing or Overflying Karachi FIR 2) Only for Traffic departing from OMAA, OMAL, OMAM or OMAD 1: LABRI is not available for traffic overflying Emirates FIR exiting OOMM FIR via APELO. 2: Only Available FL190, FL210, FL270 and FL290 via APELO
OMAE	OPKR	FL150/U NL	LALDO B505 APELO	1)Landing or Overflying Karachi FIR 2) Only for Traffic departing from OMDB, OMSJ, OMRK OR OMDW or traffic overflying Emirates FIR at FL250 or Below 1: Only Available FL190, FL210, FL270 and FL290 via APELO 2: Traffic at FL270 or higher overflying Emirates FIR and exiting OOMM FIR via APELO, shall route via TONVO- A777-NADSO B505

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OMAE	OPKR	FL150/U NL	LALDO B505 NADSO B524 ALPOR	1)Landing or Overflying Karachi FIR 2) Only for Traffic departing from OMDB, OMSJ, OMRK OR OMDW or traffic overflying Emirates FIR at FL250 or Below Traffic at FL270 or higher overflying Emirates FIR and exiting OOMM FIR via ALPOR, shall route via TONVO- A777-NADSO B505
OMAE	OPKR	FL150/U NL	TONVO A777 NADSO B505 APELO	1)Landing or Overflying Karachi FIR 2) Only for Traffic overflying Emirates FIR at FL270 or higher Only Available FL190, FL210, FL270 and FL290 via APELO
OMAE	OPKR	FL150/U NL	TONVO A777 NADSO B524 ALPOR	1)Landing or Overflying Karachi FIR 2) Only for Traffic overflying Emirates FIR at FL270 or higher
OMAE	OYSC	FL150/U NL	FJV TONVO A777 BUBAS Z890 MIXAM P570 ITURA B400 ASTUN B535 KAPET	1) Landing or Overflying Sanaa FIR 2) Traffic departing OMFJ only
OMAE	OYSC	FL150/U NL	FJV TONVO A777 BUBAS Z890 MIXAM P570 ITURA B400 HAI R401 KIVEL	1)Overflying Sanaa FIR 2) Traffic departing OMFJ only
OMAE	OYSC	FL150/U NL	FJV TONVO A777 BUBAS Z890 MIXAM P570 ITURA B400 IMKAD	1) Landing or Overflying Sanaa FIR 2) Traffic departing OMFJ only
OMAE	OYSC	FL150/U NL	FJV TONVO A777 BUBAS Z890 MIXAM P570 ITURA B400 VUTAP B424 SABEL	1) Landing or Overflying Sanaa FIR 2) Traffic departing OMFJ only
OMAE	OYSC	FL150/U NL	LABRI N318 LAKLU Q204 HAI B400 ASTUN B535 KA- PET	Landing or Overflying Sanaa FIR
OMAE	OYSC	FL150/U NL	LABRI N318 LAKLU Q204 HAI B400 ASTUN B535 LA- DAR B549 PUTRA	Overflying Sanaa FIR

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

FIR/ ADEP	FIR/ ADES	MIN/MA X LEVEL	ROUTES	REMARKS/RESTRICTIONS
OMAE	OYSC	FL150/U NL	LABRI N318 LAKLU Q204 HAI B400 IMKAD	Landing or Overflying Sanaa FIR
OMAE	OYSC	FL150/U NL	LABRI N318 LAKLU Q204 HAI R401 KIVEL	Overflying Sanaa FIR
OMAE	OYSC	FL150/U NL	LABRI N318 LAKLU Q204 TUPSA B424 SABEL	Landing or Overflying Sanaa FIR
OMAE	OYSC	FL150/U NL	MEMTU L710 DEDSO R401 KIVEL	1)Only for Traffic departing from OMDB, OMSJ, OMRK OR OMDW 2) Overflying Sanaa FIR Traffic overflying Emirates FIR and ex- iting OOMM FIR via KIVEL, shall route via LABRI.
OMAE	OYSC	FL150/U NL	MEMTU L710 KASIN, B424 SABEL	1)Only for Traffic departing from OMDB, OMSJ, OMRK OR OMDW 2) Landing or Overflying Sanaa FIR Traffic overflying Emirates FIR and ex- iting OOMM FIR via SABEL, shall route via LABRI.
OMAE	OYSC	FL150/U NL	MEMTU L710 KUKDI B400 ASTUN B535 KAPET	1)Only for Traffic departing from OMDB, OMSJ, OMRK OR OMDW 2) Landing or Overflying Sanaa FIR Traffic overflying Emirates FIR and ex- iting OOMM FIR via KAPET, shall route via LABRI.
OMAE	OYSC	FL150/U NL	MEMTU L710 KUKDI B400 ASTUN B535 LADAR B549 PUTRA	1)Only for Traffic departing from OMDB, OMSJ, OMRK OR OMDW 2)Overflying Sanaa FIR Traffic overflying Emirates FIR and ex- iting OOMM FIR via PUTRA, shall route via LABRI.

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

FIR/ ADEP	FIR/ ADES	MIN/MA X LEVEL	ROUTES	REMARKS/RESTRICTIONS
OMAE	OYSC	FL150/U NL	MEMTU L710 KUKDI B400 IMKAD	1)Only for Traffic departing from OMDB, OMSJ, OMRK OR OMDW 2) Landing or Overflying Sanaa FIR Traffic overflying Emirates FIR and ex- iting OOMM FIR via IMKAD, shall route via LABRI.
OMAE	VABF	FL150/U NL	FJV TONVO A777 BUBAS Z890 MIXAM P570 GIDAN N629 TOTOX	1)Overflying Mumbai FIR 2) Dest: VAPO, VOMM, VOHS, VOGO, VCBI, VOBL, VOCB, VOCL, VOCI, VOML,VOTR or VOTV 3) Only for Traffic departing from OMFJ FL330 not available via TOTOX.
OMAE	VABF	FL150/U NL	FJV TONVO A777 BUBAS Z890 MIXAM P570 EMURU M300 LOTAV	1)Overflying Mumbai FIR 2) Dest: VOHS, VOGO, VCBI, VOBL, VOCB, VOCL, VOCI, VOML,VOTR or VOTV 3) Only for Traffic departing from OMFJ FL330 not available via LOTAV.
OMAE	VABF	FL150/U NL	FJV TONVO A777 BUBAS Z890 MIXAM P570 KITAL	1)Overflying Mumbai FIR 2)Dest: VOHS, VOGO, VCBI, VOBL, VOCB, VOCL, VOCI, VOML,VOTR or VOTV 3) Only for Traffic departing from OMFJ FL330 not available via KITAL.
OMAE	VABF	FL150/U NL	FJV TONVO A777 BUBAS Z890 MIXAM P570 TOLDA N318 REXOD	1)Overflying Mumbai FIR 2) Dest: VAPO, VOMM, VOHS, VOGO, VCBI, VOBL, VOCB, VOCL, VOCI, VOML,VOTR or VOTV 3) Only for Traffic departing from OMFJ FL330 not available via REXOD.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OMAE	VABF	FL150/U NL	FJV TONVO A777 VAXIM L301 RASKI	1)Overflying Mumbai FIR 2) Dest: VABB, VABF, VAPO, VOMM or VOHS 3) Only for Traffic departing from OMFJ
OMAE	VABF	FL150/U NL	FJV TONVO A777 VAXIM P307 PARAR	1)Overflying Mumbai FIR 2) Dest: VABB, VABF, VAPO, VOMM or VOHS 3) Only for Traffic departing from OMFJ
OMAE	VABF	FL150/U NL	GOMTA M428 MUNGA A777 VAXIM L301 RASKI	1)Overflying Mumbai FIR 2) Dest: VABB, VABF or VOHS 3) Only for Traffic departing from OMDB, OMSJ, OMRK OR OMDW or traffic overflying Emirates FIR at FL250 or Below Traffic at FL270 or higher overflying Emirates FIR and exiting OOMM FIR via RASKI, shall route via TONVO
OMAE	VABF	FL150/U NL	GOMTA M428 MUNGA A777 VAXIM P307 PARAR	1)Overflying Mumbai FIR 2) Dest: VABB, VABF, VAPO, VOMM or VOHS 3) Only for Traffic departing from OMDB, OMSJ, OMRK OR OMDW or traffic overflying Emirates FIR at FL250 or Below Traffic at FL270 or higher overflying Emirates FIR and exiting OOMM FIR via PARAR, shall route via TONVO

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

FIR/ ADEP	FIR/ ADES	MIN/MA X LEVEL	ROUTES	REMARKS/RESTRICTIONS
OMAE	VABF	FL150/U NL	LABRI N318 GEVED N881 AMBOS M700 PARAR	1)Overflying Mumbai FIR 2) Dest: VABB, VABF, VAPO, VOMM or VOHS 3) Only for Traffic departing from OMAA, OMAL, OMAD or OMAM. LABRI is not available for traffic overfly- ing OMAE FIR exiting OOMM FIR via PARAR.
OMAE	VABF	FL150/U NL	LABRI N318 GEVED N881 RASKI	1)Overflying Mumbai FIR 2) Dest: VABB, VABF or VOHS 3) Only for Traffic departing from OMAA, OMAL, OMAD or OMAM. LABRI is not available for traffic overfly- ing OMAE FIR exiting OOMM FIR via RASKI.
OMAE	VABF	FL150/U NL	LABRI N318 REXOD	1)Overflying Mumbai FIR 2) Dest: VOHS, VOGO, VCBI, VOBL, VOCB, VOCL, VOCI, VOML,VOTR or VOTV FL330 not available via REXOD.
OMAE	VABF	FL150/U NL	LABRI N318 TOLDA L555 TOTOX	1)Overflying Mumbai FIR 2) Dest: VAPO, VOMM, VOHS, VOGO, VCBI, VOBL, VOCB, VOCL, VOCI, VOML,VOTR or VOTV FL330 not available via TOTOX.
OMAE	VABF	FL150/U NL	LABRI N318 TOLDA P570 EMURU M300 LOTAV	1)Overflying Mumbai FIR 2) Dest: VOHS, VOGO, VCBI, VOBL, VOCB, VOCL, VOCI, VOML,VOTR or VOTV FL330 not available via LOTAV.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OMAE	VABF	FL150/U NL	LABRI N318 TOLDA P570 KITAL	1)Overflying Mumbai FIR 2) Dest: VOHS, VOGO, VCBI, VOBL, VOCB, VOCL, VOCI, VOML,VOTR or VOTV FL330 not available via KITAL.
OMAE	VABF	FL150/U NL	LALDO B505 NADSO A777 VAXIM L301 RASKI	1)Overflying Mumbai FIR 2) Dest: VABB, VABF or VOHS 3) Only for Traffic departing from OMDB, OMSJ, OMRK OR OMDW or traffic overflying Emirates FIR at FL250 or Below Traffic at FL270 or higher overflying Emirates FIR and exiting OOMM FIR via RASKI, shall route via TONVO
OMAE	VABF	FL150/U NL	LALDO B505 NADSO A777 VAXIM P307 PARAR	1)Overflying Mumbai FIR 2) Dest: VABB, VABF, VAPO, VOMM or VOHS 3) Only for Traffic departing from OMDB, OMSJ, OMRK OR OMDW or traffic overflying Emirates FIR at FL250 or Below Traffic at FL270 or higher overflying Emirates FIR and exiting OOMM FIR via PARAR, shall route via TONVO
OMAE	VABF	FL150/U NL	TARDI N629 GIDAN P570 EMURU M300 LOTAV	1)Overflying Mumbai FIR 2) Dest: VOHS, VOGO, VCBI, VOBL, VOCB, VOCL, VOCI, VOML,VOTR or VOTV FL330 not available via LOTAV.
OMAE	VABF	FL150/U NL	TARDI N629 GIDAN P570 KITAL	1)Overflying Mumbai FIR 2) Dest: VOHS, VOGO, VCBI, VOBL, VOCB, VOCL, VOCI, VOML,VOTR or VOTV FL330 not available via KITAL.

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

FIR/ ADEP	FIR/ ADES	MIN/MA X LEVEL	ROUTES	REMARKS/RESTRICTIONS
OMAE	VABF	FL150/U NL	TARDI N629 GIDAN P570 TOLDA N318 REXOD	1)Overflying Mumbai FIR 2) Dest: VOHS, VOGO, VCBI, VOBL, VOCB, VOCL, VOCI, VOML,VOTR or VOTV FL330 not available via REXOD.
OMAE	VABF	FL150/U NL	TARDI N629 TOTOX	1)Overflying Mumbai FIR 2) Dest: VAPO, VOMM, VOHS, VOGO, VCBI, VOBL, VOCB, VOCL, VOCI, VOML,VOTR or VOTV FL330 not available via TOTOX.
OMAE	VABF	FL150/U NL	TONVO P307 PARAR	1)Overflying Mumbai FIR 2) Dest: VABB, VABF, VAPO, VOMM or VOHS 3) Only for Traffic overflying Emirates FIR at FL270 or higher
OMAE	VABF	FL150/U NL	TONVO P307 VAXIM L301 RASKI	1)Overflying Mumbai FIR 2) Dest: VABB, VABF or VOHS 3) Only for Traffic overflying Emirates FIR at FL270 or higher
OODQ	OOMS	FL150/U NL	OODQ MOBAB Y414 MCT	Dest: OOMS Only Expect FL270 by RADAX.
OOFD	OOMS	FL150/U NL	OOFD NALKI Q204 LAKLU G216 MCT	Dest: OOMS Only
OOKB	OOMS	FL150/U NL	OOKB BUBAS Z890 MCT	Dest: OOMS Only
OOMA	OOMS	FL150/U NL	OOMA TAVKO P570 EMURU T505 MCT	Dest: OOMS Only
OOMK	OOMS	FL150/U NL	OOMK MOBAB Y414 MCT	Dest: OOMS Only Expect FL270 by RADAX.

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

FIR/ ADEP	FIR/ ADES	MIN/MA X LEVEL	ROUTES	REMARKS/RESTRICTIONS
OOMS	OEJD	FL150/U NL	MCT T506 TULBU G652 TOKRA	Landing or Overflying Jeddah FIR Only FL300 and FL320 are available for traffic exiting OOMM FIR via TOK- RA on route G652 to OYSC FIR.
OOMS	OIIX	FL150/U NL	MCT T500 R462 ASLOM L430 MESPO	Landing or Overflying Tehran FIR Westbound FL280 and FL340 only available.
OOMS	OIIX	FL150/U NL	MCT T500 R462 DENDA	Overflying Tehran FIR
OOMS	OMAE	FL150/U NL	MCT ALMOG N718 ITRAX	1)Dest: OMAL, OMAA, OMAM, OMAD 2)Overflying Emirates FIR 1: The maximum flight level departing OOMS destination OTHH or OBBI is FL320. 2: Traffic departing OOMS destination OMAA, OMAD and OMAM, expect to cross ITRAX at FL180 or below for de- scent to FL160. 3: Traffic departing OOMS destination OMAL, expect A080 at ITRAX
OOMS	OMAE	FL150/U NL	MCT MIXAM T508 DAPOK L559 TAPRA M762 VAXAS	Dest: OMDW or OMDM 1: Only for traffic departing OOMS. 2: Onlyfor traffic destination OMDW or OMDM shall expect FL180 at TAPRA.
OOMS	OMAE	FL150/U NL	MCT MIXAM T508 DAPOK P574 SOLUD GISMO	1)Dest: OMDB 2)Overflying Emirates FIR 1: Only for traffic departing OOMS des- tination OMDB at FL200 or below. 2: Traffic departing OOMS transiting OMAE FIR entering OIIX FIR.

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

FIR/ ADEP	FIR/ ADES	MIN/MA X LEVEL	ROUTES	REMARKS/RESTRICTIONS
OOMS	OMAE	FL150/U NL	MCT MIXAM T508 DAPOK T509 PASOV B540 KUPMA	Dest: OMSJ, OMRK Only available for traffic departing OOMS and landing at OMSJ or OMRK at FL180 or below.
OOMS	OMAE	FL150/U NL	MCT MIXAM T508 DAPOK T509 PASOV MENSA FJV	Dest: OMFJ Only available for traffic departing OOMS and landing at OMFJ at A090 or below.
OOMS	OMAE	FL150/U NL	MCT T506 TULBU M628 LUDID	Overflying Emirates FIR
OOMS	OODQ	FL150/U NL	MCT ITURA B400 ORSIT DCT	Dest OODQ only
OOMS	OOFD	FL150/U NL	MCT T506 TULBU G652 NALKI DCT	Dest OOFD only
OOMS	OOKB	FL150/U NL	MCT Z890 BUBAS DCT	Dest OOKB only
OOMS	OOMA	FL150/U NL	MCT T505 EMURU P570 TAVKO DCT	Dest OOMA only
OOMS	OOMK	FL150/U NL	MCT ITURA B400 HAI DCT	Dest OOMK only
OOMS	OOMX	FL150/U NL	MCT ITURA B400 ITUVO DCT	Dest OOMX only
OOMS	OOSA	FL150/U NL	MCT B400 ASTUN B535 DARAB SLL	Dest OOSA only
OOMS	OOSH	FL150/U NL	MCT MIXAM T508 DAPOK Y623 GIVLA DCT	Dest OOSH only
OOMS	OOTH	FL150/U NL	MCT ITURA B400 ASTUN B535 DARAB DCT	Dest OOTH only
OOMS	OPKR	FL150 / UNL	MCT G216 ALPOR	Landing or Overflying Karachi FIR The maximum Flight Level departing OOMS destination OPKC is FL310.

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

FIR/ ADEP	FIR/ ADES	MIN/MA X LEVEL	ROUTES	REMARKS/RESTRICTIONS
OOMS	OPKR	FL150/U NL	MCT T500 R462 EGTAL B505 APELO	Landing or Overflying Karachi FIR Only Available FL190, FL210, FL270 and FL290
OOMS	OYSC	FL150/U NL	MCT ITURA B400 HAI R401 DEDSO R401 KIVEL	Overflying Sanaa FIR
OOMS	OYSC	FL150/U NL	MCT ITURA B400 ASTUN B535 KAPET	Landing or Overflying Sanaa FIR
OOMS	OYSC	FL150/U NL	MCT ITURA B400 DAXAM IMKAD	Overflying Sanaa FIR
OOMS	OYSC	FL150/U NL	MCT ITURA B400 VUTAP B424 SABEL	Landing or Overflying Sanaa FIR
OOMS	VABF	FL150 / UNL	MCT Q250 KIPOL N881 RASKI	1)Overflying Mumbai FIR 2)Dest: VABB, VOHS Only for traffic departing OOMS.
OOMS	VABF	FL150/U NL	MCT Q250 KIPOL N881 SETSI P307 PARAR	1)Dest: VABB, VAPO, VOMM 2)Overflying Mumbai FIR Only for traffic departing OOMS.
OOMS	VABF	FL150/U NL	MCT T502 MUSRU P574 TOTOX	1)Dest: VAGO, VCBI, VOBL, VOCB,VOCL, VOCI, VOML, VOTR, VOTV, VAPO, VOMM 2)Overflying Mumbai FIR 1: Only for traffic departing OOMS. 2: FL330 not available via TOTOX.
OOMS	VABF	FL150/U NL	MCT T503 TUMET A775 REXOD	1)Overflying Mumbai FIR 2)Dest: VAGO, VCBI, VOBL, VOCB,VOCL, VOCI, VOML, VOTR, VOTV 1: Only for traffic departing OOMS. 2: FL330 not available via REXOD.

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

FIR/ ADEP	FIR/ ADES	MIN/MA X LEVEL	ROUTES	REMARKS/RESTRICTIONS
OOMS	VABF	FL150/U NL	MCT T505 EMURU M300 LOTAV	1)Overflying Mumbai FIR 2) Dest: VOHS, VOGO, VCBI, VOBL, VOCB, VOCL, VOCI, VOML,VOTR or VOTV 1: Only for traffic departing OOMS. 2: FL330 not available via LOTAV.
OOMS	VABF	FL150/U NL	MCT T505 EMURU P570 KITAL	1)Overflying Mumbai FIR 2) Dest: VOHS, VOGO, VCBI, VOBL, VOCB, VOCL, VOCI, VOML,VOTR or VOTV 1: Only for traffic departing OOMS. 2: FL330 not available via KITAL.
OOMX	OOMS	FL150/U NL	OOMX NALTI Y414 MCT	Dest: OOMS Only Expect FL270 by RADAX.
OOSA	OEJD	FL150/U NL	SLL Y414 DEDSO L425 GOBRO	Landing or Overflying Jeddah FIR FL340 or above via GOBRO
OOSA	OIIX	FL150/U NL	SLL Y414 DEDSO R401 HAI B400 GEPOT G652 KUSRA Z465 VUSET R462 DENDA	Overflying Tehran FIR
OOSA	OMAE	FL150/U NL	SLL Y414 DEDSO R401 DOLFI P558 SODEX	1)Overflying Emirates FIR 2)Dest: OMAA, OMAM, OMAL or OMAD 1: Traffic Destination OMAA,OMAM, OMAL OR OMAD shall expect to cross DATBU at FL320 2: Traffic Destination OMAA,OMAM OR OMAD shall expect to cross SO- DEX at FL180 or below for descent to FL160.
OOSA	OMAE	FL150/U NL	SLL Y414 DEDSO R401 HAI B400 ITURA P570 MIX- AM Z890 GERAR B540 PA- SOV T509 MENSA FJV	Dest: OMFJ Only Traffic to OMFJ expect A090 to be lev- el 30NM TO FJR VOR

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

FIR/ ADEP	FIR/ ADES	MIN/MA X LEVEL	ROUTES	REMARKS/RESTRICTIONS
OOSA	OMAE	FL150/U NL	SLL Y414 DEDSO R401 MUSAP	1)Overflying Emirates FIR 2)Dest: OMDDB, OMDW, OMRK, OMSJ 1: Traffic shall expect to cross DATBU at FL320 2: Destination OMDW or OMDM shall expect FL150 at MUSAP. 3: Destination OMDDB, OMSJ or OMRK shall expect Descend TO FL220 to cross MUSAP FL250 OR BELOW .
OOSA	OOMS	FL150/U NL	SLL Y414 MCT	Dest: OOMS Only Expect FL270 by RADAX.
OOSA	OOSH	FL150/U NL	SLL Y414 DAXAM Y414 DEDSO R401 VELIK Y515 EMISO Q730 LADBI OOSH	Dest: OOSH Only Expect FL300 by NAMVA.
OOSA	OPKR	FL150/U NL	SLL Y414 DEDSO R401 HAI B400 GEPOT G652 KUSRA Z465 VUSET R462 EGTAL B505 APELO	Landing or Overflying Karachi FIR Only Available FL190, FL210, FL270 and FL290 via APELO
OOSA	OPKR	FL150/U NL	SLL Y414 DEDSO R401 HAI B400 GEPOT G652 SODEB G216 ALPOR	Landing or Overflying Karachi FIR
OOSA	OYSC	FL150/U NL	SLL B535 KAPET	Landing or Overflying Sanaa FIR
OOSA	OYSC	FL150/U NL	SLL B535 LADAR B549 PUTRA	Overflying Sanaa FIR
OOSA	OYSC	FL150/U NL	SLL MUTVA B549 KIVEL	Overflying Sanaa FIR
OOSA	OYSC	FL150/U NL	SLL SILTA B400 IMKAD	Landing or Overflying Sanaa FIR
OOSA	VABF	FL150/U NL	SLL Y414 DEDSO L425 ASPUX	Landing or Overflying Mumbai FIR 1: FL330 not available via ASPUX.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OOSA	VABF	FL150/U NL	SLL Y414 DEDSO R401 HAI B400 GEVED N881 AMBOS M700 PARAR	1)Overflying Mumbai FIR 2)Dest: VABB, VAPO, VOMM Only for traffic departing OOSA.
OOSA	VABF	FL150/U NL	SLL Y414 DEDSO R401 HAI B400 GEVED N881 RASKI	1)Overflying Mumbai FIR 2)Dest: VABB, VOHS Only for traffic departing OOSA.
OOSA	VABF	FL150/U NL	SLL Y414 DEDSO R401 HAI B400 ITSAG L692 GIS- KA N569 GOLNI P570 KI- TAL	1)Overflying Mumbai FIR 2) Dest: VOHS, VOGO, VCBI, VOBL, VOCB, VOCL, VOCI, VOML,VOTR or VOTV 1: Only for traffic departing OOSA. 2: FL330 not available via KITAL.
OOSA	VABF	FL150/U NL	SLL Y414 DEDSO R401 HAI B400 ITSAG L692 GIS- KA N569 LOTAV	1)Overflying Mumbai FIR 2) Dest: VOHS, VOGO, VCBI, VOBL, VOCB, VOCL, VOCI, VOML,VOTR or VOTV 1: Only for traffic departing OOSA. 2: FL330 not available via LOTAV.
OOSA	VABF	FL150/U NL	SLL Y414 DEDSO R401 HAI B400 ITSAG L692 GIS- KA N569 UMILA L883 RE- XOD	1)Overflying Mumbai FIR 2)Dest: VAGO, VCBI, VOBL, VOCB,VOCL, VOCI, VOML, VOTR, VOTV 1: Only for traffic departing OOSA. 2: FL330 not available via REXOD.
OOSA	VABF	FL150/U NL	SLL Y414 DEDSO R401 HAI B400 IZK M628 TOLDA L555 TOTOX	1)Overflying Mumbai FIR 2) Dest: VAPO, VOMM, VOHS, VOGO, VCBI, VOBL, VOCB, VOCL, VOCI, VOML,VOTR or VOTV 1: Only for traffic departing OOSA. 2: FL330 not available via TOTOX.

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

FIR/ ADEP	FIR/ ADES	MIN/MA X LEVEL	ROUTES	REMARKS/RESTRICTIONS
OOSH	OEJD	FL150/U NL	OOSH BOTAM Y855 LA- KLU Q204 NALKI G652 TOKRA	Landing or Overflying Jeddah FIR Only FL300 and FL320 are available for traffic exiting OOMM FIR via TOK- RA on route G652 to OYSC FIR.
OOSH	OIIX	FL150/U NL	OOSH BOTAM N629 IVA- KU G216 ITILA Z465 VU- SET R462 DENDA	Overflying Tehran FIR
OOSH	OMAE	FL150/U NL	OOSH DCT ITRAX	1)Dest: OMAA, OMAL, OMAM, OMAD 2)Overflying Emirates FIR
OOSH	OMAE	FL150/U NL	OOSH VAXAS	Dest: OMDb, OMDW, OMRK, OMSJ, OMDM only
OOSH	OOMS	FL150/U NL	OOSH BOTAM N629 MU- SUK T511 MCT	Dest: OOMS Only
OOSH	OOSA	FL150/U NL	OOSH BOTAM Y855 LA- KLU Q204 HAI B400 AS- TUN B535 DARAB SLL	Dest: OOSA Only
OOSH	OPKR	FL150/U NL	OOSH BOTAM N629 IVA- KU G216 ALPOR	Landing or Overflying Karachi FIR
OOSH	OPKR	FL150/U NL	OOSH BOTAM N629 IVA- KU G216 ITILA Z465 VU- SET R462 EGTAL B505 APELO	Landing or Overflying Karachi FIR Only Available FL190, FL210, FL270 and FL290 via APELO
OOSH	OYSC	FL150/U NL	OOSH BOTAM Y855 LA- KLU Q204 HAI B400 AS- TUN B535 KAPET	Landing or Overflying Sanaa FIR
OOSH	OYSC	FL150/U NL	OOSH BOTAM Y855 LA- KLU Q204 HAI B400 IM- KAD	Overflying Sanaa FIR
OOSH	OYSC	FL150/U NL	OOSH BOTAM Y855 LA- KLU Q204 HAI R401 KIVEL	Overflying Sanaa FIR
OOSH	OYSC	FL150/U NL	OOSH BOTAM Y855 LA- KLU Q204 TUBSA B424 SABEL	Landing or Overflying Sanaa FIR

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

FIR/ ADEP	FIR/ ADES	MIN/MA X LEVEL	ROUTES	REMARKS/RESTRICTIONS
OOSH	VABF	FL150/U NL	OOSH BOTAM N629 GEVED N629 TOTOX	1)Overflying Mumbai FIR 2) Dest: VAPO, VOMM, VOHS, VOGO, VCBI, VOBL, VOCB, VOCL, VOCI, VOML,VOTR or VOTV 1: Only for traffic departing OOMS. 2: FL330 not available via TOTOX.
OOSH	VABF	FL150/U NL	OOSH BOTAM N629 GEVED N881 AMBOS M700 PARAR	1)Overflying Mumbai FIR 2)Dest: VABB, VOHS Only for traffic departing OOSH.
OOSH	VABF	FL150/U NL	OOSH BOTAM N629 GEVED N881 RASKI	1)Overflying Mumbai FIR 2)Dest: VABB, VOHS Only for traffic departing OOSH.
OOSH	VABF	FL150/U NL	OOSH BOTAM N629 GEVED P570 EMURU M300 LOTAV	1)Overflying Mumbai FIR 2) Dest: VOHS, VOGO, VCBI, VOBL, VOCB, VOCL, VOCI, VOML,VOTR or VOTV 1: Only for traffic departing OOMS. 2: FL330 not available via LOTAV.
OOSH	VABF	FL150/U NL	OOSH BOTAM N629 GEVED P570 KITAL	1)Overflying Mumbai FIR 2) Dest: VOHS, VOGO, VCBI, VOBL, VOCB, VOCL, VOCI, VOML,VOTR or VOTV 1: Only for traffic departing OOMS. 2: FL330 not available via KITAL.
OOSH	VABF	FL150/U NL	OOSH BOTAM N629 GEVED P570 TOLDA N318 REXOD	1)Overflying Mumbai FIR 2)Dest: VAGO, VCBI, VOBL, VOCB,VOCL, VOCI, VOML, VOTR, VOTV 1: Only for traffic departing OOSH. 2: FL330 not available via REXOD.
OOTH	OOMS	FL150/U NL	OOTH KAPOP Y414 MCT	Dest: OOMS Only Expect FL270 by RADAX.

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

FIR/ ADEP	FIR/ ADES	MIN/MA X LEVEL	ROUTES	REMARKS/RESTRICTIONS
OPKR	OEJD	FL150/U NL	TAPDO G652 TOKRA	Landing or Overflying Jeddah FIR Only FL300 and FL320 are available for traffic exiting OOMM FIR via TOK-RA on route G652 to OYSC FIR.
OPKR	OMAE	FL150/U NL	TAPDO A454 PASOV M564 VAXAS	Dest: OMDW and OMDM Only 1: Traffic destination OMDW, OMDM expect FL190 at PASOV. 2: ATC may re-route traffic to TAPRA (M762) to facilitate the efficient flow of traffic into UAE airports and expect FL180 at TAPRA.
OPKR	OMAE	FL150/U NL	TAPDO A454 PASOV B540 KUPMA	Dest: OMDB Only 1: Traffic destination OMDB expect FL230 at PASOV. 2: ATC may re-route traffic to TAPRA (M762) to facilitate the efficient flow of traffic into UAE airports and expect FL240 at TAPRA.
OPKR	OMAE	FL150/U NL	TAPDO A454 VUSET N571 MENSA	1)Overflying Emirates FIR 2)Dest: OMSJ, OMRK Traffic destination OMSJ or OMRK expect FL160 at MENSA.
OPKR	OMAE	FL150/U NL	TAPDO A454 VUSET N571 MENSA FJV	Dest : OMFJ Traffic to OMFJ expect A090 to be level 30NM TO FJR VOR
OPKR	OMAE	FL150/U NL	TAPDO A454 VUSET R462 MIXAM P899 ITRAX	Dest: OMAA, OMAD, OMAM and OMAL 1: Traffic landing at OMAA, OMAD and OMAM, expect to cross ITRAX at FL180 or below for descent to FL160. 2: Traffic landing at OMAL, expect A080 at ITRAX.
OPKR	OMAE	FL150/U NL	TAPDO G652 TULBU M628 LUDID	Overflying Emirates FIR

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

FIR/ ADEP	FIR/ ADES	MIN/MA X LEVEL	ROUTES	REMARKS/RESTRICTIONS
OPKR	OOMS	FL150/U NL	TAPDO A454 VUSET T500 MCT	Dest: OOMS Only
OPKR	OOSA	FL150/U NL	TAPDO G652 GEPOT B400 DAXAM ASTUN B535 DAR- AB SLL	Dest: OOSA Only
OPKR	OOSH	FL150/U NL	TAPDO A454 VUSET R462 MIXAM P574 DAPOK Y623 GIVLA DCT SHR	Dest: OOSH Only
OPKR	OYSC	FL150/U NL	TAPDO G652 GEPOT B400 ASTUN B535 KAPET	Landing or Overflying Sanaa FIR
OPKR	OYSC	FL150/U NL	TAPDO G652 GEPOT B400 ASTUN B535 LADAR B549 PUTRA	Overflying Sanaa FIR
OPKR	OYSC	FL150/U NL	TAPDO G652 GEPOT B400 HAI R401 KIVEL	Overflying Sanaa FIR
OPKR	OYSC	FL150/U NL	TAPDO G652 GEPOT B400 IMKAD	Landing or Overflying Sanaa FIR
OPKR	OYSC	FL150/U NL	TAPDO G652 GEPOT B400 VUTAP B424 SABEL	Landing or Overflying Sanaa FIR
OYSC	OEJD	FL150/U NL	IMKAD B400 DAXAM Y414 DEDSO L425 GOBRO	Landing or Overflying Jeddah FIR FL340 or above via GOBRO
OYSC	OEJD	FL150/U NL	KAPET B535 SLL Y414 DEDSO L425 GOBRO	Landing or Overflying Jeddah FIR FL340 or above via GOBRO
OYSC	OEJD	FL150/U NL	KIVEL R401 DEDSO L425 GOBRO	Landing or Overflying Jeddah FIR FL340 or above via GOBRO
OYSC	OIIX	FL150/U NL	IMKAD B400 DAXAM Y414 DEDSO R401 HAI B400 GEPOT G652 KUSRA Z465 VUSET R462 DENDA	Overflying Tehran FIR
OYSC	OIIX	FL150/U NL	KAPET B535 SLL Y414 DEDSO R401 HAI B400 GEPOT G652 KUSRA Z465 VUSET R462 DENDA	Overflying Tehran FIR

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

FIR/ ADEP	FIR/ ADES	MIN/MA X LEVEL	ROUTES	REMARKS/RESTRICTIONS
OYSC	OIIX	FL150/U NL	KIVEL R401 HAI B400 GE- POT G652 KUSRA Z465 VUSET R462 DENDA	Overflying Tehran FIR
OYSC	OIIX	FL150/U NL	PUTRA B549 LADAR B535 SLL Y414 DEDSO R401 HAI B400 GEPOT G652 KUSRA Z465 VUSET R462 DENDA	Overflying Tehran FIR
OYSC	OIIX	FL150/U NL	SABEL B424 VUTAP B400 GEPOT G652 KUSRA Z465 VUSET R462 DENDA	Overflying Tehran FIR
OYSC	OMAE	FL150/U NL	IMKAD B400 DAXAM Y414 DEDSO R401 DOLFI P558 SODEX	1)Overflying Emirates FIR 2)Dest: OMAA, OMAM, OMAL or OMAD 1: Traffic Destination OMAA,OMAM, OMAL OR OMAD shall expect to cross DATBU at FL320 2: Traffic Destination OMAA,OMAM OR OMAD shall expect to cross SO- DEX at FL180 or below for descent to FL160.
OYSC	OMAE	FL150/U NL	IMKAD B400 DAXAM Y414 DEDSO R401 HAI B400 ITURA P570 MIXAM Z890 GERAR B540 PASOV T509 MENSA FJV	Dest: OMFJ Only Traffic to OMFJ expect A090 to be lev- el 30NM TO FJR VOR
OYSC	OMAE	FL150/U NL	IMKAD B400 DAXAM Y414 DEDSO R401 MUSAP	1)Overflying Emirates FIR 2)Dest: OMDB, OMDW, OMRK, OMSJ 1: Traffic shall expect to cross DATBU at FL320 2: Destination OMDW or OMDM shall expect FL150 at MUSAP. 3: Destination OMDB, OMSJ or OMRK shall expect Descend TO FL220 to cross MUSAP FL250 OR BELOW .

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

FIR/ ADEP	FIR/ ADES	MIN/MA X LEVEL	ROUTES	REMARKS/RESTRICTIONS
OYSC	OMAE	FL150/U NL	KAPET B535 SLL Y414 DEDSO R401 DOLFI P558 SODEX	1)Overflying Emirates FIR 2)Dest: OMAA, OMAM, OMAL or OMAD 1: Traffic Destination OMAA,OMAM, OMAL OR OMAD shall expect to cross DATBU at FL320 2: Traffic Destination OMAA,OMAM OR OMAD shall expect to cross SO- DEX at FL180 or below for descent to FL160.
OYSC	OMAE	FL150/U NL	KAPET B535 SLL Y414 DEDSO R401 HAI B400 ITURA P570 MIXAM Z890 GERAR B540 PASOV T509 MENSA FJV	Dest: OMFJ Only Traffic to OMFJ expect A090 to be lev- el 30NM TO FJR VOR
OYSC	OMAE	FL150/U NL	KAPET B535 SLL Y414 DEDSO R401 MUSAP	1)Overflying Emirates FIR 2)Dest: OMDW, OMDW, OMRK, OMSJ 1: Traffic shall expect to cross DATBU at FL320 2: Destination OMDW or OMDM shall expect FL150 at MUSAP. 3: Destination OMDW, OMSJ or OMRK shall expect Descend TO FL220 to cross MUSAP FL250 OR BELOW .
OYSC	OMAE	FL150/U NL	KIVEL R401 DOLFI P558 SODEX	1)Overflying Emirates FIR 2)Dest: OMAA, OMAM, OMAL or OMAD 1: Traffic Destination OMAA,OMAM, OMAL OR OMAD shall expect to cross DATBU at FL320 2: Traffic Destination OMAA,OMAM OR OMAD shall expect to cross SO- DEX at FL180 or below for descent to FL160.

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OYSC	OMAE	FL150/U NL	KIVEL R401 HAI B400 ITURA P570 MIXAM Z890 GERAR B540 PASOV T509 MENZA FJV	Dest: OMFJ Only Traffic to OMFJ expect A090 to be level 30NM TO FJR VOR
OYSC	OMAE	FL150/U NL	KIVEL R401 MUSAP	1)Overflying Emirates FIR 2)Dest: OMDW, OMDW, OMRK, OMSJ 1: Traffic shall expect to cross DATBU at FL320 2: Destination OMDW or OMDM shall expect FL150 at MUSAP. 3: Destination OMDW, OMSJ or OMRK shall expect Descend TO FL220 to cross MUSAP FL250 OR BELOW .
OYSC	OMAE	FL150/U NL	PUTRA B549 LADAR B535 SLL Y414 DEDSO R401 DOLFI P558 SODEX	1)Overflying Emirates FIR 2)Dest: OMAA, OMAM, OMAL or OMAD 1: Traffic Destination OMAA,OMAM, OMAL OR OMAD shall expect to cross DATBU at FL320 2: Traffic Destination OMAA,OMAM OR OMAD shall expect to cross SODEX at FL180 or below for descent to FL160.
OYSC	OMAE	FL150/U NL	PUTRA B549 LADAR B535 SLL Y414 DEDSO R401 HAI B400 ITURA P570 MIX- AM Z890 GERAR B540 PA- SOV T509 MENSA FJV	Dest: OMFJ Only Traffic to OMFJ expect A090 to be level 30NM TO FJR VOR

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

FIR/ ADEP	FIR/ ADES	MIN/MAX LEVEL	ROUTES	REMARKS/RESTRICTIONS
OYSC	OMAE	FL150/U NL	PUTRA B549 LADAR B535 SLL Y414 DEDSO R401 MUSAP	1)Overflying Emirates FIR 2)Dest: OMDDB, OMDW, OMRK, OMSJ 1: Traffic shall expect to cross DATBU at FL320 2: Destination OMDW or OMDM shall expect FL150 at MUSAP. 3: Destination OMDDB, OMSJ or OMRK shall expect Descend TO FL220 to cross MUSAP FL250 OR BELOW .
OYSC	OMAE	FL150/U NL	SABEL B424 VELIK R401 DOLFI P558 SODEX	1)Overflying Emirates FIR 2)Dest: OMAA, OMAM, OMAL or OMAD 1: Traffic Destination OMAA,OMAM, OMAL OR OMAD shall expect to cross DATBU at FL320 2: Traffic Destination OMAA,OMAM OR OMAD shall expect to cross SO- DEX at FL180 or below for descent to FL160.
OYSC	OMAE	FL150/U NL	SABEL B424 VELIK R401 MUSAP	1)Overflying Emirates FIR 2)Dest: OMDDB, OMDW, OMRK, OMSJ 1: Traffic shall expect to cross DATBU at FL320 2: Destination OMDW or OMDM shall expect FL150 at MUSAP. 3: Destination OMDDB, OMSJ or OMRK shall expect Descend TO FL220 to cross MUSAP FL250 OR BELOW .
OYSC	OMAE	FL150/U NL	SABEL B424 VUTAP B400 ITURA P570 MIXAM Z890 GERAR B540 PASOV T509 MENZA FJV	Dest: OMFJ Only Traffic to OMFJ expect A090 to be lev- el 30NM TO FJR VOR
OYSC	OOMS	FL150/U NL	IMKAD B400 DAXAM Y414 MCT	Dest: OOMS Only Expect FL270 by RADAX.

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

FIR/ ADEP	FIR/ ADES	MIN/MA X LEVEL	ROUTES	REMARKS/RESTRICTIONS
OYSC	OOMS	FL150/U NL	KAPET B535 SLL Y414 DAXAM Y414 MCT	Dest: OOMS Only Expect FL270 by RADAX.
OYSC	OOMS	FL150/U NL	KIVEL R401 DEDSO Y414 MCT	Dest: OOMS Only Expect FL270 by RADAX.
OYSC	OOMS	FL150/U NL	PUTRA B549 MUTVA B400 DAXAM Y414 MCT	Dest: OOMS Only Expect FL270 by RADAX.
OYSC	OOMS	FL150/U NL	SABEL B424 GISKA Y414 MCT	Dest: OOMS Only Expect FL270 by RADAX.
OYSC	OOSA	FL150/U NL	IMKAD SILTA SLL	Dest: OOSA Only
OYSC	OOSA	FL150/U NL	KAPET B535 SLL	Dest: OOSA Only
OYSC	OOSA	FL150/U NL	KIVEL M551 DAXAM Y414 SLL	Dest: OOSA Only
OYSC	OOSA	FL150/U NL	PUTRA LADAR B535 SLL	Dest: OOSA Only
OYSC	OOSH	FL150/U NL	IMKAD B400 DAXAM Y414 R401 VELIK Y515 EMISO Q730 LADBI OOSH	Dest: OOSH Only Expect FL300 by NAMVA.
OYSC	OOSH	FL150/U NL	KAPET B535 SLL Y414 DAXAM Y414 DEDSO R401 VELIK Y515 EMISO Q730 LADBI OOSH	Dest: OOSH Only Expect FL300 by NAMVA.
OYSC	OOSH	FL150/U NL	KIVEL R401 VELIK Y515 EMISO Q730 LADBI OOSH	Dest: OOSH Only Expect FL300 by NAMVA.
OYSC	OOSH	FL150/U NL	PUTRA B549 MUTVA B400 DAXAM Y414 DEDSO R401 VELIK Y515 EMISO Q730 LADBI OOSH	Dest: OOSH Only Expect FL300 by NAMVA.
OYSC	OOSH	FL150/U NL	SABEL B424 VELIK Y515 EMISO Q730 LADBI OOSH	Dest: OOSH Only Expect FL300 by NAMVA.

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

FIR/ ADEP	FIR/ ADES	MIN/MA X LEVEL	ROUTES	REMARKS/RESTRICTIONS
OYSC	OPKR	FL150/U NL	IMKAD B400 DAXAM Y414 DEDSO R401 HAI B400 GEPOT G652 KUSRA Z465 VUSET R462 EGATL B505 APELO	Landing or Overflying Karachi FIR Only Available FL190, FL210, FL270 and FL290 via APELO
OYSC	OPKR	FL150/U NL	IMKAD B400 DAXAM Y414 DEDSO R401 HAI B400 GEPOT GG652 SODEB G216 ALPOR	Landing or Overflying Karachi FIR
OYSC	OPKR	FL150/U NL	KAPET B535 SLL Y414 DEDSO R401 HAI B400 GEPOT G652 KUSRA Z465 VUSET R462 EGTAL B505 APELO	Landing or Overflying Karachi FIR Only Available FL190, FL210, FL270 and FL290 via APELO
OYSC	OPKR	FL150/U NL	KAPET B535 SLL Y414 DEDSO R401 HAI B400 GEPOT G652 SODEB G216 ALPOR	Landing or Overflying Karachi FIR
OYSC	OPKR	FL150/U NL	KIVEL R401 HAI B400 GE- POT G652 KUSRA Z465 VUSET R462 EGTAL B505 APELO	Landing or Overflying Karachi FIR Only Available FL190, FL210, FL270 and FL290 via APELO
OYSC	OPKR	FL150/U NL	KIVEL R401 HAI B400 GE- POT G652 SODEB G216 ALPOR	Landing or Overflying Karachi FIR
OYSC	OPKR	FL150/U NL	PUTRA B549 LADAR B535 SLL Y414 DEDSO R401 HAI B400 GEPOT G652 KUSRA Z465 VUSET R462 EGTAL B505 APELO	Landing or Overflying Karachi FIR Only Available FL190, FL210, FL270 and FL290 via APELO
OYSC	OPKR	FL150/U NL	PUTRA B549 LADAR B535 SLL Y414 DEDSO R401 HAI B400 GEPOT G652 SODEB G216 ALPOR	Landing or Overflying Karachi FIR

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

FIR/ ADEP	FIR/ ADES	MIN/MA X LEVEL	ROUTES	REMARKS/RESTRICTIONS
OYSC	OPKR	FL150/U NL	SABEL B424 VUTAP B400 GEPOT G652 KUSRA Z465 VUSET R462 EGTAL B505 APELO	Landing or Overflying Karachi FIR Only Available FL190, FL210, FL270 and FL290 via APELO
OYSC	OPKR	FL150/U NL	SABEL B424 VUTAP B400 GEPOT G652 SODEB G216 ALPOR	Landing or Overflying Karachi FIR
VABF	OEJD	FL270/U NL	ASPUX L425 GOBRO	Landing or Overflying Jeddah FIR FL340 or above via GOBRO
VABF	OEJD	FL265/U NL	ASPUX N315 SITOL	Landing or Overflying Jeddah FIR Only FL340, FL360, FL400 and FL430 available for traffic exiting OOMM FIR via SITOL.
VABF	OEJD	FL150/U NL	KITAL P570 GOLNI N569 TOKRA	Landing or Overflying Jeddah FIR Only FL300 and FL320 are available for traffic exiting OOMM FIR via TOK- RA on route G652 to OYSC FIR.
VABF	OEJD	FL150/U NL	KITAL P570 GOLNI N569 UMILA L883 SITOL	Landing or Overflying Jeddah FIR Only FL340, FL360, FL400 and FL430 available for traffic exiting OOMM FIR via SITOL.
VABF	OEJD	FL265/U NL	LOTAV N569 TOKRA	Landing or Overflying Jeddah FIR Only FL300 and FL320 are available for traffic exiting OOMM FIR via TOK- RA on route G652 to OYSC FIR.
VABF	OEJD	FL150/U NL	LOTAV N569 UMILA L883 SITOL	Landing or Overflying Jeddah FIR Only FL340, FL360, FL400 and FL430 available for traffic exiting OOMM FIR via SITOL.
VABF	OEJD	FL150/U NL	PARAR M628 TULBU G652 TOKRA	Landing or Overflying Jeddah FIR Only FL300 and FL320 are available for traffic exiting OOMM FIR via TOK- RA on route G652 to OYSC FIR.

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

FIR/ ADEP	FIR/ ADES	MIN/MA X LEVEL	ROUTES	REMARKS/RESTRICTIONS
VABF	OEJD	FL150/U NL	RASKI N881 KIPOL L444 TOLDA M628 TULBU G652 TOKRA	Landing or Overflying Jeddah FIR Only FL300 and FL320 are available for traffic exiting OOMM FIR via TOK- RA on route G652 to OYSC FIR.
VABF	OEJD	FL265/U NL	REXOD L883 SITOL	Landing or Overflying Jeddah FIR Only FL340, FL360, FL400 and FL430 available for traffic exiting OOMM FIR via SITOL.
VABF	OEJD	FL265/U NL	REXOD L883 UMILA N569 TOKRA	Landing or Overflying Jeddah FIR Only FL300 and FL320 are available for traffic exiting OOMM FIR via TOK- RA on route G652 to OYSC FIR.
VABF	OEJD	FL150/U NL	TOTOX L555 TOLDA M628 TULBU G652 TOKRA	Landing or Overflying Jeddah FIR Only FL300 and FL320 are available for traffic exiting OOMM FIR via TOK- RA on route G652 to OYSC FIR.
VABF	OIIX	FL150/U NL	PARAR P307 VAXIM L430 MESPO	Landing or Overflying Tehran FIR FL280 and FL340 only.
VABF	OIIX	FL150/U NL	RASKI L301 VAXIM L430 MESPO	Landing or Overflying Tehran FIR FL280 and FL340 only.
VABF	OMAE	FL150/U NL	KITAL P570 EMURU N563 SODEX	Overflying Emirates FIR
VABF	OMAE	FL150/U NL	KITAL P570 EMURU N563 TULBU M628 LUDID	Overflying Emirates FIR
VABF	OMAE	FL150/U NL	KITAL P570 EMURU N563 TULBU M628 KUNGO P558 SODEX	Dest: OMAA, OMAM OR OMAD Expect to cross SODEX at FL180 or below for descent to FL160

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

FIR/ ADEP	FIR/ ADES	MIN/MA X LEVEL	ROUTES	REMARKS/RESTRICTIONS
VABF	OMAE	FL150/U NL	KITAL P570 ITURA M762 TAPRA VAXAS	Dest: OMDB and OMDW and OMDM Only 1: Traffic destination OMDW or OMDM expect FL180 at TAPRA. 2: Traffic destination OMDB exiting via TAPRA expect FL240 at TAPRA. 3: ATC may re-route traffic to PASOV (B540) to facilitate the efficient flow of traffic.
VABF	OMAE	FL150/U NL	KITAL P570 MIXAM P574 SOLUD GISMO	Overflying Emirates FIR
VABF	OMAE	FL150/U NL	KITAL P570 MIXAM P899 ITRAX	Dest: OMAL Only Traffic expect A080 at ITRAX.
VABF	OMAE	FL150/U NL	KITAL P570 MIXAM Z890 GERAR B540 PASOV KUP- MA	Dest: OMSJ and OMRK Only Expect FL180 at PASOV.
VABF	OMAE	FL150/U NL	KITAL P570 MIXAM Z890 GERAR B540 PASOV T509 MENZA FJV	Dest : OMFJ Only Traffic to OMFJ expect A090 to be lev- el 30NM TO FJR VOR
VABF	OMAE	FL150/U NL	LOTAV M300 EMURU N563 SODEX	Overflying Emirates FIR
VABF	OMAE	FL150/U NL	LOTAV M300 EMURU N563 TULBU M628 LUDID	Overflying Emirates FIR
VABF	OMAE	FL150/U NL	LOTAV M300 EMURU N563 TULBU P558 SODEX	Dest: OMAA, OMAM OR OMAD Expect to cross SODEX at FL180 or below for descent to FL160

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

FIR/ ADEP	FIR/ ADES	MIN/MA X LEVEL	ROUTES	REMARKS/RESTRICTIONS
VABF	OMAE	FL150/U NL	LOTAV M300 EMURU P570 ITURA M762 TAPRA VAXAS	Dest: OMDB and OMDW and OMDM Only 1: Traffic destination OMDW or OMDM expect FL180 at TAPRA. 2: Traffic destination OMDB exiting via TAPRA expect FL240 at TAPRA. 3: ATC may re-route traffic to PASOV (B540) to facilitate the efficient flow of traffic.
VABF	OMAE	FL150/U NL	LOTAV M300 EMURU P570 MIXAM P574 SOLUD GISMO	Overflying Emirates FIR
VABF	OMAE	FL150/U NL	LOTAV M300 EMURU P570 MIXAM P899 ITRAX	Dest: OMAL Only Traffic expect A080 at ITRAX.
VABF	OMAE	FL150/U NL	LOTAV M300 EMURU P570 MIXAM Z890 GERAR B540 PASOV KUPMA	Dest: OMSJ and OMRK Only Expect FL180 at PASOV.
VABF	OMAE	FL150/U NL	LOTAV M300 EMURU P570 MIXAM Z890 GERAR B540 PASOV T509 MENSA FJV	Dest : OMFJ Only Traffic to OMFJ expect A090 to be lev- el 30NM TO FJR VOR
VABF	OMAE	FL150/U NL	PARAR M628 LUDID	Overflying Emirates FIR
VABF	OMAE	FL150/U NL	PARAR M628 LOSIM P574 MIXAM P899 ITRAX	Dest: OMAL Only Traffic expect A080 at ITRAX.
VABF	OMAE	FL150/U NL	PARAR M628 TULBU P558 SODEX	Dest: OMAA, OMAD, OMAM Only Expect to cross SODEX at FL180 or below for descent to FL160
VABF	OMAE	FL150/U NL	PARAR N571 MENSA	1)Overflying Emirates FIR 2)Dest: OMSJ, OMRK Traffic destination OMSJ or OMRK ex- pect FL160 at MENSA.

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

FIR/ ADEP	FIR/ ADES	MIN/MA X LEVEL	ROUTES	REMARKS/RESTRICTIONS
VABF	OMAE	FL150/U NL	PARAR N571 MENSA FJV	Dest : OMFJ Only Traffic to OMFJ expect A090 to be level 30NM TO FJR VOR
VABF	OMAE	FL150/U NL	PARAR N571 VUSET A454 PASOV B540 KUPMA	Dest: OMDDB Only 1: Traffic destination OMDDB expect FL230 at PASOV. 2: ATC may re-route traffic to TAPRA (M762) to facilitate the efficient flow of traffic into UAE airports and expect FL240 at TAPRA.
VABF	OMAE	FL150/U NL	PARAR N571 VUSET A454 PASOV M564 VAXAS	Dest: OMDW and OMDM Only 1: Traffic destination OMDW, OMDM expect FL190 at PASOV. 2: ATC may re-route traffic to TAPRA (M762) to facilitate the efficient flow of traffic into UAE airports and expect FL180 at TAPRA.
VABF	OMAE	FL150/U NL	RASKI L301 RAGMA N571 MENSA	1)Overflying Emirates FIR 2)Dest: OMSJ, OMRK Traffic destination OMSJ or OMRK expect FL160 at MENSA.
VABF	OMAE	FL150/U NL	RASKI L301 RAGMA N571 MENSA FJV	Dest : OMFJ Only Traffic to OMFJ expect A090 to be level 30NM TO FJR VOR
VABF	OMAE	FL150/U NL	RASKI L301 RAGMA N571 VUSET A454 PASOV B540 KUPMA	Dest: OMDDB Only 1: Traffic destination OMDDB expect FL230 at PASOV. 2: ATC may re-route traffic to TAPRA (M762) to facilitate the efficient flow of traffic into UAE airports and expect FL240 at TAPRA.

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

FIR/ ADEP	FIR/ ADES	MIN/MA X LEVEL	ROUTES	REMARKS/RESTRICTIONS
VABF	OMAE	FL150/U NL	RASKI L301 RAGMA N571 VUSET A454 PASOV M564 VAXAS	Dest: OMDW and OMDM Only 1: Traffic destination OMDW, OMDM expect FL190 at PASOV. 2: ATC may re-route traffic to TAPRA (M762) to facilitate the efficient flow of traffic into UAE airports and expect FL180 at TAPRA.
VABF	OMAE	FL150/U NL	RASKI N881 KIPOL L444 KAKIM P574 MIXAM P899 ITRAX	Dest: OMAL Only Traffic expect A080 at ITRAX.
VABF	OMAE	FL150/U NL	RASKI N881 KIPOL L444 TOLDA M628 LUDID	Overflying Emirates FIR
VABF	OMAE	FL150/U NL	RASKI N881 KIPOL L444 TOLDA M628 TULBU P558 SODEX	Dest: OMAA, OMAD, OMAM : Expect to cross SODEX at FL180 or below for descent to FL160
VABF	OMAE	FL150/U NL	REXOD A775 KUSRA P574 SOLUD GISMO	Overflying Emirates FIR
VABF	OMAE	FL150/U NL	REXOD M762 ITURA P570 MIXAM P899 ITRAX	Dest: OMAL Only Traffic expect A080 at ITRAX.
VABF	OMAE	FL150/U NL	REXOD M762 ITURA P570 MIXAM Z890 GERAR B540 PASOV KUPMA	Dest: OMSJ and OMRK Only Expect FL180 at PASOV.
VABF	OMAE	FL150/U NL	REXOD M762 ITURA P570 MIXAM Z890 GERAR B540 PASOV T509 MENSA FJV	Dest : OMFJ Only Traffic to OMFJ expect A090 to be lev- el 30NM TO FJR VOR
VABF	OMAE	FL150/U NL	REXOD M762 TAPRA VAXAS	Dest: OMDB and OMDW and OMDM Only 1: Traffic destination OMDW or OMDM expect FL180 at TAPRA. 2: Traffic destination OMDB exiting via TAPRA expect FL240 at TAPRA. 3: ATC may re-route traffic to PASOV (B540) to facilitate the efficient flow of traffic.

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

FIR/ ADEP	FIR/ ADES	MIN/MA X LEVEL	ROUTES	REMARKS/RESTRICTIONS
VABF	OMAE	FL150/U NL	REXOD N563 SODEX	Overflying Emirates FIR
VABF	OMAE	FL150/U NL	REXOD N563 TULBU M628 LUDID	Overflying Emirates FIR
VABF	OMAE	FL150/U NL	REXOD N563 TULBU P558 SODEX	Dest: OMAA, OMAM OR OMAD Expect to cross SODEX at FL180 or below for descent to FL160
VABF	OMAE	FL150/U NL	TOTOX P574 MIXAM Z890 GERAR B540 PASOV KUP- MA	Dest: OMSJ and OMRK Only 1: Expect FL180 at PASOV.
VABF	OMAE	FL150/U NL	TOTOX P574 MIXAM Z890 GERAR B540 PASOV T509 MENZA FJV	Dest : OMFJ Only Traffic to OMFJ expect A090 to be lev- el 30NM TO FJR VOR
VABF	OMAE	FL150/U NL	TOTOX L555 TOLDA M628 LUDID	Overflying Emirates FIR
VABF	OMAE	FL150/U NL	TOTOX L555 TOLDA M628 TULBU N563 SODEX	Overflying Emirates FIR
VABF	OMAE	FL150/U NL	TOTOX L555 TOLDA M628 TULBU P558 SODEX	Dest: OMAA, OMAM or OMAD Expect to cross SODEX at FL180 or below for descent to FL160
VABF	OMAE	FL150/U NL	TOTOX P574 MIXAM P899 ITRAX	Dest: OMAL Only Traffic expect A080 at ITRAX.
VABF	OMAE	FL150/U NL	TOTOX P574 PAROK Q899 ITURA M762 TAPRA VAXAS	Dest: OMDW and OMDW and OMDM Only 1: Traffic destination OMDW or OMDM expect FL180 at TAPRA. 2: Traffic destination OMDW exiting via TAPRA expect FL240 at TAPRA. 3: ATC may re-route traffic to PASOV (B540) to facilitate the efficient flow of traffic.
VABF	OMAE	FL150/U NL	TOTOX P574 SOLUD GIS- MO	Overflying Emirates FIR

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

FIR/ ADEP	FIR/ ADES	MIN/MA X LEVEL	ROUTES	REMARKS/RESTRICTIONS
VABF	OOMS	FL150/U NL	KITAL P570 EMURU T505 MCT	Dest: OOMS Only
VABF	OOMS	FL150/U NL	LOTAV M300 EMURU T505 MCT	Dest: OOMS Only
VABF	OOMS	FL150/U NL	PARAR N767 ELIGO L631 MCT	Dest: OOMS Only
VABF	OOMS	FL150/U NL	RASKI N881 KIPOL L444 VUSIN N767 ELIGO L631 MCT	Dest: OOMS Only
VABF	OOMS	FL150/U NL	REXOD A775 OBTIN DCT MCT	Dest: OOMS Only
VABF	OOMS	FL150/U NL	TOTOX L631 ELIGO MCT	Dest: OOMS Only
VABF	OOSA	FL150/U NL	ASPUX L425 ITUVO B400 ASTUN B535 DARAB SLL	Dest: OOSA Only
VABF	OOSA	FL150/U NL	KITAL P570 GOLNI N569 UMILA L883 MEVLI B400 ASTUN B535 DARAB SLL	Dest: OOSA Only
VABF	OOSA	FL150/U NL	LOTAV N569 UMILA L883 MEVLI B400 ASTUN B535 DARAB SLL	Dest: OOSA Only
VABF	OOSA	FL150/U NL	PARAR M628 IZK B400 ASTUN B535 DARAB SLL	Dest: OOSA Only
VABF	OOSA	FL150/U NL	RASKI N881 KIPOL L444 TOLDA M628 IZK B400 AS- TUN B535 DARAB SLL	Dest: OOSA Only
VABF	OOSA	FL150/U NL	REXOD L883 MEVLI B400 ASTUN B535 DARAB SLL	Dest: OOSA Only
VABF	OOSA	FL150/U NL	TOTOX L555 TOLDA M628 IZK B400 ASTUN B535 DARAB SLL	Dest: OOSA Only
VABF	OOSH	FL150/U NL	KITAL P570 MIXAM P574 DAPOK Y623 GIVLA OOSH	Dest: OOSH Only

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

FIR/ ADEP	FIR/ ADES	MIN/MA X LEVEL	ROUTES	REMARKS/RESTRICTIONS
VABF	OOSH	FL150/U NL	LOTAV M300 EMURU P570 MIXAM P574 DAPOK Y623 GIVLA OOSH	Dest: OOSH Only
VABF	OOSH	FL150/U NL	PARAR M628 LOSIM P574 DAPOK Y623 GIVLA OOSH	Dest: OOSH Only
VABF	OOSH	FL150/U NL	RASKI N881 KIPOL L444 KAXEM P574 DAPOK Y623 GIVLA OOSH	Dest: OOSH Only
VABF	OOSH	FL150/U NL	REXOD A775 KUSRA P574 DAPOK Y623 GIVLA OOSH	Dest: OOSH Only
VABF	OOSH	FL150/U NL	TOTOX P574 DAPOK Y623 GIVLA OOSH	Dest: OOSH Only
VABF	OYSC	FL150/U NL	KITAL P570 GOLNI N569 UMILA L883 MEVLI B400 ASTUN B535 DARAB SLL	Overflying Sanaa FIR
VABF	OYSC	FL150/U NL	KITAL P570 GOLNI N569 UMILA L883 MEVLI B400 ASTUN B535 DARAB SLL	Landing or Overflying Sanaa FIR
VABF	OYSC	FL150/U NL	KITAL P570 GOLNI N569 UMILA L883 MEVLI B400 ASTUN B535 DARAB SLL	Landing or Overflying Sanaa FIR
VABF	OYSC	FL150/U NL	KITAL P570 GOLNI N569 UMILA L883 MEVLI B400 ASTUN B535 LADAR B549 PUTRA	Overflying Sanaa FIR
VABF	OYSC	FL150/U NL	KITAL P570 GOLNI N569 UMILA L883 MEVLI B400 VUTAP B424 SABEL	Landing or Overflying Sanaa FIR
VABF	OYSC	FL150/U NL	LOTAV N569 UMILA L883 MEVLI B400 ASTUN B535 KAPET	Landing or Overflying Sanaa FIR
VABF	OYSC	FL150/U NL	LOTAV N569 UMILA L883 MEVLI B400 ASTUN B535 LADAR B549 PUTRA	Overflying Sanaa FIR

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

FIR/ ADEP	FIR/ ADES	MIN/MA X LEVEL	ROUTES	REMARKS/RESTRICTIONS
VABF	OYSC	FL150/U NL	LOTAV N569 UMILA L883 MEVLI B400 HAI R401 KI- VEL	Overflying Sanaa FIR
VABF	OYSC	FL150/U NL	LOTAV N569 UMILA L883 MEVLI B400 IMKAD	Landing or Overflying Sanaa FIR
VABF	OYSC	FL150/U NL	LOTAV N569 UMILA L883 MEVLI B400 VUTAP B424 SABEL	Landing or Overflying Sanaa FIR
VABF	OYSC	FL150/U NL	PARAR M628 IZK B400 ASTUN B535 KAPET	Landing or Overflying Sanaa FIR
VABF	OYSC	FL150/U NL	PARAR M628 IZK B400 ASTUN LADAR B549 PU- TRA	Overflying Sanaa FIR
VABF	OYSC	FL150/U NL	PARAR M628 IZK B400 HAI R401 KIVEL	Overflying Sanaa FIR
VABF	OYSC	FL150/U NL	PARAR M628 IZK B400 IM- KAD	Landing or Overflying Sanaa FIR
VABF	OYSC	FL150/U NL	PARAR M628 IZK B400 VUTAP B424 SABEL	Landing or Overflying Sanaa FIR
VABF	OYSC	FL150/U NL	RASKI N881 KIPOL L444 TOLDA M628 IZK B400 AS- TUN B535 KAPET	Landing or Overflying Sanaa FIR
VABF	OYSC	FL150/U NL	RASKI N881 KIPOL L444 TOLDA M628 IZK B400 AS- TUN B535 LADAR B549 PUTRA	Overflying Sanaa FIR
VABF	OYSC	FL150/U NL	RASKI N881 KIPOL L444 TOLDA M628 IZK B400 HAI R401 KIVEL	Overflying Sanaa FIR
VABF	OYSC	FL150/U NL	RASKI N881 KIPOL L444 TOLDA M628 IZK B400 IM- KAD	Landing or Overflying Sanaa FIR
VABF	OYSC	FL150/U NL	RASKI N881 KIPOL L444 TOLDA M628 IZK B400 VU- TAP B424 SABEL	Landing or Overflying Sanaa FIR

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

FIR/ ADEP	FIR/ ADES	MIN/MA X LEVEL	ROUTES	REMARKS/RESTRICTIONS
VABF	OYSC	FL150/U NL	REXOD L883 MEVLI B400 ASTUN B535 KAPET	Landing or Overflying Sanaa FIR
VABF	OYSC	FL150/U NL	REXOD L883 MEVLI B400 ASTUN B535 LADAR B549 PUTRA	Overflying Sanaa FIR
VABF	OYSC	FL150/U NL	REXOD L883 MEVLI B400 HAI R401 KIVEL	Overflying Sanaa FIR
VABF	OYSC	FL150/U NL	REXOD L883 MEVLI B400 IMKAD	Landing or Overflying Sanaa FIR
VABF	OYSC	FL150/U NL	REXOD L883 MEVLI B400 VUTAP B424 SABEL	Landing or Overflying Sanaa FIR
VABF	OYSC	FL150/U NL	TOTOX L555 TOLDA M628 IZK B400 ASTUN B535 KA- PET	Landing or Overflying Sanaa FIR
VABF	OYSC	FL150/U NL	TOTOX L555 TOLDA M628 IZK B400 ASTUN B535 LA- DAR B549 PUTRA	Overflying Sanaa FIR
VABF	OYSC	FL150/U NL	TOTOX L555 TOLDA M628 IZK B400 HAI R401 KIVEL	Overflying Sanaa FIR
VABF	OYSC	FL150/U NL	TOTOX L555 TOLDA M628 IZK B400 IMKAD	Landing or Overflying Sanaa FIR
VABF	OYSC	FL150/U NL	TOTOX L555 TOLDA M628 IZK B400 VUTAP B424 SA- BEL	Landing or Overflying Sanaa FIR

STANDARD ROUTINGS WITHIN KUWAIT FIR

Due to the complexity of Kuwait airspace, it is mandatory to comply with the Standard Route Listing below. All flight plans shall include:

- a. overflying Kuwait FIR: FIR Entry and Exit Points;
- b. departing from Kuwait airports: FIR Exit Points;
- c. landing at Kuwait airports: FIR Entry Points.

For routes which are not shown please contact:

Kuwait DGCA

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

Tel: +965 24737792
Fax: +965 24331639
E-Mail: notamsys@dgca.gov.kw

ENTRY POINT/ DEPARTURE	MIN LEV- EL	MAX LEV- EL	ROUTE	EXIT POINT/ ARRIVAL	RE- MARKS
ASVIR	MC	460	ASVIR M320 KUA G669 NANPI	NANPI	
	MC	460	ASVIR M320 KUA DCT	OKAJ	
	MC	460	ASVIR M320 KUA DCT	OKAS	
	MC	460	ASVIR	OKKK	
	MC	460	ASVIR M320 KUA G667 RALKA L602 TASMI	TASMI	
	MC	460	ASVIR M320 KUA B417 TULAX	TULAX	
DAVUS	MC	460	DAVUS L602 TASMI	TASMI	Note 1
KUMBO	MC	460	KUMBO A453 KUA DCT	OKAJ	
	MC	460	KUMBO A453 KUA DCT	OKAS	
	MC	460	KUMBO A453 DEBTI	OKKK	
KUNRU	MC	460	KUNRU P891 KUA G669 NANPI	NANPI	
	MC	460	KUNRU P891 KUA DCT	OKAJ	
	MC	460	KUNRU P891 KUA DCT	OKAS	
	MC	460	KUNRU	OKKK	
	MC	460	KUNRU P891 KUA G667 RALKA L602 TASMI	TASMI	
	MC	460	KUNRU P891 KUA B417 TULAX	TULAX	
NANPI	MC	250	NANPI G669 KUA M320 ASVIR	ASVIR	Note 3
	MC	460	NANPI G669 KUA G782 KFR P517 DEKOB	DEKOB	Note 2
	MC	280	NANPI G669 KUA G782 KATOD	KATOD	
	MC	280	NANPI G669 KUA G782 KFR L550 NIDAP	NIDAP	
	MC	460	NANPI G669 KUA DCT	OKAJ	
	MC	460	NANPI G669 KUA DCT	OKAS	

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

ENTRY POINT/ DEPARTURE	MIN LEV- EL	MAX LEV- EL	ROUTE	EXIT POINT/ ARRIVAL	RE- MARKS
	MC	460	NANPI G669 SESRU	OKKK	
OKAJ	MC	250	DCT KUA B416 AMBIK	AMBIK	Note 6
	MC	210	DCT KUA M320 ASVIR	ASVIR	
	MC	260	DCT KUA G782 KFR P517 DEKOB	DEKOB	
	MC	260	DCT KUA G782 KATOD	KATOD	
	MC	270	DCT KUA B416 IMDOX P975 LO-NOS	LONOS	Note 5
	MC	270	DCT KUA G669 NANPI	NANPI	
	MC	260	DCT KUA G782 KFR L550 NIDAP	NIDAP	
	MC	270	DCT KUA G669 SESRU M677 RABAP	RABAP	Note 4
	MC	220	DCT KUA G667 RALKA L602 TASMI	TASMI	
	MC	230	DCT KUA B417 TULAX	TULAX	
OKAS	MC	250	DCT KUA B416 AMBIK	AMBIK	Note 6
	MC	210	DCT KUA M320 ASVIR	ASVIR	
	MC	260	DCT KUA G782 KFR P517 DEKOB	DEKOB	
	MC	260	DCT KUA G782 KATOD	KATOD	
	MC	270	DCT KUA B416 IMDOX P975 LO-NOS	LONOS	Note 5
	MC	270	DCT KUA G669 NANPI	NANPI	
	MC	260	DCT KUA G782 KFR L550 NIDAP	NIDAP	
	MC	270	DCT KUA G669 SESRU M677 RABAP	RABAP	Note 4
	MC	220	DCT KUA G667 RALKA L602 TASMI	TASMI	
	MC	230	DCT KUA B417 TULAX	TULAX	
OKKK	MC	250	BOXIK B416 AMBIK	AMBIK	Note 6
	MC	210	ASVIR	ASVIR	
	MC	260	DEKOB	DEKOB	

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

ENTRY POINT/ DEPARTURE	MIN LEV- EL	MAX LEV- EL	ROUTE	EXIT POINT/ ARRIVAL	RE- MARKS
	MC	260	KATOD	KATOD	
	MC	270	BOXIK B416 IMDOX P975 LONOS	LONOS	Note 5
	MC	270	SESRU G669 NANPI	NANPI	
	MC	260	NIDAP	NIDAP	
	MC	460	DCT KUA DCT	OKAJ	
	MC	460	DCT KUA DCT	OKAS	
	MC	270	SESRU M677 RABAP	RABAP	Note 4
	MC	220	RALKA L602 TASMI	TASMI	Note 7
	MC	220	TASMI	TASMI	
	MC	230	ALVAX B417 TULAX	TULAX	
SIDAD	MC	250	SIDAD N302 ALVAX B417 KUA M320 ASVIR	ASVIR	Note 3
	MC	280	SIDAD N302 ALVAX B417 KUA G782 KFR P517 DEKOB	DEKOB	Note 2
	MC	280	SIDAD N302 ALVAX B417 KUA G782 KATOD	KATOD	
	MC	460	SIDAD P975 LONOS	LONOS	Note 5
	MC	460	SIDAD R784 NANPI	NANPI	
	MC	280	SIDAD N302 ALVAX B417 KUA G782 KFR L550 NIDAP	NIDAP	Note 2
	MC	460	SIDAD N302 ALVAX B417 KUA DCT	OKAJ	
	MC	460	SIDAD N302 ALVAX B417 KUA DCT	OKAS	
	MC	460	SIDAD N302 ALVAX	OKKK	
	MC	460	SIDAD P975 SESRU M677 RABAP	RABAP	Note 4
SOROR	MC	460	SOROR A788 KFR G782 KUA DCT	OKAJ	
	MC	460	SOROR A788 KFR G782 KUA DCT	OKAS	
	MC	460	SOROR	OKKK	
	MC	460	SOROR A788 PATIR	PATIR	

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

ENTRY POINT/ DEPARTURE	MIN LEV- EL	MAX LEV- EL	ROUTE	EXIT POINT/ ARRIVAL	RE- MARKS
	MC	460	SOROR A788 KFR G667 RALKA L602 TASMI	TASMI	
	MC	460	SOROR A788 KFR G782 KUA B417 TULAX	TULAX	
TULAX	MC	250	TULAX B417 KUA M320 ASVIR	ASVIR	Note 3
	MC	280	TULAX B417 KUA G782 KFR P517 DEKOB	DEKOB	Note 2
	MC	280	TULAX B417 KUA G782 KATOD	KATOD	
	MC	280	TULAX B417 KUA G782 KFR L550 NIDAP	NIDAP	
	MC	460	TULAX B417 KUA DCT	OKAJ	
	MC	460	TULAX B417 KUA DCT	OKAS	
	MC	460	TULAX B417 ALVAX	OKKK	

NOTE 1: Traffic landing ORMM to cross TASMI at 10000ft.

NOTE 2: Available for traffic overflying or landing OEJD. Expect to be transferred to Jeddah Control at MAX FL280, higher FLs subject to ATC approval.

NOTE 3: Available for overflying traffic landing OEDF, expect to be transferred to Dammam Control at MAX FL250.

NOTE 4: Available for traffic landing or overflying northern OMAE.

NOTE 5: Available for traffic landing or overflying OBBS or southern OMAE.

NOTE 6: Available for traffic transiting OBBS to OIIX. Max FL250 at AMBIK.

NOTE 7: Route TASMI is used when runways 33L/34 are in use, Route RALKA L602 TASMI is used when Runways 15R/16 are in use.

PREFERRED ROUTINGS WITHIN BAHRAIN FIR

The transition level throughout the Bahrain UIR/FIR is FL150 and the transition altitude is fixed at A130 (13000ft). Cruising at FL150 or A130 (13000ft) is permitted, but cruising between those levels is not permitted in the BAHRAIN FIR.

Traffic landing within the OBBS is not permitted to flight plan via DAROR, RABAP or, LONOS via P708.

All traffic departing OEDR, OEDF, OBBI, OBBS or OBKH for destination OOMS, expect maximum FL330 within the OBBS FIR.

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

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	450	ALPOB L768 ULADA	ULADA	Note 26
ALSER	MC	200	ALSER G663 KOBOK DCT RIGAG DCT NARMI	NARMI	Note 22
	MC	200	ALSER G663 KOBOK	OBBI	Note 13
	MC	200	ALSER G663 KOBOK DCT OBSAS DCT RIGAG DCT UMAVA DCT JALYD	OBBS	
	MC	200	ALSER G663 KOBOK DCT OBSAS DCT RIGAG DCT UMAVA DCT JALYD	OBKH	
	MC	450	ALSER G663 ULADA	ULADA	Note 27
AMBIK	MC	250	AMBIK B416 KUPER	KUPER	Note 30
DAROR	MC	450	DAROR P559 NALPO	NALPO	Note 33
	MC	450	DAROR P319 OBTAR	OBTAR	Note 34
	MC	450	DAROR M708 DASUT	DASUT	
LADNA	MC	230	LADNA TOSTA SODAK P559 BORUK	BORUK	Note 47
	MC	170	LADNA	OBBI	Note 41
	MC	170	LADNA DCT OBSAS DCT RIGAG DCT UMAVA DCT JALYD	OBBS	Note 1
	MC	170	LADNA DCT OBSAS DCT RIGAG DCT UMAVA DCT JALYD	OBKH	
	MC	330	LADNA N318 GEXIM	OTBD	
	MC	330	LADNA N318 GEXIM	OTBH	
	MC	330	LADNA N318 GEXIM	OTHH	Note 20
	MC	290	LADNA N318 GEXIM	GEXIM	
	250	290	LADNA DCT TOSTA M722 IMKOM	IMKOM	Note 47
LONOS	MC	450	LONOS L703 KOBOK P559 NALPO	NALPO	Note 32

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

ENTRY POINT/ DEPARTURE	MIN LEV- EL	MAX LEV- EL	ROUTE	EXIT POINT/ ARRIVAL	RE- MARKS
	MC	450	LONOS L703 KOBOK DCT RIGAG DCT NARMI	NARMI	Note 37
	MC	450	LONOS L703 KOBOK	OBBI	Note 8
	MC	450	LONOS L703 KOBOK DCT BHR DCT UMAVA DCT JALYD	OBBS	
	MC	450	LONOS L703 KOBOK DCT BHR DCT UMAVA DCT JALYD	OBKH	
	MC	450	LONOS L703 GIRMO	OTBD	Note 9
	MC	450	LONOS L703 GIRMO	OTBH	
	MC	450	LONOS L703 GIRMO	OTHH	
	MC	450	LONOS L703 GIRMO	GIRMO	Note 36
	MC	450	LONOS P708 GESIT	GESIT	Note 29
	250	450	LONOS L704 KARUG	KARUG	Note 36
	MC	230	LONOS L704 BORUK	BORUK	
TOVOX	MC	430	TOVOX	OTBD	Note 7
TOVOX	MC	430	TOVOX	OTBH	
TOVOX	MC	430	TOVOX	OTHH	
METLA	MC	430	METLA B419 RAMSI M444 DAVUS	DAVUS	Note 5
	MC	320	METLA B419 RAMSI A453 KUMBO	KUMBO	Note 6
	MC	430	METLA B419 RAMSI P700 ROTOX	ROTOX	Note 43
BOTOB	MC	240	BOTOB A453 SOLOB M556 NARMI	NARMI	Note 11
	MC	240	BOTOB A453 SOLOB M556 ORDIG	OBBI	Note 12
	MC	240	BOTOB A453 SOLOB M556 MED- MA DCT OBSAS DCT RIGAG DCT UMAVA DCT JALYD	OBBS	
	MC	240	BOTOB A453 SOLOB M556 MED- MA DCT OBSAS DCT RIGAG DCT UMAVA DCT JALYD	OBKH	
MIDSI	MC	430	MIDSI A453 SOLOB L768 ULADA	ULADA	Note 42
NARMI	310	450	NARMI N685 KINID	KINID	Note 31

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

ENTRY POINT/ DEPARTURE	MIN LEV- EL	MAX LEV- EL	ROUTE	EXIT POINT/ ARRIVAL	RE- MARKS
	310	450	NARMI M722 IMKOM	IMKOM	Note 47
OBBI	MC	450	BHR N697 TORBO N572 DASUT	DASUT	Note 44
	MC	430	BHR M444 DAVUS	DAVUS	Note 40
	MC	260	BHR A453 KUMBO	KUMBO	Note 38
	MC	450	BHR N697 SODAK P559 NALPO	NALPO	Note 3
	MC	160	BHR B457 NARMI	NARMI	
	MC	170	BHR DCT UMAVA DCT JALYD	OBBS	
	MC	170	BHR DCT UMAVA DCT JALYD	OBKH	
	MC	170	BHR L319 OBTAR	OBTAR	Note 18
	MC	110	BHR DCT ASTAD N318 LUBET	OTBD	
	MC	110	BHR DCT ASTAD N318 LUBET	OTBH	
	MC	110	BHR DCT ASTAD N318 LUBET	OTHH	
	MC	430	BHR P700 ROTOX	ROTOX	Note 43
	MC	450	BHR DCT ASTAD N318 LUBET	LUBET	Note 4
	MC	450	BHR DCT SODAK L704 KARUG	KARUG	Note 48
OBBS	MC	450	RADMO DCT SOLAV DCT BHR N697 TORBO N572 DASUT	DASUT	Note 44
	MC	430	RADMO DCT SOLAV DCT BHR M444 DAVUS	DAVUS	Note 40
	MC	260	RADMO DCT SOLAV DCT BHR A453 KUMBO	KUMBO	Note 38
	MC	450	RADMO DCT SOLAV DCT BHR N697 SODAK P559 NALPO	NALPO	Note 3
	MC	160	RADMO DCT SOLAV DCT BHR B457 NARMI	NARMI	Note 46
	MC	120	RADMO DCT SOLAV	OBBI	
	MC	120	SIA	OBKH	
	MC	170	RADMO DCT SOLAV BHR L319 OBTAR	OBTAR	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	110	RADMO DCT SOLAV DCT BHR DCT ASTAD N318 LUBET	OTBD	Note 39
	MC	110	RADMO DCT SOLAV DCT BHR DCT ASTAD N318 LUBET	OTBH	
	MC	110	RADMO DCT SOLAV DCT BHR DCT ASTAD N318 LUBET	OTHH	
	MC	430	RADMO DCT SOLAV DCT BHR P700 ROTOX	ROTOX	Note 43
	MC	450	RADMO DCT SOLAV DCT BHR DCT ASTAD N318 LUBET	LUBET	Note 4
	MC	450	RADMO DCT SOLAV DCT BHR N697 SODAK L704 KARUG	KARUG	Note 48
OBKH	MC	450	JALYD DCT SOLAV DCT BHR N697 TORBO N572 DASUT	DASUT	Note 44
	MC	430	JALYD DCT SOLAV DCT BHR M444 DAVUS	DAVUS	Note 40
	MC	260	JALYD DCT SOLAV DCT BHR A453 KUMBO	KUMBO	Note 38
	MC	450	JALYD DCT SOLAV DCT BHR N697 SODAK P559 NALPO	NALPO	Note 3
	MC	160	JALYD DCT SOLAV DCT BHR B457 NARMI	NARMI	Note 46
	MC	120	JALYD DCT SOLAV	OBBI	
	MC	120	SIA	OBBS	
	MC	170	JALYD DCT SOLAV DCT BHR L319 OBTAR	OBTAR	Note 18
	MC	110	JALYD DCT SOLAV DCT BHR DCT ASTAD N318 LUBET	OTBD	Note 39
	MC	110	JALYD DCT SOLAV DCT BHR DCT ASTAD N318 LUBET	OTBH	
	MC	110	JALYD DCT SOLAV DCT BHR DCT ASTAD N318 LUBET	OTHH	

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

ENTRY POINT/ DEPARTURE	MIN LEV- EL	MAX LEV- EL	ROUTE	EXIT POINT/ ARRIVAL	RE- MARKS
	MC	430	JALYD DCT SOLAV DCT BHR P700 ROTOX	ROTOX	Note 43
	MC	450	RADMO DCT SOLAV DCT BHR DCT ASTAD N318 LUBET	LUBET	Note 4
	MC	450	RADMO DCT SOLAV DCT BHR N697 SODAK L704 KARUG	KARUG	Note 48
OBROS	MC	430	OBROS M556 NARMI	NARMI	Note 2
	MC	430	OBROS M556 ORDIG	OBBI	Note 10
	MC	430	OBROS M556 BHR DCT UMAVA DCT JALYD	OBBS	
	MC	430	OBROS M556 BHR DCT UMAVA DCT JALYD	OBKH	
OTBD	MC	320	IMLAD L934 DAVUS	DAVUS	Note 21
	MC	430	KINID M444 DAVUS	DAVUS	Note 50
	MC	320	KINID B457 BHR A453 KUMBO	KUMBO	Note 14
	MC	280	KINID B457 NARMI	NARMI	Note 15
	MC	120	TULUB DCT BHR DCT RIGAG	OBBI	Note 45
	MC	120	TULUB DCT BHR DCT UMAVA DCT JALYD	OBBS	
	MC	120	TULUB DCT BHR DCT UMAVA DCT JALYD	OBKH	
	MC	430	IMLAD P713 ROTOX	ROTOX	Note 49
OTBH	MC	430	LOXIM P430 ALTOM L602 DAVUS	DAVUS	Note 17
	MC	320	LOXIM P430 ALTOM M600 KUMBO	KUMBO	Note 16
	MC	280	KINID B457 NARMI	NARMI	Note 15
	MC	120	TULUB DCT BHR DCT RIGAG	OBBI	Note 45
	MC	120	TULUB DCT BHR DCT UMAVA DCT JALYD	OBBS	
	MC	120	TULUB DCT BHR DCT UMAVA DCT JALYD	OBKH	
	MC	430	IMLAD P713 ROTOX	ROTOX	Note 49

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

ENTRY POINT/ DEPARTURE	MIN LEV- EL	MAX LEV- EL	ROUTE	EXIT POINT/ ARRIVAL	RE- MARKS
OTHH	MC	320	IMLAD L934 DAVUS	DAVUS	Note 21
	MC	430	KINID M444 DAVUS	DAVUS	Note 50
	MC	320	KINID B457 BHR A453 KUMBO	KUMBO	Note 14
	MC	280	KINID B457 NARMI	NARMI	Note 15
	MC	120	TULUB DCT BHR DCT RIGAG	OBBI	Note 45
	MC	120	TULUB DCT BHR DCT UMAVA DCT JALYD	OBBS	
	MC	120	TULUB DCT BHR DCT UMAVA DCT JALYD	OBKH	
	MC	430	IMLAD P713 ROTOX	ROTOX	Note 49
RABAP	MC	450	RABAP M677 OBNET	OBNET	Note 28
ROTEL	MC	450	ROTEL N572 DASUT	DASUT	Note 44
	MC	450	ROTEL N572 DAVRI P559 NALPO	NALPO	Note 19
	MC	230	ROTEL N572 DAVRI L319 OBTAR	OBTAR	Note 18
TUMAK	MC	430	TUMAK L602 DAVUS	DAVUS	Note 24
	MC	430	TUMAK M600 KUMBO	KUMBO	Note 23
	250	430	TUMAK L557 RAGAS	RAGAS	Note 25
	MC	430	TUMAK N702 ROTOX	ROTOX	Note 43
KUPSA	MC	450	KUPSA B415 BUNDU	BUNDU	Note 35

NOTE 1: Available for OEJD traffic landing Qatar. Expect entry at LADNA below FL330. Expect to cross GEXIM below FL290. Traffic departing OEDF, OEDR MAX FL150. Traffic departing OEAH MAX FL230. Refer to STANDARD ROUTING WITHIN DOHA FIR for continued routing.

NOTE 2: Available for traffic landing eastern OEJD. Expect to cross ORDIG at FL160.

NOTE 3: Available for traffic departing Bahrain TMA and landing or overflying northern OMAE **or** for State aircraft landing or overflying southern OMAE operating at FL240 or below and required to remain over international waters in OBBS. Traffic landing OMAE MAX FL250 **or** landing OOMS MAX FL330. OBBS, OBKH departures mandatory to cross SOLAV at MAX 8000ft. Flights operating below FL240 refer to STANDARD ROUTING WITHIN DOHA FIR for instructions east of BORUK.

NOTE 4: Available for traffic departing Bahrain TMA and landing or overflying southern OMAE. OBBS, OBKH departures mandatory to cross SOLAV in level flight. MAX 8000ft at SOLAV.

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

NOTE 5: Available for traffic departing eastern OEJD and transiting to ORBB. FL320 not available. Expect to cross EMORI in level flight.

NOTE 6: Available for traffic departing eastern OEJD and landing in OKAC. Expect to cross KUMBO below FL220.

NOTE 7: —

NOTE 8: Available for traffic from OKAC landing Bahrain TMA AP. OKAC departures MAX FL290. Expect to cross KOBOK below A120 (12000ft). Landing OBBI filed route shall end with KOBOK. Expect KOBOK STAR. All aircraft entering OBBI via LONOS destination to OBBI/OBBS/OBKH expect below FL330 at LONOS.

NOTE 9: Available for traffic from OKAC landing Qatar. OKAC departures MAX FL310. Traffic above FL310 expect to cross DEKTA below FL290. Expect to cross GIRMO below FL230. Refer to STANDARD ROUTING WITHIN DOHA FIR for continued routing.

NOTE 10: Available for traffic landing Bahrain TMA. Expect to cross ORDIG below 12000ft. Landing OBBI filed route shall end ORDIG. Expect ORDIG STAR.

NOTE 11: Available for traffic landing eastern OEJD. Expect to cross SOLOB FL180. Expect to cross ORDIG FL160.

NOTE 12: Available for traffic landing Bahrain TMA. Expect to cross SOLOB below FL160 and ORDIG below 12000ft. Landing OBBI filed route shall end ORDIG. Expect ORDIG STAR.

NOTE 13: Available for traffic from OIIX landing Bahrain TMA. Expect to be below FL200 by 10NM north of ALSER. Expect to cross KOBOK below 12000ft. Landing OBBI filed route shall end with KOBOK. Expect KOBOK STAR.

NOTE 14: Available for traffic departing OTHH, OTBD and landing OKAC. Expect to cross KUMBO below FL220.

NOTE 15: Available for traffic departing Qatar to OEJD. Traffic landing eastern OEJD MAX FL160. Other traffic MAX FL280.

NOTE 16: Available for traffic departing OTBH and landing OKAC. Expect to cross KUMBO below FL220.

NOTE 17: Available for traffic departing OTBH and transiting to ORBB.

NOTE 18: Available for traffic departing Bahrain TMA or eastern OEJD to OIIX or traffic from OEJD operating below FL230 to OIIX. Traffic departing Bahrain TMA and eastern OEJD MAX FL170. OBBS, OBKH departures mandatory cross SOLAV at assigned altitude. MAX 8000ft at SOLAV.

NOTE 19: Available for traffic from OEJD landing or overflying northern OMAE, or for State aircraft landing or overflying southern OMAE below FL230 required to remain over international waters in OBBI. Flights operating below FL240 refer to STANDARD ROUTING WITHIN DOHA FIR for instructions east of BORUK.

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

NOTE 20: Available for traffic from OEJD landing or overflying southern OMAE FL290 and below. Traffic departing eastern OEJD landing or overflying southern OMAE expect MAX FL150 until GEXIM.

NOTE 21: Available for traffic from OTHH and OTBD to overfly OKAC MAX FL320. Expect to cross IMLAD FL180 and above. Mandatory to cross ITEVO in level flight.

NOTE 22: Available for traffic from OIIX landing eastern OEJD. Expect to be below FL200 by 10NM north of ALSER. Expect to cross KOBOK below FL160.

NOTE 23: Available for traffic from OMAE landing OKAC. Traffic departing OMAE mandatory to cross ALTOM in level flight. Expect to cross KUMBO below FL220. Flights operating below FL240 refer to STANDARD ROUTING WITHIN DOHA FIR for instructions east of EGNIM.

NOTE 24: Available for traffic from OMAE transiting to ORBB. Traffic departing OMAE mandatory to cross ALTOM in level flight. FL320 not available at DAVUS. Flights operating below FL240 refer to STANDARD ROUTING WITHIN DOHA FIR for instructions east of EGNIM.

NOTE 25: Available for traffic from OMAE to OIIX. Traffic departing OMAE mandatory to cross VELAK in level flight. MIN FL300 at RAGAS, FL320 and FL380 not available. Flights operating below FL240 refer to STANDARD ROUTING WITHIN DOHA FIR.

NOTE 26: Available for traffic from OMAE to OEJD excluding traffic landing eastern OEJD. Traffic departing OMAE mandatory to cross RAMKI in level flight. FL280 not available at ULADA. Flights operating below FL240 refer to STANDARD ROUTING WITHIN DOHA FIR for instructions east of OBROS.

NOTE 27: Available for traffic from OIIX to OEJD excluding traffic landing eastern OEJD. FL280 not available at ULADA.

NOTE 28: Available for traffic from OKAC landing or overflying northern OMAE. Traffic departing OKAC mandatory to cross ITOKO in level flight. Traffic landing northern OMAE expect to cross DEGSO below FL310. Flights operating below FL240 refer to STANDARD ROUTING WITHIN DOHA FIR for instructions east of ASROK.

NOTE 29: Available for traffic from OKAC FIR traffic landing or overflying southern OMAE. Traffic departing OKAC mandatory to cross REVAX in level flight.

NOTE 30: Available for traffic from OKAC to OIIX. MAX FL250 at KUVER.

NOTE 31: Available for traffic from OEJD above FL310 and landing or overflying southern OMAE.

*NOTE 32: Available for State aircraft from OKAC landing or overflying northern OMAE, **or** State aircraft overflying or landing southern OMAE operating at and below FL230 **and** required to remain over international waters in OBBB. Military traffic landing northern OMAE expect to cross TOMSO below FL310. Flights operating below FL240 refer to STANDARD ROUTING WITHIN DOHA FIR for instructions east of BORUK.*

NOTE 33: Available for traffic from OEJD (except traffic departing eastern OEJD) and landing or overflying northern OMAE. FL290 not available. Traffic landing northern OMAE expect to cross TOMSO below FL310. Flights operating below FL240 refer to STANDARD ROUTING WITHIN DOHA FIR for instructions east of BORUK.

MIDDLE EAST
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST

NOTE 34: Available for traffic from OEJD (except traffic departing eastern OEJD) to OIIX. FL290 not available at DAROR. Flights via DASUT operating below FL240 refer to STANDARD ROUTING WITHIN DOHA FIR for instructions east of BORUK.

NOTE 35: —

NOTE 36: Available for Military traffic from OKAC landing or overflying southern OMAE. Flights operating below FL240 refer to STANDARD ROUTING WITHIN DOHA FIR.

NOTE 37: Available for traffic from OKAC landing eastern OEJD. OKAC departures MAX FL290. Traffic above FL180 expect to cross KOBOK below FL160.

NOTE 38: Available for traffic departing Bahrain TMA and landing OKAC. MAX FL260. Traffic above FL240 expect to cross KUMBO below FL220. Traffic departing from OBBS, OBKH mandatory to cross SOLAV at assigned altitude. MAX A080 (8000ft) at SOLAV.

NOTE 39: Available for traffic departing OBBS, OBKH and landing Qatar. Mandatory to cross SOLAV at assigned altitude. MAX 8000ft at SOLAV. MAX 11000ft at LUBET.

NOTE 40: Available for traffic departing Bahrain TMA transiting to ORBB. FL320 not available. Mandatory to cross EMORI in level flight. Traffic departing from OBBS, OBKH mandatory to cross SOLAV at assigned altitude. MAX 8000ft at SOLAV.

NOTE 41: Available for traffic from OEJD landing OBBI. Filed Route shall end at LADNA. Expect LADNA STAR. Expect to cross LADNA below 12000ft.

NOTE 42: Available for traffic from OIIX to OEJD (excluding traffic landing eastern OEJD). FL320 and FL380 only.

NOTE 43: Available by NOTAM only. For traffic from OMAE, departing from Bahrain TMA or departing from eastern OEJD to OIIX, MIN FL300. Traffic departing OMAE mandatory cross ALTOM in level flight. Traffic departing Bahrain TMA and eastern OEJD mandatory cross ROTOX in level flight. Traffic departing OBBS, OBKH mandatory to cross SOLAV at assigned altitude. MAX 8000ft at SOLAV. Flights via TUMAK operating below FL240 refer to STANDARD ROUTING WITHIN DOHA FIR for instructions east of EGNIM.

NOTE 44: Available for traffic departing OBBI and eastern OEJD to OIIX. FL250-FL290 not available. Traffic filed above FL310 mandatory to cross DASUT above FL300. Flights operating below FL240 refer to STANDARD ROUTING WITHIN DOHA FIR for instructions east of ASROK.

NOTE 45: Available for traffic departing Qatar landing Bahrain TMA. MAX 12000ft.

NOTE 46: Traffic departing OBBS, OBKH mandatory to cross SOLAV at assigned altitude. MAX 8000ft at SOLAV.

NOTE 47: Available for State aircraft from OEJD landing or overflying southern OMAE required to remain over international waters in OBBS. Entry via LADNA MAX FL290. Entry via NARMI MIN FL310. Exit via BORUK MAX FL230. Exit via IMKOM MIN FL250. Traffic departing eastern OEJD and landing southern OMAE MAX FL250. Flights operating below FL240 refer to STANDARD ROUTING WITHIN DOHA FIR

MIDDLE EAST PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST

NOTE 48: Available for traffic departing Bahrain TMA and landing or overflying southern OMAE required to remain over international waters in OBBS. Expect to cross DANOB above FL250. Traffic landing OMAE MAX FL250. OBBS, OBKH departures mandatory to cross SOLAV at assigned altitude. MAX 8000ft at SOLAV. Flights operating below FL240 refer to STANDARD ROUTING WITHIN DOHA FIR for instructions east of BORUK.

NOTE 49: Available by NOTAM only. For traffic departing from Qatar airports to OIXX, MIN FL300. Expect to cross IMLAD above FL180. Mandatory cross ROTOX in level flight.

NOTE 50: Available for traffic departing OTHH, OTBD to overfly OKAC. Expect to cross KINID above FL180. Expect to cross EMORI in level flight.

STANDARD ROUTING WITHIN DOHA FIR

NOTE: For FL250 up to FL460 see "PREFERRED ROUTINGS WITHIN BAHRAIN FIR" above.

NOTE: For Standard Routings using Free Route Airspace (FRA) within Doha FIR please refer to Jeppesen ATC-Chapter "FREE ROUTE AIRSPACE (FRA) - MIDDLE EAST".

All flight plans shall include the following:

- overflying Doha FIR: FIR entry and FIR exit points;
- departing from Qatar aerodromes: FIR exit point;
- landing at Qatar aerodromes: FIR entry point.

ENTRY POINT/ DEPARTURE	MIN LEV-EL	MAX LEV-EL	ROUTE	EXIT POINT/ ARRIVAL	REMARKS
ALPOB	MC	240	ALPOB L768 OBROS	OBROS	Note 10
ASROK	MC	230	ASROK M677 OBNET	OBNET	Note 9
ASROK	MC	230	ASROK N572 DASUT	DASUT	Note 31
ASROK	MC	230	ASROK M708 DASUT	DASUT	Note 31
BORUK	MC	230	BORUK P559 NALPO	NALPO	Note 31
ELIDU	MC	240	ELIDU L721 ALKAN	OTBD	Note 2
ELIDU	MC	240	ELIDU L721 BAYAN DOH DCT	OTBH	Note 2
ELIDU	MC	240	ELIDU L721 ALKAN	OTHH	Note 2
ELIDU	MC	240	ELIDU L721 ITMUB L768 RABLA M556 OBROS	OBROS	Note 29
GESIT	MC	450	GESIT P708 OVONA	OVONA	Note 13
GEXIM	MC	270	GEXIM N318 HAYYA	OTBD	Note 7

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

ENTRY POINT/ DEPARTURE	MIN LEV- EL	MAX LEV- EL	ROUTE	EXIT POINT/ ARRIVAL	REMARKS
GEXIM	MC	270	GEXIM N318 VELAM R659 DOH DCT	OTBH	Note 7
GEXIM	MC	270	GEXIM N318 HAYYA	OTHH	Note 7
GEXIM	MC	450	GEXIM N318 OVONA	OVONA	Note 12
GIRMO	MC	210	GIRMO L703 HAYYA	OTBD	Note 14
GIRMO	MC	210	GIRMO L703 HAYYA N318 VELAM R659 DOH DCT	OTBH	Note 14
GIRMO	MC	210	GIRMO L703 HAYYA	OTHH	Note 14
KINID	310	450	KINID N685 TOSNA	TOSNA	Note 21
LAEEB	MC	270	LAEEB DCT DOH R659 EMISA B457 KINID	KINID	Note 28
LAEEB	MC	270	LAEEB	OTBD	
LAEEB	MC	270	LAEEB DOH DCT	OTBH	
LAEEB	MC	270	LAEEB	OTHH	
LUBET	MC	110	LUBET DCT HAYYA N318 VELAM R659 DOH L564 DATRI	DATRI	Note 27
MIDSI	MC	240	MIDSI R659 VEDED	OTBD	Note 1
MIDSI	MC	240	MIDSI R659 DOH DCT	OTBH	Note 1
MIDSI	MC	240	MIDSI R659 VEDED	OTHH	Note 1
MIDSI	MC	240	MIDSI A453 SOLOB	SOLOB	Note 16
OBBI	MC	110	LUBET DCT HAYYA	OTBD	Notes 3, 22
OBBI	MC	110	LUBET DCT HAYYA N318 VELAM R659 DOH DCT	OTBH	Note 3
OBBI	MC	110	LUBET DCT HAYYA	OTHH	Notes 3, 22
OBBS	MC	110	LUBET DCT HAYYA	OTBD	Notes 3, 22
OBBS	MC	110	LUBET DCT HAYYA N318 VELAM R659 DOH DCT	OTBH	Note 3
OBBS	MC	110	LUBET DCT HAYYA	OTHH	Notes 3, 22
OBKH	MC	110	LUBET DCT HAYYA	OTBD	Notes 3, 22

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

ENTRY POINT/ DEPARTURE	MIN LEV- EL	MAX LEV- EL	ROUTE	EXIT POINT/ ARRIVAL	REMARKS
OBKH	MC	110	LUBET DCT HAYYA N318 VELAM R659 DOH DCT	OTBH	Note 3
OBKH	MC	110	LUBET DCT HAYYA	OTHH	Notes 3, 22
ORLEK	MC	230	ORLEK	OTBD	Note 20
ORLEK	MC	230	ORLEK L681 GINTO M430 DOH DCT	OTBH	Note 20
ORLEK	MC	230	ORLEK	OTHH	Note 20
ORLEK	MC	230	ORLEK L681 GINTO M430 DOH L305 ASTOG	ASTOG	Notes 8, 15
ORLEK	MC	270	ORLEK L681 GINTO M430 DOH B415 BUNDU	BUNDU	Note 8
ORLEK	MC	270	ORLEK L681 GINTO M430 DOH N300 KUPRO	KUPRO	Note 8
ORMID	MC	430	ORMID M556 OBROS	OBROS	Note 11
OTBD	MC	210	ALSEM L305 ASTOG	ASTOG	Note 15
OTBD	MC	270	BUNDU	BUNDU	
OTBD	MC	230	VAXIN T800 DASUT	DASUT	Note 4
OTBD	MC	260	DATRI	DATRI	
OTBD	MC	190	ALVEN P550 RAGAS	RAGAS	Note 25
OTBD	MC	270	KUPRO	KUPRO	Note 26
OTBD	MC	120	TULUB	OBBI	Note 5
OTBD	MC	120	TULUB	OBBS	Note 5
OTBD	MC	120	TULUB	OBKH	Note 5
OTBD	MC	260	TULUB M444 KINID	KINID	Note 17
OTBD	MC	260	TULUB B457 KINID	KINID	Note 30
OTBD	MC	260	LUBET P713 IMLAD	IMLAD	Note 18
OTBD	MC	260	LUBET L934 IMLAD	IMLAD	Note 18
OTBD	MC	200	ULIKA	ULIKA	Note 20
OTBH	MC	230	DCT DOH T800 DASUT	DASUT	Note 4

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

ENTRY POINT/ DEPARTURE	MIN LEV- EL	MAX LEV- EL	ROUTE	EXIT POINT/ ARRIVAL	REMARKS
OTBH	MC	190	DCT DOH P430 ALVEN P550 RAGAS	RAGAS	Note 4
OTBH	MC	260	DOH L564 DATRI	DATRI	
OTBH	MC	120	DCT DOH DCT ALNAK DCT TULUB	OBBI	Note 5
OTBH	MC	120	DCT DOH DCT ALNAK DCT TULUB	OBBS	Note 5
OTBH	MC	120	DCT DOH DCT ALNAK DCT TULUB	OBKH	Note 5
OTBH	MC	210	DCT DOH L305 ASTOG	ASTOG	Note 15
OTBH	MC	270	DCT DOH B415 BUNDU	BUNDU	
OTBH	MC	270	DCT DOH N300 KUPRO	KUPRO	Note 26
OTBH	MC	240	DCT DOH P430 ALTOM M600 EGNIM	OKKK, OKAS	Note 31
OTBH	MC	240	DCT DOH P430 ALTOM L602 EGNIM	EGNIM	Note 19
OTBH	MC	200	DCT ULIKA M430	ULIKA	Note 20
OTBH	MC	260	DCT DOH DCT ALNAK DCT TULUB B457 KINID	KINID	Note 23
OTHH	MC	210	ALSEM L305 ASTOG	ASTOG	Note 15
OTHH	MC	270	BUNDU	BUNDU	
OTHH	MC	270	KUPRO	KUPRO	Note 26
OTHH	MC	260	DATRI	DATRI	
OTHH	MC	230	VAXIN T800 DASUT	DASUT	Note 4
OTHH	MC	190	ALVEN P550 RAGAS	RAGAS	Note 25
OTHH	MC	120	TULUB	OBBI	Note 5
OTHH	MC	120	TULUB	OBBS	Note 5
OTHH	MC	120	TULUB	OBKH	Note 5
OTHH	MC	260	TULUB B457 KINID	KINID	Note 17
OTHH	MC	260	TULUB M444 KINID	KINID	Note 30

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

ENTRY POINT/ DEPARTURE	MIN LEV- EL	MAX LEV- EL	ROUTE	EXIT POINT/ ARRIVAL	REMARKS
OTHH	MC	260	LUBET P713 IMLAD	IMLAD	Note 18
OTHH	MC	260	LUBET L934 IMLAD	IMLAD	Note 18
OTHH	MC	200	ULIKA	ULIKA	Note 20
TOSNA	MC	220	TOSNA	OTBD	
TOSNA	MC	220	TOSNA M430 DOH DCT	OTBH	
TOSNA	MC	220	TOSNA	OTHH	
TOSNA	MC	240	TOSNA M430 ULIKA	ULIKA	Note 6
TOVOX	MC	180	TOVOX	OTBD	
TOVOX	MC	180	TOVOX DCT DOH DCT	OTBH	
TOVOX	MC	180	TOVOX	OTHH	
TOVOX	MC	260	TOVOX P899 KUPSA B415 DOH M430 ULIKA	ULIKA	Note 20
TUMAK	MC	240	TUMAK M600 EGNIM	EGNIM	Note 24
TUMAK	MC	240	TUMAK L602 EGNIM	EGNIM	Note 19

NOTE 1: Available for OIIX traffic landing Qatar. Expect to cross 10NM north of MIDSJ below FL240. Expect to cross VEDED at FL180.

NOTE 2: Available for OIIX FIR traffic to Qatar. Expect to cross ALKAN below FL200.

NOTE 3: Available for OBBI, OBBS, OBKH departures landing Qatar A110 (11000ft) at LUBET (MAX A110 (11000ft) LEVEL at LUBET).

NOTE 4: Available for traffic departing Qatar to OIIX. MAX FL230 at DASUT.

NOTE 5: Available for traffic departing Qatar landing Bahrain above A120 (12000ft). Refer to "PREFERRED ROUTINGS WITHIN BAHRAIN FIR" shown above for routes beyond TULUB.

NOTE 6: Available for traffic from OMAE to OEJD. Available only from SUN-THU 1900-0300 (next day) and H24 during FRI, SAT, HOL, below FL240.

NOTE 7: Traffic departing OEDF, OEDR MAX FL150.

NOTE 8: Available for traffic from OEJD to OMAE. Available only from SUN-THU 1900-0300 (next day) and H24 during FRI, SAT, HOL. OEDR departures MAX FL210, OEAH departures MAX FL210.

NOTE 9: Available for traffic from OKAC landing or overflying northern OMAE. For FL250 and above see "PREFERRED ROUTINGS WITHIN BAHRAIN FIR" shown above.

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

NOTE 10: Available for traffic from OMAE to OEJD excluding traffic landing eastern OEJD. For FL250 and above see "PREFERRED ROUTINGS WITHIN BAHRAIN FIR" shown above.

NOTE 11: Available for traffic from OMAE landing Bahrain (expect to cross OBROS below FL160) and eastern OEJD (expect to cross OBROS at FL180). Refer to "PREFERRED ROUTINGS WITHIN BAHRAIN FIR" shown above or routes beyond OBROS.

NOTE 12: Available for traffic from OEJD landing or overflying southern OMAE.

NOTE 13: Available for traffic from OKAC landing or overflying southern OMAE.

NOTE 14: Available for traffic from OKAC landing Qatar.

NOTE 15: Only available for traffic landing northern Emirates (OMDB, OMDW, OMSJ, OMFJ, OMRK, OMDM). Expect MAX FL210 at ASTOG.

NOTE 16: Traffic landing OBBI to expect passing FL160 or below at SOLOB and for OEDF landing traffic expect to be at FL180 at SOLOB.

NOTE 17: KINID is available for traffic overflying OBBS FIR or landing OKAC FIR. Refer to "PREFERRED ROUTINGS WITHIN BAHRAIN FIR" shown above for routes beyond KINID.

NOTE 18: IMLAD shall only be used for overflying OKAC FIR. Refer to "PREFERRED ROUTINGS WITHIN BAHRAIN FIR" shown above for routes beyond IMLAD.

NOTE 19: This route is for overflying OKAC only. For FL250 and above see "PREFERRED ROUTINGS WITHIN BAHRAIN FIR" shown above.

NOTE 20: Available only from SUN-THU 1900-0300 (next day) and H24 during FRI, SAT and HOL.

NOTE 21: Available for traffic from OEJD above FL310 landing or overflying southern OMAE.

NOTE 22: Expect to join STAR from HAYYA.

NOTE 23: KINID is available for traffic landing at Bahrain above A120 (12000ft) and for traffic overflying OEJD. Refer to "PREFERRED ROUTINGS WITHIN BAHRAIN" shown above for routes beyond TULUB.

NOTE 24: Available for traffic landing OKAC. For FL250 and above see "PREFERRED ROUTINGS WITHIN BAHRAIN FIR" shown above.

NOTE 25: Available for Qatar departures to OIIX. FL190 at RAGAS.

NOTE 26: Traffic departing from OMAA, OMAD, OMAM and OMAL MAX FL210.

NOTE 27: Available for traffic departing OBBI, OBBS, OBKH to OEJD. Aircraft may expect higher level passing LUBET.

NOTE 28: Available for traffic departing from OEJD to OBBS.

NOTE 29: Available for traffic landing Bahrain or for OEDR and OEDF (expect to cross OBROS FL180 or below). For FL250 and above see "PREFERRED ROUTINGS WITHIN BAHRAIN FIR" shown above.

MIDDLE EAST
PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST

NOTE 30: KINID is available for traffic entering OEJD FIR or landing OKAC FIR. Refer to "PREFERRED ROUTINGS WITHIN BAHRAIN FIR" shown above for routes beyond KINID.

NOTE 31: For FL250 and above see "PREFERRED ROUTINGS WITHIN BAHRAIN FIR" shown above.

PREFERRED ROUTING WITHIN INDIA

ROUTING PROCEDURES N563

Aircraft landing at Bengaluru or Chennai via N563 to route as below:

Westbound:

– N563-ADKIT-L896-MMV-W117-BIA

Eastbound:

– N563-GUNIM-R461-PEXEG-L875-BIA-W116-MMV

Aircraft departing from Bengaluru or Chennai following N563 to route as below:

Eastbound:

– BIA-W116-MMV-L896-ADKIT-N563

Westbound:

– MMV-W117-BIA-W101W-GUNIM-N563

ROUTING PROCEDURES Q12

Northbound aircraft

- a. departing Calicut: CLC-M300-MOLRU-Q12;
- b. landing Calicut: Q12-CIA-W15-CLC;
- c. departing Coimbatore: CCB-W119-CLC-M300-MOLRU-Q12;
- d. departing Goa: GGO-R461-OKILA-Q12.

ROUTING PROCEDURES Q13

Southbound aircraft

- a. departing Mangalore: MML-DCT-MUDIT-Q13;
- b. landing Mangalore: Q13-IKATI-W17S-MML;
- c. landing Goa: Q13-MABTA-W15-GGO;
- d. landing Calicut: Q13-MUDIT-DCT-CLC;
- e. departing Calicut: CLC-M300-AKMOL-Q13;
- f. landing Coimbatore: Q13-LUNTA-DCT-CCB;
- g. landing Cochin: Q13-LUNTA-DCT-CIA.

MIDDLE EAST PREFERENTIAL ROUTE SYSTEM - MIDDLE EAST

ROUTING PROCEDURES BETWEEN L301 AND Q19/Q20

- Eastbound: L301-AKTIV-DCT-NONEN-Q19.
- Westbound: Q20-LUXIP-DCT-AAU-L301.

ROUTING PROCEDURES BETWEEN L505 AND Q19/Q20

- Eastbound: L505-KAMOL-DCT-NONEN-Q19.
- Westbound: Q20-OPAKA-L505.

ROUTING PROCEDURES Q22

Aircraft bound to Delhi to follow HIA-DCT-ALBED-Q24.

ROUTING PROCEDURES Q23

Aircraft on Q23 bound to Hyderabad or Bengaluru to follow SAKEB-DCT-HIA-Q21.

PREFERRED ROUTING WITHIN IRAQ

ALL OVERFLIGHTS THROUGH BAGHDAD FIR

Overflying Routes through Bagdad FIR

Northbound:	MODIK-G202-DELMi-DCT-MUTAG-Z417-UMESA-L718-KABAN
	MODIK-G202-DELMi-DCT-MUTAG-Z417-VUSEB-M860-NINVA
	MURIB-B411-RALTI-DCT-BABIL-DCT-DELMi-DCT-MUTAG-Z417-UMESA-L718-KABAN
	MURIB-B411-RALTI-DCT-BABIL-DCT-DELMi-DCT-MUTAG-Z417-VUSEB-M860-NINVA
	PASIP-L200-SIGBI-DCT-DELMi-DCT-MUTAG-Z417-UMESA-L718-KABAN
	PASIP-L200-SIGBI-DCT-DELMi-DCT-MUTAG-Z417-VUSEB-M860-NINVA
	TASMI-L602-ALPET-L718-KABAN
	TASMI-L602-GADSI-M860-NINVA
Eastbound:	MODIK-G202-DELMi-DCT-MUTAG-R652-DAVAS-M434-BOXIX
	MODIK-G202-PUSTO-T231-SILBO-DCT-NOLDO-B411-PAXAT
	MURIB-B411-PAXAT
	PASIP-L200-SIGBI-DCT-DELMi-DCT-MUTAG-R652-DAVAS-M434-BOXIX
	PASIP-L200-SILBO-DCT-NOLDO-B411-PAXAT
Southbound:	MODIK-G202-RAPLU-DCT-BABIL-T315-LOVEK-T231-ILMAP-P975-SIDAD
	PASIP-L200-GIBUX-T315-LOVEK-T231-ILMAP-P975-SIDAD

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

Overflying Routes through Bagdad FIR (continued)

	RATVO-M688-SIDAD
Westbound:	BOXIX-M434-DAVAS-R652-GIBUX-L200-PASIP
	BOXIX-M434-DAVAS-R652-RAPLU-G202-MODIK
	RAGET-G202-MODIK
	RAGET-G202-RAPLU-R652-GIBUX-L200-PASIP
	RAGET-Z431-LOVEK-B411-MURIB
	RATVO-DCT-VUSEB-Z417-MUTAG-DCT-ANBAR-DCT-MURIB
	RATVO-DCT-VUSEB-Z417-MUTAG-R652-GIBUX-L200-PASIP
	RATVO-DCT-VUSEB-Z417-MUTAG-R652-RAPLU-G202-MODIK
	TASMI-L602-GADSI-M703-ANBAR-DCT-RAPLU-G202-MODIK
	TASMI-L602-GADSI-M703-PASIP

ALL INTERNATIONAL TRAFFIC OPERATING AT IRAQ INTERNATIONAL AIRPORTS

Al Najaf (Al-Ashraf Intl) - ORNI

Arrivals:	North:	RATVO-M688-VAXEN-Z431-LOVEK-LOVEK1A/LOVEK1B
	East:	RAGET-Z431-LOVEK-LOVEK1A/LOVEK1B
	South:	TASMI-L602-ALPET-ALPET1A
		TASMI-L602-ALPET-DCT-ALRID-ALRID1A/ALRID1B/ALRID1D
	Southwest:	MURIB-B411-RUKAM-DCT-ALI
	West:	MODIK-G202-RAPLU-DCT-ANBAR-DCT-ALI
		PASIP-M703-RUKAM-DCT-ALI
Departures:	North:	ALI-DCT-LAGLO-L718-KABAN
		SEPTU1A/SEPTU1B-SEPTU-M860-NINVA
	East:	NOLDO1A/NOLDO1B/NOLDO1C-NOLDO-B411-PAXAT
	South:	ILMAP1A/ILMAP1B-ILMAP-P975-SIDAD
	Southwest:	ALI-DCT-RUKAM-B411-MURIB
	West:	SIGBI1A/SIGBI1B-SIGBI-DCT-RAPLU-G202-MODIK
		SIGBI1A/SIGBI1B-SIGBI-L200-PASIP

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

Baghdad (Intl) - ORBI

Arrivals:	North:	RATVO-M688-VAXEN-DCT-BGD
	East:	RAGET-G202-ITOVA-DCT-BGD
	South:	TASMI-L602-LOVEK-DCT-BGD
	Southwest:	MURIB-B411-LOVEK-DCT-BGD
	West:	MODIK-G202-RAPLU-DCT-SIGBI-L200-SILBO-DCT-BGD
		PASIP-L200-SILBO-DCT-BGD
Departures:	North:	BGD-DCT-NAMDI-M860-NINVA
		BGD-DCT-TAGRU-L718-KABAN
	East:	BGD-DCT-NOLDO-B411-PAXAT
	South:	BGD-DCT-NOLDO-P975-SIDAD
	Southwest:	BGD-DCT-DELM-DCT-RUKAM-B411-MURIB
	West:	BGD-DCT-DELM-G202-MODIK
		BGD-DCT-DELM-G202-RAPLU-R652-GIBUX-L200-PASIP

Basrah (Intl) - ORMM

Arrivals:	North:	RATVO-M688-VAXEN-DCT-NOLDO-P975-ILMAP-DCT-BSR
	East:	RAGET-Z431-VAXEN-DCT-NOLDO-P975-ILMAP-DCT-BSR
	South:	TASMI-G795-BSR
	Southwest:	MURIB-B411-LOVEK-T231-ILMAP-DCT-BSR
	West:	MODIK-G202-RAPLU-DCT-BABIL-T315-LOVEK-T231-ILMAP-DCT-BSR
		PASIP-L200-GIBUX-T315-LOVEK-T231-ILMAP-DCT-BSR
Departure:	North:	BSR-DCT-ALPET-L718-KABAN
		BSR-DCT-KODAV-M860-NINVA
	East:	BSR-DCT-KODAV-M860-RESAK-DCT-PAPUS-B411-PAXAT
	South:	BSR-DCT-SIDAD
	Southwest:	BSR-DCT-ALPET-DCT-RUKAM-B411-MURIB
	West:	BSR-DCT-ALPET-DCT-RUKAM-M703-ANBAR-DCT-RAPLU-G202-MODIK
		BSR-DCT-ALPET-DCT-RUKAM-M703-PASIP

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

Erbil (Intl) - ORER

Arrivals:	North:	RATVO-M688-KEDIM-DCT-RER
	East:	BOXIX-M434-OTALO-DCT-RER
	South:	TASMI-L602-ALPET-L718-TAGRU-DCT-OTALO-DCT-RER
	Southwest:	MURIB-B411-RALTI-DCT-BABIL-DCT-DELMi-DCT-MUTAG-DCT-OTALO-DCT-RER
	West:	MODIK-G202-DELMi-DCT-MUTAG-DCT-OTALO-DCT-RER
		PASIP-L200-SIGBI-DCT-DELMi-DCT-MUTAG-DCT-OTALO-DCT-RER
Departures:	North:	RER-DCT-EMIDO-L718-KABAN
		RER-DCT-ROXOP-M860-NINVA
	East:	RER-DCT-DAVAS-M434-BOXIX
	South:	RER-DCT-TOTAM-DCT-SOBIL-M688-SIDAD
	West:	RER-DCT-UMESA-Z417-MUTAG-R652-GIBUX-L200-PASIP
		RER-DCT-UMESA-Z417-MUTAG-R652-RAPLU-G202-MODIK
	Southwest:	RER-DCT-UMESA-Z417-MUTAG-DCT-ANBAR-DCT-MURIB

Sulaimaniyah (Jalal Talabani Intl) - ORSJ

Arrivals:	North:	RATVO-M688-KEDIM-DCT-SUL
	East:	BOXIX-M434-DAVAS-DCT-SUL
	South:	TASMI-L602-ALPET-L718-TAGRU-DCT-SUL
	Southwest:	MURIB-B411-RALTI-DCT-BABIL-DCT-DELMi-DCT-MUTAG-DCT-SUL
	West:	MODIK-G202-DELMi-DCT-MUTAG-DCT-SUL
		PASIP-L200-SIGBI-DCT-DELMi-DCT-MUTAG-DCT-SUL
Departures:	North:	SUL-DCT-SEVKU-L718-KABAN
		SUL-DCT-TOMSI-M860-NINVA
	East:	SUL-DCT-BOXIX
		SUL-DCT-SOBIL-M688-VAXEN-DCT-PAXAT
	South:	SUL-DCT-SOBIL-M688-SIDAD
	Southwest:	SUL-DCT-MUTAG-DCT-ANBAR-DCT-MURIB
	West:	SUL-DCT-MUTAG-R652-GIBUX-L200-PASIP

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

Sulaimaniyah (Jalal Talabani Intl) - ORSJ (continued)

		SUL-DCT-MUTAG-R652-RAPLU-G202-MODIK

Kirkuk (Intl) - ORKK

Arrivals:	North:	RATVO-M688-KEDIM-DCT-KIR
	East:	BOXIX-M434-DAVAS-DCT-KIR
	South:	TASMI-L602-ALPET-L718-TAGRU-DCT-KIR
	Southwest:	MURIB-B411-RALTI-DCT-DELMI-DCT-MUTAG-DCT-KIR
	West:	MODIK-G202-DELMI-DCT-MUTAG-DCT-KIR
		PASIP-L200-SIGBI-DCT-DELMI-DCT-MUTAG-DCT-KIR
Departures:	North:	KIR-DCT-VUSEB-M860-NINVA
		KIR-DCT-SEVKU-L718-KABAN
	East:	KIR-DCT-DAVAS-M434-BOXIX
	South:	KIR-DCT-SOBIL-M688-SIDAD
	Southwest:	KIR-DCT-MUTAG-DCT-ANBAR-DCT-MURIB
	West:	KIR-DCT-MUTAG-R652-RAPLU-G202-MODIK
		KIR-DCT-MUTAG-R652-GIBUX-L200-PASIP

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
A1	BUNTA-ZJ	PAPRA-VL	ALLOCATED FLIGHT LEVELS (BUNTA): FL290, FL330, FL370, FL410 (E-BOUND); FL300, FL340, FL380, FL400 (W-BOUND)
A1	BUNTA-ZJ	PAPRA-VL	ALLOCATED FLIGHT LEVELS (PAPRA): FL330, FL370, FL410 (E-BOUND); FL300, FL340, FL380, FL400 (W-BOUND)
A1	BUTRA-VT	BKK-VT	ALLOCATED FLIGHT LEVELS: FL290, FL330, FL370, FL390, FL410 (E-BOUND); FL280, FL300, FL340, FL380, FL400 (W-BOUND)
A1	BUTRA-VT	BKK-VT	Uni-directional system: A1 eastbound traffic only, west-bound traffic flight plan via W1 after UBL, available for westbound traffic on A1 or direct route subject approval from ATC
A14	KRK-LG	KAVOS-LC	Available only for military use or for contingency measures
A14	SIT-LG	KAVOS-LC	Airway closed
A16	RASDA-HE	CVO-HE	RNAV 5 required between FL160-FL460
A28	MUT-LT	DOREN-LT	Only available for LCEN ARR/DEPs
A201	AAT-VE	ANSOS-VE	Expect longitudinal separation of 20NM for RNP2 aircraft. Non RNP2 aircraft inform ACC by using phraseology 'Negative RNP2'
A201	LKN-VI	TEBID-VE	Expect longitudinal separation of 20NM for RNP2 aircraft. Non RNP2 aircraft inform ACC by using phraseology 'Negative RNP2'
A202	RAMEI-VT	SAV-VL	ALLOCATED FLIGHT LEVELS: FL290, FL330, FL370, FL390, FL410 (E-BOUND); FL280, FL300, FL340, FL380, FL400 (W-BOUND)
A202	VILAO-VL	ASSAD-ZJ	ALLOCATED FLIGHT LEVELS (ASSAD): FL290, FL330, FL370, FL390, FL410 (E-BOUND); FL300, FL340, FL380, FL400 (W-BOUND)
A202	VILAO-VL	ASSAD-ZJ	ALLOCATED FLIGHT LEVELS (VILAO): FL330, FL370, FL410 (E-BOUND); FL300, FL340, FL380, FL400 (W-BOUND)
A325	PARET-OP	BIVIN-OP	FL160-FL180, FL180, FL230-FL260 NOT AVBL

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
A347	APANO-VA	DPN-VI	VIJP ARRs expect FL330 or below unless specifically co-ordinated
A408	SALEH-OY	HDH-OY	Conventional available below FL160
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
A412	OSAMA-OJ	ZELAF-OJ	RNAV 5 required
A414	DHN-OI	DEBER-OI	RNAV 5 above FL285
A416	TBZ-OI	SOKAM-OA	RNAV 5 above FL285
A418	SYZ-OI	ORSAR-OI	RNAV 5 above FL200
A422	UMH-OI	PARSU-UB	RNAV 5 above FL285
A424	LOTAN-OE	LOVEK-OR	RNAV 5 required
A424	SOBUK-OR	LORAK-OR	FL245-FL285 NOT AVBL
A453	KUMBO-OB	KUKDA-OT	RNAV 1 required
A453	MIDSI-OB	PIRAN-OI	RNAV 5 above FL285
A453	TAPIS-OA	LAJAK-OP	Unusable
A454	PASOV-OO	TAPDO-OO	For traffic landing at northern UAE airports or overflying the northern UAE below FL200
A454	PASOV-OO	TAPDO-OO	RNAV 5 required
A454	PASOV-OO	TAPDO-OO	Traffic shall cross PASOV at FL270 or below
A454	TAPDO-OO	PARET-OP	FL240-FL260 NOT AVBL
A455	IMTIL-OP	PS-OP	Only available for OPPS DEPs
A455	RAMSO-OA	IMTIL-OP	Unusable
A465	ISMON-VE	PALKO-VE	When VO(D)-73 is active route via LARIK-point 'A'-point 'C'-XOPOX
A465	LARIK-VE	KAKID-VE	MEA FL220 during VE(D)-50 activity. Traffic below FL220 routes VVZ-MEPOL-BBS-KAKID
A465	MMV-VO	VVZ-VE	VOMM ARRs only available during VO(D)-171 activity. Route via V9
A465	VVZ-VE	LARIK-VE	When VE(D)-50 is active aircraft at or below FL210 route via KAKID-BBS-MEPOL-VVZ

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
A466	SULOM-OP	DPN-VI	Contact Alpha Control/Monitor on 119.70MHz for identification
A472	IMTIL-OP	PS-OP	Only available for OPPS ARRrS
A474	MURUS-VA	DPN-VI	VAAH, VAID, VABO ARRrS expect FL340 or below unless specifically coordinated
A581	PONU-K-VT	SAGAG-ZP	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
A581	SAGAG-ZP	WHA-ZH	RNAV 2 required
A589	ASARI-VI	DPN-VI	Contact Alpha Control/Monitor on 119.70MHz for identification
A599	CTG25-VG	CHILA-VE	FIS only at or below FL150
A599	LINSO-ZP	PUD-ZS	RNAV 2 required
A647	RAGET-OR	NAZAR-UT	RNAV 5 above FL285
A727	CVO-HE	NUBAR-HE	RNAV 5 required between FL160-FL460
A775	KUSRA-OO	REXOD-OO	RNAV 5 required
A777	TONVO-OO	VAXIM-OO	RNAV 5 required
A788	LOXOM-OE	HFR-OE	GND-FL330 not available 0500-1100 Sun-Thu, exc HOL
A788	PATIR-OI	SYZ-OI	RNAV 5 above FL285
A791	BPL-VA	EKIGA-VA	When VA(D)-232 is active aircraft route via V15
A791	EGRON-OP	IMLOT-OO	RNAV 5 above FL285
A791	IMLOT-OO	GIDIL-OO	E-bound traffic overflying OMAE FIR on A791 between LALDO and IMLOT in the OOMM FIR: FL330, FL390 available only
A791	IMLOT-OO	GIDIL-OO	Traffic departing from northern UAE airports and routing via A791 can expect FL270
A791	IMLOT-OO	KUSEN-OM	E-bound only below FL255
A791	IMLOT-OO	KUSEN-OM	RNAV 5 required

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
A791	JJS-VE	ARIVO-VE	Alternate route for B209 during VE(D)-64 activity
A791	LAKIV-OP	BIVIN-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
A791	LAKIV-OP	BIVIN-OP	FL310, FL330 and FL350 not available
B121	RST-OI	MAGRI-UD	RNAV 5 above FL285
B209	AVNAK-VG	RAJ-VG	FIS only below FL115
B209	JJS-VE	DGP-VE	When VE(D)-64 is active aircraft route via JJS-ARIVO-LAPAN
B209	KKJ-VE	JJS-VE	CDR 1
B209	KKJ-VE	JJS-VE	Not available for DPN overflights via L759
B209	KKJ-VE	JJS-VE	Only available 1630-0030
B214	LADON-VL	BQ-VV	ALLOCATED FLIGHT LEVELS: FL330 (E-BOUND); FL360 (W-BOUND)
B218	VTN-VL	SAGAG-ZP	Traffic Traversing w/i VLVF FIR on routes A581,B218,B346,W35 will be assigned the following FLs:N-BND:FL110-130-150-170-190-210-230-250-270-290-310-330-350-370-390-410-450-490.S-BND:FL120-140-160-180-200-220-240-260-280-300-320-340-360-380-400-430-470-510
B342	SAPNA-OP	BBB-VA	Only available 1230-0030
B345	KIMTI-VN	KTM-VN	VNKT Deps must reach FL170 at or before 40NM out-bound KTM
B346	NOBER-VT	PCB-VT	CDR 1: Available Monday to Friday 1700-2200Z and Friday 1700Z to Sunday 2200Z and public holiday. CDR 2: Other times by AUP
B346	YAKUA-VT	LPB-VL	Traffic Traversing w/i VLVF FIR on routes A581,B218,B346,W35 will be assigned the following FLs:N-BND:FL110-130-150-170-190-210-230-250-270-290-310-330-350-370-390-410-450-490.S-BND:FL120-140-160-180-200-220-240-260-280-300-320-340-360-380-400-430-470-510
B400	IMKAD-OO	MCT-OO	RNAV 5 required
B400	VEDET-OY	IMKAD-OO	Conventional available below FL160

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
B403	BOMIX-HC	RIGAM-OY	Conventional available below FL160
B404	DEMGO-HC	RIGAM-OY	Conventional available below FL160
B411	DHN-OI	GIBAB-OI	Closed during OI(D)-51 activity
B411	KARIK-HE	ULINA-HE	RNAV (RNAV 5) required between FL260-FL460
B411	MURIB-OE	RUKAM-OR	FL245-FL285 NOT AVBL
B411	PAXAT-OR	PAMTU-OA	RNAV 5 above FL285
B411	ULINA-HE	DEESA-OE	RNAV 5 required
B413	KOBAS-OE	RIBOK-OY	Open for aircraft registered in Yemen routing to/from OYAA
B413	RIBOK-OY	ZIZAN-OY	Conventional available below FL160
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	AMBIK-OB	KUVER-OI	RNAV 1 required
B416	KUVER-OI	ORSAR-OI	RNAV 5 above FL285
B417	TULAX-OK	EGVEL-OI	RNAV 5 above FL285
B418	KER-OI	PAMTU-OA	RNAV 5 above FL285
B419	RAMSI-OB	METLA-OB	RNAV 1 required
B424	ITOLI-OY	IMPOS-OY	Conventional available below FL160
B424	SABEL-OY	GISKA-OO	RNAV 5 required
B441	NABOX-OI	OTRUZ-OI	RNAV 5 above FL285
B451	DHN-OI	DEBER-OI	RNAV 5 above FL285
B457	KINID-OT	NARMI-OB	RNAV 1 required
B460	KRT-VT	ROT-VT	CDR 1: Available Monday to Friday 1000-2300Z and Friday 1000Z to Sunday 2300Z and public holiday. CDR 2: Other times by AUP
B465	AVDAX-VG	APAGO-VE	Advisory service only above FL150 below FL245
B465	LAPON-VL	NOB-VV	ALLOCATED FLIGHT LEVELS: FL330 (E-BOUND); FL300, FL360 (W-BOUND)

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
B469	PADLI-WM	PU90-WM	AFTM westbound flights flight planned on N571/N877 arriving VAMPI between 1530 and 1930UTC do not meet the required longitudinal separation requirements some flights may be re-routed onto L510 via Y338 by KL ACC - 133.4 Mhz
B469	PU-WS	ENPUX-WI	No PDC Flight Levels FL280, FL300, FL320, FL340, FL360, FL380, FL400 (for flights to/from airports within Bangkok FIR). Other levels available with prior approval
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
B505	APELO-OP	PI-OP	FL190, FL210, FL270, FL290, FL310, FL350 and FL390 available only
B505	EGTAL-OO	APELO-OP	FL190, FL210, FL270, FL290, FL310, FL350 and FL390 available only
B505	ITLOB-OO	APELO-OP	RNAV 5 required
B505	LALDO-OO	APELO-OP	Only for traffic departing northern UAE airports
B505	LALDO-OO	ITLOB-OO	RNAV 1 required
B505	PI-OP	PG-OP	FL230-FL260 NOT AVBL
B524	DAMUM-OO	ALPOR-OO	RNAV 5 required
B524	NADSO-OO	DAMUM-OO	RNAV 1 required
B526	FARES-HH	RIGAM-OY	Conventional available below FL160
B526	HDH-OY	IVORA-OY	During the activation period of OY(D)-5, OY(D)-50, OY(D)-52 traffic leveling within the vertical limits of these danger areas, alternative routing will be given by ATC
B535	ASTUN-OO	KAPET-OO	RNAV 5 required

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
B535	KAPET-OO	TORBA-OY	Conventional available below FL160
B535	TORBA-OY	DAGAP-HA	RNAV 5 required
B540	KUPMA-OO	DEGNU-OO	For traffic landing at northern UAE airports or overflying the northern UAE below FL255
B540	KUPMA-OO	GERAR-OO	RNAV 5 required
B540	KUPMA-OO	GERAR-OO	Traffic destination OMDW exiting OOMM FIR via PASOV expect FL230 at PASOV
B540	KUPMA-OO	GERAR-OO	Traffic destination OMDW or OMDM exiting OOMM FIR via PASOV expect FL190 at PASOV
B540	KUPMA-OO	GERAR-OO	Traffic destination OMSJ or OMRK exiting OOMM FIR via PASOV expect FL180 at PASOV
B540	MIVEK-OM	KUPMA-OO	Westbound traffic landing Northern Emirates airports only
B540	PASOV-OO	DEGNU-OO	Traffic shall cross PASOV at FL255 or below
B541	ORSAR-OI	LAR-OI	RNAV 5 above FL285
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	NAMBO-OS	SODAR-OJ	RNAV 5 required
B544	NOBSU-OE	KRA-OY	Conventional available below FL170
B547	PRG-OI	SIR-OI	RNAV 5 above FL285
B549	GOGRI-OY	PUTRA-OO	During the activation of OY(D)-56 and OY(D)-58 the minimum flight altitude shall be FL200
B549	PUTRA-OO	KIVEL-OO	RNAV 5 required
B549	THAMD-OY	PUTRA-OO	Conventional available below FL195
B579	PUT-VT	VPL-WM	For flight planning, route segment between PUT and Dalian shall be operated as unidirectional
B593	NOKAT-VE	AGUNO-VG	VEAT ARRs contact Agartala APP before AGUNO
B593	NOKAT-VE	CML-VG	FIS only below FL75
B594	CML-VG	CTG-VG	FIS only below FL245
BIGERT	BIG-LT	ERTAS-LT	Only available by ATC

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
BI-GUNS	BIG-LT	UNSAV-LT	Only available by ATC
BKZFE N	BKZ-LT	FENER-LT	Only available by ATC
BLDAK	BL-VG	DAKID-VG	Only available during VG(D)-14 activity
G8	ATV-LG	AMANI-LT	Available only for military use or for contingency measures
G12	EKI-LT	YAA-LT	E-bound traffic routes EKI-IST-YAA
G12	KRK-LG	GOLDO-LT	Available only for military use or for contingency measures
G18	DISOR-LW	LARKI-LG	Available only for military use or for contingency measures
G18	RDS-LG	ALKIS-LG	Available only for military use or for contingency measures
G33	DIGTI-LG	KEA-LG	Available only for military use or for contingency measures
G55	ABD-OI	SYZ-OI	RNAV 5 above FL285
G183	TBA-HE	PASOS-HE	RNAV (RNAV 5) required between FL260-FL460
G202	KAMAR-OI	PAROD-OA	Unusable
G202	MODIK-OR	RAGET-OR	RNAV 5 required
G202	MODIK-OR	RAPLU-OR	FL240-FL260 NOT AVBL
G202	RAGET-OR	KAMAR-OI	RNAV 5 above FL285
G202	RAPLU-OR	PUSTO-OR	FL245-FL285 NOT AVBL
G206	TAPIS-OA	DUGIN-OA	Unusable
G208	ALRAM-OI	KEBUD-OI	RNAV 5 above FL285
G208	ALRAM-OI	UMH-OI	Conditional Route (CDR). May only be used on pilot request and controller approval
G208	PG-OP	PARET-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
G210	PG-OP	DOSTI-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
G214	BIVIN-OP	PG-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
G214	MURLI-OP	MIMAL-OP	RNP1 OPLA ARRs at FL210 and above contact Lahore Control East at 127.500 MHz 5 minutes before MIMAL

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
G214	RK-OP	MOLTA-OP	Traffic at or below FL70 are to route via RK-J138-MT-J138-MOLTA during OP(R)-117 activity
G216	ALPOR-OO	LAKIV-OP	FL240-FL260 NOT AVBL
G216	LAKLU-OO	ALPOR-OO	MAA FL310 for traffic departing Muscat Intl inbound OPKC
G216	LAKLU-OO	ALPOR-OO	RNAV 5 required
G334	KIBOL-WM	IRSAB-WI	No PDC Flight Levels FL250, FL270 (E-bound), FL260, FL280 (W-bound). Other levels available with prior approval
G335	LALEK-VN	TEPAL-VE	ATC available above FL220
G336	SMR-VN	KTM-VN	W-bound direction available for VNKT Deps inbound VEBN
G348	KTM-VN	KIMTI-VN	VNKT Deps must reach FL170 at or before 40NM outbound 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	BILIP-OP	FL160-FL180, FL180, FL230-FL260 NOT AVBL
G452	MERUN-VI	LKN-VI	Expect longitudinal separation of 20NM for RNP2 aircraft. Non RNP2 aircraft inform ACC by using phraseology 'Negative RNP2'
G452	RK-OP	MERUN-VI	Contact VIBK ATC on 122.7MHz for position report
G452	SYZ-OI	DERBO-OP	RNAV 5 above FL285
G452	ZDN-OI	DERBO-OP	Do not enter OPKR FIR in climb/descent phase nor plan level change while entering
G458	MENEX-VT	SAPUD-VT	Airway suspended
G463	DAC-VG	CTG-VG	Expect rerouting via DAC-W14-DAKID-B465-CTG during VG(D)-14 activity
G463	TANAP-VG	AVLED-VY	Advisory service only above FL150 below FL245
G463	TANAP-VG	AVLED-VY	FIS only at or below FL150
G463	TEBID-VE	IDLOX-VG	FIS only below FL115
G476	ODIRA-LT	ANAKA-UR	CDR 1: FL300-FL530, Sun, Hol. CDR 2: FL300-FL530, other days

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
G482	TBZ-OI	MAGRI-UD	RNAV 5 above FL285
G579	EMSIB-WI	OLNUB-WI	FL310, FL330, FL350, FL370, FL390, FL410 can be assigned as flight levels for inbound to Singapore
G579	OLNUB-WI	LAPOL-WM	FL310, FL330, FL350, FL370, FL390, FL410 can be assigned as flight levels for inbound to Singapore
G580	SJ-WS	DODSO-WI	No PDC Flight Levels FL270, FL290, FL330 (E-bound), FL280, FL300, FL340 (W-bound). Other levels available with prior approval
G582	VBA-WM	VPK-WM	Eastbound Flights to reach FL250 or above by Batu Arang (VBA) D78
G590	BBN-VE	OVLAP-VE	RVSM required above FL310 when VE(R)-75A active
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	Conventional available below FL160
G652	KRA-OY	DUDRI-OE	RNAV 5 required
G652	KRA-OY	IVORA-OY	During the activation period of OY(D)-23, OY(D)-51 Special Avoidance Procedures (SAP8)/level restriction is established to serve traffic landing/departing Aden Airport
G652	TOKRA-OO	TAPDO-OO	For traffic exiting OOMM FIR via TOKRA to OYSC FIR; FL300, FL320 available only
G652	TOKRA-OO	TAPDO-OO	RNAV 5 required
G662	BUSRA-OJ	ALKOT-OE	Airway suspended
G662	BUSRA-OJ	ALKOT-OE	RNAV 5 required
G663	ALSER-OB	MSD-OI	RNAV 5 above FL285
G663	ULADA-OE	ALSER-OB	RNAV 1 required
G665	ABD-OI	ASVIB-OP	RNAV 5 above FL285
G665	ASVIB-OP	PG-OP	FL160-FL180, FL180, FL230-FL260 NOT AVBL
G665	SYZ-OI	BOTUX-OI	Only available from sunset to sunrise (HN)
G666	ELOVU-OM	ORSAR-OI	CDR 1: above 10000', 1600-0300Z
G666	ORSAR-OI	SYZ-OI	RNAV 5 above FL285
G667	ABD-OI	PUTMA-UT	RNAV 5 above FL285

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
G667	PARIM-OY	NETAS-OE	Conventional available below FL160
G667	TRN-OI	NSH-OI	Closed for overflights
G669	NANPI-OI	SYZ-OI	RNAV 5 above FL285
G670	RST-OI	LALDA-OI	RNAV 5 above FL285
G775	ORPAB-UT	ZDN-OI	RNAV 5 above FL285
G781	BONAM-LT	NSH-OI	RNAV 5 above FL285
G783	PURDA-OE	TANSU-OE	Aircraft not to expect climb or descent in Jeddah FIR
G783	PURDA-OE	TANSU-OE	FL300, FL330 & FL390 available only
G783	TANSU-OE	GIDIS-OM	Only available to UAE departures with cruising speed of MACH 0.77 or more
G783	TANSU-OE	GIDIS-OM	S-bound direction FL300, FL320 only available if routing via PURDA
G783	TANSU-OE	GIDIS-OM	Traffic to exit Emirates FIR towards DEGPA shall Flight plan to exit via M628 - PEKEM
G792	GIRUN-UT	PAMTU-OA	RNAV 5 above FL285
H11	DAFNA-LL	NAT-LL	Only available by ATC
H11	DAFNA-LL	NAT-LL	The route may be flown conventional or RNAV5
H14	NAT-LL	MERVA-LL	Only available by ATC
H14	NAT-LL	MERVA-LL	The route may be flown conventional or RNAV5
J1	JJP-VI	KKJ-VE	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J2	PPN-VA	NNP-VA	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J3	ARK-OI	ENASU-OI	RNAV 5 above FL285
J3	BPL-VA	HIA-VO	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J4	GUTID-VE	CEA-VE	CDR 2. Only available when published by AMC under AUP/UUP
J4	HIA-VO	CEA-VE	CDR 3: Also available on opportunity basis
J4	HIA-VO	CEA-VE	VECC, VOHY ARR/DEPs expect rerouting by ATC

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
J5	GGO-VO	AAU-VA	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J6	DEKBA-OI	SAV-OI	RNAV 5 above FL285
J6	DPN-VI	DDN-VI	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J7	GGT-VE	DMR-VE	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J7	PAROT-OI	RADAL-OI	RNAV 5 above FL285
J8	KKU-VE	DMR-VE	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J9	TEZ-VE	KKU-VE	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J10	ADLOD-LL	SIVAK-LL	11000' - 12000' for flights to/from LLNV
J10	ADLOD-LL	SIVAK-LL	28000' - 29000' for flights to/from LLER and LLOV
J10	ADLOD-LL	SIVAK-LL	CDR 1: 16000' - FL370, Sun-Thu 2300Z-0330Z, Fri 1200Z-Sun 0430Z, Hol-1 1200Z-Hol+1 0430Z
J10	DMR-VE	JJT-VE	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J10	NAT-LL	ADLOD-LL	Only available by ATC; 10000' - FL370
J10	NAT-LL	NALSO-HE	For ACFT with MNM ROC of 500 ft/min & ROD of 1000 ft/min only. If unable to comply, notify ATC in advance
J10	NAT-LL	NALSO-HE	In the last 1000 ft during climb and decent, vertical speed should not exceed 1000 ft/min
J10	NAT-LL	NALSO-HE	The route may be flown conventional or RNAV5
J10	SHAYO-LL	NURIT-LL	Only available by ATC; 4000'
J10	SIVAK-LL	SHAYO-LL	Only available by ATC; 5000'
J11	BGN-LL	NAT-LL	Only available by ATC; 7000' - 9000'
J11	BGN-LL	NAT-LL	The route may be flown conventional or RNAV5
J11	GGT-VE	LBR-VE	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J12	TEZ-VE	JJT-VE	Avoid VE(D)-74 when active

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
J12	TEZ-VE	JJT-VE	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J13	CIA-VO	CIB-VO	CDR 1
J13	CIA-VO	NUVTI-VO	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J14	AKTIM-VO	MDI-VO	CDR 1: 1730-0100 Mon-Sat, 0100 Sat-0100 Mon. CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J14	ROP-LL	NAT-LL	The route may be flown conventional or RNAV5
J14	ZACCI-LL	NAT-LL	Only available by ATC; 7000'
J15	ATLIT-LL	NAT-LL	The route may be flown conventional or RNAV5
J15	MDI-VO	ADKAL-VO	CDR 2: 1730-2330 Mon-Fri, 2330 Fri-2330 Sun or when notified by AUP/UUP/NOTAM. CDR 3: on opportunity basis
J15	RAPIV-LL	NAT-LL	Only available by ATC; 6000' - 7000'
J16	CCB-VO	ARUMO-VO	Not available as CDR 1 below FL280
J16	CLC-VO	TTR-VO	CDR 1: 1730-0100 Mon-Sat, 0100 Sat-0100 Mon. CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J17	CLC-VO	BIA-VO	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J18	ADKAL-VO	MMV-VO	Avoid VO(D)-177 when active
J18	ADKAL-VO	MMV-VO	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J19	QQZ-VA	AAU-VA	CDR 1: 1230-0230 Mon-Sat, 1230 Sat-0230 Mon. CDR 2: Also available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J20	JJP-VI	LKN-VI	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J21	DPN-VI	CHG-VI	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J22	CHG-VI	PKT-VI	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
J23	LBR-VE	DRG-VE	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J23	LBR-VE	DRG-VE	MEA FL210 during VE(D)-201 activity
J24	DPN-VI	MUPID-VI	CDR 2: FL140-FL460 when notified by AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J24	MUPID-VI	ASARI-VI	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J25	HIS-VI	CHG-VI	CDR 3
J26	VVZ-VE	DGP-VE	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J27	BBS-VE	RRC-VE	CDR 2. Only available when published by AMC under AUP/UUP
J28	PPN-VA	PONIP-VO	CDR 3
J29	KLP-VA	PONIP-VO	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J30	GWA-VI	BBN-VE	CDR 3
J31	VESOL-VE	KKU-VE	CDR 3
J32	BPN-VE	DMR-VE	CDR 3
J33	PKT-VI	BNR-VI	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J34	ELKUX-VI	IDSUL-VI	CDR 2: FL330-FL460 when notified by AUP/UUP by AMC
J34	ELKUX-VI	IDSUL-VI	CDR 3: Available on opportunity basis
J35	ASARI-VI	IDSUL-VI	CDR 2: FL330-FL460 when notified by AUP/UUP by AMC
J35	ASARI-VI	IDSUL-VI	CDR 3: Available on opportunity basis
J36	HIA-VO	NNP-VA	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J37	IID-VA	KCH-VE	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J38	AGG-VI	JAL-VI	CDR 2: FL170-FL460 when notified by AUP/UUP by AMC

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
J38	AGG-VI	JAL-VI	CDR 3: Available on opportunity basis
J39	AGG-VI	LKN-VI	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J40	PPN-VA	SRD-VA	CDR 2: FL330-FL460 when notified by AUP/UUP by AMC
J40	PPN-VA	SRD-VA	CDR 3: Available on opportunity basis
J41	EMRAK-VA	PONIP-VO	CDR 2: FL330-FL460 when notified by AUP/UUP by AMC
J41	EMRAK-VA	PONIP-VO	CDR 3: Available on opportunity basis
J42	HIA-VO	MELAX-VA	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J43	JJP-VI	GWA-VI	CDR 2: FL170-FL460 when notified by AUP/UUP by AMC
J43	JJP-VI	GWA-VI	CDR 3: Available on opportunity basis
J44	MML-VO	BIA-VO	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J45	GUTID-VE	JJS-VE	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J46	JRS-VE	CEA-VE	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J47	AGG-VI	KCH-VE	CDR 2: FL170-FL460 when notified by AUP/UUP by AMC
J47	AGG-VI	KCH-VE	CDR 3: Available on opportunity basis
J48	ALI-VI	KCH-VE	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J49	BPN-VE	TEZ-VE	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J50	AAE-VA	JDP-VI	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J50	AAE-VA	JDP-VI	Contact Jodhpur ATC before entering VI(R)-156
J51	JNR-VA	JDP-VI	CDR 2: FL170-FL460 when notified by AUP/UUP by AMC
J51	JNR-VA	JDP-VI	CDR 3: Available on opportunity basis

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
J51	JNR-VA	LARUP-VA	Contact Bhuj ATC, Jamnagar ATC before entering VA(R)-40A, VA(R)-42A
J51	POVOS-VA	JDP-VI	Contact Jodhpur ATC before entering VI(R)-156
J52	PRA-VA	GWA-VI	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J53	PBN-VA	BHU-VA	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J54	BODOG-VE	VEBRU-VE	CDR 3
J55	PBN-VA	BVR-VA	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J56	LKN-VI	ALH-VE	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J57	VEBRU-VE	PPT-VE	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J58	KCH-VE	BRL-VI	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J59	ALH-VE	KCH-VE	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J60	UUD-VA	AGG-VI	CDR 2: FL170-FL460 when notified by AUP/UUP by AMC
J60	UUD-VA	AGG-VI	CDR 3: Available on opportunity basis
J61	JNR-VA	UUD-VA	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J62	BHU-VA	JJP-VI	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J62	BHU-VA	MIBOG-VI	Contact Bhuj ATC before entering VA(R)-40A
J62	NOPI-VA	JJP-VI	Contact Jodhpur ATC on 122.400 MHZ
J63	PONIP-VO	NDD-VA	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J64	PPN-VA	NDD-VA	CDR 2: FL150-FL460 when notified by AUP/UUP by AMC
J64	PPN-VA	NDD-VA	CDR 3: Available on opportunity basis

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
J65	SRD-VA	BBI-VO	CDR 2: FL150-FL460 when notified by AUP/UUP by AMC
J65	SRD-VA	BBI-VO	CDR 3: Available on opportunity basis
J66	HIA-VO	MEPIP-VO	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J67	HIA-VO	SADEV-VE	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J68	SG-VA	JLG-VA	CDR 1: 1230-0230 Mon-Sat, 1230 Sat-0230 Mon. CDR 2: Also available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J69	SRD-VA	SG-VA	CDR 1: 1230-0230 Mon-Sat, 1230 Sat-0230 Mon. CDR 2: Also available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J70	OJR-VA	AAU-VA	CDR 1: 1230-0230 Mon-Sat, 1230 Sat-0230 Mon. CDR 2: Also available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J71	HW-VI	PPT-VE	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J72	JAL-VI	HW-VI	CDR 2: FL330-FL460 when notified by AUP/UUP by AMC
J72	JAL-VI	HW-VI	CDR 3: Available on opportunity basis
J73	JAL-VI	KKJ-VE	CDR 2: FL330-FL460 when notified by AUP/UUP by AMC
J73	JAL-VI	KKJ-VE	CDR 3: Available on opportunity basis
J74	BRL-VI	DDN-VI	CDR 2: FL330-FL460 when notified by AUP/UUP by AMC
J74	BRL-VI	DDN-VI	CDR 3: Available on opportunity basis
J75	LAGAM-VE	BBS-VE	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J76	DDN-VI	DOKNU-VI	CDR 3
J77	HIS-VI	SP-VI	CDR 3
J78	KNG-VI	SP-VI	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
J79	BOMAB-VI	CHG-VI	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J80	ALH-VE	GKP-VE	CDR 3
J81	JJP-VI	CHG-VI	CDR 2: FL330-FL400 when notified by AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J82	BRL-VI	LKN-VI	CDR 2: FL330-FL400 when notified by AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J83	JAL-VI	KCH-VE	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J84	VENRA-VA	BVR-VA	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J85	VENRA-VA	MEMOP-VA	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J86	KD-VA	LIGPI-VA	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J87	TORIV-VA	SUR-VA	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J88	BUKBI-VA	JNR-VA	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J89	TOGOL-VO	NNP-VA	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J90	LBR-VE	EPKUN-VE	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J91	DUGEX-VE	DRG-VE	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J92	DOMET-VE	GKP-VE	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J93	KLP-VA	NNP-VA	CDR 2: FL150-FL460 when notified by AUP/UUP by AMC
J93	KLP-VA	NNP-VA	CDR 3: FL110-FL460 also available on opportunity basis
J94	KS-VA	LIGPI-VA	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J95	MSR-VO	BBI-VO	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
J96	UGRIX-VO	KKP-VO	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J97	TOGOL-VO	BDR-VO	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J98	BRL-VI	AKDUV-VE	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J99	CIA-VO	TTR-VO	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J100	PBN-VA	LIGPI-VA	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J100	PBN-VA	LIGPI-VA	Contact Jamnagar ATC prior to entering VAJM LFA
J101	JNR-VA	MND-VA	Contact Bhuj ATC not later than 10NM prior to MND
J101	PBN-VA	MND-VA	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J102	JNR-VA	KS-VA	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J103	VENRA-VA	LIGPI-VA	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J104	BBM-VO	PONIP-VO	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J105	BBN-VE	AYD-VE	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J106	CHG-VI	KNG-VI	CDR 3
J107	HIA-VO	MONPI-VA	CDR 2. Only available when published by AMC under AUP/UUP
J107	HIA-VO	MONPI-VA	CDR 3: Also available on opportunity basis
J108	KIKED-VI	KNG-VI	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J109	SGR-VI	LEH-VI	CDR 3
J110	SAM-VI	KIKED-VI	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J111	SAM-VI	LAKET-VI	CDR 3

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
J112	HOL-VE	DUGEX-VE	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J112	MURLI-OP	MIMAL-OP	RNP1 OPLA ARRs at FL210 and above contact Lahore Control East at 127.500 MHz 5 minutes before MIMAL
J112	RK-OP	MOLTA-OP	Traffic at or below FL70 are to route via RK-J138-MT-J138-MOLTA during OP(R)-117 activity
J113	KKJ-VE	DOMET-VE	CDR 3
J114	AKNOL-VI	GWA-VI	CDR 3
J115	LEBUS-VA	VIMIK-VA	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J116	DADSU-VA	APUSU-VO	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J117	JAS-VI	UTR-VI	CDR 3
J118	PPN-VA	MIDOK-VA	CDR 3
J119	LKN-VI	HW-VI	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J120	BIVIN-OP	LAKIV-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
J120	ELPUR-VE	KHR-VE	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J121	LA-OP	RN-OP	FL310-FL410 available for international flights
J121	RUKNI-VE	LEKIN-VE	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J122	TAXOP-VE	LOTPU-VE	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
J131	RN-OP	GOTKO-OP	FL310-FL410 available for international flights
J132	BIVIN-OP	BIREX-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
J152	DB-OP	BILIP-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
J164	ZB-OP	PS-OP	PPR
J165	ZB-OP	RN-OP	PPR
J169	PI-OP	OREMU-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
J171	PG-OP	DB-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
J172	KC-OP	QT-OP	PPR

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
J173	SK-OP	RK-OP	PPR
J174	PAVDU-OP	HANGU-OP	PPR
J176	PAVDU-OP	HANGU-OP	PPR
J177	SOKIR-OP	BILIP-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
J177	SOKIR-OP	QT-OP	PPR
J178	MIALI-OP	LA-OP	Only available after 0900 daily
J178	MIALI-OP	LA-OP	PPR
J179	ALBIV-OP	BINDO-OP	PPR
J180	DG-OP	UPVAL-OP	PPR
J181	SN-OP	NH-OP	PPR
J182	SN-OP	MJ-OP	PPR
J185	BIVIN-OP	TU-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
J215	PI-OP	KALAT-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
J219	PG-OP	LAKIV-OP	FL160-FL180,FL180,FL230-FL260 NOT AVBL
J981	NOVPA-HE	DATOK-HE	RNAV (RNAV 5) required between FL260-FL460
L13	STEPS-LC	EMEDA-LC	RNAV 5 required
L35	IDAKU-LC	PIKOG-LC	RNAV 5 required
L36	ODELO-LC	EMEDA-LC	RNAV 5 required
L53	ANIDE-LC	SUVAS-LL	RNAV 5 required
L53	BGN-LL	ITERO-LL	Only available by ATC; 10000' - 13000'
L53	ITERO-LL	ABIMI-LL	Only available by ATC; 10000'
L53	ITERO-LL	TALMI-LL	11000' - 15000' available H24 only for flights from OJAI/ OJAM/ OJMS/ OJHF/ OJKA/ LLNV/ LLRM
L53	MUVIN-OJ	GENEX-OE	RNAV 5 required
L53	SUVAS-LL	MUVIN-OJ	Overflights permitted from the day before Pub Hol Eve 1500Z-day after Pub Hol 0600Z
L53	SUVAS-LL	TALMI-LL	ACFT to maintain altimeter setting QNE (flight level) at or above 35000'
L53	TAPUZ-LL	BGN-LL	Only available by ATC; 9000' - 13000'

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
L53	TAPUZ-LL	TALMI-LL	Altitude 28000'/FL280 available H24 westbound for overflights to airports within Amman FIR (excluding OJAI, OJAM, OJMS, OJHF and OJKA) or LLER & LLOV or military flights
L53	TAPUZ-LL	YOGGA-LL	14000' - 16000' available H24 only for flights from OJAI/ OJAM/ OJMS/ OJHF/ OJKA/ LLNV/ LLRM
L53	TAPUZ-LL	YOGGA-LL	CDR 1: 17000' - FL275 & FL295 - FL325, Sun-Thu 2300-0330Z, Fri 1200Z-Sun 0430Z, Hol-1 1200Z-Hol+1 0430Z; FL325 - FL600, Sun-Wed 2100-0500Z, Thu 1500Z-Sun 0600Z, Hol-1 1500Z-Hol+1 0600Z
L53	YOGGA-LL	ITERO-LL	14000' - 15000' available H24 only for flights from OJAI/ OJAM/ OJMS/ OJHF/ OJKA/ LLNV/ LLRM
L53	YOGGA-LL	TALMI-LL	CDR 1: 16000' - FL275 & FL295 - FL325, Sun-Thu 2300-0330Z, Fri 1200Z-Sun 0430Z, Hol-1 1200Z-Hol+1 0430Z; FL325 - FL600, Sun-Wed 2100-0500Z, Thu 1500Z-Sun 0600Z, Hol-1 1500Z-Hol+1 0600Z
L54	KPC-LG	PAXIS-HE	RNAV 5 required
L78	STPA-LC	DESPO-LC	RNAV 5 required
L81	METRU-HE	LORNO-LI	RNAV 5 required
L124	BONAM-LT	PG-OP	RNAV 5 required
L124	ERGUN-LT	VAN-LT	Only available 1730-0230Z 1 Apr-1 Nov, 1700-0430Z 2 Nov-31 Mar, weekends and Hol
L125	DULAV-UB	KEBUD-OI	RNAV 5 required
L148	AMDAR-UZ	OLRAM-UZ	RNAV 5 required
L148	AMDAR-UZ	RASID-UZ	MEA FL150 within UT(R)-126 lateral limits
L177	AMDAR-UZ	ETVIN-UZ	RNAV 5 required
L177	IRLOV-UZ	TISIB-UZ	RNAV 5 required
L189	TUZIB-LC	KEREN-LC	RNAV 5 required
L200	ASLON-OJ	NADEK-OJ	Traffic between ASLON-NADEK is excluded from OJ(P)-9
L200	GIBUX-OR	SILBO-OR	FL245-FL285 NOT AVBL
L200	MESLO-OJ	KUPRI-OJ	11000' or above for traffic to cross LUDAN
L200	OSAMA-OJ	PASIP-OJ	ACFT to maintain route center line

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
L200	OSAMA-OJ	SILBO-OR	RNAV 5 required
L200	PASIP-OJ	SEVDI-OR	FL240-FL260 NOT AVBL
L200	PASIP-OJ	SILBO-OR	RNAV 5 required
L223	ARI-LT	DASIS-LT	RNAV 5 required
L223	DASIS-LT	SIR-OI	RNAV 1 required
L300	GIBEL-OE	YEN-OE	RNAV 5 required
L301	AKTIV-VA	AAU-VA	Contact Ozar ATC on 123.5/120.6MHz prior to entering VA(R)-34
L301	BEVSU-VA	BUSBO-VO	When VO(D)-73 is active route via URKOK-point 'A'-ME-POK
L301	DWI-VY	BKK-VT	Route segment between DWI and BKK available for overfly BKK (Bidirectional) and departing from VTBD or VTBS (Westbound)
L301	DWI-VY	PASTO-VT	Eastbound traffic contact Bangkok Control freq 128.1 or 120.5 at least 15 minutes prior to entering Bangkok FIR (B)/(G)
L301	KARKU-VA	AAU-VA	Eastbound aircraft must cross KARKU 1300 or later, 0030 or earlier. Alternate route: L505
L301	KARKU-VA	AAU-VA	Westbound aircraft must cross BUSBO 1300 or later, 0100 or earlier. Alternate route: L505
L301	KARKU-VA	BEVSU-VA	Only available 1300-0100. Alternate route: L505
L301	RAGMA-OO	RASKI-OO	RNAV 5 required
L311	KAFIA-FE	KAROX-OE	RNAV 5 required
L314	NABAN-OY	GOMRI-OY	Conventional available below FL160
L315	CVO-HE	KUSPA-HE	RNAV 5 required between FL160-FL460
L315	KUSPA-HE	ORKEN-OE	RNAV 5 required
L315	MOGAP-HE	KUSPA-HE	Only available for HESH, HEGN ARRrS
L319	BHR-OB	OBTAR-OB	RNAV 1 required
L319	DASDO-OI	BONAM-LT	RNAV 1 required
L319	OBTAR-OB	DASDO-OI	RNAV 5 required
L320	KISAL-FE	KAROX-OE	RNAV 5 required

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
L321	KUNKI-HE	REXUM-HE	Only available for traffic exit ANTAR
L321	SML-HE	OBRAN-HE	RNAV 5 required between FL160-FL460
L321	SML-HE	REXUM-HE	Not usable in non-radar environment
L323	ENABU-HE	TONTU-HE	RNAV 5 required between FL160-FL460
L324	LAKTO-HE	GENIV-HE	RNAV (RNAV 5) required between FL260-FL460
L324	SAFTA-LC	LAKTO-HE	RNAV 5 required
L333	BAG-LT	DASIS-LT	Not available for domestic traffic
L333	BKZ-LT	SOKAM-OA	RNAV 5 required
L333	DASIS-LT	SOKAM-OA	RNAV 5 required
L333	MERUN-VI	KKJ-VE	Only available 1630-0030
L425	BOVOS-OO	ASPUX-VA	Conventional available below FL160
L425	BSH-OE	DAVOX-OE	Available during Escat activity, from FL310 to FL460
L425	GOBRO-OO	ASPUX-VA	RNAV 5 required
L425	GOBRO-OO	BOVOS-OO	W-bound traffic exiting OOMM FIR via GOBRO only FL340 and above
L427	GNA-HS	KAROX-OE	RNAV 5 required
L430	MESPO-OI	VAXIM-OO	W-bound direction FL280, FL340 available only
L430	SRJ-OI	VAXIM-OO	RNAV 5 required
L444	TOLDA-OO	KIPOL-OO	RNAV 5 required
L507	CEA-VE	AVPOP-VE	Contact Dhaka Radio on 3491KHz, 6556KHz, 10066KHz, 2947KHz or Dhaka ACC on 125.7MHz
L509	LAJAK-OP	HANGU-OP	Only FL300, FL320, FL340, FL360, FL380, FL400 available westbound 2000-2359
L509	LAJAK-OP	SULOM-OP	Only available 1500-2359. Additionally available MEA FL280 1900-2359
L509	SULOM-OP	GGC-VE	Contact Alpha Control/Monitor on 119.70MHz for identification
L509	SULOM-OP	GGC-VE	Only available 1630-2230
L510	IBANI-VA	EMRAN-VO	W-bound direction available at FL280, FL300, FL340, FL360 between 1500 (at GIVAL) and 2230 (at IBANI)
L513	MUNRA-OJ	BUSRA-OJ	RNAV 5 required

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
L517	GULIB-WS	TERIX-WS	No PDC Flight Levels FL280, FL300, FL340. Other levels available with prior approval
L517	VMY-WB	GULIB-WS	No PDC arrangements FL280, FL300 and FL340
L524	NURDA-VT	BKK-VT	RNAV 2 required
L550	APLON-LC	PASOS-HE	RNAV 5 required
L550	KITIT-HE	NIDAP-OE	RNAV 5 required
L550	TAKSU-HE	KITIT-HE	RNAV (RNAV 5) required between FL260-FL460
L551	NOZ-HE	ANTAR-HE	RNAV 5 required between FL160-FL460
L551	NOZ-HE	GOMVA-HE	S-bound direction available for HEAX ARRs only
L555	TOLDA-OO	TOTOX-OO	RNAV 5 required
L555	TUMET-OO	TOTOX-OO	FL330 not available via TOTOX
L556	GIVNO-OO	KUTVI-OO	FL330 not available via ASPUX
L556	IMDAM-OO	KUTVI-OO	RNAV 5 required
L557	RAGAS-OB	TUMAK-OB	FL320 NOT AVBL
L557	RAGAS-OB	TUMAK-OB	FL380 NOT AVBL
L557	RAGAS-OB	TUMAK-OB	RNAV 1 required
L557	RAGAS-OB	VELAK-OB	Traffic required to be levelled by VELAK
L559	TAPRA-OO	DAPOK-OO	Only available for OOMS DEPs
L559	TAPRA-OO	DAPOK-OO	RNAV 5 required
L560	LAKTO-HE	SERMA-HE	Available for overflights only
L564	BAT-OE	RAGPO-OE	RNAV 1 required
L564	DATRI-OT	BAT-OE	RNAV 5 required
L564	DATRI-OT	ULBON-OE	FL280, FL310 only available for OTBD, OTHH, OTBH ARRs/DEPs
L564	DATRI-OT	ULBON-OE	RNAV 5 required
L564	DOH-OT	DATRI-OT	RNAV 1 required
L564	ITOLI-OY	GEVEL-OY	During the activation of OY(D)-50 traffic is not available below FL270. Alternative routing by ATC
L564	RAGPO-OE	ULBON-OE	RNAV 5 required
L564	ULBON-OE	PARIM-OY	Conventional available below FL160

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
L570	ROTOX-OB	NOTSA-OI	RNAV 5 required
L601	ARTAT-LB	ADA-LT	RNAV 5 required
L601	ARTAT-LB	BAG-LT	Only available 1730-0230Z 1 Apr-1 Nov, 1700-0430Z 2 Nov-31 Mar, weekends and Hol
L601	KEMER-LT	ADA-LT	Only available for LTAF, LTDB & LTDA ARR/DEPs
L602	ALTOM-OB	TUMAK-OB	Traffic required to be levelled by ALTOM
L602	DAVUS-OB	EGNIM-OT	RNAV 1 required
L602	ELEXI-OR	GEPAP-OR	Available from FL320 and above
L602	ELEXI-OR	TASMI-OR	RNAV 5 required
L602	MAKOL-LT	BUK-LT	Only available 1730-0230 1 Apr-1 Nov, 1730-0430 2 Nov-31 Mar, weekends and Hol
L602	MAKOL-LT	GAZ-LT	RNAV 5 required
L604	ASRAB-HE	IMRID-HE	W-bound direction available for HELX, HEAT, HESG ARRs, OEJD FIR DEPs and overflying HECC FIR to DITAR and LOSUL via KHG/BRN
L604	ASRAB-HE	LORAS-HE	W-bound direction available for OEJD FIR DEPs, HELX ARRs and for traffic overflying LXR to DITAR
L604	DIMIS-LA	SALUN-LG	RNAV 5 required
L604	IMRID-HE	NARMI-OB	RNAV 5 required
L604	SALUN-LG	IMRID-HE	RNAV 5 required between FL160-FL460
L605	RIXEN-LT	GAZ-LT	RNAV 5 required
L606	ADORU-LT	CRD-LT	RNAV 5 required
L606	EKI-LT	SONLU-LT	Only available 1730-0230Z 1 Apr-1 Nov, 1700-0430Z 2 Nov-31 Mar, weekends and Hol
L607	NABSI-HE	PAXIS-HE	RNAV 5 required between FL160-FL460
L607	PAXIS-HE	PINDO-LA	RNAV 5 required
L609	ALKIS-LG	MZD-LL	RNAV 5 required
L609	KONFO-LC	MZD-LL	RNAV 5 required
L609	MES-LG	LARKI-LG	RNAV 5 required
L609	RDS-LG	ALKIS-LG	RNAV 5 required
L609	VOLFO-LL	MZD-LL	Only available by ATC

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
L610	UTEKA-LY	VADEN-LT	Alternate route: VADEN-Y520-UTEKA or by ATC
L610	UTEKA-LY	VADEN-LT	CDR 1: H24
L612	BLT-HE	KUMBI-HE	Only available for HECA, HESX, HECF, HEAZ, HEOC or HESH ARRs and traffic overflying OJAC FIR from LGGG FIR to land at any Jordanian airport
L612	BLT-HE	KUMBI-HE	RNAV 5 required between FL160-FL460
L612	KUMBI-HE	NOSTO-LI	RNAV 5 required
L613	SML-HE	MMA-HE	MAA FL160 in radar environment
L613	SML-HE	TANSA-HE	RNAV 5 required between FL160-FL460
L614	ADORU-LT	DERIL-LT	RNAV 5 required
L614	ULSAB-LT	DERIL-LT	FL240-FL310 not available
L615	VADEN-LT	VAN-LT	RNAV 5 required
L617	CVO-HE	TANSA-HE	RNAV 5 required between FL160-FL460
L617	NOZ-HE	NABSI-HE	S-bound direction available for HEAX ARRs only
L617	SKP-LG	MAKED-LG	RNAV 5 required
L617	TANSA-HE	KEA-LG	RNAV 5 required
L619	MAKOL-LT	NIKAS-LC	RNAV 5 required
L619	VESAR-LT	NIKAS-LC	FL290-FL450 E-bound not available
L619	YASEN-LT	OSVEL-LT	Not available during military activity. Expect rerouting via M855 or Q26
L620	VESAR-LT	BALMA-OL	RNAV 5 required
L621	ODERO-LT	MUT-LT	Only available 1730-0230 1 Apr-1 Nov, 1715-0445 2 Nov-31 Mar, weekends and Hol
L622	BGS-LB	MAKOL-LT	Alternate route: MAKOL-L602-RUTAR-T228-BGS
L622	VABUR-LB	MAKOL-LT	CDR 1: FL245 and below, H24
L625	AKMON-WS	ARESI-RP	ALLOCATED FLIGHT LEVELS: FL310, FL320, FL350, FL360, FL390, FL400
L625	AKMON-WS	ARESI-RP	RNP10 requirements shall be met when operating at FL290 or above

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
L625	GUTUP-WI	AKMON-WS	No PDC Flight Levels FL310, FL320, FL350, FL360, FL390, FL400 applicable. Other levels available with prior approval
L625	TOMAN-WI	UXEDA-WI	No PDC Flight Levels FL310, FL320, FL350, FL360, FL390, FL400 applicable. Other levels available with prior approval
L631	MCT-OO	TOTOX-OO	Only available for OOMS ARRs
L631	MCT-OO	TOTOX-OO	RNAV 5 required
L639	GUREV-VA	BPL-VA	To resolve traffic Mumbai ACC may descent westbound aircraft west of GUREV below the level published in AUP/UUP
L639	RASKI-OO	BPL-VA	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
L642	EGOLO-WM	ESPOB-WS	No PDC Flight Levels FL310, FL320, FL350, FL360, FL390, FL400 applicable. Other levels available with prior approval
L642	ESPOB-WS	EXOTO-ZJ	ALLOCATED FLIGHT LEVELS: FL310, FL320, FL350, FL360, FL390, FL400
L642	VMR-WM	EGOLO-WM	ALLOCATED FLIGHT LEVELS: FL310, FL320, FL350, FL360, FL390, FL400 westbound
L644	AC-VV	DUDIS-WS	ALLOCATED FLIGHT LEVELS: FL330, FL410 (S-BOUND)
L644	DUDIS-WS	LIGVU-WI	No PDC Flight Levels FL330, FL410 (S-bound). Other levels available with prior approval
L644	LIGVU-WI	DKI-WI	No PDC Flight Levels FL290, FL330, FL370, FL410 applicable. Other levels available with prior approval
L645	RUPTI-VO	SAMAK-VO	For VTSP ARRs expect to descend to FL310 by SAMAK
L645	SAPAM-WM	PUT-VT	RNAV 2 required
L649	LAXOR-WS	BRU-WB	Available only for flights departing from Brunei (WBSB), Labuan (WBKL) and Miri (WBGR) to Hong Kong (VHHH) only
L677	CVO-HE	PASUM-OE	RNAV 5 required between FL160-FL460
L677	MENLI-HE	SHM-HE	Only odd direction FM MENLI to SHM below FL195
L677	NABAN-OY	SAA-OY	Conventional available below FL160

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
L677	PASUM-OE	NABAN-OY	RNAV 5 required
L677	PASUM-OE	WEJ-OE	S-bound direction available for HESH DEPs, MAA FL170
L677	SHM-HE	PASUM-OE	Available for HESH DEPs inbound OEJD FIR with MAA FL150
L677	SHM-HE	PASUM-OE	PASUM not available for HESH ARRs
L681	GESOR-OE	ORLEK-OE	Available Fri, Sat & Hol H24; Sun-Thu 1900-0300Z
L681	GESOR-OE	ORLEK-OE	Only available between GISRA and ORLEK
L681	ORLEK-OE	GINTO-OT	Available Fri, Sat & Hol H24; Sun-Thu 0000-0300Z & 1900-2359Z
L692	ALRIK-OE	GISKA-OO	RNAV 5 required
L692	DAPOL-OO	GISKA-OO	RNAV 5 required
L700	BUBAS-OO	ULDUN-OI	ATS contingency route for ATC assigned tactical rerouting - not available for flight planning
L700	BUBAS-OO	ULDUN-OI	RNAV 1 required
L702	TIMAD-HC	NODMA-OY	Conventional available below FL160
L702	TIMAD-HC	NODMA-OY	RNAV 5 required
L703	LONOS-OB	HAYYA-OT	RNAV 1 required
L704	KARUG-OT	TOSNA-OM	RNAV 1 required
L704	LONOS-OB	TOSNA-OM	RNAV 1 required
L704	ORSIS-OT	TOSNA-OM	Only available for overflying traffic to southern OMAE FIR
L710	MEMTU-OM	DEDSO-OO	RNAV 5 required
L710	UKRAG-OM	MEMTU-OM	RNAV 1 required
L713	DNZ-OI	KEBUD-OI	RNAV 5 required
L717	PEKES-OI	RANRU-OA	RNAV 5 required
L720	ITELO-OI	RIKOP-UT	RNAV 5 required
L721	ELIDU-OI	LVA-OI	RNAV 5 required
L746	INB-LT	ERZ-LT	Only available 1730-0230Z 1 Apr-1 Nov, 1700-0430Z 2 Nov-31 Mar, weekends and Hol
L750	BIROS-OA	ZB-OP	MEA FL280 2000-2359

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
L750	BIROS-OA	ZB-OP	Only FL320, FL340, FL360, FL380, FL400 available westbound 2000-2359
L750	RANAH-UT	BIROS-OA	FL280-FL290 available 2000-2359
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
L768	OTILA-OJ	ULADA-OE	RNAV 5 required
L768	RAMKI-OB	ALPOB-OB	Traffic required to be levelled by RAMKI
L768	SOKAN-OJ	ULADA-OE	RNAV 5 required
L768	ULADA-OE	OBROS-OT	RNAV 1 required
L851	KUGOS-UK	AGINA-LT	RNAV 5 required
L852	DEVMU-LT	TESVA-LT	Only available 1730-0230Z 1 Apr-1 Nov, 1700-0430Z 2 Nov-31 Mar, weekends and Hol
L852	TESVA-LT	UMH-OI	Below FL290 only available for OITR ARR/DEPs
L852	TESVA-LT	UMH-OI	RNAV 5 required
L854	EKI-LT	AYT-LT	RNAV 5 required
L854	MARMA-LT	DEN-LT	Only available 1900-0400Z, weekends and Hol, O/T used by Tactical Civil Military Coordination
L875	BIA-VO	MMV-VO	Not available for VOBL, VOBG ARR/DEPs
L875	BIA-VO	MMV-VO	VOMM ARR/DEPs route via W116, W117
L875	VUTAS-VA	MMV-VO	Higher levels available by ATC
L877	PUMOR-VT	MIGAR-VT	Eastbound assigned Odd flight levels allocation. Available for aircraft destination VTBD or VTBS only
L880	BKK-VT	VEMKO-VD	ALLOCATED FLIGHT LEVELS: FL330, FL370, FL410 (E-BOUND)
L880	BKK-VT	VEMKO-VD	RNAV 2 required
L883	GADMA-OO	REXOD-OO	FL330 not available via REXOD

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
L883	SITOL-OE	ITETA-OO	Only FL340, FL360, FL400 and FL430 available for W-bound traffic exiting Muscat FIR via SITOL
L883	SITOL-OE	REXOD-OO	RNAV 5 required
L895	PKP-WI	SAPDA-YM	RNAV 10 required
L934	DAVUS-OB	IMLAD-OT	RNAV 1 required
L934	DAVUS-OB	ITEVO-OB	Traffic required to be levelled by ITEVO
L934	LUBET-OT	PATOM-OT	OTBD, OTHH DEPs cross LUBET at FL180 or above without exceeding 300 KIAS
L995	TIGRA-LI	VANZA-LC	RNAV 5 required
M1	KAVOS-LC	STPA-LC	RNAV 5 required
M10	HAKAN-LT	SARPI-LT	Only available 1730-0230 1 Apr-1 Nov, 1715-0445 2 Nov-31 Mar, weekends and Hol
M11	CRM-LT	REBLO-UD	RNAV 5 required
M13	RUDER-LC	BAPAX-LC	RNAV 5 required
M19	ADORU-LT	YUNUS-LT	RNAV 5 required
M28	RASDA-HE	LCA-LC	RNAV 5 required
M31	MAROS-LC	KUKLA-OL	RNAV 5 required
M32	APLON-LC	DASNI-LC	RNAV 5 required
M42	ALKIS-LG	VELOX-LC	RNAV 5 required
M67	TOSKA-LG	ALSUS-LC	RNAV 5 required
M161	ODIVA-UZ	AMDAR-UZ	RNAV 5 required
M300	EMURU-OO	LOTAV-OO	RNAV 5 required
M300	GADMA-OO	LOTAV-OO	FL330 not available via LOTAV
M301	PAPOR-OY	ASMAK-OY	Conventional available below FL170
M301	PURAD-HH	PAPOR-OY	Conventional available below FL160
M301	PURAD-HH	SAA-OY	During the activation period of OY(D)-4 alternative routing is established as follows: E-bound: B526 (PURAD-HDH)-M318 (HDH-SAA). W-bound: M318 (SAA-HDH)-B526 (HDH-PURAD)
M309	IMGUT-OE	LAKMI-OE	Available during OER05A activity, at FL320 and above
M309	VEMEM-OE	KSA-OE	RNAV 5 required

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
M316	IMLOT-OO	GOKSO-OI	RNAV 5 required
M317	DASIS-LT	GABKO-OI	RNAV 1 required
M317	DASIS-LT	RABEM-OI	Conditional Route (CDR). May only be used on pilot request and controller approval
M318	EGTAG-OM	MITIX-OM	N-bound traffic shall FPL to cross GABKO FL150 or above
M318	GABKO-OI	KHM-OI	RNAV 1 required
M318	HDH-OY	NADKI-OY	Conventional available below FL160
M318	KATIT-OE	GABKO-OI	Traffic to exit Emirates FIR towards MEVDO shall Flight plan to exit via M550 - RIBOT
M318	KHM-OI	RIKOP-UT	RNAV 5 required
M318	MUXIT-OM	ATUDO-OM	Special authorisation from GCAA DANS required for use
M318	NADKI-OY	MUXIT-OM	Aircraft not to expect climb or descent in Jeddah FIR
M318	NADKI-OY	MUXIT-OM	FL300, FL330 & FL390 available only
M318	SAA-OY	NADKI-OY	During the activation period of OY(D)-1 route available only for traffic at flight levels above the upper limit of OY(D)-1
M318	SAA-OY	NADKI-OY	Traffic landing and/or departing Sana'a airport and other traffic below FL310 will be rerouted as follows: NADKI-M651-MEGPA-B424-ITOLI-M301-SAA and vice versa
M319	ULINA-HE	MOUAB-OJ	RNAV 5 required
M320	IMDUR-HS	MIPOL-OE	RNAV 5 required
M321	HLF-OE	SILPA-OY	RNAV 5 required
M321	SILPA-OY	PUTRA-OO	Conventional available below FL160
M324	MOBET-OI	PATAT-OI	RNAV 1 required
M324	RIKOP-UT	MOBET-OI	RNAV 5 required
M428	GOMTA-OO	MUNGA-OO	Only for traffic departing northern UAE airports
M428	GOMTA-OO	MUNGA-OO	RNAV 1 required
M430	KSA-OE	ULIKA-OT	Available Fri, Sat & Hol H24; Sun-Thu 1900-0300Z
M430	KSA-OE	ULIKA-OT	MEA FL210 during OE(D)-48 activity or by ATC
M430	KSA-OE	ULIKA-OT	RNAV 5 required

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
M430	ULIKA-OT	DOH-OT	Available Fri, Sat & Hol H24; Sun-Thu 0000-0300Z & 1900-2359Z
M434	BOXIX-OR	SAV-OI	RNAV 5 required
M440	BOPEK-OM	MIDGU-OO	RNAV 1 required
M440	KSA-OE	BOPEK-OM	RNAV 5 required
M440	KSA-OE	SITER-OE	Not available during OE(D)-201 activity
M440	MIDGU-OO	DEMKI-OO	OOMS ARRs expect to cross MIDGU between FL310 and FL370 inclusive
M440	MIDGU-OO	TULBU-OO	RNAV 5 required
M440	SITER-OE	KUTNA-OE	Available daily 1400-0300Z
M444	DAVUS-OB	EMORI-OB	Traffic required to be levelled by EMORI
M444	DAVUS-OB	KINID-OT	RNAV 1 required
M449	BUSRA-OJ	WEJ-OE	RNAV 5 required
M449	GIBET-OE	NETOL-OE	FL290, FL310, FL330 only available in S-bound direction
M449	GIBET-OE	WEJ-OE	RNAV 5 required
M502	AKATO-VT	LALIT-VY	Available Monday to Friday from 1500 UTC to 2300 UTC and Saturday to Sunday H24
M502	BKK-VT	AKATO-VT	CDR1: Monday to Friday 1500-2300Z and Friday 1500Z to Sunday 2300Z and public holiday
M502	BKK-VT	AKATO-VT	RNAV 2 required
M502	BKK-VT	AKATO-VT	Route segment between AKATO and BKK available for overfly BKK (Bidirectional) and departing from VTBD or VTBS (Westbound)
M504	ALPOR-OO	TELEM-VA	RNAV 5 required
M550	RIBOT-OM	GOLGU-OM	Special authorisation from GCAA DANS required for use
M551	DAXAM-OO	KIVEL-OO	RNAV 5 required
M551	KIVEL-OO	ANGAL-VA	Conventional available below FL160
M551	KIVEL-OO	ANGAL-VA	E-bound traffic FL310 only
M554	TOKAR-HS	MIPOL-OE	RNAV 5 required
M555	ALRAM-OI	KAPES-OI	RNAV 5 required
M556	NARMI-OB	ORMID-OT	RNAV 1 required

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
M556	OBROS-OT	ORMID-OT	RNAV 1 required
M559	JDW-OE	VEDET-OY	RNAV 5 required
M559	NISMI-OE	VEDET-OY	Conventional available below FL160
M559	NISMI-OE	VEDET-OY	RNAV 5 required
M561	RAGAS-OB	ASVIB-OP	RNAV 5 required
M562	VATEN-HS	MIPOLE-OE	RNAV 5 required
M564	VAXAS-OO	PASOV-OO	RNAV 1 required
M565	LUGAV-HE	SISID-HE	RNAV 5 required between FL160-FL460
M574	NOBSU-OE	NABIL-OY	Conventional available below FL160
M600	ALTOM-OB	TUMAK-OB	Traffic required to be levelled by ALTOM
M600	KUMBO-OB	TUMAK-OB	RNAV 1 required
M601	EVENO-LG	BALMA-OL	RNAV 5 required
M601	RUTOM-LG	EVENO-LG	RNAV 5 required
M603	GOLDO-LT	BKZ-LT	RNAV 5 required
M603	PINDO-LA	GOLDO-LT	RNAV 5 required
M628	LUDID-OM	PARAR-OO	RNAV 5 required
M628	LUDID-OM	PARAR-OO	Traffic departing OOMS shall cross EGVAN at FL260 or above
M628	RIGIL-OM	LUDID-OM	FL300 and FL320 not available at LUDID
M630	SUKRI-WM	JUNHA-WI	RNAV 5 required
M633	TANEK-VT	VEMKO-VD	RNAV 2 required
M633	TUPGO-VT	VEMKO-VD	ALLOCATED FLIGHT LEVELS: FL340 (W-BOUND)
M634	VEDET-OY	ANGAL-VA	Conventional available below FL160
M638	PG-OP	SAPNA-OP	50NM Longitudinal separation: Aircraft shall be equipped with FANS-A1 datalink capability
M644	RYN-VT	ABTOK-VT	RNAV 2 required
M648	BOPNU-VT	UDN-VT	CDR1: Monday to Friday 1700-2200Z and Friday 1700Z to Sunday 2200Z and public holiday. CDR2: Other times by AUP
M648	BOPNU-VT	UDN-VT	RNAV 2 required

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
M651	KRA-OY	PEBIX-OY	During the activation of OY(D)-23 and OY(D)-24, traffic below FL220 shall follow T502
M651	OKTOB-OY	NADKI-OY	Conventional available below FL160
M677	DEGSO-OB	OBNET-OB	OMAE FIR ARRrS via DEGSO FL310 or below
M677	PASAK-OB	ASROK-OT	High concentration of military activity
M677	RABAP-OB	ASROK-OT	RNAV 1 required
M677	RABAP-OB	DEBGU-OB	Traffic required to be levelled by DEBGU
M677	SESRU-OK	RABAP-OB	RNAV (RNP5) required above FL160
M677	TUKSI-OM	LALDO-OO	Westbound segment is available only above FL255
M686	GIBEL-OE	JDW-OE	Only available for HECC FIR overflights, HELX ARRrS
M686	GIBEL-OE	JDW-OE	RNAV 5 required
M686	LXR-HE	OTEMO-HE	RNAV 5 required between FL160-FL460
M688	OTKEP-LT	RATVO-LT	FL310 and below not available
M688	RATVO-LT	SIDAD-OR	RNAV 5 required
M688	ULTED-LT	OTKEP-LT	FL240-FL310 not available
M690	NOVPA-HE	ULINA-HE	RNAV 5 required between FL160-FL460
M690	ULINA-HE	ZELAF-OJ	Only available 1600-0600 Sun-Thu, 1600 Thu-0600 Sun
M690	ULINA-HE	ZELAF-OJ	RNAV 5 required
M691	ITIXI-OE	EMENI-OE	W-bound direction not available during OE(R)-408 activity
M700	AMBOS-OO	PARAR-OO	RNAV 5 required
M701	LUMOM-LT	MIDSI-OB	RNAV 1 required
M703	ANBAR-OR	RUKAM-OR	FL245-FL285 NOT AVBL
M703	PASIP-OJ	GADSI-OR	RNAV 5 required
M703	PASIP-OJ	KASIR-OR	FL240-FL260 NOT AVBL
M708	ASROK-OT	DASUT-OI	RNAV 1 required
M708	DAROR-OB	DASUT-OI	RNAV 1 required
M710	DASIS-LT	DULAV-UB	RNAV 5 required
M715	ZAJ-OI	ASVIB-OP	RNAV 5 required

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
M717	MIDGU-OO	PUTSO-OO	Only available for traffic landing in Oman airports and shall expect flight levels between FL310 and FL370 inclusive at MIDGU
M717	MIDGU-OO	PUTSO-OO	RNAV 5 required
M719	NAGES-OI	MESPO-OI	RNAV 5 required
M720	DITAR-HE	FYM-HE	RNAV (RNAV 5) required between FL200-FL460
M720	FYM-HE	CVO-HE	Not available 0800-1700 on Mon, Wed
M722	NARMI-OB	IMKOM-OT	RNAV 1 required
M728	BELIX-LG	SALUN-LG	RNAV 5 required
M741	ASLOK-UZ	AMDAR-UZ	RNAV 5 required
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	IPRIX-WS	No PDC Flight Levels FL260, FL300, FL380 (N-bound), FL270, FL330 (S-bound). Other levels available with prior approval
M753	IPRIX-WS	OSOTA-VV	ALLOCATED FLIGHT LEVELS (IPRIX): FL300, FL380 (N-BOUND); FL330 (S-BOUND)
M753	IPRIX-WS	OSOTA-VV	ALLOCATED FLIGHT LEVELS (PQU): FL310, FL350 (N-BOUND); FL320 (S-BOUND)
M754	AKOTA-RP	VINIK-RP	ALLOCATED FLIGHT LEVELS: FL290, FL330, FL370, FL410 (S-BOUND); FL300, FL340, FL380 (N-BOUND)
M754	VINIK-RP	SUMLA-WB	No PDC Flight Levels FL300, FL340, FL380 (N-bound), FL290, FL330, FL370, FL410 (S-bound). Other levels available with prior approval
M758	GULGU-WI	OLKIT-WS	No PDC Flight Levels FL270, FL290, FL330 (E-bound), FL280, FL300, FL340 (W-bound). Other levels available with prior approval
M758	IDSEL-WM	UPVUN-WI	No PDC Flight Levels FL270, FL290, FL330 (E-bound), FL280, FL300, FL340 (W-bound). Other levels available with prior approval

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
M758	OLKIT-WS	VJN-WB	RVSM flight levels FL300, FL340 and FL380 westbound
M758	VPK-WM	IDSEL-WM	RVSM flight levels FL300, FL340 and FL380 westbound
M758	VPK-WM	VJN-WB	RVSM flight levels FL270, FL290 and FL330 eastbound
M761	KETOD-WM	OSERU-WI	No PDC Flight Levels FL270, FL290, FL330 (E-bound), FL280, FL300, FL340 (W-bound). Other levels available with prior approval
M761	VPK-WM	KETOD-WM	Flights departing from Peninsular Malaysia to Kota Kinabalu FIR via RNAV route M761 will be cleared to FL270, FL290 or FL330. Succeeding aircraft may be cleared to same level provided 10 minutes longitudinal separation using MNT exists with no closing speed
M761	VPK-WM	KETOD-WM	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 FL255
M762	VAXAS-OO	REXOD-OO	RNAV 5 required
M762	VAXAS-OO	REXOD-OO	Traffic destination OMDB exiting via TAPRA expect FL240 at TAPRA
M762	VAXAS-OO	REXOD-OO	Traffic destination OMDW or OMDM exiting via TAPRA expect FL180 at TAPRA
M762	VAXAS-OO	REXOD-OO	Traffic shall cross TAPRA at FL270 or below
M765	IGARI-WS	PANDI-RP	ALLOCATED FLIGHT LEVELS: FL290, FL370 (E-BOUND); FL340 (W-BOUND)
M767	JOM-RP	TEGID-WS	ALLOCATED FLIGHT LEVELS: FL310, FL320, FL350, FL360, FL390, FL400 (S-BOUND)
M767	JOM-RP	TEGID-WS	Expect longitudinal separation of 30 NM for RNP4 aircraft and 50 NM for RNP10 or between RNP10 and RNP4 aircraft
M767	NIXEB-WI	TOMAN-WI	No PDC Flight Levels FL310, FL320, FL350, FL360, FL390, FL400 applicable. Other levels available with prior approval

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
M767	NIXEB-WI	UKLIS-WI	No PDC Flight Levels FL310, FL320, FL350, FL360, FL390, FL400 applicable. Other levels available with prior approval
M767	TEGID-WS	UKLIS-WI	No PDC Flight Levels FL310, FL320, FL350, FL360, FL390, FL400 applicable. Other levels available with prior approval
M768	AKMON-WS	TSH-VV	ALLOCATED FLIGHT LEVELS: FL330, FL410 (E-BOUND); FL300, FL380 (W-BOUND)
M768	ASISU-WS	AKMON-WS	No PDC Flight Levels FL270, FL330, FL410 (E-bound), FL300, FL380 (W-bound). Other levels available with prior approval
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
M771	DUDIS-WS	72PCA-ZJ	ALLOCATED FLIGHT LEVELS: FL310, FL320, FL350, FL360, FL390, FL400
M771	DUDIS-WS	72PCA-ZJ	RNP10 requirements shall be met when operating at FL290 or above
M771	RAXIM-WM	DUDIS-WS	No PDC Flight Levels FL310, FL320, FL350, FL360, FL390, FL400 applicable. Other levels available with prior approval
M772	ANIPU-WB	BUKTU-WI	1. Flight level allocation scheme (FLAS) no PDC FL300 and FL380 applicable. 2. Aircraft that are non RNP10 compliant shall cruise at FL280 or below. Higher level is subject to ATC coordination and approval. 3. Available only for flights departing from WIII and WIIIH to VHHH and beyond
M772	ASISU-WS	ANIPU-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	ASISU-WS	ANIPU-WB	Available only for flights departing from Jakarta (WIII and WIIIH) to Hong Kong (VHHH) and airports in People's Republic of China
M772	ASISU-WS	ANIPU-WB	No-PDC Flight Levels FL300 and FL380

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
M772	ASOBA-VH	ANIRU-WB	Available only for flights departing from Bintulu (WBGB), Brunei (WBSB), Kuching (WBGK), Labuan (WBKL), Miri (WBGR) and Sibu (WBSG) to Hong Kong (VHHH) only
M772	ASOBA-VH	LAXOR-WS	Available only for flights departing from Jakarta (WIII and WIIH) to Hong Kong (VHHH) and airports in People's Republic of China
M772	DULOP-VH	LAXOR-WS	Allocated flight levels: FL300, FL380
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
M772	LAXOR-WS	ASISU-WS	No-PDC Flight Levels FL300 and FL380 (N-bound). Other levels available with prior approval
M773	CEA-VE	BUBKO-VE	Alternate route for M770
M853	BUK-LT	KUGOS-UK	Only available 1730-0230Z 1 Apr-1 Nov, 1700-0430Z 2 Nov-31 Mar, weekends and Hol
M853	GAKSU-LT	KUGOS-UK	40000' and below not available 0700-1400Z
M854	INB-LT	USFAF-LT	Only available 1730-0230Z 1 Apr-1 Nov, 1700-0430Z 2 Nov-31 Mar, weekends and Hol
M854	SUMOL-UK	GAZ-LT	RNAV 5 required
M854	SUMOL-UK	INB-LT	40000' and below not available 0700-1400Z
M855	LOSUL-HL	RASDA-HE	RNAV 5 required between FL160-FL460
M855	RASDA-HE	BKZ-LT	RNAV 5 required
M855	TOMBI-LT	BKZ-LT	RNAV 5 required
M856	BAG-LT	RAKUR-UK	Only available 1730-0230Z 1 Apr-1 Nov, 1700-0430Z 2 Nov-31 Mar, weekends and Hol
M856	MUT-LT	RAKUR-UK	RNAV 5 required
M859	KARDE-LT	UDROS-LT	Only available 1730-0230 1 Apr-1 Nov, 1715-0445 2 Nov-31 Mar, weekends and Hol
M860	NINVA-OR	GADSI-OR	RNAV 5 required
M860	RENGI-LT	GADSI-OR	RNAV 5 required
M860	RENGI-LT	SRT-LT	FL240-FL310 not available
M860	SRT-LT	NINVA-OR	FL310 and below not available

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
M863	GIBAP-HS	JDW-OE	RNAV 5 required
M872	FYM-HE	SEMUR-HE	MEA FL280 at night
M872	HGD-HE	SIKNO-OE	W-bound direction available for HEGN ARRrS only
M872	METRU-HE	SIKNO-OE	RNAV 5 required between FL160-FL460
M872	SIKNO-OE	KSA-OE	RNAV 5 required
M872	SOBAX-HE	REXUM-HE	Not usable in non-radar environment
M875	AMDAR-UZ	KODAD-OA	FL280-FL290 available 2000-2359
M875	GUGAL-VI	KAKID-VE	Only available 1630-2230
M875	KODAD-OA	SITAX-OP	Unusable
M875	SITAX-OP	GUGAL-VI	MEA FL280 2000-2359
M875	SITAX-OP	GUGAL-VI	Only available 1500-2359
M875	SITAX-OP	SAJAN-OP	Only FL300, FL320, FL340, FL360, FL380, FL400 available westbound 2000-2359
M875	TIGTA-UA	AMDAR-UZ	RNAV 5 required
M890	LKN-VI	SULOM-OP	Contact Alpha Control/Monitor on 119.70MHz for identification
M890	LKN-VI	SULOM-OP	Traffic below FL300 routes LKN-R594-DPN-A589-ASARI-A466-SULOM (W-bound), SULOM-A466-DPN-R460-LKN (E-bound)
M904	BKK-VT	PIDEL-VT	Between Bangkok (BKK) VOR and U-Tapao (BUT) VOR aircraft shall keep within the lateral limit of the route and close to the centerline as much as possible to avoid entering VT(P)-7
M904	BKK-VT	TIDAR-VT	RNAV 2 required
M904	BKK-VT	TIDAR-VT	When VT (D)-71 is activated, M904 is not available for flight planning
M978	DEMAG-LM	TOSKA-LG	RNAV 5 required
M978	TOSKA-LG	NIKAS-LC	RNAV 5 required
M980	BONAR-LM	LOSUL-HL	LOSUL to cross at FL290, FL330, FL370, FL410
M999	APDOS-OE	PURAD-HH	Conventional available below FL160
M999	DEDLU-HE	APDOS-OE	HECC FIR DEPs and OEJN ARRrS expect to cross DEDLU at or below FL330

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
M999	DEDLU-HE	APDOS-OE	Open for aircraft registered in Yemen routing to/from OYAA
M999	DEDLU-HE	APDOS-OE	RNAV 5 required
M999	DITAR-HE	DEDLU-HE	RNAV (RNAV 5) required between FL250-FL460
N11	ROLIN-UG	KUFAN-UG	RNAV 5 required
N23	MOTEG-UB	ULDUS-UB	RNAV 5 required
N25	LALDA-OI	MOTEG-UB	RNAV 5 required
N39	LASKA-UB	ULDUS-UB	RNAV 5 required
N60	LALDA-OI	GASBI-UB	RNAV 5 required
N61	TBN-LT	KUFAN-UG	RNAV 5 required
N71	LAKTO-HE	ALSUS-LC	RNAV 5 required
N72	BATEV-OI	TULAX-OK	RNAV 5 required
N72	BISNA-UR	BATEV-OI	RNAV 5 required
N127	NEMOH-LG	IMR-LT	MEA FL240 0230-1730Z 1 Apr-1 Nov, 0430-1700Z 2 Nov-31 Mar except weekends and Hol
N127	NIKTI-LB	EXELA-LG	RNAV 5 required
N128	NEMOH-LG	IMR-LT	MEA FL240 0230-1730Z 1 Apr-1 Nov, 0430-1700Z 2 Nov-31 Mar except weekends and Hol
N128	OTHON-LC	SUVAS-LL	RNAV 5 required
N128	RUGAS-LG	SUVAS-LL	RNAV 5 required
N129	DUGLA-LT	PIROX-LT	MEA FL250 during military activity
N131	AYT-LT	DOREN-LT	Only available for LCEN ARRs/DEPs
N131	BELGI-LT	MERVA-LL	RNAV 5 required
N131	BELGI-LT	NILER-LT	Only available 1730-0230Z 1 Apr-1 Nov, 1700-0430Z 2 Nov-31 Mar, weekends and Hol
N131	DEN-LT	AYT-LT	Only available for LTAI ARRs
N131	DOREN-LT	DIVLA-LL	RNAV 5 required
N131	MERVA-LL	DIVLA-LL	Only available by ATC
N131	NILER-LT	DEN-LT	MEA FL250 0230-1730Z 1 Apr-1 Nov, 0430-1700Z 2 Nov-31 Mar except weekends and Hol

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
N134	GODED-LL	SALAM-LL	Altitude 29000'/FL290 available H24 eastbound for overflights to airports within Amman FIR (excluding OJAI, OJAM, OJMS, OJHF and OJKA) or LLER & LLOV or military flights
N134	KEREN-LC	GODED-LL	Descent from KEREN FL330 to GODED FL290 available H24 eastbound for overflights to airports within Amman FIR (excl. OJAI, OJAM, OJMS, OJHF and OJKA) or LLER & LLOV or military flights or flights between AD within LCCC/LGGG FIR and AD within OBBB/OMAE FIR
N134	KEREN-LC	RALNA-OJ	Overflights permitted from the day before Pub Hol Eve 1500Z-day after Pub Hol 0600Z
N134	KEREN-LC	SALAM-LL	ACFT to maintain altimeter setting QNE (flight level) at or above 35000'
N134	KEREN-LC	TULEP-OJ	RNAV 5 required
N134	KOR-LG	VANZA-LC	RNAV 5 required
N134	MESIL-LL	ORPAZ-LL	Only available by ATC; 10000' - 13000'
N134	ORPAZ-LL	ADLOD-LL	Only available by ATC; 10000'
N134	ORPAZ-LL	SALAM-LL	11000' - 15000' available H24 only for flights to OJAI/ OJAM/ OJMS/ OJHF/ OJKA/ LLNV/ LLRM
N134	SALAM-LL	OSAMA-OJ	Bidirectional below ALT 10500' Easbound above ALT 10500'
N134	VOLFO-LL	MESIL-LL	5000' - 8000' available H24
N134	VOLFO-LL	MESIL-LL	Only available by ATC; 9000' - 13000'
N134	VOLFO-LL	ORPAZ-LL	14000' - 16000' available H24 only for flights to OJAI/ OJAM/ OJMS/ OJHF/ OJKA/ LLNV/ LLRM
N134	VOLFO-LL	SALAM-LL	CDR 1: 17000' - FL275 & FL295 - FL325, Sun-Thu 2300-0330Z, Fri 1200Z-Sun 0430Z, Hol-1 1200Z-Hol+1 0430Z; FL325 - FL600, Sun-Wed 2100-0500Z, Thu 1500Z-Sun 0600Z, Hol-1 1500Z-Hol+1 0600Z
N135	IMR-LT	LAVTA-LT	MEA FL240 0230-1730Z 1 Apr-1 Nov, 0430-1700Z 2 Nov-31 Mar except weekends and Hol
N135	IMR-LT	VESAR-LT	RNAV 5 required
N136	IRA-LG	SOTIV-LT	RNAV 5 required
N159	KAVOS-LC	ELIKA-LC	RNAV 5 required

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
N161	ERZ-LT	INDUR-LT	RNAV 5 required
N166	TUDEK-LT	UMSIS-UU	RNAV 5 required
N300	KUPRO-OM	LALDO-OO	Traffic below FL270 shall be routed VEKOV - M318 - MITIX - N313 - PAVAG - P307 - NOLSU - N300
N302	SIDAD-OR	ALVAX-OK	RNAV (RNP5) required above FL160
N303	RIBOK-OY	PARIM-OY	Conventional available below FL160
N303	RIBOK-OY	PARIM-OY	RNAV 5 required
N307	MELDO-HE	LAKTO-HE	RNAV 5 required between FL160-FL460
N312	MIDSI-OB	ASVIB-OP	RNAV 5 required
N315	KUTVI-OO	ASPUX-VA	Conventional available below FL160
N315	SITOL-OE	ASPUX-VA	RNAV 5 required
N315	SITOL-OE	IVENI-OO	Only FL340, FL360, FL400 and FL430 available for W-bound traffic exiting Muscat FIR via SITOL
N316	HGD-HE	SEPSA-HE	RNAV (RNAV 5) required between FL260-FL460
N316	SEPSA-HE	HLF-OE	Available at FL320 and above during OER70C and OER79F activity
N316	SEPSA-HE	HLF-OE	RNAV 5 required
N318	GEVED-OO	REXOD-OO	RNAV 5 required
N318	HAYYA-OT	OVONA-OT	Available for OTBD, OTHH, OTBH ARRs, traffic overflying/landing within southern OMAE FIR
N318	KULDI-OJ	REXOD-OO	RNAV 5 required
N318	LABRI-OO	GEVED-OO	RNAV 1 required
N318	LABRI-OO	REXOD-OO	FL330 not available via REXOD
N318	LADNA-OB	GEXIM-OT	RNAV 1 required
N318	OVONA-OT	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	TULEP-OJ	LADNA-OB	OEDF or OBBB FIR ARRs expect to cross GESOR at FL250
N319	ADEKI-UG	ULDUS-UB	RNAV 5 required
N319	ULDUS-UB	DERBO-OP	RNAV 5 required

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
N324	ALNUG-OE	GOBRO-OO	Only available for OOSA ARRr/DEPs
N374	NAX-UB	TUXAZ-LT	RNAV 1 required
N506	BKK-VT	UDOPi-VD	ALLOCATED FLIGHT LEVELS: FL270, FL330, FL410 (E-BOUND)
N506	BKK-VT	UDOPi-VD	RNAV 2 required
N519	KC-OP	SAPNA-OP	50NM Longitudinal separation: Aircraft shall be equipped with FANS-A1 datalink capability
N519	SAPNA-OP	BBB-VA	Only available 1230-0030
N563	OPIRA-VA	LEKAP-VO	Available by NOTAM. Flight plan via T5
N563	REXOD-OO	MEMAK-VO	MEA raised to FL300 from 0031-1629
N563	SODEX-OO	TULBU-OO	RNAV 1 required
N563	TULBU-OO	REXOD-OO	RNAV 5 required
N564	AKMIL-VO	DUGOS-VO	Only available 1630-0030
N567	BJD-OI	SOMAD-UT	RNAV 5 required
N569	TOKRA-OO	LOTAV-OO	FL330 not available via LOTAV
N569	TOKRA-OO	LOTAV-OO	RNAV 5 required
N570	GIGAB-OI	NOVSU-OI	Only FL360 and FL400 available
N570	ITURA-OO	IVIVA-OI	ATS contingency route for ATC assigned tactical rerouting - not available for flight planning
N570	ITURA-OO	IVIVA-OI	RNAV 5 required
N570	IVIVA-OI	MIDSI-OB	RNAV 1 required
N571	ALPOB-OB	IVOXI-OM	Landing Northern Emirates airports and overflying EMIRATES FIR below FL200 shall route A454-B540 (VU-SET-PASOV-KUPMA)
N571	MENSA-OM	PARAR-OO	RNAV 5 required
N572	ASROK-OT	DASUT-OI	RNAV 1 required
N572	ROTEL-OB	DASUT-OI	RNAV 1 required
N616	IST-LT	DEDIM-LT	Only available 1730-0230Z 1 Apr-1 Nov, 1700-0430Z 2 Nov-31 Mar, weekends and Hol
N618	DAL-LT	ETIDA-LY	RNAV 5 required

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
N618	VADEN-LT	GOL-LB	Alternate route: VADEN-P92-PDV-N739-LARAT-N127-BLO-Q24-GOL or VADEN-Y520-GOL
N618	VADEN-LT	GOL-LB	CDR 1: H24
N629	TARDI-OO	TOTOX-OO	RNAV 5 required
N629	TARDI-OO	TOTOX-OO	Route not available for traffic exiting OOMM FIR via N881 (RASKI) or M628 (PARAR)
N636	MAGRI-UD	PAMTU-OA	RNAV 5 required
N639	NAH-VV	VILAO-VL	ALLOCATED FLIGHT LEVELS: FL310, FL350 (NE-BOUND); FL320, FL360 (SW-BOUND)
N639	VILAO-VL	LEKOB-VD	Flights currently operate on B329, with RNAV2 certified are advised to use N639 with higher upper limits
N639	VILAO-VL	LEKOB-VD	RNAV 2 required
N644	DIGTI-LG	ADEKI-UG	RNAV 5 required
N644	DOBAT-OA	DI-OP	MEA FL280 2000-2359
N644	DOBAT-OA	REGET-OP	Only FL320, FL340, FL360, FL380, FL400 available westbound 2000-2359
N644	LEMOD-UT	DOBAT-OA	FL280-FL290 available 2000-2359
N644	PEREN-LG	DIGTI-LG	RNAV 5 required
N685	DEBOL-OE	NARMI-OB	OEDF or OBBS FIR ARRrS expect to cross GESOR at FL250
N685	NARMI-OB	KINID-OT	RNAV 1 required
N685	PATOM-OT	TOSNA-OM	Only available for overflying traffic to southern OMAE FIR
N685	RETAS-OM	LAKLU-OO	Only available for OOMS and OOSH ARRrS
N685	RETAS-OM	LAKLU-OO	RNAV 1 required
N687	KSA-OE	KFA-OE	Available Sun-Thu 1900-0300Z, exc Hol
N687	KSA-OE	ROTEL-OB	RNAV 5 required
N697	KITIT-HE	MENLI-HE	RNAV 5 required between FL160-FL460
N697	NARMI-OB	KITIT-HE	Available Fri, Sat & Hol H24; Sun-Thu 1500-0300Z. FL275 and above EXC for LDG and TKOF Tabuk AP
N697	NARMI-OB	KITIT-HE	RNAV 5 required
N697	TORBO-OB	NARMI-OB	RNAV 1 required

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
N702	ALTOM-OB	TUMAK-OB	Traffic required to be levelled by ALTOM
N702	ROTOX-OB	TUMAK-OB	RNAV 1 required
N702	ROTOX-OB	TUMAK-OB	Route activated by NOTAM
N705	DEPKA-HE	MISUK-HE	Not usable in non-radar environment
N705	SALUN-LG	MMA-HE	RNAV 5 required between FL160-FL460
N710	BOPIX-HE	TAKRI-HE	RNAV 5 required between FL160-FL460
N717	DASUT-OI	ULDUN-OI	RNAV 5 required
N718	ITRAX-OO	MCT-OO	For traffic departing OOMS and exit OOMM FIR at ITRAX
N718	ITRAX-OO	MCT-OO	MAA FL320 for traffic departing Muscat Intl inbound OTHH, OBBI
N718	ITRAX-OO	MCT-OO	RNAV 1 required
N718	ITRAX-OO	MCT-OO	Traffic departing OOMS destination OMAA, OMAD & OMAM, expect to cross ITRAX at FL180 or below for descent to FL160
N718	ITRAX-OO	MCT-OO	Traffic departing OOMS destination OMAL, expect A080 at ITRAX
N743	UDROS-LT	DINRO-LB	Alternate route: by ATC
N743	UDROS-LT	DINRO-LB	CDR 1: FL245 and below, H24
N764	NOBSU-OE	SUHIL-OY	Conventional available below FL160
N767	ELIGO-OO	PARAR-OO	Only available for OOMS ARRrs
N767	ELIGO-OO	PARAR-OO	RNAV 5 required
N875	AKDAT-WI	ENREP-WS	No-PDC Flight Levels FL290, FL330, FL370 (E-bound), FL300, FL340, FL380 (W-bound). Other levels available with prior approval
N877	DUMAR-VO	AGEGA-VO	When VO(D)-73 is active route via MANPU-point 'B'-point 'C'-RIBRO
N881	TULBU-OO	RASKI-OO	RNAV 5 required
N884	LAXOR-WS	CAB-RP	ALLOCATED FLIGHT LEVELS: FL310, FL320, FL350, FL360, FL390, FL400 (N-BOUND)

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
N884	LAXOR-WS	CAB-RP	Expect longitudinal separation of 30 NM for RNP4 aircraft and 50 NM for RNP10 or between RNP10 and RNP4 aircraft
N884	LAXOR-WS	LEBIX-RJ	RNP10 exclusive
N884	LEND-AM	OLMUT-WI	No PDC Flight Levels FL310, FL320, FL350, FL360, FL390, FL400 applicable. Other levels available with prior approval
N884	RILRI-WI	LAXOR-WS	No PDC Flight Levels FL310, FL320, FL350, FL360, FL390, FL400 applicable. Other levels available with prior approval
N884	RILRI-WI	OLMUT-WI	No PDC Flight Levels FL310, FL320, FL350, FL360, FL390, FL400 applicable. Other levels available with prior approval
N884	VMR-WM	OLMUT-WI	Not available for flight planning
N891	BENSA-VT	BKK-VT	ALLOCATED FLIGHT LEVELS: FL260, FL300, FL380 (N-BOUND); FL330 (S-BOUND)
N891	BENSA-VT	BKK-VT	RNAV 2 required
N891	IGARI-WS	XONAN-VV	ALLOCATED FLIGHT LEVELS: FL300, FL380 (N-BOUND); FL330 (S-BOUND)
N891	MANIM-WM	IGARI-WS	No PDC Flight Levels FL260, FL300, FL380 (N-bound), FL330 (S-bound). Other levels available with prior approval
N891	XONAN-VV	BENSA-VT	ALLOCATED FLIGHT LEVELS: FL330 (E-BOUND); FL260, FL300, FL380 (W-BOUND)
N891	XONAN-VV	BKK-VT	RNAV 2 required
N892	MELAS-WS	KIBOL-WM	No PDC Flight Levels FL310, FL320, FL350, FL360, FL390, FL400 applicable. Other levels available with prior approval
N892	MONBO-ZJ	MELAS-WS	ALLOCATED FLIGHT LEVELS: FL310, FL320, FL350, FL360, FL390, FL400
N892	MONBO-ZJ	MELAS-WS	RNP10 requirements shall be met when operating at FL290 or above
N893	NH-OP	TELEM-VA	RNAV 5 required
N894	LAKIV-OP	TELEM-VA	Not available during OP(D)-110 & OP(D)-111 activity

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
N894	LAKIV-OP	TELEM-VA	RNAV 5 required
P14	LMO-LG	TIPOT-LT	RNAV 5 required
P21	TUZIB-LC	DIRRE-LC	RNAV 5 required
P21	TUZIB-LC	DIRRE-LC	Route temporary closed
P29	AYT-LT	SUMOL-UK	RNAV 5 required
P29	BAG-LT	BIMVO-LT	Only available 1730-0230Z 1 Apr-1 Nov, 1700-0430Z 2 Nov-31 Mar, weekends and Hol
P29	BIMVO-LT	SUMOL-UK	40000' and below not available 0700-1400Z
P42	MERVA-LL	DESPO-LC	RNAV 5 required
P42	TAPUZ-LL	MERVA-LL	CDR 1: 12000' - FL370, Fri 1030Z-Sun 0615Z, Hol-1 1030Z-Hol+1 0615Z
P42	TAPUZ-LL	MERVA-LL	Only available by ATC
P68	GALIM-LL	MERVA-LL	Only available by ATC; 3000' - 4000', 6000' - FL260
P68	MERVA-LL	APLON-LC	RNAV 5 required
P92	ADUNO-LB	VADEN-LT	CDR 1: FL135 and below, H24
P92	PDV-LB	VADEN-LT	Alternate route: VADEN-T227-DEDIN-L614-BLO-T214-LETNI
P92	PDV-LB	VADEN-LT	CDR 1: FL245 and above, H24
P127	PDV-LB	AYTEK-LT	CDR 1: FL245 and above, H24
P127	ROVDO-LB	AYTEK-LT	CDR 1: FL135 and below, H24
P127	VELBA-LW	AYTEK-LT	Alternate route: by ATC
P146	TBN-LT	ARI-LT	RNAV 5 required
P158	FIRUZ-OA	DEGIV-UT	RNAV 5 required
P173	DAVET-UT	TAPIS-OA	Unusable
P302	MIDSI-OB	DASDO-OI	Conditional Route (CDR). May only be used on pilot request and controller approval
P307	PURNI-OO	PARAR-OO	RNAV 5 required
P307	TONVO-OO	PURNI-OO	RNAV 1 required
P312	TIMAD-HC	RIN-OY	Conventional available below FL160
P312	TIMAD-HC	RIN-OY	RNAV 5 required

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
P319	DAROR-OB	OBTAR-OB	RNAV 1 required
P323	ALNES-OY	GIDAS-VA	Conventional available below FL160
P440	EMIXI-OM	ALGUX-OM	Activated by NOTAM
P517	EMARO-OE	DEKOB-OK	RNAV 5 required
P518	PG-OP	KABIM-OP	50NM Longitudinal separation: Aircraft shall be equipped with FANS-A1 datalink capability
P550	ALVEN-OT	RAGAS-OB	RNAV 1 required
P550	RAGAS-OB	SYZ-OI	RNAV 5 required
P550	SYZ-OI	DASIS-LT	RNAV 1 required
P555	OBVOM-OM	ATUDO-OM	Activated by NOTAM
P557	ALKED-HE	NABSI-HE	Not usable in non-radar environment
P558	SODEX-OO	TULBU-OO	For traffic landing at OMAA, OMAD & OMAM and expect to cross SODEX at FL180 or below for descent to FL160
P558	SODEX-OO	TULBU-OO	RNAV 1 required
P559	DAROR-OB	BORUK-OT	RNAV 1 required
P559	RASLI-OJ	DAROR-OB	RNAV 5 required
P559	RASMO-OE	KSB-OE	GND-FL330 not available 0500-1100 Sun-Thu, exc HOL
P559	RASMO-OE	KSB-OE	Not available during OE(D)-400 activity above 13000'. Alternate route: T514
P567	MATAL-UD	ULDUS-UB	RNAV 5 required
P567	ULDUS-UB	KAMAR-OI	RNAV 5 required
P570	GOLNI-OO	KITAL-OO	FL330 not available via KITAL
P570	MIXAM-OO	KITAL-OO	RNAV 5 required
P570	MIXAM-OO	KITAL-OO	Traffic intending to land or overfly northern UAE airports below FL255 shall use route M762 (ITURA-TAPRA-VAXAS) to enter the OMAE FIR
P574	GISMO-OO	TOTOX-OO	RNAV 5 required
P574	KUMUN-OM	TOVIV-OM	Airway closed
P574	LOSIM-OO	TOTOX-OO	FL330 not available via TOTOX
P574	NSH-OI	TRN-OI	Conditional Route (CDR). May only be used on pilot request and controller approval

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
P574	RUTIL-UB	ULDUS-UB	RNAV 5 required
P574	ULDUS-UB	DAPER-OI	RNAV 5 required
P627	KADAP-VC	NIXUL-VC	Only FL290, FL300, FL400, FL410 available. Other levels by ATC
P627	POVUS-WM	RUSET-WM	OPS levels restrictions: Eastbound FL270 or FL410, Westbound FL260 or FL390. Other levels may be assigned if traffic conditions permit
P628	ASLUM-OP	KABRA-OP	Only FL320, FL340, FL360, FL380, FL400 available westbound 2000-2359
P628	ASLUM-OP	KABRA-OP	RVSM FL300 available for flights transiting to OAKX
P628	ASLUM-OP	RK-OP	Only available 1901-2359
P628	IGREX-VO	AKRAB-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	PAROD-OA	ASLUM-OP	Only available 2000-2359
P629	BKK-VT	ELMOP-VD	RNAV 2 required
P629	VAPVU-VT	ELMOP-VD	ALLOCATED FLIGHT LEVELS: FL260, FL320 (W-BOUND)
P646	JJS-VE	DOPID-VE	Only available 1630-2330. Alternate route: JJS-CEA-DOPID
P648	DKI-WI	OKADA-WB	1. No PDC, level applicable FL310, FL350, FL390. 2. Other level available subject to prior approval
P693	DEMTA-OB	BUNDU-OB	Route activated by NOTAM
P693	HSA-OE	DEMTA-OB	Available Fri, Sat & Hol H24; Sun-Thu 1900-0300Z
P699	NARMI-OB	KUKDA-OT	RNAV 1 required
P700	ROTOX-OB	GEPUT-OB	Traffic required to be levelled by ROTOX
P700	ROTOX-OB	KINID-OT	Route activated by NOTAM
P700	ROTOX-OB	TULUB-OT	RNAV 1 required
P707	DEMGO-HC	KAPET-OO	Conventional available below FL160
P707	DEMGO-HC	KAPET-OO	RNAV 5 required

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
P707	NODLI-OY	KAPET-OO	During the activation time of OY(D)-55 the minimum flight altitude shall be FL200
P708	LONOS-OB	GESIT-OT	RNAV 1 required
P708	LONOS-OB	REVAX-OB	OKAC FIR DEPs traffic required to be levelled by REVAX
P708	ORGEL-OB	GESIT-OT	High concentration of military activity
P713	GODRI-OB	ROTOX-OB	Traffic required to be levelled by ROTOX
P713	IMLAD-OT	ROTOX-OB	RNAV 1 required
P713	IMLAD-OT	ROTOX-OB	Route activated by NOTAM
P713	PATOM-OT	ROTOX-OB	RNAV 1 required
P718	PAXER-OI	SOMAD-UT	RNAV 5 required
P727	FENER-LT	REZOV-LT	RNAV 5 required
P727	REZOV-LT	ARGES-LR	RNAV 5 required
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	DASUM-HE	KUNKI-HE	Not usable in non-radar environment
P751	DEKRA-OY	ANGAL-VA	Conventional available below FL160
P751	METRU-HE	ALEBA-HS	RNAV 5 required between FL160-FL460
P752	ALSIR-OE	SYN-OY	Conventional available below FL160
P753	PADUR-OE	SYN-OY	Conventional available below FL160
P757	PG-OP	NH-OP	Only available 1900-0001Z and by ATC
P757	PG-OP	NH-OP	RNAV 5 required
P777	FENER-LT	IBLAL-LB	RNAV 5 required
P899	ITRAX-OO	MIXAM-OO	Only available for traffic overflying OOMM FIR and landing at southern UAE airports
P899	ITRAX-OO	MIXAM-OO	RNAV 5 required
P899	ITRAX-OO	MIXAM-OO	Traffic landing at OMAA, OMAD & OMAM, expect to cross ITRAX at FL180 or below for descent to FL160
P899	ITRAX-OO	MIXAM-OO	Traffic landing at OMAL, expect A080 at ITRAX
P975	ARTAT-LB	EZS-LT	Only available 1700-0200 1 Apr-1 Nov, 1700-0415 2 Nov-31 Mar, weekends and Hol

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
P975	ARTAT-LB	EZS-LT	RNAV 5 required
P975	RONBU-LB	ARTAT-LB	Alternate route: by ATC
P975	RONBU-LB	ARTAT-LB	CDR 1: FL245 and below, H24
P975	SIDNA-OR	MUTAG-OR	Available from FL280 and above
P975	SIDNA-OR	SIDAD-OR	RNAV 5 required
PE-TAST	PETAR-LT	ASTAL-LT	Only available by ATC
Q1	BBB-VA	DPN-VI	Expect longitudinal separation of 20NM for RNP2 aircraft. Non RNP2 aircraft inform ACC by using phraseology 'Negative RNP2'
Q1	BBB-VA	DPN-VI	GNSS required
Q1	BBB-VA	DPN-VI	RNAV 5 required
Q1	BBB-VA	DPN-VI	VIJP ARRs expect FL330 or below unless specifically coordinated
Q1	SUVAS-LL	YOSEF-LL	Only available by ATC
Q1	SUVAS-LL	YOSEF-LL	RNAV 5 required
Q2	BBB-VA	DPN-VI	Expect longitudinal separation of 20NM for RNP2 aircraft. Non RNP2 aircraft inform ACC by using phraseology 'Negative RNP2'
Q2	BBB-VA	DPN-VI	GNSS required
Q2	BBB-VA	DPN-VI	RNAV 5 required
Q2	BBB-VA	DPN-VI	VAAH, VAID, VABO ARRs expect FL340 or below unless specifically coordinated
Q2	NILVI-LL	SUVAS-LL	For traffic to/from LLHS, LLNV (Military AD) only. Prior authorization from IAF required
Q2	NILVI-LL	SUVAS-LL	Only available by ATC; Eastbound Traffic
Q2	NILVI-LL	SUVAS-LL	RNAV 5 required
Q3	AAE-VA	JJP-VI	GNSS required
Q3	AAE-VA	JJP-VI	RNAV 5 required
Q3	AAE-VA	JJP-VI	VIJP ARRs expect FL330 or below unless specifically coordinated
Q4	AAE-VA	ADBUK-VA	GNSS required

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
Q4	AAE-VA	ADBUK-VA	RNAV 5 required
Q4	AAE-VA	ADBUK-VA	VAAH, VAID, VABO ARRrS expect FL340 or below unless specifically coordinated
Q5	UUD-VA	NIKOT-VI	GNSS required
Q5	UUD-VA	NIKOT-VI	RNAV 5 required
Q5	UUD-VA	NIKOT-VI	VAAH, VAID, VABO ARRrS expect FL340 or below unless specifically coordinated
Q6	QQZ-VA	EGUGU-VA	GNSS required
Q6	QQZ-VA	EGUGU-VA	RNAV 5 required
Q7	QQZ-VA	AGRIX-VA	GNSS required
Q7	QQZ-VA	AGRIX-VA	RNAV 5 required
Q8	BBB-VA	MMV-VO	GNSS required
Q8	BBB-VA	MMV-VO	RNAV 5 required
Q9	BBB-VA	MMV-VO	GNSS required
Q9	BBB-VA	MMV-VO	RNAV 5 required
Q10	MMV-VO	CEA-VE	Expect longitudinal separation of 20NM for RNP2 aircraft. Non RNP2 aircraft inform ACC by using phraseology 'Negative RNP2'
Q10	MMV-VO	CEA-VE	GNSS required
Q10	MMV-VO	CEA-VE	RNAV 5 required
Q11	MMV-VO	CEA-VE	Expect longitudinal separation of 20NM for RNP2 aircraft. Non RNP2 aircraft inform ACC by using phraseology 'Negative RNP2'
Q11	MMV-VO	CEA-VE	GNSS required
Q11	MMV-VO	CEA-VE	RNAV 5 required
Q11	SURUP-VE	CEA-VE	Route CEA-LEGOS-KAKID-SURUP during VE(R)-81, VE(D)-52, VE(D)53, VE(D)-72 activity
Q12	BBB-VA	TVM-VO	GNSS required
Q12	BBB-VA	TVM-VO	RNAV 5 required
Q12	ERDOM-LB	MAKOL-LT	Alternate route: by ATC
Q12	ERDOM-LB	MAKOL-LT	CDR 1: H24

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
Q13	BBB-VA	TVM-VO	GNSS required
Q13	BBB-VA	TVM-VO	RNAV 5 required
Q14	DOLAP-LY	MAKOL-LT	Alternate route: by ATC
Q14	DOLAP-LY	MAKOL-LT	CDR 1: H24
Q16	LUDAX-OI	ZAL-OI	RNAV 5 required
Q17	ATLIT-LL	ADLOD-LL	CDR 1: Fri 1200Z-Sun 0300Z, Hol-1 1200Z-Hol+1 0300Z
Q17	DHN-OI	GGN-OI	RNAV 5 required
Q17	ZAHAV-LL	ADLOD-LL	RNAV 5 required
Q18	LKN-VI	GGT-VE	Expect longitudinal separation of 20NM for RNP2 aircraft. Non RNP2 aircraft inform ACC by using phraseology 'Negative RNP2'
Q18	LKN-VI	GGT-VE	GNSS required
Q18	LKN-VI	GGT-VE	RNAV 5 required
Q18	PPT-VE	BGD-VE	Contact ATC 10 minutes prior to entering VE(R)-79
Q19	BBB-VA	CEA-VE	RNAV 2 required
Q20	BBB-VA	CEA-VE	RNAV 2 required
Q21	BIA-VO	HIA-VO	GNSS required
Q22	BIA-VO	HIA-VO	GNSS required
Q22	SAKRO-VO	HIA-VO	VIDP ARRs route HIA-ALBED-Q24
Q23	MMV-VO	DPN-VI	GNSS required
Q23	SAKEB-VO	NUSRU-VO	VOHS, VOBL ARRs route SAKAB-HIA-Q21
Q24	DPN-VI	MMV-VO	GNSS required
Q25	BUZ-OI	GESIP-OI	RNAV 5 required
Q26	AYT-LT	TUDBU-LB	RNAV 5 required
Q26	DOPID-VE	CEA-VE	RNAV 10 required
Q28	ATLIT-LL	GALIM-LL	3000' for traffic southbound only
Q28	ATLIT-LL	GALIM-LL	The route may be flown conventional or RNAV5
Q29	NISVA-LY	ARTAT-LB	Alternate route: by ATC
Q30	BGN-LL	BIRIM-LL	CDR 1: Southbound traffic

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
Q30	BGN-LL	BIRIM-LL	Only available by ATC; Northbound traffic
Q30	BGN-LL	NURIT-LL	CDR 1: Fri 1200Z-Sun 0400Z & HOL-1 1200Z-HOL+1 0400Z
Q30	BGN-LL	NURIT-LL	For ACFT with MNM ROC of 500 ft/min & ROD of 1000 ft/min only. If unable to comply, notify ATC in advance
Q30	BGN-LL	NURIT-LL	In the last 1000 ft during climb and decent, vertical speed should not exceed 1000 ft/min
Q30	BGN-LL	NURIT-LL	Only available by ATC; Northbound traffic
Q30	BIRIM-LL	BOFIR-LL	CDR 1: 8000' and above Southbound traffic
Q30	BIRIM-LL	BOFIR-LL	Only available by ATC; 5000' - 7000' Southbound traffic, 5000' and above Northbound traffic
Q30	BOFIR-LL	NURIT-LL	CDR 1: Southbound traffic
Q30	BOFIR-LL	NURIT-LL	Only available by ATC; Northbound traffic
Q31	BOGER-LL	SHAYO-LL	CDR 1: Fri 1200Z-Sun 0400Z & HOL-1 1200Z-HOL+1 0400Z
Q31	BOGER-LL	SHAYO-LL	CDR 1: Southbound traffic
Q31	BOGER-LL	SHAYO-LL	Only available by ATC; Northbound traffic
Q32	BOGER-LL	ZFR-LL	CDR 1: Fri 1200Z-Sun 0400Z & HOL-1 1200Z-HOL+1 0400Z
Q32	BOGER-LL	ZFR-LL	CDR 1: Southbound traffic
Q32	BOGER-LL	ZFR-LL	Only available by ATC; Northbound traffic
Q32	BOGER-LL	ZFR-LL	The route may be flown conventional or RNAV5
Q163	SUVAS-LL	MALUQ-LL	Only available by ATC
Q163	SUVAS-LL	MALUQ-LL	The route may be flown conventional or RNAV5
Q204	HAI-OO	LAKLU-OO	RNAV 5 required
Q212	KSA-OE	EMUSA-OE	RNAV 5 required
Q250	MCT-OO	KIPOL-OO	Only available for OOMS DEPs
Q250	MCT-OO	KIPOL-OO	RNAV 5 required
Q312	REVAV-OM	GERUL-OM	CDR 3: available subject to OM(D)-22 activity
Q313	IRBAB-OE	GODRU-OE	RNAV 5 required
Q317	RURAL-OM	LORID-OM	Northbound traffic landing Northern Emirates only

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
Q415	UMEVU-OM	LUBAT-OM	Not available for traffic originating to the west of ABU DHABI and exiting MUSCAT FIR at ALPOR or DENDA. These flights shall flight plan via NALPO or OBNET
Q510	SEPSA-HE	GEPAG-OE	RNAV 5 required
Q511	VRMU-VR	IGRAM-VR	Domestic traffic only
Q522	VRMU-VR	MAMSO-VR	Domestic traffic only
Q533	VRMU-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
Q576	REVAV-OM	MIROT-OM	CDR 3: below FL250
Q666	EGPOG-OM	GIDOB-OM	Not applicable to transit traffic exiting EMIRATES FIR via TONVO
Q730	EGVAN-OO	LADBI-OO	Only for OOSH ARRs
Q730	EGVAN-OO	LADBI-OO	RNAV 5 required
Q734	IMREK-HE	NOGLI-HE	Not usable in radar environment
Q734	IMREK-HE	NOGLI-HE	RNAV 5 required between FL160-FL460
Q777	GESON-HE	RASDA-HE	RNAV (RNAV 5) required between FL270-FL460
Q832	RSI-OE	NADIK-OE	RNAV 5 required
Q899	ITURA-OO	PAROK-OO	RNAV 5 required
R2	DITAR-HE	ATMUL-HE	RNAV (RNAV 5) required between FL200-FL460
R19	KRK-LG	EVENO-LG	Available only for military use or for contingency measures
R21	SRT-LT	KABAN-LT	FL170-FL310 not available
R78	PLH-LG	TOSKA-LG	Airway closed
R78	PLH-LG	TOSKA-LG	Available only for military use or for contingency measures
R325	PUT-VT	DUBAX-VT	For flight planning, route segment between Dubax and PUT shall be operated as unidirectional
R334	NUMDI-VD	PQU-VV	ALLOCATED FLIGHT LEVELS: FL290-FL410 EVEN (N-BOUND)

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
R334	SAKDA-VD	NUMDI-VD	ALLOCATED FLIGHT LEVELS: FL290 (E-BOUND)
R335	VIN-VV	IDOTA-VV	ALLOCATED FLIGHT LEVELS: FL330 (E-BOUND); FL300 (W-BOUND)
R344	KTM-VN	BIRAT-VN	W-bound direction available by ATC
R344	KTM-VN	BRT-VN	Contact both Kolkata ACC and Bagdogra ATC at least 5 minutes before BIRAT
R401	HAI-OO	VELIK-OO	EVEN levels N-bound
R401	KIVEL-OO	MUSAP-OO	RNAV 5 required
R401	KIVEL-OO	MUSAP-OO	Traffic destination OMDW, OMRK and OMSJ expect to cross MUSAP below FL250
R401	KIVEL-OO	MUSAP-OO	Traffic destination OMDW or OMDM expect FL150 at MUSAP
R401	KIVEL-OO	MUSAP-OO	Traffic landing northern & southern UAE airports, expect FL320 by DATBU
R401	KURTA-OO	MUSAP-OO	Only available for traffic landing or overflying northern UAE airports
R401	MUSAP-OO	GABKO-OI	Not available for overflying traffic entering MUSAP and exiting GABKO
R401	SUHIL-OY	KIVEL-OO	Conventional available below FL160
R460	LKN-VI	CEA-VE	Expect longitudinal separation of 20NM for RNP2 aircraft. Non RNP2 aircraft inform ACC by using phraseology 'Negative RNP2'
R461	PUGER-WI	VESIS-WM	Flights inbound to WMKK/WMSA are required to cross PUGER at FL310
R462	BIVIN-OP	LAKIV-OP	FL310, FL330 and FL350 not available
R462	DENDA-OO	METBI-OP	RNAV 5 above FL285
R462	METBI-OP	LAKIV-OP	FL160-FL180, FL180, FL230-FL260 NOT AVBL
R462	MIXAM-OO	DENDA-OO	RNAV 5 required
R462	RAMSA-OP	NIKOT-VI	VAAH, VAID, VABO ARRs expect FL340 or below unless specifically coordinated
R468	BOKAK-VT	BKK-VT	ALLOCATED FLIGHT LEVELS: FL270, FL330, FL410 (E-BOUND); FL300, FL380 (W-BOUND)

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
R472	AGODA-VE	ATOGA-VE	FIS only below FL115
R474	BKK-VT	VTN-VL	CDR 1: available between 7000 FT to FL350. CDR 1: Monday to Friday 0900-0100Z and Friday 0900Z to Monday 0100Z and public holiday. CDR 2: Other times by AUP
R474	LAVOS-VV	TEBAK-ZG	ALLOCATED FLIGHT LEVELS (LAVOS): FL290, FL310, FL350, FL370, FL390, FL410 (NE-BOUND); FL300, FL340, FL360, FL400 (SW-BOUND)
R474	LAVOS-VV	TEBAK-ZG	ALLOCATED FLIGHT LEVELS (TEBAK): FL290, FL310, FL330, FL350, FL370, FL390, FL410 (NE-BOUND); FL300, FL320, FL340, FL360, FL380, FL400 (SW-BOUND)
R588	BASIT-VD	SUSEL-VD	ALLOCATED FLIGHT LEVELS: FL270, FL330, FL370, FL410 (E-BOUND); FL280, FL320, FL340 (W-BOUND)
R594	DPN-VI	LKN-VI	Expect longitudinal separation of 20NM for RNP2 aircraft. Non RNP2 aircraft inform ACC by using phraseology 'Negative RNP2'
R598	AGODA-VE	RAJ-VG	FIS only below FL115
R598	RAJ-VG	MIGOP-VE	Advisory service only above FL150 below FL245
R598	RAJ-VG	MIGOP-VE	FIS only at or below FL150
R598	VINAD-VE	VANTU-VG	Advisory service only above FL150 below FL245
R598	VINAD-VE	VANTU-VG	FIS only at or below FL150
R650	ASRAB-HE	NALSO-HE	RNAV 5 required between FL160-FL460
R652	DAXAN-OR	DAVAS-OR	RNAV 5 required
R652	DAXAN-OR	KASIR-OR	ORBB FIR Arrs cross DAXAN at or below FL270
R652	GRY-OE	OBROD-OE	OJAC FIR ARRrS cross GRY at or below FL290
R652	KULDI-OJ	KIPAS-OJ	Airway suspended
R652	METSA-OJ	KIPAS-OJ	RNAV 5 required
R652	METSA-OJ	QTR01-OJ	Only available for OJAQ ARRrS/DEPs
R654	ISN-OI	YZD-OI	Closed for overflights
R654	MAGRI-UD	DENDA-OO	RNAV 5 above FL285
R659	TRN-OI	MIDSI-OB	RNAV 5 above FL285

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
R659	VEDED-OT	DOH-OT	Available for OTBD, OTHH, OTBH DEPs landing within OBBD FIR, OTBD, OTHH, OTBH ARRrS via MIDSr
R660	DASIS-LT	TRN-OI	RNAV 5 above FL285
R661	DULAV-UB	DHN-OI	RNAV 5 above FL285
R674	DEMGO-HC	SABEL-OY	Conventional available below FL160
R674	DEMGO-HC	SABEL-OY	RNAV 5 required
R775	APDOS-OE	PURAD-HH	Conventional available below FL160
R777	LAKNA-OY	TORBA-OY	Conventional available below 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
R785	ZELAF-OJ	RASLI-OJ	RNAV 5 required
R794	DHN-OI	ULDUS-UB	RNAV 5 above FL285
T1	CLP-WI	BLI-WA	RNAV 10 required
T2	KALUT-WI	SBR-WA	RNAV 2 required
T3	CKG-WI	BLI-WA	RNAV 2 required
T5	BAC-WI	JPA-WA	RNAV 2 required
T5	OPIRA-VA	LEKAP-VO	Only available 0030-1630 and by NOTAM
T5	PEXEG-VO	LEKAP-VO	Contact HAL APP prior to entering VO(TRA)-809
T6	BAC-WI	JPA-WA	RNAV 2 required
T7	BAC-WI	TOPUK-WI	RNAV 2 required
T8	BAC-WI	CKG-WI	RNAV 2 required
T9	DKI-WI	MWB-WA	RNAV 2 required
T9	GUNDI-VA	BOBEX-VO	VOGO ARRrS/DEPs expect rerouting via OKILA-UDULO
T10	BAC-WI	CKG-WI	RNAV 2 required
T10	DASUM-HE	OBRAN-HE	Only available for HEAL ARRrS/DEPs
T11	ANY-WI	AGTAK-WA	RNAV 2 required

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
T14	DKI-WI	MWB-WA	RNAV 2 required
T21	JUNHA-WI	OBDOS-WI	RNAV 2 required
T22	UGEBO-WI	OBDOS-WI	RNAV 2 required
T23	JUNHA-WI	SURGA-WI	RNAV 2 required
T24	JUNHA-WI	SURGA-WI	RNAV 2 required
T25	DOLTA-WI	IGUTU-WI	RNAV 2 required
T26	ANY-WI	LAVOV-WA	RNAV 2 required
T32	BUK-LT	GEM-LT	Not available for domestic traffic
T32	BUK-LT	MUS-LT	RNAV 5 required
T36	EZS-LT	ALRAM-OI	RNAV 5 required
T36	ULTED-LT	ALRAM-OI	FL240-FL310 not available
T39	DEN-LT	EDISI-LT	RNAV 5 required
T39	DEN-LT	LAMSA-LT	FL200-FL250 not available during military activity
T44	DAL-LT	MARMA-LT	RNAV 5 required
T54	SITRU-LT	SIV-LT	RNAV 5 required
T55	TANSA-HE	DEDLU-HE	RNAV (RNAV 5) required at or below FL460
T57	VICEN-LT	VEVUD-LT	RNAV 5 required
T58	KUXIL-LT	KFK-LT	RNAV 5 required
T62	TELVO-LT	KONAK-LT	Only available 1730-0230 31 May-1 Nov, weekends, Hol and by ATC
T79	NAMAN-LT	ILHAN-LT	RNAV 5 required
T80	OBAKO-LL	ASSIF-LL	For ACFT with MNM ROC of 500 ft/min & ROD of 1000 ft/min only. If unable to comply, notify ATC in advance
T80	OBAKO-LL	ASSIF-LL	In the last 1000 ft during climb and decent, vertical speed should not exceed 1000 ft/min
T80	OBAKO-LL	ASSIF-LL	Only available by ATC
T80	OBAKO-LL	ASSIF-LL	RNAV 5 required
T84	MZD-LL	ASSIF-LL	CDR 1: Fri 1200Z-Sun 0400Z, Hol-1 1200Z-Hol+1 0400Z
T84	MZD-LL	ASSIF-LL	For ACFT with MNM ROC of 500 ft/min & ROD of 1000 ft/min only. If unable to comply, notify ATC in advance

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
T84	MZD-LL	ASSIF-LL	In the last 1000 ft during climb and decent, vertical speed should not exceed 1000 ft/min
T84	MZD-LL	ASSIF-LL	The route may be flown conventional or RNAV5
T85	OBAKO-LL	ASSIF-LL	CDR 1: Fri 1200Z-Sun 0400Z, Hol-1 1200Z-Hol+1 0400Z
T85	OBAKO-LL	ASSIF-LL	For ACFT with MNM ROC of 500 ft/min & ROD of 1000 ft/min only. If unable to comply, notify ATC in advance
T85	OBAKO-LL	ASSIF-LL	In the last 1000 ft during climb and decent, vertical speed should not exceed 1000 ft/min
T85	OBAKO-LL	ASSIF-LL	RNAV 5 required
T94	ZFR-LL	MZD-LL	CDR 1: Fri/Hol-1 1200Z-Sun/Hol+1 0400Z
T94	ZFR-LL	MZD-LL	For ACFT with MNM ROC of 500 ft/min & ROD of 1000 ft/min only. If unable to comply, notify ATC in advance
T94	ZFR-LL	MZD-LL	In the last 1000 ft during climb and decent, vertical speed should not exceed 1000 ft/min
T94	ZFR-LL	MZD-LL	The route may be flown conventional or RNAV5
T97	KANQO-LT	TIMOP-LT	RNAV 5 required
T99	VOLFO-LL	SALAM-LL	Only available by ATC
T99	VOLFO-LL	TOMAL-LL	Above FL295 - authorized cruising speed of 250 KIAS or less
T99	VOLFO-LL	TOMAL-LL	The route may be flown conventional or RNAV5
T115	DATOK-HE	DARUR-HE	RNAV (RNAV 5) required between FL340-FL460
T162	DIGTI-LG	DRAMO-LT	RNAV 5 required
T162	KEA-LG	DIGTI-LG	RNAV 5 required
T166	ERN-LT	PIXAP-LT	RNAV 5 required
T186	FIZLE-UZ	AMDAR-UZ	MEA FL150 within UT(R)-126 lateral limits
T186	LAPZE-UZ	AMDAR-UZ	RNAV 5 required
T210	DEREL-LT	ASTAL-LT	RNAV 5 required
T210	RUS-OI	RADAL-OI	Conditional Route (CDR). May only be used on pilot request and controller approval
T210	RUS-OI	RADAL-OI	RNAV 5 required
T211	RUS-OI	DAPOG-OI	RNAV 5 required

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
T217	EGSIR-OI	LAM-OI	RNAV 5 required
T218	IMGUT-OE	ASMIS-OE	Available during OER05A activity, at FL320 and above
T218	IMGUT-OE	ASMIS-OE	RNAV 5 required
T226	ARNOV-LB	REZOV-LT	Alternate route: by ATC
T226	ARNOV-LB	REZOV-LT	CDR 1: FL245 and above, H24
T226	NAVOD-LR	DIGBO-LT	RNAV 5 required
T227	DEDIN-LB	VADEN-LT	Alternate route: VADEN-P92-PDV-N739-LARAT-N127-BLO
T227	DEDIN-LB	VADEN-LT	CDR 1: FL245 and below, H24
T231	PUSTO-OR	ILMAP-OR	RNAV 5 required
T231	SILBO-OR	LOVEK-OR	Available from FL270 and above
T232	JILET-LL	DIVLA-LL	Only available by ATC
T232	JILET-LL	DIVLA-LL	The route may be flown conventional or RNAV5
T238	CLD-LT	LAVTA-LT	Only available 1900-0400Z, weekends and Hol, O/T used by Tactical Civil Military Coordination
T238	OKESA-LT	LAVTA-LT	RNAV 5 required
T241	AKBUK-LT	MISRO-LT	RNAV 5 required
T241	CLD-LT	MISRO-LT	Only available 1900-0400Z, weekends and Hol, O/T used by Tactical Civil Military Coordination
T243	HAY-LT	GEM-LT	RNAV 5 required
T264	UTEKA-LY	TUDBU-LB	Alternate route: by ATC
T264	UTEKA-LY	TUDBU-LB	CDR 1: H24
T264	UTEKA-LY	TUDBU-LB	RNAV 5 required
T268	RIVBU-LT	IPGIG-LT	RNAV 5 required
T283	OKESA-LT	BALSU-LT	MEA FL250 0230-1730Z 1 Apr-1 Nov, 0430-1700Z 2 Nov-31 Mar except weekends and Hol
T283	OKESA-LT	BALSU-LT	RNAV 5 required
T301	INLAP-LT	YKV-LT	FL310 and below not available
T301	NARLI-LT	INLAP-LT	FL240-FL310 not available
T301	NARLI-LT	YKV-LT	RNAV 5 required

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
T302	ADORU-LT	GUMRU-LT	RNAV 5 required
T304	LUUPU-LT	EVPIIM-LT	RNAV 5 required
T306	SRT-LT	ABDIK-LT	FL170-FL310 not available
T310	NUGBA-LT	SIN-LT	RNAV 5 required
T315	GIBUX-OR	BABIL-OR	FL245-FL285 NOT AVBL
T315	GIBUX-OR	LOVEK-OR	RNAV 5 required
T315	NUGBA-LT	HAKAN-LT	RNAV 5 required
T324	ERZ-LT	FODEC-LT	RNAV 5 required
T332	KABAN-LT	OTKEP-LT	FL310 and below not available
T332	OTKEP-LT	BEYAZ-LT	FL240-FL310 not available
T333	ESOTA-LT	SRT-LT	FL170-FL310 not available
T333	LESRI-LT	BEYAZ-LT	RNAV 5 required
T333	LESRI-LT	ESOTA-LT	FL170-FL260 not available
T333	SRT-LT	BEYAZ-LT	FL240-FL310 not available
T337	EKSEN-LT	KFK-LT	Not available during military activity. Expect rerouting via M855
T338	EDASA-LT	RORMU-LT	Not available during military activity. Expect rerouting via UT/T35, UA/A16
T339	GZP-LT	SIV-LT	RNAV 5 required
T343	WRN-LB	UDROS-LT	Alternate route: WRN-L744-UDROS
T343	WRN-LB	UDROS-LT	CDR 1: FL245 and below, H24
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 1730-0230Z 1 Apr-1 Nov, 1700-0430Z 2 Nov-31 Mar, weekends and Hol
T367	LANVO-LT	VAN-LT	Only available 1730-0230Z 1 Apr-1 Nov, 1700-0430Z 2 Nov-31 Mar, weekends and Hol
T380	TOKER-LT	VICEN-LT	RNAV 5 required
T385	TAPDO-OO	PG-OP	FL230-FL260 NOT AVBL

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
T385	TAPDO-OO	PG-OP	RNAV 5 required
T391	GERGI-LB	AYTEK-LT	Alternate route: by ATC
T391	GERGI-LB	AYTEK-LT	CDR 1: FL135 and below, H24
T422	CAY-LT	EVGEG-LT	Only available for LTAS ARR/DEPs
T443	BATEV-OI	MOSUM-UB	RNAV 5 required
T456	VRMG-VR	VRMM-VR	Domestic traffic only
T466	TUGRU-OE	RSI-OE	RNAV 5 required
T470	GAZ-LT	DYB-LT	RNAV 5 required
T471	ARTAR-LT	MRD-LT	RNAV 5 required
T476	YOYYO-LT	KEKIK-LT	RNAV 5 required
T488	LUGAV-HE	AST-HE	RNAV (RNAV 5) required between FL320-FL460
T489	IMR-LT	AYT-LT	Not available for LTBJ TMA DEPs inbound LTBS
T489	IMR-LT	AYT-LT	RNAV 5 required
T491	SONUP-LT	ODNOD-LT	RNAV 5 required
T495	BDR-LT	TUMER-LT	RNAV 5 required
T500	MCT-OO	VUSET-OO	MAA FL310 for traffic departing Muscat Intl inbound OPKC
T500	MCT-OO	VUSET-OO	Only available for OOMS ARRS/DEPs
T500	MCT-OO	VUSET-OO	RNAV 5 required
T502	BANAR-OY	PEBIX-OY	Conventional available below FL160
T502	MCT-OO	MUSRU-OO	Only available for OOMS DEPs
T502	MCT-OO	MUSRU-OO	RNAV 5 required
T503	MCT-OO	TUMET-OO	FL330 not available via REXOD
T503	MCT-OO	TUMET-OO	Only available for OOMS DEPs
T503	MCT-OO	TUMET-OO	RNAV 5 required
T503	OVANO-OE	KSA-OE	RNAV 5 required
T504	KARAR-OO	SUR-OO	Only available for OOMS ARRs
T504	KARAR-OO	SUR-OO	RNAV 5 required
T505	EMURU-OO	MCT-OO	FL330 not available via LOTAV, KITAL

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
T505	EMURU-OO	MCT-OO	Only available for OOMS ARRS/DEPs
T505	EMURU-OO	MCT-OO	RNAV 5 required
T506	TULBU-OO	MCT-OO	Only available for OOMS DEPs exiting OOMM FIR via LUDID or TOKRA
T506	TULBU-OO	MCT-OO	RNAV 5 required
T508	SOLUD-OO	MCT-OO	Only for traffic departing OOMS destination OMDB at FL200 or below
T508	SOLUD-OO	MCT-OO	RNAV 5 required
T508	SOLUD-OO	MCT-OO	Traffic departing OOMS transiting OMAE FIR entering OIIX FIR
T509	FJV-OM	MENSA-OM	Only available for OMFJ ARRs
T509	MENSA-OM	DAPOK-OO	Only available for traffic departing OOMS and landing at OMSJ, OMRK or OMFJ at FL180 or below
T509	MENSA-OM	DAPOK-OO	RNAV 5 required
T509	MENSA-OM	PASOV-OO	Only available for OMFJ ARRs
T510	WEJ-OE	RBG-OE	RNAV 5 required
T511	MUSUK-OO	MCT-OO	Only available for OOMS ARRs
T511	MUSUK-OO	MCT-OO	RNAV 5 required
T513	RASKA-OE	JDW-OE	Only available by ATC
T514	RASMO-OE	VUTAD-OE	Only available during OE(D)-400 activity above 13000'
T532	JDW-OE	KSA-OE	RNAV 5 required
T533	RESAL-OE	ULONO-OE	RNAV 5 required
T556	KSA-OE	SITER-OE	Only available 1900-0300Z
T556	KSA-OE	SITER-OE	RNAV 5 required
T641	TIRER-LT	BIMVO-LT	RNAV 5 required
T643	EKAWE-LT	GAKSU-LT	RNAV 5 required
T644	ONATO-VR	VRMV-VR	Domestic traffic only
T665	DOH-OT	OVONA-OT	Not available for flight planning and operational use
T665	DOH-OT	OVONA-OT	RNAV 1 required
T665	DOH-OT	OVONA-OT	Route activated by NOTAM

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
T701	TORBA-OY	KAPET-OO	Conventional available below FL160
T701	TORBA-OY	KAPET-OO	RNAV 5 required
T800	DASUT-OI	ULDUN-OI	RNAV 1 required
T800	DOH-OT	OVESU-OT	Available traffic for departing Qatar airports to OIIX FIR via DASUT at MAX FL230
T800	DOH-OT	VAXIN-OT	Eastbound for traffic departing Qatar Airports
T863	RABES-OJ	ELOXI-OJ	RNAV 5 required
T888	CRM-LT	SIV-LT	RNAV 5 required
T888	EMITI-OI	BJD-OI	RNAV 5 required
T990	LUDAN-OJ	BUSRA-OJ	RNAV 5 required
UA28	MUT-LT	DOREN-LT	Only available for LCEN ARRs/DEPs
UB535	DAGAP-HA	TORBA-OY	RNAV 5 required
UG33	DIGTI-LG	KEA-LG	Available only for military use or for contingency measures
UL53	OLGAT-LI	ANIDE-LC	RNAV 5 required
UL54	KPC-LG	PAXIS-HE	RNAV 5 required
UL81	METRU-HE	LORNO-LI	RNAV 5 required
UL223	ARI-LT	DASIS-LT	RNAV 5 required
UL333	BAG-LT	DASIS-LT	Not available for domestic traffic
UL333	BKZ-LT	DASIS-LT	RNAV 5 required
UL333	DORUK-LT	DASIS-LT	Only westbound above FL295
UL333	SOKAM-OA	SERKA-OP	FL280-FL290 available 2000-2359
UL601	TUNLA-LT	ARTAT-LB	RNAV 5 required
UL601	TUNLA-LT	KEMER-LT	Only available for LTAF, LTDB & LTDA ARRs/DEPs
UL602	GAZ-LT	MAKOL-LT	RNAV 5 required
UL604	SALUN-LG	DIMIS-LA	RNAV 5 required
UL605	RIXEN-LT	GAZ-LT	RNAV 5 required
UL606	ADORU-LT	CRD-LT	RNAV 5 required
UL607	PAXIS-HE	PINDO-LA	RNAV 5 required

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
UL609	MES-LG	ALKIS-LG	RNAV 5 required
UL612	KUMBI-HE	NOSTO-LI	RNAV 5 required
UL613	TANSA-HE	VJOSA-LA	RNAV 5 required
UL614	ADORU-LT	DERIL-LT	RNAV 5 required
UL614	ULSAB-LT	DERIL-LT	FL240-FL310 not available
UL615	VADEN-LT	VAN-LT	RNAV 5 required
UL617	TANSA-HE	MAKED-LG	RNAV 5 required
UL718	INB-LT	KABAN-LT	RNAV 5 required
UL718	ULSAB-LT	ESOTA-LT	FL240-FL310 not available
UL742	RIXEN-LT	MUT-LT	RNAV 5 required
UL851	KUGOS-UK	AGINA-LT	RNAV 5 required
UL854	EKI-LT	AYT-LT	RNAV 5 required
UL995	TIGRA-LI	VANZA-LC	RNAV 5 required
ULIMET	ULINA-HE	METSA-OJ	Only available for OJAQ ARR/DEPs
UM11	CRM-LT	REBLO-UD	RNAV 5 required
UM19	YUNUS-LT	ADORU-LT	RNAV 5 required
UM601	RUTOM-LG	EVENO-LG	RNAV 5 required
UM603	GOLDO-LT	BKZ-LT	RNAV 5 required
UM603	PINDO-LA	GOLDO-LT	RNAV 5 required
UM688	OTKEP-LT	RATVO-LT	FL330 and below not available
UM688	ULTED-LT	OTKEP-LT	FL240-FL310 not available
UM728	BELIX-LG	SALUN-LG	RNAV 5 required
UM853	GAKSU-LT	KUGOS-UK	40000' and below not available 0700-1400Z
UM853	INB-LT	KUGOS-UK	S-bound direction not available at or above FL310
UM854	SUMOL-UK	GAZ-LT	RNAV 5 required
UM854	SUMOL-UK	INB-LT	40000' and below not available 0700-1400Z
UM855	BKZ-LT	TOMBI-LT	RNAV 5 required
UM856	MUT-LT	RAKUR-UK	RNAV 5 required
UM860	KUGOS-UK	NINVA-OR	RNAV 5 required

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
UM860	RENGI-LT	SRT-LT	FL240-FL310 not available
UM860	SRT-LT	NINVA-OR	FL330 and below not available
UM861	RAKUR-UK	NISAP-LT	RNAV 5 required
UM978	DEMAG-LM	TOSKA-LG	RNAV 5 required
UN127	BENEM-LT	NEMOH-LG	RNAV 5 required
UN127	EXELA-LG	BENEM-LT	RNAV 5 required
UN128	RUGAS-LG	OTHON-LC	RNAV 5 required
UN131	AYT-LT	DOREN-LT	Only available for LCEN ARR/DEPs
UN131	BELGI-LT	DOREN-LT	RNAV 5 required
UN131	DEN-LT	AYT-LT	Only available for LTAI ARR/DEPs
UN133	ANTAR-HE	ATFIR-LG	RNAV 5 required
UN134	KOR-LG	VANZA-LC	RNAV 5 required
UN135	IMR-LT	VESAR-LT	RNAV 5 required
UN136	IRA-LG	SOTIV-LT	RNAV 5 required
UN161	ERZ-LT	INDUR-LT	RNAV 5 required
UN303	PARIM-OY	NAPGO-HC	RNAV 5 required
UN618	DAL-LT	VADEN-LT	RNAV 5 required
UN644	DIGTI-LG	ROLIN-UG	RNAV 5 required
UN644	PEREN-LG	DIGTI-LG	RNAV 5 required
UN739	ADORU-LT	TUMER-LT	RNAV 5 required
UNSBK Z	UNSAV-LT	BKZ-LT	Only available by ATC
UN-SYAA	UNSAV-LT	YAA-LT	Only available by ATC
UP14	LMO-LG	TIPOT-LT	RNAV 5 required
UP14	TIPOT-LT	LAVTA-LT	RNAV 5 required
UP29	AYT-LT	SUMOL-UK	RNAV 5 required
UP29	BIMVO-LT	SUMOL-UK	40000' and below not available 0700-1400Z
UP146	ARI-LT	AGINA-LT	FL290, FL370 not available

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
UP146	TBN-LT	AGINA-LT	RNAV 5 required
UP727	FENER-LT	REZOV-LT	RNAV 5 required
UP777	FENER-LT	IBLAL-LB	RNAV 5 required
UP975	ARTAT-LB	LESRI-LT	RNAV 5 required
UR21	SRT-LT	KABAN-LT	FL240-FL310 not available
UT32	BUK-LT	GEM-LT	Not available for domestic traffic
UT32	BUK-LT	MUS-LT	RNAV 5 required
UT35	IST-LT	AYT-LT	Only available for LTAI ARRs
UT36	EZS-LT	ALRAM-OI	RNAV 5 required
UT36	ULTED-LT	ALRAM-OI	FL240-FL310 not available
UT38	BELGI-LT	VESAR-LT	RNAV 5 required
UT39	DEN-LT	TOMBI-LT	RNAV 5 required
UT44	DAL-LT	MARMA-LT	RNAV 5 required
UT54	SITRU-LT	SIV-LT	RNAV 5 required
UT57	VICEN-LT	VEVUD-LT	RNAV 5 required
UT58	KUXIL-LT	KFK-LT	RNAV 5 required
UT61	HAY-LT	SIN-LT	RNAV 5 required
UT62	TELVO-LT	KONAK-LT	Only available 31 May-1 Nov
UT79	NAMAN-LT	ILHAN-LT	RNAV 5 required
UT97	KANQO-LT	TIMOP-LT	RNAV 5 required
UT162	DIGTI-LG	DRAMO-LT	RNAV 5 required
UT162	KEA-LG	DIGTI-LG	RNAV 5 required
UT166	ERN-LT	PIXAP-LT	RNAV 5 required
UT210	DEREL-LT	ASTAL-LT	RNAV 5 required
UT226	DIGBO-LT	REZOV-LT	RNAV 5 required
UT238	OKESA-LT	LAVTA-LT	RNAV 5 required
UT241	AKBUK-LT	MISRO-LT	RNAV 5 required
UT243	HAY-LT	CRM-LT	RNAV 5 required
UT253	RENGI-LT	OTKEP-LT	FL240-FL310 not available

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
UT268	RIVBU-LT	IPGIG-LT	RNAV 5 required
UT283	OKESA-LT	BALSU-LT	RNAV 5 required
UT284	EVKIT-LT	ARSUG-LT	Not available for LTAR, LTCB ARR/DEPs
UT284	EVKIT-LT	ARSUG-LT	RNAV 5 required
UT301	INLAP-LT	LUMOM-LT	FL330 and below not available
UT301	ULTED-LT	INLAP-LT	FL240-FL310 not available
UT301	ULTED-LT	LUMOM-LT	RNAV 5 required
UT304	LUUPU-LT	EVPII-LT	RNAV 5 required
UT306	SRT-LT	ABDIK-LT	FL240-FL310 not available
UT310	NUGBA-LT	SIN-LT	RNAV 5 required
UT315	NUGBA-LT	HAKAN-LT	RNAV 5 required
UT324	ERZ-LT	FODEC-LT	RNAV 5 required
UT332	KABAN-LT	OTKEP-LT	FL330 and below not available
UT332	OTKEP-LT	BEYAZ-LT	FL240-FL310 not available
UT333	ESOTA-LT	BEYAZ-LT	FL240-FL310 not available
UT333	LESRI-LT	BEYAZ-LT	RNAV 5 required
UT339	GZP-LT	SIV-LT	RNAV 5 required
UT380	TOKER-LT	VICEN-LT	RNAV 5 required
UT422	CAY-LT	EVGEG-LT	Only available for LTAS ARR/DEPs
UT470	ADKAR-LT	DYB-LT	RNAV 5 required
UT471	ARTAR-LT	MRD-LT	RNAV 5 required
UT476	YOYYO-LT	KEKIK-LT	RNAV 5 required
UT489	IMR-LT	AYT-LT	Not available for LTB TMA DEPs inbound LTBS
UT489	IMR-LT	AYT-LT	RNAV 5 required
UT491	SONUP-LT	ODNOD-LT	RNAV 5 required
UT495	BDR-LT	TUMER-LT	RNAV 5 required
UT641	TIRER-LT	BIMVO-LT	RNAV 5 required
UT643	EKAWE-LT	GAKSU-LT	RNAV 5 required
UT888	BAYIR-LT	ALRAM-OI	FL240-FL310 not available

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
UT888	CRM-LT	ALRAM-OI	Not available for LB, UK, UR, UG, UD FIR ARRr/over-flights
UT888	CRM-LT	ALRAM-OI	RNAV 5 required
UW54	ANTAR-HE	RDS-LG	Available only for military use or for contingency measures
UW74	MANAZ-LT	MILBA-LT	FL285-FL450 only available for LTAF, LTDB & LTDA ARRr/DEPs
UW75	KEMER-LT	ADA-LT	Only available for LTAF, LTDB & LTDA ARRr/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
UW83	AYT-LT	DOREN-LT	Only available for LCEN ARRr/DEPs
UW84	YAPZU-LT	ADA-LT	FL285-FL450 only available for LTAF, LTDB & LTDA ARRr/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
UW100	SUMOL-UK	INB-LT	40000' and below not available 0700-1400Z
UW101	GAKSU-LT	KUGOS-UK	40000' and below not available 0700-1400Z
UW101	INB-LT	KUGOS-UK	S-bound direction not available at or above FL310
UW710	SIV-LT	EZS-LT	Only available 1730-0230Z 1 Apr-1 Nov, 1700-0430Z 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
UW717	ADA-LT	HTY-LT	FL285-FL450 only available for LTAF, LTDB & LTDA ARRr/DEPs
UY213	OLDOK-LT	VUTZO-LT	RNAV 5 required
UY228	IVGUS-LT	ALEDA-LT	RNAV 5 required
UY371	DUGLA-LT	MARMA-LT	RNAV 5 required
UY661	ANTAR-HE	RDS-LG	RNAV 5 required
V9	GUNRI-VO	VIPAT-VO	VOMM ARRr only available during VO(D)-171 activity. Route via V9

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
V9	MMV-VO	VVZ-VE	Not available during VO(D)-171 activity
V11	BBZ-VO	RINTO-VO	Not available during VO(D)-171 activity
V31	BHA-OE	WDR-OE	Available during Escat activity, from FL310 to FL460
V31	EGPOB-OE	BHA-OE	FL160-FL190 for domestic flights
V44	IID-VA	BPL-VA	VABP ARRs planned via IID route V44
V44	IID-VA	BPL-VA	VAID DEPs planned via BPL route V44
V45	TTR-VO	MDI-VO	Contact HAL ATC prior to entering VO(R)-181 (A) or (C)
V48	ABH-OE	WDR-OE	Not available during OE(D)-92 activity
V56	KKU-VE	MALNO-VE	Not available for VEKU ARRs/DEPs
V94	PUMOT-VI	BRL-VI	Only for flights operating under RCS
V94	PUMOT-VI	BRL-VI	VIBY ARRs contact ATC 10 minutes prior to PUMOT
V331	EGMOT-OE	WDR-OE	Only available during OE(D)-96A activity
V338	SOKAM-OA	SAKUX-OA	Unusable
V602	LONIR-HE	PSD-HE	Only available by ATC
V603	SISIK-HE	HGD-HE	RNAV (RNAV 5) required between FL160-FL245
V604	DEGDI-HE	PSD-HE	2230-0530 by ATC only
V604	NOZ-HE	PSD-HE	RNAV 5 required between FL160-FL460
V606	LONIR-HE	ELIGI-HE	Only available by ATC
V608	HGD-HE	TONTU-HE	RNAV 5 required between FL160-FL460
V717	SIGSI-OA	SAKUX-OA	Unusable
V730	HGD-HE	GETOS-HE	RNAV 5 required between FL160-FL460
V738	ASN-HE	AST-HE	RNAV 5 required between FL160-FL460
V739	ABKAR-OE	GIZ-OE	Only available by ATC 1500-0300
V848	RAMSO-OA	ALKIB-OA	Unusable
V975	KSA-OE	ULIKA-OT	Available Fri, Sat & Hol H24; Sun-Thu 1900-0300Z
V975	KSA-OE	ULIKA-OT	MEA FL210 during OE(D)-48 activity or by ATC
VA-NYKV	VAN-LT	YKV-LT	Only available by ATC for LTCW ARRs/DEPs
W1	DAC-VG	SYT-VG	Domestic traffic only

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
W1	MELMI-OI	JSK-OI	RNAV 5 above FL285
W1	NIKLI-VG	SYT-VG	FIS only below FL75
W2	JSR-VG	DAC-VG	Domestic traffic only
W2	ZDN-OI	MESPO-OI	RNAV 5 above FL285
W3	DAC-VG	SDP-VG	Domestic traffic only
W3	DZF-OI	SYZ-OI	RNAV 5 above FL285
W4	CTG-VG	CXB-VG	Advisory service only
W4	CTG-VG	CXB-VG	Advisory service only above FL150
W4	CTG-VG	CXB-VG	Domestic traffic only
W4	CTG-VG	CXB-VG	FIS only at or below FL150
W4	CTG-VG	CXB-VG	Not available during VG(R)-20 activity
W5	JSR-VG	CTG-VG	Advisory service only above FL150
W5	JSR-VG	CTG-VG	Domestic traffic only
W5	JSR-VG	CTG-VG	FIS only at or below FL150
W5	TABQA-OS	HAS-OS	Domestic traffic only
W5	YZD-OI	SRJ-OI	RNAV 5 above FL285
W6	AWZ-OI	ISN-OI	RNAV 5 above FL285
W6	RAJ-VG	SDP-VG	Domestic traffic only
W6	RAJ-VG	SDP-VG	FIS only below FL125
W7	DZF-OI	EGVEL-OI	RNAV 5 above FL285
W7	NIKLI-VG	SHAMR-VG	Domestic traffic only
W8	HAB-OI	TRN-OI	RNAV 5 above FL285
W8	KANDI-VG	CML-VG	Domestic traffic only
W8	KANDI-VG	CML-VG	FIS only below FL55
W8	KHG-HE	CVO-HE	RNAV 5 required between FL160-FL460
W8	TL-VT	KRT-VT	For military use only
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

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
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	AKTIV-VA	When VA(D)-219 is active aircraft below FL110 route via IID-A4-SG
W10S	BBB-VA	DPN-VI	Domestic operators only
W10	ISHUI-VG	IDLOX-VG	Advisory service only above FL150
W10	ISHUI-VG	IDLOX-VG	Domestic traffic only
W10	ISHUI-VG	IDLOX-VG	FIS only at or below FL150
W10	KPS-VT	TL-VT	For military use only
W10S	SG-VA	IID-VA	Contact Ozar ATC on 122.700MHz prior to entering VA(R)-35
W10S	SG-VA	IID-VA	MEA FL110 during VA(D)-219 activity. Traffic below FL110 routes IID-A4-SG
W10	SYZ-OI	CBH-OI	RNAV 5 above FL285
W11	ISRIS-VA	APANO-VA	Domestic operators only
W11	VGSG-VG	SDP-VG	Advisory service only above FL150
W11	VGSG-VG	SDP-VG	Domestic traffic only
W11	VGSG-VG	SDP-VG	FIS only at or below FL150
W12	BLS-VE	BBN-VE	Domestic operators only
W12	OLPAS-VG	VGLM-VG	Advisory service only above FL150
W12	OLPAS-VG	VGLM-VG	Domestic traffic only
W12	OLPAS-VG	VGLM-VG	FIS only at or below FL150
W13	LULPA-VE	MULMO-VI	Domestic operators only
W13	PEKAM-OI	VR-OI	During OID120W activity minimum flight altitude will be FL240
W13	PEKAM-OI	VR-OI	RNAV 5 above FL285
W13	RAJ-VG	ISHUI-VG	Advisory service only above FL150
W13	RAJ-VG	ISHUI-VG	Domestic traffic only

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
W13	RAJ-VG	ISHUI-VG	FIS only at or below FL150
W13	TAPUZ-LL	DAFNA-LL	12000' - FL325 available H24
W13	TAPUZ-LL	DAFNA-LL	CDR 1: FL330 - FL600, Sun-Wed 2100Z-0500Z, Thu 1500Z-Sun 0600Z, Hol-1 1500Z-Hol+1 0600Z
W13	TAPUZ-LL	VELOX-LC	RNAV 5 required
W14	DAC-VG	DAKID-VG	Domestic traffic only
W14	NUPUR-VG	DAKID-VG	FIS only at or below FL150
W14	PBN-VA	BBB-VA	Domestic operators only
W14	TRN-VT	HTY-VT	TRN VOR/DME frequency 116.6MHz unavailable above 25000' due to frequency signal interference
W15	BBB-VA	TVM-VO	Domestic operators only
W15	KANTI-VO	MML-VO	MEA FL220 except for VOGO ARR/DEPs
W15	KANTI-VO	MML-VO	MEA FL290 during VO(D)-178 activity
W15	TANAP-VG	CXB-VG	Advisory service only above FL150
W15	TANAP-VG	CXB-VG	Domestic traffic only
W15	TANAP-VG	CXB-VG	FIS only at or below FL150
W16	JAS-VI	JDP-VI	Domestic operators only
W17	OKILA-VA	MML-VO	Domestic operators only
W17	TULVI-VN	NARAN-VN	Domestic traffic only
W18	BBB-VA	HIA-VO	Domestic operators only
W19	DPN-VI	HIA-VO	Domestic operators only
W19	DPN-VI	HIA-VO	MAA FL280 by ATC
W19	DPN-VI	HIA-VO	RNP2 aircraft route via Q23, Q24
W19	DPN-VI	INTIL-VI	At or below FL180 contact Agra Approach on 127.900 MHz before entering VI(R)-142
W19	TULVI-VN	BWA-VN	Domestic traffic only
W20	DPN-VI	MMV-VO	Domestic operators only
W20	DPN-VI	MMV-VO	MAA FL280 by ATC
W20	DPN-VI	MMV-VO	RNP2 aircraft route via Q23, Q24

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
W21	ASARI-VI	SGR-VI	Contact Alpha Control/Monitor on 119.70MHz for identification
W21	ASARI-VI	SGR-VI	Domestic operators only
W21	ASARI-VI	SGR-VI	Suitable equipped aircraft are required to Squawk Mode 3A, the assigned Code and Mode C. Other aircraft shall Squawk Mode 3A, Code 2000 and Mode C
W21	PANLA-VI	SUDAK-VI	Cross PANLA at or above 19000'. If unable to comply contact Srinagar ATC for alternate clearance
W21	SUDAK-VI	RILVU-VI	Cross SUDAK at or above 17000'. If unable to comply contact Srinagar ATC for alternate clearance
W22	ELKUX-VI	SGR-VI	Contact Alpha Control/Monitor on 119.70MHz for identification
W22	ELKUX-VI	SGR-VI	Domestic operators only
W22	ELKUX-VI	SGR-VI	Suitable equipped aircraft are required to Squawk Mode 3A, the assigned Code and Mode C. Other aircraft shall Squawk Mode 3A, Code 2000 and Mode C
W23	ASARI-VI	SGR-VI	Contact Alpha Control/Monitor on 119.70MHz for identification
W23	ASARI-VI	SGR-VI	Domestic operators only
W23	ASARI-VI	SGR-VI	Suitable equipped aircraft are required to Squawk Mode 3A, the assigned Code and Mode C. Other aircraft shall Squawk Mode 3A, Code 2000 and Mode C
W23	BUZ-OI	SYZ-OI	RNAV 5 above FL285
W23	PANLA-VI	SUDAK-VI	Cross PANLA at or above 19000'. If unable to comply contact Srinagar ATC for alternate clearance
W23	SUDAK-VI	RILVU-VI	Cross SUDAK at or above 17000'. If unable to comply contact Srinagar ATC for alternate clearance
W24	ASARI-VI	SGR-VI	Contact Alpha Control/Monitor on 119.70MHz for identification
W24	ASARI-VI	SGR-VI	Domestic operators only
W24	ASARI-VI	SGR-VI	Suitable equipped aircraft are required to Squawk Mode 3A, the assigned Code and Mode C. Other aircraft shall Squawk Mode 3A, Code 2000 and Mode C

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
W25	OROTI-VI	AAR-VI	Contact Alpha Control/Monitor on 119.70MHz for identification
W25	OROTI-VI	AAR-VI	Domestic operators only
W25	OROTI-VI	AAR-VI	Suitable equipped aircraft are required to Squawk Mode 3A, the assigned Code and Mode C. Other aircraft shall Squawk Mode 3A, Code 2000 and Mode C
W26	HIA-VO	BBZ-VO	Domestic operators only
W27	NNP-VA	HIA-VO	Domestic operators only
W28	BBB-VA	HIA-VO	Domestic operators only
W28	BBB-VA	HIA-VO	W-bound direction only available for VAPO ARRs, VABB overflights
W29	HIA-VO	VVZ-VE	Domestic operators only
W30	BBN-VE	OLTOG-VE	Domestic operators only
W30	IMDAT-OI	AWZ-OI	RNAV 5 above FL285
W31	EGVAX-OI	ABD-OI	RNAV 5 above FL285
W31	LKN-VI	AYD-VE	Domestic operators only
W32	ROVAD-OI	BND-OI	RNAV 5 above FL285
W32	SMU-VT	REGOS-VT	CDR 1: Available Monday to Friday 1700-2300Z and Friday 1700Z to Sunday 2300Z and public holiday. CDR 2: Other times by AUP
W33	AGG-VI	KKJ-VE	Contact VIGR ATC on 122.7MHz, 127.500MHz for KKJ position report and pass estimate NOBOM
W33	AGG-VI	KKJ-VE	Domestic operators only
W33	NOBOM-VI	KKJ-VE	Contact VIAG ATC on 127.900 MHz, 125.000 MHz, VIGR ATC on 122.700MHz, 127.500MHz prior to entering LFA
W33	PUT-VT	SMU-VT	CDR 1: Available Monday to Friday 1700-2300Z and Friday 1700Z to Sunday 2300Z and public holiday. CDR 2: Other times by AUP
W34	KALAM-VE	LBR-VE	Domestic operators only
W35	DPN-VI	BNR-VI	Domestic operators only

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
W35	UPNEP-VT	NKS-VT	CDR 1: Available Monday to Friday 1700-2300Z and Friday 1700Z to Sunday 2300Z and public holiday. CDR 2: Other times by AUP
W35	VTN-VL	LNT-VL	Traffic Traversing w/i VLVT FIR on routes A581,B218,B346,W35 will be assigned the following FLs:N-BND:FL110-130-150-170-190-210-230-250-270-290-310-330-350-370-390-410-450-490.S-BND:FL120-140-160-180-200-220-240-260-280-300-320-340-360-380-400-430-470-510
W36	CHG-VI	AAR-VI	Domestic operators only
W37	DPN-VI	HW-VI	Domestic operators only
W38	BPL-VA	HIA-VO	Domestic operators only
W39	DPN-VI	LEH-VI	Domestic operators only
W39	LOY-VT	NOBER-VT	CDR1: Monday to Friday 1700-2200Z and Friday 1700Z to Sunday 2200Z and public holiday. CDR2: Other times by AUP
W40	AAE-VA	LKN-VI	Domestic operators only
W41	HIA-VO	CEA-VE	Domestic operators only
W41	NGJ-VN	KTM-VN	Domestic traffic only
W42	TTR-VO	ADKAL-VO	Contact Hal ATC prior to entering VO(R)-181A, VO(R)-181C
W42	TTR-VO	BIA-VO	Domestic operators only
W43	CCB-VO	UGABA-VO	Contact Hal ATC prior to entering VO(R)-181A, VO(R)-181C
W43	TVM-VO	BIA-VO	Domestic operators only
W44	BBN-VE	PPT-VE	Domestic operators only
W45	LKN-VI	PPT-VE	Domestic operators only
W46	MSR-VO	MDI-VO	Domestic operators only
W47	BIA-VO	VVZ-VE	Domestic operators only
W48	BBM-VO	MMV-VO	Domestic operators only
W49	KKJ-VE	BBS-VE	Domestic operators only

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
W50	BBS-VE	BBN-VE	Domestic operators only
W51	GGT-VE	TZU-VE	Domestic operators only
W52	CEA-VE	PPT-VE	Domestic operators only
W53	GGT-VE	KKU-VE	Domestic operators only
W54	AAT-VE	IIM-VE	Domestic operators only
W54	ANTAR-HE	RDS-LG	Available only for military use or for contingency measures
W55	AAT-VE	DMR-VE	Domestic operators only
W56	BBB-VA	BIA-VO	Domestic operators only
W57	BIA-VO	HIA-VO	Domestic operators only
W57	BIA-VO	HIA-VO	MAA FL280 by ATC
W57	BIA-VO	HIA-VO	RNP2 aircraft route via Q22
W58	AAE-VA	JJP-VI	Domestic operators only
W58	AAE-VA	JJP-VI	VAAH, VAID, VABO ARRrS expect FL340 or below unless specifically coordinated
W58	AAE-VA	JJP-VI	VIJP ARRrS expect FL330 or below unless specifically coordinated
W59	SUSIK-VO	HIA-VO	Domestic operators only
W60	TEKEM-VE	DRG-VE	Domestic operators only
W61	BBB-VA	JNR-VA	Domestic operators only
W62	LIGPI-VA	AAE-VA	Domestic operators only
W63	KS-VA	AAE-VA	Domestic operators only. Available as contingency route for international traffic
W64	RRC-VE	DGP-VE	Domestic operators only
W65	JDP-VI	CHI-VI	Domestic operators only
W66	VVZ-VE	KKJ-VE	Domestic operators only
W67	GGO-VO	PPN-VA	Domestic operators only
W68	BPL-VA	KKJ-VE	Domestic operators only
W69	OROTI-VI	DPN-VI	Domestic operators only
W70	BIA-VO	BBI-VO	Domestic operators only

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
W70	BIA-VO	BBI-VO	Not available for SAI overflights
W71	SAI-VO	HIA-VO	Domestic operators 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 operators only
W73	BBN-VE	JJS-VE	Domestic operators only
W74	BHU-VA	MEMOP-VA	Domestic operators only
W74	MANAZ-LT	MILBA-LT	Only available for LTAF, LTDB & LTDA ARR/DEPs
W75	AAU-VA	UPMAV-VA	Contact Ozar ATC on 120.6MHz prior to entering VA(R)-36
W75	DEREL-LT	BAG-LT	Only available 1730-0230Z 1 Apr-1 Nov, 1700-0430Z 2 Nov-31 Mar, weekends and Hol
W75	KEMER-LT	ADA-LT	Only available for LTAF, LTDB & LTDA ARR/DEPs
W75	MELAX-VA	UUD-VA	Domestic operators only
W75	UPMAV-VA	PRA-VA	When VA(D)-219 is active aircraft below FL110 route via IID-A5-JLG
W75	UPMAV-VA	PRA-VA	When VA(D)-8 is active aircraft below FL400 route via IID-A5-JLG
W76	JRS-VE	JJS-VE	Domestic operators only
W77	QQZ-VA	SG-VA	Domestic operators only
W78	MABTA-VA	BIA-VO	Domestic operators only
W79	AAU-VA	BPL-VA	Domestic operators only
W80	DRG-VE	IRTEP-VE	Domestic operators only
W81	MML-VO	BIA-VO	Domestic operators only
W81	YAYLA-LT	DEN-LT	Only available 1730-0230Z 1 Apr-1 Nov, 1700-0430Z 2 Nov-31 Mar, weekends and Hol
W82	LLP-VE	KKU-VE	Domestic operators 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

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
W83	LLP-VE	IIM-VE	Domestic operators only
W84	AAT-VE	LLP-VE	Domestic operators only
W84	YAPZU-LT	ADA-LT	FL110-FL285 only available for LTAF, LTDB & LTDA ARR/DEPs
W85	SP-VI	LKN-VI	Domestic operators only
W86	BEGUM-VE	GKP-VE	Domestic operators only
W87	HW-VI	DOKNU-VI	Domestic operators only
W88	BIA-VO	PONIP-VO	Domestic operators only
W88	EKTEL-LT	EZS-LT	Cruising Levels by ATC
W89	AYT-LT	IMR-LT	Not available for LTBj TMA DEPs inbound LTBS
W90	ISMON-VE	BBS-VE	When VE(D)-50 is active aircraft at or below FL210 route via BBS-MEPOL-VVZ
W90	VVZ-VE	BBS-VE	Domestic operators only
W90	VVZ-VE	LARIK-VE	When VO(D)-73 is active route via LARIK-point 'A'-point 'C'-XOPOX
W91	TUMER-LT	IST-LT	Only available 1730-0230Z 1 Apr-1 Nov, 1700-0430Z 2 Nov-31 Mar, weekends and Hol
W91	TVM-VO	CIA-VO	Domestic operators only
W92	NUVTI-VO	AKMIL-VO	Domestic operators only
W93	ADKAL-VO	ENGIL-VO	Domestic operators only
W95	QQZ-VA	KO-VI	Domestic operators only
W96	TTP-VO	KAMGU-VO	Domestic operators only
W97	AAE-VA	QQZ-VA	Domestic operators only
W98	SAI-VO	PONIP-VO	Domestic operators only
W99	NNP-VA	JJB-VA	Domestic operators only
W100	RRP-VE	RRC-VE	Domestic operators only
W100	SUMOL-UK	INB-LT	40000' and below not available 0700-1400Z
W101	GAKSU-LT	KUGOS-UK	40000' and below not available 0700-1400Z
W101W	GGO-VO	BIA-VO	Domestic operators only
W102	IBUDA-VE	BBN-VE	Domestic operators only

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
W103	BADEM-LT	KHD-LT	Cruising Levels by ATC
W103	DOGET-VA	KS-VA	Domestic operators only. Available as contingency route for international traffic
W104	APAGO-VE	LLP-VE	Domestic operators only
W105	PPT-VE	BGD-VE	Domestic operators only
W106	RRC-VE	PPT-VE	Domestic operators only
W106	RRC-VE	PPT-VE	When VE(D)-57 is active route via W107
W107	RRC-VE	PPT-VE	Alternate route for W106
W107	RRC-VE	PPT-VE	Domestic operators only
W108	KAMLO-VA	RRP-VE	Domestic operators only
W109	BBN-VE	JJS-VE	Domestic operators only
W110	ATOGA-VE	PUKON-VE	Domestic operators only
W111	CEA-VE	PPB-VO	Domestic operators only
W112	CEA-VE	PPB-VO	Domestic operators only
W114	CCB-VO	MMV-VO	Domestic operators only
W115	CCB-VO	MMV-VO	Domestic operators only
W116	BIA-VO	MMV-VO	Domestic operators only
W117	BIA-VO	MMV-VO	Domestic operators only
W118	CIA-VO	BIA-VO	Domestic operators only
W118	CIA-VO	SATBI-VO	Contact Hal ATC prior to entering VO(R)-181A, VO(R)-181C
W119	CLC-VO	CCB-VO	Domestic operators only
W120	GGO-VO	HIA-VO	Domestic operators only
W121	MML-VO	TTP-VO	Domestic operators only
W122	JJP-VI	BPL-VA	Domestic operators only
W123	JJP-VI	AGG-VI	Domestic operators only
W124	BUBNU-VI	JJP-VI	Domestic operators only. Route available for VIJP international ARRrS
W126	BBB-VA	HBL-VO	Domestic operators only
W128	PPN-VA	BBM-VO	Domestic operators only

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
W134	SBZ-OI	BRD-OI	RNAV 5 above FL285
W134	SG-VA	PPN-VA	Domestic operators only
W135	JNR-VA	AAE-VA	Domestic operators only
W136	ANBAS-VO	RRP-VE	Domestic operators only
W137	BGD-VE	GGT-VE	Domestic operators only
W137	DAR-OI	ZAL-OI	RNAV 5 above FL285
W138	KKJ-VE	RRP-VE	Domestic operators only
W139	BAM-OI	SIMDU-OI	RNAV 5 above FL285
W139	DAR-OI	TBS-OI	Conditional Route (CDR). May only be used on pilot request and controller approval
W139	NNP-VA	KKJ-VE	Domestic operators only
W140	BPL-VA	RRP-VE	Domestic operators only
W141	BIA-VO	TTP-VO	Domestic operators only
W142	XIVIL-VO	TTP-VO	Domestic operators only
W143	DURSI-OI	LAR-OI	RNAV 5 above FL285
W143	LAXOM-VA	BVR-VA	Domestic operators only
W144	BUZ-OI	GESIP-OI	RNAV 5 above FL285
W144	HSR-VA	IPNIB-VA	Domestic operators only
W145	AT-VO	CIA-VO	Domestic operators only
W146	AAU-VA	BPL-VA	Domestic operators only
W146	ABM-OI	KHM-OI	RNAV 5 above FL285
W147	TVM-VO	MDI-VO	Domestic operators only
W148	ANIRO-VO	KAMGU-VO	Domestic operators only
W149	RRP-VE	BBS-VE	Domestic operators only
W150	PAXID-OI	RSR-OI	RNAV 5 above FL285
W150	RRP-VE	BBS-VE	Domestic operators only
W151	PAD-OI	ARB-OI	RNAV 5 above FL285
W151	SG-VA	OJR-VA	Domestic operators only
W152	OJR-VA	AAU-VA	Domestic operators only

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
W152	ROTAL-OI	ABM-OI	RNAV 5 above FL285
W153	BIA-VO	BBZ-VO	Domestic operators only
W154	AT-VO	MML-VO	Domestic operators only
W154	DHN-OI	GIBAB-OI	This route will be used when OID117 on AWY B411 is activated
W154	ILM-OI	GIBAB-OI	RNAV 5 above FL285
W155	AT-VO	KNR-VO	Domestic operators only
W155	GGN-OI	KLH-OI	RNAV 5 above FL285
W156	GGN-OI	SHR-OI	RNAV 5 above FL285
W156	OJR-VA	UPMAV-VA	Domestic operators only
W157	OJR-VA	IID-VA	Domestic operators only
W158	BBB-VA	KAKPO-VA	Domestic operators only
W158	PAREX-OI	KRD-OI	RNAV 5 above FL285
W159	BBB-VA	SRD-VA	Domestic operators only
W159	RERET-OI	BJD-OI	RNAV 5 above FL285
W160	RRP-VE	JRS-VE	Domestic operators only
W161	HSR-VA	SG-VA	Domestic operators only
W161	IKA-OI	RST-OI	RNAV 5 above FL285
W162	BVR-VA	AAE-VA	Domestic operators only
W162	DAPIN-OI	MSD-OI	RNAV 5 above FL285
W163	GGO-VO	HIA-VO	Domestic operators only
W166	IIM-VE	TEKEM-VE	Domestic operators only
W170	RRC-VE	MIGAB-VE	Domestic operators only
W171	MIGAB-VE	RUKN-VE	Domestic operators only
W172	IGREM-VO	PEGBO-VA	Domestic operators only
W173	IGREM-VO	BBM-VO	Domestic operators only
W174	JJP-VI	JWR-VI	Domestic operators only
W197	SRT-LT	ABDIK-LT	FL170-FL260 not available
W218	SRD-VA	HIA-VO	Domestic operators only

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
W334	NAGIP-OE	HLF-OE	Available Fri, Sat & Hol H24; Sun-Thu 1500-0300Z
W540	VKB-WM	PALNO-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
W601	TONTU-HE	KASAG-HE	RNAV 5 required between FL160-FL460
W605	ASN-HE	LXR-HE	N-bound direction available only for HELX ARRrS
W605	ASN-HE	LXR-HE	Only available for HESN ARRrS
W605	TONTU-HE	SML-HE	RNAV 5 required between FL160-FL460
W611	DASOT-HE	DELNA-HE	RNAV 5 required between FL160-FL460
W615	NAKDO-HE	AST-HE	RNAV (RNAV 5) required between FL200-FL460
W701	EZS-LT	ERZ-LT	MEA FL150 for domestic traffic
W710	SIV-LT	EZS-LT	Only available 1730-0230Z 1 Apr-1 Nov, 1700-0430Z 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
W717	ADA-LT	HTY-LT	FL110-FL285 only available for LTAF, LTDB & LTDA ARRrS/DEPs
W727	SEMRO-HE	SHM-HE	RNAV 5 required between FL160-FL460
W850	MELDO-HE	PASOS-HE	RNAV 5 required between FL160-FL460
Y1	DEBJI-VQ	BT-VQ	Not available for traffic via Y4
Y1	PRO-VQ	BT-VQ	Domestic traffic only
Y1	PRO-VQ	BT-VQ	GNSS required
Y1	PRO-VQ	BT-VQ	Max IAS 240 Kts
Y1	REP-VD	KOS-VD	RNAV 2 required
Y1	SIBVU-OI	DAR-OI	Contingency route (Conditional route). Active only by NO-TAM
Y1	SIBVU-OI	DAR-OI	RNAV 5 required
Y1	UDN-VT	PIPOB-VT	CDR 1: Available Monday to Friday 1000-2300Z and Friday 1000Z to Sunday 2300Z and public holiday. CDR 2: Other times by AUP

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
Y2	BT-VQ	YP-VQ	Domestic traffic only
Y2	BT-VQ	YP-VQ	GNSS required
Y2	BT-VQ	YP-VQ	Max IAS 240 Kts
Y2	KKN-VT	PIPOB-VT	CDR 1: Available Monday to Friday 1000-2300Z and Friday 1000Z to Sunday 2300Z and public holiday. CDR 2: Other times by AUP
Y2	KKN-VT	PIPOB-VT	RNAV 2 required
Y2	ZAJ-OI	ULEXI-OI	Contingency route (Conditional route). Active only by NOTAM
Y2	ZAJ-OI	ULEXI-OI	RNAV 5 required
Y3	BOKAK-VT	ANSAT-VD	RNAV 2 required
Y3	MENEX-VT	PUT-VT	Aircraft shall keep within the lateral limit of the route as much as possible to avoid entering VT(D)-58
Y3	MENEX-VT	PUT-VT	CDR2: When VT(D)-58 is activated. By NOTAM or AUP
Y3	PRO-VQ	YP-VQ	Domestic traffic only
Y3	PRO-VQ	YP-VQ	GNSS required
Y3	PRO-VQ	YP-VQ	Max IAS 240 Kts
Y3	SYZ-OI	RST-OI	Contingency route (Conditional route). Active only by NOTAM
Y3	SYZ-OI	RST-OI	RNAV 5 required
Y4	GELPU-VQ	BT-VQ	Domestic traffic only
Y4	GELPU-VQ	BT-VQ	GNSS required
Y4	GELPU-VQ	BT-VQ	Max IAS 240 Kts
Y4	NONEL-VT	KBI-VT	Aircraft shall keep within the lateral limit of the route as much as possible to avoid entering VT(D)-58
Y4	NONEL-VT	KBI-VT	CDR2: When VT(D)-58 is activated. By NOTAM or AUP
Y4	NONEL-VT	KBI-VT	RNAV 2 required
Y4	ZAJ-OI	ROVAD-OI	Contingency route (Conditional route). Active only by NOTAM
Y4	ZAJ-OI	ROVAD-OI	RNAV 5 required
Y5	DAGNA-VQ	GELPU-VQ	Not available for traffic via Y4

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
Y5	PRO-VQ	YP-VQ	Domestic traffic only
Y5	PRO-VQ	YP-VQ	GNSS required
Y5	PRO-VQ	YP-VQ	Max IAS 240 Kts
Y5	PUT-VT	SURMA-VT	CDR1: Monday to Friday 1700-2259Z and Friday 1700Z to Sunday 2259Z and public holiday. CDR2: Other times by NOTAM or AUP
Y5	PUT-VT	SURMA-VT	RNAV 2 required
Y5	SOGOT-OI	NSH-OI	Contingency route (Conditional route). Active only by NOTAM
Y5	SOGOT-OI	NSH-OI	RNAV 5 required
Y6	DAMOS-OI	DANEB-OI	Contingency route (Conditional route). Active only by NOTAM
Y6	DAMOS-OI	DANEB-OI	RNAV 5 required
Y6	PRO-VQ	JIGME-VQ	Domestic traffic only
Y6	PRO-VQ	JIGME-VQ	GNSS required
Y6	PRO-VQ	JIGME-VQ	Max IAS 240 Kts
Y7	BONAM-LT	NSH-OI	Contingency route (Conditional route). Active only by NOTAM
Y7	BONAM-LT	NSH-OI	RNAV 5 required
Y7	CMA-VT	BKK-VT	RNAV 2 required
Y8	SAPUD-VT	PUT-VT	Northbound direction between PUT and SAPUD only for flight departing VTSP and arriving VTSB
Y8	SRJ-OI	LABET-OI	Contingency route (Conditional route). Active only by NOTAM
Y8	SRJ-OI	LABET-OI	RNAV 5 required
Y9	DANDO-VT	TAREG-VD	Flights between BKK - HTY (vice versa) shall file flight plan in accordance with applicability for RNAV. In addition, A-464 AIRWAY is available for flight plan at FL280 and below
Y9	GETIS-OI	GIBAB-OI	Contingency route (Conditional route). Active only by NOTAM
Y9	GETIS-OI	GIBAB-OI	RNAV 5 required

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
Y10	RERET-OI	DHN-OI	Contingency route (Conditional route). Active only by NOTAM
Y10	RERET-OI	DHN-OI	RNAV 5 required
Y11	IKA-OI	ROVAD-OI	Contingency route (Conditional route). Active only by NOTAM
Y11	IKA-OI	ROVAD-OI	RNAV 5 required
Y11	KIGOB-VT	PASVA-WM	When VTD71 is activated, Y11 is not available for flight planning
Y12	ALUMO-VT	DOLNI-VT	When VT (R)-13 is activated, Y12 is not available for flight planning
Y12	MESPO-OI	BAM-OI	Contingency route (Conditional route). Active only by NOTAM
Y12	MESPO-OI	BAM-OI	RNAV 5 required
Y13	GRASO-VT	BKK-VT	Available for aircraft with VTBS as destination only
Y13	NOVSU-OI	DAR-OI	Contingency route (Conditional route). Active only by NOTAM
Y13	NOVSU-OI	DAR-OI	RNAV 5 required
Y14	IMLOT-OO	SOGOT-OI	Contingency route (Conditional route). Active only by NOTAM
Y14	IMLOT-OO	SOGOT-OI	RNAV 5 required
Y17	SMU-VT	DONSI-VT	RNAV 2 required
Y18	BET-VT	HTY-VT	CDR1: Monday to Friday 1100-2300Z and Friday 1100Z to Sunday 2300Z and public holiday. CDR2: Other times by NOTAM or AUP
Y18	BET-VT	HTY-VT	RNAV 2 required
Y19	BET-VT	POXUN-VT	CDR1: Monday to Friday 1100-2300Z and Friday 1100Z to Sunday 2300Z and public holiday. CDR2: Other times by NOTAM or AUP
Y19	LAVEV-VD	TIA-VD	RNAV 2 required
Y20	BKK-VT	UBL-VT	RNAV 2 required
Y20	ZOMBA-LC	MERVA-LL	RNAV 5 required
Y21	SAKDA-VD	KOS-VD	RNAV 2 required

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
Y21	UDN-VT	UBL-VT	RNAV 2 required
Y22	UDN-VT	UBL-VT	RNAV 2 required
Y23	KRT-VT	NKP-VT	RNAV 2 required
Y26	BKK-VT	CMA-VT	RNAV 2 required
Y27	BKK-VT	PONUK-VT	RNAV 2 required
Y28	BKK-VT	DUBEN-VT	RNAV 2 required
Y29	PIBAN-VT	PSL-VT	RNAV 2 required
Y30	MST-VT	NUVLU-VT	RNAV 2 required
Y31	PEBLI-VT	LOY-VT	CDR1: Monday to Friday 1700-2200Z and Friday 1700Z to Sunday 2200Z and public holiday. CDR2: Other times by AUP
Y31	PEBLI-VT	LOY-VT	RNAV 2 required
Y32	ELDAL-VT	KIMET-VT	RNAV 2 required
Y33	BEBUV-VT	IBIRI-VT	RNAV 2 required
Y34	POLOB-VT	IDKOR-VT	RNAV 2 required
Y35	YAKUA-VT	LOY-VT	CDR1: Monday to Friday 1700-2200Z and Friday 1700Z to Sunday 2200Z and public holiday. CDR2: Other times by AUP
Y35	YAKUA-VT	LOY-VT	RNAV 2 required
Y36	CMA-VT	TOMIP-VL	CDR1: Monday to Friday 1400-0100Z and Friday 1400Z to Sunday 0100Z and public holiday. CDR2: Other times by AUP
Y36	CMA-VT	TOMIP-VL	RNAV 2 required
Y37	MST-VT	ELDAL-VT	CDR1: Monday to Friday 1700-2200Z and Friday 1700Z to Sunday 2200Z and public holiday. CDR2: Other times by AUP
Y37	MST-VT	ELDAL-VT	RNAV 2 required
Y62	TILFA-LL	AMMIT-LL	Only available by ATC
Y63	GEFEN-LL	AMMIT-LL	Only available by ATC
Y64	MIRTA-LL	AMMIT-LL	Only available by ATC
Y65	NIKUV-LL	AMMIT-LL	Only available by ATC

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
Y65	NIKUV-LL	AMMIT-LL	RNAV 5 required
Y82	JIRAF-LL	KINAR-LL	For traffic to LLRM (military AD) only. Prior authorization from IAF required
Y83	JIRAF-LL	ZFR-LL	For traffic to LLRM (military AD) only. Prior authorization from IAF required
Y85	GALIM-LL	BARZI-LL	Only available by ATC
Y101	DATEG-OY	ASMAK-OY	Conventional available below FL160
Y101	DATEG-OY	ASMAK-OY	RNAV 5 required
Y103	DATEG-OY	IMPOS-OY	Conventional available below FL160
Y103	DATEG-OY	IMPOS-OY	RNAV 5 required
Y105	IMPOS-OY	ENADO-OY	Conventional available below FL160
Y105	IMPOS-OY	ENADO-OY	E-bound traffic restricted to FL350, W-bound traffic restricted to FL320
Y105	IMPOS-OY	ENADO-OY	RNAV 5 required
Y142	VURDI-LL	MZD-LL	For traffic to LLNV (Military AD) only. Prior authorization from IAF required
Y142	VURDI-LL	MZD-LL	RNAV 5 required
Y143	RAHAT-LL	SUKOT-LL	For traffic to LLNV (Military AD) only. Prior authorization from IAF required
Y143	RAHAT-LL	SUKOT-LL	RNAV 5 required
Y155	ARANI-LL	MALUQ-LL	For traffic to LLNV (Military AD) only. Prior authorization from IAF required
Y155	ARANI-LL	MALUQ-LL	RNAV 5 required
Y156	ENOKO-LL	MALUQ-LL	For traffic to LLNV (Military AD) only. Prior authorization from IAF required
Y156	ENOKO-LL	MALUQ-LL	RNAV 5 required
Y188	BLT-HE	DATOK-HE	RNAV (RNAV 5) required between FL340-FL460
Y213	OLDOK-LT	VUTZO-LT	RNAV 5 required
Y214	PMA-OE	RIBOT-OM	RNAV 5 required
Y214	RAPMA-OE	RIBOT-OM	Available during OER41 activity, from FL270 to FL600
Y216	PMA-OE	IVONU-OE	RNAV 5 required

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
Y220	TARBO-OO	ITLOB-OO	Only for traffic departing northern UAE airports
Y220	TARBO-OO	ITLOB-OO	RNAV 1 required
Y228	ALEDA-LT	IVGUS-LT	RNAV 5 required
Y229	YAYLA-LT	IVGUS-LT	Only available 1900-0400, weekends and Hol
Y229	YAYLA-LT	IVGUS-LT	RNAV 5 required
Y234	DASUM-HE	FYM-HE	Not available for HECA, HEAZ, HECF, HESX and HEOC ARRs
Y234	DASUM-HE	FYM-HE	RNAV (RNAV 5) required between FL340-FL460
Y335	OVDAS-LL	NURIT-LL	For traffic to LLOV (military AD) only. Prior authorization from IAF required
Y335	OVDAS-LL	NURIT-LL	Only available by ATC; 6000' and above
Y335	OVDAS-LL	NURIT-LL	The route may be flown conventional or RNAV5
Y339	AKOMA-WM	AROSO-WM	Not available for flight planning at FL220 and below. Refer ATS route A457 for alternate route
Y345	MATSU-WM	GUGIT-WM	RNAV 2 required
Y351	VPG-WM	DUBAX-VT	RNAV 5 required
Y371	DUGLA-LT	MARMA-LT	RNAV 5 required
Y372	OKESA-LT	NILRU-LT	Only available 1900-0400Z, weekends and Hol, O/T used by Tactical Civil Military Coordination
Y414	DEDSO-OO	MCT-OO	Only available for OOMS ARRs
Y414	SLL-OO	MCT-OO	RNAV 5 required
Y414	SLL-OO	MCT-OO	Traffic landing OOMS/OOMN, expect FL270 by RADAX
Y415	VUTAD-OE	LOTOK-OE	GND-FL330 not available 0500-1100 Sun-Thu, exc HOL
Y501	KALIL-WM	BIKDU-WM	Not available for flight planning at FL220 and below. Refer ATS route A457 or Y506 for alternate route
Y502	RINBA-WM	DUBAX-VT	RNAV 2 required
Y503	RINBA-WM	VPL-WM	RNAV 2 required
Y506	BILIK-WM	VPG-WM	RNAV 2 required
Y507	MITOS-WM	KARMI-WM	RNAV 2 required
Y508	NIREN-WM	KARMI-WM	RNAV 2 required

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
Y511	NIREN-WM	TOPOR-WM	RNAV 2 required
Y513	VKL-WM	AROSO-WM	Not available for flight planning at FL220 and below. Refer ATS route A457 for alternate route
Y514	PASVA-WM	NUFFA-WM	RNAV 2 required
Y515	VELIK-OO	EMISO-OO	For OOSH arrival from the South, expect FL300 by NAM-VA
Y515	VELIK-OO	EMISO-OO	RNAV 5 required
Y517	WDR-OE	KATOD-OE	RNAV 5 required
Y518	HFR-OE	KSA-OE	RNAV 5 required
Y518	HFR-OE	SIBLI-OE	Not available during OE(R)-408 activity
Y520	GOL-LB	VADEN-LT	Alternate route: VADEN-P92-PDV-N739-LARAT-N127-BLO-T228-UTEKA
Y520	GOL-LB	VADEN-LT	CDR 1: FL245 and below, H24
Y552	TUBGO-OM	UKVAK-OM	Traffic shall cross TUBGO at FL 155 or above
Y554	SML-HE	DEPKA-HE	RNAV (RNAV 5) required between FL320-FL460
Y623	GIVLA-OO	DAPOK-OO	Only for OOSH ARRs
Y623	GIVLA-OO	DAPOK-OO	RNAV 1 required
Y661	ANTAR-HE	RDS-LG	RNAV 5 required
Y661	MENKU-HE	ANTAR-HE	RNAV 5 required between FL160-FL460
Y686	RAGNO-OE	RSI-OE	RNAV 5 required
Y690	MIRTA-LL	BOFIR-LL	For traffic to LLOV (military AD) only. Prior authorization from IAF required
Y690	MIRTA-LL	BOFIR-LL	The route may be flown conventional or RNAV5
Y707	OBRAN-HE	PAXIS-HE	RNAV (RNAV 5) required between FL340-FL460
Y724	TAPKO-OJ	LOSIL-OJ	RNAV 5 required
Y851	SISIK-HE	BLT-HE	RNAV (RNAV 5) required between FL340-FL460
Y855	LAKLU-OO	BOTAM-OO	Only for OOSH DEPs
Y855	LAKLU-OO	BOTAM-OO	RNAV 1 required
YAAERT	YAA-LT	ERTAS-LT	Only available by ATC

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
YAA-FEN	YAA-LT	FENER-LT	Only available by ATC
Z1	BBB-VA	PKT-VI	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
Z1	BBB-VA	PKT-VI	CDR 3: Also available on opportunity basis
Z1	BBB-VA	PKT-VI	VAAH, VAID, VABO ARRs expect FL340 or below unless specifically coordinated
Z1	TBZ-OI	BND-OI	RNAV 5 required
Z1	TBZ-OI	BND-OI	Tactical route for Iranian airlines. Available by ATC. Not plannable
Z1	UGISO-VA	DARMO-VI	CDR 2. Only available when published by AMC under AUP/UUP
Z2	JAL-VI	BGD-VE	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
Z2	TRN-OI	DNZ-OI	RNAV 5 required
Z3	BBB-VA	BPL-VA	CDR 1: 1230-0230 Mon-Sat, 1230 Sat-0230 Mon. CDR 2: Also available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
Z3	BBB-VA	BPL-VA	GNSS required
Z3	BBB-VA	BPL-VA	RNAV 5 required
Z4	BBB-VA	BPL-VA	CDR 1: 1230-0230 Mon-Sat, 1230 Sat-0230 Mon. CDR 2: Also available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
Z4	BBB-VA	BPL-VA	GNSS required
Z4	BBB-VA	BPL-VA	RNAV 5 required
Z5	BEKUT-VA	PONIP-VO	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
Z5	BEKUT-VA	PONIP-VO	GNSS required
Z5	LAR-OI	MSD-OI	RNAV 5 required
Z6	BIBVA-VI	ASARI-VI	CDR 2. Only available when published by AMC under AUP/UUP
Z6	BIBVA-VI	ASARI-VI	CDR 3: Available on opportunity basis

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
Z6	BIBVA-VI	OBKIX-VI	CDR 2: FL330-FL460 when notified by AUP/UUP by AMC
Z7	BIBVA-VI	ELKUX-VI	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
Z8	AAE-VA	VIKIT-OP	CDR 2: FL290-FL460, MON-SUN 1830-2359 for departures from India. Available when notified through AUP/UUP by AMC
Z8	AAE-VA	VIKIT-OP	CDR 2: FL330-FL460 when notified by AUP/UUP by AMC
Z8	AAE-VA	VIKIT-OP	CDR 3: Available on opportunity basis
Z9	VIKIT-OP	UUD-VA	CDR 2: FL330-FL460 when notified by AUP/UUP by AMC
Z9	VIKIT-OP	UUD-VA	CDR 3: Available on opportunity basis
Z10	TELEM-VA	BVR-VA	CDR 2: FL330-FL460 when notified by AUP/UUP by AMC
Z10	TELEM-VA	BVR-VA	CDR 3: Available on opportunity basis
Z11	SRD-VA	IID-VA	CDR 1: 1230-0230 Mon-Sat, 1230 Sat-0230 Mon. CDR 2: Also available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
Z11	SRD-VA	IID-VA	GNSS required
Z12	JJS-VE	ATVEG-VE	Contact VEDX ATC before entering VE(R)-81
Z12	JJS-VE	DOPID-VE	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
Z12	JJS-VE	DOPID-VE	GNSS required
Z13	LKN-VI	RUKNI-VE	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
Z14	NIXIG-VE	ATVEG-VE	Contact VEDX ATC before entering VE(R)-81
Z14	NNP-VA	DOPID-VE	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
Z14	NNP-VA	DOPID-VE	GNSS required
Z14	NNP-VA	DOPID-VE	RNAV 2 required
Z15	RAMSA-OP	JDP-VI	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
Z15	SEKDO-VI	JDP-VI	Contact VIJO ATC not later than 80NM prior to Jodhpur
Z16	BULDI-VA	AKRIB-VI	CDR 2: Available when notified through AUP/UUP by AMC. CDR 3: Also available on opportunity basis
Z17	PURLA-LL	GOBRI-LL	Only available by ATC
Z17	PURLA-LL	GOBRI-LL	The route may be flown conventional or RNAV5
Z85	TALMI-LL	GAFAZ-LL	Above FL295 - authorized cruising speed of 250 KIAS or less
Z85	TALMI-LL	GAFAZ-LL	Only available by ATC
Z85	TALMI-LL	GAFAZ-LL	The route may be flown conventional or RNAV5
Z89	ANANE-LC	PIKOG-LC	RNAV 5 required
Z91	KONFO-LC	SALAM-LL	Only available by ATC
Z91	KONFO-LC	SALAM-LL	The route may be flown conventional or RNAV5
Z301	KC-OP	RN-OP	FL210 only available 1000-2359 Mon-Fri, Sat, Sun during PAF inactivity and by ATC
Z301	KC-OP	RN-OP	PPR
Z301	KC-OP	RN-OP	RNAV 5 required
Z302	KC-OP	PS-OP	FL210 only available 1000-2359 Mon-Fri, Sat, Sun during PAF inactivity and by ATC
Z302	KC-OP	PS-OP	PPR
Z302	KC-OP	PS-OP	RNAV 5 required
Z303	QT-OP	LA-OP	PPR
Z303	QT-OP	LA-OP	RNAV 5 required
Z304	QT-OP	RN-OP	PPR
Z304	QT-OP	RN-OP	RNAV 5 required
Z305	LA-OP	PS-OP	PPR
Z305	LA-OP	PS-OP	RNAV 5 required
Z306	KC-OP	RN-OP	PPR
Z306	KC-OP	RN-OP	RNAV 5 required
Z307	KC-OP	PS-OP	PPR
Z307	KC-OP	PS-OP	RNAV 5 required

MIDDLE EAST

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
Z407	BUTRA-UZ	FIRUZ-OA	RNAV 5 required
Z412	SEPSA-HE	DARAX-OE	RNAV 5 required
Z417	MUTAG-OR	VUSEB-OR	RNAV 5 required
Z431	LOVEK-OR	RAGET-OR	RNAV 5 required
Z440	TARBO-OO	DAMUM-OO	Only for traffic departing northern UAE airports
Z440	TARBO-OO	DAMUM-OO	RNAV 1 required
Z465	KUSRA-OO	VUSET-OO	RNAV 5 required
Z611	LOSAR-OJ	ASLON-OJ	RNAV 5 required
Z652	VRMG-VR	VRMM-VR	Domestic traffic only
Z710	DNZ-OI	SBZ-OI	RNAV 5 required
Z710	GAS-OE	IVONU-OE	RNAV 5 required
Z713	ULKAN-LT	DUGLA-LT	MEA FL240 0230-1730Z 1 Apr-1 Nov, 0430-1700Z 2 Nov-31 Mar except weekends and Hol
Z720	RST-OI	GGN-OI	RNAV 5 required
Z725	OXADU-OI	RST-OI	RNAV 5 required
Z730	ALTET-OI	HAM-OI	RNAV 5 required
Z740	BOXIX-OR	UMH-OI	RNAV 5 required
Z742	KHY-OI	AGINA-LT	RNAV 5 required
Z749	VRMG-VR	VRMM-VR	Domestic traffic only
Z755	RSI-OE	VELEK-OE	RNAV 5 required
Z822	SISID-HE	KUNAK-HE	RNAV (RNAV 5) required between FL320-FL460
Z890	BUBAS-OO	MCT-OO	Only available for OOKB ARR/DEPs
Z890	BUBAS-OO	MCT-OO	Only available for OOMS ARR/DEPs from North
Z890	BUBAS-OO	MCT-OO	RNAV 5 required
Z890	BUBAS-OO	MIXAM-OO	Only available for E-bound OMFJ DEPs
Z890	GERAR-OO	MIXAM-OO	Only available for W-bound OMSJ, OMRK and OMFJ exiting OOMM FIR via PASOV
Z970	LXR-HE	GINDI-HE	Available for traffic from HELX to HECA above FL200

MIDDLE EAST

ROUTE IDENT	START ID- ICAO	END ID- ICAO	RESTRICTION
Z970	LXR-HE	GINDI-HE	RNAV 5 required between FL160-FL460
Z991	NUBAR-HE	BRN-HE	RNAV (RNAV 5) required between FL320-FL460



Radio Aids



Radio Aids

Radio Data - Middle East

AFGHANISTAN

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Bagram	BGM	112.7	V T L W	N34 57.0 E069 16.3	E003	4852
Herat	AHR	116.2	V D L W	N34 12.4 E062 14.0	E004	3323
Herat	HRT	412.0	H M W	N34 12.7 E062 13.9	E004	
KABUL	OKB	133.8	M T	N34 34.0 E069 12.4	E003	5875
Kabul	KBL	112.0	V D L W	N34 32.7 E069 17.4	E003	5879
Kandahar	KDR	116.0	V D H W	N31 29.7 E065 49.5	E002	3284
Mazar	AMS	116.8	V D H W	N36 42.1 E067 12.7	E004	
Shindand	ASD	111.1	T L	N33 23.4 E062 15.8	E002	3734
Kabul (Kabul Intl)	IAKW	110.5	LOC	RWY 29	E003	
Mazar-e Sharif (Mawlanea Jalaluddin Muhammad Balkhi)	IMAZ	109.9	LOC	RWY 06	E004	
	IMAS	109.1	LOC	RWY 24	E004	

BAHRAIN

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Bahrain	BHR	111.8	V D H	N26 15.5 E050 39.3	E003	37
Isa AB (Bahrain)	SI	343.0	H L W	N25 53.7 E050 36.2	E002	
Isa AB (Bahrain)	SIA	117.6	V T L W	N25 55.3 E050 35.4	E002	136
Bahrain (Bahrain Intl)	IBIB	111.5	LOC	RWY 12L	E003	
Bahrain (Isa AB)	ISIB	110.15	LOC	RWY 33R	E002	
Bahrain (Sakhir AB)	IKH	110.75	LOC	RWY 35	E003	

BANGLADESH

Name	Ident	Freq.	Class		INS Coordinates		VAR/Stn Decl	Elev.
Barishal	BL	368.0	H	W	N22 47.9	E090 17.9	W001	
Chattogram	CTG	113.4	V D H W		N22 15.5	E091 49.7	W001	44
Cox's Bazar	CXB	116.8	V D H W		N21 27.6	E091 57.9	W001	52
Cumilla	CML	115.5	V D H W		N23 26.0	E091 11.4	W001	47
Dhaka	DAC	112.7	V D H W		N23 49.5	E090 24.8	W001	57
Jashore	JSR	113.0	V D H W		N23 12.1	E089 09.2	W001	20
Rajshahi	RAJ	114.6	V D H W		N24 26.3	E088 36.9	W000	55
Saidpur	SDP	115.8	V D H W		N25 45.9	E088 54.6	W001	125
Sylhet	SYT	116.4	V D H W		N24 57.8	E091 51.7	W001	74
Tejgaon	DC	252.0	H M W		N23 47.0	E090 23.2	W001	24
Chattogram (Shah Amanat Intl)	ICG	110.5	LOC		RWY 23		W001	
Dhaka (Hazrat Shahjalal Intl)	DA	375.0	LO		N23 56.0	E090 19.6	W001	
	IDA	109.5	LOC		RWY 14		W001	
	DHA	108.5	LOC		RWY 32		W001	
Sylhet (Osmani Intl)	SYL	111.5	LOC		RWY 11		W001	

BHUTAN

Name	Ident	Freq.	Class		INS Coordinates		VAR/Stn Decl	Elev.
Bumthang	BT	355.0	H	W	N27 34.0	E090 44.7	W000	
Paro	PR	410.0	H	M W	N27 24.0	E089 25.5	E000	
Paro	PRO	108.4	V D H W		N27 18.0	E089 30.3	E000	11381
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	AKR	116.0	T L	N34 35.0	E033 00.8	E005	46
Larnaca	LCA	112.8	V D H W	N34 52.4	E033 37.5	E005	
Pafos	PHA	117.9	V D H	N34 42.7	E032 30.4	E005	
Akrotiri	IAK	109.7	LOC	RWY 28		E005	
Larnaca (Larnaca Intl)	ILC	110.3	LOC	RWY 22		E005	

INDIA

Name	Ident	Freq.	Class	INS	Coordinates	VAR/Stn Decl	Elev.
Agartala	AAT	116.1	V D H W	N23 53.4	E091 14.3	W001	87
Agartala	AT	237.0	H M W	N23 53.3	E091 14.6	W001	
Agatti	AAT	115.9	D L	N10 49.7	E072 10.8		43
Agatti	AT	360.0	H W	N10 49.8	E072 10.7	W002	
Agra	AGG	112.0	V D H W	N27 09.4	E077 57.4	E000	570
Ahmedabad	AAE	113.1	V D H W	N23 04.1	E072 37.7	W000	216
Aligarh	ALI	117.9	V D H W	N27 49.8	E078 10.7	E001	663
Amritsar	AAR	115.5	V D H W	N31 43.7	E074 47.2	E002	788
Amritsar	AR	351.0	H M W	N31 41.2	E074 48.5	E002	
Aurangabad	AAU	116.3	V D H W	N19 51.7	E075 24.4	W001	1926
Ayodhya	AYD	116.0	V D H W	N26 44.8	E082 10.4	E000	362
Bagdogra	BGD	115.2	V D H W	N26 41.3	E088 19.6	W000	414
Barapani	BPN	116.0	V D H W	N25 42.4	E091 58.7	W000	2948
Bareilly	BRL	115.6	V D H W	N28 25.0	E079 27.4	E000	571
Belagavi	BBM	112.1	V D H W	N15 51.4	E074 37.2	W001	2521
Bellary	BBI	112.8	V D H W	N15 09.9	E076 52.8	W001	1544
Bengaluru	BBG	115.5	V D H W	N12 57.0	E077 40.9	W002	2945
Bengaluru	BIA	116.8	V D H W	N13 12.5	E077 41.7	W002	3025
Bhavnagar	BVR	114.1	V D H W	N21 45.0	E072 11.4	W000	54
Bhogapuram	BHZ	115.35	V D L	N17 58.1	E083 31.5	W001	
Bhopal	BPL	117.1	V D H W	N23 17.0	E077 20.2	W000	1749
Bhubaneswar	BBS	113.5	V D H W	N20 14.7	E085 48.8	W001	158
Bhuj	BHU	112.6	V D H W	N23 16.8	E069 39.9	E000	285
Bhuntar	BNR	334.0	H W	N31 52.9	E077 09.1	E002	
Bidar	BDR	113.2	V D L W	N17 54.3	E077 28.9	W001	2180
Bidar	BR	240.0	H W	N17 55.4	E077 30.1	W001	
Bilaspur	BLS	114.9	V D T	N21 59.2	E082 06.6	W000	
Calicut	CLC	116.5	V D H W	N11 08.1	E075 57.4	W002	353
Car Nicobar	CN	355.0	H H W	N09 09.0	E092 49.0	W001	
Chandigarh	CHG	116.5	V D H W	N30 40.9	E076 46.0	E002	1048
Chennai	CNI	114.9	V D H W	N13 00.3	E080 10.0	W002	72

INDIA

Name	Ident	Freq.	Class	INS	Coordinates	VAR/Stn Decl	Elev.
Chennai	MMV	112.5	V D H W	N12 59.3	E080 09.3	W002	70
Chillarki	CHI	116.8	V D H W	N28 20.9	E076 40.0	E001	778
Cochin	CIA	113.5	V D H W	N10 09.0	E076 22.4	W002	46
Cochin	CIB	117.3	V D H W	N10 07.0	E076 40.8	W002	155
Coimbatore	CB	354.0	H M W	N11 01.5	E077 02.7	W002	
Coimbatore	CCB	112.9	V D H W	N11 02.0	E077 02.9	W002	1312
Daman	DMN	113.3	V D L W	N20 26.5	E072 51.3	E000	139
Dehradun	DDN	112.6	V D H W	N30 11.3	E078 10.0	E001	1781
Delhi	DIG	114.6	V D H W	N28 32.5	E077 04.8	E001	760
Delhi	DPN	116.1	V D H W	N28 34.0	E077 05.6	E001	760
Deoghar	DGH	117.2	V D H W	N24 26.8	E086 43.3	W000	822
Dibrugarh	DBR	265.0	H M W	N27 28.1	E095 01.1	W001	
Dibrugarh	DRG	117.3	V D H	N27 29.3	E095 01.2	W001	389
Dimapur	DMR	114.5	V D H W	N25 52.9	E093 46.9	W001	530
Diu	DU	307.0	H W	N20 43.1	E070 55.0	E000	
Durgapur	DGP	114.8	V D H W	N23 38.3	E087 14.1	W000	328
Gaya	GGC	115.0	V D H W	N24 44.5	E084 56.6	W000	396
Goa	GGO	113.6	V D H W	N15 22.7	E073 48.6	W001	128
Goa	GO	274.0	H M W	N15 23.5	E073 53.4	W001	
Gondia	GDA	114.2	V D L W	N21 31.7	E080 17.7	W001	1023
Gondia	GN	230.0	H M W	N21 31.2	E080 17.3	W001	
Gorakhpur	GH	278.0	H W	N26 44.2	E083 26.8	E000	
Gorakhpur	GKP	116.2	V D L W	N26 44.6	E083 26.4	E000	256
Guwahati	GGT	117.6	V D H W	N26 08.0	E091 35.9	W000	182
Gwalior	GWA	112.8	V D H W	N26 17.1	E078 12.8	E000	652
Halwara	HLW	115.2	V D L	N30 44.6	E075 37.9	E002	
Hindan	HND	113.4	V D L W	N28 42.3	E077 21.9	E001	726
Hisar	HIS	115.4	V D L	N29 11.9	E075 43.4	E001	722
Hollongi	HOL	114.9	V D H W	N26 57.9	E093 37.4	W000	382
Hubballi	HLB	113.4	V D H W	N15 21.9	E075 05.8	W001	2170
Hyderabad	HHY	114.7	V D H W	N17 27.3	E078 27.5	W001	1783

INDIA

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
Hyderabad	HIA	113.8	V D H W	N17 13.8	E078 24.3	W001	2003
Imphal	IIM	115.9	V D H W	N24 44.8	E093 53.4	W001	2568
Indore	IID	116.7	V D H W	N22 42.6	E075 46.8	W000	1854
Jabalpur	JJB	113.6	V D H W	N23 10.8	E080 03.6	W000	1649
Jaipur	JJP	112.9	V D H W	N26 49.5	E075 50.3	E000	1273
Jaisalmer	JAS	117.8	V D L	N26 52.6	E070 51.3	E001	811
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 38.1	E000	824
Jammu	JJU	113.3	V D U	N32 41.3	E074 50.2	E002	968
Jamnagar	JNR	117.9	V D H	N22 28.0	E070 01.0	E000	130
Jamshedpur	JJS	115.4	V D H W	N22 48.8	E086 10.4	W000	492
Jamshedpur	TS	410.0	H M W	N22 48.7	E086 10.1	W000	
Jewar	JWR	117.5	V D L W	N28 10.6	E077 38.3	E001	684
Jharsuguda	JH	314.0	H W	N21 55.3	E084 02.1	W000	
Jharsuguda	JRS	112.6	V D H W	N21 55.0	E084 03.7	W000	795
Jindal Vijayanagar	VN	217.0	H M W	N15 10.6	E076 37.7	W001	
Jodhpur	JDP	116.2	V D H W	N26 15.0	E073 02.6	E000	738
Jorhat	JJT	116.7	V D H W	N26 43.4	E094 09.9	W001	196
Kadapa	KDP	115.2	V D H W	N14 30.6	E078 46.3	W002	474
Kalaburagi	GGB	116.0	V D H W	N17 18.4	E076 58.1	W001	1545
Kancheepuram	KKP	115.4	V D H W	N12 47.1	E079 42.8	W001	292
Kandla	KD	335.0	H M W	N23 06.7	E070 06.2	E000	
Kandla	KND	117.7	D L	N23 06.7	E070 06.2		119
Kangra	KNG	117.7	V D H W	N32 10.2	E076 15.8	E002	2583
Kannur	KNR	112.6	V D H W	N11 55.0	E075 32.0	W002	368
Kanpur	KA	292.0	H M W	N26 25.3	E080 23.8	E000	
Kanpur	KCH	115.3	V D H W	N26 24.3	E080 25.2	E001	442
Katihar	KHR	113.7	V D H W	N25 36.9	E087 33.3	E000	118
Keshod	KS	282.0	H W	N21 19.1	E070 15.7	W000	
Khajuraho	KJ	403.0	H M W	N24 49.2	E079 55.0	W000	
Khajuraho	KKJ	116.4	V D H W	N24 48.2	E079 54.8	W000	763

INDIA

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
Kishangarh	KSR	113.2	V D H W	N26 35.1	E074 48.5	E000	1505
Kolhapur	KLP	115.3	V D H W	N16 39.6	E074 16.6	W001	2034
Kolhapur	KP	334.0	H W	N16 39.8	E074 16.6	W001	
Kolkata	CEA	112.5	V D H	N22 40.6	E088 26.9	W001	47
Kota	KO	284.0	H W	N25 09.9	E075 50.6	E000	
Kullu Manali	KUL	115.0	V D L W	N31 41.1	E077 12.8	E002	8065
Kurnool	KL	430.0	H W	N15 42.9	E078 09.4	W001	
Kushinagar	KSH	115.7	V D H W	N26 46.7	E083 53.3	E000	296
LKA	LKA	114.0	V D H W	N28 11.3	E074 06.7	E001	881
LUN	LUN	117.6	V D H W	N28 33.2	E073 47.2	E001	694
Leh	LEH	116.9	V D H W	N34 08.0	E077 32.5	E002	10840
Lengpui	LLP	114.2	V D H	N23 49.8	E092 37.4	W001	1459
Lengpui	LPU	113.8	V D L	N23 52.7	E092 35.1	W001	3245
Lilabari	LBR	116.5	V D H W	N27 17.6	E094 05.9	W000	353
Lucknow	LKN	117.4	V D H W	N26 45.5	E080 53.7	E000	440
Ludhiana	LNA	113.5	V D L W	N30 51.0	E075 57.8	E001	865
Madurai	MD	400.0	H M W	N09 50.5	E078 06.0	W002	
Madurai	MDI	116.1	V D H W	N09 49.9	E078 05.4	W002	500
Mangaluru	MML	114.2	V D H W	N12 57.1	E074 53.1	W002	333
Mopa	MPG	117.4	V D H W	N15 44.8	E073 51.4	W001	563
Mumbai	BBB	116.6	V D H	N19 05.2	E072 52.5	W001	56
Mundra	MND	113.5	V D H W	N22 50.3	E069 46.5	E001	48
Mysuru	MSR	113.7	V D H W	N12 13.8	E076 39.1	W002	2415
Nagpur	NNP	112.7	V D H W	N21 04.9	E079 03.4	W000	1033
Nanded	NDD	113.0	V D H W	N19 10.7	E077 20.1	W001	1242
Navi Mumbai	NMB	117.8	V D L W	N18 58.9	E073 04.0	W001	78
Ozar	OJR	115.6	V D H W	N20 07.5	E073 55.8	W000	1925
Ozar	OZR	324.0	H M W	N20 06.5	E073 54.6	W000	
Pakyong	PKG	117.8	V D L W	N27 13.8	E088 35.3	W000	4656
Pantnagar	HW	400.0	H W	N29 01.9	E079 28.4	E001	
Pantnagar	PTN	112.2	D L	N29 01.9	E079 28.4		764

INDIA

Name	Ident	Freq.	Class		INS Coordinates		VAR/Stn Decl	Elev.
Pathankot	PK	393.0	H	W	N32 14.4	E075 38.0	E002	
Pathankot	PKT	113.0	V D H W		N32 13.6	E075 38.1	E002	314
Patna	PPT	112.1	V D H W		N25 35.4	E085 05.6	W000	202
Porbandar	PBN	112.4	V D H W		N21 39.1	E069 39.3	W000	46
Pratapgarh	PRA	114.9	V D H W		N24 02.2	E074 44.6	E001	1663
Prayagraj	ALH	113.3	V D H W		N25 26.6	E081 43.4	E000	346
Puducherry	OM	385.0	H	M W	N11 58.0	E079 48.8	W002	
Pune	PPN	114.6	V D H W		N18 35.1	E073 54.7	W001	1957
Raipur	RRP	116.1	V D H W		N21 10.8	E081 44.6	W001	1073
Rajahmundry	RJM	112.4	V D H W		N17 06.6	E081 48.9	W001	173
Rajkot	HSR	116.5	V D H W		N22 22.1	E071 01.9	W000	625
Ranchi	RC	285.0	H	M W	N23 19.0	E085 19.3	W000	
Ranchi	RRC	116.9	V D H W		N23 18.5	E085 19.6	W000	2137
Rewa	RWA	112.25	V D H W		N24 30.2	E081 13.7	E000	1094
Sakras	SKA	117.2	V D L W		N27 50.9	E077 00.5	E001	704
Salem	SL	241.0	H	M	N11 47.0	E078 03.6	W001	
Sampla	SAM	117.0	V D L W		N28 49.2	E076 49.2	E001	758
Sarsawa	SP	298.0	H	W	N29 59.4	E077 26.3	E001	
Sarsawa	SSW	112.2	V D L W		N29 59.5	E077 25.0	E001	943
Shimla	SLA	114.1	V D H W		N31 05.2	E077 03.8	E001	5102
Shirdi	SRD	112.0	V D H W		N19 41.3	E074 23.8	W001	1904
Sikandarabad	SSB	112.4	V D H W		N28 23.6	E077 42.5	E001	702
Silchar	KKU	117.0	V D H		N24 54.9	E092 59.1	W000	345
Silchar	KU	351.0	H	L	N24 54.3	E092 58.5	W000	
Sindhudurg	SI	475.0	H		N16 00.0	E073 32.3	W001	
Solapur	SO	345.0	H	M W	N17 37.5	E075 55.9	W001	
Songarh	SG	358.0	H	W	N21 08.6	E073 33.5	E000	
Sri Satya Sai	SAI	241.0	H	W	N14 09.0	E077 47.1	W002	
Sri Vijaya Puram	PB	369.0	H	M W	N11 38.4	E092 44.0	W001	
Sri Vijaya Puram	PPB	115.7	V D H W		N11 39.0	E092 44.8	W001	519
Srinagar	SGR	116.4	V D H W		N34 00.2	E074 45.3	E003	5438

INDIA

Name	Ident	Freq.	Class		INS Coordinates		VAR/Stn Decl	Elev.
Srinagar	SNG	220.0	H	W	N34 00.0	E074 46.6	E003	
Surat	SUR	112.2	V D H W		N21 06.7	E072 44.2	E000	61
Tezpur	TEZ	117.9	V D H W		N26 42.7	E092 46.9	W000	249
Tezu	TZU	113.6	V D H W		N27 56.5	E096 07.9	W001	776
Thiruvananthapuram	TVM	115.1	V D H W		N08 28.5	E076 55.5	W002	45
Tiruchirappalli	TTR	113.1	V D H W		N10 46.1	E078 43.5	W002	303
Tirupati	TTP	115.7	V D H W		N13 38.1	E079 33.8	W002	355
Tura	TA	378.0	H M W		N25 39.8	E090 20.5	W000	
Tuticorin	TCN	114.3	V D H W		N08 43.2	E078 02.8	W002	107
Tuticorin	TU	376.0	H W		N08 43.6	E078 01.6	W002	
Udaipur	UUD	115.9	V D H W		N24 36.9	E073 53.6	E000	1709
Uttarlai	UTR	114.5	V D L W		N25 49.4	E071 29.0	E001	528
Vadodara	QQZ	117.3	V D H W		N22 20.0	E073 13.6	W000	154
Varanasi	BBN	113.9	V D H W		N25 27.3	E082 51.6	W000	294
Vijayawada	BBZ	116.2	V D H W		N16 32.3	E080 50.1	W001	73
Visakhapatnam	VSP	116.6	V D L W		N17 43.5	E083 14.2	W001	39
Visakhapatnam	VVZ	114.0	V D H		N17 40.1	E083 15.2	W001	1204
Agartala	IAGE	110.3	LOC		RWY 18		W001	
Agra	IARA	110.7	LOC		RWY 05		E000	
Ahmedabad (Sardar Val- labhbhai Patel Intl)	IAHD	110.3	LOC		RWY 23		W000	
Allahabad (Prayagraj)	IABD	110.3	LOC		RWY 30		E000	
Amritsar (Sri Guru Ram Dass Jee Intl)	IAMR	109.5	LOC		RWY 34		E002	
Aurangabad	IAUR	110.1	LOC		RWY 27		W001	
Ayodhya (Maharishi Val- miki Intl, Ayodhyadham)	IAYD	108.5	LOC		RWY 29		E000	
Bagdogra	IBGD	108.1	LOC		RWY 36		W000	
Barapani	IBRP	108.9	LOC		RWY 22		W000	
Bareilly	IBLY	109.1	LOC		RWY 29		E000	

INDIA

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Elev. Decl
Belagavi	IBGM	111.3	LOC	RWY 26	W001
Bengaluru (Hal)	IBLR	110.5	LOC	RWY 27	W002
Bengaluru (Kempe-gowda Intl)	IBAN	109.3	LOC	RWY 09L	W002
	IBLN	109.9	LOC	RWY 09R	W002
	IDVN	111.5	LOC	RWY 27L	W002
	IDEV	108.3	LOC	RWY 27R	W002
Bhavnagar	IBHN	109.9	LOC	RWY 25	W000
Bhogapuram (Bhoga-puram Intl)	IBGP	108.7	LOC	RWY 28	W001
Bhopal (Raja Bhoj)	IBPH	109.9	LOC	RWY 30	W000
Bhubaneswar (Biju Pat-naik Intl)	IBHR	109.1	LOC	RWY 14	W001
Bidar	IBID	111.7	LOC	RWY 08	W001
Calicut	ICLB	110.7	LOC	RWY 10	W002
	ICAC	109.5	LOC	RWY 28	W002
Chandigarh	ICHD	110.3	LOC	RWY 11	E002
	ICDH	111.9	LOC	RWY 29	E002
Chennai (Chennai Intl)	IMAS	110.3	LOC	RWY 07	W002
	ICHN	109.7	LOC	RWY 25	W002
Cochin (Cochin Intl)	ICNB	111.1	LOC	RWY 09	W002
	ICIL	110.3	LOC	RWY 27	W002
Coimbatore (Coimbatore Intl)	ICMB	109.1	LOC	RWY 23	W002
Dehradun	IDUN	108.9	LOC	RWY 08	E001
Delhi (Indira Gandhi Intl)	IDIA	108.5	LOC	RWY 09	E001
	IDEL	109.5	LOC	RWY 10	E001
	IDLP	108.7	LOC	RWY 11L	E001
	IDMR	111.3	LOC	RWY 11R	E001
	IDLH	110.5	LOC	RWY 27	E001
	IPLM	110.3	LOC	RWY 28	E001
	IDGM	110.9	LOC	RWY 29L	E001

INDIA

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Elev. Decl
	IDPN	111.1	LOC	RWY 29R	E001
Deoghar	IDGR	108.5	LOC	RWY 09	W000
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	W000
Goa (Dabolim)	IHNS	108.3	LOC	RWY 08	W001
	IDAB	110.3	LOC	RWY 26	W001
Goa (Manohar Intl-Mopa)	IMPA	110.5	LOC	RWY 28	W001
Gondia	IGON	108.3	LOC	RWY 04	W001
Gorakhpur	IGOR	108.3	LOC	RWY 29	E000
Guwahati (Lokpriya Gopinath Bordoloi Intl)	IGHT	110.3	LOC	RWY 02	W000
Gwalior	IGWL	110.3	LOC	RWY 24L	E000
Halwara	IHLR	111.5	LOC	RWY 31	E002
Hindan	IHND	111.7	LOC	RWY 27	E001
Hubballi	IHUB	109.1	LOC	RWY 26	W001
Hyderabad (Hyderabad Intl)	IHYD	110.1	LOC	RWY 27	W001
Hyderabad (Rajiv Gandhi Intl)	IHYN	108.9	LOC	RWY 09L	W001
	IHBD	108.5	LOC	RWY 09R	W001
	ISAM	110.9	LOC	RWY 27L	W001
Imphal	IIPH	110.3	LOC	RWY 04	W001
Indore (Devi Ahilya Bai Holkar)	IIDR	110.9	LOC	RWY 25	W000
Itanagar (Donyi Polo)	IHNG	111.1	LOC	RWY 26	W000
Jabalpur	IJBL	111.1	LOC	RWY 24	W000
Jaipur (Jaipur Intl)	IJIP	109.9	LOC	RWY 26	E000
Jaisalmer	IJMN	110.7	LOC	RWY 22	E001
Jammu	IJMU	110.1	LOC	RWY 36	E002

INDIA

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Elev. Decl
Jewar (Noida Intl)	IJIA	108.3	LOC	RWY 10	E001
	IJWR	109.3	LOC	RWY 28	E001
Jharsuguda (Veer Surendra Sai)	IJHR	108.5	LOC	RWY 24	W000
Jodhpur	IJDH	108.9	LOC	RWY 05	E000
Jorhat	IJHT	108.7	LOC	RWY 04	W001
Kalaburagi	IKLB	108.3	LOC	RWY 27	W001
Kannur (Kannur Intl)	IKAN	108.9	LOC	RWY 25	W002
Kanpur (Chakeri)	IKCH	109.7	LOC	RWY 27	E001
Khajuraho	IKJR	110.7	LOC	RWY 19	W000
Kolkata (Netaji Subhash Chandra Bose Intl)	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
Mangaluru (Mangaluru Intl)	IMNG	110.1	LOC	RWY 24	W002
Mumbai (Chhatrapati Shivaji Maharaj Intl)	IBOM	109.5	LOC	RWY 09	W001
	IBBY	110.1	LOC	RWY 14	W001
	ISCZ	110.3	LOC	RWY 27	W001
Nagpur (Dr. Babasaheb Ambedkar Intl)	INGR	110.3	LOC	RWY 32	W000
Navi Mumbai (Navi Mumbai Intl)	INVM	109.3	LOC	RWY 08	W001
	INMB	108.9	LOC	RWY 26	W001
Ozar	IOZR	110.7	LOC	RWY 27	W000
Patna (Jai Prakash Narayan Intl)	IPAT	110.3	LOC	RWY 25	W000
Pune	IPUN	108.7	LOC	RWY 28	W001

INDIA

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Elev. Decl
Raipur (Swami Viveka- nanda)	IRAI	110.3	LOC	RWY 24	W001
Rajkot (Rajkot Intl)	IHSR	109.7	LOC	RWY 23	W000
Ranchi (Birsa Munda)	IRAN	110.5	LOC	RWY 31	W000
Sarsawa	ISSW	110.1	LOC	RWY 27	E001
Silchar (Kumbhirgram)	ISLC	108.5	LOC	RWY 06	W000
Sri Vijaya Puram	IPBR	110.1	LOC	RWY 04	W001
Srinagar	ISRN	108.3	LOC	RWY 31	E003
Thiruvananthapuram	ITDM	109.9	LOC	RWY 32	W002
Tiruchirappalli	ITCY	110.9	LOC	RWY 27	W002
Tirupati	ITPY	111.3	LOC	RWY 26	W002
Udaipur (Maharana Pratap)	IUDR	109.9	LOC	RWY 26	E000
Uttarlai	IUTR	111.1	LOC	RWY 20	E001
Vadodara	IVDD	110.5	LOC	RWY 22	W000
Varanasi (Lal Bahadur Shastri)	IVNS	109.9	LOC	RWY 27	W000
Vijayawada	IVJA	109.5	LOC	RWY 26	W001
Visakhapatnam	IVSA	111.1	LOC	RWY 28	W001

IRAN

Name	Ident	Freq.	Class	INS	Coordinates	VAR/Stn Decl	Elev.
Abadan	ABD	115.1	V D H W	N30 22.5	E048 13.2	E004	
Abadan	ABD	210.0	H L W	N30 22.2	E048 13.2	E004	
Abumusa Island	ABM	285.0	H W	N25 52.7	E055 01.4	E002	
Aghajari	AJ	365.0	H W	N30 44.5	E049 41.0	E004	
Aghajari	AJR	114.9	V D H W	N30 44.7	E049 40.8	E004	51
Ahwaz	AWZ	114.0	V D U W	N31 20.3	E048 45.9	E004	64
Ahwaz	AWZ	415.0	H M W	N31 20.6	E048 44.7	E004	
Anarak	ANK	112.7	V D H W	N33 32.3	E053 43.8	E003	3445
Arak	ARK	114.8	V D H W	N34 08.2	E049 51.2	E004	5449
Arak	ARK	280.0	H W	N34 08.1	E049 50.9	E004	
Ardabil	ARB	115.7	V D H W	N38 18.9	E048 26.1	E006	
Ardabil	ARB	355.0	H M W	N38 19.8	E048 24.9	E006	
Bahregan	BRG	400.0	H L	N29 50.6	E050 16.0	E004	
Bam	BAM	114.9	V D L W	N29 04.6	E058 27.5	E002	
Bam	BAM	379.0	H M W	N29 04.7	E058 27.3	E002	3131
Bandar Abbas	BND	117.2	V D U W	N27 11.8	E056 22.0	E002	13
Bandar Abbas	BND	250.0	H M W	N27 13.0	E056 21.6	E002	49
Bandar Lengeh	LEN	114.8	V D H W	N26 32.2	E054 51.1	E002	72
Bandar Lengeh	LEN	408.0	H L W	N26 31.8	E054 50.0	E002	
Bandar Mahshahr	MAH	115.8	V D H	N30 33.4	E049 09.0	E004	
Birjand	BJD	113.5	V D H W	N32 58.3	E059 12.0	E003	
Birjand	BRN	117.45	V D H	N32 53.9	E059 16.9	E003	4979
Birjand	BRN	405.0	H M W	N32 53.5	E059 16.8	E003	
Bojnord	BRD	114.8	V D H W	N37 29.7	E057 19.4	E005	3499
Bojnord	BRD	346.0	H L W	N37 29.3	E057 18.3	E005	
Bushehr	BUZ	117.45	V D H W	N28 57.1	E050 49.6	E003	24
Chah Bahar	CBH	115.6	V D U W	N25 26.7	E060 24.9	E001	50
Darband	DAR	113.7	V D H W	N31 47.0	E056 59.7	E003	
Dasht-E-Naz	DNZ	113.1	V D H	N36 38.9	E053 11.3	E005	41
Dehnamak	DHN	114.5	V D H W	N35 15.3	E052 43.2	E005	8439
Dezful	DZF	112.5	V D H W	N32 25.7	E048 24.5	E003	

IRAN

Name	Ident	Freq.	Class		INS Coordinates		VAR/Stn Decl	Elev.
Dezful	DZF	293.0	H	W	N32 26.3	E048 22.7	E003	474
Esfahan	IFN	117.1	T	L	N32 44.8	E051 49.5	E004	5072
Esfahan	IFN	337.0	H	L W	N32 44.9	E051 52.8	E004	
Esfahan	ISN	113.2	V	D H W	N32 44.8	E051 49.7	E004	5072
Fasa	FSA	216.0	H	M W	N28 53.8	E053 43.4	E002	
Gachsaran	GSN	114.35	V	D H W	N30 19.7	E050 50.9	E003	
Gachsaran	GSN	245.0	H	M W	N30 18.7	E050 52.2	E003	
Gheshm Island	KHM	117.1	D	L	N26 45.8	E055 54.5		31
Gheshm Island	KHM	335.0	H	W	N26 45.8	E055 54.5	E002	
Gorgan	GGN	117.6	V	D H W	N36 55.7	E054 22.6	E005	-100
Gorgan	GGN	310.0	H	M W	N36 54.2	E054 24.8	E005	
Hamadan	HAB	115.4	V	T U	N35 12.6	E048 39.5	E003	5730
Hamadan	HAM	117.9	V	D H W	N34 52.0	E048 33.0	E005	5717
Hamadan	HAM	317.0	H	M 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	M W	N32 56.0	E051 33.6	E003	5256
Ilam	ILM	112.6	V	D H W	N33 34.7	E046 24.9	E005	
Imam Khomaini	IKA	114.3	V	D H	N35 24.6	E051 10.7	E005	3271
Imam Khomaini	IKA	201.0	H	L	N35 24.5	E051 11.1	E005	
Iran Shahr	ISR	117.0	V	D H W	N27 14.1	E060 43.3	E002	2035
Iran Shahr	ISR	309.0	H	M W	N27 14.0	E060 43.1	E002	
Jahrom	JRM	113.8	D	L	N28 35.1	E053 35.1		3374
Jahrom	JRM	374.0	H	M W	N28 35.1	E053 35.1	E002	
Jam	JAM	116.8	V	D H W	N27 49.3	E052 20.6	E002	2172
Jam	JAM	385.0	H	M W	N27 49.4	E052 20.4	E002	
Jask	JSK	349.0	H	W	N25 39.1	E057 47.0	E002	
Jiroft	JIR	112.6	D	L	N28 43.9	E057 40.3		2751
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	N37 23.3	E055 27.4	E005	
Kashan	KSN	216.0	H	L	N33 53.8	E051 33.8	E004	

IRAN

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
Kerman	KER	112.0	V D H	N30 17.0	E056 56.5	E003	
Kerman	KER	290.0	H L	N30 15.9	E056 57.6	E003	
Kermanshah	KMS	114.6	V D H W	N34 20.4	E047 10.1	E004	4308
Kermanshah	KMS	382.0	H L W	N34 21.4	E047 08.6	E004	4392
Kermanshah	KSH	115.5	T H	N34 18.7	E047 01.7	E005	5148
Khark Island	KHG	113.4	V D H W	N29 15.8	E050 19.0	E003	53
Khark Island	KHG	325.0	H M W	N29 15.6	E050 19.3	E003	
Khoram Abad	KRD	113.75	V D H W	N33 26.1	E048 17.5	E004	
Khoram Abad	KRD	350.0	H M W	N33 23.1	E048 26.1	E004	
Khoy	KHY	114.9	V D H W	N38 26.0	E044 58.0	E006	
Khoy	KHY	288.0	H	N38 25.8	E044 58.1	E006	
Kish Island	KIH	116.5	T L	N26 31.4	E054 00.6	E002	90
Kish Island	KIS	117.4	V D H W	N26 31.7	E053 57.2	E003	56
Lamerd	LAM	117.0	V D H W	N27 22.4	E053 11.0	E002	
Lamerd	LAM	346.0	H M 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 M W	N26 48.0	E053 23.2	E002	
Maku	MAK	112.4	V D L	N39 11.3	E044 56.6	E006	3175
Mashhad	MSD	111.9	T L	N36 14.0	E059 38.9	E004	3246
Mashhad	MSD	114.0	V D H W	N36 13.9	E059 39.0	E004	3251
Mashhad	MSD	385.0	H M W	N36 13.7	E059 38.3	E004	
Nogeh (Hamadan)	HAB	329.0	H M W	N35 12.0	E048 40.0	E005	
Noshahr	NSH	116.1	V D H W	N36 39.8	E051 27.9	E005	-61
Noshahr	NSR	113.9	D L	N36 39.6	E051 28.1		-64
Noshahr	NSR	260.0	H M	N36 39.6	E051 28.1	E005	
Omidiyeh	OMD	113.6	T L	N30 51.1	E049 30.3	E003	85
Parsabade Moghan	PAD	112.2	V D H W	N39 36.2	E047 53.4	E006	243
Parsabade Moghan	PAD	450.0	H W	N39 34.7	E047 58.0	E006	209
Payam	PIM	117.5	V D L	N35 45.7	E050 51.1	E005	4125

IRAN

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
Payam	PIM	306.0	H	N35 45.7	E050 51.0	E005	
Persian Gulf	PRG	112.1	V D H	N27 21.6	E052 45.9	E003	21
Persian Gulf	PRG	457.0	H M	N27 23.6	E052 43.6	E003	
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	E005	
Rasht	RST	112.6	V D H W	N37 19.6	E049 37.0	E005	-42
Rudeshur	RUS	116.95	V D H W	N35 26.7	E050 54.3	E005	3661
Sabzevar	SBZ	117.0	V D H W	N36 10.2	E057 34.3	E004	3100
Sabzevar	SBZ	255.0	H M W	N36 10.3	E057 35.6	E004	
Sahand	SHD	116.0	D L	N37 20.8	E046 08.6		4382
Sahand	SHD	363.0	H L W	N37 20.8	E046 08.6	E005	
Sanandaj	SNJ	116.5	V D H	N35 14.3	E047 00.5	E005	4778
Sarakhs	SRS	116.1	D L	N36 29.7	E061 04.4		945
Sarakhs	SRS	334.0	H M W	N36 29.7	E061 04.4	E004	
Saravan	SRN	114.1	D L	N27 24.9	E062 19.5		3953
Saravan	SRN	300.0	H L	N27 24.9	E062 19.5	E002	
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	N35 35.9	E053 29.9	E004	3685
Shahid Vatan Pour (Esfahan)	ESH	413.0	H M	N32 34.0	E051 41.6	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	
Shahrud	SHR	115.1	V D L	N36 25.4	E055 05.3	E005	4256
Shahrud	SHR	268.0	H L W	N36 26.1	E055 08.3	E005	4197
Shiraz	SR	205.0	H M W	N29 31.7	E052 36.0	E003	4872
Shiraz	SYZ	114.7	T L	N29 32.5	E052 35.1	E003	4892
Shiraz	SYZ	117.8	V D H W	N29 32.4	E052 35.3	E003	

IRAN

Name	Ident	Freq.	Class	INS	Coordinates	VAR/Stn Decl	Elev.
Sirjan	SRJ	114.6	V D H W	N29 33.4	E055 39.6	E003	5805
Sirri Island	SIR	113.75	V D H W	N25 54.9	E054 32.1	E002	23
Sirri Island	SIR	300.0	H L W	N25 54.2	E054 32.4	E002	
Tabas	TBS	113.0	V D H W	N33 40.4	E056 53.5	E004	
Tabas	TBS	395.0	H M W	N33 39.8	E056 54.0	E004	
Tabriz	TBZ	112.0	T L	N38 08.3	E046 13.9	E005	4490
Tabriz	TBZ	117.7	V D U W	N38 08.9	E046 12.8	E005	4449
Tehran	THR	113.3	T L	N35 41.9	E051 16.8	E005	4001
Tehran	TRN	115.3	V D H W	N35 41.8	E051 17.0	E005	
Uromiyeh	UMH	113.5	V D H	N37 41.2	E045 05.1	E004	4265
Uromiyeh	UMH	370.0	H M 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	E004	5940
Yasouj	YSJ	235.0	H M W	N30 42.1	E051 32.9	E004	
Yazd	YZD	117.7	V D H W	N31 53.9	E054 17.0	E003	4076
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	E003	1572
Zabol	ZAL	295.0	H M W	N31 05.9	E061 32.4	E003	
Zahedan	ZAH	112.9	T L	N29 27.8	E060 54.3	E002	4509
Zahedan	ZD	224.0	H M W	N29 28.3	E060 53.8	E002	
Zahedan	ZDN	116.0	V D H W	N29 29.2	E060 54.1	E002	4486
Zanjan	ZAJ	114.4	V D H W	N36 46.8	E048 21.2	E005	5348
Zanjan	ZAJ	321.0	H M W	N36 46.5	E048 21.9	E005	
Abadan	IABD	109.9	LOC	RWY 32L		E004	
Ahwaz	IAWZ	109.9	LOC	RWY 30		E004	
Ardabil	IARD	110.3	LOC	RWY 15		E006	
	IARB	109.9	LOC	RWY 33		E006	
Bandar Abbas (Bandar Abbas Intl)	IBND	109.9	LOC	RWY 21L		E002	
Bojnord	IBRD	110.3	LOC	RWY 25		E005	

IRAN

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Elev. Decl
Esfahan (Shahid Beheshti Intl)	IIFN	109.9	LOC	RWY 25R	E004
Gorgan	IGGN	109.9	LOC	RWY 13	E005
Ilam	IILM	109.1	LOC	RWY 32	E005
Kermanshah (Shahid Ashrafi Esfahani)	IKMS	111.1	LOC	RWY 29L	E004
Khoram Abad	IKRD	110.5	LOC	RWY 29	E004
Kish Island (Kish Intl)	IKIS	108.75	LOC	RWY 09R	E003
Mashhad (Shahid Hashemi Nejad Intl)	IMSD	109.9	LOC	RWY 31R	E004
Pars Special Energy Economy Zone (Persian Gulf)	IPRG	110.3	LOC	RWY 31	E003
Rasht (Sardar-E-Jangal)	IRST	109.9	LOC	RWY 27	E005
Sanandaj	ISNJ	109.3	LOC	RWY 19	E005
Sari (Dasht-E-Naz)	IDNZ	110.5	LOC	RWY 16	E005
Shiraz (Shahid Dast-ghaib Intl)	ISYZ	109.9	LOC	RWY 29L	E003
Tabriz (Tabriz Intl)	ITBL	110.3	LOC	RWY 30L	E005
	ITBZ	109.9	LOC	RWY 30R	E005
Tehran (Imam Khomeini Intl)	IIKA	110.3	LOC	RWY 29R	E005
Tehran (Mehrabad Intl)	ITHL	109.9	LOC	RWY 29L	E005
	ITRN	110.7	LOC	RWY 29R	E005
Uromiyeh	IUMH	108.9	LOC	RWY 21	E004
Yazd (Shahid Sadooghi Intl)	IYZD	108.9	LOC	RWY 31	E003
Zahedan (Zahedan Intl)	IZDN	108.7	LOC	RWY 35L	E003

IRAQ

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Al-Ashraf (Al Najaf)	ALI	114.7	V D L W	N31 59.2 E044 24.5	E004	100
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	1400
Jalal Talabani (Sulaima- niyah)	SUL	117.0	V D H W	N35 34.8 E045 17.4	E004	2500
Kirkuk	KIR	111.2	V D U	N35 28.4 E044 20.8	E005	1100
ORBR	ORB	111.0	T U	N36 31.9 E044 20.7	E000	2125

Al Najaf (Al-Ashraf Intl)	IALI	108.3	LOC	RWY 10	E004	
	INJF	108.9	LOC	RWY 28	E004	
Al-Anbar (Al Asad)	IRAA	108.9	LOC	RWY 09L	E005	
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	
Kirkuk (Kirkuk Intl)	ISAD	109.1	LOC	RWY 31	E005	
Sulaimaniyah (Jalal Talabani Intl)	NGA	111.1	LOC	RWY 13	E004	
	RNJ	111.7	LOC	RWY 31	E004	

ISRAEL

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Beer Sheba	BSA	114.3	V D H W	N31 17.2 E034 43.3	E005	700
Ben Gurion (Tel Aviv)	BGN	113.5	V D H B	N32 00.8 E034 52.5	E005	
Bet-Meir	BTM	112.0	D L	N31 47.6 E035 02.5		2193
Eilat	RAM	113.85	V D H	N29 45.2 E035 01.2	E005	251
Metzada	MZD	115.0	V D L	N31 19.9 E035 23.5	E005	-1200
Natania	NAT	112.4	V D H	N32 20.0 E034 58.1	E004	100
Ramat David	RMD	368.0	H H W	N32 40.0 E035 11.0	E002	
Rosh-Pina	ROP	115.3	V D L W	N32 59.0 E035 34.4	E005	900
Zofar	ZFR	115.6	V D H W	N30 33.5 E035 09.7	E005	100
Eilat (Ilan and Asaf Ramon)	RC	108.7	LOC	RWY 01	E005	
	RB	110.5	LOC	RWY 19	E005	
Tel Aviv (Ben Gurion)	BC	110.9	LOC	RWY 08	E005	
	BG	110.3	LOC	RWY 12	E005	
	BN	109.7	LOC	RWY 21	E005	
	BA	108.7	LOC	RWY 26	E005	
	BD	111.9	LOC	RWY 30	E005	

JORDAN

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
Amman	AMN	116.3	V D H	N32 00.2	E036 04.0	E005	
King Hussein (Aqaba)	AQB	113.1	V D U W	N29 35.0	E035 00.5	E005	189
Madaba	MDB	399.0	H W	N31 42.6	E035 51.0	E005	
Muwaffaq Salti AB (Azraq)	GHI	113.8	V T T	N31 50.1	E036 46.7	E004	1704
Qatraneh	QTR	112.9	V D U W	N31 14.9	E036 03.6	E003	
Queen Alia	QA	410.0	H W	N31 43.8	E036 05.7	E005	
Queen Alia	QAA	115.2	V D H W	N31 44.4	E036 09.5	E005	2736
Amman (Amman City)	IAMN	109.5	LOC	RWY 24		E005	
Amman (Queen Alia Intl)	IQAN	109.3	LOC	RWY 08L		E005	
	IQA	110.9	LOC	RWY 26L		E005	
	IQAR	111.1	LOC	RWY 26R		E005	
Aqaba (King Hussein Intl)	IAQA	110.1	LOC	RWY 01		E005	
	IKHA	110.9	LOC	RWY 19		E005	
Azraq (Muwaffaq Salti AB)	IGHU	109.7	LOC	RWY 08		E004	
	IGHT	108.9	LOC	RWY 13		E004	
	IGHS	109.7	LOC	RWY 26		E004	
	IGHI	108.9	LOC	RWY 31		E004	

KUWAIT

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
Ali Al Salem	ASB	116.0	V T L	N29 20.6	E047 31.1	E004	457
Kuwait	KUA	114.15	V D H	N29 15.0	E047 57.3	E004	174
PWR (Ali Al Salem)	PWR	135.4	M L	N29 20.6	E047 31.1	E004	470
Wafra	KFR	112.0	V D H	N28 37.3	E047 57.5	E004	554
Ali Al Salem (Ali Al Salem AB)	WAS B	108.1	LOC	RWY 12R		E004	
	IASB	108.9	LOC	RWY 30L		E004	
Kuwait (Kuwait Intl)	IKIC	110.1	LOC	RWY 15L		E004	
	IKIB	111.3	LOC	RWY 15R		E004	
	IKIF	110.95	LOC	RWY 16		E004	
	IKIA	109.5	LOC	RWY 33L		E004	
	IKID	110.5	LOC	RWY 33R		E004	
	IKIE	111.75	LOC	RWY 34		E004	

LEBANON

Name	Ident	Freq.	Class		INS Coordinates		VAR/Stn Decl	Elev.
BOD	BOD	351.0	H	H W	N33 54.2	E035 28.9	E005	186
Baysur	BAR	113.9	V	U W	N33 46.2	E035 33.3	E003	
Cheka	CAK	116.2	V	D H W	N34 18.0	E035 42.0	E005	
Kalde	KAD	112.6	V	D H	N33 48.4	E035 29.2	E005	
Kleyate	RA	450.0	H	W	N34 35.2	E036 00.2	E005	
Beirut (Rafic Hariri Intl)	IKK	110.7	LOC		RWY 03		E005	
	IBB	110.1	LOC		RWY 16		E005	
	BIL	109.5	LOC		RWY 17		E005	
	IDD	111.9	LOC		RWY 21		E005	

MALDIVES

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Male	MLE	114.7	V D H W	N04 12.4 E073 31.7	W003	21

NEPAL

Name	Ident	Freq.	Class	INS	Coordinates	VAR/Stn Decl	Elev.
Bhairahawa	BWA	117.0	V D H W	N27 30.1	E083 26.4	E000	343
Biratnagar	BRT	114.1	V D H W	N26 29.0	E087 15.0	W000	285
Chandragadhi	BDP	115.6	V D L W	N26 34.1	E088 05.5	W000	344
Dhangadhi	DHI	116.3	V D L W	N28 45.3	E080 36.0	E000	656
Dhangadhi	DHI	253.0	H W	N28 45.2	E080 34.9	E000	653
Kathmandu	KTM	113.2	V D H W	N27 40.4	E085 20.9	E000	4364
Nepalgunj	NGJ	115.1	V D H W	N28 06.1	E081 39.1	E000	538
Nepalgunj	NPJ	330.0	H W	N28 06.0	E081 40.1	E000	
Pokhara	POK	117.3	V D H W	N28 11.9	E083 58.9	E000	2756
Simara	SMR	112.9	V D H W	N27 09.9	E084 58.9	E000	445
Thecho (Kathmandu)	LTH	230.0	H M W	N27 36.8	E085 19.4	E000	
Kathmandu (Tribhuvan Intl)	IKT	108.1	LOC	RWY 02		E000	
Pokhara (Pokhara Intl)	IPOK	111.7	LOC	RWY 30		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	N23 35.5 E058 15.6	E002	
Salalah	SLL	112.8	V D H W	N17 03.0 E054 06.9	E001	89
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)	IMW	108.3	LOC	RWY 08R	E002	
	ISB	110.3	LOC	RWY 26L	E002	
	IMR	110.7	LOC	RWY 26R	E002	
Salalah	ISW	108.7	LOC	RWY 07	E001	
	ISE	110.9	LOC	RWY 25	E001	

PAKISTAN

Name	Ident	Freq.	Class		INS Coordinates		VAR/Stn Decl	Elev.
Bahawalpur	BW	332.0	H	M W	N29 21.0	E071 42.6	E002	
Bhit	BT	425.0	H	M W	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	E002	
Dera Ghazi Khan	DG	322.0	H	M W	N29 57.7	E070 29.4	E002	
Dera Ismail Khan	DI	113.1	V D H		N31 54.7	E070 53.1	E002	
Faisalabad	FA	212.0	H	W	N31 22.2	E072 59.7	E002	
Gharo	KF	296.0	H	W	N24 46.8	E067 34.0	E001	
Gilgit	GT	324.0	H	W	N35 55.2	E074 20.1	E002	
Hyderabad	KD	223.0	H	M W	N25 19.4	E068 21.7	E001	
Islamabad	BTR	114.6	V D H W		N33 32.7	E072 51.4	E003	1756
Islamabad	RN	112.1	V D U W		N33 36.4	E073 07.6	E003	1655
Kadanwari	KW	270.0	H		N27 12.0	E069 09.1	E001	
Karachi	KC	112.1	V D H W		N24 54.7	E067 10.9	E001	134
Karachi	KC	271.0	H	W	N24 55.4	E067 09.6	E001	
Karachi	MR	112.4	T U		N24 53.8	E066 56.5	E000	35
Lahore	LA	112.7	V D U W		N31 31.2	E074 24.0	E002	745
Lahore	LA	268.0	H	M W	N31 31.4	E074 23.8	E002	
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	E002	
Multan	MT	387.0	H	W	N30 11.6	E071 24.8	E002	
Muridke	MDK	260.0	H	M	N31 51.9	E074 24.1	E002	
Muzaffarabad	MF	207.0	H	M W	N34 20.5	E073 30.4	E002	
Nawabshah	NH	112.9	V D H W		N26 13.0	E068 23.1	E001	125
Nawabshah	NH	393.0	H	W	N26 13.0	E068 23.5	E001	
New Gwadar	GW	112.7	V D U		N25 18.3	E062 31.5	E001	
New Gwadar	GW	365.0	H	M W	N25 17.2	E062 28.4	E001	
Panjgur	PG	114.3	V D H W		N26 57.2	E064 08.2	E002	3314
Panjgur	PG	388.0	H	W	N26 57.4	E064 08.3	E002	
Parachinar	PC	273.0	H	M W	N33 54.3	E070 04.3	E002	

PAKISTAN

Name	Ident	Freq.	Class		INS Coordinates		VAR/Stn Decl	Elev.
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	E003	
Peshawar	PS	308.0	H	M W	N34 00.0	E071 30.2	E003	
Quetta	QT	114.7	V D H W		N30 15.5	E066 56.2	E002	5142
Rahim Yar Khan	RK	113.7	V D H W		N28 22.0	E070 16.4	E002	289
Rahim Yar Khan	RK	290.0	H	M W	N28 24.7	E070 18.2	E002	
Rawalakot	RT	295.0	H	M W	N33 50.8	E073 48.0	E002	
Saidu Sharif	SS	357.0	H	M W	N34 48.5	E072 21.1	E002	
Sawan	SW	279.0	H		N26 57.9	E068 52.8	E001	
Sehwan Sharif	SN	338.0	H	M W	N26 28.5	E067 43.1	E001	
Sheikhupura	SP	317.0	H	W	N31 42.0	E073 59.9	E002	
Sialkot	SLT	113.8	V D H W		N32 31.1	E074 20.6	E002	793
Skardu	SD	247.0	H	M W	N35 19.9	E075 31.3	E002	
Sukkur	SK	375.0	H	M W	N27 43.3	E068 47.8	E002	
Turbat	TU	113.9	V D L W		N25 59.0	E063 02.2	E001	523
Turbat	TU	237.0	H	M W	N25 59.4	E063 01.8	E001	
Zhob	ZB	115.7	V D H W		N31 21.4	E069 27.6	E002	4729
Faisalabad (Faisalabad Intl)	IFA	109.7	LOC		RWY 03R		E002	
Gwadar (New Gwadar Intl)	IGW	108.1	LOC		RWY 25		E001	
Islamabad (Islamabad Intl)	IBAP	111.3	LOC		RWY 10R		E003	
	IBBA	108.1	LOC		RWY 28L		E003	
	IBIP	110.7	LOC		RWY 28R		E003	
Karachi (Jinnah Intl)	IQA	109.7	LOC		RWY 25L		E001	
	IKC	110.1	LOC		RWY 25R		E001	
Lahore (Allama Iqbal Intl)	LO	338.0	LO		N31 26.7	E074 24.1	E002	
	ILO	109.7	LOC		RWY 36L		E002	
	ILA	109.9	LOC		RWY 36R		E002	

PAKISTAN

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Multan (Multan Intl)	IMT	110.3	LOC	RWY 36	E002	
Peshawar (Bacha Khan Intl)	IBKB	108.3	LOC	RWY 35	E003	
Quetta (Quetta Intl)	IUTA	108.7	LOC	RWY 13L	E002	
Sialkot (Sialkot Intl)	ISL	109.3	LOC	RWY 04	E002	
Turbat (Turbat Intl)	ITU	111.9	LOC	RWY 26L	E001	

QATAR

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Al Udeid	ALD	115.2	V T H W	N25 05.6 E051 19.6	E002	105
Doha Intl	DIA	112.4	V D L W	N25 14.0 E051 34.6	E003	45
Doha/Hamad Intl	DOH	114.4	V D H	N25 15.0 E051 36.6	E003	
Dukhan	DKN	114.1	V D L	N25 29.5 E050 59.4	E003	103
Al-Udeid (Al Udeid AB)	ISWT	110.55	LOC	RWY 16L	E002	
	ICGM	108.3	LOC	RWY 16R	E002	
	ITCE	111.1	LOC	RWY 34L	E002	
	IMBH	111.3	LOC	RWY 34R	E002	
Doha (Doha Intl)	AMD	108.5	LOC	RWY 15	E003	
	IBD	109.5	LOC	RWY 33	E003	
Doha (Hamad Intl)	QAT	108.1	LOC	RWY 16R	E003	
Dukhan (Dukhan AB)	TFR	109.95	LOC	RWY 16R	E003	
	TFL	108.7	LOC	RWY 34L	E003	

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	E003	6900
Abqaiq	AQ	290.0	H M W	N25 54.3	E049 35.8	E002	234
Al Ahsa	HSA	116.6	V T H	N25 16.7	E049 29.0	E003	600
Al Baha	BHA	113.5	V T H W	N20 17.5	E041 37.7	E003	5500
Al Dawadmi	DAW	116.1	V D H	N24 26.9	E044 07.2	E003	3100
Al Jouf	AJF	117.8	V T H W	N29 47.4	E040 04.3	E004	
Al Kharij	AKJ	117.3	V T H	N24 04.1	E047 24.4	E003	1500
Al Qaisumah Intl	HFR	113.1	V T H	N28 21.4	E046 07.0	E004	
Al Shigar	ASH	112.3	V D H W	N30 07.4	E038 47.9	E003	
Alula Intl	AUA	114.9	V D H	N26 28.3	E038 08.4	E004	
Aradah	ARD	116.9	V D H W	N21 13.7	E055 15.9	E001	300
Arar	AAR	113.3	V D H	N30 54.5	E041 08.5	E005	
Bir Darb	BDB	115.1	V D U W	N24 19.9	E041 49.5	E004	3281
Bisha	BSH	112.3	V D H W	N19 58.7	E042 37.5	E003	
Bopan	BPN	113.7	V D L W	N27 03.2	E045 26.7	E004	1
Dafinah	DFN	117.5	V D U	N23 17.0	E041 43.2	E003	3200
Dammam	KFA	112.3	V T H W	N26 29.9	E049 46.7	E003	200
Dhahran	DHA	117.2	V T L A	N26 15.6	E050 08.4	E002	100
Gassim	GAS	117.1	V T H W	N26 17.9	E043 46.8	E004	
Guriat	GRY	114.7	V T H W	N31 24.8	E037 17.2	E005	
Hail	HIL	113.5	V T H W	N27 25.5	E041 41.0	E004	3400
Halaifa	HLF	116.7	V D H W	N26 26.1	E039 16.2	E004	
Hanak (Red Sea Intl)	RSI	112.6	V D H	N25 36.9	E037 06.1	E004	200
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	
Jubail	JBL	112.9	V D H W	N27 00.7	E049 24.7	E003	100
Khamis Mushait	KAM	115.9	V T H W	N18 18.5	E042 48.7	E003	6800
Khashm Alan	RAZ	114.2	V D H W	N24 36.3	E046 55.5	E003	1900
King Abdulaziz (Jeddah)	JDW	115.3	V T H W	N21 42.7	E039 07.4	E004	100
King Abdulaziz Naval Base	NJL	114.8	V T L	N26 56.6	E049 42.3	E003	100

SAUDI ARABIA

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
King Faisal Air Academy(AI-Maj	MKF	111.4	V T L	N26 05.5	E045 11.5	E003	2500
King Faisal Naval Base	KFB	113.1	V T H W	N21 20.8	E039 10.3	E004	
King Khaled Intl (Riyadh)	KSA	115.0	V D H	N24 58.8	E046 40.1	E003	2100
King Salman AB	KSN	112.7	V T L	N24 28.6	E046 39.3	E003	2400
King Saud AB (Hafr Al Batin)	KSB	115.9	V T H W	N27 52.8	E045 33.3	E003	
MEZR (Al Kharj)	ASL	135.6	M T A	N24 06.2	E047 32.5	E002	1579
Madinah	PMA	114.1	V D H A	N24 32.8	E039 42.3	E004	2200
Magala	MGA	116.3	V D H	N26 17.3	E047 12.4	E002	1600
Nejran	NEJ	116.7	V T H W	N17 36.4	E044 24.9	E002	
Neom Bay	NEM	112.6	V D H	N27 57.0	E035 16.8	E005	100
Prince Sultan	PSA	115.4	V T L W	N24 04.5	E047 35.0	E002	1591
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	N29 37.2	E043 29.9	E004	1500
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
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	E002	
Shaybah	SYH	285.0	H M	N22 31.0	E053 59.3	E002	300
Tabuk	TBK	115.7	V T H W	N28 21.9	E036 36.6	E004	
Taif	TIF	112.7	V T H W	N21 29.2	E040 32.8	E003	4800
Thablotin	THA	113.9	V D H W	N19 49.9	E054 01.2	E001	
Turaif	TRF	116.1	V D H W	N31 41.8	E038 44.1	E005	2900

SAUDI ARABIA

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
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	E003	
Wejh	WEJ	113.9	V T H W	N26 10.8 E036 29.3	E004	
Yenbo	YEN	112.9	V D H	N24 09.0 E038 02.3	E004	100
Abha	IABH	109.9	LOC	RWY 13	E003	
Al Ahsa	IHSA	110.9	LOC	RWY 34	E003	
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	
	ISAA	109.7	LOC	RWY 17R	E002	
	IPSB	108.5	LOC	RWY 35L	E002	
	IPSA	111.3	LOC	RWY 35R	E002	
Al Majmaah (King Faisal Air Academy)	IMKF	108.1	LOC	RWY 15L	E003	
	IJAL	109.7	LOC	RWY 33L	E003	
	IEHS	108.5	LOC	RWY 33R	E003	
Al Qaisumah (Al Qaisu-mah Intl)	IHFR	108.5	LOC	RWY 34	E004	
Alula (Alula Intl)	IAUA	111.1	LOC	RWY 30	E004	
Arar	IAAR	111.1	LOC	RWY 28	E005	
Batha	IBAT	111.7	LOC	RWY 32	E002	
Bisha	IBSH	110.1	LOC	RWY 18	E003	
Dammam (King Fahd Intl)	IMBF	111.7	LOC	RWY 16L	E003	
	IWSR	108.1	LOC	RWY 16R	E003	
	IWM R	108.9	LOC	RWY 34L	E003	

SAUDI ARABIA

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
	IABF	110.7	LOC	RWY 34R	E003	
Dhahran (King Abdulaziz AB)	IDHC	109.3	LOC	RWY 16L	E002	
	IDHH	109.1	LOC	RWY 16R	E002	
	IDHL	109.7	LOC	RWY 34L	E002	
	IDHA	109.9	LOC	RWY 34R	E002	
Gassim (Prince Naif Bin Abdulaziz)	IGAS	110.1	LOC	RWY 15	E004	
Guriat	IGRY	110.9	LOC	RWY 28	E004	
Hafr Al Batin (King Saud AB)	IKSB	108.7	LOC	RWY 31	E003	
Hail	IHIL	110.3	LOC	RWY 18	E004	
Hanak (Red Sea Intl)	IERS	109.1	LOC	RWY 15L	E004	
	IRSI	109.3	LOC	RWY 33R	E004	
Jazan (King Abdullah Bin Abdulaziz)	IGZN	109.9	LOC	RWY 33	E002	
Jeddah (King Abdulaziz Intl)	IJDC	109.7	LOC	RWY 16C	E004	
	IDFJ	108.5	LOC	RWY 16L	E004	
	IJDD	109.3	LOC	RWY 16R	E004	
	IJDW	109.5	LOC	RWY 34C	E004	
	IJDL	109.1	LOC	RWY 34L	E004	
	IEAL	108.3	LOC	RWY 34R	E004	
Jeddah (King Faisal Naval Base)	IKFN	108.9	LOC	RWY 33	E003	
Jubail	IJBL	109.5	LOC	RWY 35	E003	
Jubail (King Abdulaziz Naval Base)	INJL	110.3	LOC	RWY 33	E003	
Khamis Mushait (King Khaled AB)	IKAB	108.7	LOC	RWY 14	E002	
	IKAM	109.5	LOC	RWY 24	E002	
King Salman AB	KSN	111.1	LOC	RWY 02L	E003	
	D					

SAUDI ARABIA

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Elev. Decl
	ISND	111.95	LOC	RWY 02R	E003
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
Neom Bay	INEM	108.7	LOC	RWY 15	E005
	IKHA	108.9	LOC	RWY 33	E005
Rabigh	IRBG	108.1	LOC	RWY 33	E004
Rafha	IRAF	111.5	LOC	RWY 29	E004
Ras Mishab	IRAS	111.1	LOC	RWY 34	E003
Ras Tanura	ITNR	108.3	LOC	RWY 33	E002
Riyadh (Khashm Alan)	IMNG	111.7	LOC	RWY 34	E003
Riyadh (King Khaled Intl)	IELF	109.5	LOC	RWY 15L	E003
	ITIH	110.5	LOC	RWY 15R	E003
	IFAT	110.1	LOC	RWY 33L	E003
	IKIA	109.1	LOC	RWY 33R	E003
Sharurah	ISHA	109.7	LOC	RWY 08	E002
Tabuk (Prince Sultan Bin Abdulaziz)	ITBK	109.5	LOC	RWY 24	E004
	IPKS	111.9	LOC	RWY 31	E004
Taif (Taif Intl)	ITIF	110.9	LOC	RWY 25	E003
	ITAI	110.7	LOC	RWY 35	E003
Turaif	ITRF	108.3	LOC	RWY 28	E005
Um Almelh	IUME	108.9	LOC	RWY 05	E002
Wadi Al Dawasir	IWDR	110.5	LOC	RWY 10	E003
Wejh	IWEJ	110.7	LOC	RWY 33	E004
Yenbo (Prince Abdulmohsin bin Abdulaziz)	IYEN	111.5	LOC	RWY 28	E004

SRI LANKA

Name	Ident	Freq.	Class		INS Coordinates		VAR/Stn Decl	Elev.
China Bay	CHB	500.0	H	W	N08 32.0	E081 11.0	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 49.8	E079 53.0	W002	
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 27L		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		

TURKIYE

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
Adana	ADA	112.7	V D U	N36 56.4	E035 12.6	E006	
Adana	ADN	395.0	H	N36 58.3	E035 15.7	E006	
Adiyaman	KHD	113.6	V D H	N37 43.6	E038 28.0	E006	2241
Adiyaman	KHD	381.0	H	N37 43.6	E038 28.0	E006	
Afyon	KFK	112.2	V D H W	N38 48.2	E030 32.8	E005	
Afyon	KFK	115.2	T L	N38 43.3	E030 36.8	E006	3271
Afyon	KFK	324.0	H M W	N38 48.2	E030 32.8	E005	
Agri	ARI	116.7	V D H	N39 38.8	E043 01.6	E007	5479
Agri	ARI	289.0	H	N39 38.8	E043 01.6	E007	
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	N39 57.2	E032 49.7	E006	
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	E006	194
Antalya	AYT	115.5	T L	N36 54.6	E030 47.4	E006	213
Baglum (Ankara)	BAG	113.1	V D H	N40 04.2	E032 48.6	E006	4803
Balikesir	BRI	110.6	T L	N39 37.1	E027 55.7	E005	318
Balikesir	BRI	112.25	V D L W	N39 37.9	E027 55.7	E005	
Balikesir	BRI	470.0	H M W	N39 37.9	E027 55.7	E005	
Bandirma	BDM	111.0	T T	N40 19.0	E027 58.9	E005	170
Batman	BAT	111.6	T L	N37 54.9	E041 06.3	E005	1824
Batman	BAT	116.2	V D L	N37 56.3	E041 07.2	E006	
Batman	BAT	470.0	H L W	N37 56.3	E041 07.2	E006	
Beykoz	BKZ	117.3	V D H	N41 07.6	E029 08.6	E006	1073
Beypazari	BEY	487.0	H	N40 09.5	E031 55.8	E006	
Biga	BIG	116.9	V D H W	N40 17.1	E027 21.9	E006	417
Bingol	BNG	112.1	V D H W	N38 51.3	E040 36.0	E006	3514
Bingol	BNG	384.0	H M W	N38 51.3	E040 36.0	E006	
Canakkale	CNK	111.2	V D H W	N40 08.1	E026 25.6	E006	
Canakkale	CNK	422.0	H W	N40 08.1	E026 25.6	E006	
Cardak	CRD	112.0	V D H W	N37 47.4	E029 42.2	E005	2808

TURKIYE

Name	Ident	Freq.	Class		INS Coordinates		VAR/Stn Decl	Elev.
Cardak	CRD	433.0	H	W	N37 47.4	E029 42.2	E005	
Carsamba (Samsun)	CRM	112.8	V D H W		N41 15.9	E036 32.9	E005	33
Carsamba (Samsun)	CRM	325.0	H	W	N41 15.9	E036 32.9	E005	
Caycuma	CAY	109.6	V D H		N41 30.8	E032 02.7	E006	1709
Caycuma	CAY	416.0	H	L	N41 30.8	E032 02.7	E006	
Cekmece	CEK	114.6	V D L		N41 00.4	E028 31.7	E006	305
Cekmece	CEK	328.0	H		N41 00.4	E028 31.7	E006	
Cengiz Topel	ARF	113.9	T L		N40 44.3	E030 03.9	E005	197
Cengiz Topel	ARF	383.5	H	M W	N40 43.9	E030 05.3	E006	
Cengiz Topel	CTP	117.4	V D L		N40 44.2	E030 04.3	E005	213
Cengiz Topel	CTP	307.0	H	L	N40 44.2	E030 04.3	E005	
Cigli (Izmir)	CIG	113.6	T L		N38 29.7	E027 00.5	E005	52
Cigli (Izmir)	CIG	363.0	H	M W	N38 31.5	E027 01.0	E005	
Cildir (Aydin)	CLD	113.85	V D H		N37 48.9	E027 53.8	E005	121
Cildir (Aydin)	CLD	480.0	H	W	N37 49.0	E027 53.1	E005	
Corlu	CLU	115.9	T L		N41 08.8	E027 55.6	E005	518
Corlu	CRL	114.8	V D H W		N41 09.0	E027 56.0	E006	620
Corlu	CRL	426.0	H	L	N41 09.0	E027 56.0	E006	
Cubuk (Ankara)	BUK	114.3	V D H		N40 14.5	E033 06.3	E006	4111
Cubuk (Ankara)	BUK	425.0	H		N40 14.5	E033 06.3	E006	
Cukurova	CKR	113.7	V D U		N36 53.1	E035 04.1	E006	46
Cukurova	CKR	320.0	H	L	N36 53.1	E035 04.1	E006	
Dalaman	DAL	114.7	V D H		N36 41.4	E028 46.9	E005	33
Dalaman	DAL	115.3	T T		N36 42.8	E028 47.3	E005	49
Dalaman	DAL	346.0	H	L	N36 41.4	E028 46.9	E005	
Diyarbakir	DIY	110.0	T H		N37 54.0	E040 11.6	E004	2293
Diyarbakir	DYB	109.4	V D H W		N37 52.4	E040 12.5	E006	2182
Diyarbakir	DYB	330.0	H	M W	N37 52.4	E040 12.5	E006	
Edremit	EDR	109.4	V D H		N39 33.1	E027 00.2	E005	52
Edremit	EDR	368.0	H	M W	N39 33.1	E027 00.2	E005	
Elazig	EZS	114.7	V D H W		N38 42.5	E039 13.4	E006	4879

TURKIYE

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
Erzincan	ERN	112.7	V D H	N39 42.5	E039 31.7	E007	3783
Erzincan	ERN	430.0	H	N39 42.5	E039 31.7	E007	
Erzurum	ERZ	111.4	T L	N39 57.5	E041 09.2	E006	5774
Erzurum	ERZ	115.5	V D H W	N39 57.4	E041 12.4	E006	5804
Erzurum	ERZ	354.0	H W	N39 57.4	E041 12.4	E006	
Esenboga	ESB	112.1	V D H	N40 08.8	E033 00.7	E006	
Esenboga (Ankara)	NBG	114.85	V D L	N40 08.1	E033 01.3	E006	
Eskisehir	ESK	114.4	T H	N39 47.0	E030 36.4	E005	2598
Eskisehir	ESR	108.2	V D H W	N39 48.8	E030 30.7	E006	
Eskisehir	ESR	372.0	H W	N39 48.8	E030 30.7	E006	
Etimesgut (Ankara)	ETI	116.6	V D L	N39 57.6	E032 39.5	E006	
Etimesgut (Ankara)	ETM	116.8	T L	N39 57.0	E032 41.8	E006	2684
Gap	GAP	113.2	V D H	N37 27.5	E038 54.3	E004	2759
Gap	GAP	391.0	H L	N37 27.5	E038 54.3	E004	
Gaziantep	DGP	110.4	D U	N36 54.0	E037 23.0		2854
Gaziantep	GAZ	116.7	V D H W	N36 57.1	E037 28.4	E006	
Gaziantep	GAZ	432.0	H W	N36 57.1	E037 28.4	E006	
Gazipasa	GZP	114.2	D L	N36 18.3	E032 17.9		217
Gazipasa	GZP	316.0	H L	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	E005	
Gokceada	GKA	384.0	H L W	N40 10.8	E025 55.4	E005	
Golbasi	GBI	315.0	H L	N39 42.7	E032 49.1	E006	
Hatay	HTY	112.05	V D H	N36 21.8	E036 17.4	E006	
Hatay	HTY	336.0	H L	N36 21.8	E036 17.4	E006	
Haymana	HAY	111.8	D H	N39 26.2	E032 30.6		4275
Haymana	HAY	350.0	H H	N39 26.2	E032 30.6	E006	
Igdir	GDR	117.7	V D H W	N39 58.4	E043 53.2	E005	
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	2119

TURKIYE

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
Isparta	IPT	117.5	V D H W	N37 50.5	E030 20.7	E005	
Isparta	IPT	349.0	H L W	N37 50.5	E030 20.7	E005	
Istanbul	IST	112.5	V T H	N40 57.7	E028 48.6	E006	59
Izmir	IMR	113.7	V D H	N38 19.0	E027 00.4	E006	
Kahramanmaras	KHM	113.9	V D H	N37 32.4	E036 57.2	E006	1696
Kahramanmaras	KHM	374.0	H L	N37 32.4	E036 57.2	E006	
Kaklic	KLC	114.15	T L	N38 31.3	E026 58.8	E005	33
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	3386
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	3494
Kayseri	KSR	116.9	T T	N38 45.8	E035 28.7	E005	3524
Kayseri	KSR	407.0	H L	N38 46.5	E035 31.3	E005	
Keban	ELG	112.15	V D H W	N38 35.8	E039 17.6	E006	2920
Keban	ELG	338.0	H M W	N38 35.8	E039 17.6	E006	
Konya	KNY	111.2	V D L	N37 59.8	E032 33.9	E006	3425
Konya	KNY	390.0	H	N37 59.8	E032 33.9	E006	
Konya	KON	114.1	T T	N37 59.8	E032 33.8	E006	3428
Kula	DEN	112.05	V D H	N38 34.7	E028 36.2	E006	3130
Kutahya	KUT	113.4	T H	N39 25.8	E030 00.8	E005	3074
Lara (Antalya)	LRA	116.15	V D L W	N36 55.1	E030 48.7	E006	213
Malatya	ERH	112.0	V D H	N38 27.8	E038 06.7	E006	2730
Malatya	ERH	421.0	H	N38 27.8	E038 06.7	E006	
Mardin	MRD	116.9	V D H	N37 13.7	E040 38.3	E006	1736
Mardin	MRD	403.0	H H	N37 13.7	E040 38.3	E006	
Menderes (Izmir)	MEN	115.1	T L	N38 17.9	E027 09.4	E006	430
Menderes (Izmir)	MEN	117.9	V D L W	N38 17.7	E027 09.5	E006	
Merzifon	MNI	109.8	V D L	N40 49.3	E035 30.8	E006	1791
Merzifon	MNI	440.0	H L	N40 49.3	E035 30.8	E006	

TURKIYE

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
Merzifon (Amasya)	MNI	109.3	T L	N40 49.5	E035 30.6	E006	1772
Milas Bodrum	BDR	116.7	V D H	N37 15.5	E027 38.3	E005	30
Milas Bodrum	BDR	389.0	H L	N37 15.5	E027 38.3	E005	
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 39.7	E006	4186
Mus	MUS	319.0	H L W	N38 45.0	E041 39.7	E006	
Mut	MUT	112.3	V D H W	N36 51.8	E033 17.5	E005	5801
Oguzeli (Gaziantep)	DGT	110.6	D U	N36 50.4	E037 35.7		2333
Rize-Artvin	ART	110.45	V D L	N41 10.8	E040 51.5	E007	49
Rize-Artvin	ART	347.0	H L	N41 10.8	E040 51.5	E007	
Sabiha	SAB	347.0	H L	N40 54.4	E029 20.0	E006	
Sabiha (Istanbul)	SBH	108.8	V D L	N40 54.4	E029 20.0	E006	312
Sabiha (Istanbul)	SGN	115.85	V D L	N40 54.1	E029 20.6	E006	338
Sehit Kamil (Gaziantep)	DGA	110.8	D U	N37 07.7	E037 37.2		3041
Selcuk-Efes	SEL	113.2	V D L W	N37 56.9	E027 20.0	E004	26
Selcuk-Efes	SEL	424.0	H M W	N37 56.9	E027 20.0	E004	
Siirt	SIR	112.2	D L	N37 58.6	E041 50.2		1969
Siirt	SIR	409.0	H M W	N37 58.6	E041 50.2	E006	
Siirt	SRT	114.3	V D H W	N37 54.6	E041 52.9	E006	3156
Sinop	SIN	114.0	V D H W	N42 01.4	E035 04.6	E007	
Sinop	SIN	465.0	H H	N42 01.4	E035 04.6	E007	
Sirnak	RNA	112.3	V D H W	N37 21.9	E042 03.7	E005	2064
Sirnak	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	E006	
Sivas	SIV	310.0	H M W	N39 47.4	E036 53.6	E006	
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	E006	1060
Tekirdag	EKI	317.0	H L	N40 57.1	E027 25.6	E006	
Tokat	TKT	115.0	V D L	N40 19.1	E036 22.2	E007	1864
Tokat	TKT	403.0	H	N40 19.1	E036 22.2	E007	
Tuzkoy	TZK	115.3	V D H	N38 46.0	E034 32.5	E006	3117

TURKIYE

Name	Ident	Freq.	Class		INS Coordinates		VAR/Stn Decl	Elev.
Tuzkoy	TZK	371.0	H	H	N38 46.0	E034 32.5	E006	
UHL	UHL	110.0	V	D L	N41 18.7	E028 42.5	E006	245
UHM	UHM	108.25	V	D L	N41 18.6	E028 43.5	E006	283
UHN	UHN	109.85	V	D L	N41 18.6	E028 45.3	E006	210
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	N39 56.2	E038 53.2	E007	7388
Van	VAN	115.2	V	D H W	N38 28.0	E043 19.5	E006	5443
Van	VAN	397.0	H	H W	N38 28.0	E043 19.5	E006	
Yalova	YAA	117.1	T	L	N40 41.2	E029 22.5	E005	30
Yalova	YAA	117.7	V	D H	N40 28.5	E029 12.5	E006	2884
Yenisehir	BRY	115.3	V	D H W	N40 15.8	E029 35.6	E004	771
Yenisehir	BRY	352.0	H	L W	N40 15.8	E029 35.6	E004	
Yenisehir	YEN	113.2	T	L	N40 15.4	E029 33.8	E004	797
Yuksekoa	YKV	112.1	V	D H W	N37 33.0	E044 14.6	E006	
Yuksekoa (Hakkari)	YKV	420.0	H	M W	N37 33.0	E044 14.6	E006	
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		E006	
Adana (Incirlik AB)	IDAN	109.3	LOC		RWY 05		E004	
	IDNA	111.7	LOC		RWY 23		E004	
Adiyaman	IADY	110.5	LOC		RWY 04		E006	
Afyon	IKFK	109.35	LOC		RWY 31R		E006	
Agri (Ahmed-I Hani)	IAGR	108.15	LOC		RWY 16		E007	
Amasya (Merzifon)	IMRI	110.5	LOC		RWY 05R		E006	
Ankara (Esenboga Intl)	IANK	110.3	LOC		RWY 03C		E006	
	IAKR	108.9	LOC		RWY 03L		E006	
	IAES	110.9	LOC		RWY 03R		E006	
	IESB	108.1	LOC		RWY 21C		E006	
	IAEG	110.75	LOC		RWY 21L		E006	

TURKIYE

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
	IEBG	108.3	LOC	RWY 21R	E006	
Ankara (Etimesgut)	IETI	110.5	LOC	RWY 11L	E006	
Ankara (Murted)	IZIR	109.55	LOC	RWY 03	E005	
Antalya (Antalya Intl)	IATY	108.7	LOC	RWY 18C	E006	
	ILRA	109.75	LOC	RWY 18L	E006	
	IAYT	110.3	LOC	RWY 36C	E006	
	IALY	108.1	LOC	RWY 36R	E006	
Balikesir (Bandirma)	IBDM	108.3	LOC	RWY 36	E005	
Balikesir (Koca Seyit)	IKFZ	108.9	LOC	RWY 05	E005	
Balikesir (Merkez)	IBRI	111.75	LOC	RWY 36	E005	
Batman	IBAT	108.1	LOC	RWY 02	E006	
Bingol	IBIN	108.35	LOC	RWY 11	E006	
Bursa (Yenisehir)	IYEN	108.5	LOC	RWY 25R	E004	
Canakkale	ICNK	108.15	LOC	RWY 04	E006	
Cukurova (Cukurova Intl)	ICKR	108.35	LOC	RWY 03R	E006	
	ICKU	108.55	LOC	RWY 21L	E006	
Denizli (Cardak)	ICRD	110.7	LOC	RWY 23	E005	
Diyarbakir	IDBN	108.5	LOC	RWY 34R	E006	
Elazig	IELZ	110.9	LOC	RWY 07R	E006	
	IELG	110.3	LOC	RWY 25L	E006	
Erzincan (Yildirim Akbulut)	IEZC	108.9	LOC	RWY 28	E007	
Erzurum (Erzurum Intl)	IEZR	110.7	LOC	RWY 08L	E006	
	IERZ	110.5	LOC	RWY 26R	E006	
Eskisehir	IESK	108.75	LOC	RWY 26	E005	
Eskisehir (Hasan Polatkan)	IESR	110.3	LOC	RWY 09	E006	
Gaziantep	IGNP	109.1	LOC	RWY 28	E006	
Gazipasa (Alanya)	IGZP	108.5	LOC	RWY 08	E005	
Hakkari (Yuksekoa Selahaddin Eyyubi)	IHAG	108.35	LOC	RWY 29	E006	

TURKIYE

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Elev. Decl
Igdir (Sehit Bulent Aydin)	IIGD	108.35	LOC	RWY 12	E005
Isparta (Suleyman Demirel)	ISPT	109.15	LOC	RWY 05	E005
Istanbul (Ataturk Intl)	IIST	110.3	LOC	RWY 05	E006
Istanbul	IUCB	110.35	LOC	RWY 16R	E006
	IUCF	111.95	LOC	RWY 17L	E006
	IUCD	110.95	LOC	RWY 18	E006
	IUCA	108.55	LOC	RWY 34L	E006
	IUCE	109.55	LOC	RWY 35R	E006
	IUCC	111.35	LOC	RWY 36	E006
Istanbul (Sabiha Gokcen Intl)	ISAB	110.75	LOC	RWY 06L	E006
	ISGN	110.15	LOC	RWY 06R	E006
	ISGB	109.35	LOC	RWY 24L	E006
	ISBH	110.9	LOC	RWY 24R	E006
Izmir (Adnan Menderes Intl)	ME	405.0	LO	N38 11.9 E027 11.1	E006
	IIMR	108.5	LOC	RWY 16L	E006
	IMEN	110.3	LOC	RWY 34R	E006
			OM	N38 11.9 E027 11.1	
Izmir (Cigli)	ICIG	108.15	LOC	RWY 17	E005
Izmir (Kaklic)	IKLC	110.15	LOC	RWY 17	E005
Kahramanmaraş	IKAH	111.1	LOC	RWY 25	E006
Kapadokya	ITZK	110.7	LOC	RWY 11	E006
Kars (Kars Harekani)	IKAR	108.3	LOC	RWY 06R	E005
Kastamonu	IKAS	108.5	LOC	RWY 18	E005
Kayseri	IKSR	110.3	LOC	RWY 25	E005
Kocaeli (Cengiz Topel)	ICNG	108.35	LOC	RWY 27	E005
Konya	IKNY	108.9	LOC	RWY 01L	E006
Malatya	IMLY	109.9	LOC	RWY 21L	E006
Mardin (Prof Dr Aziz Sancar)	IMRD	108.9	LOC	RWY 03	E006

TURKIYE

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Elev. Decl
Milas (Bodrum Intl)	IBDR	109.3	LOC	RWY 10L	E005
	IGML	108.7	LOC	RWY 28R	E005
Mugla (Dalaman Intl)	IDLM	110.1	LOC	RWY 01	E005
	IDMN	110.9	LOC	RWY 19	E005
Mus (Sultan Alparslan)	IMUS	108.5	LOC	RWY 29R	E006
Samsun (Carsamba)	ICRM	110.1	LOC	RWY 13	E005
Sanliurfa (Gap Intl)	ISUR	111.9	LOC	RWY 04	E004
	ISAN	110.7	LOC	RWY 22	E004
Siirt	ISTR	108.55	LOC	RWY 06	E006
Sinop	ISDP	108.9	LOC	RWY 23	E007
Sirnak (Serafettin Elci)	ISNK	108.35	LOC	RWY 11	E005
Sivas (Nuri Demirag)	ISVS	109.1	LOC	RWY 01	E006
Tekirdag (Corlu Ataturk Intl)	ICRL	110.5	LOC	RWY 04	E006
Tokat	ITKA	108.55	LOC	RWY 06	E007
Trabzon (Trabzon Intl)	ITRB	108.9	LOC	RWY 29	E005
Van (Ferit Melen)	IVAN	108.3	LOC	RWY 03	E006
Zafer	IZFR	108.1	LOC	RWY 13	E004
	IZFE	111.3	LOC	RWY 31	E004
Zonguldak (Caycuma)	IZCA	109.75	LOC	RWY 36	E006

U.A.E.

Name	Ident	Freq.	Class	INS	Coordinates	VAR/Stn Decl	Elev.
Abu Dhabi	ADV	114.25	V D H B	N24 25.1	E054 40.4	E002	
Al Ain	ALA	115.9	V D L	N24 16.9	E055 36.9	E002	
Al Bateen (Abu Dhabi)	ALB	114.0	V D L	N24 26.3	E054 26.8	E002	
Fujairah	FJV	113.8	V D H A	N25 06.0	E056 21.3	E002	
Jebel Dhana	JD	302.5	H L W	N24 11.6	E052 37.5	E001	
Ras Al Khaimah	RAV	113.6	V D U W	N25 35.3	E055 56.8	E002	
Abu Dhabi (Al Bateen Executive)	IAT	110.7	LOC	RWY 31		E002	
Abu Dhabi (Zayed 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	
Al Ain (Al Ain Intl)	IALA	111.9	LOC	RWY 01		E002	
Dubai (Al Maktoum Intl)	IJEA	111.75	LOC	RWY 12		E002	
	IJWA	109.75	LOC	RWY 30		E002	
	IDEF	110.55	LOC	RWY 31		E002	
Dubai (Dubai Intl)	IDBL	110.1	LOC	RWY 12L		E002	
	IDBE	109.5	LOC	RWY 12R		E002	
	IDBW	111.3	LOC	RWY 30L		E002	
	IDBR	110.9	LOC	RWY 30R		E002	
Fujairah (Fujairah Intl)	IFJR	111.5	LOC	RWY 29		E002	
Ras Al Khaimah (Ras Al Khaimah Intl)	IRK	110.5	LOC	RWY 34		E002	
Sharjah (Sharjah Intl)	ISRE	108.55	LOC	RWY 12		E002	
	ISHW	111.95	LOC	RWY 30		E002	

YEMEN

Name	Ident	Freq.	Class		INS Coordinates		VAR/Stn Decl	Elev.
Aden	AD	361.0	H	H W	N12 52.2	E045 00.3	E001	
Aden	KRA	112.5	V	D U	N12 49.9	E045 01.4	E002	30
Aden Intl	KRY	400.0	H	L	N12 50.0	E045 02.9	E002	
Al-Ghaidah	GDA	354.0	H	H W	N16 11.3	E052 09.7	E001	216
Hodeidah	HD	368.0	H	H	N14 45.6	E042 58.4	E002	
Hodeidah	HDH	114.2	V	D U	N14 46.4	E042 59.2	E002	90
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	E002	
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		E002	
Sanaa (Sanaa Intl)	AN	228.0	LOM		N15 33.4	E044 13.2	E002	
	ISAN	110.9	LOC		RWY 18		E002	

NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA

(See end of listing for Localizers)

A

AAE	Ahmedabad, India	AMN	Amman, Jordan
AAR	Amritsar, India	AMS	Mazar, Afghanistan
AAR	Arar, Saudi Arabia	AN	Sanaa Intl (Sanaa), Yemen
AAT	Agartala, India	ANK	Anarak, Iran
AAT	Agatti, India	ANK	Ankara, Turkiye
AAU	Aurangabad, India	ANT	Antalya Intl (Antalya), Turkiye
ABD	Abadan, Iran	AQ	Abqaiq, Saudi Arabia
ABD	Abyad (Damascus), Syria	AQB	King Hussein (Aqaba), Jordan
ABH	Abha, Saudi Arabia	AR	Amritsar, India
ABM	Abumusa Island, Iran	ARB	Ardabil, Iran
AD	Aden, Yemen	ARD	Aradah, Saudi Arabia
ADA	Adana, Turkiye	ARF	Cengiz Topel, Turkiye
ADN	Adana, Turkiye	ARI	Agri, Turkiye
ADV	Abu Dhabi, UAE	ARK	Arak, Iran
AGG	Agra, India	ASB	Ali Al Salem, Kuwait
AHR	Herat, Afghanistan	ASD	Shindand, Afghanistan
AJ	Aghajari, Iran	ASH	Al Shigar, Saudi Arabia
AJF	Al Jouf, Saudi Arabia	ASL	MEZR (Al Kharj), Saudi Arabia
AJR	Aghajari, Iran	AT	Agartala, India
AKI	Akhisar, Turkiye	AT	Agatti, India
AKJ	Al Kharj, Saudi Arabia	AUA	Alula Intl, Saudi Arabia
AKR	Akrotiri, Cyprus	AWZ	Ahwaz, Iran
ALA	Al Ain, UAE	AYD	Ayodhya, India
ALB	Al Bateen (Abu Dhabi), UAE	AYT	Antalya, Turkiye
ALD	Al Udeid, Qatar		
ALE	Aleppo, Syria	B	
ALH	Prayagraj, India	BA	Ben Gurion (Tel Aviv), Israel
ALI	Al-Ashraf (Al Najaf), Iraq	BAG	Baglum (Ankara), Turkiye
ALI	Aligarh, India	BAM	Bam, Iran
AMD	Doha Intl (Doha), Qatar	BAN	Banias, Syria
		BAR	Baysur, Lebanon

NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA

(See end of listing for Localizers)

BAT	Batha, Saudi Arabia	BN	Ben Gurion (Tel Aviv), Israel
BAT	Batman, Turkiye	BND	Bandar Abbas, Iran
BBB	Mumbai, India	BNG	Bingol, Turkiye
BBG	Bengaluru, India	BNR	Bhuntar, India
BBI	Bellary, India	BOD	BOD, Lebanon
BBM	Belagavi, India	BPL	Bhopal, India
BBN	Varanasi, India	BPN	Barapani, India
BBS	Bhubaneswar, India	BPN	Bopan, Saudi Arabia
BBZ	Vijayawada, India	BR	Bidar, India
BC	Ben Gurion (Tel Aviv), Israel	BRD	Bojnord, Iran
BD	Ben Gurion (Tel Aviv), Israel	BRG	Bahregan, Iran
BDB	Bir Darb, Saudi Arabia	BRI	Balikesir, Turkiye
BDM	Bandirma, Turkiye	BRL	Bareilly, India
BDP	Chandragadhi, Nepal	BRN	Birjand, Iran
BDR	Bidar, India	BRT	Biratnagar, Nepal
BDR	Milas Bodrum, Turkiye	BRY	Yenisehir, Turkiye
BEY	Beypazari, Turkiye	BSA	Beer Sheba, Israel
BG	Ben Gurion (Tel Aviv), Israel	BSH	Bisha, Saudi Arabia
BGD	Bagdogra, India	BSR	Basrah, Iraq
BGD	Baghdad, Iraq	BT	Bhit, Pakistan
BGM	Bagram, Afghanistan	BT	Bumthang, Bhutan
BGN	Ben Gurion (Tel Aviv), Israel	BTM	Bet-Meir, Israel
BHA	Al Baha, Saudi Arabia	BTR	Islamabad, Pakistan
BHR	Bahrain, Bahrain	BUK	Cubuk (Ankara), Turkiye
BHU	Bhuj, India	BUZ	Bushehr, Iran
BIA	Bengaluru, India	BVR	Bhavnagar, India
BIG	Biga, Turkiye	BW	Bahawalpur, Pakistan
BJD	Birjand, Iran	BWA	Bhairahawa, Nepal
BKZ	Beykoz, Turkiye		
BL	Barishal, Bangladesh	C	
BLS	Bilaspur, India	CAK	Cheka, Lebanon

NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA

(See end of listing for Localizers)

CAY	Caycuma, Turkiye	DAL	Damascus, Syria
CB	Coimbatore, India	DAM	Damascus, Syria
CBH	Chah Bahar, Iran	DAML	Damascus Intl (Damascus), Syria
CCB	Coimbatore, India	DAN	Incirlik, Turkiye
CEA	Kolkata, India	DAR	Darband, Iran
CEK	Cekmece, Turkiye	DAW	Al Dawadmi, Saudi Arabia
CHB	China Bay, Sri Lanka	DB	Dalbandin, Pakistan
CHG	Chandigarh, India	DBR	Dibrugarh, India
CHI	Chillarki, India	DC	Tejgaon, Bangladesh
CIA	Cochin, India	DDN	Dehradun, India
CIB	Cochin, India	DEN	Kula, Turkiye
CIG	Cigli (Izmir), Turkiye	DFN	Dafinah, Saudi Arabia
CKR	Cukurova, Turkiye	DG	Dera Ghazi Khan, Pakistan
CLC	Calicut, India	DGA	Sehit Kamil (Gaziantep), Turkiye
CLD	Cildir (Aydin), Turkiye	DGH	Deoghar, India
CLU	Corlu, Turkiye	DGP	Durgapur, India
CML	Cumilla, Bangladesh	DGP	Gaziantep, Turkiye
CN	Car Nicobar, India	DGT	Oguzeli (Gaziantep), Turkiye
CNI	Chennai, India	DHA	Dhahran, Saudi Arabia
CNK	Canakkale, Turkiye	DHA	Hazrat Shahjalal Intl (Dhaka), Bangladesh
CRD	Cardak, Turkiye	DHI	Dhangadhi, Nepal
CRL	Corlu, Turkiye	DHN	Dehnamak, Iran
CRM	Carsamba (Samsun), Turkiye	DI	Dera Ismail Khan, Pakistan
CTG	Chattogram, Bangladesh	DIA	Doha Intl, Qatar
CTP	Cengiz Topel, Turkiye	DIG	Delhi, India
CXB	Cox's Bazar, Bangladesh	DIY	Diyarbakir, Turkiye
D		DKN	Dukhan, Qatar
DA	Hazrat Shahjalal Intl (Dhaka), Bangladesh	DMN	Daman, India
DAC	Dhaka, Bangladesh	DMR	Dimapur, India
DAL	Dalaman, Turkiye	DNZ	Dasht-E-Naz, Iran

NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA

(See end of listing for Localizers)

DOH Doha/Hamad Intl, Qatar

DPN Delhi, India

DRG Dibrugarh, India

DRZ Deir Zzor, Syria

DRZ Deir-Zzor, Syria

DU Diu, India

DYB Diyarbakir, Turkiye

DZF Dezful, Iran

E
EDR Edremit, Turkiye

EKI Tekirdag, Turkiye

ELG Keban, Turkiye

EN Adnan Menderes Intl (Izmir), Turkiye

ERH Malatya, Turkiye

ERN Erzincan, Turkiye

ERZ Erzurum, Turkiye

ESB Esenboga, Turkiye

ESH Shahid Vatan Pour (Esfahan), Iran

ESK Eskisehir, Turkiye

ESR Eskisehir, Turkiye

ETI Etimesgut (Ankara), Turkiye

EZN Vabel, Turkiye

EZS Elazig, Turkiye

F
FA Faisalabad, Pakistan

FJV Fujairah, UAE

FSA Fasa, Iran

G
GAP Gap, Turkiye

GAS Gassim, Saudi Arabia

GAZ Gaziantep, Turkiye

GBI Golbasi, Turkiye

GDA Al-Ghaidah, Yemen

GDA Gondia, India

GDR Igdir, Turkiye

GEM Gemerek, Turkiye

GGB Kalaburagi, India

GGC Gaya, India

GGN Gorgan, Iran

GGO Goa, India

GGT Guwahati, India

GH Gorakhpur, India

GHI Muwaffaq Salti AB (Azraq), Jordan

GIZ Jazan, Saudi Arabia

GKA Gokceada, Turkiye

GKP Gorakhpur, India

GN Gondia, India

GO Goa, India

GRY Guriat, Saudi Arabia

GSN Gachsaran, Iran

GT Gilgit, Pakistan

GW New Gwadar, Pakistan

GWA Gwalior, India

GZP Gazipasa, Turkiye

H
HAB Hamadan, Iran

HAB Nogeh (Hamadan), Iran

HAI Haima, Oman

HAM Hamadan, Iran

NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA

(See end of listing for Localizers)

HAS	Hassakeh, Syria	IADY	Adiyaman, Turkiye
HAW	Hawtah, Saudi Arabia	IAE	Zayed Intl (Abu Dhabi), UAE
HAY	Haymana, Turkiye	IAEG	Esenboga Intl (Ankara), Turkiye
HBL	Hubballi, India	IAES	Esenboga Intl (Ankara), Turkiye
HD	Hodeidah, Yemen	IAGE	Agartala, India
HDH	Hodeidah, Yemen	IAGR	Ahmed-I Hani (Agri), Turkiye
HFR	Al Qaisumah Intl, Saudi Arabia	IAHD	Sardar Vallabhbhai Patel Intl (Ahmedabad), India
HHY	Hyderabad, India	IAJF	Al Jouf, Saudi Arabia
HIA	Hyderabad, India	IAK	Akrotiri, Cyprus
HIL	Hail, Saudi Arabia	IAKR	Esenboga Intl (Ankara), Turkiye
HIS	Hisar, India	IAKW	Kabul Intl (Kabul), Afghanistan
HJJ	Hamad Intl (Doha), Qatar	IALA	Al Ain Intl (Al Ain), UAE
HLF	Halaiifa, Saudi Arabia	IALE	Aleppo Intl (Aleppo), Syria
HLW	Halwara, India	IALI	Al-Ashraf Intl (Al Najaf), Iraq
HMA	Haima, Oman	IALY	Antalya Intl (Antalya), Turkiye
HND	Hindan, India	IAMN	Amman City (Amman), Jordan
HOL	Hollongi, India	IAMR	Sri Guru Ram Dass Jee Intl (Amritsar), India
HRT	Herat, Afghanistan	IAN	Zayed Intl (Abu Dhabi), UAE
HSA	Al Ahsa, Saudi Arabia	IANK	Esenboga Intl (Ankara), Turkiye
HSA	Hesa (Esfahan), Iran	IAQA	King Hussein Intl (Aqaba), Jordan
HSR	Rajkot, India	IARA	Agra, India
HTY	Hatay, Turkiye	IARB	Ardabil, Iran
HW	Pantnagar, India	IARD	Ardabil, Iran
I		IAS	Zayed Intl (Abu Dhabi), UAE
IAAR	Arar, Saudi Arabia	IASB	Ali Al Salem AB (Ali Al Salem), Kuwait
IABD	Abadan, Iran	IAT	Al Bateen Executive (Abu Dhabi), UAE
IABD	Prayagraj (Allahabad), India	IATA	Ataturk Intl (Istanbul), Turkiye
IABF	King Fahd Intl (Dammam), Saudi Arabia	IATY	Antalya Intl (Antalya), Turkiye
IABH	Abha, Saudi Arabia	IAUA	Alula Intl (Alula), Saudi Arabia
IADA	Adana Intl (Adana), Turkiye	IAUR	Aurangabad, India

NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA

(See end of listing for Localizers)

IAW	Zayed Intl (Abu Dhabi), UAE	IBOM	Chhatrapati Shivaji Maharaj In (Mumbai), India
IAWZ	Ahwaz, Iran	IBPH	Raja Bhoj (Bhopal), India
IAYD	Maharishi Valmiki Intl, Ayodhya (Ayodhya), India	IBRD	Bojnord, Iran
IAYT	Antalya Intl (Antalya), Turkiye	IBRI	Merkez (Balikesir), Turkiye
IBA	Bassel Al-Assad Intl (Latakia), Syria	IBRP	Barapani, India
IBAN	Kempegowda Intl (Bengaluru), India	IBSH	Bisha, Saudi Arabia
IBAP	Islamabad Intl (Islamabad), Pakistan	IBUZ	Bushehr, Iran
IBAT	Batha, Saudi Arabia	ICAC	Calicut, India
IBAT	Batman, Turkiye	ICAL	Netaji Subhash Chandra Bose In (Kolkata), India
IBBA	Islamabad Intl (Islamabad), Pakistan	ICDH	Chandigarh, India
IBBY	Chhatrapati Shivaji Maharaj In (Mumbai), India	ICG	Shah Amanat Intl (Chattogram), Bangladesh
IBD	Doha Intl (Doha), Qatar	ICGM	Al Udeid AB (Al Udeid), Qatar
IBDM	Bandirma (Balikesir), Turkiye	ICHD	Chandigarh, India
IBDR	Bodrum Intl (Milas), Turkiye	ICHN	Chennai Intl (Chennai), India
IBGD	Bagdogra, India	ICIG	Cigli (Izmir), Turkiye
IBGM	Belagavi, India	ICIL	Cochin Intl (Cochin), India
IBHA	King Saud Bin Abdulaziz (Al Baha), Saudi Arabia	ICKR	Cukurova Intl (Cukurova), Turkiye
IBHN	Bhavnagar, India	ICKU	Cukurova Intl (Cukurova), Turkiye
IBHR	Biju Patnaik Intl (Bhubaneswar), India	ICLB	Calicut, India
IBIA	Bahrain Intl (Bahrain), Bahrain	ICMB	Coimbatore Intl (Coimbatore), India
IBIA	Basrah Intl (Basrah), Iraq	ICNB	Cochin Intl (Cochin), India
IBID	Bidar, India	ICNG	Cengiz Topel (Kocaeli), Turkiye
IBIN	Bingol, Turkiye	ICNK	Canakkale, Turkiye
IBIP	Islamabad Intl (Islamabad), Pakistan	ICRD	Cardak (Denizli), Turkiye
IBKB	Bacha Khan Intl (Peshawar), Pakistan	ICRL	Corlu Ataturk Intl (Tekirdag), Turkiye
IBLN	Kempegowda Intl (Bengaluru), India	ICRM	Carsamba (Samsun), Turkiye
IBLR	Hal (Bengaluru), India	IDA	Damascus Intl (Damascus), Syria
IBLY	Bareilly, India	IDA	Hazrat Shahjalal Intl (Dhaka), Bangladesh
IBND	Bandar Abbas Intl (Bandar Abbas), Iran		

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(See end of listing for Localizers)

IDAB	Dabolim (Goa), India	IDPN	Indira Gandhi Intl (Delhi), India
IDAW	Al Dawadmi, Saudi Arabia	IDPR	Durgapur, India
IDBE	Dubai Intl (Dubai), UAE	IDUM	Netaji Subhash Chandra Bose In (Kolkata), India
IDBL	Dubai Intl (Dubai), UAE	IDUN	Dehradun, India
IDBN	Diyarbakir, Turkiye	IDVN	Kempegowda Intl (Bengaluru), India
IDBR	Dubai Intl (Dubai), UAE	IEAL	King Abdulaziz Intl (Jeddah), Saudi Arabia
IDBW	Dubai Intl (Dubai), UAE	IEBG	Esenboga Intl (Ankara), Turkiye
IDEF	Al Maktoum Intl (Dubai), UAE	IEHS	King Faisal Air Academy (Al Majmaah), Saudi Arabia
IDEL	Indira Gandhi Intl (Delhi), India	IELF	King Khaled Intl (Riyadh), Saudi Arabia
IDEV	Kempegowda Intl (Bengaluru), India	IELG	Elazig, Turkiye
IDFJ	King Abdulaziz Intl (Jeddah), Saudi Arabia	IELZ	Elazig, Turkiye
IDGM	Indira Gandhi Intl (Delhi), India	IERS	Red Sea Intl (Hanak), Saudi Arabia
IDGR	Deoghar, India	IERZ	Erzurum Intl (Erzurum), Turkiye
IDHA	King Abdulaziz AB (Dhahran), Saudi Arabia	IESB	Esenboga Intl (Ankara), Turkiye
IDHC	King Abdulaziz AB (Dhahran), Saudi Arabia	IESK	Eskisehir, Turkiye
IDHH	King Abdulaziz AB (Dhahran), Saudi Arabia	IEZC	Yildirim Akbulut (Erzincan), Turkiye
IDHL	King Abdulaziz AB (Dhahran), Saudi Arabia	IEZR	Erzurum Intl (Erzurum), Turkiye
IDIA	Indira Gandhi Intl (Delhi), India	IFA	Faisalabad Intl (Faisalabad), Pakistan
IDIB	Dibrugarh, India	IFAT	King Khaled Intl (Riyadh), Saudi Arabia
IDIN	Prince Mohammad Bin Abdulaziz (Madinah), Saudi Arabia	IFJR	Fujairah Intl (Fujairah), UAE
IDLH	Indira Gandhi Intl (Delhi), India	IFN	Esfahan, Iran
IDLM	Dalaman Intl (Mugla), Turkiye	IGAS	Prince Naif Bin Abdulaziz (Gassim), Saudi Arabia
IDLP	Indira Gandhi Intl (Delhi), India	IGGN	Gorgan, Iran
IDMN	Dalaman Intl (Mugla), Turkiye	IGHI	Muwaffaq Salti AB (Azraq), Jordan
IDMP	Dimapur, India	IGHS	Muwaffaq Salti AB (Azraq), Jordan
IDMR	Indira Gandhi Intl (Delhi), India	IGHT	Lokpriya Gopinath Bordoloi Int (Guwahati), India
IDNZ	Dasht-E-Naz, Iran	IGHT	Muwaffaq Salti AB (Azraq), Jordan

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(See end of listing for Localizers)

IGHU	Muwaffaq Salti AB (Azraq), Jordan	IILM	Ilam, Iran
IGML	Bodrum Intl (Milas), Turkiye	IIM	Imphal, India
IGNP	Gaziantep Intl (Gaziantep), Turkiye	IIMR	Adnan Menderes Intl (Izmir), Turkiye
IGON	Gondia, India	IIPH	Imphal, India
IGOR	Gorakhpur, India	IIST	Ataturk Intl (Istanbul), Turkiye
IGRY	Guriat, Saudi Arabia	IJAL	King Faisal Air Academy (Al Majmaah), Saudi Arabia
IGW	New Gwadar Intl (Gwadar), Pakistan	IJBL	Jabalpur, India
IGWL	Gwalior, India	IJBL	Jubail, Saudi Arabia
IGYA	Gaya, India	IJDC	King Abdulaziz Intl (Jeddah), Saudi Arabia
IGZN	King Abdullah Bin Abdulaziz (Jazan), Saudi Arabia	IJDD	King Abdulaziz Intl (Jeddah), Saudi Arabia
IGZP	Alanya (Antalya), Turkiye	IJDH	Jodhpur, India
IHAG	Yuksekoa Selahaddin Eyyubi (Hak-kari), Turkiye	IJDL	King Abdulaziz Intl (Jeddah), Saudi Arabia
IHBD	Rajiv Gandhi Intl (Hyderabad), India	IJDW	King Abdulaziz Intl (Jeddah), Saudi Arabia
IHFR	Al Qaisumah Intl (Al Qaisumah), Saudi Arabia	IJEA	Al Maktoum Intl (Dubai), UAE
IHIL	Hail, Saudi Arabia	IJHR	Veer Surendra Sai (Jharsuguda), India
IHLR	Halwara, India	IJHT	Jorhat, India
IHND	Hindan, India	IJIA	Noida Intl (Jewar), India
IHNG	Donyi Polo (Itanagar), India	IJIP	Jaipur Intl (Jaipur), India
IHNS	Dabolim (Goa), India	IJMN	Jaisalmer, India
IHSA	Al Ahsa, Saudi Arabia	IJMU	Jammu, India
IHSR	Rajkot Intl (Rajkot), India	IJWA	Al Maktoum Intl (Dubai), UAE
IHUB	Hubballi, India	IJWR	Noida Intl (Jewar), India
IHYD	Hyderabad Intl (Hyderabad), India	IKA	Imam Khomani, Iran
IHYN	Rajiv Gandhi Intl (Hyderabad), India	IKAB	King Khaled AB (Khamis Mushait), Saudi Arabia
IID	Indore, India	IKAH	Kahramanmaras, Turkiye
IIDR	Devi Ahilya Bai Holkar (Indore), India	IKAM	King Khaled AB (Khamis Mushait), Saudi Arabia
IIFN	Shahid Beheshti Intl (Esfahan), Iran		
IIGD	Sehit Bulent Aydin (Igdir), Turkiye		
IIKA	Imam Khomani Intl (Tehran), Iran		

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IKAN	Kannur Intl (Kannur), India	IKT	Tribhuvan Intl (Kathmandu), Nepal
IKAR	Kars Harakani (Kars), Turkiye	IKW	Bandaranaike Intl Colombo (Katu-nayake), Sri Lanka
IKAS	Kastamonu, Turkiye	ILA	Allama Iqbal Intl (Lahore), Pakistan
IKC	Jinnah Intl (Karachi), Pakistan	ILC	Larnaca Intl (Larnaca), Cyprus
IKCH	Chakeri (Kanpur), India	ILM	Ilam, Iran
IKE	Bandaranaike Intl Colombo (Katu-nayake), Sri Lanka	ILNP	Lengpui, India
IKFK	Afyon, Turkiye	ILO	Allama Iqbal Intl (Lahore), Pakistan
IKFN	King Faisal Naval Base (Jeddah), Saudi Arabia	ILRA	Antalya Intl (Antalya), Turkiye
IKFZ	Koca Seyit (Balikesir), Turkiye	ILUC	Chaudhary Charan Singh Intl (Lucknow), India
IKH	Sakhir AB (Bahrain), Bahrain	IMAS	Chennai Intl (Chennai), India
IKHA	King Hussein Intl (Aqaba), Jordan	IMAS	Mawlana Jalaluddin Muhammad Ba (Mazar-e Sharif), Afghanistan
IKHA	Neom Bay, Saudi Arabia	IMAZ	Mawlana Jalaluddin Muhammad Ba (Mazar-e Sharif), Afghanistan
IKIA	King Khaled Intl (Riyadh), Saudi Arabia	IMBF	King Fahd Intl (Dammam), Saudi Arabia
IKIA	Kuwait Intl (Kuwait), Kuwait	IMBH	Al Udeid AB (Al Udeid), Qatar
IKIB	Kuwait Intl (Kuwait), Kuwait	IMDR	Madurai, India
IKIC	Kuwait Intl (Kuwait), Kuwait	IME	Mattala Rajapaksa Intl (Mattala), Sri Lanka
IKID	Kuwait Intl (Kuwait), Kuwait	IMEN	Adnan Menderes Intl (Izmir), Turkiye
IKIE	Kuwait Intl (Kuwait), Kuwait	IMKF	King Faisal Air Academy (Al Majmaah), Saudi Arabia
IKIF	Kuwait Intl (Kuwait), Kuwait	IML	Muscat Intl (Muscat), Oman
IKIS	Kish Intl (Kish Island), Iran	IMLY	Malatya, Turkiye
IKJR	Khajuraho, India	IMNG	Khashm Alan (Riyadh), Saudi Arabia
IKLB	Kalaburagi, India	IMNG	Mangaluru Intl (Mangaluru), India
IKLC	Kaklic (Izmir), Turkiye	IMPA	Manohar Intl-Mopa (Goa), India
IKMS	Shahid Ashrafi Esfahani (Kermanshah), Iran	IMR	Izmir, Turkiye
IKNY	Konya, Turkiye	IMR	Muscat Intl (Muscat), Oman
IKRD	Khoram Abad, Iran	IMRD	Prof Dr Aziz Sancar (Mardin), Turkiye
IKSB	King Saud AB (Hafr Al Batin), Saudi Arabia		
IKSR	Kayseri, Turkiye		

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IMRI	Merzifon (Amasya), Turkiye	IPSB	Prince Sultan AB (Al Kharj), Saudi Arabia
IMSD	Shahid Hashemi Nejad Intl (Mashhad), Iran	IPT	Isparta, Turkiye
IMT	Multan Intl (Multan), Pakistan	IPUN	Pune, India
IMUS	Sultan Alparslan (Mus), Turkiye	IQA	Jinnah Intl (Karachi), Pakistan
IMW	Muscat Intl (Muscat), Oman	IQA	Queen Alia Intl (Amman), Jordan
INAH	Prince Mohammad Bin Abdulaziz (Madinah), Saudi Arabia	IQAN	Queen Alia Intl (Amman), Jordan
INB	Inebolu, Turkiye	IQAR	Queen Alia Intl (Amman), Jordan
INEJ	Nejran, Saudi Arabia	IRAA	Al Asad (Al-Anbar), Iraq
INEM	Neom Bay, Saudi Arabia	IRAF	Rafha, Saudi Arabia
INGR	Dr. Babasaheb Ambedkar Intl (Nagpur), India	IRAI	Swami Vivekananda (Raipur), India
INJF	Al-Ashraf Intl (Al Najaf), Iraq	IRAN	Birsa Munda (Ranchi), India
INJL	King Abdulaziz Naval Base (Jubail), Saudi Arabia	IRAS	Ras Mishab, Saudi Arabia
INMB	Navi Mumbai Intl (Navi Mumbai), India	IRBG	Rabigh, Saudi Arabia
INVM	Navi Mumbai Intl (Navi Mumbai), India	IREA	Erbil Intl (Erbil), Iraq
IOKL	Netaji Subhash Chandra Bose In (Kolkata), India	IREB	Erbil Intl (Erbil), Iraq
IOZR	Ozar, India	IRK	Ras Al Khaimah Intl (Ras Al Khaimah), UAE
IPA	Pafos Intl (Pafos), Cyprus	IRSI	Red Sea Intl (Hanak), Saudi Arabia
IPAT	Jai Prakash Narayan Intl (Patna), India	IRST	Sardar-E-Jangal (Rasht), Iran
IPBR	Sri Vijaya Puram, India	ISAA	Prince Sultan AB (Al Kharj), Saudi Arabia
IPKS	Prince Sultan Bin Abdulaziz (Tabuk), Saudi Arabia	ISAB	Prince Sultan AB (Al Kharj), Saudi Arabia
IPLM	Indira Gandhi Intl (Delhi), India	ISAB	Sabiha Gokcen Intl (Istanbul), Turkiye
IPMA	Prince Mohammad Bin Abdulaziz (Madinah), Saudi Arabia	ISAD	Kirkuk Intl (Kirkuk), Iraq
IPOK	Pokhara Intl (Pokhara), Nepal	ISAM	Rajiv Gandhi Intl (Hyderabad), India
IPRG	Persian Gulf (Pars Special Zone), Iran	ISAN	Gap Intl (Sanliurfa), Turkiye
IPSA	Prince Sultan AB (Al Kharj), Saudi Arabia	ISB	Muscat Intl (Muscat), Oman
		ISBH	Sabiha Gokcen Intl (Istanbul), Turkiye
		ISCZ	Chhatrapati Shivaji Maharaj In (Mumbai), India

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ISDP	Sinop, Turkiye	ITDM	Thiruvananthapuram, India
ISE	Salalah, Oman	ITHL	Mehrabad Intl (Tehran), Iran
ISGB	Sabiha Gokcen Intl (Istanbul), Turkiye	ITIF	Taif Intl (Taif), Saudi Arabia
ISGN	Sabiha Gokcen Intl (Istanbul), Turkiye	ITIH	King Khaled Intl (Riyadh), Saudi Arabia
ISHA	Sharurah, Saudi Arabia	ITKA	Tokat, Turkiye
ISHW	Sharjah Intl (Sharjah), UAE	ITNR	Ras Tanura, Saudi Arabia
ISIB	Isa AB (Bahrain), Bahrain	ITPY	Tirupati, India
ISL	Sialkot Intl (Sialkot), Pakistan	ITRB	Trabzon Intl (Trabzon), Turkiye
ISLC	Kumbhirgram (Silchar), India	ITRF	Turaif, Saudi Arabia
ISN	Esfahan, Iran	ITRN	Mehrabad Intl (Tehran), Iran
ISND	King Salman AB, Saudi Arabia	ITU	Turbat Intl (Turbat), Pakistan
ISNJ	Sanandaj, Iran	ITZK	Kapadokya, Turkiye
ISNK	Serafettin Elci (Sirnak), Turkiye	IUCA	Istanbul, Turkiye
ISPT	Suleyman Demirel (Isparta), Turkiye	IUCB	Istanbul, Turkiye
ISR	Iran Shahr, Iran	IUCC	Istanbul, Turkiye
ISRE	Sharjah Intl (Sharjah), UAE	IUCD	Istanbul, Turkiye
ISRN	Srinagar, India	IUCE	Istanbul, Turkiye
ISSW	Sarsawa, India	IUCF	Istanbul, Turkiye
ISTR	Siirt, Turkiye	IUDR	Maharana Pratap (Udaipur), India
ISUR	Gap Intl (Sanliurfa), Turkiye	IUME	Um Almelh, Saudi Arabia
ISVS	Nuri Demirag (Sivas), Turkiye	IUMH	Uromiyeh, Iran
ISW	Salalah, Oman	IUTA	Quetta Intl (Quetta), Pakistan
ISYZ	Shahid Dastghaib Intl (Shiraz), Iran	IUTR	Uttarlai, India
ITAI	Taif Intl (Taif), Saudi Arabia	IVAN	Ferit Melen (Van), Turkiye
ITBK	Prince Sultan Bin Abdulaziz (Tabuk), Saudi Arabia	IVDD	Vadodara, India
ITBL	Tabriz Intl (Tabriz), Iran	IVJA	Vijayawada, India
ITBZ	Tabriz Intl (Tabriz), Iran	IVNS	Lal Bahadur Shastri (Varanasi), India
ITBZ	Trabzon Intl (Trabzon), Turkiye	IVSA	Visakhapatnam, India
ITCE	Al Udeid AB (Al Udeid), Qatar	IWD	Wadi Al Dawasir, Saudi Arabia
ITCY	Tiruchirappalli, India	R	
		IWEJ	Wejeh, Saudi Arabia

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IWM King Fahd Intl (Dammam), Saudi Arabia
 R
 IWSR King Fahd Intl (Dammam), Saudi Arabia
 IYCA Baghdad Intl (Baghdad), Iraq
 IYDB Baghdad Intl (Baghdad), Iraq
 IYEN Prince Abdulmohsin bin Abdulaz (Yenbo), Saudi Arabia
 IYEN Yenisehir (Bursa), Turkiye
 IYZD Shahid Sadooghi Intl (Yazd), Iran
 IZCA Caycuma (Zonguldak), Turkiye
 IZDN Zahedan Intl (Zahedan), Iran
 IZFE Zafer, Turkiye
 IZFR Zafer, Turkiye
 IZIR Murted (Ankara), Turkiye
 IZK Izki, Oman

J

JAL Jalalabad, India
 JAM Jam, Iran
 JAS Jaisalmer, India
 JBL Jubail, Saudi Arabia
 JD Jebel Dhana, UAE
 JDP Jodhpur, India
 JDW King Abdulaziz (Jeddah), Saudi Arabia
 JH Jharsuguda, India
 JIR Jiroft, Iran
 JJB Jabalpur, India
 JJP Jaipur, India
 JJS Jamshedpur, India
 JJT Jorhat, India
 JJU Jammu, India

JLG Jalgaon, India
 JNR Jamnagar, India
 JRM Jahrom, Iran
 JRS Jharsuguda, India
 JSK Jask, Iran
 JSR Jashore, Bangladesh
 JWR Jewar, India

K

KA Cape Monze, Pakistan
 KA Kanpur, India
 KAM Khamis Mushait, Saudi Arabia
 KAR Kars, Turkiye
 KAT Katunayake, Sri Lanka
 KAZ Kahrizak, Iran
 KBL Kabul, Afghanistan
 KC Karachi, Pakistan
 KCH Kanpur, India
 KD Hyderabad, Pakistan
 KD Kandla, India
 KDP Kadapa, India
 KDR Kandahar, Afghanistan
 KE Chore, Pakistan
 KER Kerman, Iran
 KF Gharo, Pakistan
 KFA Dammam, Saudi Arabia
 KFB King Faisal Naval Base, Saudi Arabia
 KFK Afyon, Turkiye
 KFR Wafra, Kuwait
 KHD Adiyaman, Turkiye
 KHG Khark Island, Iran

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KHM	Gheshm Island, Iran	KSB	King Saud AB (Hafr Al Batin), Saudi Arabia
KHM	Kahramanmaras, Turkiye	KSH	Kermanshah, Iran
KHR	Katihari, India	KSH	Kushinagar, India
KHY	Khoy, Iran	KSN	Kashan, Iran
KIH	Kish Island, Iran	KSN	King Salman AB, Saudi Arabia
KIR	Kirkuk, Iraq	KSND	King Salman AB, Saudi Arabia
KIS	Kish Island, Iran	KSR	Kayseri, Turkiye
KJ	Khajuraho, India	KSR	Kishangarh, India
KKJ	Khajuraho, India	KST	Kastamonu, Turkiye
KKP	Kancheepuram, India	KTH	Zafer, Turkiye
KKU	Silchar, India	KTM	Kastamonu, Turkiye
KL	Kurnool, India	KTM	Kathmandu, Nepal
KLC	Kaklic, Turkiye	KTN	Kariatain, Syria
KLH	Kalaleh, Iran	KU	Silchar, India
KLP	Kolhapur, India	KUA	Kuwait, Kuwait
KML	Kamishly, Syria	KUL	Kullu Manali, India
KMS	Kermanshah, Iran	KUT	Kutahya, Turkiye
KND	Kandla, India	KW	Kadanwari, Pakistan
KNG	Kangra, India		
KNR	Kannur, India	L	
KNY	Konya, Turkiye	LA	Lahore, Pakistan
KO	Kota, India	LAM	Lamerd, Iran
KON	Konya, Turkiye	LAR	Lar, Iran
KP	Kolhapur, India	LBR	Lilabari, India
KRA	Aden, Yemen	LCA	Larnaca, Cyprus
KRD	Khoram Abad, Iran	LEH	Leh, India
KRL	Aden Intl (Aden), Yemen	LEN	Bandar Lengeh, Iran
KRY	Aden Intl (Aden), Yemen	LKA	LKA, India
KS	Keshod, India	LKN	Lucknow, India
KSA	King Khaled Intl (Riyadh), Saudi Arabia	LLP	Lengpui, India
		LNA	Ludhiana, India

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LO Allama Iqbal Intl (Lahore), Pakistan

LPU Lengpui, India

LRA Lara (Antalya), Turkiye

LTH Thecho (Kathmandu), Nepal

LTk Latakia, Syria

LUN LUN, India

LVA Lavan Island, Iran

M
MAH Bandar Mahshahr, Iran

MAK Maku, Iran

MCT Muscat, Oman

MD Madurai, India

MDB Madaba, Jordan

MDI Madurai, India

MDK Muridke, Pakistan

ME Adnan Menderes Intl (Izmir), Turkiye

MEN Menderes (Izmir), Turkiye

MER Aleppo, Syria

MEZ Mezzeh (Damascus), Syria

MF Muzaffarabad, Pakistan

MGA Magala, Saudi Arabia

MJ Moenjodaro, Pakistan

MKF King Faisal Air Academy(Al-Maj, Saudi Arabia)

MML Mangaluru, India

MMV Chennai, India

MND Mundra, India

MNI Merzifon, Turkiye

MNI Merzifon (Amasya), Turkiye

MPG Mopa, India

MR Karachi, Pakistan

MR Masirah, Oman

MRB Marib, Yemen

MRD Mardin, Turkiye

MRH Masirah, Oman

MSD Mashhad, Iran

MSR Mysuru, India

MT Multan, Pakistan

MTL Mattala, Sri Lanka

MUS Mus, Turkiye

MUT Mut, Turkiye

MZD Metzada, Israel

N
NAT Natania, Israel

NBG Esenboga (Ankara), Turkiye

NDD Nanded, India

NEJ Nejran, Saudi Arabia

NEM Neom Bay, Saudi Arabia

NGA Jalal Talabani Intl (Sulaimaniyah), Iraq

NGJ Nepalgunj, Nepal

NH Nawabshah, Pakistan

NJL King Abdulaziz Naval Base, Saudi Arabia

NMB Navi Mumbai, India

NNP Nagpur, India

NPJ Nepalgunj, Nepal

NSH Noshahr, Iran

NSR Noshahr, Iran

O
OJR Ozar, India

OKB KABUL, Afghanistan

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OM	Puducherry, India	PSA	Prince Sultan, Saudi Arabia
OMD	Omidyeh, Iran	PTN	Pantnagar, India
ORB	ORBR, Iraq	PWR	PWR (Ali Al Salem), Kuwait
OZR	Ozar, India		

Q

P		QA	Queen Alia, Jordan
PAD	Parsabade Moghan, Iran	QAA	Queen Alia, Jordan
PB	Sri Vijaya Puram, India	QQZ	Vadodara, India
PBN	Porbandar, India	QT	Quetta, Pakistan
PC	Parachinar, Pakistan	QTR	Qatranah, Jordan
PG	Panjgur, Pakistan	QUN	Qunfidah, Saudi Arabia

R

PHA	Pafos, Cyprus	RA	Kleyate, Lebanon
PI	Pasni, Pakistan	RA	Antalya Intl (Antalya), Turkiye
PIM	Payam, Iran	RAF	Rafha, Saudi Arabia
PK	Pathankot, India	RAF	Rafsanjan, Iran
PKG	Pakyong, India	RAJ	Rajshahi, Bangladesh
PKT	Pathankot, India	RAM	Eilat, Israel
PMA	Madinah, Saudi Arabia	RAS	Ras Mishab, Saudi Arabia
POK	Pokhara, Nepal	RAV	Ras Al Khaimah, UAE
PPB	Sri Vijaya Puram, India	RAZ	Khashm Alan, Saudi Arabia
PPN	Pune, India	RB	Ilan and Asaf Ramon (Eilat), Israel
PPT	Patna, India	RBG	Rabigh, Saudi Arabia
PR	Paro, Bhutan	RC	Ilan and Asaf Ramon (Eilat), Israel
PRA	Pratapgarh, India	RC	Ranchi, India
PRG	Persian Gulf, Iran	RER	Erbil, Iraq
PRO	Paro, Bhutan	RGB	Raghba, Saudi Arabia
PS	Peshawar, Pakistan	RIN	Mukalla, Yemen
PS10	Pump Station 10, Saudi Arabia	RJM	Rajahmundry, India
PS3	Pump Station 3, Saudi Arabia	RK	Rahim Yar Khan, Pakistan
PS6	Pump Station 6, Saudi Arabia	RM	Ratmalana, Sri Lanka
PS9	Pump Station 9, Saudi Arabia		

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RMD	Ramat David, Israel	SHA	Sharurah, Saudi Arabia
RN	Islamabad, Pakistan	SHD	Sahand, Iran
RNA	Sirnak, Turkiye	SHR	Shahroud, Iran
RNJ	Jalal Talabani Intl (Sulaimaniyah), Iraq	SI	Isa AB (Bahrain), Bahrain
ROP	Rosh-Pina, Israel	SI	Sindhudurg, India
RRC	Ranchi, India	SIA	Isa AB (Bahrain), Bahrain
RRP	Raipur, India	SIN	Sinop, Turkiye
RSI	Hanak (Red Sea Intl), Saudi Arabia	SIR	Siirt, Turkiye
RSR	Ramsar, Iran	SIR	Sirri Island, Iran
RST	Rasht, Iran	SIV	Sivas, Turkiye
RT	Ras Tanura, Saudi Arabia	SK	Sukkur, Pakistan
RT	Rawalakot, Pakistan	SKA	Sakras, India
RUS	Rudeshur, Iran	SKD	Shahre Kord, Iran
RWA	Rewa, India	SL	Salem, India
S		SLA	Shimla, India
SAA	Sanaa, Yemen	SLL	Salalah, Oman
SAB	Sabiha Gokcen Intl (Sabiha), Turkiye	SLT	Sialkot, Pakistan
SAI	Sri Satya Sai, India	SMN	Semnan, Iran
SAM	Sampla, India	SMR	Simara, Nepal
SAV	Saveh, Iran	SN	Sehwan Sharif, Pakistan
SBH	Sabiha (Istanbul), Turkiye	SNG	Srinagar, India
SBT	Shabitah, Saudi Arabia	SNJ	Sanandaj, Iran
SBZ	Sabzevar, Iran	SO	Solapur, India
SCT	Socotra, Yemen	SOC	Socotra, Yemen
SD	Skardu, Pakistan	SP	Sarsawa, India
SDP	Saidpur, Bangladesh	SP	Sheikhupura, Pakistan
SEL	Selcuk-Efes, Turkiye	SR	Shiraz, Iran
SG	Songarh, India	SRD	Shirdi, India
SGN	Sabiha (Istanbul), Turkiye	SRJ	Sirjan, Iran
SGR	Srinagar, India	SRN	Saravan, Iran
		SRS	Sarakhs, Iran

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SRT	Siirt, Turkiye	TJ	Ras Tanajib, Saudi Arabia
SS	Saidu Sharif, Pakistan	TKT	Tokat, Turkiye
SSB	Sikandarabad, India	TRF	Turaif, Saudi Arabia
SSW	Sarsawa, India	TRN	Tehran, Iran
SUL	Jalal Talabani (Sulaimaniyah), Iraq	TS	Jamshedpur, India
SUR	Sur, Oman	TTP	Tirupati, India
SUR	Surat, India	TTR	Tiruchirappalli, India
SW	Sawan, Pakistan	TU	Turbat, Pakistan
SYE	Saadah, Yemen	TU	Tuticorin, India
SYH	Shaybah, Saudi Arabia	TVM	Thiruvananthapuram, India
SYL	Osmani Intl (Sylhet), Bangladesh	TZK	Tuzkoy, Turkiye
SYN	Sayun, Yemen	TZU	Tezu, India
SYT	Sivrihisar (Eskisehir), Turkiye		
SYT	Sylhet, Bangladesh	U	
SYZ	Shiraz, Iran	UD	Udhailiyah, Saudi Arabia
T		UHL	UHL, Turkiye
TA	Tura, India	UHM	UHM, Turkiye
TAN	Tanf, Syria	UHN	UHN, Turkiye
TAZ	Taiz, Yemen	UME	Um Almelh, Saudi Arabia
TBK	Tabuk, Saudi Arabia	UMH	Uromiyeh, Iran
TBS	Tabas, Iran	USK	Usak, Turkiye
TBZ	Tabriz, Iran	UTR	Uttarlai, India
TCN	Tuticorin, India	UUD	Udaipur, India
TEZ	Tezpur, India	V	
TFL	Dukhan AB (Dukhan), Qatar	VAN	Van, Turkiye
TFR	Dukhan AB (Dukhan), Qatar	VN	Jindal Vijayanagar, India
THA	Thablotin, Saudi Arabia	VR	Varamin, Iran
THR	Tehran, Iran	VSP	Visakhapatnam, India
THT	Thumrait, Oman	VVZ	Visakhapatnam, India
TIF	Taif, Saudi Arabia		

NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA

(See end of listing for Localizers)

W

WASB Ali Al Salem AB (Ali Al Salem), Kuwait
 WDR Wadi Al Dawasir, Saudi Arabia
 WEJ Wejh, Saudi Arabia

Y

YAA Yalova, Turkiye
 YEN Yenbo, Saudi Arabia
 YEN Yenisehir, Turkiye
 YKV Yuksekova, Turkiye
 YKV Yuksekova Selahaddin Eyyubi (Hakkari), Turkiye
 YP Yonphula, Bhutan
 YSJ Yasouj, Iran
 YT Antalya Intl (Antalya), Turkiye
 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, Turkiye

LOCALIZERS LISTED BY IDENTIFIER
A

AMD Doha (Doha Intl), Qatar

B

BA Tel Aviv (Ben Gurion), Israel

BC Tel Aviv (Ben Gurion), Israel
 BD Tel Aviv (Ben Gurion), Israel
 BG Tel Aviv (Ben Gurion), Israel
 BN Tel Aviv (Ben Gurion), Israel

D

DAML Damascus (Damascus Intl), Syria
 DHA Dhaka (Hazrat Shahjalal Intl), Bangladesh

I

IAAR Arar, Saudi Arabia
 IABD Abadan, Iran
 IABD Allahabad (Prayagraj), India
 IABF Dammam (King Fahd Intl), Saudi Arabia
 IABH Abha, Saudi Arabia
 IADA Adana (Adana Intl), Turkiye
 IADY Adiyaman, Turkiye
 IAE Abu Dhabi (Zayed Intl), UAE
 IAEG Ankara (Esenboga Intl), Turkiye
 IAES Ankara (Esenboga Intl), Turkiye
 IAGE Agartala, India
 IAGR Agri (Ahmed-I Hani), Turkiye
 IAHD Ahmedabad (Sardar Vallabhbhai Patel Intl), India
 IAJF Al Jouf, Saudi Arabia
 IAK Akrotiri, Cyprus
 IAKR Ankara (Esenboga Intl), Turkiye
 IAKW Kabul (Kabul Intl), Afghanistan
 IALA Al Ain (Al Ain Intl), UAE
 IALE Aleppo (Aleppo Intl), Syria
 IALI Al Najaf (Al-Ashraf Intl), Iraq

NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA

(See end of listing for Localizers)

IALY	Antalya (Antalya Intl), Turkiye	IBGD	Bagdogra, India
IAMN	Amman (Amman City), Jordan	IBGM	Belagavi, India
IAMR	Amritsar (Sri Guru Ram Dass Jee Intl), India	IBHA	Al Baha (King Saud Bin Abdulaziz), Saudi Arabia
IAN	Abu Dhabi (Zayed Intl), UAE	IBHN	Bhavnagar, India
IANK	Ankara (Esenboga Intl), Turkiye	IBHR	Bhubaneswar (Biju Patnaik Intl), India
IAQA	Aqaba (King Hussein Intl), Jordan	IBIA	Basrah (Basrah Intl), Iraq
IARA	Agra, India	IBIB	Bahrain (Bahrain Intl), Bahrain
IARB	Ardabil, Iran	IBID	Bidar, India
IARD	Ardabil, Iran	IBIN	Bingol, Turkiye
IAS	Abu Dhabi (Zayed Intl), UAE	IBIP	Islamabad (Islamabad Intl), Pakistan
IASB	Ali Al Salem (Ali Al Salem AB), Kuwait	IBKB	Peshawar (Bacha Khan Intl), Pakistan
IAT	Abu Dhabi (Al Bateen Executive), UAE	IBLN	Bengaluru (Kempegowda Intl), India
IATY	Antalya (Antalya Intl), Turkiye	IBLR	Bengaluru (Hal), India
IAUA	Alula (Alula Intl), Saudi Arabia	IBLY	Bareilly, India
IAUR	Aurangabad, India	IBND	Bandar Abbas (Bandar Abbas Intl), Iran
IAW	Abu Dhabi (Zayed Intl), UAE	IBOM	Mumbai (Chhatrapati Shivaji Maharaj Intl), India
IAWZ	Ahwaz, Iran	IBPH	Bhopal (Raja Bhoj), India
IAYD	Ayodhya (Maharishi Valmiki Intl, Ayodhyadham), India	IBRD	Bojnord, Iran
IAYT	Antalya (Antalya Intl), Turkiye	IBRI	Balikesir (Merkez), Turkiye
IBA	Latakia (Bassel Al-Assad Intl), Syria	IBRP	Barapani, India
IBAN	Bengaluru (Kempegowda Intl), India	IBSH	Bisha, Saudi Arabia
IBAP	Islamabad (Islamabad Intl), Pakistan	ICAC	Calicut, India
IBAT	Batha, Saudi Arabia	ICAL	Kolkata (Netaji Subhash Chandra Bose Intl), India
IBAT	Batman, Turkiye	ICDH	Chandigarh, India
IBBA	Islamabad (Islamabad Intl), Pakistan	ICG	Chattogram (Shah Amanat Intl), Bangladesh
IBBY	Mumbai (Chhatrapati Shivaji Maharaj Intl), India	ICGM	Al-Udeid (Al Udeid AB), Qatar
IBD	Doha (Doha Intl), Qatar	ICHD	Chandigarh, India
IBDM	Balikesir (Bandirma), Turkiye	ICHN	Chennai (Chennai Intl), India
IBDR	Milas (Bodrum Intl), Turkiye		

NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA

(See end of listing for Localizers)

ICIG	Izmir (Cigli), Turkiye	IDHC	Dhahran (King Abdulaziz AB), Saudi Arabia
ICIL	Cochin (Cochin Intl), India	IDHH	Dhahran (King Abdulaziz AB), Saudi Arabia
ICKR	Cukurova (Cukurova Intl), Turkiye	IDHL	Dhahran (King Abdulaziz AB), Saudi Arabia
ICKU	Cukurova (Cukurova Intl), Turkiye	IDIA	Delhi (Indira Gandhi Intl), India
ICLB	Calicut, India	IDIB	Dibrugarh, India
ICMB	Coimbatore (Coimbatore Intl), India	IDIN	Madinah (Prince Mohammad Bin Abdulaziz Intl), Saudi Arabia
ICNB	Cochin (Cochin Intl), India	IDLH	Delhi (Indira Gandhi Intl), India
ICNG	Kocaeli (Cengiz Topel), Turkiye	IDLM	Mugla (Dalaman Intl), Turkiye
ICNK	Canakkale, Turkiye	IDLP	Delhi (Indira Gandhi Intl), India
ICRD	Denizli (Cardak), Turkiye	IDMN	Mugla (Dalaman Intl), Turkiye
ICRL	Tekirdag (Corlu Ataturk Intl), Turkiye	IDMP	Dimapur, India
ICRM	Samsun (Carsamba), Turkiye	IDMR	Delhi (Indira Gandhi Intl), India
IDA	Damascus (Damascus Intl), Syria	IDNA	Adana (Incirlik AB), Turkiye
IDA	Dhaka (Hazrat Shahjalal Intl), Bangladesh	IDNZ	Sari (Dasht-E-Naz), Iran
IDAB	Goa (Dabolim), India	IDPN	Delhi (Indira Gandhi Intl), India
IDAN	Adana (Incirlik AB), Turkiye	IDPR	Durgapur, India
IDAW	Al Dawadmi, Saudi Arabia	IDUM	Kolkata (Netaji Subhash Chandra Bose Intl), India
IDBE	Dubai (Dubai Intl), UAE	IDUN	Dehradun, India
IDBL	Dubai (Dubai Intl), UAE	IDVN	Bengaluru (Kempegowda Intl), India
IDBN	Diyarbakir, Turkiye	IEAL	Jeddah (King Abdulaziz Intl), Saudi Arabia
IDBR	Dubai (Dubai Intl), UAE	IEBG	Ankara (Esenboga Intl), Turkiye
IDBW	Dubai (Dubai Intl), UAE	IEHS	Al Majmaah (King Faisal Air Academy), Saudi Arabia
IDEF	Dubai (Al Maktoum Intl), UAE	IELF	Riyadh (King Khaled Intl), Saudi Arabia
IDEL	Delhi (Indira Gandhi Intl), India	IELG	Elazig, Turkiye
IDEV	Bengaluru (Kempegowda Intl), India	IELZ	Elazig, Turkiye
IDFJ	Jeddah (King Abdulaziz Intl), Saudi Arabia	IERS	Hanak (Red Sea Intl), Saudi Arabia
IDGM	Delhi (Indira Gandhi Intl), India		
IDGR	Deoghar, India		
IDHA	Dhahran (King Abdulaziz AB), Saudi Arabia		

NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA

(See end of listing for Localizers)

IERZ	Erzurum (Erzurum Intl), Turkiye	IHBD	Hyderabad (Rajiv Gandhi Intl), India
IESB	Ankara (Esenboga Intl), Turkiye	IHFR	Al Qaisumah (Al Qaisumah Intl), Saudi Arabia
IESK	Eskisehir, Turkiye	IHIL	Hail, Saudi Arabia
IESR	Eskisehir (Hasan Polatkan), Turkiye	IHLR	Halwara, India
IETI	Ankara (Etimesgut), Turkiye	IHND	Hindan, India
IEZC	Erzincan (Yildirim Akbulut), Turkiye	IHNG	Itanagar (Donyi Polo), India
IEZR	Erzurum (Erzurum Intl), Turkiye	IHNS	Goa (Dabolim), India
IFA	Faisalabad (Faisalabad Intl), Pakistan	IHSA	Al Ahsa, Saudi Arabia
IFAT	Riyadh (King Khaled Intl), Saudi Arabia	IHSR	Rajkot (Rajkot Intl), India
IFJR	Fujairah (Fujairah Intl), UAE	IHUB	Hubballi, India
IGAS	Gassim (Prince Naif Bin Abdulaziz), Saudi Arabia	IHYD	Hyderabad (Hyderabad Intl), India
IGGN	Gorgan, Iran	IHYN	Hyderabad (Rajiv Gandhi Intl), India
IGHI	Azraq (Muwaffaq Salti AB), Jordan	IIDR	Indore (Devi Ahilya Bai Holkar), India
IGHS	Azraq (Muwaffaq Salti AB), Jordan	IIFN	Esfahan (Shahid Beheshti Intl), Iran
IGHT	Guwahati (Lokpriya Gopinath Bordoloi Intl), India	IIGD	Igdir (Sehit Bulent Aydin), Turkiye
IGHT	Azraq (Muwaffaq Salti AB), Jordan	IIKA	Tehran (Imam Khomainsi Intl), Iran
IGHU	Azraq (Muwaffaq Salti AB), Jordan	IILM	Ilam, Iran
IGML	Milas (Bodrum Intl), Turkiye	IIMR	Izmir (Adnan Menderes Intl), Turkiye
IGNP	Gaziantep (Gaziantep Intl), Turkiye	IIPH	Imphal, India
IGON	Gondia, India	IIST	Istanbul (Ataturk Intl), Turkiye
IGOR	Gorakhpur, India	IJAL	Al Majmaah (King Faisal Air Academy), Saudi Arabia
IGRY	Guriat, Saudi Arabia	IJBL	Jabalpur, India
IGW	Gwadar (New Gwadar Intl), Pakistan	IJBL	Jubail, Saudi Arabia
IGWL	Gwalior, India	IJDC	Jeddah (King Abdulaziz Intl), Saudi Arabia
IGYA	Gaya, India	IJDD	Jeddah (King Abdulaziz Intl), Saudi Arabia
IGZN	Jazan (King Abdullah Bin Abdulaziz), Saudi Arabia	IJDH	Jodhpur, India
IGZP	Gazipasa (Alanya), Turkiye	IJDL	Jeddah (King Abdulaziz Intl), Saudi Arabia
IHAG	Hakkari (Yuksekovali Selahaddin Eyyubi), Turkiye		

NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA

(See end of listing for Localizers)

IJDW	Jeddah (King Abdulaziz Intl), Saudi Arabia	IKIB	Kuwait (Kuwait Intl), Kuwait
IJEa	Dubai (Al Maktoum Intl), UAE	IKIC	Kuwait (Kuwait Intl), Kuwait
IJHR	Jharsuguda (Veer Surendra Sai), India	IKID	Kuwait (Kuwait Intl), Kuwait
IJHT	Jorhat, India	IKIE	Kuwait (Kuwait Intl), Kuwait
IJIA	Jewar (Noida Intl), India	IKIF	Kuwait (Kuwait Intl), Kuwait
IJIP	Jaipur (Jaipur Intl), India	IKIS	Kish Island (Kish Intl), Iran
IJMN	Jaisalmer, India	IKJR	Khajuraho, India
IJMU	Jammu, India	IKK	Beirut (Rafic Hariri Intl), Lebanon
IJWA	Dubai (Al Maktoum Intl), UAE	IKLB	Kalaburagi, India
IJWR	Jewar (Noida Intl), India	IKLC	Izmir (Kaklic), Turkiye
IKAB	Khamis Mushait (King Khaled AB), Saudi Arabia	IKMS	Kermanshah (Shahid Ashrafi Esfahani), Iran
IKAH	Kahramanmaras, Turkiye	IKNY	Konya, Turkiye
IKAM	Khamis Mushait (King Khaled AB), Saudi Arabia	IKRD	Khoram Abad, Iran
IKAN	Kannur (Kannur Intl), India	IKSB	Hafr Al Batin (King Saud AB), Saudi Arabia
IKAR	Kars (Kars Harakani), Turkiye	IKSR	Kayseri, Turkiye
IKAS	Kastamonu, Turkiye	IKT	Kathmandu (Tribhuvan Intl), Nepal
IKC	Karachi (Jinnah Intl), Pakistan	IKW	Katunayake (Bandaranaike Intl Colombo), Sri Lanka
IKCH	Kanpur (Chakeri), India	ILA	Lahore (Allama Iqbal Intl), Pakistan
IKE	Katunayake (Bandaranaike Intl Colombo), Sri Lanka	ILC	Larnaca (Larnaca Intl), Cyprus
IKFK	Afyon, Turkiye	ILNP	Lengpui, India
IKFN	Jeddah (King Faisal Naval Base), Saudi Arabia	ILO	Lahore (Allama Iqbal Intl), Pakistan
IKFZ	Balikesir (Koca Seyit), Turkiye	ILRA	Antalya (Antalya Intl), Turkiye
IKH	Bahrain (Sakhir AB), Bahrain	ILUC	Lucknow (Chaudhary Charan Singh Intl), India
IKHA	Aqaba (King Hussein Intl), Jordan	IMAS	Chennai (Chennai Intl), India
IKHA	Neom Bay, Saudi Arabia	IMAS	Mazar-e Sharif (Mawlanā Jalaluddin Muhammad Balkhi), Afghanistan
IKIA	Riyadh (King Khaled Intl), Saudi Arabia	IMAZ	Mazar-e Sharif (Mawlanā Jalaluddin Muhammad Balkhi), Afghanistan
IKIA	Kuwait (Kuwait Intl), Kuwait		

NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA

(See end of listing for Localizers)

IMBF	Dammam (King Fahd Intl), Saudi Arabia	IOKL	Kolkata (Netaji Subhash Chandra Bose Intl), India
IMBH	Al-Udeid (Al Udeid AB), Qatar	IOZR	Ozar, India
IMDR	Madurai, India	IPAT	Patna (Jai Prakash Narayan Intl), India
IME	Mattala (Mattala Rajapaksa Intl), Sri Lanka	IPBR	Sri Vijaya Puram, India
IMEN	Izmir (Adnan Menderes Intl), Turkiye	IPKS	Tabuk (Prince Sultan Bin Abdulaziz), Saudi Arabia
IMKF	Al Majmaah (King Faisal Air Academy), Saudi Arabia	IPLM	Delhi (Indira Gandhi Intl), India
IMLY	Malatya, Turkiye	IPMA	Madinah (Prince Mohammad Bin Abdulaziz Intl), Saudi Arabia
IMNG	Riyadh (Khashm Alan), Saudi Arabia	IPOK	Pokhara (Pokhara Intl), Nepal
IMNG	Mangaluru (Mangaluru Intl), India	IPRG	Pars Special Energy Economy Zone (Persian Gulf), Iran
IMPA	Goa (Manohar Intl-Mopa), India	IPSA	Al Kharj (Prince Sultan AB), Saudi Arabia
IMR	Muscat (Muscat Intl), Oman	IPSB	Al Kharj (Prince Sultan AB), Saudi Arabia
IMRD	Mardin (Prof Dr Aziz Sancar), Turkiye	IPUN	Pune, India
IMRI	Amasya (Merzifon), Turkiye	IQA	Karachi (Jinnah Intl), Pakistan
IMSD	Mashhad (Shahid Hashemi Nejad Intl), Iran	IQA	Amman (Queen Alia Intl), Jordan
IMT	Multan (Multan Intl), Pakistan	IQAN	Amman (Queen Alia Intl), Jordan
IMUS	Mus (Sultan Alparslan), Turkiye	IQAR	Amman (Queen Alia Intl), Jordan
IMW	Muscat (Muscat Intl), Oman	IRAA	Al-Anbar (Al Asad), Iraq
INAH	Madinah (Prince Mohammad Bin Abdulaziz Intl), Saudi Arabia	IRAF	Rafha, Saudi Arabia
INEJ	Nejran, Saudi Arabia	IRAI	Raipur (Swami Vivekananda), India
INEM	Neom Bay, Saudi Arabia	IRAN	Ranchi (Birsa Munda), India
INGR	Nagpur (Dr. Babasaheb Ambedkar Intl), India	IRAS	Ras Mishab, Saudi Arabia
INJF	Al Najaf (Al-Ashraf Intl), Iraq	IRBG	Rabigh, Saudi Arabia
INJL	Jubail (King Abdulaziz Naval Base), Saudi Arabia	IREA	Erbil (Erbil Intl), Iraq
INMB	Navi Mumbai (Navi Mumbai Intl), India	IREB	Erbil (Erbil Intl), Iraq
INVM	Navi Mumbai (Navi Mumbai Intl), India	IRK	Ras Al Khaimah (Ras Al Khaimah Intl), UAE
		IRSI	Hanak (Red Sea Intl), Saudi Arabia

NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA

(See end of listing for Localizers)

IRST	Rasht (Sardar-E-Jangal), Iran	ISVS	Sivas (Nuri Demirag), Turkiye
ISAA	Al Kharj (Prince Sultan AB), Saudi Arabia	ISW	Salalah, Oman
ISAB	Al Kharj (Prince Sultan AB), Saudi Arabia	ISWT	Al-Udeid (Al Udeid AB), Qatar
ISAB	Istanbul (Sabiha Gokcen Intl), Turkiye	ISYZ	Shiraz (Shahid Dastghaib Intl), Iran
ISAD	Kirkuk (Kirkuk Intl), Iraq	ITAI	Taif (Taif Intl), Saudi Arabia
ISAM	Hyderabad (Rajiv Gandhi Intl), India	ITBK	Tabuk (Prince Sultan Bin Abdulaziz), Saudi Arabia
ISAN	Sanliurfa (Gap Intl), Turkiye	ITBL	Tabriz (Tabriz Intl), Iran
ISAN	Sanaa (Sanaa Intl), Yemen	ITBZ	Tabriz (Tabriz Intl), Iran
ISB	Muscat (Muscat Intl), Oman	ITCE	Al-Udeid (Al Udeid AB), Qatar
ISBH	Istanbul (Sabiha Gokcen Intl), Turkiye	ITCY	Tiruchirappalli, India
ISCZ	Mumbai (Chhatrapati Shivaji Maharaj Intl), India	ITDM	Thiruvananthapuram, India
ISDP	Sinop, Turkiye	ITHL	Tehran (Mehrabad Intl), Iran
ISE	Salalah, Oman	ITIF	Taif (Taif Intl), Saudi Arabia
ISGB	Istanbul (Sabiha Gokcen Intl), Turkiye	ITIH	Riyadh (King Khaled Intl), Saudi Arabia
ISGN	Istanbul (Sabiha Gokcen Intl), Turkiye	ITKA	Tokat, Turkiye
ISHA	Sharurah, Saudi Arabia	ITNR	Ras Tanura, Saudi Arabia
ISHW	Sharjah (Sharjah Intl), UAE	ITPY	Tirupati, India
ISIB	Bahrain (Isa AB), Bahrain	ITRB	Trabzon (Trabzon Intl), Turkiye
ISL	Sialkot (Sialkot Intl), Pakistan	ITRF	Turaif, Saudi Arabia
ISLC	Silchar (Kumbhirgram), India	ITRN	Tehran (Mehrabad Intl), Iran
ISND	King Salman AB, Saudi Arabia	ITU	Turbat (Turbat Intl), Pakistan
ISNJ	Sanandaj, Iran	ITZK	Kapadokya, Turkiye
ISNK	Sirnak (Serafettin Elci), Turkiye	IUCA	Istanbul, Turkiye
ISPT	Isparta (Suleyman Demirel), Turkiye	IUCB	Istanbul, Turkiye
ISRE	Sharjah (Sharjah Intl), UAE	IUCC	Istanbul, Turkiye
ISRN	Srinagar, India	IUCD	Istanbul, Turkiye
ISSW	Sarsawa, India	IUCE	Istanbul, Turkiye
ISTR	Siirt, Turkiye	IUCF	Istanbul, Turkiye
ISUR	Sanliurfa (Gap Intl), Turkiye	IUDR	Udaipur (Maharana Pratap), India
		IUME	Um Almelh, Saudi Arabia

NAVIGATION AIDS LISTED BY IDENTIFIER - MIDDLE EAST/SOUTH ASIA

(See end of listing for Localizers)

IUMH Uromiyeh, Iran

IUTA Quetta (Quetta Intl), Pakistan

IUTR Uttarlai, India

IVAN Van (Ferit Melen), Turkiye

IVDD Vadodara, India

IVJA Vijayawada, India

IVNS Varanasi (Lal Bahadur Shastri), India

IVSA Visakhapatnam, India

IWD Wadi Al Dawasir, Saudi Arabia

R

IWM Dammam (King Fahd Intl), Saudi Arabia

IWSR Dammam (King Fahd Intl), Saudi Arabia

IYCA Baghdad (Baghdad Intl), Iraq

IYDB Baghdad (Baghdad Intl), Iraq

IYEN Yenbo (Prince Abdulmohsin bin Abdulaziz), Saudi Arabia

IYEN Bursa (Yenisehir), Turkiye

IYZD Yazd (Shahid Sadooghi Intl), Iran

IZCA Zonguldak (Caycuma), Turkiye

IZDN Zahedan (Zahedan Intl), Iran

IZFE Zafer, Turkiye

IZFR Zafer, Turkiye

IZIR Ankara (Murted), Turkiye

K

KRL Aden (Aden Intl), Yemen

KSND King Salman AB, Saudi Arabia

N

NGA Sulaimaniyah (Jalal Talabani Intl), Iraq

Q

QAT Doha (Hamad Intl), Qatar

R

RB Eilat (Ilan and Asaf Ramon), Israel

RC Eilat (Ilan and Asaf Ramon), Israel

RNJ Sulaimaniyah (Jalal Talabani Intl), Iraq

S

SYL Sylhet (Osmani Intl), Bangladesh

T

TFL Dukhan (Dukhan AB), Qatar

TFR Dukhan (Dukhan AB), Qatar

W

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



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 (Zayed Intl)	Bahrain, Kuwait
Adana (Intl)	Adana, Ankara, Royal Air Force
Agri (Ahmed-I Hani)	Erzurum
Ahmedabad (Sardar Vallabhbhai Patel Intl)	Mumbai
Akrotiri	Royal Air Force
Al Udeid AB	Royal Air Force
Amman (Amman City)	Beirut
Amman (Queen Alia Intl)	Beirut, Ben Gurion
Ankara (Esenboga Intl)	Ankara, Beirut, Istanbul, Izmir, Samsun, Sivas
Antalya (Intl)	Ankara, Istanbul, Izmir
Ashgabat	Royal Air Force
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
Bursa (Yenisehir)	Bursa, Istanbul
Calicut	Mumbai
Chennai (Intl)	Mumbai
Damascus (Intl)	Beirut, Nicosia, Cairo
Dammam (King Fahd Intl)	Bahrain, Kuwait, Muscat
Delhi (Indira Gandhi Intl)	Karachi, Kolkata
Denizli (Cardak)	Izmir
Dhaka (Hazrat Shahjalal Intl)	Kolkata
Diyarbakir	Adana
Doha (Intl)	Bahrain, Kuwait, Muscat
Doha (Hamad Intl)	Bahrain

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

Weather for	Available from Stations
Dubai (Al Maktoum Intl)	Bahrain, Royal Air Force
Dubai (Minhad)	Royal Air Force
Dubai (Intl)	Bahrain, Kuwait
Eilat (Ilan and Asaf Ramon)	Ben Gurion
Elazig	Erzurum, Sivas
Erzincan	Bursa, Erzurum, Sivas
Erzurum (Intl)	Erzurum
Fujairah (Intl)	Royal Air Force
Gaziantep (Intl)	Adana
Haifa	Ben Gurion
Igdir (Sehit Bulent Aydin)	Erzurum
Islamabad (Benazir Bhutto Intl)	Karachi
Istanbul	Ankara, Beirut, Bursa, Istanbul, Izmir, Samsun, Bucharest, Simferopol, Sofia, Odesa
Istanbul (Ataturk Intl)	Istanbul
Istanbul (Sabiha Gokcen Intl)	Istanbul
Izmir (Adnan Menderes Intl)	Ankara, Istanbul, Izmir
Jeddah (King Abdulaziz Intl)	Bahrain, Cairo, Muscat
Kabul	Royal Air Force
Kandahar	Royal Air Force
Karachi (Jinnah Intl)	Karachi, Mumbai
Kars (Kars Harakani)	Erzurum
Katunayake (Bandaranaike Intl Colombo)	Mumbai
Kathmandu (Tribhuvan Intl)	Kolkata
Kayseri	Bursa, Sivas
Kolkata (Netaji Subhash Chandra Bose Intl)	Kolkata
Konya	Adana, Bursa
Kuwait (Intl)	Bahrain, Beirut, Muscat
Lahore (Allama Iqbal Intl)	Karachi
Larnaca (Intl)	Beirut, Nicosia, Cairo, Royal Air Force

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

Weather for	Available from Stations
Malatya	Adana, Sivas
Male (Velana Intl)	Mumbai
Mashhad (Shahid Hahemi Njad Intl)	Kuwait
Milas (Bodrum Intl)	Izmir
Mugla (Dalaman Intl)	Istanbul, Izmir
Mumbai (Chhatrapati Shivaji Maharaj Intl)	Karachi, Mumbai
Mus	Erzurum
Muscat (Intl)	Bahrain, Muscat, Royal Air Force
Nawabshah	Karachi
Nicosia	Beirut
Ordu-Giresun	Samsun
Pafos (Intl)	Nicosia
Ras Al Khaimah (Intl)	Bahrain
Riyadh (King Khaled Intl)	Bahrain, Kuwait, Muscat, Riyadh
Salalah	Muscat, Royal Air Force
Samsun (Carsamba)	Ankara, Bursa, Samsun
Sharjah (Intl)	Bahrain
Shiraz (Shahid Dastghaib Intl)	Kuwait
Sivas (Nuri Demirag)	Bursa, Samsun, Sivas
Tehran (Imam Khomains Intl)	Beirut
Tehran (Mehrabad Intl)	Beirut, Kuwait
Tel Aviv (Ben Gurion)	Nicosia, Ben Gurion
Tekirdag (Corlu Ataturk Intl)	Istanbul
Thumrait AB	Royal Air Force
Trabzon (Intl)	Ankara, Erzurum, Royal Air Force, Samsun
UAE aerodromes	Muscat
Van (Ferit Melen)	Erzurum
Yangon (Intl)	Kolkata

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

Station	Ident	Freq	Broadcast Times		Form	Contents and Sequence
			Period	H+		
Adana	Volmet	126.250	H24	cont.	METAR TREND	Adana (Intl), Gaziantep (Intl), Malatya, Diyarbakir, Konya, Antalya (Intl)
					SIGMET	Ankara FIR
Ankara (Esenboga)	Volmet	127.000	H24	cont.	METAR TREND	Ankara (Esenboga Intl), Istanbul, Izmir (Adnan Menderes Intl), Samsun (Carsamba), Trabzon (Intl), Adana (Intl), Antalya (Intl)
					SIGMET	Ankara FIR
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), Doha (Intl), Doha (Hamad Intl), Abu Dhabi (Zayed Intl), Dubai (Intl), Dubai (Al Maktoum Intl), Sharjah (Intl), Ras Al Khaimah (Intl), Muscat (Intl)
Beirut	Volmet	126.00	H24	cont.	METAR TREND QNH	Beirut (Rafic Hariri Intl), Nicosia, Larnaca Intl, Damascus Intl, Amman (Amman City), Amman (Queen Alia Intl), Cairo (Intl), Baghdad (Intl), Abadan, Kuwait (Intl), Bahrain (Intl), Istanbul (Ataturk), Ankara (Esenboga), Tehran (Imam Khomeini Intl), Tehran (Mehrabad Intl)
Ben Gurion	Volmet ¹	126.800	H24	50	METAR TREND SPECI TAF	Tel Aviv (Ben Gurion)

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

Station	Ident	Freq	Broadcast Times		Form	Contents and Sequence
			Period	H+		
					METAR SPECI TAF	Eilat (Ilan and Asaf Ramon)
					TAF	Haifa
					METAR SPECI	Haifa
			DAY			
			when available	when available	METAR	Larnaca (Intl), Amman (Queen Alia Intl)
Bursa (Yenisehir)	Volmet	125.375	H24	cont.	METAR TREND	Bursa (Yenisehir), Istanbul, Kayseri, Konya, Erzinçan, Samsun (Carsamba)
					METAR	Sivas (Nuri Demirağ)
					SIGMET	Istanbul FIR
Erzurum	Volmet	127.275	H24	cont.	METAR TREND	Erzurum (Intl), Trabzon (Intl), Elazığ, Erzinçan, Van (Ferit Melen), Kars (Kars Harakani)
					METAR	Agri (Ahmed-I Hani), Iğdir (Şehit Bülent Aydın)
					SIGMET	Ankara FIR
Istanbul	Volmet	127.400	H24	cont.	METAR TREND	Istanbul, Istanbul (Atatürk Intl), Istanbul (Sabiha Gökçen Intl), Ankara (Esenboga Intl), Muğla (Dalaman Intl), Bursa (Yenisehir), İzmir (Adnan Menderes Intl), Sofia, Athens (Eleftherios Venizelos Intl)
					METAR	Tekirdağ (Corlu Atatürk Intl)
					SIGMET	Istanbul FIR

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

Station	Ident	Freq	Broadcast Times		Form	Contents and Sequence
			Period	H+		
Izmir (Adnan Menderes)	Volmet	127.925	H24	cont.	METAR TREND	Izmir (Adnan Menderes Intl), Istanbul, Ankara (Esenboga Intl), Milas (Bodrum Intl), Mugla (Dalaman Intl), Antalya (Intl), Athens (Eleftherios Venizelos Intl), Denizli (Cardak)
					SIGMET	Istanbul FIR
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.		
		6676	H24	cont.	Forecast	Delhi (Indira Gandhi Intl), Mumbai (Chhatrapati Shivaji Maharaj Intl), Singapore (Seletar), Singapore (Changi)
Kolkata	Radio	11387	0300-1300	05-10 35-40	SIGMET	Kolkata (Netaji Subhash Chandra Bose Intl), Delhi (Indira Gandhi Intl)
		6676	H24		METAR SPECI TREND	Kolkata (Netaji Subhash Chandra Bose Intl), Delhi (Indira Gandhi Intl), Dhaka (Hazrat Shahjalal Intl), Yangon (Intl), Kathmandu (Tribhuvan Intl)
		2965	1300-0300		TAF	Kolkata (Netaji Subhash Chandra Bose Intl), Delhi (Indira Gandhi Intl), Ho Chi Minh (Tan Son Nhat Intl)

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

Station	Ident	Freq	Broadcast Times		Form	Contents and Sequence
			Period	H+		
Kuwait	Volmet ²	126.62	H24	cont.	METAR	Bahrain (Intl), Doha (Intl), Abu Dhabi (Zayed Intl), Dubai (Intl), Dammam (King Fahd Intl), Riyadh (King Khaled Intl), Tehran (Mehrabad Intl), Mashhad (Shahid Hahemi Njad Intl), Shiraz (Shahid Dast-ghaib Intl)
Mumbai	Radio	11387	0300-1300	25-30 55-60	SIGMET	Mumbai (Chhatrapati Shivaji Maharaj Intl), Chennai (Intl)
		6676	H24		METAR SPECI	Mumbai (Chhatrapati Shivaji Maharaj Intl), Katunayake (Bandaranaike Intl Colombo), Chennai (Intl), Karachi (Jinnah Intl), Male (Velana Intl), Ahmedabad (Sardar Vallabhbhai Patel Intl)
		2965	1300-0300		TAF	Mumbai (Chhatrapati Shivaji Maharaj Intl), Katunayake (Bandaranaike Intl Colombo), Male (Velana Intl)
Muscat	Control	127.40	H24	cont.	METAR	Muscat (Intl), Salalah (Intl), UAE aerodromes, Bahrain (Intl), Doha (Intl), Kuwait (Intl), Riyadh (King Khaled Intl), Dammam (King Fahd Intl), Jeddah (King Abdulaziz Intl)
Nicosia	Volmet	127.20	H24	cont.	METAR TREND QNH	Athens (Eleftherios Venizelos Intl), Rodos (Diagoras), Beirut (Rafic Hariri Intl), Damascus (Intl), Tel Aviv (Ben Gurion)

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

Station	Ident	Freq	Broadcast Times		Form	Contents and Sequence
			Period	H+		
					METAR TREND	Larnaca (Intl), Pafos (Intl)
					SIGMET	Nicosia FIR
Riyadh	Volmet	126.40	H24	cont.	METAR	Riyadh (King Khaled Intl)
Royal Air Force	Volmet	5450 11253	H24	7/37	METAR	Adana (Intl)
				19/49		Akrotiri, Larnaca (Intl)
				25/55		Muscat, Kandahar, Bastion, Dubai (Minhad), Baghdad (Intl), Kabul (Intl), Trabzon, Ashgabat, Baku (Heydar Aliyed Intl), Al Udeid AB, Thumrait AB, Salalah, Dubai (Al Maktoum Intl), Bahrain (Intl), Fujairah (Intl)
Samsun (Carsamba)	Volmet	125.275	H24	cont.	METAR TREND	Samsun (Carsamba), Ankara (Esenboga Intl), Trabzon (Intl), Istanbul, Ordu-Giresun
					METAR	Sivas (Nuri Demirag)
					SIGMET	Ankara FIR
Sivas	Volmet	124.050	H24	cont.	METAR TREND	Ankara (Esenboga Intl), Kayseri, Malatya, Elazig, Erzincan
					METAR	Sivas (Nuri Demirag)
					SIGMET	Ankara FIR

¹ VOLMET info available by dialing +972 3 9730699

² D-VOLMET available



Air Traffic Control



Air Traffic Control

Air Traffic Control Data - Middle
East

MIDDLE EAST
REDUCED VERTICAL SEPARATION MINIMUM (RVSM) MIDDLE EAST

AREA OF APPLICABILITY

RVSM shall be applicable in that volume of airspace between FL290 and FL410 inclusive in the flight information regions (FIR/UIR).



AIRCRAFT EQUIPMENT

On behalf of the ME-Region ATS providers a web site is containing documents and policy on:

<http://www.midrma.com>.

Aircraft used for operations in RVSM airspace shall be equipped with:

- a. two independent altitude measurement systems;
- b. an altitude alerting system;
- c. an automatic altitude control system;
- d. a secondary surveillance radar (SSR) transponder with altitude reporting system that can be connected to the altitude measurement system in use for altitude control.

MEANS OF COMPLIANCE

Except for State aircraft, operators intending to conduct flights within the volume of airspace where RVSM is applied shall require an RVSM approval either from the State in which the operator is based or from the State in which the aircraft is registered. To obtain such an RVSM approval, operators shall satisfy the said State that:

- a. aircraft for which the RVSM approval is sought have the vertical navigational performance capability required for RVSM operations through compliance with the criteria of the RVSM minimum aircraft systems performance specifications (MASPS).
- b. they have instituted procedures in respect of continued airworthiness (maintenance and repair) practices and programs, and
- c. they have instituted flight crew procedures for operations in the ME RVSM airspace.

MIDDLE EAST

REDUCED VERTICAL SEPARATION MINIMUM (RVSM) MIDDLE EAST

NOTE 1: An RVSM approval is not restricted to a specific region instead. It is valid globally on the understanding that any operating procedures specific to a given region in this case the ME Region, should be stated in the operations manual or appropriate crew guidance.

NOTE 2: Aircraft that have received State approval for RVSM operations will be referred to as 'RVSM approved aircraft'.

NOTE 3: Aircraft that have not received State approval for RVSM operations will be referred to as 'non-RVSM approved aircraft'.

Guidance material of use to those involved in the initial achievement and continued maintenance of the height-keeping performance capability has been issued by ICAO under the title "Guidance Material on the Implementation of a 300m (1000ft) Vertical Separation Minimum (VSM) in the ME RVSM Airspace".

Detailed technical guidance material on the airworthiness, continued airworthiness, and the operational practices and procedures for the ME RVSM airspace is provided in the Joint Aviation Authorities "Administrative and Guidance Material, Section One: General, Part 3: Temporary Guidance Leaflet No. 6".

Monitoring of flight operations in the ME RVSM airspace shall be conducted to assess the continuing compliance of aircraft with the height-keeping performance requirements.

NOTE: Monitoring will be conducted in accordance with the appropriate material issued by ICAO. When notified, operators will be required to cooperate in the monitoring program.

FLIGHT PLANNING

RVSM APPROVED AIRCRAFT

The aircraft registration shall be inserted in Item 18 of the ICAO flight plan form.

Operation of RVSM approved aircraft shall indicate the approval status by inserting the letter 'W' in the item 10 of the Flight Plan, regardless of the requested Flight Level.

Operators of RVSM approved aircraft shall also include the letter W in Item 'Q' of the RPL, regardless of the requested flight level. If a change of aircraft operated in accordance with an RPL results in a modification of the RVSM approval status as stated in Item 'Q', a modification message (CHG) shall be submitted by the operator.

NON-RVSM APPROVED AIRCRAFT

Operators of non-RVSM approved aircraft shall flight plan to operate outside the RVSM airspace.

SEPARATION OF AIRCRAFT

VERTICAL SEPARATION

Between FL290 and FL410 inclusive, within the ME RVSM airspace, the vertical separation minimum shall be:

- a. 300m (1000ft) between RVSM approved aircraft,
- b. 600m (2000ft) between:

MIDDLE EAST

REDUCED VERTICAL SEPARATION MINIMUM (RVSM) MIDDLE EAST

- non-RVSM approved State aircraft and any other aircraft operating within the ME RVSM airspace,
- all formation flights of State aircraft and any other aircraft operating within the ME RVSM airspace, and
- non-RVSM approved aircraft and any other aircraft operating within the ME RVSM airspace.

LOSS OF VERTICAL NAVIGATION PERFORMANCE REQUIRED FOR RVSM

The pilot shall inform ATC as soon as possible of any circumstances where the vertical navigation performance requirements for RVSM airspace cannot be maintained. In such cases, the pilot shall obtain a revised ATC clearance prior to initiating any deviation from the cleared route and/or flight level, whenever possible. When a revised ATC clearance cannot be obtained prior to such a deviation, the pilot shall obtain a revised clearance as soon as possible thereafter.

DEGRADATION OF AIRCRAFT EQUIPMENT - PILOT REPORTED

When informed by the pilot of an RVSM approved aircraft operating in RVSM airspace that the aircraft's equipment no longer meets the RVSM requirements, ATC shall consider the aircraft as non-RVSM approved.

ATC shall take action immediately to provide a minimum vertical separation of 600m (2000ft) or an appropriate horizontal separation from all other aircraft concerned that are operating in RVSM airspace. An aircraft rendered non-RVSM approved shall normally be cleared out of RVSM airspace by ATC when it is possible to do so.

Pilots shall inform ATC, as soon as practicable, of any restoration of the proper functioning of equipment required to meet the RVSM requirements.

SEVERE TURBULENCE

When an aircraft operating in RVSM airspace encounters severe turbulence due to weather or wake vortex that the pilot believes will impact the aircraft's capability to maintain its cleared flight level, the pilot shall inform ATC. ATC shall establish either an appropriate horizontal separation or an increased minimum vertical separation.

CONTINGENCY SCENARIOS

NOTE: As published by Bangladesh, Maldives, Pakistan and India.

**MIDDLE EAST
REDUCED VERTICAL SEPARATION MINIMUM (RVSM) MIDDLE EAST**

SCENARIO 1:

The pilot is: - 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.	
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: maintain the CFL and route provided that ATC can provide lateral, longitudinal or conventional vertical separation.	Obtain the pilot's intentions and pass essential traffic information.
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.	- 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.
executing the contingency maneuver (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.	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.

**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 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.

**MIDDLE EAST
REDUCED VERTICAL SEPARATION MINIMUM (RVSM) MIDDLE EAST**

– 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.	– 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 and the aircraft cannot maintain CFL.	– 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 – 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).	

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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 – 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.
– maintain the CFL and route, provided that ATC can provide lateral, longitudinal or conventional vertical separation.	– 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 flight level change, if necessary.	– If unable to provide adequate separation, advise the pilot of essential traffic information and request pilot's intentions.
– 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.	– 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 aircraft.
NEGATIVE RVSM¹	Used by the pilot to report non-RVSM approval status. 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

OBBB - 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	
OLBB - Beirut	OSTT - Damascus	VIDF - Delhi	

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, FL300, FL340, FL360, FL380, FL400 (FL360 subject to coordination)
L507, P646	All westbound levels available
L301, L645, N895, P762	FL320, FL360 (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, P628	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, FL340, FL360, FL400 ¹

¹FL280, FL320, FL380 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, FL350, FL390, FL410 ¹
¹ FL290, FL330, FL370 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 (Not applicable for flights entering Mumbai FIR after 0530 and exiting Mumbai FIR by 1330UTC)

No	ATS Route	West bound	East bound	Remarks
1	L301, N571, P574	All RVSM levels	All RVSM levels	
2	N563	FL300, FL340, FL360, FL380, FL400	FL290, FL310, FL350, FL370, FL390, FL410	See Note 1
3	M300	FL300, FL340, FL360, FL380, FL400	FL290, FL310, FL350, FL370, FL390, FL410	See Note 1
4	P570	FL300, FL340, FL360, FL380, FL400	FL290, FL310, FL350, FL370, FL390, FL410	See Note 1

**MIDDLE EAST
REDUCED VERTICAL SEPARATION MINIMUM (RVSM) MIDDLE EAST**

FLAS IN ARABIAN SEA OCEANIC AIRSPACE (Not applicable for flights entering Mumbai FIR after 0530 and exiting Mumbai FIR by 1330UTC) (continued)

No	ATS Route	West bound	East bound	Remarks
5	L516, L894	FL280 for non ADS-CPDLC equipped Aircraft, other levels depending on traffic situation All levels except FL320 for ADS-CPDLC equipped Aircraft	FL350, FL370, FL390, other levels depending on traffic situation	See Note 1
6	UL425	FL300, FL340, FL360, FL380, FL400, other levels depending on traffic situation	FL290, FL310, FL410, other levels depending on traffic situation	See Note 1
7	P323, P751	FL320	FL330	See Note 2
8	A474, G450, L875	FL320	FL330	See Note 2
9	G465, N628	All levels except FL320	All levels except FL330	See Note 1
10	R329	FL280 available as no PDC level, other levels prior coordination	FL290, FL310, FL350, FL370, FL410	
11	B459, G424, L875	FL320	FL330	See Note 2

NOTE 1: FL320, FL330 blocked for crossing routes.

NOTE 2: Other levels may be available subject to traffic for aircraft logged on CPDLC with Mumbai OCC (VABF) or in positive contact on HF with Mumbai Radio.

**MIDDLE EAST
REDUCED VERTICAL SEPARATION MINIMUM (RVSM) MIDDLE EAST**

FLAS ON W45 TO GUWAHATI AND NE SECTOR

ATS Route	Reporting Point	RVSM FL available east of the waypoint
W45	KG NDB	Eastbound FL290, FL330, FL370, FL380, FL410 Westbound FL300, FL320, FL340, FL360, FL380, FL400

FLAS IN DHAKA FIR

No	ATS Route	East bound	West bound
1	A201	FL290, FL310, FL330, FL350, FL370, FL390, FL410	FL300, FL320, FL340, FL360, FL380, FL400
2	B465/A599	FL290, FL310, FL330, FL350, FL370, FL390, FL410	FL300, FL320, FL340, FL360, FL380, FL400
3	L507	FL290, FL310, FL330, FL350, FL370, FL390, FL410	FL300, FL320, FL340, FL360, FL380, FL400
4	G463	FL290, FL310, FL330, FL350, FL370, FL390, FL410	FL300, FL320, FL340, FL360, FL380, FL400
5	R472/R598	FL290, FL310, FL330, FL350, FL370, FL390, FL410	FL300, FL320, FL340, FL360, FL380, FL400

MIDDLE EAST**USE OF RNAV SUBSTITUTION TO FLY CONVENTIONAL INSTRUMENT PROCEDURE UP TO FINAL APPROACH SEGMENT OF ILS APPROACH**

Extracted from Indian Operations Circular 05 of 2018

INTRODUCTION

The information that follows below lays down the framework for operational guidance regarding the suitability and use of RNAV systems to fly conventional instrument approach procedures only up to Final Approach Fix in the event of either ground based or air borne equipment failure of conventional Nav Aids like VOR or NDB.

APPLICABILITY

This OC is applicable to all operators and aircraft approved as per CAR Section 8 Series S Part IV and OC 8 of 2014.

PURPOSE

This information is intended for the following purposes:

- a. Use of a suitable RNAV system as a Substitute Means of Navigation when a VOR, DME, VOR/DME or NDB is out-of-service, i.e., the Navigation Aid (NavAid) information is not available; an aircraft is not equipped with ADF, VOR or DME; or the installed ADF, VOR, or DME on an aircraft is not operational. For example, if equipped with a suitable RNAV system, a pilot may hold over an out-of-service NDB.
- b. Use of a suitable RNAV system as an Alternate Means of Navigation when a VOR, DME, VOR/DME, NDB, outer marker or middle marker is operational and the respective aircraft is equipped with operational navigation equipment that is compatible with conventional Nav-Aids. For example, if equipped with a suitable RNAV system, a pilot may fly a procedure or route based on operational VOR using that RNAV system without monitoring the VOR.

TYPES OF RNAV SYSTEMS THAT QUALIFY AS A SUITABLE RNAV SYSTEM

As described in Operations Circular 08 of 2014.

Approved RNAV systems using DME/DME/IRU, without GPS or SBAS position input, may only be used as a Substitute Means of Navigation when specifically authorized. The special authorization authorizing the use of DME/DME/IRU systems will also identify any required DME facilities based on an assessment of the DME navigation infrastructure.

USE OF SUITABLE RNAV SYSTEMS ALLOWED

Operators may use a suitable RNAV system in the following ways:

- Determine aircraft position relative to or distance from a VOR, NDB, DME fix, a named fix defined by a VOR/DME, VOR radial, or NDB bearing;
- navigate to or from a VOR, or NDB; and,
- hold over a VOR, NDB or DME fix;
- fly an arc based upon DME.

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USE OF RNAV SUBSTITUTION TO FLY CONVENTIONAL INSTRUMENT PROCEDURE UP TO FINAL APPROACH SEGMENT OF ILS APPROACH

NOTE: The allowances described above apply even when a facility is identified as required on a procedure (for example, "Note ADF required").

USE OF SUITABLE RNAV SYSTEMS NOT ALLOWED

An otherwise suitable RNAV system cannot be used for the following:

- a. **NOTAMed Procedures.** Unless otherwise specified, navigation on procedures that are identified as not authorized ("NA") without exception by a NOTAM. For example, an operator may not use a RNAV system to navigate on a procedure that is based upon a recently decommissioned NavAid or a procedure affected by an expired or unsatisfactory flight inspection.
- b. **Substitution on a Final Approach Segment.** Substitution for the NavAid (for example, a VOR or NDB) providing lateral guidance for the final approach segment.
- c. **Lateral Navigation on LOC-Based Courses.** Lateral navigation on LOC-based courses (including LOC back-course guidance) without reference to raw LOC data.

OPERATING REQUIREMENTS AND CONSIDERATIONS

a. General Considerations

1. Pilots must comply with the guidelines contained in their Aircraft Flight Manual (AFM), AFM supplement, operating manual, or pilot's guide when operating their aircraft RNAV system.
2. Pilots may not use their RNAV system as a Substitute or Alternate Means of Navigation if their aircraft has an AFM or AFM supplement with a limitation to monitor the underlying NavAids for the associated operation.
3. Pilots of aircraft with an AFM limitation that requires the aircraft to have other equipment appropriate to the route to be flown may only use their RNAV system as a Substitute Means of Navigation for out-of-service NavAids, but not for inoperable or not-installed aircraft equipment.

b. RNAV System Database Considerations

1. Pilots must ensure their on-board navigation data is current, appropriate for the region of intended operation, and includes the waypoints, NavAids, and fixes for departure, arrival, and alternate aerodromes.
2. Pilots must extract the routes, procedures way points, NavAids, and fixes by name from the on-board navigation database and comply with the charted procedure or route. Heading-based legs associated with procedures may be flown using manual technique (based on indicated magnetic heading) or, if available, extracted from the aircraft database and flown using RNAV system guidance.

c. Procedure Validation

1. Procedures used with suitable GNSS-based area navigation systems, as either a Substitute Means of Navigation or as an Alternate Means of Navigation, must be verified for navigation data and operability using one of the following processes before being used:

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USE OF RNAV SUBSTITUTION TO FLY CONVENTIONAL INSTRUMENT PROCEDURE UP TO FINAL APPROACH SEGMENT OF ILS APPROACH

- (a) on-going, system-wide checks of navigation data and operability;
 - (b) as needed, procedure specific checks of navigation data and operability.
- 2. These processes must ensure navigation data (e.g. waypoint names, waypoint sequence, distance between waypoints, heading/course/track information, and vertical path angles) used in airborne equipment conform to published information. The following methods to check the operability of procedure(s) are acceptable:
 - (a) Suitable desktop analysis;
 - (b) Simulator evaluation; or
 - (c) Flight (in visual meteorological conditions).
- d. Operating Requirements
 - 1. For the purposes described in here, pilots may not manually enter published procedure or route waypoints via latitude/longitude, place/bearing, or place/bearing/distance into the aircraft system.
 - 2. Pilots are expected to accurately track procedure and route centerlines, as depicted by on-board lateral deviation indicators, displays, and/or flight guidance during all operations unless otherwise authorized to deviate by ATC or in the instance of an emergency condition.
 - 3. RAIM or other approved integrity monitor must be available during these operations.
- e. Equipage Considerations
 - 1. Operators must also be equipped with at least one other independent navigation system in addition to an installed and operable RNAV system. This additional system must be suitable, in the event of loss of navigation capability of the RNAV system, for proceeding safely to a suitable airport and completing an instrument approach. For example:
 - (a) For an aircraft equipped with FAA TSO-C145, FAA TSO-C146 or FAA TSO-C196 GNSS-based area navigation systems, an acceptable installation requires dual GNSS but no additional navigation equipment is required; and
 - (b) An aircraft equipped with FAA TSO-C129 GNSS-based area navigation systems requires operative VOR and/or ADF navigation equipment suitable for the intended en route, terminal, and approach operations, including any alternates.
 - 2. ADF equipment need not be installed and operational, although operators of aircraft without an ADF will be bound by the operational requirements defined in this circular and may not have access to some procedures (that is, there may be instances when some operations might not be conducted without ADF equipment).
 - 3. Operators of aircraft equipped with RNAV systems based solely upon GPS may experience some operational limitations in the future as conventional NAVAIDs are decommissioned. In addition, operators of aircraft with single-RNAV systems may expect some operational limitations as a result of considerations such as continuity of function.

MIDDLE EAST**USE OF RNAV SUBSTITUTION TO FLY CONVENTIONAL INSTRUMENT PROCEDURE UP TO FINAL APPROACH SEGMENT OF ILS APPROACH**

As with current operations, reversionary and backup capability will remain important considerations.

4. Use of an RNAV system as a Substitute Means of Navigation may be applicable to normal in-flight use, to continuation of flight after failure, or to dispatch with inoperative conventional capability if consistent with the applicable Master Minimum Equipment List (M MEL) for the aircraft type.

f. Alternate Airport Considerations

For the purposes of flight planning, any required alternate aerodrome must have an available instrument approach procedure that does not require the use of GPS. This restriction includes conducting a conventional approach at the alternate airport using a Substitute Means of Navigation that is based upon the use of GPS. For example, these restrictions would apply when planning to use GPS equipment as a Substitute Means of Navigation for an out-of-service VOR that supports an ILS missed approach procedure at an alternate airport. In this case, some other approach not reliant upon the use of GPS must be available. This restriction does not apply to RNAV systems using TSO-C145/-C146 GAGAN equipment.

OPERATIONAL REQUIREMENTS FOR SPECIFIC SENSOR INPUTS

The following sensor inputs have some associated operational requirements. For all RNAV systems, Substitute and Alternate Means of navigation must be discontinued upon loss of integrity (for example, RAIM alert) or unacceptable degradation of system performance.

a. GNSS

1. RNAV systems using GNSS input may be used as an alternate means of navigation without restriction provided the aircraft is fitted with the equipment for the underlying navigation aid, the system is operative and the ground-based navigation aid is operative.
2. As part of flight planning, a prediction for GNSS integrity availability must be obtained where GNSS will be used as a Substitute or Alternate Means of Navigation.

b. DME/DME/IRU

1. RNAV systems using DME/DME/IRU, without GPS input, may be used as an Alternate Means of Navigation where valid DME/DME position updating is published as available (for example, by NOTAM or authorization).
2. In order to use a Substitute Means of Navigation on departure procedures, pilots of aircraft with RNAV systems using DME/DME/IRU, without GPS input, must ensure their aircraft navigation system position is confirmed, within 1000ft, at the start point of take-off roll. The use of an automatic or manual runway update is an acceptable means of compliance with this requirement. A navigation map display may also be used to confirm aircraft position, if pilot procedures and display resolution allow for compliance with the 1000-foot tolerance requirement.

MIDDLE EAST**USE OF RNAV SUBSTITUTION TO FLY CONVENTIONAL INSTRUMENT PROCEDURE UP TO FINAL APPROACH SEGMENT OF ILS APPROACH****SPECIFIC REQUIREMENTS TO FLY RNAV SEGMENTS PUBLISHED ON ILS PROCEDURES**

In order to fly RNAV transitions to an ILS final approach or RNAV missed approach segments of an ILS procedure, pilots must comply with the operating requirements described in here. RNAV systems used for this type operation must allow for a means to become established on the ILS final approach course with minimal overshoot or undershoot.

RNAV FLIGHT CREW OPERATING PROCEDURES

As described in Operations Circular 08 of 2014.

PILOT KNOWLEDGE REQUIREMENTS AND TRAINING

As described in Operations Circular 08 of 2014.

**MIDDLE EAST
FREE ROUTE AIRSPACE (FRA)**

FREE ROUTE AIRSPACE TURKIYE (FRATURK)

Area of Application

FRATURK procedures are available within Ankara FIR and Istanbul FIR from FL305 to FL660 within the time period 2000-0200UTC.

Overflying Traffic

Traffic overflying Ankara FIR and Istanbul FIR shall be planned directly between FRA Horizontal Entry, FRA Horizontal Exit and FRA Intermediate points. There is no restriction on the number of intermediate points used.

Overflying traffic with a planned vertical transition to/from FRA airspace due to change of cruising levels:

- a. must be planned below the lower limit of FRA along the ATS route network;
- b. may be planned above the lower limit of FRA according to the Overflying Traffic rules.

Flight Planning

In order to minimize the impact on the ATM system, all DCTs inside FRATURK require at least one published FRA significant point within Ankara FIR and Istanbul FIR.

There is no limitation on the FRA significant points used in FRATURK. For flights crossing the internal boundary between Ankara FIR and Istanbul FIR, 2 published FRA significant point are considered sufficient.

ATS Route Network

Published ATS route network within Ankara FIR and Istanbul FIR remains available for flight planning during FRATURK applicability period.

Cross-border Applications

The planning of DCT segments across Ankara FIR and Istanbul FIR borders (cross-border DCT) with adjacent FIRs is not allowed.

The planning of DCT segments that are partially outside the lateral limits of Ankara FIR and Istanbul FIR (multiple re-entry segments) is not allowed.

Airspace Limitations - Special Areas

Flights must be planned around active special areas within Ankara FIR and Istanbul FIR by using FRA Intermediate points.

In some cases, tactical radar vectoring may be applied in order to ensure an additional safety margin between active special areas and flight trajectories. It is expected that the average flight extension to be considered by aircraft operators will be not exceed 10NM.

**MIDDLE EAST
FREE ROUTE AIRSPACE (FRA)**

Flight Level Orientation Scheme within FRATURK

Cruising levels must also be planned in accordance with the adjacent ATS route network and/or FRA Flight Level Orientation Scheme below. A change of FL from EVEN to ODD must be planned inside FRATURK.

Waypoint Designator	FRA Relevance	FRA Usage
ADORU	Entry Point	ODD FLs
AGINA	Entry Point	EVEN FLs
	Exit Point	ODD FLs
ALRAM	Entry Point	EVEN FLs
	Exit Point	ODD FLs
AMANI	Entry Point	ODD FLs
	Exit Point	EVEN FLs
ARTAT	Entry Point	ODD FLs
AYTEK	Entry Point	ODD FLs
BALUM	Exit Point	ODD FLs
BANRO	Entry Point	EVEN FLs
	Exit Point	ODD FLs
BELGI	Entry Point	ODD FLs
BENEM	Entry Point	EVEN FLs
	Exit Point	ODD FLs
BONAM	Entry Point	EVEN FLs
	Exit Point	ODD FLs
DASIS	Entry Point	EVEN FLs
	Exit Point	ODD FLs
DIGTI	Entry Point	ODD FLs
FODEC	Exit Point	ODD FLs
GOLDO	Exit Point	EVEN FLs
IBLAL	Exit Point	EVEN FLs
INDUR	Entry Point	EVEN FLs
	Exit Point	ODD FLs
IZERO	Entry Point	EVEN FLs

**MIDDLE EAST
FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance	FRA Usage
KABAN	Entry Point	EVEN FLs
KUGOS	Entry Point	ODD FLs
	Exit Point	EVEN FLs
LESRI	Exit Point	ODD FLs
LUMOM	Exit Point	ODD FLs
MAKOL	Exit Point	EVEN FLs
NEGEM	Exit Point	EVEN FLs
NEMOH	Entry Point	ODD FLs
	Exit Point	EVEN FLs
NINVA	Entry Point	EVEN FLs
NISAP	Entry Point	EVEN FLs
NOLGA	Entry Point	EVEN FLs
	Exit Point	ODD FLs
ODERO	Exit Point	EVEN FLs
ODIRA	Entry Point	EVEN FLs
	Exit Point	ODD FLs
PIROX	Entry Point	EVEN FLs
	Exit Point	ODD FLs
RAKUR	Entry Point	ODD FLs
	Exit Point	EVEN FLs
RATVO	Exit Point	ODD FLs
REBLO	Entry Point	EVEN FLs
	Exit Point	ODD FLs
REDRA	Entry Point	ODD FLs
	Exit Point	EVEN FLs
REZOV	Exit Point	EVEN FLs
RILEX	Entry Point	EVEN FLs
RIXEN	Entry Point	ODD FLs
ROLIN	Entry Point	EVEN FLs

**MIDDLE EAST
FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance	FRA Usage
	Exit Point	ODD FLs
SARPI	Entry Point	EVEN FLs
	Exit Point	ODD FLs
SITRU	Entry Point	ODD FLs
	Exit Point	EVEN FLs
SOTIV	Entry Point	ODD FLs
	Exit Point	EVEN FLs
SUMOL	Entry Point	ODD FLs
	Exit Point	EVEN FLs
TESVA	Entry Point	EVEN FLs
TIPOT	Entry Point	ODD FLs
TOMBI	Entry Point	EVEN FLs
	Exit Point	ODD FLs
TUDBU	Exit Point	EVEN FLs
TUDEK	Entry Point	ODD FLs
	Exit Point	EVEN FLs
TUNLA	Exit Point	ODD FLs
TUSYR	Entry Point	EVEN FLs
	Exit Point	ODD FLs
TUXAZ	Entry Point	EVEN FLs
	Exit Point	ODD FLs
UDROS	Entry Point	ODD FLs
VADEN	Exit Point	EVEN FLs
VESAR	Entry Point	EVEN FLs
	Exit Point	ODD FLs
VEXOL	Entry Point	ODD FLs
	Exit Point	EVEN FLs

**MIDDLE EAST
FREE ROUTE AIRSPACE (FRA)**

Access to/from Airports and Terminal Airspace

Flights arriving at airports located within Ankara FIR and Istanbul FIR shall plan DCT from a FRA Horizontal Entry point/FRA Departure Connecting point to a FRA Arrival Connecting point using one or more FRA intermediate points.

The portion of the flight beyond the FRA Arrival Connecting point shall be planned along the mandatory FRA Arrival Connecting routes or ATS routes, linking the FRA Arrival Connecting points with the first point of the STAR.

No such routes are specified in the cases when the FRA Arrival Connecting point coincides with the first point of the STAR.

Flights departing from airports located within Ankara FIR and Istanbul FIR shall plan DCT from a FRA Departure Connecting point to a FRA Horizontal Exit point/FRA Arrival Connecting point, using one or more FRA intermediate points.

The portion of the flight before the FRA Departure Connecting point shall be planned along the mandatory FRA Departure Connecting routes or ATS routes, linking the FRA Departure Connecting point with the last point of the SID.

No such routes are specified in the cases when the FRA Departure Connecting point coincides with the last point of the SID.

Mandatory FRA ARR Connecting Route	STAR First Point	Airport
LUUPU T/UT310 NUGBA	NUGBA	LTFM
HAKAN N/UN644 W/UW702 GUMRU T/UT315 NUGBA		
LETBU T/UT97 KANQO	KANQO	
BUK L/UL615 A/UA4 ERSEN	ERSEN	
BAG L/UL605 A/UA17 YAVRU L/UL615 A/UA4 ERSEN		
KFK M/UM855 SISPI	SISPI	
OKMOT UT244 EDASA M/UM855 SISPI		
BERGO N/UN618 G/UG80 DUGLA Z/UZ713 INBET	INBET	
DIGTI T/UT162 DRAMO	DRAMO	
DEREL T/UT79 NAMAN	NAMAN	LTBA
KFK M/UM855 SISPI	SISPI	
OKMOT UT244 EDASA M/UM855 SISPI		
NEGBU T/UT329 TOKER	TOKER	
DIGTI T/UT162 DRAMO	DRAMO	
BERGO G/UG80 N/UN618 KONEN	KONEN	
DEREL T/UT79 NAMAN	NAMAN	LTFJ

**MIDDLE EAST
FREE ROUTE AIRSPACE (FRA)**

Mandatory FRA ARR Connecting Route	STAR First Point	Airport
NEGBU T/UT329 TOKER	TOKER	
UPKUL L/UL610 OSGED L/UL610 L/UL620 ETAMP	ETAMP	
BERGO N/UN618 G/UG80 DUGLA Y/UY371 VUTZO	VUTZO	
PIROX N/UN129 DUGLA Y/UY371 VUTZO		
AMANI N/UN604 INBET Y/UY213 VUTZO		
BELGI N/UN131 CNK W/UW92 ASNUT Y/UY213 VUTZO		
DIGTI T/UT162 DRAMO	DRAMO	
RIXEN L/UL620 N/UN616 GINLI	GINLI	
ADORU M/UM19 IBODU	IBODU	
AKCAK L/UL601 SALGO	SALGO	
ASMAP L/UL333 LATGA	LATGA	
BELSU L/UL605 A/UA17 YUCEL	YUCEL	
ERMOD T/UT243 W/UW705 BADOX A/UA17 L/UL605 YUCEL		
JUPNE T/UT54 AVCES L/UL605 YUCEL		
ERGUN W/UW71 ILHAN	ILHAN	
TIMOP T/UT97 ILHAN		
ERMOD T/UT243 W/UW705 AZBUL W/UW75 BAKIR	BAKIR	
HISAR W/UW77 HALIL	HALIL	
ROLVI T/UT54 HALIL		
JUPNE L/UL614 GOBIT	GOBIT	
LETBU DCT ASTAL	ASTAL	
NAMAN A/UA17, L/UL605 YAVRU	YAVRU	
TOKER L/UL614 UMRUN	UMRUN	
OBRUK A/UA28 TELVO	TELVO	
RUKAP T/UT62 TELVO		
TIMOP A/UA4, L/UL615 GURBU	GURBU	
URGUP W/UW75 BAKIR	BAKIR	
INB A/UA28 ASTAL	ASTAL	
HALIL W/UW77 HISAR	HISAR	LTAI

**MIDDLE EAST
FREE ROUTE AIRSPACE (FRA)**

Mandatory FRA ARR Connecting Route	STAR First Point	Airport
MUT R/UR55 TEWHE	TEWHE	
VESAR UT38 KETEK R/UR55 TEWHE		
VESAR N/UN135 ALNYA	ALNYA	
DOREN W/UW83 VEMEK	VEMEK	
DAL W/UW79 LORKO	LORKO	
KAVAK T/UT489 W/UW89 SUNAT N/UN136 W/UW78 BALSU N/UN135 NESIL	NESIL	
DEN T/UT39 NESIL		
LAVTA N/UN135 NESIL		
DEN L/UL854, N/UN131 KOZLU	KOZLU	
NESET L/UL606 CRD L/UL854, N/UN131 KOZLU		
OVACI UT69 BABSA	BABSA	
NUMTI T/UT35 BABSA		
RORMU N/UN617 ERVAG T/UT305 TEKDO T/UT35 BABSA		
DAL N/UN618 OKESA	OKESA	LTBJ
KAVAK T/UT283 OKESA		
BIG G/UG80 N/UN618 BERGO	BERGO	
CNK N/UN131 DUGLA G/UG80 N/UN618 BERGO		
IVGUS M/UM19 UNSAL	UNSAL	
LAVTA N/UN135 BAPSI	BAPSI	
NUMTI T/UT241 DEN	DEN	
TUMER T/UT54 DEN		
KAVAK T/UT489 W/UW89 SISVO	SISVO	
IVGUS M/UM19 OVZOK	OVZOK	
DAL N/UN618 W/UW79 ERFES	ERFES	LTFE
AYT T/UT489 W/UW89 KAVAK	KAVAK	
DEN T/UT44 LAVTA T/UT44 T/UT495 W/UW87 KAVAK		
DEN W/UW87 LAVTA T/UT44 T/UT495 W/UW87 KAVAK		
TUMER T/UT495 LAVTA T/UT44 T/UT495 W/UW87 KAVAK		
DUGLA G/UG80 N/UN618 OKESA	OKESA	

**MIDDLE EAST
FREE ROUTE AIRSPACE (FRA)**

Mandatory FRA ARR Connecting Route	STAR First Point	Airport
IVGUS M/UM19 OZNEF	OZNEF	
ZAFLE UP14 TUFUB M/UM19 OZNEF		
ZAFLE UP14 ODNOD T/UT491 SONUP	SONUP	LTBS
DUGLA T/UT350 NEXAM	NEXAM	
DEN W/UW87 LAVTA T/UT44 T/UT495 W/UW87 ATSAL	ATSAL	
DEN T/UT44 LAVTA T/UT44 T/UT495 W/UW87 ATSAL		
TUMER T/UT495 LAVTA T/UT44 T/UT495 W/UW87 ATSAL		
AYT W/UW79 ALTIN	ALTIN	
IMR N/UN127 KEKIK	KEKIK	
IMR G/UG80 N/UN128 N/UN618 YOYYO N/UN618 W/UW79 ERFES	ERFES	
DELEL T/UT167 NETPU	NETPU	LTCG
ERZ L/UL851 W/UW71 BAVTI	BAVTI	
KONUK W/UW88 PIXAP	PIXAP	
SIV A/UA4 L/UL615 ORHAN UW88 T/UT166 PIXAP		
SIV UT284 ARSUG M/UM11 W/UW71 TEMEL	TEMEL	
CRM M/UM11 W/UW71 TEMEL		
OLUPO L/UL851 TOLUN	TOLUN	
OLUPO L/UL851 ERIDU	ERIDU	
ERHAN A/UA285 T/UT339 SELVI L/UL601 W/UW75 KEMER	KEMER	LTDB
URGUP L/UL601 W/UW75 KEMER		
REBTA T/UT244 MANAZ	MANAZ	
MUT W/UW74 MANAZ		
GAZ UT470 W/UW74 MILBA	MILBA	
EVKIT DCT YAPZU	YAPZU	
ASKER T/UT142 BUPUN	BUPUN	LTAJ
DYB W/UW716 ELGEX	ELGEX	
DYB W/UW74 T/UT470 ARTAR T/UT143 OSKOV	OSKOV	
ERHAN A/UA17 L/UL605 ASBOM	ASBOM	
MANAZ DCT ADKAR UT470 MILBA UT470 W/UW74 KOZAN	KOZAN	

**MIDDLE EAST
FREE ROUTE AIRSPACE (FRA)**

Mandatory FRA ARR Connecting Route	STAR First Point	Airport
KEPES B/UB36, M/UM854 ARPAG	ARPAG	
MANAZ DCT ADKAR UT470 MILBA UT470 W/UW74 KOZAN DCT POGEN	POGEN	LTCN
ERHAN A/UA17 L/UL605 POGEN	POGEN	
AKCAK N/UN644 GUMRU W/UW107 EVLAP	EVLAP	LTAS
ASTAL T/UT97 LETBU	LETBU	
CRM W/UW86 GERZE	GERZE	LTCM
INB W/UW90 SUNUM	SUNUM	
ELNEM UL718 ERVAK T/UT888 W/UW72 ALMUS	ALMUS	LTFH
SIV T/UT888 W/UW72 ALMUS		
SIN W/UW86 BAFRA	BAFRA	
ERGUN W/UW71 HAVZA	HAVZA	
TBN M/UM11 W/UW71 TERME	TERME	
SELVI A/UA285, T/UT339 ERCIS	ERCIS	LTAU
TIMOP M/UM854 UW703 GEM	GEM	
JUPNE L/UL614 MARTI W/UW76 SARIZ	SARIZ	
POGEN A/UA17 L/UL605 SOLSA	SOLSA	
MUT A/UA285 T/UT339 SELVI L/UL601 W/UW75 URGUP W/ UW106 ETVER	ETVER	LTAZ
BAG L/UL601 AZBUL W/UW105 ULRAS	ULRAS	
HAY T/UT243 W/UW705 AZBUL W/UW105 ULRAS		
DYB W/UW716 GAP W/UW103 LIPMA	LIPMA	LTCP
GEM T/UT32 W/UW73 ERH W/UW103 SONSU	SONSU	
BUPUN T/UT142 SONSU		
GEM T/UT32 W/UW73 ERH W/UW103 BADEM	BADEM	LTCS
GAZ W/UW716 LUTAM	LUTAM	
ERZ L/UL851 W/UW94 INBAT	INBAT	LTCO
EZS W/UW710 NUNTU	NUNTU	LTAR
ORHAN A/UA4 L/UL615 OTSOV	OTSOV	
TIMOP A/UA4 L/UL615 OLPOT	OLPOT	

**MIDDLE EAST
FREE ROUTE AIRSPACE (FRA)**

Mandatory FRA ARR Connecting Route	STAR First Point	Airport
CRM T/UT888 W/UW72 SOPOV	SOPOV	
GEM A/UA285 T/UT339 ADVOK	ADVOK	
GURBU A/UA4 L/UL615 HAKCE	HAKCE	
EZS G/UG81 T/UT368 BEYAZ	BEYAZ	LTAW
DYB T/UT32 W/UW73 BAYIR G/UG81 T/UT368 BEYAZ	ESENK	LTCI
ERZ A/UA4 L/UL615 ESENK		
EZS T/UT36 ULTED UT301 NARLI L614 DEKOP		
EZS G/UG8 L/UL614 DEKOP	DEKOP	LTCW
EZS T/UT36 ULTED UT301 NARLI T301 INLAP	INLAP	
EZS G/UG8 L/UL614 NARLI T301 INLAP		
EZS T/UT36 RENGİ M/UM860 SRT T/UT306 W/UW197 ABDIK	ABDIK	LTCV
EZS G/UG8 L/UL614 SRT T/UT306 W/UW197 ABDIK		
EZS G/UG8 L/UL614 ABKAL	ABKAL	LTCL
EZS G/UG8 L/UL614 ULSAB	ULSAB	
ERZ T/UT168 ALNOZ	ALNOZ	LTFO
KARDE N/UN644 ZERGE	ZERGE	
KONUK W/UW88 T/UT166 TBN G/UG67 N/UN37 IFEMU	IFEMU	
SIV UW706 TBN G/UG67 N/UN37 IFEMU		
CRM M/UM11 W/UW71 TBN G/UG67 N/UN37 IFEMU		
OLUPO L/UL851 TBN G/UG67 N/UN37 IFEMU		
KONUK W/UW88 T/UT166 TBN G/UG67 N/UN37 ODZOL	ODZOL	
SIV UW706 TBN G/UG67 N/UN37 ODZOL		
CRM M/UM11 W/UW71 TBN G/UG67 N/UN37 ODZOL		
OLUPO L/UL851 TBN G/UG67 N/UN37 ODZOL		
KONUK W/UW88 T/UT166 TBN G/UG67 N/UN37 ZUBRE	ZUBRE	
SIV UW706 TBN G/UG67 N/UN37 ZUBRE		
CRM M/UM11 W/UW71 TBN G/UG67 N/UN37 ZUBRE		
OLUPO L/UL851 TBN G/UG67 N/UN37 ZUBRE		
CRM M/UM11 W/UW71 EMLAD	EMLAD	LTCB

**MIDDLE EAST
FREE ROUTE AIRSPACE (FRA)**

Mandatory FRA ARR Connecting Route	STAR First Point	Airport
TBN M/UM11 W/UW71 IPSAT	IPSAT	
CRM M/UM11 W/UW71 ERKOS	ERKOS	
CRM M/UM11 W/UW71 TERME	TERME	
EZS G/UG81 T/UT368 BAYIR	BAYIR	LTCK
DYB T/UT32 W/UW73 BAYIR		
EZS W/UW701 GELSU L/UL333 LATSU W/UW71 VARTO	VARTO	LTAT
DYB T/UT32 W/UW73 DIGIL	DIGIL	
EZS W/UW701 OKUDU	OKUDU	
GAZ W/UW701 RASVA	RASVA	
GAZ W/UW701 SONSU	SONSU	
GEM T/UT32 W/UW73 UREBO	UREBO	
TBN T/UT165 LUMEX	LUMEX	LTCF
ERZ T/UT309 RAHMA	RAHMA	
ERZ B/UB374 N/UN161 YAVUZ T/UT331 ASKAZ	ASKAZ	LTCT
ERZ B/UB374 N/UN161 YAVUZ B/UB374 N/UN161 BIRZU	BIRZU	
ERZ B/UB374 N/UN161 YAVUZ	YAVUZ	
TBN P/UP146 YAVUZ		
VAN A/UA4 L/UL615 SUSUZ	SUSUZ	LTCE
SIV A/UA4 L/UL615 DAMAT	DAMAT	
SIV L/UL333 GELSU W/UW701 GELIN	GELIN	
TBN L/UL851 W/UW71 HOCAM	HOCAM	
MUS W/UW71 TURNA	TURNA	
SIV A/UA4 L/UL615 EZN	EZN	LTCD
EZS W/UW88 KONUK	KONUK	
SIV A/UA4 L/UL615 ORHAN	ORHAN	
TBN UW88 PIXAP T/UT166 UW88 ORHAN		
SIV P/UP975 W/UW710 ARPOT	ARPOT	LTCA
GEM G/UG8 L/UL614 BULUT	BULUT	
GEM G/UG8 L/UL614 EZS	EZS	

**MIDDLE EAST
FREE ROUTE AIRSPACE (FRA)**

Mandatory FRA ARR Connecting Route	STAR First Point	Airport
ERZ T/UT309 W/UW311 ADNOS	ADNOS	LTCU
GEM G/UG8 L/UL614 EZS T/UT308 W/UW310 ROTKU	ROTKU	
GAZ T/UT470 W/UW74 OZBEY W/UW74 ATLOM	ATLOM	LTCC
GAZ W/UW716 DEMEB	DEMEB	
GEM T/UT32 W/UW73 MOVUL	MOVUL	
BAYIR T/UT32 W/UW73 SUMAP	SUMAP	
EZS W/UW104 ZUITA	ZUITA	
GEM T/UT32 W/UW73 DYB	DYB	LTCR
EZS W/UW104 DYB		
GAZ T/UT470 W/UW74 ARTAR	ARTAR	
GAZ T/UT470 W/UW74 OZBEY W/UW74 ATLOM	ATLOM	LTCJ
GAZ W/UW716 DEMEB	DEMEB	
GEM T/UT32 W/UW73 MOVUL	MOVUL	
BAYIR T/UT32 W/UW73 SUMAP	SUMAP	
EZS W/UW104 ZUITA	ZUITA	
TIMOP A/UA4 L/UL615 GURBU	GURBU	LTAD
JUPNE L/UL614 GOBIT	GOBIT	
BELSU L/UL605 A/UA17 ELQUL	ELQUL	
SELVI W/UW75 AZBUL	AZBUL	
OBRUK A/UA28 TELVO	TELVO	
RUKAP T/UT62 TELVO		
HISAR W/UW77 HALIL	HALIL	
ROLVI R/UR32 T/UT54 HALIL		
TOKER G/UG8 L/UL614 UMRUN	UMRUN	
ASMAP L/UL333 LATGA	LATGA	
YAVRU A17/UA17 L/UL605 KIZIK	KIZIK	
INB A/UA28 ASTAL	ASTAL	
ERGUN W/UW71 ILHAN	ILHAN	
TIMOP T/UT97 ILHAN		

**MIDDLE EAST
FREE ROUTE AIRSPACE (FRA)**

Airport	SID Last Point	Mandatory FRA DEP Connecting Route
LTFM	VICEN	VICEN T/UT380 ASMAP L/UL333 LATGA T/UT363 ESB
		VICEN T/UT57 VEVUD T/UT341 BAG
	EKAWE	EKAWE T/UT641 ABSAX
		EKAWE T/UT641 ERMUP P/UP975 NAPIP
		EKAWE T/UT643 LEGMU T/UT422 NAPIP
		EKAWE T/UT643 OLDUD
	RATVU	RATVU T/UT35 TEKDO
		RATVU T/UT35 DOKUB T/UT76 KFK L/UL620 B/UB545 OSVEL
		RATVU T/UT35 NUMTI T/UT241 DEN
	BARPE	BARPE M/UM603 G/UG12 GOLDO
	IVGUS	IVGUS M/UM19 UNSAL
		IVGUS Y/UY226 BIG N/UN604 G/UG8 AMANI
		IVGUS Y/UY226 BIG N/UN618 G/UG80 BERGO
		IVGUS DCT RAUMA N/UN618 G/UG80 BERGO
LTBA	EKAWE	EKAWE T/UT641 ABSAX
		EKAWE T/UT641 ERMUP P/UP975 NAPIP
		EKAWE T/UT643 LEGMU T/UT422 NAPIP
		EKAWE T/UT643 OLDUD
	ROXUK	ROXUK T/UT409 NUMTI T/UT241 DEN
		ROXUK N/UN617 RORMU T/UT338 EDASA UT244 OKMOT
		ROXUK N/UN617 ERVAG T/UT179 KFK
		ROXUK N/UN617 ERVAG T/UT305 TEKDO
		ROXUK N/UN617 IRGAK
	VICEN	VICEN T/UT380 ASMAP L/UL333 LATGA T/UT363 ESB
		VICEN T/UT57 VEVUD T/UT341 BAG
	BARPE	BARPE M/UM603 G/UG12 GOLDO
	IVGUS	IVGUS M/UM19 UNSAL
		IVGUS Y/UY226 BIG N/UN604 G/UG8 AMANI
		IVGUS Y/UY226 BIG N/UN618 G/UG80 BERGO

**MIDDLE EAST
FREE ROUTE AIRSPACE (FRA)**

Airport	SID Last Point	Mandatory FRA DEP Connecting Route
		IVGUS DCT RAUMA N/UN618 G/UG80 BERGO
LTFJ	VICEN	VICEN T/UT380 ASMAP L/UL333 LATGA T/UT363 ESB
		VICEN T/UT57 VEVUD T/UT341 BAG
	EKAWE	EKAWE T/UT641 ABSAX
		EKAWE T/UT641 ERMUP P/UP975 NAPIP
		EKAWE T/UT643 LEGMU T/UT422 NAPIP
		EKAWE T/UT643 OLDUD
	BARPE	BARPE M/UM603 G/UG12 GOLDO
	IVGUS	IVGUS M/UM19 UNSAL
		IVGUS Y/UY226 BIG N/UN604 G/UG8 AMANI
		IVGUS Y/UY226 BIG N/UN618 G/UG80 BERGO
		IVGUS DCT RAUMA N/UN618 G/UG80 BERGO
	ROXUK	ROXUK T/UT409 NUMTI T/UT241 DEN
		ROXUK N/UN617 RORMU T/UT338 EDASA UT244 OKMOT
		ROXUK N/UN617 ERVAG T/UT179 KFK
		ROXUK N/UN617 ERVAG T/UT305 TEKDO
		ROXUK N/UN617 IRGAK
LTAC	DEREL	DEREL L/UL602 AKCAK
		DEREL T/UT79 NAMAN
	YUCEL	YUCEL A/UA17 L/UL605 BELSU
	BALAX	BALAX A/UA17 L/UL605 BELSU
	ILHAN	ILHAN W/UW71 ERGUN
	EKMEK	EKMEK W/UW71 ERGUN
	YAVRU	YAVRU L/UL615 ERSEN
	ASTAL	ASTAL T/UT97 LETBU
		ASTAL A/UA28 INB
	TELVO	TELVO A/UA28 M/UM856 OKELI
	HALIL	HALIL P/UP29 W/UW77 HISAR
		HALIL T/UT54 ROLVI

**MIDDLE EAST
FREE ROUTE AIRSPACE (FRA)**

Airport	SID Last Point	Mandatory FRA DEP Connecting Route
	TELVO	TELVO T/UT62 RUKAP
	GURBU	GURBU A/UA4 L/UL615 TIMOP
	GOBIT	GOBIT L/UL614 JUPNE
	UMRUN	UMRUN G/UG8 L/UL614 TOKER
	BAKIR	BAKIR W/UW75 URGUP
LTAI	HISAR	HISAR W/UW77 HALIL
	VAPEK	VAPEK T/UT62 TELVO
		VAPEK UT38 VESAR
	TEWHE	TEWHE R/UR55 MUT
		TEWHE R/UR55 KETEK UT38 VESAR
	ALNYA	ALNYA N/UN135 VESAR
	VEMEK	VEMEK W/UW83 DOREN
	LORKO	LORKO W/UW79 DAL
	EVBOL	EVBOL T/UT489 W/UW89 KAVAK
	EKSEN	EKSEN M/UM855 KFK
		EKSEN L/UL610 ETAMP
	EKNUD	EKNUD Q/UQ26 INSEG
		EKNUD T/UT337 OSVEL L/UL619 YASEN
	OSVEL	OSVEL L/UL619 YASEN
LTBJ	BAPSI	BAPSI N/UN135 LAVTA
	SISVO	SISVO T/UT489 W/UW89 KAVAK
	BERGO	BERGO N/UN618 G/UG80 DUGLA Z/UZ713 INBET
		BERGO N/UN618 G/UG80 BIG
		BERGO N/UN618 G/UG80 DUGLA Y/UY371 VUTZO
	DEN	DEN T/UT54 TUMER
LTFE	ERFES	ERFES N/UN618 W/UW79 DAL
	KAVAK	KAVAK T/UT489 W/UW89 AYT
		KAVAK W/UW95 KUXIL T/UT58 KFK
		KAVAK W/UW95 KUXIL DCT BAGLU DCT ATGIT T/UT58 KFK

**MIDDLE EAST
FREE ROUTE AIRSPACE (FRA)**

Airport	SID Last Point	Mandatory FRA DEP Connecting Route
	AKBUK	AKBUK G/UG80 N/UN618 DUGLA
LTBS	ALTIN	ALTIN W/UW79 AYT
	ERFES	ERFES N/UN618 W/UW79 YOYYO G/UG80 N/UN128 N/UN618 IMR
	KEKIK	KEKIK T/UT476 YOYYO G/UG80 N/UN128 N/UN618 IMR
	RIVBU	RIVBU T/UT268 IPGIG T/UT58 ATGIT T/UT30 SIVKU L/UL610 ETAMP
		RIVBU DCT BAGLU DCT ATGIT T/UT30 SIVKU L/UL610 L/UL620 ETAMP
LTCG	MILQO	MILQO P/UP146 YAVUZ
	NETPU	NETPU T/UT167 DELEL
	BAVTI	BAVTI L/UL851 W/UW71 ERZ
	PIXAP	PIXAP T/UT166 UW88 SONAD DCT RENGI
		PIXAP T/UT166 UW88 ERN UM688 EVSAS
		PIXAP UW88 KONUK
	ERIDU	ERIDU L/UL851 OLUPO
	TEMEL	TEMEL M/UM11 W/UW71 CRM
		TEMEL M/UM11 W/UW71 ARSUG UT284 SIV
	ARLAT	ARLAT M/UM11 W/UW71 CRM
		ARLAT M/UM11 W/UW71 ARSUG UT284 SIV
	TOLUN	TOLUN L/UL851 OLUPO
LTDB	KEMER	KEMER W/UW75 SELVI A/UA285 T/UT339 ERHAN
		KEMER W/UW75 URGUP
	MANAZ	MANAZ T/UT244 REBTA
		MANAZ W/UW74 MUT
	YAPZU	YAPZU DCT EVKIT
	MILBA	MILBA UT470 W/UW74 GAZ
LTAJ	ARTAR	ARTAR W/UW74 T/UT470 DYB
	BUPUN	BUPUN T/UT142 ASKER
	ELGEX	ELGEX W/UW716 DYB

**MIDDLE EAST
FREE ROUTE AIRSPACE (FRA)**

Airport	SID Last Point	Mandatory FRA DEP Connecting Route
	ARPAG	ARPAG B/UB36, M/UM854 KEPES
	ASBOM	ASBOM A/UA17 L/UL605 ERHAN
	MILBA	MILBA UT470 ADKAR DCT MANAZ
	POGEN	POGEN A/UA17 L/UL605 ERHAN
	SURUC	SURUC W/UW74 T/UT470 DYB
LTCN	REMPO	REMPO A/UA17 L/UL605 ERHAN
	REMPO	REMPO A/UA17 L/UL605 POGEN DCT KOZAN UT470 W/UW74 MILBA UT470 ADKAR DCT MANAZ
LTAS	EVLAP	EVLAP W/UW107 GUMRU N/UN644 AKCAK
LTCM	GERZE	GERZE W/UW86 CRM
	SUNUM	SUNUM W/UW90 INB
LTFH	ALMUS	ALMUS T/UT888 W/UW72 SIV
	GERZE	GERZE W/UW86 SIN
	ORVOR	ORVOR W/UW71 ERGUN
	TERME	TERME M/UM11 W/UW71 TBN
LTAU	ERCIS	ERCIS A/UA285, T/UT339 SELVI
	KISLA	KISLA L/UL605 BADOX
	SOLSA	SOLSA A/UA17 L/UL605 POGEN
	TIRMA	TIRMA A/UA285, T/UT339 SIV
LTAZ	AZBUL	AZBUL T/UT243 W/UW705 HAY
		AZBUL W/UW75 BAG
		AZBUL T/UT329 NEGBU
	URGUP	URGUP L/UL601 W/UW75 SELVI A/UA285 T/UT339 MUT
LTCP	ASKER	ASKER T/UT32 W/UW73 DYB
	ERH	ERH T/UT32 W/UW73 GEM
	RASVA	RASVA W/UW701 GAZ
	SONSU	SONSU W/UW103 ERH T/UT32 W/UW73 GEM
LTCS	BADEM	BADEM W/UW103 ERH T/UT32 W/UW73 GEM
	LUTAM	LUTAM W/UW716 GAZ
LTCO	INBAT	INBAT L/UL851 W/UW94 ERZ

**MIDDLE EAST
FREE ROUTE AIRSPACE (FRA)**

Airport	SID Last Point	Mandatory FRA DEP Connecting Route
LTAR	NUNTU	NUNTU P/UP975 W/UW710 EZS
	OTSOV	OTSOV A/UA4, L/UL615 ORHAN
	OLPOT	OLPOT A/UA4 L/UL615 TIMOP
		OLPOT A/UA4 L/UL615 ENFOR UT243 ZACUF T/UT54 JUPNE
	SOPOV	SOPOV T/UT888 W/UW72 CRM
	ADVOK	ADVOK A/UA285 T/UT339 GEM
LTAW	HAKCE	HAKCE A/UA4 L/UL615 TIMOP T/UT97 ILHAN
		HAKCE A/UA4 L/UL615 GURBU
	ENFOR	ENFOR UT243 ZACUF T/UT54 JUPNE
LTCI	BAYIR	BAYIR G/UG81 T/UT368 EZS
		BAYIR T/UT32 W/UW73 DYB
	DORUK	DORUK A/UA4 L/UL615 ERZ
	BEYAZ	BEYAZ G/UG81 T/UT368 EZS
		BEYAZ G/UG81 T/UT368 BAYIR T/UT32 W/UW73 DYB
	ESENK	ESENK A/UA4 L/UL615 ERZ
	BOZLO	BOZLO T/UT367 ULREP
LTCW	DERIL	DERIL T/UT36 ULKEM UT888 ETESU
	INLAP	INLAP T/UT301 NARLI G/UG8 L/UL614 EZS
LTCV	ULSAB	ULSAB G/UG8 L/UL614 EZS
	ABDIK	ABDIK T/UT306 W/UW197 SRT UM860 NAREN G/UG81 T/UT368 EZS
		ABDIK T/UT306 W/UW197 SRT G/UG8 L/UL614 EZS
LTCL	ABKAL	ABKAL G/UG8 L/UL614 EZS
LTFO	ALNOZ	ALNOZ T/UT168 ERZ
	ATCEF	ATCEF L/UL21 TBN L/UL851 OLUPU
		ATCEF L/UL21 TBN M/UM11 W/UW71 CRM
		ATCEF L/UL21 TBN UW706 SIV
		ATCEF L/UL21 TBN T/UT166 / UW88 KONUK
	ZUBRE	ZUBRE G/UG67 N/UN37 TBN L/UL851 OLUPU
		ZUBRE G/UG67 N/UN37 TBN M/UM11 W/UW71 CRM

**MIDDLE EAST
FREE ROUTE AIRSPACE (FRA)**

Airport	SID Last Point	Mandatory FRA DEP Connecting Route
		ZUBRE G/UG67 N/UN37 TBN UW706 SIV
		ZUBRE G/UG67 N/UN37 TBN T/UT166 UW88 KONUK
LTCB	ARSUG	ARSUG M/UM11 W/UW71 CRM
	IPSAT	IPSAT M/UM11 W/UW71 TBN
	EMLAD	EMLAD M/UM11 W/UW71 CRM
LTCK	BAYIR	BAYIR G/UG81 T/UT368 EZS
		BAYIR T/UT32 W/UW73 DYB
	VARTO	VARTO W/UW71 LATSU L/UL333 GELSU W/UW701 EZS
LTAT	DIGIL	DIGIL T/UT32 W/UW73 DYB
	OKUDU	OKUDU W/UW701 EZS
	RASVA	RASVA W/UW701 GAZ
	UREBO	UREBO T/UT32 W/UW73 GEM
LTCF	LUMEX	LUMEX T/UT165 TBN
	RAHMA	RAHMA T/UT309 ERZ
LTCT	ETISI	ETISI T/UT331 YAVUZ B/UB374 N/UN161 ERZ
	YAVUZ	YAVUZ B/UB374 N/UN161 ERZ
LTCE	SUSUZ	SUSUZ A/UA4 L/UL615 VAN
	DAMAT	DAMAT A/UA4 L/UL615 SIV
	GELIN	GELIN W/UW701 GELSU L/UL333 SIV
	HOCAM	HOCAM L/UL851 W/UW71 TBN
	TURNA	TURNA W/UW71 MUS
LTCD	EZN	EZN A/UA4 L/UL615 SIV
	KONUK	KONUK W/UW88 EZS
	ORHAN	ORHAN A/UA4 L/UL615 SIV
		ORHAN UW88 TBN
LTCA	ARPUT	ARPUT W/UW710 SIV
	BULUT	BULUT G/UG8 L/UL614 GEM
LTCU	ADNOS	ADNOS T/UT309 W/UW311 ERZ
	ROTKU	ROTKU T/UT308 W/UW310 EZS G/UG8 L/UL614 GEM

**MIDDLE EAST
FREE ROUTE AIRSPACE (FRA)**

Airport	SID Last Point	Mandatory FRA DEP Connecting Route
LTCC	ATLOM	ATLOM W/UW74 GAZ
	DEMEB	DEMEB W/UW716 GAZ
	MOVUL	MOVUL T/UT32 W/UW73 GEM
	SUMAP	SUMAP T/UT32 W/UW73 BAYIR
	ZUITA	ZUITA W/UW104 EZS
LTCR	DYB	DYB T/UT32 W/UW73 GEM
		DYB W/UW104 EZS
	ARTAR	ARTAR T/UT470 W/UW74 GAZ
LTCJ	SUMAP	SUMAP T/UT32 W/UW73 BAYIR
	DYB	DYB T/UT32 W/UW73 GEM
LTAD	EKMEK	EKMEK W/UW71 ERGUN
	BENTA	BENTA A/UA4 L/UL615 TIMOP
	GOBIT	GOBIT L/UL614 JUPNE
	ELQUL	ELQUL A/UA617 L/UL605 BELSU
	AZBUL	AZBUL W/UW75 SELVI
	TELVO	TELVO A/UA28 M/UM856 OBRUK
		TELVO T/UT62 RUKAP
	HALIL	HALIL P/UP29 W/UW77 HISAR
		HALIL R/UR32 T/UT54 ROLVI
	UMRUN	UMRUN G/UG8 L/UL614 TOKER
	YAVRU	YAVRU A/UA4 L/UL615 ERSEN
	DEREL	DEREL L/UL602 AKCAK
		DEREL T/UT79 NAMAN
	ASTAL	ASTAL T/UT97 LETBU
		ASTAL A/UA28 INB

FREE ROUTE AIRSPACE NICOSIA (NICFRA)

Area of Application

NICFRA procedures are available H24 from FL205 to FL660 within Nicosia CTA.

**MIDDLE EAST
FREE ROUTE AIRSPACE (FRA)****Overflying Traffic**

Within NICFRA, traffic overflying Nicosia FIR may be planned DCT between FRA entry, FRA exit and FRA intermediate points.

Horizontal entry and exit to and from the NICFRA area shall be performed only via the points defined as FRA entry, FRA exit or FRA entry/exit points.

Eligible Flights

All overflying, arriving, departing aircraft that plan at least a portion of their route within the limits of NICFRA (lateral and vertical) will be eligible for NICFRA operation.

Flight Planning

Within NICFRA, there is no restriction on the maximum DCT distance.

The use of unpublished points, defined by geographical coordinates or by bearing and distance is not allowed.

Segments between NICFRA Horizontal Entry, NICFRA Intermediate and NICFRA Horizontal Exit points shall be indicated by DCT in Item 15 of FPL.

Insertion in Item 15 of FPL of DCT across Nicosia FIR borders (cross-border DCT) is not allowed.

Cross-Border Applications

Segments between FRA significant points located inside or on the boundary of NICFRA shall remain fully contained within NICFRA. Flight plans with segments that partially cross the lateral limits of the NICFRA area will not be accepted. The planning of DCT segments across the NICFRA border (cross-border DCT) is not permitted, except between NICFRA FRA area and HELLAS FRA area.

ATS Route Network

The existing ATS Route Network within Nicosia FIR remains fully available H24.

Airspace Reservation

Flight planning is not permitted through active reserved airspace unless otherwise stated in the European Airspace Use Plan/Updated Use Plan (EAUP/EUUP) through the application of restrictions.

EAUP/EUUP information in the NOP Portal shall be considered for flight planning.

Flights must be planned around active special areas using valid FRA Intermediate points. When re-routing procedures around active special areas cannot be applied, radar vectors will be provided by ATCOs tactically.

**MIDDLE EAST
FREE ROUTE AIRSPACE (FRA)**

Name-code Designator for FRA Significant Points for Nicosia FIR

Waypoint Designator	FRA Relevance	FRA Usage
ALKIS	Entry/Exit Point	FL205 - FL305
ANIDE	Exit Point	FL205 - FL305
BALMA	Entry/Exit Point	
DAFNA	Entry Point	
ELIKA	Entry Point	
EVENO	Entry/Exit Point	
KAVOS	Entry/Exit Point	FL205 - FL305
KEREN	Exit Point	
KONFO	Exit Point	
KUKLA	Entry/Exit Point	
LAKTO	Entry/Exit Point	
MERVA	Entry/Exit Point	
NIKAS	Entry/Exit Point	
OTHON	Exit Point	FL205 - FL305
PASOS	Entry/Exit Point	
RASDA	Entry/Exit Point	
SUVAS	Entry Point	
TOMBI	Entry/Exit Point	
TOSKA	Entry/Exit Point	FL205 - FL305
VANZA	Entry Point	FL205 - FL305
VESAR	Entry/Exit Point	

FREE ROUTE AIRSPACE WITHIN DOHA FIR

Area of Application

Free Route Airspace Procedures are available within Doha FIR from FL275 and above.

Flight Planning

All flights intended to cross Doha FRA, shall include Doha FIR entry and exit points in their flight plans. For flights partially conducted within lateral and/or vertical limits of FRA, pilots shall include FRA Intermediate point in the flight plan.

**MIDDLE EAST
FREE ROUTE AIRSPACE (FRA)**

Standard Routing for Traffic using FRA within Doha FIR

This routing is only available for overflying traffic from SUN-THU 1900-0300 (next day) and H24 during FRI, SAT and HOL.

Standard Routing for Traffic using FRA within Doha FIR

Entry Point	Routing	Exit Point
DOH	DOH DCT ULIKA	ULIKA
GINTO	GINTO DCT ULIKA	ULIKA
KUPSA	KUPSA DCT ULIKA	ULIKA
LAGNO	LAGNO DCT ULIKA	ULIKA
ORLEK	ORLEK DCT KUPRO	KUPRO
ORLEK	ORLEK DCT BUNDU	BUNDU
TOSNA	TOSNA DCT ULIKA	ULIKA
TOVOX	TOVOX DCT ULIKA	ULIKA

FREE ROUTE AIRSPACE WITHIN EMIRATES FIR

Area of Application

Free Route Airspace Procedures will be available in parts of the Emirates FIR from FL355 up to FL660.

Flight Planning

ATS route in the flight plan shall be in accordance with the preferred Standard Routings shown in the table below.

Standard Routings for Traffic using FRA within Emirates FIR

Entry Point	Routing	Exit/ARR	Remarks
BUNDU	DTC	LABRI	Note 8
	B415-UKILI-DCT	LABRI	Enter FRA at UKILI Note 2 and 8
	DCT-GIDOB-DCT	TONVO	
	B415-UKILI-DCT	TONVO	Enter FRA at UKILI Note 2
	DCT-NAPMA-N685	RETAS	Enter FRA at NAPMA Note 9

**MIDDLE EAST
FREE ROUTE AIRSPACE (FRA)**

Standard Routings for Traffic using FRA within Emirates FIR (continued)

Entry Point	Routing	Exit/ARR	Remarks
	DCT-EGPOG-Q666-GIDOB-DCT-ADV-DCT-KANIP	OMAL	Exit FRA at EGPOG
	DCT-EGPOG-Q666-GIDOB	OMAD	
	DCT-EGPOG-B415-UKILI	OMAA	
PATAT	DCT	TARDI	
	DCT-ANVIX-L223	TARDI	Exit FRA at ANVIX Note 3
	DCT-MITIX-M557	TUMAK	Exit FRA at MITIX Note 4
	DCT-TUDIS-N571	ALPOB	Exit FRA at TUDIS Note 5
	DCT-EGTAG-P699	ORMID	Exit FRA at EGTAG Note 6
	DCT-EGTAG-Q576-ROR-ON-M430	TOSNA	Exit FRA at EGTAG
	DCT-ITLAP-L519-IVOXI-Q311-TONKI-DCT-KANIP	OMAL	Exit FRA at ITLAP
	DCT-ITLAP-L519-IVOXI-Q311-EMERU	OMAA and OMAD	
ITRAX	DCT-ORBOL-G462	TUMAK	Exit FRA at ORBOL Note 4
	DCT-ORBOL-G462-UKUVO-Q563-IMGUX-N563	ALPOB	Exit FRA at ORBOL Note 5
	DCT-ORBOL-G462-UKUVO-Q563-IMGUX-P699	ORMID	Exit FRA at ORBOL Note 6
	DCT-UMIBU-P899	TOVOX	Exit FRA at UMIBU Note 1
	DCT	TOVOX	
KUPRO	DCT-GIDOB-DCT	TONVO	

**MIDDLE EAST
FREE ROUTE AIRSPACE (FRA)**

Standard Routings for Traffic using FRA within Emirates FIR (continued)

Entry Point	Routing	Exit/ARR	Remarks
	N300-GIDOB-DCT	TONVO	Enter FRA at GIDOB Note 2
	N300-GIDOB-DCT	LALDO	Enter FRA at GIDOB Notes 2, 7
	DCT-GIDOB-DCT	LALDO	Note 7
LALDO	DCT-MITIX-M557	TUMAK	Exit FRA at MITIX Note 4
	DCT-TUDIS-N571	ALPOB	Exit FRA at TUDIS Note 5
	DCT-EGTAG-P699	ORMID	Exit FRA at EGTAG Note 6
	DCT-EGTAG-Q576-ROR-ON-M430	TOSNA	Exit FRA at EGTAG
OVONA	DCT-KAPUM-DCT	LABRI	Note 8
	DCT-NAPMA-N685	RETAS	Exit FRA at NAPMA Note 9
TOSNA	DCT-NAPMA-N685	RETAS	
	DCT	LABRI	Note 8
MENSA	DCT-MITIX-M557	TUMAK	Exit FRA at MITIX Note 4
	DCT-TUDIS-N571	ALPOB	Exit FRA at TUDIS Note 5
	DCT-EGTAG-P699	ORMID	Exit FRA at EGTAG Note 6
	DCT-EGTAG-Q576-ROR-ON-M430	TOSNA	Exit FRA at EGTAG
ORSAR	DCT-GIBIB-DCT	TONVO	Note 8
	DCT-GIBIB-DCT-TOVIV-DCT	LALDO	Note 7

**MIDDLE EAST
FREE ROUTE AIRSPACE (FRA)**

Standard Routings for Traffic using FRA within Emirates FIR (continued)

Entry Point	Routing	Exit/ARR	Remarks
	DCT-LAGTA-DCT	TARDI	
	DCT-LAGTA-DCT-ANVIX-L223	TARDI	Exit FRA at ANVIX Note 3
SIR	DCT-TATLA-DCT	TONVO	
	DCT-TATLA-DCT-TOVIV-DCT	LALDO	Note 7
	DCT	TARDI	
	DCT-ANVIX-L223	TARDI	Exit FRA at ANVIX Note 3
SODEX	DCT-BOSEV-N563	ALPOB	Exit FRA at BOSEV Note 5
	DCT-BOSEV-Q565-UKUVO-G462	TUMAK	Exit FRA at BOSEV Note 4
	DCT-BOSEV-N563-IMGUX-P699	ORMID	Exit FRA at BOSEV Note 6
	DCT-UMIBU-DCT	TOVOX	
	DCT-UMIBU-P899	TOVOX	Exit FRA at UMIBU Note 1
GISMO	DCT-MITIX-M557	TUMAK	Exit FRA at MITIX Note 4
	DCT	KUMUN	
	DCT-TUDIS-N571	ALPOB	Exit FRA at TUDIS Note 5
	DCT	GABKO	
	DCT-EGTAG-P699	ORMID	Exit FRA at EGTAG Note 6
OBNET	DCT	TONVO	
	DCT-TOVIV-DCT	LALDO	Note 7
	DCT-IVOXI-DCT	TARDI	

**MIDDLE EAST
FREE ROUTE AIRSPACE (FRA)**

Standard Routings for Traffic using FRA within Emirates FIR (continued)

Entry Point	Routing	Exit/ARR	Remarks
	DCT-IVOXI-DCT-ANVIX-L223	TARDI	Exit FRA at ANVIX Note 3
NALPO	DCT	LALDO	Note 7
	DCT	TONVO	
	DCT-LOVEM-DCT	TARDI	
	DCT-LOVEM-DCT-ANVIX-L223	TARDI	Exit FRA at ANVIX Note 3

NOTE 1: Only available for traffic with destinations in OTDF.

NOTE 2: Only available for traffic departing from OTDF.

NOTE 3: For traffic with destinations OOMS/OOMN.

NOTE 4: For traffic to OBBB via RAGAS, KUMBO, DAVUS & ROTOX to OIIX, OKAC and ORBB.

NOTE 5: For traffic to OEJD via COPPI & BPN and destinations OERK & OEJN.

NOTE 6: For traffic with destinations OBBI, OBBS, OBKH, OEDF and OEDR.

NOTE 7: For traffic via IMLOT only FL 390 is available.

NOTE 8: For traffic overflying Muscat FIR or with destinations other than OOMS/OOMN/OOSH.

NOTE 9: Only available for traffic with destinations OOMS/OOMN/OOSH.

Name-code Designator for FRA Significant Points within Emirates FIR

Waypoint Designator	FRA Relevance
BOSEV	Exit Point
BUNDU	Entry Point
EGTAG	Exit Point
GABKO	Exit Point
GISMO	Entry Point
ITRAX	Entry Point
KUMUN	Exit Point
KUPRO	Entry Point
LABRI	Exit Point

**MIDDLE EAST
FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance
LALDO	Entry/Exit Point
MENSA	Entry Point
MITIX	Exit Point
NALPO	Entry Point
OBNET	Entry Point
ORBOL	Exit Point
ORSAR	Entry Point
OVONA	Entry Point
PATAT	Entry Point
SIR	Entry Point
SODEX	Entry Point
TARDI	Exit Point
TONVO	Exit Point
TOSNA	Entry Point
TOVOX	Exit Point
TUDIS	Exit Point

FREE ROUTE AIRSPACE WITHIN JEDDAH ACC

Area of Application

FRA procedures are applicable in the Jeddah ACC South-East Sector of Jeddah FIR East of 04700E and South of 2150N between FL300 and FL600. Please note that outside of the FRA, published ATS routes remain applicable.

General Requirements

RNAV5 is required.

Flight Planning

For standards routings for traffic inside FRA see table below.

Flight plan must include routes via adjoining ATS route before the Entry waypoint and after the Exit waypoint.

Segments between waypoints must be indicated by using “DCT” (direct) notation.

Waypoints along the enroute may be used to indicate speed and level changes.

MIDDLE EAST FREE ROUTE AIRSPACE (FRA)

Communication

To maintain continuous direct communication between the controller and pilot, the pilot must change frequencies along the route.

Descend in FRA

If an aircraft needs to descend below FL300 before reaching the exit waypoint, the pilot must obtain an alternative ATC clearance to exit the FRA and join a published ATS route.

Standard Routing for Traffic using FRA within Jeddah ACC

NOTE: The pilot must contact on the initial frequency, followed by the second and the third frequencies, as applicable.

Standard Routing for Traffic using FRA within Jeddah ACC

Entry Point	Routing	Exit Point	Control Frequencies	Remarks
PEKEM	DCT MEDPO DCT	SITUK	134.5MHz (initial)	At MEDPO change to 132.9MHz
		ITRUX	132.9MHz (second)	
TANSU	DCT	ULUXU	134.5MHz (initial) 132.5MHz (second)	175NM after TANSU, change to 132.5MHz
	DCT ASTIN DCT	NOMRU	133.35MHz (initial) 132.5MHz (second)	175NM after TANSU, change to 132.5MHz
TOKRA	DCT MEDPO DCT BO-SOB DCT	SITUK	134.5MHz (initial)	At MEDPO change to 132.9MHz
		ITRUX	132.9MHz (second)	
	DCT	DUDRI	134.5MHz (initial) 133.35MHz (second) 132.5MHz (third)	80NM after TOKRA, change to 133.35MHz 85NM before DUDRI, change to 132.5MHz
SITOL	DCT BOSOB DCT	SITUK	133.35MHz (initial)	200NM after SITOL, change to 132.9MHz
	DCT	PUSON	132.9MHz (second)	
	DCT	DATUV	133.35MHz (initial) 132.9MHz (second)	200NM after SITOL, change to 132.9MHz

**MIDDLE EAST
FREE ROUTE AIRSPACE (FRA)**

Standard Routing for Traffic using FRA within Jeddah ACC (continued)

Entry Point	Routing	Exit Point	Control Frequencies	Remarks
GOBRO	DCT METNO DCT OBSEP DCT ASPUS DCT	LADBO	133.35MHz (initial) 132.9MHz (second)	110NM after METNO, change to 132.9MHz Leave FRA at LADBO, then follow ATS route T142
	DCT PURDA DCT BO-SOB DCT	SITUK	133.35MHz (initial) 132.5MHz (second) 132.9MHz (third)	100NM after GOBRO, change to 132.5MHz 60NM after PURDA, change to 132.9MHz
	DCT PURDA DCT ALNUG DCT	PUSON	133.35MHz (initial) 132.5MHz (second) 132.9MHz (third)	100NM after GOBRO, change to 132.5MHz At ALNUG change to 132.9MHz
	DCT	AMBIT	133.35MHz (initial) 132.5MHz (second)	150NM after GOBRO, change to 132.5MHz
MUXIT	DCT MEDPO DC	ULUXU	132.9MHz (initial) 132.5MHz (second)	120NM after MEDPO, change to 132.5MHz
	DCT MEDPO DCT PURDA DCT ASTIN DCT	NOMRU	132.9MHz (initial) 132.5MHz (second)	70NM after MEDPO, change to 132.5MHz
RIBOT	DCT MIGMA DCT	SITUK	132.9MHz	
		ITRUX		
SITER	DCT	LADBO	132.9MHz	Routing from SITER not available when OE(R)-41 & OE(R)-42 are active
	DCT KUTNA DCT	RIBOT		
	DCT KUTNA DCT KATIT DCT	PEKEM	132.9MHz (initial)	At KATIT change to 134.5MHz Routing from SITER not available when OE(R)-41 & OE(R)-42 are active
		MIDGU	134.5MHz (second)	
RAPMA	DCT	LADBO	132.9MHz	Leave FRA at LADBO, then follow ATS route T142

**MIDDLE EAST
FREE ROUTE AIRSPACE (FRA)**

Standard Routing for Traffic using FRA within Jeddah ACC (continued)

Entry Point	Routing	Exit Point	Control Frequencies	Remarks
	DCT KUVSO DCT	RIBOT	132.9MHz	
	DCT KUVSO DCT KATIT DCT	PEKEM	132.9MHz (initial)	At KATIT change to 134.5MHz
		MIDGU	134.5MHz (second)	
	DCT DEGNO DCT	DAPOL	132.9MHz (initial) 134.5MHz (second)	170NM after DEGNO, change to 134.5MHz
	DCT DEGNO DCT ULONO DCT	IMDAM	132.9MHz (initial)	45NM after ULONO, change to 133.35MHz
		GOBRO	133.35MHz (second)	
BATHA	DCT KUTNA DCT MIGMA DCT	GOBRO	132.9MHz (initial) 133.35MHz (second)	Follow ATS route L564, then enter FRA at BATHA 40NM after MIGMA, change to 133.35MHz
	DCT KUTNA DCT MIGMA DCT ALNUG DCT	RIDIT	132.9MHz (initial) 132.5MHz (second)	At ALNUG change to 132.5MHz
ULUXU	DCT	MUXIT	132.5MHz (initial) 132.9MHz (second)	100NM after ULUXU, change to 132.9MHz
	DCT PURDA DCT	TANSU	132.5MHz (initial) 133.35MHz (second)	At PURDA change to 133.35MHz
AMBIT	DCT ASTIN DCT	GOBRO	132.5MHz (initial) 133.35MHz (second)	60NM after ASTIN, change to 133.35MHz
RIDIT	DCT ALNUG DCT OBSEP DCT ASPUS DCT	LADBO	132.5MHz (initial) 132.9MHz (second)	At ALNUG change to 132.9MHz
NOMRU	DCT ASTIN DCT PURDA DCT	MUXIT	132.5MHz (initial) 134.5MHz (second)	At PURDA change to 134.5MHz
	DCT ASTIN DCT	TANSU	132.5MHz (initial) 134.5MHz (second)	90NM after ASTIN, change to 134.5MHz

**MIDDLE EAST
FREE ROUTE AIRSPACE (FRA)**

Standard Routing for Traffic using FRA within Jeddah ACC (continued)

Entry Point	Routing	Exit Point	Control Frequencies	Remarks
SILPA	DCT MEDMO DCT METNO DCT	MIDGU	132.5MHz (initial) 133.35MHz (second) 134.5MHz (third)	At METNO change to 133.35MHz 100NM after METNO, change to 134.5MHz
	DCT ASTIN DCT BOSOB DCT	SITUK	132.5MHz (initial)	80NM after ASTIN, change to 132.9MHz
		ITRUX	132.9MHz (second)	
SITUK	DCT BOSOB DCT ASTIN DCT	SIPLA	132.9MHz (initial) 132.5MHz (second)	80NM before ASTIN, change to 132.5MHz
DUDRI	DCT MEDMO DCT METNO DCT	MIDGU	132.5MHz (initial) 133.35MHz (second) 134.5MHz (third)	At METNO change to 133.35MHz 100NM after METNO, change to 134.5MHz



Air Traffic Control

State Rules and Procedures -
Middle East

AFGHANISTAN RULES AND PROCEDURES

GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc., generally in excess of 2 nautical miles	Nautical Miles and Tenths
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters
Altitude, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

FLIGHT PROCEDURES

HOLDING

Enroute holding will be used in Kabul FIR if needed to manage the flow of traffic. If holding is issued, all aircraft shall fly 10NM legs and conduct right turns. An Expect Further Clearance Time (EFC) shall be issued by ATC at least 5 minutes prior to the aircraft's estimated time to the clearance limit. If no delay is expected at the clearance limit, ATC shall advise the pilot 'no delay expected'.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the United States Standards for Terminal Procedures (TERPS) and on the PANS-OPS, Document 8168.

**AFGHANISTAN
RULES AND PROCEDURES****AIRPORT OPERATING MINIMUMS**

Afghanistan publishes DA/MDA, ceiling and visibilities.

Jeppesen charted minimums are not below State minimums.

ATS AIRSPACE CLASSIFICATION

Afghanistan has adopted the ICAO ATS airspace classification as listed in Jeppesen ATC-Chapter "ICAO ATS Airspace Classifications - Annex 11".

Airspace classes "D" and "G" are used within Kabul FIR.

SPECIAL REQUIREMENTS AND REGULATIONS**COMMUNICATION**

125.2MHz is the TIBA frequency for uncontrolled airports in Afghanistan. At controlled airports, contact the airfield tower, if available, at least 10 minutes before departure. Flights must squawk Mode 3/A assigned code before departue.

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.

ALTIMETRY

The transition altitude for Kabul FIR is 14000ft AMSL.

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 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.

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).

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.

All civil and military aircraft arriving and departing or alternate aerodrome as Kabul (Intl) is mandatory to submit ICAO flight plan (except QRF, SAR, and MEDEVAC).

Flight Plan Message Addressing***General***

Flights intending to land or overfly Kabul FIR filing ICAO standard flight plan in advance is mandatory.

Kabul FIR Flight Permissions Requirements

All civil and military operator expects the Afghan Air Force who intends to operate a flight from, into or through Kabul FIR must obtain flight permission from the:

Ministry of Transport and Aviation (MOTA)

Mobile: +93 (0) 701696259

E-Mail: flightpermissions.atm@mota.gov.af

flightpermissions.acaa@gmail.com

AFTN: OAKBZPZX (not available)

ACAA flight permission form is available on the alternate ACAA webpage:

<https://www.afgais.com/>

Kabul (Intl) Requirements

All civil and military aircraft arriving and departing or alternate aerodrome as Kabul (Intl) is mandatory to submit ICAO flight plan via AFTN for Kabul ATC tower.

Kabul Tower: OAKBZQZX, OAKBZTZX (not available)

AIS Office and PIB: OAKBYWYX (not available)

Kabul Area Control Center (KACC) Requirements

It is mandatory for Kabul FIR for all civil/commercial and private operators to file a flight plan, Overflight, Arrival, Departure, Delay, Change and Cancel messages in advance to Kabul area control center via AFTN.

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 E06128.0	G206	FL160 - FL290
			A453	FL160 - FL290
	SERKA	N2951.0 E06615.0	V390	FL190 - FL290
			UL333	FL320 - FL510
	ASLUM	N3101.2 E06637.2	P628	FL320 - FL510
	RIMPA	N3126.0 E06736.0	G202	FL160 - FL290
	BIROS	N3140.0 E06900.0	L750	FL320 - FL510
	DOBAT	N3252.0 E06926.0	N644	FL320 - FL510
	LAJAK	N3356.0 E07030.0	M696	FL180 - FL290
			L509	FL300 - FL510
	MOTMO	N3628.0 E07138.0	P500	FL300 - FL510
Tajikistan	PINAX	N3715.0 E06906.0	V848	FL230 - FL290
	FIRUZ	N3640.2 E07137.8	P500	FL300 - FL510
Uzbekistan	AMDAR	N3712.5 E06720.6	A454	FL190 - FL290
			M875	FL300 - FL510
Turkmenistan	DAVET	N3657.7 E06447.3	P173	CLOSED

**AFGHANISTAN
RULES AND PROCEDURES**

Country (To/ From)	Reporting Point	Lat/Long	Airway	Level
	LEMOD	N3610.0 E6417.5	M696	FL220 - FL290
			N644	FL320 - FL510
	RANAH	N3535.00 E06312.00	L750	FL320 - FL510
Iran	PAMTU	N3510.1 E06108.1	V390	FL160 - FL290
			N636	CLOSED
	SOKAM	N3313.3 E06037.9	UL333	FL320 - FL510
	RANRU	N3001.3 E06100.8	Z627	FL260 - FL290

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.

LONGITUDINAL SEPARATION

15 minutes longitudinal separation will be applied on ATS routes L509, L750, M875, N644, P500, P728, 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.

**AFGHANISTAN
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 ACAS/TCAS II version 7.1.

SECONDARY SURVEILLANCE RADAR (SSR)

All aircraft operating in the Kabul FIR shall be equipped with serviceable pressure altitude reporting transponders. Operators shall ensure Mode 3/A and Mode C is turned on at all times and advise air traffic control of any malfunctions.

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

Military operations areas have been established as a type of restricted area and subject to specific conditions.

4.2 Except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern:

- a. When the ceiling is less than 1500ft; or
- b. when the ground visibility is less than 5km; or
- c. at night, if a civil aircraft.

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

ALTIMETRY

The Transition Altitude is fixed at 13000ft AMSL and the Transition Level is fixed at FL150 for the entire Bahrain FIR.

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
	122.3	FL250 up to FL295
	124.3	FL300-FL345
	127.525	above FL345
Kuver	127.575	above FL345
	126.7	at and below FL345
MIDSI	132.85	FL250-FL345
	132.125	above FL345

FLIGHT PLANNING

All flight plans and associated messages for the flights to, from, within and overflying Bahrain FIR will be handled by Bahrain IFPS.

**BAHRAIN
RULES AND PROCEDURES****Time of Submission**

Message originators must wait until they receive an acknowledge or reject message from the Bahrain IFPS at OBBZEZ for the first message before submitting the second associated message.

In case reply messages are not received within 30 minutes, originators must contact flight plan operations to check the status of the flight plan or associated messages at:

Tel: +973 17 321181/+973 17 321182

Content of Flight Plan

All flight plans within Bahrain FIR shall include:

- Entry and exit point for overflying flights;
- Entry point for landing Bahrain aerodromes;
- Exit point for departing from Bahrain aerodromes.

Flight Plan Message Addressing

IFR, VFR or both: All flight plans and departures messages for flights operating through or within OBBB must include OBBBQZX.

All aircraft operators intending to use Bahrain Intl as departure aerodrome must include OBBIZPX in their flight plan.

Bahrain (Sakhir AB) AFTN addresses necessary for flight planning purposes and other relevant issues as follows:

- OBKHZTX for Control Tower;
- OBKHZPX for AIS;
- OBKHYFYX for COMMS.

In absence of AFS, a flight plan shall be submitted by email or fax at:

E-Mail: bahfpl@mtt.gov.bh

Fax: +973 17 323876

An acknowledge of receipt must be obtained via telephone:

Tel: +973 17 321181/+973 17 321182

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.

**BAHRAIN
RULES AND PROCEDURES****REQUIRED NAVIGATION PERFORMANCE**

All ATS routes are designated RNAV1.

ATS routes, particularly in the area north east and north west of Bahrain provide minimum separation between adjacent routes. It is therefore imperative that aircraft flying on these ATS routes maintain the centerline of the route unless otherwise cleared by ATC. Unless landing or departing from an airport located under the lateral limits of the Bahrain CTA, aircraft shall expect to maintain level flight within the Bahrain CTA.

Exemptions from RNAV1

Although ATS routes within the Bahrain FIR which are classified RNAV1 operators meeting RNAV5 certification requirements will be accepted.

For Non-RNAV1 operations specific exemption from Bahrain Civil Aviation Affairs will be required.

ACAS/TCAS II REQUIREMENTS

All fixed-wing turbine-engined aircraft having maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19, are required to be equipped with ACAS/TCAS II, version 7.1.

Aircraft that failed to install ACAS/TCAS II are not permitted to operate within Bahrain FIR.

SECONDARY SURVEILLANCE RADAR (SSR)

Pilots of aircraft equipped with Mode S having an aircraft identification feature shall set the aircraft identification in the transponder while operating within the Bahrain FIR. ATC equipment requires strict compliance with Mode S settings to ensure proper radar tracking. Inability to comply with these requirements may result in aircraft being denied entry into the Bahrain class "A" airspace.

Mode S and Selected Altitude Use within Bahrain FIR

The provision of the selected altitude set by the crew to the controller, gives them the ability to intervene, where the selected altitude does not match the clearance. This greatly reduces the chance of a level bust.

Pilots of Mode S equipped aircraft, operating within the Bahrain FIR shall ensure that their current cleared level is set as the selected altitude in the aircraft mode control panel, unless established on final approach for Bahrain (Intl).

Any failure to comply with the above, pilots shall immediately inform ATC.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES**ICAO REFERENCE****Annex 2****4.4 IFR compulsory when operating:**

- more than 100NM seaward from the shoreline within controlled airspace;
- at or above FL150.

**BAHRAIN
RULES AND PROCEDURES**

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 CLASSIFICATION

Bangladesh has adopted the ICAO ATS airspace classification as listed in Jeppesen ATC-Chapter "ICAO ATS Airspace Classifications - Annex 11".

Airspace classes "B", "C", "D", "F" and "G" are used within Bangladesh airspace.

SPECIAL REQUIREMENTS AND REGULATIONS**COMMUNICATION**

Aircraft shall establish radio contact with Dhaka ACC 10 minutes before entering Dhaka FIR on 125.7MHz, except those flights departing from Indian aerodromes located close to the boundary shall contact Dhaka ACC as early as possible but not later than crossing the FIR boundary.

All aircraft on VFR flights, and aircraft on IFR flights outside controlled airspace, shall maintain a listening watch on the frequency of a radio station providing flight information service and provide position information to that station, unless otherwise authorized by the appropriate ATS unit.

ALTIMETRY

Transition altitude and transition level in Bangladesh are 6000ft and FL80 respectively. No transition altitude is less than 3000ft above an aerodrome.

A QFE altimeter setting shall be available on request.

FLIGHT PLANNING**Flight Plan Message Addressing**

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

Route	Message Address
Transit Dhaka FIR	VGFRZQZX
Inbound Dhaka (Hazrat Shahjalal Intl)	VGFRZQZX, VGHSZTZX
Outbound Dhaka (Hazrat Shahjalal Intl)	VGFRZQZX
Inbound Chattogram (Shah Amanat Intl)	VGFRZQZX, VGEGZTZX
Outbound Chattogram (Shah Amanat Intl)	VGFRZQZX
Inbound Sylhet (Osmani Intl)	VGFRZQZX, VGSYZTZX
Outbound Sylhet (Osmani Intl)	VGFRZQZX

**BANGLADESH
RULES AND PROCEDURES****REQUIRED NAVIGATION PERFORMANCE**

Following route is designated RNP10:

- L507, AVPOP to ESDOT.

LONGITUDINAL SEPARATION

The longitudinal separation minima of 15 minutes is reduced to 10 minutes on ATS routes: A201, A462, A599, B465, B593, G463, L507, R344, R472, and R598 within the Dhaka FIR.

The application is to be exercised as follows:

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

FLIGHTS THROUGH AIRSPACE DELEGATED TO KOLKATA ACC

The portion of airspace on Route L507 within Dhaka FIR between AVPOP and ESDOT from FL280 to FL460 is delegated to Kolkata ACC/FIC for the provision of Air Traffic Services only. However control of aircraft at or above FL130 shall remain with Kolkata ATCC for provision of ATS.

- a. No aircraft shall operate through that part of Dhaka FIR which has been delegated to Kolkata ACC/FIC without prior approval from Chairman, Civil Aviation Authority Bangladesh.
- b. Flight plans, departure and delay messages pertaining to flights through this airspace shall be addressed to Dhaka ACC/FIC.
- c. Prior to entering the aforementioned airspace aircraft shall contact Dhaka Radio on 3491/6556/10066kHz (MWARA) and 2947kHz (RDARA) or Dhaka ACC on VHF 125.7MHz and pass the following information:
 1. aircraft call sign;
 2. place/time of departure;
 3. destination/ETA;
 4. estimated time over reporting points AVPOP and ESDOT.

Subsequent reports will only be necessary if the estimates differ by 5 minutes or more.

STRATEGIC LATERAL OFFSET PROCEDURES (SLOP)

Procedures applicable in the Dhaka FIR:

- a. Offsets are only applied in Oceanic (or remote continental) airspace in the Dhaka FIR.
- b. Offsets are applied only by aircraft with automatic offset tracking capability.
- c. The decision to apply a strategic lateral offset is the responsibility of the flight crew.
- d. The offset shall be established at a distance of 2NM to the right of the centerline relative to the direction of flight.

**BANGLADESH
RULES AND PROCEDURES**

- e. The Strategic Lateral Offset Procedure has been designed to include offsets to mitigate the effects of wake turbulence of preceding aircraft. If wake turbulence needs to be avoided one of the three available options (centerline, 1NM or 2NM right offset) shall be used.
- f. In airspace where the use of lateral offsets has been authorized, pilots are not required to inform ATC that an offset is being applied.
- g. Aircraft transiting areas of radar coverage in airspace where offset tracking is permitted may initiate or continue an offset.

ACAS/TCAS II REQUIREMENTS

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 are required to be equipped with ACAS/TCAS II version 7.1.

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

3.3.1.2 Flight plans are required for all flights. Local flights at uncontrolled aerodromes outside control zones may be undertaken without a flight plan provided they are operated during day in VMC below 1000ft.

4.4 Instrument flight rules must be applied above FL150.

BHUTAN
RULES AND PROCEDURES

GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc., generally in excess of 2 nautical miles	Kilometers or Nautical Miles
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters
Altitude, elevations and heights	Meters or 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 or lbs
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 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 CLASSIFICATION

Bhutan has adopted the ICAO ATS airspace classification as listed in Jeppesen ATC -Chapter "ICAO ATS Airspace Classifications - Annex 11".

Airspace classes "D" and "G" are used within Bhutan airspace.

SPECIAL REQUIREMENTS AND REGULATIONS**ALTIMETRY**

The transition altitude within Bhutan is 18000ft.

QFE altimeter setting is available on request.

REQUIRED NAVIGATION PERFORMANCE

All routes are designated RNAV5.

FLIGHT PLANNING

Except for repetitive flight plans, a flight plan shall be submitted at least 60 minutes prior to departure at the ARO at the departure aerodrome.

Repetitive Flight Plan System

RPL for flights landing or overflying the Bhutan airspace shall be submitted at least 2 weeks in advance, in duplicate, to the following address:

Director

Department of Air Transport

Ministry of Infrastructure and Transport

Address: Paro
 Bhutan

ATC Reporting Office (ARO)

Control Tower

Paro Intl Airport

Address: Paro
 Bhutan

Tel: +975 8 272306
 +975 8 272307

AFS: VQPRZPZX

BHUTAN RULES AND PROCEDURES

Flight Plan Message Addressing

Route (into or via FIR and/or TMA)	Message address
Paro	VQPRZTZX, VQPRZPZX

ACAS/TCAS II REQUIREMENTS

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 are required to be equipped with ACAS/TCAS II version 7.1.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

ICAO REFERENCE

Annex 2

Right hand traffic rule: An aircraft which is flying in sight of the ground and is following a line feature shall keep such line feature on its left.

3.2.3.1 By day or night an aircraft fitted with an anti-collision light shall display such light from immediately before engine start to immediately after engine shut down.

3.2.4 Within Bhutan an aircraft shall not carry out instrument approach practice when flying in Visual Meteorological Conditions (VMC) unless

- a. the appropriate Air Traffic Control Unit has previously been informed that the flight is to be made for the purpose of instrument approach practice, and
- b. if the flight is being carried out in simulated instrument conditions, a safety pilot and if required, a competent observer is carried.

4.3 VFR flights are not permitted between Sunset and Sunrise.

4.4 VFR flights shall not be operated above FL290.

CYPRUS
RULES AND PROCEDURES

GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are listed in the following table.

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.

Instrument approach procedures for Akrotiri are based on Military Instrument Procedures Standardization (MIPS).

CYPRUS RULES AND PROCEDURES

AIRPORT OPERATING MINIMUMS

The operating minima for departure at either international aerodrome shall be 800m RVR.

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

Cyprus does not publish State airport operating minimums.

ATS AIRSPACE CLASSIFICATION

Cyprus has adopted the ATS airspace classification as listed in Jeppesen ATC-Chapter "SERA (Standardized European Rules of the Air) - Differences to ICAO", Table "SERA ATS Airspace Classification - SERA.6001".

Airspace classes "B", "C" and "G" are used within Nicosia FIR.

In airspace class "G" training areas two-way radio communication is required.

SPECIAL REQUIREMENTS AND REGULATIONS

8.33kHz CHANNEL SPACING

All aircraft operating in Nicosia FIR shall be equipped with 8.33kHz channel spacing capable radio equipment.

State aircraft which are infrequent users of Cyprus airspace are exempted from the 8.33kHz channel spacing carriage requirement.

All aircraft must also retain the ability to tune to 25kHz channels when required.

ALTIMETRY

A common transition altitude of 9000ft and a fixed transition level of FL110 are established.

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) 10 minutes prior to entry on frequencies:
 - for TOMBI above FL345 on 125.5MHz;
 - for TOMBI below FL345 on 128.075MHz;
 - for VESAR and DOREN all levels on 126.3MHz.
- 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.

**CYPRUS
RULES AND PROCEDURES****FLIGHT PLANNING****Content of Flight Plan**

For flight planning purposes all arrivals to Larnaca (Intl) entering Nicosia FIR via TOSKA, EVENO, TOMBI must route via BONEK for the BONEK1A or the BONEK1R arrival to VOR 'LCA'. All other STARs are available only by ATC.

All departures from Larnaca (Intl) exiting Nicosia FIR via TOSKA, EVENO, TOMBI shall follow:

- a. PHA1W/PHA2B-PHA-M31-GENOS-DCT-TOSKA;
- b. PHA1W/PHA2B-PHA-M31-GENOS-DCT-PEDER-DCT-EVENO;
- c. PHA1W/PHA2B-PHA-M31-GENOS-DCT-PEDER-A16/M855-TOMBI.

All other SIDs only available by ATC.

The route description in Item 15 of the flight plan shall start with the significant point which corresponds to the last point of the SID and shall terminate with the significant point which corresponds to the first point of the STAR. SID/STAR names must not be indicated.

It is not allowed to insert direct segments (DCT) in the flight plan, except for the cases stated in RAD, nor SID and STAR defined 'ATC discretion'.

IFPS/NMOC Operations

The Integrated Initial Flight Plan Processing System element of the EUROCONTROL Network Management Operations Center (NMOC) is the sole source for the distribution of the IFR General Air Traffic (GAT) FPL and associated messages to ATS units within the IFPS. The only required addresses are those of the two IFPS Units (IFPU) at Haren (Brussels) and Bretigny (Paris).

Repetitive Flight Plan (RPL) system is no longer used within the IFPS.

Flight Plan Message Addressing

AFTN: EUCHZMFP and EUCBZMFP

IATA Type B: BRUEP7X and PAREP7X

IFR/GAT flight plans in case of IFPS outage:

into or via Nicosia FIR: LCCCZQZX, LCNCZPZX.

and in addition:

- into or via Larnaka TMA: LCLKZTZ, LCLKZPZX.
- into or via Pafos CTR: LCPHZTZ, LCLKZPZX.

Procedure for requesting Authorization for the Use of STS/ATFMX

Requests shall be addressed at least 24 hrs in advance to:

Nicosia ACC FMP

E-Mail: sstephanou@dc.mcw.gov.cy
civops@cytanet.com.cy

CYPRUS RULES AND PROCEDURES

and shall include the following information:

- a. aircraft operation identification;
- b. flight identification;
- c. airport of departure;
- d. airport of destination;
- e. date of flight;
- f. reason of the request.

FLIGHT AND FLOW INFORMATION FOR A COLLABORATIVE ENVIRONMENT (FF-ICE)

FF-ICE/R1 (Release 1) Implementation

FF-ICE is a concept from ICAO that is guided by the requirement to eliminate or reduce the limitations of the current ICAO flight plan format (FPL 2012) and to accommodate the future environment detailed in the Global ATM Operational Concept (Doc 9854).

FF-ICE refers to flight and flow information necessary for the notification, management, and coordination of flights between members of the ATM community within a collaborative environment.

FF-ICE/R1 primarily refers to pre-departure data and procedures. This is the first step towards full FF-ICE deployment and initiates the transition to the new types of information exchanges required by TBO (Trajectory Based Operations) and enabled by SWIM (System Wide Information Management).

FF-ICE flight plan data must be used to enhance the quality of the planned trajectory information in all systems that currently use FPL 2012.

FF-ICE/R1 will therefore be introduced as a requirement for stakeholders (ANSPs, airspace users, Network Manager) operating in the FIRs/UIRs of EU Member States plus Switzerland and Norway and the oceanic transition areas of Shanwick FIR, where flight planning is required for IFR flights.

FF-ICE Benefits

FF-ICE/R1 will help to overcome many limitations of FPL 2012, allowing ANSPs to optimize their resources, airspace users to fly closer to their preferred trajectories and is an enabler for future TBO.

Implementation of the **mandatory** FF-ICE Filing Service will enable the airspace users to share more detailed trajectory information with the EUROCONTROL Network Manager (NM) and ANSPs. Airspace users will therefore, based on known constraints, be offered opportunities to optimize flight operations earlier and more accurately.

Implementation of the **optional** FF-ICE Trial Service will allow an airspace user to test out alternative trajectories without committing to them; with this, airspace users will be able to assess the feasibility of alternative trajectories before submitting a change to their filed flight plans.

CYPRUS RULES AND PROCEDURES

Requirements & Recommendations for Airspace Users

FF-ICE flight plan data must be exchanged to enhance the quality of the planned trajectory information, thus enhancing flight planning and complexity assessments.

Airspace users shall consume the Filing Service provided by NM in support of information exchange of FF-ICE.

Airspace users are not mandated to consume the Trial Service but are recommended to upgrade their systems to be able to use it.

FF-ICE Compliance Requirements for Airspace Users

For airspace users, consumption of the Filing Service (mandatory for airspace users) using NM B2B (Network Manager Business-to-Business) services means:

- Use of the NM B2B Filing Service to file/update/ cancel FF-ICE flight plans (also referred to as eFPLs) and to receive an immediate submission response and filing status.
- Use of the NM B2B Data Publication Service or the NM B2B Flight Data Request Service to ensure that submission response and filing status updates can be received.

For airspace users, consumption of the Trial Service (optional but recommended for airspace users) means use of the NM B2B Trial Service. This service is similar to the request/reply interface of the NM B2B Filing Service, with the exception that Trial Service data will not be retained by the NM system. Use of the NM B2B Trial Service by airspace users is therefore expected to be a straightforward and low-cost development.

Area of Applicability

The FIRs/UIRs of EU Member States plus Switzerland and Norway and the oceanic transition areas of Shanwick FIR, where flight planning is required for IFR flights.

Upper Airspace:

Amsterdam FIR (EHAA), Barcelona UIR (LECB), Bratislava FIR (LZBB), Brindisi UIR (LIBB), Brussels UIR (EBUR), Bucharest FIR (LRBB), Budapest FIR (LHCC), Canaries UIR (GCCC), Prague FIR (LKAA), France UIR (LFFF), Hannover UIR (EDVV), Hellas UIR (LGEG), Helsinki FIR (EFIN), Copenhagen FIR (EKDK), Lisbon FIR (LPPC), Ljubljana FIR (LJLA), Madrid UIR (LECM), Malta UIR (LMMM), Milan UIR (LIMM), Nicosia FIR (LCCC), Polaris FIR (ENOR), Rhein UIR (EDUU), Riga FIR (EVRR), Rome UIR (LIRR), Shannon UIR (EISN), Sofia FIR (LBSR), Sweden FIR (ESAA), Switzerland UIR (LSAS), Tallinn FIR (EETT), Vilnius UIR (EYVL), Warsaw FIR (EPWW), Vienna FIR (LOVV), Zagreb FIR/UIR (LDZO).

Lower Airspace:

Amsterdam FIR (EHAA), Athens FIR (LGEG), Barcelona FIR (LECB), Bordeaux (LFBB), Bratislava FIR (LZBB), Brest (LFRR), Bremen FIR (EDWW), Brindisi FIR (LIBB), Brussels FIR (EBBU), Bucharest FIR (LRBB), Budapest FIR (LHCC), Canaries FIR (GCCC), Prague FIR (LKAA), Helsinki FIR (EFIN), Copenhagen FIR (EKDK), Langen FIR (EDGG), Lisbon FIR (LPPC), Ljubljana FIR (LJLA), Madrid FIR (LECM), Malta FIR (LMMM), Marseille (LFMM), Milan FIR (LIMM), Munich FIR (EDMM), Nicosia FIR (LCCC), Paris FIR (LFFF), Polaris FIR (ENOR), Reims (LFEE), Riga FIR (EVRR), Rome FIR (LIRR), Shannon FIR (EISN), Sofia FIR (LBSR), Sweden

CYPRUS RULES AND PROCEDURES

FIR (ESAA), Switzerland FIR (LSAS), Tallinn FIR (EETT), Vilnius FIR (EYVL), Warsaw FIR (EPWW), Vienna FIR (LOVV), Zagreb FIR/UIR (LDZO).

Shanwick FIR:

NOTA (Northern Atlantic Transition Area), SOTA (Shannon Oceanic Transition Area) and BOTA (Brest Oceanic Transition Area).

For flights operated in other FIRs/UIRs within the IFPZ (Integrated Initial Flight Plan Processing System Zone) in addition to those listed above, the EUROCONTROL Network Manager will continue to support FPL 2012 and will provide an eFPL to FPL 2012 translation service for the FIRs/UIRs that are not listed above, where FF-ICE/R1 is not mandated to be implemented or until full implementation by the concerned states.

Applicable Airspace Users

The FF-ICE Compliance Requirements for Airspace Users apply to all GAT operating under IFR in the area of applicability, including non-EU based airspace users.

This includes military GAT but does not include OAT.

Filing of FF-ICE Flight Plans through ATS Reporting Offices

Filing of eFPL will be possible through ATS reporting office (Larnaka ARO).

Date of Applicability

The requirements shall be applicable from **31 December 2025**.

Exemptions

The following are exempt from the requirements:

- a. VFR flights;
- b. OAT flights.

Reference Documentation

- European SWIM Registry;
- EUROCONTROL Network Manager IFPS Users Manual;
- NM B2B Reference Manual;
- Commission Implementing Regulation (EU) 2021/ 116 (Common Project One).

Additional Information

For additional information on FF-ICE, please contact:

EUROCONTROL FF-ICE Support

E-Mail: ffice@eurocontrol.int

DATA LINK SERVICES

CPDLC services are available within Nicosia FIR above FL285.

CYPRUS RULES AND PROCEDURES

CPDLC services are provided for ATN B1 equipped aircraft. The use of CPDLC is mandatory for all CPDLC equipped aircraft.

Logon adress for Nicosia FIR is LCCC.

Logon should be initiated 5 to 10 minutes prior to entry into Nicosia FIR.

Voice communication shall have priority over CPDLC messages at all times. Voice read-back is not required for CPDLC messages.

FREE ROUTE AIRSPACE (FRA)

For details refer to Jeppesen ATC-Chapter "Free Route Airspace (FRA) - Middle East".

SECONDARY SURVEILLANCE RADAR (SSR)

IFR flights operating in controlled airspace within Nicosia FIR/UIR shall be equipped and operate with a SSR Mode A and Mode C transponder.

State aircraft which are not Mode S equipped or do not transmit ADS-B Out are exempted. They shall include in Item 18 the indicators SUR/EUADSBX, SUR/EUEHSX, SUR/EUELSX or a combination thereof.

ACAS/TCAS 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 must be equipped with ACAS/TCAS II version 7.1 or ACAS Xa.

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 ACAS/TCAS II throughout Europe is Category C - 10 days (excluding the day of discovery).

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

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

INDIA
RULES AND PROCEDURES

GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc., generally in excess of 2 nautical miles	Nautical Miles and Tenths
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters
Altitude, elevations, and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and take-off	Degrees Magnetic
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, beginning at midnight UTC

WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

FLIGHT PROCEDURES

HOLDING

Holding procedures comply with Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Holding Procedures", Table IV-1-1, Holding Speeds.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the PANS-OPS, Document 8168.

AIRPORT OPERATING MINIMUMS

India has established State Airport Operating Minimums (AOM) to enable scheduled, non-scheduled and general aviation operators to operate safely at an aerodrome under limiting weather conditions.

Normal AOM are to be applied by scheduled and general aviation operators.

INDIA RULES AND PROCEDURES

Restricted AOM are to be applied by non-scheduled operators who have not been authorized for normal AOM.

The following paragraphs comprise existing Indian provisions based on Civil Aviation Requirement (CAR) (Section 8, Series C, Part I) on All Weather Operations regarding the methods to determine AOM.

Jeppesen published minimums are not below State minimums.

Approach Ban

An instrument approach shall not commenced if the reported RVR/VIS is below the applicable minimum.

If, after commencing an instrument approach, the reported RVR/VIS falls below the applicable minimum, the approach shall not be continued:

- below 1000ft above the aerodrome; or
- into the final approach segment.

Where the RVR is not available, RVR values may be derived by converting the reported visibility.

If, after entering the final approach segment or descending below 1000ft above the aerodrome elevation, the reported RVR/VIS falls below the applicable minimum, the approach may be continued to DA/H or MDA/H.

The approach may be continued below DA/H or MDA/H and the landing may be completed provided that the required visual reference is established at the DA/H or MDA/H and is maintained.

The touchdown zone RVR is always controlling. If reported and relevant, the mid-point and stop-end RVR are also controlling. The minimum RVR value for the mid-point is 125m or the RVR required for the touchdown zone if less, and 50m for the stop-end. For aeroplanes equipped with a stop-end (roll-out) guidance or control system, the minimum RVR value for the mid-point is 50m.

NOTE: "Relevant", in this context, means that part of the runway used during the high speed phase of the landing down to a speed of approximately 60kt.

Approach Lighting Systems

FALS (Full Approach Light System) — Precision approach CAT I lighting system (HIALS 720m and more), distance coded centerline, barrette centerline.

IALS (Intermediate Approach Light System) — Simple approach lighting system (HIALS 420 – 719m), single source barrette.

BALS (Basic Approach Light System) — Any other approach lighting system (HIALS, MIALS or ALS 210 – 419m).

NALS (No Approach Light System) — Any other approach lighting system (HIALS, MIALS, or ALS less than 210m) or no approach lights.

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Continuous Descent Final Approach (CDFA)

A technique, consistent with stabilized approach procedures, for flying the final approach segment of a non-precision approach procedure as a continuous descent, without level-off, from an altitude/height at or above the final approach fix altitude/height to a point approximately 50ft above the landing runway threshold or the point where the flare manoeuvre should begin for the type of aircraft flown.

All non-precision approaches shall be flown using the CDFA technique unless otherwise approved by the DGCA for a particular approach to a particular runway.

When calculating the minimums the operator shall ensure that the applicable minimum RVR is increased by 200m for CAT A/B aircraft and by 400m for CAT C/D aircraft for approaches not flown using the CDFA technique, providing that the resulting RVR/CMV value does not exceed 5000m.

Jeppesen charted non-precision RVR values not labelled as CDFA, already take these increments into account.

In case of the application of the CDFA technique, on many procedures the Derived Decision Altitude (DDA) may be used (as given in Ops Circular 2/2014). **It is required that flight crews should add a prescribed altitude increment of minimum 50ft to the published MDA(H) to determine the altitude at which the missed approach should be initiated in order to prevent a descent below the MDA(H).** There is no need to increase the RVR/VIS for that approach. Any turning maneuver associated with the missed approach should be initiated not earlier than the MAP.

CDFA with manual calculation of the required rate of descent is considered a 2D operation using a Minimum Descent Altitude/Height MDA(H).

CDFA with advisory VNAV guidance calculated by on-board equipment is considered a 3D operation using a Decision Altitude/Height DA(H).

The Jeppesen charted MDA(H) is the minimum value based on the procedure's OCA(H) and the system minimums as described below. It should be used when adding the increment to determine the DDA according to Ops Circular 2/2014.

The Jeppesen charted descent limit does never include an add-on which accounts 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 when reported RVR is available or when reported visibility is below 800m and RVR (instrument or human observation) is not available.

NOTE: If the RVR is reported at being above the maximum value assessed by the airport operator, e.g. "RVR more than 1500m", it is not considered to be a reported value for the purpose of this paragraph.

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Jeppesen will publish only RVR values, except where CMV or VIS values are published by the State as part of the AOM.

Table 1 Conversion of Reported MET VIS to CMV

Lighting Elements in Operation	CMV = Reported MET VIS x	
	Day	Night
HIALS and HIRL	1.5	2.0
Any type of lighting installation other than above	1.0	1.5
No lighting	1.0	Not applicable
EXAMPLE: Reported VIS 600M	Day (HIALS and HIRL in use):	CMV = 600m x 1.5 = 900m
	Day (No lighting):	CMV = 600m x 1.0 = 600m
	Night (HIALS and HIRL in use):	CMV = 600m x 2.0 = 1200m

Normal AOM

Normal AOM are for the use of scheduled operators and general aviation operators. An operator shall establish, for each airport planned to be used, airport operating minimums. The method of determination of such minimums must be approved by the DGCA and shall be consistent with the provision of CAR and ICAO Doc 9365 (Manual of All Weather Operations). Such minimums shall not be lower than any that may be established for such airports by the State of the airport, except when specifically approved by the State of the airport.

Foreign operators shall be authorized by the State of the operator for the use of the AOM. In no case may they operate at Indian airports at less than the normal AOM unless specifically authorized by the DGCA.

The Jeppesen charted minimums on approach and airport charts are normal AOM.

CAT I Precision, APV and Non-precision Approaches

Decision Height (DH) and Minimum Descent Height (MDH)

Table 2 System Minima vs. Instrument Approach Procedures

Instrument Approach Procedure	Lowest DH/MDH
ILS/MLS/GLS CAT I	200ft
RNAV (LNAV/VNAV) with approved vertical guidance	200ft
LOC, LOC DME	250ft
SRA (terminating at ½nm)	250ft
SRA (terminating at 1nm)	300ft

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

Instrument Approach Procedure	Lowest DH/MDH
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
361	—	380	1000	1300	1500	1700

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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)			
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
1101	—	1200	4600	4900	5000	5000

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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)			
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:

- 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:

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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

CAT III operations are subdivided as follows:

- a. A precision instrument approach and landing using ILS with a decision height lower than 100ft or no decision height; and a visual range not less than 175m.
- b. A precision instrument approach and landing using ILS with a decision height lower than 50ft or no decision height; and a visual range lower than 175m but not less than 50m.

Decision Height (DH)

For operations in which a decision height is used, an operator must ensure that the decision height is not lower than:

- The decision height specified in AFM, if stated; or
- The minimum height to which the precision approach aid can be used without the required visual reference; or
- The decision height to which the flight crew is authorized to operate.

Operations with no decision height may only be conducted if:

- The operation with no decision height is authorized in the AFM; and
- The approach aid and the aerodrome facilities can support operations with no decision height; and
- The operator has an approval for CAT III operations with no decision height.

In the case of a CAT III runway it may be assumed that operations with no decision height can be supported unless specifically restricted as published in the AIP or NOTAM.

NOTE: The Jeppesen chart will continue to depict the CAT III minimums as they are provided on instrument approach procedure source in AIP. This may require to continue to depict CAT IIIB and CAT IIIA minimums.

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Table 6 RVR for CAT III Operations

Decision Height	Roll-out Control/Guidance System	RVR
Less than 100ft or no DH	Not required	175m
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.

Jeppesen will not derive circling minimums from state published OCA/H, but if circling minimums (MDA/H) are published on the instrument approach chart, Jeppesen will depict them.

Visual Approach

For a visual approach, an operator shall use the higher of the associated non-precision approach minimum or 2800m for CAT A & B, 3200m for CAT C and 3600m for CAT D aircraft. If visual approach is requested for a runway which has only a circling approach, the ground visibility shall not be less than 5km.

Take-off

Take-off minimums established by the operator must be expressed as VIS or RVR limits, taking into account all relevant factors for each airport planned to be used and the aircraft characteristics.

Where there is a specific need to see and avoid obstacles on departure, take-off minimums may include cloud base limits.

Where avoidance of such obstacles may be accomplished by alternate procedural means, such as use of climb gradients or specified departure paths, cloud base restrictions need not be applied.

A take-off alternate aerodrome shall be selected and specified in the operational flight plan if either the meteorological conditions at the aerodrome of departure are below the operator's established aerodrome landing minimums for that operation or if it would not be possible to return to the aerodrome of departure for other reasons.

- Aircraft with 2 engines: 1 hour of flight time at a one-engine inoperative cruising speed, determined from the Aircraft Operating Manual 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 Aircraft Operating Manual, calculated in ISA and still-air conditions using the actual take-off mass; or

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- 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
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.

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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. Operators may be authorized to LVTO minimum of up to 75m. Foreign operators, who are authorized by their State regulatory authority for LVTO, shall submit requisite documents to DGCA for approval of LVTO at Indian airports.

Restricted AOM

Restricted AOM shall be based on additives applied to the normal AOM as below:

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

Restricted AOM are not charted on Jeppesen approach and airport charts. Pilots are responsible to add the 100ft/400m increment to the charted minimums.

SPEED RESTRICTION

Speed Control Procedures under Non-radar Environment

All aircraft (including arrivals and departures) operating below 10000ft to fly IAS not greater than 250kt.

All arriving aircraft operating below 10000ft within 15NM radius of VOR/DME serving the aerodrome to fly IAS not greater than 220kt.

ATC may suspend speed control by using the phrase “No speed restriction”, when traffic conditions permit.

Speed Control Procedures in the Provision of Radar Control Service

Purpose

In order to facilitate safe and orderly flow of arriving air traffic within terminal area under the surveillance environment, aircraft shall follow the speed in specified manner as provided in table “Speed Control under Radar Environment for Arriving Aircraft” at the airports where surveillance based approach control services have been established.

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Requirement of Speed Control

The speed control is applied for ATC separation purposes and is mandatory in the interest of acquiring accurate spacing.

Speed control is also necessary to achieve the desired separation minimum or spacing between the successive arrivals. This in turn would improve the utilization of airspace and enhance the runway capacity to handle more number of aircraft.

The flight crew should be aware of the provisions specified in table "Speed Control under Radar Environment for Arriving Aircraft" and plan the aircraft speed accordingly.

Adherence to Speed Control Procedure

All the speed restrictions shall be complied with as promptly as feasible and flown as accurately as possible within the limits of operational constraints.

Aircraft unable to comply with the specified speeds must inform ATC and report minimum speed it is able to follow. In such cases controller shall apply the alternative method to achieve the desired spacing between aircraft concerned.

The speeds specified in table "Speed Control under Radar Environment for Arriving Aircraft" are within the limits of turboprops and turbojets aircraft performance based on the ICAO recommendations and best international practices and therefore should be acceptable. However it is the pilot's responsibility and prerogative to refuse speed restrictions that are considered excessive or contrary to the aircraft operating specifications.

Penalties of Non-conformity of Speed Control

Radar controller may remove an aircraft from the sequence for repositioning if it is observed that aircraft concerned is not following the speed restrictions in the specified manner and closing-in with preceding aircraft or slowing down unnecessarily thus disrupting the traffic flow.

Flights exempted from Speed Control

Speed control shall not be applicable to aircraft:

- a. entering or established in holding pattern;
- b. encountering the turbulent weather;
- c. conducting the Cat II/III operations and within 20NM from touchdown;
- d. within 5NM from touchdown;
- e. executing the published instrument approach procedure until interception of final approach track;
- f. carrying VVIP;
- g. conducting priority/emergency landing.

Aircraft shall be advised as and when speed control restriction is not applicable or no longer required.

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Additional Information for Better Understanding of Speed Control

While applying the speed control, the following information is provided as an additional information for controllers and pilots:

- a. Speed adjustments are not achieved instantaneously. Aircraft configurations, altitude and speed determine the time and distance to accomplish the adjustments.
- b. Speed control shall not be assigned to an aircraft at or above FL390 without pilot's consent.
- c. Speed control should be expressed in multiples of 10kt based on IAS. At or above FL250 the adjustments should be expressed in multiples of 0.01 Mach.
- d. For the same IAS, the true speed of aircraft will vary with altitude. A table representing IAS versus TAS at different altitude is provided in table "Indicated Airspeed (IAS) vs. True Airspeed (TAS) at different altitude at ISA +15°C". Radar controllers must be aware of speed differentials between IAS and TAS.
- e. Simultaneous speed reduction and descent can be extremely difficult, particularly for turbojet aircraft. It may be necessary for the pilot to level off temporarily and reduce speed prior to descending below 10000ft AMSL.
- f. Arriving aircraft would prefer to fly in clean configuration for as long as circumstances permit. Below 10000ft AMSL, speed not less than 210kt IAS is considered as minimum speed of turbojet aircraft in clean configuration.
- 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

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Speed Control under Radar Environment for Arriving Aircraft (continued)

Phase of Flight	IAS		Status	Remarks
	Turboprop	Turbojet		
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
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

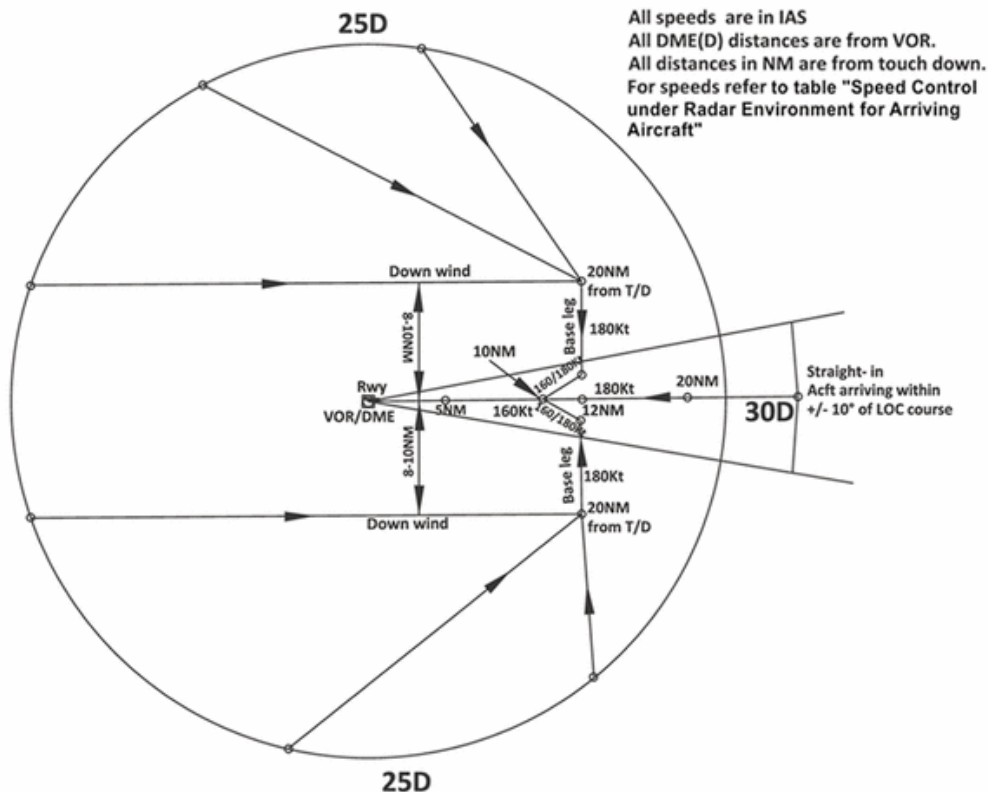
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Speed Control under Radar Environment for Arriving Aircraft (continued)

Phase of Flight	IAS		Status	Remarks
	Turboprop	Turbojet		
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.

ILLUSTRATION OF
SPEED CONTROL UNDER RADAR ENVIRONMENT BELOW FL 150 & WITHIN 30DME



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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			
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;

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- e. FL280 - 0.65;
- f. FL290 - 0.66.

ATS AIRSPACE CLASSIFICATION

India has adopted the ICAO ATS airspace classification as listed in Jeppesen ATC-Chapter "ICAO ATS Airspace Classifications - Annex 11".

Airspace classes "C", "D", "E" and "G" are used within Indian airspace.

SPECIAL REQUIREMENTS AND REGULATIONS

COMMUNICATION

All aircraft transiting from a foreign FIR into an Indian FIR shall forward an FIR boundary estimate including flight level to the ATS unit responsible for providing FIS at least 10 minutes prior to entry.

All flights entering into Delhi FIR (excluding flights from Mumbai or Kolkata FIRs) shall forward estimates for FIR boundary including flight level and SSR code, at least 10 minutes prior to entry by use of VHF, HF or ADS-CPDLC.

Frequencies of Delhi Radio are:

- a. 10018kHz primary frequency during day.
- b. 5658kHz primary frequency during night and secondary frequency during day.
- c. 3467kHz secondary frequency during night.

AIRPORT COLLABORATIVE DECISION MAKING (A-CDM)

General

A-CDM facilitates the optimal handling of turn-round processes in operations at the following Indian airports:

- Ahmedabad (Sardar Vallabh Bhai Patel Intl);
- Chennai (Intl);
- Delhi (Indira Gandhi Intl);
- Guwahati (Lokpriya Gopinath Bordoloi Intl);
- Hyderabad (Rajiv Gandhi Intl);
- Jaipur;
- Kolkata (Netaji Subhash Chandra Bose Intl);
- Mumbai (Chhatrapati Shivaji Maharaj Intl);
- Thiruvananthapuram.

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Procedure***Target Off-block Time (TOBT)***

In case no delay is expected:

- If there is no revision of EOBT, EOBT will be treated as the TOBT. For such cases there is no need of any communication from the Aircraft Operator to the ARO.

In case delay is expected:

- a. If delay is within the validity period of Air Defence Clearance (ADC), TOBT shall be changed in A-CDM interface by the Aircraft Operator and optionally EOBT may be revised via AFTN through DLA/CHG message or by informing ARO. ARO will originate DLA/CHG message on receiving such information.
- b. If delay is outside the validity period of Air Defence Clearance (ADC), EOBT shall be revised through DLA message or by informing ARO. (Option of change of TOBT will not be available in this case).
- c. ADC Validity Period: -15 minutes to +45 minutes of EOBT in FPL or subsequent revision of EOBT by DLA/CHG message.

TOBTs must be updated to an accuracy of +/-5 minutes.

Target Start-up Approval Time (TSAT)

TSAT is the time which is calculated by A-CDM application taking into account TOBT, CTOT and/or the traffic situation that an aircraft can expect to start-up/push back for departure.

In case there is no congestion, ATC may allow the aircraft to start, where Actual Start-up Approval Time (ASAT) will be before the TSAT.

TSAT is calculated automatically by A-CDM application. The TSAT is calculated by taking into account TOBT, priority of aircraft, variable taxi times, and the runway capacity. Any revision of EOBT will trigger the A-CDM application to recalculate a new TSAT for that flight as well as to re-allocate earlier TSAT to next flight which meets the requisite conditions. TSAT is displayed in various A-CDM interfaces in the following color coded information:

- Blue color: TSAT -15 minutes up to TSAT -5 minutes.
- Green color: TSAT -5 minutes up to TSAT +5 minutes.
- Red color: After TSAT +5 minutes.

TSAT will be displayed in various A-CDM interfaces. The AO/GHA shall advise flight crew of TSAT, displayed in the A-CDM interface.

Airlines/GHAs are required to monitor the A-CDM interface regularly to get information on the revised TSAT if any, in respect of their aircraft.

The TSAT will remain valid for +/- 5 minutes.

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Co-ordination with the Central Air Traffic Flow Management Unit (CATFMU)

A fully automatic data exchange with the ATFMU is established. A-CDM system is receiving ELDT and CTOT from C-ATFM.

The data sent from A-CDM to C-ATFM enables accurate and efficient CTOT calculations.

Start-up/Push-back Procedures

Pre-Departure sequence is the order, in which the ATC plans the aircraft to depart from their Gate/Stand. It should not be confused with the Pre-Take-off sequence where ATC decides on the order in which the aircraft at holding points of the runway will depart.

Start-Up and Push-Back Procedure:

- a. The aircraft must be ready for Start-up/Push-back at TOBT. Any revisions in TOBT shall be updated by the aircraft operator at the earliest.
- b. The pilot will contact Clearance Delivery (CLD) and request for Pre-Departure Clearance between TSAT -15 minutes to TSAT-5 minutes. (Blue Zone).
- c. The pilot shall contact SMC (GROUND) for Start-up/Push-back between TSAT -5 minutes and TSAT +5 minutes (Green Zone), subject to change over from CLD.

NOTE: The system may prepone TSAT up to TOBT.

- d. If by TSAT +5 minutes (Red Zone after TSAT +5 minutes), ATC has not received Start-up/ Push-back request, the aircraft will lose its position in sequence. In such case:
 1. Aircraft Operator shall update the TOBT.
 2. A revised TSAT will be issued because of resequencing done based on new TOBT.
- e. ATC should normally be able to issue start-up/push-back at TSAT. Pilots will be informed by ATC if there is a delay.
- f. Taxi clearance shall be requested within 5 minutes of Start-up/Push-back approval time.

NOTE: If this has not occurred, SMC (GROUND) must be notified of the extent of delay. In such cases, aircraft may lose its departure slot and a new TOBT may be required. Aircraft Operator shall be responsible to obtain new ADC number from IAF-MLU.

- g. The Pre-Departure (Off-block) sequence will be determined in accordance with Target Start up Approval Time (TSAT) and NOT in accordance with the Start-up request. Pre-Departure sequence will not have any bearing on Actual Departure sequence.

NOTE: Actual Departure sequence may differ from Pre-Departure sequence in order to optimize the Runway and Airspace utilization.

FLIGHT PLANNING

Flight plans are required for all flights.

Scheduled international flights are permitted to flight plan using domestic ATS routes segments to/from destination, departure and approved alternate airports in India which are not connected by international ATS route.

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1. To cross Bay of Bengal or Arabian Sea airspace in Indian FIRs, International Operators shall flight-plan one ATS route only, except where route change is specifically permitted by the concerned ATS units.
2. Following route change in Oceanic Airspace of Mumbai FIR, Kolkata FIR and Chennai FIR are permitted:
 - I. Chennai FIR: Route change in Oceanic airspace of Chennai FIR is permitted only at DUMAR, IDASO, ADKIT, DUBTA, LEGIN, AGEGA and RUPTI.
 - II. Kolkata FIR: Route change in Oceanic airspace of Kolkata FIR is permitted for west bound aircraft on L301 at URKOK to follow P628.
 - III. Mumbai FIR: Route change in Oceanic airspace of Mumbai FIR is permitted as follows:

Flights, including those flight re-routed by previous ATS unit, shall adhere to route segment as mentioned below:

 - a. Aircraft on ATS route L301 shall follow route from RASKI to KARKU then to BETKU (L301) or EXOLU (L505) and vice versa.
 - b. Aircraft on ATS route N571 shall follow route from PARAR to SUGID and vice versa.
 - c. Aircraft on ATS route P574 shall follow route from TOTOX to BISET and vice versa.
 - d. Aircraft on ATS route N563 shall follow route from REXOD to NINOBO and vice versa.
 - e. Aircraft on ATS route M300 shall follow route from LOTAV to VASTU and vice versa.
3. Flight plan change of ATS routes is permitted over the Indian continental airspace only in cases other than those mentioned in para 2 above.

Flight Plan Message Addressing

Flight movement messages relating to traffic into or via the Indian FIRs shall be addressed as follows:

Category of Flights	Route (into or via FIR and/or ATS unit)	Message address
IFR Flight	Into or via FIR	ZQZX
VFR Flights		ZFZX
All Flights	Aerodrome Control Tower	ZTZX
	ATS Reporting Office	ZPZX

In addition, all such flight plans shall also be addressed to VIDPZDZX.

All Scheduled Flights equipped with Aircraft Communications Addressing And Reporting System (ACARS) and compliant with AEEC 623 (Airlines Electronic Engineering Committee), operating from Bengaluru (Kempegowda Intl), Chennai (Intl), Hyderabad (Rajiv Gandhi Intl), Kolkata (Netaji

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Subhash Chandra Bose Intl) and Mumbai (Chhatrapati Shivaji Maharaj Intl) airports, are required to include AFTN address "XXXXZTSD" in the FPL/CHANGE/DLA message Addresses, for DCL utilization. XXXX is ICAO Location Indicator of departure aerodrome.

AIR TRAFFIC FLOW MANAGEMENT (ATFM)

General

A web portal access to the C-ATFM (SKYFLOW) system is provided via www.atfmaai.aero. The SKYFLOW system provides the stakeholders a common situational awareness of the current ATFM status and information about ATFM measures in India. Aircraft operator will be able to view flight details and their own slots during an ATFM measure.

ATFM Regulation Process

At times when air traffic demand exceeds available capacity or to apportion traffic into a manageable flow over an airspace element, a regulation (ATFM measure) will be applied by Central Air Traffic Flow Management (C-ATFM) system Accordingly, based on the applied ATFM measures, SKYFLOW issues Calculated Take Off time (CTOT), Calculated Time Over (CTO) and Calculated Landing Time (CLDT). This is facilitated by the SKYFLOW automated system algorithm.

The information about the CTOT, CTO & CLDT can be accessed through SKYFLOW login or through ATFM web portal. The information may also be sent to the aerodrome operator, FMPs/ATC and the aircraft operator as an e-mail message.

Recipients of the CTOT messages as above are required to comply with the issued departure slot time. The aircraft operators shall arrange their flights so as to take-off within the slot tolerance window (-5 to +10 minutes of the CTOT). ATC shall ensure that the departures comply with the CTOT regulations so that excessive holdings and diversions are avoided.

When aircraft operators are unable to meet the departure slot window, they shall inform respective ATC unit with a revised EOBT. ATC or/and the local FMP will in turn inform the Central Command Center (CCC) about the revised EOBT and when possible will receive a revised CTOT to be passed on to the aircraft.

Full details of the ATFM regulation process and procedures related to flight planning and C-ATFM are published in the ATFM user's manual section of the C-ATFM operations handbook.

Flight Planning in the context of ATFM

Flight plans shall be submitted at least 3 hours before the EOBT. The window for filing FPL is between 3 hours and 120 hours (5 days) before the EOBT. Earlier filing of FPL will give a realistic demand data to the CCC and hence the requirement of ATFM measures can be identified early for better planning. Late filing of a flight plan will lead to inaccuracies in predicting the demand and may lead to a delay.

All flights departing, arriving or overflying India subject to a change in an EOBT of more than 15 minutes shall notify the change to the C-ATFM system through AFTN message. All ATS messages such as FPL, CNL, DLA, CHG shall be also addressed to VIDPZDX.

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Flights Exempted From ATFM Measure

The following flights are exempted from the ATFM measures:

- a. Flights experiencing an emergency, including aircraft subjected to unlawful interference;
- b. Flights in search and rescue or fire-fighting missions;
- c. Urgent medical evacuation flights specifically declared by medical authorities where flight delays would put the life of the patients at risk;
- d. Flights with "Head of State" status;
- e. Military aircraft; and
- f. Other flights specifically identified by appropriate authorities.

Modification of EOBT

In order to comply with a CTOT, aircraft operators should plan its off-block time consistent with the CTOT, taking into account the taxi time.

Any change to the EOBT previously filed FPL or fortnightly flight data submitted (to CCC) shall be communicated to ATFM by appropriate ATS message.

If the original EOBT can no longer be met, then the aircraft operator shall communicate the new EOBT by use of a DLA or CHG message. When an aircraft operator submits an amendment message to ATC and ATFM, they must always give an EOBT which indicates the time the aircraft operator wants to be off-blocks.

The procedure to be followed to modify the EOBT is as follows:

- a. To amend the EOBT to a later time, a DLA or CHG message shall be sent to ATC and C-ATFM;
- b. To amend the EOBT to an earlier time, a CNL message must be sent to ATC and C-ATFM which cancels the earlier FPL. It shall be followed 5 minutes later by a new flight plan with new EOBT indicated.

Whenever the EOBT of a flight is changed sufficiently in advance, the SKYFLOW system may allocate a revised CTOT. In any case, the CTOT of the flight will always be later than the new EOBT plus the taxi-time.

However, if the EOBT is revised closer to the actual time of operations, ATFM system will not be in a position to issue a revised CTOT. In this case the flight is treated on its merits and may be subjected to tactical ATC delay in coordination with FMP/CCC.

Responsibilities of Aircraft Operators

Aircraft operators shall:

- a. ensure that the latest schedule information and flight planning information are supplied to CCC;

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- b. provide flight details in respect of domestic scheduled operation every fortnight in a timely manner i.e. for the first fortnight (1st to 15th) by 25th of the previous month and for second fortnight (16th to last day of the month) by 10th of the same month;
- c. when applicable, ensure timely submission of flight plan and other associated AFTN messages to C-ATFM;
- d. ensure that the details given in the flight plan are consistent with that of the approved flight schedules and flight data submitted to CCC every fortnight;
- e. monitor ATFM Daily Plan (ADP);
- f. participate in CDM for effective implementation of ATFM;
- g. ensure ATFM information such as ATFM measures (CTOT, CTO) is distributed to each affected flight;
- h. comply with ATFM measures (CTOT/CTO/CLDT);
 - i. comply with the provisions of filing of flight plans and for amending of EOBT; and
 - j. participate in post-operations analysis.

Air Traffic Flow Management Procedures over Bay of Bengal, South Asia and Pakistan through Kabul FIR

The States of the ICAO Asia/Pacific Region, which have westbound nighttime flights operating through the Kabul FIR between 2000UTC and 2359UTC, are re-activating the integrated Air Traffic Flow Management (ATFM) service using the Bay of Bengal Cooperative ATFM System (BOBCAT).

Provision of ATFM Services for Flights Transiting Kabul FIR (BOBCAT ATFM)

As one of the ATFM services provided, Bangkok ATFMU provides ATFM service for westbound flights intending to transit Kabul FIR between 2000UTC and 2359UTC daily. The service provided includes calculation, promulgation, and management of mandatory Calculated Take-Off Time (CTOT) and flight level, ATS route, and Calculated Time-Over (CTO) at entry waypoint for entry into Kabul FIR for each affected flight.

Air Navigation Service Providers (ANSPs) retain responsibility for the tactical management of flights that are subjected to this ATFM measure. In discharging tactical responsibilities, ANSPs will manage non-ATFM compliant flights using delayed pushback and start clearances, non-preferred routes and/or flight levels, enroute holding and/or diversion around Kabul FIR.

BOBCAT ATFM-affected ATS routes, flight levels, and applicable period

All westbound flights intending to enter the Kabul FIR between 2000UTC and 2359UTC daily on ATS routes and flight level in Table 1 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 above mentioned.

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Table 1: ATS Route and Flight Levels requiring ATFM Slot Allocation

Routing through the Kabul FIR	Metering Waypoint(s)	Flight Levels
L509 - TAPIS - M875	LAJAK	FL300, FL320, FL340, FL360, FL380, FL400
N644	DOBAT	FL320, FL340, FL360, FL380, FL400
L750	BIROS	FL320, FL340, FL360, FL380, FL400
P628	ASLUM	FL320, FL340, FL360, FL380, FL400
UL333	SERKA	FL320, FL340, FL360, FL380, FL400

NOTE: Flight Levels availability may be subject to change through amendments of the Kabul FIR Contingency Arrangement. In the interim, the BOBCAT system homepage would display the updated information, along with flight level.

Flights that plan to enter Kabul FIR without an ATFM slot allocation – CTOT, CTO at Kabul FIR entry waypoint, allocated flight level, and allocated ATS route – will be accommodated only after flights with slots have been processed. Such flights should expect delayed pushback and start clearances, non-preferred routes and/or flight levels, enroute holding and/or diversion around Kabul FIR.

Flights exempted from BOBCAT ATFM

The following flights are exempted from BOBCAT ATFM procedures:

- a. flights experiencing an emergency, including aircraft subjected to unlawful interference;
- b. flights on search and rescue (SAR) or rescue and firefighting (RFF) missions;
- c. urgent medical evacuation flights specifically declared by medical authorities where flight delays would put the life of patients at risk;
- d. flights with “Head of State” status; or
- e. other flights specifically identified by State authorities.

NOTE: After medical flights have completed their mission; they should be subject to ATFM measures. Scheduled patient transfer flights are, by nature, non-urgent and should not be given priority under normal operational situation.

Airspace users uncertain whether their flights should be exempted should contact Bangkok ATFMU for clarification.

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Mandatory CTOT and Kabul FIR Slot Allocation

Affected flights shall obtain the mandatory Kabul FIR slot allocation – CTOT, CTO at Kabul FIR entry waypoint, and allocated flight level and ATS route from the BOBCAT system. The Kabul FIR slot allocation will enable ANSPs to tactically control westbound flights transiting the Kabul FIR at specified times by assigning minimum spacing requirements at specified FIR boundary waypoints of the Kabul FIR.

The application, calculation, and distribution of CTOT and associated Kabul FIR entry waypoint slot allocations will be managed via internet access to the BOBCAT system in accordance with the BOBCAT ATFM operating procedures below.

BOBCAT ATFM Operating Procedures

All affected flights are required to submit slot requests to the BOBCAT system by logging into <https://www.bobcat.aero> between 0000UTC and 1159UTC on the day of flight and completing 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 email the form to the Bangkok ATFMU as soon as possible.

Slot Allocation Process

The slot allocation is divided into 3 phases, namely; the slot request submission, initial slot allocation, and slot distribution to airspace users and ANSPs.

a. Slot Request Submission

- Slot requests including preferred ATS route, flight level and Maximum Acceptable Delay (MAD) should be lodged between 0000UTC and 1159UTC on the day of flight. Slot requests may subsequently be amended prior to the cut-off time of 1200UTC. Airspace users are encouraged to submit additional slot request options in case their first choice is not available. This may include variations to ATS route, flight level and MADs.
- Slot requests shall be for flight parameters that are able to be met by the flight. For example, flights requesting a slot at FL360 must be able to enter Kabul FIR at FL360. Flight subsequently unable to meet slot parameters (flight level, ATS route, or CTO at Kabul FIR entry waypoint) should expect non-preferred routes and/or flight levels, enroute holding and/or diversion around Kabul FIR.
- Flights that were not allocated a slot in the initial slot allocation, are not satisfied with the allocated slot or did not submit a slot request should select slots from the listing of remaining unallocated slots available immediately after slot distribution has been completed.

b. Slot Allocation and Distribution

- Slot allocation will commence at the cut-off time of 1200UTC. BOBCAT will process and generate the slot allocation based on the information submitted in the slot requests. Notification of slot allocation will be made not later than 1230UTC via the BOBCAT ATFM website and via AFTN using Slot Allocation Message (SAM) in accordance with the Asia/Pacific AFTN/AMHS-Based Interface Control Document.

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- After the slot allocation has been published at <https://www.bobcat.aero>, airspace users can:
 - use the slot allocation result for ATS flight planning purposes;
 - cancel the allocated slot; and/or
 - change the slot allocation to another available slot in the published list of unallocated slots.

ATC Units can also view the slot allocation results at <https://www.bobcat.aero>.

Submission of ATS Flight Plan

- a. Once airspace users 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.
- b. In addition to normal AFTN addressees, operators should also address flight plan (FPL) and related ATS messages (e.g. DLA, CNL, CHG) to the Bangkok ATFMU via AFTN address VTBBZDZX for all flights that have submitted a slot request.

Coordination Procedure between Aircraft Operator/Pilot in Command, ANSPs, and Bangkok ATFMU to be applied within the Karachi and Lahore FIRs

Bangkok ATFMU (VTBBZDZX) shall be included in the list of AFTN addressees for NOTAMs regarding any planned activities that may affect slot availability (e.g. reservation of airspace/closure of airspace, non-availability of routes, etc).

Bangkok ATFMU (VTBBZDZX) shall be included in the list of AFTN addressees for ATS messages (e.g. FPL, DEP, DLA, CHG, CNL) relating to flights subject to ATFM procedures.

Prior to departure and before obtaining an airway clearance, in circumstances where it becomes obvious that the allocated Kabul FIR slot parameters will not be met, a new slot allocation should be obtained as soon as possible. To avoid frequency congestion, this should be obtained primarily via aircraft operators/flight dispatchers. Early advice that the allocated Kabul FIR slot parameters will be missed also enables the slots so vacated to be efficiently reassigned to other flights.

The PIC shall include the CTOT in the initial ATC clearance request.

A missed slot results in considerable increase in coordination workload for ATC and PIC and should be avoided. To minimize coordination workload in obtaining a revised slot allocation, if the flight is still at the gate and an airway clearance has been obtained, PIC shall advise Ground Control of the missed slot and obtains new CTOT as specified above. If it becomes essential, the ATC clearance may be cancelled.

Prior to departure and after the aircraft has left the gate, in the event that the aircraft is unable to meet the allocated Kabul FIR slot parameters, when requested by the PIC, Airport Control shall assist the PIC in coordination with Bangkok ACC and Bangkok ATFMU for a revised slot allocation.

PIC shall adjust cruise flight to comply with slot parameters at the Kabul FIR entry waypoint, requesting appropriate ATC clearances including speed variations.

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In the event that an aircraft operator or ATS unit is unable to access the BOBCAT website, Bangkok ATFMU shall be contacted via the alternative means (telephone, AFTN).

Bangkok ATFMU Contact Information

Bangkok ATFMU may be contacted via the following:

Bangkok ATFMU

Tel: +662 287 8024

Mobile: Contingency Mobile: +668 1829 5256

E-Mail: atfmu@bobcat.aero

AFS: VTBBZDZX

In the event of BOBCAT system failure, Bangkok ATFMU shall notify all parties concerned and advise that BOBCAT ATFM slot allocation procedures are suspended. In this event, all parties concerned will revert to the existing ATM procedures as applicable outside the daily period of ATFM metering.

OPERATIONS AT UNCONTROLLED AIRPORTS

All flights departing from an uncontrolled aerodrome within Delhi CTR should take ATC clearance on telephone 011 25653454 before departure.

DEPARTING AIRCRAFT

Pilots shall report total number of persons on board, including crew, and confirm the completion of security check to aerodrome control tower when requesting start-up clearance.

ENROUTE OPERATIONS

Flying outside of ATS routes is prohibited within Indian airspace.

All aircraft are forbidden to operate within 15NM of the international border of India unless specifically permitted or except when following the ATS route or operating to and from any aerodrome situated within 15NM of the international border of India.

JOINING OR CROSSING OF ATS ROUTES

Aircraft shall not join or cross ATS routes without prior approval/ATC clearance from the ATS units concerned. This approval/clearance shall be obtained at least 10 minutes prior to entry into ATS routes if in direct contact on VHF and at least 20 minutes prior to such entry if contact is through enroute radio frequency.

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, DELHI, KOLKATA AND MUMBAI FIR

General

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

Data link services are available to all FANS 1/A equipped aircraft operating in the Chennai, Delhi, Kolkata and Mumbai FIR on H24 basis.

For ADS and CPDLC established aircraft, ADS will be primary means of surveillance and CPDLC will be the primary means of communication outside terminal control area. VHF/HF will be back up for communication and position reporting.

The service is available to all aircraft suitably equipped with data link capability. The ADS/CPDLC service will not affect the current procedure for non data link equipped aircraft operating in the same airspace.

Applicability

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

Logon

The logon address for the Chennai FIR is VOMF.

The logon address for the Kolkata FIR is VECF.

The logon address for the Mumbai FIR is VABF.

The logon address for the Delhi FIR is VIDF.

If no contact on VHF/HF all ADS-C/CPDLC equipped aircraft entering Indian FIR are required to logon to appropriate ATS unit at least 10 minutes prior to the estimated time for entering Chennai, Delhi, Kolkata and Mumbai FIR.

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);

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- c. P628 (between IGREX and VATLA);
- d. N877 (between AGEGA and MANPU).

In Kolkata FIR RCAG (132.45MHz) will be used as primary back up frequency for CPDLC on following routes:

- a. L759 (between LEMEX and LIBDI);
- b. N895/G472 (between BBS and SAGOD);
- c. P628 (between LARIK and VATLA);
- d. N877 (between VVZ and MANPU);
- e. L301 (between VVZ and RINDA);
- f. P646 (between DOPID and IBITA);
- g. M770/770A (between BUBKO and MEPEL);
- h. L507 (between ESDOT and TEBOV).

In Mumbai FIR Primary and Secondary HF frequencies shall continue to be backup communication for CPDLC.

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

When CPDLC connection is established, aircraft will be instructed to transfer from voice to CPDLC.

The phraseology used is:

- TRANSFER TO CHENNAI Oceanic Control ON DATA LINK (position)
MONITOR [VHF 126.15 ALTERNATE HF primary/secondary (frequencies)]
Pilots should then downlink a CPDLC POSITION REPORT
- or
- TRANSFER TO KOLKATA Control ON DATA LINK (position)
MONITOR [VHF 132.45 / 120.7 ALTERNATE HF primary/secondary (frequencies)]
Pilots should then downlink a CPDLC POSITION REPORT
- or
- TRANSFER TO MUMBAI Oceanic Control ON DATA LINK (position)
MONITOR [HF primary/secondary (frequencies)]
Pilots should then downlink a CPDLC POSITION REPORT

Mumbai/Chennai FIR

In keeping with the policy “best equipped/best served”, Chennai/Mumbai Oceanic Control Centers will accord priority to FANS 1/A aircraft logging on to Chennai/Mumbai ADS-C/CPDLC over other

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aircraft in allocation of preferred cruising level on ATS Routes UL425, M300, N571, P570 and P574.

Aircraft equipped with ADS-C/CPDLC are encouraged to logon while operating on the above mentioned ATS Routes for optimum use of airspace in the Bay of Bengal and Arabian sea region.

CPDLC Termination

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

Flight Planning/Position Report

For ADS/CPDLC in Kolkata FIR, all messages should include SSR code assigned and have to be addressed to the:

Kolkata FIC

AFTN: VECFZQZX

VECCZPZX

VECCZRZX

All westbound flights on L301/L301A, N571 and P574 must report position at KARKU, SUGID and BISET respectively to Mumbai Radio in addition to Mumbai Area Control.

LONGITUDINAL SEPARATION

Longitudinal Separation Minima of 20NM based on space based ADS-B surveillance will be applied on opportunity basis for aircraft passing Waypoint RASKI.

Aircraft with RNP2/RNP4 approval, functional ADS-B out, RCP240 with CPDLC connection on VABF will be subject to this separation. This will be applied on ATS routes:

- L639, RASKI to RITPO;
- L301, RASKI to ANKOX.

Aircraft to indicate RNP2/RNP4, CPDLC, RCP240, ADS-B availability in respective fields of the flight plan.

REQUIRED NAVIGATION PERFORMANCE

Following routes are designated RNP2:

- Q14, KKJ to OSBEM;
- Q15, GIVEK to KKJ;
- Q16, HIA to GGC;
- Q17, IGURO to LURGI;
- Q19, BBB to CEA;
- Q20, CEA to BBB;
- Q21, HIA to BIA;

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- Q22, BIA to HIA;
- Q23, DPN to MMV;
- Q24, MMV to DPN;
- Q25, UGISO to IPNIB;
- Q27, HIA to MELAX;
- Q28, TOGOL to NNP;
- Q29, RRP to MELAX;
- T9, GUNDI to BOBEX;
- Z1, BBB to PKT;
- Z2, BGD to JAL;
- Z5, PONIP to BEKUT;
- Z6, BIBVA to ASARI;
- Z7, ELKUX to BIBVA;
- Z8, AAE to VIKIT;
- Z9, UUD to VIKIT;
- Z10, TELEM to BVR;
- Z11, SRD to IID;
- Z13, LKN to RUKNI;
- Z15, JDP to RAMSA;
- Z16, AKRIB to BULDI.

Following routes are designated RNAV2:

- Q19, BBB to CEA;
- Q20, CEA to BBB;
- Z14, NNP to DOPID.

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;

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- Q7, AGRIX to QQZ;
- Q8, MMV to BBB;
- Q9, BBB to MMV;
- Q10, MMV to CEA;
- Q11, CEA to MMV;
- Q12, TVM to BBB;
- Q13, BBB to TVM;
- Q18, LKN to GGT;
- Z3, BPL to BBB;
- Z4, BBB to BPL.

Following route is designated RNAV10:

- Q26, CEA to DOPID.

Following routes are designated RNP10:

- L301, RINDA to RASKI;
- L333, KKJ to MERUN;
- L505, BUSBO to EXOLU;
- L507, TEBOV to CEA;
- L509, GGC to SULOM;
- L510, IBANI to EMRAN;
- L516, ELKEL to KITAL;
- L518, UUD to DUMAR;
- L524, BORBU to NNP;
- L626, ONISA to DPN;
- L639, BPL to RASKI;
- L645, SAMAK to SULTO;
- L756, CLAVA to RULSA;
- L759, DPN to MIPAK;
- L760, KKJ to DPN;
- L875, VUTAS to MMV;
- L894, KITAL to BIBGO;
- L896, DUGOS to MMV;

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- L899, TVM to TELAR;
- M300, ATETA to LOTAV;
- M638, SAPNA to BBB;
- M641, MDI to BIKOK;
- M770, MEPEL to JJS;
- M773, BUBKO to CEA;
- M875, KAKID to GUGAL;
- M890, LKN to SULOM;
- N519, BBB to SAPNA;
- N563, MEMAK to REXOD;
- N564, DUGOS to AKMIL;
- N571, IGOGU to PARAR;
- N628, LEVLU to BUSUX;
- N640, TVM to BIKOK;
- N877, AGEGA to PRA;
- N893, TELEM to AAE;
- N895, SAGOD to PARTY;
- P323, GIDAS to DONSA;
- P518, KARKU to KABIM;
- P570, BASUR to KITAL;
- P574, NOPEK to TOTOX;
- P628, IGREX to VIKIT;
- P646, IBITA to BBN;
- P751, BBB to ANGAL;
- P761, MMV to PPB;
- P762, DUGOS to LULDA;
- P895, VASTU to BIKOK;
- T1, BPL to BBS;
- T3, ADKIT to TTR;
- T4, ATETA to TTR;
- T5, LEKAP to OPIRA;

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- T6, CIA to POMAN;
- T7, CLC to POMAN;
- T8, MML to VASTU;
- T208, BOLUR to ASPUX;
- Z12, JJS to DOPID.

CONDITIONAL ROUTES

Conditional Routes (CDR) are defined as follows:

a. Use of CDR1:

CDR1 are plannable as permanent ATS routes.

Any CDR1 closure which requires re-filing of flight plan is published through NOTAM at least 7 days in advance. For safety reasons, closure of CDR1 is also published in AUP/UUP. In such case, any flight plan which uses the CDR1 portion during the affected period is to be cancelled or changed.

In the unlikely event of a short notice non-availability of a CDR1, flights will be instructed by ATC to use alternative routes. Operators should consider the implications of the possible use of the alternate ATS routes published for each CDR1.

b. Use of CDR2:

Flights on CDR2 can only be planned when the CDRs are made available through AUP/UUP. In this respect, the UUP could also notify the closure of CDR2 declared available in AUP and/or previous UUPs. The closure is notified by deleting the (available) CDR2 from the previous AUP/UUP. AOs should also refer to the NOTAMs and ATFM Daily Plan (ADP) for additional information regarding the specific utilization of available CDR2.

Whenever an operator wishes to take advantage of particular available CDR2 or is required by the Civil ATS unit to use particular CDR2, an individual flight plan should be submitted. It should contain in Item 15 the available CDR2 to be followed. Under these circumstances, any associated RPL shall be cancelled or changed.

c. Use of CDR3:

CDR3 are published in AIP as CDRs that are usable on ATC instructions only. Therefore, flights cannot be planned on CDR3.

STRATEGIC LATERAL OFFSET PROCEDURES (SLOP)

The Strategic Lateral Offset Procedures (SLOP) are applicable only within Oceanic airspace in Chennai, Kolkata and Mumbai FIRs beyond TMA/CTA/CTR.

Strategic lateral offsets shall be applicable only in Oceanic airspace as follows:

- a. where the lateral separation minima or spacing between route centerlines is 15NM or more, offsets to the right of the centerline relative to the direction of flight in tenths of a nautical mile up to a maximum of 2NM; and

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- b. where the lateral separation minima or spacing between route centerlines is 10NM or more and less than 15NM, while one aircraft climbs/descends through the level of another aircraft, offsets to the right of the centerline relative to the direction of flight in tenths of a nautical mile up to a maximum of 2NM; and
- c. where the lateral separation minima or spacing between route centerlines is 6NM or more and less than 15NM, offsets to the right of the centerline relative to the direction of flight in tenths of a nautical mile up to a maximum of 0.5NM.

The decision to apply a strategic lateral offset shall be the responsibility of the flight crew. The flight crew shall only apply strategic lateral offsets in airspace where such offsets have been authorized by the appropriate ATS authority and when the aircraft is equipped with automatic offset tracking capability.

NOTE 1: Pilots may contact other aircraft on the inter-pilot air-to-air frequency 123.45MHz to coordinate offsets.

NOTE 2: 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, an offset to the right and within the limits specified above may be used.

NOTE 3: Pilots are not required to inform ATC that a strategic lateral offset is being applied.

Aircraft transiting areas of surveillance coverage in airspace where offset tracking is permitted may initiate or continue an offset, only with the approval of the concerned ATS unit. ATC may require aircraft to cancel SLOP and return to the centerline of the route for application of lateral separation.

Flight crew of aircraft following SLOP shall be responsible to avoid prohibited, danger and restricted areas and other special use airspaces along the route being flown.

AUTOMATIC DEPENDENT SURVEILLANCE BROADCAST (ADS-B)

Area of Applicability

All aircraft flying on PBN routes in Indian continental airspace with designators L, M, N, P, Q, T and routes A201, A347, A465, A474, A791, B211, B466, G450, R457, R460, R461, W15, W19, W20, W29, W41, W43, W45, W47, W56S/N, W67, W111, W112, W114, W115, W118, W153, at or above FL290 must carry serviceable 1090MHz ES ADS-B transmitting equipment.

Aircraft not equipped with ADS-B would be permitted to fly on these routes below FL290.

On routes Z1, Z2, Z5, Z6, Z7, Z8, Z9, Z10, Z11, Z12, Z13, Z14, Z15 and Z16, ADS-B OUT is required.

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

INDIA RULES AND PROCEDURES

- 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.

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

Flight Planning

When an aircraft is equipped with a mode S transponder, that transmits ADS-B messages, an appropriate Mode S designator should be entered in field 10b; i.e.:

- E Transponder - Mode S, including aircraft identification, pressure altitude and extended Squitter (ADS-B) capability; or
- L Transponder - Mode S, including aircraft identification, pressure-altitude, extended Squitter (ADS-B) and enhanced surveillance capability.

An appropriate ADS-B designator shall be entered in section 10 of the flight plan to indicate that the flight is capable of transmitting ADS-B messages. For information, these include:

- B1 - ADS-B with dedicated 1090 MHz ADS-B “out” capability; or
- B2 - ADS-B with dedicated 1090 MHz ADS-B “out” and “in” capability.

NOTE: V DL Mode 4 and UAT not supported at present.

The Aircraft Identification (ACID) must be accurately recorded in Item 7 of the ICAO flight plan form. ACID, not exceeding 7 characters is to be entered both in Item 7 of the flight plan and replicated exactly when set in the aircraft FMS (for transmission as flight ID) in ADS-B transmissions.

Contingencies

When an aircraft is ADS-B equipped but the equipment has become unserviceable during flight, the pilot-in-command or aircraft operator must inform ATC as soon as possible.

Flight Crew Procedures

The flight crew shall adhere to the regulatory requirements pertaining to ADS-B issued from time to time.

The flight crew, on initial radiotelephony contact, or through CPDLC, where appropriate, shall inform the status of the aircraft's ADS-B operational approval to the ATC Units which have notified the provision of ATS Surveillance Services, based on ADS-B information, in airspace under their jurisdiction and control.

The flight crew shall be aware that since GNSS provides the position information element of ADS-B, the action of turning the GNSS receiver off, will result in the aircraft becoming invisible to ADS-B surveillance. ADS-B equipment can have various pilot interfaces, ranging from a simple on/off switch for the transmitter to a pilot control interface with advanced features such as a cockpit display of traffic information. It may also be combined with other systems, such as an SSR transponder, TCAS or Multifunction display (MFD). It is therefore important that the crew be aware that if the SSR transponder controls are linked to the ADS-B transmitter, operating one system may only be possible by operating both systems.

**INDIA
RULES AND PROCEDURES****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 tonnes, if flying in Indian airspace, shall be equipped with Mode S transponder.

All aircraft carrying serviceable transponder shall operate the transponder at all times during flight within Chennai, Delhi, Guwahati, Kolkata and Mumbai FIR regardless of whether the aircraft is within or outside airspace where SSR is used for ATS.

ACAS/TCAS II REQUIREMENTS

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 and all other aircraft which are equipped with ACAS II on a voluntary basis are required to be equipped with ACAS/TCAS II version 7.1.

All turbine-engined aeroplanes having a maximum certified take-off mass 5700kg or less and authorized to carry 10 to 19 passengers shall be equipped with an Airborne Collision Avoidance System (ACAS I).

All twin jet-engined aeroplanes having a maximum certified take-off mass 5700kg or less and authorized to carry less than 10 passengers shall be equipped with an Airborne Collision Avoidance System (ACAS I).

The provisions contained in the MEL with regard to unserviceability of ACAS as approved by the concerned Civil Aviation Authorities shall be acceptable. However, in no case the ACAS shall be unserviceable for more than 10 days.

USER PREFERRED ROUTES (UPR)

To reduce the environmental impact of aviation the members of the Indian Ocean and Arabian Sea Strategic Partnership to Reduce Emissions (INSPIRE) are collaborating to allow airspace users access to UPR across the Arabian Sea, Indian and Southern Oceans and adjoining airspace.

Procedure

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

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.

INDIA
RULES AND PROCEDURES

Access to UPR

Airspace users may file a flight plan user preferred route in the UPR geographic zone which meet the following minimum criteria:

- RNP10; 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, OSERA and SEBLO.

Questions and assistance should be directed to:

Chennai

General Manager (ATM)

Airports Authority of India

Chennai International Airport, Chennai

Fax: +91 44 22561740

E-Mail: gmaerochennai@aai.aero

or

Watch Supervisory Officer (WSO), Chennai

Tel: +91 44 22560894

Fax: +91 44 22561365

E-Mail: wso_mm@aai.aero

Mumbai

General Manager (ATM)

Airports Authority of India

Chhatrapati Shivaji Maharaj International Airport, Mumbai

Fax: +91 22 20888011

INDIA
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E-Mail: gmatmmum@aai.aero

or

Watch Supervisory Officer (WSO), Mumbai

Tel: +91 22 26828088

Fax: +91 22 20888088

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

3.1.5 Towing of Aircraft is not permitted.

3.1.6 Parachute descent not allowed in normal conditions.

3.1.8 Formations flights not permitted.

3.3.1.3 Submission of flight plan during flight not permitted.

3.9 For airspace classes “F” and “G” at and below 900m (3000ft) AMSL, or 300m (1000ft) above terrain, whichever is the higher, flight visibilities reduced to not less than 3000m may be permitted and HELICOPTERS may be permitted to operate up to 1000m flight visibility.

4.3 VFR flights shall be operated between 20 minutes before sunrise and 20 minutes after sunset.

4.4 VFR flights shall not be operated:

- a. above FL150.
- b. at transonic and supersonic speeds.

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

LOW VISIBILITY PROCEDURES (LVP)

Definitions

Low Visibility Operations (LVO)

Take off, landing and movement area operations when the runway visibility or RVR in any zone is less than 550m, or the visibility is reported as less than 800m.

Low Visibility Take-off (LVTO)

Take-off with a RVR lower than 400m but not less than 75m.

Low Visibility Operations

An operator shall establish procedures included in the Operations Manual and contain the duties of flight crew members during taxiing, take-off, approach, landing, and missed approach as appropriate.

Prior to commencing a low visibility take-off the flight crew shall ensure:

- The status of the visual and non-visual facilities is sufficient;
- Appropriate LVPs are applying according to information received from Air Traffic Services.

Low Visibility Procedures

- Low Visibility Operations should be initiated by or through the aerodrome control tower.
- Low Visibility Procedures shall be implemented when:

- RVR is less than 800m.
- Ceiling is less than 200ft.

The Low Visibility Procedures shall start from the moment the RVR value drops less than 800m.

- Landing aircraft should leave runway as soon as possible by taxiway centerline lights.
- Intersection take-offs are not permitted except otherwise prescribed by aerodrome operator.
- Low Visibility Operation may not be performed while reported meteorological values are below the relevant minimums.

ATS AIRSPACE CLASSIFICATION

Iran has adopted the ICAO airspace classification as listed in Jeppesen ATC-Chapter "ICAO ATS Airspace Classifications - Annex 11".

Airspace classes "A", "C", "D" and "G" are used within Tehran FIR/UIR.

In airspace class "G" IFR and VFR flights are permitted and receive flight information service if requested. Continuous air-ground voice communications are required for all flights.

IRAN RULES AND PROCEDURES

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 approval by ATS unit is valid for only 10 minutes from the time of start up approval granted to the pilot. In so far as practicable, ATC clearance should be issued to the aircraft prior to taxi. Aircraft are required to request taxi during the validity time (10 minutes after start up approval). 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 approval. Departure should not be made 10 minutes before 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 Item 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	OIKBZAZX OIKBZTZX
Additionally only for aircraft landing/departing within Bandar Abbass TMA	OIKBZAZA
Into Esfahan TMA	OIFMZAZX OIFMZTZX
Additionally only for aircraft landing/departing within Esfahan TMA	OIFMZAZA

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Into Mashhad TMA	OIMMZAZX OIMMZTZX
Additionally only for aircraft landing/departing within Mashhad TMA	OIMMZA
Into Shiraz TMA	OISSZAZX OISSZTZX
Additionally only for aircraft landing/departing within Shiraz TMA	OISSZA
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	OIIIZA
Additionally only for aircraft landing/departing within Tehran (Imam Khomains Intl) airport	OIIIEZA

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:

- L223, DASIS to SIR;
- L319, DASDO to BONAM;
- M317, GABKO to DASIS;
- M318, GABKO to KHM;
- M324, MOBET to PATAT;
- M701, LUMOM to MIDS;
- N440, GABKO to RADEB;
- N570, IVIVA to MIDS;

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- P550, SYZ to DASIS;
- T800, DASUT to ULDUN.

All RNAV routes above FL285 are RNAV5.

The following routes are also designated RNAV5 below FL285:

- A418, SYZ to ORSAR (above FL200);
- L124, ZAJ to KEBUD;
- L125, DULAV to KEBUD;
- L319, OBTAR to DASDO;
- L333, TBZ to DASIS;
- L430, MESPO to SRJ;
- L570, ROTOX to IMKEN;
- L717, RANRU to PEKES;
- L720, ITELO TO RIKOP;
- L721, LVA to ELIDU;
- L852, UMH to TESVA;
- M316, GOKSO to IMLOT;
- M318, KHM to RIKOP;
- M324, RIKOP to MOBET;
- M434, SAV to BOXIX;
- M555 ALRAM to KAPES;
- M561, RAGAS to ASVIB;
- M573, TBZ to DASIS;
- M710, DASIS to DULAV;
- M715, PEKES to OXADU, MIVAK to ZAJ;
- M718, ULDUS to SAV;
- M719, MESPO to NAGES;
- N39, ULDUS to OBRIX;
- N72, BATEV to TULAX;
- N312, ASVIB to MIDSJ;
- N319, DERBO to ULDUS;
- N440, MOBON to RADEB;

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- N567, TASLU to SOMAD;
- N700, ULDUN to DAPER;
- N717, DASUT to ULDUN;
- P302, MIDSJ to DASDO;
- P550, RAGAS to SYZ;
- P567, KAMAR to ULDUS;
- P574, ULDUS to DAPER;
- P715, MESVI to KUVER;
- P718, PAXER to SOMAD;
- Q10, DAVEP to MOBET;
- Q14, ASMET to ALMEK;
- Q16, ZAL to LUDAX;
- Q17, GGN to DHN;
- Q25, BUZ to GESIP;
- T210, RUS to RADAL;
- T211, RUS to DAPOG;
- T216, SRN to DAR;
- T217, EGSIR to LAM;
- T888, BJD to EMITI;
- Z1, BND to TBZ;
- Z2, TRN to DNZ;
- Z5, LAR to MSD;
- Z710, DNZ to SBZ;
- Z720, RST to GGN;
- Z725, OXADU to RST;
- Z730, ALTET to HAM;
- Z735, PUTMA to RIGAN;
- Z740, UMH to BOXIX.

SECONDARY SURVEILLANCE RADAR (SSR)

The use of SSR transponder is mandatory for all aircraft flying within controlled airspaces, unless otherwise agreed by prior coordination or instructed by ATS unit.

IRAN 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 ACAS/TCAS II version 7.1.

TRAFFIC INFORMATION BROADCAST BY AIRCRAFT (TIBA)

Traffic information broadcasts by aircraft are intended to permit reports and relevant supplementary information of an advisory nature to be transmitted by pilots on frequency 135.175MHz for the information of pilots of other aircraft in the vicinity. A listening watch shall be maintained on the TIBA frequency 10 minutes before entering the designated airspace until leaving this airspace. For an aircraft taking off from an aerodrome located within the lateral limits of the designated airspace listening watch should start as soon as appropriate after take-off and be maintained until leaving the airspace.

Routes of Flight

- a. Ghazvin, Karaj (Payam) and vice versa;
- b. Ghazvin, Takestan, Ziya abad, Abhar, Zanjan and vice versa.

General Rules

All flights should be standby on ACC, Sector 1 Frequency 119.300MHz and 132.500MHz during flight.

On Ghazvin to Zanjan flight path all flights shall have two-way communication with Ghazvin AFIS up to 35NM then at 30NM to Zanjan shall establish two-way communication with destination and vice versa.

Broadcast of traffic on TIBA Frequency by aircraft traffic information shall be broadcasted by pilots on 135.175MHz at position Takestan, Ziya abad, Abhar, Kilo, for the information of pilots of other aircraft in the vicinity.

ACC is responsible for coordination with destination aerodrome and air defense radar.

ASSIGNED FLIGHT NUMBERS

No flight is authorized to use same flight identification during 24 hours (0000 till 2359) except those flights conducting intermediate stop.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

ICAO REFERENCE

Annex 2

3.2.2 An aircraft that is aware that the manoeuvrability of another aircraft is impaired shall give way to that aircraft.

3.3.1.2 For all flights within the Tehran FIR, a flight plan shall be submitted prior to operating unless arrangements have been made for the submission of repetitive flight plans (RPL).

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3.3.1.3 A flight plan shall be submitted on the flight plan form before departure to an air traffic services reporting office (ARO) at the departure aerodrome. If no such unit exists at the departure aerodrome, the flight plan shall be submitted to the ATS unit performing the functions of such an office.

3.3.2 Notes 1. and 2. are not applicable.

3.6.5.1 All aircraft are required to be equipped and have to-way-communication with air traffic services units in Tehran FIR.

3.9 Minimum flight visibility for helicopters at and below 900m (3000ft) AMSL, or 300m (1000ft) above terrain, whichever is higher, in airspaces class “C” and “D” is 3000m in daylight and 5km at night.

4.2 Minimum ground visibility for helicopters in airspaces class “C” and “D” is 3000m during daylight and 5km at night.

4.9 All aircraft are required to be equipped and have two-way communication with relevant ATS units in Tehran FIR.

5.1.2 Except when necessary for take-off or landing or when specifically authorized by the appropriate authority, an IFR flight shall be flown at a level that is not below the minimum flight level established by the State whose territory is overflown, or, where no such minimum flight level has been established at a level which is at least 2500ft above the highest obstacle located within 8km of the estimated position of the aircraft.

PANS-ATM (DOC 4444)

4.11.3 The position reports to Tehran ACC shall contain the following elements of information in order:

- a. The initial call to Tehran ACC after a change of air-ground voice communication channel shall contain the following elements:
 1. designation of the ATS unit being called;
 2. call sign and, for aircraft in the HEAVY wake turbulence categories, the word “heavy” or “super”;
 3. SSR code;
 4. position;
 5. time;
 6. level, including passing and cleared levels, if not maintaining the cleared level;
 7. next position and time over, and any deviation from ATS routes including direct routing (or heading instruction if any) assigned by ATS unit;
 8. speed restrictions including any restrictions assigned by ATS (e.g. rate of climb or descend restrictions).
 9. additional elements, as required by the ANSP responsible for the provision of services and approved by CAO.IRI.

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- b. The initial call to a unit providing APP/RADAR control service after a change of air-ground voice communication channel shall contain the following elements:
1. designation of the ATS unit being called;
 2. call sign and, for aircraft in the HEAVY wake turbulence category, the word “heavy” or “super”;
 3. SSR code;
 4. position;
 5. time;
 6. level, including passing and cleared levels, if not maintaining the cleared level;
 7. any deviation from ATS routes including direct routing (or heading instruction if any) assigned by ATS unit;
 8. received weather information (only for arriving flights);
 9. speed restrictions including any restrictions assigned by ATS (e.g. rate of climb or descend restrictions); and
 10. additional elements, as required by the ANSP responsible for the provision of services and approved by CAO.IRI.
- c. The initial call to a unit providing aerodrome control service after a change of air-ground voice communication channel shall contain the following elements:
1. the designation of the ATS unit being called;
 2. call sign and, for aircraft in the HEAVY wake turbulence category, the word “heavy” or “super”;
 3. position; and
 4. additional elements, as required by the ANSP responsible for the provision of services and approved by CAO.IRI.
- d. Pilots shall provide level information at the nearest 100ft as indicated on the pilot’s altimeter.

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 CLASSIFICATION

Iraq has adopted the ICAO ATS airspace classification as listed on Jeppesen ATC-Chapter "ICAO ATS Airspace Classifications - Annex 11".

Airspace classes "A", "D", "E" and "G" are used within Baghdad FIR.

VFR traffic is required to maintain continuous two-way communication while operating in class "E" airspace.

Civil aircraft are advised that military aircraft may cross and/or temporarily enter class "A" airspace, with an ATC clearance to do so, but shall monitor the appropriate frequencies.

SPECIAL REQUIREMENTS AND REGULATIONS

ALTIMETRY

The Transition Level (TL) for Baghdad FIR is established at FL160. When QNH is below 980hPa, the TL increases to FL170.

COMMUNICATION

All aircraft flying in Iraqi airspace are required to communicate with ATC unless authorized under a letter of agreement with the ICAA.

Aircraft entering Baghdad FIR via MODIK, PASIP or DAXAN, unable to establish two-way communication, should monitor 122.4MHz, if below FL235, and 132.875MHz, if above FL235, and try to establish radio communication every 5 minutes.

AIR TRAFFIC FLOW MANAGEMENT (ATFM)

Inbound Flights

- a. All aircraft entering Baghdad FIR, at the same level, shall be separated 20NM in trail, constant or increasing, except:
 - All traffic entering Baghdad FIR via PASIP, at the same level, shall be separated 80NM in trail, constant or increasing, until crossing GIBUX. No level changes are allowed between PASIP and GIBUX.

IRAQ RULES AND PROCEDURES

- All traffic entering Baghdad FIR via MODIK, at the same level, shall be separated 80NM in trail, constant or increasing, until crossing RAPLU. No level changes are allowed between MODIK and RAPLU.
- b. All aircraft entering Baghdad FIR on R652 shall cross DAXAN at FL270 or below.
- c. Military aircraft, operating as operational air traffic, shall enter Baghdad FIR at FL230 or below.

Outbound Flights

- a. All aircraft exiting Baghdad FIR, at the same level, shall be separated 20NM in trail, constant or increasing, except:
 - All traffic exiting Baghdad FIR via PASIP, at the same level, shall be separated 80NM in trail, constant or increasing, starting from GIBUX, until exiting Baghdad FIR. No level changes are allowed between GIBUX and PASIP.
 - All traffic exiting Baghdad FIR via MODIK, at the same level, shall be separated 80NM in trail, constant or increasing, starting from RAPLU, until exiting Baghdad FIR. No level changes are allowed between MODIK and RAPLU.
- b. Aircraft landing in Bahrain should expect to cross SIDAD at FL310 or FL330.

FLIGHT PLANNING

All flight plans are required to include the FIR entry/exit waypoint as part of the flight planned route in the route section of Item 15 of the flight plan and must flight plan accordingly:

Country	Reporting Point	Lat/Long
Iran (entry/exit)	BOXIX	N3517.4 E04609.4
Iran (exit)	PAXAT	N3320.9 E04605.3
Iran (entry)	RAGET	N3330.8 E04553.8
Jordan (entry/exit)	PASIP	N3306.0 E03856.0
Kuwait (exit)	SIDAD	N2952.5 E04829.7
Kuwait (entry/exit)	SOLAT	N2909.7 E04638.2
Kuwait (entry)	TASMI	N3001.3 E04755.1
Saudi Arabia (entry)	DAXAN	N3205.2 E03937.3
Saudi Arabia (entry/exit)	LOTAN	N2959.7 E04338.8
Saudi Arabia (entry/exit)	MURIB	N3112.6 E04150.6
Saudi Arabia (entry)	NISER	N2930.5 E04418.4
Syria (exit)	ELEXI	N3441.5 E04109.0
Syria (entry/exit)	MODIK	N3328.1 E03901.0

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Country	Reporting Point	Lat/Long
Syria (entry)	SIDNA	N3634.0 E04141.0
Turkiye (exit)	KABAN	N3714.9 E04238.0
Turkiye (exit)	NINVA	N3721.0 E04313.0
Turkiye (entry)	RATVO	N3714.4 E04356.1

Flight Plan Message Addressing

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

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 ± 30 [± 15 for Basrah (Intl)] minutes from the approved time. Any changes to an arrival or departure time at an airfield that requires a PPR must be coordinated with the Senior Airfield Authority. Operators that do not coordinate changes to their PPR times may face delays and/or be prohibited from downloading their cargo or passengers. PPR's issued with less than 6 hours notification will not be guaranteed priority handling and may be delayed. The Senior Airfield Authority is the arbiter for final approval of PPR's.

All civil aircraft requiring flights to PPR designated airfields must contact the Senior Airfield Authority and receive a PPR prior to landing at that airfield. Civil carriers are also reminded to check current NOTAM for changes/updates in PPR requirements.

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.

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Pilots of aircraft meeting RNAV5 standards must indicate R in Item 10 of the flight plan.

ACAS/TCAS II REQUIREMENTS

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 are required to be equipped with ACAS/TCAS II version 7.1.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

No differences published.

ISRAEL RULES AND PROCEDURES

GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc.	Nautical Miles and Tenths
Relatively short distances such as those relating to aerodromes	Meters
Altitude, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascal or Millibars
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day 24hrs beginning at midnight UTC

WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

FLIGHT PROCEDURES

HOLDING

Holding procedures comply with Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Holding Procedures", Table IV-1-1, Holding Speeds.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the PANS-OPS, Document 8168 and on the United States Standards for Terminal Procedures (TERPS).

Speed Restriction

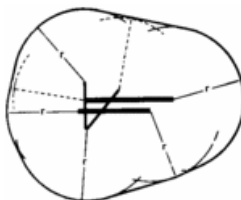
250kt IAS below 10000ft AMSL except for:

ISRAEL RULES AND PROCEDURES

- a. aircraft arriving to Tel Aviv (Ben Gurion) from the west before crossing 25 BGN DME; or
- b. when approved by ATC.

Circling Approach Area

Radii (r) defining size of areas, vary with the approach category.



Approach Category	Radius (Miles)
A	1.3
B	1.5
C	1.7
D	2.3

A minimum obstacle clearance of 300ft is provided within the circling approach area.

AIRPORT OPERATING MINIMUMS

Israel publishes DA(H), MDA(H), ceiling and visibility for landing. Visibilities are published for take-off.

ATS AIRSPACE CLASSIFICATION

Israel has adopted the ICAO ATS airspace classification as listed in Jeppesen ATC-Chapter "ICAO ATS Airspace Classifications - Annex 11".

Airspace classes "A", "C", "D" and "G" are used within Tel Aviv FIR.

Class "D" - IFR flights separated from VFR flights and are provided with air traffic control service, except for those portions of the airspace where there is a CVFR or VFR infrastructure published. IFR flights receive traffic information in respect of VFR flights and traffic avoidance on request.

Class "D" - VFR flights separated from IFR and VFR flights and are provided with air traffic control service for separation from IFR flights, except for those portions of the airspace where there is a CVFR or VFR infrastructure published. Traffic information provided in respect of VFR flights and traffic avoidance on request.

Class "G" - IFR operations not authorized in class "G" airspace. VFR traffic requires continuous two-way radio communication.

**ISRAEL
RULES AND PROCEDURES****SPECIAL REQUIREMENTS AND REGULATIONS****ALTIMETRY****General**

Transition altitude within Tel Aviv FIR is 18000ft. Transition level is at FL200. When flying over land aircraft below FL330 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 the appropriate ACC unit as follows, and report, on first contact, squawk number, and entry code (if applicable):

a. From Amman FIR:

1. Via TALMI/SALAM:

- Departing traffic from Amman (Queen Alia Intl), Amman (Amman City), Azraq (Muwaffaq Salti AB), Zarqa (King Abdullah II AB): contact Tel Aviv ID on 124.300MHz (primary) or 135.025MHz (secondary) as soon as practicable after take-off and not later than 10NM east of position TALMI/SALAM (for traffic via Ben Gurion TMA).
- All other flights not mentioned above: contact Tel Aviv ID on 124.300MHz (primary) or 135.025MHz (secondary) while overflying Amman FIR, and not later than 75NM east of position TALMI/SALAM.

b. From Cairo FIR:

1. Via NALSO, contact South ID on 122.750MHz (primary) or 134.875MHz (secondary):

- from the south, along route R650: Not later than 5 minutes before Sharm El Sheikh VORDME 'SHM'.
- flights departing Sharm El Sheikh VORDME 'SHM': Not later than position DELNA.
- from the west, via NOVPA, not later than position SISIK.

c. From Nicosia FIR:

from the West and North West contact Tel Aviv ID on 124.300MHz (primary) or 135.025MHz (secondary) not later than 180NM from Ben Gurion VORDME 'BGN'.

Flights entering Tel Aviv FIR shall arrive at one of the following reporting points:

ISRAEL RULES AND PROCEDURES

- a. from Amman FIR: RALNA (SALAM) or MUVIN (TALMI);
entry via NALSO is prohibited;
- b. from Cairo FIR: NALSO:
 - 1. flight level allocation ODD, except FL290.
 - 2. entry via G183 is prohibited, flight over NOVPA is compulsory;
- c. from Nicosia FIR: KONFO, KEREN or MERVA.
- d. Flights entering the FIR other than those above, or flying 'off-airways' direct from point to point outside published ATS routes, are prohibited, unless otherwise instructed by ATC.

Procedure for IFR flights from Amman to Tel Aviv (Ben Gurion)

- a. Flights departing from Amman shall not be permitted to enter Tel Aviv FIR in the event of communication failure.
- b. Maintain the assigned altitude by Amman Control 5NM east of SALAM, before entering Tel Aviv FIR.
- c. Contact Ben Gurion not later than SALAM.

DEPARTING FLIGHTS

IFR flights departing from controlled aerodromes, will receive initial ATC clearance from the local aerodrome control tower. The clearance limit will normally be the aerodrome of destination.

Pilots shall report aircraft current level upon first contact with the appropriate ATC unit.

Flights departing Tel Aviv FIR shall exit at one of the following reporting points:

- a. To Amman FIR - SALAM;
- b. To Cairo FIR - NALSO via R650:
 - cross FL120 or FL260 or FL290;
 - all other levels by ATC only;
 - all flights shall contact Cairo ACC 10 minutes before NALSO;
- c. To Nicosia FIR - SUVAS, DAFNA or MERVA.

FLIGHT PLANNING

A flight plan shall be submitted at least 60 minutes prior to departure.

A flight plan should be filed up to 120 hours (5 days) but not less than 3 hours before the EOBT for IFR and mixed IFR/VFR flights.

Domestic IFR flights not managed by IFPS, flight plans may be submitted at least 60 minutes prior to the flights EOBT.

ISRAEL RULES AND PROCEDURES

Place of Submission

- a. Flight plans shall be submitted prior to departure either to the IFPS or to the ARO at the aerodrome of departure.
- b. In the absence of such an office at the departure aerodrome, a flight plan shall be submitted via e-mail to the Tel Aviv (Ben Gurion) AIS/ARO office:
 - E-Mail: ais@iaa.gov.il
(for domestic and international flights FPLs filed in FPL2012 FPL message and not by form)
 - E-Mail: fpl@iaa.gov.il
(for international FPLs filed by FPL ICAO FORM and special domestic flights)
 - Tel: 972 3 975 6215/6/7
- c. Pilots or operators that have access to AFTN/AMHS can submit a flight plan via those systems to AFS - LLADZPZX.

Adherence to Airspace Utilization Rules and Availability

No flight plans shall be filed via Tel Aviv FIR deviating from the State restrictions defined within the Route Availability Document (RAD).

Alternate Airport

Aircraft operators planning to use airports within Tel Aviv FIR as alternate airport shall contact the Aviation Security Operation Center (ASOC) at least 5 working days prior to the beginning of each IATA season:

ASOC of the Israeli MOT Security Department

Fax: +972 3 9599808

E-Mail: asoc@mot.gov.il

Termination of a Flight Plan

In the following aerodromes the termination of a flight plan is not required:

- Tel Aviv (Ben Gurion);
- Eilat (Ilan and Asaf Ramon);
- Haifa.

Cargo Flights to Tel Aviv (Ben Gurion)

For contingency operations which require regulating arriving traffic flows and capacities, all carriers operating cargo flights to Tel Aviv (Ben Gurion), shall insert in Item 18 of the flight plan the remark: TERMINALARR CARGO.

ISRAEL RULES AND PROCEDURES

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).

Repetitive Flight Plan (RPL) system is no longer used within the IFPS.

Flight Plan Message Addressing

Category of Flight	Route	Addresses
IFR flights	Into, out of or via Tel Aviv FIR/UIR ¹	EUCHZMFP EUCBZMFP
Mixed IFR/VFR flights	Into, out of or via Tel Aviv FIR/UIR	The IFR portion of a mixed mode (IFR/VFR) flight plan is to be addressed as for IFR flights; the VFR portion is to be addressed as for VFR flights

¹ Out of Tel Aviv FIR/UIR - may be sent through AIS Office to LLADZPXZ

REQUIRED NAVIGATION PERFORMANCE

All ATS Routes are RNAV5 however ATS Routes H11, H14, J10, J11, J14, J15, Q28, Q32, Q163, T84, T94, T99, Y335, Y690, Z17, Z85 and Z91 may be flown conventional or RNAV5.

STRATEGIC LATERAL OFFSET PROCEDURES (SLOP)

This procedure is applicable only for:

- an IFR flight operating within south control airspace; which includes the following airways: J10, Q30/31/32, T80, T84, T85, T94.
- traffic heading northbound from ESHL waypoint to SIVAK/ASSIF/BIRIM waypoints.

Aircraft shall deviate 0.6NM to the right (east) of the route center, if unable to comply, fly offset 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 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):

ISRAEL RULES AND PROCEDURES

EAST ESHEL	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 ASSIF	N3144.5 E03514.4

NOTE: Distances from route center vary from 0.7NM to 1NM for optimal routing.

SLOP shall be terminated automatically after crossing EAST SIVAK/EAST ASSIF/EAST BIRIM such termination will be accompanied with further instructions within Ben Gurion TMA airspace.

ACAS/TCAS II REQUIREMENTS

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 are required to be equipped with ACAS/TCAS II version 7.1.

SECONDARY SURVEILLANCE RADAR (SSR)

Aircraft equipped with transponder Mode S, shall transmit Mode S associated with aircraft call sign.

Aircraft entering from the south should transmit Mode S after passing Sharm El Sheikh VORDME 'SHM'.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

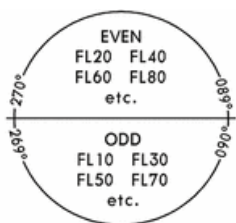
ICAO REFERENCE

Annex 2, Appendix 3

Within the Israeli airspace the following differences in regards of track are applied for airways J10, J11, J14, N13, Q28, Q30, T80, T84, T85, T94, Y82, Y83, Y84, Y85, Y335.

- 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".

ISRAEL RULES AND PROCEDURES



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 CLASSIFICATION

Jordan has adopted the ICAO ATS airspace classification as listed in Jeppesen ATC-Chapter "ICAO ATS Airspace Classifications - Annex 11".

Airspace classes "A", "C" and "G" are used within 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 of all types of flights shall be submitted to the ARO at the departure aerodrome at least 1 hour and not more than 120 hours before the estimated off block time.

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 OJAIYGYX

JORDAN RULES AND PROCEDURES

Traffic landing at Amman (Amman City)	OJACZQZX OJAMZTZX
Traffic landing at Aqaba (King Hussein Intl)	OJACZQZX OJAQZTZX OJAQGOYX

REQUIRED NAVIGATION PERFORMANCE

RNAV5 for all ATS Routes.

RADAR SEPARATION MINIMUM

The horizontal and lateral Radar prescribed for use in Amman TACC are:

Sector	Minimum Separation inside FIR	Minimum Separation at Interface	Service Provided
Within Qaia TMA	5NM for lateral separation climb and descend purposes	10NM longitudinal separation constant or increasing	Radar Control Service
Within lower east sector			
Within lower west sector		10-15NM longitudinal separation constant or increasing	
Within upper sector			

Radar Separation

If separation is provided between traffic in MSSR only coverage areas, extreme care shall be taken to ensure that known traffic is squawking and identified.

Radar Separation is provided between identified Aircraft.

VOR/DME Separation

Radar position must not be substituted for VOR or DME separation.

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;

JORDAN RULES AND PROCEDURES

- 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.

AUTOMATIC DEPENDENT SURVEILLANCE BROADCAST (ADS-B)

ADS-B services are available with a range of 256NM around Amman (Queen Alia Intl), Amman (Amman City), Aqaba (King Hussein Intl) and Arreesha.

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.

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

**JORDAN
RULES AND PROCEDURES**

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;
- c. through email for responsible ARO unit.

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.

In addition, the overflight/landing permission number and date shall be stated in Remark column of the flight plan Item 18.

Repetitive Flight Plans 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 CLASSIFICATION

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

COMMUNICATION

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.

ALTIMETRY

The transition altitude is established at 13000ft and the transition level is established at FL150 within Kuwait FIR.

QFE will be given on request at Kuwait (Intl).

KUWAIT RULES AND PROCEDURES

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”.

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.

FLIGHT PLANNING

Flight Plan Message Addressing

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

Route	Message Address
Transit (Overflying) Kuwait IFR	OKACZQZX
Landing/Departing alternate Kuwait Int'l airport	OKKKZQZX

Adherence to ATS Route Structure

No flight plans shall be filed for routes deviating from the published Standard Route Document, unless prior permission has been obtained from the Kuwait ATC authorities.

**KUWAIT
RULES AND PROCEDURES****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, version 7.1.

Aircraft that failed to install ACAS II shall not be permitted to operate within Kuwait FIR.

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

4.6 VFR flights to be operated within a control zone established at an aerodrome serving international flights and in specified portions of the associated Terminal Control Area shall:

- a. have two-way radio communications;
- b. obtain clearance from the appropriate ATC unit; and
- c. report positions, as required.

NOTE: The phrase "specified portions of the associated Terminal Control Area" is intended to signify at least those portions of the of the TMA used by international IFR flights in association with approach, holding, departure and noise abatement procedures.

5.1 Flights shall be conducted in accordance with IFR (even when not operating in IMC) when operating:

- more than 100NM seaward from the shoreline within controlled airspace; or
- at or above FL150.

**LEBANON
RULES AND PROCEDURES**

GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, generally in excess of 2 nautical miles	Nautical Miles and Tenths
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters or Feet
Altitude, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

FLIGHT PROCEDURES

HOLDING

Holding procedures comply with Jeppesen ATC-Chapter “Flight Procedures (DOC 8168) - Holding Procedures”, Table IV-1-1, Holding speeds.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures comply with PANS-OPS, Document 8168.

AIRPORT OPERATING MINIMUMS

Lebanon does not publish State airport operating minimums.

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

LEBANON
RULES AND PROCEDURES

ATS AIRSPACE CLASSIFICATIONS

Airspace classes “A”, “B”, “C” and “G” are used within Beirut FIR.

SPECIAL REQUIREMENTS AND REGULATIONS

COMMUNICATION

Aircraft not capable of maintaining two-way radio communication with Beirut TWR are not permitted to land, take-off or operate within Beirut CTR, unless prior special permission has been obtained from Beirut TWR.

General aviation aircraft not equipped with serviceable two-way radio communication equipment are not permitted to operate within Beirut controlled airspace, unless prior permission has been obtained from the appropriate ATC unit.

FLIGHT PLANNING

Time of Submission

A Flight Plan shall be submitted at least 60 minutes prior to operation of any flight.

IFPS/NMOC Operations

The Integrated Initial Flight Plan Processing System element of the EUROCONTROL Network Management Operations Center (NMOC) is the sole source for the distribution of the IFR/General Air Traffic (GAT) FPL and associated messages to ATS units within the IFPS.

The only required addresses are those of the two IFPS Units (IFPU) at Haren (Brussels) and Breigny (Paris).

Flight Plan Message Addressing

AFTN: EUCHZMFP and EUCBZMFP

SITA: BRUEP7X and PAREP7X

ACAS/TCAS II REQUIREMENTS

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 are required to be equipped with ACAS/TCAS II version 7.1.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

ICAO REFERENCE

Annex 2

3.1.2 All aircraft flying over Lebanese territory are required to maintain an altitude of not less than 10000ft, except when otherwise cleared by the appropriate ATC unit.

When an aircraft has been permitted by ATC to operate below 10000ft it is strictly forbidden, except in cases of absolute necessity, to fly over towns, populated areas or public meeting

LEBANON
RULES AND PROCEDURES

places, except at an altitude that will enable the aircraft to land outside such places even in the event of an engine failure.

The altitude in such a case shall not be less than 2000ft (600m) for multi-engine aircraft and 2500ft (760m) for single-engine aircraft.

MALDIVES RULES AND PROCEDURES

GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc., generally in excess of 2 nautical miles	Nautical Miles
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters
Altitude, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascal
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

FLIGHT PROCEDURES

HOLDING

Holding procedures comply with Jeppesen ATC-Chapter “Flight Procedures (DOC 8168) - Holding Procedures”, Table IV-1-1, Holding Speeds.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the PANS-OPS, Document 8168.

AIRPORT OPERATING MINIMUMS

The Republic of Maldives publishes DA(H), MDA(H) or OCA(H).

Jeppesen charted minimums are not below State minimums.

**MALDIVES
RULES AND PROCEDURES****ATS AIRSPACE CLASSIFICATION**

The Republic of Maldives has adopted the ICAO ATS airspace classification as listed on Jeppesen ATC-Chapter "ICAO ATS Airspace Classifications - Annex 11".

Airspace classes "A", "D" and "G" are used in Male FIR.

SPECIAL REQUIREMENTS AND REGULATIONS**AIR TRAFFIC FLOW MANAGEMENT (ATFM)**

ATFM services will be available during the peak hours at Male (Velana Intl) to cater for the high demand to mitigate demand and/or capacity imbalance.

ATFM Regulation Process

- a. ATFM at Male (Velana Intl) is intended to be limited to Tactical Flow Control.
- b. Traffic flows and capacities will be managed in real time by Maldives ATC Center in collaboration with Male Tower and Airport Operations Control Center.
- c. ATFM measures will be applied between 0200-1200 UTC and any other time of the day, depending on the traffic situation.
- d. There will be no first come first served basis. Arrivals and departures will be managed closest to slot times.
- e. Arrivals will have no priority over departures. Preference to land or depart will be accorded as per given slot times.
- f. Operators are to adhere to the slot times given by Maldives Airports Company Ltd (MACL). Aircraft arriving 15 minutes prior or after the given slot time will be subjected to ATFM measures.
- g. Aircraft encountering emergency, hospital aircraft, aircraft engaged in search and rescue and VIP flights are not subjected to ATFM measures.

ATFM Measures***Enroute Delay***

At the time of contact, aircraft will be informed of its ETA and then advised to reduce speed.

Airborne Holding

Airborne holding will be applied to optimize airport arrival rate and for sequencing. In such a case, high level holding outside Male TMA will be suggested.

Sufficient Holding Fuel

To avoid possible diversion to an alternate aerodrome, operators are advised to have sufficient fuel for at least 30 minutes holding. MACL will not take any responsibility for diversions due to inadequate/insufficient holding fuel.

Pilots should not expect any form of priority handling as a result of MINIMUM FUEL declaration.

**MALDIVES
RULES AND PROCEDURES****FLIGHT PLANNING**

Flight plans shall be submitted at the ATS Reporting Office (ARO) if the departure aerodrome is Male (Velana Intl) airport. At all other aerodromes flight plans shall be submitted to the control tower.

Flight Plan Message Addressing

Flight movement messages for IFR flights shall be addressed to:

VRMFZQZX; VRMMZTZX; VRMMZPZX

AERODROME FLIGHT INFORMATION SERVICE (AFIS)**General**

AFIS at domestic aerodromes will be provided to all air traffic on the maneuvering area and to all aircraft flying within the radius of 15NM from each aerodrome.

Details of AFIS operational hours at domestic aerodromes will be notified by NOTAM.

Call Sign for AFIS Aerodromes

The call sign of each domestic aerodrome will be the aerodrome name plus the phrase "Aerodrome Information".

If at any time, it is apparent that the pilot is not aware that aerodrome control service is not provided, the pilot would be immediately informed of this fact using the following phraseology: "Aerodrome control service not repeat not provided".

Air Ground Communications

All AFIS aerodromes are equipped with VHF equipment. The frequency is the published Tower frequency for that aerodrome.

Flight Planning

IFR flight plan should be filed for aircraft landing and taking off from the domestic aerodromes.

Air Traffic Services Procedures**Arrivals**

Aircraft inbound to land at these aerodromes should contact the designated Tower on the designated frequency at least 15NM prior to landing or as directed by Male Control/Approach.

Descend to Land

During daylight hours:

- a. Subject to clearance from Male ATC, descend to 7000ft.
- b. Descent below 7000ft shall be in VMC on pilot's discretion.

NOTE: Cancel IFR and change to VFR before leaving 7000ft.

MALDIVES RULES AND PROCEDURES

- c. Pilots shall monitor and transmit position information on appropriate advisory frequency (128.7, 128.8 or 128.9MHz) from 7000ft.
- d. In addition to monitoring and transmitting on advisory frequency, pilots should contact the designated Tower.
- e. Standard left-hand pattern should be followed and the minimum altitude to join the traffic circuit shall be 1500ft or may follow published instrument approach procedure.

During night hours:

- a. Subject to clearance from Male ATC, descend to 1500ft.
- b. Once the aerodrome is in sight, standard left-hand pattern should be followed and execute visual approach to land.

Departures

Pilots shall contact the designated aerodrome Tower on the designated frequency for ATC route clearance.

During daylight hours, pilots shall monitor and transmit position information on appropriate advisory frequency (128.7, 128.8 or 128.9MHz) upon getting airborne until passing 6000ft.

Responsibilities of and Procedures for Pilots

When operating on or in the vicinity of an AFIS aerodrome, pilots must, on the basis of the information received from the AFIS unit combined with their own knowledge and observations, decide on the course of action to be taken to ensure separation from other aircraft, ground vehicles and obstacles.

It is essential that pilots establish and maintain two-way radio communication with the AFIS unit and that they report their positions, levels and all significant maneuvers and intentions to the AFIS aerodrome, since the efficiency of the AFIS is dependent on the information received.

ALTIMETRY

For the entire Male FIR a transition level is established at FL130 and a transition altitude at 11000ft.

DATA LINK SERVICES

CPDLC services are available within Male FIR to FANS 1/A equipped aircraft.

The use of CPDLC is not mandatory and will be conducted at the discretion of the controllers and aircrews involved.

Messages will be transferred by VHF and satellite data link.

Logon

The logon address for Male FIR is VRMF.

Logon should be initiated at least 10 minutes prior to entry Male FIR.

**MALDIVES
RULES AND PROCEDURES****Application of CPDLC**

Aircraft operating outside radar coverage and not in ADS-B exclusive airspace within Male FIR shall establish contact with ATC using CPDLC as a primary means of communication except for the following:

- a. Prior instruction to contact ATC on VHF;
- b. Received notice that CPDLC service is not available; and
- c. During data link outage.

Aircraft that have established data link communications may transmit their position reports by CPDLC instead of HF.

VHF frequency 127.1MHz will be used as primary back up frequency for CPDLC until 200NM south of Gan Island (Intl) airport. Primary and secondary HF frequencies (11285KHz, and 5670KHz) shall continue to be backup communication for the entire airspace.

Controller/pilot dialogues opened by CPDLC must be closed by CPDLC. Controller/pilot dialogues opened by voice must be closed by voice.

AUTOMATIC DEPENDENT SURVEILLANCE BROADCAST (ADS-B)**ADS-B Aircraft Equipage and Approval**

Carriage of ADS-B equipment in Male FIR is voluntary.

However, IFR aircraft intending to use ADS-B Out in Male FIR shall be certified as meeting:

- EASA AMC 20-24; or
- FAA AC Nr. 20-165A - Airworthiness Approval of ADS-B; or
- the equipment configuration standards in Appendix XI of Civil Aviation Order 20.18 of the Civil Aviation Safety Authority of Australia.

If IFR aircraft carries ADS-B transmitting equipage which does not comply with the requirements above the equipment shall be:

- deactivated; or
- set to transmit only a value of zero for the Navigation Uncertainty Category (NUC_P) or Navigation Integrity (NIC).

STRATEGIC LATERAL OFFSET PROCEDURES

The following requirements are applicable for the use of lateral offset within Male FIR:

- a. Offsets maybe applied outside Male TMA.
- b. The offset shall be established at a distance of 1NM or 2NM to the right of the centerline relative to the direction of flight.
- c. Position reports are to be based on the current ATC clearance and not the exact coordinates of the offset from track is "Male Control, Maldives 249, position BAXOS 0532 flight level 280, estimate ... etc".

MALDIVES RULES AND PROCEDURES

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 123.45MHz to coordinate offsets.

REQUIRED NAVIGATION PERFORMANCE

Following routes are designated as RNP1:

- Q511, VRMU to IGRAM;
- Q522, VRMU to MAMSO;
- Q533, VRMU to VRMK;
- Q544, VRMK to VRMT;
- Q555, VRMO to VRMT;
- Q566, VRMT to VRMR;
- T456, VRMM to VRMG;
- T644, VRMV to ONATO;
- Y991, MLE to VRMH;
- Y992, MLE to VRMH;
- Y993, MUNUT to VRMH;
- Z652, VRMM to VRMG;
- Z749, VRMM to VRMG.

Following routes are designated as RNP2:

- T501, VRMG to BIBGO;
- T602, VRDA to BIBGO.

Following routes are designated as RNP10:

MALDIVES RULES AND PROCEDURES

- L516, ELKEL to BUMMR;
- L756, RULSA to MLE;
- L894, SUNAN to BIBGO;
- L899, VRMH to TELAR;
- M512, DOPDO to TELIG;
- M513, MANRU to SABDI;
- N628, LEVLU 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.

Specific Requirement

For overflying clearance, the operator, in consent with INSPIRE shall apply to the:
Chief Executive

**MALDIVES
RULES AND PROCEDURES**

Maldives Civil Aviation Authority

Address: Velaanaage Office Building, 11th floor

Hilaalee Magu

Male 20096

Republic of Maldives

Tel: +960 332 3507

+960 332 4987

+960 332 4986

Fax: +960 332 3039

E-Mail: civav@aviainfo.gov.mv

AFS: VRMMYAYX

Limitations

Flights entering Male FIR via waypoints LEVLU, BOBOD, BUMMR or MOMMA shall exit Male FIR from a FIR boundary point published at North of waypoint SABEK.

Following combination of waypoints may not be used for entry and exit:

- BIBGO to and from SEBLO, TELIG, PADLA or MANRU;
- ESLAV to and from SEBLO, TELIG, PADLA or MANRU;
- OMLEV to and from SEBLO or TELIG.

NOTE 1: Flight plans of UPR flights that have both FIR entry and exit waypoint on south of Airway N628 will not be accepted.

NOTE 2: Until approved and published by Male, KASVO shall not be used for flight planning.

NOTE 3: SABEK is available for UPR flights.

ACAS/TCAS II REQUIREMENTS

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 are required to be equipped with ACAS/TCAS II version 7.1.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

ICAO REFERENCE

Annex 2

3.6.2 Adherence to ATC approved route

If an aircraft on a long over-water flight has inadvertently deviated from the route specified in its ATC clearance, it shall forthwith take action to regain such route within 200NM from the position at which the deviation was observed.

**MALDIVES
RULES AND PROCEDURES**

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., 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
Speed	Knots
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility	Kilometers
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC
Endurance	Hours and Minutes
RVR	Meters
Tank (A/C)	Liter
Humidity (absolute)	Grams or Kilograms

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.

NEPAL RULES AND PROCEDURES

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.

Jeppesen charted minimums are not below State minimums.

ATS AIRSPACE CLASSIFICATION

Nepal has adopted the ICAO ATS airspace classification as listed in Jeppesen ATC-Chapter "ICAO ATS Airspace Classifications - Annex 11".

Airspace classes "C" and "G" are used within Kathmandu FIR.

Within class "G" continuous two-way communication is required for all flights.

SPECIAL REQUIREMENTS AND REGULATIONS

FLIGHT PLANNING

Flight Plan Message Addressing

Flight movement message for IFR flights shall be addressed as follows:

Route	Message address
into or via Kathmandu FIR	VNSMZQZX
Kathmandu Tower for flights into: Kathmandu TIA Kathmandu Pokhara Nepalgunj Biratnagar Janakpur Simara Bharatpur Bhairahawa Dhangadhi Chandragadhi Surkhet	VNKTZTZX VNKTZPZX VNPKZTZX VNNGZTZX VNVZTZZX VNJPZTZX VNSIZTZX VNBZTZZX VNBWZPZX VNDHZTZX VNCZTZZX VNSKZTZX

REQUIRED NAVIGATION PERFORMANCE

Following route is designated RNP10:

– L626, KTM to ONISA.

NEPAL RULES AND PROCEDURES

Following routes are designated RNP2:

- Q319, KTM to NGJ;
- Q402, SMR to BWA;
- Q526, BWA to SUKET;
- Q650, BWA to SUKET;
- T144, SMR to POK;
- Y752, KTM to DHI.

CONTROLLED AIRSPACE CLEARANCE

All aircraft shall obtain an ATC clearance before operating in controlled airspace or joining or crossing airways. Such clearance should be requested at least 5 minutes for domestic flights and 10 minutes for international flights before reaching the proposed point of entry to controlled airspace.

The request shall include the following information:

- a. aircraft identification;
- b. aircraft type;
- c. position;
- d. level and flight conditions;
- e. estimated time at point of joining;
- f. desired level;
- g. route and point of intended landing;
- h. the phrase “Request joining/entering clearance”.

The selected crossing or joining point should where possible, be associated with a radio facility to assist accurate navigation.

OPERATION AT UNCONTROLLED AIRPORTS

Arriving aircraft:

- a. Aircraft should join the traffic circuit for the landing direction in use in the upwind, crosswind or downwind leg. A right turn may be executed to enter the left downwind leg, unless terrain dictates a right circuit must be used, then a left turn to the downwind leg may be executed.
- b. When an aircraft is holding over an aerodrome where weather conditions are less than the prescribed landing minimums, Kathmandu Radio will nominate a scheduled reporting time. This will normally not exceed an interval of 15 minutes.
- c. When arriving at an unattended airport all aircraft are required to report the place and time of arrival to Kathmandu Radio when commencing descent and when joining the circuit area.

NEPAL RULES AND PROCEDURES

- 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.

SECONDARY SURVEILLANCE RADAR (SSR)

For flights under IFR Mode C transponder is required.

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 II version 7.1.

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

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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

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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 comply with the PANS-OPS, Document 8168.

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VISUAL APPROACH PROCEDURE

An IFR flight may be cleared to execute a visual approach provided the pilot can maintain visual reference to the terrain and:

- a. the reported ceiling is at or above the level of the beginning of the initial approach segment for the aircraft so cleared; or
- b. the pilot reports at the level of the beginning of the initial approach segment or at any time during the instrument approach procedure that the meteorological conditions are such that with reasonable assurance a visual approach and landing can be completed.

Visual approaches by night will not be authorized unless the pilots' reports show that they have and can maintain the aerodrome in sight.

Pilots are responsible for their own terrain clearance when executing a visual approach and should ensure that the flight remains within controlled airspace while manoeuvring for the visual approach.

NOTE: ATC may limit the descent of any flight that meets the requirements for a visual approach by using the phrase:

- *MAINTAIN (level) [TO] (significant point);*
- *MAINTAIN (level) UNTIL PASSING (significant point);*
- *CROSS (significant point) AT (or ABOVE, or BELOW) (level);*
- *NOT BELOW (feet) Until established [POSITION].*

AIRPORT OPERATING MINIMUMS

Oman publishes OCA(H), DA(H) or MDA(H) and RVR or VIS for landing and for most airports a minimum RVR or VIS for take-off. In addition, for some airports there is a ceiling published.

Minimums published in AIP are based on Oman CAR OPS Subpart E - All Weather Operations (based on an early EU-OPS version).

Jeppesen charted minimums are not below State minimums and are compared against EASA AIR OPS.

DEPARTING FLIGHTS

IFR flights departing uncontrolled aerodromes will either:

- Obtain ATC clearance from Muscat Control via the ATSU at the departure aerodrome when one is established; or
- Obtain traffic information from FIC or Muscat Control prior to entering CAS and if the flight is planned to enter CAS, obtain the necessary clearance, prior to entry from the ACC or;
- If clearance has not been received from Muscat Control shall:
 - a. remain outside CAS until clearance is obtained;
 - b. comply with VFR; or

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- c. where VFR cannot be maintained, comply with IFR and climb to the lowest usable IFR cruising level applicable for the area or route;
- d. operate the pressure-altitude reporting SSR transponder on Code 2000
- e. continue to attempt to contact Muscat Control for further clearance.

ATS AIRSPACE CLASSIFICATION

Oman has adopted the ICAO ATS airspace classification as listed in Jeppesen ATC-Chapter "ICAO ATS Airspace Classifications - Annex 11".

Within Muscat FIR the airspace classes "A", "C", "D" and "G" are used.

Speed restriction below 10000ft also applies to IFR traffic in airspace class "C".

VFR flights operating at aerodromes with ATS in airspace class "G" require continuous two-way communication.

SPECIAL REQUIREMENTS AND REGULATIONS

COMMUNICATION

Communication Procedures at Suhar Mandatory Broadcasting zone (MBZ)

The following reporting procedures shall be followed by all flights operating within Suhar MBZ:

- a. 5 minutes before entering MBZ, an initial call shall be made containing:
 - the designator of the station being called (Suhar Information);
 - call sign;
 - type of aircraft;
 - position;
 - flight level or altitude;
 - the intention of the flight crew.
- b. arriving MBZ:
 - 1. report when entering MBZ;
 - 2. announce the aircraft position, altitude and estimated time of landing and the pilot-in-commands arrival procedure intentions;
 - 3. report when on final approach;
 - 4. report when clear of the runway on which the aircraft has landed.
- c. when joining the aerodrome traffic circuit:
 - 1. report aircraft call sign, position in the circuit and altitude;
 - 2. call blind to announce changes in altitude and direction; and
 - 3. call blind to announce other aircraft in the same airspace the crews own intentions.

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- d. flying through MBZ:
 1. report before entering MBZ and, where circumstances permit, at least 5 minutes before entering, giving the aircraft's position and altitude and the pilot-in-commands intentions; and
 2. report when leaving MBZ.
- e. before entering maneuvering area:

the crew of a departing aircraft must call blind, on 118.725MHz, the crews of other aircraft on the ground or in MBZ to inform them about its location and intent.
- f. departing MBZ:
 1. before moving onto the take-off surface, report the aircraft call sign, the runway-in-use for take-off, and the pilot's intentions after take-off. If a delay is encountered, broadcast intentions and expected length of delay, then re-broadcast departure intentions prior to moving onto the take-off surface;
 2. after take-off, report departing from the aerodrome traffic circuit, and maintain a listening watch on 118.725MHz until leaving MBZ.

ALTIMETRY

Highest usable cruising altitude is 13000ft, lowest usable cruising level is FL150. Aircraft at or below the transition altitude of 13000ft arriving at or departing from controlled airfields are to change from regional to airfield QNH or vice versa at 50NM or when entering/leaving controlled airspace.

FLIGHT PLANNING

Operators of all flights within the Muscat FIR are required to submit a flight plan.

Operators of local flights, i.e., those which will remain within the Muscat TMA or Salalah CTR may satisfy the above requirements by notifying the appropriate ATSU of:

- a. the aircraft call sign (and registration, if different);
- b. the ETD and brief details of the intended flight;
- c. the destination.

Repetitive Flight Plan (RPL)

RPLs are not accepted and all operators are required to file a full flight plan.

Place of Submission

All flight plans shall either be submitted via ARO at the departure aerodrome or via AFTN or e-mail to:

E-Mail: Muscat: briefing@caa.gov.om
Salalah: SLL-AIS@caa.gov.om

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RNAV Requirements

Operators of aircraft equipped with RNAV having a navigation accuracy meeting RNAV1/RNAV5 shall insert the designator “R” if PBN approved in Item 10 of the flight plan.

Operators of aircraft not equipped with RNAV having a navigation accuracy meeting RNAV1/RNAV5, or whose equipment is no longer capable of providing the required accuracy, shall insert “STS/NORNAV” in Item 18 of the flight plan.

Flight Plan Message Addressing

Flight movement message for IFR flights shall be addressed as follows:

Route	Message Address
Transit/enter/exit Muscat FIR and, in addition, for flights:	OOMMZQZX
– into Muscat TMA	OOMSZTZX
– into Salalah TMA	OOSAZTZX
– departing OOSA	OOSAZPZX
– departing OOMS	OOMSZPZX

Authorization for Special Flights

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

AERODROME FLIGHT INFORMATION SERVICE (AFIS)

When operating in the vicinity of an aerodrome where AFIS is provided, pilots must, on the basis of the information received from the AFIS unit, combined with their own knowledge and observations, decide on the course of action to be taken to ensure separation from other aircraft, ground vehicles and obstacles.

Aircraft operating within an aerodrome that provides AFIS are required to maintain two-way radio communications with the AFIS unit on the prescribed frequency.

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AFIS units do not provide clearances to land or take-off however pilots shall confirm with AFISO that runway is clear for landing and take-off before commencing the take-off roll or landing.

AFIS units control ground movement by means of AFIS instructions. Pilots shall readback such safety related parts of such instructions and comply with the instructions unless advising the AFIS unit that they are unable.

Entering and backtracking a runway is done at pilot's discretion, however the pilot should confirm with the AFIS unit if there is any traffic that may affect. Pilots should hold short of all runways until confirming that there is not traffic to affect them entering the runway.

REQUIRED NAVIGATION PERFORMANCE

All RNAV routes are designated RNAV5, except the following which are RNAV1:

- B505, LALDO to ITLOB;
- B524, NADSO to DAMUM;
- L700, ULDUN to BUBAS;
- M428, GOMTA to MUNGA;
- M564, PASOV to VAXAS;
- N318, LABRI to GEVED;
- N563, REXOD to TULBU;
- N685, RETAS to LAKLU;
- N718, MCT to ITRAX;
- P307, TONVO to PURNI;
- P558, TULBU to SODEX;
- Y220, TARBO to ITLOB;
- Y623, DAPOK to GIVLA;
- Y855, BOTAM to LAKLU;
- Z440, TARBO to DAMUM.

For flight planning purposes all RNAV5 operators will also be permitted to file flight plans via all RNAV1 routes within the Muscat FIR.

LONGITUDINAL SEPARATION

80NM RNAV or 10 minutes (or less) MNT or the appropriate radar separation may be applied between aircraft.

HORIZONTAL RADAR SEPARATION

The minimum horizontal radar separations are:

- a. 5NM enroute;

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- b. 5NM within Muscat CTR and TMA;
- c. 5NM within Salalah CTR and TMA;
- d. 20NM between all traffic routing via RASKI (Muscat-Mumbai FIR boundary) who have indicated RNP2/RNP4, ADS-B out and CPDLC RCP240 capability in the filed flight plan. Aircraft should initiate early logon with Mumbai CPDLC on the address VABF.

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).

SECONDARY SURVEILLANCE RADAR (SSR)

All IFR flights are required to carry a functioning Mode C SSR transponder when operating in airspace class "A", "C" or class "D".

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.

In the event of failure of ACAS equipment on aircraft that are away from their maintenance base, that aircraft may be dispatched with an unserviceable ACAS equipment if authorized by the State of Registry (i.e. approved MEL item) and if acceptable to the ATC unit (providing enroute or approach procedures do not require its use). Aircraft operating with unserviceable ACAS under this MEL dispensation shall indicate the unserviceability in Item 18 of the flight plan (other information).

The following conditions apply against this MEL dispensation to return the aircraft to base:

- 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. the application of an internal Rectification Interval Extension (RIE) by the operator as per CAR MEL.013(a), is not permissible with this equipment type failure;
- d. an ICAO compliant altitude reporting transponder must be fitted and serviceable before departure;
- e. an ACAS MEL dispensation will be valid for a period from the time of entry in the technical log as an approved MEL item;
- f. conditions may be imposed by one or more States, which may include:

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1. operating within certain restrictive hours; or
 2. via specific routes; or
 3. at stated flight levels (for safety reasons or otherwise).
- g. 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, the MEL dispensation flight is in accordance with the operator's originally stated intentions, and that must comply with any conditions laid down by the CAA and subsequently by the ATC authorities.

Operators of aircraft intending to operate under the provisions of this MEL approved item must seek approval to conduct the flights through the airspace of other ATC units from the appropriate State authorities.

In the event when ACAS is inoperative, any aircraft with an unserviceable transponder as well as an unserviceable TCAS will not be permitted within the Oman FIR for which mandatory carriage of a transponder is required.

The following in-flight procedures shall be followed by flight crews in the operation of ACAS:

- a. In the event of a Traffic Advisory (TA), the pilot should attempt to establish visual contact with the approaching traffic and change the flight path only if a collision risk is visually established;
- b. in the event of a Resolution Advisory (RA), the pilot should respond in accordance with the collision avoidance maneuver prescribed by the ACAS system. In addition, the pilot should undertake a visual search for the conflicting traffic and a scan of the airspace into which his own aircraft might maneuver;
- c. the alteration of the flight path shall be limited to the minimum extent necessary to comply with the RA;
- d. pilots who deviate from an ATC instruction or clearance in response to a RA shall promptly return to the terms of that instruction or clearance when the conflict is resolved;
- e. pilots shall, as soon as possible, notify the appropriate ATC unit any RA which requires a deviation from the current ATC instruction or clearance and, when the conflict is resolved, of returning to the terms of the original ATC instruction or clearance.

NOTE: The ACAS equipment shall be kept on while operating in the Muscat FIR.

A written notification of the RA is to be submitted promptly to the Civil Aviation Authority of Oman.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

ICAO REFERENCE

Annex 2

4.4 VFR flights shall not be operated above FL150.

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 does not publish State minimums. Pakistan provides OCA(H) for instrument approach procedures.

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Jeppesen published minimums for take-off and landing are based on new Jeppesen Standard AOM (refer to “AIR TRAFFIC CONTROL - Aerodrome Operating Minimums - Jeppesen“) if the negative “Std” label is shown in the upper left corner of the minimums box.

Charts with the negative JAR-OPS label depict minimums which are still based on JAR-OPS 1, but will be converted to the new Jeppesen Standard AOM.

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 about aerodrome the operator shall establish a height for each approach procedure, below which the approach shall not be continued if RVR/VIS is less than the applicable minimum.

The approach may be continued below DA(H) or MDA(H) and the landing may be completed provided that the required visual reference is established at the DA(H) or MDA(H) and is maintained.

The touchdown zone RVR is always controlling. If reported and relevant, the mid-point and stop-end RVR are also controlling. The minimum RVR for the mid-point is 125m or the RVR required for the touchdown zone if less. The minimum RVR for the stop-end is 75m. For aircraft equipped with a roll-out guidance or control system, the minimum RVR value for the mid-point is 75m.

Relevant in this context means that part of the runway used during the high speed phase of the landing down to a speed of approximately 60kt.

ATS AIRSPACE CLASSIFICATION

Pakistan has adopted the ICAO ATS airspace classification as listed in Jeppesen ATC-Chapter “ICAO ATS Airspace Classifications - Annex 11”.

SPECIAL REQUIREMENTS AND REGULATIONS

COMMUNICATION

During the non-availability of Air Traffic Services (ATS) in Kabul FIR, all traffic entering Karachi and Lahore FIR from Kabul FIR shall contact Karachi, Lahore or Islamabad ACC at least 15 minutes prior to entry in FIR as per following details:

ATS Route	Transfer of Control Point	Sector	Primary Frequency	Secondary Frequency
N636	SERKA	Karachi ACC West	128.35	121.65

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ATS Route	Transfer of Control Point	Sector	Primary Frequency	Secondary Frequency
P628	ASLUM	Lahore ACC West	124.1	118.95
L750	BIROS			
N644	DOBAT			
L509	LAJAK	Islamabad ACC	120.75	125.75
P500	MOTMO			

Flights entering/exiting Pakistan airspace via MOTMO (P500) will be accepted and/or handed over between Dushanbe ACC and Islamabad ACC directly.

Any flight intends to transit from Karachi or Lahore FIR to Kabul FIR at their own risk (*except for ATS route P500 via TCP MOTMO*) will be provided ATS until transfer of control points (TCPs) and will be provided 15 minute separation at same level.

AIR TRAFFIC FLOW MANAGEMENT (ATFM)

Air Traffic Flow Management Procedures over Bay of Bengal, South Asia and Pakistan through Kabul FIR

The States of the ICAO Asia/Pacific Region, which have westbound nighttime flights operating through the Kabul FIR between 2000UTC and 2359UTC, are re-activating the integrated Air Traffic Flow Management (ATFM) service using the Bay of Bengal Cooperative ATFM System (BOBCAT).

Provision of ATFM Services for Flights Transiting Kabul FIR (BOBCAT ATFM)

As one of the ATFM services provided, Bangkok ATFMU provides ATFM service for westbound flights intending to transit Kabul FIR between 2000UTC and 2359UTC daily. The service provided includes calculation, promulgation, and management of mandatory Calculated Take-Off Time (CTOT) and flight level, ATS route, and Calculated Time-Over (CTO) at entry waypoint for entry into Kabul FIR for each affected flight.

Air Navigation Service Providers (ANSPs) retain responsibility for the tactical management of flights that are subjected to this ATFM measure. In discharging tactical responsibilities, ANSPs will manage non-ATFM compliant flights using delayed pushback and start clearances, non-preferred routes and/or flight levels, enroute holding and/or diversion around Kabul FIR.

BOBCAT ATFM-affected ATS routes, flight levels, and applicable period

All westbound flights intending to enter the Kabul FIR between 2000UTC and 2359UTC daily on ATS routes and flight level in Table 1 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 above mentioned.

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Table 1: ATS Route and Flight Levels requiring ATFM Slot Allocation

Routing through the Kabul FIR	Metering Waypoint(s)	Flight Levels
M875 - TAPIS - L509	LAJAK	FL300, FL320, FL340, FL360, FL380, FL400
N644	DOBAT	FL320, FL340, FL360, FL380, FL400
L750	BIROS	FL320, FL340, FL360, FL380, FL400
P628	ASLUM	FL320, FL340, FL360, FL380, FL400
UL333	SERKA	FL320, FL340, FL360, FL380, FL400

NOTE: Flight Levels availability may be subject to change through amendments of the Kabul FIR Contingency Arrangement. In the interim, the BOBCAT system homepage would display the updated information, along with flight level.

Flights that plan to enter Kabul FIR without an ATFM slot allocation – CTOT, CTO at Kabul FIR entry waypoint, allocated flight level, and allocated ATS route – will be accommodated only after flights with slots have been processed. Such flights should expect delayed pushback and start clearances, non-preferred routes and/or flight levels, enroute holding and/or diversion around Kabul FIR.

In order to avoid the above it is recommended that departures from designated airports in Pakistan intending to overfly Kabul FIR should apply for slot allocation through BOBCAT AFTM.

Flights exempted from BOBCAT ATFM

The following flights are exempted from BOBCAT ATFM procedures:

- a. flights experiencing an emergency, including aircraft subjected to unlawful interference;
- b. flights on search and rescue (SAR) or rescue and firefighting (RFF) missions;
- c. urgent medical evacuation flights specifically declared by medical authorities where flight delays would put the life of patients at risk;
- d. flights with “Head of State” status; or
- e. other flights specifically identified by State authorities.

NOTE: After medical flights have completed their mission; they should be subject to ATFM measures. Scheduled patient transfer flights are, by nature, non-urgent and should not be given priority under normal operational situation.

Airspace users uncertain whether their flights should be exempted should contact Bangkok ATFMU for clarification.

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Mandatory CTOT and Kabul FIR Slot Allocation

Affected flights shall obtain the mandatory Kabul FIR slot allocation – CTOT, CTO at Kabul FIR entry waypoint, and allocated flight level and ATS route from the BOBCAT system. The Kabul FIR slot allocation will enable ANSPs to tactically control westbound flights transiting the Kabul FIR at specified times by assigning minimum spacing requirements at specified FIR boundary waypoints of the Kabul FIR.

The application, calculation, and distribution of CTOT and associated Kabul FIR entry waypoint slot allocations will be managed via internet access to the BOBCAT system in accordance with the BOBCAT ATFM operating procedures below.

BOBCAT ATFM Operating Procedures

All affected flights are required to submit slot requests to the BOBCAT system by logging into <https://www.bobcat.aero> between 0000UTC and 1159UTC on the day of flight and completing 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 email the form to the Bangkok ATFMU as soon as possible.

Slot Allocation Process

The slot allocation is divided into 3 phases, namely; the slot request submission, initial slot allocation, and slot distribution to aircraft operators and ANSPs.

a. Slot Request Submission

- Slot requests including preferred ATS route, flight level and Maximum Acceptable Delay (MAD) should be lodged between 0000UTC and 1159UTC on the day of flight. Slot requests may subsequently be amended prior to the cut-off time of 1200UTC. Aircraft operators are encouraged to submit additional slot request options in case their first choice is not available. This may include variations to ATS route, flight level and MADs.
- Slot requests shall be for flight parameters that are able to be met by the flight. For example, flights requesting a slot at FL360 must be able to enter Kabul FIR at FL360. Flight subsequently unable to meet slot parameters (flight level, ATS route, or CTO at Kabul FIR entry waypoint) should expect non-preferred routes and/or flight levels, enroute holding and/or diversion around Kabul FIR.
- Flights that were not allocated a slot in the initial slot allocation, are not satisfied with the allocated slot or did not submit a slot request should select slots from the listing of remaining unallocated slots available immediately after slot distribution has been completed.

b. Slot Allocation and Distribution

- Slot allocation will commence at the cut-off time of 1200UTC. BOBCAT will process and generate the slot allocation based on the information submitted in the slot requests. Notification of slot allocation will be made not later than 1230UTC via the BOBCAT ATFM website and via AFTN using Slot Allocation Message (SAM) in accordance with the Asia/Pacific AFTN/AMHS-Based Interface Control Document.

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- After the slot allocation has been published at <https://www.bobcat.aero>, airspace users can:
 - use the slot allocation result for ATS flight planning purposes;
 - cancel the allocated slot; and/or
 - change the slot allocation to another available slot in the published list of unallocated slots.

ATS Units involved within Karachi and Lahore FIRs (e.g. Karachi, Lahore & Islamabad Area Control Centres, Aerodrome Control at the departure airports, AIS Centres, Aerodrome Aeronautical Information Services Units and Base Operations) can also view the slot allocation results at <https://www.bobcat.aero> or <https://atfm.aerothai.aero/ctotdistributor>.

Submission of ATS Flight Plan

- a. 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.
- b. In addition to normal AFTN addressees, operators should also address flight plan (FPL) and related ATS messages (e.g. DLA, CNL, CHG) to the Bangkok ATFMU via AFTN address VTBBZDZX for all flights that have submitted a slot request.

Coordination Procedure between Aircraft Operator/Pilot in Command, ANSPs, and Bangkok ATFMU to be applied within the Karachi and Lahore FIRs

Bangkok ATFMU (VTBBZDZX) shall be included in the list of AFTN addressees for NOTAMs regarding any planned activities that may affect slot availability (e.g. reservation of airspace/closure of airspace, non-availability of routes, etc).

Bangkok ATFMU (VTBBZDZX) shall be included in the list of AFTN addressees for ATS messages (e.g. FPL, DEP, DLA, CHG, CNL) relating to flights subject to ATFM procedures.

Prior to departure and before obtaining an airway clearance, in circumstances where it becomes obvious that the allocated Kabul FIR slot parameters will not be met, a new slot allocation should be obtained as soon as possible. To avoid frequency congestion, this should be obtained primarily via aircraft operators/flight dispatchers. Early advice that the allocated Kabul FIR slot parameters will be missed also enables the slots so vacated to be efficiently reassigned to other flights.

The PIC shall include the CTOT in the initial ATC clearance request.

A missed slot results in considerable increase in coordination workload for ATC and PIC and should be avoided. To minimize coordination workload in obtaining a revised slot allocation, if the flight is still at the gate and an airway clearance has been obtained, PIC shall advise Ground Control of the missed slot and obtains new CTOT as specified above. If it becomes essential, the ATC clearance may be cancelled.

PIC shall adjust cruise flight to comply with slot parameters at the Kabul FIR entry waypoint, requesting appropriate ATC clearances including speed variations.

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Contingency Procedures

In the event that an aircraft operator or ATS unit is unable to access the BOBCAT website, Bangkok ATFMU shall be contacted via the alternative means (telephone, AFTN).

Bangkok ATFMU Contact Information

Bangkok ATFMU may be contacted via the following:

Bangkok ATFMU

Tel: +662 287 8024
 Mobile: Contingency Mobile: +668 1829 5256
 E-Mail: atfmu@bobcat.aero
 AFS: VTBBZDZX

In the event of BOBCAT system failure, Bangkok ATFMU shall notify all parties concerned and advise that BOBCAT ATFM slot allocation procedures are suspended. In this event, all parties concerned will revert to the existing ATM procedures as applicable outside the daily period of ATFM metering.

FLIGHT PLANNING

A flight plan shall be submitted to appropriate ATS unit for each flight prior to departure and prior to operation in Pakistan airspace.

Place of Submission

Flight plans shall be submitted at the ARO at least 30 minutes before departure.

In the absence of such an office at the departure aerodrome, a flight plan shall be submitted by any available means of communication to the nearest ATS unit or concerned ACC.

Multiple flight plans i.e. separate flight plan for each stage of the flight through intermediate stops may be submitted at the aerodrome of first departure only in respect of flights whose first departure point is in Pakistan.

Flight Plan Message Addressing

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

Into or via Karachi FIR/CTA/CTR	OPKRZQZX
Into or via Lahore FIR/CTA/CTR	OPLRZQZX
Into or via Islamabad FIR/CTA/CTR	OPLRZQZX
Into or via Multan TMA	OPMTZTZX
Departure of destination in Karachi and Lahore FIRs	¹ ZTZX
Only for departure FPL	¹ ZPZX

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A453 (PIRAN-GADER or vice versa)	OPKCZIZA OPKRZQZX OPKRZRZA OPKRZRZB
Depart/arrive or transit Pakistan airspace via MERUN, VIKIT, DAL-TI, ELKEB, IDVID, REKOR, AKMEN, KARPO, DAMLI, ZOHAR, ALBOP	OPLRZQZX

¹ ICAO Location Indicator

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.

REQUIRED NAVIGATION PERFORMANCE

Following ATS routes are designated RNAV5:

- L124, PG to KEBUD;
- M504, ALPOR to TELEM;
- N893, NH to TELEM;
- N894, LAKIV to TELEM;
- P757, NH to PG;
- T385, PG to TAPDO;
- Z301, RN to KC;
- Z302, PS to KC;
- Z303, QT to LA;
- Z304, RN to QT;
- Z305, LA to PS;
- Z306, KC to RN;
- Z307, KC to PS.

Following ATS routes are designated RNP10:

- L509, SULOM to LAJAK;
- L750, BIROS to MERUN;
- M638, PG to SAPNA;
- M875, SITAX to GUGAL;
- M881, DI to LAJAK;

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- 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, SULOM to PS.

SEPARATION MINIMUMS

50NM longitudinal separation has been implemented within Karachi and Lahore FIRs at all transfer of control points with India, Afghanistan and Iran as follows:

- a. between RNP10 compliant aircraft;
- b. between all aircraft in surveillance environment;
- c. application of 50NM longitudinal separation on ATS routes M638, N519 and P518, the aircraft shall be equipped with FANS 1/A data link capability.

50NM separation shall not be applicable between non RNP10 compliant aircraft when no surveillance is available.

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

AUTOMATIC DEPENDENT SURVEILLANCE BROADCAST (ADS-B)

ADS-B are provided at the following locations with maximum range up to 250NM:

- Dalbandin
- Islamabad
- Karachi
- Lahore
- Lakpass
- Laram Top
- Pasni
- Rojhan
- Zhob

SECONDARY SURVEILLANCE RADAR (SSR)

All aeroplanes/helicopters shall be equipped with a pressure altitude reporting transponder which operates in accordance with applicable Pakistan Civil Aviation Authority (PCAA) regulations. These aircraft shall operate SSR transponder on Mode 3/A and Mode C simultaneously unless

PAKISTAN RULES AND PROCEDURES

specific exemption has been obtained from PCAA. This will be treated on an individual basis and subject to any conditions that may be imposed for a limited time period.

The aircraft operation of such flights within controlled airspace will be subject to prior coordination with ATC unit(s) concerned and may be subject to delays due to prevailing / anticipated traffic. An ATC unit may, on application in writing, and subject to prior approval of PCAA may issue authorization to an aircraft not equipped to be operated within the airspace where the unit provides air traffic services if such operation does not compromise the safety of air traffic.

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 to complete a planned itinerary or to proceed to a repair base.

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.

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.

FUEL DUMPING PROCEDURE

Aircraft requiring dumping fuel in the designated area OPD-105 shall obtain prior approval from Karachi APP. Aircraft not in radio contact with Karachi APP shall avoid flight over the area below FL70. Minimum fuel dumping altitude is 3000ft AMSL.

ACAS/TCAS II REQUIREMENTS

All turbine-engined aeroplanes of a maximum certified take-off mass in excess of 5700kg or authorized to carry more than 19 passengers shall be equipped with and operate ACAS/TCAS II version 7.1. Aircraft with an unserviceable Airborne Collision Avoidance System (ACAS II), either en-route or on ground is allowed to fly back to home base with two en-route landings. 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.

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- 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

4.4 (a) VFR flights shall not be operated above FL150.

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 FIR.

SPECIAL REQUIREMENTS AND REGULATIONS

ALTIMETRY

The transition altitude is fixed at 13000ft AMSL and the transition level is fixed at FL150 within Doha FIR.

All aircraft operating within Doha FIR and below FL150 are required to use Doha QNH during climb and descend phase.

AIR TRAFFIC FLOW MANAGEMENT PROCEDURES (ATFM)

Non-repetitive (ICAO) flight plans to/from Qatar airspace shall be submitted to the appropriate ATS unit at least 3 hours before EOBT.

Changes in EOBT of more than 15 minutes and/or cancellation of flight plans shall be reported immediately to the appropriate ATS unit.

Aircraft operators complying with a re-route or level capping requirement shall cancel any existing flight plan and re-file on the new route.

Operational ATFM enquires shall be addressed to:

Doha ATFMU

Tel: +974 4470 5431

E-Mail: doha.atfm@caa.gov.qa

Internet: <https://atfm.gov.qa/>

AFTN: OTHHATFM

Public Hours: H24

SLOT Allocation Procedure

Any Calculated Take Off Time (CTOT) will be available via online tool. If no access to online tool, a slot request can be made to the Doha ATFMU telephone number.

A slot request may be made no earlier than 2 hours but not later than 30 minutes prior to EOBT, using the following phraseology:

- ... flight identification;
- ... departure airport;
- ... destination airport;
- ... EOBT;
- ... REQUEST SLOT.

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Operators shall ensure compliance with the issued CTOT. If assigned CTOT is no longer required or cannot be met, the operator shall inform the Doha ATFMU immediately.

If the CTOT for the planned route results in a significant delay, an alternative routing to the same destination may be obtained on consultation with the Doha ATFMU.

Revisions to, or cancellations of, the last issued CTOT may be initiated by Doha ATFMU, the aircraft operator, or the ATC unit. Aircraft operators requiring assistance should contact the ATFMU telephone number or doha.atfm@caa.gov.qa.

ATFM Exemption Procedure

The flight plan originator can obtain exemptions from ATFM measures by using indicator STS/ in flight plan Item 18.

The STS indicators recognized for ATFM purposes comprises STS/HEAD, STS/SAR, STS/MEDEVAC, STS/FFR, STS/STATE, STS/HUM, and STS/HOSP.

FLIGHT PLANNING

All flight plans and associated messages for all flights intending to operate to/from and overflying Doha FIR shall be submitted via AFTN to OTDFIFPS and OTBDYWYX.

In absence of AFS:

E-mail: doha.comm@caa.gov.qa, Fax: +974 4470 5075

An acknowledgement of receipt must be obtained via:

Tel: +974 4470 5080 or +974 4470 5081

All flight plans within Doha FIR shall include the following:

- overflying Doha FIR: FIR entry and FIR exit points;
- departing from Qatar aerodromes: FIR exit point;
- landing at Qatar aerodromes: FIR entry point.

The following additional flight planning requirements apply for airports with published SID and STAR procedures:

- a. 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. TULUB B457...) and then as per Doc 4444 standard requirements;
- b. arriving aircraft: Item 15 of the flight plan form shall terminate with the corresponding waypoint of the last ATS route where the STAR commences (e.g. ... M430 TOSNA).

NOTE: Do not include NAVAIDs ID, any ATS route designator or SID/STAR designator (it is runway dependent, ATC will advise the corresponding SID or STAR).

All civil non-scheduled, private, technical landings, state aircraft and military flights operating within Doha FIR, are required to include the following in Item 18 of the FPL:

- a. clearance number under RMK/

QATAR RULES AND PROCEDURES

- b. STS/: Reason for special handling by ATS, as follows:
- MEDEVAC for a flight, critical medical emergency evacuation;
 - HEAD for a flight with Head of State status;
 - SAR for a flight engaged in a search and rescue mission;
 - STATE for a flight engaged in military, customs or police services.

Repetitive Flight Plan (RPL) system is not used in Qatar.

Time of Submission

A flight plan may be submitted up to 120 hours but shall not be less than 60 minutes prior to the EOBT, taking into account the requirements of ATS units in the airspace along the route to be flown for timely information, including requirements for early submission for ATFM purposes.

EMERGENCY SECURITY CONTROL OF AIR TRAFFIC (ESCAT)

ESCAT procedures may be implemented in response to national or regional security requirements, emergency situations, or other exceptional circumstances that necessitate the temporary control, restriction, or suspension of air traffic operations.

When ESCAT is in force, the following measures may be applied as necessary:

- a. Restriction or suspension of VFR operations.
- b. Limitation, re-routing, or suspension of IFR flights.
- c. Closure of specific airspace volumes, sectors, or aerodromes.
- d. Mandatory compliance with ATC instructions without deviation.
- e. Suspension of non-essential general aviation activities.
- f. Implementation of addition ATC contingency procedures.

All aircraft operating within the Doha FIR during ESCAT shall strictly comply with ATC instructions and any restrictions promulgated by NOTAM.

Pilots operating within the Doha FIR during ESCAT shall:

- a. Monitor assigned ATC frequencies continuously.
- b. Comply immediately with ATC instructions (including but not limited to level, route changes etc.).
- c. Avoid restricted or prohibited airspace.
- d. Avoid unnecessary radio transmissions.
- e. Any inability to comply with ATC instructions shall be immediately reported.

For further information, operators may contact:

E-mail: aim@caa.gov.qa

**QATAR
RULES AND PROCEDURES****REQUIRED NAVIGATION PERFORMANCE**

All ATS Routes are RNAV1.

FREE ROUTE AIRSPACE (FRA)

For details refer to Jeppesen ATC-Chapter "Free Route Airspace (FRA) - Middle East".

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 FIR.

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.

WAKE TURBULENCE SEPARATION MINIMUMS**Application of Wake Turbulence Re-categorization (RECAT)**

Within the Doha TMA an alternate application (RECAT) of the wake turbulence separation minima is applied.

The implementation of the alternate (RECAT) application of the wake turbulence scheme does not affect pilot procedures, flight management or changes to the format for completion or filling out a flight plan. The wake turbulence category (WTC) designator on the ICAO flight plan does not change.

The system includes distance-based wake turbulence separation minima for aircraft being provided with an ATS surveillance service in the approach and departure phases of flight and time-based separations on departure for the take off phase of flight.

RECAT Wake Turbulence Groups

The following wake vortex aircraft groupings, based on the allocation of aircraft types to six categories according to both maximum certificated take-off mass and wingspan, and associated separation minima should be used when applying RECAT.

1. SUPER HEAVY - 100000kg or more, and a wingspan between 72m and 80m;
2. UPPER HEAVY - 100000kg or more, and a wingspan between 60m and 72m;
3. LOWER HEAVY - 100000kg or more, and a wingspan below 52m;
4. UPPER MEDIUM - less than 100000kg but more than 15000kg, and a wingspan above 32m;
5. LOWER MEDIUM - less than 100000kg but more than 15000kg, and a wingspan below 32m;

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6. LIGHT - 15000kg or less (without wingspan criteria).

Aircraft types with maximum certificated take-off mass of 100000kg or more, and a wingspan between 52m and 60m are included in one of the above categories after specific analyses.

Distance Based Separation

Leader	Follower					
	Super Heavy	Upper Heavy	Lower Heavy	Upper Medium	Lower Medium	Light
Super Heavy	3NM	4NM	5NM	5NM	6NM	8NM
Upper Heavy		3NM	4NM	4NM	5NM	7NM
Lower Heavy			3NM	3NM	4NM	6NM
Upper Medium						5NM
Lower Medium						4NM
Light						3NM

Time Based Separation

Leader	Follower					
	Super Heavy	Upper Heavy	Lower Heavy	Upper Medium	Lower Medium	Light
Super Heavy		100s	120s	140s	160s	180s
Upper Heavy				100s	120s	140s
Lower Heavy				80s	100s	120s
Upper Medium						120s
Lower Medium						100s
Light						80s

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An additional 60 seconds should be applied to all the time based separation minima above when taking off from:

1. an intermediate part of the same runway; or
2. an intermediate part of a parallel runway separated by less than 760m (2500ft).

If on departure pilots require more separation than the RECAT time based standard, or extra time for any other reason, advise ATC **prior** to entering the runway.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

No differences published.

SAUDI ARABIA
RULES AND PROCEDURES

GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc., generally in excess of 2 nautical miles	Nautical Miles and Tenths
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters
Altitude, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, day of 24hrs beginning at midnight UTC

WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

FLIGHT PROCEDURES

HOLDING

Holding procedures comply with Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Holding Procedures", Table IV-1-1, Holding Speeds.

PROCEDURE LIMITATIONS AND OPTIONS

Approach, departure and all circling procedures in use are based on ICAO Doc 8168 - Procedure for Air Navigation Services - Aircraft Operations (PANS-OPS), Volume II.

Some instrument flight procedures (IFP) in use are still based on the United States standard for terminal instrument procedures (TERPS) 8260-3B and their transformation to PANS-OPS is in progress. Pilots must check inscriptions on procedure plates to determine if they have been designed to TERPS or PANS-OPS procedures.

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Speed Limitations

Aircraft operating below 10000ft must not exceed the following values of indicated airspeed, except that the minimum safe operating speed for a particular aircraft shall always be the determining factor when it is greater than the maximum speed prescribed below:

- a. within an aerodrome traffic circuit:
 - 200kt for turbine engined aircraft;
 - 156kt for reciprocating engined aircraft;unless otherwise authorized or required by ATC.
- b. elsewhere:
 - 250kt.

AIRPORT OPERATING MINIMUMS

Saudi Arabia publishes DA(H), MDA(H) and visibilities for landing.

Standard take-off minimums, specified by the number of engines, might be supplemented by specific conditions for departures.

Lower than standard take-off minimums have to be approved by the CAA for every operator and are therefore not charted on Jeppesen standard charts.

For some airports there are alternate minimums published.

Jeppesen charted minimums are not below State minimums.

ATS AIRSPACE CLASSIFICATION

Saudi Arabia has adopted the ICAO ATS airspace classification as listed in Jeppesen ATC-Chapter "ICAO ATS Airspace Classifications - Annex 11".

Airspace classes "A", "B", "C", "D", "E" and "G" are used within Jeddah FIR.

SPECIAL REQUIREMENTS AND REGULATIONS

COMMUNICATION

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.

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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.

WAKE TURBULENCE CATEGORY

For any aircraft type of SUPER category the letter “J” shall be entered into the space allocated to wake turbulence under Item 9 of the ICAO flight plan.

For any aircraft type of SUPER category the expression SUPER must be included immediately after the aircraft call sign in the initial radiotelephony contact between such aircraft and ATS units or ground movements at airports.

FLIGHT PLANNING

A submission of a flight plan is mandatory for all arriving, departing and overflying aircraft.

A flight plan shall be submitted at least 60 minutes prior to EOBT or before clearance to start-up or taxi is requested and/or before entering Jeddah FIR. EOBT shall be used as the planned departure time in flight planning, not planned airborne time.

The flight plan shall be submitted to the:

Jeddah Aeronautical Telecommunication Network Center (ATN)

Tel: +966 12 6850532

+966 12 6851292

Fax: +966 12 6854016

E-Mail: Jcc.com@sans.com.sa

An acknowledgement shall be obtained by telephone of the flight plan lodgment.

Except when other arrangements have been agreed between the aircraft operator and Saudi Air Navigation Services, AFTN or IFPS Web-Portal should be used for flight plan submission. The IFPS is offering an internet based service as Web-Portal capability, where airspace users can file, validate and submit a flight plan to all concerned addresses. Any airspace users wishing to access to the IFPS Web-Portal should obtain an username and password for this service through the official e-mail: crm@sans.com.

When filing flight plan to uncontrolled aerodrome all pilots must adhere to the aerodrome operation hours. When prior approval has been granted by GACA for flight taking place outside published operational hours, the pilot is required to advise Jeddah ACC by the Jeddah Aeronautical Telecommunication Network Center before departure.

The flight plan for flights operating from aerodromes without an ATS unit also shall be submitted to Jeddah Aeronautical Telecommunication Network Center. Under exceptional circumstances

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such as no access to communication means to submit flight plan, an abbreviated or full flight plan can be filled on RTF when airborne (AFIL) with any ATSU.

If the flight plan filed in the air (AFIL) intends to enter controlled airspace or certain control zones/control areas, at least 10 minutes prior warning of entry must be given. In all cases the message shall start with words "I wish to fill an airborne flight plan" However, the filling of full flight plan on the RTF is not allowed.

NOTE: Filing flight plan when airborne (AFIL) should be avoided except for emergency, search and rescue and ambulance aircraft. Minor amendments to previously filed flight plans will be accepted on RTF with any ATSU.

Non-scheduled Flights

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), Hafr Al Batin (King Saud AB), Nejran, Sharurah, Tabuk (Prince Sultan Bin Abdulaziz), Al Kharj (Prince Sultan AB), Dhahran (King Abdulaziz AB), although having permission to operate domestic flights into those aerodromes, are required to submit their flight plan to the Air Defence Notification Center (OEJDYXYX) 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) b. Riyadh (King Khaled Intl) c. Dammam (King Fahd Intl) d. Yenbo (Prince Abdulmohsin Bin Abdulaziz) e. Taif (Intl) f. Abha
Riyadh (King Khaled Intl)	a. Jeddah (King Abdulaziz Intl) b. Madinah (Prince Mohammad Bin Abdulaziz) c. Dammam (King Fahd Intl) d. Al Ahsa e. Gassim (Prince Naif Bin Abdulaziz) f. Hail
Dammam (King Fahd Intl)	a. Jeddah (King Abdulaziz Intl) b. Riyadh (King Khaled Intl) c. Al Ahsa d. Gassim (Prince Naif Bin Abdulaziz) e. Hail
Madinah (Prince Mohammad Bin Abdulaziz)	a. Jeddah (King Abdulaziz Intl) b. Riyadh (King Khaled Intl) c. Yenbo (Prince Abdulmohsin Bin Abdulaziz) d. Tabuk (Prince Sultan Bin Abdulaziz) e. Gassim (Prince Naif Bin Abdulaziz) f. Hail g. Taif (Intl)

NOTE: The following aerodromes may be flight planned as an alternative aerodrome for international flights:

– Jeddah (King Abdulaziz Intl)

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- *Riyadh (King Khaled Intl)*
- *Madinah (Prince Mohammad Bin Abdulaziz)*
- *Dammam (King Fahd Intl)*
- *Taif (Intl)*
- *Yenbo (Prince Abdulmohsin Bin Abdulaziz)*
- *Abha*
- *Jazan (King Abdullah Bin Abdulaziz)*
- *Gassim (Prince Naif Bin Abdulaziz)*
- *Hail*
- *Tabuk (Prince Sultan Bin Abdulaziz)*
- *Al Ahsa*

NOTE: The following aerodromes may be flight planned as an alternative aerodrome for national flights during the aerodrome hours of operation:

- *Al Baha (King Saud Bin Abdulaziz)*
- *Al Jouf*
- *Arar*
- *Bisha*
- *Al Dawadmi*
- *Guriat*
- *Al Qaisumah (Intl)*
- *Rafha*
- *Sharurah*
- *Turaif*
- *Wadi Al Dawasir*
- *Wejh*

Item 18 – insert the OEJD traffic permit number in Item 18 preceded by “RMK/” except for exempted State flights.

Item 18 – if operating away from its permanent base for more than 24 hours, a day-by-day schedule of the expected flights preceded by the designator RMK/.

Changes to submitted Flight Plan

All changes to a submitted flight plan shall be reported as soon as possible to the Jeddah Aeronautical Telecommunication Network Center (ATN).

SAUDI ARABIA RULES AND PROCEDURES

Closing a Flight Plan

After landing at an aerodrome which was not the destination aerodrome i.e. alternate or diversion destination, the pilot must:

Report the arrival to the local ATS unit as follows:

- aircraft identification;
- departure aerodrome;
- destination aerodrome;
- time of arrival;
- origin destination aerodrome as per flight plan.

Ensure that the ATSU at the original destination is informed within 30 minutes of the ETA (calculated from the full flight plan and departure time). This will avoid unnecessary search and rescue action being taken by the Alerting Services.

When arriving at an uncontrolled aerodrome, where no ATS service is provided, a report of arrival shall be made at the earliest possible opportunity after landing to Aeronautical Telecommunication Network Center (ATN).

Flight Plan Message Addressing

Flight movement messages for IFR and combined IFR/VFR flights shall be addressed as follows:

Route (into or via FIR and/or TMA/CTR/CTA)	Message Address
IFR flights and combined IFR and VFR flights:	
into or via Jeddah FIR	OEJDZQZX
and in addition:	
into or via Bahrain/Dammam CTA	OBBBZQZX
Gassim (Prince Naif Bin Abdulaziz)	OEGSZTZX
Jazan (King Abdullah Bin Abdulaziz)	OEGNZTZX
Hail	OEHLZTZX
Hafr Al-Batin (King Saud AB)	OEKKZTZX
Tabuk (Prince Sultan Bin Abdulaziz)	OETBZTZX
Taif (Intl)	OETFZTZX
Yenbo (Prince Abdulmohsin Bin Abdulaziz)	OEYNZTZX
Al Kharj (Prince Sultan AB)	OEPSZTZX
Wejh	OEWJZTZX
Al Baha (King Saud Bin Abdulaziz)	OEBZTZX

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Route (into or via FIR and/or TMA/CTR/CTA)	Message Address
Bisha	OEBHZTZX
Al Ahsa	OEAHZTZX
Nejran	OENGZTZX

TRAFFIC INFORMATION BROADCASTS BY AIRCRAFT (TIBA)

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 FIS frequency, not less than 15 minutes before landing and report the following:

- a. aircraft identification and type;
- b. estimated time of arrival (ETA).

When an aircraft will land with an emergency status, the following information shall be provided to the FIS or ATC by appropriate frequency:

- a. aircraft identification and type;
- b. estimated time of arrival (ETA);
- c. nature of emergency (problem);
- d. total persons on board;
- e. fuel on board; and
- f. dangerous goods onboard, if applicable.

TIBA procedure has to be applied on frequency 122.8MHz in class “G” airspace, as the following:

- a. outside all CTAs, TMAs and CTRs;
- b. off AWYs below FL150;
- c. on AWYs below 11500ft;
- d. within uncontrolled aerodromes in non-AFIS operating hours;
- e. where there is no ATS unit to provide the necessary FIS to aircraft.

All aircraft must follow the TIBA procedures and broadcast relevant collision avoidance information to each other.

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;

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- 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;
- 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.

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 except central sector 5NM;
- c. 5NM in TMAs, Abha CTA, Dammam CTA, Jeddah CTA East, Jeddah CTA West, Riyadh CTA North and Riyadh CTA South and Madinah CTA;
- d. 3NM on final approach at King Abdulaziz Intl Airport only.

EMERGENCY SECURITY CONTROL OF AIR TRAFFIC (ESCAT)

The rules of the Emergency Security Control of Air Traffic (ESCAT) 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.

While ESCAT rules are activated, they shall apply to all aircraft flying in or about to enter Saudi Arabian airspace.

The pilot-in-command of an aircraft entering or operating in Saudi Arabian airspace, once notified that ESCAT rules have been activated, shall comply with all ESCAT instructions to change course, altitude or flight level or to land at the nearest suitable airport acceptable to the pilot.

NOTE: While ESCAT rules are active, all proposed flight operations in Saudi Arabian airspace will require approval by ADNC and be assigned an appropriate Wartime Air Traffic Priority Number.

ADNC shall determine which Wartime Air Traffic Priority Numbers are permitted to fly in affected sector(s) based on the level of hostilities, existing or expected, along the aircraft's intended route of flight.

Flight Planning

ATS route M999 B413 RIBOK within Jeddah FIR is open for Yemini registered aircraft routing to/ from Aden Intl.

ATS route is released for international traffic between BHA and WDR. Pilots shall strictly keep listening watch to the appropriate ATC frequencies and shall adhere strictly to ATC instructions. FL310/FL460.

ATS routes are available within the activation of ESCAT area from/to:

- a. OEAB, shall file via:

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1. L677 ABKAR V38 ABH FL160 to FL250.
 2. V40 FL160 to FL240.
 3. H75 IRBAB Q313 portion of H75 between KATIX and IRBAB FL230 and below.
 4. ABH B544 FL160 to FL240.
 5. V48 FL230 and below.
- b. OEGN: shall file via:
1. L677 ABKAR V38 ABH FL160 to FL250, ABH V40 GIZ FL160 to FL190.
 2. L677 ABKAR L677/V739 FL240 and below.
 3. T210 ABH FL190, ABH B544 FL190 to FL240.
 4. GIZ T210 ABH H75 IRBAB FL160 to FL190, Q313 KATIX FL230 and below.
 5. GIZ T210 ABH FL160 to FL190, ABH B544 FL160 to FL240.
- c. OENG: shall file via:
1. V31 FL160 to FL190, WDR G667 NEJ.
 2. G667 TASMU NEJ FL160 to FL190 at ESCAT area.
 3. NEJ G667 TASMU FL160 to FL190 at ESCAT area.
 4. TASMU G667 only, FL160 to FL460.
 5. L677 ABKAR V38 ABH V749 NEJ FL150 to FL230.
 6. NEJ V700 ABH B544 FL160 to FL220.
- d. OESH: shall file via:
1. V31 FL160 to FL190, WDR V32 SHA.
 2. G667 WDR V32 EGNIL SHA FL160 to FL190 at ESCAT area.
 3. SHA T530 FL160 and above.
 4. L677 ABKAR V38 ABH V749 SHA FL230 to FL150.
 5. SHA V700 ABH B544 FL160 to FL220.
- e. OEWD: shall file via:
1. V31 FL160 to FL190 only, WDR.
 2. WDR G667 FL160 to FL460 at ESCAT area, cross 20NM from/to WDR FL160 or above.

Pilots shall strictly keep listening watch to the appropriate ATC frequencies and shall adhere strictly to ATC instructions. FL160/FL250.

ATS route L425 segment between BISHA and DAVOX from FL310 to FL460.

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Pilots shall strictly keep listening watch to the appropriate ATC frequencies and shall adhere strictly to ATC instructions.

REQUIRED NAVIGATION PERFORMANCE

Following routes are designated RNAV1:

- L564, BATHA to RAGPO;
- M440, BOPEK to MIDGU;
- T142, SITER to LAEEB;
- Y432, METNO to LADBO.

RNAV5 airspace has been established throughout the Jeddah FIR (except RNAV1 ATS routes) from FL160 up to and including FL600, except in that area East of 04700E and South of 2150N, where the base of the RNAV5 airspace is FL255.

The following routes are also designated RNAV5 below FL160:

- L677, PASUM to JDW, GIZ to NABAN;
- M559, JDW to RIBAM;
- Q13, VELEK to YEN;
- Q510, SEPSA to GEPAG;
- Q832, IVUDA to RSI;
- R777, DANAK to LAKNA;
- T466, RSI to TUGRU;
- Y333, TBK to GEPAG;
- Y686, RAGNO to RSI;
- Z412, DARAX to SEPSA;
- Z711, DARAX to GEPAG.

For aircraft operating on RNAV ATS routes located east of 04700E and south of 2150N, the aircraft shall be certified for RNP operations and must carry multi-navigation sensors including GNSS and DME/DME/IRU. The onboard system navigation shall demonstrate to meet applicable regulation as a primary means of navigation.

RNAV LIMITATIONS AND SPECIAL PROCEDURES

Operators are advised that VOR/DME and DME/DME spacing in some areas are not supporting RNAV5. Operators equipped with only this type of RNAV capability are advised to fill a flight plan via conventional ATS routes based on VOR/DME ground based infrastructure.

Operators of aircraft with certified RNAV systems with automatic radio update capability can depend on suitable navigation update capabilities within designated RNAV5 airspace.

SAUDI ARABIA RULES AND PROCEDURES

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;
 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.

DATA LINK DEPARTURE CLEARANCE (DCL)

DCL service using data link is available at the following airports:

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- OEAB - Abha
- OEJN - Jeddah (King Abdulaziz Intl)
- OERK - Riyadh (King Khaled Intl)
- OEDF - Dammam (King Fahd Intl)
- OEMA - Madinah (Prince Mohammad Bin Abdulaziz)
- OEGS - Gassim (Prince Naif Bin Abdulaziz)

The DCL service will be available for FANS 1/A+ equipped aircraft from the moment the datalink communication is established (logon) for clearance delivery until the time the aircraft starts taxiing. When the aircraft is taxiing, ATC clearance revision will only be using VHF communication.

The DCL service will be initiated on pilot DCL request, preferably before the EOBT.

Logon Procedure

To access DCL service, the following AFTN logon addresses should be used depending on the airport of departure:

- Jeddah Tower is JEDDAYA
- Riyadh Tower is RUHDAYA
- Madina Tower is MEDDAYA
- Dammam Tower is DMMCAYA
- Gassim Tower is ELQBAYA
- Abha Tower is AHBAAYA

DATA LINK SERVICES

CPDLC services are available within Jeddah FIR from FL290 and above to all equipped aircraft with FANS 1/A and FANS 1/A+.

The use of CPDLC is not mandatory and will be conducted at the discretion of ATC and the pilots involved.

Where urgent or time critical communications are required, voice communications must be used.

Voice read back is not required for any CPDLC instructions.

Logon address for Jeddah ACC is OEJN.

Logon address for Riyadh ACC is OERK.

FREE ROUTE AIRSPACE

For details refer to Jeppesen ATC-Chapter "Free Route Airspace (FRA) - Middle East".

**SAUDI ARABIA
RULES AND PROCEDURES****AUTOMATIC DEPENDENT SURVEILLANCE BROADCAST (ADS-B)****Area of Application**

All aircraft operating in Jeddah FIR class “A”, “B”, “C”, “D” or “E” airspace are required to be equipped with ADS-B out and must operate this equipment in the transmit mode at all times.

ADS-B Aircraft Operational Approval

The aircraft must carry an serviceable Extended Squitter (ES) operating on the radio frequency of 1090 MHz which meets the requirements in FAA TSO-C166b.

Contingencies

Requests for ATC authorized deviations from the requirements above must be made to the ATC facility having jurisdiction over the concerned airspace within the time periods specified as follows:

- a. For operation of an aircraft with an inoperative ADS-B out, the request can be made at any time.
- b. For operation of an aircraft that is not equipped with ADS-B out, the request must be made at least 1 hour before the proposed operation.

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.

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- 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 CLASSIFICATION**

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**ALTIMETRY**

A QFE altimeter setting will be made available on request but reports to ATC should be made on the QNH value.

FLIGHT PLANNING**Place of Submission**

Flight plans shall be submitted to the Air Traffic Services Reporting Office (ARO) at the departure aerodrome.

ARO functions of Mattala (Mattala Rajapaksa Intl), Kankasanturai (Jaffna) and Batticaloa, are remotely handled by ARO unit of Katunayake (Bandaranaike Intl Colombo).

Send via:

- a. AIM Sri Lanka website:
<https://www.aimsrilanka.lk>
- b. AFTN: VCBIZPZX
- c. E-Mail: aimaro_brief@airport.lk
- d. Fax: +94 11 225 9916
- e. Hand over the hard copy of the flight plan to the ARO unit by pilot-in-command or his authorized representative.

NOTE: Except for para e. shown above, receipt of the flight plan has to be confirmed at least 1 hour before the ETD by pilot-in-command or his authorized representative contacting +94 11 226 4226/7. Otherwise, the acceptance of the flight plan is not guaranteed.

Content of Flight Plan

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.

Flight Plan Message Addressing

Flight movement messages shall be addressed as follows:

– Into or via Colombo FIR

- VCCFZQZX

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- Into Katunayake (Bandaranaike Intl Colombo)
 - VCCFZQZX, VCBIZTZX
- Into Mattala (Mattala Rajapaksa Intl)
 - VCCFZQZX, VCRIZTZX
- Into Ratmalana (Colombo Intl)
 - VCCFZQZX, VCCCZTZX
- Into Kankasanturai (Jaffna)
 - VCCFZQZX, VCCJZTZX

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 TELIG;
- Y510, MTL to IDUDO;
- Z610, MTL to TEBIT.

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Pilot of aircraft meeting RNP10 requirements must indicate “R” in Item 10a and “PBN/A1” in Item 18 of the flight plan.

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

Between RNP10 approved aircraft equipped with FANS 1/A, which are successfully able to logon to Colombo CPDLC (VCCF) meeting the requirement of DCPC (VHF & ADS/CPDLC) within Colombo RNP10 Oceanic Airspace, 50NM longitudinal separation minimum with Mach Number Technique (MNT) will be applied.

Between RNP10 approved aircraft which are not meeting the DCPC requirement within Colombo RNP10 Oceanic Airspace, 10 minutes longitudinal separation with MNT will be applied.

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 SAGOR.

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 lower Thiruvananthapuram ACC (LTV) or upper Thiruvananthapuram ACC (UTV) for higher level.

ATS Route N640

Inbound traffic to Colombo will be cleared by lower Thiruvananthapuram ACC (LTV) or upper Thiruvananthapuram ACC (UTV) to proceed on ATS route N640 (the diversionary route for P570) from Thiruvananthapuram VORDME 'TVM' via BIKOK to descend not below FL290 and release to Colombo ACC.

ATS Route M641

Inbound traffic to Colombo will be cleared by lower Thiruvananthapuram ACC (LTV) or upper Thiruvananthapuram ACC (UTV) to proceed on ATS route M641 (the diversionary route for R461) from Madurai VORDME 'MDI' via BIKOK to descend not below FL290 and release to Colombo ACC.

ATS Route G325 (Inbound)

For departing flights from Tiruchirappalli, Pre Departure Coordination (PDC) will be required by lower Thiruvananthapuram ACC (LTV).

ATS Route L645

Colombo ACC will clear departing flight to FL290 (no PDC) and coordinate with Chennai OCC for higher level.

All inbound traffic will be assigned FL300 by Chennai OCC (all other levels available subject to prior coordination with Colombo ACC).

ATS Route M300

Westbound traffic - FL300 not available (all other levels available subject to prior coordination with lower Thiruvananthapuram ACC (LTV) or upper Thiruvananthapuram ACC (UTV)).

Eastbound traffic - FL290 not available (all other levels available subject to prior coordination with Colombo ACC).

**SRI LANKA
RULES AND PROCEDURES****ATS Route L896**

Westbound traffic - FL320 not available (all other levels available subject to prior coordination with Chennai OCC).

Eastbound traffic - FL290 not available (all other levels available subject to prior coordination with Colombo ACC).

AIRCRAFT JOINING OR CROSSING AIRWAYS

Aircraft in flight wishing to cross or join an airway, controlled airspace or an ATS route should obtain an ATC clearance at least 20 minutes prior to intended crossing or joining.

An in-flight request to cross an airway, controlled airspace or ATS route shall provide the following information to ATC:

- a. aircraft identification;
- b. aircraft type;
- c. true track;
- d. place and estimated time of crossing;
- e. desired crossing level;
- f. ground speed;
- g. the words "request crossing clearance".

An in-flight request to join an airway or ATS route shall provide following information to ATC:

- a. aircraft identification;
- b. aircraft type;
- c. position;
- d. level and flight condition;
- e. estimated time at point of joining;
- f. desired level;
- g. route and point of first intended landing;
- h. true airspeed;
- i. the words "request joining clearance".

The selected crossing point or joining point should whenever possible, be associated with a radio facility or a designated reporting point to facilitate ATC, in the assessment of separation.

DATA LINK SERVICES

CPDLC services are available to FANS 1/A equipped aircraft operating in the Colombo FIR on 24 hour basis.

Logon address is VCCF.

SRI LANKA RULES AND PROCEDURES

Aircraft requesting data link services inbound to Colombo FIR are required to manually logon to VCCF at least 15 minutes prior to the estimated time for entering the FIR.

Data link equipped aircraft departing from Colombo are to logon 5 minutes prior to leaving TMA.

Pilots, who are unable to establish a data link connection, shall inform ATC on VHF or HF RTF accordingly.

When using CPDLC, the primary and secondary HF voice frequencies will be used as the back-up communications medium.

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 centerline relative to the direction of flight.

In airspace where the use of lateral offsets has been authorized, pilots are not required to inform ATC that an offset is being applied.

PERFORMANCE BASED COMMUNICATION AND SURVEILLANCE (PBCS)

Sri Lanka has implemented Performance Based Communication and Surveillance (PBCS) in accordance with the ICAO provisions to support the Performance Based reduced horizontal separation minima application using data link.

A Performance Based Longitudinal Separation minima of 50NM may be applied between RNP10 approved aircraft on ATS routes which either logon to CPDLC or are within VHF radio range as the primary means of communication.

For details of PBCS refer to Jeppesen ATC-Chapter "Performance Based Communication and Surveillance (PBCS) - Doc 9869".

**SRI LANKA
RULES AND PROCEDURES****AUTOMATIC DEPENDENT SURVEILLANCE BROADCAST (ADS-B)****Area of Application**

ADS-B will be mandated within an area 330NM from 070003N 0804618E within Colombo FIR limiting from a line joining from 030000N 0780000E (LAVOX) to 030000N 0843509E from FL290 to FL460.

All registered aircraft with a maximum take-off mass exceeding 5700kg or having a maximum cruising true airspeed capability greater than 250kt, with a date of manufacture on or after 1 January 2020 must be equipped with ADS-B out.

ADS-B Aircraft Operational Approval

The aircraft must carry serviceable 1090MHz extended squitter (1090ES) ADS-B transmitting equipment that has been certificated as meeting:

- EASA AMC 20-24; or
- EASA Certification Specifications and Acceptable Means of Compliance for Airborne Communications, Navigation and Surveillance (CS-ACNS) Subpart D - Surveillance (SUR) (CS-ACNS.D. ADS-B); or
- FAA AC No. 20-165A (or later versions) - Airworthiness Approval of ADS-B; or
- the equipment configuration standards in Appendix XI of Civil Aviation Order 20.18 of the Civil Aviation Safety Authority of Australia.

Aircraft not complying with the equipment requirements will not be permitted to operate in the Colombo ADS-B out airspace.

ADS-B separation standard shall be 5NM within the Colombo ADS-B airspace.

Flight Planning

The Aircraft Identification (ACID) must be accurately recorded in Item 7 of the ICAO flight plan form. ACID, not exceeding 7 characters, is to be entered both in Item 7 of the flight plan and replicated exactly when set in the aircraft FMS (for transmission as flight ID) in ADS-B transmissions.

Contingencies

When an aircraft is ADS-B equipped but the equipment has become unserviceable during flight, the pilot-in-command or aircraft operator must inform ATC as soon as possible.

SECONDARY SURVEILLANCE RADAR (SSR)

All aircraft flying within designated controlled airspace shall operate transponders selecting Mode A (4096 codes) and Mode C simultaneously.

ACAS/TCAS II REQUIREMENTS

All fixed-wing turbine-engined aircraft having maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19, are required to be equipped with ACAS/TCAS II, version 7.1.

**SRI LANKA
RULES AND PROCEDURES****USER PREFERRED ROUTES (UPR)**

To reduce the environmental impact of aviation on the environment, the members of the Indian Ocean and Arabian Sea Strategic Partnership to Reduce Emissions (INSPIRE) are collaborating to allow airspace users access to UPR across the Arabian Sea, Indian and Southern Oceans and adjoining airspaces.

Procedure

The vertical limits of the Colombo UPR Geographic Zone (UPRGZ) 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. RNP10; 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

Fax: +94 11 2252062

E-Mail: head.ans@airport.lk

**SRI LANKA
RULES AND PROCEDURES**

or

Senior Manager Air Traffic Control

AASL, Sri Lanka

Fax: +94 11 3635105

+94 11 3635106

E-Mail: acc.ans@airport.lk

Specific Requirements for the Usage of UPR in the Colombo-UPRGZ

Prior permission required at least 7 days in advance for flight operators to fly UPR in the Colombo-UPRGZ. Permission may be requested for whole or part of summer/winter schedule for particular flight/s.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

No differences published.

SYRIA
RULES AND PROCEDURES

GENERAL

In general, the air traffic rules and procedures in force, and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practises and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

MEASUREMENT OF	UNIT
Distance used in navigation, position reporting, etc.	Nautical Miles
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters
Altitude, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

FLIGHT PROCEDURES

HOLDING

Holding procedures comply with Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Holding Procedures", Table IV-1-1, Holding Speeds.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures comply with the PANS-OPS, Document 8168.

AIRPORT OPERATING MINIMUMS

Syria does not publish State airport operating minimums.

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

**SYRIA
RULES AND PROCEDURES****ATS AIRSPACE CLASSIFICATIONS**

Syria has adopted the ICAO ATS airspace classification as listed in ATC-Chapter "ICAO ATS Airspace Classifications - Annex 11".

Airspace classes "A" and "C" are used within Damascus FIR.

SPECIAL REQUIREMENTS AND REGULATIONS**SECONDARY SURVEILLANCE RADAR (SSR)**

All aircraft departing/arriving/overflying Syrian territory must be equipped with transponder and Mode C capabilities.

START-UP PROCEDURES

Engines of departing aircraft shall not be started unless a clearance has been obtained from TWR. The request for a start-up clearance shall be made at least 5 minutes in advance and shall include the estimated time for starting engines.

ADHERENCE TO ATS ROUTES

Aircraft flying routes or airways in Syrian Arab Republic shall strictly adhere to the structure of those routes or airways and operate along the centerline. Deviation thereto shall be reported immediately to Damascus ACC on VHF frequencies.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES**ICAO REFERENCE****ANNEX 2**

2.3.1 Responsibility of pilot-in-command: The pilot-in-command of an aircraft shall, whether manipulating the controls or not, be responsible for the operation of the aircraft in accordance with the rules of the air, except that he may depart from these rules in circumstances that render such departure absolutely necessary in the interest of safety, and when doing so, he shall inform the appropriate ATS unit as soon as possible and submit a written report to Syrian Civil Aviation Authority.

4.4 IFR compulsory when operating:

- above FL150;
- between sunset and sunrise.

PANS-ATM (Doc 4444)

4.4.2.1.1 The flight plan submitted prior to departure shall be submitted for all aircraft to the ARO at the aerodrome of departure, at least 30 minutes prior to EOBT in person or teletypewriter.

4.4.2.1.2 In the event of a delay of one hour in excess of the estimated off-block time for a flight for which a flight plan has been submitted, the flight plan shall be cancelled and a new flight plan shall be submitted. Damascus ARO will accept computerized flight plans received via AFTN 8

SYRIA
RULES AND PROCEDURES

hours maximum before take-off, but it will not be considered valid unless the operator at the airport confirms receiving telephone call at least 30 minutes before take-off, beside any amendment or change to the FPL should be notified to the ARO at least 30 minutes before take-off.

**TURKIYE
RULES AND PROCEDURES**

GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, generally in excess of 2 nautical miles	Nautical Miles and Tenths
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters or Feet
Altitude, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

FLIGHT PROCEDURES

HOLDING

Holding procedures comply with Jeppesen ATC-Chapter “Flight Procedures (DOC 8168) - Holding Procedures”, Table IV-1-1, Holding Speeds.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the PANS-OPS, Document 8168.

Side step application can be used at Ankara (Esenboga Intl), Antalya (Intl), Bursa (Yenisehir), Denizli (Cardak), Erzurum (Intl), Gaziantep (Intl), Istanbul (Ataturk Intl), Izmir (Adnan Menderes Intl), Kars (Kars Harakani), Milas (Bodrum Intl), Mugla (Dalaman Intl), Tekirdag (Corlu Intl) airports, where the distance between two parallel runway’s centerline is less than 365m, provided that the below mentioned conditions exists:

TURKIYE 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

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

Jeppesen published minimums are not below State minimums.

LOW VISIBILITY PROCEDURES

Low Visibility Take-off Operations (LVTO) are carried out within the scope of the provisions of the 4 article of the Instruction on Procedures and Principles for Flight Operations (SHT-OPS) in the regulation numbered AMC1 SPA.LVO.100 at the aerodromes in Türkiye.

Low Visibility Take-off Operations are applied when the RVR value falls below 400m.

Fulfilling the mentioned conditions and carrying out the mentioned operations within the scope of LVTO authorization granted by the relevant Civil Aviation Authorities is the responsibility of the aviation operators that will carry out the operation.

In addition, if at least one of the Aerodrome Equipment specified in the table below is inactive, it will be ensured that this information is announced to all airspace users by the NOTAM related Airport Operator. In this case, it is the responsibility of the relevant Aviation Operator to decide whether Low Visibility Take-off Operations can be performed / up to what RVR value, taking into account the installed / operational status of the Aerodrome Equipment specified in the table below.

Appropriate taxi guidance should be provided in all low visibility take-off operations.

Similarly, within the scope of the provisions of the National and International legislation, the LVO authorization granted by the relevant Civil Aviation Authorities is the responsibility of the Aviation Operators to carry out CAT II and CAT III operations.

TURKIYE
RULES AND PROCEDURES

Aerodrome Equipment	RVR
Runway edge lights, runway guard lights, stop bar lights, runway center line lights, and runway end lights are active	300m
Runway edge lights, runway center line runway guard lights, stop bar lights and runway end lights are active	200m
Runway edge lights, runway center line runway guard lights, stop bar lights and runway end lights are active	TDZ, MID, rollout 150m
Operation of high-intensity runway center line lights spaced 15m or less, runway edge lights with high intensity spacing 60m or less, runway guard lights, stop bar lights and runway end lights are active	TDZ, MID, rollout 125m
Equivalent facilities to runway protection and CAT III landing	TDZ, MID, rollout 75m

ATS AIRSPACE CLASSIFICATION

Turkiye has adopted the ICAO ATS airspace classification as listed in Jeppesen ATC-Chapter "ICAO ATS Airspace Classifications - Annex 11".

Airspace between FL305 and FL660 is classified as airspace class "C" within Ankara and Istanbul FIRs.

SPECIAL REQUIREMENTS AND REGULATIONS

FLIGHT TO BE PERFORMED WITHIN CONTROLLED AIRSPACE

- All foreign registered IFR GAT aircraft flying within or through the airspace of Turkiye 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 Turkiye 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.

**TURKIYE
RULES AND PROCEDURES****FLIGHT PLANNING****Submission of Flight Plans**

Flight plans are required for all flights and shall be submitted at least 30 minutes before departure. For all flights operating within Turkish airspace registration marks shall be specified in Item 18 of the flight plan.

If a flight plan is submitted by AFTN, the following requirements shall be submitted:

- a. supplementary information in Item 19;
- b. filed by "name of pilot or representative";
- c. for civil VFR flights "NOTAM/meteorology checked".

Flights landing at or departing from aerodromes in Turkiye, shall include all waypoints and TMA entry/exit points within their flight plans in order to provide connection between ATS routes and aerodromes.

If a flight plan is submitted by fax, the pilot should call ATC by telephone to confirm the receipt of flight plan.

Any change in an EOBT of more than 15 minutes for any IFR flight within the IFPS zone shall be communicated to the IFPS.

All FPL, DEP and ARR messages for IFR and VFR aircraft into and from Turkish airspace or being completed flight within Turkish airspace should be addressed to the relevant addresses and LTACYWYX.

Flights conducted on airways R20, R32, R55, G80, G802, W81, W89, W91 and UL606 via Istanbul FIR to further south and east vice versa shall be required to indicate the addresses LTBJZAZX and LTBJPZX on their appropriate flight plans.

All aircraft flying via LARKI and KOPAR and crossing Turkish airspace shall submit their flight plans to the collective address LTBBOVFL and LTACYWYX.

IFPS/NMOC Operations

The Integrated Initial Flight Plan Processing System element of the EUROCONTROL Network Management Operations Center (NMOC) is the sole source for the distribution of the IFR General Air Traffic (GAT) FPL and associated messages to ATS units within the IFPS.

The only required addresses are those of the two IFPS Units (IFPU) at Haren (Brussels) and Breigny (Paris).

Repetitive Flight Plan (RPL) system is no longer used within the IFPS.

Flight Plan Message Addressing

AFTN: EUCHZMFP and EUCBZMFP

IATA Type B: BRUEP7X and PAREP7X

**TURKIYE
RULES AND PROCEDURES****REQUIRED NAVIGATION PERFORMANCE**

RNAV routes are designated as RNAV5, except the following route, which is designated RNAV1:

– N/UN374, GDR to TUXAZ.

SECONDARY SURVEILLANCE RADAR (SSR)

All aircraft operating within and/or transiting through Turkish airspace must be equipped with transponder and Mode C capabilities.

ACAS/TCAS 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 must be equipped with ACAS/TCAS II version 7.1 or ACAS Xa.

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 Category C - 10 calendar days (excluding the day of discovery).

LIMITATION ON USE OF AERODROME

All aircraft vacating a RWY via Rapid Exit Taxiway have the priority at the intersection of the taxiways, over the aircraft taxiing on other taxiways. All pilots shall be cautious about this priority and unless otherwise instructed not to do so, give way to the aircraft vacating a RWY via one of the Rapid Exit Taxiways.

Above described procedure applies to the following airports: Antalya (Intl), Erzurum (Intl), Gaziantep (Intl), Istanbul, Istanbul (Ataturk Intl), Istanbul (Sabiha Gokcen Intl), Izmir (Adnan Menderes Intl), Milas (Bodrum Intl), Mugla (Dalaman Intl), Trabzon (Intl).

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES**PANS-ATM (Doc 4444)**

Appendix 2, para 2 In addition to military operations, operator of customs, police and General Directorate of Forestry aircraft shall insert the letter “M” in Item 8 of the flight plan.

**U.A.E.
RULES AND PROCEDURES**

GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc., generally in excess of 2 to 3 nautical miles	Nautical Miles and Tenths
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters
Altitude, elevations and heights	Feet and Meters
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascal
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

FLIGHT PROCEDURES

HOLDING

Holding procedures comply with Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Holding Procedures", Table IV-1-1, Holding Speeds.

A standard rate of descent of 1000ft per minute in enroute holding patterns will be used unless otherwise instructed by ATC.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the PANS-OPS, Document 8168.

**U.A.E.
RULES AND PROCEDURES**

AIRPORT OPERATING MINIMUMS

The U.A.E. publish OCA(H) and in some cases additionally DA(H) and RVR.

Jeppesen charted minimums are not below State minimums.

Approach Ban

Aircraft may not descend below 1000ft above the aerodrome if the relevant RVR is, at the time, less than the specified landing minimum.

LOW VISIBILITY PROCEDURES

All air operators (commercial and private) may conduct Low Visibility Operations (LVO) (take-off, approach and landing) if the air operator is in possession of authorization/approval from the aeronautical authority of the State of operator.

The Air Operator Certificate (AOC) and its operations specifications issued by the State of operator, containing aircraft type, conditions and limitations of LVOs shall be submitted prior to exercise any LVOs to:

Flight Operation Department

Foreign Operators Affairs

General Civil Aviation Authority

Address: P.O. Box 30500

Dubai

United Arab Emirates

E-Mail: foa@gcaa.gov.ae

NOTE: As long as permission has not been submitted to the GCAA and receipt acknowledged, all weather operations may be conducted according to CAT I only.

ATS AIRSPACE CLASSIFICATION

The U.A.E. have adopted the ICAO ATS airspace classification as listed in Jeppesen ATC-Chapter "ICAO ATS Airspace Classifications - Annex 11".

Airspace classes "A", "C", "D" and "G" are used within U.A.E. airspace.

SPECIAL REQUIREMENTS AND REGULATIONS

ALTIMETRY

The transition altitude for Emirates FIR is 13000ft.

The transition level for Emirates UIR is established at FL150.

AIR TRAFFIC FLOW MANAGEMENT

Short term congestion problems on some routes are resolved by allocation of departure slot times which may result in delaying engine start-up.

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During short term congestion periods flow management is based on the overriding principle that levels will be allocated in such a manner that available capacity is utilized in the most efficient manner. To this end the provisions of ICAO Annex 11 paragraph 2.2 c) shall take precedence over the provisions of ICAO Doc 4444 paragraph 5.6.i.e. In order to expedite traffic it is essential to make the most efficient use of available airspace. Consequently it may be necessary for an aircraft at cruising level to be issued with a revised clearance at a lower or if possible higher level.

Contingency Plans - Slot Times

- a. Contingency plans are activated when necessary due to traffic congestion.
- b. When contingency plans are in force, affected traffic departing U.A.E. airports may be allocated a slot time at the time start-up clearance is issued.
- c. The Emirates ACC will coordinate the highest vacant level attainable by the transfer point. Pilots will be expected to request level change enroute from the next ACC, if required.
- d. The following conditions apply:
 1. The slot time issued allows for a window of opportunity of five minutes period commencing 2.5 minutes before and finishing 2.5 minutes after the slot time allocated.
 2. Aircraft unable to make the slot within the period allocated shall be required to hold until an alternative slot time is available.

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.

ATS route segment ATUDO - MUXIT on ATS route M318, only available to operators with special approval issued by GCAA Assistant Director Air Navigation Services. ATS Route M550 only available to operators with the same special approval that is issued for ATS route M318.

Contact: airspace@szc.gcaa.ae

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.

**U.A.E.
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Non-scheduled, charter and private flights operating in Emirates FIR (landing/departing/overflying) shall insert their contact details (contact number and e-mail address) in Item 18 of the flight plan following ORGN/.

If operator/owner/flight planner is unable to insert the required contact details in Item 18 following ORGN/, the valid phone number or e-mail address of the billing contact shall be inserted following RMK/.

Repetitive Flight Plan (RPL) system is not used in the Emirates FIR.

Flights operating within Dubai CTA equipped with Mode-S transponders and/or ADS-B transmitters shall include the 24-bit aircraft address (expressed in the form of an alphanumeric code of six hexadecimal characters) in Item 18 of the FPL message following the indicator CODE/.

Flight Plan Message Addressing

Route	Message address
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/Depart OMBY/OMDL ³	OMAAZPZX
Land OMAD ^{3, 4}	OMAEZRZX, OMAAZZX, OMADZTX
Land/Depart OMAL	OMAEZRZX, OMAAZZX, OMALZPZX, OMALZTX
Land OMDB ^{1, 5, 7}	OMAEZRZX, OMDBZJZX
Depart OMDB ^{1, 6, 7}	OMAEZRZX, OMDBZPZX
Land/Depart OMDW ⁷	OMAEZRZX, OMDWZPZX
Land/Depart OMFJ ⁸	OMAEZRZX, OMDBZPZX, OMFJZPZX, OMFJZAZX, OMFJZTX
Land/Depart OMSJ	OMAEZRZX, OMDBZPZX, OMSJZPZX, OMSJZTX
Land/Depart OMRK	OMAEZRZX, OMDBZPZX, OMRKZAZX, OMRKZTX
Transit OMRK CTA ⁹	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).

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- 2 Operators are reminded not to address ATS messages to OMAA address if transiting Emirates FIR at FL160 and above. However, flight plan shall be addressed to OMAAZAZX for all traffic on ATS route G666 and Q317, and for departures from OMDb and OMDW on ATS route L519.
- 3 Flight plans for traffic departing from Abu Dhabi 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 OMAAZAZX by AFTN.
- 5 Operators are reminded to address OMDbZGZX for all non FPL and ATC related administrative messages.
- 6 ATC are unable to issue departure clearance for aircraft delayed more than 30 minutes past last notified EOBT. ICAO DOC 4444 procedures regarding DLA messages apply.
- 7 Flight plans for traffic departing and arriving OMDb and OMDW can be submitted through internet after Operators have registered on <https://dubaibriefing.dans.gov.ae/AviWeb/>.
- 8 This applies to all operators civil or military requiring ATC service from OMFJ. Flight plans to OMFJ addresses can also be submitted via ais@fia.ae.
- 9 This applies to all operators civil or military requiring ATC service from OMRK. Flight plans to OMRK address can also be submitted via briefing@rakairport.com.

In exceptional circumstances a flight plan may be filed with:

Emirates ACC

Tel: +971 2 599 6851

Operators may expect delays in such instances.

A foreign aircraft which has landed at any airport within Emirates FIR following a declared emergency after a rejected flight plan, is not allowed to depart, embark or disembark passengers or crew members unless approved by Foreign Operator Affairs. Contact: FOA@gcaa.gov.ae

DEPARTURE SLOT TIME (DST) ALLOCATION

The DST allocation by Emirates ACC will be published through the web interface of Departure Flow Management System (DFLOW). Currently, only ATS units and AOCs of U.A.E. based airlines will be able to obtain and swap DSTs using this interface.

To use DFLOW Web Interface, a username and password is required. These will be created by Emirates ACC. To create a username, send the details to dataset@szc.gcaa.ae with the following information:

- a. preferred username;
- b. rights required;
 1. swapping - can swap flights, specify the duration before CTOT (ex: Until 2 hours before CTOT),
 2. no swapping - cannot swap flights.

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- c. full name;
- d. designation;
- e. company;
- f. e-mail;
- g. contact number.

Non-U.A.E. based airlines shall obtain DSTs from the departure aerodrome's ATS unit 2 hours prior to EOBT and are advised to file a flight plan at least 3 hours before EOBT.

EMERGENCY SECURITY CONTROL OF AIR TRAFFIC (ESCAT)

ESCAT procedures may be implemented to identify and control air traffic within a specified Emirates FIR air defense area in the event of emergency conditions.

When air defense emergency conditions prompt implementation of ESCAT, flights will be required to comply with any airspace and/or flight restrictions that may be issued in support of National Defense.

ATC facilities will broadcast appropriate instructions over available frequencies. IFR flights will be expected to proceed as directed by ATC.

Pilots on the ground may be required to obtain an approval prior to conducting flight operation.

Special requirements will be considered for organized civil defense and other essential civil air operations so that maximum use of these flights, consistent with air defense requirements, will be made when ESCAT is in effect.

Flight operations vital to national defense and national security, as determined by U.A.E. Military, will be given priority over all other military and civil aircraft.

Flight Planning

Emirates ACC will approve/reject a flight plan dependent on current and forecasted military operations within the area.

When conducting flights in an area where a temporary flight restriction apply, pilot should check appropriate NOTAMs during flight planning. In addition, NOTAMs may be issued that temporarily prohibit flight operations.

Flight plan must contain in item 18 the status of the flight (MEDEVAC, FFR, HOSP, HUM, SAR).

REQUIRED NAVIGATION PERFORMANCE

All aircraft above 5700kg, conducting commercial operations, other than State aircraft, operating within Emirates controlled airspace, shall be equipped with RNAV equipment meeting RNAV 1 navigation specifications and GNSS in accordance with ICAO Annex 10, Volume I (Radio Navigation Aids) and ICAO Doc 9613 Performance-based Navigation (PBN).

Any aircraft not in compliance with the above requirements will be suspended and/or grounded from operating in Emirates FIR.

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To be eligible for RNAV1 (GNSS) operations, on-board navigation equipment shall be approved for the required navigation specification and the operator shall be granted with an operational approval from the State of Operator.

REDUCED VERTICAL SEPARATION MINIMUM (RVSM)

The RVSM requirements are not applicable to:

- a. State aircraft:
 - Military Aircraft shall include 'M' in Item 8 of the flight plan.
 - All other State Aircraft shall include 'X' in Item 8 of the flight plan and STS/STATE in Item 18 of the flight plan.
- b. Head of State aircraft shall include 'X' in Item 8 of the flight plan and STS/HEAD in Item 18 of the flight plan.

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.

FREE ROUTE AIRSPACE (FRA)

For details refer to Jeppesen ATC-Chapter "Free Route Airspace (FRA) - Middle East".

AUTOMATIC DEPENDENT SURVEILLANCE BROADCAST (ADS-B)

No operator of an aircraft as referenced in CAR OPS 1 and CAR-FOR shall undertake an IFR flight within the U.A.E. controlled airspace, unless it is equipped with ADS-B out.

In the event of an ADS-B failure in flight, advise ATC on first contact. Aircraft will be allowed to land and then depart to home base but must get the system operational before being allowed back in the U.A.E. airspace. Aircraft departing with ADS-B failure, shall insert in Item 18 of the flight plan "RMK/ADS-B Failure. Returning to base"

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.

**U.A.E.
RULES AND PROCEDURES**

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

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.

**U.A.E.
RULES AND PROCEDURES**

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

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

No differences published.

YEMEN RULES AND PROCEDURES

GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc.	Nautical Miles
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters or Feet
Altitude, elevations, and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascal
Temperature	Degrees Celsius
Weight	Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

FLIGHT PROCEDURES

HOLDING

Holding procedures comply with Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Holding Procedures", Table IV-1-1, Holding Speeds.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the PANS-OPS, Document 8168.

AIRPORT OPERATING MINIMUMS

Yemen publishes DA(H)/MDA(H) and visibility minimums.

Jeppesen charted minimums are not below State minimums.

**YEMEN
RULES AND PROCEDURES**

ATS AIRSPACE CLASSIFICATION

Yemen has adopted the ICAO ATS airspace classification as listed in Jeppesen ATC-Chapter "ICAO ATS Airspace Classifications - Annex 11".

Airspace classes "A", "C", "D" and "G" are used within Sanaa FIR.

Within class "G" airspace, two-way radio communication is also required for VFR flights.

SPECIAL REQUIREMENTS AND REGULATIONS

ALTIMETRY

The transition altitude is fixed at 13000ft AMSL and the transition level is fixed at FL150 for the entire Sanaa FIR.

COMMUNICATION

All aircraft operating within an area of 100NM around Aden aerodrome shall contact Aden Approach on VHF 119.7MHz or Aden Tower on 118.7MHz for traffic information.

Aircraft overflying Yemeni Territory

At least 10 minutes prior to entering Sanaa FIR, aircraft shall contact Sanaa ACC as specified hereunder.

- a. All aircraft entering east sector from Mumbai FIR shall contact Sanaa ACC on VHF 132.2MHz, if unable contact Sanaa Radio on:
 1. HF 11300KHz or 10018KHz or 13288KHz at day;
 2. HF 11300KHz or 5517KHz or 5658KHz at night.
- b. All aircraft entering east sector from other FIRs shall contact Sanaa ACC west sector on 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 5517KHz or 7595KHz at night.
- c. All aircraft entering west sector shall contact Sanaa ACC on VHF 125.7MHz.
- d. Pilot experiencing VHF communication difficulties while entering and operating within Sanaa FIR contact Sanaa ACC on the following SATCOM telephone numbers:
 1. For west sector:
 - +967 1 598996
 - +967 1 435873
 2. For east sector
 - +967 1 598995
 - +967 1 435872

And/or HF freq. which mentioned in b. above, and any other alternative means available.

YEMEN RULES AND PROCEDURES

Regardless of the point of entry into the Sanaa FIR, aircraft have to report:

- a. aircraft identification;
- b. ETA at FIR boundary;
- c. flight level and route;
- d. ETA at point of leaving Sanaa FIR or ETA for landing at a Yemeni aerodrome.

Aircraft shall also report leaving Sanaa FIR.

FLIGHT PLANNING

Flight Plan Message Addressing

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

Route	Message Address
into or via Sanaa FIR	OYSCZQZX
and in addition for flights:	
into or via Aden TMA	OYAAZTZX
into or via Sanaa TMA	OYSNZTZX

ACAS II/TCAS II REQUIREMENTS

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 and all other aircraft which are equipped with ACAS II on a voluntary basis are required to be equipped with ACAS/TCAS II, version 7.1.

REQUIRED NAVIGATION PERFORMANCE

Aircraft planning to operate under IFR at or above FL160 on designated RNAV5 routes must meet RNAV5 requirements and on designated RNAV10 routes must meet RNAV10 requirements as published in the ICAO Performance based Navigation Manual, Document 9613.

Operators of Yemeni registered aircraft not having prior approval to operate on RNAV airspace, shall submit a request for approval to:

Civil Aviation & Meteorology Authority

Address: Aviation Safety Affairs Sector
P.O. Box No. 7251
Sanaa
Republic of Yemen

Tel: +967 1 337167

Fax: +967 1 337168

E-Mail: civilaviation@y.net.ye

**YEMEN
RULES AND PROCEDURES**

asas@cama.gov.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):

- M551, KIVEL to ANGAL;
- M574, BOTEM to NABIL;
- M634, ANGAL to BOTEM;
- P323, GIDAS to DAPAB;
- P751, DAPAB to ANGAL.

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

3.3.1.2 Flight plans are required for all flights.

3.3.1.4 Flight plans shall be submitted at least 30min before the estimated off block time.

4.4 IFR compulsory for the following:

- all flights above FL150;
- at transonic and supersonic speeds;
- between sunset and sunrise.



Entry Requirements



Entry Requirements

State Rules and Procedures -
Middle East

**AFGHANISTAN
NATIONAL REGULATIONS AND REQUIREMENTS****PASSPORT & VISA**

Required.

NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.

AIRCRAFT ENTRY REQUIREMENTS

Application for prior approval and ACAA landing and overfly approval form are available on:

Afghanistan Civil Aviation Authority (ACAA)

Internet: <http://acaa.gov.af/aip-aeronautical-information-publication/>

ACAA has responsibility for all operational and safety matters relating to civil aviation into, within and from Afghanistan territory. All aircraft require ACAA approval to land at or depart from an Afghanistan aerodrome. ACAA approval can be gained by submitting requests at least 72 hours in advance (in order of preference):

Afghanistan Civil Aviation Authority (ACAA)

Mobile: +93 (0) 792 917 643

E-Mail: flightpermissions.atm@mota.gov.af
flightpermissions.acaa@gmail.com

Public Hours: APR-OCT

SAT-THU 0330-1130 UTC (0800-1600 LT)

OCT-APR

SAT-THU 0400-1100 UTC (0830-1530 LT)

Replies from ACAA will be sent via email.

Once in receipt of a ACAA approval number, operators need to obtain appropriate permission from airfields and file an international flight plan with closest ATC agency.

In the case of aircraft engaged in the carriage of passengers, cargo, or mail for remuneration or hire, the following must be included in applications prior to authorization:

- a. name of operator;
- b. type of aircraft and registration markings;
- c. date and time of arrival and departure at the intended airport;
- d. place or places of embarkation or disembarkation abroad of either passengers or freight;
- e. purpose of the flight and number of passengers and/or the nature and amount of cargo; and
- f. name, address and business of charterer, if any.

For overflights, all aircraft require ACAA approval. Overflight and landing permission request for Kabul FIR submission via:

AFGHANISTAN
NATIONAL REGULATIONS AND REQUIREMENTS

AIRPORT(S) OF ENTRY

Kabul (Intl), Mazar-e Sharif (Mawlana Jalaluddin Muhammad Balkhi).

SPECIAL NOTICES

Civilian commercial cargo charter flights are permitted at military airfields in Afghanistan when under government contract and possess a valid PPR.

**BAHRAIN
NATIONAL REGULATIONS AND REQUIREMENTS****PASSPORT & VISA**

Required.

NOTE: Crew member licenses are acceptable.

A 72-hour visa can be obtained for non-immigration purposes such as business.

NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.

HEALTH

A certificate of vaccination against yellow fever is required from travelers over 1 year of age coming from infected areas.

AIRCRAFT ENTRY REQUIREMENTS**GENERAL**

All flights landing in, departing from or overflying the territory of Bahrain shall comply with Bahrain Civil Aviation Law and Regulations and must include a valid mailing address of the company for which payment invoice must be issued to, failure to comply will result in rejecting the relevant approval request.

Flight Permission and Scheduling System (AL-NAWRAS)

An electronic system called Flight Permission and Scheduling System (AL-NAWRAS) that require all airlines, operators, agents to sign-up on the following official link:

AL-NAWRAS

Internet: www.fps.gov.bh

to submit their requests (landing and overflying) except state aircraft, VVIP, and military requests should be via diplomatic channels.

For any inquiries, contact:

Director of Air Transport

Address: P.O. Box 586
Kingdom of Bahrain

Tel: +973 17 329035
+973 17 329011
+973 17 329034
+973 17 329096
+973 17 321115
+973 17 333278

Fax: +973 17 333278

E-Mail: schedule@mtt.gov.bh

**BAHRAIN
NATIONAL REGULATIONS AND REQUIREMENTS**

SITA: BAHAPYF
AFTN: OBBIYAYX

The following information is required from all aircraft operators for any type of operations via AL-NAWRAS:

- a. aircraft operator and address;
- b. aircraft charterer, if any;
- c. call sign/flight number or registration;
- d. aircraft type and nature of flight;
- e. full sector of flight (from/to) and ETA/ETD;
- f. if dangerous goods are to be carried, applicable approval(s);
- g. proposed date(s) of flight(s);
- h. aircraft configuration (passenger and cargo capacity);
 - i. postal address of the company for collection of bills and payments;
 - j. postal address of the agent and its client, if any;
- k. finance section contact details, telephone, fax and e-mail.

SCHEDULED FLIGHTS

For regular international scheduled flights into Bahrain, the airline must be designated pursuant to a bilateral or multilateral agreement to which the government of Bahrain and that of the State in which the airline is registered are parties, or have been granted a Temporary Operating Permit (T.O.P.) by Bahrain CAA.

A request shall be applied through AL-NAWRAS system at least 30 days prior to the proposed date of commencement of operation and include in addition to that shown under GENERAL following informations:

- a. period of operation;
- b. aircraft configuration (passenger and cargo capacity);
- c. frequency (days of the week);
- d. air operator's certificate, reflecting the aircraft registration mark(s);
- e. aircraft registration certificate;
- f. aircraft airworthiness certificate;
- g. insurance certificate with full liability coverage;
- h. aircraft noise certificate;
 - i. aircraft radio station licence;
- j. ACAS II/TCAS certificate (mandatory within Bahrain airspace);

BAHRAIN NATIONAL REGULATIONS AND REQUIREMENTS

- k. Basic Area Navigation (B-RNAV) certificate, if equipped;
- l. RVSM certificate, when operating above 29000ft;
- m. in case of a leased aircraft:
 - 1. a copy of the lease agreement, approved by State of registry and the State of operator; and
 - 2. conformity statement from the State of registry, stating that it will remain responsible for the safety oversight;
 - 3. in case of transfer of functions of the State of registry to the State of operator, evidence is required showing the State responsible for safety oversight.

NOTE: Aircraft certificates shall be inserted in the proper field of aircraft certification checklist which is provided at AL-NAWRAS.

Extra/Additional Flights

Any scheduled airlines whether overflying Bahrain or landing at Bahrain (Intl) who either wish to apply for an additional flight/s partially to the seasonal schedule or an extra flight, must apply a request through AL-NAWRAS system by at least 72 hours before the actual time of arrival.

Overflying and Technical Stops

No prior permission is required for overflights or non-traffic stops when the aircraft is registered in ICAO member States. Non-traffic stops, however, a request shall be applied through AL-NAWRAS one week prior notice and include in addition to that shown under GENERAL the following information:

- a. period of operation;
- b. aircraft configuration (passenger and cargo capacity);
- c. frequency (days of the week).

Operators of aircraft registered in non-ICAO States must obtain permission for overflying or landing in the territory of Bahrain. Applications should be made at least 1 week in advance providing the information listed for traffic stops.

NON-SCHEDULED FLIGHTS

Traffic Stops in the Territory of Bahrain

If an operator intends to carry out a non-scheduled stop into the territory of Bahrain for the purpose of taking on or discharging passengers, cargo or mail he should apply a request through AL-NAWRAS for permission at least one week before the intended operation providing in addition to that shown under GENERAL the following information:

- a. air operator's certificate, reflecting the aircraft registration mark(s);
- b. aircraft registration certificate;
- c. aircraft airworthiness certificate;

BAHRAIN NATIONAL REGULATIONS AND REQUIREMENTS

- d. insurance certificate with full liability coverage;
- e. aircraft noise certificate;
- f. aircraft radio station licence;
- g. ACAS II/TCAS certificate (mandatory within Bahrain airspace);
- h. Basic Area Navigation (B-RNAV) certificate, if equipped;
- i. RVSM certificate, when operating above 29000ft;
- j. in case of a leased aircraft:
 - 1. a copy of the lease agreement, approved by State of registry and the State of operator; and
 - 2. conformity statement from the State of registry, stating that it will remain responsible for the safety oversight;
 - 3. in case of transfer of functions of the State of registry to the State of operator, evidence is required showing the State responsible for safety oversight.

Overflying and Technical Stops

No prior permission is required for overflights or non-traffic stops if the aircraft is registered in ICAO member States. Non-traffic stops, however, should give 48 hours prior notice shall be applied through AL-NAWRAS of their intention and provide in addition to that shown under GENERAL following information:

- a. date of flight(s);
- b. type of cargo (if any).

Operators of aircraft registered in non-ICAO States must obtain prior permission for overflying, or landing in, the territory of Bahrain at least 1 week in advance providing the information listed for non-traffic stops above.

PRIVATE FLIGHTS

Traffic Stops in the Territory of Bahrain

If an operator wishes to land in Bahrain for the purpose of taking on or discharging passengers, cargo or mail he should apply through AL-NAWRAS for permission at least 48 hours before the intended flight providing in addition to that shown under GENERAL the following information:

- a. purpose of flight;
- b. passengers and company name;
- c. name of VIP (if any);
- d. type of cargo (if any);
- e. hosting company and/or contact in Bahrain.

**BAHRAIN
NATIONAL REGULATIONS AND REQUIREMENTS**

Overflying and Technical Stops

Flights by aircraft registered in ICAO States do not require permission for overflight or non-traffic stops provided the applicable rules and regulations are observed.

Flights of aircraft registered in non-ICAO States require prior approval. Requests for overflying and landing clearance shall be made through AL-NAWRAS at least 48 hours in advance providing the information listed for traffic stops above.

STATE OR MILITARY AIRCRAFT FLIGHTS

Any State or Military aircraft (including chartered flights) wishing to overfly, land in or depart from the territory of Bahrain shall apply for approval at least 2 week before the intended flight to the:

Ministry of Foreign Affairs

Address: P.O. Box 547
Kingdom of Bahrain

Fax: +973 17 210575
+973 17 104761

Telex: 8228 KARJIA BN

with a copy to the Director of Air Transport.

The application has to include in addition to that shown under GENERAL the following information:

- a. purpose of flight;
- b. name of VIP (if any);
- c. type of cargo (if any).

VVIP/VIP FLIGHTS

Any operator carrying out a VVIP/VIP flight for the purpose of landing in, departing from or overflying the territory of Bahrain shall apply for approval to the Ministry of Foreign Affairs.

CIVIL USE OF MILITARY AIR BASES

Use of military air bases in Bahrain with other than State registered aircraft may be made solely when prior permission has been obtained.

The use of military air bases as alternate aerodromes may likewise be made solely when prior permission thereto has been obtained. Bahrain (Isa AB) is designated as an emergency diversion aerodrome for Bahrain (Intl) airport. A permission may be withdrawn at any time with immediate effect.

Application to use a military air base shall be submitted in writing well in advance of the intended flight to the:

Bahrain Defence Force
War Operation Room

BAHRAIN
NATIONAL REGULATIONS AND REQUIREMENTS

Address: P.O. Box 245
 Kingdom of Bahrain

AIRPORT(S) OF ENTRY

Bahrain (Intl).

SPECIAL NOTICES

It is mandatory for all aircraft arriving/departing Bahrain to use the services of the handling agent.

Inquiries should be made to:

Bahrain Airport Services

Tel: +973 17 321443
 +973 17 321453
Fax: +973 18 335304
Telex: 8971 BASBA BN
Radio: 131.9MHz, call sign: BAS Operations
SITA: BAHKBOXH
AFTN: OBBIXHAX

**BANGLADESH
NATIONAL REGULATIONS AND REQUIREMENTS****PASSPORT**

A passport valid for 3 months after departure is required by all.

VISA

Required by all, except the following:

- a. citizens of Antigua & Barbuda, Bahamas, Bhutan, Dominica, Fiji, Gambia, Grenada, Guinea-Bissau, Jamaica, Guyana, Honduras, Lesotho, Malawi, Maldives, Montserrat, Papua New-Guinea, St. Kitts & Nevis, St. Lucia, St. Vincent & the Grenadines, Seychelles, Solomon Islands, Uruguay Vatican City and Zambia for stays up to 90 days.
- b. transit passengers continuing their journey on the same day for first connecting aircraft provided holding valid onward or return documentation and not leaving the airport.
- c. tourist and business travelers arriving at any international airport in Bangladesh provided holding return air tickets, who may be granted 'landing permission' by the Chief Immigration Officer for stays of up to 15 days.
- d. Bangladesh nationals or by former Bangladesh nationals who are in possession of a British passport provided they have the statement 'no visa required for travel to Bangladesh' stamped in their passport by the Bangladesh High Commission.

Restricted Entry: The government of Bangladesh refuses admission and transit to nationals of Israel.

NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.

HEALTH

All persons arriving from countries infected with yellow fever must have a health certificate showing a current yellow fever vaccination. The certificate is valid 10 days after the date of vaccination. Children under the age of 1 year are exempted from this requirement.

Aircraft carrying a person on board, which is suspected case of communicable disease, the close contact persons shall fill up "public health passenger locator form (PLF)" and hand over to Airport health authority (public health) for contact tracing of the suspects.

DISINSECTION REQUIREMENTS

When disinsection of the aircraft has been carried out as per WHO recommended procedures, the airport health authority (Public Health) shall accept a pertinent certification on the General Declaration, if it is duly signed by the crew member concerned.

GENERAL

The Chairman of Civil Aviation Authority of Bangladesh
Headquarters (New building), Level-6
Address: Kurmitola
Dhaka

**BANGLADESH
NATIONAL REGULATIONS AND REQUIREMENTS**

Bangladesh

1229

Tel: +880 2 4109 1000

Fax: +880 2 4109 1111

E-Mail: chairmain@caab.gov.bd

AFS: VGHQYAYX

AIRCRAFT ENTRY REQUIREMENTS

SCHEDULED FLIGHTS

Scheduled Air Services are governed by multilateral air agreements or are subject to prior authorization.

NON-SCHEDULED FLIGHTS

If an operator intends performing a (series of) non-scheduled flight(s) into Bangladesh, for the purpose of taking on or discharging passengers, cargo or mail, he shall apply in writing to the Chairman, Civil Aviation Authority to obtain prior approval.

The application shall be submitted at least 96 hours in advance of the intended landing and shall include the following information:

- a. name, address and nationality of operator;
- b. type, nationality and registration marks of aircraft;
- c. call sign of aircraft;
- d. date and time of arrival at and departure from Bangladesh;
- e. place or places of embarkation or disembarkation, as the case may be, of passengers and/or cargo;
- f. purpose of flight and details of passengers and/or nature and amount of cargo;
- g. name, address and business of charterer, if any;
- h. route to be flown;
- i. such other information as may be required by Chairman, Civil Aviation Authority.

CHARTER FLIGHTS

No passengers, cargo or mail originating in Bangladesh and destined for another point within or outside Bangladesh may be picked up by a foreign operator, unless he can provide satisfactory evidence (in the form of a "No Objection Certificate" from the national operator) that no Bangladesh registered operator is able to meet the requirements of the charterer. An application for permission to carry out such a flight may then be made to the Chairman, Civil Aviation Authority.

- a. Operators intending to carry out charter flights must submit an application for permission to the Chairman, Civil Aviation Authority containing the information specified in NON-SCHEDULED FLIGHTS above.

**BANGLADESH
NATIONAL REGULATIONS AND REQUIREMENTS**

- 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;
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.

BANGLADESH
NATIONAL REGULATIONS AND REQUIREMENTS

AIRPORT(S) OF ENTRY

Chattogram (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 are exempted from visa requirement for entry into the Kingdom of Bhutan and shall be issued with entry permit on arrival.

Indian national who are not in possession of national passport shall carry voter card issued by State/Central government of India. Such document holders will be issued with entry permit in lieu of visas at the entry point depending on their duration of stay in Bhutan but not exceeding 30 days.

For Bangladesh and Maldivian nationality, their passport will be issued with visa on arrival and entry seal with validity maximum up to 30 days from the entry point.

NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.

HEALTH

COVID-19 Test Protocol

There will be NO COVID-19 testing requirements for inbound travellers. However, all individuals (12 years and above) entering Bhutan may be subjected to random RT-PCR testing at the point of entry to maintain COVID-19 surveillance for new variants.

Yellow Fever Vaccination

Vaccination against yellow fever may be required of any traveller leaving an area where the Organization (WHO) has determined that a risk of yellow fever transmission is present.

DISINSECTION REQUIREMENTS

Disinsectization certificate in respect of the aircraft from the place of origin would suffice, if the aircraft is coming from or transit through yellow fever infected areas.

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

Director General

Bhutan Civil Aviation Authority (BCAA)

Address: Ministry of Information & Communication

Paro

Bhutan

Tel: +975 8 271910

+975 8 271347

Fax: +975 8 271909

BHUTAN
NATIONAL REGULATIONS AND REQUIREMENTS

E-Mail: bcaa@bcaa.gov.bt

NON-SCHEDULED FLIGHTS

If an operator intends to carry out a non-scheduled flight(s) or making non-traffic stops in the territory of Bhutan, it is necessary for the operator to obtain slot approval from the Slot Coordinator.

If an operator intends to perform a (series of) non-scheduled flight(s) into Bhutan for the purpose of taking on or discharging passengers, cargo or mail, it is necessary for the operator to apply for slot allocation from the Slot Coordinator, for slot allocation and permission to carry out such operations not less than 7 days in advance of the intended landing.

Since the Entry/Exit to Bhutan is via Indian Airspace, therefore, all aircraft prior operating into/from Bhutan should also hold a valid approval reference number (YA/N.....) issued by the Indian DGCA. The reference number shall be quoted in the Item 18 of FPL filed with the Air Traffic Control Center.

Slot allocation shall be valid for a period of 48 hours. If flight gets delayed beyond 48 hours, new approval from Slot Coordinator is required.

Prior approval from BCAA shall be obtained for foreign registered aircraft for the operation of non-scheduled flight(s)/private flight(s) into and over the territory of Bhutan in sufficient advance time as prescribed in BCAA Circular BCAA/OPS/1.03/2020-2022/652. Such an application shall be made through the BCAA approved agent, Bhutan Air Services (BAS).

BCAA Clearance once granted remains valid for a period of 72 Hours from the date of intended operations. If the actual operation is delayed beyond 72 hours, re-clearance should be obtained afresh.

PRIVATE FLIGHTS

If an operator intends to perform a (series of) private flight(s) into Bhutan for the purpose of taking on or discharging passengers, cargo or mail, it is necessary for any operator to obtain prior clearance permission from the Director of BCAA, to carry out intended operations in not less than 7 days in advance of the intended landing.

Slot allocation and clearance shall be valid for a period of 48 hours. If flight gets delayed beyond 48 hours, fresh slot approval and clearance is required.

BCAA Clearance once granted remains valid for a period of 72 Hours from the date of intended operations. If the actual operation is delayed beyond 72 hours, re-clearance should be obtained afresh.

AIRPORT OF ENTRY

Paro.

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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

Tel: +357 2240 4100
+357 2240 4101

Fax: +357 2276 6552
+357 2240 4220

Telex: 6055 CIVAIR CY

E-Mail: director@dca.mcw.gov.cy

Internet: <http://www.mcw.gov.cy/dca>

SITA: NICTOYA

AFS: LCNCYAYX

Ministry of Foreign Affairs

Address: Permanent Secretary

Tel: +357 2265 1000
+357 2265 1189

Fax: +357 2266 1881
+357 2266 3716

E-Mail: minforeign1@mfa.gov.cy

Slot applications shall be submitted to:

Airport Slot Coordination

Address: Cyprus Schedules Facilitation

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27 Pindarou Street
Block A, 5th floor
Nicosia
Cyprus
1060

Tel: +357 2240 4132
 +357 2240 4170
 +357 2240 4196
Fax: +357 2276 6552
E-Mail: cyprus-slots@dca.mcw.gov.cy
Internet: www.slots-cyprus.eu

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;
- 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 7.1) 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 AMHS);

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- 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;
- c. indication of times;
- d. aircraft type;
- e. capacity;
- f. flight number;
- g. name and address (tel/fax numbers AMHS 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.

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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:

- 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.

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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 (Intl) and/or Pafos (Intl) 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.
- 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 sub-

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mitted 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);
- 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;

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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

Address: Department of Civil Aviation
27 Pindarou Street
Nicosia
Cyprus
1429

Tel: +357 2240 4106

+357 2240 4134

Fax: +357 2276 6547

E-Mail: director@dca.mcw.gov.cy

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.

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- 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:
cyprus-slots@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.slots-cyprus.eu

**PROCESS FOR THE APPLICATION OF APPROVAL FOR GENERAL AVIATION/
BUSINESS AVIATION LANDING AT LARNACA (INTL) AND PAFOS (INTL)**

Before the application for approval for landing at Larnaca (Intl)/Pafos (Intl) airports, GA/BA, operators shall apply for schedules clearance to the Schedules Facilitator.

- a. Applications for schedules clearances (GCR - General/Business Aviation Slot Clearance Request) must be submitted **ONLY** in IATA SSIM Chapter 6, Appendix K format, either to:
cyprus-slots@dca.mcw.gov.cy; or
online via: www.onlinecoordination.com
For more information on schedules clearance applications, please refer to:
www.slots-cyprus.eu
- b. The clearance received from Cyprus Airport Coordination includes a slot ID, which shall be submitted, together with the application, to the DCA approvals office for further processing at e-mail address:
sstephanou@dca.mcw.gov.cy (MON-FRI 0730-1500)
and at:
civops@dca.mcw.gov.cy (H24)
Except for justified exceptional circumstances, applications for approval for landing at Larnaca (Intl)/Pafos (Intl) airports shall be processed only for flights that have submitted their schedules clearance.
- c. The approval granted for a flight landing at Larnaca (Intl)/Pafos (Intl) shall be valid only for the schedule clearance of the specific flight.

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- d. All international flights, regardless of the aircraft operators base, are required to obtain the services of a local handling agent to secure a GCR schedule clearance.

Exempted Flights

- a. emergency landings;
- b. State (Heads of State, Heads of Government, and/or any other high officials as determined by the government) and Military flights;
- c. MEDEVAC flights;
- d. Humanitarian flights;
- e. Local Schools Training flights;
- f. Local flights.

CIVIL USE OF MILITARY AIR BASES

The use of Akrotiri airbase is allowed only to aircraft belonging to the British Military Forces and for emergency landings in case Larnaca (Intl) and Pafos (Intl) can not be used.

Moreover Akrotiri may be used by aircraft operating on behalf of the British Ministry of Defence provided that prior notification is given to the Ministry of Foreign Affairs of the Republic of Cyprus as well as to the Director of Civil Aviation of Cyprus.

For any other operation except above cases, a diplomatic clearance must be issued by the Ministry of Foreign Affairs of the Republic of Cyprus and a landing permission, by the Director of Civil Aviation.

A flight plan shall be submitted for each flight

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.

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 & VISA

Required.

Crew members of non-scheduled and charter flights should be in possession of valid national passports with Indian visas.

NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.

HEALTH

All persons coming from yellow fever infected areas shall be in possession of valid international certificates against yellow fever.

DISINSECTION REQUIREMENTS

India requires the disinsection of all in-bound flights with an aerosolized spray while passengers are on board.

The pilot-in-command of the aircraft shall completely fill up the health portion of GD (General Declaration). It must include:

- the details about health status of the passengers and crew members;
- the details of disinfection procedure i.e. date and time and place of procedure,
- its validity; and
- the total of cans used and unique ID no. of each cans on the GD certificate.

RE-ROUTING OF PASSENGERS COMING FROM EBOLA AFFECTED COUNTRIES

All scheduled airlines of India engaged in international air transportation and foreign airlines operating to India are required to ensure that passengers travelling to India from Sierra Leone, Guinea, Liberia and Mali or have visited these countries in the last one month are booked/rerouted for only seven airports via Bengaluru (Kempegowda Intl), Chennai (Intl), Cochin (Intl), Delhi (Indira Gandhi Intl), Hyderabad (Rajiv Gandhi Intl), Mumbai (Chhatrapati Shivaji Maharaj Intl) and Kolkata (Netaji Subhash Chandra Bose Intl) in India where isolation facilities have been established.

Airlines are also required to ensure that passengers, who have been rerouted to Bengaluru (Kempegowda Intl), Chennai (Intl), Cochin (Intl), Delhi (Indira Gandhi Intl), Hyderabad (Rajiv Gandhi Intl), Mumbai (Chhatrapati Shivaji Maharaj Intl) and Kolkata (Netaji Subhash Chandra Bose Intl), are informed well in advance before the scheduled departure of the flight to avoid inconvenience and minimum travel disruption.

In future, all passengers coming to India from above four countries shall only be ticketed to the above mentioned seven Indian airports.

Airlines shall furnish airport-wise weekly report giving details of all such passengers latest by 1600 hours on every Monday to:

DGCA

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E-Mail: skumar.dgca@nic.in

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

Director General of Civil Aviation (DGCA)

Technical Center

Address: Opposite Safdarjung Airport
Sri Aurobindo Marg
New Delhi
110 003

Tel: +91 11 24620784

Fax: +91 11 24629221

Internet: www.dgca.nic.in

AFS: VIDDYAYG

SCHEDULED FLIGHTS

For regular international scheduled flights operated by foreign airline into, in transit or across India, the following requirements must be met:

State of airline and India must be a party to a multilateral or bilateral Air Transport Services Agreement; and

The airline must be eligible to make flights under the provision of a bilateral or multilateral agreement to which the state of the airline and India are contracting parties and must have a permit to operate into or transit across India.

The schedule of the flights must have a prior approval of the Director General of Civil Aviation (DGCA). It will be the responsibility of the operator to ensure that the approved flight schedule is submitted to the respective Flight Information Center and Aerodrome of intended landing before commencement of the schedule.

Registration on E-Governance of Civil Aviation Portal and Creation of Login Credentials

A foreign airline shall generate login ID and password (Login Credentials) and register itself on E-Governance of Civil Aviation portal:

<https://www.dgca.gov.in/digigov-portal/jsp/dgca/common/login.jsp>

For submission of application(s) to operate scheduled air services to/from/over India, providing following details and documents:

- a. legal name of the airline and authenticated copy of its Incorporation certificate or equivalent as per their applicable national laws;
- b. details and copy of Airline's valid Air Operator Certificate issued by the Aeronautical Authority responsible for safety oversight of the airline;

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- c. registered and foreign correspondence address of the airline along with authenticated copy of airline's Article of Association (AoA) or equivalent, as per applicable national laws, containing the details of its registration address and the provisions specifying its management structure as well of the airline;
- d. name, contact number, e-mail etc., of airline's Chief Executive Officer (CEO) or equivalent along with authenticated copy of the document in support of his/her appointment in such capacity as per airline's by laws, or AoA, as the case may be;
- e. name, address, contact number, e-mail etc., of the person (Country Head or equivalent) responsible for all matters of airline in India and authenticated copy of Power of Attorney (PoA) or equivalent issued in favour of such person by the airline;
- f. name, address, contact number, e-mail etc., of the Local Representative appointed or authorized by the airline to represent it before Directorate General of Civil Aviation (DGCA) and copy of certification/undertaking from CEO or equivalent of the airline to the effect that Local Representative so appointed or authorized by the airline is well conversant with the Indian laws and regulations; and

NOTE: The certificate/undertaking shall be accompanied by the attested signature of the Airline's Local Representative in India who is authorized to represent the airline before the aeronautical authorities of India.

- g. an undertaking by the Chief Executive Officer or equivalent of the airline to the effect that Indian laws, rules and regulations shall be complied with by the airline.

The registration of the airline on portal shall become completed upon activation of the login credentials and thereafter the airline may create 3 sub-user IDs, and out of these 3 sub-user IDs, 1 sub-user ID shall be assigned to the Local Representative of the airline for handling/monitoring/supervising of all operational matters of the airline.

Application for Grant of Operating Authorization

Information attached to the Application

After the airline has been designated and has completed its registration on portal, it shall submit an application for grant of Operating Authorization at least 90 days prior to the proposed date of commencement of the air services.

The application shall contain the information duly certified by CEO or equivalent as follows:

- a. legal name of the airline as well as the business name, if any, under which operations are proposed to be undertaken;
- b. names and nationalities of the Board of Directors of the airline;
- c. postal address (including telephone/fax number and e-mail) of the airline's Headquarters;
- d. title and postal address (including telephone/fax number and e-mail) of the airworthiness, licensing and accident investigation authorities in respect of the airline, along with;
- e. the details of fleet of aircraft along with their registration particulars, indicating whether owned by the airline or taken on lease;

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- f. the details of the accidents/incidents during the last five years, along with undertaking of CEO or equivalent;
- g. the complete details of the arrangements made for maintenance of aircraft while in India; and
- h. the details of the arrangements made for provision of ground handling services at the destination/alternate airports in India.

Documents attached to the Application

The following documents shall also be uploaded with the application:

- a. a copy of the letter of designation duly accepted by the Government of India;
- b. a authenticated copy of the instrument relating to incorporation of the airline, including the details about equity participation;
- c. authenticated copy of supporting document(s) with respect to the appointment of bard of director(s) of the airline, along with their proof of nationality;
- d. a 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;
- e. copies of certificate of registration, certificate of airworthiness, etc, of fleet of aircraft;
- f. a copy of updated operations manual of the airline along with the approval granted by the competent authority;
- g. a copy of the approval granted by the Bureau of Civil Aviation Security (India) to the security programme of the airline;
- h. 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
- i. a certificate by the Chief Executive Officer to the effect that local representative(s) of the air-line is/are conversant with the Indian laws and regulations.

NOTE: The certificate shall be accompanied by the attested signature of the airline's representative(s) in India who are authorized to represent the airline before the aeronautical authorities of India.

Filing of Schedule

After the grant of the operating authorization and the slot clearance, the designated airline shall file the proposed flight schedule with the Directorate General of Civil Aviation for approval. The schedule shall be filed at least 30 days prior to the commencement of the proposed air services, and shall contain information relating to the type of service and its frequency, the type of aircraft to be used and the flight timings.

The proposed flight schedule shall be filed only to/from the airport(s) for which Operating Authorization has been granted, for an IATA traffic season or validity of Operating Authorization, whichever is earlier. No operations shall be undertaken prior to obtaining such approval.

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NON-SCHEDULED FLIGHTS

No prior permission is required for aircraft operating outside the Indian territory which includes territorial waters but within Indian Flight Information Regions (FIRs).

If an operator intends to perform a (series of) non-scheduled flight(s) into, from or over Indian territory it is necessary for the operator to apply and obtain prior approval of the DGCA (Attn: Asst Director Air Transport).

Application for operating non-scheduled flight(s) is required to be submitted in advance with a minimum notice as follows:

- a. 3 working days for flights for traffic purposes; and
- b. 7 working days for flights originating from the People's Republic of China;
- c. 1 working days for flights for non-traffic purposes (i.e. overflight(s), technical halts).
- d. 3 working days for flights for non-traffic purposes (i.e. overflight(s), technical halts) originating from the People's Republic of China.

The minimum notice period requirements. However, may not be insisted upon the following cases:

- a. ambulance flight (name and address of the patient and the doctor to be given);
- b. relief flight of a scheduled passenger airline necessitated due to grounding of aircraft; and
- c. relief flight in case of natural calamities.

Application form for obtaining the flight clearance shall contain the following information:

- a. purpose of flight (VIP/Tourist/Cargo/Ambulance/Relief/Private etc);
- b. whether over-flying/technical landing or landing in India for traffic purposes;
- c. ATS Route(s) to be flown (including entry and exit point in Indian airspace);
- d. complete route itinerary of the proposed flight with dates and timings (including true origin and true destination);
- e. arrival and departure timings at airports in India, if any;
- f. airports of last departure before entering Indian airspace and airport of first landing after leaving Indian airspace;
- g. aircraft details:
 1. type;
 2. state of registry/nationality;
 3. registration;
 4. telephony designator (Flight number/ Callsign);
 5. whether the aircraft is capable of air dropping;

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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;
3. general description of the goods carried, if any;
4. any arms, ammunition, explosives, radioactive material, war equipment or dangerous goods; if so, attach a copy of DGCA permit;

k. any special equipment like aerial photography, remote sensing cameras, night vision cameras on-board; if so, attach a copy of DGCA permit;

l. number of passengers or tonnage of cargo to be uplifted from and set-down in India;

m. charterer details:

1. name;
2. address (with telephone/fax number).

n. travel/cargo agent in India:

1. name;
2. address (with telephone/fax number).

Information pertaining to crew members/passengers:

- a. name as in passport;
- b. designation;
- c. parentage;
- d. nationality;

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- e. date of birth;
- f. passport number and date of issue;
- g. visa.

Additional information to crew/passenger not having valid visa:

- 1. operator;
- 2. aircraft type and registration number;
- 3. purpose of flight;
- 4. sector for operation;
- 5. airport of arrival in India;
- 6. airport of departure from India;
- 7. flight schedule;
- 8. number of crew;
- 9. number of passengers.

The application shall be signed by the operator/owner of the aircraft or his designated authorized representative and submitted to the DGCA.

The registration of the aircraft and name and nationality of the pilot-in-command may not be insisted upon the following case, provided the aircraft is not capable of air dropping:

- a. Series of tourist charter flights (total duration not less than one month) provided the following conditions are met:
 - 1. Application for such flights must be submitted by the operator at least one month in advance.
 - 2. Permission in such cases would be given only to recognized airlines provided the antecedents of the airline is certified by the DGCA of the country where the airline is registered.
- b. Cargo flights operated by International Airlines operating scheduled passenger services to/from India.
- c. Series of passenger/tourist flights overflying Indian airspace or making technical landings (total duration not less than one month) by major non-scheduled operators whose credentials are certified by DGCA and Embassy/High Commission of that country in India.

Special Permissions

Special permission from the Government of India shall be required in the following cases, which may take a longer period for clearance of the flight plan than stipulated above:

- a. stay of any aircraft in India for more than 15 days;
- b. flight of an aircraft registered in a state not member of ICAO; and

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- c. passenger charter flights not covered by Tourist Charter Guidelines.

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.

Cargo Flights

The operations of foreign ad hoc and pure non-scheduled freighter charter service flights shall be allowed at all international airports in India without co-terminal rights by cargo only aircraft until 2027.

Foreign air carriers may submit application/proposal to the DGCA for getting clearances. However, DGCA reserves the right to deny permission for operating cargo flight.

All cargo flights operating under humanitarian and emergency needs through the UN and other multilateral bodies of which India is a member, and also all cargo flights hired by or carrying cargo belonging to any Ministry/Department of Government of India or a State/UT Government or a public sector enterprises of the Government of India or a State/UT Government may be permitted to operate with requisite priority to/from any airport in India where Customs/Immigration facilities are available.

Scheduled cargo operations by foreign carrier shall be governed as per the provisions of the Bilateral Air Service Agreement (ASA) with the respective country.

PRIVATE FLIGHTS

Same requirements as for NON-SCHEDULED FLIGHTS.

STATE AIRCRAFT FLIGHTS

Clearance to foreign military aircraft shall be issued by Air Headquarters/Naval Headquarters, Ministry of Defence, for which a formal request is required to be submitted by the Embassies/High Commission of the country concerned to the Ministry of External Affairs. However, for operation of civil registered Aircraft under Military call sign, the Embassies/High Commission of the country concerned are required to obtain Flight Clearance from DGCA as well as Air Headquarters/Naval Headquarters, Ministry of Defence through Ministry of External Affairs.

Flights landing at Defence Airfields

For an aircraft landing at a defence airfield, an AOR number is also required in addition to the YA clearance. The applicants are required to submit their applications to Air Headquarters/Naval Headquarters, as the case may, through DGCA by giving the full details of the foreign pilots/foreign passengers with their passport number. If a civil aircraft is to carry out a flight for military purposes and with military call sign, both YA clearance as well as AOR clearance would be

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needed. The application in such a case will have to be made both to the Ministry of Defence and DGCA through the Ministry of External Affairs.

AIRPORT(S) OF ENTRY

- Ahmedabad (Sardar Vallabhbhai Patel Intl)
- Amritsar (Sri Guru Ram Dass Jee Intl)
- Bengaluru (Kempegowda Intl)
- Bhubaneswar (Biju Patnaik Intl)
- Calicut
- Chennai (Intl)
- Cochin (Intl)
- Coimbatore (Intl)
- Delhi (Indira Gandhi Intl)
- Goa (Manohar Intl-Mopa)
- Guwahati (Lokpriya Gopinath Bordoloi Intl)
- Hyderabad (Rajiv Gandhi Intl)
- Jaipur (Intl)
- Jewar (Noida Intl)
- Kannur (Intl)
- Kolkata (Netaji Subhash Chandra Bose Intl)
- Lucknow (Chaudhary Charan Singh Intl)
- Mangaluru (Intl)
- Mumbai (Chhatrapati Shivaji Maharaj Intl)
- Nagpur (Dr. Babasaheb Ambedkar Intl)
- Navi Mumbai (Intl)
- Patna (Jai Prakash Narayan Intl)
- Thiruvananthapuram
- Tiruchirappalli
- Varanasi (Lal Bahadur Shastri)
- Visakhapatnam

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SPECIAL NOTICES

Unless specifically permitted by DGCA, no aircraft is permitted to enter Indian airspace if, during the course of its flight, it has made a landing or is going to make a landing at any place in the Taliban controlled areas of Afghanistan. This is in pursuance of operative paragraph 11 of UN Security Council resolution 1333. Any violation of this part of the resolution would lead to denial of future permission to fly into Indian airspace.

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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 Iran Airports and Air Navigation Company Tehran Iran

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.

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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).

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 12 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.

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NATIONAL REGULATIONS AND REQUIREMENTS

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;
- 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), Kerman, 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 Iraq 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 23006
Baghdad International Airport
Republic of Iraq

Tel: +964 (01) 813 2256 (Landline)

Fax: +964 (01) 54 30764

E-Mail: dg@icaa.gov.iq

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Internet: <http://www.icaa.gov.iq>

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. Requests for civil flights operating in the Baghdad FIR shall be submitted to ICAA no later than 1500UTC 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 (01) 813 2467 (Landline)

+964 790 531 9779 (cell 1)

Fax: +964 (01) 543 0689

E-Mail: ops.landing@icaa.gov.iq (civil landing slots)
ops.overflight@icaa.gov.iq (civil overflight requests)

NOTE: Aircraft types B732, B721, B722, R721, R722, AN26, AN24, AN12, T154 are not allowed to operate in Baghdad FIR.

Overflights

Only flights approved by the ICAA are authorized to overfly Iraqi airspace. The Daily Overflight Request Form can be found on the ICAA website.

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 1500UTC 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 1500UTC the day prior to the planned flight by submitting an updated request form to ICAA by email. Changes received after 1500UTC 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

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- e. departure and/or arrival locations.

Landings and Departures (Slots)

Slot requests and changes must be submitted to ICAA no later than 1500UTC the day prior to flight and no earlier than 24 hours prior to the day of operation. Requests received after 1500UTC may not be accepted. The Slot Request Form may be found on the ICAA website. 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 1500UTC the day prior to the planned flight by submitting an updated request form to ICAA by email. Changes received after 1500UTC 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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AIRPORT(S) OF ENTRY

Civilian aircraft flying into or departing from Iraqi territory shall only be permitted to make their first landing and final departure from an approved international airport in order to complete required customs and immigration clearance. The current ICAA approved international airports are Al Najaf (Al-Ashraf Intl), Baghdad (Intl), Basrah (Intl), Erbil (Intl), Kirkuk (Intl), Mosul (Intl) and Sulaimaniyah (Jalal Talabani Intl).

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PASSPORT

Required.

VISA

Required.

Exemption from visa requirement, apart from those states which have signed a bilateral agreement with Israel, may be granted on the basis of agreements between States.

The same applies to passengers in transit.

NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.

HEALTH

Vaccination certificates are only required of passengers coming directly from an area temporarily infected with cholera, yellow fever or smallpox.

DISINSECTION REQUIREMENTS

No public health measures are required to be carried out in respect of aircraft entering the State of Israel.

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

International Relations & Air Transport Division

Civil Aviation Authority of Israel (CAAI)

GOLAN Building

Address: Golan St.
 P.O. Box 1101
 Airport-City
 Israel
 7019900
Tel: +972 3 9774 521
 +972 3 9774 523
 +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@mot.gov.il

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Internet: <http://asoc.mot.gov.il/>

Transfer of Passenger Data

All commercial flights are required, according to the Israeli law and international air transport agreements, to transfer passenger data, as detailed by the NCPIA in the Israeli Taxes Authority website:

<https://www.gov.il/departments/general/ncpia>

For enquiries of technical support please contact via email: ncpia@taxes.gov.il

LIST OF AIRPORTS APPROVED FROM THE SECURITY PERSPECTIVE BY THE SECURITY DEPARTMENT OF THE MINISTRY OF TRANSPORT

Following airports are approved from the security perspective for foreign flights requesting to land within Israel or overflying Tel Aviv FIR:

CYUL, CYYZ, EBBR, EBCI, EBLG, EDDB, EDDF, EDDH, EDDK, EDDL, EDDM, EDDP, EDJA, EDSB, EFHK, EGCC, EGGW, EGKK, EGLL, EHAM, EKCH, ENGM, EPKK, EPKT, EPPO, EPWA, EPWR, ESSA, EVRA, EYKA, EYVI, FSIA, GMMN, HAAB, HECA, HESH, HRYR, KBOS, KDFW, KEWR, KIAD, KJFK, KMIA, KORD, KSFO, LBBG, LBSF, LBWN, LCLK, LCPH, LDZA, LEBL, LEMD, LEMG, LEPA, LFLL, LFML, LFMN, LFOB, LFPG, LFPO, LFSB, LGAV, LGIR, LGKO, LGKR, LGMK, LGRP, LGSA, LGSR, LGTS, LGZA, LHBP, LIBD, LICC, LIMC, LIME, LIPE, LIPH, LIPX, LIPZ, LIRA, LIRF, LIRN, LJLJ, LKPR, LMML, LOWW, LPPT, LRCL, LROP, LSGG, LSZH, LTAI, LTBA, LTBJ, LTBS, LTFE, LTFJ, LTFM, LUKK, LYBE, LYPG, LYTV, LZIB, OBBI, OJAI, OJAM, OJAQ, OMAA, OMDB, RKSJ, UBBB, UDYZ, UGSB, UGTB, UKBB, UKDD, UKDE, UKHH, UKKK, UKLL, UKOO, UKWW, ULLI, URKK, UMMM, URRR, URSS, USSS, UTTT, UDD, UUEE, UWWW, UWO, UWUU, UWWW, VHHH, VABB, VIDP, VOBL, ZBAA, ZSPD.

Following airports are approved for foreign general aviation traffic only:

EGLF, EINN, LFPB, OMDW.

Operators who wish to operate flights from other airports should contact Aviation Security Operation Center (ASOC) for approval.

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";

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- b. form ATF 1.1.400B - "Operational specifications of a foreign Air Operator applying for an operating permit to and from Israel";
- c. in case the application is to operate passenger or combination flights - Form ATF 1.1.400C – "Commitment to appoint a representative of an Air Operator at airports";
- d. a confirmation from the aviation authority of its State of operator, according to which it is authorized to operate on its behalf scheduled flights on the applied route;
- e. documents indicating of adequate insurance coverage to insure payment of compensation for damage, including third party liability, which could be caused consequent to the operation of the airplanes;
- f. in case the air operator plans to carry cargo in the airplane - a confirmation from the aviation authority of its State of operator that it is authorized to transport general cargo and/or dangerous goods, according to the nature of the cargo;
- g. list of aircraft to be used on the services to and from the State of Israel signed by the competent authority of the State of the operator, or the following aircraft certificates:
 - 1. registration certificate;
 - 2. noise certificate;
 - 3. airworthiness certificate;
 - 4. radio station authorization.
- h. if relevant, application to operate wet leased aircraft;
- i. schedule:
 - 1. flight numbers;
 - 2. aircraft type;
 - 3. number of weekly frequencies;
 - 4. destinations to be flown with indication of times;
 - 5. code-share (if any) for the current IATA season.

The operator shall submit its schedule in accordance with the time periods specified in directive AT.1.1.400.

The International Relations & Air Transport Division will also forward the application to the ASOC of the Israeli MOT Security Department for the approval of the air operator in the security aspect. During this process, additional documents may be required.

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: <https://www.gov.il/he/Departments/DynamicCollectors/civilaviation-authoritydirectives?skip=0&number=AT.1.1.400>

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Any change in the above data provided by the operator, must be notified in advance by the operator to the International Relations & Air Transport Division.

Any schedule or operational change, such as modifications of departure and arrival times, cancellations of scheduled flights or operation of extra section flights, must be notified by the operator to the International Relations Division & Air Transport Division at least five 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";

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- d. in case the application is to operate passenger charter flights - form ATF 1.1.400C - "Commitment to appoint a representative of an Air Operator at airports";
- e. copy of the signed charter agreement between the tour operator or charterer and the air operator;
- f. documents indicating of adequate insurance coverage to insure payment of compensation for damage, including third party liability, which could be caused consequent to the operation of the airplanes;
- g. in case the air operator plans to carry cargo in the airplane - a confirmation from the aviation authority of its State of operator that it is authorized to transport general cargo and/or dangerous goods, according to the nature of the cargo;
- h. list of aircraft to be used on the services to and from the State of Israel signed by the competent authority of the State of the operator, or the following aircraft certificates:
 - 1. registration certificate;
 - 2. noise certificate;
 - 3. airworthiness certificate;
 - 4. radio station authorization.
- i. if relevant, application to operate wet leased aircraft.

The International Relations & Air Transport Division will also forward the application to the ASOC of the Israeli MOT Security Department for the approval of the air operator in the security aspect. During this process, additional documents may be required.

All applications must be made according to Directive AT.1.1.402 and submitted in the above prescribed forms obtainable at following website:

Civil Aviation Authority of Israel (CAAI)

Internet: <https://www.gov.il/he/Departments/DynamicCollectors/civilaviation-authoritydirectives?skip=0&number=AT.1.1.402>

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.

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. However, holders of a valid operating permit as a scheduled or non-scheduled flight need not apply for a separate permission for landing an aircraft for maintenance purposes if the aircraft is already included in their approved list of aircraft.

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

7019900

Tel: +972 3 9774 635

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Fax: +972 3 9774 595

An application for such an approval shall be submitted at least 3 working days prior to the intended operation.

Requirements for Handling Agency

Non-commercial and own-use charter flights intending to land at Eilat (Ilan and Asaf Ramon) or Tel Aviv (Ben Gurion) airports are required to be represented at the airport by a handling agency. Operators without an agency will be required to accept 1 of the authorized agencies.

Nevertheless, at Eilat (Ilan and Asaf Ramon), non-commercial domestic 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.

ISRAEL
NATIONAL REGULATIONS AND REQUIREMENTS

CIVIL USE OF MILITARY AIR BASES

Flights, other than State-registered aircraft, are not permitted to take off from or land at any military aerodrome in Israel, unless prior permission has been obtained from the Civil Aviation Authority:

teum_eilat@iaa.gov.il

SCHEDULE AND AIRPORT COORDINATION

Tel Aviv (Ben Gurion) and Eilat (Ilan and Asaf Ramon) airports are designated as a fully coordinated airport. Therefore, all traffic arriving/departing Tel Aviv (Ben Gurion) and Eilat (Ilan and Asaf Ramon) airports must have a fully coordinated SLOT before operating. Applications must be applied for 48 hours in advance (MON-THU), and 72 hours in advance for weekends (FRI-SUN) to:

- tlvacxh@iaa.gov.il for Tel Aviv (Ben Gurion) airport;
- etmacxh@iaa.gov.il for Eilat (Ilan and Asaf Ramon) airport.

AIRPORT(S) OF ENTRY

Eilat (Ilan and Asaf Ramon) and Tel Aviv (Ben Gurion).

**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 1000 USD), Sudan, South Sudan, Cuba, Afghanistan, Cameroon, Belize, Mauritania, Cambodia, Bangladesh, Romania, North Macedonia, Moldova, Colombia, Uzbekistan, Central African Rep, Iraq, Republic of Congo, Laos, Democratic Republic of Congo, 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 enroute aircraft shall, upon identifying suspected case(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

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g. Nature of the public health risk, if known.

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

Below are the contacts and working hours for the issuance of Air Clearances by Jordan Civil Aviation Regulatory Commission.

Chief Commissioner of Civil Aviation Regulatory Commission (CARC)

Flight Permission and Facilitation

Address: P.O. Box 7547

Amman

Jordan

11110

Tel: +962 6 4892282

+962 6 4799120 ext. 3810/3806/3808 (Automatic Forward)

Fax: +962 6 4891653

E-Mail: airclearances@carc.gov.jo

scheduled.flights@carc.gov.jo

dairtrans@carc.gov.jo (in cc)

Public Hours: SUN-THU 0830-1530LT

After 1530LT and on Fridays, Saturdays and Holidays; only humanitarian, emergency, diplomatic/official flights and top urgent cases will be permitted.

Air Clearances Division

Mobile: +962 797511158

+962 799433104

E-Mail: airclearances@carc.gov.jo

scheduled.flights@carc.gov.jo

dairtrans@carc.gov.jo (in cc 24/7)

SCHEDULED FLIGHTS

For regular international scheduled flights operated by foreign airlines into or in transit across Jordan, the following requirements must be met:

- a. The State to which the airline belongs must be a party to the International Air Services Transit Agreement and/or the International Air Transport Agreement.
- b. The airline operations should be eligible to make flight under the provisions of bilateral or multilateral agreements to which the State of the airline and the State of registry are contracting parties and must have a permit to operate into or in transit across Jordan. Applications for such permits shall be submitted to:

JORDAN
NATIONAL REGULATIONS AND REQUIREMENTS

Air Clearances Division

Address: P.O. Box 7547

Amman

Jordan

11110

Mobile: +962 799433104

+962 797511158

E-Mail: scheduled.flights@carc.gov.jo

dairtrans@carc.gov.jo (in cc)

airclearances@carc.gov.jo (in cc)

NON-SCHEDULED FLIGHTS

If an operator intends to perform (a series of) non-scheduled flight(s) into Jordan for taking on or discharging passengers, cargo or mail, he shall apply to the:

Air Clearances Division

Address: Amman

Jordan

11110

Mobile: +962 797511158

E-Mail: airclearances@carc.gov.jo

dairtrans@carc.gov.jo (in cc)

For permission to carry out such operations not less than 48 hours in advance of the intended landing, and to submit the application using the form (CARC Form 10 OF-0301) in accordance with the flight permission procedures published on CARC official web site under the following link:

<https://carc.gov.jo/sites/default/files/inline-files/2-permit-request-to-land-at-jordanian-airports-for-non-scheduled-flight.pdf>

Application for Non-Scheduled Traffic to Overfly Amman FIR

All airlines and operators of non-scheduled traffic intending to overfly Amman FIR are requested to submit an application to obtain clearance 24 hours in advance of the entry into the airspace over Jordanian territory, and to submit the application using the form (CARC Form 10 OF-0301) in accordance with the flight permission procedures published on CARC official web site under the following link:

<https://carc.gov.jo/sites/default/files/inline-files/4-permit-request-to-overfly-jordanian-airspace-for-non-scheduled-flight.pdf>

Aircraft shall not leave departure aerodrome before overflying clearances has been received.

NOTE: The validity of landing and overflying clearances is 48 hours.

JORDAN
NATIONAL REGULATIONS AND REQUIREMENTS

PRIVATE FLIGHTS

Aircraft intending to perform private flights to Jordan or to overfly Jordanian territory are required to submit an application for prior permission to overfly Amman FIR 24 hours in advance of the entry into the airspace over Jordanian territory, and not less than 48 hours in advance of the intended landing, in accordance with the flight permission procedures published on CARC official web site under the links mentioned in NON-SCHEDULED FLIGHTS above.

Application for permission must be submitted to the:

Air Clearances Division

Address: Amman
Jordan
11110

Mobile: +962 797511158

E-Mail: airclearances@carc.gov.jo
dairtrans@carc.gov.jo (in cc)

NOTE: The validity of landing and overflying clearances is 48 hours.

AIRPORT(S) OF ENTRY

Amman (Queen Alia Intl), Aqaba (King Hussein Intl).

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

All scheduled and non-scheduled flights transiting Kuwait FIR or landing within Kuwait FIR shall obtain prior flight permission regardless the nature of the flight via e-mail from:

Air Transportation Department

E-Mail: schedules@dgca.gov.kw

Directorate General of Civil Aviation (DGCA)

Address: P.O. Box 17

Safat

Kuwait

13001

Tel: +965 247 638 11

Fax: +965 243 465 28

+965 247 234 23

+965 247 214 23

E-Mail: schedules@dgca.gov.kw

SITA: KWIDDYA

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);

**KUWAIT
NATIONAL REGULATIONS AND REQUIREMENTS**

- b. aircraft charterer (if any);
- c. call sign/flight number or registration mark(s);
- 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);
- i. contact/receiving party with telephone number.

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;

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NATIONAL REGULATIONS AND REQUIREMENTS

8. aircraft radio station license;
9. ACAS II/TCAS certificate (mandatory within Kuwait airspace);
10. basic area navigation (B-RNAV) certificate, if equipped;
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).

KUWAIT NATIONAL REGULATIONS AND REQUIREMENTS

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.

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);

KUWAIT

NATIONAL REGULATIONS AND REQUIREMENTS

- e. hosting company and / or contact in Kuwait.

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.

KUWAIT
NATIONAL REGULATIONS AND REQUIREMENTS

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, excluding infants below the age of nine months, coming directly or have visited a WHO regarded yellow fever endemic area within 6 days of arrival, or with sign and symptoms, are required to provide a yellow fever vaccination certificate on entry.

DISINSECTION REQUIREMENTS

Aircraft arriving from yellow fever infected countries or from countries where malaria is prevalent may land at international airports provided that the aircraft is disinfested approximately 10 minutes before arrival, using methods approved by WHO.

If, in special circumstances, a second spray of the aircraft is deemed necessary by the public health authorities to be carried out on the ground, passengers and crew are permitted to disembark beforehand.

This action must be properly recorded in the health section of the General Declaration and submitted along with the used spray cans.

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

Chief Executive

Maldives Civil Aviation Authority

Address: Velaanaage Office Building, 2nd floor
 Ameer Ahmed Magu
 Male
 Republic of Maldives
 20096

Tel: +960 302 7230
 +960 302 7232
 +960 732 4949

Fax: +960 332 3039

E-Mail: ats@caa.gov.mv

MALDIVES NATIONAL REGULATIONS AND REQUIREMENTS

permits@caa.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);
- 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 departure from origin.

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;

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- 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:

- 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.

Applications for such permits shall be submitted to:

E-Mail: ats@caa.gov.mv

PRIVATE FLIGHTS

Operators intending to carry out a non-scheduled private flight 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 departure from origin.

The application must include the following information:

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- 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.

Applications for such permits shall be submitted to:

E-Mail: permits@caa.gov.mv

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.

Applications for such permits shall be submitted to:

E-Mail: permits@caa.gov.mv

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.

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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

Gan (Intl), Maafaru (Intl), Male (Velana Intl).

NEPAL
NATIONAL REGULATIONS AND REQUIREMENTS

PASSPORT & VISA

Required. Indian nationals are exempted of visa to enter Nepal.

A crew member license or certificate is accepted in lieu of a passport or visa for temporary admission into Nepal.

NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.

HEALTH

For disembarking passengers:

- a. A yellow fever vaccination certificate is required for travellers aged 9 months or over arriving from countries with risk of yellow fever transmission and for travellers having transited for more than 12 hours through an airport of a country with risk of yellow fever transmission. Countries with risk of yellow fever transmission:

Africa: Angola, Benin, Burkina Faso, Burundi, Cameroon, Central African Republic, Chad, Republic of Congo, Cote d'Ivoire, Democratic Republic of Congo, Equatorial Guinea, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Liberia, Mali, Mauritania, Niger, Nigeria, Senegal, Sierra Leone, South Sudan, Sudan, Togo and Uganda.

America: Argentina, Bolivia, Brazil, Colombia, Ecuador, French Guiana, Guyana, Panama, Paraguay, Peru, Suriname, Trinidad and Tobago (Trinidad only) and Venezuela.

- b. A polio vaccination certificate is required for travelers, all residents and longtime visitors of all ages. The polio vaccine must have been received between 4 weeks and 12 months prior to travel and those who undertaking urgent travel (i.e. within 4 weeks) should have received the polio vaccine at least by the time of departure.

Countries with risk of polio transmission:

- c. Afghanistan, Algeria, Angola, Benin, Burkina Faso, Cameroon, Central African Republic, Chad, Republic of Congo, Democratic Republic of Congo, Cote D'Ivoire, Djibouti, Egypt, Equatorial Guinea, Ethiopia, French Guiana, Gambia, Ghana, Guinea, Indonesia, Kenya, Liberia, Mali, Mauritania, Mozambique, Niger, Nigeria, Pakistan, Senegal, Sierra Leone, Somalia, South Sudan, Spain, Sudan, Uganda, Tanzania, Yemen, Zimbabwe.

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

Aircraft flying into or departing from the territory of Nepal shall make their first landing at, or final departure from an International Airport.

Director General

Civil Aviation Authority of Nepal (CAAN)

Address: Sinamangal
Kathmandu

NEPAL
NATIONAL REGULATIONS AND REQUIREMENTS

Nepal
Tel: +977 1 5718000
+977 1 5718030
Fax: +977 1 5718022
E-Mail: dgca@caanepal.gov.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 Culture, Tourism and Civil Aviation (as per the provision made under Air Service Agreement (ASA) and Memorandum of Understanding (MOU) between Nepal and the concerned country, through the Ministry of Foreign Affairs of Nepal i.e. diplomatic channels);
- b. copy of legal document that reflects the substantial ownership and effective control;
- c. security manual;
- d. operation manual;
- e. Standard Operating Procedures (SOPs);
- f. copy of Air Operator Certificate (AOC);
- g. copy of certificate of registration of each aircraft involved in operation;
- h. copy of certificate of airworthiness of each aircraft involved in operation;
- i. copy of certificate of insurance covering third party liability of amount not less than US\$ 60 Million;
- j. copy of simulator certificate of pilot-in-command for Kathmandu (Tribhuvan Intl) airport, of SID/STAR procedures, maps etc.;
- k. copy of certificate of insurance ensuring at least coverage in accordance with the Warsaw Convention and amended by the Hague Protocol 1955;
- l. copy of English language proficiency certificate of pilot-in-command, if non-native English speaker;
- m. proposed route schedule, frequency, capacity, traffic rights and tariffs approved by the responsible authority of the concerned country;

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- n. SLOT approval letter from international airport;
- o. removal of disabled aircraft plant occupied by international airport;
- p. copy of ground handling arrangement and/or agreement letter;
- q. name and address of the local agent/representative and authorization letter.

NON-SCHEDULED FLIGHTS

Overflights, Non-commercial Flights and Technical Landings

Advance notification and permission from CAAN is required for civil aircraft of ICAO member States.

NOTE: In case of non-commercial flights and technical landings operators should schedule their arrivals and departures within the operation hour of the aerodrome.

Requests for civil aircraft flights of non-ICAO member States must be sought and obtained through diplomatic means from the Ministry of Foreign Affairs, Nepal.

Commercial Landings and Departures

Applications for prior permission request shall be submitted by letter, AFS or fax to the Director General of CAAN at least 15 working days prior to arrival or departure.

Charter Flights

For getting a charter flight permission to Kathmandu (Tribhuvan Intl) airport, an application letter is to be sent from the aircraft operator to the Director General of CAAN requesting overflying and landing permission, (at least 7 days before the day of operation), through local agent at Kathmandu (Tribhuvan Intl) airport. The application letter shall enclose following documents:

- a. copy of AOC;
- b. copy of aircraft registration certificate;
- c. copy of aircraft airworthiness certificate;
- d. copy of Aircraft Flight Manual (AFM) that shows the MTOW;
- e. copy of aircraft insurance certificate covering third party liability of not less than US\$ 60 Million;
- f. copy of simulator certificate of pilot-in-command for Kathmandu (Tribhuvan Intl) airport of SID/STAR procedures;
- g. copy of English language proficiency certificate of pilot-in-command if, non-native English speaker;
- h. charter flight permission request form, with all required information filled out;
 - i. an authorization letter to local agent by the operator;
 - j. a bank voucher or permission fee of \$56.50, in equivalent Nepalese Currency (converted according to the Nepal Rastra Bank's selling rate of the date) deposited in Rastriya Banijya

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Bank, Bishal Bazar (New Road), Kathmandu, in the name of CAAN, the current Account No. 109006491701.

Detail information and charter flight permission request form can be obtained or downloaded from:

CAAN, Head Office

Internet: www.caanepal.gov.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.

DANGEROUS GOODS FLIGHTS

Operators who wish to carry dangerous goods should apply to the Director General of CAAN, giving relevant details of the consignment and 2 weeks advance notice for processing the application.

AIRPORT(S) OF ENTRY

Bhairahawa (Gautam Buddha Intl), Kathmandu (Tribhuvan Intl), Pokhara (Intl).

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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

Civil Aviation Authority (CAA)

Address: P.O. Box 1

Muscat

Sultanate of Oman

Postal Code 111

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Tel: +968 24 354028
+968 24 354062
E-Mail: permits@caa.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
Civil Aviation Authority (CAA)
Address: P.O. Box 1
Muscat
Sultanate of Oman
Postal Code 111

Tel: +968 24 354028
+968 24 354062
E-Mail: permits-om@caa.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 transporter;
- 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;

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3. certificate of registration;
 4. certificate of insurance;
 5. aircraft noise certificate;
 6. radio licenses certificate.
- I. responsible authority for air navigation, landing and parking charges:
1. head of accounts dept. with full mailing address;
 2. account payable;
 3. telephone/fax and e-mail address.

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.

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

Duqm, Muscat (Intl), Salalah, Suhar

**PAKISTAN
NATIONAL REGULATIONS AND REQUIREMENTS****PASSPORT**

Required.

VISA

Required, with the following exceptions:

- a. nationals of Tonga, Trinidad and Tobago;
- b. nationals of 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, Argentina, Austria, Bahrain, Brunei, Czechia, Denmark, Iran, Kazakhstan, Kuwait, Laos, Libya, Mexico, Morocco, Norway, Russia, Slovakia, South Korea, Tunisia, Turkiye, Vietnam and Yemen (3 months);
- b. Cyprus (90 days);
- c. Azerbaijan, China P.R. of, Hongkong, Indonesia, Kyrgyzstan, Romania, Serbia and Sri Lanka (1 month);
- d. Malaysia (30 days).

Not required from holders of a diplomatic passport:

- a. Thailand;
- b. Belgium, Brazil, Finland, Germany, Jordan, Luxembourg, Netherlands, Philippines and Tajikistan (3 months);
- c. Egypt (1 month);
- d. Turkmenistan (30 days).

Police registration within 24 hours shall be mandatory in respect of the following nationals:

Afghanistan, India, Somalia 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

PAKISTAN NATIONAL REGULATIONS AND REQUIREMENTS

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.

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), Czechia, 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, Turkiye, 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, smallpox, Ebola, Swine flu or any disease declared by WHO is required of persons arriving from infected areas.

DISINSECTION REQUIREMENTS

Disinsection of aircraft is not acceptable, spraying on the ground is not required provided a spray certificate from the point of origin is carried on the aircraft.

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 Pakistan Airport Authority (DGPAA)

Address: Headquarters Terminal - 1
 Karachi (Jinnah Intl) Airport
 Karachi
 75200

Tel: +92 21 9907 1111

Fax: +92 21 9924 2004

AFTN: OPHQYAYX

PAKISTAN NATIONAL REGULATIONS AND REQUIREMENTS

Scheduled 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: Director.ATER@caapakistan.com.pk

D.airtransport@caapakistan.com.pk

AFS: OPHQZXAT

SCHEDULED FLIGHTS

Permission for scheduled flights may be obtained directly by the Operator/General Sales Agent (GSA) or through Authorized Flight Permission Agent (AFPA) in accordance with the ANO-003-ATNR available at CAA Official Website:

www.caapakistan.com.pk

along with the list/contacts of AFPA.

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 (TOP) and must have a clearance to operate into or in transit across Pakistan. Applications for such permits shall be submitted to DGCAA.

NON-SCHEDULED FLIGHTS

Permission for all types of International non-scheduled flights shall be obtained through Authorized Flight Permission Agent (AFPA) in accordance with the ANO-003-ATNR available at CAA official website:

www.caapakistan.com.pk

along with the list/contacts of AFPA.

Following points are to be ensured by authorized agents, while obtaining permission for prolonged stay of non-scheduled flights operating in Pakistan:

- a. CAA approved local authorized agent shall be designated by the operator for coordination with Operations Directorate and ATC operational units to ensure smooth conduct of flights.
- b. The permission will be issued for 90 days and needs to be reacquired after period ends.
- c. Only Karachi (Jinnah Intl), Lahore Allama (Iqbal Intl) and Islamabad (Islamabad Intl) airports will be offered for prolonged parking.
- d. Certified true copies of the following documents are required to be submitted along with application:

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1. Aircraft Operating Certificate (AOC);
 2. Certificate of Registration;
 3. Certificate of Airworthiness;
 4. Insurance Policy;
 5. Radio License;
 6. Noise Certificate;
 7. Operations Specifications;
 8. Flight Crew License;
 9. Weight and Balance Approval;
 10. Audit report of the Ground Handler / Air Operator if available.
- e. Since initial clearance will be valid for 90 days, the authorized agents will ensure formalities of valid traveling documents of all operation crew and may produce a copy as and when required.
- f. The crew operating flights shall continue to fly on General Declaration (GD) for short term stay; however, if the stay is prolonged then appropriate visa needs to be obtained.
- g. The clearance will be issued on the first come first serve basis after completing/acceptance of all documents.
- h. Director Airworthiness/Director Flight Standard (DAW/DFS) may hold the operations of an aircraft through Director Air Transport and Economic Regulations (DAT&ER) if required after a thorough inspection of aircraft or documents as applicable.
- i. Sufficient time i.e. 96 hours will be required for initial scrutiny of the documents. Therefore applications will only be entertained during working hours (0400-1200 UTC) with prescribed advance notice.

STATE AND MILITARY AIRCRAFT FLIGHTS

All foreign State or State VIP aircraft intending to overfly 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 48 hours 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;

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f. facilities required.

Applications for clearance should be made through normal diplomatic channels to:

Ministry of Foreign Affairs

Address: Constitution Avenue
Islamabad
Pakistan

A clearance given will be valid for 72 hours provided other particulars remain the same.

Change, if any, should be intimated 24 hours prior to the original schedule date and time, otherwise fresh clearance should be sought in accordance with the laid down procedures.

Military Flights carrying military cargo to Military/Civil Airfields, and UN Peace Keeping Missions shall be cleared by Air Intelligence (AI) Headquarter. Applications for clearance should be made to Air Headquarters Islamabad.

AIRPORTS OF ENTRY

Bhawalpur (Intl), Dera Ghazi Khan (Farooq Ahmad Khan Leghari Intl), Faisalabad (Intl), Gwadar (New Gwadar Intl), Islamabad (Intl), Karachi (Jinnah Intl), Lahore (Allama Iqbal Intl), Multan (Intl), Nawabshah (Intl), Peshawar (Bacha Khan Intl), Quetta (Intl), Rahim Yar Khan (Sheikh Zayed Intl), Sialkot (Intl), Sukkur (Begum Nusrat Bhutto), 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.

All non-schedule flights operating across Pakistan are required to make technical landing, the operator shall apply to DGCAA for permission not less than 96 hours in advance of the intended landing and obtain his prior approval.

SPECIAL NOTES

No Israeli registered aircraft is permitted to operate or to overfly Pakistan. No flight of international airlines, scheduled or non scheduled operating to or from Israel is permitted to operate or over fly Pakistan.

QATAR
NATIONAL REGULATIONS AND REQUIREMENTS

PASSPORT

Required.

VISA

Required, except for passengers arriving/departing on the same through flight, or transferring to another flight at the same airport.

NOTE: Licenses and crew member certificates are accepted in lieu of passport and visa, provided that the holder will stay at the airport or within the confines of the cities adjacent thereto and that he will depart on his next regularly scheduled flight.

NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.

HEALTH

Vaccination certificates against cholera are required of passengers arriving from India and Pakistan.

AIRCRAFT ENTRY REQUIREMENTS**GENERAL**

All applications shall be submitted to:

Director of Air Transport

Qatar Civil Aviation Authority (QCAA)

Address: P.O. Box 3000

Doha

State of Qatar

Tel: +974 4455 7333 Ext. 320/316

Fax: +974 4455 2233

SITA: DOHXYF

AFS: OTBDYAYX, OTBDYFYX

Aircraft Handling Services

Operators are required to contact Qatar Aviation Services (QAS) for all ground handling services:

Duty Manager and Duty Controller

Qatar Aviation Services

Address: P.O. Box 383

Doha

State of Qatar

Tel: +974 4010 4252

Fax: +974 4462 1485

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NATIONAL REGULATIONS AND REQUIREMENTS**

E-Mail: dutymanagers@qataraviation.com
opscontrol@qataraviation.com

SCHEDULED FLIGHTS

Before a scheduled flight is permitted to operate into State of Qatar, it must be appropriately covered by a bilateral or multilateral agreement with the QCAA. All scheduled flights are subject to prior approval.

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:

E-Mail: slots@qatarcoordination.com.qa
airlines.affairs@caa.gov.qa
cc: doha.comm@caa.gov.qa

QATAR NATIONAL REGULATIONS AND REQUIREMENTS

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.

Airline operators are to ensure that the following certificates shall remain valid and carried on-board the aircraft at all times.

- a. certificate of registration;
- b. certificate of airworthiness;
- c. air operator's certificate;
- d. certificate of insurance;
- e. radio (station license);
- f. noise certificate.

Application for Scheduled Overflying Traffic

For aircraft registered in ICAO contracting state and having bilateral air transport agreement with the State of Qatar, there is no requirement of permission to overfly the territory of the State of Qatar.

Aircraft not registered in an ICAO contracting state and not covered with bilateral Air Transport Agreement with the State of Qatar, must obtain prior permission to overfly the territory of the State of Qatar from the QCAA at least 72 hours in advance of the intended flight taking place.

In both cases the aircraft operator shall send prior to operation:

To:

E-Mail: airlines.affairs@caa.gov.qa
 doha.comm@caa.gov.qa

The following information:

- a. name of the operator;
- b. flight number/callsign;
- c. fleet list (type of aircraft, registration and MTOW);
- d. days of operations;
- e. purpose of flight;
- f. nature of cargo;
- g. schedule of operations, ATS routes with entry/exit points of Doha FIR, flight level and timings in UTC; and
- h. billing details including the contact address and the relevant e-mail address.

QATAR
NATIONAL REGULATIONS AND REQUIREMENTS

The aircraft operator intending to overfly Doha FIR (outside of territory of the State of Qatar) there is no requirement of overfly permission. However the aircraft operator shall provide the information listed above additionally to:

E-Mail: accounts.receivable@caa.gov.qa

NON-SCHEDULED FLIGHTS

If an operator intends to perform a non-scheduled flight into the State of Qatar for the purpose of taking on or discharging passengers, cargo or mail, or flight in transit across the state, it is necessary for the operator to obtain prior landing/overflying permission from the QCAA through online web portal available at official website:

<https://caa.gov.qa/en/non-scheduled-flights-service>

In case of any technical issue at the portal, please contact:

Doha Communication

Tel: +974 4470 5081

E-Mail: doha.comm@caa.gov.qa

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. aircraft callsign;
- c. type of aircraft and MTOW;
- d. aircraft registration;
- e. date and time of arrival at, and departure from Doha (Intl)/Doha (Hamad Intl);
- f. place or places of embarkation or disembarkation abroad of passengers and/or freight;
- g. purpose of flight and number of passengers and/or nature and amount of freight;
- h. e-mail and address for billing purpose;
 - i. name, address, and business of charterer, if any; and
 - j. name and nationality of lead passenger as well as all accompanying passengers.

All Non-Scheduled flights should apply for schedule/slot approval as per IATA Chapter 6 format to the following e-mail addresses:

To:

E-Mail: slots@qatarcoordination.com.qa

cc: airlines.affairs@caa.gov.qa

cc: doha.comm@caa.gov.qa

QATAR NATIONAL REGULATIONS AND REQUIREMENTS

Application for Non-Scheduled Overflying Traffic

If an operator intends to perform a non-scheduled flight for the purpose of transit across (overfly) the territory of the State of Qatar, it is necessary to obtain prior overflying permission from the QCAA at least 48 hours before the intended flight takes place.

Such applications shall be submitted through the online web portal available at the official web-site:

<https://caa.gov.qa/en/non-scheduled-flights-service>

All applications must include the following information:

- a. name of the operator;
- b. flight number/callsign;
- c. purpose of flight;
- d. nature of cargo;
- e. ATS route with entry/exit points of Doha FIR, flight level and timings in UTC; and
- f. billing details including the contact address and the relevant email address.

Operator shall ensure that operator name is included under “OPR” in item 18 of flight plan.

If an operator intends to conduct a non-scheduled flight for the purpose of transiting (overflying) the Doha FIR (outside the territory of the State of Qatar), the operator must submit the flight details to the QCAA prior to flight operations.

This should be done through the online web portal using the “Flight Notification” service available on the official website:

<https://caa.gov.qa/en/non-scheduled-flights-service>

Upon submission, the QCAA will acknowledge receipt of the flight details.

TECHNICAL LANDINGS

If an operator intends to carry out a technical landing flight into the State of Qatar, the operator must obtain prior permission for landing through the online web portal available at the official web-site:

<https://caa.gov.qa/en/non-scheduled-flights-service>

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;

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NATIONAL REGULATIONS AND REQUIREMENTS

- 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.

STATE AIRCRAFT FLIGHTS

All foreign State aircraft intending to land at or in transit across (overfly) the State of Qatar are to obtain diplomatic clearance from the Ministry of Foreign Affairs, unless alternate arrangements has been made:

Ministry of Foreign Affairs

Address: P.O. Box 250
Doha
State of Qatar

Tel: +974 4419 9113
+974 4011 1000 or 104/140 (after office hours)

Fax: +974 4485 0877
+974 4432 7444 or 333 (after office hours)

All applications and requests must also be submitted to:

E-Mail: khalid.alnasiri@caa.gov.qa
airlines.affairs@caa.gov.qa
doha.comm@caa.gov.qa

MILITARY AIRCRAFT FLIGHTS

All military aircraft intending transit across (overfly) Doha FIR or to land at Qatar aerodromes are required to obtain prior approval from the State of Qatar.

Contact details as follows:

Ministry of Foreign Affairs

Address: P.O. Box 250
Doha
State of Qatar

Tel: +974 4011 8100

Fax: +974 4412 7704

E-Mail: consular@mofa.gov.qa

and

General Headquarters Qatar Armed Forces

Address: P.O. Box 37
Doha
State of Qatar

Tel: +974 4461 4111

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NATIONAL REGULATIONS AND REQUIREMENTS

Fax: +974 4461 4464

DANGEROUS GOODS FLIGHTS

The carriage of dangerous goods is subject to prior permission from:

The Director - Air Safety Department

Qatar Civil Aviation Authority (QCAA)

Address: P.O. Box 3000

Doha

State of Qatar

Tel: +974 4455 7232

Fax: +974 4455 7260

E-Mail: asd@caa.gov.qa

Internet: <https://www.caa.gov.qa>

The application should reach the QCAA at least 10 working days before the intended flight take place.

For flights transporting normally forbidden explosives when the State of Qatar is the State origin, transit, or destination, Doha (Intl) shall be used. However, Doha (Hamad Intl) may be selected and specified as alternate.

Following documents shall be attached with the application form (available from QCAA website):

- a. shipper's declaration form;
- b. airway bill;
- c. commercial invoice;
- d. Safety Data Sheet (SDS) or Class 1 (explosive) classification document issued by an appropriate national competent authority, as applicable.

AIRPORT(S) OF ENTRY

Doha (Intl), Doha (Hamad Intl).

SAUDI ARABIA
NATIONAL REGULATIONS AND REQUIREMENTS

PASSPORT & VISA

Required.

A crew license is **not** acceptable in lieu of passport and visa.

NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.

HEALTH

All persons arriving from countries infected with yellow fever must hold a health certificate showing a current yellow fever vaccination.

DISINSECTION REQUIREMENTS

All aircraft arriving from countries infected with yellow fever, dengue fever, and/or zika virus, are required to provide the health authority at airport with valid certificate indicating that disinsection was applied in accordance with methods recommended by World Health Organization (WHO).

The Government reserves the right to disinsect every aircraft coming from an area of yellow fever infection. When required, disinsection shall be the responsibility of the air carrier and will be subject to monitoring by the appropriate officials of the Saudi Arabian government.

The cargo compartment shall be disinfected before the mail, baggage, and other cargo are discharged and the rest of the aircraft must be disinfected after passengers and crew deplane. Disinsection shall be performed with an approved insecticide in accordance with the manufacturer's instructions.

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

General Authority of Civil Aviation (GACA)

Administration of Air Transport General Department

Flights Authorization Department

Address: P.O. Box 47360
Riyadh
Saudi Arabia
11552

Tel: +966 11 525 3336

Fax: +966 11 525 3222

E-Mail: atcd@gaca.gov.sa (also for ad-hoc flights enquiry and follow up)
cat@gaca.gov.sa (commercial flights)
mdfc@gaca.gov.sa (military and diplomatic flights)
dgfc@gaca.gov.sa (dangerous goods flights)

Internet: www.gaca.gov.sa

SAUDI ARABIA
NATIONAL REGULATIONS AND REQUIREMENTS

Public Hours: H24

PERMIT APPLICATION PROCEDURES

Application for permits in respect of all civil aircraft operations shall be submitted to the GACA using OBOOR system at:

<https://eservices.gaca.gov.sa/CWC/user/login.xhtml>

Accordingly, the application periods must be observed to complete the coordination process of the relevant flight permit. Applications not complying with such periods, are not considered.

The completed flight request (private flights, normal overflight, normal tech stop) shall be submitted at least 72 hours before the date of the flight.

OBOOR System

The Oboor System serves as a platform for all local and foreign airlines, and agents to apply their flights. This system aims to facilitate airlines operations, non-scheduled flights, scheduled overflights and General Aviation etc. by providing a one-stop web based.

Applications for flight permits for landing or overflying Saudi Arabian territory must contain the following information:

- a. Type of clearance requested (landing/overflying);
- b. Type of permit based on operation;
 - General Aviation flights (single flights):
 - private flights;
 - non-scheduled charter flights;
 - scheduled charter flights;
 - Delivery;
 - Tech stop;
 - Ambulance;
 - cargo flights (Normal / Dangerous) goods;
 - Aerial works Flights;
 - Demo Flights;
 - Other.
 - Annual permit for General Aviation/Private Flights (revenue and non-revenue):
 - This permit authorizes the holder to land or overfly the territory of Saudi Arabia;
 - It is valid for both Saudi (revenue/non-revenue) and foreign (non-revenue) operators, ensuring compliance with local regulations;
 - Must apply request through an authorized agent or valid account.

SAUDI ARABIA NATIONAL REGULATIONS AND REQUIREMENTS

- Commercial Flights:
 - Overflying Commercial IATA seasonal scheduled flights:
 - Landing Commercial scheduled flights.

The validity of permit is 72 hours. This validity is not applicable for commercial scheduled flights. Changes (date of flight, ETA, ETD and flight details) can be made within the 72 hours.

SCHEDULED FLIGHTS

Overflying Commercial IATA seasonal scheduled flights

Operators have the option to obtain their flight permits by using an authorized agent to apply on their behalf. To do this, they can submit their application to the Flight Authorization Department e-mail along with an authorization letter. The authorization letter shall officially declare the assignment of the agent and acknowledge that GACA will not charge any application fees for the seasonal permits.

For airlines that wish to obtain their flight permits directly for seasonal overflying permits or overflying ad-hoc flights permits without involving middle agents. They can open an account in OBOOR system and apply directly.

To open an account an e-mail request must be sent to Flight Authorization Department with the following documents:

- ICAO designator certificate;
- IATA designator certificate;
- Main contact details: name, mobile, phone, e-mail and location address.

Landing Commercial IATA scheduled flights

Foreign air carriers and its local agents cannot apply for scheduled flights clearances via OBOOR system, but they must have an active profile in the system. The official request must be sent to GACA including:

- Copy of valid FOC (Foreign Operator Certificate);
- Copy of valid economic license for each requested airport;
- Finalize any outstanding payment or obtain payment plan approval;
- Slot approval.

STATE OR MILITARY AIRCRAFT FLIGHTS

All diplomatic and military flight requests (owned or leased by the foreign government) must apply via diplomatic channels of the Ministry of Foreign Affairs (MOFA). All leased flights request on purpose of military or diplomatic movement, which are sponsored by the Saudi Arabian government, can apply directly via OBOOR system.

Ministry of Foreign Affairs (MOFA)

Address: Riyadh

**SAUDI ARABIA
NATIONAL REGULATIONS AND REQUIREMENTS**

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Tel: +966 11 405 5000
Fax: +966 11 403 0159
+966 11 441 4626
Telex: 405000 KHARJI SJ (Arabic)
405000 MFA SJ (English)

DANGEROUS GOODS FLIGHTS

Prior approval is required for the carriage of dangerous goods for flights landing or overflying the Saudi Arabian airspace. 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.

The name, address and telephone number of the consignee must be written in full on the airway bill and each package for dangerous goods being shipped to any destination within Saudi Arabia.

Prior permission is required from the concerned government departments for the following:

a. Import of explosives and munitions of war:

General Authority Of Civil Aviation (GACA)

Air Transport Department

E-Mail: atcd@gaca.gov.sa

Internet: <https://eservices.gaca.gov.sa/CWC/user/login.xhtml>

b. Import of chemical products, except for perfumery products, cosmetics and dry ice.

The transport of alcoholic beverages for delivery to any destination in Saudi Arabia is forbidden.

Approval for Scheduled and Single Flights to Carry Dangerous Goods by Air

Requirements for scheduled flights (landing or overflying):

- The operator must coordinate directly with the landing airport to ensure compliance with all relevant regulations and safety protocols;
- It is mandatory to secure approval (ACCEPTANCE) from the flight authorization's administration at least 5 business days prior to the operation of the flight if the dangerous goods are classified as forbidden or exceed established limitations;
- Failure to comply with these instructions may result in a violation of aviation safety regulations, which lead to penalties according to aviation law.

The completed requirements shall be submitted through OBOOR system not less than 10 working days before the date of the flight.

In case were wrongfully declared or undeclared dangerous goods are discovered, the holder of the permit shall submit a report to GACA (dgfc@gaca.gov.sa) within 24 hours.

To obtain the permit, along with the application form duly filled, the applicants must submit the following supporting documents:

**SAUDI ARABIA
NATIONAL REGULATIONS AND REQUIREMENTS**

- a. Airway Bill (AWB);
- b. Dangerous Goods Declaration (DGD) by the operator;
- c. Certificate of Operations Specifications for the carrier specifying the registration of the aircraft;
- d. Risk assessment in case shipment is prohibited from being transported by air or exceeds the permissible limit;
- e. Exemption letter in case shipment is prohibited from being transported by air or exceeds the permissible limit;
- f. Diplomatic Request Number (FCR) in case the cargo is related to diplomatic/military use;
- g. Full flight route;
- h. Planned emergency airports;
 - i. Any other relevant documents;
- j. Specify in Item 18 of the flight plan the item being carried.

Radioactive and Nuclear Material

For the import, transit or export of radioactive or nuclear material to, from and via Saudi Arabia, prior permission is required:

Saudi Nuclear and Radiological Regulatory Commission (NRRC)

Address: Riyad
 Saudi Arabia

Tel: +966 11 223 2999

E-Mail: internationaltransport@nrrc.gov.sa

SCHEDULE AND AIRPORT COORDINATION

ACL is the coordinator, schedule facilitator and data collection agent for all civil airports in Saudi Arabia.

ACL

E-Mail: ksa_slots@acl-uk.org (general enquiry)
 slots@acl-international.com (IATA SSIM Messages)

Internet: online-coordination.com

Public Hours: MON-FRI 0730-1600 (UTC)
 SUN 0600-1500LT

Airlines and operators must apply for slots via ACL before submitting for landing permit request letters via official channels to avoid any implications or being rejected.

Flights in less than 24 hours or 48 hours during weekends, the airlines can apply directly to the concerned airport authority to get their time slot approval.

SAUDI ARABIA
NATIONAL REGULATIONS AND REQUIREMENTS

Having an allocated slot for any commercial operation (IATA scheduled or non-scheduled) flights, does not mean a clearance; applicants are required to obtain GACA flight authorization.

AIRPORT(S) OF ENTRY

Alula (Intl), Dammam (King Fahd Intl), Hanak (Red Sea Intl), Jeddah (King Abdulaziz Intl), Madinah (Prince Mohammad Bin Abdulaziz), Riyadh (King Khaled Intl), Taif (Intl).

**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, Czechia, 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, Malaysia, Maldives, Moldova, Montenegro, Nepal, Netherlands, New Zealand, North Macedonia, Norway, Oman, Pakistan, Philippines, Poland, Portugal, Qatar, Romania, Russia, Saudi Arabia, Serbia, Singapore, Slovenia, Spain, Sweden, Switzerland, Taiwan, Tajikistan, Thailand, Turkiye, 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 Services from time to time may be required to sign a guarantee bond to the effect that they will present themselves in the Government Medical Officer close to their place of residence, for medical surveillance up to a period that will be decided upon by the Director General of Health Services from the date of arrival of any passenger in Sri Lanka, unless otherwise stated in the quarantine report form.

YELLOW FEVER ENDEMIC COUNTRIES

All passengers arriving from Yellow Fever endemic countries given below shall have a valid certificate for Yellow Fever. The Director General of Health Services of Sri Lanka or any officer empowered by him will act either to keep under quarantine for a period of 6 days or to deport any such passenger who fails to submit a valid certificate.

All passengers visiting Yellow Fever endemic countries given below shall have Yellow Fever vaccination certificate obtained from Medical Research Institute prior 10 days to embarkation.

Yellow Fever Endemic Countries South American Region

Argentina, Bolivia, Brazil, Colombia, Ecuador, French Guiana, Guyana, Panama, Peru, Suriname and Venezuela.

Yellow Fever Endemic Countries African Region

Angola, Benin, Burkina Faso, Burundi, Cameroon, Central African Republic, Chad, Congo D.R. of, Congo Rep of, Cote d'Ivoire, Equatorial Guinea, Ethiopia, Gabon, Gambia, Ghana, Guinea-Bissau, Guinea Rep, Liberia, Mali, Mauritania, Niger, Nigeria, Rwanda, Sao Tome and Principe, Senegal, Sierra Leone, Somalia, Sudan, Tanzania, Togo and Uganda.

**SRI LANKA
NATIONAL REGULATIONS AND REQUIREMENTS**

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

Director General of Civil Aviation and Chief Executive Officer

Civil Aviation Authority of Sri Lanka (CAASL)

Address: No. 152/1, Minuwangoda Road

Katunayake

Sri Lanka

Tel: +94 11 225 2017

Fax: +94 11 225 3038

E-Mail: sldgca@caa.lk

Internet: www.caa.lk

AFS: VCCCYAYX

Contact information for submission of applications for clearance and related matters:

Air Navigation Services (ANS) Section of the CAASL

AFTN: VCCCYAYX

MON to FRI 0300-1045 UTC except public holidays.

During office hours:

Civil Aviation Inspector - AIS

Tel: +94 11 235 8856

+94 11 235 8858

Fax: +94 11 225 3627

E-Mail: flightpermission@caa.lk

Senior Civil Aviation Inspector - AIS

Tel: +94 11 235 8851

Fax: +94 11 225 3627

E-Mail: flightpermission@caa.lk

After office hours, saturdays/sundays and public holidays:

Send your request to:

ANS Section of the CAASL

Duty Officer - non-scheduled flight clearance

Tel: +94 77 666 9416

+94 77 666 9788

E-Mail: flightpermission@caa.lk

SRI LANKA
NATIONAL REGULATIONS AND REQUIREMENTS

SCHEDULED FLIGHTS

For regular international scheduled flights operated by foreign airlines into or in transit across Sri Lanka, the following requirements must be met:

- a. The airline must have been designated pursuant to the provisions of the International Air Services Transit Agreement or the International Air Transport Agreement, provided that the State in which the airline is registered is a contracting party to either or both agreements.
- b. The airline must have been designated pursuant to a bilateral or multilateral agreement signed by the Government of Sri Lanka and the state in which the airline is registered.
- c. The airline must have a permit to operate into or in transit across Sri Lanka. Applications for such permits shall be submitted to the Director General of Civil Aviation.

The applications for the operation of a scheduled flight over Sri Lankan Territory/Colombo FIR should contain the following information:

- General Details of Aircraft Movement
 - a. Whether overflying Colombo FIR or Sri Lankan Territory;
 - b. Period of Flight Operations;
 - c. Schedule:
 1. Flight No.;
 2. Sector;
 3. Ops Day/Frequency;
 4. Entry Point of Colombo FIR;
 5. Exit Point of Colombo FIR.
- Aircraft Operator
 - a. Name of Operator/Airline;
 - b. Nationality;
 - c. E-mail;
 - d. AFS, if any;
 - e. Billing Address (including e-mail address).
- Aircraft Details
 - a. Aircraft Type(s) and MTOW;
 - b. State of Registry/Nationality;
 - c. Registration Number(s).
- On-Board Details
 - a. Whether Passenger or Cargo Flight.

**SRI LANKA
NATIONAL REGULATIONS AND REQUIREMENTS**

NON-SCHEDULED AND PRIVATE FLIGHTS

Approval authority is the Director General of Civil Aviation Sri Lanka (DGCA) and prior approval shall be obtained for the operation of non-scheduled flight(s)/private flight(s) into and over the territory of Sri Lanka.

Processing of approvals will be done by the Air Navigation Services Section of the Civil Aviation Authority of Sri Lanka (CAASL) upon submission of an application made as per the details given in the following paragraphs.

Such an application should reach Air Navigation Services Section of CAASL in sufficient advanced time before commencement of the intended operation.

Minimum notice times are as follows:

- a. 30 days for landings of non-scheduled commercial passenger flights;
- b. 7 days for landings of private or other non-scheduled commercial flights (cargo);
- c. 3 days for overflights/technical stops of private or other non-scheduled flights.

The Air Navigation Services Section may assign a Flight Clearance Number (FCN) which should be quoted for all reference purposes. Conditions (if any) may be specified in his clearance notification to the operator.

Carriage of cargo is liberalized in Sri Lanka and therefore there is no restriction with regard to operation of cargo flights to/from Sri Lanka subject to observance of provisions detailed in the clearance message.

Applications for the operation of a non-scheduled flight/private flight into/over Sri Lanka, must include the following information listed below and should be addressed to the ANS of the CAASL. Delayed operations that fall within 2 days of planned operation or cancellation should be notified to:

E-mail: flightpermission@caa.lk

All non-scheduled charter flight operators requesting approval to land at an international airport in Sri Lanka shall submit their applications to:

E-mail: mgrastr@caa.lk

with the information listed below and simultaneously application shall be forwarded to the SLOT Committee to obtain landing SLOT Clearance. Allocation of a SLOT will be done only after the approval to land at such airport is issued by the DGCA Sri Lanka with a copy to the SLOT Committee for necessary follow up action. Delayed operations or cancellation should be notified to:

E-mail: mgrastr@caa.lk

– General Details of Aircraft Movement

- a. Whether overflying Colombo FIR and Sri Lanka or landing in Sri Lanka;
- b. If landing in Sri Lanka: Purpose of landing in Sri Lanka (not applicable for overflights);
- c. Date of Operation;
- d. If landing in Sri Lanka,

**SRI LANKA
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1. Landing Airport;
 2. Expected Date and Time of Arrival (UTC);
 3. Expected Date and Time of Departure (UTC).
- e. Inbound/Outbound ATS route itinerary including;
1. ATS route within Colombo FIR;
 2. Entry point and expected time at Colombo FIR;
 3. Exit point and expected time at Colombo FIR.
- f. Point of Origin of the flight;
- g. Places of intended landing prior to arrival in Sri Lanka or fly over Colombo FIR;
- h. Place of immediate landing after departure from Sri Lanka or fly over Colombo FIR;
- i. Final Destination;
- j. Services/Facilities required at the Airport(s) of Sri Lanka;
- k. Has the operator flown in Sri Lankan airspace within the last three years) and if so, the last date of operation, type of aircraft and registration number.
- Aircraft Operator
- a. Name;
 - b. Nationality;
 - c. Postal Address;
 - d. Telephone Number;
 - e. Fax Number;
 - f. E-mail;
 - g. AFS Address, if any;
 - h. Aircraft Operator's Certificate/Permit Number, if any;
 - i. Billing address (including e-mail address).
- Aircraft Details
- a. Pilot-in-Command with name and nationality;
 - b. Type of Aircraft with MTOW;
 - c. State of Registry/Nationality
 - d. Registration Number;
 - e. Aircraft Call sign/Flight Number;
 - f. Whether the aircraft is capable of Air Dropping (Yes/No);
 - g. Maximum Passenger Seating Capacity;

**SRI LANKA
NATIONAL REGULATIONS AND REQUIREMENTS**

- h. Maximum Payload Capacity;
- i. Communication Equipment available.
- j. Is a valid Certificate or Airworthiness available? If no, is a Special Permit to fly available?

– On-board Details

(for landing requests, State crew in/out details as applicable. Submit Crew General Declaration with names, passport numbers, and nationalities).

- a. Number of Crew;
- b. Number of Passengers;
(for landing requests, clearly indicate passengers in/out and transit passengers. If passengers are on board, a Passenger Manifest must be submitted including names, passport numbers, and nationalities).
- c. General description of the goods carried, if any (such as garments, printed material etc.);
- d. Whether any arms, ammunitions, explosives, radioactive material, war equipment carried? If so, attach a detailed list).

Whether dangerous goods carried?

If yes, provide the following documents: Copy of AOC and the operations specifications of the respective aircraft, Insurance, Authorization issued by the State of the operator for the carriage of Dangerous Goods, Dangerous goods Declaration (DGD) Dangerous Goods Training Certificate of the person who signed the DGD).

- e. If dangerous goods on-board, indicate:
 - UN number;
 - Proper Shipping Name (PSN);
 - Class and Division
 - Packing Group and Packing Instructions;
 - Quantity per Package(s);
- f. Details of Consignor/Details of Consignee:
 - Name, Address;
 - Telephone and Fax Number;
 - E-mail;
- g. Any special equipment such as aerial photography, remote sensing cameras, night vision cameras on board? If so, attach a copy of the permit issued by the relevant Director General of Civil Aviation (DGCA);

– Details of Local Handling Agent

- a. Name of Handling Agent;

**SRI LANKA
NATIONAL REGULATIONS AND REQUIREMENTS**

- b. Name of Accountable Officer;
- c. Postal Address;
- d. Telephone/Mobile Number;
- e. Fax Number;
- f. E-mail;

Flight clearance or re-clearance, once granted, remains valid for 48 hours from the date of intended operation. If the actual operation is delayed beyond 48 hours, a re-clearance should be obtained.

Re-clearance requests shall quote the FCN (if available).

In order to facilitate proper and efficient flight identification process at the ATS Units, all non-scheduled/private operators are required to quote the FCN or the re-clearance number in Item 18 of the flight plan filed.

Pilot-in-command is required to hold the FCN or the re-clearance number on board and quote the same when required by ATC.

STATE OR MILITARY AIRCRAFT FLIGHTS

All foreign military or State aircraft intending to land at or overfly Sri Lankan territory shall obtain diplomatic clearance for such landing or over flight from the Ministry of Foreign Affairs, Sri Lanka, by application made through the respective Embassies/High Commission of their country:

- Requests for landing at a Sri Lankan airport shall be submitted at least 10 working days in advance of the operation.
- Requests for overflying Sri Lankan territory shall be submitted at least 7 working days in advance of the operation.

Application shall be submitted to:

Chief of Protocol

Address: Protocol Division
 Ministry of Foreign Affairs
 Republic Building,
 Colombo 01
 Sri Lanka

Fax: +94 11 2325346

E-Mail: cprot@mfa.gov.lk
 dipclearance.protocol@mfa.gov.lk

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.

**SRI LANKA
NATIONAL REGULATIONS AND REQUIREMENTS**

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

Kankasanturai (Jaffna), Katunayake (Bandaranaike Intl Colombo), Mattala (Mattala Rajapaksa Intl).

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, DAMXYF

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;

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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.

**TURKIYE
NATIONAL REGULATIONS AND REQUIREMENTS**

HEALTH

DISINFECTION/DISINSECTION REQUIREMENTS

Flight permission regarding to the aircraft arriving from areas infected with cholera, yellow fever, malaria, plague and SARS is granted giving a copy of it and approved by Health Inspection Center, Ministry of Health, Directorate General of Border and Coats.

The aircraft arriving from areas infected with cholera, yellow fever, malaria, plague and SARS shall be subject to medical examination before disembarking of crew member and passengers upon landing at the airport based on the bulletins of World Health Organization (WHO), International Health Regulation, Regulation regarding the actions to be applied at the aircraft. Disinsection or other necessary actions are done or get done.

Load declaration of the aircraft arriving from areas infected with cholera and plague are submitted to Health Inspection Center with the health declaration of General Statement on Aircraft. Upon the request of Health Inspection Center (obligatory in case of any contagious disease is outbreak) disinfection is applied to the aircraft at landing.

The aircraft arriving from areas infected with malaria and yellow fever does disinsection action which is valid 4 weeks specified at World Health Organization Technical Report with serial number 206; Certificate of Residual disinsection of this action approved by legal authorities is maintained within the documents of the aircraft, if requested it will be presented. Also, disinsection to be applied that is found favorably by World Health Organization is registered to the health declaration of General Statement on Aircraft section. Blank areas of the material used will be given with Declaration to the Health Inspection Center at the landing.

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

Civil flights using Turkish airspace and/or airports are subject to authorization from the appropriate authority, even if a flight plan has been submitted.

Any aircraft, which will land on the civil airports or use Turkish airspace, shall submit an application to obtain the required authorization/permission at least 5 working days before of the scheduled departure, or at least 2 working days before in case of any emergencies.

Application for flight permissions shall be submitted to the DGCA during working hours of the weekdays to:

Ministry of Transport and Infrastructure

Directorate General of Civil Aviation (DGCA)

Address: Gazi Mustafa Kemal Bulvari No. 128/A
 Maltepe/Ankara
 Turkiye
 06570

Tel: +90 (312) 203 6000 (switchboard)
 +90 (312) 203 6017

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+90 (312) 203 6022
Fax: +90 (312) 212 4684
+90 (312) 215 8094
Telex: 44659 CAD TR
E-Mail: hud@shgm.gov.tr
SITA: ANKYXYA
AFTN: LTAAYAYX

Flight permissions granted shall be valid for a period of 24 hours before and 72 hours after the time of departure of the aircraft.

On non-working days the application shall be submitted to:

Aeronautical Information Management (AIM)

Flight Information Center (FIC)

Division of the Administration of Air Traffic Control Center of the Directorate General of State Airports Administration

Address: Cubuk/Ankara
Turkiye
06760

Tel: +90 (312) 827 1048
Fax: +90 (312) 827 1051
E-Mail: fic.rcc@dhmi.gov.tr
AFTN: LTAAZIX

Any applications for flight permits shall be submitted at least 30 days before of the schedule period by using the DGCA automation system (<http://otomasyon.shgm.gov.tr/shgmSeam/>), unless otherwise specified by bilateral agreements.

If the origin of the carrier is not an ICAO member, the application shall be submitted to:

Ministry of Foreign Affairs

Deputy Directorate General for Maritime and Aviation

Address: Sadik Ahmet Cad. No. 8
Balgat/Ankara
Turkiye
06100

Tel: +90 (312) 292 1480/81/82/83
Fax: +90 (312) 285 3698

Aircraft with a capacity up to 12 seats belonging to operators of ECAC member States performing business trips, ambulance flights and carrying humanitarian aid only for natural disasters shall be permitted to land at all airports provided flight plans have been submitted 3 hours before entering

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NATIONAL REGULATIONS AND REQUIREMENTS**

Turkish airspace and that the first landing and the last departure is conducted at an airport open to international traffic.

Apart from the ECAC states; in case of the any aircraft registered to the ICAO member States that have executed a bilateral air transport/air services agreement, using the Turkish Airspace and Airports, in accordance with the reciprocity principle of the following flights, provided that the liability insurance, third party liability insurance and airworthiness certificates are defined and valid in automation system of the DGCA:

- a. ambulance flight;
- b. flights performed for SAR purposes and humanitarian aid for any natural disasters by the airlines/aircraft operators;
- c. technical landing;
- d. ferry flights to be performed without carrying passengers and cargo;
- e. general aviation flights or flights made by a person with his / her aircraft for business travel purposes;

prior to entering the Turkish Airspace, have sent their flight plans at least 3 hours before the flight, and also that such aircraft lands on and departs from an airport open for international air traffic. In respect of any aircraft which has not been identified in the DGCA automation system, the application for the permission shall be submitted, along with the liability insurance, third party liability insurance and airworthiness documents in the applications made other than working hours, regardless of the registration requirement of the relevant aircraft in DGCA Automation system, the liability insurance, third party liability insurance and airworthiness certificates shall submitted to the Aeronautical Information Management FIC Division of the Administration of Air Traffic Control Center of the Directorate General of State Airports Administration, if the document considered to be appropriate, the application is evaluated.

All flights operated to/from an airport in Turkiye to/from an airport in Greek Cypriot Administration (GCA) are not allowed.

Airlines of GCA and all aircraft that are registered by GCA are not allowed to use Turkish airspace.

All cargo flights (including transit) operated using Turkish airspace and airports to/from GCA are not allowed, including the designation of GCA airports as alternate airport.

Passenger flights, charter passenger flights, ambulance flights, business flights and ferry flights of third country airlines operated to/from GCA are allowed to use Turkish airspace as transit.

Humanitarian flights to/from GCA are allowed, provided that necessary coordination with the Turkish authorities is ensured before the departure.

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;

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NATIONAL REGULATIONS AND REQUIREMENTS

- 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.

NON-SCHEDULED FLIGHTS

Non-scheduled flights are subject to the authorization of the Directorate General of Civil Aviation.

The applications shall include the following information, in the following order:

- a. name/rank of the pilot and number of crew members, if military or State aircraft;
- b. names, ranks and titles of VIP passengers, if any.

Technical Landings

Any planned single technical landing, approved on the automation system of the DGCA, may be operated without obtaining a flight permission from the DGCA, if the flight plan is submitted to the AIS units 3 hours before such flights and the flight number and the previous information on the permission (flight number and flight purpose) are specified as RMK on Item 18 of the flight plan in case of any changes.

Inclusive Tour (IT) Charter Flights

Any domestic operator shall provide its flight plan to DGCA at least 3 hours before the flight.

Cargo Charter Flights

Cargo charter flights shall provide the following:

- a. contract between cargo owner and air carrier;
- b. type of cargo;
- c. commercial name, name, contact details (address, phone and fax number, e-mail address) of the cargo owner or the lessee of the aircraft and of the consignee.

STATE OR MILITARY AIRCRAFT FLIGHTS

In the following cases diplomatic applications for overflights, departure or landing shall be made to the Ministry of Foreign Affairs through diplomatic channels 10 working days before the planned flight, along with the liability insurance, third party liability insurance and airworthiness documents.

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But above mentioned documents are not required for overflights and for flight permit application under paragraph a) and i).

- a. aircraft carrying Heads of State or government;
- b. aircraft carrying all types of munitions, weapons, ammunition, nuclear fuel, radioactive substances, explosives on board;
- c. aircraft carrying additional munitions/weapons not considered to be a standard airborne equipment;
- d. aircraft carrying photographic equipment that are used in aerial photography;
- e. aircraft, which have been recently purchased and flying to its main base for the first time, and which are allocated for the military forces or law enforcement officers;
- f. tanker aircraft;
- g. aircraft used for transportation of armed troops;
- h. unmanned aerial vehicles operating crossborder flights;
- i. any kind of flights performed on behalf of the military and/or state regarding the dangerous substances which must be transported with special exemption certificate.

Prior authorization must be obtained for all State aircraft intending to use Turkish airspace and airports.

Aircraft belonging to NATO member States or to a state with which a special bilateral agreement has been executed shall send their request for permission to the General Staff, Air Force Command (except for flights mentioned above).

DANGEROUS GOODS FLIGHTS

Ankara (Esenboga Intl), Istanbul (Ataturk Intl), Istanbul (Sabiha Gokcen Intl) and Adana (Intl) airports shall be used for the authorized transportation of explosives and ammunitions and Ankara (Esenboga Intl), Istanbul (Ataturk Intl), Istanbul (Sabiha Gokcen Intl) and Izmir (Adnan Menderes) shall be used in case of transportation of any radioactive or nuclear substances/materials applied for and the Ministry of Transport and Infrastructure, Directorate General of Dangerous Goods and Combined Transport Regulation shall be informed at least 5 working days before the intended transport.

Ministry of Transport and Infrastructure

Directorate General of Dangerous Goods and Combined Transport Regulation

Address: Gazi Mustafa Kemal Bulvari No: 128/A
Maltepe/Ankara
Turkiye
06570

Tel: +90 (312) 203 2000
+90 (312) 203 3928

TURKIYE
NATIONAL REGULATIONS AND REQUIREMENTS

+90 (312) 203 3919

Fax: +90 (312) 231 5189

E-Mail: hyt.tmktdgm@udhb.gov.tr

SCHEDULE AND AIRPORT COORDINATION

The airports, for which the tariff coordination (Level-3) and tariff arrangement (Level-2) are applied according to IATA and the Directorate General of States Airports Administration regulations are as follows:

- Ankara (Esenboga Intl): the tariff of which is arranged during the summer and the winter tariff periods (Level-2);
- Antalya: the tariff of which is coordinated every weekday during the summer tariff period (Level-3), and the tariff of which is arranged during the winter tariff period (Level-2);
- Istanbul: the tariff of which is coordinated every weekday during summer and winter tariff periods (Level-3);
- Istanbul (Ataturk Intl): the tariff of which is arranged every weekday during the summer and the winter tariff periods (Level-2);
- Istanbul (Sabiha Gokcen Intl): the tariff of which is coordinated every weekday during the summer and winter tariff periods (Level-3);
- Izmir (Adnan Menderes Intl): the tariff of which is arranged during the summer and the winter tariff periods (Level-2);
- Milas (Bodrum Intl): the tariff of which is arranged during the summer and the winter tariff periods (Level-2);
- Mugla (Dalaman Intl): the tariff of which is arranged during the summer and the winter tariff periods (Level-2).

Responsible coordinator:

DHMI Slot Coordination Center

Administration Istanbul Havalimani

Address: Imrahor Mah. Vecihi Hurkus Cad. No: 6, Kat: 2
Amavutkoy/Istanbul
Turkiye
34275

Tel: +90 212 891 74 55-56 (Planning)
+90 212 891 74 85-86 (Monitoring)
+90 212 891 74 74-80 (Operation)

Fax: +90 212 891 74 84

E-Mail: dhmi.sccplanning@dhmi.gov.tr (Planning)
dhmi.sccmonitoring@dhmi.gov.tr (Monitoring)

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dhmi.sccoperation@dhmi.gov.tr (Operation)

Internet: <https://slot.dhmi.gov.tr>

SITA: ISTYXYA

AIRPORT(S) OF ENTRY

Adana (Adana Intl), Ankara (Esenboga Intl), Antalya (Antalya Intl), Balikesir (Koca Seyit), Bursa (Yenisehir), Canakkale, Denizli (Cardak), Diyarbakir, Elazig, Erzurum (Erzurum Intl), Gaziantep (Gaziantep Intl), Hatay, Isparta (Suleyman Demirel), Istanbul, Istanbul (Ataturk Intl), Istanbul (Sabiha Gokcen Intl), Izmir (Adnan Menderes Intl), Kapadokya, Kastamonu, Kayseri, Konya, Malatya, Milas (Bodrum Intl), Mugla (Dalaman Intl), Samsun (Carsamba), Sanliurfa (Gap Intl), Sinop, Sivas (Nuri Demirag), Tekirdag (Corlu Ataturk Intl), Trabzon (Trabzon Intl), Usak, Van (Ferit Melen), 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.

DISINSECTION REQUIREMENTS

Refer CAR PART III CAR-CDMP COMMUNICABLE DISEASE MANAGEMENT PROGRAMME.

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

The U.A.E. GCAA as the federal authority, does not issue landing permits or similar authorizations to land at a U.A.E. airport. Such authorizations must be taken from the Airport Authority or the Local Civil Aviation Authority of the Emirate.

Aircraft registered in Non-ICAO States must obtain permission for overflight. Contact GCAA Foreign Operator Affairs for additional guidance about the process: foa@gcaa.gov.ae.

Foreign Operators Registration

With reference to CAR PART IV, Foreign Operator Registration is mandatory for Foreign Operators involved in Commercial Air Transport taking passenger or cargo from / to U.A.E. 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.

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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 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 e-mail to: gcap@gcaa.gov.ae

For queries or any additional information regarding registration, please contact gcap@gcaa.gov.ae.

A landing permission or any other equivalent approval granted by the Airport or the Airport Authority of an Emirate, does not mean that the aircraft meets the federal safety requirements for operations within Emirates FIR. In accordance with CAR PART IV Foreign Operators Regulation, all foreign operators operating flights (technical stops, state and private flights are excluded), must register with the U.A.E. GCAA, and have a valid Foreign Operator Registration (FOR) code. Additionally, foreign operators shall also adhere with all other applicable requirements mentioned in CAR PART IV.

SCHEDULED FLIGHTS

Traffic Stops

– Abu Dhabi:

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.

– Fujairah:

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.

The airline must have a permit to operate within Fujairah from:

The Chairman

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Department of Civil Aviation

Address: P.O. Box 977

Fujairah International Airport

U.A.E.

Tel: +971 9 205 5500

+971 9 205 5567

+971 9 205 5610 (OPS Room)

Fax: +971 9 222 1254

E-Mail: flightops@fia.ae

Internet: <https://fujairah-airport.ae/en/corporate/landing-permission/>

– Ras Al Khaimah:

Foreign airlines must have been designated pursuant to a bilateral or multilateral agreement. The airline must have a permit to operate within Ras Al Khaimah from:

The Chairman

Department of Civil Aviation

Address: P.O. Box 501

Ras Al Khaimah

U.A.E.

Tel: +971 7 244 9111 (RAK DCA)

+971 7 207 5285 (OPS Room)

+971 7 207 5200 (INFO Desk)

Fax: +971 7 244 8861

E-Mail: handling@rakairport.com

Internet: <https://rakdca.gov.ae/en/Pages/E-Services/LandingPermission.aspx>

AFS: OMRKYAYX

– 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

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Non-traffic Operations by ICAO Members

– Abu Dhabi:

Aircraft may make non-traffic stops without permission. Commercial flights can use Abu Dhabi (Zayed Intl) as a second alternate aerodrome from 0500-1400 UTC only.

– Dubai:

Aircraft may make non-traffic stops without prior permission.

– Fujairah, Ras Al Khaimah, Sharjah:

The same requirements as for Traffic Stops.

Non-traffic Operations by Non-ICAO Members

– Abu Dhabi, Dubai:

Aircraft must hold a valid operating permit issued by the government of the U.A.E.

– Fujairah, Ras Al Khaimah, 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 one of the following authorities:

– Abu Dhabi:

Airport Management

Abu Dhabi Airports (ADA)

Address: P.O. Box 94449

Abu Dhabi

U.A.E.

Tel: +971 2 805 5000

Internet: www.adairports.ae

For more information regarding requests for landing permission at Abu Dhabi (Zayed Intl) and Abu Dhabi (Al Bateen Executive) airports contact:

Traffic Officer

Tel: +971 2 575 7363

Fax: +971 2 575 7205

E-Mail: trafficofficer@adairports.ae

AFS: OMAAYAYX

For Al Ain (Intl) airport contact:

**U.A.E.
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Duty Manager

Tel: +971 3 709 2611
Mobile: +971 50 139 9115
Fax: +971 3 785 5011
E-Mail: aaiaoperations@adairports.ae

– Dubai:**Director General****Dubai Civil Aviation Authority**

Address: P.O. Box 49888

Dubai

U.A.E.

Tel: +971 4 777 0000

+971 4 777 0440

E-Mail: dcaa@dcaa.gov.ae
air.transport@dcaa.gov.ae

Internet: www.dcaa.gov.ae

– Fujairah, Ras Al Khaimah:

Application for such permits shall apply to contact details in SCHEDULED FLIGHTS - Traffic Stops.

– Sharjah:

Operators, except business aviation operators, intending to carry out non-scheduled flights into the Emirate of Sharjah for the purpose of taking on or discharging passengers, cargo or mail, shall apply to contact details in SCHEDULED FLIGHTS - Traffic Stops.

Business Aviation operators should follow the same procedures as for PRIVATE FLIGHTS.

Application shall be sent at least 2 working days before the intended date of arrival or departure and must include the following information:

- a. name of operator;
- b. type of aircraft and registration marks;
- c. date and time of intended arrival and departure;
- d. duration of stay;
- e. place(s) of embarkation or disembarkation abroad of passengers and/or freight;
- f. purpose of flight and number of passengers and/or nature and amount of freight;
- g. name, address and business of charterer, if any.

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NATIONAL REGULATIONS AND REQUIREMENTS

Non-traffic Operations by ICAO Members

- Abu Dhabi, Dubai:

No prior permission is needed for overflights or non-traffic stops.

Operators intending to land at Abu Dhabi must include the intended duration of stay in Item 18 of the standard ICAO flight plan.

- Fujairah, Ras Al Khaimah, Sharjah:

Aircraft registered in the States which are signatories to the ICAO Convention must obtain permission for landing. Application for such permits shall apply to contact details in SCHEDULED FLIGHTS - Traffic Stops.

Non-traffic Operations by Non-ICAO Members

- Abu Dhabi, Dubai, Fujairah, Ras Al Khaimah, Sharjah:

Aircraft registered in States which are **not** signatories to the ICAO Convention must obtain permission for landing. Application for such permits shall apply to contact details in SCHEDULED FLIGHTS - Traffic Stops.

PRIVATE FLIGHTS

- Abu Dhabi, Dubai:

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.

Operators are required to advise the intended duration of stay in Abu Dhabi/Dubai in Item 18 of the FPL.

- Fujairah, Ras Al Khaimah:

Flights shall apply to contact details as shown in SCHEDULED FLIGHTS - Traffic Stops.

- 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 Emirate 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.

Aircraft registered in non-ICAO State

– Abu Dhabi, Dubai:

Same as NON-SCHEDULED FLIGHTS.

STATE OR MILITARY AIRCRAFT FLIGHTS

All foreign military, State or 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 to the Ministry of Foreign Affairs U.A.E. at the address shown below or through normal diplomatic channels.

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;

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- g. altitude and aircraft speed;
- h. route, time and place of entry into U.A.E. airspace;
- i. ETA at landing airport in U.A.E. and destination;
- j. in the case of overflight:
 - date, time and entry into/exit from U.A.E. airspace;
 - route.

DANGEROUS GOODS FLIGHTS

Forbidden dangerous goods may be carried to, from and via U.A.E. subject to regulatory requirements outlined in CAR PART VI Transport of Dangerous Goods by Air.

SCHEDULE AND AIRPORT COORDINATION

Abu Dhabi (Zayed Intl) and Dubai (Al Maktoum Intl) are currently an IATA Level 2 slot coordinated airports. Pilots are advised to contact for starting or modifying scheduled service at the airport:

Abu Dhabi Airports (ADA)

E-Mail: scheduling@adairports.ae

Dubai Airport Coordination Limited (ACL)

E-Mail: slots@acl-international.com

For Dubai (Al Maktoum Intl) airport, aircraft greater in size than ICAO CODE F (Wingspan Greater than 80m) must provide 72 hour advance notice to the aerodrome in addition to a slot request to ACL at complianceteam@dubaiairports.ae.

Dubai (Intl) operates as an IATA Level 3 slot coordinated airport. No operator shall operate to or from Dubai (Intl) without first obtaining an allocated slot from Airport Coordination Limited (ACL) and subject to landing permission from the DCAA. Schedules should be sent in IATA SSIM format to ACL in the time scales specified by the IATA schedules calendar to:

Dubai Airport Coordination Limited (ACL)

Fax: +44 (0) 208 564 0691

E-Mail: slots@acl-international.com

AIRPORT(S) OF ENTRY

Abu Dhabi (Al Bateen Executive), Abu Dhabi (Zayed Intl), 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. The requirements also applies to aircraft overflying the territory of the U.A.E.

**U.A.E.
NATIONAL REGULATIONS AND REQUIREMENTS**

ADVANCED PASSENGER INFORMATION (API)

All air operators shall submit APP (Advanced Passenger Process) for all passengers, including inbound/outbound/transit/transfer passengers and crew in advance. The air operators shall take measures that the boarding directive received from U.A.E. Government are followed. The commercial air operators will also comply by sharing the passenger name record (PNR) with the authorities at specified frequencies.

For questions and queries contact API-U.A.E. call center at APIUAECallCenter@manafth.ae

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)

Directorate General of Air Transport

Address: P.O. Box 1042

Sanaa

Rep. of Yemen

Tel: +967 1 274712

Fax: +967 1 274711

+967 1 274126 or 272058

E-Mail: airtransport@cama.gov.ye

permission@cama.gov.ye

permission@airtransport.gov.ye

licenses@cama.gov.ye

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.

YEMEN
NATIONAL REGULATIONS AND REQUIREMENTS

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:

- a. name of operator;
- b. identification of the aircraft;
- c. time and point of entry/exit Sanaa 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;

YEMEN
NATIONAL REGULATIONS AND REQUIREMENTS

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 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 PLANS FOR KARACHI FIR AND LAHORE FIR

This Contingency Plans are provided for the safe continuation of international Air Traffic through Lahore FIR and Karachi FIR during periods when ATS may be partially or totally disrupted or when airspace may be affected by volcanic ash cloud, radioactive cloud, earthquake, flood, bomb explosion, terrorist attack, severe weather events or military activity or any other reason.

The plan will be activated by promulgation of a NOTAM (Karachi ACC, Lahore ACC, Islamabad ACC) as far as in advance as practicable. In the event that such prior notification is impracticable, the plan will be activated by the appropriate ATS authority, as authorized by the Director General of the Civil Aviation Authority (DGCAA) using the most expeditious alternative means available. However, when such prior notification is impracticable for any reason, the plan will be put into effect on notification by the appropriate ATS authority, as authorized by the DGCAA. It is expected that the Civil Aviation Authorities concerned and the airline operators will fully cooperate to implement the plan as soon as possible.

SCOPE OF THE PLAN

Hierarchy of Contingency Plan

- **Level 1** - for domestic (internal State) Contingency Plans having little or no effect on external air navigation service providers.
- **Level 2** - for coordinated (inter-State) Contingency Plans involving two or more States.
- **Level 3** - for sub-regional or regional Contingency Plans, detailing contingency arrangements affecting air space users or services provided outside the contingency airspace.

Categories of Contingency Plan

- **Category A - Airspace safe, but restricted or no ATS**, due to causal events such as industrial action, pandemic, earthquake, nuclear emergency affecting the provision of ATS, or ATM system failure or degradation.
- **Category B - Airspace not safe**, due to causal events such as Volcanic Ash Cloud (VAC), nuclear emergency, military activity.
- **Category C - Airspace not available**, due to causal events such as pandemic, national security- normally a political decision.

States and FIRs affected

Lahore FIR

States	FIRs	ATS Units
Pakistan	Karachi FIR	Karachi ACC
India	Delhi FIR	Delhi ACC
Afghanistan	Kabul FIR	Kabul ACC

MIDDLE EAST CONTINGENCY PLANS - MIDDLE EAST

Lahore FIR (continued)

States	FIRs	ATS Units
China	Urumqi FIR	Urumqi ACC
Tajikistan	Dushanbe FIR	Dushanbe ACC

Karachi FIR

States	FIRs	ATS Units
Pakistan	Lahore FIR	Lahore ACC & Islamabad ACC
India	Mumbai FIR	Mumbai FIC/Ahmedabad ACC
Afghanistan	Kabul FIR	Kabul ACC
Oman	Muscat FIR	Muscat ACC
Iran	Tehran FIR	Tehran ACC

AIR TRAFFIC MANAGEMENT AND CONTINGENCY PROCEDURE

Aircraft Separation

The minimum longitudinal separation will be 15 minutes. However, this may be reduced to 10 minutes in conjunction with application of the Mach number technique. Different Mach number technique with faster aircraft behind slower aircraft will not be permitted.

The contingency route structure will provide for lateral separation of 50NM. In case where the lateral separation of contingency route is less than 50NM and for crossing routes, a minimum vertical separation of 1000/2000ft will be applied.

Flight Level

Aircraft on long-haul international flights and special operations e.g. SAR, State Aircraft, Humanitarian Flights etc, shall be afforded priority for levels preferably at FL290 and above. Domestic operators shall plan on the basis that FL290 and above may not be available.

No level change shall be permitted during contingency in affected airspace unless absolutely necessary.

VFR flights shall not operate in the affected airspace, if there is extensive disruptions to ATC facilities, except in special cases such as State aircraft, MEDEVAC flights, and any other essential flights authorized by the DGCAA Pakistan.

Aircraft Position Reporting

The primary means of communication will be VHF or HF radio (where available).

Traffic Information Broadcast by Aircraft (TIBA) procedures shall apply in Lahore FIR and Karachi FIR. Details of TIBA procedures and communications requirements are provided in Annex –11 (Attachment B) to the Convention on Civil Aviation and is appended below:

MIDDLE EAST CONTINGENCY PLANS - MIDDLE EAST

Traffic Information Broadcast by Aircraft (TIBA)

When a loss of normal communications requires TIBA procedures to be implemented, pilots shall make broadcasts in English on International A/A VHF frequency 123.45MHz and also on 121.5MHz for monitoring as follows:

- a. At the time the loss of normal communications is recognized;
- b. 10 minutes before entering a designated airspace when it is known in advance that normal communications will not be available within that airspace or, for a pilot taking off from an aerodrome located within the lateral limits of the designated airspace, as soon as appropriate after take-off;
- c. 10 minutes prior to crossing a reporting point;
- d. 10 minutes prior to crossing or joining an ATS route;
- e. at 20 minutes intervals between distant reporting points;
- f. 2 to 5 minutes, where possible, before a change in flight level;
- g. at the of a change in flight level; and
- h. at any other time considered necessary by the pilot.

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

PILOTS AND OPERATOR PROCEDURES

Overflight Approval

Aircraft operators must obtain overflight approval, from the Competent Authority i.e. DGCAA prior to operating flights through affected airspace. During the period of activation of this Contingency Plan, the adjacent ATS authorities will provide normal ATC clearances for aircraft to enter affected airspace. The adjacent ATS authorities are not responsible for coordination or provision of overflight clearances for the affected airspace. The operator must ensure any required overflight approval has been obtained.

Communication, Navigation and Surveillance (CNS) Capability

Flights operating through the affected airspace shall be equipped with the following minimum CNS capability and must be operational:

- SSR
- RVSM
- ACAS/TCAS

Pilot Operating Procedures

Pilots will continue to make or broadcast routine position reports in line with the normal ATC reporting procedures.

**MIDDLE EAST
CONTINGENCY PLANS - MIDDLE EAST**

Pilots of aircraft operating in affected airspace during contingency operations shall comply with the following procedures:

- a. All aircraft operating on prescribed ATS routes established in this Contingency Plan will comply with IFR and will be assigned a flight level in accordance with the flight level allocation scheme (FLAS) shown in the tables below;
- b. Operators shall plan flights as per Contingency Routes specified in the tables below according to their airport of origin and destination;
- c. Aircraft are to operate as close as possible to the centerline of the assigned contingency route;
- d. a continuous communications watch shall be maintained on the specified contingency frequencies as specified in the tables "Contingency Frequencies" below;
- e. aircraft position reports and other information as necessary shall be broadcasted in accordance with TIBA procedures;
- f. aircraft navigation and anti-collision lights shall be displayed;
- g. except in cases of emergency or for reasons of flight safety, pilots are to maintain during their entire flight within affected airspace, the last assigned flight level, Mach number and SSR transponder code. If no transponder code has been assigned, aircraft shall squawk Code A2000;
- h. aircraft are to reach the flight level last assigned by the responsible ACC at least 10 minutes before entering the affected airspace or as otherwise instructed by the ATC unit acting in accordance with the operational Letter of Agreement or other Contingency Arrangement;
- i. pilots are to include in their last position report prior to entering the affected airspace the estimated time over the entry point of the Lahore FIR and Karachi FIR and the estimated time of arrival over the relevant exit point;
- j. pilots are to contact the next adjacent ACC as soon as possible, and in any event not less than 10 minutes before the estimated time of arrival over the relevant exit point from the affected airspace;
- k. pilots are to strictly adhere to the ICAO TIBA procedures to report the aircraft position and other information on the specified VHF and HF frequencies shown in the tables below. When necessitated by emergency conditions or flight safety requirements, pilots are to transmit blind on these frequencies, their current circumstances and the commencement and completion of any climb and descend or deviation from the cleared contingency route;
- l. whenever emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for transit flight of affected airspace, pilots are to climb or descend well to the right of the centerline of the Contingency Route and if deviating outside the affected airspace, to immediately inform the ATC unit responsible for that airspace. Pilots are to broadcast details of any level change including aircraft identification, position and route, vacated flight level, intended flight level, flight level passed and cruising flight level maintained on frequencies listed in the tables below;

MIDDLE EAST CONTINGENCY PLANS - MIDDLE EAST

- m. pilots are to maintain own longitudinal separation of 15 minutes from preceding aircraft at the same cruising level;
- n. 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.

Interception of Civil Aircraft

Pilots need to be aware that a contingency routing requiring aircraft to operate off normal traffic flow may result in interception by military aircraft. Aircraft operators must therefore be familiar with international interception procedures contained in ICAO Annex 2 - Rules of the Air, paragraph 3.8 and Appendix 2, sections 2 and 3.

Pilots are to comply with instructions given by the pilot of the intercepting aircraft. In such circumstances, the pilot of the aircraft being intercepted shall broadcast information on the situation.

If circumstances lead to the closure of the affected airspace and no contingency routes are available, aircraft will be required to remain clear of the affected airspace. As much warning as possible will be provided by the appropriate ATS authorities in the event of the complete closure of airspace.

Pilots shall continuously guard the VHF emergency frequency 121.5MHz and should operate their transponder at all times during flight, regardless of whether the aircraft is within or outside airspace where secondary surveillance radar (SSR) is used for ATS purposes. Transponders should be set on the last discrete code assigned by ATC or select Code A2000, if no code was assigned.

COMMUNICATION PROCEDURES

Degradation of Communication - Pilot Radio Procedures

When operating within the contingency airspace, pilots should use normal radio communication procedures where ATS services are available. Where limited or no ATS is available communications will be conducted in accordance with the procedures in this plan, or as otherwise notified by NOTAM.

If communications are lost unexpectedly on the normal ATS frequencies, pilots should try the next applicable frequency, e.g. if enroute contact is lost then try the next appropriate frequency, that is the next normal handover frequency. Pilots should also consider attempting to contact ATC on the last frequency where two-way communication had been established. In the absence of communication with ATC, the pilot should continue to make routine position reports on the assigned frequency, and also broadcast positions in accordance with the TIBA procedures.

A list of frequencies to be used is shown in the following tables.

CONTINGENCY ROUTES AND FLIGHT LEVEL ALLOCATION SCHEME (FLAS)

NOTE: The Lahore ACC Sector South is currently within Karachi FIR.

**MIDDLE EAST
CONTINGENCY PLANS - MIDDLE EAST**

Contingency Route Structure when no ATS available in Lahore FIR

NOTE 1: All other international routes will not be available. Entry in Lahore FIR via RIMPA, SITAX, RABAN and MOLTA will not be allowed.

NOTE 2: All flights entering Karachi FIR landing at Kabul will be re-routed by Karachi ACC via SERKA.

FLAS for Lahore FIR

Direction of Flight	Contingency Routes	ATS Routes	Available Flight Level	ACC Sectors and TCP
Eastbound	CRPAK-7	L750 (BIROS-ZB-UPVAL)	FL310	Lahore ACC West (UPVAL) Lahore ACC South
	CRPAK-8	G325 (PARLO-ZB-HANGU-PS-GOTKO-PURPA)	FL370	Lahore ACC West (LAKRA) Islamabad ACC
	CRPAK-16	N644-M875 (DOBAT-DI-JHANG-GUGAL)	FL390, FL350 (between 1500-2359UTC)	Lahore ACC West (JHANG) Lahore ACC East
	CRPAK-17	N644-A466 (DOBAT-DI-JHANG-SULOM)	FL390, FL310	Lahore ACC West (JHANG) Lahore ACC East
	CRPAK-18	L509/T400 (LAJAK-HANGU-NONIB-BTR-INDEK-SULOM)	FL330	Islamabad ACC (INDEK) Lahore ACC East
	CRPAK-19	P500/T400 (MOTMO-PS-NONIB-BTR-INDEK-SULOM)	FL350	Islamabad ACC (INDEK) Lahore ACC East
West-bound	CRPAK-9	G325 (PURPA-GOTKO-PS-HANGU-LAKRA-ZHOB-PARLO)	FL400, FL340	Islamabad ACC (LAKRA) Lahore ACC West Lahore ACC South

**MIDDLE EAST
CONTINGENCY PLANS - MIDDLE EAST**

FLAS for Lahore FIR (continued)

Direction of Flight	Contingency Routes	ATS Routes	Available Flight Level	ACC Sectors and TCP
	CRPAK-10	L750 (UPVAL-ZB-BIROS)	FL360, FL320	Lahore ACC South (UPVAL) Lahore ACC West
	CRPAK-20	M875-N644 (GUGAL-JHANG-DI-DOBAT)	FL360 (between 1500-2359UTC)	Lahore ACC East (JHANG) Lahore ACC West
	CRPAK-21	A466-N644 (SULOM-JHANG-DI-DOBAT)	FL380, FL320	Lahore ACC East (JHANG) Lahore ACC West
	CRPAK-22	T400/L509 (SULOM-INDEK-BTR-NONIB-HANGU-LA-JAK)	FL360, FL320	Lahore ACC East (INDEK) Islamabad ACC
	CRPAK-23	T400/P500 (SULOM-INDEK-BTR-NONIB-PS-MOTMO)	FL360, FL380	Lahore ACC East (INDEK) Islamabad ACC

Contingency Frequencies for Control and/or Flight Monitoring Services

ATS Unit	Primary Frequencies	Secondary Frequencies
Lahore ACC Sector East	127.500MHz	132.550MHz
Lahore ACC Sector West	124.100MHz	118.950MHz
Lahore ACC Sector South	123.150MHz	132.950MHz
Lahore Approach	121.300MHz	125.300MHz
Lahore Tower	118.100MHz	118.875MHz
Lahore Ground	118.400MHz	121.800MHz
Islamabad ACC	120.750MHz	125.750MHz
Islamabad Approach	121.650MHz	124.650MHz
Cherat Approach (South)	127.350MHz	126.250MHz
Cherat Approach (North)	125.600MHz	121.200MHz
Nur Khan Approach	133.350MHz	130.950MHz

**MIDDLE EAST
CONTINGENCY PLANS - MIDDLE EAST**

Contingency Frequencies for Control and/or Flight Monitoring Services (continued)

ATS Unit	Primary Frequencies	Secondary Frequencies
Karachi ACC (Sector West/Center)	128.350MHz	121.650MHz
Kabul ACC	128.500MHz	118.300MHz
Delhi ACC, SULOM/MERUN	124.550MHz	134.075MHz
Delhi ACC, VIKIT	132.150MHz	132.850MHz
TIBA	123.450MHz	121.500MHz
HF	10018KHz (Day) 3467KHz (Night) 5658KHz (H24)	—

Contingency Route Structure when no ATS available in Karachi FIR

NOTE: All other International ATS routes will remain suspended within Karachi FIR.

FLAS for Karachi FIR

Direction of Flight	Contingency Routes	ATS Routes	Available Flight Level	ACC Sectors and TCP
Eastbound	CRPAK-1	M504 (ALPOR-NODUT-GO-GUM-TELEM)	FL370, FL350	Karachi ACC South (GOGUM) Karachi ACC East
	CRPAK-2	A791/G472 (EGRON-BIVIN-LAKIV-KC-TELEM)	FL330	Karachi ACC South (KC) Karachi ACC East
	CRPAK-3	R462/G214/R471 (METBI-BIVIN-PG-IDEBA-SK-RK-MERUN)	FL350	Karachi ACC Center (SK) Lahore ACC South
	CRPAK-4	G665/P757/B210/R462 (AS-VIB-PG-NH-KE-RAMSA)	FL330 (between 1900-0001 UTC)	Karachi ACC West (LILDO) Karachi ACC East
	CRPAK-5	L124/G210 (KEBUD-PG-KC-TELEM)	FL390, FL310)	Karachi ACC West (KC) Karachi ACC East

**MIDDLE EAST
CONTINGENCY PLANS - MIDDLE EAST**

FLAS for Karachi FIR (continued)

Direction of Flight	Contingency Routes	ATS Routes	Available Flight Level	ACC Sectors and TCP
	CRPAK-6	G452 (DERBO-KALAT-EL-KEB-POPOT-RK-MERUN)	FL330	Karachi ACC Center (ELKEB) Lahore ACC South
	CRPAK-7	L750 (UPVAL-BINDO-MERUN)	FL310	Lahore ACC South
	CRPAK-8	R462/G325 (METBI-BIVIN-PG-KALAT-DALTI-PARLO)	FL370	Karachi ACC Center (DALTI) Lahore ACC South
West-bound	CRPAK-9	G325 (PARLO-DALTI-KALAT-PG-BIVIN-METBI/EGRON)	FL400, FL340	Lahore ACC South (DALTI) Karachi ACC Center
	CRPAK-10	L750 (MERUN-MURLI-UPVAL)	FL360, FL320	Lahore ACC South
	CRPAK-11	P628 (VIKIT-RK-ASLUM)	FL360, FL320 (between 1901-2359 UTC)	Lahore ACC South
	CRPAK-12	G452 (MERUN-RK-POPOT-ELKEB-KALAT-DERBO)	FL380, FL300	Lahore ACC South (ELKEB) Karachi ACC Center
	CRPAK-13	G452/G214 (MERUN-RK-SK-IDEBA-PG-BIVIN-METBI/EGRON)	FL300	Lahore ACC South (SK) Karachi ACC Center

MIDDLE EAST CONTINGENCY PLANS - MIDDLE EAST

FLAS for Karachi FIR (continued)

Direction of Flight	Contingen- cy Routes	ATS Routes	Available Flight Level	ACC Sectors and TCP
	CRPAK-14 ¹	R462/G208/A325/A454/ G665/L124 (RAMSA/ TASOP/PARTY-KE-KC- PARET-TAPDO <i>or</i> BIVIN- (R462) METBI/EGRON <i>or</i> PG-KEBUD/ASVIB	FL360	Karachi ACC East (KC) Karachi ACC South
	CRPAK-15	P518/L124/G665 (KABIM- PAXUR-PARET-PG-ASVIB/ KEBUD)	FL320	Karachi ACC South (BINUR) Karachi ACC West

¹ For traffic operating from RAMSA/TASOP/PARTY, Ahmadabad ACC is requested to ensure separation over KE.

Contingency Frequencies for Control and/or Flight Monitoring Services

ATS Unit	Primary Frequencies	Secondary Frequencies
Karachi ACC Sector East	126.500MHz	133.200MHz
Karachi ACC Sector Center	122.050MHz	133.625MHz
Karachi ACC Sector West	128.350MHz	121.650MHz
Karachi ACC Sector South	133.025MHz	121.950MHz
Karachi Approach	125.500MHz	121.300MHz
Karachi Tower	118.300MHz	118.800MHz
Lahore ACC Sector South	123.150MHz	132.950MHz
TIBA	123.450MHz	121.500MHz
HF	10018KHz 5658KHz 3467KHz	—

CONTINGENCY PLANS FOR DHAKA FIR

International route structure and communications for transit of Dhaka FIR when no ATS available in Bangladesh airspace.

**MIDDLE EAST
CONTINGENCY PLANS - MIDDLE EAST**

Dhaka FIR Contingency ATS Routes and Flight Level Allocation Scheme (FLAS)

Con-tingen-cy Route	Route	Direction	Flight Level	ACCs	Communications
CRC-1	A201 (TEBID-AAT)	bi-directional	Eastbound: FL290 Westbound: FL320, FL380	Kolkata	HF: 10066KHz, 6556KHz VHF: 133.75MHz, 125.775MHz ADS-CPDLC: VECF
				Yangon	HF: 10066KHz, 6556KHz VHF: 126.75MHz, 128.75MHz
CRC-2	L507 (AV-POP-ESDOT)	bi-directional	Eastbound: FL350 Westbound: FL320, FL340	Kolkata	HF: 10066KHz, 6556KHz VHF: 133.75MHz, 125.775MHz ADS-CPDLC: VECF
				Yangon	HF: 10066KHz, 6556KHz VHF: 126.75MHz, 128.75MHz
CRC-3	B465 (SU-MAG-CTG)	bi-directional	Eastbound: FL330, FL410 Westbound: FL300, FL380	Kolkata	HF: 10066KHz, 6556KHz VHF: 133.75MHz, 125.775MHz ADS-CPDLC: VECF

**MIDDLE EAST
SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES**

SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE OF COLOMBO FIR, DHAKA FIR, MALE FIR AND SANAA FIR

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.

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 from its assigned route or track and, once established on the offset track, climb or descend 150m (500ft).

MIDDLE EAST SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES

Sanaa FIR

Within Sanaa FIR 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 from its assigned route or track. For subsequent level flight, a level should be selected that differs by 150m (500ft) from those normally used.

Sanaa FIR

Within Sanaa FIR 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 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 Sanaa FIR

Within Sanaa FIR 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.

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 clear-

MIDDLE EAST SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES

ance 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 centerline 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 Pilot-Controller 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.

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 interpilot 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;

MIDDLE EAST SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES

- g. when returning to track, be at its assigned flight level, when the aircraft is within approximately 10NM of centerline; 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 Centerline 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)

SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE OF CHENNAI FIR, KOLKATA FIR AND MUMBAI FIR

Since 12th AUG 21 India has adopted the new standard ICAO Contingency Procedures as shown in ICAO Doc 4444 15.2.

For details refer to Jeppesen ATC-Chapter "Air Traffic Management (Doc 4444)".

SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES IN MUSCAT FIR

GENERAL

The following general procedures apply to both subsonic and supersonic aircraft. 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 before commence descent;

MIDDLE EAST SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES

2. establish communication 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 on the frequency in use, as well as on 121.5MHz (or as back-up, the interпилot air-to-air frequency 123.45MHz);
3. watch for conflicting traffic both visually and by reference to ACAS (if equipped);
4. turn on all aircraft exterior lights (commensurate with appropriate operating limitations);
5. advise the appropriate air traffic control unit as soon as possible of the emergency descent;
6. set the transponder to Code 7700 and select emergency mode ADS/CPDLC system, if applicable; and
7. coordinate further intentions with the appropriate ATC unit.

The aircraft shall not descend below the lowest published minimum altitude which will provide a minimum vertical clearance of 1000ft (300m) or in designated mountainous terrain 2000ft (600m) above all obstacles located in the area specified.

SPECIAL PROCEDURES FOR SUBSONIC AIRCRAFT REQUIRING RAPID DESCENT AND/OR TURN-BACK OR DIVERSION TO AN ALTERNATE AIRPORT DUE TO AIRCRAFT SYSTEM MALFUNCTION OR OTHER CONTINGENCIES

Initial Action

If unable to comply with provisions under “GENERAL” above to obtain a revised ATC clearance, the aircraft should leave its assigned route or track by turning 90 degrees to the right or left whenever this is possible. The direction of the turn should, where possible, 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 the direction of the alternate airport, terrain clearance and the levels allocated to adjacent routes or tracks.

Subsequent Action (RVSM Airspace)

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 from its assigned route or track in a multi-track system spaced at 50NM or otherwise, at a distance which is the mid-point from the adjacent parallel route or track; and

- a. if above FL410, climb or descend 300m (1000ft); or
- b. if below FL410, climb or descend 150m (500ft); or
- c. if at FL410, climb 300m (1000ft) or descend 150m (500ft).

Aircraft unable to maintain Level

- a. initially minimize its rate of descent to the extent that is operationally feasible;

MIDDLE EAST SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES

- b. turn while descending to acquire and maintain in either direction a track laterally separated by 25NM from its assigned route or track in a multitrack system spaced 50NM or otherwise, at a distance which is the mid-point from the adjacent parallel route or track; and
- c. for the subsequent level flight, select a level which differs from those normally used by 300m (1000ft) if above FL410, or by 150m (500ft) if below FL410.

Diversion across the Flow of adjacent Traffic

Before diverting across the flow of adjacent traffic, the aircraft should: climb above FL410 or descend below FL280 using the procedures specified in "Initial Action" or "Subsequent Action" above. 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 "Subsequent Action" or until a revised ATC clearance is obtained.

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.

Special Procedures for in-flight Contingencies involving a loss of vertical Navigation Performance.

- a. Degradation of aircraft equipment - pilot reported:
 - 1. When informed by the pilot of an RVSM approved aircraft operating in the RVSM airspace that the aircraft's equipment no longer meets the RVSM MASPS, ATC shall consider the aircraft as non-RVSM approved.
 - 2. 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 the RVSM airspace. An aircraft rendered non-RVSM approved shall normally be cleared out of the RVSM airspace by ATC when it is possible to do so.
 - 3. Pilots shall inform ATC, as soon as practicable, of any restoration of the proper functioning of equipment required to meet the RVSM MASPS.
- b. Severe turbulence - not forecast:
 - 1. When an aircraft operating in the 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.

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.

MIDDLE EAST SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES

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” below.

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 centerline 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 Pilot-Controller 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.

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 interpilot 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 II below;

**MIDDLE EAST
SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES**

- g. when returning to track, be at its assigned flight level, when the aircraft is within approximately 10NM of centerline; 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) above, 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 II

Route Centerline 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)

WEATHER DEVIATION PROCEDURES FOR MUSCAT FIR (EXCLUDING OCEANIC AIRSPACE)

Oman has adopted the standard ICAO Contingency Procedures for Weather Deviation procedures as shown in ICAO Doc 4444 15.2.4. For details refer to Jeppesen ATC-Chapter “Air Traffic Management (Doc 4444)”.

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

ICAO Procedures, supplemented as follows:

HERAT AIRPORT

In the event of a communications failure, if no contact is made with ATC, the pilot shall:

In VMC:

- a. Remain under VMC.
- b. Continue approach for runway-in-use (if unknown, assume RWY 36 is in use).
- c. Join traffic pattern with 45° angle to the downwind leg.
- d. Fly over the airfield on runway heading at 500ft AGL. Attract TWR attention by rocking the wings from until the end of the runway.
- e. After overflight, perform right closed traffic circuit at 4300ft AMSL.
- f. Follow the light signals from the Tower. If light signals are not observed, pilot should land at his own discretion.

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

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ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

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/TWR on 125.4MHz or 284.275MHz. If no response, squawk 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 turn, maintain 14000ft. Climb to FL170 then proceed direct WEBRO and execute the ILS RWY 29 and attempt to contact Kabul TWR on 284.275MHz, 120.6MHz or 125.4MHz.

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.

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

Ser- ies	INTERCEPTING Aircraft Sig- nals	Meaning	INTERCEPTED Aircraft Signals	Meaning
1	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. NIGHT: Same, and in addition, flashing navigational lights at irregular intervals. <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> <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>	You have been inter- cepted, follow me.	AEROPLANES: DAY: Rocking and follow- ing. At Night: Same, and in addition, flashing naviga- tional lights at irregular in- tervals. HELICOPTERS: DAY or NIGHT: Rocking air- craft, flashing navigational lights at irregular intervals and following.	Understood, will comply.
2	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 inter- cepted aircraft.	You may pro- ceed.	AEROPLANES: DAY or NIGHT: Rocking wings. HELICOPTERS: DAY or NIGHT: Same as the Series 1 helicopter sig- nals.	Understood, will comply.

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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
3	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. NIGHT: Same, and in addition, showing steady landing lights.	Land at this aerodrome.	AEROPLANES: DAY: Lowering landing gear following the intercepting aircraft and if after overflying the runway landing is considered safe, proceeding to land. NIGHT: Same, and in addition, showing steady landing lights (if carried).	Understood, will comply.
4	AEROPLANES: 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. 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.	Aerodrome you have designated is inadequate.	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. If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft. AEROPLANES: DAY or NIGHT: Following the intercepting aircraft and proceeding to land, showing a steady landing light (if carried).	Understood, follow me. Understood, you may proceed. Understood, follow me.
5	AEROPLANES: DAY or NIGHT: Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights.	Can not comply.	DAY or NIGHT: Use Series 2 signals prescribed for intercepting aircraft.	Understood.

BANGLADESH
ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

Signals initiated by Intercepting Aircraft and Responses by Intercepted Aircraft (continued)

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**VISUAL METEOROLOGICAL CONDITIONS (VMC)**

- a. continue to fly in the VMC;
- b. land at the most suitable aerodrome;
- c. report its arrival time by the most expeditious means to the appropriate Air Traffic Control unit.

INSTRUMENTAL METEOROLOGICAL CONDITIONS (IMC)

- a. set transponder to code 7600;
- b. unless otherwise prescribed on the basis of the regional agreement, maintain for a period of 7 minutes the last assigned, speed and level, or the minimum flight altitude, if the higher flight altitude is higher than the last higher assigned level. The period of 7 minutes commences:
 1. if operating on route without compulsory reporting points or if instructions have been received to omit position reports:
 - i. at the time of the last assigned level or minimum flight altitude is reached, or
 - ii. at the time the transponder is set to Code 7600 whichever is later, or
 2. if operating on route with compulsory reporting points and no instruction to omit position reports has been received:
 - i. at the time of the last assigned level or minimum flight altitude is reached, or
 - ii. at the previously reported pilot estimate for the compulsory reporting point, or
 - iii. at the time of a failed report of position over a compulsory reporting point, or
 - iv. whichever is later;

NOTE: The period of 7 minutes is to allow air traffic control to obtain the necessary coordination measures.

- c. thereafter, adjust level and speed in accordance with the flight plan;

NOTE: With regard to changes to levels and speed, the filed flight plan, which is the flight plan as filed with ATS unit by the pilot or a designated representative without any subsequent changes, will be used.

CYPRUS

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- 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 next significant point, taking into consideration the applicable minimum altitude;
- e. proceed according to the current flight plan route to the appropriate designated navigation aid serving the designation aerodrome and, when required to ensure compliance with paragraph f. below, hold over this aid until commencement of descent;
- f. commence decent from the navigation aid specified in paragraph e. above at, or close as possible to, the expected approach time last received and acknowledged or, if no expected approach time last reserved and acknowledged, or as close as possible to, the estimated time of arrival resulting from the current flight plan;
- g. complete a normal instrument approach procedures as specified for the designated navigation aid;
- h. land, if possible, within thirty minutes after the estimate time of arrival specified in paragraph e. above or the last acknowledged expected approach time, which ever is later.

NOTE: Pilots are reminded that the aircraft may not be in an area of Secondary Surveillance Radar coverage.

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.

SULAIMANIYAH (JALAL TALABANI 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 Sulaimaniyah 'SUL' VOR;
 3. maintain the last assigned altitude until reaching Sulaimaniyah '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.

ISRAEL
ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

GENERAL

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures in ICAO Annexes and Documents.

COMMUNICATIONS FAILURE

In VMC: ICAO Procedure.

In IMC: ICAO Procedure, supplemented as follows:

GENERAL

Attempt to establish communications with the appropriate ATC unit using all other available means.

Arrival Procedure

a. From the west (Tel Aviv Control):

1. Proceed to KONFO at the last flight level acknowledged. If above FL290, enter the holding over KONFO as published and descend to FL290 while holding.

2. Over KONFO:

– Destination Tel Aviv (Ben Gurion) LLBG:

Descend to 12000ft while holding. At 12000ft follow STAR AMMOS 1A, for the ILS approach to RWY 26.

– Destination airports at Amman FIR:

• Destination Aqaba (King Hussein Intl) OJAQ:

Proceed via L609-N134, maintain 29000ft to SALAM.

• Other airports:

Descend to 15000ft while holding. At 15000ft proceed via L609-N134, maintain 15000ft to SALAM.

– Destination Eilat (Ilan and Asaf Ramon) LLER:

Proceed via L609-N134, maintain last acknowledged altitude, but not higher than 29000ft to ADLOD, thence J10 to SIVAK. After SIVAK follow the procedure prescribed in b. below.

b. Flying southbound along ATS route J10 (South Control):

Maintain last assigned altitude to Zofar VOR 'ZFR' and hold as published. Make one full holding (right turns), and then descend to 7000ft while holding. At 7000ft proceed via flight plan route.

– Destination Eilat (Ilan and Asaf Ramon):

Descend to 6000ft to NURIT and thence to Eilat VOR "RAM".

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ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

Proceed according to airport radio failure procedure.

- c. Flying northbound along ATS route J10 (South Control), all destinations (except Nevatim AFB (Negev) and Ramon AB):
 1. If above 24000ft: After Zofar VOR 'ZFR' descend to 24000ft to Metzada VOR 'MZD'.
 2. If at or below 24000ft: Maintain altitude to Metzada VOR 'MZD'.
 3. Perform and complete one full holding pattern (left turns), descend in holding pattern to 10000ft. At 10000ft proceed to SIVAK.
 4. If below 10000ft: Perform and complete one full holding pattern over Metzada VOR 'MZD' (left turns) and proceed to SIVAK.
 5. 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 (Ilan and Asaf Ramon) LLER:

After NURIT climb to 28000ft (to reach by AMMIT) via J10-GOBRI-L53 and flight plan route.

Only after crossing Tel Aviv FIR boundary, adjust level and speed in accordance with the filed flight plan.

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.

Overflights

- a. Maintain the last assigned speed and level;

ISRAEL
ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

- b. proceed according to the current flight plan route.

TEL AVIV (BEN GURION) AIRPORT (LLBG)

General

- a. Set the transponder to code 7600.
- b. Keep transmitting ("Blind Transmission") on tower/approach frequency or on 121.5MHz.
- c. If able, contact tower by telephone (+972 3 9758110/666) and inform tower about your intentions.

Arrival Procedure

- a. If the arrival STAR or approach clearance were already received:
 - 1. Proceed and complete the approach accordingly.
 - 2. Land after receiving green light from the tower.
 - 3. 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. Join the appropriate STAR:
 - from KONFO: "AMMOS 1A".
 - from AMMIT: "AMMIT 2A".
 - from SALAM: "SALAM 3A".
 - 2. Perform ILS approach to RWY 26.
 - 3. Land after receiving green light from the tower.
 - 4. 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:

Proceed to ORLEV then turn to DIVLA at 5000ft, join star AMMOS 1A and perform ILS approach for RWY 26.

- b. If not returning to land:

- 1. Unless specified differently on a specific SID Chart, follow the SID with all applicable restrictions and thereafter adjust level and speed in accordance with the filed flight plan.
- 2. Traffic departing via SALAM maintain 7000ft to SALAM, Traffic departing via TOMAL maintain 9000ft to TOMAL.

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**

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.

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.

PAKISTAN
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 DESCENT

TURNING-OFF OR REMAINING ON TRACK IN PAKISTAN CONTROLLED AIRSPACE

Emergency descent within Pakistan airspace shall be commenced according to ICAO Doc 4444, 15.1.4, with the following additions:

Whenever emergency descent encountered within Pakistan airspace, pilot if able, should remain on the assigned route or track whilst carrying out the emergency descent, unless to do so would endanger the aircraft.

If a turn away from an assigned route or track is eminent, pilots should note that they may not be aware of traffic in their proximity (especially if flying on an assigned heading); nor of aircraft below them, not on the selected frequency, or in adjacent airspace sectors. However, it is ultimately the pilot's responsibility to take the action most appropriate in the circumstances.

The aircraft shall not descend below the lowest published minimum altitude that will provide a minimum vertical clearance of 1000ft or, in designated mountains terrain, of 2000ft.

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. if cleared on a STAR, commence descent from the holding fix associated with the STAR as close as possible to the EAT last received and acknowledged. If no EAT has been received, commence descent from the holding fix associated with the STAR as close as possible to the ETA resulting from the flight plan. Follow the Radio Communication Procedure shown on the relevant STAR chart;
 3. in the event a STAR clearance has not been issued, select Code 7600 and follow the STAR most appropriate to the inbound route and last known landing runway.

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 Saudi registered aircraft fitted with 406.0MHz ELT or EPIRB or PLB beacons must 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 Management

Address: P.O. Box 15441
Jeddah
21444

Tel: +966 12 6848573
+966 12 6150170 (H24)
+966 12 6855812 (H24)

Fax: +966 12 6150171 (H24)

SAUDI ARABIA
ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

+966 12 6402855 (H24)

E-Mail: samcc@gaca.gov.sa

samcc@sans.com.sa

Public Hours: 0500-1300UTC excl FRI and SAT

TURKIYE

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 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. The period of 7 minutes commences:
 - at the time the transponder is set to Code 7600; or
 - at the time the last assigned level or minimum flight altitude is reached; or
 - at the time of a failed position report over a compulsory reporting point; whichever is later;
- c. thereafter, adjust level and speed in accordance with the filed flight plan;
- d. if being radar vectored or have been directed to proceed 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;
- e. proceed according to the current flight plan route to the appropriate designated navigation aid or fix serving the destination airport and, when required to ensure compliance with para f. below, hold over this aid or fix until commencement of descent;
- f. commence descent from the navigational aid or fix specified in para e. above 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 or fix; 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.

FLIGHTS UNDER RADAR CONTROL

The pilot shall proceed in accordance with instructions shown under COMMUNICATIONS FAILURE.

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 4 887 9929

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

AAN	Al Ain (Al Ain Intl), UAE	AMD	Ahmedabad (Sardar Vallabhbhai Patel Intl), India
AAY	Al-Ghaidah (Al-Ghaidah Intl), Yemen	AMM	Amman (Queen Alia Intl), Jordan
ABD	Abadan, Iran	ANK	Ankara (Etimesgut), Turkiye
ABT	Al Baha (King Saud Bin Abdulaziz), Saudi Arabia	AOE	Eskisehir (Hasan Polatkan), Turkiye
ACJ	Anuradhapura, Sri Lanka	AQI	Al Qaisumah (Al Qaisumah Intl), Saudi Arabia
ACP	Sahand, Iran	AQJ	Aqaba (King Hussein Intl), Jordan
ACZ	Zabol, Iran	ASR	Kayseri, Turkiye
ADA	Adana (Adana Intl), Turkiye	ATQ	Amritsar (Sri Guru Ram Dass Jee Intl), India
ADB	Izmir (Adnan Menderes Intl), Turkiye	AUH	Abu Dhabi (Zayed Intl), UAE
ADE	Aden (Aden Intl), Yemen	AWZ	Ahwaz, Iran
ADF	Adiyaman, Turkiye	AXK	Ataq, Yemen
ADJ	Amman (Amman City), Jordan	AYJ	Ayodhya (Maharishi Valmiki Intl, Ayodhyadham), India
ADU	Ardabil, Iran	AYT	Antalya (Antalya Intl), Turkiye
AEU	Abumusa Island (Abumusa), Iran	AZD	Yazd (Shahid Sadooghi Intl), Iran
AFY	Afyon, Turkiye	AZI	Abu Dhabi (Al Bateen Executive), UAE
AFZ	Sabzevar, Iran		
AGR	Agra, India		
AGX	Agatti, India	B	
AHB	Abha, Saudi Arabia	BAH	Bahrain (Bahrain Intl), Bahrain
AIP	Adampur, India	BAL	Batman, Turkiye
AJF	Al Jouf, Saudi Arabia	BBi	Bhubaneswar (Biju Patnaik Intl), India
AJI	Agri (Ahmed-I Hani), Turkiye	BDH	Bandar Lengeh, Iran
AJK	Arak, Iran	BDM	Balikesir (Bandirma), Turkiye
AJL	Lengpui, India	BDP	Chandragadhi, Nepal
AKD	Akola, India	BDQ	Vadodara, India
AKH	Al Kharj (Prince Sultan AB), Saudi Arabia	BEK	Bareilly, India
AKT	Akrotiri, Cyprus	BEY	Beirut (Rafic Hariri Intl), Lebanon
AKW	Aghajari, Iran	BGG	Bingol, Turkiye
ALP	Aleppo (Aleppo Intl), Syria		

**MIDDLE EAST/SOUTH ASIA
IATA LOCATION IDENTIFIERS DECODE**

BGW	Baghdad (Baghdad Intl), Iraq	BXN	Bodrum (Imsik), Turkiye
BHH	Bisha, Saudi Arabia	BXR	Bam, Iran
BHN	Beihan, Yemen	BZI	Balikesir (Merkez), Turkiye
BHO	Bhopal (Raja Bhoj), India	BZL	Barishal, Bangladesh
BHP	Bhojpur, Nepal		
BHR	Bharatpur, Nepal	C	
BHU	Bhavnagar, India	CBD	Car Nicobar, India
BHV	Bahawalpur (Bahawalpur Intl), Pakistan	CCJ	Calicut, India
BIN	Bamyan, Afghanistan	CCN	Chaghcharan (Shahid General Mohaiden Ghory), Afghanistan
BIR	Biratnagar, Nepal	CCU	Kolkata (Netaji Subhash Chandra Bose Intl), India
BJB	Bojnord, Iran	CDP	Kadapa, India
BJH	Bajhang, Nepal	CGP	Chattogram (Shah Amanat Intl), Bangladesh
BJU	Bajura, Nepal		
BJV	Milas (Bodrum Intl), Turkiye	CII	Aydin (Cildir), Turkiye
BKB	Bikaner (Nal), India	CJB	Coimbatore (Coimbatore Intl), India
BLR	Bengaluru (Kempegowda Intl), India	CJL	Chitral, Pakistan
BND	Bandar Abbas (Bandar Abbas Intl), Iran	CKT	Sarakhs, Iran
BNP	Bannu, Pakistan	CKZ	Canakkale, Turkiye
BOM	Mumbai (Chhatrapati Shivaji Maharaj Intl), India	CLA	Cumilla, Bangladesh
BPM	Hyderabad (Hyderabad Intl), India	CMB	Katunayake (Bandaranaike Intl Colombo), Sri Lanka
BSR	Basrah (Basrah Intl), Iraq	CNN	Kannur (Kannur Intl), India
BST	Lashkar Gah (Bost), Afghanistan	COK	Cochin (Cochin Intl), India
BTC	Batticaloa, Sri Lanka	COV	Cukurova (Cukurova Intl), Turkiye
BUK	Al-Bough, Yemen	CQD	Shahre Kord, Iran
BUP	Bathinda, India	CXB	Cox's Bazar (Cox's Bazar Intl), Bangladesh
BUT	Bumthang (Bathpalathang), Bhutan		
BUZ	Bushehr, Iran	D	
BWA	Bhairahawa (Gautam Buddha Intl), Nepal	DAC	Dhaka (Hazrat Shahjalal Intl), Bangladesh
		DAM	Damascus (Damascus Intl), Syria

**MIDDLE EAST/SOUTH ASIA
IATA LOCATION IDENTIFIERS DECODE**

DBA	Dalbandin, Pakistan	EAM	Nejran, Saudi Arabia
DEA	Dera Ghazi Khan (Farooq Ahmad Khan Leghari Intl), Pakistan	EBL	Erbil (Erbil Intl), Iraq
DED	Dehradun, India	EDO	Balikesir (Koca Seyit), Turkiye
DEF	Dezful, Iran	EJH	Wejh, Saudi Arabia
DEL	Delhi (Indira Gandhi Intl), India	ELQ	Gassim (Prince Naif Bin Abdulaziz), Saudi Arabia
DEZ	Deir Zzor, Syria	ERC	Erzincan (Yildirim Akbulut), Turkiye
DGH	Deoghar, India	ERZ	Erzurum (Erzurum Intl), Turkiye
DHA	Dhahran (King Abdulaziz AB), Saudi Arabia	ESB	Ankara (Esenboga Intl), Turkiye
DHI	Dhangadhi, Nepal	ESK	Eskisehir, Turkiye
DHM	Kangra, India	ETM	Eilat (Ilan and Asaf Ramon), Israel
DIA	Doha (Doha Intl), Qatar	EZS	Elazig, Turkiye
DIB	Dibrugarh, India	F	
DIU	Diu, India	FAH	Farah, Afghanistan
DIY	Diyarbakir, Turkiye	FAU	Fahud, Oman
DLM	Mugla (Dalaman Intl), Turkiye	FAZ	Fasa, Iran
DMM	Dammam (King Fahd Intl), Saudi Arabia	FBD	Feyzabad, Afghanistan
DMU	Dimapur, India	FJR	Fujairah (Fujairah Intl), UAE
DNP	Dang, Nepal	G	
DNZ	Denizli (Cardak), Turkiye	GAU	Guwahati (Lokpriya Gopinath Bordoloi Intl), India
DOH	Doha (Hamad Intl), Qatar	GAY	Gaya, India
DOP	Dolpa, Nepal	GBI	Kalaburagi, India
DQM	Duqm, Oman	GBT	Gorgan, Iran
DSK	Dera Ismail Khan, Pakistan	GCH	Gachsaran, Iran
DWC	Dubai (Al Maktoum Intl), UAE	GDB	Gondia, India
DWD	Al Dawadmi, Saudi Arabia	GIL	Gilgit, Pakistan
DXB	Dubai (Dubai Intl), UAE	GIU	Sigiriya, Sri Lanka
E		GIZ	Jazan (King Abdullah Bin Abdulaziz), Saudi Arabia
EAB	Abbs, Yemen	GKD	Gokceada, Turkiye

**MIDDLE EAST/SOUTH ASIA
IATA LOCATION IDENTIFIERS DECODE**

GLU	Gelephu, Bhutan	HTY	Hatay, Turkiye
GNY	Sanliurfa (Gap Intl), Turkiye	HWR	Halwara, India
GOI	Goa (Dabolim), India	HYD	Hyderabad (Rajiv Gandhi Intl), India
GOP	Gorakhpur, India		
GOX	Goa (Manohar Intl-Mopa), India	I	
GOY	Gal-Oya (Amparai), Sri Lanka	IAQ	Bahregan, Iran
GSM	Gheshm Island (Gheshm), Iran	IDR	Indore (Devi Ahilya Bai Holkar), India
GWD	Gwadar (New Gwadar Intl), Pakistan	IFH	Esfahan (Hesa), Iran
GWL	Gwalior, India	IFN	Esfahan (Shahid Beheshti Intl), Iran
GXF	Sayun (Sayun Intl), Yemen	IGD	Igdir (Sehit Bulent Aydin), Turkiye
GZP	Gazipasa (Alanya), Turkiye	IGL	Izmir (Cigli), Turkiye
GZT	Gaziantep (Gaziantep Intl), Turkiye	IHN	Qishn, Yemen
GZW	Ghazvin, Iran	IHR	Iran Shahr, Iran
		IIL	Ilam, Iran
H		IKA	Tehran (Imam Khomainsi Intl), Iran
HAS	Hail, Saudi Arabia	IMF	Imphal, India
HBX	Hubballi, India	IMK	Simikot, Nepal
HDD	Hyderabad, Pakistan	IMQ	Maku, Iran
HDM	Hamadan, Iran	IQA	Al-Anbar (Al Asad), Iraq
HDO	Hindan, India	IRD	Ishurdi, Bangladesh
HDR	Bandar Abbas (Havadarya), Iran	ISB	Islamabad (Islamabad Intl), Pakistan
HEA	Herat (Khwaja Abdullah Ansari Intl), Afghanistan	ISE	Isparta (Suleyman Demirel), Turkiye
HFA	Haifa (Uri Michaeli), Israel	ISK	Ozar, India
HGI	Itanagar (Donyi Polo), India	ISL	Istanbul (Ataturk Intl), Turkiye
HIM	Hingurakgoda (Minneriya), Sri Lanka	IST	Istanbul, Turkiye
HJR	Khajuraho, India	ISU	Sulaimaniyah (Jalal Talabani Intl), Iraq
HOD	Hodeidah (Hodeidah Intl), Yemen	IXA	Agartala, India
HOF	Al Ahsa, Saudi Arabia	IXB	Bagdogra, India
HRI	Mattala (Mattala Rajapaksa Intl), Sri Lanka	IXC	Chandigarh, India
HSR	Rajkot (Rajkot Intl), India	IXD	Allahabad (Prayagraj), India
		IXE	Mangaluru (Mangaluru Intl), India

**MIDDLE EAST/SOUTH ASIA
IATA LOCATION IDENTIFIERS DECODE**

IXG	Belagavi, India	JRG	Jharsuguda (Veer Surendra Sai), India
IXI	Lilabari, India	JRH	Jorhat, India
IXJ	Jammu, India	JSA	Jaisalmer, India
IXK	Keshod, India	JSR	Jashore, Bangladesh
IXL	Leh, India	JUM	Jumla, Nepal
IXM	Madurai, India	JWN	Zanjan, Iran
IXP	Pathankot, India	JYR	Jiroft, Iran
IXR	Ranchi (Birsa Munda), India		
IXS	Silchar (Kumbhirgram), India	K	
IXU	Aurangabad, India	KAC	Kamishly, Syria
IXV	Along, India	KAM	Kamaran, Yemen
IXW	Jamshedpur, India	KBL	Kabul (Kabul Intl), Afghanistan
IXX	Bidar, India	KCF	Kadanwari, Pakistan
IXY	Kandla, India	KCM	Kahramanmaras, Turkiye
IXZ	Sri Vijaya Puram, India	KCO	Kocaeli (Cengiz Topel), Turkiye
IZM	Izmir (Selcuk-Efes), Turkiye	KCT	Koggala, Sri Lanka
J		KDU	Skardu (Skardu Intl), Pakistan
JAF	Kankasanturai (Jaffna), Sri Lanka	KEP	Nepalgunj, Nepal
JAG	Jacobabad, Pakistan	KER	Kerman, Iran
JAI	Jaipur (Jaipur Intl), India	KFS	Kastamonu, Turkiye
JAR	Jahrom, Iran	KHD	Khoram Abad, Iran
JDH	Jodhpur, India	KHI	Karachi (Jinnah Intl), Pakistan
JED	Jeddah (King Abdulaziz Intl), Saudi Arabia	KHK	Khark Island (Khark), Iran
JGA	Jamnagar, India	KHS	Khasab, Oman
JGB	Jagdalpur, India	KHT	Khost, Afghanistan
JKR	Janakpur, Nepal	KHY	Khoy, Iran
JLG	Jalgaon, India	KIH	Kish Island (Kish Intl), Iran
JLR	Jabalpur, India	KIK	Kirkuk (Kirkuk Intl), Iraq
JMO	Jomsom, Nepal	KJB	Kurnool, India
JNJ	Ja'aluni, Oman	KKS	Kashan, Iran
		KLH	Kolhapur, India

**MIDDLE EAST/SOUTH ASIA
IATA LOCATION IDENTIFIERS DECODE**

KLM	Kalaleh, Iran	LVP	Lavan Island (Lavan), Iran
KMC	Hafr Al Batin (King Saud AB), Saudi Arabia	LYP	Faisalabad (Faisalabad Intl), Pakistan
KMX	Khamis Mushait (King Khaled AB), Saudi Arabia	M	
KNR	Jam, Iran	MAA	Chennai (Chennai Intl), India
KNU	Kanpur (Chakeri), India	MCT	Muscat (Muscat Intl), Oman
KQH	Kishangarh, India	MED	Madinah (Prince Mohammad Bin Abdulaziz Intl), Saudi Arabia
KSH	Kermanshah (Shahid Ashrafi Esfahani), Iran	MFG	Muzaffarabad, Pakistan
KSX	Kars (Kars Harakani), Turkiye	MHD	Mashhad (Shahid Hashemi Nejad Intl), Iran
KTM	Kathmandu (Tribhuvan Intl), Nepal	MJD	Moenjodaro, Pakistan
KTU	Kota, India	MLX	Malatya, Turkiye
KTY	Katukurunda, Sri Lanka	MMZ	Maimana, Afghanistan
KUU	Kullu Manali, India	MQM	Mardin (Prof Dr Aziz Sancar), Turkiye
KWI	Kuwait (Kuwait Intl), Kuwait	MRX	Bandar Mahshahr (Mahshahr), Iran
KYA	Konya, Turkiye	MSH	Masirah (Masirah Island), Oman
KYE	Kleyate (Rene Mouawad), Lebanon	MSR	Mus (Sultan Alparslan), Turkiye
KZR	Zafer, Turkiye	MUX	Multan (Multan Intl), Pakistan
L		MYN	Marib, Yemen
LCA	Larnaca (Larnaca Intl), Cyprus	MYQ	Mysuru, India
LFM	Lamerd, Iran	MZH	Amasya (Merzifon), Turkiye
LHE	Lahore (Allama Iqbal Intl), Pakistan	MZR	Mazar-e Sharif (Mawlana Jalaluddin Muhammad Balkhi), Afghanistan
LKO	Lucknow (Chaudhary Charan Singh Intl), India	N	
LQN	Qala-I-Naw, Afghanistan	NAG	Nagpur (Dr. Babasaheb Ambedkar Intl), India
LRR	Lar, Iran	NAV	Kapadokya, Turkiye
LTK	Latakia (Bassel Al-Assad Intl), Syria	NDC	Nanded (Shri Guru Gobind Singh Ji), India
LUA	Lukla (Tenzing-Hillary), Nepal	NHD	Dubai (Minhad), UAE
LUH	Ludhiana, India		

**MIDDLE EAST/SOUTH ASIA
IATA LOCATION IDENTIFIERS DECODE**

NJF	Al Najaf (Al-Ashraf Intl), Iraq	PFO	Pafos (Pafos Intl), Cyprus
NKT	Sirnak (Serafettin Elci), Turkiye	PFQ	Parsabade Moghan, Iran
NMB	Daman, India	PGH	Pantnagar, India
NMI	Navi Mumbai (Navi Mumbai Intl), India	PGU	Pars Special Energy Economy Zone (Persian Gulf), Iran
NOP	Sinop, Turkiye	PHH	Pokhara (Pokhara Intl), Nepal
NSH	Noshahr, Iran	PJG	Panjgur, Pakistan
NUJ	Hamadan (Nogeh), Iran	PKR	Pokhara, Nepal
NUM	Neom Bay, Saudi Arabia	PMS	Palmyra, Syria
O		PNQ	Pune, India
	OAA	PNY	Puducherry, India
	OAQ	PPL	Phaplu, Nepal
	OAQ	PSI	Pasni, Pakistan
	OAI	PUT	Puttaparthi (Sri Sathya Sai), India
	OAS	PYK	Karaj (Payam), Iran
	OAZ	PZH	Zhob, Pakistan
	OHS		
	OLR	R	
	OMH	RAE	Arar, Saudi Arabia
OMI	Omidiyeh (Omidiyeh AB), Iran	RAH	Rafha, Saudi Arabia
OMM	Marmul, Oman	RAS	Rasht (Sardar-E-Jangal), Iran
ONQ	Zonguldak (Caycuma), Turkiye	RAZ	Rawalakot, Pakistan
OSM	Mosul (Mosul Intl), Iraq	RDP	Durgapur, India
P		RIY	Mukalla (Mukalla Intl), Yemen
	PAB	RJA	Rajahmundry, India
	PAJ	RJB	Rajbiraj, Nepal
	PAT	RJH	Rajshahi (Shah Mokhdum), Bangladesh
	PBD	RJN	Rafsanjan, Iran
	PBH	RKT	Ras Al Khaimah (Ras Al Khaimah Intl), UAE
	PEW	RML	Ratmalana (Colombo Intl), Sri Lanka

**MIDDLE EAST/SOUTH ASIA
IATA LOCATION IDENTIFIERS DECODE**

RNM	Qarn Alam, Oman	SWN	Sarsawa, India
RPR	Raipur (Swami Vivekananda), India	SXI	Sirri Island (Sirri), Iran
RQY	Shivamogga, India	SXR	Srinagar, India
RSI	Hanak (Red Sea Intl), Saudi Arabia	SXV	Salem, India
RUD	Shahroud, Iran	SXZ	Siirt, Turkiye
RUH	Riyadh (King Khaled Intl), Saudi Arabia	SYE	Saadah, Yemen
		SYJ	Sirjan, Iran
RYK	Rahim Yar Khan (Sheikh Zayed Intl), Pakistan	SYZ	Shiraz (Shahid Dastghaib Intl), Iran
		SZF	Samsun (Carsamba), Turkiye
RZR	Ramsar, Iran		
RZS	Sawan, Pakistan	T	
S		TAI	Taiz (Taiz Intl), Yemen
SAG	Shirdi, India	TBZ	Tabriz (Tabriz Intl), Iran
SAH	Sanaa (Sanaa Intl), Yemen	TCR	Tuticorin, India
SAW	Istanbul (Sabiha Gokcen Intl), Turkiye	TCX	Tabas, Iran
		TEI	Tezu, India
SCT	Moori (Socotra Intl), Yemen	TEQ	Tekirdag (Corlu Ataturk Intl), Turkiye
SDG	Sanandaj, Iran	TEZ	Tezpur, India
SDT	Saidu Sharif, Pakistan	THR	Tehran (Mehrabad Intl), Iran
SDW	Sindhudurg, India	TIF	Taif (Taif Intl), Saudi Arabia
SHJ	Sharjah (Sharjah Intl), UAE	TII	Tereen (Tarin Kowt), Afghanistan
SHL	Barapani, India	TIR	Tirupati, India
SHW	Sharurah, Saudi Arabia	TJK	Tokat, Turkiye
SIF	Simara, Nepal	TJV	Thanjavur, India
SKH	Surkhet, Nepal	TLV	Tel Aviv (Ben Gurion), Israel
SKT	Sialkot (Sialkot Intl), Pakistan	TMI	Tumlingtar, Nepal
SKZ	Sukkur (Begum Nusrat Bhutto), Pakistan	TRR	Trincomalee (China Bay), Sri Lanka
		TRV	Thiruvananthapuram, India
SLL	Salalah, Oman	TRZ	Tiruchirappalli, India
SNX	Semnan, Iran	TTH	Thumrait (Thumrait AB), Oman
SPD	Saidpur, Bangladesh	TUI	Turaif, Saudi Arabia
SRY	Sari (Dasht-E-Naz), Iran		

**MIDDLE EAST/SOUTH ASIA
IATA LOCATION IDENTIFIERS DECODE**

TUK	Turbat (Turbat Intl), Pakistan	WNS	Nawabshah (Nawabshah Intl), Pakistan
TUU	Tabuk (Prince Sultan Bin Abdulaziz), Saudi Arabia	WRZ	Wirawila, Sri Lanka
TZX	Trabzon (Trabzon Intl), Turkiye	X	
U		XBJ	Birjand, Iran
UAB	Adana (Incirlik AB), Turkiye	XJD	Al-Udeid (Al Udeid AB), Qatar
UDR	Udaipur (Maharana Pratap), India	XSB	Sir Bani Yas, UAE
UET	Quetta (Quetta Intl), Pakistan	Y	
UKH	Mukhaizna, Oman	YEI	Bursa (Yenisehir), Turkiye
UKR	Mukeiras, Yemen	YES	Yasouj, Iran
ULH	Alula (Alula Intl), Saudi Arabia	YKO	Hakkari (Yuksekoa Selahaddin Eyyubi), Turkiye
UND	Kunduz, Afghanistan	YNB	Yenbo (Prince Abdulmohsin bin Abdulaziz), Saudi Arabia
URY	Guriat, Saudi Arabia		
USQ	Usak, Turkiye		
V		Z	
VAN	Van (Ferit Melen), Turkiye	ZAH	Zahedan (Zahedan Intl), Iran
VAS	Sivas (Nuri Demirag), Turkiye	ZBR	Chah Bahar (Konarak), Iran
VDY	Vidyanagar (Jindal Vijayanagar), India	ZDY	Delma, UAE
VGA	Vijayawada, India	ZHM	Shamshernagar, Bangladesh
VNS	Varanasi (Lal Bahadur Shastri), India	ZYL	Sylhet (Osmani Intl), Bangladesh
VTZ	Visakhapatnam, India		
W			
WAE	Wadi Al Dawasir, Saudi Arabia		

MIDDLE EAST/SOUTH ASIA
JEPPESSEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

LC	FIR/UIR	LTAJ	Gaziantep (Gaziantep Intl)	LTBS	Mugla (Dalaman Intl)
LCCC	Nicosia FIR	LTAL	Kastamonu	LTBT	Manisa (Akhisar)
LC	Cyprus	LTAN	Konya	LTBU	Tekirdag (Corlu Atatürk Intl)
LCLK	Larnaca (Larnaca Intl)	LTAO	Malatya (Tulga)	LTBV	Bodrum (İmsik)
LCPH	Pafos (Pafos Intl)	LTAP	Amasya (Merzifon)	LTBW	Istanbul (Hezarfen)
LCRA	Akrotiri	LTAR	Sivas (Nuri Demirağ)	LTBX	Istanbul (Samsun)
LL	FIR/UIR	LTAS	Zonguldak (Caycuma)	LTBY	Eskişehir (Hasan Polatkan)
LLLL	Tel Aviv FIR	LTAT	Malatya	LTBZ	Zafer
LL	Israel	LTAV	Eskişehir (Sivrihisar)	LTCA	Elazığ
LLBG	Tel Aviv (Ben Gurion)	LTAW	Tokat	LTCC	Diyarbakır
LLER	Eilat (İlan and Asaf Ramon)	LTAY	Denizli (Cardak)	LTCD	Erzincan (Yıldırım Akbulut)
LLHA	Haifa (Uri Michaeli)	LTBA	Istanbul (Atatürk Intl)	LTCE	Erzurum (Erzurum Intl)
LT	FIR/UIR	LTBD	Aydın (Cildir)	LTCT	Kars (Kars Harekati)
LTAA	Ankara FIR	LTBF	Balıkesir (Merkez)	LTCH	Trabzon (Trabzon Intl)
LTBB	Istanbul FIR	LTBG	Balıkesir (Bandırma)	LTCL	Van (Ferit Melen)
LT	Türkiye	LTBH	Canakkale	LTCH	Batman
LTAB	Ankara (Güvercinlik)	LTBI	Eskişehir	LTCK	Mus (Sultan Alparslan)
LTAC	Ankara (Esenboga Intl)	LTBJ	İzmir (Adnan Menderes Intl)	LTCL	Siirt
LTAD	Ankara (Etimesgut)	LTBK	İzmir (Gaziemir)	LTCH	Sinop
LTAE	Ankara (Murted)	LTBL	İzmir (Çiğli)	LTCH	Kahramanmaraş
LTAH	Adana (Adana Intl)	LTBN	Kütahya	LTCH	Agri (Ahmed-I Hani)
LTAG	Adana (İncirlik AB)	LTBO	Usak	LTCH	Adıyaman
LTAA	Afyon	LTBP	Yalova	LTCH	Mardin (Prof Dr Aziz Sancar)
LTAI	Antalya (Antalya Intl)	LTBQ	Kocaeli (Cengiz Topel)	LTCH	Sanliurfa (Gap Intl)
		LTBR	Bursa (Yenişehir)		

MIDDLE EAST/SOUTH ASIA
JEPPESSEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

LTCT	Igdir (Sehit Bulent Aydin)	LTHE	Antalya (Antalya Suleyman Satir Military Heliport)	OASL	Salerno
LTCU	Bingol			OATN	Tereen (Tarin Kowt)
LTCV	Sirnak (Serafettin Elci)	LTHF	Istanbul (DHMI Ataturk Airport-Heliport)	OAUZ	Kunduz
				OAZI	Bastion
LTCW	Hakkari (Yuksekoa Selahaddin Eyyubi)	OA	FIR/UIR	OB	FIR/UIR
LTDA	Hatay	OAKX	Kabul FIR	OBBS	Bahrain FIR
LTDB	Cukurova (Cukurova Intl)	OA	Afghanistan	OBBS	Bahrain Oceanic FIR
LTFA	Izmir (Kaklic)	OABN	Bamyan	OBBS	Bahrain UIR
LTFB	Izmir (Selcuk-Efes)	OABT	Lashkar Gah (Bost)	OB	Bahrain
LTFC	Isparta (Suleyman Demirel)	OACC	Chaghcharan (Shahid General Mohaiden Ghory)	OBBI	Bahrain (Bahrain Intl)
LTFD	Balikesir (Koca Seyit)	OAFR	Farah	OBBS	Bahrain (Isa AB)
LTFE	Milas (Bodrum Intl)	OAFZ	Feyzabad	OBKH	Bahrain (Sakhir AB)
LTFG	Gazipasa (Alanya)	OAGR	Herat (Khwaja Abdullah Ansari Intl)	OE	FIR/UIR
LTFH	Samsun (Carsamba)	OAIK	Bagram	OEJD	Jeddah FIR
		OAKB	Kabul (Kabul Intl)	OE	Saudi Arabia
LTFJ	Istanbul (Sabiha Gokcen Intl)	OAKN	Kandahar	OEAB	Abha
LTFK	Gokceada	OAKS	Khost	OEAD	Aradah
LTFL	Kesan	OAMN	Maimana	OEAH	Al Ahsa
LTFM	Istanbul	OAMS	Mazar-e Sharif (Mawlanea Jalaluddin Muhammad Balkhi)	OEAO	Alula (Alula Intl)
LTFN	Isparta (Kilic)			OEBA	Al Baha (King Saud Bin Abdulaziz)
LTHA	Ankara (Danismend)	OANZ	Zaranj (Nimroz)	OEBH	Bisha
LTHB	Diyarbakir (Unal Erkan)	OAQA	Qalat	OEBN	Thablotin
		OAQN	Qala-I-Naw	OEBQ	Abqaiq
LTHC	Canakkale (Canakkale Military Heliport)	OASA	Sharana	OEBT	Batha
		OASD	Shindand	OEDF	Dammam (King Fahd Intl)
LTHD	Diyarbakir (Esref Bitlis Gendarmerie Heliport)	OASH	Shank (Camp Dahlke)	OEDM	Al Dawadmi

MIDDLE EAST/SOUTH ASIA
JEPPESSEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

OEDR	Dhahran (King Abdulaziz AB)	OEPF	Pump Station 6	OEJW	Wejhs
OEGN	Jazan (King Abdullah Bin Abdulaziz)	OEPI	Pump Station 9	OEYN	Yenbo (Prince Abdulmohsin bin Abdulaziz)
OEGS	Gassim (Prince Naif Bin Abdulaziz)	OEPJ	Pump Station 10		
OEGT	Guriat	OEPS	Al Kharj (Prince Sultan AB)	OI	FIR/UIR
OEHL	Hail	OERB	Rabigh	OIIX	Tehran FIR
OEHR	Harad	OERF	Rafha		
OEHW	Hawtah	OERG	Alrass	OI	Iran
OEJB	Jubail	OERK	Riyadh (King Khaled Intl)	OIAA	Abadan
OEJF	Jeddah (King Faisal Naval Base)	OERM	Ras Mishab	OIAD	Dezful
OEJL	Jubail (King Abdulaziz Naval Base)	OERR	Arar	OIAG	Aghajari
OEJN	Jeddah (King Abdulaziz Intl)	OERS	Hanak (Red Sea Intl)	OIAH	Gachsaran
OEKA	Riyadh (Khashm Alan)	OERT	Ras Tanura	OIAI	Masjed Soleiman (Shahid Asyae)
OEKF	Al Majmaah (King Faisal Air Academy)	OESB	Shaibah	OIAJ	Omidiyeh (Omidiyeh AB)
OEKM	Khamis Mushait (King Khaled AB)	OESD	Hafr Al Batin (King Saud AB)	OIAM	Bandar Mahshahr (Mahshahr)
OEKN	Khurais	OESH	Sharurah	OIAW	Ahwaz
OEMA	Madinah (Prince Mohammad Bin Abdulaziz Intl)	OESK	Al Jouf	OIBA	Abumusa Island (Abumusa)
OEMD	Al Mindassah	OESN	King Salman AB	OIBB	Bushehr
OENG	Nejran	OESS	Al-Ghat (Soltana Al-Ghat)	OIBH	Bahregan
OENN	Neom Bay	OEST	Shabitah	OIBJ	Jam
OEOM	Um Almelh	OETB	Tabuk (Prince Sultan Bin Abdulaziz)	OIBK	Kish Island (Kish Intl)
OEPA	Al Qaisumah (Al Qaisumah Intl)	OETF	Taif (Taif Intl)	OIBL	Bandar Lengeh
OEPC	Pump Station 3	OETH	Thumamah	OIBP	Pars Special Energy Economy Zone (Persian Gulf)
		OETN	Ras Tanajib		
		OETR	Turaif	OIBQ	Khark Island (Khark)
		OEUD	Udhailiyah	OIBS	Sirri Island (Sirri)
		OEUM	Ummlejj	OIBV	Lavan Island (Lavan)
		OEWD	Wadi Al Dawasir		

MIDDLE EAST/SOUTH ASIA
JEPPESSEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

OIBX	Tunb-e-Bozorg I (Tunb-e-Bozorg)	OIIR	Tehran (Shahid Ar- yafar)	OISS	Shiraz (Shahid Dastghaib Intl)
OICC	Kermanshah (Sha- hid Ashrafi Esfaha- ni)	OIIS	Semnan	OISY	Yasouj
OICI	Ilam	OIKB	Bandar Abbas (Ban- dar Abbas Intl)	OITK	Khoy
OICK	Khoram Abad	OIKJ	Jiroft	OITL	Ardabil
OICS	Sanandaj	OIKK	Kerman	OITM	Sahand
OICZ	Saqez	OIKM	Bam	OITP	Parsabade Moghan
OIFE	Esfahan (Hesa)	OIKP	Bandar Abbas (Ha- vadarya)	OITR	Uromiyeh
OIFH	Esfahan (Shahid Vatan Pour AB)	OIKQ	Gheshm Island (Gheshm)	OITT	Tabriz (Tabriz Intl)
OIFK	Kashan	OIKR	Rafsanjan	OITU	Maku
OIFM	Esfahan (Shahid Beheshti Intl)	OIKY	Sirjan	OITZ	Zanjan
OIFP	Esfahan (Badr AB)	OIMB	Birjand	OIYP	Yazd (Pardis Yazd)
OIFS	Shahre Kord	OIMC	Sarakhs	OIYR	Mehriz (Imam Reza)
OIGG	Rasht (Sardar-E- Jangal)	OIMJ	Shahrud	OIYY	Yazd (Shahid Sado- oghi Intl)
OIHH	Hamadan	OIMM	Mashhad (Shahid Hashemi Nejad Intl)	OIZB	Zabol
OIHR	Arak	OIMN	Bojnord	OIZC	Chah Bahar (Konar- ak)
OIHS	Hamadan (Nogeh)	OIMS	Sabzevar	OIZH	Zahedan (Zahedan Intl)
OIIA	Ghazvin (Azadi)	OIMT	Tabas	OIZI	Iran Shahr
OIIB	Eyvanakei (Boland Parvaz)	OINE	Kalaleh	OIZS	Saravan
OIIC	Kushke Nosrat	OING	Gorgan	OJ	FIR/UIR
OIIE	Tehran (Imam Kho- maini Intl)	OINN	Noshahr	OJAC	Amman FIR
OIIF	Karaj (Fath)	OINR	Ramsar	OJ	Jordan
OIII	Tehran (Mehrabad Intl)	OINZ	Sari (Dasht-E-Naz)	OJAI	Amman (Queen Alia Intl)
OIIK	Ghazvin	OISF	Fasa	OJAM	Amman (Amman City)
OIIM	Karaj (Naja)	OISJ	Jahrom	OJQA	Aqaba (King Hus- sein Intl)
OIIP	Karaj (Payam)	OISL	Lar		
		OISO	Zarghan		
		OISR	Lamerd		

MIDDLE EAST/SOUTH ASIA
JEPPESSEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

OJKA	Zarqa (King Abdul-lah II AB)	OMAD	Abu Dhabi (Al Ba-teen Executive)	OOIZ	Izki (Izki AB)
OJMS	Azraq (Muwaffaq Salti AB)	OMAF	Futaysi	OOJA	Ja'aluni
OK	FIR/UIR	OMAG	Abu Dhabi Sports Aviation Club	OOKB	Khasab
OKAC	Kuwait FIR	OMAJ	Jebel Dhana	OOMA	Masirah (Masirah Is-land)
OK	Kuwait	OMAL	Al Ain (Al Ain Intl)	OOMK	Mukhaizna
OKAJ	Ash Shuayeah (Ahmed Al Jaber AB)	OMAW	Abu Dhabi (Sweihan Air Base)	OOMN	Musanah (Musanah Airbase)
OKAS	Ali Al Salem (Ali Al Salem AB)	OMBY	Sir Bani Yas	OOMS	Muscat (Muscat Intl)
OKDI	Udairi (Camp Udairi)	OMDB	Dubai (Dubai Intl)	OOMX	Marmul
OKKK	Kuwait (Kuwait Intl)	OMDL	Delma	OOSA	Salalah
OL	FIR/UIR	OMDM	Dubai (Minhad)	OOSH	Suhar
OLBB	Beirut FIR/UIR	OMDW	Dubai (Al Maktoum Intl)	OOTH	Thumrait (Thumrait AB)
OL	Lebanon	OMEF	Emirates Falcons Aeroclub	OP	FIR/UIR
OLBA	Beirut (Rafic Hariri Intl)	OMFJ	Fujairah (Fujairah Intl)	OPKR	Karachi FIR
OLKA	Kleyate (Rene Mouawad)	OMRJ	Jazirah Aviation Club	OPLR	Lahore FIR
OLRA	Rayak	OMRK	Ras Al Khaimah (Ras Al Khaimah Intl)	OP	Pakistan
OM	FIR/UIR	OMRM	Ras Khumays	OPBN	Bannu
OMAE	Emirates FIR	OMSJ	Sharjah (Sharjah Intl)	OPBT	Bhit
OMAE	Emirates UIR	OO	FIR/UIR	OPBW	Bahawalpur (Baha-walpur Intl)
OM	United Arab Emi-rates	OOMM	Muscat FIR	OPCH	Chitral
OMAA	Abu Dhabi (Zayed Intl)	OO	Oman	OPDB	Dalbandin
OMAB	Buhasa	OODQ	Duqm	OPDG	Dera Ghazi Khan (Farooq Ahmad Khan Leghari Intl)
		OOFD	Fahud	OPDI	Dera Ismail Khan
		OOGB	Qarn Alam	OPFA	Faisalabad (Faisala-bad Intl)
				OPGT	Gilgit

MIDDLE EAST/SOUTH ASIA
JEPPESSEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

OPGW	Gwadar (New Gwadar Intl)	OR	FIR/UIR	OT	Qatar
		ORBB	Baghdad FIR	OTBD	Doha (Doha Intl)
OPIS	Islamabad (Islamabad Intl)	OR	Iraq	OTBH	Al-Udeid (Al Udeid AB)
OPJA	Jacobabad	ORAA	Al-Anbar (Al Asad)	OTBT	Dukhan (Dukhan AB)
OPKC	Karachi (Jinnah Intl)	ORBI	Baghdad (Baghdad Intl)	OTHH	Doha (Hamad Intl)
OPKD	Hyderabad				
OPKW	Kadanwari	ORBM	Mosul (Mosul Intl)		
OPLA	Lahore (Allama Iqbal Intl)	ORBR	Bashur (Bashur AB)	OY	FIR/UIR
		ORER	Erbil (Erbil Intl)	OYSC	Sanaa FIR
OPMF	Muzaffarabad	ORKK	Kirkuk (Kirkuk Intl)	OY	Yemen
OPMJ	Moenjodaro	ORMM	Basrah (Basrah Intl)	OYAA	Aden (Aden Intl)
OPMT	Multan (Multan Intl)	ORNI	Al Najaf (Al-Ashraf Intl)	OYAT	Ataq
OPMU	Muridke			OYBD	Al-Bayda
OPNH	Nawabshah (Nawabshah Intl)	ORSJ	Sulaimaniyah (Jalal Talabani Intl)	OYBN	Beihaan
OPPC	Parachinar			OYBQ	Al-Bough
OPPG	Panjgur	OS	FIR/UIR	OYBS	Abbs
OPPI	Pasni	OSTT	Damascus FIR	OYGD	Al-Ghaidah (Al-Ghaidah Intl)
OPPS	Peshawar (Bacha Khan Intl)	OS	Syria	OYHD	Hodeidah (Hodeidah Intl)
		OSAP	Aleppo (Aleppo Intl)	OYKM	Kamaraan
OPQT	Quetta (Quetta Intl)	OSDI	Damascus (Damascus Intl)	OYMB	Marib
OPRK	Rahim Yar Khan (Sheikh Zayed Intl)	OSDZ	Deir Zzor	OYMS	Mukeiras
OPRT	Rawalakot	OSKL	Kamishly	OYQN	Qishn
OPSD	Skardu (Skardu Intl)	OSLK	Latakia (Bassel Al-Assad Intl)	OYRN	Mukalla (Mukalla Intl)
OPSK	Sukkur (Begum Nusrat Bhutto)				
OPSS	Saidu Sharif	OSPR	Palmyra	OYSH	Saadah
OPST	Sialkot (Sialkot Intl)	OT	FIR/UIR	OYSN	Sanaa (Sanaa Intl)
OPSW	Sawan	OTDF	Doha FIR	OYSQ	Moori (Socotra Intl)
OPTU	Turbat (Turbat Intl)	OTDF	Doha UIR	OYSY	Sayun (Sayun Intl)
OPZB	Zhob				

MIDDLE EAST/SOUTH ASIA
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

OYTZ	Taiz (Taiz Intl)	VAMA	Mundra	VCCT	Trincomalee (China Bay)
OYZM	Al-Hazm	VANM	Navi Mumbai (Navi Mumbai Intl)	VCCV	Vavuniya
UB	FIR/UIR	VANP	Nagpur (Dr. Baba-saheb Ambedkar Intl)	VCCW	Wirawila
UBBA	Baku FIR			VCRI	Mattala (Mattala Rajapaksa Intl)
VABF	Mumbai FIR	VANY	Naliya		
VA	India	VAOZ	Ozar	VE	FIR/UIR
VAAH	Ahmedabad (Sardar Vallabhbhai Patel Intl)	VAPO	Pune	VECF	Kolkata FIR
		VAPR	Porbandar	VEGF	Guwahati FIR
VAAK	Akola	VASD	Shirdi	VE	India
VAAU	Aurangabad	VASL	Solapur	VEAB	Allahabad (Prayagraj)
VABB	Mumbai (Chhatrapati Shivaji Maharaj Intl)	VAUD	Udaipur (Maharana Pratap)	VEAN	Along
		VC	FIR/UIR	VEAT	Agartala
VABJ	Bhuj	VCCF	Colombo FIR	VEAY	Ayodhya (Maharishi Valmiki Intl, Ayodhyadham)
VABO	Vadodara			VEBD	Bagdogra
VABP	Bhopal (Raja Bhoj)	VC	Sri Lanka	VEBI	Barapani
VABV	Bhavnagar	VCBI	Katunayake (Bandaranaike Intl Colombo)	VEBN	Varanasi (Lal Bahadur Shastri)
VADN	Daman			VEBS	Bhubaneswar (Biju Patnaik Intl)
VADU	Diu	VCCA	Anuradhapura	VEBT	Bihta
VAGD	Gondia	VCCB	Batticaloa	VEBU	Bilaspur
VAHS	Rajkot (Rajkot Intl)	VCCC	Ratmalana (Colombo Intl)	VECA	Chabua
VAID	Indore (Devi Ahilya Bai Holkar)	VCCG	Gal-Oya (Amparai)	VECC	Kolkata (Netaji Subhash Chandra Bose Intl)
VAJB	Jabalpur	VCCH	Hingurakgodra (Minneriya)		
VAJJ	Juhu	VCCJ	Kankasanturai (Jaffna)	VECX	Kanpur (Chakeri)
VAJM	Jamnagar			VEDG	Durgapur
VAKE	Kandla	VCKK	Koggala	VEDO	Deoghar
VAKP	Kolhapur	VCCN	Katukurunda		
VAKS	Keshod	VCCS	Sigiriya		

MIDDLE EAST/SOUTH ASIA
JEPPESSEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

VEDX	Kalaikunda	VERP	Raipur (Swami Vivekananda)	VI	India
VEGK	Gorakhpur			VIAG	Agra
VEGT	Guwahati (Lokpriya Gopinath Bordoloi Intl)	VERU	Rupsi	VIAH	Aligarh
		VERW	Rewa	VIAM	Ambala
VEGY	Gaya	VETJ	Tezu	VIAR	Amritsar (Sri Guru Ram Dass Jee Intl)
VEHO	Itanagar (Donyi Polo)	VETZ	Tezpur		
		VG	FIR/UIR	VIAW	Awantipur
VEHX	Hashimara	VGFR	Dhaka FIR	VIAX	Adampur
VEIM	Imphal			VIBK	Bikaner (Nal)
VEJH	Jharsuguda (Veer Surendra Sai)	VG	Bangladesh	VIBL	Bakshi Ka Talab
		VGBG	Bogura	VIBR	Kullu Manali
VEJR	Jagdalpur	VGBR	Barishal	VIBT	Bathinda
VEJS	Jamshedpur	VGCB	Cox's Bazar (Cox's Bazar Intl)	VIBY	Bareilly
VEJT	Jorhat			VICG	Chandigarh
VEKI	Kushinagar	VGCM	Cumilla	VIDD	Delhi (Safdarjung)
VEKO	Khajuraho	VGEG	Chattogram (Shah Amanat Intl)	VIDN	Dehradun
VEKU	Silchar (Kumbhirgram)	VGHS	Dhaka (Hazrat Shahjalal Intl)	VIDP	Delhi (Indira Gandhi Intl)
VELP	Lengpui			VIDX	Hindan
VELR	Lilabari	VGIS	Ishurdi	VIGG	Kangra
VMEN	Dibrugarh	VGJR	Jashore	VIGR	Gwalior
VMER	Dimapur	VGLM	Lalmonirhat	VIHR	Hisar
VEPG	Pasighat	VGRJ	Rajshahi (Shah Mokhdum)	VIHX	Halwara
VEPH	Panagarh	VGSD	Saidpur	VIJO	Jodhpur
VEPT	Patna (Jai Prakash Narayan Intl)	VGSH	Shamshernagar	VIJP	Jaipur (Jaipur Intl)
VEPU	Purnea	VGSY	Sylhet (Osmani Intl)	VIJR	Jaisalmer
VEPY	Pakyong	VG TJ	Dhaka (Tejgaon)	VIJU	Jammu
				VIKG	Kishangarh
VERC	Ranchi (Birsa Munda)	VI	FIR/UIR	VIKO	Kota
		VIDF	Delhi FIR	VILD	Ludhiana
VERK	Rourkela			VILH	Leh

MIDDLE EAST/SOUTH ASIA
JEPPESSEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

VILK	Lucknow (Chaudhary Charan Singh Intl)	VNKT	Kathmandu (Tribhuvan Intl)	VOCP	Kadapa
VIMB	Moradabad	VNLK	Lukla (Tenzing-Hillary)	VOCX	Car Nicobar
VIND	Jewar (Noida Intl)	VNNG	Nepalgunj	VODG	Hyderabad (Dundigal)
VIPK	Pathankot	VNPK	Pokhara	VOGA	Goa (Manohar Intl-Mopa)
VIPT	Pantnagar	VNPL	Phaplu	VOGB	Kalaburagi
VISG	Suratgarh	VNPR	Pokhara (Pokhara Intl)	VOGO	Goa (Dabolim)
VISM	Shimla	VNRB	Rajbiraj	VOHB	Hubballi
VISP	Sarsawa	VNRC	Ramechhap	VOHK	Hakimpet
VISR	Srinagar	VNSI	Simara	VOHS	Hyderabad (Rajiv Gandhi Intl)
VISX	Sirsa	VNSK	Surkhet	VOHY	Hyderabad (Hyderabad Intl)
VITE	Thoise	VNST	Simikot	VOJV	Vidyanagar (Jindal Vijayanagar)
VIUT	Uttarlai	VNTR	Tumlingtar	VOKN	Kannur (Kannur Intl)
VIUX	Udhampur	VNVT	Biratnagar	VOKU	Kurnool
VN	FIR/UIR	VO	FIR/UIR	VOMD	Madurai
VNSM	Kathmandu FIR	VOMF	Chennai FIR	VOML	Mangaluru (Mangaluru Intl)
VN	Nepal	VO	India	VOMM	Chennai (Chennai Intl)
VNBG	Bajhang	VOAR	Arkonam	VOMY	Mysuru
VNBK	Bhojpur	VOAT	Agatti	VOND	Nanded (Shri Guru Gobind Singh Ji)
VNBK	Bharatpur	VOBG	Bengaluru (Hal)	VOPB	Sri Vijaya Puram
VNBR	Bajura	VOBL	Bengaluru (Kempegowda Intl)	VOPC	Puducherry
VNBW	Bhairahawa (Gautam Buddha Intl)	VOBM	Belagavi	VOPN	Puttaparthi (Sri Sathya Sai)
VNCG	Chandragadhi	VOBR	Bidar	VORY	Rajahmundry
VNDG	Dang	VOBZ	Vijayawada	VOSH	Shivamogga
VNDH	Dhangadhi	VOCB	Coimbatore (Coimbatore Intl)	VOSM	Salem
VNDP	Dolpa	VOCI	Cochin (Cochin Intl)	VOSR	Sindhudurg
VNJL	Jumla	VOCL	Calicut		
VNJP	Janakpur				
VNJS	Jomsom				

MIDDLE EAST/SOUTH ASIA
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

VOSX	Sulur	VOTX	Tambaram	VQGP	Gelephu
VOTJ	Thanjavur	VOVZ	Visakhapatnam	VQPR	Paro (Paro Intl)
VOTK	Tuticorin	VOYK	Yelahanka	VQTY	Trashigang (Yonphula)
VOTP	Tirupati				
VOTR	Tiruchirappalli	VQ	Bhutan	VR	FIR/UIR
VOTV	Thiruvananthapuram	VQBT	Bumthang (Bathpalathang)	VRMF	Male FIR



Airport Directory

Airport Data - Middle East

AFGHANISTAN

Bamyan

8415' OABN BIN Mil. +04:30 N34
48.6 E067 49.2

Apt Administration (0) 766418933.

07/25 7283' ASPHALT. PCN 37/F/C/X/T.

24hr PN to aip@aca.gov.af.

Jet A-1.

Fire 5.

Bastion

2915' OAZI OAZ +04:30 N31 51.0 E064
13.7

Apt Administration (0) 700 620005, 791
885849; Rayhanarman43@gmail.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.

H12, btn SS/SR.

Fire N.

Bost see Lashkar Gah**Camp Dahlke see Shank****Chaghcharan (Shahid General Mohaiden Ghory)**

7475' OACC CCN Mil. +04:30 N34
31.6 E065 16.2

Apt Operator Mobile (0) 798760057, (0)
776621142, (0)784916688;
zabi.amini57@gmail.com.

07/25 6565' ASPHALT. PCN 120/F/A/W/T.
TODA 07 6825'. TODA 25 6795'. ASDA 07
6825'. ASDA 25 6795'.

0800-1600 LT, H24 O/R.

ABN. Fire 7.

Farah

2212' OAFR FAH +04:30 N32 21.7 E062
10.1

Apt Administration (0) 704672475;
ansmnb3131@gmail.com.

15/33 8202' ASPHALT. LDA 15 6024'. LDA 33
6024'.

0230-1330.

Fire 7 CAT 8.

Feyzabad

3842' OAFZ FBD Mil. +04:30 N37
07.2 E070 31.1

Apt Administration obaidullaho-
baid1380@gmail.com. Apt Manager (0)
791405200.

18/36 6561' ASPHALT.

0500-1700 LT.

Jet A-1.

ABN. Fire N.

Herat (Khwaja Abdullah Ansari Intl) Apt of
Entry

3290' OAHF HEA +04:30 N34 12.6 E062
13.7

Immigrations: (0) 796515457, Security: (0)
700454012, Security: (0) 700710381. ATC (0)
798 315 869. Apt Manager (0) 708766855. Apt
Operator (0) 706612600, 7076012105;
dmoa78699@gmail.com. Ground Services (0)
797103030; Herat@kamgarpetrolyam.af.

18/36 9888' ASPHALT. PCN 64/R/B/W/T.
TODA 18 10873'. TODA 36 9987'. ASDA 18
10380'. ASDA 36 10380'. HIRL.

Rwy 36 Right-Hand Circuit.

First 500ft RWY 36 concrete PCN 64/R/B/W/T.
Asphalt PCN 150/F/A/W/T.

0030-1630Z. During Hajj Ops H24. ATND SKD
0030-1630Z. Customs: 0030-1630Z.

Fire 7.

Kabul (Kabul Intl) Apt of Entry

5877' OAKB KBL +04:30 N34 33.9 E069
12.7

Apt Administration (0) 773 50 00 64;
bashir.rauffi@gmail.com. Ground Services 700

AFGHANISTAN

77 57 75, 790 64 64 64, 790 68 68 68, 792 88 18 82.

11/29 11520' ASPHALT. PCN 76/R/B/W/T. ASDA 11 11667'. ASDA 29 11663'. HIRL. HIALS 29.

The RWY lights, PAPI lights and approach lights active.

H24. ATND SKD H24. Customs: H24.

Jet A-1.

Fire 9.

Khost Apt of Entry

4035' OAKS KHT +04:30 N33 17.1 E069 48.4

Apt Administration 770951753; Mobile 93 776777676; Khost.airport@gmail.com, yousuf-zoizadran104@gmail.com.

07/25 8727' PAVED. PCN 63/F/B/X/4.

SR-SS. Customs.

Jet A-1.

Fire 7.

Khwaja Abdullah Ansari Intl see Herat**Kunduz**

1427' OAUZ UND +04:30 N36 39.9 E068 54.6

Apt Administration Mobile (0) 790225122; kunduzaviation@gmail.com. 0797012003, Security: (0) 796570575. ATS (0) 791835806, (0) 792941602, (0) 799033784; Faizmohammadgar8@gmail.com. Ground Services (0) 767796034.

11/29 8100' ASPHALT. PCN 59F/C/W/T.

SR-SS.

Jet A-1.

Fire 5.

Lashkar Gah (Bost)

2540' OABT BST Mil. +04:30 N31 33.6 E064 21.9

Apt Administration (0) 789297347; mamyanan@gmail.com. Apt Manager (0) 799177892.

01/19 7551' ASPHALT. PCN 100/F/A/W/T.

Dly 0230-1330. Customs: MIL customs, no immigration.

Maimana

2752' OAMN MMZ +04:30 N35 55.8 E064 45.7

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 7777278249; khaledikhyari@gmail.com. ATS 775797670; zakirkhan-pukhtoon7@gmail.com.

06/24 9836' ASPHALT. PCN 69/F/C/W/T. TODA 06 10738'. TODA 24 10738'.

0030-1730, outside listed hours, based on PPR. Customs: 0030-1730.

Jet A-1. JASU.

ABN. Fire 8.

Nimroz see Zaranj**Qala-I-Naw**

2968' OAQN LQN Mil. +04:30 N34 59.1 E063 07.1

Apt Administration 0799415228; Fax 0795010390.

04/22 6561' CONCRETE. PCN 35/R/A/Y/U. TORA 04 6560'. TORA 22 6560'. LDA 04 5360'.

AFGHANISTAN

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.

**Shahid General Mohaiden Ghory see
Chaghcharan**

Shank (Camp Dahlke)

6614' OASH OAA Mil. +04:30 N33
55.3 E069 04.7

16L/34R 6870' CONCRETE. PCN 78/R/B/W/T.
ASDA 16L 7170'. ASDA 34R 7110'. MIALS.

JP-8.

Fire 8.

Sharana

7435' OASA OAS +04:30 N33 07.5 E068
50.3

Apt Administration Fax (0) 790131870,
776363657; paktika.civil.aviation@gmail.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

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.

JP-8.

Fire 8.

Tarin Kowt see Tereen
Tereen (Tarin Kowt)

4477' OATN TII +04:30 N32 36.3 E065 51.8

Apt Administration abdulwalia-
bib123@gmail.com. Apt Manager Mobile
700756649, 704809535.

12/30 7300' CONCRETE. PCN 68/R/B/W/T.
LDA 12 6300'. TODA 30 7800'. ASDA 30 7630'.
Rwy 12 Takeoff not allowed. Rwy 30 Landing
not allowed.

Days. O/R 24hr.

Fire 8.

Zaranj (Nimroz)

1581' OANZ +04:30 N30 57.8 E062 03.6

Apt Administration (0)-707072340, -749814929;
naween.azami1366@gmail.com, siar.khan.
1392@gmail.com.

14/32 8989' ASPHALT. PCN 78/F/C/X/U.

SR-SS.

BAHRAIN
Bahrain (Bahrain Intl) Apt of Entry

8' OBBI BAH +03:00 N26 16.2 E050 38.0

Apt Operator 17137809; APOC@BAC.BH.
Ground Services 17348272, 17348280, 50 441
1213; Mobile 66769958; Operation@BAFCO.BH, falhazmi@apsco-ksa.com, ops.manager.bia@apsco-ksa.com.

12L/30R 13005' ASPH/CONC.
PCN 120/F/A/W/T. LDA 12L 11998'. LDA 30R 11998'. HIRL.

Rwy 30R Right-Hand Circuit.

Rwy 12L: First 1007' (307m) concrete PCN 120/R/B/W/T.

Rwy 30R: First 1007' (307m) concrete PCN 120/R/B/W/T.

12R/30L 8301' ASPHALT. PCN 120/F/A/W/T.
LDA 12R 7294'. LDA 30L 7907'. TODA 12R 8498'. TODA 30L 10269'. HIRL.

Rwy 30L Right-Hand Circuit.

H24. ATND SKD H24. Customs: H24.

Jet A-1.

Fire 10.

Bahrain (Isa AB)

139' OBBS Mil. +03:00 N25 55.1 E050 35.4

Apt Manager AMOPS@jmast-shore.navy.mil.
Apt Operator 17894474; Fax 17620926.

15L/33R 12467' ASPH/CONC.
PCN 73/F/B/X/T. HIRL. HIALS 33R.

First 1365'(416m) of both rwy ends are concrete.

15R/33L 12066' ASPHALT. PCN 46/F/B/X/T.
Rwy 15R Runway closed. Rwy 33L Runway closed.

Sun-Thu 0415-1030 or O/R. Customs: O/R.

Rwy 15R/33L closed.

Refer to DOD/NGA supplementary publications for additional information.

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.

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

Barishal

10' VGBR BZL +06:00 N22 47.9 E090 18.1
ATS 02 55061673, 02 478869827. Apt Operator
02 55061662, 048869819.

17/35 6001' BITU/CONC. PCN 17/F. TODA 17
6503'. TODA 35 6503'. ASDA 17 6201'. ASDA
35 6165'.

By operational requirements.

Fire 5.

Chattogram (Shah Amanat Intl) Apt of Entry

14' VGEG CGP +06:00 N22 15.4 E091 49.3
ATS 02 41350105 (TWR). Apt Manager 02
41350100. Apt Operator Fax 02 41350101;
dsaiactg@caab.gov.bd.

05/23 9646' CONC/BITU. PCN 90/F/C/W/T.
TODA 05 11122'. TODA 23 11122'. ASDA 05
10138'. RL.

By operational requirements. Customs.

F-3, F-4, Jet A-1.

ABN. Fire 9.

Cox's Bazar (Cox's Bazar Intl) Apt of Entry

12' VGCB CXB +06:00 N21 27.4 E091 57.8
ATS 02333346987. Apt Manager
02333346980, 02333346981; Fax
02333346982.

17/35 8999' PAVED. PCN 90/F/C/W/T. TODA
17 9196'. TODA 35 9885'. ASDA 17 9491'.
ASDA 35 9491'. HIRL.

By operational requirements. Customs.

Fire 7.

Cumilla

25' VGCM CLA +06:00 N23 26.3 E091 11.4
Apt Manager 081-76119.

16/34 2999' BITU/CONC. TODA 16 3196'.
TODA 34 3983'. ASDA 16 3196'. ASDA 34
3196'.

As per government declared office hour, except
Fri/Sat .

Fire U.

Dhaka (Hazrat Shahjalal Intl) Apt of Entry

26' VGHS DAC +06:00 N23 50.6 E090 23.9
Apt Operator 02-8901449; Mobile
01894908010; Fax 02-8901450; edh-
sia@caab.gov.bd.

14/32 10499' ASPH/CONC. PCN 111/F/C/X/T.
TODA 14 11893'. TODA 32 11483'. ASDA 14
11286'. ASDA 32 10991'. HIRL. HIALS 14.

Rwy 32 Right-Hand Circuit.

H24. Customs.

F-3, Jet A-1.

ABN. Fire 9.

Dhaka (Tejgaon)

24' VGTJ Mil. +06:00 N23 46.7 E090 23.0
Apt Operator 02 55060000-10, Ext 5023.

17/35 8602' BITU/CONC. PCN 40/F/C/Y/T.

By operational requirements.

Jet A-1.

Fire 6.

Hazrat Shahjalal Intl see Dhaka**Ishurdi**

46' VGIS IRD +06:00 N24 09.2 E089 02.9
Apt Manager 07326-63569.

15/33 4701' BITU/CONC. TODA 15 5702'.
TODA 33 5702'. ASDA 15 5000'. ASDA 33
5000'.

By operational requirements.

Fire N.

Jashore

20' VGJR JSR +06:00 N23 11.0 E089 09.7
ATS 02477765348. Apt Manager
02477764915. Apt Operator Mobile
01894909622.

16/34 7940' BITU/CONC. PCN 17/F/C/W/T.
TODA 16 8432'. TODA 34 8629'. ASDA 34
8137'.

By operational requirements.

ABN. Fire 5.

BANGLADESH

Osmani Intl see Sylhet

13222'. ASDA 11 10565'. ASDA 29 10473'.
HIRL.

Rajshahi (Shah Mokhdum)

55' VGRJ RJH +06:00 N24 26.2 E088 37.0

ATS 2-47800157. Apt Operator 2-47800053.

17/35 6001' BITU/CONC. PCN 17/R/C/Y/T.
TODA 17 6493'. TODA 35 6690'. ASDA 35
6198'. RL.

By operational requirements. Customs.

Fire 5.

Saidpur

125' VGSD SPD +06:00 N25 45.8 E088
54.5

ATS 02589956952 (TWR). Apt Manager
02589956949.

16/34 6001' BITU/CONC. PCN 17/F/C/Y/T.
TODA 16 6592'. TODA 34 6690'. ASDA 16
6099'. ASDA 34 6198'.

By operational requirements. Customs.

Fire 6.

Shah Amanat Intl see Chattogram**Shah Mokhdum see Rajshahi****Shamshernagar**

56' VGSH ZHM Mil. +06:00 N24 23.9 E091
55.0

Apt Operator 02 55060000-10 Ext 4993-7.

17/35 5000' BITU/CONC. PCN 12/F. TORA 17
2152'. TORA 35 2152'. LDA 17 2152'. LDA 35
2152'. TODA 17 3153'. TODA 35 3153'. ASDA
17 2402'. ASDA 35 2402'.

PPR.

Fire U.

Sylhet (Osmani Intl) Apt of Entry

50' VGSY ZYL +06:00 N24 57.7 E091 52.3

ATS 02996634315 (TWR), 0821-718459. Apt
Manager 02996631143, 0821-714243.

11/29 10253' BITU/CONC. PCN 101/F/C/X/T.
LDA 29 9957'. TODA 11 11155'. TODA 29

By operational requirements. Customs.
ABN. Fire 8.

Tejgaon see Dhaka

BHUTAN

Bathpalathang see Bumthang**Bumthang (Bathpalathang)**

8465' VQBT BUT +06:00 N27 33.7 E090
44.8

Apt Operator 03-630490; ddema@doat.gov.bt.

14/32 3937' ASPHALT. PCN 14-16/F/C/Y/T.
TORA 14 3845'. TORA 32 3845'. LDA 14 3845'.
LDA 32 3698'. TODA 14 3845'. TODA 32 3924'.
ASDA 14 3845'. ASDA 32 3924'.

During operational hrs. PPR. O/T 24hrs O/R.

Fire 4.

Gelephu

987' VQGP GLU +06:00 N26 53.1 E090
27.8

Apt Operator 6- 535152/53135; sphunt-
sho@doat.gov.bt.

11/29 4941' ASPHALT. PCN 10-12/F/C/Y/T.

During operational hrs. PPR. O/T 24hrs O/R.

Customs: During sked operations.

Jet A-1.

Fire 4.

Paro (Paro Intl) Apt of Entry

7364' VQPR PBH +06:00 N27 24.2 E089
25.5

Apt Operator 8-271403; sdorji@doat.gov.bt.

15/33 7431' ASPHALT. PCN 56/F/C/X/T. LDA
15 6906'. LDA 33 7037'.

During ops hrs. Out side those hrs, svc avbl
O/R. Request to be submitted to the AD 24hrs
before intended operation. Customs: During
sked ops.

Jet A-1.

Fire 6.

Trashigang (Yonphula)

8405' VQTY +06:00 N27 15.4 E091 30.9

Apt Operator 04535135; sminjur@doat.gov.bt.

12/30 3937' ASPHALT. PCN 10-12/F/C/Y/T.
TODA 30 4134'. ASDA 30 4134'. Rwy 12 Take-
off not allowed. Rwy 30 Landing not allowed.

During operational hrs. PPR. O/T 24hrs O/R.

Fire 4.

Yonphula see Trashigang

CYPRUS
Akrotiri Apt of Entry

75' LCRA AKT Mil. +02:00* N34 35.4 E032 59.3

Apt Administration BFC-AKI-Ops-AirOpsGp-Mailbox@mod.gov.uk. Apt Operator CIV: 2527 6664 (OPS), MIL: 94120 6664.

10/28 9005' ASPHALT. PCN 108/F/B/W/T. TODA 10 9154'. TODA 28 9154'. ASDA 10 9154'. ASDA 28 9154'. HIRL. ALS.

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.

H24. Strictly PPR min 24hr adhered to UK military Acft and MOD chartered civil Acft only. PNR for military aircraft. ATND SKD By operational requirements. Customs: By operational requirements.

Jet A-1. JASU. Oxygen.

IBN. Fire 8.

Rwy 11 Right-Hand Circuit.

Helicopters and light acft: Right-hand circuit rwy 29.

H24. Customs.

F-3, Jet A-1.

Fire 7.

Larnaca (Larnaca Intl) Apt of Entry

11' LCLK LCA +02:00* N34 52.7 E033 37.8

Apt Administration 24008100, 24008116; info@hermesairports.com.

04/22 9823' ASPHALT. PCN 69/F/C/W/T. TORA 04 9327'. LDA 04 9327'. LDA 22 9226'. TODA 04 10171'. TODA 22 11483'. ASDA 04 9327'. ASDA 22 10013'. HIRL.

Rwy 04 Right-Hand Circuit.

H24. Customs.

F-3, O/R. Jet A-1.

ABN. Fire 9.

Pafos (Pafos Intl) Apt of Entry

43' LCPH PFO +02:00* N34 43.1 E032 29.1

Apt Administration 26007030, 26812879; info@hermesairports.com. Ground Services 26422838; H24 26422389; Fax 26422358, 26422853.

11/29 8855' ASPH/CONC. PCN 140/F/C/W/T. TODA 11 11070'. TODA 29 9813'. ASDA 11 9012'.

INDIA

Adampur

810' VIAX AIP Mil. +05:30 N31 26.0 E075 45.5

13/31 9008' PAVED.

Agartala

56' VEAT IXA +05:30 N23 53.4 E091 14.4

Apt Operator 0381-2342224; Mobile 09436123556; Fax 0381-2342085; apdagartala@AAI.AERO.

18/36 7500' ASPHALT. PCN 64/F/D/W/T. HIRL.

Rwy 36 Right-Hand Circuit.

By NOTAM. Outside ops hr 1hr PNR. Customs. Jet A-1.

ABN. Fire 7.

Agatti

12' VOAAT AGX +05:30 N10 49.5 E072 10.6

Apt Operator 04894-242615, 242217; Mobile 09447974950; Fax 04894-242560; apdagatti@aai.aero, voat.ats@aai.aero.

04/22 3950' MACADAM. PCN 16/F/D/Y/T. LDA 22 3612'. ASDA 04 4245'. ASDA 22 4245'. HIRL.

By NOTAM.

ABN. Fire 5.

Agra

551' VIAG AGR +05:30 N27 09.5 E077 57.6

Apt Operator 562-2400067; Mobile 8171625081; Fax 562-2400067; Guardian365@gov.in.

05/23 9404' ASPHALT. PCN 37/F/C/X/T. TODA 05 10172'. TODA 23 9732'. ASDA 05 10172'. ASDA 23 9732'. HIRL. HIALS 05.

Rwy 05 PCN of first 1283'(391m) and last 883'(269m) is 71/R/C/X/T.

Rwy 23 PCN of first 883'(269m) and last 1283'(391m) is 71/R/C/X/T.

12/30 6001' ASPHALT. PCN 50/F/C/X/T. TORA 12 6000'. TORA 30 6000'. LDA 12 5447'. LDA

30 6000'. TODA 12 6000'. TODA 30 6000'. ASDA 12 6000'. ASDA 30 6000'. HIRL. ALS 12. HIALS 30.

PCN Rwy 12/30 of first and last 1001'(305m) is 71/R/C/X/T.

H24. AD will be Avbl for Civ movements from SR-1430Z only. Customs: H24.

Rwy 12/30 secondary Avbl Btwn SR-SS.

Fuel: U.

ABN. Fire 7 Within Apt Ops hr.

Ahmedabad (Sardar Vallabhbhai Patel Intl)

Apt of Entry

189' VAAH AMD +05:30 N23 04.3 E072 37.6

Apt Operator 7925554790, 8980015105; Mobile 6358941440; cao.ahmedabadairport@adani.com.

05/23 11499' ASPHALT. PCR: 862/F/A/W/T, PCN 100/F/B/W/T. HIRL. ALS 23.

H24. Customs.

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.

Aligarh

602' VIAH +05:30 N27 51.7 E078 08.8

Apt Operator 9412527059; apdaligarh@aai.aero.

11/29 4882' ASPHALT. PCN 9/F/B/Y/T.

By NOTAM. O/T O/R 24hr.

J.

ABN. Fire 4.

Allahabad (Prayagraj)

321' VEAB IXD +05:30 N25 26.4 E081 44.0

INDIA

12/30 8287' PAVED. PCN 76/F/C/X/T. TODA 12 8408'. TODA 30 9103'. ASDA 12 8408'. ASDA 30 9103'. LDIN 12.

RWY 12/30 ends PCN 62/R/C/X/T.

Along

820' VEAN IXV Mil. +05:30 N28 10.0 E094 48.3

05/23 2995' PAVED.

Ambala

902' VIAM Mil. +05:30 N30 22.1 E076 49.0

12/30 9238' PAVED.

Amritsar (Sri Guru Ram Dass Jee Intl) Apt of Entry

760' VIAR ATQ +05:30 N31 42.6 E074 48.0

Apt Operator 0183-2214118; Mobile 09464662200; Fax 0183-2214358; apdasr@aai.aero.

16/34 12001' ASPHALT. PCN 91/F/C/W/T. HIRL.

Rwy 16 first 869m sfc concrete PCN 103/R/B/W/T.

H24. Customs.

Jet A-1.

ABN. Fire 8 Fire 9: O/R.

Arkonam

285' VOAR Mil. +05:30 N13 04.0 E079 41.0

06/24 13460' CONC/ASPH. LDA 06 12230'. LDA 24 12800'. TODA 06 14450'.

Aurangabad

1917' VAAU IXU +05:30 N19 51.9 E075 23.9

ATS vaau.ats@aai.aero. Apt Operator 240-2477850, 2477821; Fax 240-2477848; apd_vaau@aai.aero.

09/27 9314' MACADAM. PCN 84/F/B/W/T. HIRL. ALS 27.

First 700 m PCN 104/F/B/W/T, 1830m-2286m PCN 68/R/B/W/T and 2286m-2839m PCN 71/R/B/W/T.

By NOTAM. Outside ops hr avbl O/R 24hr PNR. Customs: O/R.

Jet A-1.

ABN. Fire 7.

Awantipur

5403' VIAW Mil. +05:30 N33 52.6 E074 58.5

12/30 10500' PAVED.

Ayodhya (Maharishi Valmiki Intl, Ayodhy)

329' VEAY AYJ +05:30 N26 45.2 E082 09.0

Apt Operator Mobile 9336677127; apdayodhya@aai.aero.

11/29 7218' CONCRETE. PCN 68/R/C/W/T. HIRL. HIALS 29.

By NOTAM.

J.

ABN. Fire 7.

Bagdogra

414' VEBD IXB Mil. +05:30 N26 41.1 E088 19.6

Apt Operator 353-2698101/2/3/4/5; Mobile 9474921397/ 8116167879; Fax 353-2698068/2698101; safe.hand@gov.in.

18/36 9003' CONCRETE. PCN 53/R/C/X/T. TODA 18 10138'. TODA 36 10269'. ASDA 18 10138'. ASDA 36 10269'. HIRL. HIALS 36.

Rwy 36 Right-Hand Circuit.

SR-2200LT. Customs: Mon, Wed, Thu 0930-1800LT and Tue, Fri 0600-1430LT.

Jet A-1.

ABN. Fire 7.

Bakshi Ka Talab

407' VIBL Mil. +05:30 N26 59.3 E080 53.6

09/27 9000' PAVED.

INDIA

Barapani

2926' VEBI SHL +05:30 N25 42.2 E091 58.7
Apt Operator 0364-2307470; Fax
0364-2307471; apdshillong@aai.aero.

04/22 6001' CONCRETE. PCN 23/R/C/W/T.
LDA 04 5000'. HIRL.

By NOTAM. O/T 24hr PNR.

ABN. Fire 5 Cat 6 during operations of Q-400.

Bareilly

571' VIBY BEK +05:30 N28 25.3 E079 26.9
Apt Operator 581-2315796; Fax 581-2315796;
trishul.control@gov.in.

11/29 8999' ASPHALT. PCN 81/F/C/X/T. ASDA
11 10200'. ASDA 29 10200'. HIRL. ALS 29.

First 305m sfc concrete PCN 62/R/C/X/T.

Days.

Jet A-1.

ABN. Fire 7.

Bathinda

662' VIBT BUP Mil. +05:30 N30 16.2 E074
45.4

13/31 8715' PAVED.

Belagavi

2489' VOBM IXG +05:30 N15 51.5 E074
37.1

Apt Administration 0831-2562020. Apt Operator
Fax 0831-2562030; apdvabm@aai.aero.

08/26 7546' ASPHALT. PCN 52/F/B/W/T. HIRL.
ALS 26.

By NOTAM and outside AD hrs avbl O/R 48hr
PNR.

Jet A-1.

ABN. Fire 6.

Bengaluru (Hal)

2912' VOBG +05:30 N12 57.1 E077 39.9

Apt Operator 080-22315083; Fax
080-22313032, 22312076; halatc-
mail@gmail.com.

09/27 10846' ASPHALT. PCN 60/F/A/X/T.
TODA 09 11830'. TODA 27 11830'. ASDA 09
11141'. HIRL. ALS.

Heavy acft: TORA/ASDA 10351ft, TODA
11250ft and LDA 10846ft.

H24. PPR for non-sked flts.

Jet A-1.

Fire 7 Fire 9 O/R.

Bengaluru (Kempegowda Intl) Apt of Entry
3003' VOBL BLR +05:30 N13 11.9 E077
42.3

Apt Operator 8066782222, 8066782204; Fax
8066783366; aocmanager@bialairport.com.

09L/27R 13123' ASPHALT. PCR: 888/F/B/W/T,
PCN 74/F/B/W/T. HIRL.

Rwy 09L/27R first 492'/591' (150m/180m) con-
crete PCR 1143/R/B/W/T.

09R/27L 13123' ASPHALT.
PCR: 1069/F/C/W/T, PCN 98/F/C/W/T.
HIRL. ALS.

First 492' (150m) concrete PCR 1143/R/B/W/T.

H24. Customs.

Jet A-1.

ABN. Fire 10.

Bhavnagar

43' VABV BHU +05:30 N21 45.3 E072 11.4

Apt Operator 0278-2212971,2203213; Mobile
09427211500; Fax 0278-2203991,2201840;
apdbv@aai.aero.

07/25 6302' ASPHALT. PCN 54/F/C/W/T.
TORA 25 6073'. LDA 07 5449'. LDA 25 6073'.
TODA 25 6073'. ASDA 25 6073'. HIRL.

By NOTAM. Outside ops hr 24hr PNR. Domes-
tic non-sked movements O/R 24hr (Sat O/R
72hr).

Jet A-1.

ABN. Fire 6.

INDIA

Bhopal (Raja Bhoj)

1721' VABP BHO +05:30 N23 17.2 E077 20.2

Apt Operator 0755-2646001; Mobile 09425008255; Fax 0755-2640989, 0755-2646002, 0755-2646003; apdbhopal@aai.aero.

12/30 9003' ASPHALT. PCN 88/F/C/W/T. HIRL. ALS 30.

RWY 12 first 699m PCN 63/F/B/W/T.

H24. ATND SKD H24. Customs: O/R.

J.

ABN. Fire 7.

Bhubaneswar (Biju Patnaik Intl) Apt of Entry

141' VEBS BBI +05:30 N20 14.8 E085 49.1

Apt Operator 0674-2596300; Mobile 09437496302; Fax 0674-2596302; apdbbsr@AAI.AERO.

14/32 9003' ASPHALT. PCR: 828/F/C/W/T, PCN 56/F/B/W/T. HIRL. HIALS 14. ALS 32.

By NOTAM. Outside ops hr 24hr PNR. Customs: H24.

F-3, Jet A-1.

ABN. Fire 7.

Bidar

2182' VOBR IXX +05:30 N17 54.5 E077 28.9

Apt Operator 8482-237505, 9632329783; Fax 8482-237505; path.finder@gov.in.

02/20 9199' ASPHALT. PCN 80/F/C/X/T. TODA 02 10183'. TODA 20 10183'. ASDA 02 10183'. ASDA 20 10183'. MIRL.

08/26 8999' ASPHALT. PCN 80/F/C/X/T. TODA 08 9983'. TODA 26 9983'. ASDA 08 9983'. ASDA 26 9983'. HIRL. HIALS 08.

Days, except 2nd Sat, all Sun and Hol.

Jet A-1.

ABN. Fire 7.

Bihta

177' VEBT Mil. +05:30 N25 35.3 E084 53.1
10/28 7900' PAVED.

Biju Patnaik Intl see Bhubaneswar**Bikaner (Nal)**

706' VIBK BKB Mil. +05:30 N28 04.2 E073 12.4

05/23 8960' PAVED.

Bilaspur

906' VEBU PAB +05:30 N21 59.7 E082 06.9

Apt Operator 7752-291575; Fax 7752-291575; apdbilaspur@gmail.com.

17/35 4721' ASPHALT. PCN 42/F/A/W/T. HIRL. By NOTAM. ATND SKD As Apt operations.

J.

ABN. Fire 5 As Apt operations.

Birsa Munda see Ranchi**Calicut** Apt of Entry

343' VOCL CCJ +05:30 N11 08.3 E075 57.0

Apt Administration 4832719400, 4832719500; Mobile 9562406400, 9847245543; Fax 0483-2711406. slots.calicut@aai.aero.

10/28 9383' ASPHALT. PCN 72/F/A/W/T. TORA 10 8858'. TORA 28 8858'. LDA 10 8858'. LDA 28 8858'. TODA 10 8858'. TODA 28 8858'. ASDA 10 8858'. ASDA 28 8858'. HIRL. HIALS. LDIN 28.

H24. Non-skid PPR at least 24 hrs via email. ATND SKD H24. Customs: H24.

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

INDIA

Chandigarh

1032' VICG IXC +05:30 N30 40.5 E076 47.4
Apt Operator 172-2242002, 172-2658728,
172-2650453 (MIL); Mobile 9478875312 (MIL),
9501014832; Fax 172-2242003, 172-2651434,
172-2650434 (MIL); airportmanager@chial.org,
ceo@chial.org, control12@nic.in,
hodops@chial.org.

11/29 10400' CONC/BITU. PCN 85/R/C/X/T.
LDA 11 9501'. LDA 29 9901'. ASDA 11 11335'.
ASDA 29 10965'. HIRL. ALS 29.

H24. Sun 0300-0800 clsd due to maintenance.
Customs: H24 with 12 hr PNR.

Jet A-1.

ABN. Fire 8.

Chaudhary Charan Singh Intl see Lucknow**Chennai (Chennai Intl)** Apt of Entry

54' VOMM MAA +05:30 N12 59.7 E080 10.4
Apt Operator 044-22561122, 044-22561234;
Fax 044-22560512, 044-22561010; apdchen-
nai@aai.aero.

07/25 12011' CONC/ASPH. PCN 105/F/C/W/T.
TODA 07 12513'. TODA 25 12684'. ASDA 07
12175'. ASDA 25 12208'. HIRL. HIALS 07. ALS
25.

Rwy 25 Right-Hand Circuit.

Removal works: TUE and SAT 0830-0930UTC,
located 2510' (765m) from beginning of Rwy
25, during work arrivals and departures on
Rwy 07 NOT permitted, declared distances of
Rwy 25:

TORA: 8973' (2735m), TODA: 9646' (2940m),
ASDA: 8917' (2718m), LDA: -.

Maintenance works: TUE and SAT
0930-1130UTC, located on Rwy 07/25 exclud-
ing intersection, during work Rwy 07/25 NOT
available for operations.

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 PCN first 960m: 85/R/B/W/T and from
1010m to 1560m: 98/F/A/W/T.

H24. Non-skid PPR. Freighters Acft: B747-800F,
AN124 (Code-F) 24 hrs PPR. ATND SKD H24.
Customs: H24. Non-skid PPR. Freighters Acft:
B747-800F, AN124 (Code-F) 24 hrs PPR.

Jet A-1.

ABN. Fire 9.

Chhatrapati Shivaji Maharaj Intl see Mumbai**Cochin (Cochin Intl)** Apt of Entry

30' VOCI 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 105/F/B/W/T,
PCR: 850/F/A/W/T. HIRL. HIALS 27.

RWY 09 first 328' (100m) PCR 950/R/A/W/T
and PCN 105/R/B/W/T.

H24. Customs.

Jet A-1.

ABN. Fire 9.

Coimbatore (Coimbatore Intl) Apt of Entry

1330' VOCI CJB +05:30 N11 01.6 E077
02.5

Apt Administration apdcoimbatore@aai.aero.
Apt Operator 422-2592155/-2571941/-2571956;
Mobile 9442649155; Fax 0422-2592384.

05/23 9810' ASPHALT. PCN 73/F/A/W/T,
PCR: 554/F/B/W/T. HIRL. HIALS 23.

Rwy 23 Right-Hand Circuit.

Rwy 05: first 984' (300m) PCR 990/F/A/W/T
composite, 984' (300m)-8497' (2590m) PCR
693/F/B/W/T. Rwy 23: 1312' (400m)- 8825'
(2690m) PCR 693/F/B/W/T, 8825' (2690m)-
9810' (2990m) PCR 990/F/A/W/T composite.

Turn pad Rwy 05/23: PCR 554/F/B/W/T.

H24. Customs: Avbl for skd intl flights & on
request for non skd intl flights.

Fuel: U.

ABN. Fire 7.

INDIA

Dabolim see Goa**Daman**

42' VADN NMB +05:30 N20 26.0 E072 50.5
Apt Operator 260-2261004; Fax
260-2405717/718; notamdaman@gmail.com.

03/21 5909' ASPHALT. PCN 14/F/C/X/T. LDA
03 5253'. HIRL.

Mon-Fri 0200-0800Z Exc Hol. ATND SKD
0200-1200Z Exc Sat, Sun and Hol.

Fuel: U.

ABN. Fire 5 within Apt Ops hrs.

Dehradun

1857' VIDN DED +05:30 N30 11.4 E078
10.9

Apt Operator 0135 2412052; Mobile
7060278844; Fax 0135 2410358;
apd_vidn@aai.aero.

08/26 7021' ASPHALT. PCN 45/F/C/W/U. LDA
26 3642'. HIRL.

By NOTAM, outside AD ops hrs 24hr PNR.

Jet A-1.

ABN. Fire 7.

Delhi (Indira Gandhi Intl) Apt of Entry

778' VIDP DEL +05:30 N28 34.1 E077 06.7

Apt Operator 11-47197589/11-47197886; Fax
11-47197181; Dial.AOCC@gmrgroup.in,
Dial.CMS@gmrgroup.in.

09/27 9239' ASPH/CONC. PCR: 943/F/B/W/T,
PCN 90/F/C/W/T. LDA 27 8744'. HIRL.

Rwy 09 Right-Hand Circuit.

Rwy 09 first 1706' sfc concrete PCN
72/R/B/W/T and PCR 1506/R/B/W/T.

10/28 12510' ASPH/CONC. PCR: 862/F/A/W/T,
PCN 99/F/B/W/T. HIRL. ALS 10.

Rwy 10 Right-Hand Circuit.

Rwy 10 first 322' sfc concrete PCN 75/R/A/W/T
and PCR 1175/R/A/W/T. Rwy 28 first 499' sfc
concrete PCN 74/R/A/W/T and PCR
1175/R/A/W/T.

11L/29R 13681' ASPH/CONC.
PCN 73/F/B/W/T, PCR: 835/F/B/W/T. TORA
11L 12041'. LDA 11L 9843'. LDA 29R 11286'.
TODA 11L 12041'. ASDA 11L 14436'. ASDA
29R 14436'. HIRL. ALS.

Rwy 11L Right-Hand Circuit.

First 984' sfc concrete with PCN 86/R/B/W/T
and PCR 1506/R/B/W/T.

11R/29L 14534' ASPH/CONC.
PCR: 862/F/A/W/T, PCN 93/F/C/W/T. TORA
11R 13484'. LDA 11R 11368'. LDA 29L 9744'.
TODA 11R 13484'. HIRL.

Rwy 11R Right-Hand Circuit.

Rwy 11R/29L first 1437'/866' sfc concrete PCR
1175/R/A/W/T and PCN 110/R/C/W/T.

H24. Customs.

Jet A-1.

ABN. Fire 10.

Delhi (Safdarjung)

705' VIDD +05:30 N28 35.1 E077 12.4

Apt Operator 011-24640859, 24618680; Fax
011-24693926; apdsap@aai.aero.

12/30 3871' ASPHALT. PCR: 140/F/C/X/T,
PCN 8/F/C/X/T. LDA 30 2723'.

Rwy 12 Right-Hand Circuit.

0130-1330Z. Non-skd operations PPR from
MHA.

ABN. Fire 4 Within ATS hrs.

Deoghar

802' VEDO DGH +05:30 N24 26.7 E086
42.4

ATC 06432350104. ATS 06432350100. Apt
Manager 06432350135. Apt Operator
06432350111; Mobile 7520091198; apd.deogh-
ar@aai.aero.

09/27 8202' CONCRETE. PCN 55/R/B/W/T.
HIRL.

By NOTAM.

Jet A-1.

INDIA

ABN. Fire 7.

Devi Ahilyabai Holkar see Indore

Dibrugarh

361' VEMN DIB +05:30 N27 28.9 E095 01.0
Apt Operator 0373-2382755, 602617792; apd-
dib@aai.aero.

05/23 7516' ASPHALT. PCR: 300/R/B/W/T,
PCN 63/F/C/W/T. HIRL. ALS 05. Rwy 23 Land-
ing not allowed.

Rwy 23 Right-Hand Circuit.

First 1191' (363 m) Rwy 05 PCR: 745/R/B/W/T,
concrete, rest 828/F/C/W/T, asphalt.

From the beginning of Rwy 05, from 0 to 1512'
(461 m) a triangular portion of Rwy on the left
side of the center line with PCR: 300/R/B/W/T.

By NOTAM. Outside ops hr O/R with 24hr PNR.

Jet A-1.

ABN. Fire 7.

Dimapur

493' VEMR DMU +05:30 N25 53.0 E093
46.3

Apt Administration 03862-243157. Apt Operator
Fax 03862-243157; atc_dimapur@AAI.AERO.

12/30 7513' ASPHALT. PCN 69/F/C/W/T. LDA
12 6821'. HIRL.

By NOTAM. Outside ops hr 24hr PNR.

Jet A-1.

ABN. Fire 7.

Diu

37' VADU DIU +05:30 N20 42.8 E070 55.4

Apt Operator 02875-275543; Mobile
9824230922; Fax 02875-275311.

05/23 5988' PAVED. PCN 26/F/B/W/T. TORA
05 5361'. LDA 23 5361'. TODA 05 5361'. ASDA
05 5361'.

By NOTAM.

ABN. Fire 5.

Donyi Polo see Itanagar

Dr. Babasaheb 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, kai-
lash.mandal@bengalaero.com.

16/34 9186' ASPHALT. PCN 59/F/A/W/T.
TORA 34 8366'. LDA 16 8366'. LDA 34 8366'.
TODA 34 8366'. ASDA 16 9383'. ASDA 34
9383'. HIRL.

First 689' rwy 16 PCN 86/R/B/W/T and rwy 34
PCN 103/R/B/W/T.

By NOTAM.

Jet A-1.

ABN. Fire 7.

Gaya

383' VEGY GAY +05:30 N24 44.9 E084
56.5

Apt Administration 0631-2210129, 2210083.
Apt Operator Fax 0631-2228884;
apd_vegy@aai.aero.

10/28 7503' ASPHALT. PCN 62/F/C/W/T. LDA
28 7250'. HIRL.

By NOTAM. Outside ops hr 24hr PNR. Cus-
toms.

Jet A-1.

ABN. Fire 7.

Goa (Dabolim)

188' VOGO GOI +05:30 N15 22.9 E073 49.6
08322538841. ATC 9767915210. Apt Operator
832 2538456; Fax 832 2538676;
atc.hansa@navy.gov.in.

08/26 11240' ASPHALT. PCN 95/F/C/X/T. LDA
08 10748'. TODA 08 11732'. TODA 26 11798'.

INDIA

ASDA 08 11535'. ASDA 26 11601'. HIRL. ALS 08.

PCN rwy 08/26 end 99/R/C/X/T.

H24. Civil flights operation not permitted b/n 0300-0700 and 1000-1100 from Mon-Fri in view of intensive Military flying. Prior co-ordination mandatory for non-sked operation. Customs: H24.

ABN. Fire 8.

Goa (Manohar Intl-Mopa) Apt of Entry

564' VOGA GOX +05:30 N15 44.5 E073 52.0

Apt Operator 832-2408444; airsi-demgr.ggial@gmrgroup.in.

10/28 11483' ASPHALT. PCN 69/F/A/W/T, PCR: 1021/F/A/W/T. HIALS 28.

H24. Non-scheduled/GA PPR (International GA 48hr PPR, domestic GA 24hr PPR). Customs: H24.

Jet A-1.

ABN. Fire 9.

Gondia

994' VAGD GDB +05:30 N21 31.4 E080 17.3

Apt Operator 07182-283187; Fax 07182-283187; apcgondia@aai.aero.

04/22 8609' ASPHALT. PCN 72/F/A/W/T. LDA 04 8002'. HIRL.

Rwy 22 first 1095m PCN 65/R/C/W/T.

By NOTAM. Non-sked flts 24hr PNR.

F-3, J.

ABN. Fire 5 Fire 6: 72hr PNR.

Gorakhpur

260' VEGK GOP +05:30 N26 44.5 E083 27.0

Apt Operator 0551-2745035; Mobile 9984420506; Fax 0551-2745035; ats. 17@nic.in.

11/29 9111' PAVED. PCN 91/F/C/X/T. TODA 11 10082'. TODA 29 10105'. ASDA 11 10082'. ASDA 29 10105'. HIRL. ALS 29.

Days. Operational hrs can be extended till 2100 IST for civil sked ops.

Jet A-1.

Fire 7.

Guwahati (Lokpriya Gopinath Bordoloi Int)

Apt of Entry

163' VEGT GAU +05:30 N26 06.3 E091 35.1

Apt Manager 9029266499; arff.gau@adani.com, sanjeev.gupta@adani.com. Apt Operator (0361)2840009; Fax (0361)2840009; cao.guwahatairport@adani.com.

02/20 10180' ASPHALT. PCN 83/F/C/W/T, PCR: 776/F/C/W/T. HIRL.

Rwy 20 Right-Hand Circuit.

H24. ATND SKD H24. Customs: H24. Non-sked flts PNR.

Jet A-1.

ABN. Fire 7 H24.

Gwalior

626' VIGR GWL +05:30 N26 17.5 E078 13.6

Apt Operator 751-2470771; Mobile 9406507811; Fax 751-2470771; eagle.eyel89@gov.in.

06L/24R 10026' PAVED. PCN 62/R/C/X/T. LDA 06L 9042'. TODA 06L 11010'. TODA 24R 11010'. ASDA 06L 11010'. ASDA 24R 11010'. LDIN 06L. ALS 24R.

Rwy 24R Right-Hand Circuit.

06R/24L 9793' ASPHALT. PCN 80/F/C/X/T. LDA 24L 9596'. TODA 06R 10777'. TODA 24L 10777'. ASDA 06R 10777'. ASDA 24L 10777'. HIRL. ALS 24L.

Rwy 24L Right-Hand Circuit.

RWY 06R/24L first 1476' PCN 64/R/C/X/T.

Days.

INDIA

Jet A-1.

ABN.

Hakimpet

2011' VOHK Mil. +05:30 N17 33.2 E078 31.5

09/27 6923' PAVED.

Hal see Bengaluru

Halwara

790' VIH X HWR +05:30 N30 44.9 E075 37.8

Apt Manager 9815555772; ceolial@aai.aero.
Apt Operator 1624-276947; Fax 1624-276947;
happi-ness9@gov.in. Ground Services
9873104032.

13/31 9954' PAVED. LDA 31 9452'. TODA 13 10971'. TODA 31 10978'. ASDA 13 10971'. ASDA 31 10978'. HIRL. ALS 31.

SR-SS. Non-skd PPR from Apt director for parking and from ATC for operations. ATND SKD During AD hrs.

Jet A-1.

ABN. Fire 7 During AD hrs.

Hashimara

358' VEH X Mil. +05:30 N26 41.9 E089 22.1

11R/29L 9003' PAVED.

Hindan

703' VIDX HDO +05:30 N28 42.4 E077 21.6

Apt Operator 120-2656868; Fax 120-2656868;
nadnih.sta@gov.in.

09/27 8999' PAVED. PCN 71/R/C/X/T. TODA 09 10305'. TODA 27 10305'. ASDA 09 10305'. ASDA 27 10305'. HIRL. ALS 27.

Flexible part of RWY PCN 80/F/C/X/T.

By operational requirements and 2hr O/R. Customs: By operational requirements.

Jet A-1.

ABN. Fire 8.

Hisar

700' VIHR +05:30 N29 11.4 E075 43.7

Apt Operator 1662-269104; Mobile 8221000771; apdhisar@aai.aero.

12/30 9843' ASPHALT. PCN 92/F/C/W/T. HIRL. ALS 30.

By Notam.

Jet A-1.

ABN. Fire 6.

Hosur

3051' VO95 +05:30 N12 39.8 E077 45.8

09/27 6709' PAVED. PCN 72/F/C/W/T. TORA 09 6234'. TORA 27 6424'. LDA 09 5938'. LDA 27 5938'. TODA 09 6234'. TODA 27 6424'. ASDA 09 6234'. ASDA 27 6424'.

Fire 5.

Hubballi

2195' VOHB HBX +05:30 N15 21.7 E075 05.1

Apt Operator 0836-2237921; Fax 0836-2237920; apchubli@aai.aero.

08/26 8530' MACADAM. PCN 58/F/C/W/T. HIRL.

By NOTAM. Customs.

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 (Hyderabad Intl)

1745' VOHY BPM +05:30 N17 27.2 E078 27.7

Apt Operator 040-27903785; Mobile 9866072604; Fax 040-27906001; apdhyderabad@aai.aero.

INDIA

09/27 10597' MACADAM. PCN 66/F/B/X/T. LDA 09 9026'. LDA 27 8176'. HIRL. ALS 27.

Last/first 335m: PCN 61/R/B/W/T.

Dly 0200-1600.

F-3, Jet A-1.

ABN. Fire 6.

Hyderabad (Rajiv Gandhi Intl) Apt of Entry

2030' VOHS HYD +05:30 N17 14.4 E078 25.7

Apt Operator 040-67394129; Fax 040-67395559; ceo.ghial@gmrgroup.in.

09L/27R 12162' ASPHALT. PCR: 866/F/A/W/T, PCN 77/F/B/W/T. HIRL.

09R/27L 13976' ASPH/CONC. PCN 77/F/B/W/T, PCR: 890/F/B/W/T. HIRL. ALS 09R. HIALS 27L.

First 150m sfc concrete PCR 1201/R/B/W/T and PCN 88/R/C/W/T.

H24. Customs.

Jet A-1.

ABN. Fire 9 , Fire 10: 1hr PNR.

Imphal

2544' VEIM IMF +05:30 N24 45.9 E093 54.0 Apt Operator 0385-2455138, 2455153; Mobile 9436237721; Fax 385-2455076, 2455153, 2455138; apdimphal@aai.aero.

04/22 9003' MACADAM. PCN 67/F/D/W/T. HIRL.

By NOTAM. Outside ops hr O/R with 24hr PNR. Customs: By operational requirements.

Jet A-1.

ABN. Fire 7.

Indira Gandhi Intl see Delhi

Indore (Devi Ahilya Bai Holkar)

1854' VAID IDR +05:30 N22 43.4 E075 48.3 Apt Administration Fax 0731-2620278; apdin-dore@aai.aero. Apt Operator 0731-2629455; Mobile 0989-3289455.

07/25 9035' BITUMEN. PCN 82/F/C/W/T. HIRL. RWY 25 PCN: first 467m 78/F/C/W/T and from 467m to 1047m 64/F/C/W/T.

H24. Customs: By operational requirements.

F-3, Jet A-1.

ABN. Fire 7.

Itanagar (Donyi Polo)

351' VEHO HGI +05:30 N26 58.2 E093 38.6 Apt Operator 360-2911533; apdho-longi@aai.aero.

08/26 7546' CONCRETE. PCN 63/R/B/W/T. HIRL. Rwy 08 Landing not allowed. Rwy 26 Takeoff not allowed.

By NOTAM.

J.

Fire 6.

Jabalpur

1626' VAJB JLR +05:30 N23 11.0 E080 03.6 Apt Administration 75662 29006, 761-2601341. Apt Operator apd_vajb@aai.aero.

06/24 9022' ASPHALT. PCR: 625/F/B/W/T, PCN 61/F/C/W/T. HIRL. ALS 24.

Rwy 06 Right-Hand Circuit.

Rwy 06 first 2500'(762m) PCR 685/F/C/W/T.

Rwy 24 last 2500'(762m) PCR 685/F/B/W/T.

By NOTAM. Outside ops hr 24hr PNR and for night ops 48hr PN.

Jet A-1.

ABN. Fire 6.

Jagdalpur

1842' VEJR JGB +05:30 N19 04.4 E082 02.2

Apt Operator 07782-222304 ,222693; Fax 291-2512250; apdjagdalpur@gmail.com.

06/24 5591' BITUMEN. PCN 22/F/C/W/T.

Consult NOTAM for current ATS hr.

Jet A-1.

ABN. Fire 5.

INDIA

Jai Prakash Narayan Intl see Patna**Jaipur (Jaipur Intl)** Apt of Entry

1268' VIJP JAI +05:30 N26 49.4 E075 48.1

Apt Operator 141-2720007; Mobile 8905998571; cao.jaipurairport@adani.com. Ground Services 9257034159.

08/26 11178' ASPH/CONC. PCN 71/F/B/W/T, PCR: 708/F/B/W/T. HIRL.

First 2133 ft rwy 26 sfc concrete with PCN 85/R/B/W/T and PCR 869/R/A/W/T.

H24. Customs: By operational requirements 2 hr PNR.

Jet A-1.

ABN. Fire 8 , fire 9 avbl 1hr PN.

Jaisalmer

781' VIJR JSA Mil. +05:30 N26 53.4 E070 52.0

04/22 9000' PAVED. TODA 04 10300'. TODA 22 10300'. ASDA 04 10300'. ASDA 22 10300'.**Jalgaon**

842' VAJL JLG +05:30 N20 57.7 E075 37.5

Apt Operator 257-2274114; Fax 257-2274114; apdjalgaon@aai.aero.

09/27 5577' TARMAC. PCN 47/F/A/W/T. LDA 09 3871'. LDA 27 5085'. HIRL.

Mon-Fri 0400-1230, Sat, Sun and Hol clsd.

Jet A-1.

ABN. Fire 5.

Jammu

967' VIJU IXJ +05:30 N32 41.5 E074 50.4

ATS Fax 191-2453700 (ATC). Apt Manager 191-2437843; Fax 191-2454318. Apt Operator ats.viju@gov.in.

18/36 8000' ASPHALT. PCN 80/F/C/W/T. ASDA 18 8197'. ASDA 36 8197'. HIRL. HIALS 36.

RWY 18 first 396m and turning pad RWY 36 PCN 80/R/B/W/T.

SR-1530.

Jet A-1.

ABN. Fire 7.

Jamnagar

49' VAJM JGA Mil. +05:30 N22 28.0 E070 01.0

06/24 8248' PAVED.**12/30** 8259' PAVED.

Fire 7.

Jamshedpur

481' VEJS IXW +05:30 N22 48.9 E086 10.1

Apt Operator 657-2301127; Mobile 7033094747; Fax 657-2307740; ravi.radhakrishnan@tatasteel.com.

08/26 3379' ASPHALT. PCN 33/F/B/Y/T. LDA 08 2296'. LDA 26 3215'. HIRL.

Rwy 26 Right-Hand Circuit.

By NOTAM.

F-3, Jet A-1.

ABN. Fire 4.

Jewar (Noida Intl) Apt of Entry

653' VIND +05:30 N28 10.5 E077 36.4

5738-310010; apoc@niaairport.in. Apt Operator 5738-310010; flight.operations@niaairport.in.

10/28 12795' ASPHALT. PCR: 790/F/C/W/T. HIRL.

RWY 10/28 first 258m/413m sfc concrete with PCR 1180/R/C/W/T.

By NOTAM. Domestic Non-skd operators shall obtain approval 24 hours & International non-skd operators shall obtain approval 48 hours prior of operations from APOC via email. ATND SKD H24. Customs: Available only for International Freighter Aircraft Operations as per Operational Hours of the airport.

Jet A-1.

ABN. Fire 9 Within AD operations.

INDIA

Jharsuguda (Veer Surendra Sai)

757' VEJH JRG +05:30 N21 54.9 E084 02.9
Apt Operator 6645-267011; Fax 6645-267012.

06/24 7844' CONCRETE. PCN 65/R/B/W/T.
HIRL.

Mon-Fri 0400-1230.

Jet A-1.

ABN. Fire 7.

Jindal Vijayanagar see Vidyanagar**Jodhpur**

712' VIJO JDH +05:30 N26 15.4 E073 03.1

Apt Operator 291-2514004; Fax 291-2512250.

05/23 9003' ASPHALT. PCN 81/F/C/X/T. ASDA
05 9645'. ASDA 23 9899'. HIRL. ALS 05.

Surface of first and last 518m is Concrete and
PCN 62/R/C/X/T.

Days.

Jet A-1.

ABN. Fire 7.

Jorhat

299' VEJT JRH Mil. +05:30 N26 43.8 E094
10.5

ATS 376-2333013; Fax 376-2333013.

04/22 9390' ASPH/CONC. PCN 44/F/C/X/T.
TODA 22 10499'. ASDA 22 10499'. HIRL.
HIALS 04.

Days.

Jet A-1.

ABN. Fire 7.

Juhu

17' VAJJ +05:30 N19 05.9 E072 50.0

Apt Operator 22-26616738, 7045659508; Fax
22-26616738; apd_juhu@aai.aero.

08/26 3714' ASPHALT. PCN 17/F/D/Y/T. LDA
08 3386'. LDA 26 2116'.

16/34 2379' ASPHALT. PCN 8/F/D/Y/T.

By NOTAM.

J.

Fire 4.

Kadapa

444' VOCP CDP +05:30 N14 30.8 E078
46.3

Apt Operator 8562-220506, 220540; Fax
8562-220506, 220539.

11/29 8251' ASPHALT. PCN 58/F/C/W/T.
HIRL.

By NOTAM.

ABN. Fire 5.

Kalaburagi

1567' VOGB GBI +05:30 N17 18.6 E076
57.4

Apt Operator 9482264671; Fax 8472-298776;
apd_vogb@aai.aero.

09/27 10417' ASPHALT. PCN 57/F/C/W/T. LDA
09 9459'. HIRL.

By NOTAM. O/T 24hr O/R.

Jet A-1.

ABN. Fire 6.

Kalaikunda

200' VEDX Mil. +05:30 N22 20.4 E087 12.9

17/35 8998' PAVED.

Kandla

97' VAKE IXY +05:30 N23 06.7 E070 06.0

Apt Operator 2836-269401; Mobile
9825235079; Fax 2836-269402;
apd_vake@aai.aero.

05/23 5000' ASPHALT. PCN 21/F/C/W/T.
HIRL.

Rwy 05 Right-Hand Circuit.

By NOTAM. Non-sked flts 24hr PNR.

Jet A-1.

ABN. Fire 6.

INDIA

Kangra

2527' VIGG DHM +05:30 N32 09.9 E076 15.7

Apt Operator 1892293840, 7650002233; apd_kangra@aai.aero.

15/33 4514' ASPHALT. PCN 33/F/B/W/T.

Turning pads PCN: 27/F/B/W/T.

By NOTAM. Outside ops hr avbl O/R. Non-sked flts 24hr PNR.

Jet A-1.

ABN. Fire 6.

Kannur (Kannur Intl) Apt of Entry

344' VOKN CNN +05:30 N11 54.9 E075 32.7

Apt Operator 490-2481000 Extn: 1333; Fax 490-2482464; coo@kannurairport.aero.

07/25 10007' ASPHALT. PCN 64/F/A/W/T, PCR: 1021/F/A/W/T. HIRL.

Rwy 25 Right-Hand Circuit.

First/last 193m sfc concrete with PCR 1175/R/A/W/T and PCN 86/R/B/W/T.

H24. Customs.

Jet A-1.

ABN. Fire 7 , fire 9 avbl 4hr PNR.

Kanpur (Chakeri)

409' VECX KNU +05:30 N26 24.3 E080 24.6

09/27 9189' PAVED.

Kargil

9760' VIKL Mil. +05:30 N34 31.5 E076 09.4

02/20 6200' PAVED.

Kempegowda Intl see Bengaluru**Keshod**

168' VAKS IXK +05:30 N21 18.9 E070 16.1

Apt Operator 2871-299109, 2871-299105, 2871-299107; Fax 2871-299105; apd_vaks@aai.aero.

05/23 4498' ASPHALT. PCN 30/F/B/W/T. TORA 05 4334'. LDA 05 4334'. TODA 05 4334'. ASDA 05 4334'. HIRL.

By NOTAM. Outside ops hr O/R with 48hr PNR. Jet A-1.

ABN. Fire 5.

Khajuraho

731' VEKO HJR +05:30 N24 49.2 E079 55.1

Apt Operator 7686 -272805, 9009990477; Fax 7686-272810; apd_vakj@aai.aero.

01/19 7500' ASPHALT. PCN 61/F/C/W/T. LDA 01 6004'. HIRL.

By NOTAM, outside hr O/R with PNR to AD.

Jet A-1.

ABN. Fire 7.

Kishangarh

1478' VIKG KQH +05:30 N26 35.5 E074 49.0

ATS 1463-297101 (TWR); Mobile 7300091444 (TWR). Apt Manager 1463-297107; Mobile 7300099983. Apt Operator apdkishangarh@aai.aero, vikg.ats@aai.aero.

05/23 6562' CONCRETE. PCN 24/R/B/W/T. TORA 05 1936'. TODA 05 1936'. ASDA 05 1936'. HIRL.

By NOTAM. O/T 24hr PNR.

Jet A-1.

ABN. Fire 6.

Kolhapur

2001' VAKP KLH +05:30 N16 40.0 E074 17.4

Apt Operator 231-2677701; Fax 231-2677355; apdkolhapur@AAI.AERO.

07/25 5840' ASPHALT. PCN 61/F/C/W/T. HIRL.

By NOTAM.

ABN. Fire 5.

INDIA

Kolkata (Netaji Subhash Chandra Bose In)

Apt of Entry

20' VECC CCU +05:30 N22 39.2 E088 26.8

Apt Operator 033-25119944; apdkolkata@aai.aero.

01L/19R 10732' ASPHALT. PCN 85/F/B/W/T. LDA 01L 9295'. LDA 19R 10443'. HIRL. HIALS 19R.

PCN from junction of TWY H to TWY A End (RWY 01L beginning rigid

portion): 103/R/B/W/T, Surface: concrete;

PCN from Taxi H Junction to TWY A Junction including turn pad at RWY 01L: 85/F/B/

W/T, Surface: Bitumen;

PCN from TWY A junction to RWY 19R end including turn pad at RWY 19R: 87/F/B/W/T, Surface: Bitumen.

01R/19L 11919' ASPHALT. PCN 82/F/A/W/T. LDA 19L 10521'. HIRL.

PCN from junction of TWY B to RWY 01R end: 82/F/A/W/T, Surface: Bitumen;

PCN from Junction of TWY B to TWY A junction: 90/F/A/W/T, Surface: Bitumen;

PCN from junction of TWY A to RWY 19L end: 107/F/A/W/T, Surface: Bitumen;

PCN of turn pad at RWY 19L: 96/R/A/W/T, Surface: concrete

H24. ATND SKD H24. Customs: H24.

F-3, Jet A-1.

ABN. Fire 9 H24.

Kota

898' VIKO KTU +05:30 N25 09.6 E075 50.9

08/26 4000' CONCRETE. LCN 10. LDA 26 3707'.**Kullu Manali**

3571' VIBR KUU +05:30 N31 52.6 E077 09.3

Apt Operator 1902-265052/-266325/-265094/-265418;

Mobile 9418062064; Fax 1902-265062/-265603/-265037; apdbhuntaar@aai.aero.

16/34 3442' ASPHALT. PCN 15/F/C/Y/T, PCR: 135/F/C/W/T. TODA 16 3638'. ASDA 16 3638'. Rwy 16 Landing not allowed. Rwy 34 Takeoff not allowed.

By NOTAM. Outside ops hr 24hr PNR.

Fuel: U.

ABN. Fire 5.

Kumbhirgram see Silchar**Kurnool**

1129' VOKU KJB +05:30 N15 42.9 E078 09.8

Apt Operator 8518-289800; Fax 8518-289810; apd.kurnoolairport@gmail.com.

10/28 6562' ASPHALT. PCN 21/F/C/W/T. LDA 10 6070'. TODA 10 8202'.

By NOTAM.

Jet A-1.

ABN. Fire 6.

Kushinagar

263' VEKI +05:30 N26 46.4 E083 53.7

Apt Operator Mobile 6390079300; apdkushinagar@aai.aero.

11/29 10499' BITUMEN. PCN 58/F/C/W/T. HIRL.

By NOTAM. Customs.

Jet A-1.

ABN. Fire 7.

Lal Bahadur Shastri see Varanasi**Lengpui**

1406' VELD AJL +05:30 N23 50.3 E092 37.4

Apt Operator 0389-2323582; Fax 0389-2322748; aviationmizoram@gmail.com.

17/35 8005' ASPHALT. PCN 36/F/C/W/U. Rwy 17 Takeoff not allowed. Rwy 35 Landing not allowed.

INDIA

Rwy 35 Right-Hand Circuit.

By NOTAM.

Fuel: U.

ABN. Fire 7.

Lilabari

331' VELR IXI +05:30 N27 17.5 E094 05.6

Apt Operator (03752) 234179; Fax (03752) 234831; apdlbr.aai@aai.aero.

04/22 7484' ASPHALT. PCN 46/F/B/W/T. LDA 04 7103'. HIRL.

Rwy 04 Right-Hand Circuit.

Rwy 04 first 305m PCN 48/R/B/W/T and rwy 22 first 640.5m PCN 45/R/B/W/T surfaceconcrete.

By NOTAM. O/R 24hr PNR.

Jet A-1.

ABN. Fire 5 By NOTAM.

Lokpriya Gopinath Bordoloi Intl see Guwahati**Lucknow (Chaudhary Charan Singh Intl)**

Apt of Entry

406' VILK LKO +05:30 N26 45.7 E080 53.0

Mobile 6358860132; aocc.lko@adani.com. Apt Operator 6358860132, 6358860145; cao.lucknowairport@adani.com. Ground Services 8188068862.

09/27 9003' ASPHALT. PCR: 1181/F/C/W/T, PCN 76/F/C/W/T. LDA 09 8488'. HIRL. ALS 27.

Rwy 27 turn pad PCR: 943/F/B/W/T.

H24. Military & non-sked PPR: international at least 48 hrs and domestic at least 24 hrs in advance. ATND SKD H24. Customs: Customs limited to sked intl tfc. Non sked tfc 24hr PNR.

Jet A-1.

ABN. Fire 7 H24, CAT 8 Avbl O/R by the Skd operators with 1hr PN.

Ludhiana

834' VILD LUH +05:30 N30 51.3 E075 57.0

Apt Operator 0161-2844904; Mobile 09815555772; Fax 0161-2845014; apdludhiana@aai.aero.

12/30 4790' ASPHALT. TORA 12 4495'. TORA 30 4495'. LDA 12 4101'. LDA 30 4154'. TODA 12 4495'. TODA 30 4495'. ASDA 12 4495'. ASDA 30 4495'. HIRL.

By NOTAM.

Jet A-1.

ABN. Fire 5.

Madurai

466' VOMD IXM +05:30 N09 50.1 E078 05.3

Apt Operator 0452-2690717, 2690633; Mobile 09442541413; Fax 0452-2690151, 2690305; apdmadurai@aai.aero.

09/27 7497' ASPHALT. PCN 73/F/A/W/T. LDA 27 7294'. TODA 09 8307'. TODA 27 9429'. ASDA 09 7694'. ASDA 27 7694'. HIRL.

First 1509'(460m) rwy 09 PCN 94/F/A/W/T.

H24. Customs.

J.

ABN. Fire 7.

Maharana Pratap see Udaipur**Maharishi Valmiki Intl, Ayodhyadham see Ayodhya****Mangaluru (Mangaluru Intl)** Apt of Entry

318' VOML IXE +05:30 N12 57.7 E074 53.4

Apt Operator 0824-2220400; Fax 0824-2254175; cao.mangaluruairport@adani.com.

06/24 7644' ASPHALT. PCR: 833/F/B/W/T, PCN 88/F/B/W/T. HIRL.

By NOTAM. Non-sked flts to obtain positive clearance prior to departure due limited parking stands. Customs: H24.

Jet A-1.

ABN. Fire 7, fire 8 1hr PNR.

Manohar Intl-Mopa see Goa

INDIA
Moradabad

635' VIMB +05:30 N28 49.2 E078 55.5

Apt Operator 591 2330007; apdmoradabad@aai.aero.

12/30 6929' ASPHALT. PCN 21/F/C/Y/T.

By NOTAM. O/T 24 PNR and non-sked flts to obtain positive clearance prior to departure.

Jet A-1.

Fire 4.

Mumbai (Chhatrapati Shivaji Maharaj In)

Apt of Entry

40' VABB BOM +05:30* N19 05.5 E072 52.0
Apt Operator 22-66850900, 22-66850901; Fax 22-66852059. Ground Services 7977808324, 8850259627, 9266766806, 9266766807; lmd.engg-sic@aiesl.in, lmd.engg-sic@airindia.in.

09/27 11312' ASPHALT. PCR: 862/F/A/W/T, PCN 100/F/A/W/T. TORA 09 10459'. LDA 09 10000'. LDA 27 9728'. TODA 09 10459'. ASDA 09 10459'. HIRL. ALS 27.

RWY 27 concrete beginning PCR 2037/R/D/W/T and PCN 150/R/C/W/T.

14/32 9419' ASPHALT. PCR: 862/F/A/W/T, PCN 132/F/A/W/T. LDA 14 8107'. LDA 32 8770'. HIRL. MIALS 32.

RWY 14 rigid pavement/RWY 32 concrete beginning PCR 2037/R/D/W/T and PCN 150/R/D/W/T.

H24.Btwn 0230-0430Z and 1130-1400Z GA and Mil Acft including Heli are not permitted to operate. Only VIP and Skd flights are permitted. ATND SKD H24. Customs: H24.

RWY 09/27 and RWY 14/32 closed dly except Fri between 2150-2230 for ldg and T/Odue to periodic maintenance of intersection of runways. In case of emergency runway restoration period is 10 minutes.

F-3, Jet A-1, JP-5.

ABN. Fire 10 H24.

Mundra

17' VAMA +05:30 N22 50.1 E069 45.9

Apt Operator 79 25556660; Fax 79 25556112; MIAPL@adani.com.

05/23 6227' ASPHALT. PCN 64/F/B/X/T. HIRL.

By NOTAM. Outside of ATS hrs, svc are avbl O/R with 24hr PN to AD.

ABN. Fire 5.

Mysuru

2397' VOMY MYQ +05:30 N12 13.9 E076 39.4

Apt Operator (0821) 2596802; Mobile 9483506802; Fax (0821) 2596802; apdmy-suru@aai.aero.

09/27 5709' CONCRETE. PCR: 700/R/B/W/T, PCN 108/R/C/W/T.

Rwy 09 Right-Hand Circuit.

By NOTAM. Outside hr O/R with 48 hr PNR.

Jet A-1.

ABN. Fire 5.

Nagpur (Dr. Babasaheb Ambedkar Intl) Apt of Entry

1037' VANP NAG +05:30 N21 05.5 E079 02.9

Apt Operator 712-6781500; Fax 712-6781501; aocc@mihanindia.org, sr.apd@mihanindia.org.

14/32 10499' TARMAC. PCR: 910/F/A/W/T, PCN 89/F/B/W/T. LDA 14 9006'. HIRL. HIALS 32.

H24. Customs.

F-3, Jet A-1.

ABN. Fire 7, fire 8 with 12hr PNR.

Nal see Bikaner
Naliya

140' VANY Mil. +05:30 N23 13.0 E068 53.5

06/24 9000' PAVED.

INDIA

Nanded (Shri Guru Gobind Singh Ji)

1241' VOND NDC +05:30 N19 10.9 E077 19.4

Apt Operator Mobile 8356843500.

10/28 7552' ASPHALT. PCN 60/F/A/W/T. HIRL. By NOTAM. For non-sked/GA ops, PNR for positive clearance. Non-sked day VFR ops beyond published ATC watch hours O/R.

Jet A-1.

ABN. Fire 5.

Navi Mumbai (Navi Mumbai Intl) Apt of Entry 33' VANM NMI +05:30 N18 59.7 E073 04.2

Apt Operator 22 68519500;
aocc.nmi@adani.com, ceo-
desk.nmia@adani.com.

08/26 12139' PAVED. PCR: 706/F/A/W/T. LDA 26 10170'. HIRL. ALS.

H24 ATND SKD H24. Customs: H24.

Jet A-1.

ABN. Fire 10 H24.

Netaji Subhash Chandra Bose Intl see Kolkata

Noida Intl see Jewar

Ozar

1995' VAOZ ISK +05:30 N20 07.2 E073 54.8

Apt Administration 2550 270055, 2550 276821, 2550 276822; atc.nsk@hal-india.com.

09/27 9843' PAVED. PCN 80/F/C/X/T. HIRL.

Rwy 27 Right-Hand Circuit.

First 700m PCN 63/R/C/X/T.

0230-1630. Customs: 0430-1230. Immigration available on call.

Jet A-1.

ABN. Fire 9.

Pakyong

4646' VEPY +05:30 N27 13.6 E088 35.1

Apt Operator 3592-267011; Fax 3592-267014; apdpakyong@aai.aero.

02/20 5577' CONCRETE. PCN 23/R/B/W/T. LDA 02 5511'. HIRL. MIALS 02. Rwy 02 Take-off not allowed. Rwy 20 Landing not allowed.

Mon-Fri 0400-1230 (0930-1800 IST) and 24hr PNR for Non-sked flights.

Fuel: U.

Fire 6.

Panagarh

240' VEPH Mil. +05:30 N23 28.5 E087 25.7

15/33 8923' PAVED.

Pantnagar

772' VIPT PGH +05:30 N29 01.9 E079 28.3

Apt Operator 05944-233685, 233732; Fax 05944-233103; apd_vipt@aai.aero.

10/28 4501' ASPHALT. PCN 16/F/C/W/T. TORA 10 4403'. LDA 10 4403'. TODA 10 4403'. ASDA 10 4403'. HIRL.

Mon-Fri 0400-1230, Hol clsd. Outside ops hr 24 hr PNR.

Fire 4.

Pasighat

515' VEPG +05:30* N28 04.1 E095 20.0

16/34 6181' PAVED.

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

175' VEPT PAT +05:30 N25 35.6 E085 05.5
Apt Operator 0612-2220683; Mobile 09431821772; Fax 0612-2225227; apd-patna@aai.aero.

07/25 6798' ASPHALT. PCN 58/F/C/W/T. LDA 07 5502'. LDA 25 6358'. HIRL.

INDIA

H24. ATND SKD H24. Customs: Customs limited to sked intl t/c. Non sked t/c O/R.

Jet A-1.

ABN. Fire 7.

Porbandar

26' VAPR PBD +05:30 N21 39.0 E069 39.5
Apt Operator 0286-2220650, 2220033; Fax 0286-2220033.

09/27 4498' ASPHALT. PCN 27/F/B/W/T.
TORA 09 4465'. LDA 09 4465'. TODA 09 4465'.
ASDA 09 4465'. HIRL.

By NOTAM. Outside ops hr avbl O/R 24hr PNR.

Jet A-1.

ABN. Fire 4.

Prayagraj see Allahabad**Puducherry**

141' VOPC PNY +05:30 N11 58.0 E079 48.7

Apt Operator 413-2255506; Fax 413-2252505, 2253554; apd-vopc@aai.aero.

07/25 4928' ASPHALT. PCN 32/F/C/W/T. HIRL.

RWY 07 first 60m PCN 26/F/C/W/T and RWY 25 first 220m PCN 18/F/C/W/T.

By NOTAM. 24hr PN for non-sked ops.

Jet A-1.

ABN. Fire 6.

Pune

1943' VAPO PNQ +05:30 N18 35.0 E073 55.2

Apt Operator 20 26684434, 20-26614023; Mobile 8275619250; niyantran-2@gov.in.

10/28 8333' ASPH/CONC. PCN 63/R/C/X/T. TODA 10 9209'. TODA 28 9153'. ASDA 10 9209'. ASDA 28 9153'. HIRL. HIALS 28.

Rwy 28 Right-Hand Circuit.

All heavy acft to line up (60m) from RWY thresholds to minimize damage to arrester net.

In case a civil flight is forced to use ASDA during overrun, to exercise caution for arrester Net (lying on ground in lowered position) as an obstruction.

RWY 10/28 first 728' (222 m) and last 1312' (400 m) sfc concrete with PCN 63/R/C/X/T, remaining asphalt with PCN 67/F/B/X/T.

H24. Mon-Fri 0330-0559 CIV flts are not permitted due to MIL ops. Sat 0530-1030 apt clsd due to maintenance. All non-scheduled/General Aviation movements will be subject to positive approval from IAF authority. Customs: H24.

F-3, Jet A-1.

ABN. Fire 7.

Purnea

119' VEPU Mil. +05:30 N25 45.6 E087 24.6

09/27 9000' PAVED.

Puttaparthi (Sri Sathya Sai)

1569' VOPN PUT +05:30 N14 08.9 E077 47.4

Apt Operator 08555-287346/65; Fax 08555-287346/65/90.

09/27 6991' ASPHALT. PCN 50/F/A/W/T.

By NOTAM. 48hr PNR for non-sked t/c. Fire 5.

Raipur (Swami Vivekananda)

1044' VERP RPR +05:30 N21 10.9 E081 44.3

Apt Operator 0771-2418167; Fax 0771-2418168; apcrpr@AAI.AERO.

06/24 10663' ASPHALT. PCN 68/F/B/W/T. LDA 06 10243'. HIRL. ALS 24.

Rwy 06: 68/F/B/W/T first 6414' (1955m), 64/F/B/W/T in middle 1079' (329m) and 76/R/B/W/T in last 3169' (966m).

INDIA

Rwy 24: 76/R/B/W/T first 3169' (966m), 64/F/B/W/T in middle 1079' (329m) and 68/F/B/W/T in last 6414' (1955m).

By NOTAM. Outside ops hr 24 hr PNR.

Jet A-1.

ABN. Fire 7, 0200-1700 fire 7.

Raja Bhoj see Bhopal**Rajahmundry**

156' VORY RJA +05:30 N17 06.6 E081 49.2

Apt Operator 0883-2007838; Mobile 09490742058; Fax 0883-2487852; apdry@aai.aero.

05/23 10384' TARMAC. PCN 61/F/C/W/T. HIRL.

By NOTAM. O/T 24hr PNR.

Jet A-1.

ABN. Fire 6.

Rajiv Gandhi Intl see Hyderabad**Rajkot (Rajkot Intl)**

650' VAHS HSR +05:30 N22 23.3 E071 02.8

Apt Operator 281 2992328; apdvahs@aai.aero.

05/23 9974' CONCRETE. PCN 99/R/B/W/T. HIRL.

By NOTAM or 24hr PNR.

Jet A-1.

ABN. Fire 7.

Ranchi (Birsa Munda)

2150' VERC IXR +05:30 N23 18.9 E085 19.3

Apt Administration (0651) 6450327; Fax (0651) 2250500. Apt Operator Mobile 09431106570; apd_verc@AAI.AERO.

13/31 9016' ASPHALT. PCN 64/F/C/W/T. LDA 13 8058'. HIRL.

H24. ATND SKD H24.

J.

ABN. Fire 7 H24.

Rewa

1070' VERW REW +05:30 N24 30.2 E081 13.4

Apt Operator 7004521132; apdrewa@aai.aero.

07/25 5906' ASPHALT. PCN 32/F/C/W/T. HIRL.

By NOTAM.

J.

ABN. Fire 5.

Rourkela

673' VERK +05:30 N22 15.4 E084 48.9

Apt Operator 661-2602601, 661-2646318; Mobile 8895500885, bijaykumar.raut@sailrsp.co.in; Fax 661-2646318.

09/27 5774' MACADAM. PCN 25/F/C/W/T. TORA 27 5495'. LDA 09 5495'. TODA 27 5495'. ASDA 27 5495'.

Additional RWY strip 60m at beginning RWY 09.

All week days 0915-1115.

Jet A-1.

Fire 4.

Rupsi

139' VERU +05:30 N26 08.4 E089 54.5

Apt Operator 03662291002, 08486165987, 03662291007, 08486203009; oicrupsi@aai.aero.

05/23 5810' ASPHALT. PCN 16/F/C/W/T. LDA 05 5761'.

Jet A-1.

Fire 5.

Safdarjung see Delhi**Salem**

1010' VOSM SXV +05:30 N11 46.9 E078 03.9

Apt Operator 4290-220060; Mobile 9442573223; Fax 4290-220166; apd-salem@aai.aero.

INDIA

04/22 6001' ASPHALT. PCN 37/F/B/W/T. HIRL.

Rwy 22 Right-Hand Circuit.

By NOTAM.

ABN. Fire 5 , Fire 5 upgrade 72hr PNR.

**Sardar Vallabhbhai Patel Intl see
Ahmedabad**

Sarsawa

896' VISIP SWN +05:30 N29 59.7 E077 25.5

Apt Operator 1331-297402, 132-2644720(MIL);
Fax 132-2644727(MIL); apdsarsawa@aai.aero,
icarus.30@gov.in.

09/27 8999' CONCRETE. PCN 62/R/C/X/T.
TODA 09 9573'. TODA 27 9898'. HIRL.

Days (MIL). Non-sked ops to take prior clear-
ance from Airport Director for Parking and from
ATC for operations.

Jet A-1.

ABN. Fire 7.

Shimla

5073' VISM +05:30 N31 04.9 E077 04.1

ATS atc_vism@aai.aero. Apt Operator
177-2736835, 177-2736675; Fax 177-2736681,
177-2736676; apc_vism@aai.aero.

14/32 3901' ASPHALT. PCN 14/F/B/W/T. HIRL.

By NOTAM. O/T 24hr PNR.

Jet A-1.

ABN. Fire 4.

Shirdi

1938' VASD SAG +05:30 N19 41.5 E074
22.3

Apt Operator 02423-246201; Fax
02423-246202; apd.sag@madcindia.org.

09/27 8202' ASPHALT. PCN 54/F/C/W/T.
HIRL. HIALS 27.

By NOTAM.

Jet A-1.

ABN. Fire 7.

Shivamogga

2069' VOSH RQY +05:30 N13 51.6 E075
37.1

Apt Operator 080-22255740; bic3@ksiidc.com.

08/26 10007' BITUMEN. PCN 66/F/C/W/T.

By NOTAM.

ABN. Fire 7.

Shri Guru Gobind Singh Ji see Nanded**Silchar (Kumbhirgram)**

355' VEKU IXS +05:30 N24 54.8 E092 58.7

ATC 3841-282194; Fax 3841-282125;
kutower-76@gov.in. Ground Services
3841-282293, 9435700587.

06/24 7500' PAVED. PCN 70/F/C/X/T. TODA
06 7697'. TODA 24 7697'. ASDA 06 7697'.
ASDA 24 7697'. HIRL. ALS 06.

0030-1030Z. O/T 3hrs PNR. ATND SKD
0030-1030Z with prior coordination.

Jet A-1.

ABN. Fire 7 0030-1030Z. O/T 3hrs PNR.

Sindhudurg

226' VOSR SDW +05:30 N16 00.2 E073
32.0

Apt Administration 9920018982; apd.sindhudur-
gairport@irb.co.in. Apt Operator Fax 2366
269844.

09/27 8202' ASPHALT. PCR: 869/R/A/W/T,
PCN 60/F/A/W/T. HIRL. HIALS 27.

Rwy 27 Right-Hand Circuit.

PCR: 869/R/A/W/T from Rwy 09 beginning to
302' (92m), 302' (92m) to 7956' (2425m) -
876/F/A/W/T and 7956' (2425m) to 8202'
(2500m) - 869/R/A/W/T.

By operational requirements (refer NOTAM).

Jet A-1.

ABN. Fire 7.

Sirsa

654' VISX Mil. +05:30 N29 33.6 E075 00.4

INDIA

05/23 9000' PAVED.

Solapur

1588' VASL +05:30 N17 37.7 E075 56.0

Apt Operator 0217-2607071; apd-vasl@aai.aero.

15/33 6591' ASPHALT. PCN 22/F/B/W/T. TORA 15 6319'. LDA 33 6319'. TODA 15 6319'. ASDA 15 6319'.

By NOTAM. Non-Sked flight to obtain positive clearance at least 48 hr prior to departure.

Jet A-1.

ABN. Fire 5.

Sri Guru Ram Dass Jee Intl see Amritsar

Sri Sathya Sai see Puttaparthi

Sri Vijaya Puram

93' VOPB IXZ +05:30 N11 38.8 E092 44.0

Apt Operator 3192-232385; Mobile 89009 68303; Fax 3192-239281, 3192-232385; atc-utkroshportblair@navy.gov.in.

04/22 10751' ASPHALT. PCN 44/F/C/X/T. TODA 22 11538'. ASDA 22 10948'. HIRL. HIALS 04. Rwy 04 Takeoff not allowed. Rwy 22 Landing not allowed.

Rwy 04 first 600m sfc concrete with PCN 75/R/C/X/U.

0015-1045Z. Civil flt PPR. Customs: 0015-1045Z.

ABN. Fire 7.

Srinagar

5487' VISR SXR +05:30 N33 59.3 E074 46.5

Apt Operator Fax 194 2305032; ssbedi@nic.in.

13/31 12001' ASPHALT. PCN 76/F/B/X/T. TODA 13 12969'. TODA 31 13018'. ASDA 13 12969'. ASDA 31 13018'. HIRL.

First 899ft sfc concrete with PCN 69/R/B/X/T.

SR-1630. Customs.

Jet A-1.

ABN. Fire 7.

Sulur

1248' VOSX Mil. +05:30 N11 00.8 E077 09.6

05/23 9593' PAVED.

Surat

25' VASU STV +05:30 N21 07.0 E072 44.5

Apt Operator (0261) 2720109; Mobile 9429892020; Fax (0261) 2720195; apd-surat@aai.aero.

04/22 9534' ASPHALT. PCN 71/F/C/W/T. TORA 04 7513'. LDA 22 7513'. TODA 04 7513'. ASDA 04 7513'. HIRL.

Rwy 04/22 first 655m/151m PCN 73/R/B/W/T.

H24. Customs: Limited basis on sked Intl flights, non-sked ops O/R with 24hr PN.

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.

Tezu

770' VETJ TEI +05:30 N27 56.5 E096 08.0

Apt Operator 03804-223037; Fax 03804-223037; aaitezu@gmail.com, oic-tezu@aai.aero.

INDIA

04/22 4921' CONCRETE. PCN 17/R/A/W/T. HIRL. Rwy 04 Takeoff not allowed. Rwy 22 Landing not allowed.

Mon-Fri: 0400-1230 UTC (0930-1800 IST).

ABN. Fire 5.

Thanjavur

247' VOTJ TJV Mil. +05:30 N10 43.3 E079 06.1

07/25 6014' PAVED.

Thiruvananthapuram Apt of Entry

17' VOTV TRV +05:30 N08 28.8 E076 55.2

Apt Operator 0471-2500283; cao.thiruvananthapuramairport@adani.com.

14/32 11070' ASPHALT. PCR: 819/F/C/W/T, PCN 90/F/C/W/T. LDA 14 9738'. LDA 32 10627'. HIRL. HIALS 32.

H24. Customs.

Jet A-1.

ABN. Fire 9.

Thoise

10066' VITE Mil. +05:30 N34 39.2 E077 22.5

11/29 10008' PAVED.

Tiruchirappalli Apt of Entry

292' VOTR TRZ +05:30 N10 45.9 E078 42.9

Apt Operator 0431-2340451, 2340551, 2340555; Fax 0431-2340606; apdtrichy@AAI.AERO.

09/27 7949' MACADAM. PCN 64/F/A/W/T. LDA 09 7467'. HIRL. HIALS 27.

Rwy 27 Right-Hand Circuit.

Rwy 27 first 576m PCN 93/F/B/W/T.

H24. Customs.

Jet A-1.

ABN. Fire 7.

Tirupati

366' 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 12500' ASPHALT. PCN 95/F/C/W/T. HIRL. HIALS 26.

By NOTAM.

Jet A-1.

ABN. Fire 7 , RFFS 24hr PNR for non-skd flights.

Tuticorin

98' VOTK TCR +05:30 N08 43.3 E078 01.6

Apt Administration 0461-2271863; Fax 0461-2271863, 2271110; apd-tuticorin@aai.aero.

10/28 10220' ASPHALT. PCN 61/F/C/W/T. HIRL.

By NOTAM. 24hr PPR for non-skd flights.

Jet A-1.

ABN. Fire 7 , 24hr PPR for fire fighting outside ATS hours.

Udaipur (Maharana Pratap)

1690' VAUD UDR +05:30 N24 37.1 E073 53.6

ATS 0294-2655279; Mobile 09414159962; Fax 0294-2655279; vaud_atc@aai.aero. Apt Operator 0294-2655950; Mobile 09414159950; Fax 0294-2655953; apdvaud@aai.aero.

08/26 8993' ASPHALT. PCN 78/F/C/W/T. LDA 08 7011'. LDA 26 8189'. HIRL.

PCN RWY 08: 705ft to 1214ft 66/F/C/W/T composite, 1506ft to 7487ft 98/F/C/W/T, 7680ft to 8189ft 66/F/C/W/T composite. Turning pads PCN 61/F/C/W/T. Intermediateturning pad on RWY 08 66/F/C/W/T composite.

By NOTAM. Outside ops hr 24hr PNR.

Jet A-1.

ABN. Fire 7.

Udhampur

2079' VIUX Mil. +05:30 N32 54.1 E075 09.4

INDIA

18/36 9006' PAVED.

Uttarlai

505' VIUT +05:30 N25 48.7 E071 29.0

Apt Operator 2982-242136, 9549719452; Fax 2982-242136; yatayat.2002@gov.in.

02/20 8999' PAVED. PCN 41/R/C/X/T. TODA 02 10197'. TODA 20 10197'. ASDA 02 9898'. ASDA 20 9898'. HIRL. ALS 20.

Days.

Jet A-1.

Fire 7.

Vadodara

131' VABO BDQ +05:30 N22 19.8 E073 13.1

Apt Operator (0265) 2485356; Fax (0265) 2464249; apdvadodara@aai.aero.

04/22 8091' ASPHALT. PCN 53/F/B/W/T. LDA 04 7398'. HIRL.

Rwy 04 Right-Hand Circuit.

For non SKED 24 hr PNR.

Jet A-1.

ABN. Fire 7.

Varanasi (Lal Bahadur Shastri) Apt of Entry 270' VEBN VNS +05:30 N25 27.1 E082 51.5
ATS (0542) 2622091 (TWR), 2623671, 2622631 (Area Control). Apt Manager (0542) 2622155, 2622081-85; Mobile 09415223071.
Apt Operator Fax (0542) 2622320; apdvns@aai.aero.

09/27 9009' ASPHALT. PCN 68/F/C/W/T. LDA 09 8248'. HIRL.

Turning Pad rwy 09 PCN 64/F/C/W/T.

H24. PPR for non-scheduled/general aviation. Customs: Customs avbl for skd flts. Non skd O/R 24hr PN.

Jet A-1.

ABN. Fire 7.

Veer Surendra Sai see Jharsuguda

Vidyanagar (Jindal Vijayanagar)

1686' VOJV VDY +05:30 N15 10.5 E076 38.1

Apt Operator 8395-240499; Fax 8395-240464; apd.jvna@jsw.in, prabhakar.atc@jsw.in.

13/31 6417' ASPHALT. PCR: 216/F/B/W/T, PCN 34/F/B/W/T. TORA 31 6096'. LDA 13 6096'. LDA 31 6096'. TODA 31 6096'. ASDA 31 6096'.

0230-0430, 0900-1130, 1430-1630. By NOTAM on ops hrs and O/T O/R 24hr.

Jet A-1.

ABN. Fire 6, fire 5 during non-ops hrs (fire 6 avbl 24hr PNR).

Vijayawada

83' VOBZ VGA +05:30 N16 32.0 E080 48.2

Apt Operator 866-2846729; Mobile 9441902480; Fax 866-28546757; apd_vobz@aai.aero.

08/26 11024' BITUMEN. PCN 90/F/B/W/T. LDA 08 10440'. HIRL. HIALS.

Mid part 623m PCN 99/F/B/W/T. End/first part 08/26 1074m PCN 71/F/B/W/T.

By NOTAM. Outside ops hr 24hr PNR. Customs: Customs and immigration facilities are available during flight schedule. 72-hour prior notice for any non-scheduled operations.

Jet A-1.

ABN. Fire 7.

Visakhapatnam Apt of Entry

21' VOVZ VTZ +05:30 N17 43.3 E083 13.4

Apt Operator 0891-2814530, 0891-2856404; Mobile 08331019180; Fax 0891-2856405; atcfpl-dega@navy.gov.in.

05/23 6001' ASPH/CONC. PCN 80/F/C/X/T.

Rwy 05 Right-Hand Circuit.

10/28 10007' ASPH/CONC. PCN 78/F/C/X/T. HIRL. HIALS 28.

Rwy 10 Right-Hand Circuit.

INDIA

Only for VFR operations.

H24. Prior co-ordination mandatory for non-scheduled operation. Customs: H24.

J.

ABN. Fire 7.

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 53262096, 61 53366477, 61 53366488, 61 53366494-6; Fax 61 53366497.

14R/32L 10180' ASPHALT. PCN 70/F/C/X/T. TODA 14R 10374'. TODA 32L 10377'. ASDA 14R 10374'. ASDA 32L 10377'. RL.

H24. Customs: O/R, for non-skd flights 72hr PPR.

Jet A-1.

ABN. Fire 7.

Abumusa Island (Abumusa)

18' OIBA AEU +03:30 N25 52.6 E055 01.9

Apt Administration Fax 76-35623386.

08/26 9793' ASPHALT. PCN 55/F/B/X/T. TORA 08 8855'. TORA 26 8937'. LDA 08 8937'. LDA 26 8855'. TODA 08 8855'. TODA 26 8937'. ASDA 08 10338'. ASDA 26 10341'. HIRL.

O/R, PPR at least 72hr before EOBT from OIKB AD.

Fire 4 , Cat 5 avbl PPN at least 24hr before EOBT.

Aghajari

52' OIAG AKW +03:30 N30 44.7 E049 40.6

Apt Administration 61 5262 0024, 61 5262 7231; Fax 61 5262 2573, 61 5262 7231.

13/31 6972' ASPHALT. PCN 30/F/C/Y/T.

0330-1230Z, O/T PPR. PPR for non-skd Flt at least 48hr before EOBT from OIAG aerodrome.

Fire 6.

Ahwaz

65' OIAW AWZ +03:30 N31 20.2 E048 45.6

Apt Operator 61-34434601-5; Fax 61-34434610.

12/30 11145' ASPHALT. PCN 55/F/C/X/T. LDA 12 9879'. 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 086-33680029,30, 086-33689001, 086-33689003; 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 to Thu 0400-1200Z, Fri and O/T PPR. PPR for non-sked flts at least 48hr before EOBT from AD manager. Customs: O/R.

Jet A-1.

ABN. Fire 3 , Cat 6 available during skd Flt Ops and during non-Skd flights Ops that PPR at least 48 hr before EOBT from OHIR.

Ardabil

4319' OITL ADU +03:30 N38 19.6 E048 25.4

Apt Administration 45-31450000; Fax 45-31455202, 45-33453624.

07/25 8202' ASPHALT. PCN 65/F/D/X/T. TODA 07 8530'. TODA 25 8530'. ASDA 25 8530'. HIRL.

15/33 10820' ASPHALT. PCN 80/F/D/X/T. TODA 15 11575'. TODA 33 12004'. ASDA 15 11575'. ASDA 33 12004'. HIRL. ALS 15.

0330-1530Z O/T O/R, PPR at least 72hr before EOBT from OITL aerodrome. ATND SKD 0330-1530Z. Customs: O/R.

Jet A-1, JP-4.

ABN. Fire 7 ,CAT 8 for skd Flt, for non-skd PPR at least 72 hrs EOBT.

Azadi see Ghazvin**Badr AB see Esfahan****Bahregan**

32' OIBH IAQ +03:30 N29 50.4 E050 16.3

IRAN

Apt Administration 76-93338227; Fax 77-33272430.

15/33 7221' ASPHALT. PCN 22/F/D/Y/T. TODA 15 7421'. TODA 33 7418'. ASDA 15 7421'. ASDA 33 7418'. HIRL.

SR-SS. O/T PPR.

ABN. Fire 6.

Bam

3231' OIKM BXR +03:30 N29 05.0 E058 27.0

Apt Administration Fax 34-44213330.

12/30 11106' ASPHALT. PCR: 560/F/A/X/T. PCN 40/F/B/Y/T. TODA 12 11506'. TODA 30 11221'. ASDA 12 11506'. ASDA 30 11221'. HIRL. ALS.

O/R, PPR at least 72 HR before EOBT from OIKK. Customs: O/R.

Jet A-1.

Fire 2 , fire 5 for skd flights and at least 72hr PPR for non-skd flights.

Bandar Abbas (Bandar Abbas Intl) Apt of Entry

22' OIKB BND +03:30 N27 13.1 E056 22.7

Apt Administration 76-33611000-1, 76-33611025; Fax 76-33611002, 76-33611026; Bandarabbas.info@airport.ir.

03L/21R 11345' ASPHALT. PCN 55/F/A/X/T. TODA 03L 11821'. TODA 21R 12841'. ASDA 03L 11821'. ASDA 21R 12841'. RL.

03R/21L 12011' ASPHALT. PCN 65/F/A/X/T. TODA 03R 13199'. TODA 21L 13205'. ASDA 03R 13199'. ASDA 21L 13205'. HIRL. HIALS 21L.

H24. 12hr PPR for non-skd flights before EOBT from dep AD. Customs.

Jet A-1.

ABN. Fire 7 , Cat 8 avbl PPN least 24hr before EOBT.

Bandar Abbas (Havadarya)

19' OIKP 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.

Bandar Lengeh

75' OIBL BDH +03:30 N26 31.9 E054 49.6

Apt Operator 76-44223111, 76-44223128; 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'.

O/R, PPR at least 72hr before EOBT from OIKB AD. ATND SKD 0330-1130Z. O/T O/R. Customs: O/R.

Jet A-1.

Fire 5.

Bandar Mahshahr (Mahshahr)

18' OIAM MRX +03:30 N30 33.5 E049 09.0

Apt Administration 61-52343579, 61-52343840; Fax 61-52341190, 61-52343842.

13/31 8842' ASPHALT. PCN 30/F/D/Y/T. LDA 13 7536'. LDA 31 5699'. TODA 13 9062'. TODA 31 9505'. ASDA 13 9062'. ASDA 31 9505'. RL. SS-SR, O/T PPR. ATND SKD SS-SR, O/T PPR.

Jet A-1.

Fire 6.

Birjand

4979' OIMB XBJ +03:30 N32 53.9 E059 16.0

Apt Administration 56-32312167, 56-32316961, 56-32389205; Fax 56-32313725, 56-32319630.

08/26 7142' ASPHALT. PCN 27/F/B/Y/T. TORA 26 6572'. LDA 08 6572'. TODA 26 7346'. ASDA 26 7346'.

IRAN

10/28 12457' ASPHALT. PCN 56/F/B/X/T. TODA 10 12854'. TODA 28 12897'. ASDA 10 12854'. ASDA 28 12897'. HIRL.

SR-SS, O/T O/R, PPR at least 48hr before EOBT. ATND SKD SR-SS. Customs: O/R.

Jet A-1.

ABN. Fire 3 ,up to CAT 8 Avbl during skd and non-skid flights Opr with PPR at least 72hr before EOBT from AD.

Bojnord

3567' OIMN BJB +03:30 N37 29.3 E057 18.4

Apt Administration 58-32235000, 58-32235111, 58-32236570-1; Fax 58-32236574.

07/25 14324' ASPHALT. PCR: 530/F/C/X/T, PCN 50/F/C/X/T. TORA 07 11053'. TORA 25 10640'. LDA 07 10640'. LDA 25 11053'. TODA 07 14531'. TODA 25 14882'. ASDA 07 14531'. ASDA 25 14882'. HIRL. HIALS 25.

O/R. PPR at least 72hr before EOBT from AD. ATND SKD 0330-1530Z. Customs: O/R.

Jet A-1.

ABN. Fire 6 , higher CAT O/R.

Boland Parvaz see Eyyanakei**Bushehr**

72' OIBB BUZ +03:30 N28 57.0 E050 49.8

Apt Administration bushehr.info@airport.ir. Apt Operator 77-33333291-3; Fax 77-33555381.

13L/31R 14662' ASPHALT. PCN 74/F/A/W/T. TODA 13L 15630'. TODA 31R 15187'. ASDA 13L 15630'. ASDA 31R 15187'. HIRL.

Rwy 31R Right-Hand Circuit.

First 305m of RWY 31R is concrete.

13R/31L 14665' ASPHALT. PCN 71/F/A/W/T. TODA 13R 15649'. TODA 31L 15653'. ASDA 13R 15649'. ASDA 31L 15653'. HIRL.

Rwy 31L Right-Hand Circuit.

First 305m of RWY 31L is concrete.

H24 ATND SKD H24. Customs: O/R.

Jet A-1.

ABN. Fire 7 , CAT 8 PPR at least 72 hrs before EOBT from OIBB.

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 service available for CIV Acft by CIV AD Admin and for MIL Acft by MIL AD Admin. PPR for non-skid flights at least 48h before EOBT from CIV AD Admin. CIV Acft authorized to operate only during daylight. ATND SKD Days, O/T service available for C. Customs: O/R.

Jet A-1, JP-4.

ABN. Fire 7.

Dasht-E-Naz see Sari**Dezful**

474' OIAD DEF Mil. +03:30 N32 26.0 E048 23.0

Apt Operator 61-42425221.

14L/32R 11729' ASPHALT. LCN 70. TODA 14L 13081'. TODA 32R 12867'. ASDA 14L 13081'. ASDA 32R 12867'. HIRL. ALS.

14R/32L 12641' ASPHALT. LCN 70. TODA 14R 13763'. ASDA 14R 13763'. HIRL.

H24, PPR.

F-3, Jet A-1, JP-4.

ABN. Fire 7.

Esfahan (Badr AB)

5242' OIFP Mil. +03:30 N32 37.2 E051 41.4

Apt Administration 311-6615030-5, 311-6617526.

IRAN

08/26 10807' ASPHALT. LCN 51. ASDA 08 11167'. ASDA 26 11161'. HIRL.

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 45224911-20, 31 45968110-11; Fax 31 32214219, 31 45224952.

07/25 9829' ASPHALT. PCN 23/F/C/Y/T. TODA 07 10322'. TODA 25 10322'. ASDA 07 10322'. ASDA 25 10322'. RL. HIALS 25.

0430-1230Z, Thu, Hol and O/T O/R. PPR for Iranian MIL and CIV Acft at least 24hr before EOBT from departure AD. ATND SKD 0430-1230Z, Thu, Hol and O/T O/R.

JP-4.

ABN. Fire 6.

Esfahan (Shahid Beheshti Intl) Apt of Entry
5058' OIFM IFN +03:30 N32 45.0 E051 51.8
Apt Administration Fax 31-35275062. ARO Fax 31-35275042. Apt Operator 31-35275060-1; isfahan.dabirhaneh@airport.ir, isfahan.ece@airport.ir.

07L/25R 14432' ASPHALT. PCN 65/F/C/X/T. TODA 07L 15617'. TODA 25R 15623'. ASDA 07L 15617'. ASDA 25R 15623'. HIRL. HIALS 25R.

07R/25L 14432' ASPHALT. PCN 65/F/C/X/T. TODA 07R 15614'. TODA 25L 15617'. ASDA 07R 15614'. ASDA 25L 15617'. HIRL. HIALS 25L.

H24. PPR for non-schedule flights at least 48hr. ATND SKD H24. 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.

Eyvanakei (Boland Parvaz)

3557' OIIB +03:30 N35 21.7 E051 59.4

Apt Administration 21-88099450; bolandparvaz@raf-group.com.

09/27 3251' ASPHALT.

SR-SS.

Fire 1.

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'.

O/R, PPR 48h from OISS 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 9413' ASPHALT. PCN 32/F/D/X/T. TORA 12 8530'. TORA 30 8530'. LDA 12 8530'. LDA 30 7644'. TODA 12 8691'. TODA 30 9252'. ASDA 12 8691'. ASDA 30 9252'.

SR-SS.

Fire 6.

Ghazvin (Azadi)

3800' OIIA +03:30 N35 57.1 E050 27.2

10/28 4579' ASPHALT.

Apt Clsd every year 4 JUN at 0315-0730Z.

IRAN
Ghazvin

4184' OIHK 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, 76-35335010-2; Fax 76-35335020.

05/23 13862' ASPHALT. PCN 80/F/B/W/T. TODA 05 14315'. TODA 23 14315'. ASDA 05 14315'. ASDA 23 14315'. HIRL.

HJ, O/T O/R. 72hr PPR for non skd flights. ATND SKD 0430-1630Z. Customs: O/R.

Jet A-1.

Fire 7.

Gorgan

-28' OING GBT +03:30 N36 54.7 E054 23.9

Apt Administration 17-32244505; Fax 17-32244506.

13/31 10827' ASPHALT. PCN 65/F/C/X/T. TODA 13 11024'. TODA 31 10955'. ASDA 13 11024'. ASDA 31 10955'. HIRL. HIALS 13.

0345Z-SS. O/T O/R, PPR at least 72hr before EOBT from OING aerodrome. 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 81-32569009, 81-32569011-3; Fax 81-32569004.

10/28 12464' ASPHALT. PCN 62/F/C/X/T. LDA 10 11480'. TODA 10 12782'. TODA 28 12641'. ASDA 10 12782'. ASDA 28 12641'. HIRL. MIALS 28.

O/R. PPR at least 72hr before EOTB from OIHH aerodrome. Customs: O/R.

Jet A-1.

ABN. 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 Abbas
Hesa see Esfahan
Ilam

4404' OICI IIL +03:30 N33 35.1 E046 24.3

Apt Administration 84-32236800-1; Fax 84-32236803; ilam.info@airport.ir.

14/32 10512' ASPHALT. PCN 58/F/C/X/T. TODA 14 10837'. TODA 32 10837'. ASDA 14 10837'. ASDA 32 10837'. HIRL.

0215-1400Z. O/T O/R at least 24hr before estimated off-block time from Ilam airport.

Jet A-1.

ABN. Fire 3, up to CAT 7 is available during skd Flt Ops and non-skd Flt Ops PPR min 48 hrs before estimated off-block time from Ilam airport.

Imam Khomainsi Intl see Tehran
Imam Reza see Mehriz

IRAN

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. LDA 17 7215'. TODA 17 7917'. TODA 35 8320'. ASDA 17 7917'. RL.

O/R, PPR at least 72hr before EOBT from OIZH AD.

Jet A-1.

ABN. Fire 2 , also CAT 5 available for those Flt which get PPR at least 72hr before EOBT from OIZH aerodrome.

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. LDA 26 7516'. TODA 08 7959'. TODA 26 7890'. ASDA 26 7890'.

O/R. PPR at least 72hr before EOBT from OISS aerodrome. ATND SKD SR-SS.

Jet A-1.

Fire 5.

Jam

2172' OIBJ KNR +03:30 N27 49.3 E052 21.1

Apt Administration 77-31684188, 77-37622923; Fax 77-31684477.

11/29 7890' ASPHALT. PCN 32/F/C/X/T. Rwy 11 Runway closed. Rwy 29 Runway closed.

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 39/F/A/X/T. LDA 13 9843'. TODA 13 11122'. ASDA 13 11122'. HIRL.

O/R, PPR at least 72hr before EOBT from OIKK aerodrome.

Jet A-1.

ABN. Fire 2 , fire 5 for skd flights and at least 48hr PPR for non-skf flights.

Kalaleh

433' OINE KLM +03:30 N37 22.5 E055 27.1

Apt Administration Fax 17-35442212.

10/28 7274' ASPHALT. PCN 29/F/C/Y/T. TORA 10 5962'. LDA 28 5962'.

O/R. PPR at least 72hr before EOBT from OING aerodrome.

Fire 5 O/R.

Karaj (Payam)

4170' OIIP PYK +03:30 N35 46.8 E050 49.4

Apt Administration 26 - 33266011, 26 - 33266037; Fax 26 - 33266000.

12/30 12031' ASPHALT. PCN 75/F/C/X/T. TODA 12 12382'. ASDA 12 12382'. ASDA 30 12552'.

21 MAR - 22 SEP 0230-1330Z, 23 SEP - 20 MAR 0300-1330Z. ATND SKD 0130-2030Z. Customs: 0430-1300Z, O/T O/R. PPR at least 72hrs before EOBT.

Jet A-1.

ABN. Fire 7.

Kashan

3490' OIFK KKS +03:30 N33 53.7 E051 34.6

Apt Administration 3155444852; Fax 3155447255.

11/29 8845' ASPHALT. TODA 11 9501'. TODA 29 9501'.

Tue and Fri: SR-SS, O/T O/R. PPR for non-skf flights at least 24hr before EOBT from Apt.

Jet A-1.

Fire 6.

IRAN

Kerman Apt of Entry

5732' OIKK KER +03:30 N30 16.5 E056 57.1

Apt Operator 34-32110113-6, 34-32110194; Fax 34-32111193; info.kerman@airport.ir.

16L/34R 12635' ASPHALT. PCN 50/F/B/X/T. TODA 16L 13127'. TODA 34R 12972'. ASDA 16L 13127'. ASDA 34R 12972'. HIRL. HIALS 34R.

16R/34L 12631' ASPHALT. PCN 71/F/C/X/T. LDA 34L 12303'. TODA 16R 12828'. TODA 34L 12828'. ASDA 16R 12828'. ASDA 34L 12828'. HIRL.

H24. ATND SKD H24. Customs: O/R.

Jet A-1.

ABN. Fire 7 , CAT 8 during sked flight 72hr PPR.

Kermanshah (Shahid Ashrafi Esfahani)

4307' OICC KSH +03:30 N34 20.9 E047 09.4

Apt Operator 83-34326611; Fax 83-34329999.

11L/29R 9656' ASPHALT. PCR: 730/F/C/X/T, PCN 70/F/C/X/T. LDA 11L 8907'.

11R/29L 11155' ASPHALT. PCR: 730/F/C/X/T, PCN 68/F/C/X/T. LDA 11R 9941'. TODA 11R 11549'. ASDA 11R 11549'. HIRL.

H24. ATND SKD H24. Customs: O/R.

Jet A-1.

ABN. Fire 7.

Khark see Khark Island**Khark Island (Khark)**

29' OIBQ KHK +03:30 N29 15.6 E050 19.4

Apt Operator 77-33822456, 77-33822600, 77-33823966; 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.

SR-SS, O/T O/R. ATND SKD 0230-1430Z.

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, PCR: 720/F/C/X/T. TORA 11 10791'. LDA 29 10791'. TODA 29 11874'. ASDA 29 11874'. HIRL.

O/R. PPR at least 72hr before EOBT from OICK aerodrome. Customs: O/R.

Jet A-1.

ABN. Fire 5.

Khoy

3964' OITK KHY +03:30 N38 25.3 E044 58.6

Apt Administration 44-36523274, 44-36523283; Fax 44-36434971.

15/33 9190' ASPHALT. PCN 33/F/C/X/T. TODA 33 10371'.

O/R. PPR at least 72hr before EOBT from OITR aerodrome.

Jet A-1.

Fire 6.

Kish Intl see Kish Island**Kish Island (Kish Intl)**

99' OIBK KIH +03:30 N26 31.6 E053 58.7

Apt Administration 76-44485501, 76-44485502, 76-44485575, 76-44485585; Fax 76-44485576. 76-44485563.

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 12008' ASPHALT. PCR: 560/F/A/X/T. TODA 09R 13189'. TODA 27L 13189'. ASDA 09R 13189'. ASDA 27L 13189'. HIRL. ALS.

IRAN

0230-2030Z, non SKED flts PPR at least 24hr before EOBT. ATND SKD 0230-2030Z. Customs: O/R.

Traffic pattern altitude 1000' for civil jet aircraft and 500' for helicopters.

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.

O/R, PPR at least 72hr before EOBT from OISR. ATND SKD SR-SS. Customs: O/R.

Jet A-1.

ABN. Fire 2, CAT 5 Avbl for skd flt and PPR for non-skd flt.

Lar

2643' OISL LRR +03:30 N27 40.4 E054 23.2

Apt Administration 71-52268600-03, 71-52268610, 71-52268612; Fax 71-52268611; Larestan.info@airport.ir.

09/27 10397' ASPHALT. PCN 55/F/C/X/T. LDA 09 7936'. TODA 09 10584'. TODA 27 10594'. ASDA 09 10584'. ASDA 27 10594'. HIRL. ALS.

0330-1330Z. O/T O/R, PPR at least 72hr before EOBT from OISL aerodrome. ATND SKD 0330-1530Z. Customs: O/R.

Jet A-1, JP-4.

ABN. Fire 5, for sked flights Cat 6 and Cat 7 avbl for flights with prior permission from AD at least 48hr before EOBT.

Lavan see Lavan Island**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.

SR-SS, O/T PPR for Heli training and MEDEVAC. ATND SKD SR-SS.

Jet A-1.

Fire 6.

Mahshahr see Bandar Mahshahr**Maku**

3169' OITU IMQ +03:30 N39 11.5 E044 55.5

Apt Operator 4434278892; Fax 4434278893.

11/29 10335' ASPHALT. PCN 63/F/C/X/U. LDA 11 4954'. TODA 11 10532'. TODA 29 10532'. ASDA 11 10532'. ASDA 29 10532'.

During sked operations. O/T at least 36hr before EOBT from AD.

Fire 6.

Mashhad (Shahid Hashemi Nejad Intl) Apt of Entry

3266' OIMM MHD +03:30 N36 14.0 E059 38.7

Apt Administration 51-33100000, 51-33108000; Fax 51-33400042.

13L/31R 12500' ASPHALT. PCN 60/F/B/X/T. TODA 13L 13491'. TODA 31R 13494'. ASDA 13L 13491'. ASDA 31R 13494'. HIRL. 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.

Rwy 31L Right-Hand Circuit.

H24. ATND SKD H24. Customs: H24.

RWY 13L/31R: Ref code Annex 14 flight infrastructure: 4E.

IRAN

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**Mehriz (Imam Reza)**

4303' OIYR +03:30 N31 41.6 E054 34.5

Apt Administration 3591002425; Fax 3591002425.

13/31 4528' CONCRETE. TODA 13 4724'. TODA 31 4724'. ASDA 13 4724'. ASDA 31 4724'.

SR-SS. ATND SKD SR-SS.

F-3.

Fire 1.

Nogeh see Hamadan**Noshahr**

-61' OINN NSH +03:30 N36 39.8 E051 27.9

Apt Operator 11-52322206, 11-52323112-4; Fax 11-52323116.

10/28 6677' ASPHALT. LCN 55. TORA 10 6184'. TORA 28 4134'. LDA 10 4134'. LDA 28 6185'. ASDA 10 7077'. ASDA 28 7136'. HIRL.

21 MAR - 22 SEP 0330-1530Z, 23 SEP - 20 MAR 0330Z-SS, O/T O/R. PPR at least 48hr before EOBT from Noshahr aerodrome. ATND SKD 21 MAR - 22 SEP 0330-1530Z, 23 SEP - 20 MAR 0330Z-SS, O/T O/R.

Jet A-1.

ABN. Fire 5, CAT 6 PPR at least 48 hr before EOBT from OINZ aerodrome.

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.

Pars Special Energy Economy Zone (Persian Gulf)

22' OIBP PGU +03:30 N27 22.8 E052 44.3

Apt Administration 77-31373839; Fax 77-31373940. 77-31373858; Fax 77-31373886. Apt Operator pgia.ict@gmail.com.

13/31 13120' ASPHALT. PCN 95/F/D/W/T. TODA 13 13510'. TODA 31 13514'. ASDA 13 13510'. ASDA 31 13514'. HIRL. ALS 31.

0230-1630Z, PPR at least 48hr before EOBT for non-Skd. ATND SKD 0230-1630Z. Customs: O/R.

TPA for helicopter 5100', for fighter and heavy fixed-wing ACFT 6100' and for other fixed-wing ACFT 5600'.

Jet A-1.

ABN. Fire 7.

Parsabade Moghan

249' OITP PFQ +03:30 N39 36.3 E047 52.6

Apt Administration 45-31457000, 45-32732415-9; Fax 45-31455600.

11/29 8484' ASPHALT. PCN 30/F/C/Y/T. TODA 11 9061'. TODA 29 9304'. ASDA 11 9061'. HIRL. HIALS 29.

O/R. PPR at least 72hr before EOBT from OITL aerodrome. ATND SKD O/R.

Jet A-1.

Fire 2, CAT 5 PPR 72 hr before EOBT from OITP.

Payam see Karaj**Persian Gulf see Pars Special Energy Economy Zone**

IRAN

Rafsanjan

5290' OIKR RJN +03:30 N30 17.8 E056 03.0

Apt Administration 34-34260707, 34-34260909; Fax 34-34260030.

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. PPR at least 72hr before EOBT from OIKK aerodrome. ATND SKD SR-SS. Customs: O/R.

Jet A-1.

ABN. Fire 2 , fire 5 for skd flights and at least 48hr PPR for non-skd flights.

Ramsar

-66' OINR RZR +03:30 N36 54.5 E050 40.8

Apt Administration 11-5224302, 11-55226377-8; Fax 11-55223302.

12/30 7448' CONCRETE. PCN 60/R/B/W/T. TORA 12 6890'. LDA 30 6234'. TODA 12 7677'. ASDA 12 7677'. HIRL. Rwy 12 Landing not allowed. Rwy 30 Takeoff not allowed.

13/31 4918' ASPHALT. PCN 28/F/C/Y/T. LDA 13 1637'. TODA 13 5177'. TODA 31 5180'. ASDA 13 5177'. ASDA 31 5180'. HIRL.

Rwy 31 Right-Hand Circuit.

21 MAR - 06 SEP 0330-1530Z, 07 SEP - 20 MAR 0330Z-SS. O/T O/R. PPR for non-skd Flt at least 48hr before EOBT from Ramsar aerodrome. ATND SKD 21 MAR - 06 SEP 0330-1530Z, 07 SEP - 20 MAR: 0330Z-SS. O/T O/R.

Jet A-1.

ABN. Fire 5 , CAT 6 PPR at least 48 hr before EOBT from OINZ aerodrome.

Rasht (Sardar-E-Jangal)

-37' OIGG RAS +03:30 N37 19.4 E049 37.1

Apt Administration 13-33726974, 13-33727001-4; 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.

0300-1700Z. O/T O/R, PPR at least 72hr before EOBT from OIGG. Customs: O/R.

Jet A-1.

ABN. Fire 7.

Sabzevar

3010' OIMS AFZ +03:30 N36 10.1 E057 35.8

Apt Administration 51 - 44448800, 51 - 44449100; Fax 51 - 44449070.

09/27 10423' ASPHALT. PCN 49/F/C/X/T. HIRL. HIALS 09.

0330-1530Z, O/T PPR. ATND SKD By operational requirements. Customs: O/R.

Jet A-1.

ABN. Fire 6.

Sahand

4397' OITM ACP +03:30 N37 20.9 E046 08.0

Apt Administration 0421-3252525-6, 0421-7229888; 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 at least 72hr before EOBT from OITT aerodrome.

Fire 3 , during skd Flt Ops Cat 5 is available.

Sanandaj

4528' OICS SDG +03:30 N35 15.0 E047 00.7

Apt Administration 87-33774051-3, 87-33774060; Fax 87-33774066.

01/19 9905' ASPHALT. PCN 55/F/C/X/T. TORA 01 9904'. TORA 19 8264'. LDA 01 8264'. LDA

IRAN

19 9904'. TODA 01 10265'. TODA 19 10216'. ASDA 01 10265'. ASDA 19 10216'. HIRL.

21 MAR - 22 SEP 0230-1430Z and 23 SEP - 20 MAR 0330-1330Z. O/T O/R PPR at least 72hr before EOBT from OICS aerodrome. ATND SKD 21 MAR - 22 SEP 0230-1430Z and 23 SEP - 20 MAR 0330-1330Z. O/T O/R PPR at least 72hr before EOBT from OICS aerodrome. Customs: O/R.

Jet A-1.

ABN. Fire 3 , CAT 6 Avbl during Skd flights Ops and during Non-Skd flights Ops that PPR at least 72hr before EOBT from Sanadaj AD.

Saqez

5103' OICZ +03:30 N36 12.7 E046 18.3

Apt Administration 87 36318002.

10/28 8632' ASPHALT. PCN 38/F/C/X/T. LDA 28 5755'.

O/R. PPR at least 72 hrs before estimated off-block time from OICS Apt.

Fire 5 , for non-skd flights which get prior permission from OICS AD at least 72 hrs before EOBT.

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'.

O/R. PPR at least 72hr before EOBT from OIMM. Customs: O/R.

Fire 4.

Saravan

3943' OIZS +03:30 N27 25.1 E062 19.0

Apt Administration 54-37630500-4, 54-37640500-9; Fax 54-37640501.

13/31 10827' ASPHALT. PCN 20/F/B/Y/T. TODA 13 11024'. TODA 31 11024'. ASDA 13 11024'. ASDA 31 11024'.

O/R, PPR at least 72hr before EOBT from OIZH.

Fire 2 ,CAT 6 PPR at least 72 hrs before estimated off-block time from OIZH Apt.

Sardar-E-Jangal see Rasht**Sari (Dasht-E-Naz)**

37' OINZ SRY +03:30 N36 38.1 E053 11.6

Apt Administration 11-33724101-3, 33710000; Fax 11-33722404.

16/34 8671' ASPHALT. PCN 50/F/C/X/T. LDA 34 5240'. TODA 16 8868'. TODA 34 8868'. ASDA 16 8868'. ASDA 34 8868'. HIRL.

0330-1530Z. O/T O/R, PPR at least 72hr before EOBT from AD. ATND SKD H24. Customs: O/R.

Jet A-1, JP-4.

ABN. Fire 7 , CAT 8 PPR.

Semnan

3718' OIIS SNX +03:30 N35 36.7 E053 29.9

Apt Administration 23-33344231, 23-33350051; Fax 23-33350050.

03/21 10167' ASPHALT. PCN 50/F/D/Y/U. TODA 03 10482'. TODA 21 10495'. ASDA 03 10482'. ASDA 21 10495'.

O/R. PPR at least 72hr before EOBT from OIIS aerodrome.

ABN.

Shahid Ashrafi Esfahani see Kermanshah**Shahid Asyae see Masjed Soleiman****Shahid Beheshti Intl see Esfahan****Shahid Dastghaib Intl see Shiraz****Shahid Hashemi Nejad Intl see Mashhad****Shahid Sadooghi Intl see Yazd****Shahid Vatan Pour AB see Esfahan**

IRAN

Shahre Kord

6723' OIFS CQD +03:30 N32 17.8 E050 50.5

Apt Operator 38-32270901-4, 38-32270919, 38-32274090; Fax 38-32270910.

14/32 9859' ASPHALT. PCN 35/F/B/X/T. TODA 14 10341'. TODA 32 10338'. ASDA 14 10341'. ASDA 32 10338'. HIRL.

O/R. PPR at least 72hr before EOBT from OIFS aerodrome. Customs: O/R.

Jet A-1.

ABN. Fire 6.

Shahrud

4215' OIMJ RUD +03:30 N36 25.5 E055 06.2

Apt Administration 23-31888000; Fax 23-32506360.

07/25 9974' ASPHALT. PCN 44/F/C/X/T. TODA 07 10433'. TODA 25 10171'. ASDA 07 10433'. ASDA 25 10171'. HIRL.

21 MAR - 22 SEP 0400-1400Z, 23 SEP - 20 MAR 0400-1300Z O/T O/R. PPR for skd and non-skf Flt at least 48hr before EOBT from Shahroud aerodrome. ATND SKD 21 MAR - 22 SEP 0400-1400Z, 23 SEP - 20 MAR 0400-1300Z O/T O/R. PPR for skd and non-skf Flt at least 48. Customs: O/R.

F-3, Jet A-1, JP-4.

ABN. Fire 3 Cat 6 PPR for skd flights and for non-skf flights at least 48 hrs EOBT from Shahroud AD.

Shiraz (Shahid Dastghaib Intl) Apt of Entry

4917' 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. ASDA 11L 14383'. ASDA 29R 14688'. HIRL. HIALS 29R.

11R/29L 14012' ASPHALT. PCN 80/F/C/W/T. ASDA 29L 14177'. HIRL. HIALS 29L.

H24. ATND SKD H24. Customs: H24.

F-3, Jet A-1.

ABN. Fire 8.

Sirjan

5847' OIKY SYJ +03:30 N29 33.1 E055 40.3

Apt Administration 34-42265488-9; Fax 34-42265485.

13/31 12297' ASPHALT. PCN 45/F/B/X/T. TODA 13 12494'. TODA 31 12491'. ASDA 13 12494'. ASDA 31 12491'. HIRL.

O/R, PPR at least 72hr before EOBT from OIKK aerodrome. ATND SKD O/R. Customs: O/R.

Jet A-1.

ABN. Fire 2 , fire 5 for skd flights and at least 48hr PPR for non-skf flights.

Sirri Island (Sirri)

26' OIBS SXI +03:30 N25 54.5 E054 32.5

Apt Administration 21-09300930130, 21-09300930131, 21-23940446; Fax 21-23940867.

12/30 8156' ASPHALT. PCN 46/F/A/X/T. TODA 30 8373'. ASDA 30 8373'. HIRL. ALS 30.

SR-SS. O/T PPR. ATND SKD SR-SS.

Jet A-1.

ABN. Fire 6.

Tabas

2251' OIMT TCX +03:30 N33 40.1 E056 53.6

Apt Administration 56-32834098, 56-32834099; Fax 56-32826070, 56-32834072.

15/33 9836' ASPHALT. PCN 35/F/B/X/T. TODA 15 10495'. TODA 33 10495'. ASDA 15 10495'. ASDA 33 10495'. HIRL. HIALS 33.

Rwy 15 Right-Hand Circuit.

O/R. PPR at least 72hr before EOBT from OIMB aerodrome. ATND SKD 0330-1130Z.

IRAN

Jet A-1.

ABN. Fire 3 , CAT 6 available during scheduled operations and non-scheduled operations that PPR at least 72 hr.

Tabriz (Tabriz Intl) Apt of Entry

4449' OITT TBZ +03:30 N38 08.0 E046 14.1
Apt Administration 41-35260405, 41-35260406;
Fax 41-35260408; Tabriz.Info@airport.ir.

12L/30R 11995' CONCRETE. PCN 65/R/B/X/T.
TODA 12L 12979'. TODA 30R 12979'. ASDA
12L 12979'. ASDA 30R 12979'. HIRL. HIALS
30R.

Rwy 12L Right-Hand Circuit.

12R/30L 12333' ASPHALT. PCN 60/F/C/X/T.
TORA 12R 11447'. LDA 30L 11447'. HIRL.

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
Apt Administration 21 44666701-4; Fax 21
44666705.

11L/29R 13773' ASPHALT. PCN 80/F/C/W/T.
TODA 11L 14167'. TODA 29R 14170'. ASDA
11L 14167'. ASDA 29R 14170'. HIRL. ALS
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.
LDA 29L 11969'. TODA 29L 14436'. ASDA 29L
14436'. HIRL.

H24. Customs.

Jet A-1.

ABN. Fire 9.

Tehran (Mehrabad Intl) Apt of Entry

3956' OIII THR +03:30 N35 41.3 E051 18.9
Apt Administration 21-61021, 21-66025225,
21-66025343; Fax 21-66025327.

11L/29R 11962' CONCRETE.
PCR: 720/R/A/W/T, PCN 72/R/A/W/T. LDA 11L
9173'. TODA 29R 13110'. ASDA 29R 13110'.
HIRL. HIALS 29R.

Rwy 11L Right-Hand Circuit.

11R/29L 13238' ASPHALT. PCN 90/F/A/X/T,
PCR: 810/F/A/X/T. LDA 11R 11125'. HIRL.
MIALS 11R.

Rwy 11R Right-Hand Circuit.

H24. ATND SKD H24. Customs: H24.

F-3, Jet A-1, JP-4.

ABN. Fire 9 , CAT 10 Avbl for those Flt which
get PPR at least 24hr before EOBT from Meh-
rabad AD.

Tehran (Shahid Aryafar)

3380' OIIR +03:30 N35 31.7 E051 30.6

Apt Administration 2148858540; Fax
2155671550.

11/29 3018' ASPHALT.

SR-SS. Civil Acft are not authorized to Opr but
for Mil Acft PPR at least 24 hr in advance of
EOBT from Islamic Republic of Iran police avia-
tion. ATND SKD SR-SS.

Jet A-1, JP-4.

Fire 4.

Tehran see Shahid Aryafar

Tunb-e-Bozorg I (Tunb-e-Bozorg)

49' OIBX Mil. +03:30 N26 15.5 E055 18.9

Apt Administration 076-32632137.

03/21 7054' ASPHALT. PCN 26/F/B/Y/T. LDA
21 6529'. ASDA 03 7251'. ASDA 21 7251'.

SR-SS.

Fire 5.

Uromiyeh

4342' OITR OMH +03:30 N37 40.3 E045
04.1

IRAN

Apt Administration 44-32777766-9,
44-32777770, 44-32787717, 44-32787719,
44-32787859; Fax 44-32770029.

03/21 10669' ASPHALT. PCN 58/F/C/X/T.
TODA 03 10823'. TODA 21 11000'. ASDA 03
10823'. ASDA 21 11000'. HIRL. HIALS 21.

0330-1830Z. O/T O/R, PPR at least 72hr before
EOBT from OITR aerodrome. Customs: O/R.

Jet A-1.

ABN. Fire 7, CAT 8 Avbl during Skd Flt, for
non-Skd Flt PPR from AD at least 72hr before
EOBT.

Yasouj

5939' OISY YES +03:30 N30 41.8 E051
33.0

74-33335001-3. Apt Operator 74-33310200-1,
74-33333552; Fax 74-33333651.

13/31 10499' ASPHALT. PCN 46/F/C/X/T. LDA
13 8937'. TODA 13 11161'. TODA 31 10797'.
ASDA 13 11161'. ASDA 31 10797'. HIRL.

Rwy 13 Right-Hand Circuit.

O/R. PPR at least 72hr before EOBT from
OISY aerodrome. ATND SKD O/R.

Jet A-1.

ABN. Fire 3, Cat 5 available during skd Flt and
those non-skd Flt received PPR from AD at
least 24hr before EOBT.

Yazd (Shahid Sadooghi Intl) Apt of Entry

4054' OIYY AZD +03:30 N31 54.4 E054
16.6

Apt Administration 35-31010; Fax
35-31018888. 35-37217672, 37219797. Apt
Operator 35-31018000, 35-37227760;
yazd@airport.ir. Ground Services
35-37218833.

13/31 13451' ASPHALT. PCN 60/F/B/X/T.
TODA 13 14110'. TODA 31 14110'. ASDA 13
14110'. ASDA 31 14110'. HIRL.

H24. ATND SKD H24. Customs: H24.

Jet A-1.

ABN. Fire 7, Cat 9 for non-skd flights 72hr PPR
before EOBT from AD.

Zabol

1577' OIZB ACZ +03:30 N31 05.9 E061
32.6

Apt Operator 54-32224333, 54-32225033,
54-32228883; Fax 54-32235401.

16/34 9846' ASPHALT. PCN 40/F/D/X/U.
TODA 16 10666'. TODA 34 10679'. ASDA 16
10666'. ASDA 34 10679'. RL.

O/R. PPR at least 72hr before EOBT from
OIZH aerodrome. ATND SKD During hours of
Skd Ops O/T PPR.

Jet A-1.

ABN. Fire 2, also CAT 5 available for those Flt
which get PPR at least 72hr before EOBT from
OIZH aerodrome.

Zahedan (Zahedan Intl) Apt of Entry

4520' OIZH ZAH +03:30 N29 28.4 E060
54.2

Apt Operator 54-33222774-7, 54-33231700;
Fax 54-33230387.

17L/35R 13993' ASPHALT. PCN 67/F/B/W/T.
LDA 35R 13219'. TODA 17L 15174'. TODA
35R 15174'. ASDA 17L 15174'. ASDA 35R
15174'. HIRL.

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, CAT 8 PPR at least 24 hr before
EOBT.

Zanjan

5380' OITZ JWN +03:30 N36 46.5 E048
21.5

Apt Administration 24 33360301-6, 24
33360400-1, 24 33360404; Fax 24 33360303.

IRAN

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 at least 72hr before EOBT from
OITZ. ATND SKD O/R. Customs: O/R.

Jet A-1. O/R.

ABN. Fire 4 , CAT 8 for skd flights, non skd
flights 48hr PPR.

Zarghan

5400' OISO +03:30 N29 45.0 E052 40.0

02/20 4199' ASPHALT.

PPR from Shiraz airport.

IRAQ

Al Najaf (Al-Ashraf Intl) Apt of Entry

107' ORNI NJF +03:00 N31 59.4 E044 24.3

Apt Administration (0) 780 002 8999, (0) 780 673 2672, (0) 786 842 7090; ais-briefing@njfairport.iq, ais-njf@njfairport.iq, director-office@njfairport.iq. (0) 786 519 0620.

10/28 9842' ASPH/CONC. PCN 57/F/C/W/U. TODA 10 10088'. TODA 28 10088'. ASDA 10 10039'. ASDA 28 10039'. RL. HIALS 28.

H24. PPR from Al Najaf Air Ops. ATND SKD H24. Customs: H24.

Jet A-1.

ABN. Fire 7.

Al-Anbar (Al Asad) Apt of Entry

619' ORAA IQA Mil. +03:00 N33 47.1 E042 26.5

Apt Administration dod.baghdad.dod.mbx.443-aes-airfield-management@army.mil.

09L/27R 13124' PAVED. HIRL. HIALS.

09R/27L 13123' CONC/ASPH. PCN 82/F/A/W/T. HIRL. HIALS.

PPR required a minimum of 24 hours in advance, but no earlier than 5 days in advance. JP-8.

Al-Ashraf Intl see Al Najaf**Baghdad (Baghdad Intl)** Apt of Entry

114' ORBI BGW +03:00 N33 15.8 E044 14.1

Apt Administration (01) 813 2484; biab.manager@gcans.gov.iq.

15L/33R 13123' CONCRETE. PCN 56/R/C/W/T. HIRL.

Rwy 15L Right-Hand Circuit.

15R/33L 10830' CONCRETE. PCN 54/R/C/W/T. RL.

Rwy 15R Right-Hand Circuit.

H24. CIV acft require PPR for military ramps and must check NOTAMs for most current PPR requirements. ATND SKD SR-SS from Iraqi Airways. Customs: SR-SS. H24 O/R.

Jet A-1, JP-8.

Fire 9.

Bashur (Bashur AB)

2097' ORBR Mil. +03:00 N36 32.0 E044 20.4

13/31 6613' PAVED. ALS 13.**Basrah (Basrah Intl)** Apt of Entry

11' ORMM BSR +03:00 N30 32.9 E047 39.7

Apt Administration 782 3009800; basrah.airport@icaa.gov.iq. ormmmet@yahoo.com. Apt Operator ais.bsr@gcans.gov.iq.

14/32 13146' CONCRETE. PCN 72/R/C/W/T. RL. HIALS.

Rwy 14 Right-Hand Circuit.

H24. ATND SKD H24. Customs: H24.

Jet A-1.

Fire 8.

Erbil (Erbil Intl) Apt of Entry

1324' ORER EBL +03:00 N36 14.3 E043 56.8

Apt Operator (0) 750 144 6685, 66 281 0031, 66 281 0051; ats.dep@eia.krd, gd.office@eia.krd.

18/36 15748' CONCRETE. PCN 80/R/B/W/T. HIRL. ALS 18.

Rwy 18 Right-Hand Circuit.

H24. PPR not later than 24 hr prior to the flight operation. ATND SKD H24. Customs: H24.

Jet A-1.

ABN. Fire 9.

Jalal Talabani Intl see Sulaimaniyah**Kirkuk (Kirkuk Intl)** Apt of Entry

1061' ORKK KIK +03:00 N35 28.2 E044 20.9

Apt Administration 780 300 0639; administration@kik-airport.com.

IRAQ

13/31 9810' CONCRETE. PCN 43/R/B/W/T.
RL.

14/32 8517' ASPHALT. PCN 85/F/C/W/T.

H24. ATND SKD H24. Customs: H24.

Unused RWY 14/32.

Jet A-1.

Fire 9.

Mosul (Mosul Intl)

705' ORBM OSM +03:00 N36 18.3 E043
08.8

Apt Administration (0) 770 482 5143, (0) 780
928 4544. ATC (0) 770 007 4122; masul-
tower@yahoo.com. Apt Operator hay-
der.ali.miap@gmail.com.

15/33 8694' CONCRETE. PCN 46/R/B/W/T.
RL. HIALS 15. ALS 33.

AIRPORT CLOSED DUE TO SECURITY REA-
SONS. Customs.

Sulaimaniyah (Jalal Talabani Intl) Apt of

Entry

2492' ORSJ ISU +03:00 N35 33.6 E045
18.9

Apt Administration (0) 770 240 0185, (0) 770
240 8986, (0) 770 361 9898; Fax (0) 53 321
0222. 53 317 4202; met.office@jta.krd. Apt
Operator airtrans@sulairport.krd.

13/31 11483' CONCRETE. PCN 85/R/B/X/T.
TODA 13 12467'. TODA 31 12467'. ASDA 13
11680'. ASDA 31 11680'. HIRL. ALS.

Rwy 13 Right-Hand Circuit.

PPR. H24. ATND SKD H24. Customs: H24.

Jet A-1.

ABN. Fire 9.

ISRAEL

Ben Gurion see Tel Aviv

Eilat (Ilan and Asaf Ramon) Apt of Entry
288' LLER ETM +02:00* N29 43.6 E035 00.8

Apt Administration 8-9553799, 8-9553881;
teum_eilat@iaa.gov.il. Apt Operator 8-9553600.
Ground Services 8-9553600.

01/19 11811' ASPHALT. PCN 88/F/B/W/T,
PCR: 660/F/B/X/U. TODA 01 12090'. TODA 19
12090'. RL.

Rwy 19 Right-Hand Circuit.

PPR. H24. ATND SKD Sun-Thu 0330-2130Z,
Fri and Hol eve 0400-1600Z, Sat and holidays
1200-2030Z. O/T PNR 24hrs in advance. Customs:
Sun-Thu 0330-2130Z, Fri and Hol eve
0400-1600Z, Sat and Hol 0500-2130Z. O/T
PPR.

F-3, Jet A-1.

ABN. Fire 9 Beyond operating hr by special
permission from the Apt Management.

Haifa (Uri Michaeli)

28' LLHA HFA +02:00* N32 48.6 E035 02.6
Apt Administration 4-8476100/1; Fax
4-8728657; mail_haifaairport@iaa.gov.il.
4-8476132; On Call Security: 4-8476106,
Security: 50-9753105/6. ATC 4-8476120/ COM
Failure: 4-8729361; migdalha@iaa.gov.il.
Ground Services H24 053-7211039.

15/33 4324' ASPHALT. PCN 39/F/C/Y/T,
PCR: 320/F/C/X/T. TORA 15 4029'. TORA 33
4029'. LDA 15 3862'. LDA 33 3671'. ASDA 15
4029'. ASDA 33 4029'. HIRL.

Rwy 33 Right-Hand Circuit.

Use of CWY for Rwy 15 - coordination with
ATC is required before line-up.

Mon-Wed 0600-1800Z, 1800-2000Z for skd
commercial flt Acft capacity of 30 PAX or more;
Sun, Thu 0600-2000Z; Fri, Hol eve
0500-1700Z; Sat, Hol 0600-1800Z, Jewish New
Year's eve Apt clsd for Arr/Dep at 1600Z, Yom
Kipur at 1200Z until hol's following day. AT.

Customs: PPR with Operation and Security
Center.

Landing and takeoff of Helicopters in medical
evacuation or Israeli Police in operational emer-
gency is allowed beyond operational hours for
refueling purposes only, and requires prior
coordination with AD Administration.

F-3, Jet A-1.

ABN. Fire 5.

Ilan and Asaf Ramon see Eilat**Tel Aviv (Ben Gurion)** Apt of Entry

134' LLBG TLV +02:00* N32 00.6 E034 53.1
Apt Administration 3-9752000, 3-9752001,
3-9752002. ARO 3-975-6242, 3-975-6243,
3-975-6244, 3-975-6245; ramste@iaa.gov.il.
ATIS H24 3-7526243, 3-7755074. Ground
Services 3-9751354, 3-9774046; Mobile
57-7263440; Fax 3-9751392.

03/21 9094' ASPHALT. PCN 90/F/C/W/T,
PCR: 850/F/C/X/T. TODA 03 9586'. TODA 21
9586'. HIRL. ALS 21.

Rwy 03 Right-Hand Circuit.

08/26 13327' ASPHALT. PCN 90/F/C/X/T,
PCR: 880/F/C/X/T. TORA 08 11811'. LDA 08
11745'. LDA 26 11358'. TODA 08 13517'.
TODA 26 13819'. ASDA 08 13123'. HIRL.
MIALS 08. ALS 26.

Rwy 08 Right-Hand Circuit.

12/30 10210' ASPHALT. PCN 90/F/C/W/T,
PCR: 840/F/C/X/T. LDA 30 9948'. TODA 12
10702'. TODA 30 10702'. ASDA 12 10407'.
HIRL.

Rwy 12 Right-Hand Circuit.

H24. ATND SKD H24. Customs: H24.

Due to operational limitations landing of 4
engines Acft is prohibited during the following
periods (except traffic approved by Apt adminis-
tration): Winter: Sun-Fri 1200-2000LT.
Summer: Sun-Fri 0800-2000LT.

ISRAEL

Due to traffic congestion, operation of general aviation, test and helicopter flights are not permitted at the Apt during the following periods (except traffic approved by Apt administration): Summer: Sun-Fri: 0500-0800LT, 1400-1800LT and 0001-0140LT. Winter: Sun-Fri: 0530-0800LT and 0001-0140LT.

Apt closed for landings, daily 0100-0200LT. Flights arriving from Nicosia FIR shall cross KONFO not before 0140LT.

F-3, Jet A-1.

ABN. Fire 9 Within AD hrs, O/T O/R.

Uri Michaeli see Haifa

JORDAN

Amman (Amman City)

2555' OJAM ADJ +03:00 N31 58.4 E035 59.5

Apt Administration 4891400-6, 4891401; Fax 4892624. 64894139-3216, 795359234, 797026602.

06/24 10745' ASPHALT. PCN 55/F/C/W/U, PCR: 730/F/B/X/T. TODA 06 11824'. TODA 24 11775'.

Rwy 24 PCR: 800/F/C/X/T.

H24. ATND SKD H24. Customs: H24.

F-4, Jet A-1.

ABN. Fire 8 H24.

Amman (Queen Alia Intl) Apt of Entry

2396' OJAI AMM +03:00 N31 43.4 E035 59.7

Apt Administration 6 4018021; Fax 6 4451136. ATIS 6 4451489-92.

08L/26R 12034' ASPHALT. PCR: 1500/F/A/X/T, PCN 88/F/C/W/T. TODA 08L 14787'. TODA 26R 14787'. ASDA 08L 12513'. ASDA 26R 12513'. HIRL. ALS 26R.

08R/26L 12008' ASPHALT. PCR: 1060/R/A/W/T, PCN 97/F/C/W/T. TODA 08R 14774'. TODA 26L 14774'. ASDA 08R 12500'. ASDA 26L 12500'. HIRL.

H24. ATND SKD H24. Customs: H24.

Jet A-1.

ABN. IBN. Fire 10.

Aqaba (King Hussein Intl) Apt of Entry

173' OJAQ AQJ +03:00 N29 36.7 E035 01.1

Apt Administration 3 2012111, 3 2012445, 3 2034010; Fax 3 2012397.

01/19 9843' ASPHALT. PCR: 1550/F/A/X/T, PCN 54/F/A/W/U. ASDA 01 10335'. ASDA 19 10040'. HIRL. HIALS.

Rwy 19 Right-Hand Circuit.

H24 ATND SKD H24. Customs: H24.

Jet A-1.

ABN. Fire 9.

Azraq (Muwaffaq Salti AB)

1719' OJMS Mil. +03:00* N31 49.6 E036 46.9

Apt Administration 332eoss.eog.osf@us.af.mil. ATS 332eoss.towerlno@us.af.mil. Apt Operator 332elrs.atoc@us.af.mil.

08/26 9022' ASPHALT. PCN 42/R/B/W/T. HIRL. HIALS 08. ALS 26.

13/31 9842' CONC/ASPH. PCN 57/R/B/W/T. HIRL. HIALS 31.

TRAN Alert - ATOC HS 0000-2359Z.

Fire 8.

King Abdullah II AB see Zarqa

King Hussein Intl see Aqaba

Queen Alia Intl see Amman

Zarqa (King Abdullah II AB)

2291' OJKA Mil. +02:00* N32 00.3 E036 13.4

13/31 7599' ASPHALT.

KUWAIT

Ahmed Al Jaber AB see Ash Shuayeah**Ali Al Salem (Ali Al Salem AB)**

472' OKAS Mil. +03:30 N29 20.8 E047 31.2
Apt Administration
asab386aew.a5org@us.af.mil,
asab386eoss.osamflightplansorg@us.af.mil.
803-895-0906. Apt Manager 318-442-2047/48;
386eoss.doa@asab.afcent.af.mil. Apt Operator
318-442-2920.

12L/30R 9844' CONC/ASPH.
PCN 37/R/C/W/T. HIRL. HIALS.

12R/30L 9844' ASPH/CONC. PCN 41/R/B/W/T.
MIRL. ALS. Rwy 12R Runway closed. Rwy 30L
Runway closed.

24hr PPR.

Refer to DOD/NGA supplementary publications
for additional information

JP-8.

ABN.

Ash Shuayeah (Ahmed Al Jaber AB)

409' OKAJ Mil. +03:30 N28 56.1 E047 47.5
H24 (28 OWS) 803-717-8226/27/28. Apt Oper-
ator asab386eoss.osamflightplan-
sorg@us.af.mil.

15L/33R 9856' ASPHALT. PCN 27/R/B/W/T.
HIRL. HIALS.

15R/33L 9857' ASPHALT. PCN 31/R/B/W/T.
HIRL. HIALS. Rwy 15R Runway closed. Rwy
33L Runway closed.

Rwy 15R-31L closed until further notice per
host nation.

JP-8.

ABN. Fire U.

Kuwait (Kuwait Intl) Apt of Entry

204' OKKK KWI +03:00 N29 13.6 E047 58.8
247 102 65, 247 214 27, Emergency: 00965
161 ext 1500, Emergency: 00965 24332223 ext
1500. Apt Operator 243 133 97; Fax 247 214
23. Ground Services H24 243 304 85/ 243 304

86/ 243 128 94; Fax 243 304 82/ 243 304 75;
airfuel@qualitynet.net.

15L/33R 11483' ASPHALT. 618/F/A/X/U,
PCN 62/F/A/W/T. HIRL. ALS.

Rwy 33R Right-Hand Circuit.

15R/33L 11155' CONCRETE.
PCN 61/R/B/W/T, 629/R/A/X/U. TODA 15R
12139'. TODA 33L 12139'. ASDA 15R 11352'.
ASDA 33L 11352'. HIRL. ALS.

Rwy 15R Right-Hand Circuit.

16/34 15026' ASPHALT. PCR: 875/F/A/X/T.
HIRL. ALS.

Rwy 16 Right-Hand Circuit.

H24. ATND SKD H24. Customs: H24.

Non Noise Certificated subsonic Aeroplane
(NNC) operations restricted daily between
1830-0530Z.

F-3, Jet A-1.

ABN. IBN. Fire 10 H24.

Udairi (Camp Udairi)

424' OKDI Mil. +03:00* N29 41.9 E047 26.2
(28th OWS) 803-895-0906, 965-6900-3917,
965-6900-3924. Apt Operator (PPR - SVOIP)
308-580-1198.

18/36 4266' ASPHALT. HIRL.

Refer to DOD/NGA supplementary publications
for additional information.

JP-8.

LEBANON
Beirut (Rafic Hariri Intl) Apt of Entry

85' OLBA BEY +02:00* N33 49.1 E035 29.4

Apt Administration 1 628195, 1 628196; Fax 1 629010; dgca@beirutairport.gov.lb. ATIS H24 1628000.

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.

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. Rwy 16 Takeoff not allowed. Rwy 34 Landing not allowed.

17/35 10663' ASPHALT. PCN 60/F/B/W/T. TORA 17 10564'. TORA 35 10564'. LDA 17 10564'. LDA 35 7874'. TODA 17 11302'. TODA 35 10761'. ASDA 17 10761'. ASDA 35 10728'. HIRL.

Rwy 17 Right-Hand Circuit.

H24. Customs.

F-2, F-3, O/R. F-4, F-5, F-6, Jet A, Jet A-1, Jet A-1+, Jet B, JP-4, JP-5, J, F-1. Oxygen.

ABN. IBN. Fire 9.

Kleyate (Rene Mouawad)

23' OLKA KYE +02:00* N34 35.2 E036 00.2

06/24 9842' CONCRETE. PCN 120.

Days. Customs: O/R.

Rafic Hariri Intl see Beirut

Rayak

2953' OLRA +02:00* N33 51.1 E035 59.6

04/22 9507' CONCRETE. PCN 120.

Days. Customs: O/R.

Rene Mouawad see Kleyate

MALDIVES
Dharavandhoo

6' VRMD DRV +05:00 N05 09.4 E073 07.8
Apt Operator 333 5566; Fax 331 4806;
info@iasl.aero.

12/30 3937' BITUMEN. PCN 15/F/B/X/T. TODA 12 4921'. TODA 30 4921'. HIRL.

By operational requirements.

ABN. Fire 5.

Fuvahmulah Island (Fuvahmulah)

6' VRMR FVM +05:00 S00 18.6 E073 26.0

Apt Operator 330 69 69; info@airports.mv.

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 (Gan Intl) Apt of Entry

7' VRMG GAN +05:00 S00 41.6 E073 09.3

Apt Operator 689 8010/8009; info@ganairport.aero.

10/28 9711' CONCRETE. PCN 120/R/C/W/T. TODA 10 12336'. TODA 28 10695'. RL.

Rwy 10/28 TORA/ASDA 10499'/10696' and TODA 13123'/11680' with starter extension 788'/985'.

H24. Customs.

Jet A-1.

ABN. Fire 8.

Hanimaadhoo Island (Hanimaadhoo Intl)

7' VRMH HAQ +05:00 N06 44.8 E073 10.1

Apt Operator 330 69 69; info@airports.mv.

03/21 8087' ASPHALT. PCR: 510/F/A/X/T. TODA 21 9071'.

By operational requirements. Customs.

Jet A-1.

ABN. Fire 7.

Ifuru

6' VREI IFU +05:00 N05 42.5 E073 01.5

Apt Operator 3335566; Fax 3314806; info@iasl.aero.

18/36 3937' ASPHALT. PCN 15/F/B/X/T. TODA 18 4921'. TODA 36 4921'.

By operational requirements.

ABN. Fire 5.

Kaadeddhoo Island (Kaadeddhoo)

3' VRMT KDM +05:00 N00 29.3 E072 59.8

Apt Operator 6840012; hr.kdm@villa.aero.

16/34 4003' ASPHALT. PCN 15/F/B/X/T. TODA 16 6004'. TODA 34 6004'.

By operational requirements. Non-sked tf PPr.

Jet A-1.

ABN. Fire 4.

Kadhdhoo Island (Kadhdhoo)

4' VRMK KDO +05:00 N01 51.5 E073 31.2

Apt Operator 3306969; info@airport.mv.

03/21 4003' BITUMEN. PCN 15/F/B/Y/U. TODA 03 6004'. TODA 21 6004'.

By operational requirements.

Jet A-1.

ABN. Fire 4.

Kooddoo Island (Kooddoo Airport)

4' VRMO GKK +05:00 N00 44.0 E073 26.0

Apt Manager manager@kooddooairport.com.

Apt Operator 333 3887.

18/36 5906' ASPHALT. PCN 37/F/B/X/T. TORA 18 5758'. TORA 36 5758'. LDA 18 5614'. LDA 36 5614'. TODA 18 6440'. TODA 36 6437'. ASDA 18 5902'. ASDA 36 5902'. HIRL.

By operational requirements.

ABN. Fire 5.

Maafaru (Maafaru Intl) Apt of Entry

6' VRDA NMF +05:00 N05 49.0 E073 28.0

MALDIVES

Apt Operator 333 5566; Fax 331 4806;
info@iasl.aero.

06/24 9350' ASPHALT. PCN 93/F/A/X/T. LDA
06 8956'. TODA 06 10334'. TODA 24 10334'.
RL.

H24. Customs: By operational requirements.

Jet A-1.

ABN. Fire 7.

Maamigili Island (Villa Intl)

7' VRMV VAM +05:00 N03 28.2 E072 50.1

Apt Operator 6684236, 9992688; safety@vil-
laairport.mv.

09/27 4593' ASPHALT. PCN 80/F/B/W/T.
TODA 09 5577'. TODA 27 5577'. RL.

Rwy 09 Right-Hand Circuit.

By operational requirements. Customs: O/R.

ABN. Fire 6.

Male (Velana Intl) Apt of Entry

8' VRMM MLE +05:00 N04 11.5 E073 31.7

Apt Operator 3325511; Fax 3331515;
info@macl.aero.

18/36 11155' ASPH/CONC. PCN 80/F/B/W/T.
LDA 18 9711'. LDA 36 9957'. TODA 18 12139'.
TODA 36 12139'.

H24. PPR for non-sked t/c. Customs: H24.

Jet A-1.

ABN. Fire 9.

Thimarafushi

7' VRNT TMF +05:00 N02 12.6 E073 09.2

Apt Operator 3335566; info@iasl.aero.

05/23 3937' ASPHALT. PCN 15/F/B/X/T. TODA
05 4921'. TODA 23 4921'. HIRL.

By Operational Requirements.

ABN. Fire 4.

Velana Intl see Male

Villa Intl see Maamigili Island

NEPAL
Bajhang

4127' VNBG BJH +05:45 N29 32.3 E081 11.0

06/24 2066' SOIL.

16 FEB-15 NOV 0015-0630, 16 NOV-15 FEB 0045-0630.

Fire U.

Bajura

4606' VNBR BJU +05:45 N29 30.2 E081 40.1

09/27 1968' ASPH/CONC.

16 FEB-15 NOV 0015-0630, 16 NOV-15 FEB 0045-0630.

Fire U.

Bhairahawa (Gautam Buddha Intl) Apt of Entry

347' VNBW BWA +05:45 N27 30.4 E083 25.1

Apt Operator 071-597021; Fax 071-455004; gautambuddha_cao@caanepal.gov.np.

10/28 9843' ASPH/CONC. PCN 80/F/A/W/T. TODA 10 10827'. TODA 28 10827'. HIRL. HIALS 28.

Rwy 28 Right-Hand Circuit.

0015-1815 and by NOTAM. Customs: 0015-1815.

Jet A-1.

ABN. Fire 9.

Bharatpur

684' VNBP BHR +05:45 N27 40.7 E084 25.8
Apt Operator 056-520254; Fax 056-526573.

15/33 3937' ASPHALT. TORA 15 3904'. TORA 33 3917'. LDA 15 3724'. LDA 33 3560'. TODA 15 3904'. TODA 33 3917'. ASDA 15 3904'. ASDA 33 3917'.

16 FEB-15 NOV 0015-1245 and 16 NOV-15 FEB 0045-1215. O/T prior coordination required.

Fuel: U.

ABN. Fire U.

Bhojpur

3962' VNBJ BHP +05:45 N27 08.8 E087 03.0

17/35 1788' ASPH/CONC.

16 FEB-15 NOV 0015-0630, 16 NOV-15 FEB 0045-0630.

Fire U.

Biratnagar

242' VNVN BIR +05:45 N26 29.0 E087 15.9

Apt Administration 021-465060. ATS 021-465641 (TWR). Apt Manager 021-465566. Apt Operator biratnagar_cao@caanepal.gov.np.

09/27 5823' BITUMEN. PCN 37/F/D/Y/T. LDA 09 5495'. LDA 27 5249'. HIRL. MIALS 09.

16 FEB-15 NOV 0015-1815, 16 NOV-15 FEB 0045-1815, and by NOTAM.

Jet A-1.

ABN. Fire 5.

Chandragadhi

317' VNCG BDP +05:45 N26 34.2 E088 04.6

Apt Operator 23-452075; Fax 23-453801.

10/28 4921' BITUMEN. PCN 16/F/D/Y/T. MIRL.

Rwy 28 Right-Hand Circuit.

16 FEB-15 NOV 0015-1815 and 16 NOV-15 FEB 0045-1815, and by NOTAM.

Jet A-1.

Fire 5.

Dang

2080' VNDG DNP +05:45 N28 06.7 E082 17.5

16/34 2460' ASPH/CONC.

16 FEB-15 NOV 0015-0630, 16 NOV-15 FEB 0045-0630.

NEPAL

Dhangadhi

621' VNDH DHI +05:45 N28 45.3 E080 35.0
ATS 091-575219. Apt Operator
091-575119(Office); Fax 091 - 575119.

09/27 5906' ASPH/CONC. PCN 24/F/B/Y/T.
MIRL.

Rwy 27 Right-Hand Circuit.

16 FEB -15 NOV 0015-1815, 16 NOV -15 FEB
0045-1815, and by NOTAM.

Jet A-1.

ABN. Fire U.

Dolpa

8212' VNDP DOP +05:45 N28 59.1 E082
49.1

16/34 1837' CONCRETE.

16 FEB-15 NOV 0015-0630, 16 NOV-15 FEB
0045-0630.

Fire U.

Gautam Buddha Intl see Bhairahawa**Janakpur**

233' VNJP JKR +05:45 N26 42.6 E085 55.5
ATS 041-590052. Apt Operator 041-590057;
H24 041- 590053; janakpur_cao@caane-
pal.gov.np.

09/27 4285' ASPH/CONC. PCN 14/F/C/Y/T.
MIRL.

16 FEB-15 NOV 0015-1815, 16 NOV-15 FEB
0045-1815, and by NOTAM.

Jet A-1.

ABN. Fire U.

Jomsom

8976' VNJS JMO +05:45 N28 46.9 E083
43.3

06/24 2657' ASPH/CONC. LDA 24 2526'.

16 FEB-15 NOV 0015-0630, 16 NOV-15 FEB
0045-0630.

Fire U.

Jumla

7792' VNJL JUM +05:45 N29 16.4 E082
11.4

09/27 2214' ASPH/CONC.

16 FEB-15 NOV 0015-1245, 16 NOV-15 FEB
0045-1215.

Fire U.

Kathmandu (Tribhuvan Intl) Apt of Entry

4395' VNKT KTM +05:45 N27 41.8 E085
21.6

Apt Operator 01-4113163, 4113033; Fax
01-4113180.

02/20 10085' ASPHALT. PCN 76/F/C/W/T. LDA
02 9101'. TODA 02 11069'. TODA 20 11069'.
HIRL.

H24. Customs.

Jet A-1.

ABN. Fire 9.

Lukla (Tenzing-Hillary)

9337' VNLK LUA +05:45 N27 41.3 E086
43.9

06/24 1729' ASPH/CONC. Rwy 06 Takeoff not
allowed. Rwy 24 Landing not allowed.

16 FEB-15 NOV 0015-1245, 16 NOV-15 FEB
0045-1215.

Fire U.

Nepalgunj

518' VNNG KEP +05:45 N28 06.1 E081
40.1

Apt Administration 081-565210. ATS
081-565205. Apt Operator 081-565158; Fax
081-565204.

08/26 5584' BITUMEN. PCN 21/F/C/Y/T. MIRL.
MIALS 26.

16 FEB-15 NOV 0015-1815, 16 NOV-15 FEB
0045-1815, and by NOTAM.

Jet A-1.

ABN. Fire 5.

NEPAL

Phaplu

8097' VNPL PPL +05:45 N27 30.9 E086 35.2

02/20 2230' ASPH/CONC.

16 FEB-15 NOV 0015-0630, 16 NOV-15 FEB 0045-0630.

Fire U.

Pokhara (Pokhara Intl) Apt of Entry

2638' VNPR PHH +05:45 N28 11.1 E084 01.0

Apt Operator 61-597007; pcao2016@gmail.com, piacaochief@gmail.com, pokhara_cao@caanepal.gov.np.

12/30 8202' CONCRETE. PCN 63/R/B/W/T. LDA 30 7611'. HIRL. ALS 12.

16 Feb-15 Nov: 0015-1815. 16 Nov-15 Feb: 0045-1815. Customs.

Jet A-1.

ABN. Fire 7.

Pokhara

2684' VNPB PKR +05:45 N28 11.9 E083 58.7

Apt Operator 061455979; pokhara_cao@caanepal.gov.np.

04/22 4747' BITUMEN. LDA 22 4413'.

16 FEB-15 NOV 0015-1245, 16 NOV-15 FEB 0045-1215, and by NOTAM.

Jet A-1.

ABN. Fire 2 Fire Fighting and Rescue Service not available 0630-1245.

Rajbiraj

249' VNRB RJB +05:45 N26 30.6 E086 44.3
ATS 031-522458.

11/29 5217' ASPH/CONC. LDA 29 4922'. HIRL.
30 JAN-01 NOV 0415-1115, 02 NOV-29 JAN 0415-1015. O/T prior coordination required.

ABN. Fire U.

Ramechhap

1624' VNRC +05:45 N27 23.6 E086 03.7

03/21 1902' PAVED. LDA 03 1797'. LDA 21 1843'.

16 FEB-15 NOV 0015-0630, 16 NOV-15 FEB 0045-0630.

Jet A-1.

Fire U.

Simara

449' VNSI SIF +05:45 N27 09.6 E084 58.8

Apt Operator 053-521952; Fax 053-520210.

01/19 3911' ASPH/CONC. PCN 11/F/C/Y/T. MIRL.

16 FEB-15 NOV 0015-1815, 16 NOV-15 FEB 0045-1815, and by NOTAM.

Jet A-1.

ABN. Fire 5.

Simikot

9751' VNST IMK +05:45 N29 58.3 E081 49.1

10/28 2132' ASPH/CONC.

16 FEB-15 NOV 0015-0630 and 16 NOV-15 FEB 0045-0630.

Fire U.

Surkhet

2278' VNSK SKH +05:45 N28 35.1 E081 38.1

Apt Operator 083-520202, 251945, 525219; Fax 083-521945.

02/20 4117' ASPH/CONC. HIRL.

16 FEB-15 NOV 0015-1245, 16 NOV-15 FEB 0045-1215. O/T prior coordination required.

Jet A-1.

ABN. Fire U.

Tenzing-Hillary see Lukla**Tribhuvan Intl see Kathmandu**

NEPAL

Tumlingtar

1316' VNTR TMI +05:45 N27 19.0 E087
11.7

16/34 4413' ASPH/CONC.

30 JAN-01 NOV 0415-1115, 02 NOV-29 JAN
0415-1015. O/T prior coordination required.

Fire U.

OMAN

Duqm Apt of Entry

383' OODQ DQM +04:00 N19 30.0 E057 38.6

Apt Administration 24 352400, 93 944981, 93 944983, 99 351970; oamcinfo@omanair-ports.com. 24 354660; Fax 24 348501; met_dir@met.gov.om. Apt Manager 99 266222. Apt Operator 98 586391(Satellite). Ground Services almaha_duqm_airport@almaha.com.om.

04/22 13130' ASPHALT. PCN 72/F/A/W/T. HIRL.

PPR. ATND SKD Prior arrangement required at least 24hr. Customs: PPR for non-sked flights.

Jet A-1.

Fire 8.

Fahud

565' OOFD FAU +04:00 N22 21.3 E056 29.1

Apt Manager 24383761; Mobile 99 205147.

13/31 8402' ASPHALT. PCN 69/F/A/W/T. HIRL.

SR-SS, 24hr PPR for non-sked flights.

Fire 7.

Izki (Izki AB)

1700' OOIZ Mil. +04:00 N22 53.5 E057 45.5

01/19 6197' GRAVEL.

PPR, Days.

Khasab

100' OOKB KHS Mil. +04:00 N26 10.3 E056 14.4

01/19 9114' ASPHALT. PCN 66/F/A/X/U, LCN 50. TORA 01 8727'. TORA 19 8350'. LDA 01 7963'. LDA 19 7470'. TODA 01 8727'. TODA 19 8350'. RL. ALS 19.

SWYs Rwy 01/19 are graded natural surface.

Sun-Thu 0300-0900Z, 48hr PPR. ATND SKD Sun-Thu 0300-0900Z. Customs: Avbl for SKED and approved NON-SKED flgts.

Fire 7.

Marmul

915' OOMX OMM +04:00 N18 08.4 E055 10.7

Apt Administration 24 350000; Fax 24 250003. Emergency 24 385555. Apt Manager 24 670828; Mobile 93 850484.

14/32 8402' ASPHALT. PCN 44/F/A/X/T. TODA 14 9567'. TODA 32 9249'. ASDA 14 8632'. ASDA 32 8632'. HIRL.

SS-SR, 24hr PNR for non-scheduled flights. ATND SKD SR-SS. 24 hr PNR for non-scheduled 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 24 351234; H24 24 352555, 99 422495; Fax 23 368005.

08L/26R 13123' ASPH/CONC. PCN 91/F/A/W/T. LDA 26R 12598'. HIRL.

Rwy 26R Right-Hand Circuit.

Rwy closed between 0100-0200Z on Sun, Mon and Wed. Warning: unless otherwise notified by ATC, pilots should only land on the Rwy in use that is indicated by the flashing white RTIL. Closed Rwy will be marked by an illuminated white X and should not be used for landing under any circumstances.

08R/26L 13386' ASPHALT. PCN 91/F/A/W/T. LDA 08R 11811'. HIRL.

H24. Non-scheduled and private flights 72hr PPR. ATND SKD H24. Customs: H24.

Jet A-1.

Fire 10.

Salalah Apt of Entry

90' OOSA SLL +04:00 N17 02.3 E054 05.5

Apt Administration 23 367552/23, 23 368001/002/103/106; H24 23 367559, 99 294169; Fax 23 368005; oamcinfo@omanair-ports.com. 23 368525, 2435 4955; Fax 23

OMAN

368595; sdc@caa.gov.om. ATC 23
 368762/797, 2336 8789; Fax 23 368685;
 sllatccrdr@caa.gov.om. ATS 23 368770/790.
 Ground Services H24 90159568, 93654509.

07/25 13114' ASPHALT. PCN 98/F/A/W/T.
 HIRL. HIALS.

Rwy 07 Right-Hand Circuit.

H24. ATND SKD H24. Customs: H24.

Jet A-1.

Fire 9 , CAT 10 O/R.

Suhar Apt of Entry

144' OOSH OHS +04:00 N24 23.2 E056
 37.5

Apt Administration 24 341000, 24 341477; Fax
 24 518088; oamcinfo@omanairports.com. 24
 354660, 24 354669, 99 362323; Fax 24
 348501; met_dir@met.gov.om. Apt Operator 24
 353606, 24 353608, 24 353660, 91 394590, 91
 394591.

15/33 13127' ASPHALT. PCN 82/F/B/W/T.
 HIALS 15.

H24 (PPR), for unscheduled flights PPR. Customs: PPR.

Jet A-1.

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@caapakistan.com.pk.

08/26 9350' BITUMEN. PCR: 450/F/C/X/U.
TODA 08 9547'. TODA 26 9547'. ASDA 08
9547'. ASDA 26 9547'. HIRL. HIALS 08.

Rwy 08 Right-Hand Circuit.

HS. Non-sked flights 24hr PNR. Customs.

Fire 6.

Begum Nusrat Bhutto see Sukkur

Chitral

4920' OPCH CJL +05:00 N35 53.2 E071
48.0

Apt Manager (0943) 412597; Fax (0943)
413571.

02/20 5801' BITUMEN. PCR: 140/F/C/Y/U.

HS. Non-sked flights 24hr PNR.

Fire 5.

Dalbandin

2777' OPDB DBA +05:00 N28 52.5 E064
24.3

Apt Manager (0825) 210200; Fax (0825)
210985; apm.dalbandin@caapakistan.com.pk.

13/31 6640' BITUMEN. PCN 23/F/C/Y/T. TODA
13 7539'. TODA 31 7401'. ASDA 13 6840'.
ASDA 31 6840'.

Not available for operations 07 Aug 2025 to 06
Aug 2026.

By NOTAM. For non scheduled flights 24hr
PNR.

Fire 5.

**Dera Ghazi Khan (Farooq Ahmad Khan
Leghari Intl)** Apt of Entry

492' OPDG DEA +05:00 N29 57.7 E070
29.1

Apt Manager (064) 9260180; Fax (064)
9260179; apm.dgkhan@caapakistan.com.pk.

18/36 6499' BITUMEN. PCR: 370/F/B/X/U.
ASDA 18 6998'. ASDA 36 6998'.

Rwy 36 Right-Hand Circuit.

24hrs 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
30 6070'.

Rwy 12 Right-Hand Circuit.

During skd operations. Non-sked flights 24hr
PNR.

Faisalabad (Faisalabad Intl) Apt of Entry

590' OPFA LYP +05:00 N31 21.9 E072 59.7

Apt Operator (041) 9201616; Fax (041)
9201617; apm.faisalabad@caapakistan.com.pk.

03L/21R 8999' BITUMEN. PCR: 450/F/C/W/U.
TODA 03L 9688'. TODA 21R 9688'. HIRL.

03R/21L 9324' CONCRETE.
PCR: 540/R/C/W/U. TODA 03R 10298'. TODA
21L 10223'. ASDA 03R 9829'. ASDA 21L
10026'. HIRL. HIALS 21L.

H24. Customs: During skd operations. Non-
sked flights 24hr PNR.

Jet A-1.

Fire 7 Fire Cat 8 for however 4 hour prior notice
is required.

**Farooq Ahmad Khan Leghari Intl see Dera
Ghazi Khan**

PAKISTAN

Gilgit

4796' OPGT GIL +05:00 N35 55.1 E074 20.0

Apt Manager (05811) 920418; Fax (05811) 920675; apm.gilgit@paa.gov.pk.

07/25 5400' BITUMEN. PCR: 121/F/D/Y/U. TODA 07 5699'. TODA 25 5666'.

During sked operations. Non-sked flights 24hr PNR.

Fire 5.

Gwadar (New Gwadar Intl) Apt of Entry

64' OPGW GWD +05:00 N25 17.8 E062 29.9

Apt Administration 86-3000102; apm.gwadar@paa.gov.pk.

07/25 12001' CONCRETE. PCR 911/R/A/W/T. HIRL.

During hours of scheduled operations, PPR 24. Customs.

Jet A-1.

Fire 9.

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'.

24hrs PNR.

Fire 5.

Islamabad (Islamabad Intl) Apt of Entry

1761' OPIS ISB +05:00 N33 32.9 E072 49.5

Apt Operator (51) 95550700, 95550703; Fax (51) 95550702; apm.iiap@caapakistan.com.pk.

10L/28R 12001' ASPHALT. PCR: 786/F/C/X/U. TODA 10L 15282'. TODA 28R 15282'. HIRL.

Rwy 10L Right-Hand Circuit.

10R/28L 12001' ASPHALT. PCR: 786/F/C/X/U. TODA 10R 15282'. TODA 28L 12625'. HIRL. ALS 28L.

Rwy 10R Right-Hand Circuit.

H24. Customs.

Jet A-1.

Fire 10.

Jinnah Intl see Karachi**Karachi (Jinnah Intl)** Apt of Entry

102' OPKC KHI +05:00 N24 54.5 E067 09.8

Apt Operator (21)99071111; Fax (21)99248146; apm.karachi@paa.gov.pk.

07L/25R 11483' CONCRETE. PCR: 1272/R/C/W/T. TODA 07L 12467'. TODA 25R 12467'. ASDA 07L 12270'. ASDA 25R 12270'. HIRL.

07R/25L 11155' CONCRETE. PCR: 1006/R/B/W/U. TODA 07R 11499'. TODA 25L 11352'. ASDA 07R 12156'. ASDA 25L 12142'. HIRL.

H24. Customs.

Jet A-1. Oxygen.

Fire 9.

Lahore (Allama Iqbal Intl) Apt of Entry

714' OPLA LHE +05:00 N31 31.3 E074 24.3

Apt Manager (042)99240508; Fax (042)36611507; apm.aiiap@caapakistan.com.pk.

18L/36R 11024' CONCRETE. PCR: 1045/R/B/W/U. TODA 18L 11844'. TODA 36R 12107'. ASDA 18L 11516'. ASDA 36R 11516'. HIRL. ALS 36R.

18R/36L 8999' ASPHALT. PCR: 629/F/B/X/U. TODA 18R 10049'. TODA 36L 11099'. HIRL.

H24. Customs.

Jet A-1.

Fire 9.

PAKISTAN

Moenjodaro

154' OPMJ MJD +05:00 N27 20.1 E068 08.6
Apt Manager (074) 4169492; Fax (074)
4169570; apm.moenjodaro@caapakistan.com.pk.

08/26 6499' BITUMEN. PCR: 449/F/C/X/U.
TODA 08 8992'. TODA 26 9491'. ASDA 08
6896'. ASDA 26 6896'. HIRL.

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, 300-8250478; Fax
061-6306607; apm.multan@caapakistan.com.pk.

18/36 10512' CONCRETE. PCR: 800/R/B/W/U.
TODA 18 10581'. TODA 36 10633'. ASDA 18
10581'. ASDA 36 10633'. HIRL.

H24. Customs.

Jet A-1.

Fire 9.

Muridke

722' OPMU +05:00 N31 52.0 E074 23.8

18/36 5997' ASPHALT. PCN 47/F/C/W/T.
TORA 18 6001'. TORA 36 6001'. LDA 18 6001'.
LDA 36 6001'. TODA 18 6657'. TODA 36 6657'.
ASDA 18 6198'. ASDA 36 6198'.

SR-SS.

Fire 5.

Nawabshah (Nawabshah Intl) Apt of Entry

95' OPNH WNS +05:00 N26 13.2 E068 23.4
Apt Manager (0244) 9370205; Fax (0244)
9370204; apm.nawabshah@paa.gov.pk.

02/20 8999' CONC/BITU. PCR: 580/R/D/W/T.
TODA 02 9898'. TODA 20 9898'. ASDA 02
9898'. ASDA 20 9898'. HIRL. HIALS 20.

Rwy 20 Right-Hand Circuit.

Mon-Fri 0400-1200 and 24hr PN for non-sked
flts. Customs: PNR.

Jet A-1.

Fire 7.

Panjgur

3289' OPPG PJG +05:00 N26 57.3 E064
08.0

Apt Manager (9221) 99072924; Fax (9251)
95586000; apm.panjgur@caapakistan.com.pk.

13/31 5000' BITUMEN. PCN 14/F/B/Y/T.

During sked operations. 24hr PN for non-sked/
Military flights.

Fire 5.

Pasni

33' OPPI PSI +05:00 N25 17.4 E063 20.7

Apt Administration (0863)210333.;
apm.pasni@caapakistan.com.pk.

06/24 8999' BITUMEN. PCN 17/F/C/Y/T. ASDA
24 9750'. HIRL. HIALS 24.

By notam. Non-sked flights 24hr PNR. Cus-
toms: Non-sked Immigration 3 days PNR.

Jet A-1.

Fire 5.

Peshawar (Bacha Khan Intl) Apt of Entry

1211' OPPS PEW +05:00 N33 59.6 E071
30.9

Apt Manager (091) 9211508; Fax (091)
9211507; apm.bkiap@paa.gov.pk.

17/35 8999' BITUMEN. PCR: 455/F/B/X/U.
ASDA 17 9196'. ASDA 35 9196'. HIRL.

Rwy 35 Right-Hand Circuit.

FWT can only be extended while lining up on.
RWY 17 or RWY 35 for departure.

H24. Customs.

AD not fit for B747 due to parking and ground
support equipment limitations.

Jet A-1.

Fire 9.

PAKISTAN

Quetta (Quetta Intl) Apt of Entry

5268' OPQT UET +05:00 N30 15.1 E066 56.3

Apt Manager (81) 2880212; Fax (81) 9241002; apm.quetta@paa.gov.pk.

13L/31R 11962' CONC/BITU. PCR: 1360/R/D/W/U. ASDA 13L 12211'. ASDA 31R 12224'. HIRL. ALS 13L.

13R/31L 9022' ASPHALT. PCR: 368/F/B/X/U. ASDA 13R 10023'. ASDA 31L 10023'.

only use by Military Aircraft.

During skd operations. Airport will be available for 24 hr operation basis, subject to schedule approved by PAA. For nonscheduled flights 24 hr PN required. Customs: During sked operations.

Airport should not be planned as an alternate for any DOM/INTL flts due to parking/manpower constraints.

Jet A-1, J.

ABN. Fire 9.

Quetta Intl see Quetta**Rahim Yar Khan (Sheikh Zayed Intl)** Apt of Entry

271' OPRK RYK +05:00 N28 23.1 E070 16.8

Apt Manager (068) 9231002, 5035518; Fax (068) 9231003; apm.rykhan@caapakistan.com.pk.

01/19 9843' BITUMEN. PCR: 450/F/C/W/U. TODA 01 10827'. TODA 19 10827'. ASDA 01 10335'. ASDA 19 10335'. HIRL.

During sked operations. Non-sked flights 24hr PNR.

Fire 7.

Rawalakot

5479' OPRT RAZ +05:00 N33 51.0 E073 47.9

Apt Manager (0587) 10 42766.

01/19 2999' BITUMEN. LCN 10. TODA 01 3967'. TODA 19 3967'. ASDA 01 3199'. ASDA 19 3498'.

By Notam. 24hrs PN for non-sked flights.

Saidu Sharif

3183' OPSS SDT +05:00 N34 48.8 E072 21.1

Apt Operator (0946) 881512.

05/23 6001' BITUMEN. PCN 17/F/C/Y/T. TODA 05 6201'. TODA 23 6913'. ASDA 05 6201'. ASDA 23 6201'.

RWY not available for aircraft operations. Up to 30 Apr 25.

By Notam. 24hr PN for non-sked flights.

Fire 4.

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; apm@sial.com.pk.

04/22 11811' BITU/CONC. PCR: 525/F/B/X/U. TODA 04 15092'. TODA 22 15092'. ASDA 04 12795'. ASDA 22 12795'. HIRL.

H24. Customs.

Jet A-1.

Fire 9.

Skardu (Skardu Intl)

7301' OPSD KDU +05:00 N35 20.4 E075 32.5

Apt Manager (05815) 923090; Fax (05815) 923068; apm.skardu@paagov.pk.

14L/32R 11998' BITUMEN. PCR: 400/F/C/X/U. ASDA 14L 12598'. ASDA 32R 12598'.

14R/32L 11995' BITUMEN. PCR: 400/F/C/X/U. TODA 14R 12881'. TODA 32L 12881'. ASDA 14R 12651'. ASDA 32L 12651'.

Days. 24hr PN for non-sked flight. Customs: Days.

PAKISTAN

Jet A-1.

Fire 6.

Sukkur (Begum Nusrat Bhutto) Apt of Entry
 196' OPSK SKZ +05:00 N27 43.3 E068 47.5
 Apt Manager (71) 9311001; Fax (71) 9311002;
 apm.sukkur@caapakistan.com.pk.

14/32 8999' BITUMEN. PCR: 345/F/C/X/U.
 TODA 14 9984'. TODA 32 9984'. ASDA 14
 9134'. ASDA 32 9134'.

During skd operations. Customs: 24hr PNR.

Jet A-1.

Fire 6.

Turbat (Turbat Intl) Apt of Entry
 501' OPTU TUK +05:00 N25 59.2 E063 01.8
 Apt Administration (0852) 413366, 412076; Fax
 (0852) 413366; apm.turbat@caapaki-
 stan.com.pk.

08L/26R 6001' BITUMEN. PCR: 99/F/A/Y/U.
 HIRL. ALS 26R.

08R/26L 8999' BITUMEN. PCR: 399/F/C/X/U.
 TODA 08R 9491'. TODA 26L 9491'. ASDA 08R
 9491'. ASDA 26L 9491'. HIRL.

During Hours of scheduled operations. Non-
 sked flights 24hr PNR. Customs.

Jet A-1.

Fire 5.

Zhob

4729' OPZB PZH +05:00 N31 21.5 E069
 27.8

Apt Manager (0822) 412927, 413576; Fax
 (0822) 414161.

10/28 6001' BITUMEN. PCN 15/F/B/Y/T. TODA
 10 6828'. TODA 28 6362'. ASDA 10 6201'.
 ASDA 28 6201'.

During hours of scheduled operations. Non-
 sked flights 24hr PNR.

Fire 5.

QATAR

Al Udeid AB see Al-Udeid**Al-Udeid (Al Udeid AB)**

132' OTBH XJD Mil. +03:00 N25 07.1 E051 18.8

803-717-8222, 803-717-8226. Apt Manager
base.ops@us.af.mil. Apt Operator
011-974-5080-1507; 379aew.hnccimmigra-
tions@us.af.mil.

16L/34R 12303' ASPH/CONC.
PCN 64/R/B/W/T. HIRL.

16R/34L 12297' ASPH/CONC.
PCN 75/F/A/W/T. HIRL. HIALS.

24HR PPR. All aircraft require diplomatic clear-
ance prior to arrival.

JP-8. JASU.

Fire 8.

Doha (Doha Intl) Apt of Entry

37' OTBD DIA +03:00 N25 15.7 E051 33.9

Apt Administration 4010 3999, 4010 7715; Fax
4010 1010; coohiaoffice@hamadair-
port.com.qa. ATIS H24 44656213. ATS
33337087, 44705999; twr.ops@caa.gov.qa.

15/33 14993' ASPH/CONC.
PCR: 880/R/A/W/T. LDA 15 12533'. TODA 15
15892'. TODA 33 15593'. HIRL.

Rwy 15: PCR 1280/F/A/W/T last 14347 ft(4373
m)

Rwy 33: PCR 1280/F/A/W/T first 14347 ft(4373
m).

H24. ATND SKD PNR. Customs: H24.

F-3, Jet A-1.

Fire 9 , CAT 10 O/R. Notification time to
upgrade Approx. 45 Min.

Doha (Hamad Intl) Apt of Entry

13' OTHH DOH +03:00 N25 16.5 E051 36.5

Apt Administration 4010 3999, 4010 7715; Fax
4010 1010; coohiaoffice@hamadair-
port.com.qa. ATIS H24 44705310-13. ATS
33337087, 44705999; twr.ops@caa.gov.qa.

16L/34R 15912' ASPHALT. PCR: 851/F/A/W/T.
HIRL. ALS.

16R/34L 13944' ASPHALT. PCR: 851/F/A/W/T.
HIRL. ALS.

H24. ATND SKD H24. Customs: H24.

Jet A-1.

Fire 10.

Dukhan (Dukhan AB)

116' OTBT Mil. +03:00 N25 28.1 E051 00.1

Apt Operator 40436432, 40436555.

16L/34R 12297' ASPHALT. HIRL.

16R/34L 12297' ASPHALT. HIRL.

H24. ATND SKD H24. Customs: O/R.

Jet A-1.

ABN. Fire 9.

Hamad Intl see Doha

SAUDI ARABIA

Abha

6858' OEAB AHB +03:00 N18 14.4 E042 39.4

17 2276034, 17 2276035. Apt Operator 17 2276091, 17 2276092; Fax 17 2276025.

13/31 10991' ASPHALT. PCR: 820/F/C/X/T, PCN 87/F/A/W/T. TODA 13 11975'. TODA 31 11975'. ASDA 13 11385'. ASDA 31 11385'. HIRL. HIALS 13.

Rwy 13 Right-Hand Circuit.

H24 ATND SKD H24. Customs: H24.

Jet A-1.

ABN. Fire 9.

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 13 5710057, 13 5710087; Fax 13 5710012.

16/34 10039' ASPHALT. PCN 59/F/A/X/T. TODA 16 10826'. TODA 34 11023'. ASDA 16 10236'. ASDA 34 10236'. HIRL. HIALS 34.

Rwy 16 Right-Hand Circuit.

H24, 3hr PPR for non-scheduled flights. Customs: By operational requirements.

Jet A-1.

ABN. Fire 7.

Al Baha (King Saud Bin Abdulaziz)

5459' OEBA ABT +03:00 N20 17.9 E041 38.1

12 4238559, 17 2276035. Apt Operator 17 7290041, 17 7290045 Ext 1111, 17 7290049; Fax 17 7290724.

07/25 10991' ASPHALT. PCN 76/F/A/W/T. TODA 07 11975'. TODA 25 11975'. HIRL. HIALS.

Rwy 07 Right-Hand Circuit.

0500-2059. Customs: Immigration: By operational requirements.

Jet A-1.

ABN. Fire 6.

Al Dawadmi

3031' OEDM DWD +03:00 N24 27.0 E044 07.3

12 4238192, 12 4238193; Fax 11 6434142. Apt Operator 11 6434044, 11 6434151, 11 6434224; Fax 11 6434070.

15/33 10007' ASPHALT. PCN 61/F/B/X/T. TODA 15 10991'. TODA 33 10991'. HIRL. HIALS 15.

Thu-Mon 1100-1900Z. ATND SKD 0300-1400Z.

Jet A-1.

ABN. Fire 6.

Al Jouf

2261' OESK AJF +03:00 N29 47.1 E040 06.0

Apt Administration 14 6245668; Fax 14 6246224. 14 4211569.

10/28 12008' ASPHALT. PCN 58/F/A/W/T. TODA 10 12992'. TODA 28 12992'. ASDA 10 12992'. ASDA 28 12992'. HIRL. HIALS 28.

H24. ATND SKD By operational requirements. Customs: By operational requirements.

Jet A-1.

ABN. Fire 6.

Al Kharj (Prince Sultan AB)

1645' OEPS AKH Mil. +03:00 N24 04.2 E047 33.7

Apt Administration Fax 11 5400451. Customs: 966 50 941 6967; H24 (28th OWS) 803-717-8226/8227/8228. Apt Manager (PPR)

SAUDI ARABIA

01 540-0000 Ext: 45888. Apt Operator 378eoss.afld.mgmt@us.af.mil.

17L/35R 13259' ASPHALT. PCN 65/F/A/X/T. TORA 17L 13123'. TORA 35R 13123'. LDA 17L 13123'. LDA 35R 13123'. TODA 17L 13123'. TODA 35R 13123'. ASDA 17L 14124'. ASDA 35R 14124'. HIRL. HIALS.

17R/35L 13123' ASPHALT. PCN 80/F/A/W/T. ASDA 17R 14124'. ASDA 35L 14124'. MIRL. HIALS 35L.

H24. ATND SKD H24. Customs: H24.

JP-8.

Fire 9.

Al Majmaah (King Faisal Air Academy)

2434' OEKF Mil. +03:00 N26 05.1 E045 11.8

15L/33R 12139' ASPHALT. PCN 85/F/A/W/T. TODA 15L 13484'. TODA 33R 13484'. HIRL. HIALS.

15R/33L 8202' ASPHALT. PCN 85/F/A/W/T. TODA 15R 9547'. TODA 33L 9547'. HIRL.

0300-1500Z. ATND SKD H24, limited O/R,.

F-3, Jet A-1, JP-8.

ABN. Fire 8.

Al Mindassah

1910' OEMD +03:00 N24 37.5 E039 11.7

Apt Operator 148464444, 537776471.

09/27 3937' PAVED.

0300-1500Z, PPR except Acft based at AD. ATND SKD 0300-1400Z.

F-6, Jet A-1.

Fire 1.

Al Qaisumah (Al Qaisumah Intl)

1176' OEPA AQI +03:00 N28 20.2 E046 07.6

13 8836152. Apt Operator 13 7241354; Fax 13 7241880.

16/34 10007' ASPHALT. PCN 79/F/A/W/T. TODA 16 10204'. TODA 34 10204'. HIRL.

0400-2000Z. PPR PNR 3hr for non-sk. ATND SKD By operational requirements. Customs: Sun-Thu 0400-2000Z.

Jet A-1.

ABN. Fire 6.

Al-Ghat (Soltana Al-Ghat)

2192' OESS +03:00 N26 00.0 E044 52.8

Apt Operator Mobile 00966 5 05407664; bagdadis@scth.gov.sa.

15/33 4921' ASPHALT.

Private use Fixed-wing Acft. Current information and approval on that AD from the operator prior to flight planning required.

Alula (Alula Intl) Apt of Entry

2045' OEAO ULH +03:00 N26 29.0 E038 07.1

Apt Administration 14 8847100; Fax 14 8847107. 124 238295. Apt Operator 14 8847102.

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.

H24. Uncontrolled AD. ATND SKD H24. Customs: H24.

F-3, Jet A-1.

ABN. Fire 8.

Aradah

262' OEAD +03:00 N21 13.1 E055 15.7

Apt Administration 11 4032975.

03/21 6890' CONCRETE. PCN 54/R/C/W/T. MIRL.

Arar

1819' OERR RAE +03:00 N30 54.4 E041 08.3

Apt Administration 14 6626668; Fax 14 6624000. 14 4233820.

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10/28 10007' ASPHALT. PCN 62/F/A/X/T. TODA 10 10991'. TODA 28 10991'. ASDA 10 10204'. ASDA 28 10204'. HIRL.

0400-2000Z. ATND SKD By operational requirements. Customs: Not avbl. Immigration: By operational requirements.

Jet A-1.

ABN. Fire 6.

Batha

258' OEBT +03:00 N24 13.0 E051 27.0

14/32 5577' CONCRETE. PCN 54/R/C/W/T. MIRL.

Bisha

3887' OEBH BHH +03:00 N19 59.0 E042 37.4

Apt Administration 17 6225004; Fax 17 6226006. 17 226030.

18/36 10007' ASPHALT. PCN 58/F/B/W/T. TODA 18 11483'. TODA 36 11483'. ASDA 18 10991'. ASDA 36 10991'. HIRL.

Rwy 18 Right-Hand Circuit.

0500-2059. Customs: By operational requirements.

Jet A-1.

ABN. Fire 6.

Dammam (King Fahd Intl) Apt of Entry

75' OEDF DMM +03:00 N26 28.3 E049 47.9 13 8836152; Fax 13 8834119, 13 8836154. Apt Operator 13 8832000, 13 8835000.

16L/34R 13136' ASPHALT. PCN 111/F/A/X/T. HIRL. HIALS.

Rwy 34R Right-Hand Circuit.

16R/34L 13123' ASPHALT. PCN 120/F/A/X/T. ASDA 16R 13517'. ASDA 34L 13517'. HIRL. HIALS.

H24. ATND SKD Fuel: H24. Mx: PNR. Customs: H24.

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. ALS.

16R/34L 12008' CONC/ASPH. PCN 56/F/A/W/T. RL. ALS.

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 16 3800013; Fax 16 3800222. 11 2211574.

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.

Rwy 33 Right-Hand Circuit.

H24. ATND SKD H24. Customs: H24.

Jet A-1.

ABN. Fire 8.

Guriat

1684' OEGT URY +03:00 N31 24.7 E037 16.8

14 421156. Apt Operator 14 6424664; Fax 14 6425600.

10/28 10007' ASPHALT. PCN 61/F/A/X/T. TODA 10 10991'. TODA 28 10991'. ASDA 10 10401'. ASDA 28 10401'. HIRL.

0600-2200Z. PPR PN 3hr to Apt for Non-SKD flights. Uncontrolled AD. Customs: Immigration: By operational requirements.

Jet A-1.

ABN. Fire 6.

Hafr Al Batin (King Saud AB)

1352' OESD KMC Mil. +03:00 N27 54.0 E045 31.7

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Apt Administration 13 2045777. ATC 13 2045776; Fax 13 7236126.

13/31 12005' CONCRETE. PCN 72/R/A/W/T. TODA 13 12992'. TODA 31 12992'. HIRL.

H24. PPR for civil and foreign Acft. ATND SKD H24. Customs: PNR 3 hrs in advance.

Jet A-1, JP-8.

ABN. Fire 7.

Hail

3305' OEHL HAS +03:00* N27 26.4 E041 41.2

Apt Administration 16 5320740; Fax 16 5328700. 16 5321005.

18/36 10827' ASPHALT. PCN 58/F/A/X/T. TODA 18 12205'. TODA 36 12139'. ASDA 18 12205'. ASDA 36 11024'. HIRL.

H24. Customs.

Jet A-1.

ABN. Fire 7.

Hanak (Red Sea Intl) Apt of Entry

164' OERS RSI +03:00 N25 37.7 E037 05.3 145142334. Apt Operator 145142323; fligh-tops@rsiairport.sa, ggruber@daai.ie.

15L/33R 12139' ASPHALT. PCR: 710/F/A/X/T, PCN 66/F/A/X/T. HIRL. HIALS.

15R/33L 3297' ASPHALT. PCR: 240/F/A/X/T, PCN 22/F/A/X/T. Rwy 15R Runway closed. Rwy 33L Runway closed.

0700-1500Z. PPR PNR 72hr to Apt for non-sk. ATND SKD H24. Customs: H24.

Jet A-1.

ABN. Fire 8.

Hanak see Red Sea Intl**Harad**

919' OEHR +03:00 N24 06.1 E049 13.4

Apt Administration 13 8774991; Fax 13 8774996.

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 13 8774991; Fax 13 8774996.

15/33 8497' ASPHALT. HIRL. ALS.

O/R.

Jet A-1.

Fire 6.

Jazan (King Abdullah Bin Abdulaziz)

20' OEGN GIZ +03:00 N16 54.1 E042 35.1

17 2276035. Apt Operator 17 3221313; Fax 17 3220352. Ground Services 17 317 3433, 17 322 1313 Ext: 1439.

15/33 10007' ASPHALT. PCN 42/F/C/X/T. TODA 15 10991'. TODA 33 10991'. HIRL.

Rwy 33 Right-Hand Circuit.

PPR, H24. ATND SKD H24. Customs: Customs: PNR, immigration: H24.

Jet A-1.

ABN. Fire 6.

Jeddah (King Abdulaziz Intl) Apt of Entry

50' OEJN JED +03:00 N21 40.9 E039 09.4

12 5697707. Apt Operator 12 5694000, 12 5695555; Fax 12 6856263.

16C/34C 13123' ASPHALT. PCN 72/F/A/W/T, PCR: 850/F/A/X/T. HIRL. ALS.

Rwy 34C Right-Hand Circuit.

16L/34R 13123' ASPHALT. PCN 78/F/A/W/T, PCR: 870/F/B/X/T. HIRL. HIALS.

Rwy 34R Right-Hand Circuit.

16R/34L 12467' ASPHALT. PCN 77/F/A/W/T, PCR: 850/F/A/X/T. HIRL. ALS.

Rwy 34L Right-Hand Circuit.

H24. Customs.

JP-4, JP-1.

SAUDI ARABIA

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 13 3410849, 13 3416040, 13 3640196; Fax 13 3610326, 13 3640944.

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.

Jubail (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 7953' ASPH/CONC. 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. TODA 06 13451'. TODA 24 13451'. ASDA 06 13451'. ASDA 24 13451'. HIRL. HIALS.

14/32 12467' ASPH/CONC. PCN 56/F/A/W/T. TODA 14 13451'. TODA 32 13451'. ASDA 14 13451'. ASDA 32 13451'. HIRL. HIALS.

H24.

JP-8.

Khashm Alan see Riyadh
Khurais

1362' OEKN +03:00 N25 15.9 E048 10.7

Apt Administration 013 877 4991; Fax 013 877 4996.

16/34 8005' ASPHALT.

O/R.

Jet A-1.

Fire 6.

King Abdulaziz AB see Dhahran
King Abdulaziz Intl see Jeddah
King Abdulaziz Naval Base see Jubail
King Abdullah Bin Abdulaziz see Jazan
King Fahd Intl see Dammam
King Faisal Air Academy see Al Majmaah
King Faisal Naval Base see Jeddah
King Khaled AB see Khamis Mushait
King Khaled Intl see Riyadh
King Salman AB Apt of Entry

2450' OESN Mil. +03:00 N24 28.1 E046 39.0

ATC 11 3645760. Apt Operator 11 4917728.

02L/20R 10830' CONC/ASPH. PCN 80/F/A/W/T. LDA 02L 10502'. HIRL.

02R/20L 13123' CONC/ASPH. PCN 80/F/A/W/T. LDA 02R 11483'. HIRL.

H24. ATND SKD H24. Customs: H24.

F-3, Jet A-1, JP-8.

ABN. Fire 9.

SAUDI ARABIA

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 14 8420220; Fax 14 8420020. 12 4238295, 14 8420115.

17/35 14222' ASPHALT. PCN 75/F/A/W/T, PCR: 850/F/A/X/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, PCR: 850/F/A/W/T. TODA 18 10991'. TODA 36 10794'. ASDA 18 10400'. HIRL. HIALS 36.

Rwy 36 Right-Hand Circuit.

H24. ATND SKD H24. Customs: H24.

Jet A-1.

ABN. Fire 10.

Nejran

3983' OENG EAM +03:00 N17 36.7 E044 25.1

Apt Administration 17 5440181; Fax 17 5441705. 17 2276035.

06/24 10007' ASPHALT. PCN 60/F/A/X/T. TODA 06 10991'. TODA 24 10991'. ASDA 06 10204'. ASDA 24 10204'. HIRL.

H24. Customs: By operational requirements.

Jet A-1.

ABN. Fire 7.

Neom Bay

32' OENN NUM +03:00 N27 55.4 E035 17.6

Apt Administration 12 6848887; H24 14 434 3623.

15/33 12336' ASPHALT. PCN 73/F/B/X/T. HIRL. HIALS.

Rwy 33 Right-Hand Circuit.

H24, PPR except SAUDIA airline for Skd Fit. ATND SKD By operational requirements. Customs: By operational requirements.

Jet A-1.

Fire 8.

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 13 8774991; Fax 13 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 13 8774991; Fax 13 8774996.

17/35 7959' ASPHALT. HIRL. ALS.

O/R.

Jet A-1.

Fire 6.

Pump Station 9

2968' OEPI +03:00 N24 16.6 E042 08.6

Apt Administration 13 8774991; Fax 13 8774996.

17/35 7999' ASPHALT. HIRL. ALS.

H24.

Jet A-1.

SAUDI ARABIA

Fire 6.

Pump Station 10

2841' OEPJ +03:00 N24 06.4 E041 02.2

Apt Administration 13 8774991; Fax 13 877 4996.

18/36 8005' ASPHALT. HIRL. ALS.

O/R.

Jet A-1.

Fire 6.

Rabigh

22' OERB +03:00 N22 42.1 E039 04.2

Apt Administration amashabi@cluster2airports.sa.

15/33 7776' ASPHALT. PCN 36/F/A/X/T. TODA 15 8563'. TODA 33 8563'. ASDA 15 7973'. ASDA 33 7973'.

Rwy 33 Right-Hand Circuit.

Sun-Thu, 0300-1100Z. Arriving traffic PPR 10 days via email, except Saudia Airlines Training Academy. ATND SKD By operational requirements.

F-3.

Fire 2 By operational requirements.

Rafha

1474' OERF RAH +03:00 N29 37.6 E043 29.4

14 4233820. Apt Operator 14 6760222, 14 6760226.

11/29 9843' ASPHALT. PCN 59.9/F/A/W/T. TODA 11 10827'. TODA 29 10827'. HIRL.

1100-1900Z. PPR PN 3hr to Apt for non-SKED flights. Uncontrolled AD. ATND SKD By operational requirements. Customs: By operational requirements.

Jet A-1.

Fire 6.

Ras Mishab

13' OERM +03:00 N28 04.7 E048 36.7

16/34 10551' ASPHALT. B-737. RL.

SR-SS.

Ras Tanajib

30' OETN +03:00 N27 52.1 E048 46.1

Apt Administration 13 8774991; Fax 13 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 13 8774066; Fax 13 8725034.

15/33 7050' ASPHALT. HIRL. HIALS 33.

H24.

Jet A-1.

Fire 6.

Riyadh (Khashm Alan)

1848' OEKA Mil. +03:00 N24 37.2 E046 55.1

Apt Operator 11 2905100 (29031)(28005).

16/34 6890' ASPHALT. PCN 58/F/B/Y/T. TODA 16 7874'. TODA 34 7874'. ASDA 16 7218'. ASDA 34 7211'. HIRL.

H24. ATND SKD Sat 0400-1100Z.

Jet A.

Fire B.

Riyadh (King Khaled Intl) Apt of Entry

2053' OERK RUH +03:00 N24 57.8 E046 42.5

Apt Administration 11 221 9774; adm@riyad-airports.com. 12 4238105, 12 4238106; Fax 11 2211581. Apt Manager 11 221 1313; Fax 11 221 2193.

15L/33R 13796' ASPHALT. PCN 80/F/A/W/T. HIRL. HIALS.

SAUDI ARABIA

Rwy 33R Right-Hand Circuit.

15R/33L 13796' ASPHALT. PCN 80/F/A/W/T. HIRL. HIALS.

Rwy 15R Right-Hand Circuit.

H24. ATND SKD H24. Customs: H24.

Jet A-1.

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 5473'. MIRL.

Irregular times.

Sharurah

2382' OESH SHW +03:00 N17 28.0 E047 07.3

Apt Administration 17 5321003; Fax 17 5321011. 17 2276035.

08/26 12028' ASPHALT. PCN 80/F/A/W/T. TODA 08 13012'. TODA 26 13012'. ASDA 08 12421'. ASDA 26 12421'. HIRL.

1800-1000Z. PPR PN 3hr to Apt for non-Skd. ATND SKD By operational requirements. Customs: Immigration: By operational requirements.

Jet A-1.

ABN. Fire 6.

Soltana Al-Ghat see Al-Ghat
Tabuk (Prince Sultan Bin Abdulaziz)

2551' OETB TUU +03:00 N28 22.4 E036 37.3

Apt Administration 014 4415770. 14 4211569, 14 4220436. 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 46/R/A/W/T. TODA 13 10991'. TODA 31 10991'. ASDA 13 10991'. ASDA 31 10991'. HIRL. HIALS 13. HIALS 31.

Rwy end 31 PCN 68/R/A/W/T, rest of Rwy 84/F/A/W/T except Rwy end 13.

H24. ATND SKD H24. Customs: Customs: PN. Immigration: H24.

Jet A-1, JP-8.

ABN. Fire 8.

Taif (Taif Intl) Apt of Entry

4848' OETF TIF +03:00 N21 29.0 E040 32.7 12 5697704. Apt Operator 12 7260012, 12 7262546.

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 Right-Hand Circuit.

Rwy ends 07/25 concrete PCN 60/R/B/X/T.

17/35 10991' ASPHALT. PCN 53/R/C/X/T. TODA 17 11778'. TODA 35 11778'. ASDA 17 11312'. ASDA 35 11372'. HIRL.

Rwy 17 Right-Hand Circuit.

Rwy end 35 concrete PCN 67/R/B/X/T, remaining Rwy without 17 End asphalt 62/F/A/X/T.

H24. Customs: PNR, Immigration: H24.

Jet A-1, JP-4.

ABN. Fire 7.

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 11 4505806, 11 8103777; Fax 11 4505790; Ops@sac.com.sa.

17/35 13123' ASPHALT. PCN 107/F/C/W/T. ASDA 17 13320'. ASDA 35 14108'. RL. HIALS 35.

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Rwy 17 Right-Hand Circuit.

0300-1500Z, PPR except Acft based at OETH
Apt. ATND SKD 0300-1500Z.

F-3, F-6, Jet A-1.

Fire 2.

Turaif

2809' OETR TUI +03:00 N31 41.7 E038
43.9

Apt Administration 14 6520352; Fax 14
6520828. 14 4211569.

10/28 10007' ASPHALT. PCN 75/F/A/W/T.
TODA 10 10991'. TODA 28 10991'. HIRL.

0600-1400Z. ATND SKD By operational
requirements. Customs: Immigration: During
skd operations.

Jet A-1.

ABN. Fire 6.

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 11 4032975; Fax 11
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.

Ummlejj

50' OEUM +03:00 N25 16.9 E037 12.3

Apt Operator 12 7262900-45777.

10/28 7546' UNPAVED. DC3.

Wadi Al Dawasir

2062' OEWD WAE +03:00 N20 30.2 E045
11.9

Apt Administration 11 7823131; Fax 11
7823132. 11 2211573.

10/28 10007' CONC/ASPH. PCN 41/F/A/W/T.
TODA 10 10958'. TODA 28 10991'. ASDA 10
10401'. ASDA 28 10401'. HIRL.

0900-1700Z. Non-skid flights 3hr PPR. Cus-
toms: Immigration: During skd operations.

Jet A-1.

ABN. Fire 6.

Wejh

66' OEWD EJH +03:00 N26 11.9 E036 28.6

Apt Administration 14 4421140; Fax 14
4421246. 14 4211569.

15/33 10046' ASPHALT. PCN 60/F/A/W/T.
TODA 15 10948'. TODA 33 10883'. HIRL.

Sun-Thu 0300-1100Z. PPR, Non Skd flights
have to coordinate Ops with ATC 24hrs before
ARR. Uncontrolled AD. ATND SKD By opera-
tional requirements. Customs: Immigration: By
operational requirements.

Jet A-1.

ABN. Fire 6.

Yenbo (Prince Abdulmohsin bin Abdulaz)

44' OEYN YNB +03:00 N24 08.6 E038 03.8

Apt Administration 14 3228800; Fax 14
3224734. 12 4238295, 14 8420115.

10/28 10538' ASPHALT. PCN 57/F/A/W/T.
TODA 10 11522'. TODA 28 11522'. ASDA 10
10735'. ASDA 28 10735'. HIRL. HIALS.

Rwy 28 Right-Hand Circuit.

H24.

Jet A-1.

ABN. Fire 6.

SRI LANKA

Amparai see Gal-Oya**Anuradhapura**

325' VCCA ACJ Mil. +05:30 N08 18.1 E080 25.7

Apt Operator H24 11-2441044; Fax 11-2343969.

05/23 5348' BITUMEN. PCN 16/F/D/Y/T.

By operational requirements. CIV PPR.

Bandaranaike Intl Colombo see Katunayake**Batticaloa**

14' VCCB BTC +05:30 N07 42.3 E081 40.6

Apt Operator 65-454 9966, 11-226 3490; Fax 65-454 9967; aombtia.rago@airport.lk.

06/24 4488' ASPHALT. PCN 30/F/C/W/T.

Days.

ABN. Fire 5.

China Bay see Trincomalee**Colombo Intl see Ratmalana****Gal-Oya (Amparai)**

151' VCCG GOY Mil. +05:30 N07 20.2 E081 37.8

Apt Operator 11-2441044; Fax 11-2343969.

07/25 3599' PAVED. PCN 29/F/D/Y/T.

By operational requirements. CIV PPR.

Hingurakgodra (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. MIL ops only, other traffic PPR. Apt closed due to runway construction work UFN.

Jaffna see Kankasanturai**Kankasanturai (Jaffna)** Apt of Entry

34' VCCJ JAF +05:30 N09 47.5 E080 04.2

Apt Operator 112263380 / 112264444; aom-jia.rago@airport.lk, omjia.rago@airport.lk.

05/23 4593' ASPHALT. PCN 31/F/C/Y/T. TODA 05 5085'. ASDA 23 7444'.

SWY RWY 23 is avbl for MIL acft only.

Days. Customs: Days. 48 hr PNR for international landings.

Jet A-1.

ABN. Fire 5.

Katukurunda

10' VCCN KTY 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; head.am@airport.lk.

04/22 10991' ASPHALT. PCN 85/F/B/X/T. TODA 04 11844'. TODA 22 11939'. HIRL.

Left and right-hand circuit as appropriate. RWY clsd btn 0900-1130 on every WED for sked maint.

H24. Customs.

F-3, Jet A-1. Oxygen.

ABN. Fire 9.

Koggala

10' VCCK 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

SRI LANKA

Apt Administration 47-2031100. Apt Operator
Fax 47-2031133; cammria.am@airport.lk.

05/23 11483' ASPHALT. PCN 71/F/B/W/T.
TODA 05 12467'. TODA 23 12467'. HIRL.
HIALS 23.

H24. Customs.

F-3, Jet A-1.

ABN. Fire 10.

Wirawila

142' VCCW WRZ 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.

Mattala Rajapaksa Intl see Mattala

Minneriya see Hingurakgoda

Ratmalana (Colombo Intl)

23' VCCC RML +05:30 N06 49.4 E079 53.1

Apt Operator 11-2623030-7; Fax 11-2635711;
camciar.am@airport.lk.

04/22 4593' ASPHALT. PCN 34/F/D/Z/U. RL.

Rwy 22 Right-Hand Circuit.

Dly 0030-1230. Customs: Days.

F-3, Jet A-1.

ABN. Fire 6.

Sigiriya

630' VCCS GIU Mil. +05:30 N07 57.5 E080
43.8

Apt Operator 11-2441044; Fax 11-2343969.

04/22 3918' 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' PAVED. PCN 38/F/D/Y/T.

By operational requirements. CIV PPR.

Vavuniya

299' VCCV Mil. +05:30 N08 44.5 E080 29.9

Apt Operator 11-244 1044; Fax 11-234 3969.

05/23 5007' BITUMEN.

By operational requirements, other traffic PPR.

SYRIA

Aleppo (Aleppo Intl) Apt of Entry

1276' OSAP ALP +03:00 N36 10.8 E037 13.6

ARO Fax 21-2257714. ATC 21-2277296. Apt Manager 21-2277297. Apt Operator 21-4211200,1,2,3,4,5; Fax 21-2277293.

09L/27R 9547' PAVED. PCN 86/F/D/X/T. ALS 27R.

09R/27L 9547' ASPHALT. PCN 56/F/D/X/T. ASDA 09R 9891'. ASDA 27L 9826'. HIRL. ALS 27L.

H24. ATND SKD H24. Customs: H24.

Jet A-1.

ABN. Fire 4 Cat 9 avbl.

Bassel Al-Assad Intl see Latakia**Damascus (Damascus Intl)** Apt of Entry

2020' OSDI DAM +03:00 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.

Rwy 05L Right-Hand Circuit.

05R/23L 11811' CONCRETE. PCN 79/R/C/W/T. ASDA 05R 12008'. ASDA 23L 12008'. HIRL.

Rwy 05R Right-Hand Circuit.

H24. ATND SKD H24. Customs: H24.

Jet A-1. Oxygen.

ABN. Fire 9.

Deir Zzor

700' OSDZ DEZ +03:00 N35 17.1 E040 10.6
ATC 51-361901; Fax 51-376004. 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 +03:00 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.

H24. ATND SKD H24. Customs: H24.

ABN. Fire 9.

Latakia (Bassel Al-Assad Intl) Apt of Entry

157' OSLK LTK +03:00 N35 24.6 E035 56.9

Apt Administration 41-837780; Fax 41-832509. Apt Manager 41-834300;1.

17L/35R 8202' PAVED. PCN 78/F/D/X/T. ALS.

17R/35L 9843' CONCRETE. PCN 78 R/C/X/T. TORA 17R 9186'. TORA 35L 9186'. LDA 17R 9186'. LDA 35L 9186'. TODA 17R 9186'. TODA 35L 9186'. ASDA 17R 9383'. ASDA 35L 9383'. HIRL. ALS 17R.

H24. ATND SKD H24. Customs: H24.

Jet A-1.

ABN. IBN. Fire 8.

Palmyra

1322' OSPR PMS +03:00 N34 33.0 E038 18.0

08/26 9449' ASPHALT. LCN 23/F/D/Y/T.

TURKIYE

Adana (Adana Intl) Apt of Entry

63' LTAF ADA +03:00 N36 58.9 E035 16.8

Apt Administration 322 4357859. ARO 324 241 46 77, 324 241 46 78; Fax 324 504 05 80. Apt Manager 322 4357841. Apt Operator Fax 322 4359126; infoadana@dhmi.gov.tr. Apt Switchboard 322 4350380.

05/23 9022' ASPHALT. PCN 86/F/A/W/T, PCR: 880/F/A/W/T. HIRL. HIALS 05. MIALS 23. Rwy 23 Right-Hand Circuit.

H24. AD closed to commercial passenger t/c. Open to Gov Acft, Acft assigned to forest fire-fighting duties, UAV/UCAV t/c and training flights provided they are based at the facility. ATND SKD H24. Customs: H24.

F-4, Jet A-1.

ABN. Fire 7.

Adana (Incirlik AB)

232' LTAG UAB Mil. +03:00 N37 00.1 E035 25.6

322-316-6680, 322-316-6811, 332-316-6180, 90-322-316-6156, 90-322-316-9920; Toll Free 1-800-247-6625. Apt Operator Fax 322-316-7220; 39os.osab@us.af.mil.

05/23 10000' ASPH/CONC. PCN 88/R/A/W/T. HIRL. HIALS.

PPR. H24. Customs: O/R.

Refer to DOD/NGA supplementary publications for additional information.

ABN. Fire 9.

Adiyaman Apt of Entry

2214' LTCP ADF +03:00 N37 43.9 E038 28.1

Apt Manager 416 2142456. Apt Operator Fax 416 2142459, 416 2442174 (AIS). Apt Switchboard 416 2442212.

04/22 8153' CONCRETE. PCN 110/R/C/W/T, PCR: 940/R/B/W/T. HIRL.

By NOTAM. ATND SKD By NOTAM. Customs: PPR 24hr for non-skid flights.

Jet A-1.

ABN. Fire 7.

Adnan Menderes Intl see Izmir**Afyon**

3310' LTAH AFY Mil. +03:00 N38 43.6 E030 36.1

Apt Administration Fax 272 2165829. Apt Switchboard 272 2165043.

13L/31R 12005' CONCRETE. LCN 80. ASDA 13L 12464'. ASDA 31R 12891'. HIRL. ALS 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) Apt of Entry

5461' LTCO AJI +03:00 N39 38.8 E043 01.7

Apt Administration 472 2160400. Apt Manager 462 3259952 Ext: 1272; Fax 472 2160401. Apt Switchboard 472 2160402.

16/34 9843' CONCRETE. PCN 90/R/B/W/T, PCR: 950/R/B/W/T. HIRL.

By NOTAM. Customs: Avbl during Intl flights.

Jet A-1.

ABN. Fire 7.

Ahmed-I Hani see Agri**Akhisar see Manisa****Alanya see Gazipasa****Amasya (Merzifon)** Apt of Entry

1798' LTAP MZH +03:00 N40 49.9 E035 31.3

Apt Administration 358.5351074; Fax 358.5351076. ARO 362 844 8830 ext 3000/3001/2007; Fax 362 844 8392. Apt Manager 358.5351016/1114; Fax 358.5351140. Apt Operator AIS: 358.5351016/1126; Fax AIS:

TURKIYE

358.5351094. Apt Switchboard 358.5351016 / 17 / 67, 358.5351092.

05L/23R 10636' ASPH/CONC.
PCN 106/F/C/W/T, LCN 90. HIRL. ALS.

First 492' (150m) from both Thr Rwy 05L/23R LCN 96 and PCN 108/R/C/W/T.

05R/23L 10604' ASPH/CONC.
PCN 105/F/C/W/T, LCN 89. HIRL. ALS 05R.
ALS 23L.

First 492' (150m) from both Thr of Rwy 05R/23L LCN 103, PCN 110/R/C/W/T.

By NOTAM. Customs: Avbl during Intl flights.

Jet A-1, JP-8.

ABN. Fire 7.

Ankara (Esenboga Intl) Apt of Entry

3158' LTAC ESB +03:00 N40 07.7 E032 59.7

Apt Administration 312 398 03 30. Apt Manager 312 398 03 29; Fax 312 398 04 13. Apt Operator Fax 312 398 03 45. Apt Switchboard 312 398 00 00.

03C/21C 12310' ASPHALT.
PCR: 1054/F/A/W/T, PCN 139/F/A/W/T. ASDA 03C 12507'. ASDA 21C 12507'. HIRL. ALS.

03L/21R 11125' ASPHALT. PCN 139/F/A/W/T, PCR: 1250/F/A/W/T. ASDA 03L 11322'. ASDA 21R 12126'. HIRL. ALS.

03R/21L 12303' ASPHALT. PCN 139/F/A/W/T, PCR: 1510/F/A/W/T. HIRL. ALS 03R. ALS 21L. H24. ATND SKD H24. Customs: H24.

F-3, Jet A-1.

ABN. Fire 10.

Ankara (Etimesgut)

2653' LTAD ANK Mil. +03:00 N39 57.2 E032 40.9

Apt Administration Fax 312 244 11 08; 11usops@hvkk.tsk.tr. ATC 312 2448550. Apt Switchboard 312 244 85 50. Ground Services 11usops@hvkk.tsk.tr.

11L/29R 9843' ASPHALT. HIRL. MIALS 29R.

11R/29L 4846' PAVED.

H24. Non-Turkish state Acft and the Acft that are not permanently stationed in Etimesgut Air Base are required to take permission through Turkish Republic National Ministry of Defense in case a flight is planned. ATND SKD H24, PPR. Customs: H24.

JP-8.

ABN. Fire 9.

Ankara (Guvercinlik)

2691' LTAB Mil. +03:00 N39 56.1 E032 44.4
Apt Administration Fax 312 2526148. Apt Switchboard 312 25226110 (Military).

06/24 6617' ASPHALT. LCN 50. TODA 24 7601'. ASDA 24 7109'. HIRL. MIALS 06.

Mon-Fri 0500-1400Z, at weekends, on hol and after ops hr(s) aerodrome must be warned 3 hours before to activate. ATND SKD H24.

Instrument apch proc NDB Rwy 29 of Ankara (Etimesgut) is used for VFR landing at Guvercinlik AB.

F-4, JP-8.

ABN. Fire 6.

Ankara (Murted)

2767' LTAE Mil. +03:00 N40 04.7 E032 33.9
Apt Administration 0.312.811 28 84; Fax 0.312.811 14 02.

03/21 10991' ASPHALT. LCN 50. TODA 03 11565'. TODA 21 11463'. ASDA 03 11155'. ASDA 21 11155'. HIRL. ALS 03.

By Notam. PPR.

JP-8.

ABN. Fire 9.

Antalya (Antalya Intl) Apt of Entry

177' LTAI AYT +03:00 N36 54.0 E030 47.6
Apt Administration (242) 3303301. Apt Manager (242) 3303304. Apt Operator Fax (242) 3303306; infoantalya@dhmi.gov.tr. Apt Switchboard (242) 3303303.

TURKIYE

18C/36C 11155' CONCRETE.
PCR: 1300/R/A/W/T, PCN 105/R/A/W/T. ASDA
18C 11352'. ASDA 36C 11352'. HIRL.

18L/36R 11155' CONCRETE.
PCR: 82/R/A/W/T, PCR: 1120/R/A/W/T. ASDA
18L 11352'. ASDA 36R 11352'. HIRL. ALS.

18R/36L 9810' ASPH/CONC. PCN 80/F/B/X/T,
PCR: 940/F/A/W/T. ASDA 18R 10105'. ASDA
36L 10105'. HIRL. HIALS.

Rwy 18R: First 492' Concrete PCR:
910/R/A/W/T.

Rwy 36L: First 492' Concrete PCR:
920/R/A/W/T.

H24. ATND SKD H24. Customs: H24.

F-4, Jet A-1.

ABN. Fire 10.

Ataturk Intl see Istanbul

Aydin (Cildir)

104' LTBD CII +03:00 N37 48.9 E027 53.3
ARO 232 2741330; Fax 232 2742008. Apt
Operator Fax 256 2311872, 256 2311893;
info@turkishairlinesflightacademy.com. Apt
Switchboard 256 2186350.

09/27 4708' CONCRETE. PCN 46/R/C/X/T.
HIRL.

By NOTAM, 24hr PPR.

F-4, Jet A-1.

ABN. Fire 3.

Balikesir (Bandirma)

170' LTBG BDM Mil. +03:00 N40 19.1 E027
58.7

Apt Administration Fax 266 7133778. Apt
Switchboard 266 7133830.

18/36 9875' ASPHALT. LCN 62,
PCN 57/F/D/W/T. ASDA 18 10738'. ASDA 36
10738'. HIRL.

H24, CIV t/c PPR.

JP-8.

ABN. Fire 9.

Balikesir (Koca Seyit) Apt of Entry

51' LTFD EDO +03:00 N39 33.1 E027 00.6

Apt Administration 0.266.3761159. Apt Man-
ager 0.266.3761302/1018. Apt Operator AIS:
0.266.3761302/1027-1028; Fax 0.266.3761306,
AIM: 0.266.3761305; infokorfez@dhmi.gov.tr.
Apt Switchboard 0.266.3761302,
0.266.3761418.

05/23 9843' CONCRETE. LCN 88,
PCN 93/R/C/W/T. LDA 23 8859'. HIRL. MIALS
23.

H24. Customs: PPR. Non-skid flights 24hr PPR.
F-3, Jet A-1.

ABN. Fire 7.

Balikesir (Merkez)

340' LTBF BZI +03:00 N39 37.2 E027 55.6

Apt Administration 266 2947060. ARO 232 274
13 30; Fax 232 274 20 08. Apt Manager 266
2947510. Apt Operator Fax 266 2947061, 266
2947528; infobalikesir@dhmi.gov.tr. Apt
Switchboard 266 2947510.

18/36 9810' ASPH/CONC. LCN 72,
PCN 68/F/C/W/T. HIRL. ALS 18. HIALS 36.

First of Rwy 18L PCN: 108/R/C/W/T, LCN 98-
1263'(385m) Concrete.

First of Rwy 36R PCN: 108/R/C/W/T, LCN 98 -
492'(150m) Concrete.

By NOTAM.

JP-8.

ABN. Fire 6, MIL Fire Cat 9 during MIL base
operating hrs.

Bandirma see Balikesir

Batman Apt of Entry

1831' LTCJ BAL +03:00 N37 55.9 E041 07.0
Apt Administration Fax 488.2181005. ARO 412
233 27 19 ext. 1225; Fax 412 233 15 69. Apt
Manager 488.2181004. Apt Operator infobat-
man@dhmi.gov.tr. Apt Switchboard
488.2180444, 488.2180450.

TURKIYE

02/20 10000' ASPHALT. PCN 73/R/A/W/T. HIRL. HIALS 02.

From Thr 02 for 492' (150m) Conc PCN 76 R/B/W/T, from Thr 20 for 492' (150m) Conc PCN 73 R/A/W/T, the rest Asph PCN 128 R/A/W/T.

By NOTAM. Non-skd traffic PPR 3 hrs. ATND SKD By NOTAM. Customs: By arrangement before 24hr for non-sked Flt.

Jet A-1.

ABN. Fire 7.

Bingol Apt of Entry

3492' LTCU BGG +03:00 N38 51.7 E040 35.5

Apt Manager 426 2150401; Fax 426 2150402.
Apt Operator infobingol@dhmi.gov.tr. Apt Switchboard 426 2150067, 426 2150073-76-78-87.

11/29 7546' CONCRETE. LCN 92, PCN 100/R/C/W/T. HIRL. MIALS 11.

H24. ATND SKD As AD working hours, see NOTAM.

Jet A-1.

ABN. Fire 7.

Bodrum (Imsik)

202' LTBV BXN Mil. +03:00 N37 08.4 E027 40.1

Apt Operator Fax 252.3720271.

06/24 5151' ASPHALT. LCN 50.

Weekdays 0500-1400. O/T 3hr PNR.

JP-8.

ABN. Fire 4.

Bodrum Intl see Milas

Bursa (Yenisehir) Apt of Entry

763' LTBR YEI +03:00 N40 15.4 E029 33.7

Apt Manager 224 7818192. Apt Operator 224 7818191; Mobile 530 6142016, 535 2078839; Fax 224 7818180; infoyenisehir@dhmi.gov.tr.

Apt Switchboard 224 7818181, 224 7818182, 224 7818183, 224 7818184, 224 7818185, 224 7818186, 224 7818187, 224 7818188.

07L/25R 9820' CONCRETE. PCR: 910/R/C/W/T, PCN 96/R/C/W/T. ASDA 07L 10115'. ASDA 25R 10115'. HIRL. ALS 25R.

07R/25L 9820' CONCRETE. PCR: 850/R/C/W/T, PCN 97/R/C/W/T. HIRL.

RWY 07R-25L shall be used as TWY by civil ACFT. It can be used as RWY for landing and take off in emergency situations and when RWY 07L-25R is closed due to maintenance purposes.

H24. ATND SKD H24. PPR. Customs: H24. Customs PPR.

Jet A-1.

ABN. Fire 7.

Canakkale Apt of Entry

30' LTBH CKZ +03:00 N40 08.3 E026 25.7

Apt Administration 286.2121849. Apt Manager 286.2131021/1004, 286.2140384 (on duty). Apt Operator 286.2110001; Fax 286.2130877, 286.2142728; infocanakkale@dhmi.gov.tr. Apt Switchboard 286.2131021, 286.2131243.

04/22 7710' CONCRETE. PCN 90/R/B/W/T, PCR: 860/R/B/W/T. HIRL. MIALS 04.

H24. ATND SKD H24. Customs: PPR. At least 24hr for non-skd Flt.

Jet A-1.

ABN. Fire 7.

Cardak see Denizli

Carsamba see Samsun

Caycuma see Zonguldak

Cengiz Topel see Kocaeli

Cigli see Izmir

Cildir see Aydin

TURKIYE

Corlu Ataturk Intl see Tekirdag**Cukurova (Cukurova Intl)** Apt of Entry

25' LTDB COV +03:00 N36 53.5 E035 04.3

Apt Operator info@favoriairports.com. Apt Switchboard 444 8 598.

03L/21R 11483' CONCRETE.

PCN 110/R/D/W/T. HIRL. MIALS.

03R/21L 11483' CONCRETE.

PCN 110/R/D/W/T. HIRL. ALS.

H24. ATND SKD H24. Customs: H24.

Jet A-1.

ABN. Fire 9.

Dalaman Intl see Mugla**Denizli (Cardak)** Apt of Entry

2797' LTAY DNZ +03:00 N37 47.3 E029 42.3

Apt Administration Fax 258.8461136. Apt Manager 258.8461212; Fax 258.8461149. Apt Operator Fax AIM: 258.8461150; infocardak@dhmi.gov.tr. Apt Switchboard 258.8461139.

05/23 9843' ASPHALT. LCN 80, PCN 71/F/B/W/T. ASDA 05 10138'. ASDA 23 10138'. HIRL. HIALS.

Rwy 05/23: first 492'(150m) from both THR is Concrete (PCN 94 R/B /W/T ; LCN 94), the rest is Asphalt (PCN 71 F / B / W / T ; LCN 80).

H24. Customs: H24.

Jet A-1.

ABN. Fire 7.

Diyarbakir Apt of Entry

2260' LTCC DIY +03:00 N37 53.6 E040 12.0

412 233 27 19 Ext: 1178, 535 207 88 53; Fax 412 233 53 53; ltcc.apron@dhmi.gov.tr. Apt

Manager 412.2336363. Apt Operator Fax 412.2335353, AIS: 412.2331569; infodiyarbakir@dhmi.gov.tr. Apt Switchboard 412.2332719-20-21-22.

16L/34R 11644' CONCRETE. PCN 110/R/A/W/T, LCN 75. HIRL. HIALS 34R.**16R/34L** 11644' CONCRETE. PCN 103/R/D/W/T, LCN 94. ASDA 16R 11841'.

ASDA 34L 11841'. HIRL.

H24. All IFR/VFR civil, state Acft PPR, Non-skd PPR 3 hrs. VIP, ambulance, emergency, search and rescue and firefighting Acft are exempted. ATND SKD H24. Customs: H24.

JP-8.

ABN. Fire 8.

Elazig Apt of Entry

2928' LTCA EZS +03:00 N38 35.9 E039 16.9

Apt Administration 424.2555757; Fax 424.2555758. Apt Manager 424.2551494; Fax 424.2551494. Apt Operator AIM: 424.2551410 - 2241; Fax AIM: 424.2551401; infoelazig@dhmi.gov.tr. Apt Switchboard 424.2551410.

07L/25R 9843' CONCRETE. PCN 98/R/A/W/T, PCR: 990/R/A/W/T. HIRL. MIALS.

Rwy 07L/25R shall be used as Twy by civil Acft. It can be used as Rwy for landing and take off in emergency situations and when Rwy 07R/25L closed due to maintenance purposes.

07R/25L 9843' CONCRETE. PCR: 1070/R/A/W/T, PCN 107/R/A/W/T. HIRL.

H24. Non-skd flights PPR at least 3 hrs in advance. Customs: H24.

Jet A-1.

ABN. Fire 7.

Erzincan (Yildirim Akbulut) Apt of Entry

3791' LTCD ERC +03:00 N39 42.8 E039 31.2

Apt Administration 446.2262106 Ext: 24010. Apt Manager 446.2262106 Ext: 24018. Apt Operator AIM: 446.2262106 Ext: 24025; Fax 446.2262105, AIM: 446.2261161. Apt Switchboard 446.2262103 (4 lines).

TURKIYE

10/28 9843' ASPH/CONC. PCN 84/F/C/W/T. ASDA 10 10040'. ASDA 28 10040'. HIRL. MIALS 10.

First 1312' (400m) PCN 106/R/C/W/T.

H24. ATND SKD H24. Customs: By arrangement before 24hr for non-skf 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 442.3272840; Fax 442.3272834; erzurumaim@dhmi.gov.tr. Apt Manager 442.3272824; Fax 442.3272940. Apt Operator AIS: 442.3272835 Ext: 2569; Fax AIS: 442.3272815. Apt Switchboard 442.3272835.

08L/26R 12500' ASPHALT. PCN 110/F/D/W/T. ASDA 08L 12992'. ASDA 26R 12894'. HIRL.

08R/26L 12500' CONCRETE. PCN 110/R/D/W/T. ASDA 08R 12992'. ASDA 26L 12894'. HIRL. HIALS 26L.

H24. Customs.

Jet A-1.

ABN. Fire 9.

Esenboga Intl see Ankara

Eskisehir

2581' LTBI ESK Mil. +03:00 N39 47.0 E030 34.9

08/26 10007' ASPHALT. LCN 65. HIRL.

PPR. H24.

ABN. Fire 9.

Eskisehir (Hasan Polatkan) Apt of Entry

2599' LTBY AOE Mil. +03:00 N39 48.7 E030 31.2

Apt Administration 222 2138547. Apt Manager 222 2138453. Apt Operator 222 2138452, 222 2138571; Fax AIS:222 3222058.

09/27 9843' CONCRETE. LCN 110, PCN 110/R/D/W/T. HIRL. MIALS 27.

By NOTAM. ATND SKD As AD Working Hours (Connect with fuelling airport management). Customs: By operational requirements (For customs prior coordination is required). Customs and immigration services provided for international flight when requested.

Jet A-1.

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 Apt of Entry

2305' LTAJ GZT +03:00 N36 56.9 E037 28.7

Apt Administration 342 5821010. Apt Manager 342 5821038; Fax 342 5821011, 342 5821161. Apt Operator infogaziantep@dhmi.gov.tr. Apt Switchboard 342 5821021, 342 5821111.

10/28 9843' CONCRETE. PCN 110/R/A/W/T, PCR: 860/R/B/W/T. LDA 10 9416'. ASDA 28 10040'. HIRL. ALS.

H24. Charter flights PPR at least 3 hrs. ATND SKD H24. Customs: H24.

Jet A-1.

ABN. Fire 9.

Gaziemir see Izmir

Gazipasa (Alanya)

126' LTFG GZP +03:00 N36 18.0 E032 18.1

TURKIYE

Apt Administration 242.5827518. Apt Operator AIS: 242.5827516; Fax 242.5827575, AIS: 242.5827517. Apt Switchboard 242.5827126.

08/26 7710' CONCRETE. PCN 77/R/C/X/T. HIRL. Rwy 08 Takeoff not allowed. Rwy 26 Landing not allowed.

By NOTAM. Customs.

Jet A-1.

ABN. Fire 7.

Gokceada

84' LTFK GKD +03:00 N40 12.0 E025 52.9

Apt Administration infogokceada@dhmi.gov.tr. ARO 2322741330; Fax 2322742008. Apt Manager 286 8874159; Fax 286 8874160. Apt Operator Fax AIM: 286 8874154. Apt Switchboard 286 8874141.

01/19 6693' CONCRETE. PCN 110/R/C/W/T. HIRL. ALS.

By NOTAM.

ABN. Fire 5.

Guvercinlik see Ankara**Hakkari (Yuksekoa Selahaddin Eyyubi)**

6096' LTCW YKO +03:00 N37 33.0 E044 14.2

ARO 412 233 27 19 ext. 1225; Fax 412 233 15 69. Apt Manager 438 3003340. Apt Operator Fax 438 3003341. Apt Switchboard 438 3003333 (34-39).

11/29 10499' CONCRETE. LCN 104, PCN 110/R/C/W/T. HIRL. ALS 11. MIALS 29.

By NOTAM. ATND SKD By NOTAM.

Jet A-1.

ABN. Fire 7.

Hasan Polatkan see Eskisehir**Hatay** Apt of Entry

259' LTDA HTY +03:00 N36 21.7 E036 17.0

Apt Administration 326 2353030. Apt Operator Fax 326 2351309; infohatay@dhmi.gov.tr. Apt Switchboard 326 2351308.

04/22 8924' CONCRETE. PCR: 1700/R/A/W/T. ASDA 22 9121'. HIRL. MIALS 22.

H24. Non-skid PPR at least 6 hrs. ATND SKD H24. Customs: H24.

Jet A-1.

ABN. Fire 7.

Igdir (Sehit Bulent Aydin) Apt of Entry

3102' LTCT IGD +03:00 N39 59.0 E043 52.0

Apt Administration 476.2786003; Fax 476.2786001. Apt Manager 476.2786000. Apt Operator Fax AIM: 476.2786002; infoigdir@dhmi.gov.tr. Apt Switchboard 476.2786004.

12/30 9843' CONCRETE. PCN 113/R/B/W/T. HIRL.

By NOTAM. Customs: Avbl during Intl flights.

Jet A-1.

ABN. Fire 7.

Imsik see Bodrum**Incirlik AB see Adana****Isparta (Kilic)**

2875' LTFN Mil. +03:00 N37 51.8 E030 21.3 Apt Administration Fax 246 559 21 17. Apt Switchboard 246 559 20 27.

04/22 5397' CONCRETE. PCN 47 R/C/W/T. HIRL. ALS.

Rwy 22 Right-Hand Circuit.

13/31 4987' CONCRETE. PCN 47 R/C/W/T. HIRL. ALS.

Rwy 13 Right-Hand Circuit.

F-4, Jet A-1.

ABN. Fire 6.

Isparta (Suleyman Demirel) Apt of Entry

2835' LTFC ISE +03:00 N37 51.3 E030 22.0

TURKIYE

Apt Administration (246) 5592010-12; Fax (246) 5592011; infosuleymandemirel@dhmi.gov.tr.
Apt Switchboard (246) 5592008; Fax (246) 5592040.

05/23 9843' CONCRETE. PCN 91/R/B/W/T. HIRL. HIALS 05.

H24. Customs.

F-3, Jet A-1.

ABN. Fire 7.

Istanbul (Ataturk Intl) Apt of Entry

94' LTBA ISL +03:00 N40 58.6 E028 48.8

Apt Administration 212 4653262. ARO 212 4653232, 212 4653283; Fax 212 4653200, 212 4653260. Apt Manager 212 4653253. Apt Operator Fax 212 4653250. Apt Switchboard 212 4637777.

05/23 8465' ASPHALT. PCN 95/F/C/W/T, PCR: 1500/F/A/W/T. LDA 05 8038'. TODA 05 8661'. TODA 23 8727'. HIRL. ALS.

Rwy 05 Right-Hand Circuit.

H24. ATND SKD H24. Customs: H24.

F-4, Jet A-1.

ABN. Fire 9.

Istanbul Apt of Entry

325' LTFM IST +03:00 N41 16.5 E028 45.1

Apt Administration 212 891 20 00; info@igairport.aero. Apt Manager 212 891 28 00. Apt Operator 2128912143; Fax 212 891 28 03; istais@dhmi.gov.tr. Apt Switchboard 444 1 442.

16L/34R 12303' ASPHALT. PCN 96/F/A/W/T. HIRL.

16R/34L 12303' ASPHALT. PCN 96/F/A/W/T. HIRL. ALS.

17L/35R 13451' ASPHALT. PCN 96/F/A/W/T. HIRL. ALS.

17R/35L 13451' ASPHALT. PCN 96/F/A/W/T. HIRL.

18/36 10039' ASPH/CONC. PCN 102/F/A/W/T. HIRL.

RWY 18/36: last/first 1230' PCN 110/R/A/W/T Concrete.

H24. ATND SKD H24. Customs: H24.

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 5855821. ATIS H24 216 5855666. Apt Manager 216 5855302, 216 5855353, 216 5855455; Fax 216 5855646. Apt Operator AIS: 216 5855418, AIS: 216 5855421; Fax AIS: 216 5855419. Apt Switchboard 216 5855000.

06L/24R 9843' CONCRETE. PCN 84/R/A/X/T. LDA 06L 9547'. TODA 24R 10335'. ASDA 06L 10040'. ASDA 24R 10040'. HIRL. ALS 06L.

06R/24L 11614' ASPH/CONC. PCN 100/R/A/W/T. HIRL. ALS.

Rwy 06R: strength: PCN: 100/R/A/W/T - Surface: concrete, PCN: 139/F/A/W/T - Surface: Asphalt 6411'-8281' (1954m-2524m).

Rwy 24L: strength: PCN: 100/R/A/W/T - Surface: concrete, PCN: 139/F/A/W/T - Surface: Asphalt 3333'-5203' (1016m-1586m).

H24. ATND SKD H24. Customs: H24.

Technical landings and divers to AD shall not be accepted. Flight Plans shall not be accepted, no flight permissions shall be granted and no slot shall be allocated.

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.

TURKIYE

Fire 4.

Izmir (Adnan Menderes Intl) Apt of Entry
410' LTBK ADB +03:00 N38 17.3 E027 09.3
Apt Administration (232) 2742011; Fax (232) 2742002; infoadnanmenderes@dhmi.gov.tr.
Apt Manager (232) 2742003; Fax (232) 2742564. Apt Switchboard (232) 2742626.

16L/34R 10630' CONC/ASPH.
PCN 88/F/C/W/T. ASDA 34R 10827'.
HIRL. ALS.

Rwy 16L: First 984' PCN 120/R/C/W/T (concrete).

Rwy 34R: First 984' PCN 120/R/C/W/T (concrete).

16R/34L 10630' CONCRETE.
PCN 110/R/D/W/T. ASDA 16R 10827'. ASDA 34L 10827'. HIRL. MIALS.

H24. Customs.

F-3, Jet A-1.

ABN. Fire 10.

Izmir (Cigli)

16' LTBL IGL Mil. +03:00 N38 31.6 E027 00.6

Apt Administration Fax 232.3761176. Apt Switchboard 232.3763030.

17/35 9820' ASPHALT. LCN 50. TODA 17 10902'. TODA 35 10902'. ASDA 17 10607'. ASDA 35 10312'. HIRL. ALS.

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 9844' ASPHALT. LCN 75. TORA 17 9843'. TORA 35 9843'. LDA 17 9843'. LDA 35 9843'. TODA 17 9843'. TODA 35 9843'. ASDA 17 10808'. ASDA 35 10808'. HIRL. HIALS.

Rwy 17 Right-Hand Circuit.

PPR. By NOTAM.

ABN. Fire 5.

Izmir (Salcuk-Efes)

10' LTFB IZM +03:00 N37 57.1 E027 20.0

Apt Operator 232.892 60 25, 232.892 64 47; Fax 232.892 63 76, 232.892 83 53.

09/27 5151' CONCRETE. LCN 58, PCN 47/R/C/X/T. TODA 09 5545'.

By NOTAM. ATND SKD By NOTAM.

F-4, Jet A-1.

Fire 4.

Kahramanmaraş Apt of Entry

1724' LTCN KCM +03:00 N37 32.3 E036 57.1

Apt Manager 344.2360792 Ext: 1018; Fax 344.2365051. Apt Operator 344.2361897, AIS: 344.2360792 Ext: 1022-1023; Fax 344.2361896, AIS: 344.2365351. Apt Switchboard 344.2360792.

07/25 7546' ASPH/CONC. PCR: 810/F/B/W/T, PCN 80/F/B/W/T. LDA 25 6562'. HIRL. MIALS 25.

PCN 104/R/B/W/T, PCR 1100/R/B/W/T for the first 1312' (400 m) of each Thr.

H24. Customs.

Jet A-1.

ABN. Fire 7.

Kaklic see Izmir

TURKIYE
Kapadokya Apt of Entry

3090' LTAZ NAV +03:00 N38 46.5 E034 31.6

Apt Administration 384.4214450; Fax 384.4214451. Apt Manager 384.4214452; Fax 384.4214477. Apt Operator AIS: 384.4214455 (1095); Fax AIS: 384.4214473; infokapadokya@dhmi.gov.tr. Apt Switchboard 384.4214455-69.

11/29 9843' CONCRETE. PCN 90/R/C/W/T, PCR: 890/R/B/W/T. ASDA 11 10040'. ASDA 29 10040'. HIRL. ALS 11.

H24. All IFR/VFR civil, charter and military trafics planned to use this AD PNR, contact AD Authority. Charter flts PPR for landing 3hr in advance with AD office in duty. Customs: H24.

Jet A-1.

ABN. Fire 7.

Kars (Kars Harakani) Apt of Entry

5889' LTCF KSY +03:00 N40 33.7 E043 06.9

Apt Administration 474 2135669; Fax 474 2135691. ARO 462 325 9952 EXT. 1272; Fax 462 325 9297. Apt Manager 474 2135668 Ext: 1018; Fax 474 2135531. Apt Operator kys.ksy.isl@dhmi.gov.tr. Apt Switchboard 474 2135668.

06L/24R 11483' ASPHALT. PCN 75/F/C/W/T, LCN 76. HIRL. MIALS 06L.

Rwy 06L/24R shall be used as Twy by civil Acft. It can be used as Rwy for landing or take off in emergency situations and when Rwy 06R/24L is closed due to maintenance purposes.

06R/24L 11483' ASPHALT. PCN 100/F/D/W/T, LCN 95. HIRL. MIALS 06R.

By NOTAM. ATND SKD As AD working hours. Customs: As AD working hours.

Jet A-1.

ABN. Fire 7.

Kastamonu Apt of Entry

3524' LTAL KFS +03:00 N41 19.0 E033 47.8

Apt Administration 366 220 02 50; Fax 366 220 02 51. Apt Operator Fax AIM 366 220 02 52. Apt Switchboard 366 220 02 54-58.

18/36 7382' ASPHALT. PCN 137/F/A/W/T, PCR: 1900/F/A/W/T. HIRL. ALS 18. ALS 36.

By NOTAM. Customs: Avbl during Intl flights.

Jet A-1.

ABN. Fire 7.

Kayseri Apt of Entry

3463' LTAU ASR +03:00 N38 46.2 E035 29.7

ARO 352 337 5494 Ext:1037, 1038; Fax 352 3399193. Apt Manager 352 3375240; Fax 352 3392530. Apt Operator Fax 352 3375241; info-kayseri@dhmi.gov.tr. Apt Switchboard 352 3375244, 352 3375494.

07/25 9843' CONCRETE. PCR: 360/F/C/W/T, PCN 107/R/D/W/T. TODA 07 10598'. TODA 25 10565'. ASDA 07 10039'. ASDA 25 10039'. HIRL. ALS 07. HIALS 25.

RWY 07 SWY first 164' (50 m): PCR 660/R/C/W/T, SWY last 33' (10 m): PCR 360/F/C/W/T, rest of Rwy: PCR 1390 R/A/W/T.

RWY 25 SWY first 164' (50 m): PCR 580/R/C/W/T, SWY last 33' (10 m): PCR 370/F/C/W/T, rest of Rwy: PCR 1390 R/A/W/T.

H24. Domestic and foreign Acft PPR 48 hr. ATND SKD H24. Customs: H24.

F-4, Jet A-1, JP-8.

ABN. Fire 9.

Kesan

143' LTFL Mil. +03:00 N40 47.2 E026 36.4

Apt Administration 284 714 25 00.

02/20 5085' ASPH/CONC.

24H. ATS provided as long as UAV flights are in progress.

TURKIYE

Kilic see Isparta

Koca Seyit see Balikesir

Kocaeli (Cengiz Topel)

188' LTBQ KCO +03:00 N40 44.1 E030 05.0
Apt Administration 262 3713880 Ext: 1756 (MIL), 262 3752222 Ext: 1101 (CIV); Fax 262 3713889 (MIL), 262 3752766 (CIV), 262 3753491 (AIM); cengiztopel@dhmi.gov.tr. Apt Switchboard 262 3713880 (MIL), 262 3752222 (CIV), 262 3753492-93 (CIV).

09/27 9810' CONCRETE. PCN 80/R/C/W/T, LCN 82. HIRL. HIALS 27.

By NOTAM. ATND SKD By NOTAM (Prior request). Customs: Available during international flights.

F-4, Jet A-1, JP-8.

ABN. Fire 7, Cat 4 (During mil base ops).

Konya Apt of Entry

3392' LTAN KYA +03:00 N37 58.8 E032 33.7

Apt Manager 332.2391340; Fax 332.2391341. Apt Switchboard 332.2391343, 332.2391344, 332.2391345, 332.2391346, 332.2391347.

01L/19R 10984' ASPH/CONC. LCN 81, PCN 87/F/C/W/T. ASDA 01L 11181'. ASDA 19R 11181'. HIRL. HIALS 01L.

First of Rwy 01L PCN: 103/R/C/W/T, LCN: 93 - 492' (150m) Concrete, last PCN: 87F/C/W/T, LCN: 81 - 10492' (3198m) Asphalt.

First of Rwy 19R PCN: 103/R/C/W/T, LCN: 93 - 492' (150m) Concrete, last PCN: 87F/C/W/T, LCN: 81 - 10492' (3198m) Asphalt.

01R/19L 10984' ASPH/CONC. PCN 103/R/C/W/T, PCR: 1700/F/A/W/T. ASDA 01R 11181'. ASDA 19L 11181'. HIRL. HIALS 01R.

First of Rwy 01R PCR: 1630/R/A/W/T (150m) Concrete, last PCR: 1700/F/A/W/T 10492' (3198m) Asphalt.

First of Rwy 19L PCR: 1630/R/A/W/T 492' (150m) Concrete, last PCR: 1700/F/A/W/T 10492' (3198m) Asphalt.

H24. Customs.

Jet A-1.

ABN. Fire 8.

Kutahya

3026' LTBN Mil. +03:00 N39 25.6 E030 01.0 **15/33** 4907' ASPHALT. LCN 35.

By NOTAM.

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. PCN 81/F/B/W/T, LCN 85. HIRL. MIALS 21R.

First 1122'(342m) from the beginning of Rwy 03L is concrete(LCN88, PCN 85 R/B/W/T), the following 8589'(2618m) is asphalt, the last 1280'(390m) is concrete (LCN88 PCN 85 R/B/W/T).

Rwy 03L-21R shall be used as Twy by civil Acft. It can be used as Rwy for landing and take off in emergency situations and when Rwy 03R-21L is closed due to maintenance purposes.

03R/21L 10991' ASPHALT. LCN 73, PCN 57/F/B/W/T. HIRL. HIALS 21L.

By NOTAM. Customs: H24.

Jet A-1.

ABN. Fire 7.

Malatya (Tulga)

3022' LTAO Mil. +03:00 N38 21.2 E038 15.3 Apt Administration Fax 0.422.336 66 34. Apt Switchboard 0.422.336 66 17.

04L/22R 7605' CONCRETE. TORA 04L 6608'. TODA 04L 6608'. HIRL.

TURKIYE

04R/22L 7113' CONCRETE. TORA 04R 6115'. TODA 04R 6115'. HIRL.

RWY 04R/22L shall be used only by helicopters. It can be used as RWY for landing and take off in emergency situations and when 04L/22R is closed due to maintenance purposes.

F-4, JP-8.

ABN. Fire 5.

Manisa (Akhisar)

265' LTBT Mil. +03:00 N38 48.6 E027 50.1

Apt Administration Fax 236.4365006. Apt Switchboard 236.4365001.

13L/31R 9816' CONCRETE. LCN 50. TORA 13L 9813'. TORA 31R 9813'. LDA 13L 9813'. LDA 31R 9813'. TODA 13L 9813'. TODA 31R 9813'. ASDA 13L 10305'. ASDA 31R 10305'. HIRL. HIALS 31R.

13R/31L 9816' CONCRETE. LCN 50. TORA 13R 9813'. TORA 31L 9813'. LDA 13R 9813'. LDA 31L 9813'. TODA 13R 9813'. TODA 31L 9813'. ASDA 13R 9813'. ASDA 31L 9813'.

By NOTAM, CIV tfc PPR.

JP-8.

ABN. Fire 7.

Mardin (Prof Dr Aziz Sancar) Apt of Entry

1727' LTCR MQM +03:00 N37 14.0 E040 38.4

Apt Administration 482.3133444; Fax 482.3133404. ARO 342 3243464; Fax 342 582 11 39. Apt Manager 482.3133400 Ext:2000; Fax 482.3133405. Apt Operator infomardin@dhmi.gov.tr. Apt Switchboard 482.3133400 / 3133401 / 3133402.

03/21 8202' CONCRETE. PCN 99/R/B/W/T, PCR: 1380/R/B/W/T. HIRL. MIALS 21.

By NOTAM. Civil, non-skd PPR at least 3 hrs before flight plan is filled. Customs: PPR 24hr.

Jet A-1.

ABN. Fire 7.

Merkez see Balikesir

Merzifon see Amasya

Milas (Bodrum Intl) Apt of Entry

21' LTFE BJV +03:00 N37 15.0 E027 39.9

Apt Administration 252.5230080; Mobile 530.6142084; Fax 252.5230082. Apt Manager 252.5230230; Mobile 537.9171920; Fax 252.5230011. Apt Operator AIS: 252.5230081; Fax AIS: 252.5230085. Apt Switchboard 252.5230101.

10L/28R 9843' CONCRETE. PCN 108/R/D/W/T. HIRL. ALS.

10R/28L 9646' CONCRETE. PCN 110/R/D/W/T. LDA 28L 8202'. HIRL. MIALS 28L.

RWY 10R-28L shall be used as TWY by civil ACFT. It can be used as RWY for landing and take off in emergency situations and when RWY 10L-28R closed due to maintenance purposes.

CIV: H24, MIL: By NOTAM. Customs.

F-3, Jet A-1.

ABN. Fire 9.

Mugla (Dalaman Intl) Apt of Entry

20' LTBS DLM +03:00 N36 42.7 E028 47.5

Apt Administration 252.2811330. Apt Manager 252.2811332. Apt Operator 252 7925555; Fax 252.2811333; ays.ltbs@dhmi.gov.tr. Apt Switchboard 252.2811348.

01/19 9843' CONCRETE. PCN 90/R/A/W/T. TODA 01 11647'. TODA 19 12140'. ASDA 01 10040'. ASDA 19 10040'. HIRL. HIALS 19.

Rwy 19 Right-Hand Circuit.

H24. ATND SKD H24. Customs: H24.

F-3, Jet A-1.

ABN. Fire 9.

Murted see Ankara

TURKIYE

Mus (Sultan Alparslan)

4157' LTCK MSR +03:00 N38 44.7 E041 40.1

Apt Administration 436 2500004 Ext: 1110; Fax 436 2500001. ARO 436 2500004 Ext: 1122; Fax 436 2500002; infomus@dhmi.gov.tr. Apt Manager Fax 436 2500007. Apt Operator 436 2500004 Ext: 1118. Apt Switchboard 436 2500004, 436 2500005, 436 2500006, 436 2500007, 436 2500008, 436 2500009.

11L/29R 11647' ASPHALT. PCR: 900/R/B/W/T, PCN 51/F/C/X/T. HIRL. HIALS 29R.

First of Rwy 11L PCR: 900/R/B/W/T - 492'(150m) Concrete, PCR: 950/F/B/W/T last 10663' (3250m) - Asphalt.

First of Rwy 29R PCR: 1010/R/B/W/T - 492'(150m) Concrete, PCR: 950/F/B/W/T last 10663' (3250m) - Asphalt.

11R/29L 11647' ASPHALT. PCR: 710/F/B/X/T, PCN 27/F/C/Y/T.

Used as TWY by civ acft.

First of Rwy 11R PCR: 940/R/B/X/T - 492'(150m) Concrete.

First of Rwy 29L PCR: 940/R/B/X/T - 492'(150m) Concrete.

By NOTAM. Temp border gate.

JP-8.

ABN. Fire 7.

Nuri Demirag see Sivas**Ordu-Giresun** Apt of Entry

11' LTCB OGU +03:00 N40 58.0 E038 04.9

Apt Administration 452 226 28 55; Fax 452 226 28 35. Apt Manager 452 226 28 56; Fax 452 226 28 36. Apt Operator AIS: 452 226 28 52/1061-1062; Fax AIS: 452 226 28 37; infoordugiresun@dhmi.gov.tr. Apt Switchboard 452 226 28 52.

10/28 9843' ASPHALT. PCN 84/F/C/W/T, PCR: 1030/F/B/W/T. HIRL.

H24. ATND SKD H24. Customs: H24.

Jet A-1.

ABN. Fire 7.

Prof Dr Aziz Sancar see Mardin**Rize-Artvin** Apt of Entry

16' LTFO RZV +03:00 N41 10.8 E040 50.9

ARO 462 325 9952 Ext 1272; Fax 462 325 9297. Apt Operator 464 2135308; Fax 464 2530800.

06/24 9843' ASPHALT. PCN 86/F/C/W/T, PCR: 1290/F/B/W/T. HIRL. ALS.

By NOTAM. ATND SKD By NOTAM. Customs: By NOTAM.

Jet A-1.

ABN. Fire 7.

Sabiha Gokcen Intl see Istanbul**Samandira see Istanbul****Samsun (Carsamba)** Apt of Entry

17' LTFH SZF +03:00 N41 15.9 E036 32.9

ARO 362 8448830 Ext:3000, 3001; Fax 362 8448392. Apt Manager 362 8448844, 362 8448845. Apt Operator Fax 362 8448846; info-carsamba@dhmi.gov.tr. Apt Switchboard 362 8448830.

13/31 9843' CONCRETE. LCN 105, PCN 120/R/B/W/T. ASDA 13 10040'. ASDA 31 10040'. HIRL. ALS 13.

H24. ATND SKD H24. Customs: H24.

Jet A-1.

ABN. Fire 7.

Sanliurfa (Gap Intl) Apt of Entry

2708' LTCS GNY +03:00 N37 27.4 E038 54.5

Apt Administration 414.3781111 Ext: 2002; Fax 414.3781121, 414.3781122. Apt Operator Fax AIS: 414.3781119; infogap@dhmi.gov.tr. Apt Switchboard 414.3781111.

TURKIYE

04/22 13123' CONCRETE. PCR: 920/R/A/W/T, PCN 90/R/A/W/T. HIRL. ALS.

H24. ATND SKD H24. Customs: H24.

Jet A-1, JP-8.

ABN. Fire 8.

Sehit Bulent Aydin see Igdir

Selcuk-Efes see Izmir

Serafettin Elci see Sirnak

Siirt Apt of Entry

2000' LTCL SXZ +03:00 N37 58.7 E041 50.3

Apt Administration 484 2542130; Fax 484 2542002. ARO 412 233 2719 ext. 1225; Fax 412 233 1569. Apt Manager Fax 484 2542205. Apt Operator 322 435 8875; Fax 322 431 6895; info@siirt@dhmi.gov.tr. Apt Switchboard 484 2542201, 484 2542202, 484 2542203, 484 2542204.

06/24 6562' CONCRETE. PCN 50/R/B/X/T. ASDA 06 6890'. ASDA 24 6792'. HIRL. MIALS 06.

By NOTAM. Charter flights 3 hrs PPR. ATND SKD By NOTAM. Customs: Avbl during Intl flights.

Jet A-1.

ABN. Fire 7.

Sinop Apt of Entry

32' LTCM NOP +03:00 N42 00.9 E035 04.0

Apt Manager 368 2715605. Apt Operator Fax 368 2715606, 368 2715607; info@sinop@dhmi.gov.tr. Apt Switchboard 368 2715608-09.

05/23 6562' CONCRETE. PCN 98/R/A/W/T, PCR: 950/R/A/W/T. HIRL. ALS 05.

By NOTAM. ATND SKD By NOTAM. Customs: During operations.

Jet A-1.

ABN. Fire 7.

Sirnak (Serafettin Elci) Apt of Entry

2041' LTCV NKT +03:00 N37 21.8 E042 03.6

ARO 412 233 2719 ext. 1225; Fax 412 233 1589. Apt Manager 486 6367705; Fax 486 6367706. Apt Operator info@sirnak@dhmi.gov.tr. Apt Switchboard 486 6367700-01-02.

11/29 9843' CONCRETE. PCR: 1200/R/B/W/T, PCN 97/R/C/W/T, LCN 90. HIRL.

By NOTAM. PPR at least 3 hrs for non-skd flight. ATND SKD By NOTAM. Customs: Avbl during Intl flights.

Jet A-1.

ABN. Fire 7.

Sivas (Nuri Demirag) Apt of Entry

5237' LTAR VAS +03:00 N39 48.8 E036 54.1

Apt Manager (346)2248687, (346)2249747; Fax (346)2248007, (346)2249971. Apt Switchboard (346)2234389, (346)2247925, (346)2248687.

01/19 12503' ASPHALT. PCR: 1010/R/A/W/T, PCN 92/R/A/W/T. HIRL. MIALS 19.

H24. ATND SKD H24. Customs: H24.

Jet A-1.

ABN. Fire 7.

Sivrihisar see Eskisehir

Suleyman Demirel see Isparta

Sultan Alparslan see Mus

Tekirdag (Corlu Ataturk Intl) Apt of Entry

570' LTBU TEQ +03:00 N41 07.8 E027 54.4

Apt Manager 282.6824028. Apt Operator Fax 282.6824029, AIS: 282.6824031. Apt Switchboard 282.6824034.

04/22 9843' CONC/ASPH. PCR: 310/F/C/X/T, PCN 85/R/D/W/T. ASDA 04 10138'. ASDA 22 10138'. HIRL. ALS 04. MIALS 22.

TURKIYE

RWY concrete PCR: 850/R/B/W/T, SWY asphalt PCR: 310/F/C/X/T.

H24. ATND SKD H24. Customs: H24.

F-4, Jet A-1.

ABN. Fire 7.

Tokat Apt of Entry

1859' LTAW TJK +03:00 N40 19.5 E036 23.4

ARO 362 844 8830 EXT 3000-3001; Fax 362 844 8392. Apt Manager 356 2387282. Apt Operator Fax 356 2387077, 356 2387355. Apt Switchboard 356 2387330-49-54-57.

06/24 8858' CONCRETE. PCN 108/R/A/W/T, PCR: 1090/R/A/W/T. HIRL. MIALS 24.

By NOTAM. ATND SKD By NOTAM. Customs: By NOTAM.

Jet A-1.

ABN. Fire 7.

Trabzon (Trabzon Intl) Apt of Entry

105' LTCG TZX +03:00 N40 59.7 E039 47.1

Apt Administration 462 3259949. Apt Manager 462 3252107; Fax 462 3259956. Apt Operator Fax 462 3259950, AIS: 462 3259297. Apt Switchboard 462 3259952, 462 3280940.

11/29 8661' ASPHALT. PCR: 960/F/A/W/T, PCN 91/F/A/W/T. ASDA 11 8858'. ASDA 29 8858'. HIRL. ALS 11. MIALS 29.

H24. Charter flights PPR 3 hrs. Apt clsd Wed 1000-1300Z, Apt can be opened with cancellation NOTAM to be issued for planned emergency, military and VIP flights, as well as flights deemed necessary by Apt Authority. ATND SKD H24. Customs: H24.

Jet A-1.

ABN. Fire 8.

Tulga see Malatya**Usak** Apt of Entry

2898' LTBO USQ +03:00 N38 40.9 E029 28.3

276 253 38 54 Ext 139, 535 207 93 01; Fax 276 253 38 52; infousak@dhmi.gov.tr. Apt Manager 276 2533854 Ext 139; Fax 276 2533852. Apt Operator 276 253 38 52, 276 253 38 54 Ext 157-158, 535 207 93 01; infousak@dhmi.gov.tr, usakaim@dhmi.gov.tr. Apt Switchboard 276 2533854/55/56/57/58.

09/27 8399' CONCRETE. PCN 20/R/C/W/T. HIRL. MIALS 27.

By NOTAM. All IFR/VFR civil, state Acft PPR, Non-skd PPR 3 hrs. VIP, ambulance, emergency, search and rescue and firefighting Acft are exempted. ATND SKD By NOTAM. Customs: By NOTAM.

F-4, Jet A-1.

ABN. Fire 7.

Van (Ferit Melen) Apt of Entry

5473' LTCI VAN +03:00 N38 28.1 E043 19.9 ATC 4322270010. Apt Manager 432 227 00 01 Ext: 1018; Fax 432 2270008. Apt Operator 432.227 00 07; Fax 432 2270009; infoferitmelen@dhmi.gov.tr. Apt Switchboard 432.227 00 01, 432.227 00 11.

03/21 9022' ASPHALT. PCR: 1210/F/A/W/T, PCN 95/F/C/W/T. HIRL.

H24. ATND SKD H24. Customs: H24.

Jet A-1.

ABN. Fire 7.

Yalova

43' LTBP Mil. +03:00 N40 41.2 E029 22.6

Apt Administration Fax 226 353 32 10. Apt Switchboard 226 353 31 31.

08/26 6000' ASPHALT. LCN 50.

18/36 4459' ASPHALT. LCN 50.

By NOTAM, CIV t/c PPR.

F-4.

Fire 7.

Yenisehir see Bursa**Yildirim Akbulut see Erzincan**

TURKIYE
Yuksekoa Selahaddin Eyyubi see Hakkari
Zafer

3327' LTBZ KZR +03:00 N39 06.7 E030
07.8

Apt Manager 274 3273030, 274 4443937. Apt
Operator Fax 274 3273031.

13/31 9843' CONCRETE. PCN 110/R/D/W/T.
HIRL. ALS.

By NOTAM. ATND SKD By NOTAM. Customs:
By NOTAM.

Jet A-1.

ABN. Fire 7.

Zonguldak (Caycuma) Apt of Entry

44' LTAS ONQ +03:00 N41 30.4 E032 05.4

Apt Administration Fax 372.6182454. Apt Man-
ager 372.6182299. Apt Switchboard
372.6182457.

18/36 6991' CONCRETE. PCN 76/R/C/W/T.
ASDA 18 7188'. ASDA 36 7188'. HIRL.

By NOTAM. Customs.

Jet A-1.

ABN. Fire 6.

U.A.E.

Abu Dhabi (Al Bateen Executive) Apt of Entry

18' OMAD AZI +04:00 N24 25.7 E054 27.5
 Apt Administration 2 505 5000; H24 2 494 2301. 2 575 7346. ATS H24 2 444 7546. Apt Operator 2 494 2400; Fax 2 494 2333; fbo-azi@jetex.com. Ground Services H24 2 444 7310.

13/31 10505' ASPHALT. PCR: 470/F/A/X/U. TORA 13 8468'. TORA 31 8698'. LDA 13 8501'. LDA 31 9049'. TODA 13 8468'. TODA 31 8698'. ASDA 13 8468'. ASDA 31 8698'. HIRL. ALS 31. Rwy 13 Right-Hand Circuit.
 H24. ATND SKD H24. Customs: H24.
 F-3, Jet A-1.
 ABN. Fire 7, CAT 9 PNR 48hr.

Abu Dhabi (Zayed Intl) Apt of Entry

83' OMAA AUH +04:00 N24 26.0 E054 39.1
 Apt Administration 2 505 5000. 2 805 8000; DMAirside@adac.ae. ATIS 2 8050704 - ARRIVAL, 2 8050705 - DEPARTURE. Ground Services 2 505 8008.

13L/31R 13451' ASPHALT. PCR: 1010/F/A/W/T. TODA 13L 14435'. TODA 31R 14435'. HIRL. ALS.

Rwy 13L/31R closed every Wed for preventative maintenance as follows:

between 0700-1400 UTC from 01 Apr to 31 May and from 01 Sep to 31 Oct,

between 0800-1400UTC from 01 Jun to 31 Aug,

between 0600-1300 UTC from 01 Nov to 31 Mar.

13R/31L 13471' ASPHALT. PCR: 680/F/A/W/U. TODA 13R 14849'. TODA 31L 14718'. HIRL. ALS 31L.

Rwy 13R/31L closed every Tue for preventative maintenance as follows:

between 0700-1400 UTC from 01 Apr to 31 May and from 01 Sep to 31 Oct,

between 0800-1400UTC from 01 Jun to 31 Aug,

between 0600-1300 UTC from 01 Nov to 31 Mar.

H24. ATND SKD H24. Customs: H24.

Jet A-1.

Fire 10 H24.

Al Ain (Al Ain Intl) Apt of Entry

865' OMAL AAN +04:00 N24 15.7 E055 36.5

Apt Administration 2 505 5000, 3 709 2557, 3 709 7028; Mobile 50 139 9115. 2 575 7346, 3 709 2611. ATIS H24 (03) 709 2498.

01/19 13140' ASPH/CONC. PCR: 790/R/B/W/T. TODA 01 13944'. TODA 19 14452'. HIRL.

WBC - PCR: CONC 790/R/B/W/T, ASPH 1040/F/A/X/T.

H24. ATND SKD H24. Customs: H24.

F-3, Jet A-1.

Fire 9, 10 O/R 1hr.

Al Bateen Executive see Abu Dhabi

Al Maktoum Intl see Dubai

Delma

20' OMDL ZDY +04:00 N24 30.6 E052 20.1

Apt Administration (02) 505 5000. ATC (02) 878 1211, (02) 878 1364; Mobile (56) 408 9396. Apt Manager (02) 494 2463, (58) 888 8533.

17/35 8202' ASPHALT. PCR: 630/F/A/X/T. HIRL. ALS 17.

Rwy 35 Right-Hand Circuit.

PPR. SR-SS.

ABN. Fire 6.

Dubai (Al Maktoum Intl) Apt of Entry

171' OMDW DWC +04:00 N24 55.1 E055 10.5

U.A.E.

4 504 5000, 4 813 3513 (EFTA); Mobile 50 106 0790 (EFTA); aocc@dubaiairports.ae. Ground Services H24 50 5526 712.

12/30 14764' ASPHALT. PCR: 850/F/A/X/T, PCN 140/F/A/X/T. HIRL. ALS.

Rwy 12/30 will be closed for planned maintenance every Mon from 1100 to 1400 UTC.

13/31 6030' ASPHALT. LDA 13 5538'. LDA 31 5538'. HIRL.

PPR from EFTA Operations for non-EFTA flights. EFTA operates as per the below timings: 1 Jan - 31 May, 0400 - 2000Z; 1 Jun - 30 Sep, 0200 - 1000Z and 1200 - 2000Z; 01 Oct - 31 Dec 0300 - 1900Z. Note: There will be no flying outside the above timings.

H24. PPR from Dubai Airports and EFTA Ops for non-EFTA flights which are operating into EFTA (RWY 13/31). EFTA Ops 01 APR - 30 SEP 0200-1800Z, 01 OCT - 31 DEC 0300-1900Z. ATND SKD H24. Customs: H24.

Jet A-1.

Fire 9, CAT 10 O/R. EFTA CAT 3.

Dubai (Dubai Intl) Apt of Entry

62' OMD B DXB +04:00 N25 15.2 E055 21.9
4 504 2990, 4 504 5000, 4 505 4723;
aocc@dubaiairports.ae.

12L/30R 14275' ASPHALT. PCR: 850/F/A/W/T, PCN 95/F/A/W/T. TORA 12L 13287'. TORA 30R 14108'. LDA 12L 11811'. LDA 30R 13124'. TODA 12L 13484'. TODA 30R 14304'. ASDA 12L 13700'. ASDA 30R 14308'. HIRL.

Rwy 12L Right-Hand Circuit.

12R/30L 14590' ASPHALT. PCR: 850/F/A/W/T, PCN 109/F/A/W/T. TORA 12R 14157'. LDA 12R 11811'. LDA 30L 14157'. TODA 12R 14354'. TODA 30L 14787'. ASDA 12R 14777'. ASDA 30L 15361'. HIRL.

Rwy 12R Right-Hand Circuit.

H24. ATND SKD Fuel: H24. Repair: PPR. Customs: H24.

OMDB operates as an IATA level 3 slot coordinated airport. No operator shall operate to or from OMDB without first obtaining an allocated slot from Airport Coordination Limited (ACL) and subject to landing permission from the DCAA. Schedules should be sent in IATA SSIM format to ACL in the time scales specified by the IATA schedules calendar to the address below: Email: slots@acl-international.com Fax: +44 (0) 208 564 0691

F-3, Jet A-1.

Fire 10.

Emirates Falcons Aeroclub

908' OMEF +04:00 N24 28.0 E055 37.5

Apt Administration Mobile 3 7854 444, 50 2754 400, 50 6232 388; alkaabi@emiratesfalcons.ae, info@emiratesfalcons.ae.

15/33 2690' ASPHALT.

Rwy 33 Right-Hand Circuit.

ATND SKD SR-SS. Avgas and JET A1 PPR.

F-3, F-6, Jet A-1.

Fujairah (Fujairah Intl) Apt of Entry

153' OMFJ FJR +04:00 N25 06.7 E056 19.4

Apt Administration 9 222 6222; Fax 9 224 1414; gm@fia.ae. Ground Services H24 9 205 5597, 9 222 4177, 9 224 2253/4; Mobile 52 603 4120.

11/29 12303' ASPHALT. PCN 97/F/A/W/T, PCR: 1200/F/A/X/T. HIRL. Rwy 11 Runway closed. Rwy 29 Runway closed.

Rwy 11 Right-Hand Circuit.

11R/29L 10007' ASPHALT. PCR: 1270/F/A/X/T, PCN 139/F/A/X/T. HIRL.

Rwy 11R Right-Hand Circuit.

H24. ATND SKD H24. Customs: H24.

Jet A-1, JP-8.

ABN. Fire 9, Cat 10 operation available.

Ras Al Khaimah (Ras Al Khaimah Intl) Apt of Entry

94' OMRK RKT +04:00 N25 36.8 E055 56.3

U.A.E.

Apt Administration 7 244 8111; Fax 7 244 8199. **Zayed Intl see Abu Dhabi**

16/34 12336' ASPHALT. PCN 57/F/B/W/T, PCR: 604/F/D/W/T. ASDA 16 12500'. HIRL. HIALS 34.

Rwy 16/34 will be closed for planned maintenance every Tue 0500-0800Z. During planned maintenance PPR for training flights and to expect missed approach not below 500' AGL.

H24. ATND SKD H24. Customs: H24.

Jet A-1.

Fire 7 , CAT 9 Avbl with 30 Min prior request.

Sharjah (Sharjah Intl) Apt of Entry

119' OMSJ SHJ +04:00 N25 19.7 E055 31.0

Apt Administration 6 558 1111; Fax 6 558 1051. ATIS H24 6 508 4999.

12/30 13320' ASPHALT. PCR: 786/F/A/W/T, PCN 80/F/A/W/T. LDA 12 12336'. LDA 30 12336'. HIRL.

H24. Aerodrome not available for A380-800 diversions, except Emirates Airlines diversion. ATND SKD H24. Customs: H24.

Jet A-1.

Fire 9 , CAT 10 for Cargo with PNR.

Sir Bani Yas

14' OMBY XSB +04:00 N24 17.0 E052 34.8

Apt Administration 2 805 5000. 2 575 7346, 2 805 2666; Mobile 50 111 1523; saalhameli@adairports.ae. Apt Manager 2 494 2313; Mobile 56 603 8600; Fax 2 494 2333.

13/31 9272' ASPHALT. PCR: 800/F/C/W/T. TORA 13 8780'. TORA 31 8780'. LDA 13 8287'. LDA 31 8287'. TODA 13 8780'. TODA 31 8780'. ASDA 13 8780'. ASDA 31 8780'. HIRL.

Rwy 13 Right-Hand Circuit.

SR-SS, SS-SR for approved operators 2 hrs PPN to MUNAWALA or ADA GAA Operations. SS-SR for non-approved operators 48 hrs PPN to MUNAWALA or ADA GAA Operations.

ABN. Fire 7 , CAT 9 O/R for non-commercial Acft operation.

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 Operator 2-233995, 2-233996, 2-233997,
 2-233998; Fax 2-231545; intlair-
 port.aden@y.net.ye.

08/26 10171' ASPHALT. PCN 76/F/B/W/T.
 TODA 08 11155'. TODA 26 11089'. ASDA 08
 10368'. ASDA 26 10368'. HIRL. ALS 08.

Rwy 26 Right-Hand Circuit.

H24. No operator shall operate to or from
 OYAA without first obtaining an clearance and
 subject to landing permission from the C.A.M.A
 Sana'a. ATND SKD H24. Customs: H24.

Jet A-1. Oxygen.

Fire 9.

Al-Bayda

6120' OYBD +03:00* N14 06.0 E045 26.0

02/20 9842' GRAVEL.

Al-Ghaidah (Al-Ghaidah Intl) Apt of Entry

136' 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'.

SR-SS. PPR from C.A.M.A Sana'a. ATND SKD
 SR-SS. Customs: SR-SS.

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 Manager 1-272645, 1-274714, 1-274717,
 1-274718; Fax 1-272645, 1-274718. Apt Opera-
 tor Fax 5-201840, 5-201841, 5-202315.

13/31 9514' ASPHALT. AUW-135. TODA 13
 10171'. RL.

SR-SS. PPR from C.A.M.A Sana'a.

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 3-22 90 19.

03/21 9843' ASPHALT. PCN 75. TODA 03
 11811'. TODA 21 11483'. ASDA 03 10040'.
 ASDA 21 10040'. HIRL.

SR-SS and O/R. PPR from the C.A.M.A
 Sana'a. ATND SKD SR-SS and O/R. Customs:
 SR-SS and O/R.

F-3, Jet A-1. Oxygen.

ABN. Fire 6.

Kamaran

51' OYKM KAM +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.

YEMEN
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.

SR-SS. PPR from C.A.M.A Sana'a. Customs: SR-SS.

Fire 7.

Mukalla (Mukalla Intl) Apt of Entry

49' OYRN RIY +03:00 N14 39.7 E049 22.5

Apt Administration 5-38 52 17/16; Fax 5-38 52 18.

06/24 9843' ASPHALT. PCN 60/F/B/W/U. TODA 06 10499'. ASDA 06 10040'. ASDA 24 10040'. HIRL.

Rwy 06 Right-Hand Circuit.

H24. PPR from C.A.M.A Sana'a. ATND SKD H24. Customs: H24.

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 1-34 52 87, 1-34 58 12, 1-34 58 13, 1-34 58 14, 1-34 58 15, 1-34 58 16, 1-34 58 17, 1-34 58 18; Fax 1-34 57 00, 1-34 58 19.

18/36 10669' ASPHALT. PCN 60/F/B/X/U. TODA 18 11325'. TODA 36 13884'. HIRL. HIALS 18.

Rwy 18 Right-Hand Circuit.

H24. ATND SKD SR-SS. Customs: SR-SS.

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.

H24. ATND SKD H24. Customs: H24.

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 Operator 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'.

SR-SS.No operator shall operate to or from AD without first obtaining an clearance and subject to landing permission from the C.A.M.A Sana'a. ATND SKD SR-SS. Customs: SR-SS.

Jet A-1. Oxygen.

Fire 7.